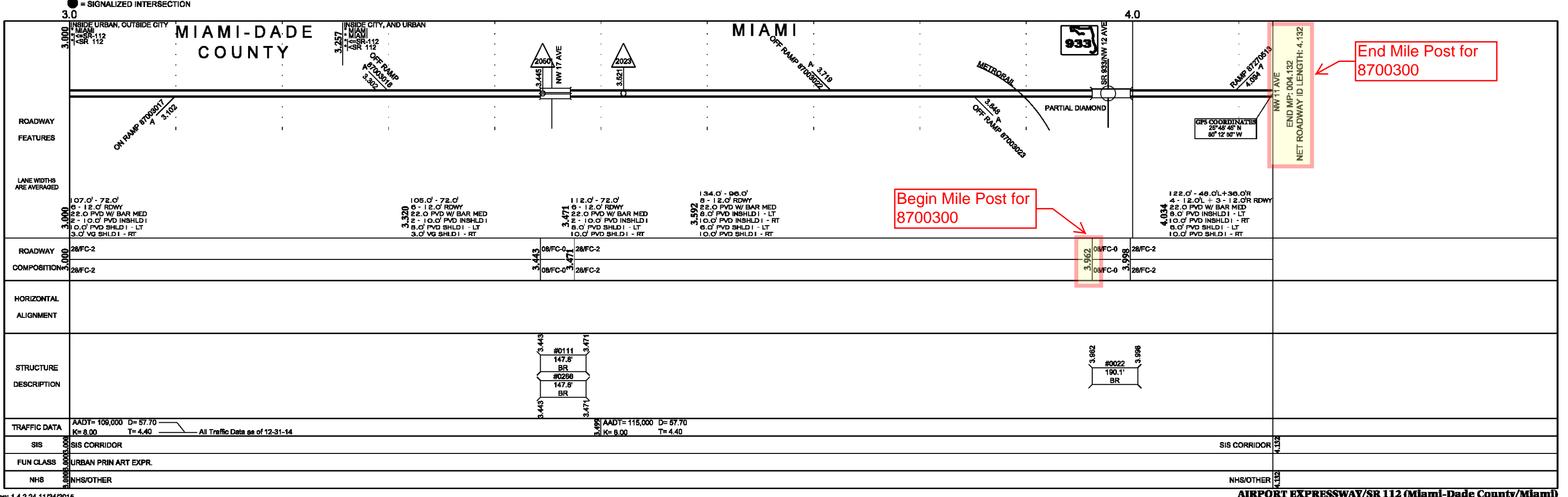
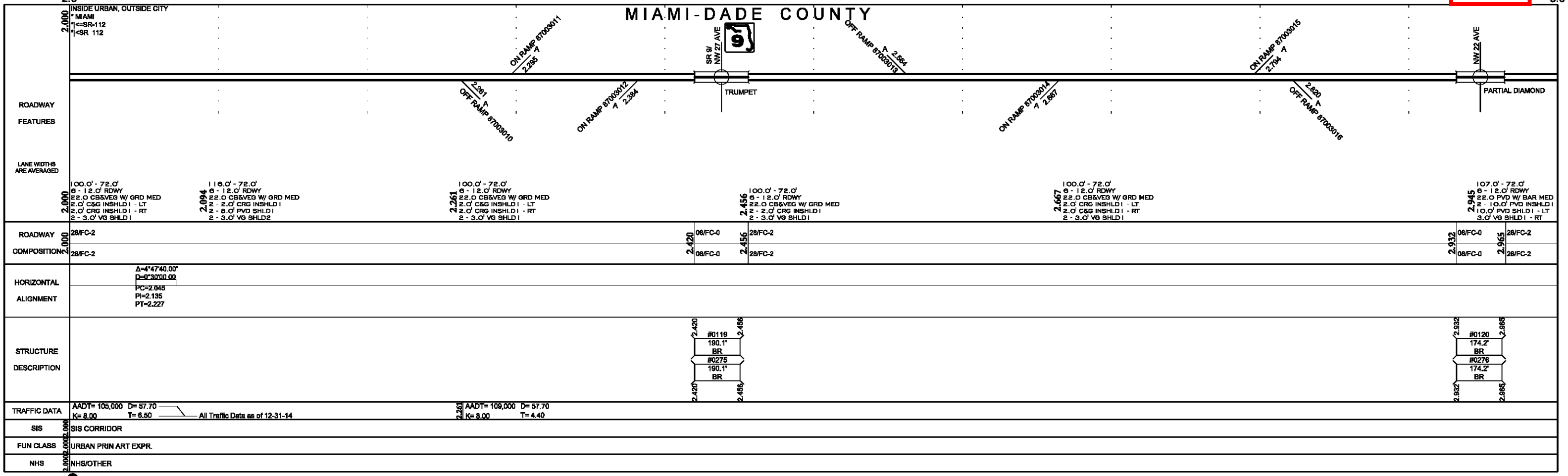
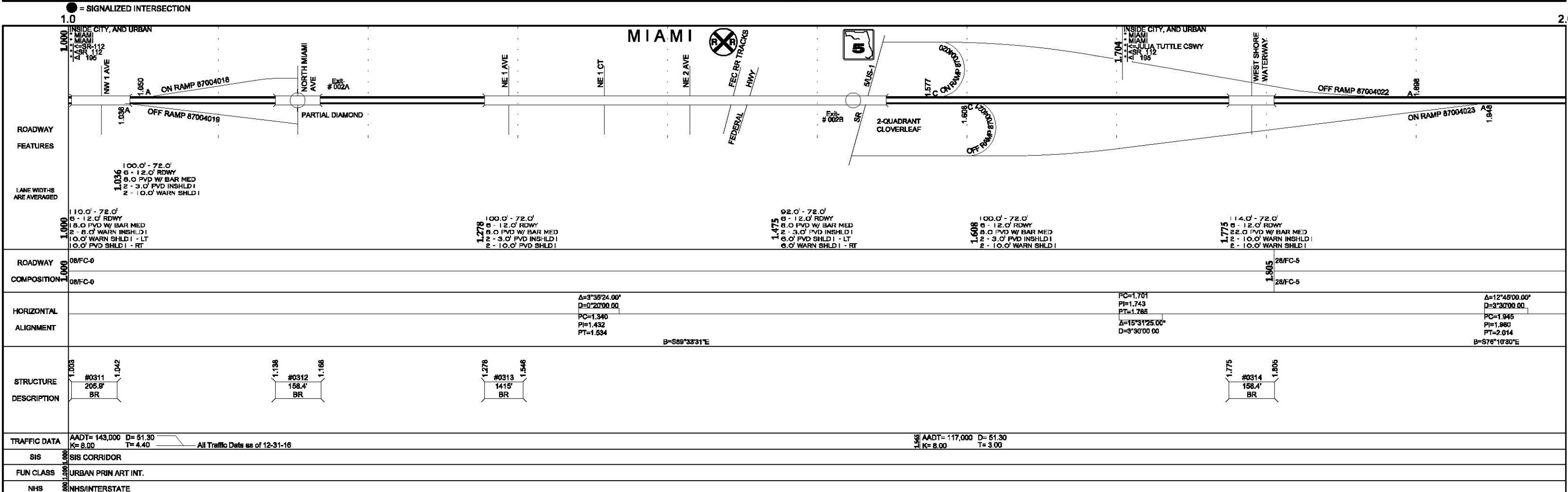
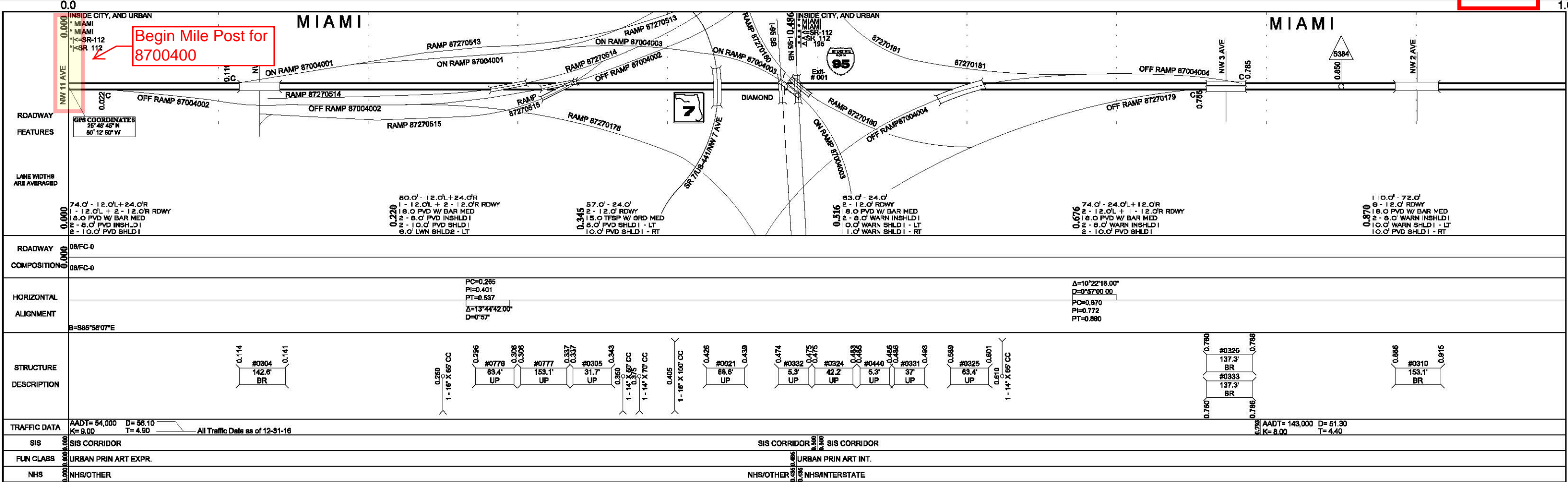




APPENDIX OCR-A: FDOT STRAIGHT LINE DIAGRAMS





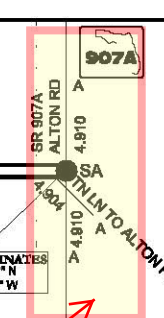
FLORIDA DEPARTMENT OF TRANSPORTATION
STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

2.0	MIAMI	3.0	MIAMI BEACH	4.0
INSIDE CITY, AND URBAN MIAMI MIAMI BEACH JULIA TUTTLE CSWY SR 112 SR 195	MIAMI		MIAMI BEACH	
ROADWAY FEATURES	INTRACOASTAL		BAY	
LANE WIDTHS ARE AVERAGED	WATERWAY		BISCAYNE	
ROADWAY COMPOSITION	28/FC-5	08/FC-0	28/FC-5	08/FC-0
HORIZONTAL ALIGNMENT	B=S88°56'50"E		B=S88°46'46"E	
STRUCTURE DESCRIPTION	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>2.187</p> <p>#0301</p> <p>2154.2'</p> <p>BR</p> </div> <div style="text-align: center;"> <p>2.545</p> </div> </div>		<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>3.960</p> <p>#0302</p> <p>1140.5'</p> <p>BR</p> </div> <div style="text-align: center;"> <p>4.176</p> </div> </div>	
TRAFFIC DATA	AADT= 117,000 D= 51.30 K= 8.00 T= 3.00 All Traffic Data as of 12-31-16			
SIS	SIS CORRIDOR			
FUN CLASS	URBAN PRIN ART INT.			
NHS	NHS/INTERSTATE			

● = SIGNALIZED INTERSECTION

4.0	MIAMI BEACH			
INSIDE CITY, AND URBAN MIAMI BEACH MIAMI JULIA TUTTLE CSWY SR 112 SR 195	MIAMI BEACH			
ROADWAY FEATURES	BAY			
LANE WIDTHS ARE AVERAGED	BISCAYNE			
ROADWAY COMPOSITION	08/FC-0	28/FC-5	08/FC-0	28/FC-5
HORIZONTAL ALIGNMENT	Δ=25°25'34.00" D=1'30'00.00" PC=4.321 PI=4.484 PT=4.642 B=N69°35'47"E			
STRUCTURE DESCRIPTION	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>3.580</p> <p>#0302</p> <p>1140.5'</p> <p>BR</p> </div> <div style="text-align: center;"> <p>4.315</p> <p>1-16" X 75' CC</p> </div> <div style="text-align: center;"> <p>4.500</p> <p>1-16" X 70' CC</p> </div> <div style="text-align: center;"> <p>4.540</p> <p>1-12" X 70' CC</p> </div> <div style="text-align: center;"> <p>4.580</p> <p>1-16" X 70' CC</p> </div> <div style="text-align: center;"> <p>4.730</p> <p>#0303</p> <p>301'</p> <p>BR</p> </div> <div style="text-align: center;"> <p>4.787</p> </div> </div>			
TRAFFIC DATA	AADT= 117,000 D= 51.30 K= 8.00 T= 3.00 All Traffic Data as of 12-31-16			
SIS	SIS CORRIDOR			
FUN CLASS	URBAN PRIN ART INT.			
NHS	NHS/INTERSTATE			

End Mile Post for 8700400





APPENDIX OCR-B: I-195 CPS, EXISTING & FUTURE NO-BUILD TRAFFIC ANALYSIS REPORT



EXISTING AND FUTURE NO-BUILD TRAFFIC ANALYSIS REPORT I-195 Corridor Planning Study

I-95/NW 12th Avenue to Alton Road Miami-Dade County, Florida

Financial Management Number: 440228-1-22-01



Prepared for:



Prepared by:

BCC Engineering, Inc.
6401 SW 87th Avenue, Suite 200
Miami, FL 33173

February 2019

EXISTING AND FUTURE NO-BUILD TRAFFIC ANALYSIS REPORT



I-195 Corridor Planning Study

Project Study Limits:

I-95/NW 12th Avenue to Alton Road
Miami-Dade County, Florida

Financial Management Number: 440228-1-22-01

Prepared for:



Prepared by:

BCC Engineering, Inc.
6401 SW 87th Avenue, Suite 200
Miami, FL 33173
February 2019

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1.0 INTRODUCTION

This report summarizes the traffic volume development, traffic model development and traffic operations analysis undertaken to assess existing as well as future no-build conditions for the study area of the I-195 Corridor Planning Study (CPS). The main objectives of the analyses documented in this report are twofold:

1. To establish calibrated and validated models to complete an analysis that will, to the extent possible, reflect the existing traffic conditions within the I-195 CPS study area.
2. To help identify the future needs of the study area by developing design hour traffic projections and completing an analysis of the future 2045 No-Build conditions using the calibrated and validated models.

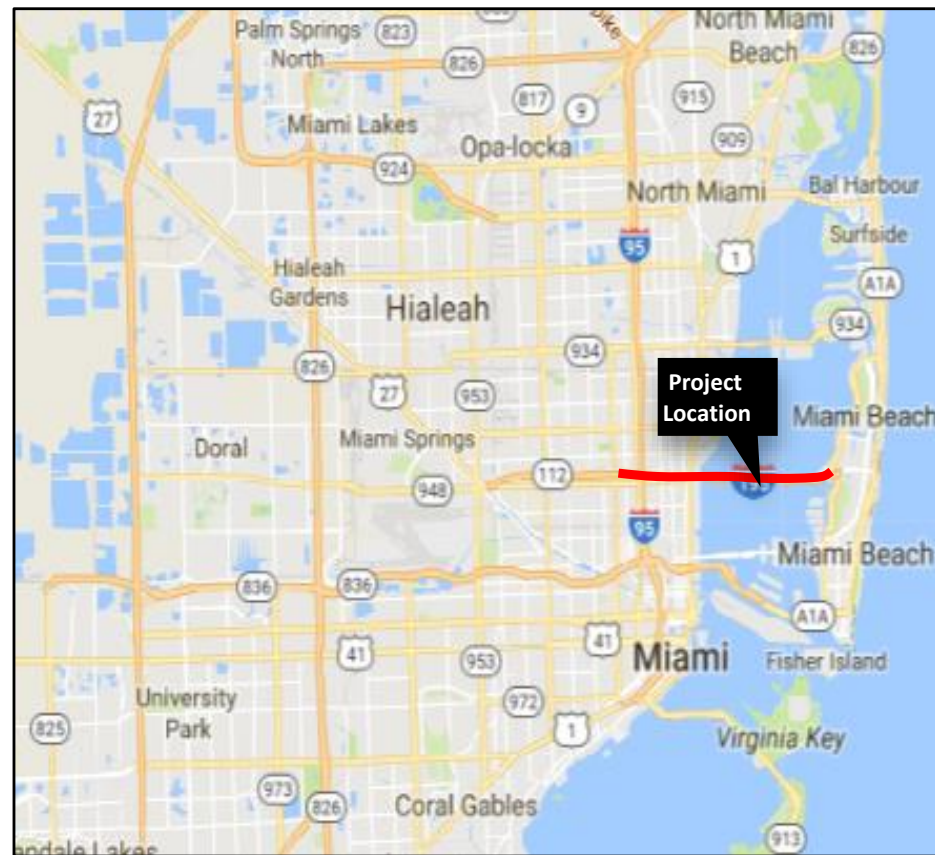
The traffic volume development for existing and future no-build conditions follows the procedures promulgated in the Florida Department of Transportation (FDOT) *2014 Project Traffic Forecasting Handbook*. The traffic operations analyses of existing and future no-build conditions follow the procedures of the FDOT *2014 Traffic Analysis Handbook*.

1.1 Project Description



Interstate 195 (I-195) is a vital limited access facility in Miami-Dade County providing a direct connection between Miami International Airport (via State Road 112 [SR 112]), Interstate 95, and the densely populated areas of Miami Beach. One of two limited access facilities in Miami-Dade County connecting the mainland to the barrier island, I-195/SR 112 carries approximately 130,000 vehicles daily. The corridor provides interchange access to several neighborhoods recently experiencing significant growth including the Design District, Midtown, and Wynwood in the City of Miami. Travel demand in this corridor, is expected to increase over the next 30 years due to continued growth that is being planned for within both the City of Miami and the City of Miami Beach. Opportunities for geometric expansion along the corridor to address anticipated growth are constrained due to limited right-of-way.

1.2 Project Area

The project study area is the SR 112/I-195 corridor from NW 12th Avenue (west of I-95) to the Alton interchange to the east on Miami Beach. The following interchanges exist within the study limits: NW 12th Avenue (partial), Interstate 95 (system-to-system), North Miami Avenue (partial), Biscayne Boulevard (full), and SR 907/Alton Road (full). **Exhibit 1-1** on the next page, shows the project location and study limits.



LEGEND

-  Study limits
-  I-95/SR 112 Study Corridor


Project Name: **I-95 Corridor Planning Study from I-95/NW 12th Avenue to SR 907/Alton Road** 
 FM No. 440228-1-22-01

Exhibit Name: **Project Location Map**

Report Title: **Existing and Future No-Build Traffic Analysis Report**

Exhibit No.	1-1
Page No.	
Date:	11/07/18

2.0 ANALYSIS METHODOLOGY

The traffic analysis methodology is outlined in a technical memorandum that was submitted to the FDOT Planning and Environmental Management Office (PLEMO) in January 2018 as part of an overall Methodology Letter of Understanding (MLOU) that comprised all elements of the I-195 CPS. **Appendix A** includes the tech memo as well as email correspondence with FDOT PLEMO staff indicating additional items to incorporate into the study methodology. The traffic methodology focused on the steps necessary to:

- Develop balanced traffic volumes for existing and future no-build conditions.
- Conduct traffic operational analyses for existing and future no-build conditions.

The remainder of this section summarized the key aspects of the methodology.

2.1 Analysis Years

The years for analysis were identified to address the traffic forecasting and traffic operational analysis needs.

A. Traffic Forecasting

- Base year of 2015 determined by validation year of latest available travel demand model
- Model horizon year of 2040
- Study Horizon year of 2045

B. Traffic Operational Analysis

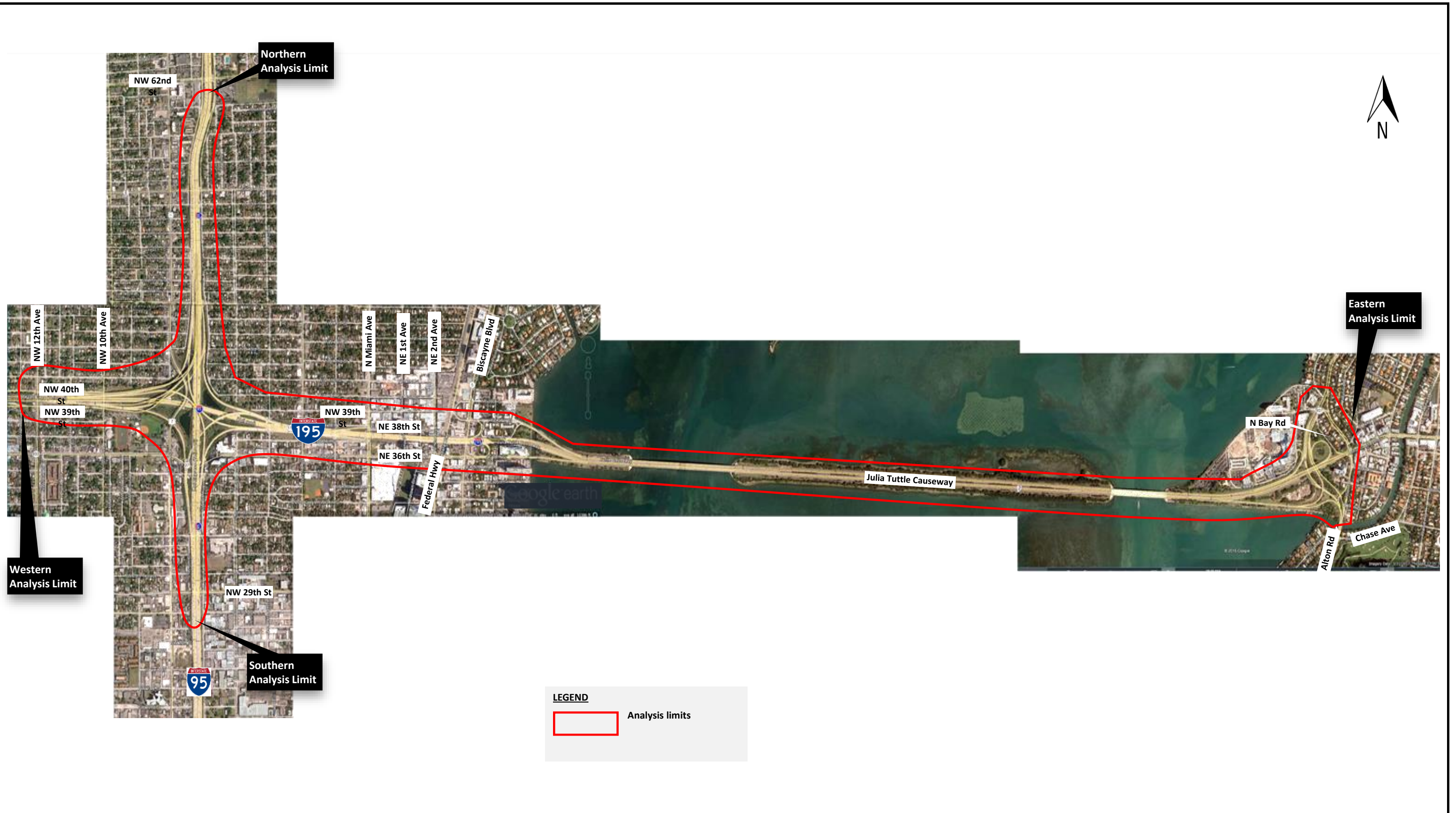
- Existing year, 2017 determined by year of most recent available traffic data
- Study Horizon year of 2045

2.2 Project Analysis Area

In addition to the interchanges highlighted in **Section 1.2**, key intersections along the following surface streets were also analyzed:

- NW 12th Avenue between NW 39th Street and NW 40th Street
- NW 10th Avenue at NW 39th Street
- N Miami Avenue between NW 36th Street and NW 38th Street
- NE 36th Street between N Miami Avenue and I-195 eastbound Off-Ramp
- NE 38th Street between N Miami Avenue and NE 2nd Avenue
- NE 2nd Avenue between NE 36th Street and NE 39th Street
- Federal Highway between NE 36th Street and NE 39th Street
- NE 37th Street between NE 2nd Avenue and I-195 westbound Off-Ramp
- Alton Road between Chase Avenue and N Bay Road.

The project analysis area is shown in **Exhibit 2-1** on the next page.



2.3 Travel Demand Forecasting

The latest version of the Southeast Florida Regional Planning Model version 7.071 (SERPM 7.071) which includes Miami-Dade, Broward and Palm-Beach counties, was used as the starting point for the modeling effort. SERPM, an Activity-Based Model (ABM) which uses the Coordinated Travel Regional Activity-Based Modeling Platform (CT-RAMP), was developed to be sensitive to changes in land-use and transportation characteristics.

The model was developed in accordance with the Long-Range Transportation Plans (LRTP) from across FDOT Districts 6 and 4 and was validated for a base year of 2010. A subarea level validation was performed for this study as discussed in **Section 5.0** of the report. Model growth rates derived from this effort, were used in the project traffic forecasting process described in **Section 2.4**.

2.4 Project Traffic Forecasting

Average daily traffic, design hour volumes, as well as balanced AM and PM peak hour turning movement volumes have been developed for the 2017 existing year and the future 2045 horizon year. The development of future traffic volumes is consistent with the policies and procedures outlined in FDOT's *Project Traffic Forecasting Handbook and Project Traffic Forecasting Procedure (# 525-030-120)* and is described further in **Section 5.0**.

2.5 Traffic Operational Analysis

The roadway network analyzed within the study area comprises freeway and ramp segments as well as ramp terminals and major intersections adjacent to the ramp segments.

2.5.1 Intersections and Ramp Terminals

The capacity analysis of Intersections and ramp terminals was performed using the SYNCHRO Version 9.2 software which is based on the latest version of the Highway Capacity Manual (HCM). Pursuant to Section 6.4.2 of the *FDOT Traffic Analysis Handbook – March 2014*, the existing SYNCRHO model was developed considering the following guidelines to the extent appropriate:

- Lost time adjustment factor adjusted to replicate field observed queue lengths.
- Link terminals extended at least 1000 feet from the last node to calculate reasonable queuing in the model.
- 95th percentile queue lengths that are tagged with “#” or “m” examined for the extent of queuing problems.

Level of service, delay, volume-to-capacity ratio and queue length were used as measures of effectiveness to assess the traffic operations at ramp terminals and intersections.

2.5.2 Freeway and Ramp Areas

Freeway and Ramp areas, were analyzed using the Highway Capacity Software Version 7.6, based on Chapter 10 Procedures of the *Highway Capacity Manual Version 6*. Freeway segments of the Basic, weaving, merge and diverge type, were combined to form continuous connected facilities in each direction so that the effects of downstream traffic operating conditions are considered in reporting the operations along a given facility. Traffic density, level of service, and speed were used as measures of effectiveness to assess the traffic operations of freeway and ramp areas.

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3.0 EXISTING DATA SUMMARY

Traffic counts, travel time runs, origin-destination volume surveys as well as traffic control features at study intersections were collected in order to evaluate existing conditions within the study area and provide a basis for the analysis of future conditions.

3.1 Traffic Count Data

Traffic count data from various sources and dates were assembled for roadway link segments and intersections within the I-195 CPS study area. New traffic data were specifically collected for this study (ref. Chapter 6 of the I-195 CPS Existing Conditions Report – October 2018) and supplemented with data from the FDOT Florida Traffic Online database and FDOT Sunguide Data. **Exhibit 3-1** on the next page depicts a map with an inventory of the various data sources described in **Sections 3.1.1** through **3.1.6**.

3.1.1 72-Hour Traffic Station Volumes

72-Hour bi-directional machine counts on arterials and one-way counts on ramps were recorded in 15-minute intervals at 32 locations. Data were collected for three consecutive days as follows: October 17th, 2017 through October 19th, 2017 for 11 stations, October 24th, 2017 through October 26th, 2017 for 14 stations and October 31st, 2017 through November 2nd, 2017 for 6 stations. These data are included in the detailed traffic data collection report in **Appendix B**.

3.1.2 72-Hour Volume, Speed and Classification Counts

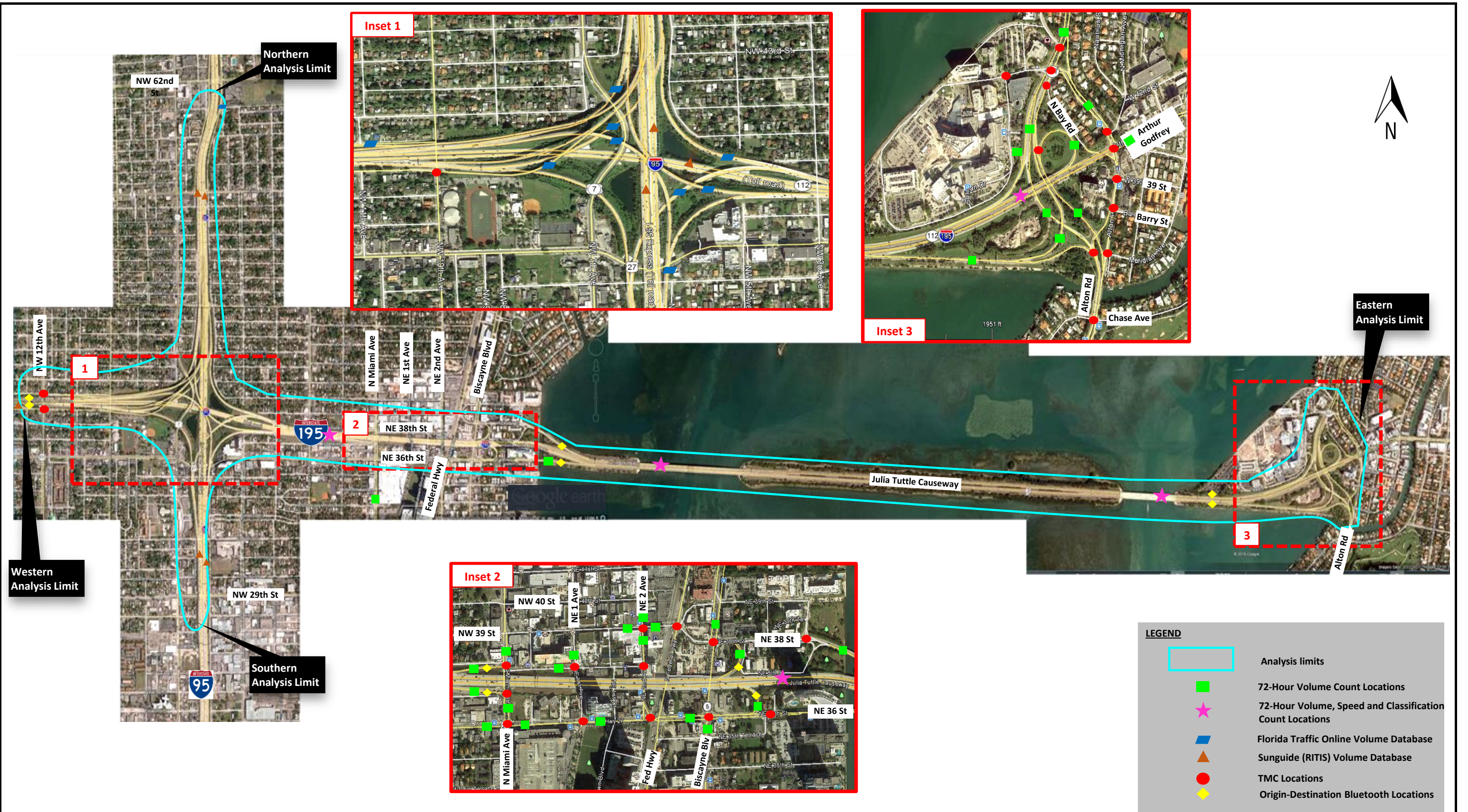
72-Hour volume, speed and classification counts were recorded at five locations along I-195. Vehicles were classified into 14 categories from motorcycles to multi-axle multi-trailer trucks and vehicle speeds were recorded. These counts were recorded in 15-minute intervals on three consecutive days from October 24th, 2017 through October 26th, 2017. These data are included in the detailed traffic data collection report in **Appendix B**.

3.1.3 Florida Traffic Online Data

Traffic volume data from FDOT's Florida Traffic Online database were reviewed for freeway and ramp segments particularly in the area of the I-95 / I-195 Interchange area. Synopsis reports were obtained where available showing the hourly breakdown of the traffic volumes at the locations shown. Supplemental traffic count data obtained from the FTI database are included in **Appendix B**.

3.1.4 Sunguide Data

Average volume data from Sunguide detectors within the study area were gathered for three days in October 2017. The Sunguide data were used particularly to supplement the hourly existing traffic data on the I-95 express lanes just north of the I-195 interchange. The Sunguide data were obtained via the Regional Integrated Transportation Information System (RITIS) database. Supplemental traffic count data from RITIS are included in **Appendix B**.



Project Name:



I-95 Corridor Planning Study from
I-95/NW 12th Avenue to SR 907/Alton Road
FM No. 440228-1-22-01



Exhibit Name:

Traffic Count Sources Inventory

Report Title:

Existing and Future No-Build Traffic Analysis Report

Exhibit No. 3-1

Page No.

Date: 12/21/18

3.1.5 Turning Movement Counts

Turning movement counts (TMCs) were conducted at the major study intersections and ramp termini after conducting a review of existing traffic data (from the Florida Online Traffic Database – FTI) to determine peak periods and peak spreading of traffic volumes.

A review of the peak spreading (aka duration of congestion) around the AM and PM peak periods was conducted within the study area considering the traffic analysis needs of the study. Existing 24-hour traffic volume profiles based on Florida Traffic Information (FTI) data were evaluated to determine the extent to which the AM and PM peak demands spread over multiple hours. Based on the FTI data, the morning peak period was between 7:00 AM and 9:00 AM but the PM peak period was between 3:00 PM and 6:00 PM. Further information documenting the peak spreading review, coordination and approval is included in **Appendix B**.

Upon approval from the FDOT District 6 PLEMO, 5-hour Turning Movement Counts were conducted at the study intersections. The TMC consists of 2 hours from 7:00 AM to 9:00 AM in the morning (AM) peak period and 3 hours from 3:00 PM to 6:00 PM in the evening (PM) peak period on the dates of October 17th, 2017 for 13 intersections and on October 24th, 2017 for 15 locations. This collection effort included the information for trucks, pedestrians and bicycle counts along with the passenger car counts for each movement at the intersections. These data are included in the detailed traffic data collection report in **Appendix B**.

3.1.6 Bluetooth Count Data

Bluetooth traffic data were collected at various locations throughout the network to identify the route choice between origins and destinations in the study area. Twelve BlueTOAD (Bluetooth Travel-time Origin and Destination) devices were placed to capture the vehicles entering or exiting the study area, two of them were installed on I-95 close to Golden Glades Interchange (GGI) to capture the traffic moving between Miami Beach and North Miami Dade towards Broward County. It should be noted that the desired identification of O-D patterns may not be realized due to the tight urban geography, the high volume of traffic, and the limited areas surveyed (negotiated at the outset of the I-195 CPS) that precluded the development of a closed system. The O-D data are being further evaluated and a determination will be made as to their usefulness in assessing the impact of the build alternatives being developed as part of the study. The O-D data are included in the detailed traffic data collection report in **Appendix B**.

3.2 Travel Time Runs

Travel time runs were performed to obtain the travel time, average speed and delay statistics along I-195 mainline (both eastbound and westbound) during the AM and PM peak hours. The runs were performed on the dates of February 14th, 2018 and February 15th, 2018 from 7:00 AM to 9:00 AM in the morning peak period and from 3:00 PM to 6:00 PM in the evening peak period. **Table 3-1** summarizes the results for the eastbound and westbound runs. The travel time information is included in the traffic data collection report in **Appendix B**.

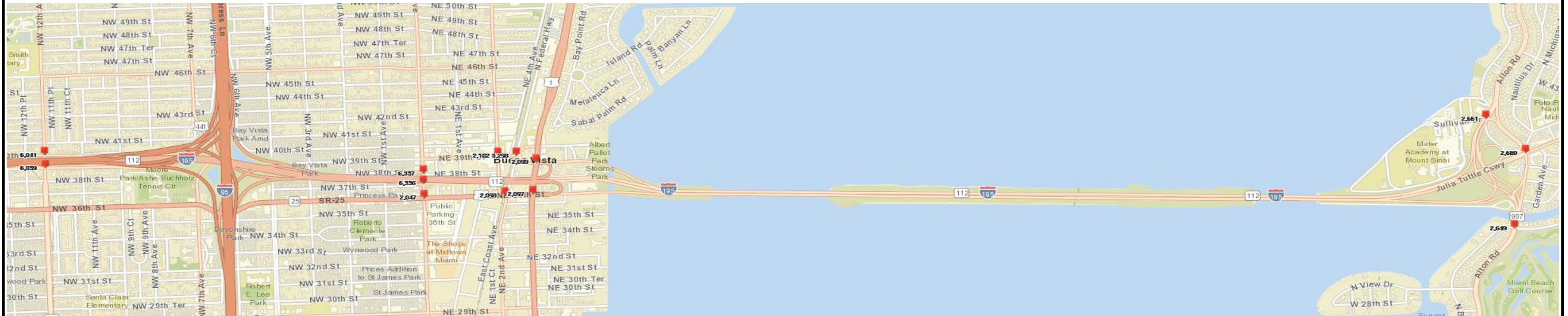
Table 3-1: I-195 Travel Time Summary

Direction	Limits	Peak Period	Travel Time (Sec)	Average Speed (MPH)
Eastbound	From NW 13th Avenue to Alton Road	AM	619.7	30.3
		PM	493	38
Westbound	From Alton Road to NW 13th Avenue	AM	360.5	51.2
		PM	719.7	25.7

3.3 Traffic Control and Signal Timing Data

There are 13 signalized intersections within the study area. The timing plans for the signalized intersections were obtained from the Miami-Dade Traffic Signs & Signals Division database and are included in **Appendix B. Exhibit 3-2** shows the location of the signalized intersections. The existing signal timing data were used in the existing traffic operations analysis.

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Legend

Traffic Signals



Project Name:



I-95 Corridor Planning Study from
I-95/NW 12th Avenue to SR 907/Alton Road
FM No. 440228-1-22-01



Exhibit Name:

Location of Traffic Signals in Study Area

Report Title:

Existing and Future No-Build Traffic
Analysis Report

Exhibit No. 3-2

Page No.

Date: 11/14/18

4.0 EXISTING CONDITIONS TRAFFIC OPERATIONS ANALYSIS

An analysis of the existing traffic conditions along major roadway corridors within the study area was conducted for the typical weekday morning and afternoon peak hours. This section outlines the methodology used to develop balanced traffic volumes throughout the system, and the approach used to conduct the existing conditions operational analysis of freeway/ramp segments and ramp terminals/intersections within the study area.

4.1 Traffic Volume Balancing

Since the traffic volume data (in **Section 3.1**) were collected on different days and in some cases different years, it was necessary to adjust, normalize and balance these traffic volumes prior to their use in the existing traffic operations analysis. Volume balancing is an important step to ensure convergence during the traffic modeling described later in **Section 4.2** and **Section 4.3**. Traffic volume balancing was performed using the procedures promulgated in the FDOT 2014 Project Traffic Forecasting Handbook and the Analytical Travel Forecasting Approaches for Project-Level Planning and Design - NCHRP Report 765 published by the National Cooperative Highway Research Program. **Table C-1** in **Appendix C**, delineates the development of existing link volumes within the study area which reflect the adjustments and balancing procedures described in this section.

4.1.1 Seasonal Variation Adjustment

The traffic counts were adjusted to account for the seasonal variations in traffic volumes. Seasonal adjustment factors (from FDOT count sites close to the study area listed in the Florida Traffic Online 2016 Peak Season Factor Report) were used to adjust the roadway link volume counts based on the count date.

4.1.2 Count Normalization

Traffic counts collected in 2016 (primarily the volume counts on the ramps within the I-195/195 Interchange) were normalized to a 2017 base year by applying growth rates based on historical traffic volume data from FDOT count sites close to the study area.

4.1.3 Volume Balancing Approach

It was necessary to adopt a hierarchical approach to the volume balancing since the study area network comprises a mix of freeway / ramp facilities, ramp terminals and intersections. In this hierarchical approach, freeway and ramp segments were balanced first followed by ramp terminal intersections and lastly, the intersections within the network surrounding the ramp terminals. This approach is consistent with the priorities implied in the federal functional classification of roadway facilities which places a higher emphasis on freeway/ramp facilities relative to arterial facilities and their associated intersections.

A. **Freeway / Ramp Balancing** - The balancing of seasonally adjusted and normalized freeway and ramp volumes was performed according to guidelines contained in *NCHRP Report 765, §: 5.4.1 Balancing Volumes in a Corridor*. A general overview of the steps taken to achieve balanced freeway and ramp volumes are as follows:

1. The routes along the freeway network to be balanced were first defined. Once defined, the routes were aggregated into three groups to balance the freeway network in a modular manner. **Table 4-1** presents a summary of the 20 freeway routes that were identified for balancing.

Table 4-1: Freeway Route Summary

Group	Route #	Route Description
GROUP 1: I-195 / I-95 INTERCHANGE ROUTES WEST & EAST OF I-95	1	I-95 southbound general-purpose lanes from north of NW 62 Street to south of Express Lanes merge
	2	I-95 southbound general-purpose lanes from north of I-95/I-195 interchange to SR 112 westbound west of NW 12th Avenue
	3	I-95 southbound general-purpose lanes from north of I-95/I-195 interchange to I-195 eastbound east of I-95/I-195 Interchange
	4	I-95 southbound express lanes from north of exit ramp to westbound SR 112 to south of I-95 southbound general-purpose lane merge
	5	I-95 southbound express lanes from north to SR 112 westbound
	6	I-95 northbound general-purpose lanes from south of express lanes diverge to north of NW 62 Street
	7	I-95 northbound general-purpose to I-195 Eastbound east of I-95/I-195 Interchange
	8	I-95 northbound general-purpose to I-195 Westbound west of I-95/I-195 Interchange
	9	I-95 northbound express lanes to north of NW 62 Street
	10	I-195 eastbound from west of NW 12 Avenue to east of I-195/I-95 interchange
	11	I-195 eastbound to I-95 northbound general-purpose lanes
	12	I-195 eastbound to I-95 southbound general-purpose lanes to south of express lanes merge
	13	I-195 eastbound to I-95 northbound express lanes
	14	I-195 westbound from east of I-95 Off-Ramps to west of I-95 On-Ramps
	15	I-195 westbound from east of I-95 Off-Ramps to I-95 northbound
	16	I-195 westbound from east of I-95 Off-Ramps to I-95 southbound
GROUP 2	17	I-195 eastbound from west of N Miami Avenue ramps to east of US-1 Ramps to/from I-195
	18	I-195 westbound from east of US-1 Ramps to/from I-195 to west of N Miami Avenue Ramps
GROUP 3	19	I-195 eastbound from west of Alton Road Off-Ramp to Arthur Godfrey Road
	20	I-195 westbound from Arthur Godfrey Road to west of Alton Road On-Ramps

2. At the furthest upstream segment of the freeway facility in the direction of the route to be balanced, the initially established seasonally adjusted and normalized volume was used as the starting volume.

3. Proceeding in the direction of travel, an initial running total was developed by adding entry ramp volumes and subtracting exit ramp volumes until the furthest downstream segment along the route was reached. This step revealed the extent of any initial imbalance in traffic volumes along the corridor in the direction of travel.
4. Volume balance in the direction of travel was established by optimizing the Geoffrey E. Havers (GEH) Statistic to minimize differences between volumes derived from the running total and the unbalanced counts that were available between the starting and ending points along the route. The GEH Statistic is routinely used in the development of traffic volumes along a travel route to measure the “goodness of fit” between balanced and unbalanced volumes. For hourly traffic flows, the GEH formula is:

$$G_H = \sqrt{\frac{2(V_b - V_u)^2}{V_b + V_u}}$$

Where,

G_H = GEH statistic for hourly traffic volumes as estimated by the GEH model,
 V_b = balanced traffic volume, vehicles per hour (VPH), and
 V_u = unbalanced traffic count, VPH

The following guidelines are recommended when assessing the goodness of fit between balanced and unbalanced volumes based on the GEH statistic;

GEH < 5	Acceptable fit, probably okay
5 ≤ GEH < 10	Caution: possible issue with count
GEH ≥ 10	Warning: high probability of issue with count

5. For each group defined in Step 1, the routes were further balanced with a goal of minimizing the difference between the unbalanced and balanced traffic volumes subject to the constraint that the entering volumes equal exiting volumes within the group. The freeway balancing calculations are documented in **Tables C-2** through **C-7** in **Appendix C**.

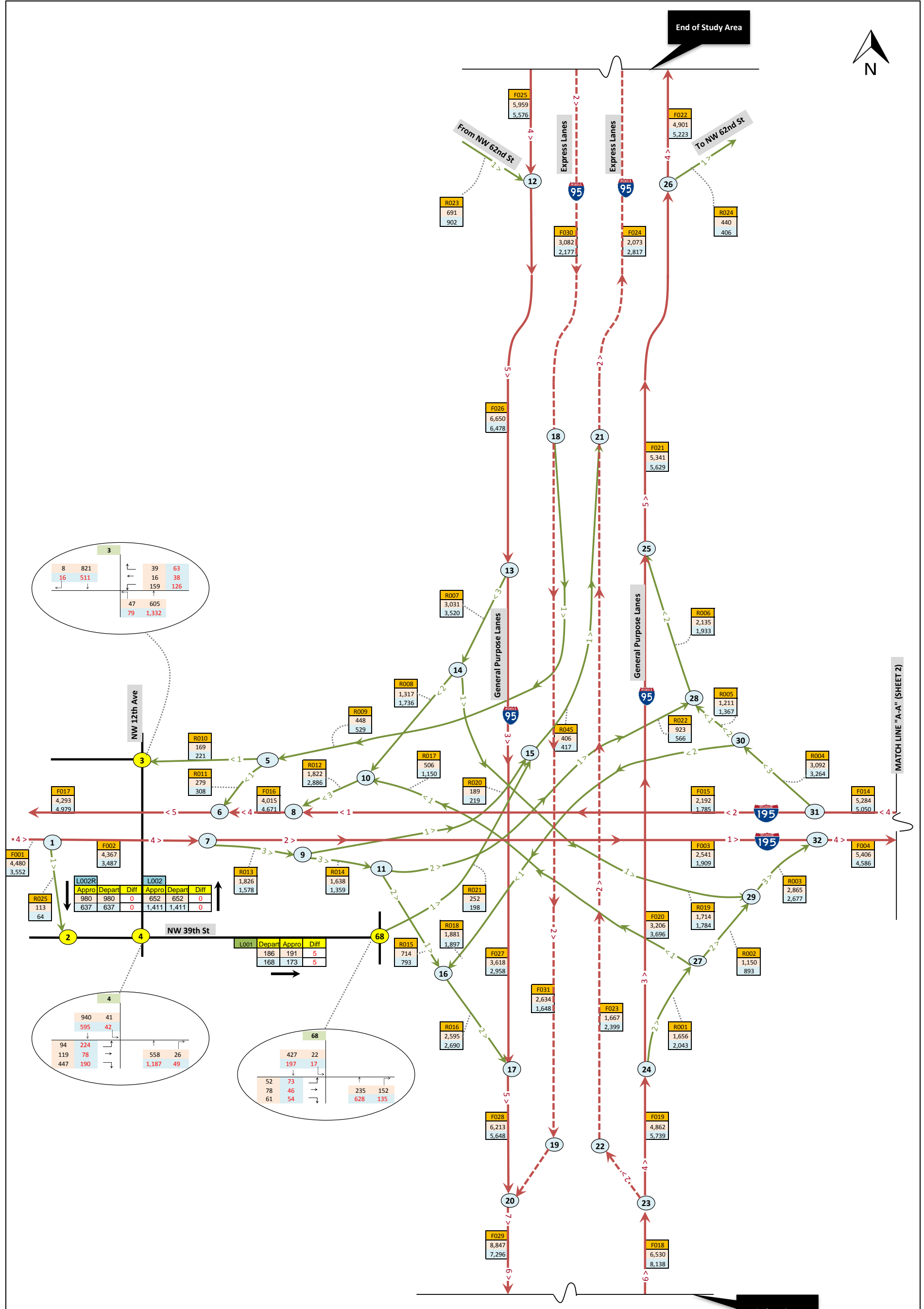
B. Ramp Terminals & Arterial Intersection Balancing - A general overview of the ramp terminal and intersection volume / development is as follows:

1. The seasonally adjusted and normalized intersection approach link volumes were used as a starting point.
2. The period specific existing intersection turning movement counts were used to establish initial turning movement percentages to convert approach link volumes to peak hour turning movement volumes.
3. Turning movement volumes (TMVs) were developed according to following hierarchy:
 - a) TMVs at interchange ramp terminals were first developed.
 - b) Using ramp volumes as control volumes, the next step was to work out from those

- ramp terminals to develop balanced TMVs at the other intersections along the arterials up to limits of the influence area.
- c) TMVs at intersections along cross streets were balanced up to the limits of influence area by working out from arterials with ramp terminals.
 - d) TMVs were balanced such that upstream TMVs were equal to the downstream TMVs along a given corridor in the study area on roadway segments where there were no driveways in between.

An iterative process was followed to produce the balanced peak-hour volumes depicted in **Exhibits 4-1** through **4-3**. Worksheets summarizing the detailed volume development process are included in **Appendix C**.

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Report Title: **Existing and Future No-Build Traffic Analysis Report**

Exhibit Name: **2017 Balanced Existing Peak Hour Volumes (Sheet 1 of 3)**

Project Name: **I-95 Corridor Planning Study from I-95/NW 12th Avenue to SR 907/Alton Road**

FM No. 440228-1-22-01

Attributes Legend

- F001 Freeway / Ramp balanced segment
- L99 Link that has access in between
- L99 Link that has no access in between and should be balanced
- Appr Approach Link Volume
- Depart Departure Link Volume
- Diff Departure minus approach link volume difference
- xxx AM Link / TMV Volume
- xxx PM Link / TMV Volume

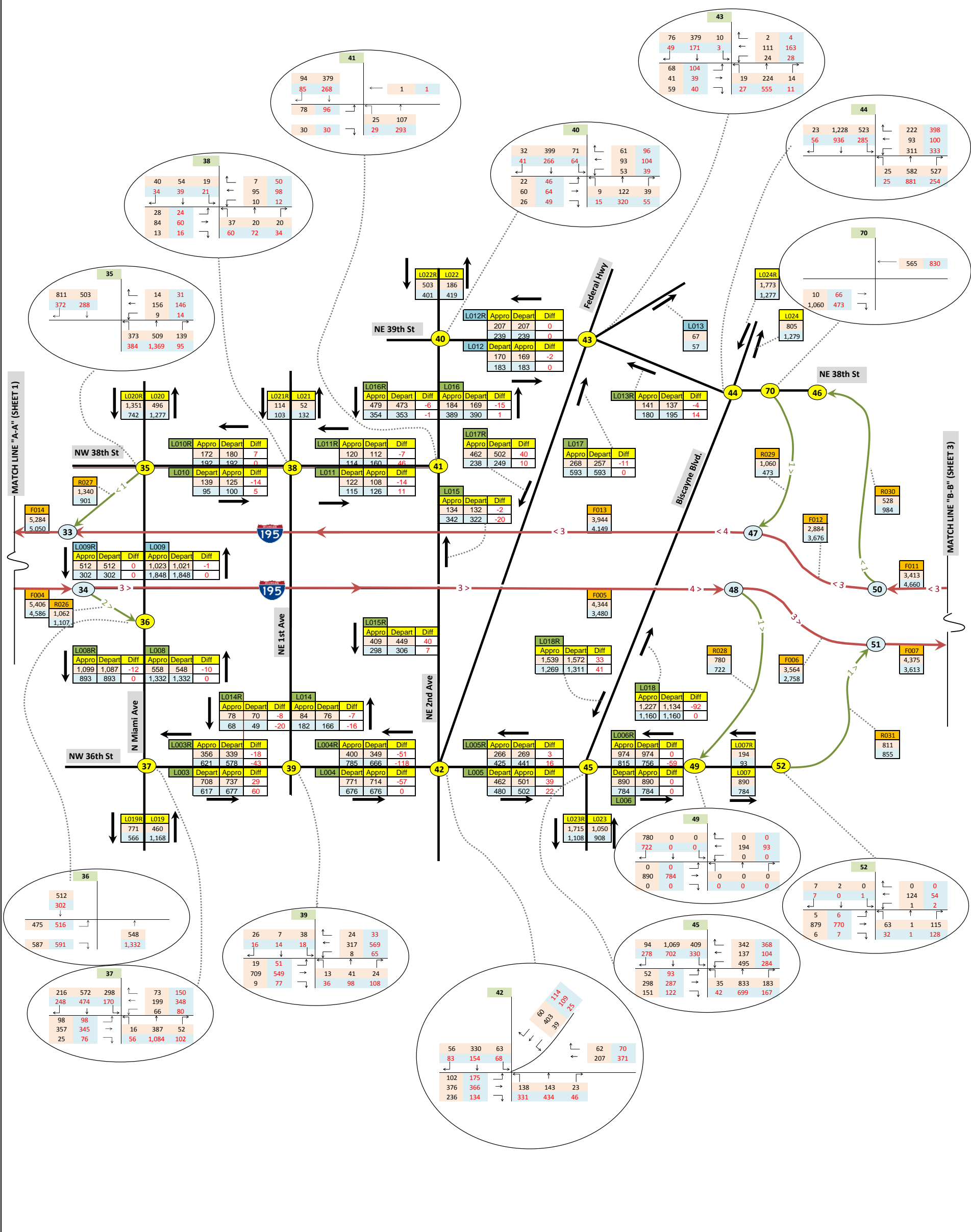
Network Legend

- 20 Freeway Node
- 4 Arterial Node
- Freeway Facility
- Express Lane Facility
- Ramp segment
- Arterial Segment
- 2 > Number of Lanes

Exhibit No: 4-1

Page no: 4-1


Date: 2/27/19



Report Title: **Existing and Future No-Build Traffic Analysis Report**

Exhibit Name: **2017 Balanced Existing Peak Hour Volumes (Sheet 2 of 3)**

Project Name: **I-95 Corridor Planning Study from I-95/NW 12th Avenue to SR 907/Alton Road FM No. 440228-1-22-01**



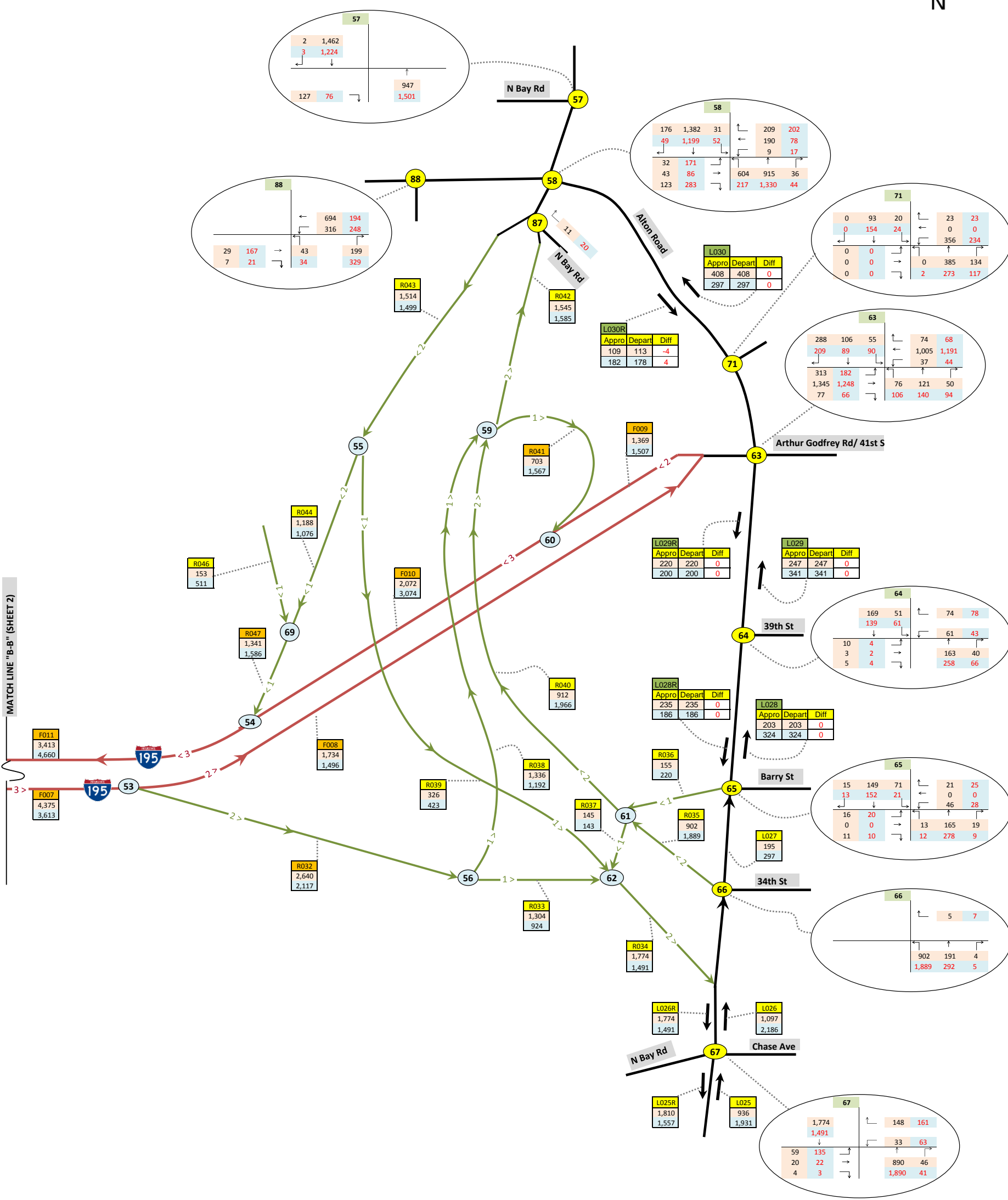
Attributes Legend

- F001 Freeway / Ramp balanced segment
- L99 Link that has access in between
- L98 Link that has no access in between and should be balanced
- Appr Approach Link Volume
- Depart Departure Link Volume
- Diff Departure minus approach link volume difference
- xxx AM Link / TMV Volume
- xxx PM Link / TMV Volume

Network Legend

- 20 Freeway Node
- 4 Arterial Node
- Freeway Facility
- Ramp segment
- Arterial Segment
- 2 > Number of Lanes

Exhibit No: 4-2
 Page no:
 Date: 2/27/19



Report Title: **Existing and Future No-Build Traffic Analysis Report**

Exhibit Name: **2017 Balanced Existing Peak Hour Volumes (Sheet 3 of 3)**

Project Name: **I-195 Corridor Planning Study from I-95/NW 12th Avenue to SR 907/Alton Road**

FM No. 440228-1-22-01

- Attributes Legend**
- F001** Freeway / Ramp balanced segment
 - L99** Link that has access in between
 - L98** Link that has no access in between and should be balanced
 - Appr** Approach Link Volume
 - Depart** Departure Link Volume
 - Diff** Departure minus approach link volume difference
 - xxx** AM Link / TMV Volume
 - xxx** PM Link / TMV Volume

- Network Legend**
- 20** Freeway Node
 - 4** Arterial Node
 - Freeway Facility
 - ↔** Ramp segment
 - Arterial Segment
 - 2 >** Number of Lanes

Exhibit No: 4-3
 Page no:
 Date: 2/27/19

4.2 Existing Operations Ramp Terminals & Intersections

A traffic operations analysis of the 2017 existing conditions of the ramp terminals and intersections within the study area was performed using the methodologies promulgated in the *Highway Capacity Manual (HCM) 2010*, developed and published by the Transportation Research Board (TRB) of the National Academies. The operations of roadway intersections within the study area were analyzed using the procedures outlined in Chapters 18, 19 and 20 of the HCM for signalized and un-signalized intersections (Two-Way Stop Controlled / All-Way Stop Controlled) respectively. The SYNCHRO version 9 traffic analysis software which is based on the methodologies contained in the HCM 2010, was used to perform the operational analysis of the existing AM and PM peak traffic hours.

4.2.1 SYNCHRO Model Development

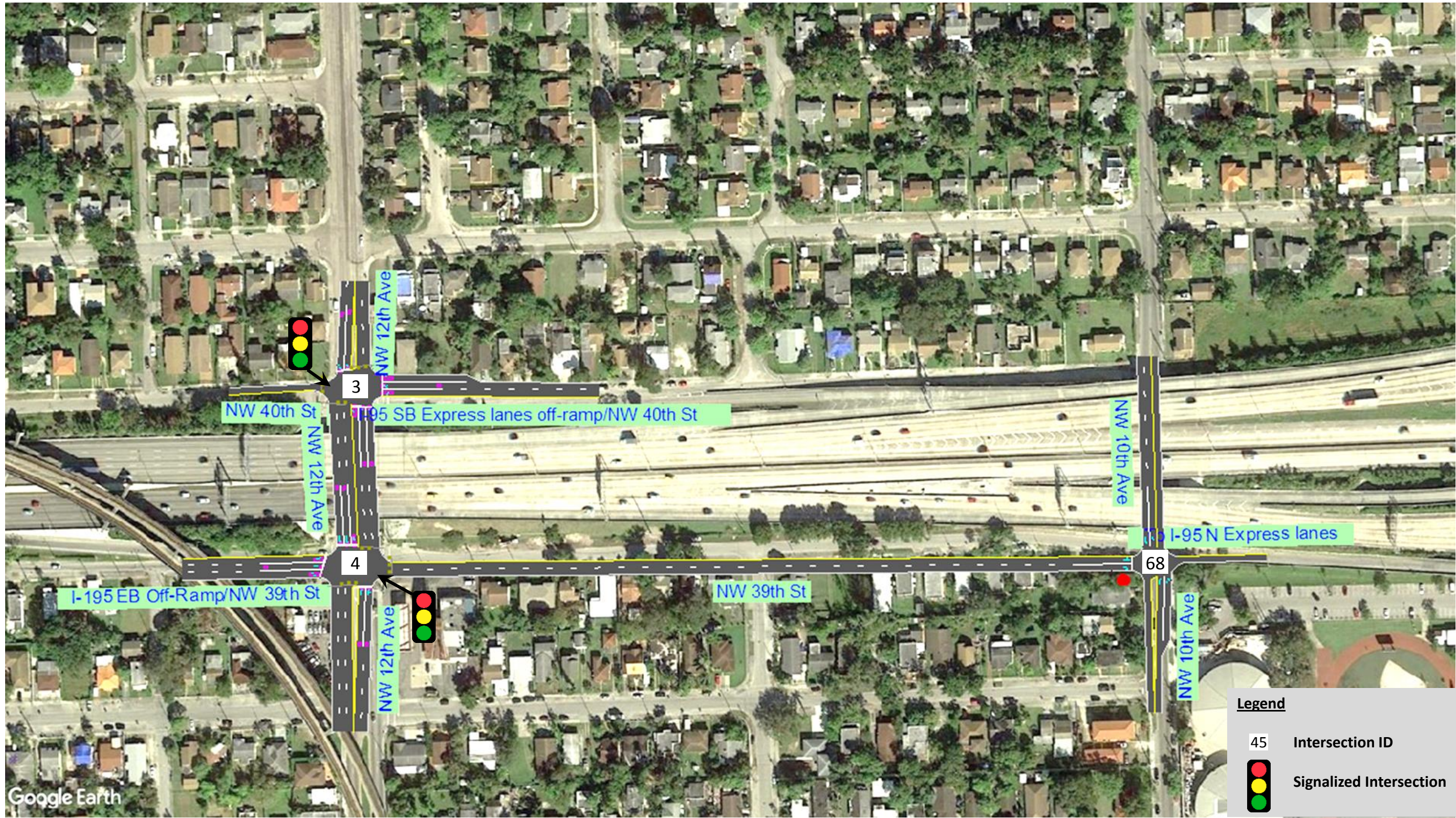
The SYNCHRO model was developed as three discontinuous networks surrounding the arterial ramp terminals at the study area interchanges. The three networks comprised ramp terminals and intersections surrounding:

- The SR 112 / NW 12th Avenue interchange at the west end of the study area.
- The I-195 at N Miami Avenue / Biscayne Boulevard interchanges in the middle of the study area.
- The SR 112/Alton Road Interchange at the eastern end of the study area.

The following steps were performed in the development of the SYNCHRO model:

- Two sets of SYNCHRO networks were developed for the AM and PM peak time hours.
- Roadway link speeds were updated to reflect posted speed limits on the arterial network obtained via Google Earth and field reconnaissance.
- Existing signal timing data from timing plans downloaded from the Miami-Dade Traffic Signs & Signals Division database were coded for the signalized intersections including AM and PM peak hours.
- Network geometry (lane utilization, widths, storage lengths etc.) was coded based on a desktop aerial review and field reconnaissance.
- Peak Hour Factors and truck percentages were derived from the raw traffic counts.
- 2017 Balanced Turning Movement Volumes depicted in **Exhibits 4-1** thru **4-3** were input into the SYNCHRO network for the AM and PM peak hours.

Exhibits 4-4 thru 4-6 on the next pages, show the limits of the three SYNCHRO model networks.



Project Name:

I-95 Interstate 195
I-95 Corridor Planning Study from I-95/NW 12th Avenue to SR 907/Alton Road
 FM No. 440228-1-22-01



Exhibit Name:

SYNCHRO Network
SR 112 / NW 12th Avenue Interchange

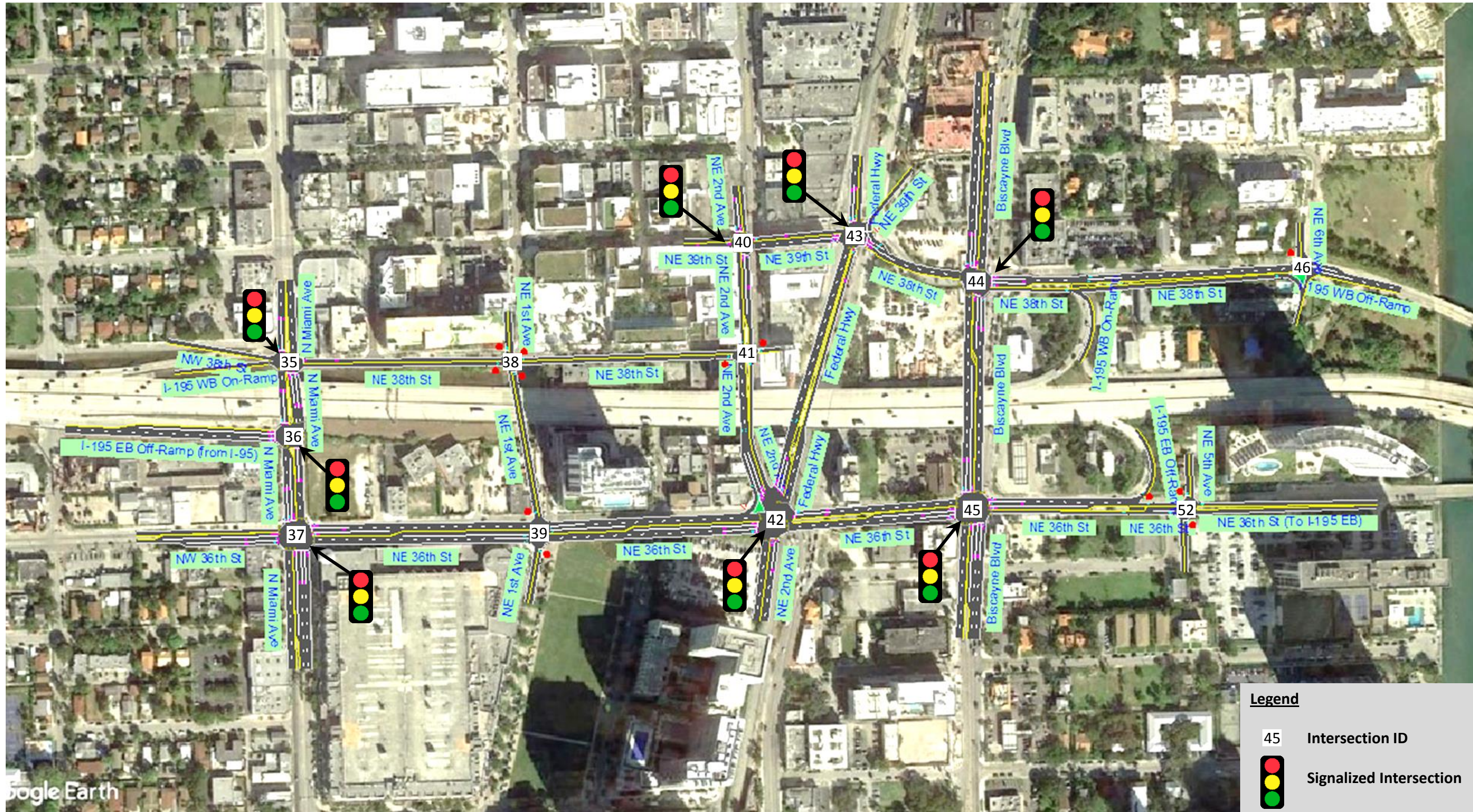
Report Title:

Existing and Future No-Build
Traffic Analysis Report

Exhibit No. 4-4

Page No.

Date: 12/10/18



Project Name:

195 I-195 Corridor Planning Study from I-95/NW 12th Avenue to SR 907/Alton Road
FM No. 440228-1-22-01



Exhibit Name:

SYNCHRO Network
I-195 at N Miami Avenue / Biscayne Boulevard Interchanges

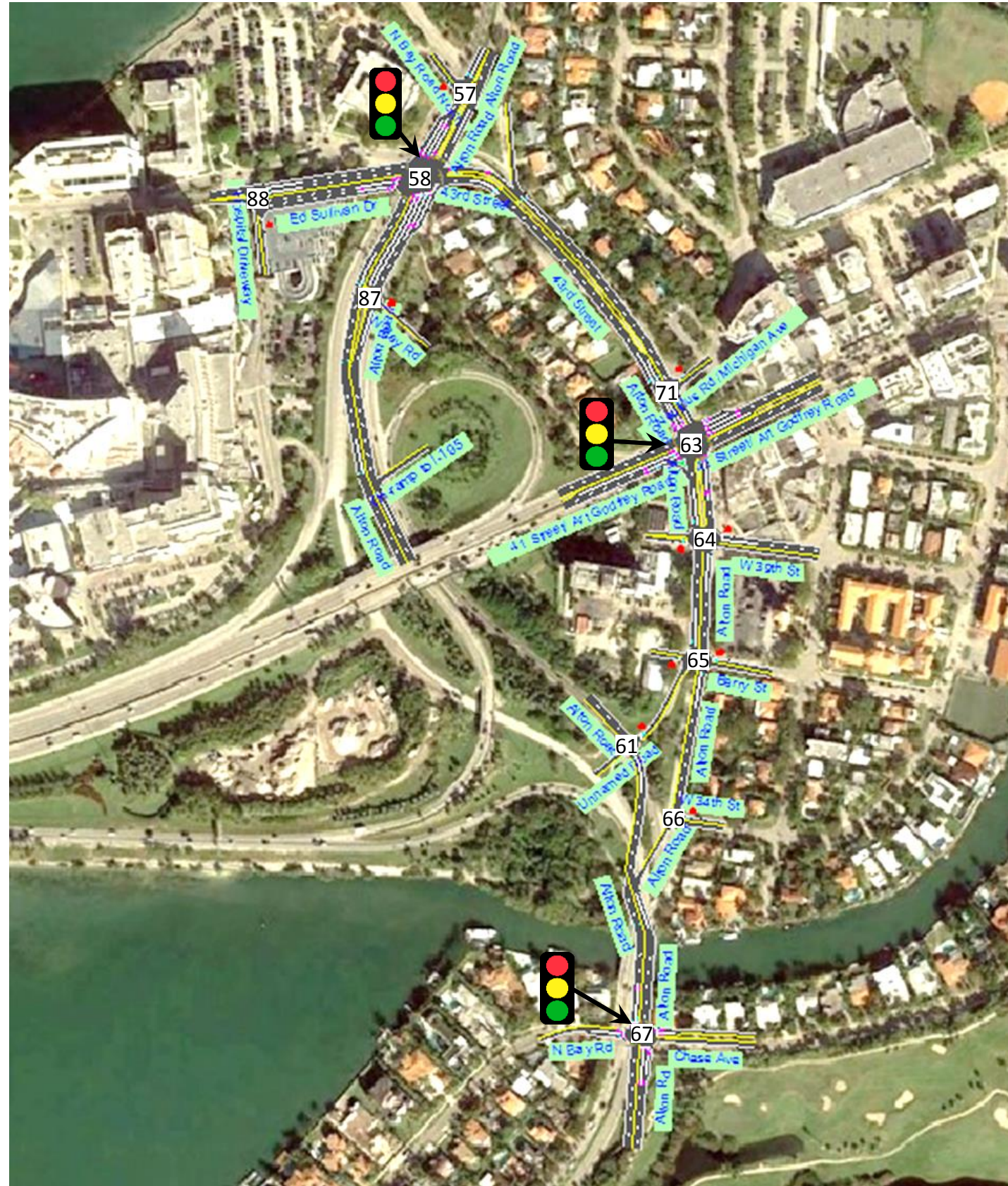
Report Title:

Existing and Future No-Build
Traffic Analysis Report

Exhibit No. 4-5


Page No.

Date: 12/10/18



Legend

45 Intersection ID

 Signalized Intersection

4.2.2 SYNCHRO Model Calibration

The SYNCHRO model was calibrated using the guidelines promulgated in Section 6.4.2 of the FDOT Traffic Analysis Handbook– March 2014:

- The lost time adjustment factors at signalized intersections were reviewed and adjusted where appropriate to replicate field observed queue lengths.
- Terminal links were extended at least 1,000 feet from the last node in order to calculate reasonable queuing in the model.
- 95th percentile queue lengths that were tagged with “#” or “m” were examined to determine the extent of queuing problems.

A summary of the SYNCHRO calibration review is included in **Appendix C**, in which model queue lengths were compared to observed queues. The summaries show that the queuing in the existing SYNCHRO model is generally consistent with the field observed queues.

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4.2.3 Ramp Terminal & Intersection Analysis

The primary Measures of Effectiveness (MOEs) used to assess the performance of the intersections within the study area include intersection delay in seconds per vehicle (s/veh) and Level of Service (LOS) on a scale of 'A' to 'F' where LOS 'A' represents the best LOS that can be achieved and 'F' being the worst LOS attainable. LOS 'D' is the minimum adopted LOS standard for facilities on the State Highway System (SHS) in urbanized areas according to FDOT Policy Topic 000-525-006. **Table 4-2A** and **4-2B** below, present intersection LOS criteria for signalized and unsignalized intersections respectively within the study area.

Table 4-2A: LOS Criteria for Signalized Intersections

Level of Service (LOS)	Typical Condition Reflected	Control Delay (s/veh)
A	Volume-to-capacity ratio is low. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Volume-to-capacity ratio is low. More vehicles stop than with LOS A.	> 10 - 20
C	Volume-to-capacity ratio no greater than 1.0. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	> 20 - 35
D	Volume-to-capacity ratio is high but no greater than 1.0. Many vehicles stop and individual cycle failures are noticeable.	> 35 - 55
E	Volume-to-capacity ratio is high but no greater than 1.0. Individual cycle failures are frequent.	> 55 - 80
F	Volume-to-capacity ratio greater than 1.0. Most cycles fail to clear the queue.	> 80

* Ref: Exhibit 19-8: HCM Version 6.0

Table 4-2B: LOS Criteria for Un-Signalized Intersections - Stop Controlled Approach

Level of Service (LOS)	Control Delay (s/veh)
A	≤10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 - 50
F	> 50

* Ref: Exhibit 20-2: HCM Version 6.0

The results of the intersection operational analyses for the existing AM and PM peak hour conditions are summarized in **Table 4-3** on the following pages.

Table 4-3: 2017 Existing Conditions Intersection Traffic Operations Summary

Intersection	Lane Group	Movement	Existing Conditions (2017)									
			AM PEAK					PM PEAK				
			Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹	Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹
ID: 3 NW 12th Avenue at NW 40th Street	WB	L	159	33.8	C	0.52	88	126	39.3	D	0.55	88
		T	16	33.5	C	0.51	73	38	39.3	D	0.55	91
		R	39	30.1	C	0.03	0	63	34.7	C	0.06	10
		Appr	-	33.0	C	-	-	-	37.9	D	-	-
	NB	L	47	11.0	B	0.16	47	79	2.5	A	0.16	18
		T	605	8.8	A	0.26	191	1332	3.6	A	0.56	141
		Appr	-	9.0	A	-	-	-	3.5	A	-	-
	SB	TR	829	9.6	A	0.45	207	551	8.2	A	0.27	124
		Appr	-	9.6	A	-	-	-	8.2	A	-	-
	Intersection			12.7	B	-	-	9.1	A	-	-	-
ID: 4 NW 12th Avenue at NW 39th Street	EB	L	94	18.0	B	0.20	51	224	41.6	D	0.81	199
		T	119	18.3	B	0.24	63	78	31.8	C	0.28	75
		R	447	34.7	C	0.90	224	190	38.7	D	0.74	52
		Appr	-	28.8	C	-	-	-	38.9	D	-	-
	NB	TR	584	22.1	C	0.52	255	1236	16.7	B	0.66	428
		Appr	-	22.1	C	-	-	-	16.7	B	-	-
	SB	L	41	13.5	B	0.16	26	42	10.0	B	0.23	18
		T	940	1.7	A	0.61	344	595	0.3	A	0.28	83
		Appr	-	2.2	A	-	-	-	1.2	A	-	-
	Intersection			15.6	B	-	-	17.2	B	-	-	-
ID: 68 NW 10th Avenue at NW 39th Street	EB	LT	130	32.0	D	0.58	85	119	102.5	F	0.95	190
		R	61	11.8	B	0.12	10	54	9.8	A	0.08	7.5
		Appr	-	26.3	D	-	-	-	77.6	F	-	-
	NB	T	235	-	-	-	-	628	-	-	-	-
		R	152	-	-	-	-	135	-	-	-	-
		Appr	-	-	-	-	-	-	-	-	-	-
	SB	L	22	8.4	A	0.03	2.5	17	10.8	B	0.04	2.5
		T	427	-	-	-	-	197	-	-	-	-
		Appr	-	0.5	A	-	-	-	1.1	A	-	-
	Intersection			5.6	A	-	-	12.5	B	-	-	-

Table 4-3: 2017 Existing Conditions Intersection Traffic Operations Summary

Intersection	Lane Group	Movement	Existing Conditions (2017)									
			AM PEAK					PM PEAK				
			Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹	Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹
ID: 37 N Miami Avenue at NE 36th Street	EB	L	98	22.2	C	0.21	95	98	37.4	D	0.49	121
		TR	382	27.6	C	0.24	199	421	46.4	D	0.49	274
		Appr	-	26.5	C	-	-	-	44.6	D	-	-
	WB	L	66	22.2	C	0.19	64	80	34.6	C	0.37	96
		T	199	28.3	C	0.26	233	348	56.3	E	0.75	549
		R	73	26.9	C	0.17	0	150	44.8	D	0.42	66
		Appr	-	26.6	C	-	-	-	49.9	D	-	-
	NB	L	16	74.9	E	0.25	39	56	31.4	C	0.25	70
		T	387	61.4	E	0.57	287	1084	44.3	D	0.83	585
		R	52	55.3	E	0.18	3	102	30.2	C	0.23	32
		Appr	-	61.3	E	-	-	-	42.1	D	-	-
	SB	L	298	134.6	F	1.09	565	170	50.4	D	0.84	280
		TR	788	71.1	E	0.72	501	722	0.3	A	0.48	248
		Appr	-	88.6	F	-	-	-	9.6	A	-	-
	Intersection			61.3	E	-	-	35.1	D	-	-	
ID: 36 N Miami Avenue at I-195 EB Off-Ramp	EB	L	475	71.5	E	0.87	495	516	56.4	E	0.82	421
		R	587	53.1	D	0.34	149	591	42.1	D	0.27	87
		Appr	-	65.7	E	-	-	-	51.9	D	-	-
	NB	T	548	13.0	B	0.26	192	1332	18.2	B	0.63	557
		Appr	-	13.0	B	-	-	-	18.2	B	-	-
	SB	T	512	12.8	B	0.24	174	302	11.3	B	0.15	100
		Appr	-	12.8	B	-	-	-	11.3	B	-	-
	Intersection			40.1	D	-	-	31.1	C	-	-	
ID: 35 N Miami Avenue at NW 38th Street/I-195 WB On-Ramp	WB	LTR	179	95.9	F	0.86	339	191	74.7	E	0.82	287
		Appr	-	95.9	F	-	-	-	74.7	E	-	-
	NB	L	373	84.3	F	0.92	324	384	14.6	B	0.71	128
		TR	649	6.0	A	0.29	155	1464	10.1	B	0.60	486
		Appr	-	32.9	C	-	-	-	11.1	B	-	-
	SB	TR	1314	52.2	D	1.14	923	660	25.4	C	0.47	405
		Appr	-	52.2	D	-	-	-	25.4	C	-	-
	Intersection			48.1	D	-	-	20.3	C	-	-	

Table 4-3: 2017 Existing Conditions Intersection Traffic Operations Summary

Intersection	Lane Group	Movement	Existing Conditions (2017)										
			AM PEAK					PM PEAK					
			Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹	Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹	
ID: 39 NE 36th Street at NE 1st Avenue	EB	L	19	8.3	A	0.02	2.5	51	9.3	A	0.07	5	
		TR	718	-	-	-	-	626	-	-	-	-	
		Appr	-	0.3	A	-	-	-	0.8	A	-	-	
	WB	L	8	9.5	A	0.04	2.5	65	10.2	B	0.12	10	
		TR	341	-	-	-	-	602	-	-	-	-	
		Appr	-	0.7	A	-	-	-	1.3	A	-	-	
	NB	LTR	78	50.5	F	0.59	80	242	1314.3	F	3.70	825	
		Appr	-	50.5	F	-	-	-	1314.3	F	-	-	
	SB	LTR	71	42.5	E	0.54	70	48	Error	F	-	-	
		Appr	-	42.5	E	-	-	-	Error	F	-	-	
Intersection				7.2	A	-	-		223.1	F	-	-	
ID: 38 NE 38th Street at NE 1st Avenue	EB	LTR	125	9.2	A	0.22	20	100	9.5	A	0.22	20	
		Appr	-	9.2	A	-	-	-	9.5	A	-	-	
	WB	LTR	112	9.2	A	0.21	20	160	9.7	A	0.26	25	
		Appr	-	9.2	A	-	-	-	9.7	A	-	-	
	NB	LTR	77	8.8	A	0.15	12.5	166	10.2	B	0.31	32.5	
		Appr	-	8.8	A	-	-	-	10.2	B	-	-	
	SB	LTR	113	9.0	A	0.21	20	94	9.2	A	0.19	17.5	
		Appr	-	9.0	A	-	-	-	9.2	A	-	-	
	Intersection				9.1	A	-	-		9.7	A	-	-

Table 4-3: 2017 Existing Conditions Intersection Traffic Operations Summary

Intersection	Lane Group	Movement	Existing Conditions (2017)									
			AM PEAK					PM PEAK				
			Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹	Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹
ID: 42 NE 36th Street at NE 2nd Avenue and Federal Highway	EB	L	102	31.8	C	0.33	130	175	88.3	F	0.90	258
		TR	612	36.8	D	0.46	311	500	47.0	D	0.49	332
		Appr	-	36.0	D	-	-	-	57.9	E	-	-
	WB	TR	269	46.3	D	0.32	188	409	61.5	E	0.59	342
		Appr	-	46.3	D	-	-	-	61.5	E	-	-
	NB	L	138	81.5	F	0.73	238	331	76.0	E	0.84	618
		TR	166	97.7	F	0.86	290	480	235.0	F	1.34	965
		Appr	-	90.4	F	-	-	-	175.3	F	-	-
	SB	L	39	64.2	E	0.17	85	25	200.6	F	0.95	85
		T	403	404.3	F	1.70	946	109	85.5	F	0.69	205
		R	60	67.2	E	0.41	123	114	130.0	F	0.93	276
		Appr	-	329.7	F	-	-	-	118.4	F	-	-
	Southeast Bound	LT	393	190.5	F	1.17	505	222	118.7	F	0.89	253
		R	56	63.6	F	0.04	0	83	71.0	E	0.07	0
		Appr	-	171.3	F	-	-	-	100.1	F	-	-
Intersection			138.3	F	-	-	109.2	F	-	-		
ID: 41 NE 38th Street at NE 2nd Avenue	EB	LR	108	23.5	C	0.46	60	126	30.2	D	0.54	75
		Appr	-	23.5	C	-	-	-	30.2	D	-	-
	WB	LTR	1	16.7	C	0.00	0	1	19.2	C	0.00	0
		Appr	-	16.7	C	-	-	-	19.2	C	-	-
	NB	LT	132	9.0	A	0.04	2.5	322	8.6	A	0.04	2.5
		Appr	-	1.8	A	-	-	-	0.9	A	-	-
	SB	TR	473	-	-	-	-	354	-	-	-	-
		Appr	-	-	-	-	-	-	-	-	-	-
	Intersection			4.7	A	-	-	5.4	A	-	-	

Table 4-3: 2017 Existing Conditions Intersection Traffic Operations Summary

Intersection	Lane Group	Movement	Existing Conditions (2017)										
			AM PEAK					PM PEAK					
			Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹	Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹	
ID: 40 NE 2nd Avenue at NE 39th Street	EB	LTR	106	25.1	C	0.31	86	159	80.9	F	0.81	216	
		Appr	-	25.1	C	-	-	-	80.9	F	-	-	
	WB	LTR	207	30.2	C	0.66	247	239	85.2	F	0.92	371	
		Appr	-	30.2	C	-	-	-	85.2	F	-	-	
	NB	L	9	12.7	B	0.03	8	15	12.6	B	0.04	14	
		TR	494	27.1	C	0.78	366	375	19.1	B	0.44	331	
		Appr	-	26.8	C	-	-	-	18.8	B	-	-	
	SB	L	71	15.3	B	0.34	34	64	13.5	B	0.12	42	
		TR	431	17.0	B	0.55	299	307	16.8	B	0.36	249	
		Appr	-	16.7	B	-	-	-	16.3	B	-	-	
Intersection				23.5	C	-	-		41.6	D	-	-	
ID: 43 Federal Highway at NE 38th Street/NE 39th Street	EB	L	109	87.3	F	0.77	207	143	85.1	F	0.78	240	
		R	59	71.7	E	0.07	27	40	67.0	E	0.08	2	
		Appr	-	82.3	F	-	-	-	78.8	E	-	-	
	WB/NW	L	24	67.8	E	0.19	52	28	69.9	E	0.25	54	
		T	112	82.2	F	0.69	194	163	88.6	F	0.75	236	
		R	2	65.8	E	0.00	0	4	66.8	E	0.01	0	
		Appr	-	78.8	E	-	-	-	83.9	F	-	-	
	NB	LTR	257	13.6	B	0.31	230	593	21.8	C	0.60	738	
		Appr	-	13.6	B	-	-	-	21.8	C	-	-	
	SB	LTR	465	12.5	B	0.24	177	223	13.3	B	0.13	98	
		Appr	-	12.5	B	-	-	-	13.3	B	-	-	
	Intersection				35.8	D	-	-		42.2	D	-	-

Table 4-3: 2017 Existing Conditions Intersection Traffic Operations Summary

Intersection	Lane Group	Movement	Existing Conditions (2017)									
			AM PEAK					PM PEAK				
			Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹	Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹
ID: 45 US-1 at NE 36th Street	EB	L	52	61.1	E	0.22	100	93	72.7	E	0.44	181
		T	298	176.4	F	1.17	596	287	221.9	F	1.26	662
		R	151	61.2	E	0.23	106	122	69.3	E	0.16	77
		Appr	-	131.0	F	-	-	-	155.2	F	-	-
	WB	L	495	209.4	F	1.25	700	284	137.3	F	0.99	458
		T	137	217.0	F	1.27	689	104	134.7	F	0.99	458
		R	342	37.1	D	0.35	170	368	71.8	E	0.80	375
		Appr	-	151.4	F	-	-	-	103.6	F	-	-
	NB	L	35	41.9	D	0.42	34	42	23.7	C	0.23	35
		T	833	65.3	E	0.85	581	699	34.2	C	0.47	432
		R	183	29.2	C	0.27	61	167	16.8	B	0.16	28
		Appr	-	56.9	E	-	-	-	30.3	C	-	-
	SB	L	409	92.3	F	0.99	682	330	26.8	C	0.76	253
		TR	1163	40.9	D	0.79	761	980	26.8	C	0.55	465
		Appr	-	53.9	D	-	-	-	26.8	C	-	-
	Intersection			86.8	F	-	-	63.5	E	-	-	
ID: 44 US-1 at NE 38th Street	WB	L	311	83.2	F	0.79	344	333	57.5	E	0.51	364
		T	93	82.2	F	0.79	340	100	59.1	E	0.58	336
		R	222	29.6	C	0.30	132	398	51.0	D	0.70	360
		Appr	-	62.1	E	-	-	-	55.1	E	-	-
	NB	L	25	31.3	C	0.17	44	25	0.5	A	0.10	44
		TR	1109	50.8	D	0.87	632	1135	2.8	A	0.65	754
		Appr	-	50.4	D	-	-	-	2.8	A	-	-
	SB	L	523	88.6	F	0.99	899	285	19.3	B	0.74	310
		TR	1251	8.4	A	0.49	358	992	15.2	B	0.43	309
		Appr	-	32.4	C	-	-	-	16.3	B	-	-
	Intersection			43.9	D	-	-	21.9	C	-	-	

Table 4-3: 2017 Existing Conditions Intersection Traffic Operations Summary

Intersection	Lane Group	Movement	Existing Conditions (2017)									
			AM PEAK					PM PEAK				
			Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹	Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹
ID: 52 NE 36th Street at NE 5th Avenue	EB	L	5	7.5	A	0.01	0	6	7.4	A	0.01	0
		TR	885	-	-	-	-	777	-	-	-	-
		Appr	-	0.1	A	-	-	-	0.2	A	-	-
	WB	LTR	125	10.0	A	0.01	0	56	9.8	A	0.00	0
		Appr	-	0.3	A	-	-	-	0.4	A	-	-
	NB	LTR	179	71.0	F	0.87	180	161	34.0	D	0.61	93
		Appr	-	71.0	F	-	-	-	34.0	D	-	-
	SB	LTR	9	11.4	B	0.03	3	8	11.3	B	0.04	3
		Appr	-	11.4	B	-	-	-	11.3	B	-	-
	Intersection			11.7	B	-	-	5.8	A	-	-	-
ID: 46 NE 38th Street at NE 6th Avenue	EB	R	10	-	-	-	-	66	-	-	-	-
		Appr	-	-	-	-	-	-	-	-	-	-
	WB	LT	486	-	-	-	-	812	-	-	-	-
		R	42	-	-	-	-	173	-	-	-	-
		Appr	-	-	-	-	-	-	-	-	-	-
	SB	R	27	10.6	B	0.07	5	20	11.5	B	0.05	3
		Appr	-	10.6	B	-	-	-	11.5	B	-	-
Intersection			0.8	A	-	-	0.4	A	-	-	-	
ID: 67 Alton Road at Chase Avenue	EB	L	59	27.8	C	0.13	74	135	36.3	D	0.34	148
		TR	24	26.9	C	0.07	28	25	31.8	C	0.06	40
		Appr	-	27.5	C	-	-	-	35.5	D	-	-
	WB	L	33	28.4	C	0.17	41	63	34.9	C	0.24	75
		R	148	28.9	C	0.21	79	161	37.9	D	0.41	156
		Appr	-	28.8	C	-	-	-	36.9	D	-	-
	NB	T	890	14.1	B	0.51	248	1890	37.9	D	0.98	996
		R	46	10.4	B	0.06	15	41	9.3	A	0.04	16
		Appr	-	13.9	B	-	-	-	37.1	D	-	-
	SB	T	1776	28.8	C	0.92	706	1491	19.1	B	0.78	551
		Appr	-	28.8	C	-	-	-	19.1	B	-	-
Intersection			23.9	C	-	-	30	C	-	-	-	

Table 4-3: 2017 Existing Conditions Intersection Traffic Operations Summary

Intersection	Lane Group	Movement	Existing Conditions (2017)									
			AM PEAK					PM PEAK				
			Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹	Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹
ID: 66 Alton Road at W 34th Street	WB	R	5	9.7	A	0.01	0	7	10.3	B	0.02	3
		Appr	-	9.7	A	-	-	-	10.3	B	-	-
	NB	TR	195	-	-	-	-	297	-	-	-	-
		Appr	-	-	-	-	-	-	-	-	-	-
	Intersection			0.4	A	-	-	0.5	A	-	-	-
ID: 61 Alton Road at Unnamed Road	WB	TR	156	15.1	C	0.32	35	220	112.6	F	1.03	248
		Appr	-	15.1	C	-	-	-	112.6	F	-	-
	NB	T	902	-	-	-	-	1889	-	-	-	-
		Appr	-	-	-	-	-	-	-	-	-	-
	Intersection			2.2	A	-	-	11.7	B	-	-	-
ID: 65 Alton Road at Barry Street	EB	LTR	27	11.5	B	0.05	5	30	11.3	B	0.05	5
		Appr	-	11.5	B	-	-	-	11.3	B	-	-
	WB	LTR	67	13.6	B	0.15	13	53	12.4	B	0.11	10
		Appr	-	13.6	B	-	-	-	12.4	B	-	-
	NB	LTR	197	7.6	A	0.01	0	299	7.6	A	0.01	0
		Appr	-	0.5	A	-	-	-	0.3	A	-	-
	SB	L	71	7.8	A	0.06	5	21	7.9	A	0.02	3
		R	164	-	-	-	-	165	-	-	-	-
	Appr			-	2.4	A	-	-	0.9	A	-	-
Intersection			3.6	A	-	-	2.2	A	-	-	-	
ID: 64 Alton Road at W 39th Street	EB	LTR	18	16.7	C	0.13	10	10	16.7	C	0.08	5
		Appr	-	16.7	C	-	-	-	16.7	C	-	-
	WB	L	61	15.9	C	0.22	20	43	18.2	C	0.20	18
		R	74	10.3	B	0.13	10	78	11.3	B	0.18	18
		Appr	-	13.0	B	-	-	-	13.7	B	-	-
	NB	L	0	0.0	A	-	0	3	7.7	A	0.01	0
		TR	203	-	-	-	-	324	-	-	-	-
	Appr			-	-	-	-	-	0.2	A	-	-
	SB	LTR	220	8.0	A	0.05	5	200	8.3	A	0.08	8
		Appr	-	2.0	A	-	-	-	3.1	A	-	-
Intersection			4.8	A	-	-	4.7	A	-	-	-	

Table 4-3: 2017 Existing Conditions Intersection Traffic Operations Summary

Intersection	Lane Group	Movement	Existing Conditions (2017)									
			AM PEAK					PM PEAK				
			Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹	Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹
ID: 63 Alton Road at Artgodfrey Road/41st Street	EB	L	313	189.5	F	1.29	424	182	57.4	E	0.83	236
		TR	1422	62.5	E	0.99	1008	1288	24.1	C	0.64	586
		Appr	-	88.8	F	-	-	-	28.6	C	-	-
	WB	L	37	27.9	C	0.18	29	44	20.8	C	0.27	31
		T	1005	28.3	C	0.62	437	1191	23.5	C	0.62	513
		R	74	20.2	C	0.13	10	68	15.3	B	0.10	10
		Appr	-	27.7	C	-	-	-	22.8	C	-	-
	NB	LT	137	60.3	E	0.61	157	176	85.3	F	0.80	226
		TR	111	56.3	E	0.56	157	164	83.0	F	0.78	226
		Appr	-	58.3	E	-	-	-	84.2	F	-	-
	SB	L	55	39.5	D	0.25	71	90	76.6	E	0.71	128
		T	106	35.9	D	0.24	122	89	46.9	D	0.24	128
		R	288	46.8	D	0.64	188	209	59.1	E	0.64	175
		Appr	-	42.9	D	-	-	-	60.5	E	-	-
	Intersection			60.9	E	-	-	36.6	D	-	-	
ID: 71 Alton Road at Nautilus Road	WB/SW	LR	379	101.1	F	1.08	365	257	27.9	D	0.69	128
		Appr	-	101.1	F	-	-	-	27.9	D	-	-
	NB	UTR	523	0.0	A	-	-	392	0.0	A	-	-
		Appr	-	0.1	A	-	-	-	0.0	A	-	-
	SB	L	20	8.9	A	0.03	3	24	8.3	A	0.03	3
		T	93	-	-	-	-	154	-	-	-	-
		Appr	-	1.4	A	-	-	-	1.0	A	-	-
	Intersection			35.7	E	-	-	9	A	-	-	

Table 4-3: 2017 Existing Conditions Intersection Traffic Operations Summary

Intersection	Lane Group	Movement	Existing Conditions (2017)									
			AM PEAK					PM PEAK				
			Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹	Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹
ID: 58 Alton Road at 43rd Street	EB	L	32	70.6	E	0.36	69	171	694.4	F	2.30	470
		T	43	71.7	E	0.46	85	86	268.3	F	1.30	217
		R	123	460.0	F	1.75	52	283	2475.4	F	6.26	220
		Appr	-	313.5	F	-	-	-	1583.0	F	-	-
	WB	LT	199	709.5	F	2.36	480	95	171.2	F	1.05	262
		Appr	-	709.5	F	-	-	-	171.2	F	-	-
	NB	L	604	165.6	F	1.19	529	217	77.2	E	0.80	159
		T	915	9.7	A	0.41	250	1330	12.1	B	0.58	433
		R	36	0.0	A	0.00	3	44	0.0	A	0.00	5
		Appr	-	71.3	E	-	-	-	22.2	C	-	-
	SB	L	31	13.7	B	0.10	14	52	11.1	B	0.23	21
		T	1382	27.7	C	0.73	623	1199	20.4	C	0.67	542
		R	176	14.1	B	0.21	69	52	8.7	A	0.06	6
		Appr	-	25.7	C	-	-	-	19.6	B	-	-
	Intersection			110.1	F	-	-	284.8	F	-	-	
	ID: 88 Ed Sullivan Drive at Hospital Driveway	EB	TR	36	-	-	-	-	188	-	-	-
Appr			-	-	-	-	-	-	-	-	-	
WB		L	316	8.0	A	0.23	23	248	8.7	A	0.25	25
		T	694	-	-	-	-	194	-	-	-	
NB		R	242	26.7	D	0.63	105	363	29.3	D	0.75	163
		Appr	-	26.7	D	-	-	-	29.3	D	-	-
Intersection			7	A	-	-	11.8	B	-	-		
ID: 57 Alton Road at N Bay Road (North)		SEB	R	127	35.3	E	0.61	93	76	16.0	C	0.23
	Appr		-	35.3	E	-	-	-	16.0	C	-	-
	NB	T	1172	-	-	-	-	1820	-	-	-	
		Appr	-	-	-	-	-	-	-	-	-	
	SB	TR	1638	-	-	-	-	1207	-	-	-	
		Appr	-	-	-	-	-	-	-	-	-	
Intersection			1.9	A	-	-	0.5	A	-	-		

Table 4-3: 2017 Existing Conditions Intersection Traffic Operations Summary

Intersection	Lane Group	Movement	Existing Conditions (2017)										
			AM PEAK					PM PEAK					
			Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹	Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹	
ID: 87 Alton Road at N Bay Road (South)	NWB	R	11	16.5	C	0.06	5	20	18.9	C	0.12	10	
		Appr	-	16.5	C	-	-	-	18.9	C	-	-	
	NB	T	1401	-	-	-	-	1546	-	-	-	-	
		Appr	-	-	-	-	-	-	-	-	-	-	
	SB	T	1354	-	-	-	-	1365	-	-	-	-	
		Appr	-	-	-	-	-	-	-	-	-	-	
	Intersection				0.1	A	-	-		0.2	A	-	-

Note:

1 .Queue lengths shown in bold may extend longer at times.

* The existing conditions results are a reasonable representation of field conditions.

** Refer to Exhibits 4-4 thru 4-6 to correlate the results of this Table to the intersection locations by intersection ID.

As can be seen from the summary results, several intersections within the study area are operating at the minimum acceptable level of service 'D' or better except the following:

- NW 10th Avenue at NW 39th Street, stop-controlled eastbound approach operates at LOS 'F' during the PM peak hour.
- N Miami Avenue at NE 36th Street operates at LOS 'E' during the AM peak hour with critical operational failure in in the southbound left turn lane group.
- N Miami Avenue at I-195 Eastbound off-ramp, eastbound approach operates at LOS 'E' in the AM peak hour.
- NE 36th Street at NE 1st Avenue operates at LOS 'F' during the PM peak hour. Northbound and southbound approaches operate at LOS 'F' and LOS 'E' respectively in the AM peak hour.
- NE 36th Street & NE 2nd Avenue & Federal Highway operates at LOS 'F' during both the AM and PM peak hours with critical operational failures on the northbound and southbound approaches.
- NE 36th Street at NE 5th Avenue, northbound approach operates at LOS 'F' in the AM peak hour.
- US-1/Biscayne Boulevard at NE 36th Street operates at LOS 'F' in the AM peak hour and operates at LOS 'E' during the PM peak hour with critical operational failures in multiple lane groups on the eastbound and westbound approaches.
- N Miami Avenue at NE 38th Street/I-195 westbound on-ramp, westbound approach operates at LOS 'F' during the AM peak hour and operates at LOS 'E' during the PM peak hour. Northbound left turning movement from N Miami Avenue to I-195 westbound on-ramp fails or operates at LOS 'F' during the AM peak hour.
- NE 2nd Avenue at NE 39th Street, eastbound and westbound approaches operates at LOS 'F' during the PM peak hour.
- Federal Highway at NE 39th Street, eastbound approach operates at LOS 'F' in the AM peak hour and operates at LOS 'E' in the PM peak hour. Westbound approach operates at LOS 'E' in the AM peak hour and operates at LOS 'F' in the PM peak hour.
- US-1/Biscayne Boulevard at NE 38th Street, westbound approach operates at LOS 'E' in the AM and PM peak hours. The southbound left turn operates at LOS 'F' in the AM peak hour.
- Alton Road at Art Godfrey Road/41st Street operates at LOS 'E' during the AM peak hour. Northbound approach operates at LOS 'F' and southbound operates at LOS 'E' during the PM peak hour.
- Alton Road at Nautilus Road operates at LOS 'E' during the AM peak hour.
- Alton Road at 43rd Street operates at LOS 'F' during both the AM and PM peak hours.
- Alton Road at Unnamed Road, westbound approach operates at LOS 'F' in the PM peak hour.

The SYNCHRO output MOE reports for the existing conditions AM and PM Peak hours are included in **Appendix C**.

4.3 Existing Operations Freeway & Ramp Areas

The existing AM and PM peak hour operating conditions for the SR 112/I-195 Freeway and Ramp areas, were analyzed using the Highway Capacity Software Version 7.6, based on Chapter 10 Procedures of the *Highway Capacity Manual Version 6*. Freeway segments of the Basic, weaving, merge and diverge type, were combined to form continuous connected facilities in each direction so that the effects of downstream traffic operating conditions are considered in reporting the operations along a given facility. Traffic density (vehicles per lane per mile) was used as the measure of effectiveness to estimate the LOS of facility segments. **Table 4-4** presents freeway LOS criteria and associated density ranges.

Table 4-4: LOS Criteria for Freeway and Ramp Areas

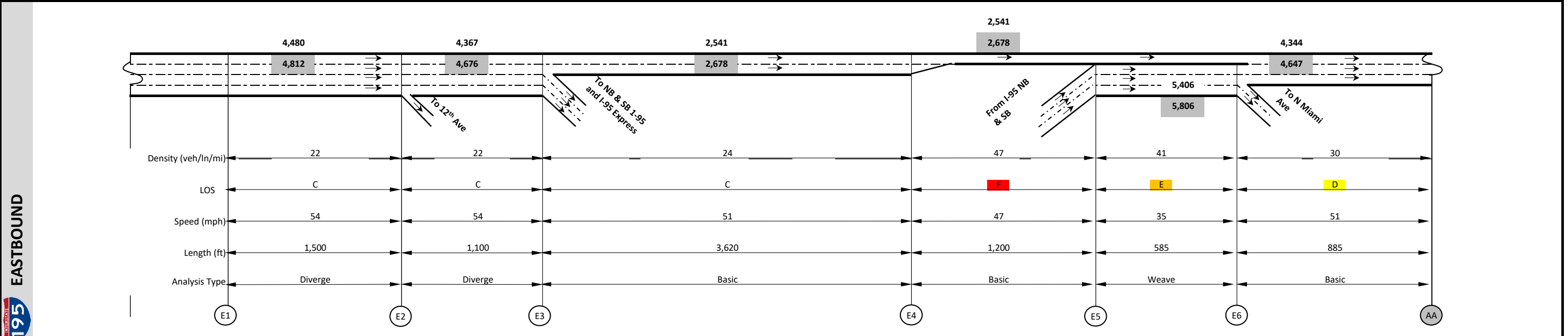
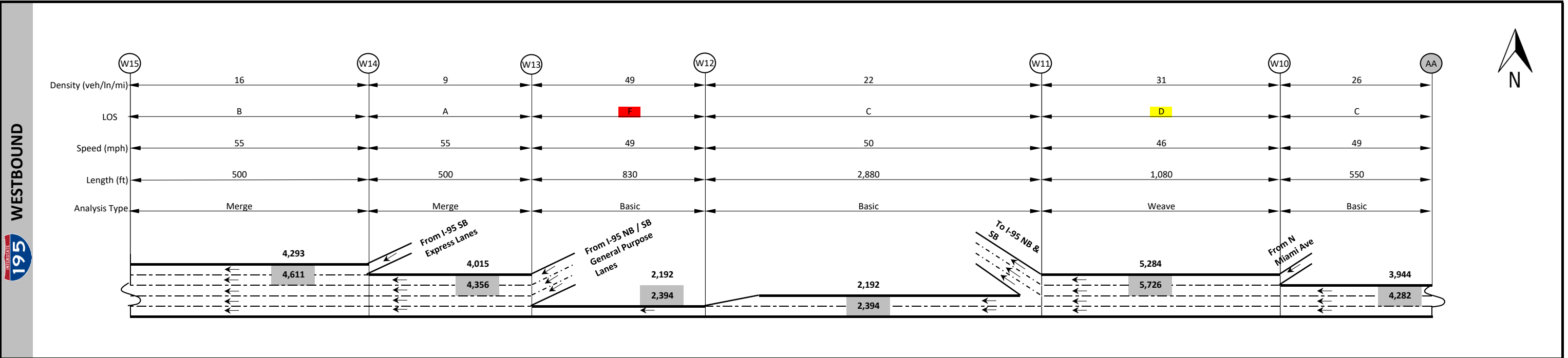
Level of Service (LOS)	Typical Condition Reflected	Density (veh/mi/ln)*
A	Free flow operations where free flow speeds and operating speeds are the same. Vehicles are unimpeded in their ability to maneuver.	≤ 11
B	Free flow speeds are generally maintained. Vehicle's ability to maneuver is only slightly restricted.	11 ≤ 18
C	Free flow speeds are generally maintained. Freedom to maneuver is noticeably restricted. Queues may be expected to form behind any significant blockage.	18 ≤ 26
D	Speeds begin to decline with increased traffic. Freedom to maneuver is more noticeably restricted. Queues can be expected to form behind any minor incident.	26 ≤ 35
E	The lower boundary of LOS E is considered at capacity. Operations are very volatile with extremely limited room to maneuver. Any disruption such as lane changing or vehicle entering from a ramp can cause a breakdown and extensive queuing.	35 ≤ 45
F	Total breakdown in vehicular flow. Traffic is under stop and go conditions.	> 45

* Ref: Exhibit 10-6, HCM 6th Edition

The existing traffic operations analysis results along SR 112/I-195 for the basic, weaving, and ramp merge/diverge areas are summarized in **Table 4-5** as well as in **Exhibits 4-7** through **4-10** on the following pages.

Table 4-5: 2017 Existing Conditions Freeway Traffic Operations Summary

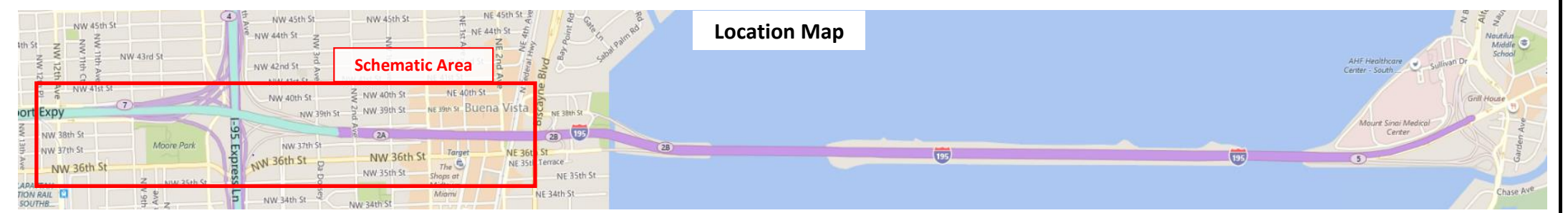
Facility Direction	Segment Description	Segment Characteristics				Segment MOEs				
		Limits	Type	No of Lanes	Length (Feet)	Peak Period	Flow Rate (pc/h)	Density (pc/mi/ln)	Speed (MPH)	LOS
EASTBOUND	West of Off-Ramp to NW 12th Avenue	E1 - E2	Diverge	4	1,500	AM	4,812	22.2	54.2	C
	between On-Ramp from NW 12th Avenue and Off-Ramp to I-95 NB / SB	E2 - E3	Diverge	4	1,100	AM	4,676	21.6	54.2	C
	Between Off-Ramp to I-95 NB / I-95 SB and Lane Drop	E3 - E4	Basic	2	3,620	AM	2,678	24.3	50.9	C
	Between Lane Drop and On-Ramps from NB / SB I-95	E4 - E5	Merge	2	1,200	AM	4,495	47.4	47.4	F
	Between On-Ramps from NB / SB I-95 and Off-Ramp to N Miami Ave	E5 - E6	Weave	4	585	AM	5,806	41.4	35.1	E
	Between Off-Ramp to N Miami Ave and Off-Ramp to Biscayne Blvd	E6 - E7	Basic	3	1,770	AM	4,647	30.4	50.9	D
	At Off-Ramp to Biscayne Blvd	E7 - E8	Diverge	3	1,500	AM	4,647	30.3	51.2	C
	between On-Ramp to Biscayne Blvd and On-Ramp from Biscayne Blvd	E8 - E9	Basic	3	2,190	AM	3,813	25.0	50.9	C
	At On-Ramp from Biscayne Blvd	E9 - E10	Merge	3	1,500	AM	4,733	31.2	50.6	C
	Between On-Ramp from Biscayne Blvd and Off-Ramp to Alton Road	E10 - E11	Basic	3	9,580	AM	4,714	30.9	50.9	D
	At Off-Ramp to Alton Road	E11 - E12	Diverge	2	1,500	AM	5,794	35.4	54.6	E
	East of Off-Ramp to Alton Road	E12 - E13	Basic	2	500	AM	1,887	18.5	50.9	C
	East of On-Ramp from NB Alton Road	W1 - W2	Basic	2	520	AM	1,467	14.5	50.5	B
	At Alton Road NB On-Ramp	W2 - W3	Merge	2	1,500	AM	2,260	14.3	52.6	B
	WESTBOUND	between On-Ramp from NB Alton Road and On-Ramp from SB Alton Road	W3 - W4	Basic	3	80	AM	2,260	13.7	50.5
At On-Ramp from SB Alton Road		W4 - W5	Merge	3	1,500	AM	3,727	24.4	51.0	C
between On-Ramp from SB Alton Road and Off-Ramp to Biscayne Blvd		W5 - W6	Basic	3	10,400	AM	4,997	33.4	49.8	D
At Off-Ramp to Biscayne Blvd		W6 - W7	Diverge	3	1,500	AM	3,727	24.1	51.6	C
between On-Ramp to Biscayne Blvd and On-ramp from Biscayne Blvd		W7 - W8	Basic	3	2,400	AM	4,997	32.7	51.0	D
At On-Ramp from Biscayne Blvd		W8 - W9	Merge	3	1,500	AM	3,131	19.0	50.5	C
between On-ramp from Biscayne Blvd and On-Ramp from N Miami Ave		W9 - W10	Basic	3	1,100	AM	3,835	23.2	50.5	C
Between On-ramp from N Miami Ave and Off-Ramp to I-95 NB/SB		W10 - W11	Weave	4	1,080	AM	4,282	28.0	50.9	C
Between Off-Ramp to I-95 NB/SB and Lane Drop		W11 - W12	Basic	2	2,880	AM	4,088	61.7	22.1	F
Between Lane Drop and On-Ramp from I-95 NB/SB		W12 - W13	Basic	2	1,500	AM	4,282	26.0	48.6	C
between On-ramp from I-95 NB/SB and On-Ramp from SB I-95 Express Lanes		W13 - W14	Merge	3	500	AM	3,904	92.3	14.1	F
At On-Ramp from SB I-95 Express Lanes		W14 - W15	Merge	5	500	AM	5,726	31.4	45.6	D
						PM	4,469	22.5	48.0	F
						AM	2,394	21.8	50.3	C
						PM	952	8.7	50.4	A
					AM	4,498	48.5	48.5	F	
					PM	2,870	28.7	50.0	C	
					AM	4,356	8.9	55.0	A	
					PM	5,017	14.1	55.0	B	
					AM	4,611	15.7	55.0	B	
					PM	5,348	18.2	55.0	C	

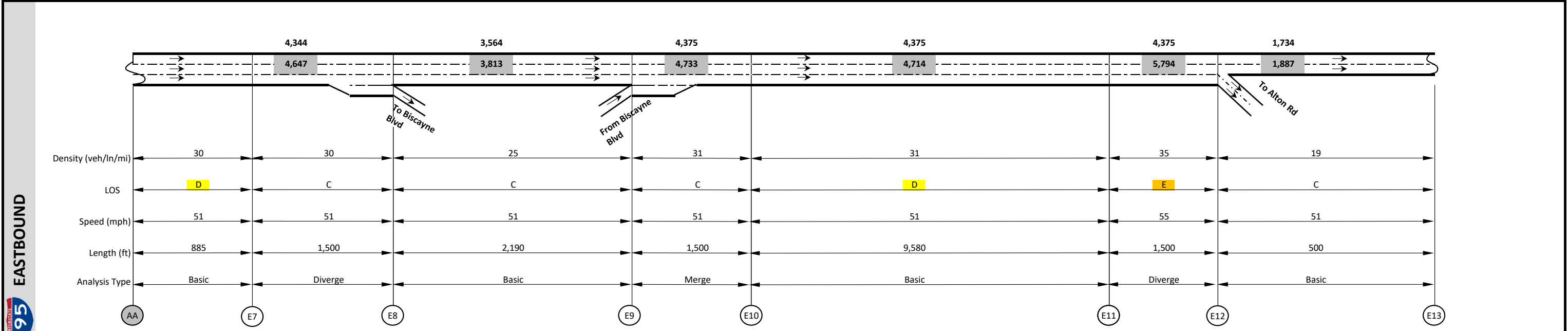
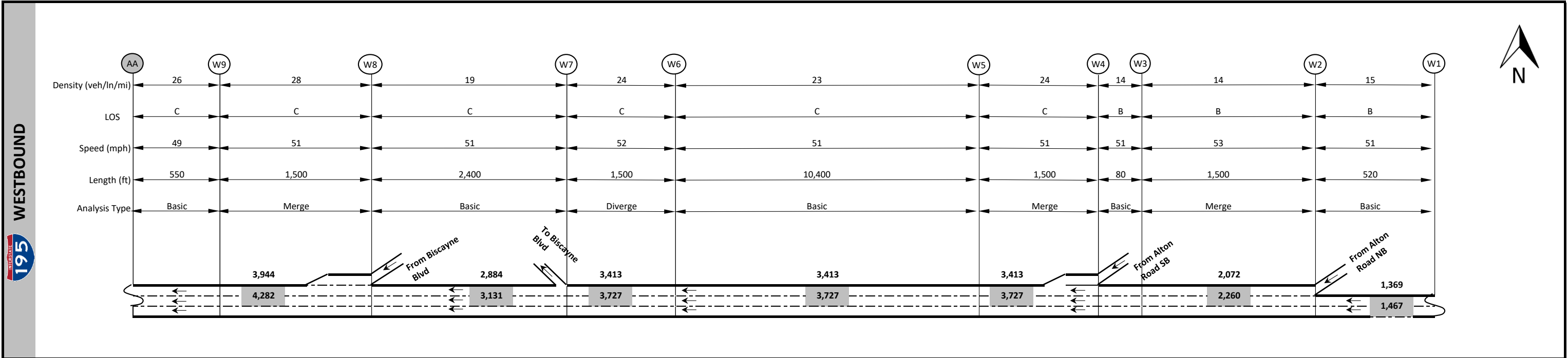


LEGEND

Volumes	Freeway LOS Density Ranges (Veh/Mi/Ln)
900 Demand volume	LOS A to C < 26
800 Flow Rate (pc/h)	LOS D 26 - 35
999 Node Number	LOS E 35 - 45
	LOS F > 45

* LOS based on density ranges specified in HCM

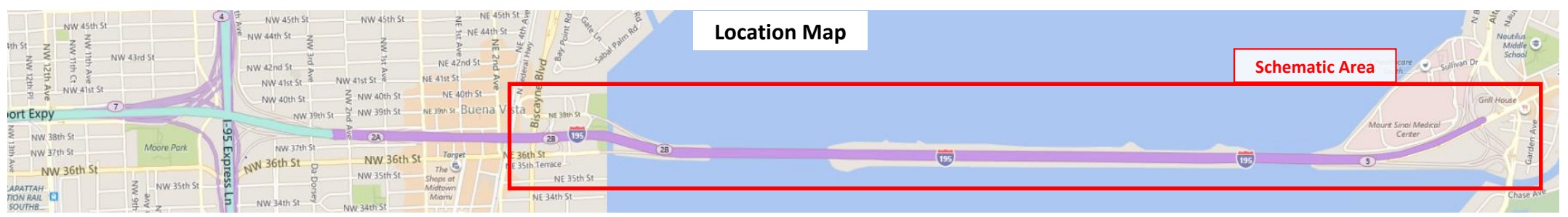


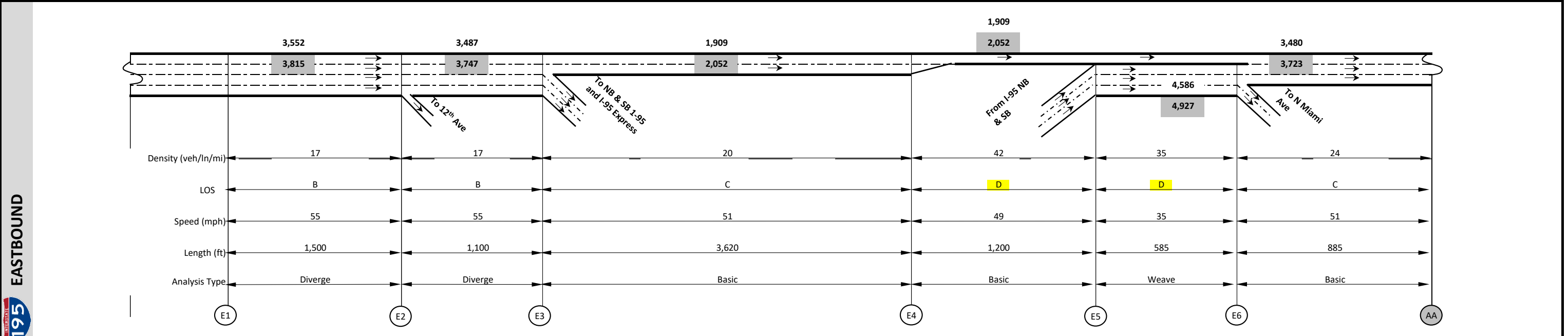
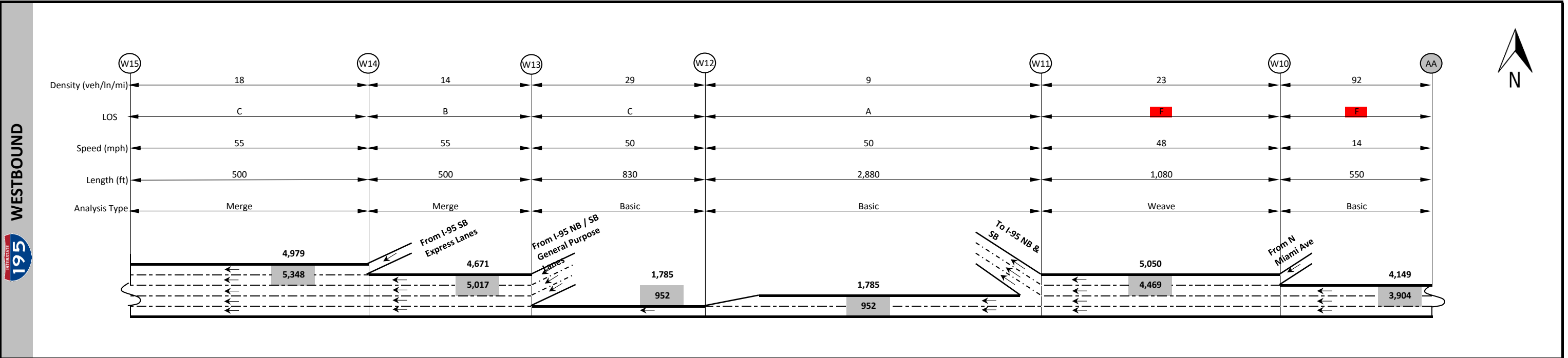


LEGEND

Volumes		Freeway LOS Density Ranges (Veh/Mi/Ln)	
900	Demand volume	LOS A to C	< 26
800	Flow Rate (pc/h)	LOS D	26 - 35
999	Node Number	LOS E	35 - 45
		LOS F	> 45

* LOS based on density ranges specified in HCM

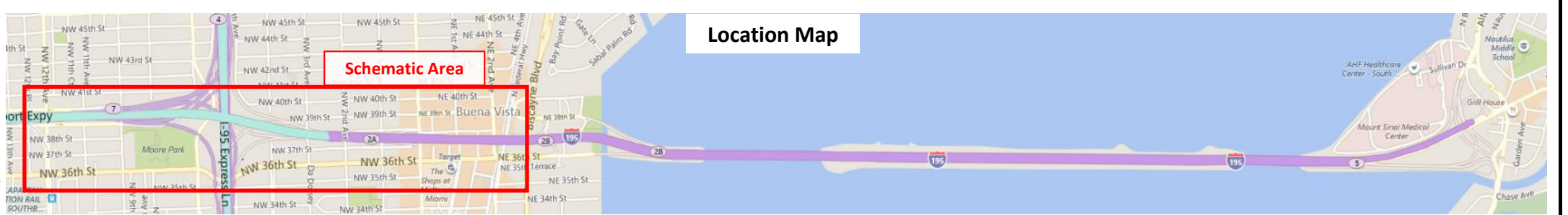


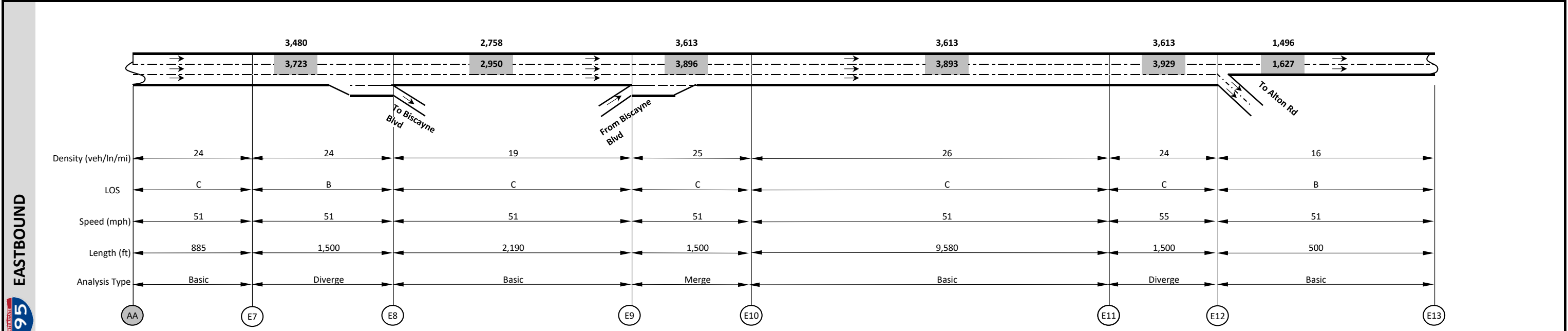
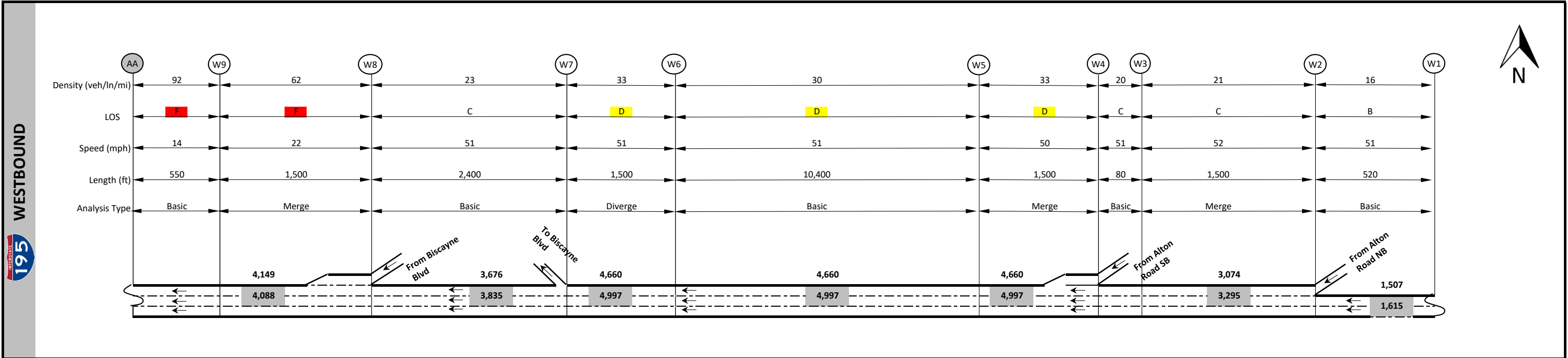


LEGEND

Volumes	Freeway LOS Density Ranges (Veh/Mi/Ln)
900 Demand volume	LOS A to C < 26
800 Flow Rate (pc/h)	LOS D 26 - 35
999 Node Number	LOS E 35 - 45
	LOS F > 45

* LOS based on density ranges specified in HCM

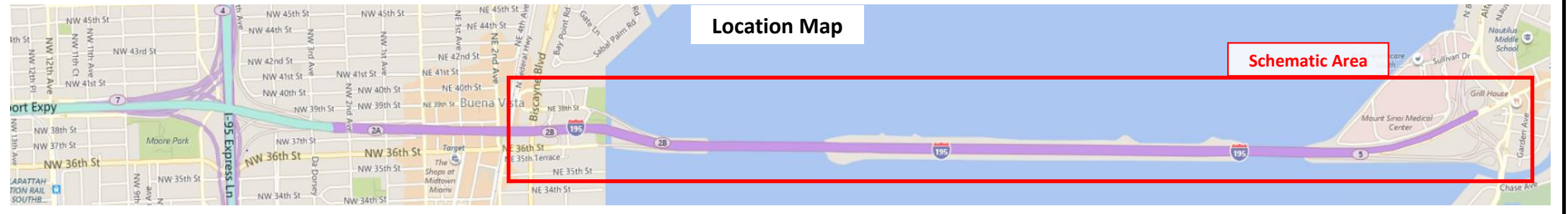




LEGEND

Volumes	Freeway LOS Density Ranges (Veh/Mi/Ln)
900 Demand volume	LOS A to C < 26
800 Flow Rate (pc/h)	LOS D 26 - 35
999 Node Number	LOS E 35 - 45
	LOS F > 45

* LOS based on density ranges specified in HCM



As can be seen from the summary results, freeway and ramp areas within the study area are generally operating at the minimum acceptable level of service 'D' standard or better except the following:

I-195 Eastbound:

- The segment between the lane drop and the on ramp from I-95 (E4 – E5) operates at LOS 'F' in the AM peak hour.
- The weaving section between the on-ramp from I-95 and off ramp to N Miami Avenue (E5 – E6) operates at LOS E in the AM peak hour.
- The diverge segment at the off-ramp to Alton Road (E11 – E12) operates at LOS 'E' in the AM peak hour.

I-195 Westbound:

- The segments between the on-ramp from Biscayne Boulevard and the off-ramps to I-95 (i.e., W8 – W9, W9 – W10, W10 – W11) operate at LOS 'F' in the PM peak hour.
- The segment between the lane drop and the on ramp from I-95 (W12 – W13) operates at LOS F in the AM peak hour. Less volumes are being simulated in the PM peak hour because of the over-saturated conditions in upstream segments.

The HCS results are presented by eastbound and westbound directions with HCS outputs in **Appendix C**.

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5.0 DESIGN TRAFFIC VOLUME DEVELOPMENT

Design traffic volumes for the future no-build 2045 horizon year for the AM and PM peak hours, were developed consistent with procedures outlined in FDOT's *Project Traffic Forecasting Handbook and Project Traffic Forecasting Procedure (# 525-030-120)*. In addition, a more detailed methodology memorandum was approved by FDOT D6 PLEMO staff which outlined the traffic factors to apply to average daily link volumes in the process of developing balanced design hour directional freeway/ramp/arterial link volumes as well as turning movement volumes at ramp terminal locations and the surrounding intersections. Documentation related to the approved methodology is contained in **Appendix D**.

Model growth rates obtained by comparing link volumes between the validated base sub area and future long range SERPM models, were applied to existing traffic volumes as part of the development of the future no-build design hour directional freeway/ramp/arterial link volumes. The following sections provide greater detail on the process used.

5.1 Travel Demand Model Selection

The latest version of Southeast Florida Regional Planning Model version 7.071 (SERPM 7.071) was used as the starting point for the modeling effort. SERPM, an Activity-Based Model (ABM) which uses the Coordinated Travel Regional Activity-Based Modeling Platform (CT-RAMP), was developed to be sensitive to changes in land-use and transportation characteristics.

The model was developed in accordance with the Long-Range Transportation Plans (LRTPs) from across FDOT District 6 and District 4, and validated for a base year of 2010.

5.2 Base Year Model Subarea Refinement & Validation

A subarea level refinement of the SERPM 7, 2015 Scenario was performed that included updating land-use data, as well as the arterial and freeway network from the base year 2010 conditions to 2015 conditions. Existing 2016 and 2017 traffic count data collected for the study corridor were discounted to 2015 Annual Average Daily Traffic (AADT) based on FTI 3-year (2014-2016) growth trends and then used to validate the 2015 scenario. For the links in the study area where existing year counts were not collected, FTI 2015 AADT was used for the model validation. The validation only focused on the model subarea depicted in **Exhibit 5-1** and the study corridor depicted in **Exhibit 5-2** on the following pages respectively.

Exhibit 5-1: SERPM 7 Modeling Subarea for the Study

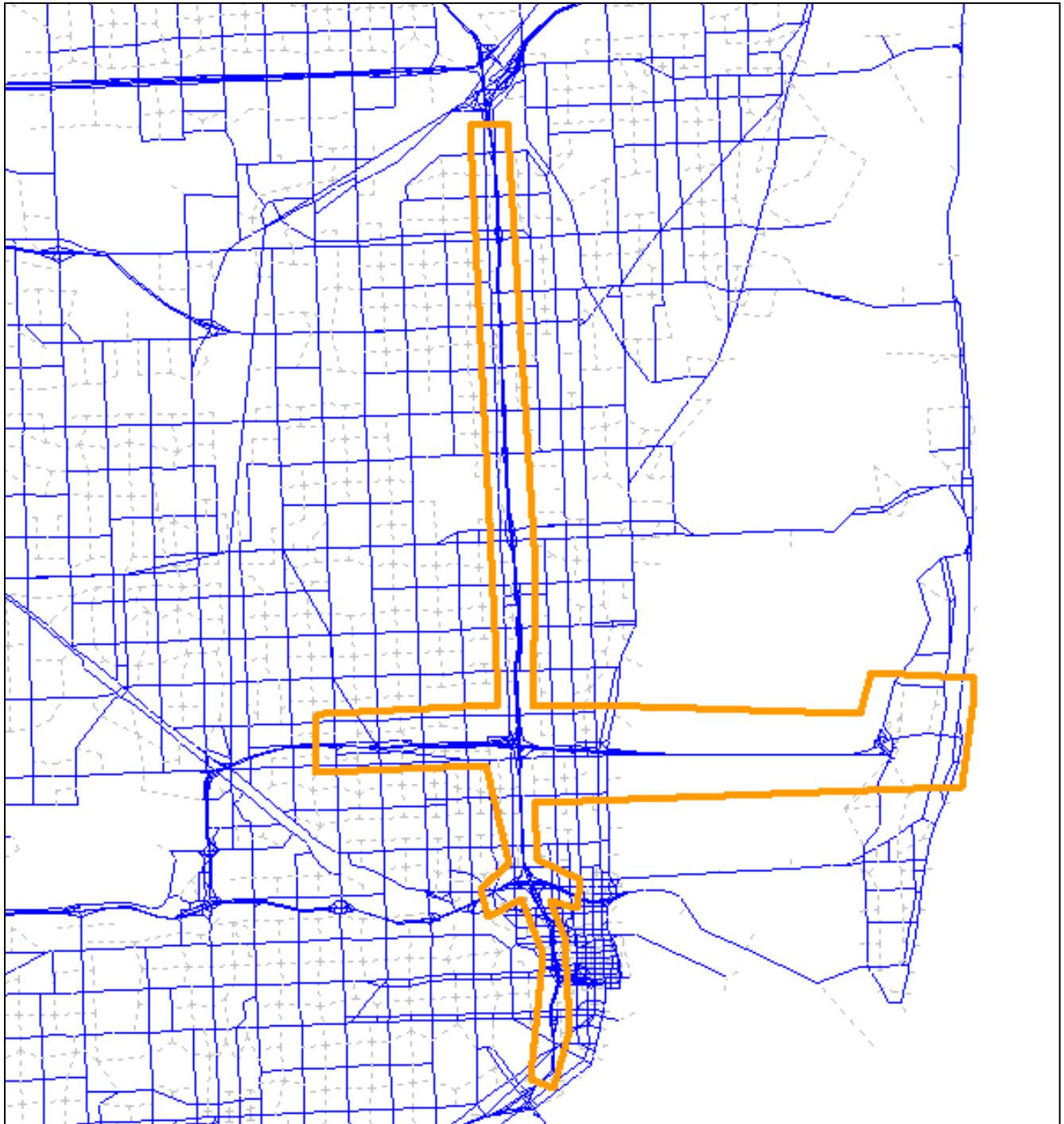
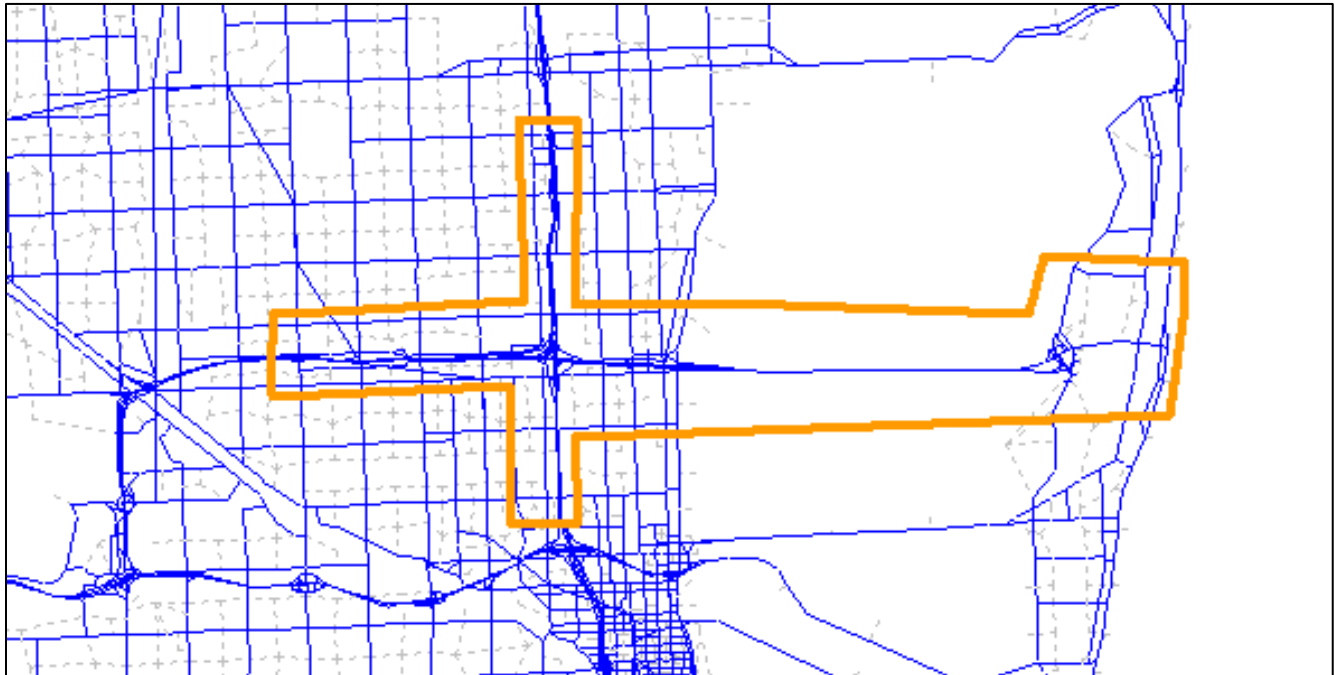


Exhibit 5-2: SERPM 7 Modeling Corridor for the Study



5.2.1 2015 Socio-Economic Data

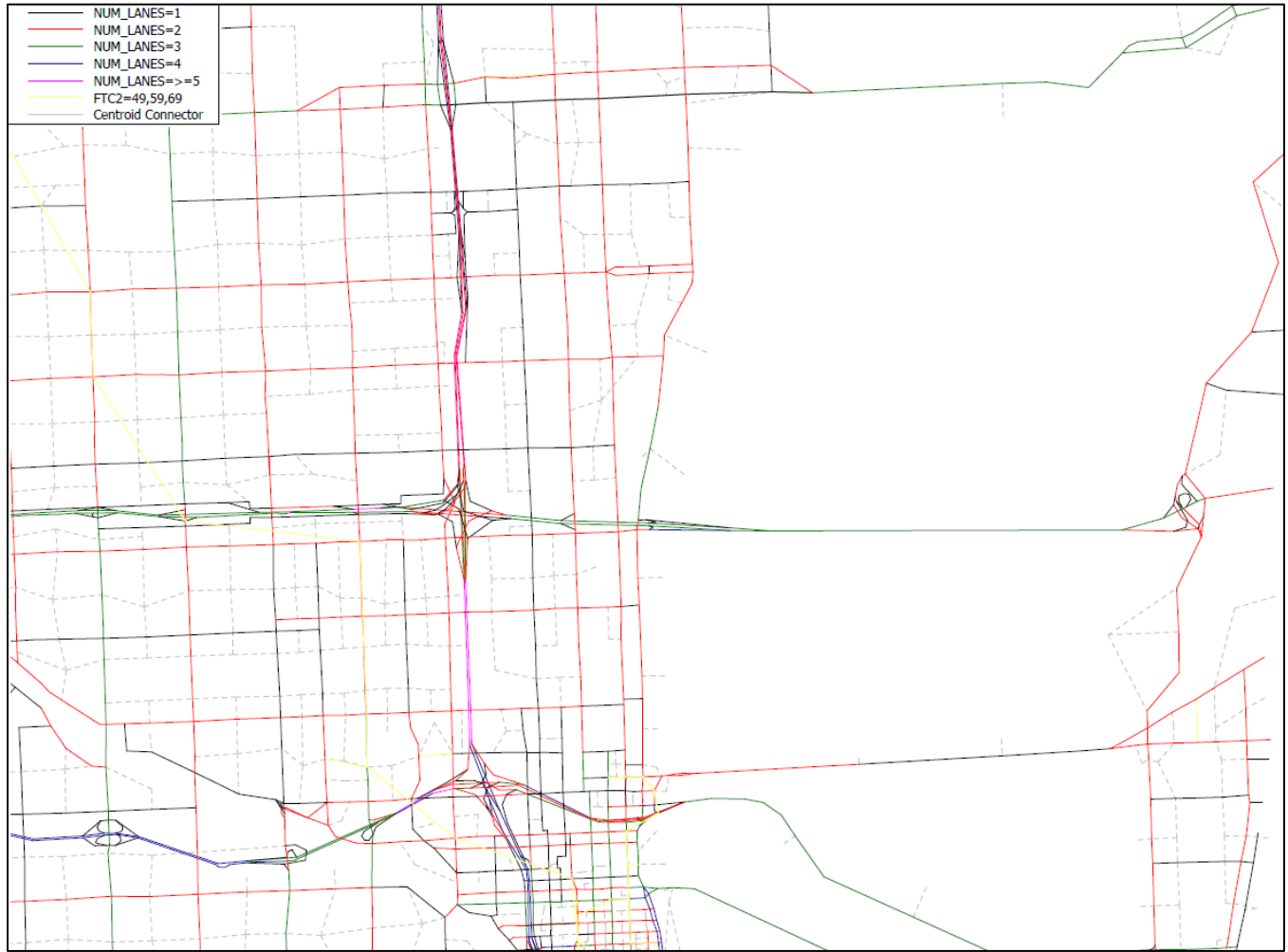
The year 2015 SERPM version 7.071 socio-economic data (SEData) developed for the SR 924 study was utilized as a starting point for the 2015 model input datasets.

5.2.2 Year 2015 Model Network Update

The year 2015 SERPM version base year network was reviewed to ensure that it reflected 2015 existing conditions. More specifically, the network configuration as well as existing input free flow speeds were reviewed and adjusted as appropriate.

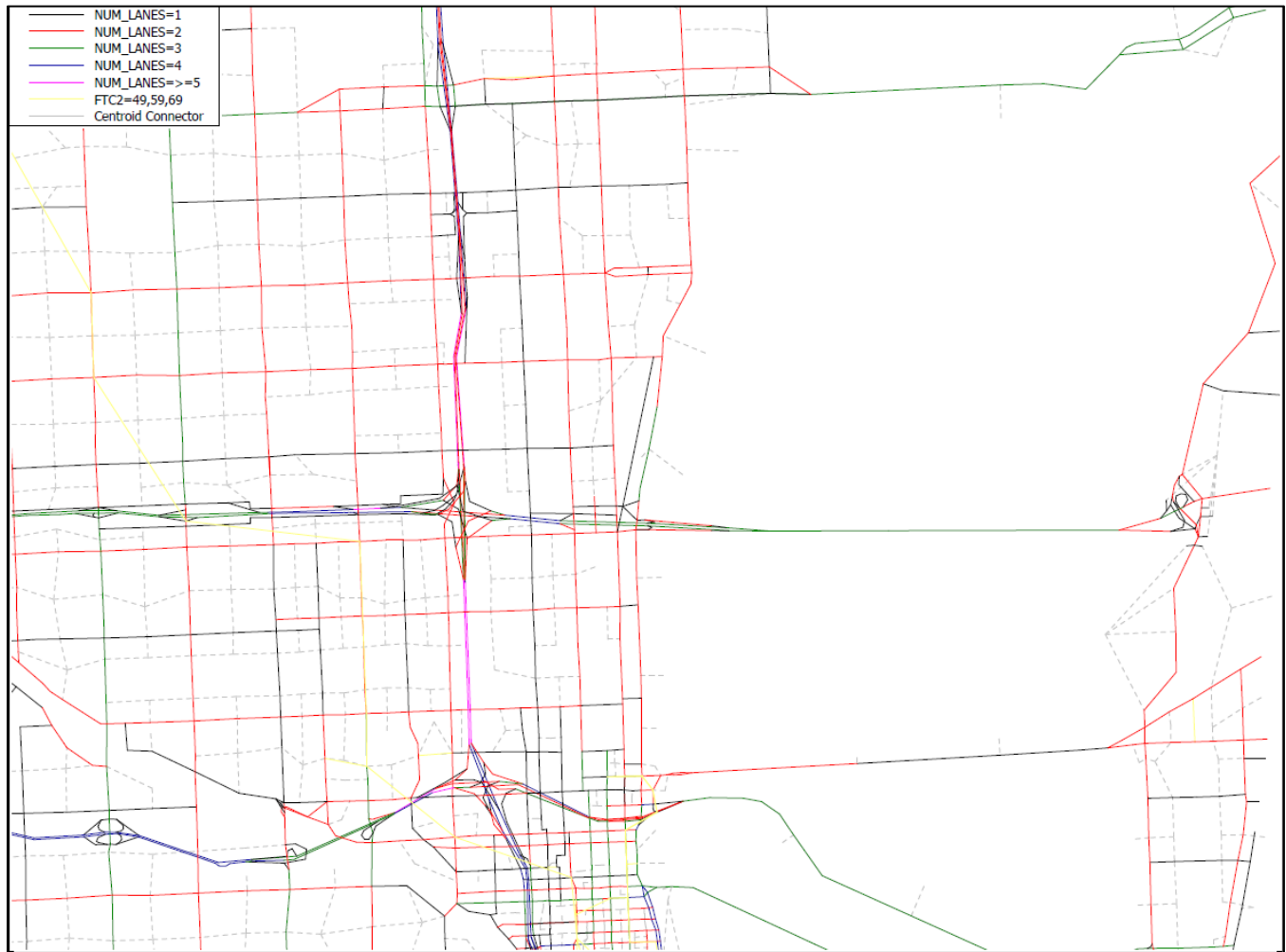
- Network Configuration Changes
 - The SERPM base year network is representative of the 2010 roadway network. This needed to be updated to reflect 2015 conditions. For the I-195 study, the geometry and number of lanes for the roadways within the study area were manually updated to reflect the 2015 condition based on a Desktop aerial review of the historical aerials in 2015. **Exhibits 5-3 through 5-5** show a comparison of the updated 2015 network with the 2010 base year network.

Exhibit 5-3: Year 2015 Study Area Original Model Input Network



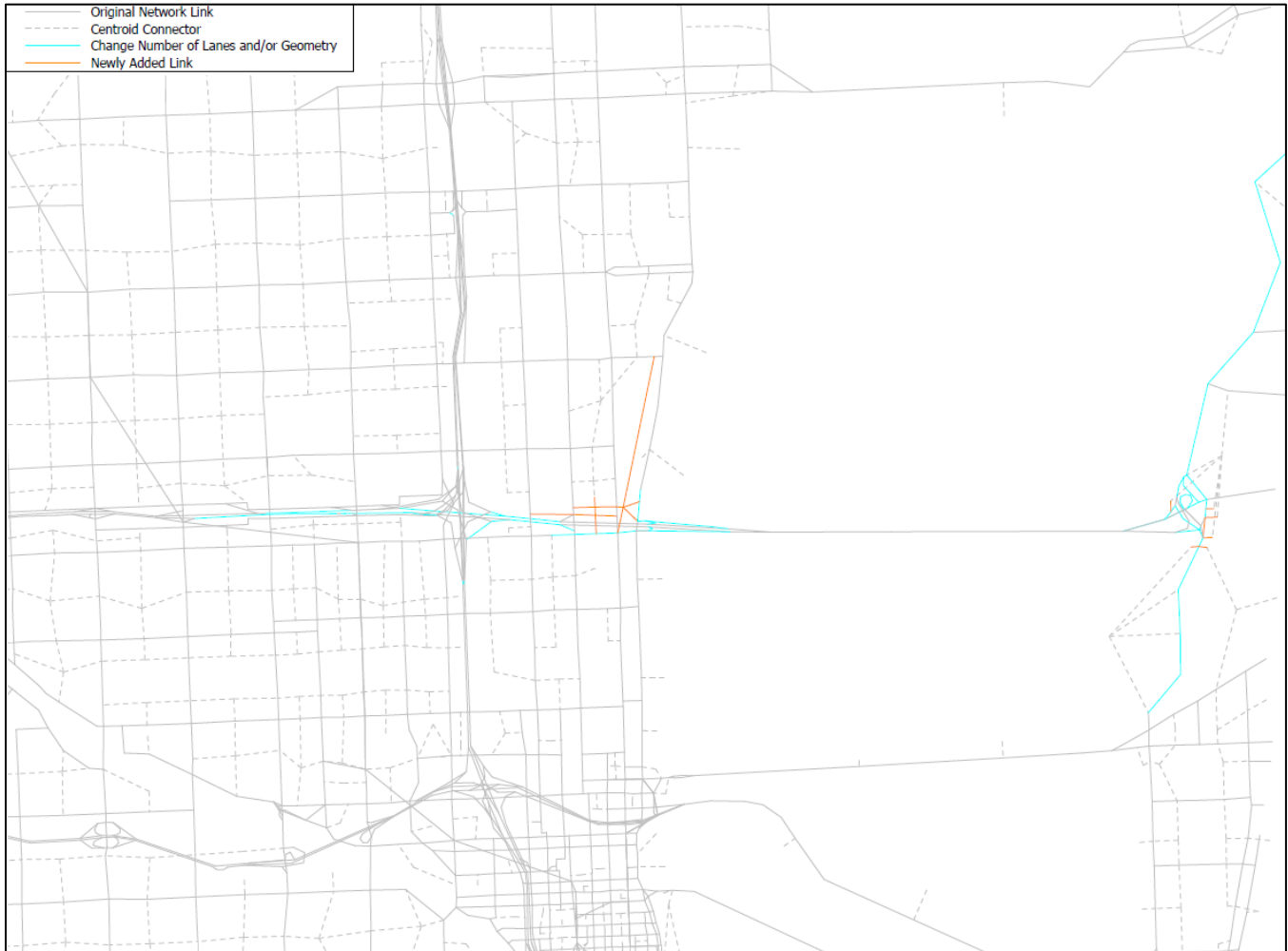
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Exhibit 5-4: Year 2015 Study Area Updated Model Input Network



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Exhibit 5-5: Year 2015 Study Area Input Network Updates



- Speed Adjustment
 - The speed attributes for the input network were adjusted by facility group based on initial validation results to improve the subarea model validation. The adjustment factors are within -15% to 15% of the original speed attributes. **Table 5-1** lists the speed adjustment factors modified as part of this effort.

Table 5-1: Speed Adjustment Factors for 2015 Model Input Network

Facility Description	Facility Type	Speed Adjustment Factor
Freeway Segment	11	0.869565
Higher Speed Facility & Collector	41	1.05
Lower Speed Facility & Collector	61	1.02
Ramps	71-75	0.862069
Toll Roads	91-94	0.98

5.2.3 Model Validation & Statistics

The validation of a traffic model involves verifying the accuracy of the model generated volumes using various statistical means against actual traffic counts taken on network links throughout the subarea and the corridor. Two measures of effectiveness were used in the validation process: the ratio of assigned volume to counted volume (Volume to Counts) on individual roadway links; and an area-wide Percent Root Mean Square Error (RMSE).

Volumes to Counts Ratio - The model was validated based on the normalized 2015 AADTs collected within the study corridor and the FTI 2015 AADTs within the subarea. The model volume to traffic count ratios (v/c) for all the subarea model links (depicted in **Exhibit 5-1** is summarized in **Table 5-2**. For statistical significance, roadway links are grouped based on the volume levels as denoted in **Table 5-2**. The weighted areawide Volume to Count (V/C) Ratio is then calculated to assess how well the model is performing. The closer the V/C Ratio is to 1.0 - the better the model reflects the representative count data. The areawide V/C for all the subarea model links with counts is 1.02, which reflects an improvement in the subarea as a result of the network update and model adjustment.

Table 5-2: Volume To Capacity Summary for Model Subarea, Before and After Calibration

Volume Group	Volume to Count (V/C) Ratio		
	SERPM7 2010 Original	SERPM7 2015 Before Adjustment	SERPM7 2015 After Adjustment
1- 5,000:	1.88	1.75	1.51
5,000- 10,000:	1.42	1.21	1.10
10,000- 15,000:	1.01	1.08	1.07
15,000- 20,000:	0.77	0.91	0.91
20,000- 30,000:	1.06	1.06	0.99
30,000- 50,000:	1.33	1.09	1.07
50,000- 60,000:	1.19	1.08	1.02
60,000+:	1.02	1.08	0.98
Areawide	1.08	1.09	1.02

The model volume to traffic count ratios (v/c) for the corridor model links (depicted in **Exhibit 5-2**) is summarized in **Table 5-3** on the following page. The corridor areawide V/C for all count collection locations is 1.08, which is also improved with the network update and model adjustment.

Table 5-3: Volume To Capacity Summary for Corridor Subarea, Before and After Calibration

Volume Group	Volume to Count (V/C) Ratio		
	SERPM7 2010 Original	SERPM7 2015 Before Adjustment	SERPM7 2015 After Adjustment
1- 5,000:	2.39	2.26	1.55
5,000- 10,000:	1.42	1.24	0.98
10,000- 15,000:	1.08	1.33	1.23
15,000- 20,000:	0.78	1.01	0.95
20,000- 30,000:	1.00	1.08	1.02
30,000- 50,000:	1.42	1.07	1.06
50,000- 60,000:	1.29	1.10	1.03
60,000+:	1.07	1.21	1.11
Areawide	1.16	1.15	1.08

Root Mean Square Error (RMSE) - The percent RMSE for the study area is an aggregate measure of how well the model was validated compared to the ground counts within the study area for a volume group. According to the guidelines identified in the *FDOT Project Traffic Forecasting Handbook (2014)*, the maximum acceptable Percent Root Mean Square Error (RMSE) for the area should be no more than 45% and is preferred to be no more than 35%. The overall RMSE for all the subarea model links (depicted in **Exhibit 5-1**) are summarized in **Table 5-4** below. The overall RMSE for all the subarea model links with counts is 30.5%, which is better than the preferable value of 35%. The subarea overall RMSE is further improved with the network update and model adjustment.

Table 5-4: RMSE Summary for Model Subarea, Before and After Calibration

Volume Group	% RMSE				
	Acceptable	Preferable	SERPM7 2010 Original	SERPM7 2015 Before Adjustment	SERPM7 2015 After Adjustment
1- 5,000:	100%	45%	213.20%	130.80%	108.70%
5,000- 10,000:	45%	35%	88.10%	51.50%	44.10%
10,000- 15,000:	35%	27%	50.50%	48.90%	54.40%
15,000- 20,000:	30%	25%	32.40%	30.80%	34.50%
20,000- 30,000:	27%	15%	27.20%	33.30%	37.30%
30,000- 50,000:	25%	15%	38.30%	20.50%	19.70%
50,000- 60,000:	20%	10%	23.20%	16.90%	8.20%
60,000+:	19%	10%	13.70%	18.80%	16.20%
Areawide	45%	35%	36.30%	31.80%	30.50%

Note: While the overall %RMSEs reported show values within the acceptable ranges, it should be noted that at the volume group level, higher percentage discrepancies occur within lower volume groups for local arterials where available traffic counts in 2015 were limited. With a smaller sampling of available traffic count data within these volume groups, greater fluctuations in the comparisons between model volumes and actual count data are more likely resulting in the higher %RMSEs reported for these volume groups. The higher volume groups where a greater sampling of traffic counts is available, allow for better comparisons between model volumes and actual counts reflecting the lower %RMSE values reported for these volume groups in the table.

The overall RMSE for all the corridor model links are summarized in **Table 5-5**. The overall RMSE for all the corridor model links (depicted in **Exhibit 5-2**) is 28.2%, which is better than the preferable value of 35%. The corridor overall RMSE is also improved with the network update and model adjustment. This shows that the refined 2015 model with an enhanced study area roadway network, is fine-tuned to reasonably replicate base year traffic counts.

Table 5-5: RMSE Summary for Corridor Subarea, Before and After Calibration

Volume Group	% RMSE				
	Acceptable	Preferable	SERPM7 2010 Original	SERPM7 2015 Before Adjustment	SERPM7 2015 After Adjustment
1- 5,000:	100%	45%	275.00%	190.30%	132.50%
5,000- 10,000:	45%	35%	92.30%	54.20%	46.20%
10,000- 15,000:	35%	27%	57.70%	63.90%	69.20%
15,000- 20,000:	30%	25%	27.20%	32.10%	38.70%
20,000- 30,000:	27%	15%	12.60%	36.20%	40.90%
30,000- 50,000:	25%	15%	42.80%	18.70%	19.70%
50,000- 60,000:	20%	10%	29.80%	16.90%	7.10%
60,000+:	19%	10%	11.60%	23.10%	13.90%
Areawide	45%	35%	48.20%	31.40%	28.20%

Note: While the overall %RMSEs reported show values within the acceptable ranges, it should be noted that at the volume group level, higher percentage discrepancies occur within lower volume groups for local arterials where available traffic counts in 2015 were limited. With a smaller sampling of available traffic count data within these volume groups, greater fluctuations in the comparisons between model volumes and actual count data are more likely resulting in the higher %RMSEs reported for these volume groups. The higher volume groups where a greater sampling of traffic counts is available, allow for better comparisons between model volumes and actual counts reflecting the lower %RMSE values reported for these volume groups in the table.

5.3 Future Year Model Development & Adjustments

The subarea future model development efforts included reviewing and updating where appropriate, land-use data, street network and interchange configurations to accurately reflect future no-build conditions. The 2040 SERPM that was developed for the 2040 Miami-Dade Long-Range Transportation Plans (LRTP) Update in conjunction with FDOT Districts 6 and 4, was used as the starting point in estimating the future year travel demand.

5.3.1 2040 Socio-Economic Data

The year 2040 SERPM version 7.071 socio-economic data (SEData) developed for the SR 924 study was utilized as a starting point for the 2040 model input datasets. A cursory review of future committed development and land use changes within the study area was also undertaken to confirm that they are being reflected in the Socio-Economic data included in the 2040 SERPM model.

Committed Development Activity (City of Miami) – The City of Miami was contacted to request information on future major development/redevelopment activity within the limits of the study area that would significantly impact future growth trends over the next 20 years. **Appendix D** presents a summary of all the committed development data from the City of Miami that were reviewed. The 2040 model accounted for level of growth that is anticipated for the area.

Committed Development Activity (City of Miami Beach) – Based on information received from the City of Miami Beach and the FDOT D6 Planning office, it was determined that an increase in the allowable development density raising the FAR from 1.24 to 3.75 is planned for the North Beach Town Center located just north of the Alton Road / SR 112 Interchange on Miami-Beach. The City anticipates that this area will be the source of the majority of Miami Beach growth over the next 20 years. **Appendix D** presents a summary of the changes in maximum development yields that were reviewed to confirm the 2040 model accounted for the level of growth that is anticipated for the area.

5.3.2 Year 2040 Model Network Review

The 2040 SERPM network was reviewed against the Miami-Dade 2040 LRTP to confirm that the model reflected the future long-range cost feasible transportation improvements.

5.3.3 SERPM Model Growth Rates

Growth rates for segment links within the study area were computed by comparing the 2040 model daily volumes to the 2015 model daily volumes from the SERPM models developed for this study. The link model growth rates are reflected in **Table D-1 Future Volume Development** included in **Appendix D**.

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5.4 Design Traffic Procedure & Traffic Factors

The two-step approach to producing Design Traffic Estimates in this study included:

- Develop future 2045 Annual Average Daily Traffic (AADT)
- Develop future 2045 Directional Design Hour Volumes (DDHV)

The following traffic factors were used in the development of the DDHVs used in this study:

- SF* = Seasonal Factor accounts for the seasonal variation in traffic throughout the year.
- ACF* = Axle Correction Factor adjusts for vehicles with more than two axles to minimize the incidence of counting these vehicles more than once.
- K is the proportion of AADT occurring in an hour.
- D represents the Directional Distribution and is the percentage of the total, two-way design hour traffic traveling in the peak direction.

The SF and ACF factors obtained from respective reports from the FTI database are included in **Appendix D.*

Table 5-6 below, shows the approved traffic factors that were used to develop the DDHVs.

Table 5-6: Design Traffic Factors

Roadway	K	D	T ₂₄ *
SR 112 / I-195	8.00	56.70	5.00
I-95	8.00	52.10	4.30
Arterials	9.00	54.50	5.80

**T₂₄ is the percentage of truck traffic for 24 hours (one day). Although not used in the actual DDHV development, T₂₄ is an important input parameter for the Future Traffic Operations analysis. The Truck percentages used in the I-195 CPS is T₂₄ ÷ 2.*

The methodology memorandum approved by FDOT D6 PLEMO staff and included in **Appendix D**, further outlines how the traffic factors summarized in **Table 5-6** were derived. **Sections 5.4.1** and **5.4.2** describe how the traffic factors were applied to develop the DDHVs.

5.4.1 2045 Annual Average Daily Traffic

The 2045 AADT for each link was computed by applying link growth rates summarized in **Appendix D**, to the existing link AADT pursuant to guidelines promulgated in the National Cooperative Highway Research Program (NCHRP) 765: Travel Forecasting Approaches for Project Level Planning and Design. The existing AADT was calculated as follows:

$$AADT = ADT * SF * ACF$$

Where ADT = Average Daily Traffic (ADT)

Table D-1 Future Volume Development included in **Appendix D**, summarizes the estimation of the future 2045 AADT for each link within the study area.

5.4.2 2045 Directional Design Hour Volumes

The 2045 Directional Design Hour Volume (DDHV) is the traffic volume expected to use a given segment during the design hour of the 2045 design year in the peak direction. The DDHV was calculated as follows:

$$DDHV_{2045} = AADT_{2045} * K * D$$

While the critical result of this calculation is the DDHV in the peak direction, for a complete analysis, the directional volume in the off-peak direction was also determined by applying [100% - D] factor in lieu of the D factor in the above equation.

It should also be noted that both AM, and PM peak hour directional volumes were developed to be generally complementary to each other for a given freeway or arterial segment. The existing traffic characteristics of a segment were first reviewed to determine the predominant peak hour (i.e., which hour AM versus PM had the higher volume demand). K and D factors were then applied to the predominant peak-hour volume to determine the DDHV for that hour. Whichever peak hour (e.g. PM peak) was used to establish the initial DDHV, the reciprocal DDHV was assumed in the opposite direction for the other peak hour (i.e. the AM peak). **Table D-1 Future Volume Development** included in **Appendix D**, summarizes the estimation of the future DDHV₂₀₄₅ for each link within the study area.

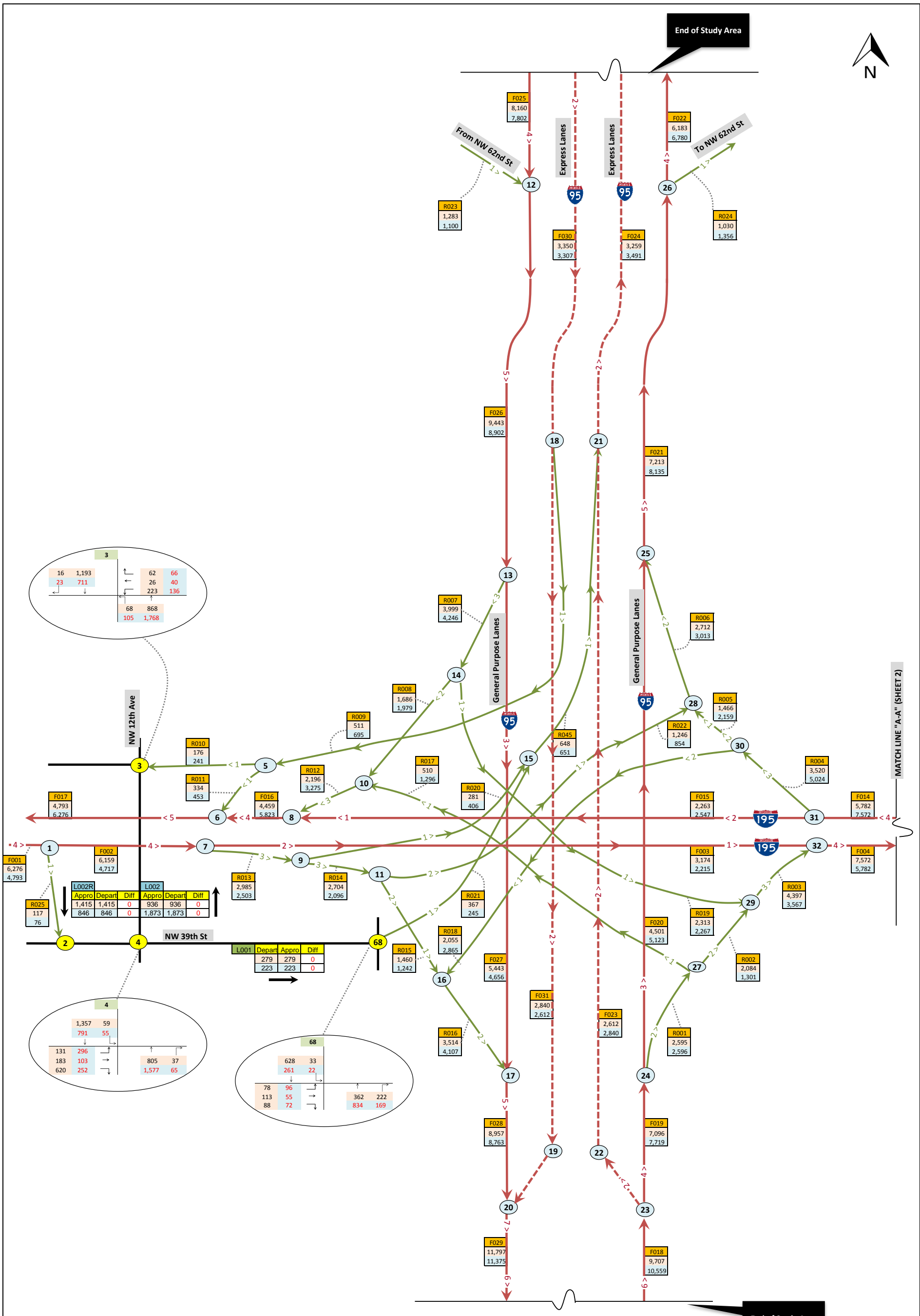
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5.5 Traffic Volume Balancing

Like the approach taken in **Section 4.1** (to balance existing peak-hour volumes), future no-build DDHVs were balanced using the procedures promulgated in the FDOT 2014 *Project Traffic Forecasting Handbook* and the *Analytical Travel Forecasting Approaches for Project-Level Planning and Design - NCHRP Report 765* published by the National Cooperative Highway Research Program. **Table D-1** in **Appendix D**, summarizes the development of existing link volumes within the study area reflecting the adjustments and balancing procedures described in this section. As in **Section 4.1.3** (for existing conditions), the same hierarchical approach to volume balancing was followed in which freeway and ramp segments were balanced first followed by ramp terminal intersections and lastly, the intersections within the network surrounding the ramp terminals.

An iterative process was followed to produce the balanced 2045 No-Build peak-hour volumes depicted in **Exhibits 5-6** through **5-8**. Worksheets summarizing the detailed volume development process are included in **Appendix D**.

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Report Title: **Existing and Future No-Build Traffic Analysis Report**

Exhibit Name: **2045 Future No-Build Peak Hour Volumes (Sheet 1 of 3)**

Project Name: **I-95 Corridor Planning Study from I-95/NW 12th Avenue to SR 907/Alton Road**

FM No. 440228-1-22-01

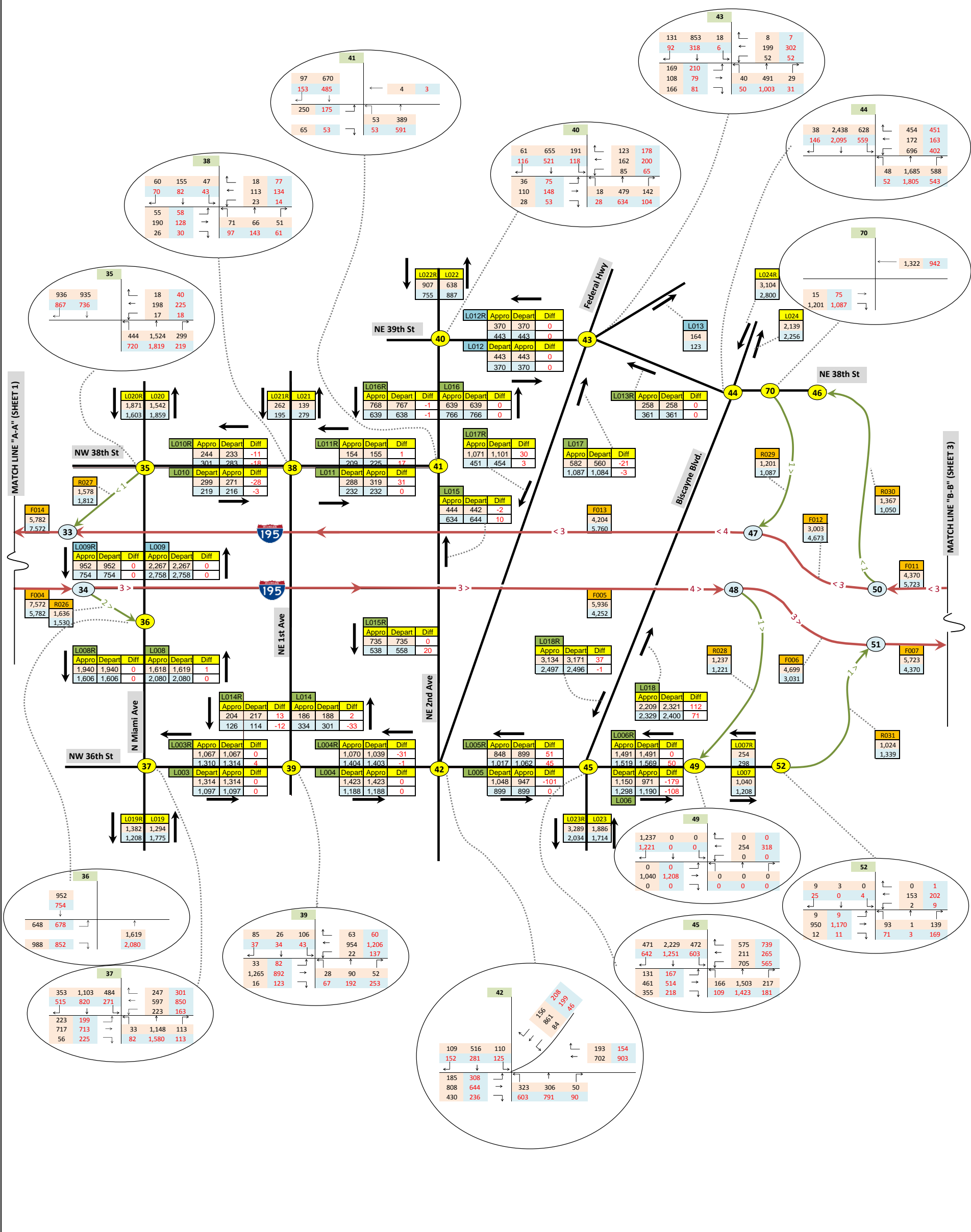
Attributes Legend

- F001 Freeway / Ramp balanced segment
- L99 Link that has access in between
- L99 Link that has no access in between and should be balanced
- Appr Approach Link Volume
- Depart Departure Link Volume
- Diff Departure minus approach link volume difference
- xxx AM Link / TMV Volume
- xxx PM Link / TMV Volume

Network Legend

- 20 Freeway Node
- 4 Arterial Node
- Freeway Facility
- Express Lane Facility
- Ramp segment
- Arterial Segment
- 2 > Number of Lanes

Exhibit No: 5-6
 Page no:
 Date: 2/27/19



Report Title: **Existing and Future No-Build Traffic Analysis Report**

Exhibit Name: **2045 Future No-Build Peak Hour Volumes (Sheet 2 of 3)**

Project Name: **I-195 Corridor Planning Study from I-95/NW 12th Avenue to SR 907/Alton Road**

FM No. 440228-1-22-01

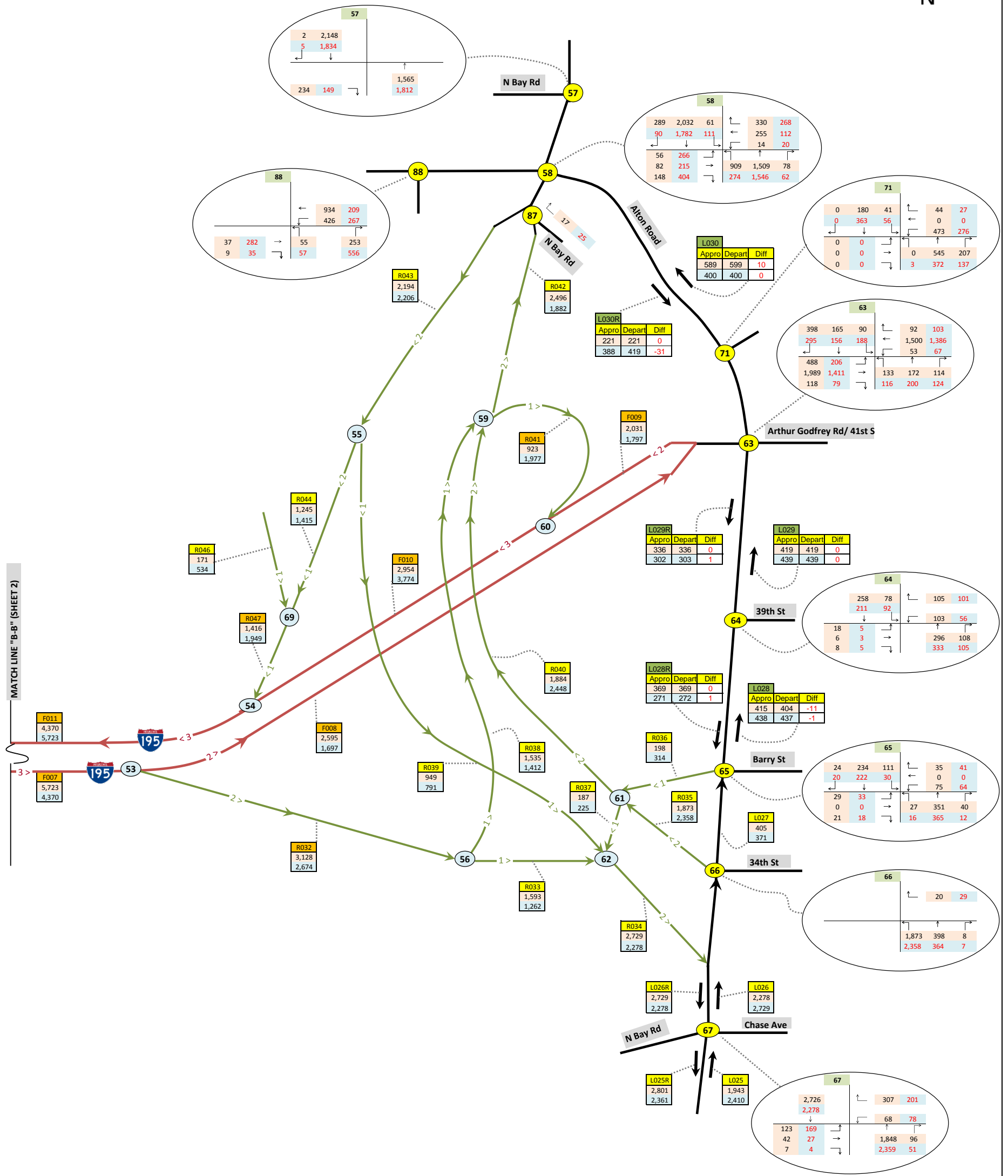
Attributes Legend

- F001 Freeway / Ramp balanced segment
- L99 Link that has access in between
- L98 Link that has no access in between and should be balanced
- Appr Approach Link Volume
- Depart Departure Link Volume
- Diff Departure minus approach link volume difference
- xxx AM Link / TMV Volume
- xxx PM Link / TMV Volume

Network Legend

- 20 Freeway Node
- 4 Arterial Node
- Freeway Facility
- Ramp segment
- Arterial Segment
- 2 > Number of Lanes


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 Page no:
 Date: 2/27/19



Report Title: **Existing and Future No-Build Traffic Analysis Report**

Exhibit Name: **2045 Future No-Build Peak Hour Volumes (Sheet 3 of 3)**

Project Name: **I-195 Corridor Planning Study from I-95/NW 12th Avenue to SR 907/Alton Road**



FM No. 440228-1-22-01

Attributes Legend

- F001 Freeway / Ramp balanced segment
- L99 Link that has access in between
- L98 Link that has no access in between and should be balanced
- Appr Approach Link Volume
- Depart Departure Link Volume
- Diff Departure minus approach link volume difference
- xxx AM Link / TMV Volume
- xxx PM Link / TMV Volume

Network Legend

- 20 Freeway Node
- 4 Arterial Node
- Freeway Facility
- Ramp segment
- Arterial Segment
- 2 > Number of Lanes

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6.0 FUTURE NO-BUILD TRAFFIC OPERATIONS ANALYSIS

A traffic operations analysis of the 2045 future No-Build conditions of the roadway network within the study area was performed using the same methodologies and tools described in **Sections 4.2** and **4.3** for existing conditions.

6.1 No-Build Operations Ramp Terminals & Intersections

The projected traffic operations at the ramp terminals and intersections resulting from the anticipated future No-Build conditions, were compared to the existing operations initially summarized in **Section 4.2.3** of this report. For signalized intersections, signal timing splits were generally optimized to accommodate the anticipated changes in future traffic demand estimated in **Section 5.0** of this report. In addition to the MOEs used to assess intersection performance previously described in **Section 4.2.3**, the projected changes in intersection delay, LOS and queue length were used to quantify the anticipated operations for no-build operations at the ramp terminals and intersections. The results of the operational analysis of ramp terminals and intersections for future No-Build conditions are summarized in **Table 6-1** on the following pages.

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Table 6-1: 2045 No-Build Conditions Intersection Traffic Operations Summary

Intersection	Lane Group	Movement	Existing Conditions (2017)										Future No-Build Conditions (2045)										2045 No-Build Conditions vs 2017 Existing Conditions									
			AM PEAK					PM PEAK					AM PEAK					PM PEAK					AM PEAK			PM PEAK						
			Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹	Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹	Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹	Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹	Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹	Delay % Δ	Δ LOS	Δ v/c	Δ 95% Queue (ft) ¹	Delay % Δ
ID: 3 NW 12th Avenue at NW 40th Street	WB	L	159	33.8	C	0.52	88	126	39.3	D	0.55	88	223	34.3	C	0.61	112	136	39.7	D	0.57	93	1.5%	Same	17%	27%	1%	Same	4%	6%		
		T	16	33.5	C	0.51	73	38	39.3	D	0.55	91	26	33.9	C	0.59	92	40	39.1	D	0.56	94	1%	Same	16%	26%	-1%	Same	2%	3%		
		R	39	30.1	C	0.03	0	63	34.7	C	0.06	10	62	28.2	C	0.06	6	66	34.3	C	0.07	12	-6%	Same	100%	-	-1%	Same	17%	20%		
		Appr	-	33.0	C	-	-	-	37.9	D	-	-	-	32.9	C	-	-	-	37.9	D	-	-	0%	Same	-	-	0%	Same	-	-		
	NB	L	47	11.0	B	0.16	47	79	2.5	A	0.16	18	68	31.7	C	0.38	45	105	3.3	A	0.26	17	188%	Lower	138%	-4%	32%	Same	63%	-6%		
		T	605	8.8	A	0.26	191	1332	3.6	A	0.56	141	868	16.4	B	0.39	227	1768	6.2	A	0.75	188	86%	Lower	50%	19%	72%	Same	34%	33%		
		Appr	-	9.0	A	-	-	-	3.5	A	-	-	-	17.7	B	-	-	-	6.0	A	-	-	97%	Lower	-	-	71%	Same	-	-		
	SB	TR	829	9.6	A	0.45	207	551	8.2	A	0.27	124	1209	16.0	B	0.72	458	734	10.1	B	0.39	191	67%	Lower	60%	121%	23%	Lower	44%	54%		
		Appr	-	9.6	A	-	-	-	8.2	A	-	-	-	16.0	B	-	-	-	10.1	B	-	-	67%	Lower	-	-	23%	Lower	-	-		
	Intersection			12.7	B	-	-	9.1	A	-	-	19.0	B	-	-	10.4	B	-	-	50%	Same	-	-	14%	Lower	-	-					
ID: 4 NW 12th Avenue at NW 39th Street	EB	L	94	18.0	B	0.20	51	224	41.6	D	0.81	199	131	14.8	B	0.23	78	296	48.8	D	0.87	291	-18%	Same	15%	53%	17%	Same	7%	46%		
		T	119	18.3	B	0.24	63	78	31.8	C	0.28	75	183	15.4	B	0.31	106	103	29.2	C	0.30	95	-16%	Same	29%	68%	-8%	Same	7%	27%		
		R	447	34.7	C	0.90	224	190	38.7	D	0.74	52	620	69.8	F	1.04	508	252	42.9	D	0.80	139	101%	Lower	16%	127%	11%	Same	8%	167%		
		Appr	-	28.8	C	-	-	-	38.9	D	-	-	-	49.4	D	-	-	-	43.3	D	-	-	72%	Lower	-	-	11%	Same	-	-		
	NB	TR	584	22.1	C	0.52	255	1236	16.7	B	0.66	428	842	54.5	D	0.94	374	1642	40.0	D	0.96	744	147%	Lower	81%	47%	140%	Lower	45%	74%		
		Appr	-	22.1	C	-	-	-	16.7	B	-	-	-	54.5	D	-	-	-	40.0	D	-	-	147%	Lower	-	-	140%	Lower	-	-		
	SB	L	41	13.5	B	0.16	26	42	10.0	B	0.23	18	59	19.6	B	0.39	11	55	20.5	C	0.49	36	45%	Same	144%	-58%	105%	Lower	113%	100%		
		T	940	1.7	A	0.61	344	595	0.3	A	0.28	83	1357	30.5	F	1.02	555	791	0.5	A	0.39	93	1694%	Lower	67%	61%	67%	Same	39%	12%		
	Appr	-	2.2	A	-	-	-	1.2	A	-	-	-	30.0	C	-	-	-	2.3	A	-	-	1264%	Lower	-	-	92%	Same	-	-			
	Intersection			15.6	B	-	-	17.2	B	-	-	42.5	D	-	-	30.3	C	-	-	172%	Lower	-	-	76%	Lower	-	-					
ID: 68 NW 10th Avenue at NW 39th Street	EB	LT	130	32.0	D	0.58	85	119	102.5	F	0.95	190	191	231.1	F	1.34	368	151	422.9	F	1.75	430	622%	Lower	132%	332%	313%	Same	84%	126%		
		R	61	11.8	B	0.12	10	54	9.8	A	0.08	7.5	88	15.2	C	0.22	20	72	10.5	B	0.12	10	29%	Lower	91%	100%	7%	Lower	47%	33%		
		Appr	-	26.3	D	-	-	-	77.6	F	-	-	-	170.7	F	-	-	-	308.4	F	-	-	549%	Lower	-	-	297%	Same	-	-		
	NB	T	235	-	-	-	-	628	-	-	-	-	362	-	-	-	-	834	-	-	-	-	-	Same	-	-	-	Same	-	-		
		R	152	-	-	-	-	135	-	-	-	-	222	-	-	-	-	169	-	-	-	-	-	Same	-	-	-	Same	-	-		
	Appr	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Same	-	-	-	Same	-	-			
	SB	L	22	8.4	A	0.03	2.5	17	10.8	B	0.04	2.5	33	8.4	A	0.04	3	22	11.1	B	0.05	5	0%	Same	50%	0	3%	Same	37%	100%		
		T	427	-	-	-	-	197	-	-	-	-	628	-	-	-	-	261	-	-	-	-	-	Same	-	-	-	Same	-	-		
	Appr	-	0.5	A	-	-	-	1.1	A	-	-	-	0.5	A	-	-	-	1.1	A	-	-	0%	Same	-	-	0%	Same	-	-			
	Intersection			5.6	A	-	-	12.5	B	-	-	34.6	D	-	-	48.2	E	-	-	518%	Lower	-	-	286%	Lower	-	-					

Table 6-1: 2045 No-Build Conditions Intersection Traffic Operations Summary

Intersection	Lane Group	Movement	Existing Conditions (2017)										Future No-Build Conditions (2045)										2045 No-Build Conditions vs 2017 Existing Conditions									
			AM PEAK					PM PEAK					AM PEAK					PM PEAK					AM PEAK			PM PEAK						
			Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹	Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹	Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹	Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹	Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹	Delay % Δ	Δ LOS	Δ v/c	Δ 95% Queue (ft) ¹	Delay % Δ
ID: 37 N Miami Avenue at NE 36th Street	EB	L	98	22.2	C	0.21	95	98	37.4	D	0.49	121	223	141.0	F	1.08	464	199	168.5	F	1.18	382	535%	Lower	414%	388%	351%	Lower	141%	216%		
		TR	382	27.6	C	0.24	199	421	46.4	D	0.49	274	773	87.4	F	0.90	704	938	95.9	F	1.02	778	217%	Lower	275%	254%	107%	Lower	108%	184%		
		Appr	-	26.5	C	-	-	-	44.6	D	-	-	-	99.9	F	-	-	-	107.2	F	-	-	277%	Lower	-	-	140%	Lower	-	-		
	WB	L	66	22.2	C	0.19	64	80	34.6	C	0.37	96	223	218.1	F	1.32	426	163	185.8	F	1.23	263	882%	Lower	595%	566%	437%	Lower	232%	174%		
		T	199	28.3	C	0.26	233	348	56.3	E	0.75	549	597	266.5	F	1.42	1366	850	385.3	F	1.73	1645	842%	Lower	446%	486%	584%	Lower	131%	200%		
		R	73	26.9	C	0.17	0	150	44.8	D	0.42	66	247	51.9	D	0.71	245	301	41.0	D	0.63	281	93%	Lower	318%	-	-8%	Same	50%	326%		
	NB	Appr	-	26.6	C	-	-	-	49.9	D	-	-	-	190.7	F	-	-	-	276.9	F	-	-	617%	Lower	-	-	455%	Lower	-	-		
		L	16	74.9	E	0.25	39	56	31.4	C	0.25	70	33	43.2	D	0.38	102	82	47.2	D	0.63	192	-42%	Better	52%	162%	50%	Lower	152%	174%		
		T	387	61.4	E	0.57	287	1084	44.3	D	0.83	585	1148	85.5	F	1.02	866	1580	145.8	F	1.21	1203	39%	Lower	79%	202%	229%	Lower	46%	106%		
	SB	R	52	55.3	E	0.18	3	102	30.2	C	0.23	32	113	37.4	D	0.24	67	113	30.4	C	0.25	44	-32%	Better	33%	2133%	1%	Same	9%	38%		
Appr		-	61.3	E	-	-	-	42.1	D	-	-	-	79.6	E	-	-	-	130.9	F	-	-	30%	Same	-	-	211%	Lower	-	-			
Intersection			61.3	E	-	-	-	35.1	D	-	-	-	125.1	F	-	-	-	142.6	F	-	-	104%	Lower	-	-	306%	Lower	-	-			
ID: 36 N Miami Avenue at I-195 EB Off-Ramp	EB	L	475	71.5	E	0.87	495	516	56.4	E	0.82	421	648	73.1	E	0.98	765	678	79.2	E	1.00	703	2%	Same	13%	55%	40%	Same	22%	67%		
		R	587	53.1	D	0.34	149	591	42.1	D	0.27	87	988	93.4	F	1.01	942	852	69.5	E	0.90	671	76%	Lower	197%	532%	65%	Lower	233%	671%		
		Appr	-	65.7	E	-	-	-	51.9	D	-	-	-	79.6	E	-	-	-	76.1	E	-	-	21%	Same	-	-	47%	Lower	-	-		
	NB	T	548	13.0	B	0.26	192	1332	18.2	B	0.63	557	1619	41.9	D	0.91	1026	2080	66.3	E	1.05	1370	222%	Lower	250%	434%	264%	Lower	67%	146%		
		Appr	-	13.0	B	-	-	-	18.2	B	-	-	-	41.9	D	-	-	-	66.3	E	-	-	222%	Lower	-	-	264%	Lower	-	-		
	SB	T	512	12.8	B	0.24	174	302	11.3	B	0.15	100	952	24.9	C	0.52	426	754	1.4	A	0.41	8	95%	Lower	117%	145%	-88%	Better	173%	-92%		
Appr		-	12.8	B	-	-	-	11.3	B	-	-	-	24.9	C	-	-	-	1.4	A	-	-	95%	Lower	-	-	-88%	Better	-	-			
Intersection		40.1	D	-	-	-	31.1	C	-	-	-	53.3	D	-	-	-	58.1	E	-	-	33%	Same	-	-	87%	Lower	-	-				
ID: 35 N Miami Avenue at NW 38th Street/I-195 WB On-Ramp	WB	LTR	179	95.9	F	0.86	339	191	74.7	E	0.82	287	233	157.4	F	1.10	559	283	92.9	F	0.96	472	64%	Same	28%	65%	24%	Lower	17%	64%		
		Appr	-	95.9	F	-	-	-	74.7	E	-	-	-	157.4	F	-	-	-	92.9	F	-	-	64%	Same	-	-	24%	Lower	-	-		
	NB	L	373	84.3	F	0.92	324	384	14.6	B	0.71	128	444	150.9	F	1.14	417	720	336.1	F	1.61	706	79%	Same	24%	29%	2202%	Lower	127%	452%		
		TR	649	6.0	A	0.29	155	1464	10.1	B	0.60	486	1823	15.1	B	0.80	795	2038	15.1	B	0.89	530	152%	Lower	176%	413%	50%	Same	48%	9%		
	SB	Appr	-	32.9	C	-	-	-	11.1	B	-	-	-	40.1	D	-	-	-	104.5	F	-	-	22%	Lower	-	-	841%	Lower	-	-		
		TR	1314	52.2	D	1.14	923	660	25.4	C	0.47	405	1871	190.3	F	1.32	1631	1603	253.8	F	1.65	1418	265%	Lower	16%	77%	899%	Lower	251%	250%		
Appr	-	52.2	D	-	-	-	25.4	C	-	-	-	190.3	F	-	-	-	253.8	F	-	-	265%	Lower	-	-	899%	Lower	-	-				
Intersection		48.1	D	-	-	-	20.3	C	-	-	-	112.2	F	-	-	-	155.8	F	-	-	133%	Lower	-	-	667%	Lower	-	-				

Table 6-1: 2045 No-Build Conditions Intersection Traffic Operations Summary

Intersection	Lane Group	Movement	Existing Conditions (2017)										Future No-Build Conditions (2045)										2045 No-Build Conditions vs 2017 Existing Conditions									
			AM PEAK					PM PEAK					AM PEAK					PM PEAK					AM PEAK			PM PEAK						
			Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹	Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹	Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹	Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹	Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹	Delay % Δ	Δ LOS	Δ v/c	Δ 95% Queue (ft) ¹	Delay % Δ
ID: 39 NE 36th Street at NE 1st Avenue	EB	L	19	8.3	A	0.02	2.5	51	9.3	A	0.07	5	33	12.2	B	0.09	8	82	15.0	C	0.22	20	47%	Lower	258%	200%	61%	Lower	213%	300%		
		TR	718	-	-	-	-	626	-	-	-	-	1281	-	-	-	-	1015	-	-	-	-	-	Same	-	-	-	Same	-	-		
		Appr	-	0.3	A	-	-	-	0.8	A	-	-	-	0.4	A	-	-	-	1.2	A	-	-	33%	Same	-	-	50%	Same	-	-		
	WB	L	8	9.5	A	0.04	2.5	65	10.2	B	0.12	10	22	14.0	B	0.18	18	137	14.9	B	0.35	38	47%	Lower	362%	600%	46%	Same	197%	275%		
		TR	341	-	-	-	-	602	-	-	-	-	1017	-	-	-	-	1266	-	-	-	-	-	Same	-	-	-	Same	-	-		
		Appr	-	0.7	A	-	-	-	1.3	A	-	-	-	0.9	A	-	-	-	1.8	A	-	-	29%	Same	-	-	38%	Same	-	-		
	NB	LTR	78	50.5	F	0.59	80	242	1314.3	F	3.70	825	130	Error	F	-	-	512	Error	F	-	-	-	Same	-	-	-	Same	-	-		
		Appr	-	50.5	F	-	-	-	1314.3	F	-	-	-	Error	F	-	-	-	Error	F	-	-	-	Same	-	-	-	Same	-	-		
	SB	LTR	71	42.5	E	0.54	70	48	Error	F	-	-	131	Error	F	-	-	114	Error	F	-	-	-	Lower	-	-	-	Same	-	-		
		Appr	-	42.5	E	-	-	-	Error	F	-	-	-	Error	F	-	-	-	Error	F	-	-	-	Lower	-	-	-	Same	-	-		
Intersection			7.2	A	-	-	223.1	F	-	-	-	0.6	-	-	-	-	1.2	-	-	-	-	-	-	-	-	-	-	-	-			
ID: 38 NE 38th Street at NE 1st Avenue	EB	LTR	125	9.2	A	0.22	20	100	9.5	A	0.22	20	271	23.0	C	0.68	128	216	23.0	C	0.65	118	150%	Lower	202%	538%	142%	Lower	201%	488%		
		Appr	-	9.2	A	-	-	-	9.5	A	-	-	-	23.0	C	-	-	-	23.0	C	-	-	150%	Lower	-	-	142%	Lower	-	-		
	WB	LTR	112	9.2	A	0.21	20	160	9.7	A	0.26	25	154	16.0	C	0.45	58	225	18.6	C	0.54	80	74%	Lower	113%	188%	92%	Lower	105%	220%		
		Appr	-	9.2	A	-	-	-	9.7	A	-	-	-	16.0	C	-	-	-	18.6	C	-	-	74%	Lower	-	-	92%	Lower	-	-		
	NB	LTR	77	8.8	A	0.15	12.5	166	10.2	B	0.31	32.5	188	17.1	C	0.52	73	301	31.1	D	0.79	183	94%	Lower	243%	480%	205%	Lower	153%	462%		
		Appr	-	8.8	A	-	-	-	10.2	B	-	-	-	17.1	C	-	-	-	31.1	D	-	-	94%	Lower	-	-	205%	Lower	-	-		
	SB	LTR	113	9.0	A	0.21	20	94	9.2	A	0.19	17.5	262	22.5	C	0.67	128	195	19.4	C	0.58	88	150%	Lower	222%	538%	111%	Lower	198%	400%		
		Appr	-	9.0	A	-	-	-	9.2	A	-	-	-	22.5	C	-	-	-	19.4	C	-	-	150%	Lower	-	-	111%	Lower	-	-		
	Intersection			9.1	A	-	-	9.7	A	-	-	-	20.3	C	-	-	-	23.9	C	-	-	-	123%	Lower	-	-	146%	Lower	-	-		
	ID: 42 NE 36th Street at NE 2nd Avenue and Federal Highway	EB	L	102	31.8	C	0.33	130	175	88.3	F	0.90	258	185	276.8	F	1.44	421	308	611.7	F	2.20	764	770%	Lower	336%	224%	593%	Same	144%	196%	
TR			612	36.8	D	0.46	311	500	47.0	D	0.49	332	1238	110.4	F	1.10	987	880	78.0	E	0.96	760	200%	Lower	139%	217%	66%	Lower	96%	129%		
Appr			-	36.0	D	-	-	-	57.9	E	-	-	-	134.8	F	-	-	-	219.5	F	-	-	274%	Lower	-	-	279%	Lower	-	-		
WB		TR	269	46.3	D	0.32	188	409	61.5	E	0.59	342	895	198.2	F	1.28	898	1057	416.1	F	1.75	1260	328%	Lower	300%	378%	577%	Lower	197%	268%		
		Appr	-	46.3	D	-	-	-	61.5	E	-	-	-	198.2	F	-	-	-	416.1	F	-	-	328%	Lower	-	-	577%	Lower	-	-		
NB		L	138	81.5	F	0.73	238	331	76.0	E	0.84	618	323	349.6	F	1.57	725	603	299.5	F	1.49	1380	329%	Same	115%	205%	294%	Lower	77%	123%		
		TR	166	97.7	F	0.86	290	480	235.0	F	1.34	965	356	416.2	F	1.73	858	881	712.9	F	2.42	2049	326%	Same	101%	196%	203%	Same	81%	112%		
		Appr	-	90.4	F	-	-	-	175.3	F	-	-	-	385.0	F	-	-	-	558.5	F	-	-	326%	Same	-	-	219%	Same	-	-		
SB		L	39	64.2	E	0.17	85	25	200.6	F	0.95	85	84	60.4	E	0.29	151	46	480.9	F	1.71	161	-6%	Same	71%	78%	140%	Same	80%	89%		
		T	403	404.3	F	1.70	946	109	85.5	F	0.69	205	861	922.7	F	2.88	2076	199	175.4	F	1.13	410	128%	Same	69%	119%	105%	Same	64%	100%		
		R	60	67.2	E	0.41	123	114	130.0	F	0.93	276	156	86.2	F	0.83	281	208	328.5	F	1.50	561	28%	Lower	102%	128%	153%	Same	61%	103%		
		Appr	-	329.7	F	-	-	-	118.4	F	-	-	-	715.5	F	-	-	-	278.5	F	-	-	117%	Same	-	-	135%	Same	-	-		
Southeast Bound		LT	393	190.5	F	1.17	505	222	118.7	F	0.89	253	626	494.7	F	1.90	865	406	351.8	F	1.55	585	160%	Same	62%	71%	196%	Same	74%	131%		
	R	56	63.6	F	0.04	0	83	71.0	E	0.07	0	109	64.5	E	0.09	12	152	70.9	E	0.14	60	1%	Better	125%	-	0%	Same	100%	-			
	Appr	-	171.3	F	-	-	-	100.1	F	-	-	-	428.1	F	-	-	-	260.9	F	-	-	150%	Same	-	-	161%	Same	-	-			
Intersection			138.3	F	-	-	109.2	F	-	-	-	360.9	F	-	-	-	378.8	F	-	-	-	161%	Same	-	-	247%	Same	-	-			

Table 6-1: 2045 No-Build Conditions Intersection Traffic Operations Summary

Intersection	Lane Group	Movement	Existing Conditions (2017)										Future No-Build Conditions (2045)										2045 No-Build Conditions vs 2017 Existing Conditions									
			AM PEAK					PM PEAK					AM PEAK					PM PEAK					AM PEAK			PM PEAK						
			Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹	Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹	Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹	Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹	Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹	Delay % Δ	Δ LOS	Δ v/c	Δ 95% Queue (ft) ¹	Delay % Δ
ID: 41 NE 38th Street at NE 2nd Avenue	EB	LR	108	23.5	C	0.46	60	126	30.2	D	0.54	75	315	1778.6	F	4.77	1300	228	1130.4	F	3.29	738	7469%	Lower	930%	2067%	3643%	Lower	507%	883%		
		Appr	-	23.5	C	-	-	-	30.2	D	-	-	-	1778.6	F	-	-	-	1130.4	F	-	-	7469%	Lower	-	-	3643%	Lower	-	-		
	WB	LTR	1	16.7	C	0.00	0	1	19.2	C	0.00	0	4	43.0	E	0.04	3	3	53.8	F	0.04	3	157%	Lower	1000%	-	180%	Lower	950%	-		
		Appr	-	16.7	C	-	-	-	19.2	C	-	-	-	43.0	E	-	-	-	53.8	F	-	-	157%	Lower	-	-	180%	Lower	-	-		
	NB	LT	132	9.0	A	0.04	2.5	322	8.6	A	0.04	2.5	442	10.5	B	0.10	8	644	10.1	B	0.10	8	17%	Lower	180%	200%	17%	Lower	138%	200%		
		Appr	-	1.8	A	-	-	-	0.9	A	-	-	-	1.4	A	-	-	-	1.0	A	-	-	-22%	Same	-	-	11%	Same	-	-		
	SB	TR	473	-	-	-	-	354	-	-	-	-	767	-	-	-	-	638	-	-	-	-	-	Same	-	-	-	Same	-	-		
		Appr	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Same	-	-	-	Same	-	-		
	Intersection			4.7	A	-	-	5.4	A	-	-	454.1	F	-	-	180.1	F	-	-	9562%	Lower	-	-	3235%	Lower	-	-					
	ID: 40 NE 2nd Avenue at NE 39th Street	EB	LTR	106	25.1	C	0.31	86	159	80.9	F	0.81	216	174	26.7	C	0.56	154	276	286.6	F	1.45	527	6%	Same	81%	79%	254%	Same	79%	144%	
Appr			-	25.1	C	-	-	-	80.9	F	-	-	-	26.7	C	-	-	-	286.6	F	-	-	6%	Same	-	-	254%	Same	-	-		
WB		LTR	207	30.2	C	0.66	247	239	85.2	F	0.92	371	370	108.4	F	1.14	507	443	354.6	F	1.63	827	259%	Lower	73%	105%	316%	Same	77%	123%		
		Appr	-	30.2	C	-	-	-	85.2	F	-	-	-	108.4	F	-	-	-	354.6	F	-	-	259%	Lower	-	-	316%	Same	-	-		
NB		L	9	12.7	B	0.03	8	15	12.6	B	0.04	14	18	21.1	C	0.18	13	28	27.2	C	0.19	24	66%	Lower	500%	63%	116%	Lower	375%	71%		
		TR	494	27.1	C	0.78	366	375	19.1	B	0.44	331	621	115.2	F	1.16	567	738	52.0	D	0.93	1075	325%	Lower	49%	55%	172%	Lower	111%	225%		
SB		L	71	15.3	B	0.34	34	64	13.5	B	0.12	42	191	117.0	F	1.12	175	118	45.3	D	0.75	79	665%	Lower	229%	415%	236%	Lower	525%	88%		
		TR	431	17.0	B	0.55	299	307	16.8	B	0.36	249	716	50.9	D	0.99	716	637	35.3	D	0.81	793	199%	Lower	80%	139%	110%	Lower	125%	218%		
Appr		-	16.7	B	-	-	-	16.3	B	-	-	-	67.7	E	-	-	-	36.6	D	-	-	305%	Lower	-	-	125%	Lower	-	-			
		Intersection			23.5	C	-	-	41.6	D	-	-	84.6	F	-	-	141.3	F	-	-	260%	Lower	-	-	240%	Lower	-	-				
ID: 43 Federal Highway at NE 38th Street/NE 39th Street	EB	L	109	87.3	F	0.77	207	143	85.1	F	0.78	240	277	129.7	F	1.11	488	289	103.1	F	1.09	441	49%	Same	44%	136%	21%	Same	40%	84%		
		R	59	71.7	E	0.07	27	40	67.0	E	0.08	2	166	53.7	D	0.38	42	81	31.6	C	0.36	12	-25%	Better	443%	56%	-53%	Better	350%	500%		
		Appr	-	82.3	F	-	-	-	78.8	E	-	-	-	103.4	F	-	-	-	78.2	E	-	-	26%	Same	-	-	-1%	Same	-	-		
	WB/NW	L	24	67.8	E	0.19	52	28	69.9	E	0.25	54	52	69.2	E	0.38	99	52	54.8	D	0.26	79	2%	Same	100%	90%	-22%	Better	4%	46%		
		T	112	82.2	F	0.69	194	163	88.6	F	0.75	236	199	118.4	F	0.94	311	302	88.1	F	0.90	459	44%	Same	36%	60%	-1%	Same	20%	94%		
		R	2	65.8	E	0.00	0	4	66.8	E	0.01	0	8	64.5	E	0.01	0	7	50.9	D	0.01	0	-2%	Same	0%	0	-24%	Better	0%	0		
	Appr	-	78.8	E	-	-	-	83.9	F	-	-	-	104.4	F	-	-	-	79.7	E	-	-	32%	Lower	-	-	-5%	Better	-	-			
		NB	LTR	257	13.6	B	0.31	230	593	21.8	C	0.60	738	560	110.8	F	1.12	974	1084	331.6	F	1.62	2333	715%	Lower	261%	323%	1421%	Lower	170%	216%	
	Appr		-	13.6	B	-	-	-	21.8	C	-	-	-	110.8	F	-	-	-	331.6	F	-	-	715%	Lower	-	-	1421%	Lower	-	-		
	SB	LTR	465	12.5	B	0.24	177	223	13.3	B	0.13	98	1002	27.4	C	0.61	485	416	32.4	C	0.40	227	119%	Lower	154%	174%	144%	Lower	208%	132%		
Appr		-	12.5	B	-	-	-	13.3	B	-	-	-	27.4	C	-	-	-	32.4	C	-	-	119%	Lower	-	-	144%	Lower	-	-			
Intersection			35.8	D	-	-	42.2	D	-	-	76.1	E	-	-	181.5	F	-	-	113%	Lower	-	-	330%	Lower	-	-						

Table 6-1: 2045 No-Build Conditions Intersection Traffic Operations Summary

Intersection	Lane Group	Movement	Existing Conditions (2017)										Future No-Build Conditions (2045)										2045 No-Build Conditions vs 2017 Existing Conditions									
			AM PEAK					PM PEAK					AM PEAK					PM PEAK					AM PEAK			PM PEAK						
			Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹	Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹	Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹	Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹	Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹	Delay % Δ	Δ LOS	Δ v/c	Δ 95% Queue (ft) ¹	Delay % Δ
ID: 45 US-1 at NE 36th Street	EB	L	52	61.1	E	0.22	100	93	72.7	E	0.44	181	111	64.5	E	0.48	189	167	89.3	F	0.78	336	6%	Same	118%	89%	23%	Lower	77%	86%		
		T	298	176.4	F	1.17	596	287	221.9	F	1.26	662	551	605.5	F	2.17	1275	514	636.0	F	2.21	1291	243%	Same	85%	114%	187%	Same	75%	95%		
		R	151	61.2	E	0.23	106	122	69.3	E	0.16	77	345	142.7	F	1.06	521	218	87.4	F	0.73	265	133%	Lower	361%	392%	26%	Lower	356%	244%		
		Appr	-	131.0	F	-	-	-	155.2	F	-	-	-	392.8	F	-	-	-	394.2	F	-	-	200%	Same	-	-	154%	Same	-	-		
	WB	L	495	209.4	F	1.25	700	284	137.3	F	0.99	458	1017	765.2	F	2.52	1564	615	538.0	F	1.99	1162	265%	Same	102%	123%	292%	Same	101%	154%		
		T	137	217.0	F	1.27	689	104	134.7	F	0.99	458	253	766.4	F	2.52	1530	265	541.3	F	2.00	1183	253%	Same	98%	122%	302%	Same	102%	158%		
		R	342	37.1	D	0.35	170	368	71.8	E	0.80	375	765	163.8	F	1.22	1261	789	317.2	F	1.56	1614	342%	Lower	249%	642%	342%	Lower	95%	330%		
		Appr	-	151.4	F	-	-	-	103.6	F	-	-	-	539.4	F	-	-	-	430.7	F	-	-	256%	Same	-	-	316%	Same	-	-		
	NB	L	35	41.9	D	0.42	34	42	23.7	C	0.23	35	166	282.7	F	1.46	270	109	66.3	E	0.76	140	575%	Lower	248%	694%	180%	Lower	230%	300%		
		T	833	65.3	E	0.85	581	699	34.2	C	0.47	432	1503	306.7	F	1.54	1446	1423	169.4	F	1.23	1317	370%	Lower	81%	149%	395%	Lower	162%	205%		
		R	183	29.2	C	0.27	61	167	16.8	B	0.16	28	297	33.2	C	0.49	127	331	30.5	C	0.49	160	14%	Same	81%	108%	82%	Lower	206%	471%		
		Appr	-	56.9	E	-	-	-	30.3	C	-	-	-	257.8	F	-	-	-	136.1	F	-	-	353%	Lower	-	-	349%	Lower	-	-		
SB	L	409	92.3	F	0.99	682	330	26.8	C	0.76	253	706	393.0	F	1.73	1490	603	294.6	F	1.49	1290	326%	Same	75%	118%	999%	Lower	96%	410%			
	TR	1163	40.9	D	0.79	761	980	26.8	C	0.55	465	2647	538.2	F	2.08	2898	1893	164.2	F	1.25	1742	1216%	Lower	163%	281%	513%	Lower	127%	275%			
	Appr	-	53.9	D	-	-	-	26.8	C	-	-	-	509.0	F	-	-	-	196.4	F	-	-	844%	Lower	-	-	633%	Lower	-	-			
Intersection			86.8	F	-	-	63.5	E	-	-	441.1	F	-	-	263.5	F	-	-	408%	Same	-	-	315%	Lower	-	-	-	-				
ID: 44 US-1 at NE 38th Street	WB	L	311	83.2	F	0.79	344	333	57.5	E	0.51	364	696	238.2	F	1.34	955	402	89.9	F	0.87	573	186%	Same	70%	178%	56%	Lower	71%	57%		
		T	93	82.2	F	0.79	340	100	59.1	E	0.58	336	172	241.7	F	1.35	951	163	104.8	F	0.95	503	194%	Same	71%	180%	77%	Lower	64%	50%		
		R	222	29.6	C	0.30	132	398	51.0	D	0.70	360	454	50.5	D	0.83	533	451	46.7	D	0.70	529	71%	Lower	177%	304%	-8%	Same	0%	47%		
		Appr	-	62.1	E	-	-	-	55.1	E	-	-	-	168.6	F	-	-	-	77.0	E	-	-	171%	Lower	-	-	40%	Same	-	-		
	NB	L	25	31.3	C	0.17	44	25	0.5	A	0.10	44	48	276.7	F	1.28	129	52	69.3	E	0.99	85	784%	Lower	653%	193%	13760%	Lower	890%	93%		
		TR	1109	50.8	D	0.87	632	1135	2.8	A	0.65	754	2273	394.0	F	1.77	2189	2348	249.6	F	1.54	1412	676%	Lower	103%	246%	8814%	Lower	137%	87%		
		Appr	-	50.4	D	-	-	-	2.8	A	-	-	-	391.6	F	-	-	-	215.6	F	-	-	677%	Lower	-	-	7600%	Lower	-	-		
	SB	L	523	88.6	F	0.99	899	285	19.3	B	0.74	310	628	294.9	F	1.50	1246	559	365.3	F	1.65	1184	233%	Same	52%	39%	1793%	Lower	123%	282%		
		TR	1251	8.4	A	0.49	358	992	15.2	B	0.43	309	2476	49.9	D	1.03	1724	2241	30.6	C	0.91	1245	494%	Lower	110%	382%	101%	Lower	112%	303%		
		Appr	-	32.4	C	-	-	-	16.3	B	-	-	-	100.4	F	-	-	-	106.6	F	-	-	210%	Lower	-	-	554%	Lower	-	-		
	Intersection			43.9	D	-	-	21.9	C	-	-	219.5	F	-	-	142.4	F	-	-	400%	Lower	-	-	550%	Lower	-	-	-	-			
	ID: 52 NE 36th Street at NE 5th Avenue	EB	L	5	7.5	A	0.01	0	6	7.4	A	0.01	0	12	7.6	A	0.01	0	10	7.8	A	0.02	3	1%	Same	140%	0	5%	Same	92%	-	
TR			885	-	-	-	-	777	-	-	-	-	1442	-	-	-	-	1348	-	-	-	-	-	Same	-	-	-	Same	-	-		
Appr			-	0.1	A	-	-	-	0.2	A	-	-	-	0.1	A	-	-	-	0.2	A	-	-	0%	Same	-	-	0%	Same	-	-		
WB		LTR	125	10.0	A	0.01	0	56	9.8	A	0.00	0	160	13.4	B	0.02	3	185	13.4	B	0.02	3	34%	Lower	260%	-	37%	Lower	500%	-		
		Appr	-	0.3	A	-	-	-	0.4	A	-	-	-	0.5	A	-	-	-	0.6	A	-	-	67%	Same	-	-	50%	Same	-	-		
NB		LTR	179	71.0	F	0.87	180	161	34.0	D	0.61	93	231	967.2	F	2.93	673	357	1729.0	F	4.63	1110	1262%	Same	238%	274%	4985%	Lower	658%	1100%		
		Appr	-	71.0	F	-	-	-	34.0	D	-	-	-	967.2	F	-	-	-	1729.0	F	-	-	1262%	Same	-	-	4985%	Lower	-	-		
SB		LTR	9	11.4	B	0.03	3	8	11.3	B	0.04	3	11	15.7	C	0.06	125	25	Error	F	-	-	38%	Lower	107%	4900%	-	Lower	-	-		
		Appr	-	11.4	B	-	-	-	11.3	B	-	-	-	15.7	C	-	-	-	Error	F	-	-	38%	Lower	-	-	-	Lower	-	-		
Intersection			11.7	B	-	-	5.8	A	-	-	132.1	F	-	-	319.5	F	-	-	1029%	Lower	-	-	5409%	Lower	-	-	-	-				

Table 6-1: 2045 No-Build Conditions Intersection Traffic Operations Summary

Intersection	Lane Group	Movement	Existing Conditions (2017)										Future No-Build Conditions (2045)										2045 No-Build Conditions vs 2017 Existing Conditions												
			AM PEAK					PM PEAK					AM PEAK					PM PEAK					AM PEAK			PM PEAK									
			Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹	Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹	Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹	Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹	Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹	Delay % Δ	Δ LOS	Δ v/c	Δ 95% Queue (ft) ¹	Delay % Δ	Δ LOS	Δ v/c	Δ 95% Queue (ft) ¹
ID: 46 NE 38th Street at NE 6th Avenue	EB	R	10	-	-	-	-	66	-	-	-	-	-	-	-	15	-	-	-	-	-	75	-	-	-	-	-	-	-	-	-	-	-	-	-
		Appr	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	WB	LT	486	-	-	-	-	812	-	-	-	-	-	-	-	1258	-	-	-	-	-	866	-	-	-	-	-	-	-	-	-	-	-	-	-
		R	42	-	-	-	-	173	-	-	-	-	-	-	-	109	-	-	-	-	-	184	-	-	-	-	-	-	-	-	-	-	-	-	-
	SB	R	27	10.6	B	0.07	5	20	11.5	B	0.05	3	70	21.7	C	0.36	40	77	12.9	B	0.18	18	105%	Lower	435%	700%	12%	Same	298%	600%	-	-	-	-	
		Appr	-	10.6	B	-	-	-	11.5	B	-	-	-	21.7	C	-	-	-	12.9	B	-	-	105%	Lower	-	-	12%	Same	-	-	-	-	-	-	
	Intersection			0.8	A	-	-	0.4	A	-	-	1.6	A	-	-	1.3	A	-	-	100%	Same	-	-	225%	Same	-	-	-	-	-	-	-	-	-	
ID: 67 Alton Road at Chase Avenue	EB	L	59	27.8	C	0.13	74	135	36.3	D	0.34	148	132	35.8	D	0.29	143	169	37.2	D	0.37	178	29%	Lower	123%	93%	2%	Same	9%	20%	-	-	-		
		TR	24	26.9	C	0.07	28	25	31.8	C	0.06	40	49	32.9	C	0.10	62	31	32.3	C	0.06	42	22%	Same	43%	121%	2%	Same	0%	5%	-	-	-	-	
		Appr	-	27.5	C	-	-	-	35.5	D	-	-	-	35.0	C	-	-	-	36.4	D	-	-	27%	Same	-	-	3%	Same	-	-	-	-	-		
	WB	L	33	28.4	C	0.17	41	63	34.9	C	0.24	75	68	34.5	C	0.19	83	78	34.9	C	0.22	93	21%	Same	12%	102%	0%	Same	-8%	24%	-	-	-	-	
		R	148	28.9	C	0.21	79	161	37.9	D	0.41	156	307	49.0	D	0.71	320	201	39.2	D	0.44	193	70%	Lower	238%	305%	3%	Same	7%	24%	-	-	-	-	
	NB	T	890	14.1	B	0.51	248	1890	37.9	D	0.98	996	1848	25.6	C	0.90	785	2359	92.7	F	1.14	1315	82%	Lower	76%	217%	145%	Lower	16%	32%	-	-	-	-	
		R	46	10.4	B	0.06	15	41	9.3	A	0.04	16	96	9.4	A	0.09	43	51	9.1	A	0.04	21	-10%	Better	50%	187%	-2%	Same	0%	31%	-	-	-	-	
	SB	T	1776	28.8	C	0.92	706	1491	19.1	B	0.78	551	2726	176.1	F	1.33	1661	2278	76.7	E	1.10	1244	511%	Lower	45%	135%	302%	Lower	41%	126%	-	-	-	-	
		Appr	-	28.8	C	-	-	-	19.1	B	-	-	-	176.1	F	-	-	-	76.7	E	-	-	511%	Lower	-	-	302%	Lower	-	-	-	-	-		
	Intersection			23.9	C	-	-	30	C	-	-	105.6	F	-	-	79.7	E	-	-	342%	Lower	-	-	166%	Lower	-	-	-	-	-	-	-	-	-	
ID: 66 Alton Road at W 34th Street	WB	R	5	9.7	A	0.01	0	7	10.3	B	0.02	3	20	11.2	B	0.04	3	29	10.9	B	0.05	5	15%	Lower	185%	-	6%	Same	104%	100%	-	-	-		
		Appr	-	9.7	A	-	-	-	10.3	B	-	-	-	11.2	B	-	-	-	10.9	B	-	-	15%	Lower	-	-	6%	Same	-	-	-	-			
	NB	TR	195	-	-	-	-	297	-	-	-	-	406	-	-	-	-	371	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		Appr	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Intersection			0.4	A	-	-	0.5	A	-	-	0.5	A	-	-	0.8	A	-	-	25%	Same	-	-	60%	Same	-	-	-	-	-	-	-	-	-		
ID: 61 Alton Road at Unnamed Road	WB	TR	156	15.1	C	0.32	35	220	112.6	F	1.03	248	198	83.1	F	0.92	195	314	602.2	F	2.19	695	450%	Lower	183%	457%	435%	Same	112%	181%	-	-	-		
		Appr	-	15.1	C	-	-	-	112.6	F	-	-	-	83.1	F	-	-	-	602.2	F	-	-	450%	Lower	-	-	435%	Same	-	-	-	-	-		
	NB	T	902	-	-	-	-	1889	-	-	-	-	1873	-	-	-	-	2358	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
		Appr	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Intersection			2.2	A	-	-	11.7	B	-	-	7.9	A	-	-	70.8	F	-	-	259%	Same	-	-	505%	Lower	-	-	-	-	-	-	-	-	-		

Table 6-1: 2045 No-Build Conditions Intersection Traffic Operations Summary

Intersection	Lane Group	Movement	Existing Conditions (2017)										Future No-Build Conditions (2045)										2045 No-Build Conditions vs 2017 Existing Conditions									
			AM PEAK					PM PEAK					AM PEAK					PM PEAK					AM PEAK			PM PEAK						
			Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹	Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹	Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹	Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹	Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹	Delay % Δ	Δ LOS	Δ v/c	Δ 95% Queue (ft) ¹	Delay % Δ
ID: 65 Alton Road at Barry Street	EB	LTR	27	11.5	B	0.05	5	30	11.3	B	0.05	5	50	16.6	C	0.15	13	51	13.5	B	0.12	10	44%	Lower	198%	150%	19%	Same	115%	100%		
		Appr	-	11.5	B	-	-	-	11.3	B	-	-	-	16.6	C	-	-	-	13.5	B	-	-	44%	Lower	-	-	19%	Same	-	-		
	WB	LTR	67	13.6	B	0.15	13	53	12.4	B	0.11	10	110	32.5	D	0.48	60	105	18.3	C	0.30	30	139%	Lower	227%	380%	48%	Lower	183%	200%		
		Appr	-	13.6	B	-	-	-	12.4	B	-	-	-	32.5	D	-	-	-	18.3	C	-	-	139%	Lower	-	-	48%	Lower	-	-		
	NB	LTR	197	7.6	A	0.01	0	299	7.6	A	0.01	0	418	7.9	A	0.02	3	393	7.8	A	0.01	0	4%	Same	130%	-	3%	Same	44%	0		
		Appr	-	0.5	A	-	-	-	0.3	A	-	-	-	0.6	A	-	-	-	0.4	A	-	-	20%	Same	-	-	33%	Same	-	-		
	SB	L	71	7.8	A	0.06	5	21	7.9	A	0.02	3	111	8.6	A	0.11	10	30	8.2	A	0.03	3	10%	Same	89%	100%	4%	Same	56%	0		
		R	164	-	-	-	-	165	-	-	-	-	258	-	-	-	-	242	-	-	-	-	-	Same	-	-	-	Same	-	-		
	Appr	-	2.4	A	-	-	-	0.9	A	-	-	-	-	2.6	A	-	-	-	0.9	A	-	-	8%	Same	-	-	0%	Same	-	-		
	Intersection			3.6	A	-	-	2.2	A	-	-	-	5.9	A	-	-	-	3.7	A	-	-	-	64%	Same	-	-	68%	Same	-	-		
ID: 64 Alton Road at W 39th Street	EB	LTR	18	16.7	C	0.13	10	10	16.7	C	0.08	5	32	29.4	D	0.21	20	13	20.5	C	0.06	5	76%	Lower	67%	100%	23%	Same	-20%	0		
		Appr	-	16.7	C	-	-	-	16.7	C	-	-	-	29.4	D	-	-	-	20.5	C	-	-	76%	Lower	-	-	23%	Same	-	-		
	WB	L	61	15.9	C	0.22	20	43	18.2	C	0.20	18	103	31.9	D	0.49	63	56	23.8	C	0.25	25	101%	Lower	122%	213%	31%	Same	24%	43%		
		R	74	10.3	B	0.13	10	78	11.3	B	0.18	18	105	12.5	B	0.21	20	101	12.7	B	0.20	18	21%	Same	68%	100%	12%	Same	9%	0		
	Appr	-	13.0	B	-	-	-	13.7	B	-	-	-	22.1	C	-	-	-	16.7	C	-	-	70%	Lower	-	-	22%	Lower	-	-			
	NB	L	0	0.0	A	-	0	3	7.7	A	0.01	0	0	0.0	A	0.00	0	0	0.0	A	0.00	0	0	Same	-	0	-1	Same	-	0		
		TR	203	-	-	-	-	324	-	-	-	-	404	-	-	-	-	438	-	-	-	-	-	Same	-	-	-	Same	-	-		
	Appr	-	-	-	-	-	-	0.2	A	-	-	-	0.0	A	-	-	-	0.0	A	-	-	-	Lower	-	-	-1	Same	-	-			
	SB	LTR	220	8.0	A	0.05	5	200	8.3	A	0.08	8	336	8.8	A	0.09	8	303	8.9	A	0.10	8	10%	Same	72%	3	7%	Same	24%	0		
		Appr	-	2.0	A	-	-	-	3.1	A	-	-	-	2.3	A	-	-	-	2.9	A	-	-	15%	Same	-	-	-6%	Same	-	-		
Intersection			4.8	A	-	-	4.7	A	-	-	-	6.4	A	-	-	-	4.1	A	-	-	-	33%	Same	-	-	-13%	Same	-	-			
ID: 63 Alton Road at Artigofrey Road/41st Street	EB	L	313	189.5	F	1.29	424	182	57.4	E	0.83	236	488	190.7	F	1.28	760	206	61.6	E	0.78	315	1%	Same	-1%	79%	7%	Same	-6%	33%		
		TR	1422	62.5	E	0.99	1008	1288	24.1	C	0.64	586	2107	77.3	F	1.08	1371	1490	33.2	C	0.78	803	24%	Lower	9%	36%	38%	Same	22%	37%		
		Appr	-	88.8	F	-	-	-	28.6	C	-	-	-	99.6	F	-	-	-	36.8	D	-	-	12%	Same	-	-	29%	Lower	-	-		
	WB	L	37	27.9	C	0.18	29	44	20.8	C	0.27	31	53	48.3	D	0.48	44	67	33.0	C	0.37	77	73%	Lower	167%	52%	59%	Same	37%	148%		
		T	1005	28.3	C	0.62	437	1191	23.5	C	0.62	513	1500	119.9	F	1.15	1019	1386	47.3	D	0.89	828	324%	Lower	85%	133%	101%	Lower	44%	61%		
		R	74	20.2	C	0.13	10	68	15.3	B	0.10	10	92	28.9	C	0.16	1	103	25.6	C	0.15	17	43%	Same	23%	-90%	67%	Lower	50%	70%		
	Appr	-	27.7	C	-	-	-	22.8	C	-	-	-	112.5	F	-	-	-	45.3	D	-	-	306%	Lower	-	-	99%	Lower	-	-			
	NB	LT	137	60.3	E	0.61	157	176	85.3	F	0.80	226	219	74.6	E	0.78	246	216	93.1	F	0.85	320	24%	Same	28%	57%	9%	Same	6%	42%		
		TR	111	56.3	E	0.56	157	164	83.0	F	0.78	226	200	64.8	E	0.73	246	174	87.7	F	0.84	320	15%	Same	30%	57%	6%	Same	8%	42%		
	Appr	-	58.3	E	-	-	-	84.2	F	-	-	-	69.2	E	-	-	-	90.3	F	-	-	19%	Same	-	-	7%	Same	-	-			
SB	L	55	39.5	D	0.25	71	90	76.6	E	0.71	128	90	53.8	D	0.50	112	188	73.8	E	0.82	263	36%	Same	100%	58%	-4%	Same	15%	105%			
	T	106	35.9	D	0.24	122	89	46.9	D	0.24	128	165	40.3	D	0.32	190	156	42.6	D	0.28	196	12%	Same	33%	56%	-9%	Same	17%	53%			
	R	288	46.8	D	0.64	188	209	59.1	E	0.64	175	398	75.0	E	0.92	188	295	53.2	D	0.63	211	60%	Lower	44%	0	-10%	Better	-2%	21%			
Appr	-	42.9	D	-	-	-	60.5	E	-	-	-	63.3	E	-	-	-	56.7	E	-	-	48%	Lower	-	-	-6%	Same	-	-				
Intersection			60.9	E	-	-	36.6	D	-	-	-	96.7	F	-	-	-	48.4	D	-	-	-	59%	Lower	-	-	32%	Same	-	-			

Table 6-1: 2045 No-Build Conditions Intersection Traffic Operations Summary

Intersection	Lane Group	Movement	Existing Conditions (2017)										Future No-Build Conditions (2045)										2045 No-Build Conditions vs 2017 Existing Conditions									
			AM PEAK					PM PEAK					AM PEAK					PM PEAK					AM PEAK			PM PEAK						
			Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹	Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹	Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹	Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹	Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹	Delay % Δ	Δ LOS	Δ v/c	Δ 95% Queue (ft) ¹	Delay % Δ
ID: 71 Alton Road at Nautilus Road	WB/SW	LR	379	101.1	F	1.08	365	257	27.9	D	0.69	128	517	436.9	F	1.88	933	303	128.4	F	1.13	350	332%	Same	74%	155%	360%	Lower	64%	175%		
		Appr	-	101.1	F	-	-	-	27.9	D	-	-	-	-	436.9	F	-	-	-	128.4	F	-	-	332%	Same	-	-	360%	Lower	-	-	
	NB	UTR	523	0.0	A	-	-	392	0.0	A	-	-	752	0.0	A	-	-	512	0.0	A	-	-	-	Same	-	-	-	Same	-	-		
		Appr	-	0.1	A	-	-	-	0.0	A	-	-	-	0.0	A	-	-	-	0.1	A	-	-	-	Same	-	-	-	Same	-	-		
	SB	L	20	8.9	A	0.03	3	24	8.3	A	0.03	3	41	9.6	A	0.05	5	56	8.9	A	0.06	5	8%	Same	112%	100%	7%	Same	113%	100%		
		Appr	-	1.4	A	-	-	-	1.0	A	-	-	-	1.8	A	-	-	-	1.2	A	-	-	29%	Same	-	-	20%	Same	-	-		
	Intersection			35.7	E	-	-	9	A	-	-	151.9	F	-	-	32	D	-	-	325%	Lower	-	-	256%	Lower	-	-					
	ID: 58 Alton Road at 43rd Street	EB	L	32	70.6	E	0.36	69	171	694.4	F	2.30	470	56	70.6	E	0.51	105	266	115.6	F	0.99	476	0%	Same	42%	52%	-83%	Same	-57%	1%	
			T	43	71.7	E	0.46	85	86	268.3	F	1.30	217	82	84.8	F	0.70	164	215	73.2	E	0.76	337	18%	Lower	52%	93%	-73%	Better	-42%	55%	
			R	123	460.0	F	1.75	52	283	2475.4	F	6.26	220	148	396.5	F	1.63	72	404	446.7	F	1.81	457	-14%	Same	-7%	38%	-82%	Same	-71%	108%	
Appr			-	313.5	F	-	-	-	1583.0	F	-	-	-	242.7	F	-	-	-	256.3	F	-	-	-23%	Same	-	-	-84%	Same	-	-		
WB		LT	199	709.5	F	2.36	480	95	171.2	F	1.05	262	269	254.8	F	1.35	537	132	123.0	F	0.92	276	-64%	Same	-43%	12%	-28%	Same	-12%	5%		
		Appr	-	709.5	F	-	-	-	171.2	F	-	-	-	254.8	F	-	-	-	123.0	F	-	-	-64%	Same	-	-	-28%	Same	-	-		
NB		L	604	165.6	F	1.19	529	217	77.2	E	0.80	159	909	256.1	F	1.41	755	274	111.3	F	0.95	245	55%	Same	18%	43%	44%	Lower	19%	54%		
		T	915	9.7	A	0.41	250	1330	12.1	B	0.58	433	1509	18.6	B	0.67	560	1546	29.7	C	0.79	774	92%	Lower	63%	124%	145%	Lower	36%	79%		
		R	36	0.0	A	0.00	3	44	0.0	A	0.00	5	78	0.0	A	0.00	11	62	0.0	A	0.00	16	-	Same	-	267%	-	Same	-	220%		
		Appr	-	71.3	E	-	-	-	22.2	C	-	-	-	107.9	F	-	-	-	42.0	D	-	-	51%	Lower	-	-	89%	Lower	-	-		
SB	L	31	13.7	B	0.10	14	52	11.1	B	0.23	21	61	20.9	C	0.27	30	111	28.9	C	0.60	123	53%	Lower	170%	114%	160%	Lower	161%	486%			
	Appr	-	25.7	C	-	-	-	19.6	B	-	-	-	137.2	F	-	-	-	60.6	E	-	-	434%	Lower	-	-	209%	Lower	-	-			
Intersection			110.1	F	-	-	284.8	F	-	-	135.5	F	-	-	91.2	F	-	-	23%	Same	-	-	-68%	Same	-	-						
ID: 88 Ed Sullivan Drive at Hospital Driveway	EB	TR	36	-	-	-	188	-	-	-	-	46	-	-	-	-	317	-	-	-	-	-	Same	-	-	-	Same	-	-			
		Appr	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Same	-	-	-	Same	-	-		
	WB	L	316	8.0	A	0.23	23	248	8.7	A	0.25	25	426	8.4	A	0.31	35	267	9.0	A	0.24	25	5%	Same	37%	56%	3%	Same	-2%	0		
		Appr	-	2.5	A	-	-	-	4.7	A	-	-	-	2.6	A	-	-	-	5.1	A	-	-	4%	Same	-	-	9%	Same	-	-		
	NB	R	242	26.7	D	0.63	105	363	29.3	D	0.75	163	308	213.2	F	1.34	453	613	179.6	F	1.32	713	699%	Lower	111%	331%	513%	Lower	76%	338%		
		Appr	-	26.7	D	-	-	-	29.3	D	-	-	-	213.2	F	-	-	-	179.6	F	-	-	699%	Lower	-	-	513%	Lower	-	-		
Intersection			7	A	-	-	11.8	B	-	-	40.4	E	-	-	80	F	-	-	477%	Lower	-	-	578%	Lower	-	-						
ID: 57 Alton Road at N Bay Road (North)	SEB	R	127	35.3	E	0.61	93	76	16.0	C	0.23	23	234	188.2	F	1.23	320	149	37.3	E	0.59	88	433%	Lower	102%	246%	133%	Lower	162%	289%		
		Appr	-	35.3	E	-	-	-	16.0	C	-	-	-	188.2	F	-	-	-	37.3	E	-	-	433%	Lower	-	-	133%	Lower	-	-		
	NB	T	1172	-	-	-	-	1820	-	-	-	-	1565	-	-	-	-	1812	-	-	-	-	Same	-	-	-	Same	-	-			
		Appr	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Same	-	-	-	Same	-	-		
	SB	TR	1638	-	-	-	-	1207	-	-	-	-	2150	-	-	-	-	1839	-	-	-	-	-	Same	-	-	-	Same	-	-		
Appr		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Same	-	-	-	Same	-	-			
Intersection			1.9	A	-	-	0.5	A	-	-	11.2	B	-	-	1.5	A	-	-	489%	Lower	-	-	200%	Same	-	-						

Table 6-1: 2045 No-Build Conditions Intersection Traffic Operations Summary

Intersection	Lane Group	Movement	Existing Conditions (2017)										Future No-Build Conditions (2045)										2045 No-Build Conditions vs 2017 Existing Conditions								
			AM PEAK					PM PEAK					AM PEAK					PM PEAK					AM PEAK			PM PEAK					
			Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹	Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹	Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹	Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft) ¹	Delay % Δ	Δ LOS	Δ v/c	Δ 95% Queue (ft) ¹	Delay % Δ	Δ LOS	Δ v/c	Δ 95% Queue (ft) ¹	
ID: 87 Alton Road at N Bay Road (South)	NWB	R	11	16.5	C	0.06	5	20	18.9	C	0.12	10	17	40.4	E	0.23	23	25	24.9	C	0.20	18	145%	Lower	290%	350%	32%	Same	63%	75%	
		Appr	-	16.5	C	-	-	-	18.9	C	-	-	-	-	40.4	E	-	-	-	24.9	C	-	-	145%	Lower	-	-	32%	Same	-	-
	NB	T	1401	-	-	-	-	1546	-	-	-	-	2479	-	-	-	-	1857	-	-	-	-	-	Same	-	-	-	Same	-	-	
		Appr	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Same	-	-	-	Same	-	-	
	SB	T	1354	-	-	-	-	1365	-	-	-	-	2194	-	-	-	-	2206	-	-	-	-	-	Same	-	-	-	Same	-	-	
		Appr	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Same	-	-	-	Same	-	-	
	Intersection			0.1	A	-	-	0.2	A	-	-	0.2	A	-	-	0.3	A	-	-	0.3	A	-	-	100%	Same	-	-	50%	Same	-	-

Note:
 1. Queue lengths shown in bold may extend longer at times.
 2. Better LOS was seen on some approaches in the Future No-Build conditions because of the signal timing split optimization, but the overall intersection LOS either remained same or worse than the existing conditions for all intersections.
 * The existing conditions results are a reasonable representation of field conditions.
 ** Refer to Exhibits 4-4 thru 4-6 to correlate the results of this Table to the intersection locations by intersection ID.

As can be seen from the results in **Table 6-1**, traffic operations are projected to degrade significantly at ramp terminals and intersections within the study area from existing to No-Build conditions, underscoring the need for improvements. Output SYNCHRO intersection reports for the AM and PM peak hours for the 2045 No-Build conditions, are included in **Appendix E**.

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6.2 No-Build Operations Freeway & Ramp Areas

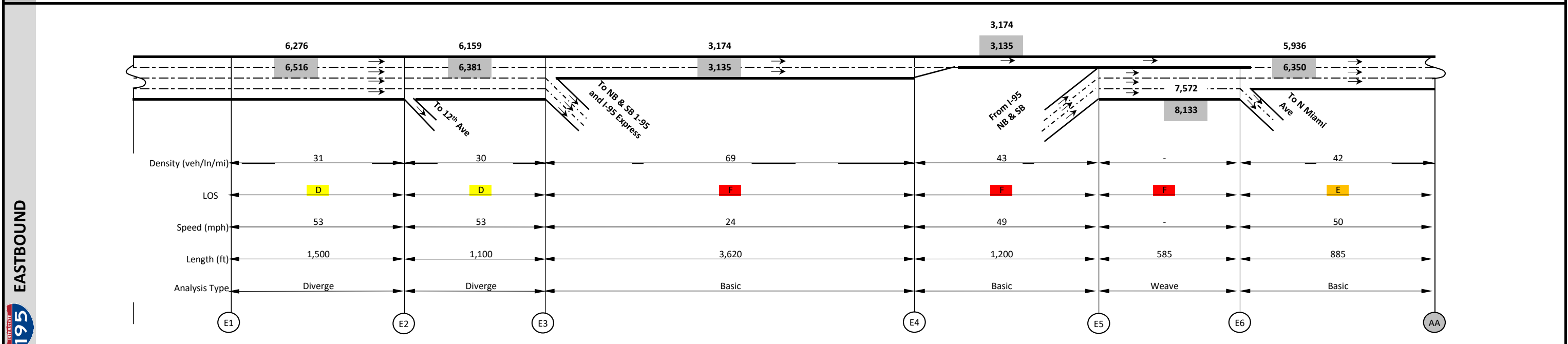
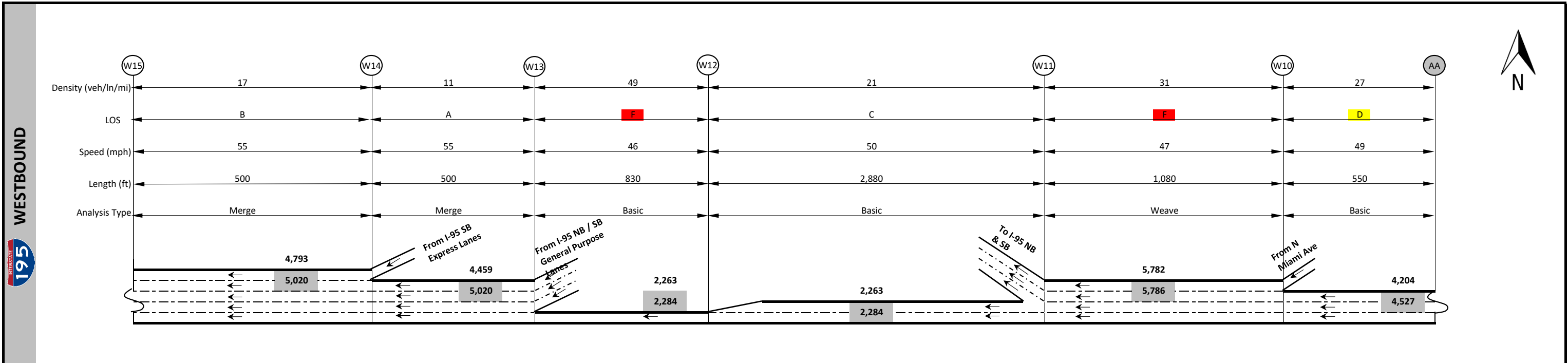
The projected traffic operations along the freeway segments and at the ramp areas resulting from the anticipated future No-Build conditions, were compared to the existing operations initially summarized in **Section 4.3** of this report. In addition to the MOEs used to assess facility performance previously described in **Section 4.3**, the projected changes in traffic density, speed and LOS were used to quantify the anticipated operations for no-build operations within the freeway and ramp areas. The results of the operational analysis of freeway and ramp areas for future No-Build conditions are summarized in **Table 6-2** and **Exhibits 6-1** through **6-4** on the following pages.

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Table 6-2: 2045 No-Build Conditions Freeway Traffic Operations Summary

Facility Direction	2017 Existing Conditions										2045 No-Build										2045 No-Build Vs 2017 Existing						
	Segment Characteristics					Segment MOEs					Segment Characteristics					Segment MOEs					Change in Density		Change in Speed		Change in LOS		
	Segment Description	Limits	Type	No of Lanes	Length (Feet)	Peak Period	Flow Rate (pc/h)	Density (pc/mi/ln)	Speed (MPH)	LOS	Segment Description	Limits	Type	No of Lanes	Length (Feet)	Peak Period	Flow Rate (pc/h)	Density	Speed (MPH)	LOS	Peak Period	Δ Value	Δ % ¹	Δ Value		Δ % ¹	
EASTBOUND 195	West of Off-Ramp to NW 12th Avenue	E1 - E2	Diverge	4	1,500	AM PM	4,812 3,815	22.2 17.4	54.2 54.8	C B	West of Off-Ramp to NW 12th Avenue	E1 - E2	Diverge	4	1,500	AM PM	6,516 5,020	30.5 23.2	53.3 54.1	D C	AM PM	8.3 5.8	37.4% 33.3%	(0.9) (0.7)	-1.7% -1.3%	Lower Lower	
	Between Off-Ramp from NW 12th Avenue and Off-Ramp to I-95 NB / SB	E2 - E3	Diverge	4	1,100	AM PM	4,676 3,747	21.6 17.0	54.2 55.0	C B	Between Off-Ramp from NW 12th Avenue and Off-Ramp to I-95 NB / SB	E2 - E3	Diverge	4	1,100	AM PM	6,381 4,936	30.3 23.3	52.5 52.9	D C	AM PM	8.7 6.3	40.3% 37.1%	(1.7) (2.1)	-3.1% -3.8%	Lower Lower	
	Between Off-Ramp to I-95 NB / I-95 SB and Lane Drop	E3 - E4	Basic	2	3,620	AM PM	2,678 2,052	24.3 20.2	50.9 50.9	C C	Between Off-Ramp to I-95 NB / I-95 SB and Lane Drop	E3 - E4	Basic	2	3,620	AM PM	3,135 2,315	68.6 21.1	23.5 50.9	F C	AM PM	44.3 0.9	182.3% 4.5%	(27.4) 0.0	-53.8% 0.0%	Lower Same	
	Between Lane Drop and On-Ramps from NB / SB I-95	E4 - E5	Merge	2	1,200	AM PM	4,495 4,104	47.4 42.0	47.4 48.9	F D	Between Lane Drop and On-Ramps from NB / SB I-95	E4 - E5	Merge	2	1,200	AM PM	4,187 4,499	43.1 47.5	48.6 47.4	F F	AM PM	(4.3) 5.5	-9.1% 13.1%	1.2 (1.5)	2.5% -3.1%	Same Lower	
	Between On-Ramps from NB / SB I-95 and Off-Ramp to N Miami Ave	E5 - E6	Weave	4	585	AM PM	5,806 4,927	41.4 34.9	35.1 35.3	E D	Between On-Ramps from NB / SB I-95 and Off-Ramp to N Miami Ave	E5 - E6	Weave	4	585	AM PM	8,133 6,211	- -	- -	F F	AM PM	- -	- -	- -	- -	- -	
	Between Off-Ramp to N Miami Ave and Off-Ramp to Biscayne Blvd	E6 - E7	Basic	3	1,770	AM PM	4,647 3,723	30.4 24.4	50.9 50.9	D C	Between Off-Ramp to N Miami Ave and Off-Ramp to Biscayne Blvd	E6 - E7	Basic	3	1,770	AM PM	6,350 4,549	42.2 29.8	50.2 50.9	E D	AM PM	11.8 5.4	38.8% 22.1%	(0.7) 0.0	-1.4% 0.0%	Lower Lower	
	At Off-Ramp to Biscayne Blvd	E7 - E8	Diverge	3	1,500	AM PM	4,647 3,723	30.3 24.1	51.2 51.4	C B	At Off-Ramp to Biscayne Blvd	E7 - E8	Diverge	3	1,500	AM PM	6,350 4,549	45.0 30.0	50.0 50.5	D C	AM PM	14.7 5.9	48.5% 24.5%	(1.2) (0.9)	-2.3% -1.8%	Lower Lower	
	Between Off-Ramp to Biscayne Blvd and On-Ramp from Biscayne Blvd	E8 - E9	Basic	3	2,190	AM PM	3,813 2,950	25.0 19.3	50.9 50.9	C C	Between Off-Ramp to Biscayne Blvd and On-Ramp from Biscayne Blvd	E8 - E9	Basic	3	2,190	AM PM	4,326 3,086	26.2 20.2	50.9 50.9	D C	AM PM	1.2 0.9	4.8% 4.7%	0.0 0.0	0.0% 0.0%	Lower Same	
	At On-Ramp from Biscayne Blvd	E9 - E10	Merge	3	1,500	AM PM	4,733 3,896	31.2 25.3	50.6 51.3	C C	At On-Ramp from Biscayne Blvd	E9 - E10	Merge	3	1,500	AM PM	6,037 4,707	41.4 31.1	48.6 50.5	D C	AM PM	10.2 5.8	32.7% 22.9%	(2.0) (0.8)	-4.0% -1.6%	Lower Same	
	Between On-Ramp from Biscayne Blvd and Off-Ramp to Alton Road	E10 - E11	Basic	3	9,580	AM PM	4,714 3,893	30.9 25.5	50.9 50.9	D C	Between On-Ramp from Biscayne Blvd and Off-Ramp to Alton Road	E10 - E11	Basic	3	9,580	AM PM	6,037 4,708	37.3 30.8	50.9 50.9	E D	AM PM	6.4 5.3	20.7% 20.8%	0.0 0.0	0.0% 0.0%	Lower Lower	
	At Off-Ramp to Alton Road	E11 - E12	Diverge	2	1,500	AM PM	5,794 3,929	35.4 23.8	54.6 55.0	E C	At Off-Ramp to Alton Road	E11 - E12	Diverge	2	1,500	AM PM	6,037 4,752	45.0 28.8	50.0 55.0	F D	AM PM	9.6 5.0	27.1% 21.0%	(4.6) 0.0	-8.4% 0.0%	Lower Lower	
	East of Off-Ramp to Alton Road	E12 - E13	Basic	2	500	AM PM	1,887 1,627	18.5 16.0	50.9 50.9	C B	East of Off-Ramp to Alton Road	E12 - E13	Basic	2	500	AM PM	2,006 1,844	20.1 18.1	45.9 50.9	C C	AM PM	1.6 2.1	8.6% 13.1%	(5.0) 0.0	-9.8% 0.0%	Same Lower	
	WESTBOUND 195	East of On-Ramp from NB Alton Road	W1 - W2	Basic	2	520	AM PM	1,467 1,615	14.5 16.0	50.5 50.5	B B	East of On-Ramp from NB Alton Road	W1 - W2	Basic	2	520	AM PM	2,104 1,862	20.8 18.4	50.5 50.5	C C	AM PM	6.3 2.4	43.4% 15.0%	0.0 0.0	0.0% 0.0%	Lower Lower
		At Alton Road NB On-Ramp	W2 - W3	Merge	2	1,500	AM PM	2,260 3,295	14.3 21.1	52.6 52.1	B C	At Alton Road NB On-Ramp	W2 - W3	Merge	2	1,500	AM PM	3,089 3,169	19.8 86.7	52.2 22.9	C F	AM PM	5.5 65.6	38.5% 310.9%	(0.4) (29.2)	-0.8% -56.0%	Lower Lower
		Between On-Ramp from NB Alton Road and On-Ramp from SB Alton Road	W3 - W4	Basic	3	80	AM PM	2,260 3,295	13.7 20.0	50.5 50.5	B C	Between On-Ramp from NB Alton Road and On-Ramp from SB Alton Road	W3 - W4	Basic	3	80	AM PM	3,089 3,156	18.7 62.9	50.5 31.7	C F	AM PM	5.0 42.9	36.5% 214.5%	0.0 (18.8)	0.0% -37.2%	Lower Lower
At On-Ramp from SB Alton Road		W4 - W5	Merge	3	1,500	AM PM	3,727 4,997	24.4 33.4	51.0 49.8	C D	At On-Ramp from SB Alton Road	W4 - W5	Merge	3	1,500	AM PM	4,587 5,107	30.4 63.5	50.3 30.5	D F	AM PM	6.0 30.1	24.6% 90.1%	(0.7) (19.3)	-1.4% -38.8%	Lower Lower	
Between On-Ramp from SB Alton Road and Off-Ramp to Biscayne Blvd		W5 - W6	Basic	3	10,400	AM PM	3,727 4,997	22.6 30.3	51.2 51.2	C D	Between On-Ramp from SB Alton Road and Off-Ramp to Biscayne Blvd	W5 - W6	Basic	3	10,400	AM PM	4,587 4,747	27.8 72.8	51.1 25.7	D F	AM PM	5.2 42.5	23.0% 140.3%	(0.1) (25.5)	-0.2% -49.8%	Lower Lower	
At Off-Ramp to Biscayne Blvd		W6 - W7	Diverge	3	1,500	AM PM	3,727 4,997	24.1 32.7	51.6 51.0	C D	At Off-Ramp to Biscayne Blvd	W6 - W7	Diverge	3	1,500	AM PM	4,587 4,561	30.3 87.6	50.4 18.4	D F	AM PM	6.2 54.9	25.7% 167.9%	(1.2) (32.6)	-2.3% -63.9%	Lower Lower	
Between Off-Ramp to Biscayne Blvd and On-ramp from Biscayne Blvd		W7 - W8	Basic	3	2,400	AM PM	3,131 3,835	19.0 23.2	50.5 50.5	C C	Between Off-Ramp to Biscayne Blvd and On-ramp from Biscayne Blvd	W7 - W8	Basic	3	2,400	AM PM	3,223 3,502	19.5 106.4	50.5 11.2	C F	AM PM	0.5 83.2	2.6% 358.6%	0.0 (39.3)	0.0% -77.8%	Same Lower	
At On-Ramp from Biscayne Blvd		W8 - W9	Merge	3	1,500	AM PM	4,282 4,088	28.0 61.7	50.9 22.1	C F	At On-Ramp from Biscayne Blvd	W8 - W9	Merge	3	1,500	AM PM	4,527 4,297	29.8 96.4	50.7 14.9	C F	AM PM	1.8 34.7	6.4% 56.2%	(0.2) (7.2)	-0.4% -32.6%	Same Same	
Between On-ramp from Biscayne Blvd and On-Ramp from N Miami Ave		W9 - W10	Basic	3	1,100	AM PM	4,282 3,904	26.0 92.3	48.6 14.1	C F	Between On-ramp from Biscayne Blvd and On-Ramp from N Miami Ave	W9 - W10	Basic	3	1,100	AM PM	4,527 4,250	27.4 96.1	48.6 14.7	D F	AM PM	1.4 3.8	5.4% 4.1%	0.0 0.6	0.0% 4.3%	Lower Same	
Between On-ramp from N Miami Ave and Off-Ramp to I-95 NB/SB		W10 - W11	Weave	4	1,080	AM PM	5,726 4,469	31.4 22.5	45.6 48.0	D F	Between On-ramp from N Miami Ave and Off-Ramp to I-95 NB/SB	W10 - W11	Weave	4	1,080	AM PM	5,786 4,865	30.7 25.9	47.0 48.1	F F	AM PM	(0.7) 3.4	-2.2% 15.1%	1.4 0.1	3.1% 0.2%	Lower Same	
Between Off-Ramp to I-95 NB/SB and Lane Drop		W11 - W12	Basic	2	2,880	AM PM	2,394 952	21.8 8.7	50.3 50.4	C A	Between Off-Ramp to I-95 NB/SB and Lane Drop	W11 - W12	Basic	2	2,880	AM PM	2,284 1,639	20.8 14.9	50.3 50.4	C B	AM PM	(1.0) 6.2	-4.6% 71.3%	0.0 0.0	0.0% 0.0%	Same Lower	
Between Lane Drop and On-Ramp from I-95 NB/SB		W12 - W13	Basic	2	1,500	AM PM	4,498 2,870	48.5 28.7	48.5 50.0	F C	Between Lane Drop and On-Ramp from I-95 NB/SB	W12 - W13	Basic	2	1,500	AM PM	4,500 4,239	48.5 44.7	46.4 47.4	F F	AM PM	0.0 16.0	0.0% 55.7%	(2.1) (2.6)	-4.3% -5.2%	Same Lower	
Between On-Ramp from I-95 NB/SB and On-Ramp from SB I-95 Express Lanes		W13 - W14	Merge	3	500	AM PM	4,356 5,017	8.9 14.1	55.0 55.0	A B	Between On-Ramp from I-95 NB/SB and On-Ramp from SB I-95 Express Lanes	W13 - W14	Merge	3	500	AM PM	5,020 6,097	10.5 15.6	55.0 55.0	A B	AM PM	1.6 1.5	18.0% 10.6%	0.0 0.0	0.0% 0.0%	Same Same	
At On-Ramp from SB I-95 Express Lanes		W14 - W15	Merge	5	500	AM PM	4,611 5,348	15.7 18.2	55.0 55.0	B C	At On-Ramp from SB I-95 Express Lanes	W14 - W15	Merge	5	500	AM PM	5,020 6,553	17.0 22.2	55.0 55.0	B C	AM PM	1.3 4.0	8.3% 22.0%	0.0 0.0	0.0% 0.0%	Same Same	

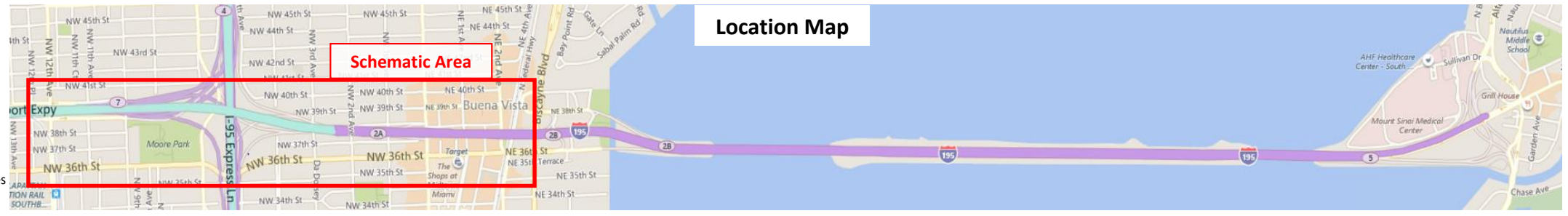
* The HCM procedure does not allow for the determination of speed and density values in weaving segments where demand exceeds capacity. However, a level of service 'F' is the MOE that is available to be reported.

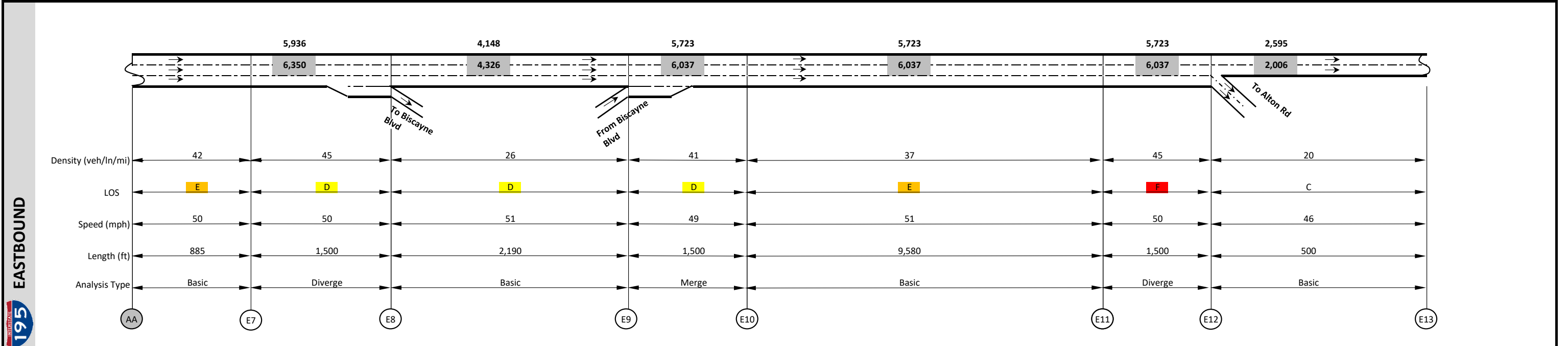
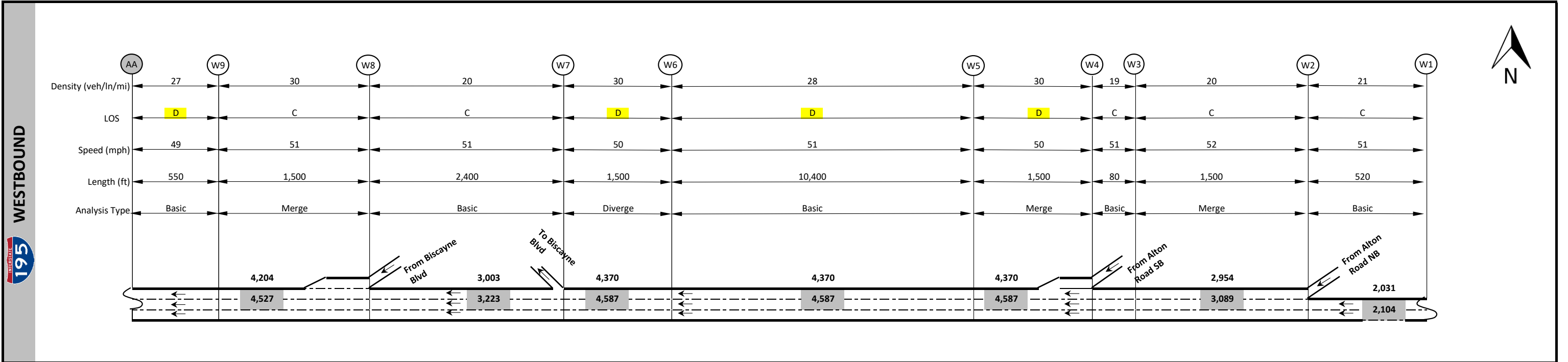


LEGEND

Volumes		Freeway LOS Density Ranges (Veh/Mi/Ln)	
900	Demand volume	LOS A to C	< 26
800	Flow Rate (pc/h)	LOS D	26 - 35
999	Node Number	LOS E	35 - 45
		LOS F	> 45

* LOS based on density ranges specified in HCM

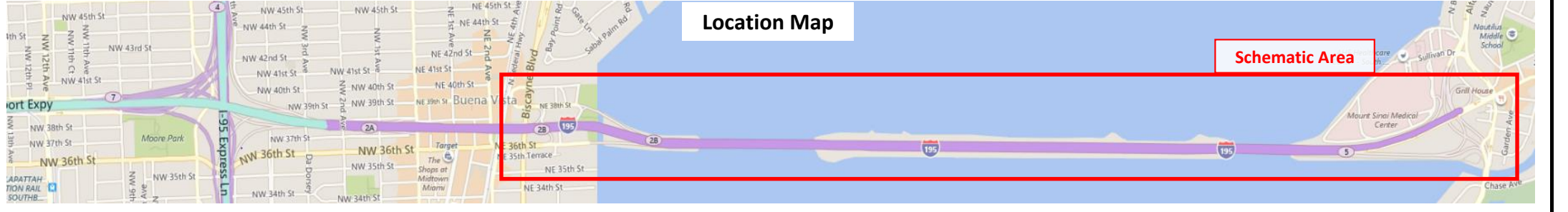


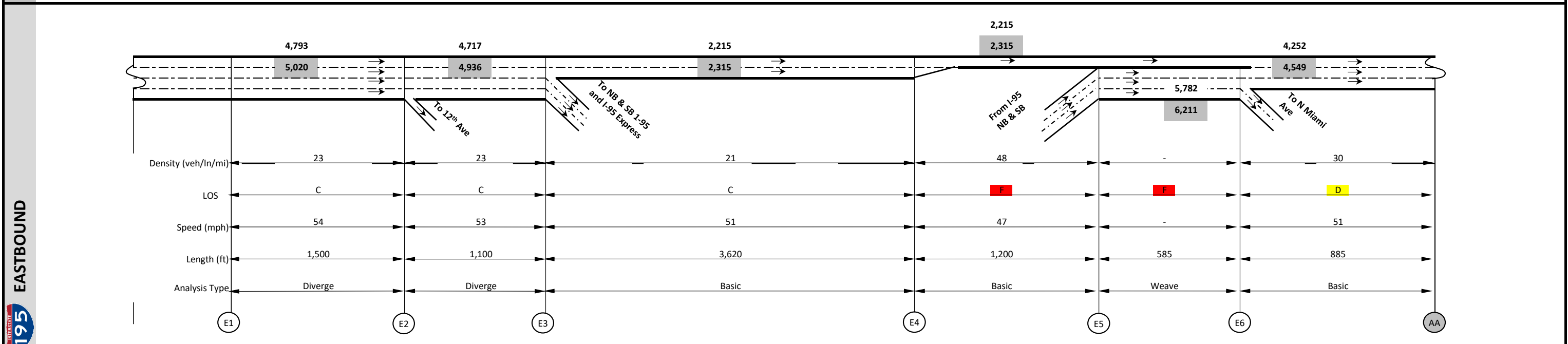
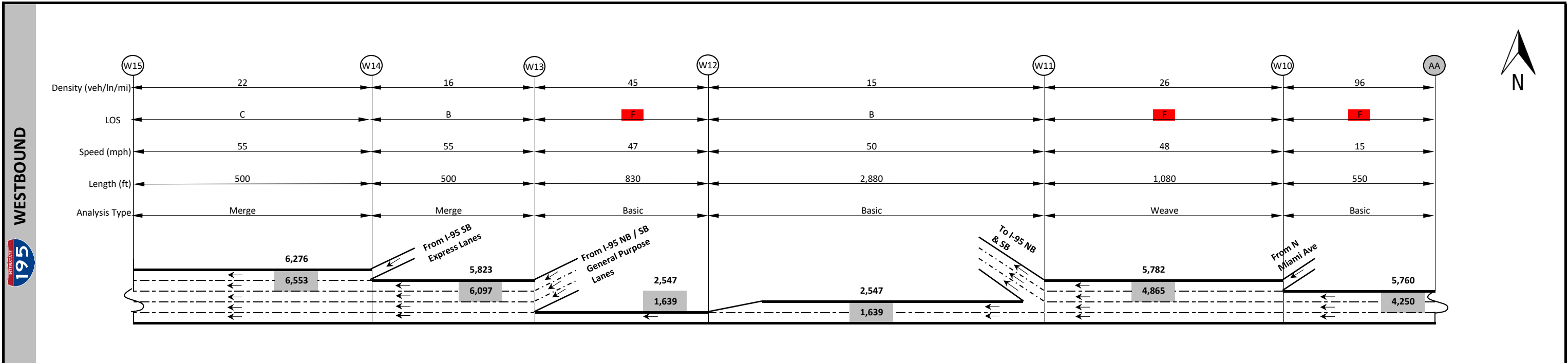


LEGEND

Volumes	Freeway LOS Density Ranges (Veh/Mi/Ln)
900 Demand volume	LOS A to C < 26
800 Flow Rate (pc/h)	LOS D 26 - 35
999 Node Number	LOS E 35 - 45
	LOS F > 45

* LOS based on density ranges specified in HCM

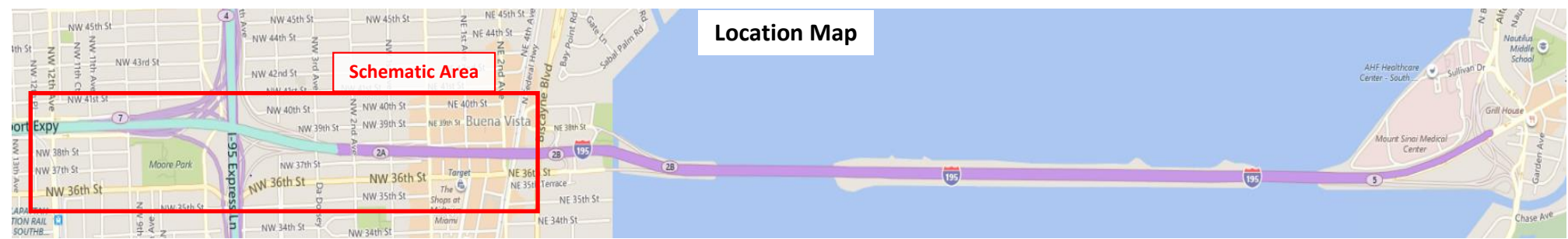


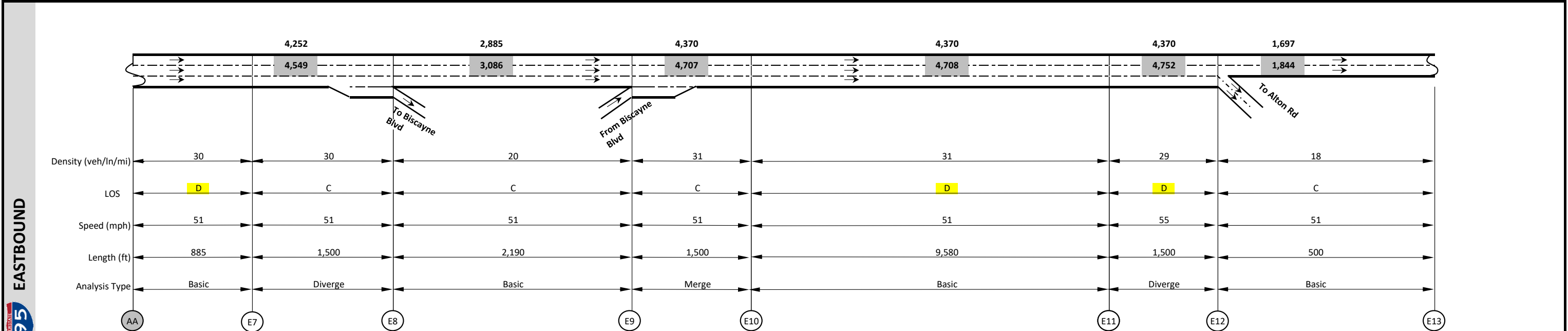
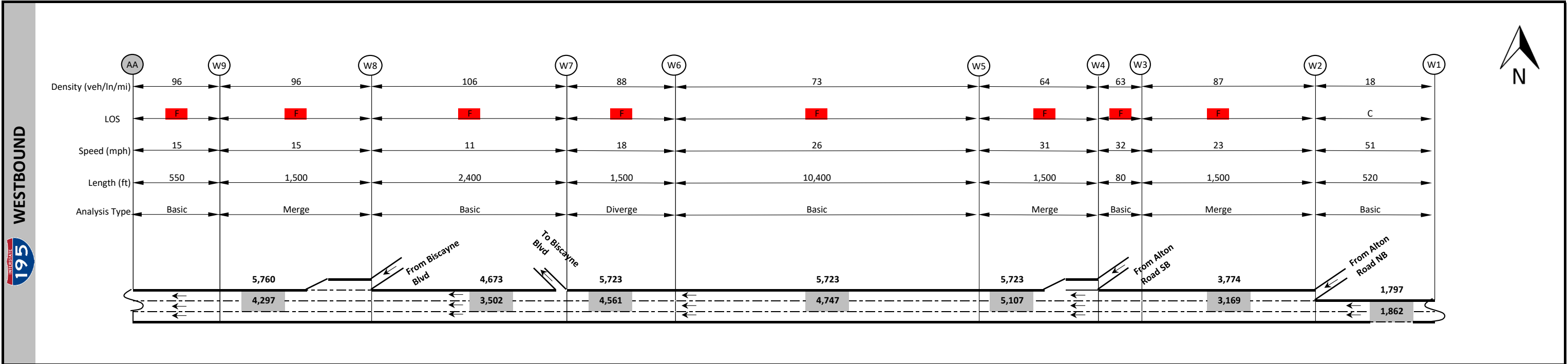


LEGEND

Volumes		Freeway LOS Density Ranges (Veh/Mi/Ln)	
900	Demand volume	LOS A to C	< 26
800	Flow Rate (pc/h)	LOS D	26 - 35
999	Node Number	LOS E	35 - 45
		LOS F	> 45

* LOS based on density ranges specified in HCM

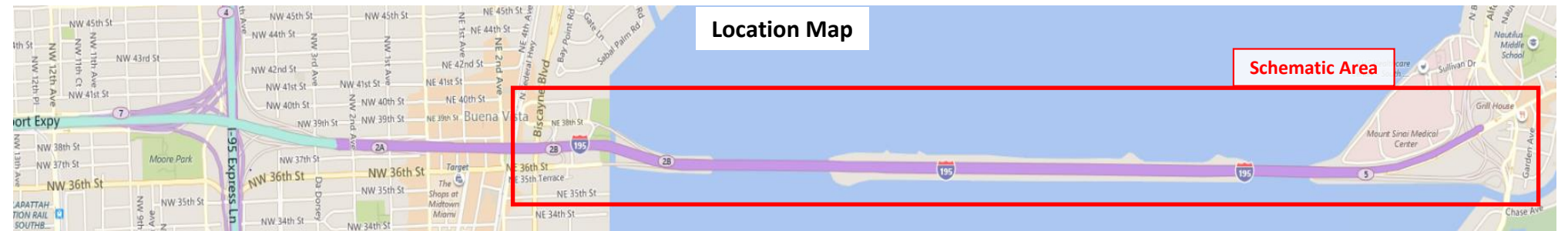




LEGEND

Volumes		Freeway LOS Density Ranges (Veh/Mi/Ln)	
900	Demand volume	LOS A to C	< 26
800	Flow Rate (pc/h)	LOS D	26 - 35
999	Node Number	LOS E	35 - 45
		LOS F	> 45

* LOS based on density ranges specified in HCM



As can be seen from the results in **Table 6-2** and **Exhibits 6-1** through **6-4**, with the future No-Build conditions, traffic operations are projected to degrade significantly across the freeway and ramp area network within the study area. The existing operational hotspots noted in **Section 4.3** are projected to get worse and new operational failures are projected including:

I-195 Eastbound:

- The segment between the off-ramp to I-95 and the lane drop (E3 – E4) is projected to degrade from LOS C to LOS F operations during the AM Peak hour.
- The segment between the lane drop and the on-ramp from I-95 (E4 – E5) is projected to degrade from LOS D to LOS F operations during the PM Peak hour.
- The segment between the on-ramp from I-95 and the off ramp to N Miami Avenue (E5 – E6) is projected to degrade from LOS E to LOS F operations during the AM Peak hour and from LOS D to LOS F operations in the PM peak hour.
- The diverge segment at the off-ramp to Alton Road (E11 – E12) is projected to degrade from LOS E to LOS F operations during the AM Peak Hour.

I-195 Westbound:

- The merge segment at the on ramp from northbound Alton Road (W2 – W3) is projected to degrade from LOS C to LOS F operations during the PM Peak hour.
- The segment between the on ramp from northbound Alton Road and the on ramp from southbound Alton Road (W3 – W4) is projected to degrade from LOS C to LOS F operations during the PM Peak hour.
- The merge segment at the on ramp from southbound Alton Road (W4 – W5) is projected to degrade from LOS D to LOS F operations during the PM Peak hour.
- The segment between the on ramp from southbound Alton Road and the off ramp to Biscayne Boulevard (W5 – W6) is projected to degrade from LOS D to LOS F operations during the PM Peak hour.
- The diverge segment at the off-ramp to Biscayne Boulevard (W6 – W7) is projected to degrade from LOS D to LOS F operations during the PM Peak Hour.
- The segment between the off-ramp to Biscayne Boulevard and the on ramp from Biscayne Boulevard (W7 – W8) is projected to degrade from LOS C to LOS F operations during the PM Peak hour.
- The segment between the lane drop and the on ramp from I-95 (W12 – W13) is projected to degrade from LOS C to LOS F operations during the PM Peak hour.

The HCS results are presented by eastbound and westbound directions with HCS outputs for the 2045 No-Build conditions in **Appendix E**.

7.0 CONCLUSIONS

This report documents the steps taken (including the compilation of existing data and the validation of traffic models) to evaluate existing as well as future no-build conditions within the I-195 Corridor Planning study area. The analysis confirms that several traffic deficiencies exist today along mainline freeway segments and at ramp areas (along the study corridor) as well as at ramp terminals and within the adjacent arterial intersection network. With anticipated long-term growth within and surrounding the study area, additional deficiencies beyond those that are existing, are projected through the 2045 horizon year established for the study.

The operational deficiencies identified in this report will be considered in the development of improvements to address the needs of the study area to the extent possible. In addition, the traffic operations documented in this report for the future no-build conditions, will provide a basis to compare the anticipated operations from the future build alternatives being developed. Such a comparison will allow the I-195 CPS to gauge how well the proposed improvement alternatives are projected to mitigate the operational deficiencies identified.

A VISSIM model is being finalized (to be submitted as an addendum to this report) as part of a microsimulation analysis of the freeway network. It is anticipated that in addition to the Highway Capacity Software (used in this report), this microsimulation analysis will augment the operational evaluation of the build alternatives that are being developed.

EXISTING AND FUTURE NO-BUILD TRAFFIC ANALYSIS REPORT APPENDICES



I-195 Corridor Planning Study

Project Study Limits:

I-95/NW 12th Avenue to Alton Road
Miami-Dade County, Florida

Financial Management Number: 440228-1-22-01

Prepared for:



Prepared by:

BCC Engineering, Inc.
6401 SW 87th Avenue, Suite 200
Miami, FL 33173
February 2019

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- TURNING MOVEMENT VOLUME BALANCING WORKSHEETS
- SYNCHRO CALIBRATION SUMMARY
- SYNCHRO OUTPUT SHEETS (AM/PM PEAK)
- HIGHWAY CAPACITY SOFTWARE OUTPUT SHEETS (AM/PM PEAK)

APPENDIX D – DESIGN TRAFFIC VOLUME DEVELOPMENT SUPPORTING INFORMATIOND

- DESIGN TRAFFIC FACTORS & FDOT APPROVAL
- COMMITTED DEVELOPMENT ACTIVITY
- SEASONAL ADJUSTMENT & AXLE CORRECTION FACTORS
- FUTURE VOLUME DEVELOPMENT TABLES – ROADWAY LINKS
- TRAFFIC VOLUME BALANCING WORKSHEETS – FREEWAY NETWORK
- TURNING MOVEMENT VOLUME BALANCING WORKSHEETS

APPENDIX E – FUTURE NO-BUILD TRAFFIC OPERATIONS ANALYSIS E

- SYNCHRO OUTPUT SHEETS (AM/PM PEAK)
 - HIGHWAY CAPACITY SOFTWARE OUTPUT SHEETS (AM/PM PEAK)
-



APPENDIX A – ANALYSIS METHODOLOGY SUPPORTING INFORMATION
- I-195 CPS METHODOLOGY LETTER OF UNDERSTANDING

Methodology Memorandum of Understanding



I-195 Corridor Planning Study

Project Study Limits:

I-95/NW 12th Avenue to Alton Road
Miami-Dade County, Florida

Financial Management Number: 440228-1-22-01



Prepared for:



FDOT District 6
1000 NW 111th Avenue
Miami, FL 33172

Prepared by:
BCC Engineering, Inc.
4901 NW 17th Way, Suite 506
Fort Lauderdale, FL 33309
January 31, 2018

MEMORANDUM

To: Ken Jeffries, Planner / FDOT D6, Planning & Environmental Office

From: Lorin R.C. Brissett, P.E. / BCC Engineering, Inc.

Cc: Jose A. Muñoz, P.E. / BCC Engineering, Inc.

Date: January 31, 2018

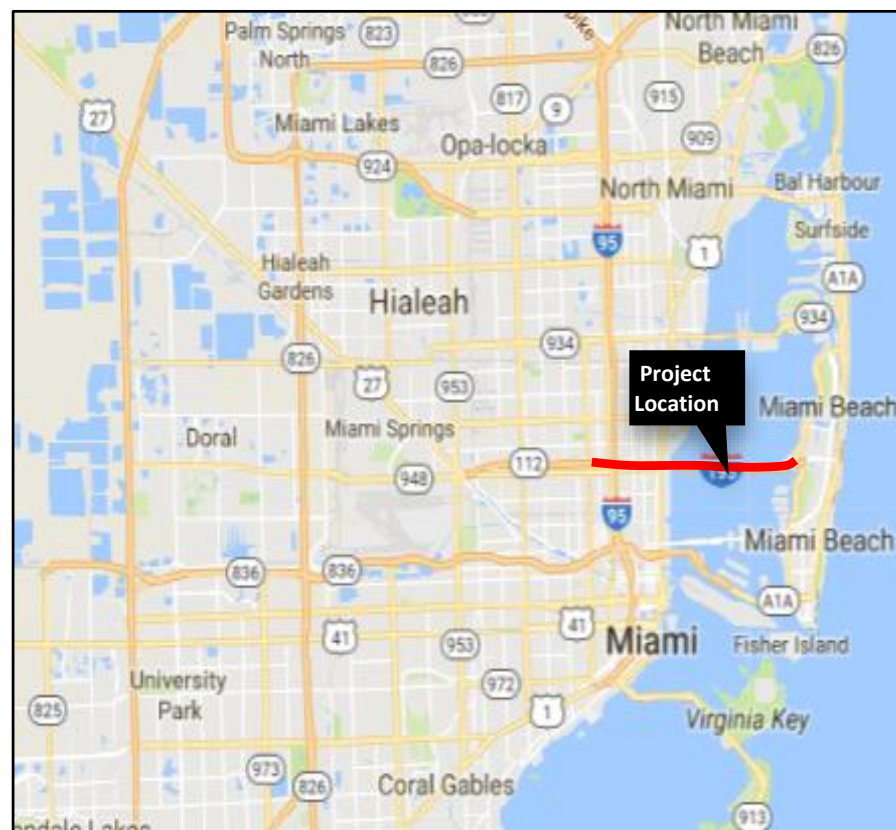
Subject: **Overall Methodology Memorandum of Understanding
I-195 Corridor Planning Study**
I-95 / NW 12th Avenue to Alton Road
Contract No.: C-9W09
FM No. 4402281-1-22-01

A Methodology Memorandum of Understanding (MLOU) memorandum has been prepared to summarize the overall methodology and approach for the I-195 Corridor Planning Study (CPS) according to the approved scope of services. This document can be shared with Florida Department of Transportation (FDOT) staff and/or their consultants who will review planning documents prepared as part of the I-195 CPS. **Attachment A** contains the complete scope of services for this study.


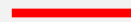
1.0 Study Background

Interstate 195 is an important limited access facility in Miami-Dade County providing a direct connection between Miami International Airport (via State Road 112 [SR 112]), Interstate 95 (I-95), and the densely populated areas of Miami Beach. One of two limited access facilities in Miami-Dade County connecting the mainland to the barrier island, I-195/SR 112 carries approximately 130,000 vehicles daily. The corridor provides interchange access to several neighborhoods recently experiencing significant growth including the Design District, Midtown, and Wynwood in the City of Miami. Travel demand, in this corridor, is expected to continue to increase over the next 30 years due to continued growth that is anticipated within both the City of Miami and the City of Miami Beach. Opportunities for geometric expansion along the corridor are constrained due to limited right-of-way.

The study purpose is to evaluate existing conditions, deficiencies, identify needs, and develop and evaluate improvement concepts. The study will evaluate study interchanges, interchange influence areas, and ramp junctions to identify deficiencies focusing on recurring bottlenecks. Proposed improvements will be developed to address existing and future demands of the corridor. **Exhibit 1-1** on the next page, shows the project location and study limits. This MLOU outlines the general approach to major tasks listed in the scope of services for this study.



LEGEND

-  Study limits
-  I-195/SR 112 Study Corridor



Project Name:
 I-195 Corridor Planning Study from
I-95/NW 12th Avenue to SR 907/Alton Road 
FM No. 440228-1-22-01

Exhibit Name:
Project Study Area

Report Title:
Methodology Memorandum of Understanding

Exhibit No. 1-1
Page No.
Date: 12/22/17

2.0 Public Involvement Plan

A Public Involvement Plan (PIP) will be prepared to identify methods to obtain input from stakeholders for the I-195 Corridor Planning Study (CPS). It is envisioned that the PIP will facilitate the development of appropriate goals and objectives for the proposed corridor improvement plan for the I-195 corridor through collaboration with the stakeholders. The PIP will be a working document subject to updates and amendments throughout the duration of the corridor planning study as appropriate. In addition to the methods to obtain stakeholder input, responses to public inquiries will be prepared for use by the FDOT as part of the public involvement process. The PIP will be developed using the guidelines contained in the *FDOT Public Involvement Handbook, July 2015*.

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3.0 Performance Measures

Performance measures and targets will be developed to assist in the evaluation of alternatives developed for the I-195 CPS. The measures and targets for the CPS will at a minimum incorporate the basic requirements from the Fixing America's Surface Transportation (FAST) Act, Moving Ahead for Progress in the 21st Century Act (MAP-21) and performance measurements/targets developed by FDOT Central Office. Building upon these basic requirements, performance measurements consistent with community goals and objectives to address technical concerns identified in FAST Act and MAP-21, will also be developed as part of the CPS. Performance measures will consider: mobility, quality of travel, safety, energy and environmental impacts, and freight movement. The FAST Act and The Federal Highway Administration (FHWA) have adopted regional models of cooperation as an emphasis area, with performance measures for regional collaboration in areas such as technology and tools, institutional arrangements and governance, and performance management processes. The measures and targets will leverage efforts from the I-95 CPS to the extent practical.

Performance measurements for this study will be developed by assembling a draft set of performance measures and targets building upon the efforts of FDOT Central Office and District 6 leveraging the information available from existing data sources. Draft performance measures will be presented in a draft technical memorandum. After the review period, refinements will be implemented and a final document will be created and used as a guiding document throughout the course of the study. The results of this task will be summarized in a final memorandum.

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4.0 Traffic Data Collection

The traffic data collection efforts will support the traffic modeling to be undertaken for the I-195 CPS during the AM and PM peak periods. To the extent appropriate, existing data from FDOT's Florida Traffic Online (FTI) Database and/or detector data from the Regional Integrated Transportation Information System (RITIS) will be used to quantify existing traffic volumes for ramp and mainline facilities. In addition to the data to be obtained from these existing data sources, the following data will be collected:

72-Hour Speed/Volume/Classification Data - Five (5) 72-hour mainline counts will be conducted collecting speed, volume, and classification at the following locations on I-195:

1. Between Interstate 95 and SR 5/US 1/Biscayne Boulevard
2. East of the SR 5/US 1/Biscayne Boulevard Ramps (MP 2.108)
3. Julia Tuttle Causeway Midpoint (MP 3.252)
4. West of the SR 907/Alton Road West Ramps (MP 4.200)
5. East of the SR 907/Alton Road West Ramps (MP 4.730)

Intersection Turning Movement Data - Intersection turning movement count (TMC) data will be collected for two (2) hours during the typical weekday AM Peak period and three (3) hours during the typical PM Peak period. Based on an initial review of the hourly variation of traffic data in the study area obtained from the 2016 FTI Count data to determine the peak period spread, AM Peak TMC data will be processed for the period from 7:00 AM to 9:00 AM and PM Peak TMC data will be processed for the period from 3:00 PM to 6:00 PM. **Attachment B** contains correspondence with the Department leading to the determination of the spreads for the peak periods. TMC data will be collected for the following locations:

1. NW 12th Avenue at NW 40th Street
2. NW 12th Avenue at NW 39th Street
3. NW 10th Avenue at NE 39th Street
4. North Miami Avenue at SR 25/NW 36th Street
5. North Miami Avenue at I-195 EB Off-Ramp
6. North Miami Avenue at I-195 WB On-Ramp/NW 38th Street
7. NE 1st Avenue at SR 25/NE 36th Street
8. NE 1st Avenue at NE 38th Street
9. NE 2nd Avenue/North Federal Highway at SR 25/NE 36th Street
10. NE 2nd Avenue at NE 38th Street
11. NE 2nd Avenue at NE 39th Street
12. North Federal Highway at NE 38th/39th Street
13. SR 5/US 1/Biscayne Boulevard at NE 36th Street
14. SR 5/US 1/Biscayne Boulevard at NE 38th Street
15. NE 36th Street at NE 5th Avenue (S)
16. NE 38th Street at NE 6th Avenue
17. SR 907/Alton Road at North Bay Road/Chase Avenue

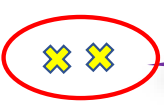
18. SR 907/Alton Road NB at W 34th Street
19. SR 907/Alton Road NB at Alton Road (E) SB
20. SR 907/Alton Road NB at Barry Street
21. SR 907/Alton Road NB at W 39th Street
22. SR 907/Alton Road NB at I-195/West 41st Street/Arthur Godfrey Road
23. SR 907/Alton Road NB at Nautilus Road/N Michigan Avenue
24. SR 907/Alton Road North at I-195 WB On-ramp
25. I-195 EB/Alton Road North at North Bay Road
26. SR 907/Alton Road (W) at 43rd Street/Ed Sullivan Drive
27. 43rd Street at Mount Sinai Hospital Driveway
28. SR 907/Alton Road (W) SB at North Bay Road

Travel Time Data - Travel time and delay will be collected in both directions during the AM and PM Peak periods along the mainline of the corridor for a typical weekday. The data collection procedures will be consistent with the most recent version of the FDOT Manual on Uniform Traffic Studies (MUTS) Manual. A minimum of ten (10) travel time runs in each direction will be performed.

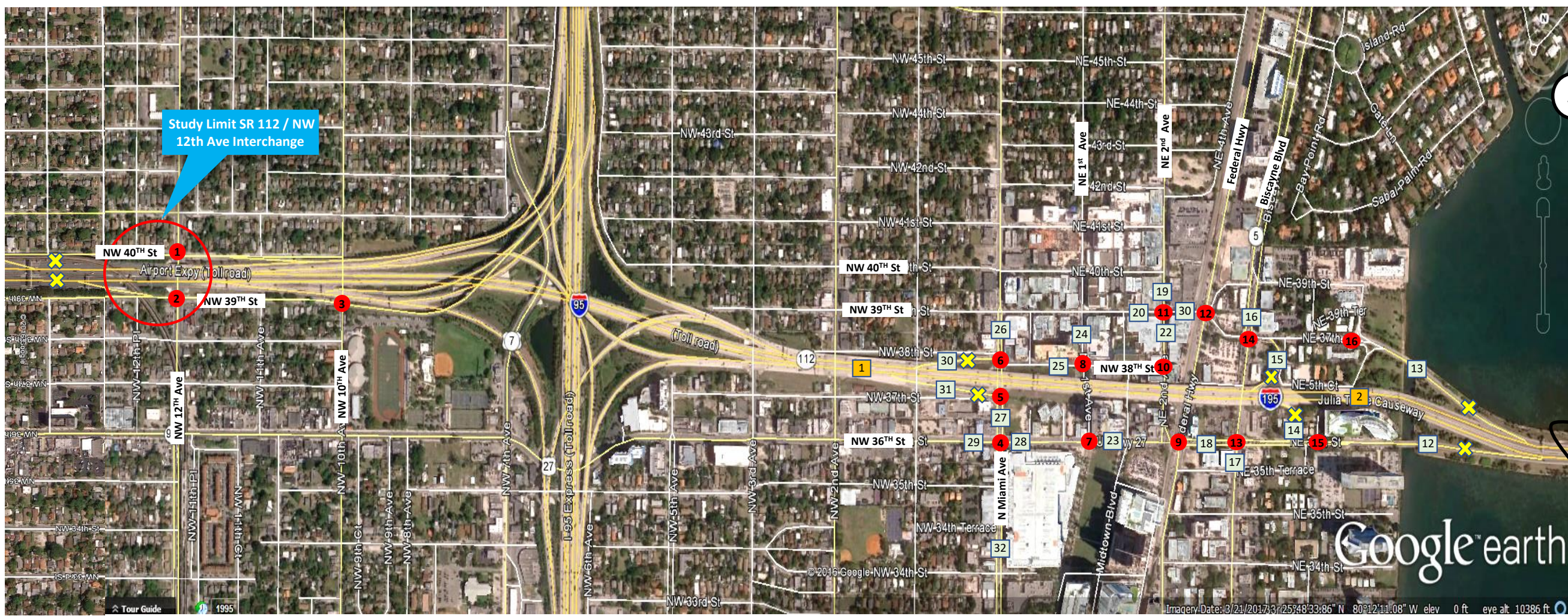
Origin/Destination Data – will be collected using Bluetooth devices and technology to determine origin/destination travel patterns for the corridor. Twelve (12) Bluetooth locations were identified to capture the flow of traffic across key entry and exit points within the study area.

The use of Streetlight Data to supplement the Origin / Destination data collected using Bluetooth technology will be explored. Streetlight Data is an analytics Big Data Tool that can convert real time existing data of travel behavior into aggregated data elements to analyze travel patterns and origin/destination information within a given geographic area. If used in this study, Streetlight Data would need to be purchased based on the required number of predesignated analysis zones within the project's study area. **Attachment C** describes in further detail, how Streetlight may be used in the study and the potential benefits on this additional data source to meeting the study objective. It is anticipated that the use of Streetlight data will be subject to approval by the Department under as an Optional Service for this study.

Exhibits 4-1 through **4-4** on the following pages, illustrate the traffic data collection plan for the I-195 CPS.



Set O-D Stations for I-95 NB and SB near GGI (not shown) to capture percentage of trips to and from the Beach that could potentially use express lanes if there was a connection. See Sheet 4 for location details.



Legend

- 5 Hr TMC
- ✕ O-D Survey Site AM/PM
- 72-Hr Volume Counts*
- 72-Hr Volume, Speed, classification

* Count may be bi-directional based on location

Project Name: **I-195 Corridor Planning Study from I-95/NW 12th Avenue to SR 907/Alton Road**
 FM No. 440228-1-22-01


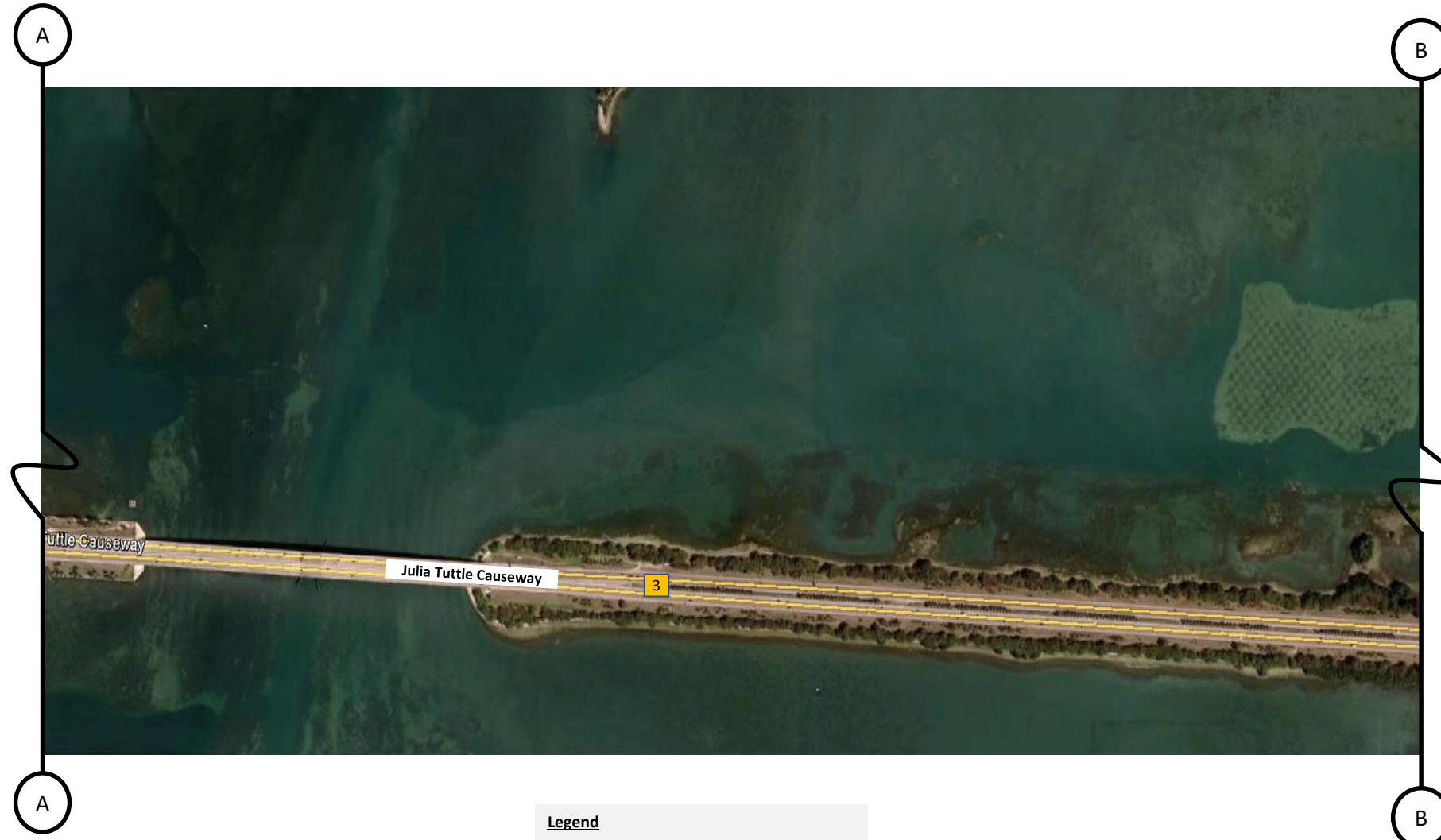


Exhibit Name: **Data Collection Plan (Sheet 1 of 4)**

Report Title: **Methodology Memorandum of Understanding**

Exhibit No. **4-1**
 Page No.
 Date: **12/22/17**



Legend

- 5 Hr TMC
- ✕ O-D Survey Site AM/PM
- 72-Hr Volume Counts*
- 72-Hr Volume, Speed, classification

* Count may be bi-directional based on location

Project Name:



I-195 Corridor Planning Study from
I-95/NW 12th Avenue to SR 907/Alton Road
FM No. 440228-1-22-01



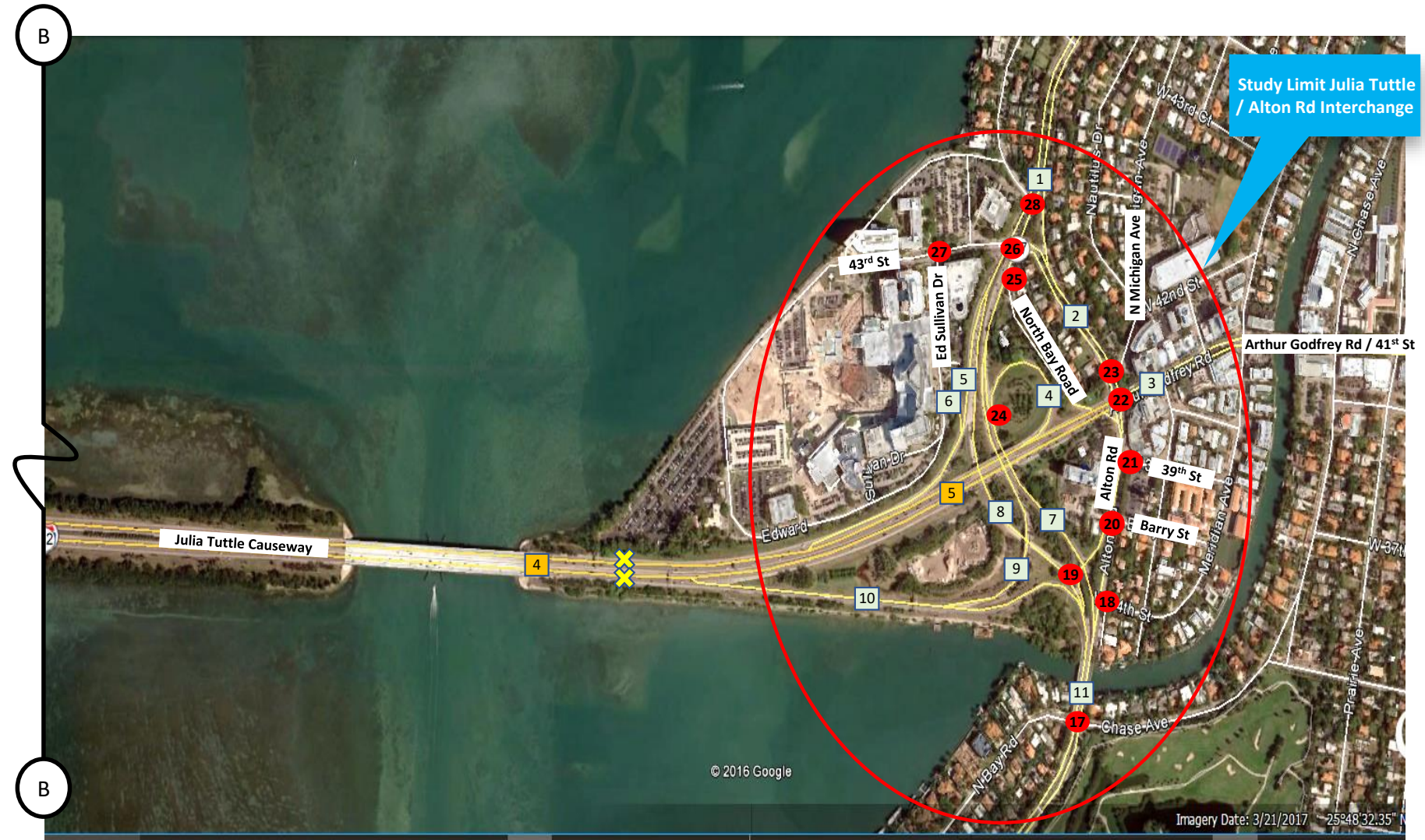
Exhibit Name:

Data Collection Plan (Sheet 2 of 4)





Report Title:

Methodology Memorandum of Understanding

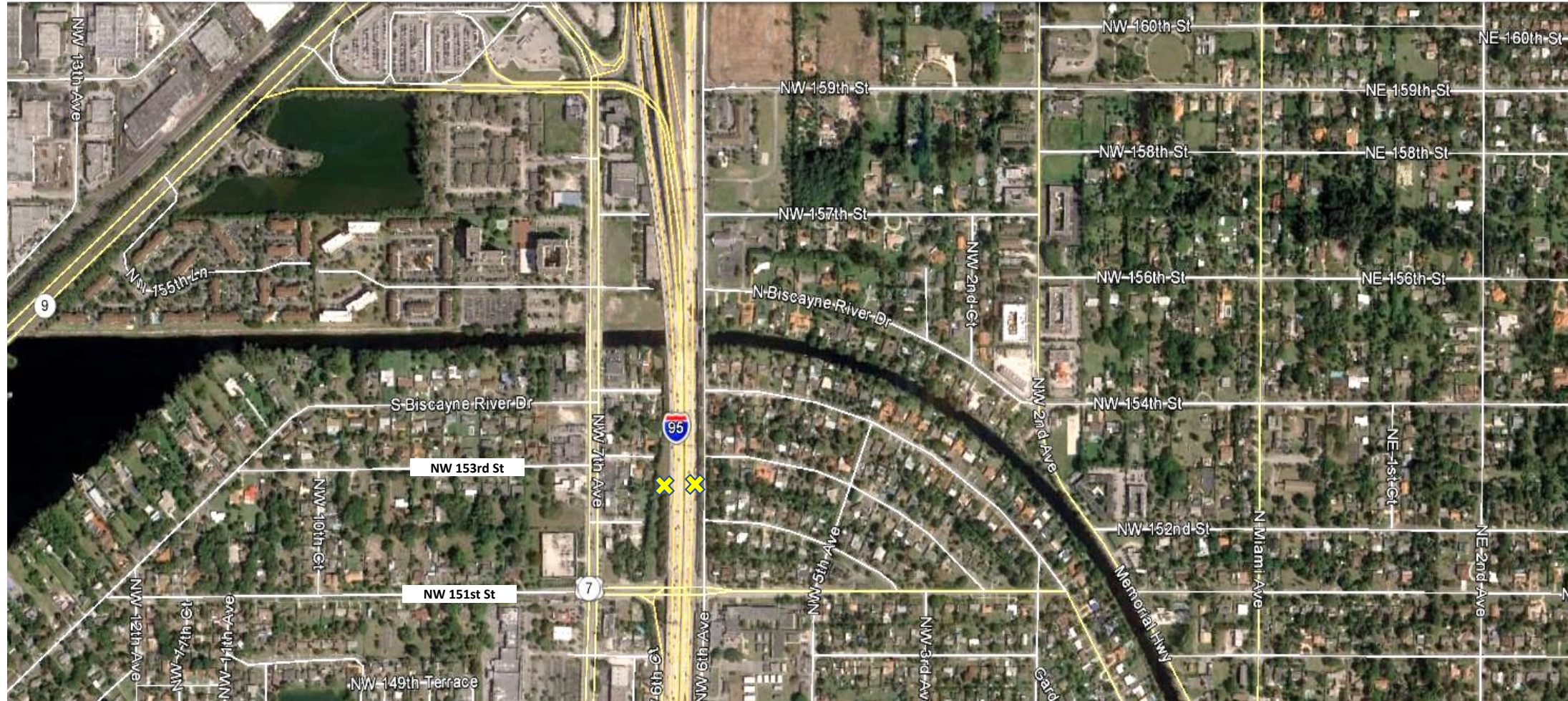
Exhibit No.	4-2
Page No.	
Date:	12/22/17



Legend

-  5 Hr TMC
-  O-D Survey Site AM/PM*
-  72-Hr Volume Counts*
-  72-Hr Volume, Speed, classification

* Count may be bi-directional based on location



Legend

- N 5 Hr TMC
- ✕ O-D Survey Site AM/PM
- 72-Hr Volume Counts*
- 72-Hr Volume, Speed, classification

* Count may be bi-directional based on location

5.0 Future Traffic Volume Forecasting

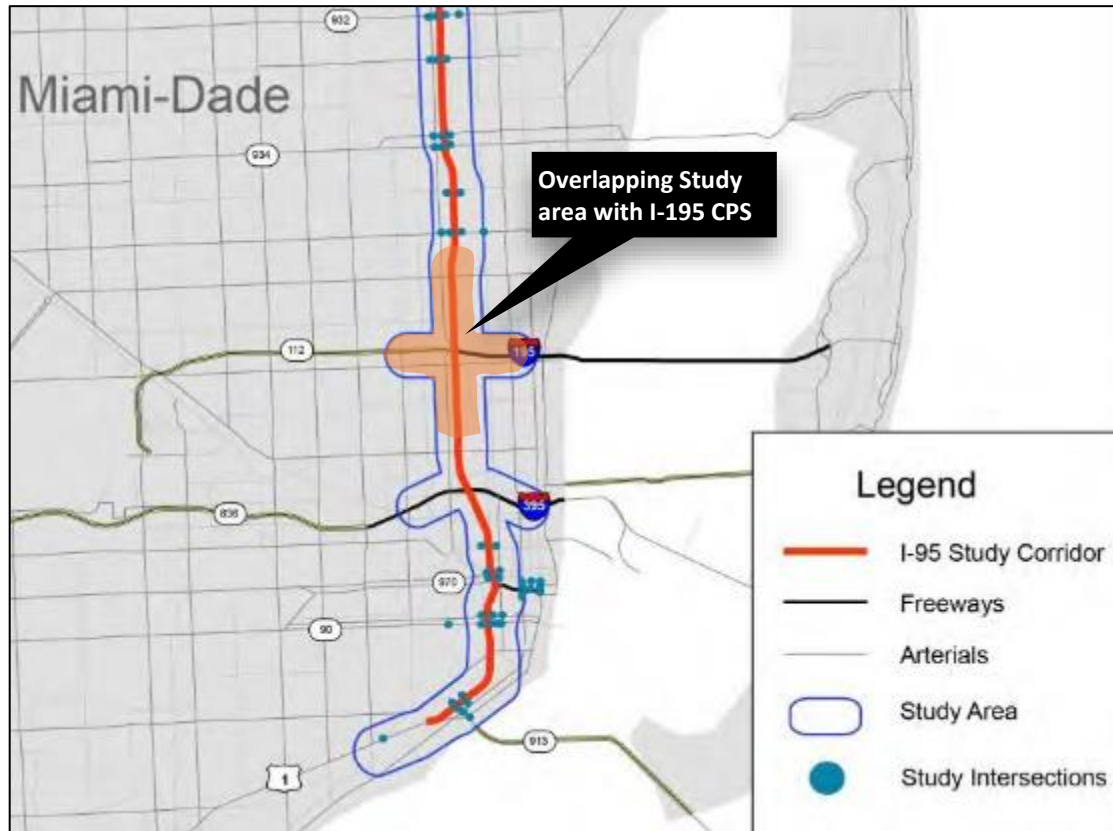
The Southeast Florida Regional Planning Model (SERPM) Version 7.071 will be used as the main tool in the development of balanced forecasted volumes for the study. A regional travel demand model with the ability to forecast regional demands sensitive to significant changes in capacity (including highway and transit), SERPM Version 7.071 can be used to estimate changes in user travel cost and policies (such as managed lanes eligibility). We will review a subarea of the model to focus on the study corridor and quantify traffic flow patterns into and out of the study area. The study area trip tables established by this process, will be calibrated to existing conditions and input to the microsimulation operational models to reflect the origin/destination characteristics of the study area.

Model Selection/Review

The SERPM Version 7.071 previously used in the I-95 CPS (another planning study with a limited overlapping study area to the I-195 CPS) was reviewed to assess its usefulness to the I-195 CPS. It should be noted that the area of overlap between the I-195 and I-95 CPSs include the I-95/I-195 interchange and just north and south on I-95 as well as Northwest 12th Avenue to the west and North Miami Avenue to the east on I-195. See **Exhibit 5-1** for excerpt of the corridor area for the I-95 CPS.

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Exhibit 5-1: I-95 Corridor Subarea Extents



Source: I-95 CPS Base and Future Year Models Design Traffic Technical Memorandum - April 2016.

Where appropriate, every effort will be made to achieve consistency in future forecasts for the areas that overlap between the I-95 CPS and I-195 CPS. However, it should be noted that since the release of the earlier version of the SERPM Version 7.071 used in the I-95 CPS, refinements have been made to the Dynamic Traffic Assignment (DTA) algorithms for Express lanes as part of the SR 874 Project Development and Environment (PD&E). Therefore, it is anticipated that this later version of the SERPM Version 7.071 model will be a better starting point in the subarea travel demand model development for the I-195 CPS. The Highway and transit networks within the study area will be reviewed to confirm that they are consistent with the Miami-Dade Transportation Planning Organization's (TPO) (Cost Feasible) transportation network. Overlapping areas along the I-95 corridor will be updated as well as the segments of the limited access facilities for SR 112 and I-195 within the study area to improve the model accuracy.

Model Validation

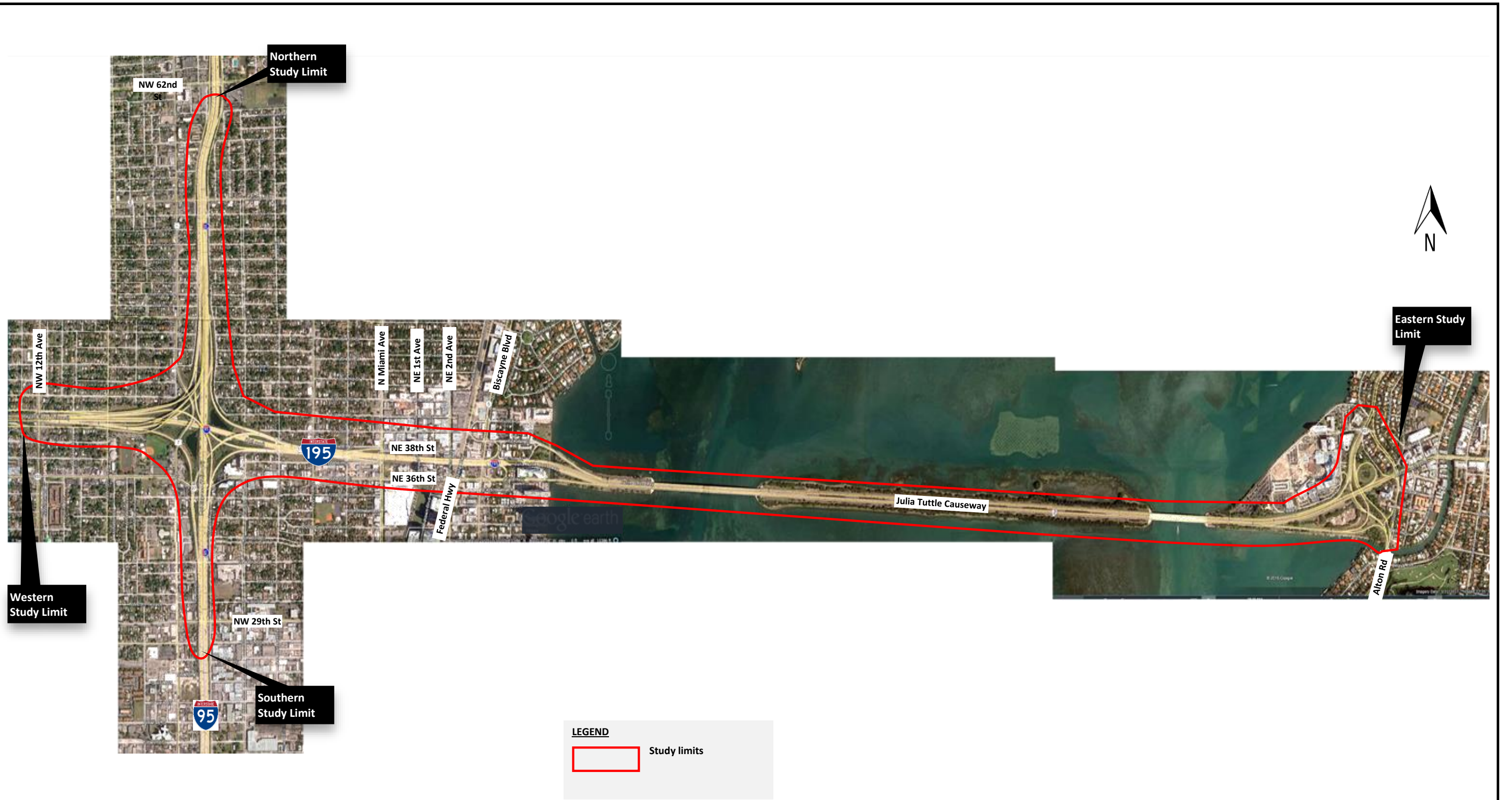
A project (corridor) level validation of the SERPM 7.071, 2015 Scenario will be performed. Data from year 2017 will be used to validate the 2015 scenario and will only focus on the sub-area indicated in **Exhibit 5-2** on the following pages. The objective of this effort is to improve the correlation between existing conditions (based on 2017 traffic count data obtained for the study corridor) and model estimates on the roadways within the sub-area. Model validation will be

achieved when the model estimates correlate with the existing traffic counts within acceptable tolerances at which point it will then be suitable for use in conducting future scenario analyses. Validation will be confined to aggregate validation checks focusing mainly on the highway component. Thresholds for volume-over-count ratios by facility types and screen lines published in FDOT's *FSUTMS-Cube Framework Phase II, Model Calibration and Validation Standards: Model Validation Guidelines and Standards (2008)* will be used as the targets for model validation.

Forecast Methodology

Average daily traffic, design hour volumes, as well as balanced AM and PM peak hour turning movement volumes will be developed for the present year and the future year horizon long-term (year 2045). The development of future traffic volumes will be consistent with the policies and procedures outlined in FDOT's *Project Traffic Forecasting Handbook* and *Project Traffic Forecasting Procedure (# 525-030-120)*. Future AM and PM peak hour traffic forecasts for intersections will be developed using the FDOT's TMTTool or a similar analysis tool.

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6.0 Operational Model Development/Analysis (Macroscopic)

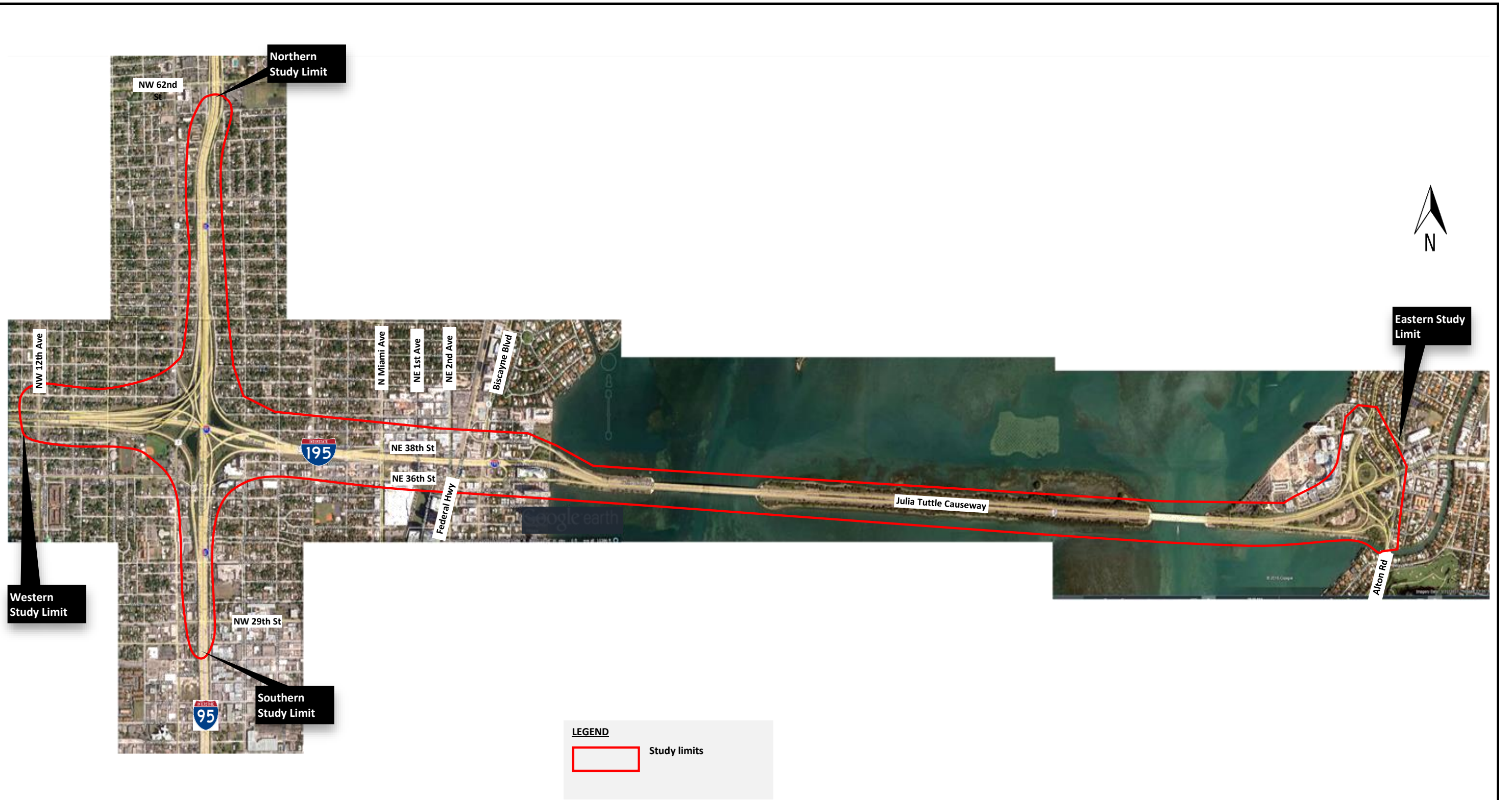
Intersection, corridor, and interchange influence area capacity analyses will be performed using software based on the latest version of the Highway Capacity Manual (HCM). The analyses will be consistent with the guidelines outlined in FHWA's Traffic Analysis Toolbox technical documents and will evaluate the corridor's operations based upon the appropriate Measures of Effectiveness (MOEs) including, but not limited to, density, level of service, delay, volume-to-capacity ratio, queue length, travel time, throughput, and speed. Queue spillbacks from exit ramps onto I-195 shall be documented, and the conceptual design alternatives shall address existing and future spillback onto I-195.

The analysis will include existing conditions, future long-term without improvements (No Build Alternatives), and future long-term with improvements scenarios (build alternatives) during applicable two (2) peak periods (AM and PM). The long-term analysis will examine two (2) geometric scenarios (build alternatives) for the long-term horizon along with one (1) final analysis for the long-term recommended build Alternative.

The operational analysis will be the basis for the development of long-term conceptual improvements. The appropriate tools will be selected for the traffic operational analysis based upon a determination of the length and duration of congestion. Software analysis tools that may be used include the most recent version of the Highway Capacity Software (HCS) for ramps/weaving analyses and Synchro/Simtraffic for intersection analyses. Existing condition Synchro analyses will be calibrated from the collected traffic data and peak period field reviews (queue lengths, lane utilization, etc.) HCS will be utilized to examine ramp areas and merge/diverge areas. The results of the analysis will be summarized in an operational analysis report.

7.0 Operational Model Development/Analysis (Microscopic)

A VISSIM micro-simulation model will be developed for I-195 from east of Alton Road to west of the I-95 interchange area/NW 12th Avenue including all crossing interchanges and adjacent intersections that have influence on operations for both the AM and PM peak periods. These simulation models will assist in analyzing the operational performance for the corridor. The model coverage on the I-95 mainline facility will extend just north of the northbound off-ramp/southbound on-ramp junctions to and from NW 62nd Street on the north end and just south of the express lanes exit/entrance ramps on the south end. It is anticipated that the proposed northern and southern limits on I-95 will provide sufficient distance to model the impacts from alternatives that will include a direct connection from the I-95 express lanes to I-195 to and from Miami-Beach. **Exhibit 7-1** on the next page illustrates the proposed study area for the traffic operations model development.



The VISSIM model will be calibrated to existing conditions based on guidelines and criteria promulgated in the *FDOT Traffic Analysis Handbook March 2014* as well as the *FHWA Traffic Analysis Toolbox Volume 3 Guidelines*.

The calibrated VISSIM model will be used to develop models of future long-term no-build (future traffic without improvements) and build alternatives (future traffic with improvements). Simulation analyses will be performed to assess operating conditions for the network within the I-195 area of influence. VISSIM traffic simulation models will be used for evaluating traffic operations for the no-build alternative and the build alternatives. The following scenarios will be analyzed:

1. 2017 Existing Conditions (model calibration)
2. 2045 No-Build and Build Alternatives (long-term)

Due to the complexity of the study area, the likelihood that there could be several alternatives for each interchange location and several typical section alternatives for the I-195 mainline creates the possibility of multiple "full" corridor build alternatives; therefore, it will be necessary to employ a modeling strategy that capitalizes on the analysis tool and minimizes resources.

The number of build alternatives modeled in the full VISSIM model that is documented in the final reports will be limited to three (3) build alternatives for the long-term conditions.

The long-term model runs will be managed such that the final model alternative for the long-term design year will represent the recommended long-term alternative. The two (2) initial alternative runs for the long-term conditions will be used to test a range of concepts that can be used to learn about the best features that should be part of the recommended third long-term alternative. The following subtasks describe in detail the VISSIM Simulation work to be performed.

- Develop Base model of Existing Conditions – An existing conditions model will be developed for the AM and PM Peak periods.
- Calibrate base model – The base model will be calibrated per criteria and measures specified in the FHWA Traffic Analysis Toolbox Volume III.
- Future No-Build Analyses – A No-Build model will be prepared and analysis performed for the 2045 long-term horizon year. The future traffic demand on an existing network (modified to reflect programmed infrastructure projects to be constructed within the planning timeframe) will be analyzed.
- Long Term Build Analyses – Conceptual improvements developed from the efforts outlined in Section 9.0 will be analyzed using models developed to reflect these improvements.
- Model Documentation – A report documenting traffic operations for existing and no-build conditions will be prepared initially. The documentation of modeling activities will be later updated as part of the final report to include the additional efforts and outputs related to the build conditions.

8.0 Safety Analysis

A corridor wide safety analysis (mainline and ramps) will be conducted as part of the I-195 Corridor Planning study using the latest five (5) years of crash data which includes the years of 2011-2015. The crash data will be obtained from the FDOT's crash database and will only include on-system crashes. This includes the following state roads/section numbers:

- SR 933/87085000
- SR 112/87003000
- SR 112/87004000
- SR 5/87030000
- SR 25/87090000
- SR 112/87016000
- SR 907/87037001

Collision diagrams will not be prepared as part of this analysis. However, summary reports will be prepared to identify crash frequencies along the mainline and ramps, predominate crash patterns, high crash locations, severity, time of day, and wet weather/night time crashes. The analysis will consist of GIS based crash clustering to identify concentrations of crashes along the mainline and ramps by frequency, crash type, direction, etc. Field reviews will be conducted to identify improvements based upon the prevalent crash patterns to identify potential causes and countermeasures.

The safety analysis will identify probable causes associated with the prevalent crash patterns, if any, and improvements to specifically address crash patterns along the corridor, ramps, ramp terminals, and interchanges. This analysis will assist in determining locations with high crash rates and trends that would indicate the need for a conceptual design improvement. Where possible, the analysis will identify general countermeasures along with their associated crash reduction factors to address multi-modal crash patterns.

For the future year conditions, the analysis will use the Highway Safety Manual's (HSM) Predictive Method, where applicable, to assess the potential reduction in crashes due to the long-range alternative to be developed in this planning study. A summary of existing conditions, general countermeasures, and HSM results of the conceptual improvements will be prepared and documented in a Safety Analysis Report.

9.0 Conceptual Improvement Development

Multiple conceptual improvements will be developed to address the deficiencies identified in the operational analysis for the No-Build long-term horizon. The improvements will focus on the corridor's mainline, ramp facilities, ramp terminals as well as adjacent study intersections and will be in addition to improvements already programmed or planned within the study area.

A wide range of potential long-term improvements will be identified initially for Tier 1 screening. It is anticipated that the Tier 1 screening will include a high-level review with Department staff from multiple disciplines and an evaluation for fatal flaws using qualitative criteria. Following the Tier 1 screening, a refined list of Tier 2 alternatives will be developed for further screening. Screening of Tier 2 alternatives will be based on criteria described further in Section 11.0 Concept Evaluation/Prioritization of this memorandum. In the Tier 2 review, the alternatives will be ranked to identify two (2) viable long-term alternatives for the mainline to be further analyzed in the detailed microsimulation operational analysis using VISSIM. Typical sections will be developed for the two long-term improvement concepts for the 2045 design year. Operational analyses will also be conducted of the interchange influence areas. The constructability of these improvements will be evaluated to determine how different segments of the improvements can be implemented in a modular fashion. To develop the improvement concepts, the corridor will be divided into the following three (3) sections:

1. **Western Section** - West of I-95 interchange to east of SR 5/US 1/Biscayne Boulevard interchange:
 - o I-195 Mainline direct connection improvements to/from I-95 Express Lanes north of I-195.
 - o I-195 North Miami Avenue/Biscayne Boulevard Interchanges access improvements.
2. **Central Section** - Julia Tuttle Causeway east of SR 5/US 1/Biscayne Boulevard interchange to west of SR 907/Alton Road interchange bike/pedestrian (ped) improvements. The evaluation of the feasibility for these improvements will outline the steps needed to implement a shared use path. This will include an assessment of the need to amend Florida Statute F.S. 316.091 (which sets the parameters for bike operations on limited access facilities) in lieu of the implementation of a physical separation (between vehicular travel lanes and a dedicated bike/ped facility) and rebuilding causeway bridges if necessary.
3. **Eastern Section** - SR 907/Alton Road Interchange Access Improvements.

The improvements will be developed using the latest editions of the FDOT Design Standards, FDOT Plans Preparation Manual, and A Policy on Geometric Design of Highways and Streets, 6th Edition (AASHTO Green Book). The improvements will be developed at a conceptual level utilizing aerial photography and available as-built plans. The purpose of the development of the conceptual improvements is to determine the general feasibility, identify right-of-way impacts, determine

critical design issues, and develop order of magnitude construction costs. Horizontal and vertical alignments, estimated acreage of right-of-way, utilities, extent of locations for retention basins, lighting and sign structures, and other design features that may be pertinent to the analysis of the alternatives will be considered. Field reviews will be conducted to verify the vertical and horizontal geometry and to confirm feasibility of the potential improvements.

Concept design plans will be prepared for final recommended long-term alternative on aerial base plans sheets at a scale of 1" = 100'. Construction cost estimates will be developed for the recommended long-term Build Alternative. The cost estimate will be developed using the Long-Range Estimate (LRE) system. The LRE will be updated one (1) time during the study.

10.0 Environmental Analysis

The purpose of the environmental analysis will be to support future Efficient Transportation Decision Making (ETDM) processes (to be completed by others). A preliminary environmental analysis will be conducted to include the following:

- a) Desktop Noise Impact Analysis – A desktop noise impact analysis will be performed to identify noise-sensitive sites along the corridor and those within generalized Level of Service (LOS) C noise impact contours not already protected by existing noise barriers. Potential noise wall mitigation strategies will be summarized along with planning level costs. No field noise measurements will be collected.
- b) Preliminary Environmental Evaluation – A preliminary evaluation will be conducted to include a review of available project background information. The CEMO/GeoPlan will be coordinated with as necessary to enter Area of Interest GIS line work into the (internal/non-public) Environmental Screening Tool (EST) for the 5-mile corridor on the alternative with the widest potential footprint. A preliminary Project Description and Purpose and Need Statement addressing environmental concerns will be developed. The EST GIS analysis results and EST inputs necessary to evaluate the mainline will be provided by FDOT. Potential impacts will be identified and documented in an Environmental Analysis Summary Memorandum, which will be used to complete the PED in ETDM.
- c) Preliminary Review of Cultural and Historic Resources - A detailed background research and GIS Analysis of Cultural and Historic resources within the study area, will be conducted. This evaluation will consider the alternative with the widest potential footprint resulting from the Tier 1 review of Alternatives. A technical memorandum summarizing the findings of this review will be prepared.

11.0 Concept Evaluation/Prioritization

A matrix evaluation will be developed comparing each of the long-term improvement alternatives to determine the relative impacts and costs associated with each alternative action. The matrix evaluations shall compare each alternative by category and result in a ranking of viable long-term alternatives. The objective of this comparison is to select the most viable alternative.

The ranking and rating processes will be developed and organized in a manner similar to the I-95 CPS to facilitate community and decisionmaker engagement given the overlap between the two studies, but the weighting factors and scoring process will reflect goals and objectives of the I-195 stakeholders.

Items to be evaluated include at a minimum, the following categories, with safety and access in particular refined from the I-95 CPS to address objectives for non-motorized access to the Julia Tuttle Causeway:

- Traffic
- Safety
- Access
- Constructability/Maintenance of Traffic (MOT)
- Design
- Right-of-Way (ROW) Cost
- Operating & Maintenance (O&M) Cost
- Construction Cost
- Other issues (community cohesion, environmental)

The long-term preferred improvements will be evaluated to identify a prioritization matrix to provide guidance on the improvements that are most cost effective and implementable. Detailed evaluation criteria will be developed and submitted to stakeholders for input. Performance measures specific to the corridor will be identified and incorporated in the matrix. The final report will provide recommendations for preferred alternatives based upon this evaluation as well as phasing/prioritization of implementation.

LRCB

Attachments

- A. Scope of Services
- B. Traffic Peak Spreading Review
- C. Use of Streetlight Data



ATTACHMENT A

(Scope of Services)

SCOPE OF SERVICES

INTERSTATE 195 CORRIDOR PLANNING STUDY FROM INTERSTATE 95/NW 12TH AVENUE TO SR 907/ALTON ROAD

(ROADWAY ID 87003000 - MP 3.962 TO MP 4.132)

(ROADWAY ID 87004000 - MP 0.000 TO MP 4.910)

BACKGROUND

Interstate 195 is an important limited access facility in Miami-Dade County providing a direct connection between Miami International Airport (via State Road 112), Interstate 95, and the densely populated areas of Miami Beach. The corridor is the one of two (2) limited access facilities in Miami-Dade County connecting the mainland to the barrier island carrying approximately 130,000 vehicles daily. In the City Miami, the corridor provides interchange access to several neighborhoods recently experiencing significant growth: the Design District, Midtown, and Wynwood. With the expected continued growth within both the City of Miami and the City of Miami Beach, travel demand in this corridor is expected to continue to increase over the next 30 years. Geometric expansion opportunities along the corridor are limited within the existing right-of-way. The following interchanges exist within the study limits: NW 12th Avenue (partial), Interstate 95 (system-to-system), North Miami Avenue (partial), Biscayne Boulevard (full), and SR 907/Alton Road (full). It should be noted that an ongoing corridor planning study is underway for Interstate 95 within Miami-Dade County that is examining the Interstate 195/State Road 112 interchange.

PURPOSE

The purpose of this scope of services is to evaluate existing conditions and deficiencies, identify needs, and develop and evaluate improvement concepts. The study includes the evaluation of study interchanges, interchange influence areas, and ramp junctions to identify deficiencies focusing on reoccurring bottlenecks and development of a series of proposed improvements to address existing and future (short-term and long-term) demands of the corridor. If necessary, multiple improvement alternatives will be developed for the mainline and system-to-system connections. The recommendations for this planning study, will be coordinated and evaluated with the final I-95 Master Plan Study recommendations to ensure consistent operations. The study will also evaluate the feasibility of providing bicycle/pedestrian facilities for providing a connection from City of Miami Beach to the City of Miami.

SCOPE OF SERVICES

Project Management

Task 1 - Project Management

Project management is a continuing task throughout the course of the project. This task includes coordination of the work effort with the project team to control scope, schedule, and budget. This task includes project management, administration, and coordination of all work, regular coordination calls/meetings with the FDOT project management, a review of all work productions, and general project oversight.

The task consists of monthly face-to-face meetings and/or monthly conference calls with the FDOT project manager and/or staff. Documentation of meetings, practices, and procedures developed throughout the course of the study will be prepared. Monthly progress reports will be developed and submitted to the FDOT project management which will include description of progress made during the report period for each task, definition of work products delivered, and meetings attended.

The task includes the development and maintenance of a project schedule including calendar deadlines and meeting dates. At the initiation of the project, a 'critical path method' schedule of tasks, meetings, presentations, and milestones will be developed. It is anticipated that the schedule will be maintained throughout the duration of the project and updated on a monthly basis, as necessary.

Public Involvement

Task 2 – Intergovernmental Coordination

A Public Involvement Program (PIP) will be prepared to identify methods to obtain input from stakeholders in the community. The PIP will also include the development of applicable goals and objectives for the proposed corridor improvement plan in collaboration with the stakeholders. The policies developed as part of this process will provide direction on the appropriate evaluation criteria for alternative improvements and future monitoring activities to be defined in Task 3: Performance Measures.

Public involvement tasks include preparing display graphics and formal audiovisual presentations. It is anticipated that public involvement activities will be primarily directed toward city/county/regional elected and appointed officials consisting of:

- a. Two (2) meetings each during the project with Miami-Dade County Commissioners from Districts 3, 4 and 5 for a total of six (6) meetings.
- b. Four (4) meetings total with municipalities (anticipated to be at the level of mayor and/or manager) during the course of the project. The scope includes two (2) meetings each with the City of Miami and the City of Miami Beach.
- c. Eight (8) presentations total to quasi-governmental agencies consisting of the Midtown Community Development Agency (CRA) – one (1) presentation, the Midtown Miami Community Development District (CDD) – one (1) presentation, the

Wynwood Business Improvement District (BID) – (One (1) presentation), Miami-Dade MPO Bicycle/Pedestrian Advisory Committee, - one (1) presentation, Miami-Dade MPO Transportation Planning Committee (TPC) (two (2) presentations), and the Miami-Dade MPO Citizen's Transportation Advisory Committee (CTAC) (two (2) presentations).

- d. Ten (10) additional unscheduled meetings will be prepared for and attended at the direction of the project manager. These meetings may include meetings with major employers, business groups, area developers, and community based organizations.
- e. A Project Advisory Team (PAT) will be established consisting of, but not limited to, representatives from the Miami-Dade Transportation Planning Organization (TPO), Miami-Dade Transit, City of Miami, City of Miami Beach, Miami-Dade County Expressway Authority (MDX), South Florida Regional Council (SFRC), Federal Highway Administration (FHWA), , Florida Highway Patrol and other project stakeholders within the corridor. A total of four (4) PAT meetings are anticipated as part of this scope of services.
- f. The identification of project issues within FDOT District Six will be promulgated through interdepartmental briefings and District Interchange Review Committee (DIRC) meetings. A total of ten (10) meetings/presentations are assumed as part of internal FDOT coordination for this project.
- g. The Consultant will conduct two (2) public workshops to obtain input from the general public. One (1) workshop will be held in the City of Miami and one (1) workshop will be held in the City of Miami Beach in the vicinity of the corridor. The Consultant will prepare an agenda, handouts, presentation graphics, legal and/or display advertisements, letters of notifications of elected and appointed officials and other interested parties, news releases, and summary notes of meetings. The Consultant will investigate potential meeting sites and advise FDOT District 6 on their suitability.
- h. The Consultant may prepare and submit an overall Methodology Letter of Understanding (MLOU) to the FDOT for approval, prior to preparing and submitting any technical report(s). The MLOU will outline the criteria, assumptions, processes, and documentation requirements for this project. The MLOU may be shared with the DIRC, FDOT Central Office and FHWA to obtain concurrence on the proposed methodology for this project.

The results of this task will be summarized in the Agency Coordination Documentation Report.

Task 3 – City Commission Meetings

The Consultant will prepare for, attend, and present at two (2) city commission meetings (City of Miami and City of Miami Beach) The Consultant will prepare handouts, presentation graphics, and summary notes of meetings.

Alternatives Development

Task 4 – Performance Measures

Performance measures and targets will be developed specifically for the project. These performance measures are intended to assist in the evaluation of alternatives and to provide a basis for evaluating improvements on subsequent studies. With current *Fixing America's Surface Transportation (FAST) Act and Moving Ahead for Progress in the 21st Century Act (MAP-21)* requirements, FDOT Central office has been developing performance measurements and targets, system wide and corridor wide. It is the desire of this project to further develop performance measurements that are consistent with community goals and objectives and that address technical concerns that are identified in FAST Act MAP-21. Performance measures will be developed for the following areas: mobility, quality of travel, safety, energy and environmental impacts, and freight movement. The FAST Act and FHWA have adopted regional models of cooperation as an emphasis area, with performance measures for regional collaboration in areas such as technology and tools, institutional arrangements and governance, and performance management processes. These measures will be incorporated into the I-195 Corridor Study through the Public Information and Intergovernmental Coordination, including coordination and collaboration with partners throughout the development of the study, and sharing of data and information.

The approach for developing performance measurements for this study will be to assemble a draft set of performance measures and targets building upon the efforts of FDOT Central Office and District Six and taking into consideration the information available from existing data sources. The draft performance measures will be presented in a draft technical memorandum. After the review period, refinements will be implemented and a final document will be created and used as a guiding document throughout the course of the study. The results of this task will be summarized in a final memorandum.

Task 5 – Data Collection

This task consists of assembling the transportation planning, social, economic, and environmental data and information within the corridor and the area influenced by the corridor. These activities should draw upon the latest existing data, as feasible and appropriate, including recent studies for both the Interstate 195 and Interstate 95 corridors. The amount of new traffic data collected should be sufficient to develop conceptual improvements. Pertinent data will be collected for the entire corridor including previously completed studies and new traffic data along the corridor. Data collection will consist of the following:

- a. Aerial photography - Available aerial photography or raster images will be used as a basis for plotting various data necessary for the study. Aerial photography will be fully compiled and provided by the FDOT. The aerial photography shall be controlled color digital photography with the capability to utilize as a raster image. The aerial photography will provide for a plan sheet view equal to at least 1"=200' and a resolution of 1"=1' at a minimum. Aerial photography will also include the interchanges that improvements are currently under study by others or have planned or programmed improvements. This aerial photography will be used to provide a base map for existing and future conditions analyses.

- b. Previous studies/transportation plans - Obtain relevant prior or ongoing corridor studies that may impact the I-195 corridor including, but not limited to, the I-95 Corridor Planning Study, the Miami-Dade MPO's Long Range Transportation Plan (LRTP), FDOT's Five-year Work Program, FDOT's SIS 10-Year Plan, FDOT's SIS Cost Feasible Plan, the Southeast Florida's Express Lanes Network (ELN) Regional Concept of Traffic Operations (RCTO), and FDOT's Bicycles on Limited Access Facilities Pilot Program report. Coordination with FDOT's project manager will be performed to include studies and projects with the municipalities. This scope of services assumes a maximum of ten (10) studies/plans will be obtained in this task.

- c. Existing roadway characteristics - Obtain characteristics primarily utilizing FDOT Roadway Characteristics Inventory (RCI) data and existing record drawings. This scope of services assumes that FDOT will provide the most recent as-built drawings of the corridor consisting of the following:
 - 1. Typical Sections – Prepare description and extent of each cross-section element, numbers of lanes, and widths. A maximum of 15 existing typical sections are assumed in this scope of services.
 - 2. Right-of-Way - Obtain right-of-way information for project limits from FDOT. Right-of-way will be provided by FDOT for interchanges, ramps, crossroads, drainage easements, and any retention areas. FDOT will provide all on-system right-of-way way data in electronic Micro station format including established property lines and right-of-way for parallel-related transportation corridors, as necessary. FDOT will provide all right-of-way information for this project.
 - 3. Signage – Identify the location of all overhead sign structures along the corridor that may be impacted by proposed improvements utilizing FDOT's video log. Limited corridor field reviews will be conducted to confirm signage and identify any existing signage not included in the video log.
 - 4. Interchange/Ramp Design - Specify interchange type, collector/distributor roads, frontage roads, auxiliary lanes and other access from the RCI database and/or the as-built drawings.
 - 5. Intelligent Transportation System (ITS) Equipment - Obtain existing documents and plans pertaining to ITS in the corridor.
 - 6. Posted Speeds - Identify posted and advisory speed limits throughout study area from RCI database, existing as-built plans, and/or field reviews. Design speed data will be compiled only if readily available.
 - 7. Alignments - Identify horizontal and vertical alignment data as necessary from readily available information from the RCI database and/or as-built plans.

8. Traffic Signals – Obtain information from Miami-Dade County Signs and Signals Division to identify types of traffic signal infrastructure, hardware, software, and signal timings along the corridor and within the interchange influence areas.
9. Utility Information – Utilizing the aerial photography provided by FDOT, base maps will be prepared for the study area. Base maps will be provided to FDOT. FDOT will identify/plot all utility structures and installations that may hinder corridor expansion/redesign and other utilities, which may require consideration in the development of transportation corridor improvements, in Micro station format. Additionally, FDOT to coordinate with utility owners (within the project corridor) to obtain utility mark ups and provide them to the consultant.
10. Drainage System – Identify drainage system information provided on FDOT's RCI data.
11. Public Transportation Data – Obtain and compile transit services/ridership, van-pool/carpool activities and transportation programs relevant to the corridor.
12. Initial Traffic Data – Obtain compile the following traffic data along the corridor:
 - a. 72-Hour Speed/Volume/Classification Data – 72-hour traffic data from FDOT's Traffic Online database will be obtained and compiled. The Consultant will five (5) 72-hour mainline counts collecting speed, volume, and classification at the following locations:
 1. Between Interstate 95 and SR 5/US 1/Biscayne Boulevard
 2. East of the SR 5/US 1/Biscayne Boulevard East Ramps (MP 2.108)
 3. Julia Tuttle Causeway Midpoint (MP 3.252)
 4. West of the SR 907/Alton Road West Ramps (MP 4.200)
 5. East of the SR 907/Alton Road West Ramps (MP 4.730)

Existing FDOT traffic resources will be used for all ramp volume and classification data required for this study. Additional 72-Hour volume data may be collected at other selected locations as agreed upon and approved by the Department prior to data collection.

- b. Four (4) hour Intersection Turning Movement Data – The Consultant will conduct intersection turning movement data during two (2) separate two (2) hour peak periods identified from the 72-hour volume data. The counts will include pedestrians and bicyclists. Counts will be conducted at the following locations:
 1. NW 12th Avenue at NW 40th Street
 2. NW 12th Avenue at NW 39th Street
 3. NW 10th Avenue at NE 39th Street
 4. North Miami Avenue at SR 25/NW 36th Street
 5. North Miami Avenue at I-195 EB Off-Ramp
 6. North Miami Avenue at I-195 WB On-Ramp/NW 38th Street

7. NE 1st Avenue at NE 38th Street
8. NE 1st Avenue at the NE 37th Street Connector
9. NE 1st Avenue at SR 25/NE 36th Street
10. NE 2nd Avenue/North Federal Highway at SR 25/NE 36th Street
11. SR 5/US 1/Biscayne Boulevard at NE 36th Street
12. SR 5/US 1/Biscayne Boulevard at NE 38th Street
13. North Federal Highway at NE 38th/39th Street
14. NE 2nd Avenue at NE 39th Street
15. NE 38th Street at NE 6th Avenue
16. NE 36th Street at NE 5th Avenue (S)
17. SR 907/Alton Road at North Bay Road/Chase Avenue
18. SR 907/Alton Road (E) SB at SR 907/Alton Road (W) NB
19. SR 907/Alton Road (E) at Barry Street
20. SR 907/Alton Road (E) at I-195/West 41st Street
21. I-195 EB at North Bay Road
22. SR 907/Alton Road (W) NB at North Bay Road
23. SR 907/Alton Road (W) at 43rd Street/Ed Sullivan Drive
24. SR 907/Alton Road (W) SB at North Bay Road
25. SR 907/Alton Road (W) NB at Alton Road (E) NB

This task includes two (2) additional two (2) undetermined locations for turning movement counts.

- c. Travel Time Data – A four (4) hour travel time and delay study will be conducted in both directions along the mainline of the corridor during a typical weekday. The study will be conducted consistent with the most recent version of the FDOT Manual on Uniform Traffic Studies (MUTS) Manual. A minimum of ten (10) travel time runs in direction should be performed as part of this task. Consider using HERE data, requested from central office, to validate travel time data runs.
 - d. Conduct bluetooth data collection using up to ten (10) origin/destination Bluetooth units to collect origin/destination travel patterns for the corridor. Locations will be further determined with the department. Additional origin destination data may be collected at selected locations as agreed upon and approved by the Department prior to data collection.
13. Supplemental Traffic Data – Additional traffic data will be collected as required for modeling/operational analysis purposes. This will include additional speed, lane utilization, vehicle classification, travel time, weaving, queuing, delay, and origin-destination, as necessary. A maximum budget will be established as part of this scope of services for these types of additional data collection, and the specific types and locations will be determined during the initial phases of this project.
 14. Crash data – The most recent available crash data (5-years) will be obtained from FDOT's crash database (on-system) along the corridor and within interchanges/interchange influence areas, as needed. No off-system crash data

will be collected/compiled as part of this task. Summary reports shall be prepared to identify crash frequencies along the I-195 mainline and along ramps, predominant crash patterns, high crash locations, severity of crashes and other pertinent crash statistics.

15. Operational Field Reviews – Initial field reviews will be conducted to identify preliminary operational deficiencies on the corridor's mainline, interchanges, and interchange influence areas during the two (2) weekday peak periods of two (2) hours in duration. In addition, the visits will determine/verify signal phasing information, such as protected/permitted left-turn operation, right-turn-on-red restrictions, and phase overlaps. These field reviews will be conducted via passenger car and/or Sun Guide Center observations for the corridor mainline. Individual site visit field reviews will include interchanges/interchange influence areas. Two (2) staff members will perform these field reviews.

Task 6 – Existing Conditions Data Analysis

An existing conditions data analysis will be performed for the data collected as part of Task 5: Aerial photography, current transportation plans, typical cross sections, right-of-way, ITS equipment, utility infrastructure, drainage system, and public transportation data. The geometric (horizontal and vertical) analysis will be conducted at a level of detail consistent with the data provided by FDOT. The analysis will be summarized in a report with exhibits. Traffic and crash data analysis will be performed as part of other tasks in this scope of services.

Task 7 – Future Traffic Volume Forecasting

Future year forecasts will utilize the Southeast Florida Regional Planning Model (SERPM). The most recent version of the SERPM model at the time of contract notice to proceed will be utilized. Future traffic projections will be developed for future no-build and future build conditions and will be used to prepare improvement concepts for roadway typical sections, interchange, and intersection designs. A traffic volume forecasting methodology memorandum will be developed, reviewed, and approved by FDOT prior to the development of future traffic forecasts.

Average daily traffic, design hour volumes, and AM and PM peak hour turning movement volumes will be developed for the present year and the future year horizon long-term (year 2045). The development of future traffic volumes will be consistent with the policies and procedures outlined in FDOT's *Project Traffic Forecasting Handbook* and *Project Traffic Forecasting Procedure* (# 525-030-120). Future AM and PM peak hour traffic forecasts for intersections will be developed using the FDOT's *TMTTool* or a similar analysis tool.

SERPM will be utilized to produce forecasts for the horizon year to test various infrastructure improvement and operational strategies in the I-195 study. Future year AM and PM turning movement volumes will be developed for the 27+/- intersections within the study corridor based on differences between model estimates and observed data using the FDOT's *TMTTool* or a similar analysis tool. For I-195 corridor, any interchange access requests would need to be coordinated separately outside of this scope of services.

The results of this task will be summarized in Design Traffic Technical Memorandum.

Task 8 – Operational Model Development / Analysis (Macroscopic)

Intersection, corridor, and interchange influence area capacity analyses will be performed based upon software based on the Highway Capacity Manual (HCM) 2000 and 2010 Editions, as applicable. The analyses will be consistent with the guidelines outlined in FHWA's *Traffic Analysis Toolbox* technical documents and will evaluate the corridor's operations based upon the appropriate MOEs including, but not limited to, density, level of service, delay, volume-to-capacity ratio, queue length, travel time, throughput, and speed. Queue spillbacks from exit ramps onto I-195 shall be documented, and the conceptual design alternatives shall address existing and future spillback onto I-195.

The analysis will include existing conditions, future long-term without improvements (No Build Alternatives), and future long-term with improvements scenarios (build alternatives) during applicable two (2) peak periods (AM and PM). The long-term analysis will examine two (2) geometric scenarios (build alternatives) for the long-term horizon along with one (1) final analysis for the long-term recommended build Alternative.

The operational analysis will be the basis for the development of long-term conceptual improvements. Software analysis tools that may be used for the traffic operational analysis include the most recent version of the Highway Capacity Software (HCS) for ramps/weaving analyses and Synchro/Simtraffic for intersection analyses. Existing condition Synchro analyses will be calibrated from the collected traffic data and peak period field reviews (queue lengths, lane utilization, etc.) HCS will be utilized to examine ramp areas and merge/diverge areas. The results of the analysis will be summarized in an operational analysis report.

Task 9 – Operations Model Development / Analysis (Microscopic)

A VISSIM or CORSIM micro-simulation model will be developed for I-195 from east of Alton Road (E) to west of the I-95 interchange area/NW 12th Avenue including all crossing interchanges and adjacent intersections that have influence on operations for both the AM and PM peak periods. These simulation models will assist in analyzing the operational performance for the corridor. Another objective is to develop a micro-simulation model that can be used for analyzing operations on subsequent studies after this study is completed (e.g., future PD&E studies). The VISSIM/CORSIM model will be calibrated to existing conditions based on FDOT/FHWA guidelines and criteria. The calibrated VISSIM/CORSIM model will be used to develop models of future long-term no-build (future traffic without improvements) and build alternatives (future traffic with improvements).

Simulation analyses will be performed to assess operating conditions for the network within the I-195 area of influence. VISSIM/CORSIM traffic simulation models will be used for evaluating traffic operations for the no-build alternative and the build alternatives. The following scenarios will be analyzed:

- 2017 Existing Conditions (model calibration)
- 2045 No-Build and Build Alternatives (long-term)

Due to the complexity of the study area, the likelihood that there could be several alternatives for each interchange location and several typical section alternatives for the I-195 mainline creates the possibility of multiple “full” corridor build alternatives; therefore, it will be necessary to employ a modeling strategy that capitalizes on the analysis tool and minimizes resources.

The number of build alternatives modeled in the full VISSIM/CORSIM model that is documented in the final reports will be limited to three (3) build alternatives for the long-term conditions.

The long-term model runs will be managed such that the final model alternative for the long-term design year will be represent the recommended long-term alternative. The two (2) initial alternative runs for the long-term conditions will be used to test a range of concepts that can be used to learn about the best features that should be part of the recommended third long-term alternative. The following subtasks describe in detail the VISSIM/CORSIM Simulation work to be performed:

- a. Prepare Existing Conditions Model – An existing conditions model will be prepared for both AM and PM peak periods. These models will be constructed based on the following items, which will confirm that the calibration process is performed properly:
 - Finalize model limits
 - Code geometry
 - Code signals/traffic control
 - Code traffics volumes/routing
 - Enter AM and PM traffic data
 - Error checking
 - Prepare output processing

The model limits extend approximately 5 miles along I-195 from west of I-95 to Alton Road (E). All study interchanges (NW 12th Avenue, I-95, North Miami Avenue, Biscayne Boulevard, and Alton Road) and mainline portions will be included. The interchange areas of influence will consist of the intersections outlined in Task 5.c.13.b and all connecting/adjoining roadway segments. Since the alternatives will include potential connections to the 95 Express lane system, the model will include the sufficient coverage of the 95 Express lane system to adequately evaluate the impacts of new connections.

Data used in the development of the simulation models may be grouped by network geometry, traffic control devices, and traffic volume information. Simulation development will be in accordance with the FDOT's Protocol for VISSIM/CORSIM simulation. The overall deliverable for this subtask is the AM and PM peak period VISSIM/CORSIM, un-calibrated existing conditions models.

- b. Existing Model Calibration – Once the 2017 existing conditions VISSIM/CORSIM model is constructed and error-checked, the simulation model will be calibrated to replicate the

traffic performance of the existing conditions. The calibration of the existing AM and PM peak period models will adhere to the criteria and measures specified in the FHWA Traffic Analysis Toolbox Volume III. The VISSIM/CORSIM simulation development and calibration procedures/parameters will be documented as part of the Existing Conditions efforts including the following:

- Establish Statistics and Criteria
 - Calibrate AM peak model
 - Calibrate PM peak model
 - Prepare calibration summary tables and figures
- c. Future No Build Models/Analyses – No-build (2045) traffic analysis will be prepared for both the the long-term horizon year. These models will consist of existing conditions with future traffic demands applied. The model will include both AM and PM peak periods. The overall deliverable for this subtask is the AM and PM peak period long-term no-build models (2 models total) and summary tables of MOEs.
- d. Long-Term Build Models/Analyses – Three (3) long-term (2045) year models will be prepared based on the concept design work prepared in other tasks. The first two (2) complete system alternatives will test a range of design potential improvements. The results of these two (2) models will be used to help create a third and final alternative. The long-term alternatives are anticipated to reflect more robust construction, including mainline/ express lane and system-to-system improvements. The deliverables for this subtask will be AM and PM peak period long term build models (6 models total) and summary tables of MOEs.
- e. Model Documentation – A summary report of the modeling work will be prepared. The document will focus on providing sufficient documentation so that future projects that will need to reanalyze alternatives in the corridor may re-use the same VISSIM/CORSIM models. The summary report will include output used for the assessment of various MOEs consisting of the following:
- Corridors/Routes - vehicle trips, travel time, and speed
 - Interchange Ramps/Intersections - turning movement volumes, delay times, and queue lengths
 - Overall Network - vehicle trips, travel time, and delay time

The simulation outputs will be used for comparing build and no-build alternatives. MOEs that will be assessed from the VISSIM/CORSIM models include travel time sections, node evaluations, link evaluation segments, and network-wide output.

Task 10 – Safety Analysis

A corridor wide safety analysis will be conducted as part of this study using the latest five (5) years of crash data compiled and obtained as part of Task 4. The analysis will consist of GIS-based crash clustering to identify concentrations of crashes along the mainline and ramps by frequency, crash type, direction, etc. Collision diagrams are not included in the scope of services. Field reviews will be conducted to identify improvements based upon the prevalent crash patterns to identify potential causes and countermeasures.

The safety analysis will identify improvements to specifically address crash patterns along the corridor, ramps, ramp terminals, and interchanges. This analysis will assist in determining locations with high crash rates and trends that would indicate the need for a conceptual design improvement. Where possible, the analysis should identify general countermeasures to address multi-modal crash patterns. The analysis will be conducted using the Highway Safety Manual's Predictive Method where applicable. The results of the analysis will be summarized in a safety analysis report.

Task 11 – Conceptual Improvement Development

A series of conceptual improvements will be developed in response to the deficiencies identified in the operational analysis for the long-term horizon. The improvements will be developed using the latest editions of the FDOT Design Standards, FDOT Plans Preparation Manual, and A Policy on Geometric Design of Highways and Streets, 6th Edition (AASHTO Green Book). The improvements will be developed at a conceptual level utilizing aerial photography and available as-built plans. The purpose of the development of the conceptual improvements is to determine the general feasibility, identify right-of-way impacts, determine critical design issues, and develop order of magnitude construction costs. Horizontal and vertical alignments, estimated acreage of right-of-way, utilities, extent of locations for retention basins, lighting and sign structures, and other design features that may be pertinent to the analysis of the alternatives will be considered. Field reviews will be conducted to verify the vertical and horizontal geometry and to confirm feasibility of the potential improvements. The conceptual improvement plan will include the evaluation of potential bicycle and pedestrian facilities along the corridor from SR 907/Alton Road to SR 5/US 1/Biscayne Boulevard, specifically addressing the existing share-use path on the eastern section of the corridor.

Concept design plans for the long-term horizon year will be prepared for final recommended alternatives on aerial base plans sheets at a scale of 1" = 100'. Key features will be labeled. Typical sections for final recommended alternatives will also be prepared. These typical sections will be prepared for each where the existing or proposed typical section differs significantly.

- a. Long-Term Conceptual Improvements – Long-term improvements will be developed for the corridor and interchanges based upon the deficiencies identified in the existing conditions analysis and operational analysis performed for the long-term (2045) no-build alternative. Multiple improvements within the recommended alternatives are anticipated to address long-term operational deficiencies ranging from broad corridor wide

improvements to location-specific improvements. Improvements may include alternative corridor enhancements including corridor/incident management, active traffic management, and transportation systems management and operations (TSM&O) concepts. The corridor will be divided into three (3) sections for purposes of long-term conceptual improvement development:

- Western Section – West of I-95 interchange to East of SR 5/US 1/Biscayne Boulevard interchange.
- Central Section – East of SR 5/US 1/Biscayne Boulevard interchange to West of SR 907/Alton Road interchange
- Eastern Section – SR 907/Alton Road interchange

The task includes the development of two (2) long-term improvement concepts for the 2045 design year. In addition, a preliminary analysis will be performed for two (2) conceptual 'sketch level' set of improvements at each interchange/interchange influence area in the long-term horizon, which will be further analyzed in the operational analysis outlined in Task 8. Conceptual design development refinements will be prepared for the preferred long-term alternative at each location. These long-term concepts will be evaluated from the standpoint of constructability considering how the improvement alternatives can be implemented independently.

Concept design plans will be prepared for final recommended long-term alternative on aerial base plans sheets at a scale of 1" = 100'. A maximum number of 40 plan sheets will be prepared. The extent of the improvements and drawing scale will determine the number of sheets needed. Key features will be labeled. Typical sections for final recommended alternatives will also be prepared. These typical sections will be prepared for each where the existing or proposed typical section differs significantly. A maximum of fifteen (15) typical sections are anticipated in this scope of services.

Construction cost estimates will be developed for the recommended long-term Build Alternative only. The cost estimate will be developed using the Long Range Estimate (LRE) system. The LRE will be updated one (1) time during the course of the study.

The results of this task will be summarized in a Conceptual Improvements Plan Report.

Task 12 – Environmental Analysis

The purpose of the environmental analysis will be to support future Efficient Transportation Decision Making (ETDM) processes (to be completed by others). A preliminary environmental analysis will be conducted. Tasks will include the following:

- a. Conduct Desktop Noise Impact Analysis - Identify noise-sensitive sites along the corridor and those within generalized LOS C noise impact contours not already protected by existing noise barriers. Summarize potential noise wall mitigation strategies and planning-level costs. No field noise measurements will be collected.

- b. Conduct Preliminary Environmental Evaluation – Review available project background information. Coordinate with CEMO/GeoPlan as necessary to enter Area of Interest GIS linework into the (internal/non-public) Environmental Screening Tool (EST) for the 5-mile corridor. Develop preliminary Project Description and Purpose and Need Statement. Review and summarize EST GIS analysis results and compile EST inputs needed to evaluate the mainline.

- c. Conduct Preliminary Review of Cultural and Historic Resources – Task involves detailed background research and GIS Analysis of Cultural and Historic resources within the study area. A technical memorandum summarizing the findings of this review will be prepared.

The results of the analysis will be summarized in an environmental analysis memorandum.

Task 13 – Conceptual Improvement Evaluation/Prioritization

A matrix evaluation will be developed comparing each of the long-term improvement alternatives to determine the relative impacts and costs associated with each alternative action. The matrix evaluations shall compare each alternative by category and result in a ranking of viable long-term alternatives. The objective of this comparison is to select the most viable alternative. Items to be evaluated include at a minimum:

- Construction costs
- Right-of-way acquisition
- Pre-construction, design and construction engineering inspection (CEI) costs
- Relocations required
- Traffic and transit operations, demand/capacity reliability
- Environmental mitigation impacts

The long-term preferred improvements will be evaluated to identify a prioritization matrix to provide guidance on the improvements that are most cost effective and implementable. Detailed evaluation criteria will be developed and submitted to stakeholders for input. Performance measures specific to the corridor will be identified and incorporated in the matrix. The final report will provide recommendations for preferred alternatives based upon this evaluation as well as phasing/prioritization of implementation.

Reporting

Task 14 – Reporting and Documentation

The following reports will be prepared as part of this analysis:

- a. Public Involvement Program
- b. Agency Coordination Documentation Report
- c. Performance Measures Memorandum
- d. Future Traffic Forecasting Methodology Memorandum
- e. Design Traffic Technical Memorandum
- f. VISSIM/CORSIM Operations Model Development and Calibration Report
- g. Existing Conditions Data Analysis Report
- h. Operational Analysis Report
- i. Safety Analysis Report
- j. Conceptual Improvement Plan Report
- k. Conceptual Improvement Evaluation/Prioritization Criteria Report
- l. Overall Final Corridor Report
- m. Executive Summary

The overall final corridor report and executive summary will be the compilation and summarization of all other deliverables/reports associated with this project. Drafts of each report will be submitted for review. The reports will be concise but will consist of sufficient text, graphics, sketches, and tables. This task includes a response to one (1) set of comments from FDOT and the PAT. Also, the final report - This document shall provide a summary of all project issues as well as the previously prepared technical memorandums, listed above. This document should provide sufficient information to feed directly into a potential PD&E Study without any duplication of effort, and demonstrate that all reasonable travel demand and operational management strategies for the corridor were considered in sufficient detail.

- Final Report will include:
 - Detailed project needs statement, transit ridership projection and design traffic report and alternative analysis.
 - Pictures, charts, diagrams, maps, tables, concept illustrations, before and after illustrations, renderings and any tool to facilitate the reading and visualization of the report, for better illustration of the actions recommended in the study.
 - Separate Appendices
 - Any brochure or printed material that contributes to enhance the study
 - Final Report will be submitted in electronic format on a CD-ROM or DVD, as well as all documentation, and graphic files.
 - Two hard copies and electronic format on CD-ROM or DVD will be submitted.

The estimated completion period for this study will be twenty-four (24) months. The estimated cost for this study is **\$1,493,673.50**.

Optional Services

Task O1 – Additional Structural Analysis

Structure Characteristics and Conditions - Obtain, compile, and summarize characteristics including typical section, structure type, structure conditions, horizontal/vertical clearance, span arrangements, pier locations, and channel data (if over water). In addition to the bridge interchanges, bridges along or over the project corridor are included. The list of structures is as follows:

- a. SR 112/NW 12th Avenue Overpass– #87-0022
- b. SR 112 Westbound On-Ramp from SB 95 Express - #87-0775
- c. SR 112/NW 10th Avenue Eastbound Overpass - #87-0304
- d. SR 112/NW 10th Avenue Westbound Overpass - #87-0335
- e. SR 112 Eastbound Off-Ramp (87004002) to I-95 - #87-0776
- f. SR 112 Eastbound Off-Ramp (87270514) to NB 95 Express - #87-0713
- g. NW 10th Avenue On-Ramp (87270515) Overpass to NB 95 Express - #87-0777
- h. SR 112 Eastbound Off-Ramp (87004002) to NB I-95 - #87-0305
- i. SR 112 Eastbound Off-Ramp (87270178) to SB I-95 - #87-0343
- j. SR 112 Eastbound (87270178) to I-95 SB over NW 35th/36th Street - #87-0336
- k. I-195 Westbound (87004004) to I-95 SB over NW 35th/36th Street - #87-0342
- l. I-95 Northbound to SR 112 WB/I-195 EB over NW 35th/36th Street - #87-0341
- m. SR 7/NW 7th Avenue Overpass over SR 112 - #87-0021
- n. SR 7/NW 7th Avenue Overpass over I-95 Ramps - #87-0023
- o. I-95 Northbound Overpass - #87-0440
- p. I-95 Southbound Overpass - #87-0321
- q. I-95 Northbound Off-Ramp (Ramp 003) Overpass - #87-0332
- r. I-95 Southbound Off- Ramp (87270180) Overpass - #87-0331
- s. I-195 Westbound Off-Ramp (Ramp 004) Overpass - #87-0325
- t. NW 3rd Avenue Eastbound Bridge - #87-0333
- u. NW 3rd Avenue Westbound Bridge - #87-0326
- v. NW 2nd Avenue Bridge = #87-0310
- w. NW 1st Avenue Bridge - #87-0311
- x. North Miami Avenue Bridge - #87-0312
- y. NE 1st Avenue/SR5/US 1/Biscayne Boulevard Bridge - #87-0313
- z. West Shore Waterway Bridge - #87-0314
- aa. I-195 WB Off-Ramp/West Shore Waterway Bridge - #87-0375
- bb. I-195 EB On-Ramp/West Shore Waterway Bridge - #87-0376
- cc. Intracoastal Waterway (W) Bridge - #87-0301
- dd. Intracoastal Waterway (E) Bridge - #87-0302
- ee. SR 907/Alton Road Overpass - #87-0303
- ff. I-195 EB Off-Ramp to NB Alton Road Overpass - #87-0377

An existing conditions data analysis will be performed for the data collected as part of this task.



ATTACHMENT B

(Traffic Peak Spreading Review)



FDOT Florida Traffic Online (2016)

Zoom to

State Extent

Florida Counties
Zoom to a county ▼

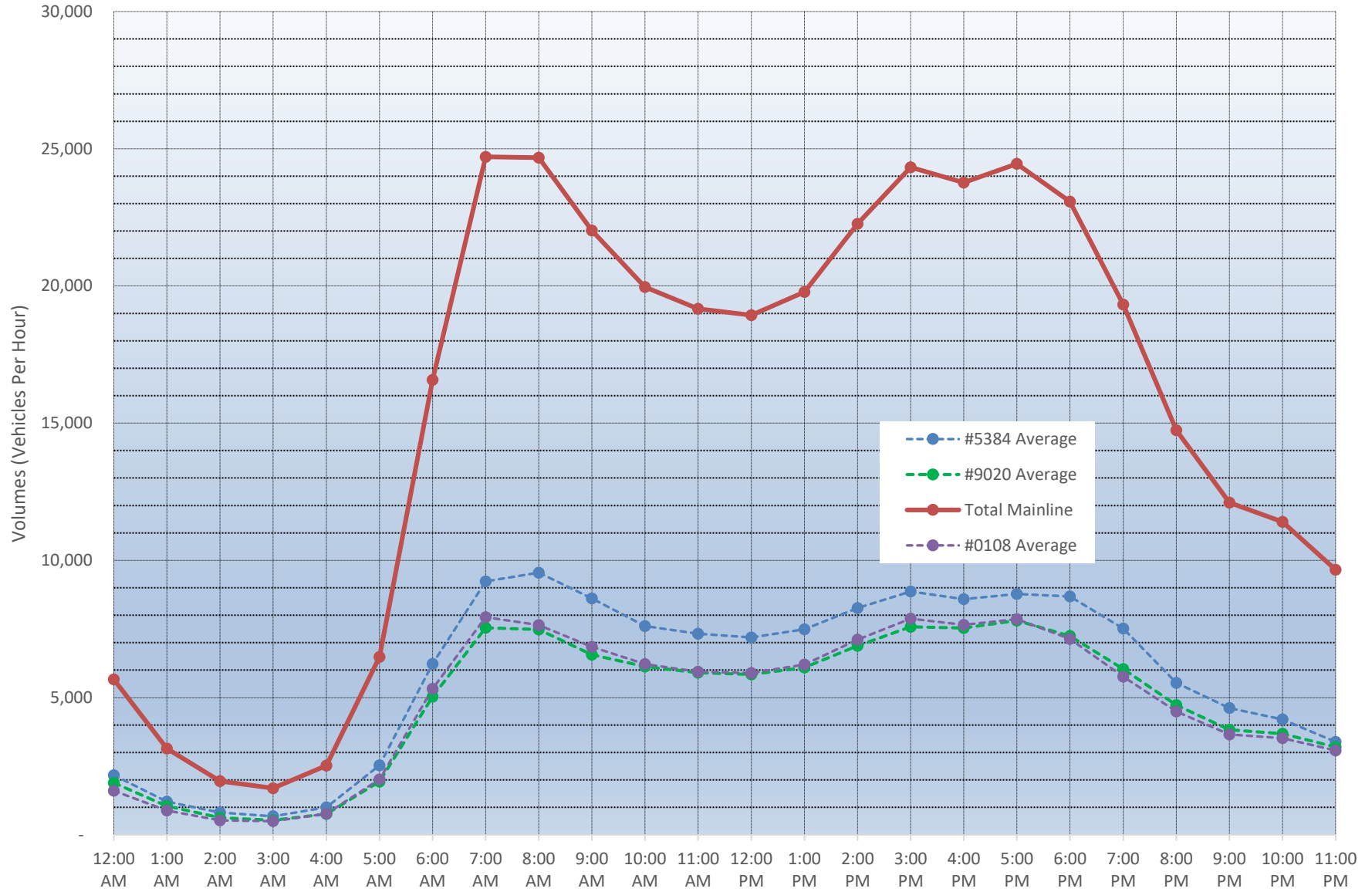
Florida Cities
Zoom to a city ▼

LEGEND

- Portable Traffic Monitoring Sites
- Telemetered Traffic Monitoring Sites
- Toll Roads
- Interstates
- Roads
- Rivers
- Lakes
- County Lines
- Cities and Towns
- FDOT Urban Areas
- County Boundaries



Hourly Volume Profile Mainline I-195 Based on FDOT 2016 FTI Data



I-195 Corridor Planning Study
Hourly Volume Profile on Mainline I-195 Based on FDOT 2016 FTI Data

Hour	Station #5384				Station #9020				Station #0108				Total Mainline ¹
	9/27/2016	9/28/2016	9/29/2016	#5384 Average	8/23/2016	8/24/2016	8/25/2016	#9020 Average	8/23/2016	8/24/2016	8/25/2016	#0108 Average	
12:00 AM	2,287	2,114	2,106	2,169	2,237	1,673	1,761	1,890	1,512	1,590	1,697	1,600	5,659
1:00 AM	1,371	1,104	1,160	1,212	1,259	857	1,032	1,049	834	811	1,006	884	3,145
2:00 AM	910	796	722	809	768	496	609	624	489	462	612	521	1,955
3:00 AM	709	633	679	674	591	406	590	529	480	405	600	495	1,698
4:00 AM	1,040	982	983	1,002	776	709	791	759	781	701	811	764	2,525
5:00 AM	2,672	2,487	2,423	2,527	1,979	1,932	1,902	1,938	2,044	1,989	2,025	2,019	6,484
6:00 AM	6,589	6,104	5,988	6,227	5,093	5,125	4,876	5,031	5,245	5,395	5,325	5,322	16,580
7:00 AM	9,615	8,953	9,139	9,236	7,543	7,651	7,423	7,539	7,831	7,954	8,005	7,930	24,705
8:00 AM	10,058	9,494	9,106	9,553	7,434	7,682	7,316	7,477	7,548	7,699	7,675	7,641	24,671
9:00 AM	8,659	8,786	8,396	8,614	6,657	6,640	6,378	6,558	6,935	6,886	6,726	6,849	22,021
10:00 AM	7,443	7,586	7,799	7,609	6,199	6,272	5,926	6,132	6,224	6,267	6,173	6,221	19,963
11:00 AM	7,176	7,530	7,263	7,323	5,923	5,898	5,894	5,905	5,853	5,925	6,042	5,940	19,168
12:00 PM	7,251	7,107	7,229	7,196	6,020	5,746	5,761	5,842	5,964	5,806	5,915	5,895	18,933
1:00 PM	7,620	7,450	7,384	7,485	6,110	6,156	6,003	6,090	6,174	6,175	6,263	6,204	19,778
2:00 PM	8,413	8,232	8,150	8,265	6,864	6,925	6,859	6,883	7,016	7,106	7,213	7,112	22,259
3:00 PM	9,085	8,759	8,763	8,869	7,552	7,608	7,581	7,580	7,718	7,926	7,979	7,874	24,324
4:00 PM	8,258	8,953	8,543	8,585	7,197	7,228	8,171	7,532	7,464	7,472	8,010	7,649	23,765
5:00 PM	8,828	9,057	8,452	8,779	7,658	7,756	8,007	7,807	7,978	7,831	7,771	7,860	24,446
6:00 PM	8,621	8,915	8,507	8,681	7,150	7,113	7,473	7,245	7,169	7,219	7,038	7,142	23,068
7:00 PM	7,749	7,381	7,422	7,517	5,736	5,678	6,700	6,038	5,661	5,616	6,019	5,765	19,321
8:00 PM	5,316	5,664	5,615	5,532	4,445	4,463	5,260	4,723	4,431	4,433	4,608	4,491	14,745
9:00 PM	4,395	4,728	4,736	4,620	3,491	3,599	4,401	3,830	3,437	3,548	3,973	3,653	12,103
10:00 PM	4,184	4,248	4,178	4,203	3,415	3,498	4,123	3,679	3,400	3,437	3,715	3,517	11,399
11:00 PM	3,622	3,422	3,112	3,385	2,865	3,072	3,666	3,201	2,804	3,033	3,387	3,075	9,661

Notes:

1. Total mainline is the sum of the averages at each countsite.

#5384

COUNTY: 87
 STATION: 5384
 DESCRIPTION: SR-112/AIRPORT EXPY. 200' W BR. OVER NW 2 AVE
 START DATE: 09/27/2016
 START TIME: 0000

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	300	269	220	221	1010	397	364	266	250	1277	2287
0100	177	136	117	118	548	241	211	195	176	823	1371
0200	97	90	72	62	321	176	154	124	135	589	910
0300	66	64	85	78	293	112	101	103	100	416	709
0400	67	119	130	183	499	115	117	160	149	541	1040
0500	222	338	513	680	1753	159	192	252	316	919	2672
0600	820	1001	1159	1249	4229	405	475	660	820	2360	6589
0700	1296	1304	1302	1353	5255	1042	1024	1127	1167	4360	9615
0800	1310	1288	1232	1221	5051	1290	1347	1207	1163	5007	10058
0900	1233	1160	1156	1170	4719	1069	1011	929	931	3940	8659
1000	1071	1077	1039	957	4144	745	827	815	912	3299	7443
1100	841	913	835	713	3302	905	1000	967	1002	3874	7176
1200	832	842	836	852	3362	929	1017	989	954	3889	7251
1300	821	957	961	979	3718	963	984	944	1011	3902	7620
1400	946	984	1114	1086	4130	1020	1093	1087	1083	4283	8413
1500	1006	985	1037	960	3988	1188	1292	1334	1283	5097	9085
1600	999	931	974	1047	3951	1226	1096	1013	972	4307	8258
1700	1122	1135	1117	1141	4515	1001	1154	1107	1051	4313	8828
1800	1156	1140	1125	1221	4642	1105	1001	1021	852	3979	8621
1900	1125	1050	1036	981	4192	880	981	833	863	3557	7749
2000	766	741	627	582	2716	682	656	648	614	2600	5316
2100	600	629	532	575	2336	527	544	512	476	2059	4395
2200	525	560	600	532	2217	513	520	464	470	1967	4184
2300	391	352	327	277	1347	484	674	614	503	2275	3622
24-HOUR TOTALS:	72238					69633					141871

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	715	5269	745	5011	745	10194
P.M.	1800	4642	1515	5135	1515	9116
DAILY	715	5269	1515	5135	745	10194

TRUCK PERCENTAGE 5.16 2.88 4.04

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	300	57960	10250	761	1568	438	164	308	316	171	2	0	0	0	0	3728	72238
W	132	57942	9557	415	813	354	119	169	123	9	0	0	0	0	0	2002	69633

COUNTY: 87
 STATION: 5384
 DESCRIPTION: SR-112/AIRPORT EXPY. 200' W BR. OVER NW 2 AVE
 START DATE: 09/28/2016
 START TIME: 0000

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	236	213	171	184	804	454	353	286	217	1310	2114
0100	124	128	87	81	420	199	167	164	154	684	1104
0200	68	70	68	59	265	146	146	133	106	531	796
0300	44	54	64	65	227	100	120	98	88	406	633
0400	78	106	148	178	510	90	113	141	128	472	982
0500	211	322	469	645	1647	136	169	229	306	840	2487
0600	799	973	1111	1216	4099	326	432	580	667	2005	6104
0700	1216	1242	1255	1241	4954	849	987	1029	1134	3999	8953
0800	1289	1225	1188	1115	4817	1121	1234	1197	1125	4677	9494
0900	1234	1217	1096	1210	4757	1058	997	1008	966	4029	8786
1000	1067	1030	972	826	3895	924	926	911	930	3691	7586
1100	858	911	938	941	3648	939	956	968	1019	3882	7530
1200	867	789	831	870	3357	971	945	895	939	3750	7107
1300	843	838	870	927	3478	931	1050	978	1013	3972	7450
1400	866	904	1073	1007	3850	980	1104	1184	1114	4382	8232
1500	958	911	915	996	3780	1234	1204	1260	1281	4979	8759
1600	961	948	1032	961	3902	1256	1374	1243	1178	5051	8953
1700	1098	1082	1106	1084	4370	1161	1035	1203	1288	4687	9057
1800	1178	1223	1177	1042	4620	1161	1190	1015	929	4295	8915
1900	1042	969	893	886	3790	928	973	878	812	3591	7381
2000	762	668	659	643	2732	770	785	698	679	2932	5664
2100	650	655	581	557	2443	607	625	538	515	2285	4728
2200	562	541	498	566	2167	552	530	527	472	2081	4248
2300	424	357	319	310	1410	542	529	506	435	2012	3422
24-HOUR TOTALS:	69942					70543					140485

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	715	5027	745	4686	745	9629
P.M.	1745	4662	1530	5171	1730	9433
DAILY	715	5027	1530	5171	745	9629

TRUCK PERCENTAGE 5.00 4.09 4.55

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	369	57076	8998	585	1324	539	372	266	275	137	1	0	0	0	0	3499	69942
W	136	57498	10022	507	1287	598	114	196	164	21	0	0	0	0	0	2887	70543

COUNTY: 87
 STATION: 5384
 DESCRIPTION: SR-112/AIRPORT EXPY. 200' W BR. OVER NW 2 AVE
 START DATE: 09/29/2016
 START TIME: 0000

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	300	262	214	194	970	346	332	265	193	1136	2106
0100	149	152	107	104	512	185	177	142	144	648	1160
0200	84	71	72	69	296	126	111	105	84	426	722
0300	54	55	77	68	254	119	106	99	101	425	679
0400	65	114	141	178	498	104	107	130	144	485	983
0500	215	334	459	631	1639	150	167	211	256	784	2423
0600	776	912	1086	1183	3957	307	423	594	707	2031	5988
0700	1210	1313	1298	1296	5117	868	1039	1103	1012	4022	9139
0800	1212	1185	1155	1166	4718	1110	1104	1102	1072	4388	9106
0900	1159	1205	1119	1255	4738	959	955	859	885	3658	8396
1000	1195	1102	1091	1045	4433	813	841	844	868	3366	7799
1100	927	911	947	961	3746	824	894	908	891	3517	7263
1200	902	891	857	926	3576	863	936	950	904	3653	7229
1300	872	890	921	927	3610	932	925	919	998	3774	7384
1400	933	952	1018	1005	3908	994	1082	1093	1073	4242	8150
1500	1029	1012	1038	1001	4080	1112	1229	1160	1182	4683	8763
1600	1031	996	1003	1025	4055	1120	1085	1161	1122	4488	8543
1700	1007	1053	1118	1079	4257	1133	1084	985	993	4195	8452
1800	1217	1185	1148	1186	4736	931	909	994	937	3771	8507
1900	1105	1025	988	940	4058	869	873	839	783	3364	7422
2000	806	697	703	620	2826	768	681	690	650	2789	5615
2100	632	632	613	569	2446	628	570	581	511	2290	4736
2200	561	561	608	538	2268	498	504	483	425	1910	4178
2300	458	396	353	323	1530	347	390	437	408	1582	3112
24-HOUR TOTALS:	72228					65627					137855

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	715	5119	800	4388	715	9383
P.M.	1800	4736	1515	4691	1515	8773
DAILY	715	5119	1515	4691	715	9383

TRUCK PERCENTAGE 5.07 4.08 4.60

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	315	58755	9499	653	1446	730	177	272	237	142	2	0	0	0	0	3659	72228
W	172	53104	9675	510	1179	533	94	197	146	17	0	0	0	0	0	2676	65627

#9020

COUNTY: 87
 STATION: 9020
 DESCRIPTION: SR 112/I-195/JULIA TUTTLE CSWY, 2900' E US-1 @R108
 START DATE: 08/23/2016
 START TIME: 0000

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	348	302	293	288	1231	337	249	214	206	1006	2237	
0100	240	195	163	115	713	170	146	126	104	546	1259	
0200	91	117	111	113	432	91	85	81	79	336	768	
0300	96	51	62	69	278	71	76	78	88	313	591	
0400	60	80	123	151	414	86	71	97	108	362	776	
0500	149	276	402	567	1394	125	122	154	184	585	1979	
0600	616	854	1032	1083	3585	248	287	445	528	1508	5093	
0700	975	1041	1109	1125	4250	720	797	910	866	3293	7543	
0800	1118	949	817	796	3680	934	944	957	919	3754	7434	
0900	856	947	822	855	3480	828	841	739	769	3177	6657	
1000	793	825	873	791	3282	746	761	650	760	2917	6199	
1100	703	724	688	707	2822	736	821	774	770	3101	5923	
1200	637	697	760	747	2841	799	794	757	829	3179	6020	
1300	712	735	793	780	3020	743	808	754	785	3090	6110	
1400	712	821	899	857	3289	880	838	905	952	3575	6864	
1500	800	728	778	819	3125	1001	1102	1182	1142	4427	7552	
1600	681	725	765	741	2912	1062	1063	1069	1091	4285	7197	
1700	784	823	872	841	3320	1090	1110	1089	1049	4338	7658	
1800	856	966	886	865	3573	990	965	854	768	3577	7150	
1900	874	768	725	658	3025	763	688	702	558	2711	5736	
2000	601	609	554	523	2287	605	606	489	458	2158	4445	
2100	493	460	468	387	1808	440	428	446	369	1683	3491	
2200	461	484	490	458	1893	361	430	352	379	1522	3415	
2300	352	284	271	249	1156	414	473	466	356	1709	2865	
24-HOUR TOTALS:					57810						57152	114962

	PEAK VOLUME INFORMATION					
	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	715	4393	800	3754	730	7955
P.M.	1800	3573	1515	4488	1700	7658
DAILY	715	4393	1515	4488	730	7955

TRUCK PERCENTAGE 2.93 2.99 2.96

CLASSIFICATION SUMMARY DATABASE																	
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	259	50339	5520	273	711	188	302	107	90	17	3	1	0	0	0	1692	57810
W	245	48895	6303	293	681	208	324	100	82	20	0	1	0	0	0	1709	57152

COUNTY: 87
 STATION: 9020
 DESCRIPTION: SR 112/I-195/JULIA TUTTLE CSWY, 2900' E US-1 @R108
 START DATE: 08/25/2016
 START TIME: 0000

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	213	210	131	140	694	338	303	212	214	1067	1761
0100	126	120	106	82	434	186	145	142	125	598	1032
0200	90	57	45	61	253	107	85	90	74	356	609
0300	57	52	67	53	229	83	91	84	103	361	590
0400	59	64	127	153	403	107	99	105	77	388	791
0500	158	237	383	517	1295	129	155	148	175	607	1902
0600	567	769	987	1106	3429	247	273	430	497	1447	4876
0700	968	1023	1136	1028	4155	685	816	848	919	3268	7423
0800	1012	902	824	912	3650	906	916	932	912	3666	7316
0900	827	740	773	825	3165	798	838	796	781	3213	6378
1000	757	700	735	710	2902	675	839	745	765	3024	5926
1100	763	698	718	732	2911	741	773	697	772	2983	5894
1200	625	621	669	701	2616	806	807	782	750	3145	5761
1300	666	657	754	738	2815	771	840	805	772	3188	6003
1400	774	815	885	835	3309	808	884	928	930	3550	6859
1500	791	690	780	785	3046	1070	1072	1172	1221	4535	7581
1600	868	846	866	989	3569	1158	1149	1143	1152	4602	8171
1700	886	807	889	932	3514	1082	1087	1173	1151	4493	8007
1800	966	916	998	1023	3903	972	986	847	765	3570	7473
1900	1127	964	933	863	3887	735	713	687	678	2813	6700
2000	821	717	726	698	2962	626	565	570	537	2298	5260
2100	685	678	627	573	2563	484	471	442	441	1838	4401
2200	537	636	685	660	2518	407	399	400	399	1605	4123
2300	483	497	487	452	1919	387	428	481	451	1747	3666
24-HOUR TOTALS:	60141					58362					118503

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	645	4233	745	3673	715	7688
P.M.	1800	3903	1530	4700	1600	8171
DAILY	645	4233	1530	4700	1600	8171

TRUCK PERCENTAGE 3.43 2.89 3.16

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	190	51703	6184	274	677	701	244	94	62	11	1	0	0	0	0	2064	60141
W	215	50185	6276	323	711	198	265	105	70	14	0	0	0	0	0	1686	58362

#01080

DATE 03/16/17

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
JANUARY 2016

COUNTY NAME: MIAMI-DADE STATION: 0108 DIRECTION: E LANE: 0
DESCRIPTION: SR-112/I-195, 1 MI E OF SR-5/US-1, DADE CO.
LOCATION: COUNTY 87 SECTION 004 SUBSECTION 000 MILEPOST 3.536 ROUTES: I-195 SR-112

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	F	1730	2423	1904	1303	916	1024	1595	1424	1522	1578	1941	2432	2710	3379	3529	3454	3421	3264	2843	2478	2082	2013	2425	1648	53038H
2	A	1149	682	444	367	490	933	1691	1804	2222	2347	2562	3081	3608	3715	3751	3854	3570	3512	3316	2942	2640	2429	2690	2178	55977N
3	S	1681	1060	651	548	559	910	1559	1484	1842	1948	2193	2549	2863	3278	3707	3307	3188	3097	2774	1791	2182	1839	1740	1187	47937N
4	M	764	463	289	247	451	1380	3667	4533	3928	3575	3053	2937	2916	3185	3795	3509	3624	3948	4224	3320	2174	1954	1825	1583	61344A
5	T	723	392	218	224	445	1348	3684	4599	4084	3691	3185	2929	2935	3129	3673	3620	3587	3756	3915	3116	2430	1954	1873	1162	60672N
6	W	646	336	181	225	414	1336	3515	4478	4276	3765	3056	2899	2956	3204	3511	3565	3832	3830	3833	3616	2484	2410	2133	1297	61798N
7	R	756	443	257	244	440	1379	3667	4524	4183	4009	3427	3289	3257	3388	3893	3473	3636	3588	3895	3663	2607	2161	2078	1505	63762N
8	F	912	456	284	270	455	1343	3752	4578	4360	4009	3371	3272	3398	3425	3984	3935	3924	4200	4284	3646	2680	2454	2355	1800	67147N
9	A	1430	893	545	464	504	937	2027	2210	2650	2729	2751	3021	3347	3495	4026	3688	3457	3310	3214	2870	2768	2626	2665	2239	57866N
10	S	1744	1035	697	514	539	872	1483	1568	1944	2242	2503	2853	2876	3163	3579	3431	3339	3274	3191	2591	2341	1998	1824	1291	50892N
11	M	765	426	263	268	482	1378	3685	4676	4261	3761	3269	3143	3078	3503	3618	3689	3600	3719	3935	3294	2309	1888	1707	1138	61855N
12	T	674	376	222	194	450	1278	3169	3816	3637	4391	3662	2897	3066	3059	3644	3420	3387	3864	3935	3333	2361	1900	1798	1105	59638N
13	W	672	361	181	198	433	1449	3771	4182	4091	3819	3501	3242	3192	3323	3832	3593	3639	3540	4042	3334	2314	2169	1958	1302	62138N
14	R	796	422	250	266	478	1406	3814	4153	4075	3939	3304	3074	2958	3099	3791	3573	3419	3559	3576	3610	2677	2251	2005	1494	61989N
15	F	902	487	317	289	479	1370	3733	4634	4129	3395	3319	3044	2912	3301	3551	3345	3562	3870	3890	3276	2665	2524	2590	1990	63574N
16	A	1403	947	581	539	551	907	2038	2156	2633	2619	2810	3051	3370	3750	4233	4063	3914	3497	3372	3114	2782	2538	2560	2170	59598N
17	S	1829	1326	782	574	630	928	1584	1642	1784	1952	2124	2400	2994	3047	3751	3516	3242	3152	3019	2621	2300	2113	1943	1570	50823N
18	M	1042	630	402	327	528	1349	3337	4171	3689	3336	3155	3127	3359	3392	3672	3562	3644	3635	3537	2780	2118	1988	1857	1220	59857H
19	T	717	360	214	220	494	1519	3833	4704	4232	4055	3397	2953	2879	3208	3648	3482	3627	3938	4235	3627	2451	2046	1639	1227	62705N
20	W	597	350	207	204	447	1410	3315	3204	2537	2783	3915	3150	3046	3227	3682	3584	3472	3599	3929	3560	2503	2287	1905	1340	58253A
21	R	838	420	256	248	527	1467	3818	4781	3981	4026	3491	3202	3264	3315	3953	3569	3833	3902	4149	3538	2629	2393	2181	1508	65289N
22	F	994	581	335	313	478	1415	3300	4304	3662	3747	3026	2700	2910	3216	3271	2981	3970	3906	3723	3158	2697	2448	2570	1905	61610A
23	A	1277	846	523	439	523	935	1958	2530	3036	2861	2670	2692	2969	3396	3858	3738	4154	3878	3874	3128	2754	2557	2671	2155	59422A
24	S	1687	1573	775	735	806	1733	2385	2026	2341	2584	2661	2700	2859	3035	3696	3655	3559	3332	3253	2842	2119	1934	1634	1169	55093S
25	M	832	867	321	254	482	1465	3616	4546	4191	3723	3284	3129	3180	3213	3836	3804	3677	3667	4077	3341	2289	2044	1864	1192	62894A
26	T	768	346	218	221	508	1455	3811	4493	3838	4023	3619	3171	3308	3289	3767	3634	3507	3590	3923	3402	2314	2005	1849	1359	62418N
27	W	593	315	247	205	523	1502	3868	4573	3912	3602	3630	3077	3108	3310	3577	3533	3776	3978	3788	3106	2226	2058	1867	1228	61602N
28	R	723	406	246	223	467	1367	3789	4524	3795	3592	2931	2982	3004	2997	3547	3571	3544	3644	3875	3114	2347	2181	2205	1642	60716N
29	F	873	523	326	256	496	1447	3757	4698	4176	3844	3573	3358	3390	3520	3706	3832	3908	3878	3850	3624	2884	2511	2516	2078	67024N
30	A	1475	921	571	479	486	942	1941	2231	2620	2620	2493	2760	2895	3329	3882	3782	3614	3723	3596	3122	2506	2518	2500	2203	57209N
31	S	1531	1076	713	562	620	973	1630	1633	1958	2041	2517	2883	3090	3419	3674	3638	3560	3600	3043	2549	2296	2182	1805	1267	52260N

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WEEKDAY AVERAGE = 61842 SATURDAY AVERAGE = 58014 SUNDAY AVERAGE = 51401 NUMBER OF GOOD DAYS 31 TOTAL MONTHLY COUNT = 1846400
MONTHLY AVERAGE = 59804

COMMENTS:

"B"=====> BAD DAY 1/1: NEW YEAR'S DAY; 1/18: MLK JR DAY
"N"=====> NORMAL DAY 1/4-8: PUBLIC SCHOOLS; 1/4-11: COLLEGES/UNIVERSITIES - WINTER BREAK ENDS
"A"=====> ATYPICAL DAY 1/11: NATL CHAMPIONSHIP COLLEGE FOOTBALL GAME - ALABAMA VS. CLEMSON (8:30PM EST)
"H"=====> ATYPICAL DAY (HOLIDAY) 1/24: 2016 14TH ANNUAL MIAMI MARATHON
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/16/17

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
JANUARY 2016

COUNTY NAME: MIAMI-DADE STATION: 0108 DIRECTION: W LANE: 0
DESCRIPTION: SR-112/I-195, 1 MI E OF SR-5/US-1, DADE CO.
LOCATION: COUNTY 87 SECTION 004 SUBSECTION 000 MILEPOST 3.536 ROUTES: I-195 SR-112

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	F	2105	3484	3136	2794	1983	1256	1105	1283	1175	1284	1588	2051	2282	2352	2661	3145	3420	3780	4506	3863	2757	2102	1980	2147	58239H
2	A	1569	1132	729	659	749	770	803	1444	1534	2023	2234	2693	2912	2816	3082	3512	3563	3955	4016	3522	2785	2121	2121	2378	53122N
3	S	2092	1505	1027	894	966	970	855	1359	1371	1663	2428	2877	3049	2706	2837	3452	3417	3583	3171	2268	1907	1579	1491	1690	49157N
4	M	1012	616	409	385	544	884	1581	3787	4182	3168	3253	3432	3438	3332	3910	4007	4510	4650	4656	3288	2037	1636	1523	1816	62056N
5	T	1317	599	341	313	396	669	1584	3586	3821	3272	3235	3385	3607	3411	3871	4061	4232	4726	3803	2687	2009	1655	1497	1710	59787N
6	W	1020	506	303	260	320	613	1482	3566	4074	3305	3169	3403	3516	3348	4206	4664	3118	4799	4131	2705	2132	1781	1773	1874	60068A
7	R	1265	628	367	349	475	613	1538	3655	3828	3314	3315	3475	3424	3526	3982	4090	3942	4376	4257	3859	2332	1851	1785	2102	62348A
8	F	1526	710	448	405	474	733	1455	3473	3971	3340	3506	3664	3621	3568	4143	4621	4485	4567	4347	3255	2377	2045	1971	2527	65232N
9	A	2510	1847	1147	850	751	717	815	1644	1763	2198	2423	2740	2953	3141	3364	3859	3890	3812	3674	3248	2390	2034	2114	2453	56337A
10	S	2088	1604	1067	883	806	803	767	1216	1372	1810	2298	2605	3413	3112	3190	3656	3513	3624	3481	2685	2070	1646	1537	1760	51006N
11	M	1151	575	407	375	546	822	1667	3701	4169	3473	3262	3301	3597	3302	3918	4714	4783	4630	3579	2676	1844	1630	1466	1685	61273N
12	T	1076	546	320	262	369	700	1516	3628	3954	3643	3655	3589	3677	3365	3970	4621	4721	4665	3559	2607	1997	1636	1484	2046	61606N
13	W	1103	453	294	229	341	699	1547	3652	4080	3442	3259	3393	3503	3556	4119	4872	4885	4164	4110	2633	2112	1823	1670	1891	61830N
14	R	1381	643	428	360	425	665	1532	3572	3937	3372	3248	3322	3621	3570	4024	4755	4083	4298	4180	2626	2250	1712	1669	1866	61539N
15	F	1215	679	355	353	496	694	1405	3456	3867	3237	3174	3533	3571	3680	3963	4042	4148	4283	3460	2716	2269	1837	1973	2362	60768N
16	A	2475	1784	993	689	720	674	841	1477	1685	2191	2498	2740	3040	3096	3229	3728	3849	4126	4018	3210	2597	2290	2293	2555	56798A
17	S	2163	1626	1133	911	854	927	804	1250	1258	1691	2222	2802	2997	2899	2944	3431	3388	3541	3372	2793	2257	1736	1682	1956	50637N
18	M	1399	788	520	511	638	896	1284	2376	2949	2884	3431	3773	4040	3950	3620	4833	4890	4801	3938	2802	1998	1728	1594	1850	61493H
19	T	1137	565	340	281	426	718	1542	3725	4140	3431	3215	3477	3430	3517	3977	4888	4823	4336	4098	3054	2222	1795	1987	2213	63337A
20	W																									51400B
21	R	1265	593	391	286	450	746	1503	3615	4132	3352	3296	3503	3581	3526	4036	4946	4675	4706	4125	3058	2371	2048	1394	1306	62904N
22	F	1303	696	464	387	483	714	1489	3401	3745	3218	3480	3482	3559	3476	3778	3643	3566	2728	2663	3178	2164	1855	1897	2040	57409A
23	A	1688	1089	808	571	704	663	848	1507	1796	2270	2768	3066	3096	3126	3280	3860	3401	3680	3415	3147	2491	2109	2064	2468	53915N
24	S	2036	1491	1108	833	1083	1636	1646	1929	2306	2869	3729	3630	3168	3070	3030	3354	3150	3512	3530	2901	2193	1810	1990	2026	58030S
25	M	1192	658	391	378	596	852	1593	3420	3949	3348	3399	3276	3455	3485	3834	4721	4560	4453	4084	2817	2065	1622	1502	1798	61448N
26	T	1107	477	263	270	439	678	1562	3732	4070	3403	3174	3398	3291	3233	3850	4919	4768	4642	3973	3031	2028	1665	1542	1994	61509N
27	W	1121	523	324	244	364	677	1569	3588	4098	3443	3161	3526	3524	3465	4058	4724	4715	4272	3773	2577	2070	1655	1451	1779	60701N
28	R	1061	525	331	330	381	641	1536	3642	3995	3239	3057	3179	3204	3345	3744	3882	3981	4167	3700	2832	2282	1653	1651	1839	58197N
29	F	1273	623	442	364	468	753	1471	3561	3905	3437	3290	3609	3673	3626	4232	4810	4521	4606	3948	3043	2386	2093	2032	2264	64430N
30	A	1693	1209	958	840	705	697	839	1533	1849	2168	2416	2787	2929	2783	3054	3502	3776	3619	3004	3198	2435	1975	2514	2445	52928N
31	S	2065	1377	1110	876	899	868	851	1351	1424	1889	2438	2699	3034	2884	3109	3618	3438	3743	3484	2747	2496	2226	1799	1972	52397A

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WEEKDAY AVERAGE = 61291 SATURDAY AVERAGE = 54620 SUNDAY AVERAGE = 52245 NUMBER OF GOOD DAYS 30 TOTAL MONTHLY COUNT = 1760501
MONTHLY AVERAGE = 59046

COMMENTS:

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

1/1: NEW YEAR'S DAY; 1/18: MLK JR DAY
1/4-8: PUBLIC SCHOOLS; 1/4-11: COLLEGES/UNIVERSITIES - WINTER BREAK ENDS
1/11: NATL CHAMPIONSHIP COLLEGE FOOTBALL GAME - ALABAMA VS. CLEMSON (8:30PM EST)
1/24: 2016 14TH ANNUAL MIAMI MARATHON

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/16/17

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
FEBRUARY 2016

COUNTY NAME: MIAMI-DADE STATION: 0108 DIRECTION: E LANE: 0
DESCRIPTION: SR-112/I-195, 1 MI E OF SR-5/US-1, DADE CO.
LOCATION: COUNTY 87 SECTION 004 SUBSECTION 000 MILEPOST 3.536 ROUTES: I-195 SR-112

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	M	797	492	247	261	502	1432	3389	4127	3812	3505	3585	3017	2945	3104	3641	3660	3483	3839	3908	2949	2222	1857	1674	1034	59482N
2	T	621	326	180	218	481	1438	3803	4778	3940	3995	3169	3158	3350	3484	3880	3475	3392	3625	3886	3238	2344	2037	1802	1082	61702N
3	W	635	310	204	209	468	1445	3844	4632	4031	4013	3505	3044	3290	3272	3718	3715	3642	4005	4037	3096	2311	2240	2034	1382	63082N
4	R	680	404	276	237	494	1421	3812	4525	4129	4029	3485	3184	3331	3256	3715	3512	3782	3802	3929	3619	2765	2423	2103	1587	64500N
5	F	875	493	318	226	515	1435	3636	4640	4315	3983	3493	3350	3277	3521	3919	3865	3612	3876	4067	3524	2761	2689	2354	1996	66740N
6	A	1510	847	597	483	540	955	2081	2299	2581	2533	2470	2681	2878	3221	3802	3669	3521	3714	3305	3188	2714	3001	2513	1999	57102N
7	S	1491	945	668	512	474	841	1535	1612	1873	2037	2281	2534	2733	2819	3458	3379	3388	3567	3111	2123	1702	1838	1938	1648	48507S
8	M	738	390	213	239	504	1406	3750	4397	4336	3765	3548	3201	3403	3347	3781	3298	3505	3730	4122	3293	2223	1924	1777	1099	61989N
9	T	597	348	201	205	489	1405	3849	4716	4045	3965	3316	3081	3100	3264	3798	3557	3389	3196	3602	3462	2463	2026	2135	1546	61755N
10	W	673	297	217	216	445	1349	3851	4887	3989	4014	3483	3150	3643	3637	3959	3692	3796	3832	4122	3590	2637	2476	2027	1406	65388N
11	R	750	400	245	220	460	1471	3819	4786	4091	3750	3999	3606	3240	3613	4011	3757	3779	2348	4227	3736	3545	2548	2382	1646	66429A
12	F	1039	562	325	289	512	1426	3832	4435	3623	3483	4048	3732	3857	3986	4267	3749	3857	3841	4000	3563	3010	2601	2590	1964	68591N
13	A	1434	919	546	487	535	919	2048	2328	2751	2837	2700	3004	3220	3723	4123	3695	3655	3558	3332	3436	3040	2794	2755	2161	60000N
14	S	1653	1144	708	570	613	884	1620	1649	2063	2489	2611	3011	3270	3542	3500	3701	3984	3936	3701	3375	2787	2336	2082	1529	56758S
15	M	961	609	352	322	529	1339	3446	4067	3776	3369	3155	3108	3217	3199	3813	3352	3714	3688	3356	2672	2191	1847	1924	1151	59157N
16	T	651	386	248	243	519	1479	3696	4549	3655	3175	3004	2857	3048	3223	3658	3342	3713	3630	4077	3254	2423	2014	1863	1285	59992N
17	W	763	378	233	217	466	1391	3876	4786	4041	3914	3519	3433	3441	3486	3659	3762	3280	3616	3561	3721	2443	2375	2154	1593	64108N
18	R	859	422	248	238	467	1358	3892	4696	3976	4057	3801	3675	3487	3651	3905	3832	3683	3853	3981	3129	2749	2341	2313	1571	66184N
19	F	975	535	293	257	511	1468	3990	4794	4026	3891	3797	3601	3507	3728	3855	3880	3839	4112	4214	3859	3065	2566	2617	1969	69349N
20	A	1369	868	569	461	548	971	2164	2351	2896	3112	3590	3144	2963	3282	3980	3734	4182	3966	3599	3463	2698	2569	2856	2312	61647A
21	S	1747	1155	748	628	612	949	1681	1689	2005	2152	2520	2865	3175	3564	3974	3643	3663	3207	3144	2744	2201	2091	1832	1261	53250N
22	M	747	515	277	252	510	1441	3789	4569	4219	3708	3512	3469	3411	3376	3725	3544	3545	3643	3868	3354	2308	2068	2114	1338	63302N
23	T	687	364	226	195	466	1434	3932	4763	4011	3995	3334	3088	3024	3368	3745	3294	3277	3588	3914	3240	2393	2014	1997	1208	61557N
24	W	611	362	231	196	451	1409	3785	4568	4232	4092	3406	3236	3396	3491	3745	3842	3558	3791	3797	3444	2339	2223	2463	1540	64208S
25	R	853	415	290	245	530	1448	3855	4608	3688	3862	3606	3090	3555	3467	4025	4018	3778	3809	4129	3834	2736	2471	2436	1711	66459S
26	F	954	518	315	315	513	1406	3750	4687	4230	3683	3739	3682	3438	3329	3528	3842	4359	4519	4431	3733	2881	2736	2744	2190	69522S
27	A	1604	974	643	506	551	920	2038	2235	2720	2781	2765	3083	3418	3598	4088	4032	4023	3811	3706	3207	2537	2555	2763	2421	60979N
28	S	1740	1079	698	603	666	982	1659	1697	2111	2272	2544	2965	3274	3460	3950	3515	3511	3754	3154	2985	2213	2024	1786	1250	53892N
29	M	849	471	253	260	534	1412	3859	4663	4136	3950	3344	3125	2901	3287	3756	3363	3408	3544	3667	3246	2128	1955	1752	1163	61026N

WEEKDAY AVERAGE = 64177 SATURDAY AVERAGE = 59932 SUNDAY AVERAGE = 53102 NUMBER OF GOOD DAYS 29 TOTAL MONTHLY COUNT = 1796657
MONTHLY AVERAGE = 61988

COMMENTS:

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)
2/7: SUPERBOWL 50 - CAROLINA VS DENVER - SANTA CLARA CA - 6:30PM
2/14: VALENTINE'S DAY; 2/15: PRESIDENT'S DAY
2/24-28: SOUTH BEACH FOOD AND WINE FESTIVAL

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/16/17

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
FEBRUARY 2016

COUNTY NAME: MIAMI-DADE STATION: 0108 DIRECTION: W LANE: 0
DESCRIPTION: SR-112/I-195, 1 MI E OF SR-5/US-1, DADE CO.
LOCATION: COUNTY 87 SECTION 004 SUBSECTION 000 MILEPOST 3.536 ROUTES: I-195 SR-112

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY					
1	M	1182	550	429	400	662	851	1572	3644	3923	3209	3227	3474	3441	3291	3895	4325	4440	4395	3492	2642	1936	1553	1453	1706	59692N					
2	T	1078	470	308	296	373	732	1546	3664	3987	3389	3099	3231	3110	3419	3997	4550	4271	4475	4256	2902	2071	1721	1664	1986	60595N					
3	W	1097	484	294	212	300	609	1584	3642	3957	3359	3182	3477	3526	3354	3950	4628	4651	4567	2937	1748	2547	1804	1697	2003	59609A					
4	R	1344	589	441	351	415	725	1607	3689	3889	3377	3196	3482	3463	3427	3972	4806	4700	4729	3931	3017	2300	1967	1774	2037	63228N					
5	F	1363	708	455	396	441	704	1485	3310	3556	3283	3300	3610	3898	3819	4206	4901	4422	4169	4058	2867	2264	2020	1914	2201	63350N					
6	A	1822	1209	824	704	684	779	899	1663	1925	2388	2603	2768	3063	2826	3056	3601	3529	3629	3213	2769	2317	2053	1969	2434	52727N					
7	S	2228	1354	990	767	763	763	804	1287	1394	1811	2442	2862	3077	3040	2956	3336	3278	3399	3053	2204	1686	1542	1801	1975	48812N					
8	M	1026	442	323	324	445	803	1544	3620	3946	3368	3259	3296	3352	3459	3955	4025	3648	3597	4697	3718	2185	1580	1472	1645	59729A					
9	T	913	462	303	245	361	665	1566	3733	4035	3382	3187	3359	3575	3369	4009	4711	4558	3539	3781	3063	2117	1771	1591	1755	60050N					
10	W	980	459	297	232	318	654	1538	3637	4134	3412	3378	3463	3470	3617	4192	4876	4645	4414	4238	2913	2403	1838	1762	1867	62737N					
11	R	1145	532	369	316	430	666	1635	3639	4035	3485	3182	3386	3594	3428	4010	4916	4059	4072	4432	3247	2563	2102	2244	2356	63843N					
12	F	1491	743	499	413	498	748	1489	3373	3755	3292	3320	3538	3502	3615	4103	4633	4435	4116	4329	3688	2546	2183	2043	2377	64729N					
13	A	1927	1395	909	785	633	705	883	1568	1922	2351	2614	2835	2992	3825	4072	4864	4583	4294	3656	3487	2631	2231	2425	2562	60149A					
14	S	2242	1572	1123	878	850	850	747	1323	1436	1954	2461	2845	3179	2926	2926	3424	3378	3588	3510	3275	2384	2115	2186	2248	53420S					
15	M	1723	984	547	443	581	852	1263	2526	3011	3139	3423	3654	3648	3855	3853	4658	4541	4256	3483	2560	2030	1590	1463	1642	59725A					
16	T	1021	509	333	295	419	777	1502	3269	3387	3287	2938	3068	3178	3170	3723	4627	4372	4584	3677	2830	2120	1766	1502	1774	58128N					
17	W	1007	507	282	227	357	696	1532	3780	3986	3502	3133	3190	3240	3504	3772	3618	4104	4298	4321	4167	2379	1912	1641	1772	60927A					
18	R	1174	580	407	380	448	695	1634	3633	4019	3480	3260	3474	3706	3681	4220	4797	4575	4569	4594	3265	2451	2102	1787	2008	64939N					
19	F	1339	763	413	399	532	802	1596	3684	3974	3474	3543	3737	3867	3889	4214	4441	3564	4629	4417	3418	2430	2132	2143	2456	65856N					
20	A	2119	1195	884	744	864	849	883	1773	1931	2424	2676	3141	3177	3083	3240	3747	3794	3766	3448	2863	2424	2157	2616	2637	56435A					
21	S	2275	1548	1079	893	915	943	886	1406	1553	1858	2448	2756	2908	2977	2926	3322	3468	3700	3677	3249	2389	1730	1623	1793	52322N					
22	M	1076	563	337	355	496	918	1660	3780	4107	3313	3304	3280	3379	3327	4006	4708	4713	4607	4216	3001	2075	1562	1403	1720	61906N					
23	T	1158	560	349	341	431	755	1675	3687	3864	3017	3025	3284	3397	3332	4094	4841	3995	4240	3833	2893	2057	1621	1539	1712	59700N					
24	W	995	449	270	245	332	719	1621	3682	3928	3277	3258	3360	3269	3325	4272	4710	4438	4235	4189	2874	2156	1794	1731	1889	61018N					
25	R	1104	623	406	363	414	709	1586	3700	3809	3396	3310	3555	3644	3461	4035	4727	4510	4015	4198	3111	2550	2058	2050	2238	63572N					
26	F	1394	830	501	403	471	774	1555	3564	3745	3313	3295	3580	3569	3427	4050	4709	4083	3754	4454	3481	2686	2278	2481	2687	65084S					
27	A	1985	1430	1086	893	886	742	923	1630	1946	2368	2711	2902	3076	2960	3216	4072	3946	3913	4020	3611	2638	2180	2419	2949	58502S					
28	S	2116	1490	1116	915	960	963	889	1403	1509	1962	2720	2897	3167	3103	3064	3506	3504	4176	4230	3227	2185	2019	1633	1735	54489A					
29	M	1145	606	409	378	580	974	1657	3717	4006	3232	3449	3491	3315	3219	3902	4726	4687	4516	3510	2819	1853	1563	1507	1678	60939N					
WEEKDAY AVERAGE =		61948				SATURDAY AVERAGE =				56953				SUNDAY AVERAGE =				52261				NUMBER OF GOOD DAYS		29		TOTAL MONTHLY COUNT =				1736212	
MONTHLY AVERAGE =		59851																													

COMMENTS:

"B"=====> BAD DAY
 "N"=====> NORMAL DAY
 "A"=====> ATYPICAL DAY
 "H"=====> ATYPICAL DAY (HOLIDAY)
 "S"=====> ATYPICAL DAY (SPECIAL EVENT)

2/7: SUPERBOWL 50 - CAROLINA VS DENVER - SANTA CLARA CA - 6:30PM
 2/14: VALENTINE'S DAY; 2/15: PRESIDENT'S DAY
 2/24-28: SOUTH BEACH FOOD AND WINE FESTIVAL

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/16/17

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
MARCH 2016

COUNTY NAME: MIAMI-DADE STATION: 0108 DIRECTION: E LANE: 0
DESCRIPTION: SR-112/I-195, 1 MI E OF SR-5/US-1, DADE CO.
LOCATION: COUNTY 87 SECTION 004 SUBSECTION 000 MILEPOST 3.536 ROUTES: I-195 SR-112

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY											
1	T	670	327	236	212	460	1416	3882	4647	4064	3766	3247	3060	2955	3213	3604	3413	3411	3403	3739	3099	2327	2003	2247	1202	60603N											
2	W	636	338	215	206	467	1402	3911	4701	3915	3891	3438	3244	3149	3396	3798	3443	3569	3394	3598	3392	2385	2170	1947	1365	61970N											
3	R	804	429	300	263	449	1448	3839	4776	4054	3839	3366	3233	3324	3382	3915	3704	3661	3700	3786	3333	2483	2370	2316	1617	64391N											
4	F	936	534	331	294	521	1429	3858	4799	4121	3870	3492	3487	3660	3654	3712	3746	3989	3723	3831	3371	2712	2686	2631	2032	67419N											
5	A	1477	935	587	510	562	988	2375	2563	2560	2536	2595	2855	3169	3651	3884	3923	3699	3511	3491	3009	2786	2582	2415	2224	58887N											
6	S	1684	1216	779	644	702	1082	1556	1559	2228	2614	3043	3137	3396	3736	3445	3549	3582	3102	3042	2684	2353	2261	1834	1315	54543N											
7	M	838	522	323	268	564	1480	3677	4680	4071	3722	3321	3033	3277	3330	3732	3554	3400	3549	3873	3091	2300	1982	1826	1284	61697N											
8	T	724	392	253	257	511	1441	3709	4679	3931	3867	3318	3193	3163	3392	3702	3575	3527	3525	3971	3209	2336	2116	1952	1242	61985N											
9	W	696	415	245	247	503	1394	3720	4400	3898	3408	3180	3445	3533	3628	3848	3804	3791	3742	3931	3439	2615	2306	2348	1615	64151N											
10	R	950	563	410	321	484	1491	3816	4683	3830	3967	3628	3450	3489	3671	3909	3881	3835	3972	3963	3418	3054	2566	2422	1859	67632N											
11	F	1127	687	444	371	584	1399	3969	4682	4030	4003	3736	3530	3672	3740	3779	3775	4167	4099	4217	3734	3067	2837	2715	2215	70579N											
12	A	1690	1190	886	697	712	1072	2105	2325	2525	2606	2857	3030	3158	3632	4180	3914	3792	3731	3400	3346	2855	2726	3140	2581	62150N											
13	S																									55439B											
14	M	1083	645	439	353	599	1564	3649	4384	4013	3990	3639	3315	3401	3555	3860	3643	3701	3697	3877	3169	2630	2249	2468	1492	65415A											
15	T	1004	547	376	328	554	1502	3647	4280	3982	3985	3489	3260	3346	3552	4055	3480	3606	3728	3831	3554	2971	2404	2355	1991	65827A											
16	W	1154	595	409	363	565	1516	3715	4516	4024	3911	3557	3499	3504	3937	4052	4016	3930	3917	4151	3829	2965	2720	2493	1950	69288A											
17	R	1218	691	451	391	625	1535	3685	4579	3604	3633	3848	3698	3695	4179	4217	4266	4168	4049	4040	3699	3391	3031	3141	2285	72119A											
18	F	1700	1061	777	757	783	1639	3658	4411	4351	4154	3852	3782	4000	4093	3598	3385	4161	3145	4535	3579	2935	2974	3015	2519	72864S											
19	A	2620	1831	993	754	753	1127	2049	2188	2512	2613	2866	3155	3577	3830	4265	4164	4063	3400	3777	3259	2822	2778	3402	3002	65800S											
20	S	2612	1986	1062	895	859	1151	1650	1564	2022	2065	2448	3261	3630	3963	3877	4106	3840	3523	3323	2565	2364	2431	2230	2101	59528S											
21	M	1560	799	529	474	666	1623	3640	4481	3950	3349	3274	3340	3653	3665	4044	3825	3640	3990	4289	3408	2768	2303	2022	1430	66722A											
22	T	836	462	300	271	524	1468	3533	4445	4086	3473	3211	3093	3116	3412	3607	3332	3503	3675	3902	3456	2758	2327	2177	1421	62388N											
23	W	839	443	317	243	449	1388	3487	4012	4089	3546	3257	3436	3868	3865	4100	3409	3513	3620	4018	3660	3213	2811	2555	1813	65951N											
24	R	1038	638	394	326	475	1365	3413	4203	3870	3471	3262	3378	3592	3500	3897	3721	3657	3704	4047	2967	2743	2745	2554	1839	64799N											
25	F	1168	737	503	392	487	1392	3333	4043	3579	3143	3015	3211	2413	4085	3766	3782	3500	3613	3223	2793	2702	2399	2763	2462	62504A											
26	A	1769	1083	697	558	596	993	1838	1969	2306	2493	2654	3109	3530	3982	3984	3691	3724	3239	3322	2827	2790	2648	2886	2243	58931N											
27	S	1746	1226	802	617	625	853	1570	1526	1848	2018	2449	2630	3010	3224	3679	3371	3047	2835	2929	2484	2376	2124	1921	1412	50322N											
28	M	884	529	306	277	491	1374	3616	4216	4033	3492	3279	3105	3192	3315	3299	3570	3472	3715	3643	2861	2391	2153	2416	1296	60925A											
29	T	783	410	270	220	448	1411	3672	4453	4066	3643	3350	3139	3015	3239	3433	3188	3125	3338	3805	2904	2353	2242	2108	1307	59922N											
30	W	739	432	222	202	427	1386	3637	4567	4160	3581	3619	3086	3046	3273	3618	3651	3492	3575	3640	3140	2641	2256	2111	1518	62019N											
31	R	929	506	308	270	422	1437	3624	4515	3985	3739	3312	3224	3209	3459	3937	3727	3609	3542	3936	3107	2818	2594	2429	1895	64533N											
WEEKDAY AVERAGE =		65110				SATURDAY AVERAGE =				61442				SUNDAY AVERAGE =				54798				NUMBER OF GOOD DAYS				30				TOTAL MONTHLY COUNT =				1905864			
MONTHLY AVERAGE =		63113																																			

COMMENTS:

- "B"=====> BAD DAY 3/13: DAYLIGHT SAVINGS TIME BEGINS
- "N"=====> NORMAL DAY 3/18-20: ULTRA MUSIC FESTIVAL (DOWNTOWN MIAMI)
- "A"=====> ATYPICAL DAY SPRING BREAK: 3/1-19 - COLLEGES; 3/21-25 - PUBLIC SCHOOLS
- "H"=====> ATYPICAL DAY (HOLIDAY) 3/17: ST PATRICK'S DAY; 3/27: EASTER SUNDAY
- "S"=====> ATYPICAL DAY (SPECIAL EVENT)

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/16/17

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
MARCH 2016

COUNTY NAME: MIAMI-DADE STATION: 0108 DIRECTION: W LANE: 0
DESCRIPTION: SR-112/I-195, 1 MI E OF SR-5/US-1, DADE CO.
LOCATION: COUNTY 87 SECTION 004 SUBSECTION 000 MILEPOST 3.536 ROUTES: I-195 SR-112

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY																				
1	T	1021	499	329	270	404	750	1582	3597	3948	3315	3153	3238	3191	3241	3845	4860	4610	3615	3798	2849	1985	1568	1516	1704	58888N																				
2	W	976	456	271	243	325	704	1588	3680	3964	3173	3155	3232	3482	3334	4179	4614	4049	4165	3682	2936	2114	1765	1673	1885	59645N																				
3	R	1065	607	426	341	446	703	1591	3648	3800	3330	3144	3409	3511	3539	4117	4957	4520	4452	3653	3004	2304	1841	1794	1922	62124N																				
4	F	1280	768	460	349	486	758	1513	3489	3763	3377	3311	3524	3559	3749	4192	4766	4478	4541	3724	3035	2420	2288	2229	2331	64390N																				
5	A	1784	1168	894	781	792	820	929	1657	1880	2242	2601	3210	3086	2957	3395	3565	3555	3382	3148	2944	2733	2277	2208	2629	54637N																				
6	S	2120	1616	1130	983	1076	1017	951	1458	1592	1961	2498	2875	3104	2942	3045	3861	4054	4341	4218	3733	2572	1915	1745	1818	56625N																				
7	M	1103	671	485	418	641	911	1677	3627	3913	3387	3119	3396	3362	3412	3988	4620	4710	4539	3551	2843	2020	1640	1422	1668	61123N																				
8	T	1004	540	373	358	478	767	1622	3599	3826	3203	3287	3412	3384	3265	3954	4881	4677	4414	3585	3041	2074	1784	1679	1809	61016N																				
9	W	1093	590	386	275	369	685	1613	3550	3743	3333	3189	3350	3477	3312	4017	4785	4601	4445	3843	3169	2266	1882	1786	2035	61794N																				
10	R	1305	717	552	493	614	804	1682	3644	4027	3508	3391	3499	3627	3476	4015	4818	4635	4483	4180	3830	2641	2164	2078	2200	66383N																				
11	F	1875	1009	635	518	614	887	1617	3571	3827	3331	3251	3443	3587	3536	4171	4480	4544	4776	4169	3267	2677	2309	2381	2678	67153A																				
12	A	2135	1548	1074	1034	982	922	1041	1758	1905	2321	2569	2896	2918	2802	3042	3603	3406	3623	3739	3543	3046	2481	2478	2915	57781A																				
13	S																									56737B																				
14	M	1362	818	585	485	686	1058	1550	3437	3943	3734	3641	3327	3477	3501	3882	4746	4597	4631	3906	3152	2422	1846	1750	1925	64461N																				
15	T	1208	790	490	458	544	804	1614	3471	3827	3373	3162	3357	3330	3392	4028	4116	3990	3955	3960	3060	2750	2143	2021	2245	62088A																				
16	W	1440	658	462	370	478	911	1567	3401	4046	3409	3326	3448	3419	3405	4215	4846	4791	4464	3888	3361	2843	2228	2224	2826	66026A																				
17	R	1475	874	549	519	605	965	1628	3360	3873	3416	3301	3423	3659	3535	4082	4658	4584	4595	4329	3806	4040	3631	2636	2663	70206A																				
18	F	2046	1292	955	887	915	1069	1640	3209	3702	3246	3285	3460	3609	3540	3836	4836	4495	4503	3787	3657	3006	2622	2740	2959	69296S																				
19	A	3346	2659	1458	1112	1055	1144	1060	1595	1776	2155	2466	2768	2899	2972	3172	3687	3677	3874	3711	3460	3133	2649	2902	3154	61884S																				
20	S	2780	2271	1638	1383	1236	1304	1112	1405	1443	1770	2330	2756	2986	2904	3164	3634	3675	4008	4016	3285	2695	2072	2034	2332	58233S																				
21	M	1797	1173	867	756	849	1202	1608	3096	3627	3317	3276	3432	3403	3595	3821	4789	4745	4668	3568	2995	2467	1946	1755	2080	64832A																				
22	T	1280	715	461	400	518	750	1370	3033	3545	3325	3172	3442	3515	3400	3701	4728	4438	4393	3453	3032	2448	1835	1782	1918	60654N																				
23	W	1303	717	391	323	425	697	1347	2861	3644	3312	3407	3802	3378	3510	3810	4436	4379	4390	3951	3161	2594	2098	1981	2498	62415N																				
24	R	1985	900	567	485	536	750	1298	2709	3346	3298	3397	3611	3526	3494	3819	4732	4743	4338	3428	2983	2248	2094	1915	2134	62336A																				
25	F	1566	954	708	546	560	796	1289	2271	2900	3012	3179	3437	3512	3498	3910	4653	3764	4121	3426	2969	1805	2270	2141	2195	59482A																				
26	A	1847	1491	1088	991	894	847	940	1448	1750	2139	2436	2686	2717	2737	2952	3496	3370	3673	3544	3606	3172	2449	2336	2633	55242A																				
27	S	2321	1640	1228	961	872	913	820	1284	1413	1763	2317	2552	2879	2838	2738	3137	3084	3383	3388	3253	2823	1838	1582	1762	50789N																				
28	M	1149	631	394	359	567	851	1501	3230	3916	3385	3329	3271	3334	3172	3847	4790	4138	4693	3915	2909	2143	1628	1595	1788	60535N																				
29	T	1070	639	386	319	407	751	1538	3295	3920	3341	3182	3417	3396	3318	4015	4702	3984	4376	3285	2736	2115	1719	1515	1723	59149N																				
30	W	1113	604	352	217	340	685	1459	3279	3804	3480	3334	3402	3683	3461	4099	4724	4689	4287	3411	2807	2268	1755	1584	1782	60619N																				
31	R	1160	623	427	369	459	714	1503	3281	3805	3441	3374	3198	3457	3516	3901	4661	4138	4548	3644	3084	2536	2015	1844	2103	61801N																				
WEEKDAY AVERAGE =		62969					SATURDAY AVERAGE =					57386					SUNDAY AVERAGE =					55216					NUMBER OF GOOD DAYS					30					TOTAL MONTHLY COUNT =					1841607				
MONTHLY AVERAGE =		61064																																												

COMMENTS:

"B"=====> BAD DAY
 "N"=====> NORMAL DAY
 "A"=====> ATYPICAL DAY
 "H"=====> ATYPICAL DAY (HOLIDAY)
 "S"=====> ATYPICAL DAY (SPECIAL EVENT)

3/13: DAYLIGHT SAVINGS TIME BEGINS
 3/18-20: ULTRA MUSIC FESTIVAL (DOWNTOWN MIAMI)
 SPRING BREAK: 3/1-19 - COLLEGES; 3/21-25 - PUBLIC SCHOOLS
 3/17: ST PATRICK'S DAY; 3/27: EASTER SUNDAY

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/16/17

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
APRIL 2016

COUNTY NAME: MIAMI-DADE STATION: 0108 DIRECTION: E LANE: 0
DESCRIPTION: SR-112/I-195, 1 MI E OF SR-5/US-1, DADE CO.
LOCATION: COUNTY 87 SECTION 004 SUBSECTION 000 MILEPOST 3.536 ROUTES: I-195 SR-112

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY							
1	F	1132	621	383	358	481	1408	3585	4497	4142	3844	3477	3417	3574	3661	3825	3786	3523	3766	3979	3458	2976	2854	2792	2188	67727N							
2	A	1618	977	661	569	572	996	2009	2373	2984	2841	2709	2860	3170	3509	3796	3824	3673	3355	3355	2680	2549	2512	2759	2295	58646N							
3	S	1686	1178	795	635	620	1010	1456	1372	1600	1502	2022	2923	2900	3343	3328	3431	3411	3114	3157	2513	2302	2024	1786	1420	49528N							
4	M	832	499	310	289	520	1453	3635	4615	4015	3590	3320	3012	2821	3048	3524	3564	3511	3518	3675	2854	2300	1973	1748	1134	59760N							
5	T	650	352	274	236	458	1481	3690	4223	3545	3722	3522	3084	3058	3195	3619	3241	3360	3324	3607	3280	2296	1878	2070	1345	59510N							
6	W	738	347	225	229	455	1418	3637	4732	3850	3646	3309	2932	2943	3265	3614	3462	3570	3604	3781	3042	2497	2341	2070	1300	61007N							
7	R	783	439	285	287	458	1451	3790	4697	3856	3893	3310	3352	3337	3370	3660	3508	3435	3634	3931	3107	2686	2390	2371	1901	63931N							
8	F	1081	640	364	365	488	1429	3665	4291	4244	3801	3659	3517	3714	3748	3984	3926	3751	3885	3697	3464	2916	2723	2515	2162	68029N							
9	A	1667	950	673	488	517	982	2039	2356	2584	2661	2931	3199	3551	3889	2047	2656	3966	3805	3593	3120	2633	2603	2757	2362	58029A							
10	S	2089	1292	845	676	656	914	1623	1754	2247	2891	3308	3359	3526	3597	3654	3706	3283	3195	2776	2466	2296	2022	1759	1376	55310N							
11	M	822	463	306	304	518	1475	3707	4659	3595	3844	3372	3088	3257	3366	3822	3283	3382	3374	3708	2934	2229	1961	1726	1171	60366N							
12	T	622	332	239	250	477	1482	3649	4449	4109	3723	3252	3013	2988	3227	3480	3252	3231	3540	3667	2845	2349	2000	1872	1230	59278N							
13	W	613	313	225	197	440	1506	3790	4679	3888	3736	3215	2882	3053	3427	3198	3263	3125	3276	3666	2926	2339	2120	1956	1350	59183N							
14	R	793	482	258	245	448	1457	3815	4739	3942	3908	3337	3143	3239	3436	3658	3419	3615	3443	3781	3091	2534	2345	2249	1700	63077N							
15	F	999	510	333	273	517	1482	3712	4605	4027	3803	3487	3222	3286	3590	3928	3733	3467	3494	3444	2046	2575	2231	2559	2162	63485N							
16	A	1334	891	557	480	511	970	2047	2163	2495	2531	2695	3002	3550	4032	4172	3890	3816	3513	3142	3033	2621	2584	2631	2201	58861N							
17	S	1557	1064	727	645	663	933	1634	1649	2098	2089	2476	2735	3066	3198	3656	3447	3304	3196	2959	2609	2449	2121	1854	1345	51474N							
18	M	819	458	294	267	523	1505	3769	4803	4037	3955	3505	3278	3072	3281	3738	3435	3493	3424	3684	2953	2198	1905	1772	1114	61282N							
19	T	659	337	201	214	479	1438	3863	4820	3762	4142	3638	3376	3225	3263	3713	3320	3426	3477	3695	3377	2371	2054	1945	1279	62074N							
20	W	733	339	219	210	399	1448	3764	4551	4109	3611	2715	3269	3067	3392	3543	3478	3441	3446	3733	3191	2398	1944	2300	1435	60735N							
21	R	933	470	303	222	414	1434	3785	4724	4122	3661	3385	3165	3056	3312	3546	3478	3557	3543	3732	3253	2557	2420	2154	1616	62842N							
22	F	1026	562	356	287	456	1447	3710	4634	3964	3750	3378	3231	3166	3412	3945	3771	3653	3695	3940	3506	2983	2837	2732	2022	66463N							
23	A	1443	922	614	442	499	930	1969	2080	2356	2539	2458	2798	3017	3368	3839	3752	3400	3457	3159	2826	2599	2600	2640	2142	55849N							
24	S	1646	1275	845	662	643	884	1691	1733	2153	2250	2591	3153	3325	3757	4000	3630	3205	2811	2781	2746	2168	2102	1888	1403	53342N							
25	M	867	499	327	261	571	1466	3695	4547	4158	2961	3374	3070	2861	3207	3601	3413	3392	3570	3740	2852	2161	1873	1841	1221	59528N							
26	T	717	404	256	242	478	1436	3856	4639	3925	3740	3252	3098	3024	3266	3589	3369	3389	3608	3880	3056	2407	2063	1930	1288	60912N							
27	W	742	421	277	228	448	1390	3744	4699	3986	3612	3341	3080	3092	3369	3721	3418	3342	3666	3650	3426	2871	2185	2299	2066	63073A							
28	R	1281	587	341	282	467	1448	3805	4573	4162	3562	3169	3356	3159	3248	3389	3313	3893	3636	3730	2863	2393	2359	2136	1647	62799A							
29	F	1023	611	416	310	525	1429	3774	4611	4079	3580	3407	3202	3261	3403	3751	3436	3559	3648	3657	3167	2767	2461	2407	2193	64677N							
30	A	1595	994	694	540	595	944	2090	2163	2465	2492	2719	2752	3226	3583	3843	3680	3494	3165	3008	2843	2588	2595	2591	2213	56872N							
WEEKDAY AVERAGE =		62183				SATURDAY AVERAGE =				57651				SUNDAY AVERAGE =				52414				NUMBER OF GOOD DAYS				30		TOTAL MONTHLY COUNT =				1807649	
MONTHLY AVERAGE =		60140																															

COMMENTS:

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)
4/18: FEDERAL INCOME TAX DAY

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/16/17

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
APRIL 2016

COUNTY NAME: MIAMI-DADE STATION: 0108 DIRECTION: W LANE: 0
DESCRIPTION: SR-112/I-195, 1 MI E OF SR-5/US-1, DADE CO.
LOCATION: COUNTY 87 SECTION 004 SUBSECTION 000 MILEPOST 3.536 ROUTES: I-195 SR-112

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY							
1	F	1420	801	627	524	537	736	1458	3192	3784	3382	3427	3466	3599	3419	4093	4573	4441	4289	3551	3109	2878	2342	2334	2606	64588N							
2	A	2074	1482	1026	899	815	767	933	1555	1901	2384	2548	3018	3018	2876	3069	3325	3155	3525	3839	3187	2679	2263	2237	2486	55061N							
3	S	2127	1530	1123	981	977	960	861	1392	1545	1702	2479	2964	3126	2804	2892	3246	3281	3438	3160	2847	2327	1849	1727	2255	51593N							
4	M	1387	683	413	409	590	910	1630	3502	3890	3362	3213	3235	3326	3332	3959	4697	4681	4448	3338	2780	2034	1622	1408	1652	60501N							
5	T	1027	555	307	332	390	744	1535	3568	3938	3168	3006	3062	3302	3179	3819	4757	4638	4598	3435	2956	2192	1707	1590	1849	59654N							
6	W	1119	559	270	240	299	640	1490	3485	3948	3457	3180	3351	3331	3346	4023	4785	4587	4323	3439	2798	2160	1913	1698	1860	60301N							
7	R	1083	576	385	320	403	643	1489	3368	3627	3256	3075	3254	3289	3435	3855	4787	4048	4542	4077	3187	2513	2059	1866	2054	61191N							
8	F	1426	844	500	461	476	743	1392	3120	3596	3263	3341	3413	3425	3623	4016	4544	4375	4601	3811	3172	2659	2275	2307	2665	64048N							
9	A	2006	1322	977	782	755	781	943	1671	1915	2241	2515	2774	2822	2757	2902	3162	3413	3620	3814	4199	3521	2631	2603	2798	56924N							
10	S	2324	1679	1175	956	957	1041	928	1419	1524	1963	2334	2793	2996	2956	3245	3731	3948	4394	4173	3817	3244	2169	1749	1884	57399N							
11	M	1177	681	476	395	553	963	1612	3570	3935	3284	3256	3350	3325	3292	3793	4626	4589	4555	3394	2674	2102	1625	1407	1638	60272N							
12	T	1026	547	325	277	423	724	1552	3552	4081	3175	3090	3108	3159	3216	3711	4731	4245	4334	3386	2807	2207	1720	1579	1706	58681N							
13	W	1018	505	354	266	358	689	1499	3448	3922	3383	3105	3147	3311	3261	3931	3470	3098	4168	3850	2952	2238	1921	1610	1868	57372A							
14	R	1139	583	384	337	452	704	1559	3550	3910	3360	3262	3325	3448	3361	3962	4763	4659	4569	3459	2951	2247	1940	1872	2067	61863N							
15	F	1331	773	482	424	484	748	1533	3298	3773	3214	3277	3303	3530	3478	4089	4254	4629	4517	3391	2824	2130	1977	1921	2282	61662N							
16	A	1689	1171	812	698	697	673	891	1500	1830	2215	2407	2782	2698	2716	3048	3505	3574	3786	3951	3973	3647	2941	2441	2709	56354N							
17	S	2123	1531	1082	868	871	970	872	1301	1506	1862	2351	2941	3110	2954	2860	3340	3480	3761	3356	2934	2376	1861	1715	2107	52132N							
18	M	1243	612	379	352	527	866	1572	3538	3842	3057	3134	3243	3349	3234	3683	4570	4724	4661	3835	2964	2268	1701	1472	1677	60503N							
19	T	1044	501	287	285	390	696	1516	3523	3890	3190	3370	3197	3358	3374	4146	4640	4653	4453	3750	3059	2265	1769	1638	2007	61001N							
20	W	1216	584	329	237	336	662	1549	3452	3965	3260	3233	3169	3470	3402	4006	4633	4628	4640	3579	2907	2069	1829	1727	1936	60818N							
21	R	1208	632	423	323	422	687	1506	3420	3702	3304	3160	3172	3346	3316	3864	3824	4253	4647	3718	2956	2547	1884	1777	1998	60089N							
22	F	1442	771	500	402	440	717	1521	3307	3719	3181	3185	3276	3457	3297	3934	4732	4501	4031	3444	2890	2360	2263	2241	2852	62463A							
23	A	2438	1475	926	738	748	775	853	1531	1692	2087	2399	2586	2675	2645	2845	3492	3351	3507	3350	3024	2822	2323	2366	2720	53368N							
24	S	2173	1555	1203	874	920	1020	838	1303	1424	1705	2190	2658	2818	2704	2757	3335	3283	3697	3779	3663	3158	2197	1820	2130	53204N							
25	M	1233	733	411	414	545	916	1586	3499	3870	3162	3054	3137	3403	3305	3891	4796	4501	4064	3536	2718	2030	1677	1386	1759	59626N							
26	T	1046	556	340	365	364	694	1503	3456	3901	3236	3148	3131	3260	3383	3900	4722	4647	4290	3564	2972	2277	1873	1687	2016	60331N							
27	W	1215	692	350	261	338	670	1489	3412	3899	3306	3078	3158	3193	3217	4052	4724	4345	4316	3719	3434	2426	1972	1802	2325	61393N							
28	R	1473	766	481	430	535	703	1519	3387	3937	3236	3046	3268	3325	3279	3819	4804	4588	4409	3478	2956	2255	1960	1758	2067	61479N							
29	F	1475	822	509	454	533	767	1464	3282	3502	3110	3121	3241	3279	3251	3965	4758	4582	3974	3377	3099	2579	2087	2060	2341	61632N							
30	A	1855	1353	1074	871	865	879	950	1554	1823	2096	2442	2631	2764	2753	3032	3664	3440	3397	3369	3206	2488	2743	2336	2685	54270N							
WEEKDAY AVERAGE =		60830				SATURDAY AVERAGE =				55195				SUNDAY AVERAGE =				53582				NUMBER OF GOOD DAYS				30		TOTAL MONTHLY COUNT =				1769773	
MONTHLY AVERAGE =		58989																															

COMMENTS:
4/18: FEDERAL INCOME TAX DAY

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/16/17

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
MAY 2016

COUNTY NAME: MIAMI-DADE STATION: 0108 DIRECTION: E LANE: 0
DESCRIPTION: SR-112/I-195, 1 MI E OF SR-5/US-1, DADE CO.
LOCATION: COUNTY 87 SECTION 004 SUBSECTION 000 MILEPOST 3.536 ROUTES: I-195 SR-112

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY	
1	S	1675	1170	775	676	686	970	1731	1650	2054	2260	2637	2978	3372	3665	3707	3748	3460	3122	2948	2534	2162	2091	1819	1384	53274N	
2	M	814	533	304	276	569	1557	3730	4788	3892	3565	3393	3041	3009	3286	3572	3317	3424	3678	3624	2677	2220	1894	1807	1238	60208N	
3	T	673	404	266	241	497	1444	3925	4782	3973	3782	3187	2826	2812	3094	3418	3292	2844	3389	3621	2959	2218	1918	1896	1236	58697N	
4	W	687	393	206	202	446	1479	3817	4704	3998	3772	3257	2914	2646	2771	2955	2851	3099	3271	3275	2947	2254	1923	1932	1300	57099N	
5	R	776	435	324	302	486	1436	3957	4801	4013	3797	3528	3233	3193	3317	3847	3504	3250	3711	3851	3176	2747	2446	2281	1725	64136N	
6	F	1228	651	447	375	501	1460	3904	4764	4233	3518	3365	3313	3250	3458	3840	3537	3255	3600	3802	3201	2892	2729	2656	2170	66149N	
7	A	1713	1130	713	540	588	952	2111	2222	2484	2623	2831	2955	3344	3602	4094	3493	3634	3523	3221	2684	2694	2645	2544	2303	58643N	
8	S	1686	1160	950	589	590	868	1596	1624	1987	2233	2703	3208	3576	3748	3856	3490	3038	2849	2934	2556	2251	2090	1756	1330	52668N	
9	M	763	431	300	304	486	1458	3647	4688	4127	3654	3196	2961	3048	3355	3549	3407	3378	3457	3675	2927	2146	1921	1754	1633	60265A	
10	T	832	364	241	243	477	1484	3858	4355	3812	3917	3464	3052	2943	3205	3462	3237	3324	3441	3579	2985	2245	2066	1916	1310	59812N	
11	W	682	325	215	206	427	1450	3818	4805	4051	3699	3475	3100	3079	3395	3653	3516	3400	3212	3701	3086	2252	2114	1963	1394	61018N	
12	R	899	477	288	267	492	1380	3931	4731	4029	3820	3482	3261	3109	3512	3794	3457	3524	3598	3944	3136	2629	2315	2460	1709	64244N	
13	F	1008	582	352	306	522	1468	3925	4695	4178	3810	3455	3456	3502	3775	3853	3797	3512	3627	3792	3308	2743	2539	2567	2745	67517N	
14	A	1678	1049	711	587	618	951	2138	2142	2564	2722	2824	2981	2943	3639	3708	3584	3349	3209	3056	3057	2613	2458	2600	2385	57566N	
15	S	1886	1368	895	749	759	948	1615	1716	2051	2450	2793	3159	3549	3736	4118	3778	3128	2887	2819	2491	2178	2064	1858	1354	54349N	
16	M	912	553	321	320	563	1474	3875	4652	4079	3642	3181	3028	3037	3300	3537	3359	3375	3482	3653	2742	2173	1918	1755	1168	60099N	
17	T	698	353	274	223	493	1500	3909	4752	3943	3742	3328	2792	2867	3067	3456	3130	3242	3252	3627	2896	2010	1965	1818	1130	58467N	
18	W	626	353	239	232	422	1426	3446	4407	3969	3838	3067	2785	3022	3283	3399	2998	3243	3339	3679	2862	2210	2171	2030	1307	58353N	
19	R	833	435	237	246	463	1384	3634	4391	3946	3739	3173	3007	2849	3197	3893	3323	3416	3715	3782	3417	2675	2245	2223	1619	61842N	
20	F	982	564	341	353	522	1421	3814	4627	4214	3781	3547	3348	3249	3512	3714	3596	3274	3561	3742	2986	2661	2708	2595	2138	65250N	
21	A	1645	1051	708	569	616	970	2173	2190	2395	2715	2663	2932	3046	3336	3778	3724	2950	3111	3116	2966	2727	2914	2957	2481	57733N	
22	S	1952	1230	868	700	722	888	1559	1636	1981	2330	2534	2966	3395	3761	3912	3592	3311	2858	2807	2417	2207	1991	1818	1378	52813N	
23	M	855	494	309	295	584	1442	3557	4803	3855	3662	3175	2788	2864	3171	3493	3050	3254	3323	3697	2773	2081	1911	1753	1200	58389N	
24	T	700	392	244	273	513	1488	3905	4603	4011	3688	3105	2871	2690	2978	3418	3002	3144	2419	3939	2622	2164	1976	1798	1064	57007A	
25	W	660	354	235	250	466	1348	3904	4692	3988	3570	3394	2926	2944	3214	3528	3292	3359	3366	3797	2912	2340	2138	2064	1395	60136N	
26	R	895	478	334	328	705	1709	4096	4654	3968	3671	3216	3139	3035	3337	3730	3242	3329	3733	3956	3064	2409	2380	2208	1618	63234A	
27	F																										57005B
28	A																										43889B
29	S																										44578B
30	M																										44374B
31	T	857	460	374	349	566	1630	3535	4583	3896	3688	3087	3003	2954	3122	3386	3075	3218	3360	3666	2825	2125	1894	1796	1110	58559A	

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WEEKDAY AVERAGE = 61414 SATURDAY AVERAGE = 57981 SUNDAY AVERAGE = 53276 NUMBER OF GOOD DAYS 27 TOTAL MONTHLY COUNT = 1607527

MONTHLY AVERAGE = 59761

COMMENTS:
5/8: MOTHER'S DAY; 5/30: MEMORIAL DAY

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/16/17

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
MAY 2016

COUNTY NAME: MIAMI-DADE STATION: 0108 DIRECTION: W LANE: 0
DESCRIPTION: SR-112/I-195, 1 MI E OF SR-5/US-1, DADE CO.
LOCATION: COUNTY 87 SECTION 004 SUBSECTION 000 MILEPOST 3.536 ROUTES: I-195 SR-112

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY	
1	S	2269	1595	1248	991	1030	1079	915	1402	1440	1825	2326	2838	3146	2746	2850	3342	3377	3674	3601	3432	3101	2062	1637	1818	53744N	
2	M	1163	627	444	415	611	947	1615	3511	3744	3271	2992	3269	3260	3297	3833	4588	4564	4456	3602	2816	2097	1603	1457	1713	59895N	
3	T	1030	573	336	320	393	734	1536	3546	3680	3221	3200	3248	3229	3235	3899	4731	3811	4373	3548	2536	2044	1654	1451	1737	58065N	
4	W	1097	516	320	223	305	659	1524	3421	3640	3325	3103	3330	3667	3447	3515	3610	3874	3681	3196	2554	2028	1633	1455	1742	55865N	
5	R	1126	584	457	358	417	656	1541	3507	3719	3329	3046	3182	3294	3269	3938	4704	4394	4619	3969	3159	2579	1937	1863	2110	61757N	
6	F	1591	897	616	493	499	735	1467	3391	3625	3249	3107	3261	3421	3634	4170	4719	3318	4531	4024	3287	2623	2184	2099	2419	63360N	
7	A	1985	1464	970	822	796	783	934	1582	1871	2271	2442	2620	2987	2937	3288	3913	3773	3681	3460	3098	3083	2611	2515	2701	56587N	
8	S	2304	1638	1141	935	933	930	888	1308	1489	1786	2244	2768	2891	2840	2964	3428	3388	3598	4021	3583	3067	2127	1807	1808	53886N	
9	M	1068	573	402	335	507	819	1561	3455	3561	3001	3238	3173	3117	3282	3978	4686	4577	4521	3673	3049	2151	1656	1471	1799	59653N	
10	T	1166	547	359	310	368	649	1611	3459	3678	3171	3036	3111	3367	3320	3966	4683	4462	4503	3721	2998	2187	1801	1620	1794	59887N	
11	W	1121	512	296	216	316	636	1546	3340	3789	3255	3110	3207	3272	3451	3959	4718	4101	4713	3696	2951	2256	1862	1662	1971	59956N	
12	R	1204	602	405	404	460	672	1538	3454	3789	3233	3177	3333	3378	3406	4148	4819	4078	4709	3678	3202	2443	1971	1864	2111	62078N	
13	F	1458	846	513	468	481	739	1450	3360	3624	3251	3225	3421	3588	3610	4168	4536	4462	3219	4061	3325	2694	2235	2042	2463	63239N	
14	A	2044	1378	1005	859	884	822	920	1505	1868	2104	2411	2653	2766	2891	2964	3671	3516	3554	3372	3193	3094	2491	2217	2787	54969N	
15	S	2515	1742	1182	1039	1129	1106	867	1370	1402	1714	2161	2569	2928	2855	3037	3447	3353	3699	3790	3705	3035	2008	1844	1804	54301N	
16	M	1164	678	448	450	620	921	1607	3533	3682	3210	3049	3263	3193	3203	3845	4462	2897	3253	4018	2781	1982	1520	1381	1660	56820A	
17	T	1109	547	361	322	459	754	1555	3418	3661	3223	3069	3164	3241	3224	3891	4789	4327	4431	3335	2651	2014	1538	1496	1669	58248N	
18	W	1066	500	288	231	377	625	1489	3330	3797	3302	3090	3272	3458	3468	4192	4023	3799	4216	3217	2647	2029	1659	1596	1848	57519N	
19	R	1153	607	402	380	435	678	1436	3378	3556	3128	3142	3375	3342	3254	4064	4750	4679	4433	3554	3025	2350	1976	1929	2117	61143N	
20	F																										54862B
21	A	1963	1315	970	810	851	794	943	1485	1796	2091	2536	2806	2783	2792	3132	3553	3388	3936	3230	2758	2628	2204	2183	2781	53728N	
22	S	2931	1857	1250	1084	1081	1126	890	1363	1389	1769	2159	2660	3038	2694	2934	3588	3413	3666	3717	3371	2803	2080	1662	1829	54354N	
23	M	1122	689	446	392	607	889	1580	3526	3905	2778	2885	3263	3301	3209	3919	4379	3669	4362	3332	2620	2005	1560	1372	1655	57465N	
24	T	1052	547	337	295	446	691	1566	3496	3750	3234	2829	3044	3198	3159	3621	4210	4209	4410	3446	2641	1832	1649	1530	1648	56840N	
25	W	1057	526	326	245	353	682	1479	3397	3717	3258	2919	3191	3188	3266	4022	4687	4709	4370	3544	2860	2301	1846	1828	1939	59710N	
26	R	1223	644	462	447	484	761	1506	3414	3687	3256	3082	3107	3344	3328	3852	4674	4182	4580	3676	3094	2577	2483	2245	2421	62529A	
27	F	1737	950	629	520	572	738	1490	3284	3393	3194	3149	3304	3548	3566	4419	4586	4338	3737	3077	2725	2156	1917	1778	2092	60899A	
28	A	1872	1595	1116	902	875	938	949	1471	1624	1980	2246	2580	2723	2588	2589	2765	2483	2612	2708	2631	2569	2130	1974	2235	48155N	
29	S	2279	1751	1392	1149	1274	1299	972	1311	1279	1502	1792	2111	2422	2298	2578	2936	2785	3072	3182	3133	2794	2369	2037	2140	49857A	
30	M	1807	1365	1016	863	964	1072	1020	1629	1587	1677	2079	2513	2564	2638	2876	3240	3212	3194	2970	2822	2154	1660	1537	1765	48224H	
31	T	1208	733	557	468	595	909	1549	3455	3738	3237	3054	3242	3283	3346	3843	4710	4681	4402	3306	2664	1995	1571	1483	1641	59670A	

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WEEKDAY AVERAGE = 59518 SATURDAY AVERAGE = 53360 SUNDAY AVERAGE = 53228 NUMBER OF GOOD DAYS 30 TOTAL MONTHLY COUNT = 1722403
MONTHLY AVERAGE = 57740

COMMENTS:
5/8: MOTHER'S DAY; 5/30: MEMORIAL DAY

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/16/17

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
JUNE 2016

COUNTY NAME: MIAMI-DADE STATION: 0108 DIRECTION: E LANE: 0
DESCRIPTION: SR-112/I-195, 1 MI E OF SR-5/US-1, DADE CO.
LOCATION: COUNTY 87 SECTION 004 SUBSECTION 000 MILEPOST 3.536 ROUTES: I-195 SR-112

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	W	622	336	237	211	459	1346	3766	4564	4018	3628	3366	3027	2936	3277	3535	3124	3192	3328	3704	3062	2367	2157	1859	1327	59448N
2	R	819	431	297	278	462	1395	3877	4710	4028	3693	3339	3143	3040	3272	3610	3323	3054	3115	3882	3146	2403	2176	1996	1388	60877N
3	F	971	520	357	329	444	1425	3855	4377	4158	3751	3465	3191	3343	3533	3630	3417	1933	2399	2944	3059	2580	2312	2482	2053	60528S
4	A	1574	958	650	508	546	897	2083	2210	2445	2609	2606	2792	3010	3400	3666	3506	3405	3168	3231	2759	2404	2480	2584	2046	55537N
5	S	1613	1085	786	625	589	849	1598	1565	1870	2092	2264	2572	2808	2924	3387	3151	2994	2595	2683	2230	1913	1838	1708	1222	46961N
6	M	706	517	314	319	487	1373	3725	4591	4052	3506	3155	2868	2894	3162	3292	2940	2892	3224	3899	2593	1977	1867	1685	1079	57117N
7	T	731	400	236	221	435	1353	3684	4738	4053	3611	3197	2867	3058	3142	3351	2900	2949	3228	3240	2861	1981	1958	1747	1110	57051N
8	W	659	372	235	240	416	1343	3773	4779	3961	3498	3073	2837	2836	2900	3293	2700	2803	3151	3488	2968	2156	1915	1637	1156	56189N
9	R	796	449	284	224	453	1369	3660	4617	4088	3542	3073	3062	2929	3169	3483	3081	3036	3310	3562	2972	2167	2179	2100	1272	58877N
10	F	935	483	345	312	424	1342	3673	4457	4064	3769	3555	3228	3161	3171	3130	2956	3254	3501	3527	3169	2424	2350	2270	1651	61151N
11	A	1367	947	598	512	464	904	2054	2167	2466	2536	2592	2777	2876	3101	3383	2827	2804	2788	2805	2491	2277	2211	2294	1978	51219N
12	S	1414	1073	745	614	642	825	1553	1531	1798	2194	2538	2661	2876	3006	3261	2885	2624	2699	2600	2286	1906	1816	1591	1108	46246N
13	M	780	417	311	287	475	1344	3578	4303	3901	3431	3004	2796	2797	2861	3346	3021	2993	3135	3428	2561	1931	1782	1751	1049	55282N
14	T	713	409	232	218	431	1421	3682	4273	4109	3594	3208	2725	2896	2976	3290	2918	3004	3249	3498	2730	2169	1761	1796	1120	56422N
15	W	689	364	236	226	416	1289	3624	3844	3961	3836	3233	2887	2835	2932	3450	2958	3058	3338	3734	2820	2237	2062	2044	1384	57457N
16	R	778	457	273	255	404	1387	3608	4549	4020	3772	3246	2945	2817	2935	3145	3151	3170	3308	3619	3059	2507	2105	2124	1453	59087N
17	F	1093	612	337	331	472	1405	3629	4427	4107	3786	3342	3202	3104	3233	3489	3427	3062	3464	3350	3012	2389	2270	2410	1821	61774N
18	A	1425	939	631	496	524	878	2008	2055	2390	2460	2557	2685	2754	2999	3488	3256	3101	2602	2443	2474	2138	2133	2228	1859	50523N
19	S	1573	1001	641	577	563	841	1425	1461	1745	1935	2140	2455	2690	2918	3307	3008	2724	2539	2441	2180	2013	1754	1576	1474	44981N
20	M	805	479	272	264	446	1317	3448	4292	3880	3512	2990	2865	2723	2923	3243	2982	3039	3378	3514	2796	2237	2037	1956	1213	56611N
21	T	695	401	238	207	488	1374	3668	4342	3882	3560	3098	2493	2439	2499	3128	2886	2914	3256	3399	2678	2074	1678	1668	1190	54255N
22	W	655	372	249	208	422	1314	3582	4399	4125	3603	3180	2887	2887	3078	3128	3274	3058	3393	3667	3093	2320	1939	1911	1309	58053N
23	R	885	468	285	246	419	1348	3583	4352	4103	3750	3310	2821	3058	3183	3425	3260	3153	3329	3785	3033	2345	2044	2258	1576	60019N
24	F	986	613	344	318	488	1300	3541	4402	4244	3756	3365	3068	3114	3510	3204	2722	3300	3782	3455	3107	2588	2429	2589	1934	62159N
25	A	1492	910	647	520	542	843	1976	2069	2345	2462	2650	2856	2933	3262	3813	3442	3321	2975	2953	2783	2544	2454	2510	2038	54340N
26	S	1503	1089	713	634	638	824	1545	1489	1898	1989	2460	2862	3050	3223	3509	3346	3088	2880	2724	2265	1843	1615	1648	1457	48292N
27	M	925	538	295	260	485	1366	3576	4286	4020	3723	3001	2868	2404	2743	3172	2783	2865	3306	3568	1997	2048	1828	1711	1220	54988A
28	T	733	385	263	219	423	1356	3618	4337	4096	3589	3189	2661	2618	2831	3206	3062	3090	3176	3623	2898	2221	1853	1936	1166	56549N
29	W																									51680B
30	R	858	444	308	244	475	1323	3556	4244	4124	3751	3305	2927	2954	3193	3546	3183	3147	3410	3798	3277	2489	2285	2060	1568	60469N

WEEKDAY AVERAGE = 58225 SATURDAY AVERAGE = 52905 SUNDAY AVERAGE = 46620 NUMBER OF GOOD DAYS 29 TOTAL MONTHLY COUNT = 1622462
MONTHLY AVERAGE = 55807

COMMENTS:

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)
6/9: END OF 2015-16 PUBLIC SCHOOL YEAR
6/19: FATHER'S DAY

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/16/17

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
JUNE 2016

COUNTY NAME: MIAMI-DADE STATION: 0108 DIRECTION: W LANE: 0
DESCRIPTION: SR-112/I-195, 1 MI E OF SR-5/US-1, DADE CO.
LOCATION: COUNTY 87 SECTION 004 SUBSECTION 000 MILEPOST 3.536 ROUTES: I-195 SR-112

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	W	1033	484	285	276	371	611	1484	3346	3915	3143	2993	3113	3114	3091	4037	4568	4490	4380	3519	2794	2064	1754	1685	1842	58392N
2	R	1141	642	441	446	436	625	1475	3358	3506	3105	3137	3308	3261	3319	3936	4796	4495	3863	3683	2747	2123	1807	1702	1857	59209N
3	F	1356	720	475	368	465	699	1498	3332	3556	3117	3096	3417	3498	3495	4291	4756	2703	2733	3070	2696	2332	1870	1907	2282	57732S
4	A	1759	1287	963	791	746	763	901	1558	1702	2144	2416	2592	2701	2719	2919	3481	3287	3271	3293	3029	2649	2342	2644	2622	52579N
5	S	2132	1547	995	863	904	933	853	1367	1377	1624	2171	2570	2817	2618	2741	3238	3288	3435	3148	2771	2179	1552	1477	1659	48259N
6	M	1057	628	373	363	505	784	1566	3310	3697	3252	3048	3145	3091	3137	3496	4324	2945	4751	3275	2599	1998	1503	1418	1489	55754A
7	T	1077	524	329	299	365	587	1502	3190	3546	3331	2841	3129	3200	2990	3453	4203	4318	4340	3488	2647	1854	1659	1506	1607	55985N
8	W	1062	520	289	209	308	623	1410	3142	3523	3011	3109	2893	3021	3015	3616	3893	4259	3976	3486	2607	1988	1525	1440	1794	54719N
9	R	1135	552	383	333	439	664	1401	2998	3684	3205	2915	3216	3349	3198	3755	4725	4479	4385	3331	2574	2009	1714	1700	1763	57907N
10	F	1204	696	425	415	480	664	1336	2856	3393	3183	3104	3341	3442	3515	4184	3768	4034	4393	3141	2654	2218	1852	2013	2142	58453N
11	A	1792	1126	836	733	705	684	835	1533	1638	1971	2164	2391	2517	2689	2966	3531	3441	3608	2912	2522	2074	1965	2051	2342	49026N
12	S	1822	1308	1023	826	911	933	810	1234	1249	1521	1968	2223	2632	2690	2651	3181	3127	3281	3059	2874	2654	2069	1617	1765	47428N
13	M	1093	599	422	359	543	776	1385	2781	3479	2931	2806	2954	2982	2976	3475	4408	4557	4224	3379	2503	1947	1574	1499	1507	55159N
14	T	1048	493	340	306	444	676	1352	2832	3545	3045	2914	3102	2965	3029	3534	4492	4638	4332	3364	2706	2105	1759	1464	1721	56206N
15	W	1042	527	278	246	325	562	1366	2844	3406	3195	3029	3075	3105	3131	3693	4523	4439	3830	3447	2710	2151	1742	1575	2019	56260N
16	R	1180	622	396	340	405	675	1322	2830	3615	3199	2991	3008	3288	3232	3613	4690	4573	4404	3342	2673	2280	1781	1545	1860	57864N
17	F	1357	782	503	424	492	689	1322	2727	3363	3179	3009	3300	3262	3405	3912	4557	3893	3803	3436	2618	2048	1799	1840	2175	57895N
18	A	1736	1261	883	800	779	680	858	1464	1652	1983	2288	2340	2665	2667	2904	3441	3158	3073	3179	2692	2078	1853	1729	2331	48494N
19	S	1910	1312	923	810	886	903	788	1256	1283	1553	2000	2446	2714	2626	2588	3090	2939	3463	3068	3309	2241	1623	1334	1900	46965A
20	M	1038	538	344	369	500	785	1439	2876	3615	3112	2782	3000	3071	2935	3571	4458	4581	4293	3328	2587	2008	1611	1489	1735	56065N
21	T	1301	573	357	315	412	649	1369	2797	3508	3110	2959	3085	2956	2995	3429	4296	4285	3959	3032	2280	1829	1477	1376	1637	53986N
22	W	938	457	283	241	312	577	1332	2754	3524	3253	2931	2937	3045	2949	3606	4565	4520	4441	3510	2825	2207	1725	1580	2183	56695N
23	R	1184	633	412	383	400	629	1359	2683	3626	3239	3036	3093	3185	3135	3630	4632	4091	4468	3527	2822	2258	1914	1726	1882	57947N
24	F	1354	841	508	426	472	690	1350	2700	3377	3242	3054	3184	3386	3273	3828	4538	4526	4442	3413	3033	2370	2097	1988	2229	60321N
25	A	1804	1284	921	790	724	782	852	1474	1654	2107	2145	2470	2676	2747	2807	3317	3192	3148	3014	3107	2842	2465	2278	2538	51138N
26	S	2181	1419	1057	937	888	903	814	1235	1335	1620	2052	2461	2788	2638	2711	3425	3069	3512	3636	3462	2398	1752	1726	2637	50656A
27	M	1598	700	405	356	508	814	1405	2832	3553	3186	2973	3188	3069	3029	3420	4082	4210	4254	3253	2591	1943	1551	1468	1631	56019A
28	T	997	485	342	297	419	638	1350	2840	3602	3031	2907	2953	3058	3091	3435	4603	4529	4269	3307	2620	2127	1824	1488	1713	55925N
29	W	987	515	285	230	344	629	1280	2703	3641	3285	2944	2990	3088	3119	3647	4597	4521	4304	3524	2738	2139	1713	1618	1865	56706N
30	R	1088	613	437	409	456	642	1330	2702	3579	3165	2890	3190	3224	3300	3561	4665	4085	4532	3606	2755	2253	1862	1778	1979	58101N

WEEKDAY AVERAGE = 56927 SATURDAY AVERAGE = 50309 SUNDAY AVERAGE = 48327 NUMBER OF GOOD DAYS 30 TOTAL MONTHLY COUNT = 1647845
MONTHLY AVERAGE = 54753

COMMENTS:

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)
6/9: END OF 2015-16 PUBLIC SCHOOL YEAR
6/19: FATHER'S DAY

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/16/17

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
JULY 2016

COUNTY NAME: MIAMI-DADE STATION: 0108 DIRECTION: E LANE: 0
DESCRIPTION: SR-112/I-195, 1 MI E OF SR-5/US-1, DADE CO.
LOCATION: COUNTY 87 SECTION 004 SUBSECTION 000 MILEPOST 3.536 ROUTES: I-195 SR-112

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	F	1069	559	369	284	470	1333	3514	4513	4203	3571	3426	3175	3221	3320	3575	3542	3522	3523	3377	3003	2666	2545	2432	2001	63213N
2	A	1596	950	659	546	576	851	1841	2121	2689	3049	3505	3474	3581	3779	4083	3725	3059	3007	3104	2886	2509	2545	2721	2642	59498A
3	S	1870	1199	738	606	615	792	1526	1566	2208	2670	3092	3310	3902	3787	4204	3797	3255	2929	2883	2697	2406	2235	2309	2099	56695A
4	M	1455	971	664	462	509	892	1848	1817	2034	2445	2693	2952	3136	3442	3663	3269	3215	2717	2675	2359	1927	2307	2049	1469	50970H
5	T	873	484	336	307	542	1375	3516	4304	3554	3331	3199	2730	2861	2500	2546	2591	2379	2812	3119	2655	2045	2002	1853	1163	53077A
6	W	654	357	250	185	388	1291	3578	4230	4212	3540	3226	2833	2899	3067	3348	3019	3066	3299	3766	2866	2331	1989	1969	1334	57697N
7	R	751	442	288	258	435	1284	3589	4310	4161	3670	3310	2993	3014	2977	3478	3182	3087	3449	3778	3084	2393	2259	2085	1520	59797N
8	F	948	516	338	266	475	1342	3623	4337	4214	3672	3217	3084	3044	3239	3707	3370	3465	3474	3554	2960	2430	2430	2543	1836	62084N
9	A	1271	927	624	508	501	907	2004	2066	2388	2342	2451	2746	2853	3295	3716	3507	3291	2997	2915	2699	2592	2507	2455	2000	53562N
10	S	1637	1115	757	605	605	832	1507	1567	1888	2038	2284	2600	2839	3015	3579	3289	2835	2620	2790	2293	2080	1911	1798	1311	47795N
11	M	797	420	309	315	474	1493	3529	4247	4116	3650	3001	2858	2956	2970	3249	3089	3049	3337	3526	2695	2246	1833	1930	1146	57235N
12	T	749	378	236	188	448	1363	3673	4325	4131	3737	3111	2750	2757	3095	3425	2985	2874	3123	3906	3178	2250	1975	1821	1211	57689N
13	W	646	442	274	200	419	1321	3582	4368	4110	3584	3073	2833	3033	2951	3423	3165	3092	3484	4012	3236	2331	2138	1963	1397	59077N
14	R	837	531	337	265	438	1335	3640	4456	4133	3816	3233	3065	3200	3302	3672	3383	3286	3605	4094	3337	2767	2581	2367	1757	63437N
15	F	1169	651	402	327	511	1335	3597	4358	4096	3903	3111	2926	3250	3545	3759	3760	3672	4090	4255	3541	2976	2673	2522	1820	66249N
16	A	1351	871	573	471	517	898	2003	2093	2677	2555	2635	2763	2968	3378	3846	3609	3605	3289	3225	2806	2569	2689	2589	2196	56176N
17	S	1640	1174	731	633	608	839	1520	1547	2025	2140	2397	2632	2993	3126	3556	3531	3291	3150	2998	2653	2225	2124	1957	1374	50864N
18	M	872	517	315	277	513	1429	3409	4017	4208	3772	3304	3071	3009	3116	3348	3058	3185	3376	3864	2997	2216	1975	1922	1301	59071N
19	T	776	456	272	251	469	1405	3603	4332	4251	3808	3270	2891	2921	2997	3432	3196	3174	3490	3821	3022	2488	2275	2136	1338	60074N
20	W	766	403	271	234	426	1366	3504	4405	4151	3683	3266	2939	2929	3045	3472	3166	3198	3388	3814	3035	2476	2195	2045	1482	59659N
21	R	967	549	323	270	409	1191	3357	4265	4141	3535	3159	2698	2055	2945	3327	3352	3331	3580	3956	3096	2501	2317	2192	1597	59113N
22	F	994	513	370	291	437	1359	3550	4172	4036	3868	3315	3158	3227	3271	3681	3384	3091	3429	3620	3106	2626	2633	2567	2058	62756N
23	A	1468	990	613	516	560	853	1939	2022	2423	2444	2506	2869	2986	3268	3559	3443	3199	3021	3085	2800	2548	2434	2599	1997	54142N
24	S	1647	1101	733	608	596	753	1464	1476	1775	1812	2160	2367	2463	2751	3383	3140	3009	2920	2771	2448	2171	1973	1900	1274	46695N
25	M	829	559	332	310	536	1420	3498	4151	3897	3672	3041	2786	2912	3039	3317	3183	3128	3429	3497	2899	2124	1848	1958	1234	57599N
26	T	732	444	266	231	434	1348	3536	4270	3964	3813	3126	2910	2751	2959	3557	3134	2897	3479	3940	2911	2377	2131	2103	1269	58582N
27	W	749	389	307	219	432	1354	3405	4273	4173	3626	3191	2780	2957	3073	3448	3162	3129	3594	4157	3203	2457	2226	1991	1480	59775N
28	R	961	541	366	296	450	1312	3555	4348	4254	3788	3295	3017	2859	3206	3342	3276	3178	3424	3803	3067	2525	2282	2375	1669	61189N
29	F	1132	644	425	335	490	1439	3488	4288	4305	3736	3454	3152	3105	3473	3811	3514	3558	3483	3630	3060	2820	2504	2610	2160	64616N
30	A	1535	953	672	528	567	920	1972	2127	2329	2387	2547	2761	3056	3316	3744	3696	3343	3084	2905	2672	2612	2497	2725	2261	55209N
31	S	1859	1189	793	599	636	808	1498	1594	1871	2080	2351	2654	2912	3054	3512	3158	3156	2921	2815	2279	2252	2002	2033	1425	49451N

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WEEKDAY AVERAGE = 59459 SATURDAY AVERAGE = 55717 SUNDAY AVERAGE = 50300 NUMBER OF GOOD DAYS 31 TOTAL MONTHLY COUNT = 1783046
MONTHLY AVERAGE = 57616

COMMENTS:

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/16/17

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
JULY 2016

COUNTY NAME: MIAMI-DADE STATION: 0108 DIRECTION: W LANE: 0
DESCRIPTION: SR-112/I-195, 1 MI E OF SR-5/US-1, DADE CO.
LOCATION: COUNTY 87 SECTION 004 SUBSECTION 000 MILEPOST 3.536 ROUTES: I-195 SR-112

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	F	1707	784	474	499	504	671	1258	2627	3333	3213	3050	3155	3530	3440	3972	4229	3668	4291	3390	2813	2686	2101	1944	2286	59625A
2	A	2116	1402	922	904	750	733	829	1339	1542	2020	2327	2654	2734	2767	2914	3439	3355	3400	3548	3536	3271	2605	2543	2655	54305N
3	S	2320	1680	1344	907	952	951	757	1223	1202	1552	2035	2378	2478	2466	2770	3260	3501	3691	3668	3463	3493	2834	2305	2490	53720A
4	M	1973	1379	885	731	743	878	786	1268	1333	1569	1794	2369	2404	2588	2570	2852	3062	3263	3187	2971	2423	2863	3968	3074	50933H
5	T																									48798B
6	W	1076	516	323	250	341	628	1340	2723	3569	3210	3001	3038	3187	3010	3445	4570	4492	4235	3491	2757	2275	1865	1564	1745	56651N
7	R	1127	561	366	349	415	614	1285	2653	3617	3277	3020	3135	3159	3130	3586	4550	4361	4017	3483	2964	2335	1905	1749	1867	57525N
8	F	1342	762	468	355	480	628	1237	2636	3424	3229	3100	3146	3299	3257	3679	4566	4671	4269	3285	2773	2483	2095	1878	2217	59279N
9	A	1754	1168	843	727	719	698	875	1453	1661	2045	2185	2524	2680	2633	2927	3712	3242	3225	3119	3110	3037	2717	2246	2404	51704N
10	S	2004	1532	1110	939	973	898	781	1264	1307	1476	2050	2383	2647	2596	2780	2990	2797	3027	3287	3122	2854	2252	1752	1845	48666N
11	M	1152	660	389	414	481	767	1358	2915	3563	3169	2886	2939	2910	2918	3447	4575	4522	4169	3408	2640	2143	1671	1415	1577	56088N
12	T	1078	524	351	300	389	617	1305	2801	3675	3255	2822	3039	2928	3006	3515	4580	4033	4168	3997	2734	2164	1880	1585	1733	56479N
13	W	1121	605	350	242	327	604	1314	2815	3702	3201	2909	3038	3136	2988	3585	4584	4705	4287	3404	2780	2340	1815	1787	2005	57644N
14	R	1228	693	494	371	466	650	1369	2772	3621	3262	2986	3039	3279	3322	3751	4522	4551	4465	3690	3036	2741	2229	2073	2181	60791N
15	F	1564	919	589	469	563	697	1261	2769	3424	3377	3220	3247	3701	3373	3785	4631	4697	4458	3518	3070	2725	2246	2304	2437	63044N
16	A	1983	1285	954	796	661	764	956	1521	1718	2122	2299	2519	2834	2601	2895	3379	3257	3310	3578	3647	2944	2572	2336	2668	53599N
17	S	2253	1627	1175	973	1008	1008	874	1324	1395	1656	2053	2497	2599	2559	2709	3142	3025	3306	3534	3176	3173	2314	1946	1961	51287N
18	M	1368	757	468	424	566	871	1387	2812	3739	3283	2984	3255	3221	3251	3759	4615	4495	4512	3498	2742	2300	1778	1554	1718	59357N
19	T	1122	594	379	330	456	677	1297	2761	3687	3231	3122	3235	3188	3205	3622	4471	3639	4841	3552	2887	2255	1922	1728	1984	58185N
20	W	1376	611	371	274	350	638	1341	2797	3765	3380	3226	3136	3237	3256	3518	4675	4374	4250	3504	2782	2293	1852	1815	1903	58724N
21	R	1204	641	444	444	482	688	1300	2652	3605	3324	3198	3004	2987	3247	3481	4767	4477	4233	3442	2871	2349	1914	1762	1957	58473N
22	F	1353	782	491	411	464	679	1340	2661	3467	3256	3097	3295	3312	3292	3794	4285	3612	4609	3599	2649	2274	2092	1934	2267	59015N
23	A	1832	1274	1000	774	689	785	907	1410	1674	2016	2331	2538	2659	2573	2776	3443	3271	3368	3182	3080	2840	2464	2116	2460	51462N
24	S	1987	1529	1110	975	938	891	788	1262	1297	1603	2084	2830	3146	2620	2572	3067	2830	2963	2994	2595	2634	2092	1787	1813	48407N
25	M	1110	650	444	421	575	814	1355	2782	3687	3098	2973	3205	3169	3009	3383	4569	4583	4253	3362	2671	2268	1694	1511	1684	57270N
26	T	1075	535	382	311	382	619	1307	2729	3591	3288	2975	3086	3217	3246	3454	4672	3806	4413	2900	2777	2276	2016	1804	1782	56643N
27	W	1012	561	330	274	332	617	1247	2697	3517	3371	3160	3185	3198	3152	3654	4619	4488	4304	3497	2830	2352	1946	1690	1806	57839N
28	R	1206	671	440	375	485	617	1309	2739	3625	3282	3026	3216	3316	3314	3618	4730	4681	4655	3468	2869	2467	1929	1782	1997	59817N
29	F	1454	866	506	393	523	734	1210	2709	3502	3252	3062	3354	3503	3398	3839	4567	4541	4370	3509	2868	1947	2328	2001	2281	60717N
30	A	1904	1358	999	971	829	751	871	1464	1727	1941	2256	2451	2747	2576	2947	3268	3317	3443	3554	3170	3135	2745	2246	2460	53130N
31	S	2087	1661	1176	927	1023	907	817	1291	1302	1645	2156	2534	2670	2737	2796	3175	3365	3425	3292	3297	2947	2383	1792	1877	51282N

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WEEKDAY AVERAGE = 58043 SATURDAY AVERAGE = 52840 SUNDAY AVERAGE = 50672 NUMBER OF GOOD DAYS 30 TOTAL MONTHLY COUNT = 1681661
MONTHLY AVERAGE = 56247

COMMENTS:

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/16/17

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
AUGUST 2016

COUNTY NAME: MIAMI-DADE STATION: 0108 DIRECTION: E LANE: 0
DESCRIPTION: SR-112/I-195, 1 MI E OF SR-5/US-1, DADE CO.
LOCATION: COUNTY 87 SECTION 004 SUBSECTION 000 MILEPOST 3.536 ROUTES: I-195 SR-112

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	M	1005	574	337	252	507	1353	3611	4244	4181	3560	3109	2904	2815	3045	3393	3037	3121	3304	3656	2935	2101	1956	1943	1269	58212N
2	T	647	377	267	249	416	1370	3570	4230	3719	4056	3315	2836	2724	2961	3345	3062	3117	3299	3073	2837	2078	1704	1780	1196	56228N
3	W	748	432	268	236	391	1316	3428	4217	4278	3706	3353	2945	2857	3096	3410	3197	3173	3441	3916	3014	2362	2019	2080	1467	59350N
4	R	892	505	290	252	467	1328	3503	4336	4328	3805	3372	3175	3145	3094	3578	3451	3191	3278	4018	3218	2547	2246	2258	1595	61872N
5	F	930	554	365	300	514	1441	3608	4260	4210	3746	3484	3137	3180	3288	3718	3377	2764	4120	3948	3126	2746	2572	2563	1910	63861N
6	A	1521	1020	622	484	502	869	1952	2075	2359	2287	2390	2623	2699	3320	3638	3534	3176	2880	2677	2363	2296	2393	2471	2018	52169N
7	S	1626	1063	740	498	580	796	1445	1495	1788	1867	2173	2510	2780	3012	3448	3120	2539	2463	2500	2274	1998	1888	1719	1256	45578N
8	M	755	429	266	260	486	1295	3356	4235	4056	3403	2916	2622	2596	2857	3046	2806	2987	3055	3314	2919	1951	1824	1776	1154	54364N
9	T	719	434	220	240	412	1303	3374	4188	4287	3421	3037	2696	2762	2789	3225	2808	2895	3091	3571	2626	2041	1793	1960	1128	55020N
10	W	644	363	241	218	403	1292	3346	4232	4206	3534	2995	2790	2831	3116	3367	3008	3152	3407	3881	2914	2311	2129	2103	1650	58133N
11	R	916	539	319	229	478	1366	3486	4410	3878	3310	3358	2827	2874	2964	3508	3182	3249	3562	3809	3008	2552	2273	2105	1479	59681N
12	F	1005	570	360	294	439	1303	3461	4194	4319	3646	3265	3025	3099	3195	3721	3482	3489	3524	3502	3093	2745	2432	2461	2098	62722N
13	A	1424	960	664	508	514	832	2021	2096	2350	2312	2480	2748	2891	3257	3696	3558	3371	3125	3257	3071	2326	2276	2380	2044	54161N
14	S	1595	1012	688	545	533	751	1380	1380	1716	1869	2090	2403	2583	2955	3244	3134	2850	2903	2712	2283	2231	2008	1787	1307	45959N
15	M	846	562	325	256	487	1320	3451	4091	4179	3503	2909	2780	2843	2887	3263	3003	2923	3336	2918	2222	2377	1963	1897	1319	55660N
16	T	764	366	308	233	427	1308	3349	4278	4271	3743	3415	2996	2903	2942	3403	2930	2876	3420	3650	2995	2221	1975	1880	1238	57891N
17	W	704	393	283	209	379	1259	3425	4272	3867	3626	3218	2736	2795	2873	3459	3170	3042	3415	3682	3039	2396	2169	1988	1432	57831N
18	R	916	489	316	251	449	1282	3595	4224	4225	3687	3199	3025	2926	3114	3392	3188	3117	3435	3846	3009	2718	2457	2348	1535	60743N
19	F	1028	535	338	276	465	1348	3522	4274	4401	3688	2791	3313	3115	3343	3619	3482	3512	3260	3437	3082	2616	2476	2474	2041	62436N
20	A	1498	838	618	498	532	891	2086	2117	2478	2436	2461	2667	2940	3160	3480	3428	3158	3019	2925	2847	2708	2464	2523	2069	53841N
21	S	1634	1241	765	590	605	827	1588	1502	1813	1957	2239	2559	2809	2959	3338	2989	2882	2675	2800	2419	2183	1837	1860	1231	47302N
22	M	739	438	293	246	501	1463	3547	4495	3901	3659	3348	2893	2762	3102	3370	3039	3138	3365	3700	2809	2149	1838	1903	1124	57822N
23	T	581	370	205	221	420	1420	3648	4478	3740	3782	3297	2796	2815	3009	3333	3091	2950	3380	3669	2979	2313	1795	1881	1120	57293N
24	W	619	310	202	194	393	1373	3830	4658	3933	3672	3157	2763	2671	3008	3306	3167	3004	3440	3841	3016	2326	1894	1926	1249	57952N
25	R	706	442	263	235	433	1399	3770	4573	3950	3529	3137	3071	2783	3059	3535	3301	3284	3250	3547	3386	2473	2107	2122	1495	59850N
26	F	880	487	306	289	499	1355	3421	4510	4105	3956	3409	3120	3015	3318	3551	3478	3374	3307	3742	3161	2543	2307	2397	1841	62371N
27	A	1360	837	564	463	526	831	1968	2020	2228	2229	2180	2302	2255	2698	3163	2999	2919	2836	2856	2704	2335	2303	2369	2047	48992N
28	S	1552	1006	701	543	582	741	1483	1486	1769	1744	1871	2265	2381	2559	2986	2706	2629	2439	2528	2277	1951	1695	1650	1111	42655N
29	M	725	415	251	282	473	1448	3531	4215	3231	3576	3012	2900	2748	2830	3080	2872	2949	3167	3460	2787	2109	1694	1646	1040	54441N
30	T	642	382	276	184	442	1395	3458	4346	4133	3434	2491	2736	2563	2722	2679	2353	2658	3068	3497	2963	1967	1670	1581	971	52611A
31	W																									53330B

WEEKDAY AVERAGE = 58722 SATURDAY AVERAGE = 52291 SUNDAY AVERAGE = 45374 NUMBER OF GOOD DAYS 30 TOTAL MONTHLY COUNT = 1677001
MONTHLY AVERAGE = 55897

COMMENTS:

"B"=====> BAD DAY 8/22-29: UNIVERSITIES AND COLLEGES BEGIN 2016 FALL SEMESTER
"N"=====> NORMAL DAY 8/22: PUBLIC SCHOOLS OPEN FOR 2016-17 SCHOOL YEAR
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/16/17

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
AUGUST 2016

COUNTY NAME: MIAMI-DADE STATION: 0108 DIRECTION: W LANE: 0
DESCRIPTION: SR-112/I-195, 1 MI E OF SR-5/US-1, DADE CO.
LOCATION: COUNTY 87 SECTION 004 SUBSECTION 000 MILEPOST 3.536 ROUTES: I-195 SR-112

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY											
1	M	1177	730	478	426	577	822	1396	2718	3545	3290	3021	3223	3400	3230	3630	4653	4766	4699	3689	2831	2221	1650	1519	1690	59381N											
2	T	1072	499	313	304	384	587	1291	2629	3433	3191	3026	3217	3230	3124	3675	4757	4767	4573	3650	2421	1782	1418	1374	1774	56491N											
3	W	1017	528	305	249	310	553	1257	2564	3555	3219	3150	3210	3286	3237	3706	4498	4553	4508	3670	2905	2190	1870	1656	1842	57838N											
4	R	1248	662	406	398	497	602	1260	2638	3501	3226	3091	3181	3264	3318	3705	4697	4504	4518	3624	3016	2542	1993	1803	2048	59742N											
5	F	1395	827	524	457	522	681	1295	2589	3477	3265	3133	3295	3491	3237	3797	4659	4067	3904	3256	2893	2658	2133	2136	2207	59898N											
6	A	1859	1363	934	821	790	711	864	1441	1597	2055	2336	2699	2736	2542	2758	3261	3000	3257	3441	3282	2369	1914	1894	2266	50190N											
7	S	1845	1426	1119	868	909	878	805	1218	1240	1608	2044	2399	2707	2641	2663	3300	3518	4098	3309	2513	2065	1655	1520	1721	48069N											
8	M	1088	619	377	335	481	767	1273	2677	3436	3141	3053	3175	3263	3040	3536	4129	3596	3694	3101	2416	1730	1413	1240	1474	53054N											
9	T	926	550	300	336	380	600	1210	2709	3461	3110	2949	2895	3090	3145	3619	4071	4379	4080	3256	2556	1856	1608	1504	1730	54320N											
10	W	1043	525	312	252	296	562	1280	2596	3433	3169	3011	2983	3109	3081	3458	4337	4513	4345	3408	2680	2288	1770	1630	1891	55972N											
11	R	1232	638	451	399	455	599	1225	2590	3503	3255	3125	3177	3309	3107	3696	4751	4577	4382	3438	2807	2291	1936	1721	2064	58728N											
12	F	1331	724	516	401	531	673	1241	2568	3187	3148	3236	3228	3190	3364	3702	4490	4506	3890	3566	2834	2347	2015	1855	2265	58808N											
13	A	1873	1302	979	758	668	720	834	1496	1640	1975	2364	2517	2658	2602	2818	3293	3106	3563	3400	3449	3112	2520	2093	2537	52277N											
14	S	1961	1449	1051	811	828	823	707	1191	1186	1513	2013	2366	2839	2678	2511	2934	2927	3074	3078	2852	2704	2240	1661	1732	47129N											
15	M	1162	694	455	395	524	787	1357	2793	3527	3177	3134	3102	3182	3112	3368	4563	4436	4133	3524	2525	2163	1623	1359	1709	56804N											
16	T	1073	603	373	289	385	665	1200	2351	2785	2592	2592	3261	3142	3186	3631	4400	4439	4364	3402	2723	2138	1737	1569	1772	54672N											
17	W	1096	572	296	243	285	605	1338	2687	3509	3076	2855	3172	3098	3010	3334	4580	4505	4293	3509	2664	2197	1703	1575	1880	56082N											
18	R	1219	655	489	419	435	653	1343	2743	3513	3226	2936	3105	3268	3043	3547	4756	4392	4521	3647	2864	2311	1958	1810	2072	58925N											
19	F	1626	840	506	410	491	709	1340	2702	3306	3235	3103	3294	3384	3378	3693	4726	4587	4229	3358	2773	2469	2059	1875	2224	60317N											
20	A	1845	1311	910	761	771	717	860	1407	1767	2049	2244	2527	2782	2730	2745	3392	3034	3029	3124	3010	3004	2271	2212	2610	51112N											
21	S	2035	1561	1133	920	896	928	753	1290	1248	1635	1988	2461	2584	2600	2733	3172	2985	3214	3164	3139	2571	1882	1732	1940	48564N											
22	M	1072	617	356	323	541	861	1691	3228	3709	3209	3029	3140	3164	3163	3630	4495	4415	4219	3351	2714	2124	1633	1397	1625	57706N											
23	T	931	464	284	259	361	624	1597	3353	3808	3153	2927	3057	3149	3165	3683	4627	4514	4598	3500	2682	2118	1642	1519	1684	57699N											
24	W	971	501	260	211	308	616	1565	3296	3766	3214	3110	3162	3135	3167	3800	4759	4468	4391	3378	2600	2107	1654	1511	1784	57734N											
25	R	991	564	349	365	378	626	1555	3432	3725	3197	3036	2971	3132	3204	3678	4678	4726	4521	3491	2633	2135	1866	1593	1892	58738N											
26	F	1219	698	439	385	466	664	1456	3218	3625	3081	2962	3224	3430	3348	3877	4583	4616	4009	3426	2990	2351	1985	1834	2078	59964N											
27	A	1641	1173	826	698	711	697	818	1423	1644	1960	2262	2503	2710	2517	2551	3021	2882	3017	2692	2522	2341	2039	2034	2393	47075N											
28	S	1886	1353	1077	875	887	772	739	1176	1235	1460	1917	2394	2563	2532	2488	2957	2733	2902	2734	2590	2168	1588	1449	1580	44055N											
29	M	1010	496	379	316	472	802	1597	3205	3512	3048	2915	3137	3153	3064	3531	4668	4524	4117	3197	2533	1829	1428	1286	1505	55724N											
30	T	895	480	319	281	423	634	1444	3059	3527	3145	2830	3005	3136	2974	3507	3866	4101	4238	2977	2427	1820	1397	1292	1854	53631N											
31	W	988	454	237	207	363	624	1567	3280	3838	2998	2920	2990	3164	3110	3852	4650	4494	4382	3282	2650	2029	1560	1481	1618	56738N											
WEEKDAY AVERAGE =		57510				SATURDAY AVERAGE =				50164				SUNDAY AVERAGE =				46954				NUMBER OF GOOD DAYS				31				TOTAL MONTHLY COUNT =				1707437			
MONTHLY AVERAGE =		54953																																			

COMMENTS:

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)
8/22-29: UNIVERSITIES AND COLLEGES BEGIN 2016 FALL SEMESTER
8/22: PUBLIC SCHOOLS OPEN FOR 2016-17 SCHOOL YEAR

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/16/17

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
SEPTEMBER 2016

COUNTY NAME: MIAMI-DADE STATION: 0108 DIRECTION: E LANE: 0
DESCRIPTION: SR-112/I-195, 1 MI E OF SR-5/US-1, DADE CO.
LOCATION: COUNTY 87 SECTION 004 SUBSECTION 000 MILEPOST 3.536 ROUTES: I-195 SR-112

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	R																									51698B
2	F																									53576B
3	A																									37324B
4	S																									36125B
5	M																									36552B
6	T	573	324	202	190	484	1485	3329	3819	3720	3722	3119	2774	2734	2940	3464	3119	3085	3174	3699	3039	2007	1761	1625	888	55276N
7	W																									53316B
8	R																									53225B
9	F	832	399	294	263	454	1373	3650	4553	3851	3842	2920	2772	2795	3125	3550	3238	3365	3595	3613	3124	2760	2527	2385	1871	61151N
10	A																									45823B
11	S	1713	1046	669	540	580	773	1507	1396	1586	1538	1868	1991	2614	3050	3432	3013	2670	2483	2509	2217	1938	1731	1513	1046	43423N
12	M																									54130B
13	T																									55126B
14	W	540	294	211	215	417	1415	3701	4442	4175	3671	3143	2721	2784	3098	3421	3112	3322	3653	3878	2932	2402	2004	1794	1164	58509N
15	R	727	400	280	223	471	1468	3746	4377	4004	3826	3272	2819	2786	3075	3474	3240	3336	3624	3750	3302	2519	2184	1988	1384	60275N
16	F	811	415	262	257	481	1436	3766	4380	4062	3755	3296	2970	3156	2565	2538	3323	3137	3727	3230	3301	3086	2701	2508	1973	61136N
17	A																									53145B
18	S																									41012B
19	M																									52967B
20	T	561	287	214	181	497	1493	3726	4731	4161	3648	3170	2864	2867	3026	3112	3007	3192	3379	3691	3045	2059	1902	1692	1034	57539N
21	W	582	283	207	189	397	1472	3665	4407	4205	3731	2794	2793	2862	3076	3232	3143	3063	3567	3775	3179	2411	1852	1816	1184	57885N
22	R	630	324	244	192	467	1393	3610	4485	3654	3273	3294	2822	2732	2946	3493	3122	3240	3723	3639	3013	2281	2061	2016	1327	57981N
23	F																									60140B
24	A																									47908B
25	S	1458	947	677	527	534	811	1242	1157	1552	1501	1617	1883	2547	2899	3120	2766	2833	2810	2759	2333	2025	1749	1617	1094	42458N
26	M	680	375	279	259	518	1446	3673	4472	3796	3741	3101	2807	2726	2939	3275	3088	3067	3466	3623	2759	1932	1554	1525	1149	56250N
27	T	553	323	175	206	456	1536	3660	4416	3882	3695	3053	3008	2749	2799	3211	2851	2949	3206	3638	2812	2111	1757	1661	1055	55762N
28	W																									51857B
29	R																									56218B
30	F	817	464	285	259	467	1438	3707	4571	3919	3798	3356	2969	2681	3141	3387	3357	3524	2578	3110	3264	2484	2185	2226	1589	59576A

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WEEKDAY AVERAGE = 58078 SATURDAY AVERAGE = 0 SUNDAY AVERAGE = 42941 NUMBER OF GOOD DAYS 13 TOTAL MONTHLY COUNT = 727221

MONTHLY AVERAGE = 55555

COMMENTS:
9/5: LABOR DAY

"B"=====> BAD DAY
 "N"=====> NORMAL DAY
 "A"=====> ATYPICAL DAY
 "H"=====> ATYPICAL DAY (HOLIDAY)
 "S"=====> ATYPICAL DAY (SPECIAL EVENT)

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/16/17

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
SEPTEMBER 2016

COUNTY NAME: MIAMI-DADE STATION: 0108 DIRECTION: W LANE: 0
DESCRIPTION: SR-112/I-195, 1 MI E OF SR-5/US-1, DADE CO.
LOCATION: COUNTY 87 SECTION 004 SUBSECTION 000 MILEPOST 3.536 ROUTES: I-195 SR-112

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	R	980	540	402	403	413	621	1486	3371	3754	3118	2901	2936	3196	3119	3753	4743	4616	4470	3294	2722	2170	1794	1624	1795	58221N
2	F	1271	654	426	419	502	685	1429	3193	3471	2993	3085	3307	3359	3424	4016	4225	4399	3826	3104	2780	2266	2113	2094	2322	59363N
3	A	1769	1322	991	901	770	668	857	1281	1630	1886	2041	2459	2576	2482	2622	3251	3063	3202	3026	2700	2517	2254	2292	2522	49082N
4	S	2035	1528	1097	827	805	910	800	1152	1207	1468	1843	2156	2392	2509	2647	2981	3077	3209	3216	3258	3156	2329	2674	2420	49696A
5	M	1708	1042	783	651	777	879	769	1417	1443	1792	2093	2491	2632	2658	3079	3558	2964	2911	2580	2343	1787	1352	1241	1501	44451H
6	T	900	461	285	286	427	760	1603	3475	3764	3178	2865	2873	3052	3052	3718	4748	4445	4266	3401	2508	1790	1583	1335	1621	56396N
7	W	833	403	242	181	311	605	1565	3389	3835	3136	2872	3018	3102	3015	3767	4686	4473	3828	3502	2868	2030	1680	1522	1687	56550N
8	R	991	534	346	312	398	633	1620	3410	3721	3156	2946	3098	3133	3107	3592	4671	4679	4384	3459	2774	2156	1643	1566	1749	58078N
9	F	1098	602	367	335	468	622	1516	3249	3652	3109	3092	3346	3304	3158	3882	4594	4560	4641	3354	2864	2186	1867	1858	2200	59924N
10	A	2030	1118	811	693	713	707	860	1491	1613	2055	2333	2487	2699	2539	2712	3471	3309	3102	3058	2894	2803	2334	2226	2544	50602N
11	S	2113	1359	930	858	843	853	712	1219	1247	1555	2053	2321	2606	3094	2883	3192	2976	3144	2981	2476	2177	1592	1493	1673	46350N
12	M	916	489	303	301	452	782	1623	3455	3733	3189	2882	3031	3119	3175	3805	4594	4558	4393	3436	2688	2025	1512	1430	1591	57482N
13	T	794	413	231	214	388	626	1515	3427	3801	2965	2898	3334	3202	3043	3649	4608	4598	4316	3299	2671	2027	1576	1621	1946	57162N
14	W	956	385	258	213	303	607	1544	3429	3811	3157	2907	2922	3144	3091	3742	4653	4525	4451	3356	2965	2152	1870	1617	1807	57865N
15	R	1041	526	366	335	448	650	1612	3474	3877	3177	2880	3148	3161	3027	3797	4681	4416	4526	3802	2907	2226	1857	1842	2052	59828N
16	F	1257	628	444	342	455	653	1526	3309	3809	3115	3076	3262	3424	3255	3942	4567	4159	4105	3736	3241	2548	2157	2203	2603	61816N
17	A	2109	1313	986	831	704	688	877	1467	1770	2110	2347	2534	2692	2750	2911	3213	2490	2698	2993	3179	2948	2333	2504	2999	51446N
18	S	2200	1544	1084	884	805	787	758	1171	1289	1677	2176	2564	2638	2626	2755	3322	3517	4004	4584	4329	3503	1961	1647	1753	53578A
19	M	1013	515	336	336	473	819	1635	3496	3854	3067	2949	3007	3102	2990	3787	4691	4539	4446	3460	2529	1834	1511	1384	1529	57302N
20	T	854	461	270	251	318	694	1612	3417	3779	3273	3076	3162	3285	3335	3893	4682	4655	4432	3281	2624	1859	1578	1530	1871	58192N
21	W	896	416	251	200	304	660	1588	3415	3744	3223	2920	2995	3116	3124	3858	4554	4418	4368	3491	2729	2107	1654	1723	1986	57740N
22	R	1000	473	297	315	379	672	1532	3408	3784	3128	3024	3047	3227	3214	3677	4690	4595	4331	3448	2709	2104	1763	1636	1777	58230N
23	F	1210	612	405	374	457	658	1465	3299	3720	3142	3173	3210	3171	3377	3922	4734	4568	4137	3275	2870	2189	1727	1849	2165	59709N
24	A	1665	1219	839	714	657	645	880	1457	1755	2029	2408	2497	2605	2563	2828	3419	2979	3186	2814	2469	2108	1852	1945	2206	47739N
25	S	1829	1288	986	811	799	692	747	1091	1312	1612	1826	2497	2720	2472	2734	3123	2884	3044	2930	2600	2057	1550	1503	1802	44909N
26	M	1015	492	348	329	489	743	1642	3407	3425	3275	3032	3046	3056	3153	3787	4625	4686	4594	3598	2586	1749	1337	1339	1551	57304N
27	T	797	398	273	261	353	635	1537	3457	3766	3151	2999	3184	3264	3396	3798	3766	3810	4212	3560	2555	1991	1596	1409	1556	55724N
28	W	858	445	237	208	303	597	1616	3393	3943	3124	2856	2955	3126	3000	3285	3754	4497	4434	3460	2911	2170	1671	1554	1879	56276N
29	R	1288	580	375	327	415	592	1603	3370	3715	3032	3023	3236	3162	3264	3709	4106	4467	4333	3537	2702	2084	1634	1536	1871	57961N
30	F	1277	626	380	355	437	646	1589	3304	3660	3184	3115	3274	3271	3351	3994	4736	4623	3913	3201	2389	2191	1833	1794	2005	59148N

WEEKDAY AVERAGE = 57314 SATURDAY AVERAGE = 49717 SUNDAY AVERAGE = 48633 NUMBER OF GOOD DAYS 30 TOTAL MONTHLY COUNT = 1658124
MONTHLY AVERAGE = 54988

COMMENTS:

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

9/5: LABOR DAY

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/16/17

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
OCTOBER 2016

COUNTY NAME: MIAMI-DADE STATION: 0108 DIRECTION: E LANE: 0
DESCRIPTION: SR-112/I-195, 1 MI E OF SR-5/US-1, DADE CO.
LOCATION: COUNTY 87 SECTION 004 SUBSECTION 000 MILEPOST 3.536 ROUTES: I-195 SR-112

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	A	1283	837	574	460	437	868	1924	1908	2223	2115	2262	2368	2450	2772	3259	3102	2881	2763	2803	2517	2453	2292	2376	1782	48709N
2	S	1339	1033	647	532	534	761	1076	1514	1684	1749	1994	2279	2395	2623	2912	2674	2523	2486	2543	2238	1945	1713	1637	1106	41937N
3	M	729	418	250	204	445	1340	3494	4264	3902	3213	2851	2572	2524	2715	3140	2768	2909	3305	3436	2621	1948	1509	1562	999	53118N
4	T	522	270	162	171	397	1362	3711	4354	4088	3597	3037	2633	2497	2625	3158	2762	3000	3085	3462	2669	2105	1681	1660	1028	54036N
5	W																									43010B
6	R																									12328B
7	F																									32918B
8	A																									34941B
9	S																									32024B
10	M																									40822B
11	T																									49214B
12	W	621	341	222	204	407	1408	3551	4223	3882	3395	2987	2856	2643	2784	3287	2875	2922	3091	3322	2900	2090	1995	1800	1116	54922N
13	R	687	391	217	213	429	1428	3796	4722	3928	3996	3520	3040	2808	3147	3643	3390	3413	3707	3951	3411	2428	2253	2115	1494	62127N
14	F	857	423	324	264	515	1473	3821	4583	4309	3859	3455	3181	3110	3093	3746	3495	3451	3706	3760	3226	2671	2461	2370	1835	63988N
15	A	1350	866	614	521	566	975	2137	2222	2501	2505	2610	2679	2532	2967	3337	3113	3034	3086	3106	2490	2345	2210	2342	1927	52035N
16	S	1448	961	615	451	483	875	1628	1484	1923	2098	2301	2430	2558	2642	2940	2775	2828	2929	2830	2371	2065	1929	1712	1134	45410N
17	M	733	447	300	273	486	1509	3669	4273	4123	3662	3365	3005	2830	2880	3528	3051	3129	3437	3691	2848	2081	1773	1672	1043	57808N
18	T	609	288	192	197	419	1497	3628	4438	3860	3514	2845	2963	2698	2864	3296	3062	3070	3266	3703	2975	2208	1893	1910	1132	56527N
19	W	595	293	209	213	432	1509	3825	4491	4025	3720	3315	2967	2892	3092	3495	3206	3153	3472	3886	3140	2327	1902	1660	1282	59101N
20	R	735	410	239	236	495	1546	3772	4612	3924	3703	3231	2965	2934	3061	3440	2673	3158	2806	3507	3150	2332	2182	2151	1391	58653N
21	F	845	450	269	266	522	1550	3754	4582	4054	3818	3386	3193	3013	3288	3522	3444	3484	3476	3943	3338	2612	2324	2444	1980	63557N
22	A	1447	875	548	496	512	982	2079	2208	2418	2427	2486	2637	2823	3255	3739	3377	3297	3142	2965	2816	2565	2414	2460	2048	54016N
23	S	1593	1038	738	566	542	826	1457	1369	1675	1839	2156	2340	2635	2839	3747	3272	3433	2954	2820	2321	1982	1642	1507	1093	46384N
24	M	572	357	247	239	500	1502	3662	4444	3891	3571	2977	2844	2730	2944	3304	3165	3056	3327	3604	2751	2089	1713	1618	1022	56129N
25	T	528	296	205	184	442	1483	3756	4443	4143	3624	3044	2656	2579	2803	3520	3077	3076	3314	3831	3294	2377	1790	1855	1197	57517N
26	W	525	286	176	214	466	1478	3688	4634	4091	3653	3293	2892	2784	3088	3477	3222	3279	3381	3685	3260	2378	1945	1956	1259	59110N
27	R	642	337	212	228	471	1457	3735	4535	4083	3697	3204	2901	2773	3080	2728	3311	3381	3506	3592	3196	2388	2116	2023	1294	58890N
28	F	827	459	316	269	476	1401	3405	4146	4143	3618	3447	3110	3031	3228	3745	3371	3625	3837	3820	3213	2637	2404	2548	2076	63152N
29	A	1601	1070	637	572	573	950	2079	1952	2332	2164	2285	2232	2509	2736	3059	3010	2858	2858	2424	3262	2558	2485	2455	2227	50888N
30	S	1756	1275	904	741	679	914	1480	1343	1664	1727	1793	2081	2262	2366	2976	2756	2658	2622	2657	2274	2087	1934	1796	1134	43879N
31	M	858	549	310	306	564	1465	3643	4247	4025	3610	3015	2664	2722	2834	3252	3096	3213	3580	3848	3121	2745	2530	2347	1634	60178S

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WEEKDAY AVERAGE = 58800 SATURDAY AVERAGE = 51412 SUNDAY AVERAGE = 44403 NUMBER OF GOOD DAYS 24 TOTAL MONTHLY COUNT = 1322071

MONTHLY AVERAGE = 55688

COMMENTS:
10/5 - 10/11: HURRICANE MATTHEW IMPACTS TRAFFIC
10/31: HALLOWEEN

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/16/17

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
OCTOBER 2016

COUNTY NAME: MIAMI-DADE STATION: 0108 DIRECTION: W LANE: 0
DESCRIPTION: SR-112/I-195, 1 MI E OF SR-5/US-1, DADE CO.
LOCATION: COUNTY 87 SECTION 004 SUBSECTION 000 MILEPOST 3.536 ROUTES: I-195 SR-112

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	A	1638	1087	820	689	631	630	808	1391	1560	1955	2380	2660	2553	2523	2709	3242	2835	2814	2751	2643	2197	1967	1940	2249	46672N
2	S	1809	1383	979	826	842	744	679	1156	1214	1491	1904	2289	2512	2485	2501	2917	2718	2907	2821	2512	1910	1589	1590	1644	43422N
3	M	931	502	315	289	444	599	1381	2672	3241	2935	2750	3070	2890	2973	3589	4619	4494	4364	3180	2568	1804	1307	1322	1592	53831N
4	T	794	401	221	184	283	579	1471	3304	3634	3014	2715	2882	2990	3178	3566	4641	4530	4429	3377	2615	1941	1560	1556	1527	55392N
5	W	864	398	275	202	306	639	1527	3271	3757	3129	2869	2913	2898	3368	4198	4577	3957	3688	2828	2216	1557	1192	1085	1267	52981A
6	R																									16689B
7	F																									41757B
8	A	1624	1063	756	682	660	632	818	1387	1543	1807	2194	2307	2458	2540	2635	3256	2978	3030	2825	2754	2165	1796	1855	2125	45890N
9	S	1879	1311	952	831	794	688	689	1127	1181	1491	1914	2361	2694	2443	2647	2871	2988	3067	2920	2868	2063	1448	1408	1618	44253N
10	M	1045	625	428	362	459	798	1454	3190	3602	3102	2983	2972	3180	3089	3746	4775	4718	4513	3368	2722	1794	1473	1378	2095	57871A
11	T	979	469	315	285	374	684	1552	3351	3775	3278	2964	3224	3133	3119	3653	4851	4675	4543	3372	2708	1844	1495	1576	2107	58326N
12	W	964	508	330	282	349	611	1344	2731	3237	2843	2881	2950	2968	3052	3562	4470	4575	4261	3308	2590	2030	1710	1434	1652	54642N
13	R	918	515	340	346	395	641	1575	3499	3771	3133	3064	3185	3296	3246	3701	4692	4614	4666	3580	3019	2281	1922	1708	1886	59993N
14	F	1265	700	449	369	451	642	1483	3245	3712	3212	3133	3236	3406	3314	3904	4849	4778	4455	3666	3271	2326	2061	1998	2224	62149N
15	A	1597	1212	889	807	743	706	932	1563	1700	2147	2379	2692	2874	3108	2922	3406	2983	3202	3029	2593	2462	1970	1979	2150	50045N
16	S	1743	1277	942	715	833	786	761	1241	1326	1678	2368	2781	2960	2476	2580	3234	2888	2992	2915	2470	1990	1526	1460	1768	45710N
17	M	1012	541	390	331	500	944	1544	3396	3685	3262	2998	3173	3168	3137	3693	4659	4760	4408	3395	2767	2010	1500	2067	2626	59966A
18	T	1252	503	334	277	330	677	1557	3289	3601	3083	3021	2886	3019	3002	3673	4625	4594	4452	3534	2772	2041	1638	1596	1717	57473A
19	W	978	516	240	236	332	610	1555	3329	3752	3215	3061	3267	3288	3185	4025	4749	4586	4590	3601	2836	2080	1627	1509	1825	58992N
20	R	1094	546	370	337	424	650	1622	3454	3719	3387	3167	3232	3305	3294	3771	3165	2828	4133	3438	2907	2112	1593	1653	1883	56084A
21	F	1265	597	396	381	438	711	1566	3395	3680	3334	3249	3331	3439	1854	3393	4785	4696	4513	3637	2925	2378	1998	1957	2190	60108A
22	A	1713	1209	801	697	669	690	925	1652	1862	2132	2445	2582	2693	2624	3000	3578	3115	3339	3166	3114	2496	2059	1982	2474	51017N
23	S	2016	1371	955	805	786	837	757	1238	1297	1739	2293	2607	2619	2537	2517	3123	2990	3065	3157	2740	1924	1536	1333	1548	45790N
24	M	948	496	323	303	467	724	1564	3214	3582	3142	3052	3122	3081	3005	3687	4789	4521	4351	3349	2460	1781	1364	1370	1545	56240N
25	T	945	446	260	252	318	627	1529	3280	3454	3118	2928	3019	2912	2999	3566	4749	4597	4554	3611	2740	1917	1512	1497	1773	56603N
26	W	988	441	233	226	280	670	1525	3376	3803	3255	3114	3239	3124	3207	3931	4719	4798	4603	3662	2642	2094	1524	1456	1639	58549N
27	R	965	472	318	325	388	646	1555	3401	3699	3404	3283	3555	3385	3406	3776	4748	4780	4485	2235	1886	2093	1789	1590	1748	57932A
28	F	1128	590	386	396	443	728	1423	3105	3602	3243	3341	3568	3405	3389	3939	4838	4584	4158	3405	2770	2114	1846	1970	2255	60626N
29	A	1804	1372	971	835	763	726	850	1457	1671	2035	2470	2812	2856	2693	2865	3228	2748	2872	2648	2384	2014	1688	2004	2542	48308N
30	S	1961	1477	1219	1093	1012	929	792	1134	1243	1581	2095	2480	2688	2521	2483	2920	2787	2862	2527	2234	1830	1530	1385	1597	44380N
31	M	1062	539	393	408	505	829	1561	3284	3527	3232	3002	3050	3056	3063	3608	4762	4731	4176	3124	2426	1985	1756	1803	2180	58062S

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WEEKDAY AVERAGE = 57880 SATURDAY AVERAGE = 48386 SUNDAY AVERAGE = 44711 NUMBER OF GOOD DAYS 29 TOTAL MONTHLY COUNT = 1561307

MONTHLY AVERAGE = 54642

COMMENTS:

- "B"=====> BAD DAY
 - "N"=====> NORMAL DAY
 - "A"=====> ATYPICAL DAY
 - "H"=====> ATYPICAL DAY (HOLIDAY)
 - "S"=====> ATYPICAL DAY (SPECIAL EVENT)
- 10/5 - 10/11: HURRICANE MATTHEW IMPACTS TRAFFIC
10/31: HALLOWEEN

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/16/17

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
NOVEMBER 2016

COUNTY NAME: MIAMI-DADE STATION: 0108 DIRECTION: E LANE: 0
DESCRIPTION: SR-112/I-195, 1 MI E OF SR-5/US-1, DADE CO.
LOCATION: COUNTY 87 SECTION 004 SUBSECTION 000 MILEPOST 3.536 ROUTES: I-195 SR-112

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	T	945	643	454	382	571	1487	3645	4574	4033	3169	3207	2732	2729	2940	3379	3145	3205	3352	3777	2981	2293	1869	1903	1197	58612A
2	W	594	292	192	172	438	1443	3687	4611	4005	3714	3255	2891	3044	2958	3383	3178	3238	3436	3642	3457	2920	2021	1921	1199	59691N
3	R	757	419	255	258	484	1440	3800	4434	4083	3567	3227	3339	2883	3139	3625	3415	3375	3663	3815	3700	2679	2227	2210	1483	62277N
4	F	873	493	290	275	475	1496	3777	4631	4069	3757	3391	3301	3327	3411	3745	3406	3522	3783	3736	3662	2944	2483	2420	1759	65026A
5	A	1239	834	569	470	524	973	1824	2400	2394	2416	2514	2641	2583	2736	3171	3051	3064	3026	3082	2847	2423	2311	2502	2057	51651N
6	S	1652	700	526	486	559	893	1731	1702	2063	2026	2392	2696	2661	2643	3011	2887	2833	3064	3093	2312	1971	1734	1620	1036	46291A
7	M	625	340	203	241	493	1567	3856	4548	3885	3502	3221	2423	2986	3053	3468	3215	3300	3674	3942	3058	2036	1774	1707	1052	58169N
8	T	553	282	214	206	434	1565	3707	4557	3949	3748	3175	3022	2851	2937	3444	3092	3243	3678	4005	3140	2137	1820	1644	1047	58450N
9	W	650	284	224	230	450	1505	3851	4763	4038	3789	3251	2890	2840	3275	3467	3428	3282	3563	3822	3341	2181	1927	1683	1147	59881N
10	R	682	384	235	210	452	1514	3891	4765	4124	3724	3633	3113	2865	3207	3668	3253	3311	3508	3623	3408	2689	2313	2096	1678	62346N
11	F	1002	500	324	310	472	1435	3622	4353	3991	3460	3403	3329	3396	3628	3856	3858	3698	3695	3653	3925	2554	3496	2783	1830	66573A
12	A	1306	846	580	444	552	952	2155	2374	2569	2567	2682	2659	2766	3031	3811	3969	3892	3833	3872	2999	2380	2310	2612	2058	57219N
13	S	1521	1074	728	581	607	909	1706	1639	1933	2049	2459	2780	2750	2946	3324	3062	2913	2958	3191	2377	2060	1792	1656	1115	48130N
14	M	609	394	256	290	591	1539	3932	4719	3980	3787	3491	2958	2853	2964	3477	3316	3331	3341	3935	3276	2294	1955	1788	1002	60078N
15	T	557	317	206	194	452	1501	3854	4493	3986	3920	3304	2943	2816	2946	3448	3104	3281	3218	3813	3324	2095	1888	1935	1173	58768N
16	W	548	314	161	202	400	1463	3912	4692	3894	3772	3685	3113	2857	2923	3507	3294	3462	3521	3861	3417	2400	2048	1939	1172	60557N
17	R	701	401	260	202	483	1512	3909	4710	4074	3647	3358	3007	3047	3260	3641	3447	3405	3673	4052	3350	2446	2150	2393	1580	62708N
18	F	938	478	289	252	470	1503	3900	4297	4057	3743	3439	3210	3115	3702	3836	3355	3890	3913	3712	3663	3341	2411	2371	2039	65924N
19	A	1522	903	580	512	484	1008	2242	2285	2651	2466	2450	2554	2855	3107	3603	3543	3413	3336	3514	3372	3031	2541	2613	2196	56781N
20	S	1848	1181	705	557	554	908	1784	1666	1991	2091	2239	2565	2797	2895	3314	3065	2897	2881	2867	2344	2050	1832	1714	1077	47822N
21	M	709	416	251	238	481	1431	3853	4647	4008	3837	3320	2983	3077	3140	3521	3171	3237	3518	3711	3082	2197	1811	1701	1092	59432N
22	T	593	337	218	174	446	1373	3842	4759	4025	3747	3485	3233	2945	3242	3491	3252	3219	3353	3766	3225	2221	1951	1853	1217	59967N
23	W	631	397	288	202	409	1360	3596	4503	4254	3679	3319	3056	3063	3225	3553	3080	3087	3416	3118	2701	2199	2129	2127	1546	58938A
24	R	1189	733	473	413	438	840	1686	1707	1609	1601	1728	1885	2064	2192	2700	2277	2256	2060	2130	1811	1807	1957	2152	1650	39358H
25	F	1192	715	417	295	406	996	2407	2816	2511	2288	2409	2739	2695	2913	3578	3212	3212	2940	2783	2451	2123	2119	2202	1851	51270A
26	A	1355	800	513	500	511	914	2012	2086	2332	2179	2323	2461	2636	2807	3295	3301	3170	3116	3000	2664	2506	2358	2565	2144	51548N
27	S	1477	983	692	589	572	943	1686	1663	1950	1975	2180	2545	2782	2876	3263	2927	2930	2747	2877	2246	1866	1785	1621	1159	46334N
28	M	655	412	280	210	542	1493	3787	4589	4037	3901	3389	3110	2954	3320	3794	3482	3482	3715	3981	3231	2262	1949	1999	1203	61777N
29	T	696	421	228	219	457	1433	3806	4727	3997	3983	3538	3301	3188	3360	3929	3542	3513	3581	3708	3387	2919	2494	2313	1807	64547A
30	W	1022	503	334	259	469	1490	3884	4785	3844	4116	3890	3608	3365	3550	4008	3855	3892	3720	3938	3604	2768	2416	2305	1828	67453A

WEEKDAY AVERAGE = 60021 SATURDAY AVERAGE = 54300 SUNDAY AVERAGE = 47144 NUMBER OF GOOD DAYS 30 TOTAL MONTHLY COUNT = 1727578
MONTHLY AVERAGE = 57364

COMMENTS:

"B"=====> BAD DAY 11/6: DAYLIGHT SAVING TIME ENDS
"N"=====> NORMAL DAY 11/8: PRESIDENTIAL ELECTION STATEWIDE
"A"=====> ATYPICAL DAY 11/11: VETERANS DAY
"H"=====> ATYPICAL DAY (HOLIDAY) 11/24: THANKSGIVING
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/16/17

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
NOVEMBER 2016

COUNTY NAME: MIAMI-DADE STATION: 0108 DIRECTION: W LANE: 0
DESCRIPTION: SR-112/I-195, 1 MI E OF SR-5/US-1, DADE CO.
LOCATION: COUNTY 87 SECTION 004 SUBSECTION 000 MILEPOST 3.536 ROUTES: I-195 SR-112

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	T	1600	1111	947	598	597	815	1581	3294	3644	3153	3000	2924	3127	2978	3721	4795	4651	4438	3660	2826	1953	1485	1419	1577	59894A
2	W	925	456	243	215	271	614	1511	3374	3757	3312	2966	3118	3092	3227	3229	2724	4370	4722	3731	2844	2247	1790	1601	1875	56214A
3	R	1113	572	325	303	367	638	1558	3374	3713	3255	3229	3313	3357	3274	3673	4876	4516	4596	3511	2865	2097	1869	1840	2225	60459N
4	F	1314	693	434	371	411	690	1458	3289	3561	3352	3431	3490	3646	3506	3939	4520	3738	4161	4144	3087	2350	2028	1991	2272	61876N
5	A	1807	1161	800	644	725	697	887	1629	1796	2188	2570	2828	3027	2985	2992	3394	3062	3155	2904	2754	2163	1753	1917	2399	50237N
6	S	1975	1025	797	705	780	690	857	1403	1661	2030	2655	3055	3099	2645	2696	3076	2734	3238	2991	2462	1819	1520	1315	1515	46743A
7	M	877	482	291	277	469	756	1693	3686	3812	3405	3139	3350	3250	3136	3714	4653	4769	4539	3468	2559	1801	1413	1395	1490	58424N
8	T	821	474	249	245	360	689	1583	3295	3708	3108	3023	3169	3248	3374	3779	4617	4510	4614	3376	2583	1862	1571	1459	1754	57471N
9	W	1324	566	327	274	313	671	1597	3417	3867	3271	3109	3152	3292	3156	3774	4329	4116	4649	3715	2625	1969	1644	1794	1641	58592N
10	R	1059	496	348	341	355	630	1596	3524	3715	3764	3214	3241	3204	3329	3759	4837	4650	3749	4133	2761	2094	1808	1722	2179	60508N
11	F	1338	708	454	385	490	712	1284	2782	3294	3317	3230	3364	3507	3392	3916	4741	4454	4368	3583	3633	2375	1922	2028	2438	61715N
12	A	1820	1298	827	683	742	672	929	1587	1903	2255	2513	2809	2873	2715	2973	3549	3437	3449	3357	2870	2160	2027	2277	2453	52178N
13	S	2093	1510	1102	852	951	973	841	1379	1429	1850	2306	2674	2922	2682	2943	3296	3150	3347	3424	2509	1801	1478	1510	2038	49060N
14	M	1115	530	314	338	527	849	1690	3637	3918	3318	3153	3278	3250	3152	3807	4804	4693	4252	3659	2583	1893	1608	1494	1743	59605N
15	T	1176	503	305	287	340	643	1631	3592	3815	3375	3045	3196	3289	3328	3744	4435	3984	3900	4203	2961	2020	1540	1461	1696	58469N
16	W	827	410	264	171	335	630	1605	3544	3876	3256	3028	2991	3441	3383	4201	4721	4526	4640	3781	2710	2014	1793	1606	2078	59831N
17	R	1116	595	349	339	438	645	1699	3604	3595	3268	3283	3316	3323	3325	3888	4785	4709	4550	4048	2893	2156	1817	1696	1910	61347N
18	F	1177	683	469	442	449	729	1551	3470	3612	3424	3340	3609	3567	3385	4132	4281	4408	4586	4159	2785	2217	2094	2064	2375	63008N
19	A	1771	1184	890	705	690	710	968	1676	1992	2281	2740	2924	3014	2900	3168	3661	3503	3771	3539	2689	2199	2080	2373	2652	54080N
20	S	2302	1607	1049	947	906	826	825	1404	1550	1892	2386	2743	2880	2683	2733	3316	3224	3433	3437	2425	1895	1546	1412	1529	48950N
21	M	926	494	342	334	526	753	1622	3612	3828	3404	3279	3329	3301	3207	3812	4738	4306	4165	4046	2601	2050	1432	1426	1539	59072N
22	T	846	435	265	263	336	645	1611	3374	3733	3212	3149	3380	3425	3346	3813	4644	4196	4507	3867	2686	2256	1618	1617	1694	58918N
23	W	986	497	324	231	302	625	1358	2901	3303	3132	3285	3371	3691	3651	4130	3333	3611	4115	2886	2485	1975	1637	1693	1931	55453A
24	R	1292	806	625	632	584	613	725	1217	1318	1557	1767	2099	2282	2358	2579	2996	2753	2722	2239	1800	1551	1502	1546	1747	39310H
25	F	1021	537	372	272	355	542	856	1665	1887	2207	2314	2477	2524	2673	3064	3612	3573	3404	3143	2480	1979	1769	1884	2022	46632A
26	A	1564	1085	820	721	716	638	842	1378	1587	1895	2314	2366	2861	2625	2862	3298	3150	3496	3505	2882	2254	1903	2065	2324	49151N
27	S	1907	1342	1133	882	873	767	830	1273	1318	1749	2396	2840	2848	2591	2521	2925	3052	3425	3429	2521	2082	1631	1475	1662	47472N
28	M	932	548	340	316	514	826	1655	3513	3666	3345	3256	3388	3387	3360	3992	4891	4621	4479	3765	3025	2296	1803	1701	1796	61415N
29	T	1053	701	392	293	386	683	1610	3545	3844	3407	3089	3343	3458	3435	3824	4766	4615	4269	3306	2939	2623	2112	2097	2379	62169A
30	W	1596	909	627	441	437	646	1628	3531	3976	3664	3193	3387	3540	3393	4078	4680	4657	4124	4041	3567	2813	2549	2267	2397	66141A

WEEKDAY AVERAGE = 58395 SATURDAY AVERAGE = 51412 SUNDAY AVERAGE = 48056 NUMBER OF GOOD DAYS 30 TOTAL MONTHLY COUNT = 1684394
MONTHLY AVERAGE = 55920

COMMENTS:
11/6: DAYLIGHT SAVING TIME ENDS
11/8: PRESIDENTIAL ELECTION STATEWIDE
11/11: VETERANS DAY
11/24: THANKSGIVING

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/16/17

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
DECEMBER 2016

COUNTY NAME: MIAMI-DADE STATION: 0108 DIRECTION: E LANE: 0
DESCRIPTION: SR-112/I-195, 1 MI E OF SR-5/US-1, DADE CO.
LOCATION: COUNTY 87 SECTION 004 SUBSECTION 000 MILEPOST 3.536 ROUTES: I-195 SR-112

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	R	1167	699	468	370	495	1433	3504	4549	3833	4037	3867	3478	3698	3751	3681	3753	3631	3816	3722	3754	2958	2716	2637	2068	68085A
2	F	1583	821	661	593	690	1552	3538	4398	4017	3907	4085	3961	3931	3920	4053	3981	3863	3633	3782	3629	3155	2926	2804	2395	71878A
3	A	1941	1377	1126	897	937	1194	2140	2396	2684	2739	3100	3279	3517	3702	3909	3980	3626	3895	3669	3496	2866	2707	2686	2431	64294A
4	S	2005	1566	1080	1005	870	1168	1912	1831	2153	2303	2665	3138	3650	3668	4053	3926	3704	3361	3147	2682	2257	2001	1868	1394	57407A
5	M	1003	665	504	469	663	1710	3858	4620	4114	3721	3408	3065	3049	3282	3687	3287	3450	3408	3877	3053	2101	1708	1564	1352	61618A
6	T	589	366	231	193	506	1518	3765	4706	4088	3937	2979	2789	2845	3237	3566	3218	3306	3369	3642	3044	2193	1890	1954	1128	59059N
7	W	598	325	185	198	453	1444	3750	4727	4073	3755	3292	2886	2839	3162	3537	3189	3332	3508	3353	3230	2152	2005	2007	1262	59262N
8	R	654	381	255	235	482	1431	3702	4774	4059	3625	3301	2989	2979	3205	3345	3107	3145	3472	3415	3114	2350	2038	2118	1370	59546N
9	F	810	491	300	262	467	1533	2822	4495	3816	3913	3299	3060	2898	3537	3867	3957	3872	3803	3484	3438	2915	2347	2293	1721	63400N
10	A	1335	846	570	443	516	879	1937	1992	2235	2009	1901	2214	2280	2615	3003	2854	2933	2982	2901	2771	2303	2213	2294	1992	48018N
11	S	1454	1025	640	530	529	894	1560	1487	1795	1821	1948	2153	2358	2548	2803	2659	2700	2740	2719	2330	2041	1692	1628	1070	43124N
12	M	696	449	246	269	550	1542	3698	4510	4031	3860	3115	2736	2870	3167	3597	3346	3389	3543	3643	3033	2040	1684	1823	1081	58918N
13	T	590	323	207	199	442	1533	3699	4596	4219	3930	3281	3115	2917	3065	3333	2905	3023	3192	3658	3102	2284	1984	1972	1145	58714N
14	W	658	305	228	217	455	1433	3732	4609	3992	3822	3268	2877	2917	3162	3634	3281	3300	3491	3684	3254	2362	2151	1980	1361	60173N
15	R	832	444	290	274	487	1445	3599	4560	4004	3692	3352	3066	2894	3275	3605	3405	3535	3684	3883	3391	2472	2161	2260	1574	62184N
16	F	954	512	348	298	450	1432	3678	4728	4258	3866	3290	3085	3222	3460	3844	3716	4101	3513	3670	3342	3080	2434	2493	2218	65992N
17	A	1563	944	651	466	541	891	1905	2108	2424	2323	2561	2638	2872	3075	3472	3303	3466	3479	3195	3281	2815	2512	2472	2126	55083N
18	S	1644	1213	781	617	579	898	1529	1527	1824	1935	2308	2582	2691	2930	3355	3202	3012	2885	2856	2349	2182	1192	1241	1218	46550A
19	M	837	525	320	273	505	1476	3672	4561	4111	3429	3069	2998	3132	3207	3411	3338	3292	3517	3972	2863	2213	1856	1821	1231	59629N
20	T	681	443	267	194	468	1472	3627	4768	3994	3645	3191	2882	2823	3092	3473	3367	3170	3448	3622	3254	2423	2114	2179	1503	60100N
21	W	800	381	277	221	428	1472	3676	4689	3909	3540	2927	2989	2919	3060	3528	3415	3538	3595	3732	3442	2363	2145	2008	1320	60374A
22	R	949	556	321	290	460	1107	3000	4577	3747	3368	2624	3127	3139	3195	3438	3279	3295	3453	3625	2784	2474	2214	2188	1915	59125A
23	F	1026	581	363	325	472	1331	3451	3897	3849	3109	3031	2958	3258	3373	3896	3745	3628	3230	2972	2544	2219	2100	2108	1668	59134A
24	A	1223	745	536	445	465	920	1717	1642	1928	2047	2150	2319	2225	2505	2717	2619	2472	2324	2388	2032	1892	1650	2056	1801	42818A
25	S	1466	1183	694	454	386	628	1247	1111	1249	1390	1530	1947	2210	2455	2957	2840	2753	2580	2603	2118	1744	1845	1879	1272	40541H
26	M	894	529	327	262	377	894	2015	2120	2073	2143	2396	2653	3049	3227	3645	2197	2868	3272	2946	2303	2011	1859	1984	1311	47355A
27	T	890	499	314	257	434	1398	3290	3966	3633	3129	2977	3257	3474	3723	3912	3504	3439	3665	3532	2793	2400	2148	2556	1425	60615A
28	W	844	477	297	261	414	1393	3447	4099	3727	2912	3266	3602	3473	3735	3917	4052	3871	3945	3736	3011	2354	2283	2317	1732	63165A
29	R	1013	570	357	332	493	1358	3324	4031	3812	3228	3211	3629	3636	3829	4087	3998	4017	4140	3571	3075	2675	2415	2602	1988	65391A
30	F	1169	699	470	388	578	1386	2793	3495	3601	3181	3266	3480	3680	3807	3731	4028	4262	3932	3721	3128	2738	2560	2659	2142	64894A
31	A	1741	1280	724	523	574	1014	1687	1816	2072	2237	2422	2789	3194	3222	3807	3568	3375	3107	2952	2789	2720	2886	3171	1764	55434A

WEEKDAY AVERAGE = 61034 SATURDAY AVERAGE = 53129 SUNDAY AVERAGE = 46906 NUMBER OF GOOD DAYS 31 TOTAL MONTHLY COUNT = 1801880
MONTHLY AVERAGE = 57887

COMMENTS:
12/25: CHRISTMAS DAY

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/16/17

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
DECEMBER 2016

COUNTY NAME: MIAMI-DADE STATION: 0108 DIRECTION: W LANE: 0
DESCRIPTION: SR-112/I-195, 1 MI E OF SR-5/US-1, DADE CO.
LOCATION: COUNTY 87 SECTION 004 SUBSECTION 000 MILEPOST 3.536 ROUTES: I-195 SR-112

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	R	1973	1200	775	606	653	786	1535	3545	3701	3173	3108	3364	3530	3621	3947	4603	4578	4057	3857	3081	2972	2741	2424	2628	66458A
2	F	2286	1563	1078	963	851	930	1669	3338	3664	3249	3276	3483	3468	3674	4144	4790	4432	4326	3934	3116	2922	2776	2607	2917	69456A
3	A	2507	2031	1756	1425	1230	1112	1139	1891	1869	2237	2698	2826	3048	3137	3273	3961	3658	4011	3990	3802	3262	2730	2650	2915	63158A
4	S	2523	2088	1627	1269	1305	1170	1114	1557	1591	1959	2514	2799	2997	3058	3244	3710	3763	4263	4306	3477	2570	1907	1717	1906	58434A
5	M	1276	865	608	552	718	1157	1777	3611	3977	3387	3224	3438	3463	3419	3978	4689	4513	4355	3843	2681	2024	1500	1354	1541	61950A
6	T	955	502	339	242	370	708	1605	3575	3846	3341	3125	3126	3311	3259	4009	4776	4541	4445	3500	2632	2045	1532	1549	1672	59005N
7	W	909	469	271	222	316	669	1558	3445	3897	3375	2971	3128	3204	3188	3958	4870	4659	4432	3428	2564	2133	1542	1735	1719	58662N
8	R	1027	485	339	322	417	685	1610	3482	3641	3386	3142	3347	3345	3237	3775	3967	3947	4206	3762	2553	2062	1757	1618	1801	57913N
9	F	1104	589	400	335	456	687	1479	3321	3638	3247	3332	3382	3487	3442	4253	4621	4567	4365	3442	2705	2185	1997	1968	2247	61249N
10	A	2137	1143	782	670	618	628	832	1525	1790	1979	2332	2647	2797	2624	2654	3058	2824	2854	2489	2221	1881	1797	1993	2251	46526N
11	S	1984	1344	902	707	838	1079	826	1269	1356	1715	2356	2732	2957	2569	2499	2821	2633	2810	2542	1990	1731	1485	1446	1567	44158N
12	M	1066	784	378	323	520	851	1644	3619	3925	3164	3135	3262	3358	3354	3786	4771	4712	4599	3568	2528	1806	1500	1479	1586	59718N
13	T	913	425	302	256	368	669	1582	3526	3867	3192	3042	3241	3252	3215	3791	3579	3503	4087	4044	3078	2128	1715	1603	1736	57114A
14	W	1173	508	309	244	354	636	1591	3373	3815	3257	3022	3213	3089	3229	3961	4794	4730	4446	3540	2628	2058	1713	1665	1917	59265N
15	R	1095	604	436	372	460	665	1543	3356	3730	3303	2966	3091	3267	3357	3860	4868	4914	4530	3640	2674	2193	1841	1911	2005	60681N
16	F	1393	744	498	419	459	686	1441	3235	3574	3140	3271	3340	3468	3454	4111	4885	4731	2126	3393	3301	2361	2098	2042	2526	60696A
17	A	1996	1424	930	769	755	659	864	1412	1737	2167	2447	2785	2913	2867	2914	3390	3220	3488	3230	2712	2296	2145	2226	2556	51902N
18	S	2363	1422	1088	877	812	805	798	1136	1309	1738	2283	2547	2896	2715	2759	3317	3336	3638	3645	2552	1899	1735	1542	1705	48917N
19	M	1040	576	397	310	512	815	1553	3183	3417	3195	3252	3204	3303	3316	3806	4481	4657	4630	3836	2672	1943	1722	1585	1772	59177N
20	T	1042	601	336	297	360	653	1470	3228	3655	3304	3273	3359	3344	3238	3804	4805	4926	4483	3767	2759	2128	1840	1685	1900	60257N
21	W	1117	566	331	254	343	652	1462	3191	3573	3330	3267	3403	3440	3431	3997	4710	4859	4525	3930	2873	2184	1768	1778	2100	61084N
22	R	1208	622	434	410	440	645	1419	2934	3378	3289	3159	3473	3450	3409	3945	4441	4601	4551	3835	2899	2225	1867	1790	2144	60568N
23	F	1332	696	485	421	496	650	1211	2503	2966	3048	3362	3559	3726	3823	4057	4643	4248	3687	3154	2518	2093	1753	1891	2089	58411N
24	A	1512	1008	714	568	641	625	715	1256	1441	1699	2144	2299	2391	2254	2482	2923	2807	2928	3005	2464	1945	1449	1521	1886	42677A
25	S	1422	1169	660	567	496	447	525	954	890	1152	1374	1633	1980	2038	2087	2566	2645	3016	3066	2316	1897	1621	1522	1726	37769H
26	M	1081	639	398	358	389	521	775	1345	1598	2051	2389	2641	2581	2548	2855	3279	3311	3522	3285	2687	2045	1724	1730	1862	45614A
27	T	1202	745	400	354	401	536	1141	2119	2601	2851	2964	3119	3168	3087	3609	4603	4651	4607	4555	3367	2380	1883	2033	2116	58492A
28	W	1324	705	394	315	367	576	1173	2243	2744	2973	3101	3261	3343	3221	3656	4880	4916	4608	4368	3293	2576	2015	2019	2281	60352A
29	R	1566	938	546	512	574	682	1162	2138	2695	2735	2999	3203	3265	3336	3854	4734	4636	4368	4374	3773	2562	2220	2141	2407	61420A
30	F	1711	1054	706	648	668	755	1154	2173	2540	2781	3136	3481	3639	3799	3990	4616	4586	4402	3794	3187	2391	2334	2277	2390	62212A
31	A	2046	1480	1084	834	803	760	754	1315	1466	1696	2125	2420	2620	2578	2666	3225	3278	3418	3266	2767	2370	2068	1950	1875	48864N

WEEKDAY AVERAGE = 59797 SATURDAY AVERAGE = 50625 SUNDAY AVERAGE = 47320 NUMBER OF GOOD DAYS 31 TOTAL MONTHLY COUNT = 1762159
MONTHLY AVERAGE = 56704

COMMENTS:
12/25: CHRISTMAS DAY

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.



ATTACHMENT C

(Use of Streetlight Data)

C. Streetlight Data

As an optional service and if authorized by the Department, Streetlight Data can be used to supplement the Origin/Destination data collected using Bluetooth technology as described in **Section 4.0** of this MLOU.

Benefits to Using Streetlight

A key feature of Streetlight data for the I-195 CPS is its ability to show where traffic is coming from or going to when entering or leaving the limited access network along the study corridor. A review of Streetlight Data could provide useful information to address specific localized issues such as the proportion of trips exiting at the I-195 eastbound loop off-ramp to Biscayne Boulevard that would otherwise make a left turn on NE 36th Street to head east towards the Blue Condominium or Charter Club high rise residences if this type of access is provided. The lack of this type of access, is an example of a protracted issue area residents have been concerned with where the use of Streetlight Data could help inform the development and evaluation of mitigating improvements.

In addition to helping to address these localized issues, it is anticipated that Streetlight Data will allow an in-depth review of the following:

1. On the causeway
 - a. Who is going to the immediate neighborhoods just north and south of I-195 – how important are those first local interchanges?
 - b. Who is going to downtown Miami?
 - c. Who is going to and from the airport (an expected key destination for Miami Beach tourism)?
 - d. The rest of the zones generally provide for directional orientation anticipated to capture most of the causeway traffic.
2. To/from Miami Beach and the adjacent communities on the barrier island: what proportion of demand does the Causeway (a gate) serve as the route onto the island? For instance, if Streetlight finds 10,000 daily trips between the island to/from airport as a whole and 6,000 on the causeway gate, then it can be deduced that 60 percent of the airport/island market is being captured.
3. To/from the Golden Glades interchange to help determine the value of I-95 direct express lane connection to/from north which can be look at in the following two ways:
 - a. What proportion of the causeway traffic is on I-95 south of Golden Glades Interchange (GGI)?
 - b. Where is traffic on I-95 south of the GG interchange going (how much across the Causeway and how much to other places)?
4. The ability to look at trucks/commercial vehicles traffic flows separately.

Aggregated travel times/distances/speeds can also be developed for the Origin-Destination table using Streetlight thereby providing useful and relatable

information that can be shared with Stakeholders (e.g., people using the Causeway to get to the airport take 30 minutes on average).

Potential Streetlight Data Zonal Structure for I-195 CPS

Streetlight Data is acquired by first defining zones that reflect logically contained geographic areas between which patterns of traffic flow can be assessed. The cost of acquiring Streetlight Data depends heavily on the granularity of the zonal structure defined (i.e, the more zones/gates you add, the more the cost increases).

Exhibit C-1 presents a breakdown of the zonal structure that can be used in the I-195 CPS.

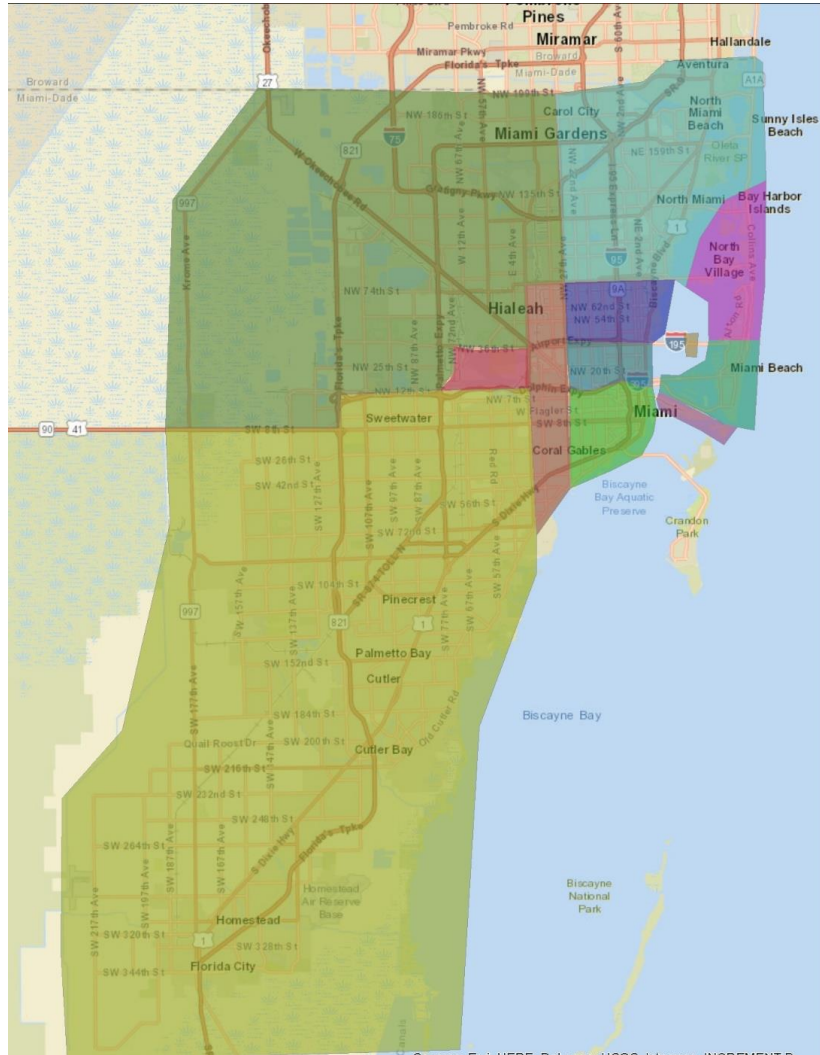


Exhibit C-1: Streetlight Data Potential Zonal Structure

It is anticipated the zonal structure can be further refined at such time that the Department considers the approval for acquisition and use of this data in the I-195 CPS.

APPENDIX B – EXISTING DATA SUPPORTING INFORMATION

- TRAFFIC DATA COLLECTION REPORT
- FDOT FLORIDA TRAFFIC ONLINE DATA
 - SUNGUIDE (RITIS) DATA
 - PEAK SPREADING REVIEW
- TRAFFIC SIGNAL TIMING PLANS

TRAFFIC DATA COLLECTION REPORT

Interstate 195 Corridor Planning Study from I-95/N.W. 12th Avenue to Alton Road (FM No. 440228-1-22-01)



Florida Department of Transportation
District 6
Adam Leigh Cann Building
1000 NW 111th Avenue
Miami, FL 33172

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Appendix A – Raw Data

Appendix B – Raw Bluetooth Counts

Appendix C – Bluetooth Matrix Adjustment Procedure

1. Introduction

Interstate 195 (I-195) is an important limited access facility in Miami-Dade County area which connects significant trip generation sources such as Miami International Airport (MIA) to Miami Beach area and crosses Interstate 95 (I-95) which is a major interstate facility in South Florida area. I-195 is one of the two limited access facilities in Miami-Dade County which connects the mainland to barrier Island. Several nearby neighborhoods such as the Design District, Midtown and Wynwood experienced significant growth which will result in the growth in travel demand in near future. Geometric expansions opportunities are limited along the corridor considering the existing Right-of-Way (ROW). The study area along I-195 starts from the interchange of I-195 and N.W. 12th Avenue and ends at the interchange of I-195 and SR-907/Alton Road. Project location map can be seen in **Figure 1**.

Florida Department of Transportation (FDOT) is evaluating the existing condition and deficiencies of this corridor in order to develop and evaluate alternatives concepts based on that. The study includes the evaluation of study interchanges, interchange influence areas, and ramp junctions to identify deficiencies focusing on reoccurring bottlenecks and development of a series of proposed improvements to address short-term and long-term demands of the corridor. Alternatives including option to enhance mainline operation will be considered. In addition, the feasibility of providing bicycle/pedestrian facilities for providing a connection from City of Miami Beach to the City of Miami will be explored. To analyze the existing condition and also setup a base for future condition, traffic data have been collected in the study area. This memorandum describes data collection efforts undertaken to quantify existing conditions within the study limit along the I-195 corridor. This memorandum will cover the effort to collect following data:

- Origin-Destination data using 72-hour Bluetooth Counts (12 Stations)
- 72-Hour traffic station volumes (at 32 locations)
- 5-Hour Turning Movement Counts (TMC at 28 locations)
- 72-Hour classification stations (at 5 locations)

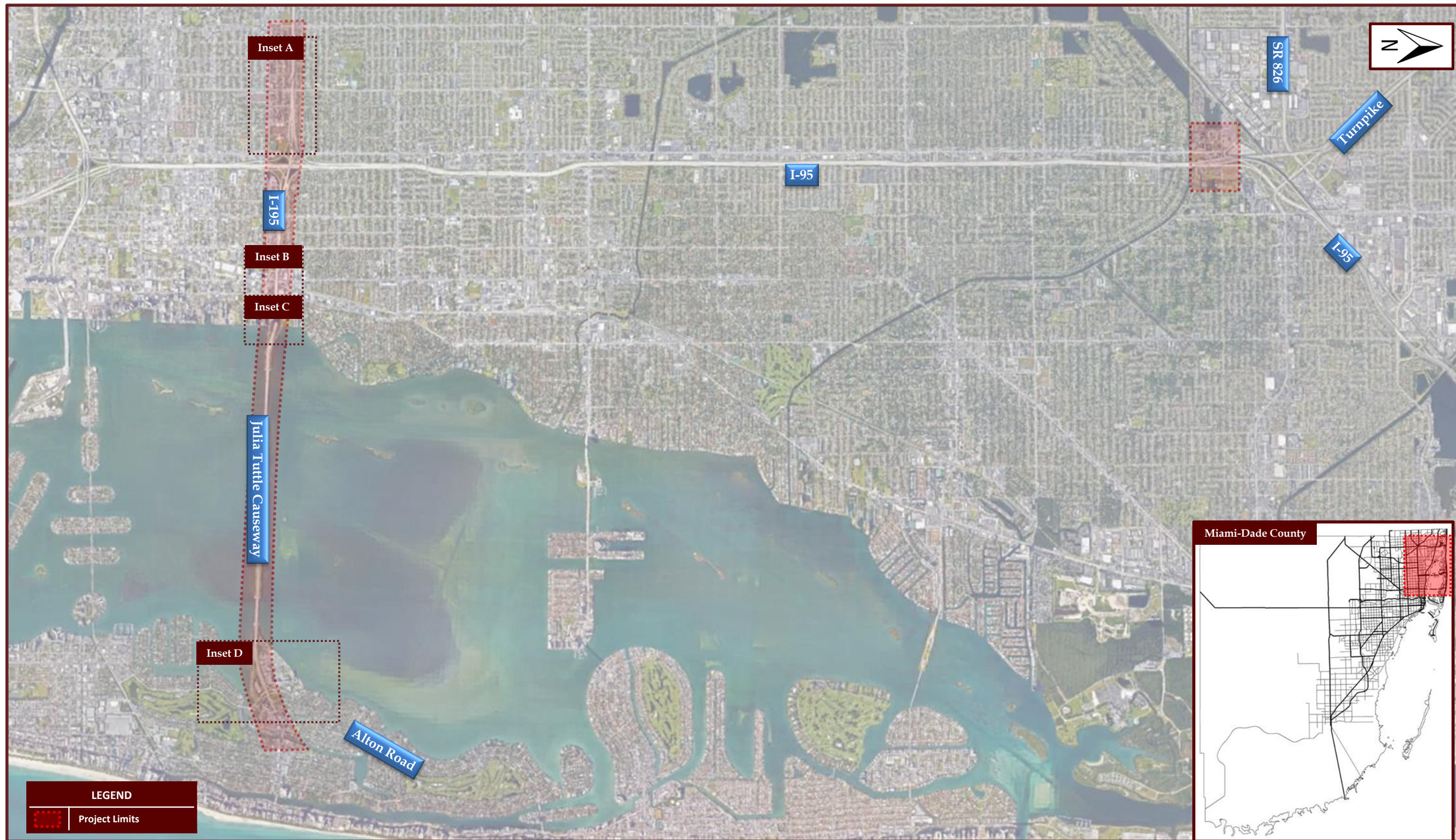


Figure 1. Project Location Map

2. Traffic Data Collection

72-hour traffic station volumes were collected at 32 following locations (**Figure 2.A to Figure 2.D** show location map of the traffic count stations). Insets in the figure caption refer to **Figure 1**.

1. Alton Road, North of North Bay Road and South of W 44th Street
2. Alton Road, North of Nautilus Road
3. 41st Street, East of Alton Road
4. Ramp 87037202
5. Southbound Alton Road to Westbound I-195
6. Ramp from Mount Sinai Medical Center to Westbound I-195
7. Northbound Alton Road, 300' South of I-195 and about 1400' North of Chase Ave
8. Southbound Alton Road, South of I-195
9. Ramp 87037201: Ramp 87004024 to Northbound Alton Road
10. Ramp 87004024: Eastbound I-195 to Alton Road
11. Alton Road, North of Chase Avenue
12. Ramp 87004023: Northeast 36th Street to Eastbound I-195
13. Ramp 87004022: Westbound I-195 to Northeast 38th Street
14. Ramp 87004021: Eastbound I-195 to Westbound Northeast 36th Street
15. Ramp 87004020: Northeast 38th Street to Westbound I-195
16. US-1, North of Northeast 38th Street
17. US-1, South of Northeast 36th Street (Under Construction)
18. Northeast 36th Street, East of Federal Highway
19. Northeast 2nd Avenue, North of Northeast 39th Street
20. Northeast 39th Street West of Northwest 2nd Avenue
21. Northeast 39th Street East of Northeast 2nd Avenue
22. Northeast 2nd Avenue South of Northeast 39th Street
23. Northeast 36th Street, East of Northeast 1st Avenue
24. Northeast 1st Avenue, North of Northeast 38th Street
25. Northeast 38th Street, West of Northeast 1st Avenue
26. North Miami Avenue, North of Northeast 38th Street
27. North Miami Avenue, North of Northeast 36th Street
28. Northeast 36th Street, East of North Miami Avenue
29. Northeast 36th Street, West of North Miami Avenue
30. Ramp 87004018: North Miami Avenue to Westbound I-195
31. Ramp 87004019: Eastbound SR-112 to North Miami Avenue
32. North Miami Avenue, North of Northeast 34th Street

72-hour classification counts were performed at five following stations:

1. SR-112, East of Northwest 2nd Avenue
2. SR-112, East of US-1
3. SR-112, East of Intercoastal Waterway Bridge
4. SR-112, East of Biscayne Bay Bridge
5. SR-112, West of Alton Road

5-hour Turning Movement Counts (TMCs) were conducted at following 28 locations (**Figure 2.A to Figure 2.D** show location map of the TMC location). Insets in the figure caption refer to **Figure 1**.

1. Northwest 12nd Avenue & Northwest 40th Street
2. Northwest 12nd Avenue & Northwest 39th Street
3. Northwest 10th Avenue & Northwest 39th Street
4. North Miami Avenue & Northwest 36th Street
5. North Miami Avenue & SR-112 Eastbound Off-Ramp
6. North Miami Avenue & Northwest 38th Street
7. Northeast 1st Avenue & Northeast 36th Street
8. Northeast 1st Avenue & Northeast 38th Street
9. North Federal Highway & Northeast 36th Street
10. Northeast 2nd Avenue & Northeast 38th Street
11. Northeast 2nd Avenue & Northeast 39th Street
12. North Federal Highway & Northeast 39th / 38th Street
13. US-1 Biscayne Blvd & Northeast 36th Street
14. US-1 Biscayne Blvd & Northeast 38th Street
15. Northeast 5th Avenue & Northeast 36th Street
16. Northeast 6th Avenue & Northeast 38th Street
17. Alton Road and Chase Avenue
18. Alton Road and West 34th Street
19. SR-907 and SR-112
20. Alton Road and Barry Street
21. Alton Road and West 39th Street
22. Alton Road and 41st Street
23. Alton Road and Nautilus Road
24. SR-907 and SR-112 Ramps
25. North Bay Road
26. Alton Road and 43rd Street

27. Mount Sinai Emergency Entrance and Sullivan Drive
28. Alton Road and North Bay Road

Raw TMCs and traffic station counts and classification counts can be found in **Appendix A**. Also the summary of collected data can be seen in **Figure 3**. Insets in the figures captions refer to **Figure 1**.

3. Origin-Destination Data Collection

The Origin-Destination survey is intended to capture empirically, the route choice of vehicles between origins and destinations within or outside the study area. Bluetooth Origin-Destination method of data collection is used in this study to capture the travel pattern along the I-195.

CALTRAN worked with Florida Department of Transportation (FDOT) to identify placement locations for the BlueTOAD devices (Bluetooth Travel-time Origin and Destination - the Bluetooth device of TrafficCast International©) in order to capture trips entering/exiting study interchange. The Origin-Destination data collection stations are shown in **Figure 2**. Two devices were installed along I-95 close to Golden Glades Interchange in order to capture the traffic which takes I-195 in order to move between Miami Beach and North Miami Dade toward Broward County. 72-hour traffic station volumes were collected at locations where BlueTOADs were installed. The count data will be used in order to expand and adjust raw O-D data.

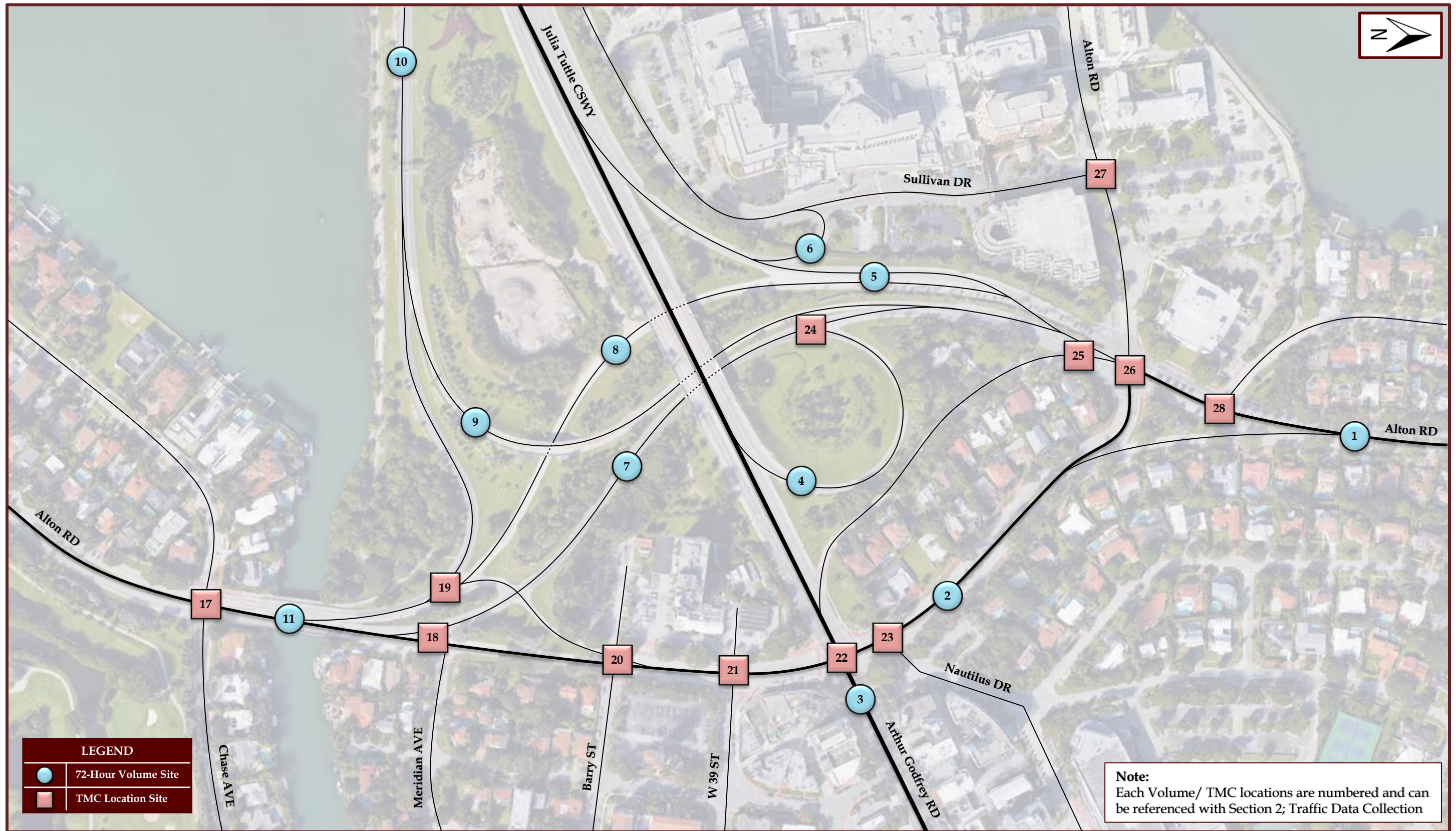


Figure 2.A. Inset D , Volume Count Locations

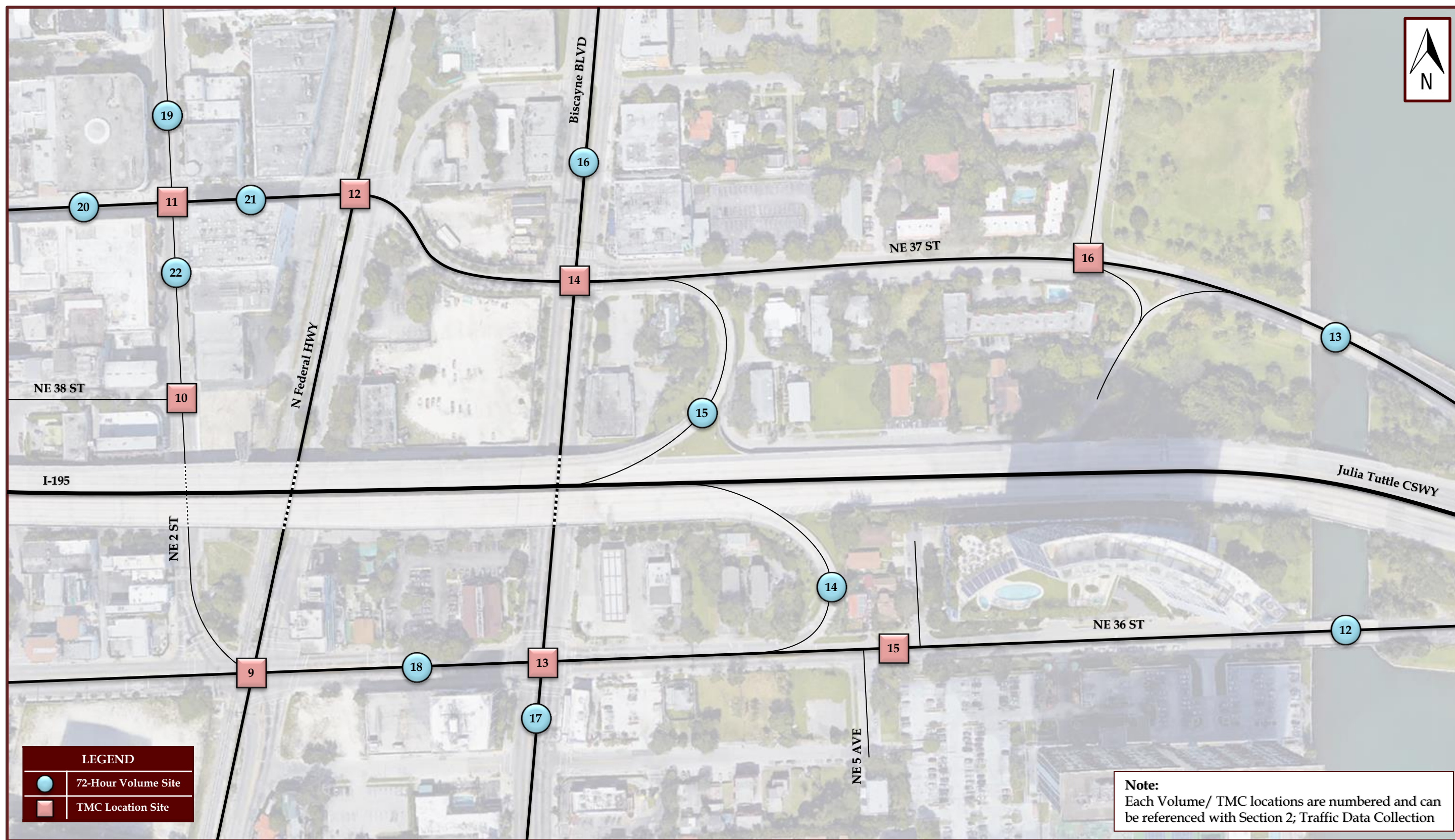


Figure 2.B. Inset C , Volume Count Locations

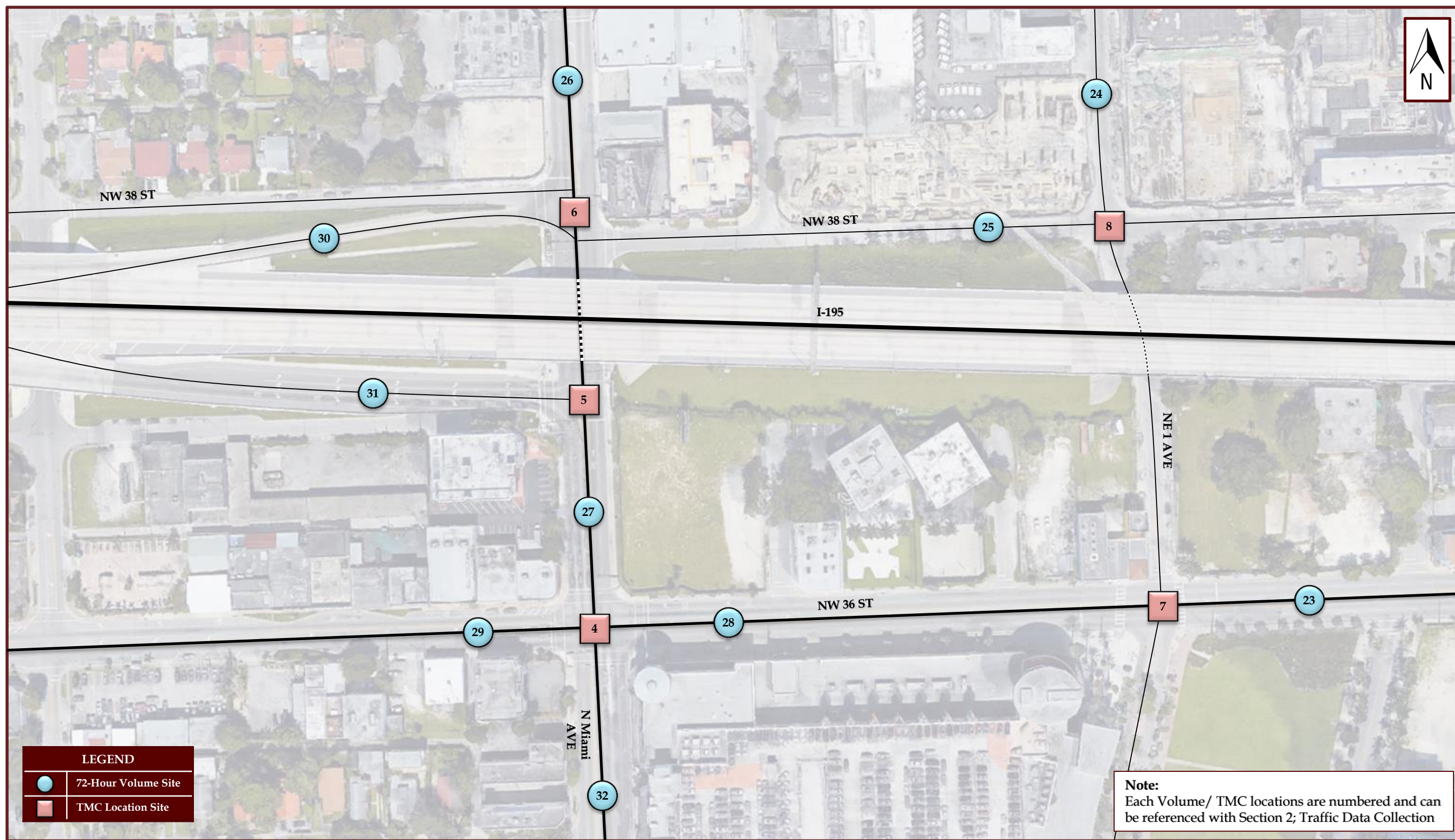


Figure 2.C. Inset B , Volume Count Locations

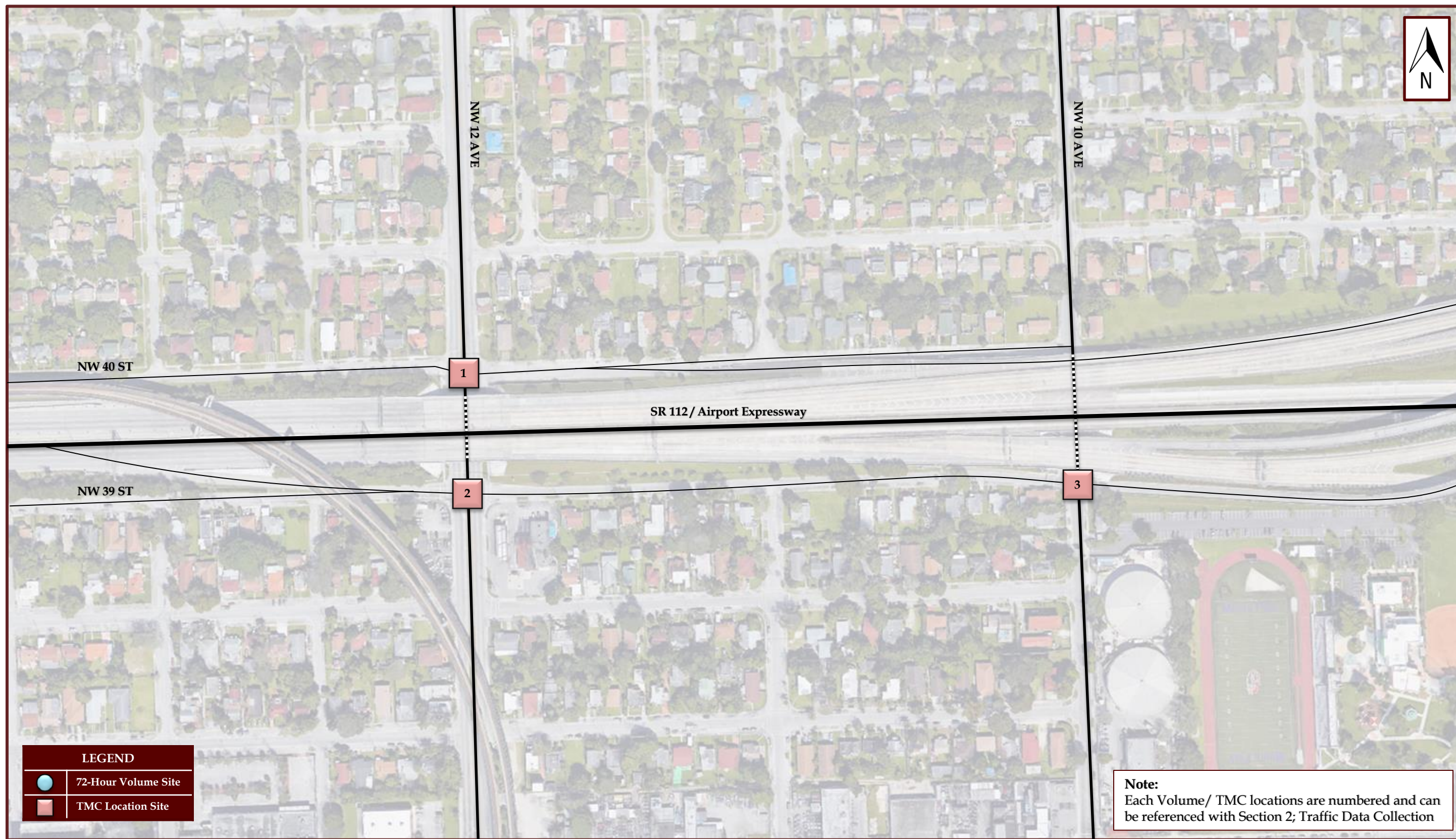


Figure 2.D. Inset A , Volume Count Locations

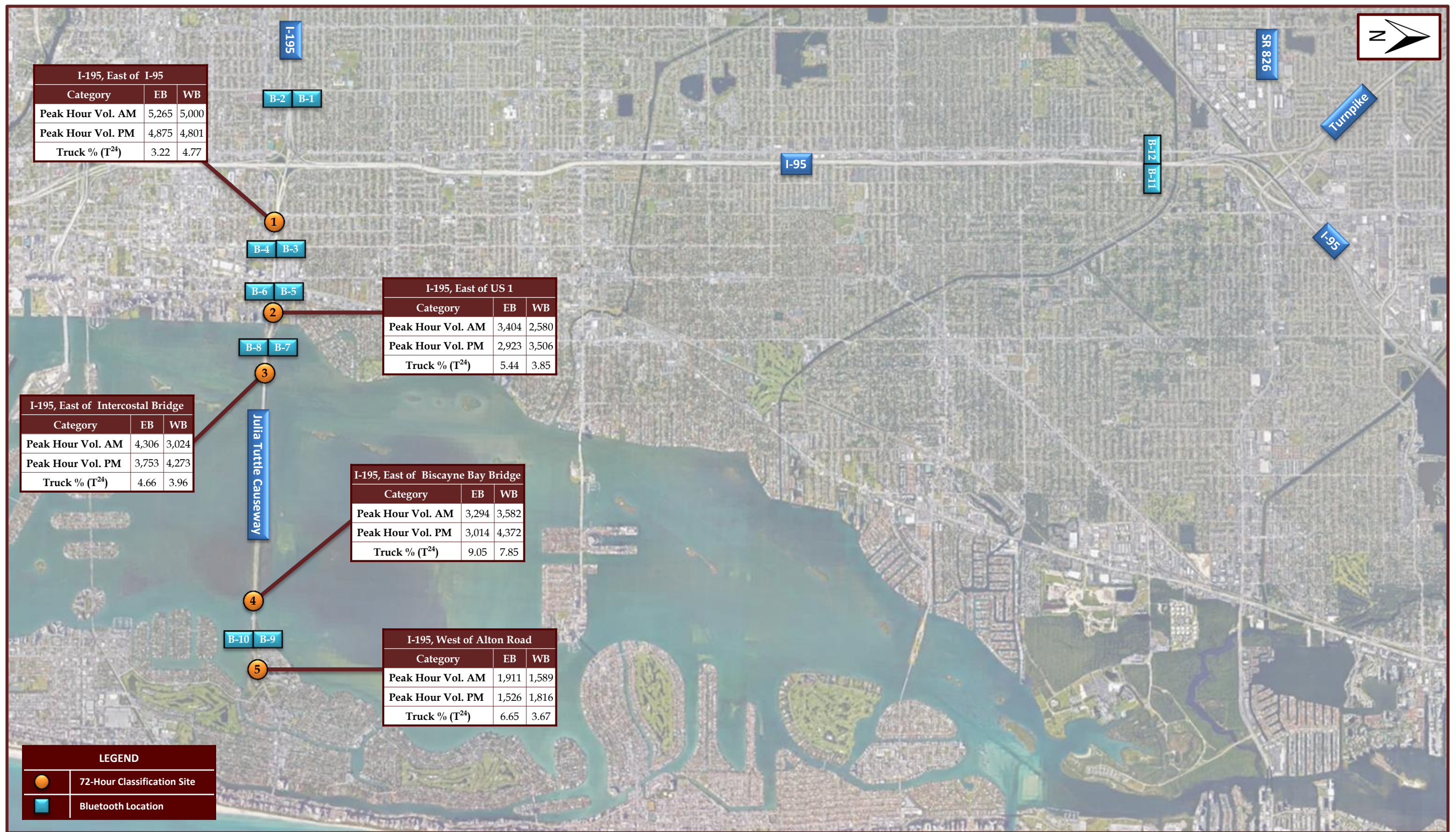


Figure 3.A. Bluetooth and Vehicle Classification Data Collection



Figure 3.B. Inset A , Volume Counts and TMCs (AM Peak)



Figure 3.C. Inset A , Volume Counts and TMCs (PM Peak)

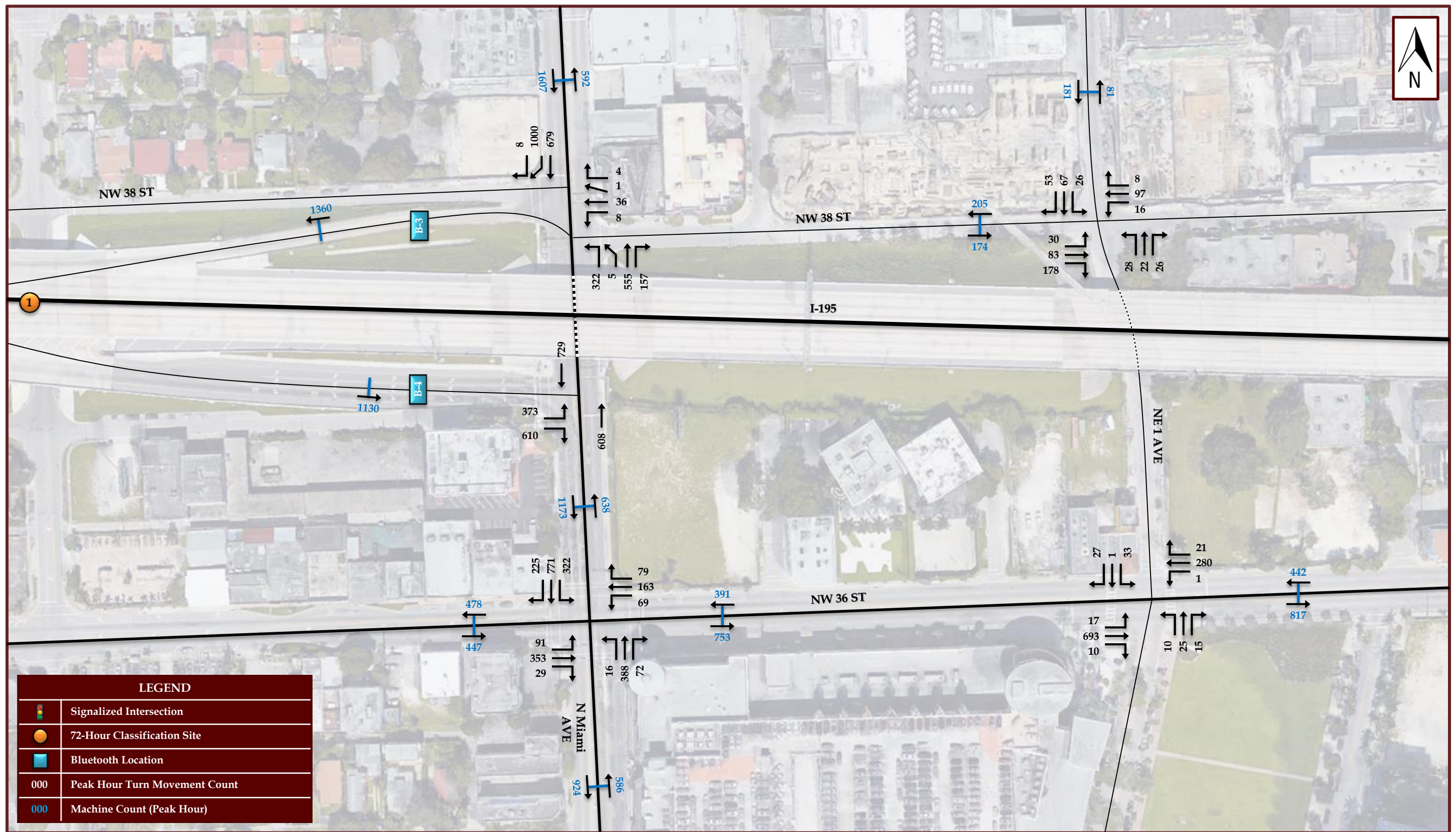


Figure 3.D. Inset B , Volume Counts and TMCs (AM Peak)

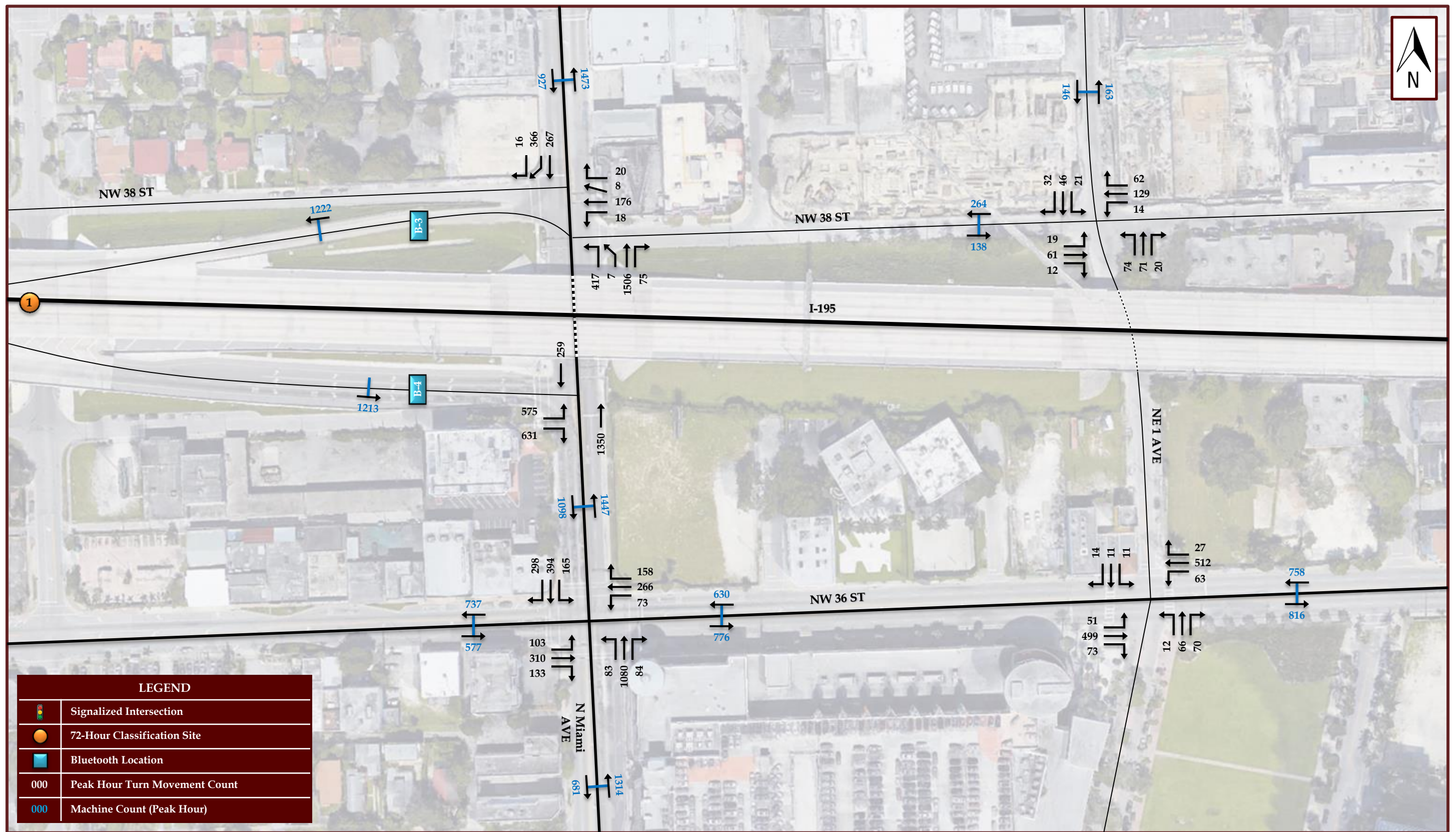


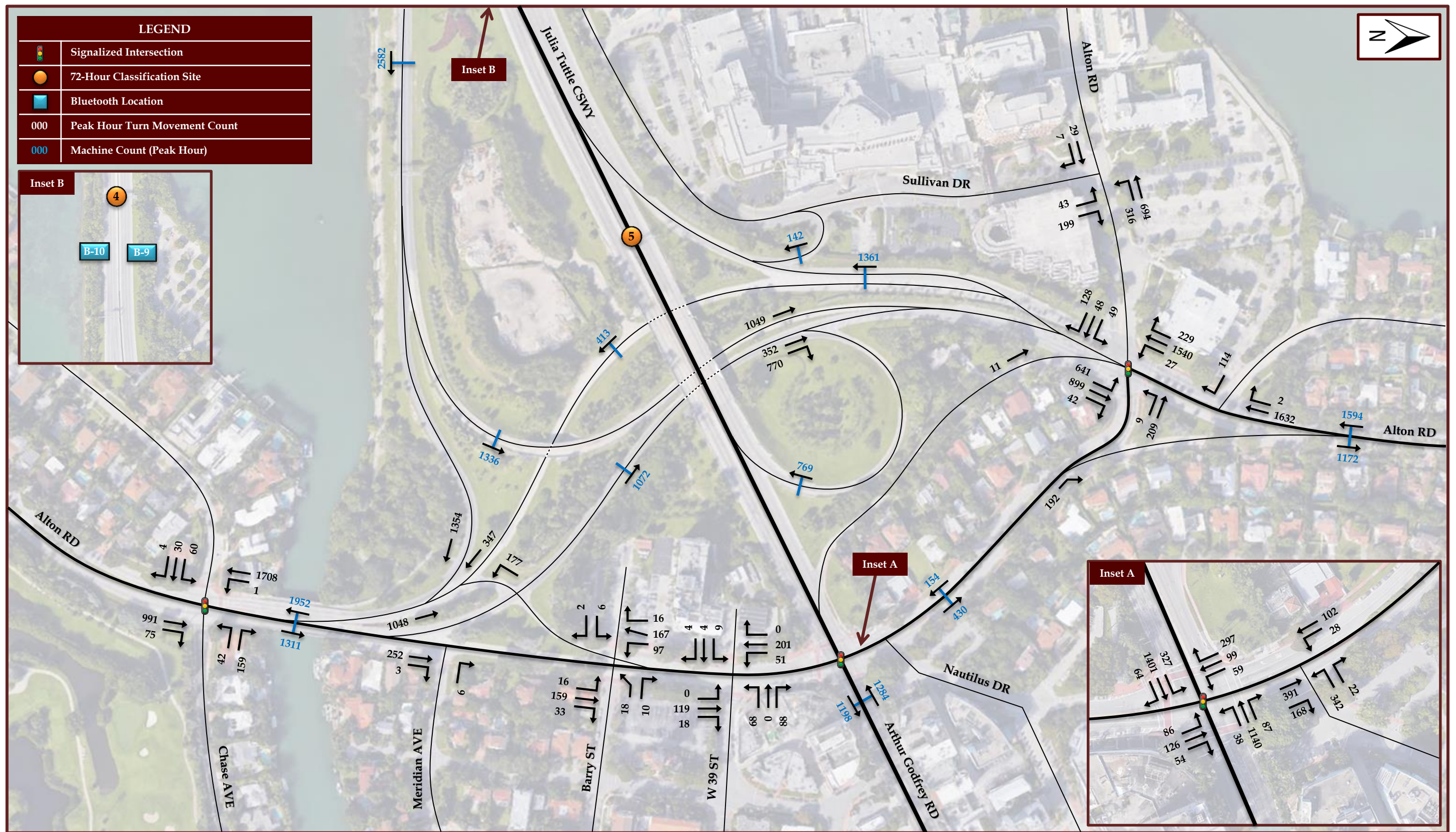
Figure 3.E. Inset B , Volume Counts and TMCs (PM Peak)



Figure 3.F. Inset C , Volume Counts and TMCs (AM Peak)



Figure 3.G. Inset C , Volume Counts and TMCs (PM Peak)



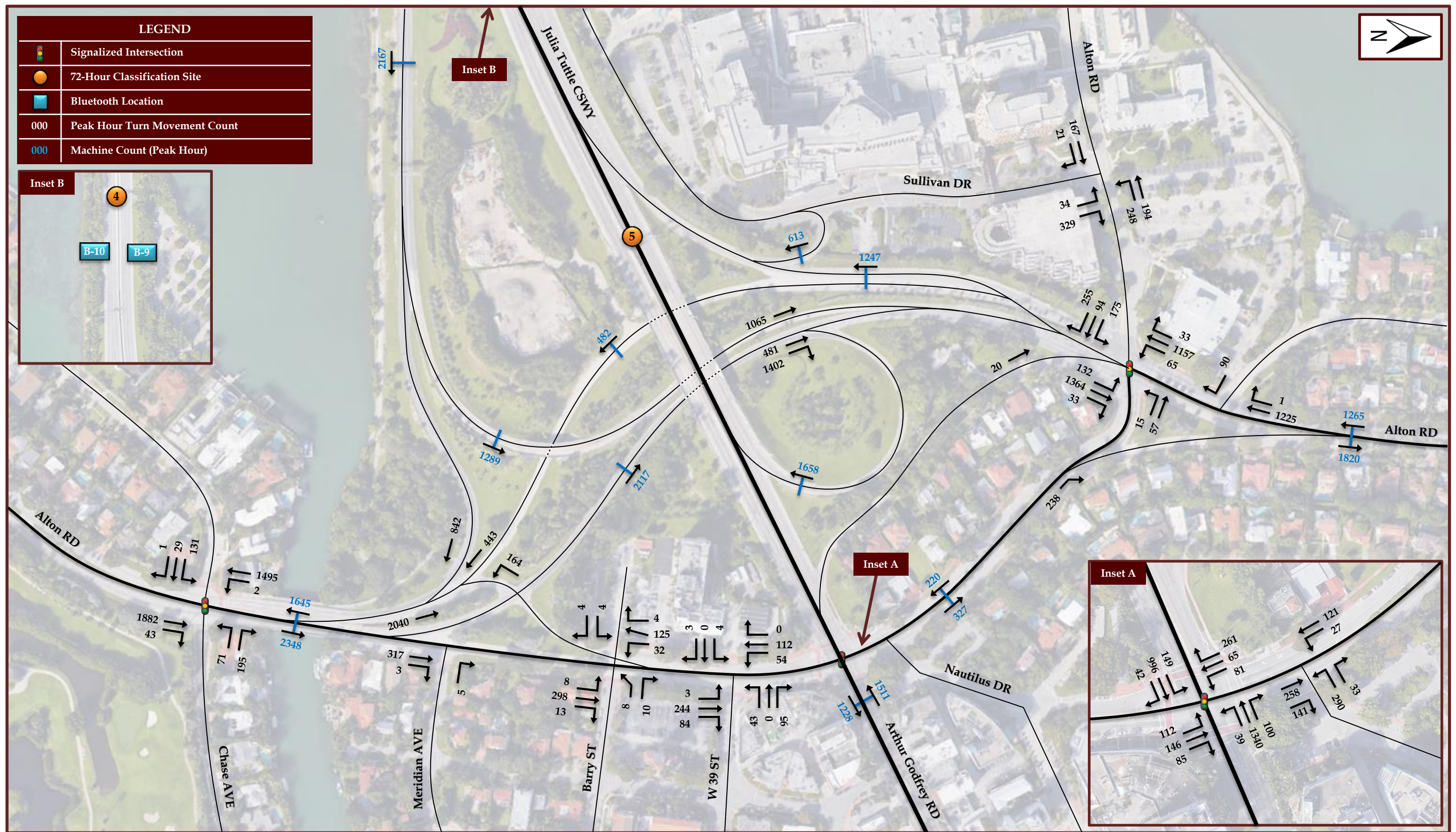


Figure 3.I. Inset D, Volume Counts and TMCs (PM Peak)

4. Bluetooth Data Collection

4.1. Bluetooth Technology

Bluetooth is an open wireless technology standard for exchanging data over short distances from fixed and mobile devices (car radio systems, smartphones, smartwatches, etc.). Each Bluetooth device is identified with a unique MAC (Media Access Control) Address that is anonymous. Bluetooth devices by TrafficCast International© were used in this project. TrafficCast International© is a private company which works on developing technology, applications, and content based on advanced digital traffic data that provide travel time forecasting, road speed monitoring, and other traffic-related information. BlueTOAD – which is the proprietary Bluetooth device from TrafficCast International© – detects discoverable and non-discoverable devices within a radius of approximately 300 feet. Sensors in the field collect data which are then transmitted wirelessly to the BlueARGUS server that stores the data. The server and data can be accessed via a web-based software suite (BlueARGUS applications). **Figure 4** illustrates how Bluetooth technology was used for traffic data collection as well as all the components used in this method.

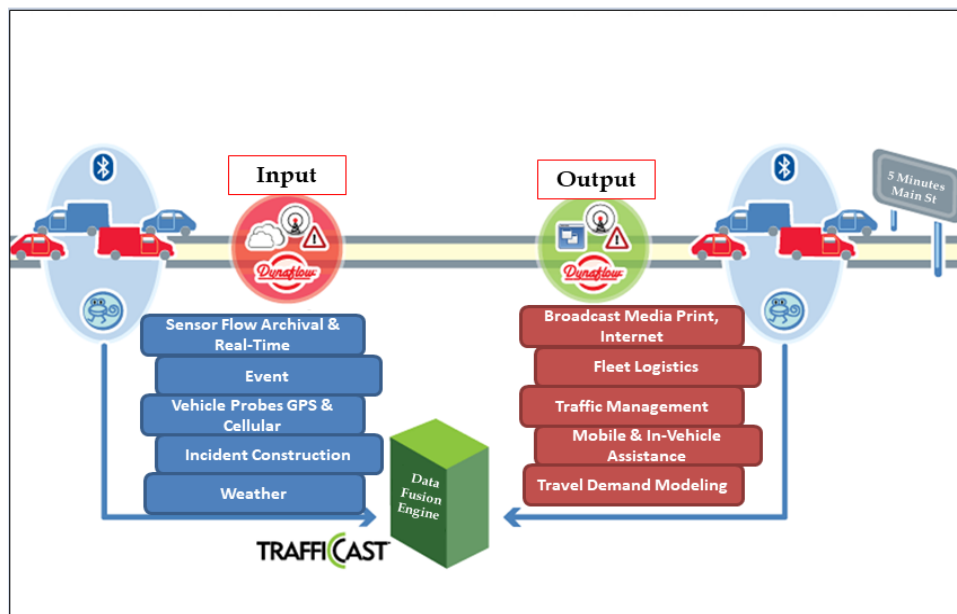


Figure 4. How Bluetooth Technology Works with BlueTOAD's

The web-based software suite shows real time traffic detection by the installed devices. The following steps were performed in order to use data collected by BlueTOAD:

1. Add devices into the software. The addition of devices is based on the exact location (latitude and longitude coordinates). Any issues with the software that affected the data collection efforts were reported. This reporting allowed these issues to be quickly resolved so that interruptions in the data collection effort were minimized.
2. After the devices were added, study pairs were defined. The study pairs are segments consisting of two devices and a known length between them which were used to create matches and calculate speed and travel-time.

Using this methodology, speed, travel time, and O-D data were extracted. The devices were deployed on Saturday, October 21st, 2017, and data were collected for one week. The survey locations were defined in the TrafficCast International© dashboard and quality control of the data collection process were performed. The data collection and sensor detection were monitored via the dashboard in real time which allowed issues with the devices to be identified and resolved in a timely manner. A 3-day data collection between Tuesday, October 24th, 2017 and Thursday, October 26th, 2017 was extracted from the online TrafficCast software.

To simplify the presentation of the O-D network used in this study, each station is shown with an alphanumeric symbol, as presented in **Figure 3.A** through **Figure 3.H**. For adjustment purposes, 72-hour traffic station volumes were collected at the exact locations at which Bluetooth sensors were deployed.

4.2. Bluetooth Data Adjustment

Data collected using Bluetooth and Wi-Fi methods require adjustment since these methods do not capture a significant portion of the traffic that pass by the detection devices. Bluetooth data collection efforts in various locations throughout the United States have typically shown a capture rate of between 2.0% to 10.0% of traffic volume.

Because the detector detects every five seconds, if a Bluetooth device is within range of a detector for more than five seconds, it can result in multiple recorded detections. To correct this problem, TrafficCast group redundant detections into one cluster and then choose the middle detection of each cluster to represent that cluster.

72-hour traffic station volumes were performed at previously mentioned 12 locations, starting on Tuesday (12:00 AM) to Thursday (11:59 PM). Raw data can be found in **Appendix A**. Average Daily Traffic (ADT) values were obtained through the 72-hour

volumes collected by averaging each daily total traffic observed (24-hour period) over the 3-days of data collection.

The volumes detected by BlueTOADs at each station were factored up by the AADT counts of the similar period (AM or PM) to extrapolate the sample data to full count. Raw Bluetooth counts can be seen in **Appendix B** and the detailed procedure of matrix estimation from raw data can be seen in **Appendix C**. Also, the data which were used for adjustment is presented in **Appendix A**.

5. Origin-Destination Matrices

The Origin-Destination data collection summary can be seen in **Table 1** and **Table 2**. The share of traffic (percentages) passing through each station to other stations is shown in the tables for AM and PM peak periods. AM peak period is selected to be 6:00 AM to 9:59 AM and the PM peak period is selected to be 3:00 PM to 7:59 PM. The numbers are representing 72 hour traffic pattern during data collection period. O-D maps can be seen in **Figures 5** through **Figure 10**. O-D summary is provided by percentage of vehicles moving between each station.

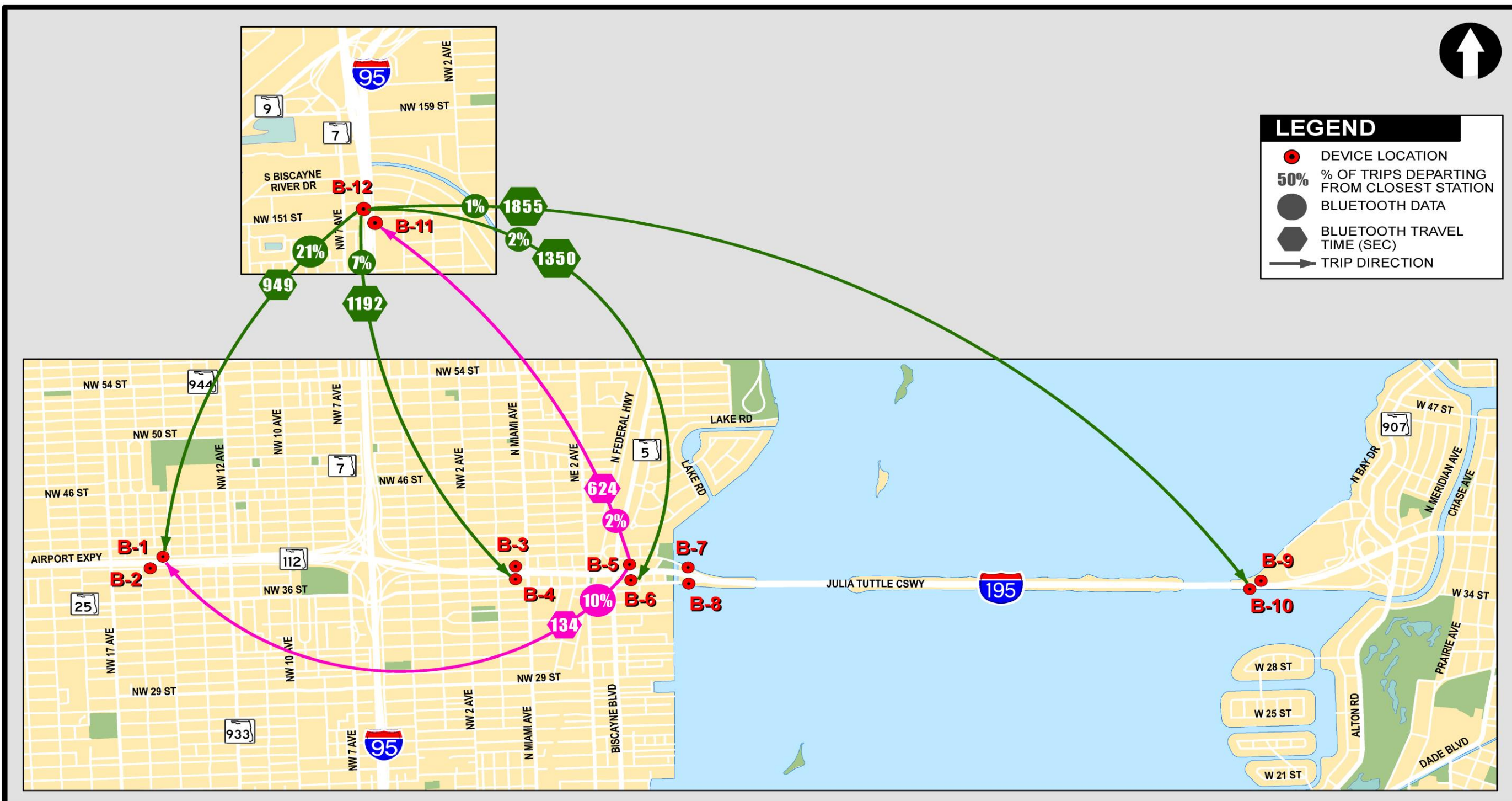
Table 1: I-195 O-D (Bluetooth Data Collection between 10/24/2017 and 10/26/2017) – AM Peak Period

Origin	Destination	Origin											
		B1	B2	B3	B4	B5	B6	B7	B8	B9	B10	B11	B12
		WB I-195 Mainline @ NW 12th Ave	EB I-195 Mainline @ NW 12th Ave	WB I-195 On-Ramp from N Miami Ave	EB I-195 Off-Ramp to N Miami Ave	WB I-195 On-Ramp from US-1	EB I-195 Off-Ramp to US-1	WB I-195 Off-Ramp to US-1	EB I-195 On-Ramp From US-1	WB I-195 Mainline @ West of On-Ramp from Alton Road	EB I-195 Mainline @ West of Off-Ramp to Alton Road	NB I-95 Mainline near GGI	SB I-95 Mainline near GGI
WB I-195 Mainline @ NW 12th Ave	B1		n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
EB I-195 Mainline @ NW 12th Ave	B2	n/a		n/a	1.78%	n/a	1.28%	n/a	n/a	n/a	5.64%	13.74%	n/a
WB I-195 On-Ramp from N Miami Ave	B3	15.60%	n/a		n/a	n/a	n/a	n/a	n/a	n/a	n/a	2.50%	n/a
EB I-195 Off-Ramp to N Miami Ave	B4	n/a	n/a	n/a		n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
WB I-195 On-Ramp from US-1	B5	9.55%	n/a	n/a	n/a		n/a	n/a	n/a	n/a	n/a	1.88%	n/a
EB I-195 Off-Ramp to US-1	B6	n/a	n/a	n/a	n/a	n/a		n/a	n/a	n/a	n/a	n/a	n/a
WB I-195 Off-Ramp to US-1	B7	n/a	n/a	n/a	n/a	n/a	n/a		n/a	n/a	n/a	n/a	n/a
EB I-195 On-Ramp From US-1	B8	n/a	n/a	n/a	n/a	n/a	n/a	n/a		n/a	100.00%	n/a	n/a
WB I-195 Mainline @ West of On-Ramp from Alton Road	B9	4.70%	n/a	n/a	n/a	n/a	n/a	6.47%	n/a		n/a	0.86%	n/a
EB I-195 Mainline @ West of Off-Ramp to Alton Road	B10	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a		n/a	n/a
NB I-95 Mainline near GGI	B11	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a		n/a
SB I-95 Mainline near GGI	B12	21.16%	n/a	n/a	7.16%	n/a	2.27%	n/a	n/a	n/a	0.97%	n/a	

Table 2: I-195 O-D (Bluetooth Data Collection between 10/24/2017 and 10/26/2017) – PM Peak Period

Destination	Origin											
	WB I-195 Mainline @ NW 12th Ave	EB I-195 Mainline @ NW 12th Ave	WB I-195 On-Ramp from N Miami Ave	EB I-195 Off-Ramp to N Miami Ave	WB I-195 On-Ramp from US-1	EB I-195 Off-Ramp to US-1	WB I-195 Off-Ramp to US-1	EB I-195 On-Ramp From US-1	WB I-195 Mainline @ West of On-Ramp from Alton Road	EB I-195 Mainline @ West of Off-Ramp to Alton Road	NB I-95 Mainline near GGI	SB I-95 Mainline near GGI
Origin	B1	B2	B3	B4	B5	B6	B7	B8	B9	B10	B11	B12
WB I-195 Mainline @ NW 12th Ave	B1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
EB I-195 Mainline @ NW 12th Ave	B2	n/a	n/a	3.30%	n/a	2.51%	n/a	n/a	n/a	8.31%	18.14%	n/a
WB I-195 On-Ramp from N Miami Ave	B3	9.01%	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	9.61%	n/a
EB I-195 Off-Ramp to N Miami Ave	B4	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
WB I-195 On-Ramp from US-1	B5	1.82%	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0.88%	n/a
EB I-195 Off-Ramp to US-1	B6	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
WB I-195 Off-Ramp to US-1	B7	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
EB I-195 On-Ramp From US-1	B8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	100.00%	n/a	n/a
WB I-195 Mainline @ West of On-Ramp from Alton Road	B9	11.63%	n/a	n/a	n/a	n/a	12.65%	n/a	n/a	n/a	6.39%	n/a
EB I-195 Mainline @ West of Off-Ramp to Alton Road	B10	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
NB I-95 Mainline near GGI	B11	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
SB I-95 Mainline near GGI	B12	34.09%	n/a	n/a	11.76%	n/a	4.34%	n/a	n/a	4.09%	n/a	n/a

INTERSTATE 195 CORRIDOR PLANNING STUDY FROM I-95 TO ALTON ROAD (FM No. 440228-1-22-01)



Departing Trips (% of total trips passing through each station) from Stations B5 and B12
AM PEAK PERIOD



MAP 1 OF 6

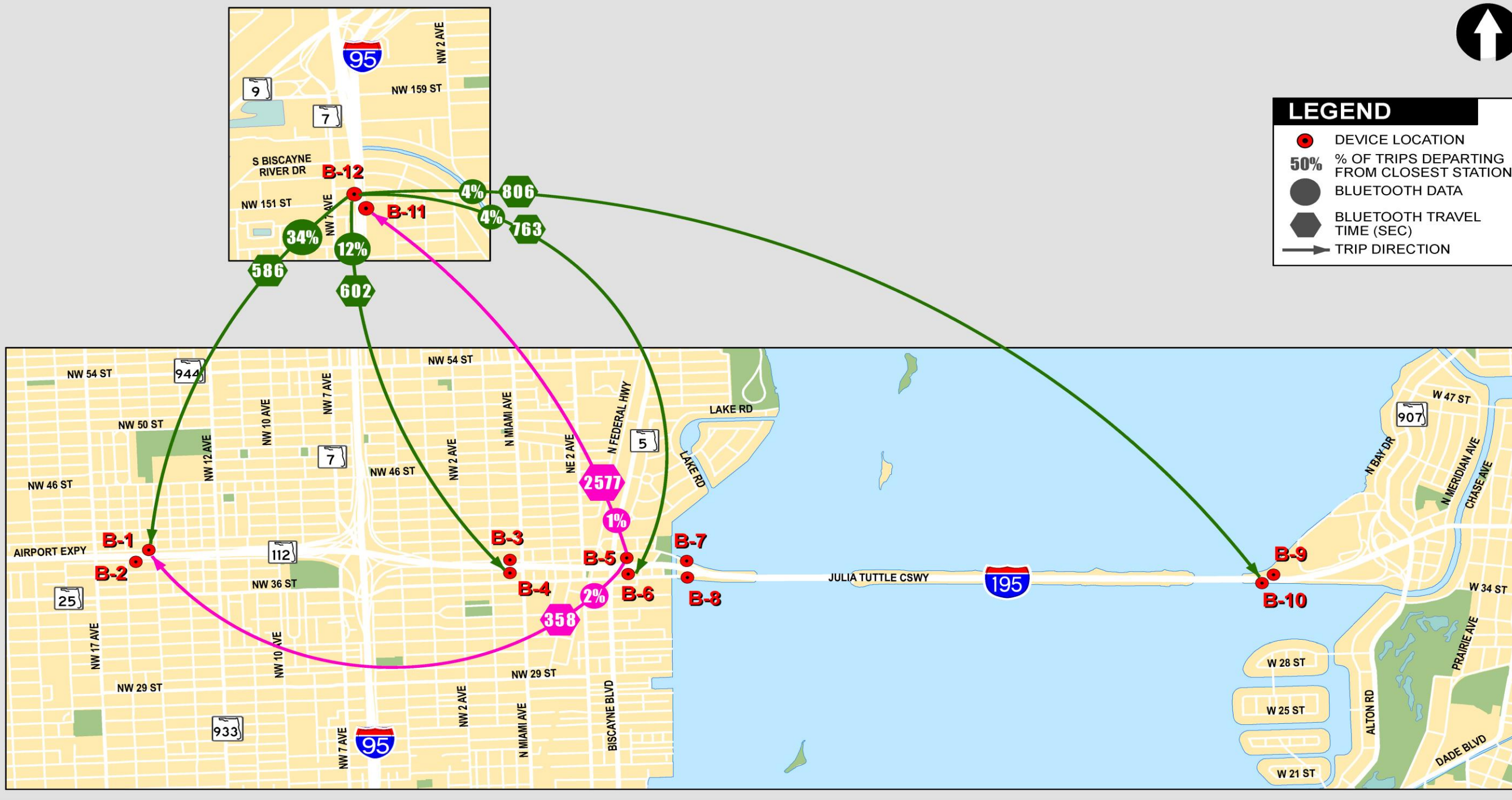
Figure 5. O-D and Travel Time Data Collection B5 and B12 - AM Peak Hour

INTERSTATE 195 CORRIDOR PLANNING STUDY FROM I-95 TO ALTON ROAD (FM No. 440228-1-22-01)



LEGEND

- DEVICE LOCATION
- 50% % OF TRIPS DEPARTING FROM CLOSEST STATION
- BLUETOOTH DATA
- ⬡ BLUETOOTH TRAVEL TIME (SEC)
- ➔ TRIP DIRECTION



Departing Trips (% of total trips passing through each station) from Stations B5 and B12
PM PEAK PERIOD

MAP 2 OF 6

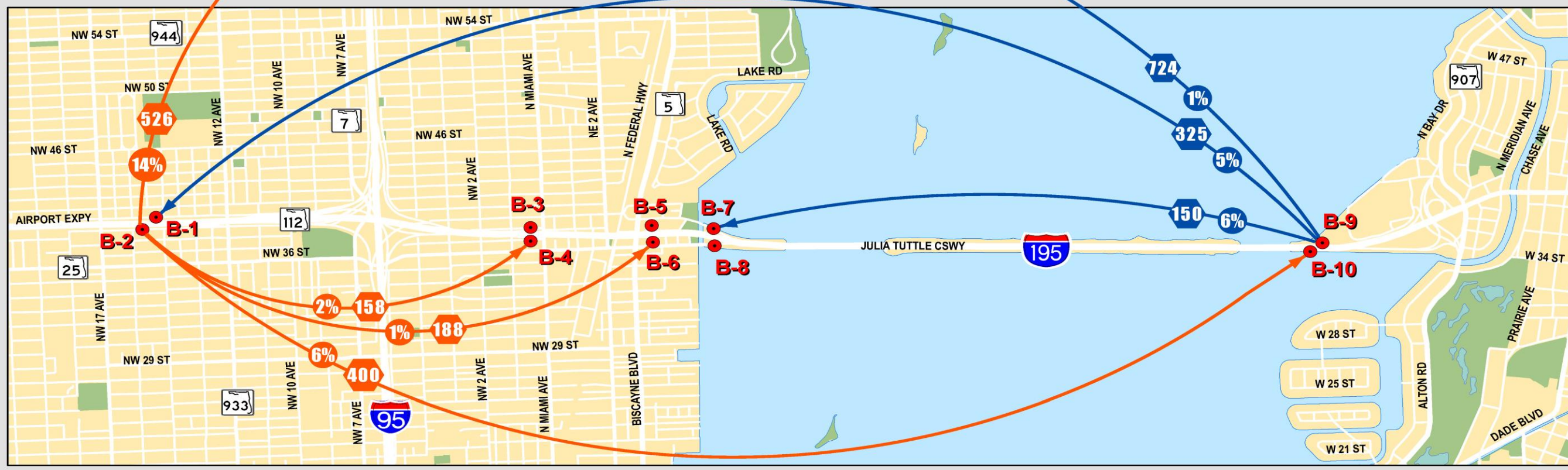
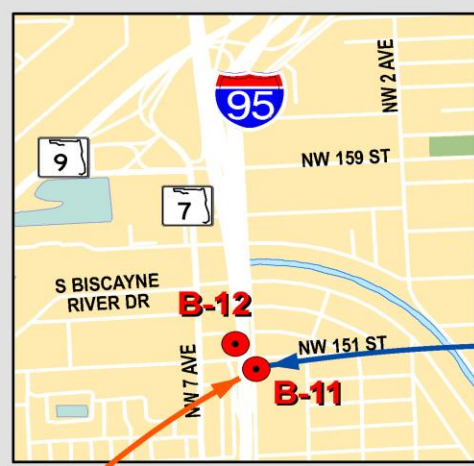
Figure 6. O-D and Travel Time Data Collection B5 and B12 - PM Peak Hour

INTERSTATE 195 CORRIDOR PLANNING STUDY FROM I-95 TO ALTON ROAD (FM No. 440228-1-22-01)



LEGEND

- DEVICE LOCATION
- 50% % OF TRIPS DEPARTING FROM CLOSEST STATION
- BLUETOOTH DATA
- ⬡ BLUETOOTH TRAVEL TIME (SEC)
- ➔ TRIP DIRECTION



Departing Trips (% of total trips passing through each station) from Stations B2 and B9
AM PEAK PERIOD

MAP 3 OF 6

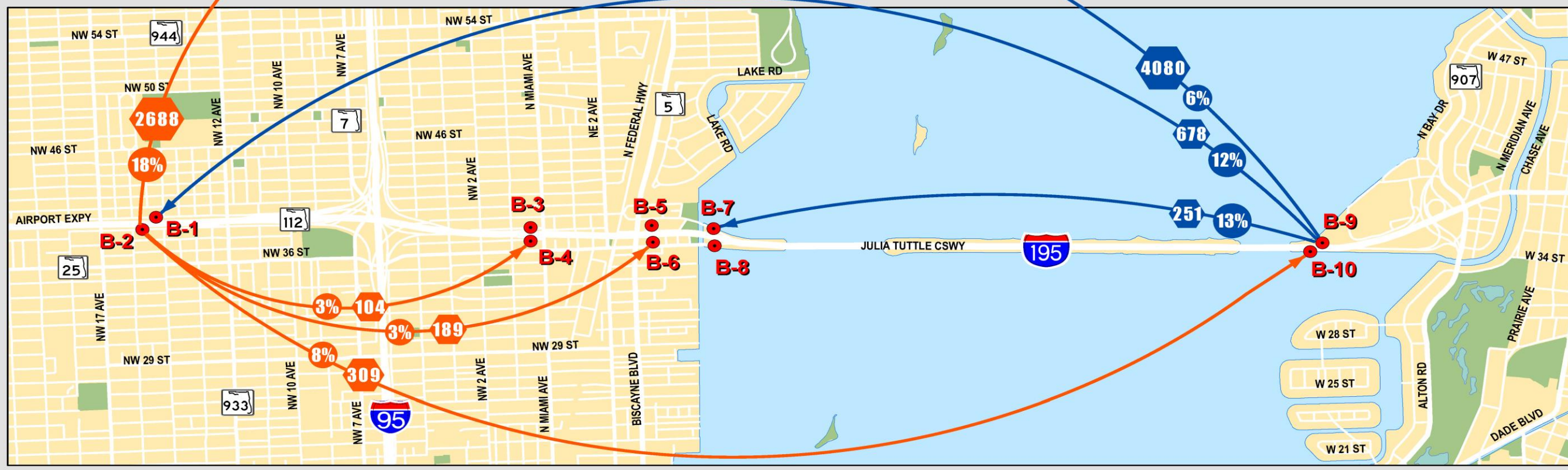
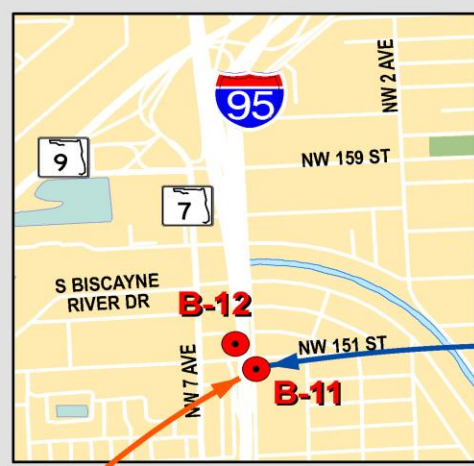
Figure 7. O-D and Travel Time Data Collection B2 and B9 - AM Peak Hour

INTERSTATE 195 CORRIDOR PLANNING STUDY FROM I-95 TO ALTON ROAD (FM No. 440228-1-22-01)



LEGEND

- DEVICE LOCATION
- 50% % OF TRIPS DEPARTING FROM CLOSEST STATION
- BLUETOOTH DATA
- ⬡ BLUETOOTH TRAVEL TIME (SEC)
- ➔ TRIP DIRECTION



Departing Trips (% of total trips passing through each station) from Stations B2 and B9
PM PEAK PERIOD

MAP 4 OF 6

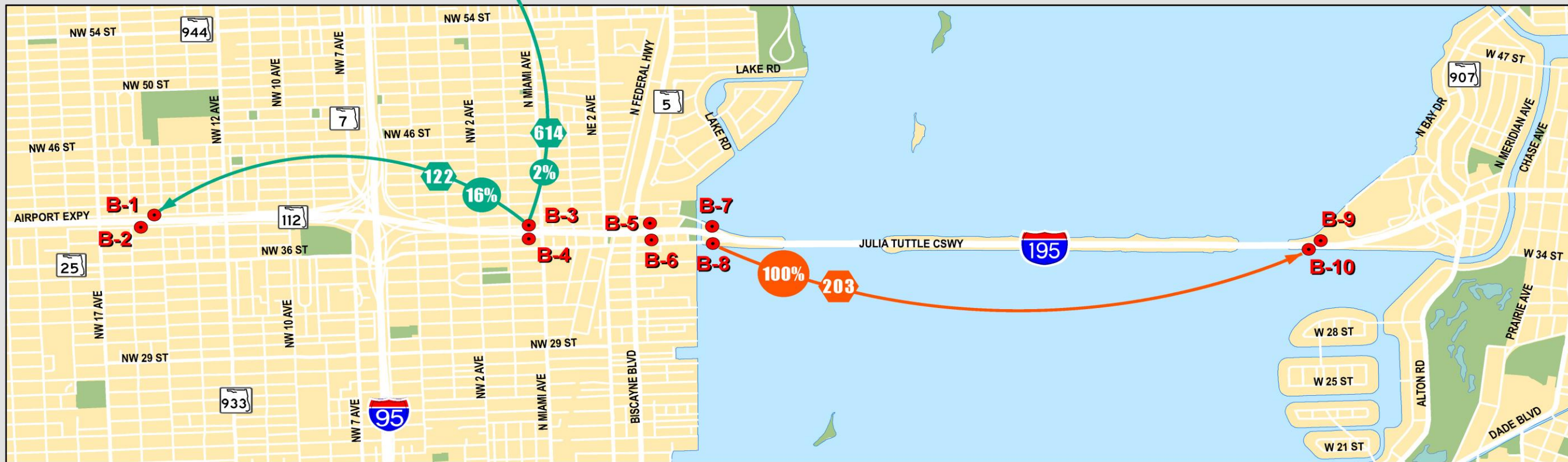
Figure 8. O-D and Travel Time Data Collection B2 and B9 - PM Peak Hour

INTERSTATE 195 CORRIDOR PLANNING STUDY FROM I-95 TO ALTON ROAD (FM No. 440228-1-22-01)



LEGEND

- DEVICE LOCATION
- 50% % OF TRIPS DEPARTING FROM CLOSEST STATION
- BLUETOOTH DATA
- ⬡ BLUETOOTH TRAVEL TIME (SEC)
- ➔ TRIP DIRECTION

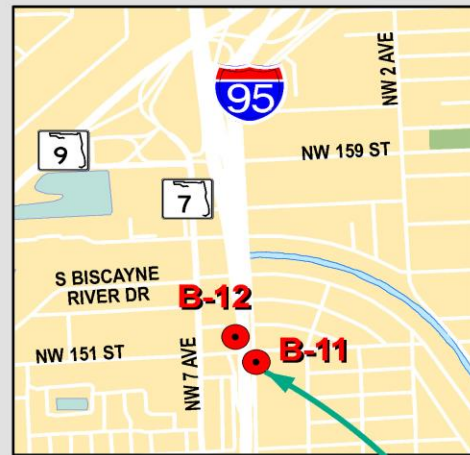


Departing Trips (% of total trips passing through each station) from Stations B3 and B8
AM PEAK PERIOD

MAP 5 OF 6

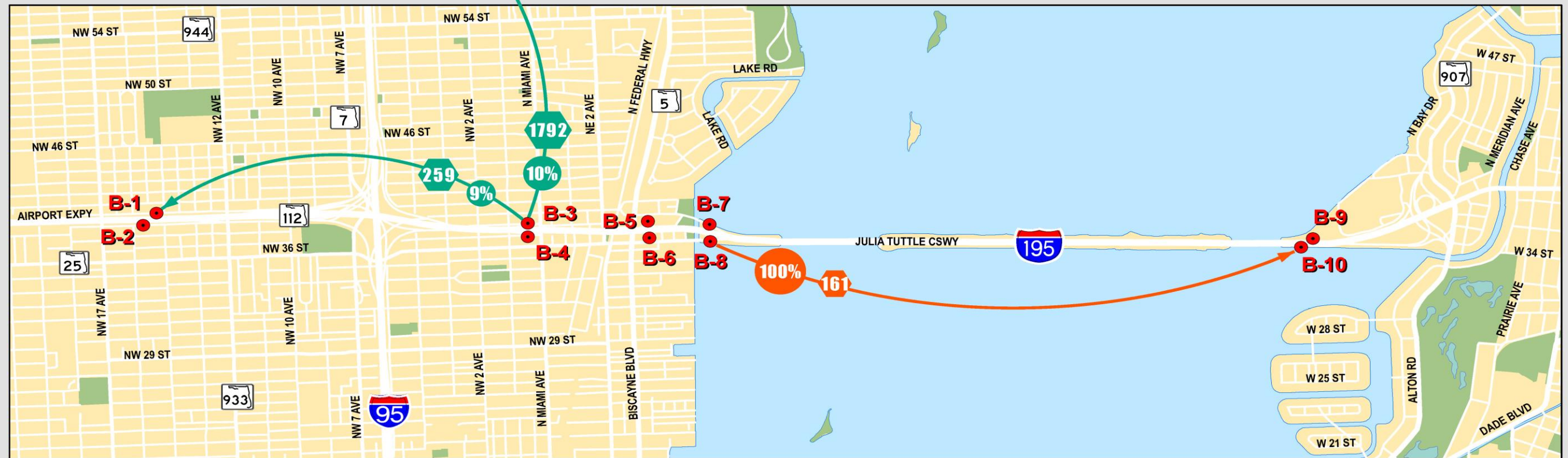
Figure 9. O-D and Travel Time Data Collection B3 and B8 - AM Peak Hour

INTERSTATE 195 CORRIDOR PLANNING STUDY FROM I-95 TO ALTON ROAD (FM No. 440228-1-22-01)



LEGEND

- DEVICE LOCATION
- 50% % OF TRIPS DEPARTING FROM CLOSEST STATION
- BLUETOOTH DATA
- ⬡ BLUETOOTH TRAVEL TIME (SEC)
- ➔ TRIP DIRECTION



Departing Trips (% of total trips passing through each station) from Stations B3 and B8
PM PEAK PERIOD

MAP 6 OF 6

Figure 10. O-D and Travel Time Data Collection B3 and B8 - PM Peak Hour

Travel time between each of the stations will be recorded when the devices are activated. The average 60 minutes travel time for AM and PM peak periods for the data collection days (October 24th, 2017 to October 26th, 2017) is reported in **Table 3** and **Table 4** for AM and PM peak periods, respectively. Average travel time between two stations is recorded if unique MAC address is reported to both. This study considers the logical routes between two stations and reported the average weight travel time based on the number of counts per route.

Table 3: I-195 Average Travel Time (seconds) - Bluetooth Data Collection between 10/24/2017 and 10/26/2017 - AM Peak Period

Destination	Origin											
	WB I-195 Mainline @ NW 12th Ave	EB I-195 Mainline @ NW 12th Ave	WB I-195 On-Ramp from N Miami Ave	EB I-195 Off-Ramp to N Miami Ave	WB I-195 On-Ramp from US-1	EB I-195 Off-Ramp to US-1	WB I-195 Off-Ramp to US-1	EB I-195 On-Ramp From US-1	WB I-195 Mainline @ West of On-Ramp from Alton Road	EB I-195 Mainline @ West of Off-Ramp to Alton Road	NB I-95 Mainline near GGI	SB I-95 Mainline near GGI
Origin	B1	B2	B3	B4	B5	B6	B7	B8	B9	B10	B11	B12
WB I-195 Mainline @ NW 12th Ave	B1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
EB I-195 Mainline @ NW 12th Ave	B2	n/a	n/a	158	n/a	188	n/a	n/a	n/a	400	526	n/a
WB I-195 On-Ramp from N Miami Ave	B3	122	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	614	n/a
EB I-195 Off-Ramp to N Miami Ave	B4	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
WB I-195 On-Ramp from US-1	B5	134	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	624	n/a
EB I-195 Off-Ramp to US-1	B6	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
WB I-195 Off-Ramp to US-1	B7	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
EB I-195 On-Ramp From US-1	B8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	203	n/a	n/a
WB I-195 Mainline @ West of On-Ramp from Alton Road	B9	325	n/a	n/a	n/a	n/a	150	n/a	n/a	n/a	724	n/a
EB I-195 Mainline @ West of Off-Ramp to Alton Road	B10	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
NB I-95 Mainline near GGI	B11	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
SB I-95 Mainline near GGI	B12	949	n/a	n/a	1,192	n/a	1,350	n/a	n/a	1,855	n/a	n/a

Table 4: I-195 Average Travel Time (seconds) - Bluetooth Data Collection between 10/24/2017 and 10/26/2017 - PM Peak Period

Destination	Origin											
	B1	B2	B3	B4	B5	B6	B7	B8	B9	B10	B11	B12
WB I-195 Mainline @ NW 12th Ave	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
EB I-195 Mainline @ NW 12th Ave	n/a	104	n/a	n/a	n/a	189	n/a	n/a	n/a	309	2,688	n/a
WB I-195 On-Ramp from N Miami Ave	259	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	1,792	n/a
EB I-195 Off-Ramp to N Miami Ave	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
WB I-195 On-Ramp from US-1	358	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	2,577	n/a
EB I-195 Off-Ramp to US-1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
WB I-195 Off-Ramp to US-1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
EB I-195 On-Ramp From US-1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	161	n/a	n/a
WB I-195 Mainline @ West of On-Ramp from Alton Road	678	n/a	n/a	n/a	n/a	n/a	251	n/a	n/a	n/a	4,080	n/a
EB I-195 Mainline @ West of Off-Ramp to Alton Road	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
NB I-95 Mainline near GGI	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
SB I-95 Mainline near GGI	586	n/a	n/a	602	n/a	763	n/a	n/a	n/a	806	n/a	n/a

Appendix A

Raw Data



72-Hour Traffic Station Volumes



County: 87
 Station: 0001
 Description: ALTON RD, N. OF N BAY RD
 Start Date: 10/17/2017
 Start Time: 0000

Time	Direction: N					Direction: S					Combined Total		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total			
0000	66	74	60	62	262	59	42	34	25	160	422		
0100	33	29	21	18	101	31	31	16	21	99	200		
0200	15	15	15	15	60	16	6	12	11	45	105		
0300	9	15	16	10	50	9	13	7	10	39	89		
0400	7	13	19	20	59	13	18	32	28	91	150		
0500	20	39	64	64	187	34	63	96	105	298	485		
0600	113	138	127	176	554	105	193	284	333	915	1469		
0700	211	276	251	292	1030	331	337	343	344	1355	2385		
0800	269	271	320	307	1167	405	418	380	390	1593	2760		
0900	283	251	278	229	1041	397	371	328	345	1441	2482		
1000	260	254	287	236	1037	378	368	216	318	1280	2317		
1100	245	244	242	254	985	414	350	202	266	1232	2217		
1200	277	313	283	298	1171	331	304	285	272	1192	2363		
1300	286	299	294	266	1145	317	292	211	317	1137	2282		
1400	329	333	372	363	1397	299	268	282	298	1147	2544		
1500	328	326	368	366	1388	254	277	350	346	1227	2615		
1600	356	408	431	417	1612	315	278	266	239	1098	2710		
1700	460	427	455	445	1787	249	357	297	292	1195	2982		
1800	470	485	441	424	1820	276	284	262	289	1111	2931		
1900	391	331	309	285	1316	250	242	195	174	861	2177		
2000	258	236	246	245	985	158	164	144	133	599	1584		
2100	197	190	189	200	776	131	103	118	130	482	1258		
2200	178	155	173	156	662	86	84	78	69	317	979		
2300	143	112	115	88	458	78	83	48	60	269	727		
24-Hour Totals:						21050						19183	40233

	Peak Volume Information					
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	1181	800	1593	815	2766
P.M.	1730	1855	1530	1289	1715	3019
Daily	1730	1855	800	1593	1715	3019

County: 87
 Station: 0001
 Description: ALTON RD, N. OF N BAY RD
 Start Date: 10/18/2017
 Start Time: 0000

Time	Direction: N					Direction: S					Combined Total		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total			
0000	73	62	59	72	266	43	50	40	37	170	436		
0100	42	36	24	30	132	22	23	15	11	71	203		
0200	19	24	17	16	76	21	14	16	9	60	136		
0300	8	7	19	16	50	9	9	7	13	38	88		
0400	9	16	21	17	63	16	20	31	36	103	166		
0500	25	33	64	69	191	33	50	101	87	271	462		
0600	100	160	152	191	603	137	193	288	324	942	1545		
0700	230	246	251	312	1039	343	314	327	321	1305	2344		
0800	296	251	307	308	1162	416	408	384	380	1588	2750		
0900	281	248	253	252	1034	399	389	364	358	1510	2544		
1000	255	224	258	252	989	375	376	336	356	1443	2432		
1100	252	228	286	284	1050	316	349	383	320	1368	2418		
1200	271	283	291	267	1112	260	281	270	257	1068	2180		
1300	242	264	301	244	1051	291	315	307	281	1194	2245		
1400	259	285	361	335	1240	205	297	310	257	1069	2309		
1500	331	310	353	339	1333	306	275	279	231	1091	2424		
1600	349	355	396	420	1520	247	280	285	276	1088	2608		
1700	417	375	446	464	1702	260	264	263	254	1041	2743		
1800	437	453	411	387	1688	281	263	275	266	1085	2773		
1900	360	353	305	301	1319	188	241	250	212	891	2210		
2000	297	265	271	218	1051	184	122	157	169	632	1683		
2100	228	212	172	156	768	119	132	101	96	448	1216		
2200	169	154	181	145	649	87	90	88	87	352	1001		
2300	154	135	147	142	578	80	105	72	58	315	893		
24-Hour Totals:						20666						19143	39809

Peak Volume Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	1166	800	1588	800	2750
P.M.	1730	1800	1300	1194	1730	2861
Daily	1730	1800	800	1588	1730	2861

County: 87
 Station: 0001
 Description: ALTON RD, N. OF N BAY RD
 Start Date: 10/19/2017
 Start Time: 0000

Time	Direction: N					Direction: S					Combined Total		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total			
0000	134	87	68	63	352	67	43	48	30	188	540		
0100	54	34	30	23	141	26	33	20	16	95	236		
0200	21	12	17	18	68	22	16	15	13	66	134		
0300	13	9	15	21	58	14	18	10	12	54	112		
0400	20	12	16	23	71	14	16	27	23	80	151		
0500	20	33	60	72	185	42	52	98	97	289	474		
0600	98	143	162	172	575	122	186	258	308	874	1449		
0700	230	252	301	316	1099	338	288	318	300	1244	2343		
0800	267	279	284	297	1127	425	391	400	384	1600	2727		
0900	310	250	255	238	1053	382	368	372	358	1480	2533		
1000	256	241	245	229	971	399	336	287	352	1374	2345		
1100	229	253	273	259	1014	366	352	223	102	1043	2057		
1200	204	263	283	256	1006	294	319	282	249	1144	2150		
1300	251	250	282	249	1032	287	313	236	300	1136	2168		
1400	258	276	313	291	1138	348	312	308	315	1283	2421		
1500	293	297	331	345	1266	302	341	313	271	1227	2493		
1600	360	358	383	406	1507	318	283	370	341	1312	2819		
1700	414	445	432	501	1792	298	297	320	287	1202	2994		
1800	428	406	436	412	1682	268	265	292	285	1110	2792		
1900	479	408	343	261	1491	288	167	335	352	1142	2633		
2000	307	246	235	192	980	318	262	233	227	1040	2020		
2100	175	212	193	157	737	149	182	103	124	558	1295		
2200	154	157	145	120	576	102	90	65	106	363	939		
2300	127	123	99	88	437	92	56	60	53	261	698		
24-Hour Totals:						20358						20165	40523

Peak Volume Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	1170	800	1600	800	2727
P.M.	1715	1806	1600	1312	1700	2994
Daily	1715	1806	800	1600	1700	2994

County: 87
 Station: 0002
 Description: ALTON RD, N. OF NAUTILUS RD
 Start Date: 10/17/2017
 Start Time: 0000

Time	Direction: N					Direction: S					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	11	14	10	9	44	4	2	3	1	10	54
0100	8	4	2	8	22	2	1	4	5	12	34
0200	2	2	5	2	11	0	2	2	0	4	15
0300	3	5	2	3	13	3	0	2	1	6	19
0400	3	6	2	5	16	0	2	0	2	4	20
0500	5	28	29	49	111	1	3	1	7	12	123
0600	68	82	126	150	426	2	12	8	16	38	464
0700	111	93	86	84	374	25	20	28	27	100	474
0800	122	125	102	87	436	29	30	31	34	124	560
0900	83	95	70	65	313	36	42	37	35	150	463
1000	73	66	69	72	280	49	50	35	44	178	458
1100	76	61	71	70	278	36	57	39	55	187	465
1200	63	65	68	88	284	49	54	31	39	173	457
1300	71	69	67	87	294	38	24	51	38	151	445
1400	80	85	75	81	321	46	38	33	46	163	484
1500	71	87	73	68	299	45	41	40	45	171	470
1600	69	60	66	96	291	38	43	54	56	191	482
1700	61	70	85	85	301	66	50	50	36	202	503
1800	85	87	78	75	325	38	29	39	21	127	452
1900	70	47	40	35	192	27	24	19	21	91	283
2000	43	32	43	46	164	19	18	11	14	62	226
2100	36	37	28	29	130	16	17	16	18	67	197
2200	25	28	22	18	93	8	7	12	11	38	131
2300	20	12	10	13	55	8	9	7	4	28	83
24-Hour Totals:	5073					2289					7362

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	645	440	845	149	800	560
P.M.	1730	342	1630	226	1645	534
Daily	630	480	1630	226	800	560

County: 87
 Station: 0002
 Description: ALTON RD, N. OF NAUTILUS RD
 Start Date: 10/18/2017
 Start Time: 0000

Time	Direction: N					Direction: S					Combined Total	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total		
0000	7	16	5	9	37	6	4	2	6	18	55	
0100	4	6	5	6	21	2	2	3	3	10	31	
0200	0	5	5	4	14	2	4	0	1	7	21	
0300	1	2	2	3	8	0	1	1	1	3	11	
0400	2	0	9	5	16	3	2	1	1	7	23	
0500	10	25	33	41	109	0	2	3	5	10	119	
0600	56	98	129	144	427	7	11	9	17	44	471	
0700	87	93	88	96	364	24	18	23	28	93	457	
0800	101	116	87	77	381	25	31	41	33	130	511	
0900	92	77	66	68	303	47	42	39	37	165	468	
1000	63	72	55	66	256	41	38	54	48	181	437	
1100	74	72	71	68	285	32	38	43	56	169	454	
1200	74	82	87	84	327	45	55	40	36	176	503	
1300	77	69	85	77	308	42	31	44	34	151	459	
1400	50	79	73	76	278	38	42	52	42	174	452	
1500	80	90	92	57	319	51	57	51	55	214	533	
1600	60	72	67	79	278	42	44	41	51	178	456	
1700	65	65	98	94	322	65	54	43	44	206	528	
1800	57	77	66	56	256	23	20	22	26	91	347	
1900	47	50	47	50	194	22	31	25	18	96	290	
2000	38	41	46	33	158	16	20	19	14	69	227	
2100	36	30	24	23	113	19	15	13	16	63	176	
2200	25	25	30	26	106	11	20	7	10	48	154	
2300	20	10	27	24	81	11	5	4	11	31	112	
24-Hour Totals:					4961						2334	7295

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	645	412	830	163	745	525
P.M.	1445	338	1500	214	1445	539
Daily	615	458	1500	214	1445	539

County: 87
 Station: 0002
 Description: ALTON RD, N. OF NAUTILUS RD
 Start Date: 10/19/2017
 Start Time: 0000

Time	Direction: N					Direction: S					Combined Total	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total		
0000	6	13	9	8	36	5	2	2	3	12	48	
0100	6	0	5	3	14	2	6	2	0	10	24	
0200	5	4	2	4	15	1	3	0	1	5	20	
0300	1	2	5	5	13	0	0	1	0	1	14	
0400	2	4	2	7	15	1	1	0	4	6	21	
0500	9	13	37	45	104	2	2	4	4	12	116	
0600	60	93	113	104	370	8	10	8	21	47	417	
0700	88	84	82	93	347	19	24	23	28	94	441	
0800	110	130	99	98	437	18	34	35	32	119	556	
0900	100	88	80	65	333	46	38	19	43	146	479	
1000	74	69	72	61	276	37	40	41	48	166	442	
1100	57	72	64	60	253	35	49	50	66	200	453	
1200	61	67	56	72	256	51	38	46	41	176	432	
1300	52	75	84	65	276	47	39	38	35	159	435	
1400	71	55	65	65	256	38	41	60	46	185	441	
1500	86	70	71	62	289	65	33	34	62	194	483	
1600	72	66	62	52	252	52	44	61	46	203	455	
1700	64	79	78	66	287	60	51	42	31	184	471	
1800	78	62	65	70	275	24	45	31	35	135	410	
1900	94	55	47	44	240	25	31	32	27	115	355	
2000	48	44	29	32	153	25	28	20	30	103	256	
2100	30	39	28	30	127	26	15	11	15	67	194	
2200	21	31	14	16	82	11	19	11	4	45	127	
2300	22	12	8	14	56	8	4	4	8	24	80	
24-Hour Totals:					4762						2408	7170

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	800	437	830	151	815	574
P.M.	1715	301	1545	219	1430	490
Daily	800	437	1545	219	815	574

County: 87
 Station: 0003
 Description: 41 ST, E OF ALTON RD
 Start Date: 10/17/2017
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total			
0000	137	114	98	78	427	111	93	81	57	342	769		
0100	74	54	50	51	229	52	27	45	29	153	382		
0200	40	37	25	23	125	34	31	28	22	115	240		
0300	30	43	33	35	141	30	20	32	20	102	243		
0400	32	49	57	45	183	29	29	29	58	145	328		
0500	58	64	99	119	340	44	62	64	73	243	583		
0600	122	159	182	228	691	103	126	164	184	577	1268		
0700	397	344	298	343	1382	243	276	294	331	1144	2526		
0800	388	374	315	294	1371	309	308	343	340	1300	2671		
0900	200	171	228	221	820	293	321	274	245	1133	1953		
1000	238	227	231	199	895	252	249	255	295	1051	1946		
1100	252	220	244	234	950	278	291	264	274	1107	2057		
1200	258	232	236	252	978	274	316	314	303	1207	2185		
1300	257	249	252	233	991	260	275	268	285	1088	2079		
1400	275	230	268	281	1054	277	290	295	325	1187	2241		
1500	279	274	298	291	1142	346	371	393	351	1461	2603		
1600	289	291	282	270	1132	398	328	369	369	1464	2596		
1700	244	280	338	266	1128	317	367	338	344	1366	2494		
1800	294	244	248	272	1058	296	270	277	233	1076	2134		
1900	253	215	250	210	928	278	283	226	185	972	1900		
2000	225	225	221	227	898	220	166	159	172	717	1615		
2100	224	223	201	233	881	150	157	156	120	583	1464		
2200	220	264	248	256	988	150	149	131	115	545	1533		
2300	222	208	200	158	788	176	188	159	127	650	1438		
24-Hour Totals:						19520						19728	39248

	Peak Volume Information					
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	1420	800	1300	745	2711
P.M.	1715	1178	1515	1513	1515	2665
Daily	745	1420	1515	1513	745	2711

County: 87
 Station: 0003
 Description: 41 ST, E OF ALTON RD
 Start Date: 10/18/2017
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total			
0000	148	106	84	83	421	135	86	98	66	385	806		
0100	48	59	54	35	196	73	39	53	37	202	398		
0200	44	37	35	32	148	29	24	28	33	114	262		
0300	28	18	30	25	101	17	19	30	12	78	179		
0400	32	29	42	67	170	24	36	45	32	137	307		
0500	62	79	101	123	365	38	41	61	84	224	589		
0600	109	136	182	235	662	100	118	173	165	556	1218		
0700	288	290	341	318	1237	242	272	313	329	1156	2393		
0800	302	294	317	325	1238	302	317	311	308	1238	2476		
0900	228	205	231	222	886	307	310	298	253	1168	2054		
1000	206	226	290	282	1004	275	293	315	258	1141	2145		
1100	228	212	233	219	892	307	316	277	307	1207	2099		
1200	220	234	220	203	877	330	317	324	328	1299	2176		
1300	279	235	250	262	1026	306	329	264	268	1167	2193		
1400	236	281	277	283	1077	331	309	349	317	1306	2383		
1500	284	261	287	266	1098	357	432	403	358	1550	2648		
1600	284	271	292	253	1100	398	401	432	339	1570	2670		
1700	284	267	265	282	1098	381	382	334	290	1387	2485		
1800	268	262	258	263	1051	292	280	293	268	1133	2184		
1900	237	233	210	235	915	282	230	206	220	938	1853		
2000	213	243	239	228	923	240	210	176	162	788	1711		
2100	220	195	221	246	882	153	155	157	171	636	1518		
2200	221	257	206	244	928	132	142	156	147	577	1505		
2300	185	173	194	224	776	181	191	162	127	661	1437		
24-Hour Totals:						19071						20618	39689

	Peak Volume Information					
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	730	1255	730	1261	730	2516
P.M.	1415	1125	1515	1591	1545	2702
Daily	730	1255	1515	1591	1545	2702

County: 87
 Station: 0003
 Description: 41 ST, E OF ALTON RD
 Start Date: 10/19/2017
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total			
0000	211	179	161	113	664	155	122	99	89	465	1129		
0100	93	61	65	47	266	71	46	51	39	207	473		
0200	45	25	30	39	139	43	48	51	34	176	315		
0300	33	27	23	27	110	35	32	54	30	151	261		
0400	30	37	36	62	165	46	65	60	55	226	391		
0500	54	76	90	126	346	57	52	73	88	270	616		
0600	118	138	179	241	676	107	103	182	179	571	1247		
0700	209	187	207	224	827	236	246	286	339	1107	1934		
0800	214	237	202	247	900	286	295	349	312	1242	2142		
0900	234	217	159	249	859	302	327	301	272	1202	2061		
1000	249	252	238	220	959	278	277	283	267	1105	2064		
1100	270	247	263	258	1038	296	285	309	305	1195	2233		
1200	277	277	284	319	1157	314	319	291	277	1201	2358		
1300	303	247	266	240	1056	276	310	266	273	1125	2181		
1400	280	280	347	285	1192	276	282	290	326	1174	2366		
1500	336	304	357	369	1366	305	384	413	287	1389	2755		
1600	315	313	323	335	1286	327	335	305	251	1218	2504		
1700	343	352	350	335	1380	292	268	281	265	1106	2486		
1800	273	347	369	374	1363	234	189	227	202	852	2215		
1900	304	274	218	278	1074	173	201	179	152	705	1779		
2000	256	237	227	224	944	148	127	139	112	526	1470		
2100	217	215	198	237	867	145	147	116	140	548	1415		
2200	231	237	252	237	957	144	121	127	143	535	1492		
2300	218	195	161	151	725	149	187	162	108	606	1331		
24-Hour Totals:						20316						18902	39218

	Peak Volume Information					
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	920	830	1290	830	2190
P.M.	1645	1380	1445	1428	1515	2756
Daily	1815	1394	1445	1428	1515	2756

County: 87
 Station: 0004
 Description: RAMP 87037202
 Start Date: 10/17/2017
 Start Time: 0000

Direction: W

Time	1st	2nd	3rd	4th	Total
0000	105	127	67	69	368
0100	54	40	30	32	156
0200	32	25	27	16	100
0300	15	30	20	28	93
0400	26	19	21	26	92
0500	27	36	39	43	145
0600	56	60	82	113	311
0700	160	211	160	159	690
0800	181	189	185	180	735
0900	194	195	164	169	722
1000	173	163	180	196	712
1100	175	198	233	229	835
1200	243	204	209	234	890
1300	247	251	239	251	988
1400	297	330	389	319	1335
1500	377	402	432	326	1537
1600	437	408	352	338	1535
1700	346	362	334	356	1398
1800	334	322	294	272	1222
1900	266	253	225	193	937
2000	179	147	138	132	596
2100	140	150	138	138	566
2200	140	130	130	138	538
2300	189	212	204	213	818

24-Hour Totals: 17319

Peak Volume Information

	Hour	Volume
A.M.	830	754
P.M.	1530	1603
Daily	1530	1603

County: 87
 Station: 0004
 Description: RAMP 87037202
 Start Date: 10/18/2017
 Start Time: 0000

Direction: W

Time	1st	2nd	3rd	4th	Total
0000	163	118	96	89	466
0100	54	47	44	39	184
0200	29	26	25	25	105
0300	23	23	18	20	84
0400	15	31	31	29	106
0500	27	29	27	51	134
0600	59	67	77	99	302
0700	191	175	167	212	745
0800	191	200	202	194	787
0900	162	177	170	173	682
1000	150	159	175	185	669
1100	189	226	219	204	838
1200	203	221	185	221	830
1300	244	270	250	251	1015
1400	326	316	416	344	1402
1500	388	437	403	387	1615
1600	405	376	428	374	1583
1700	344	417	354	292	1407
1800	292	318	260	278	1148
1900	237	271	223	159	890
2000	169	170	143	145	627
2100	169	157	130	122	578
2200	149	127	137	107	520
2300	163	184	133	144	624

24-Hour Totals: 17341

Peak Volume Information

	Hour	Volume
A.M.	745	805
P.M.	1515	1632
Daily	1515	1632

County: 87
 Station: 0004
 Description: RAMP 87037202
 Start Date: 10/19/2017
 Start Time: 0000

Direction: W

Time	1st	2nd	3rd	4th	Total
0000	138	132	88	71	429
0100	54	60	43	39	196
0200	29	35	35	31	130
0300	24	26	15	25	90
0400	30	26	28	26	110
0500	29	35	37	48	149
0600	46	80	94	121	341
0700	165	206	170	173	714
0800	177	179	208	185	749
0900	149	190	165	182	686
1000	179	191	201	181	752
1100	208	194	211	211	824
1200	204	227	198	225	854
1300	220	239	258	264	981
1400	290	313	392	318	1313
1500	343	389	429	388	1549
1600	430	422	456	411	1719
1700	421	451	447	354	1673
1800	392	355	326	294	1367
1900	259	249	223	154	885
2000	161	158	127	122	568
2100	133	136	124	97	490
2200	123	113	146	101	483
2300	167	146	131	108	552

24-Hour Totals: 17604

Peak Volume Information

	Hour	Volume
A.M.	800	749
P.M.	1630	1739
Daily	1630	1739

County: 87
 Station: 0005
 Description: SB ALTON RD TO WB I-195
 Start Date: 10/17/2017
 Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	48	34	23	24	129
0100	26	19	17	18	80
0200	11	7	13	9	40
0300	9	10	8	9	36
0400	12	14	26	21	73
0500	27	51	75	77	230
0600	87	159	201	219	666
0700	270	315	307	306	1198
0800	357	364	350	307	1378
0900	310	295	271	299	1175
1000	337	324	249	275	1185
1100	372	300	201	202	1075
1200	342	294	257	272	1165
1300	271	263	220	262	1016
1400	266	285	304	246	1101
1500	284	286	314	376	1260
1600	317	206	311	161	995
1700	300	374	260	220	1154
1800	207	219	204	192	822
1900	171	176	134	142	623
2000	130	108	101	89	428
2100	89	79	82	117	367
2200	74	69	80	55	278
2300	64	68	48	57	237

24-Hour Totals: 16711

Peak Volume Information

	Hour	Volume
A.M.	800	1378
P.M.	1515	1293
Daily	800	1378

County: 87
 Station: 0005
 Description: SB ALTON RD TO WB I-195
 Start Date: 10/18/2017
 Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	45	37	32	31	145
0100	15	18	13	11	57
0200	14	14	11	6	45
0300	6	7	8	10	31
0400	14	20	29	28	91
0500	25	45	79	66	215
0600	107	160	229	235	731
0700	267	290	320	311	1188
0800	327	333	338	316	1314
0900	278	296	293	257	1124
1000	317	268	240	285	1110
1100	243	276	303	261	1083
1200	234	245	259	208	946
1300	210	227	236	253	926
1400	175	280	235	256	946
1500	282	312	199	304	1097
1600	272	290	313	236	1111
1700	302	134	312	230	978
1800	198	202	216	182	798
1900	145	211	185	162	703
2000	149	88	131	118	486
2100	76	109	83	81	349
2200	70	59	76	71	276
2300	63	86	67	45	261

24-Hour Totals: 16011

Peak Volume Information

	Hour	Volume
A.M.	800	1314
P.M.	1545	1179
Daily	800	1314

County: 87
 Station: 0005
 Description: SB ALTON RD TO WB I-195
 Start Date: 10/19/2017
 Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	52	35	30	22	139
0100	19	23	20	12	74
0200	16	14	19	11	60
0300	12	14	8	10	44
0400	9	13	25	15	62
0500	35	43	78	77	233
0600	97	157	192	236	682
0700	260	266	319	272	1117
0800	355	367	353	316	1391
0900	282	305	282	292	1161
1000	286	293	239	268	1086
1100	274	280	221	120	895
1200	259	263	278	225	1025
1300	229	256	243	288	1016
1400	299	292	269	298	1158
1500	295	317	344	285	1241
1600	312	311	340	305	1268
1700	290	286	264	269	1109
1800	204	211	221	202	838
1900	198	131	230	203	762
2000	203	162	148	127	640
2100	100	127	75	97	399
2200	71	64	51	68	254
2300	81	52	50	47	230

24-Hour Totals: 16884

Peak Volume Information

	Hour	Volume
A.M.	800	1391
P.M.	1600	1268
Daily	800	1391

County: 87
 Station: 0006
 Description: RAMP FROM MOUNT SINAI MEDICAL CENTER TO WB I-195
 Start Date: 10/17/2017
 Start Time: 0000

Direction: W

Time	1st	2nd	3rd	4th	Total
0000	10	2	7	3	22
0100	4	4	0	0	8
0200	4	1	0	2	7
0300	2	2	1	1	6
0400	1	0	1	1	3
0500	1	2	9	5	17
0600	9	19	10	15	53
0700	29	16	33	27	105
0800	48	36	25	22	131
0900	19	37	27	29	112
1000	35	25	40	41	141
1100	19	47	39	26	131
1200	14	60	37	51	162
1300	32	41	51	44	168
1400	54	68	86	88	296
1500	168	111	235	134	648
1600	137	90	129	73	429
1700	169	108	96	78	451
1800	77	50	50	54	231
1900	36	45	109	70	260
2000	40	27	34	27	128
2100	15	12	14	8	49
2200	14	9	20	10	53
2300	21	15	57	11	104

24-Hour Totals: 3715

Peak Volume Information

	Hour	Volume
A.M.	730	144
P.M.	1500	648
Daily	1500	648

County: 87
 Station: 0006
 Description: RAMP FROM MOUNT SINAI MEDICAL CENTER TO WB I-195
 Start Date: 10/18/2017
 Start Time: 0000

Direction: W

Time	1st	2nd	3rd	4th	Total
0000	10	5	2	0	17
0100	2	4	2	0	8
0200	0	0	6	0	6
0300	1	5	1	0	7
0400	0	4	0	2	6
0500	0	6	3	13	22
0600	8	11	14	17	50
0700	19	14	22	26	81
0800	45	36	19	23	123
0900	18	12	27	16	73
1000	21	20	32	31	104
1100	30	31	30	39	130
1200	42	46	45	43	176
1300	60	28	61	50	199
1400	94	66	92	96	348
1500	139	135	162	133	569
1600	119	89	130	97	435
1700	140	103	109	81	433
1800	69	71	56	64	260
1900	29	30	102	47	208
2000	33	52	30	19	134
2100	11	10	14	16	51
2200	16	11	19	12	58
2300	17	16	48	16	97

24-Hour Totals: 3595

Peak Volume Information

	Hour	Volume
A.M.	730	129
P.M.	1500	569
Daily	1500	569

County: 87
 Station: 0006
 Description: RAMP FROM MOUNT SINAI MEDICAL CENTER TO WB I-195
 Start Date: 10/19/2017
 Start Time: 0000

Direction: W

Time	1st	2nd	3rd	4th	Total
0000	11	4	4	1	20
0100	1	2	1	1	5
0200	2	0	2	1	5
0300	1	1	1	0	3
0400	0	1	0	0	1
0500	2	5	3	8	18
0600	7	14	18	17	56
0700	16	20	29	24	89
0800	38	60	31	21	150
0900	17	21	27	32	97
1000	31	28	30	34	123
1100	44	35	44	31	154
1200	53	33	40	28	154
1300	36	31	49	46	162
1400	51	55	80	60	246
1500	165	101	242	115	623
1600	122	91	138	96	447
1700	196	161	109	84	550
1800	70	61	50	38	219
1900	29	26	104	46	205
2000	27	31	29	20	107
2100	15	10	7	13	45
2200	11	14	20	9	54
2300	12	6	64	25	107

24-Hour Totals: 3640

Peak Volume Information

	Hour	Volume
A.M.	745	153
P.M.	1500	623
Daily	1500	623

County: 87
 Station: 0007
 Description: NB ALTON RD, S OF I-195
 Start Date: 10/17/2017
 Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	121	153	85	87	446
0100	65	42	31	33	171
0200	37	31	34	23	125
0300	20	36	29	34	119
0400	29	22	28	30	109
0500	31	45	46	55	177
0600	63	71	105	144	383
0700	186	265	179	225	855
0800	244	270	290	256	1060
0900	270	281	237	246	1034
1000	242	246	276	281	1045
1100	281	280	331	341	1233
1200	329	313	319	356	1317
1300	354	353	353	362	1422
1400	427	455	530	436	1848
1500	465	515	546	430	1956
1600	560	536	480	462	2038
1700	480	484	452	457	1873
1800	450	436	404	363	1653
1900	352	363	302	268	1285
2000	252	210	210	198	870
2100	191	201	190	190	772
2200	183	167	171	192	713
2300	239	260	239	238	976

24-Hour Totals: 23480

Peak Volume Information

	Hour	Volume
A.M.	830	1097
P.M.	1530	2072
Daily	1530	2072

County: 87
 Station: 0007
 Description: NB ALTON RD, S OF I-195
 Start Date: 10/18/2017
 Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	198	136	113	103	550
0100	67	63	55	50	235
0200	35	34	31	30	130
0300	26	23	25	25	99
0400	18	41	37	31	127
0500	33	31	35	55	154
0600	73	79	93	122	367
0700	232	230	190	282	934
0800	259	261	262	293	1075
0900	248	260	255	251	1014
1000	217	234	272	276	999
1100	246	293	310	320	1169
1200	312	338	275	334	1259
1300	347	366	354	345	1412
1400	420	424	553	450	1847
1500	493	539	502	500	2034
1600	523	496	552	485	2056
1700	458	547	470	411	1886
1800	401	421	374	367	1563
1900	316	359	272	242	1189
2000	249	232	196	203	880
2100	239	208	168	165	780
2200	201	172	182	117	672
2300	217	225	164	166	772

24-Hour Totals: 23203

Peak Volume Information

	Hour	Volume
A.M.	800	1075
P.M.	1545	2071
Daily	1545	2071

County: 87
 Station: 0007
 Description: NB ALTON RD, S OF I-195
 Start Date: 10/19/2017
 Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	173	159	111	86	529
0100	69	67	43	40	219
0200	29	35	36	35	135
0300	29	28	22	32	111
0400	36	30	34	29	129
0500	41	44	46	62	193
0600	59	94	109	147	409
0700	203	270	222	243	938
0800	237	243	284	281	1045
0900	200	259	242	262	963
1000	238	282	287	270	1077
1100	289	282	321	320	1212
1200	279	331	308	317	1235
1300	318	341	368	353	1380
1400	391	432	516	440	1779
1500	440	490	541	508	1979
1600	543	534	570	539	2186
1700	542	546	580	474	2142
1800	466	463	461	404	1794
1900	373	338	300	231	1242
2000	249	228	199	177	853
2100	182	199	183	121	685
2200	168	164	187	134	653
2300	195	194	160	122	671

24-Hour Totals: 23559

Peak Volume Information

	Hour	Volume
A.M.	800	1045
P.M.	1645	2207
Daily	1645	2207

County: 87
 Station: 0008
 Description: SB ALTON RD, S OF I-195
 Start Date: 10/17/2017
 Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	19	16	16	12	63
0100	5	14	8	3	30
0200	6	1	2	2	11
0300	4	6	2	2	14
0400	3	5	7	5	20
0500	8	5	16	27	56
0600	22	28	42	69	161
0700	55	80	52	75	262
0800	79	76	89	100	344
0900	106	116	104	130	456
1000	121	87	69	104	381
1100	136	116	89	93	434
1200	126	128	96	94	444
1300	99	115	80	94	388
1400	105	99	99	91	394
1500	77	100	95	114	386
1600	93	109	136	90	428
1700	110	118	101	111	440
1800	98	97	103	117	415
1900	100	91	81	78	350
2000	47	73	59	51	230
2100	54	38	42	35	169
2200	31	33	18	19	101
2300	24	25	11	12	72

24-Hour Totals: 6049

Peak Volume Information

	Hour	Volume
A.M.	845	426
P.M.	1630	454
Daily	915	471

County: 87
 Station: 0008
 Description: SB ALTON RD, S OF I-195
 Start Date: 10/18/2017
 Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	11	13	16	12	52
0100	10	8	7	5	30
0200	9	3	6	4	22
0300	4	1	3	3	11
0400	1	5	5	8	19
0500	7	11	25	22	65
0600	29	15	43	71	158
0700	55	62	61	76	254
0800	100	96	86	107	389
0900	97	100	89	100	386
1000	117	123	106	117	463
1100	114	139	135	118	506
1200	109	96	110	96	411
1300	103	110	104	110	427
1400	78	105	86	89	358
1500	93	87	74	105	359
1600	88	82	105	113	388
1700	112	114	134	115	475
1800	103	94	100	100	397
1900	62	78	83	86	309
2000	47	48	50	61	206
2100	49	44	34	33	160
2200	34	33	27	30	124
2300	21	32	28	20	101

24-Hour Totals: 6070

Peak Volume Information

	Hour	Volume
A.M.	845	393
P.M.	1700	475
Daily	1100	506

County: 87
 Station: 0008
 Description: SB ALTON RD, S OF I-195
 Start Date: 10/19/2017
 Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	21	14	21	10	66
0100	8	15	4	7	34
0200	8	6	2	5	21
0300	6	6	6	3	21
0400	4	3	3	4	14
0500	8	10	15	18	51
0600	22	24	47	56	149
0700	54	57	52	75	238
0800	86	86	90	104	366
0900	119	89	109	124	441
1000	112	116	110	120	458
1100	123	102	102	51	378
1200	104	119	117	80	420
1300	95	101	90	91	377
1400	99	90	124	92	405
1500	90	90	86	100	366
1600	91	97	126	131	445
1700	134	122	131	84	471
1800	102	86	113	116	417
1900	112	58	126	140	436
2000	142	118	101	99	460
2100	63	76	48	41	228
2200	34	36	24	42	136
2300	32	10	23	12	77

24-Hour Totals: 6475

Peak Volume Information

	Hour	Volume
A.M.	845	421
P.M.	1645	518
Daily	1930	526

County: 87
 Station: 0009
 Description: RAMP 87037201: RAMP 87004024 TO NB ALTON RD
 Start Date: 10/17/2017
 Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	42	38	44	30	154
0100	19	18	13	5	55
0200	11	7	7	8	33
0300	7	5	11	4	27
0400	8	20	27	38	93
0500	37	60	111	147	355
0600	199	276	244	222	941
0700	285	318	340	315	1258
0800	338	275	325	308	1246
0900	291	295	276	257	1119
1000	216	262	246	212	936
1100	193	178	188	175	734
1200	196	226	226	216	864
1300	207	237	192	205	841
1400	218	261	266	279	1024
1500	236	239	227	226	928
1600	235	256	241	254	986
1700	275	296	310	234	1115
1800	316	356	351	377	1400
1900	288	207	212	187	894
2000	180	159	156	147	642
2100	142	110	128	139	519
2200	131	96	129	107	463
2300	95	60	69	56	280

24-Hour Totals: 16907

Peak Volume Information

	Hour	Volume
A.M.	715	1311
P.M.	1800	1400
Daily	1800	1400

County: 87
 Station: 0009
 Description: RAMP 87037201: RAMP 87004024 TO NB ALTON RD
 Start Date: 10/18/2017
 Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	41	36	37	37	151
0100	25	20	13	13	71
0200	15	14	11	10	50
0300	7	8	11	13	39
0400	9	18	26	33	86
0500	37	63	97	173	370
0600	207	283	296	285	1071
0700	303	263	313	352	1231
0800	340	321	335	325	1321
0900	286	224	281	238	1029
1000	225	182	219	226	852
1100	195	196	197	189	777
1200	209	194	190	201	794
1300	176	214	227	208	825
1400	210	234	269	257	970
1500	246	211	217	221	895
1600	226	219	235	256	936
1700	233	212	293	300	1038
1800	302	317	304	322	1245
1900	281	245	228	208	962
2000	203	192	179	136	710
2100	161	140	120	123	544
2200	115	106	111	114	446
2300	103	84	91	108	386

24-Hour Totals: 16799

Peak Volume Information

	Hour	Volume
A.M.	745	1348
P.M.	1800	1245
Daily	745	1348

County: 87
 Station: 0009
 Description: RAMP 87037201: RAMP 87004024 TO NB ALTON RD
 Start Date: 10/19/2017
 Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	89	57	42	39	227
0100	35	31	17	14	97
0200	11	10	8	12	41
0300	7	8	8	18	41
0400	13	16	19	39	87
0500	38	64	114	140	356
0600	194	269	297	270	1030
0700	288	278	348	357	1271
0800	343	300	283	295	1221
0900	309	252	261	241	1063
1000	237	235	241	220	933
1100	202	197	168	188	755
1200	134	180	220	173	707
1300	210	197	232	208	847
1400	190	223	190	233	836
1500	205	193	210	245	853
1600	207	239	212	253	911
1700	287	295	288	292	1162
1800	308	302	312	301	1223
1900	361	281	257	201	1100
2000	175	173	154	134	636
2100	122	129	118	110	479
2200	102	101	114	95	412
2300	77	67	60	64	268

24-Hour Totals: 16556

Peak Volume Information

	Hour	Volume
A.M.	730	1348
P.M.	1800	1223
Daily	730	1348

County: 87
 Station: 0010
 Description: RAMP 87004024: EB I-195 TO ALTON RD
 Start Date: 10/17/2017
 Start Time: 0000

Direction: E

Time	1st	2nd	3rd	4th	Total
0000	116	101	94	85	396
0100	70	55	43	35	203
0200	39	30	19	25	113
0300	30	33	30	32	125
0400	33	65	134	185	417
0500	120	139	258	312	829
0600	376	492	525	510	1903
0700	601	605	610	670	2486
0800	614	598	679	660	2551
0900	601	576	602	526	2305
1000	492	516	524	481	2013
1100	396	405	440	434	1675
1200	406	453	474	412	1745
1300	460	452	401	432	1745
1400	424	524	525	544	2017
1500	453	484	469	438	1844
1600	450	465	469	474	1858
1700	453	474	471	429	1827
1800	570	561	545	577	2253
1900	503	472	451	399	1825
2000	357	391	372	321	1441
2100	299	218	282	278	1077
2200	263	236	274	253	1026
2300	190	171	144	142	647

24-Hour Totals: 34321

Peak Volume Information

	Hour	Volume
A.M.	745	2561
P.M.	1800	2253
Daily	745	2561

County: 87
 Station: 0010
 Description: RAMP 87004024: EB I-195 TO ALTON RD
 Start Date: 10/18/2017
 Start Time: 0000

Direction: E

Time	1st	2nd	3rd	4th	Total
0000	109	92	97	82	380
0100	60	46	46	44	196
0200	38	34	36	28	136
0300	27	34	42	43	146
0400	33	54	121	179	387
0500	143	127	248	319	837
0600	375	496	561	580	2012
0700	633	556	614	648	2451
0800	674	575	670	694	2613
0900	602	492	554	534	2182
1000	467	422	504	457	1850
1100	392	441	437	432	1702
1200	426	417	433	447	1723
1300	444	443	476	456	1819
1400	480	497	541	507	2025
1500	492	469	439	449	1849
1600	447	444	453	472	1816
1700	422	430	520	488	1860
1800	501	547	560	573	2181
1900	526	444	439	398	1807
2000	418	383	333	302	1436
2100	316	307	264	268	1155
2200	260	242	294	267	1063
2300	210	171	208	192	781

24-Hour Totals: 34407

Peak Volume Information

	Hour	Volume
A.M.	800	2613
P.M.	1800	2181
Daily	800	2613

County: 87
 Station: 0010
 Description: RAMP 87004024: EB I-195 TO ALTON RD
 Start Date: 10/19/2017
 Start Time: 0000

Direction: E

Time	1st	2nd	3rd	4th	Total
0000	166	118	102	72	458
0100	86	72	45	57	260
0200	48	30	30	36	144
0300	27	30	41	42	140
0400	43	56	122	191	412
0500	125	148	253	308	834
0600	344	481	600	565	1990
0700	594	544	677	671	2486
0800	624	599	603	651	2477
0900	686	581	593	582	2442
1000	520	505	534	500	2059
1100	446	407	384	411	1648
1200	346	412	445	405	1608
1300	458	408	484	471	1821
1400	388	471	455	476	1790
1500	469	413	431	500	1813
1600	401	422	435	468	1726
1700	451	482	477	475	1885
1800	525	509	489	544	2067
1900	559	486	422	382	1849
2000	331	319	295	279	1224
2100	250	275	261	242	1028
2200	229	240	244	234	947
2300	160	152	134	146	592

24-Hour Totals: 33700

Peak Volume Information

	Hour	Volume
A.M.	730	2571
P.M.	1800	2067
Daily	730	2571

County: 87
 Station: 0011
 Description: ALTON RD, N. OF CHASE AVE
 Start Date: 10/17/2017
 Start Time: 0000

Time	Direction: N					Direction: S					Combined Total		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total			
0000	148	168	97	93	506	95	76	71	68	310	816		
0100	85	48	49	48	230	60	49	42	32	183	413		
0200	41	34	38	29	142	38	25	12	24	99	241		
0300	24	36	36	39	135	28	36	22	31	117	252		
0400	34	25	34	35	128	29	49	109	161	348	476		
0500	35	45	57	60	197	85	89	162	199	535	732		
0600	85	79	129	167	460	189	239	349	388	1165	1625		
0700	254	290	255	247	1046	404	423	382	465	1674	2720		
0800	302	317	357	309	1285	420	429	476	513	1838	3123		
0900	302	313	278	289	1182	490	466	461	451	1868	3050		
1000	300	290	337	315	1242	436	412	398	415	1661	2903		
1100	336	331	402	389	1458	391	363	391	392	1537	2995		
1200	392	372	392	399	1555	398	394	402	360	1554	3109		
1300	412	401	432	447	1692	383	373	331	350	1437	3129		
1400	472	531	591	518	2112	349	391	419	409	1568	3680		
1500	533	585	606	515	2239	342	387	397	346	1472	3711		
1600	619	558	549	521	2247	361	349	430	363	1503	3750		
1700	517	547	508	511	2083	330	358	361	357	1406	3489		
1800	485	481	439	428	1833	389	352	369	394	1504	3337		
1900	393	382	344	300	1419	376	392	363	321	1452	2871		
2000	291	251	240	240	1022	263	318	305	250	1136	2158		
2100	227	248	213	206	894	240	167	209	187	803	1697		
2200	230	213	193	207	843	179	182	179	172	712	1555		
2300	260	275	239	267	1041	130	137	103	103	473	1514		
24-Hour Totals:						26991						26355	53346

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	800	1285	830	1945	830	3226
P.M.	1515	2325	1400	1568	1515	3816
Daily	1515	2325	830	1945	1515	3816

County: 87
 Station: 0011
 Description: ALTON RD, N. OF CHASE AVE
 Start Date: 10/18/2017
 Start Time: 0000

Time	Direction: N					Direction: S					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	215	149	131	132	627	91	72	81	63	307	934
0100	77	69	60	56	262	51	36	42	34	163	425
0200	43	39	33	35	150	36	33	27	25	121	271
0300	27	27	33	31	118	26	29	35	35	125	243
0400	22	42	41	43	148	25	44	92	160	321	469
0500	39	36	45	63	183	110	90	168	183	551	734
0600	81	93	115	144	433	182	248	316	402	1148	1581
0700	261	272	235	337	1105	428	380	427	445	1680	2785
0800	318	333	362	350	1363	466	430	458	531	1885	3248
0900	290	299	296	283	1168	516	413	428	410	1767	2935
1000	265	287	304	340	1196	417	407	393	399	1616	2812
1100	307	351	353	368	1379	366	423	398	391	1578	2957
1200	368	410	315	402	1495	359	353	395	389	1496	2991
1300	410	419	420	410	1659	397	408	395	374	1574	3233
1400	468	485	632	504	2089	377	418	382	418	1595	3684
1500	544	610	560	557	2271	380	360	364	387	1491	3762
1600	579	559	598	518	2254	354	351	382	364	1451	3705
1700	528	621	524	450	2123	352	335	408	375	1470	3593
1800	452	450	414	408	1724	366	369	372	387	1494	3218
1900	363	387	320	283	1353	332	321	337	313	1303	2656
2000	297	277	238	244	1056	277	272	230	244	1023	2079
2100	276	243	203	183	905	233	217	208	198	856	1761
2200	230	205	204	167	806	189	195	215	198	797	1603
2300	236	258	189	192	875	143	128	153	114	538	1413
24-Hour Totals:	26742					26350					53092

	Peak Volume Information					
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	800	1363	815	1935	815	3270
P.M.	1515	2306	1415	1598	1430	3830
Daily	1515	2306	815	1935	1430	3830

County: 87
 Station: 0011
 Description: ALTON RD, N. OF CHASE AVE
 Start Date: 10/19/2017
 Start Time: 0000

Time	Direction: N					Direction: S					Combined Total	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total		
0000	188	172	133	92	585	101	80	89	50	320	905	
0100	80	70	60	55	265	62	57	38	52	209	474	
0200	40	47	44	41	172	43	29	26	31	129	301	
0300	32	31	25	41	129	30	29	38	32	129	258	
0400	41	34	37	36	148	36	44	108	160	348	496	
0500	45	51	53	72	221	99	90	162	178	529	750	
0600	82	87	141	166	476	184	246	341	412	1183	1659	
0700	267	309	283	279	1138	404	360	411	471	1646	2784	
0800	292	318	355	319	1284	405	435	457	535	1832	3116	
0900	292	316	274	300	1182	521	447	474	492	1934	3116	
1000	294	327	340	321	1282	470	425	430	439	1764	3046	
1100	356	400	367	375	1498	396	375	368	319	1458	2956	
1200	328	386	362	371	1447	372	451	450	371	1644	3091	
1300	380	396	421	392	1589	437	402	472	459	1770	3359	
1400	464	491	554	503	2012	398	421	431	382	1632	3644	
1500	502	565	595	560	2222	435	385	348	382	1550	3772	
1600	617	602	593	596	2408	348	343	372	387	1450	3858	
1700	568	617	631	532	2348	337	373	363	323	1396	3744	
1800	524	518	512	444	1998	374	317	344	341	1376	3374	
1900	429	375	337	275	1416	380	310	320	324	1334	2750	
2000	272	267	218	208	965	331	281	260	272	1144	2109	
2100	210	232	207	162	811	209	239	205	202	855	1666	
2200	192	183	216	148	739	179	193	159	194	725	1464	
2300	225	205	167	143	740	143	99	101	106	449	1189	
24-Hour Totals:					27075						26806	53881

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	800	1284	845	1977	830	3242
P.M.	1645	2412	1300	1770	1645	3872
Daily	1645	2412	845	1977	1645	3872

County: 87
 Station: 0012
 Description: RAMP 87004023: NE 36 ST TO EB I-195
 Start Date: 10/24/2017
 Start Time: 0000

Direction: E

Time	1st	2nd	3rd	4th	Total
0000	69	61	53	41	224
0100	43	48	32	28	151
0200	28	30	23	28	109
0300	20	15	20	14	69
0400	18	23	25	33	99
0500	34	40	58	77	209
0600	76	113	147	196	532
0700	180	220	223	231	854
0800	235	243	246	238	962
0900	189	190	240	213	832
1000	185	216	229	199	829
1100	181	184	203	221	789
1200	215	225	224	218	882
1300	222	210	234	235	901
1400	208	242	256	248	954
1500	218	224	245	214	901
1600	225	210	201	233	869
1700	226	224	208	231	889
1800	209	246	247	206	908
1900	235	206	218	220	879
2000	241	216	178	179	814
2100	172	187	219	153	731
2200	171	163	163	134	631
2300	150	124	111	111	496

24-Hour Totals: 15514

Peak Volume Information

	Hour	Volume
A.M.	800	962
P.M.	1415	964
Daily	1415	964

County: 87
 Station: 0012
 Description: RAMP 87004023: NE 36 ST TO EB I-195
 Start Date: 10/25/2017
 Start Time: 0000

Direction: E

Time	1st	2nd	3rd	4th	Total
0000	78	65	73	63	279
0100	56	57	49	32	194
0200	36	28	26	36	126
0300	25	20	36	27	108
0400	20	20	28	36	104
0500	24	41	61	60	186
0600	76	128	171	159	534
0700	163	199	222	210	794
0800	190	216	214	208	828
0900	181	189	212	189	771
1000	181	166	176	200	723
1100	179	184	200	213	776
1200	206	217	201	204	828
1300	206	207	238	224	875
1400	208	245	254	229	936
1500	242	211	233	197	883
1600	230	227	210	229	896
1700	228	215	257	247	947
1800	204	237	206	237	884
1900	212	224	204	211	851
2000	199	212	166	152	729
2100	164	182	170	161	677
2200	155	144	157	132	588
2300	140	127	112	115	494

24-Hour Totals: 15011

Peak Volume Information

	Hour	Volume
A.M.	730	838
P.M.	1415	970
Daily	1415	970

County: 87
 Station: 0012
 Description: RAMP 87004023: NE 36 ST TO EB I-195
 Start Date: 10/26/2017
 Start Time: 0000

Direction: E

Time	1st	2nd	3rd	4th	Total
0000	99	73	89	70	331
0100	62	66	48	62	238
0200	48	26	38	44	156
0300	34	37	44	27	142
0400	33	31	25	40	129
0500	32	60	67	71	230
0600	84	114	157	163	518
0700	157	172	238	170	737
0800	201	213	212	208	834
0900	182	185	210	184	761
1000	181	176	176	201	734
1100	179	189	202	215	785
1200	158	184	203	189	734
1300	241	206	218	217	882
1400	214	233	250	224	921
1500	234	209	214	213	870
1600	216	221	235	230	902
1700	224	207	216	242	889
1800	221	223	244	225	913
1900	253	212	202	211	878
2000	187	178	172	189	726
2100	149	150	148	151	598
2200	148	153	176	117	594
2300	101	126	99	93	419

24-Hour Totals: 14921

Peak Volume Information

	Hour	Volume
A.M.	800	834
P.M.	1415	941
Daily	1815	945

County: 87
 Station: 0013
 Description: RAMP 87004022: WB I-195 TO NE 38 ST
 Start Date: 10/24/2017
 Start Time: 0000

Direction: W

Time	1st	2nd	3rd	4th	Total
0000	80	81	50	61	272
0100	43	31	23	27	124
0200	28	20	18	18	84
0300	13	14	17	9	53
0400	9	15	20	19	63
0500	19	18	25	38	100
0600	29	43	50	82	204
0700	114	176	197	246	733
0800	164	165	171	180	680
0900	195	168	190	173	726
1000	179	164	140	155	638
1100	178	170	167	179	694
1200	185	173	175	168	701
1300	171	147	169	170	657
1400	152	213	229	213	807
1500	231	279	242	231	983
1600	274	283	275	290	1122
1700	280	293	315	307	1195
1800	262	268	224	181	935
1900	231	180	157	132	700
2000	117	144	96	107	464
2100	89	102	99	78	368
2200	93	80	85	86	344
2300	96	125	88	101	410

24-Hour Totals: 13057

Peak Volume Information

	Hour	Volume
A.M.	715	783
P.M.	1700	1195
Daily	1700	1195

County: 87
 Station: 0013
 Description: RAMP 87004022: WB I-195 TO NE 38 ST
 Start Date: 10/25/2017
 Start Time: 0000

Direction: W

Time	1st	2nd	3rd	4th	Total
0000	79	73	56	39	247
0100	34	27	21	17	99
0200	13	22	11	12	58
0300	11	12	11	12	46
0400	12	10	12	11	45
0500	12	18	18	30	78
0600	29	41	73	83	226
0700	109	162	183	221	675
0800	190	193	180	217	780
0900	201	157	193	181	732
1000	166	178	163	193	700
1100	161	166	187	176	690
1200	161	179	171	164	675
1300	167	140	192	174	673
1400	189	177	247	228	841
1500	221	290	248	232	991
1600	276	268	296	315	1155
1700	286	316	362	386	1350
1800	283	301	247	201	1032
1900	187	190	148	143	668
2000	110	131	112	88	441
2100	101	79	77	70	327
2200	90	98	87	76	351
2300	124	123	121	85	453

24-Hour Totals: 13333

Peak Volume Information

	Hour	Volume
A.M.	815	791
P.M.	1700	1350
Daily	1700	1350

County: 87
 Station: 0013
 Description: RAMP 87004022: WB I-195 TO NE 38 ST
 Start Date: 10/26/2017
 Start Time: 0000

Direction: W

Time	1st	2nd	3rd	4th	Total
0000	78	56	66	47	247
0100	39	21	37	19	116
0200	25	21	13	12	71
0300	14	8	6	15	43
0400	12	10	10	13	45
0500	16	19	18	27	80
0600	35	47	58	77	217
0700	105	153	174	220	652
0800	237	197	219	212	865
0900	188	200	179	181	748
1000	160	157	180	201	698
1100	148	176	173	210	707
1200	193	202	193	181	769
1300	173	184	154	170	681
1400	198	202	207	213	820
1500	239	246	259	288	1032
1600	296	266	305	277	1144
1700	251	306	291	297	1145
1800	249	274	243	219	985
1900	204	221	178	167	770
2000	115	141	115	129	500
2100	94	126	88	83	391
2200	99	94	86	99	378
2300	85	115	101	96	397

24-Hour Totals: 13501

Peak Volume Information

	Hour	Volume
A.M.	745	873
P.M.	1545	1155
Daily	1545	1155

County: 87
 Station: 0014
 Description: RAMP 87004021: EB I-195 TO WB NE 36 ST
 Start Date: 10/24/2017
 Start Time: 0000

Direction: E

Time	1st	2nd	3rd	4th	Total
0000	35	36	23	23	117
0100	27	12	24	12	75
0200	18	10	9	10	47
0300	5	6	8	14	33
0400	18	16	18	26	78
0500	36	46	93	84	259
0600	94	147	169	159	569
0700	158	164	190	209	721
0800	178	170	194	191	733
0900	183	217	206	207	813
1000	200	189	165	145	699
1100	166	159	125	171	621
1200	160	162	185	205	712
1300	153	127	150	133	563
1400	141	206	195	160	702
1500	175	131	174	167	647
1600	134	143	173	149	599
1700	157	163	165	127	612
1800	173	216	237	178	804
1900	194	173	187	139	693
2000	125	125	121	106	477
2100	110	107	107	97	421
2200	91	117	90	96	394
2300	53	64	50	44	211

24-Hour Totals: 11600

Peak Volume Information

	Hour	Volume
A.M.	845	797
P.M.	1800	804
Daily	915	830

County: 87
 Station: 0014
 Description: RAMP 87004021: EB I-195 TO WB NE 36 ST
 Start Date: 10/25/2017
 Start Time: 0000

Direction: E

Time	1st	2nd	3rd	4th	Total
0000	42	37	34	25	138
0100	15	20	22	14	71
0200	11	13	11	13	48
0300	7	9	11	11	38
0400	17	15	14	18	64
0500	36	60	71	107	274
0600	121	154	155	192	622
0700	196	182	221	260	859
0800	208	174	188	190	760
0900	216	214	208	215	853
1000	235	175	158	174	742
1100	124	113	167	157	561
1200	146	145	156	171	618
1300	148	148	148	145	589
1400	134	168	181	235	718
1500	245	162	177	176	760
1600	167	156	176	164	663
1700	188	191	183	192	754
1800	219	173	181	174	747
1900	223	227	200	197	847
2000	194	146	134	101	575
2100	108	106	106	114	434
2200	114	83	81	88	366
2300	77	72	67	55	271

24-Hour Totals: 12372

Peak Volume Information

	Hour	Volume
A.M.	715	871
P.M.	1415	829
Daily	915	872

County: 87
 Station: 0014
 Description: RAMP 87004021: EB I-195 TO WB NE 36 ST
 Start Date: 10/26/2017
 Start Time: 0000

Direction: E

Time	1st	2nd	3rd	4th	Total
0000	63	36	36	27	162
0100	19	12	10	12	53
0200	11	13	9	14	47
0300	5	11	6	12	34
0400	11	15	13	18	57
0500	28	37	67	101	233
0600	116	148	148	190	602
0700	169	107	39	200	515
0800	201	169	194	205	769
0900	193	207	206	198	804
1000	189	189	165	155	698
1100	156	159	145	171	631
1200	160	172	185	197	714
1300	153	127	150	133	563
1400	141	206	195	160	702
1500	183	151	174	167	675
1600	182	173	173	149	677
1700	157	163	185	227	732
1800	213	206	237	178	834
1900	184	173	187	149	693
2000	128	112	129	120	489
2100	117	123	103	84	427
2200	80	120	79	85	364
2300	60	47	49	55	211

24-Hour Totals: 11686

Peak Volume Information

	Hour	Volume
A.M.	845	811
P.M.	1745	883
Daily	1745	883

County: 87
 Station: 0015
 Description: RAMP 87004020: NE 38 ST TO WB I-195
 Start Date: 10/24/2017
 Start Time: 0000

Direction: W

Time	1st	2nd	3rd	4th	Total
0000	42	35	27	17	121
0100	27	24	26	19	96
0200	16	19	16	13	64
0300	8	12	16	15	51
0400	17	22	19	19	77
0500	26	36	41	67	170
0600	62	95	160	176	493
0700	258	238	240	241	977
0800	219	243	240	214	916
0900	185	196	168	160	709
1000	140	152	154	119	565
1100	140	124	122	127	513
1200	122	109	120	93	444
1300	121	112	120	109	462
1400	126	143	125	146	540
1500	182	173	167	198	720
1600	181	187	168	123	659
1700	147	158	146	125	576
1800	96	101	89	84	370
1900	114	117	88	102	421
2000	88	84	70	62	304
2100	69	63	57	69	258
2200	78	67	56	61	262
2300	45	42	39	35	161

24-Hour Totals: 9929

Peak Volume Information

	Hour	Volume
A.M.	700	977
P.M.	1545	734
Daily	700	977

County: 87
 Station: 0015
 Description: RAMP 87004020: NE 38 ST TO WB I-195
 Start Date: 10/25/2017
 Start Time: 0000

Direction: W

Time	1st	2nd	3rd	4th	Total
0000	45	29	17	25	116
0100	15	20	19	14	68
0200	16	14	26	13	69
0300	11	10	11	18	50
0400	10	14	13	23	60
0500	28	31	47	52	158
0600	76	83	123	143	425
0700	264	231	235	235	965
0800	209	240	256	218	923
0900	188	142	138	155	623
1000	131	120	133	137	521
1100	112	112	101	118	443
1200	104	122	124	104	454
1300	113	101	118	129	461
1400	115	125	117	127	484
1500	179	164	166	183	692
1600	196	155	140	142	633
1700	154	147	130	152	583
1800	82	90	101	91	364
1900	105	119	97	99	420
2000	79	86	74	67	306
2100	56	67	61	69	253
2200	70	61	51	53	235
2300	39	39	58	46	182

24-Hour Totals: 9488

Peak Volume Information

	Hour	Volume
A.M.	700	965
P.M.	1515	709
Daily	700	965

County: 87
 Station: 0015
 Description: RAMP 87004020: NE 38 ST TO WB I-195
 Start Date: 10/26/2017
 Start Time: 0000

Direction: W

Time	1st	2nd	3rd	4th	Total
0000	39	22	17	17	95
0100	16	9	8	4	37
0200	12	3	9	7	31
0300	8	8	6	8	30
0400	5	11	6	7	29
0500	11	16	23	52	102
0600	91	110	102	129	432
0700	190	191	208	224	813
0800	233	211	246	200	890
0900	169	180	190	162	701
1000	168	164	150	147	629
1100	114	112	121	112	459
1200	105	116	121	129	471
1300	115	110	124	132	481
1400	130	145	127	135	537
1500	169	177	156	178	680
1600	162	147	162	134	605
1700	143	140	147	134	564
1800	95	105	88	74	362
1900	93	97	73	99	362
2000	72	66	56	54	248
2100	70	66	56	76	268
2200	58	62	51	45	216
2300	43	29	31	25	128

24-Hour Totals: 9170

Peak Volume Information

	Hour	Volume
A.M.	745	914
P.M.	1500	680
Daily	745	914

County: 87
 Station: 0016
 Description: US-1, N OF NE 38 ST
 Start Date: 10/24/2017
 Start Time: 0000

Time	Direction: N					Direction: S					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	114	98	81	74	367	66	60	56	45	227	594
0100	67	62	41	29	199	48	39	31	31	149	348
0200	31	20	32	18	101	30	21	19	20	90	191
0300	19	25	14	25	83	9	22	30	17	78	161
0400	19	18	23	23	83	22	22	29	43	116	199
0500	28	25	42	50	145	48	76	127	120	371	516
0600	64	68	94	120	346	151	205	354	455	1165	1511
0700	162	188	228	206	784	427	429	469	467	1792	2576
0800	182	184	159	195	720	460	492	428	409	1789	2509
0900	207	199	213	253	872	391	417	382	342	1532	2404
1000	219	239	237	227	922	295	326	300	251	1172	2094
1100	234	234	231	249	948	264	235	292	180	971	1919
1200	254	245	227	232	958	218	290	255	243	1006	1964
1300	223	265	213	247	948	297	295	324	305	1221	2169
1400	242	266	293	290	1091	343	301	317	325	1286	2377
1500	270	322	321	259	1172	336	329	269	278	1212	2384
1600	284	316	320	346	1266	353	329	329	293	1304	2570
1700	353	350	364	392	1459	315	334	325	294	1268	2727
1800	358	341	319	300	1318	335	315	296	283	1229	2547
1900	267	254	271	230	1022	303	281	290	287	1161	2183
2000	221	200	214	170	805	294	282	279	262	1117	1922
2100	151	156	166	171	644	284	257	227	213	981	1625
2200	155	167	152	169	643	197	191	170	185	743	1386
2300	153	155	172	165	645	165	156	143	131	595	1240
24-Hour Totals:	17541					22575					40116

	Peak Volume Information					
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	814	730	1888	730	2688
P.M.	1715	1464	1430	1307	1715	2752
Daily	1715	1464	730	1888	1715	2752

County: 87
 Station: 0016
 Description: US-1, N OF NE 38 ST
 Start Date: 10/25/2017
 Start Time: 0000

Time	Direction: N					Direction: S					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	164	151	149	151	615	112	100	120	84	416	1031
0100	133	117	97	77	424	97	69	71	65	302	726
0200	85	65	78	72	300	54	44	47	49	194	494
0300	80	67	75	62	284	58	38	53	52	201	485
0400	60	36	39	34	169	49	37	50	52	188	357
0500	32	39	45	64	180	59	90	117	137	403	583
0600	74	67	105	99	345	168	216	346	427	1157	1502
0700	134	181	198	205	718	435	468	400	347	1650	2368
0800	219	245	235	240	939	352	333	368	349	1402	2341
0900	206	187	201	230	824	348	354	342	326	1370	2194
1000	236	225	227	223	911	281	312	287	252	1132	2043
1100	236	224	205	275	940	282	295	272	281	1130	2070
1200	223	245	249	242	959	201	291	258	256	1006	1965
1300	237	254	210	256	957	302	300	298	291	1191	2148
1400	256	252	336	319	1163	288	293	273	293	1147	2310
1500	316	286	303	305	1210	336	302	386	341	1365	2575
1600	309	304	286	300	1199	260	296	328	302	1186	2385
1700	311	322	361	326	1320	297	280	307	316	1200	2520
1800	312	303	282	292	1189	274	310	322	332	1238	2427
1900	256	229	237	259	981	311	305	284	274	1174	2155
2000	241	205	197	180	823	239	260	225	190	914	1737
2100	235	183	180	153	751	195	152	184	147	678	1429
2200	165	198	163	174	700	144	144	144	133	565	1265
2300	156	175	176	157	664	113	91	113	86	403	1067
24-Hour Totals:	18565					21612					40177

	Peak Volume Information					
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	800	939	645	1730	715	2370
P.M.	1715	1321	1500	1365	1500	2575
Daily	1715	1321	645	1730	1500	2575

County: 87
 Station: 0016
 Description: US-1, N OF NE 38 ST
 Start Date: 10/26/2017
 Start Time: 0000

Time	Direction: N					Direction: S					Combined Total	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total		
0000	139	119	85	73	416	77	62	55	54	248	664	
0100	69	46	54	45	214	36	42	38	35	151	365	
0200	40	31	30	26	127	52	32	23	21	128	255	
0300	28	16	20	23	87	22	12	31	27	92	179	
0400	19	27	16	23	85	28	24	35	43	130	215	
0500	28	39	44	48	159	57	101	99	139	396	555	
0600	70	81	113	110	374	140	238	370	436	1184	1558	
0700	157	183	229	227	796	444	441	357	375	1617	2413	
0800	196	225	253	183	857	309	378	351	361	1399	2256	
0900	206	238	196	227	867	362	342	310	353	1367	2234	
1000	239	203	224	216	882	355	306	347	331	1339	2221	
1100	228	200	239	233	900	300	249	228	179	956	1856	
1200	228	260	242	243	973	244	234	233	188	899	1872	
1300	238	269	243	287	1037	278	371	268	296	1213	2250	
1400	234	253	300	293	1080	304	288	341	334	1267	2347	
1500	303	327	287	298	1215	333	325	340	286	1284	2499	
1600	286	318	339	327	1270	309	315	334	290	1248	2518	
1700	332	316	333	342	1323	334	354	322	348	1358	2681	
1800	339	308	317	340	1304	342	320	348	301	1311	2615	
1900	271	294	267	265	1097	308	339	313	293	1253	2350	
2000	263	242	204	216	925	270	250	226	207	953	1878	
2100	178	153	138	139	608	214	199	157	161	731	1339	
2200	117	146	137	120	520	158	145	131	147	581	1101	
2300	131	172	161	133	597	110	83	88	95	376	973	
24-Hour Totals:					17713						21481	39194

Peak Volume Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	901	645	1678	700	2413
P.M.	1715	1330	1715	1366	1715	2696
Daily	1715	1330	630	1691	1715	2696

County: 87
 Station: 0018
 Description: NE 36 ST, E OF FERERAL HWY
 Start Date: 10/24/2017
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total			
0000	65	44	37	34	180	31	40	33	22	126	306		
0100	29	28	20	13	90	34	28	15	11	88	178		
0200	13	19	17	16	65	17	13	12	11	53	118		
0300	24	13	13	9	59	6	12	9	10	37	96		
0400	18	11	13	26	68	11	20	8	6	45	113		
0500	25	21	42	55	143	22	14	22	25	83	226		
0600	67	64	98	110	339	45	52	49	51	197	536		
0700	117	118	143	133	511	58	45	61	56	220	731		
0800	142	153	134	126	555	57	53	54	62	226	781		
0900	138	118	108	128	492	75	92	93	101	361	853		
1000	152	136	141	111	540	104	95	94	78	371	911		
1100	140	130	108	128	506	74	78	89	81	322	828		
1200	150	150	123	158	581	82	85	80	81	328	909		
1300	136	147	170	160	613	95	106	107	90	398	1011		
1400	153	158	140	161	612	102	102	98	109	411	1023		
1500	123	108	138	144	513	82	96	101	117	396	909		
1600	167	109	122	144	542	118	110	117	129	474	1016		
1700	128	146	130	124	528	107	117	108	111	443	971		
1800	113	113	108	111	445	117	103	89	92	401	846		
1900	120	118	121	129	488	115	109	124	102	450	938		
2000	127	110	131	106	474	109	99	103	90	401	875		
2100	164	141	130	145	580	44	55	47	56	202	782		
2200	147	121	119	128	515	62	66	57	51	236	751		
2300	151	113	142	109	515	71	60	63	60	254	769		
24-Hour Totals:						9954						6523	16477

Peak Volume Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	730	571	845	322	845	812
P.M.	1330	641	1600	474	1330	1042
Daily	1330	641	1600	474	1330	1042

County: 87
 Station: 0018
 Description: NE 36 ST, E OF FERERAL HWY
 Start Date: 10/25/2017
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	121	107	128	125	481	60	66	55	44	225	706
0100	105	88	76	73	342	57	46	57	58	218	560
0200	55	71	70	61	257	42	46	32	25	145	402
0300	68	84	79	54	285	30	51	50	40	171	456
0400	45	29	29	33	136	30	32	20	20	102	238
0500	30	34	50	54	168	24	35	22	50	131	299
0600	70	77	111	108	366	48	45	51	80	224	590
0700	97	130	137	105	469	73	68	58	51	250	719
0800	114	129	126	128	497	50	59	66	66	241	738
0900	142	127	123	122	514	76	82	82	105	345	859
1000	132	119	155	135	541	100	82	73	100	355	896
1100	147	144	124	143	558	81	84	74	94	333	891
1200	143	167	160	140	610	88	91	94	86	359	969
1300	182	151	176	148	657	86	84	111	73	354	1011
1400	153	152	137	190	632	83	98	85	97	363	995
1500	132	111	133	99	475	80	96	81	83	340	815
1600	99	96	101	109	405	83	90	98	125	396	801
1700	102	104	97	62	365	125	87	118	122	452	817
1800	98	111	111	115	435	87	116	106	118	427	862
1900	122	114	121	121	478	107	129	115	108	459	937
2000	126	103	145	122	496	76	87	75	85	323	819
2100	128	112	121	103	464	67	70	91	60	288	752
2200	112	92	103	105	412	51	61	69	69	250	662
2300	108	76	80	62	326	55	60	65	56	236	562
24-Hour Totals:	10369					6987					17356

	Peak Volume Information					
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	525	845	306	845	826
P.M.	1300	657	1645	455	1245	1016
Daily	1300	657	1845	469	1245	1016

County: 87
 Station: 0018
 Description: NE 36 ST, E OF FERERAL HWY
 Start Date: 10/26/2017
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	69	55	49	45	218	51	52	34	40	177	395
0100	31	31	22	28	112	30	23	21	20	94	206
0200	27	24	13	15	79	25	14	16	13	68	147
0300	14	16	20	12	62	13	13	19	11	56	118
0400	17	12	29	26	84	7	10	7	10	34	118
0500	24	33	34	60	151	14	24	24	32	94	245
0600	70	89	93	98	350	42	43	61	61	207	557
0700	96	125	134	114	469	68	50	69	52	239	708
0800	109	136	124	124	493	66	60	47	73	246	739
0900	119	123	115	128	485	93	64	83	78	318	803
1000	127	120	122	131	500	112	96	71	81	360	860
1100	154	138	140	147	579	66	87	74	68	295	874
1200	153	164	147	174	638	75	73	79	84	311	949
1300	128	148	169	156	601	91	96	100	79	366	967
1400	145	157	149	167	618	96	101	86	104	387	1005
1500	117	117	111	86	431	108	104	121	107	440	871
1600	106	96	111	94	407	114	122	100	127	463	870
1700	114	106	106	113	439	134	121	141	116	512	951
1800	110	118	125	92	445	132	137	93	108	470	915
1900	108	106	108	107	429	117	113	124	119	473	902
2000	144	134	127	111	516	115	91	103	75	384	900
2100	123	111	121	125	480	76	54	38	49	217	697
2200	111	92	106	105	414	65	52	48	29	194	608
2300	106	72	102	61	341	47	51	38	44	180	521
24-Hour Totals:	9341					6585					15926

	Peak Volume Information					
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	503	845	313	845	794
P.M.	1200	638	1730	526	1400	1005
Daily	1200	638	1730	526	1400	1005

County: 87
 Station: 0019
 Description: NE 2 AVE, N OF NE 39 ST
 Start Date: 10/24/2017
 Start Time: 0000

Time	Direction: N					Direction: S					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	24	15	20	7	66	22	14	12	7	55	121
0100	6	15	9	2	32	4	8	9	5	26	58
0200	5	5	8	4	22	1	4	12	5	22	44
0300	5	2	2	3	12	4	3	3	2	12	24
0400	3	0	2	1	6	4	6	5	9	24	30
0500	6	3	4	9	22	9	10	19	21	59	81
0600	11	20	11	18	60	34	43	74	94	245	305
0700	56	87	68	42	253	79	115	132	140	466	719
0800	29	48	51	68	196	156	121	153	185	615	811
0900	61	58	51	48	218	157	115	118	147	537	755
1000	67	52	45	62	226	118	110	111	99	438	664
1100	71	67	53	56	247	102	92	66	101	361	608
1200	60	72	53	70	255	85	116	109	121	431	686
1300	72	74	61	61	268	111	109	137	123	480	748
1400	64	83	57	89	293	126	118	104	100	448	741
1500	74	101	97	117	389	101	92	99	128	420	809
1600	116	102	110	126	454	79	101	72	96	348	802
1700	129	122	99	115	465	85	81	80	83	329	794
1800	112	87	119	61	379	116	70	92	70	348	727
1900	63	63	63	62	251	81	63	62	65	271	522
2000	37	58	51	45	191	50	51	60	61	222	413
2100	44	57	42	39	182	52	59	46	42	199	381
2200	39	52	32	36	159	44	39	50	53	186	345
2300	39	47	43	40	169	50	42	44	29	165	334
24-Hour Totals:	4815					6707					11522

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	700	253	815	616	830	848
P.M.	1630	487	1330	504	1530	839
Daily	1630	487	815	616	830	848

County: 87
 Station: 0019
 Description: NE 2 AVE, N OF NE 39 ST
 Start Date: 10/25/2017
 Start Time: 0000

Time	Direction: N					Direction: S					Combined Total	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total		
0000	33	31	24	21	109	31	20	27	26	104	213	
0100	28	25	18	19	90	18	20	17	24	79	169	
0200	10	8	11	10	39	18	21	12	16	67	106	
0300	7	16	5	6	34	10	11	6	14	41	75	
0400	3	6	9	5	23	5	7	10	16	38	61	
0500	10	7	11	15	43	13	9	26	20	68	111	
0600	16	17	16	21	70	22	41	70	77	210	280	
0700	30	50	58	27	165	92	141	168	147	548	713	
0800	49	43	45	41	178	160	123	125	140	548	726	
0900	64	56	56	47	223	126	118	142	114	500	723	
1000	67	74	64	67	272	121	132	117	133	503	775	
1100	80	63	66	60	269	91	104	102	83	380	649	
1200	63	58	74	89	284	113	118	107	121	459	743	
1300	76	56	80	71	283	122	114	133	144	513	796	
1400	99	87	80	72	338	118	111	104	97	430	768	
1500	79	123	108	96	406	116	113	138	117	484	890	
1600	103	109	116	116	444	105	85	111	85	386	830	
1700	112	87	108	94	401	104	81	109	101	395	796	
1800	113	111	88	92	404	96	92	99	80	367	771	
1900	92	68	78	73	311	107	66	73	77	323	634	
2000	62	46	62	55	225	73	69	59	51	252	477	
2100	55	56	44	45	200	54	52	50	47	203	403	
2200	40	41	61	41	183	43	55	40	44	182	365	
2300	41	35	23	27	126	37	26	23	21	107	233	
24-Hour Totals:					5120						7187	12307

Peak Volume Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	217	715	616	715	800
P.M.	1615	453	1300	513	1515	903
Daily	1615	453	715	616	1515	903

County: 87
 Station: 0019
 Description: NE 2 AVE, N OF NE 39 ST
 Start Date: 10/26/2017
 Start Time: 0000

Time	Direction: N					Direction: S					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	15	24	29	9	77	18	20	9	13	60	137
0100	11	5	8	6	30	12	6	10	7	35	65
0200	9	4	12	6	31	6	7	1	9	23	54
0300	4	4	5	7	20	3	4	4	2	13	33
0400	5	1	4	1	11	3	3	5	7	18	29
0500	8	7	14	10	39	10	9	21	27	67	106
0600	14	18	25	20	77	31	44	70	84	229	306
0700	39	49	62	36	186	96	140	180	132	548	734
0800	43	45	50	55	193	162	151	142	140	595	788
0900	55	57	61	60	233	146	101	131	141	519	752
1000	52	53	67	73	245	122	106	99	84	411	656
1100	56	68	58	61	243	134	91	100	73	398	641
1200	70	72	60	65	267	96	96	100	129	421	688
1300	64	67	82	51	264	109	94	106	92	401	665
1400	68	76	55	70	269	109	123	126	106	464	733
1500	81	67	64	91	303	123	109	157	120	509	812
1600	118	110	108	108	444	110	70	93	107	380	824
1700	121	120	125	98	464	107	79	103	97	386	850
1800	122	102	78	77	379	116	95	84	81	376	755
1900	84	67	71	46	268	91	89	76	73	329	597
2000	62	46	48	54	210	46	54	60	53	213	423
2100	44	41	31	40	156	52	41	35	42	170	326
2200	36	30	16	21	103	60	32	38	27	157	260
2300	45	32	35	19	131	22	26	26	9	83	214
24-Hour Totals:	4643					6805					11448

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	228	730	625	730	811
P.M.	1645	474	1500	509	1645	870
Daily	1645	474	730	625	1645	870

County: 87
 Station: 0020
 Description: NE 39TH STREET W OF NE 2ND AVENUE
 Start Date: 10/31/2017
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total		
0000	4	5	5	1	15	4	6	8	0	18	33	
0100	0	2	2	1	5	0	1	0	0	1	6	
0200	4	0	0	0	4	3	0	0	0	3	7	
0300	0	0	0	0	0	3	0	0	0	3	3	
0400	3	0	0	1	4	1	0	2	1	4	8	
0500	0	0	0	0	0	0	0	0	2	2	2	
0600	5	1	4	17	27	7	6	7	18	38	65	
0700	16	28	28	22	94	18	32	34	35	119	213	
0800	20	26	32	36	114	42	39	45	52	178	292	
0900	31	38	43	39	151	50	51	40	41	182	333	
1000	38	36	40	40	154	44	47	53	63	207	361	
1100	30	24	32	32	118	49	61	53	70	233	351	
1200	40	25	45	33	143	51	83	54	98	286	429	
1300	24	59	49	38	170	96	59	51	55	261	431	
1400	41	23	41	27	132	46	51	64	35	196	328	
1500	28	36	31	32	127	38	32	35	44	149	276	
1600	34	32	19	23	108	61	42	39	45	187	295	
1700	29	23	30	27	109	43	44	38	26	151	260	
1800	45	33	43	41	162	42	33	45	49	169	331	
1900	31	36	25	17	109	21	45	20	27	113	222	
2000	34	25	26	10	95	25	21	23	14	83	178	
2100	12	10	10	9	41	14	9	10	16	49	90	
2200	2	6	1	8	17	16	7	12	5	40	57	
2300	7	6	2	1	16	6	10	8	7	31	47	
24-Hour Totals:					1915						2703	4618

Peak Volume Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	148	830	198	845	341
P.M.	1315	187	1215	331	1245	469
Daily	1315	187	1215	331	1245	469

County: 87
 Station: 0020
 Description: NE 39TH STREET W OF NE 2ND AVENUE
 Start Date: 11/01/2017
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total			
0000	2	1	1	0	4	6	1	3	2	12	16		
0100	2	1	2	0	5	2	4	2	2	10	15		
0200	2	3	0	0	5	2	2	0	0	4	9		
0300	0	1	4	2	7	0	0	1	0	1	8		
0400	0	1	0	1	2	1	1	0	2	4	6		
0500	1	3	4	1	9	2	0	3	3	8	17		
0600	6	7	17	8	38	2	14	14	12	42	80		
0700	29	29	27	24	109	23	36	41	50	150	259		
0800	35	34	31	37	137	47	55	38	61	201	338		
0900	26	31	44	26	127	48	31	57	44	180	307		
1000	25	36	28	28	117	57	48	56	59	220	337		
1100	57	36	41	49	183	42	42	37	64	185	368		
1200	55	36	43	33	167	71	52	67	48	238	405		
1300	23	34	31	35	123	49	59	46	63	217	340		
1400	21	28	39	30	118	56	54	34	54	198	316		
1500	50	46	59	26	181	43	55	63	43	204	385		
1600	43	52	52	42	189	38	50	56	40	184	373		
1700	32	45	17	27	121	48	49	60	71	228	349		
1800	58	30	38	37	163	57	57	57	52	223	386		
1900	32	34	32	23	121	46	38	42	17	143	264		
2000	18	13	14	22	67	29	30	33	22	114	181		
2100	29	34	15	23	101	11	32	14	32	89	190		
2200	18	15	17	10	60	15	14	12	9	50	110		
2300	8	13	6	3	30	7	10	7	0	24	54		
24-Hour Totals:						2184						2929	5113

	Peak Volume Information					
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	138	815	202	800	338
P.M.	1600	189	1730	245	1200	405
Daily	1600	189	1145	254	1145	437

County: 87
 Station: 0020
 Description: NE 39TH STREET W OF NE 2ND AVENUE
 Start Date: 11/02/2017
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total			
0000	3	3	7	0	13	5	3	5	0	13	26		
0100	4	6	0	0	10	2	1	0	0	3	13		
0200	1	1	3	0	5	1	0	3	0	4	9		
0300	0	2	1	0	3	0	0	1	0	1	4		
0400	0	0	3	1	4	0	0	2	1	3	7		
0500	0	0	0	0	0	0	0	1	1	2	2		
0600	8	9	22	10	49	0	6	14	14	34	83		
0700	22	28	29	21	100	19	28	35	51	133	233		
0800	17	26	34	33	110	46	45	35	51	177	287		
0900	25	29	49	54	157	55	51	38	43	187	344		
1000	35	32	37	37	141	51	62	53	48	214	355		
1100	27	34	33	46	140	63	56	67	70	256	396		
1200	47	31	60	67	205	45	64	49	66	224	429		
1300	37	30	44	31	142	56	47	50	48	201	343		
1400	38	42	30	33	143	71	58	54	52	235	378		
1500	45	35	48	46	174	47	63	53	50	213	387		
1600	37	58	51	37	183	44	52	50	49	195	378		
1700	34	38	31	41	144	44	44	66	54	208	352		
1800	39	52	43	41	175	68	63	43	28	202	377		
1900	30	33	29	14	106	45	30	30	23	128	234		
2000	22	7	3	3	35	42	21	16	16	95	130		
2100	1	9	10	5	25	10	23	13	12	58	83		
2200	6	9	5	9	29	8	14	9	12	43	72		
2300	2	3	8	7	20	5	10	8	7	30	50		
24-Hour Totals:						2113						2859	4972

	Peak Volume Information					
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	136	845	195	845	331
P.M.	1200	205	1730	251	1215	430
Daily	1200	205	1100	256	1215	430

County: 87
 Station: 0021
 Description: NE 39th Street E of NE 2nd Avenue
 Start Date: 10/31/2017
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total		
0000	4	2	0	2	8	12	11	8	10	41	49	
0100	2	3	1	2	8	3	9	8	3	23	31	
0200	3	1	2	11	17	6	5	1	7	19	36	
0300	5	0	0	1	6	4	1	4	4	13	19	
0400	0	0	3	0	3	1	5	1	2	9	12	
0500	2	3	7	11	23	4	4	8	11	27	50	
0600	14	26	18	31	89	18	17	18	34	87	176	
0700	21	36	45	35	137	41	59	54	56	210	347	
0800	36	45	62	71	214	64	53	71	69	257	471	
0900	61	61	46	32	200	68	74	69	63	274	474	
1000	35	28	37	41	141	61	32	68	64	225	366	
1100	27	23	26	27	103	50	60	53	67	230	333	
1200	34	18	20	28	100	50	67	77	63	257	357	
1300	22	27	37	37	123	56	76	45	58	235	358	
1400	24	27	34	24	109	37	45	44	45	171	280	
1500	30	35	38	41	144	61	53	50	61	225	369	
1600	32	44	40	34	150	72	53	52	63	240	390	
1700	41	39	46	37	163	55	49	56	41	201	364	
1800	43	55	54	45	197	56	37	28	39	160	357	
1900	37	35	28	22	122	32	30	29	18	109	231	
2000	23	12	16	11	62	20	16	20	25	81	143	
2100	6	15	10	16	47	11	24	23	24	82	129	
2200	9	10	2	7	28	20	18	7	15	60	88	
2300	6	6	7	2	21	7	10	14	13	44	65	
24-Hour Totals:					2215						3280	5495

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	830	255	830	282	830	537
P.M.	1800	197	1230	272	1545	395
Daily	830	255	830	282	830	537

County: 87
 Station: 0021
 Description: NE 39th Street E of NE 2nd Avenue
 Start Date: 11/01/2017
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total		
0000	5	3	2	0	10	4	6	2	4	16	26	
0100	2	1	2	1	6	3	5	3	3	14	20	
0200	1	3	0	2	6	0	1	0	4	5	11	
0300	0	0	3	2	5	1	2	4	2	9	14	
0400	4	0	1	0	5	2	0	0	3	5	10	
0500	4	4	8	12	28	3	2	4	3	12	40	
0600	20	19	33	38	110	4	15	16	28	63	173	
0700	33	33	43	49	158	25	35	52	70	182	340	
0800	39	40	51	65	195	64	70	72	76	282	477	
0900	40	45	48	51	184	73	48	53	75	249	433	
1000	32	27	20	36	115	64	40	16	19	139	254	
1100	28	28	31	34	121	14	12	15	23	64	185	
1200	46	31	31	32	140	41	16	30	50	137	277	
1300	28	33	35	32	128	39	68	57	67	231	359	
1400	27	29	32	33	121	60	50	64	66	240	361	
1500	47	69	50	49	215	61	61	63	45	230	445	
1600	53	50	42	44	189	53	56	56	70	235	424	
1700	40	49	37	40	166	61	74	63	71	269	435	
1800	53	51	42	34	180	65	53	55	48	221	401	
1900	34	41	22	26	123	42	47	45	32	166	289	
2000	23	16	10	21	70	33	13	17	20	83	153	
2100	12	16	10	8	46	13	9	9	4	35	81	
2200	7	3	3	3	16	13	8	12	12	45	61	
2300	6	1	3	1	11	17	14	10	2	43	54	
24-Hour Totals:					2348						2975	5323

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	830	201	815	291	815	487
P.M.	1515	221	1715	273	1715	452
Daily	1515	221	815	291	815	487

County: 87
 Station: 0021
 Description: NE 39th Street E of NE 2nd Avenue
 Start Date: 11/02/2017
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total		
0000	2	2	3	1	8	7	1	3	4	15	23	
0100	3	2	0	1	6	2	3	1	4	10	16	
0200	0	1	5	1	7	3	5	1	4	13	20	
0300	0	0	1	1	2	2	1	1	2	6	8	
0400	0	0	0	0	0	4	3	1	3	11	11	
0500	2	6	15	18	41	1	3	4	3	11	52	
0600	14	20	20	18	72	4	12	16	25	57	129	
0700	31	36	43	52	162	25	27	53	52	157	319	
0800	40	36	43	55	174	61	65	73	51	250	424	
0900	39	36	48	44	167	51	48	55	68	222	389	
1000	37	27	27	27	118	65	21	48	36	170	288	
1100	35	26	22	48	131	40	31	43	50	164	295	
1200	40	33	39	46	158	86	99	76	84	345	503	
1300	44	27	32	38	141	74	59	73	76	282	423	
1400	31	44	27	38	140	75	83	79	68	305	445	
1500	32	37	41	40	150	60	66	79	83	288	438	
1600	34	44	44	56	178	77	61	57	64	259	437	
1700	57	46	53	55	211	64	64	73	62	263	474	
1800	59	61	57	40	217	54	77	50	45	226	443	
1900	42	25	26	13	106	37	47	34	24	142	248	
2000	20	12	21	11	64	39	29	28	27	123	187	
2100	5	14	11	11	41	21	27	20	16	84	125	
2200	12	5	5	10	32	23	18	17	17	75	107	
2300	6	4	3	4	17	14	19	8	9	50	67	
24-Hour Totals:					2343						3528	5871

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	178	745	251	800	424
P.M.	1745	232	1200	345	1200	503
Daily	1745	232	1200	345	1200	503

County: 87
 Station: 0022
 Description: NE 2ND AVENUE S OF NE 39TH STREET
 Start Date: 10/31/2017
 Start Time: 0000

Time	Direction: N					Direction: S					Combined Total		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total			
0000	9	5	11	4	29	14	22	11	12	59	88		
0100	1	2	0	0	3	5	12	8	2	27	30		
0200	1	1	0	0	2	7	8	3	6	24	26		
0300	2	1	1	5	9	2	3	4	6	15	24		
0400	0	0	0	1	1	3	5	8	12	28	29		
0500	2	3	5	7	17	9	4	18	21	52	69		
0600	8	11	18	17	54	23	35	77	72	207	261		
0700	38	53	51	41	183	77	117	121	134	449	632		
0800	40	51	58	58	207	160	114	140	122	536	743		
0900	55	46	54	43	198	128	133	110	114	485	683		
1000	60	50	45	69	224	97	83	82	91	353	577		
1100	48	48	58	63	217	113	79	72	97	361	578		
1200	49	62	63	79	253	90	106	96	97	389	642		
1300	65	59	58	59	241	117	98	122	98	435	676		
1400	46	66	63	74	249	11	88	103	86	288	537		
1500	66	94	95	107	362	88	88	89	99	364	726		
1600	86	89	106	101	382	71	85	75	72	303	685		
1700	114	121	108	107	450	79	72	70	73	294	744		
1800	107	101	81	95	384	78	84	86	83	331	715		
1900	58	65	40	53	216	61	56	60	44	221	437		
2000	34	44	33	30	141	62	71	53	54	240	381		
2100	35	18	16	20	89	48	35	41	52	176	265		
2200	13	14	14	10	51	30	24	17	26	97	148		
2300	6	17	9	3	35	24	25	21	20	90	125		
24-Hour Totals:						3997						5824	9821

	Peak Volume Information					
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	222	745	548	800	743
P.M.	1700	450	1300	435	1700	744
Daily	1700	450	745	548	1700	744

County: 87
 Station: 0022
 Description: NE 2ND AVENUE S OF NE 39TH STREET
 Start Date: 11/01/2017
 Start Time: 0000

Time	Direction: N					Direction: S					Combined Total	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total		
0000	8	2	3	0	13	14	16	8	7	45	58	
0100	2	2	4	3	11	5	13	8	5	31	42	
0200	0	1	0	1	2	6	8	7	6	27	29	
0300	0	1	0	0	1	5	4	3	2	14	15	
0400	1	0	0	2	3	3	4	3	10	20	23	
0500	0	3	6	8	17	8	10	15	15	48	65	
0600	8	15	18	25	66	20	32	59	82	193	259	
0700	36	58	47	32	173	100	112	160	145	517	690	
0800	27	44	27	53	151	169	129	112	131	541	692	
0900	50	44	46	55	195	144	149	127	124	544	739	
1000	75	43	45	51	214	100	86	92	100	378	592	
1100	49	39	47	66	201	104	88	106	96	394	595	
1200	64	67	44	52	227	94	94	97	90	375	602	
1300	61	67	63	61	252	116	93	97	100	406	658	
1400	69	65	56	62	252	98	100	113	92	403	655	
1500	61	115	88	85	349	98	87	109	89	383	732	
1600	109	90	88	100	387	105	95	78	87	365	752	
1700	82	105	102	99	388	89	79	73	97	338	726	
1800	104	100	84	91	379	89	70	86	70	315	694	
1900	65	59	41	59	224	114	96	65	68	343	567	
2000	54	36	35	28	153	48	45	60	52	205	358	
2100	22	18	17	19	76	45	46	48	38	177	253	
2200	10	23	15	16	64	38	47	37	23	145	209	
2300	15	12	11	9	47	36	33	10	17	96	143	
24-Hour Totals:					3845						6303	10148

	Peak Volume Information					
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	193	730	603	730	753
P.M.	1715	410	1345	411	1515	787
Daily	1715	410	730	603	1515	787

County: 87
 Station: 0022
 Description: NE 2ND AVENUE S OF NE 39TH STREET
 Start Date: 11/02/2017
 Start Time: 0000

Time	Direction: N					Direction: S					Combined Total		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total			
0000	5	6	5	5	21	15	13	8	17	53	74		
0100	3	3	2	3	11	12	8	9	3	32	43		
0200	1	1	5	0	7	0	2	1	6	9	16		
0300	0	1	0	2	3	6	3	3	1	13	16		
0400	0	1	0	5	6	1	2	9	6	18	24		
0500	5	10	20	24	59	8	5	15	21	49	108		
0600	22	18	15	18	73	26	36	76	78	216	289		
0700	35	65	42	41	183	111	111	122	147	491	674		
0800	42	46	41	50	179	148	126	142	147	563	742		
0900	44	33	51	48	176	152	113	100	117	482	658		
1000	72	72	30	74	248	91	85	94	87	357	605		
1100	56	41	65	72	234	93	99	118	102	412	646		
1200	68	64	80	79	291	111	138	127	133	509	800		
1300	68	61	74	65	268	117	100	94	103	414	682		
1400	69	61	74	63	267	102	106	127	115	450	717		
1500	97	86	89	93	365	113	90	95	103	401	766		
1600	117	92	99	83	391	99	84	82	89	354	745		
1700	90	115	106	101	412	101	93	99	100	393	805		
1800	100	81	84	71	336	96	88	73	69	326	662		
1900	54	46	49	31	180	76	71	52	50	249	429		
2000	49	26	28	17	120	51	44	42	41	178	298		
2100	30	26	14	15	85	30	35	31	26	122	207		
2200	6	17	10	9	42	31	22	27	34	114	156		
2300	11	10	8	8	37	25	18	24	19	86	123		
24-Hour Totals:						3994						6291	10285

	Peak Volume Information					
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	190	815	567	815	748
P.M.	1715	422	1215	515	1715	810
Daily	1715	422	815	567	1715	810

County: 87
 Station: 0023
 Description: NE 36 ST, E OF NE 1 AVE
 Start Date: 10/24/2017
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total			
0000	46	42	31	33	152	38	46	37	31	152	304		
0100	24	25	16	17	82	32	33	21	17	103	185		
0200	14	19	12	11	56	15	14	10	6	45	101		
0300	21	15	17	13	66	10	9	10	12	41	107		
0400	24	11	18	23	76	14	12	8	5	39	115		
0500	32	37	65	92	226	20	15	24	23	82	308		
0600	108	114	170	174	566	38	48	52	72	210	776		
0700	186	159	193	199	737	70	49	88	90	297	1034		
0800	189	207	212	203	811	67	84	74	96	321	1132		
0900	199	168	234	183	784	91	119	122	122	454	1238		
1000	220	209	177	156	762	163	134	142	122	561	1323		
1100	168	192	170	176	706	140	141	132	136	549	1255		
1200	183	174	203	204	764	148	152	151	148	599	1363		
1300	185	190	207	195	777	148	151	150	140	589	1366		
1400	170	198	182	220	770	151	137	144	149	581	1351		
1500	142	128	141	167	578	113	124	154	164	555	1133		
1600	162	147	145	157	611	168	170	132	166	636	1247		
1700	152	157	127	140	576	130	163	134	153	580	1156		
1800	144	167	162	151	624	136	144	144	147	571	1195		
1900	163	179	165	184	691	143	128	129	139	539	1230		
2000	150	144	143	134	571	149	121	127	107	504	1075		
2100	164	146	142	151	603	100	96	98	109	403	1006		
2200	132	155	122	137	546	131	111	117	89	448	994		
2300	121	106	150	114	491	134	100	95	83	412	903		
24-Hour Totals:						12626						9271	21897

Peak Volume Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	821	845	428	845	1232
P.M.	1245	786	1530	656	1245	1383
Daily	930	846	1530	656	930	1387

County: 87
 Station: 0023
 Description: NE 36 ST, E OF NE 1 AVE
 Start Date: 10/25/2017
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total			
0000	112	95	119	104	430	86	84	72	57	299	729		
0100	94	80	74	55	303	55	64	67	76	262	565		
0200	59	70	73	58	260	46	59	50	34	189	449		
0300	74	74	70	57	275	45	56	47	28	176	451		
0400	37	30	25	38	130	39	31	20	23	113	243		
0500	32	44	68	91	235	24	28	26	39	117	352		
0600	94	139	177	189	599	36	37	51	84	208	807		
0700	148	184	190	197	719	78	76	84	80	318	1037		
0800	199	155	188	194	736	85	99	83	107	374	1110		
0900	206	172	187	178	743	88	131	123	138	480	1223		
1000	154	192	182	174	702	139	157	133	161	590	1292		
1100	157	150	154	177	638	136	149	161	124	570	1208		
1200	175	174	207	200	756	160	169	166	152	647	1403		
1300	197	175	168	175	715	142	150	152	146	590	1305		
1400	181	177	176	214	748	161	161	132	144	598	1346		
1500	171	166	210	180	727	143	151	159	164	617	1344		
1600	184	144	145	158	631	138	194	185	197	714	1345		
1700	200	169	172	167	708	195	164	193	189	741	1449		
1800	149	166	161	181	657	145	180	143	138	606	1263		
1900	174	158	184	159	675	152	170	147	129	598	1273		
2000	153	173	146	143	615	131	100	131	114	476	1091		
2100	140	125	142	120	527	92	104	101	83	380	907		
2200	102	96	92	103	393	61	78	76	86	301	694		
2300	86	79	71	74	310	82	71	79	62	294	604		
24-Hour Totals:						13232						10258	23490

	Peak Volume Information					
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	770	845	449	845	1208
P.M.	1230	779	1615	771	1700	1449
Daily	1230	779	1615	771	1700	1449

County: 87
 Station: 0023
 Description: NE 36 ST, E OF NE 1 AVE
 Start Date: 10/26/2017
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	66	53	41	34	194	57	66	38	48	209	403
0100	26	27	18	27	98	31	25	19	21	96	194
0200	23	23	16	13	75	23	19	11	11	64	139
0300	16	15	16	13	60	13	14	13	6	46	106
0400	21	15	21	30	87	12	6	10	10	38	125
0500	37	42	47	93	219	12	29	23	26	90	309
0600	85	134	138	167	524	37	35	52	68	192	716
0700	169	172	177	198	716	75	65	107	82	329	1045
0800	212	209	204	228	853	84	88	82	102	356	1209
0900	203	220	210	217	850	116	110	120	123	469	1319
1000	199	148	160	162	669	170	124	131	122	547	1216
1100	153	160	175	203	691	124	112	134	124	494	1185
1200	183	209	196	215	803	139	135	150	152	576	1379
1300	155	199	218	193	765	147	153	157	150	607	1372
1400	232	181	231	239	883	164	160	159	140	623	1506
1500	170	166	190	171	697	154	174	167	223	718	1415
1600	173	156	181	153	663	218	210	196	200	824	1487
1700	194	170	177	195	736	191	178	180	162	711	1447
1800	209	167	188	188	752	177	160	141	160	638	1390
1900	170	186	186	204	746	184	175	152	165	676	1422
2000	182	179	164	142	667	138	124	106	103	471	1138
2100	145	139	141	134	559	108	83	72	81	344	903
2200	108	107	112	102	429	90	79	55	74	298	727
2300	88	71	71	65	295	62	76	66	70	274	569
24-Hour Totals:	13031					9690					22721

	Peak Volume Information					
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	861	845	448	845	1309
P.M.	1400	883	1545	847	1545	1528
Daily	1400	883	1545	847	1545	1528

County: 87
 Station: 0024
 Description: NE 1 AVE, N OF NE 38 ST
 Start Date: 10/24/2017
 Start Time: 0000

Time	Direction: N					Direction: S					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	3	4	0	0	7	1	0	4	2	7	14
0100	1	1	1	0	3	1	2	3	0	6	9
0200	0	1	0	0	1	0	4	1	0	5	6
0300	0	0	0	0	0	3	0	2	1	6	6
0400	0	0	2	1	3	0	1	0	2	3	6
0500	1	0	0	3	4	4	3	4	2	13	17
0600	6	3	8	2	19	3	5	9	4	21	40
0700	10	7	13	10	40	11	23	25	26	85	125
0800	11	14	19	18	62	30	32	36	62	160	222
0900	16	17	27	11	71	56	69	27	39	191	262
1000	31	41	16	17	105	29	53	30	26	138	243
1100	31	14	25	56	126	50	40	28	20	138	264
1200	35	25	31	31	122	25	29	42	44	140	262
1300	38	31	41	36	146	32	31	48	37	148	294
1400	27	41	45	33	146	30	20	12	30	92	238
1500	40	38	47	36	161	35	29	26	31	121	282
1600	43	30	39	22	134	25	26	23	31	105	239
1700	32	38	28	29	127	40	13	11	12	76	203
1800	34	21	19	19	93	21	17	12	18	68	161
1900	24	27	17	11	79	15	8	19	8	50	129
2000	8	16	10	15	49	8	18	7	14	47	96
2100	8	7	7	5	27	8	5	5	9	27	54
2200	4	6	4	4	18	10	9	7	9	35	53
2300	5	5	4	5	19	4	3	2	4	13	32
24-Hour Totals:	1562					1695					3257

	Peak Volume Information					
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	78	830	223	830	293
P.M.	1515	164	1245	155	1245	296
Daily	1515	164	830	223	1245	296

County: 87
 Station: 0024
 Description: NE 1 AVE, N OF NE 38 ST
 Start Date: 10/25/2017
 Start Time: 0000

Time	Direction: N					Direction: S					Combined Total		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total			
0000	4	1	0	2	7	5	5	1	3	14	21		
0100	2	1	3	1	7	1	1	1	4	7	14		
0200	1	0	0	0	1	4	3	0	5	12	13		
0300	1	0	0	1	2	3	0	0	4	7	9		
0400	0	0	1	1	2	0	0	1	0	1	3		
0500	3	3	3	10	19	2	7	0	1	10	29		
0600	3	4	2	6	15	3	7	7	13	30	45		
0700	9	4	8	4	25	14	18	32	18	82	107		
0800	8	15	23	26	72	30	28	31	38	127	199		
0900	14	21	15	19	69	37	43	23	41	144	213		
1000	20	45	45	26	136	35	11	31	33	110	246		
1100	23	39	41	22	125	24	29	31	24	108	233		
1200	32	28	31	38	129	28	38	34	39	139	268		
1300	31	23	33	36	123	36	28	28	35	127	250		
1400	34	25	32	21	112	23	29	34	29	115	227		
1500	42	38	43	43	166	23	31	32	31	117	283		
1600	36	37	33	34	140	18	36	26	27	107	247		
1700	45	27	24	26	122	26	44	16	12	98	220		
1800	37	33	29	25	124	41	14	19	21	95	219		
1900	17	17	20	12	66	28	34	20	15	97	163		
2000	19	13	12	18	62	17	14	0	7	38	100		
2100	8	7	13	2	30	10	11	6	3	30	60		
2200	8	5	7	1	21	6	7	7	4	24	45		
2300	2	7	5	2	16	8	7	6	5	26	42		
24-Hour Totals:						1591						1665	3256

	Peak Volume Information					
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	830	84	830	149	830	233
P.M.	1500	166	1215	147	1500	283
Daily	1500	166	830	149	1500	283

County: 87
 Station: 0024
 Description: NE 1 AVE, N OF NE 38 ST
 Start Date: 10/26/2017
 Start Time: 0000

Time	Direction: N					Direction: S					Combined Total		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total			
0000	2	3	3	0	8	2	2	1	1	6	14		
0100	0	0	0	0	0	0	1	0	1	2	2		
0200	0	0	0	0	0	0	1	1	0	2	2		
0300	0	0	2	1	3	0	1	2	1	4	7		
0400	0	0	0	1	1	3	1	1	1	6	7		
0500	1	5	3	5	14	3	5	1	1	10	24		
0600	2	6	9	7	24	3	2	8	8	21	45		
0700	7	16	12	11	46	11	18	18	28	75	121		
0800	7	20	13	20	60	31	25	38	49	143	203		
0900	15	18	27	14	74	48	33	40	56	177	251		
1000	27	74	33	12	146	48	10	46	35	139	285		
1100	57	64	17	10	148	24	15	24	20	83	231		
1200	13	32	20	24	89	17	26	32	29	104	193		
1300	23	21	42	32	118	33	39	23	23	118	236		
1400	21	19	26	26	92	30	23	38	26	117	209		
1500	39	44	36	40	159	24	38	21	35	118	277		
1600	38	38	27	28	131	15	32	21	33	101	232		
1700	24	22	31	27	104	49	30	19	20	118	222		
1800	29	27	23	16	95	33	24	12	21	90	185		
1900	24	29	15	7	75	15	15	14	17	61	136		
2000	8	10	8	6	32	14	9	8	5	36	68		
2100	4	5	6	3	18	15	11	6	3	35	53		
2200	6	3	2	5	16	3	9	4	1	17	33		
2300	3	2	3	8	16	2	3	5	6	16	32		
24-Hour Totals:						1469						1599	3068

	Peak Volume Information					
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	80	845	170	845	250
P.M.	1500	159	1615	135	1500	277
Daily	1015	176	900	177	945	308

County: 87
 Station: 0025
 Description: NE 38TH STREET W OF NE 1ST AVENUE
 Start Date: 10/31/2017
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	2	5	1	0	8	9	13	8	1	31	39
0100	0	1	1	1	3	4	5	2	0	11	14
0200	0	1	0	0	1	1	1	2	2	6	7
0300	0	1	1	4	6	2	3	0	3	8	14
0400	1	1	2	1	5	1	0	2	7	10	15
0500	3	5	11	16	35	4	2	5	3	14	49
0600	10	19	16	29	74	5	10	22	12	49	123
0700	39	42	31	29	141	20	39	46	33	138	279
0800	32	42	37	59	170	45	36	41	39	161	331
0900	53	36	35	36	160	45	48	49	62	204	364
1000	32	23	22	27	104	51	36	35	43	165	269
1100	23	16	25	27	91	46	34	34	46	160	251
1200	20	32	32	31	115	47	57	47	36	187	302
1300	25	22	31	19	97	49	47	49	41	186	283
1400	29	25	23	18	95	39	50	49	46	184	279
1500	22	23	29	20	94	55	54	69	49	227	321
1600	18	14	15	17	64	57	83	40	42	222	286
1700	14	26	14	17	71	52	83	56	37	228	299
1800	38	33	27	34	132	56	39	29	40	164	296
1900	33	19	17	32	101	29	33	25	35	122	223
2000	36	39	15	7	97	20	14	25	22	81	178
2100	11	10	8	11	40	19	15	16	17	67	107
2200	9	7	6	8	30	11	7	14	7	39	69
2300	0	5	3	9	17	17	8	6	9	40	57
24-Hour Totals:	1751					2704					4455

	Peak Volume Information					
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	191	845	181	845	364
P.M.	1800	132	1530	258	1530	339
Daily	815	191	1530	258	845	364

County: 87
 Station: 0025
 Description: NE 38TH STREET W OF NE 1ST AVENUE
 Start Date: 11/01/2017
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total			
0000	3	2	1	2	8	9	8	7	5	29	37		
0100	0	2	0	1	3	2	6	2	4	14	17		
0200	0	1	0	0	1	3	4	0	2	9	10		
0300	0	0	2	0	2	2	0	2	1	5	7		
0400	0	0	2	2	4	1	2	4	0	7	11		
0500	5	4	7	17	33	3	3	3	6	15	48		
0600	15	13	23	24	75	8	12	20	14	54	129		
0700	31	41	32	28	132	38	29	61	51	179	311		
0800	20	24	39	53	136	48	58	53	55	214	350		
0900	40	48	43	43	174	43	60	52	60	215	389		
1000	27	25	32	31	115	48	47	51	42	188	303		
1100	43	61	47	33	184	36	42	46	46	170	354		
1200	32	21	23	31	107	47	52	50	41	190	297		
1300	31	29	20	20	100	42	46	43	50	181	281		
1400	21	19	24	26	90	51	51	43	56	201	291		
1500	22	27	31	17	97	52	72	68	75	267	364		
1600	27	16	34	23	100	56	36	46	42	180	280		
1700	26	30	30	27	113	52	40	50	42	184	297		
1800	34	35	42	17	128	58	42	49	35	184	312		
1900	31	18	25	21	95	58	47	42	29	176	271		
2000	26	27	20	17	90	38	25	32	34	129	219		
2100	11	8	6	8	33	30	21	18	18	87	120		
2200	6	5	1	4	16	20	29	16	16	81	97		
2300	6	1	2	3	12	10	13	10	9	42	54		
24-Hour Totals:						1848						3001	4849

	Peak Volume Information					
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	184	730	218	845	394
P.M.	1745	138	1515	271	1515	373
Daily	845	184	1515	271	845	394

County: 87
 Station: 0025
 Description: NE 38TH STREET W OF NE 1ST AVENUE
 Start Date: 11/02/2017
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total		
0000	4	1	1	0	6	11	7	4	3	25	31	
0100	1	0	1	2	4	9	2	2	2	15	19	
0200	1	2	1	1	5	0	1	3	1	5	10	
0300	0	0	0	1	1	5	2	1	2	10	11	
0400	0	0	2	3	5	1	2	1	2	6	11	
0500	1	5	8	14	28	1	4	2	3	10	38	
0600	7	21	20	27	75	2	20	23	25	70	145	
0700	23	34	35	23	115	44	38	57	49	188	303	
0800	28	29	38	43	138	55	56	47	38	196	334	
0900	34	33	33	47	147	57	49	49	53	208	355	
1000	34	27	26	41	128	54	36	53	45	188	316	
1100	32	24	27	19	102	41	51	43	36	171	273	
1200	27	32	26	29	114	57	58	52	42	209	323	
1300	26	29	24	19	98	43	31	45	54	173	271	
1400	25	28	24	23	100	48	39	49	53	189	289	
1500	22	27	36	23	108	63	61	74	65	263	371	
1600	24	23	20	28	95	46	48	43	43	180	275	
1700	24	28	26	25	103	58	49	48	60	215	318	
1800	36	42	37	28	143	65	51	38	33	187	330	
1900	28	21	22	42	113	39	37	28	30	134	247	
2000	27	20	6	15	68	32	21	22	14	89	157	
2100	5	9	3	11	28	19	14	16	8	57	85	
2200	5	7	6	11	29	14	16	17	15	62	91	
2300	2	2	5	1	10	22	6	10	6	44	54	
24-Hour Totals:					1763						2894	4657

	Peak Volume Information					
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	830	148	730	217	815	342
P.M.	1800	143	1500	263	1500	371
Daily	830	148	1500	263	1500	371

County: 87
 Station: 0026
 Description: N MIAMI AVE, N OF NE 38 ST
 Start Date: 10/24/2017
 Start Time: 0000

Time	Direction: N					Direction: S					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	67	52	33	36	188	29	37	31	21	118	306
0100	42	30	22	13	107	17	16	11	21	65	172
0200	12	18	12	9	51	19	21	28	11	79	130
0300	12	10	6	9	37	10	11	9	8	38	75
0400	2	10	11	18	41	11	8	18	21	58	99
0500	11	15	22	29	77	32	28	56	73	189	266
0600	58	47	57	95	257	87	146	193	240	666	923
0700	92	117	149	161	519	274	318	379	393	1364	1883
0800	181	166	153	143	643	413	407	427	436	1683	2326
0900	143	145	161	143	592	390	395	353	294	1432	2024
1000	155	137	143	176	611	236	245	180	186	847	1458
1100	100	147	147	165	559	180	191	181	182	734	1293
1200	162	180	168	210	720	168	191	179	181	719	1439
1300	194	180	183	186	743	166	186	195	212	759	1502
1400	183	181	199	239	802	189	242	215	192	838	1640
1500	225	265	236	296	1022	186	212	245	206	849	1871
1600	277	328	388	405	1398	215	197	155	163	730	2128
1700	334	347	342	368	1391	178	173	162	180	693	2084
1800	336	335	305	290	1266	170	155	157	138	620	1886
1900	235	171	191	150	747	152	133	122	146	553	1300
2000	168	136	131	125	560	128	115	104	97	444	1004
2100	113	108	94	91	406	81	66	81	67	295	701
2200	106	80	87	90	363	85	67	91	61	304	667
2300	78	61	76	55	270	64	62	55	45	226	496
24-Hour Totals:	13370					14303					27673

	Peak Volume Information					
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	661	800	1683	800	2326
P.M.	1630	1474	1515	878	1615	2148
Daily	1630	1474	800	1683	800	2326

County: 87
 Station: 0026
 Description: N MIAMI AVE, N OF NE 38 ST
 Start Date: 10/25/2017
 Start Time: 0000

Time	Direction: N					Direction: S					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	54	54	37	20	165	56	41	27	27	151	316
0100	28	13	31	21	93	22	21	15	26	84	177
0200	14	18	10	9	51	18	14	13	8	53	104
0300	14	8	6	7	35	13	11	13	6	43	78
0400	7	11	8	7	33	18	14	22	17	71	104
0500	14	13	26	30	83	29	38	52	84	203	286
0600	48	37	52	66	203	92	137	249	258	736	939
0700	115	96	117	136	464	286	333	391	407	1417	1881
0800	143	147	120	121	531	409	419	382	363	1573	2104
0900	128	131	106	159	524	365	363	339	331	1398	1922
1000	134	143	117	181	575	260	217	187	190	854	1429
1100	153	136	156	184	629	173	185	169	192	719	1348
1200	179	195	186	188	748	193	232	201	193	819	1567
1300	197	168	161	153	679	166	186	195	212	759	1438
1400	176	191	213	192	772	189	242	215	229	875	1647
1500	228	219	236	258	941	244	226	243	207	920	1861
1600	258	267	347	320	1192	184	176	175	169	704	1896
1700	374	327	375	338	1414	180	153	121	151	605	2019
1800	345	333	298	267	1243	143	162	165	161	631	1874
1900	228	217	190	191	826	167	178	143	146	634	1460
2000	158	148	121	143	570	126	118	115	92	451	1021
2100	136	103	126	103	468	98	89	100	87	374	842
2200	98	121	85	94	398	112	87	96	90	385	783
2300	96	86	72	59	313	80	77	59	72	288	601
24-Hour Totals:	12950					14747					27697

	Peak Volume Information					
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	546	730	1626	730	2169
P.M.	1700	1414	1445	942	1630	2045
Daily	1700	1414	730	1626	730	2169

County: 87
 Station: 0026
 Description: N MIAMI AVE, N OF NE 38 ST
 Start Date: 10/26/2017
 Start Time: 0000

Time	Direction: N					Direction: S					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	69	71	57	53	250	49	36	37	50	172	422
0100	53	45	38	31	167	38	44	36	34	152	319
0200	35	39	23	35	132	25	23	28	25	101	233
0300	25	19	20	14	78	33	31	24	29	117	195
0400	21	13	17	13	64	35	24	26	36	121	185
0500	29	20	21	44	114	46	62	61	74	243	357
0600	41	46	35	76	198	78	134	232	232	676	874
0700	101	125	118	152	496	265	367	405	375	1412	1908
0800	142	145	130	115	532	366	358	378	335	1437	1969
0900	134	124	120	137	515	304	310	272	243	1129	1644
1000	104	122	135	129	490	216	201	213	216	846	1336
1100	148	140	149	129	566	192	185	178	196	751	1317
1200	177	193	181	188	739	193	232	201	189	815	1554
1300	146	171	196	195	708	179	193	198	190	760	1468
1400	182	202	192	209	785	213	257	214	245	929	1714
1500	231	255	257	281	1024	245	206	252	208	911	1935
1600	323	357	335	336	1351	198	176	188	196	758	2109
1700	310	363	398	393	1464	198	166	160	161	685	2149
1800	376	356	326	285	1343	162	165	159	151	637	1980
1900	246	212	197	178	833	158	130	126	106	520	1353
2000	140	151	103	129	523	107	92	105	97	401	924
2100	123	103	104	91	421	76	67	70	77	290	711
2200	96	111	73	126	406	68	56	68	52	244	650
2300	113	148	79	58	398	64	53	39	42	198	596
24-Hour Totals:	13597					14305					27902

	Peak Volume Information					
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	569	715	1513	730	2061
P.M.	1715	1530	1415	961	1715	2179
Daily	1715	1530	715	1513	1715	2179

County: 87
 Station: 0027
 Description: N MIAMI AVE, N OF NE 36 ST
 Start Date: 10/24/2017
 Start Time: 0000

Time	Direction: N					Direction: S					Combined Total		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total			
0000	81	74	60	51	266	65	57	40	33	195	461		
0100	76	54	41	20	191	29	27	13	16	85	276		
0200	30	29	23	20	102	14	20	10	11	55	157		
0300	22	19	24	9	74	15	9	9	15	48	122		
0400	11	22	21	18	72	24	30	20	34	108	180		
0500	24	22	28	45	119	43	55	89	116	303	422		
0600	76	74	99	83	332	134	148	134	221	637	969		
0700	122	123	136	163	544	249	242	308	346	1145	1689		
0800	154	167	159	136	616	292	308	289	333	1222	1838		
0900	142	163	147	145	597	291	309	297	323	1220	1817		
1000	189	195	158	215	757	258	234	190	249	931	1688		
1100	217	241	257	225	940	213	187	238	236	874	1814		
1200	234	243	239	269	985	258	262	249	241	1010	1995		
1300	276	282	263	262	1083	259	238	196	222	915	1998		
1400	257	271	290	291	1109	204	208	240	259	911	2020		
1500	302	277	233	287	1099	240	235	200	239	914	2013		
1600	275	362	375	335	1347	200	232	207	225	864	2211		
1700	319	363	358	348	1388	207	211	194	218	830	2218		
1800	352	323	273	274	1222	188	214	205	203	810	2032		
1900	256	246	225	227	954	193	200	204	202	799	1753		
2000	264	198	194	200	856	186	206	224	226	842	1698		
2100	198	181	180	132	691	228	243	233	221	925	1616		
2200	140	162	129	182	613	215	232	217	200	864	1477		
2300	151	102	133	114	500	118	55	52	54	279	779		
24-Hour Totals:						16457						16786	33243

Peak Volume Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	643	730	1254	745	1878
P.M.	1715	1421	1215	1011	1615	2262
Daily	1715	1421	730	1254	1615	2262

County: 87
 Station: 0027
 Description: N MIAMI AVE, N OF NE 36 ST
 Start Date: 10/25/2017
 Start Time: 0000

Time	Direction: N					Direction: S					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	116	91	69	51	327	65	43	38	59	205	532
0100	64	55	49	48	216	37	33	31	18	119	335
0200	36	37	39	46	158	27	11	24	16	78	236
0300	59	27	17	8	111	24	14	8	12	58	169
0400	16	20	20	17	73	18	20	18	22	78	151
0500	18	26	42	43	129	30	38	71	121	260	389
0600	61	77	76	91	305	117	133	173	221	644	949
0700	136	126	136	162	560	205	172	248	253	878	1438
0800	176	160	155	136	627	219	254	209	278	960	1587
0900	150	132	148	153	583	219	373	388	388	1368	1951
1000	194	184	218	207	803	361	323	301	316	1301	2104
1100	206	215	288	268	977	308	321	290	298	1217	2194
1200	275	289	258	295	1117	291	283	288	286	1148	2265
1300	281	277	280	243	1081	278	278	313	282	1151	2232
1400	259	270	290	272	1091	293	234	265	277	1069	2160
1500	322	282	279	288	1171	185	168	208	196	757	1928
1600	323	318	367	329	1337	189	209	177	172	747	2084
1700	374	373	362	328	1437	205	187	206	203	801	2238
1800	358	320	306	284	1268	187	221	238	197	843	2111
1900	275	269	262	244	1050	189	210	188	189	776	1826
2000	272	204	208	241	925	195	173	165	149	682	1607
2100	234	198	216	215	863	171	123	192	163	649	1512
2200	199	201	170	142	712	171	176	155	153	655	1367
2300	154	129	124	122	529	105	109	84	94	392	921
24-Hour Totals:	17450					16836					34286

	Peak Volume Information					
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	653	845	1258	845	1824
P.M.	1630	1443	1315	1166	1245	2288
Daily	1630	1443	915	1510	1245	2288

County: 87
 Station: 0027
 Description: N MIAMI AVE, N OF NE 36 ST
 Start Date: 10/26/2017
 Start Time: 0000

Time	Direction: N					Direction: S					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	112	120	103	78	413	99	81	52	51	283	696
0100	82	91	76	64	313	67	39	53	60	219	532
0200	56	66	53	73	248	27	29	24	27	107	355
0300	80	34	46	30	190	26	20	19	32	97	287
0400	31	31	26	24	112	48	19	27	28	122	234
0500	35	32	37	52	156	41	71	61	135	308	464
0600	51	74	71	106	302	127	170	183	194	674	976
0700	134	133	132	168	567	157	197	215	219	788	1355
0800	159	160	128	135	582	228	198	221	238	885	1467
0900	132	161	134	156	583	262	259	248	274	1043	1626
1000	201	180	240	205	826	238	247	256	245	986	1812
1100	222	227	213	268	930	267	276	303	282	1128	2058
1200	275	289	258	295	1117	281	282	278	276	1117	2234
1300	281	245	311	296	1133	268	247	247	236	998	2131
1400	265	282	284	266	1097	231	192	221	229	873	1970
1500	295	344	300	325	1264	256	250	238	248	992	2256
1600	347	398	362	370	1477	214	181	159	170	724	2201
1700	329	366	394	350	1439	166	163	144	162	635	2074
1800	347	302	311	288	1248	134	148	162	150	594	1842
1900	274	265	236	245	1020	171	164	175	155	665	1685
2000	218	255	156	205	834	147	131	170	149	597	1431
2100	193	174	199	150	716	101	90	105	106	402	1118
2200	162	167	137	172	638	102	96	92	104	394	1032
2300	153	141	112	85	491	93	65	54	64	276	767
24-Hour Totals:	17696					14907					32603

Peak Volume Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	730	619	845	1007	845	1569
P.M.	1600	1477	1200	1117	1515	2266
Daily	1600	1477	1130	1148	1515	2266

County: 87
 Station: 0028
 Description: NE 36 ST, E OF N MIAMI AVE
 Start Date: 10/24/2017
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total			
0000	52	40	28	33	153	35	48	35	27	145	298		
0100	23	26	15	16	80	28	30	22	16	96	176		
0200	15	16	13	12	56	14	13	8	5	40	96		
0300	21	15	18	18	72	10	9	12	10	41	113		
0400	26	10	17	23	76	11	11	11	6	39	115		
0500	32	32	66	96	226	19	12	22	19	72	298		
0600	110	116	159	178	563	34	41	50	61	186	749		
0700	176	153	167	184	680	64	48	86	69	267	947		
0800	187	210	192	171	760	60	68	79	81	288	1048		
0900	174	177	192	166	709	86	102	110	95	393	1102		
1000	189	187	151	156	683	115	100	108	95	418	1101		
1100	168	180	157	171	676	100	114	105	95	414	1090		
1200	168	171	185	209	733	114	120	117	122	473	1206		
1300	176	197	196	191	760	127	111	116	123	477	1237		
1400	179	209	184	194	766	117	107	120	132	476	1242		
1500	157	162	146	151	616	109	133	147	155	544	1160		
1600	164	166	133	169	632	137	147	128	154	566	1198		
1700	145	142	145	157	589	152	152	155	113	572	1161		
1800	178	178	180	149	685	140	140	119	123	522	1207		
1900	181	174	157	188	700	122	110	112	112	456	1156		
2000	173	142	139	129	583	126	118	112	84	440	1023		
2100	162	138	137	140	577	89	87	85	94	355	932		
2200	119	152	121	113	505	125	103	104	82	414	919		
2300	115	112	142	121	490	118	92	90	80	380	870		
24-Hour Totals:						12370						8074	20444

	Peak Volume Information					
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	773	845	379	845	1093
P.M.	1245	778	1645	613	1245	1254
Daily	1245	778	1645	613	1245	1254

County: 87
 Station: 0028
 Description: NE 36 ST, E OF N MIAMI AVE
 Start Date: 10/25/2017
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total			
0000	114	93	122	102	431	84	83	65	53	285	716		
0100	86	76	72	59	293	54	60	66	71	251	544		
0200	55	64	67	65	251	41	56	45	32	174	425		
0300	64	67	68	55	254	39	52	45	23	159	413		
0400	40	32	21	40	133	37	29	16	22	104	237		
0500	28	53	65	99	245	21	25	23	37	106	351		
0600	115	127	165	185	592	31	35	47	62	175	767		
0700	159	166	177	196	698	80	72	86	79	317	1015		
0800	170	162	180	190	702	80	98	75	89	342	1044		
0900	186	172	189	163	710	61	112	93	108	374	1084		
1000	171	174	145	164	654	95	124	89	109	417	1071		
1100	155	149	147	170	621	119	113	140	90	462	1083		
1200	167	162	192	200	721	156	147	132	141	576	1297		
1300	184	155	168	167	674	114	149	137	118	518	1192		
1400	172	170	179	169	690	163	135	133	134	565	1255		
1500	163	164	162	186	675	113	144	135	158	550	1225		
1600	159	149	158	163	629	138	151	145	151	585	1214		
1700	193	155	177	163	688	158	124	157	158	597	1285		
1800	163	182	143	184	672	129	130	125	123	507	1179		
1900	171	155	175	161	662	130	135	139	117	521	1183		
2000	170	176	153	151	650	103	84	113	113	413	1063		
2100	152	113	140	114	519	84	85	100	72	341	860		
2200	102	97	94	102	395	55	73	66	72	266	661		
2300	79	82	71	75	307	76	72	67	65	280	587		
24-Hour Totals:						12866						8885	21751

	Peak Volume Information					
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	737	845	355	845	1092
P.M.	1215	738	1615	605	1200	1297
Daily	1215	738	1615	605	1200	1297

County: 87
 Station: 0028
 Description: NE 36 ST, E OF N MIAMI AVE
 Start Date: 10/26/2017
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total			
0000	62	47	45	33	187	57	61	34	42	194	381		
0100	23	23	19	24	89	29	25	18	17	89	178		
0200	26	23	17	8	74	21	18	11	11	61	135		
0300	19	12	17	12	60	12	12	12	5	41	101		
0400	23	14	20	29	86	11	7	11	10	39	125		
0500	34	48	49	89	220	12	25	22	25	84	304		
0600	107	134	147	167	555	32	26	46	55	159	714		
0700	171	166	178	176	691	67	54	96	69	286	977		
0800	186	182	187	195	750	82	90	84	103	359	1109		
0900	173	188	185	182	728	105	109	123	107	444	1172		
1000	177	152	158	145	632	116	108	103	112	439	1071		
1100	150	162	168	191	671	99	92	100	101	392	1063		
1200	169	193	200	209	771	116	99	118	124	457	1228		
1300	148	187	199	186	720	116	130	116	109	471	1191		
1400	217	162	219	215	813	123	123	122	131	499	1312		
1500	161	187	184	176	708	126	136	114	187	563	1271		
1600	158	176	169	173	676	167	158	161	147	633	1309		
1700	193	167	183	193	736	162	169	166	137	634	1370		
1800	183	171	197	203	754	135	145	124	134	538	1292		
1900	179	204	183	210	776	156	160	125	136	577	1353		
2000	177	184	167	139	667	116	119	93	89	417	1084		
2100	150	142	147	134	573	90	80	66	67	303	876		
2200	130	99	106	102	437	80	73	58	69	280	717		
2300	86	73	66	66	291	57	68	65	64	254	545		
24-Hour Totals:						12665						8213	20878

	Peak Volume Information					
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	800	750	845	440	845	1181
P.M.	1400	813	1545	673	1700	1370
Daily	1400	813	1545	673	1700	1370

County: 87
 Station: 0029
 Description: NE 36 ST, W OF N MIAMI AVE
 Start Date: 10/24/2017
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total			
0000	43	43	33	36	155	43	43	45	50	181	336		
0100	26	32	21	12	91	26	36	17	23	102	193		
0200	14	19	11	16	60	18	22	12	8	60	120		
0300	19	18	19	18	74	15	13	12	9	49	123		
0400	18	12	23	21	74	21	22	14	16	73	147		
0500	24	23	49	61	157	27	33	45	42	147	304		
0600	87	103	122	99	411	55	93	92	103	343	754		
0700	117	114	98	103	432	108	86	103	119	416	848		
0800	112	117	105	109	443	109	112	95	102	418	861		
0900	89	89	104	109	391	104	121	121	121	467	858		
1000	141	128	117	117	503	126	136	120	147	529	1032		
1100	131	136	127	135	529	133	146	124	136	539	1068		
1200	123	122	150	165	560	143	138	151	143	575	1135		
1300	136	141	153	132	562	160	150	152	156	618	1180		
1400	128	145	150	159	582	149	136	132	170	587	1169		
1500	102	98	108	127	435	146	143	161	186	636	1071		
1600	128	126	116	110	480	197	185	167	186	735	1215		
1700	150	135	131	117	533	191	190	170	196	747	1280		
1800	111	128	106	126	471	176	185	160	141	662	1133		
1900	141	136	127	148	552	150	169	152	159	630	1182		
2000	117	108	103	95	423	184	156	164	146	650	1073		
2100	136	100	116	133	485	132	126	161	150	569	1054		
2200	130	154	142	142	568	176	152	151	129	608	1176		
2300	140	138	145	148	571	151	159	162	159	631	1202		
24-Hour Totals:						9542						10972	20514

Peak Volume Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	800	443	845	448	730	873
P.M.	1245	595	1700	747	1700	1280
Daily	1245	595	1700	747	1700	1280

County: 87
 Station: 0029
 Description: NE 36 ST, W OF N MIAMI AVE
 Start Date: 10/25/2017
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total			
0000	141	117	141	145	544	135	129	107	105	476	1020		
0100	85	61	82	92	320	90	75	78	94	337	657		
0200	66	81	64	69	280	71	71	60	70	272	552		
0300	48	47	56	90	241	55	59	66	37	217	458		
0400	53	56	34	31	174	40	46	20	27	133	307		
0500	28	47	60	75	210	26	34	36	56	152	362		
0600	92	116	114	116	438	71	78	89	103	341	779		
0700	119	109	110	111	449	107	115	120	134	476	925		
0800	98	105	92	103	398	121	105	124	112	462	860		
0900	110	105	110	119	444	98	131	134	120	483	927		
1000	113	111	118	112	454	115	151	110	140	516	970		
1100	101	136	112	130	479	158	147	148	131	584	1063		
1200	116	138	128	140	522	138	153	123	152	566	1088		
1300	140	103	103	118	464	142	145	121	114	522	986		
1400	128	131	124	113	496	138	127	145	136	546	1042		
1500	95	76	102	122	395	106	147	140	169	562	957		
1600	124	117	109	123	473	172	206	172	155	705	1178		
1700	137	126	123	124	510	199	190	163	173	725	1235		
1800	144	111	124	124	503	158	152	145	153	608	1111		
1900	139	123	141	124	527	143	145	130	136	554	1081		
2000	113	116	103	107	439	116	104	113	111	444	883		
2100	106	79	98	91	374	107	111	111	91	420	794		
2200	79	98	73	106	356	80	99	70	69	318	674		
2300	85	63	72	75	295	71	88	75	69	303	598		
24-Hour Totals:						9785						10722	20507

	Peak Volume Information					
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	645	454	715	490	700	925
P.M.	1215	546	1615	732	1700	1235
Daily	1215	546	1615	732	1700	1235

County: 87
 Station: 0029
 Description: NE 36 ST, W OF N MIAMI AVE
 Start Date: 10/26/2017
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	58	55	40	28	181	71	54	44	61	230	411
0100	35	27	29	28	119	35	35	31	20	121	240
0200	20	19	27	23	89	33	17	21	17	88	177
0300	30	18	18	11	77	25	17	16	8	66	143
0400	21	12	17	31	81	20	20	21	18	79	160
0500	26	35	55	68	184	24	34	50	64	172	356
0600	79	119	122	104	424	69	69	85	93	316	740
0700	116	126	98	90	430	128	93	123	126	470	900
0800	111	111	100	113	435	119	129	119	114	481	916
0900	83	101	99	95	378	121	91	130	134	476	854
1000	140	110	116	129	495	113	143	110	127	493	988
1100	120	118	151	155	544	134	111	122	146	513	1057
1200	129	145	148	138	560	147	139	136	137	559	1119
1300	133	152	149	151	585	120	130	148	160	558	1143
1400	138	144	156	125	563	168	135	139	120	562	1125
1500	108	119	119	95	441	147	169	153	174	643	1084
1600	118	134	118	113	483	196	171	176	181	724	1207
1700	123	145	141	134	543	203	160	178	161	702	1245
1800	124	150	136	140	550	165	162	148	141	616	1166
1900	140	141	117	157	555	157	154	149	153	613	1168
2000	128	130	94	100	452	135	130	131	108	504	956
2100	102	96	106	78	382	114	95	76	87	372	754
2200	95	92	86	87	360	93	88	78	86	345	705
2300	61	78	60	56	255	71	80	64	61	276	531
24-Hour Totals:	9166					9979					19145

	Peak Volume Information					
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	645	444	730	497	800	916
P.M.	1315	590	1615	731	1700	1245
Daily	1315	590	1615	731	1700	1245

County: 87
 Station: 0030
 Description: RAMP 87004018:N MIAMI AVE TO WB I-195
 Start Date: 10/31/2017
 Start Time: 0000

Direction: W

Time	1st	2nd	3rd	4th	Total
0000	107	90	73	97	367
0100	87	95	67	49	298
0200	48	58	65	48	219
0300	57	35	22	22	136
0400	22	24	33	46	125
0500	46	42	65	116	269
0600	128	136	180	214	658
0700	292	326	346	335	1299
0800	300	323	372	354	1349
0900	271	237	209	207	924
1000	219	232	219	238	908
1100	265	258	258	261	1042
1200	247	286	285	261	1079
1300	260	240	281	290	1071
1400	278	281	324	296	1179
1500	315	282	318	297	1212
1600	292	242	222	247	1003
1700	279	284	232	240	1035
1800	262	290	277	241	1070
1900	249	227	216	215	907
2000	224	217	189	176	806
2100	169	144	136	127	576
2200	124	126	151	115	516
2300	112	93	76	88	369

24-Hour Totals: 18417

Peak Volume Information

	Hour	Volume
A.M.	800	1349
P.M.	1430	1217
Daily	800	1349

County: 87
 Station: 0030
 Description: RAMP 87004018:N MIAMI AVE TO WB I-195
 Start Date: 11/01/2017
 Start Time: 0000

Direction: W

Time	1st	2nd	3rd	4th	Total
0000	66	62	58	46	232
0100	46	47	24	22	139
0200	26	33	22	21	102
0300	28	17	18	19	82
0400	17	31	36	49	133
0500	39	44	95	105	283
0600	110	151	204	197	662
0700	300	326	371	336	1333
0800	355	313	307	256	1231
0900	277	268	249	223	1017
1000	244	214	242	241	941
1100	231	265	244	273	1013
1200	284	282	267	291	1124
1300	282	290	265	280	1117
1400	290	300	302	312	1204
1500	300	284	314	276	1174
1600	272	256	212	218	958
1700	263	237	240	221	961
1800	220	213	230	232	895
1900	234	258	201	217	910
2000	254	250	227	204	935
2100	179	201	177	174	731
2200	181	145	156	103	585
2300	142	122	112	89	465

24-Hour Totals: 18227

Peak Volume Information

	Hour	Volume
A.M.	715	1388
P.M.	1415	1214
Daily	715	1388

County: 87
 Station: 0030
 Description: RAMP 87004018:N MIAMI AVE TO WB I-195
 Start Date: 11/02/2017
 Start Time: 0000

Direction: W

Time	1st	2nd	3rd	4th	Total
0000	85	94	72	52	303
0100	61	46	38	35	180
0200	43	32	28	27	130
0300	29	15	30	17	91
0400	19	27	28	27	101
0500	45	49	72	97	263
0600	126	164	189	251	730
0700	278	316	360	318	1272
0800	302	362	318	307	1289
0900	217	207	245	213	882
1000	264	230	275	218	987
1100	232	253	258	243	986
1200	269	295	277	278	1119
1300	280	286	325	302	1193
1400	310	297	312	274	1193
1500	312	318	304	252	1186
1600	286	259	221	210	976
1700	223	229	253	214	919
1800	236	271	215	244	966
1900	274	234	242	233	983
2000	244	220	220	213	897
2100	268	224	195	170	857
2200	165	174	147	151	637
2300	147	114	132	97	490

24-Hour Totals: 18630

Peak Volume Information

	Hour	Volume
A.M.	730	1342
P.M.	1330	1234
Daily	730	1342

County: 87
 Station: 0031
 Description: RAMP 87004019: EB SR 112 TO N MIAMI AVE
 Start Date: 10/24/2017
 Start Time: 0000

Direction: E

Time	1st	2nd	3rd	4th	Total
0000	91	67	66	62	286
0100	45	37	38	37	157
0200	31	24	18	25	98
0300	21	19	14	23	77
0400	23	22	16	39	100
0500	35	59	92	127	313
0600	111	156	157	229	653
0700	228	218	238	237	921
0800	252	216	236	284	988
0900	275	305	293	312	1185
1000	298	300	266	263	1127
1100	232	232	242	261	967
1200	300	270	267	259	1096
1300	245	219	241	233	938
1400	258	213	244	273	988
1500	278	257	266	238	1039
1600	221	226	218	230	895
1700	287	285	272	282	1126
1800	295	298	340	257	1190
1900	254	267	268	227	1016
2000	193	174	172	178	717
2100	151	158	128	125	562
2200	145	115	127	118	505
2300	110	92	81	60	343

24-Hour Totals: 17287

Peak Volume Information

	Hour	Volume
A.M.	845	1157
P.M.	1745	1215
Daily	1745	1215

County: 87
 Station: 0031
 Description: RAMP 87004019: EB SR 112 TO N MIAMI AVE
 Start Date: 10/25/2017
 Start Time: 0000

Direction: E

Time	1st	2nd	3rd	4th	Total
0000	63	46	37	40	186
0100	31	43	19	18	111
0200	21	20	10	16	67
0300	14	16	14	15	59
0400	10	16	15	30	71
0500	47	39	73	154	313
0600	158	168	176	212	714
0700	217	240	277	287	1021
0800	262	236	234	275	1007
0900	271	325	279	305	1180
1000	286	287	275	301	1149
1100	258	211	251	248	968
1200	250	258	257	259	1024
1300	267	227	238	211	943
1400	206	215	248	244	913
1500	248	280	287	268	1083
1600	256	221	282	273	1032
1700	245	240	252	264	1001
1800	273	265	256	272	1066
1900	292	308	254	242	1096
2000	235	215	197	186	833
2100	164	145	146	135	590
2200	125	119	109	98	451
2300	101	92	101	89	383

24-Hour Totals: 17261

Peak Volume Information

	Hour	Volume
A.M.	845	1150
P.M.	1515	1091
Daily	915	1195

County: 87
 Station: 0031
 Description: RAMP 87004019: EB SR 112 TO N MIAMI AVE
 Start Date: 10/26/2017
 Start Time: 0000

Direction: E

Time	1st	2nd	3rd	4th	Total
0000	91	75	57	38	261
0100	45	32	32	22	131
0200	35	27	17	23	102
0300	24	19	11	20	74
0400	15	22	17	31	85
0500	46	54	86	125	311
0600	145	178	188	206	717
0700	220	218	201	169	808
0800	191	210	253	278	932
0900	294	250	260	274	1078
1000	265	240	287	267	1059
1100	237	270	289	299	1095
1200	275	281	297	286	1139
1300	252	291	223	261	1027
1400	254	305	283	309	1151
1500	280	270	272	298	1120
1600	284	239	259	240	1022
1700	285	277	273	318	1153
1800	322	330	362	293	1307
1900	303	256	299	241	1099
2000	267	257	266	178	968
2100	176	175	156	163	670
2200	167	193	155	130	645
2300	121	111	106	97	435

24-Hour Totals: 18389

Peak Volume Information

	Hour	Volume
A.M.	845	1082
P.M.	1745	1332
Daily	1745	1332

County: 87
 Station: 0032
 Description: N MIAMI AVENUE N OF NE 34TH STREET
 Start Date: 10/31/2017
 Start Time: 0000

Time	Direction: N					Direction: S					Combined Total		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total			
0000	61	41	43	40	185	13	22	21	12	68	253		
0100	54	30	27	21	132	17	6	13	8	44	176		
0200	20	17	19	15	71	8	10	1	7	26	97		
0300	12	14	13	6	45	4	4	2	7	17	62		
0400	5	15	8	15	43	6	5	5	6	22	65		
0500	17	12	15	31	75	11	26	25	38	100	175		
0600	41	36	56	57	190	62	83	115	142	402	592		
0700	85	81	109	136	411	144	170	182	193	689	1100		
0800	140	138	139	97	514	212	215	246	285	958	1472		
0900	123	146	107	123	499	229	235	200	203	867	1366		
1000	159	124	120	167	570	193	156	158	150	657	1227		
1100	198	227	193	223	841	145	127	149	160	581	1422		
1200	197	224	222	266	909	165	156	171	159	651	1560		
1300	267	331	220	249	1067	166	155	160	136	617	1684		
1400	278	286	275	293	1132	161	139	148	158	606	1738		
1500	256	207	229	231	923	145	151	140	139	575	1498		
1600	232	283	360	260	1135	118	134	124	134	510	1645		
1700	302	322	347	313	1284	146	144	115	160	565	1849		
1800	354	324	273	215	1166	135	148	117	128	528	1694		
1900	251	198	171	176	796	152	134	113	95	494	1290		
2000	172	149	157	133	611	118	97	83	65	363	974		
2100	121	136	152	108	517	65	62	63	58	248	765		
2200	138	125	112	121	496	54	55	50	56	215	711		
2300	101	110	85	68	364	34	37	32	33	136	500		
24-Hour Totals:						13976						9939	23915

Peak Volume Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	553	830	995	830	1500
P.M.	1730	1338	1215	652	1730	1896
Daily	1730	1338	830	995	1730	1896

County: 87
 Station: 0032
 Description: N MIAMI AVENUE N OF NE 34TH STREET
 Start Date: 11/01/2017
 Start Time: 0000

Time	Direction: N					Direction: S					Combined Total		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total			
0000	51	31	53	30	165	32	22	25	9	88	253		
0100	44	20	17	31	112	16	21	12	11	60	172		
0200	22	16	17	14	69	6	7	7	2	22	91		
0300	10	15	10	16	51	5	5	9	5	24	75		
0400	9	10	18	25	62	4	5	4	13	26	88		
0500	19	16	25	33	93	7	27	33	62	129	222		
0600	32	40	48	51	171	51	79	116	127	373	544		
0700	90	101	109	136	436	141	162	215	217	735	1171		
0800	170	168	169	127	634	199	188	200	207	794	1428		
0900	103	136	117	133	489	198	195	209	194	796	1285		
1000	179	144	130	187	640	177	158	148	155	638	1278		
1100	168	207	213	233	821	165	136	161	174	636	1457		
1200	217	224	222	256	919	190	152	122	160	624	1543		
1300	277	301	234	267	1079	124	168	142	169	603	1682		
1400	265	286	264	240	1055	153	138	150	147	588	1643		
1500	280	241	214	291	1026	146	134	151	159	590	1616		
1600	219	269	249	246	983	134	135	124	108	501	1484		
1700	309	290	329	334	1262	107	158	151	127	543	1805		
1800	339	315	283	282	1219	125	140	144	134	543	1762		
1900	279	239	235	207	960	129	135	99	134	497	1457		
2000	192	228	151	189	760	99	109	90	95	393	1153		
2100	191	146	172	118	627	79	72	78	58	287	914		
2200	138	115	102	131	486	76	63	53	56	248	734		
2300	111	111	75	58	355	45	57	33	36	171	526		
24-Hour Totals:						14474						9909	24383

Peak Volume Information						
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	643	730	819	745	1447
P.M.	1730	1317	1315	632	1730	1860
Daily	1730	1317	730	819	1730	1860

County: 87
 Station: 0032
 Description: N MIAMI AVENUE N OF NE 34TH STREET
 Start Date: 11/02/2017
 Start Time: 0000

Time	Direction: N					Direction: S					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	31	21	13	20	85	32	21	30	21	104	189
0100	34	40	17	11	102	17	25	10	10	62	164
0200	30	27	29	15	101	5	7	12	5	29	130
0300	18	24	12	16	70	4	8	13	4	29	99
0400	12	10	18	24	64	3	6	12	15	36	100
0500	21	33	37	41	132	13	21	27	44	105	237
0600	45	38	66	77	226	77	80	118	119	394	620
0700	85	91	119	116	411	142	145	175	220	682	1093
0800	120	139	147	117	523	215	187	236	215	853	1376
0900	133	166	117	113	529	262	245	200	188	895	1424
1000	129	104	132	177	542	199	151	165	164	679	1221
1100	188	170	193	148	699	177	174	177	162	690	1389
1200	190	162	193	219	764	173	169	191	215	748	1512
1300	205	178	202	195	780	183	140	166	160	649	1429
1400	219	258	279	262	1018	156	142	154	153	605	1623
1500	306	287	293	300	1186	158	160	151	118	587	1773
1600	315	296	297	316	1224	111	164	156	140	571	1795
1700	323	329	319	312	1283	154	116	137	129	536	1819
1800	261	241	238	189	929	138	153	146	110	547	1476
1900	143	130	135	187	595	135	115	92	94	436	1031
2000	172	208	171	169	720	91	92	80	73	336	1056
2100	151	126	132	148	557	59	60	53	42	214	771
2200	188	125	102	121	536	49	35	44	46	174	710
2300	101	95	65	48	309	46	24	21	19	110	419
24-Hour Totals:	13385					10071					23456

	Peak Volume Information					
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	830	563	830	958	830	1521
P.M.	1645	1287	1215	758	1615	1846
Daily	1645	1287	830	958	1615	1846

TMC



NW 12nd Avenue & NW 40th Street

File Name : TMC-1 NW 12nd Avenue & NW 40th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 1

Groups Printed- Peds & Bikes

Start Time	NW 12nd Avenue Southbound			NW 12nd Avenue Northbound			NW 40th Street Westbound			NW 40th Street Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
07:00 AM	0	0	0	1	1	2	2	2	4	0	0	0	6
07:15 AM	0	0	0	1	0	1	2	1	3	0	0	0	4
07:30 AM	0	0	0	1	0	1	3	2	5	0	0	0	6
*** BREAK ***													
Total	0	0	0	3	1	4	7	5	12	0	0	0	16
08:00 AM	0	0	0	0	0	0	4	0	4	0	0	0	4
08:15 AM	0	0	0	0	0	0	4	1	5	0	0	0	5
08:30 AM	0	0	0	3	0	3	6	1	7	0	0	0	10
08:45 AM	1	0	1	0	0	0	6	1	7	0	0	0	8
Total	1	0	1	3	0	3	20	3	23	0	0	0	27
*** BREAK ***													
03:00 PM	0	0	0	0	0	0	2	1	3	0	0	0	3
03:15 PM	0	0	0	0	0	0	4	1	5	0	0	0	5
03:30 PM	0	0	0	0	0	0	6	1	7	0	0	0	7
03:45 PM	1	0	1	0	0	0	7	0	7	0	0	0	8
Total	1	0	1	0	0	0	19	3	22	0	0	0	23
04:00 PM	0	1	1	2	0	2	6	1	7	0	0	0	10
04:15 PM	0	0	0	0	0	0	2	0	2	0	0	0	2
04:30 PM	0	0	0	0	0	0	6	1	7	0	0	0	7
04:45 PM	0	0	0	1	0	1	7	1	8	0	0	0	9
Total	0	1	1	3	0	3	21	3	24	0	0	0	28
05:00 PM	0	0	0	0	0	0	3	1	4	0	0	0	4
05:15 PM	1	1	2	0	0	0	11	1	12	0	0	0	14
05:30 PM	0	0	0	2	0	2	5	4	9	0	0	0	11
05:45 PM	1	0	1	2	0	2	6	3	9	0	0	0	12
Total	2	1	3	4	0	4	25	9	34	0	0	0	41
Grand Total	4	2	6	13	1	14	92	23	115	0	0	0	135
Apprch %	66.7	33.3		92.9	7.1		80	20		0	0	0	
Total %	3	1.5	4.4	9.6	0.7	10.4	68.1	17	85.2	0	0	0	

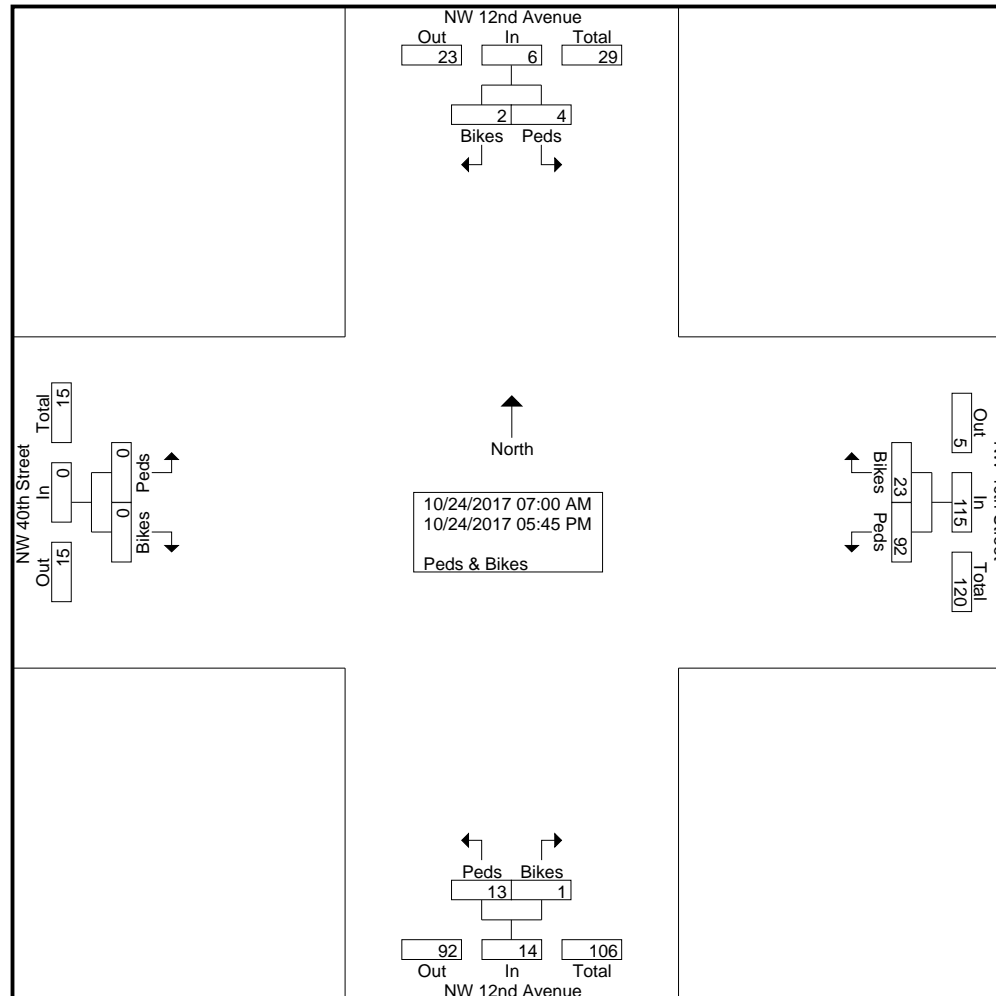
NW 12nd Avenue & NW 40th Street

File Name : TMC-1 NW 12nd Avenue & NW 40th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 2



NW 12nd Avenue & NW 40th Street

File Name : TMC-1 NW 12nd Avenue & NW 40th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 3

Start Time	NW 12nd Avenue Southbound			NW 12nd Avenue Northbound			NW 40th Street Westbound			NW 40th Street Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	0	0	0	0	0	0	4	0	4	0	0	0	4
08:15 AM	0	0	0	0	0	0	4	1	5	0	0	0	5
08:30 AM	0	0	0	3	0	3	6	1	7	0	0	0	10
08:45 AM	1	0	1	0	0	0	6	1	7	0	0	0	8
Total Volume	1	0	1	3	0	3	20	3	23	0	0	0	27
% App. Total	100	0		100	0		87	13		0	0		
PHF	.250	.000	.250	.250	.000	.250	.833	.750	.821	.000	.000	.000	.675

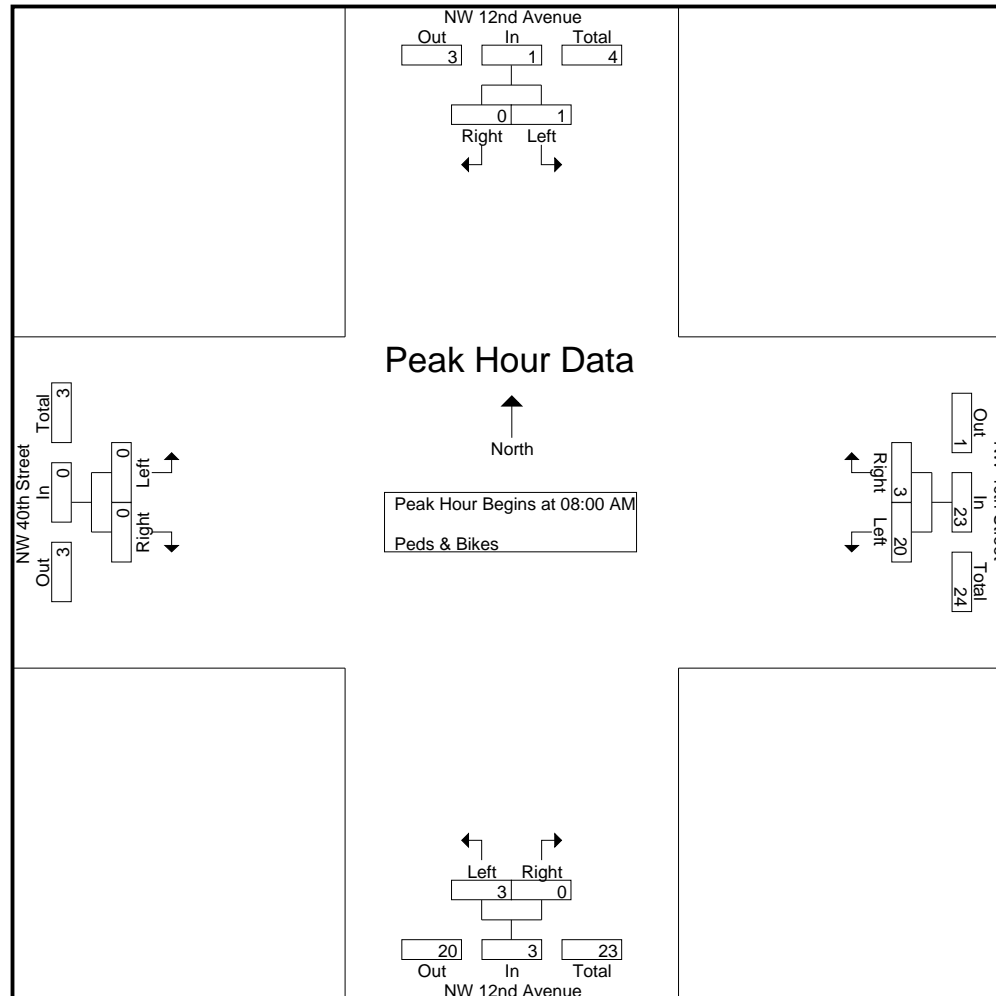
NW 12nd Avenue & NW 40th Street

File Name : TMC-1 NW 12nd Avenue & NW 40th Street

Site Code : 00000000

Start Date : 10/24/2017

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NW 12nd Avenue & NW 40th Street

File Name : TMC-1 NW 12nd Avenue & NW 40th Street

Site Code : 00000000

Start Date : 10/24/2017

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Start Time	NW 12nd Avenue Southbound			NW 12nd Avenue Northbound			NW 40th Street Westbound			NW 40th Street Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	0	0	0	0	0	0	3	1	4	0	0	0	4
05:15 PM	1	1	2	0	0	0	11	1	12	0	0	0	14
05:30 PM	0	0	0	2	0	2	5	4	9	0	0	0	11
05:45 PM	1	0	1	2	0	2	6	3	9	0	0	0	12
Total Volume	2	1	3	4	0	4	25	9	34	0	0	0	41
% App. Total	66.7	33.3		100	0		73.5	26.5		0	0		
PHF	.500	.250	.375	.500	.000	.500	.568	.563	.708	.000	.000	.000	.732

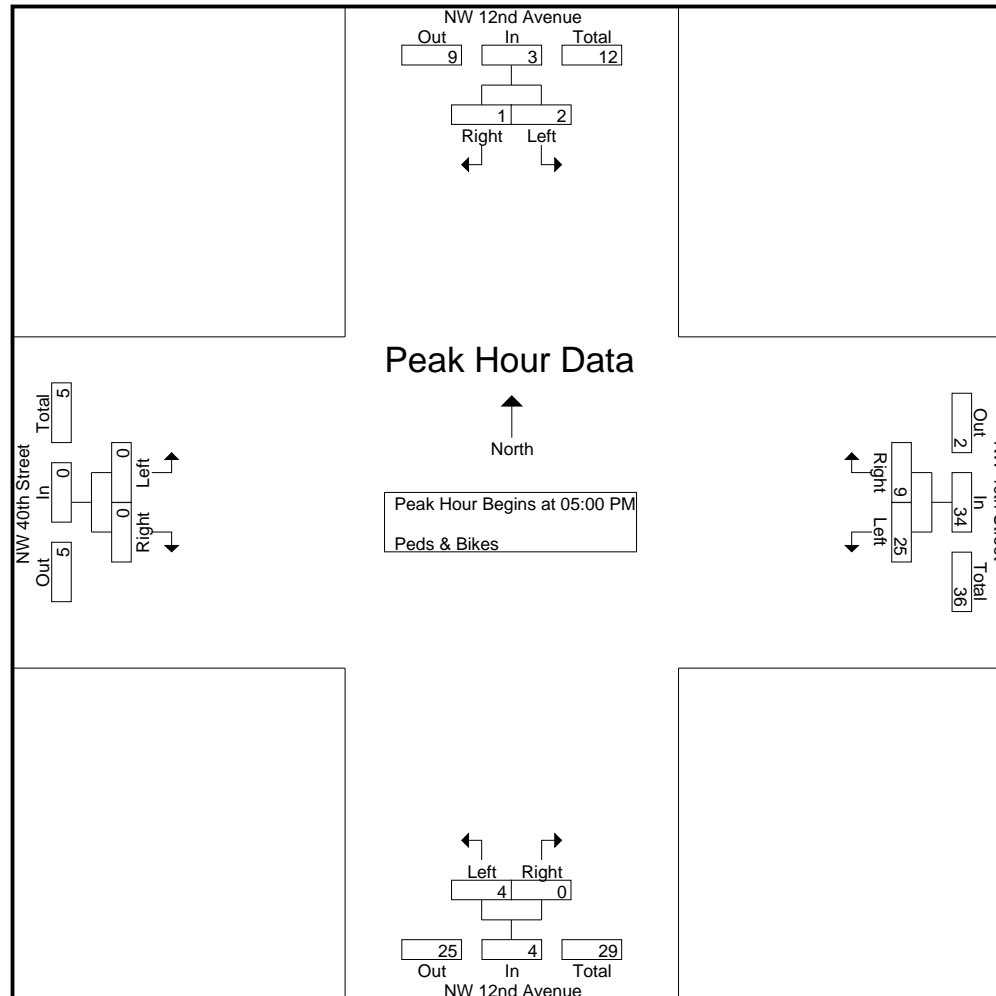
NW 12nd Avenue & NW 40th Street

File Name : TMC-1 NW 12nd Avenue & NW 40th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 6



NW 12nd Avenue & NW 40th Street

File Name : TMC-1 NW 12nd Avenue & NW 40th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 1

Groups Printed- Trucks

Start Time	NW 12nd Avenue Southbound					NW 12nd Avenue Northbound					NW 40th Street Westbound					NW 40th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
07:00 AM	0	0	8	0	8	0	0	13	0	13	0	8	0	0	8	0	0	0	0	0	29
07:15 AM	0	0	7	0	7	0	1	7	0	8	0	8	0	2	10	0	0	0	0	0	25
07:30 AM	0	0	11	0	11	0	1	13	0	14	0	8	0	1	9	0	0	0	0	0	34
07:45 AM	0	0	5	0	5	0	1	10	0	11	0	2	0	0	2	0	0	0	0	0	18
Total	0	0	31	0	31	0	3	43	0	46	0	26	0	3	29	0	0	0	0	0	106
08:00 AM	0	0	4	0	4	0	2	17	0	19	0	4	0	0	4	0	0	0	0	0	27
08:15 AM	0	0	3	0	3	0	1	16	0	17	0	5	0	1	6	0	0	0	0	0	26
08:30 AM	0	0	9	0	9	0	0	11	0	11	0	5	0	0	5	0	0	0	0	0	25
08:45 AM	0	0	8	0	8	0	2	9	0	11	0	5	0	0	5	0	0	0	0	0	24
Total	0	0	24	0	24	0	5	53	0	58	0	19	0	1	20	0	0	0	0	0	102
*** BREAK ***																					
03:00 PM	0	0	6	0	6	0	1	12	0	13	0	0	0	0	0	0	0	0	0	0	19
03:15 PM	0	0	9	0	9	0	1	13	0	14	0	2	0	0	2	0	0	0	0	0	25
03:30 PM	0	0	6	0	6	0	2	10	0	12	0	4	1	1	6	0	0	0	0	0	24
03:45 PM	0	0	8	0	8	0	1	7	0	8	0	0	0	0	0	0	0	0	0	0	16
Total	0	0	29	0	29	0	5	42	0	47	0	6	1	1	8	0	0	0	0	0	84
04:00 PM	0	0	3	0	3	0	2	10	0	12	0	2	1	0	3	0	0	0	0	0	18
04:15 PM	0	0	6	1	7	0	2	9	0	11	0	2	2	0	4	0	0	0	0	0	22
04:30 PM	0	0	3	0	3	0	3	5	0	8	0	3	0	0	3	0	0	0	0	0	14
04:45 PM	0	0	3	0	3	0	3	5	0	8	0	1	1	0	2	0	0	0	0	0	13
Total	0	0	15	1	16	0	10	29	0	39	0	8	4	0	12	0	0	0	0	0	67
05:00 PM	0	0	4	0	4	0	0	5	0	5	0	3	1	0	4	0	0	0	0	0	13
05:15 PM	0	0	9	0	9	0	2	4	0	6	0	5	0	1	6	0	0	0	0	0	21
05:30 PM	0	0	4	0	4	0	2	7	0	9	0	0	0	0	0	0	0	0	0	0	13
05:45 PM	0	0	6	0	6	0	0	2	0	2	0	4	0	1	5	0	0	0	0	0	13
Total	0	0	23	0	23	0	4	18	0	22	0	12	1	2	15	0	0	0	0	0	60
Grand Total	0	0	122	1	123	0	27	185	0	212	0	71	6	7	84	0	0	0	0	0	419
Apprch %	0	0	99.2	0.8		0	12.7	87.3	0		0	84.5	7.1	8.3		0	0	0	0		
Total %	0	0	29.1	0.2	29.4	0	6.4	44.2	0	50.6	0	16.9	1.4	1.7	20	0	0	0	0	0	

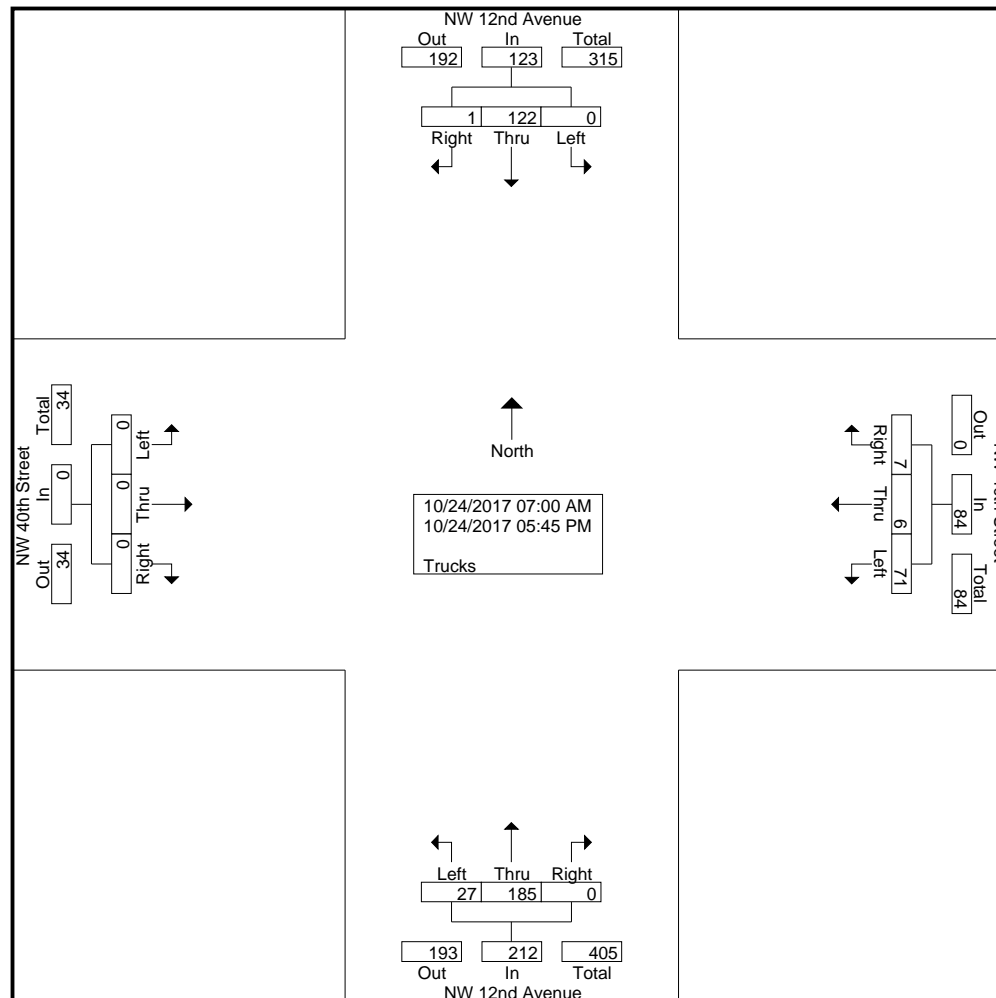
NW 12nd Avenue & NW 40th Street

File Name : TMC-1 NW 12nd Avenue & NW 40th Street

Site Code : 00000000

Start Date : 10/24/2017

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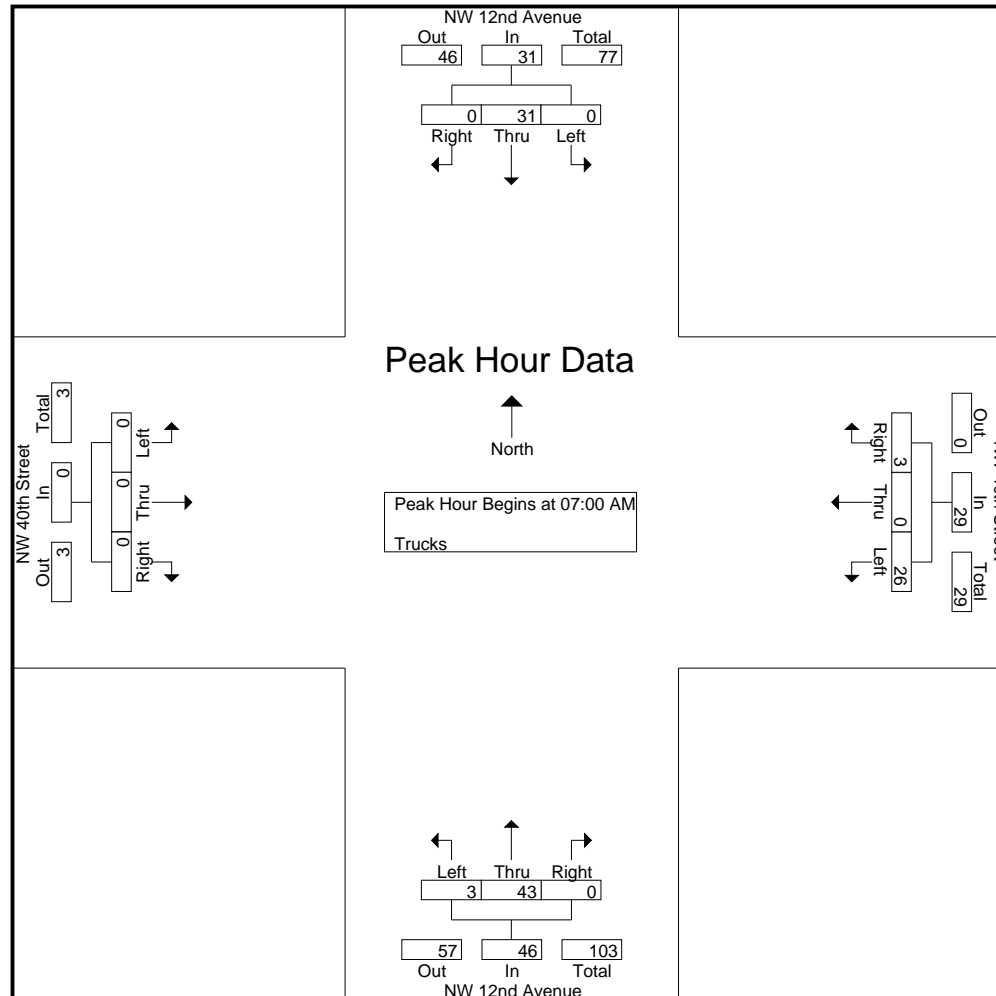
NW 12nd Avenue & NW 40th Street

File Name : TMC-1 NW 12nd Avenue & NW 40th Street

Site Code : 00000000

Start Date : 10/24/2017

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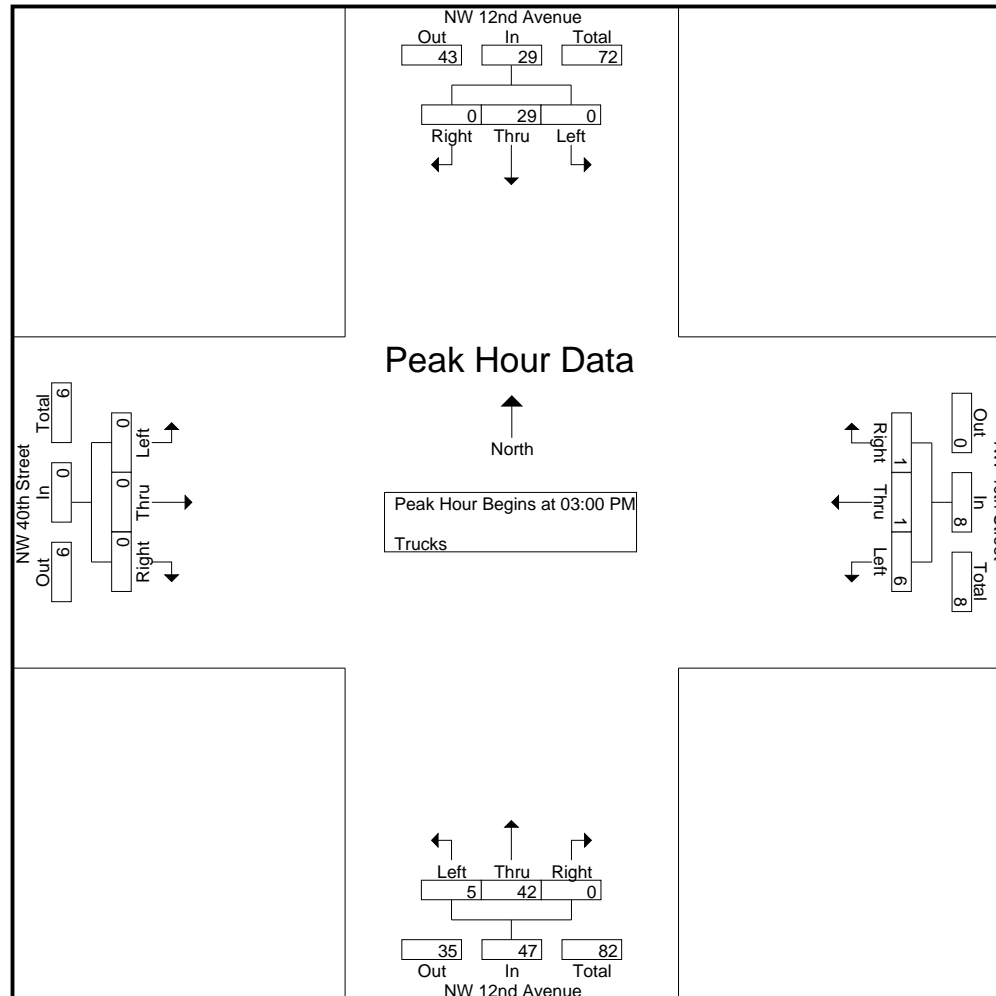
NW 12nd Avenue & NW 40th Street

File Name : TMC-1 NW 12nd Avenue & NW 40th Street

Site Code : 00000000

Start Date : 10/24/2017

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NW 12nd Avenue & NW 40th Street

File Name : TMC-1 NW 12nd Avenue & NW 40th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 1

Groups Printed- Vehicle - Trucks

Start Time	NW 12nd Avenue Southbound					NW 12nd Avenue Northbound					NW 40th Street Westbound					NW 40th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
07:00 AM	0	0	204	1	205	0	6	126	0	132	0	55	3	1	59	0	0	0	0	0	396
07:15 AM	0	0	234	2	236	0	9	139	0	148	0	40	4	8	52	0	0	0	0	0	436
07:30 AM	0	0	211	3	214	0	15	157	0	172	0	38	6	13	57	0	0	0	0	0	443
07:45 AM	0	0	194	2	196	0	13	160	0	173	0	22	4	8	34	0	0	0	0	0	403
Total	0	0	843	8	851	0	43	582	0	625	0	155	17	30	202	0	0	0	0	0	1678
08:00 AM	0	0	193	2	195	0	17	142	0	159	0	29	8	11	48	0	0	0	0	0	402
08:15 AM	0	0	174	4	178	0	11	172	0	183	0	35	1	9	45	0	0	0	0	0	406
08:30 AM	0	0	176	1	177	0	14	131	0	145	0	39	3	11	53	0	0	0	0	0	375
08:45 AM	0	0	183	0	183	0	7	148	0	155	0	35	0	10	45	0	0	0	0	0	383
Total	0	0	726	7	733	0	49	593	0	642	0	138	12	41	191	0	0	0	0	0	1566
*** BREAK ***																					
03:00 PM	0	0	122	0	122	1	18	235	0	254	0	22	4	6	32	0	0	0	0	0	408
03:15 PM	0	0	131	2	133	0	21	293	0	314	0	14	3	6	23	0	0	0	0	0	470
03:30 PM	0	0	113	4	117	0	18	289	0	307	0	18	12	9	39	0	0	0	0	0	463
03:45 PM	0	0	131	6	137	0	20	305	0	325	0	18	7	10	35	0	0	0	0	0	497
Total	0	0	497	12	509	1	77	1122	0	1200	0	72	26	31	129	0	0	0	0	0	1838
04:00 PM	0	0	135	2	137	0	24	302	0	326	0	31	11	9	51	0	0	0	0	0	514
04:15 PM	0	0	143	5	148	0	23	327	0	350	0	19	10	12	41	0	0	0	0	0	539
04:30 PM	0	0	138	5	143	0	25	331	0	356	0	26	5	11	42	0	0	0	0	0	541
04:45 PM	0	0	142	4	146	0	18	381	0	399	0	28	10	25	63	0	0	0	0	0	608
Total	0	0	558	16	574	0	90	1341	0	1431	0	104	36	57	197	0	0	0	0	0	2202
05:00 PM	0	0	121	5	126	0	16	337	0	353	0	27	5	17	49	0	0	0	0	0	528
05:15 PM	0	0	131	5	136	0	17	396	0	413	0	28	8	12	48	0	0	0	0	0	597
05:30 PM	0	0	141	6	147	0	19	350	0	369	0	30	5	9	44	0	0	0	0	0	560
05:45 PM	0	0	146	7	153	0	13	376	0	389	0	43	9	22	74	0	0	0	0	0	616
Total	0	0	539	23	562	0	65	1459	0	1524	0	128	27	60	215	0	0	0	0	0	2301
Grand Total	0	0	3163	66	3229	1	324	5097	0	5422	0	597	118	219	934	0	0	0	0	0	9585
Apprch %	0	0	98	2		0	6	94	0		0	63.9	12.6	23.4		0	0	0	0		
Total %	0	0	33	0.7	33.7	0	3.4	53.2	0	56.6	0	6.2	1.2	2.3	9.7	0	0	0	0	0	
Vehicle	0	0	3041	65	3106	1	297	4912	0	5210	0	526	112	212	850	0	0	0	0	0	9166
% Vehicle	0	0	96.1	98.5	96.2	100	91.7	96.4	0	96.1	0	88.1	94.9	96.8	91	0	0	0	0	0	95.6

NW 12nd Avenue & NW 40th Street

File Name : TMC-1 NW 12nd Avenue & NW 40th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 2

Groups Printed- Vehicle - Trucks

	NW 12nd Avenue Southbound					NW 12nd Avenue Northbound					NW 40th Street Westbound					NW 40th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Trucks	0	0	122	1	123	0	27	185	0	212	0	71	6	7	84	0	0	0	0	0	419
% Trucks	0	0	3.9	1.5	3.8	0	8.3	3.6	0	3.9	0	11.9	5.1	3.2	9	0	0	0	0	0	4.4

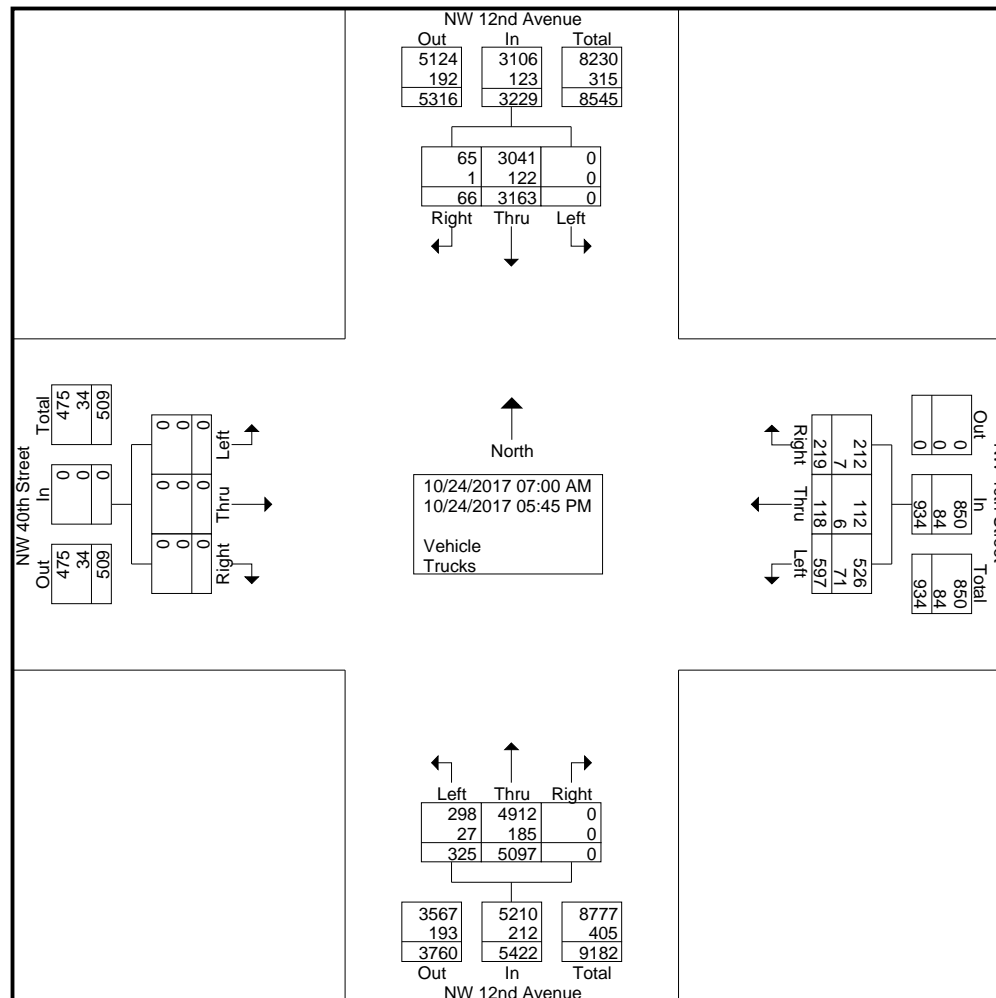
NW 12nd Avenue & NW 40th Street

File Name : TMC-1 NW 12nd Avenue & NW 40th Street

Site Code : 00000000

Start Date : 10/24/2017

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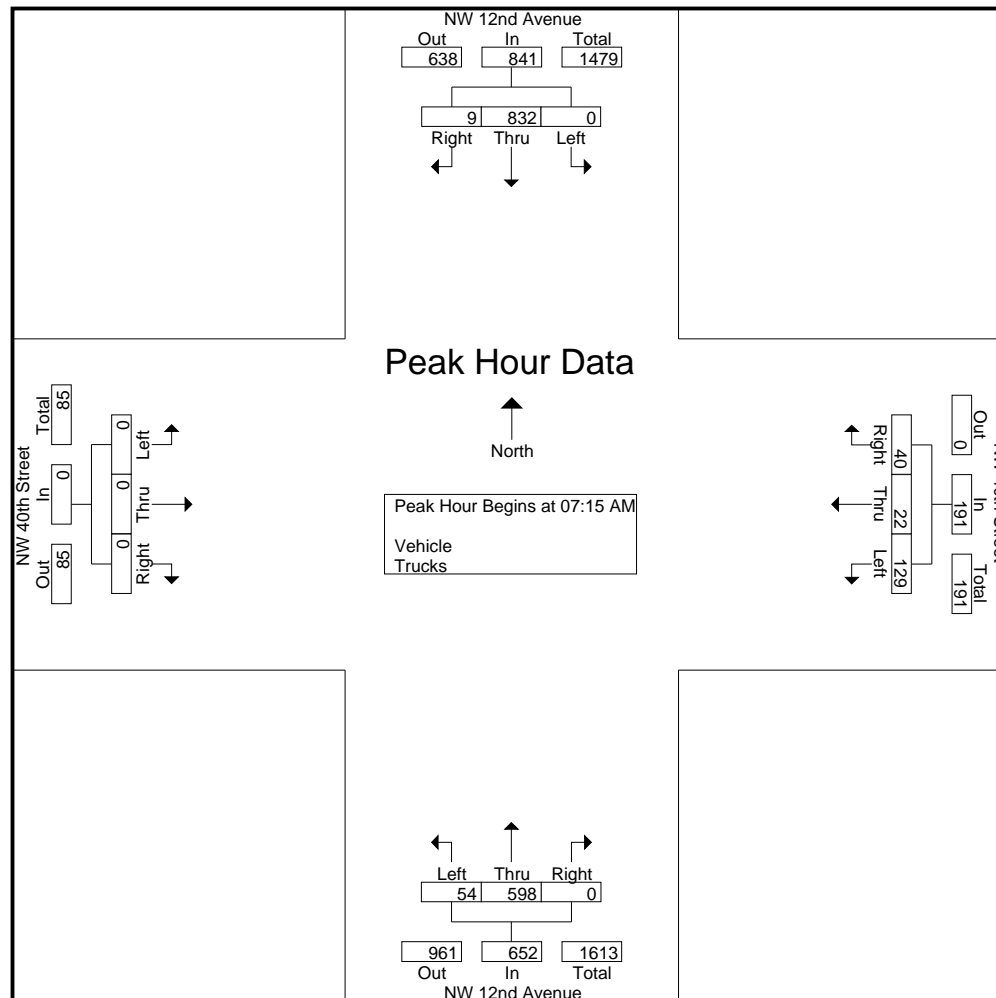
NW 12nd Avenue & NW 40th Street

File Name : TMC-1 NW 12nd Avenue & NW 40th Street

Site Code : 00000000

Start Date : 10/24/2017

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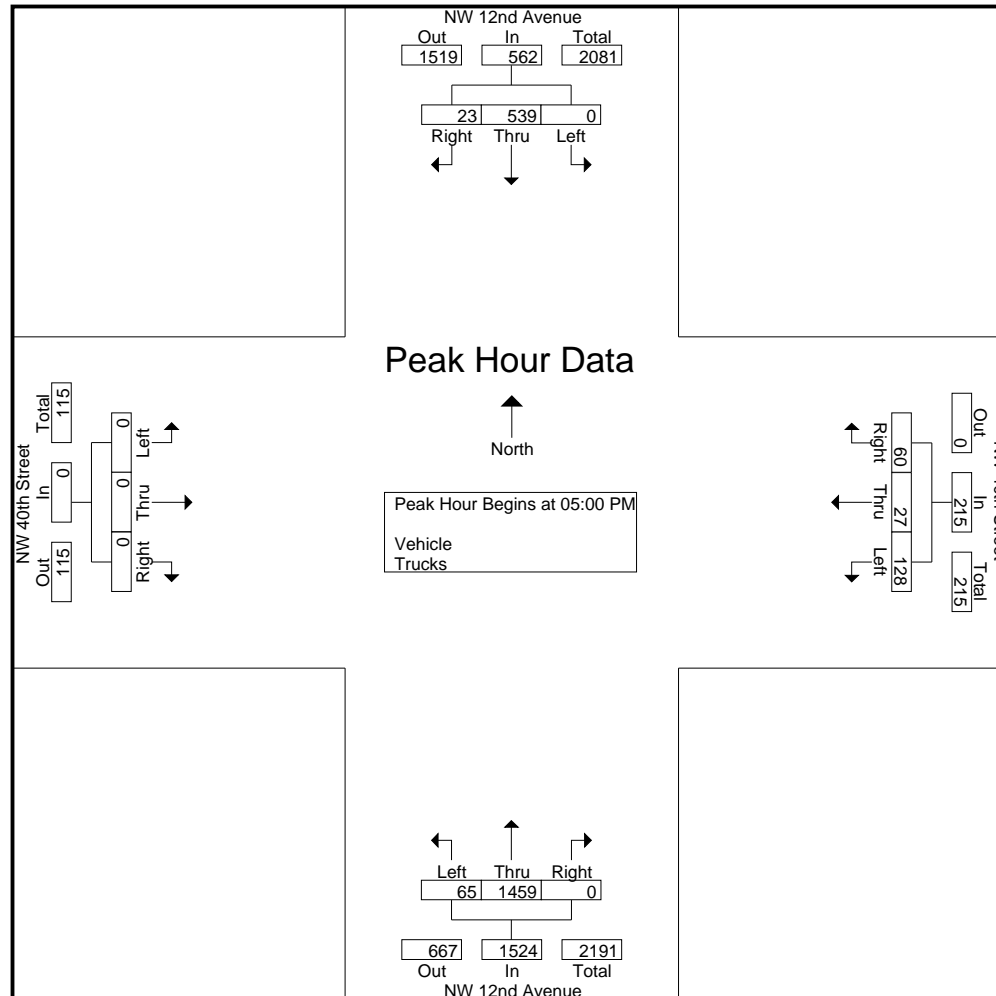
NW 12nd Avenue & NW 40th Street

File Name : TMC-1 NW 12nd Avenue & NW 40th Street

Site Code : 00000000

Start Date : 10/24/2017

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NW 12nd Avenue & NW 39th Street

File Name : TMC-2 NW 12nd Avenue & NW 39th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 1

Groups Printed- Peds & Bikes

Start Time	NW 12nd Avenue Southbound			NW 12nd Avenue Northbound			Westbound			NW 39th Street Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
07:00 AM	0	0	0	0	0	0	7	3	10	3	2	5	15
07:15 AM	0	0	0	0	0	0	6	1	7	3	0	3	10
07:30 AM	0	0	0	0	0	0	4	1	5	5	2	7	12
07:45 AM	1	0	1	0	0	0	0	0	0	1	2	3	4
Total	1	0	1	0	0	0	17	5	22	12	6	18	41
08:00 AM	0	0	0	0	0	0	4	0	4	1	0	1	5
08:15 AM	0	0	0	0	0	0	7	1	8	11	1	12	20
08:30 AM	0	0	0	0	1	1	7	1	8	3	0	3	12
08:45 AM	0	0	0	0	0	0	9	2	11	1	0	1	12
Total	0	0	0	0	1	1	27	4	31	16	1	17	49
*** BREAK ***													
03:00 PM	0	0	0	0	0	0	4	0	4	2	1	3	7
03:15 PM	0	0	0	0	0	0	5	0	5	5	3	8	13
03:30 PM	1	0	1	0	0	0	14	0	14	1	1	2	17
03:45 PM	0	1	1	0	0	0	9	1	10	9	3	12	23
Total	1	1	2	0	0	0	32	1	33	17	8	25	60
04:00 PM	5	1	6	0	0	0	14	3	17	7	0	7	30
04:15 PM	2	0	2	0	0	0	3	1	4	1	0	1	7
04:30 PM	1	0	1	1	0	1	8	0	8	3	0	3	13
04:45 PM	1	0	1	0	0	0	12	1	13	1	0	1	15
Total	9	1	10	1	0	1	37	5	42	12	0	12	65
05:00 PM	0	0	0	0	0	0	9	1	10	4	4	8	18
05:15 PM	0	0	0	0	0	0	8	4	12	4	2	6	18
05:30 PM	0	0	0	0	0	0	8	6	14	2	0	2	16
05:45 PM	4	0	4	0	1	1	14	5	19	3	1	4	28
Total	4	0	4	0	1	1	39	16	55	13	7	20	80
Grand Total	15	2	17	1	2	3	152	31	183	70	22	92	295
Apprch %	88.2	11.8		33.3	66.7		83.1	16.9		76.1	23.9		
Total %	5.1	0.7	5.8	0.3	0.7	1	51.5	10.5	62	23.7	7.5	31.2	

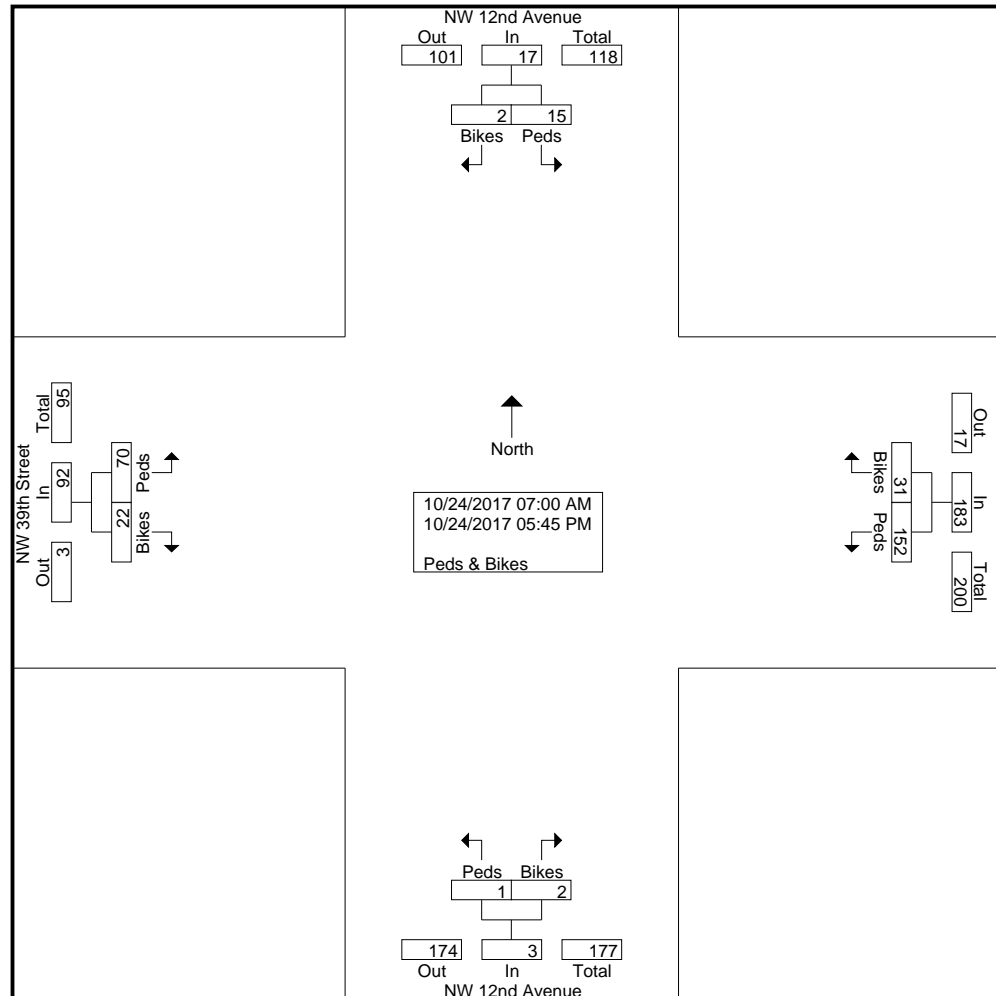
NW 12nd Avenue & NW 39th Street

File Name : TMC-2 NW 12nd Avenue & NW 39th Street

Site Code : 00000000

Start Date : 10/24/2017

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NW 12nd Avenue & NW 39th Street

File Name : TMC-2 NW 12nd Avenue & NW 39th Street
 Site Code : 00000000
 Start Date : 10/24/2017
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Start Time	NW 12nd Avenue Southbound			NW 12nd Avenue Northbound			Westbound			NW 39th Street Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	0	0	0	0	0	0	4	0	4	1	0	1	5
08:15 AM	0	0	0	0	0	0	7	1	8	11	1	12	20
08:30 AM	0	0	0	0	1	1	7	1	8	3	0	3	12
08:45 AM	0	0	0	0	0	0	9	2	11	1	0	1	12
Total Volume	0	0	0	0	1	1	27	4	31	16	1	17	49
% App. Total	0	0		0	100		87.1	12.9		94.1	5.9		
PHF	.000	.000	.000	.000	.250	.250	.750	.500	.705	.364	.250	.354	.613

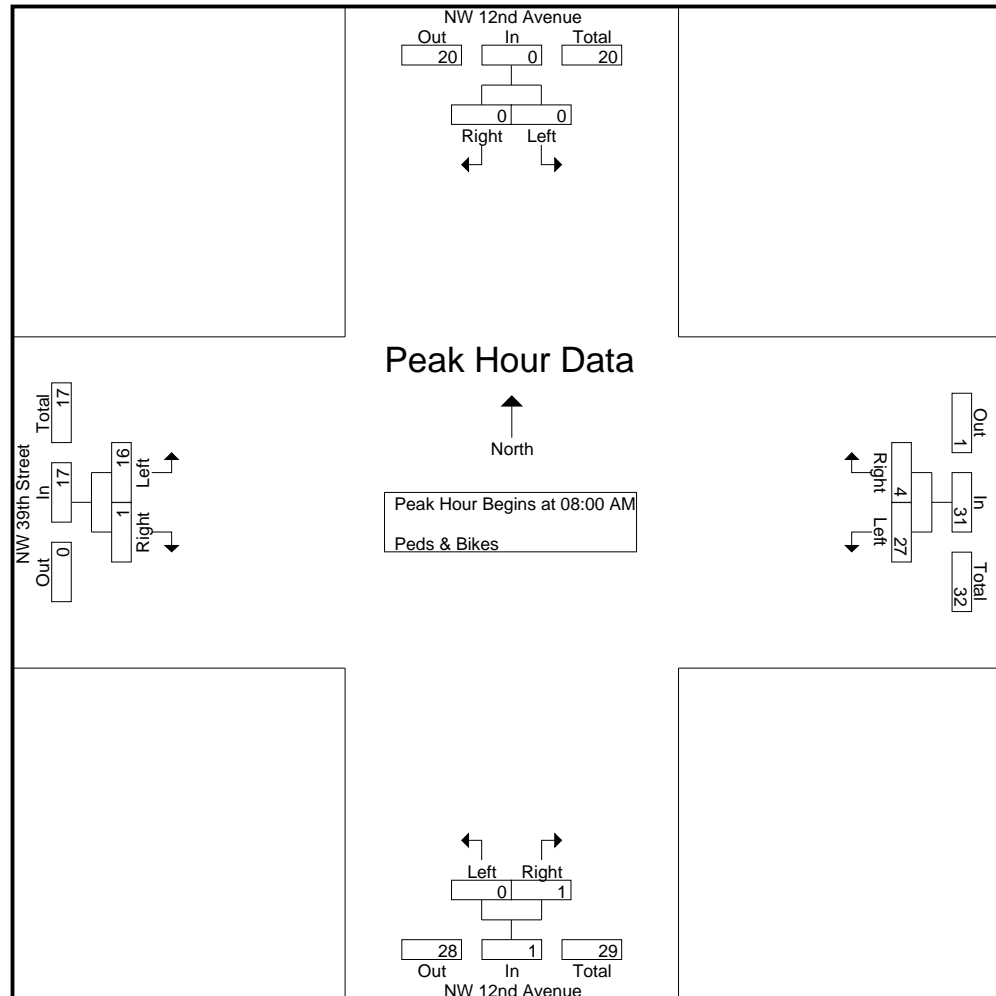
NW 12nd Avenue & NW 39th Street

File Name : TMC-2 NW 12nd Avenue & NW 39th Street

Site Code : 00000000

Start Date : 10/24/2017

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NW 12nd Avenue & NW 39th Street

File Name : TMC-2 NW 12nd Avenue & NW 39th Street

Site Code : 00000000

Start Date : 10/24/2017

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Start Time	NW 12nd Avenue Southbound			NW 12nd Avenue Northbound			Westbound			NW 39th Street Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:15 PM													
03:15 PM	0	0	0	0	0	0	5	0	5	5	3	8	13
03:30 PM	1	0	1	0	0	0	14	0	14	1	1	2	17
03:45 PM	0	1	1	0	0	0	9	1	10	9	3	12	23
04:00 PM	5	1	6	0	0	0	14	3	17	7	0	7	30
Total Volume	6	2	8	0	0	0	42	4	46	22	7	29	83
% App. Total	75	25		0	0		91.3	8.7		75.9	24.1		
PHF	.300	.500	.333	.000	.000	.000	.750	.333	.676	.611	.583	.604	.692

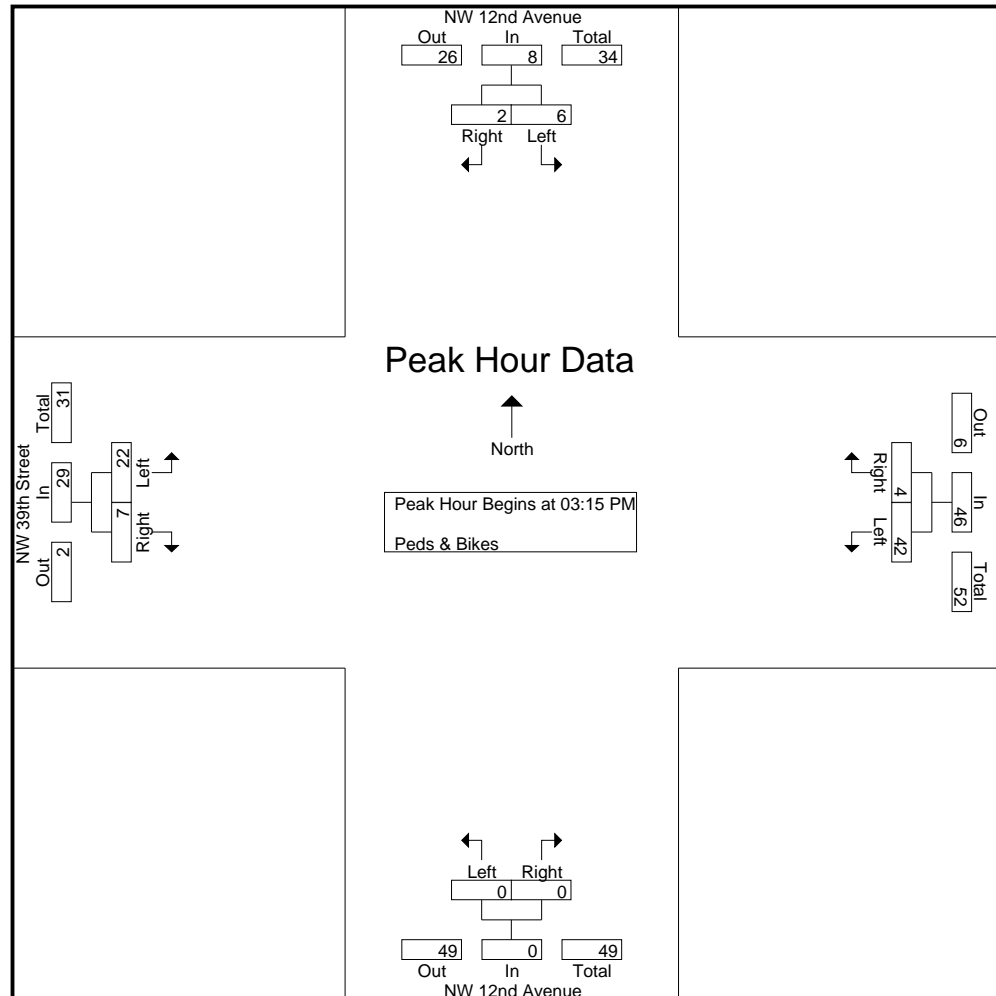
NW 12nd Avenue & NW 39th Street

File Name : TMC-2 NW 12nd Avenue & NW 39th Street

Site Code : 00000000

Start Date : 10/24/2017

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NW 12nd Avenue & NW 39th Street

File Name : TMC-2 NW 12nd Avenue & NW 39th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 1

Groups Printed- Trucks

Start Time	NW 12nd Avenue Southbound					NW 12nd Avenue Northbound					Westbound					NW 39th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
07:00 AM	0	3	11	0	14	0	0	9	0	9	0	0	0	0	0	0	3	1	5	9	32
07:15 AM	0	1	11	0	12	0	0	7	0	7	0	0	0	0	0	0	2	2	3	7	26
07:30 AM	0	0	19	0	19	0	0	12	0	12	0	0	0	0	0	0	1	0	3	4	35
07:45 AM	0	0	7	0	7	0	0	5	0	5	0	0	0	0	0	0	3	1	2	6	18
Total	0	4	48	0	52	0	0	33	0	33	0	0	0	0	0	0	9	4	13	26	111
08:00 AM	0	0	8	0	8	0	0	13	0	13	0	0	0	0	0	0	5	1	7	13	34
08:15 AM	0	1	7	0	8	0	0	12	0	12	0	0	0	0	0	0	3	0	8	11	31
08:30 AM	0	1	13	0	14	0	0	10	0	10	0	0	0	0	0	0	1	0	8	9	33
08:45 AM	0	0	13	0	13	0	0	7	0	7	0	0	0	0	0	0	2	0	4	6	26
Total	0	2	41	0	43	0	0	42	0	42	0	0	0	0	0	0	11	1	27	39	124
*** BREAK ***																					
03:00 PM	0	0	4	0	4	0	0	10	0	10	0	0	0	0	0	0	3	1	6	10	24
03:15 PM	0	0	11	0	11	0	0	14	0	14	0	0	0	0	0	0	2	1	4	7	32
03:30 PM	0	0	9	0	9	0	0	9	0	9	0	0	0	0	0	0	3	0	5	8	26
03:45 PM	0	0	8	0	8	0	0	1	0	1	0	0	0	0	0	0	4	1	1	6	15
Total	0	0	32	0	32	0	0	34	0	34	0	0	0	0	0	0	12	3	16	31	97
04:00 PM	0	0	5	0	5	0	0	7	0	7	0	0	0	0	0	0	1	0	3	4	16
04:15 PM	0	0	9	0	9	0	0	8	2	10	0	0	0	0	0	0	2	1	5	8	27
04:30 PM	0	1	6	0	7	0	0	4	0	4	0	0	0	0	0	0	2	0	6	8	19
04:45 PM	0	0	4	0	4	0	0	5	0	5	0	0	0	0	0	0	2	0	1	3	12
Total	0	1	24	0	25	0	0	24	2	26	0	0	0	0	0	0	7	1	15	23	74
05:00 PM	0	0	5	0	5	0	0	3	1	4	0	0	0	0	0	0	0	0	5	5	14
05:15 PM	0	0	14	0	14	0	0	5	0	5	0	0	0	0	0	0	1	0	1	2	21
05:30 PM	0	1	6	0	7	0	0	11	0	11	0	0	0	0	0	0	0	2	2	4	22
05:45 PM	0	0	9	0	9	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	11
Total	0	1	34	0	35	0	0	21	1	22	0	0	0	0	0	0	1	2	8	11	68
Grand Total	0	8	179	0	187	0	0	154	3	157	0	0	0	0	0	0	40	11	79	130	474
Apprch %	0	4.3	95.7	0		0	0	98.1	1.9		0	0	0	0		0	30.8	8.5	60.8		
Total %	0	1.7	37.8	0	39.5	0	0	32.5	0.6	33.1	0	0	0	0	0	0	8.4	2.3	16.7	27.4	

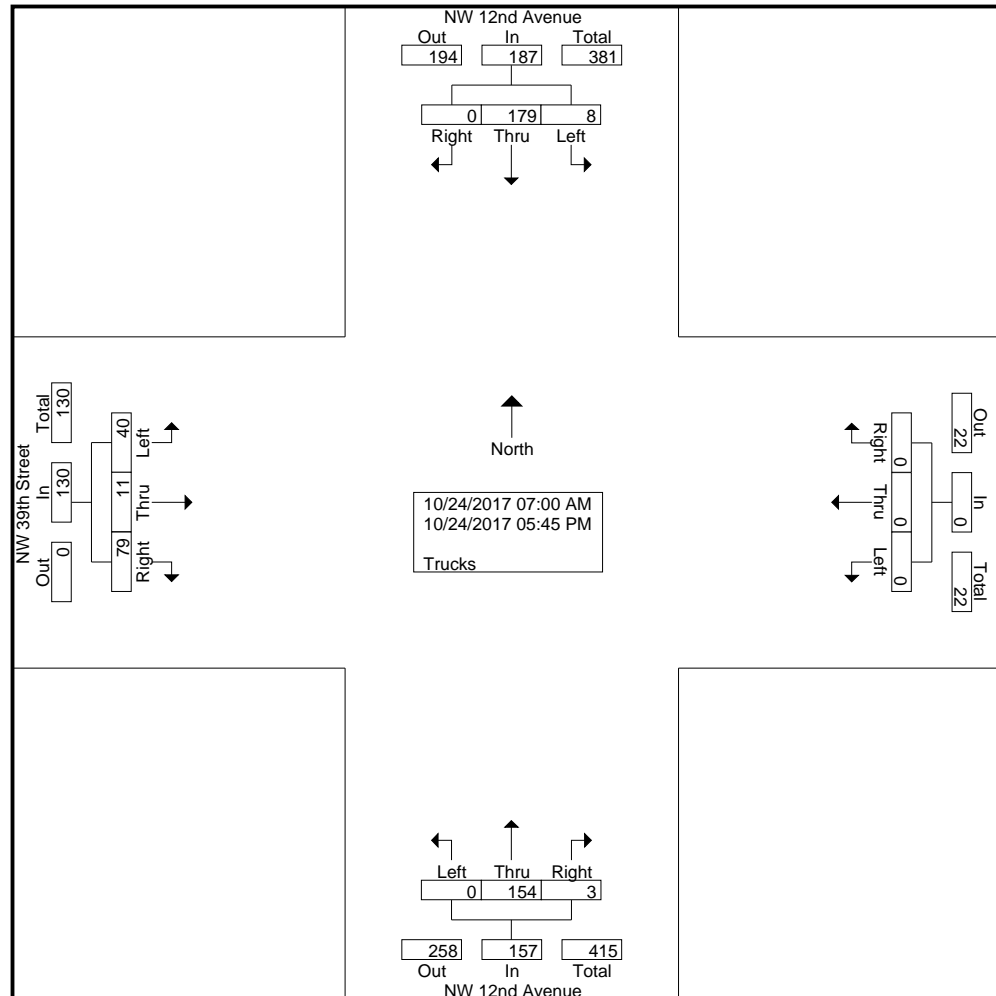
NW 12nd Avenue & NW 39th Street

File Name : TMC-2 NW 12nd Avenue & NW 39th Street

Site Code : 00000000

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NW 12nd Avenue & NW 39th Street

File Name : TMC-2 NW 12nd Avenue & NW 39th Street
 Site Code : 00000000
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Start Time	NW 12nd Avenue Southbound					NW 12nd Avenue Northbound					Westbound					NW 39th Street Eastbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 08:00 AM																						
08:00 AM	0	0	8	0	8	0	0	13	0	13	0	0	0	0	0	0	5	1	7	13	34	
08:15 AM	0	1	7	0	8	0	0	12	0	12	0	0	0	0	0	0	3	0	8	11	31	
08:30 AM	0	1	13	0	14	0	0	10	0	10	0	0	0	0	0	0	1	0	8	9	33	
08:45 AM	0	0	13	0	13	0	0	7	0	7	0	0	0	0	0	0	2	0	4	6	26	
Total Volume	0	2	41	0	43	0	0	42	0	42	0	0	0	0	0	0	11	1	27	39	124	
% App. Total	0	4.7	95.3	0		0	0	100	0		0	0	0	0		0	28.2	2.6	69.2			
PHF	.000	.500	.788	.000	.768	.000	.000	.808	.000	.808	.000	.000	.000	.000	.000	.000	.550	.250	.844	.750	.912	

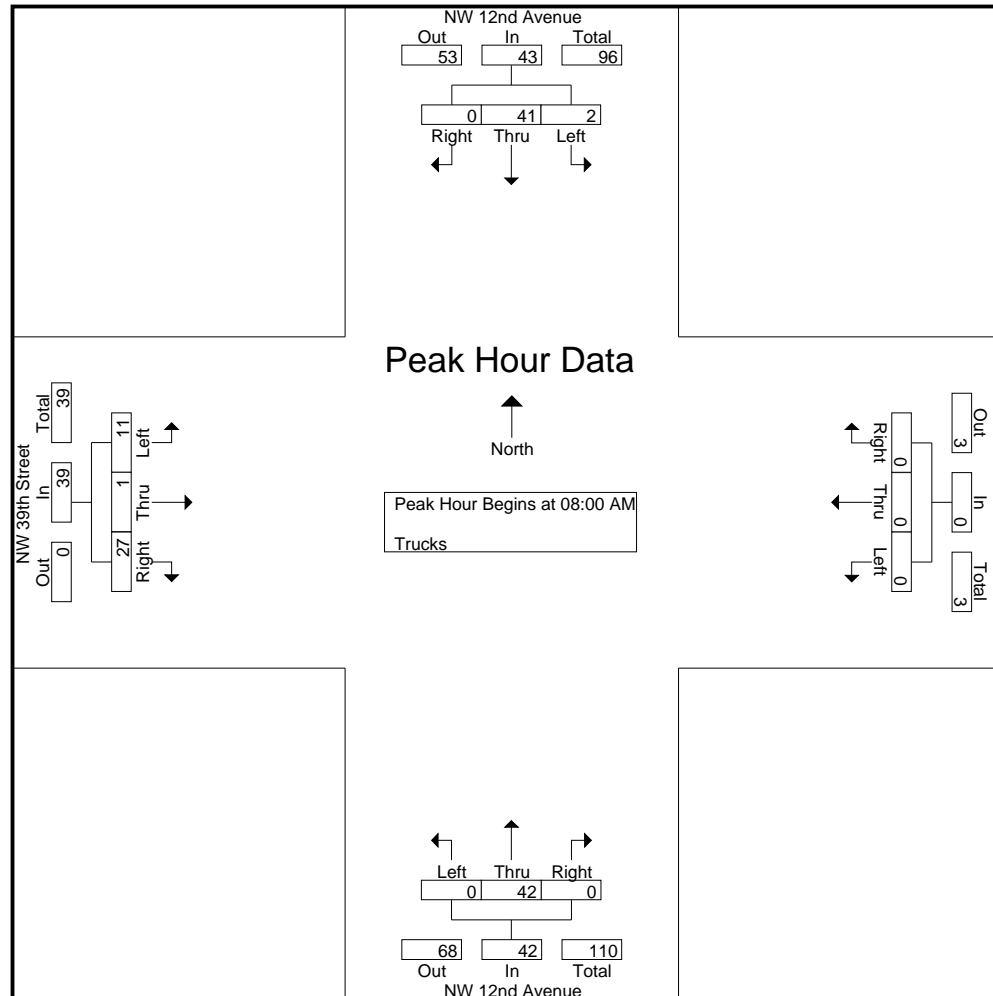
NW 12nd Avenue & NW 39th Street

File Name : TMC-2 NW 12nd Avenue & NW 39th Street

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NW 12nd Avenue & NW 39th Street

File Name : TMC-2 NW 12nd Avenue & NW 39th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 5

Start Time	NW 12nd Avenue Southbound					NW 12nd Avenue Northbound					Westbound					NW 39th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	0	0	4	0	4	0	0	10	0	10	0	0	0	0	0	0	3	1	6	10	24
03:15 PM	0	0	11	0	11	0	0	14	0	14	0	0	0	0	0	0	2	1	4	7	32
03:30 PM	0	0	9	0	9	0	0	9	0	9	0	0	0	0	0	0	3	0	5	8	26
03:45 PM	0	0	8	0	8	0	0	1	0	1	0	0	0	0	0	0	4	1	1	6	15
Total Volume	0	0	32	0	32	0	0	34	0	34	0	0	0	0	0	0	12	3	16	31	97
% App. Total	0	0	100	0		0	0	100	0		0	0	0	0		0	38.7	9.7	51.6		
PHF	.000	.000	.727	.000	.727	.000	.000	.607	.000	.607	.000	.000	.000	.000	.000	.000	.750	.750	.667	.775	.758

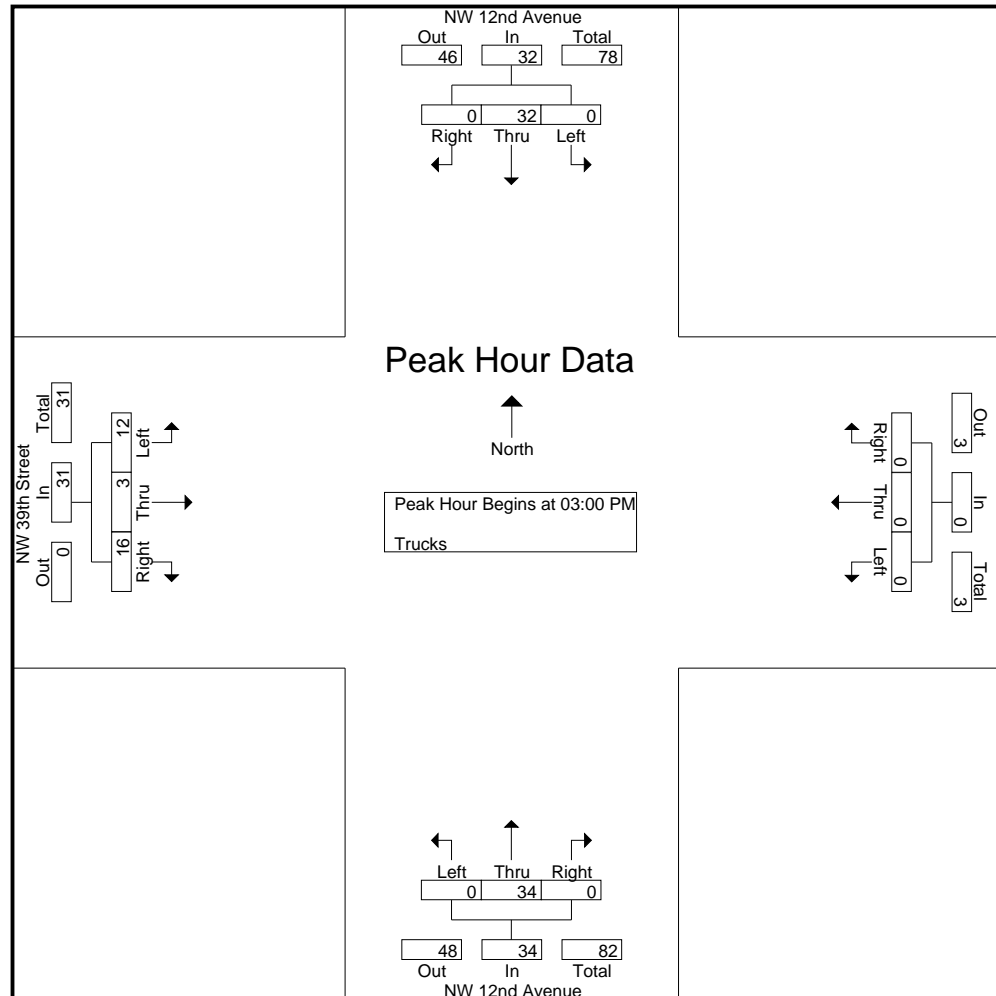
NW 12nd Avenue & NW 39th Street

File Name : TMC-2 NW 12nd Avenue & NW 39th Street

Site Code : 00000000

Start Date : 10/24/2017

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NW 12nd Avenue & NW 39th Street

File Name : TMC-2 NW 12nd Avenue & NW 39th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 1

Groups Printed- Vehicle - Trucks

Start Time	NW 12nd Avenue Southbound					NW 12nd Avenue Northbound					Westbound					NW 39th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
07:00 AM	0	14	250	0	264	0	0	115	1	116	0	0	0	0	0	0	19	27	90	136	516
07:15 AM	0	12	268	0	280	0	0	126	3	129	0	0	0	0	0	0	23	26	108	157	566
07:30 AM	0	9	240	0	249	0	0	155	2	157	0	0	0	0	0	0	12	23	93	128	534
07:45 AM	0	9	212	0	221	0	0	145	6	151	0	0	0	0	0	0	17	36	110	163	535
Total	0	44	970	0	1014	0	0	541	12	553	0	0	0	0	0	0	71	112	401	584	2151
08:00 AM	0	11	215	0	226	0	0	127	8	135	0	0	0	0	0	0	22	25	101	148	509
08:15 AM	0	9	200	0	209	0	0	145	10	155	0	0	0	0	0	0	34	24	98	156	520
08:30 AM	0	7	209	0	216	0	0	125	12	137	0	0	0	0	0	0	23	30	102	155	508
08:45 AM	0	7	207	0	214	0	0	131	7	138	0	0	0	0	0	0	24	39	121	184	536
Total	0	34	831	0	865	0	0	528	37	565	0	0	0	0	0	0	103	118	422	643	2073
*** BREAK ***																					
03:00 PM	0	12	137	0	149	0	0	233	16	249	0	0	0	0	0	0	21	15	45	81	479
03:15 PM	0	8	130	0	138	0	0	282	18	300	0	0	0	0	0	0	35	11	48	94	532
03:30 PM	0	14	114	0	128	0	0	275	12	287	0	0	0	0	0	0	40	21	57	118	533
03:45 PM	0	10	132	0	142	0	0	276	11	287	0	0	0	0	0	0	51	17	40	108	537
Total	0	44	513	0	557	0	0	1066	57	1123	0	0	0	0	0	0	147	64	190	401	2081
04:00 PM	0	10	156	0	166	0	0	282	17	299	0	0	0	0	0	0	43	19	45	107	572
04:15 PM	0	13	150	0	163	0	0	313	12	325	0	0	0	0	0	0	41	21	59	121	609
04:30 PM	0	9	151	0	160	0	0	278	6	284	0	0	0	0	0	0	75	21	34	130	574
04:45 PM	0	6	161	0	167	0	0	325	7	332	0	0	0	0	0	0	71	13	51	135	634
Total	0	38	618	0	656	0	0	1198	42	1240	0	0	0	0	0	0	230	74	189	493	2389
05:00 PM	0	4	140	0	144	0	0	299	8	307	0	0	0	0	0	0	61	15	48	124	575
05:15 PM	0	5	157	0	162	0	0	326	7	333	0	0	0	0	0	0	81	23	40	144	639
05:30 PM	0	16	157	0	173	0	0	302	11	313	0	0	0	0	0	0	68	26	50	144	630
05:45 PM	0	16	173	0	189	0	0	314	19	333	0	0	0	0	0	0	72	27	44	143	665
Total	0	41	627	0	668	0	0	1241	45	1286	0	0	0	0	0	0	282	91	182	555	2509
Grand Total	0	201	3559	0	3760	0	0	4574	193	4767	0	0	0	0	0	0	833	459	1384	2676	11203
Apprch %	0	5.3	94.7	0		0	0	96	4		0	0	0	0		0	31.1	17.2	51.7		
Total %	0	1.8	31.8	0	33.6	0	0	40.8	1.7	42.6	0	0	0	0	0	0	7.4	4.1	12.4	23.9	
Vehicle	0	193	3380	0	3573	0	0	4420	190	4610	0	0	0	0	0	0	793	448	1305	2546	10729
% Vehicle	0	96	95	0	95	0	0	96.6	98.4	96.7	0	0	0	0	0	0	95.2	97.6	94.3	95.1	95.8

NW 12nd Avenue & NW 39th Street

File Name : TMC-2 NW 12nd Avenue & NW 39th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 2

Groups Printed- Vehicle - Trucks

	NW 12nd Avenue Southbound					NW 12nd Avenue Northbound					Westbound					NW 39th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Trucks	0	8	179	0	187	0	0	154	3	157	0	0	0	0	0	0	40	11	79	130	474
% Trucks	0	4	5	0	5	0	0	3.4	1.6	3.3	0	0	0	0	0	0	4.8	2.4	5.7	4.9	4.2

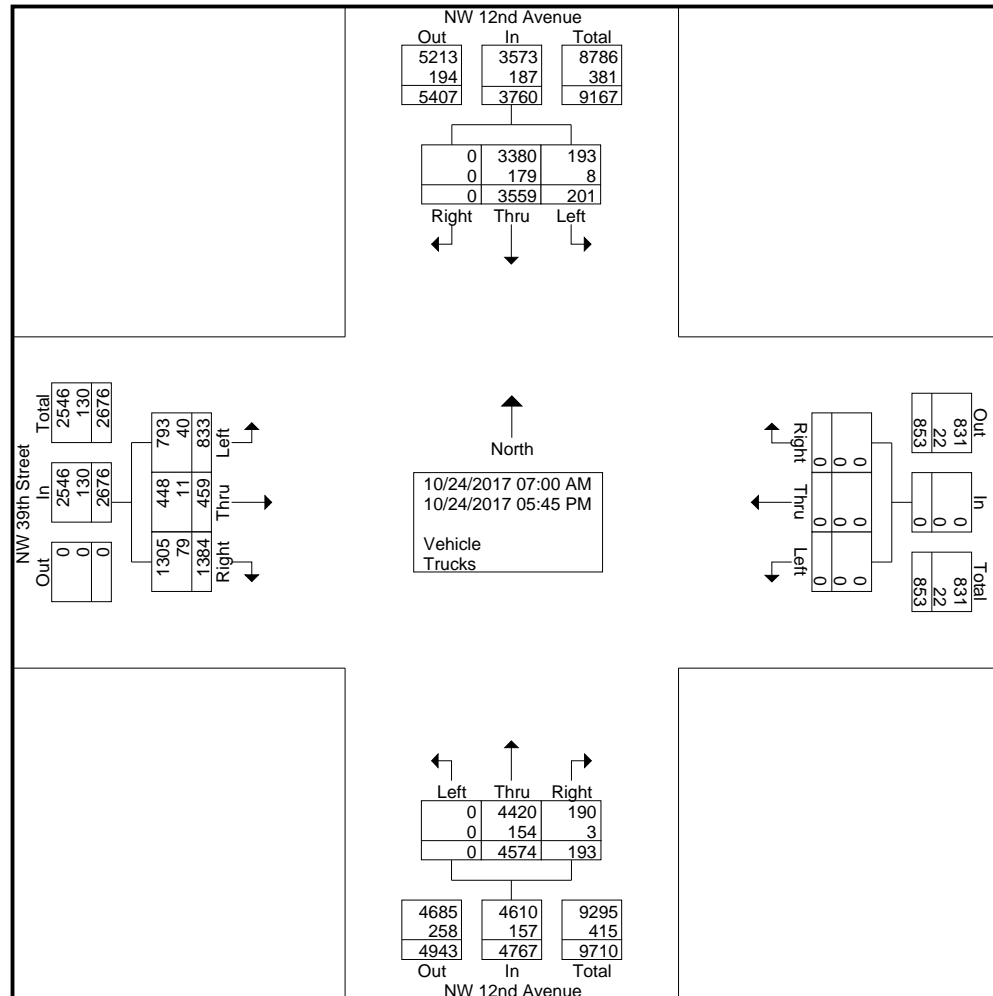
NW 12nd Avenue & NW 39th Street

File Name : TMC-2 NW 12nd Avenue & NW 39th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 3



NW 12nd Avenue & NW 39th Street

File Name : TMC-2 NW 12nd Avenue & NW 39th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 4

Start Time	NW 12nd Avenue Southbound					NW 12nd Avenue Northbound					Westbound					NW 39th Street Eastbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 07:00 AM																						
07:00 AM	0	14	250	0	264	0	0	115	1	116	0	0	0	0	0	0	19	27	90	136	516	
07:15 AM	0	12	268	0	280	0	0	126	3	129	0	0	0	0	0	0	23	26	108	157	566	
07:30 AM	0	9	240	0	249	0	0	155	2	157	0	0	0	0	0	0	12	23	93	128	534	
07:45 AM	0	9	212	0	221	0	0	145	6	151	0	0	0	0	0	0	17	36	110	163	535	
Total Volume	0	44	970	0	1014	0	0	541	12	553	0	0	0	0	0	0	71	112	401	584	2151	
% App. Total	0	4.3	95.7	0		0	0	97.8	2.2		0	0	0	0	0	0	12.2	19.2	68.7			
PHF	.000	.786	.905	.000	.905	.000	.000	.873	.500	.881	.000	.000	.000	.000	.000	.000	.772	.778	.911	.896	.950	

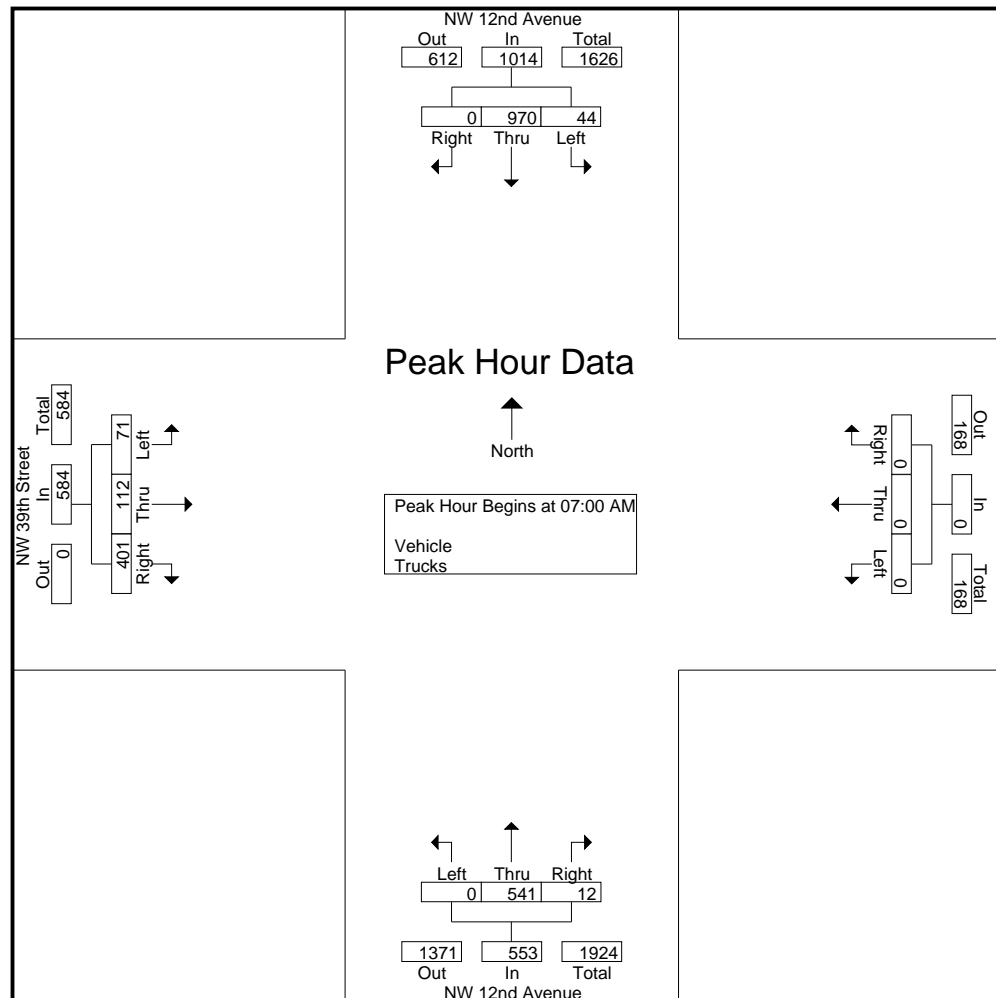
NW 12nd Avenue & NW 39th Street

File Name : TMC-2 NW 12nd Avenue & NW 39th Street

Site Code : 00000000

Start Date : 10/24/2017

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NW 12nd Avenue & NW 39th Street

File Name : TMC-2 NW 12nd Avenue & NW 39th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 6

Start Time	NW 12nd Avenue Southbound					NW 12nd Avenue Northbound					Westbound					NW 39th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	4	140	0	144	0	0	299	8	307	0	0	0	0	0	0	61	15	48	124	575
05:15 PM	0	5	157	0	162	0	0	326	7	333	0	0	0	0	0	0	81	23	40	144	639
05:30 PM	0	16	157	0	173	0	0	302	11	313	0	0	0	0	0	0	68	26	50	144	630
05:45 PM	0	16	173	0	189	0	0	314	19	333	0	0	0	0	0	0	72	27	44	143	665
Total Volume	0	41	627	0	668	0	0	1241	45	1286	0	0	0	0	0	0	282	91	182	555	2509
% App. Total	0	6.1	93.9	0		0	0	96.5	3.5		0	0	0	0	0	0	50.8	16.4	32.8		
PHF	.000	.641	.906	.000	.884	.000	.000	.952	.592	.965	.000	.000	.000	.000	.000	.000	.870	.843	.910	.964	.943

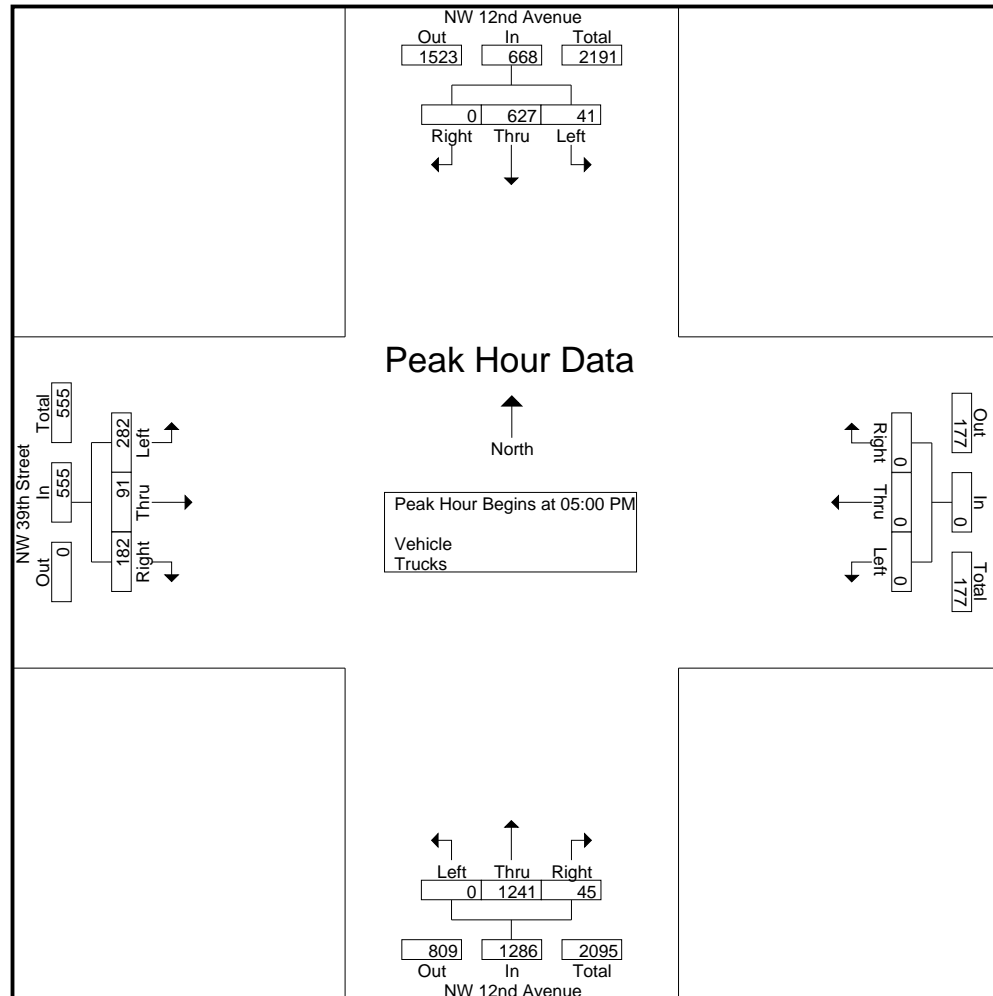
NW 12nd Avenue & NW 39th Street

File Name : TMC-2 NW 12nd Avenue & NW 39th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 7



NW 10th Avenue & NW 39th Street

File Name : TMC-3 NW 10th Avenue & NW 39th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 1

Groups Printed- Peds & Bikes

Start Time	NW 10th Avenue Southbound			NW 10th Avenue Northbound			Westbound			NW 39th Street Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
07:00 AM	0	0	0	0	0	0	3	1	4	1	1	2	6
07:15 AM	0	0	0	0	0	0	0	0	0	2	2	4	4
07:30 AM	0	0	0	0	0	0	3	0	3	1	2	3	6
07:45 AM	0	0	0	0	0	0	3	0	3	1	1	2	5
Total	0	0	0	0	0	0	9	1	10	5	6	11	21
08:00 AM	0	0	0	0	0	0	3	1	4	1	0	1	5
08:15 AM	0	0	0	0	0	0	2	1	3	1	3	4	7
08:30 AM	0	0	0	0	0	0	2	1	3	0	2	2	5
08:45 AM	0	0	0	0	0	0	2	1	3	0	3	3	6
Total	0	0	0	0	0	0	9	4	13	2	8	10	23
*** BREAK ***													
03:00 PM	0	0	0	0	0	0	2	2	4	2	3	5	9
03:15 PM	0	0	0	0	0	0	0	6	6	5	1	6	12
03:30 PM	0	0	0	0	0	0	5	1	6	0	1	1	7
03:45 PM	0	0	0	0	0	0	0	1	1	4	2	6	7
Total	0	0	0	0	0	0	7	10	17	11	7	18	35
04:00 PM	0	0	0	0	0	0	1	2	3	0	1	1	4
04:15 PM	0	0	0	0	0	0	1	1	2	1	2	3	5
04:30 PM	0	0	0	0	0	0	4	1	5	0	0	0	5
04:45 PM	0	0	0	0	0	0	2	3	5	2	1	3	8
Total	0	0	0	0	0	0	8	7	15	3	4	7	22
05:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	1
05:15 PM	0	0	0	0	0	0	2	1	3	2	3	5	8
05:30 PM	0	0	0	0	0	0	5	2	7	0	3	3	10
05:45 PM	0	0	0	0	0	0	3	1	4	3	3	6	10
Total	0	0	0	0	0	0	11	4	15	5	9	14	29
Grand Total	0	0	0	0	0	0	44	26	70	26	34	60	130
Apprch %	0	0	0	0	0	0	62.9	37.1		43.3	56.7		
Total %	0	0	0	0	0	0	33.8	20	53.8	20	26.2	46.2	

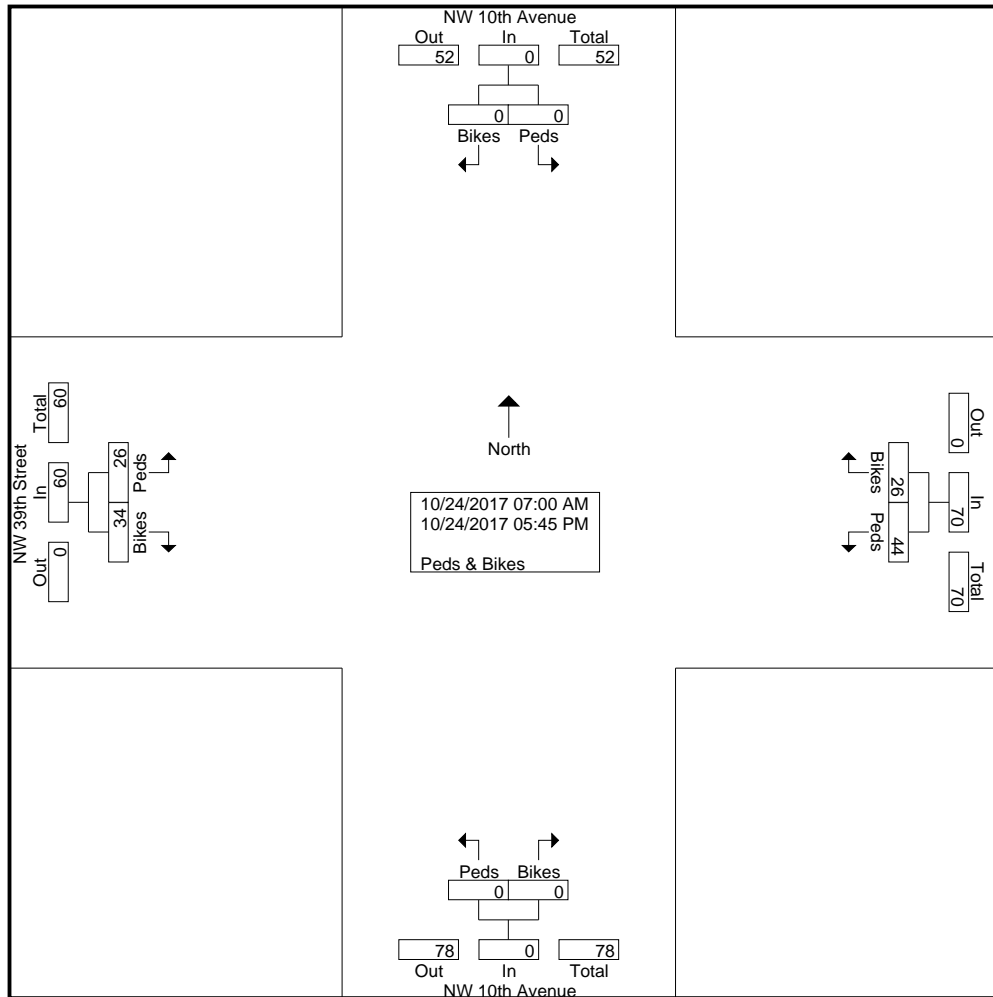
NW 10th Avenue & NW 39th Street

File Name : TMC-3 NW 10th Avenue & NW 39th Street

Site Code : 00000000

Start Date : 10/24/2017

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NW 10th Avenue & NW 39th Street

File Name : TMC-3 NW 10th Avenue & NW 39th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 3

Start Time	NW 10th Avenue Southbound			NW 10th Avenue Northbound			Westbound			NW 39th Street Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	0	0	0	0	0	0	3	0	3	1	2	3	6
07:45 AM	0	0	0	0	0	0	3	0	3	1	1	2	5
08:00 AM	0	0	0	0	0	0	3	1	4	1	0	1	5
08:15 AM	0	0	0	0	0	0	2	1	3	1	3	4	7
Total Volume	0	0	0	0	0	0	11	2	13	4	6	10	23
% App. Total	0	0	0	0	0	0	84.6	15.4		40	60		
PHF	.000	.000	.000	.000	.000	.000	.917	.500	.813	1.00	.500	.625	.821

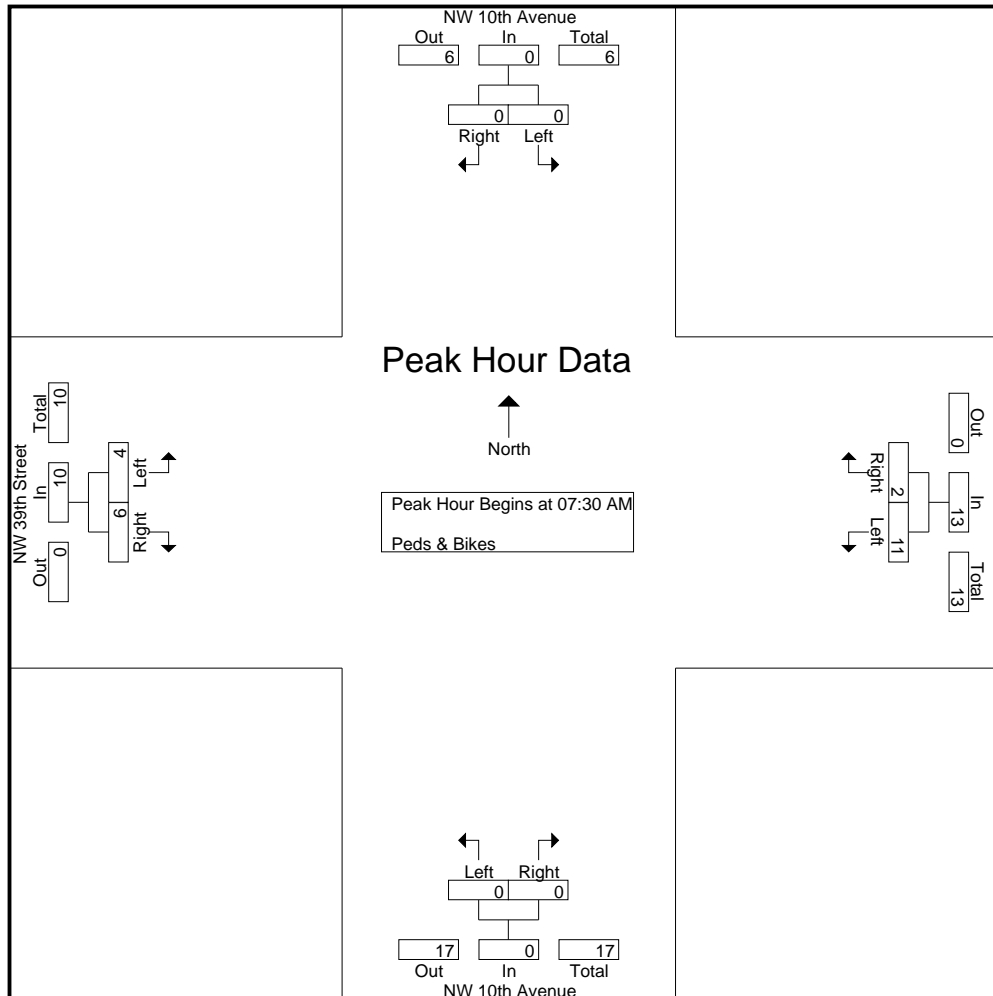
NW 10th Avenue & NW 39th Street

File Name : TMC-3 NW 10th Avenue & NW 39th Street

Site Code : 00000000

Start Date : 10/24/2017

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NW 10th Avenue & NW 39th Street

File Name : TMC-3 NW 10th Avenue & NW 39th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 5

Start Time	NW 10th Avenue Southbound			NW 10th Avenue Northbound			Westbound			NW 39th Street Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:00 PM													
03:00 PM	0	0	0	0	0	0	2	2	4	2	3	5	9
03:15 PM	0	0	0	0	0	0	0	6	6	5	1	6	12
03:30 PM	0	0	0	0	0	0	5	1	6	0	1	1	7
03:45 PM	0	0	0	0	0	0	0	1	1	4	2	6	7
Total Volume	0	0	0	0	0	0	7	10	17	11	7	18	35
% App. Total	0	0	0	0	0	0	41.2	58.8		61.1	38.9		
PHF	.000	.000	.000	.000	.000	.000	.350	.417	.708	.550	.583	.750	.729

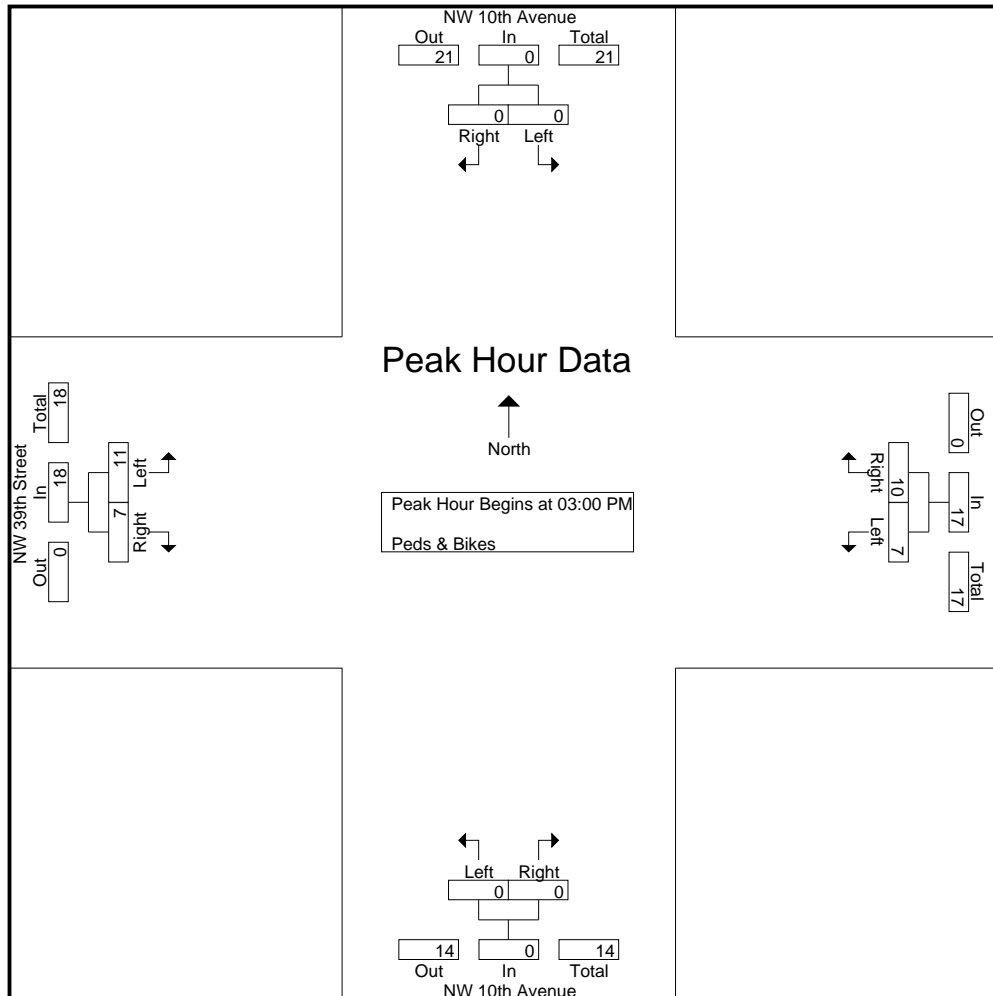
NW 10th Avenue & NW 39th Street

File Name : TMC-3 NW 10th Avenue & NW 39th Street

Site Code : 00000000

Start Date : 10/24/2017

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NW 10th Avenue & NW 39th Street

File Name : TMC-3 NW 10th Avenue & NW 39th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 1

Groups Printed- Trucks

Start Time	NW 10th Avenue Southbound					NW 10th Avenue Northbound					Westbound					NW 39th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	0	0	2	2	6
07:15 AM	0	1	0	0	1	0	0	1	5	6	0	0	0	0	0	0	0	2	1	3	10
07:30 AM	0	0	2	0	2	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	5
07:45 AM	0	0	2	0	2	0	0	1	5	6	0	0	0	0	0	0	0	0	1	1	9
Total	0	1	4	0	5	0	0	5	14	19	0	0	0	0	0	0	0	2	4	6	30
08:00 AM	0	0	1	0	1	0	0	3	1	4	0	0	0	0	0	0	2	1	0	3	8
08:15 AM	0	0	1	0	1	0	0	2	1	3	0	0	0	0	0	0	0	1	2	3	7
08:30 AM	0	0	1	0	1	0	0	3	3	6	0	0	0	0	0	0	0	1	0	1	8
08:45 AM	0	0	1	0	1	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	4	0	4	0	0	9	6	15	0	0	0	0	0	0	2	3	2	7	26
*** BREAK ***																					
03:00 PM	0	0	1	0	1	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	5
03:15 PM	0	0	2	0	2	0	0	4	3	7	0	0	0	0	0	0	0	0	3	3	12
03:30 PM	0	1	2	0	3	0	0	1	4	5	0	0	0	0	0	0	0	0	0	0	8
03:45 PM	0	0	0	0	0	0	0	2	4	6	0	0	0	0	0	0	0	0	0	0	6
Total	0	1	5	0	6	0	0	11	11	22	0	0	0	0	0	0	0	0	3	3	31
04:00 PM	0	0	1	0	1	0	0	2	4	6	0	0	0	0	0	0	0	0	0	0	7
04:15 PM	0	0	0	0	0	0	0	3	3	6	0	0	0	0	0	0	0	1	2	3	9
04:30 PM	0	0	2	0	2	0	0	11	0	11	0	0	0	0	0	0	1	0	1	2	15
04:45 PM	0	0	0	0	0	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	8
Total	0	0	3	0	3	0	0	24	7	31	0	0	0	0	0	0	1	1	3	5	39
05:00 PM	0	0	0	0	0	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	8
05:15 PM	0	0	1	0	1	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	3
05:30 PM	0	0	1	0	1	0	0	3	0	3	0	0	0	0	0	0	0	0	2	2	6
05:45 PM	0	0	0	0	0	0	0	5	3	8	0	0	0	0	0	0	0	0	0	0	8
Total	0	0	2	0	2	0	0	18	3	21	0	0	0	0	0	0	0	0	2	2	25
Grand Total	0	2	18	0	20	0	0	67	41	108	0	0	0	0	0	0	3	6	14	23	151
Apprch %	0	10	90	0		0	0	62	38		0	0	0	0		0	13	26.1	60.9		
Total %	0	1.3	11.9	0	13.2	0	0	44.4	27.2	71.5	0	0	0	0	0	0	2	4	9.3	15.2	

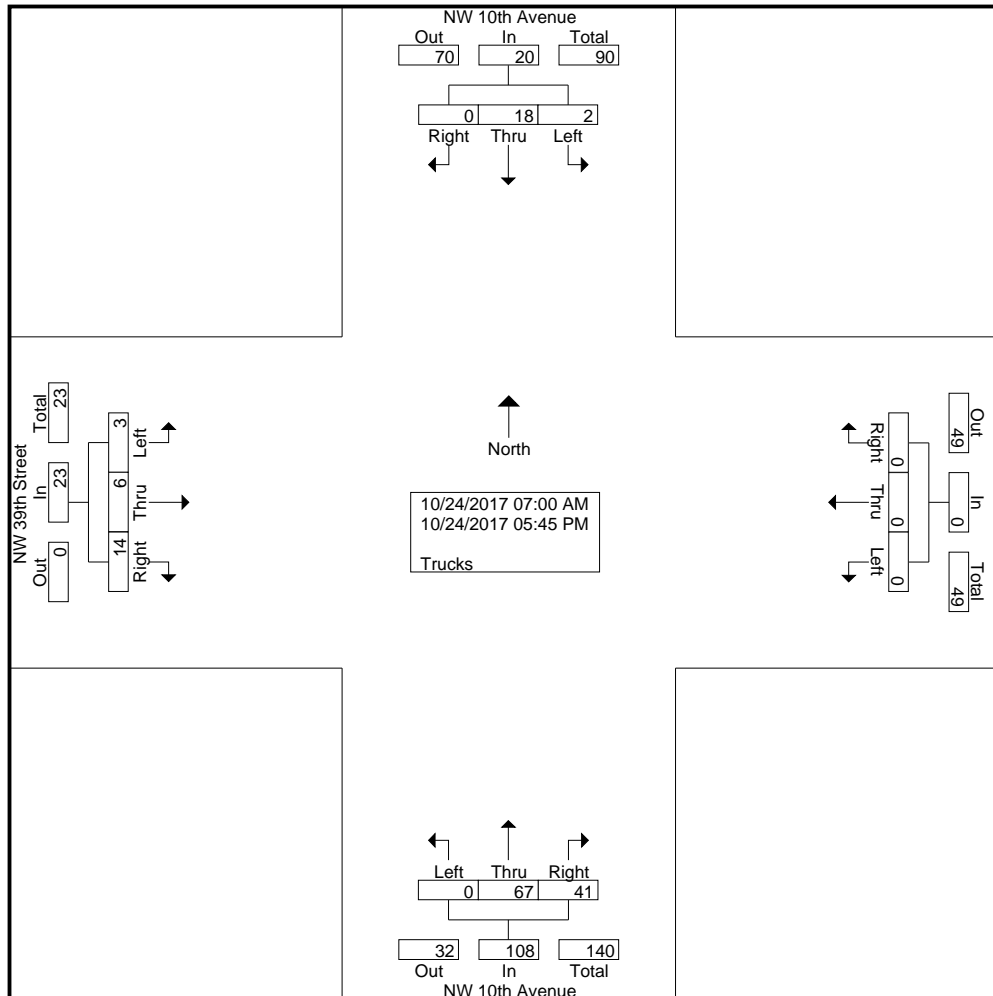
NW 10th Avenue & NW 39th Street

File Name : TMC-3 NW 10th Avenue & NW 39th Street

Site Code : 00000000

Start Date : 10/24/2017

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NW 10th Avenue & NW 39th Street

File Name : TMC-3 NW 10th Avenue & NW 39th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 3

Start Time	NW 10th Avenue Southbound					NW 10th Avenue Northbound					Westbound					NW 39th Street Eastbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 07:15 AM																						
07:15 AM	0	1	0	0	1	0	0	1	5	6	0	0	0	0	0	0	0	2	1	3	10	
07:30 AM	0	0	2	0	2	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	5	
07:45 AM	0	0	2	0	2	0	0	1	5	6	0	0	0	0	0	0	0	0	1	1	9	
08:00 AM	0	0	1	0	1	0	0	3	1	4	0	0	0	0	0	0	2	1	0	3	8	
Total Volume	0	1	5	0	6	0	0	6	13	19	0	0	0	0	0	0	2	3	2	7	32	
% App. Total	0	16.7	83.3	0		0	0	31.6	68.4		0	0	0	0		0	28.6	42.9	28.6			
PHF	.000	.250	.625	.000	.750	.000	.000	.500	.650	.792	.000	.000	.000	.000	.000	.000	.250	.375	.500	.583	.800	

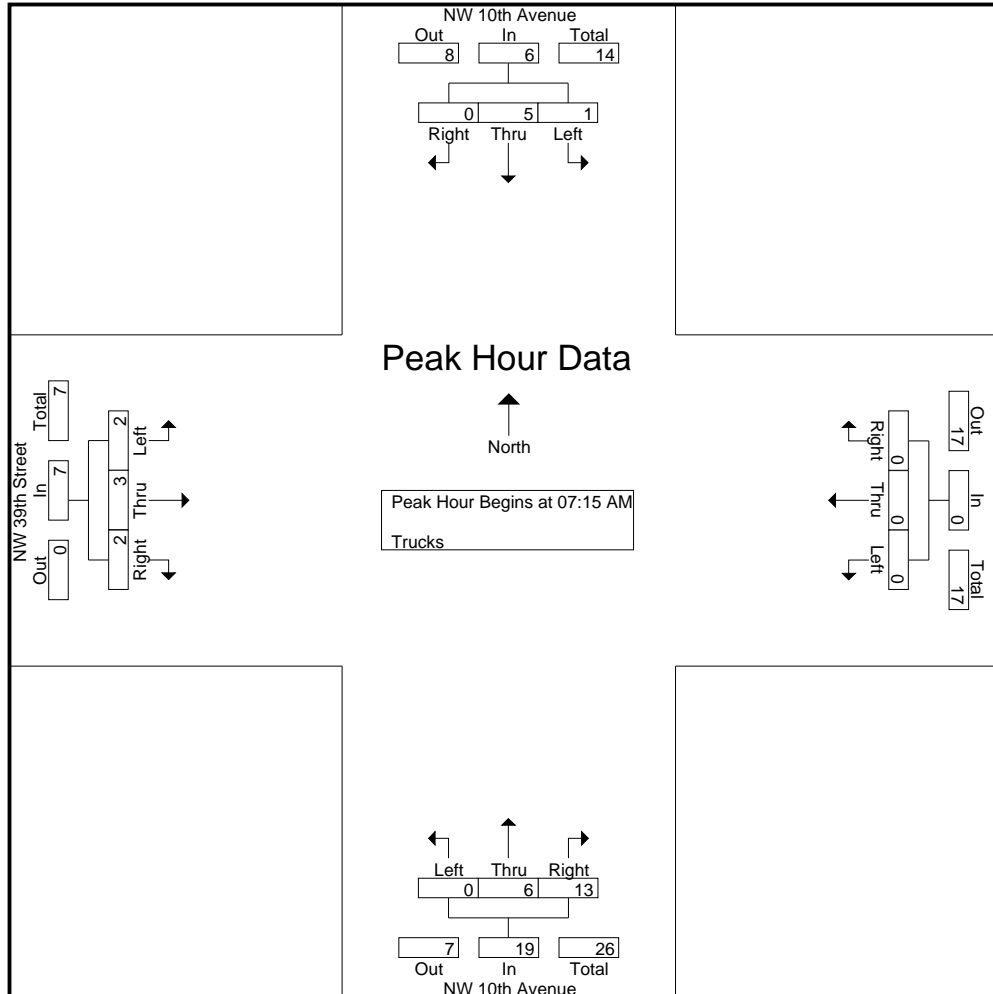
NW 10th Avenue & NW 39th Street

File Name : TMC-3 NW 10th Avenue & NW 39th Street

Site Code : 00000000

Start Date : 10/24/2017

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NW 10th Avenue & NW 39th Street

File Name : TMC-3 NW 10th Avenue & NW 39th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 5

Start Time	NW 10th Avenue Southbound					NW 10th Avenue Northbound					Westbound					NW 39th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	0	0	0	0	0	0	3	3	6	0	0	0	0	0	0	0	1	2	3	9
04:30 PM	0	0	2	0	2	0	0	11	0	11	0	0	0	0	0	0	1	0	1	2	15
04:45 PM	0	0	0	0	0	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	8
05:00 PM	0	0	0	0	0	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	8
Total Volume	0	0	2	0	2	0	0	30	3	33	0	0	0	0	0	0	1	1	3	5	40
% App. Total	0	0	100	0		0	0	90.9	9.1		0	0	0	0		0	20	20	60		
PHF	.000	.000	.250	.000	.250	.000	.000	.682	.250	.750	.000	.000	.000	.000	.000	.000	.250	.250	.375	.417	.667

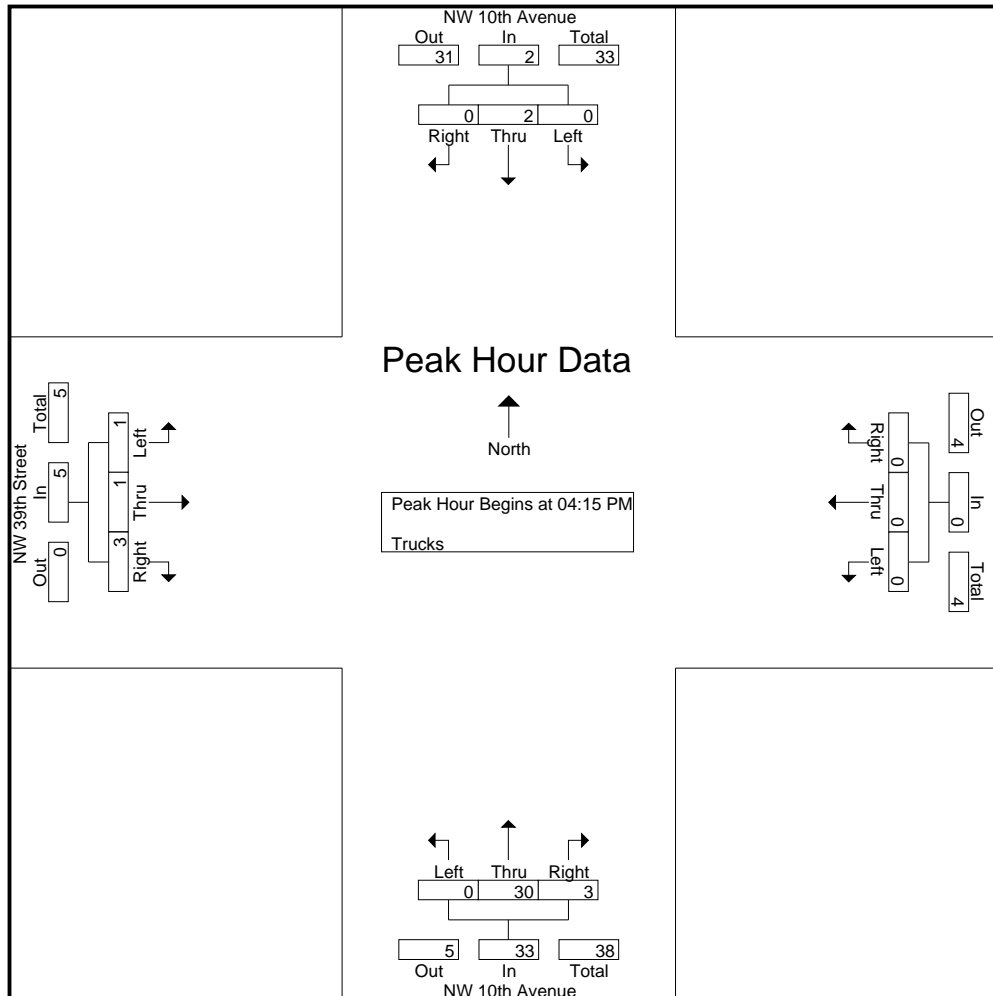
NW 10th Avenue & NW 39th Street

File Name : TMC-3 NW 10th Avenue & NW 39th Street

Site Code : 00000000

Start Date : 10/24/2017

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NW 10th Avenue & NW 39th Street

File Name : TMC-3 NW 10th Avenue & NW 39th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 1

Groups Printed- Vehicle - Trucks

Start Time	NW 10th Avenue Southbound					NW 10th Avenue Northbound					Westbound					NW 39th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
07:00 AM	0	4	81	0	85	0	0	40	28	68	0	0	0	0	0	0	8	21	20	49	202
07:15 AM	0	4	119	0	123	0	0	42	36	78	0	0	0	0	0	0	7	18	14	39	240
07:30 AM	0	7	112	0	119	0	0	58	49	107	0	0	0	0	0	0	5	13	10	28	254
07:45 AM	0	6	109	0	115	0	0	75	45	120	0	0	0	0	0	0	16	20	14	50	285
Total	0	21	421	0	442	0	0	215	158	373	0	0	0	0	0	0	36	72	58	166	981
08:00 AM	0	8	103	0	111	0	0	64	47	111	0	0	0	0	0	0	12	21	11	44	266
08:15 AM	0	7	70	0	77	0	0	52	30	82	0	0	0	0	0	0	15	21	12	48	207
08:30 AM	0	4	106	0	110	0	0	48	32	80	0	0	0	0	0	0	16	16	13	45	235
08:45 AM	0	3	83	0	86	0	0	43	23	66	0	0	0	0	0	0	17	18	14	49	201
Total	0	22	362	0	384	0	0	207	132	339	0	0	0	0	0	0	60	76	50	186	909
*** BREAK ***																					
03:00 PM	0	1	41	0	42	0	0	130	12	142	0	0	0	0	0	0	26	6	11	43	227
03:15 PM	0	2	51	0	53	0	0	140	20	160	0	0	0	0	0	0	20	5	12	37	250
03:30 PM	0	7	49	0	56	0	0	89	70	159	0	0	0	0	0	0	6	25	16	47	262
03:45 PM	0	12	49	0	61	0	0	124	99	223	0	0	0	0	0	0	10	24	6	40	324
Total	0	22	190	0	212	0	0	483	201	684	0	0	0	0	0	0	62	60	45	167	1063
04:00 PM	0	12	42	0	54	0	0	130	82	212	0	0	0	0	0	0	12	20	12	44	310
04:15 PM	0	9	43	0	52	0	0	139	64	203	0	0	0	0	0	0	14	22	14	50	305
04:30 PM	0	0	54	0	54	0	0	195	0	195	0	0	0	0	0	0	23	1	14	38	287
04:45 PM	0	0	42	0	42	0	0	206	0	206	0	0	0	0	0	0	18	2	8	28	276
Total	0	21	181	0	202	0	0	670	146	816	0	0	0	0	0	0	67	45	48	160	1178
05:00 PM	0	2	47	0	49	0	0	165	3	168	0	0	0	0	0	0	11	1	14	26	243
05:15 PM	0	0	45	0	45	0	0	176	0	176	0	0	0	0	0	0	24	3	9	36	257
05:30 PM	0	1	59	0	60	0	0	190	0	190	0	0	0	0	0	0	22	1	25	48	298
05:45 PM	0	3	57	0	60	0	0	166	24	190	0	0	0	0	0	0	28	11	19	58	308
Total	0	6	208	0	214	0	0	697	27	724	0	0	0	0	0	0	85	16	67	168	1106
Grand Total	0	92	1362	0	1454	0	0	2272	664	2936	0	0	0	0	0	0	310	269	268	847	5237
Apprch %	0	6.3	93.7	0		0	0	77.4	22.6		0	0	0	0		0	36.6	31.8	31.6		
Total %	0	1.8	26	0	27.8	0	0	43.4	12.7	56.1	0	0	0	0	0	0	5.9	5.1	5.1	16.2	
Vehicle	0	90	1344	0	1434	0	0	2205	623	2828	0	0	0	0	0	0	307	263	254	824	5086
% Vehicle	0	97.8	98.7	0	98.6	0	0	97.1	93.8	96.3	0	0	0	0	0	0	99	97.8	94.8	97.3	97.1

NW 10th Avenue & NW 39th Street

File Name : TMC-3 NW 10th Avenue & NW 39th Street
 Site Code : 00000000
 Start Date : 10/24/2017
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Groups Printed- Vehicle - Trucks

	NW 10th Avenue Southbound					NW 10th Avenue Northbound					Westbound					NW 39th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Trucks	0	2	18	0	20	0	0	67	41	108	0	0	0	0	0	0	3	6	14	23	151
% Trucks	0	2.2	1.3	0	1.4	0	0	2.9	6.2	3.7	0	0	0	0	0	0	1	2.2	5.2	2.7	2.9

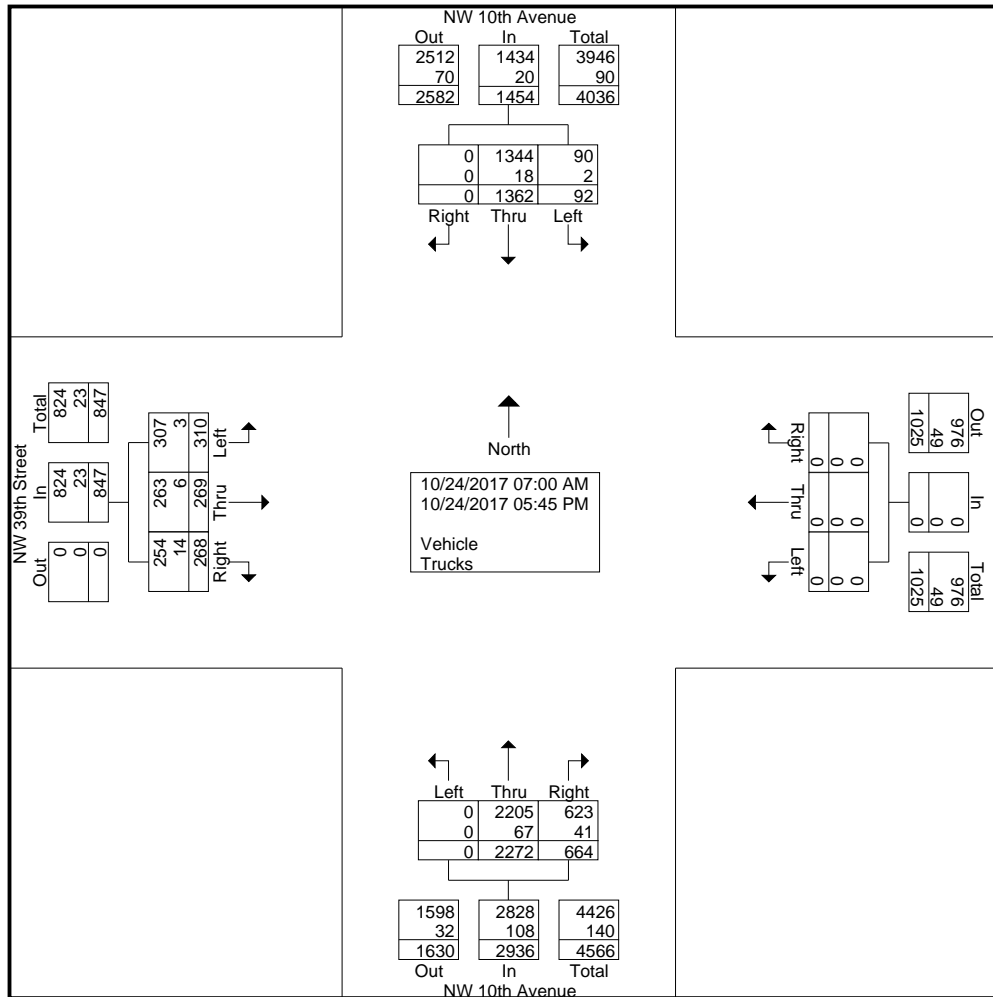
NW 10th Avenue & NW 39th Street

File Name : TMC-3 NW 10th Avenue & NW 39th Street

Site Code : 00000000

Start Date : 10/24/2017

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NW 10th Avenue & NW 39th Street

File Name : TMC-3 NW 10th Avenue & NW 39th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 4

Start Time	NW 10th Avenue Southbound					NW 10th Avenue Northbound					Westbound					NW 39th Street Eastbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 07:15 AM																						
07:15 AM	0	4	119	0	123	0	0	42	36	78	0	0	0	0	0	0	7	18	14	39	240	
07:30 AM	0	7	112	0	119	0	0	58	49	107	0	0	0	0	0	0	5	13	10	28	254	
07:45 AM	0	6	109	0	115	0	0	75	45	120	0	0	0	0	0	0	16	20	14	50	285	
08:00 AM	0	8	103	0	111	0	0	64	47	111	0	0	0	0	0	0	12	21	11	44	266	
Total Volume	0	25	443	0	468	0	0	239	177	416	0	0	0	0	0	0	40	72	49	161	1045	
% App. Total	0	5.3	94.7	0		0	0	57.5	42.5		0	0	0	0		0	24.8	44.7	30.4			
PHF	.000	.781	.931	.000	.951	.000	.000	.797	.903	.867	.000	.000	.000	.000	.000	.000	.625	.857	.875	.805	.917	

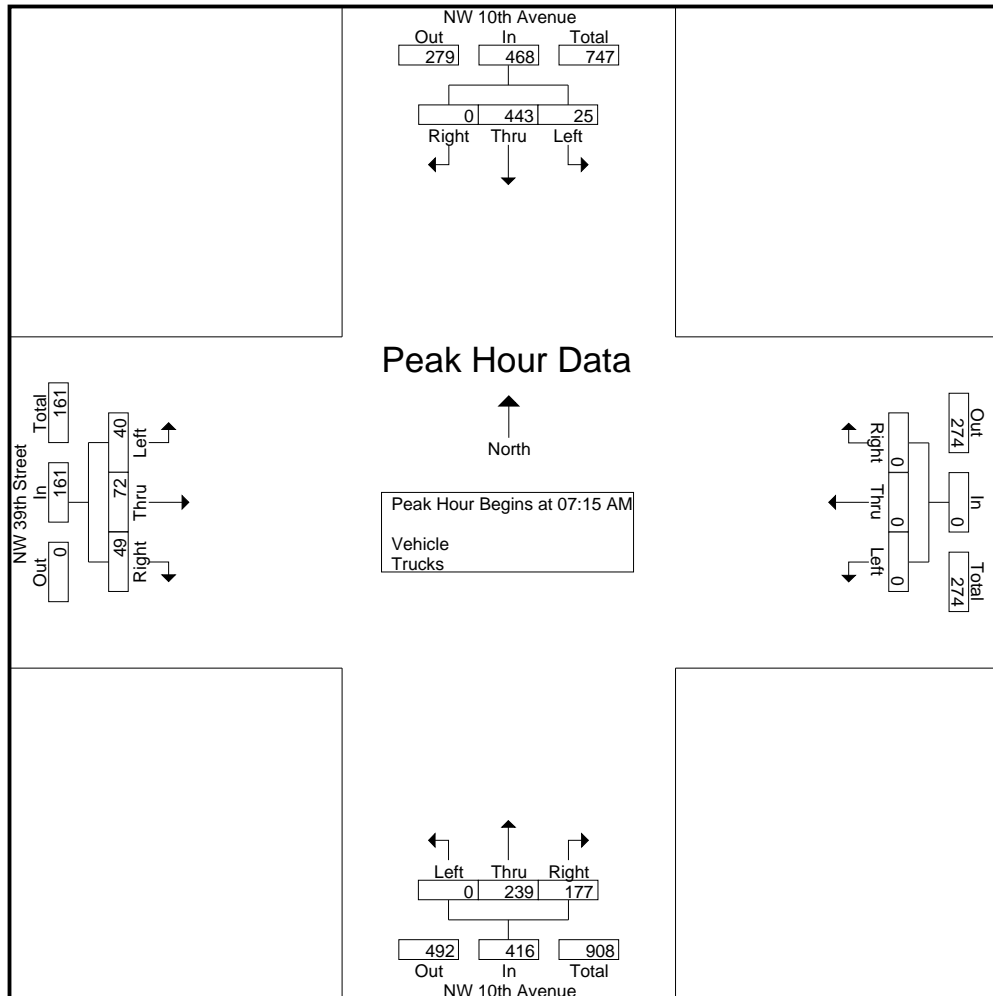
NW 10th Avenue & NW 39th Street

File Name : TMC-3 NW 10th Avenue & NW 39th Street

Site Code : 00000000

Start Date : 10/24/2017

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NW 10th Avenue & NW 39th Street

File Name : TMC-3 NW 10th Avenue & NW 39th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 6

Start Time	NW 10th Avenue Southbound					NW 10th Avenue Northbound					Westbound					NW 39th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:45 PM																					
03:45 PM	0	12	49	0	61	0	0	124	99	223	0	0	0	0	0	0	10	24	6	40	324
04:00 PM	0	12	42	0	54	0	0	130	82	212	0	0	0	0	0	0	12	20	12	44	310
04:15 PM	0	9	43	0	52	0	0	139	64	203	0	0	0	0	0	0	14	22	14	50	305
04:30 PM	0	0	54	0	54	0	0	195	0	195	0	0	0	0	0	0	23	1	14	38	287
Total Volume	0	33	188	0	221	0	0	588	245	833	0	0	0	0	0	0	59	67	46	172	1226
% App. Total	0	14.9	85.1	0		0	0	70.6	29.4		0	0	0	0	0	0	34.3	39	26.7		
PHF	.000	.688	.870	.000	.906	.000	.000	.754	.619	.934	.000	.000	.000	.000	.000	.000	.641	.698	.821	.860	.946

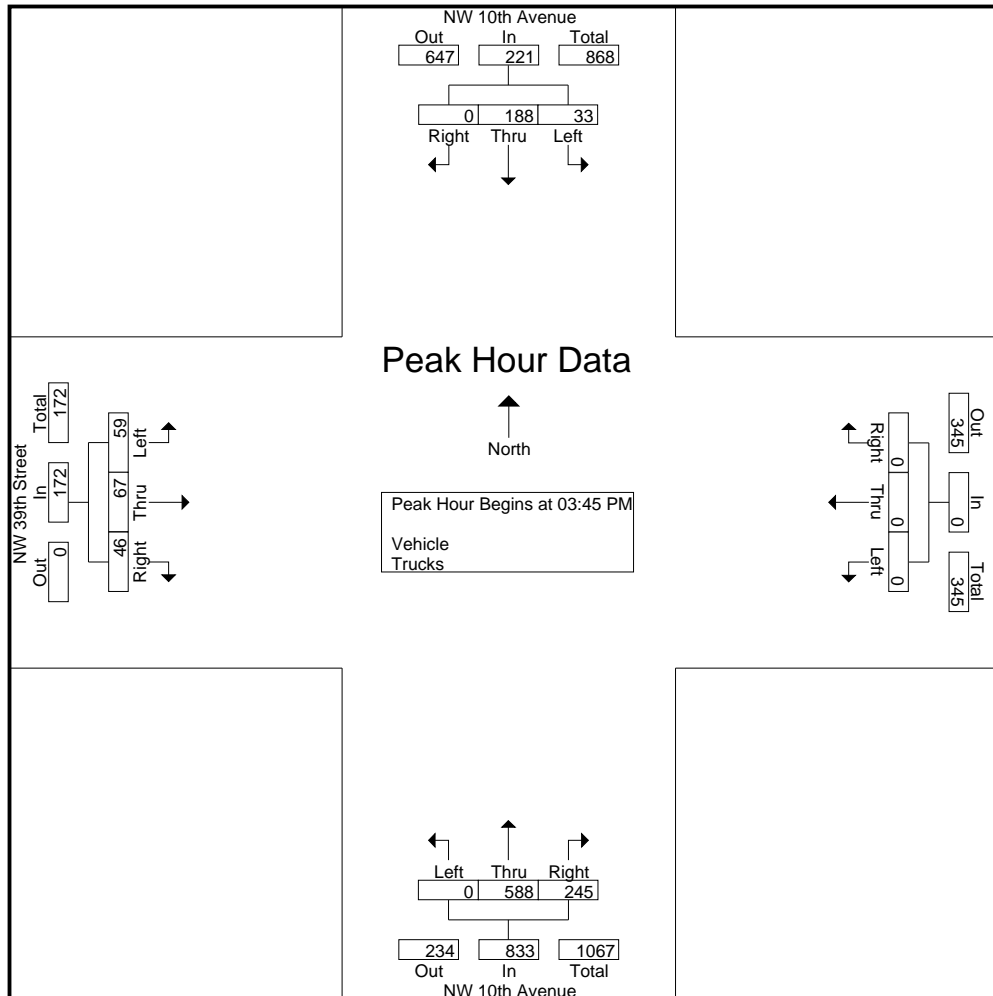
NW 10th Avenue & NW 39th Street

File Name : TMC-3 NW 10th Avenue & NW 39th Street

Site Code : 00000000

Start Date : 10/24/2017

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N Miami Avenue & NE 36th Street

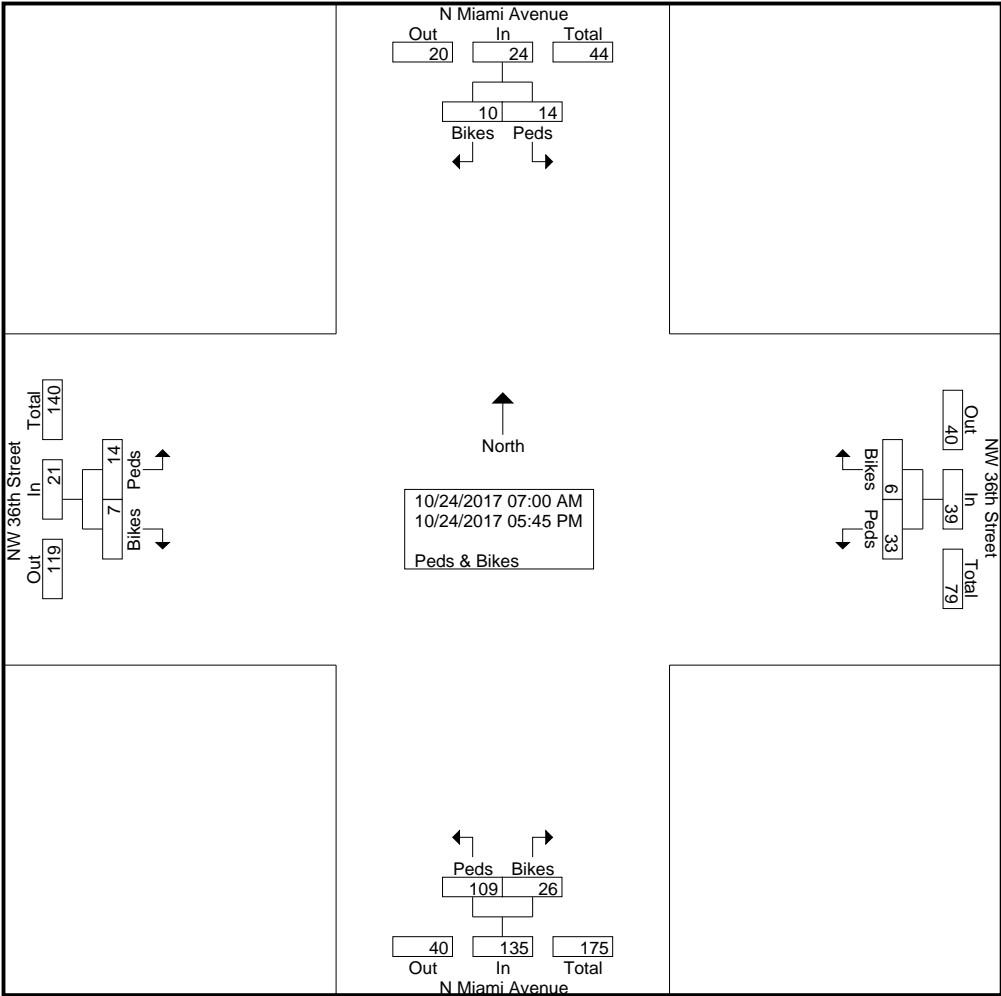
File Name : TMC-4 N Miami Avenue & NW 36th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 1

Groups Printed- Peds & Bikes

Start Time	N Miami Avenue Southbound			N Miami Avenue Northbound			NW 36th Street Westbound			NW 36th Street Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
07:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	1	0	1	0	0	0	0	0	0	1
07:30 AM	0	2	2	1	0	1	0	0	0	0	0	0	3
07:45 AM	1	1	2	0	1	1	1	0	1	0	0	0	4
Total	1	4	5	2	1	3	1	0	1	0	0	0	9
08:00 AM	0	1	1	2	1	3	0	0	0	0	0	0	4
08:15 AM	0	0	0	5	1	6	0	0	0	0	1	1	7
08:30 AM	1	1	2	3	1	4	2	1	3	2	0	2	11
08:45 AM	0	0	0	1	0	1	3	0	3	0	0	0	4
Total	1	2	3	11	3	14	5	1	6	2	1	3	26
*** BREAK ***													
03:00 PM	2	0	2	5	3	8	0	0	0	1	0	1	11
03:15 PM	0	0	0	3	1	4	0	1	1	0	2	2	7
03:30 PM	0	1	1	6	3	9	4	3	7	0	2	2	19
03:45 PM	1	0	1	8	1	9	3	0	3	0	0	0	13
Total	3	1	4	22	8	30	7	4	11	1	4	5	50
04:00 PM	1	0	1	8	0	8	3	0	3	4	0	4	16
04:15 PM	2	0	2	5	2	7	6	0	6	1	0	1	16
04:30 PM	2	0	2	10	1	11	0	0	0	0	0	0	13
04:45 PM	0	0	0	11	1	12	2	0	2	1	0	1	15
Total	5	0	5	34	4	38	11	0	11	6	0	6	60
05:00 PM	0	0	0	9	2	11	0	0	0	0	0	0	11
05:15 PM	1	1	2	14	5	19	2	0	2	1	0	1	24
05:30 PM	1	1	2	6	1	7	1	1	2	4	1	5	16
05:45 PM	2	1	3	11	2	13	6	0	6	0	1	1	23
Total	4	3	7	40	10	50	9	1	10	5	2	7	74
Grand Total	14	10	24	109	26	135	33	6	39	14	7	21	219
Apprch %	58.3	41.7		80.7	19.3		84.6	15.4		66.7	33.3		
Total %	6.4	4.6	11	49.8	11.9	61.6	15.1	2.7	17.8	6.4	3.2	9.6	

N Miami Avenue & NE 36th Street

File Name : TMC-4 N Miami Avenue & NW 36th Street
 Site Code : 00000000
 Start Date : 10/24/2017
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N Miami Avenue & NE 36th Street

File Name : TMC-4 N Miami Avenue & NW 36th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 3

Start Time	N Miami Avenue Southbound			N Miami Avenue Northbound			NW 36th Street Westbound			NW 36th Street Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	1	1	2	0	1	1	1	0	1	0	0	0	4
08:00 AM	0	1	1	2	1	3	0	0	0	0	0	0	4
08:15 AM	0	0	0	5	1	6	0	0	0	0	1	1	7
08:30 AM	1	1	2	3	1	4	2	1	3	2	0	2	11
Total Volume	2	3	5	10	4	14	3	1	4	2	1	3	26
% App. Total	40	60		71.4	28.6		75	25		66.7	33.3		
PHF	.500	.750	.625	.500	1.00	.583	.375	.250	.333	.250	.250	.375	.591

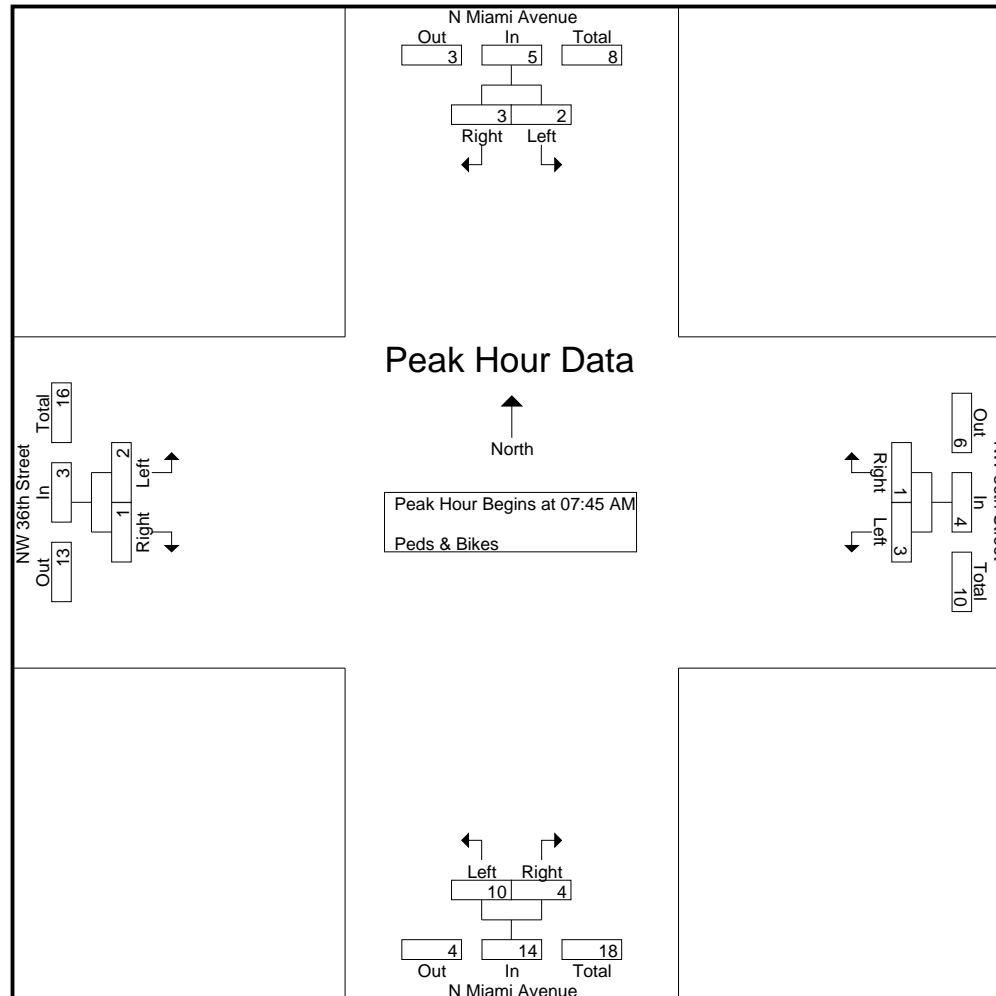
N Miami Avenue & NE 36th Street

File Name : TMC-4 N Miami Avenue & NW 36th Street

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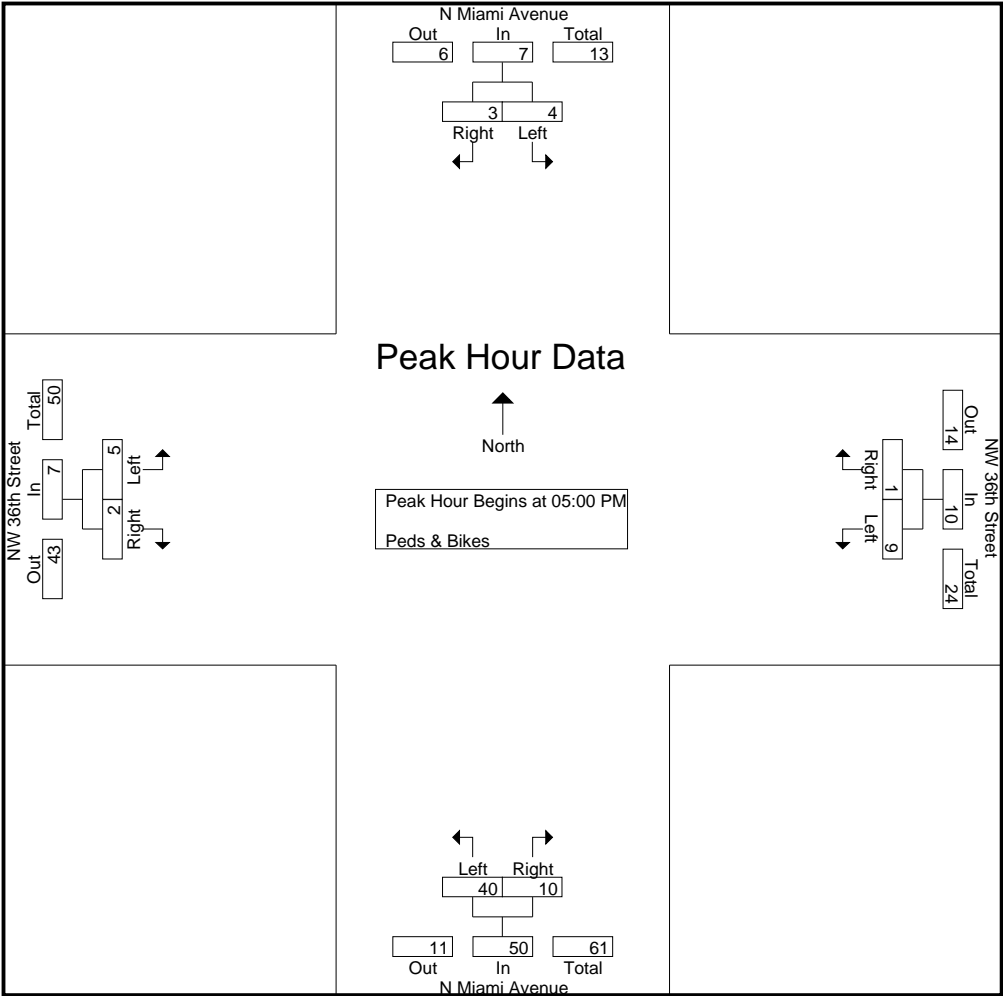
N Miami Avenue & NE 36th Street

File Name : TMC-4 N Miami Avenue & NW 36th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 5

Start Time	N Miami Avenue Southbound			N Miami Avenue Northbound			NW 36th Street Westbound			NW 36th Street Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	0	0	0	9	2	11	0	0	0	0	0	0	11
05:15 PM	1	1	2	14	5	19	2	0	2	1	0	1	24
05:30 PM	1	1	2	6	1	7	1	1	2	4	1	5	16
05:45 PM	2	1	3	11	2	13	6	0	6	0	1	1	23
Total Volume	4	3	7	40	10	50	9	1	10	5	2	7	74
% App. Total	57.1	42.9		80	20		90	10		71.4	28.6		
PHF	.500	.750	.583	.714	.500	.658	.375	.250	.417	.313	.500	.350	.771

N Miami Avenue & NE 36th Street

File Name : TMC-4 N Miami Avenue & NW 36th Street
 Site Code : 00000000
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N Miami Avenue & NE 36th Street

File Name : TMC-4 N Miami Avenue & NW 36th Street

Site Code : 00000000

Start Date : 10/24/2017

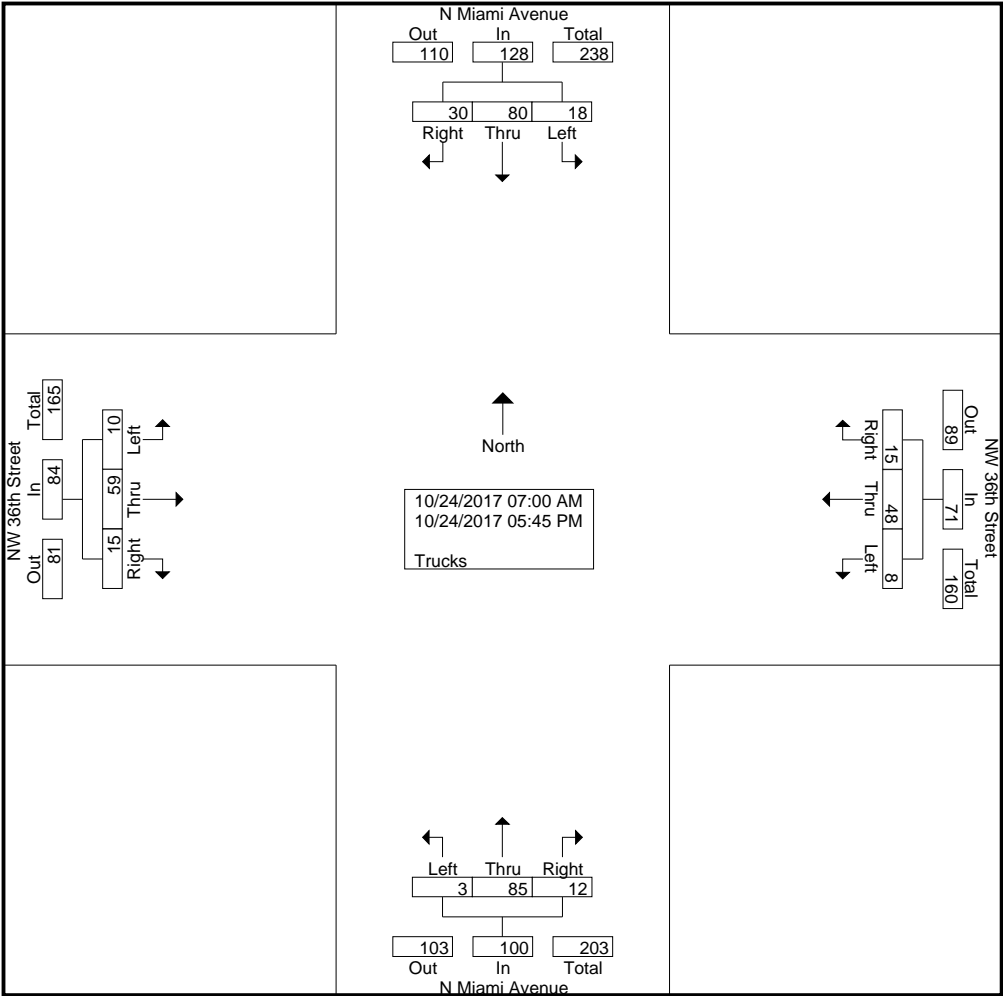
Page No : 1

Groups Printed- Trucks

Start Time	N Miami Avenue Southbound					N Miami Avenue Northbound					NW 36th Street Westbound					NW 36th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
07:00 AM	0	0	4	2	6	0	0	2	0	2	0	0	4	0	4	0	2	4	1	7	19
07:15 AM	0	2	9	2	13	0	0	6	0	6	0	1	0	1	2	0	2	3	0	5	26
07:30 AM	0	0	3	0	3	0	0	5	1	6	0	1	3	1	5	0	3	3	1	7	21
07:45 AM	0	1	3	1	5	0	0	3	1	4	0	0	3	0	3	0	0	6	1	7	19
Total	0	3	19	5	27	0	0	16	2	18	0	2	10	2	14	0	7	16	3	26	85
08:00 AM	0	4	5	2	11	0	0	3	0	3	0	2	2	0	4	0	0	4	1	5	23
08:15 AM	0	2	2	2	6	0	0	1	0	1	0	0	1	1	2	0	0	5	2	7	16
08:30 AM	0	5	6	3	14	0	1	5	2	8	0	0	3	0	3	0	0	3	0	3	28
08:45 AM	0	2	13	2	17	0	0	3	2	5	0	1	2	3	6	0	0	3	0	3	31
Total	0	13	26	9	48	0	1	12	4	17	0	3	8	4	15	0	0	15	3	18	98
*** BREAK ***																					
03:00 PM	0	0	4	1	5	0	0	8	0	8	0	1	3	0	4	0	0	0	0	0	17
03:15 PM	0	1	5	1	7	0	0	8	2	10	0	1	0	1	2	0	0	3	1	4	23
03:30 PM	0	0	4	0	4	0	1	4	0	5	0	0	3	0	3	0	0	0	0	0	12
03:45 PM	0	0	4	3	7	0	0	4	0	4	0	0	4	0	4	0	0	8	1	9	24
Total	0	1	17	5	23	0	1	24	2	27	0	2	10	1	13	0	0	11	2	13	76
04:00 PM	0	0	5	0	5	0	0	5	0	5	0	1	3	2	6	0	0	3	1	4	20
04:15 PM	0	0	2	2	4	0	0	5	2	7	0	0	4	0	4	0	1	1	0	2	17
04:30 PM	0	0	3	1	4	0	0	4	1	5	0	0	3	1	4	0	0	3	0	3	16
04:45 PM	0	0	3	1	4	0	1	2	0	3	0	0	1	2	3	0	1	1	1	3	13
Total	0	0	13	4	17	0	1	16	3	20	0	1	11	5	17	0	2	8	2	12	66
05:00 PM	0	0	4	2	6	0	0	0	0	0	0	0	0	1	1	0	0	1	2	3	10
05:15 PM	0	1	0	1	2	0	0	8	1	9	0	0	2	2	4	0	1	2	3	6	21
05:30 PM	0	0	0	4	4	0	0	7	0	7	0	0	3	0	3	0	0	2	0	2	16
05:45 PM	0	0	1	0	1	0	0	2	0	2	0	0	4	0	4	0	0	4	0	4	11
Total	0	1	5	7	13	0	0	17	1	18	0	0	9	3	12	0	1	9	5	15	58
Grand Total	0	18	80	30	128	0	3	85	12	100	0	8	48	15	71	0	10	59	15	84	383
Apprch %	0	14.1	62.5	23.4		0	3	85	12		0	11.3	67.6	21.1		0	11.9	70.2	17.9		
Total %	0	4.7	20.9	7.8	33.4	0	0.8	22.2	3.1	26.1	0	2.1	12.5	3.9	18.5	0	2.6	15.4	3.9	21.9	

N Miami Avenue & NE 36th Street

File Name : TMC-4 N Miami Avenue & NW 36th Street
 Site Code : 00000000
 Start Date : 10/24/2017
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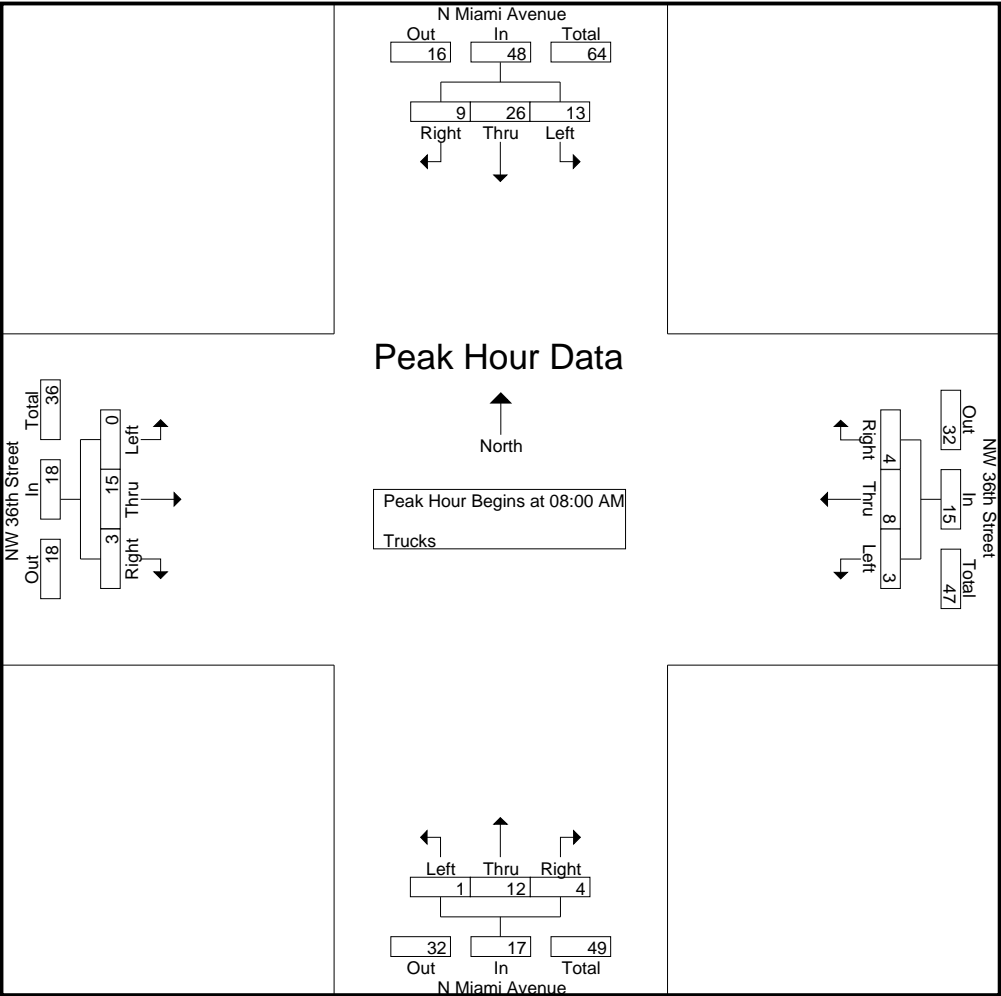
N Miami Avenue & NE 36th Street

File Name : TMC-4 N Miami Avenue & NW 36th Street
 Site Code : 00000000
 Start Date : 10/24/2017
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Start Time	N Miami Avenue Southbound					N Miami Avenue Northbound					NW 36th Street Westbound					NW 36th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	4	5	2	11	0	0	3	0	3	0	2	2	0	4	0	0	4	1	5	23
08:15 AM	0	2	2	2	6	0	0	1	0	1	0	0	1	1	2	0	0	5	2	7	16
08:30 AM	0	5	6	3	14	0	1	5	2	8	0	0	3	0	3	0	0	3	0	3	28
08:45 AM	0	2	13	2	17	0	0	3	2	5	0	1	2	3	6	0	0	3	0	3	31
Total Volume	0	13	26	9	48	0	1	12	4	17	0	3	8	4	15	0	0	15	3	18	98
% App. Total	0	27.1	54.2	18.8		0	5.9	70.6	23.5		0	20	53.3	26.7		0	0	83.3	16.7		
PHF	.000	.650	.500	.750	.706	.000	.250	.600	.500	.531	.000	.375	.667	.333	.625	.000	.000	.750	.375	.643	.790

N Miami Avenue & NE 36th Street

File Name : TMC-4 N Miami Avenue & NW 36th Street
 Site Code : 00000000
 Start Date : 10/24/2017
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N Miami Avenue & NE 36th Street

File Name : TMC-4 N Miami Avenue & NW 36th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 5

Start Time	N Miami Avenue Southbound					N Miami Avenue Northbound					NW 36th Street Westbound					NW 36th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:15 PM																					
03:15 PM	0	1	5	1	7	0	0	8	2	10	0	1	0	1	2	0	0	3	1	4	23
03:30 PM	0	0	4	0	4	0	1	4	0	5	0	0	3	0	3	0	0	0	0	0	12
03:45 PM	0	0	4	3	7	0	0	4	0	4	0	0	4	0	4	0	0	8	1	9	24
04:00 PM	0	0	5	0	5	0	0	5	0	5	0	1	3	2	6	0	0	3	1	4	20
Total Volume	0	1	18	4	23	0	1	21	2	24	0	2	10	3	15	0	0	14	3	17	79
% App. Total	0	4.3	78.3	17.4		0	4.2	87.5	8.3		0	13.3	66.7	20		0	0	82.4	17.6		
PHF	.000	.250	.900	.333	.821	.000	.250	.656	.250	.600	.000	.500	.625	.375	.625	.000	.000	.438	.750	.472	.823

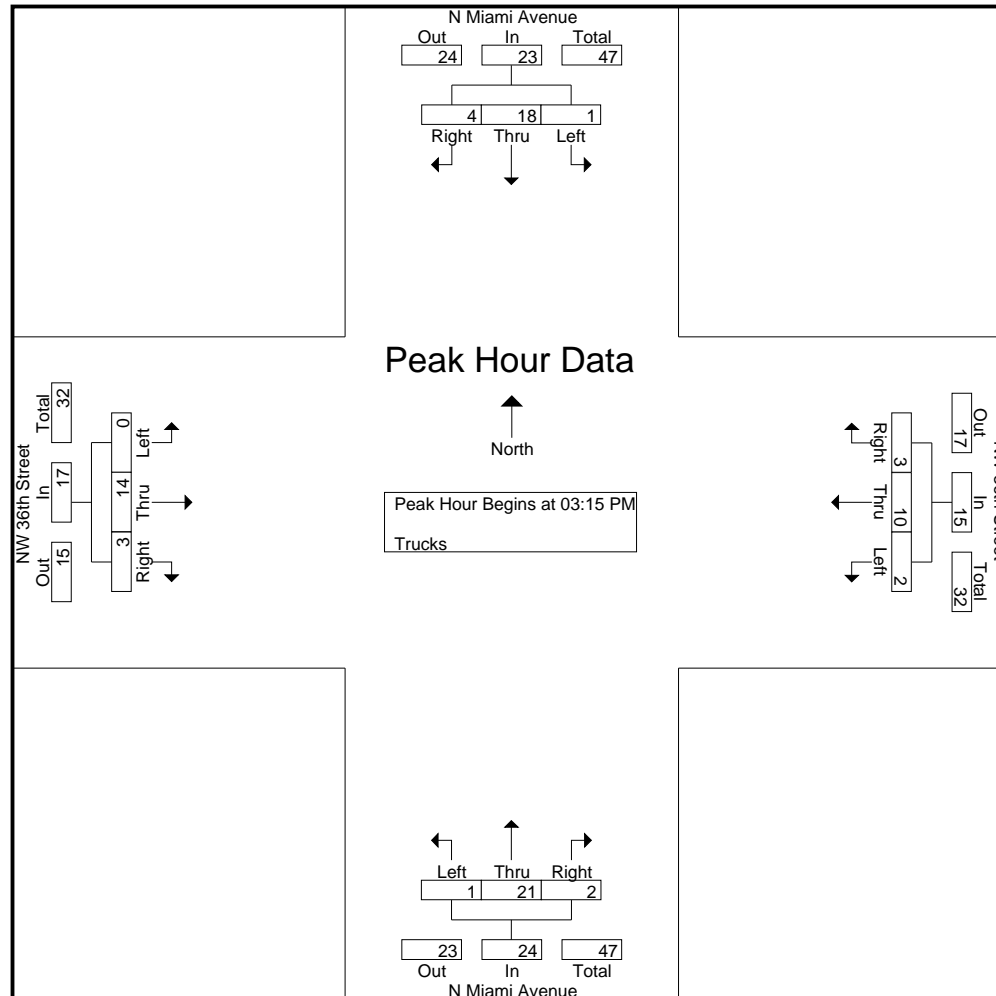
N Miami Avenue & NE 36th Street

File Name : TMC-4 N Miami Avenue & NW 36th Street

Site Code : 00000000

Start Date : 10/24/2017

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N Miami Avenue & NE 36th Street

File Name : TMC-4 N Miami Avenue & NW 36th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 1

Groups Printed- Vehicle - Trucks

Start Time	N Miami Avenue Southbound					N Miami Avenue Northbound					NW 36th Street Westbound					NW 36th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
07:00 AM	0	78	110	55	243	0	4	86	3	93	0	8	54	8	70	0	38	81	7	126	532
07:15 AM	0	70	133	50	253	0	5	64	1	70	0	6	17	18	41	0	30	89	4	123	487
07:30 AM	0	65	178	55	298	0	2	83	6	91	0	23	55	16	94	0	24	83	5	112	595
07:45 AM	0	77	204	62	343	0	3	109	17	129	0	12	43	10	65	0	15	76	5	96	633
Total	0	290	625	222	1137	0	14	342	27	383	0	49	169	52	270	0	107	329	21	457	2247
08:00 AM	0	69	179	64	312	0	2	118	23	143	0	17	40	12	69	0	19	85	4	108	632
08:15 AM	0	77	180	54	311	0	4	103	18	125	0	9	47	16	72	0	26	92	9	127	635
08:30 AM	0	83	190	57	330	0	7	95	18	120	0	26	42	16	84	0	24	85	6	115	649
08:45 AM	0	93	222	50	365	0	3	72	13	88	0	17	34	35	86	0	22	91	10	123	662
Total	0	322	771	225	1318	0	16	388	72	476	0	69	163	79	311	0	91	353	29	473	2578
*** BREAK ***																					
03:00 PM	0	61	119	50	230	0	8	223	17	248	0	20	70	23	113	0	10	76	15	101	692
03:15 PM	0	47	117	63	227	0	1	167	24	192	0	32	65	44	141	0	21	78	11	110	670
03:30 PM	0	43	111	62	216	0	10	183	22	215	0	32	99	22	153	0	16	69	10	95	679
03:45 PM	0	33	104	59	196	0	4	196	22	222	0	18	105	33	156	0	31	87	14	132	706
Total	0	184	451	234	869	0	23	769	85	877	0	102	339	122	563	0	78	310	50	438	2747
04:00 PM	0	31	88	71	190	0	11	224	16	251	0	8	84	34	126	0	28	96	13	137	704
04:15 PM	0	40	113	61	214	0	12	222	38	272	0	13	94	28	135	0	27	83	9	119	740
04:30 PM	0	34	99	59	192	0	16	298	18	332	0	12	76	31	119	0	39	82	6	127	770
04:45 PM	0	46	103	54	203	0	12	245	29	286	0	12	92	38	142	0	18	70	16	104	735
Total	0	151	403	245	799	0	51	989	101	1141	0	45	346	131	522	0	112	331	44	487	2949
05:00 PM	0	39	95	75	209	0	29	267	11	307	0	13	67	45	125	0	29	85	43	157	798
05:15 PM	0	36	104	72	212	0	21	268	23	312	0	20	67	50	137	0	23	89	36	148	809
05:30 PM	0	44	82	65	191	0	13	290	21	324	0	14	80	33	127	0	29	77	28	134	776
05:45 PM	0	46	113	86	245	0	20	255	29	304	0	26	52	30	108	0	22	59	26	107	764
Total	0	165	394	298	857	0	83	1080	84	1247	0	73	266	158	497	0	103	310	133	546	3147
Grand Total	0	1112	2644	1224	4980	0	187	3568	369	4124	0	338	1283	542	2163	0	491	1633	277	2401	13668
Apprch %	0	22.3	53.1	24.6		0	4.5	86.5	8.9		0	15.6	59.3	25.1		0	20.4	68	11.5		
Total %	0	8.1	19.3	9	36.4	0	1.4	26.1	2.7	30.2	0	2.5	9.4	4	15.8	0	3.6	11.9	2	17.6	
Vehicle	0	1094	2564	1194	4852	0	184	3483	357	4024	0	330	1235	527	2092	0	481	1574	262	2317	13285
% Vehicle	0	98.4	97	97.5	97.4	0	98.4	97.6	96.7	97.6	0	97.6	96.3	97.2	96.7	0	98	96.4	94.6	96.5	97.2

N Miami Avenue & NE 36th Street

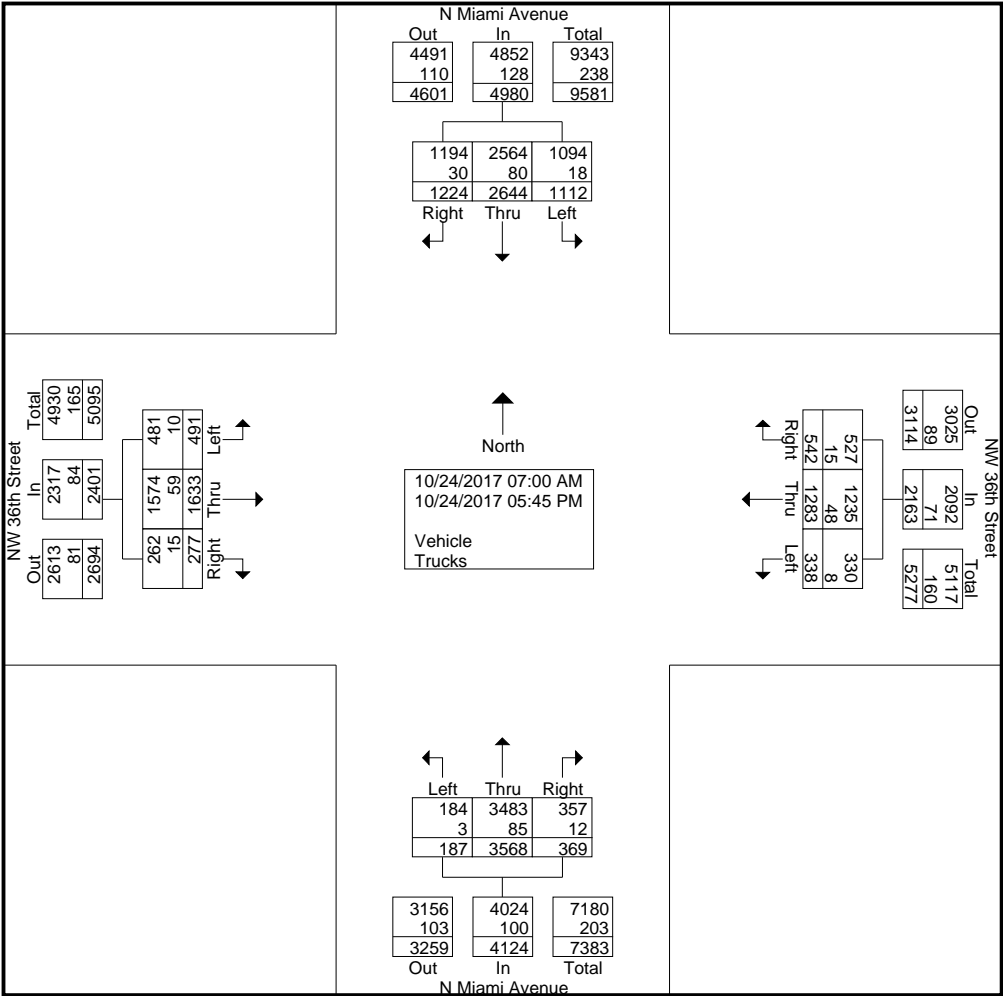
File Name : TMC-4 N Miami Avenue & NW 36th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 2

Groups Printed- Vehicle - Trucks

	N Miami Avenue Southbound					N Miami Avenue Northbound					NW 36th Street Westbound					NW 36th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Trucks	0	18	80	30	128	0	3	85	12	100	0	8	48	15	71	0	10	59	15	84	383
% Trucks	0	1.6	3	2.5	2.6	0	1.6	2.4	3.3	2.4	0	2.4	3.7	2.8	3.3	0	2	3.6	5.4	3.5	2.8

N Miami Avenue & NE 36th Street

File Name : TMC-4 N Miami Avenue & NW 36th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 3



N Miami Avenue & NE 36th Street

File Name : TMC-4 N Miami Avenue & NW 36th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 4

Start Time	N Miami Avenue Southbound					N Miami Avenue Northbound					NW 36th Street Westbound					NW 36th Street Eastbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 08:00 AM																						
08:00 AM	0	69	179	64	312	0	2	118	23	143	0	17	40	12	69	0	19	85	4	108	632	
08:15 AM	0	77	180	54	311	0	4	103	18	125	0	9	47	16	72	0	26	92	9	127	635	
08:30 AM	0	83	190	57	330	0	7	95	18	120	0	26	42	16	84	0	24	85	6	115	649	
08:45 AM	0	93	222	50	365	0	3	72	13	88	0	17	34	35	86	0	22	91	10	123	662	
Total Volume	0	322	771	225	1318	0	16	388	72	476	0	69	163	79	311	0	91	353	29	473	2578	
% App. Total	0	24.4	58.5	17.1		0	3.4	81.5	15.1		0	22.2	52.4	25.4		0	19.2	74.6	6.1			
PHF	.000	.866	.868	.879	.903	.000	.571	.822	.783	.832	.000	.663	.867	.564	.904	.000	.875	.959	.725	.931	.974	

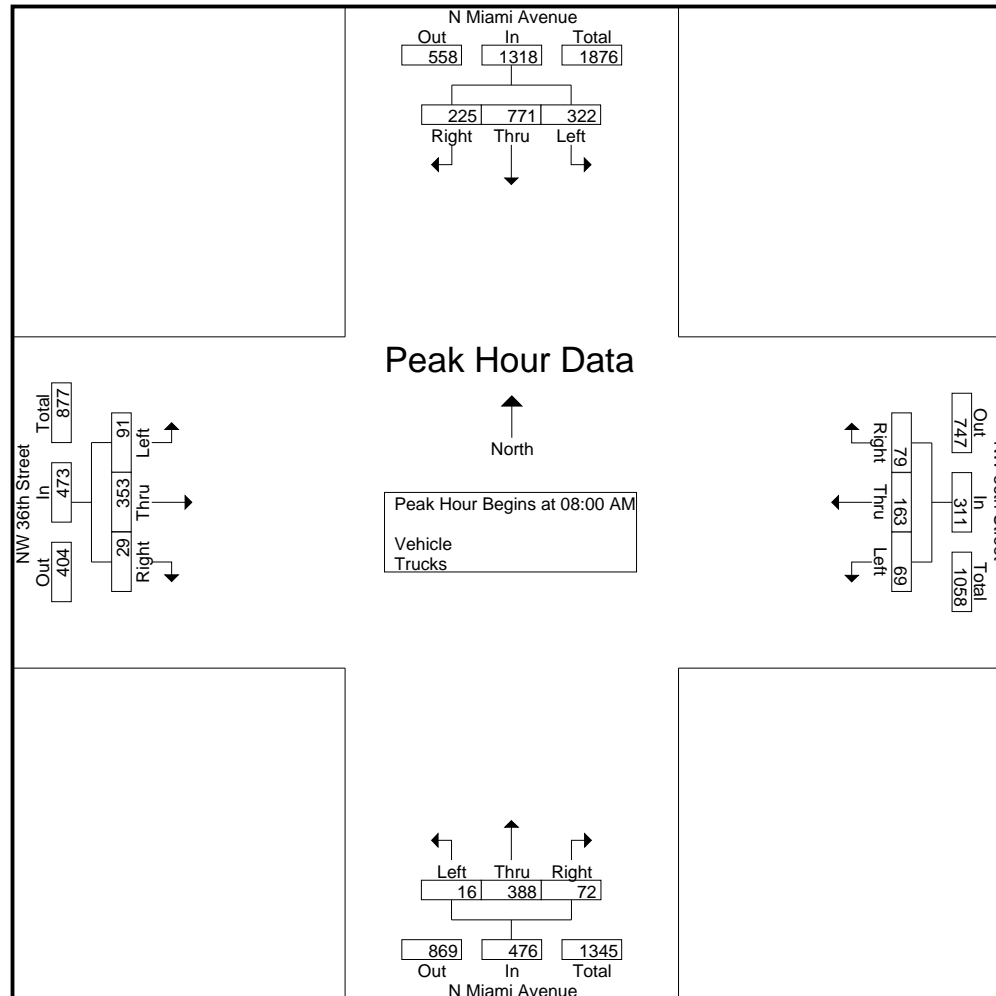
N Miami Avenue & NE 36th Street

File Name : TMC-4 N Miami Avenue & NW 36th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 5



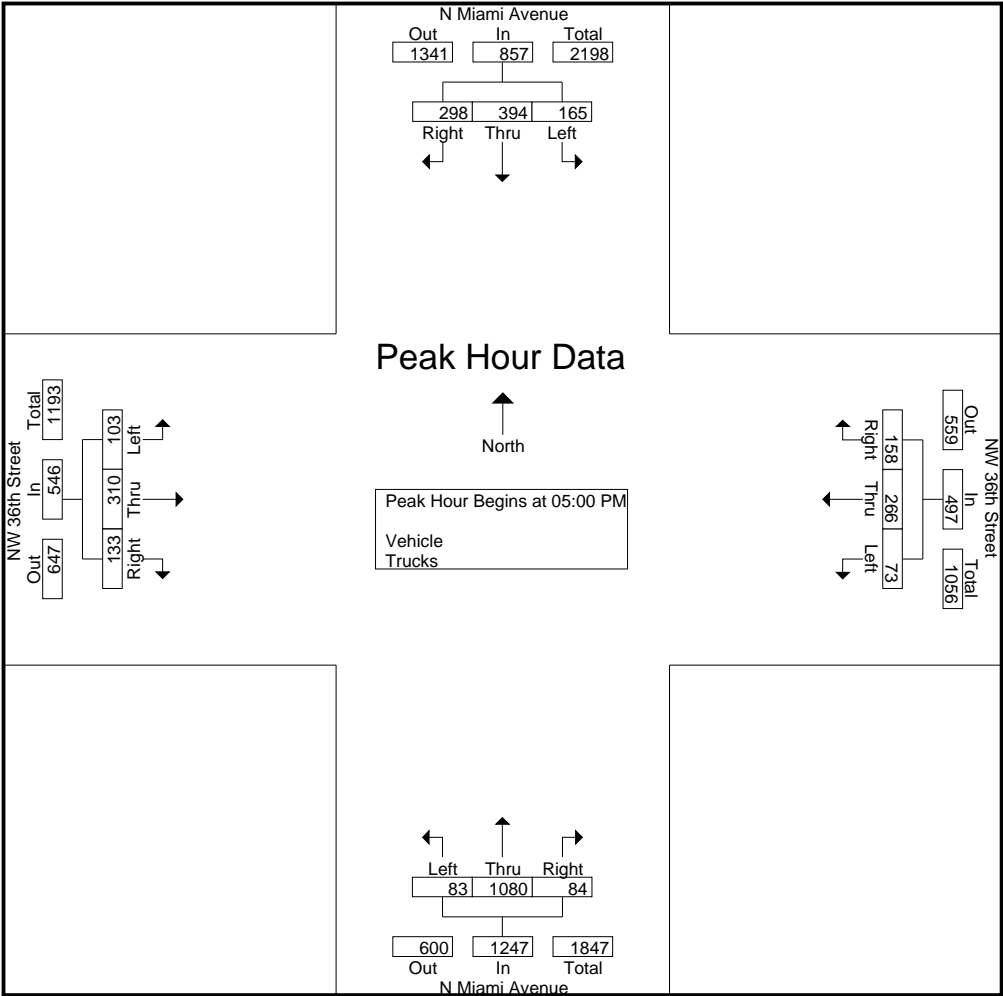
N Miami Avenue & NE 36th Street

File Name : TMC-4 N Miami Avenue & NW 36th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 6

Start Time	N Miami Avenue Southbound					N Miami Avenue Northbound					NW 36th Street Westbound					NW 36th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	39	95	75	209	0	29	267	11	307	0	13	67	45	125	0	29	85	43	157	798
05:15 PM	0	36	104	72	212	0	21	268	23	312	0	20	67	50	137	0	23	89	36	148	809
05:30 PM	0	44	82	65	191	0	13	290	21	324	0	14	80	33	127	0	29	77	28	134	776
05:45 PM	0	46	113	86	245	0	20	255	29	304	0	26	52	30	108	0	22	59	26	107	764
Total Volume	0	165	394	298	857	0	83	1080	84	1247	0	73	266	158	497	0	103	310	133	546	3147
% App. Total	0	19.3	46	34.8		0	6.7	86.6	6.7		0	14.7	53.5	31.8		0	18.9	56.8	24.4		
PHF	.000	.897	.872	.866	.874	.000	.716	.931	.724	.962	.000	.702	.831	.790	.907	.000	.888	.871	.773	.869	.972

N Miami Avenue & NE 36th Street

File Name : TMC-4 N Miami Avenue & NW 36th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 7



N Miami Avenue & SR 112 EB off Ramp

File Name : TMC-5 N Miami Avenue & SR 112 EB off Ramp

Site Code : 00000000

Start Date : 10/24/2017

Page No : 1

Groups Printed- Peds & Bikes

Start Time	N Miami Avenue Southbound			N Miami Avenue Northbound			Westbound			SR 112 off Ramp Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
*** BREAK ***													
07:30 AM	0	0	0	0	0	0	0	0	0	2	1	3	3
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	4	1	5	5
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	1	2	3	3
08:30 AM	0	0	0	0	0	0	0	0	0	3	0	3	3
08:45 AM	0	0	0	0	0	0	0	0	0	2	1	3	3
Total	0	0	0	0	0	0	0	0	0	6	4	10	10
09:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
*** BREAK ***													
Total	0	0	0	0	0	0	0	0	0	1	0	1	1
*** BREAK ***													
03:15 PM	0	0	0	0	0	0	0	0	0	0	2	2	2
03:30 PM	0	0	0	0	0	0	0	0	0	3	2	5	5
*** BREAK ***													
Total	0	0	0	0	0	0	0	0	0	3	4	7	7
04:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
04:15 PM	0	0	0	0	0	0	0	0	0	4	1	5	5
04:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
04:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	0	0	0	0	10	1	11	11
*** BREAK ***													
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	2	1	3	3
05:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	0	0	0	0	5	1	6	6

N Miami Avenue & SR 112 EB off Ramp

File Name : TMC-5 N Miami Avenue & SR 112 EB off Ramp

Site Code : 00000000

Start Date : 10/24/2017

Page No : 2

Groups Printed- Peds & Bikes

	N Miami Avenue Southbound			N Miami Avenue Northbound			Westbound			SR 112 off Ramp Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Grand Total	0	0	0	0	0	0	0	0	0	29	11	40	40
Apprch %	0	0		0	0		0	0		72.5	27.5		
Total %	0	0	0	0	0	0	0	0	0	72.5	27.5	100	

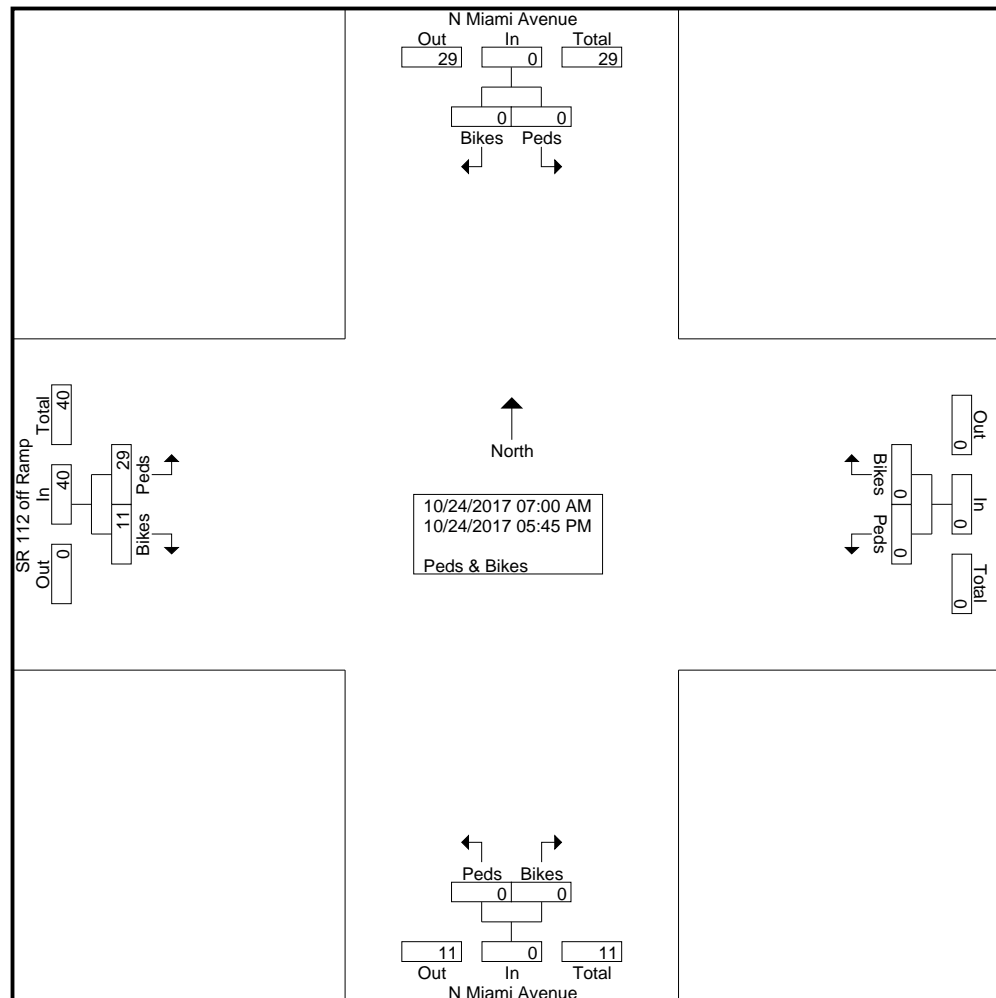
N Miami Avenue & SR 112 EB off Ramp

File Name : TMC-5 N Miami Avenue & SR 112 EB off Ramp

Site Code : 00000000

Start Date : 10/24/2017

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N Miami Avenue & SR 112 EB off Ramp

File Name : TMC-5 N Miami Avenue & SR 112 EB off Ramp
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 4

Start Time	N Miami Avenue Southbound			N Miami Avenue Northbound			Westbound			SR 112 off Ramp Eastbound			Int. Total	
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 08:00 AM														
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	2	3	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	3	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	2	1	3	3
Total Volume	0	0	0	0	0	0	0	0	0	0	6	4	10	10
% App. Total	0	0	0	0	0	0	0	0	0	0	60	40		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.500	.833	.833

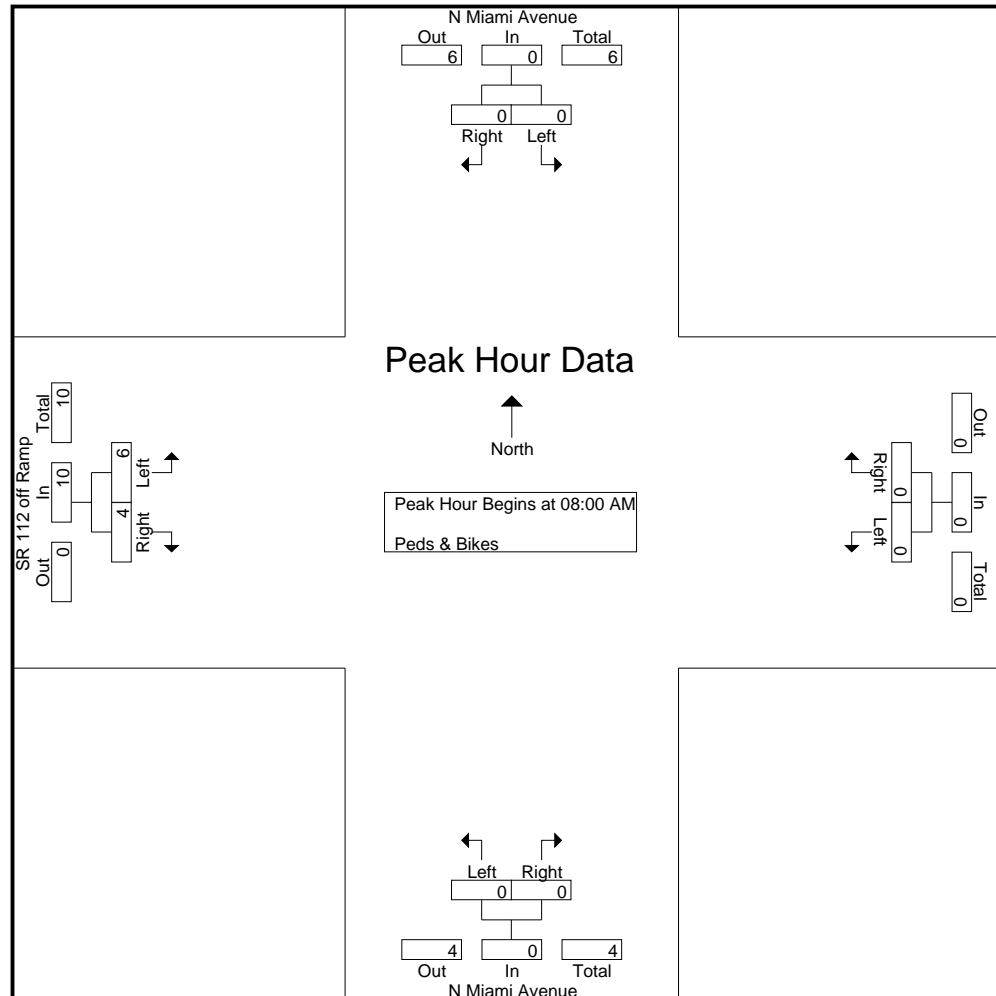
N Miami Avenue & SR 112 EB off Ramp

File Name : TMC-5 N Miami Avenue & SR 112 EB off Ramp

Site Code : 00000000

Start Date : 10/24/2017

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N Miami Avenue & SR 112 EB off Ramp

File Name : TMC-5 N Miami Avenue & SR 112 EB off Ramp
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 6

Start Time	N Miami Avenue Southbound			N Miami Avenue Northbound			Westbound			SR 112 off Ramp Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:30 PM													
03:30 PM	0	0	0	0	0	0	0	0	0	3	2	5	5
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
04:15 PM	0	0	0	0	0	0	0	0	0	4	1	5	5
Total Volume	0	0	0	0	0	0	0	0	0	9	3	12	12
% App. Total	0	0	0	0	0	0	0	0	0	75	25		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.563	.375	.600	.600

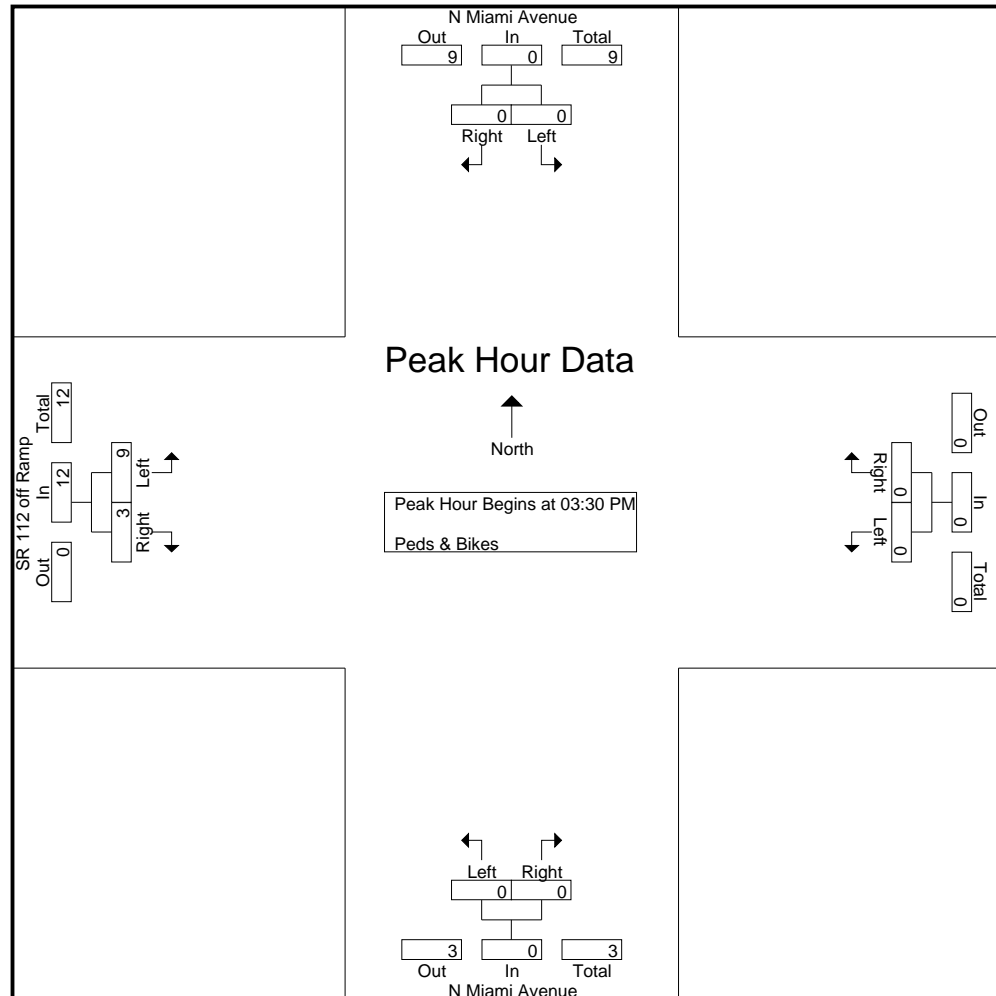
N Miami Avenue & SR 112 EB off Ramp

File Name : TMC-5 N Miami Avenue & SR 112 EB off Ramp

Site Code : 00000000

Start Date : 10/24/2017

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N Miami Avenue & SR 112 EB off Ramp

File Name : TMC-5 N Miami Avenue & SR 112 EB off Ramp

Site Code : 00000000

Start Date : 10/24/2017

Page No : 1

Groups Printed- Trucks

Start Time	N Miami Avenue Southbound					N Miami Avenue Northbound					Westbound					SR 112 off Ramp Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
07:00 AM	0	0	4	0	4	0	0	5	0	5	0	0	0	0	0	0	1	0	5	6	15
07:15 AM	0	0	6	0	6	0	0	6	0	6	0	0	0	0	0	0	1	0	7	8	20
07:30 AM	0	0	2	0	2	0	0	10	0	10	0	0	0	0	0	0	4	0	0	4	16
07:45 AM	0	0	2	0	2	0	0	3	0	3	0	0	0	0	0	0	1	0	5	6	11
Total	0	0	14	0	14	0	0	24	0	24	0	0	0	0	0	0	7	0	17	24	62
08:00 AM	0	0	5	0	5	0	0	4	0	4	0	0	0	0	0	0	0	0	6	6	15
08:15 AM	0	0	4	0	4	0	0	2	0	2	0	0	0	0	0	0	1	0	3	4	10
08:30 AM	0	0	4	0	4	0	0	7	0	7	0	0	0	0	0	0	2	0	7	9	20
08:45 AM	0	0	8	0	8	0	0	5	0	5	0	0	0	0	0	0	3	0	4	7	20
Total	0	0	21	0	21	0	0	18	0	18	0	0	0	0	0	0	6	0	20	26	65
*** BREAK ***																					
03:00 PM	0	0	2	0	2	0	0	8	0	8	0	0	0	0	0	0	3	0	3	6	16
03:15 PM	0	0	4	0	4	0	0	9	0	9	0	0	0	0	0	0	2	0	3	5	18
03:30 PM	0	0	2	0	2	0	0	4	0	4	0	0	0	0	0	0	2	0	2	4	10
03:45 PM	0	0	2	0	2	0	0	6	0	6	0	0	0	0	0	0	4	0	5	9	17
Total	0	0	10	0	10	0	0	27	0	27	0	0	0	0	0	0	11	0	13	24	61
04:00 PM	0	0	1	0	1	0	0	11	0	11	0	0	0	0	0	0	2	0	4	6	18
04:15 PM	0	0	2	0	2	0	0	7	0	7	0	0	0	0	0	0	1	0	2	3	12
04:30 PM	0	0	2	0	2	0	0	6	0	6	0	0	0	0	0	0	1	0	1	2	10
04:45 PM	0	0	3	0	3	0	0	6	0	6	0	0	0	0	0	0	2	0	1	3	12
Total	0	0	8	0	8	0	0	30	0	30	0	0	0	0	0	0	6	0	8	14	52
05:00 PM	0	0	3	0	3	0	0	3	0	3	0	0	0	0	0	0	2	0	3	5	11
05:15 PM	0	0	0	0	0	0	0	10	0	10	0	0	0	0	0	0	1	0	1	2	12
05:30 PM	0	0	2	0	2	0	0	6	0	6	0	0	0	0	0	0	0	0	2	2	10
05:45 PM	0	0	1	0	1	0	0	2	0	2	0	0	0	0	0	0	2	0	0	2	5
Total	0	0	6	0	6	0	0	21	0	21	0	0	0	0	0	0	5	0	6	11	38
Grand Total	0	0	59	0	59	0	0	120	0	120	0	0	0	0	0	0	35	0	64	99	278
Apprch %	0	0	100	0		0	0	100	0		0	0	0	0		0	35.4	0	64.6		
Total %	0	0	21.2	0	21.2	0	0	43.2	0	43.2	0	0	0	0	0	0	12.6	0	23	35.6	

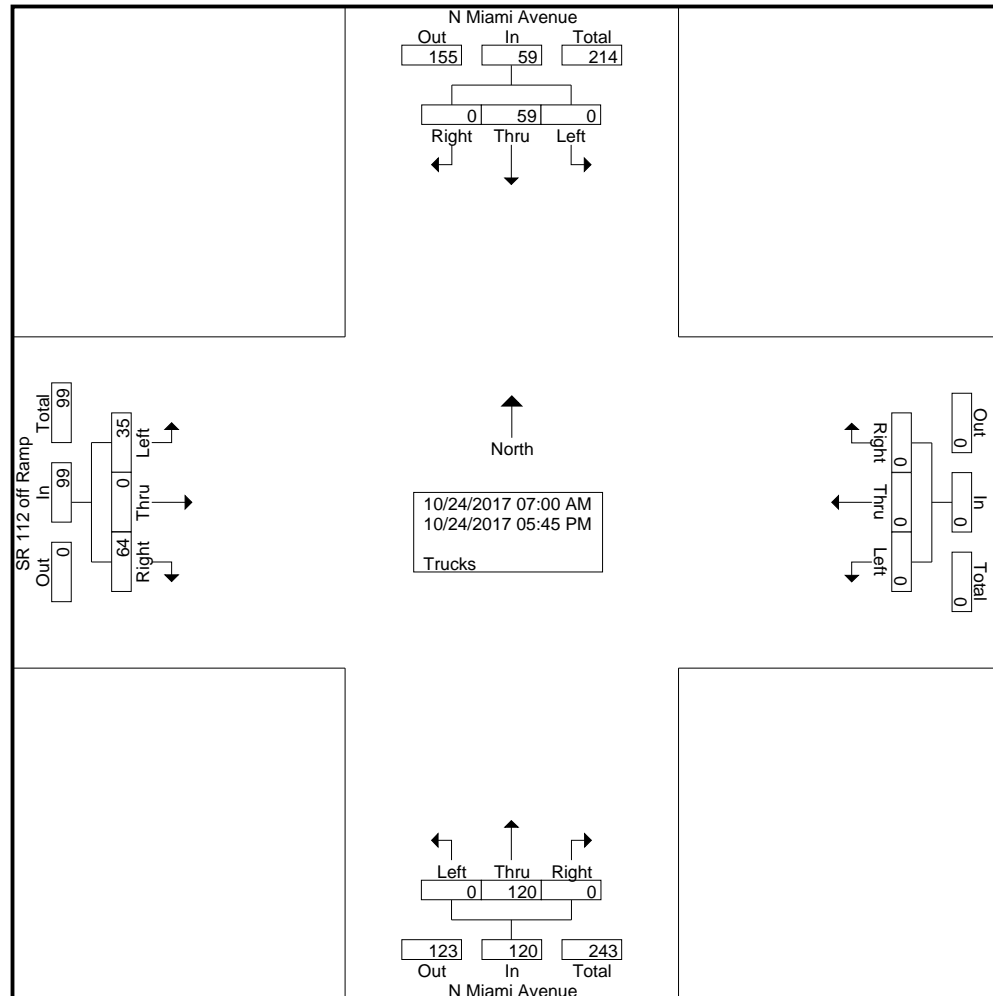
N Miami Avenue & SR 112 EB off Ramp

File Name : TMC-5 N Miami Avenue & SR 112 EB off Ramp

Site Code : 00000000

Start Date : 10/24/2017

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N Miami Avenue & SR 112 EB off Ramp

File Name : TMC-5 N Miami Avenue & SR 112 EB off Ramp
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 3

Start Time	N Miami Avenue Southbound					N Miami Avenue Northbound					Westbound					SR 112 off Ramp Eastbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 08:00 AM																						
08:00 AM	0	0	5	0	5	0	0	4	0	4	0	0	0	0	0	0	0	0	6	6	15	
08:15 AM	0	0	4	0	4	0	0	2	0	2	0	0	0	0	0	0	1	0	3	4	10	
08:30 AM	0	0	4	0	4	0	0	7	0	7	0	0	0	0	0	0	2	0	7	9	20	
08:45 AM	0	0	8	0	8	0	0	5	0	5	0	0	0	0	0	0	3	0	4	7	20	
Total Volume	0	0	21	0	21	0	0	18	0	18	0	0	0	0	0	0	6	0	20	26	65	
% App. Total	0	0	100	0		0	0	100	0		0	0	0	0		0	23.1	0	76.9			
PHF	.000	.000	.656	.000	.656	.000	.000	.643	.000	.643	.000	.000	.000	.000	.000	.000	.500	.000	.714	.722	.813	

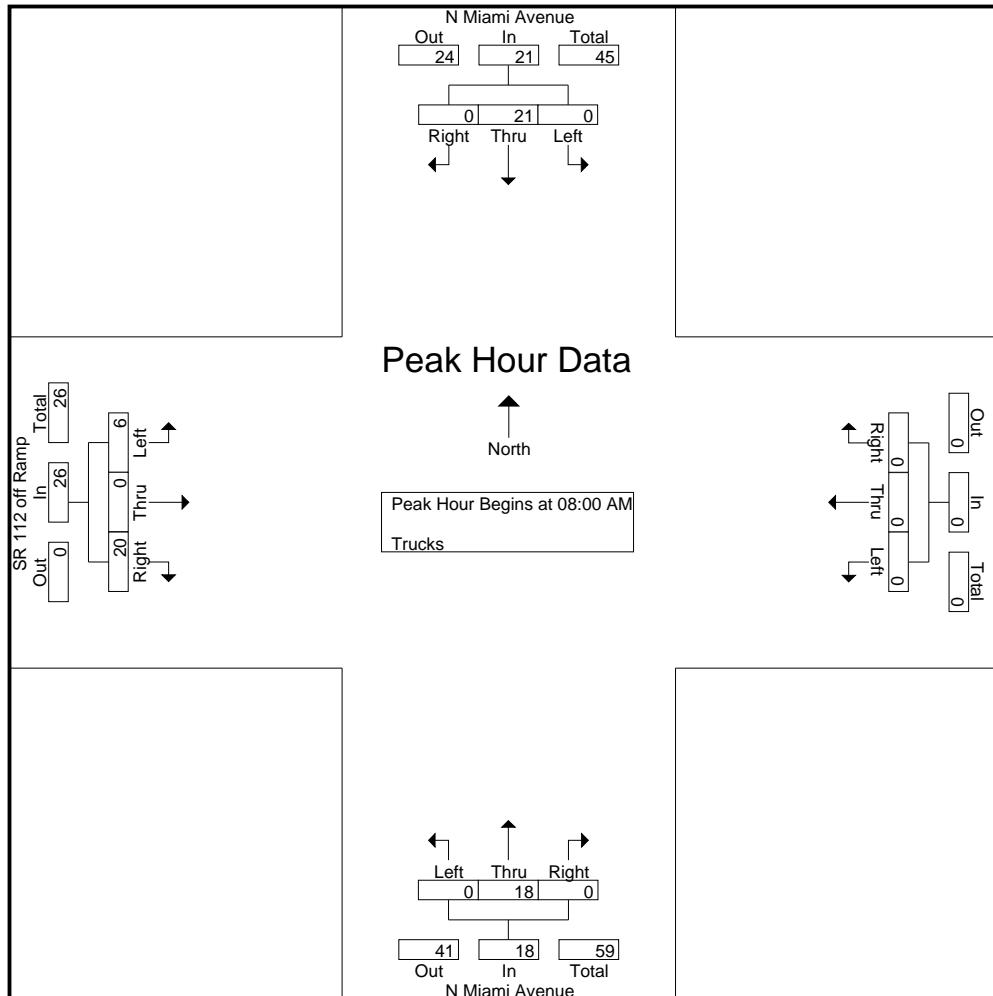
N Miami Avenue & SR 112 EB off Ramp

File Name : TMC-5 N Miami Avenue & SR 112 EB off Ramp

Site Code : 00000000

Start Date : 10/24/2017

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N Miami Avenue & SR 112 EB off Ramp

File Name : TMC-5 N Miami Avenue & SR 112 EB off Ramp
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 5

Start Time	N Miami Avenue Southbound					N Miami Avenue Northbound					Westbound					SR 112 off Ramp Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:15 PM																					
03:15 PM	0	0	4	0	4	0	0	9	0	9	0	0	0	0	0	0	2	0	3	5	18
03:30 PM	0	0	2	0	2	0	0	4	0	4	0	0	0	0	0	0	2	0	2	4	10
03:45 PM	0	0	2	0	2	0	0	6	0	6	0	0	0	0	0	0	4	0	5	9	17
04:00 PM	0	0	1	0	1	0	0	11	0	11	0	0	0	0	0	0	2	0	4	6	18
Total Volume	0	0	9	0	9	0	0	30	0	30	0	0	0	0	0	0	10	0	14	24	63
% App. Total	0	0	100	0		0	0	100	0		0	0	0	0		0	41.7	0	58.3		
PHF	.000	.000	.563	.000	.563	.000	.000	.682	.000	.682	.000	.000	.000	.000	.000	.000	.625	.000	.700	.667	.875

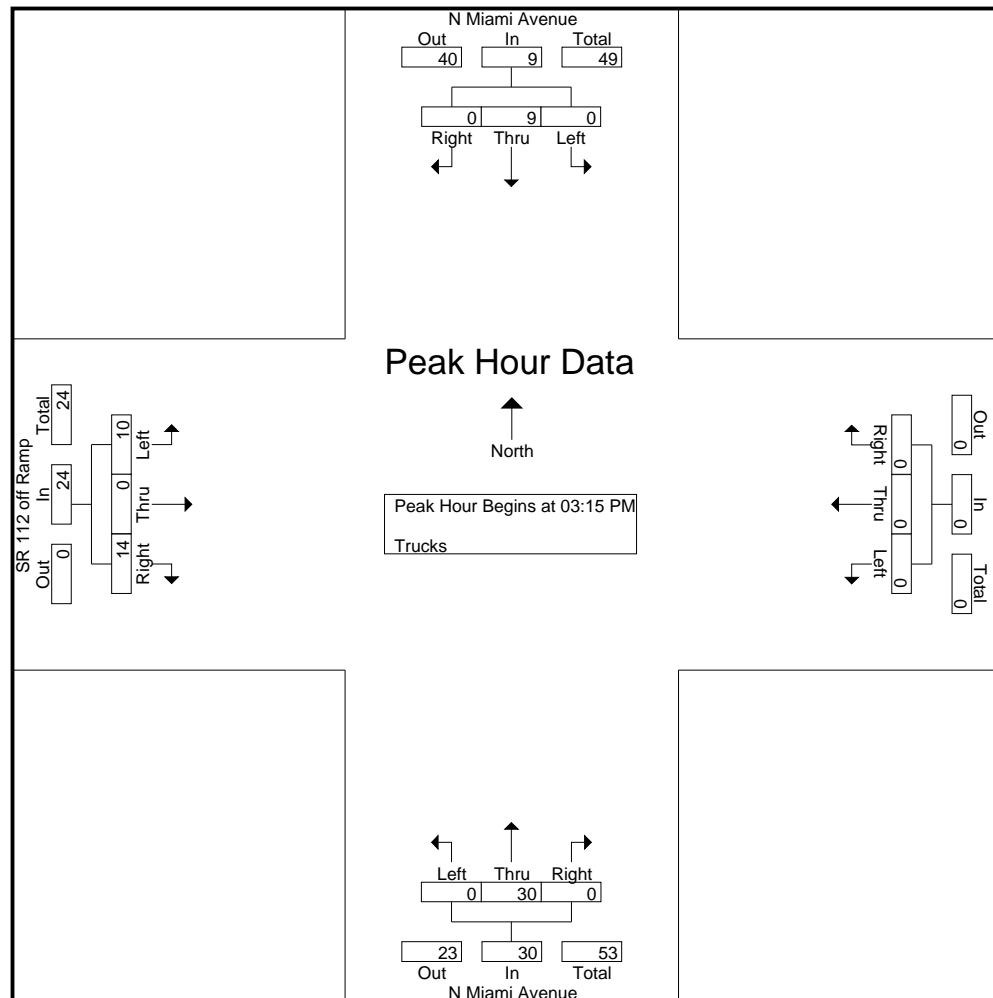
N Miami Avenue & SR 112 EB off Ramp

File Name : TMC-5 N Miami Avenue & SR 112 EB off Ramp

Site Code : 00000000

Start Date : 10/24/2017

Page No : 6



N Miami Avenue & SR 112 EB off Ramp

File Name : TMC-5 N Miami Avenue & SR 112 EB off Ramp

Site Code : 00000000

Start Date : 10/24/2017

Page No : 1

Groups Printed- Vehicle - Trucks

Start Time	N Miami Avenue Southbound					N Miami Avenue Northbound					Westbound					SR 112 off Ramp Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
07:00 AM	0	0	143	0	143	0	0	120	0	120	0	0	0	0	0	0	89	0	120	209	472
07:15 AM	0	0	125	0	125	0	0	119	0	119	0	0	0	0	0	0	101	0	141	242	486
07:30 AM	0	0	192	0	192	0	0	133	0	133	0	0	0	0	0	0	109	0	143	252	577
07:45 AM	0	0	195	0	195	0	0	157	0	157	0	0	0	0	0	0	91	0	171	262	614
Total	0	0	655	0	655	0	0	529	0	529	0	0	0	0	0	0	390	0	575	965	2149
08:00 AM	0	0	155	0	155	0	0	166	0	166	0	0	0	0	0	0	68	0	158	226	547
08:15 AM	0	0	187	0	187	0	0	152	0	152	0	0	0	0	0	0	105	0	138	243	582
08:30 AM	0	0	185	0	185	0	0	136	0	136	0	0	0	0	0	0	93	0	131	224	545
08:45 AM	0	0	193	0	193	0	0	129	0	129	0	0	0	0	0	0	110	0	159	269	591
Total	0	0	720	0	720	0	0	583	0	583	0	0	0	0	0	0	376	0	586	962	2265
*** BREAK ***																					
03:00 PM	0	0	72	0	72	0	0	298	0	298	0	0	0	0	0	0	89	0	157	246	616
03:15 PM	0	0	68	0	68	0	0	256	0	256	0	0	0	0	0	0	104	0	154	258	582
03:30 PM	0	0	65	0	65	0	0	255	0	255	0	0	0	0	0	0	102	0	161	263	583
03:45 PM	0	0	73	0	73	0	0	273	0	273	0	0	0	0	0	0	104	0	141	245	591
Total	0	0	278	0	278	0	0	1082	0	1082	0	0	0	0	0	0	399	0	613	1012	2372
04:00 PM	0	0	68	0	68	0	0	299	0	299	0	0	0	0	0	0	93	0	119	212	579
04:15 PM	0	0	77	0	77	0	0	298	0	298	0	0	0	0	0	0	102	0	135	237	612
04:30 PM	0	0	78	0	78	0	0	361	0	361	0	0	0	0	0	0	118	0	123	241	680
04:45 PM	0	0	70	0	70	0	0	324	0	324	0	0	0	0	0	0	113	0	137	250	644
Total	0	0	293	0	293	0	0	1282	0	1282	0	0	0	0	0	0	426	0	514	940	2515
05:00 PM	0	0	65	0	65	0	0	345	0	345	0	0	0	0	0	0	155	0	138	293	703
05:15 PM	0	0	59	0	59	0	0	340	0	340	0	0	0	0	0	0	130	0	164	294	693
05:30 PM	0	0	62	0	62	0	0	361	0	361	0	0	0	0	0	0	151	0	156	307	730
05:45 PM	0	0	73	0	73	0	0	304	0	304	0	0	0	0	0	0	139	0	173	312	689
Total	0	0	259	0	259	0	0	1350	0	1350	0	0	0	0	0	0	575	0	631	1206	2815
Grand Total	0	0	2205	0	2205	0	0	4826	0	4826	0	0	0	0	0	0	2166	0	2919	5085	12116
Apprch %	0	0	100	0		0	0	100	0		0	0	0	0		0	42.6	0	57.4		
Total %	0	0	18.2	0	18.2	0	0	39.8	0	39.8	0	0	0	0	0	0	17.9	0	24.1	42	
Vehicle	0	0	2146	0	2146	0	0	4706	0	4706	0	0	0	0	0	0	2131	0	2855	4986	11838
% Vehicle	0	0	97.3	0	97.3	0	0	97.5	0	97.5	0	0	0	0	0	0	98.4	0	97.8	98.1	97.7

N Miami Avenue & SR 112 EB off Ramp

File Name : TMC-5 N Miami Avenue & SR 112 EB off Ramp

Site Code : 00000000

Start Date : 10/24/2017

Page No : 2

Groups Printed- Vehicle - Trucks

	N Miami Avenue Southbound					N Miami Avenue Northbound					Westbound					SR 112 off Ramp Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Trucks	0	0	59	0	59	0	0	120	0	120	0	0	0	0	0	0	35	0	64	99	278
% Trucks	0	0	2.7	0	2.7	0	0	2.5	0	2.5	0	0	0	0	0	0	1.6	0	2.2	1.9	2.3

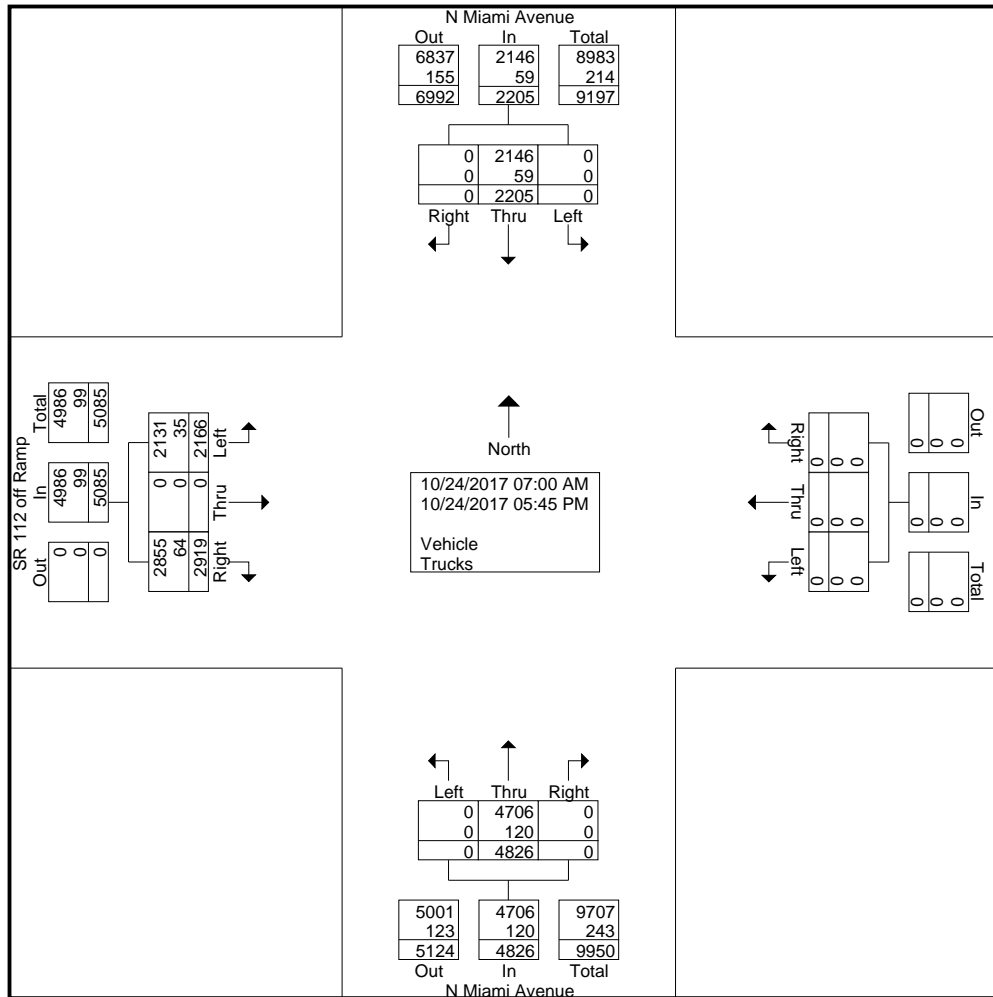
N Miami Avenue & SR 112 EB off Ramp

File Name : TMC-5 N Miami Avenue & SR 112 EB off Ramp

Site Code : 00000000

Start Date : 10/24/2017

Page No : 3



N Miami Avenue & SR 112 EB off Ramp

File Name : TMC-5 N Miami Avenue & SR 112 EB off Ramp
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 4

Start Time	N Miami Avenue Southbound					N Miami Avenue Northbound					Westbound					SR 112 off Ramp Eastbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 07:30 AM																						
07:30 AM	0	0	192	0	192	0	0	133	0	133	0	0	0	0	0	0	109	0	143	252	577	
07:45 AM	0	0	195	0	195	0	0	157	0	157	0	0	0	0	0	0	91	0	171	262	614	
08:00 AM	0	0	155	0	155	0	0	166	0	166	0	0	0	0	0	0	68	0	158	226	547	
08:15 AM	0	0	187	0	187	0	0	152	0	152	0	0	0	0	0	0	105	0	138	243	582	
Total Volume	0	0	729	0	729	0	0	608	0	608	0	0	0	0	0	0	373	0	610	983	2320	
% App. Total	0	0	100	0		0	0	100	0		0	0	0	0		0	37.9	0	62.1			
PHF	.000	.000	.935	.000	.935	.000	.000	.916	.000	.916	.000	.000	.000	.000	.000	.000	.856	.000	.892	.938	.945	

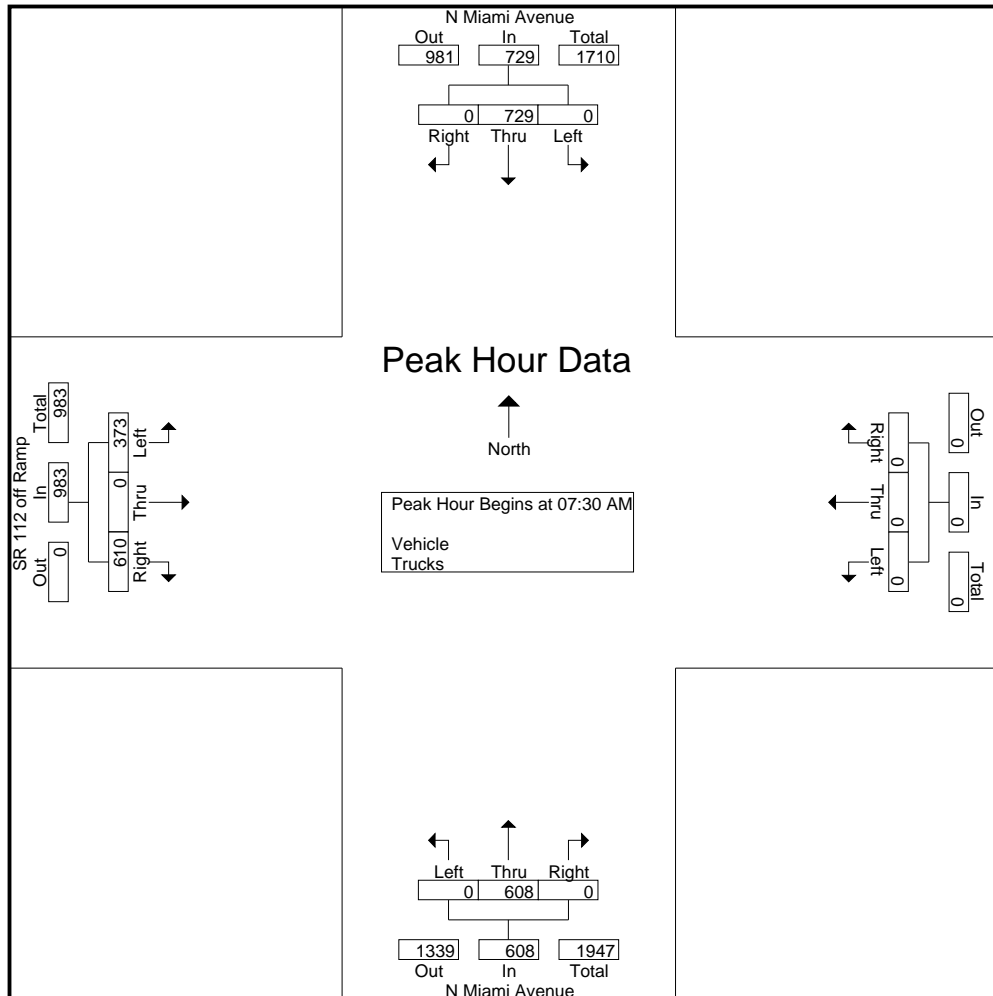
N Miami Avenue & SR 112 EB off Ramp

File Name : TMC-5 N Miami Avenue & SR 112 EB off Ramp

Site Code : 00000000

Start Date : 10/24/2017

Page No : 5



N Miami Avenue & SR 112 EB off Ramp

File Name : TMC-5 N Miami Avenue & SR 112 EB off Ramp

Site Code : 00000000

Start Date : 10/24/2017

Page No : 6

Start Time	N Miami Avenue Southbound					N Miami Avenue Northbound					Westbound					SR 112 off Ramp Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	65	0	65	0	0	345	0	345	0	0	0	0	0	0	155	0	138	293	703
05:15 PM	0	0	59	0	59	0	0	340	0	340	0	0	0	0	0	0	130	0	164	294	693
05:30 PM	0	0	62	0	62	0	0	361	0	361	0	0	0	0	0	0	151	0	156	307	730
05:45 PM	0	0	73	0	73	0	0	304	0	304	0	0	0	0	0	0	139	0	173	312	689
Total Volume	0	0	259	0	259	0	0	1350	0	1350	0	0	0	0	0	0	575	0	631	1206	2815
% App. Total	0	0	100	0		0	0	100	0		0	0	0	0		0	47.7	0	52.3		
PHF	.000	.000	.887	.000	.887	.000	.000	.935	.000	.935	.000	.000	.000	.000	.000	.000	.927	.000	.912	.966	.964

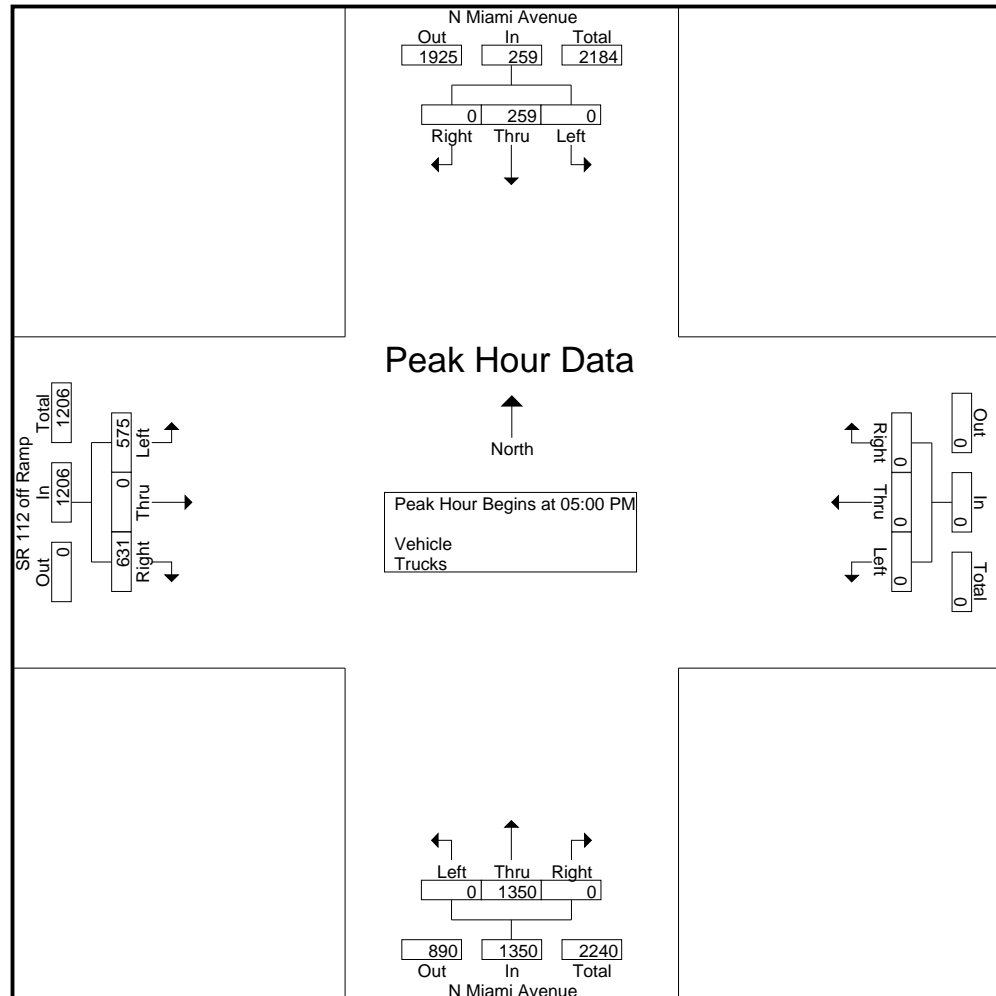
N Miami Avenue & SR 112 EB off Ramp

File Name : TMC-5 N Miami Avenue & SR 112 EB off Ramp

Site Code : 00000000

Start Date : 10/24/2017

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N Miami Avenue & NE 38th Street

File Name : TMC-6 N Miami Avenue & NE-NW 38th Street

Site Code : 00000000

Start Date : 10/17/2017

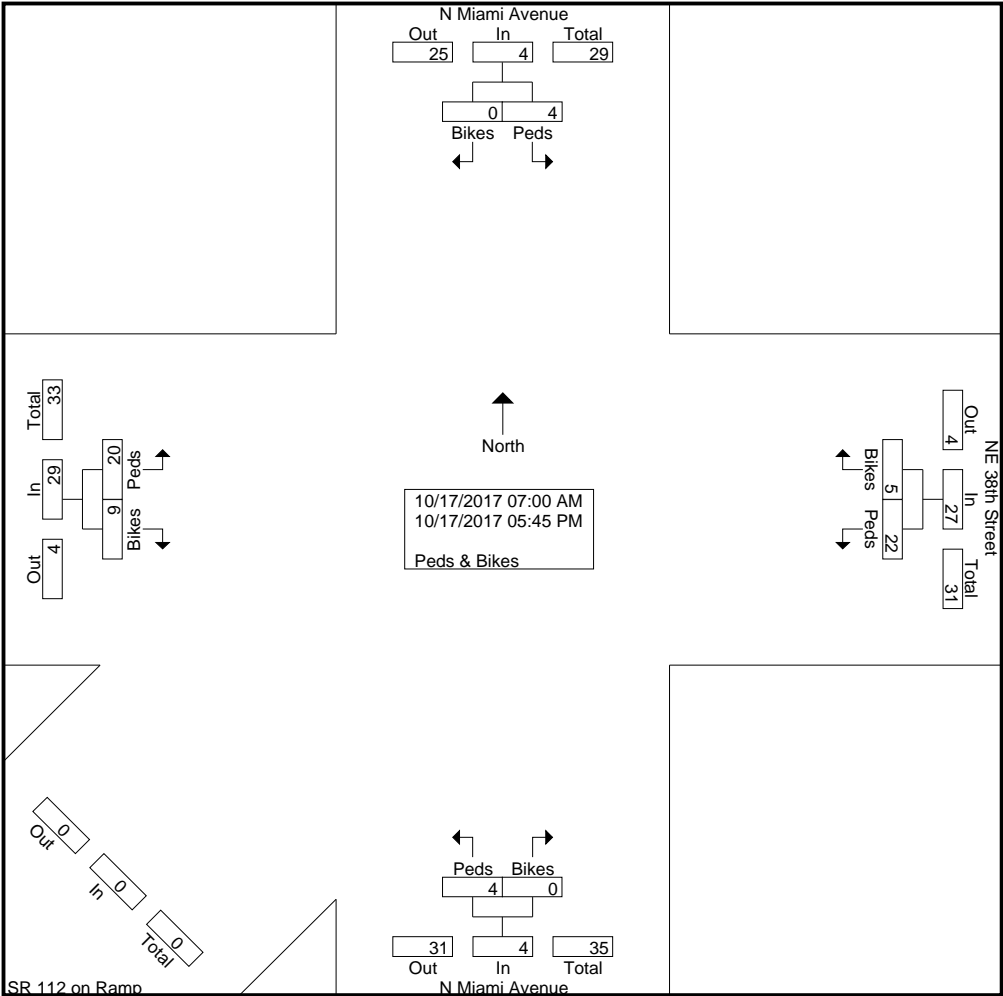
Page No : 1

Groups Printed- Peds & Bikes

Start Time	N Miami Avenue Southbound			N Miami Avenue Northbound			NE 38th Street Westbound			Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
07:00 AM	0	0	0	0	0	0	1	0	1	1	0	1	2
07:15 AM	1	0	1	0	0	0	1	0	1	0	0	0	2
07:30 AM	0	0	0	0	0	0	2	0	2	1	1	2	4
07:45 AM	0	0	0	0	0	0	3	0	3	1	0	1	4
Total	1	0	1	0	0	0	7	0	7	3	1	4	12
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	1	1	2	2
08:30 AM	1	0	1	0	0	0	0	2	2	2	0	2	5
08:45 AM	0	0	0	0	0	0	0	1	1	1	1	2	3
Total	1	0	1	0	0	0	0	3	3	4	3	7	11
*** BREAK ***													
03:00 PM	0	0	0	1	0	1	1	0	1	0	0	0	2
03:15 PM	0	0	0	0	0	0	5	0	5	0	2	2	7
03:30 PM	0	0	0	0	0	0	3	1	4	2	1	3	7
03:45 PM	0	0	0	0	0	0	0	1	1	1	0	1	2
Total	0	0	0	1	0	1	9	2	11	3	3	6	18
04:00 PM	1	0	1	1	0	1	0	0	0	3	0	3	5
04:15 PM	0	0	0	2	0	2	0	0	0	2	1	3	5
04:30 PM	1	0	1	0	0	0	2	0	2	1	0	1	4
04:45 PM	0	0	0	0	0	0	2	0	2	1	0	1	3
Total	2	0	2	3	0	3	4	0	4	7	1	8	17
*** BREAK ***													
05:15 PM	0	0	0	0	0	0	2	0	2	1	1	2	4
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	2	0	2	3	1	4	6
Grand Total	4	0	4	4	0	4	22	5	27	20	9	29	64
Apprch %	100	0		100	0		81.5	18.5		69	31		
Total %	6.2	0	6.2	6.2	0	6.2	34.4	7.8	42.2	31.2	14.1	45.3	

N Miami Avenue & NE 38th Street

File Name : TMC-6 N Miami Avenue & NE-NW 38th Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 2



N Miami Avenue & NE 38th Street

File Name : TMC-6 N Miami Avenue & NE-NW 38th Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 3

Start Time	N Miami Avenue Southbound			N Miami Avenue Northbound			NE 38th Street Westbound			Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	0	0	0	0	0	0	1	0	1	1	0	1	2
07:15 AM	1	0	1	0	0	0	1	0	1	0	0	0	2
07:30 AM	0	0	0	0	0	0	2	0	2	1	1	2	4
07:45 AM	0	0	0	0	0	0	3	0	3	1	0	1	4
Total Volume	1	0	1	0	0	0	7	0	7	3	1	4	12
% App. Total	100	0		0	0		100	0		75	25		
PHF	.250	.000	.250	.000	.000	.000	.583	.000	.583	.750	.250	.500	.750

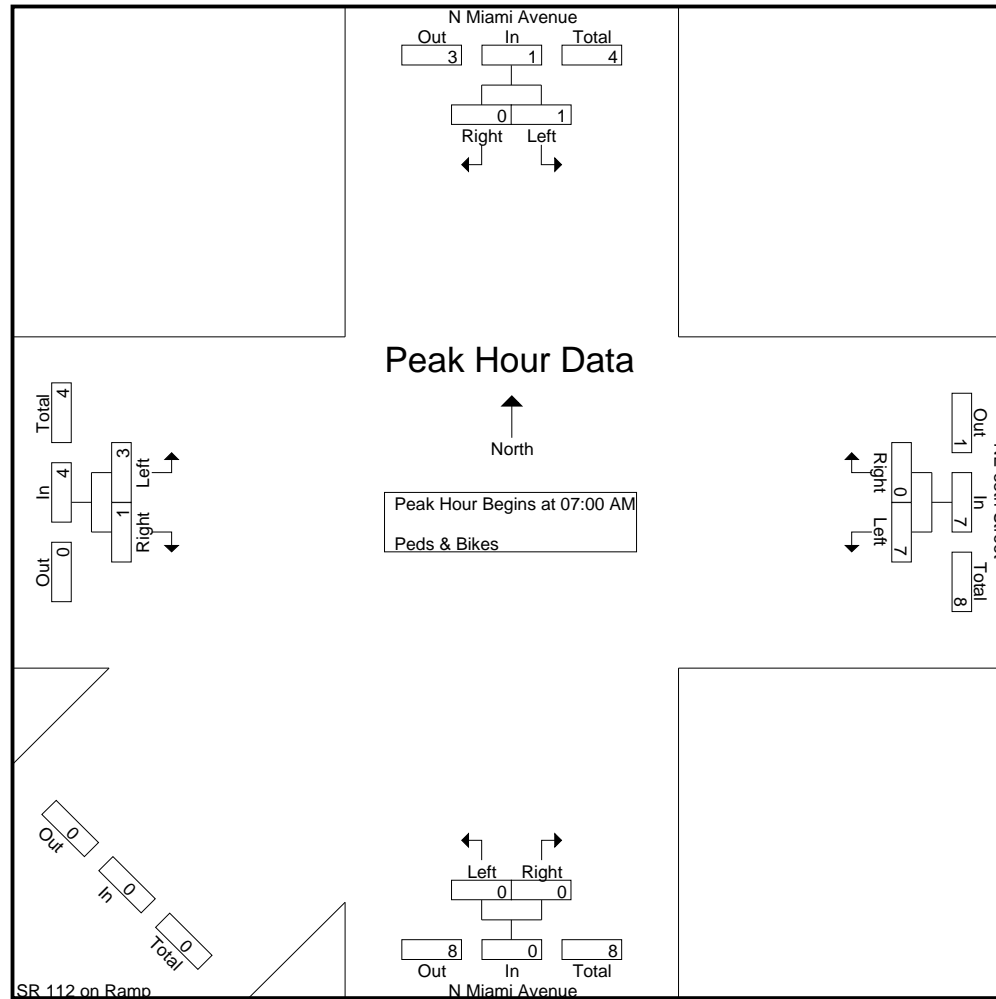
N Miami Avenue & NE 38th Street

File Name : TMC-6 N Miami Avenue & NE-NW 38th Street

Site Code : 00000000

Start Date : 10/17/2017

Page No : 4



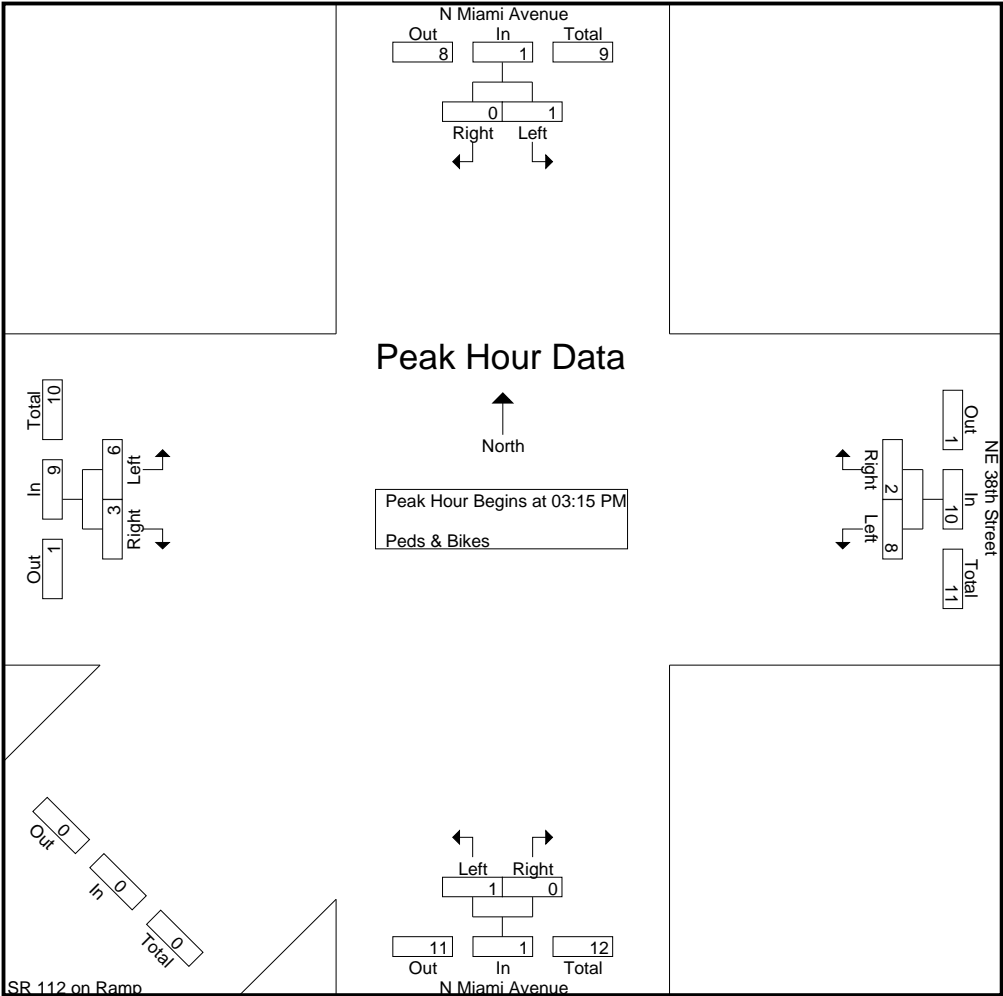
N Miami Avenue & NE 38th Street

File Name : TMC-6 N Miami Avenue & NE-NW 38th Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 5

Start Time	N Miami Avenue Southbound			N Miami Avenue Northbound			NE 38th Street Westbound			Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:15 PM													
03:15 PM	0	0	0	0	0	0	5	0	5	0	2	2	7
03:30 PM	0	0	0	0	0	0	3	1	4	2	1	3	7
03:45 PM	0	0	0	0	0	0	0	1	1	1	0	1	2
04:00 PM	1	0	1	1	0	1	0	0	0	3	0	3	5
Total Volume	1	0	1	1	0	1	8	2	10	6	3	9	21
% App. Total	100	0		100	0		80	20		66.7	33.3		
PHF	.250	.000	.250	.250	.000	.250	.400	.500	.500	.500	.375	.750	.750

N Miami Avenue & NE 38th Street

File Name : TMC-6 N Miami Avenue & NE-NW 38th Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 6



N Miami Avenue & NE 38th Street

File Name : TMC-6 N Miami Avenue & NE-NW 38th Street

Site Code : 00000000

Start Date : 10/17/2017

Page No : 1

Groups Printed- Trucks

Start Time	N Miami Avenue Southbound						N Miami Avenue Northbound						NE 38th Street Westbound						Eastbound						SR 112 on Ramp Northeast						Int. Total							
	U-Turns	Left	Thru	Bear Right to SR 112	Right	App. Total	Hard Left to SR 112	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Bear Left to SR 112	Thru	Right	App. Total	U-Turns	Left	Thru	Right	Hard Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	Peds	App. Total								
07:00 AM	0	0	4	4	0	8	2	0	0	3	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
07:15 AM	0	0	2	4	0	6	6	0	0	4	0	10	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
07:30 AM	0	0	1	8	0	9	2	0	0	5	2	9	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
07:45 AM	0	0	3	3	0	6	9	0	0	2	0	11	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
Total	0	0	10	19	0	29	19	0	0	14	2	35	0	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	68	
08:00 AM	0	0	2	7	0	9	3	0	0	4	0	7	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
08:15 AM	0	0	3	4	0	7	3	0	0	1	0	4	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
08:30 AM	0	0	2	2	0	4	3	0	0	4	0	7	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
08:45 AM	0	0	4	3	0	7	2	0	0	1	0	3	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Total	0	0	11	16	0	27	11	0	0	10	0	21	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52	
*** BREAK ***																																						
03:00 PM	0	0	4	5	0	9	8	0	0	2	1	11	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
03:15 PM	0	0	1	3	0	4	6	0	0	5	1	12	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
03:30 PM	0	0	2	6	0	8	3	0	0	3	1	7	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
03:45 PM	0	0	4	2	0	6	3	0	0	6	0	9	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
Total	0	0	11	16	0	27	20	0	0	16	3	39	0	4	3	0	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74	
04:00 PM	0	0	2	0	0	2	5	0	0	2	2	9	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
04:15 PM	0	0	2	0	0	2	6	0	0	1	0	7	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
04:30 PM	0	0	1	2	0	3	6	0	0	0	0	6	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
04:45 PM	0	0	4	0	0	4	1	0	0	3	0	4	0	1	1	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Total	0	0	9	2	0	11	18	0	0	6	2	26	0	2	4	0	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	
05:00 PM	0	0	2	0	0	2	2	0	0	3	2	7	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
05:15 PM	0	0	2	1	0	3	4	0	0	4	2	10	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
05:30 PM	0	0	0	0	0	0	3	0	0	3	0	6	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
05:45 PM	0	0	1	2	0	3	2	0	0	3	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Total	0	0	5	3	0	8	11	0	0	13	5	29	0	3	3	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	
Grand Total	0	0	46	56	0	102	79	0	0	59	12	150	0	16	11	0	2	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	281	
Apprch %	0	0	45.1	54.9	0		52.7	0	0	39.3	8		0	55.2	37.9	0	6.9		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total %	0	0	16.4	19.9	0	36.3	28.1	0	0	21	4.3	53.4	0	5.7	3.9	0	0.7	10.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		

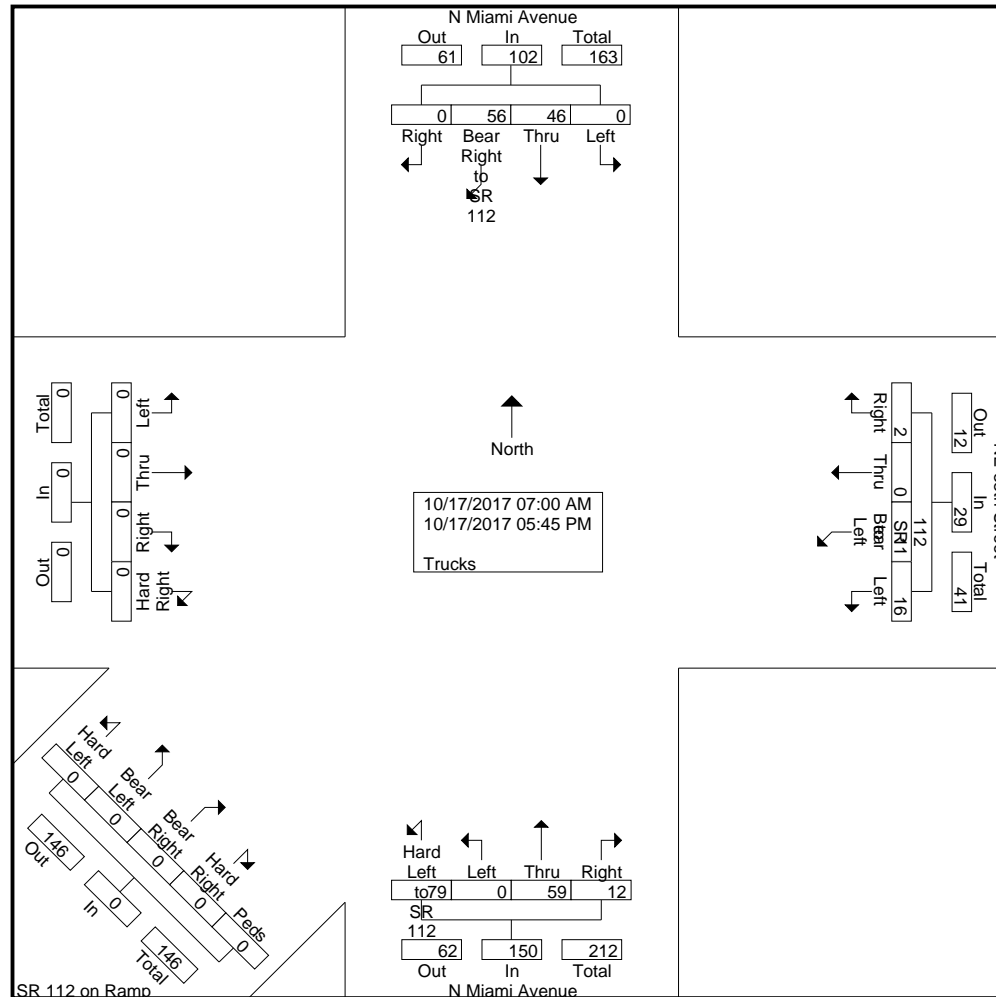
N Miami Avenue & NE 38th Street

File Name : TMC-6 N Miami Avenue & NE-NW 38th Street

Site Code : 00000000

Start Date : 10/17/2017

Page No : 2



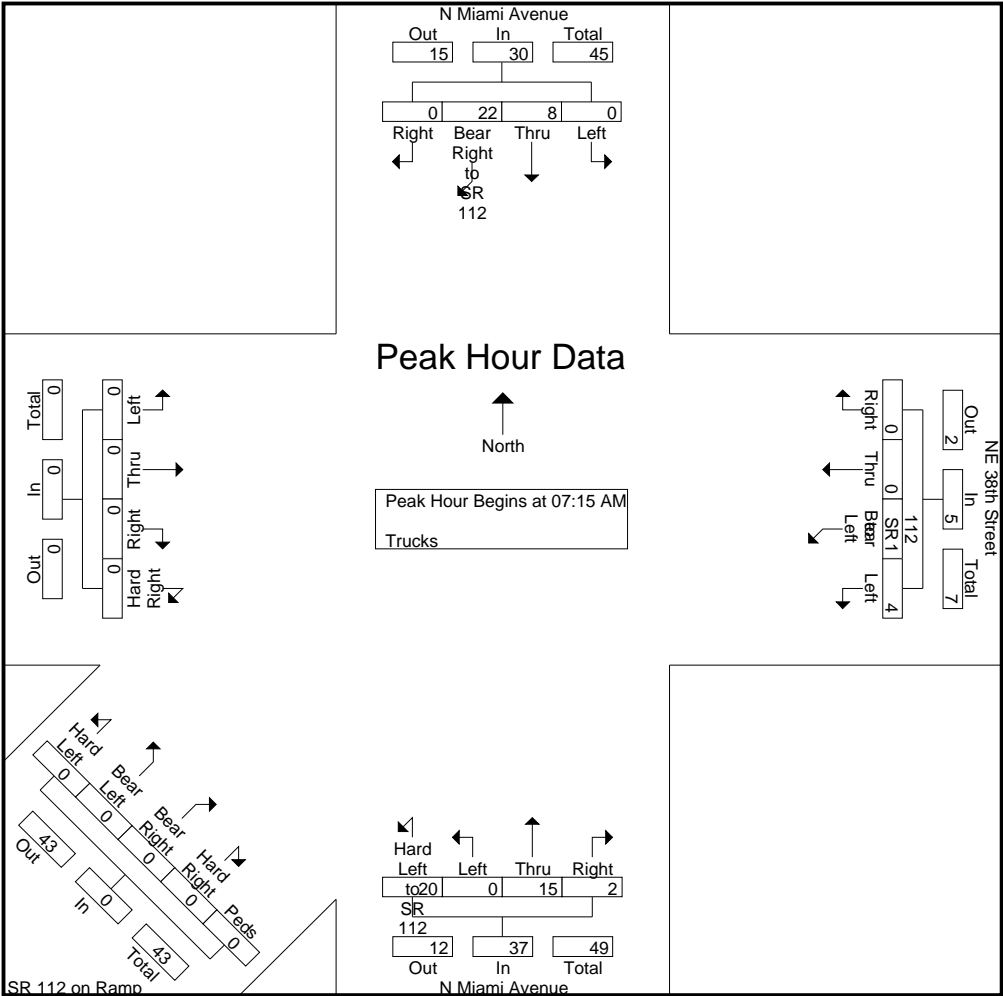
N Miami Avenue & NE 38th Street

File Name : TMC-6 N Miami Avenue & NE-NW 38th Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 3

Start Time	N Miami Avenue Southbound						N Miami Avenue Northbound						NE 38th Street Westbound						Eastbound						SR 112 on Ramp Northeast						Int. Total						
	U-Turns	Left	Thru	Bear Right to SR.112	Right	App. Total	Hard Left to SR.112	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Bear Left to SR.112	Thru	Right	App. Total	U-Turns	Left	Thru	Right	Hard Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	Peds	App. Total							
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																																					
Peak Hour for Entire Intersection Begins at 07:15 AM																																					
07:15 AM	0	0	2	4	0	6	6	0	0	4	0	10	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
07:30 AM	0	0	1	8	0	9	2	0	0	5	2	9	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
07:45 AM	0	0	3	3	0	6	9	0	0	2	0	11	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
08:00 AM	0	0	2	7	0	9	3	0	0	4	0	7	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17
Total Volume	0	0	8	22	0	30	20	0	0	15	2	37	0	4	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	72
% App. Total	0	0	26.7	73.3	0		54.1	0	0	40.5	5.4		0	80	20	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PHF	.000	.000	.667	.688	.000	.833	.556	.000	.000	.750	.250	.841	.000	.500	.250	.000	.000	.625	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.947	

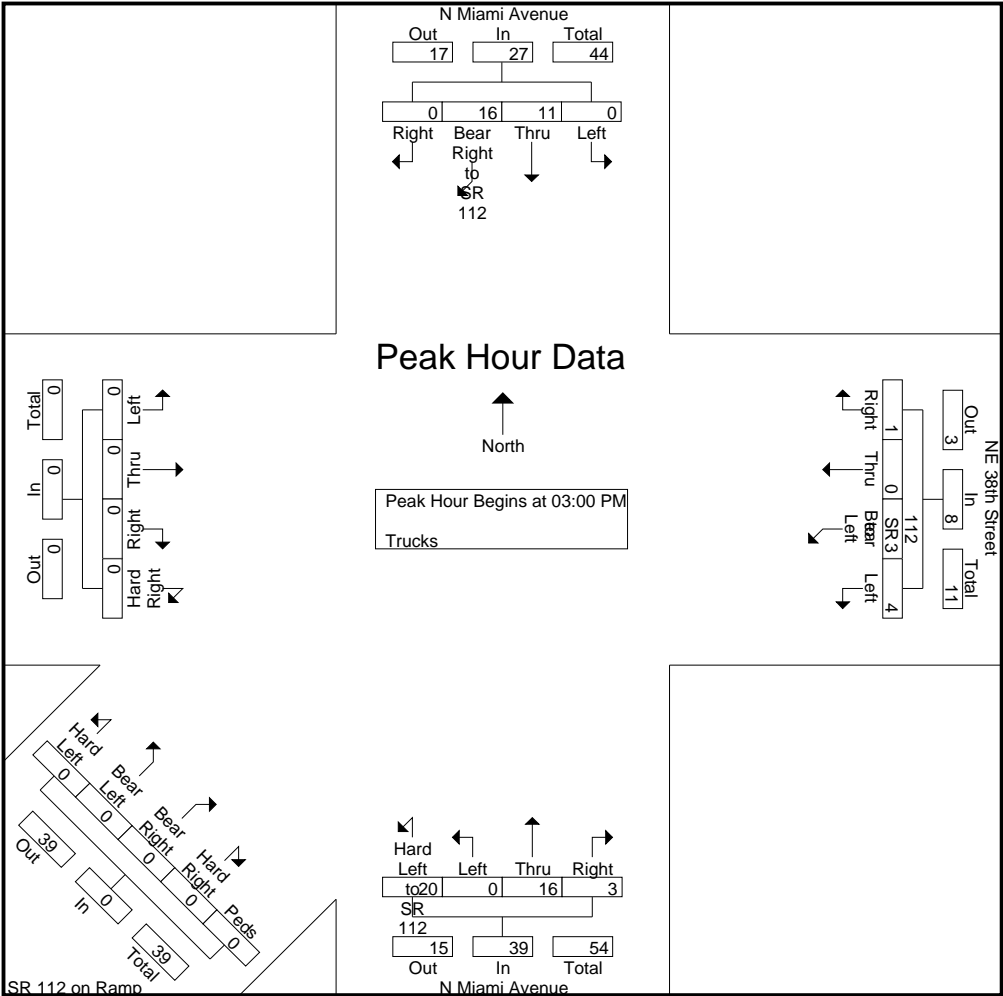
N Miami Avenue & NE 38th Street

File Name : TMC-6 N Miami Avenue & NE-NW 38th Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 4



N Miami Avenue & NE 38th Street

File Name : TMC-6 N Miami Avenue & NE-NW 38th Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 6



N Miami Avenue & NE 38th Street

File Name : TMC-6 N Miami Avenue & NE-NW 38th Street

Site Code : 00000000

Start Date : 10/17/2017

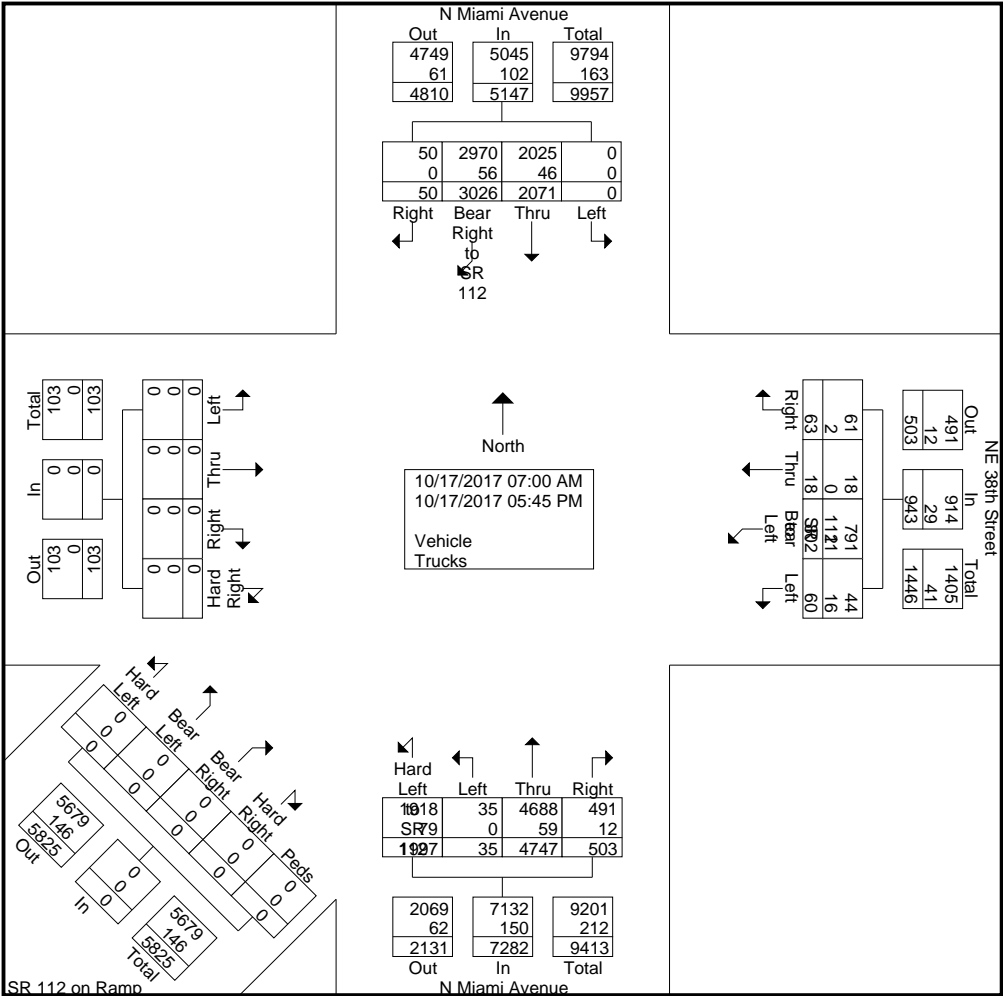
Page No : 1

Groups Printed- Vehicle - Trucks

Start Time	N Miami Avenue Southbound						N Miami Avenue Northbound					NE 38th Street Westbound						Eastbound						SR 112 on Ramp Northeast						Int. Total								
	U-Turns	Left	Thru	Bear Right to SR 112	Right	App. Total	Hard Left to SR 112	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Bear Left to SR 112	Thru	Right	App. Total	U-Turns	Left	Thru	Right	Hard Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	Peds		App. Total							
07:00 AM	0	0	117	160	3	280	79	0	0	90	33	202	0	0	20	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	502
07:15 AM	0	0	126	181	2	309	67	0	3	104	50	224	0	3	29	1	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	566
07:30 AM	0	0	170	219	0	389	80	0	4	130	39	253	0	1	45	0	1	47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	689
07:45 AM	0	0	165	214	3	382	83	0	1	138	23	245	0	3	26	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	656
Total	0	0	578	774	8	1360	309	0	8	462	145	924	0	7	120	1	1	129	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2413
08:00 AM	0	0	207	210	1	418	76	0	2	154	29	261	0	1	41	0	1	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	722
08:15 AM	0	0	172	236	3	411	80	0	1	143	36	260	0	1	27	1	2	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	702
08:30 AM	0	0	134	292	1	427	87	0	0	133	34	254	0	1	37	0	0	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	719
08:45 AM	0	0	166	262	3	431	79	0	2	125	58	264	0	5	31	0	1	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	732
Total	0	0	679	1000	8	1687	322	0	5	555	157	1039	0	8	136	1	4	149	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2875
*** BREAK ***																																						
03:00 PM	0	0	65	123	2	190	137	0	4	230	17	388	0	4	53	3	8	68	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	646
03:15 PM	0	0	64	135	2	201	97	0	1	230	19	347	0	6	43	1	2	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	600
03:30 PM	0	0	61	153	5	219	122	0	1	218	23	364	0	1	67	0	3	71	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	654
03:45 PM	0	0	75	139	0	214	122	0	0	270	15	407	0	3	49	0	7	59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	680
Total	0	0	265	550	9	824	478	0	6	948	74	1506	0	14	212	4	20	250	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2580
04:00 PM	0	0	71	99	4	174	125	0	3	290	14	432	0	4	53	0	7	64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	670
04:15 PM	0	0	69	85	0	154	122	0	3	306	10	441	0	4	47	1	4	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	651
04:30 PM	0	0	73	73	4	150	121	0	1	336	13	471	0	2	29	3	2	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	657
04:45 PM	0	0	69	79	1	149	103	0	2	344	15	464	0	3	29	0	5	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	650
Total	0	0	282	336	9	627	471	0	9	1276	52	1808	0	13	158	4	18	193	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2628
05:00 PM	0	0	65	107	6	178	103	0	1	350	17	471	0	3	45	3	3	54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	703
05:15 PM	0	0	62	94	3	159	120	0	1	375	21	517	0	6	54	1	3	64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	740
05:30 PM	0	0	72	87	2	161	99	0	2	385	16	502	0	5	43	1	11	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	723
05:45 PM	0	0	68	78	5	151	95	0	3	396	21	515	0	4	34	3	3	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	710
Total	0	0	267	366	16	649	417	0	7	1506	75	2005	0	18	176	8	20	222	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2876
Grand Total	0	0	2071	3026	50	5147	1997	0	35	4747	503	7282	0	60	802	18	63	943	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13372
Apprch %	0	0	40.2	58.8	1		27.4	0	0.5	65.2	6.9		0	6.4	85	1.9	6.7		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total %	0	0	15.5	22.6	0.4	38.5	14.9	0	0.3	35.5	3.8	54.5	0	0.4	6	0.1	0.5	7.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Vehicle	0	0	2025	2970	50	5045	1918	0	35	4688	491	7132	0	44	791	18	61	914	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13091
% Vehicle	0	0	97.8	98.1	100	98	96	0	100	98.8	97.6	97.9	0	73.3	98.6	100	96.8	96.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	97.9

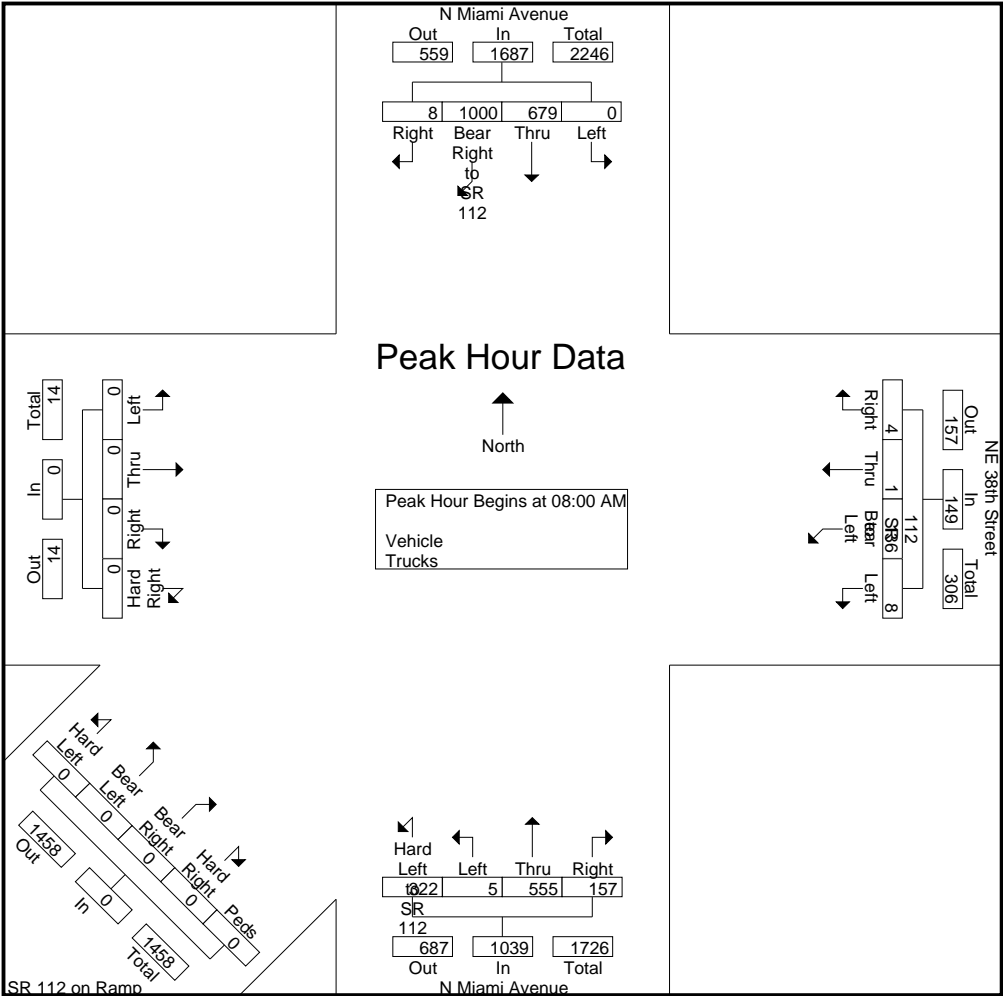
N Miami Avenue & NE 38th Street

File Name : TMC-6 N Miami Avenue & NE-NW 38th Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 3



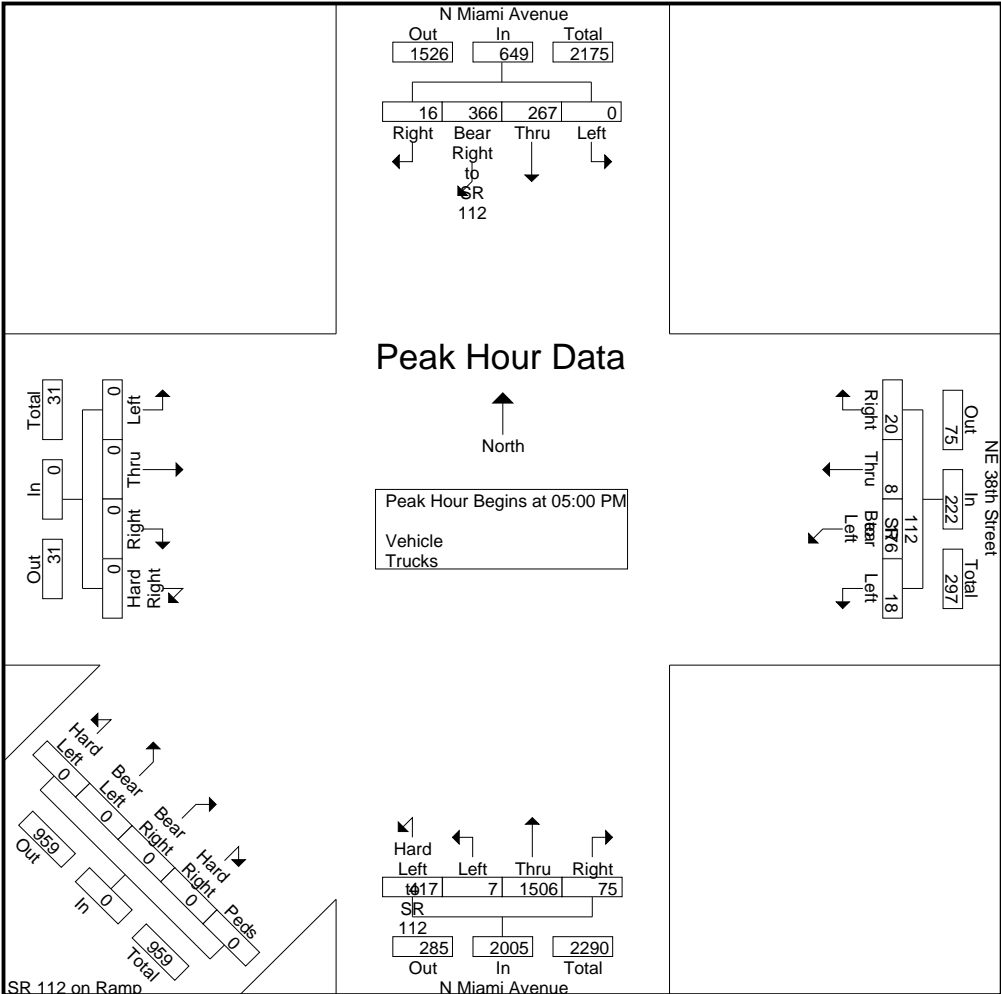
N Miami Avenue & NE 38th Street

File Name : TMC-6 N Miami Avenue & NE-NW 38th Street
 Site Code : 00000000
 Start Date : 10/17/2017
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N Miami Avenue & NE 38th Street

File Name : TMC-6 N Miami Avenue & NE-NW 38th Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 7



NE 1st Avenue & NE 36th Street

File Name : TMC-7 NE 1st Avenue & NE 36th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 1

Groups Printed- Peds & Bikes

Start Time	NE 1st Avenue Southbound			NE 1st Avenue Northbound			NE 36th Street Westbound			NE 36th Street Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	2	2	2
07:15 AM	3	0	3	1	1	2	0	0	0	2	0	2	7
07:30 AM	0	0	0	2	0	2	1	0	1	0	0	0	3
07:45 AM	3	3	6	3	0	3	0	0	0	3	0	3	12
Total	6	3	9	6	1	7	1	0	1	5	2	7	24
08:00 AM	3	1	4	1	1	2	0	1	1	5	1	6	13
08:15 AM	1	0	1	0	0	0	2	0	2	6	0	6	9
08:30 AM	2	1	3	1	0	1	1	0	1	6	0	6	11
08:45 AM	1	1	2	1	0	1	1	0	1	6	0	6	10
Total	7	3	10	3	1	4	4	1	5	23	1	24	43
*** BREAK ***													
03:00 PM	3	0	3	11	0	11	0	0	0	10	0	10	24
03:15 PM	2	1	3	3	0	3	3	0	3	7	0	7	16
03:30 PM	1	2	3	0	1	1	0	0	0	2	1	3	7
03:45 PM	2	1	3	4	0	4	2	0	2	7	0	7	16
Total	8	4	12	18	1	19	5	0	5	26	1	27	63
04:00 PM	5	0	5	12	2	14	0	0	0	15	1	16	35
04:15 PM	0	0	0	4	0	4	4	0	4	32	0	32	40
04:30 PM	16	0	16	13	0	13	2	0	2	26	1	27	58
04:45 PM	5	0	5	9	1	10	2	0	2	34	2	36	53
Total	26	0	26	38	3	41	8	0	8	107	4	111	186
05:00 PM	6	0	6	17	3	20	11	0	11	11	2	13	50
05:15 PM	4	0	4	9	2	11	7	0	7	15	1	16	38
05:30 PM	6	1	7	32	0	32	11	0	11	13	0	13	63
05:45 PM	2	1	3	12	2	14	11	0	11	15	0	15	43
Total	18	2	20	70	7	77	40	0	40	54	3	57	194
Grand Total	65	12	77	135	13	148	58	1	59	215	11	226	510
Apprch %	84.4	15.6		91.2	8.8		98.3	1.7		95.1	4.9		
Total %	12.7	2.4	15.1	26.5	2.5	29	11.4	0.2	11.6	42.2	2.2	44.3	

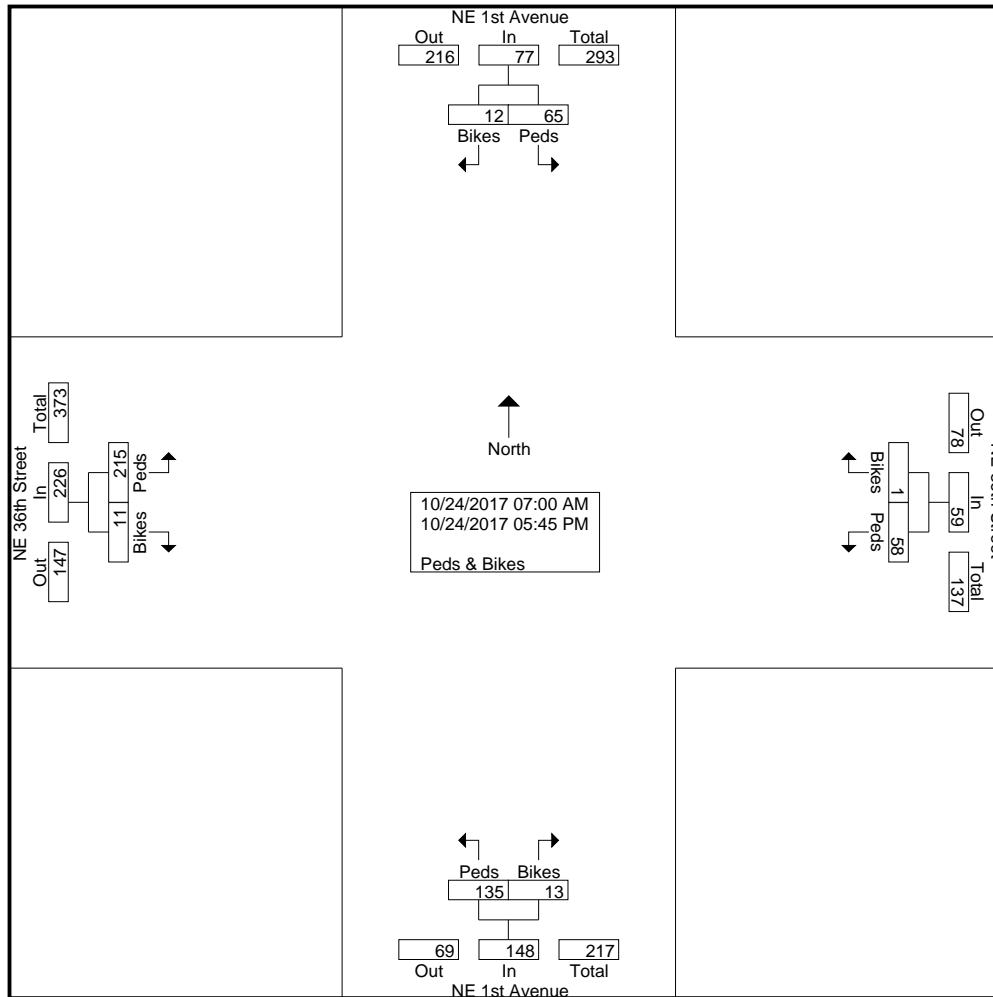
NE 1st Avenue & NE 36th Street

File Name : TMC-7 NE 1st Avenue & NE 36th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 2



NE 1st Avenue & NE 36th Street

File Name : TMC-7 NE 1st Avenue & NE 36th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 3

Start Time	NE 1st Avenue Southbound			NE 1st Avenue Northbound			NE 36th Street Westbound			NE 36th Street Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	3	3	6	3	0	3	0	0	0	3	0	3	12
08:00 AM	3	1	4	1	1	2	0	1	1	5	1	6	13
08:15 AM	1	0	1	0	0	0	2	0	2	6	0	6	9
08:30 AM	2	1	3	1	0	1	1	0	1	6	0	6	11
Total Volume	9	5	14	5	1	6	3	1	4	20	1	21	45
% App. Total	64.3	35.7		83.3	16.7		75	25		95.2	4.8		
PHF	.750	.417	.583	.417	.250	.500	.375	.250	.500	.833	.250	.875	.865

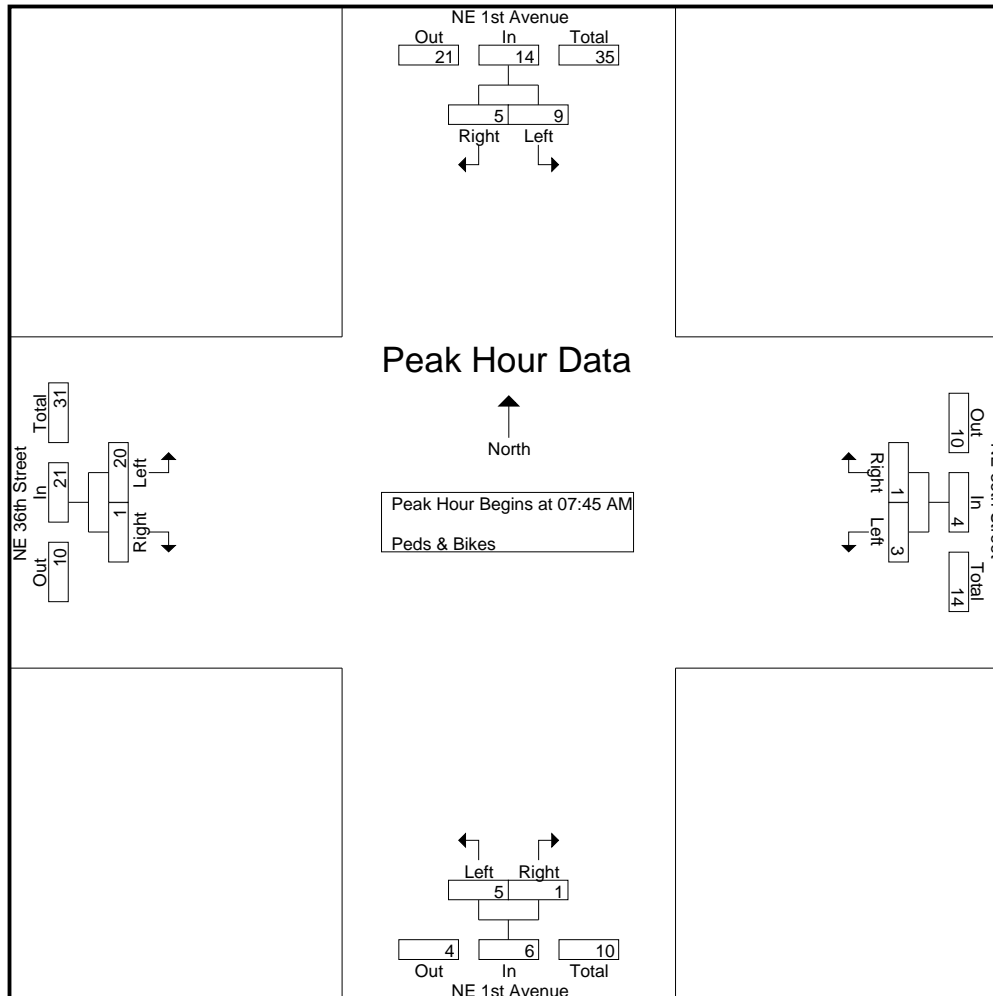
NE 1st Avenue & NE 36th Street

File Name : TMC-7 NE 1st Avenue & NE 36th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 4



NE 1st Avenue & NE 36th Street

File Name : TMC-7 NE 1st Avenue & NE 36th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 5

Start Time	NE 1st Avenue Southbound			NE 1st Avenue Northbound			NE 36th Street Westbound			NE 36th Street Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	5	0	5	9	1	10	2	0	2	34	2	36	53
05:00 PM	6	0	6	17	3	20	11	0	11	11	2	13	50
05:15 PM	4	0	4	9	2	11	7	0	7	15	1	16	38
05:30 PM	6	1	7	32	0	32	11	0	11	13	0	13	63
Total Volume	21	1	22	67	6	73	31	0	31	73	5	78	204
% App. Total	95.5	4.5		91.8	8.2		100	0		93.6	6.4		
PHF	.875	.250	.786	.523	.500	.570	.705	.000	.705	.537	.625	.542	.810

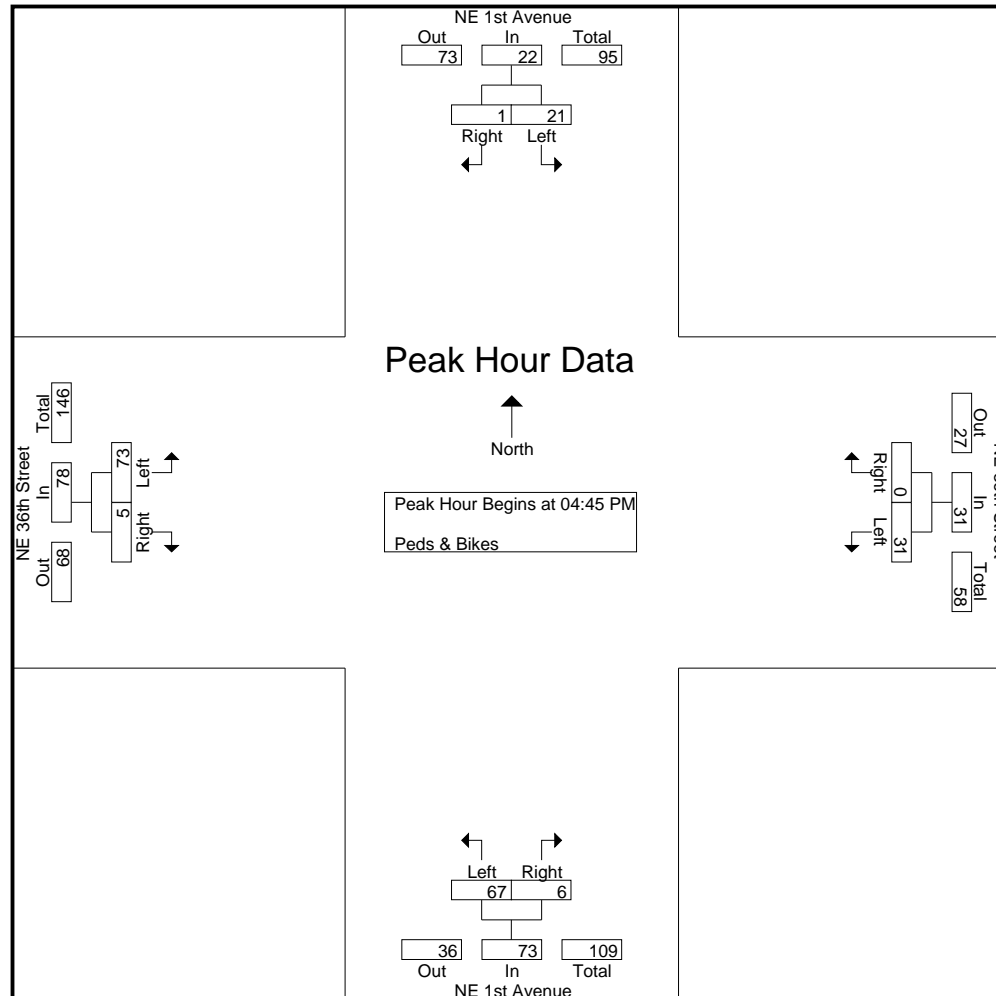
NE 1st Avenue & NE 36th Street

File Name : TMC-7 NE 1st Avenue & NE 36th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 6



NE 1st Avenue & NE 36th Street

File Name : TMC-7 NE 1st Avenue & NE 36th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 1

Groups Printed- Trucks

Start Time	NE 1st Avenue Southbound					NE 1st Avenue Northbound					NE 36th Street Westbound					NE 36th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	4	0	4	7
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	4	0	4	5
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	5	0	5	7
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	6	0	6	8
Total	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	0	0	19	0	19	27
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	8	0	8	9
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	4	0	4	5
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	10	0	10	12
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	9	0	9	11
Total	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	0	31	0	31	37
*** BREAK ***																					
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	4
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	3	4	0	7	9
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	5	2	7	0	0	0	0	0	7
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	7	0	7	10
Total	0	0	0	0	0	0	0	0	0	0	0	0	14	2	16	0	3	11	0	14	30
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	0	1	0	1	7
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	2	1	3	7
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	1	2	0	3	5
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	0	1	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	14	0	14	0	2	5	1	8	22
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	1	4	0	5	7
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	4	0	4	0	0	1	0	1	6
Total	0	1	0	0	1	0	0	0	0	0	0	0	9	1	10	0	1	5	0	6	17
Grand Total	0	1	0	0	1	0	0	0	0	0	0	0	51	3	54	0	6	71	1	78	133
Apprch %	0	100	0	0		0	0	0	0		0	0	94.4	5.6		0	7.7	91	1.3		
Total %	0	0.8	0	0	0.8	0	0	0	0	0	0	0	38.3	2.3	40.6	0	4.5	53.4	0.8	58.6	

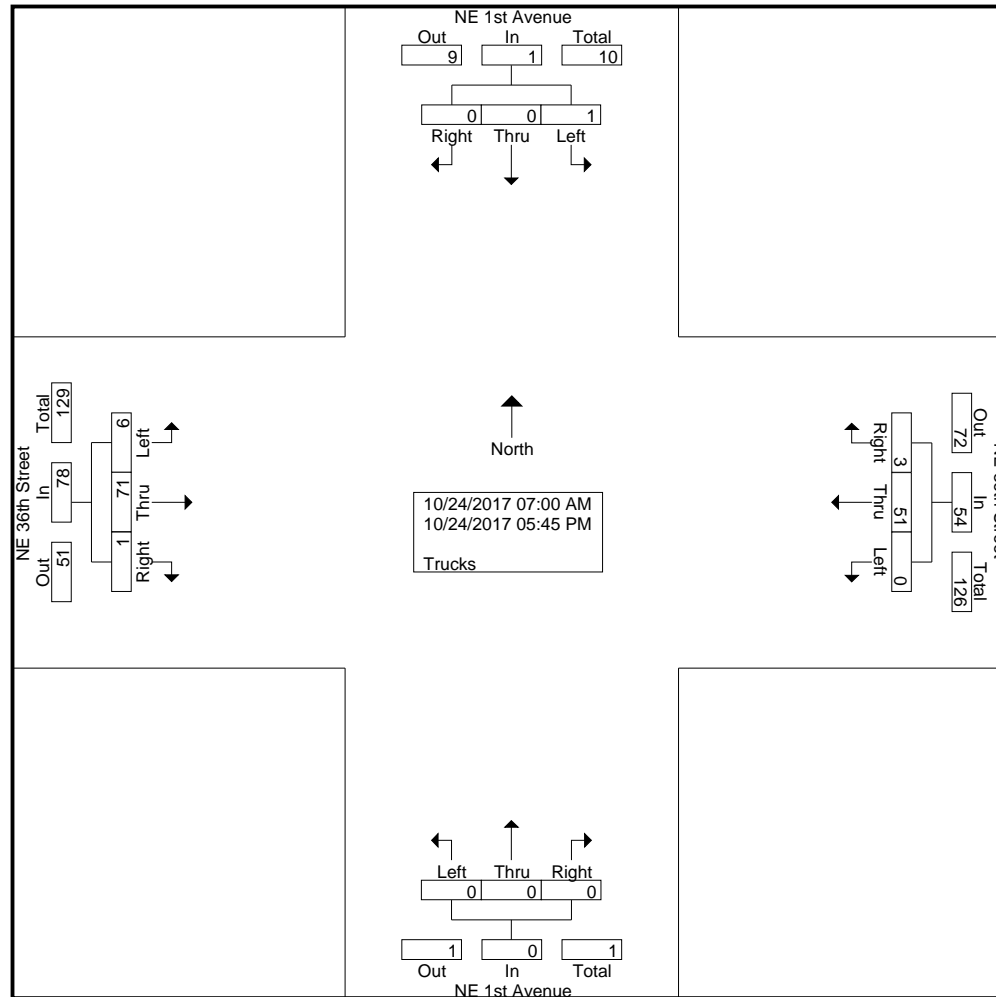
NE 1st Avenue & NE 36th Street

File Name : TMC-7 NE 1st Avenue & NE 36th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 2



NE 1st Avenue & NE 36th Street

File Name : TMC-7 NE 1st Avenue & NE 36th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 3

Start Time	NE 1st Avenue Southbound					NE 1st Avenue Northbound					NE 36th Street Westbound					NE 36th Street Eastbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 08:00 AM																						
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	8	0	8	9	
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	4	0	4	5	
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	10	0	10	12	
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	9	0	9	11	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	0	31	0	31	37	
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	100	0	6	0	0	100	0	31	37	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.775	.000	.775	.771	

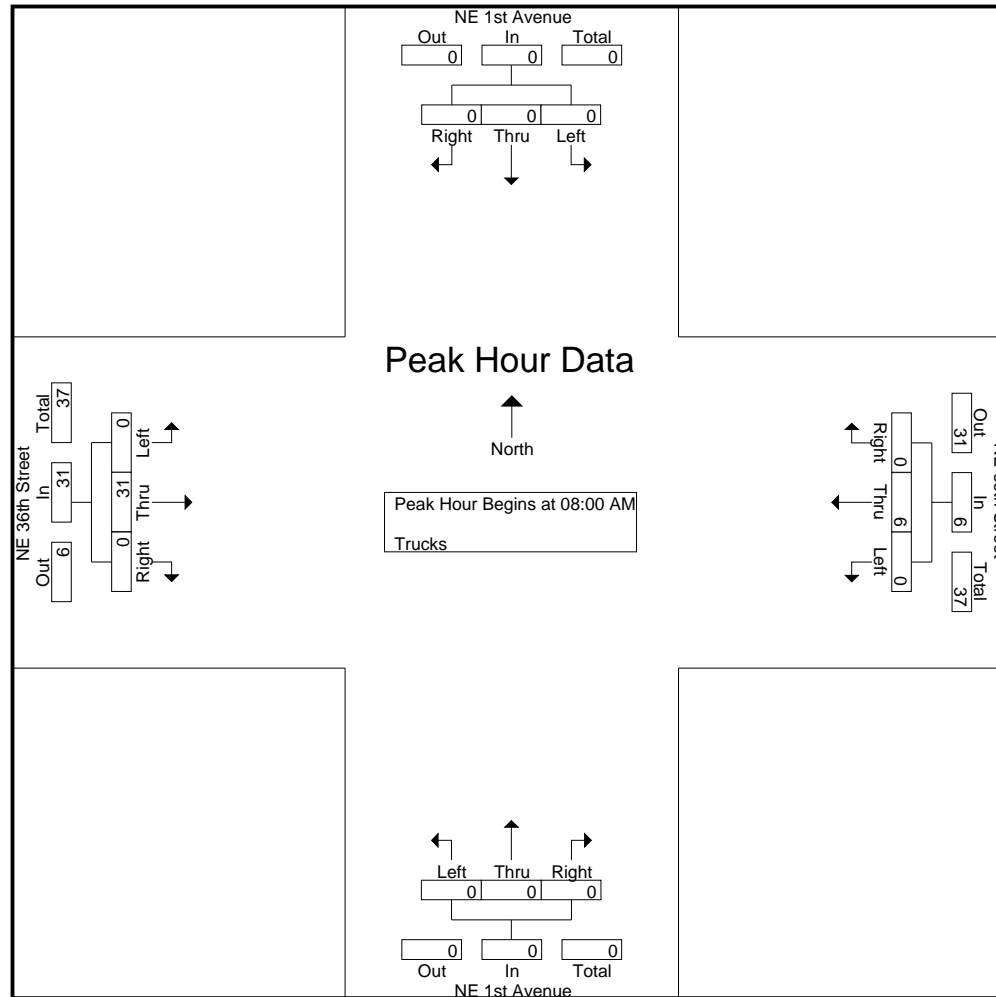
NE 1st Avenue & NE 36th Street

File Name : TMC-7 NE 1st Avenue & NE 36th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 4



NE 1st Avenue & NE 36th Street

File Name : TMC-7 NE 1st Avenue & NE 36th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 5

Start Time	NE 1st Avenue Southbound					NE 1st Avenue Northbound					NE 36th Street Westbound					NE 36th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:15 PM																					
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	3	4	0	7	9
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	5	2	7	0	0	0	0	0	7
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	7	0	7	10
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	0	1	0	1	7
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	16	2	18	0	3	12	0	15	33
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	88.9	11.1		0	20	80	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.667	.250	.643	.000	.250	.429	.000	.536	.825

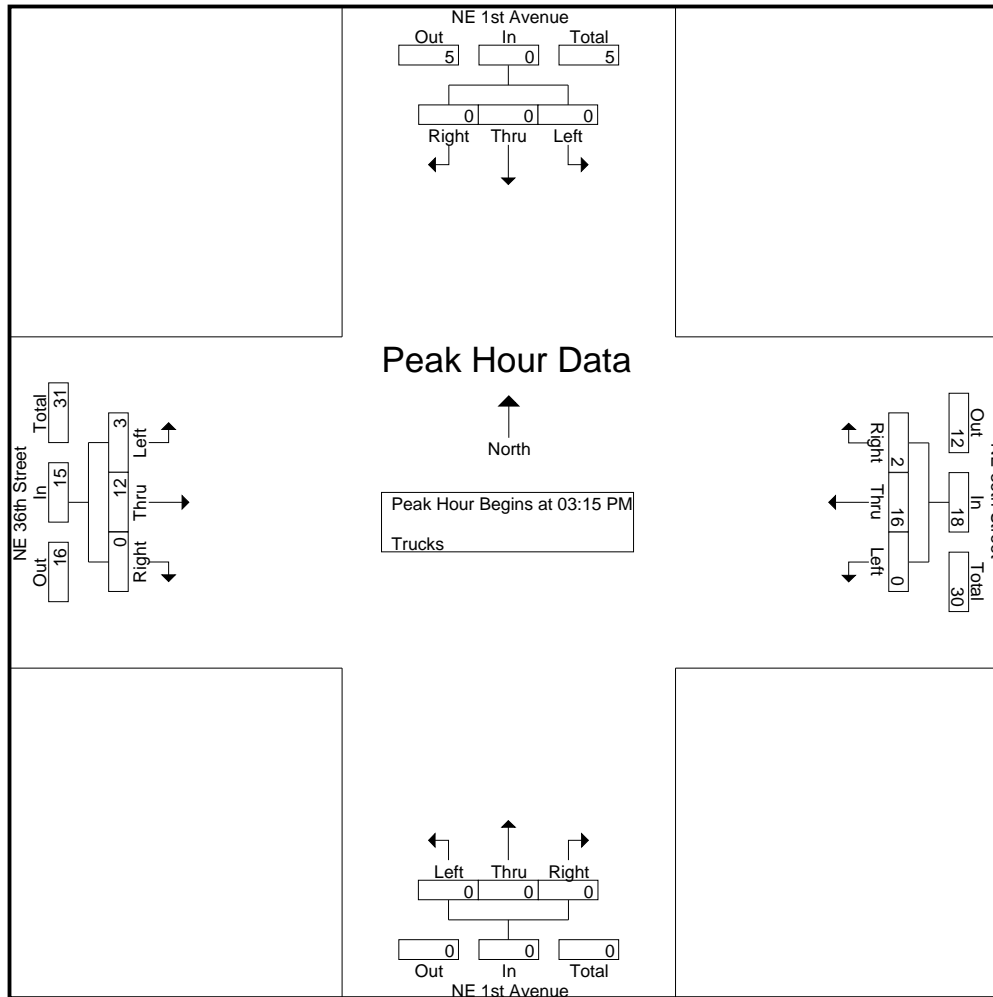
NE 1st Avenue & NE 36th Street

File Name : TMC-7 NE 1st Avenue & NE 36th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 6



NE 1st Avenue & NE 36th Street

File Name : TMC-7 NE 1st Avenue & NE 36th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 1

Groups Printed- Vehicle - Trucks

Start Time	NE 1st Avenue Southbound					NE 1st Avenue Northbound					NE 36th Street Westbound					NE 36th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
07:00 AM	0	2	1	4	7	0	0	5	2	7	0	4	64	3	71	0	4	152	4	160	245
07:15 AM	0	2	2	1	5	0	1	2	1	4	0	1	40	3	44	0	5	150	1	156	209
07:30 AM	0	1	3	0	4	0	0	2	1	3	0	5	86	5	96	0	4	167	1	172	275
07:45 AM	0	7	4	4	15	0	1	4	3	8	0	2	60	6	68	0	5	160	1	166	257
Total	0	12	10	9	31	0	2	13	7	22	0	12	250	17	279	0	18	629	7	654	986
08:00 AM	0	8	0	5	13	0	0	6	2	8	0	0	66	5	71	0	4	162	2	168	260
08:15 AM	0	7	0	5	12	0	3	5	4	12	0	0	61	4	65	0	3	179	5	187	276
08:30 AM	0	9	0	7	16	0	4	8	4	16	0	1	69	5	75	0	4	168	1	173	280
08:45 AM	0	9	1	10	20	0	3	6	5	14	0	0	84	7	91	0	6	184	2	192	317
Total	0	33	1	27	61	0	10	25	15	50	0	1	280	21	302	0	17	693	10	720	1133
*** BREAK ***																					
03:00 PM	0	3	3	1	7	0	17	17	18	52	0	15	102	9	126	0	14	113	11	138	323
03:15 PM	0	5	2	3	10	0	13	14	14	41	0	11	103	4	118	0	18	97	15	130	299
03:30 PM	0	0	0	4	4	0	7	32	19	58	0	10	131	10	151	0	14	112	12	138	351
03:45 PM	0	4	2	1	7	0	8	19	22	49	0	14	137	8	159	0	10	124	15	149	364
Total	0	12	7	9	28	0	45	82	73	200	0	50	473	31	554	0	56	446	53	555	1337
04:00 PM	0	4	7	4	15	0	4	15	13	32	0	12	136	10	158	0	8	116	19	143	348
04:15 PM	0	3	0	3	6	0	2	10	19	31	0	18	117	9	144	0	12	120	24	156	337
04:30 PM	0	3	2	2	7	0	3	17	26	46	0	13	104	8	125	0	10	108	10	128	306
04:45 PM	0	2	0	1	3	0	6	12	11	29	0	16	125	3	144	0	16	141	20	177	353
Total	0	12	9	10	31	0	15	54	69	138	0	59	482	30	571	0	46	485	73	604	1344
05:00 PM	0	2	6	5	13	0	2	18	17	37	0	14	127	10	151	0	9	137	15	161	362
05:15 PM	0	3	3	4	10	0	3	20	21	44	0	11	133	8	152	0	14	125	21	160	366
05:30 PM	0	4	2	4	10	0	1	16	21	38	0	22	127	6	155	0	12	96	17	125	328
05:45 PM	0	4	2	0	6	0	7	8	17	32	0	7	90	10	107	0	12	111	17	140	285
Total	0	13	13	13	39	0	13	62	76	151	0	54	477	34	565	0	47	469	70	586	1341
Grand Total	0	82	40	68	190	0	85	236	240	561	0	176	1962	133	2271	0	184	2722	213	3119	6141
Apprch %	0	43.2	21.1	35.8		0	15.2	42.1	42.8		0	7.7	86.4	5.9		0	5.9	87.3	6.8		
Total %	0	1.3	0.7	1.1	3.1	0	1.4	3.8	3.9	9.1	0	2.9	31.9	2.2	37	0	3	44.3	3.5	50.8	
Vehicle	0	81	40	68	189	0	85	236	240	561	0	176	1911	130	2217	0	178	2651	212	3041	6008
% Vehicle	0	98.8	100	100	99.5	0	100	100	100	100	0	100	97.4	97.7	97.6	0	96.7	97.4	99.5	97.5	97.8

NE 1st Avenue & NE 36th Street

File Name : TMC-7 NE 1st Avenue & NE 36th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 2

Groups Printed- Vehicle - Trucks

	NE 1st Avenue Southbound					NE 1st Avenue Northbound					NE 36th Street Westbound					NE 36th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Trucks	0	1	0	0	1	0	0	0	0	0	0	0	51	3	54	0	6	71	1	78	133
% Trucks	0	1.2	0	0	0.5	0	0	0	0	0	0	0	2.6	2.3	2.4	0	3.3	2.6	0.5	2.5	2.2

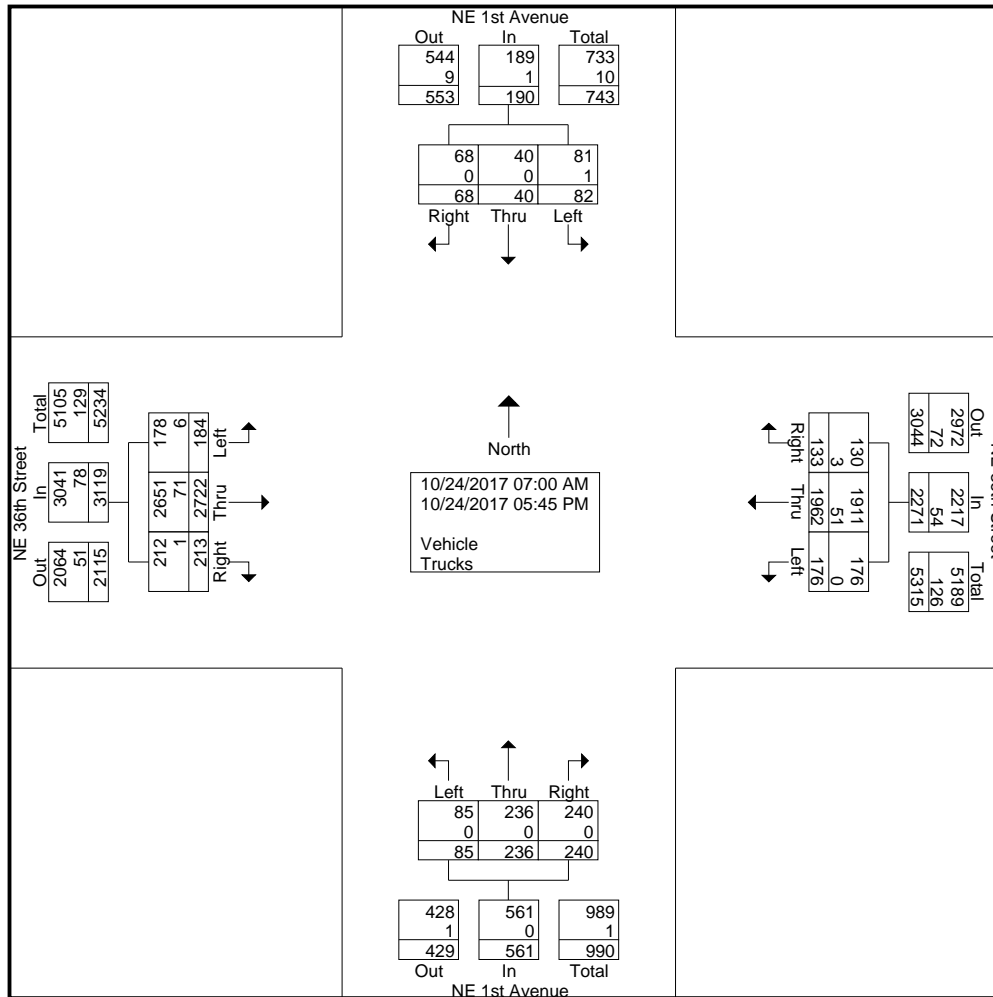
NE 1st Avenue & NE 36th Street

File Name : TMC-7 NE 1st Avenue & NE 36th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 3



NE 1st Avenue & NE 36th Street

File Name : TMC-7 NE 1st Avenue & NE 36th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 4

Start Time	NE 1st Avenue Southbound					NE 1st Avenue Northbound					NE 36th Street Westbound					NE 36th Street Eastbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 08:00 AM																						
08:00 AM	0	8	0	5	13	0	0	6	2	8	0	0	66	5	71	0	4	162	2	168	260	
08:15 AM	0	7	0	5	12	0	3	5	4	12	0	0	61	4	65	0	3	179	5	187	276	
08:30 AM	0	9	0	7	16	0	4	8	4	16	0	1	69	5	75	0	4	168	1	173	280	
08:45 AM	0	9	1	10	20	0	3	6	5	14	0	0	84	7	91	0	6	184	2	192	317	
Total Volume	0	33	1	27	61	0	10	25	15	50	0	1	280	21	302	0	17	693	10	720	1133	
% App. Total	0	54.1	1.6	44.3		0	20	50	30		0	0.3	92.7	7		0	2.4	96.2	1.4			
PHF	.000	.917	.250	.675	.763	.000	.625	.781	.750	.781	.000	.250	.833	.750	.830	.000	.708	.942	.500	.938	.894	

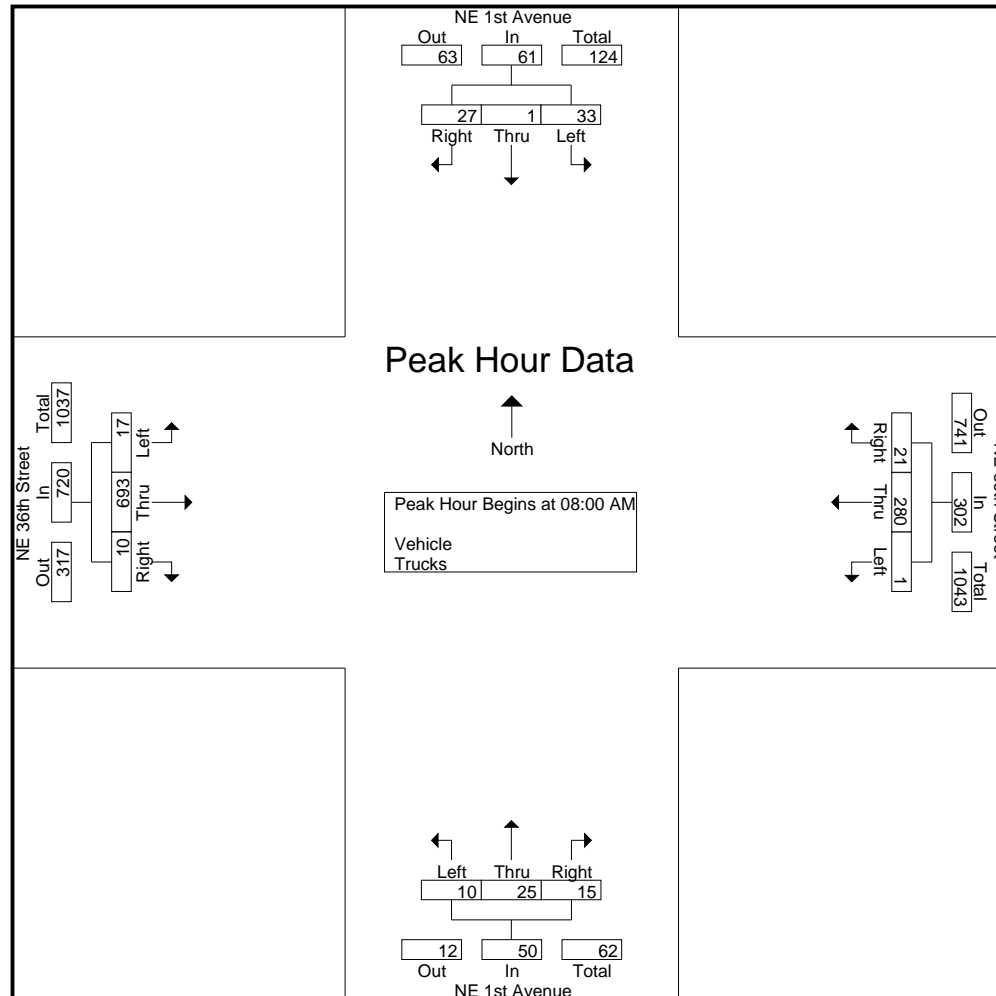
NE 1st Avenue & NE 36th Street

File Name : TMC-7 NE 1st Avenue & NE 36th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 5



NE 1st Avenue & NE 36th Street

File Name : TMC-7 NE 1st Avenue & NE 36th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 6

Start Time	NE 1st Avenue Southbound					NE 1st Avenue Northbound					NE 36th Street Westbound					NE 36th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	2	0	1	3	0	6	12	11	29	0	16	125	3	144	0	16	141	20	177	353
05:00 PM	0	2	6	5	13	0	2	18	17	37	0	14	127	10	151	0	9	137	15	161	362
05:15 PM	0	3	3	4	10	0	3	20	21	44	0	11	133	8	152	0	14	125	21	160	366
05:30 PM	0	4	2	4	10	0	1	16	21	38	0	22	127	6	155	0	12	96	17	125	328
Total Volume	0	11	11	14	36	0	12	66	70	148	0	63	512	27	602	0	51	499	73	623	1409
% App. Total	0	30.6	30.6	38.9		0	8.1	44.6	47.3		0	10.5	85	4.5		0	8.2	80.1	11.7		
PHF	.000	.688	.458	.700	.692	.000	.500	.825	.833	.841	.000	.716	.962	.675	.971	.000	.797	.885	.869	.880	.962

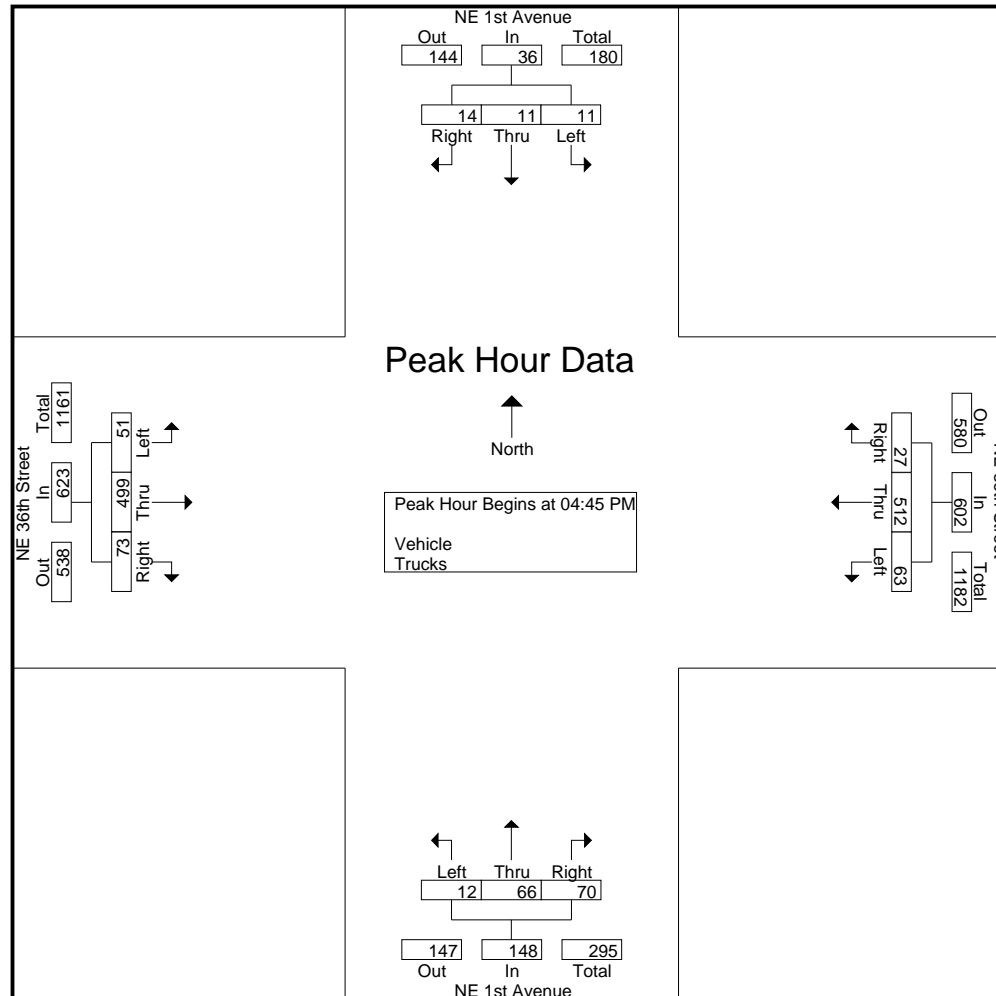
NE 1st Avenue & NE 36th Street

File Name : TMC-7 NE 1st Avenue & NE 36th Street

Site Code : 00000000

Start Date : 10/24/2017

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NE 1st Avenue & NE 38th Street

File Name : TMC-8 NE 1st Avenue & NE 38th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 1

Groups Printed- Peds & Bikes

Start Time	NE 1st Avenue Southbound			NE 1st Avenue Northbound			NE 38th Street Westbound			NE 38th Street Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
07:00 AM	2	0	2	0	0	0	1	0	1	4	0	4	7
07:15 AM	4	0	4	1	0	1	2	0	2	6	0	6	13
07:30 AM	3	0	3	1	0	1	7	0	7	2	0	2	13
07:45 AM	1	2	3	0	0	0	1	0	1	3	1	4	8
Total	10	2	12	2	0	2	11	0	11	15	1	16	41
08:00 AM	1	2	3	0	0	0	4	2	6	3	0	3	12
08:15 AM	0	0	0	0	0	0	6	0	6	2	0	2	8
08:30 AM	3	0	3	0	0	0	4	1	5	9	0	9	17
08:45 AM	2	0	2	2	0	2	5	0	5	11	0	11	20
Total	6	2	8	2	0	2	19	3	22	25	0	25	57
*** BREAK ***													
03:00 PM	3	0	3	0	0	0	9	1	10	3	0	3	16
03:15 PM	5	0	5	1	0	1	13	0	13	4	1	5	24
03:30 PM	5	0	5	0	0	0	13	1	14	6	0	6	25
03:45 PM	0	0	0	0	0	0	4	1	5	6	0	6	11
Total	13	0	13	1	0	1	39	3	42	19	1	20	76
04:00 PM	2	0	2	0	0	0	10	0	10	2	0	2	14
04:15 PM	4	0	4	0	0	0	14	1	15	6	1	7	26
04:30 PM	2	1	3	2	0	2	10	1	11	1	1	2	18
04:45 PM	1	0	1	0	0	0	2	0	2	2	0	2	5
Total	9	1	10	2	0	2	36	2	38	11	2	13	63
05:00 PM	2	1	3	1	0	1	5	2	7	5	0	5	16
05:15 PM	2	0	2	1	0	1	9	0	9	7	0	7	19
05:30 PM	1	0	1	2	0	2	7	0	7	13	0	13	23
05:45 PM	0	0	0	0	0	0	10	0	10	2	0	2	12
Total	5	1	6	4	0	4	31	2	33	27	0	27	70
Grand Total	43	6	49	11	0	11	136	10	146	97	4	101	307
Apprch %	87.8	12.2		100	0		93.2	6.8		96	4		
Total %	14	2	16	3.6	0	3.6	44.3	3.3	47.6	31.6	1.3	32.9	

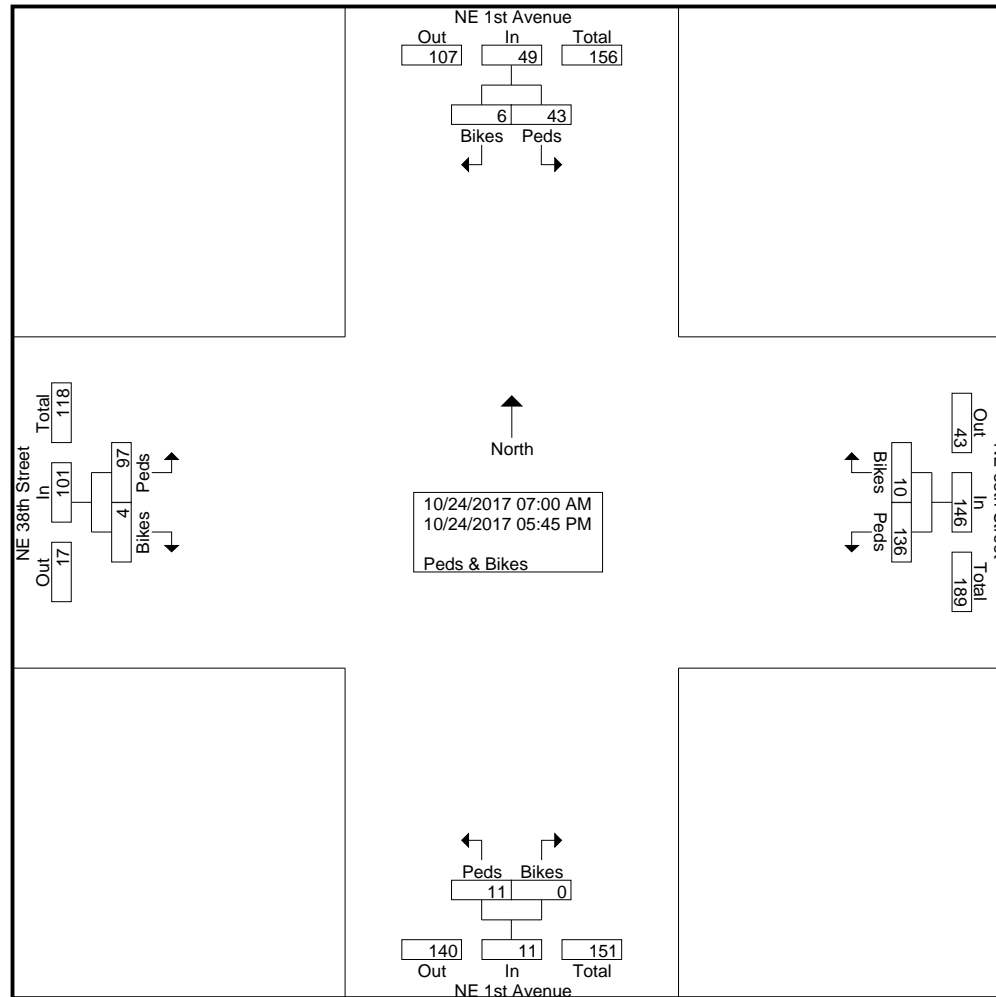
NE 1st Avenue & NE 38th Street

File Name : TMC-8 NE 1st Avenue & NE 38th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 2



NE 1st Avenue & NE 38th Street

File Name : TMC-8 NE 1st Avenue & NE 38th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 3

Start Time	NE 1st Avenue Southbound			NE 1st Avenue Northbound			NE 38th Street Westbound			NE 38th Street Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	1	2	3	0	0	0	4	2	6	3	0	3	12
08:15 AM	0	0	0	0	0	0	6	0	6	2	0	2	8
08:30 AM	3	0	3	0	0	0	4	1	5	9	0	9	17
08:45 AM	2	0	2	2	0	2	5	0	5	11	0	11	20
Total Volume	6	2	8	2	0	2	19	3	22	25	0	25	57
% App. Total	75	25		100	0		86.4	13.6		100	0		
PHF	.500	.250	.667	.250	.000	.250	.792	.375	.917	.568	.000	.568	.713

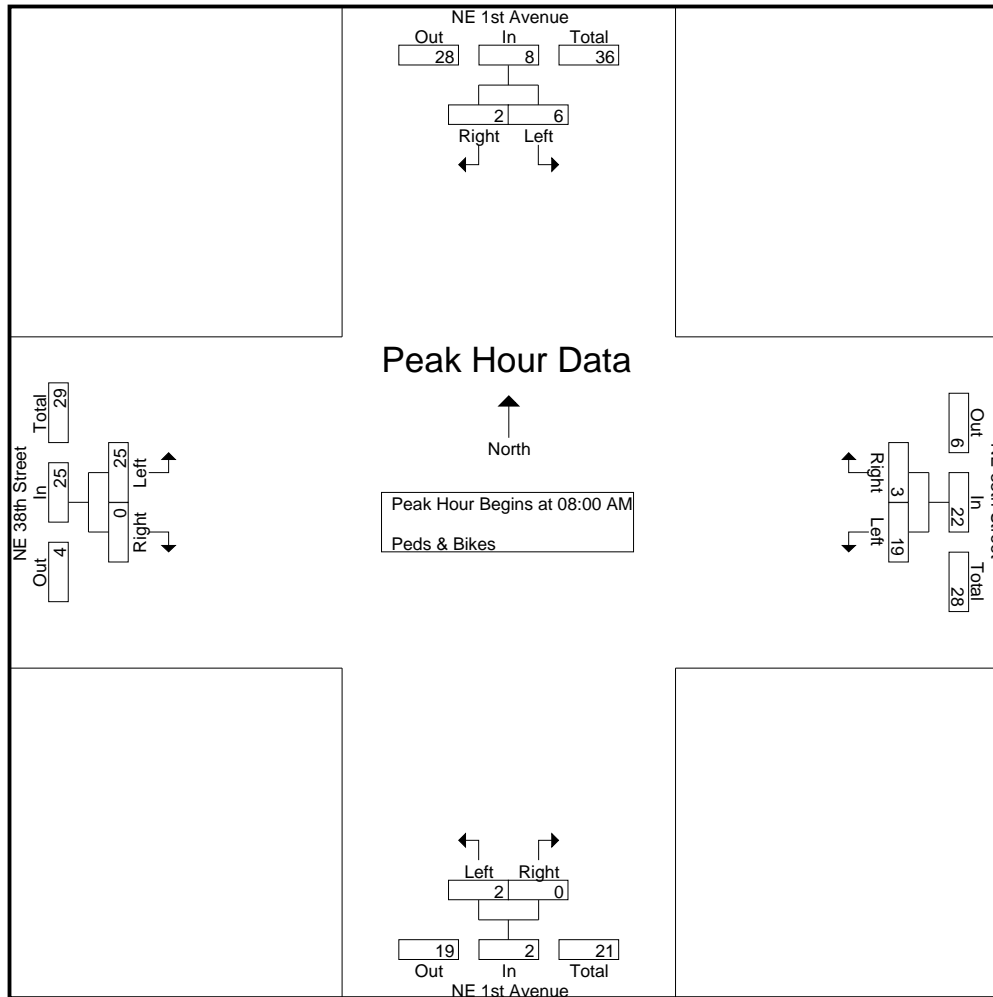
NE 1st Avenue & NE 38th Street

File Name : TMC-8 NE 1st Avenue & NE 38th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 4



NE 1st Avenue & NE 38th Street

File Name : TMC-8 NE 1st Avenue & NE 38th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 5

Start Time	NE 1st Avenue Southbound			NE 1st Avenue Northbound			NE 38th Street Westbound			NE 38th Street Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:00 PM													
03:00 PM	3	0	3	0	0	0	9	1	10	3	0	3	16
03:15 PM	5	0	5	1	0	1	13	0	13	4	1	5	24
03:30 PM	5	0	5	0	0	0	13	1	14	6	0	6	25
03:45 PM	0	0	0	0	0	0	4	1	5	6	0	6	11
Total Volume	13	0	13	1	0	1	39	3	42	19	1	20	76
% App. Total	100	0		100	0		92.9	7.1		95	5		
PHF	.650	.000	.650	.250	.000	.250	.750	.750	.750	.792	.250	.833	.760

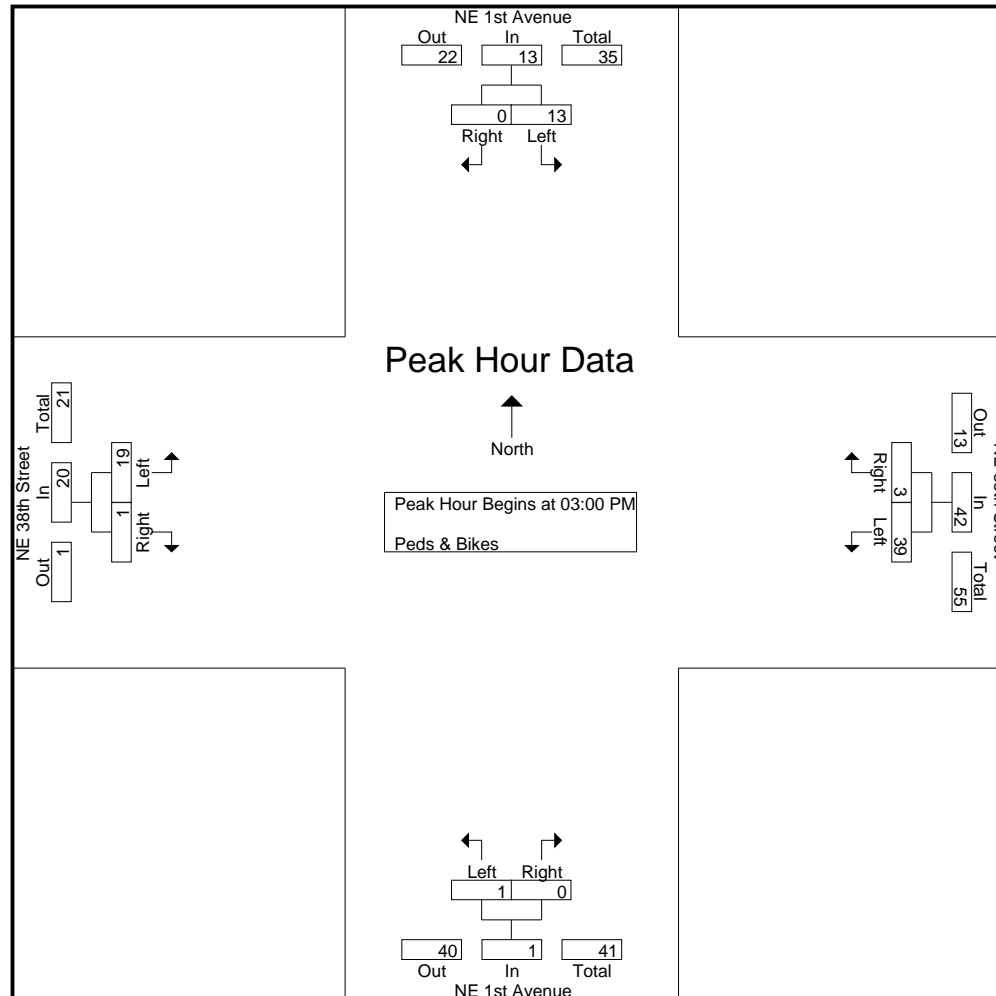
NE 1st Avenue & NE 38th Street

File Name : TMC-8 NE 1st Avenue & NE 38th Street

Site Code : 00000000

Start Date : 10/24/2017

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NE 1st Avenue & NE 38th Street

File Name : TMC-8 NE 1st Avenue & NE 38th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 1

Groups Printed- Trucks

Start Time	NE 1st Avenue Southbound					NE 1st Avenue Northbound					NE 38th Street Westbound					NE 38th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
*** BREAK ***																					
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	0	2	3
07:45 AM	0	0	2	0	2	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	4
Total	0	0	2	0	2	0	0	0	0	0	0	0	6	0	6	0	0	2	0	2	10
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
08:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4	0	0	0	0	0	4
Total	0	1	0	0	1	0	0	0	0	0	0	2	7	0	9	0	0	0	0	0	10
*** BREAK ***																					
03:00 PM	0	0	1	1	2	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	5
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	1	0	1	5
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
Total	0	0	1	1	2	0	0	0	0	0	0	0	8	1	9	0	0	2	0	2	13
04:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	0	2	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	2
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	2	1	3	0	0	0	0	0	4
Total	0	1	0	0	1	0	0	1	1	2	0	0	5	2	7	0	0	2	0	2	12
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	2	5	0	0	0	0	0	5
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	1	0	1	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	1	0	0	1	3
Total	0	1	0	0	1	0	0	0	0	0	0	0	5	4	9	0	1	1	0	2	12
Grand Total	0	3	3	1	7	0	0	1	1	2	0	2	31	7	40	0	1	7	0	8	57
Apprch %	0	42.9	42.9	14.3		0	0	50	50		0	5	77.5	17.5		0	12.5	87.5	0		
Total %	0	5.3	5.3	1.8	12.3	0	0	1.8	1.8	3.5	0	3.5	54.4	12.3	70.2	0	1.8	12.3	0	14	

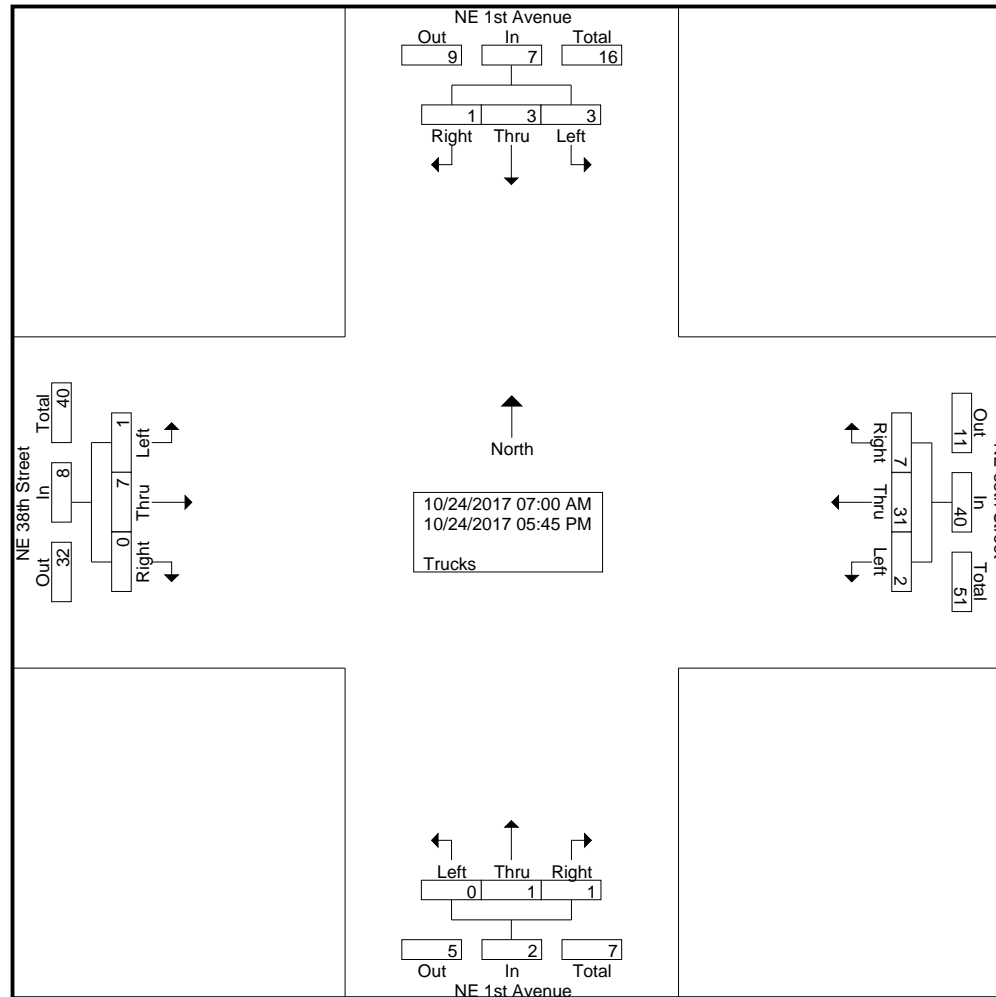
NE 1st Avenue & NE 38th Street

File Name : TMC-8 NE 1st Avenue & NE 38th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 2



NE 1st Avenue & NE 38th Street

File Name : TMC-8 NE 1st Avenue & NE 38th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 3

Start Time	NE 1st Avenue Southbound					NE 1st Avenue Northbound					NE 38th Street Westbound					NE 38th Street Eastbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 07:15 AM																						
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	3	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	0	2	3	
07:45 AM	0	0	2	0	2	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	4	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	3	
Total Volume	0	0	2	0	2	0	0	0	0	0	0	1	8	0	9	0	0	2	0	2	13	
% App. Total	0	0	100	0		0	0	0	0		0	11.1	88.9	0		0	0	100	0			
PHF	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.250	.667	.000	.750	.000	.000	.250	.000	.250	.813	

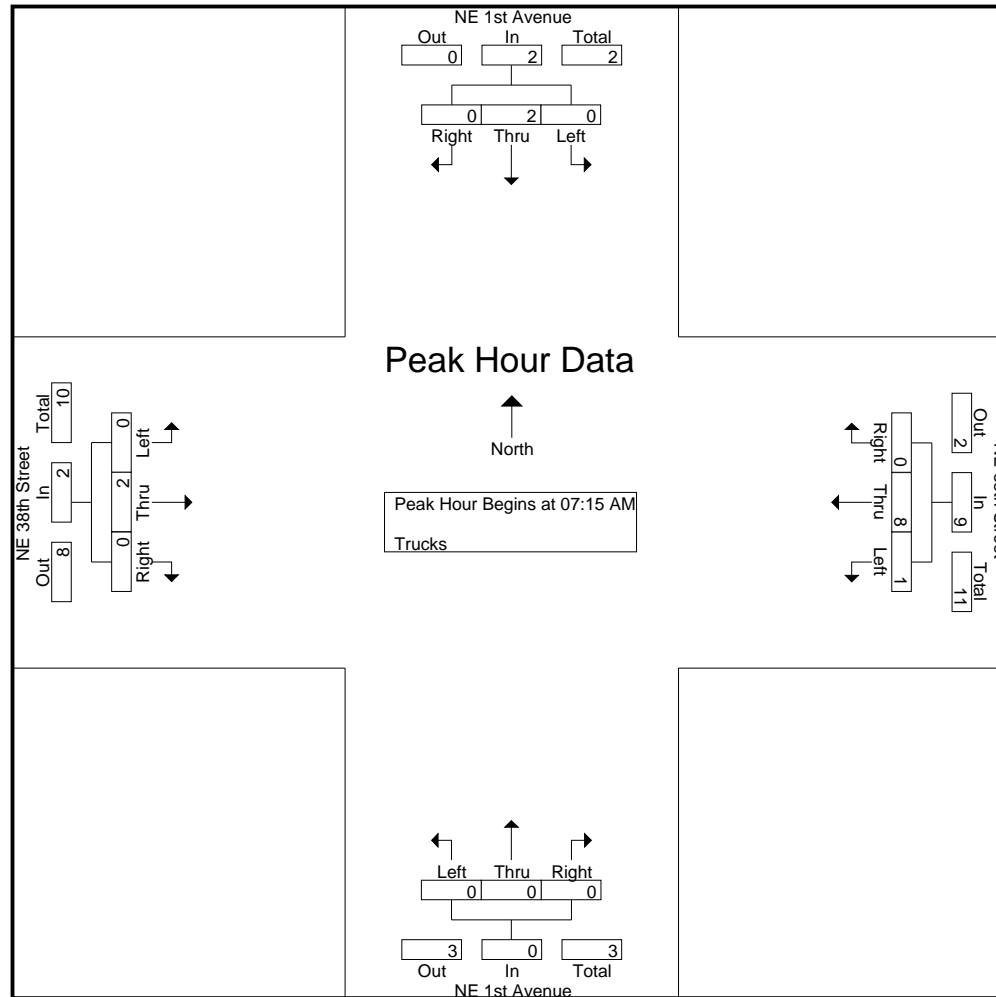
NE 1st Avenue & NE 38th Street

File Name : TMC-8 NE 1st Avenue & NE 38th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 4



NE 1st Avenue & NE 38th Street

File Name : TMC-8 NE 1st Avenue & NE 38th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 5

Start Time	NE 1st Avenue Southbound					NE 1st Avenue Northbound					NE 38th Street Westbound					NE 38th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	0	0	1	1	2	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	5
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	1	0	1	5
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
Total Volume	0	0	1	1	2	0	0	0	0	0	0	0	8	1	9	0	0	2	0	2	13
% App. Total	0	0	50	50		0	0	0	0		0	0	88.9	11.1		0	0	100	0		
PHF	.000	.000	.250	.250	.250	.000	.000	.000	.000	.000	.000	.000	.667	.250	.563	.000	.000	.500	.000	.500	.650

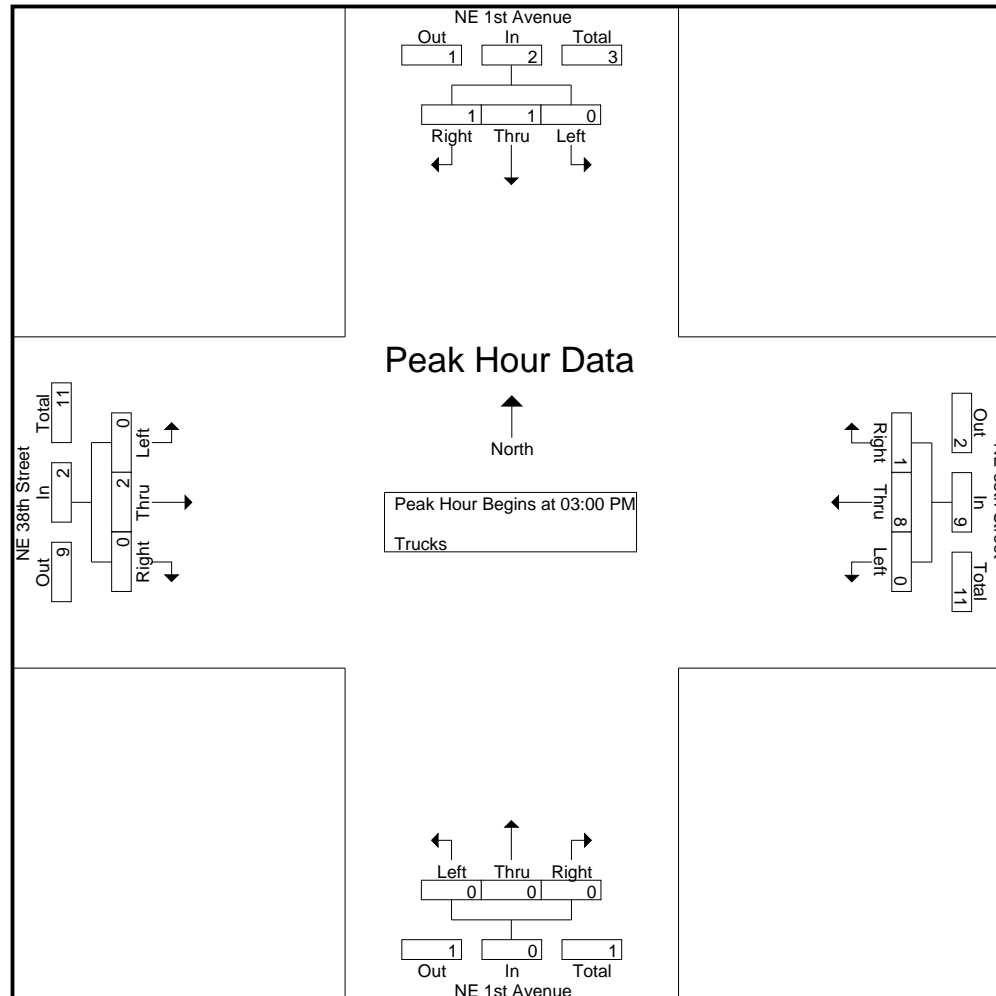
NE 1st Avenue & NE 38th Street

File Name : TMC-8 NE 1st Avenue & NE 38th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 6



NE 1st Avenue & NE 38th Street

File Name : TMC-8 NE 1st Avenue & NE 38th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 1

Groups Printed- Vehicle - Trucks

Start Time	NE 1st Avenue Southbound					NE 1st Avenue Northbound					NE 38th Street Westbound					NE 38th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
07:00 AM	0	1	7	1	9	0	10	3	1	14	0	0	12	0	12	0	8	20	1	29	64
07:15 AM	0	5	10	8	23	0	9	1	1	11	0	0	24	1	25	0	6	35	2	43	102
07:30 AM	0	2	9	15	26	0	5	2	5	12	0	1	26	2	29	0	6	30	2	38	105
07:45 AM	0	4	17	5	26	0	10	4	3	17	0	2	16	1	19	0	3	15	4	22	84
Total	0	12	43	29	84	0	34	10	10	54	0	3	78	4	85	0	23	100	9	132	355
08:00 AM	0	4	15	11	30	0	7	6	5	18	0	4	32	0	36	0	4	18	4	26	110
08:15 AM	0	4	19	10	33	0	6	3	4	13	0	1	19	1	21	0	8	22	3	33	100
08:30 AM	0	3	14	14	31	0	9	7	5	21	0	6	24	2	32	0	8	17	1	26	110
08:45 AM	0	15	19	18	52	0	6	6	12	24	0	5	22	5	32	0	10	26	8	44	152
Total	0	26	67	53	146	0	28	22	26	76	0	16	97	8	121	0	30	83	16	129	472

*** BREAK ***

03:00 PM	0	6	11	10	27	0	15	15	4	34	0	3	38	14	55	0	2	13	7	22	138
03:15 PM	0	7	8	11	26	1	17	11	4	33	0	3	22	17	42	0	6	17	1	24	125
03:30 PM	0	5	8	6	19	0	23	27	6	56	0	6	35	16	57	0	8	19	2	29	161
03:45 PM	0	3	19	5	27	0	18	18	6	42	0	2	34	15	51	0	3	12	2	17	137
Total	0	21	46	32	99	1	73	71	20	165	0	14	129	62	205	0	19	61	12	92	561
04:00 PM	0	2	8	9	19	0	16	17	6	39	0	3	25	17	45	0	6	12	3	21	124
04:15 PM	0	4	10	6	20	0	8	13	9	30	0	2	28	7	37	0	8	8	3	19	106
04:30 PM	0	5	9	8	22	1	8	21	11	41	0	0	32	10	42	0	9	13	3	25	130
04:45 PM	0	3	15	7	25	0	5	14	10	29	0	1	20	11	32	0	2	7	7	16	102
Total	0	14	42	30	86	1	37	65	36	139	0	6	105	45	156	0	25	40	16	81	462
05:00 PM	0	8	11	11	30	0	16	16	10	42	0	2	32	8	42	0	6	10	5	21	135
05:15 PM	0	2	7	2	11	0	12	22	16	50	0	7	33	13	53	0	8	15	5	28	142
05:30 PM	0	3	6	5	14	0	19	16	5	40	0	5	23	12	40	0	5	16	5	26	120
05:45 PM	0	3	4	3	10	1	12	15	4	32	0	2	20	7	29	0	7	13	5	25	96
Total	0	16	28	21	65	1	59	69	35	164	0	16	108	40	164	0	26	54	20	100	493
Grand Total	0	89	226	165	480	3	231	237	127	598	0	55	517	159	731	0	123	338	73	534	2343
Apprch %	0	18.5	47.1	34.4		0.5	38.6	39.6	21.2		0	7.5	70.7	21.8		0	23	63.3	13.7		
Total %	0	3.8	9.6	7	20.5	0.1	9.9	10.1	5.4	25.5	0	2.3	22.1	6.8	31.2	0	5.2	14.4	3.1	22.8	
Vehicle	0	86	223	164	473	3	231	236	126	596	0	53	486	152	691	0	122	331	73	526	2286
% Vehicle	0	96.6	98.7	99.4	98.5	100	100	99.6	99.2	99.7	0	96.4	94	95.6	94.5	0	99.2	97.9	100	98.5	97.6

NE 1st Avenue & NE 38th Street

File Name : TMC-8 NE 1st Avenue & NE 38th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 2

Groups Printed- Vehicle - Trucks

	NE 1st Avenue Southbound					NE 1st Avenue Northbound					NE 38th Street Westbound					NE 38th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Trucks	0	3	3	1	7	0	0	1	1	2	0	2	31	7	40	0	1	7	0	8	57
% Trucks	0	3.4	1.3	0.6	1.5	0	0	0.4	0.8	0.3	0	3.6	6	4.4	5.5	0	0.8	2.1	0	1.5	2.4

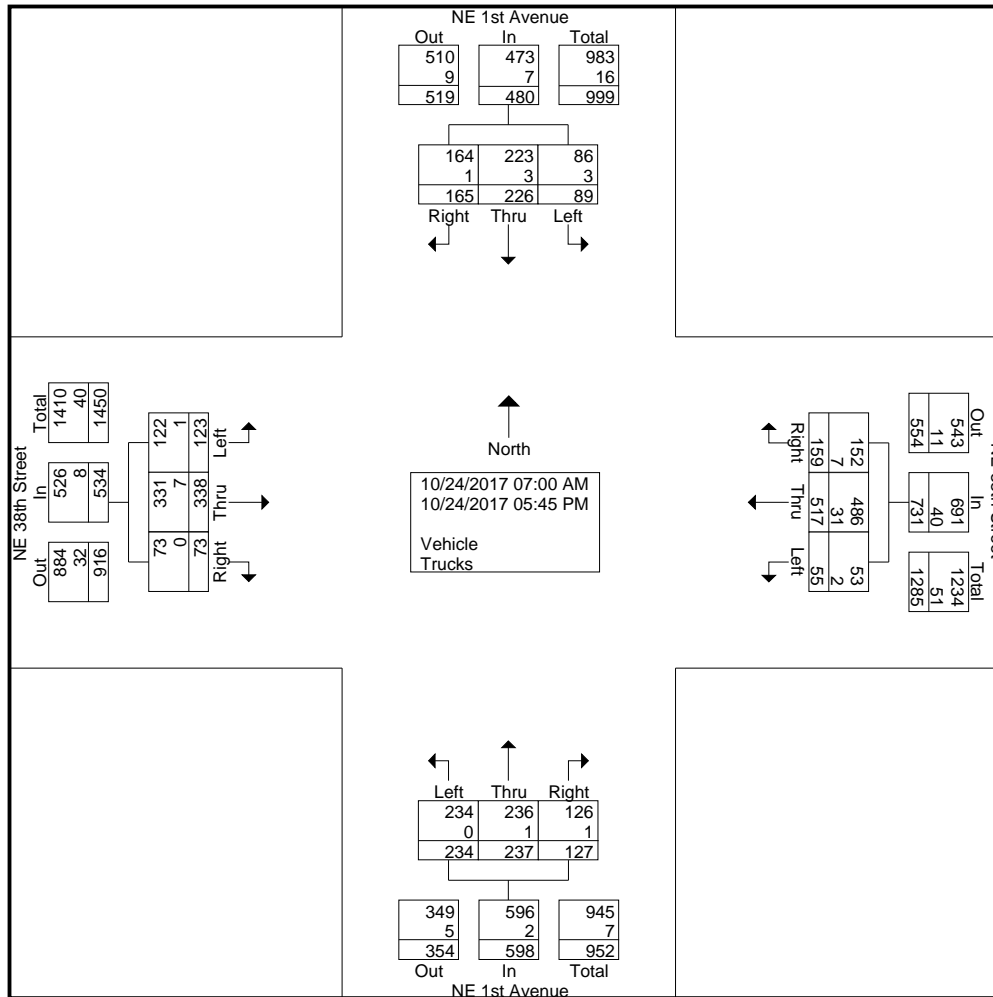
NE 1st Avenue & NE 38th Street

File Name : TMC-8 NE 1st Avenue & NE 38th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 3



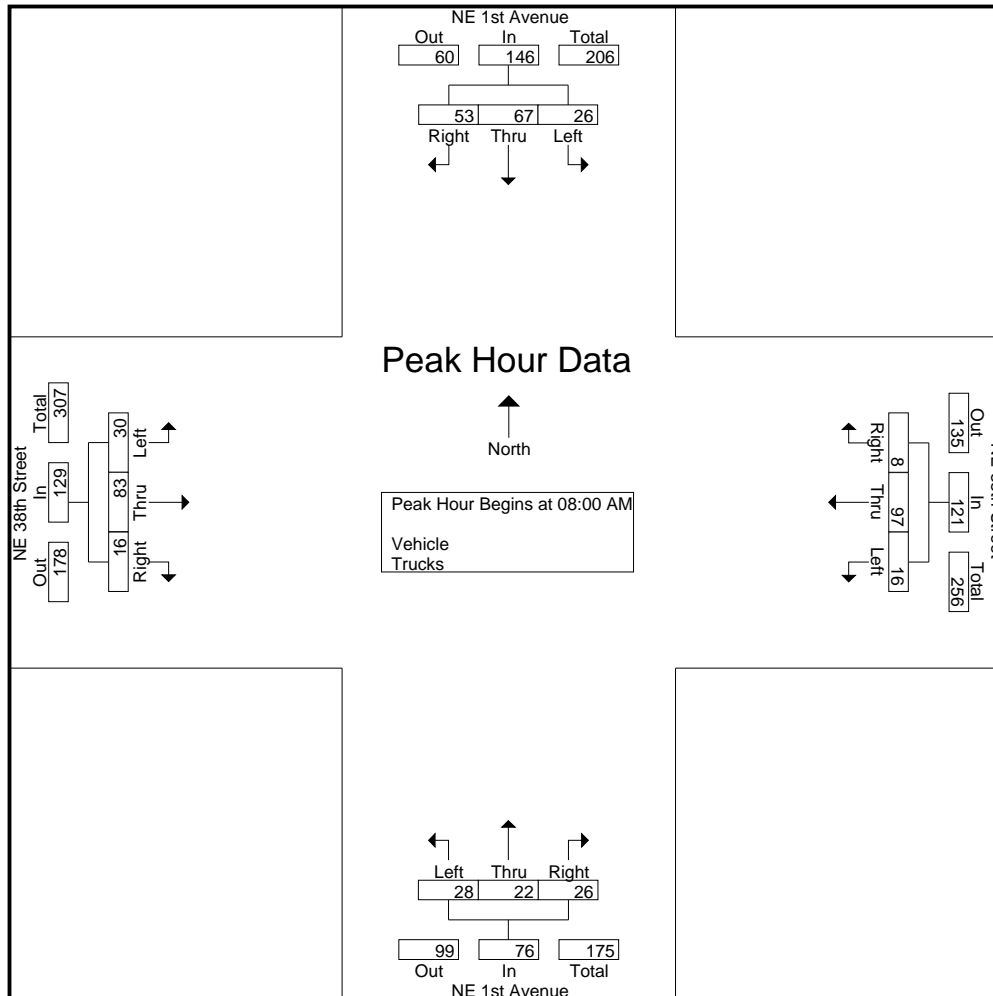
NE 1st Avenue & NE 38th Street

File Name : TMC-8 NE 1st Avenue & NE 38th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 4

Start Time	NE 1st Avenue Southbound					NE 1st Avenue Northbound					NE 38th Street Westbound					NE 38th Street Eastbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 08:00 AM																						
08:00 AM	0	4	15	11	30	0	7	6	5	18	0	4	32	0	36	0	4	18	4	26	110	
08:15 AM	0	4	19	10	33	0	6	3	4	13	0	1	19	1	21	0	8	22	3	33	100	
08:30 AM	0	3	14	14	31	0	9	7	5	21	0	6	24	2	32	0	8	17	1	26	110	
08:45 AM	0	15	19	18	52	0	6	6	12	24	0	5	22	5	32	0	10	26	8	44	152	
Total Volume	0	26	67	53	146	0	28	22	26	76	0	16	97	8	121	0	30	83	16	129	472	
% App. Total	0	17.8	45.9	36.3		0	36.8	28.9	34.2		0	13.2	80.2	6.6		0	23.3	64.3	12.4			
PHF	.000	.433	.882	.736	.702	.000	.778	.786	.542	.792	.000	.667	.758	.400	.840	.000	.750	.798	.500	.733	.776	

NE 1st Avenue & NE 38th Street

File Name : TMC-8 NE 1st Avenue & NE 38th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 5



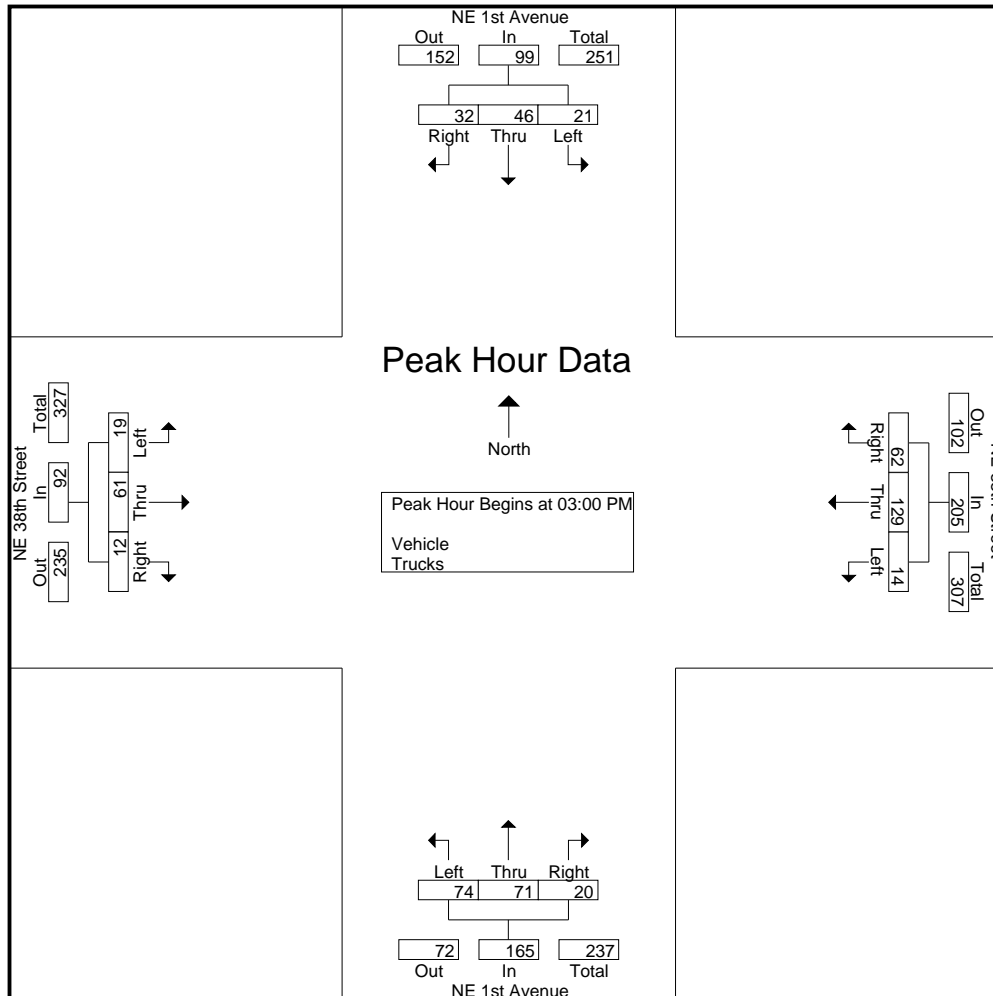
NE 1st Avenue & NE 38th Street

File Name : TMC-8 NE 1st Avenue & NE 38th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 6

Start Time	NE 1st Avenue Southbound					NE 1st Avenue Northbound					NE 38th Street Westbound					NE 38th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	0	6	11	10	27	0	15	15	4	34	0	3	38	14	55	0	2	13	7	22	138
03:15 PM	0	7	8	11	26	1	17	11	4	33	0	3	22	17	42	0	6	17	1	24	125
03:30 PM	0	5	8	6	19	0	23	27	6	56	0	6	35	16	57	0	8	19	2	29	161
03:45 PM	0	3	19	5	27	0	18	18	6	42	0	2	34	15	51	0	3	12	2	17	137
Total Volume	0	21	46	32	99	1	73	71	20	165	0	14	129	62	205	0	19	61	12	92	561
% App. Total	0	21.2	46.5	32.3		0.6	44.2	43	12.1		0	6.8	62.9	30.2		0	20.7	66.3	13		
PHF	.000	.750	.605	.727	.917	.250	.793	.657	.833	.737	.000	.583	.849	.912	.899	.000	.594	.803	.429	.793	.871

NE 1st Avenue & NE 38th Street

File Name : TMC-8 NE 1st Avenue & NE 38th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 7



N Federal Hwy/NE 2nd Avenue & NE 36th Street

File Name : TMC-9 N Federal Hwy-NE 2nd Av & NE 36th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 1

Groups Printed- Peds & Bikes

Start Time	N Federal Hwy Southbound			N Federal Hwy Northbound			NE 36th Street Westbound			NE 36th Street Eastbound			NE 2nd Avenue Southeast			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
07:00 AM	2	1	3	1	0	1	3	1	4	1	0	1	1	0	1	10
07:15 AM	5	0	5	3	0	3	1	0	1	0	0	0	4	0	4	13
07:30 AM	3	0	3	1	1	2	4	0	4	1	0	1	1	0	1	11
07:45 AM	15	1	16	2	0	2	7	0	7	1	0	1	6	2	8	34
Total	25	2	27	7	1	8	15	1	16	3	0	3	12	2	14	68
08:00 AM	9	0	9	2	1	3	11	0	11	0	0	0	2	0	2	25
08:15 AM	1	0	1	2	2	4	0	0	0	1	0	1	0	0	0	6
08:30 AM	10	1	11	3	0	3	2	1	3	0	0	0	5	1	6	23
08:45 AM	6	0	6	2	0	2	2	0	2	2	0	2	3	0	3	15
Total	26	1	27	9	3	12	15	1	16	3	0	3	10	1	11	69
*** BREAK ***																
03:00 PM	13	0	13	10	0	10	6	0	6	1	0	1	1	0	1	31
03:15 PM	8	0	8	10	0	10	3	0	3	0	0	0	3	0	3	24
03:30 PM	13	0	13	6	0	6	3	0	3	1	0	1	1	0	1	24
03:45 PM	12	1	13	2	1	3	4	0	4	2	0	2	4	0	4	26
Total	46	1	47	28	1	29	16	0	16	4	0	4	9	0	9	105
04:00 PM	5	0	5	4	0	4	2	0	2	1	0	1	1	0	1	13
04:15 PM	8	0	8	6	0	6	3	0	3	0	0	0	3	0	3	20
04:30 PM	11	0	11	4	1	5	1	0	1	2	0	2	4	0	4	23
04:45 PM	12	0	12	6	0	6	4	1	5	0	0	0	2	1	3	26
Total	36	0	36	20	1	21	10	1	11	3	0	3	10	1	11	82
05:00 PM	0	0	0	7	0	7	0	0	0	1	0	1	1	0	1	9
05:15 PM	10	0	10	11	0	11	6	0	6	1	0	1	4	1	5	33
05:30 PM	11	0	11	11	0	11	4	0	4	0	0	0	4	1	5	31
05:45 PM	16	0	16	8	0	8	6	0	6	0	0	0	6	0	6	36
Total	37	0	37	37	0	37	16	0	16	2	0	2	15	2	17	109
Grand Total	170	4	174	101	6	107	72	3	75	15	0	15	56	6	62	433
Apprch %	97.7	2.3		94.4	5.6		96	4		100	0		90.3	9.7		
Total %	39.3	0.9	40.2	23.3	1.4	24.7	16.6	0.7	17.3	3.5	0	3.5	12.9	1.4	14.3	

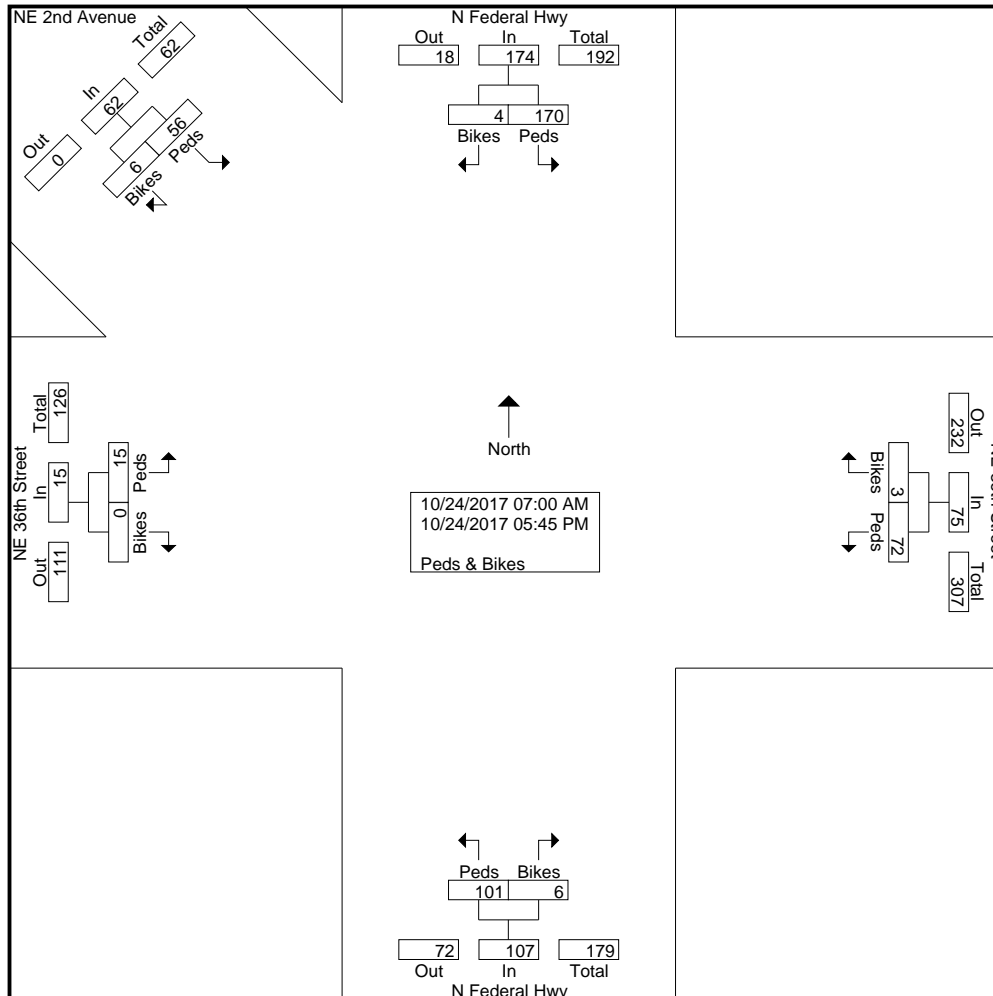
N Federal Hwy/NE 2nd Avenue & NE 36th Street

File Name : TMC-9 N Federal Hwy-NE 2nd Av & NE 36th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 2



N Federal Hwy/NE 2nd Avenue & NE 36th Street

File Name : TMC-9 N Federal Hwy-NE 2nd Av & NE 36th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 3

Start Time	N Federal Hwy Southbound			N Federal Hwy Northbound			NE 36th Street Westbound			NE 36th Street Eastbound			NE 2nd Avenue Southeast			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 07:45 AM																
07:45 AM	15	1	16	2	0	2	7	0	7	1	0	1	6	2	8	34
08:00 AM	9	0	9	2	1	3	11	0	11	0	0	0	2	0	2	25
08:15 AM	1	0	1	2	2	4	0	0	0	1	0	1	0	0	0	6
08:30 AM	10	1	11	3	0	3	2	1	3	0	0	0	5	1	6	23
Total Volume	35	2	37	9	3	12	20	1	21	2	0	2	13	3	16	88
% App. Total	94.6	5.4		75	25		95.2	4.8		100	0		81.2	18.8		
PHF	.583	.500	.578	.750	.375	.750	.455	.250	.477	.500	.000	.500	.542	.375	.500	.647

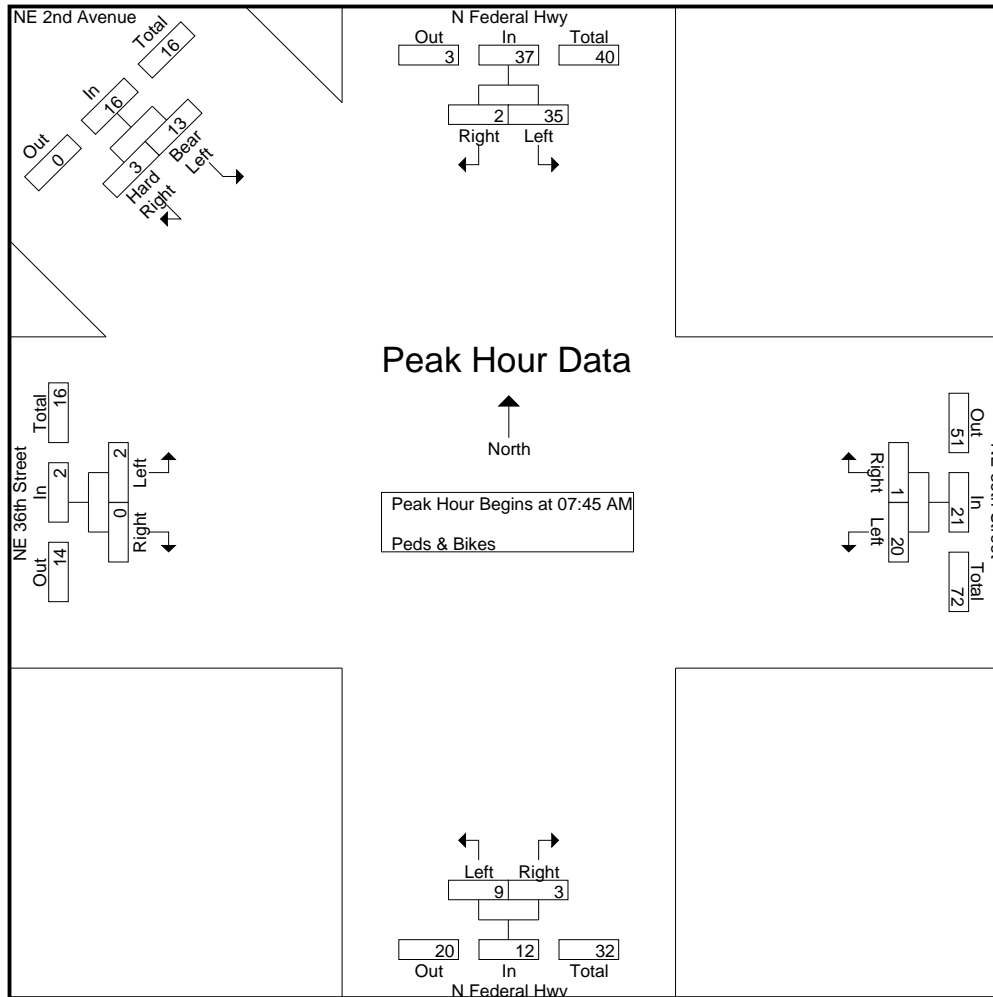
N Federal Hwy/NE 2nd Avenue & NE 36th Street

File Name : TMC-9 N Federal Hwy-NE 2nd Av & NE 36th Street

Site Code : 00000000

Start Date : 10/24/2017

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N Federal Hwy/NE 2nd Avenue & NE 36th Street

File Name : TMC-9 N Federal Hwy-NE 2nd Av & NE 36th Street

Site Code : 00000000

Start Date : 10/24/2017

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Start Time	N Federal Hwy Southbound			N Federal Hwy Northbound			NE 36th Street Westbound			NE 36th Street Eastbound			NE 2nd Avenue Southeast			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 05:00 PM																
05:00 PM	0	0	0	7	0	7	0	0	0	1	0	1	1	0	1	9
05:15 PM	10	0	10	11	0	11	6	0	6	1	0	1	4	1	5	33
05:30 PM	11	0	11	11	0	11	4	0	4	0	0	0	4	1	5	31
05:45 PM	16	0	16	8	0	8	6	0	6	0	0	0	6	0	6	36
Total Volume	37	0	37	37	0	37	16	0	16	2	0	2	15	2	17	109
% App. Total	100	0		100	0		100	0		100	0		88.2	11.8		
PHF	.578	.000	.578	.841	.000	.841	.667	.000	.667	.500	.000	.500	.625	.500	.708	.757

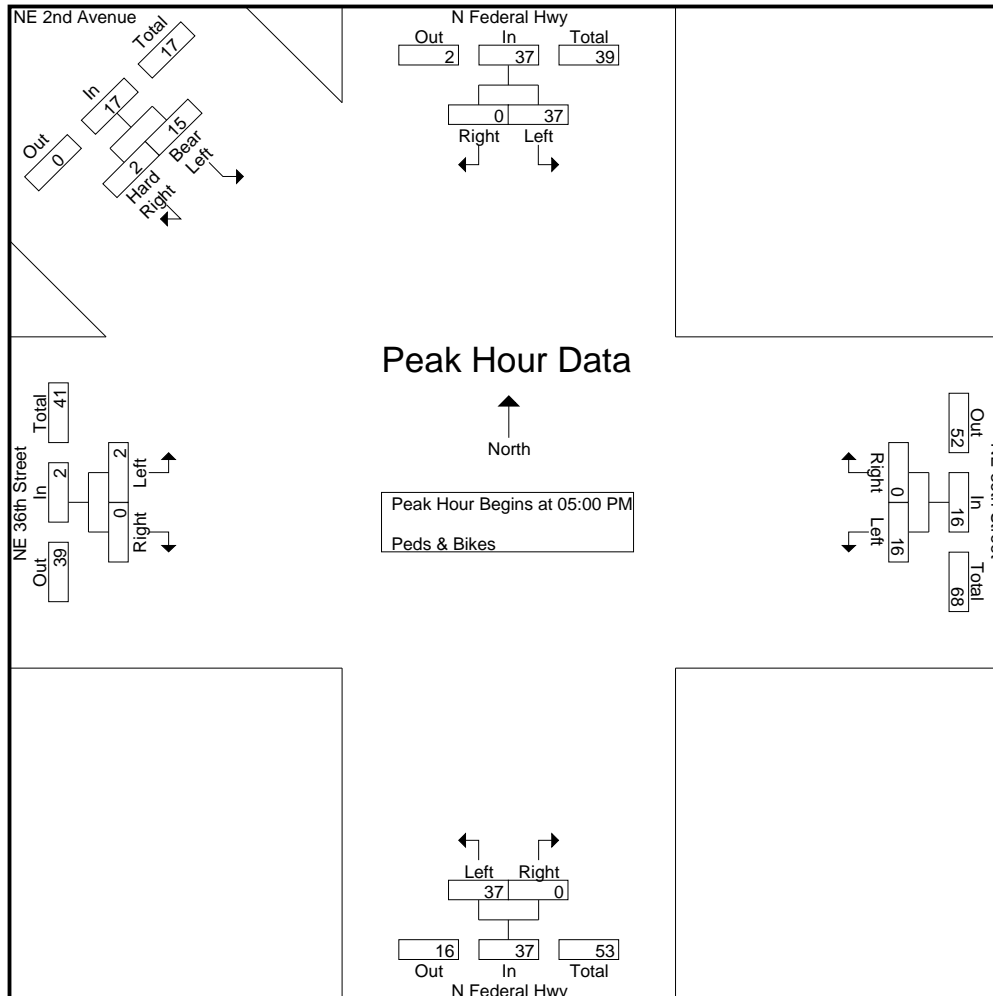
N Federal Hwy/NE 2nd Avenue & NE 36th Street

File Name : TMC-9 N Federal Hwy-NE 2nd Av & NE 36th Street

Site Code : 00000000

Start Date : 10/24/2017

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N Federal Hwy/NE 2nd Avenue & NE 36th Street

File Name : TMC-9 N Federal Hwy-NE 2nd Av & NE 36th Street

Site Code : 00000000

Start Date : 10/24/2017

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Groups Printed- Trucks

Start Time	N Federal Hwy Southbound						N Federal Hwy Northbound						NE 36th Street Westbound						NE 36th Street Eastbound						NE 2nd Avenue Southeast						Int. Total
	U-Turns	Left	Thru	Right	Hard Right	App. Total	U-Turns	Left	Bear Left	Thru	Right	App. Total	U-Turns	Left	Thru	Bear Right	Right	App. Total	Hard Left	U-Turns	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total		
07:00 AM	0	0	3	0	0	3	0	0	1	0	1	2	0	0	3	0	1	4	0	0	0	3	0	3	0	0	2	0	2	14	
07:15 AM	0	0	0	0	0	0	0	0	3	1	0	4	0	0	3	0	0	3	0	0	0	3	1	4	0	0	8	0	8	19	
07:30 AM	0	0	0	0	0	0	0	1	3	1	1	6	0	0	3	1	0	4	0	0	1	4	1	6	0	2	5	0	7	23	
07:45 AM	0	0	0	0	0	0	0	0	3	0	1	4	0	0	2	0	0	2	0	0	0	5	1	6	0	1	5	0	6	18	
Total	0	0	3	0	0	3	0	1	10	2	3	16	0	0	11	1	1	13	0	0	1	15	3	19	0	3	20	0	23	74	
08:00 AM	0	2	0	0	0	2	0	0	3	0	0	3	0	0	2	1	0	3	0	0	0	5	1	6	0	0	5	1	6	20	
08:15 AM	0	0	1	0	0	1	0	0	2	0	0	2	0	0	2	0	0	2	0	0	0	4	0	4	0	1	6	2	9	18	
08:30 AM	0	0	0	0	0	0	0	0	6	1	0	7	0	0	4	0	0	4	0	0	1	6	1	8	0	0	5	2	7	26	
08:45 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	4	0	0	4	0	0	0	4	2	6	0	1	6	0	7	22	
Total	0	2	1	0	0	3	0	0	16	1	0	17	0	0	12	1	0	13	0	0	1	19	4	24	0	2	22	5	29	86	
*** BREAK ***																															
03:00 PM	0	0	0	0	0	0	0	1	4	1	0	6	0	0	4	0	1	5	0	0	0	0	0	0	0	0	1	0	1	12	
03:15 PM	0	0	0	0	0	0	0	1	3	1	0	5	0	0	3	1	1	5	0	0	2	0	0	2	0	1	2	2	5	17	
03:30 PM	0	0	0	0	0	0	0	1	3	2	0	6	0	0	1	0	0	1	0	0	0	1	1	2	1	0	2	1	4	13	
03:45 PM	0	0	1	0	0	1	0	0	2	1	0	3	0	0	4	0	0	4	0	0	1	4	0	5	0	0	2	0	2	15	
Total	0	0	1	0	0	1	0	3	12	5	0	20	0	0	12	1	2	15	0	0	3	5	1	9	1	1	7	3	12	57	
04:00 PM	0	0	1	0	0	1	0	1	6	0	0	7	0	0	5	0	0	5	0	0	0	1	1	2	0	0	2	3	5	20	
04:15 PM	0	0	1	3	0	4	0	2	5	1	0	8	0	0	1	0	0	1	0	0	0	2	0	2	0	0	3	0	3	18	
04:30 PM	0	0	0	1	0	1	0	1	6	1	0	8	0	0	2	0	0	2	0	0	0	1	0	1	0	1	4	0	5	17	
04:45 PM	0	1	0	1	0	2	0	3	3	0	0	6	0	0	0	0	0	0	0	0	0	1	1	2	0	0	4	0	4	14	
Total	0	1	2	5	0	8	0	7	20	2	0	29	0	0	8	0	0	8	0	0	0	5	2	7	0	1	13	3	17	69	
05:00 PM	0	0	0	1	0	1	0	0	3	0	0	3	0	0	2	0	0	2	0	0	0	0	1	1	0	1	5	0	6	13	
05:15 PM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	4	0	1	5	0	0	1	0	0	1	0	0	2	2	4	16	
05:30 PM	0	1	0	0	0	1	0	0	3	1	0	4	0	0	4	0	0	4	0	0	0	3	0	3	0	0	3	0	3	15	
05:45 PM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	4	0	0	4	0	0	0	0	2	2	0	1	1	0	2	13	
Total	0	1	0	1	0	2	0	0	17	1	0	18	0	0	14	0	1	15	0	0	1	3	3	7	0	2	11	2	15	57	
Grand Total	0	4	7	6	0	17	0	11	75	11	3	100	0	0	57	3	4	64	0	0	6	47	13	66	1	9	73	13	96	343	
Apprch %	0	23.5	41.2	35.3	0		0	11	75	11	3		0	0	89.1	4.7	6.2		0	0	9.1	71.2	19.7		1	9.4	76	13.5			
Total %	0	1.2	2	1.7	0	5	0	3.2	21.9	3.2	0.9	29.2	0	0	16.6	0.9	1.2	18.7	0	0	1.7	13.7	3.8	19.2	0.3	2.6	21.3	3.8	28		

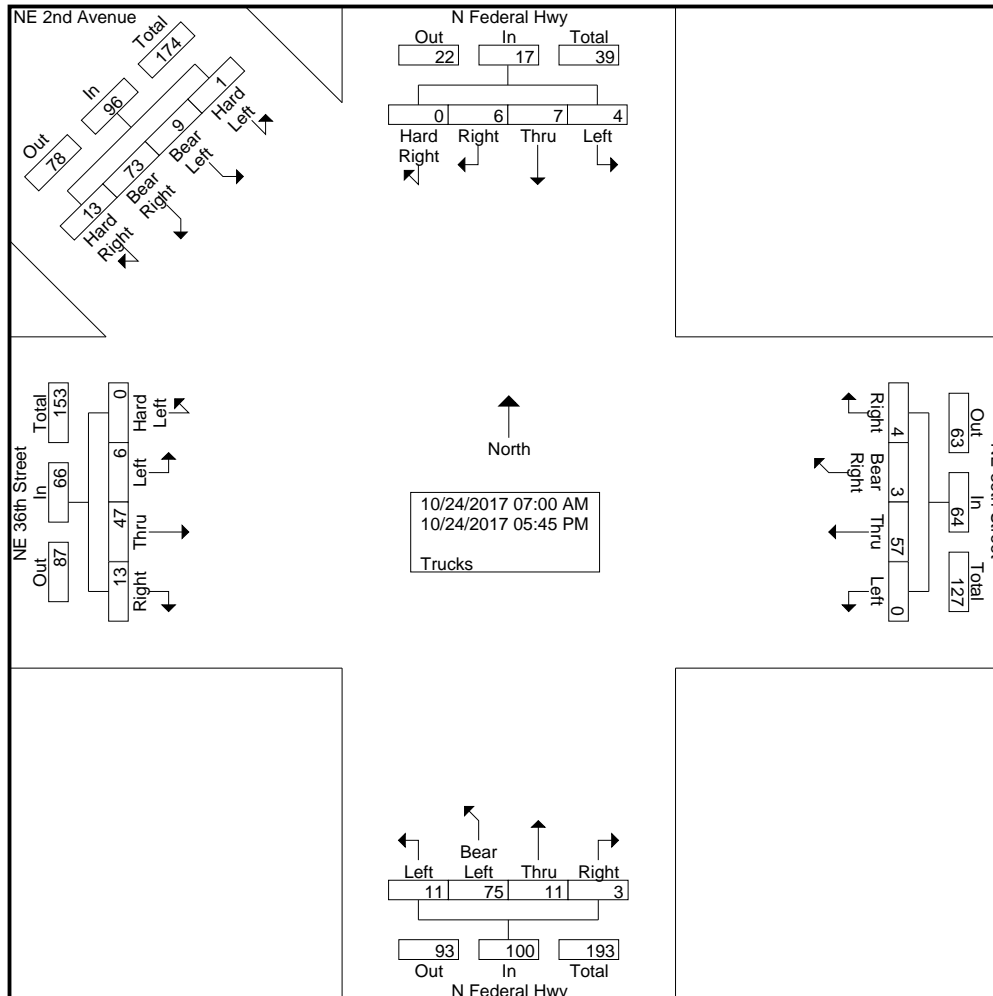
N Federal Hwy/NE 2nd Avenue & NE 36th Street

File Name : TMC-9 N Federal Hwy-NE 2nd Av & NE 36th Street

Site Code : 00000000

Start Date : 10/24/2017

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N Federal Hwy/NE 2nd Avenue & NE 36th Street

File Name : TMC-9 N Federal Hwy-NE 2nd Av & NE 36th Street
 Site Code : 00000000
 Start Date : 10/24/2017
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Start Time	N Federal Hwy Southbound						N Federal Hwy Northbound						NE 36th Street Westbound						NE 36th Street Eastbound						NE 2nd Avenue Southeast						Int. Total
	U-Turns	Left	Thru	Right	Hard Right	App. Total	U-Turns	Left	Bear Left	Thru	Right	App. Total	U-Turns	Left	Thru	Bear Right	Right	App. Total	Hard Left	U-Turns	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																															
Peak Hour for Entire Intersection Begins at 08:00 AM																															
08:00 AM	0	2	0	0	0	2	0	0	3	0	0	3	0	0	2	1	0	3	0	0	0	5	1	6	0	0	5	1	6	20	
08:15 AM	0	0	1	0	0	1	0	0	2	0	0	2	0	0	2	0	0	2	0	0	0	4	0	4	0	1	6	2	9	18	
08:30 AM	0	0	0	0	0	0	0	0	6	1	0	7	0	0	4	0	0	4	0	0	1	6	1	8	0	0	5	2	7	26	
08:45 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	4	0	0	4	0	0	0	4	2	6	0	1	6	0	7	22	
Total Volume	0	2	1	0	0	3	0	0	16	1	0	17	0	0	12	1	0	13	0	0	1	19	4	24	0	2	22	5	29	86	
% App. Total	0	66.7	33.3	0	0		0	0	94.1	5.9	0		0	0	92.3	7.7	0		0	0	4.2	79.2	16.7		0	6.9	75.9	17.2			
PHF	.000	.250	.250	.000	.000	.375	.000	.000	.667	.250	.000	.607	.000	.000	.750	.250	.000	.813	.000	.000	.250	.792	.500	.750	.000	.500	.917	.625	.806	.827	

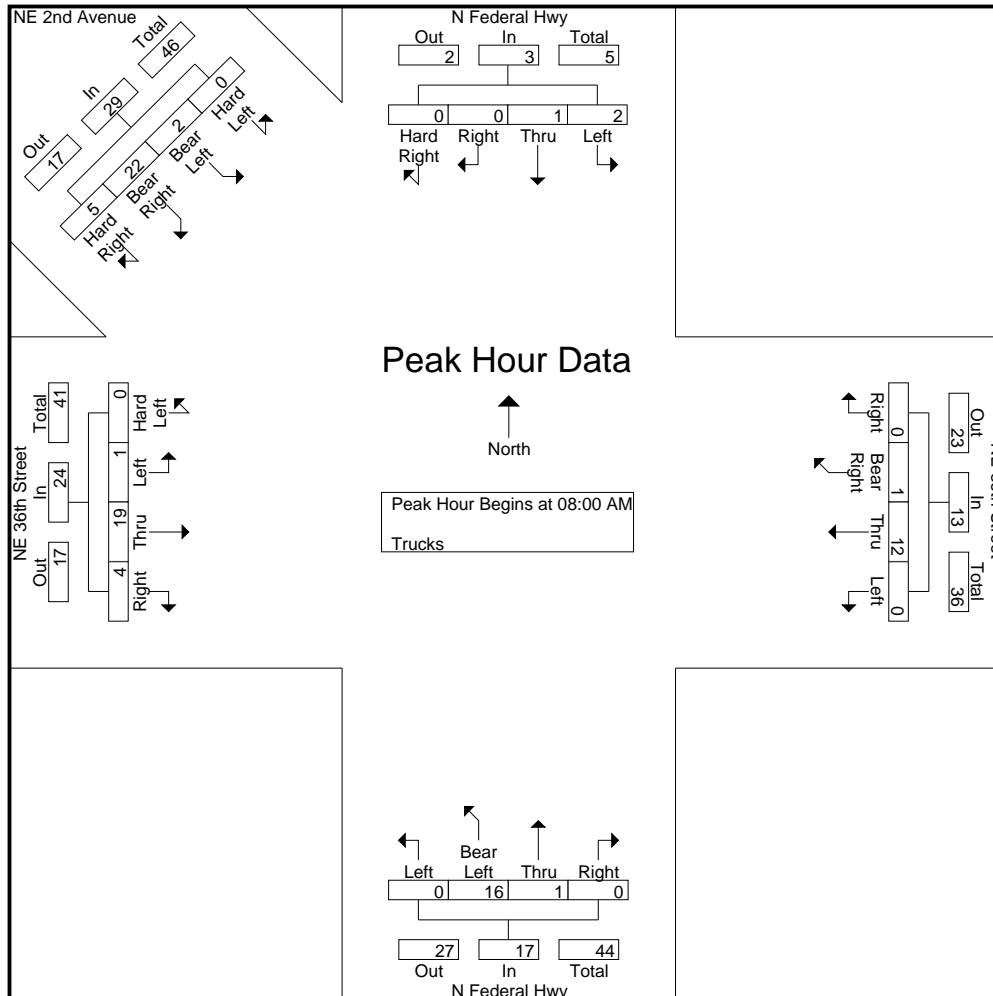
N Federal Hwy/NE 2nd Avenue & NE 36th Street

File Name : TMC-9 N Federal Hwy-NE 2nd Av & NE 36th Street

Site Code : 00000000

Start Date : 10/24/2017

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N Federal Hwy/NE 2nd Avenue & NE 36th Street

File Name : TMC-9 N Federal Hwy-NE 2nd Av & NE 36th Street

Site Code : 00000000

Start Date : 10/24/2017

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Start Time	N Federal Hwy Southbound						N Federal Hwy Northbound						NE 36th Street Westbound						NE 36th Street Eastbound						NE 2nd Avenue Southeast						Int. Total
	U-Turns	Left	Thru	Right	Hard Right	App. Total	U-Turns	Left	Bear Left	Thru	Right	App. Total	U-Turns	Left	Thru	Bear Right	Right	App. Total	Hard Left	U-Turns	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total		
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																															
Peak Hour for Entire Intersection Begins at 03:45 PM																															
03:45 PM	0	0	1	0	0	1	0	0	2	1	0	3	0	0	4	0	0	4	0	0	1	4	0	5	0	0	2	0	2	15	
04:00 PM	0	0	1	0	0	1	0	1	6	0	0	7	0	0	5	0	0	5	0	0	0	1	1	2	0	0	2	3	5	20	
04:15 PM	0	0	1	3	0	4	0	2	5	1	0	8	0	0	1	0	0	1	0	0	0	2	0	2	0	0	3	0	3	18	
04:30 PM	0	0	0	1	0	1	0	1	6	1	0	8	0	0	2	0	0	2	0	0	0	1	0	1	0	1	4	0	5	17	
Total Volume	0	0	3	4	0	7	0	4	19	3	0	26	0	0	12	0	0	12	0	0	1	8	1	10	0	1	11	3	15	70	
% App. Total	0	0	42.9	57.1	0		0	15.4	73.1	11.5	0		0	0	100	0	0		0	0	10	80	10		0	6.7	73.3	20			
PHF	.000	.000	.750	.333	.000	.438	.000	.500	.792	.750	.000	.813	.000	.000	.600	.000	.000	.600	.000	.000	.250	.500	.250	.500	.000	.250	.688	.250	.750	.875	

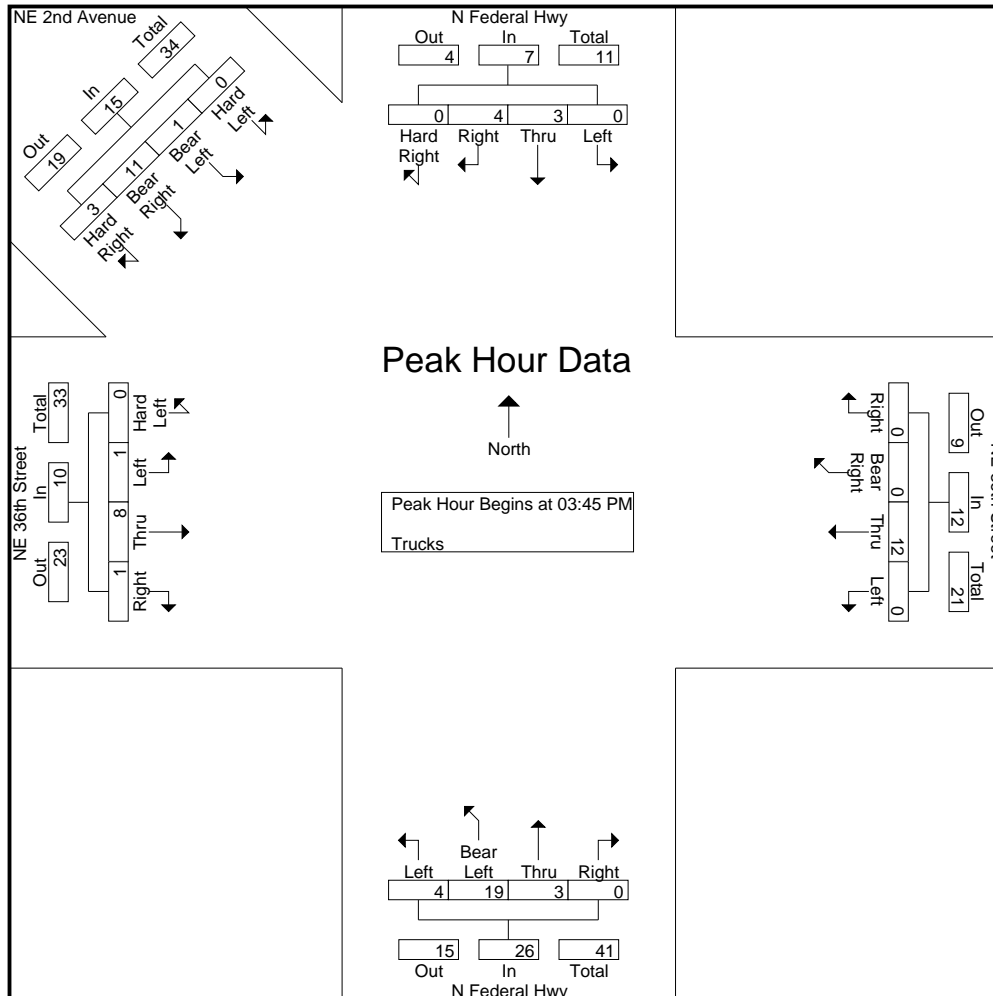
N Federal Hwy/NE 2nd Avenue & NE 36th Street

File Name : TMC-9 N Federal Hwy-NE 2nd Av & NE 36th Street

Site Code : 00000000

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N Federal Hwy/NE 2nd Avenue & NE 36th Street

File Name : TMC-9 N Federal Hwy-NE 2nd Av & NE 36th Street

Site Code : 00000000

Start Date : 10/24/2017

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Groups Printed- Vehicle - Trucks

Start Time	N Federal Hwy Southbound						N Federal Hwy Northbound						NE 36th Street Westbound						NE 36th Street Eastbound						NE 2nd Avenue Southeast						Int. Total
	U-Turns	Left	Thru	Right	Hard Right	App. Total	U-Turns	Left	Bear Left	Thru	Right	App. Total	U-Turns	Left	Thru	Bear Right	Right	App. Total	Hard Left	U-Turns	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total		
07:00 AM	0	7	53	9	0	69	0	9	15	20	7	51	0	0	45	6	9	60	5	0	12	98	52	167	0	11	28	16	55	402	
07:15 AM	0	12	51	11	2	76	0	5	10	24	1	40	0	0	28	10	7	45	5	0	10	99	33	147	0	16	58	12	86	394	
07:30 AM	0	11	104	14	2	131	0	10	21	32	6	69	0	0	53	5	11	69	5	0	20	103	42	170	0	20	78	15	113	552	
07:45 AM	0	7	107	11	2	127	0	14	22	37	7	80	0	0	46	5	3	54	1	0	24	110	66	201	0	9	82	8	99	561	
Total	0	37	315	45	6	403	0	38	68	113	21	240	0	0	172	26	30	228	16	0	66	410	193	685	0	56	246	51	353	1909	
08:00 AM	0	7	113	13	0	133	0	18	18	45	8	89	0	1	34	10	10	55	2	0	17	98	65	182	0	13	102	12	127	586	
08:15 AM	0	8	115	8	1	132	0	12	34	25	2	73	0	1	42	2	11	56	5	0	29	117	52	203	2	14	79	11	106	570	
08:30 AM	0	10	75	19	0	104	0	14	31	36	7	88	0	0	35	6	10	51	3	0	26	109	59	197	0	14	70	13	97	537	
08:45 AM	0	10	122	16	2	150	0	18	27	44	5	94	0	0	44	5	12	61	3	0	21	85	67	176	2	15	110	15	142	623	
Total	0	35	425	56	3	519	0	62	110	150	22	344	0	2	155	23	43	223	13	0	93	409	243	758	4	56	361	51	472	2316	
*** BREAK ***																															
03:00 PM	0	8	27	22	4	61	0	15	49	48	8	120	0	0	73	4	9	86	4	0	17	73	26	120	0	20	40	19	79	466	
03:15 PM	0	5	26	28	3	62	0	14	45	65	7	131	0	0	80	18	12	110	6	0	17	59	31	113	1	18	34	20	73	489	
03:30 PM	0	12	37	32	14	95	0	29	54	98	9	190	0	0	92	9	11	112	10	0	23	78	38	149	1	8	27	20	56	602	
03:45 PM	0	10	24	23	3	60	0	34	57	149	9	249	0	3	113	12	1	129	14	0	15	89	32	150	2	16	28	13	59	647	
Total	0	35	114	105	24	278	0	92	205	360	33	690	0	3	358	43	33	437	34	0	72	299	127	532	4	62	129	72	267	2204	
04:00 PM	0	5	32	28	2	67	0	26	64	97	11	198	0	0	97	6	7	110	16	0	28	101	26	171	1	23	29	19	72	618	
04:15 PM	0	4	27	21	1	53	0	16	61	111	16	204	0	0	98	7	7	112	13	0	39	83	29	164	1	11	39	23	74	607	
04:30 PM	0	3	18	21	3	45	0	18	59	133	14	224	0	0	89	8	8	105	14	0	34	73	27	148	1	16	38	24	79	601	
04:45 PM	0	7	21	25	4	57	0	30	53	127	12	222	0	1	94	15	7	117	11	0	19	84	24	138	0	17	41	24	82	616	
Total	0	19	98	95	10	222	0	90	237	468	53	848	0	1	378	36	29	444	54	0	120	341	106	621	3	67	147	90	307	2442	
05:00 PM	0	8	25	22	0	55	0	21	68	85	8	182	0	2	93	9	7	111	13	0	36	69	37	155	3	25	50	17	95	598	
05:15 PM	0	3	33	31	1	68	0	27	67	168	10	272	0	0	103	7	11	121	9	0	24	89	15	137	0	8	42	28	78	676	
05:30 PM	0	8	22	21	3	54	0	21	57	103	19	200	0	0	90	7	11	108	13	0	37	72	21	143	0	19	45	20	84	589	
05:45 PM	0	2	30	20	4	56	0	19	70	95	12	196	0	0	89	6	9	104	13	0	26	72	39	150	0	11	41	18	70	576	
Total	0	21	110	94	8	233	0	88	262	451	49	850	0	2	375	29	38	444	48	0	123	302	112	585	3	63	178	83	327	2439	
Grand Total	0	147	1062	395	51	1655	0	370	882	1542	178	2972	0	8	1438	157	173	1776	165	0	474	1761	781	3181	14	304	1061	347	1726	11310	
Apprch %	0	8.9	64.2	23.9	3.1		0	12.4	29.7	51.9	6		0	0.5	81	8.8	9.7		5.2	0	14.9	55.4	24.6		0.8	17.6	61.5	20.1			
Total %	0	1.3	9.4	3.5	0.5	14.6	0	3.3	7.8	13.6	1.6	26.3	0	0.1	12.7	1.4	1.5	15.7	1.5	0	4.2	15.6	6.9	28.1	0.1	2.7	9.4	3.1	15.3		
Vehicle	0	143	1055	389	51	1638	0	359	807	1531	175	2872	0	8	1381	154	169	1712	165	0	468	1714	768	3115	13	295	988	334	1630	10967	
% Vehicle	0	97.3	99.3	98.5	100	99	0	97	91.5	99.3	98.3	96.6	0	100	96	98.1	97.7	96.4	100	0	98.7	97.3	98.3	97.9	92.9	97	93.1	96.3	94.4	97	

N Federal Hwy/NE 2nd Avenue & NE 36th Street

File Name : TMC-9 N Federal Hwy-NE 2nd Av & NE 36th Street

Site Code : 00000000

Start Date : 10/24/2017

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Groups Printed- Vehicle - Trucks

	N Federal Hwy Southbound						N Federal Hwy Northbound						NE 36th Street Westbound						NE 36th Street Eastbound						NE 2nd Avenue Southeast						Int. Total
	U-Turns	Left	Thru	Right	Hard Right	App. Total	U-Turns	Left	Bear Left	Thru	Right	App. Total	U-Turns	Left	Thru	Bear Right	Right	App. Total	Hard Left	U-Turns	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total		
Trucks	0	4	7	6	0	17	0	11	75	11	3	100	0	0	57	3	4	64	0	0	6	47	13	66	1	9	73	13	96	343	
% Trucks	0	2.7	0.7	1.5	0	1	0	3	8.5	0.7	1.7	3.4	0	0	4	1.9	2.3	3.6	0	0	1.3	2.7	1.7	2.1	7.1	3	6.9	3.7	5.6	3	

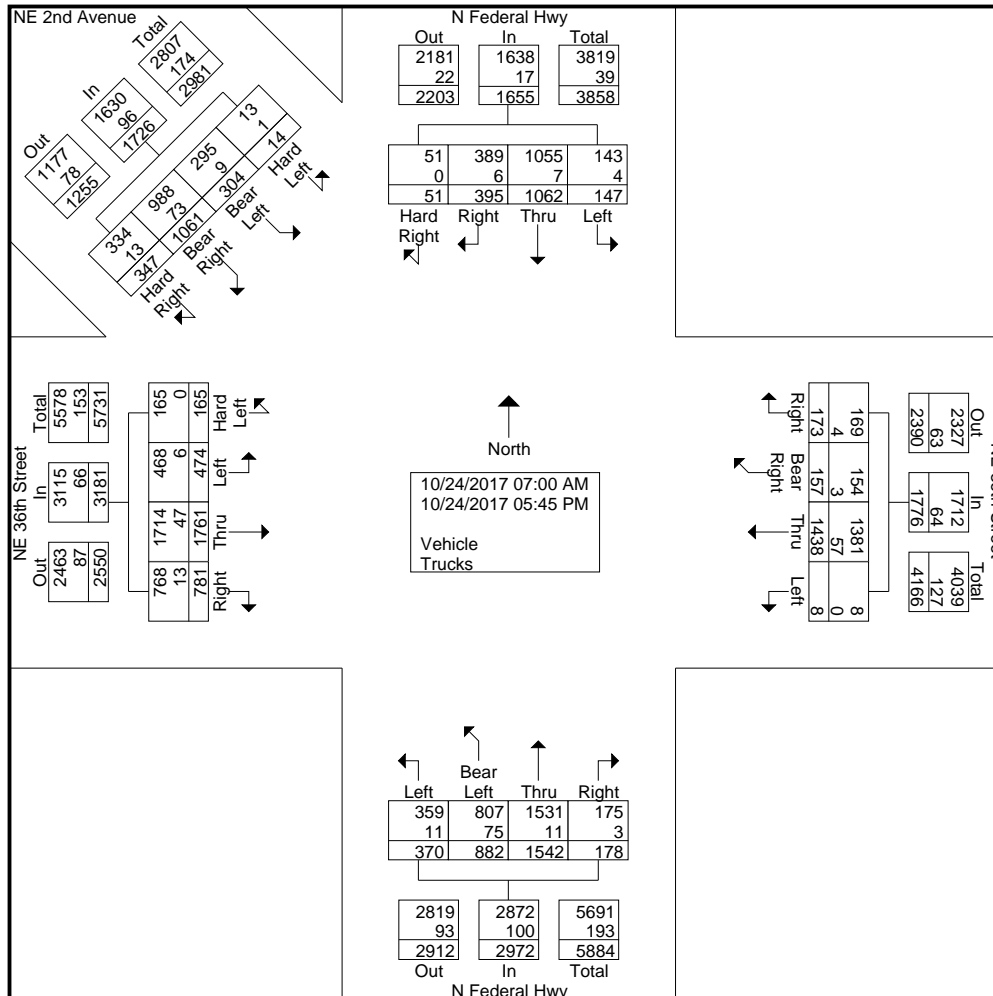
N Federal Hwy/NE 2nd Avenue & NE 36th Street

File Name : TMC-9 N Federal Hwy-NE 2nd Av & NE 36th Street

Site Code : 00000000

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N Federal Hwy/NE 2nd Avenue & NE 36th Street

File Name : TMC-9 N Federal Hwy-NE 2nd Av & NE 36th Street
 Site Code : 00000000
 Start Date : 10/24/2017
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Start Time	N Federal Hwy Southbound						N Federal Hwy Northbound						NE 36th Street Westbound						NE 36th Street Eastbound						NE 2nd Avenue Southeast						Int. Total
	U-Turns	Left	Thru	Right	Hard Right	App. Total	U-Turns	Left	Bear Left	Thru	Right	App. Total	U-Turns	Left	Thru	Bear Right	Right	App. Total	Hard Left	U-Turns	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																															
Peak Hour for Entire Intersection Begins at 08:00 AM																															
08:00 AM	0	7	113	13	0	133	0	18	18	45	8	89	0	1	34	10	10	55	2	0	17	98	65	182	0	13	102	12	127	586	
08:15 AM	0	8	115	8	1	132	0	12	34	25	2	73	0	1	42	2	11	56	5	0	29	117	52	203	2	14	79	11	106	570	
08:30 AM	0	10	75	19	0	104	0	14	31	36	7	88	0	0	35	6	10	51	3	0	26	109	59	197	0	14	70	13	97	537	
08:45 AM	0	10	122	16	2	150	0	18	27	44	5	94	0	0	44	5	12	61	3	0	21	85	67	176	2	15	110	15	142	623	
Total Volume	0	35	425	56	3	519	0	62	110	150	22	344	0	2	155	23	43	223	13	0	93	409	243	758	4	56	361	51	472	2316	
% App. Total	0	6.7	81.9	10.8	0.6		0	18	32	43.6	6.4		0	0.9	69.5	10.3	19.3		1.7	0	12.3	54	32.1		0.8	11.9	76.5	10.8			
PHF	.000	.875	.871	.737	.375	.865	.000	.861	.809	.833	.688	.915	.000	.500	.881	.575	.896	.914	.650	.000	.802	.874	.907	.933	.500	.933	.820	.850	.831	.929	

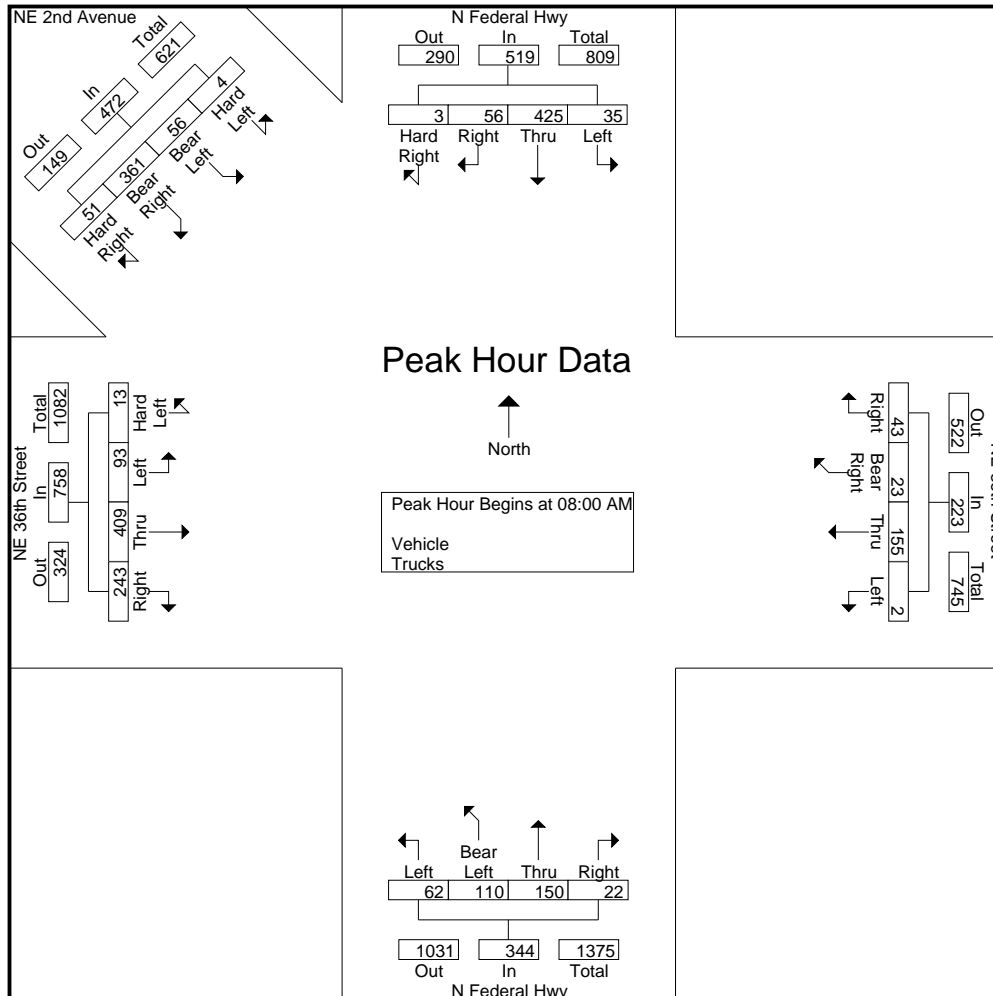
N Federal Hwy/NE 2nd Avenue & NE 36th Street

File Name : TMC-9 N Federal Hwy-NE 2nd Av & NE 36th Street

Site Code : 00000000

Start Date : 10/24/2017

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N Federal Hwy/NE 2nd Avenue & NE 36th Street

File Name : TMC-9 N Federal Hwy-NE 2nd Av & NE 36th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 6

Start Time	N Federal Hwy Southbound						N Federal Hwy Northbound						NE 36th Street Westbound						NE 36th Street Eastbound						NE 2nd Avenue Southeast						Int. Total
	U-Turns	Left	Thru	Right	Hard Right	App. Total	U-Turns	Left	Bear Left	Thru	Right	App. Total	U-Turns	Left	Thru	Bear Right	Right	App. Total	Hard Left	U-Turns	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total		
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																															
Peak Hour for Entire Intersection Begins at 04:30 PM																															
04:30 PM	0	3	18	21	3	45	0	18	59	133	14	224	0	0	89	8	8	105	14	0	34	73	27	148	1	16	38	24	79	601	
04:45 PM	0	7	21	25	4	57	0	30	53	127	12	222	0	1	94	15	7	117	11	0	19	84	24	138	0	17	41	24	82	616	
05:00 PM	0	8	25	22	0	55	0	21	68	85	8	182	0	2	93	9	7	111	13	0	36	69	37	155	3	25	50	17	95	598	
05:15 PM	0	3	33	31	1	68	0	27	67	168	10	272	0	0	103	7	11	121	9	0	24	89	15	137	0	8	42	28	78	676	
Total Volume	0	21	97	99	8	225	0	96	247	513	44	900	0	3	379	39	33	454	47	0	113	315	103	578	4	66	171	93	334	2491	
% App. Total	0	9.3	43.1	44	3.6		0	10.7	27.4	57	4.9		0	0.7	83.5	8.6	7.3		8.1	0	19.6	54.5	17.8		1.2	19.8	51.2	27.8			
PHF	.000	.656	.735	.798	.500	.827	.000	.800	.908	.763	.786	.827	.000	.375	.920	.650	.750	.938	.839	.000	.785	.885	.696	.932	.333	.660	.855	.830	.879	.921	

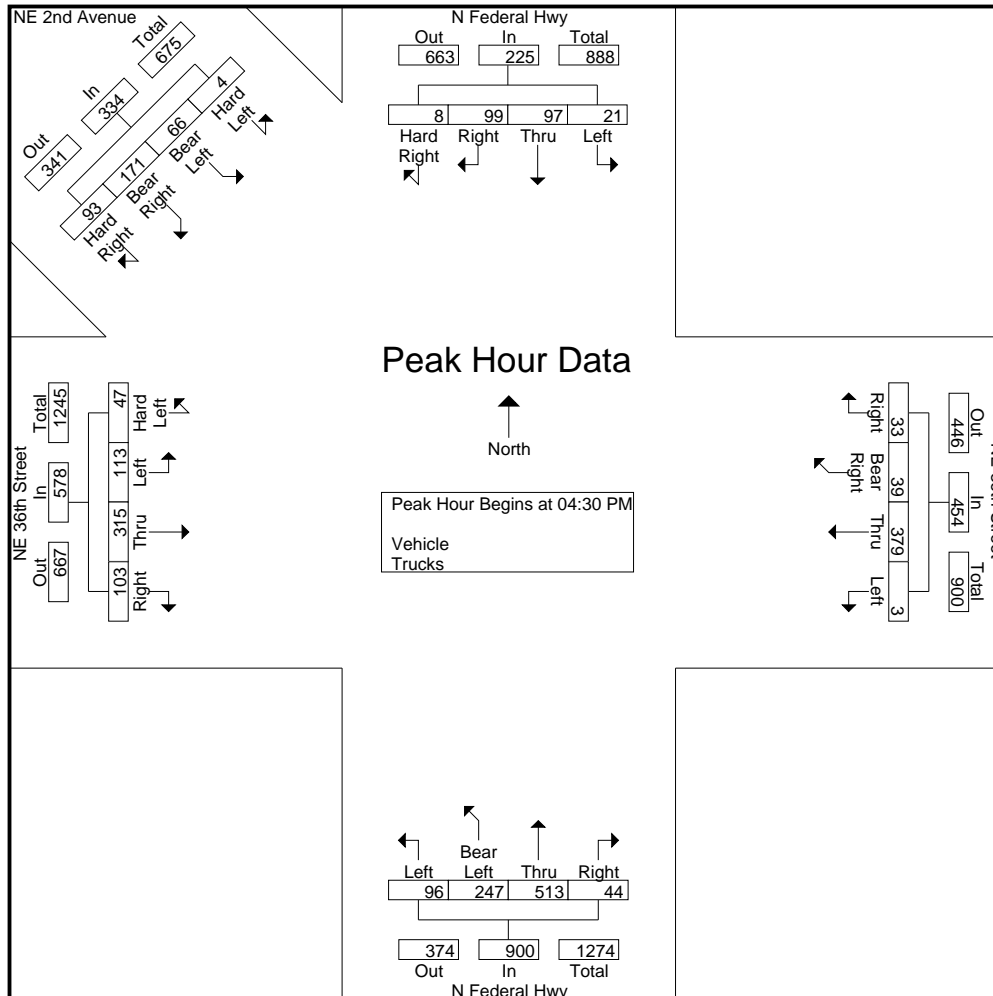
N Federal Hwy/NE 2nd Avenue & NE 36th Street

File Name : TMC-9 N Federal Hwy-NE 2nd Av & NE 36th Street

Site Code : 00000000

Start Date : 10/24/2017

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NE 2nd Avenue & NE 38th Street

File Name : TMC-10 NE 2nd Avenue & NE 38th Street

Site Code : 00000000

Start Date : 10/24/2017

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Groups Printed- Peds & Bikes

Start Time	NE 2nd Avenue Southbound			NE 2nd Avenue Northbound			Driveway Westbound			NE 38th Street Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
07:00 AM	2	0	2	0	0	0	0	0	0	1	4	5	7
07:15 AM	0	0	0	0	0	0	0	0	0	4	0	4	4
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	15	1	16	16
Total	2	0	2	0	0	0	0	0	0	21	5	26	28
08:00 AM	1	0	1	1	0	1	0	0	0	3	0	3	5
08:15 AM	0	0	0	0	0	0	0	0	0	1	2	3	3
08:30 AM	2	0	2	0	0	0	0	0	0	0	0	0	2
*** BREAK ***													
Total	3	0	3	1	0	1	0	0	0	4	2	6	10
*** BREAK ***													
03:00 PM	0	0	0	1	0	1	0	0	0	9	1	10	11
03:15 PM	0	0	0	0	0	0	0	0	0	7	1	8	8
03:30 PM	1	0	1	1	0	1	0	0	0	7	2	9	11
03:45 PM	3	0	3	0	0	0	0	0	0	9	2	11	14
Total	4	0	4	2	0	2	0	0	0	32	6	38	44
04:00 PM	0	0	0	0	0	0	0	0	0	7	1	8	8
04:15 PM	4	0	4	0	0	0	0	5	5	7	0	7	16
04:30 PM	1	0	1	0	0	0	0	0	0	4	2	6	7
04:45 PM	0	0	0	1	0	1	0	0	0	10	2	12	13
Total	5	0	5	1	0	1	0	5	5	28	5	33	44
*** BREAK ***													
05:15 PM	0	0	0	0	1	1	0	0	0	0	1	1	2
*** BREAK ***													
05:45 PM	1	0	1	0	0	0	0	0	0	6	4	10	11
Total	1	0	1	0	1	1	0	0	0	6	5	11	13
Grand Total	15	0	15	4	1	5	0	5	5	91	23	114	139
Apprch %	100	0		80	20		0	100		79.8	20.2		
Total %	10.8	0	10.8	2.9	0.7	3.6	0	3.6	3.6	65.5	16.5	82	

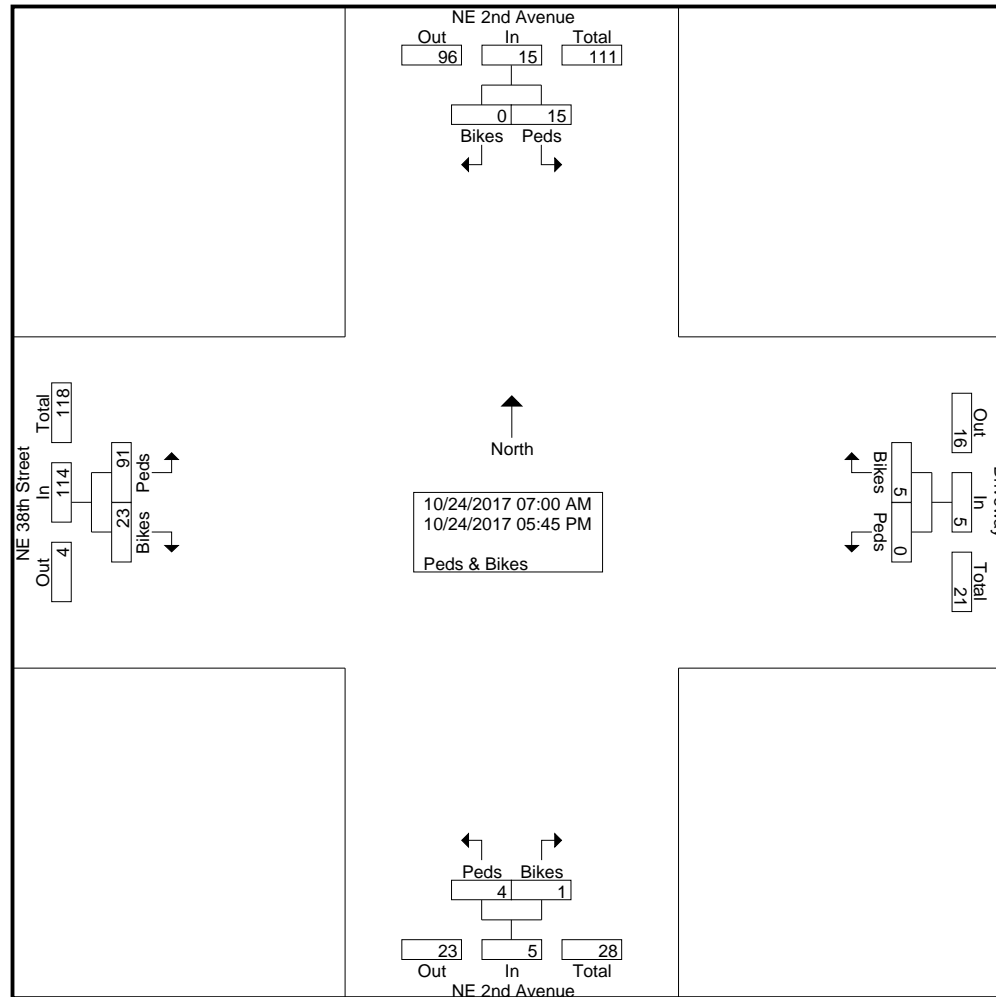
NE 2nd Avenue & NE 38th Street

File Name : TMC-10 NE 2nd Avenue & NE 38th Street

Site Code : 00000000

Start Date : 10/24/2017

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NE 2nd Avenue & NE 38th Street

File Name : TMC-10 NE 2nd Avenue & NE 38th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 3

Start Time	NE 2nd Avenue Southbound			NE 2nd Avenue Northbound			Driveway Westbound			NE 38th Street Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	2	0	2	0	0	0	0	0	0	1	4	5	7
07:15 AM	0	0	0	0	0	0	0	0	0	4	0	4	4
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	15	1	16	16
Total Volume	2	0	2	0	0	0	0	0	0	21	5	26	28
% App. Total	100	0		0	0		0	0		80.8	19.2		
PHF	.250	.000	.250	.000	.000	.000	.000	.000	.000	.350	.313	.406	.438

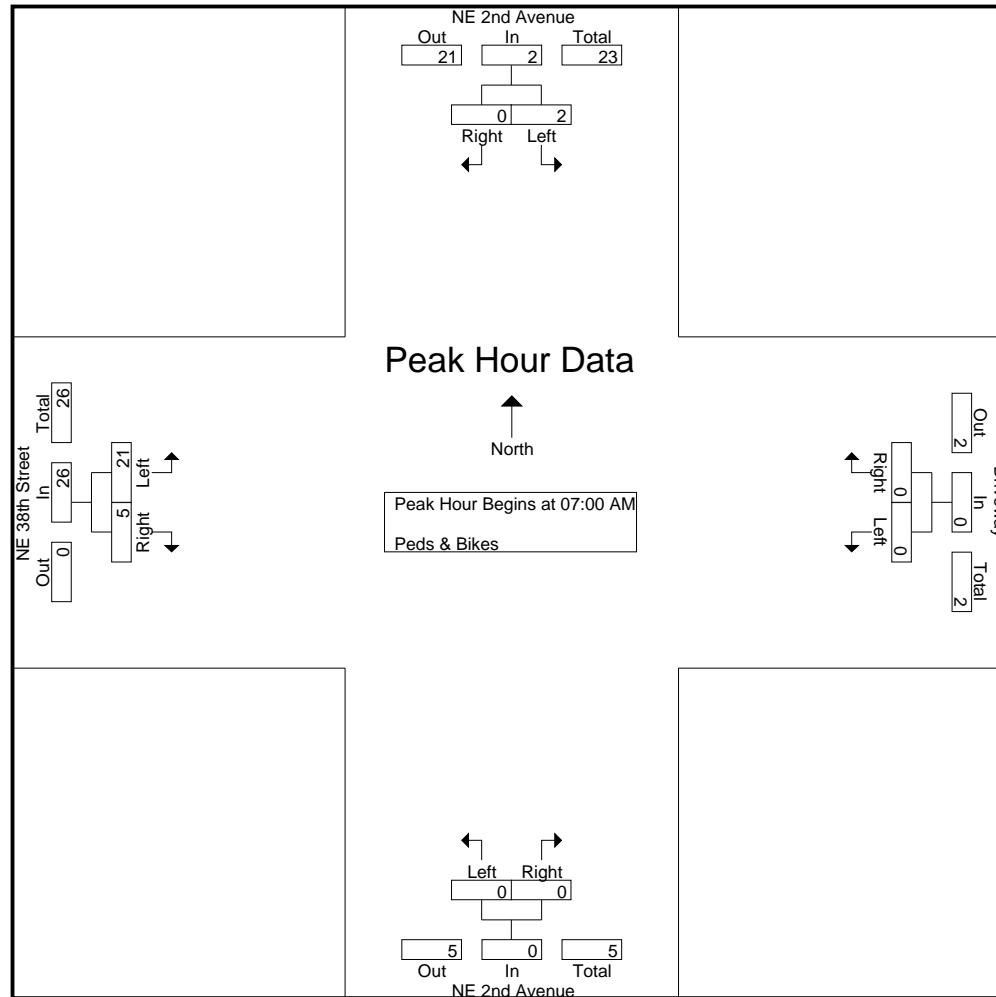
NE 2nd Avenue & NE 38th Street

File Name : TMC-10 NE 2nd Avenue & NE 38th Street

Site Code : 00000000

Start Date : 10/24/2017

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NE 2nd Avenue & NE 38th Street

File Name : TMC-10 NE 2nd Avenue & NE 38th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 5

Start Time	NE 2nd Avenue Southbound			NE 2nd Avenue Northbound			Driveway Westbound			NE 38th Street Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:30 PM													
03:30 PM	1	0	1	1	0	1	0	0	0	7	2	9	11
03:45 PM	3	0	3	0	0	0	0	0	0	9	2	11	14
04:00 PM	0	0	0	0	0	0	0	0	0	7	1	8	8
04:15 PM	4	0	4	0	0	0	0	5	5	7	0	7	16
Total Volume	8	0	8	1	0	1	0	5	5	30	5	35	49
% App. Total	100	0		100	0		0	100		85.7	14.3		
PHF	.500	.000	.500	.250	.000	.250	.000	.250	.250	.833	.625	.795	.766

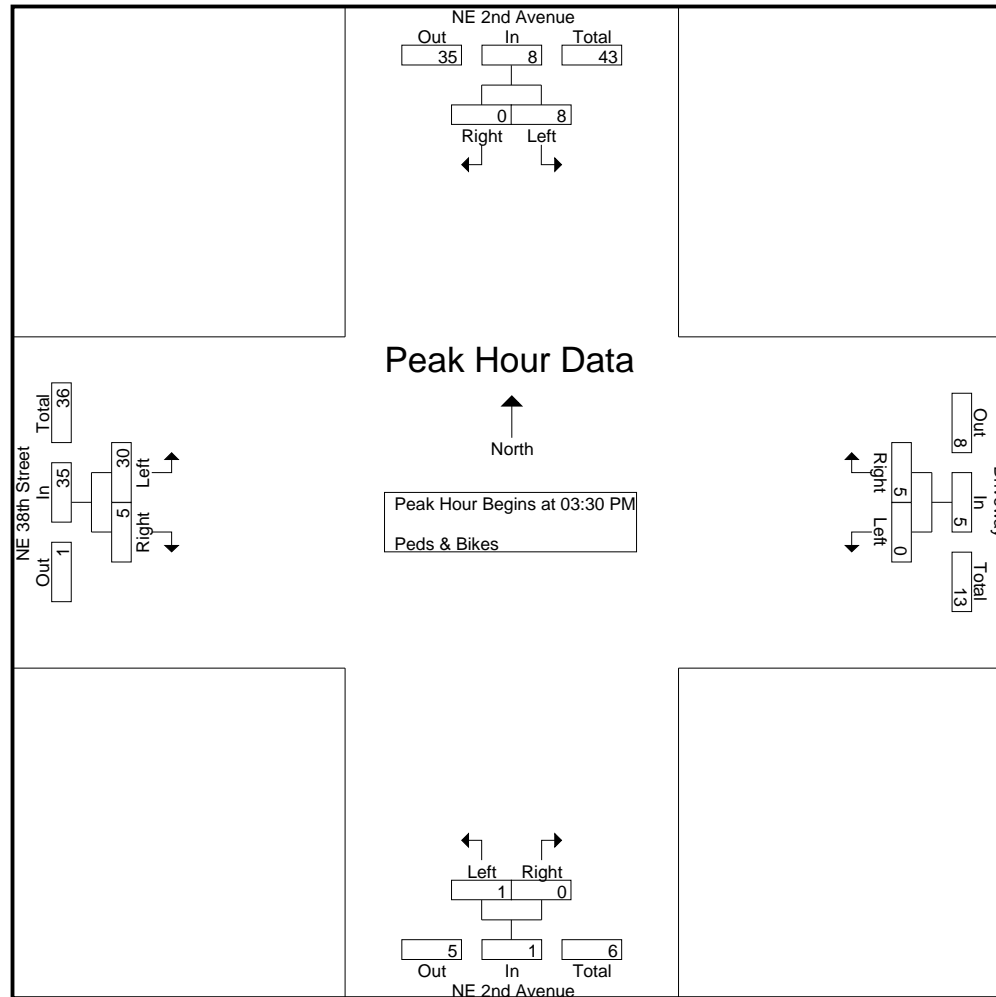
NE 2nd Avenue & NE 38th Street

File Name : TMC-10 NE 2nd Avenue & NE 38th Street

Site Code : 00000000

Start Date : 10/24/2017

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NE 2nd Avenue & NE 38th Street

File Name : TMC-10 NE 2nd Avenue & NE 38th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 1

Groups Printed- Trucks

Start Time	NE 2nd Avenue Southbound					NE 2nd Avenue Northbound					Driveway Westbound					NE 38th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
07:00 AM	0	0	3	0	3	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	8
07:15 AM	0	0	3	1	4	0	1	3	0	4	0	0	0	0	0	0	0	0	0	0	8
07:30 AM	0	0	5	0	5	0	2	5	0	7	0	0	0	0	0	0	2	0	0	2	14
07:45 AM	0	0	5	0	5	0	1	8	0	9	0	0	0	0	0	0	0	0	0	0	14
Total	0	0	16	1	17	0	4	21	0	25	0	0	0	0	0	0	2	0	0	2	44
08:00 AM	0	0	9	0	9	0	1	3	0	4	0	0	0	0	0	0	0	0	0	0	13
08:15 AM	0	0	5	0	5	0	3	6	0	9	0	0	0	0	0	0	0	0	1	1	15
08:30 AM	0	0	5	1	6	0	0	4	0	4	0	0	0	0	0	0	0	0	1	1	11
08:45 AM	0	0	4	1	5	0	1	4	0	5	0	0	0	0	0	0	0	0	0	0	10
Total	0	0	23	2	25	0	5	17	0	22	0	0	0	0	0	0	0	0	2	2	49
*** BREAK ***																					
03:00 PM	0	0	3	2	5	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	7
03:15 PM	0	0	3	0	3	0	2	7	0	9	0	0	0	0	0	0	0	0	0	0	12
03:30 PM	0	0	1	0	1	0	0	5	0	5	0	0	0	0	0	0	2	0	1	3	9
03:45 PM	0	0	4	1	5	0	1	4	0	5	0	0	0	0	0	0	0	0	0	0	10
Total	0	0	11	3	14	0	4	16	0	20	0	0	0	0	0	0	3	0	1	4	38
04:00 PM	0	0	2	0	2	0	0	4	0	4	0	0	0	0	0	0	2	0	0	2	8
04:15 PM	0	0	8	0	8	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	11
04:30 PM	0	0	1	1	2	0	1	2	0	3	0	0	0	0	0	0	1	0	0	1	6
04:45 PM	0	0	5	0	5	0	0	3	0	3	0	0	0	0	0	0	1	0	0	1	9
Total	0	0	16	1	17	0	2	11	0	13	0	0	0	0	0	0	4	0	0	4	34
05:00 PM	0	0	2	0	2	0	1	5	0	6	0	0	0	0	0	0	1	0	0	1	9
05:15 PM	0	0	0	2	2	0	2	4	0	6	0	0	0	0	0	0	0	0	0	0	8
05:30 PM	0	0	2	1	3	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	5
05:45 PM	0	0	1	1	2	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	6
Total	0	0	5	4	9	0	3	14	0	17	0	0	0	0	0	0	1	0	1	2	28
Grand Total	0	0	71	11	82	0	18	79	0	97	0	0	0	0	0	0	10	0	4	14	193
Apprch %	0	0	86.6	13.4		0	18.6	81.4	0		0	0	0	0		0	71.4	0	28.6		
Total %	0	0	36.8	5.7	42.5	0	9.3	40.9	0	50.3	0	0	0	0	0	0	5.2	0	2.1	7.3	

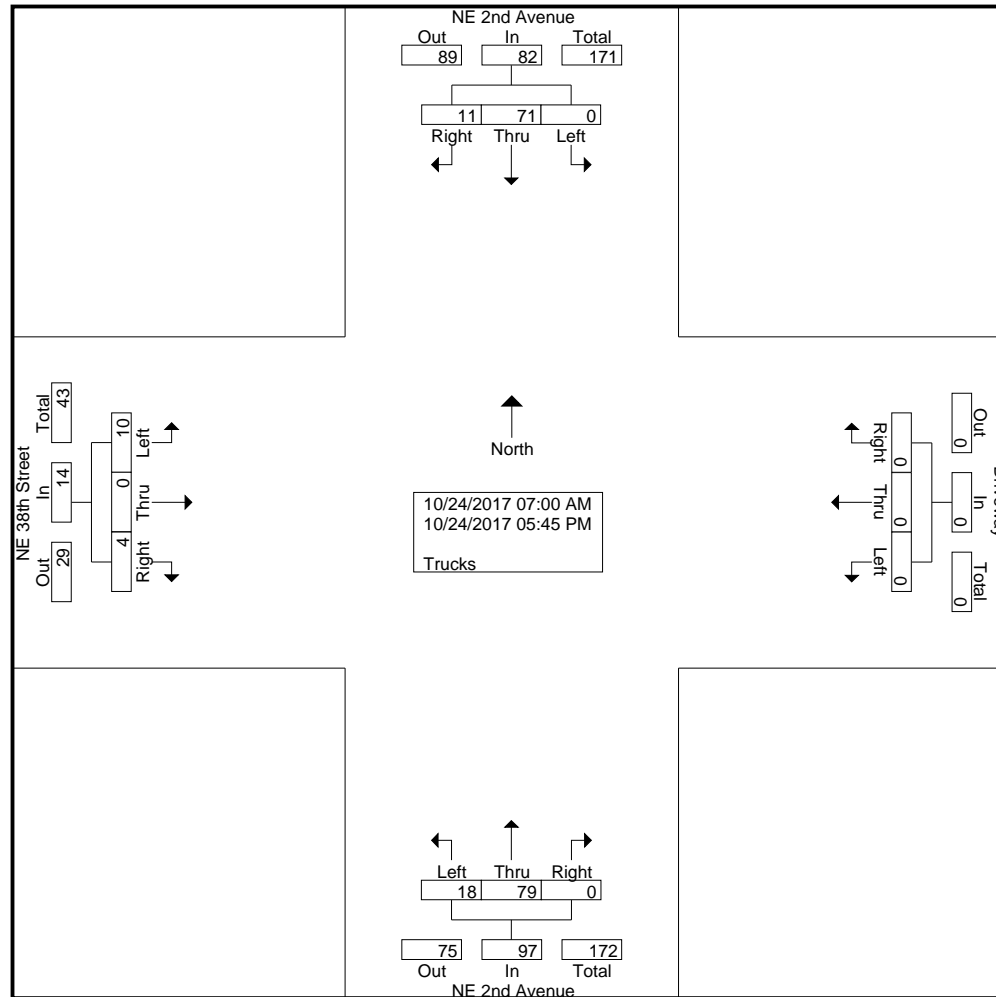
NE 2nd Avenue & NE 38th Street

File Name : TMC-10 NE 2nd Avenue & NE 38th Street

Site Code : 00000000

Start Date : 10/24/2017

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NE 2nd Avenue & NE 38th Street

File Name : TMC-10 NE 2nd Avenue & NE 38th Street
 Site Code : 00000000
 Start Date : 10/24/2017
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Start Time	NE 2nd Avenue Southbound					NE 2nd Avenue Northbound					Driveway Westbound					NE 38th Street Eastbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 07:30 AM																						
07:30 AM	0	0	5	0	5	0	2	5	0	7	0	0	0	0	0	0	2	0	0	2	14	
07:45 AM	0	0	5	0	5	0	1	8	0	9	0	0	0	0	0	0	0	0	0	0	14	
08:00 AM	0	0	9	0	9	0	1	3	0	4	0	0	0	0	0	0	0	0	0	0	13	
08:15 AM	0	0	5	0	5	0	3	6	0	9	0	0	0	0	0	0	0	0	1	1	15	
Total Volume	0	0	24	0	24	0	7	22	0	29	0	0	0	0	0	0	2	0	1	3	56	
% App. Total	0	0	100	0		0	24.1	75.9	0		0	0	0	0		0	66.7	0	33.3			
PHF	.000	.000	.667	.000	.667	.000	.583	.688	.000	.806	.000	.000	.000	.000	.000	.000	.250	.000	.250	.375	.933	

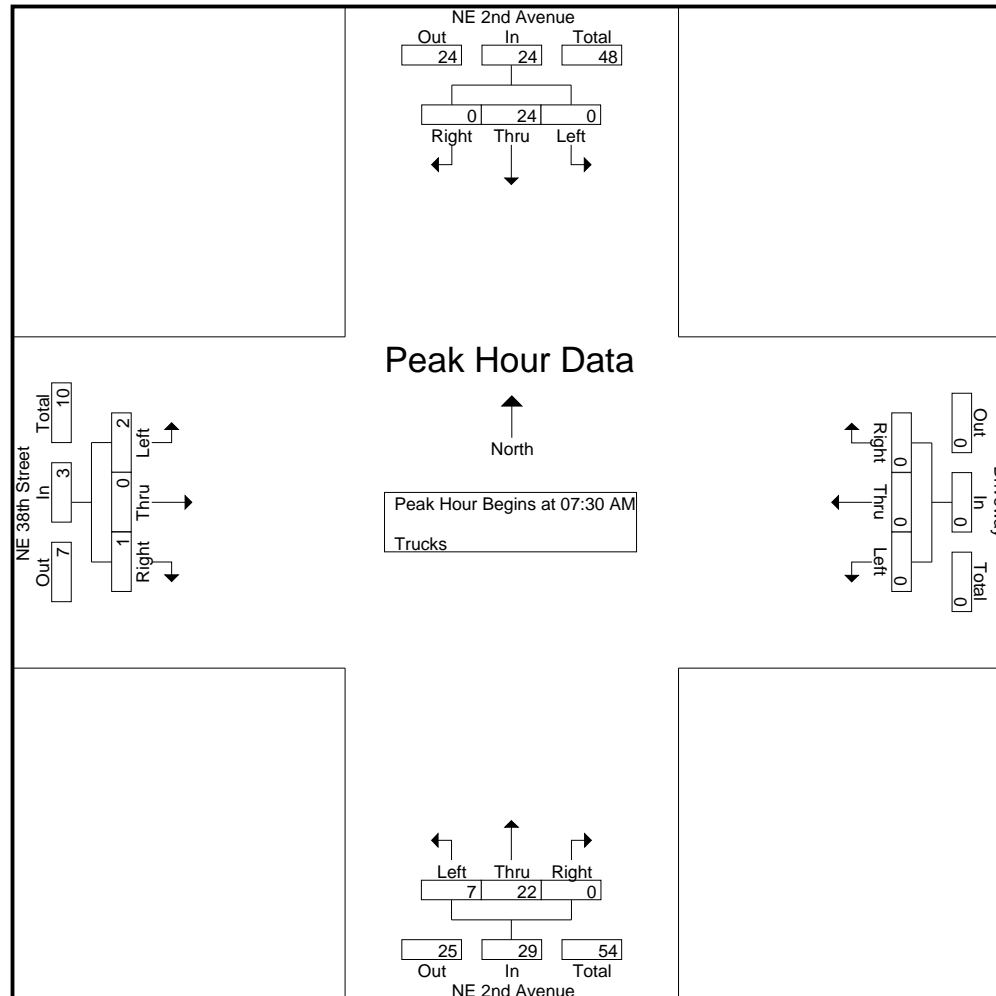
NE 2nd Avenue & NE 38th Street

File Name : TMC-10 NE 2nd Avenue & NE 38th Street

Site Code : 00000000

Start Date : 10/24/2017

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NE 2nd Avenue & NE 38th Street

File Name : TMC-10 NE 2nd Avenue & NE 38th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 5

Start Time	NE 2nd Avenue Southbound					NE 2nd Avenue Northbound					Driveway Westbound					NE 38th Street Eastbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total		
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 03:15 PM																						
03:15 PM	0	0	3	0	3	0	2	7	0	9	0	0	0	0	0	0	0	0	0	0	0	12
03:30 PM	0	0	1	0	1	0	0	5	0	5	0	0	0	0	0	0	2	0	1	3	9	
03:45 PM	0	0	4	1	5	0	1	4	0	5	0	0	0	0	0	0	0	0	0	0	10	
04:00 PM	0	0	2	0	2	0	0	4	0	4	0	0	0	0	0	0	2	0	0	2	8	
Total Volume	0	0	10	1	11	0	3	20	0	23	0	0	0	0	0	0	4	0	1	5	39	
% App. Total	0	0	90.9	9.1		0	13	87	0		0	0	0	0		0	80	0	20			
PHF	.000	.000	.625	.250	.550	.000	.375	.714	.000	.639	.000	.000	.000	.000	.000	.000	.500	.000	.250	.417	.813	

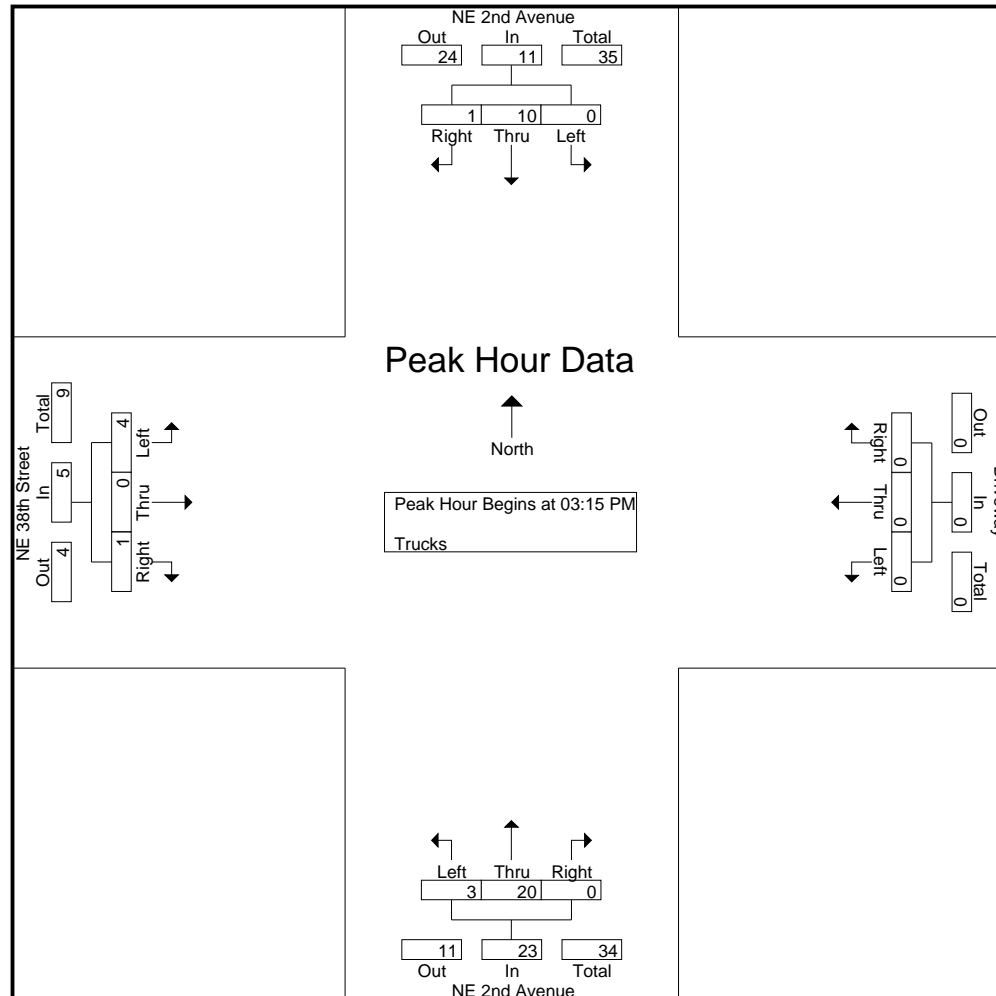
NE 2nd Avenue & NE 38th Street

File Name : TMC-10 NE 2nd Avenue & NE 38th Street

Site Code : 00000000

Start Date : 10/24/2017

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NE 2nd Avenue & NE 38th Street

File Name : TMC-10 NE 2nd Avenue & NE 38th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 1

Groups Printed- Vehicle - Trucks

Start Time	NE 2nd Avenue Southbound					NE 2nd Avenue Northbound					Driveway Westbound					NE 38th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
07:00 AM	0	0	56	12	68	0	1	26	0	27	0	0	1	0	1	0	16	0	2	18	114
07:15 AM	0	0	77	15	92	0	3	22	0	25	0	0	1	0	1	0	33	2	4	39	157
07:30 AM	0	0	87	19	106	0	7	31	0	38	0	0	0	0	0	0	28	0	5	33	177
07:45 AM	0	0	113	23	136	0	3	31	0	34	0	0	0	0	0	0	17	0	1	18	188
Total	0	0	333	69	402	0	14	110	0	124	0	0	2	0	2	0	94	2	12	108	636
08:00 AM	0	0	109	33	142	0	8	21	0	29	0	0	0	0	0	0	9	0	5	14	185
08:15 AM	0	0	78	12	90	0	6	39	0	45	0	0	0	0	0	0	15	0	10	25	160
08:30 AM	0	0	103	36	139	0	5	32	0	37	0	0	0	0	0	0	16	0	11	27	203
08:45 AM	0	0	93	27	120	0	5	37	0	42	0	0	0	0	0	0	28	1	9	38	200
Total	0	0	383	108	491	0	24	129	0	153	0	0	0	0	0	0	68	1	35	104	748
*** BREAK ***																					
03:00 PM	0	0	57	32	89	0	8	52	0	60	0	0	0	0	0	0	25	0	6	31	180
03:15 PM	0	0	68	18	86	0	9	55	0	64	0	0	0	0	0	0	40	0	12	52	202
03:30 PM	0	2	64	22	88	0	13	66	0	79	0	0	0	0	0	0	32	1	14	47	214
03:45 PM	0	0	78	22	100	0	5	75	0	80	0	0	0	0	0	0	30	1	8	39	219
Total	0	2	267	94	363	0	35	248	0	283	0	0	0	0	0	0	127	2	40	169	815
04:00 PM	0	0	55	13	68	0	6	74	0	80	0	0	2	0	2	0	21	0	6	27	177
04:15 PM	0	0	67	14	81	0	4	68	0	72	0	0	0	0	0	0	21	0	11	32	185
04:30 PM	0	0	48	19	67	0	7	69	0	76	0	0	0	0	0	0	41	0	8	49	192
04:45 PM	0	0	46	7	53	0	5	84	0	89	0	0	0	0	0	0	23	6	12	41	183
Total	0	0	216	53	269	0	22	295	0	317	0	0	2	0	2	0	106	6	37	149	737
05:00 PM	0	0	57	14	71	0	7	80	0	87	0	0	0	0	0	0	40	0	14	54	212
05:15 PM	0	0	40	19	59	0	7	87	0	94	0	0	0	0	0	0	41	0	13	54	207
05:30 PM	0	0	51	20	71	0	5	68	0	73	0	0	0	0	0	0	33	0	2	35	179
05:45 PM	0	0	46	13	59	0	3	81	0	84	0	0	0	0	0	0	25	0	6	31	174
Total	0	0	194	66	260	0	22	316	0	338	0	0	0	0	0	0	139	0	35	174	772
Grand Total	0	2	1393	390	1785	0	117	1098	0	1215	0	0	4	0	4	0	534	11	159	704	3708
Apprch %	0	0.1	78	21.8		0	9.6	90.4	0		0	0	100	0		0	75.9	1.6	22.6		
Total %	0	0.1	37.6	10.5	48.1	0	3.2	29.6	0	32.8	0	0	0.1	0	0.1	0	14.4	0.3	4.3	19	
Vehicle	0	2	1322	379	1703	0	99	1019	0	1118	0	0	4	0	4	0	524	11	155	690	3515
% Vehicle	0	100	94.9	97.2	95.4	0	84.6	92.8	0	92	0	0	100	0	100	0	98.1	100	97.5	98	94.8

NE 2nd Avenue & NE 38th Street

File Name : TMC-10 NE 2nd Avenue & NE 38th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 2

Groups Printed- Vehicle - Trucks

	NE 2nd Avenue Southbound					NE 2nd Avenue Northbound					Driveway Westbound					NE 38th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Trucks	0	0	71	11	82	0	18	79	0	97	0	0	0	0	0	0	10	0	4	14	193
% Trucks	0	0	5.1	2.8	4.6	0	15.4	7.2	0	8	0	0	0	0	0	0	1.9	0	2.5	2	5.2

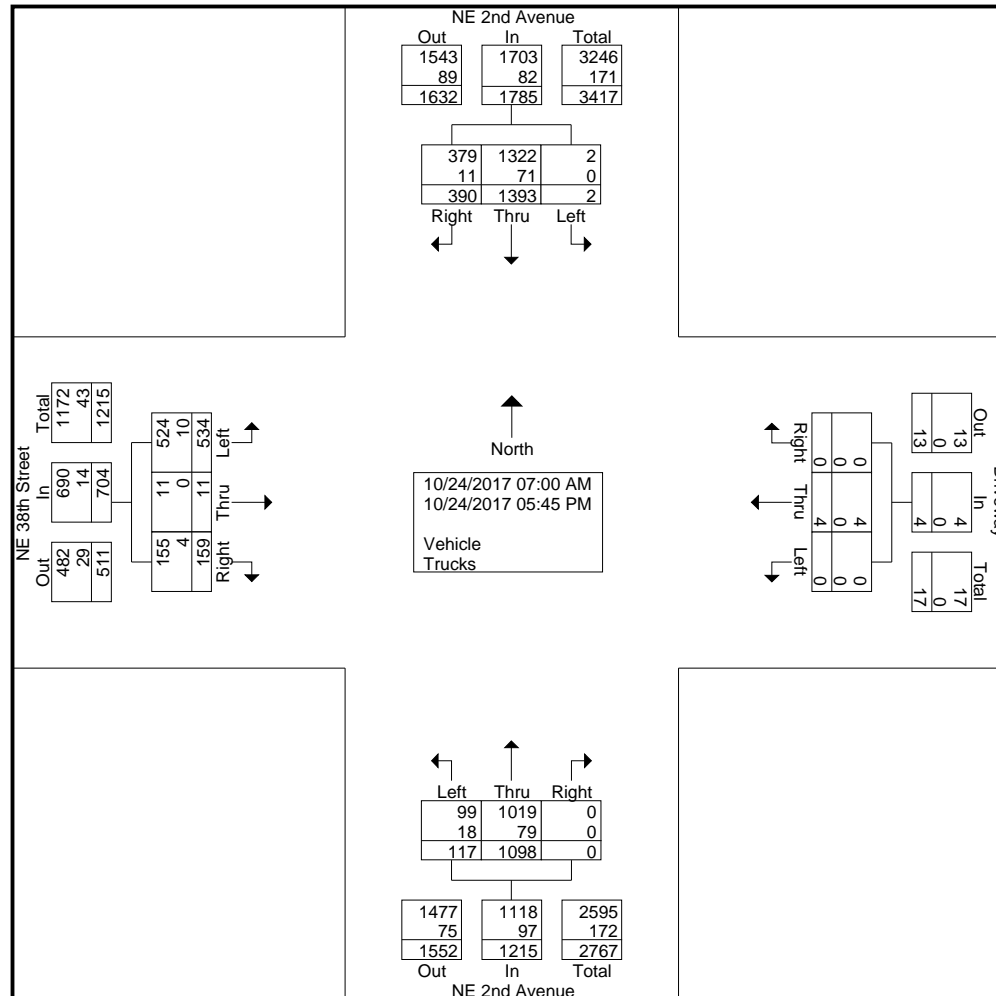
NE 2nd Avenue & NE 38th Street

File Name : TMC-10 NE 2nd Avenue & NE 38th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 3



NE 2nd Avenue & NE 38th Street

File Name : TMC-10 NE 2nd Avenue & NE 38th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 4

Start Time	NE 2nd Avenue Southbound					NE 2nd Avenue Northbound					Driveway Westbound					NE 38th Street Eastbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 08:00 AM																						
08:00 AM	0	0	109	33	142	0	8	21	0	29	0	0	0	0	0	0	9	0	5	14	185	
08:15 AM	0	0	78	12	90	0	6	39	0	45	0	0	0	0	0	0	15	0	10	25	160	
08:30 AM	0	0	103	36	139	0	5	32	0	37	0	0	0	0	0	0	16	0	11	27	203	
08:45 AM	0	0	93	27	120	0	5	37	0	42	0	0	0	0	0	0	28	1	9	38	200	
Total Volume	0	0	383	108	491	0	24	129	0	153	0	0	0	0	0	0	68	1	35	104	748	
% App. Total	0	0	78	22		0	15.7	84.3	0		0	0	0	0	0	0	65.4	1	33.7			
PHF	.000	.000	.878	.750	.864	.000	.750	.827	.000	.850	.000	.000	.000	.000	.000	.000	.607	.250	.795	.684	.921	

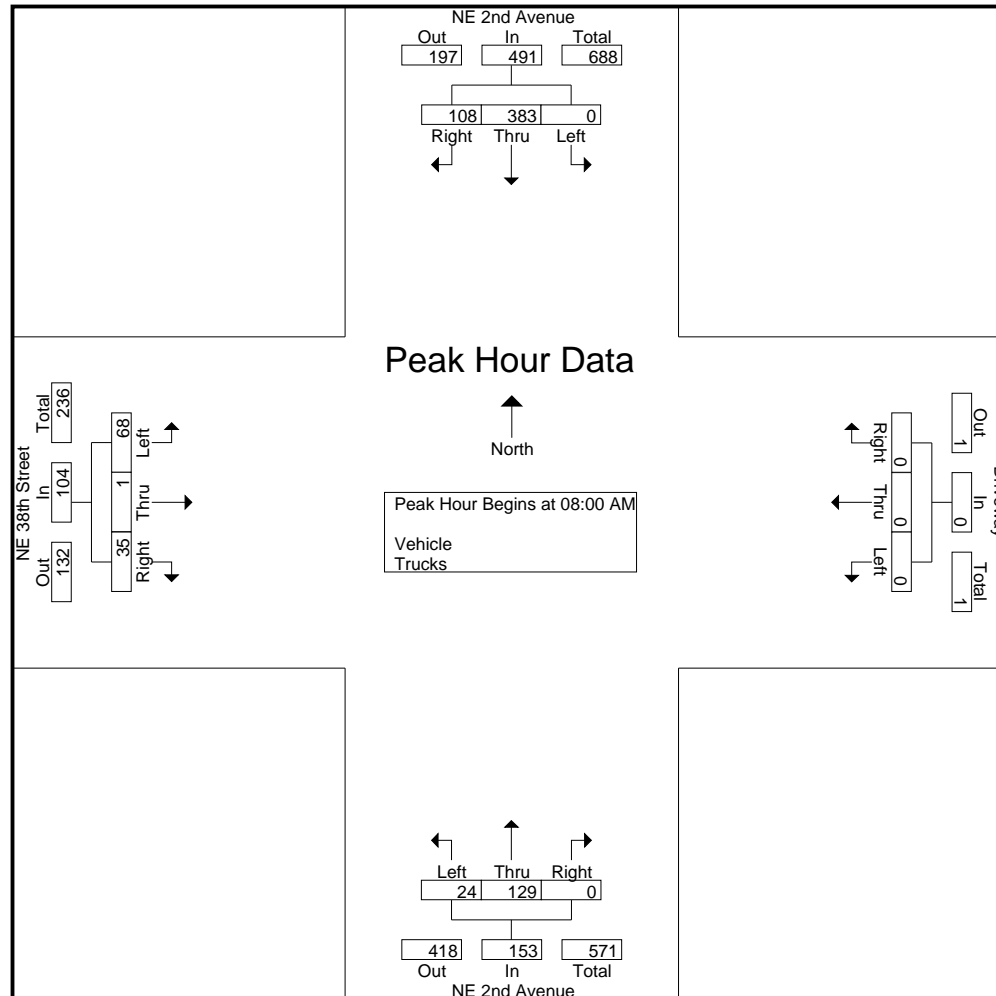
NE 2nd Avenue & NE 38th Street

File Name : TMC-10 NE 2nd Avenue & NE 38th Street

Site Code : 00000000

Start Date : 10/24/2017

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NE 2nd Avenue & NE 38th Street

File Name : TMC-10 NE 2nd Avenue & NE 38th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 6

Start Time	NE 2nd Avenue Southbound					NE 2nd Avenue Northbound					Driveway Westbound					NE 38th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	0	0	57	32	89	0	8	52	0	60	0	0	0	0	0	0	25	0	6	31	180
03:15 PM	0	0	68	18	86	0	9	55	0	64	0	0	0	0	0	0	40	0	12	52	202
03:30 PM	0	2	64	22	88	0	13	66	0	79	0	0	0	0	0	0	32	1	14	47	214
03:45 PM	0	0	78	22	100	0	5	75	0	80	0	0	0	0	0	0	30	1	8	39	219
Total Volume	0	2	267	94	363	0	35	248	0	283	0	0	0	0	0	0	127	2	40	169	815
% App. Total	0	0.6	73.6	25.9		0	12.4	87.6	0		0	0	0	0	0	0	75.1	1.2	23.7		
PHF	.000	.250	.856	.734	.908	.000	.673	.827	.000	.884	.000	.000	.000	.000	.000	.000	.794	.500	.714	.813	.930

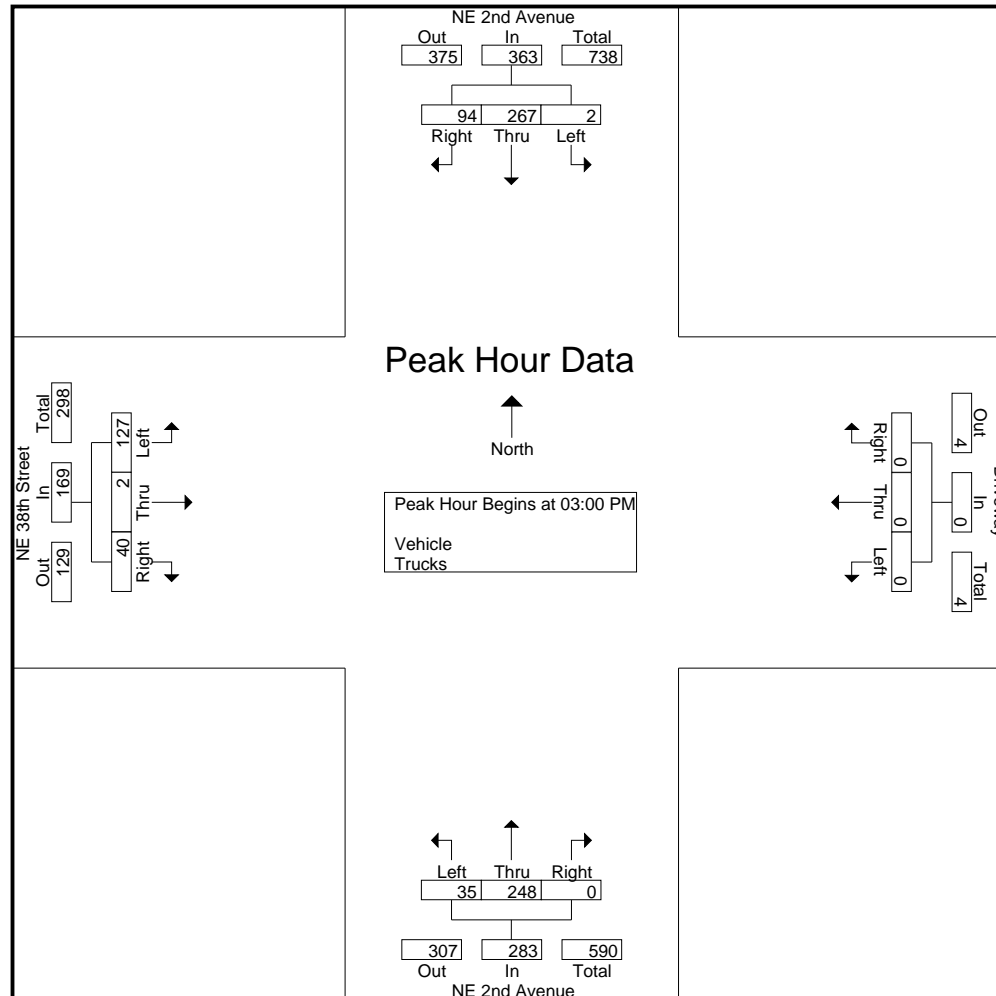
NE 2nd Avenue & NE 38th Street

File Name : TMC-10 NE 2nd Avenue & NE 38th Street

Site Code : 00000000

Start Date : 10/24/2017

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NE 2nd Avenue & NE 39th Street

File Name : TMC-11 NE 2nd Avenue & NE 39th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 1

Groups Printed- Peds & Bikes

Start Time	NE 2nd Avenue Southbound			NE 2nd Avenue Northbound			NE 39th Street Westbound			NE 39th Street Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
07:00 AM	13	0	13	2	0	2	1	0	1	4	3	7	23
07:15 AM	14	0	14	3	0	3	0	0	0	4	0	4	21
07:30 AM	11	0	11	0	0	0	2	0	2	6	0	6	19
07:45 AM	7	0	7	1	0	1	2	0	2	6	1	7	17
Total	45	0	45	6	0	6	5	0	5	20	4	24	80
08:00 AM	5	0	5	1	0	1	8	1	9	5	0	5	20
08:15 AM	1	2	3	1	0	1	8	0	8	1	2	3	15
08:30 AM	2	1	3	1	0	1	3	1	4	3	0	3	11
08:45 AM	5	1	6	0	0	0	4	5	9	6	1	7	22
Total	13	4	17	3	0	3	23	7	30	15	3	18	68
*** BREAK ***													
03:00 PM	6	1	7	0	0	0	16	0	16	16	1	17	40
03:15 PM	6	1	7	7	0	7	11	0	11	16	2	18	43
03:30 PM	42	2	44	11	0	11	32	0	32	21	2	23	110
03:45 PM	10	0	10	7	0	7	21	0	21	16	2	18	56
Total	64	4	68	25	0	25	80	0	80	69	7	76	249
04:00 PM	9	2	11	9	0	9	23	0	23	13	1	14	57
04:15 PM	11	0	11	4	0	4	5	0	5	9	0	9	29
04:30 PM	9	0	9	1	1	2	16	1	17	18	1	19	47
04:45 PM	1	0	1	24	2	26	2	3	5	13	0	13	45
Total	30	2	32	38	3	41	46	4	50	53	2	55	178
05:00 PM	10	0	10	5	0	5	11	0	11	5	0	5	31
05:15 PM	8	1	9	7	0	7	2	0	2	3	1	4	22
05:30 PM	4	0	4	12	0	12	4	0	4	11	2	13	33
05:45 PM	5	0	5	17	0	17	9	0	9	5	4	9	40
Total	27	1	28	41	0	41	26	0	26	24	7	31	126
Grand Total	179	11	190	113	3	116	180	11	191	181	23	204	701
Apprch %	94.2	5.8		97.4	2.6		94.2	5.8		88.7	11.3		
Total %	25.5	1.6	27.1	16.1	0.4	16.5	25.7	1.6	27.2	25.8	3.3	29.1	

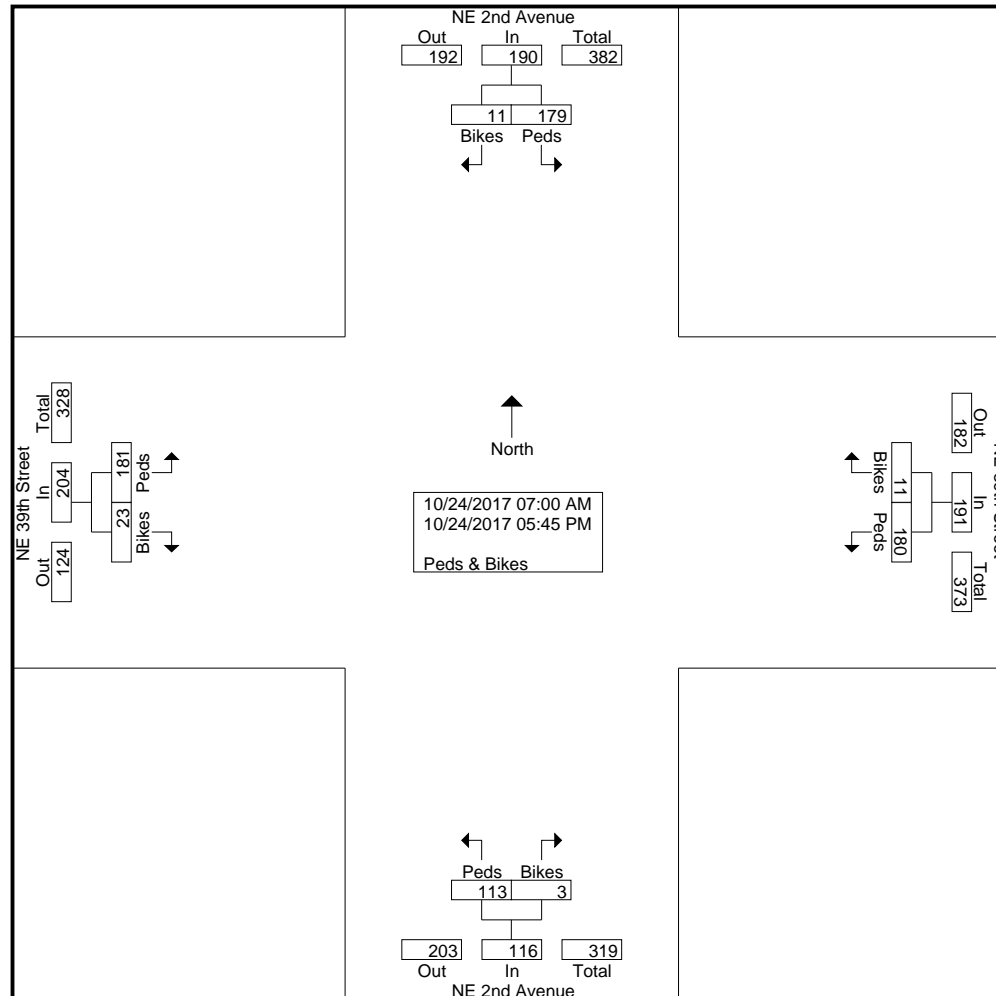
NE 2nd Avenue & NE 39th Street

File Name : TMC-11 NE 2nd Avenue & NE 39th Street

Site Code : 00000000

Start Date : 10/24/2017

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NE 2nd Avenue & NE 39th Street

File Name : TMC-11 NE 2nd Avenue & NE 39th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 3

Start Time	NE 2nd Avenue Southbound			NE 2nd Avenue Northbound			NE 39th Street Westbound			NE 39th Street Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	13	0	13	2	0	2	1	0	1	4	3	7	23
07:15 AM	14	0	14	3	0	3	0	0	0	4	0	4	21
07:30 AM	11	0	11	0	0	0	2	0	2	6	0	6	19
07:45 AM	7	0	7	1	0	1	2	0	2	6	1	7	17
Total Volume	45	0	45	6	0	6	5	0	5	20	4	24	80
% App. Total	100	0		100	0		100	0		83.3	16.7		
PHF	.804	.000	.804	.500	.000	.500	.625	.000	.625	.833	.333	.857	.870

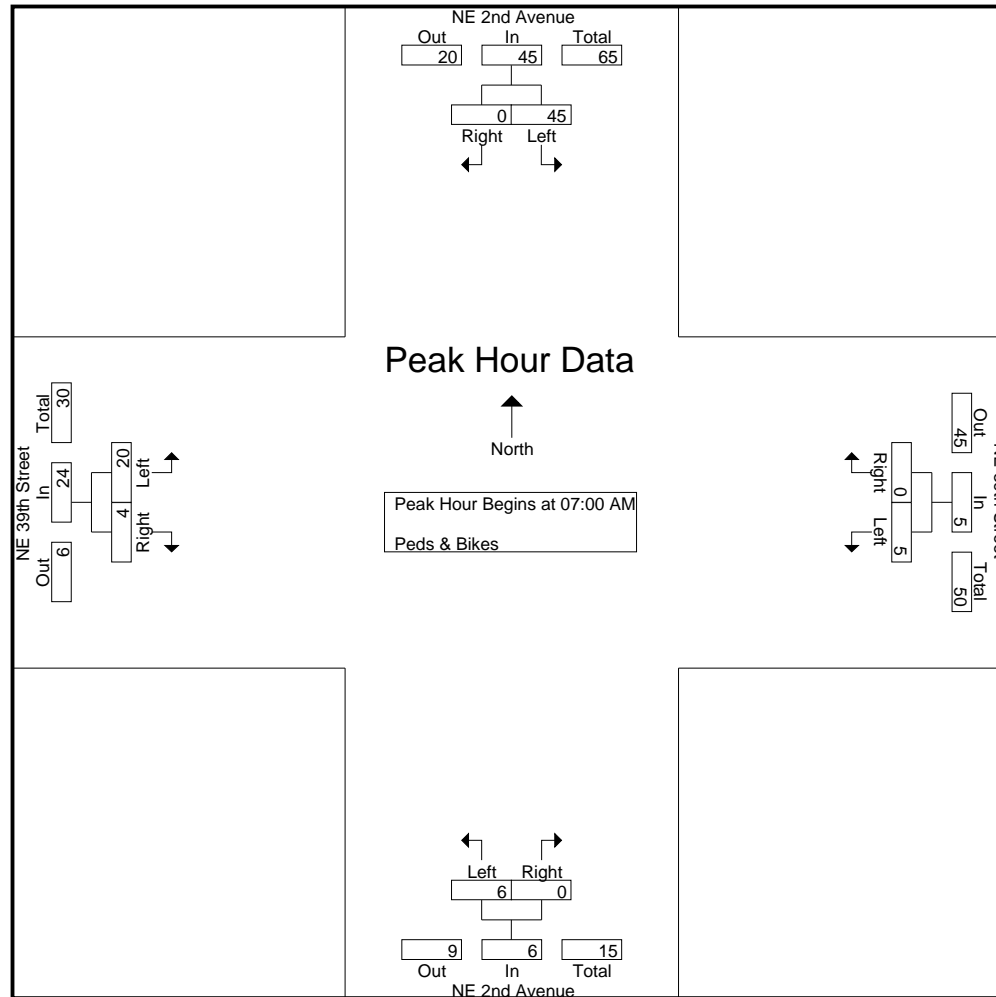
NE 2nd Avenue & NE 39th Street

File Name : TMC-11 NE 2nd Avenue & NE 39th Street

Site Code : 00000000

Start Date : 10/24/2017

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NE 2nd Avenue & NE 39th Street

File Name : TMC-11 NE 2nd Avenue & NE 39th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 5

Start Time	NE 2nd Avenue Southbound			NE 2nd Avenue Northbound			NE 39th Street Westbound			NE 39th Street Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:15 PM													
03:15 PM	6	1	7	7	0	7	11	0	11	16	2	18	43
03:30 PM	42	2	44	11	0	11	32	0	32	21	2	23	110
03:45 PM	10	0	10	7	0	7	21	0	21	16	2	18	56
04:00 PM	9	2	11	9	0	9	23	0	23	13	1	14	57
Total Volume	67	5	72	34	0	34	87	0	87	66	7	73	266
% App. Total	93.1	6.9		100	0		100	0		90.4	9.6		
PHF	.399	.625	.409	.773	.000	.773	.680	.000	.680	.786	.875	.793	.605

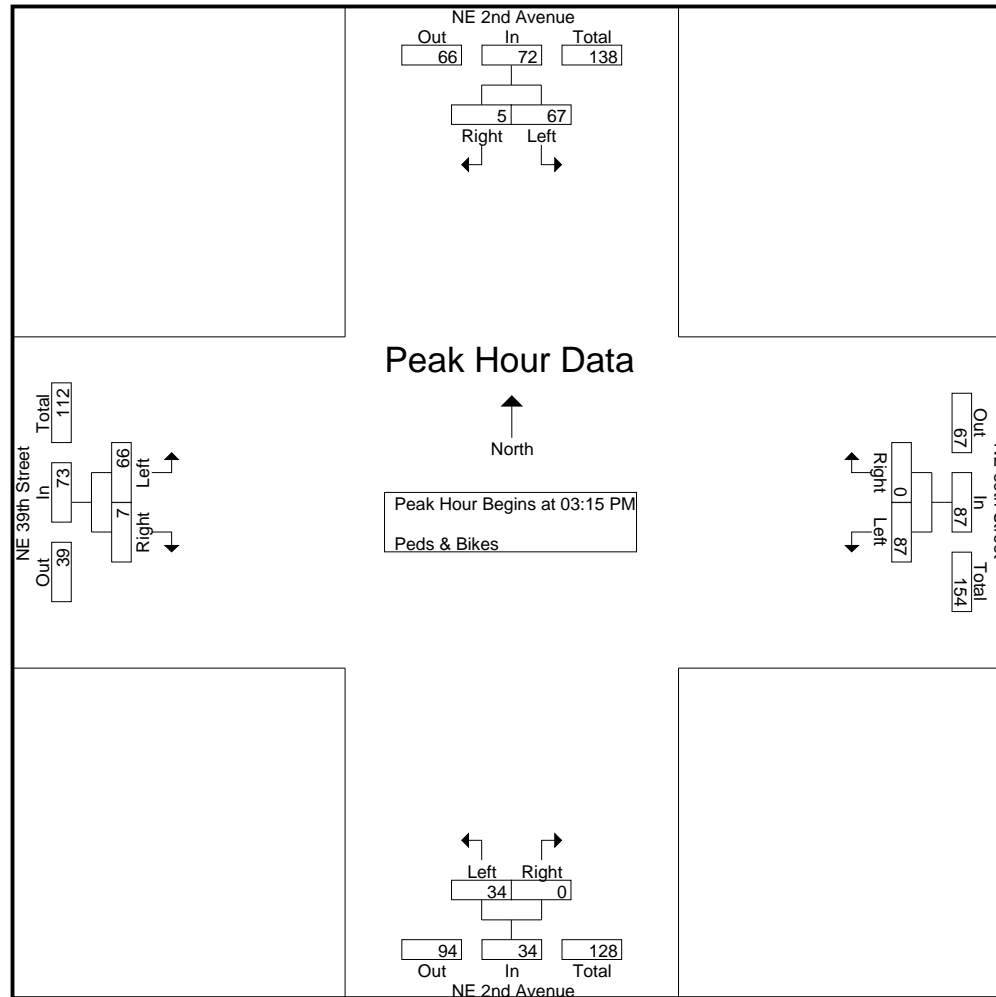
NE 2nd Avenue & NE 39th Street

File Name : TMC-11 NE 2nd Avenue & NE 39th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 6



NE 2nd Avenue & NE 39th Street

File Name : TMC-11 NE 2nd Avenue & NE 39th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 1

Groups Printed- Trucks

Start Time	NE 2nd Avenue Southbound					NE 2nd Avenue Northbound					NE 39th Street Westbound					NE 39th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
07:00 AM	0	0	4	0	4	0	0	4	0	4	0	0	1	3	4	0	1	0	0	1	13
07:15 AM	0	1	3	1	5	0	0	3	0	3	0	0	0	1	1	0	0	0	0	1	10
07:30 AM	0	0	6	0	6	0	1	6	0	7	0	0	0	1	1	0	0	0	0	0	14
07:45 AM	0	0	5	0	5	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	12
Total	0	1	18	1	20	0	1	20	0	21	0	0	1	5	6	0	1	0	1	2	49
08:00 AM	0	1	7	0	8	0	0	3	0	3	0	0	0	1	1	0	0	0	0	0	12
08:15 AM	0	3	5	0	8	0	0	6	0	6	0	0	1	1	2	0	0	0	0	0	16
08:30 AM	0	2	6	0	8	0	0	6	0	6	0	1	1	5	7	0	1	0	0	1	22
08:45 AM	0	0	4	0	4	0	0	3	0	3	0	1	1	1	3	0	0	1	1	2	12
Total	0	6	22	0	28	0	0	18	0	18	0	2	3	8	13	0	1	1	1	3	62
*** BREAK ***																					
03:00 PM	0	2	3	0	5	0	0	1	0	1	0	2	2	2	6	0	0	0	0	0	12
03:15 PM	0	0	2	0	2	0	0	7	0	7	0	0	0	2	2	0	0	0	0	0	11
03:30 PM	0	1	3	0	4	0	0	5	0	5	0	0	0	2	2	0	0	0	0	0	11
03:45 PM	0	1	5	0	6	0	0	4	0	4	0	0	2	1	3	0	1	0	0	1	14
Total	0	4	13	0	17	0	0	17	0	17	0	2	4	7	13	0	1	0	0	1	48
04:00 PM	0	0	2	0	2	0	0	5	1	6	0	0	0	0	0	0	0	0	0	0	8
04:15 PM	0	0	9	0	9	0	0	3	0	3	0	0	0	1	1	0	0	0	0	0	13
04:30 PM	0	0	1	0	1	0	1	2	0	3	0	0	1	1	2	0	0	0	0	0	6
04:45 PM	0	0	6	0	6	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	9
Total	0	0	18	0	18	0	1	13	1	15	0	0	1	2	3	0	0	0	0	0	36
05:00 PM	0	0	3	0	3	0	0	6	1	7	0	0	0	1	1	0	1	0	0	1	12
05:15 PM	0	0	2	0	2	0	0	5	0	5	0	0	0	1	1	0	0	0	0	0	8
05:30 PM	0	0	5	1	6	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	8
05:45 PM	0	0	1	0	1	0	0	4	0	4	0	0	0	1	1	0	0	1	1	2	8
Total	0	0	11	1	12	0	0	16	1	17	0	0	0	3	3	0	2	1	1	4	36
Grand Total	0	11	82	2	95	0	2	84	2	88	0	4	9	25	38	0	5	2	3	10	231
Apprch %	0	11.6	86.3	2.1		0	2.3	95.5	2.3		0	10.5	23.7	65.8		0	50	20	30		
Total %	0	4.8	35.5	0.9	41.1	0	0.9	36.4	0.9	38.1	0	1.7	3.9	10.8	16.5	0	2.2	0.9	1.3	4.3	

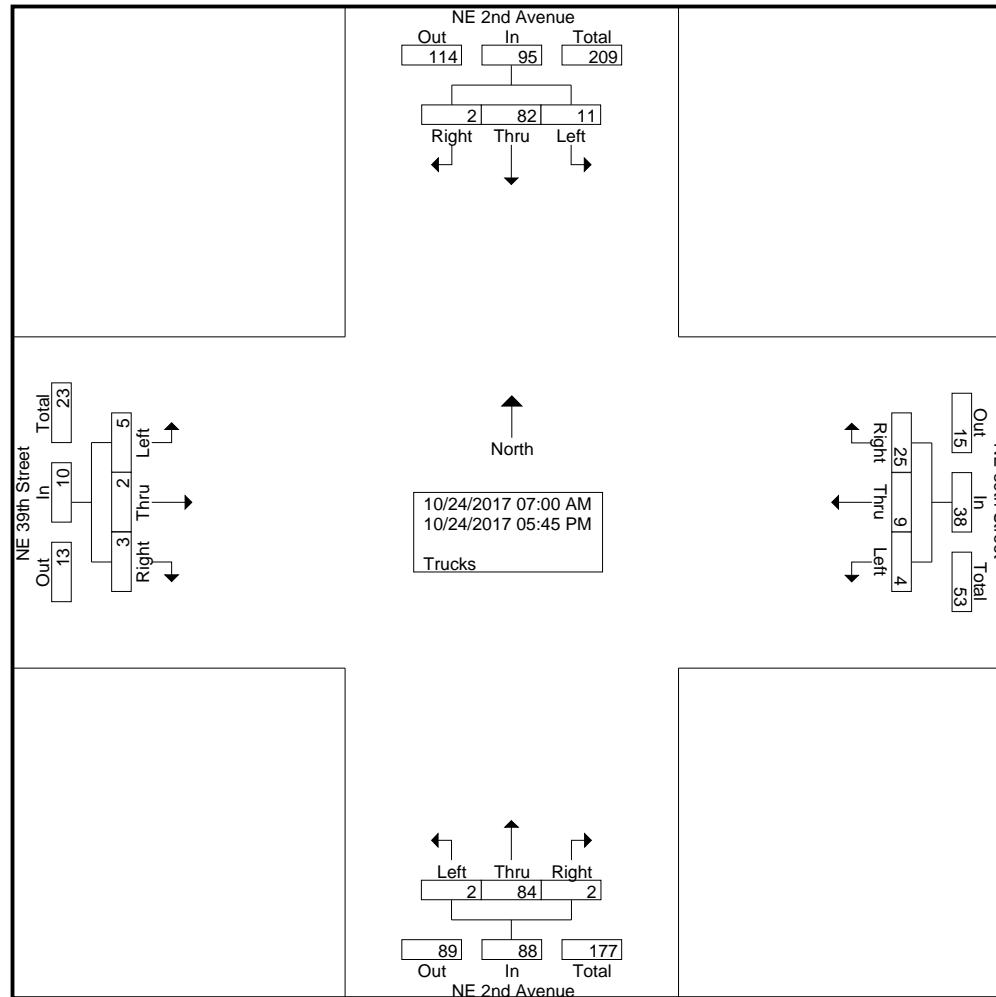
NE 2nd Avenue & NE 39th Street

File Name : TMC-11 NE 2nd Avenue & NE 39th Street

Site Code : 00000000

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NE 2nd Avenue & NE 39th Street

File Name : TMC-11 NE 2nd Avenue & NE 39th Street
 Site Code : 00000000
 Start Date : 10/24/2017
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Start Time	NE 2nd Avenue Southbound					NE 2nd Avenue Northbound					NE 39th Street Westbound					NE 39th Street Eastbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 07:45 AM																						
07:45 AM	0	0	5	0	5	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	12
08:00 AM	0	1	7	0	8	0	0	3	0	3	0	0	0	1	1	0	0	0	0	0	0	12
08:15 AM	0	3	5	0	8	0	0	6	0	6	0	0	1	1	2	0	0	0	0	0	0	16
08:30 AM	0	2	6	0	8	0	0	6	0	6	0	1	1	5	7	0	1	0	0	0	1	22
Total Volume	0	6	23	0	29	0	0	22	0	22	0	1	2	7	10	0	1	0	0	0	1	62
% App. Total	0	20.7	79.3	0		0	0	100	0		0	10	20	70		0	100	0	0			
PHF	.000	.500	.821	.000	.906	.000	.000	.786	.000	.786	.000	.250	.500	.350	.357	.000	.250	.000	.000	.250		.705

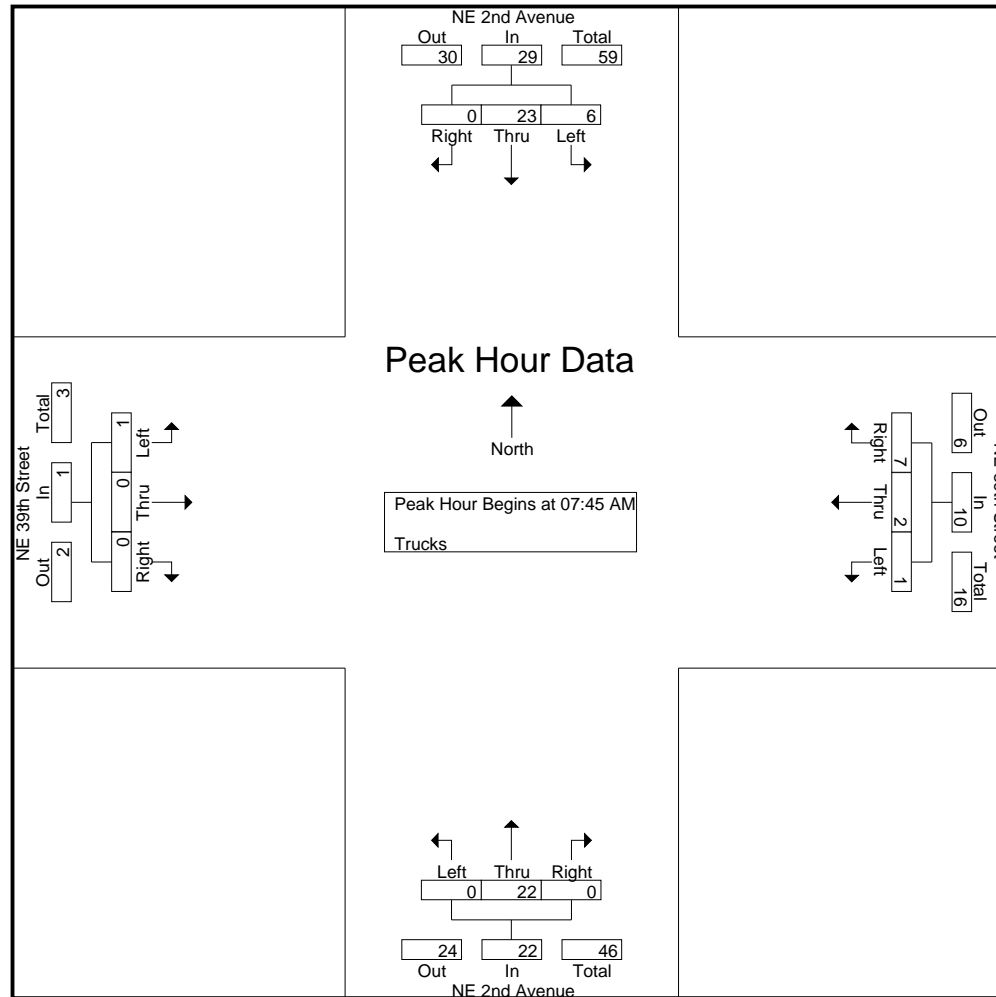
NE 2nd Avenue & NE 39th Street

File Name : TMC-11 NE 2nd Avenue & NE 39th Street

Site Code : 00000000

Start Date : 10/24/2017

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NE 2nd Avenue & NE 39th Street

File Name : TMC-11 NE 2nd Avenue & NE 39th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 5

Start Time	NE 2nd Avenue Southbound					NE 2nd Avenue Northbound					NE 39th Street Westbound					NE 39th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	0	2	3	0	5	0	0	1	0	1	0	2	2	2	6	0	0	0	0	0	12
03:15 PM	0	0	2	0	2	0	0	7	0	7	0	0	0	2	2	0	0	0	0	0	11
03:30 PM	0	1	3	0	4	0	0	5	0	5	0	0	0	2	2	0	0	0	0	0	11
03:45 PM	0	1	5	0	6	0	0	4	0	4	0	0	2	1	3	0	1	0	0	1	14
Total Volume	0	4	13	0	17	0	0	17	0	17	0	2	4	7	13	0	1	0	0	1	48
% App. Total	0	23.5	76.5	0		0	0	100	0		0	15.4	30.8	53.8		0	100	0	0		
PHF	.000	.500	.650	.000	.708	.000	.000	.607	.000	.607	.000	.250	.500	.875	.542	.000	.250	.000	.000	.250	.857

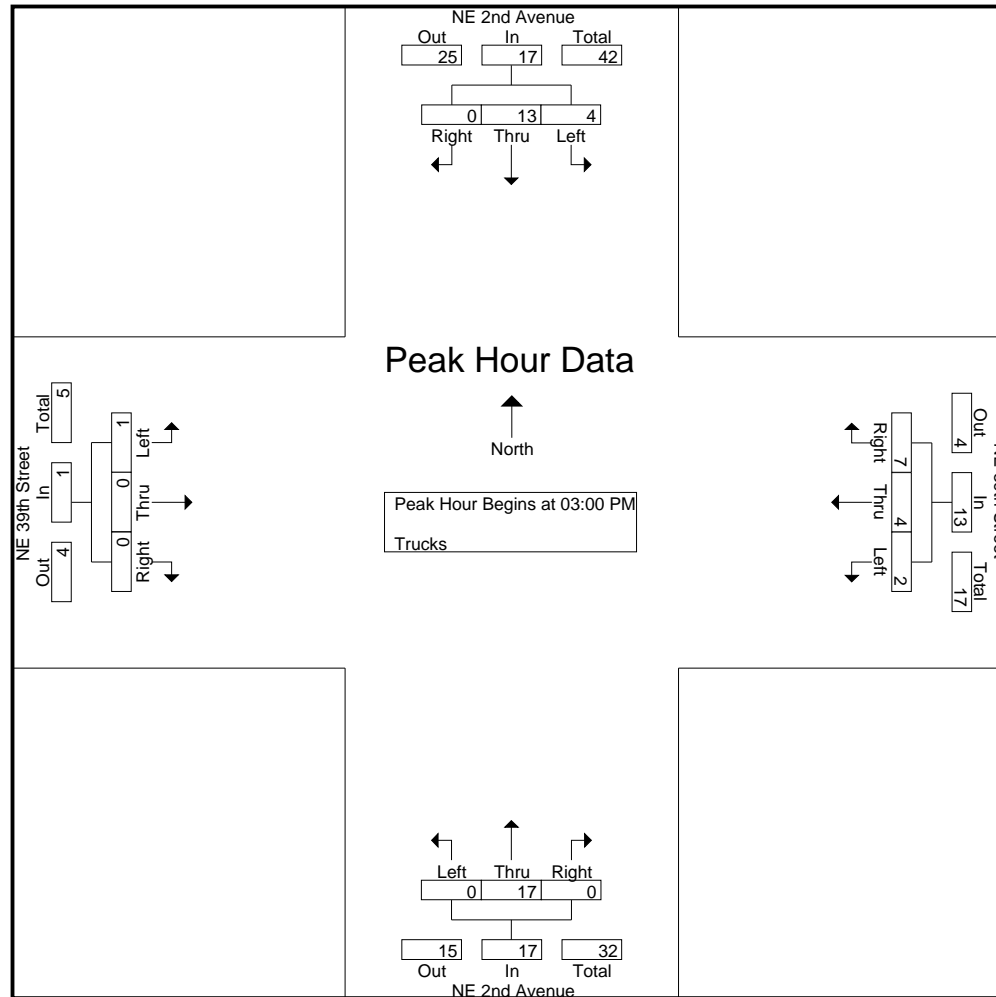
NE 2nd Avenue & NE 39th Street

File Name : TMC-11 NE 2nd Avenue & NE 39th Street

Site Code : 00000000

Start Date : 10/24/2017

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NE 2nd Avenue & NE 39th Street

File Name : TMC-11 NE 2nd Avenue & NE 39th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 1

Groups Printed- Vehicle - Trucks

Start Time	NE 2nd Avenue Southbound					NE 2nd Avenue Northbound					NE 39th Street Westbound					NE 39th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
07:00 AM	0	9	59	4	72	0	0	37	3	40	0	11	12	16	39	0	8	6	1	15	166
07:15 AM	0	17	88	6	111	0	1	50	8	59	0	17	20	28	65	0	15	7	3	25	260
07:30 AM	0	23	96	10	129	0	1	44	10	55	0	13	19	19	51	0	8	15	5	28	263
07:45 AM	0	12	119	4	135	0	0	33	10	43	0	13	27	12	52	0	0	10	9	19	249
Total	0	61	362	24	447	0	2	164	31	197	0	54	78	75	207	0	31	38	18	87	938
08:00 AM	0	14	115	7	136	0	3	21	12	36	0	21	29	9	59	0	1	8	7	16	247
08:15 AM	0	17	86	4	107	0	4	41	10	55	0	10	26	11	47	0	0	18	5	23	232
08:30 AM	0	24	116	8	148	0	2	37	14	53	0	20	31	14	65	0	4	18	6	28	294
08:45 AM	0	31	114	16	161	0	3	41	13	57	0	8	28	25	61	0	4	21	9	34	313
Total	0	86	431	35	552	0	12	140	49	201	0	59	114	59	232	0	9	65	27	101	1086
*** BREAK ***																					
03:00 PM	0	11	72	10	93	0	3	60	8	71	0	16	27	22	65	0	6	8	10	24	253
03:15 PM	0	10	71	7	88	0	2	75	17	94	0	7	21	23	51	0	10	11	11	32	265
03:30 PM	0	14	68	7	89	0	2	73	14	89	0	15	19	20	54	0	10	12	9	31	263
03:45 PM	0	14	86	15	115	0	5	96	14	115	0	11	23	21	55	0	8	9	10	27	312
Total	0	49	297	39	385	0	12	304	53	369	0	49	90	86	225	0	34	40	40	114	1093
04:00 PM	0	14	49	9	72	0	6	84	6	96	0	12	37	28	77	0	11	8	7	26	271
04:15 PM	0	13	70	9	92	0	3	86	9	98	0	11	26	21	58	0	6	19	9	34	282
04:30 PM	0	9	57	3	69	0	8	86	18	112	0	10	24	22	56	0	7	8	4	19	256
04:45 PM	0	19	56	11	86	0	3	96	6	105	0	7	27	33	67	0	4	9	6	19	277
Total	0	55	232	32	319	0	20	352	39	411	0	40	114	104	258	0	28	44	26	98	1086
05:00 PM	0	13	58	7	78	0	5	105	13	123	0	4	27	18	49	0	10	10	12	32	282
05:15 PM	0	8	54	8	70	0	4	111	19	134	0	6	27	19	52	0	5	9	8	22	278
05:30 PM	0	12	54	7	73	0	2	77	23	102	0	7	26	26	59	0	12	14	7	33	267
05:45 PM	0	10	53	9	72	0	2	92	12	106	0	4	13	20	37	0	6	11	8	25	240
Total	0	43	219	31	293	0	13	385	67	465	0	21	93	83	197	0	33	44	35	112	1067
Grand Total	0	294	1541	161	1996	0	59	1345	239	1643	0	223	489	407	1119	0	135	231	146	512	5270
Apprch %	0	14.7	77.2	8.1		0	3.6	81.9	14.5		0	19.9	43.7	36.4		0	26.4	45.1	28.5		
Total %	0	5.6	29.2	3.1	37.9	0	1.1	25.5	4.5	31.2	0	4.2	9.3	7.7	21.2	0	2.6	4.4	2.8	9.7	
Vehicle	0	283	1459	159	1901	0	57	1261	237	1555	0	219	480	382	1081	0	130	229	143	502	5039
% Vehicle	0	96.3	94.7	98.8	95.2	0	96.6	93.8	99.2	94.6	0	98.2	98.2	93.9	96.6	0	96.3	99.1	97.9	98	95.6

NE 2nd Avenue & NE 39th Street

File Name : TMC-11 NE 2nd Avenue & NE 39th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 2

Groups Printed- Vehicle - Trucks

	NE 2nd Avenue Southbound					NE 2nd Avenue Northbound					NE 39th Street Westbound					NE 39th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Trucks	0	11	82	2	95	0	2	84	2	88	0	4	9	25	38	0	5	2	3	10	231
% Trucks	0	3.7	5.3	1.2	4.8	0	3.4	6.2	0.8	5.4	0	1.8	1.8	6.1	3.4	0	3.7	0.9	2.1	2	4.4

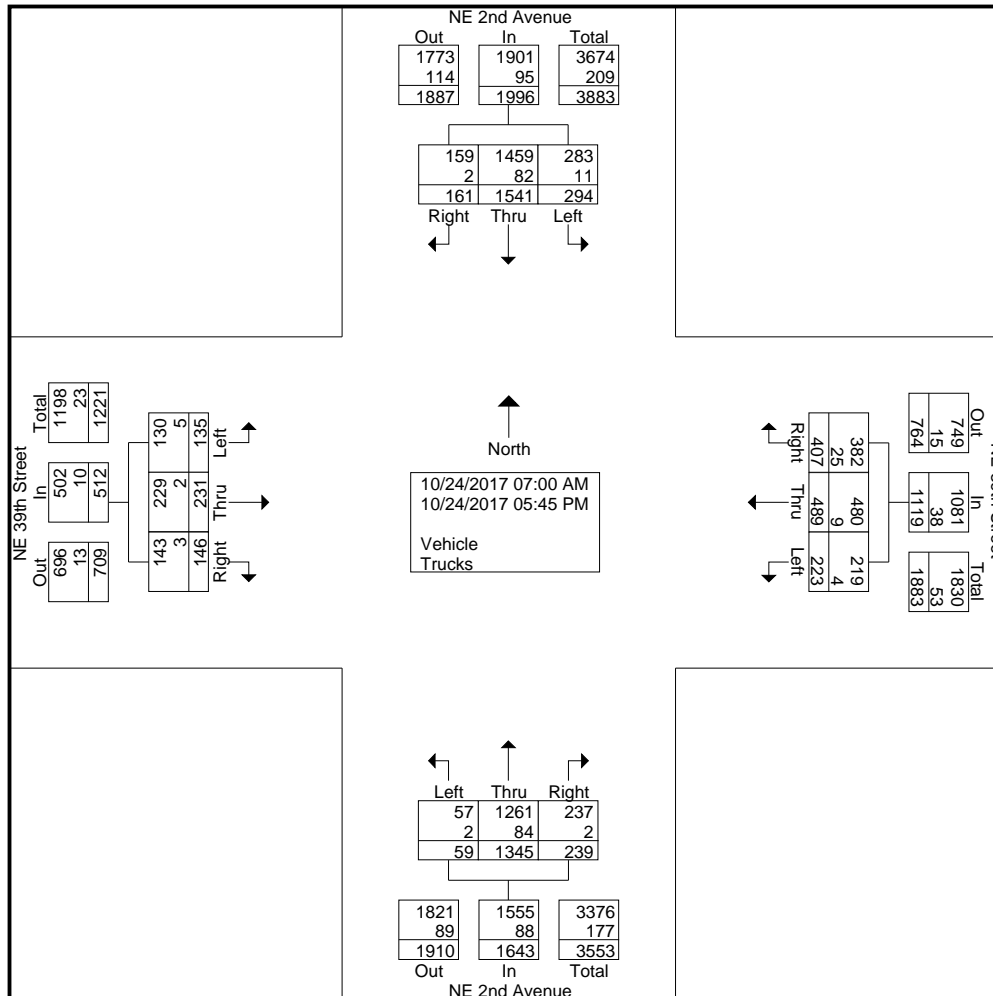
NE 2nd Avenue & NE 39th Street

File Name : TMC-11 NE 2nd Avenue & NE 39th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 3



NE 2nd Avenue & NE 39th Street

File Name : TMC-11 NE 2nd Avenue & NE 39th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 4

Start Time	NE 2nd Avenue Southbound					NE 2nd Avenue Northbound					NE 39th Street Westbound					NE 39th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	14	115	7	136	0	3	21	12	36	0	21	29	9	59	0	1	8	7	16	247
08:15 AM	0	17	86	4	107	0	4	41	10	55	0	10	26	11	47	0	0	18	5	23	232
08:30 AM	0	24	116	8	148	0	2	37	14	53	0	20	31	14	65	0	4	18	6	28	294
08:45 AM	0	31	114	16	161	0	3	41	13	57	0	8	28	25	61	0	4	21	9	34	313
Total Volume	0	86	431	35	552	0	12	140	49	201	0	59	114	59	232	0	9	65	27	101	1086
% App. Total	0	15.6	78.1	6.3		0	6	69.7	24.4		0	25.4	49.1	25.4		0	8.9	64.4	26.7		
PHF	.000	.694	.929	.547	.857	.000	.750	.854	.875	.882	.000	.702	.919	.590	.892	.000	.563	.774	.750	.743	.867

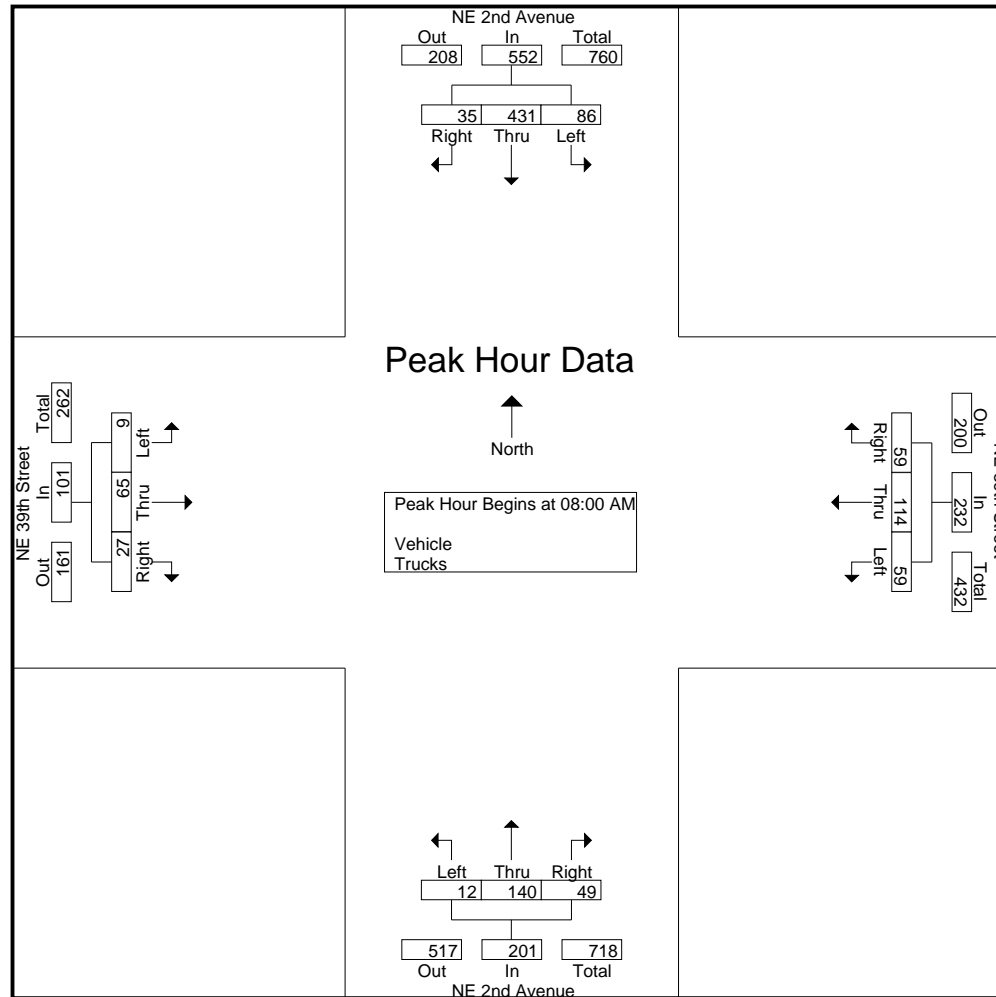
NE 2nd Avenue & NE 39th Street

File Name : TMC-11 NE 2nd Avenue & NE 39th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 5



NE 2nd Avenue & NE 39th Street

File Name : TMC-11 NE 2nd Avenue & NE 39th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 6

Start Time	NE 2nd Avenue Southbound					NE 2nd Avenue Northbound					NE 39th Street Westbound					NE 39th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	0	14	68	7	89	0	2	73	14	89	0	15	19	20	54	0	10	12	9	31	263
03:45 PM	0	14	86	15	115	0	5	96	14	115	0	11	23	21	55	0	8	9	10	27	312
04:00 PM	0	14	49	9	72	0	6	84	6	96	0	12	37	28	77	0	11	8	7	26	271
04:15 PM	0	13	70	9	92	0	3	86	9	98	0	11	26	21	58	0	6	19	9	34	282
Total Volume	0	55	273	40	368	0	16	339	43	398	0	49	105	90	244	0	35	48	35	118	1128
% App. Total	0	14.9	74.2	10.9		0	4	85.2	10.8		0	20.1	43	36.9		0	29.7	40.7	29.7		
PHF	.000	.982	.794	.667	.800	.000	.667	.883	.768	.865	.000	.817	.709	.804	.792	.000	.795	.632	.875	.868	.904

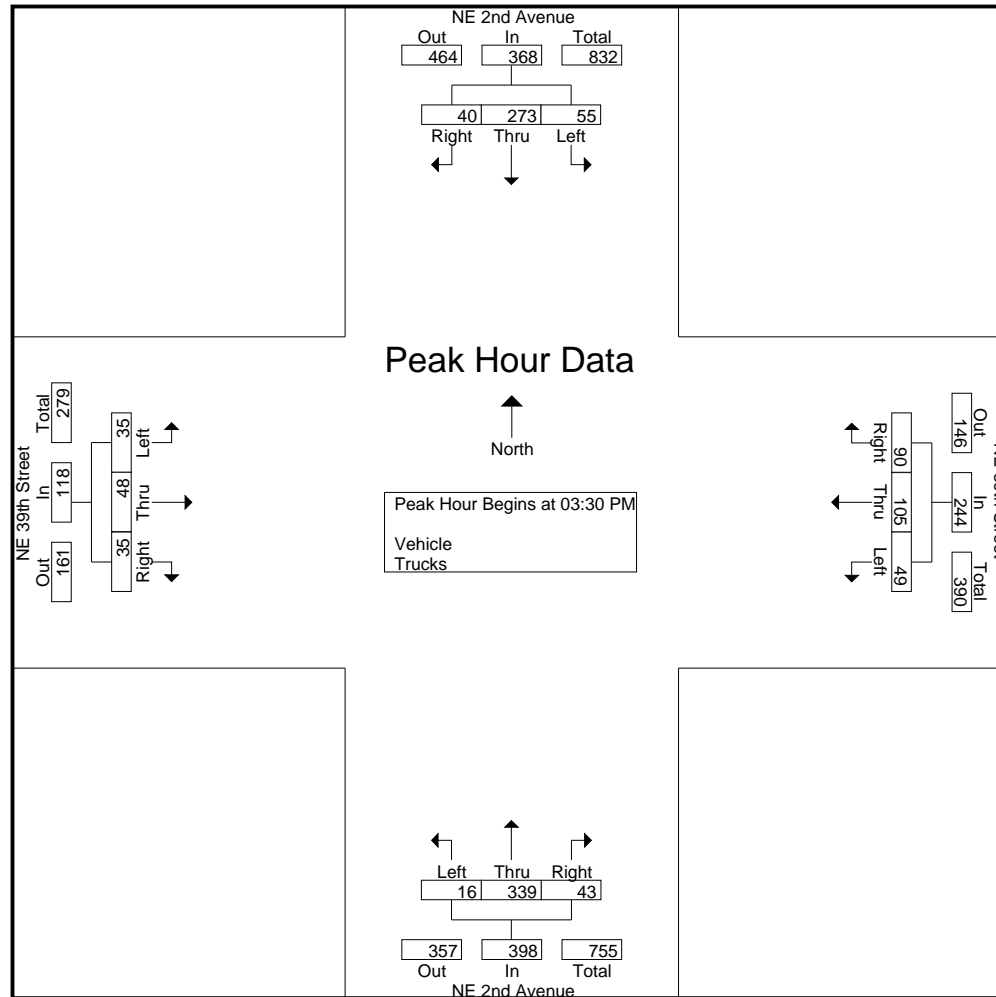
NE 2nd Avenue & NE 39th Street

File Name : TMC-11 NE 2nd Avenue & NE 39th Street

Site Code : 00000000

Start Date : 10/24/2017

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N Federal Hwy & NE 39th/38th Street

File Name : TMC-12 N Federal Hwy & NE 39th-38th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 1

Groups Printed- Peds & Bikes

Start Time	N Federal Hwy Southbound			N Federal Hwy Northbound			Westbound			NE 39th Street Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
07:00 AM	7	0	7	10	0	10	1	0	1	0	0	0	18
07:15 AM	6	0	6	5	0	5	0	0	0	0	0	0	11
07:30 AM	2	0	2	24	0	24	1	0	1	3	0	3	30
07:45 AM	4	0	4	2	1	3	0	0	0	0	0	0	7
Total	19	0	19	41	1	42	2	0	2	3	0	3	66
08:00 AM	0	0	0	2	0	2	0	0	0	6	0	6	8
08:15 AM	2	0	2	2	2	4	0	0	0	0	0	0	6
08:30 AM	3	0	3	2	0	2	0	0	0	2	0	2	7
08:45 AM	7	0	7	2	2	4	0	0	0	1	0	1	12
Total	12	0	12	8	4	12	0	0	0	9	0	9	33
*** BREAK ***													
03:00 PM	7	0	7	7	0	7	0	0	0	0	0	0	14
03:15 PM	5	0	5	1	0	1	0	0	0	0	0	0	6
03:30 PM	17	1	18	35	1	36	1	0	1	0	1	1	56
03:45 PM	2	0	2	13	0	13	0	0	0	1	0	1	16
Total	31	1	32	56	1	57	1	0	1	1	1	2	92
04:00 PM	15	0	15	2	1	3	1	0	1	4	0	4	23
04:15 PM	0	0	0	1	1	2	0	0	0	0	1	1	3
04:30 PM	1	0	1	6	1	7	0	0	0	2	0	2	10
04:45 PM	6	0	6	8	0	8	0	0	0	1	0	1	15
Total	22	0	22	17	3	20	1	0	1	7	1	8	51
05:00 PM	7	2	9	6	1	7	0	0	0	2	0	2	18
05:15 PM	5	0	5	4	0	4	0	0	0	0	0	0	9
05:30 PM	8	0	8	3	0	3	0	0	0	0	0	0	11
05:45 PM	2	0	2	4	0	4	0	0	0	1	0	1	7
Total	22	2	24	17	1	18	0	0	0	3	0	3	45
Grand Total	106	3	109	139	10	149	4	0	4	23	2	25	287
Apprch %	97.2	2.8		93.3	6.7		100	0		92	8		
Total %	36.9	1	38	48.4	3.5	51.9	1.4	0	1.4	8	0.7	8.7	

N Federal Hwy & NE 39th/38th Street

File Name : TMC-12 N Federal Hwy & NE 39th-38th Street

Site Code : 00000000

Start Date : 10/24/2017

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N Federal Hwy & NE 39th/38th Street

File Name : TMC-12 N Federal Hwy & NE 39th-38th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 3

Start Time	N Federal Hwy Southbound			N Federal Hwy Northbound			Westbound			NE 39th Street Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	7	0	7	10	0	10	1	0	1	0	0	0	18
07:15 AM	6	0	6	5	0	5	0	0	0	0	0	0	11
07:30 AM	2	0	2	24	0	24	1	0	1	3	0	3	30
07:45 AM	4	0	4	2	1	3	0	0	0	0	0	0	7
Total Volume	19	0	19	41	1	42	2	0	2	3	0	3	66
% App. Total	100	0		97.6	2.4		100	0		100	0		
PHF	.679	.000	.679	.427	.250	.438	.500	.000	.500	.250	.000	.250	.550

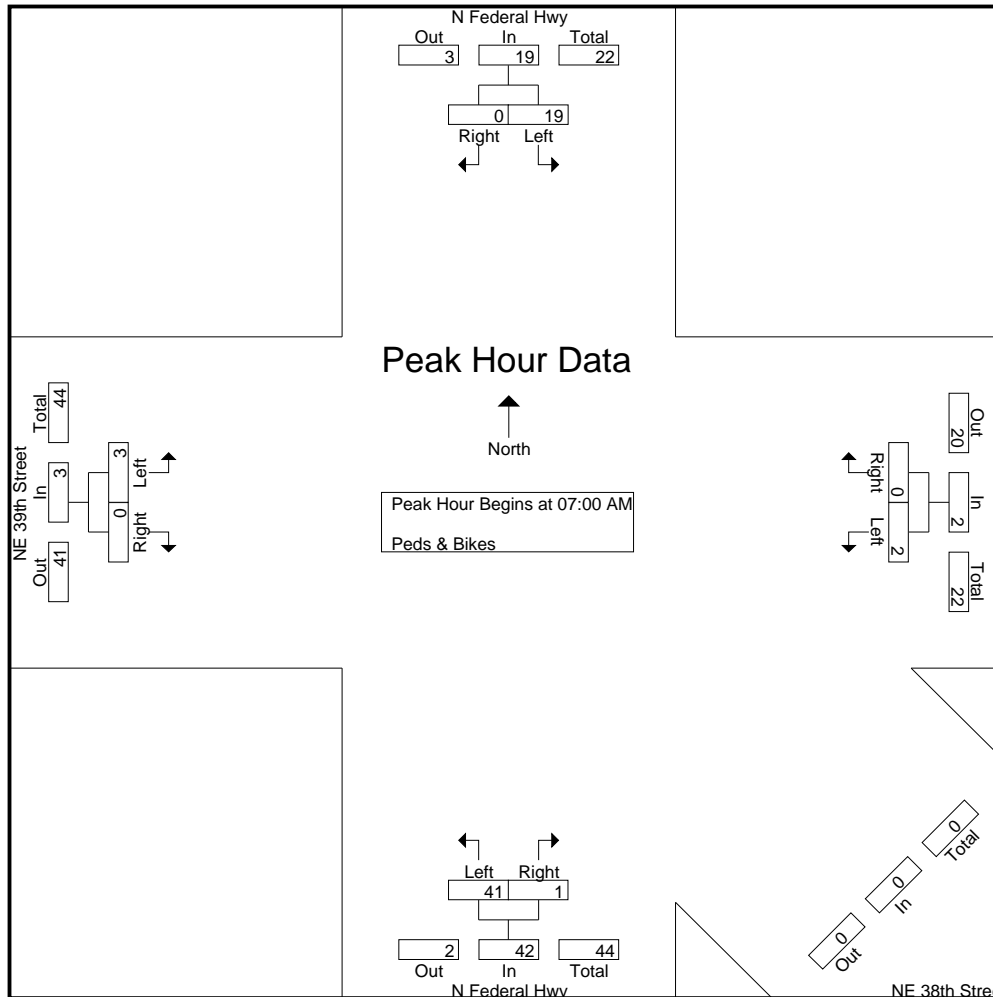
N Federal Hwy & NE 39th/38th Street

File Name : TMC-12 N Federal Hwy & NE 39th-38th Street

Site Code : 00000000

Start Date : 10/24/2017

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N Federal Hwy & NE 39th/38th Street

File Name : TMC-12 N Federal Hwy & NE 39th-38th Street
 Site Code : 00000000
 Start Date : 10/24/2017
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Start Time	N Federal Hwy Southbound			N Federal Hwy Northbound			Westbound			NE 39th Street Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:15 PM													
03:15 PM	5	0	5	1	0	1	0	0	0	0	0	0	6
03:30 PM	17	1	18	35	1	36	1	0	1	0	1	1	56
03:45 PM	2	0	2	13	0	13	0	0	0	1	0	1	16
04:00 PM	15	0	15	2	1	3	1	0	1	4	0	4	23
Total Volume	39	1	40	51	2	53	2	0	2	5	1	6	101
% App. Total	97.5	2.5		96.2	3.8		100	0		83.3	16.7		
PHF	.574	.250	.556	.364	.500	.368	.500	.000	.500	.313	.250	.375	.451

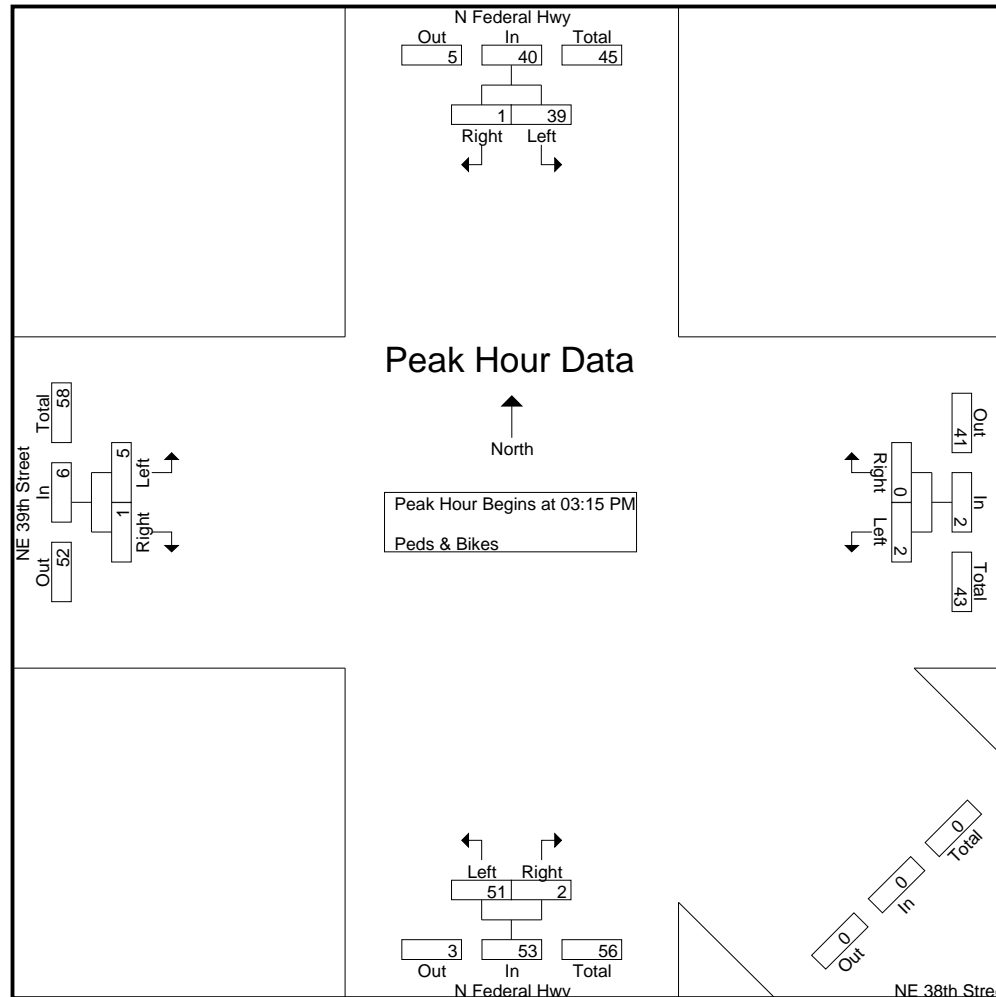
N Federal Hwy & NE 39th/38th Street

File Name : TMC-12 N Federal Hwy & NE 39th-38th Street

Site Code : 00000000

Start Date : 10/24/2017

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N Federal Hwy & NE 39th/38th Street

File Name : TMC-12 N Federal Hwy & NE 39th-38th Street

Site Code : 00000000

Start Date : 10/24/2017

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Groups Printed- Trucks

Start Time	N Federal Hwy Southbound						N Federal Hwy Northbound						Westbound						NE 39th Street Eastbound						NE 38th Street						Int. Total
	U-Turns	Left	Bear Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	Hard Right	App. Total	Hard Left	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total		
07:00 AM	0	0	0	0	1	1	0	3	2	0	0	5	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	7		
07:15 AM	0	0	0	1	1	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	5		
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	1	3		
07:45 AM	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	1	5		
Total	0	0	0	1	2	3	0	6	4	0	0	10	0	0	0	0	0	0	0	0	1	0	3	4	1	1	1	0	3	20	
08:00 AM	0	0	0	1	0	1	0	1	3	0	0	4	0	0	0	0	0	0	0	0	1	0	0	1	2	1	0	0	0	1	8
08:15 AM	0	0	0	1	0	1	0	1	1	0	0	2	0	0	0	0	0	0	0	0	1	1	0	3	5	0	1	0	0	1	9
08:30 AM	0	0	0	1	1	2	0	5	0	0	0	5	0	0	0	0	0	0	0	0	1	1	0	1	3	0	1	0	0	1	11
08:45 AM	0	0	0	1	1	2	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	1	2	1	0	4	10	
Total	0	0	0	4	2	6	0	8	6	0	0	14	0	0	0	0	0	0	0	0	3	2	0	6	11	2	4	1	0	7	38
*** BREAK ***																															
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3	0	2	0	0	2	5
03:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
03:30 PM	0	0	0	0	3	3	0	0	4	0	0	4	0	0	0	0	0	0	0	0	1	0	0	1	1	1	0	0	0	1	9
03:45 PM	0	0	0	1	1	2	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	1	6
Total	0	0	0	1	4	5	0	0	7	0	0	7	0	0	0	0	0	0	0	0	1	3	0	2	6	2	2	0	0	4	22
04:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	1	1	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	1	1	2	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	8
05:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
05:15 PM	0	0	0	1	1	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	1	1	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4	
Total	0	0	0	3	2	5	0	0	3	0	0	3	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	10	
Grand Total	0	0	0	10	11	21	0	14	25	0	0	39	0	0	0	0	0	0	0	0	6	7	0	11	24	5	7	2	0	14	98
Apprch %	0	0	0	47.6	52.4		0	35.9	64.1	0	0		0	0	0	0	0	0	0	0	25	29.2	0	45.8		35.7	50	14.3	0		
Total %	0	0	0	10.2	11.2	21.4	0	14.3	25.5	0	0	39.8	0	0	0	0	0	0	0	0	6.1	7.1	0	11.2	24.5	5.1	7.1	2	0	14.3	

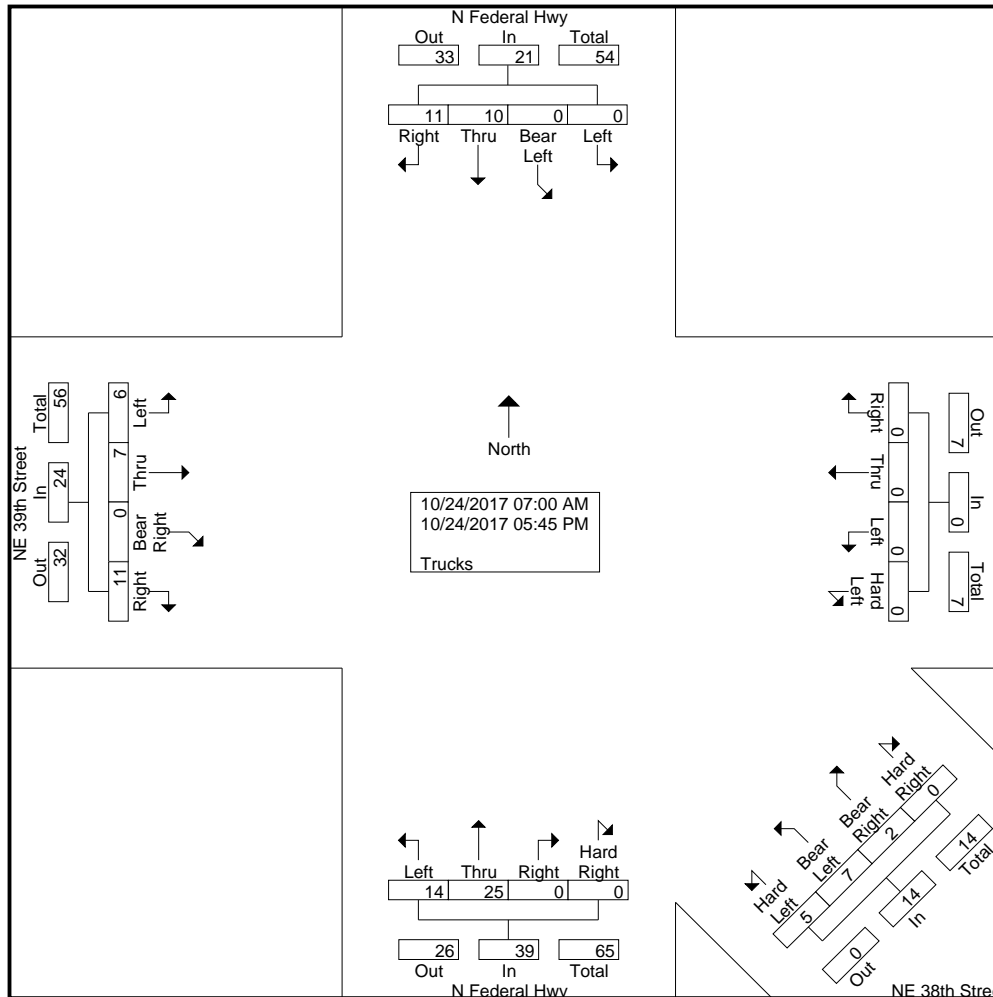
N Federal Hwy & NE 39th/38th Street

File Name : TMC-12 N Federal Hwy & NE 39th-38th Street

Site Code : 00000000

Start Date : 10/24/2017

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N Federal Hwy & NE 39th/38th Street

File Name : TMC-12 N Federal Hwy & NE 39th-38th Street
 Site Code : 00000000
 Start Date : 10/24/2017
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Start Time	N Federal Hwy Southbound						N Federal Hwy Northbound						Westbound						NE 39th Street Eastbound						NE 38th Street						Int. Total
	U-Turns	Left	Bear Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	Hard Right	App. Total	Hard Left	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																															
Peak Hour for Entire Intersection Begins at 08:00 AM																															
08:00 AM	0	0	0	1	0	1	0	1	3	0	0	4	0	0	0	0	0	0	0	1	0	0	1	2	1	0	0	0	1	8	
08:15 AM	0	0	0	1	0	1	0	1	1	0	0	2	0	0	0	0	0	0	0	1	1	0	3	5	0	1	0	0	1	9	
08:30 AM	0	0	0	1	1	2	0	5	0	0	0	5	0	0	0	0	0	0	0	1	1	0	1	3	0	1	0	0	1	11	
08:45 AM	0	0	0	1	1	2	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	1	1	1	2	1	0	4	10	
Total Volume	0	0	0	4	2	6	0	8	6	0	0	14	0	0	0	0	0	0	0	3	2	0	6	11	2	4	1	0	7	38	
% App. Total	0	0	0	66.7	33.3		0	57.1	42.9	0	0		0	0	0	0	0		0	27.3	18.2	0	54.5		28.6	57.1	14.3	0			
PHF	.000	.000	.000	1.0 0	.500	.750	.000	.400	.500	.000	.000	.700	.000	.000	.000	.000	.000	.000	.000	.750	.500	.000	.500	.550	.500	.500	.250	.000	.438	.864	

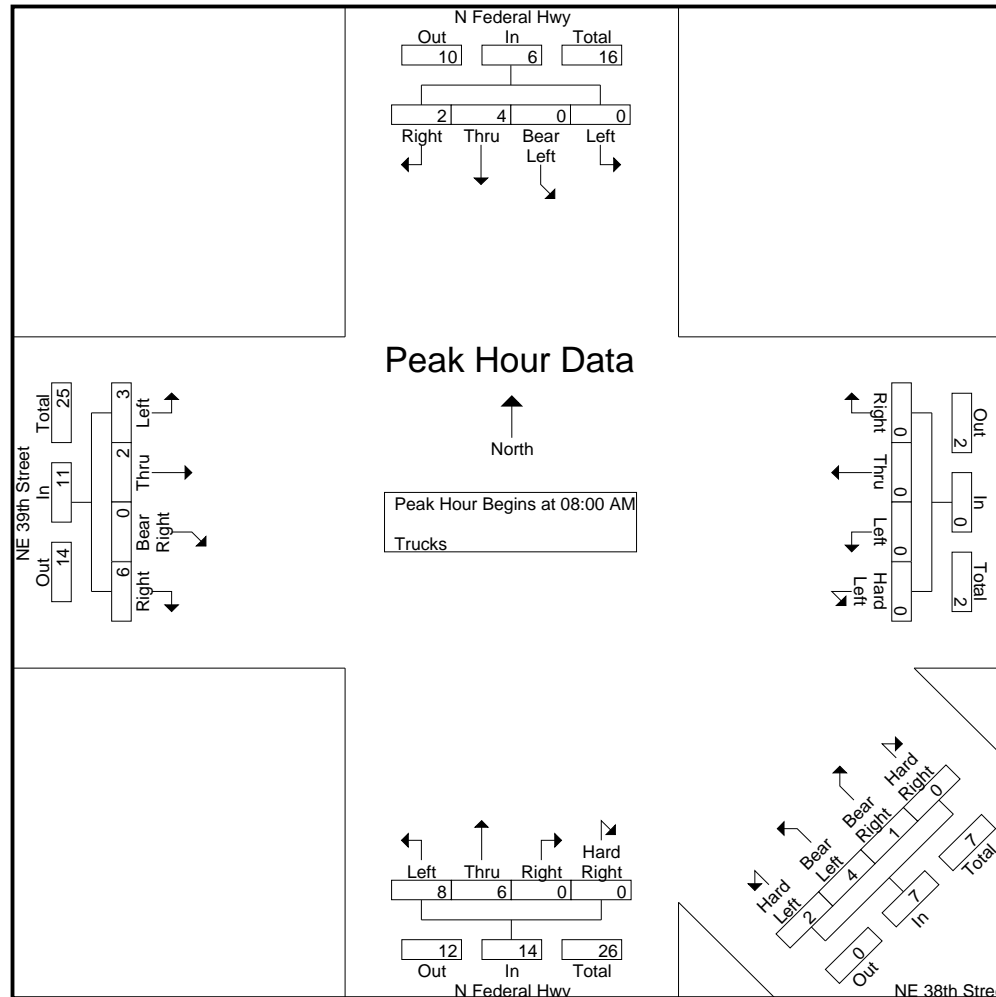
N Federal Hwy & NE 39th/38th Street

File Name : TMC-12 N Federal Hwy & NE 39th-38th Street

Site Code : 00000000

Start Date : 10/24/2017

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N Federal Hwy & NE 39th/38th Street

File Name : TMC-12 N Federal Hwy & NE 39th-38th Street
 Site Code : 00000000
 Start Date : 10/24/2017
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Start Time	N Federal Hwy Southbound						N Federal Hwy Northbound					Westbound					NE 39th Street Eastbound					NE 38th Street					Int. Total			
	U-Turns	Left	Bear Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	Hard Right	App. Total	Hard Left	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left		Bear Right	Hard Right	App. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																														
Peak Hour for Entire Intersection Begins at 03:00 PM																														
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3	0	2	0	0	2	5
03:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
03:30 PM	0	0	0	0	3	3	0	0	4	0	0	4	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	9
03:45 PM	0	0	0	1	1	2	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	1	6
Total Volume	0	0	0	1	4	5	0	0	7	0	0	7	0	0	0	0	0	0	0	1	3	0	2	6	2	2	0	0	4	22
% App. Total	0	0	0	20	80		0	0	100	0	0		0	0	0	0	0		0	16.7	50	0	33.3		50	50	0	0		
PHF	.000	.000	.000	.250	.333	.417	.000	.000	.438	.000	.000	.438	.000	.000	.000	.000	.000	.000	.000	.250	.375	.000	.500	.500	.500	.250	.000	.000	.500	.611

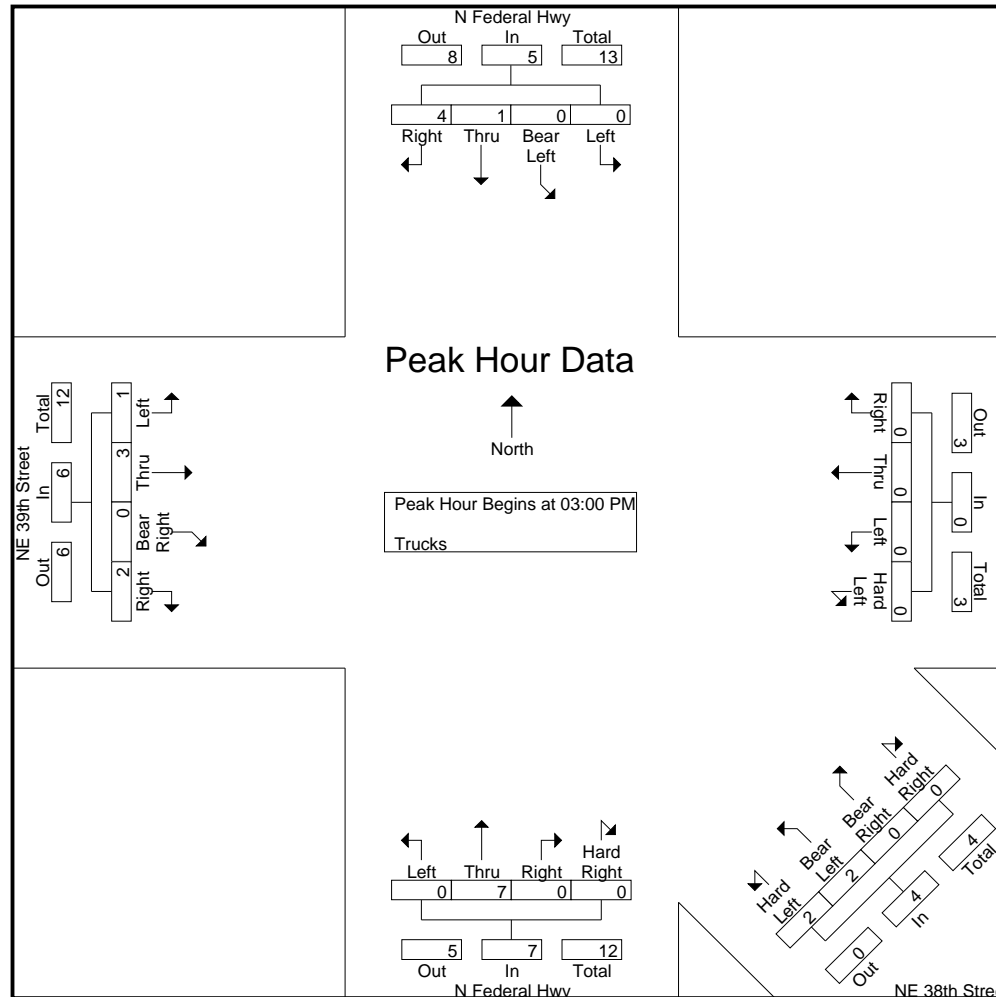
N Federal Hwy & NE 39th/38th Street

File Name : TMC-12 N Federal Hwy & NE 39th-38th Street

Site Code : 00000000

Start Date : 10/24/2017

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N Federal Hwy & NE 39th/38th Street

File Name : TMC-12 N Federal Hwy & NE 39th-38th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 1

Groups Printed- Vehicle - Trucks

Start Time	N Federal Hwy Southbound						N Federal Hwy Northbound						Westbound						NE 39th Street Eastbound						NE 38th Street						Int. Total
	U-Turns	Left	Bear Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	Hard Right	App. Total	Hard Left	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total		
07:00 AM	0	0	0	58	13	71	0	4	27	7	0	38	0	0	0	0	0	0	0	7	5	0	7	19	1	18	2	0	21	149	
07:15 AM	0	2	0	69	26	97	0	7	32	3	0	42	0	0	0	0	0	0	0	9	10	0	13	32	11	33	4	0	48	219	
07:30 AM	0	1	0	84	22	107	0	4	63	1	0	68	0	0	0	0	0	0	0	18	8	0	26	52	5	23	3	3	34	261	
07:45 AM	0	3	0	137	19	159	0	2	66	4	0	72	0	0	0	0	0	0	0	11	9	0	13	33	6	36	2	0	44	308	
Total	0	6	0	348	80	434	0	17	188	15	0	220	0	0	0	0	0	0	0	45	32	0	59	136	23	110	11	3	147	937	
08:00 AM	0	6	0	110	21	137	0	6	57	6	0	69	0	0	0	0	0	0	0	17	5	0	12	34	8	22	3	0	33	273	
08:15 AM	0	3	0	117	17	137	0	4	56	0	0	60	0	0	0	0	0	0	0	15	13	0	12	40	2	28	10	0	40	277	
08:30 AM	0	3	0	113	30	146	0	11	64	3	0	78	0	0	0	0	0	0	0	22	15	0	19	56	8	18	10	1	37	317	
08:45 AM	0	5	0	108	25	138	0	6	80	7	0	93	0	0	0	0	0	0	0	36	16	0	15	67	13	32	8	1	54	352	
Total	0	17	0	448	93	558	0	27	257	16	0	300	0	0	0	0	0	0	0	90	49	0	58	197	31	100	31	2	164	1219	
*** BREAK ***																															
03:00 PM	0	0	0	52	8	60	0	6	59	7	0	72	0	0	0	0	0	0	0	11	7	0	10	28	9	42	8	0	59	219	
03:15 PM	0	0	0	30	15	45	0	6	80	2	0	88	0	0	0	0	0	0	0	16	8	0	8	32	10	37	8	0	55	220	
03:30 PM	0	1	0	45	18	64	0	5	116	5	1	127	0	0	0	0	0	0	0	18	4	0	13	35	11	12	5	0	28	254	
03:45 PM	0	3	0	52	12	67	0	13	161	1	0	175	0	0	0	0	0	0	0	25	3	0	17	45	23	31	4	7	65	352	
Total	0	4	0	179	53	236	0	30	416	15	1	462	0	0	0	0	0	0	0	70	22	0	48	140	53	122	25	7	207	1045	
04:00 PM	0	0	0	33	15	48	0	5	134	2	0	141	0	0	0	0	0	0	0	16	11	0	1	28	11	47	10	0	68	285	
04:15 PM	0	0	0	41	13	54	0	11	151	2	1	165	0	0	0	0	0	0	0	23	10	0	6	39	0	35	2	1	38	296	
04:30 PM	0	0	0	48	10	58	0	9	175	0	0	184	0	0	0	0	0	0	0	19	11	0	5	35	7	40	11	2	60	337	
04:45 PM	0	0	0	31	10	41	0	12	146	5	0	163	0	0	0	0	0	0	0	18	4	0	7	29	3	42	12	3	60	293	
Total	0	0	0	153	48	201	0	37	606	9	1	653	0	0	0	0	0	0	0	76	36	0	19	131	21	164	35	6	226	1211	
05:00 PM	0	1	0	48	16	65	0	5	143	5	0	153	0	0	0	0	0	0	0	22	6	0	8	36	4	34	11	0	49	303	
05:15 PM	0	2	0	42	16	60	0	6	176	5	0	187	0	0	0	0	0	0	0	24	8	0	6	38	4	32	13	0	49	334	
05:30 PM	0	1	0	41	15	57	0	5	149	2	0	156	0	0	0	0	0	0	0	34	13	0	6	53	3	32	16	0	51	317	
05:45 PM	0	2	0	40	12	54	0	4	140	0	1	145	0	0	0	0	0	0	0	19	7	0	7	33	5	31	12	0	48	280	
Total	0	6	0	171	59	236	0	20	608	12	1	641	0	0	0	0	0	0	0	99	34	0	27	160	16	129	52	0	197	1234	
Grand Total	0	33	0	1299	333	1665	0	131	2075	67	3	2276	0	0	0	0	0	0	0	380	173	0	211	764	144	625	154	18	941	5646	
Apprch %	0	2	0	78	20		0	5.8	91.2	2.9	0.1		0	0	0	0	0		0	49.7	22.6	0	27.6		15.3	66.4	16.4	1.9			
Total %	0	0.6	0	23	5.9	29.5	0	2.3	36.8	1.2	0.1	40.3	0	0	0	0	0		0	6.7	3.1	0	3.7	13.5	2.6	11.1	2.7	0.3	16.7		
Vehicle	0	33	0	1289	322	1644	0	117	2050	67	3	2237	0	0	0	0	0		0	374	166	0	200	740	139	618	152	18	927	5548	
% Vehicle	0	100	0	99.2	96.7	98.7	0	89.3	98.8	100	100	98.3	0	0	0	0	0		0	98.4	96	0	94.8	96.9	96.5	98.9	98.7	100	98.5	98.3	

N Federal Hwy & NE 39th/38th Street

File Name : TMC-12 N Federal Hwy & NE 39th-38th Street
 Site Code : 00000000
 Start Date : 10/24/2017
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Groups Printed- Vehicle - Trucks

	N Federal Hwy Southbound						N Federal Hwy Northbound						Westbound						NE 39th Street Eastbound						NE 38th Street					
	U-Turns	Left	Bear Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	Hard Right	App. Total	Hard Left	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Int. Total
Trucks	0	0	0	10	11	21	0	14	25	0	0	39	0	0	0	0	0	0	0	6	7	0	11	24	5	7	2	0	14	98
% Trucks	0	0	0	0.8	3.3	1.3	0	10.7	1.2	0	0	1.7	0	0	0	0	0	0	0	1.6	4	0	5.2	3.1	3.5	1.1	1.3	0	1.5	1.7

N Federal Hwy & NE 39th/38th Street

File Name : TMC-12 N Federal Hwy & NE 39th-38th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 4

Start Time	N Federal Hwy Southbound						N Federal Hwy Northbound						Westbound						NE 39th Street Eastbound						NE 38th Street						Int. Total
	U-Turns	Left	Bear Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	Hard Right	App. Total	Hard Left	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																															
Peak Hour for Entire Intersection Begins at 08:00 AM																															
08:00 AM	0	6	0	110	21	137	0	6	57	6	0	69	0	0	0	0	0	0	0	17	5	0	12	34	8	22	3	0	33	273	
08:15 AM	0	3	0	117	17	137	0	4	56	0	0	60	0	0	0	0	0	0	0	15	13	0	12	40	2	28	10	0	40	277	
08:30 AM	0	3	0	113	30	146	0	11	64	3	0	78	0	0	0	0	0	0	0	22	15	0	19	56	8	18	10	1	37	317	
08:45 AM	0	5	0	108	25	138	0	6	80	7	0	93	0	0	0	0	0	0	0	36	16	0	15	67	13	32	8	1	54	352	
Total Volume	0	17	0	448	93	558	0	27	257	16	0	300	0	0	0	0	0	0	0	90	49	0	58	197	31	100	31	2	164	1219	
% App. Total	0	3	0	80.3	16.7		0	9	85.7	5.3	0		0	0	0	0	0	0	0	45.7	24.9	0	29.4		18.9	61	18.9	1.2			
PHF	.000	.708	.000	.957	.775	.955	.000	.614	.803	.571	.000	.806	.000	.000	.000	.000	.000	.000	.000	.000	.625	.766	.000	.763	.735	.596	.781	.775	.500	.759	.866

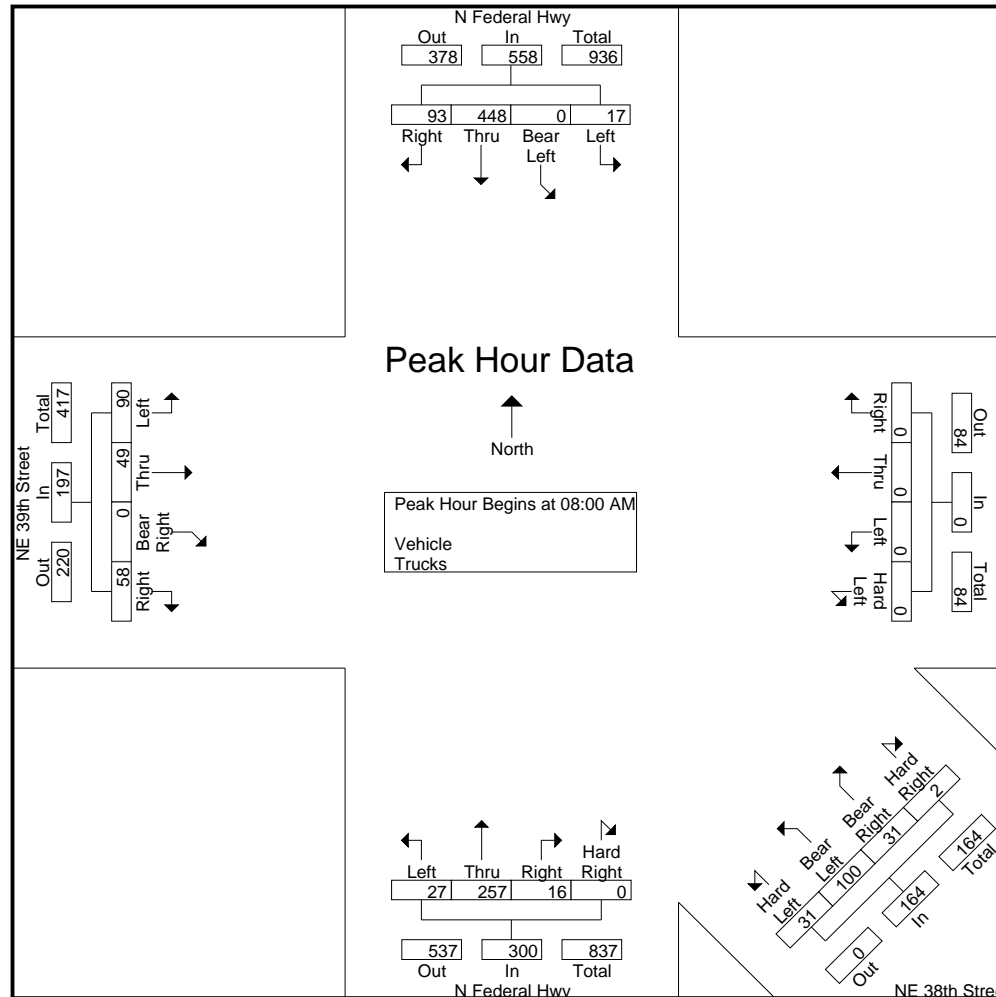
N Federal Hwy & NE 39th/38th Street

File Name : TMC-12 N Federal Hwy & NE 39th-38th Street

Site Code : 00000000

Start Date : 10/24/2017

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N Federal Hwy & NE 39th/38th Street

File Name : TMC-12 N Federal Hwy & NE 39th-38th Street
 Site Code : 00000000
 Start Date : 10/24/2017
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Start Time	N Federal Hwy Southbound						N Federal Hwy Northbound					Westbound					NE 39th Street Eastbound					NE 38th Street					Int. Total				
	U-Turns	Left	Bear Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	Hard Right	App. Total	Hard Left	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Bear Right	Right	App. Total	Hard Left	Bear Left		Bear Right	Hard Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																															
Peak Hour for Entire Intersection Begins at 03:45 PM																															
03:45 PM	0	3	0	52	12	67	0	13	161	1	0	175	0	0	0	0	0	0	0	25	3	0	17	45	23	31	4	7	65	352	
04:00 PM	0	0	0	33	15	48	0	5	134	2	0	141	0	0	0	0	0	0	0	0	16	11	0	1	28	11	47	10	0	68	285
04:15 PM	0	0	0	41	13	54	0	11	151	2	1	165	0	0	0	0	0	0	0	0	23	10	0	6	39	0	35	2	1	38	296
04:30 PM	0	0	0	48	10	58	0	9	175	0	0	184	0	0	0	0	0	0	0	0	19	11	0	5	35	7	40	11	2	60	337
Total Volume	0	3	0	174	50	227	0	38	621	5	1	665	0	0	0	0	0	0	0	0	83	35	0	29	147	41	153	27	10	231	1270
% App. Total	0	1.3	0	76.7	22		0	5.7	93.4	0.8	0.2		0	0	0	0	0	0	0	0	56.5	23.8	0	19.7		17.7	66.2	11.7	4.3		
PHF	.000	.250	.000	.837	.833	.847	.000	.731	.887	.625	.250	.904	.000	.000	.000	.000	.000	.000	.000	.000	.830	.795	.000	.426	.817	.446	.814	.614	.357	.849	.902

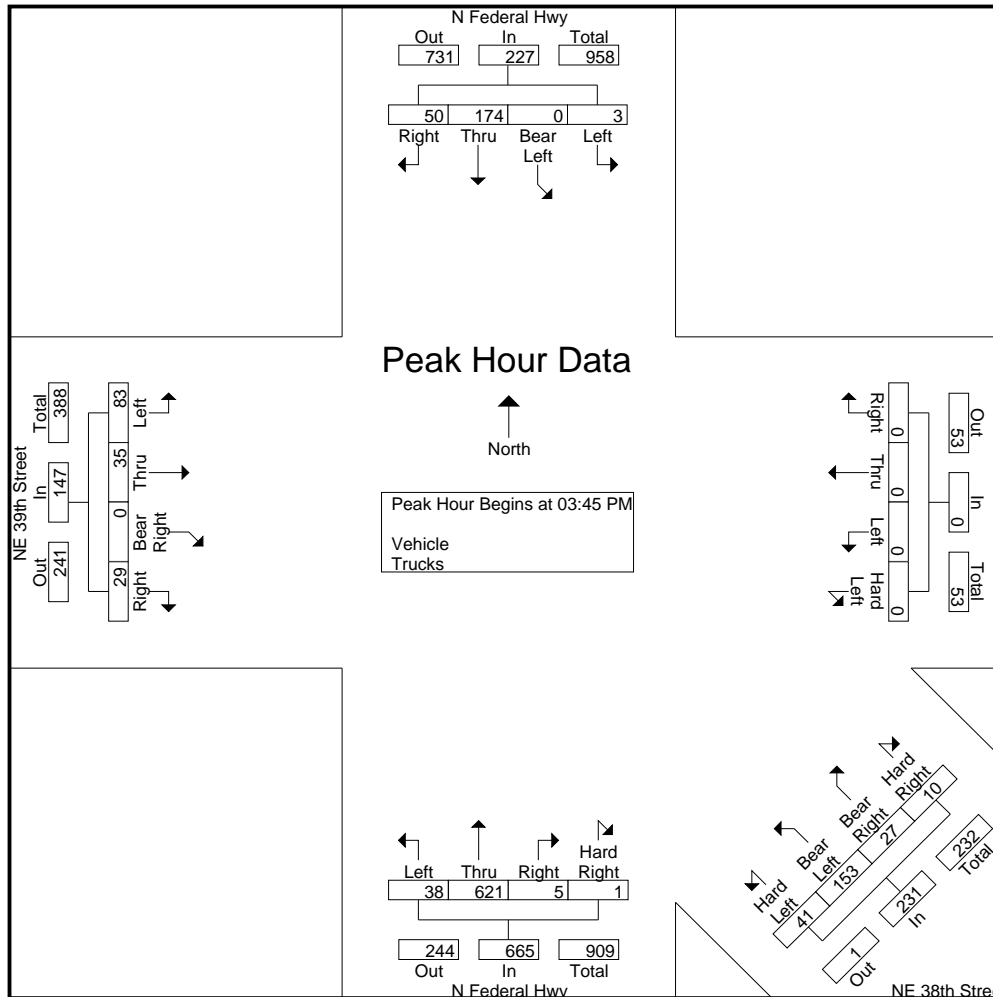
N Federal Hwy & NE 39th/38th Street

File Name : TMC-12 N Federal Hwy & NE 39th-38th Street

Site Code : 00000000

Start Date : 10/24/2017

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Biscayne Blvd & NE 36th Street

File Name : TMC-13 US-1-Biscayne Blvd & NE 36th Street

Site Code : 00000000

Start Date : 10/24/2017

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Groups Printed- Peds & Bikes

Start Time	US-1/Biscayne Blvd Southbound			US-1/Biscayne Blvd Northbound			NE 36th Street Westbound			NE 36th Street Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
07:00 AM	6	0	6	4	1	5	2	1	3	2	2	4	18
07:15 AM	4	0	4	4	0	4	3	0	3	5	1	6	17
07:30 AM	6	2	8	2	0	2	1	2	3	4	0	4	17
07:45 AM	2	0	2	3	0	3	1	3	4	2	2	4	13
Total	18	2	20	13	1	14	7	6	13	13	5	18	65
08:00 AM	3	1	4	3	0	3	3	2	5	6	2	8	20
08:15 AM	1	0	1	4	0	4	2	1	3	3	1	4	12
08:30 AM	1	0	1	5	0	5	7	1	8	11	3	14	28
08:45 AM	0	0	0	3	0	3	1	1	2	6	2	8	13
Total	5	1	6	15	0	15	13	5	18	26	8	34	73
*** BREAK ***													
03:00 PM	0	0	0	3	0	3	3	2	5	8	0	8	16
03:15 PM	7	0	7	2	1	3	5	0	5	4	0	4	19
03:30 PM	1	0	1	3	0	3	2	0	2	1	0	1	7
03:45 PM	4	2	6	2	0	2	3	1	4	3	0	3	15
Total	12	2	14	10	1	11	13	3	16	16	0	16	57
04:00 PM	3	1	4	5	0	5	2	0	2	1	1	2	13
04:15 PM	1	0	1	2	1	3	1	0	1	3	0	3	8
04:30 PM	0	0	0	4	0	4	2	0	2	7	3	10	16
04:45 PM	2	1	3	4	0	4	2	2	4	4	0	4	15
Total	6	2	8	15	1	16	7	2	9	15	4	19	52
05:00 PM	1	1	2	4	1	5	9	3	12	1	1	2	21
05:15 PM	6	0	6	10	1	11	5	3	8	8	1	9	34
05:30 PM	4	0	4	9	0	9	3	2	5	2	0	2	20
05:45 PM	0	0	0	5	0	5	9	1	10	6	2	8	23
Total	11	1	12	28	2	30	26	9	35	17	4	21	98
Grand Total	52	8	60	81	5	86	66	25	91	87	21	108	345
Apprch %	86.7	13.3		94.2	5.8		72.5	27.5		80.6	19.4		
Total %	15.1	2.3	17.4	23.5	1.4	24.9	19.1	7.2	26.4	25.2	6.1	31.3	

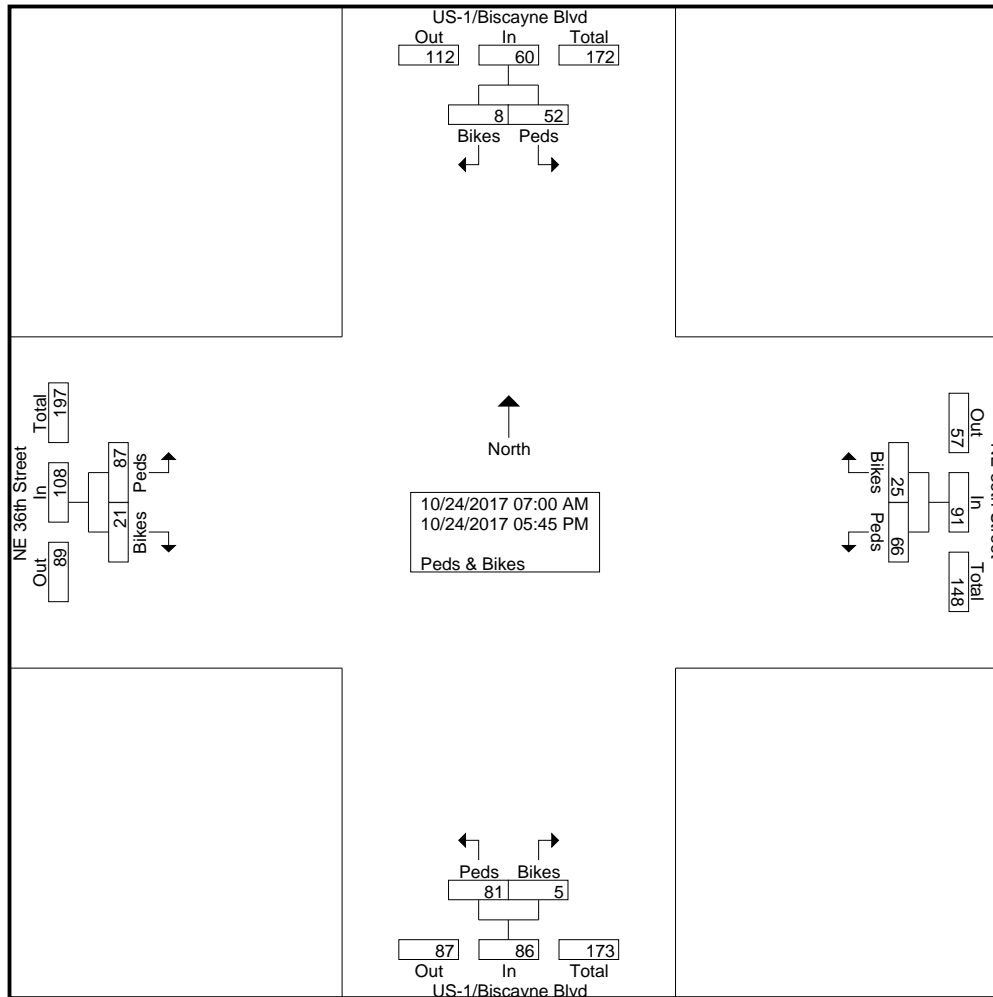
Biscayne Blvd & NE 36th Street

File Name : TMC-13 US-1-Biscayne Blvd & NE 36th Street

Site Code : 00000000

Start Date : 10/24/2017

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Biscayne Blvd & NE 36th Street

File Name : TMC-13 US-1-Biscayne Blvd & NE 36th Street
 Site Code : 00000000
 Start Date : 10/24/2017
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Start Time	US-1/Biscayne Blvd Southbound			US-1/Biscayne Blvd Northbound			NE 36th Street Westbound			NE 36th Street Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	2	0	2	3	0	3	1	3	4	2	2	4	13
08:00 AM	3	1	4	3	0	3	3	2	5	6	2	8	20
08:15 AM	1	0	1	4	0	4	2	1	3	3	1	4	12
08:30 AM	1	0	1	5	0	5	7	1	8	11	3	14	28
Total Volume	7	1	8	15	0	15	13	7	20	22	8	30	73
% App. Total	87.5	12.5		100	0		65	35		73.3	26.7		
PHF	.583	.250	.500	.750	.000	.750	.464	.583	.625	.500	.667	.536	.652

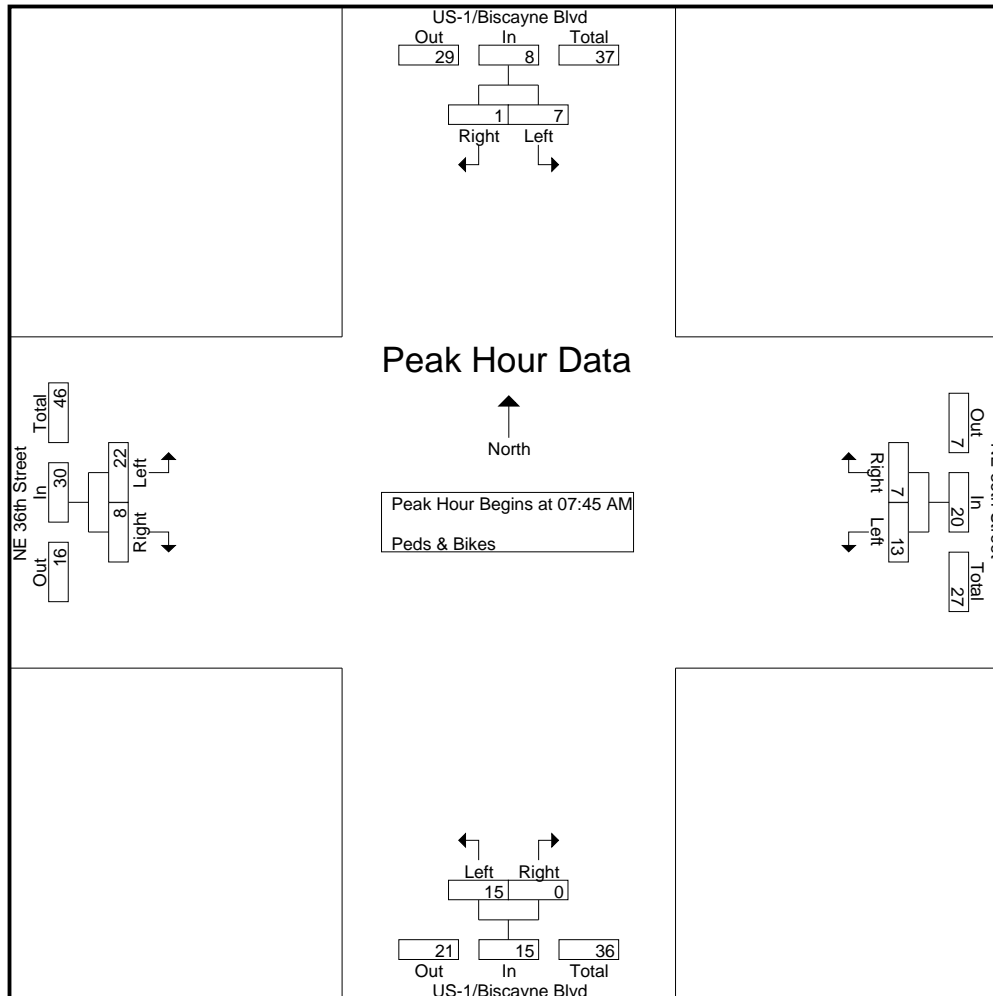
Biscayne Blvd & NE 36th Street

File Name : TMC-13 US-1-Biscayne Blvd & NE 36th Street

Site Code : 00000000

Start Date : 10/24/2017

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Biscayne Blvd & NE 36th Street

File Name : TMC-13 US-1-Biscayne Blvd & NE 36th Street

Site Code : 00000000

Start Date : 10/24/2017

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Start Time	US-1/Biscayne Blvd Southbound			US-1/Biscayne Blvd Northbound			NE 36th Street Westbound			NE 36th Street Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	1	1	2	4	1	5	9	3	12	1	1	2	21
05:15 PM	6	0	6	10	1	11	5	3	8	8	1	9	34
05:30 PM	4	0	4	9	0	9	3	2	5	2	0	2	20
05:45 PM	0	0	0	5	0	5	9	1	10	6	2	8	23
Total Volume	11	1	12	28	2	30	26	9	35	17	4	21	98
% App. Total	91.7	8.3		93.3	6.7		74.3	25.7		81	19		
PHF	.458	.250	.500	.700	.500	.682	.722	.750	.729	.531	.500	.583	.721

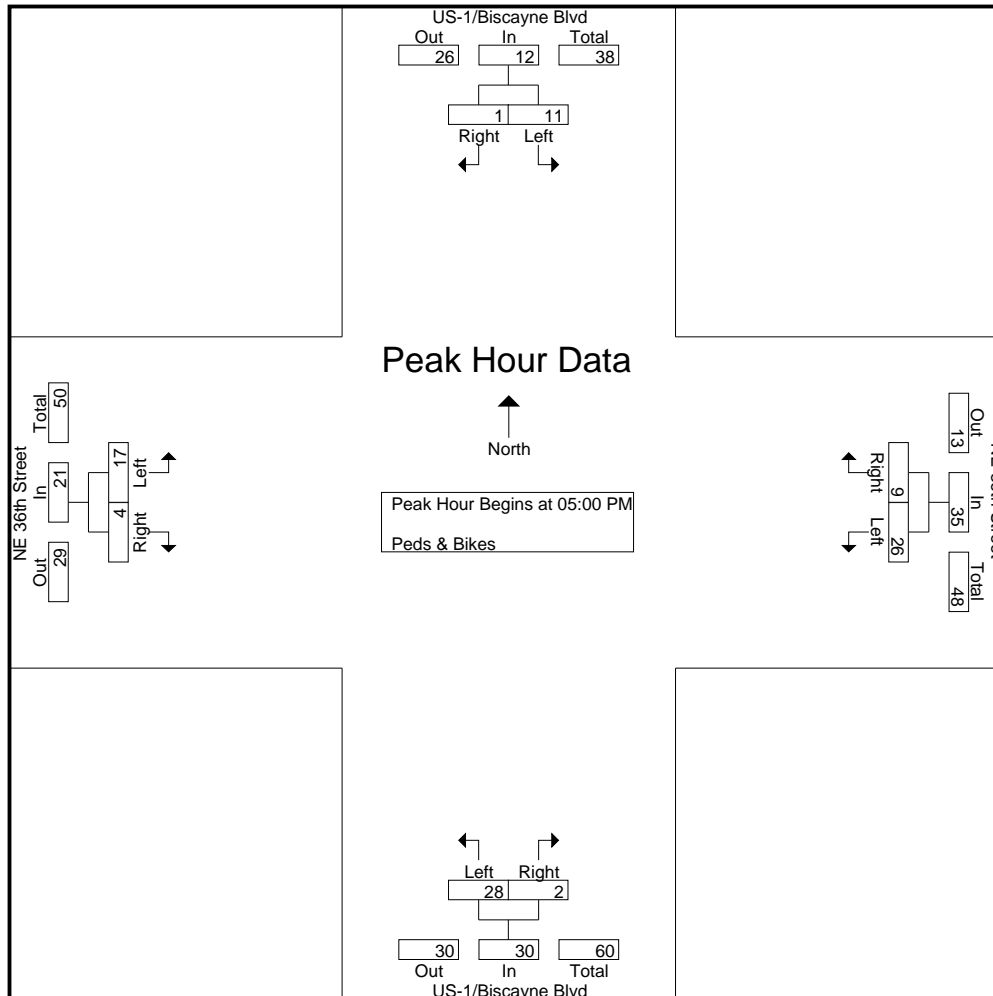
Biscayne Blvd & NE 36th Street

File Name : TMC-13 US-1-Biscayne Blvd & NE 36th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 6



Biscayne Blvd & NE 36th Street

File Name : TMC-13 US-1-Biscayne Blvd & NE 36th Street

Site Code : 00000000

Start Date : 10/24/2017

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Groups Printed- Trucks

Start Time	US-1/Biscayne Blvd Southbound					US-1/Biscayne Blvd Northbound					NE 36th Street Westbound					NE 36th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
07:00 AM	0	1	7	0	8	0	2	2	0	4	0	0	0	2	2	0	2	0	2	4	18
07:15 AM	0	2	5	1	8	0	1	5	0	6	0	4	3	1	8	0	0	2	2	4	26
07:30 AM	0	1	5	2	8	0	0	3	0	3	0	3	2	2	7	0	1	1	3	5	23
07:45 AM	0	4	3	0	7	0	0	5	3	8	0	9	0	0	9	0	2	4	2	8	32
Total	0	8	20	3	31	0	3	15	3	21	0	16	5	5	26	0	5	7	9	21	99
08:00 AM	0	3	2	1	6	0	2	3	1	6	0	6	1	2	9	0	2	0	1	3	24
08:15 AM	0	2	4	0	6	0	1	5	0	6	0	4	2	3	9	0	0	3	0	3	24
08:30 AM	0	4	5	4	13	0	0	3	1	4	0	6	0	5	11	0	0	3	3	6	34
08:45 AM	0	1	4	1	6	0	2	5	2	9	0	6	1	1	8	0	1	4	1	6	29
Total	0	10	15	6	31	0	5	16	4	25	0	22	4	11	37	0	3	10	5	18	111
*** BREAK ***																					
03:00 PM	0	0	5	1	6	0	1	4	1	6	0	3	1	3	7	0	1	3	0	4	23
03:15 PM	0	0	2	4	6	0	1	4	0	5	0	1	0	5	6	0	0	0	1	1	18
03:30 PM	0	2	3	0	5	0	0	4	0	4	0	1	1	2	4	0	0	1	2	3	16
03:45 PM	0	1	4	0	5	0	1	6	0	7	0	2	1	3	6	0	1	0	2	3	21
Total	0	3	14	5	22	0	3	18	1	22	0	7	3	13	23	0	2	4	5	11	78
04:00 PM	0	0	1	4	5	0	0	6	0	6	0	2	0	1	3	0	0	1	0	1	15
04:15 PM	0	0	4	0	4	0	0	5	0	5	0	1	0	1	2	0	0	1	0	1	12
04:30 PM	0	0	2	1	3	0	0	4	0	4	0	0	0	0	0	0	1	1	1	3	10
04:45 PM	0	1	0	0	1	0	0	6	1	7	0	0	0	3	3	0	0	1	1	2	13
Total	0	1	7	5	13	0	0	21	1	22	0	3	0	5	8	0	1	4	2	7	50
05:00 PM	0	2	3	1	6	0	1	3	0	4	0	1	0	2	3	0	1	0	0	1	14
05:15 PM	0	0	2	1	3	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	11
05:30 PM	0	1	5	3	9	0	0	1	0	1	0	1	0	0	1	0	0	2	2	4	15
05:45 PM	0	0	1	1	2	0	0	8	0	8	0	1	1	0	2	0	0	1	0	1	13
Total	0	3	11	6	20	0	1	20	0	21	0	3	1	2	6	0	1	3	2	6	53
Grand Total	0	25	67	25	117	0	12	90	9	111	0	51	13	36	100	0	12	28	23	63	391
Apprch %	0	21.4	57.3	21.4		0	10.8	81.1	8.1		0	51	13	36		0	19	44.4	36.5		
Total %	0	6.4	17.1	6.4	29.9	0	3.1	23	2.3	28.4	0	13	3.3	9.2	25.6	0	3.1	7.2	5.9	16.1	

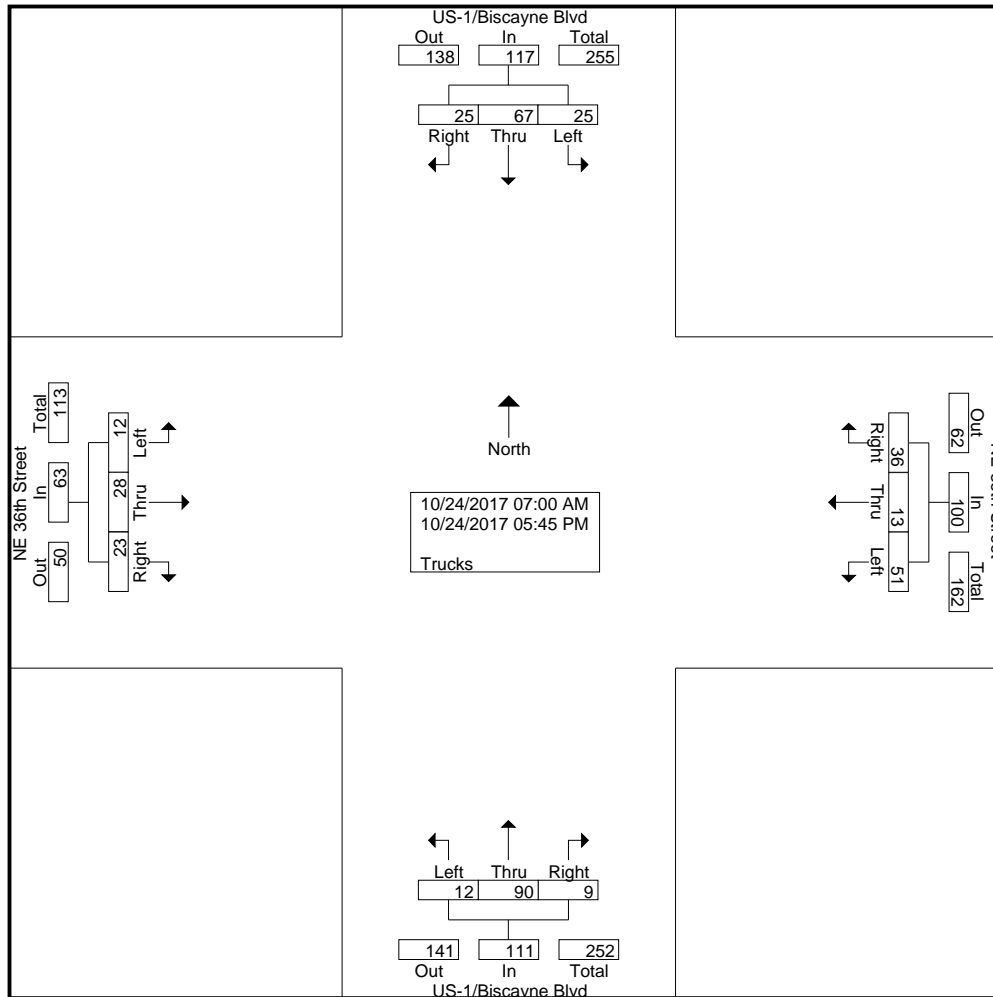
Biscayne Blvd & NE 36th Street

File Name : TMC-13 US-1-Biscayne Blvd & NE 36th Street

Site Code : 00000000

Start Date : 10/24/2017

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Biscayne Blvd & NE 36th Street

File Name : TMC-13 US-1-Biscayne Blvd & NE 36th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 3

Start Time	US-1/Biscayne Blvd Southbound					US-1/Biscayne Blvd Northbound					NE 36th Street Westbound					NE 36th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	4	3	0	7	0	0	5	3	8	0	9	0	0	9	0	2	4	2	8	32
08:00 AM	0	3	2	1	6	0	2	3	1	6	0	6	1	2	9	0	2	0	1	3	24
08:15 AM	0	2	4	0	6	0	1	5	0	6	0	4	2	3	9	0	0	3	0	3	24
08:30 AM	0	4	5	4	13	0	0	3	1	4	0	6	0	5	11	0	0	3	3	6	34
Total Volume	0	13	14	5	32	0	3	16	5	24	0	25	3	10	38	0	4	10	6	20	114
% App. Total	0	40.6	43.8	15.6		0	12.5	66.7	20.8		0	65.8	7.9	26.3		0	20	50	30		
PHF	.000	.813	.700	.313	.615	.000	.375	.800	.417	.750	.000	.694	.375	.500	.864	.000	.500	.625	.500	.625	.838

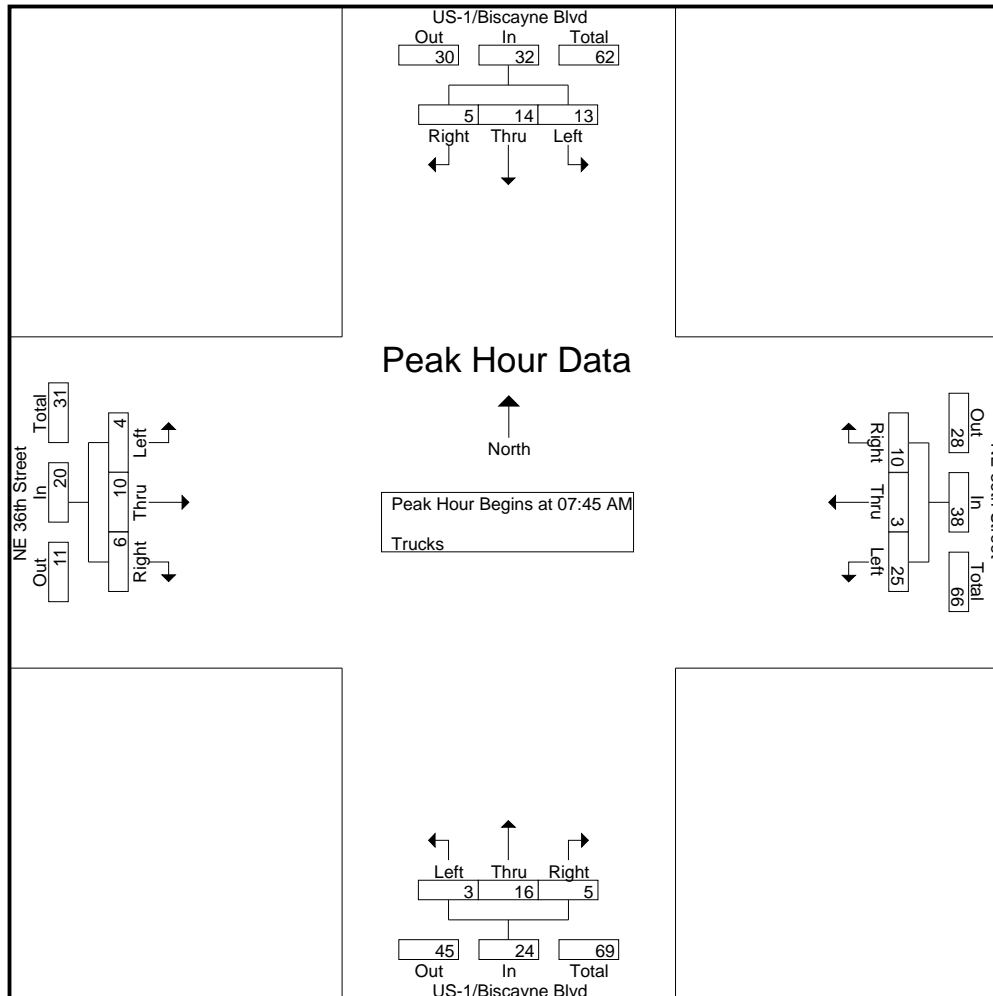
Biscayne Blvd & NE 36th Street

File Name : TMC-13 US-1-Biscayne Blvd & NE 36th Street

Site Code : 00000000

Start Date : 10/24/2017

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Biscayne Blvd & NE 36th Street

File Name : TMC-13 US-1-Biscayne Blvd & NE 36th Street

Site Code : 00000000

Start Date : 10/24/2017

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Start Time	US-1/Biscayne Blvd Southbound					US-1/Biscayne Blvd Northbound					NE 36th Street Westbound					NE 36th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	0	0	5	1	6	0	1	4	1	6	0	3	1	3	7	0	1	3	0	4	23
03:15 PM	0	0	2	4	6	0	1	4	0	5	0	1	0	5	6	0	0	0	1	1	18
03:30 PM	0	2	3	0	5	0	0	4	0	4	0	1	1	2	4	0	0	1	2	3	16
03:45 PM	0	1	4	0	5	0	1	6	0	7	0	2	1	3	6	0	1	0	2	3	21
Total Volume	0	3	14	5	22	0	3	18	1	22	0	7	3	13	23	0	2	4	5	11	78
% App. Total	0	13.6	63.6	22.7		0	13.6	81.8	4.5		0	30.4	13	56.5		0	18.2	36.4	45.5		
PHF	.000	.375	.700	.313	.917	.000	.750	.750	.250	.786	.000	.583	.750	.650	.821	.000	.500	.333	.625	.688	.848

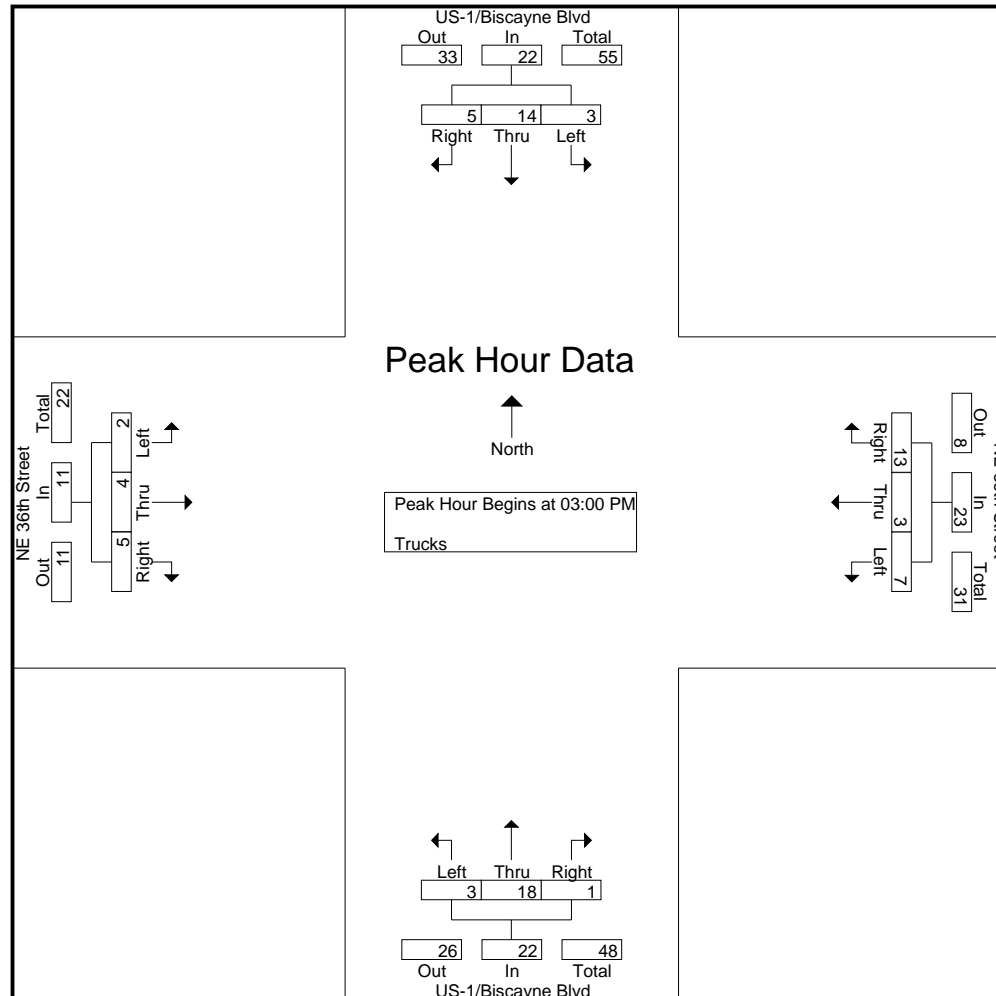
Biscayne Blvd & NE 36th Street

File Name : TMC-13 US-1-Biscayne Blvd & NE 36th Street

Site Code : 00000000

Start Date : 10/24/2017

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Biscayne Blvd & NE 36th Street

File Name : TMC-13 US-1-Biscayne Blvd & NE 36th Street

Site Code : 00000000

Start Date : 10/24/2017

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Groups Printed- Vehicle - Trucks

Start Time	US-1/Biscayne Blvd Southbound					US-1/Biscayne Blvd Northbound					NE 36th Street Westbound					NE 36th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
07:00 AM	0	88	225	21	334	0	10	142	40	192	0	81	21	61	163	0	9	52	41	102	791
07:15 AM	0	78	229	15	322	0	7	158	45	210	0	90	21	61	172	0	5	75	30	110	814
07:30 AM	0	80	257	26	363	0	4	169	44	217	0	109	26	83	218	0	19	83	33	135	933
07:45 AM	0	104	267	23	394	0	5	163	60	228	0	99	21	76	196	0	10	63	41	114	932
Total	0	350	978	85	1413	0	26	632	189	847	0	379	89	281	749	0	43	273	145	461	3470
08:00 AM	0	93	253	24	370	0	11	168	58	237	0	102	23	88	213	0	14	66	34	114	934
08:15 AM	0	114	207	19	340	0	7	169	35	211	0	112	21	84	217	0	12	92	39	143	911
08:30 AM	0	105	241	16	362	0	3	147	47	197	0	110	28	81	219	0	12	74	41	127	905
08:45 AM	0	102	276	30	408	0	4	174	41	219	0	108	25	92	225	0	18	67	31	116	968
Total	0	414	977	89	1480	0	25	658	181	864	0	432	97	345	874	0	56	299	145	500	3718
*** BREAK ***																					
03:00 PM	0	81	198	42	321	0	12	162	42	216	0	67	19	98	184	0	21	56	28	105	826
03:15 PM	0	82	148	72	302	0	13	167	42	222	0	51	13	84	148	0	18	50	26	94	766
03:30 PM	0	82	187	58	327	0	6	179	30	215	0	65	25	94	184	0	18	69	31	118	844
03:45 PM	0	60	149	86	295	0	9	163	29	201	0	64	27	89	180	0	28	74	26	128	804
Total	0	305	682	258	1245	0	40	671	143	854	0	247	84	365	696	0	85	249	111	445	3240
04:00 PM	0	86	170	57	313	0	12	191	49	252	0	62	28	55	145	0	32	76	38	146	856
04:15 PM	0	70	173	70	313	0	13	173	33	219	0	49	19	81	149	0	22	64	26	112	793
04:30 PM	0	73	157	78	308	0	12	154	42	208	0	53	22	103	178	0	18	69	20	107	801
04:45 PM	0	93	161	60	314	0	14	173	43	230	0	84	38	86	208	0	21	77	23	121	873
Total	0	322	661	265	1248	0	51	691	167	909	0	248	107	325	680	0	93	286	107	486	3323
05:00 PM	0	75	166	65	306	0	9	172	33	214	0	82	29	86	197	0	16	67	24	107	824
05:15 PM	0	82	165	76	323	0	7	145	43	195	0	67	23	93	183	0	22	66	35	123	824
05:30 PM	0	67	153	62	282	0	12	183	50	245	0	76	25	79	180	0	20	70	33	123	830
05:45 PM	0	85	163	63	311	0	4	187	48	239	0	84	30	107	221	0	22	57	28	107	878
Total	0	309	647	266	1222	0	32	687	174	893	0	309	107	365	781	0	80	260	120	460	3356
Grand Total	0	1700	3945	963	6608	0	174	3339	854	4367	0	1615	484	1681	3780	0	357	1367	628	2352	17107
Apprch %	0	25.7	59.7	14.6		0	4	76.5	19.6		0	42.7	12.8	44.5		0	15.2	58.1	26.7		
Total %	0	9.9	23.1	5.6	38.6	0	1	19.5	5	25.5	0	9.4	2.8	9.8	22.1	0	2.1	8	3.7	13.7	
Vehicle	0	1675	3878	938	6491	0	162	3249	845	4256	0	1564	471	1645	3680	0	345	1339	605	2289	16716
% Vehicle	0	98.5	98.3	97.4	98.2	0	93.1	97.3	98.9	97.5	0	96.8	97.3	97.9	97.4	0	96.6	98	96.3	97.3	97.7

Biscayne Blvd & NE 36th Street

File Name : TMC-13 US-1-Biscayne Blvd & NE 36th Street

Site Code : 00000000

Start Date : 10/24/2017

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Groups Printed- Vehicle - Trucks

	US-1/Biscayne Blvd Southbound					US-1/Biscayne Blvd Northbound					NE 36th Street Westbound					NE 36th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Trucks	0	25	67	25	117	0	12	90	9	111	0	51	13	36	100	0	12	28	23	63	391
% Trucks	0	1.5	1.7	2.6	1.8	0	6.9	2.7	1.1	2.5	0	3.2	2.7	2.1	2.6	0	3.4	2	3.7	2.7	2.3

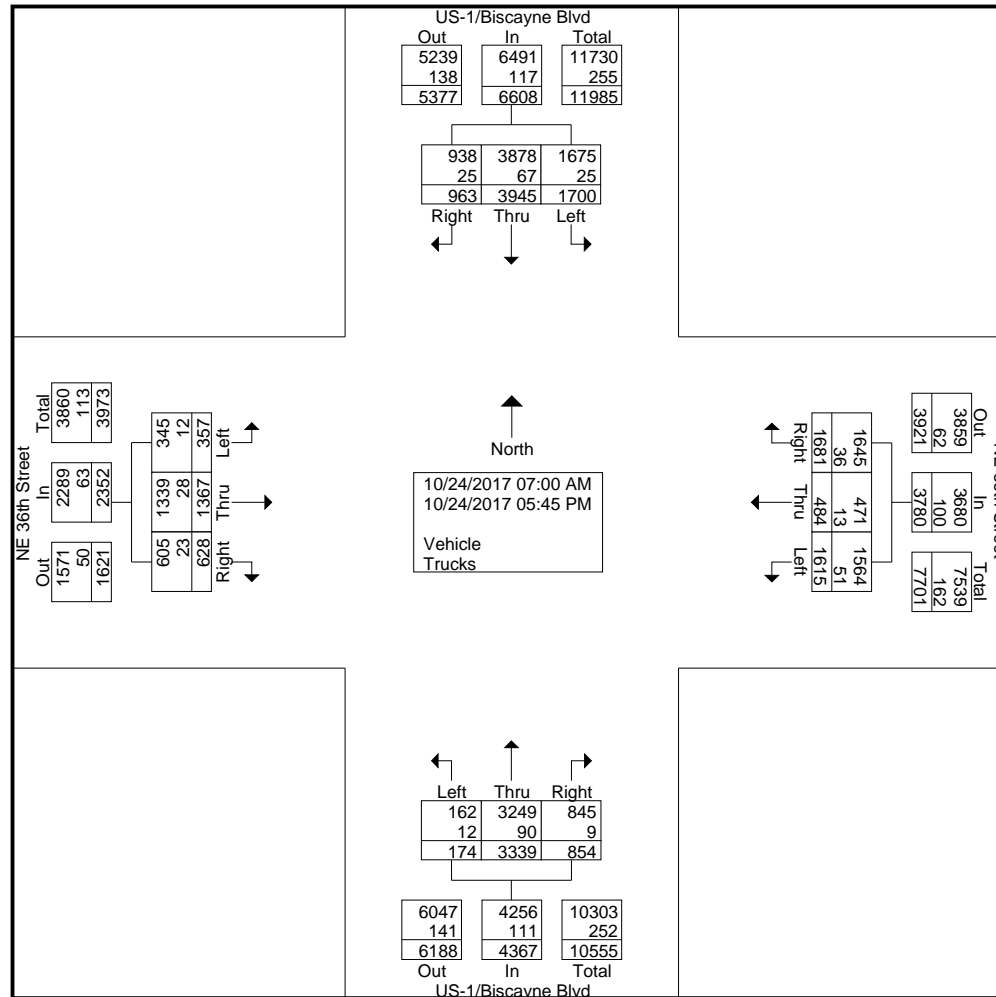
Biscayne Blvd & NE 36th Street

File Name : TMC-13 US-1-Biscayne Blvd & NE 36th Street

Site Code : 00000000

Start Date : 10/24/2017

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Biscayne Blvd & NE 36th Street

File Name : TMC-13 US-1-Biscayne Blvd & NE 36th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 4

Start Time	US-1/Biscayne Blvd Southbound					US-1/Biscayne Blvd Northbound					NE 36th Street Westbound					NE 36th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	93	253	24	370	0	11	168	58	237	0	102	23	88	213	0	14	66	34	114	934
08:15 AM	0	114	207	19	340	0	7	169	35	211	0	112	21	84	217	0	12	92	39	143	911
08:30 AM	0	105	241	16	362	0	3	147	47	197	0	110	28	81	219	0	12	74	41	127	905
08:45 AM	0	102	276	30	408	0	4	174	41	219	0	108	25	92	225	0	18	67	31	116	968
Total Volume	0	414	977	89	1480	0	25	658	181	864	0	432	97	345	874	0	56	299	145	500	3718
% App. Total	0	28	66	6		0	2.9	76.2	20.9		0	49.4	11.1	39.5		0	11.2	59.8	29		
PHF	.000	.908	.885	.742	.907	.000	.568	.945	.780	.911	.000	.964	.866	.938	.971	.000	.778	.813	.884	.874	.960

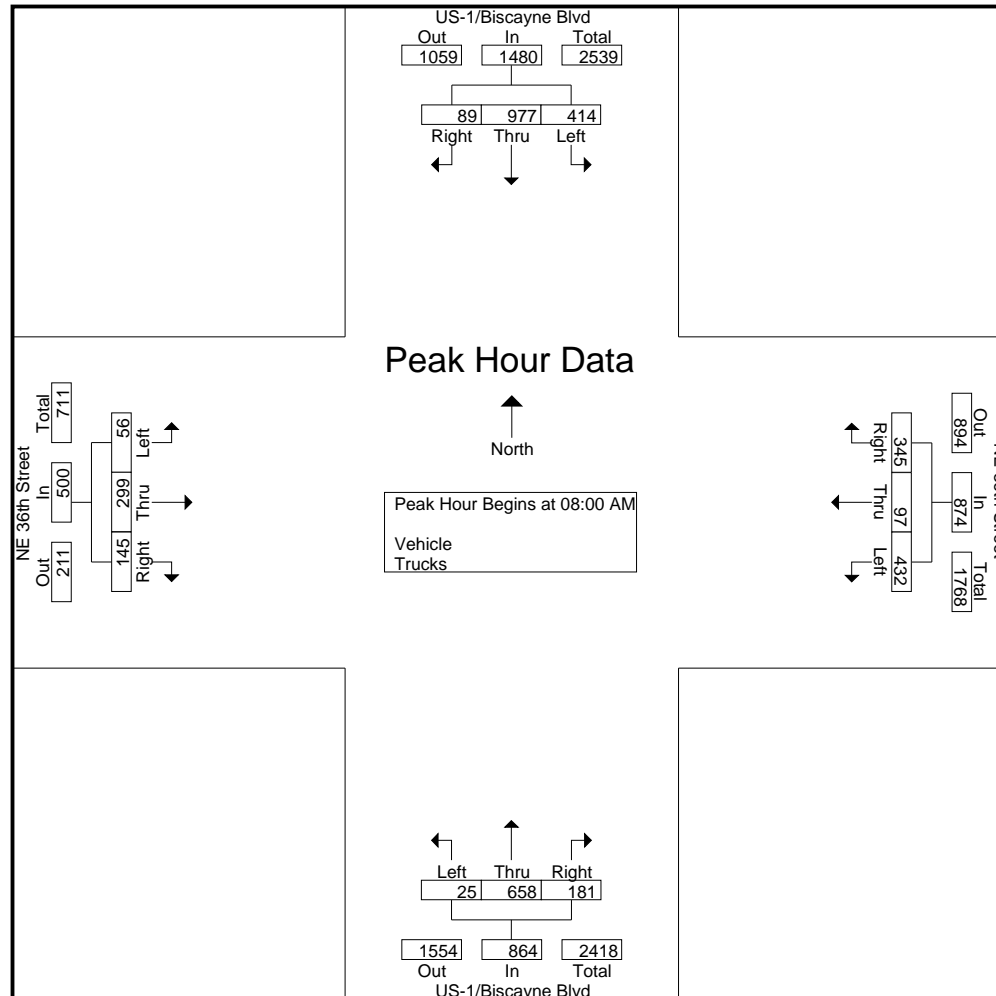
Biscayne Blvd & NE 36th Street

File Name : TMC-13 US-1-Biscayne Blvd & NE 36th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 5



Biscayne Blvd & NE 36th Street

File Name : TMC-13 US-1-Biscayne Blvd & NE 36th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 6

Start Time	US-1/Biscayne Blvd Southbound					US-1/Biscayne Blvd Northbound					NE 36th Street Westbound					NE 36th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	75	166	65	306	0	9	172	33	214	0	82	29	86	197	0	16	67	24	107	824
05:15 PM	0	82	165	76	323	0	7	145	43	195	0	67	23	93	183	0	22	66	35	123	824
05:30 PM	0	67	153	62	282	0	12	183	50	245	0	76	25	79	180	0	20	70	33	123	830
05:45 PM	0	85	163	63	311	0	4	187	48	239	0	84	30	107	221	0	22	57	28	107	878
Total Volume	0	309	647	266	1222	0	32	687	174	893	0	309	107	365	781	0	80	260	120	460	3356
% App. Total	0	25.3	52.9	21.8		0	3.6	76.9	19.5		0	39.6	13.7	46.7		0	17.4	56.5	26.1		
PHF	.000	.909	.974	.875	.946	.000	.667	.918	.870	.911	.000	.920	.892	.853	.883	.000	.909	.929	.857	.935	.956

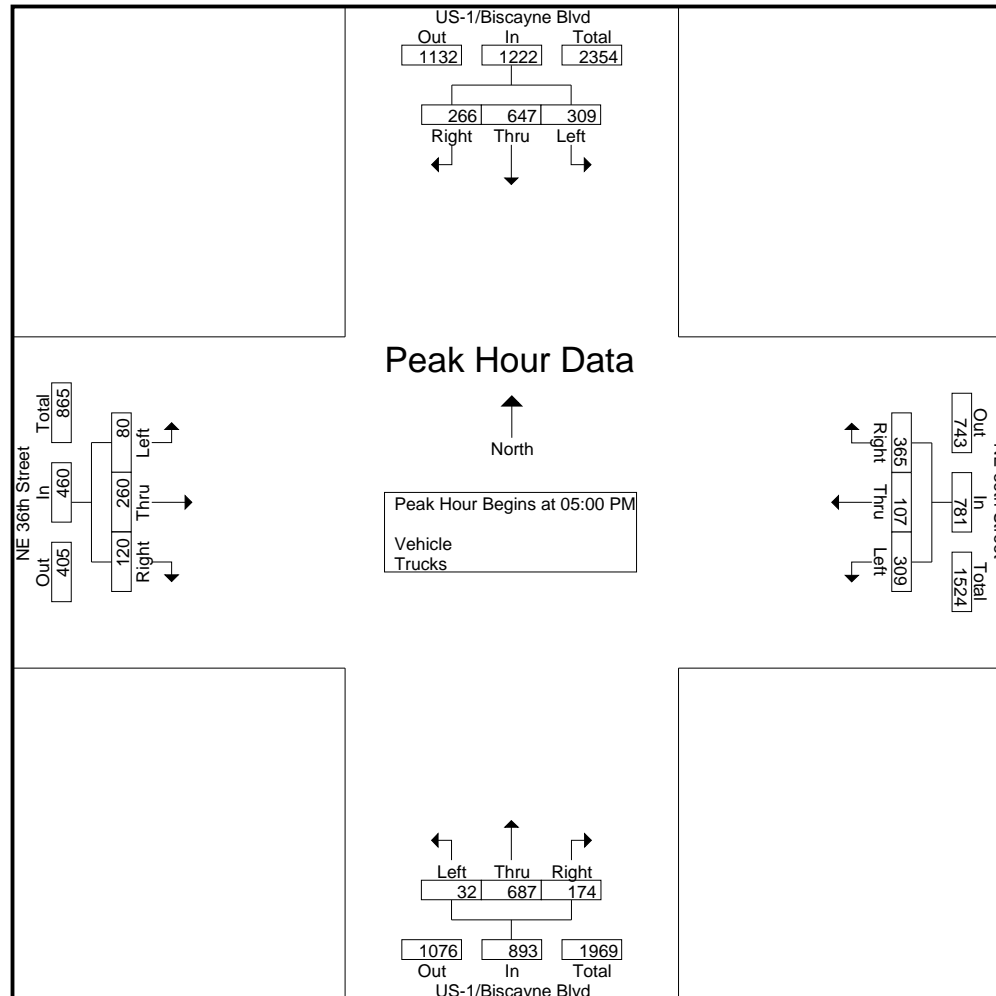
Biscayne Blvd & NE 36th Street

File Name : TMC-13 US-1-Biscayne Blvd & NE 36th Street

Site Code : 00000000

Start Date : 10/24/2017

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Biscayne Blvd & NE 38th Street

File Name : TMC-14 US-1-Biscayne Blvd & NE 38th Street

Site Code : 00000000

Start Date : 10/24/2017

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Groups Printed- Peds & Bikes

Start Time	US-1/Biscayne Blvd Southbound			US-1/Biscayne Blvd Northbound			NE 38th Street Westbound			NE 38th Street Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	2	2	4	4
07:15 AM	1	0	1	0	0	0	2	0	2	4	2	6	9
07:30 AM	5	0	5	0	0	0	2	1	3	5	0	5	13
07:45 AM	1	0	1	0	0	0	2	0	2	4	1	5	8
Total	7	0	7	0	0	0	6	1	7	15	5	20	34
08:00 AM	4	0	4	0	0	0	5	0	5	4	1	5	14
08:15 AM	2	0	2	0	0	0	2	1	3	2	3	5	10
08:30 AM	2	0	2	1	0	1	1	1	2	5	2	7	12
08:45 AM	1	0	1	0	0	0	4	0	4	3	0	3	8
Total	9	0	9	1	0	1	12	2	14	14	6	20	44
*** BREAK ***													
03:00 PM	1	1	2	0	0	0	3	1	4	3	2	5	11
03:15 PM	0	0	0	0	0	0	2	0	2	1	0	1	3
03:30 PM	0	0	0	9	1	10	0	0	0	7	0	7	17
03:45 PM	0	0	0	0	0	0	2	3	5	1	1	2	7
Total	1	1	2	9	1	10	7	4	11	12	3	15	38
04:00 PM	1	0	1	0	0	0	3	1	4	2	1	3	8
04:15 PM	0	0	0	0	0	0	1	0	1	1	5	6	7
04:30 PM	3	0	3	0	0	0	2	1	3	5	2	7	13
04:45 PM	6	0	6	1	0	1	3	0	3	0	2	2	12
Total	10	0	10	1	0	1	9	2	11	8	10	18	40
05:00 PM	1	0	1	0	2	2	2	1	3	0	2	2	8
05:15 PM	0	0	0	0	0	0	10	0	10	1	0	1	11
05:30 PM	4	0	4	1	0	1	8	1	9	2	1	3	17
05:45 PM	1	0	1	0	0	0	3	1	4	5	2	7	12
Total	6	0	6	1	2	3	23	3	26	8	5	13	48
Grand Total	33	1	34	12	3	15	57	12	69	57	29	86	204
Apprch %	97.1	2.9		80	20		82.6	17.4		66.3	33.7		
Total %	16.2	0.5	16.7	5.9	1.5	7.4	27.9	5.9	33.8	27.9	14.2	42.2	

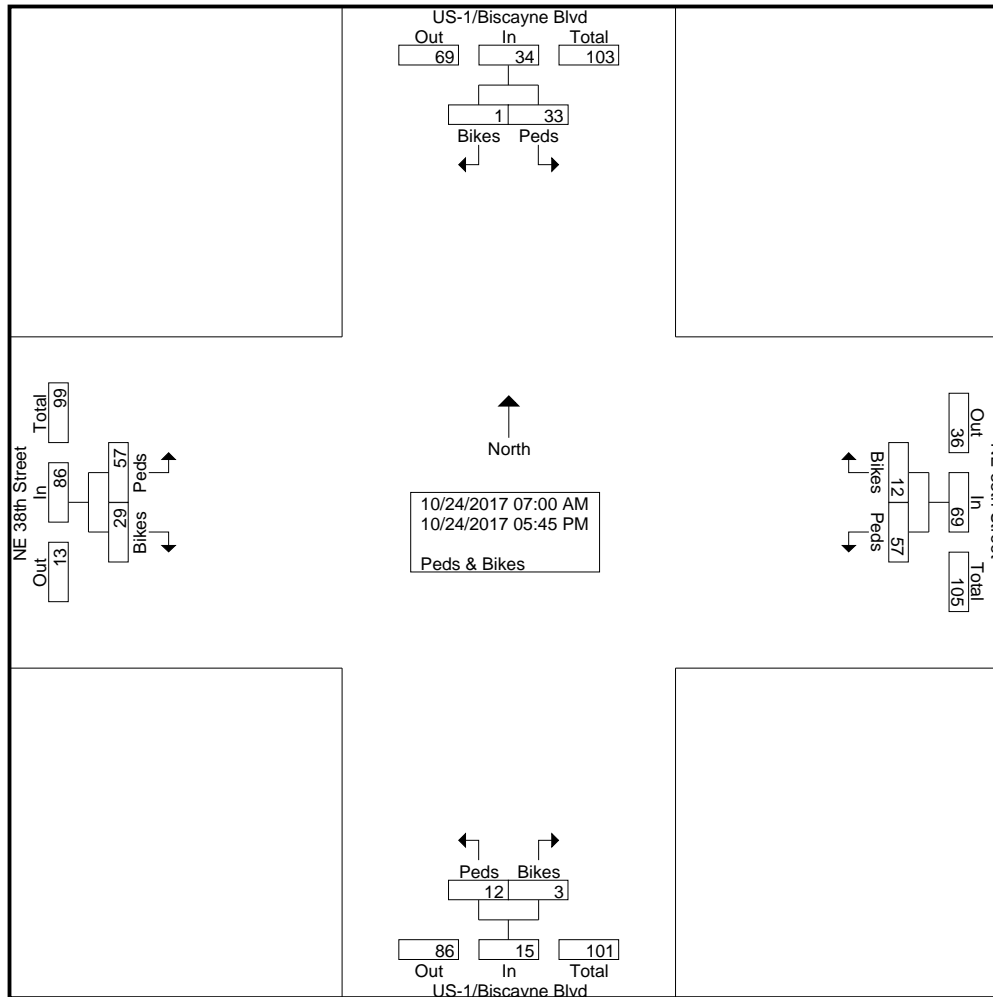
Biscayne Blvd & NE 38th Street

File Name : TMC-14 US-1-Biscayne Blvd & NE 38th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 2



Biscayne Blvd & NE 38th Street

File Name : TMC-14 US-1-Biscayne Blvd & NE 38th Street
 Site Code : 00000000
 Start Date : 10/24/2017
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Start Time	US-1/Biscayne Blvd Southbound			US-1/Biscayne Blvd Northbound			NE 38th Street Westbound			NE 38th Street Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	5	0	5	0	0	0	2	1	3	5	0	5	13
07:45 AM	1	0	1	0	0	0	2	0	2	4	1	5	8
08:00 AM	4	0	4	0	0	0	5	0	5	4	1	5	14
08:15 AM	2	0	2	0	0	0	2	1	3	2	3	5	10
Total Volume	12	0	12	0	0	0	11	2	13	15	5	20	45
% App. Total	100	0		0	0		84.6	15.4		75	25		
PHF	.600	.000	.600	.000	.000	.000	.550	.500	.650	.750	.417	1.00	.804

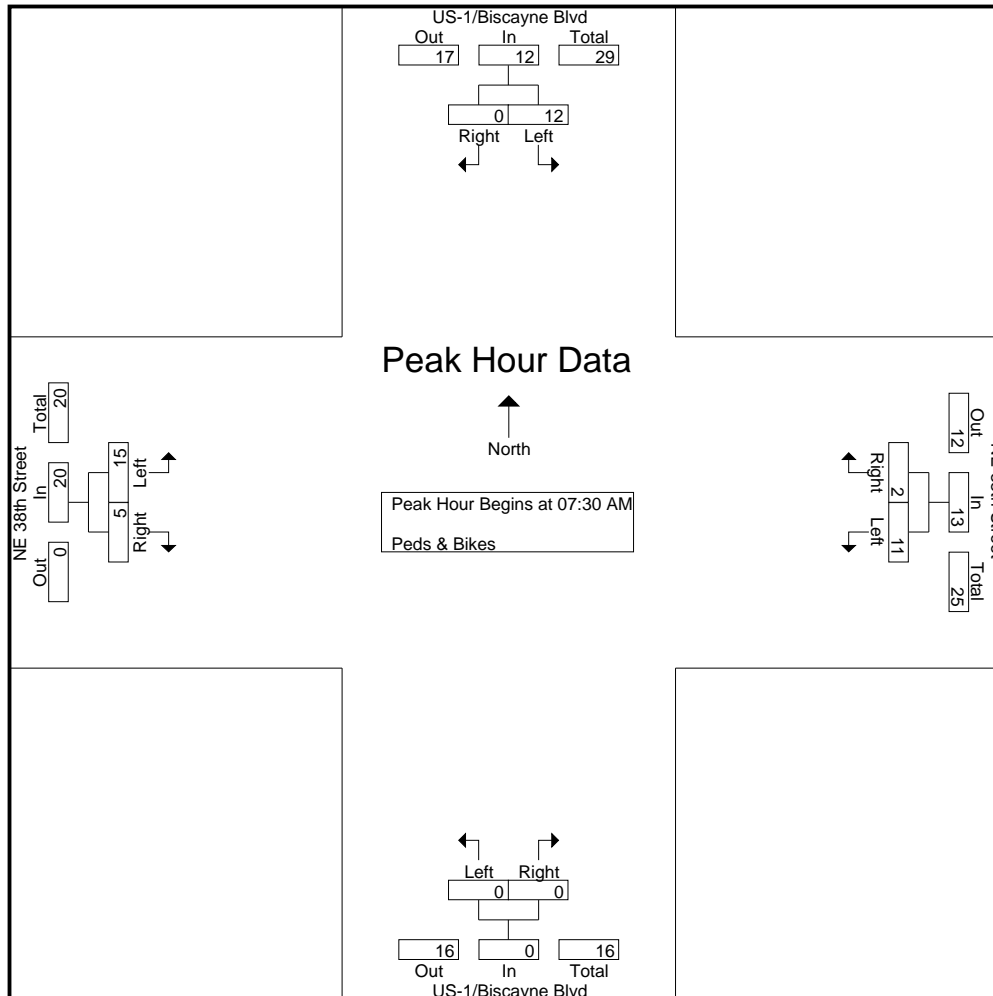
Biscayne Blvd & NE 38th Street

File Name : TMC-14 US-1-Biscayne Blvd & NE 38th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 4



Biscayne Blvd & NE 38th Street

File Name : TMC-14 US-1-Biscayne Blvd & NE 38th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 5

Start Time	US-1/Biscayne Blvd Southbound			US-1/Biscayne Blvd Northbound			NE 38th Street Westbound			NE 38th Street Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	6	0	6	1	0	1	3	0	3	0	2	2	12
05:00 PM	1	0	1	0	2	2	2	1	3	0	2	2	8
05:15 PM	0	0	0	0	0	0	10	0	10	1	0	1	11
05:30 PM	4	0	4	1	0	1	8	1	9	2	1	3	17
Total Volume	11	0	11	2	2	4	23	2	25	3	5	8	48
% App. Total	100	0		50	50		92	8		37.5	62.5		
PHF	.458	.000	.458	.500	.250	.500	.575	.500	.625	.375	.625	.667	.706

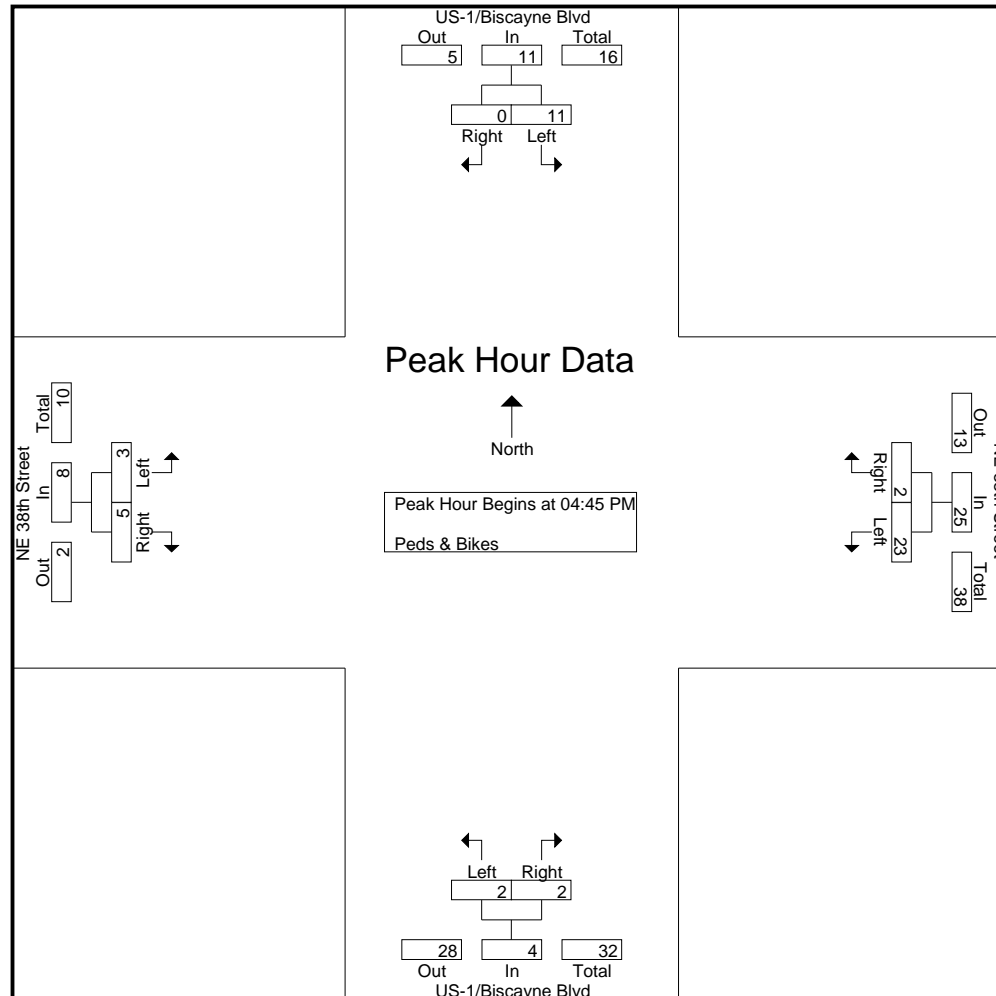
Biscayne Blvd & NE 38th Street

File Name : TMC-14 US-1-Biscayne Blvd & NE 38th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 6



Biscayne Blvd & NE 38th Street

File Name : TMC-14 US-1-Biscayne Blvd & NE 38th Street

Site Code : 00000000

Start Date : 10/24/2017

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Groups Printed- Trucks

Start Time	US-1/Biscayne Blvd Southbound					US-1/Biscayne Blvd Northbound					NE 38th Street Westbound					NE 38th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
07:00 AM	0	0	1	0	1	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	6
07:15 AM	0	0	2	0	2	0	0	8	7	15	0	0	0	0	0	0	0	0	0	0	17
07:30 AM	0	1	1	0	2	0	0	8	1	9	0	0	0	2	2	0	0	0	0	0	13
07:45 AM	0	1	3	1	5	0	0	4	2	6	0	0	0	1	1	0	0	0	0	0	12
Total	0	2	7	1	10	0	0	25	10	35	0	0	0	3	3	0	0	0	0	0	48
08:00 AM	0	0	1	0	1	0	0	5	2	7	0	0	0	1	1	0	0	0	0	0	9
08:15 AM	0	0	2	0	2	0	0	7	1	8	0	0	0	0	0	0	0	0	0	0	10
08:30 AM	0	3	0	1	4	0	0	2	2	4	0	0	0	3	3	0	0	0	0	0	11
08:45 AM	0	0	1	0	1	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	7
Total	0	3	4	1	8	0	0	20	5	25	0	0	0	4	4	0	0	0	0	0	37
*** BREAK ***																					
03:00 PM	0	2	7	1	10	0	0	8	4	12	0	2	0	3	5	0	0	0	0	0	27
03:15 PM	0	0	5	0	5	0	0	7	6	13	0	2	0	2	4	0	0	0	0	0	22
03:30 PM	0	3	4	0	7	0	0	6	4	10	0	2	1	2	5	0	0	0	0	0	22
03:45 PM	0	1	2	0	3	0	0	4	2	6	0	0	2	6	8	0	0	0	0	0	17
Total	0	6	18	1	25	0	0	25	16	41	0	6	3	13	22	0	0	0	0	0	88
04:00 PM	0	3	3	1	7	0	0	6	3	9	0	2	0	3	5	0	0	0	0	0	21
04:15 PM	0	3	3	0	6	0	0	6	2	8	0	3	1	1	5	0	0	0	0	0	19
04:30 PM	0	2	2	0	4	0	0	5	2	7	0	4	0	4	8	0	0	0	0	0	19
04:45 PM	0	3	4	0	7	0	0	3	6	9	0	2	0	3	5	0	0	0	0	0	21
Total	0	11	12	1	24	0	0	20	13	33	0	11	1	11	23	0	0	0	0	0	80
05:00 PM	0	1	1	0	2	0	0	7	3	10	0	3	0	3	6	0	0	0	0	0	18
05:15 PM	0	0	0	0	0	0	0	5	2	7	0	0	0	0	0	0	0	0	0	0	7
05:30 PM	0	2	5	1	8	0	0	3	1	4	0	1	0	3	4	0	0	0	0	0	16
05:45 PM	0	2	4	0	6	0	0	3	3	6	0	1	0	0	1	0	0	0	0	0	13
Total	0	5	10	1	16	0	0	18	9	27	0	5	0	6	11	0	0	0	0	0	54
Grand Total	0	27	51	5	83	0	0	108	53	161	0	22	4	37	63	0	0	0	0	0	307
Apprch %	0	32.5	61.4	6		0	0	67.1	32.9		0	34.9	6.3	58.7		0	0	0	0		
Total %	0	8.8	16.6	1.6	27	0	0	35.2	17.3	52.4	0	7.2	1.3	12.1	20.5	0	0	0	0	0	

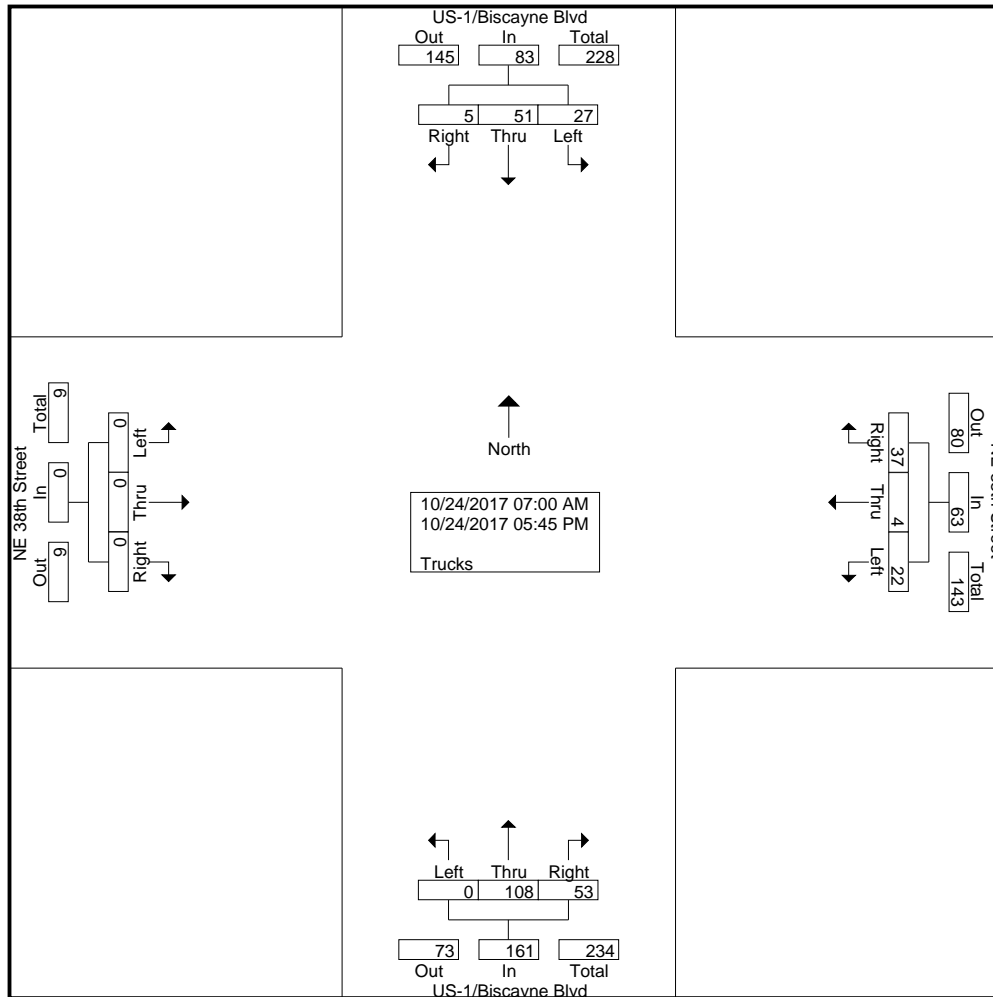
Biscayne Blvd & NE 38th Street

File Name : TMC-14 US-1-Biscayne Blvd & NE 38th Street

Site Code : 00000000

Start Date : 10/24/2017

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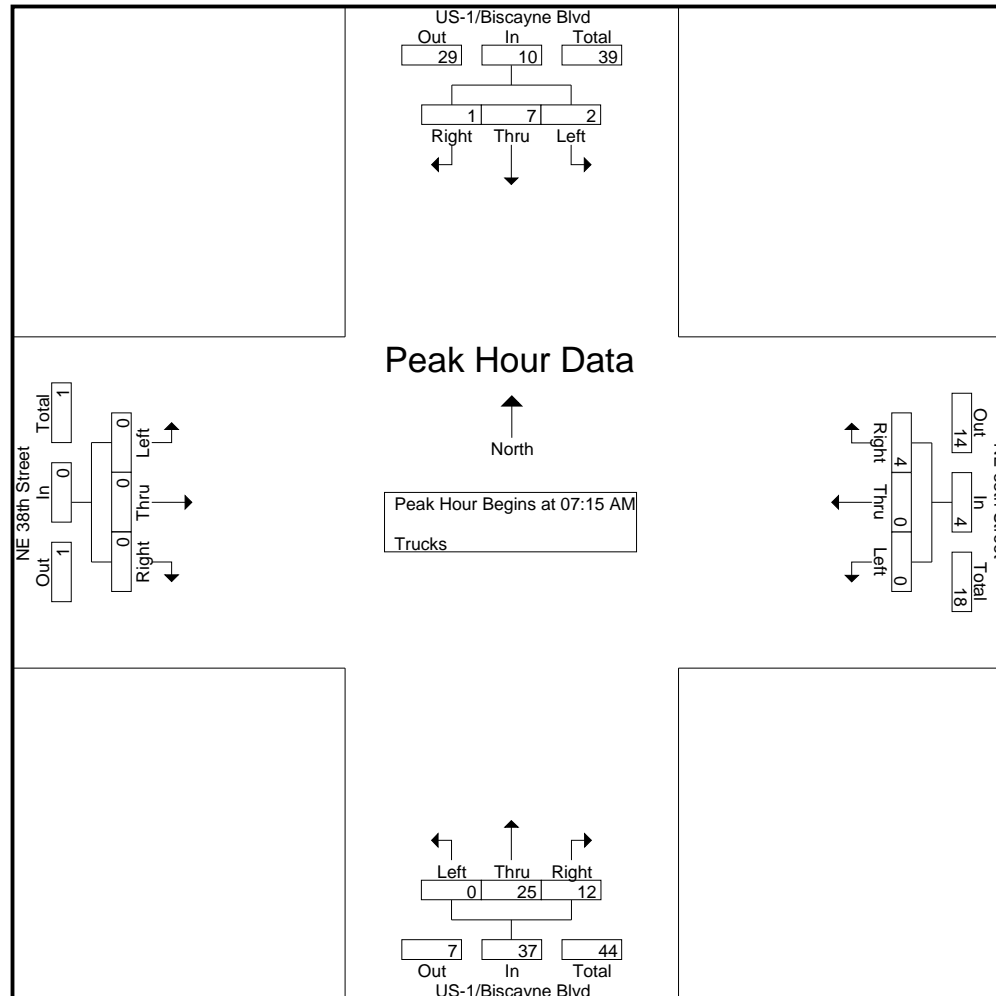
Biscayne Blvd & NE 38th Street

File Name : TMC-14 US-1-Biscayne Blvd & NE 38th Street

Site Code : 00000000

Start Date : 10/24/2017

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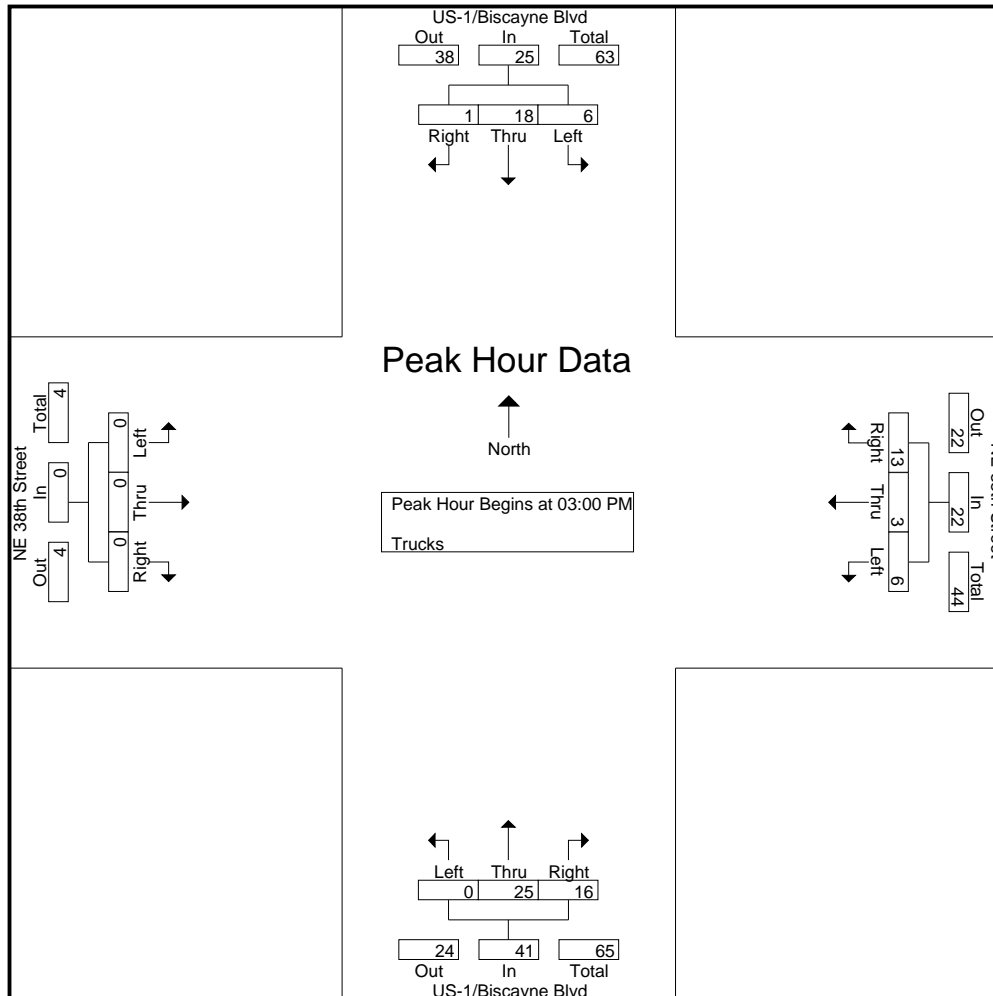
Biscayne Blvd & NE 38th Street

File Name : TMC-14 US-1-Biscayne Blvd & NE 38th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 6



Biscayne Blvd & NE 38th Street

File Name : TMC-14 US-1-Biscayne Blvd & NE 38th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 1

Groups Printed- Vehicle - Trucks

Start Time	US-1/Biscayne Blvd Southbound					US-1/Biscayne Blvd Northbound					NE 38th Street Westbound					NE 38th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
07:00 AM	1	159	279	2	441	0	10	118	104	232	0	47	9	44	100	0	0	0	0	0	773
07:15 AM	0	147	300	7	454	0	4	144	109	257	0	78	32	53	163	0	0	0	0	0	874
07:30 AM	1	147	326	6	480	0	4	145	110	259	0	99	25	60	184	0	0	0	0	0	923
07:45 AM	1	145	336	6	488	0	3	108	106	217	0	105	28	81	214	0	0	0	0	0	919
Total	3	598	1241	21	1863	0	21	515	429	965	0	329	94	238	661	0	0	0	0	0	3489
08:00 AM	0	119	359	5	483	0	4	118	115	237	0	96	20	63	179	0	0	0	0	0	899
08:15 AM	0	135	352	11	498	0	3	116	128	247	0	87	26	53	166	0	0	0	0	0	911
08:30 AM	3	137	343	7	490	0	4	97	107	208	0	72	25	58	155	0	0	0	0	0	853
08:45 AM	1	117	334	10	462	0	7	148	103	258	0	72	32	56	160	0	0	0	0	0	880
Total	4	508	1388	33	1933	0	18	479	453	950	0	327	103	230	660	0	0	0	0	0	3543
*** BREAK ***																					
03:00 PM	1	99	254	13	367	0	4	161	97	262	0	83	39	101	223	0	0	0	0	0	852
03:15 PM	1	79	216	9	305	0	11	197	97	305	0	99	24	124	247	0	0	0	0	0	857
03:30 PM	0	80	201	8	289	0	4	205	84	293	0	73	27	107	207	0	0	0	0	0	789
03:45 PM	1	82	172	12	267	0	7	163	107	277	0	58	37	96	191	0	0	0	0	0	735
Total	3	340	843	42	1228	0	26	726	385	1137	0	313	127	428	868	0	0	0	0	0	3233
04:00 PM	0	90	269	15	374	0	10	168	107	285	0	114	34	109	257	0	0	0	0	0	916
04:15 PM	1	108	206	8	323	0	4	195	87	286	0	103	22	122	247	0	0	0	0	0	856
04:30 PM	0	95	213	19	327	0	5	205	73	283	0	105	33	109	247	0	0	0	0	0	857
04:45 PM	1	76	212	17	306	1	6	211	60	278	0	117	34	134	285	0	0	0	0	0	869
Total	2	369	900	59	1330	1	25	779	327	1132	0	439	123	474	1036	0	0	0	0	0	3498
05:00 PM	0	77	211	11	299	1	3	217	70	291	0	119	29	132	280	0	0	0	0	0	870
05:15 PM	1	105	222	16	344	0	7	220	61	288	0	98	24	129	251	0	0	0	0	0	883
05:30 PM	2	81	225	15	323	0	7	227	70	304	0	117	23	135	275	0	0	0	0	0	902
05:45 PM	0	71	221	6	298	0	4	227	61	292	0	113	33	136	282	0	0	0	0	0	872
Total	3	334	879	48	1264	1	21	891	262	1175	0	447	109	532	1088	0	0	0	0	0	3527
Grand Total	15	2149	5251	203	7618	2	111	3390	1856	5359	0	1855	556	1902	4313	0	0	0	0	0	17290
Apprch %	0.2	28.2	68.9	2.7		0	2.1	63.3	34.6		0	43	12.9	44.1		0	0	0	0		
Total %	0.1	12.4	30.4	1.2	44.1	0	0.6	19.6	10.7	31	0	10.7	3.2	11	24.9	0	0	0	0	0	
Vehicle	15	2122	5200	198	7535	2	111	3282	1803	5198	0	1833	552	1865	4250	0	0	0	0	0	16983
% Vehicle	100	98.7	99	97.5	98.9	100	100	96.8	97.1	97	0	98.8	99.3	98.1	98.5	0	0	0	0	0	98.2

Biscayne Blvd & NE 38th Street

File Name : TMC-14 US-1-Biscayne Blvd & NE 38th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 2

Groups Printed- Vehicle - Trucks

	US-1/Biscayne Blvd Southbound					US-1/Biscayne Blvd Northbound					NE 38th Street Westbound					NE 38th Street Eastbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total		
Trucks	0	27	51	5	83	0	0	108	53	161	0	22	4	37	63	0	0	0	0	0	0	307
% Trucks	0	1.3	1	2.5	1.1	0	0	3.2	2.9	3	0	1.2	0.7	1.9	1.5	0	0	0	0	0	0	1.8

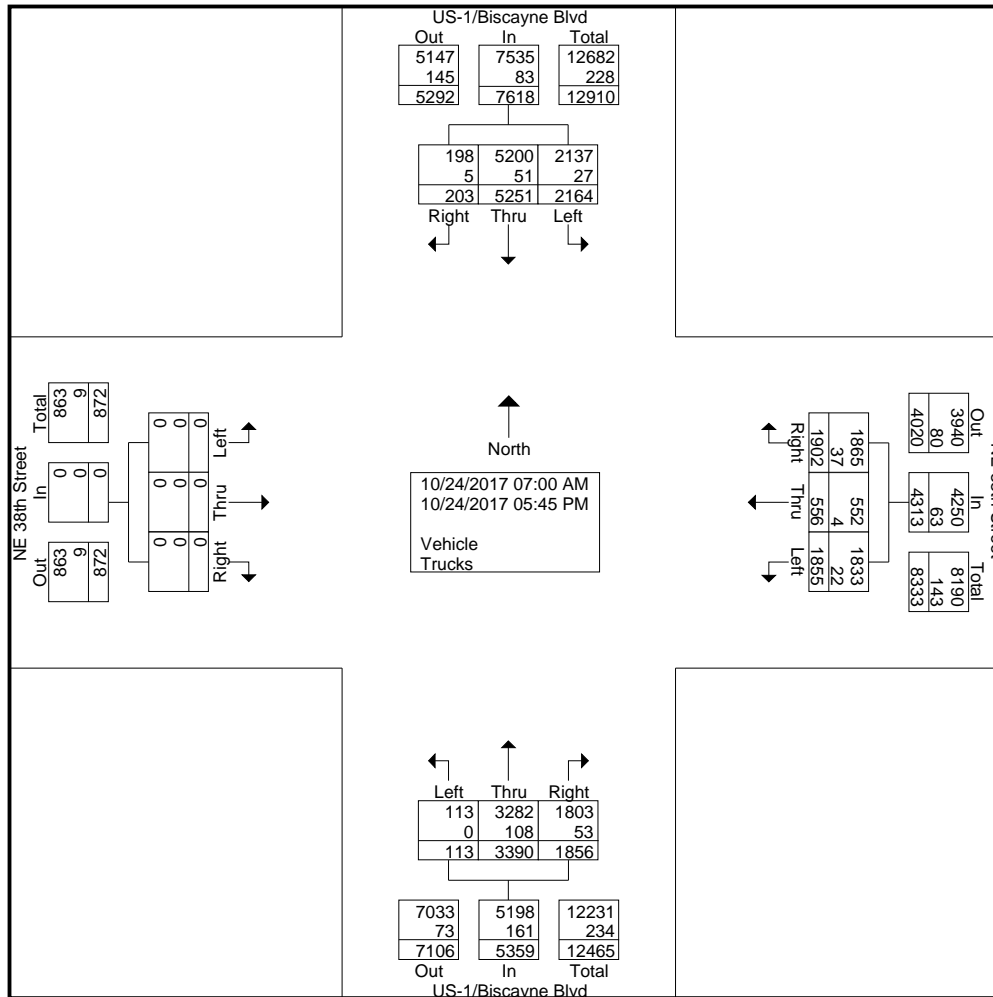
Biscayne Blvd & NE 38th Street

File Name : TMC-14 US-1-Biscayne Blvd & NE 38th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 3



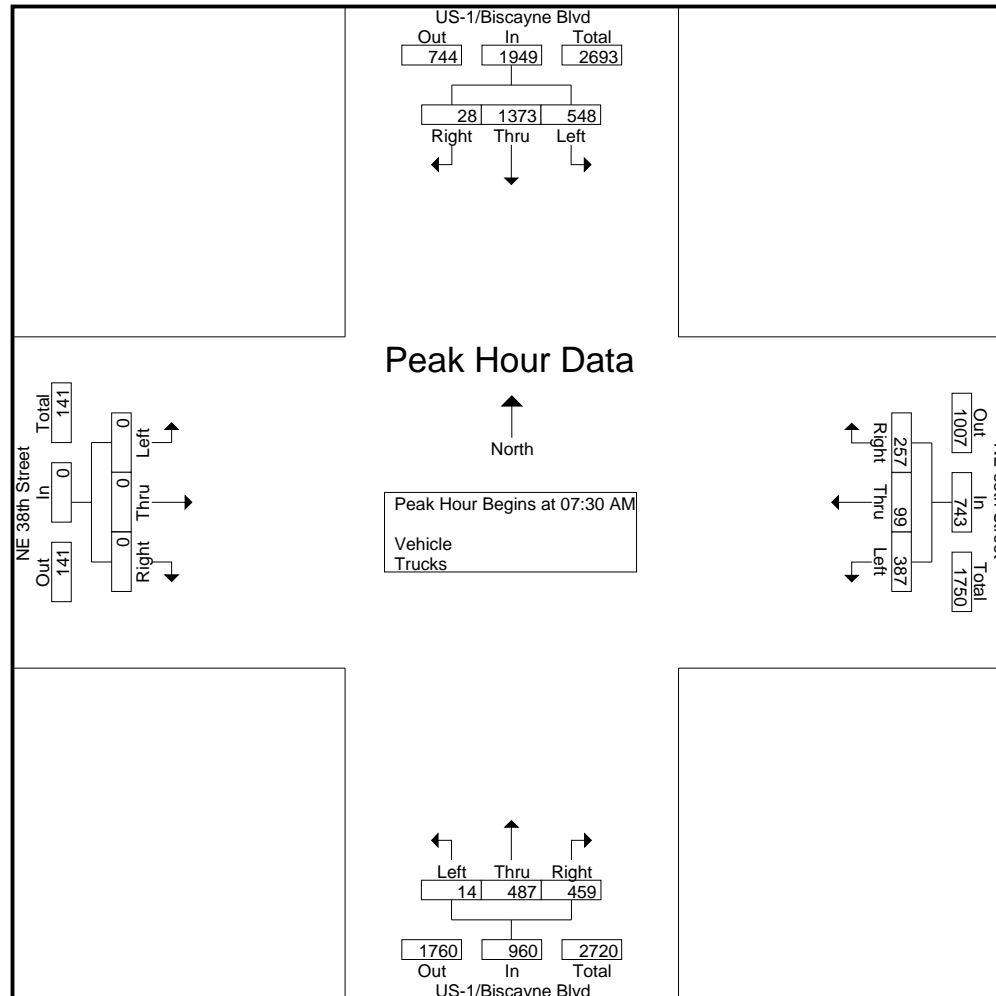
Biscayne Blvd & NE 38th Street

File Name : TMC-14 US-1-Biscayne Blvd & NE 38th Street

Site Code : 00000000

Start Date : 10/24/2017

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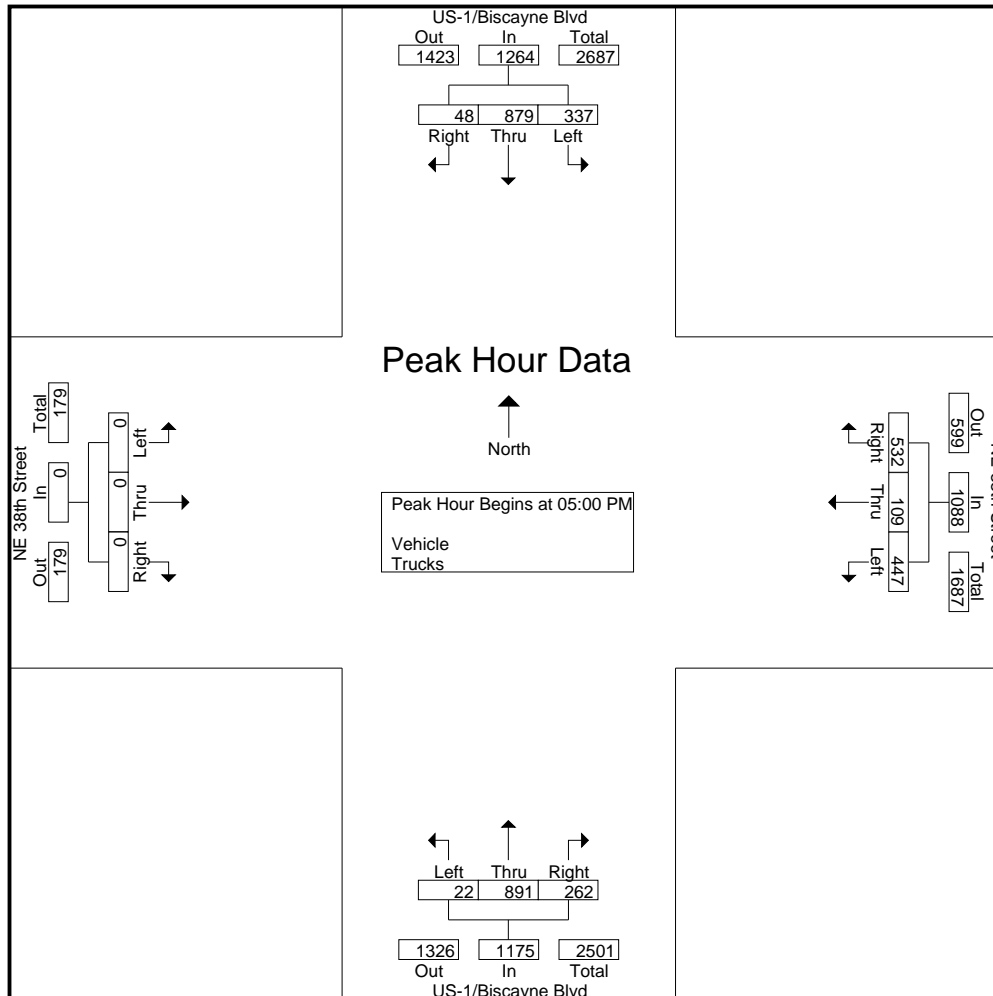
Biscayne Blvd & NE 38th Street

File Name : TMC-14 US-1-Biscayne Blvd & NE 38th Street

Site Code : 00000000

Start Date : 10/24/2017

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NE 5th Avenue & NE 36th Street

File Name : TMC-15 NE 5th Avenue & NE 36th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 1

Groups Printed- Peds & Bikes

Start Time	NE 5th Avenue Southbound			NE 5th Avenue Northbound			NE 36th Street Westbound			NE 36th Street Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
07:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	1
07:15 AM	1	0	1	0	0	0	0	0	0	1	0	1	2
07:30 AM	0	0	0	1	0	1	1	0	1	0	0	0	2
07:45 AM	0	0	0	1	0	1	1	0	1	0	0	0	2
Total	2	0	2	2	0	2	2	0	2	1	0	1	7
08:00 AM	0	0	0	1	0	1	1	0	1	0	0	0	2
08:15 AM	0	0	0	1	0	1	1	0	1	0	0	0	2
08:30 AM	0	0	0	1	0	1	0	0	0	0	0	0	1
08:45 AM	1	0	1	2	0	2	0	0	0	0	0	0	3
Total	1	0	1	5	0	5	2	0	2	0	0	0	8
*** BREAK ***													
03:00 PM	0	1	1	0	2	2	0	2	2	0	0	0	5
03:30 PM	0	0	0	2	0	2	0	0	0	0	0	0	2
03:45 PM	0	0	0	1	0	1	0	0	0	0	0	0	1
Total	0	1	1	3	2	5	0	2	2	0	0	0	8
04:00 PM	0	0	0	1	1	2	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	1	1	1	0	1	0	0	0	2
04:30 PM	1	0	1	1	0	1	4	0	4	0	0	0	6
04:45 PM	0	0	0	2	0	2	1	0	1	0	0	0	3
Total	1	0	1	4	2	6	6	0	6	0	0	0	13
05:00 PM	0	0	0	4	1	5	0	0	0	0	0	0	5
05:15 PM	0	0	0	2	0	2	0	0	0	0	0	0	2
05:30 PM	0	0	0	4	0	4	0	0	0	0	0	0	4
05:45 PM	2	0	2	3	0	3	2	0	2	0	0	0	7
Total	2	0	2	13	1	14	2	0	2	0	0	0	18
Grand Total	6	1	7	27	5	32	12	2	14	1	0	1	54
Apprch %	85.7	14.3		84.4	15.6		85.7	14.3		100	0		
Total %	11.1	1.9	13	50	9.3	59.3	22.2	3.7	25.9	1.9	0	1.9	

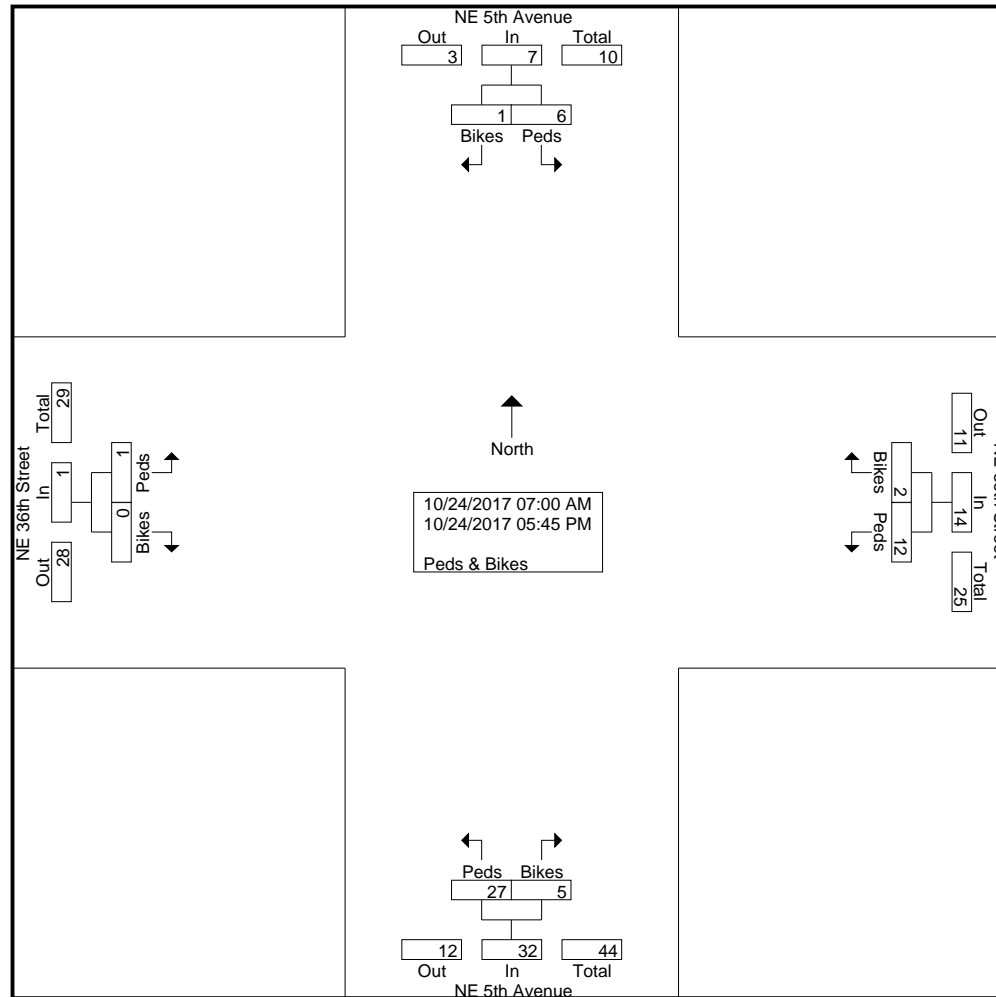
NE 5th Avenue & NE 36th Street

File Name : TMC-15 NE 5th Avenue & NE 36th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 2



NE 5th Avenue & NE 36th Street

File Name : TMC-15 NE 5th Avenue & NE 36th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 3

Start Time	NE 5th Avenue Southbound			NE 5th Avenue Northbound			NE 36th Street Westbound			NE 36th Street Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	1	0	1	0	0	0	0	0	0	1	0	1	2
07:30 AM	0	0	0	1	0	1	1	0	1	0	0	0	2
07:45 AM	0	0	0	1	0	1	1	0	1	0	0	0	2
08:00 AM	0	0	0	1	0	1	1	0	1	0	0	0	2
Total Volume	1	0	1	3	0	3	3	0	3	1	0	1	8
% App. Total	100	0		100	0		100	0		100	0		
PHF	.250	.000	.250	.750	.000	.750	.750	.000	.750	.250	.000	.250	1.00

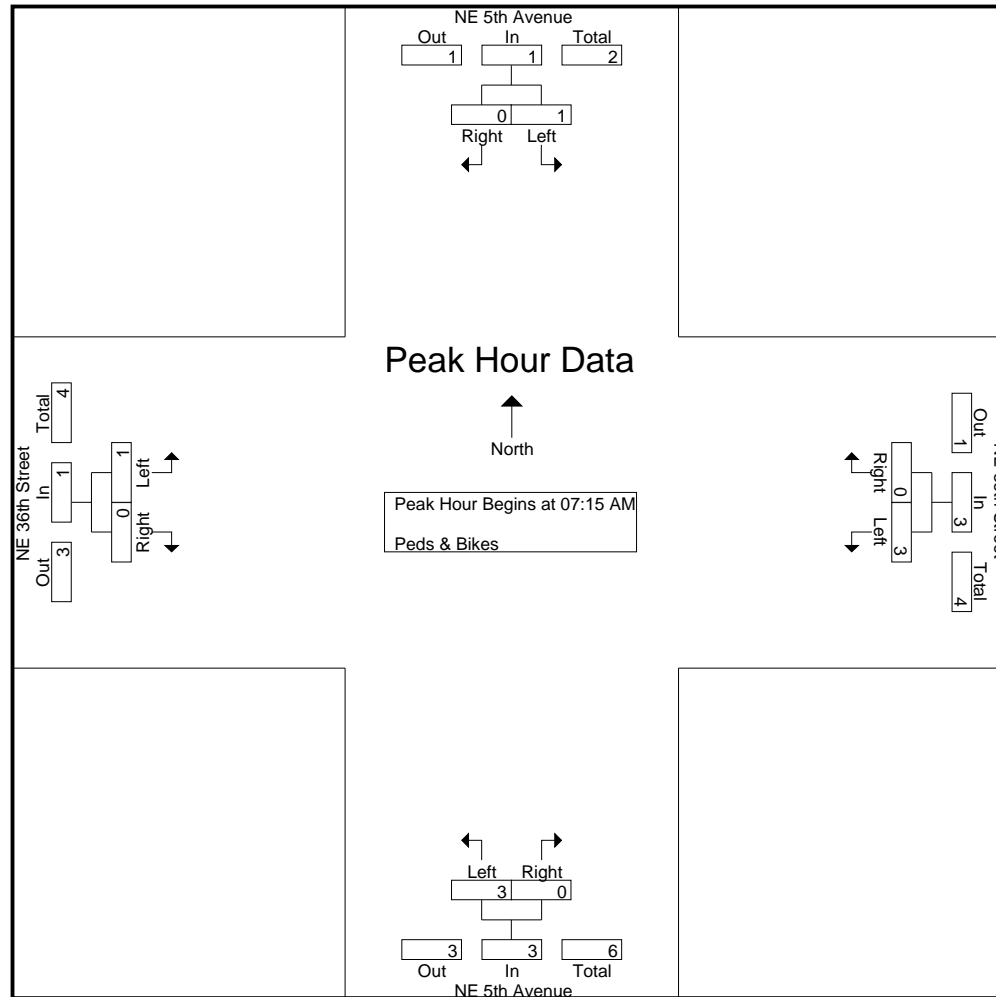
NE 5th Avenue & NE 36th Street

File Name : TMC-15 NE 5th Avenue & NE 36th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 4



NE 5th Avenue & NE 36th Street

File Name : TMC-15 NE 5th Avenue & NE 36th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 5

Start Time	NE 5th Avenue Southbound			NE 5th Avenue Northbound			NE 36th Street Westbound			NE 36th Street Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	0	0	0	4	1	5	0	0	0	0	0	0	5
05:15 PM	0	0	0	2	0	2	0	0	0	0	0	0	2
05:30 PM	0	0	0	4	0	4	0	0	0	0	0	0	4
05:45 PM	2	0	2	3	0	3	2	0	2	0	0	0	7
Total Volume	2	0	2	13	1	14	2	0	2	0	0	0	18
% App. Total	100	0		92.9	7.1		100	0		0	0		
PHF	.250	.000	.250	.813	.250	.700	.250	.000	.250	.000	.000	.000	.643

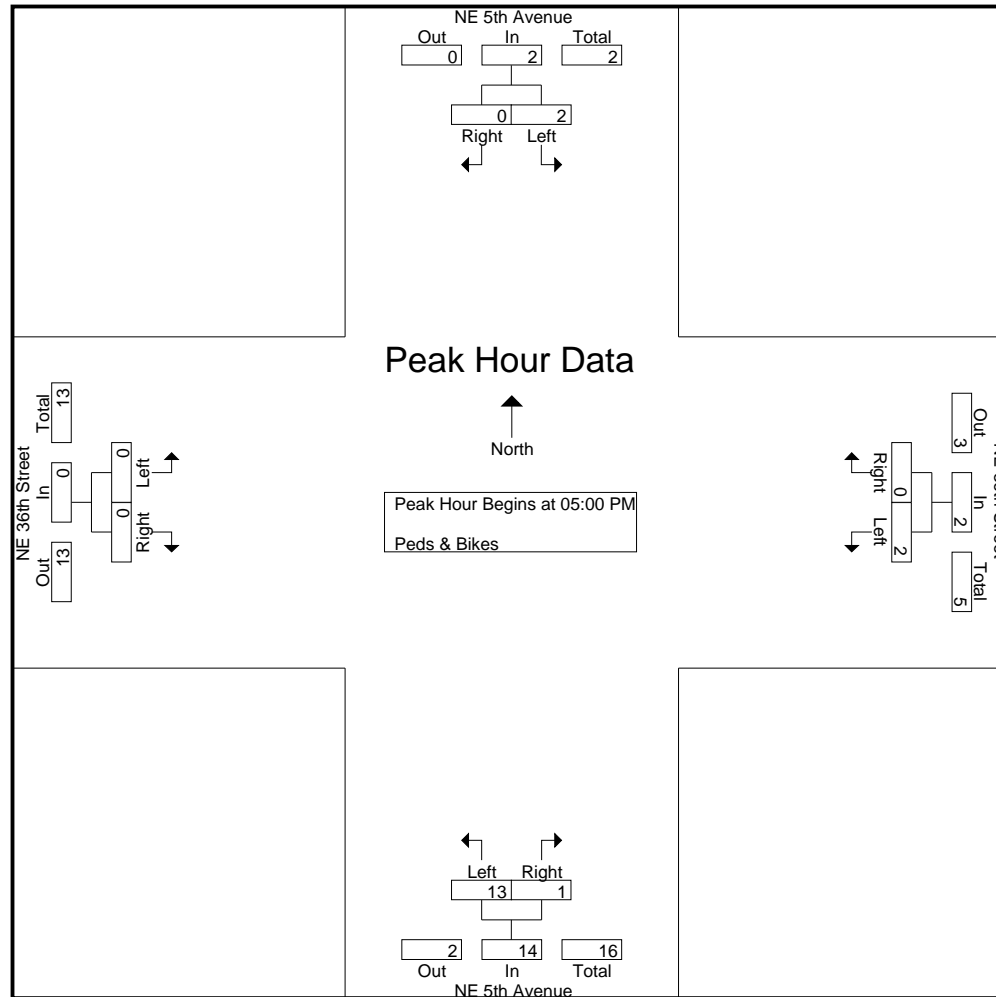
NE 5th Avenue & NE 36th Street

File Name : TMC-15 NE 5th Avenue & NE 36th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 6



NE 5th Avenue & NE 36th Street

File Name : TMC-15 NE 5th Avenue & NE 36th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 1

Groups Printed- Trucks

Start Time	NE 5th Avenue Southbound					NE 5th Avenue Northbound					NE 36th Street Westbound					NE 36th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9	0	10	10
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	18	0	19	19
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	6
08:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	4
08:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	10	0	10	11
08:45 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	8	0	8	10
Total	0	0	0	1	1	0	0	0	3	3	0	0	0	0	0	0	0	27	0	27	31
*** BREAK ***																					
03:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	3
*** BREAK ***																					
03:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	0	2	3
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	5	0	5	7
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	8
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
*** BREAK ***																					
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	6
Grand Total	0	0	0	1	1	0	1	0	4	5	0	0	0	0	0	0	1	64	0	65	71
Apprch %	0	0	0	100		0	20	0	80		0	0	0	0		0	1.5	98.5	0		
Total %	0	0	0	1.4	1.4	0	1.4	0	5.6	7	0	0	0	0	0	0	1.4	90.1	0	91.5	

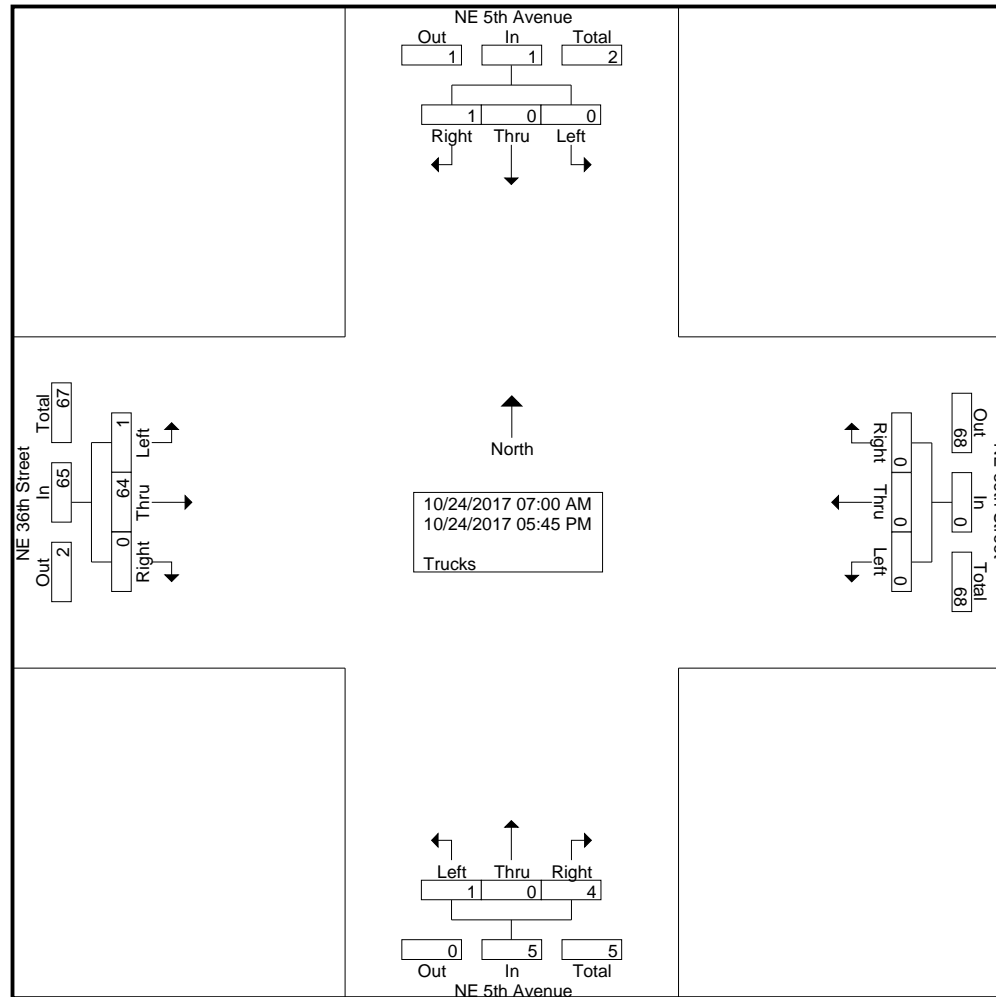
NE 5th Avenue & NE 36th Street

File Name : TMC-15 NE 5th Avenue & NE 36th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 2



NE 5th Avenue & NE 36th Street

File Name : TMC-15 NE 5th Avenue & NE 36th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 3

Start Time	NE 5th Avenue Southbound					NE 5th Avenue Northbound					NE 36th Street Westbound					NE 36th Street Eastbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 07:45 AM																						
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9	0	10	10	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	6	
08:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	4	
08:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	10	0	10	11	
Total Volume	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	1	28	0	29	31	
% App. Total	0	0	0	100		0	0	0	100		0	0	0	0		0	3.4	96.6	0			
PHF	.000	.000	.000	.250	.250	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.250	.700	.000	.725	.705	

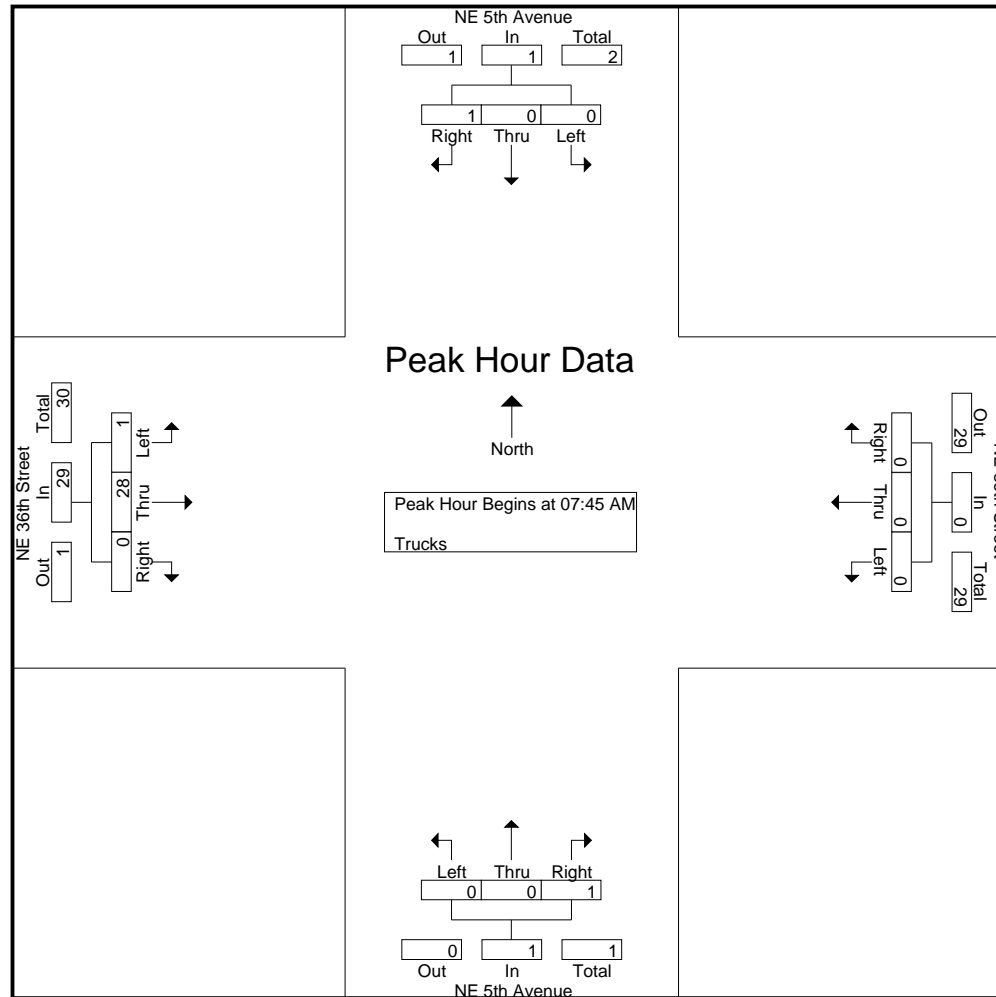
NE 5th Avenue & NE 36th Street

File Name : TMC-15 NE 5th Avenue & NE 36th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 4



NE 5th Avenue & NE 36th Street

File Name : TMC-15 NE 5th Avenue & NE 36th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 5

Start Time	NE 5th Avenue Southbound					NE 5th Avenue Northbound					NE 36th Street Westbound					NE 36th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	10
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.500

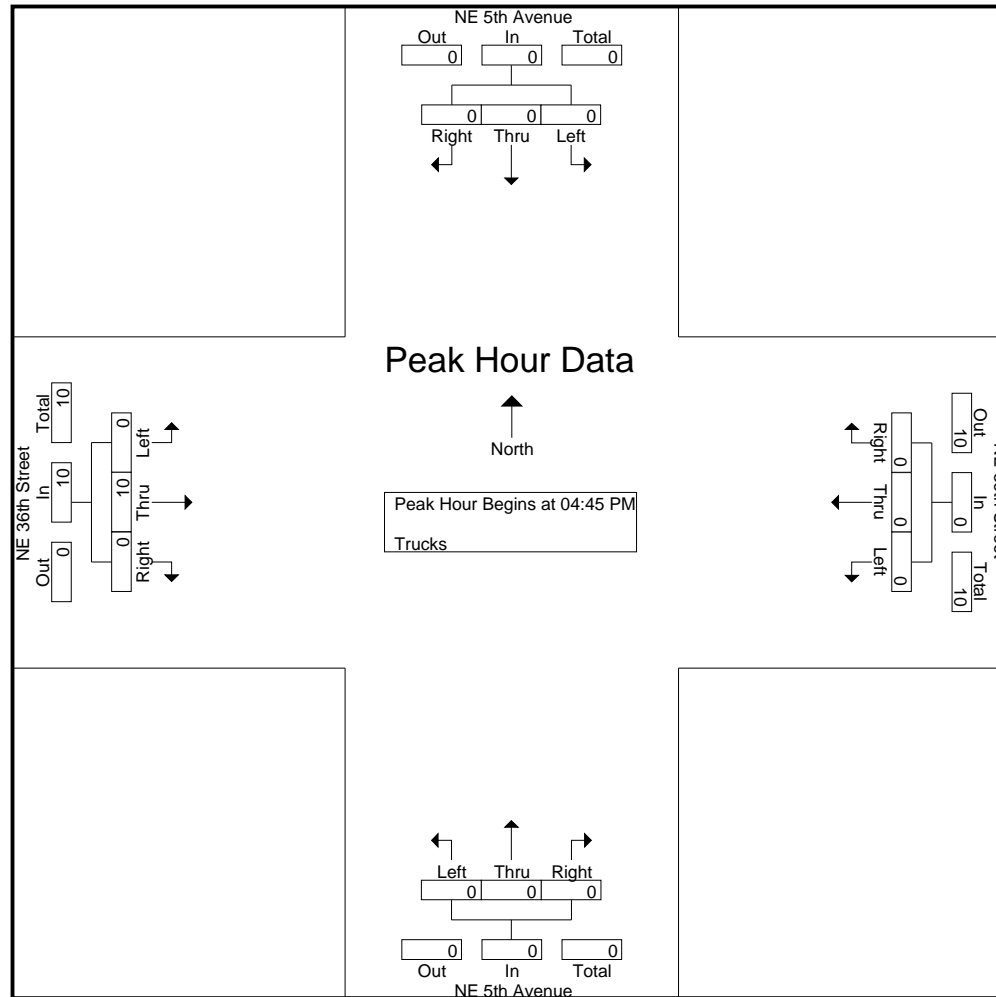
NE 5th Avenue & NE 36th Street

File Name : TMC-15 NE 5th Avenue & NE 36th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 6



NE 5th Avenue & NE 36th Street

File Name : TMC-15 NE 5th Avenue & NE 36th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 1

Groups Printed- Vehicle - Trucks

Start Time	NE 5th Avenue Southbound					NE 5th Avenue Northbound					NE 36th Street Westbound					NE 36th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	6	0	7	13	0	0	13	0	13	0	0	195	1	196	222
07:15 AM	0	0	0	1	1	0	4	1	14	19	0	0	15	0	15	0	0	201	4	205	240
07:30 AM	0	0	0	1	1	0	15	0	29	44	0	0	20	0	20	0	1	209	3	213	278
07:45 AM	0	0	0	1	1	0	14	0	29	43	0	1	21	0	22	1	2	211	0	214	280
Total	0	0	0	3	3	0	39	1	79	119	0	1	69	0	70	1	3	816	8	828	1020
08:00 AM	0	0	1	2	3	0	19	0	27	46	0	0	38	0	38	0	2	224	0	226	313
08:15 AM	0	0	0	4	4	0	13	0	32	45	0	0	32	0	32	0	2	236	1	239	320
08:30 AM	0	0	1	1	2	0	14	1	36	51	0	0	21	0	21	0	2	231	0	233	307
08:45 AM	0	0	1	1	2	0	14	0	31	45	0	1	33	0	34	0	0	213	2	215	296
Total	0	0	3	8	11	0	60	1	126	187	0	1	124	0	125	0	6	904	3	913	1236
*** BREAK ***																					
03:00 PM	0	1	0	3	4	0	13	0	26	39	0	1	16	1	18	0	2	166	3	171	232
03:15 PM	0	0	0	4	4	0	12	1	42	55	0	0	13	0	13	1	1	170	1	173	245
03:30 PM	0	0	0	2	2	0	12	0	26	38	0	1	12	0	13	0	1	192	1	194	247
03:45 PM	0	0	0	1	1	0	8	0	32	40	0	0	8	0	8	0	1	182	3	186	235
Total	0	1	0	10	11	0	45	1	126	172	0	2	49	1	52	1	5	710	8	724	959
04:00 PM	0	0	0	0	0	0	6	0	27	33	0	0	10	0	10	0	1	205	1	207	250
04:15 PM	0	0	0	1	1	0	6	0	32	38	0	0	12	0	12	0	1	174	2	177	228
04:30 PM	0	0	0	1	1	0	6	0	27	33	0	0	12	0	12	0	0	186	0	186	232
04:45 PM	0	1	0	0	1	0	8	0	40	48	0	1	19	0	20	0	0	209	1	210	279
Total	0	1	0	2	3	0	26	0	126	152	0	1	53	0	54	0	2	774	4	780	989
05:00 PM	0	1	0	2	3	0	7	0	42	49	0	0	7	0	7	0	2	176	1	179	238
05:15 PM	0	0	0	0	0	0	7	0	34	41	0	1	16	0	17	0	0	187	2	189	247
05:30 PM	0	0	0	5	5	0	2	0	36	38	0	1	16	0	17	0	6	188	6	200	260
05:45 PM	0	0	0	1	1	0	8	1	36	45	0	2	18	0	20	1	0	176	0	177	243
Total	0	1	0	8	9	0	24	1	148	173	0	4	57	0	61	1	8	727	9	745	988
Grand Total	0	3	3	31	37	0	194	4	605	803	0	9	352	1	362	3	24	3931	32	3990	5192
Apprch %	0	8.1	8.1	83.8		0	24.2	0.5	75.3		0	2.5	97.2	0.3		0.1	0.6	98.5	0.8		
Total %	0	0.1	0.1	0.6	0.7	0	3.7	0.1	11.7	15.5	0	0.2	6.8	0	7	0.1	0.5	75.7	0.6	76.8	
Vehicle	0	3	3	30	36	0	193	4	601	798	0	9	352	1	362	3	23	3867	32	3925	5121
% Vehicle	0	100	100	96.8	97.3	0	99.5	100	99.3	99.4	0	100	100	100	100	100	95.8	98.4	100	98.4	98.6

NE 5th Avenue & NE 36th Street

File Name : TMC-15 NE 5th Avenue & NE 36th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 2

Groups Printed- Vehicle - Trucks

	NE 5th Avenue Southbound					NE 5th Avenue Northbound					NE 36th Street Westbound					NE 36th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Trucks	0	0	0	1	1	0	1	0	4	5	0	0	0	0	0	0	1	64	0	65	71
% Trucks	0	0	0	3.2	2.7	0	0.5	0	0.7	0.6	0	0	0	0	0	0	4.2	1.6	0	1.6	1.4

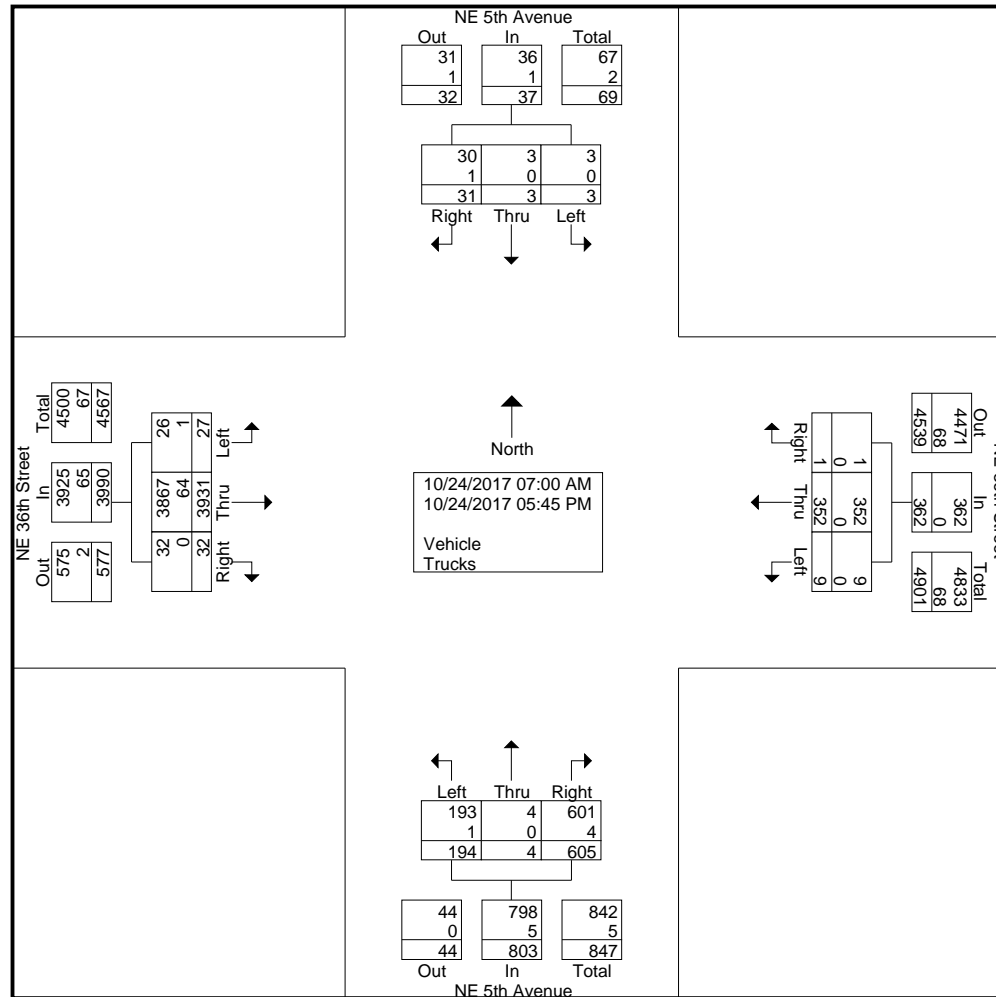
NE 5th Avenue & NE 36th Street

File Name : TMC-15 NE 5th Avenue & NE 36th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 3



NE 5th Avenue & NE 36th Street

File Name : TMC-15 NE 5th Avenue & NE 36th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 4

Start Time	NE 5th Avenue Southbound					NE 5th Avenue Northbound					NE 36th Street Westbound					NE 36th Street Eastbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 08:00 AM																						
08:00 AM	0	0	1	2	3	0	19	0	27	46	0	0	38	0	38	0	2	224	0	226	313	
08:15 AM	0	0	0	4	4	0	13	0	32	45	0	0	32	0	32	0	2	236	1	239	320	
08:30 AM	0	0	1	1	2	0	14	1	36	51	0	0	21	0	21	0	2	231	0	233	307	
08:45 AM	0	0	1	1	2	0	14	0	31	45	0	1	33	0	34	0	0	213	2	215	296	
Total Volume	0	0	3	8	11	0	60	1	126	187	0	1	124	0	125	0	6	904	3	913	1236	
% App. Total	0	0	27.3	72.7		0	32.1	0.5	67.4		0	0.8	99.2	0		0	0.7	99	0.3			
PHF	.000	.000	.750	.500	.688	.000	.789	.250	.875	.917	.000	.250	.816	.000	.822	.000	.750	.958	.375	.955	.966	

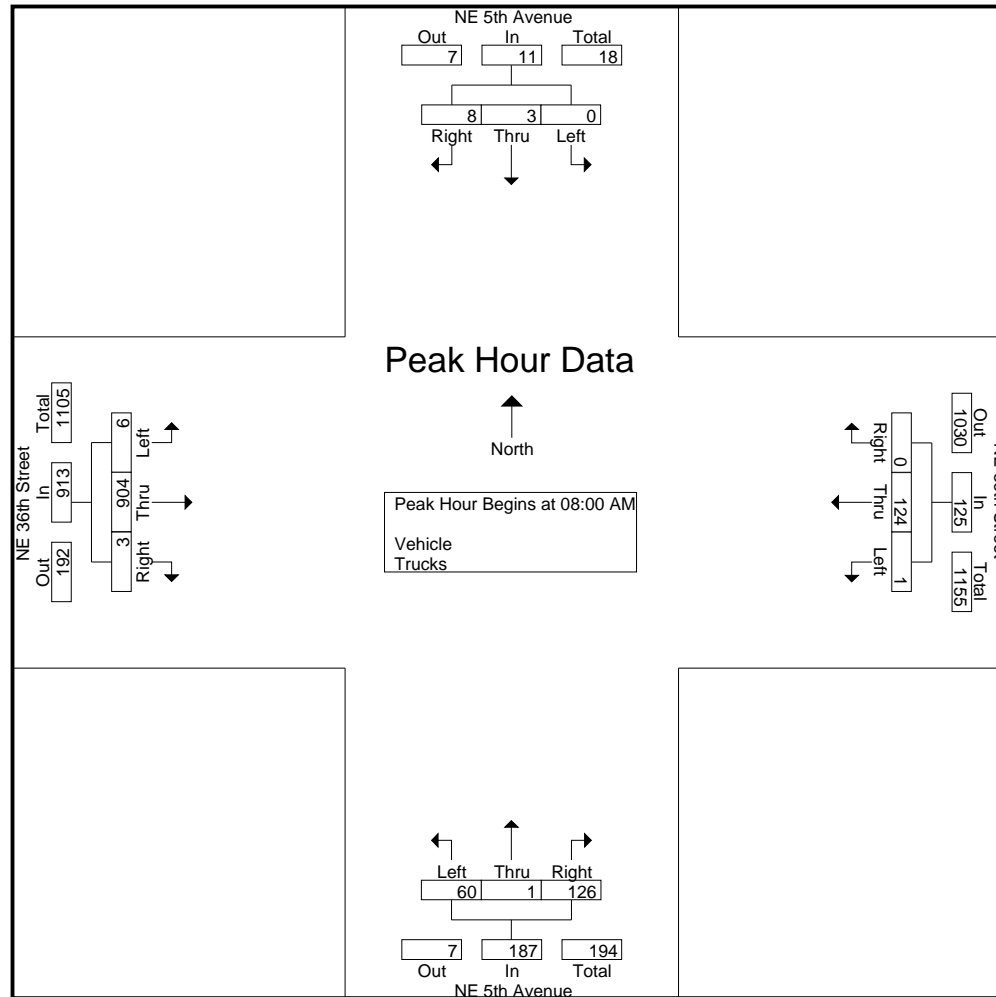
NE 5th Avenue & NE 36th Street

File Name : TMC-15 NE 5th Avenue & NE 36th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 5



NE 5th Avenue & NE 36th Street

File Name : TMC-15 NE 5th Avenue & NE 36th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 6

Start Time	NE 5th Avenue Southbound					NE 5th Avenue Northbound					NE 36th Street Westbound					NE 36th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	1	0	0	1	0	8	0	40	48	0	1	19	0	20	0	0	209	1	210	279
05:00 PM	0	1	0	2	3	0	7	0	42	49	0	0	7	0	7	0	2	176	1	179	238
05:15 PM	0	0	0	0	0	0	7	0	34	41	0	1	16	0	17	0	0	187	2	189	247
05:30 PM	0	0	0	5	5	0	2	0	36	38	0	1	16	0	17	0	6	188	6	200	260
Total Volume	0	2	0	7	9	0	24	0	152	176	0	3	58	0	61	0	8	760	10	778	1024
% App. Total	0	22.2	0	77.8		0	13.6	0	86.4		0	4.9	95.1	0		0	1	97.7	1.3		
PHF	.000	.500	.000	.350	.450	.000	.750	.000	.905	.898	.000	.750	.763	.000	.763	.000	.333	.909	.417	.926	.918

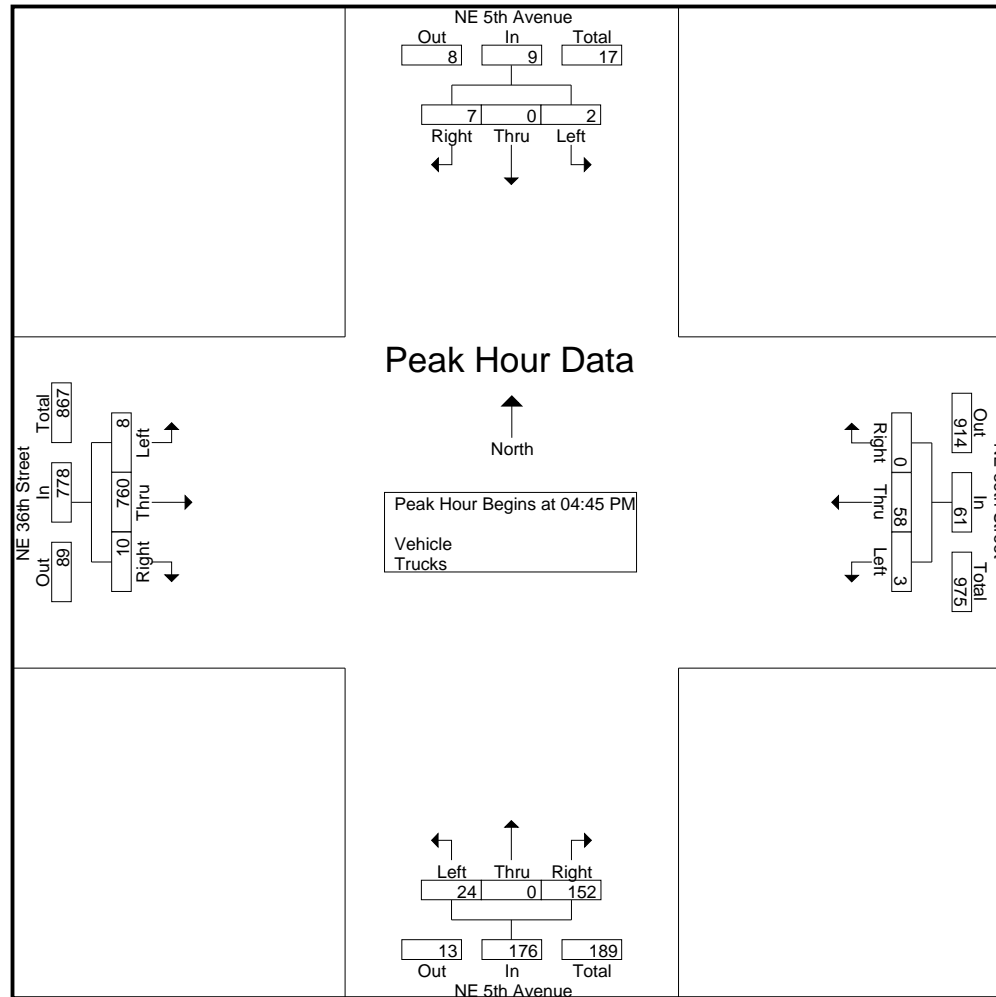
NE 5th Avenue & NE 36th Street

File Name : TMC-15 NE 5th Avenue & NE 36th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 7



NE 6th Avenue & NE 38th Street

File Name : TMC-16 NE 6th Avenue & NE 38th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 1

Groups Printed- Peds & Bikes

Start Time	NE 6th Avenue Southbound			Northbound			NE 38th Street Westbound			NE 38th Street Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
*** BREAK ***													
07:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	1
*** BREAK ***													
Total	1	0	1	0	0	0	0	0	0	0	0	0	1
08:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	1
*** BREAK ***													
Total	1	0	1	0	0	0	0	0	0	0	0	0	1
*** BREAK ***													
03:15 PM	0	0	0	0	0	0	2	0	2	0	0	0	2
03:30 PM	0	0	0	0	0	0	1	0	1	0	0	0	1
03:45 PM	0	0	0	0	0	0	1	0	1	0	0	0	1
Total	0	0	0	0	0	0	4	0	4	0	0	0	4
*** BREAK ***													
05:00 PM	3	1	4	0	0	0	0	0	0	0	0	0	4
05:15 PM	2	0	2	0	0	0	0	0	0	0	0	0	2
*** BREAK ***													
Total	5	1	6	0	0	0	0	0	0	0	0	0	6
Grand Total	7	1	8	0	0	0	4	0	4	0	0	0	12
Apprch %	87.5	12.5		0	0		100	0		0	0		
Total %	58.3	8.3	66.7	0	0		33.3	0	33.3	0	0		

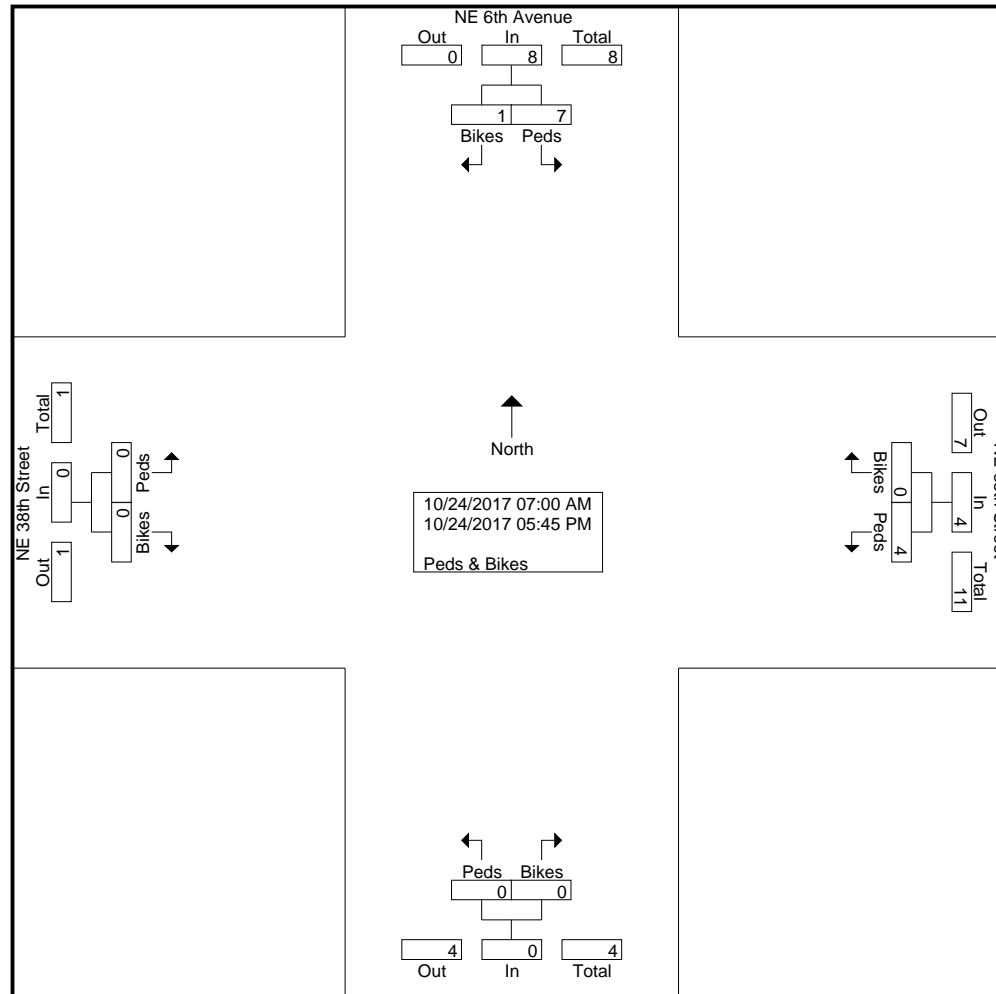
NE 6th Avenue & NE 38th Street

File Name : TMC-16 NE 6th Avenue & NE 38th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 2



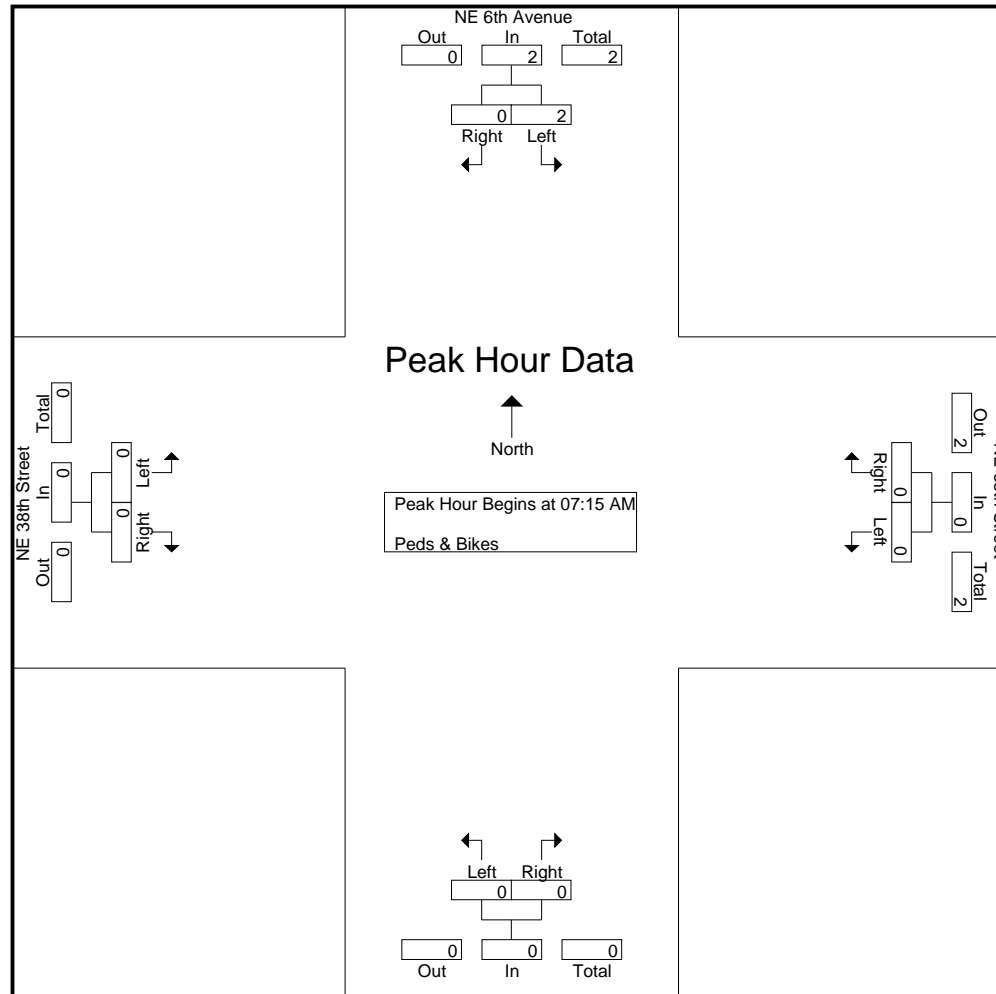
NE 6th Avenue & NE 38th Street

File Name : TMC-16 NE 6th Avenue & NE 38th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 4



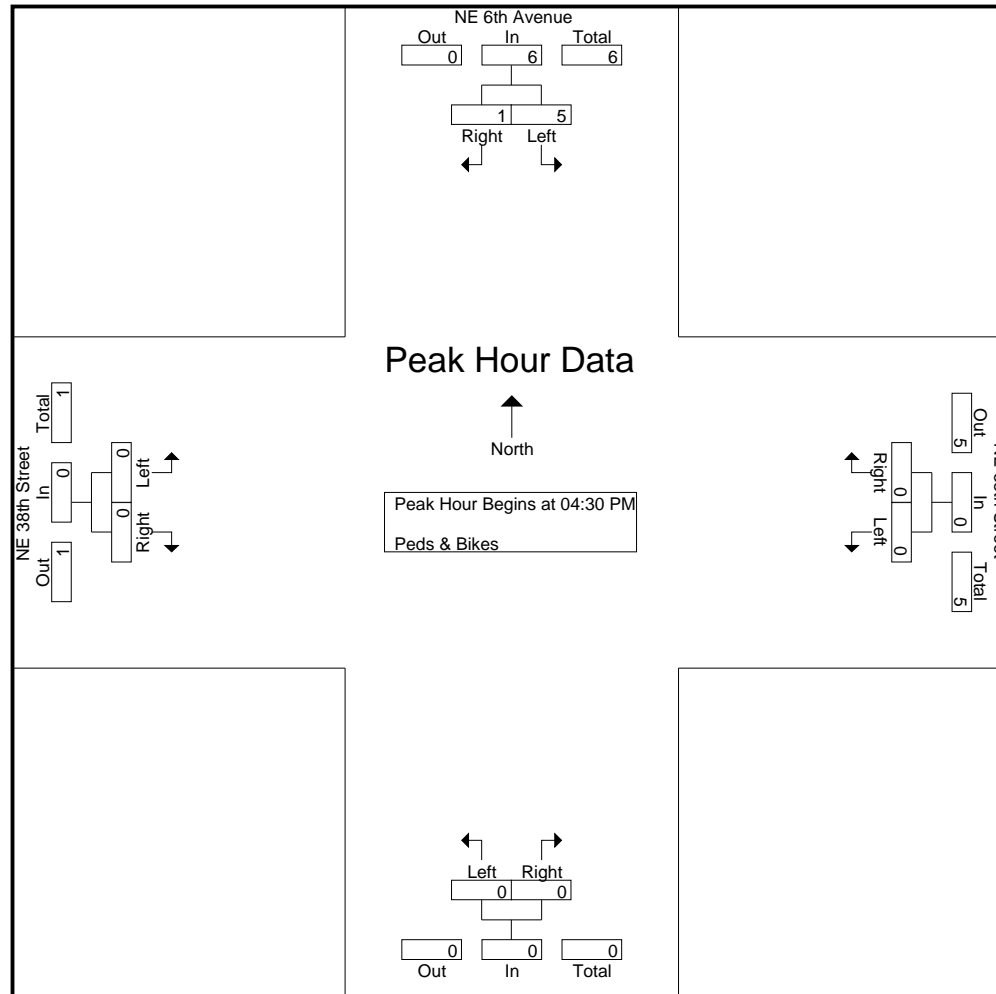
NE 6th Avenue & NE 38th Street

File Name : TMC-16 NE 6th Avenue & NE 38th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 6



NE 6th Avenue & NE 38th Street

File Name : TMC-16 NE 6th Avenue & NE 38th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 1

Groups Printed- Trucks

Start Time	NE 6th Avenue Southbound					Northbound					NE 38th Street Westbound					NE 38th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	4	1	5	0	0	0	0	0	5
Total	0	0	0	0	0	0	0	0	0	0	0	0	9	1	10	0	0	0	2	2	12
08:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	5	2	7	0	0	0	1	1	8
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total	0	0	0	1	1	0	0	0	0	0	0	0	11	2	13	0	0	0	1	1	15
*** BREAK ***																					
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
*** BREAK ***																					
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
*** BREAK ***																					
Grand Total	0	0	0	1	1	0	0	0	0	0	0	0	20	3	23	0	0	0	5	5	29
Apprch %	0	0	0	100		0	0	0	0		0	0	87	13		0	0	0	100		
Total %	0	0	0	3.4	3.4	0	0	0	0	0	0	0	69	10.3	79.3	0	0	0	17.2	17.2	

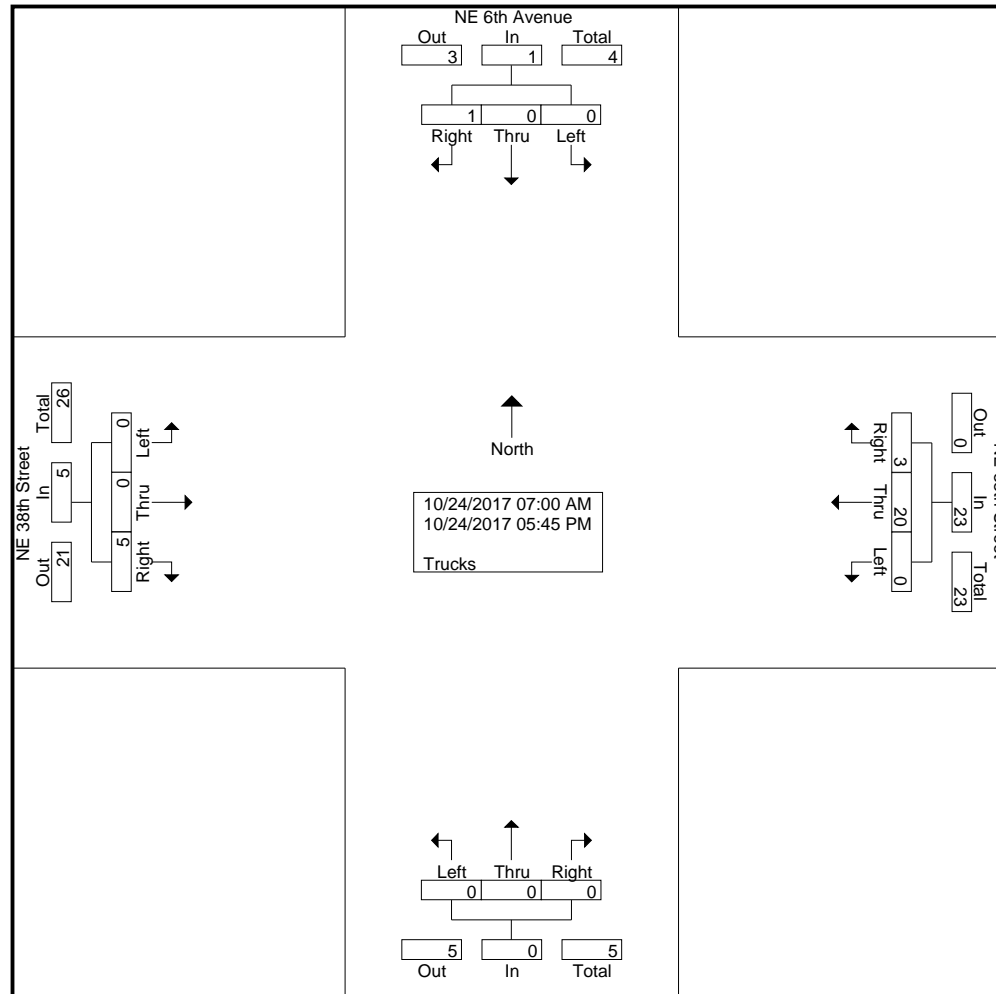
NE 6th Avenue & NE 38th Street

File Name : TMC-16 NE 6th Avenue & NE 38th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 2



NE 6th Avenue & NE 38th Street

File Name : TMC-16 NE 6th Avenue & NE 38th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 3

Start Time	NE 6th Avenue Southbound					Northbound					NE 38th Street Westbound					NE 38th Street Eastbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 07:45 AM																						
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	4	1	5	0	0	0	0	0	0	5
08:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	5	2	7	0	0	0	0	1	1	8
Total Volume	0	0	0	1	1	0	0	0	0	0	0	0	14	3	17	0	0	0	0	1	1	19
% App. Total	0	0	0	100		0	0	0	0		0	0	82.4	17.6		0	0	0	100			
PHF	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.700	.375	.607	.000	.000	.000	.250	.250		.594

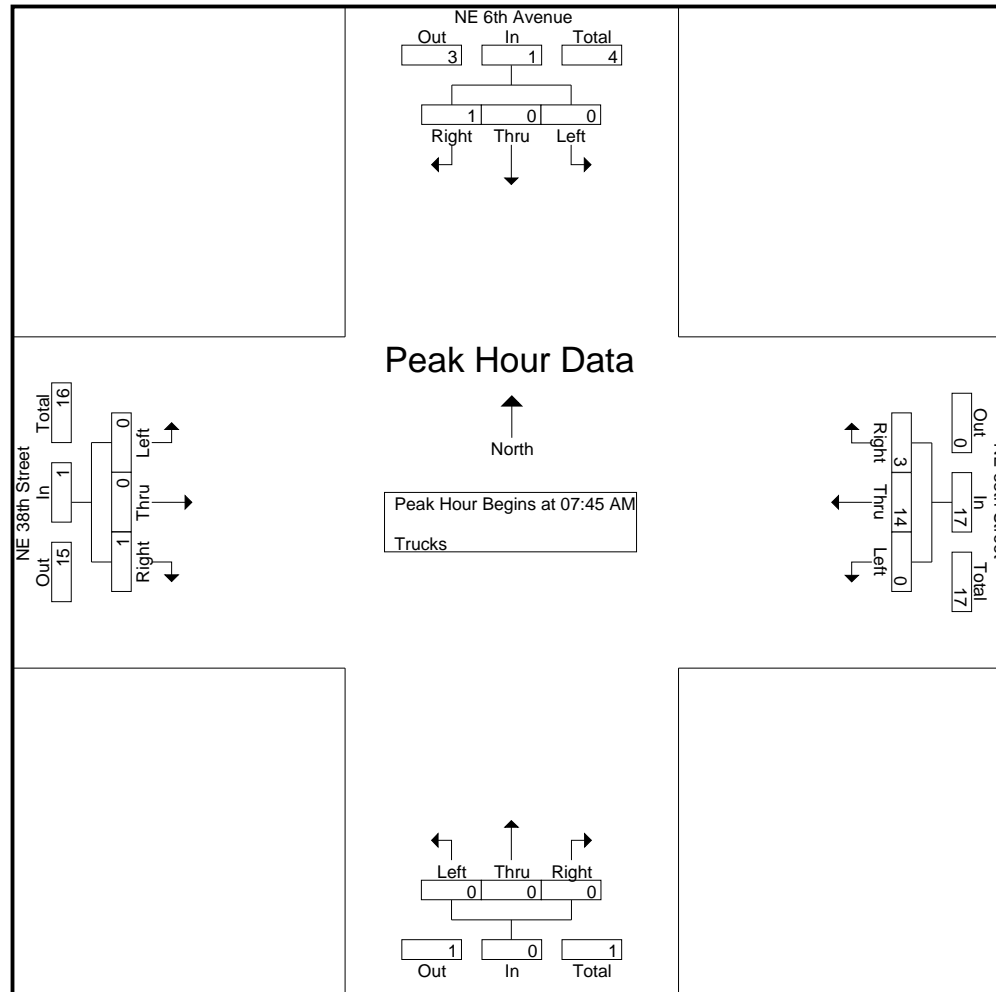
NE 6th Avenue & NE 38th Street

File Name : TMC-16 NE 6th Avenue & NE 38th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 4



NE 6th Avenue & NE 38th Street

File Name : TMC-16 NE 6th Avenue & NE 38th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 5

Start Time	NE 6th Avenue Southbound					Northbound					NE 38th Street Westbound					NE 38th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	100
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250

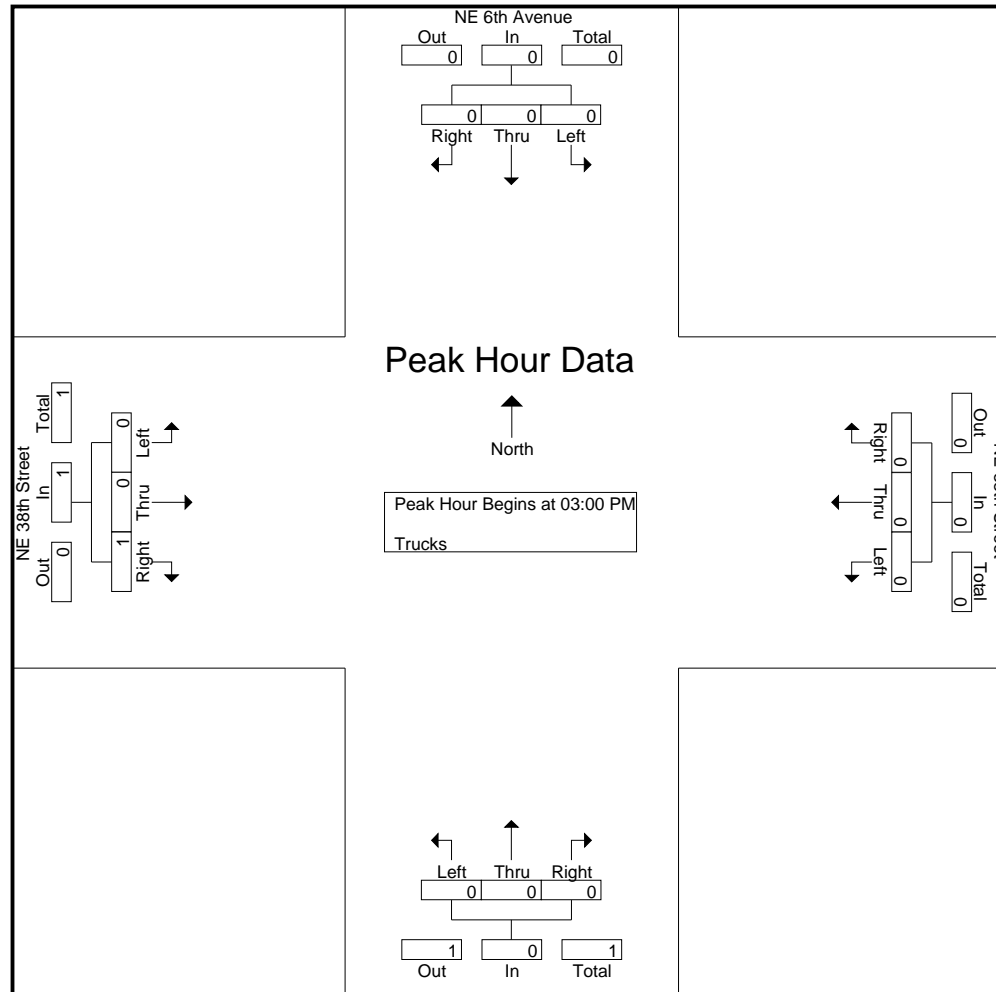
NE 6th Avenue & NE 38th Street

File Name : TMC-16 NE 6th Avenue & NE 38th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 6



NE 6th Avenue & NE 38th Street

File Name : TMC-16 NE 6th Avenue & NE 38th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 1

Groups Printed- Vehicle - Trucks

Start Time	NE 6th Avenue Southbound					Northbound					NE 38th Street Westbound					NE 38th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	4	4	0	0	0	0	0	0	0	103	3	106	0	0	0	2	2	112
07:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	164	9	173	0	0	0	5	5	179
07:30 AM	0	0	0	8	8	0	0	0	0	0	0	0	180	11	191	0	0	0	1	1	200
07:45 AM	0	0	0	5	5	0	0	0	0	0	0	1	227	23	251	0	0	0	2	2	258
Total	0	0	0	18	18	0	0	0	0	0	0	1	674	46	721	0	0	0	10	10	749
08:00 AM	0	0	0	11	11	0	0	0	0	0	0	0	154	11	165	0	0	0	1	1	177
08:15 AM	0	0	0	11	11	0	0	0	0	0	0	0	148	12	160	0	0	0	0	0	171
08:30 AM	0	0	0	8	8	0	0	0	0	0	0	4	152	16	172	0	0	0	4	4	184
08:45 AM	0	0	0	5	5	0	0	0	0	0	0	1	155	27	183	0	0	0	4	4	192
Total	0	0	0	35	35	0	0	0	0	0	0	5	609	66	680	0	0	0	9	9	724
*** BREAK ***																					
03:00 PM	0	0	0	6	6	0	0	0	0	0	0	0	185	27	212	0	0	0	3	3	221
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	209	60	269	0	0	0	8	8	277
03:30 PM	0	0	0	6	6	0	0	0	0	0	0	0	221	43	264	0	0	0	6	6	276
03:45 PM	0	0	0	10	10	0	0	0	0	0	0	1	187	42	230	0	0	0	2	2	242
Total	0	0	0	22	22	0	0	0	0	0	0	1	802	172	975	0	0	0	19	19	1016
04:00 PM	0	0	0	5	5	0	0	0	0	0	0	1	230	52	283	0	0	0	2	2	290
04:15 PM	0	0	0	5	5	0	0	0	0	0	0	0	233	42	275	0	0	0	3	3	283
04:30 PM	0	0	0	4	4	0	0	0	0	0	0	0	208	49	257	0	0	0	2	2	263
04:45 PM	0	0	0	4	4	0	0	0	0	0	0	0	263	61	324	0	0	0	1	1	329
Total	0	0	0	18	18	0	0	0	0	0	0	1	934	204	1139	0	0	0	8	8	1165
05:00 PM	0	0	0	4	4	0	0	0	0	0	0	0	256	53	309	0	0	0	5	5	318
05:15 PM	0	0	0	6	6	0	0	0	0	0	0	0	237	45	282	0	0	0	2	2	290
05:30 PM	0	0	0	4	4	0	0	0	0	0	0	0	263	63	326	0	0	0	5	5	335
05:45 PM	0	0	0	4	4	0	0	0	0	0	0	0	246	47	293	0	0	0	2	2	299
Total	0	0	0	18	18	0	0	0	0	0	0	0	1002	208	1210	0	0	0	14	14	1242
Grand Total	0	0	0	111	111	0	0	0	0	0	0	8	4021	696	4725	0	0	0	60	60	4896
Apprch %	0	0	0	100		0	0	0	0		0	0.2	85.1	14.7		0	0	0	100		
Total %	0	0	0	2.3	2.3	0	0	0	0	0	0	0.2	82.1	14.2	96.5	0	0	0	1.2	1.2	
Vehicle	0	0	0	110	110	0	0	0	0	0	0	8	4001	693	4702	0	0	0	55	55	4867
% Vehicle	0	0	0	99.1	99.1	0	0	0	0	0	0	100	99.5	99.6	99.5	0	0	0	91.7	91.7	99.4

NE 6th Avenue & NE 38th Street

File Name : TMC-16 NE 6th Avenue & NE 38th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 2

Groups Printed- Vehicle - Trucks

	NE 6th Avenue Southbound					Northbound					NE 38th Street Westbound					NE 38th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Trucks	0	0	0	1	1	0	0	0	0	0	0	0	20	3	23	0	0	0	5	5	29
% Trucks	0	0	0	0.9	0.9	0	0	0	0	0	0	0	0.5	0.4	0.5	0	0	0	8.3	8.3	0.6

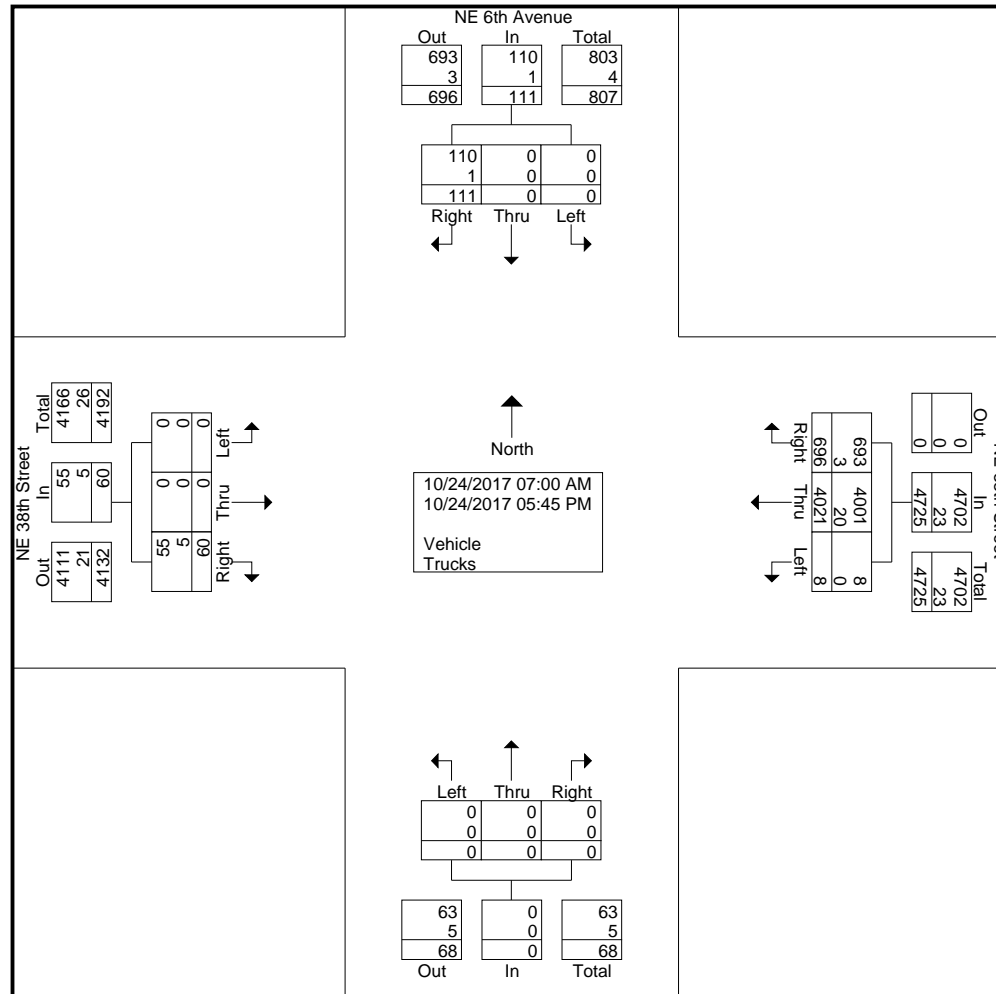
NE 6th Avenue & NE 38th Street

File Name : TMC-16 NE 6th Avenue & NE 38th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 3



NE 6th Avenue & NE 38th Street

File Name : TMC-16 NE 6th Avenue & NE 38th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 4

Start Time	NE 6th Avenue Southbound					Northbound					NE 38th Street Westbound					NE 38th Street Eastbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 07:15 AM																						
07:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	164	9	173	0	0	0	5	5	179	
07:30 AM	0	0	0	8	8	0	0	0	0	0	0	0	180	11	191	0	0	0	1	1	200	
07:45 AM	0	0	0	5	5	0	0	0	0	0	0	1	227	23	251	0	0	0	2	2	258	
08:00 AM	0	0	0	11	11	0	0	0	0	0	0	0	154	11	165	0	0	0	1	1	177	
Total Volume	0	0	0	25	25	0	0	0	0	0	0	1	725	54	780	0	0	0	9	9	814	
% App. Total	0	0	0	100		0	0	0	0		0	0.1	92.9	6.9		0	0	0	100			
PHF	.000	.000	.000	.568	.568	.000	.000	.000	.000	.000	.000	.250	.798	.587	.777	.000	.000	.000	.450	.450	.789	

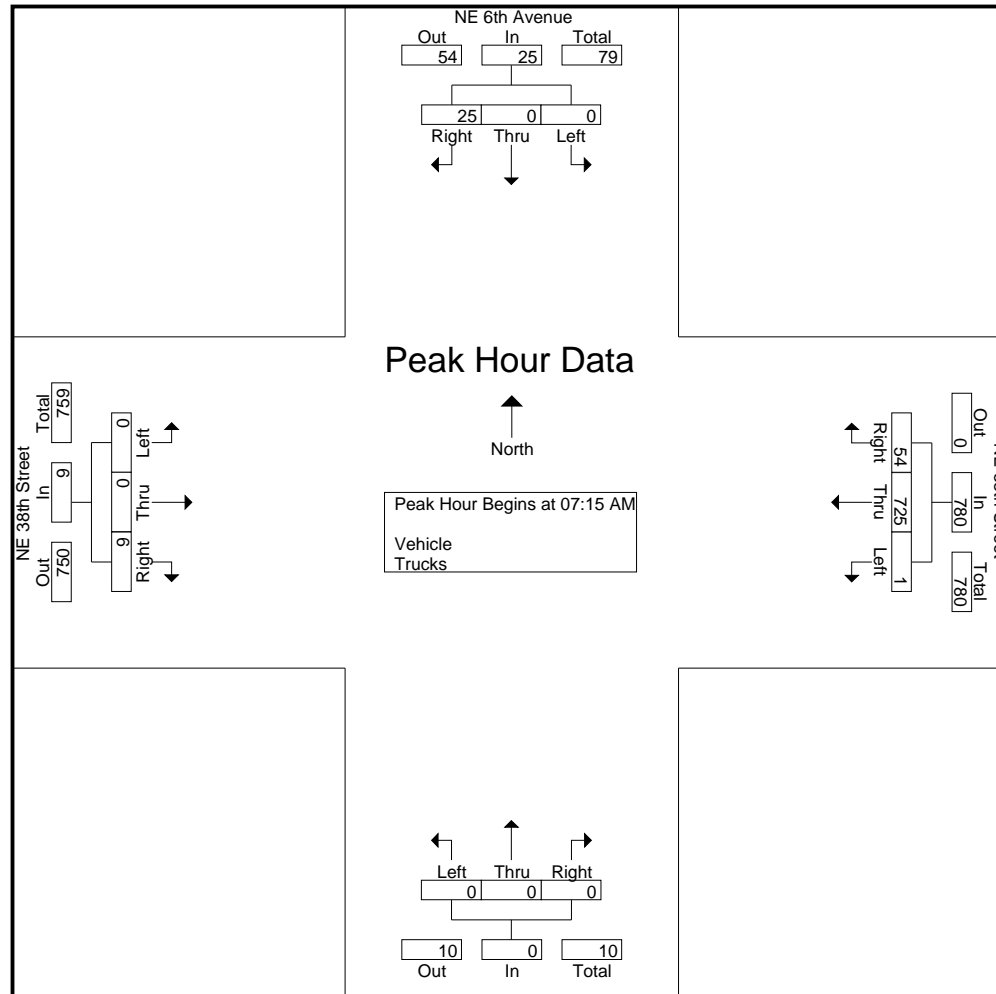
NE 6th Avenue & NE 38th Street

File Name : TMC-16 NE 6th Avenue & NE 38th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 5



NE 6th Avenue & NE 38th Street

File Name : TMC-16 NE 6th Avenue & NE 38th Street
 Site Code : 00000000
 Start Date : 10/24/2017
 Page No : 6

Start Time	NE 6th Avenue Southbound					Northbound					NE 38th Street Westbound					NE 38th Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	4	4	0	0	0	0	0	0	0	263	61	324	0	0	0	1	1	329
05:00 PM	0	0	0	4	4	0	0	0	0	0	0	0	256	53	309	0	0	0	5	5	318
05:15 PM	0	0	0	6	6	0	0	0	0	0	0	0	237	45	282	0	0	0	2	2	290
05:30 PM	0	0	0	4	4	0	0	0	0	0	0	0	263	63	326	0	0	0	5	5	335
Total Volume	0	0	0	18	18	0	0	0	0	0	0	0	1019	222	1241	0	0	0	13	13	1272
% App. Total	0	0	0	100		0	0	0	0		0	0	82.1	17.9		0	0	0	100		
PHF	.000	.000	.000	.750	.750	.000	.000	.000	.000	.000	.000	.000	.969	.881	.952	.000	.000	.000	.650	.650	.949

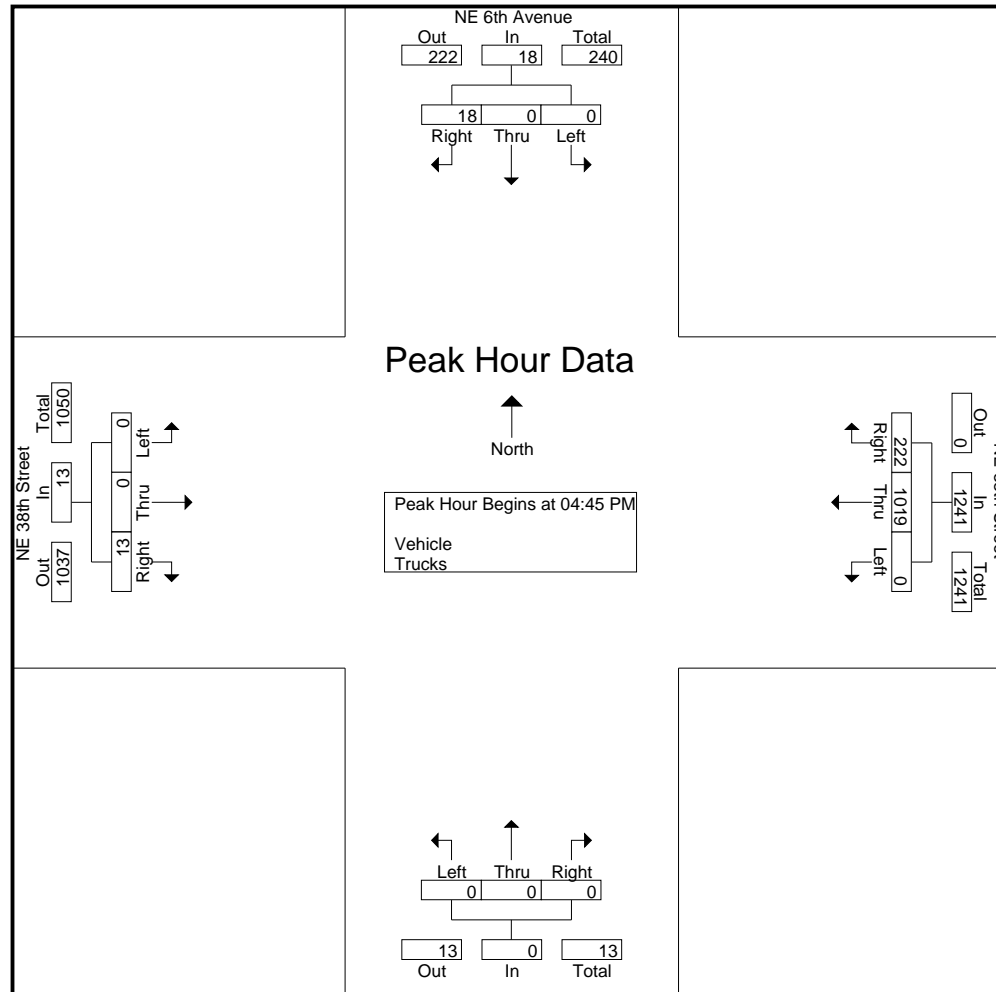
NE 6th Avenue & NE 38th Street

File Name : TMC-16 NE 6th Avenue & NE 38th Street

Site Code : 00000000

Start Date : 10/24/2017

Page No : 7



Alton Road & Chase Avenue

File Name : TMC-17 Alton Rd & Chase Avenue

Site Code : 00000000

Start Date : 10/17/2017

Page No : 1

Groups Printed- Peds & Bikes

	Alton Road Southbound			Alton Road Northbound			Chase Avenue Westbound			Chase Avenue Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
07:00 AM	1	0	1	0	0	0	0	0	0	0	1	1	2
07:15 AM	2	0	2	0	0	0	0	0	0	0	0	0	2
07:30 AM	3	0	3	1	0	1	0	0	0	2	0	2	6
*** BREAK ***													
Total	6	0	6	1	0	1	0	0	0	2	1	3	10
*** BREAK ***													
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
08:30 AM	2	0	2	0	0	0	0	0	0	1	0	1	3
08:45 AM	0	1	1	1	0	1	0	0	0	0	0	0	2
Total	2	1	3	1	0	1	0	0	0	2	0	2	6
*** BREAK ***													
03:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
03:30 PM	0	1	1	1	0	1	0	0	0	0	0	0	2
*** BREAK ***													
Total	0	1	1	1	0	1	0	0	0	2	0	2	4
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	2	1	3	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	3	3	6	6
05:00 PM	0	1	1	0	0	0	0	0	0	2	0	2	3
05:15 PM	0	0	0	1	0	1	0	0	0	0	0	0	1
05:30 PM	0	0	0	1	0	1	0	0	0	2	0	2	3
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	1	1	2	0	2	0	0	0	5	0	5	8
Grand Total	8	3	11	5	0	5	0	0	0	14	4	18	34
Apprch %	72.7	27.3		100	0		0	0		77.8	22.2		
Total %	23.5	8.8	32.4	14.7	0	14.7	0	0	0	41.2	11.8	52.9	

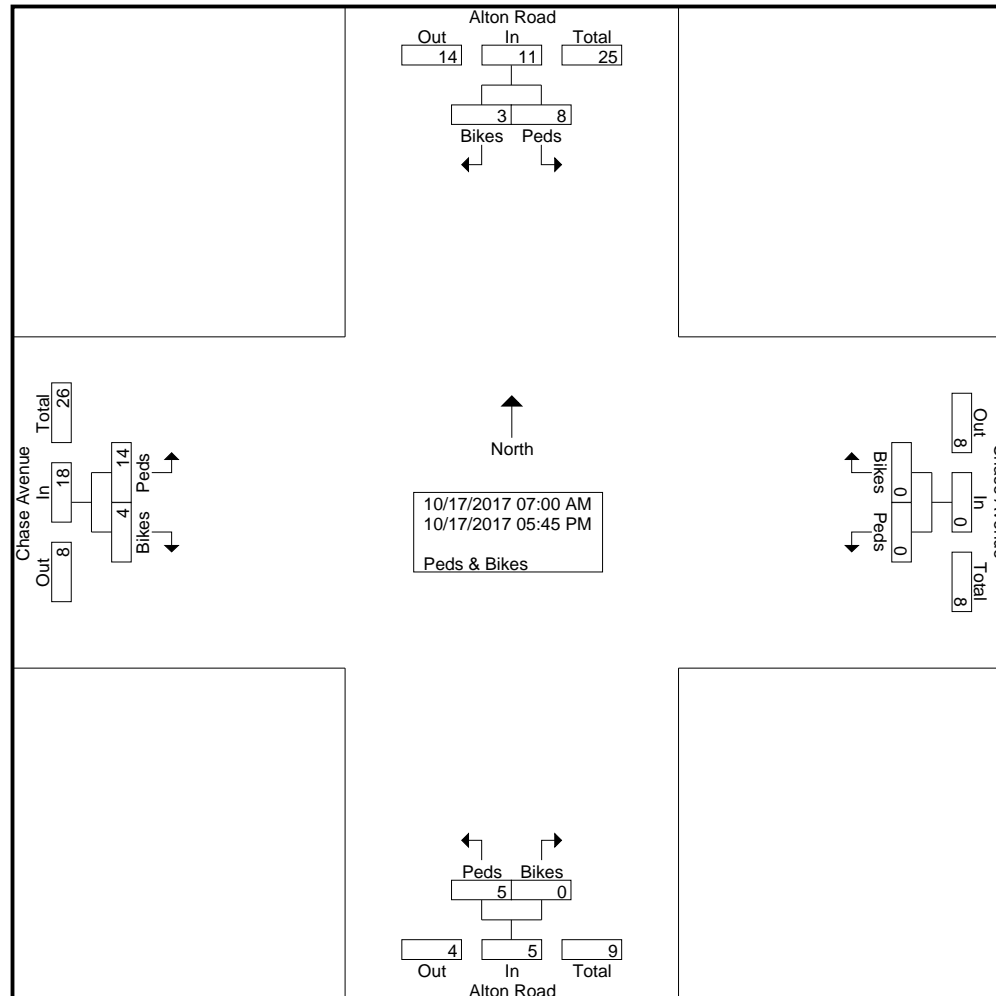
Alton Road & Chase Avenue

File Name : TMC-17 Alton Rd & Chase Avenue

Site Code : 00000000

Start Date : 10/17/2017

Page No : 2



Alton Road & Chase Avenue

File Name : TMC-17 Alton Rd & Chase Avenue
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 3

Start Time	Alton Road Southbound			Alton Road Northbound			Chase Avenue Westbound			Chase Avenue Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	1	0	1	0	0	0	0	0	0	0	1	1	2
07:15 AM	2	0	2	0	0	0	0	0	0	0	0	0	2
07:30 AM	3	0	3	1	0	1	0	0	0	2	0	2	6
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	6	0	6	1	0	1	0	0	0	2	1	3	10
% App. Total	100	0		100	0		0	0		66.7	33.3		
PHF	.500	.000	.500	.250	.000	.250	.000	.000	.000	.250	.250	.375	.417

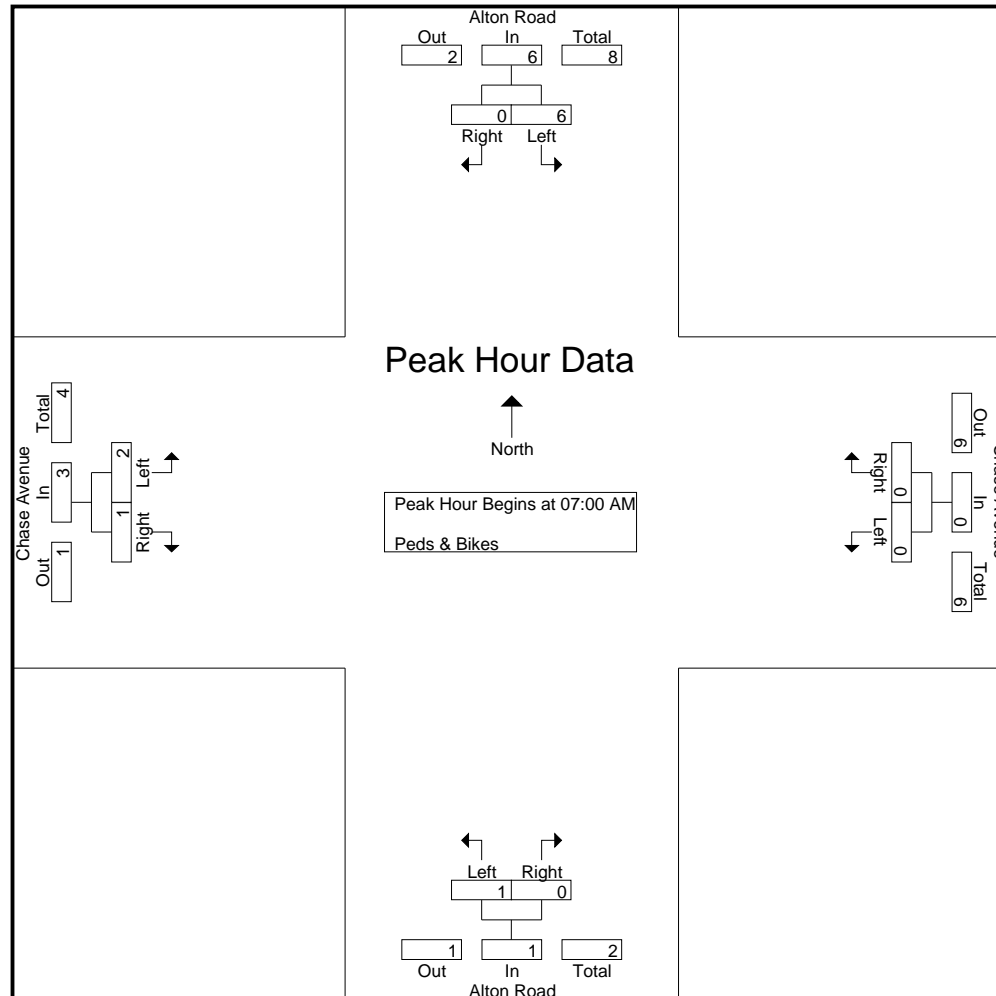
Alton Road & Chase Avenue

File Name : TMC-17 Alton Rd & Chase Avenue

Site Code : 00000000

Start Date : 10/17/2017

Page No : 4



Alton Road & Chase Avenue

File Name : TMC-17 Alton Rd & Chase Avenue
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 5

Start Time	Alton Road Southbound			Alton Road Northbound			Chase Avenue Westbound			Chase Avenue Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:15 PM													
04:15 PM	0	0	0	0	0	0	0	0	0	2	1	3	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
05:00 PM	0	1	1	0	0	0	0	0	0	2	0	2	3
Total Volume	0	1	1	0	0	0	0	0	0	5	2	7	8
% App. Total	0	100		0	0		0	0		71.4	28.6		
PHF	.000	.250	.250	.000	.000	.000	.000	.000	.000	.625	.500	.583	.667

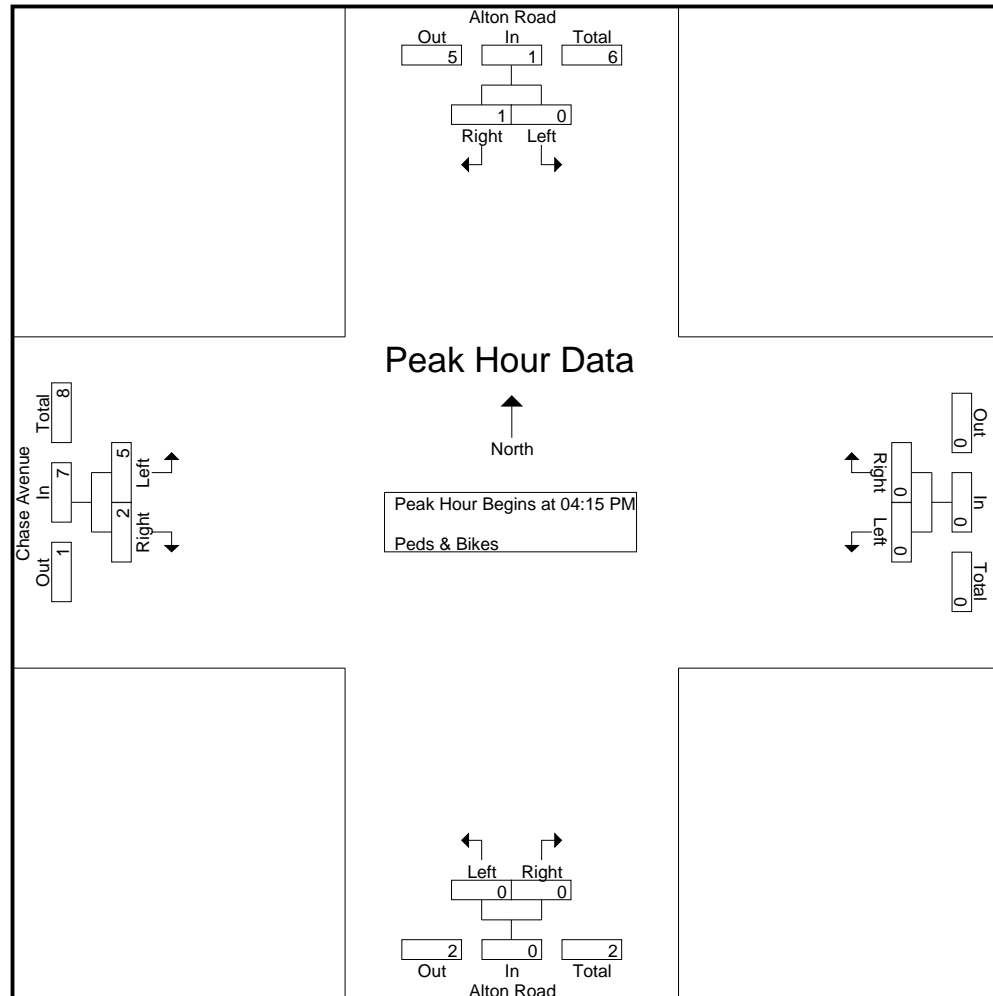
Alton Road & Chase Avenue

File Name : TMC-17 Alton Rd & Chase Avenue

Site Code : 00000000

Start Date : 10/17/2017

Page No : 6



Alton Road & Chase Avenue

File Name : TMC-17 Alton Rd & Chase Avenue

Site Code : 00000000

Start Date : 10/17/2017

Page No : 1

Groups Printed- Trucks

Start Time	Alton Road Southbound					Alton Road Northbound					Chase Avenue Westbound					Chase Avenue Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
07:00 AM	0	0	4	0	4	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	5
07:15 AM	0	0	6	0	6	0	0	4	0	4	0	1	0	2	3	0	0	0	0	0	13
07:30 AM	0	0	6	0	6	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	10
07:45 AM	0	0	10	0	10	0	0	7	0	7	0	0	0	2	2	0	0	0	0	0	19
Total	0	0	26	0	26	0	0	16	0	16	0	1	0	4	5	0	0	0	0	0	47
08:00 AM	0	0	2	0	2	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	8
08:15 AM	0	0	5	0	5	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	11
08:30 AM	0	0	4	0	4	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	8
08:45 AM	0	0	11	0	11	0	0	9	0	9	0	0	0	0	0	0	0	0	0	0	20
Total	0	0	22	0	22	0	0	25	0	25	0	0	0	0	0	0	0	0	0	0	47
*** BREAK ***																					
03:00 PM	0	0	2	0	2	0	0	6	0	6	0	0	0	1	1	0	0	0	0	0	9
03:15 PM	0	0	2	0	2	0	0	16	0	16	0	0	0	0	0	0	0	0	0	0	18
03:30 PM	0	0	9	0	9	0	0	9	0	9	0	0	0	0	0	0	0	0	0	0	18
03:45 PM	0	0	3	0	3	0	0	4	0	4	0	0	0	1	1	0	0	0	0	0	8
Total	0	0	16	0	16	0	0	35	0	35	0	0	0	2	2	0	0	0	0	0	53
04:00 PM	0	0	3	0	3	0	0	2	0	2	0	0	0	0	0	0	2	0	0	2	7
04:15 PM	0	0	3	0	3	0	0	2	0	2	0	0	0	1	1	0	0	0	0	0	6
04:30 PM	0	0	1	0	1	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	3
04:45 PM	0	0	2	0	2	0	0	4	0	4	0	0	0	1	1	0	0	0	0	0	7
Total	0	0	9	0	9	0	0	10	0	10	0	0	0	2	2	0	2	0	0	2	23
05:00 PM	0	0	3	0	3	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	8
05:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
05:30 PM	0	0	3	0	3	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	6
05:45 PM	0	0	2	0	2	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	7
Total	0	0	9	0	9	0	0	13	0	13	0	0	0	0	0	0	1	0	0	1	23
Grand Total	0	0	82	0	82	0	0	99	0	99	0	1	0	8	9	0	3	0	0	3	193
Apprch %	0	0	100	0		0	0	100	0		0	11.1	0	88.9		0	100	0	0		
Total %	0	0	42.5	0	42.5	0	0	51.3	0	51.3	0	0.5	0	4.1	4.7	0	1.6	0	0	1.6	

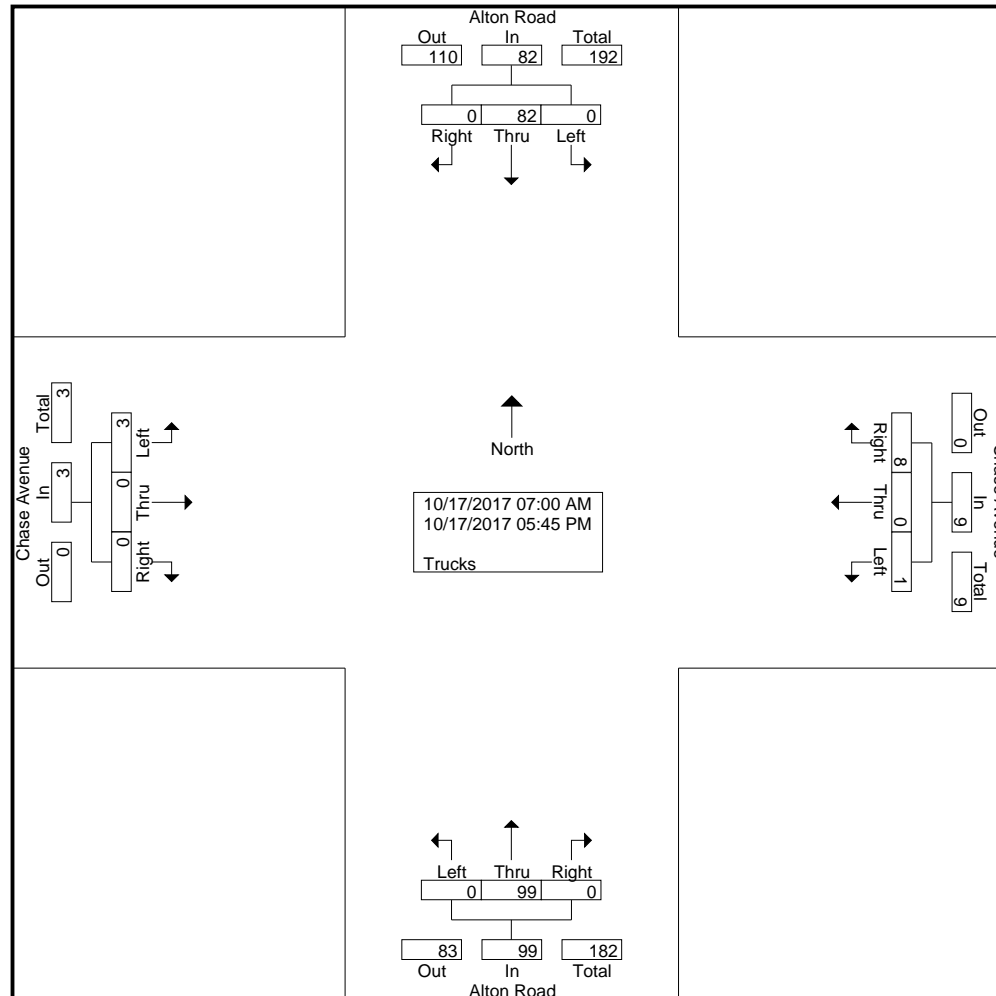
Alton Road & Chase Avenue

File Name : TMC-17 Alton Rd & Chase Avenue

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Start Date : 10/17/2017

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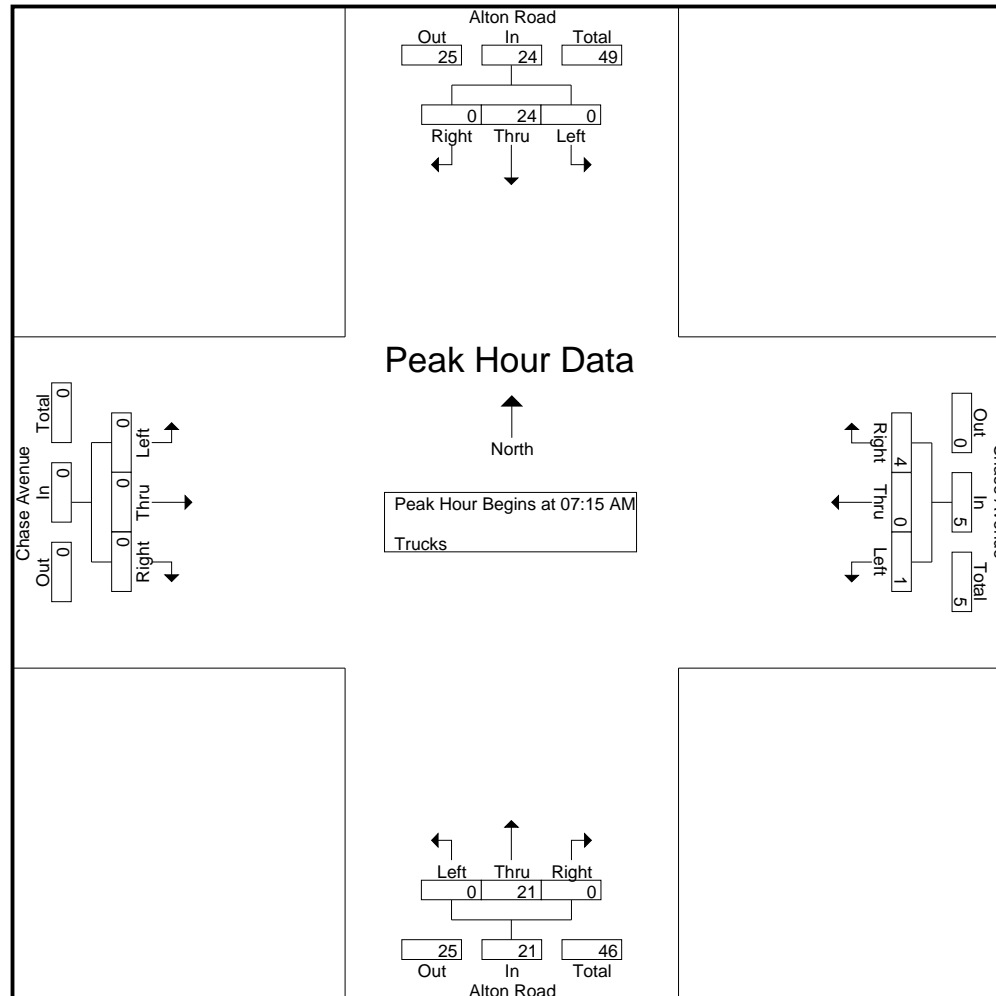
Alton Road & Chase Avenue

File Name : TMC-17 Alton Rd & Chase Avenue

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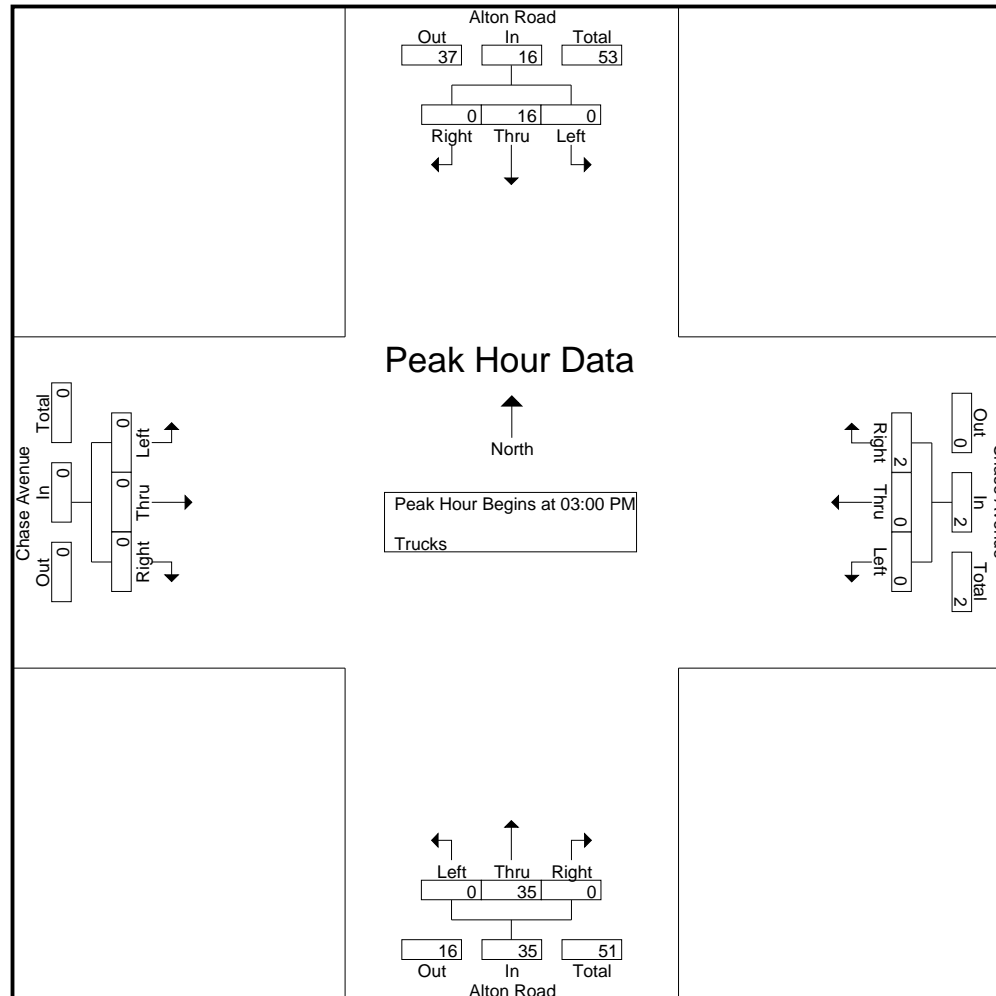
Alton Road & Chase Avenue

File Name : TMC-17 Alton Rd & Chase Avenue

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Alton Road & Chase Avenue

File Name : TMC-17 Alton Rd & Chase Avenue

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Groups Printed- Vehicle - Trucks

Start Time	Alton Road Southbound					Alton Road Northbound					Chase Avenue Westbound					Chase Avenue Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
07:00 AM	0	2	391	0	393	0	0	212	3	215	0	5	0	28	33	0	10	0	0	10	651
07:15 AM	0	0	420	0	420	0	0	211	4	215	0	4	0	49	53	0	14	0	0	14	702
07:30 AM	0	0	368	0	368	0	0	185	3	188	0	7	0	24	31	0	14	4	0	18	605
07:45 AM	0	0	420	0	420	0	0	180	7	187	0	7	0	36	43	0	20	6	3	29	679
Total	0	2	1599	0	1601	0	0	788	17	805	0	23	0	137	160	0	58	10	3	71	2637
08:00 AM	0	0	403	0	403	0	0	207	8	215	0	6	0	49	55	0	18	14	1	33	706
08:15 AM	0	0	422	0	422	0	0	246	23	269	0	5	0	34	39	0	9	7	1	17	747
08:30 AM	0	1	434	0	435	0	0	285	30	315	0	9	0	39	48	0	15	6	1	22	820
08:45 AM	0	0	449	0	449	0	0	253	14	267	0	22	0	37	59	0	18	3	1	22	797
Total	0	1	1708	0	1709	0	0	991	75	1066	0	42	0	159	201	0	60	30	4	94	3070
*** BREAK ***																					
03:00 PM	0	0	340	0	340	0	0	443	11	454	0	17	0	42	59	0	35	5	3	43	896
03:15 PM	0	0	363	0	363	0	0	498	8	506	0	14	0	44	58	0	33	5	1	39	966
03:30 PM	0	1	388	0	389	0	0	476	9	485	0	18	0	46	64	0	39	6	1	46	984
03:45 PM	0	1	360	0	361	0	0	417	15	432	0	8	0	36	44	0	30	3	2	35	872
Total	0	2	1451	0	1453	0	0	1834	43	1877	0	57	0	168	225	0	137	19	7	163	3718
04:00 PM	0	0	360	0	360	0	0	526	7	533	0	26	0	51	77	0	41	7	0	48	1018
04:15 PM	0	1	345	0	346	1	0	478	15	494	0	15	0	41	56	0	26	8	0	34	930
04:30 PM	0	0	425	0	425	0	0	450	11	461	0	18	0	60	78	0	35	8	1	44	1008
04:45 PM	1	0	365	0	366	0	0	428	10	438	0	12	0	43	55	0	29	6	0	35	894
Total	1	1	1495	0	1497	1	0	1882	43	1926	0	71	0	195	266	0	131	29	1	161	3850
05:00 PM	0	0	323	0	323	0	0	445	10	455	0	19	0	27	46	0	34	4	0	38	862
05:15 PM	0	0	374	0	374	0	0	481	8	489	0	13	0	26	39	0	33	1	1	35	937
05:30 PM	0	0	352	0	352	0	0	443	8	451	0	15	0	26	41	0	28	7	1	36	880
05:45 PM	0	0	352	0	352	0	0	426	7	433	0	8	0	27	35	0	31	3	0	34	854
Total	0	0	1401	0	1401	0	0	1795	33	1828	0	55	0	106	161	0	126	15	2	143	3533
Grand Total	1	6	7654	0	7661	1	0	7290	211	7502	0	248	0	765	1013	0	512	103	17	632	16808
Apprch %	0	0.1	99.9	0		0	0	97.2	2.8		0	24.5	0	75.5		0	81	16.3	2.7		
Total %	0	0	45.5	0	45.6	0	0	43.4	1.3	44.6	0	1.5	0	4.6	6	0	3	0.6	0.1	3.8	
Vehicle	1	6	7572	0	7579	1	0	7191	211	7403	0	247	0	757	1004	0	509	103	17	629	16615
% Vehicle	100	100	98.9	0	98.9	100	0	98.6	100	98.7	0	99.6	0	99	99.1	0	99.4	100	100	99.5	98.9

Alton Road & Chase Avenue

File Name : TMC-17 Alton Rd & Chase Avenue
 Site Code : 00000000
 Start Date : 10/17/2017
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Groups Printed- Vehicle - Trucks

	Alton Road Southbound					Alton Road Northbound					Chase Avenue Westbound					Chase Avenue Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Trucks	0	0	82	0	82	0	0	99	0	99	0	1	0	8	9	0	3	0	0	3	193
% Trucks	0	0	1.1	0	1.1	0	0	1.4	0	1.3	0	0.4	0	1	0.9	0	0.6	0	0	0.5	1.1

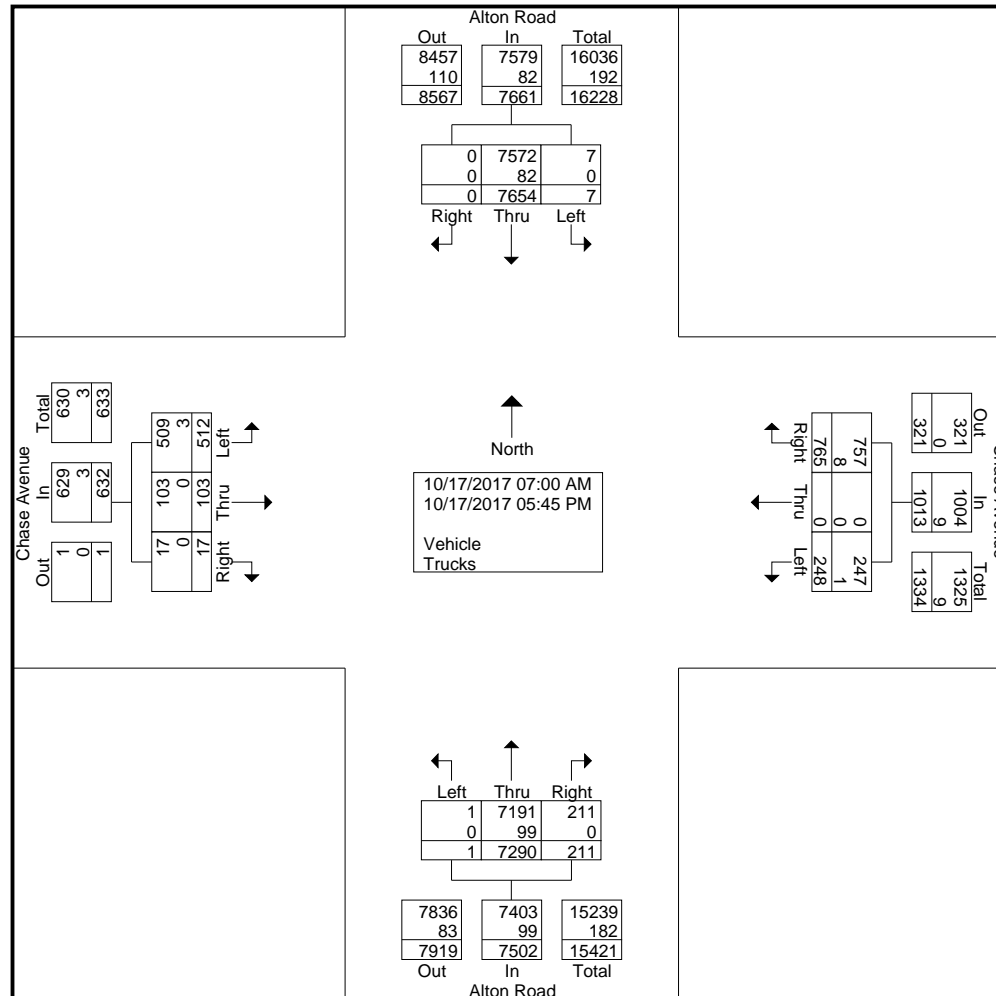
Alton Road & Chase Avenue

File Name : TMC-17 Alton Rd & Chase Avenue

Site Code : 00000000

Start Date : 10/17/2017

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Alton Road & Chase Avenue

File Name : TMC-17 Alton Rd & Chase Avenue
 Site Code : 00000000
 Start Date : 10/17/2017
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Start Time	Alton Road Southbound					Alton Road Northbound					Chase Avenue Westbound					Chase Avenue Eastbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 08:00 AM																						
08:00 AM	0	0	403	0	403	0	0	207	8	215	0	6	0	49	55	0	18	14	1	33	706	
08:15 AM	0	0	422	0	422	0	0	246	23	269	0	5	0	34	39	0	9	7	1	17	747	
08:30 AM	0	1	434	0	435	0	0	285	30	315	0	9	0	39	48	0	15	6	1	22	820	
08:45 AM	0	0	449	0	449	0	0	253	14	267	0	22	0	37	59	0	18	3	1	22	797	
Total Volume	0	1	1708	0	1709	0	0	991	75	1066	0	42	0	159	201	0	60	30	4	94	3070	
% App. Total	0	0.1	99.9	0		0	0	93	7		0	20.9	0	79.1		0	63.8	31.9	4.3			
PHF	.000	.250	.951	.000	.952	.000	.000	.869	.625	.846	.000	.477	.000	.811	.852	.000	.833	.536	1.00	.712	.936	

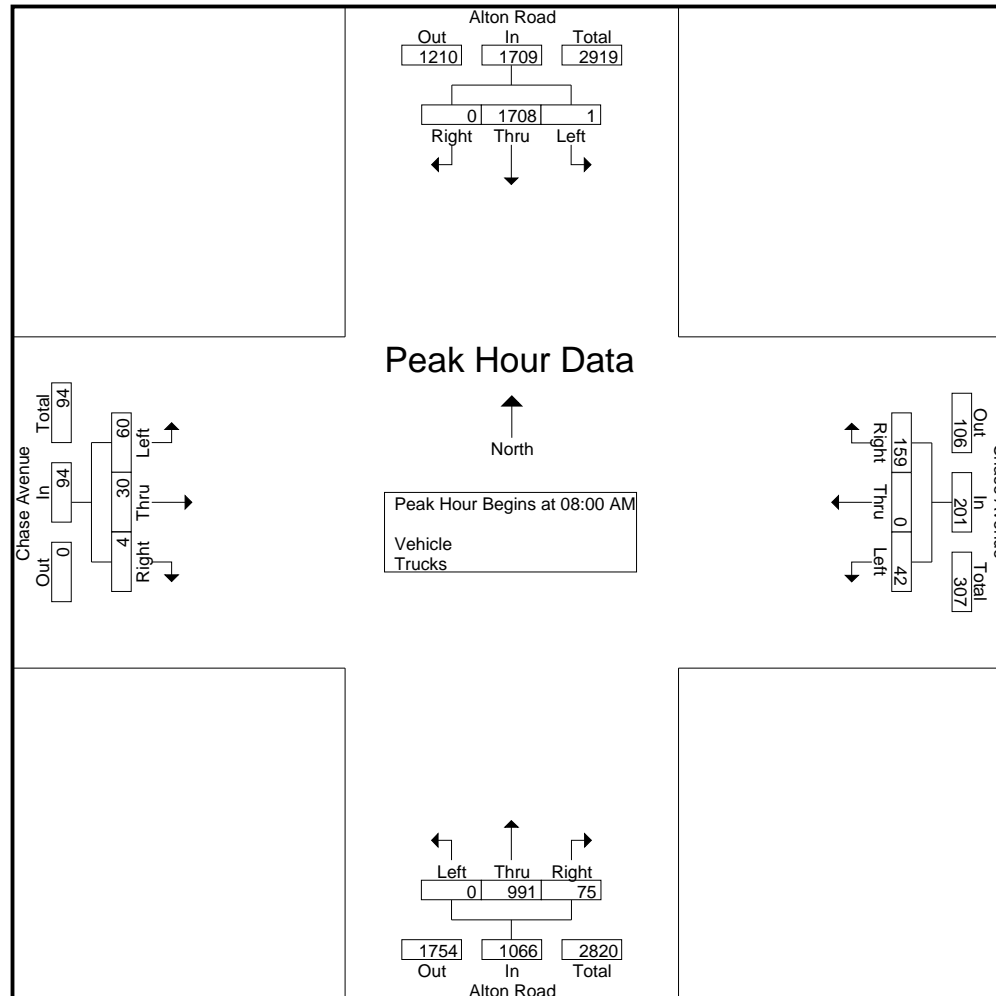
Alton Road & Chase Avenue

File Name : TMC-17 Alton Rd & Chase Avenue

Site Code : 00000000

Start Date : 10/17/2017

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Alton Road & Chase Avenue

File Name : TMC-17 Alton Rd & Chase Avenue
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 6

Start Time	Alton Road Southbound					Alton Road Northbound					Chase Avenue Westbound					Chase Avenue Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	360	0	360	0	0	526	7	533	0	26	0	51	77	0	41	7	0	48	1018
04:15 PM	0	1	345	0	346	1	0	478	15	494	0	15	0	41	56	0	26	8	0	34	930
04:30 PM	0	0	425	0	425	0	0	450	11	461	0	18	0	60	78	0	35	8	1	44	1008
04:45 PM	1	0	365	0	366	0	0	428	10	438	0	12	0	43	55	0	29	6	0	35	894
Total Volume	1	1	1495	0	1497	1	0	1882	43	1926	0	71	0	195	266	0	131	29	1	161	3850
% App. Total	0.1	0.1	99.9	0		0.1	0	97.7	2.2		0	26.7	0	73.3		0	81.4	18	0.6		
PHF	.250	.250	.879	.000	.881	.250	.000	.894	.717	.903	.000	.683	.000	.813	.853	.000	.799	.906	.250	.839	.945

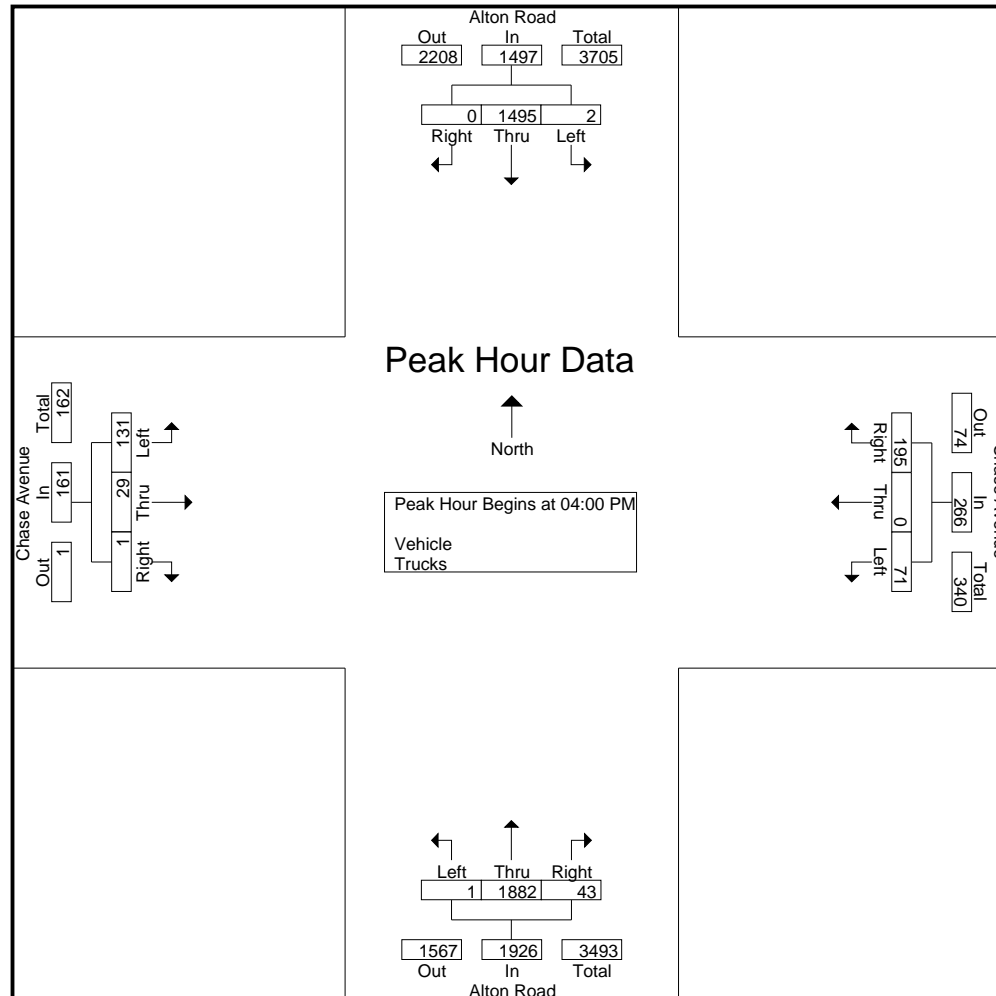
Alton Road & Chase Avenue

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Start Date : 10/17/2017

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Alton Road & W 34th Street

File Name : TMC-18 Alton Rd & W 34th Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 1

Groups Printed- Peds & Bikes

Start Time	Southbound			Alton Road Northbound			W 34th Street Westbound			Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
*** BREAK ***													
07:30 AM	0	0	0	1	0	1	3	0	3	0	0	0	4
*** BREAK ***													
Total	0	0	0	1	0	1	3	0	3	0	0	0	4
*** BREAK ***													
03:30 PM	0	0	0	0	0	0	1	0	1	0	0	0	1
*** BREAK ***													
Total	0	0	0	0	0	0	1	0	1	0	0	0	1
04:00 PM	0	0	0	0	0	0	2	0	2	0	0	0	2
04:15 PM	0	0	0	0	0	0	1	0	1	0	0	0	1
*** BREAK ***													
Total	0	0	0	0	0	0	3	0	3	0	0	0	3
05:00 PM	0	0	0	0	0	0	2	0	2	0	0	0	2
05:15 PM	0	0	0	0	0	0	2	0	2	0	0	0	2
05:30 PM	0	0	0	0	0	0	5	0	5	0	0	0	5
05:45 PM	0	0	0	0	0	0	1	0	1	0	0	0	1
Total	0	0	0	0	0	0	10	0	10	0	0	0	10
Grand Total	0	0	0	1	0	1	17	0	17	0	0	0	18
Apprch %	0	0		100	0		100	0		0	0		
Total %	0	0		5.6	0	5.6	94.4	0	94.4	0	0		

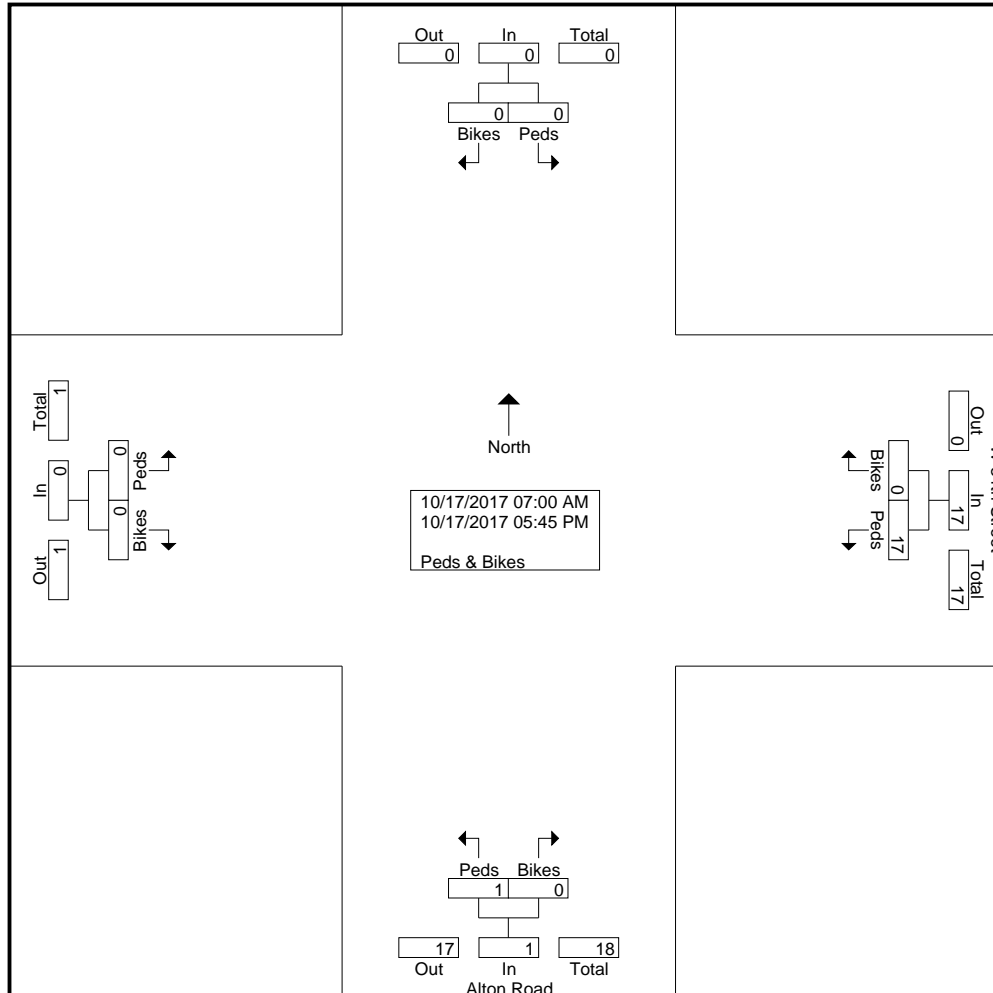
Alton Road & W 34th Street

File Name : TMC-18 Alton Rd & W 34th Street

Site Code : 00000000

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Alton Road & W 34th Street

File Name : TMC-18 Alton Rd & W 34th Street
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Start Time	Southbound			Alton Road Northbound			W 34th Street Westbound			Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	1	0	1	3	0	3	0	0	0	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	0	1	3	0	3	0	0	0	4
% App. Total	0	0		100	0		100	0		0	0		
PHF	.000	.000	.000	.250	.000	.250	.250	.000	.250	.000	.000	.000	.250

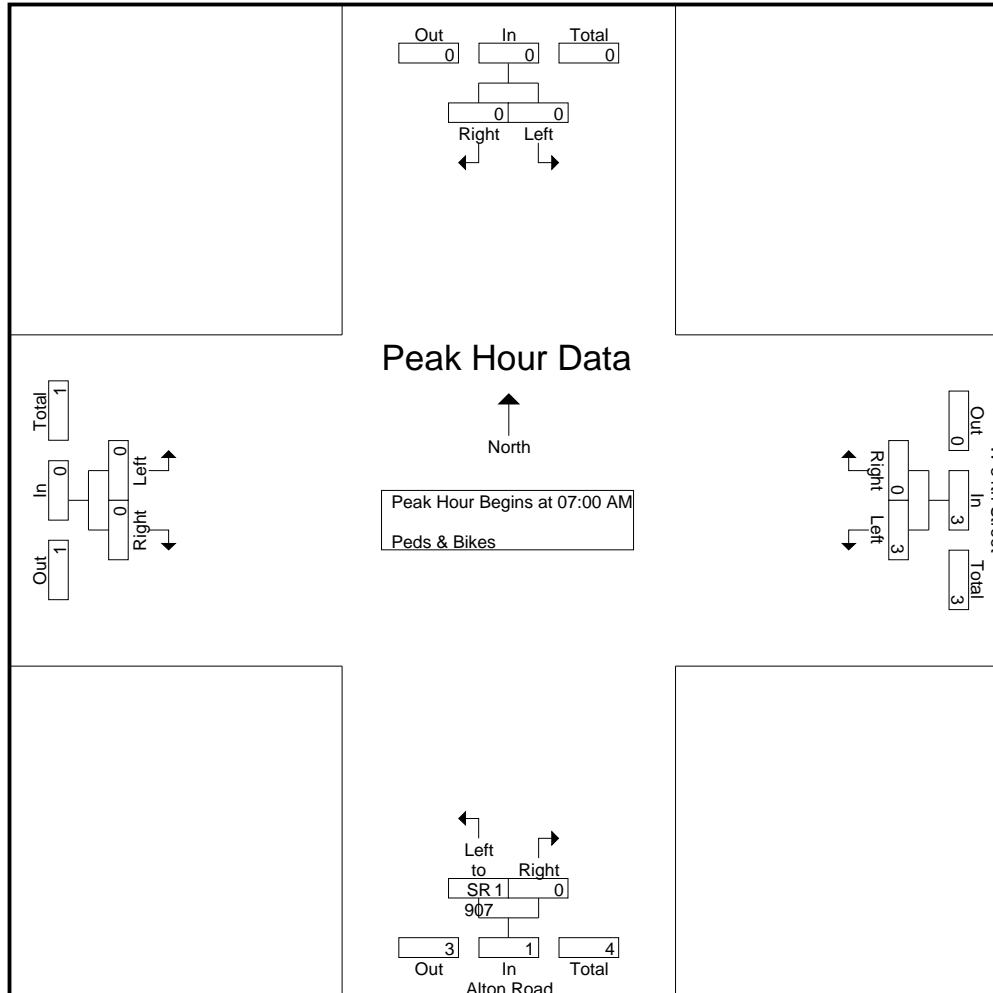
Alton Road & W 34th Street

File Name : TMC-18 Alton Rd & W 34th Street

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Alton Road & W 34th Street

File Name : TMC-18 Alton Rd & W 34th Street
 Site Code : 00000000
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Start Time	Southbound			Alton Road Northbound			W 34th Street Westbound			Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	0	0	0	0	0	0	2	0	2	0	0	0	2
05:15 PM	0	0	0	0	0	0	2	0	2	0	0	0	2
05:30 PM	0	0	0	0	0	0	5	0	5	0	0	0	5
05:45 PM	0	0	0	0	0	0	1	0	1	0	0	0	1
Total Volume	0	0	0	0	0	0	10	0	10	0	0	0	10
% App. Total	0	0		0	0		100	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.500

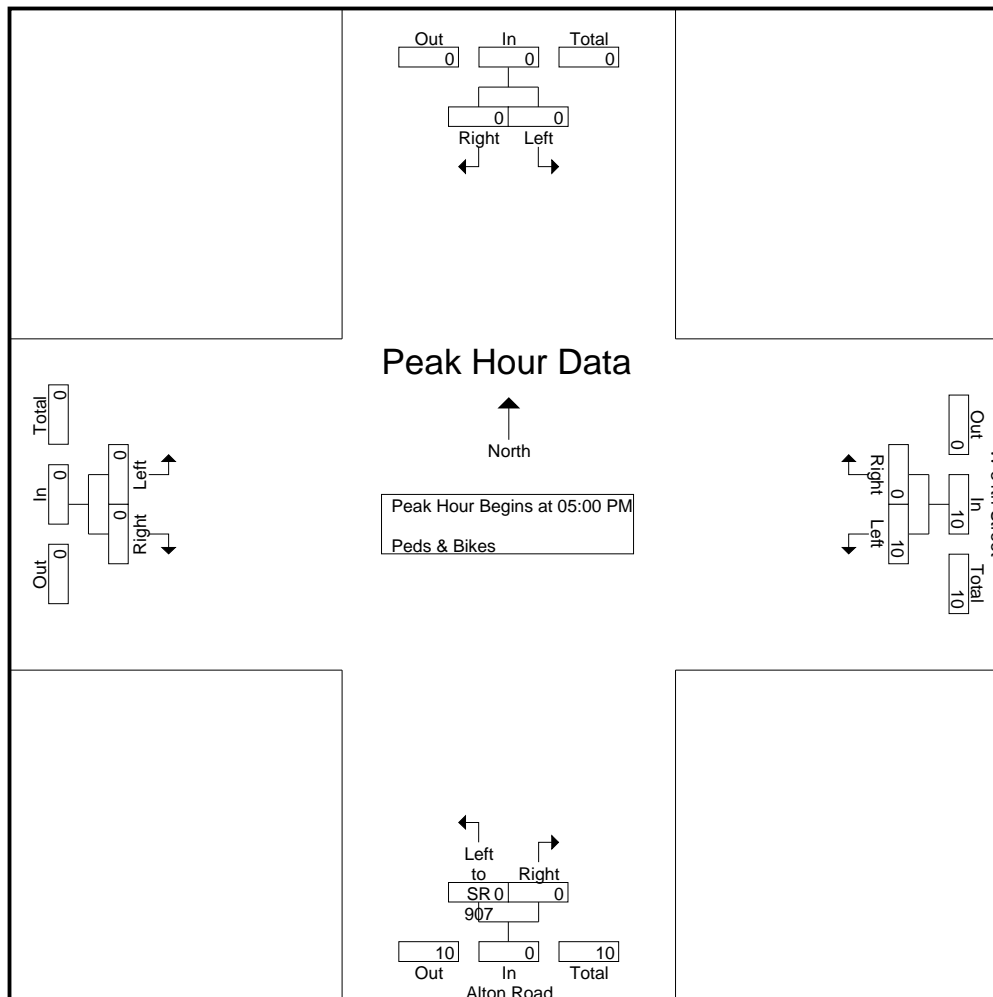
Alton Road & W 34th Street

File Name : TMC-18 Alton Rd & W 34th Street

Site Code : 00000000

Start Date : 10/17/2017

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Alton Road & W 34th Street

File Name : TMC-18 Alton Rd & W 34th Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 1

Groups Printed- Trucks

Start Time	Southbound					Alton Road Northbound					W 34th Street Westbound					Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left to SR 907	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	5
07:15 AM	0	0	0	0	0	0	6	2	0	8	0	0	0	0	0	0	0	0	0	0	8
07:30 AM	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	5
07:45 AM	0	0	0	0	0	0	6	6	0	12	0	0	0	0	0	0	0	0	0	0	12
Total	0	0	0	0	0	0	20	10	0	30	0	0	0	0	0	0	0	0	0	0	30
08:00 AM	0	0	0	0	0	0	12	2	0	14	0	0	0	0	0	0	0	0	0	0	14
08:15 AM	0	0	0	0	0	0	7	1	1	9	0	0	0	0	0	0	0	0	0	0	9
08:30 AM	0	0	0	0	0	0	11	8	0	19	0	0	0	0	0	0	0	0	0	0	19
08:45 AM	0	0	0	0	0	0	8	4	0	12	0	0	0	0	0	0	0	0	0	0	12
Total	0	0	0	0	0	0	38	15	1	54	0	0	0	0	0	0	0	0	0	0	54
*** BREAK ***																					
03:00 PM	0	0	0	0	0	0	11	4	0	15	0	0	0	0	0	0	0	0	0	0	15
03:15 PM	0	0	0	0	0	0	14	5	0	19	0	0	0	0	0	0	0	0	0	0	19
03:30 PM	0	0	0	0	0	0	17	2	0	19	0	0	0	0	0	0	0	0	0	0	19
03:45 PM	0	0	0	0	0	0	12	5	0	17	0	0	0	0	0	0	0	0	0	0	17
Total	0	0	0	0	0	0	54	16	0	70	0	0	0	0	0	0	0	0	0	0	70
04:00 PM	0	0	0	0	0	0	15	1	0	16	0	0	0	0	0	0	0	0	0	0	16
04:15 PM	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	12
04:30 PM	0	0	0	0	0	0	9	4	0	13	0	0	0	0	0	0	0	0	0	0	13
04:45 PM	0	0	0	0	0	0	13	1	0	14	0	0	0	0	0	0	0	0	0	0	14
Total	0	0	0	0	0	0	49	6	0	55	0	0	0	0	0	0	0	0	0	0	55
05:00 PM	0	0	0	0	0	0	8	3	0	11	0	0	0	0	0	0	0	0	0	0	11
05:15 PM	0	0	0	0	0	0	4	3	0	7	0	0	0	0	0	0	0	0	0	0	7
05:30 PM	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	0	0	0	0	0	7
05:45 PM	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	0	0	0	0	0	8
Total	0	0	0	0	0	0	25	8	0	33	0	0	0	0	0	0	0	0	0	0	33
Grand Total	0	0	0	0	0	0	186	55	1	242	0	0	0	0	0	0	0	0	0	0	242
Apprch %	0	0	0	0	0	0	76.9	22.7	0.4		0	0	0	0	0	0	0	0	0	0	
Total %	0	0	0	0	0	0	76.9	22.7	0.4	100	0	0	0	0	0	0	0	0	0	0	

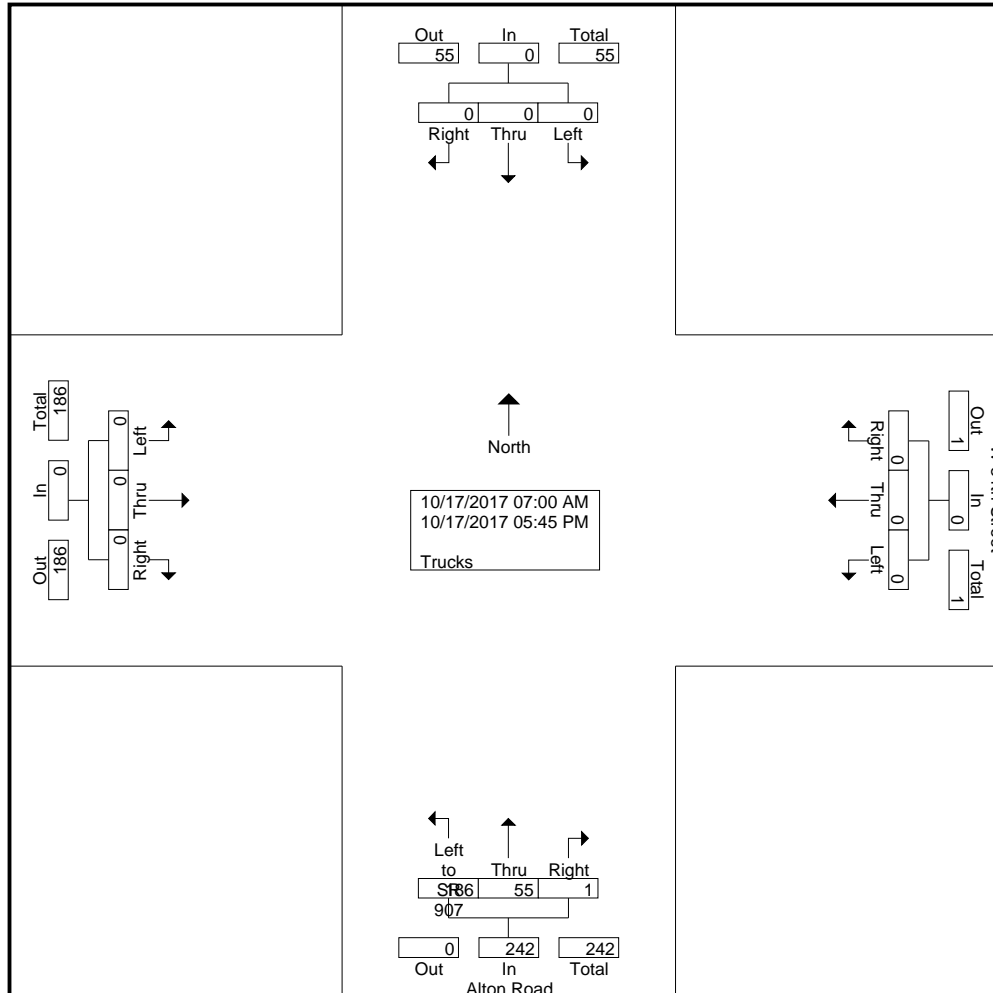
Alton Road & W 34th Street

File Name : TMC-18 Alton Rd & W 34th Street

Site Code : 00000000

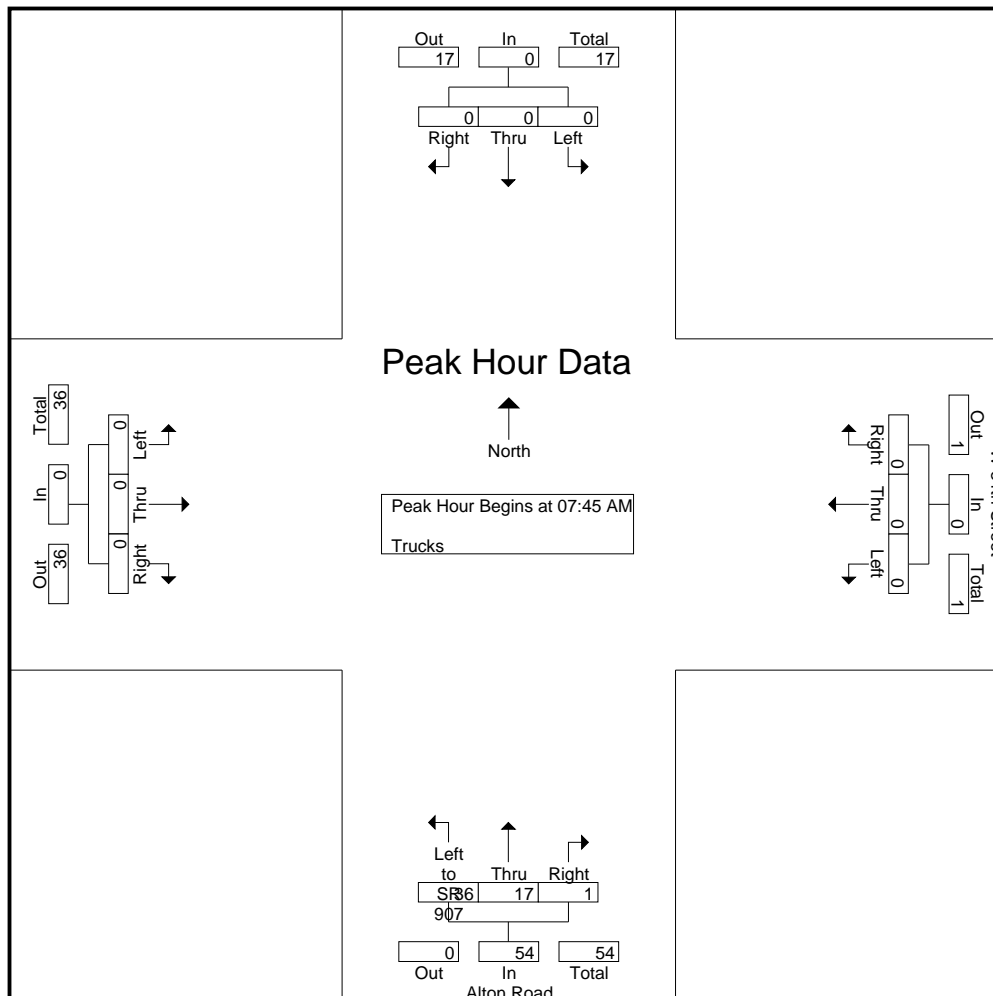
Start Date : 10/17/2017

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Alton Road & W 34th Street

File Name : TMC-18 Alton Rd & W 34th Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 4



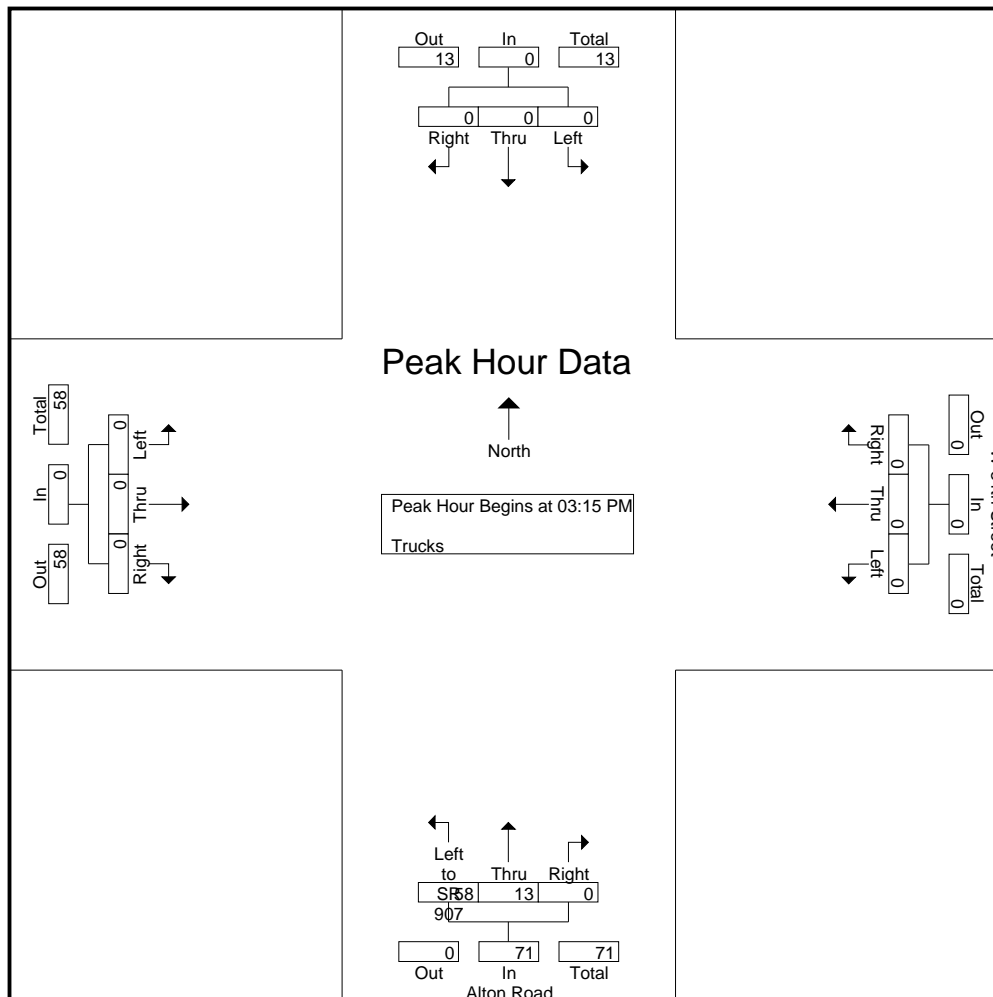
Alton Road & W 34th Street

File Name : TMC-18 Alton Rd & W 34th Street

Site Code : 00000000

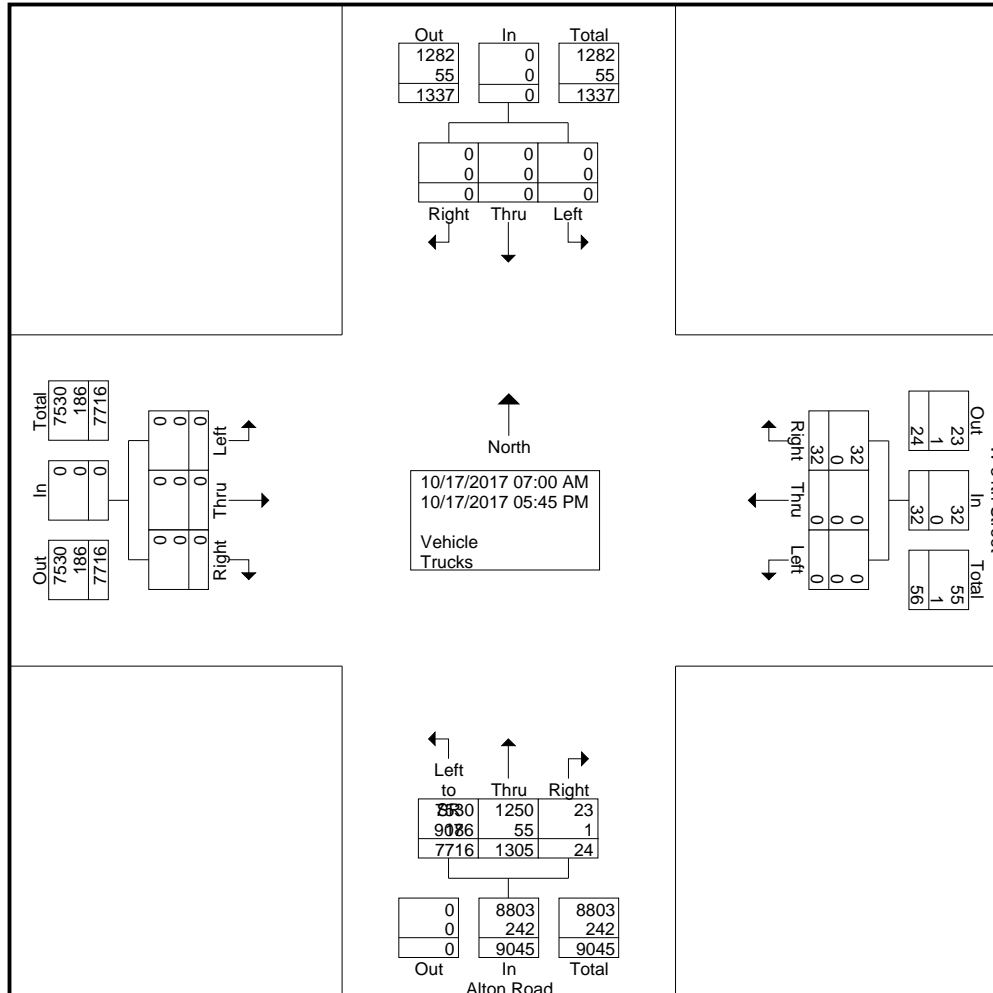
Start Date : 10/17/2017

Page No : 6



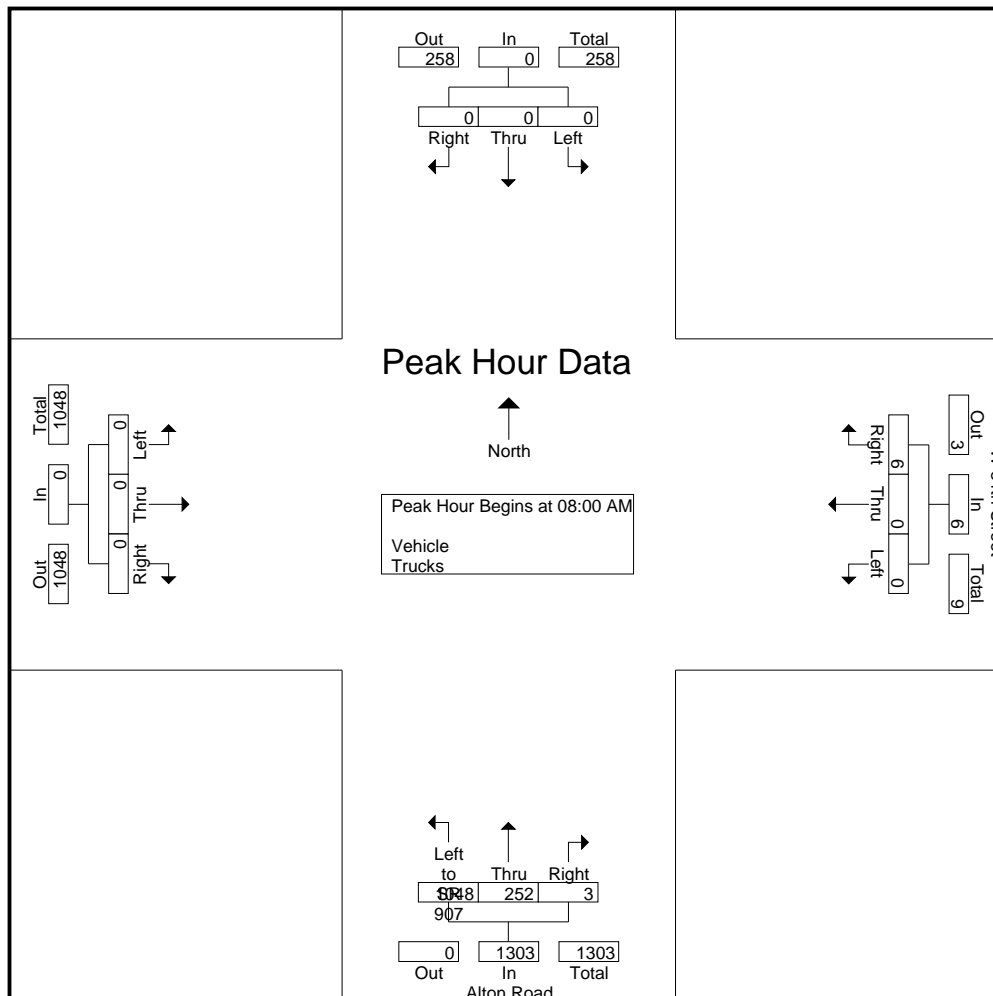
Alton Road & W 34th Street

File Name : TMC-18 Alton Rd & W 34th Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 2



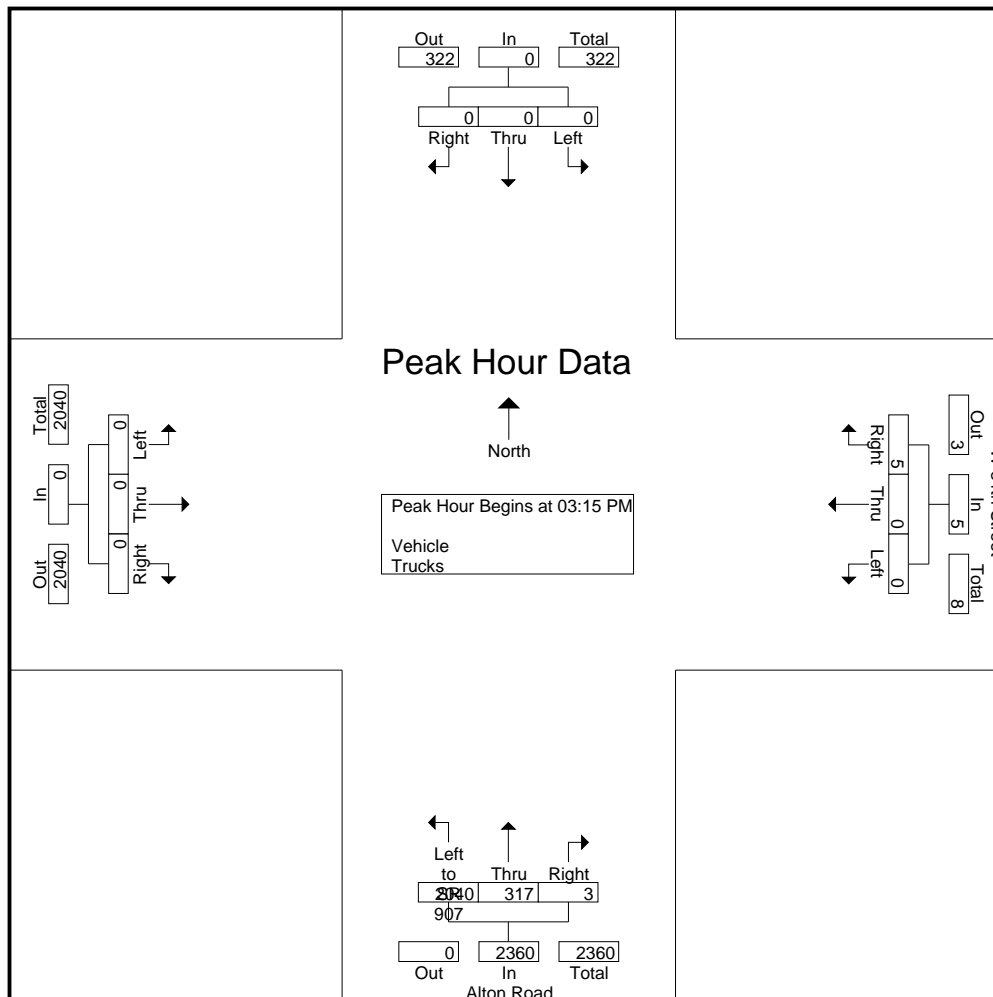
Alton Road & W 34th Street

File Name : TMC-18 Alton Rd & W 34th Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 4



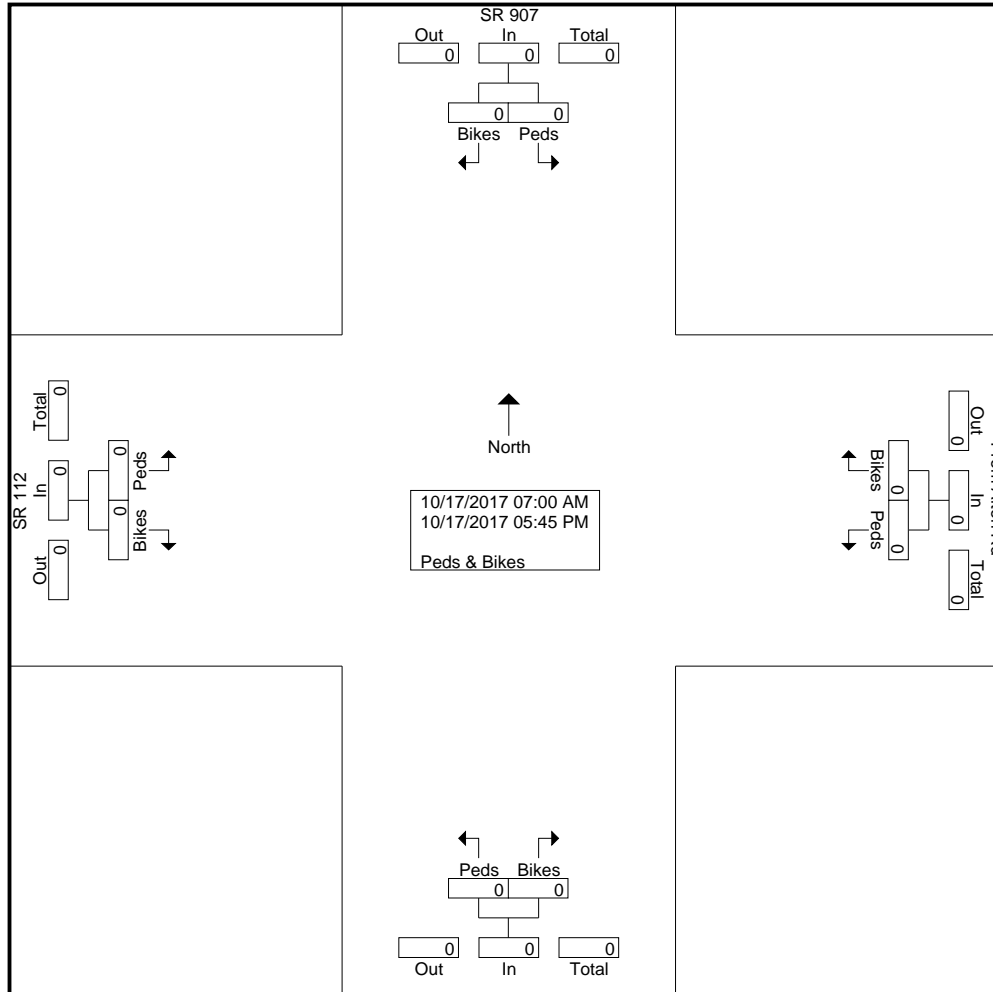
Alton Road & W 34th Street

File Name : TMC-18 Alton Rd & W 34th Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 6



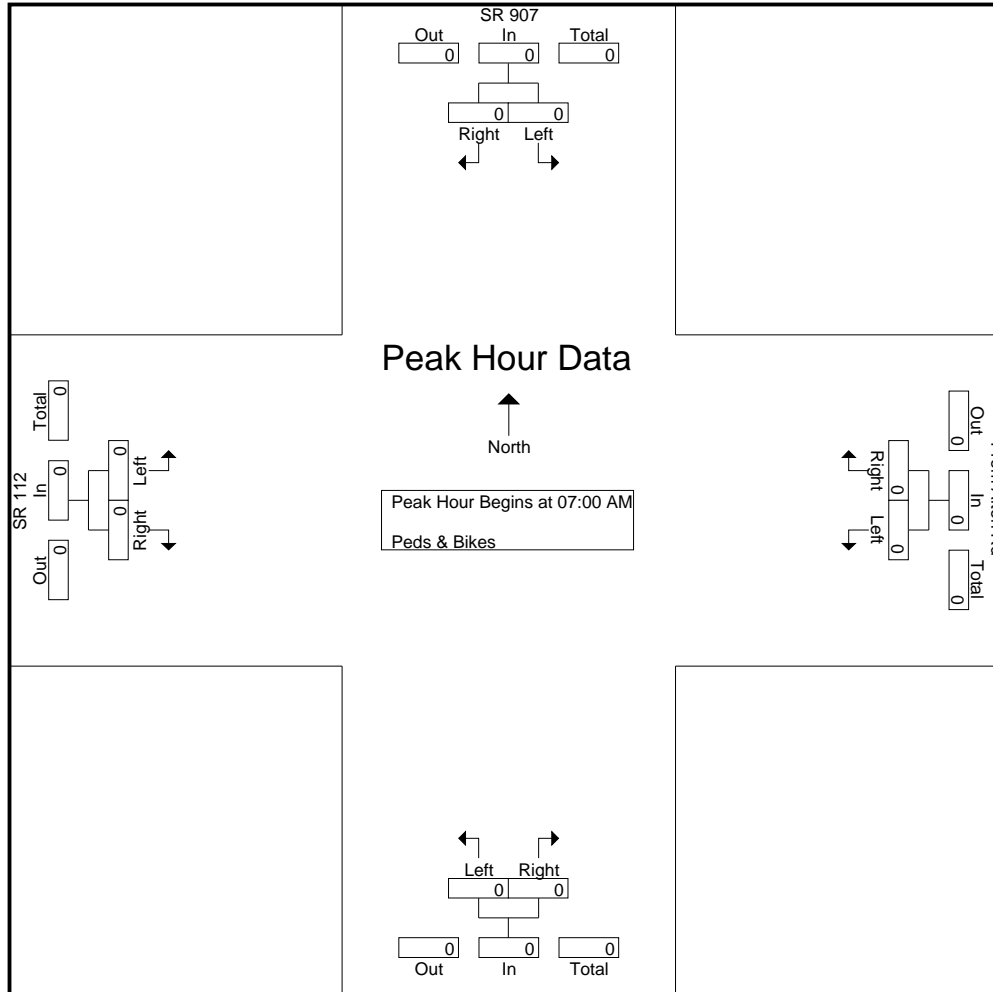
SR 907 & SR 112

File Name : TMC-19 SR 907 & SR 112
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 2



SR 907 & SR 112

File Name : TMC-19 SR 907 & SR 112
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 4



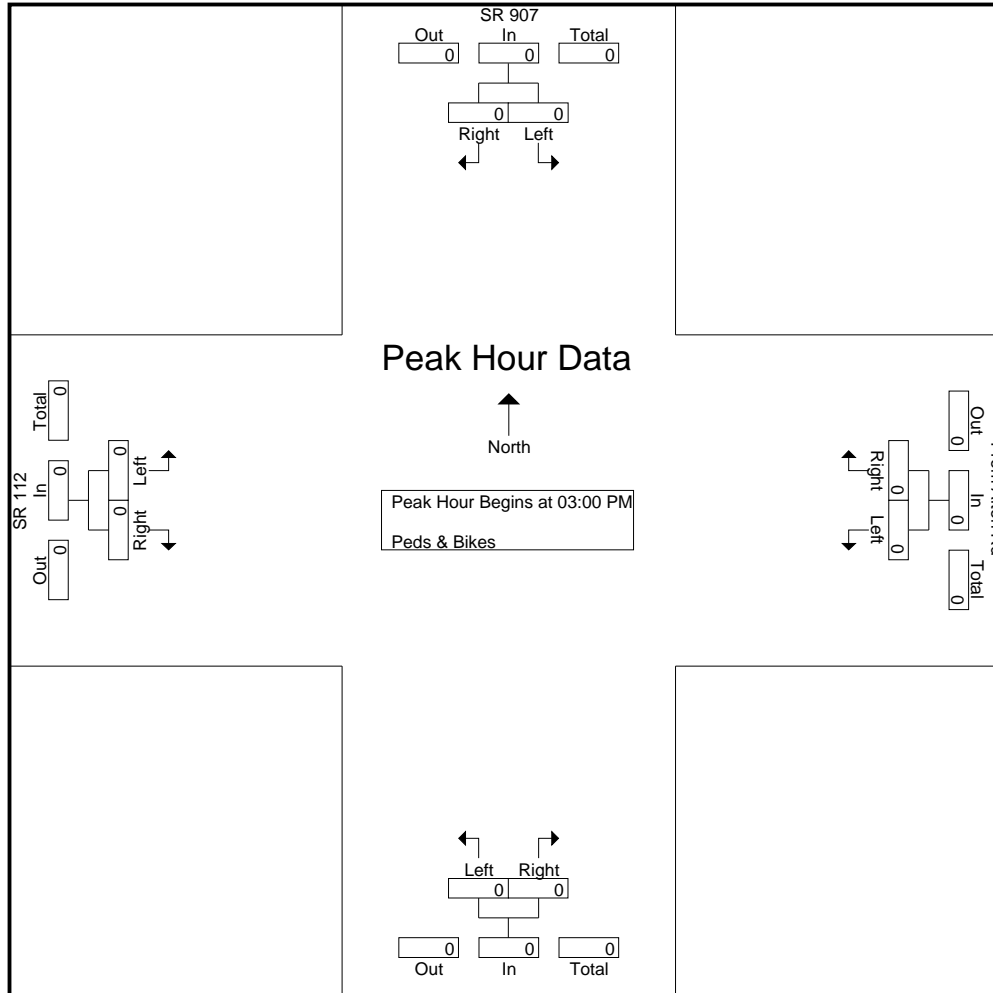
SR 907 & SR 112

File Name : TMC-19 SR 907 & SR 112

Site Code : 00000000

Start Date : 10/17/2017

Page No : 6



SR 907 & SR 112

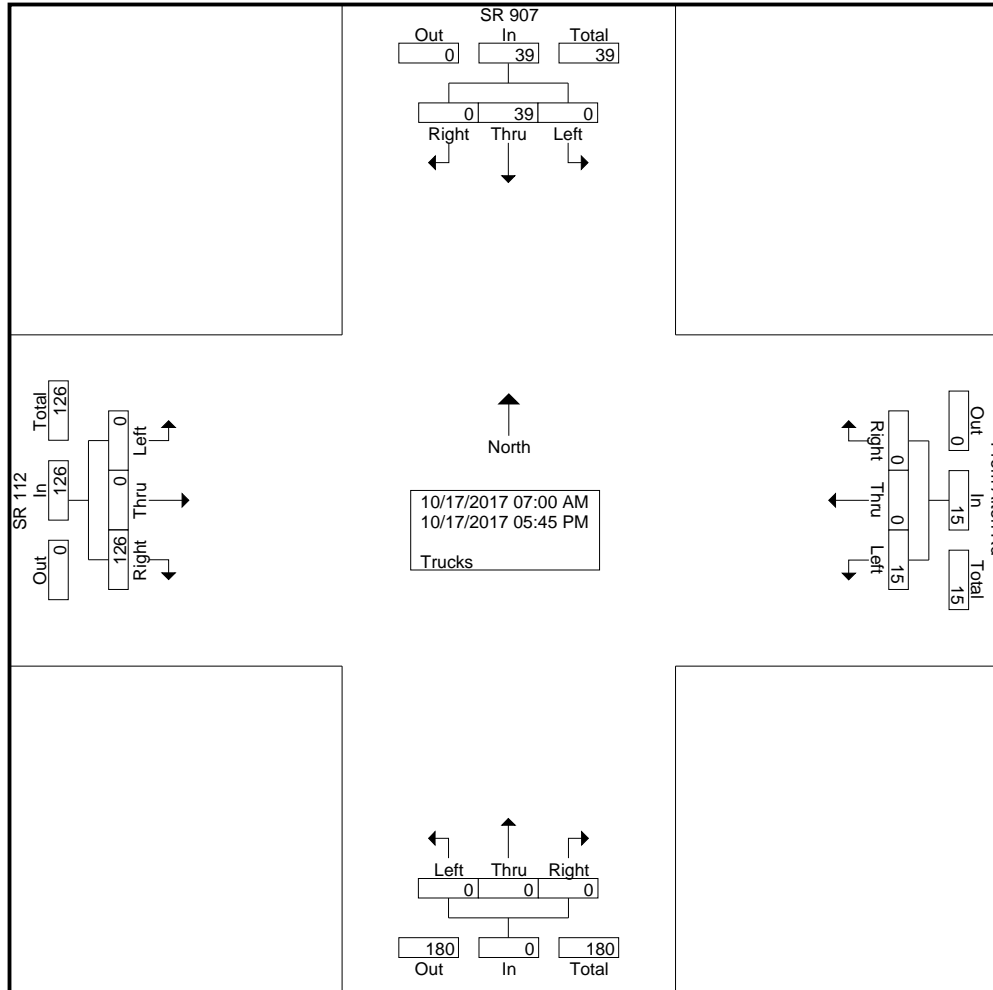
File Name : TMC-19 SR 907 & SR 112
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 1

Groups Printed- Trucks

Start Time	SR 907 Southbound					Northbound					From Alton Rd Westbound					SR 112 Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	12	12	13
07:15 AM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	14	14	17
07:30 AM	0	0	3	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	8	8	12
07:45 AM	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	14	14	17
Total	0	0	8	0	8	0	0	0	0	0	0	3	0	0	3	0	0	0	48	48	59
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11	11
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	13	13
08:30 AM	0	0	8	0	8	0	0	0	0	0	0	1	0	0	1	0	0	0	20	20	29
08:45 AM	0	0	9	0	9	0	0	0	0	0	0	2	0	0	2	0	0	0	14	14	25
Total	0	0	17	0	17	0	0	0	0	0	0	3	0	0	3	0	0	0	58	58	78
*** BREAK ***																					
03:00 PM	0	0	2	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	2	2	6
03:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	6
03:30 PM	0	0	3	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	1	1	6
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4
Total	0	0	6	0	6	0	0	0	0	0	0	4	0	0	4	0	0	0	12	12	22
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	1	1	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	4	4	6
05:00 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	1	1	3
05:15 PM	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	1	1	4
05:30 PM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	5
05:45 PM	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	0	0	8	0	8	0	0	0	0	0	0	3	0	0	3	0	0	0	4	4	15
Grand Total	0	0	39	0	39	0	0	0	0	0	0	15	0	0	15	0	0	0	126	126	180
Apprch %	0	0	100	0		0	0	0	0		0	100	0	0		0	0	0	100		
Total %	0	0	21.7	0	21.7	0	0	0	0	0	0	8.3	0	0	8.3	0	0	0	70	70	

SR 907 & SR 112

File Name : TMC-19 SR 907 & SR 112
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 2



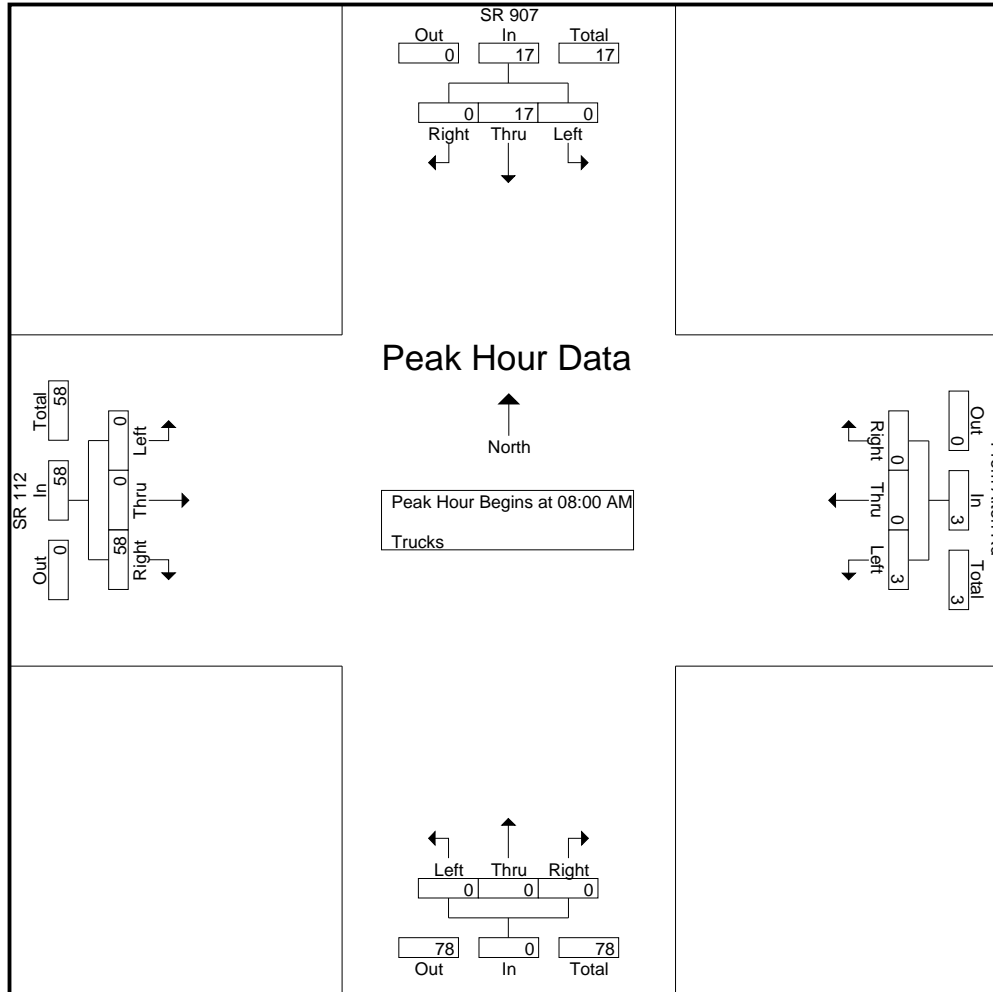
SR 907 & SR 112

File Name : TMC-19 SR 907 & SR 112
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 3

Start Time	SR 907 Southbound					Northbound					From Alton Rd Westbound					SR 112 Eastbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 08:00 AM																						
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11	11	
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	13	13	
08:30 AM	0	0	8	0	8	0	0	0	0	0	0	1	0	0	1	0	0	0	20	20	29	
08:45 AM	0	0	9	0	9	0	0	0	0	0	0	2	0	0	2	0	0	0	14	14	25	
Total Volume	0	0	17	0	17	0	0	0	0	0	0	3	0	0	3	0	0	0	58	58	78	
% App. Total	0	0	100	0		0	0	0	0		0	100	0	0		0	0	0	100			
PHF	.000	.000	.472	.000	.472	.000	.000	.000	.000	.000	.000	.375	.000	.000	.375	.000	.000	.000	.725	.725	.672	

SR 907 & SR 112

File Name : TMC-19 SR 907 & SR 112
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 4



SR 907 & SR 112

File Name : TMC-19 SR 907 & SR 112
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 5

Start Time	SR 907 Southbound					Northbound					From Alton Rd Westbound					SR 112 Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	0	0	2	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	2	2	6
03:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	6
03:30 PM	0	0	3	0	3	0	0	0	0	0	0	2	0	2	0	0	0	0	1	1	6
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4
Total Volume	0	0	6	0	6	0	0	0	0	0	0	4	0	4	0	0	0	0	12	12	22
% App. Total	0	0	100	0		0	0	0	0		0	100	0	0		0	0	0	100		
PHF	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.600	.600	.917

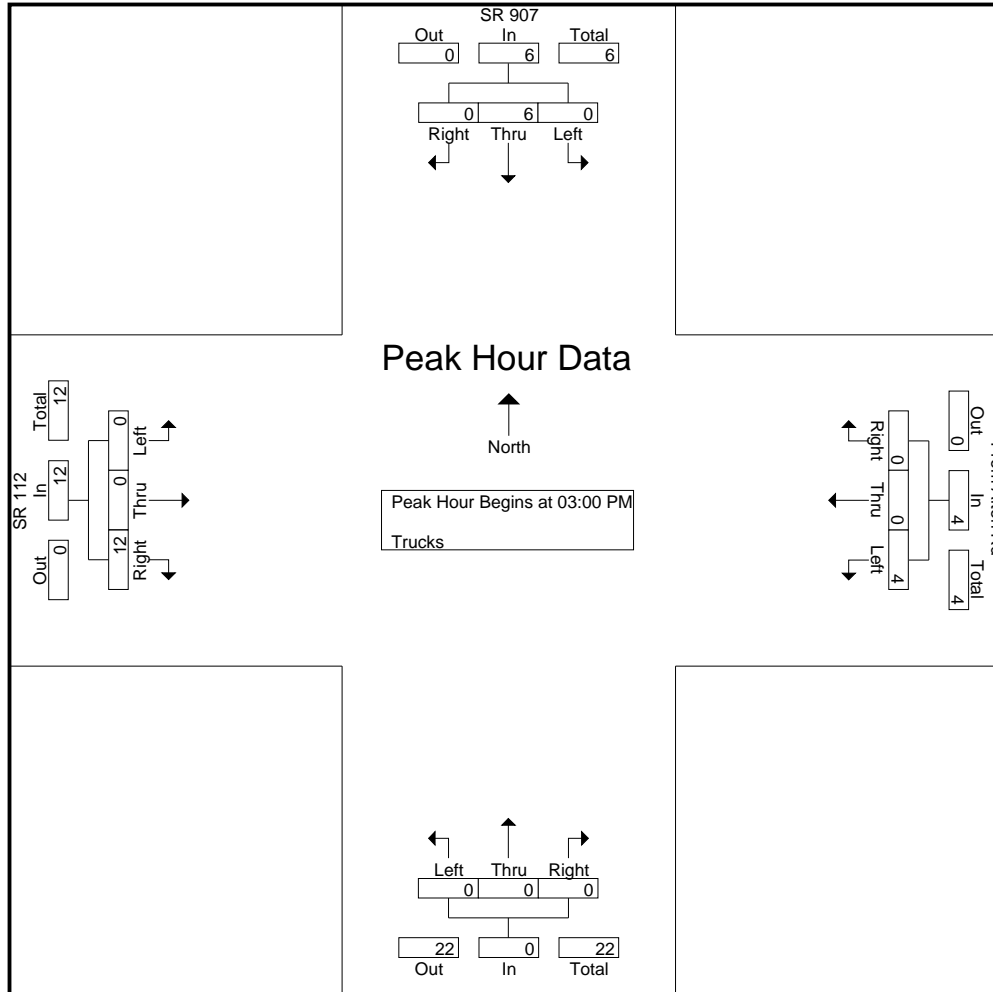
SR 907 & SR 112

File Name : TMC-19 SR 907 & SR 112

Site Code : 00000000

Start Date : 10/17/2017

Page No : 6



SR 907 & SR 112

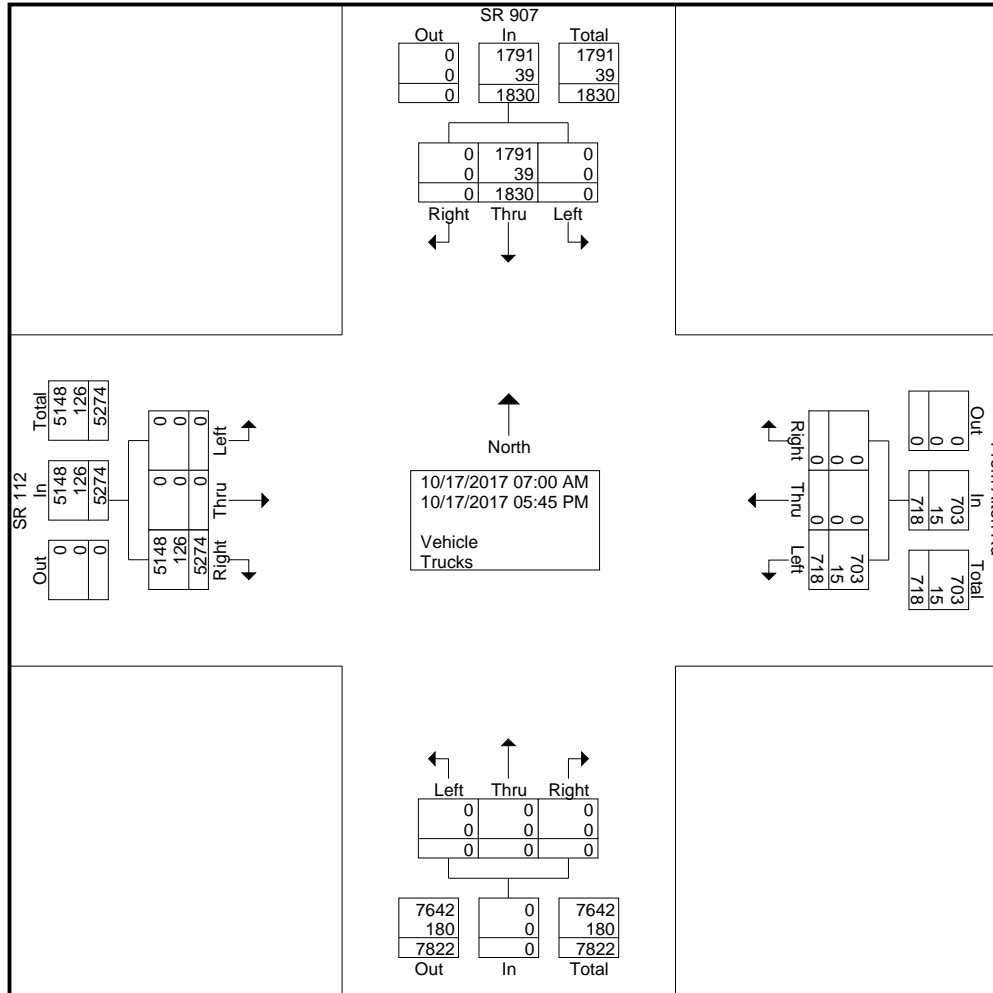
File Name : TMC-19 SR 907 & SR 112
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 1

Groups Printed- Vehicle - Trucks

Start Time	SR 907 Southbound					Northbound					From Alton Rd Westbound					SR 112 Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
07:00 AM	0	0	50	0	50	0	0	0	0	0	0	8	0	0	8	0	0	0	349	349	407
07:15 AM	0	0	77	0	77	0	0	0	0	0	0	21	0	0	21	0	0	0	336	336	434
07:30 AM	0	0	56	0	56	0	0	0	0	0	0	31	0	0	31	0	0	0	297	297	384
07:45 AM	0	0	69	0	69	0	0	0	0	0	0	53	0	0	53	0	0	0	340	340	462
Total	0	0	252	0	252	0	0	0	0	0	0	113	0	0	113	0	0	0	1322	1322	1687
08:00 AM	0	0	76	0	76	0	0	0	0	0	0	37	0	0	37	0	0	0	309	309	422
08:15 AM	0	0	80	0	80	0	0	0	0	0	0	25	0	0	25	0	0	0	324	324	429
08:30 AM	0	0	95	0	95	0	0	0	0	0	0	58	0	0	58	0	0	0	362	362	515
08:45 AM	0	0	96	0	96	0	0	0	0	0	0	57	0	0	57	0	0	0	359	359	512
Total	0	0	347	0	347	0	0	0	0	0	0	177	0	0	177	0	0	0	1354	1354	1878
*** BREAK ***																					
03:00 PM	0	0	76	0	76	0	0	0	0	0	0	34	0	0	34	0	0	0	236	236	346
03:15 PM	0	0	91	0	91	0	0	0	0	0	0	31	0	0	31	0	0	0	208	208	330
03:30 PM	0	0	103	0	103	0	0	0	0	0	0	31	0	0	31	0	0	0	255	255	389
03:45 PM	0	0	103	0	103	0	0	0	0	0	0	32	0	0	32	0	0	0	223	223	358
Total	0	0	373	0	373	0	0	0	0	0	0	128	0	0	128	0	0	0	922	922	1423
04:00 PM	0	0	94	0	94	0	0	0	0	0	0	33	0	0	33	0	0	0	201	201	328
04:15 PM	0	0	107	0	107	0	0	0	0	0	0	34	0	0	34	0	0	0	193	193	334
04:30 PM	0	0	129	0	129	0	0	0	0	0	0	55	0	0	55	0	0	0	227	227	411
04:45 PM	0	0	92	0	92	0	0	0	0	0	0	41	0	0	41	0	0	0	206	206	339
Total	0	0	422	0	422	0	0	0	0	0	0	163	0	0	163	0	0	0	827	827	1412
05:00 PM	0	0	110	0	110	0	0	0	0	0	0	34	0	0	34	0	0	0	204	204	348
05:15 PM	0	0	112	0	112	0	0	0	0	0	0	34	0	0	34	0	0	0	205	205	351
05:30 PM	0	0	95	0	95	0	0	0	0	0	0	35	0	0	35	0	0	0	234	234	364
05:45 PM	0	0	119	0	119	0	0	0	0	0	0	34	0	0	34	0	0	0	206	206	359
Total	0	0	436	0	436	0	0	0	0	0	0	137	0	0	137	0	0	0	849	849	1422
Grand Total	0	0	1830	0	1830	0	0	0	0	0	0	718	0	0	718	0	0	0	5274	5274	7822
Apprch %	0	0	100	0	100	0	0	0	0	0	0	100	0	0	100	0	0	0	100	100	
Total %	0	0	23.4	0	23.4	0	0	0	0	0	0	9.2	0	0	9.2	0	0	0	67.4	67.4	
Vehicle	0	0	1791	0	1791	0	0	0	0	0	0	703	0	0	703	0	0	0	5148	5148	7642
% Vehicle	0	0	97.9	0	97.9	0	0	0	0	0	0	97.9	0	0	97.9	0	0	0	97.6	97.6	97.7
Trucks	0	0	39	0	39	0	0	0	0	0	0	15	0	0	15	0	0	0	126	126	180
% Trucks	0	0	2.1	0	2.1	0	0	0	0	0	0	2.1	0	0	2.1	0	0	0	2.4	2.4	2.3

SR 907 & SR 112

File Name : TMC-19 SR 907 & SR 112
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 2



SR 907 & SR 112

File Name : TMC-19 SR 907 & SR 112
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 3

Start Time	SR 907 Southbound					Northbound					From Alton Rd Westbound					SR 112 Eastbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 08:00 AM																						
08:00 AM	0	0	76	0	76	0	0	0	0	0	0	37	0	0	37	0	0	0	309	309	422	
08:15 AM	0	0	80	0	80	0	0	0	0	0	0	25	0	0	25	0	0	0	324	324	429	
08:30 AM	0	0	95	0	95	0	0	0	0	0	0	58	0	0	58	0	0	0	362	362	515	
08:45 AM	0	0	96	0	96	0	0	0	0	0	0	57	0	0	57	0	0	0	359	359	512	
Total Volume	0	0	347	0	347	0	0	0	0	0	0	177	0	0	177	0	0	0	1354	1354	1878	
% App. Total	0	0	100	0	100	0	0	0	0	0	0	100	0	0	100	0	0	0	100	100	100	
PHF	.000	.000	.904	.000	.904	.000	.000	.000	.000	.000	.000	.763	.000	.000	.763	.000	.000	.000	.935	.935	.912	

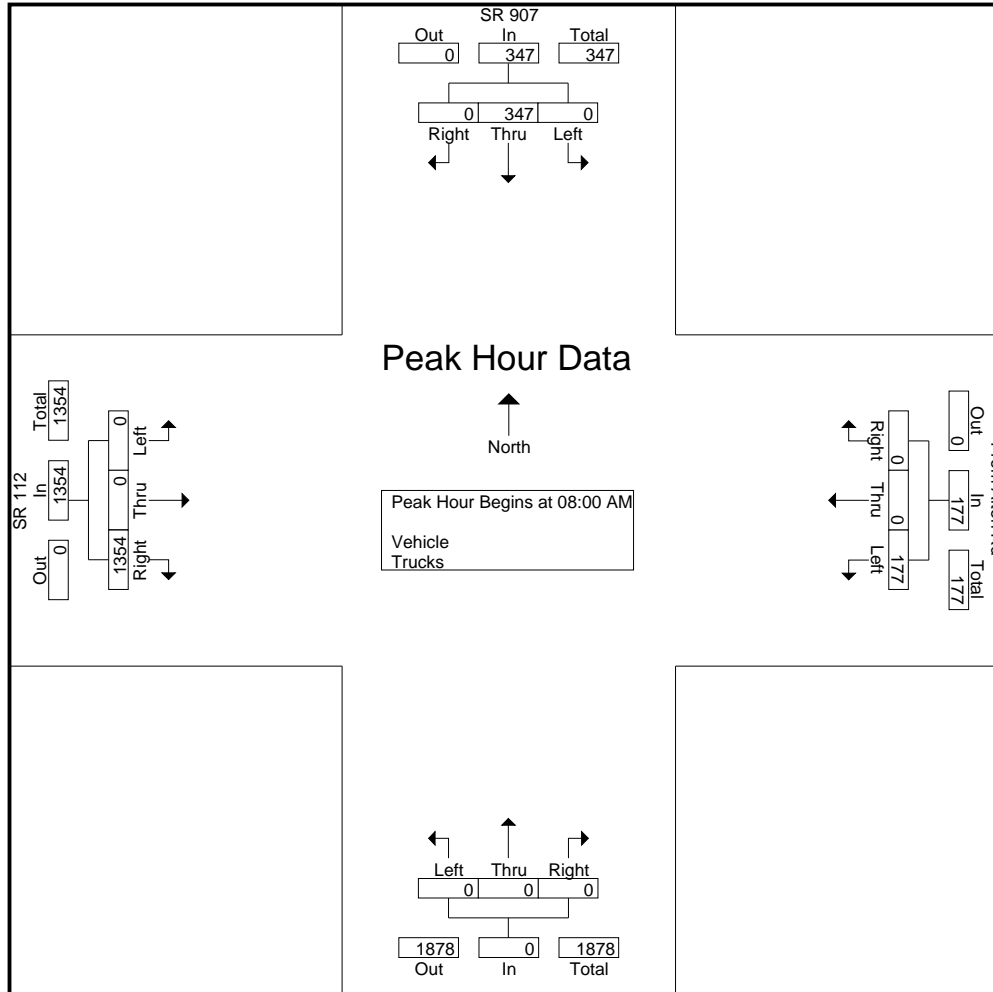
SR 907 & SR 112

File Name : TMC-19 SR 907 & SR 112

Site Code : 00000000

Start Date : 10/17/2017

Page No : 4



SR 907 & SR 112

File Name : TMC-19 SR 907 & SR 112
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 5

Start Time	SR 907 Southbound					Northbound					From Alton Rd Westbound					SR 112 Eastbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total		
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 04:30 PM																						
04:30 PM	0	0	129	0	129	0	0	0	0	0	0	55	0	0	55	0	0	0	227	227	411	
04:45 PM	0	0	92	0	92	0	0	0	0	0	0	41	0	0	41	0	0	0	206	206	339	
05:00 PM	0	0	110	0	110	0	0	0	0	0	0	34	0	0	34	0	0	0	204	204	348	
05:15 PM	0	0	112	0	112	0	0	0	0	0	0	34	0	0	34	0	0	0	205	205	351	
Total Volume	0	0	443	0	443	0	0	0	0	0	0	164	0	0	164	0	0	0	842	842	1449	
% App. Total	0	0	100	0		0	0	0	0		0	100	0	0		0	0	0	100			
PHF	.000	.000	.859	.000	.859	.000	.000	.000	.000	.000	.000	.745	.000	.000	.745	.000	.000	.000	.927	.927	.881	

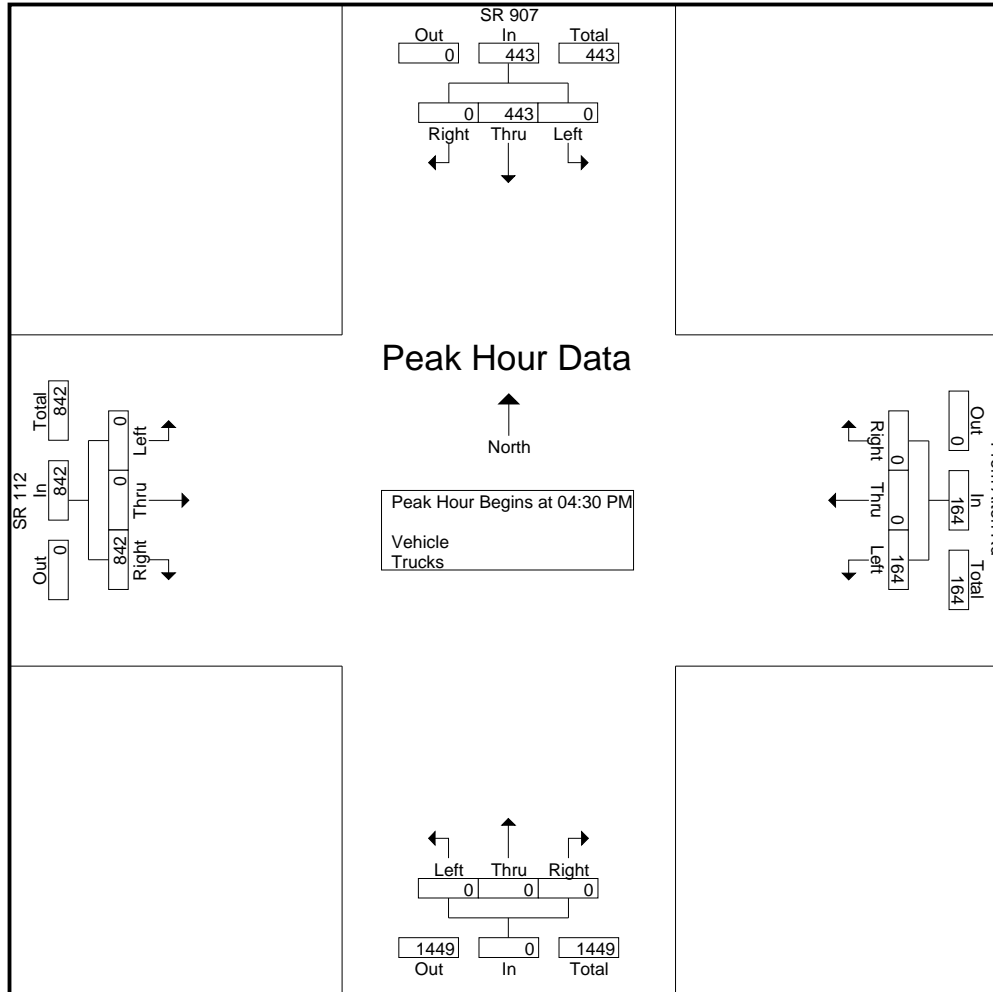
SR 907 & SR 112

File Name : TMC-19 SR 907 & SR 112

Site Code : 00000000

Start Date : 10/17/2017

Page No : 6



Alton Road & Barry Street

File Name : TMC-20 Alton Rd & Barry Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 1

Groups Printed- Peds & Bikes

Start Time	Alton Road Southbound			Alton Road Northbound			Barry St Westbound			Residences Driveway Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
07:00 AM	0	0	0	0	0	0	0	1	1	0	0	0	1
07:15 AM	0	0	0	0	0	0	1	0	1	0	0	0	1
07:30 AM	0	0	0	0	0	0	2	0	2	4	1	5	7
07:45 AM	0	0	0	0	0	0	1	0	1	1	0	1	2
Total	0	0	0	0	0	0	4	1	5	5	1	6	11
08:00 AM	0	0	0	0	0	0	1	0	1	0	0	0	1
08:15 AM	0	0	0	0	0	0	1	0	1	0	0	0	1
*** BREAK ***													
Total	0	0	0	0	0	0	2	0	2	0	0	0	2
*** BREAK ***													
03:15 PM	0	0	0	0	0	0	1	1	2	0	0	0	2
*** BREAK ***													
Total	0	0	0	0	0	0	1	1	2	0	0	0	2
04:00 PM	0	0	0	0	0	0	2	1	3	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	1	1	0	0	0	1
*** BREAK ***													
Total	0	0	0	0	0	0	2	2	4	0	0	0	4
05:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	1	1	0	0	0	1
05:30 PM	0	0	0	0	0	0	1	0	1	2	0	2	3
05:45 PM	0	0	0	0	0	0	3	0	3	0	0	0	3
Total	0	0	0	0	0	0	5	1	6	2	0	2	8
Grand Total	0	0	0	0	0	0	14	5	19	7	1	8	27
Apprch %	0	0	0	0	0	0	73.7	26.3		87.5	12.5		
Total %	0	0	0	0	0	0	51.9	18.5	70.4	25.9	3.7	29.6	

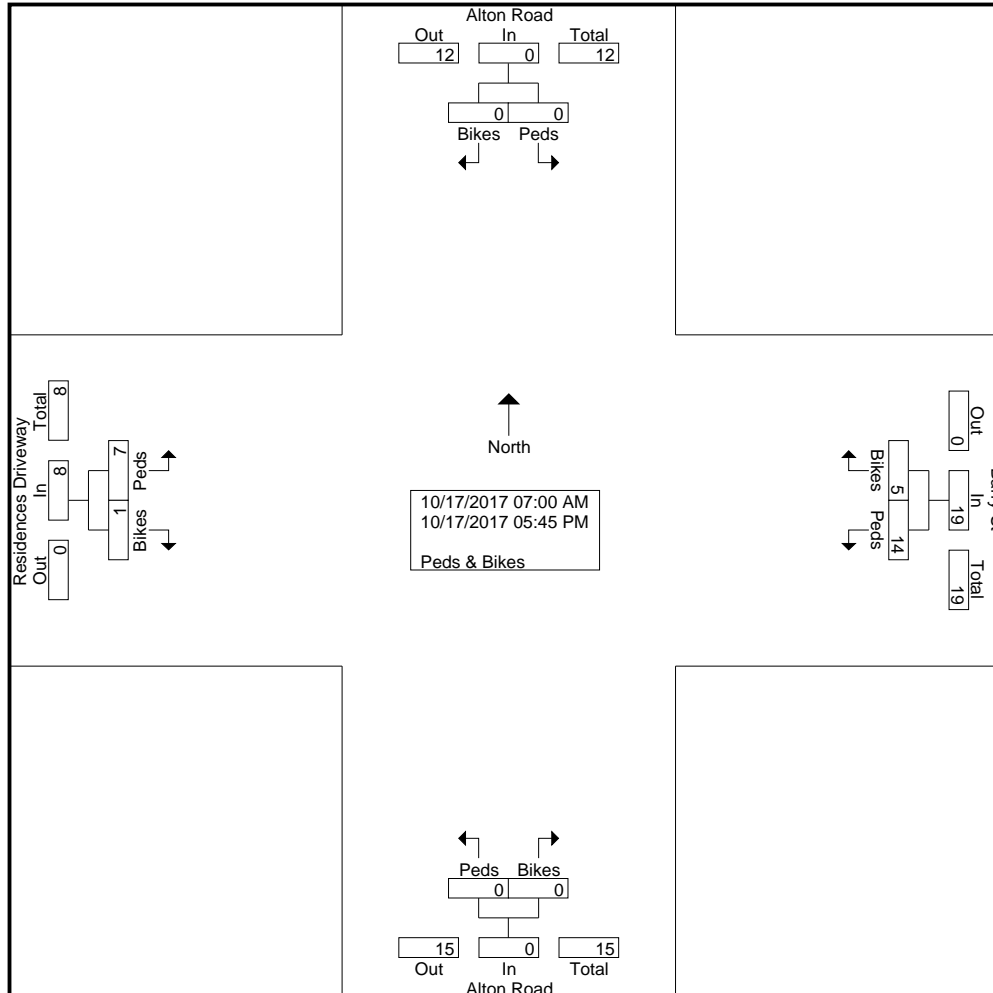
Alton Road & Barry Street

File Name : TMC-20 Alton Rd & Barry Street

Site Code : 00000000

Start Date : 10/17/2017

Page No : 2



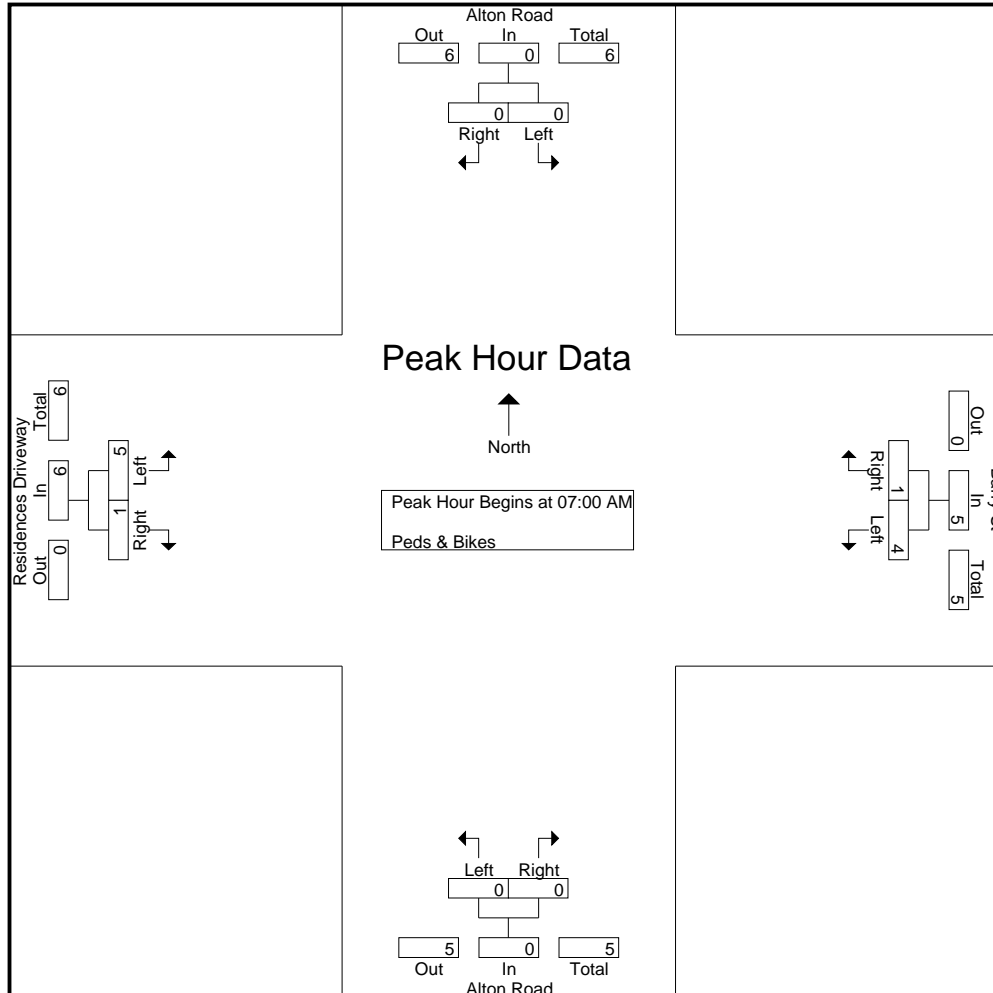
Alton Road & Barry Street

File Name : TMC-20 Alton Rd & Barry Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 3

Start Time	Alton Road Southbound			Alton Road Northbound			Barry St Westbound			Residences Driveway Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	0	0	0	0	0	0	0	1	1	0	0	0	1
07:15 AM	0	0	0	0	0	0	1	0	1	0	0	0	1
07:30 AM	0	0	0	0	0	0	2	0	2	4	1	5	7
07:45 AM	0	0	0	0	0	0	1	0	1	1	0	1	2
Total Volume	0	0	0	0	0	0	4	1	5	5	1	6	11
% App. Total	0	0		0	0		80	20		83.3	16.7		
PHF	.000	.000	.000	.000	.000	.000	.500	.250	.625	.313	.250	.300	.393

Alton Road & Barry Street

File Name : TMC-20 Alton Rd & Barry Street
 Site Code : 00000000
 Start Date : 10/17/2017
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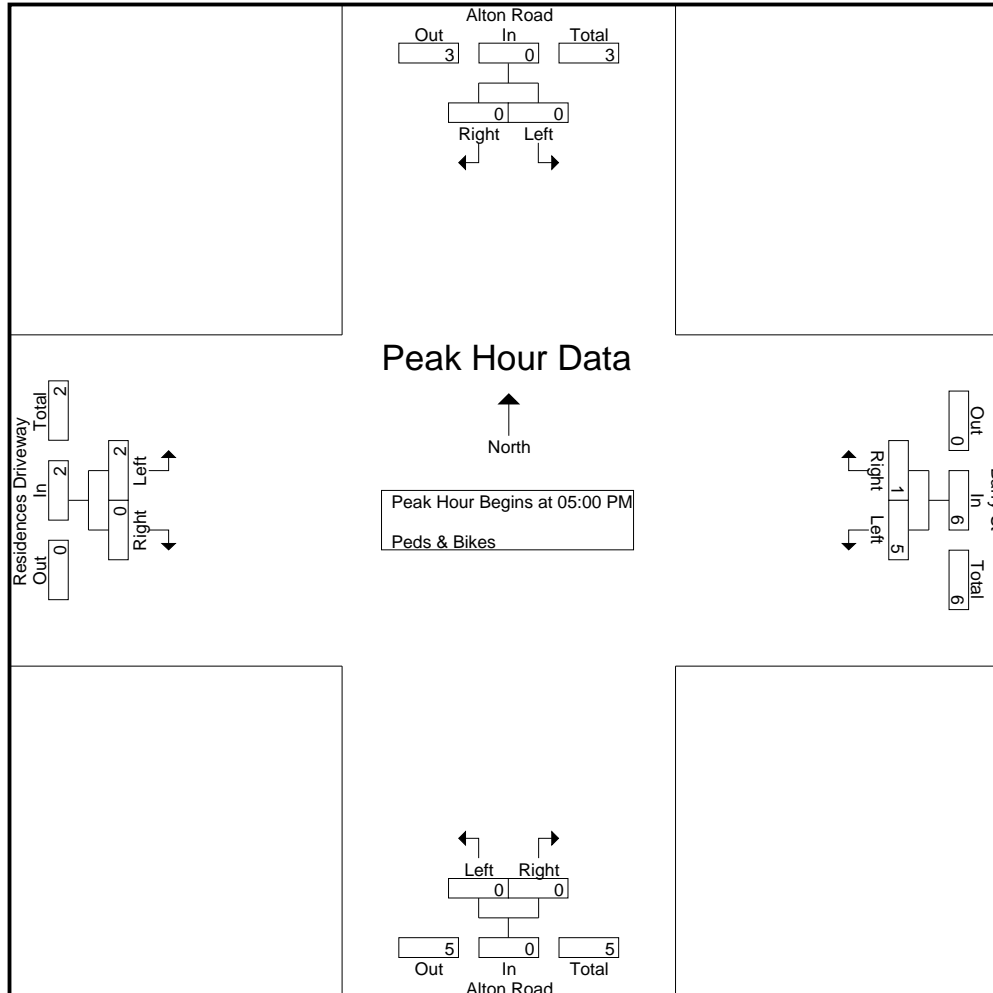
Alton Road & Barry Street

File Name : TMC-20 Alton Rd & Barry Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 5

Start Time	Alton Road Southbound			Alton Road Northbound			Barry St Westbound			Residences Driveway Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	1	1	0	0	0	1
05:30 PM	0	0	0	0	0	0	1	0	1	2	0	2	3
05:45 PM	0	0	0	0	0	0	3	0	3	0	0	0	3
Total Volume	0	0	0	0	0	0	5	1	6	2	0	2	8
% App. Total	0	0		0	0		83.3	16.7		100	0		
PHF	.000	.000	.000	.000	.000	.000	.417	.250	.500	.250	.000	.250	.667

Alton Road & Barry Street

File Name : TMC-20 Alton Rd & Barry Street
 Site Code : 00000000
 Start Date : 10/17/2017
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Alton Road & Barry Street

File Name : TMC-20 Alton Rd & Barry Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 1

Groups Printed- Trucks

Start Time	Alton Road Southbound					Alton Road Northbound					Barry St Westbound					Residences Driveway Eastbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total		
07:00 AM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	
07:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	
07:30 AM	0	1	1	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3	
07:45 AM	0	0	2	1	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	4	
Total	0	1	4	1	6	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	10	
*** BREAK ***																						
08:15 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
08:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	
08:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	
Total	0	0	0	2	2	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	4	
*** BREAK ***																						
03:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
03:15 PM	0	0	2	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3	
03:30 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
03:45 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2	
Total	0	0	5	0	5	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	8	
04:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
*** BREAK ***																						
04:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	
04:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	
Total	0	0	1	0	1	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	3	
05:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	
05:15 PM	0	0	2	0	2	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	5	
05:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	
05:45 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
Total	0	0	4	0	4	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	9	
Grand Total	0	1	14	3	18	0	0	16	0	16	0	0	0	0	0	0	0	0	0	0	34	
Apprch %	0	5.6	77.8	16.7		0	0	100	0		0	0	0	0		0	0	0	0			
Total %	0	2.9	41.2	8.8	52.9	0	0	47.1	0	47.1	0	0	0	0	0	0	0	0	0	0		

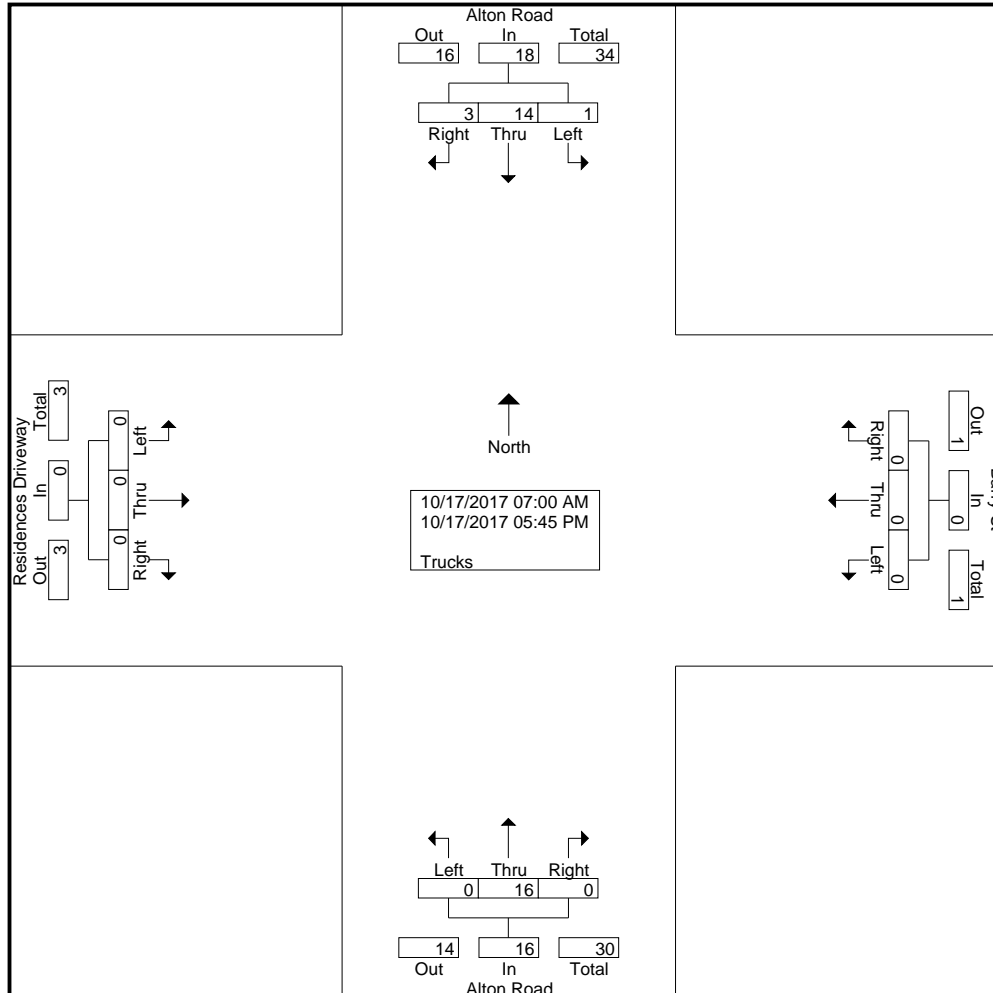
Alton Road & Barry Street

File Name : TMC-20 Alton Rd & Barry Street

Site Code : 00000000

Start Date : 10/17/2017

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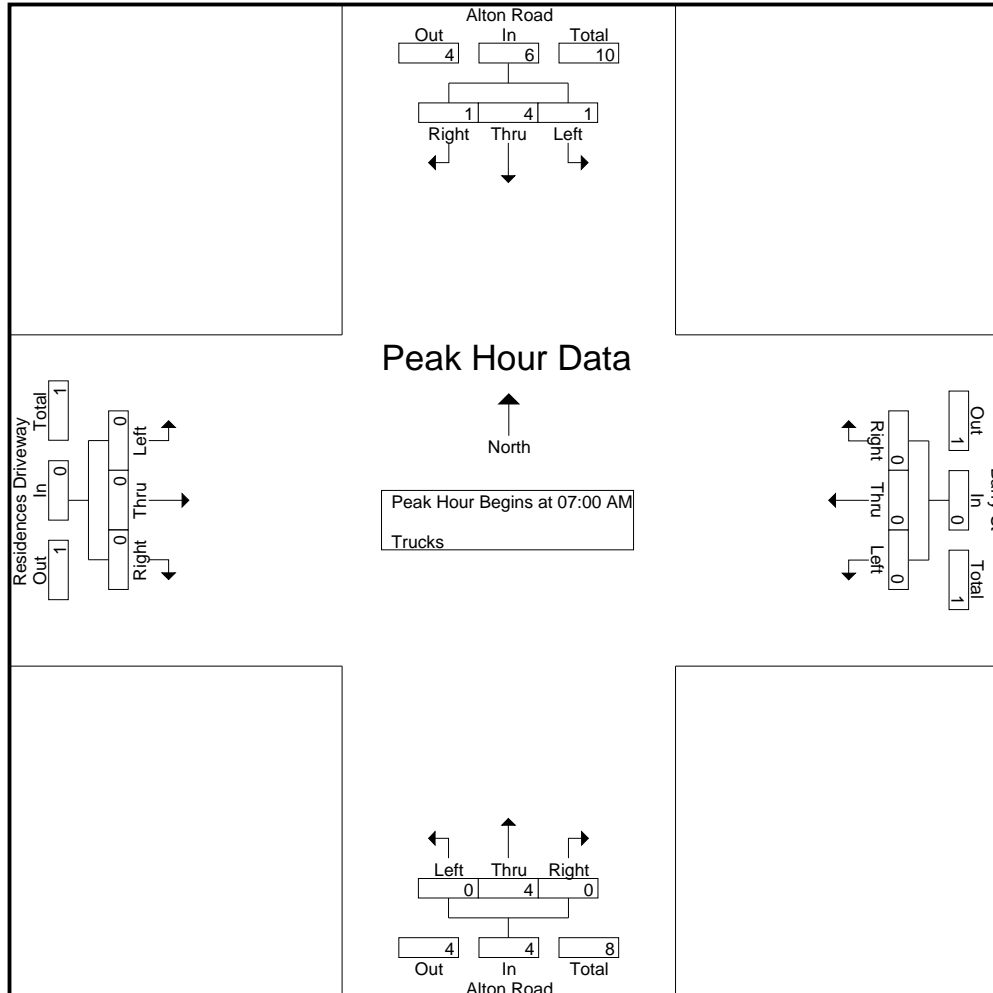
Alton Road & Barry Street

File Name : TMC-20 Alton Rd & Barry Street

Site Code : 00000000

Start Date : 10/17/2017

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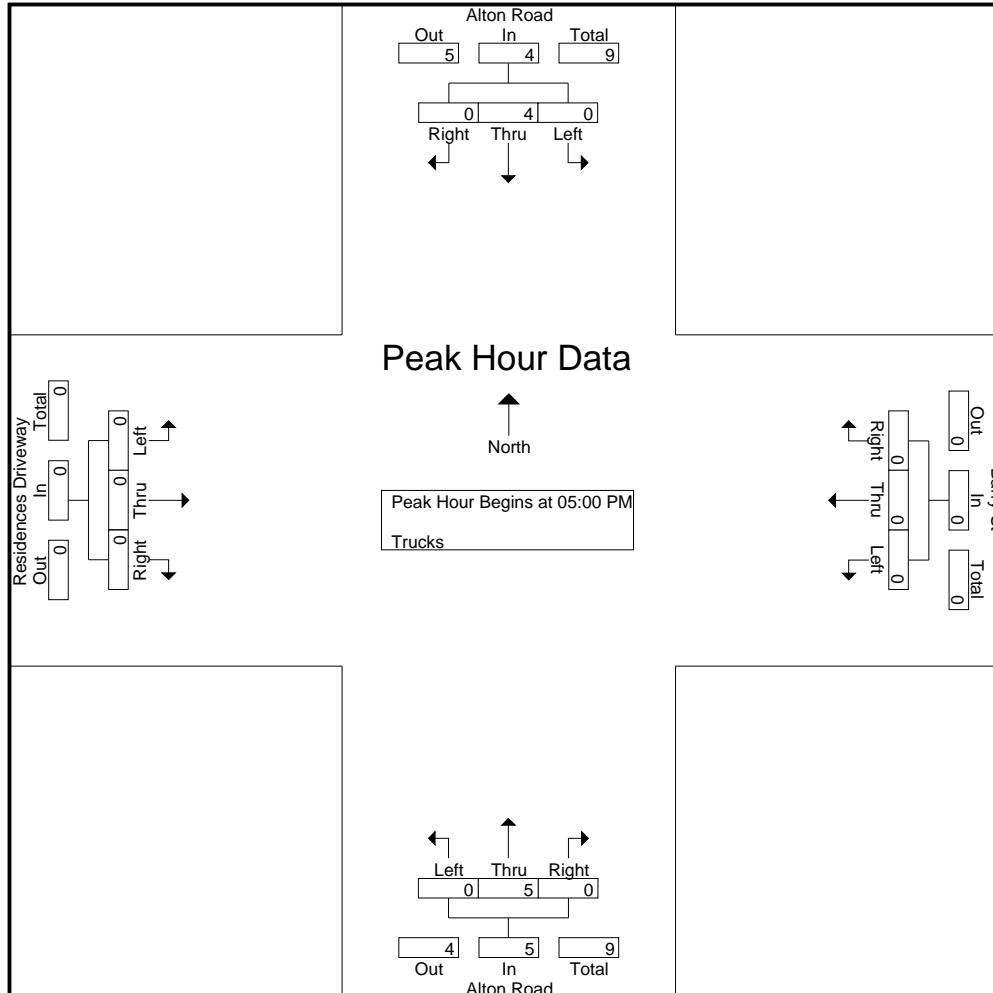
Alton Road & Barry Street

File Name : TMC-20 Alton Rd & Barry Street

Site Code : 00000000

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Alton Road & Barry Street

File Name : TMC-20 Alton Rd & Barry Street
 Site Code : 00000000
 Start Date : 10/17/2017
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Groups Printed- Vehicle - Trucks

Start Time	Alton Road Southbound					Alton Road Northbound					Barry St Westbound					Residences Driveway Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
07:00 AM	0	7	9	2	18	0	1	36	1	38	0	0	0	1	1	0	0	0	0	0	57
07:15 AM	0	28	19	4	51	1	1	29	2	33	0	0	0	0	0	0	0	0	0	0	84
07:30 AM	0	61	41	2	104	1	1	32	18	52	0	2	0	6	8	0	1	0	0	1	165
07:45 AM	0	26	58	4	88	2	5	38	7	52	0	7	0	2	9	0	2	0	1	3	152
Total	0	122	127	12	261	4	8	135	28	175	0	9	0	9	18	0	3	0	1	4	458
08:00 AM	1	4	44	5	54	0	3	40	7	50	0	4	0	0	4	0	0	0	0	0	108
08:15 AM	0	5	24	5	34	1	3	49	1	54	0	5	0	2	7	0	3	0	1	4	99
08:30 AM	1	4	43	4	52	0	2	70	2	74	0	4	0	0	4	0	1	0	1	2	132
08:45 AM	0	2	50	3	55	2	3	46	1	52	0	4	0	1	5	0	2	0	3	5	117
Total	2	15	161	17	195	3	11	205	11	230	0	17	0	3	20	0	6	0	5	11	456
*** BREAK ***																					
03:00 PM	0	14	36	2	52	1	1	71	7	80	0	3	0	3	6	0	0	0	1	1	139
03:15 PM	1	9	33	0	43	0	1	79	2	82	0	1	0	1	2	0	2	0	2	4	131
03:30 PM	0	3	29	0	32	0	1	68	0	69	0	2	0	3	5	0	2	0	1	3	109
03:45 PM	0	5	27	2	34	1	3	80	4	88	0	2	0	3	5	0	0	0	0	0	127
Total	1	31	125	4	161	2	6	298	13	319	0	8	0	10	18	0	4	0	4	8	506
04:00 PM	0	6	35	3	44	1	2	64	3	70	0	3	0	0	3	0	0	0	0	0	117
04:15 PM	0	3	35	2	40	2	1	63	3	69	0	1	0	0	1	0	2	0	0	2	112
04:30 PM	0	2	43	6	51	2	2	48	2	54	0	3	0	2	5	0	3	0	1	4	114
04:45 PM	0	3	38	2	43	0	5	68	2	75	0	2	0	4	6	0	1	0	1	2	126
Total	0	14	151	13	178	5	10	243	10	268	0	9	0	6	15	0	6	0	2	8	469
05:00 PM	0	2	32	4	38	0	1	62	0	63	0	2	0	3	5	0	1	0	0	1	107
05:15 PM	0	4	29	4	37	1	0	55	2	58	0	1	0	0	1	0	1	0	0	1	97
05:30 PM	0	3	34	2	39	3	1	77	1	82	0	1	0	0	1	0	0	0	0	0	122
05:45 PM	1	1	35	9	46	0	7	68	0	75	0	2	0	2	4	0	5	0	2	7	132
Total	1	10	130	19	160	4	9	262	3	278	0	6	0	5	11	0	7	0	2	9	458
Grand Total	4	192	694	65	955	18	44	1143	65	1270	0	49	0	33	82	0	26	0	14	40	2347
Apprch %	0.4	20.1	72.7	6.8		1.4	3.5	90	5.1		0	59.8	0	40.2		0	65	0	35		
Total %	0.2	8.2	29.6	2.8	40.7	0.8	1.9	48.7	2.8	54.1	0	2.1	0	1.4	3.5	0	1.1	0	0.6	1.7	
Vehicle	4	191	680	62	937	18	44	1127	65	1254	0	49	0	33	82	0	26	0	14	40	2313
% Vehicle	100	99.5	98	95.4	98.1	100	100	98.6	100	98.7	0	100	0	100	100	0	100	0	100	100	98.6
Trucks	0	1	14	3	18	0	0	16	0	16	0	0	0	0	0	0	0	0	0	0	34
% Trucks	0	0.5	2	4.6	1.9	0	0	1.4	0	1.3	0	0	0	0	0	0	0	0	0	0	1.4

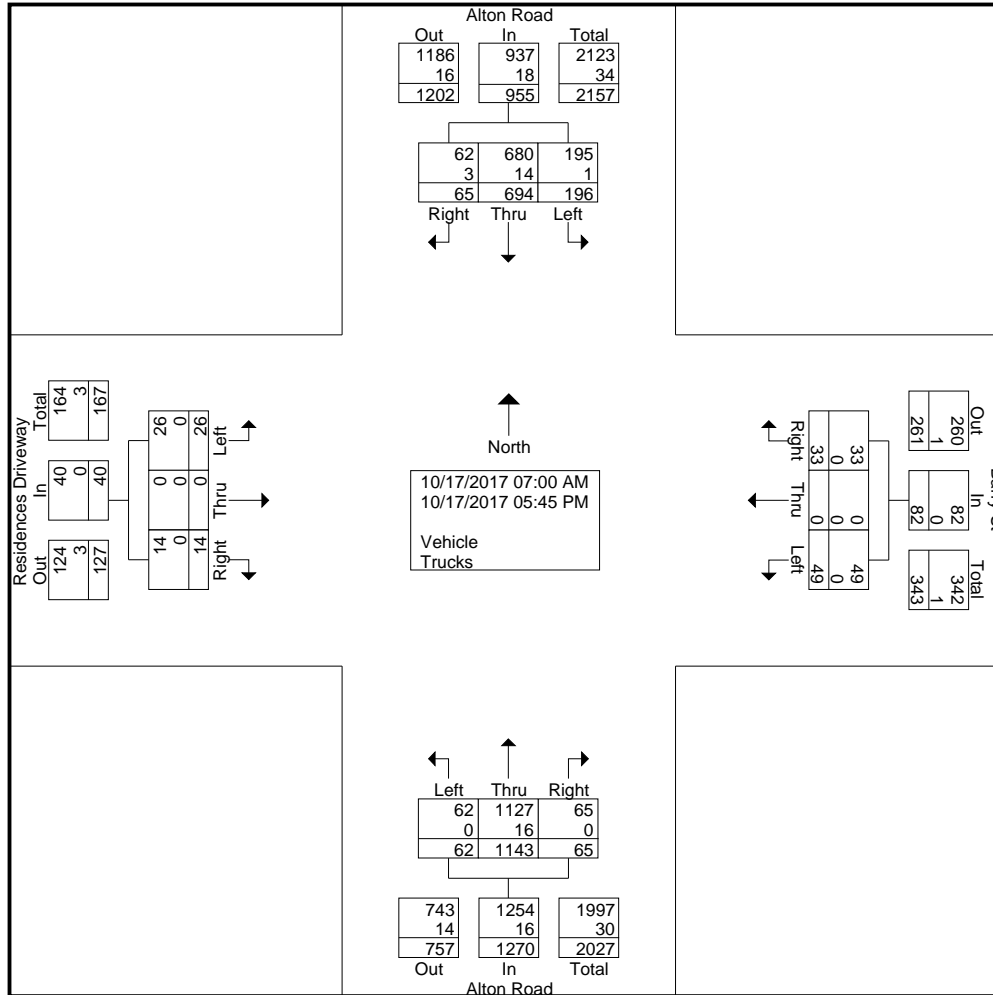
Alton Road & Barry Street

File Name : TMC-20 Alton Rd & Barry Street

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Alton Road & Barry Street

File Name : TMC-20 Alton Rd & Barry Street
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Start Time	Alton Road Southbound					Alton Road Northbound					Barry St Westbound					Residences Driveway Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	61	41	2	104	1	1	32	18	52	0	2	0	6	8	0	1	0	0	1	165
07:45 AM	0	26	58	4	88	2	5	38	7	52	0	7	0	2	9	0	2	0	1	3	152
08:00 AM	1	4	44	5	54	0	3	40	7	50	0	4	0	0	4	0	0	0	0	0	108
08:15 AM	0	5	24	5	34	1	3	49	1	54	0	5	0	2	7	0	3	0	1	4	99
Total Volume	1	96	167	16	280	4	12	159	33	208	0	18	0	10	28	0	6	0	2	8	524
% App. Total	0.4	34.3	59.6	5.7		1.9	5.8	76.4	15.9		0	64.3	0	35.7		0	75	0	25		
PHF	.250	.393	.720	.800	.673	.500	.600	.811	.458	.963	.000	.643	.000	.417	.778	.000	.500	.000	.500	.500	.794

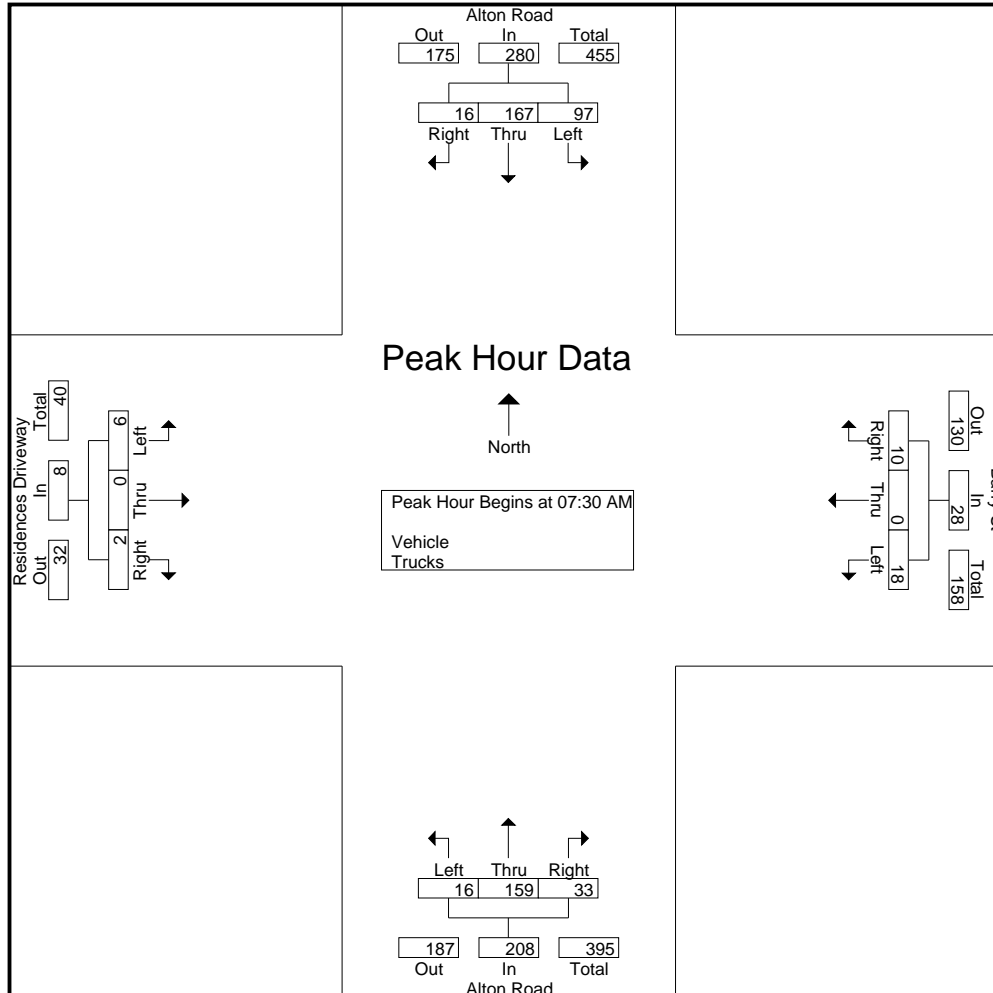
Alton Road & Barry Street

File Name : TMC-20 Alton Rd & Barry Street

Site Code : 00000000

Start Date : 10/17/2017

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Alton Road & Barry Street

File Name : TMC-20 Alton Rd & Barry Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 5

Start Time	Alton Road Southbound					Alton Road Northbound					Barry St Westbound					Residences Driveway Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	0	14	36	2	52	1	1	71	7	80	0	3	0	3	6	0	0	0	1	1	139
03:15 PM	1	9	33	0	43	0	1	79	2	82	0	1	0	1	2	0	2	0	2	4	131
03:30 PM	0	3	29	0	32	0	1	68	0	69	0	2	0	3	5	0	2	0	1	3	109
03:45 PM	0	5	27	2	34	1	3	80	4	88	0	2	0	3	5	0	0	0	0	0	127
Total Volume	1	31	125	4	161	2	6	298	13	319	0	8	0	10	18	0	4	0	4	8	506
% App. Total	0.6	19.3	77.6	2.5		0.6	1.9	93.4	4.1		0	44.4	0	55.6		0	50	0	50		
PHF	.250	.554	.868	.500	.774	.500	.500	.931	.464	.906	.000	.667	.000	.833	.750	.000	.500	.000	.500	.500	.910

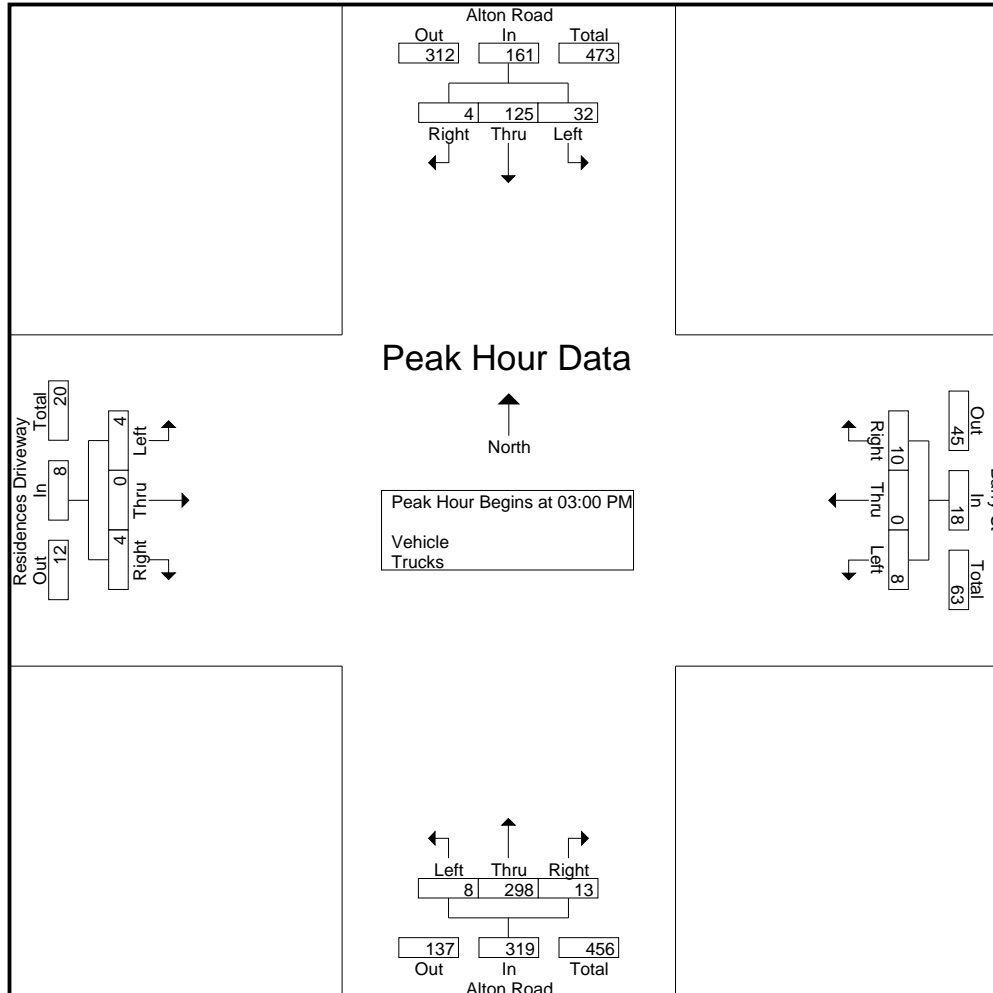
Alton Road & Barry Street

File Name : TMC-20 Alton Rd & Barry Street

Site Code : 00000000

Start Date : 10/17/2017

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Alton Road & W 39th Street

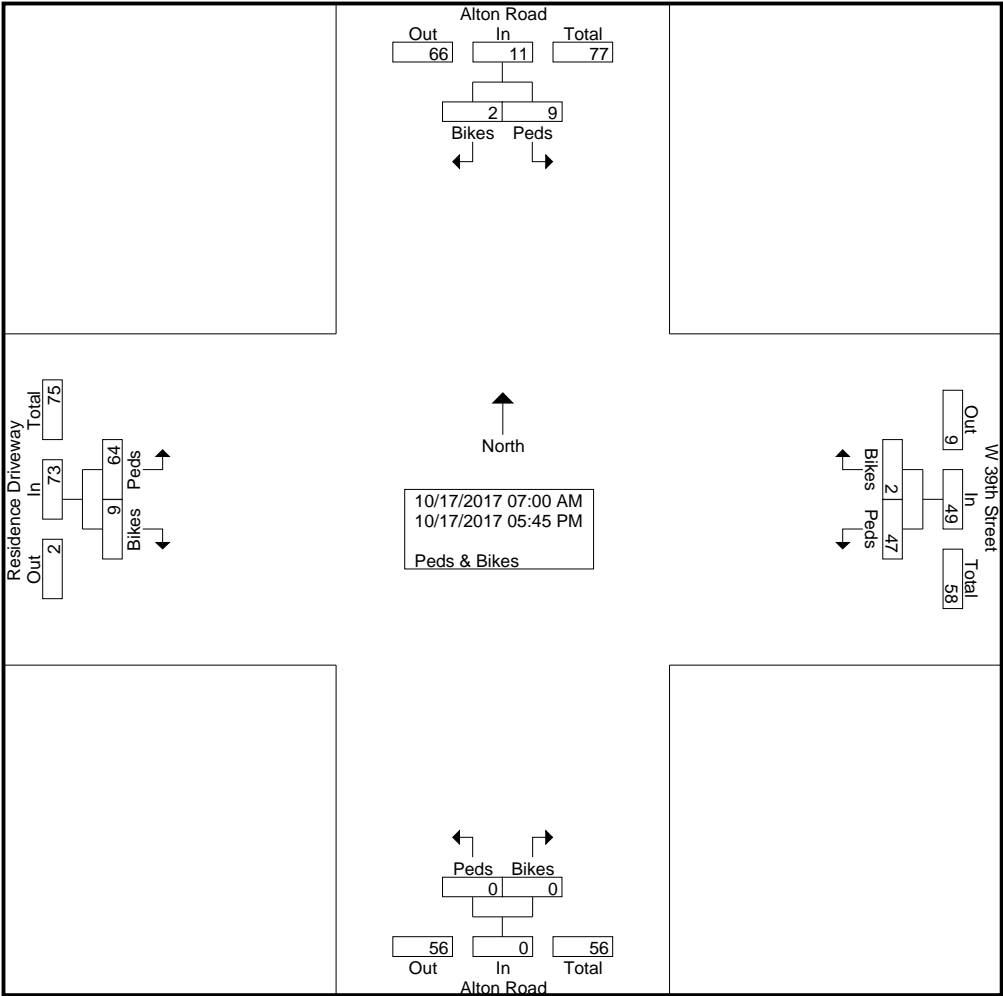
File Name : TMC-21 Alton Rd & W 39th Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 1

Groups Printed- Peds & Bikes

Start Time	Alton Road Southbound			Alton Road Northbound			W 39th Street Westbound			Residence Driveway Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
07:15 AM	0	0	0	0	0	0	1	0	1	0	0	0	1
07:30 AM	1	0	1	0	0	0	1	0	1	16	4	20	22
07:45 AM	2	0	2	0	0	0	5	0	5	9	0	9	16
Total	3	0	3	0	0	0	7	0	7	26	4	30	40
08:00 AM	1	1	2	0	0	0	1	1	2	4	0	4	8
08:15 AM	0	0	0	0	0	0	3	0	3	2	0	2	5
08:30 AM	0	0	0	0	0	0	1	0	1	0	0	0	1
08:45 AM	0	0	0	0	0	0	2	0	2	2	0	2	4
Total	1	1	2	0	0	0	7	1	8	8	0	8	18
*** BREAK ***													
03:00 PM	0	0	0	0	0	0	0	0	0	3	0	3	3
03:15 PM	0	0	0	0	0	0	4	1	5	1	0	1	6
03:30 PM	0	0	0	0	0	0	3	0	3	0	0	0	3
03:45 PM	0	0	0	0	0	0	1	0	1	2	0	2	3
Total	0	0	0	0	0	0	8	1	9	6	0	6	15
04:00 PM	0	0	0	0	0	0	4	0	4	0	0	0	4
04:15 PM	0	0	0	0	0	0	3	0	3	2	0	2	5
04:30 PM	1	0	1	0	0	0	1	0	1	3	0	3	5
04:45 PM	0	0	0	0	0	0	0	0	0	6	0	6	6
Total	1	0	1	0	0	0	8	0	8	11	0	11	20
05:00 PM	2	0	2	0	0	0	4	0	4	6	0	6	12
05:15 PM	1	0	1	0	0	0	5	0	5	1	0	1	7
05:30 PM	1	0	1	0	0	0	6	0	6	3	1	4	11
05:45 PM	0	1	1	0	0	0	2	0	2	3	4	7	10
Total	4	1	5	0	0	0	17	0	17	13	5	18	40
Grand Total	9	2	11	0	0	0	47	2	49	64	9	73	133
Apprch %	81.8	18.2		0	0		95.9	4.1		87.7	12.3		
Total %	6.8	1.5	8.3	0	0	0	35.3	1.5	36.8	48.1	6.8	54.9	

Alton Road & W 39th Street

File Name : TMC-21 Alton Rd & W 39th Street
 Site Code : 00000000
 Start Date : 10/17/2017
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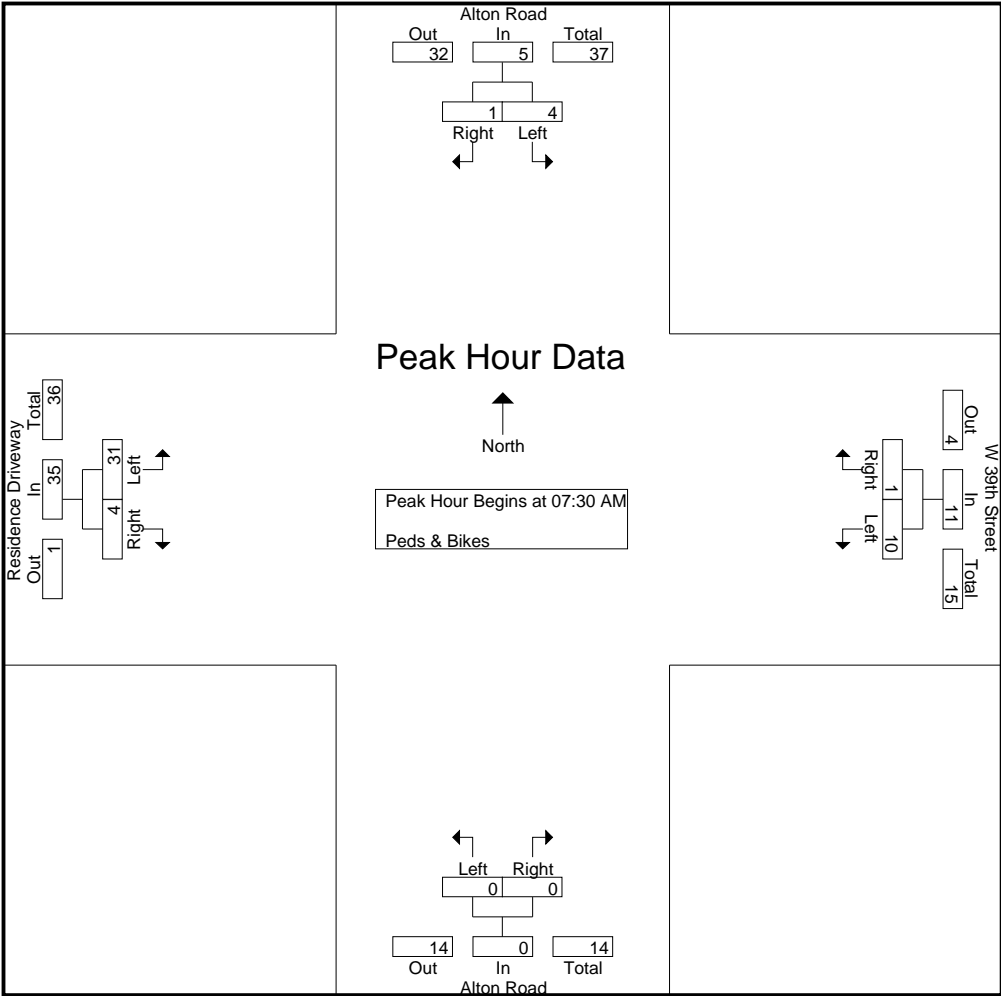
Alton Road & W 39th Street

File Name : TMC-21 Alton Rd & W 39th Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 3

Start Time	Alton Road Southbound			Alton Road Northbound			W 39th Street Westbound			Residence Driveway Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	1	0	1	0	0	0	1	0	1	16	4	20	22
07:45 AM	2	0	2	0	0	0	5	0	5	9	0	9	16
08:00 AM	1	1	2	0	0	0	1	1	2	4	0	4	8
08:15 AM	0	0	0	0	0	0	3	0	3	2	0	2	5
Total Volume	4	1	5	0	0	0	10	1	11	31	4	35	51
% App. Total	80	20		0	0		90.9	9.1		88.6	11.4		
PHF	.500	.250	.625	.000	.000	.000	.500	.250	.550	.484	.250	.438	.580

Alton Road & W 39th Street

File Name : TMC-21 Alton Rd & W 39th Street
 Site Code : 00000000
 Start Date : 10/17/2017
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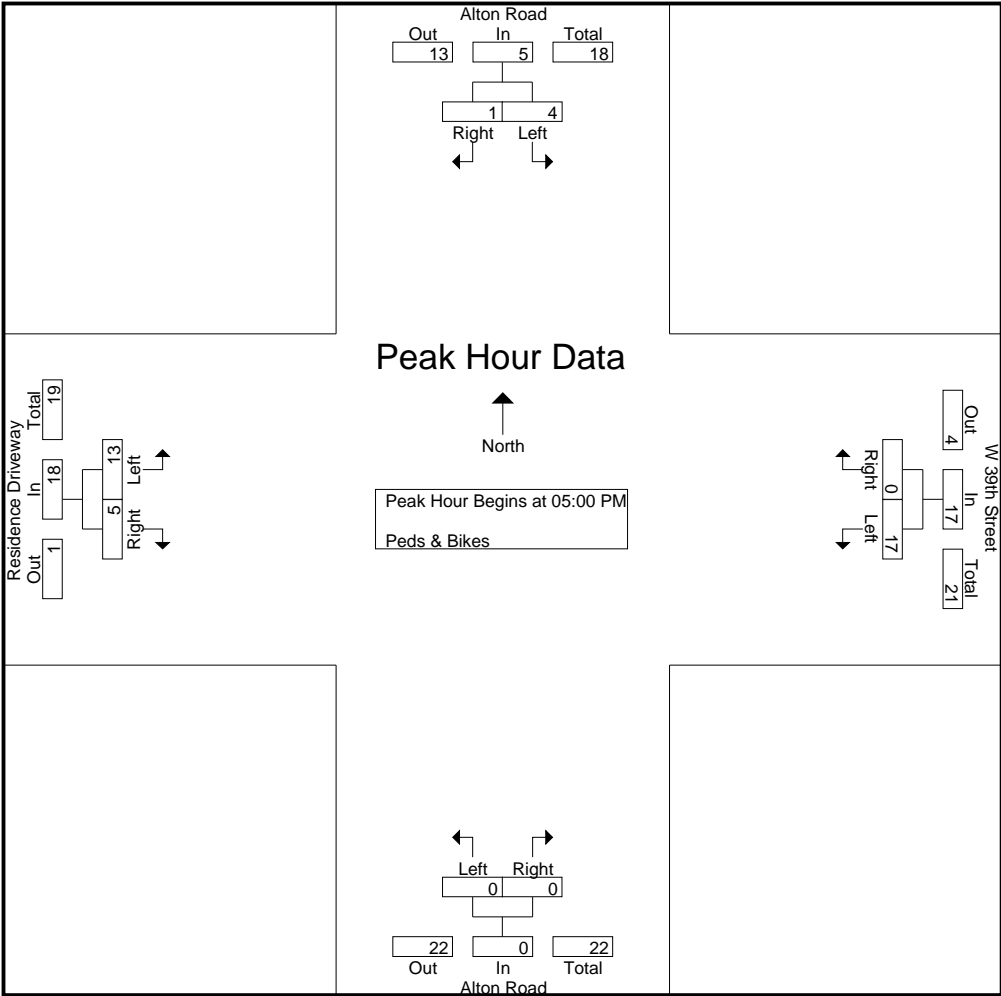
Alton Road & W 39th Street

File Name : TMC-21 Alton Rd & W 39th Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 5

Start Time	Alton Road Southbound			Alton Road Northbound			W 39th Street Westbound			Residence Driveway Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	2	0	2	0	0	0	4	0	4	6	0	6	12
05:15 PM	1	0	1	0	0	0	5	0	5	1	0	1	7
05:30 PM	1	0	1	0	0	0	6	0	6	3	1	4	11
05:45 PM	0	1	1	0	0	0	2	0	2	3	4	7	10
Total Volume	4	1	5	0	0	0	17	0	17	13	5	18	40
% App. Total	80	20		0	0		100	0		72.2	27.8		
PHF	.500	.250	.625	.000	.000	.000	.708	.000	.708	.542	.313	.643	.833

Alton Road & W 39th Street

File Name : TMC-21 Alton Rd & W 39th Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 6



Alton Road & W 39th Street

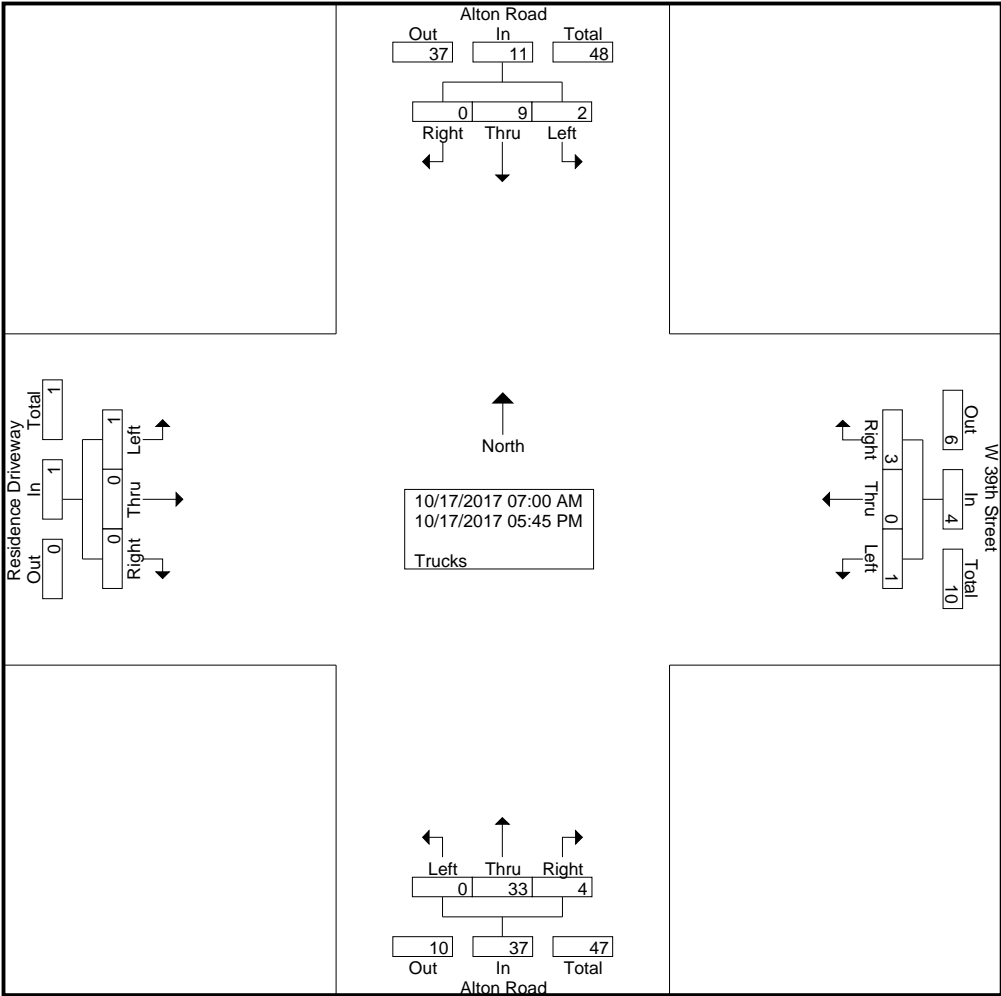
File Name : TMC-21 Alton Rd & W 39th Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 1

Groups Printed- Trucks

Start Time	Alton Road Southbound					Alton Road Northbound					W 39th Street Westbound					Residence Driveway Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	1	0	1	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	1	0	1	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	1	0	1	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	3	0	3	0	0	9	1	10	0	0	0	0	0	0	0	0	0	0	13
*** BREAK ***																					
08:15 AM	0	1	0	0	1	0	0	2	1	3	0	0	0	0	0	0	1	0	0	1	5
08:30 AM	0	0	1	0	1	0	0	4	1	5	0	0	0	0	0	0	0	0	0	0	6
08:45 AM	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	3
Total	0	1	1	0	2	0	0	9	2	11	0	0	0	0	0	0	1	0	0	1	14
*** BREAK ***																					
03:00 PM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2
03:15 PM	0	0	1	0	1	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	3
03:30 PM	0	1	1	0	2	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	4
03:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	2	0	3	0	0	5	1	6	0	1	0	0	1	0	0	0	0	0	10
04:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	1	1	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	3	0	3	0	0	0	2	2	0	0	0	0	0	5
05:00 PM	0	0	2	0	2	0	0	1	0	1	0	0	0	1	1	0	0	0	0	0	4
05:15 PM	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	4
05:30 PM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	3	0	3	0	0	7	0	7	0	0	0	1	1	0	0	0	0	0	11
Grand Total	0	2	9	0	11	0	0	33	4	37	0	1	0	3	4	0	1	0	0	1	53
Apprch %	0	18.2	81.8	0		0	0	89.2	10.8		0	25	0	75		0	100	0	0		
Total %	0	3.8	17	0	20.8	0	0	62.3	7.5	69.8	0	1.9	0	5.7	7.5	0	1.9	0	0	1.9	

Alton Road & W 39th Street

File Name : TMC-21 Alton Rd & W 39th Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 2



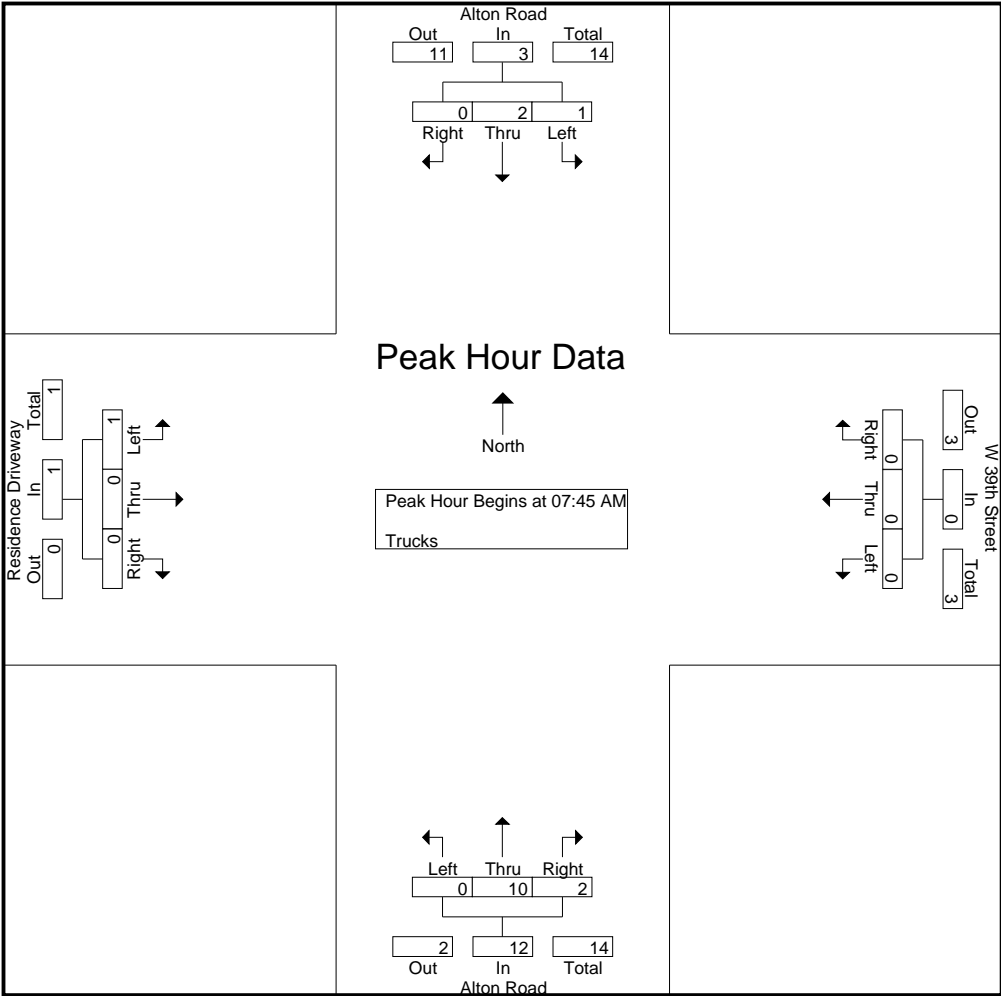
Alton Road & W 39th Street

File Name : TMC-21 Alton Rd & W 39th Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 3

Start Time	Alton Road Southbound					Alton Road Northbound					W 39th Street Westbound					Residence Driveway Eastbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 07:45 AM																						
07:45 AM	0	0	1	0	1	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	5
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	0	0	1	0	0	2	1	3	0	0	0	0	0	0	1	0	0	0	1	5
08:30 AM	0	0	1	0	1	0	0	4	1	5	0	0	0	0	0	0	0	0	0	0	0	6
Total Volume	0	1	2	0	3	0	0	10	2	12	0	0	0	0	0	0	1	0	0	0	1	16
% App. Total	0	33.3	66.7	0		0	0	83.3	16.7		0	0	0	0		0	100	0	0			
PHF	.000	.250	.500	.000	.750	.000	.000	.625	.500	.600	.000	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.667

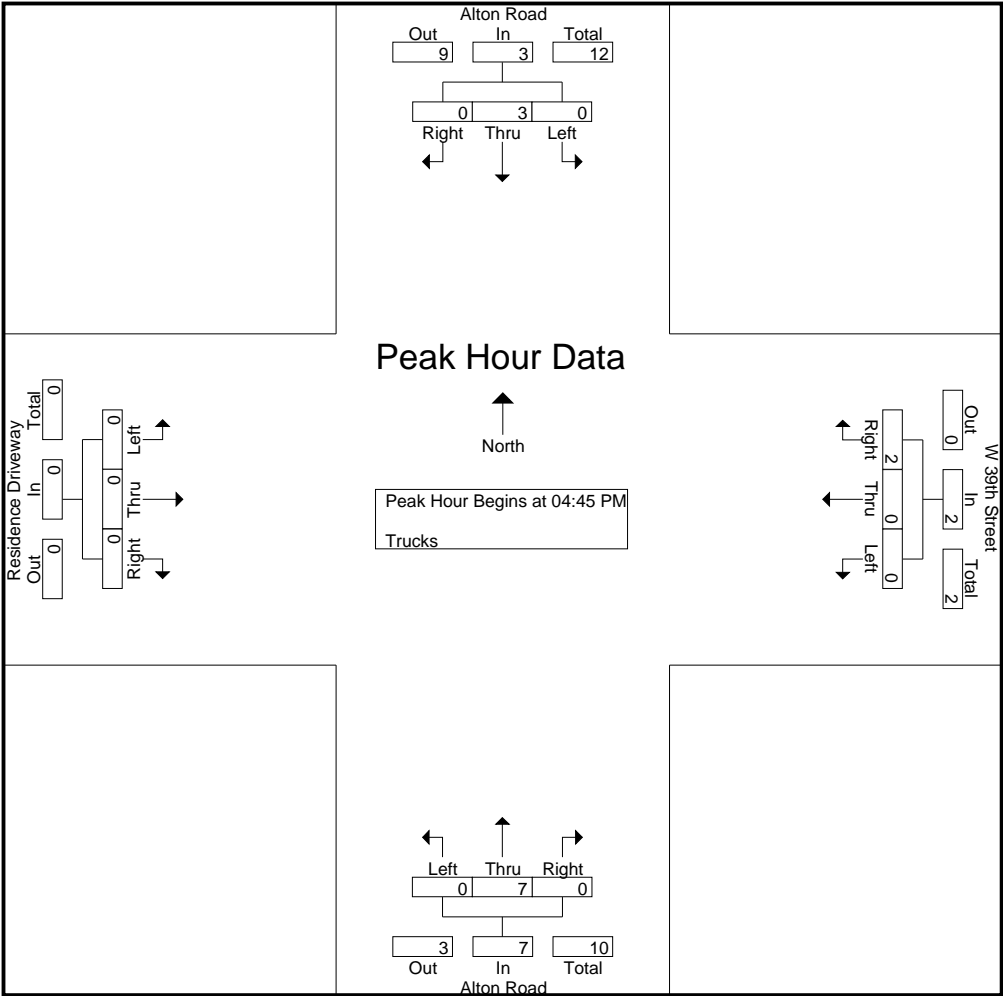
Alton Road & W 39th Street

File Name : TMC-21 Alton Rd & W 39th Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 4



Alton Road & W 39th Street

File Name : TMC-21 Alton Rd & W 39th Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 6



Alton Road & W 39th Street

File Name : TMC-21 Alton Rd & W 39th Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 1

Groups Printed- Vehicle - Trucks

Start Time	Alton Road Southbound					Alton Road Northbound					W 39th Street Westbound					Residence Driveway Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
07:00 AM	0	5	18	0	23	0	0	32	7	39	0	1	0	2	3	0	1	0	0	1	66
07:15 AM	0	7	50	0	57	0	0	25	3	28	0	7	0	11	18	0	0	0	0	0	103
07:30 AM	1	15	66	0	82	0	0	29	6	35	0	19	0	29	48	0	1	0	0	1	166
07:45 AM	1	14	57	0	72	0	0	27	6	33	0	26	0	29	55	0	5	4	2	11	171
Total	2	41	191	0	234	0	0	113	22	135	0	53	0	71	124	0	7	4	2	13	506
08:00 AM	4	9	28	0	41	0	0	38	3	41	0	16	0	19	35	0	3	0	2	5	122
08:15 AM	1	7	20	0	28	0	0	41	9	50	0	7	0	7	14	0	4	2	2	8	100
08:30 AM	1	15	26	0	42	0	0	47	24	71	0	16	0	17	33	0	1	0	1	2	148
08:45 AM	1	12	42	0	55	0	0	41	11	52	0	13	0	13	26	0	3	0	1	4	137
Total	7	43	116	0	166	0	0	167	47	214	0	52	0	56	108	0	11	2	6	19	507
*** BREAK ***																					
03:00 PM	1	20	36	0	57	0	0	56	20	76	1	12	0	25	38	0	1	0	2	3	174
03:15 PM	0	14	25	0	39	1	0	62	26	89	0	17	0	39	56	0	0	0	1	1	185
03:30 PM	3	6	25	0	34	0	0	63	18	81	0	7	0	18	25	0	3	0	0	3	143
03:45 PM	0	10	26	0	36	2	0	63	20	85	0	6	0	13	19	0	0	0	0	0	140
Total	4	50	112	0	166	3	0	244	84	331	1	42	0	95	138	0	4	0	3	7	642
04:00 PM	2	6	32	0	40	0	0	63	10	73	0	9	0	13	22	0	1	1	1	3	138
04:15 PM	1	19	32	0	52	0	0	55	13	68	0	9	0	17	26	0	0	0	1	1	147
04:30 PM	0	13	40	0	53	0	0	61	8	69	1	17	0	15	33	0	0	0	0	0	155
04:45 PM	0	10	26	0	36	0	0	73	13	86	0	15	0	23	38	0	1	2	0	3	163
Total	3	48	130	0	181	0	0	252	44	296	1	50	0	68	119	0	2	3	2	7	603
05:00 PM	3	13	37	0	53	0	0	58	14	72	1	1	0	16	18	0	2	0	2	4	147
05:15 PM	2	12	31	0	45	0	0	50	11	61	1	9	0	16	26	0	1	0	1	2	134
05:30 PM	0	14	31	0	45	0	0	61	16	77	0	8	0	17	25	0	0	1	0	1	148
05:45 PM	4	10	34	0	48	0	0	63	16	79	1	7	0	9	17	0	3	3	2	8	152
Total	9	49	133	0	191	0	0	232	57	289	3	25	0	58	86	0	6	4	5	15	581
Grand Total	25	231	682	0	938	3	0	1008	254	1265	5	222	0	348	575	0	30	13	18	61	2839
Apprch %	2.7	24.6	72.7	0		0.2	0	79.7	20.1		0.9	38.6	0	60.5		0	49.2	21.3	29.5		
Total %	0.9	8.1	24	0	33	0.1	0	35.5	8.9	44.6	0.2	7.8	0	12.3	20.3	0	1.1	0.5	0.6	2.1	
Vehicle	25	229	673	0	927	3	0	975	250	1228	5	221	0	345	571	0	29	13	18	60	2786
% Vehicle	100	99.1	98.7	0	98.8	100	0	96.7	98.4	97.1	100	99.5	0	99.1	99.3	0	96.7	100	100	98.4	98.1

Alton Road & W 39th Street

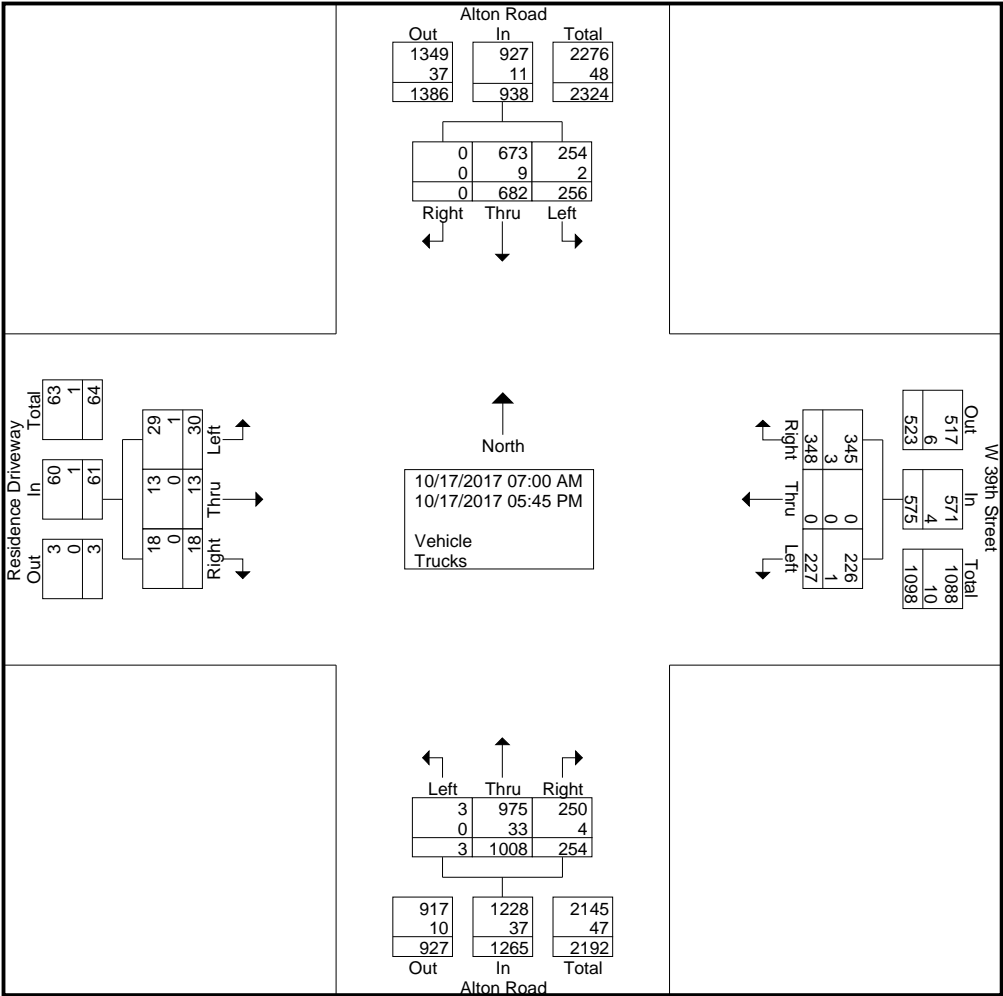
File Name : TMC-21 Alton Rd & W 39th Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 2

Groups Printed- Vehicle - Trucks

	Alton Road Southbound					Alton Road Northbound					W 39th Street Westbound					Residence Driveway Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Trucks	0	2	9	0	11	0	0	33	4	37	0	1	0	3	4	0	1	0	0	1	53
% Trucks	0	0.9	1.3	0	1.2	0	0	3.3	1.6	2.9	0	0.5	0	0.9	0.7	0	3.3	0	0	1.6	1.9

Alton Road & W 39th Street

File Name : TMC-21 Alton Rd & W 39th Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 3



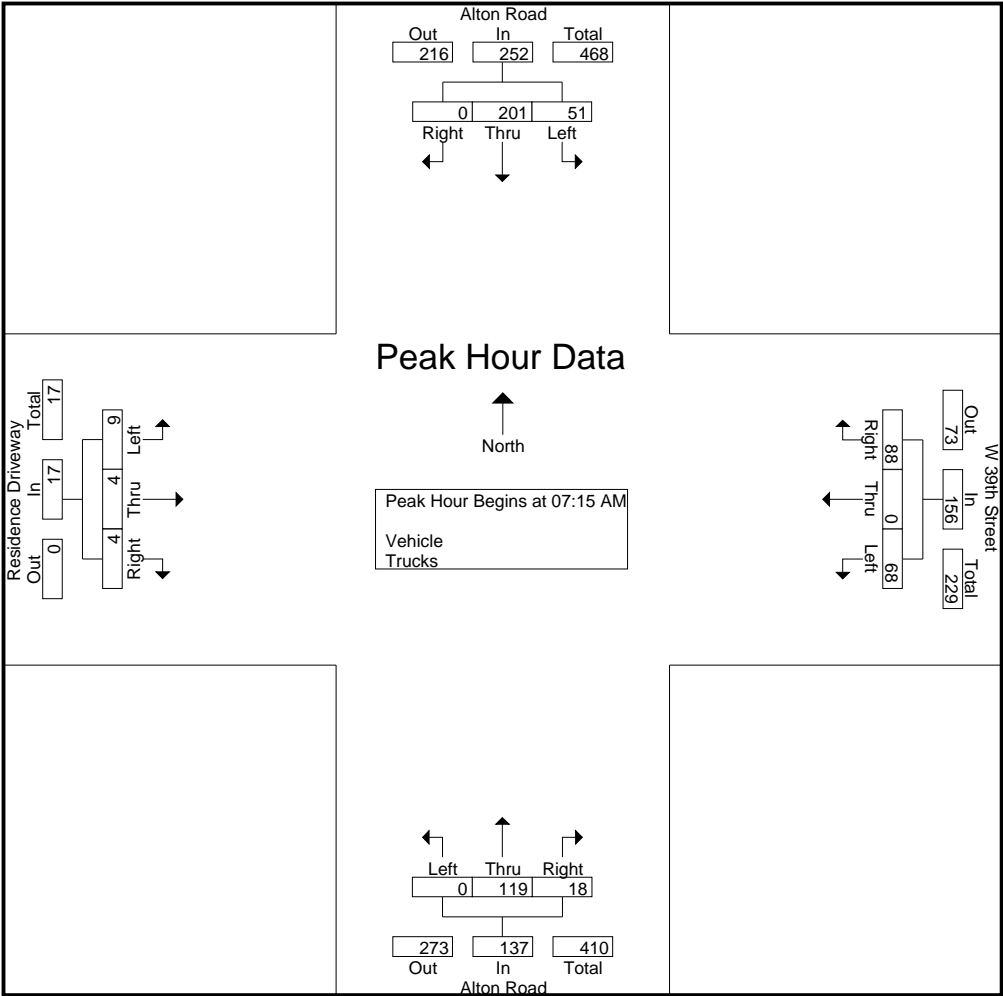
Alton Road & W 39th Street

File Name : TMC-21 Alton Rd & W 39th Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 4

Start Time	Alton Road Southbound					Alton Road Northbound					W 39th Street Westbound					Residence Driveway Eastbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 07:15 AM																						
07:15 AM	0	7	50	0	57	0	0	25	3	28	0	7	0	11	18	0	0	0	0	0	103	
07:30 AM	1	15	66	0	82	0	0	29	6	35	0	19	0	29	48	0	1	0	0	1	166	
07:45 AM	1	14	57	0	72	0	0	27	6	33	0	26	0	29	55	0	5	4	2	11	171	
08:00 AM	4	9	28	0	41	0	0	38	3	41	0	16	0	19	35	0	3	0	2	5	122	
Total Volume	6	45	201	0	252	0	0	119	18	137	0	68	0	88	156	0	9	4	4	17	562	
% App. Total	2.4	17.9	79.8	0		0	0	86.9	13.1		0	43.6	0	56.4		0	52.9	23.5	23.5			
PHF	.375	.750	.761	.000	.768	.000	.000	.783	.750	.835	.000	.654	.000	.759	.709	.000	.450	.250	.500	.386	.822	

Alton Road & W 39th Street

File Name : TMC-21 Alton Rd & W 39th Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 5



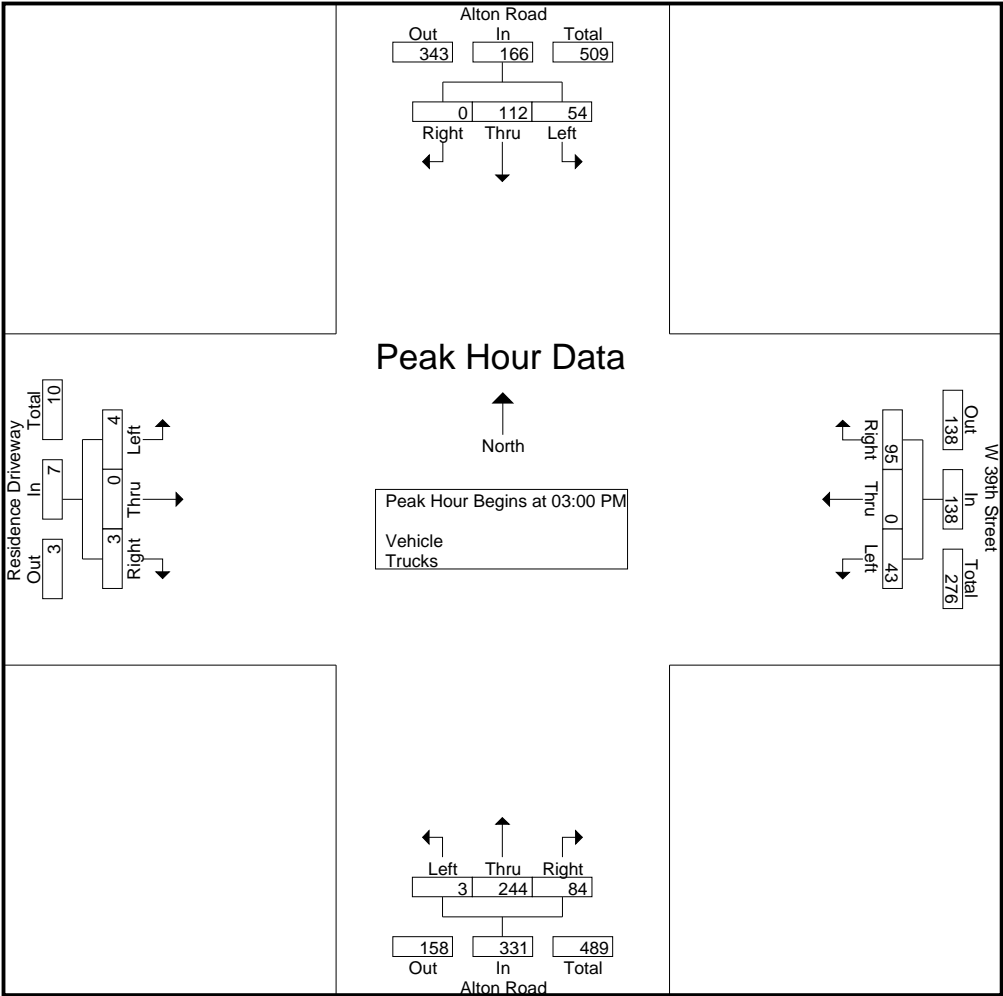
Alton Road & W 39th Street

File Name : TMC-21 Alton Rd & W 39th Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 6

Start Time	Alton Road Southbound					Alton Road Northbound					W 39th Street Westbound					Residence Driveway Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	1	20	36	0	57	0	0	56	20	76	1	12	0	25	38	0	1	0	2	3	174
03:15 PM	0	14	25	0	39	1	0	62	26	89	0	17	0	39	56	0	0	0	1	1	185
03:30 PM	3	6	25	0	34	0	0	63	18	81	0	7	0	18	25	0	3	0	0	3	143
03:45 PM	0	10	26	0	36	2	0	63	20	85	0	6	0	13	19	0	0	0	0	0	140
Total Volume	4	50	112	0	166	3	0	244	84	331	1	42	0	95	138	0	4	0	3	7	642
% App. Total	2.4	30.1	67.5	0		0.9	0	73.7	25.4		0.7	30.4	0	68.8		0	57.1	0	42.9		
PHF	.333	.625	.778	.000	.728	.375	.000	.968	.808	.930	.250	.618	.000	.609	.616	.000	.333	.000	.375	.583	.868

Alton Road & W 39th Street

File Name : TMC-21 Alton Rd & W 39th Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 7



Alton Road & 41st Street

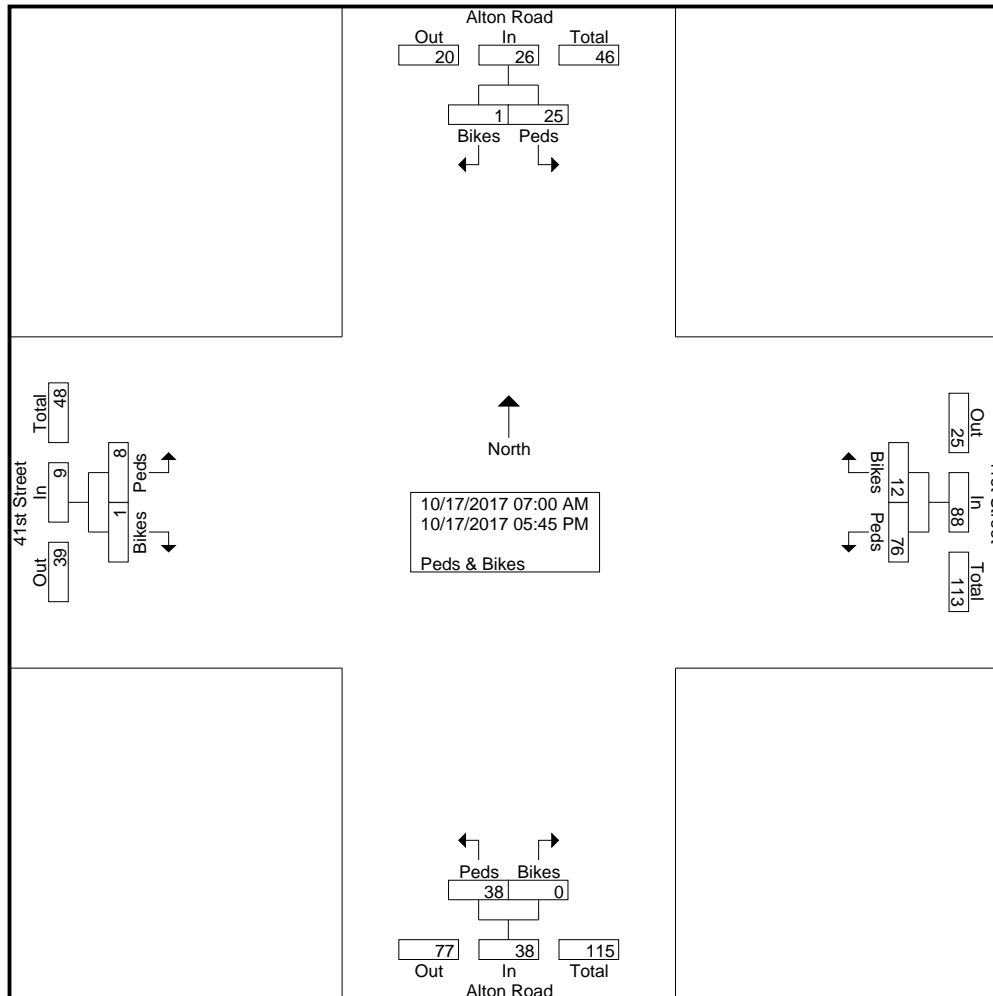
File Name : TMC-22 Alton Rd & 41st Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 1

Groups Printed- Peds & Bikes

Start Time	Alton Road Southbound			Alton Road Northbound			41st Street Westbound			41st Street Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
07:00 AM	1	0	1	2	0	2	6	0	6	0	0	0	9
07:15 AM	0	0	0	0	0	0	2	0	2	0	0	0	2
07:30 AM	2	0	2	8	0	8	6	2	8	1	1	2	20
07:45 AM	0	0	0	6	0	6	5	0	5	0	0	0	11
Total	3	0	3	16	0	16	19	2	21	1	1	2	42
08:00 AM	2	0	2	0	0	0	5	0	5	0	0	0	7
08:15 AM	2	0	2	1	0	1	4	0	4	2	0	2	9
08:30 AM	2	1	3	0	0	0	2	1	3	0	0	0	6
08:45 AM	0	0	0	3	0	3	10	0	10	1	0	1	14
Total	6	1	7	4	0	4	21	1	22	3	0	3	36
*** BREAK ***													
03:00 PM	0	0	0	0	0	0	2	0	2	1	0	1	3
03:15 PM	0	0	0	1	0	1	0	1	1	0	0	0	2
03:30 PM	4	0	4	0	0	0	2	0	2	0	0	0	6
03:45 PM	1	0	1	0	0	0	5	0	5	1	0	1	7
Total	5	0	5	1	0	1	9	1	10	2	0	2	18
04:00 PM	0	0	0	0	0	0	8	0	8	0	0	0	8
04:15 PM	5	0	5	1	0	1	5	0	5	1	0	1	12
04:30 PM	0	0	0	0	0	0	1	0	1	1	0	1	2
04:45 PM	2	0	2	2	0	2	4	0	4	0	0	0	8
Total	7	0	7	3	0	3	18	0	18	2	0	2	30
05:00 PM	1	0	1	6	0	6	3	1	4	0	0	0	11
05:15 PM	2	0	2	1	0	1	1	3	4	0	0	0	7
05:30 PM	1	0	1	2	0	2	2	0	2	0	0	0	5
05:45 PM	0	0	0	5	0	5	3	4	7	0	0	0	12
Total	4	0	4	14	0	14	9	8	17	0	0	0	35
Grand Total	25	1	26	38	0	38	76	12	88	8	1	9	161
Apprch %	96.2	3.8		100	0		86.4	13.6		88.9	11.1		
Total %	15.5	0.6	16.1	23.6	0	23.6	47.2	7.5	54.7	5	0.6	5.6	

Alton Road & 41st Street

File Name : TMC-22 Alton Rd & 41st Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 2



Alton Road & 41st Street

File Name : TMC-22 Alton Rd & 41st Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 3

Start Time	Alton Road Southbound			Alton Road Northbound			41st Street Westbound			41st Street Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	2	0	2	8	0	8	6	2	8	1	1	2	20
07:45 AM	0	0	0	6	0	6	5	0	5	0	0	0	11
08:00 AM	2	0	2	0	0	0	5	0	5	0	0	0	7
08:15 AM	2	0	2	1	0	1	4	0	4	2	0	2	9
Total Volume	6	0	6	15	0	15	20	2	22	3	1	4	47
% App. Total	100	0		100	0		90.9	9.1		75	25		
PHF	.750	.000	.750	.469	.000	.469	.833	.250	.688	.375	.250	.500	.588

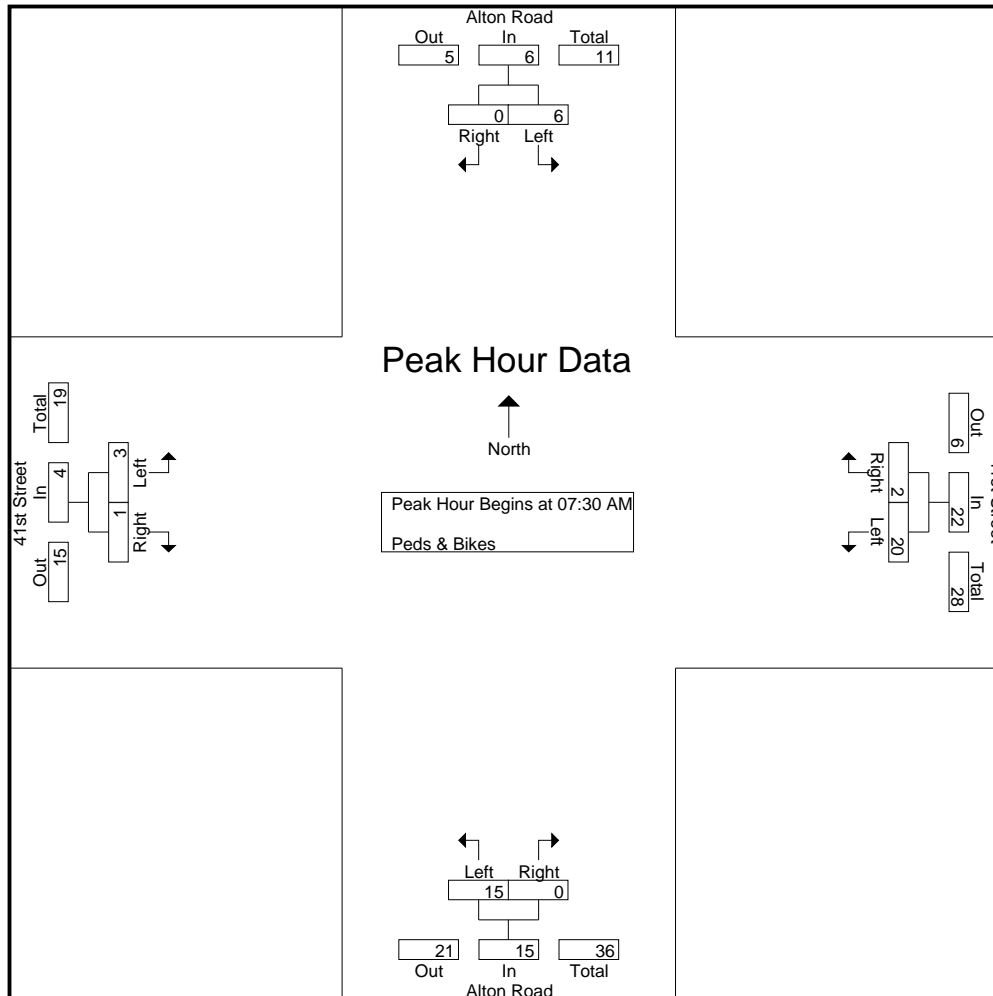
Alton Road & 41st Street

File Name : TMC-22 Alton Rd & 41st Street

Site Code : 00000000

Start Date : 10/17/2017

Page No : 4



Alton Road & 41st Street

File Name : TMC-22 Alton Rd & 41st Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 5

Start Time	Alton Road Southbound			Alton Road Northbound			41st Street Westbound			41st Street Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	1	0	1	6	0	6	3	1	4	0	0	0	11
05:15 PM	2	0	2	1	0	1	1	3	4	0	0	0	7
05:30 PM	1	0	1	2	0	2	2	0	2	0	0	0	5
05:45 PM	0	0	0	5	0	5	3	4	7	0	0	0	12
Total Volume	4	0	4	14	0	14	9	8	17	0	0	0	35
% App. Total	100	0		100	0		52.9	47.1		0	0		
PHF	.500	.000	.500	.583	.000	.583	.750	.500	.607	.000	.000	.000	.729

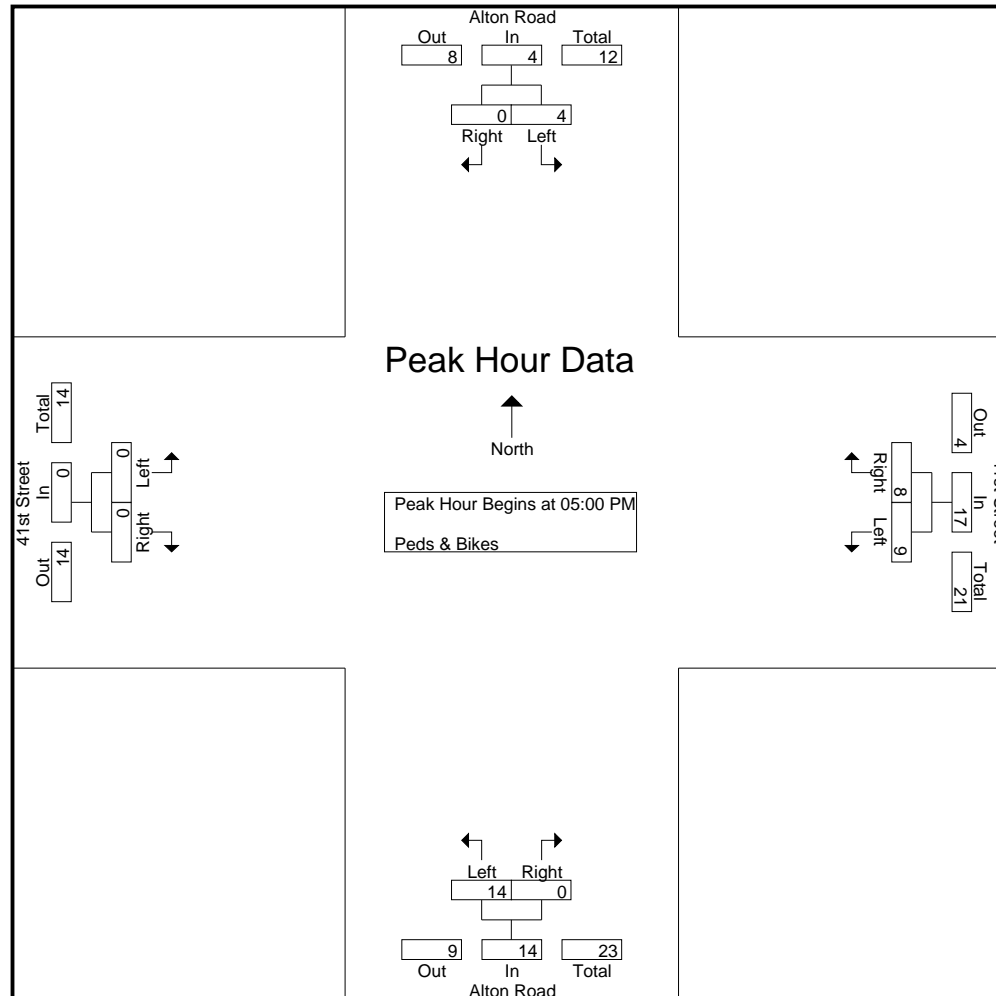
Alton Road & 41st Street

File Name : TMC-22 Alton Rd & 41st Street

Site Code : 00000000

Start Date : 10/17/2017

Page No : 6



Alton Road & 41st Street

File Name : TMC-22 Alton Rd & 41st Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 1

Groups Printed- Trucks

Start Time	Alton Road Southbound					Alton Road Northbound					41st Street Westbound					41st Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
07:00 AM	0	1	0	0	1	0	0	0	1	1	0	0	2	1	3	0	1	2	0	3	8
07:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	2	0	2	0	1	9	0	10	13
07:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	3	1	4	0	1	2	0	3	8
07:45 AM	0	0	2	0	2	0	1	0	0	1	0	0	3	1	4	0	2	10	0	12	19
Total	0	1	2	0	3	0	2	1	1	4	0	0	10	3	13	0	5	23	0	28	48
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	1	5	0	6	9
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	4	3	7	0	0	10	0	10	17
08:30 AM	0	0	0	0	0	0	0	4	1	5	0	0	2	0	2	0	3	7	0	10	17
08:45 AM	0	0	0	1	1	0	0	1	0	1	0	0	5	1	6	0	4	3	0	7	15
Total	0	0	0	1	1	0	0	5	1	6	0	0	13	5	18	0	8	25	0	33	58
*** BREAK ***																					
03:00 PM	0	0	0	0	0	0	1	0	1	2	0	0	2	1	3	0	0	2	1	3	8
03:15 PM	0	0	0	0	0	0	0	1	0	1	0	1	1	0	2	0	1	1	0	2	5
03:30 PM	0	0	1	0	1	0	0	1	1	2	0	0	10	0	10	0	0	4	0	4	17
03:45 PM	0	1	0	0	1	0	0	1	1	2	0	0	2	0	2	0	0	6	0	6	11
Total	0	1	1	0	2	0	1	3	3	7	0	1	15	1	17	0	1	13	1	15	41
04:00 PM	0	0	1	1	2	0	0	0	0	0	0	0	2	0	2	0	0	4	0	4	8
04:15 PM	0	1	0	1	2	0	0	0	0	0	0	0	5	1	6	0	0	3	0	3	11
04:30 PM	0	1	0	1	2	0	1	1	0	2	0	0	3	0	3	0	0	3	0	3	10
04:45 PM	0	1	0	0	1	0	0	1	1	2	0	0	4	0	4	0	2	8	0	10	17
Total	0	3	1	3	7	0	1	2	1	4	0	0	14	1	15	0	2	18	0	20	46
05:00 PM	0	1	1	1	3	0	0	1	0	1	0	0	6	1	7	0	0	2	0	2	13
05:15 PM	0	3	0	0	3	0	0	1	0	1	0	0	5	0	5	0	1	3	0	4	13
05:30 PM	0	2	1	0	3	0	0	1	0	1	0	0	5	1	6	0	0	1	0	1	11
05:45 PM	0	2	1	0	3	0	0	0	0	0	0	0	1	1	2	0	0	2	0	2	7
Total	0	8	3	1	12	0	0	3	0	3	0	0	17	3	20	0	1	8	0	9	44
Grand Total	0	13	7	5	25	0	4	14	6	24	0	1	69	13	83	0	17	87	1	105	237
Apprch %	0	52	28	20		0	16.7	58.3	25		0	1.2	83.1	15.7		0	16.2	82.9	1		
Total %	0	5.5	3	2.1	10.5	0	1.7	5.9	2.5	10.1	0	0.4	29.1	5.5	35	0	7.2	36.7	0.4	44.3	

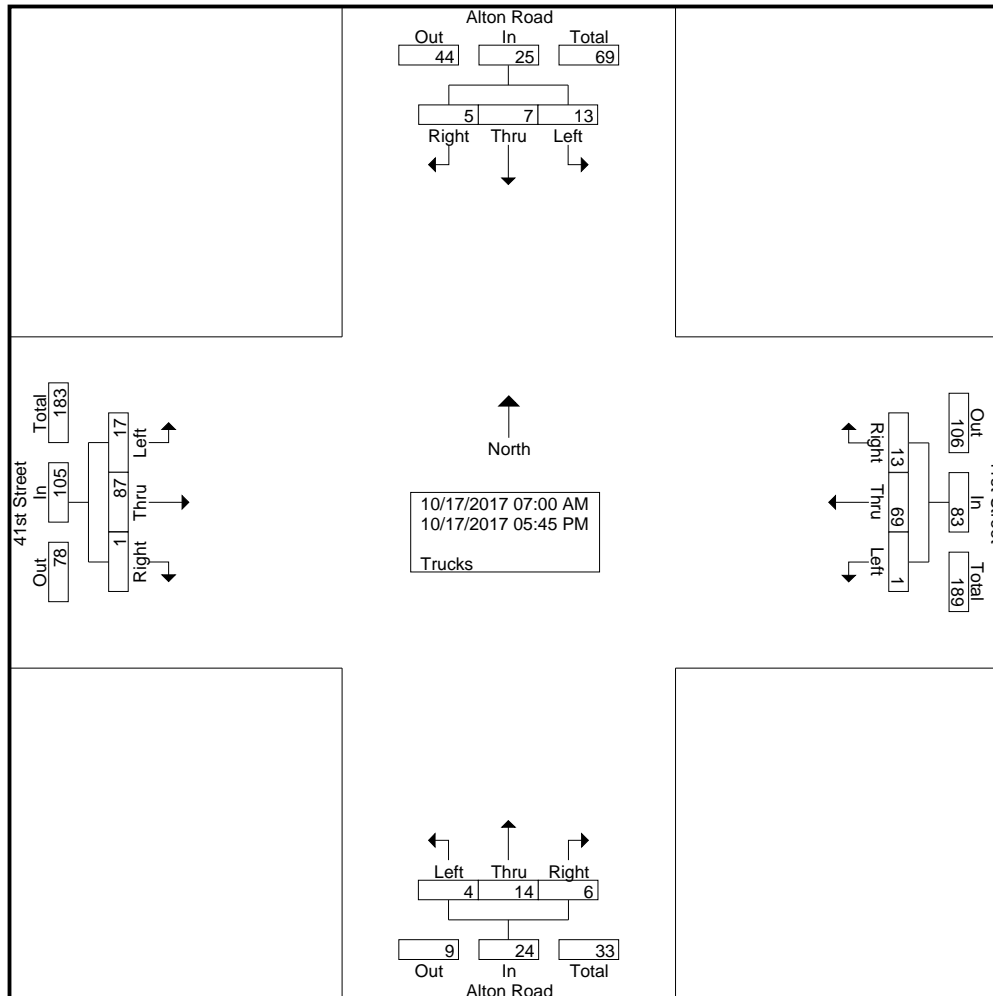
Alton Road & 41st Street

File Name : TMC-22 Alton Rd & 41st Street

Site Code : 00000000

Start Date : 10/17/2017

Page No : 2



Alton Road & 41st Street

File Name : TMC-22 Alton Rd & 41st Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 3

Start Time	Alton Road Southbound					Alton Road Northbound					41st Street Westbound					41st Street Eastbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 07:45 AM																						
07:45 AM	0	0	2	0	2	0	1	0	0	1	0	0	3	1	4	0	2	10	0	12	19	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	1	5	0	6	9	
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	4	3	7	0	0	10	0	10	17	
08:30 AM	0	0	0	0	0	0	0	4	1	5	0	0	2	0	2	0	3	7	0	10	17	
Total Volume	0	0	2	0	2	0	1	4	1	6	0	0	11	5	16	0	6	32	0	38	62	
% App. Total	0	0	100	0		0	16.7	66.7	16.7		0	0	68.8	31.2		0	15.8	84.2	0			
PHF	.000	.000	.250	.000	.250	.000	.250	.250	.250	.300	.000	.000	.688	.417	.571	.000	.500	.800	.000	.792	.816	

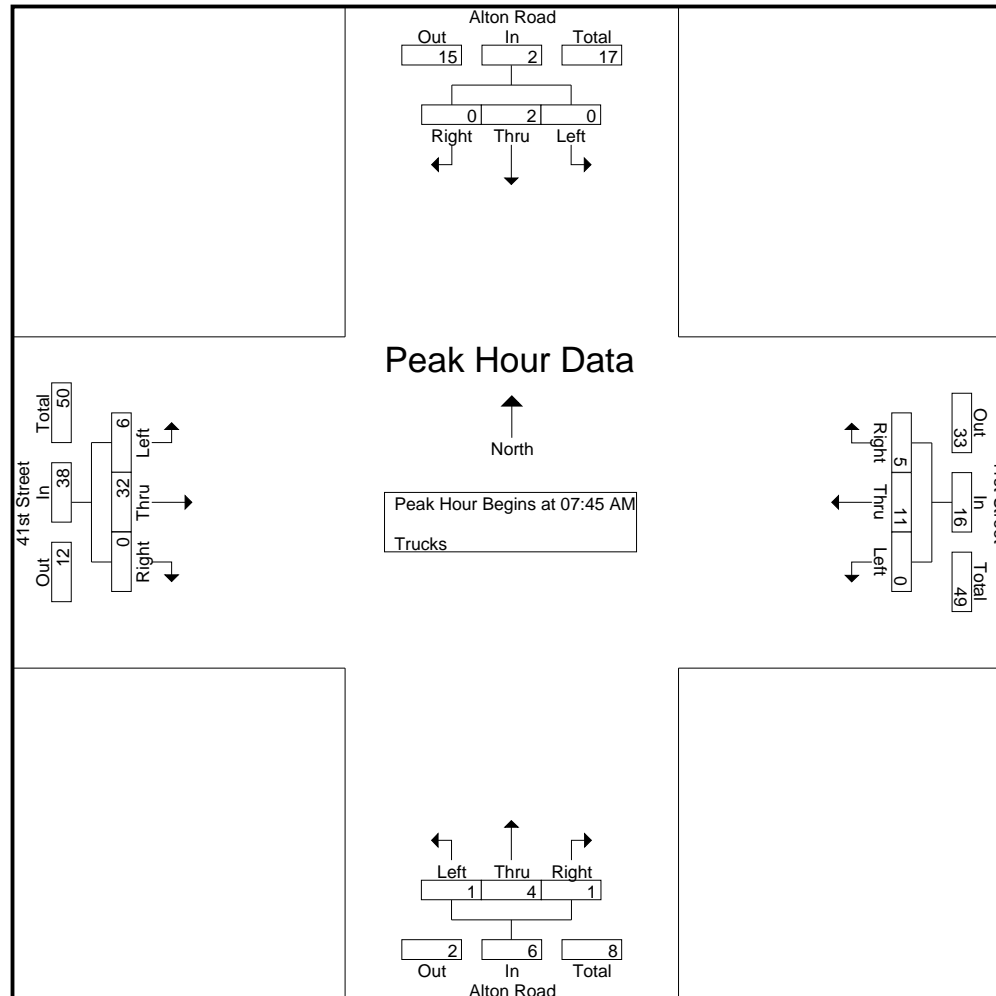
Alton Road & 41st Street

File Name : TMC-22 Alton Rd & 41st Street

Site Code : 00000000

Start Date : 10/17/2017

Page No : 4



Alton Road & 41st Street

File Name : TMC-22 Alton Rd & 41st Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 5

Start Time	Alton Road Southbound					Alton Road Northbound					41st Street Westbound					41st Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	1	0	0	1	0	0	1	1	2	0	0	4	0	4	0	2	8	0	10	17
05:00 PM	0	1	1	1	3	0	0	1	0	1	0	0	6	1	7	0	0	2	0	2	13
05:15 PM	0	3	0	0	3	0	0	1	0	1	0	0	5	0	5	0	1	3	0	4	13
05:30 PM	0	2	1	0	3	0	0	1	0	1	0	0	5	1	6	0	0	1	0	1	11
Total Volume	0	7	2	1	10	0	0	4	1	5	0	0	20	2	22	0	3	14	0	17	54
% App. Total	0	70	20	10		0	0	80	20		0	0	90.9	9.1		0	17.6	82.4	0		
PHF	.000	.583	.500	.250	.833	.000	.000	1.00	.250	.625	.000	.000	.833	.500	.786	.000	.375	.438	.000	.425	.794

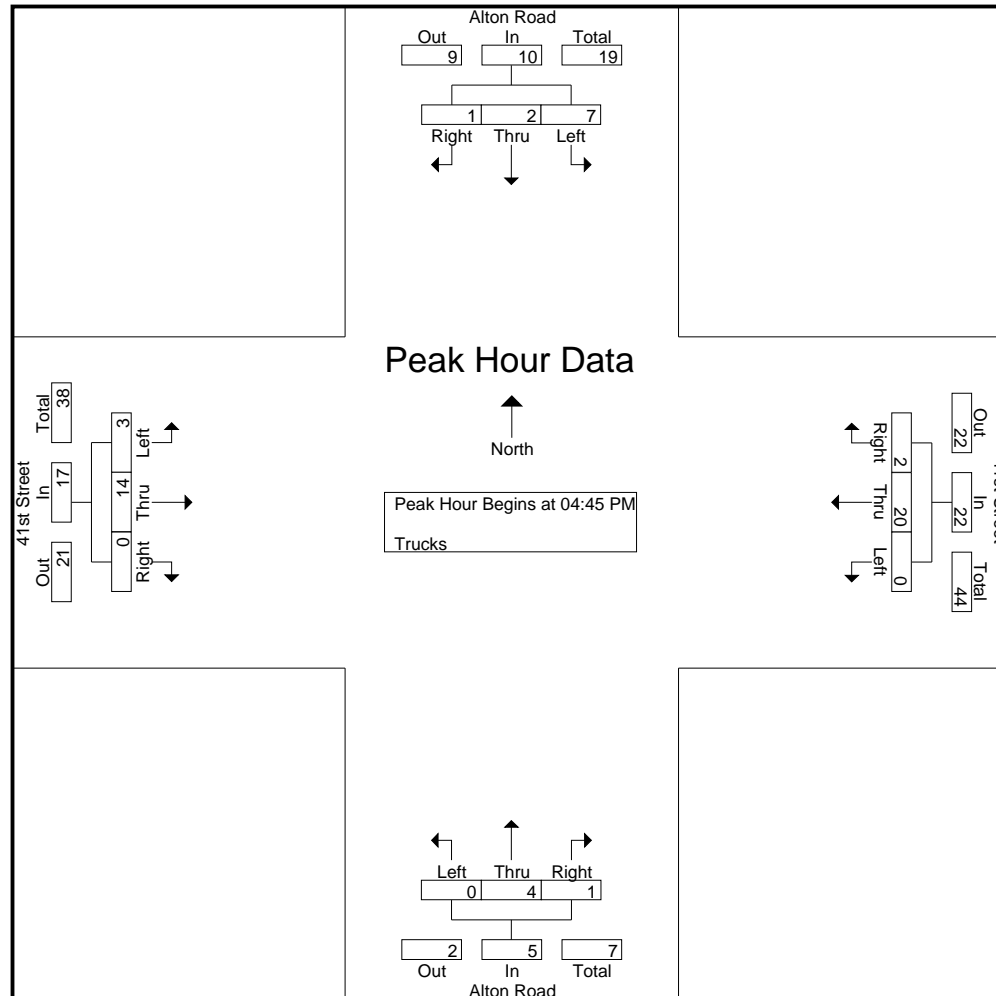
Alton Road & 41st Street

File Name : TMC-22 Alton Rd & 41st Street

Site Code : 00000000

Start Date : 10/17/2017

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Alton Road & 41st Street

File Name : TMC-22 Alton Rd & 41st Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 1

Groups Printed- Vehicle - Trucks

Start Time	Alton Road Southbound					Alton Road Northbound					41st Street Westbound					41st Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
07:00 AM	0	14	10	36	60	0	7	18	12	37	0	2	217	12	231	0	98	389	15	502	830
07:15 AM	0	12	25	64	101	0	8	17	9	34	0	6	259	8	273	0	77	327	28	432	840
07:30 AM	0	6	38	82	126	0	30	24	8	62	0	18	260	9	287	0	55	293	37	385	860
07:45 AM	0	14	34	83	131	0	32	27	8	67	0	14	295	16	325	0	60	352	30	442	965
Total	0	46	107	265	418	0	77	86	37	200	0	40	1031	45	1116	0	290	1361	110	1761	3495
08:00 AM	0	13	29	81	123	0	22	30	18	70	0	5	280	28	313	0	89	375	11	475	981
08:15 AM	0	12	13	61	86	0	7	28	12	47	0	9	265	18	292	0	98	361	10	469	894
08:30 AM	0	20	23	72	115	0	25	41	16	82	0	10	300	25	335	0	80	313	13	406	938
08:45 AM	0	13	30	67	110	0	15	38	13	66	0	15	297	21	333	0	76	290	9	375	884
Total	0	58	95	281	434	0	69	137	59	265	0	39	1142	92	1273	0	343	1339	43	1725	3697
*** BREAK ***																					
03:00 PM	0	26	23	39	88	0	31	36	20	87	0	16	302	19	337	0	31	236	20	287	799
03:15 PM	0	19	10	29	58	0	32	36	22	90	0	15	337	21	373	0	37	246	17	300	821
03:30 PM	0	18	16	84	118	0	31	36	26	93	0	9	338	23	370	1	31	263	6	301	882
03:45 PM	0	28	22	79	129	0	20	46	12	78	0	7	309	22	338	0	38	227	10	275	820
Total	0	91	71	231	393	0	114	154	80	348	0	47	1286	85	1418	1	137	972	53	1163	3322
04:00 PM	0	16	17	69	102	0	29	28	25	82	0	8	356	34	398	0	42	260	9	311	893
04:15 PM	0	20	20	53	93	0	28	28	20	76	0	11	290	14	315	0	33	278	22	333	817
04:30 PM	0	24	25	40	89	0	19	28	24	71	0	13	312	14	339	1	34	280	13	328	827
04:45 PM	0	23	14	52	89	0	37	47	23	107	0	6	274	12	292	0	36	251	11	298	786
Total	0	83	76	214	373	0	113	131	92	336	0	38	1232	74	1344	1	145	1069	55	1270	3323
05:00 PM	0	21	34	63	118	0	25	35	22	82	0	13	264	12	289	0	28	224	12	264	753
05:15 PM	0	24	16	51	91	0	22	34	15	71	0	14	342	15	371	0	42	291	15	348	881
05:30 PM	0	22	26	40	88	0	21	41	24	86	0	8	295	9	312	2	55	316	7	380	866
05:45 PM	0	21	23	25	69	0	20	42	26	88	0	16	310	14	340	0	46	224	6	276	773
Total	0	88	99	179	366	0	88	152	87	327	0	51	1211	50	1312	2	171	1055	40	1268	3273
Grand Total	0	366	448	1170	1984	0	461	660	355	1476	0	215	5902	346	6463	4	1086	5796	301	7187	17110
Apprch %	0	18.4	22.6	59		0	31.2	44.7	24.1		0	3.3	91.3	5.4		0.1	15.1	80.6	4.2		
Total %	0	2.1	2.6	6.8	11.6	0	2.7	3.9	2.1	8.6	0	1.3	34.5	2	37.8	0	6.3	33.9	1.8	42	
Vehicle	0	353	441	1165	1959	0	457	646	349	1452	0	214	5833	333	6380	4	1069	5709	300	7082	16873
% Vehicle	0	96.4	98.4	99.6	98.7	0	99.1	97.9	98.3	98.4	0	99.5	98.8	96.2	98.7	100	98.4	98.5	99.7	98.5	98.6

Alton Road & 41st Street

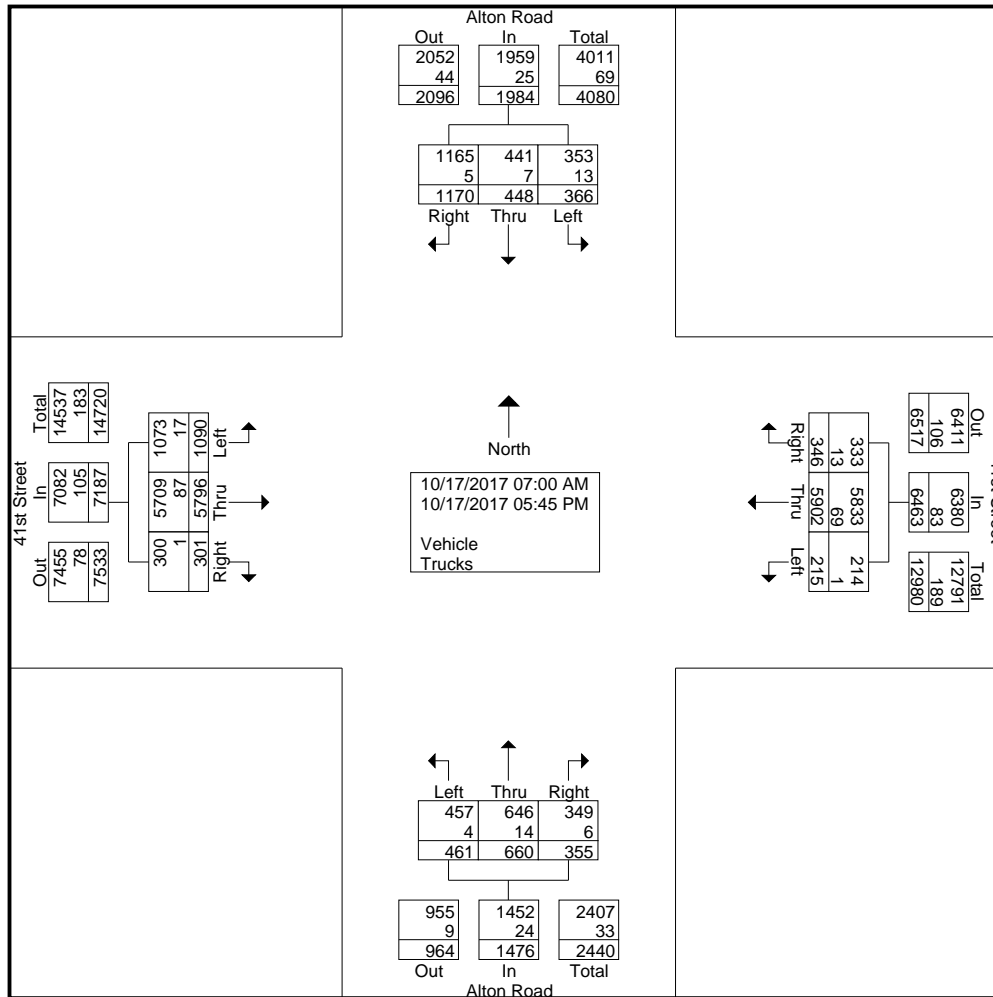
File Name : TMC-22 Alton Rd & 41st Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 2

Groups Printed- Vehicle - Trucks

	Alton Road Southbound					Alton Road Northbound					41st Street Westbound					41st Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Trucks	0	13	7	5	25	0	4	14	6	24	0	1	69	13	83	0	17	87	1	105	237
% Trucks	0	3.6	1.6	0.4	1.3	0	0.9	2.1	1.7	1.6	0	0.5	1.2	3.8	1.3	0	1.6	1.5	0.3	1.5	1.4

Alton Road & 41st Street

File Name : TMC-22 Alton Rd & 41st Street
 Site Code : 00000000
 Start Date : 10/17/2017
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Alton Road & 41st Street

File Name : TMC-22 Alton Rd & 41st Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 4

Start Time	Alton Road Southbound					Alton Road Northbound					41st Street Westbound					41st Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	14	34	83	131	0	32	27	8	67	0	14	295	16	325	0	60	352	30	442	965
08:00 AM	0	13	29	81	123	0	22	30	18	70	0	5	280	28	313	0	89	375	11	475	981
08:15 AM	0	12	13	61	86	0	7	28	12	47	0	9	265	18	292	0	98	361	10	469	894
08:30 AM	0	20	23	72	115	0	25	41	16	82	0	10	300	25	335	0	80	313	13	406	938
Total Volume	0	59	99	297	455	0	86	126	54	266	0	38	1140	87	1265	0	327	1401	64	1792	3778
% App. Total	0	13	21.8	65.3		0	32.3	47.4	20.3		0	3	90.1	6.9		0	18.2	78.2	3.6		
PHF	.000	.738	.728	.895	.868	.000	.672	.768	.750	.811	.000	.679	.950	.777	.944	.000	.834	.934	.533	.943	.963

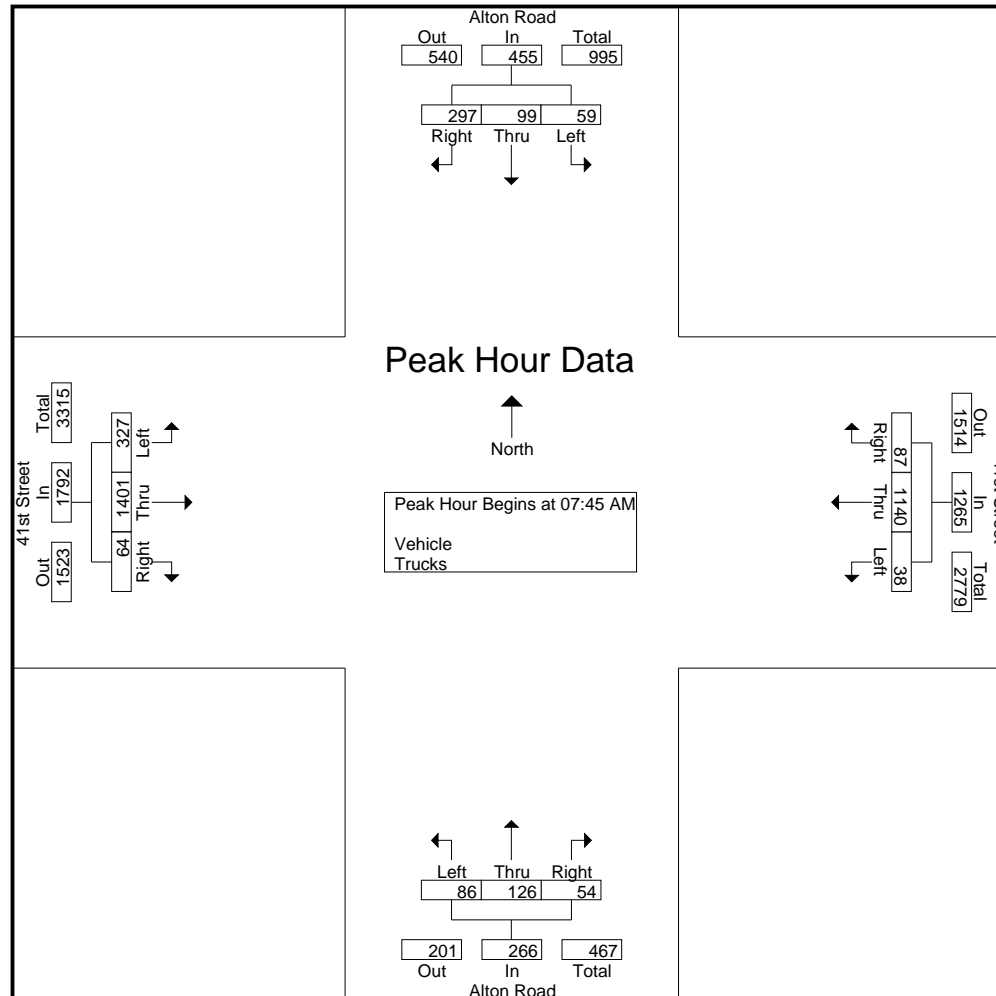
Alton Road & 41st Street

File Name : TMC-22 Alton Rd & 41st Street

Site Code : 00000000

Start Date : 10/17/2017

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Alton Road & 41st Street

File Name : TMC-22 Alton Rd & 41st Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 6

Start Time	Alton Road Southbound					Alton Road Northbound					41st Street Westbound					41st Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:15 PM																					
03:15 PM	0	19	10	29	58	0	32	36	22	90	0	15	337	21	373	0	37	246	17	300	821
03:30 PM	0	18	16	84	118	0	31	36	26	93	0	9	338	23	370	1	31	263	6	301	882
03:45 PM	0	28	22	79	129	0	20	46	12	78	0	7	309	22	338	0	38	227	10	275	820
04:00 PM	0	16	17	69	102	0	29	28	25	82	0	8	356	34	398	0	42	260	9	311	893
Total Volume	0	81	65	261	407	0	112	146	85	343	0	39	1340	100	1479	1	148	996	42	1187	3416
% App. Total	0	19.9	16	64.1		0	32.7	42.6	24.8		0	2.6	90.6	6.8		0.1	12.5	83.9	3.5		
PHF	.000	.723	.739	.777	.789	.000	.875	.793	.817	.922	.000	.650	.941	.735	.929	.250	.881	.947	.618	.954	.956

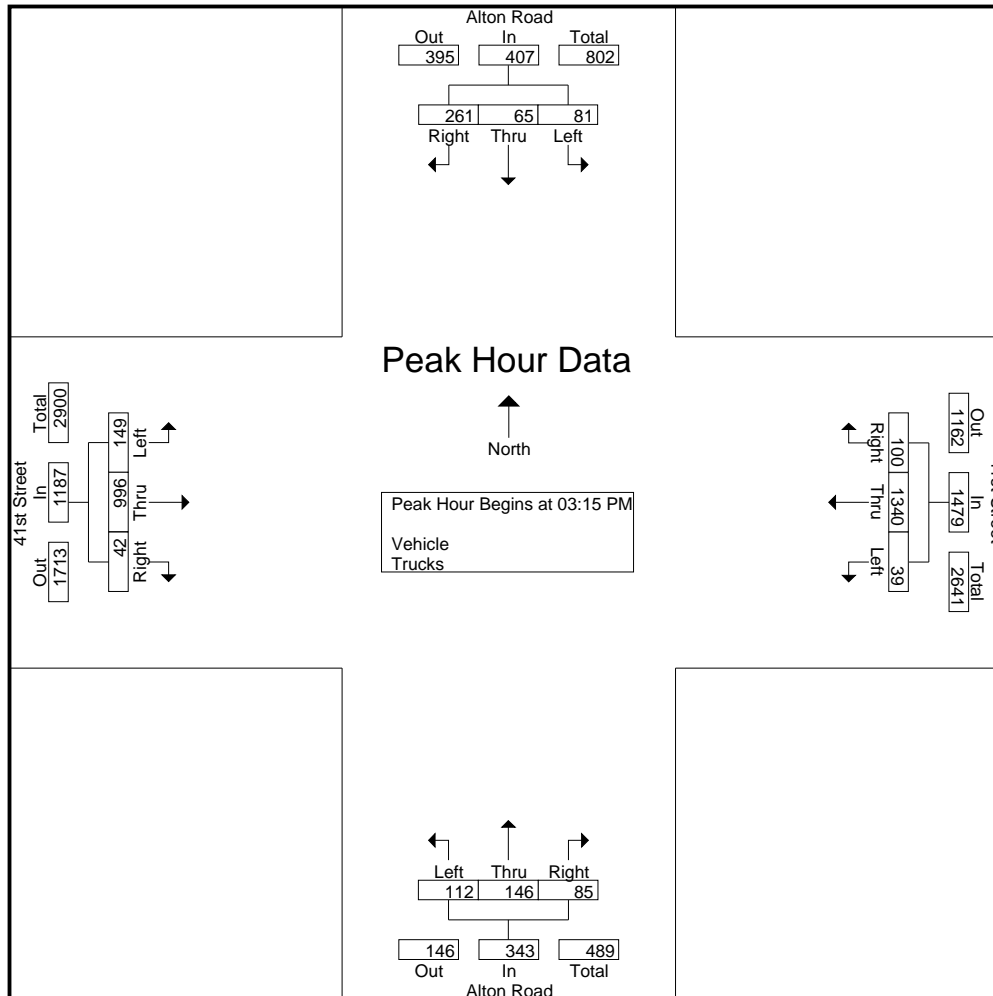
Alton Road & 41st Street

File Name : TMC-22 Alton Rd & 41st Street

Site Code : 00000000

Start Date : 10/17/2017

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Alton Road & Nautilus Road

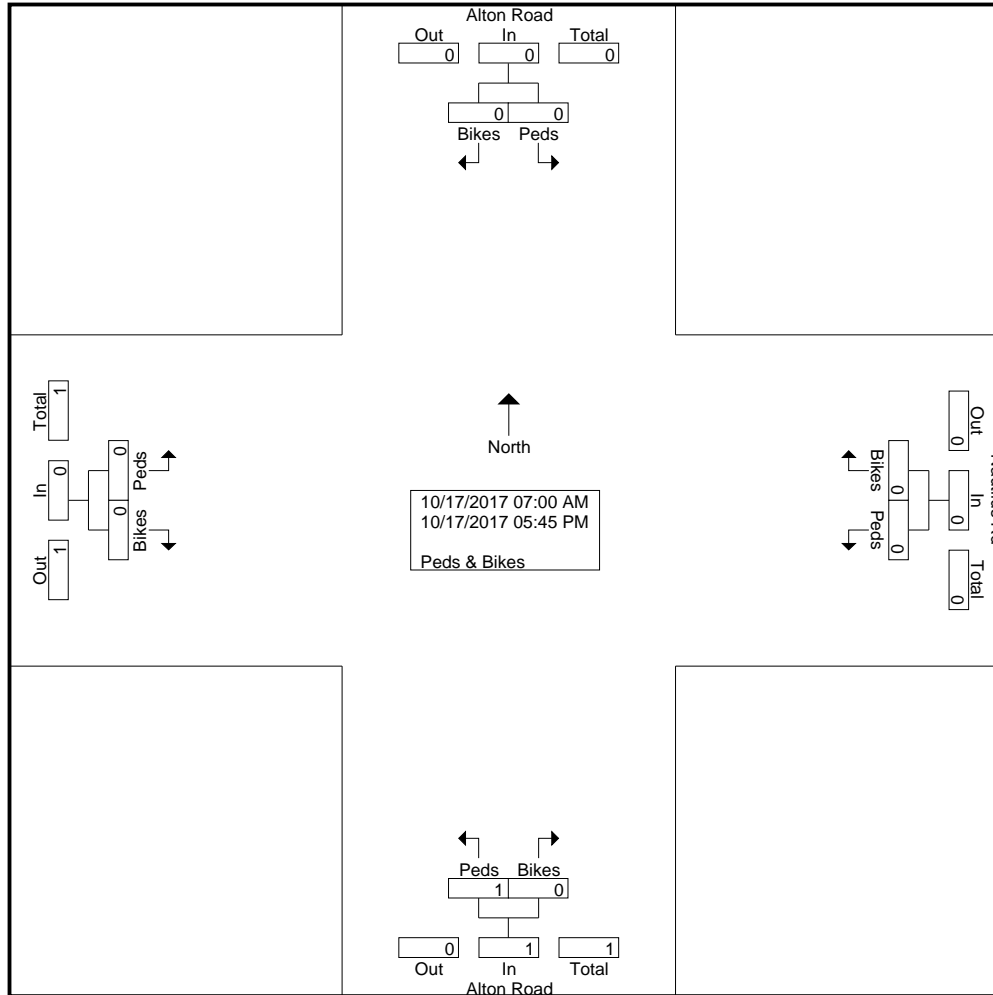
File Name : TMC-23 Alton Rd & Nautilus Rd
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 1

Groups Printed- Peds & Bikes

Start Time	Alton Road Southbound			Alton Road Northbound			Nautilus Rd Westbound			Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
*** BREAK ***													
07:30 AM	0	0	0	1	0	1	0	0	0	0	0	0	1
*** BREAK ***													
Total	0	0	0	1	0	1	0	0	0	0	0	0	1
*** BREAK ***													
Grand Total	0	0	0	1	0	1	0	0	0	0	0	0	1
Apprch %	0	0		100	0		0	0		0	0		
Total %	0	0		100	0	100	0	0		0	0		

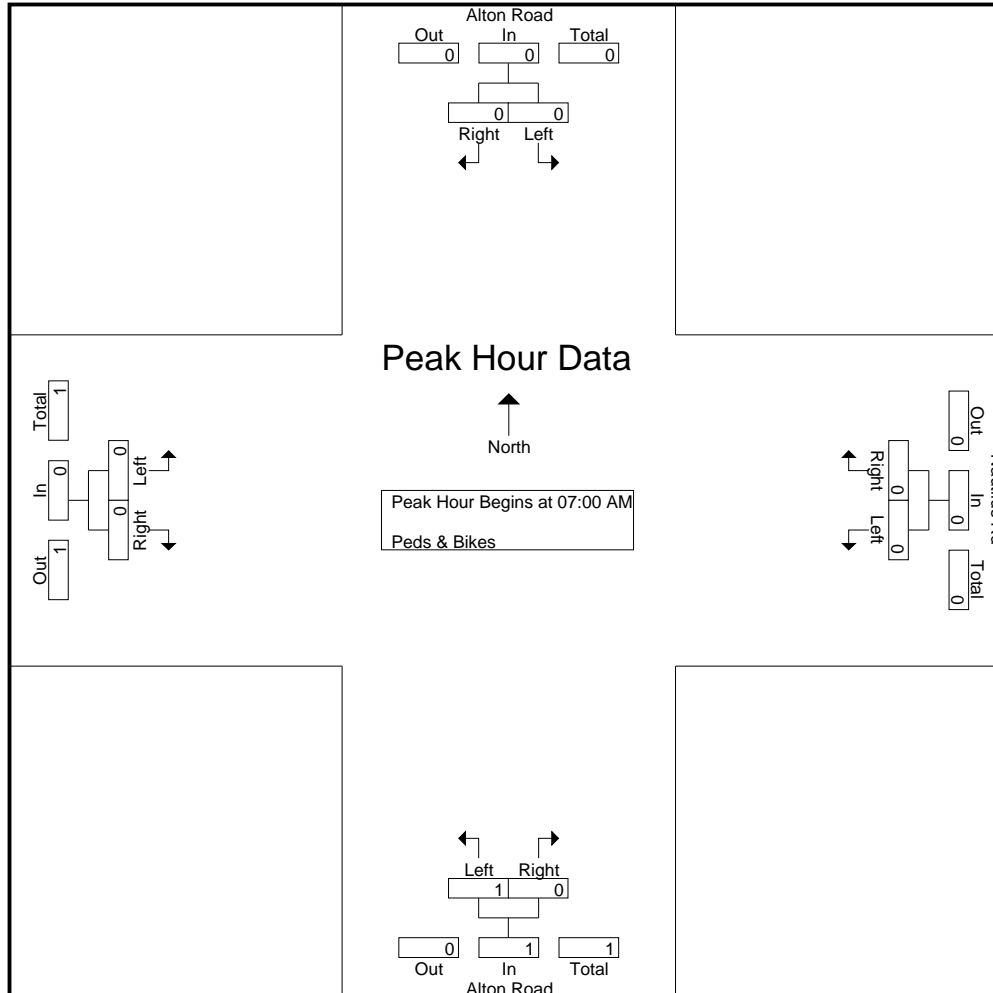
Alton Road & Nautilus Road

File Name : TMC-23 Alton Rd & Nautilus Rd
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 2



Alton Road & Nautilus Road

File Name : TMC-23 Alton Rd & Nautilus Rd
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 4



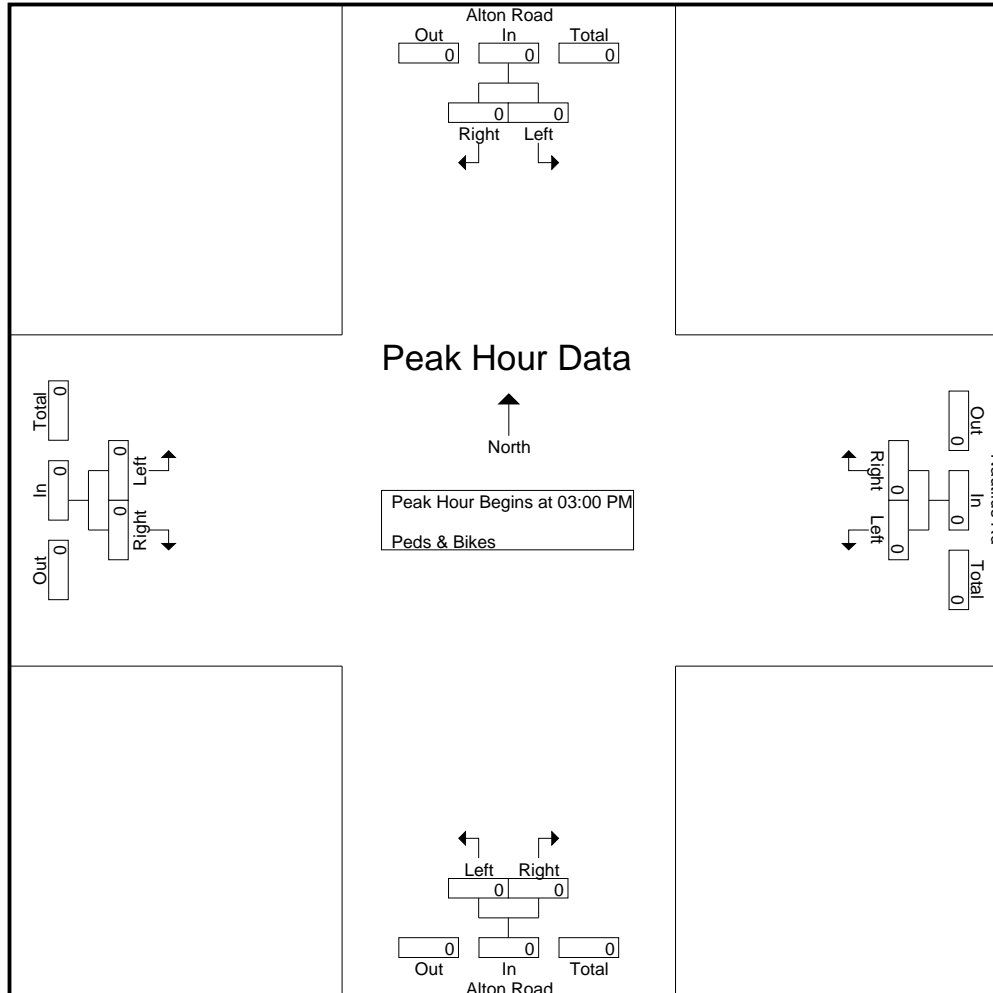
Alton Road & Nautilus Road

File Name : TMC-23 Alton Rd & Nautilus Rd

Site Code : 00000000

Start Date : 10/17/2017

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Alton Road & Nautilus Road

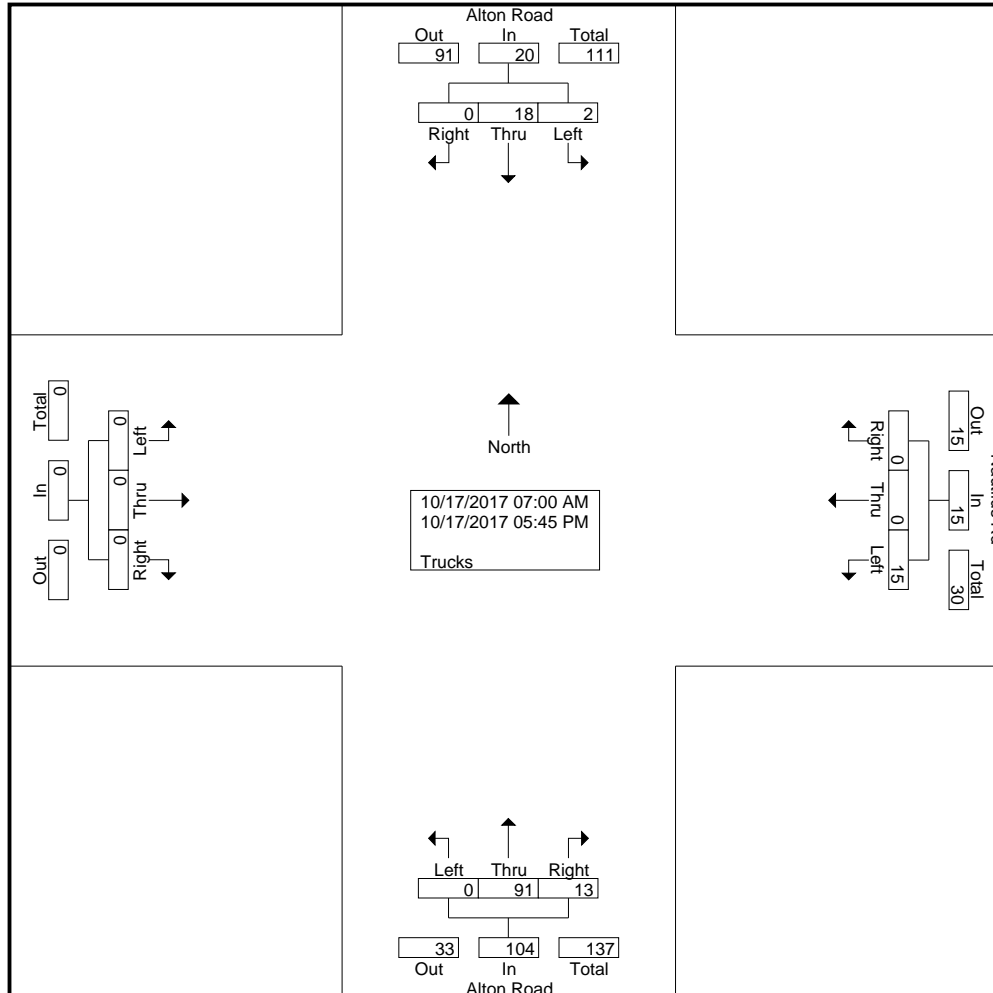
File Name : TMC-23 Alton Rd & Nautilus Rd
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 1

Groups Printed- Trucks

Start Time	Alton Road Southbound					Alton Road Northbound					Nautilus Rd Westbound					Eastbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total		
07:00 AM	0	0	1	0	1	0	0	5	1	6	0	0	0	0	0	0	0	0	0	0	7	
07:15 AM	0	0	0	0	0	0	0	5	1	6	0	0	0	0	0	0	0	0	0	0	6	
07:30 AM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2	
07:45 AM	0	0	1	0	1	0	0	4	1	5	0	1	0	0	1	0	0	0	0	0	7	
Total	0	0	2	0	2	0	0	16	3	19	0	1	0	0	1	0	0	0	0	0	22	
08:00 AM	0	0	0	0	0	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	8	
08:15 AM	0	0	0	0	0	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	7	
08:30 AM	0	0	0	0	0	0	0	10	4	14	0	4	0	0	4	0	0	0	0	0	18	
08:45 AM	0	0	0	0	0	0	0	7	1	8	0	5	0	0	5	0	0	0	0	0	13	
Total	0	0	0	0	0	0	0	32	5	37	0	9	0	0	9	0	0	0	0	0	46	
*** BREAK ***																						
03:00 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2	
03:15 PM	0	1	0	0	1	0	0	4	1	5	0	0	0	0	0	0	0	0	0	0	6	
03:30 PM	0	0	1	0	1	0	0	4	1	5	0	0	0	0	0	0	0	0	0	0	6	
03:45 PM	0	0	1	0	1	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	4	
Total	0	1	2	0	3	0	0	12	3	15	0	0	0	0	0	0	0	0	0	0	18	
04:00 PM	0	0	0	0	0	0	0	3	0	3	0	2	0	0	2	0	0	0	0	0	5	
04:15 PM	0	1	0	0	1	0	0	3	0	3	0	2	0	0	2	0	0	0	0	0	6	
04:30 PM	0	0	2	0	2	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	4	
04:45 PM	0	0	1	0	1	0	0	7	1	8	0	0	0	0	0	0	0	0	0	0	9	
Total	0	1	3	0	4	0	0	15	1	16	0	4	0	0	4	0	0	0	0	0	24	
05:00 PM	0	0	2	0	2	0	0	3	0	3	0	1	0	0	1	0	0	0	0	0	6	
05:15 PM	0	0	3	0	3	0	0	4	1	5	0	0	0	0	0	0	0	0	0	0	8	
05:30 PM	0	0	3	0	3	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	8	
05:45 PM	0	0	3	0	3	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	7	
Total	0	0	11	0	11	0	0	16	1	17	0	1	0	0	1	0	0	0	0	0	29	
Grand Total	0	2	18	0	20	0	0	91	13	104	0	15	0	0	15	0	0	0	0	0	139	
Apprch %	0	10	90	0		0	0	87.5	12.5		0	100	0	0		0	0	0	0	0		
Total %	0	1.4	12.9	0	14.4	0	0	65.5	9.4	74.8	0	10.8	0	0	10.8	0	0	0	0	0		

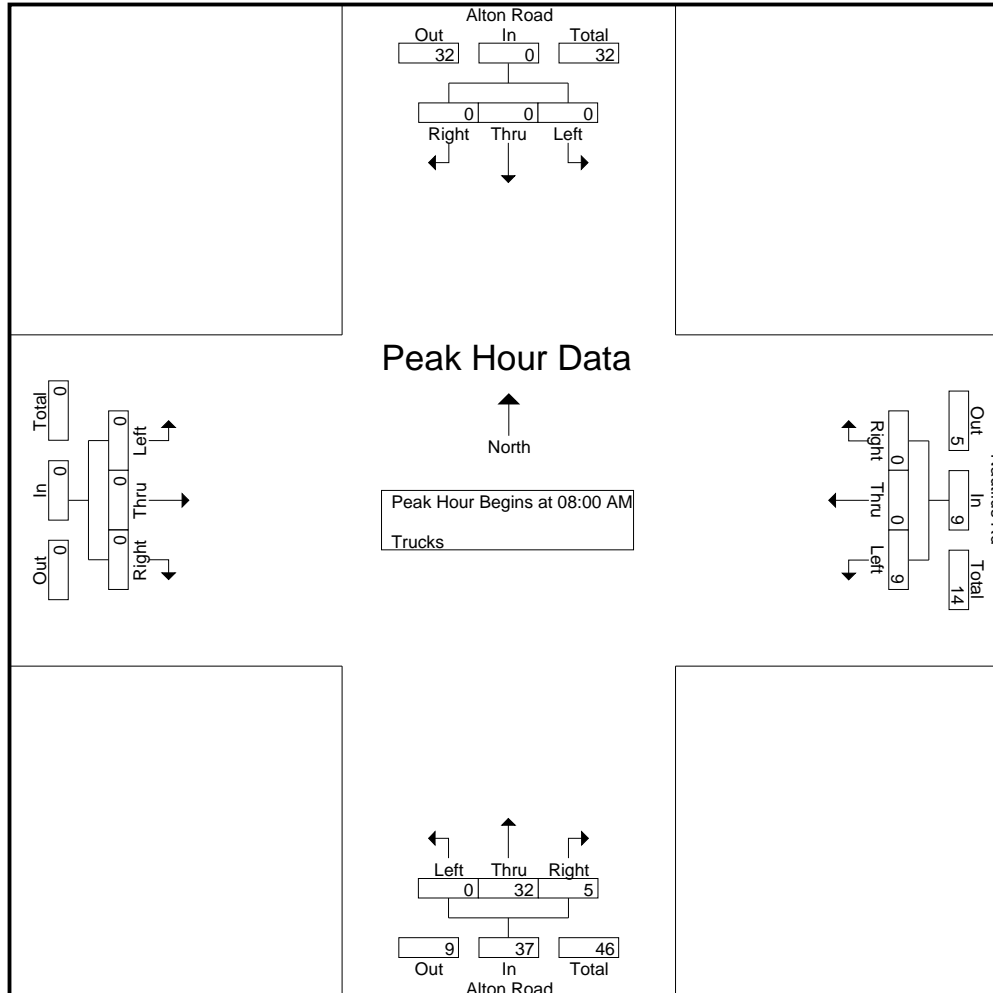
Alton Road & Nautilus Road

File Name : TMC-23 Alton Rd & Nautilus Rd
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 2



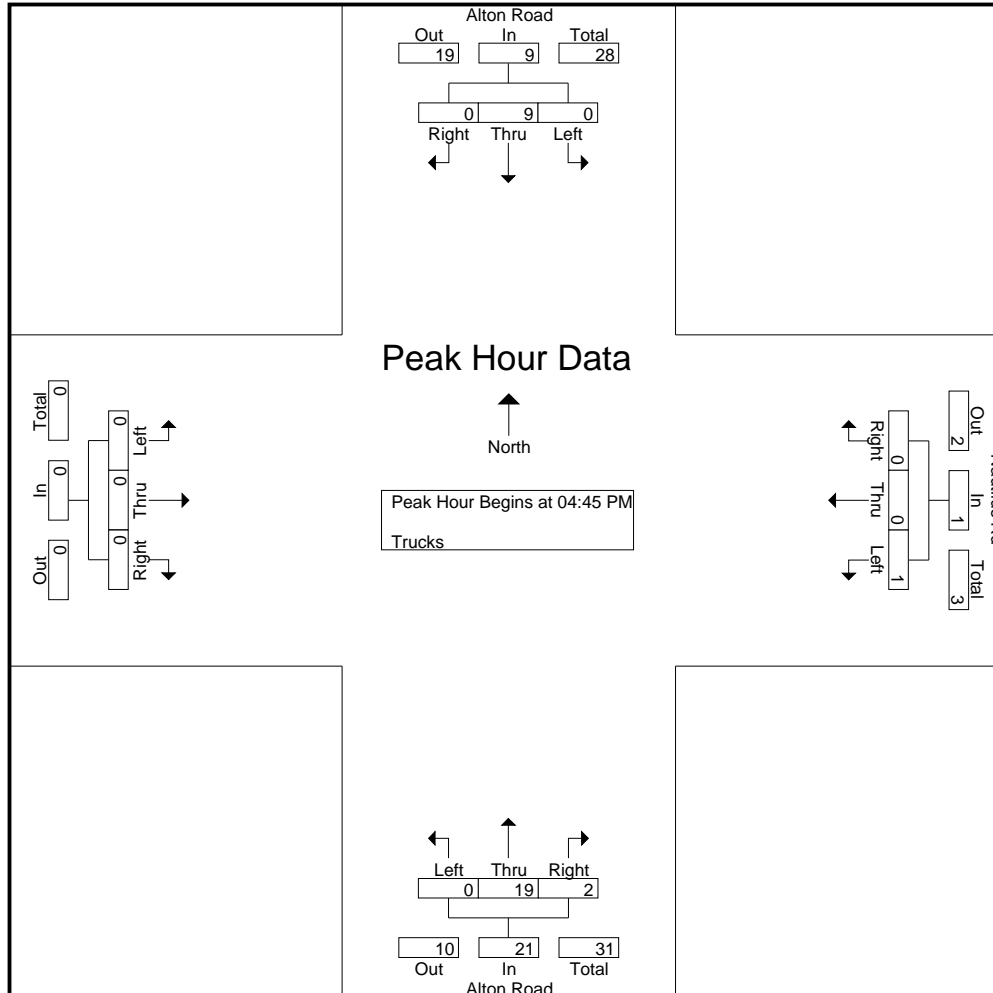
Alton Road & Nautilus Road

File Name : TMC-23 Alton Rd & Nautilus Rd
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 4



Alton Road & Nautilus Road

File Name : TMC-23 Alton Rd & Nautilus Rd
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 6



Alton Road & Nautilus Road

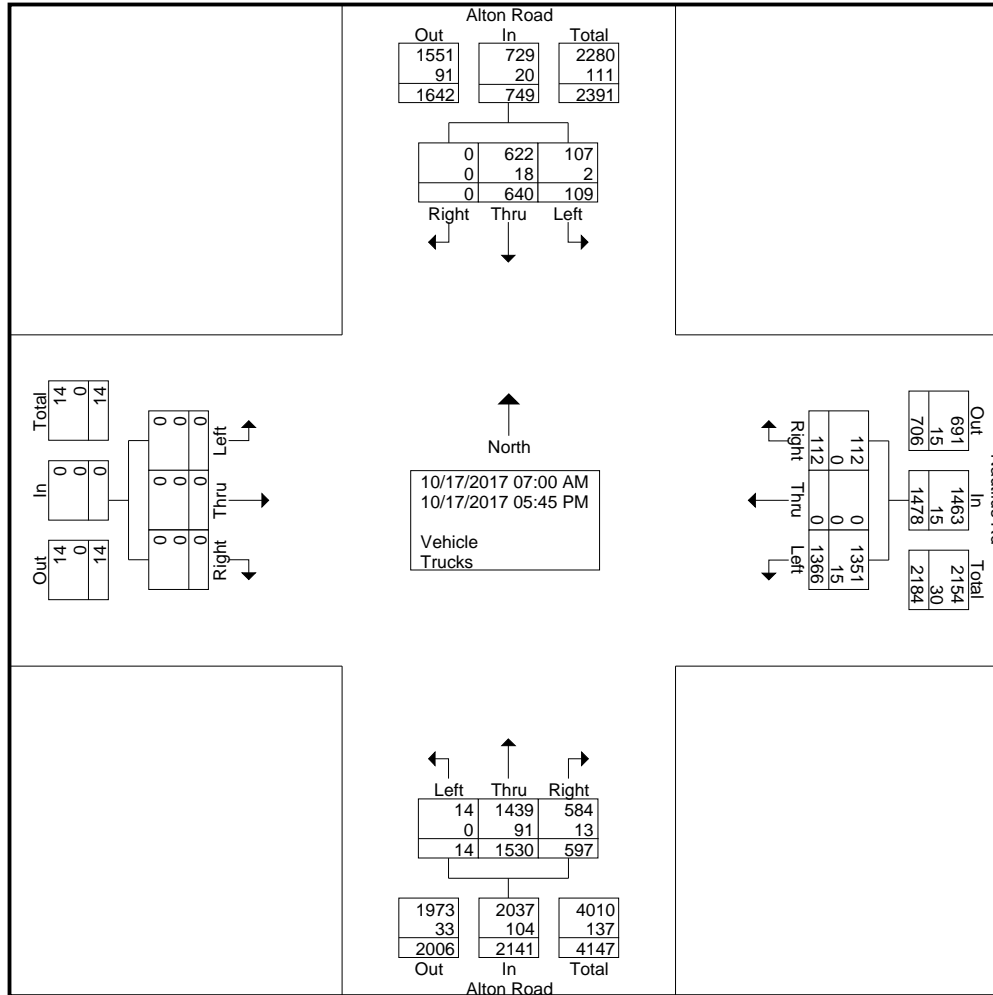
File Name : TMC-23 Alton Rd & Nautilus Rd
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 1

Groups Printed- Vehicle - Trucks

Start Time	Alton Road Southbound					Alton Road Northbound					Nautilus Rd Westbound					Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
07:00 AM	0	3	19	0	22	0	0	109	21	130	0	41	0	4	45	0	0	0	0	0	197
07:15 AM	1	2	22	0	25	0	0	85	17	102	0	80	0	5	85	0	0	0	0	0	212
07:30 AM	1	4	18	0	23	1	0	75	19	95	0	109	0	4	113	0	0	0	0	0	231
07:45 AM	0	0	22	0	22	2	0	70	31	103	0	109	0	9	118	0	0	0	0	0	243
Total	2	9	81	0	92	3	0	339	88	430	0	339	0	22	361	0	0	0	0	0	883
08:00 AM	0	6	30	0	36	2	0	109	31	142	0	94	0	6	100	0	0	0	0	0	278
08:15 AM	2	7	19	0	28	0	0	115	37	152	0	67	0	5	72	0	0	0	0	0	252
08:30 AM	0	4	34	0	38	1	0	89	47	137	0	86	0	5	91	0	0	0	0	0	266
08:45 AM	2	7	19	0	28	1	0	78	53	132	0	95	0	6	101	0	0	0	0	0	261
Total	4	24	102	0	130	4	0	391	168	563	0	342	0	22	364	0	0	0	0	0	1057
*** BREAK ***																					
03:00 PM	1	9	39	0	49	2	0	61	27	90	0	49	0	7	56	0	0	0	0	0	195
03:15 PM	4	6	25	0	35	0	0	71	34	105	0	36	0	11	47	0	0	0	0	0	187
03:30 PM	0	8	29	0	37	0	0	65	29	94	0	89	0	7	96	0	0	0	0	0	227
03:45 PM	0	7	46	0	53	0	0	62	40	102	0	83	0	7	90	0	0	0	0	0	245
Total	5	30	139	0	174	2	0	259	130	391	0	257	0	32	289	0	0	0	0	0	854
04:00 PM	0	2	21	0	23	0	0	60	38	98	0	82	0	8	90	0	0	0	0	0	211
04:15 PM	1	4	28	0	33	0	0	54	27	81	0	66	0	4	70	0	0	0	0	0	184
04:30 PM	0	4	48	0	52	4	0	62	19	85	0	41	0	2	43	0	0	0	0	0	180
04:45 PM	1	5	39	0	45	0	0	89	13	102	0	50	0	3	53	0	0	0	0	0	200
Total	2	15	136	0	153	4	0	265	97	366	0	239	0	17	256	0	0	0	0	0	775
05:00 PM	0	4	62	0	66	0	0	55	28	83	0	58	0	7	65	0	0	0	0	0	214
05:15 PM	4	6	33	0	43	0	0	61	34	95	0	58	0	4	62	0	0	0	0	0	200
05:30 PM	1	1	42	0	44	0	0	81	28	109	0	48	0	5	53	0	0	0	0	0	206
05:45 PM	1	1	45	0	47	1	0	79	24	104	0	25	0	3	28	0	0	0	0	0	179
Total	6	12	182	0	200	1	0	276	114	391	0	189	0	19	208	0	0	0	0	0	799
Grand Total	19	90	640	0	749	14	0	1530	597	2141	0	1366	0	112	1478	0	0	0	0	0	4368
Apprch %	2.5	12	85.4	0		0.7	0	71.5	27.9		0	92.4	0	7.6		0	0	0	0	0	
Total %	0.4	2.1	14.7	0	17.1	0.3	0	35	13.7	49	0	31.3	0	2.6	33.8	0	0	0	0	0	
Vehicle	19	88	622	0	729	14	0	1439	584	2037	0	1351	0	112	1463	0	0	0	0	0	4229
% Vehicle	100	97.8	97.2	0	97.3	100	0	94.1	97.8	95.1	0	98.9	0	100	99	0	0	0	0	0	96.8
Trucks	0	2	18	0	20	0	0	91	13	104	0	15	0	0	15	0	0	0	0	0	139
% Trucks	0	2.2	2.8	0	2.7	0	0	5.9	2.2	4.9	0	1.1	0	0	1	0	0	0	0	0	3.2

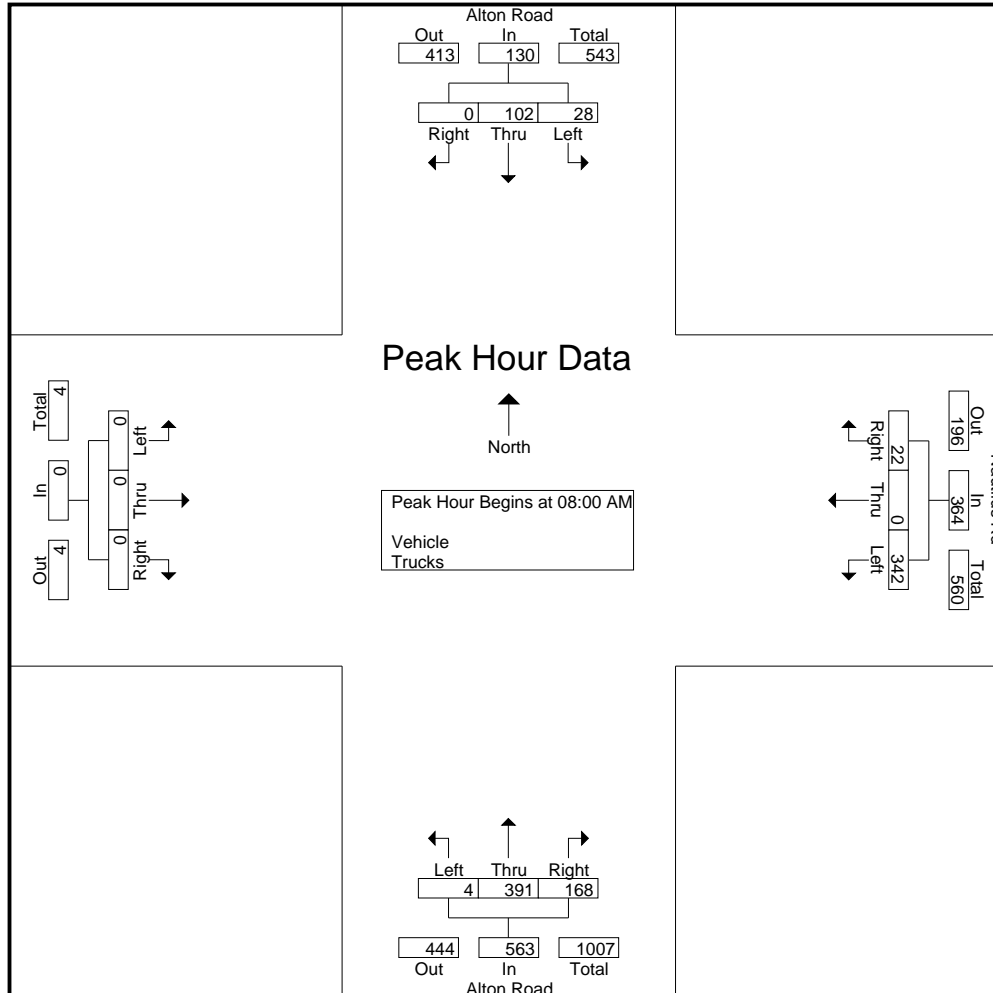
Alton Road & Nautilus Road

File Name : TMC-23 Alton Rd & Nautilus Rd
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 2



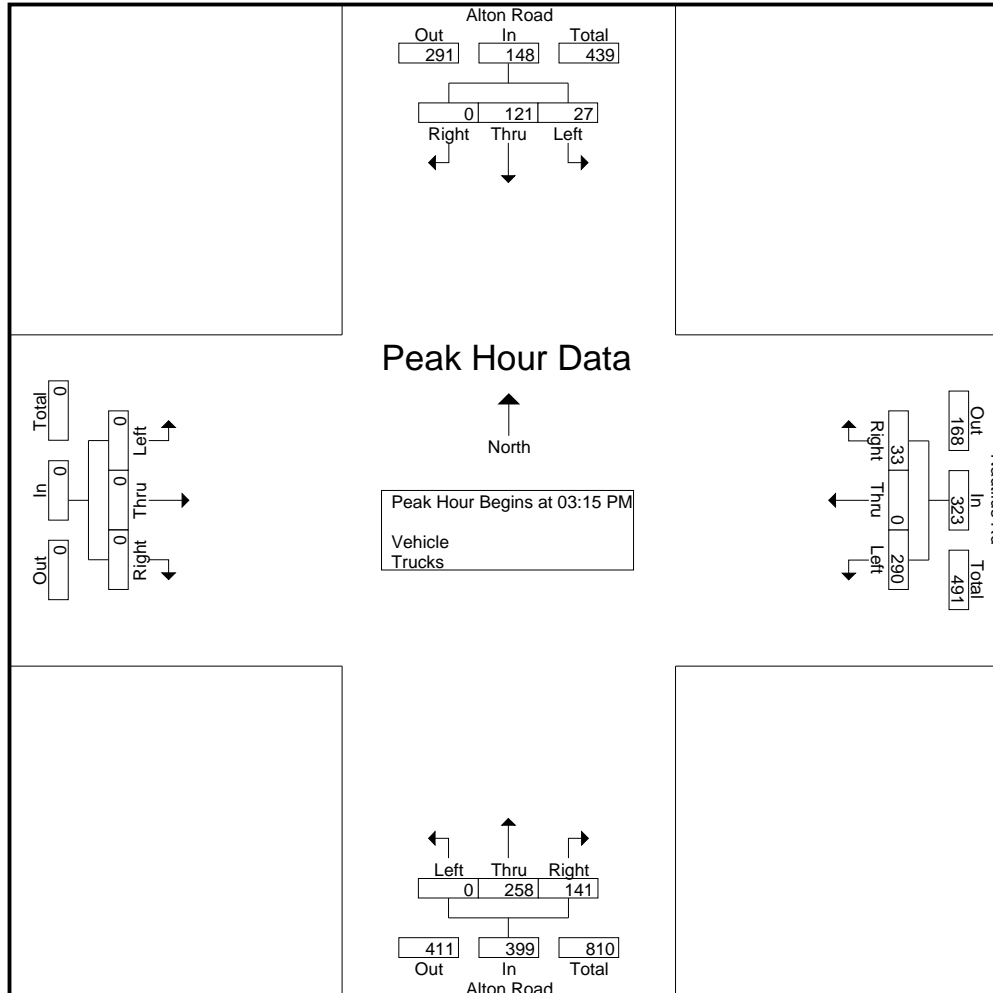
Alton Road & Nautilus Road

File Name : TMC-23 Alton Rd & Nautilus Rd
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 4



Alton Road & Nautilus Road

File Name : TMC-23 Alton Rd & Nautilus Rd
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 6



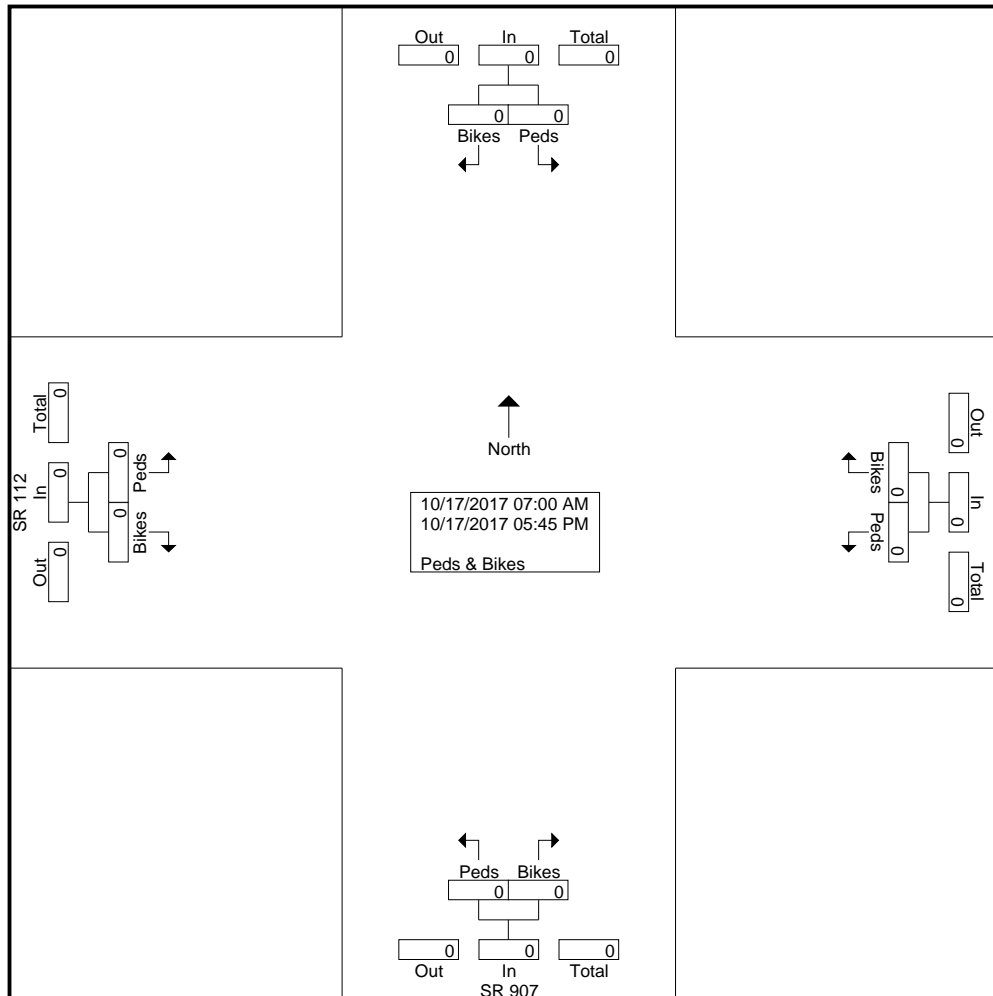
SR 907 & SR 112 (on/off Ramps SR 112)

File Name : TMC-24 SR 907 & SR 112 (Ramps)

Site Code : 00000000

Start Date : 10/17/2017

Page No : 2



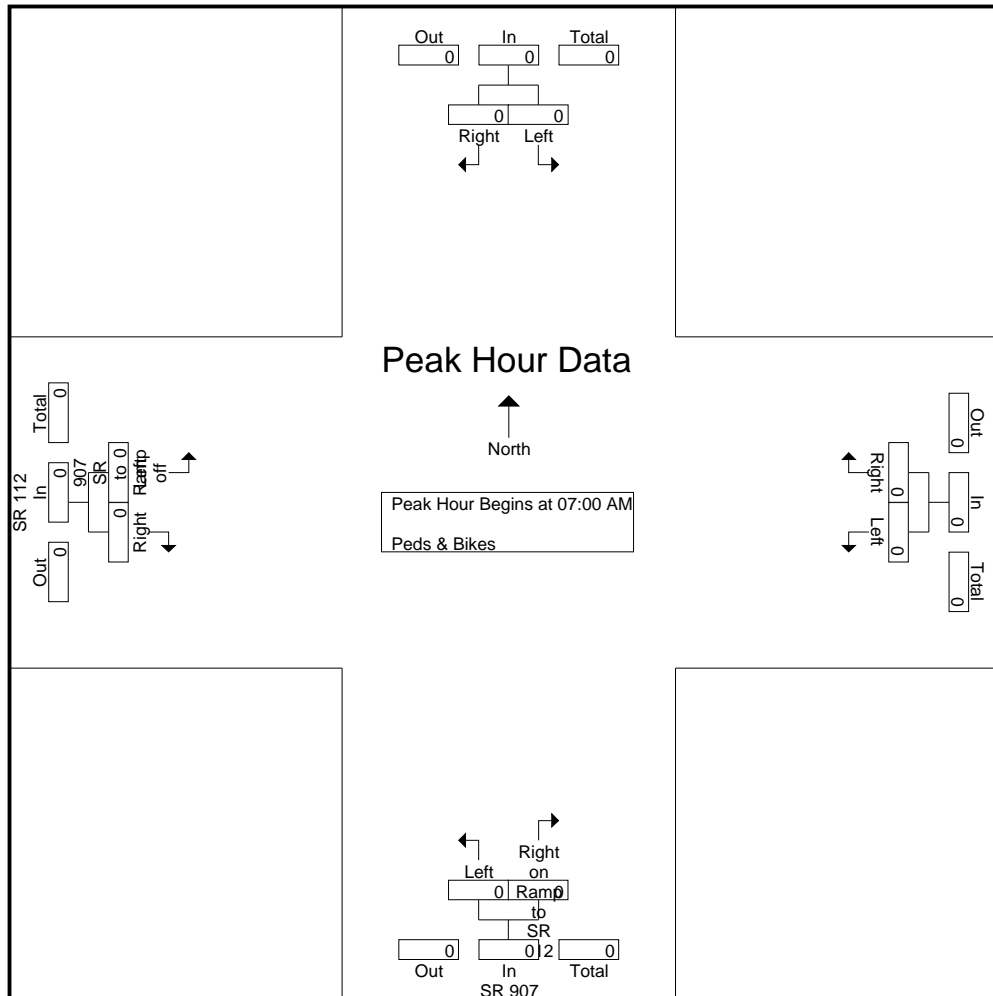
SR 907 & SR 112 (on/off Ramps SR 112)

File Name : TMC-24 SR 907 & SR 112 (Ramps)

Site Code : 00000000

Start Date : 10/17/2017

Page No : 4



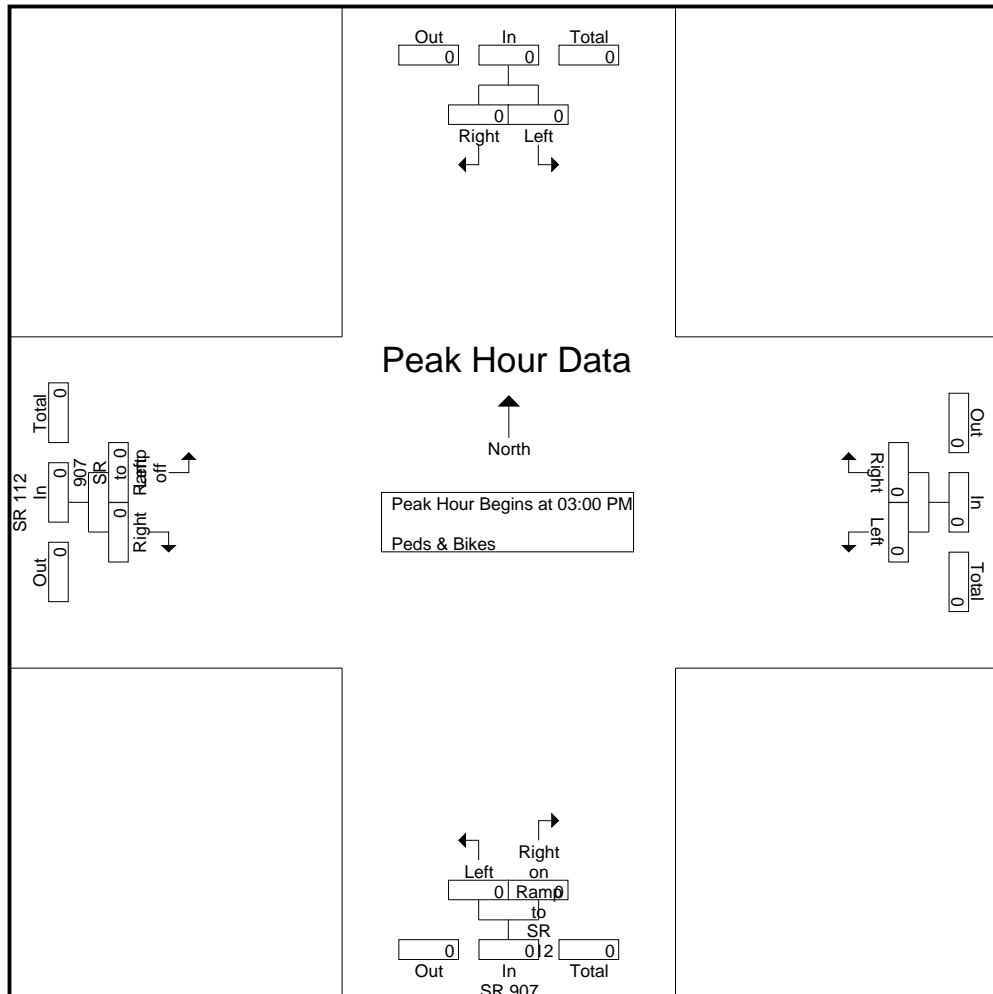
SR 907 & SR 112 (on/off Ramps SR 112)

File Name : TMC-24 SR 907 & SR 112 (Ramps)

Site Code : 00000000

Start Date : 10/17/2017

Page No : 6



SR 907 & SR 112 (on/off Ramps SR 112)

File Name : TMC-24 SR 907 & SR 112 (Ramps)
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 1

Groups Printed- Trucks

Start Time	Southbound					SR 907 Northbound					Westbound					SR 112 Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right on Ramp to SR 112	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left off Ramp to SR 907	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	1	7	8	0	0	0	0	0	0	2	0	0	2	10
07:15 AM	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	3	0	0	3	6
07:30 AM	0	0	0	0	0	0	0	3	2	5	0	0	0	0	0	0	3	0	0	3	8
07:45 AM	0	0	0	0	0	0	0	3	4	7	0	0	0	0	0	0	4	0	0	4	11
Total	0	0	0	0	0	0	0	8	15	23	0	0	0	0	0	0	12	0	0	12	35
08:00 AM	0	0	0	0	0	0	0	4	4	8	0	0	0	0	0	0	4	0	0	4	12
08:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	4	0	0	4	5
08:30 AM	0	0	0	0	0	0	0	2	6	8	0	0	0	0	0	0	4	0	0	4	12
08:45 AM	0	0	0	0	0	0	0	2	4	6	0	0	0	0	0	0	8	0	0	8	14
Total	0	0	0	0	0	0	0	9	14	23	0	0	0	0	0	0	20	0	0	20	43
*** BREAK ***																					
03:00 PM	0	0	0	0	0	0	0	2	5	7	0	0	0	0	0	0	2	0	0	2	9
03:15 PM	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	1	0	0	1	5
03:30 PM	0	0	0	0	0	0	0	0	9	9	0	0	0	0	0	0	3	0	0	3	12
03:45 PM	0	0	0	0	0	0	0	3	6	9	0	0	0	0	0	0	5	0	0	5	14
Total	0	0	0	0	0	0	0	5	24	29	0	0	0	0	0	0	11	0	0	11	40
04:00 PM	0	0	0	0	0	0	0	1	5	6	0	0	0	0	0	0	2	0	0	2	8
04:15 PM	0	0	0	0	0	0	0	1	4	5	0	0	0	0	0	0	1	0	0	1	6
04:30 PM	0	0	0	0	0	0	0	2	5	7	0	0	0	0	0	0	0	0	0	0	7
04:45 PM	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	6
Total	0	0	0	0	0	0	0	4	20	24	0	0	0	0	0	0	3	0	0	3	27
05:00 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	2	0	0	2	6
Grand Total	0	0	0	0	0	0	0	28	75	103	0	0	0	0	0	0	48	0	0	48	151
Apprch %	0	0	0	0	0	0	0	27.2	72.8		0	0	0	0	0	0	100	0	0		
Total %	0	0	0	0	0	0	0	18.5	49.7	68.2	0	0	0	0	0	0	31.8	0	0	31.8	

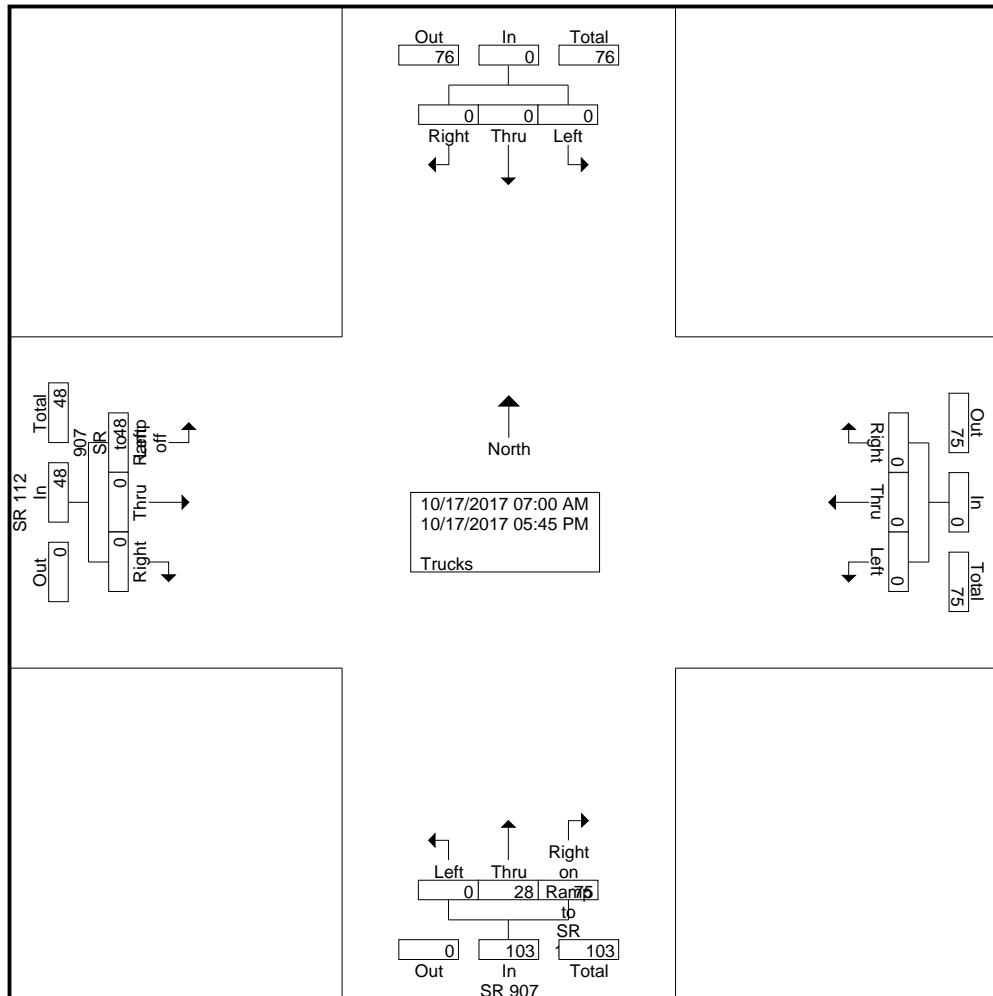
SR 907 & SR 112 (on/off Ramps SR 112)

File Name : TMC-24 SR 907 & SR 112 (Ramps)

Site Code : 00000000

Start Date : 10/17/2017

Page No : 2



SR 907 & SR 112 (on/off Ramps SR 112)

File Name : TMC-24 SR 907 & SR 112 (Ramps)
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 3

Start Time	Southbound					SR 907 Northbound					Westbound					SR 112 Eastbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right on Ramp to SR 112	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left off Ramp to SR 907	Thru	Right	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 08:00 AM																						
08:00 AM	0	0	0	0	0	0	0	4	4	8	0	0	0	0	0	0	4	0	0	4	12	
08:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	4	0	0	4	5	
08:30 AM	0	0	0	0	0	0	0	2	6	8	0	0	0	0	0	0	4	0	0	4	12	
08:45 AM	0	0	0	0	0	0	0	2	4	6	0	0	0	0	0	0	8	0	0	8	14	
Total Volume	0	0	0	0	0	0	0	9	14	23	0	0	0	0	0	0	20	0	0	20	43	
% App. Total	0	0	0	0	0	0	0	39.1	60.9		0	0	0	0	0	0	100	0	0			
PHF	.000	.000	.000	.000	.000	.000	.000	.563	.583	.719	.000	.000	.000	.000	.000	.000	.625	.000	.000	.625	.768	

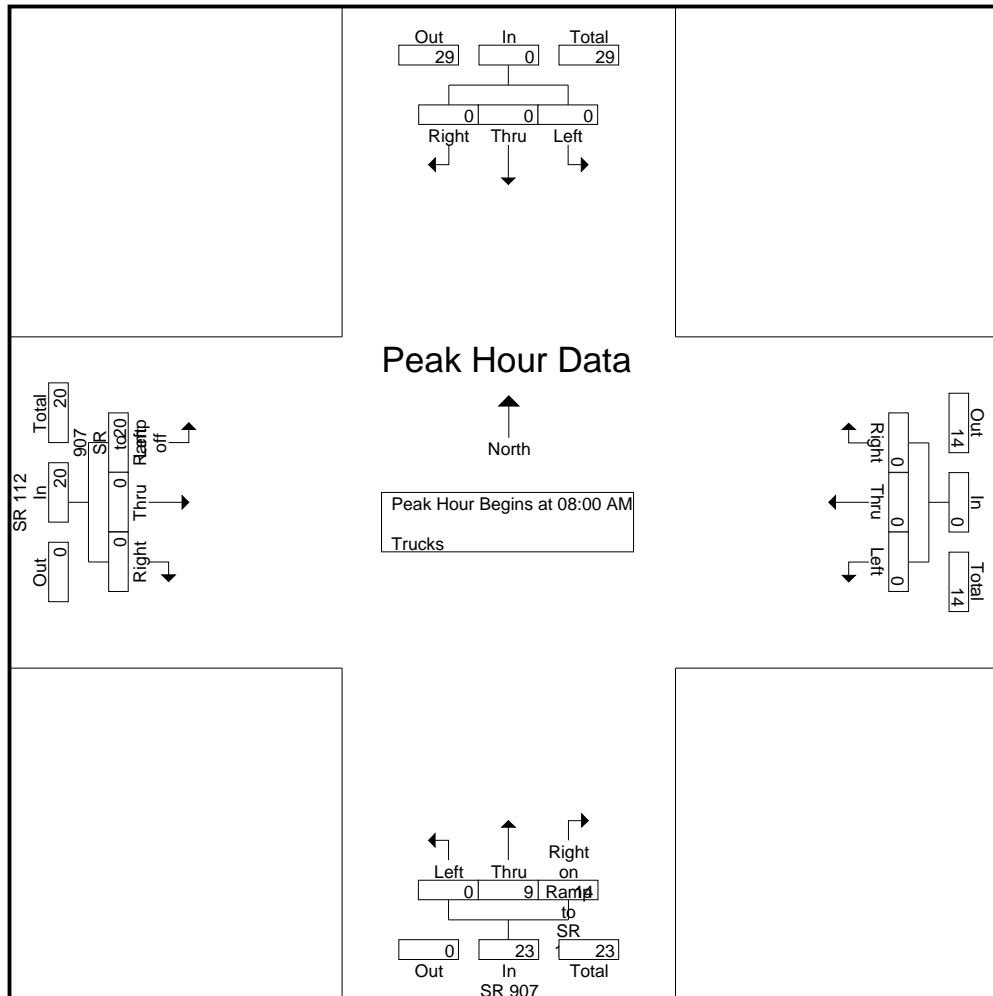
SR 907 & SR 112 (on/off Ramps SR 112)

File Name : TMC-24 SR 907 & SR 112 (Ramps)

Site Code : 00000000

Start Date : 10/17/2017

Page No : 4



SR 907 & SR 112 (on/off Ramps SR 112)

File Name : TMC-24 SR 907 & SR 112 (Ramps)
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 5

Start Time	Southbound					SR 907 Northbound					Westbound					SR 112 Eastbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right on Ramp to SR 112	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left off Ramp to SR 907	Thru	Right	App. Total		
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 03:00 PM																						
03:00 PM	0	0	0	0	0	0	0	2	5	7	0	0	0	0	0	0	2	0	0	2	9	
03:15 PM	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	1	0	0	1	5	
03:30 PM	0	0	0	0	0	0	0	0	9	9	0	0	0	0	0	0	3	0	0	3	12	
03:45 PM	0	0	0	0	0	0	0	3	6	9	0	0	0	0	0	0	5	0	0	5	14	
Total Volume	0	0	0	0	0	0	0	5	24	29	0	0	0	0	0	0	11	0	0	11	40	
% App. Total	0	0	0	0	0	0	0	17.2	82.8		0	0	0	0	0	0	100	0	0			
PHF	.000	.000	.000	.000	.000	.000	.000	.417	.667	.806	.000	.000	.000	.000	.000	.000	.550	.000	.000	.550	.714	

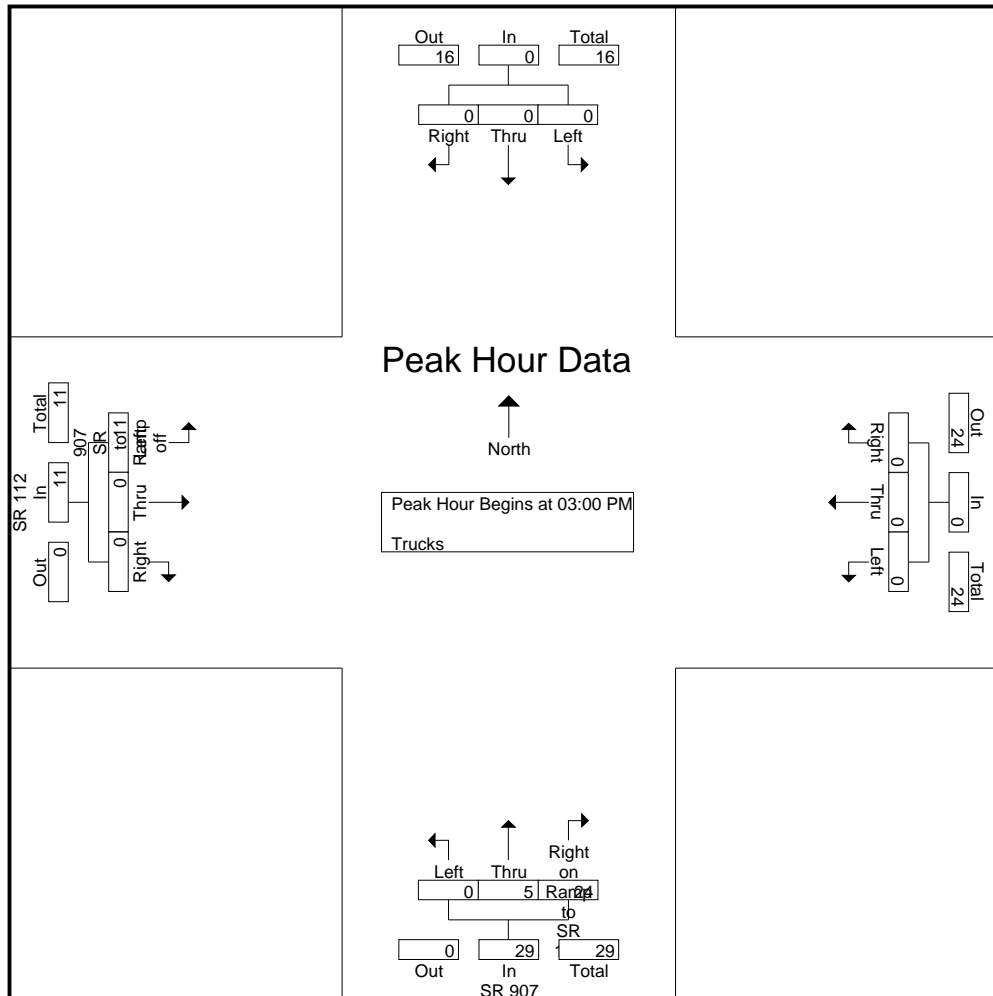
SR 907 & SR 112 (on/off Ramps SR 112)

File Name : TMC-24 SR 907 & SR 112 (Ramps)

Site Code : 00000000

Start Date : 10/17/2017

Page No : 6



SR 907 & SR 112 (on/off Ramps SR 112)

File Name : TMC-24 SR 907 & SR 112 (Ramps)
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 1

Groups Printed- Vehicle - Trucks

Start Time	Southbound					SR 907 Northbound					Westbound					SR 112 Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right on Ramp to SR 112	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left off Ramp to SR 907	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	49	158	207	0	0	0	0	0	0	314	0	0	314	521
07:15 AM	0	0	0	0	0	0	0	57	200	257	0	0	0	0	0	0	284	0	0	284	541
07:30 AM	0	0	0	0	0	0	0	39	169	208	0	0	0	0	0	0	325	0	0	325	533
07:45 AM	0	0	0	0	0	0	0	84	179	263	0	0	0	0	0	0	328	0	0	328	591
Total	0	0	0	0	0	0	0	229	706	935	0	0	0	0	0	0	1251	0	0	1251	2186
08:00 AM	0	0	0	0	0	0	0	71	191	262	0	0	0	0	0	0	327	0	0	327	589
08:15 AM	0	0	0	0	0	0	0	90	194	284	0	0	0	0	0	0	286	0	0	286	570
08:30 AM	0	0	0	0	0	0	0	91	203	294	0	0	0	0	0	0	310	0	0	310	604
08:45 AM	0	0	0	0	0	0	0	100	182	282	0	0	0	0	0	0	326	0	0	326	608
Total	0	0	0	0	0	0	0	352	770	1122	0	0	0	0	0	0	1249	0	0	1249	2371
*** BREAK ***																					
03:00 PM	0	0	0	0	0	0	0	106	381	487	0	0	0	0	0	0	242	0	0	242	729
03:15 PM	0	0	0	0	0	0	0	97	412	509	0	0	0	0	0	0	209	0	0	209	718
03:30 PM	0	0	0	0	0	0	0	93	422	515	0	0	0	0	0	0	212	0	0	212	727
03:45 PM	0	0	0	0	0	0	0	107	332	439	0	0	0	0	0	0	223	0	0	223	662
Total	0	0	0	0	0	0	0	403	1547	1950	0	0	0	0	0	0	886	0	0	886	2836
04:00 PM	0	0	0	0	0	0	0	120	406	526	0	0	0	0	0	0	223	0	0	223	749
04:15 PM	0	0	0	0	0	0	0	118	393	511	0	0	0	0	0	0	240	0	0	240	751
04:30 PM	0	0	0	0	0	0	0	120	370	490	0	0	0	0	0	0	234	0	0	234	724
04:45 PM	0	0	0	0	0	0	0	114	340	454	0	0	0	0	0	0	236	0	0	236	690
Total	0	0	0	0	0	0	0	472	1509	1981	0	0	0	0	0	0	933	0	0	933	2914
05:00 PM	0	0	0	0	0	0	0	117	347	464	0	0	0	0	0	0	263	0	0	263	727
05:15 PM	0	0	0	0	0	0	0	132	371	503	0	0	0	0	0	0	269	0	0	269	772
05:30 PM	0	0	0	0	0	0	0	116	349	465	0	0	0	0	0	0	286	0	0	286	751
05:45 PM	0	0	0	0	0	0	0	116	335	451	0	0	0	0	0	0	247	0	0	247	698
Total	0	0	0	0	0	0	0	481	1402	1883	0	0	0	0	0	0	1065	0	0	1065	2948
Grand Total	0	0	0	0	0	0	0	1937	5934	7871	0	0	0	0	0	0	5384	0	0	5384	13255
Apprch %	0	0	0	0	0	0	0	24.6	75.4	78.1	0	0	0	0	0	0	100	0	0	100	98.9
Total %	0	0	0	0	0	0	0	14.6	44.8	59.4	0	0	0	0	0	0	40.6	0	0	40.6	98.9
Vehicle	0	0	0	0	0	0	0	1909	5859	7768	0	0	0	0	0	0	5336	0	0	5336	13104
% Vehicle	0	0	0	0	0	0	0	98.6	98.7	98.7	0	0	0	0	0	0	99.1	0	0	99.1	98.9

SR 907 & SR 112 (on/off Ramps SR 112)

File Name : TMC-24 SR 907 & SR 112 (Ramps)
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 2

Groups Printed- Vehicle - Trucks

	Southbound					SR 907 Northbound					Westbound					SR 112 Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right on Ramp to SR 112	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left off Ramp to SR 907	Thru	Right	App. Total	
Trucks	0	0	0	0	0	0	0	28	75	103	0	0	0	0	0	0	48	0	0	48	151
% Trucks	0	0	0	0	0	0	0	1.4	1.3	1.3	0	0	0	0	0	0	0.9	0	0	0.9	1.1

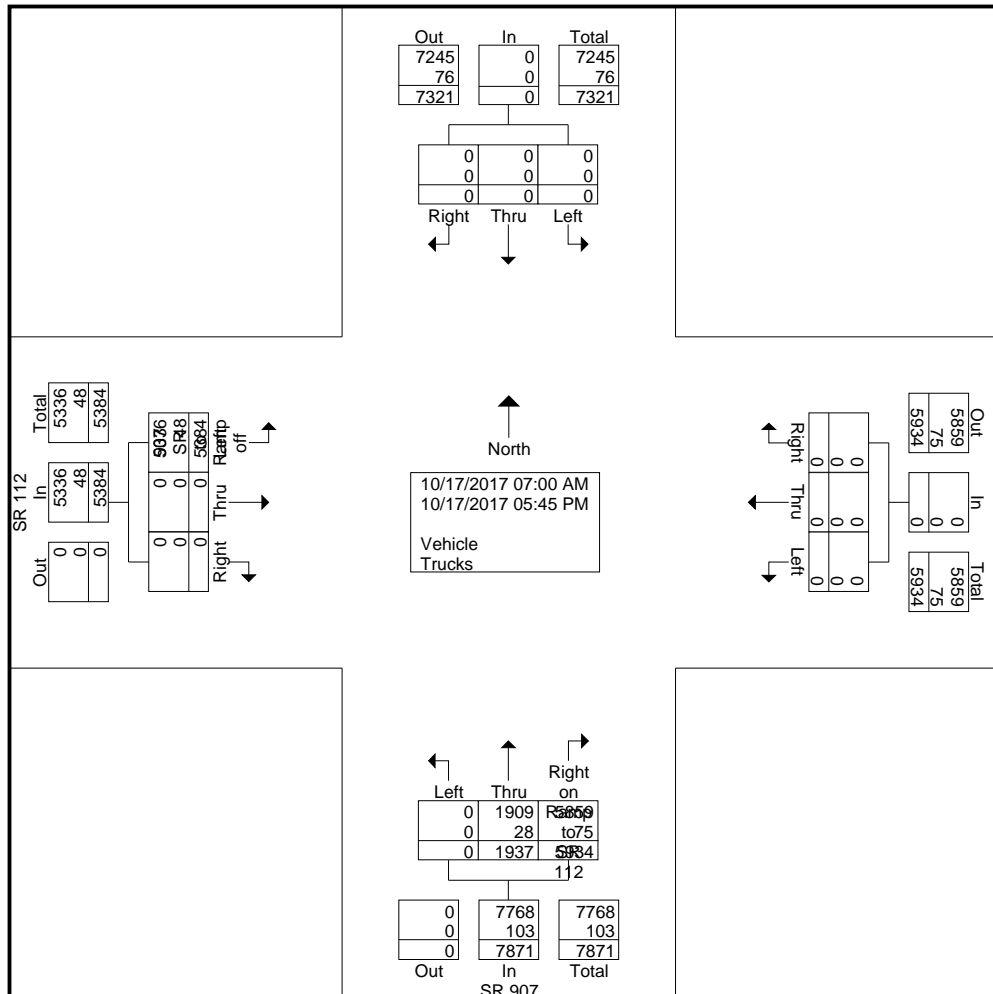
SR 907 & SR 112 (on/off Ramps SR 112)

File Name : TMC-24 SR 907 & SR 112 (Ramps)

Site Code : 00000000

Start Date : 10/17/2017

Page No : 3



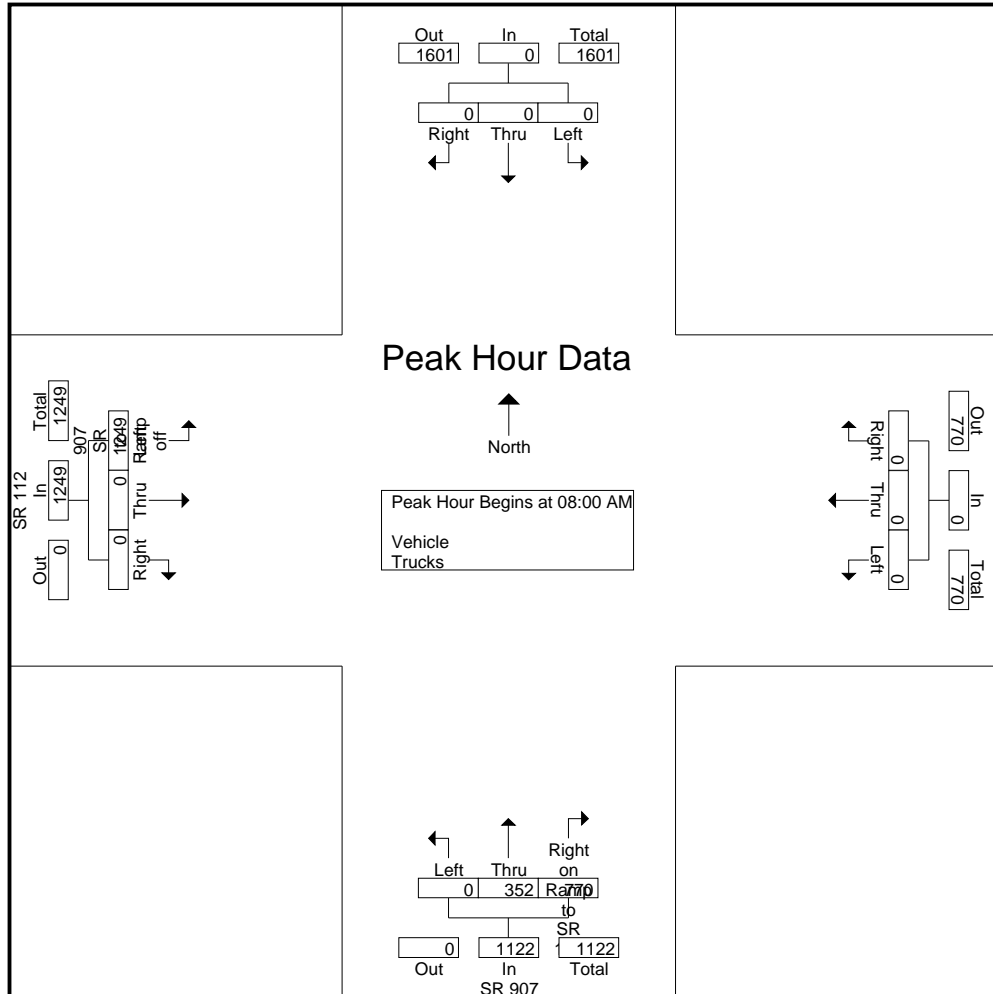
SR 907 & SR 112 (on/off Ramps SR 112)

File Name : TMC-24 SR 907 & SR 112 (Ramps)
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 4

Start Time	Southbound					SR 907 Northbound					Westbound					SR 112 Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right on Ramp to SR 112	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left off Ramp to SR 907	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	0	0	0	0	71	191	262	0	0	0	0	0	0	327	0	0	327	589
08:15 AM	0	0	0	0	0	0	0	90	194	284	0	0	0	0	0	0	286	0	0	286	570
08:30 AM	0	0	0	0	0	0	0	91	203	294	0	0	0	0	0	0	310	0	0	310	604
08:45 AM	0	0	0	0	0	0	0	100	182	282	0	0	0	0	0	0	326	0	0	326	608
Total Volume	0	0	0	0	0	0	0	352	770	1122	0	0	0	0	0	0	1249	0	0	1249	2371
% App. Total	0	0	0	0	0	0	0	31.4	68.6		0	0	0	0	0	0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.880	.948	.954	.000	.000	.000	.000	.000	.000	.955	.000	.000	.955	.975

SR 907 & SR 112 (on/off Ramps SR 112)

File Name : TMC-24 SR 907 & SR 112 (Ramps)
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 5



SR 907 & SR 112 (on/off Ramps SR 112)

File Name : TMC-24 SR 907 & SR 112 (Ramps)
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 6

Start Time	Southbound					SR 907 Northbound					Westbound					SR 112 Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right on Ramp to SR 112	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left off Ramp to SR 907	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	0	0	117	347	464	0	0	0	0	0	0	263	0	0	263	727
05:15 PM	0	0	0	0	0	0	0	132	371	503	0	0	0	0	0	0	269	0	0	269	772
05:30 PM	0	0	0	0	0	0	0	116	349	465	0	0	0	0	0	0	286	0	0	286	751
05:45 PM	0	0	0	0	0	0	0	116	335	451	0	0	0	0	0	0	247	0	0	247	698
Total Volume	0	0	0	0	0	0	0	481	1402	1883	0	0	0	0	0	0	1065	0	0	1065	2948
% App. Total	0	0	0	0	0	0	0	25.5	74.5		0	0	0	0	0	0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.911	.945	.936	.000	.000	.000	.000	.000	.000	.931	.000	.000	.931	.955

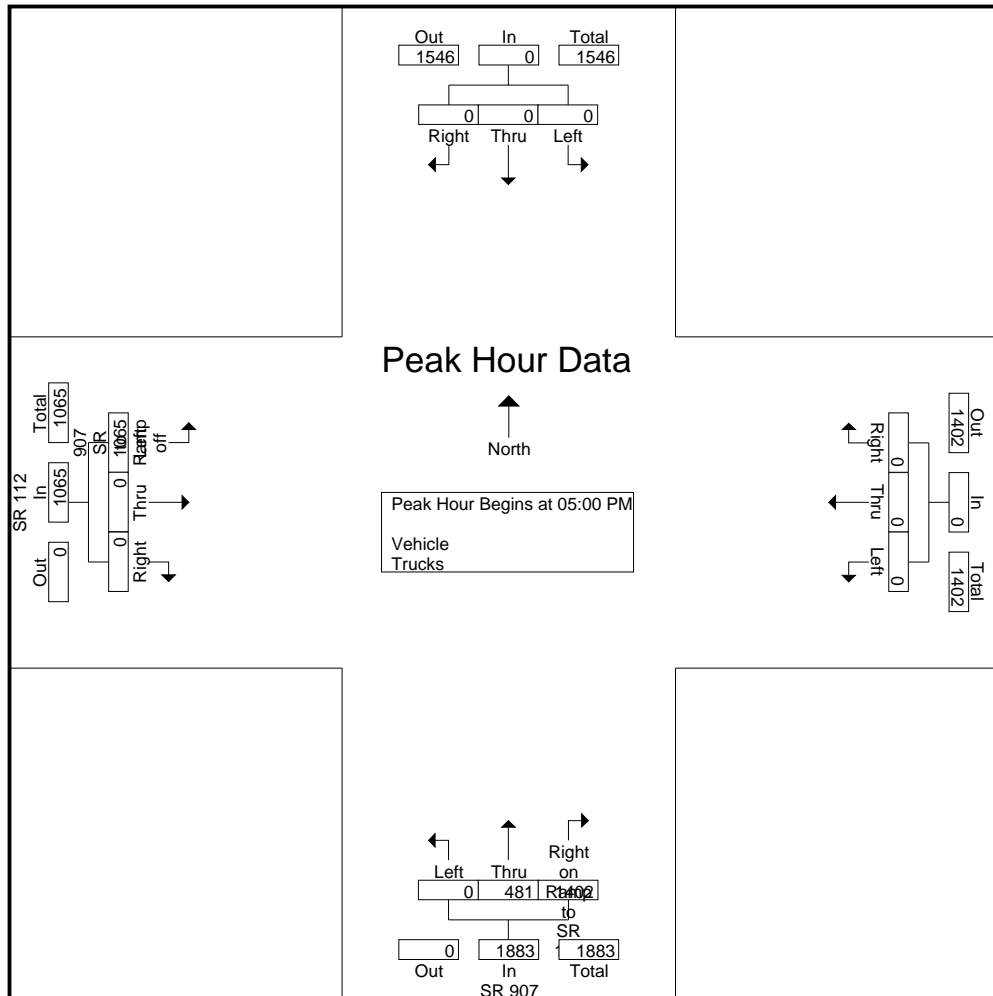
SR 907 & SR 112 (on/off Ramps SR 112)

File Name : TMC-24 SR 907 & SR 112 (Ramps)

Site Code : 00000000

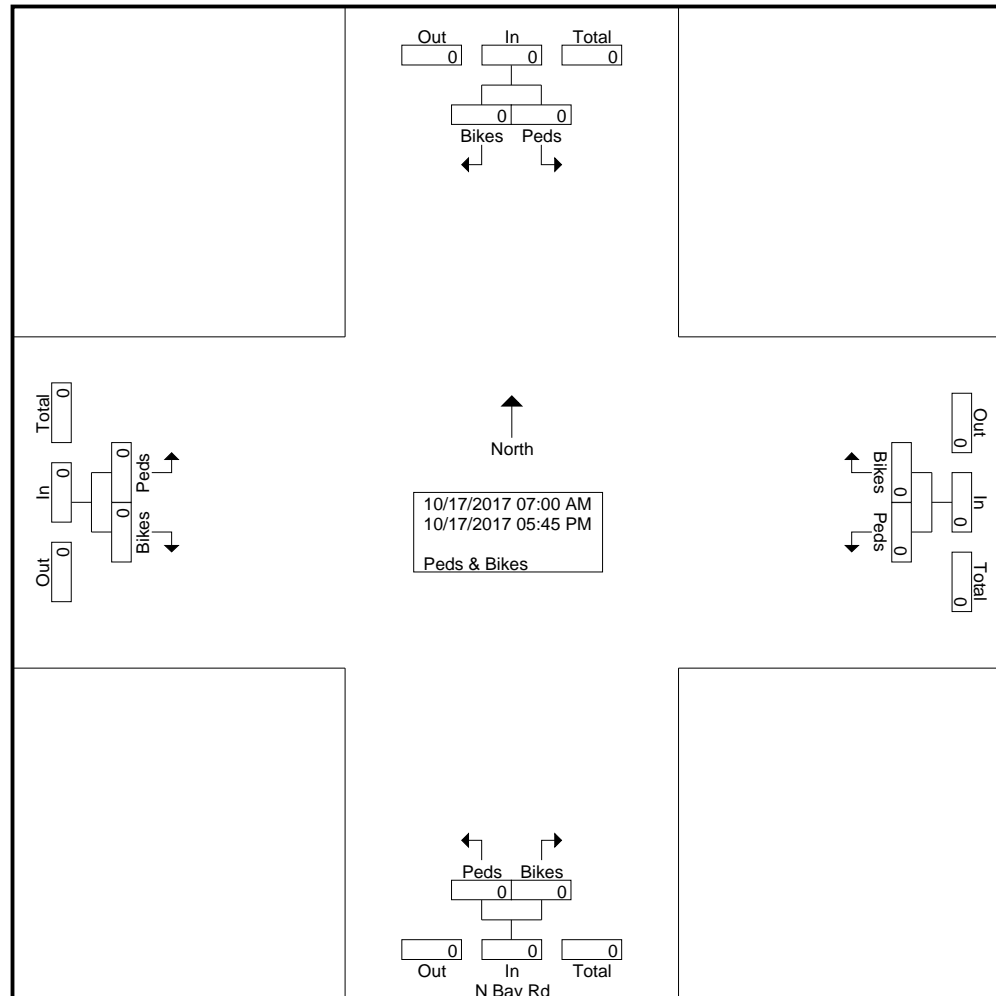
Start Date : 10/17/2017

Page No : 7



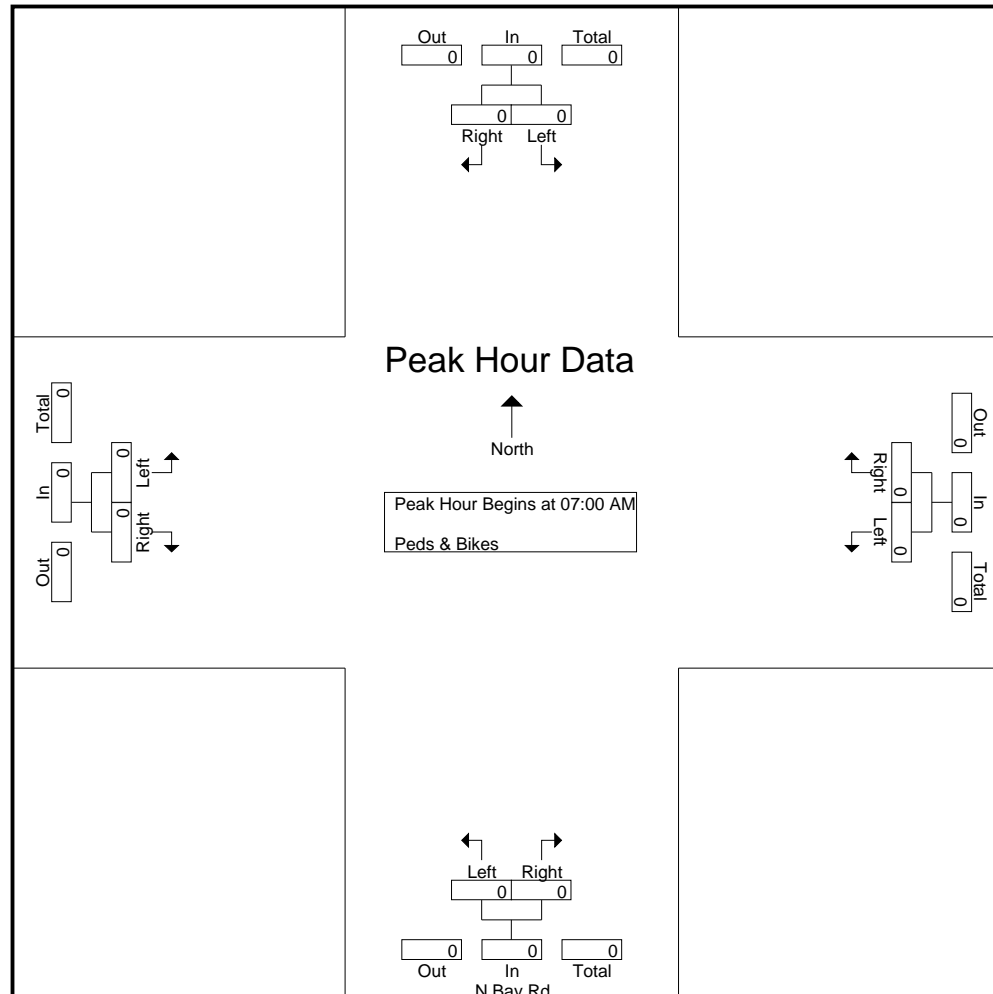
N Bay Road

File Name : TMC-25 N Bay Rd
Site Code : 00000000
Start Date : 10/17/2017
Page No : 2



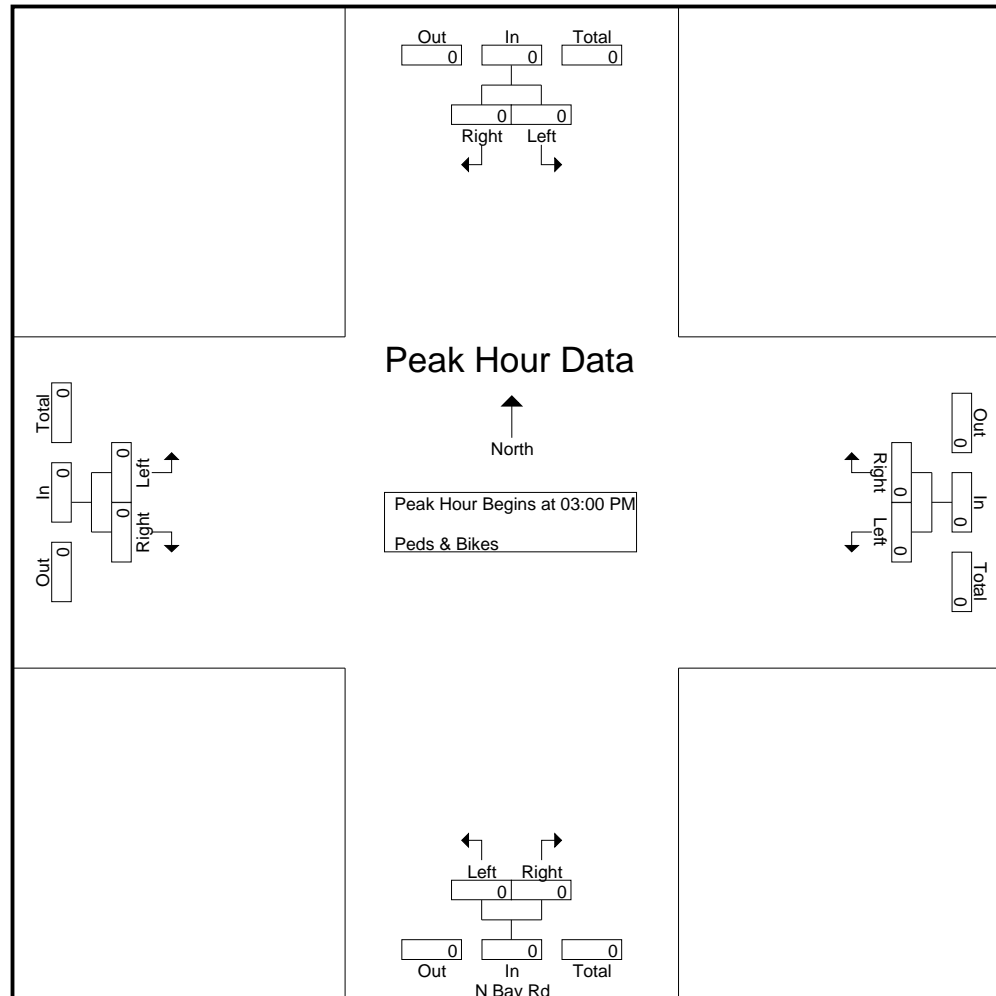
N Bay Road

File Name : TMC-25 N Bay Rd
Site Code : 00000000
Start Date : 10/17/2017
Page No : 4



N Bay Road

File Name : TMC-25 N Bay Rd
Site Code : 00000000
Start Date : 10/17/2017
Page No : 6



N Bay Road

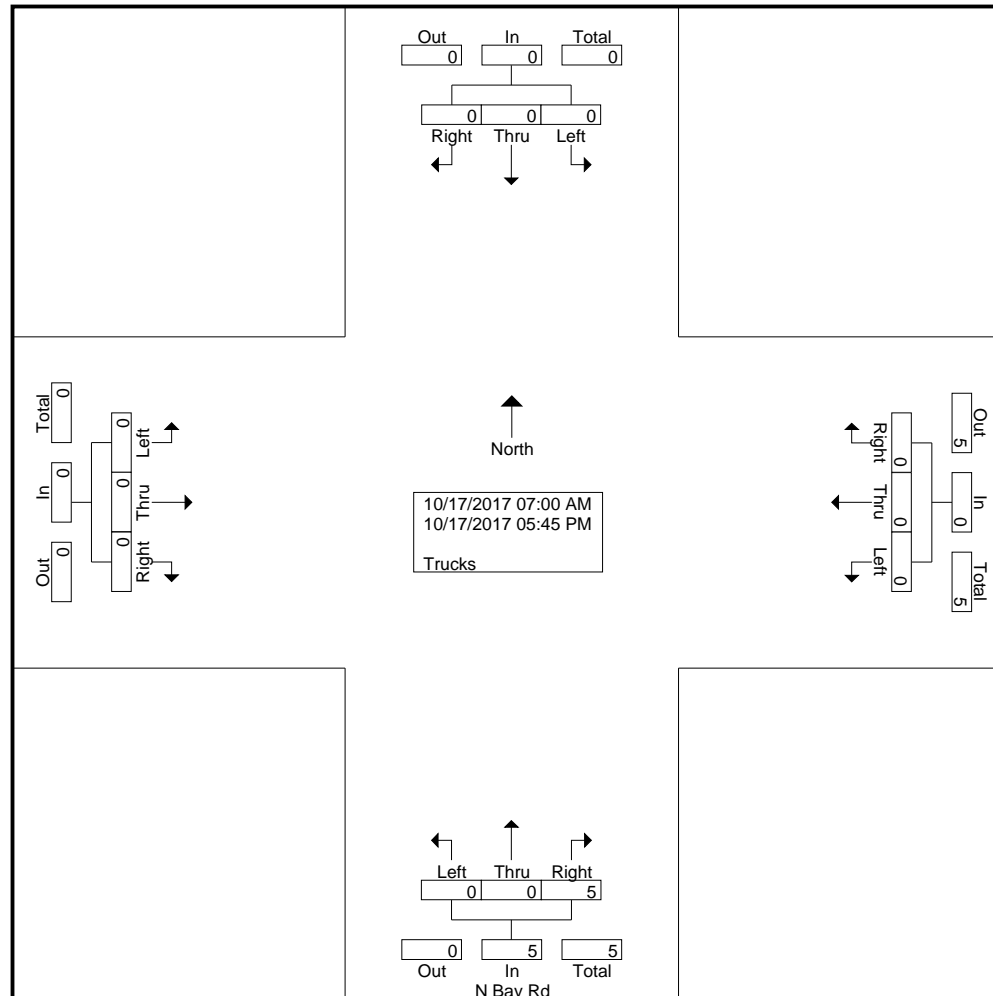
File Name : TMC-25 N Bay Rd
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 1

Groups Printed- Trucks

Start Time	Southbound					N Bay Rd Northbound					Westbound					Eastbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total		
07:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	
*** BREAK ***																						
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	
*** BREAK ***																						
03:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	
03:15 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2	
03:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	
*** BREAK ***																						
Total	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	4	
*** BREAK ***																						
Grand Total	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	5	
Apprch %	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0	0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0	0	0	0	0	0		

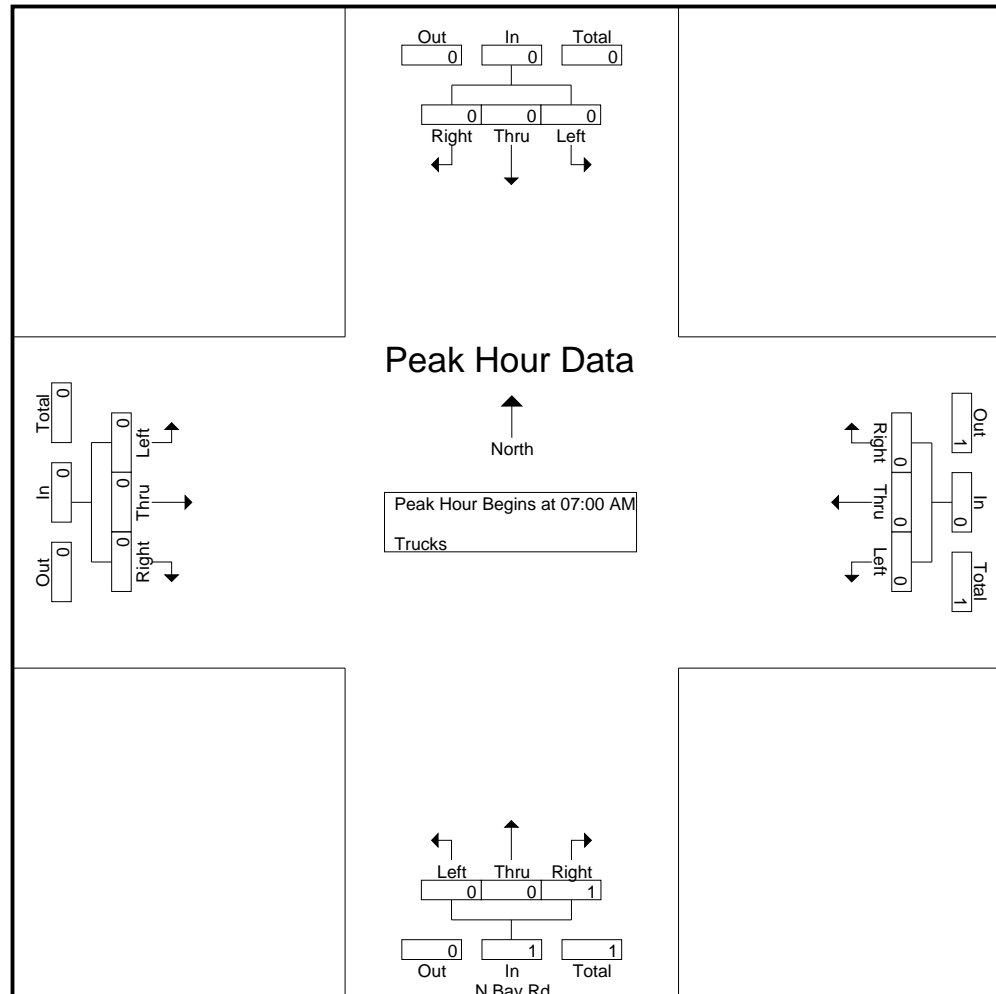
N Bay Road

File Name : TMC-25 N Bay Rd
Site Code : 00000000
Start Date : 10/17/2017
Page No : 2



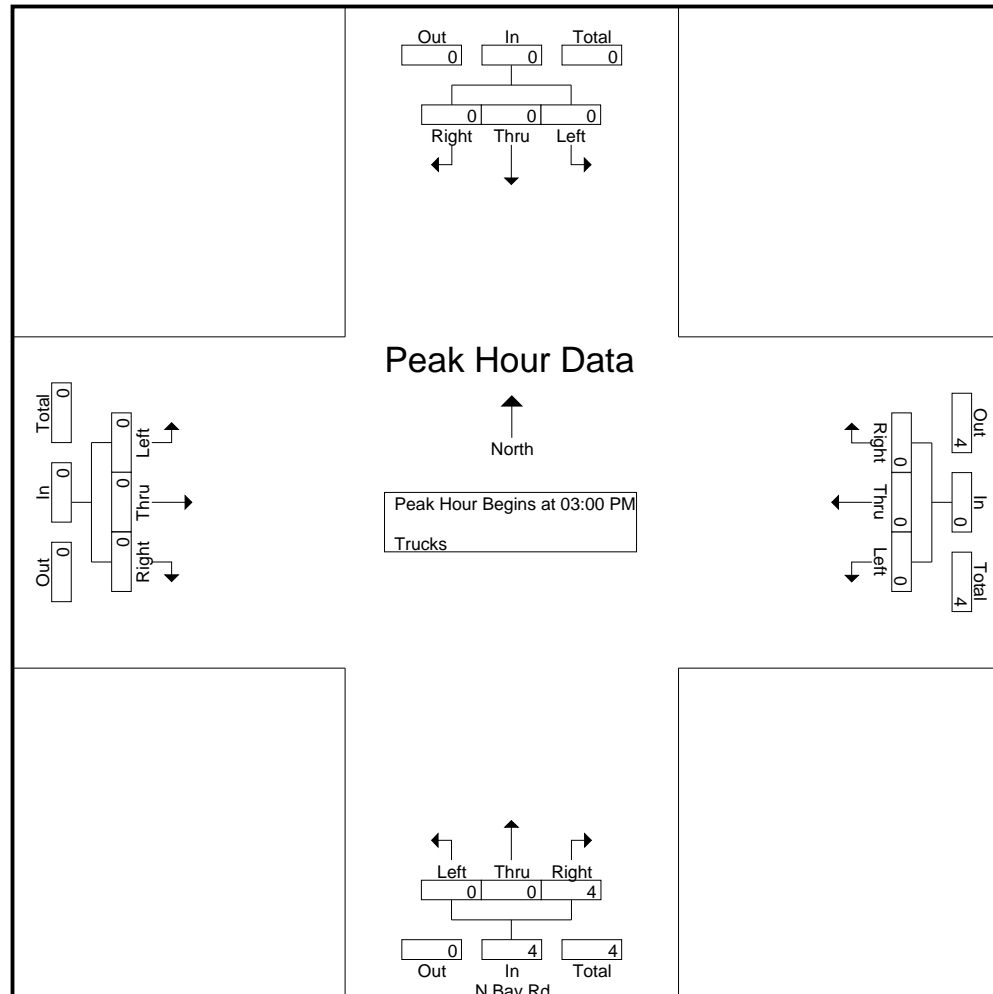
N Bay Road

File Name : TMC-25 N Bay Rd
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 4



N Bay Road

File Name : TMC-25 N Bay Rd
Site Code : 00000000
Start Date : 10/17/2017
Page No : 6



N Bay Road

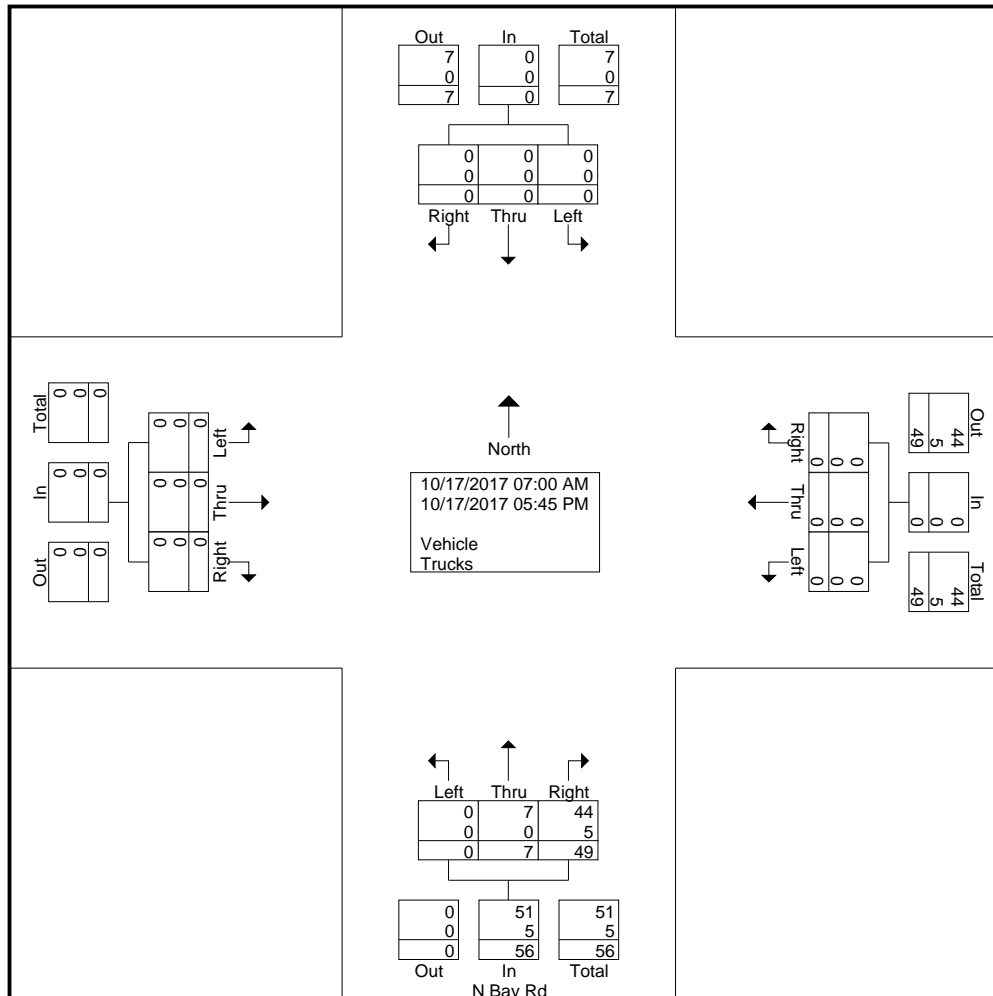
File Name : TMC-25 N Bay Rd
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 1

Groups Printed- Vehicle - Trucks

Start Time	Southbound					N Bay Rd Northbound					Westbound					Eastbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total		
07:00 AM	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	3
*** BREAK ***																						
07:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	5
08:00 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	5
08:30 AM	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	3
*** BREAK ***																						
Total	0	0	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	10
*** BREAK ***																						
03:00 PM	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	4
03:15 PM	0	0	0	0	0	0	0	1	6	7	0	0	0	0	0	0	0	0	0	0	0	7
03:30 PM	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	6
03:45 PM	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	3	17	20	0	0	0	0	0	0	0	0	0	0	0	20
04:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	2	3	5	0	0	0	0	0	0	0	0	0	0	0	5
Total	0	0	0	0	0	0	0	3	7	10	0	0	0	0	0	0	0	0	0	0	0	10
05:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	4
05:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	5
Total	0	0	0	0	0	0	0	1	10	11	0	0	0	0	0	0	0	0	0	0	0	11
Grand Total	0	0	0	0	0	0	0	7	49	56	0	0	0	0	0	0	0	0	0	0	0	56
Apprch %	0	0	0	0	0	0	0	12.5	87.5		0	0	0	0	0	0	0	0	0	0	0	
Total %	0	0	0	0	0	0	0	12.5	87.5	100	0	0	0	0	0	0	0	0	0	0	0	
Vehicle	0	0	0	0	0	0	0	7	44	51	0	0	0	0	0	0	0	0	0	0	0	51
% Vehicle	0	0	0	0	0	0	0	100	89.8	91.1	0	0	0	0	0	0	0	0	0	0	0	91.1

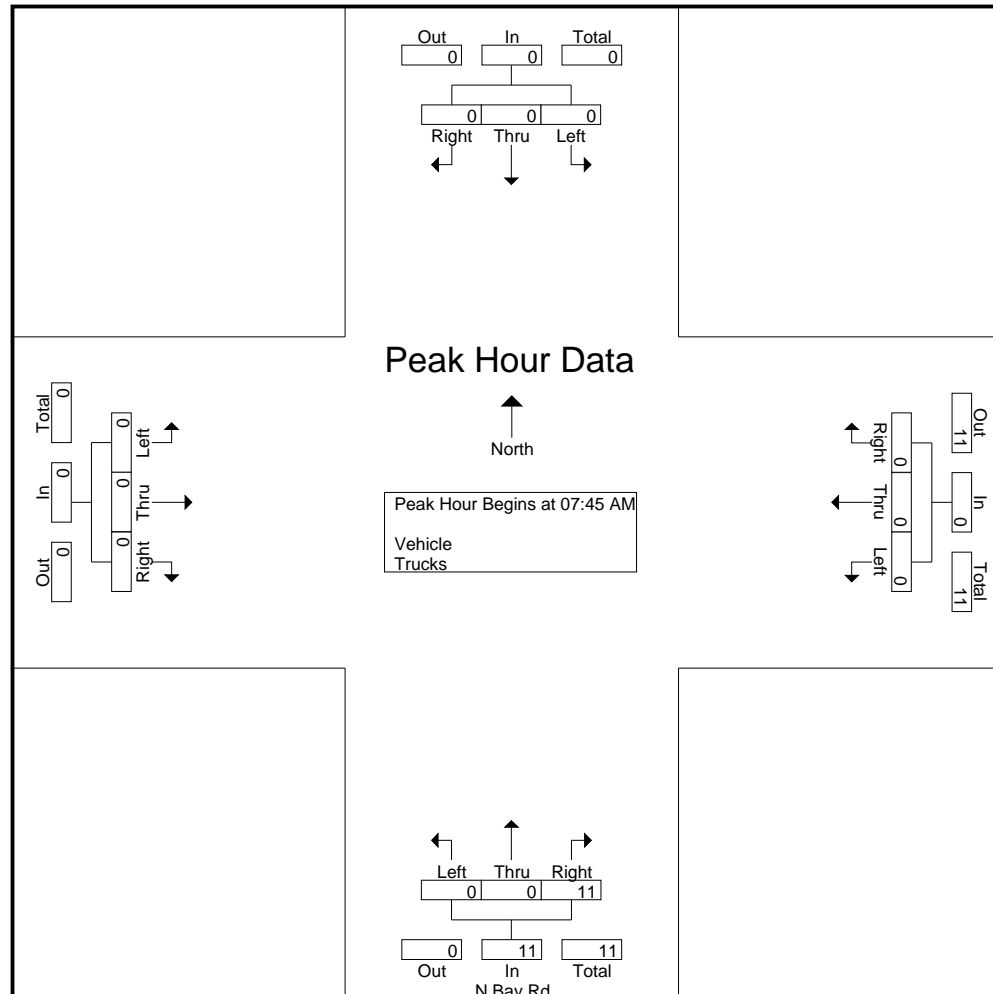
N Bay Road

File Name : TMC-25 N Bay Rd
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 3



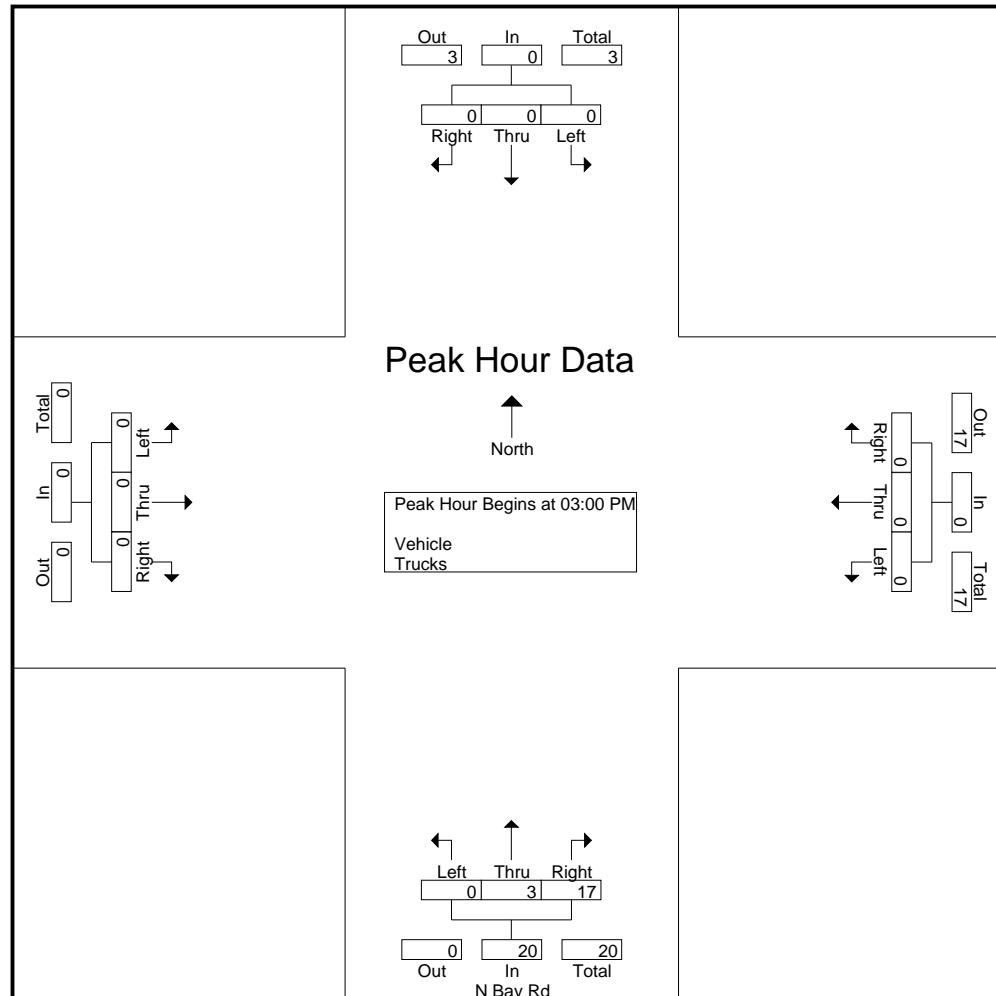
N Bay Road

File Name : TMC-25 N Bay Rd
Site Code : 00000000
Start Date : 10/17/2017
Page No : 5



N Bay Road

File Name : TMC-25 N Bay Rd
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 7



Alton Road & 43rd Street

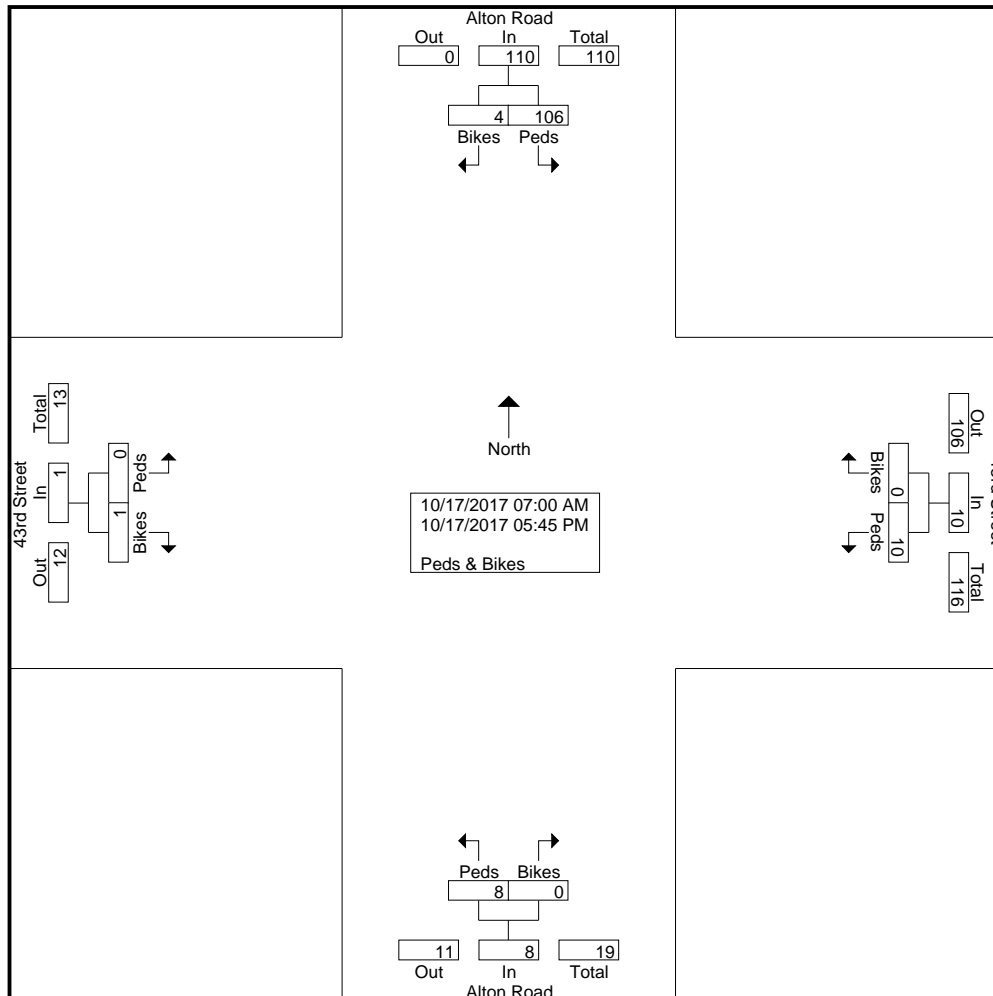
File Name : TMC-26 Alton Rd & 43rd Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 1

Groups Printed- Peds & Bikes

Start Time	Alton Road Southbound			Alton Road Northbound			43rd Street Westbound			43rd Street Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
07:00 AM	0	0	0	0	0	0	1	0	1	0	0	0	1
07:15 AM	2	1	3	0	0	0	0	0	0	0	0	0	3
07:30 AM	5	0	5	0	0	0	0	0	0	0	0	0	5
07:45 AM	7	0	7	1	0	1	0	0	0	0	0	0	8
Total	14	1	15	1	0	1	1	0	1	0	0	0	17
08:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	2
08:15 AM	5	0	5	0	0	0	3	0	3	0	0	0	8
08:30 AM	2	0	2	0	0	0	0	0	0	0	0	0	2
08:45 AM	1	0	1	0	0	0	1	0	1	0	0	0	2
Total	10	0	10	0	0	0	4	0	4	0	0	0	14
*** BREAK ***													
03:00 PM	4	0	4	0	0	0	1	0	1	0	0	0	5
03:15 PM	7	0	7	2	0	2	1	0	1	0	0	0	10
03:30 PM	10	0	10	1	0	1	0	0	0	0	0	0	11
03:45 PM	5	2	7	0	0	0	1	0	1	0	1	1	9
Total	26	2	28	3	0	3	3	0	3	0	1	1	35
04:00 PM	14	0	14	2	0	2	0	0	0	0	0	0	16
04:15 PM	6	0	6	0	0	0	1	0	1	0	0	0	7
04:30 PM	9	0	9	0	0	0	0	0	0	0	0	0	9
04:45 PM	8	0	8	0	0	0	0	0	0	0	0	0	8
Total	37	0	37	2	0	2	1	0	1	0	0	0	40
05:00 PM	8	0	8	0	0	0	0	0	0	0	0	0	8
05:15 PM	2	0	2	2	0	2	0	0	0	0	0	0	4
05:30 PM	5	0	5	0	0	0	1	0	1	0	0	0	6
05:45 PM	4	1	5	0	0	0	0	0	0	0	0	0	5
Total	19	1	20	2	0	2	1	0	1	0	0	0	23
Grand Total	106	4	110	8	0	8	10	0	10	0	1	1	129
Aprch %	96.4	3.6		100	0		100	0		0	100		
Total %	82.2	3.1	85.3	6.2	0	6.2	7.8	0	7.8	0	0.8	0.8	

Alton Road & 43rd Street

File Name : TMC-26 Alton Rd & 43rd Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 2



Alton Road & 43rd Street

File Name : TMC-26 Alton Rd & 43rd Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 3

Start Time	Alton Road Southbound			Alton Road Northbound			43rd Street Westbound			43rd Street Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	5	0	5	0	0	0	0	0	0	0	0	0	5
07:45 AM	7	0	7	1	0	1	0	0	0	0	0	0	8
08:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	2
08:15 AM	5	0	5	0	0	0	3	0	3	0	0	0	8
Total Volume	19	0	19	1	0	1	3	0	3	0	0	0	23
% App. Total	100	0		100	0		100	0		0	0		
PHF	.679	.000	.679	.250	.000	.250	.250	.000	.250	.000	.000	.000	.719

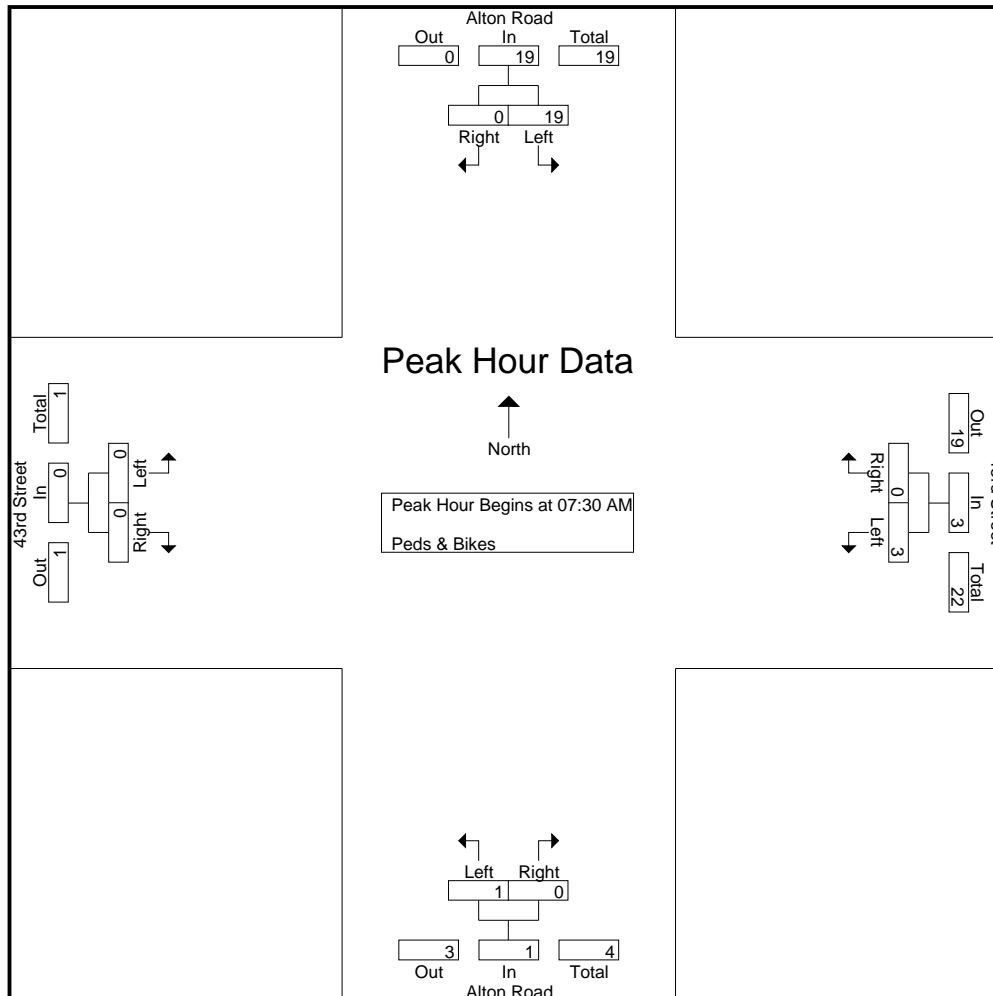
Alton Road & 43rd Street

File Name : TMC-26 Alton Rd & 43rd Street

Site Code : 00000000

Start Date : 10/17/2017

Page No : 4



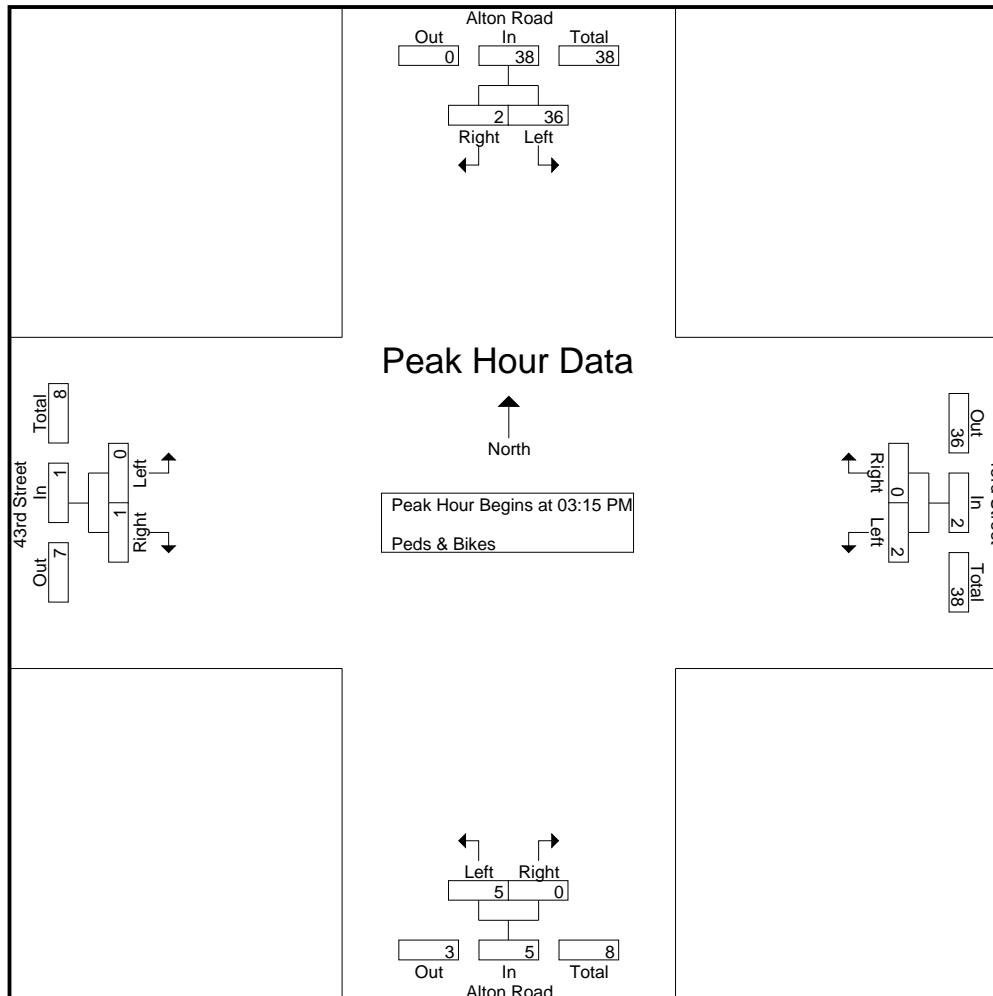
Alton Road & 43rd Street

File Name : TMC-26 Alton Rd & 43rd Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 5

Start Time	Alton Road Southbound			Alton Road Northbound			43rd Street Westbound			43rd Street Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:15 PM													
03:15 PM	7	0	7	2	0	2	1	0	1	0	0	0	10
03:30 PM	10	0	10	1	0	1	0	0	0	0	0	0	11
03:45 PM	5	2	7	0	0	0	1	0	1	0	1	1	9
04:00 PM	14	0	14	2	0	2	0	0	0	0	0	0	16
Total Volume	36	2	38	5	0	5	2	0	2	0	1	1	46
% App. Total	94.7	5.3		100	0		100	0		0	100		
PHF	.643	.250	.679	.625	.000	.625	.500	.000	.500	.000	.250	.250	.719

Alton Road & 43rd Street

File Name : TMC-26 Alton Rd & 43rd Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 6



Alton Road & 43rd Street

File Name : TMC-26 Alton Rd & 43rd Street

Site Code : 00000000

Start Date : 10/17/2017

Page No : 1

Groups Printed- Trucks

Start Time	Alton Road Southbound					Alton Road Northbound					43rd Street Westbound					43rd Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
07:00 AM	0	1	1	0	2	0	1	7	1	9	0	1	2	2	5	0	0	3	0	3	19
07:15 AM	0	0	1	0	1	0	0	6	0	6	0	0	4	1	5	0	0	4	0	4	16
07:30 AM	0	0	2	0	2	0	2	9	0	11	0	0	3	2	5	0	2	1	1	4	22
07:45 AM	0	0	0	0	0	0	2	10	0	12	0	2	2	1	5	0	0	5	1	6	23
Total	0	1	4	0	5	0	5	32	1	38	0	3	11	6	20	0	2	13	2	17	80
08:00 AM	0	0	1	0	1	0	1	13	0	14	0	0	2	3	5	0	0	2	0	2	22
08:15 AM	0	0	2	0	2	0	2	6	0	8	0	0	5	1	6	0	1	1	0	2	18
08:30 AM	0	1	2	1	4	0	6	11	0	17	0	1	1	0	2	0	0	4	0	4	27
08:45 AM	0	0	2	0	2	0	1	10	0	11	0	1	4	2	7	0	0	3	0	3	23
Total	0	1	7	1	9	0	10	40	0	50	0	2	12	6	20	0	1	10	0	11	90
*** BREAK ***																					
03:00 PM	0	1	10	2	13	0	4	8	2	14	0	3	1	0	4	0	2	5	1	8	39
03:15 PM	0	1	12	0	13	0	2	8	2	12	0	1	3	1	5	0	0	5	2	7	37
03:30 PM	0	0	5	2	7	0	0	2	1	3	0	0	1	0	1	0	0	1	1	2	13
03:45 PM	0	0	1	0	1	0	4	7	1	12	0	0	2	0	2	0	1	1	1	3	18
Total	0	2	28	4	34	0	10	25	6	41	0	4	7	1	12	0	3	12	5	20	107
04:00 PM	0	0	9	1	10	0	0	2	0	2	0	0	1	0	1	0	1	4	0	5	18
04:15 PM	0	0	8	1	9	0	1	3	0	4	0	1	4	0	5	0	0	2	0	2	20
04:30 PM	0	0	9	0	9	0	1	0	0	1	0	1	2	0	3	0	0	4	0	4	17
04:45 PM	0	1	12	2	15	0	2	3	0	5	0	0	1	0	1	0	1	2	0	3	24
Total	0	1	38	4	43	0	4	8	0	12	0	2	8	0	10	0	2	12	0	14	79
05:00 PM	0	0	3	1	4	0	1	1	0	2	0	1	1	0	2	0	0	3	0	3	11
05:15 PM	0	0	7	0	7	0	1	3	0	4	0	0	3	0	3	0	0	2	1	3	17
05:30 PM	0	0	5	1	6	0	1	0	0	1	0	2	2	0	4	0	1	3	0	4	15
05:45 PM	0	0	4	0	4	0	1	0	1	2	0	0	2	2	4	0	0	3	1	4	14
Total	0	0	19	2	21	0	4	4	1	9	0	3	8	2	13	0	1	11	2	14	57
Grand Total	0	5	96	11	112	0	33	109	8	150	0	14	46	15	75	0	9	58	9	76	413
Apprch %	0	4.5	85.7	9.8		0	22	72.7	5.3		0	18.7	61.3	20		0	11.8	76.3	11.8		
Total %	0	1.2	23.2	2.7	27.1	0	8	26.4	1.9	36.3	0	3.4	11.1	3.6	18.2	0	2.2	14	2.2	18.4	

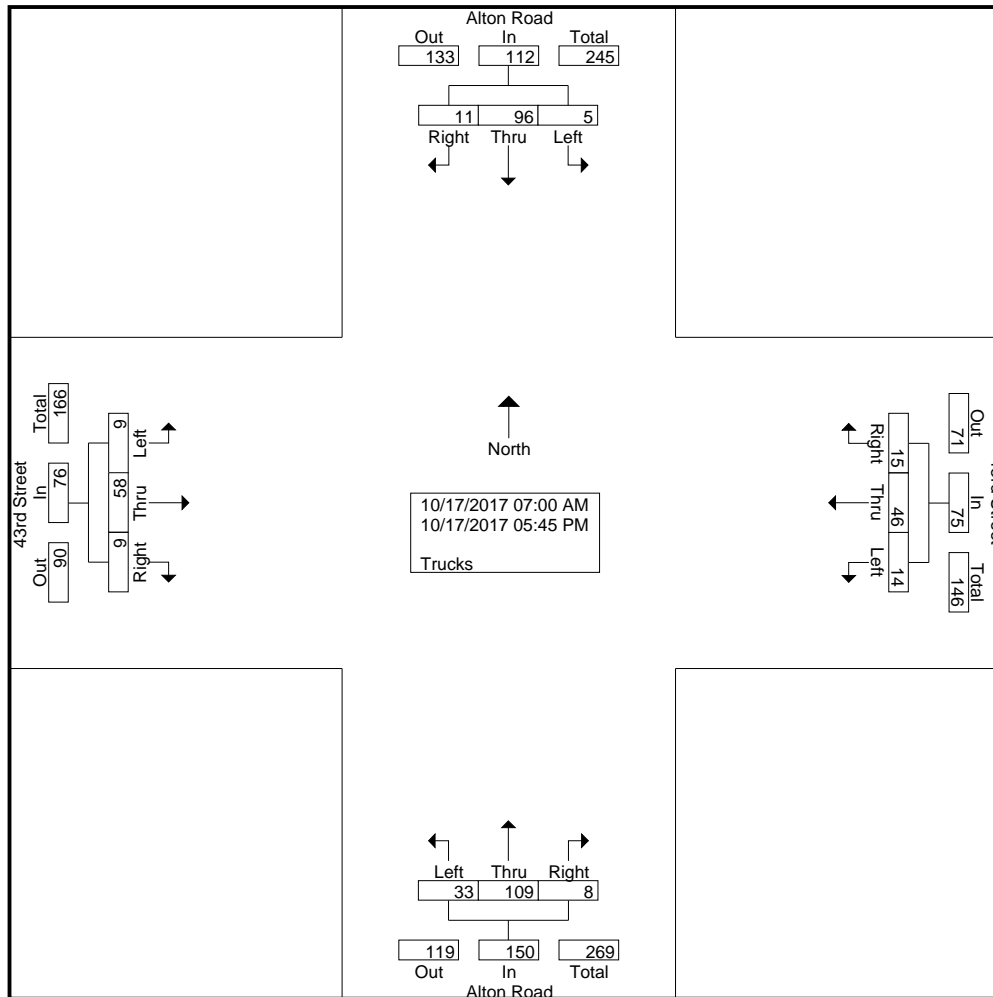
Alton Road & 43rd Street

File Name : TMC-26 Alton Rd & 43rd Street

Site Code : 00000000

Start Date : 10/17/2017

Page No : 2



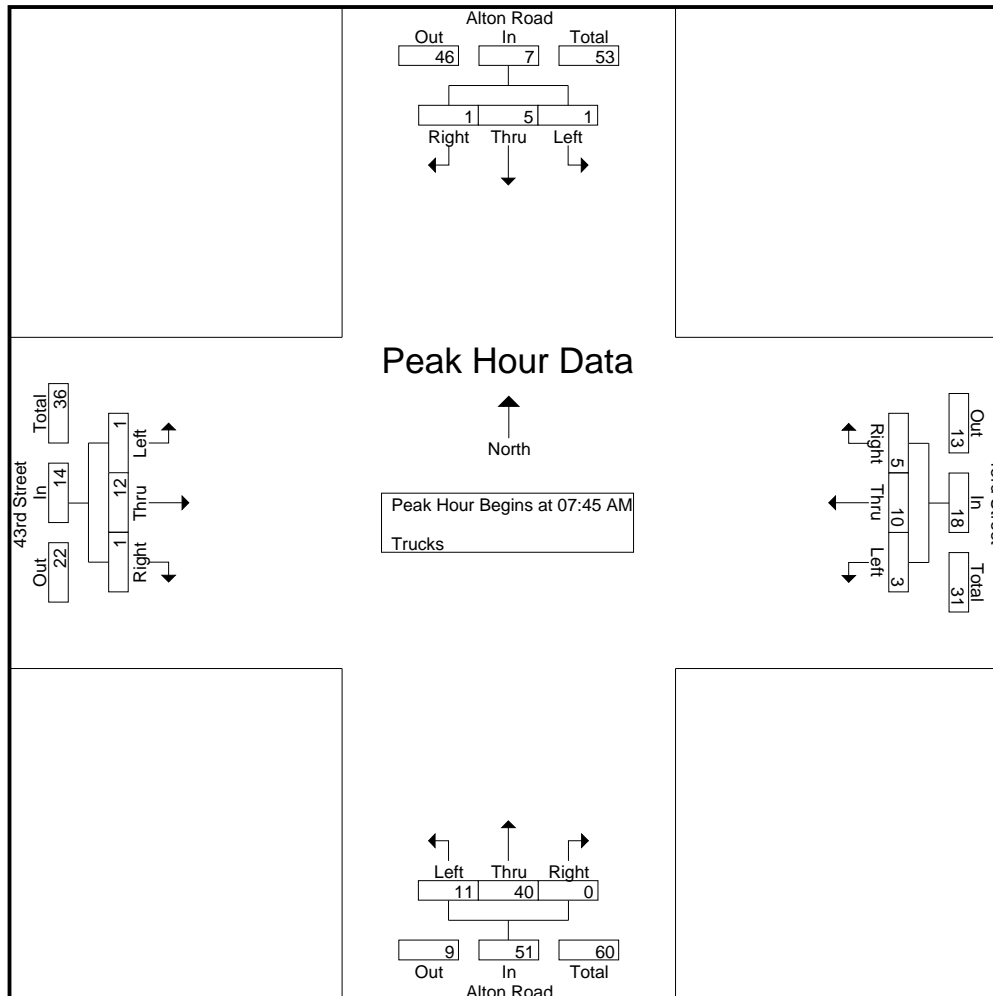
Alton Road & 43rd Street

File Name : TMC-26 Alton Rd & 43rd Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 3

Start Time	Alton Road Southbound					Alton Road Northbound					43rd Street Westbound					43rd Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	0	2	10	0	12	0	2	2	1	5	0	0	5	1	6	23
08:00 AM	0	0	1	0	1	0	1	13	0	14	0	0	2	3	5	0	0	2	0	2	22
08:15 AM	0	0	2	0	2	0	2	6	0	8	0	0	5	1	6	0	1	1	0	2	18
08:30 AM	0	1	2	1	4	0	6	11	0	17	0	1	1	0	2	0	0	4	0	4	27
Total Volume	0	1	5	1	7	0	11	40	0	51	0	3	10	5	18	0	1	12	1	14	90
% App. Total	0	14.3	71.4	14.3		0	21.6	78.4	0		0	16.7	55.6	27.8		0	7.1	85.7	7.1		
PHF	.000	.250	.625	.250	.438	.000	.458	.769	.000	.750	.000	.375	.500	.417	.750	.000	.250	.600	.250	.583	.833

Alton Road & 43rd Street

File Name : TMC-26 Alton Rd & 43rd Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 4



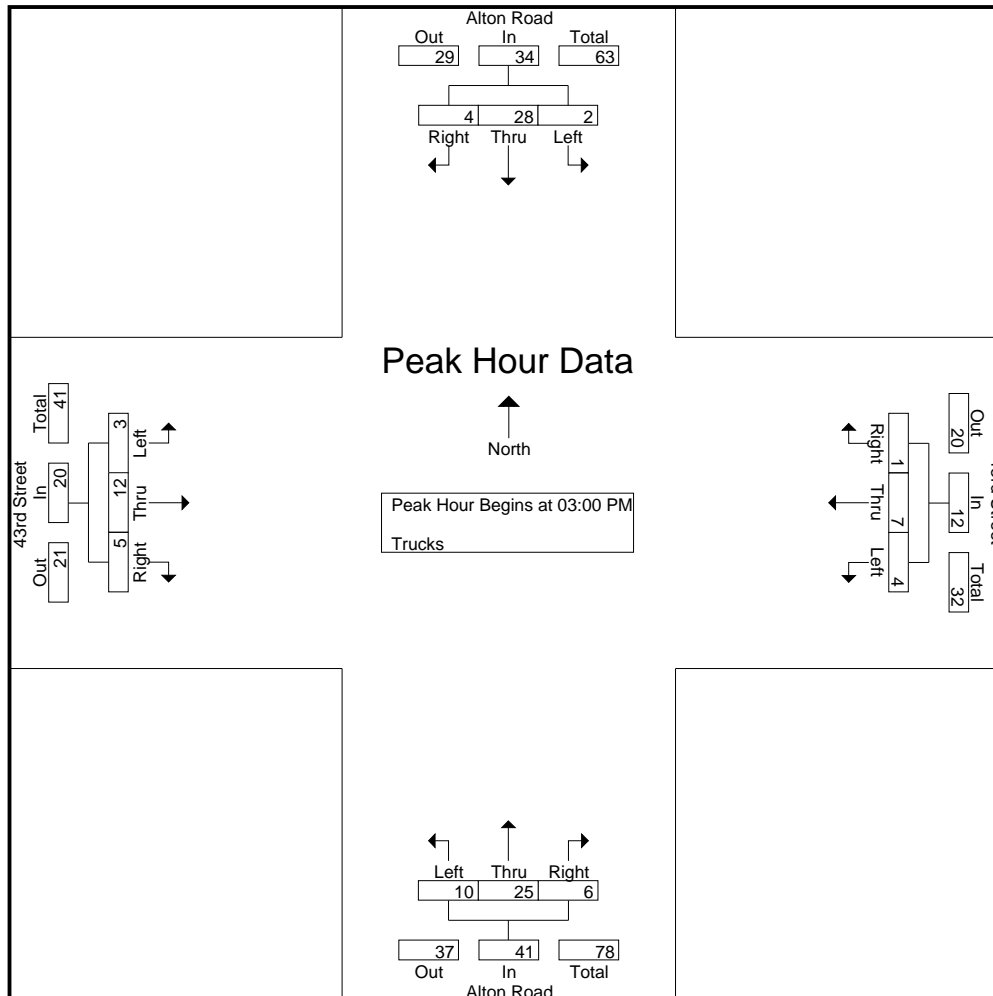
Alton Road & 43rd Street

File Name : TMC-26 Alton Rd & 43rd Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 5

Start Time	Alton Road Southbound					Alton Road Northbound					43rd Street Westbound					43rd Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	0	1	10	2	13	0	4	8	2	14	0	3	1	0	4	0	2	5	1	8	39
03:15 PM	0	1	12	0	13	0	2	8	2	12	0	1	3	1	5	0	0	5	2	7	37
03:30 PM	0	0	5	2	7	0	0	2	1	3	0	0	1	0	1	0	0	1	1	2	13
03:45 PM	0	0	1	0	1	0	4	7	1	12	0	0	2	0	2	0	1	1	1	3	18
Total Volume	0	2	28	4	34	0	10	25	6	41	0	4	7	1	12	0	3	12	5	20	107
% App. Total	0	5.9	82.4	11.8		0	24.4	61	14.6		0	33.3	58.3	8.3		0	15	60	25		
PHF	.000	.500	.583	.500	.654	.000	.625	.781	.750	.732	.000	.333	.583	.250	.600	.000	.375	.600	.625	.625	.686

Alton Road & 43rd Street

File Name : TMC-26 Alton Rd & 43rd Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 6



Alton Road & 43rd Street

File Name : TMC-26 Alton Rd & 43rd Street

Site Code : 00000000

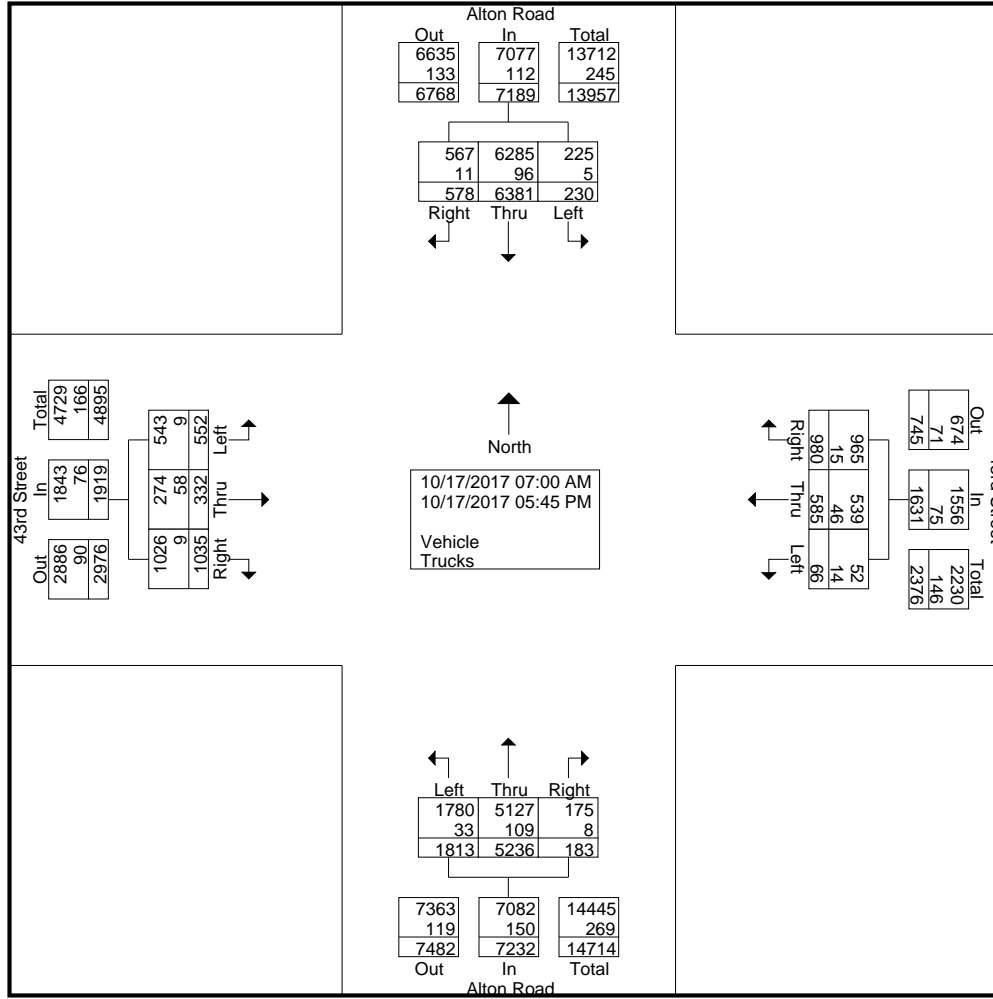
Start Date : 10/17/2017

Page No : 1

Groups Printed- Vehicle - Trucks

Start Time	Alton Road Southbound					Alton Road Northbound					43rd Street Westbound					43rd Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
07:00 AM	0	9	300	34	343	0	189	182	5	376	0	1	44	49	94	0	3	7	16	26	839
07:15 AM	0	5	325	40	370	2	127	181	6	316	0	2	45	48	95	0	5	8	26	39	820
07:30 AM	0	9	338	50	397	0	141	190	7	338	0	1	23	57	81	0	9	4	37	50	866
07:45 AM	0	7	334	53	394	1	154	246	6	407	0	4	38	50	92	0	1	9	32	42	935
Total	0	30	1297	177	1504	3	611	799	24	1437	0	8	150	204	362	0	18	28	111	157	3460
08:00 AM	0	5	372	66	443	0	147	217	5	369	0	3	73	53	129	1	13	11	29	54	995
08:15 AM	0	6	387	61	454	0	175	182	10	367	0	1	55	58	114	0	10	14	39	63	998
08:30 AM	0	9	383	56	448	0	161	250	12	423	0	2	46	37	85	0	15	12	27	54	1010
08:45 AM	0	7	398	46	451	2	156	250	15	423	0	3	35	44	82	0	10	11	33	54	1010
Total	0	27	1540	229	1796	2	639	899	42	1582	0	9	209	192	410	1	48	48	128	225	4013
*** BREAK ***																					
03:00 PM	1	10	280	30	321	5	79	245	8	337	1	5	22	42	70	0	28	20	59	107	835
03:15 PM	0	8	298	24	330	2	66	236	17	321	0	4	34	51	89	0	26	21	73	120	860
03:30 PM	0	15	326	17	358	3	48	234	17	302	0	3	24	56	83	0	52	15	63	130	873
03:45 PM	0	15	358	16	389	2	61	285	11	359	0	3	18	29	50	0	40	20	61	121	919
Total	1	48	1262	87	1398	12	254	1000	53	1319	1	15	98	178	292	0	146	76	256	478	3487
04:00 PM	1	9	318	12	340	7	37	292	9	345	0	5	19	37	61	0	29	20	75	124	870
04:15 PM	1	9	270	14	294	1	48	279	7	335	0	3	20	35	58	0	40	19	74	133	820
04:30 PM	1	17	322	13	353	2	36	291	10	339	0	6	14	40	60	0	50	22	70	142	894
04:45 PM	0	21	215	13	249	5	24	312	5	346	0	4	18	56	78	0	45	25	66	136	809
Total	3	56	1125	52	1236	15	145	1174	31	1365	0	18	71	168	257	0	164	86	285	535	3393
05:00 PM	1	16	267	9	293	2	32	344	9	387	0	3	16	43	62	0	45	32	84	161	903
05:15 PM	2	15	358	7	382	2	20	286	7	315	0	1	14	45	60	0	51	28	67	146	903
05:30 PM	2	19	267	10	298	5	37	359	8	409	1	6	15	73	95	0	50	18	64	132	934
05:45 PM	0	10	265	7	282	3	31	375	9	418	0	4	12	77	93	0	29	16	40	85	878
Total	5	60	1157	33	1255	12	120	1364	33	1529	1	14	57	238	310	0	175	94	255	524	3618
Grand Total	9	221	6381	578	7189	44	1769	5236	183	7232	2	64	585	980	1631	1	551	332	1035	1919	17971
Apprch %	0.1	3.1	88.8	8		0.6	24.5	72.4	2.5		0.1	3.9	35.9	60.1		0.1	28.7	17.3	53.9		
Total %	0.1	1.2	35.5	3.2	40	0.2	9.8	29.1	1	40.2	0	0.4	3.3	5.5	9.1	0	3.1	1.8	5.8	10.7	
Vehicle	9	216	6285	567	7077	44	1736	5127	175	7082	2	50	539	965	1556	1	542	274	1026	1843	17558
% Vehicle	100	97.7	98.5	98.1	98.4	100	98.1	97.9	95.6	97.9	100	78.1	92.1	98.5	95.4	100	98.4	82.5	99.1	96	97.7
Trucks	0	5	96	11	112	0	33	109	8	150	0	14	46	15	75	0	9	58	9	76	413
% Trucks	0	2.3	1.5	1.9	1.6	0	1.9	2.1	4.4	2.1	0	21.9	7.9	1.5	4.6	0	1.6	17.5	0.9	4	2.3

Alton Road & 43rd Street



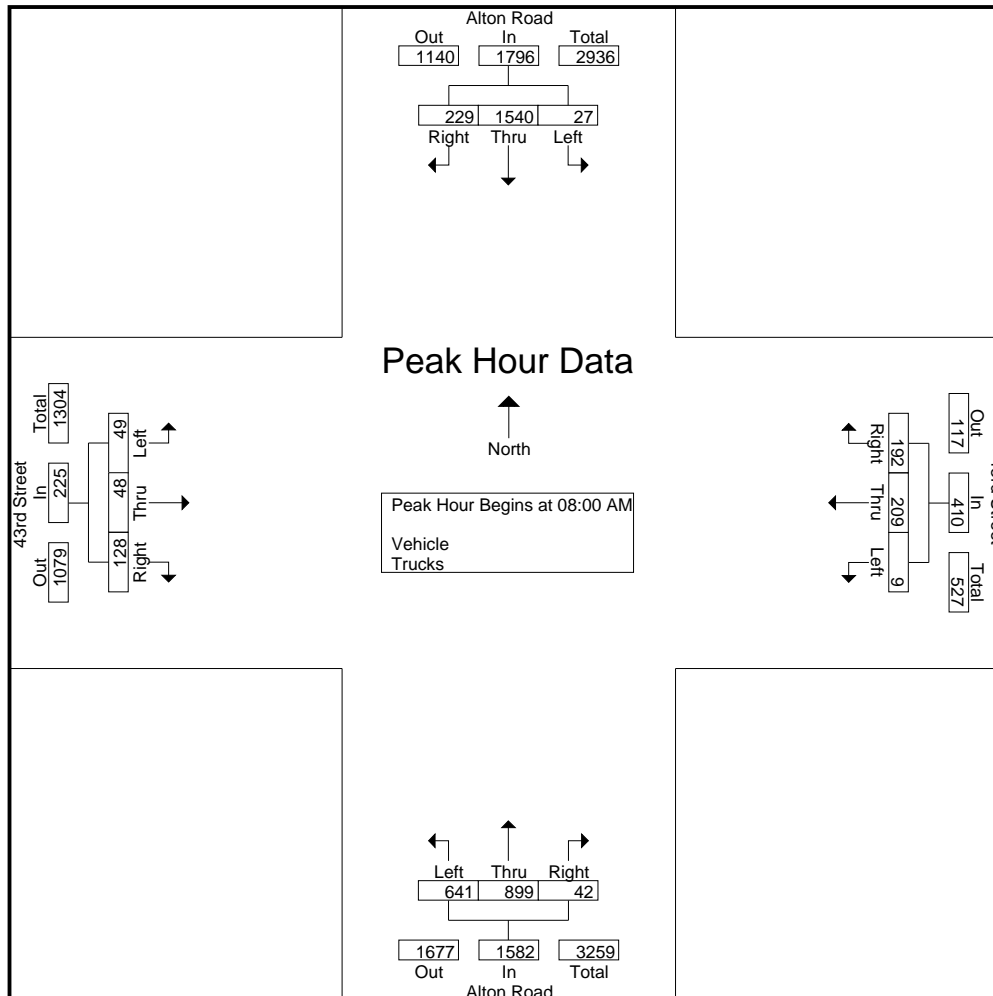
Alton Road & 43rd Street

File Name : TMC-26 Alton Rd & 43rd Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 3

Start Time	Alton Road Southbound					Alton Road Northbound					43rd Street Westbound					43rd Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	5	372	66	443	0	147	217	5	369	0	3	73	53	129	1	13	11	29	54	995
08:15 AM	0	6	387	61	454	0	175	182	10	367	0	1	55	58	114	0	10	14	39	63	998
08:30 AM	0	9	383	56	448	0	161	250	12	423	0	2	46	37	85	0	15	12	27	54	1010
08:45 AM	0	7	398	46	451	2	156	250	15	423	0	3	35	44	82	0	10	11	33	54	1010
Total Volume	0	27	1540	229	1796	2	639	899	42	1582	0	9	209	192	410	1	48	48	128	225	4013
% App. Total	0	1.5	85.7	12.8		0.1	40.4	56.8	2.7		0	2.2	51	46.8		0.4	21.3	21.3	56.9		
PHF	.000	.750	.967	.867	.989	.250	.913	.899	.700	.935	.000	.750	.716	.828	.795	.250	.800	.857	.821	.893	.993

Alton Road & 43rd Street

File Name : TMC-26 Alton Rd & 43rd Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 4



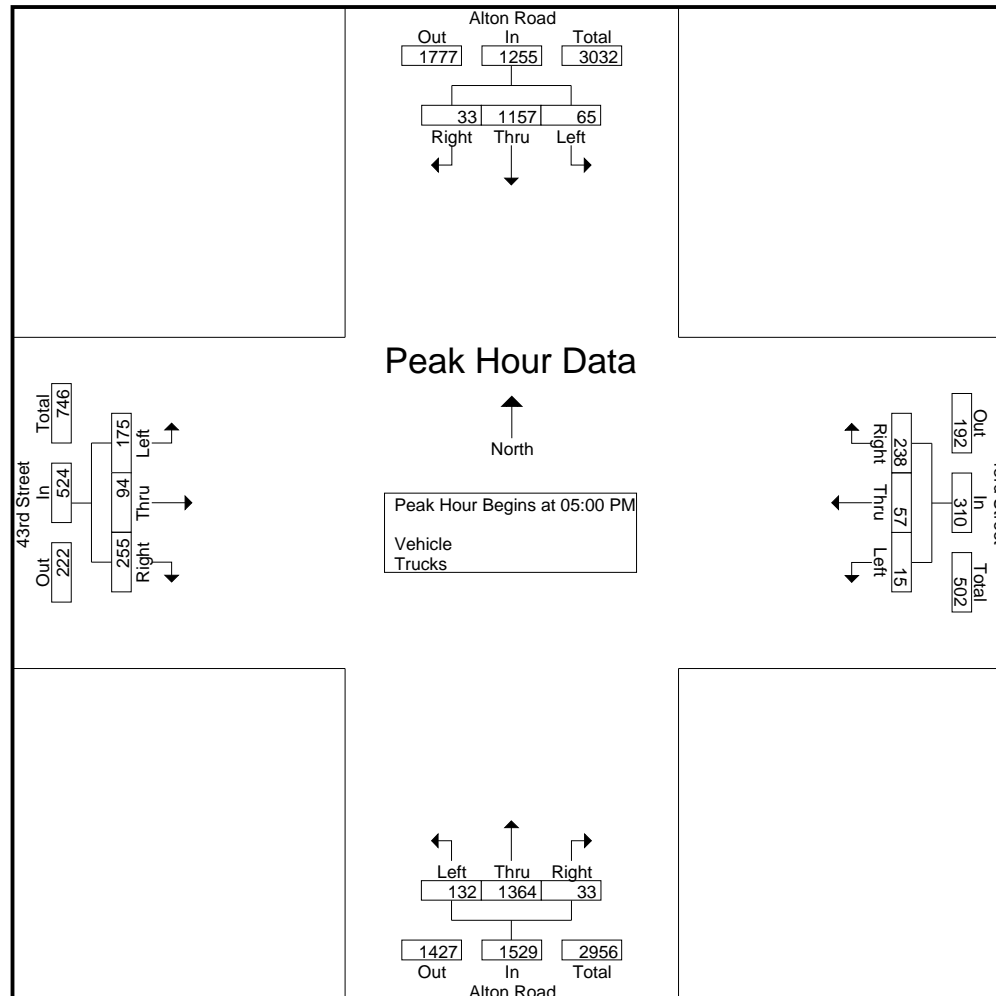
Alton Road & 43rd Street

File Name : TMC-26 Alton Rd & 43rd Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 5

Start Time	Alton Road Southbound					Alton Road Northbound					43rd Street Westbound					43rd Street Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	1	16	267	9	293	2	32	344	9	387	0	3	16	43	62	0	45	32	84	161	903
05:15 PM	2	15	358	7	382	2	20	286	7	315	0	1	14	45	60	0	51	28	67	146	903
05:30 PM	2	19	267	10	298	5	37	359	8	409	1	6	15	73	95	0	50	18	64	132	934
05:45 PM	0	10	265	7	282	3	31	375	9	418	0	4	12	77	93	0	29	16	40	85	878
Total Volume	5	60	1157	33	1255	12	120	1364	33	1529	1	14	57	238	310	0	175	94	255	524	3618
% App. Total	0.4	4.8	92.2	2.6		0.8	7.8	89.2	2.2		0.3	4.5	18.4	76.8		0	33.4	17.9	48.7		
PHF	.625	.789	.808	.825	.821	.600	.811	.909	.917	.914	.250	.583	.891	.773	.816	.000	.858	.734	.759	.814	.968

Alton Road & 43rd Street

File Name : TMC-26 Alton Rd & 43rd Street
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 6



Mount Sinai Emergency Entrance & Sullivan Dr

File Name : TMC-27 Mount Sinai Emergency Entrance & Sullivan Dr

Site Code : 00000000

Start Date : 10/17/2017

Page No : 1

Groups Printed- Peds & Bikes

Start Time	Southbound			Sullivan Drive Northbound			Mount Sinai Emergency Entrance Westbound			Mount Sinai Emergency Entrance Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
07:00 AM	0	0	0	0	0	0	1	0	1	5	0	5	6
07:15 AM	0	0	0	0	0	0	0	0	0	10	1	11	11
07:30 AM	0	0	0	1	0	1	0	0	0	13	0	13	14
07:45 AM	0	0	0	1	0	1	1	0	1	17	0	17	19
Total	0	0	0	2	0	2	2	0	2	45	1	46	50
08:00 AM	0	0	0	1	0	1	0	0	0	25	0	25	26
08:15 AM	0	0	0	2	0	2	0	0	0	37	0	37	39
08:30 AM	0	0	0	0	0	0	0	0	0	27	0	27	27
08:45 AM	0	0	0	2	0	2	2	0	2	17	0	17	21
Total	0	0	0	5	0	5	2	0	2	106	0	106	113
*** BREAK ***													
03:00 PM	0	0	0	0	0	0	2	0	2	26	0	26	28
03:15 PM	0	0	0	3	0	3	0	0	0	21	0	21	24
03:30 PM	0	0	0	3	0	3	1	0	1	25	0	25	29
03:45 PM	0	0	0	1	0	1	0	0	0	29	0	29	30
Total	0	0	0	7	0	7	3	0	3	101	0	101	111
04:00 PM	0	0	0	2	0	2	2	0	2	26	0	26	30
04:15 PM	0	0	0	4	0	4	2	0	2	23	1	24	30
04:30 PM	0	0	0	1	0	1	0	0	0	22	0	22	23
04:45 PM	0	0	0	0	0	0	0	0	0	30	0	30	30
Total	0	0	0	7	0	7	4	0	4	101	1	102	113
05:00 PM	0	0	0	3	0	3	2	0	2	31	0	31	36
05:15 PM	0	0	0	2	0	2	2	0	2	13	0	13	17
05:30 PM	0	0	0	2	0	2	3	0	3	13	0	13	18
05:45 PM	0	0	0	0	0	0	1	0	1	7	0	7	8
Total	0	0	0	7	0	7	8	0	8	64	0	64	79
Grand Total	0	0	0	28	0	28	19	0	19	417	2	419	466
Apprch %	0	0	0	100	0	100	100	0	100	99.5	0.5	419	466
Total %	0	0	0	6	0	6	4.1	0	4.1	89.5	0.4	89.9	113

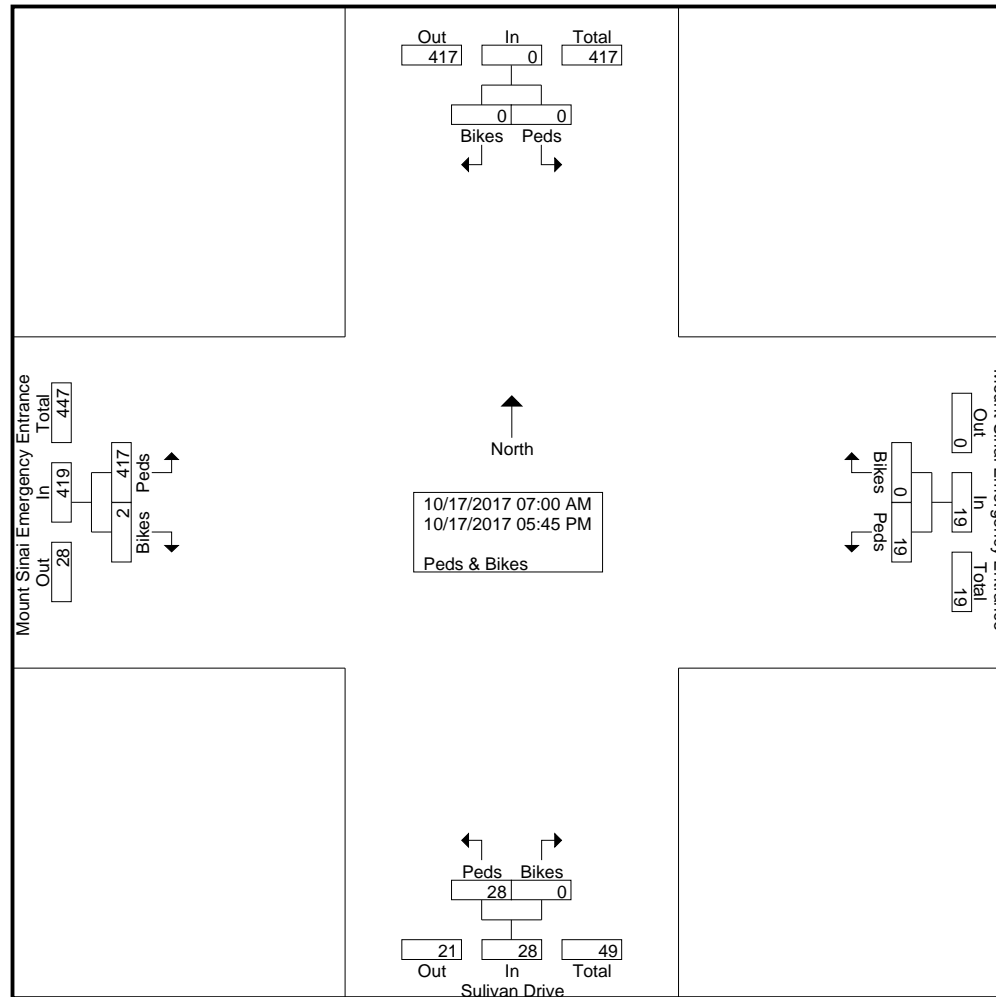
Mount Sinai Emergency Entrance & Sullivan Dr

File Name : TMC-27 Mount Sinai Emergency Entrance & Sullivan Dr

Site Code : 00000000

Start Date : 10/17/2017

Page No : 2



Mount Sinai Emergency Entrance & Sullivan Dr

File Name : TMC-27 Mount Sinai Emergency Entrance & Sullivan Dr
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 3

Start Time	Southbound			Sullivan Drive Northbound			Mount Sinai Emergency Entrance Westbound			Mount Sinai Emergency Entrance Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	0	0	0	1	0	1	0	0	0	25	0	25	26
08:15 AM	0	0	0	2	0	2	0	0	0	37	0	37	39
08:30 AM	0	0	0	0	0	0	0	0	0	27	0	27	27
08:45 AM	0	0	0	2	0	2	2	0	2	17	0	17	21
Total Volume	0	0	0	5	0	5	2	0	2	106	0	106	113
% App. Total	0	0		100	0		100	0		100	0		
PHF	.000	.000	.000	.625	.000	.625	.250	.000	.250	.716	.000	.716	.724

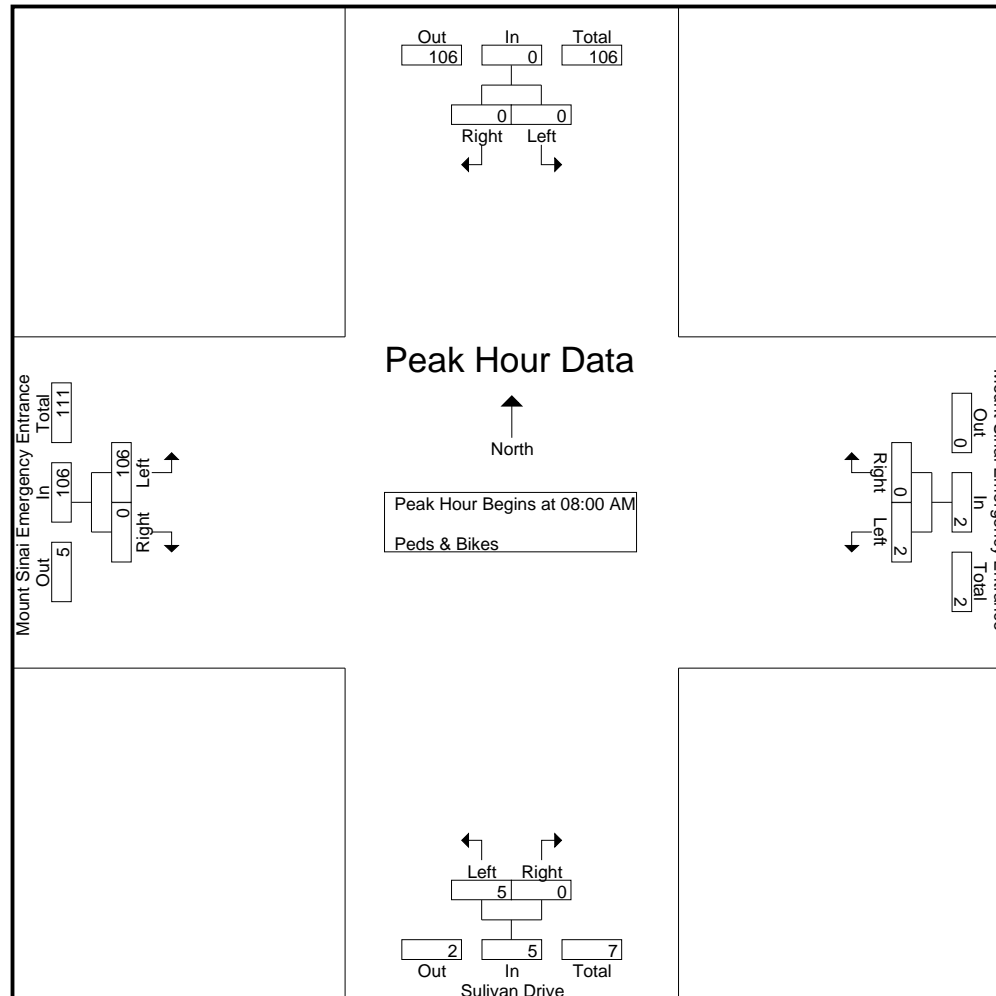
Mount Sinai Emergency Entrance & Sullivan Dr

File Name : TMC-27 Mount Sinai Emergency Entrance & Sullivan Dr

Site Code : 00000000

Start Date : 10/17/2017

Page No : 4



Mount Sinai Emergency Entrance & Sullivan Dr

File Name : TMC-27 Mount Sinai Emergency Entrance & Sullivan Dr
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 5

Start Time	Southbound			Sullivan Drive Northbound			Mount Sinai Emergency Entrance Westbound			Mount Sinai Emergency Entrance Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:30 PM													
03:30 PM	0	0	0	3	0	3	1	0	1	25	0	25	29
03:45 PM	0	0	0	1	0	1	0	0	0	29	0	29	30
04:00 PM	0	0	0	2	0	2	2	0	2	26	0	26	30
04:15 PM	0	0	0	4	0	4	2	0	2	23	1	24	30
Total Volume	0	0	0	10	0	10	5	0	5	103	1	104	119
% App. Total	0	0		100	0		100	0		99	1		
PHF	.000	.000	.000	.625	.000	.625	.625	.000	.625	.888	.250	.897	.992

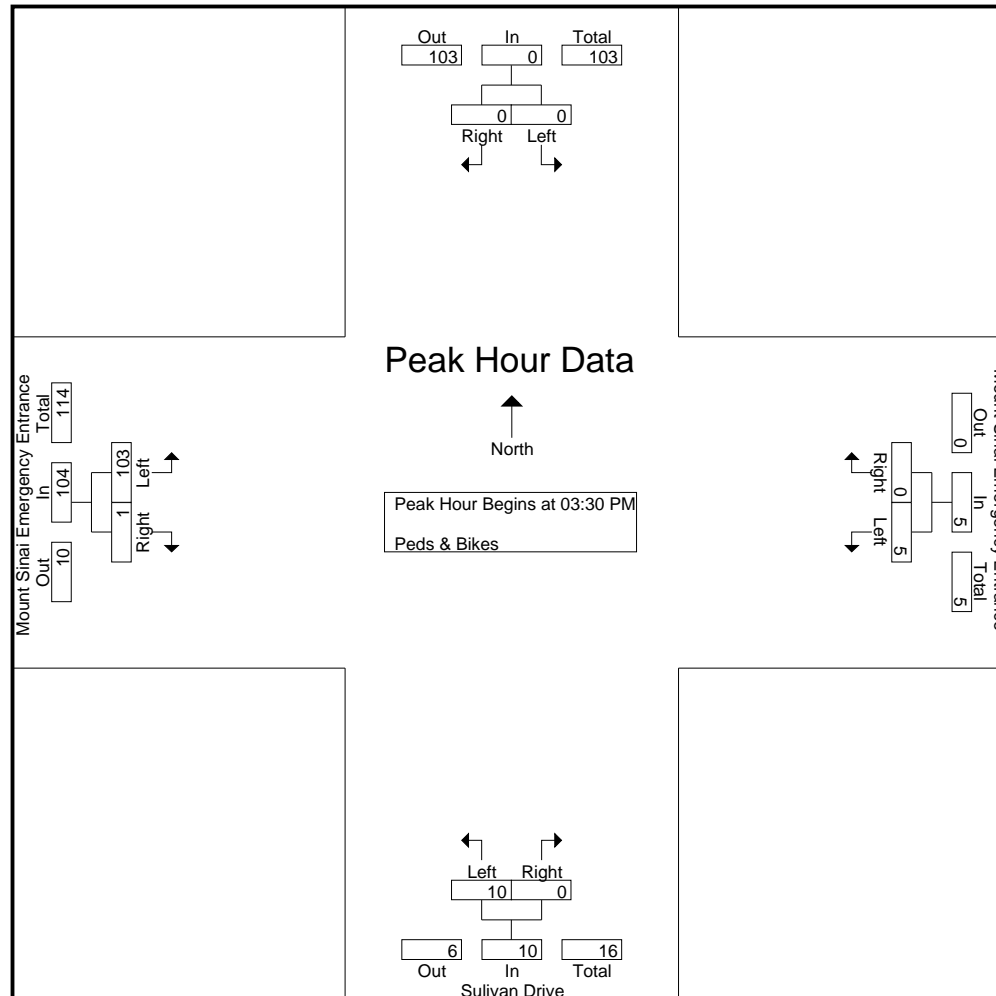
Mount Sinai Emergency Entrance & Sullivan Dr

File Name : TMC-27 Mount Sinai Emergency Entrance & Sullivan Dr

Site Code : 00000000

Start Date : 10/17/2017

Page No : 6



Mount Sinai Emergency Entrance & Sullivan Dr

File Name : TMC-27 Mount Sinai Emergency Entrance & Sullivan Dr

Site Code : 00000000

Start Date : 10/17/2017

Page No : 1

Groups Printed- Trucks

Start Time	Southbound					Sullivan Drive Northbound					Mount Sinai Emergency Entrance Westbound					Mount Sinai Emergency Entrance Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	2	2	0	2	3	0	5	0	0	0	0	0	7
07:15 AM	0	0	0	0	0	0	0	0	7	7	0	3	2	0	5	0	0	0	0	0	12
07:30 AM	0	0	0	0	0	0	0	0	7	7	0	4	2	0	6	0	0	0	0	0	13
07:45 AM	0	0	0	0	0	0	0	0	6	6	0	3	4	0	7	0	0	0	0	0	13
Total	0	0	0	0	0	0	0	0	22	22	0	12	11	0	23	0	0	0	0	0	45
08:00 AM	0	0	0	0	0	0	0	0	4	4	0	2	3	0	5	0	0	0	0	0	9
08:15 AM	0	0	0	0	0	0	0	0	9	9	0	5	5	0	10	0	0	0	0	0	19
08:30 AM	0	0	0	0	0	0	0	0	3	3	0	4	5	0	9	0	0	0	0	0	12
08:45 AM	0	0	0	0	0	0	0	0	7	7	0	4	2	0	6	0	0	1	0	1	14
Total	0	0	0	0	0	0	0	0	23	23	0	15	15	0	30	0	0	1	0	1	54
*** BREAK ***																					
03:00 PM	0	0	0	0	0	0	0	0	8	8	0	2	7	0	9	0	0	1	0	1	18
03:15 PM	0	0	0	0	0	0	1	0	7	8	0	4	2	0	6	0	0	0	0	0	14
03:30 PM	0	0	0	0	0	0	1	0	1	2	0	2	2	0	4	0	0	1	0	1	7
03:45 PM	0	0	0	0	0	0	0	0	3	3	0	6	1	0	7	0	0	1	0	1	11
Total	0	0	0	0	0	0	2	0	19	21	0	14	12	0	26	0	0	3	0	3	50
04:00 PM	0	0	0	0	0	0	0	0	4	4	0	2	0	0	2	0	0	0	0	0	6
04:15 PM	0	0	0	0	0	0	0	0	3	3	0	4	2	0	6	0	0	0	0	0	9
04:30 PM	0	0	0	0	0	0	0	0	5	5	0	3	0	0	3	0	0	0	0	0	8
04:45 PM	0	0	0	0	0	0	1	0	3	4	0	4	0	0	4	0	0	0	1	1	9
Total	0	0	0	0	0	0	1	0	15	16	0	13	2	0	15	0	0	0	1	1	32
05:00 PM	0	0	0	0	0	0	0	0	3	3	0	2	1	0	3	0	0	0	0	0	6
05:15 PM	0	0	0	0	0	0	1	0	2	3	0	6	1	0	7	0	0	0	0	0	10
05:30 PM	0	0	0	0	0	0	2	0	4	6	0	3	1	0	4	0	0	0	0	0	10
05:45 PM	0	0	0	0	0	0	2	0	4	6	0	3	0	0	3	0	0	1	0	1	10
Total	0	0	0	0	0	0	5	0	13	18	0	14	3	0	17	0	0	1	0	1	36
Grand Total	0	0	0	0	0	0	8	0	92	100	0	68	43	0	111	0	0	5	1	6	217
Apprch %	0	0	0	0	0	0	8	0	92	100	0	61.3	38.7	0	111	0	0	83.3	16.7	6	217
Total %	0	0	0	0	0	0	3.7	0	42.4	46.1	0	31.3	19.8	0	51.2	0	0	2.3	0.5	2.8	217

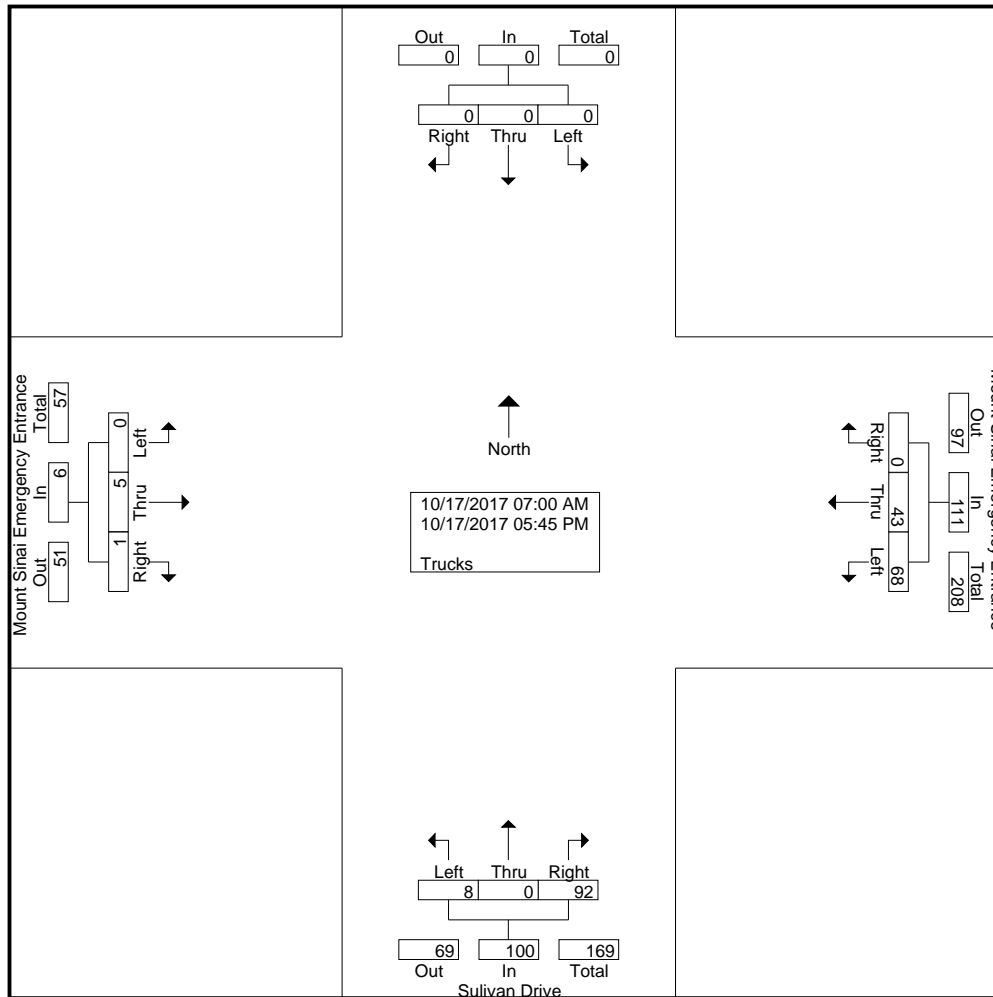
Mount Sinai Emergency Entrance & Sullivan Dr

File Name : TMC-27 Mount Sinai Emergency Entrance & Sullivan Dr

Site Code : 00000000

Start Date : 10/17/2017

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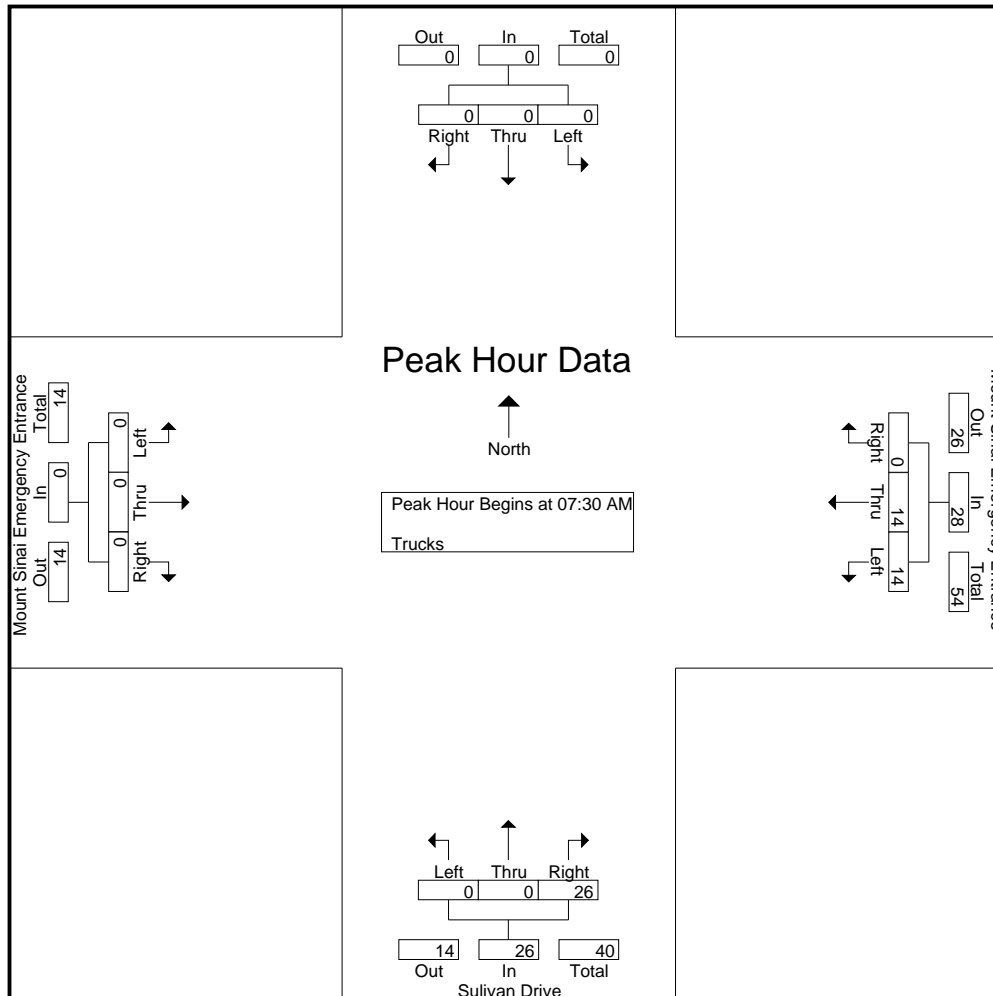
Mount Sinai Emergency Entrance & Sullivan Dr

File Name : TMC-27 Mount Sinai Emergency Entrance & Sullivan Dr

Site Code : 00000000

Start Date : 10/17/2017

Page No : 4



Mount Sinai Emergency Entrance & Sullivan Dr

File Name : TMC-27 Mount Sinai Emergency Entrance & Sullivan Dr
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 5

Start Time	Southbound					Sullivan Drive Northbound					Mount Sinai Emergency Entrance Westbound					Mount Sinai Emergency Entrance Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	0	0	0	0	0	0	0	0	8	8	0	2	7	0	9	0	0	1	0	1	18
03:15 PM	0	0	0	0	0	0	1	0	7	8	0	4	2	0	6	0	0	0	0	0	14
03:30 PM	0	0	0	0	0	0	1	0	1	2	0	2	2	0	4	0	0	1	0	1	7
03:45 PM	0	0	0	0	0	0	0	0	3	3	0	6	1	0	7	0	0	1	0	1	11
Total Volume	0	0	0	0	0	0	2	0	19	21	0	14	12	0	26	0	0	3	0	3	50
% App. Total	0	0	0	0	0	0	9.5	0	90.5		0	53.8	46.2	0		0	0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.500	.000	.594	.656	.000	.583	.429	.000	.722	.000	.000	.750	.000	.750	.694

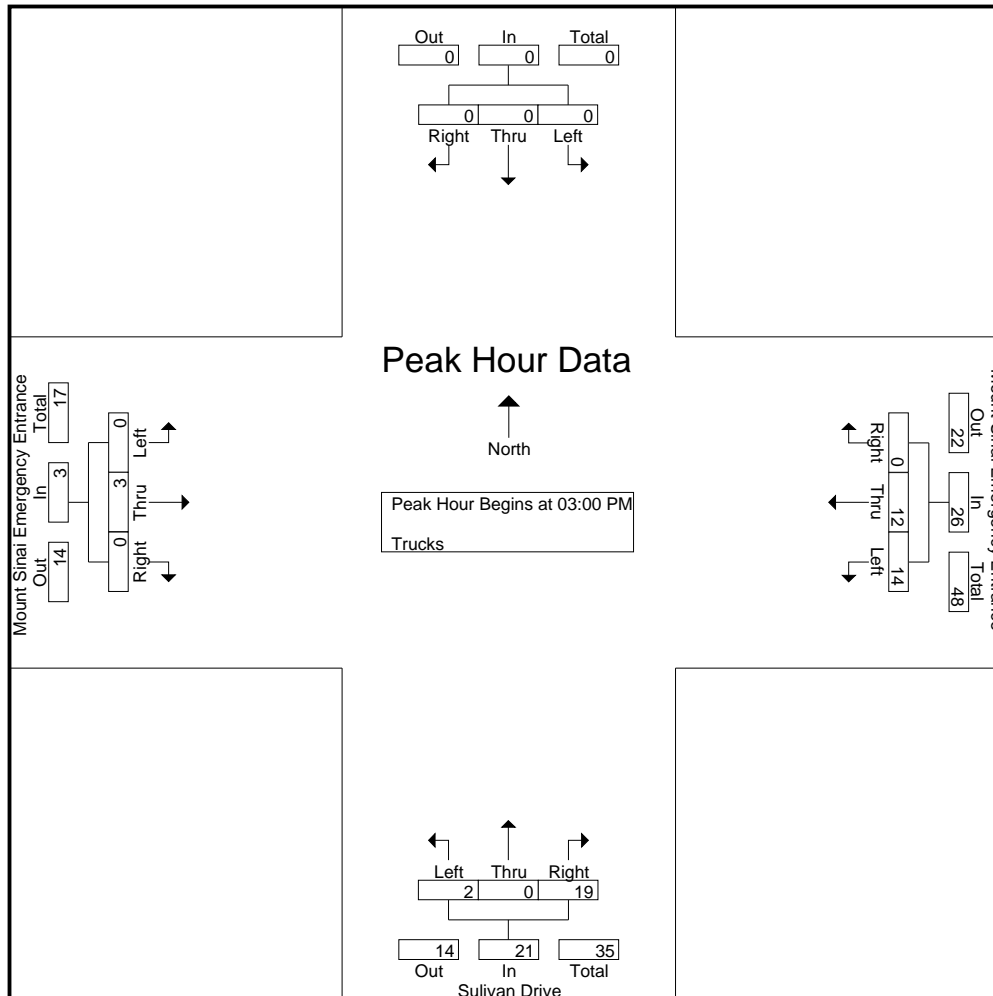
Mount Sinai Emergency Entrance & Sullivan Dr

File Name : TMC-27 Mount Sinai Emergency Entrance & Sullivan Dr

Site Code : 00000000

Start Date : 10/17/2017

Page No : 6



Mount Sinai Emergency Entrance & Sullivan Dr

File Name : TMC-27 Mount Sinai Emergency Entrance & Sullivan Dr

Site Code : 00000000

Start Date : 10/17/2017

Page No : 1

Groups Printed- Vehicle - Trucks

Start Time	Southbound					Sullivan Drive Northbound					Mount Sinai Emergency Entrance Westbound					Mount Sinai Emergency Entrance Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	1	11	0	19	31	0	58	182	0	240	0	0	12	0	12	283
07:15 AM	0	0	0	0	0	0	8	0	33	41	1	46	142	0	189	0	0	6	4	10	240
07:30 AM	0	0	0	0	0	1	7	0	45	53	3	63	140	0	206	0	0	5	0	5	264
07:45 AM	0	0	0	0	0	1	12	0	43	56	0	69	176	0	245	0	0	2	2	4	305
Total	0	0	0	0	0	3	38	0	140	181	4	236	640	0	880	0	0	25	6	31	1092
08:00 AM	0	0	0	0	0	2	7	0	50	59	4	65	169	0	238	0	0	6	1	7	304
08:15 AM	0	0	0	0	0	1	9	0	63	73	2	85	194	0	281	0	0	7	0	7	361
08:30 AM	0	0	0	0	0	0	11	0	43	54	2	89	155	0	246	0	0	14	4	18	318
08:45 AM	0	0	0	0	0	0	7	0	39	46	2	102	117	0	221	0	0	16	3	19	286
Total	0	0	0	0	0	3	34	0	195	232	10	341	635	0	986	0	0	43	8	51	1269
*** BREAK ***																					
03:00 PM	0	0	0	0	0	3	5	0	82	90	4	60	67	0	131	0	0	40	7	47	268
03:15 PM	0	0	0	0	0	3	5	0	77	85	5	75	47	0	127	0	0	51	2	53	265
03:30 PM	0	0	0	0	0	2	6	0	89	97	4	43	42	0	89	0	0	38	6	44	230
03:45 PM	0	0	0	0	0	6	4	0	81	91	4	53	38	0	95	0	0	38	6	44	230
Total	0	0	0	0	0	14	20	0	329	363	17	231	194	0	442	0	0	167	21	188	993
04:00 PM	0	0	0	0	0	6	4	0	84	94	1	46	24	0	71	0	0	42	7	49	214
04:15 PM	0	0	0	0	0	2	4	0	93	99	5	48	34	0	87	0	0	43	6	49	235
04:30 PM	0	0	0	0	0	3	5	0	91	99	3	49	22	0	74	0	0	56	3	59	232
04:45 PM	0	0	0	0	0	4	3	0	76	83	4	40	19	0	63	0	0	58	15	73	219
Total	0	0	0	0	0	15	16	0	344	375	13	183	99	0	295	0	0	199	31	230	900
05:00 PM	0	0	0	0	0	3	5	0	95	103	4	31	33	0	68	1	0	58	4	63	234
05:15 PM	0	0	0	0	0	4	4	0	92	100	2	27	18	0	47	0	0	50	2	52	199
05:30 PM	0	0	0	0	0	3	4	0	80	87	1	30	31	0	62	0	0	47	2	49	198
05:45 PM	0	0	0	0	0	0	3	0	57	60	2	30	21	0	53	1	0	27	1	29	142
Total	0	0	0	0	0	10	16	0	324	350	9	118	103	0	230	2	0	182	9	193	773
Grand Total	0	0	0	0	0	45	124	0	1332	1501	53	1109	1671	0	2833	2	0	616	75	693	5027
Apprch %	0	0	0	0	0	3	8.3	0	88.7		1.9	39.1	59	0		0.3	0	88.9	10.8		
Total %	0	0	0	0	0	0.9	2.5	0	26.5	29.9	1.1	22.1	33.2	0	56.4	0	0	12.3	1.5	13.8	
Vehicle	0	0	0	0	0	45	116	0	1240	1401	53	1041	1628	0	2722	2	0	611	74	687	4810
% Vehicle	0	0	0	0	0	100	93.5	0	93.1	93.3	100	93.9	97.4	0	96.1	100	0	99.2	98.7	99.1	95.7

Mount Sinai Emergency Entrance & Sullivan Dr

File Name : TMC-27 Mount Sinai Emergency Entrance & Sullivan Dr

Site Code : 00000000

Start Date : 10/17/2017

Page No : 2

Groups Printed- Vehicle - Trucks

	Southbound					Sullivan Drive Northbound					Mount Sinai Emergency Entrance Westbound					Mount Sinai Emergency Entrance Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Trucks	0	0	0	0	0	0	8	0	92	100	0	68	43	0	111	0	0	5	1	6	217
% Trucks	0	0	0	0	0	0	6.5	0	6.9	6.7	0	6.1	2.6	0	3.9	0	0	0.8	1.3	0.9	4.3

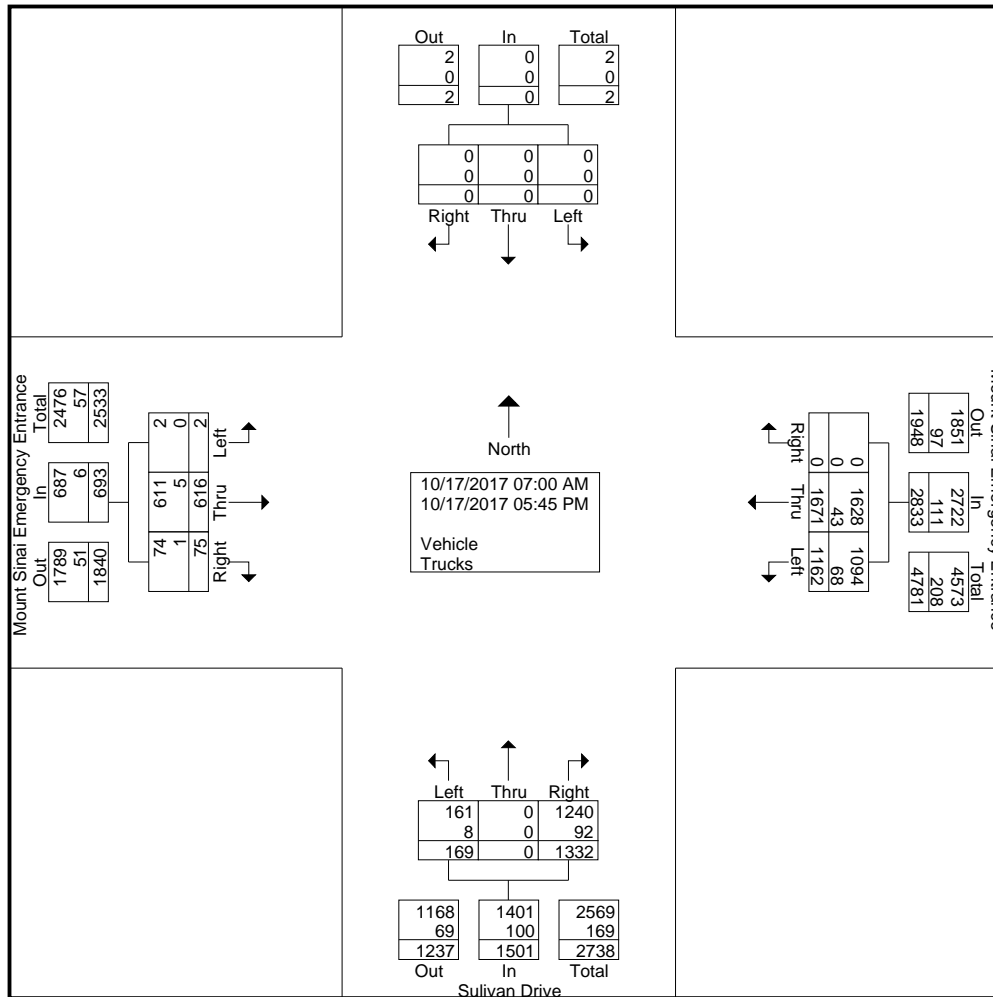
Mount Sinai Emergency Entrance & Sullivan Dr

File Name : TMC-27 Mount Sinai Emergency Entrance & Sullivan Dr

Site Code : 00000000

Start Date : 10/17/2017

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Mount Sinai Emergency Entrance & Sullivan Dr

File Name : TMC-27 Mount Sinai Emergency Entrance & Sullivan Dr
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 4

Start Time	Southbound					Sullivan Drive Northbound					Mount Sinai Emergency Entrance Westbound					Mount Sinai Emergency Entrance Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	1	12	0	43	56	0	69	176	0	245	0	0	2	2	4	305
08:00 AM	0	0	0	0	0	2	7	0	50	59	4	65	169	0	238	0	0	6	1	7	304
08:15 AM	0	0	0	0	0	1	9	0	63	73	2	85	194	0	281	0	0	7	0	7	361
08:30 AM	0	0	0	0	0	0	11	0	43	54	2	89	155	0	246	0	0	14	4	18	318
Total Volume	0	0	0	0	0	4	39	0	199	242	8	308	694	0	1010	0	0	29	7	36	1288
% App. Total	0	0	0	0	0	1.7	16.1	0	82.2		0.8	30.5	68.7	0		0	0	80.6	19.4		
PHF	.000	.000	.000	.000	.000	.500	.813	.000	.790	.829	.500	.865	.894	.000	.899	.000	.000	.518	.438	.500	.892

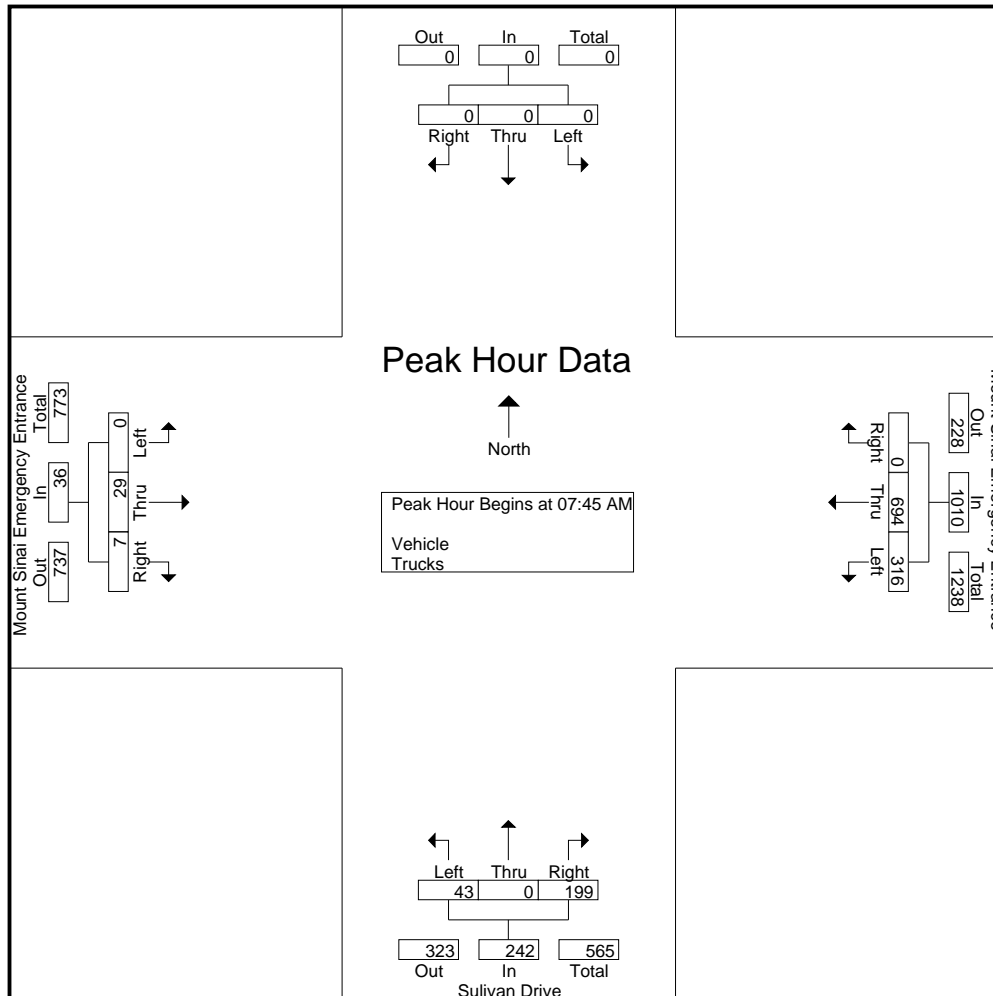
Mount Sinai Emergency Entrance & Sullivan Dr

File Name : TMC-27 Mount Sinai Emergency Entrance & Sullivan Dr

Site Code : 00000000

Start Date : 10/17/2017

Page No : 5



Mount Sinai Emergency Entrance & Sullivan Dr

File Name : TMC-27 Mount Sinai Emergency Entrance & Sullivan Dr
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 6

Start Time	Southbound					Sullivan Drive Northbound					Mount Sinai Emergency Entrance Westbound					Mount Sinai Emergency Entrance Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	0	0	0	0	0	3	5	0	82	90	4	60	67	0	131	0	0	40	7	47	268
03:15 PM	0	0	0	0	0	3	5	0	77	85	5	75	47	0	127	0	0	51	2	53	265
03:30 PM	0	0	0	0	0	2	6	0	89	97	4	43	42	0	89	0	0	38	6	44	230
03:45 PM	0	0	0	0	0	6	4	0	81	91	4	53	38	0	95	0	0	38	6	44	230
Total Volume	0	0	0	0	0	14	20	0	329	363	17	231	194	0	442	0	0	167	21	188	993
% App. Total	0	0	0	0	0	3.9	5.5	0	90.6		3.8	52.3	43.9	0		0	0	88.8	11.2		
PHF	.000	.000	.000	.000	.000	.583	.833	.000	.924	.936	.850	.770	.724	.000	.844	.000	.000	.819	.750	.887	.926

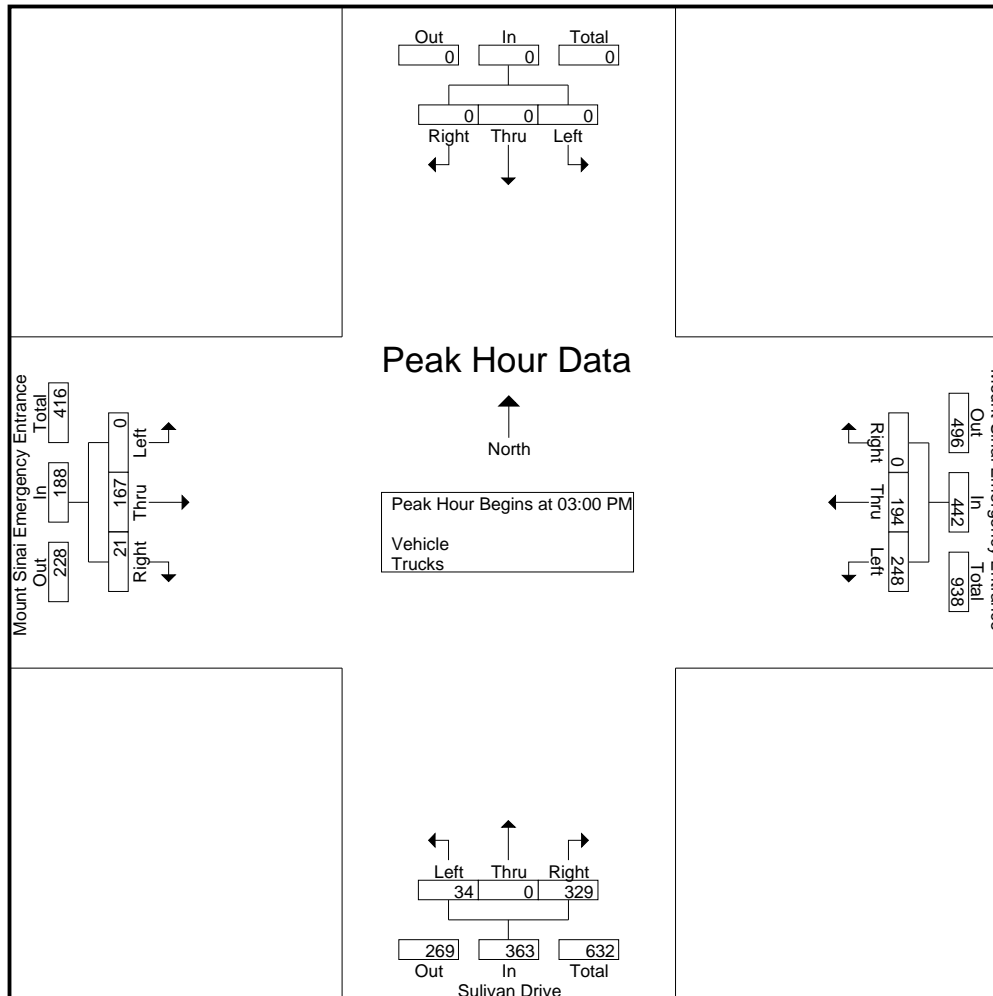
Mount Sinai Emergency Entrance & Sullivan Dr

File Name : TMC-27 Mount Sinai Emergency Entrance & Sullivan Dr

Site Code : 00000000

Start Date : 10/17/2017

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Alton Road & N Bay Rd

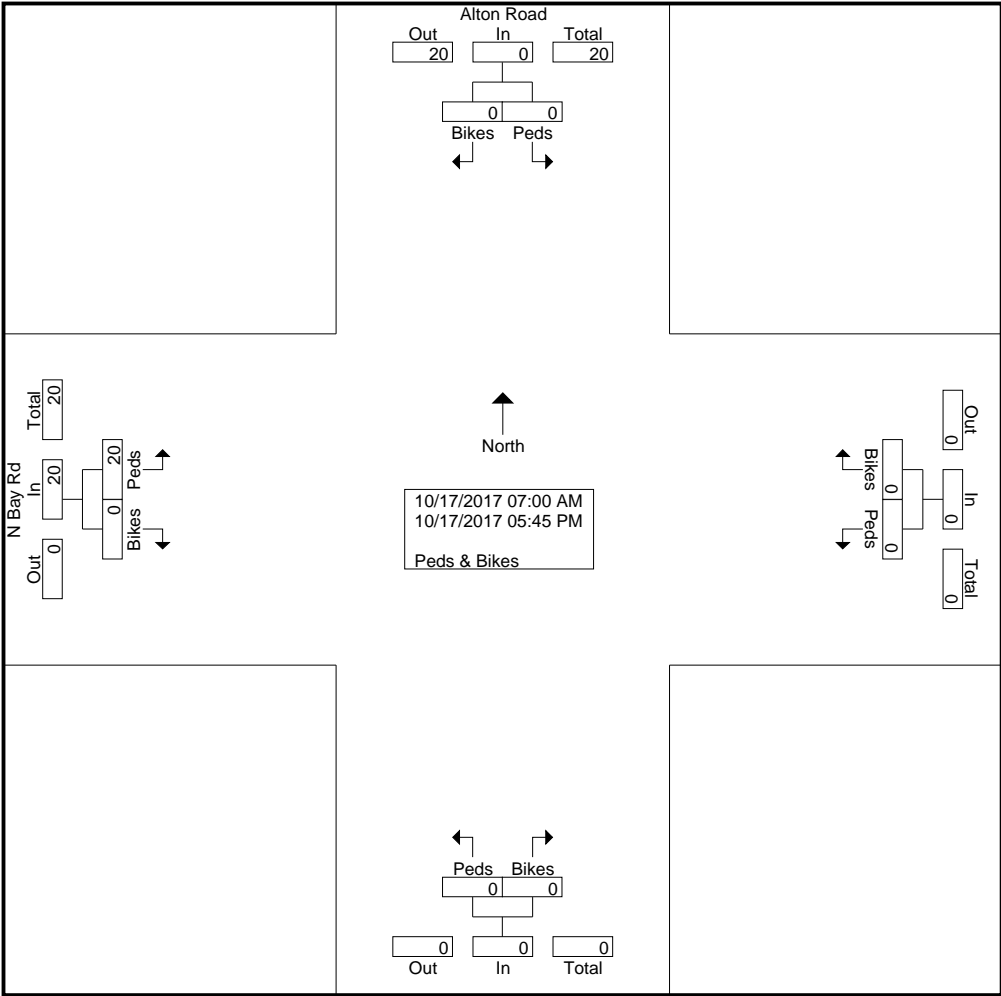
File Name : TMC-28 Alton Rd & N Bay Rd
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 1

Groups Printed- Peds & Bikes

Start Time	Alton Road Southbound			Northbound			Westbound			N Bay Rd Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
*** BREAK ***													
07:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
07:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	0	0	0	0	4	0	4	4
*** BREAK ***													
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
*** BREAK ***													
Total	0	0	0	0	0	0	0	0	0	3	0	3	3
*** BREAK ***													
03:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
03:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
*** BREAK ***													
Total	0	0	0	0	0	0	0	0	0	3	0	3	3
04:00 PM	0	0	0	0	0	0	0	0	0	3	0	3	3
*** BREAK ***													
04:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
*** BREAK ***													
Total	0	0	0	0	0	0	0	0	0	5	0	5	5
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
*** BREAK ***													
05:30 PM	0	0	0	0	0	0	0	0	0	4	0	4	4
*** BREAK ***													
Total	0	0	0	0	0	0	0	0	0	5	0	5	5
Grand Total	0	0	0	0	0	0	0	0	0	20	0	20	20
Apprch %	0	0		0	0		0	0		100	0		
Total %	0	0		0	0		0	0		100	0		

Alton Road & N Bay Rd

File Name : TMC-28 Alton Rd & N Bay Rd
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 2



Alton Road & N Bay Rd

File Name : TMC-28 Alton Rd & N Bay Rd
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 3

Start Time	Alton Road Southbound			Northbound			Westbound			N Bay Rd Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
07:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	5	0	5	5
% App. Total	0	0		0	0		0	0		100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.625	.000	.625	.625

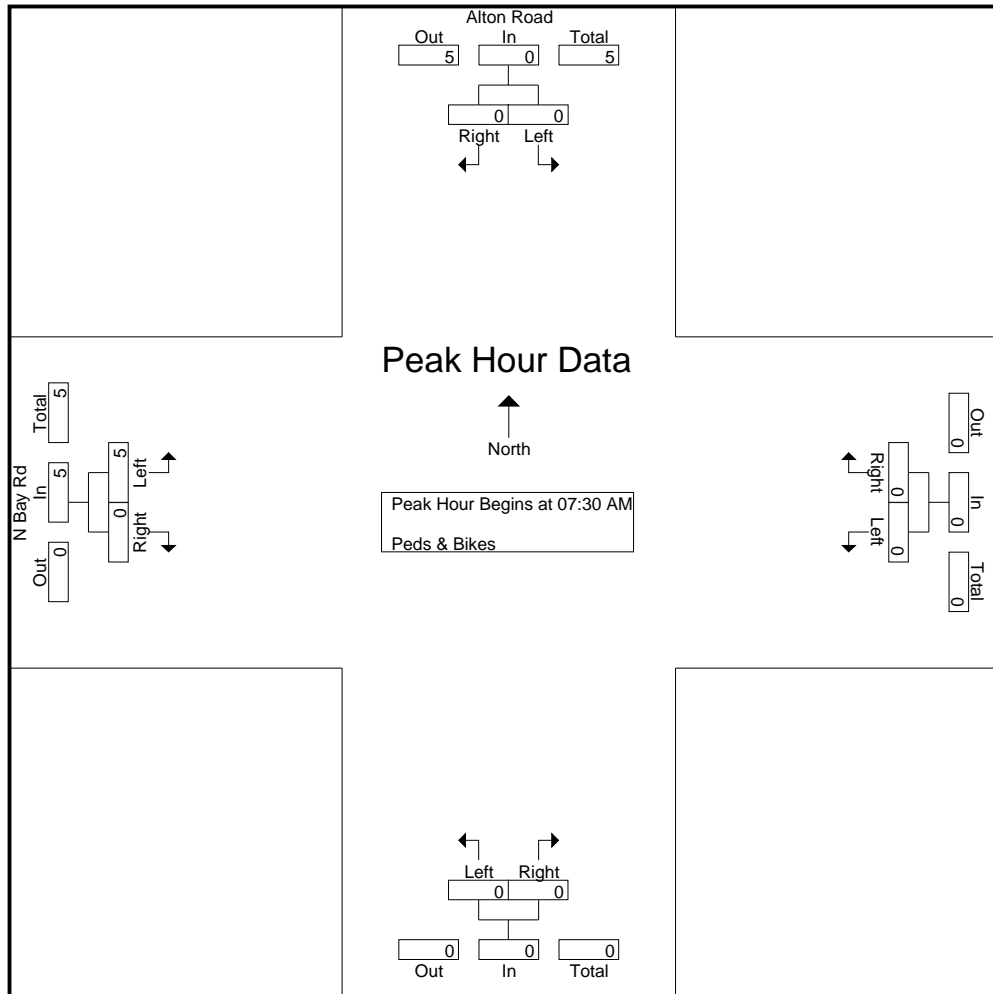
Alton Road & N Bay Rd

File Name : TMC-28 Alton Rd & N Bay Rd

Site Code : 00000000

Start Date : 10/17/2017

Page No : 4



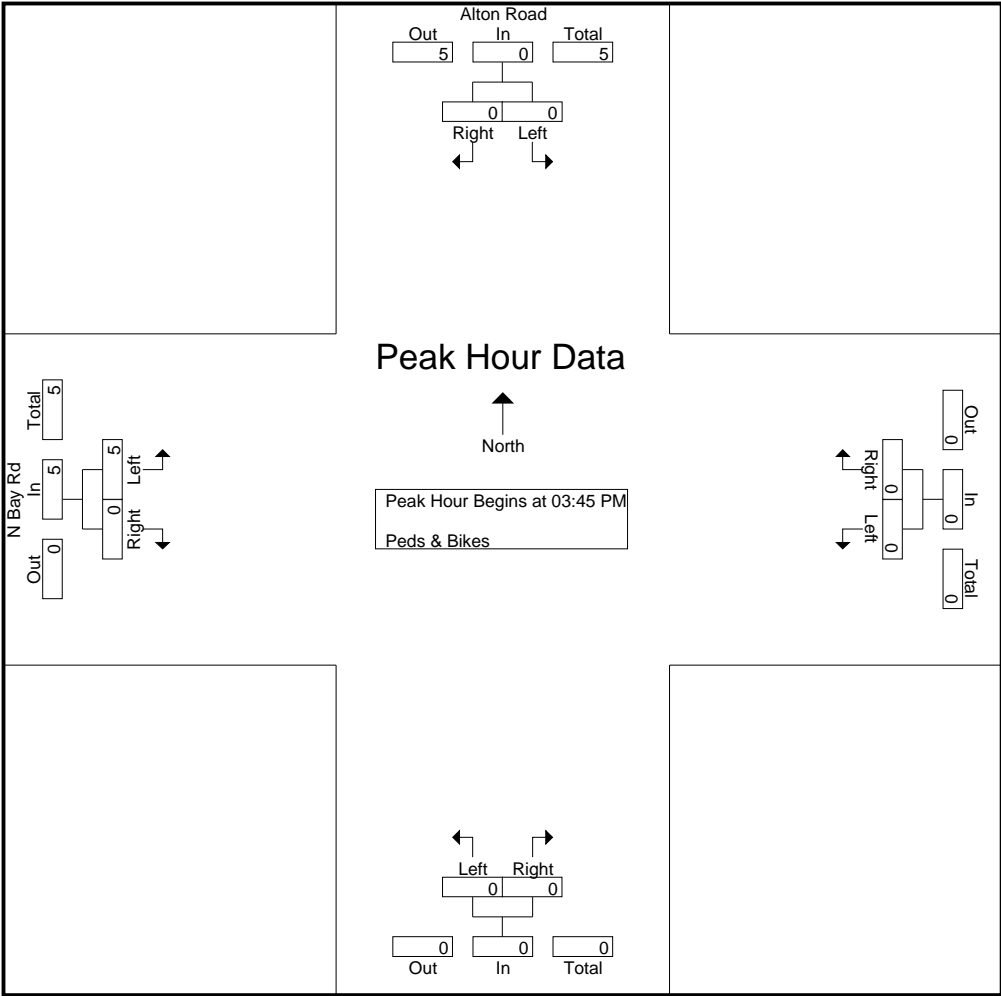
Alton Road & N Bay Rd

File Name : TMC-28 Alton Rd & N Bay Rd
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 5

Start Time	Alton Road Southbound			Northbound			Westbound			N Bay Rd Eastbound			Int. Total
	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:45 PM													
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	3	0	3	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
Total Volume	0	0	0	0	0	0	0	0	0	5	0	5	5
% App. Total	0	0	0	0	0	0	0	0	0	100	0	100	100
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.417	.000	.417	.417

Alton Road & N Bay Rd

File Name : TMC-28 Alton Rd & N Bay Rd
Site Code : 00000000
Start Date : 10/17/2017
Page No : 6



Alton Road & N Bay Rd

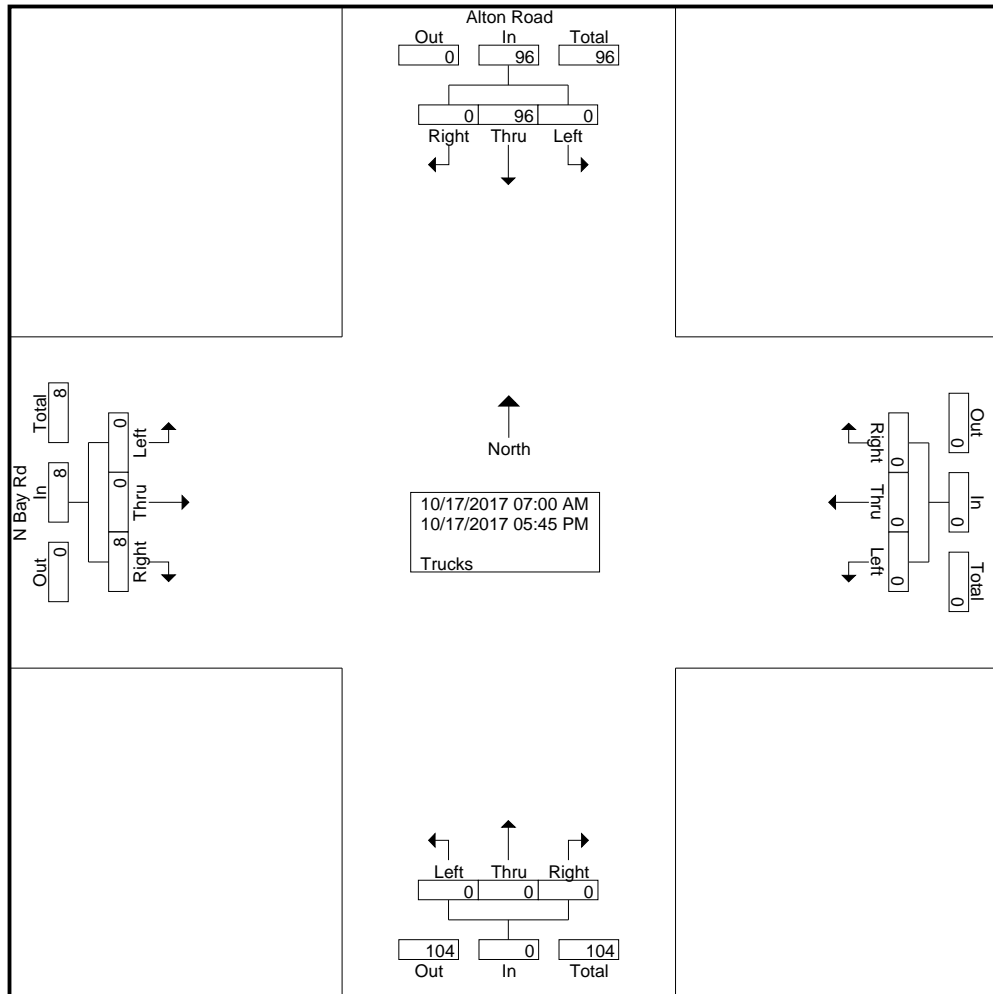
File Name : TMC-28 Alton Rd & N Bay Rd
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 1

Groups Printed- Trucks

Start Time	Alton Road Southbound					Northbound					Westbound					N Bay Rd Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
07:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***																					
Total	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3
08:30 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3
08:45 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	9
*** BREAK ***																					
03:00 PM	0	0	10	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
03:15 PM	0	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
03:30 PM	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	6
03:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	28	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	29
04:00 PM	0	0	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	11
04:15 PM	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	9
04:30 PM	0	0	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
04:45 PM	0	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
Total	0	0	38	0	38	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	41
05:00 PM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:15 PM	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
05:30 PM	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	7
05:45 PM	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	19	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	21
Grand Total	0	0	96	0	96	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8	104
Apprch %	0	0	100	0		0	0	0	0		0	0	0	0		0	0	0	100		
Total %	0	0	92.3	0	92.3	0	0	0	0	0	0	0	0	0	0	0	0	0	7.7	7.7	

Alton Road & N Bay Rd

File Name : TMC-28 Alton Rd & N Bay Rd
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 2



Alton Road & N Bay Rd

File Name : TMC-28 Alton Rd & N Bay Rd
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 3

Start Time	Alton Road Southbound					Northbound					Westbound					N Bay Rd Eastbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 08:00 AM																						
08:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	
08:30 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	
08:45 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
Total Volume	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	9	
% App. Total	0	0	100	0		0	0	0	0		0	0	0	0		0	0	0	100			
PHF	.000	.000	.875	.000	.875	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.500	.750	

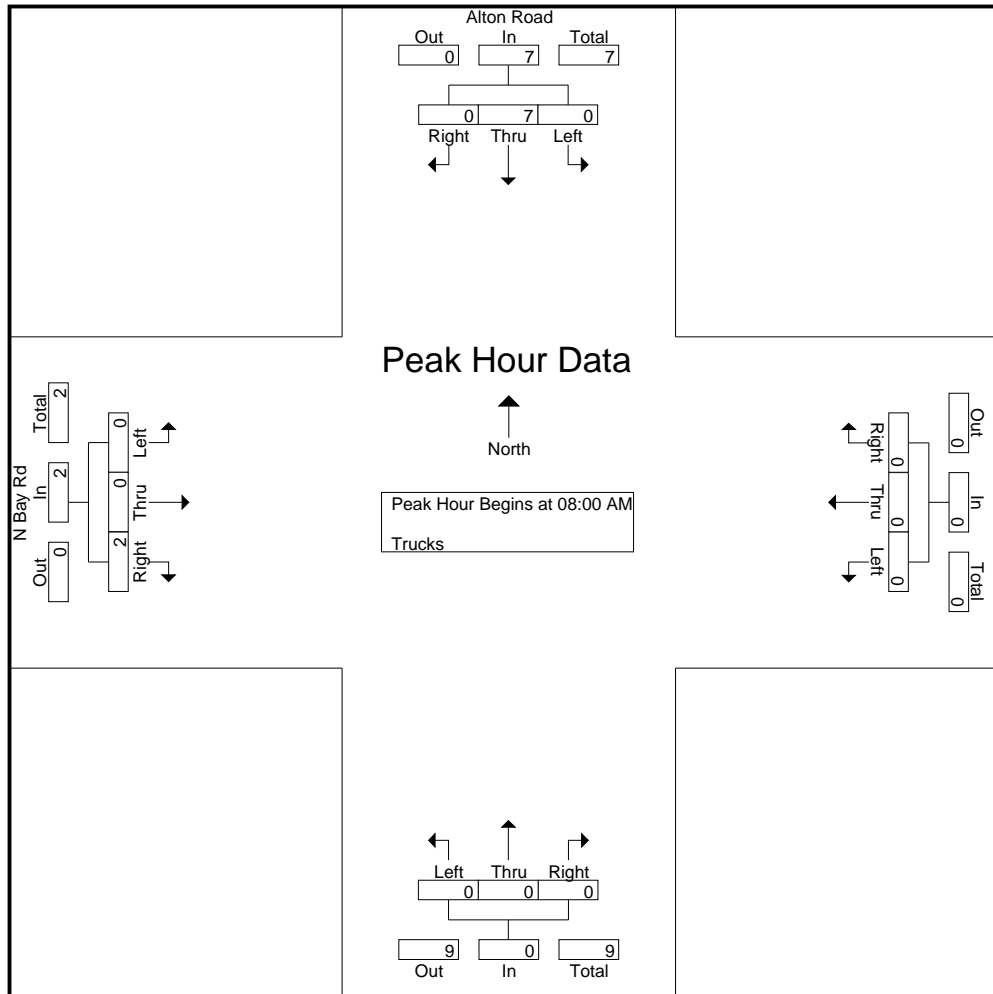
Alton Road & N Bay Rd

File Name : TMC-28 Alton Rd & N Bay Rd

Site Code : 00000000

Start Date : 10/17/2017

Page No : 4



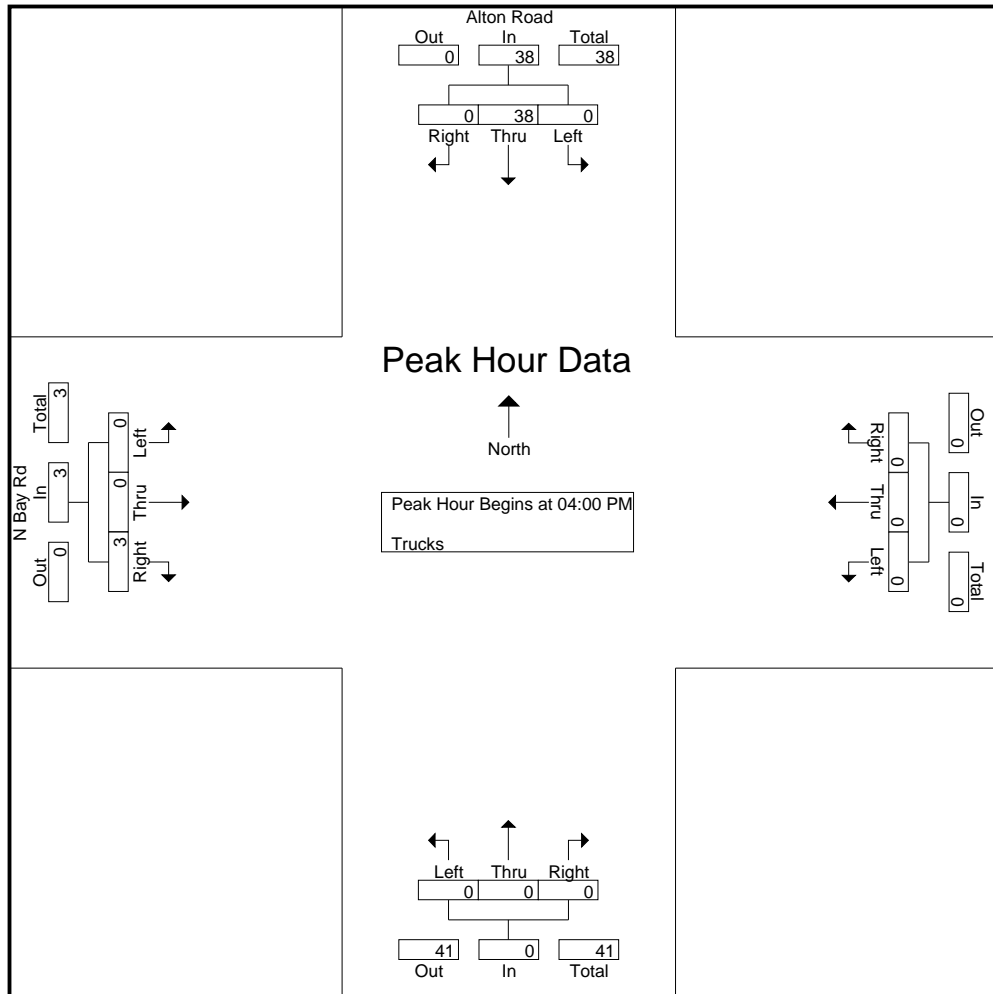
Alton Road & N Bay Rd

File Name : TMC-28 Alton Rd & N Bay Rd
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 5

Start Time	Alton Road Southbound					Northbound					Westbound					N Bay Rd Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	11
04:15 PM	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	9
04:30 PM	0	0	9	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
04:45 PM	0	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
Total Volume	0	0	38	0	38	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	41
% App. Total	0	0	100	0		0	0	0	0		0	0	0	0		0	0	0	100		
PHF	.000	.000	.792	.000	.792	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375	.375	.854

Alton Road & N Bay Rd

File Name : TMC-28 Alton Rd & N Bay Rd
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 6



Alton Road & N Bay Rd

File Name : TMC-28 Alton Rd & N Bay Rd
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 1

Groups Printed- Vehicle - Trucks

Start Time	Alton Road Southbound					Northbound					Westbound					N Bay Rd Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
07:00 AM	0	0	333	1	334	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9	343
07:15 AM	0	0	349	0	349	0	0	0	0	0	0	0	0	0	0	0	0	0	19	19	368
07:30 AM	0	0	348	0	348	0	0	0	0	0	0	0	0	0	0	0	0	0	49	49	397
07:45 AM	0	0	351	0	351	0	0	0	0	0	0	0	0	0	0	0	0	0	43	43	394
Total	0	0	1381	1	1382	0	0	0	0	0	0	0	0	0	0	0	0	0	120	120	1502
08:00 AM	0	0	364	0	364	0	0	0	0	0	0	0	0	0	0	0	0	0	29	29	393
08:15 AM	0	0	437	0	437	0	0	0	0	0	0	0	0	0	0	0	0	0	18	18	455
08:30 AM	0	0	408	1	409	0	0	0	0	0	0	0	0	0	0	0	0	0	39	39	448
08:45 AM	0	0	423	1	424	0	0	0	0	0	0	0	0	0	0	0	0	0	28	28	452
Total	0	0	1632	2	1634	0	0	0	0	0	0	0	0	0	0	0	0	0	114	114	1748
*** BREAK ***																					
03:00 PM	0	0	303	0	303	0	0	0	0	0	0	0	0	0	0	0	0	0	14	14	317
03:15 PM	0	0	310	0	310	0	0	0	0	0	0	0	0	0	0	0	0	0	19	19	329
03:30 PM	0	0	310	1	311	0	0	0	0	0	0	0	0	0	0	0	0	0	17	17	328
03:45 PM	0	0	313	0	313	0	0	0	0	0	0	0	0	0	0	0	0	0	26	26	339
Total	0	0	1236	1	1237	0	0	0	0	0	0	0	0	0	0	0	0	0	76	76	1313
04:00 PM	0	0	292	0	292	0	0	0	0	0	0	0	0	0	0	0	0	0	28	28	320
04:15 PM	0	0	300	0	300	0	0	0	0	0	0	0	0	0	0	0	0	0	23	23	323
04:30 PM	0	0	288	2	290	0	0	0	0	0	0	0	0	0	0	0	0	0	20	20	310
04:45 PM	0	0	274	1	275	0	0	0	0	0	0	0	0	0	0	0	0	0	12	12	287
Total	0	0	1154	3	1157	0	0	0	0	0	0	0	0	0	0	0	0	0	83	83	1240
05:00 PM	0	0	270	1	271	0	0	0	0	0	0	0	0	0	0	0	0	0	21	21	292
05:15 PM	0	0	336	1	337	0	0	0	0	0	0	0	0	0	0	0	0	0	14	14	351
05:30 PM	0	0	275	2	277	0	0	0	0	0	0	0	0	0	0	0	0	0	22	22	299
05:45 PM	0	0	275	1	276	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	283
Total	0	0	1156	5	1161	0	0	0	0	0	0	0	0	0	0	0	0	0	64	64	1225
Grand Total	0	0	6559	12	6571	0	0	0	0	0	0	0	0	0	0	0	0	0	457	457	7028
Apprch %	0	0	99.8	0.2		0	0	0	0		0	0	0	0		0	0	0	100		
Total %	0	0	93.3	0.2	93.5	0	0	0	0	0	0	0	0	0	0	0	0	0	6.5	6.5	
Vehicle	0	0	6463	12	6475	0	0	0	0	0	0	0	0	0	0	0	0	0	449	449	6924
% Vehicle	0	0	98.5	100	98.5	0	0	0	0	0	0	0	0	0	0	0	0	0	98.2	98.2	98.5

Alton Road & N Bay Rd

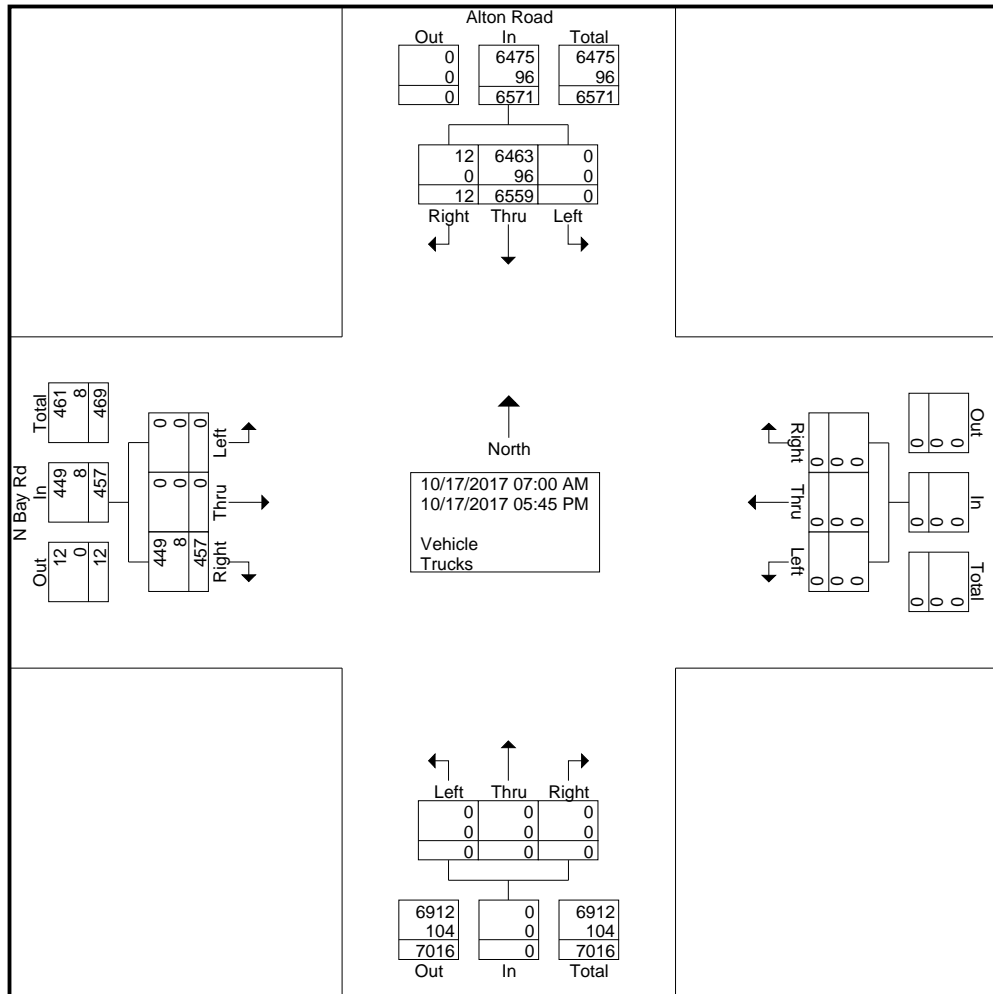
File Name : TMC-28 Alton Rd & N Bay Rd
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 2

Groups Printed- Vehicle - Trucks

	Alton Road Southbound					Northbound					Westbound					N Bay Rd Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Trucks	0	0	96	0	96	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8	104
% Trucks	0	0	1.5	0	1.5	0	0	0	0	0	0	0	0	0	0	0	0	0	1.8	1.8	1.5

Alton Road & N Bay Rd

File Name : TMC-28 Alton Rd & N Bay Rd
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 3



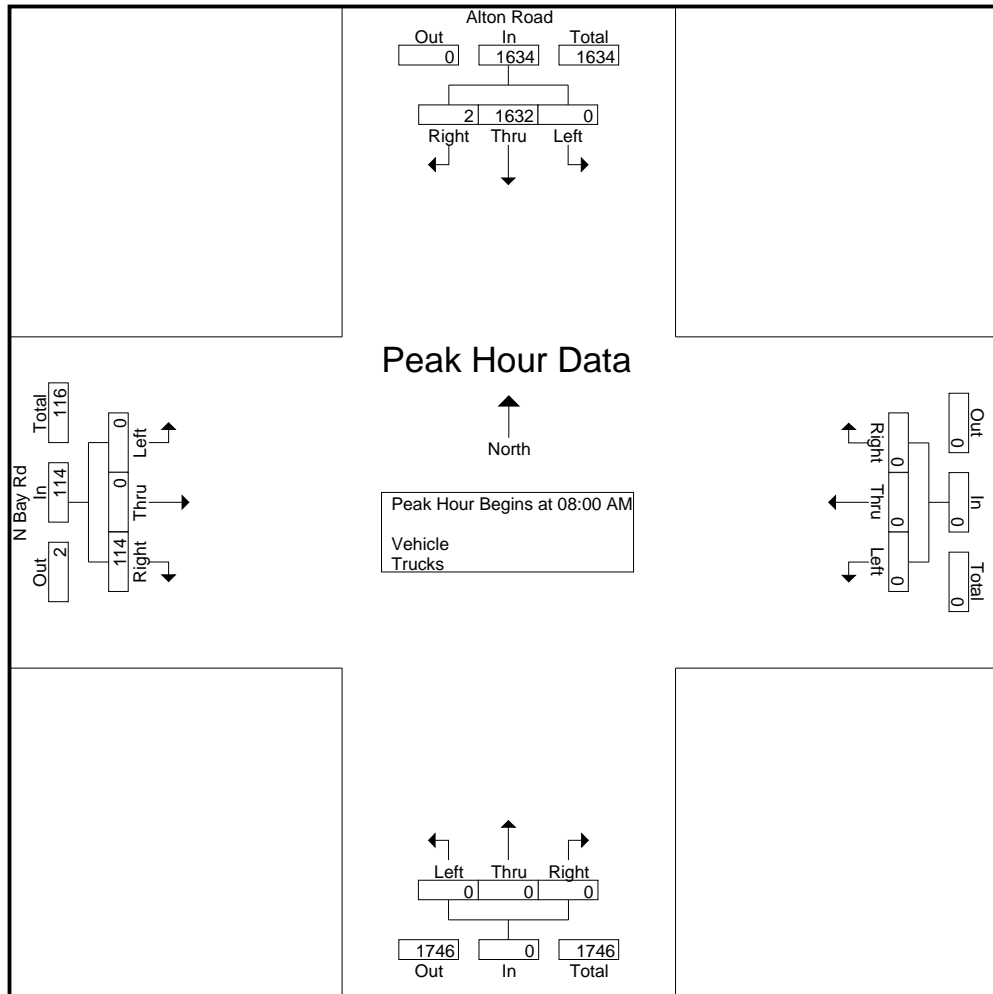
Alton Road & N Bay Rd

File Name : TMC-28 Alton Rd & N Bay Rd
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 4

Start Time	Alton Road Southbound					Northbound					Westbound					N Bay Rd Eastbound					Int. Total	
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 08:00 AM																						
08:00 AM	0	0	364	0	364	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	29	393
08:15 AM	0	0	437	0	437	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	18	455
08:30 AM	0	0	408	1	409	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	39	448
08:45 AM	0	0	423	1	424	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	28	452
Total Volume	0	0	1632	2	1634	0	0	0	0	0	0	0	0	0	0	0	0	0	0	114	114	1748
% App. Total	0	0	99.9	0.1		0	0	0	0		0	0	0	0		0	0	0	0	100		
PHF	.000	.000	.934	.500	.935	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.731	.731	.960

Alton Road & N Bay Rd

File Name : TMC-28 Alton Rd & N Bay Rd
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 5



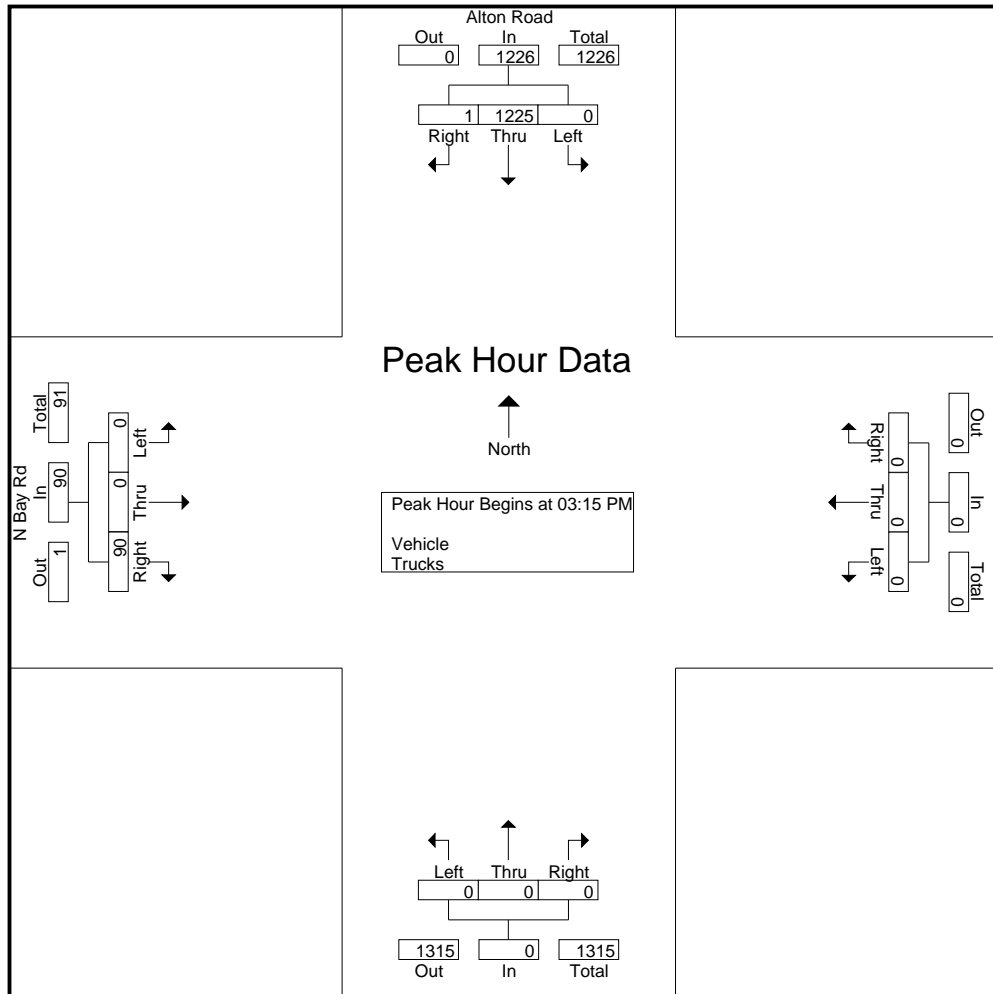
Alton Road & N Bay Rd

File Name : TMC-28 Alton Rd & N Bay Rd
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 6

Start Time	Alton Road Southbound					Northbound					Westbound					N Bay Rd Eastbound					Int. Total
	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:15 PM																					
03:15 PM	0	0	310	0	310	0	0	0	0	0	0	0	0	0	0	0	0	0	19	19	329
03:30 PM	0	0	310	1	311	0	0	0	0	0	0	0	0	0	0	0	0	0	17	17	328
03:45 PM	0	0	313	0	313	0	0	0	0	0	0	0	0	0	0	0	0	0	26	26	339
04:00 PM	0	0	292	0	292	0	0	0	0	0	0	0	0	0	0	0	0	0	28	28	320
Total Volume	0	0	1225	1	1226	0	0	0	0	0	0	0	0	0	0	0	0	0	90	90	1316
% App. Total	0	0	99.9	0.1		0	0	0	0	0	0	0	0	0	0	0	0	0	100		
PHF	.000	.000	.978	.250	.979	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.804	.804	.971

Alton Road & N Bay Rd

File Name : TMC-28 Alton Rd & N Bay Rd
 Site Code : 00000000
 Start Date : 10/17/2017
 Page No : 7



72-Hour Classification Counts

County: 87
 Station: 0041
 Description: SR 112, E OF NW 2 AVE
 Start Date: 10/24/2017
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total		
0000	248	218	211	208	885	349	284	248	246	1127	2012	
0100	163	136	134	88	521	235	220	182	145	782	1303	
0200	98	81	74	76	329	141	148	155	122	566	895	
0300	60	79	76	91	306	111	97	112	98	418	724	
0400	95	135	204	235	669	116	141	170	173	600	1269	
0500	261	343	562	646	1812	208	232	306	391	1137	2949	
0600	725	990	1162	1320	4197	445	537	750	796	2528	6725	
0700	1306	1255	1263	1350	5174	1118	1146	1222	1318	4804	9978	
0800	1338	1212	1257	1288	5095	1301	1188	1189	1221	4899	9994	
0900	1201	1205	1143	1086	4635	1130	1054	1035	950	4169	8804	
1000	1033	1124	1075	964	4196	950	1001	989	949	3889	8085	
1100	901	892	941	957	3691	1083	989	979	968	4019	7710	
1200	872	977	1024	984	3857	971	970	932	900	3773	7630	
1300	945	840	923	945	3653	983	946	1034	982	3945	7598	
1400	1017	1071	1185	1101	4374	1071	1145	1122	1176	4514	8888	
1500	1035	1030	1048	953	4066	1292	1433	1461	1214	5400	9466	
1600	948	998	1039	930	3915	1286	1186	1273	1248	4993	8908	
1700	892	1019	1183	1189	4283	1306	1242	1204	1124	4876	9159	
1800	1122	1214	1359	1151	4846	1105	1102	972	902	4081	8927	
1900	1062	1019	939	805	3825	998	933	931	764	3626	7451	
2000	749	691	648	700	2788	807	731	667	561	2766	5554	
2100	558	640	573	563	2334	565	521	481	513	2080	4414	
2200	560	601	648	561	2370	484	505	467	444	1900	4270	
2300	402	350	310	274	1336	476	491	405	397	1769	3105	
24-Hour Totals:					73157						72661	145818

Peak Volume Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	5206	730	5029	715	10193
P.M.	1745	4884	1500	5400	1445	9576
Daily	715	5206	1500	5400	715	10193
Truck Percentage	3.20		3.97		3.58	

Classification Summary Database																	
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	171	66152	4465	270	1431	284	64	109	139	10	5	7	19	0	31	2338	73157
W	264	62627	6156	395	1214	403	223	223	255	130	4	4	36	0	727	2887	72661

County: 87
 Station: 0041
 Description: SR 112, E OF NW 2 AVE
 Start Date: 10/25/2017
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total			
0000	224	201	170	165	760	353	327	240	195	1115	1875		
0100	106	135	88	71	400	191	158	148	103	600	1000		
0200	61	68	55	55	239	105	106	92	73	376	615		
0300	60	76	77	76	289	82	85	89	82	338	627		
0400	85	101	190	193	569	80	104	125	139	448	1017		
0500	249	360	568	744	1921	165	201	312	361	1039	2960		
0600	877	1043	1204	1288	4412	413	520	787	814	2534	6946		
0700	1260	1380	1423	1391	5454	1134	1205	1292	1308	4939	10393		
0800	1334	1213	1249	1179	4975	1346	1215	1207	1185	4953	9928		
0900	1168	1197	1216	1292	4873	1068	1036	1073	1044	4221	9094		
1000	1159	1066	1078	1054	4357	1010	945	1005	1012	3972	8329		
1100	889	830	949	933	3601	912	1109	961	1019	4001	7602		
1200	827	918	960	928	3633	1054	1046	998	1006	4104	7737		
1300	898	894	913	890	3595	1001	1025	997	1027	4050	7645		
1400	841	972	1131	1098	4042	1148	1201	1173	1245	4767	8809		
1500	1007	1003	1017	1048	4075	1216	1298	1305	1142	4961	9036		
1600	1002	938	999	1069	4008	1146	1058	775	1035	4014	8022		
1700	981	972	1051	1133	4137	918	800	990	1074	3782	7919		
1800	1054	1088	1245	1199	4586	878	987	977	884	3726	8312		
1900	1156	1173	1065	1008	4402	885	823	793	715	3216	7618		
2000	932	792	771	619	3114	728	734	659	579	2700	5814		
2100	629	612	620	601	2462	562	549	585	549	2245	4707		
2200	561	534	534	505	2134	520	493	453	447	1913	4047		
2300	410	371	372	347	1500	546	515	519	420	2000	3500		
24-Hour Totals:						73538						70014	143552

Peak Volume Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	5528	730	5161	715	10679
P.M.	1800	4586	1445	5064	1445	9189
Daily	715	5528	730	5161	715	10679
Truck Percentage	3.30		4.68		3.97	

Classification Summary Database																	
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	152	66330	4571	287	1470	306	43	108	166	6	9	9	23	0	58	2427	73538
W	311	59613	5988	428	1242	538	206	207	366	208	7	9	63	0	828	3274	70014

County: 87
 Station: 0041
 Description: SR 112, E OF NW 2 AVE
 Start Date: 10/26/2017
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total			
0000	293	242	188	155	878	385	366	298	227	1276	2154		
0100	155	100	87	88	430	216	173	141	115	645	1075		
0200	78	82	75	71	306	127	120	109	86	442	748		
0300	73	79	65	83	300	91	72	83	69	315	615		
0400	89	120	175	242	626	81	117	121	118	437	1063		
0500	279	337	543	657	1816	168	198	274	350	990	2806		
0600	853	1044	1173	1316	4386	443	560	756	876	2635	7021		
0700	1231	1180	1155	971	4537	1066	1175	1031	894	4166	8703		
0800	1148	1279	1274	1255	4956	1129	1250	1217	1215	4811	9767		
0900	1254	1169	1155	1157	4735	1026	1031	1004	931	3992	8727		
1000	1090	1060	1028	1071	4249	1000	977	978	862	3817	8066		
1100	911	981	1113	1094	4099	833	817	841	764	3255	7354		
1200	926	973	936	960	3795	718	788	709	692	2907	6702		
1300	900	1014	914	1017	3845	712	813	861	819	3205	7050		
1400	963	1083	1163	1145	4354	931	996	1066	945	3938	8292		
1500	1073	1050	1084	981	4188	892	924	956	868	3640	7828		
1600	986	1036	1117	1092	4231	913	867	810	805	3395	7626		
1700	1077	1103	1104	1188	4472	818	854	856	773	3301	7773		
1800	1315	1297	1354	1174	5140	716	788	706	659	2869	8009		
1900	1076	1045	1024	980	4125	686	706	656	567	2615	6740		
2000	931	910	861	704	3406	552	528	490	460	2030	5436		
2100	698	728	647	597	2670	535	503	452	407	1897	4567		
2200	585	731	639	657	2612	390	411	389	370	1560	4172		
2300	468	442	354	356	1620	376	399	400	297	1472	3092		
24-Hour Totals:						75776						59610	135386

Peak Volume Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	5062	800	4811	815	9770
P.M.	1745	5154	1400	3938	1415	8363
Daily	1745	5154	800	4811	815	9770
Truck Percentage	3.15		5.67		4.26	

Classification Summary Database																	
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	149	68536	4667	265	1467	290	53	124	136	12	10	7	24	0	36	2388	75776
W	254	46685	4889	384	1162	383	172	194	367	585	4	3	125	0	4403	3379	59610

County: 87
 Station: 0042
 Description: E OF US-1
 Start Date: 10/24/2017
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total		
0000	238	287	205	167	897	202	169	128	132	631	1528	
0100	179	149	95	78	501	111	96	90	68	365	866	
0200	49	63	42	49	203	69	72	67	60	268	471	
0300	32	34	52	71	189	47	51	65	55	218	407	
0400	62	100	159	211	532	74	82	109	109	374	906	
0500	205	295	419	510	1429	116	136	158	187	597	2026	
0600	566	758	892	929	3145	199	231	368	334	1132	4277	
0700	875	843	882	902	3502	504	515	566	672	2257	5759	
0800	868	797	786	751	3202	618	619	636	575	2448	5650	
0900	696	667	734	688	2785	560	516	573	534	2183	4968	
1000	704	655	699	557	2615	494	563	508	528	2093	4708	
1100	576	613	578	646	2413	590	554	527	499	2170	4583	
1200	578	607	540	523	2248	566	560	489	520	2135	4383	
1300	562	551	646	580	2339	512	567	602	556	2237	4576	
1400	579	732	737	684	2732	584	657	637	659	2537	5269	
1500	675	661	665	621	2622	714	866	942	905	3427	6049	
1600	679	677	708	721	2785	844	850	892	859	3445	6230	
1700	669	695	659	671	2694	865	949	840	814	3468	6162	
1800	693	691	860	789	3033	631	645	546	478	2300	5333	
1900	690	616	525	462	2293	573	473	567	373	1986	4279	
2000	403	389	371	338	1501	405	381	328	270	1384	2885	
2100	371	336	362	328	1397	243	260	243	250	996	2393	
2200	363	345	376	354	1438	239	261	220	239	959	2397	
2300	227	213	176	167	783	275	312	263	211	1061	1844	
24-Hour Totals:					47278						40671	87949

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	645	3529	745	2545	730	5924
P.M.	1800	3033	1630	3565	1630	6358
Daily	630	3539	1630	3565	1630	6358
Truck Percentage	4.95		3.65		4.35	

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	132	42006	2792	174	581	454	195	618	103	62	1	0	7	146	7	2341	47278
W	111	34952	3253	202	542	159	230	136	87	102	2	0	26	0	869	1486	40671

County: 87
 Station: 0042
 Description: E OF US-1
 Start Date: 10/25/2017
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total		
0000	115	101	114	92	422	202	211	153	114	680	1102	
0100	74	49	43	55	221	115	81	89	76	361	582	
0200	37	43	33	44	157	53	67	60	39	219	376	
0300	41	34	54	58	187	36	54	58	44	192	379	
0400	44	93	154	199	490	55	48	61	75	239	729	
0500	193	331	439	491	1454	94	104	139	181	518	1972	
0600	584	772	906	965	3227	209	238	317	365	1129	4356	
0700	814	883	534	588	2819	513	557	553	645	2268	5087	
0800	658	620	692	664	2634	667	620	600	620	2507	5141	
0900	802	706	577	389	2474	538	528	582	553	2201	4675	
1000	607	631	574	573	2385	559	550	542	557	2208	4593	
1100	484	542	543	552	2121	520	625	578	545	2268	4389	
1200	562	562	588	558	2270	588	591	530	501	2210	4480	
1300	512	555	594	586	2247	567	540	570	537	2214	4461	
1400	653	628	689	652	2622	648	706	721	786	2861	5483	
1500	637	575	565	373	2150	740	832	781	827	3180	5330	
1600	805	600	640	630	2675	823	883	627	623	2956	5631	
1700	571	582	676	648	2477	711	725	491	685	2612	5089	
1800	670	666	731	746	2813	648	615	556	539	2358	5171	
1900	773	646	627	537	2583	499	492	487	395	1873	4456	
2000	430	441	436	384	1691	382	345	325	318	1370	3061	
2100	377	322	349	374	1422	282	256	317	266	1121	2543	
2200	330	333	345	374	1382	277	247	229	229	982	2364	
2300	226	211	179	155	771	295	292	288	260	1135	1906	
24-Hour Totals:					43694						39662	83356

Peak Volume Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	645	3196	745	2532	645	5184
P.M.	1800	2813	1530	3314	1530	5657
Daily	630	3568	1530	3314	1530	5657
Truck Percentage	6.00		4.24		5.16	

Classification Summary Database																	
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	153	38382	2509	142	565	414	144	867	114	134	0	2	28	212	28	2622	43694
W	143	33784	3254	253	557	217	190	132	162	138	1	1	30	0	800	1681	39662

County: 87
 Station: 0042
 Description: E OF US-1
 Start Date: 10/26/2017
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total		
0000	117	107	95	83	402	217	207	175	125	724	1126	
0100	59	61	50	51	221	120	110	91	59	380	601	
0200	44	46	49	38	177	57	69	74	48	248	425	
0300	35	23	46	50	154	43	44	33	47	167	321	
0400	50	77	145	172	444	39	63	82	70	254	698	
0500	210	301	386	498	1395	85	115	132	179	511	1906	
0600	615	737	943	924	3219	214	278	331	422	1245	4464	
0700	839	878	817	930	3464	512	617	635	645	2409	5873	
0800	861	770	758	728	3117	659	690	669	638	2656	5773	
0900	662	693	783	746	2884	594	571	572	576	2313	5197	
1000	662	652	611	631	2556	606	569	560	547	2282	4838	
1100	606	551	598	531	2286	581	569	615	577	2342	4628	
1200	478	541	553	579	2151	578	625	557	547	2307	4458	
1300	564	562	567	568	2261	604	646	665	534	2449	4710	
1400	552	631	657	673	2513	671	688	770	748	2877	5390	
1500	612	655	617	615	2499	784	884	923	874	3465	5964	
1600	605	629	668	597	2499	919	922	845	851	3537	6036	
1700	582	674	650	717	2623	781	918	904	778	3381	6004	
1800	672	722	744	784	2922	645	681	608	593	2527	5449	
1900	738	792	613	464	2607	565	647	561	454	2227	4834	
2000	441	442	396	413	1692	396	422	319	316	1453	3145	
2100	405	410	424	407	1646	314	331	259	256	1160	2806	
2200	359	429	381	364	1533	215	308	269	260	1052	2585	
2300	242	227	188	182	839	303	345	366	297	1311	2150	
24-Hour Totals:					46104						43277	89381

Peak Volume Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	3486	745	2663	715	6042
P.M.	1800	2922	1530	3638	1530	6104
Daily	630	3584	1530	3638	1530	6104
Truck Percentage	5.38		3.67		4.56	

Classification Summary Database																	
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	137	40645	2832	172	560	449	186	758	118	56	1	0	9	173	8	2482	46104
W	122	37377	3613	206	590	179	276	120	111	92	0	0	16	0	575	1590	43277

County: 87
 Station: 0043
 Description: SR 112, E OF INTERCOSTAL WATERWAY BRIDGE
 Start Date: 10/24/2017
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total		
0000	282	334	242	209	1067	248	221	172	168	809	1876	
0100	206	182	125	97	610	150	118	102	95	465	1075	
0200	74	83	58	69	284	95	77	89	72	333	617	
0300	46	48	66	85	245	57	63	80	67	267	512	
0400	76	113	184	245	618	76	107	120	113	416	1034	
0500	243	335	488	577	1643	125	154	171	198	648	2291	
0600	657	886	1093	1169	3805	231	268	389	402	1290	5095	
0700	1078	1023	1127	1140	4368	548	631	628	755	2562	6930	
0800	1131	1049	1023	965	4168	731	732	723	720	2906	7074	
0900	927	853	938	881	3599	688	623	671	644	2626	6225	
1000	873	844	865	692	3274	602	605	618	632	2457	5731	
1100	715	767	733	793	3008	660	597	617	604	2478	5486	
1200	724	731	689	687	2831	607	640	602	570	2419	5250	
1300	728	754	818	784	3084	603	621	671	620	2515	5599	
1400	749	932	949	871	3501	659	763	765	797	2984	6485	
1500	842	839	834	809	3324	896	1050	1045	1045	4036	7360	
1600	878	860	880	906	3524	1078	970	974	1014	4036	7560	
1700	848	887	861	858	3454	940	1144	1013	1051	4148	7602	
1800	896	884	1079	974	3833	797	803	674	617	2891	6724	
1900	858	802	689	589	2938	701	605	629	461	2396	5334	
2000	537	504	492	457	1990	480	460	371	344	1655	3645	
2100	481	438	457	423	1799	320	316	290	313	1239	3038	
2200	418	387	429	390	1624	295	316	269	301	1181	2805	
2300	269	230	199	194	892	336	375	306	302	1319	2211	
24-Hour Totals:					59483						48076	107559

Peak Volume Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	730	4447	745	2941	730	7293
P.M.	1800	3833	1515	4218	1645	7613
Daily	730	4447	1515	4218	1645	7613
Truck Percentage	4.32		3.92		4.14	

Classification Summary Database																	
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	203	53298	3398	224	716	483	196	625	106	63	1	1	7	146	16	2568	59483
W	199	39405	3956	236	741	170	136	147	174	204	3	2	72	0	2631	1885	48076

County: 87
 Station: 0043
 Description: SR 112, E OF INTERCOSTAL WATERWAY BRIDGE
 Start Date: 10/25/2017
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total		
0000	137	116	135	112	500	287	249	185	143	864	1364	
0100	77	62	52	69	260	134	101	102	77	414	674	
0200	47	47	36	46	176	75	74	69	50	268	444	
0300	49	38	60	61	208	49	60	60	61	230	438	
0400	44	105	169	218	536	67	57	72	84	280	816	
0500	216	383	508	577	1684	95	113	150	190	548	2232	
0600	667	915	1113	1173	3868	205	243	377	413	1238	5106	
0700	1034	1085	778	800	3697	562	663	709	783	2717	6414	
0800	938	890	978	931	3737	781	705	753	776	3015	6752	
0900	1023	909	781	572	3285	620	614	687	678	2599	5884	
1000	780	788	752	767	3087	634	666	611	659	2570	5657	
1100	630	701	726	735	2792	585	710	648	660	2603	5395	
1200	728	708	752	735	2923	653	646	621	591	2511	5434	
1300	713	742	794	781	3030	599	590	642	648	2479	5509	
1400	858	838	900	874	3470	729	778	827	867	3201	6671	
1500	800	741	741	551	2833	816	1102	930	1020	3868	6701	
1600	986	795	785	821	3387	1048	1094	1029	841	4012	7399	
1700	750	790	820	832	3192	748	880	961	778	3367	6559	
1800	885	898	927	967	3677	779	746	640	644	2809	6486	
1900	968	822	794	696	3280	604	621	571	467	2263	5543	
2000	599	570	561	512	2242	419	421	381	361	1582	3824	
2100	494	431	468	490	1883	329	304	341	295	1269	3152	
2200	421	448	431	442	1742	312	302	279	284	1177	2919	
2300	289	275	229	204	997	393	354	374	277	1398	2395	
24-Hour Totals:					56486						47282	103768

Peak Volume Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	645	4070	745	3022	800	6752
P.M.	1800	3677	1545	4191	1600	7399
Daily	630	4405	1545	4191	1600	7399
Truck Percentage	5.04		4.19		4.65	

Classification Summary Database																	
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	218	50230	3146	196	705	430	144	876	116	135	2	2	28	212	46	2846	56486
W	175	38719	3989	262	712	227	151	158	203	194	3	1	69	0	2419	1980	47282

County: 87
 Station: 0043
 Description: SR 112, E OF INTERCOSTAL WATERWAY BRIDGE
 Start Date: 10/26/2017
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total			
0000	160	143	129	107	539	265	244	222	174	905	1444		
0100	88	85	65	68	306	146	122	114	81	463	769		
0200	60	65	65	47	237	80	92	74	57	303	540		
0300	49	35	54	61	199	53	50	36	60	199	398		
0400	63	104	167	204	538	53	73	79	79	284	822		
0500	242	353	451	577	1623	101	126	151	180	558	2181		
0600	717	850	1145	1162	3874	228	271	362	471	1332	5206		
0700	1040	1069	1060	1169	4338	568	647	687	785	2687	7025		
0800	1102	1009	991	947	4049	783	774	763	790	3110	7159		
0900	886	886	974	938	3684	685	691	659	652	2687	6371		
1000	828	844	792	816	3280	656	652	702	669	2679	5959		
1100	779	701	757	695	2932	633	674	634	720	2661	5593		
1200	642	708	739	697	2786	662	752	639	639	2692	5478		
1300	754	749	772	761	3036	660	702	662	620	2644	5680		
1400	736	854	884	894	3368	722	813	817	780	3132	6500		
1500	828	839	828	814	3309	917	959	1101	1049	4026	7335		
1600	789	835	868	755	3247	1152	1109	1050	978	4289	7536		
1700	771	860	864	900	3395	951	1107	1045	971	4074	7469		
1800	878	938	926	1007	3749	772	843	768	689	3072	6821		
1900	907	1001	768	617	3293	649	729	625	562	2565	5858		
2000	581	576	548	547	2252	440	452	396	405	1693	3945		
2100	530	518	533	527	2108	372	398	320	282	1372	3480		
2200	458	532	502	450	1942	300	334	326	325	1285	3227		
2300	327	292	247	236	1102	325	399	406	322	1452	2554		
24-Hour Totals:						59186						50164	109350

Peak Volume Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	4400	800	3110	745	7376
P.M.	1800	3749	1530	4411	1530	7677
Daily	630	4416	1530	4411	1530	7677
Truck Percentage	4.61		3.77		4.22	

Classification Summary Database																	
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	234	52733	3474	238	686	485	186	764	124	56	1	0	13	173	19	2726	59186
W	130	41343	4519	269	751	153	165	147	160	206	1	0	38	0	2282	1890	50164

County: 87
 Station: 0044
 Description: SR 112, E OF BISCAYNE BAY BRIDGE
 Start Date: 10/24/2017
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total		
0000	277	315	267	224	1083	295	247	187	194	923	2006	
0100	185	194	138	94	611	159	131	107	93	490	1101	
0200	73	83	65	68	289	103	87	94	76	360	649	
0300	49	47	62	75	233	62	66	77	65	270	503	
0400	70	106	146	223	545	82	116	137	115	450	995	
0500	209	286	403	485	1383	155	171	212	240	778	2161	
0600	542	643	785	857	2827	277	328	449	479	1533	4360	
0700	780	778	835	865	3258	652	805	862	909	3228	6486	
0800	855	715	755	676	3001	910	887	870	876	3543	6544	
0900	683	659	758	668	2768	811	776	778	743	3108	5876	
1000	677	670	710	631	2688	710	735	707	727	2879	5567	
1100	576	609	615	611	2411	825	727	725	746	3023	5434	
1200	620	650	622	595	2487	743	710	703	675	2831	5318	
1300	630	607	658	659	2554	708	729	782	740	2959	5513	
1400	589	698	757	740	2784	805	818	909	912	3444	6228	
1500	667	686	638	671	2662	1059	1213	1154	1054	4480	7142	
1600	665	693	759	702	2819	1155	953	1038	1041	4187	7006	
1700	694	697	698	675	2764	1035	974	1127	971	4107	6871	
1800	688	698	786	836	3008	900	886	772	706	3264	6272	
1900	711	683	625	547	2566	782	712	700	525	2719	5285	
2000	484	470	469	419	1842	541	532	444	389	1906	3748	
2100	444	426	431	381	1682	350	384	341	355	1430	3112	
2200	365	404	384	384	1537	339	367	306	332	1344	2881	
2300	286	226	213	178	903	410	416	362	345	1533	2436	
24-Hour Totals:					48705						54789	103494

Peak Volume Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	3333	745	3576	730	6838
P.M.	1800	3008	1515	4576	1515	7236
Daily	715	3333	1515	4576	1515	7236
Truck Percentage	8.73		7.58		8.12	

Classification Summary Database																	
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	943	38542	2410	260	540	868	1603	68	304	418	0	0	191	0	2558	4252	48705
W	228	45770	4622	331	750	733	129	1443	233	208	2	1	43	279	17	4152	54789

County: 87
 Station: 0044
 Description: SR 112, E OF BISCAYNE BAY BRIDGE
 Start Date: 10/25/2017
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total		
0000	163	117	121	108	509	297	292	202	156	947	1456	
0100	89	61	60	54	264	151	109	113	86	459	723	
0200	63	50	43	33	189	77	84	75	48	284	473	
0300	48	41	46	62	197	55	65	64	63	247	444	
0400	41	88	139	191	459	68	63	79	84	294	753	
0500	188	302	427	484	1401	112	119	166	222	619	2020	
0600	557	696	829	835	2917	248	295	453	464	1460	4377	
0700	823	765	704	688	2980	694	769	816	949	3228	6208	
0800	772	777	847	780	3176	918	844	888	907	3557	6733	
0900	704	610	659	700	2673	743	779	773	788	3083	5756	
1000	697	648	625	617	2587	746	771	735	751	3003	5590	
1100	536	559	551	638	2284	704	805	785	762	3056	5340	
1200	607	641	616	619	2483	757	775	704	693	2929	5412	
1300	608	628	591	684	2511	723	709	754	762	2948	5459	
1400	641	628	725	770	2764	808	920	1013	960	3701	6465	
1500	639	643	619	529	2430	1034	1138	771	936	3879	6309	
1600	676	659	664	698	2697	1008	1004	989	905	3906	6603	
1700	628	675	668	637	2608	827	933	922	972	3654	6262	
1800	730	730	754	790	3004	868	813	777	737	3195	6199	
1900	776	752	632	641	2801	698	679	640	543	2560	5361	
2000	546	534	502	461	2043	344	288	301	402	1335	3378	
2100	455	420	409	434	1718	384	350	394	348	1476	3194	
2200	402	386	388	417	1593	370	348	309	346	1373	2966	
2300	308	259	230	197	994	452	422	409	320	1603	2597	
24-Hour Totals:					47282						52796	100078

Peak Volume Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	800	3176	745	3599	800	6733
P.M.	1800	3004	1430	4145	1430	6922
Daily	630	3252	1430	4145	1430	6922
Truck Percentage	9.02		8.67		8.84	

Classification Summary Database																	
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	931	37159	2554	268	524	860	1712	94	280	372	1	1	154	0	2372	4266	47282
W	208	43380	4597	357	747	761	128	1571	253	282	5	6	69	401	31	4580	52796

County: 87
 Station: 0044
 Description: SR 112, E OF BISCAYNE BAY BRIDGE
 Start Date: 10/26/2017
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	175	152	123	109	559	294	272	235	183	984	1543
0100	104	82	71	66	323	155	122	121	83	481	804
0200	50	71	53	57	231	82	91	82	58	313	544
0300	51	39	40	60	190	57	50	39	57	203	393
0400	57	81	143	203	484	58	74	87	80	299	783
0500	215	294	378	507	1394	108	134	162	206	610	2004
0600	550	731	831	887	2999	252	309	442	512	1515	4514
0700	847	812	827	872	3358	637	766	821	876	3100	6458
0800	844	724	742	660	2970	881	832	980	878	3571	6541
0900	698	712	761	771	2942	823	789	746	801	3159	6101
1000	667	685	700	689	2741	751	729	772	769	3021	5762
1100	653	634	588	589	2464	718	770	747	787	3022	5486
1200	560	587	628	572	2347	747	838	774	734	3093	5440
1300	626	645	672	677	2620	769	831	779	733	3112	5732
1400	636	680	731	753	2800	885	930	981	943	3739	6539
1500	713	713	686	629	2741	1061	1129	1136	1055	4381	7122
1600	712	716	733	656	2817	1076	1079	1123	1035	4313	7130
1700	637	754	741	733	2865	1120	1005	1090	997	4212	7077
1800	680	781	741	827	3029	912	974	836	806	3528	6557
1900	778	785	701	575	2839	763	864	714	610	2951	5790
2000	566	547	512	459	2084	528	511	459	464	1962	4046
2100	490	492	444	481	1907	419	464	381	336	1600	3507
2200	424	447	441	455	1767	355	401	354	366	1476	3243
2300	374	308	245	256	1183	406	477	477	385	1745	2928
24-Hour Totals:	49654					56390					106044

Peak Volume Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	645	3373	800	3571	745	6751
P.M.	1800	3029	1515	4396	1515	7136
Daily	630	3377	1515	4396	1515	7136
Truck Percentage	9.40		7.30		8.28	

Classification Summary Database																	
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	955	38918	2860	286	511	803	2104	96	304	403	3	0	158	0	2253	4668	49654
W	219	47120	4922	337	748	737	170	1393	223	196	4	1	48	260	12	4117	56390

County: 87
 Station: 0045
 Description: W OF ALTON RD
 Start Date: 10/24/2017
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	129	180	131	114	554	127	97	86	96	406	960
0100	89	99	80	42	310	78	59	53	47	237	547
0200	29	41	31	29	130	48	39	47	39	173	303
0300	26	25	31	33	115	27	38	40	43	148	263
0400	33	35	63	80	211	58	74	75	76	283	494
0500	92	126	171	235	624	84	83	115	107	389	1013
0600	249	335	464	553	1601	112	125	166	177	580	2181
0700	487	461	474	380	1802	282	328	408	455	1473	3275
0800	420	280	309	257	1266	385	358	368	383	1494	2760
0900	227	341	386	333	1287	356	334	299	293	1282	2569
1000	313	312	327	274	1226	317	279	342	311	1249	2475
1100	279	279	289	273	1120	324	288	303	329	1244	2364
1200	277	293	262	270	1102	287	274	316	283	1160	2262
1300	332	292	330	307	1261	271	297	303	282	1153	2414
1400	295	354	362	333	1344	306	303	340	329	1278	2622
1500	358	332	321	350	1361	391	464	484	391	1730	3091
1600	369	359	394	355	1477	480	431	448	432	1791	3268
1700	346	347	370	383	1446	442	473	398	353	1666	3112
1800	344	344	426	445	1559	361	277	287	289	1214	2773
1900	362	329	285	237	1213	316	294	247	217	1074	2287
2000	222	214	212	191	839	210	206	182	150	748	1587
2100	207	190	200	173	770	162	134	137	151	584	1354
2200	189	162	179	179	709	166	127	138	127	558	1267
2300	133	102	95	78	408	175	179	177	158	689	1097

24-Hour Totals: 23735 22603 46338

Peak Volume Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	645	1975	730	1606	715	3311
P.M.	1800	1559	1515	1819	1600	3268
Daily	645	1975	1515	1819	715	3311
Truck Percentage	6.89		3.35		5.16	

Classification Summary Database																	
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	83	19885	1959	258	1051	126	79	55	43	0	1	16	7	0	172	1636	23735
W	79	20134	1618	196	457	38	6	20	38	1	0	0	1	0	15	757	22603

County: 87
 Station: 0045
 Description: W OF ALTON RD
 Start Date: 10/25/2017
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total			
0000	65	53	49	44	211	120	124	85	68	397	608		
0100	28	26	26	25	105	61	50	52	36	199	304		
0200	19	23	19	16	77	41	38	28	25	132	209		
0300	18	13	23	28	82	22	24	34	22	102	184		
0400	15	45	46	70	176	24	29	30	34	117	293		
0500	63	126	203	209	601	52	46	76	78	252	853		
0600	259	360	465	554	1638	100	120	164	178	562	2200		
0700	425	441	378	373	1617	275	338	361	493	1467	3084		
0800	420	430	437	252	1539	382	357	394	358	1491	3030		
0900	319	388	400	415	1522	330	341	342	302	1315	2837		
1000	424	324	290	303	1341	299	285	305	270	1159	2500		
1100	251	234	266	324	1075	312	334	323	302	1271	2346		
1200	272	289	305	297	1163	311	285	280	272	1148	2311		
1300	290	293	286	361	1230	270	266	290	278	1104	2334		
1400	325	290	367	365	1347	313	329	352	352	1346	2693		
1500	332	302	316	223	1173	350	442	394	412	1598	2771		
1600	389	346	344	343	1422	472	490	461	408	1831	3253		
1700	298	298	363	337	1296	433	436	407	313	1589	2885		
1800	359	387	378	380	1504	355	265	282	250	1152	2656		
1900	413	347	280	310	1350	247	231	206	189	873	2223		
2000	254	231	241	197	923	173	194	171	161	699	1622		
2100	223	177	201	217	818	171	136	154	155	616	1434		
2200	157	181	167	196	701	154	144	115	142	555	1256		
2300	136	127	83	86	432	197	184	165	128	674	1106		
24-Hour Totals:						23343						21649	44992

Peak Volume Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	645	1798	745	1626	745	3286
P.M.	1800	1504	1545	1835	1600	3253
Daily	630	1885	1545	1835	745	3286
Truck Percentage	6.37		4.12		5.28	

Classification Summary Database																	
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	82	19731	1983	253	1040	84	21	40	36	4	2	5	1	0	61	1486	23343
W	74	18935	1646	214	469	85	23	27	55	3	5	9	1	0	103	891	21649

County: 87
 Station: 0045
 Description: W OF ALTON RD
 Start Date: 10/26/2017
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total		
0000	56	54	57	41	208	148	129	98	81	456	664	
0100	39	39	29	25	132	76	59	51	38	224	356	
0200	18	29	26	23	96	33	49	39	31	152	248	
0300	23	14	13	30	80	18	25	21	28	92	172	
0400	29	37	52	73	191	32	35	44	33	144	335	
0500	90	120	171	210	591	45	53	71	77	246	837	
0600	259	369	475	595	1698	110	127	188	182	607	2305	
0700	467	442	457	412	1778	266	310	378	443	1397	3175	
0800	347	335	289	253	1224	354	333	406	379	1472	2696	
0900	316	345	374	415	1450	352	308	310	346	1316	2766	
1000	319	327	317	318	1281	343	287	325	310	1265	2546	
1100	312	274	291	274	1151	303	344	298	332	1277	2428	
1200	257	277	288	287	1109	322	314	312	287	1235	2344	
1300	288	291	366	311	1256	311	321	292	286	1210	2466	
1400	287	328	357	386	1358	334	340	340	340	1354	2712	
1500	340	387	335	294	1356	405	406	466	454	1731	3087	
1600	346	362	386	327	1421	434	439	467	394	1734	3155	
1700	290	353	398	379	1420	466	452	409	374	1701	3121	
1800	325	386	358	447	1516	335	335	325	297	1292	2808	
1900	380	408	338	261	1387	299	319	266	198	1082	2469	
2000	238	217	236	202	893	198	166	158	187	709	1602	
2100	233	218	213	223	887	179	173	163	125	640	1527	
2200	201	207	185	243	836	160	148	136	126	570	1406	
2300	144	141	121	112	518	208	192	196	172	768	1286	
24-Hour Totals:					23837						22674	46511

Peak Volume Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	645	1961	745	1536	700	3175
P.M.	1800	1516	1545	1794	1545	3182
Daily	630	1979	1545	1794	1545	3182
Truck Percentage	6.70		3.55		5.16	

Classification Summary Database																	
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	128	20051	1954	280	1019	137	43	49	47	5	2	9	6	0	107	1597	23837
W	53	20080	1730	203	499	32	0	20	44	3	0	0	3	0	7	804	22674

72-Hour Speed Data

County: 87
 Station: 0041
 Description: SR 112, E OF NW 2 AVE
 Start Date: 10/24/2017
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total			
0000	224	201	170	164	759	319	252	227	203	1001	1760		
0100	105	135	88	71	399	196	164	159	130	649	1048		
0200	61	68	54	55	238	144	124	108	107	483	721		
0300	59	75	77	76	287	84	97	111	87	379	666		
0400	85	99	189	193	566	121	136	160	143	560	1126		
0500	249	359	566	744	1918	187	223	287	340	1037	2955		
0600	875	1042	1203	1288	4408	398	513	702	736	2349	6757		
0700	1260	1380	1423	1391	5454	996	1072	1104	1248	4420	9874		
0800	1333	1213	1249	1179	4974	1300	1250	1176	1171	4897	9871		
0900	1168	1197	1216	1292	4873	1069	999	979	911	3958	8831		
1000	1159	1066	1078	1053	4356	903	937	934	877	3651	8007		
1100	888	830	949	933	3600	991	935	894	908	3728	7328		
1200	827	918	960	928	3633	921	899	794	810	3424	7057		
1300	898	894	913	890	3595	941	931	947	882	3701	7296		
1400	841	972	1131	1098	4042	1051	1081	1018	1117	4267	8309		
1500	1006	1003	1017	1048	4074	1189	1375	1383	1154	5101	9175		
1600	1002	938	999	1069	4008	1202	1184	1275	1184	4845	8853		
1700	981	972	1051	1133	4137	1218	1206	1177	1069	4670	8807		
1800	1054	1088	1245	1199	4586	1015	977	890	848	3730	8316		
1900	1156	1173	1065	1008	4402	915	885	870	717	3387	7789		
2000	932	791	770	618	3111	757	691	634	512	2594	5705		
2100	629	610	619	601	2459	520	513	461	480	1974	4433		
2200	561	534	534	505	2134	461	481	410	414	1766	3900		
2300	404	371	372	347	1494	451	467	383	367	1668	3162		
24-Hour Totals:						73507						68239	141746

	Peak Volume Information					
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0715	5527	0745	4974	0730	10262
P.M.	1830	4773	1515	5114	1445	9188
Daily	0715	5527	1515	5114	0730	10262

Speed Record Database

Dir	<=20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-80	81-85	>=86	TotVol
E	3048	2493	992	4424	17643	21347	13931	6284	2354	747	200	44	0	0	0	73507
W	2504	3284	5265	8455	5612	9524	13457	10926	6005	2141	668	398	0	0	0	68239

County: 87
 Station: 0041
 Description: SR 112, E OF NW 2 AVE
 Start Date: 10/25/2017
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total		
0000	291	242	188	155	876	335	302	219	190	1046	1922	
0100	154	100	87	88	429	181	141	147	114	583	1012	
0200	78	82	74	70	304	99	84	85	65	333	637	
0300	73	78	65	83	299	62	87	86	77	312	611	
0400	89	120	175	242	626	69	87	103	106	365	991	
0500	279	337	543	657	1816	148	181	268	311	908	2724	
0600	853	1044	1173	1316	4386	385	490	703	780	2358	6744	
0700	1231	1180	1155	971	4537	1019	1081	1104	1217	4421	8958	
0800	1148	1279	1274	1255	4956	1213	1131	1124	1155	4623	9579	
0900	1254	1169	1155	1157	4735	964	935	968	989	3856	8591	
1000	1090	1060	1028	1071	4249	934	877	904	900	3615	7864	
1100	911	980	1112	1094	4097	849	1003	902	933	3687	7784	
1200	924	973	935	960	3792	945	918	910	905	3678	7470	
1300	899	1014	914	1017	3844	865	913	902	920	3600	7444	
1400	962	1082	1163	1144	4351	1050	1098	1073	1106	4327	8678	
1500	1073	1050	1083	980	4186	1102	1206	1150	1050	4508	8694	
1600	986	1036	1117	1092	4231	1069	967	740	989	3765	7996	
1700	1075	1102	1103	1188	4468	882	733	900	981	3496	7964	
1800	1315	1297	1354	1174	5140	797	992	940	800	3529	8669	
1900	1076	1045	1024	979	4124	790	702	707	629	2828	6952	
2000	929	909	861	704	3403	597	589	541	476	2203	5606	
2100	698	728	647	595	2668	477	438	499	462	1876	4544	
2200	584	731	639	657	2611	423	408	349	421	1601	4212	
2300	467	441	354	354	1616	451	444	467	388	1750	3366	
24-Hour Totals:					75744						63268	139012

	Peak Volume Information					
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0815	5062	0745	4685	0800	9579
P.M.	1745	5154	1445	4564	1430	8917
Daily	1745	5154	0745	4685	0800	9579

Speed Record Database

Dir	<=20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-80	81-85	>=86	TotVol
E	2311	1491	877	4366	17909	21954	15191	7573	2806	921	274	71	0	0	0	75744
W	7396	2908	3799	5970	5070	8428	12398	9533	5049	1855	533	329	0	0	0	63268

County: 87
 Station: 0041
 Description: SR 112, E OF NW 2 AVE
 Start Date: 10/26/2017
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total			
0000	288	259	227	220	994	349	305	254	212	1120	2114		
0100	144	150	118	112	524	191	156	136	99	582	1106		
0200	118	89	74	57	338	122	117	97	74	410	748		
0300	72	63	82	89	306	71	71	69	68	279	585		
0400	66	122	191	210	589	73	104	106	106	389	978		
0500	287	382	531	628	1828	154	178	256	285	873	2701		
0600	816	1046	1139	1218	4219	330	492	673	744	2239	6458		
0700	1099	1176	1404	1375	5054	918	1009	829	663	3419	8473		
0800	1295	1314	1274	1287	5170	831	882	980	1032	3725	8895		
0900	1113	1129	1142	1152	4536	929	908	831	782	3450	7986		
1000	1194	1040	1048	1096	4378	820	814	765	720	3119	7497		
1100	1025	980	975	1023	4003	695	641	656	587	2579	6582		
1200	914	973	1010	1014	3911	524	574	518	480	2096	6007		
1300	967	980	1051	1031	4029	516	589	633	614	2352	6381		
1400	1011	1013	1115	1151	4290	704	795	861	767	3127	7417		
1500	976	1028	1106	1025	4135	669	685	733	706	2793	6928		
1600	1068	1030	1157	1165	4420	713	635	629	629	2606	7026		
1700	1120	1166	1213	1268	4767	650	693	641	617	2601	7368		
1800	1237	1226	1256	1098	4817	545	587	540	483	2155	6972		
1900	1181	1154	1068	1016	4419	469	544	478	384	1875	6294		
2000	852	937	917	741	3447	364	360	313	292	1329	4776		
2100	708	734	664	623	2729	301	317	294	276	1188	3917		
2200	696	690	638	678	2702	253	279	281	250	1063	3765		
2300	538	542	507	434	2021	264	326	295	221	1106	3127		
24-Hour Totals:						77626						46475	124101

	Peak Volume Information					
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0730	5388	0830	3849	0800	8895
P.M.	1745	4987	1400	3127	1400	7417
Daily	0730	5388	0830	3849	0800	8895

Speed Record Database

Dir	<=20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-80	81-85	>=86	TotVol
E	1413	2064	1143	4281	17328	23002	16263	7848	3024	935	246	79	0	0	0	77626
W	2438	1160	1940	3882	4911	9004	9526	9117	3035	951	281	230	0	0	0	46475

County: 87
 Station: 0042
 Description: E OF US-1
 Start Date: 10/24/2017
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total		
0000	237	287	205	167	896	202	169	128	130	629	1525	
0100	179	149	95	78	501	111	96	90	67	364	865	
0200	49	63	42	49	203	69	70	67	59	265	468	
0300	32	34	52	70	188	46	51	65	55	217	405	
0400	62	100	159	211	532	74	82	109	109	374	906	
0500	205	293	419	508	1425	116	136	158	187	597	2022	
0600	565	755	888	908	3116	199	230	367	333	1129	4245	
0700	875	840	861	900	3476	503	514	565	669	2251	5727	
0800	868	794	780	751	3193	618	618	636	572	2444	5637	
0900	690	667	734	687	2778	559	516	573	533	2181	4959	
1000	704	654	695	557	2610	494	562	505	526	2087	4697	
1100	576	613	577	646	2412	589	550	526	496	2161	4573	
1200	578	607	539	523	2247	565	556	487	518	2126	4373	
1300	553	549	646	579	2327	512	566	600	555	2233	4560	
1400	576	732	737	683	2728	581	657	636	658	2532	5260	
1500	675	660	665	621	2621	713	865	938	901	3417	6038	
1600	677	676	706	721	2780	840	846	884	857	3427	6207	
1700	669	695	656	671	2691	863	943	835	809	3450	6141	
1800	693	684	860	789	3026	629	644	541	477	2291	5317	
1900	689	616	525	462	2292	573	473	567	373	1986	4278	
2000	403	389	370	338	1500	404	378	326	270	1378	2878	
2100	371	336	361	328	1396	243	260	241	250	994	2390	
2200	363	345	376	354	1438	239	261	220	239	959	2397	
2300	227	213	176	167	783	273	312	262	209	1056	1839	
24-Hour Totals:					47159						40548	87707

Peak Volume Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0630	3511	0745	2541	0730	5893
P.M.	1800	3026	1630	3547	1630	6338
Daily	0630	3511	1630	3547	1630	6338

Speed Record Database

Dir	<=20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-80	81-85	>=86	TotVol
E	20	24	51	86	264	3038	11130	16895	10226	4127	946	208	144	0	0	47159
W	36	8	14	52	144	2117	7081	11914	10486	5967	1927	511	291	0	0	40548

County: 87
 Station: 0042
 Description: E OF US-1
 Start Date: 10/25/2017
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total		
0000	115	101	113	92	421	199	211	153	114	677	1098	
0100	74	49	43	55	221	114	81	88	76	359	580	
0200	37	43	33	44	157	52	66	60	39	217	374	
0300	41	34	54	58	187	35	54	58	43	190	377	
0400	44	93	153	199	489	55	48	61	75	239	728	
0500	193	330	439	489	1451	94	103	138	180	515	1966	
0600	582	769	902	959	3212	209	238	317	364	1128	4340	
0700	814	875	534	588	2811	511	556	552	643	2262	5073	
0800	658	620	692	664	2634	666	620	600	619	2505	5139	
0900	774	701	552	385	2412	538	528	581	553	2200	4612	
1000	607	630	574	573	2384	558	550	541	554	2203	4587	
1100	484	541	540	552	2117	520	621	578	544	2263	4380	
1200	562	562	588	558	2270	582	590	529	501	2202	4472	
1300	512	548	592	585	2237	567	539	569	537	2212	4449	
1400	650	628	687	652	2617	646	703	718	785	2852	5469	
1500	636	575	564	372	2147	739	829	781	827	3176	5323	
1600	803	600	640	630	2673	820	869	615	607	2911	5584	
1700	571	581	673	648	2473	695	715	490	643	2543	5016	
1800	668	666	727	746	2807	642	613	553	538	2346	5153	
1900	767	646	627	536	2576	499	490	487	392	1868	4444	
2000	430	441	435	384	1690	381	343	324	318	1366	3056	
2100	377	322	349	374	1422	282	256	317	266	1121	2543	
2200	330	332	345	373	1380	275	246	229	229	979	2359	
2300	226	211	179	155	771	293	292	287	260	1132	1903	
24-Hour Totals:					43559						39466	83025

Peak Volume Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0630	3550	0745	2529	0630	5298
P.M.	1815	2906	1530	3297	1530	5636
Daily	0630	3550	1530	3297	1530	5636

Speed Record Database

Dir	<=20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-80	81-85	>=86	TotVol
E	2702	1627	458	362	383	2432	8212	13157	9115	3786	970	236	119	0	0	43559
W	1149	375	512	307	399	2828	7060	10712	9066	4952	1484	422	200	0	0	39466

County: 87
 Station: 0042
 Description: E OF US-1
 Start Date: 10/26/2017
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total		
0000	117	107	92	83	399	216	206	173	125	720	1119	
0100	59	61	50	50	220	120	110	91	58	379	599	
0200	42	46	49	38	175	57	69	74	48	248	423	
0300	35	23	46	50	154	43	44	32	47	166	320	
0400	50	77	145	172	444	38	63	82	69	252	696	
0500	210	301	385	496	1392	85	115	131	178	509	1901	
0600	614	736	943	885	3178	214	278	331	421	1244	4422	
0700	817	876	801	908	3402	511	617	633	638	2399	5801	
0800	852	769	746	725	3092	624	690	669	637	2620	5712	
0900	662	693	779	743	2877	592	571	570	574	2307	5184	
1000	661	652	611	631	2555	605	568	557	545	2275	4830	
1100	606	545	597	531	2279	580	568	609	572	2329	4608	
1200	478	540	551	574	2143	577	621	555	544	2297	4440	
1300	564	561	567	567	2259	601	646	662	532	2441	4700	
1400	547	630	657	673	2507	670	688	768	747	2873	5380	
1500	610	655	617	615	2497	783	884	916	871	3454	5951	
1600	605	628	664	597	2494	910	914	843	849	3516	6010	
1700	582	673	647	717	2619	779	918	903	776	3376	5995	
1800	667	722	742	777	2908	645	681	608	593	2527	5435	
1900	731	788	610	463	2592	561	647	558	454	2220	4812	
2000	440	441	396	413	1690	396	422	318	313	1449	3139	
2100	405	408	424	407	1644	313	330	259	255	1157	2801	
2200	359	426	272	364	1421	215	308	269	260	1052	2473	
2300	244	228	191	181	844	303	343	365	297	1308	2152	
24-Hour Totals:					45785						43118	88903

Peak Volume Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0630	3521	0745	2621	0715	5949
P.M.	1830	3038	1530	3611	1530	6076
Daily	0630	3521	1530	3611	1530	6076

Speed Record Database

Dir	<=20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-80	81-85	>=86	TotVol
E	286	118	130	204	430	3604	10434	15382	9927	3975	978	204	113	0	0	45785
W	71	98	81	155	288	3521	10030	14379	9151	4002	990	245	107	0	0	43118

County: 87
 Station: 0043
 Description: SR 112, E OF INTERCOSTAL WATERWAY BRIDGE
 Start Date: 10/24/2017
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total		
0000	275	328	240	201	1044	246	221	172	167	806	1850	
0100	202	179	120	94	595	149	115	102	95	461	1056	
0200	70	78	56	68	272	95	77	88	72	332	604	
0300	44	47	62	83	236	56	63	80	67	266	502	
0400	74	112	177	242	605	76	106	120	113	415	1020	
0500	233	326	475	568	1602	123	153	171	196	643	2245	
0600	643	857	1077	1112	3689	230	267	388	401	1286	4975	
0700	1044	991	1050	1092	4177	547	629	628	740	2544	6721	
0800	1102	1020	977	933	4032	730	732	723	717	2902	6934	
0900	882	817	909	859	3467	687	623	670	644	2624	6091	
1000	849	826	842	671	3188	600	605	617	629	2451	5639	
1100	704	748	722	785	2959	659	596	617	604	2476	5435	
1200	714	723	677	678	2792	607	640	602	569	2418	5210	
1300	701	738	792	771	3002	603	618	668	620	2509	5511	
1400	720	915	931	843	3409	658	763	765	797	2983	6392	
1500	829	823	817	791	3260	896	1043	1044	1023	4006	7266	
1600	867	834	864	886	3451	1055	959	972	1011	3997	7448	
1700	824	873	839	850	3386	939	1036	1013	992	3980	7366	
1800	875	837	1040	949	3701	788	802	673	606	2869	6570	
1900	838	766	658	570	2832	700	603	628	461	2392	5224	
2000	512	486	470	426	1894	478	454	369	344	1645	3539	
2100	463	418	445	408	1734	320	316	290	313	1239	2973	
2200	414	381	421	384	1600	294	316	268	300	1178	2778	
2300	261	227	196	191	875	335	375	305	302	1317	2192	
24-Hour Totals:					57802						47739	105541

Peak Volume Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0730	4264	0745	2925	0745	7116
P.M.	1800	3701	1515	4165	1515	7463
Daily	0730	4264	1515	4165	1515	7463

Speed Record Database

Dir	<=20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-80	81-85	>=86	TotVol
E	24	34	129	630	264	8870	14075	17763	10493	4186	972	213	149	0	0	57802
W	1036	2459	1831	995	467	1849	4327	7060	8047	9463	6157	2139	1909	0	0	47739

County: 87
 Station: 0043
 Description: SR 112, E OF INTERCOSTAL WATERWAY BRIDGE
 Start Date: 10/25/2017
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total			
0000	134	114	131	107	486	287	249	185	143	864	1350		
0100	75	61	49	68	253	134	101	101	77	413	666		
0200	47	46	36	46	175	74	74	69	50	267	442		
0300	49	38	60	59	206	49	59	60	61	229	435		
0400	44	105	166	218	533	66	57	71	84	278	811		
0500	211	372	501	562	1646	94	111	150	190	545	2191		
0600	651	889	1089	1150	3779	205	239	377	413	1234	5013		
0700	993	1039	741	773	3546	560	660	705	777	2702	6248		
0800	898	832	919	869	3518	780	704	752	774	3010	6528		
0900	951	860	718	529	3058	620	611	686	677	2594	5652		
1000	763	773	717	750	3003	632	665	608	658	2563	5566		
1100	613	677	713	718	2721	582	703	642	658	2585	5306		
1200	711	695	736	706	2848	651	646	619	586	2502	5350		
1300	697	713	760	743	2913	597	589	642	638	2466	5379		
1400	811	806	860	844	3321	726	768	825	865	3184	6505		
1500	781	730	713	526	2750	815	1083	916	1010	3824	6574		
1600	966	765	762	806	3299	1026	989	916	841	3772	7071		
1700	720	771	803	803	3097	747	880	961	778	3366	6463		
1800	830	852	885	933	3500	779	746	635	641	2801	6301		
1900	927	796	766	671	3160	602	608	571	465	2246	5406		
2000	574	549	545	480	2148	415	421	375	361	1572	3720		
2100	470	416	434	461	1781	329	304	341	295	1269	3050		
2200	401	411	409	429	1650	311	301	279	282	1173	2823		
2300	279	261	219	195	954	390	350	372	273	1385	2339		
24-Hour Totals:						54345						46844	101189

Peak Volume Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0630	4271	0745	3013	0800	6528
P.M.	1815	3597	1515	4035	1600	7071
Daily	0630	4271	1515	4035	1600	7071

Speed Record Database

Dir	<=20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-80	81-85	>=86	TotVol
E	2979	1841	874	1448	383	7715	10735	13883	9301	3832	991	239	124	0	0	54345
W	2711	3098	1222	601	517	2986	4592	6376	7559	8585	5157	1840	1600	0	0	46844

County: 87
 Station: 0043
 Description: SR 112, E OF INTERCOSTAL WATERWAY BRIDGE
 Start Date: 10/26/2017
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total			
0000	155	141	122	102	520	262	243	222	174	901	1421		
0100	88	81	65	63	297	146	122	114	80	462	759		
0200	54	63	64	46	227	79	92	74	57	302	529		
0300	46	35	52	61	194	53	50	35	59	197	391		
0400	62	101	162	201	526	53	73	79	79	284	810		
0500	240	342	438	565	1585	100	126	148	175	549	2134		
0600	698	841	1111	1069	3719	227	270	362	471	1330	5049		
0700	974	1037	987	1084	4082	568	646	687	777	2678	6760		
0800	1045	975	931	909	3860	783	774	762	787	3106	6966		
0900	858	865	933	921	3577	684	691	657	652	2684	6261		
1000	807	819	765	797	3188	656	651	701	667	2675	5863		
1100	749	677	734	672	2832	633	673	633	713	2652	5484		
1200	616	684	702	668	2670	659	742	635	639	2675	5345		
1300	731	728	741	732	2932	660	701	661	620	2642	5574		
1400	710	823	852	871	3256	719	812	816	777	3124	6380		
1500	787	811	806	789	3193	915	959	1098	1042	4014	7207		
1600	776	818	848	737	3179	1144	1080	1029	977	4230	7409		
1700	751	843	835	868	3297	942	1092	1023	928	3985	7282		
1800	834	909	902	957	3602	772	840	752	677	3041	6643		
1900	873	967	731	589	3160	649	729	625	558	2561	5721		
2000	557	554	527	517	2155	438	450	392	405	1685	3840		
2100	504	492	507	508	2011	371	397	320	282	1370	3381		
2200	439	511	361	421	1732	300	334	325	325	1284	3016		
2300	314	281	241	229	1065	325	399	406	322	1452	2517		
24-Hour Totals:						56859						49883	106742

	Peak Volume Information					
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0630	4191	0800	3106	0745	7131
P.M.	1830	3699	1530	4364	1530	7553
Daily	0630	4191	1530	4364	1530	7553

Speed Record Database

Dir	<=20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-80	81-85	>=86	TotVol
E	317	165	323	1061	430	9774	13107	16157	10160	4041	998	212	114	0	0	56859
W	156	144	292	270	179	3149	7127	10499	10057	9686	5210	1728	1386	0	0	49883

County: 87
 Station: 0044
 Description: SR 112, E OF BISCAYNE BAY BRIDGE
 Start Date: 10/24/2017
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total			
0000	277	315	265	224	1081	292	245	187	194	918	1999		
0100	185	194	138	93	610	159	130	107	93	489	1099		
0200	73	83	65	68	289	103	86	94	76	359	648		
0300	49	47	62	75	233	62	66	77	65	270	503		
0400	70	106	146	223	545	81	116	137	115	449	994		
0500	207	286	402	485	1380	155	171	212	239	777	2157		
0600	542	642	780	829	2793	277	328	449	479	1533	4326		
0700	696	768	827	818	3109	651	805	862	909	3227	6336		
0800	808	693	683	655	2839	909	886	869	876	3540	6379		
0900	591	613	729	667	2600	811	776	778	743	3108	5708		
1000	676	667	707	631	2681	710	735	705	727	2877	5558		
1100	576	609	614	609	2408	825	727	725	744	3021	5429		
1200	620	649	620	595	2484	743	710	699	675	2827	5311		
1300	629	607	658	655	2549	706	728	782	740	2956	5505		
1400	589	698	753	740	2780	805	818	908	911	3442	6222		
1500	667	684	636	668	2655	1057	1213	1131	1039	4440	7095		
1600	659	690	753	699	2801	1139	947	994	1038	4118	6919		
1700	692	695	697	673	2757	1026	900	1043	954	3923	6680		
1800	682	691	774	821	2968	897	885	772	700	3254	6222		
1900	707	683	625	546	2561	782	712	698	525	2717	5278		
2000	484	470	468	419	1841	540	532	442	387	1901	3742		
2100	444	426	427	379	1676	350	383	341	354	1428	3104		
2200	365	404	383	384	1536	339	367	305	330	1341	2877		
2300	286	225	213	177	901	409	416	361	343	1529	2430		
24-Hour Totals:						48077						54444	102521

	Peak Volume Information					
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0715	3221	0745	3573	0730	6712
P.M.	1815	2993	1515	4522	1515	7169
Daily	0715	3221	1515	4522	1515	7169

Speed Record Database

Dir	<=20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-80	81-85	>=86	TotVol
E	1012	1613	650	904	2084	4041	11123	12844	7201	3931	768	143	1763	0	0	48077
W	1415	1936	2221	1800	964	2595	6290	11967	12505	8512	3018	751	470	0	0	54444

County: 87
 Station: 0044
 Description: SR 112, E OF BISCAYNE BAY BRIDGE
 Start Date: 10/25/2017
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total		
0000	163	117	121	106	507	297	288	202	156	943	1450	
0100	89	61	60	54	264	151	109	113	86	459	723	
0200	63	50	42	33	188	77	84	75	48	284	472	
0300	48	41	46	61	196	55	65	64	62	246	442	
0400	41	88	139	191	459	68	63	79	84	294	753	
0500	187	302	427	484	1400	112	118	166	222	618	2018	
0600	557	690	829	813	2889	248	295	453	464	1460	4349	
0700	804	752	704	687	2947	693	769	814	949	3225	6172	
0800	770	752	831	780	3133	918	844	888	906	3556	6689	
0900	695	601	595	638	2529	743	779	773	788	3083	5612	
1000	670	646	625	617	2558	745	769	735	750	2999	5557	
1100	536	558	551	638	2283	701	801	785	762	3049	5332	
1200	604	641	611	619	2475	757	775	703	693	2928	5403	
1300	608	628	590	684	2510	723	709	754	758	2944	5454	
1400	640	628	722	763	2753	808	920	1013	948	3689	6442	
1500	639	642	619	529	2429	1026	1122	771	930	3849	6278	
1600	656	659	663	696	2674	1008	997	989	905	3899	6573	
1700	628	675	668	631	2602	827	932	922	954	3635	6237	
1800	727	726	746	789	2988	865	809	777	735	3186	6174	
1900	769	750	628	641	2788	698	679	639	543	2559	5347	
2000	546	534	502	459	2041	344	287	301	401	1333	3374	
2100	455	420	409	433	1717	384	350	392	348	1474	3191	
2200	402	386	388	417	1593	369	348	309	345	1371	2964	
2300	308	259	229	197	993	452	422	409	320	1603	2596	
24-Hour Totals:					46916						52686	99602

Peak Volume Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0630	3198	0745	3599	0800	6689
P.M.	1830	3054	1430	4109	1430	6875
Daily	0630	3198	1430	4109	1430	6875

Speed Record Database

Dir	<=20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-80	81-85	>=86	TotVol
E	984	1441	503	602	1740	3992	10119	12442	7670	4662	688	155	1918	0	0	46916
W	3359	3093	2460	917	484	2285	6744	11506	11484	7139	2313	594	308	0	0	52686

County: 87
 Station: 0044
 Description: SR 112, E OF BISCAYNE BAY BRIDGE
 Start Date: 10/26/2017
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total		
0000	175	152	123	109	559	290	272	235	183	980	1539	
0100	104	82	71	65	322	155	122	121	82	480	802	
0200	50	70	53	57	230	82	91	82	58	313	543	
0300	51	39	40	60	190	57	50	39	56	202	392	
0400	57	81	143	203	484	58	74	87	80	299	783	
0500	215	294	378	507	1394	108	134	162	206	610	2004	
0600	549	731	813	852	2945	252	309	442	512	1515	4460	
0700	838	782	818	850	3288	637	765	821	876	3099	6387	
0800	827	709	714	629	2879	880	832	979	878	3569	6448	
0900	663	710	756	761	2890	822	789	746	801	3158	6048	
1000	665	685	697	685	2732	750	729	768	768	3015	5747	
1100	653	634	588	589	2464	717	769	747	785	3018	5482	
1200	560	587	625	572	2344	747	838	772	734	3091	5435	
1300	624	645	672	677	2618	767	831	779	733	3110	5728	
1400	636	679	730	751	2796	885	929	981	937	3732	6528	
1500	710	713	685	626	2734	1050	1129	1115	1017	4311	7045	
1600	710	716	731	656	2813	1037	1038	1066	1029	4170	6983	
1700	637	754	740	731	2862	1106	982	1039	965	4092	6954	
1800	673	767	727	817	2984	906	968	833	801	3508	6492	
1900	776	776	700	575	2827	761	864	714	610	2949	5776	
2000	566	547	512	459	2084	528	511	458	463	1960	4044	
2100	489	492	444	481	1906	417	464	379	336	1596	3502	
2200	423	429	440	455	1747	355	400	354	365	1474	3221	
2300	374	307	245	256	1182	404	476	477	385	1742	2924	
24-Hour Totals:					49274						55993	105267

Peak Volume Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0645	3290	0800	3569	0745	6667
P.M.	1830	3096	1500	4311	1445	7090
Daily	0645	3290	1500	4311	1445	7090

Speed Record Database

Dir	<=20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-80	81-85	>=86	TotVol
E	986	1399	469	558	1967	4186	10972	12724	8121	4752	648	177	2315	0	0	49274
W	932	1429	1887	2020	1207	4460	9924	13854	11255	6393	1914	471	247	0	0	55993

County: 87
 Station: 0045
 Description: W OF ALTON RD
 Start Date: 10/24/2017
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total		
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total			
0000	129	180	130	114	553	106	86	73	83	348	901		
0100	89	99	79	42	309	67	53	47	43	210	519		
0200	29	41	31	28	129	42	37	40	32	151	280		
0300	26	24	31	33	114	25	32	36	42	135	249		
0400	33	35	63	79	210	50	63	66	68	247	457		
0500	89	125	171	235	620	79	71	106	93	349	969		
0600	248	335	464	553	1600	95	110	140	152	497	2097		
0700	487	461	474	380	1802	252	297	341	372	1262	3064		
0800	420	280	309	257	1266	323	302	310	343	1278	2544		
0900	227	341	386	332	1286	304	298	271	260	1133	2419		
1000	313	312	327	272	1224	276	246	306	282	1110	2334		
1100	279	279	289	272	1119	277	259	261	305	1102	2221		
1200	277	293	261	270	1101	248	242	290	250	1030	2131		
1300	332	291	330	305	1258	243	265	281	252	1041	2299		
1400	294	354	360	333	1341	280	264	294	278	1116	2457		
1500	358	332	320	350	1360	339	415	431	356	1541	2901		
1600	368	358	394	354	1474	450	395	427	398	1670	3144		
1700	346	346	370	383	1445	408	469	365	325	1567	3012		
1800	344	344	426	445	1559	314	242	262	247	1065	2624		
1900	362	329	285	237	1213	284	248	217	190	939	2152		
2000	222	214	211	191	838	187	183	158	131	659	1497		
2100	207	189	200	170	766	137	114	112	127	490	1256		
2200	189	162	176	179	706	145	114	124	113	496	1202		
2300	129	101	95	77	402	150	158	156	141	605	1007		
24-Hour Totals:						23695						20041	43736

	Peak Volume Information					
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0645	1975	0730	1338	0715	3068
P.M.	1815	1577	1630	1702	1600	3144
Daily	0645	1975	1630	1702	1600	3144

Speed Record Database

Dir	<=20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-80	81-85	>=86	TotVol
E	1739	389	325	903	2082	4209	5539	4701	2506	950	276	76	0	0	0	23695
W	140	362	2167	6682	6586	2862	926	232	68	10	3	3	0	0	0	20041

County: 87
 Station: 0045
 Description: W OF ALTON RD
 Start Date: 10/25/2017
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total		
0000	65	52	49	43	209	109	110	79	57	355	564	
0100	28	26	26	25	105	58	43	45	31	177	282	
0200	19	23	18	16	76	32	34	24	21	111	187	
0300	18	13	23	28	82	20	22	31	21	94	176	
0400	15	45	46	69	175	23	25	28	29	105	280	
0500	61	125	203	207	596	46	42	66	68	222	818	
0600	258	359	465	554	1636	90	102	146	140	478	2114	
0700	425	441	378	373	1617	240	293	296	426	1255	2872	
0800	420	430	437	252	1539	323	304	348	304	1279	2818	
0900	319	388	400	415	1522	290	305	292	265	1152	2674	
1000	424	324	290	302	1340	271	248	269	239	1027	2367	
1100	249	233	265	323	1070	284	298	285	268	1135	2205	
1200	272	289	305	297	1163	270	260	247	238	1015	2178	
1300	290	293	286	361	1230	241	235	267	249	992	2222	
1400	325	290	367	365	1347	277	289	314	315	1195	2542	
1500	331	302	316	221	1170	302	394	382	410	1488	2658	
1600	388	346	344	342	1420	466	479	460	408	1813	3233	
1700	298	298	363	337	1296	433	436	399	287	1555	2851	
1800	359	387	378	380	1504	316	249	250	229	1044	2548	
1900	413	347	279	310	1349	216	208	184	166	774	2123	
2000	254	231	241	197	923	158	169	155	145	627	1550	
2100	223	177	201	216	817	154	120	126	135	535	1352	
2200	157	180	167	196	700	134	119	101	130	484	1184	
2300	135	127	83	86	431	177	160	140	113	590	1021	
24-Hour Totals:					23317						19502	42819

Peak Volume Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0630	1885	0745	1401	0745	3061
P.M.	1815	1558	1545	1815	1600	3233
Daily	0630	1885	1545	1815	1600	3233

Speed Record Database

Dir	<=20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-80	81-85	>=86	TotVol
E	975	322	284	942	2538	4638	5715	4441	2339	818	238	67	0	0	0	23317
W	1459	1126	2263	5787	5418	2436	748	189	58	13	5	0	0	0	0	19502

County: 87
 Station: 0045
 Description: W OF ALTON RD
 Start Date: 10/26/2017
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total		
0000	56	54	57	41	208	131	116	88	71	406	614	
0100	39	39	29	25	132	67	52	43	30	192	324	
0200	18	29	25	23	95	28	41	35	26	130	225	
0300	22	14	13	30	79	16	21	20	23	80	159	
0400	27	37	50	71	185	27	31	41	29	128	313	
0500	90	119	170	210	589	41	50	66	68	225	814	
0600	257	369	475	595	1696	99	109	160	155	523	2219	
0700	467	442	457	412	1778	230	259	320	370	1179	2957	
0800	347	335	289	253	1224	299	294	352	334	1279	2503	
0900	316	345	374	415	1450	311	273	283	316	1183	2633	
1000	319	327	316	317	1279	306	260	275	273	1114	2393	
1100	312	274	291	274	1151	272	307	267	302	1148	2299	
1200	257	277	288	287	1109	295	269	277	252	1093	2202	
1300	288	291	366	310	1255	267	291	257	245	1060	2315	
1400	285	328	357	386	1356	295	288	297	302	1182	2538	
1500	340	387	335	292	1354	360	364	425	418	1567	2921	
1600	346	362	385	327	1420	392	410	427	355	1584	3004	
1700	290	353	398	379	1420	429	427	369	325	1550	2970	
1800	325	386	358	447	1516	303	299	289	261	1152	2668	
1900	380	408	338	261	1387	265	278	242	176	961	2348	
2000	237	216	236	202	891	170	151	139	159	619	1510	
2100	232	217	213	223	885	155	145	137	109	546	1431	
2200	201	207	185	243	836	141	126	119	113	499	1335	
2300	143	141	121	90	495	183	171	171	148	673	1168	
24-Hour Totals:					23790						20073	43863

Peak Volume Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0630	1979	0745	1315	0700	2957
P.M.	1830	1593	1545	1647	1545	3032
Daily	0630	1979	1545	1647	1545	3032

Speed Record Database

Dir	<=20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	71-75	76-80	81-85	>=86	TotVol
E	1680	446	436	1111	2633	4667	5685	4214	1985	670	215	48	0	0	0	23790
W	27	267	2316	7381	6499	2627	750	147	39	14	5	1	0	0	0	20073

FTI Data



COUNTY: 87
 STATION: 2134
 DESCRIPTION: SR 9A/I-95, 200' S NW 151 ST
 START DATE: 07/05/2016
 START TIME: 0000

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	922	888	770	660	3240	681	593	582	511	2367	5607
0100	516	519	451	414	1900	449	358	363	349	1519	3419
0200	346	306	297	258	1207	299	259	269	264	1091	2298
0300	267	304	305	269	1145	212	245	249	243	949	2094
0400	244	281	335	337	1197	249	257	368	441	1315	2512
0500	403	402	519	669	1993	439	519	774	1026	2758	4751
0600	774	901	1251	1329	4255	1253	1481	1704	1727	6165	10420
0700	1273	1346	1375	1496	5490	1733	1735	1646	1627	6741	12231
0800	1472	1233	1316	940	4961	1654	1591	1561	1552	6358	11319
0900	993	1273	1403	1469	5138	1505	1501	785	706	4497	9635
1000	1177	1102	1139	1164	4582	698	760	843	1191	3492	8074
1100	1124	1165	1333	1365	4987	1283	1260	1351	1229	5123	10110
1200	1306	1406	1550	1498	5760	1230	1304	1104	1195	4833	10593
1300	1500	1416	1465	1445	5826	1261	1126	1151	1420	4958	10784
1400	1319	1469	1883	1748	6419	1358	1445	1538	1618	5959	12378
1500	1845	1826	1947	1965	7583	1626	1611	1657	1690	6584	14167
1600	1909	1771	1833	1752	7265	1607	1625	1589	1596	6417	13682
1700	1771	1755	1782	1711	7019	1613	1586	1515	1619	6333	13352
1800	1617	1632	1772	1852	6873	1594	1636	1591	1664	6485	13358
1900	1955	2061	1828	1603	7447	1492	1462	1430	1276	5660	13107
2000	1565	1524	1496	1346	5931	1300	1335	1210	1226	5071	11002
2100	1293	1401	1434	1258	5386	1203	1128	1250	1140	4721	10107
2200	1279	1150	1093	1123	4645	1067	923	1114	1073	4177	8822
2300	940	940	981	937	3798	867	792	780	712	3151	6949
24-HOUR TOTALS:	114047					106724					220771

PEAK VOLUME INFORMATION

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	715	5689	645	6841	715	12351
P.M.	1515	7647	1500	6584	1515	14212
DAILY	1845	7696	630	6899	1515	14212

COUNTY: 87
 STATION: 2023
 DESCRIPTION: SR 112/AIRPORT EXPWY, 200' E NW 17 AV
 START DATE: 05/24/2016
 START TIME: 0000

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	167	172	122	114	575	184	189	152	161	686	1261	
0100	119	86	81	65	351	134	123	108	80	445	796	
0200	48	67	75	62	252	65	83	92	69	309	561	
0300	52	54	45	60	211	63	94	151	132	440	651	
0400	78	107	103	136	424	159	176	211	247	793	1217	
0500	179	224	274	236	913	272	397	470	465	1604	2517	
0600	277	375	538	540	1730	462	739	893	909	3003	4733	
0700	822	1062	1142	1246	4272	920	1073	1166	1286	4445	8717	
0800	1270	1202	1184	1169	4825	1293	1236	1207	1224	4960	9785	
0900	1104	942	856	760	3662	1057	1125	1068	1015	4265	7927	
1000	751	699	682	681	2813	918	916	905	941	3680	6493	
1100	708	720	778	772	2978	894	991	996	1045	3926	6904	
1200	792	808	773	754	3127	1001	1048	977	1031	4057	7184	
1300	728	759	719	796	3002	1037	1091	1051	1065	4244	7246	
1400	714	758	805	726	3003	1063	1137	1118	1063	4381	7384	
1500	782	765	867	854	3268	1189	1210	1154	1193	4746	8014	
1600	801	800	816	802	3219	1072	1045	1121	1293	4531	7750	
1700	777	812	783	812	3184	1286	1135	1073	993	4487	7671	
1800	801	754	736	744	3035	952	928	844	868	3592	6627	
1900	785	652	608	564	2609	938	758	705	631	3032	5641	
2000	537	455	513	472	1977	595	537	380	412	1924	3901	
2100	437	422	426	356	1641	350	362	348	260	1320	2961	
2200	330	322	295	244	1191	255	251	242	179	927	2118	
2300	226	238	238	271	973	199	168	143	164	674	1647	
24-HOUR TOTALS:					53235						66471	119706

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	745	4902	745	5022	745	9924
P.M.	1530	3322	1630	4835	1630	8042
DAILY	745	4902	745	5022	745	9924

Appendix B
Raw Bluetooth Counts
AM Peak Period

Sequence	Start Location	End Location	Count	Median Travel Time (mins)
B-1 B-2>B-11 B-12	B-1 B-2	B-11 B-12	214	9
B-1 B-2>B-4	B-1 B-2	B-4	152	2.88
B-1 B-2>B-4>B-5>B-8	B-1 B-2	B-8	1	5
B-1 B-2>B-4>B-5>B-9 B-10	B-1 B-2	B-9 B-10	15	6
B-1 B-2>B-4>B-6	B-1 B-2	B-6	78	4
B-1 B-2>B-4>B-6>B-9 B-10	B-1 B-2	B-9 B-10	14	7
B-1 B-2>B-4>B-7>B-9 B-10	B-1 B-2	B-9 B-10	36	6
B-1 B-2>B-4>B-8>B-9 B-10	B-1 B-2	B-9 B-10	15	7
B-1 B-2>B-6>B-5>B-5>B-8	B-1 B-2	B-8	1	13
B-11 B-12>B-1 B-2	B-11 B-12	B-1 B-2	477	17
B-11 B-12>B-4	B-11 B-12	B-4	179	19
B-11 B-12>B-4>B-5>B-8	B-11 B-12	B-8	1	10
B-11 B-12>B-4>B-6	B-11 B-12	B-6	28	20
B-11 B-12>B-4>B-7	B-11 B-12	B-7	3	19
B-11 B-12>B-6	B-11 B-12	B-6	39	21
B-11 B-12>B-6>B-8>B-9 B-10	B-11 B-12	B-9 B-10	5	31
B-3>B-1 B-2	B-3	B-1 B-2	22	2
B-3>B-4>B-1 B-2	B-3	B-1 B-2	12	2
B-4>B-1 B-2	B-4	B-1 B-2	93	2
B-4>B-11 B-12	B-4	B-11 B-12	35	61
B-4>B-5>B-7>B-9 B-10	B-4	B-9 B-10	9	4
B-4>B-5>B-8>B-9 B-10	B-4	B-9 B-10	11	4
B-4>B-6	B-4	B-6	236	1
B-4>B-6>B-7>B-9 B-10	B-4	B-9 B-10	16	4

Sequence	Start Location	End Location	Count	Median Travel Time (mins)
B-4>B-7>B-9 B-10	B-4	B-9 B-10	85	4
B-4>B-8	B-4	B-8	16	1
B-4>B-8>B-7>B-9 B-10	B-4	B-9 B-10	14	4
B-4>B-8>B-9 B-10	B-4	B-9 B-10	49	4
B-5>B-1 B-2	B-5	B-1 B-2	126	2
B-5>B-11 B-12	B-5	B-11 B-12	29	8
B-5>B-4	B-5	B-4	173	1
B-6>B-5>B-4	B-6	B-4	16	3
B-6>B-8	B-6	B-8	27	0
B-6>B-8>B-9 B-10	B-6	B-9 B-10	133	4
B-7>B-1 B-2	B-7	B-1 B-2	72	2
B-7>B-11 B-12	B-7	B-11 B-12	20	9
B-7>B-4	B-7	B-4	115	1
B-7>B-5	B-7	B-5	84	1
B-7>B-6>B-5	B-7	B-5	1	0
B-8>B-9 B-10	B-8	B-9 B-10	209	3
B-9 B-10>B-4	B-9 B-10	B-4	106	3
B-9 B-10>B-5	B-9 B-10	B-5	91	4
B-9 B-10>B-7	B-9 B-10	B-7	379	2
B-9 B-10>B-7>B-11 B-12	B-9 B-10	B-11 B-12	28	12
B-9 B-10>B-7>B-4	B-9 B-10	B-4	123	3
B-9 B-10>B-7>B-4>B-1 B-2	B-9 B-10	B-1 B-2	44	5
B-9 B-10>B-7>B-4>B-11 B-12	B-9 B-10	B-11 B-12	10	12
B-9 B-10>B-7>B-5	B-9 B-10	B-5	128	3

Sequence	Start Location	End Location	Count	Median Travel Time (mins)
B-9 B-10>B-7>B-5>B-4>B-1 B-2	B-9 B-10	B-1 B-2	17	5
B-1 B-2>B-11 B-12	B-1 B-2	B-11 B-12	238	9
B-1 B-2>B-4	B-1 B-2	B-4	139	2.98
B-1 B-2>B-4>B-5>B-7>B-9 B-10	B-1 B-2	B-9 B-10	11	6
B-1 B-2>B-4>B-5>B-8	B-1 B-2	B-8	1	8
B-1 B-2>B-4>B-5>B-9 B-10	B-1 B-2	B-9 B-10	25	6
B-1 B-2>B-4>B-6>B-9 B-10	B-1 B-2	B-9 B-10	10	6
B-1 B-2>B-4>B-7>B-9 B-10	B-1 B-2	B-9 B-10	38	6
B-1 B-2>B-4>B-8	B-1 B-2	B-8	6	3
B-1 B-2>B-4>B-8>B-9 B-10	B-1 B-2	B-9 B-10	21	8
B-1 B-2>B-6	B-1 B-2	B-6	84	3
B-11 B-12>B-1 B-2	B-11 B-12	B-1 B-2	578	14
B-11 B-12>B-4	B-11 B-12	B-4	162	18
B-11 B-12>B-4>B-5>B-7>B-8>B-9 B-10	B-11 B-12	B-9 B-10	1	33
B-11 B-12>B-4>B-6	B-11 B-12	B-6	21	23
B-11 B-12>B-4>B-6>B-9 B-10	B-11 B-12	B-9 B-10	6	30
B-11 B-12>B-4>B-8	B-11 B-12	B-8	3	9
B-11 B-12>B-4>B-8>B-9 B-10	B-11 B-12	B-9 B-10	6	28
B-11 B-12>B-6	B-11 B-12	B-6	28	26
B-3>B-1 B-2	B-3	B-1 B-2	20	3
B-3>B-11 B-12	B-3	B-11 B-12	12	10
B-4>B-1 B-2	B-4	B-1 B-2	95	3
B-4>B-11 B-12	B-4	B-11 B-12	33	106
B-4>B-5>B-7>B-9 B-10	B-4	B-9 B-10	12	4

Sequence	Start Location	End Location	Count	Median Travel Time (mins)
B-4>B-5>B-8>B-9 B-10	B-4	B-9 B-10	8	4
B-4>B-5>B-9 B-10	B-4	B-9 B-10	37	4
B-4>B-6	B-4	B-6	205	1
B-4>B-6>B-7>B-9 B-10	B-4	B-9 B-10	18	4
B-4>B-6>B-9 B-10	B-4	B-9 B-10	38	4
B-4>B-8	B-4	B-8	13	1
B-4>B-8>B-7	B-4	B-7	8	1
B-4>B-8>B-7>B-9 B-10	B-4	B-9 B-10	13	4
B-4>B-8>B-9 B-10	B-4	B-9 B-10	34	4
B-5>B-1 B-2	B-5	B-1 B-2	128	2
B-5>B-11 B-12	B-5	B-11 B-12	21	40
B-5>B-4	B-5	B-4	200	1
B-6>B-5>B-4	B-6	B-4	25	7
B-6>B-8	B-6	B-8	48	0
B-6>B-8>B-9 B-10	B-6	B-9 B-10	137	4
B-6>B-9 B-10	B-6	B-9 B-10	111	4
B-7>B-1 B-2	B-7	B-1 B-2	55	4
B-7>B-11 B-12	B-7	B-11 B-12	18	9
B-7>B-4	B-7	B-4	117	1
B-7>B-5	B-7	B-5	115	1
B-7>B-6	B-7	B-6	12	1
B-7>B-6>B-5	B-7	B-5	2	0
B-8>B-9 B-10	B-8	B-9 B-10	188	3
B-9 B-10>B-4	B-9 B-10	B-4	138	4

Sequence	Start Location	End Location	Count	Median Travel Time (mins)
B-9 B-10>B-5	B-9 B-10	B-5	110	4
B-9 B-10>B-6	B-9 B-10	B-6	8	3
B-9 B-10>B-7	B-9 B-10	B-7	424	3
B-9 B-10>B-7>B-4	B-9 B-10	B-4	140	4
B-9 B-10>B-7>B-4>B-1 B-2	B-9 B-10	B-1 B-2	49	6
B-9 B-10>B-7>B-5	B-9 B-10	B-5	141	4
B-9 B-10>B-7>B-5>B-1 B-2	B-9 B-10	B-1 B-2	18	7
B-9 B-10>B-7>B-5>B-4>B-1 B-2	B-9 B-10	B-1 B-2	24	7
B-9 B-10>B-7>B-6	B-9 B-10	B-6	11	3
B-1 B-2>B-11 B-12	B-1 B-2	B-11 B-12	213	8
B-1 B-2>B-4	B-1 B-2	B-4	150	2.07
B-1 B-2>B-4>B-5>B-8	B-1 B-2	B-8	1	3
B-1 B-2>B-4>B-5>B-9 B-10	B-1 B-2	B-9 B-10	15	7
B-1 B-2>B-4>B-6	B-1 B-2	B-6	74	3
B-1 B-2>B-4>B-6>B-7>B-8	B-1 B-2	B-8	1	3
B-1 B-2>B-4>B-6>B-9 B-10	B-1 B-2	B-9 B-10	15	6
B-1 B-2>B-4>B-7>B-9 B-10	B-1 B-2	B-9 B-10	43	7
B-1 B-2>B-4>B-8	B-1 B-2	B-8	4	3
B-1 B-2>B-4>B-8>B-9 B-10	B-1 B-2	B-9 B-10	15	6
B-1 B-2>B-5>B-8	B-1 B-2	B-8	1	2
B-1 B-2>B-6	B-1 B-2	B-6	88	3
B-1 B-2>B-8	B-1 B-2	B-8	7	3
B-11 B-12>B-1 B-2	B-11 B-12	B-1 B-2	458	17
B-11 B-12>B-4	B-11 B-12	B-4	171	22

Sequence	Start Location	End Location	Count	Median Travel Time (mins)
B-11 B-12>B-4>B-3>B-6>B-8>B-9 B-10	B-11 B-12	B-9 B-10	1	54
B-11 B-12>B-4>B-3>B-7>B-8>B-9 B-10	B-11 B-12	B-9 B-10	1	36
B-11 B-12>B-4>B-5>B-6>B-8>B-7>B-9 B-	B-11 B-12	B-9 B-10	1	30
B-11 B-12>B-4>B-5>B-8	B-11 B-12	B-8	1	10
B-11 B-12>B-4>B-5>B-8>B-7>B-9 B-10	B-11 B-12	B-9 B-10	2	31
B-11 B-12>B-4>B-5>B-8>B-9 B-10	B-11 B-12	B-9 B-10	1	35
B-11 B-12>B-4>B-6	B-11 B-12	B-6	21	23
B-11 B-12>B-4>B-6>B-7>B-9 B-10	B-11 B-12	B-9 B-10	8	18
B-11 B-12>B-4>B-6>B-8>B-9 B-10	B-11 B-12	B-9 B-10	5	30
B-11 B-12>B-4>B-7>B-9 B-10	B-11 B-12	B-9 B-10	18	28
B-11 B-12>B-4>B-8	B-11 B-12	B-8	2	20
B-11 B-12>B-5>B-7>B-9 B-10	B-11 B-12	B-9 B-10	2	60
B-11 B-12>B-6	B-11 B-12	B-6	25	24
B-11 B-12>B-6>B-7>B-9 B-10	B-11 B-12	B-9 B-10	3	61
B-11 B-12>B-8>B-9 B-10	B-11 B-12	B-9 B-10	9	31
B-3>B-1 B-2	B-3	B-1 B-2	21	2
B-4>B-1 B-2	B-4	B-1 B-2	73	2
B-4>B-11 B-12	B-4	B-11 B-12	32	110
B-4>B-5>B-6	B-4	B-6	10	1
B-4>B-5>B-7>B-9 B-10	B-4	B-9 B-10	14	4
B-4>B-5>B-8>B-9 B-10	B-4	B-9 B-10	10	4
B-4>B-5>B-9 B-10	B-4	B-9 B-10	34	4
B-4>B-6	B-4	B-6	204	1
B-4>B-6>B-7>B-9 B-10	B-4	B-9 B-10	24	4

Sequence	Start Location	End Location	Count	Median Travel Time (mins)
B-4>B-6>B-9 B-10	B-4	B-9 B-10	44	5
B-4>B-8	B-4	B-8	26	1
B-4>B-8>B-7>B-9 B-10	B-4	B-9 B-10	20	5
B-4>B-8>B-9 B-10	B-4	B-9 B-10	58	5
B-5>B-1 B-2	B-5	B-1 B-2	132	2
B-5>B-11 B-12	B-5	B-11 B-12	26	13
B-5>B-4	B-5	B-4	156	1
B-6>B-5>B-4	B-6	B-4	16	4
B-6>B-8	B-6	B-8	45	0
B-6>B-8>B-9 B-10	B-6	B-9 B-10	116	4
B-7>B-1 B-2	B-7	B-1 B-2	78	2
B-7>B-11 B-12	B-7	B-11 B-12	15	11
B-7>B-4	B-7	B-4	110	1
B-7>B-5	B-7	B-5	98	1
B-7>B-6>B-5	B-7	B-5	2	0
B-8>B-9 B-10	B-8	B-9 B-10	201	4
B-9 B-10>B-4	B-9 B-10	B-4	101	4
B-9 B-10>B-5	B-9 B-10	B-5	104	3
B-9 B-10>B-6	B-9 B-10	B-6	10	40
B-9 B-10>B-7	B-9 B-10	B-7	428	3
B-9 B-10>B-7>B-4	B-9 B-10	B-4	137	3
B-9 B-10>B-7>B-4>B-1 B-2	B-9 B-10	B-1 B-2	42	5
B-9 B-10>B-7>B-5	B-9 B-10	B-5	160	3
B-9 B-10>B-7>B-5>B-1 B-2	B-9 B-10	B-1 B-2	15	5

Raw Bluetooth Counts

PM Peak Period



Sequence	Start Location	End Location	Count	Median Travel Time (mins)
B-1 B-2>B-11 B-12	B-1 B-2	B-11 B-12	481	41.17
B-1 B-2>B-4	B-1 B-2	B-4	262	1.95
B-1 B-2>B-4>B-5>B-8	B-1 B-2	B-8	1	3.92
B-1 B-2>B-4>B-6	B-1 B-2	B-6	155	3.02
B-1 B-2>B-4>B-8	B-1 B-2	B-8	3	2.50
B-1 B-2>B-4>B-8>B-7	B-1 B-2	B-7	1	4.62
B-1 B-2>B-4>B-9 B-10	B-1 B-2	B-9 B-10	181	5.40
B-1 B-2>B-5>B-7	B-1 B-2	B-7	1	2.67
B-1 B-2>B-6	B-1 B-2	B-6	184	3.03
B-11 B-12>B-1 B-2	B-11 B-12	B-1 B-2	1,032	10.28
B-11 B-12>B-4	B-11 B-12	B-4	324	10.40
B-11 B-12>B-4>B-5>B-6>B-7	B-11 B-12	B-7	1	11.93
B-11 B-12>B-4>B-5>B-8>B-7	B-11 B-12	B-7	1	12.65
B-11 B-12>B-4>B-6	B-11 B-12	B-6	51	12.65
B-11 B-12>B-4>B-9 B-10	B-11 B-12	B-9 B-10	119	13.30
B-11 B-12>B-6	B-11 B-12	B-6	80	11.98
B-3>B-1 B-2	B-3	B-1 B-2	20	5.56
B-3>B-11 B-12	B-3	B-11 B-12	20	279.25
B-4>B-1 B-2>B-4>B-3>B-1 B-2>B-4>B-9 B-10	B-4	B-9 B-10	1	597.93
B-4>B-1 B-2>B-4>B-3>B-4>B-7>B-9 B-10	B-4	B-9 B-10	1	288.75
B-4>B-1 B-2>B-4>B-6>B-5>B-9 B-10	B-4	B-9 B-10	1	337.70
B-4>B-1 B-2>B-4>B-9 B-10	B-4	B-9 B-10	1	650.38
B-4>B-1 B-2>B-9 B-10	B-4	B-9 B-10	4	520.36

Sequence	Start Location	End Location	Count	Median Travel Time (mins)
B-4>B-1 B-2>B-9 B-10>B-5>B-1 B-2>B-4>B-9 B-10	B-4	B-9 B-10	1	399.23
B-4>B-1 B-2>B-9 B-10>B-7>B-4>B-8>B-9 B-10	B-4	B-9 B-10	1	566.53
B-4>B-11 B-12>B-4>B-5>B-9 B-10	B-4	B-9 B-10	1	503.40
B-4>B-11 B-12>B-4>B-9 B-10>B-7>B-11 B-12>B-4>B-9 B-10	B-4	B-9 B-10	1	632.27
B-4>B-11 B-12>B-6>B-8>B-9 B-10	B-4	B-9 B-10	1	474.85
B-4>B-11 B-12>B-6>B-9 B-10	B-4	B-9 B-10	1	348.90
B-4>B-11 B-12>B-9 B-10	B-4	B-9 B-10	2	542.75
B-4>B-3>B-3>B-11 B-12	B-4	B-11 B-12	1	46.10
B-4>B-3>B-4>B-11 B-12	B-4	B-11 B-12	1	56.62
B-4>B-5>B-6>B-7>B-5>B-4>B-1 B-2>B-7>B-5>B-9 B-10	B-4	B-9 B-10	1	411.95
B-4>B-5>B-6>B-7>B-9 B-10	B-4	B-9 B-10	4	3.51
B-4>B-5>B-6>B-9 B-10	B-4	B-9 B-10	6	3.56
B-4>B-5>B-7>B-9 B-10	B-4	B-9 B-10	10	3.68
B-4>B-5>B-8>B-7>B-9 B-10	B-4	B-9 B-10	2	3.83
B-4>B-5>B-8>B-9 B-10	B-4	B-9 B-10	3	3.23
B-4>B-5>B-9 B-10	B-4	B-9 B-10	23	3.63
B-4>B-5>B-9 B-10>B-6>B-8>B-9 B-10	B-4	B-9 B-10	1	37.78
B-4>B-5>B-9 B-10>B-7>B-5>B-4>B-5>B-9 B-10	B-4	B-9 B-10	1	659.53
B-4>B-6	B-4	B-6	340	1.01
B-4>B-6>B-4>B-9 B-10	B-4	B-9 B-10	1	387.97
B-4>B-6>B-5>B-5>B-11 B-12	B-4	B-11 B-12	1	36.35

Sequence	Start Location	End Location	Count	Median Travel Time (mins)
B-4>B-6>B-5>B-6>B-9 B-10	B-4	B-9 B-10	2	448.84
B-4>B-6>B-5>B-9 B-10	B-4	B-9 B-10	1	343.53
B-4>B-6>B-6>B-7>B-9 B-10	B-4	B-9 B-10	1	1,333.98
B-4>B-6>B-7>B-9 B-10	B-4	B-9 B-10	7	3.97
B-4>B-6>B-8>B-7>B-9 B-10	B-4	B-9 B-10	2	3.74
B-4>B-6>B-8>B-9 B-10	B-4	B-9 B-10	9	3.65
B-4>B-6>B-8>B-9 B-10>B-8>B-9 B-10	B-4	B-9 B-10	1	582.47
B-4>B-6>B-9 B-10	B-4	B-9 B-10	29	3.68
B-4>B-6>B-9 B-10>B-6>B-8>B-9 B-10	B-4	B-9 B-10	1	65.37
B-4>B-7>B-6>B-9 B-10	B-4	B-9 B-10	1	116.55
B-4>B-7>B-8>B-9 B-10	B-4	B-9 B-10	1	3.72
B-4>B-7>B-9 B-10	B-4	B-9 B-10	71	3.58
B-4>B-8	B-4	B-8	31	0.93
B-4>B-8>B-4>B-7>B-9 B-10	B-4	B-9 B-10	1	493.58
B-4>B-8>B-7>B-9 B-10	B-4	B-9 B-10	10	3.58
B-4>B-8>B-7>B-9 B-10>B-7>B-5>B-8>B-9 B-10	B-4	B-9 B-10	1	592.12
B-4>B-8>B-7>B-9 B-10>B-9 B-10>B-7>B-4>B-11 B-12>B-4>B-8>B-7>B-9 B-10	B-4	B-9 B-10	1	480.28
B-4>B-8>B-9 B-10	B-4	B-9 B-10	54	3.73
B-4>B-8>B-9 B-10>B-11 B-12>B-9 B-10	B-4	B-9 B-10	1	311.43
B-4>B-8>B-9 B-10>B-4>B-1 B-2>B-4>B-9 B-10	B-4	B-9 B-10	1	259.58
B-4>B-8>B-9 B-10>B-6>B-9 B-10	B-4	B-9 B-10	1	544.37
B-4>B-9 B-10>B-1 B-2>B-9 B-10	B-4	B-9 B-10	1	297.28
B-4>B-9 B-10>B-4>B-6>B-8>B-9 B-10	B-4	B-9 B-10	1	312.12

Sequence	Start Location	End Location	Count	Median Travel Time (mins)
B-4>B-9 B-10>B-4>B-6>B-9 B-10	B-4	B-9 B-10	2	336.28
B-4>B-9 B-10>B-4>B-8>B-9 B-10	B-4	B-9 B-10	1	424.00
B-4>B-9 B-10>B-4>B-9 B-10	B-4	B-9 B-10	2	328.97
B-4>B-9 B-10>B-6>B-8>B-9 B-10	B-4	B-9 B-10	2	194.44
B-4>B-9 B-10>B-6>B-9 B-10	B-4	B-9 B-10	1	343.37
B-4>B-9 B-10>B-7>B-1 B-2>B-4>B-9 B-10	B-4	B-9 B-10	1	393.68
B-4>B-9 B-10>B-7>B-4>B-1 B-2>B-9 B-10	B-4	B-9 B-10	1	452.87
B-4>B-9 B-10>B-7>B-5>B-4>B-9 B-10	B-4	B-9 B-10	1	307.10
B-4>B-9 B-10>B-7>B-5>B-9 B-10	B-4	B-9 B-10	1	224.83
B-4>B-9 B-10>B-7>B-6>B-1 B-2>B-4>B-9 B-10	B-4	B-9 B-10	1	458.08
B-4>B-9 B-10>B-7>B-9 B-10	B-4	B-9 B-10	4	406.87
B-4>B-9 B-10>B-7>B-9 B-10>B-4>B-9 B-10	B-4	B-9 B-10	1	184.13
B-4>B-9 B-10>B-9 B-10>B-7>B-4>B-9 B-10	B-4	B-9 B-10	1	128.93
B-5>B-4	B-5	B-4	196	2.21
B-5>B-4>B-1 B-2	B-5	B-1 B-2	32	7.14
B-5>B-4>B-11 B-12	B-5	B-11 B-12	13	45.73
B-6>B-4>B-11 B-12	B-6	B-11 B-12	1	47.03
B-6>B-8	B-6	B-8	49	0.45
B-6>B-9 B-10	B-6	B-9 B-10	141	3.18
B-7>B-1 B-2	B-7	B-1 B-2	134	7.78
B-7>B-11 B-12	B-7	B-11 B-12	55	295.92
B-7>B-4	B-7	B-4	190	2.68
B-7>B-4>B-11 B-12	B-7	B-11 B-12	14	43.04
B-7>B-5	B-7	B-5	165	0.93

Sequence	Start Location	End Location	Count	Median Travel Time (mins)
B-7>B-6	B-7	B-6	28	110.43
B-8>B-7>B-9 B-10	B-8	B-9 B-10	28	2.89
B-8>B-9 B-10	B-8	B-9 B-10	194	2.70
B-9 B-10>B-1 B-2	B-9 B-10	B-1 B-2	265	13.82
B-9 B-10>B-4	B-9 B-10	B-4	312	8.30
B-9 B-10>B-5	B-9 B-10	B-5	245	6.15
B-9 B-10>B-7	B-9 B-10	B-7	1,208	4.39
B-9 B-10>B-7>B-11 B-12	B-9 B-10	B-11 B-12	74	72.97
B-9 B-10>B-7>B-3>B-4>B-11 B-12	B-9 B-10	B-11 B-12	4	30.98
B-9 B-10>B-7>B-4	B-9 B-10	B-4	316	7.88
B-9 B-10>B-7>B-4>B-11 B-12	B-9 B-10	B-11 B-12	28	37.94
B-9 B-10>B-7>B-5	B-9 B-10	B-5	415	6.13
B-9 B-10>B-7>B-5>B-11 B-12	B-9 B-10	B-11 B-12	20	45.29
B-9 B-10>B-7>B-5>B-4>B-11 B-12	B-9 B-10	B-11 B-12	16	57.88
B-1 B-2>B-11 B-12	B-1 B-2	B-11 B-12	598	47.72
B-1 B-2>B-4	B-1 B-2	B-4	252	1.58
B-1 B-2>B-4>B-6	B-1 B-2	B-6	133	2.70
B-1 B-2>B-4>B-6>B-8	B-1 B-2	B-8	2	2.23
B-1 B-2>B-4>B-8	B-1 B-2	B-8	4	2.54
B-1 B-2>B-4>B-8>B-7	B-1 B-2	B-7	1	2.60
B-1 B-2>B-4>B-9 B-10	B-1 B-2	B-9 B-10	148	5.01
B-1 B-2>B-5>B-8	B-1 B-2	B-8	1	2.45
B-1 B-2>B-6	B-1 B-2	B-6	224	3.63
B-1 B-2>B-8	B-1 B-2	B-8	9	2.82

Sequence	Start Location	End Location	Count	Median Travel Time (mins)
B-11 B-12>B-1 B-2	B-11 B-12	B-1 B-2	1,069	8.98
B-11 B-12>B-4	B-11 B-12	B-4	360	9.03
B-11 B-12>B-4>B-6	B-11 B-12	B-6	57	12.18
B-11 B-12>B-4>B-9 B-10	B-11 B-12	B-9 B-10	118	12.50
B-11 B-12>B-6	B-11 B-12	B-6	83	11.68
B-3>B-1 B-2	B-3	B-1 B-2	23	4.25
B-3>B-11 B-12	B-3	B-11 B-12	21	29.37
B-4>B-1 B-2>B-11 B-12>B-9 B-10	B-4	B-9 B-10	1	1,104.13
B-4>B-1 B-2>B-4>B-11 B-12>B-4>B-9 B-10	B-4	B-9 B-10	1	672.37
B-4>B-1 B-2>B-4>B-7>B-9 B-10	B-4	B-9 B-10	1	384.88
B-4>B-1 B-2>B-4>B-9 B-10	B-4	B-9 B-10	5	508.03
B-4>B-1 B-2>B-6>B-4>B-6>B-7>B-9 B-10	B-4	B-9 B-10	1	405.17
B-4>B-1 B-2>B-6>B-9 B-10	B-4	B-9 B-10	2	461.12
B-4>B-1 B-2>B-7>B-9 B-10	B-4	B-9 B-10	1	432.97
B-4>B-1 B-2>B-9 B-10	B-4	B-9 B-10	6	522.22
B-4>B-1 B-2>B-9 B-10>B-5>B-9 B-10	B-4	B-9 B-10	1	348.97
B-4>B-11 B-12>B-4>B-9 B-10	B-4	B-9 B-10	1	346.78
B-4>B-11 B-12>B-7>B-9 B-10	B-4	B-9 B-10	1	167.47
B-4>B-11 B-12>B-9 B-10	B-4	B-9 B-10	4	434.63
B-4>B-5>B-4>B-9 B-10	B-4	B-9 B-10	1	371.48
B-4>B-5>B-4>B-9 B-10>B-7>B-9 B-10>B-7>B-9 B-10	B-4	B-9 B-10	1	527.73
B-4>B-5>B-6>B-7>B-8>B-9 B-10	B-4	B-9 B-10	1	3.08
B-4>B-5>B-6>B-8>B-7>B-9 B-10	B-4	B-9 B-10	1	3.80

Sequence	Start Location	End Location	Count	Median Travel Time (mins)
B-4>B-5>B-6>B-8>B-9 B-10	B-4	B-9 B-10	2	3.71
B-4>B-5>B-6>B-9 B-10	B-4	B-9 B-10	4	3.28
B-4>B-5>B-7>B-9 B-10	B-4	B-9 B-10	5	3.23
B-4>B-5>B-8>B-4>B-9 B-10	B-4	B-9 B-10	1	252.40
B-4>B-5>B-8>B-7>B-9 B-10	B-4	B-9 B-10	4	3.85
B-4>B-5>B-8>B-9 B-10	B-4	B-9 B-10	3	3.48
B-4>B-5>B-9 B-10	B-4	B-9 B-10	26	3.51
B-4>B-6	B-4	B-6	340	1.98
B-4>B-6>B-1 B-2>B-9 B-10	B-4	B-9 B-10	1	416.00
B-4>B-6>B-4>B-5>B-9 B-10	B-4	B-9 B-10	1	172.20
B-4>B-6>B-5>B-4>B-7>B-4>B-7>B-9 B-10>B-7>B-6>B-9 B-10	B-4	B-9 B-10	1	446.15
B-4>B-6>B-5>B-9 B-10	B-4	B-9 B-10	1	1,177.57
B-4>B-6>B-7>B-8>B-9 B-10	B-4	B-9 B-10	1	3.67
B-4>B-6>B-7>B-8>B-9 B-10>B-11 B-12>B-4>B-5>B-8>B-7>B-9 B-10	B-4	B-9 B-10	1	144.85
B-4>B-6>B-7>B-9 B-10	B-4	B-9 B-10	6	9.10
B-4>B-6>B-7>B-9 B-10>B-11 B-12>B-4>B-9 B-10>B-5>B-9 B-10>B-7>B-11 B-12>B-9 B-10	B-4	B-9 B-10	1	593.63
B-4>B-6>B-8>B-7>B-9 B-10	B-4	B-9 B-10	7	3.47
B-4>B-6>B-8>B-9 B-10	B-4	B-9 B-10	13	23.87
B-4>B-6>B-9 B-10	B-4	B-9 B-10	34	3.82
B-4>B-6>B-9 B-10>B-11 B-12>B-5>B-6>B-9 B-10	B-4	B-9 B-10	1	336.42

Sequence	Start Location	End Location	Count	Median Travel Time (mins)
B-4>B-6>B-9 B-10>B-5>B-9 B-10	B-4	B-9 B-10	1	106.52
B-4>B-6>B-9 B-10>B-6>B-9 B-10	B-4	B-9 B-10	1	165.22
B-4>B-6>B-9 B-10>B-7>B-6>B-8>B-9 B-10	B-4	B-9 B-10	1	392.72
B-4>B-7>B-6>B-9 B-10	B-4	B-9 B-10	1	334.37
B-4>B-7>B-8>B-9 B-10	B-4	B-9 B-10	1	3.47
B-4>B-7>B-9 B-10	B-4	B-9 B-10	68	3.38
B-4>B-7>B-9 B-10>B-4>B-5>B-9 B-10	B-4	B-9 B-10	1	651.83
B-4>B-7>B-9 B-10>B-4>B-9 B-10	B-4	B-9 B-10	2	949.65
B-4>B-7>B-9 B-10>B-7>B-5>B-5>B-4>B-9 B-10	B-4	B-9 B-10	1	437.18
B-4>B-7>B-9 B-10>B-7>B-5>B-9 B-10	B-4	B-9 B-10	1	194.73
B-4>B-7>B-9 B-10>B-7>B-6>B-8>B-9 B-10	B-4	B-9 B-10	1	448.88
B-4>B-8	B-4	B-8	31	1.07
B-4>B-8>B-7>B-9 B-10	B-4	B-9 B-10	7	3.73
B-4>B-8>B-9 B-10	B-4	B-9 B-10	42	3.52
B-4>B-8>B-9 B-10>B-8>B-9 B-10	B-4	B-9 B-10	1	580.77
B-4>B-9 B-10>B-1 B-2>B-6>B-8>B-9 B-10	B-4	B-9 B-10	1	168.52
B-4>B-9 B-10>B-1 B-2>B-9 B-10	B-4	B-9 B-10	2	678.46
B-4>B-9 B-10>B-11 B-12>B-1 B-2>B-9 B-10	B-4	B-9 B-10	1	547.12
B-4>B-9 B-10>B-11 B-12>B-9 B-10	B-4	B-9 B-10	4	492.28
B-4>B-9 B-10>B-4>B-5>B-9 B-10	B-4	B-9 B-10	1	58.30
B-4>B-9 B-10>B-4>B-9 B-10	B-4	B-9 B-10	3	442.87
B-4>B-9 B-10>B-6>B-8>B-9 B-10	B-4	B-9 B-10	1	398.92
B-4>B-9 B-10>B-6>B-9 B-10	B-4	B-9 B-10	1	539.00
B-4>B-9 B-10>B-7>B-1 B-2>B-4>B-9 B-10	B-4	B-9 B-10	1	369.72

Sequence	Start Location	End Location	Count	Median Travel Time (mins)
B-4>B-9 B-10>B-7>B-1 B-2>B-9 B-10>B-5>B-6>B-9 B-10	B-4	B-9 B-10	1	1,255.63
B-4>B-9 B-10>B-7>B-11 B-12>B-4>B-9 B-10	B-4	B-9 B-10	1	503.38
B-4>B-9 B-10>B-7>B-4>B-1 B-2>B-4>B-9 B-10	B-4	B-9 B-10	1	168.80
B-4>B-9 B-10>B-7>B-4>B-7>B-9 B-10	B-4	B-9 B-10	1	517.63
B-4>B-9 B-10>B-7>B-4>B-9 B-10	B-4	B-9 B-10	3	254.88
B-4>B-9 B-10>B-7>B-4>B-9 B-10>B-7>B-1 B-2>B-7>B-9 B-10>B-7>B-4>B-9 B-10	B-4	B-9 B-10	1	2,039.72
B-4>B-9 B-10>B-7>B-5>B-1 B-2>B-4>B-8>B-9 B-10	B-4	B-9 B-10	1	496.43
B-4>B-9 B-10>B-7>B-5>B-6>B-9 B-10	B-4	B-9 B-10	2	395.14
B-4>B-9 B-10>B-7>B-6>B-1 B-2>B-4>B-9 B-10	B-4	B-9 B-10	1	324.78
B-4>B-9 B-10>B-7>B-8>B-9 B-10	B-4	B-9 B-10	1	369.95
B-4>B-9 B-10>B-7>B-9 B-10	B-4	B-9 B-10	1	378.38
B-4>B-9 B-10>B-8>B-9 B-10	B-4	B-9 B-10	2	264.03
B-5>B-3	B-5	B-3	1	0.93
B-5>B-4	B-5	B-4	164	0.98
B-5>B-4>B-1 B-2	B-5	B-1 B-2	25	4.78
B-5>B-4>B-11 B-12	B-5	B-11 B-12	16	41.26
B-6>B-8	B-6	B-8	56	0.45
B-6>B-9 B-10	B-6	B-9 B-10	148	3.05
B-7>B-1 B-2	B-7	B-1 B-2	146	5.01
B-7>B-11 B-12	B-7	B-11 B-12	58	232.72
B-7>B-4	B-7	B-4	177	1.05

Sequence	Start Location	End Location	Count	Median Travel Time (mins)
B-7>B-4>B-11 B-12	B-7	B-11 B-12	20	103.35
B-7>B-5	B-7	B-5	194	0.75
B-7>B-5>B-11 B-12	B-7	B-11 B-12	14	245.76
B-7>B-6	B-7	B-6	24	182.40
B-8>B-7>B-9 B-10	B-8	B-9 B-10	17	2.72
B-8>B-9 B-10	B-8	B-9 B-10	199	2.65
B-9 B-10>B-1 B-2	B-9 B-10	B-1 B-2	313	8.75
B-9 B-10>B-4	B-9 B-10	B-4	228	4.43
B-9 B-10>B-4>B-11 B-12	B-9 B-10	B-11 B-12	16	32.88
B-9 B-10>B-5	B-9 B-10	B-5	219	4.08
B-9 B-10>B-5>B-11 B-12	B-9 B-10	B-11 B-12	17	286.50
B-9 B-10>B-5>B-4>B-11 B-12	B-9 B-10	B-11 B-12	6	27.91
B-9 B-10>B-7	B-9 B-10	B-7	1,204	3.22
B-9 B-10>B-7>B-11 B-12	B-9 B-10	B-11 B-12	70	49.28
B-9 B-10>B-7>B-4	B-9 B-10	B-4	254	4.25
B-9 B-10>B-7>B-4>B-11 B-12	B-9 B-10	B-11 B-12	33	25.22
B-9 B-10>B-7>B-5	B-9 B-10	B-5	315	3.87
B-9 B-10>B-7>B-5>B-11 B-12	B-9 B-10	B-11 B-12	23	33.93
B-9 B-10>B-7>B-5>B-4>B-11 B-12	B-9 B-10	B-11 B-12	12	34.98
B-9 B-10>B-7>B-6>B-11 B-12	B-9 B-10	B-11 B-12	4	33.76
B-1 B-2>B-4	B-1 B-2	B-4	262	1.67
B-1 B-2>B-4>B-8	B-1 B-2	B-8	6	2.23
B-1 B-2>B-4>B-9 B-10	B-1 B-2	B-9 B-10	165	5.00
B-11 B-12>B-1 B-2	B-11 B-12	B-1 B-2	1,112	10.04

Sequence	Start Location	End Location	Count	Median Travel Time (mins)
B-11 B-12>B-1 B-2>B-8	B-11 B-12	B-8	1	11.27
B-11 B-12>B-4	B-11 B-12	B-4	425	10.62
B-11 B-12>B-4>B-5>B-8	B-11 B-12	B-8	1	10.40
B-11 B-12>B-4>B-6	B-11 B-12	B-6	58	13.59
B-11 B-12>B-4>B-6>B-7	B-11 B-12	B-7	1	12.20
B-11 B-12>B-4>B-8	B-11 B-12	B-8	5	13.02
B-11 B-12>B-4>B-9 B-10	B-11 B-12	B-9 B-10	149	14.27
B-11 B-12>B-6	B-11 B-12	B-6	80	14.28
B-3>B-1 B-2	B-3	B-1 B-2	17	2.93
B-3>B-11 B-12	B-3	B-11 B-12	23	100.80
B-4>B-1 B-2>B-4>B-5>B-9 B-10	B-4	B-9 B-10	1	587.28
B-4>B-1 B-2>B-4>B-6>B-9 B-10	B-4	B-9 B-10	1	78.62
B-4>B-1 B-2>B-4>B-7>B-9 B-10>B-6>B-1 B-2>B-4>B-7>B-9 B-10	B-4	B-9 B-10	1	370.03
B-4>B-1 B-2>B-4>B-9 B-10	B-4	B-9 B-10	3	445.03
B-4>B-1 B-2>B-5>B-9 B-10	B-4	B-9 B-10	1	255.50
B-4>B-1 B-2>B-6>B-8>B-9 B-10	B-4	B-9 B-10	1	542.98
B-4>B-1 B-2>B-7>B-9 B-10	B-4	B-9 B-10	1	272.42
B-4>B-1 B-2>B-9 B-10	B-4	B-9 B-10	9	334.77
B-4>B-1 B-2>B-9 B-10>B-7>B-4>B-7>B-4>B-6>B-4>B-7>B-4>B-9 B-10	B-4	B-9 B-10	1	2,416.15
B-4>B-11 B-12>B-1 B-2>B-4>B-9 B-10	B-4	B-9 B-10	1	1,003.40
B-4>B-11 B-12>B-4>B-5>B-6>B-8>B-7>B-9 B-10	B-4	B-9 B-10	1	30.90
B-4>B-11 B-12>B-4>B-6>B-9 B-10	B-4	B-9 B-10	1	543.23

Sequence	Start Location	End Location	Count	Median Travel Time (mins)
B-4>B-11 B-12>B-4>B-9 B-10	B-4	B-9 B-10	3	487.22
B-4>B-11 B-12>B-8>B-9 B-10	B-4	B-9 B-10	2	368.23
B-4>B-11 B-12>B-9 B-10	B-4	B-9 B-10	3	584.03
B-4>B-3>B-8>B-9 B-10	B-4	B-9 B-10	1	32.18
B-4>B-5>B-1 B-2>B-4>B-6>B-9 B-10	B-4	B-9 B-10	1	427.35
B-4>B-5>B-4>B-9 B-10	B-4	B-9 B-10	1	602.53
B-4>B-5>B-6>B-6>B-8>B-9 B-10	B-4	B-9 B-10	1	62.43
B-4>B-5>B-6>B-7>B-9 B-10	B-4	B-9 B-10	1	4.12
B-4>B-5>B-6>B-8>B-7>B-9 B-10	B-4	B-9 B-10	1	4.20
B-4>B-5>B-6>B-8>B-7>B-9 B-10>B-7>B-5>B-1 B-2>B-4>B-5>B-7>B-9 B-10	B-4	B-9 B-10	1	507.52
B-4>B-5>B-6>B-8>B-9 B-10	B-4	B-9 B-10	2	3.60
B-4>B-5>B-6>B-9 B-10	B-4	B-9 B-10	8	3.57
B-4>B-5>B-7>B-9 B-10	B-4	B-9 B-10	5	46.98
B-4>B-5>B-7>B-9 B-10>B-6>B-8>B-7>B-9 B-10	B-4	B-9 B-10	1	110.23
B-4>B-5>B-8>B-7>B-9 B-10	B-4	B-9 B-10	2	3.54
B-4>B-5>B-8>B-9 B-10	B-4	B-9 B-10	4	3.39
B-4>B-5>B-9 B-10	B-4	B-9 B-10	20	3.36
B-4>B-6	B-4	B-6	329	2.08
B-4>B-6>B-1 B-2>B-9 B-10>B-7>B-11 B-12>B-9 B-10	B-4	B-9 B-10	1	200.07
B-4>B-6>B-4>B-7>B-9 B-10	B-4	B-9 B-10	1	721.62
B-4>B-6>B-4>B-9 B-10	B-4	B-9 B-10	2	423.86
B-4>B-6>B-5>B-9 B-10	B-4	B-9 B-10	2	631.48

Sequence	Start Location	End Location	Count	Median Travel Time (mins)
B-4>B-6>B-6>B-8>B-9 B-10	B-4	B-9 B-10	1	48.10
B-4>B-6>B-7>B-6>B-9 B-10	B-4	B-9 B-10	1	33.95
B-4>B-6>B-7>B-9 B-10	B-4	B-9 B-10	9	3.57
B-4>B-6>B-8	B-4	B-8	8	21.28
B-4>B-6>B-8>B-7>B-9 B-10	B-4	B-9 B-10	8	11.97
B-4>B-6>B-8>B-9 B-10	B-4	B-9 B-10	11	4.28
B-4>B-6>B-9 B-10	B-4	B-9 B-10	41	3.77
B-4>B-7>B-11 B-12>B-9 B-10	B-4	B-9 B-10	1	829.68
B-4>B-7>B-4>B-6>B-9 B-10	B-4	B-9 B-10	1	545.07
B-4>B-7>B-4>B-9 B-10	B-4	B-9 B-10	1	433.13
B-4>B-7>B-5>B-6>B-9 B-10	B-4	B-9 B-10	1	116.68
B-4>B-7>B-9 B-10	B-4	B-9 B-10	58	3.56
B-4>B-7>B-9 B-10>B-7>B-4>B-6>B-8>B-9 B-10	B-4	B-9 B-10	1	510.22
B-4>B-8	B-4	B-8	38	0.98
B-4>B-8>B-11 B-12>B-9 B-10	B-4	B-9 B-10	1	132.97
B-4>B-8>B-7>B-9 B-10	B-4	B-9 B-10	4	3.72
B-4>B-8>B-7>B-9 B-10>B-1 B-2>B-5>B-8>B-9 B-10	B-4	B-9 B-10	1	360.88
B-4>B-8>B-7>B-9 B-10>B-6>B-8>B-9 B-10	B-4	B-9 B-10	1	239.42
B-4>B-8>B-9 B-10	B-4	B-9 B-10	45	3.75
B-4>B-8>B-9 B-10>B-7>B-11 B-12>B-6>B-9 B-10	B-4	B-9 B-10	1	522.53
B-4>B-8>B-9 B-10>B-7>B-9 B-10	B-4	B-9 B-10	1	469.98
B-4>B-9 B-10>B-1 B-2>B-9 B-10	B-4	B-9 B-10	1	907.70

Sequence	Start Location	End Location	Count	Median Travel Time (mins)
B-4>B-9 B-10>B-1 B-2>B-9 B-10>B-11 B-12>B-9 B-10	B-4	B-9 B-10	1	714.65
B-4>B-9 B-10>B-11 B-12>B-1 B-2>B-4>B-6>B-8>B-9 B-10	B-4	B-9 B-10	1	652.57
B-4>B-9 B-10>B-11 B-12>B-4>B-8>B-9 B-10	B-4	B-9 B-10	1	404.98
B-4>B-9 B-10>B-4>B-8>B-9 B-10	B-4	B-9 B-10	2	397.10
B-4>B-9 B-10>B-4>B-9 B-10	B-4	B-9 B-10	6	215.23
B-4>B-9 B-10>B-5>B-8>B-9 B-10	B-4	B-9 B-10	1	612.85
B-4>B-9 B-10>B-5>B-9 B-10	B-4	B-9 B-10	1	219.90
B-4>B-9 B-10>B-6>B-6>B-4>B-9 B-10	B-4	B-9 B-10	1	393.32
B-4>B-9 B-10>B-6>B-9 B-10	B-4	B-9 B-10	3	317.97
B-4>B-9 B-10>B-7>B-1 B-2>B-9 B-10	B-4	B-9 B-10	2	622.96
B-4>B-9 B-10>B-7>B-5>B-8>B-9 B-10	B-4	B-9 B-10	1	500.65
B-4>B-9 B-10>B-7>B-5>B-9 B-10	B-4	B-9 B-10	1	205.63
B-4>B-9 B-10>B-7>B-9 B-10	B-4	B-9 B-10	4	340.33
B-4>B-9 B-10>B-8>B-9 B-10	B-4	B-9 B-10	1	405.35
B-4>B-9 B-10>B-9 B-10>B-7>B-11 B-12>B-5>B-8>B-9 B-10	B-4	B-9 B-10	1	559.45
B-5>B-4	B-5	B-4	170	3.13
B-5>B-4>B-1 B-2	B-5	B-1 B-2	34	5.73
B-5>B-4>B-11 B-12	B-5	B-11 B-12	15	42.35
B-6>B-8	B-6	B-8	52	0.44
B-6>B-9 B-10	B-6	B-9 B-10	142	3.15
B-7>B-1 B-2	B-7	B-1 B-2	170	5.73

Sequence	Start Location	End Location	Count	Median Travel Time (mins)
B-7>B-11 B-12	B-7	B-11 B-12	68	138.62
B-7>B-4	B-7	B-4	195	2.47
B-7>B-5	B-7	B-5	171	0.80
B-7>B-6	B-7	B-6	32	57.97
B-8>B-7>B-9 B-10	B-8	B-9 B-10	25	2.75
B-8>B-9 B-10	B-8	B-9 B-10	185	2.68
B-9 B-10>B-1 B-2	B-9 B-10	B-1 B-2	321	11.70
B-9 B-10>B-4	B-9 B-10	B-4	337	7.32
B-9 B-10>B-5	B-9 B-10	B-5	286	5.88
B-9 B-10>B-5>B-11 B-12	B-9 B-10	B-11 B-12	17	126.75
B-9 B-10>B-7	B-9 B-10	B-7	1,315	4.87
B-9 B-10>B-7>B-11 B-12	B-9 B-10	B-11 B-12	73	82.90
B-9 B-10>B-7>B-3>B-11 B-12	B-9 B-10	B-11 B-12	4	34.04
B-9 B-10>B-7>B-3>B-4>B-11 B-12	B-9 B-10	B-11 B-12	4	32.05
B-9 B-10>B-7>B-4	B-9 B-10	B-4	320	6.56
B-9 B-10>B-7>B-4>B-11 B-12	B-9 B-10	B-11 B-12	26	39.56
B-9 B-10>B-7>B-5	B-9 B-10	B-5	349	5.45
B-9 B-10>B-7>B-5>B-11 B-12	B-9 B-10	B-11 B-12	19	160.63
B-9 B-10>B-7>B-5>B-3>B-4>B-11 B-12	B-9 B-10	B-11 B-12	5	50.17
B-9 B-10>B-7>B-5>B-4>B-11 B-12	B-9 B-10	B-11 B-12	19	49.78
B-9 B-10>B-7>B-6>B-11 B-12	B-9 B-10	B-11 B-12	4	60.28

Appendix C

Bluetooth Matrix Adjustment Procedure

AM Peak Period

Table A1 - Raw OD from appendix B													
Origin	Destination												
		B-1	B-2	B-3	B-4	B-5	B-6	B-7	B-8	B-9	B-10	B-11	B-12
WB I-195 Mainline @ NW 12th Ave	B-1		n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
EB I-195 Mainline @ NW 12th Ave	B-2	n/a		n/a	441	n/a	324	n/a	n/a	n/a	273	665	n/a
WB I-195 On-Ramp from N Miami Ave	B-3	75	n/a		n/a	n/a	n/a	n/a	n/a	n/a	n/a	12	n/a
EB I-195 Off-Ramp to N Miami Ave	B-4	n/a	n/a	n/a		n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
WB I-195 On-Ramp from US-1	B-5	386	n/a	n/a	n/a		n/a	n/a	n/a	n/a	n/a	76	n/a
EB I-195 Off-Ramp to US-1	B-6	n/a	n/a	n/a	n/a	n/a		n/a	n/a	n/a	n/a	n/a	n/a
WB I-195 Off-Ramp to US-1	B-7	n/a	n/a	n/a	n/a	n/a	n/a		n/a	n/a	n/a	n/a	n/a
EB I-195 On-Ramp From US-1	B-8	n/a	n/a	n/a	n/a	n/a	n/a	n/a		n/a	598	n/a	n/a
WB I-195 Mainline @ West of On-Ramp from Alton Road	B-9	209	n/a	n/a	n/a	n/a	n/a	1,231	n/a		n/a	38	n/a
EB I-195 Mainline @ West of Off-Ramp to Alton Road	B-10	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a		n/a	n/a
NB I-95 Mainline near GGI	B-11	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a		n/a
SB I-95 Mainline near GGI	B-12	1,513	n/a	n/a	512	n/a	162	n/a	n/a	n/a	69	n/a	

Table A1 Explanation: Numbers in Table A1 are based on raw Bluetooth counts (Appendix B – AM Peak). This should be considered that Appendix B shows different records for each pair based on average travel time. Total amount of the counts for each pair is the actual match paired. As an example, filtering the raw data for AM peak period for Start Location “B-9_B-10” and End Location “B-1_B-2” will result in the records shown next page. Total count is 209 which shows number of match paired devices between stations B-9_B-10 to B-1_B-2. Based on the direction and locations, this number should be inserted in Cell “B-9 / B-1”. Also, n/a shows there is not possibility of any movements between the pairs.

Sequence	Start Location	End Location	Count
B-9 B-10>B-7>B-4>B-1 B-2	B-9 B-10	B-1 B-2	44
B-9 B-10>B-7>B-5>B-4>B-1 B-2	B-9 B-10	B-1 B-2	17
B-9 B-10>B-7>B-4>B-1 B-2	B-9 B-10	B-1 B-2	49
B-9 B-10>B-7>B-5>B-1 B-2	B-9 B-10	B-1 B-2	18
B-9 B-10>B-7>B-5>B-4>B-1 B-2	B-9 B-10	B-1 B-2	24
B-9 B-10>B-7>B-4>B-1 B-2	B-9 B-10	B-1 B-2	42
B-9 B-10>B-7>B-5>B-1 B-2	B-9 B-10	B-1 B-2	15

The reason that station B-1_B-2 is shown with double alphabetical IDs (B-1_B-2) is that the distance between locations B-1 and B-2 are less than 300 feet; consequently one Bluetooth device is able to capture both locations and directions. As a result, one device is implemented, but for simplicity and also presentation of O-D matrices, each direction is shown with separate ID. By that, B-1 in the O-D matrix is showing northbound and B-2 is showing southbound. Similar explanation is valid for B-9_B-10 and also B-11_B-12. For this example, vehicles are going from location B-9_B-10 to B-1_B-2 which is northbound, so the captures should be located in the matrix to represent movement from B-9 to B-1.

Table A2 - Bluetooth Capture Rate									
Station		Day_1_Bluetooth_Count	Day_2_Bluetooth_Count	Day_3_Bluetooth_Count	Average_Bluetooth_Count_3_Days	Machine Count Source	Machine Count	Bluetooth Capture Rate	Directional Distribution
WB I-195 Mainline @ NW 12th Ave	B-1	8,891	9,059	9,195	9,048	FTI station, 872023	31,162	0.29	0.46
EB I-195 Mainline @ NW 12th Ave	B-2	8,891	9,059	9,195	9,048	FTI station, 872023	31,162	0.29	0.54
WB I-195 On-Ramp from N Miami Ave	B-3	482	480	480	481	v-30 Ramp	4,215	0.11	
EB I-195 Off-Ramp to N Miami Ave	B-4	7,970	7,963	7,902	7,945	Class 1, EB Only	19,143	0.42	
WB I-195 On-Ramp from US-1	B-5	3,831	4,210	4,089	4,043	v-15 Ramp + C2 WB	11,205	0.36	
EB I-195 Off-Ramp to US-1	B-6	3,053	2,979	3,089	3,040	Class2 (EB)+v-14	15,030	0.20	
WB I-195 Off-Ramp to US-1	B-7	4,185	4,654	4,819	4,553	Class2 (WB)+v-13	10,762	0.42	
EB I-195 On-Ramp From US-1	B-8	1,361	1,324	1,522	1,402	v12	2,986	0.47	
WB I-195 Mainline @ West of On-Ramp from Alton Road	B-9	8,992	9,032	9,330	9,118	CLass4	23,318	0.39	0.49
EB I-195 Mainline @ West of Off-Ramp to Alton Road	B-10	8,992	9,032	9,330	9,118	CLass4	23,318	0.39	0.51
NB I-95 Mainline near GGI	B-11	13,434	13,407	12,522	13,121	FTI station 872134	43,605	0.30	0.46
SB I-95 Mainline near GGI	B-12	13,434	13,407	12,522	13,121	FTI station 872134	43,605	0.30	0.54

Table A2 Explanation: Three first columns show how many Bluetooth devices were captured at each station and for each day of data collection for the AM peak period (6:00 AM to 10:00 AM). This is an output of data collection. As an example, for device B-3 and for second day of data collection, there are a total of 480 captured devices as can be seen in the figure (right). Three days counts were averaged in the fourth column of Table A2.

5	10/25/2017	6:00	12
6	10/25/2017	6:15	21
7	10/25/2017	6:30	23
8	10/25/2017	6:45	26
9	10/25/2017	7:00	28
0	10/25/2017	7:15	27
1	10/25/2017	7:30	23
2	10/25/2017	7:45	41
3	10/25/2017	8:00	41
4	10/25/2017	8:15	34
5	10/25/2017	8:30	33
6	10/25/2017	8:45	35
7	10/25/2017	9:00	37
8	10/25/2017	9:15	41
9	10/25/2017	9:30	27
0	10/25/2017	9:45	31
		Sum	480

The goal is to find what percent of actual volume is captured at the station. So the number should be compared with traffic counts at same location and hours. For this example, Station 30 of volume data collection represents the similar traffic that is captured by device B-3. Raw data for each station is provided in Appendix A of data collection report. A summary of AM peak period (6:00 AM to 9:00 AM) for station v-30 can be viewed in the figure (right) and the average traffic for three days of data collection.

Time	Day 1	Day 2	Day 3	
6:00:00 AM	658	662	730	
7:00:00 AM	1,299	1,333	1,272	
8:00:00 AM	1,349	1,231	1,289	
9:00:00 AM	924	1,017	882	
Total (4 hours)	4,230	4,243	4,173	
				Average 4,215

Next column is showing Bluetooth capture rate which is computed by dividing average Bluetooth captures to actual volume of three days, as far as B-3 device example for the AM peak:

$$\frac{480}{4215} = 0.11$$

As explained before, there is one device implemented for three locations of below:

- ✓ B-1 – B-2
- ✓ B-9 – B10
- ✓ B-11 – B-12

Time	Northbound	Southbound	Both Directions
6:00:00 AM	4,255	6,165	10,420
7:00:00 AM	5,490	6,741	12,231
8:00:00 AM	4,961	6,358	11,319
9:00:00 AM	5,138	4,497	9,635
Total (4 hours)	19,844	23,761	43,605
Directional Distribution	46%	54%	

Consequently, the Bluetooth captures of them are the same. Capture rate and directional distribution is derived from FTI stations at those locations. As an example and for station B-11_B-12, FTI Station 872134 is used to estimate capture rate and directional distribution as figure (left):



Table A3 – Assumptions in order to provide the O/Ds based on on-ramps and off-ramps. This table estimates what paired match counts or captures are related to the ramps and what percentage is related to the mainline.					
Origin	Destination	Mainline Source/Volume	Ramp Source/Volume		
B02	B04	Class_1_EB 19,143	V-31 (Ramp) 3,735	Ramp Ratio 0.195	Exiting Matched Counts 86
B02	B06	Class_2_EB 12,157	V-14 (Ramp) 2,873	Ramp Ratio 0.19	Exiting Matched Counts 62
	B05	Class_2_WB 8,249	V-15 (Ramp) 2,956	Ramp Ratio 0.26	Ramp Captures 1,067
B05	B01	Class_2_WB 8,249	V-15 (Ramp) 2,956	Ramp Ratio 0.264	Exiting Matched Counts 102
B05	B11	Class_2_WB 8,249	V-15 (Ramp) 2,956	Ramp Ratio 0.26	Exiting Matched Counts 20
B09	B07	Class_2_WB 8,249	V-13 (Ramp) 2,513	Ramp Ratio 0.23	Exiting Matched Counts 287
B12	B04	Class_1_EB 19,143	V-31 (Ramp) 3,735	Ramp Ratio 0.20	Exiting Matched Counts 100
B12	B06	Class_2_EB 12,157	V-14 (Ramp) 2,873	Ramp Ratio 0.19	Exiting Matched Counts 31

Table A3 Explanation: Target of study is to explore percentage of traffic exit any of the ramps (i.e. B-3 to B-7). However, when Bluetooth device is installed at a ramp, it captures a radius of about 300 feet which covers mainline too. As a result, match paired of Table A1 should be adjusted based on volume ratio of ramp and mainline. For example, in the AM peak period there are 441 match paired between B-2 to B-4. Volume counts at ramp B-4 and mainline shows ratio of traffic exiting ramp B-4 to mainline traffic at the ramp location is 0.195 (=3,735 / 19,143).

Table A4 - Bluetooth Sample Trips														
Origin	Total Trips at Origin	Destination												
		B-1	B-2	B-3	B-4	B-5	B-6	B-7	B-8	B-9	B-10	B-11	B-12	
WB I-195 Mainline @ NW 12th Ave	B-1	4,841	0	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
EB I-195 Mainline @ NW 12th Ave	B-2	481	n/a	0	n/a	86	n/a	62	n/a	n/a	n/a	273	665	n/a
WB I-195 On-Ramp from N Miami Ave	B-3	1,067	75	n/a	0	n/a	n/a	n/a	n/a	n/a	n/a	n/a	12	n/a
EB I-195 Off-Ramp to N Miami Ave	B-4	1,402	n/a	n/a	n/a	0	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
WB I-195 On-Ramp from US-1	B-5	4,443	102	n/a	n/a	n/a	0	n/a	n/a	n/a	n/a	n/a	20	n/a
EB I-195 Off-Ramp to US-1	B-6	7,150	n/a	n/a	n/a	n/a	n/a	0	n/a	n/a	n/a	n/a	n/a	n/a
WB I-195 Off-Ramp to US-1	B-7	1,402	n/a	n/a	n/a	n/a	n/a	n/a	0	n/a	n/a	n/a	n/a	n/a
EB I-195 On-Ramp From US-1	B-8	4,443	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0	n/a	598	n/a	n/a
WB I-195 Mainline @ West of On-Ramp from Alton Road	B-9	4,443	209	n/a	n/a	n/a	n/a	n/a	287	n/a	0	n/a	38	n/a
EB I-195 Mainline @ West of Off-Ramp to Alton Road	B-10	7,150	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0	n/a	n/a
NB I-95 Mainline near GGI	B-11	7,150	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0	n/a
SB I-95 Mainline near GGI	B-12	7,150	1513	n/a	n/a	512	n/a	162	n/a	n/a	n/a	69	n/a	0

Table A4 Explanation: As mentioned, the adjustments shown in Table A3 are applied to raw data on Table A1 to form this table. As An example a factor of 0.195 is applied to B-2 to B-4 (= 441×0.195=86). The movements which are mentioned in Table A3 needed the adjustment based on data analysis. The total trips at origin are actually the average Bluetooth counts (Table A2) multiplied by directional distribution of the station (if applicable) multiplied by adjustment factor of Table A3 if applicable. For instance, for B-5:

$$4,043 \text{ (Average Bluetooth captures at station B-5)} \times 0.266 \text{ (Ramp capture from Table A3)} = 1,067$$

Or for B-2:

$$9,048 \text{ (Average Bluetooth captures at station B-5)} \times 0.54 \text{ (Directional distribution from Table A2)} = 4,841$$

Table A5 - O/Ds													
		Destination											
Origin		B-1	B-2	B-3	B-4	B-5	B-6	B-7	B-8	B-9	B-10	B-11	B-12
WB I-195 Mainline @ NW 12th Ave	B-1	0	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
EB I-195 Mainline @ NW 12th Ave	B-2	n/a	0	n/a	1.78%	n/a	1.28%	n/a	n/a	n/a	5.64%	13.74%	n/a
WB I-195 On-Ramp from N Miami Ave	B-3	15.60%	n/a	0	n/a	n/a	n/a	n/a	n/a	n/a	n/a	2.50%	n/a
EB I-195 Off-Ramp to N Miami Ave	B-4	n/a	n/a	n/a	0	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
WB I-195 On-Ramp from US-1	B-5	9.55%	n/a	n/a	n/a	0	n/a	n/a	n/a	n/a	n/a	1.88%	n/a
EB I-195 Off-Ramp to US-1	B-6	n/a	n/a	n/a	n/a	n/a	0	n/a	n/a	n/a	n/a	n/a	n/a
WB I-195 Off-Ramp to US-1	B-7	n/a	n/a	n/a	n/a	n/a	n/a	0	n/a	n/a	n/a	n/a	n/a
EB I-195 On-Ramp From US-1	B-8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0	n/a	100.0%	n/a	n/a
WB I-195 Mainline @ West of On-Ramp from Alton Road	B-9	4.70%	n/a	n/a	n/a	n/a	n/a	6.47%	n/a	0	n/a	0.86%	n/a
EB I-195 Mainline @ West of Off-Ramp to Alton Road	B-10	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0	n/a	n/a
NB I-95 Mainline near GGI	B-11	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0	n/a
SB I-95 Mainline near GGI	B-12	21.16%	n/a	n/a	7.16%	n/a	2.27%	n/a	n/a	n/a	0.97%	n/a	0

Table A5 Explanation: the O-D matrix is estimated by dividing the cell values in Table A4 to total volume at origin. As can be seen, summation of each row is less than 100%. The reason is that study area is not closed and there are trips which are not captured (i.e. trips to I-95 southbound).

Table A6 - Travel Time													
Origin		Destination											
		B-1	B-2	B-3	B-4	B-5	B-6	B-7	B-8	B-9	B-10	B-11	B-12
WB I-195 Mainline @ NW 12th Ave	B-1		n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
EB I-195 Mainline @ NW 12th Ave	B-2	n/a		n/a	158	n/a	188	n/a	n/a	n/a	400	526	n/a
WB I-195 On-Ramp from N Miami Ave	B-3	122	n/a		n/a	n/a	n/a	n/a	n/a	n/a	n/a	614	n/a
EB I-195 Off-Ramp to N Miami Ave	B-4	n/a	n/a	n/a		n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
WB I-195 On-Ramp from US-1	B-5	134	n/a	n/a	n/a		n/a	n/a	n/a	n/a	n/a	624	n/a
EB I-195 Off-Ramp to US-1	B-6	n/a	n/a	n/a	n/a	n/a		n/a	n/a	n/a	n/a	n/a	n/a
WB I-195 Off-Ramp to US-1	B-7	n/a	n/a	n/a	n/a	n/a	n/a		n/a	n/a	n/a	n/a	n/a
EB I-195 On-Ramp From US-1	B-8	n/a	n/a	n/a	n/a	n/a	n/a	n/a		n/a	203	n/a	n/a
WB I-195 Mainline @ West of On-Ramp from Alton Road	B-9	325	n/a	n/a	n/a	n/a	n/a	150	n/a		n/a	724	n/a
EB I-195 Mainline @ West of Off-Ramp to Alton Road	B-10	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a		n/a	n/a
NB I-95 Mainline near GGI	B-11	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a		n/a
SB I-95 Mainline near GGI	B-12	949	n/a	n/a	1,192	n/a	1,350	n/a	n/a	n/a	1,855	n/a	

Table A6 Explanation: This table uses the raw Bluetooth data travel times (Appendix B) to estimate average travel time. Raw data provides median travel time with counts and the weight average is calculated as below (result is multiplied by 60 to convert minutes to seconds). Example is provided for movement B-2 to B-4:

$$TT = \frac{\sum Count \times TT}{\sum Count} = \frac{152 \times 2.88 + 139 \times 2.98 + 150 \times 2.07}{152 + 139 + 150} \times 60 = 158$$

Sequence	Start Location	End Location	Count	Median Travel Time (mins)
B-1 B-2>B-4	B-1 B-2	B-4	152	2.88
B-1 B-2>B-4	B-1 B-2	B-4	139	2.98
B-1 B-2>B-4	B-1 B-2	B-4	150	2.07

Bluetooth Matrix Adjustment Procedure

PM Peak Period



Table B1 - Raw OD from appendix B													
Origin	Destination	Destination											
		B-1	B-2	B-3	B-4	B-5	B-6	B-7	B-8	B-9	B-10	B-11	B-12
WB I-195 Mainline @ NW 12th Ave	B-1		n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
EB I-195 Mainline @ NW 12th Ave	B-2	n/a		n/a	776	n/a	696	n/a	n/a	n/a	494	1079	n/a
WB I-195 On-Ramp from N Miami Ave	B-3	60	n/a		n/a	n/a	n/a	n/a	n/a	n/a	n/a	64	n/a
EB I-195 Off-Ramp to N Miami Ave	B-4	n/a	n/a	n/a		n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
WB I-195 On-Ramp from US-1	B-5	91	n/a	n/a	n/a		n/a	n/a	n/a	n/a	n/a	44	n/a
EB I-195 Off-Ramp to US-1	B-6	n/a	n/a	n/a	n/a	n/a		n/a	n/a	n/a	n/a	n/a	n/a
WB I-195 Off-Ramp to US-1	B-7	n/a	n/a	n/a	n/a	n/a	n/a		n/a	n/a	n/a	n/a	n/a
EB I-195 On-Ramp From US-1	B-8	n/a	n/a	n/a	n/a	n/a	n/a	n/a		n/a	648	n/a	n/a
WB I-195 Mainline @ West of On-Ramp from Alton Road	B-9	899	n/a	n/a	n/a	n/a	n/a	3727	n/a		n/a	494	n/a
EB I-195 Mainline @ West of Off-Ramp to Alton Road	B-10	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a		n/a	n/a
NB I-95 Mainline near GGI	B-11	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a		n/a
SB I-95 Mainline near GGI	B-12	3213	n/a	n/a	1109	n/a	409	n/a	n/a	n/a	386	n/a	

Table B1 Explanation: Numbers in Table B1 are based on raw Bluetooth counts (Appendix B - PM Peak). This should be considered that Appendix B shows different records for each pair based on average travel time. Total amount of the counts for each pair is the actual match paired. As an example, filtering the raw data for PM peak period for Start Location “B-9_B-10” and End Location “B-1_B-2” will result in the records shown next page. Total count is 899 which shows number of match paired devices between stations B-9_B-10 to B-1_B-2. Based on the direction and locations, this number should be inserted in Cell “B-9 / B-1”. Also, n/a shows there is not possibility of any movements between the pairs.

Sequence	Start Location	End Location	Count	Median Travel Time (mins)
B-9 B-10>B-1 B-2	B-9 B-10	B-1 B-2	265	13.82
B-9 B-10>B-1 B-2	B-9 B-10	B-1 B-2	313	8.75
B-9 B-10>B-1 B-2	B-9 B-10	B-1 B-2	321	11.70

It is explained in the AM data processing sections that why some stations are presented with double alphabetical IDs (i.e. B-1_B-2).

Table B2 - Bluetooth Capture Rate

Station		Day_1_Bluetooth_Count	Day_2_Bluetooth_Count	Day_3_Bluetooth_Count	Average_Bluetooth_Count_3_Days	Machine Count Source	Machine Count	Bluetooth Capture Rate	Directional Distribution
WB I-195 Mainline @ NW 12th Ave	B-1	13,881	13,636	14,079	13,865	FTI station, 872023	35,703	0.39	0.57
EB I-195 Mainline @ NW 12th Ave	B-2	13,881	13,636	14,079	13,865	FTI station, 872023	35,703	0.39	0.43
WB I-195 On-Ramp from N Miami Ave	B-3	628	688	682	666	v-30 Ramp	5,052	0.136	
EB I-195 Off-Ramp to N Miami Ave	B-4	10,534	10,273	10,927	10,578	Class 1, EB Only	21,433	0.49	
WB I-195 On-Ramp from US-1	B-5	4,993	4,871	5,097	4,987	v-15 Ramp + C2 WB	16,917	0.29	
EB I-195 Off-Ramp to US-1	B-6	4,534	4,737	4,705	4,659	Class2 (EB)+v-14	16,671	0.28	
WB I-195 Off-Ramp to US-1	B-7	7,312	7,469	7,842	7,541	Class2 (WB)+v-13	19,316	0.39	
EB I-195 On-Ramp From US-1	B-8	1,801	1,813	1,803	1,806	v12	4,453	0.41	
WB I-195 Mainline @ West of On-Ramp from Alton Road	B-9	13,278	13,310	14,056	13,548	CLass4	32,328	0.42	0.57
EB I-195 Mainline @ West of Off-Ramp to Alton Road	B-10	13,278	13,310	14,056	13,548	CLass4	32,328	0.42	0.43
NB I-95 Mainline near GGI	B-11	18,265	21,200	21,322	20,262	fti station	67,666	0.30	0.53
SB I-95 Mainline near GGI	B-12	18,265	21,200	21,322	20,262	fti station	67,666	0.30	0.47

Table B2 Explanation: Three first columns show how many Bluetooth devices were captures at each station and for each day of data collection for the PM peak period (3:00 PM to 8:00 PM). This is an output of data collection. As an example, for device B-3 and for second day of data collection, there are a total of 688 captured devices as can be seen in the figure (right). Three days counts were averaged in the fourth column of Table B2.

The goal is to find what percent of actual volume is captured at the station. So the number should be compared with traffic counts at same location and hours. For this example, Station 30 of volume data collection represents the similar traffic that is captured by device B-3. Raw data for each station is provided in Appendix A of data collection report. A summary of PM peak period (3:00 PM to 8:00 PM) for station v-30 can be viewed in the figure below and the average traffic for three days of data collection.

10/25/2017	15:00	38
10/25/2017	15:15	42
10/25/2017	15:30	46
10/25/2017	15:45	39
10/25/2017	16:00	37
10/25/2017	16:15	32
10/25/2017	16:30	32
10/25/2017	16:45	48
10/25/2017	17:00	32
10/25/2017	17:15	29
10/25/2017	17:30	41
10/25/2017	17:45	35
10/25/2017	18:00	32
10/25/2017	18:15	38
10/25/2017	18:30	32
10/25/2017	18:45	25
10/25/2017	19:00	29
10/25/2017	19:15	32
10/25/2017	19:30	27
10/25/2017	19:45	22
		Sum
		688

Time	Day 1	Day 2	Day 3	
3:00:00 PM	1,212	1,174	1186	
4:00:00 PM	1,003	958	976	
5:00:00 PM	1,035	961	919	
6:00:00 PM	1,070	895	966	
7:00:00 PM	907	910	983	Average
Total (5 hours)	5,227	4,898	5,030	5,052

Next column is showing Bluetooth capture rate which is computed by dividing average Bluetooth captures to actual volume of three days, as far as B-3 device example for the PM peak:

$$\frac{688}{5052} = 0.136$$

As explained before, there is one device implemented for three locations of below:

- ✓ B-1 – B-2
- ✓ B-9 – B10
- ✓ B-11 – B-12



Time	Northbound	Southbound	Both Directions
3:00:00 PM	7,583	6,584	14,167
4:00:00 PM	7,265	6,417	13,682
5:00:00 PM	7,019	6,333	13,352
6:00:00 PM	6,873	6,485	13,358
7:00:00 PM	7,447	5,660	13,107
Total (5 hours)	36,187	31,479	67,666
Directional Distribution	53%	47%	

Consequently, the Bluetooth captures of them are the same. Capture rate and directional distribution is derived from FTI stations at those locations. As an example and for station B-11_B-12, FTI Station 872134 is used to estimate capture rate and directional distribution as shown in the figure (left):

Table B3 – Assumptions in order to provide the O/Ds based on on-ramps and off-ramps. This table estimates what paired match counts or captures are related to the ramps and what percentage is related to the mainline.						
Origin	Destination	Mainline Source/Volume	Ramp Source/Volume			
B02	B04	Class_1_EB 21,433	V-31 (Ramp) 5,415	Ramp Ratio 0.253	Exiting Mached Counts 196	
B02	B06	Class_2_EB 13,092	V-14 (Ramp) 3,579	Ramp Ratio 0.21	Exiting Mached Counts 149	
	B05	Class_2_WB 8,249	Class_2_WB 14,247	V-15 (Ramp) 2,670	Ramp Ratio 0.16	
B05	B01	Class_2_WB 14,247	V-15 (Ramp) 2,670	Ramp Ratio 0.16	Exiting Mached Counts 14	
B05	B11	Class_2_WB 14,247	V-15 (Ramp) 5,415	Ramp Ratio 0.16	Exiting Mached Counts 7	
B09	B07	Class_2_WB 14,247	V-13 (Ramp) 5,069	Ramp Ratio 0.26	Exiting Mached Counts 978	
B12	B04	Class_1_EB 21,433	V-31 (Ramp) 5,415	Ramp Ratio 0.25	Exiting Mached Counts 280	
B12	B06	Class_2_EB 13,092	V-14 (Ramp) 3,579	Ramp Ratio 0.21	Exiting Mached Counts 88	

Table B3 Explanation: Target of study is to explore percentage of traffic exit any of the ramps (i.e. B-3 to B-7). However, when Bluetooth device is installed at a ramp, it captures a radius of about 300 feet which covers mainline too. As a result, match paired of Table A1 should be adjusted based on volume ratio of ramp and mainline. For example, in the PM peak period there are 776 match paired between B-2 to B-4. Volume counts at ramp B-4 and mainline shows ratio of traffic exiting ramp B-4 to mainline traffic at the ramp location is 0.253 ($=5,415 / 21,443$).

Table B4 - Bluetooth Sample Trips														
Origin	Total Trips at Origin	Destination												
		B-1	B-2	B-3	B-4	B-5	B-6	B-7	B-8	B-9	B-10	B-11	B-12	
WB I-195 Mainline @ NW 12th Ave	B-1	0	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
EB I-195 Mainline @ NW 12th Ave	B-2	5,948	n/a	0	n/a	196	n/a	149	n/a	n/a	n/a	494	1079	n/a
WB I-195 On-Ramp from N Miami Ave	B-3	666	60	n/a	0	n/a	n/a	n/a	n/a	n/a	n/a	n/a	64	n/a
EB I-195 Off-Ramp to N Miami Ave	B-4		n/a	n/a	n/a	0	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
WB I-195 On-Ramp from US-1	B-5	787	14	n/a	n/a	n/a	0	n/a	n/a	n/a	n/a	n/a	7	n/a
EB I-195 Off-Ramp to US-1	B-6		n/a	n/a	n/a	n/a	n/a	0	n/a	n/a	n/a	n/a	n/a	n/a
WB I-195 Off-Ramp to US-1	B-7		n/a	n/a	n/a	n/a	n/a	n/a	0	n/a	n/a	n/a	n/a	n/a
EB I-195 On-Ramp From US-1	B-8	1,806	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0	n/a	648	n/a	n/a
WB I-195 Mainline @ West of On-Ramp from Alton Road	B-9	7,730	899	n/a	n/a	n/a	n/a	n/a	978	n/a	0	n/a	494	n/a
EB I-195 Mainline @ West of Off-Ramp to Alton Road	B-10		n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0	n/a	n/a
NB I-95 Mainline near GGI	B-11		n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0	n/a
SB I-95 Mainline near GGI	B-12	9,426	3213	n/a	n/a	110 9	n/a	409	n/a	n/a	n/a	386	n/a	0

Table B4 Explanation: As mentioned, the adjustments shown in Table B3 are applied to raw data on Table B1 to form this table. As An example a factor of 0.253 is applied to B-2 to B-4 (= 776×0.253=196). The movements which are mentioned in Table B3 needed the adjustment based on data analysis. The total trips at origin are actually the average Bluetooth counts (Table B2) multiplied by directional distribution of the station (if applicable) multiplied by adjustment factor of Table B3 if applicable. For instance, for B-5:

$$4,987 \text{ (Average Bluetooth captures at station B-5)} \times 0.16 \text{ (Ramp capture from Table A3)} = 787$$

Or for B-2:

$$13,865 \text{ (Average Bluetooth captures at station B-5)} \times 0.43 \text{ (Directional distribution from Table B2)} = 5,948$$

Table B5 - O/Ds													
		Destination											
Origin		B-1	B-2	B-3	B-4	B-5	B-6	B-7	B-8	B-9	B-10	B-11	B-12
WB I-195 Mainline @ NW 12th Ave	B-1	0	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
EB I-195 Mainline @ NW 12th Ave	B-2	n/a	0	n/a	3.30%	n/a	2.51%	n/a	n/a	n/a	8.31%	18.14%	n/a
WB I-195 On-Ramp from N Miami Ave	B-3	9.01%	n/a	0	n/a	n/a	n/a	n/a	n/a	n/a	n/a	9.61%	n/a
EB I-195 Off-Ramp to N Miami Ave	B-4	n/a	n/a	n/a	0	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
WB I-195 On-Ramp from US-1	B-5	1.82%	n/a	n/a	n/a	0	n/a	n/a	n/a	n/a	n/a	0.88%	n/a
EB I-195 Off-Ramp to US-1	B-6	n/a	n/a	n/a	n/a	n/a	0	n/a	n/a	n/a	n/a	n/a	n/a
WB I-195 Off-Ramp to US-1	B-7	n/a	n/a	n/a	n/a	n/a	n/a	0	n/a	n/a	n/a	n/a	n/a
EB I-195 On-Ramp From US-1	B-8	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0	n/a	100.0%	n/a	n/a
WB I-195 Mainline @ West of On-Ramp from Alton Road	B-9	11.63%	n/a	n/a	n/a	n/a	n/a	12.65%	n/a	0	n/a	6.39%	n/a
EB I-195 Mainline @ West of Off-Ramp to Alton Road	B-10	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0	n/a	n/a
NB I-95 Mainline near GGI	B-11	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0	n/a
SB I-95 Mainline near GGI	B-12	34.09%	n/a	n/a	11.76%	n/a	4.34%	n/a	n/a	n/a	4.09%	n/a	0

Table B5 Explanation: the O-D matrix is estimated by dividing the cell values in Table B4 to total volume at origin. As can be seen, summation of each row is less than 100%. The reason is that study area is not closed and there are trips which are not captured (i.e. trips to I-95 southbound).

Table B6 - Travel Time													
		Destination											
Origin		B-1	B-2	B-3	B-4	B-5	B-6	B-7	B-8	B-9	B-10	B-11	B-12
WB I-195 Mainline @ NW 12th Ave	B-1		n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
EB I-195 Mainline @ NW 12th Ave	B-2	n/a		n/a	104	n/a	189	n/a	n/a	n/a	309	2,688	n/a
WB I-195 On-Ramp from N Miami Ave	B-3	259	n/a		n/a	n/a	n/a	n/a	n/a	n/a	n/a	1,792	n/a
EB I-195 Off-Ramp to N Miami Ave	B-4	n/a	n/a	n/a		n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
WB I-195 On-Ramp from US-1	B-5	358	n/a	n/a	n/a		n/a	n/a	n/a	n/a	n/a	2,577	n/a
EB I-195 Off-Ramp to US-1	B-6	n/a	n/a	n/a	n/a	n/a		n/a	n/a	n/a	n/a	n/a	n/a
WB I-195 Off-Ramp to US-1	B-7	n/a	n/a	n/a	n/a	n/a	n/a		n/a	n/a	n/a	n/a	n/a
EB I-195 On-Ramp From US-1	B-8	n/a	n/a	n/a	n/a	n/a	n/a	n/a		n/a	161	n/a	n/a
WB I-195 Mainline @ West of On-Ramp from Alton Road	B-9	678	n/a	n/a	n/a	n/a	n/a	251	n/a		n/a	4,080	n/a
EB I-195 Mainline @ West of Off-Ramp to Alton Road	B-10	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a		n/a	n/a
NB I-95 Mainline near GGI	B-11	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a		n/a
SB I-95 Mainline near GGI	B-12	586	n/a	n/a	602	n/a	763	n/a	n/a	n/a	806	n/a	

Table B6 Explanation: This table uses the raw Bluetooth data travel times (Appendix B) to estimate average travel time. Raw data provides median travel time with counts and the weight average is calculated as below and (result is multiplied by 60 to convert minutes to seconds). Example is provided for movement B-2 to B-4:

$$TT = \frac{\sum Count \times TT}{\sum Count} = \frac{262 \times 1.95 + 252 \times 1.58 + 262 \times 1.67}{262 + 252 + 262} \times 60 = 104$$

Sequence	Start Location	End Location	Count	Median Travel Time (mins)
B-1 B-2>B-4	B-1 B-2	B-4	262	1.95
B-1 B-2>B-4	B-1 B-2	B-4	252	1.58
B-1 B-2>B-4	B-1 B-2	B-4	262	1.67

I-195 EASTBOUND (AM)

Ten and Two - Travel Time Data

Travel Time Reports for study: I-195 EASTBOUND AM

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Speed Profile (Distance vs Speed) for RUN 6 EB AM 2-15-2018-R001	25
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Speed Profile (Time vs Speed) for RUN 2 EB AM 2-14-2018-R001	37
Speed Profile (Time vs Speed) for RUN 3 EB AM 2-14-2018-R001	38
Speed Profile (Time vs Speed) for RUN 5 EB AM 2-15-2018-R001	39
Speed Profile (Time vs Speed) for RUN 6 EB AM 2-15-2018-R001	40
Speed Profile (Time vs Speed) for RUN 7 EB AM 2-15-2018-R001	41
Speed Profile (Time vs Speed) for RUN 8 EB AM 2-15-2018-R001	42

I-195 EASTBOUND (AM)

Ten and Two - Travel Time Data

Study Name: I-195 EASTBOUND AM

Study Date: 3/21/2018

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Study Summary Runs Used in This Study

Run Title	Start Date	Start Time	Length	Before/After	Run Type
RUN 2 EB AM 2-14-2018-R001	02/14/18	07:38:56	27616	Before	Secondary
RUN 3 EB AM 2-14-2018-R001	02/14/18	08:01:58	27520	Before	Secondary
RUN 5 EB AM 2-15-2018-R001	02/14/18	07:03:47	27531	Before	Secondary
RUN 6 EB AM 2-15-2018-R001	02/14/18	07:25:12	27643	Before	Secondary
RUN 7 EB AM 2-15-2018-R001	02/14/18	07:46:25	27475	Before	Secondary
RUN 8 EB AM 2-15-2018-R001	02/14/18	08:08:05	27509	Before	Secondary

Notes:

Node Info

#	Length	Name
1	0	NW 13th Avenue
2	6966	I-95
3	2653	NW 1st Avenue
4	1426	Biscayne Blvd
5	1343	NE 36th Street
6	2539	Bridge 870301 end
7	7561	Bridge 870302 Begin
8	2111	Physical Gore Off Ramp
9	2910	Alton RD

Length of Study Route = 27,509 feet.

I-195 EASTBOUND (AM)

Ten and Two - Travel Time Data

Study Name: I-195 EASTBOUND AM

Study Date: 3/21/2018

Page No: 2

Overall Output Statistics

Node #	Length (ft)	Node Name	Travel Time	# of Stops	Avg Speed (MPH)	Total Delay	Time <= 0 MPH	Time <= 5 MPH	Time <= 20 MPH
1	0	NW 13th Avenue							
2	6966	I-95	173.7	3.0	27.3	61.3	3.8	16.7	86.7
3	2653	NW 1st Avenue	43.0	0.0	42.1	5.2	0.0	0.0	3.5
4	1426	Biscayne Blvd	17.8	0.0	54.5	0.0	0.0	0.0	0.0
5	1343	NE 36th Street	17.0	0.0	53.9	0.0	0.0	0.0	0.0
6	2539	Bridge 870301 end	35.5	0.0	48.8	0.0	0.0	0.0	0.0
7	7561	Bridge 870302 Begin	132.2	0.5	39.0	18.2	1.7	3.2	23.2
8	2111	Physical Gore Off Ramp	49.8	0.5	28.9	15.3	2.2	3.3	18.2
9	2910	Alton RD	150.7	3.0	13.2	100.8	43.0	56.0	110.5
Total	27,509		619.7	7	30.3	200.8	50.7	79.2	242

Stats based on 6 runs.

Stops based on a Stop Speed of 5 MPH.

Total Delay based on a Normal Speed of 0 MPH.

I-195 EASTBOUND (AM)

Ten and Two - Travel Time Data

Study Name: I-195 EASTBOUND AM

Study Date: 3/21/2018

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Travel Time

Node #	Length	Node Name	Run # 1	Run # 2	Run # 3	Run # 4	Run # 5	Run # 6
1	0	NW 13th Avenue						
2	6966	I-95	99	209	101	117	221	295
3	2653	NW 1st Avenue	36	77	35	35	36	39
4	1426	Biscayne Blvd	19	18	17	17	17	19
5	1343	NE 36th Street	17	16	18	17	17	17
6	2539	Bridge 870301 end	43	35	34	32	33	36
7	7561	Bridge 870302 Begin	106	98	208	126	96	159
8	2111	Physical Gore Off Ramp	33	36	40	36	30	124
9	2910	Alton RD	180	183	60	110	156	215
Total	27,509		533	672	513	490	606	904

Run # 1 = RUN 2 EB AM 2-14-2018-R001

Run # 2 = RUN 3 EB AM 2-14-2018-R001

Run # 3 = RUN 5 EB AM 2-15-2018-R001

Run # 4 = RUN 6 EB AM 2-15-2018-R001

Run # 5 = RUN 7 EB AM 2-15-2018-R001

Run # 6 = RUN 8 EB AM 2-15-2018-R001

I-195 EASTBOUND (AM)

Ten and Two - Travel Time Data

Study Name: I-195 EASTBOUND AM

Study Date: 3/21/2018

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Number of Stops

Node #	Length	Node Name	Run # 1	Run # 2	Run # 3	Run # 4	Run # 5	Run # 6
1	0	NW 13th Avenue						
2	6966	I-95	0	5	0	0	6	7
3	2653	NW 1st Avenue	0	0	0	0	0	0
4	1426	Biscayne Blvd	0	0	0	0	0	0
5	1343	NE 36th Street	0	0	0	0	0	0
6	2539	Bridge 870301 end	0	0	0	0	0	0
7	7561	Bridge 870302 Begin	0	0	1	0	0	2
8	2111	Physical Gore Off Ramp	0	0	0	0	0	3
9	2910	Alton RD	2	4	0	1	4	7
Total	27,509		2	9	1	1	10	19

Stops based on a Stop Speed of 5 MPH.

Run # 1 = RUN 2 EB AM 2-14-2018-R001

Run # 2 = RUN 3 EB AM 2-14-2018-R001

Run # 3 = RUN 5 EB AM 2-15-2018-R001

Run # 4 = RUN 6 EB AM 2-15-2018-R001

Run # 5 = RUN 7 EB AM 2-15-2018-R001

Run # 6 = RUN 8 EB AM 2-15-2018-R001

I-195 EASTBOUND (AM)

Ten and Two - Travel Time Data

Study Name: I-195 EASTBOUND AM

Study Date: 3/21/2018

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Average Speed (MPH)

Node #	Length	Node Name	Run # 1	Run # 2	Run # 3	Run # 4	Run # 5	Run # 6
1	0	NW 13th Avenue	0.0	0.0	0.0	0.0	0.0	0.0
2	6966	I-95	48.0	22.8	47.2	40.6	21.6	16.1
3	2653	NW 1st Avenue	50.7	23.7	52.2	53.0	50.9	46.4
4	1426	Biscayne Blvd	50.9	54.1	55.9	55.2	56.0	51.2
5	1343	NE 36th Street	54.7	55.0	52.5	54.6	55.4	54.0
6	2539	Bridge 870301 end	39.7	50.7	50.3	53.2	51.8	48.0
7	7561	Bridge 870302 Begin	48.7	52.3	24.8	41.1	53.5	32.4
8	2111	Physical Gore Off Ramp	43.8	40.1	35.9	39.8	47.9	11.6
9	2910	Alton RD	10.9	10.7	33.3	18.0	12.5	9.2
Total	27,509		35.2	27.9	36.6	38.3	30.9	20.7

Run # 1 = RUN 2 EB AM 2-14-2018-R001

Run # 2 = RUN 3 EB AM 2-14-2018-R001

Run # 3 = RUN 5 EB AM 2-15-2018-R001

Run # 4 = RUN 6 EB AM 2-15-2018-R001

Run # 5 = RUN 7 EB AM 2-15-2018-R001

Run # 6 = RUN 8 EB AM 2-15-2018-R001

I-195 EASTBOUND (AM)

Ten and Two - Travel Time Data

Study Name: I-195 EASTBOUND AM

Study Date: 3/21/2018

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Total Delay

Node #	Length	Node Name	Run # 1	Run # 2	Run # 3	Run # 4	Run # 5	Run # 6
1	0	NW 13th Avenue	0	0	0	0	0	0
2	6966	I-95	0	90	0	0	102	176
3	2653	NW 1st Avenue	0	31	0	0	0	0
4	1426	Biscayne Blvd	0	0	0	0	0	0
5	1343	NE 36th Street	0	0	0	0	0	0
6	2539	Bridge 870301 end	0	0	0	0	0	0
7	7561	Bridge 870302 Begin	0	0	79	0	0	30
8	2111	Physical Gore Off Ramp	0	0	4	0	0	88
9	2910	Alton RD	130	133	10	60	107	165
Total	27,509		130	254	93	60	209	459

Total Delay based on a Normal Speed of 0 MPH.

Run # 1 = RUN 2 EB AM 2-14-2018-R001

Run # 2 = RUN 3 EB AM 2-14-2018-R001

Run # 3 = RUN 5 EB AM 2-15-2018-R001

Run # 4 = RUN 6 EB AM 2-15-2018-R001

Run # 5 = RUN 7 EB AM 2-15-2018-R001

Run # 6 = RUN 8 EB AM 2-15-2018-R001

I-195 EASTBOUND (AM)

Ten and Two - Travel Time Data

Study Name: I-195 EASTBOUND AM

Study Date: 3/21/2018

Page No: 7

Time Below

Node #	Length	Node Name	Run # 1	Run # 2	Run # 3	Run # 4	Run # 5	Run # 6
1	0	NW 13th Avenue	0	0	0	0	0	0
2	6966	I-95	0	4	0	0	11	8
3	2653	NW 1st Avenue	0	0	0	0	0	0
4	1426	Biscayne Blvd	0	0	0	0	0	0
5	1343	NE 36th Street	0	0	0	0	0	0
6	2539	Bridge 870301 end	0	0	0	0	0	0
7	7561	Bridge 870302 Begin	0	0	3	0	0	7
8	2111	Physical Gore Off Ramp	0	0	0	0	0	13
9	2910	Alton RD	65	65	0	40	28	60
Total	27,509		65	69	3	40	39	88

Run # 1 = RUN 2 EB AM 2-14-2018-R001

Run # 2 = RUN 3 EB AM 2-14-2018-R001

Run # 3 = RUN 5 EB AM 2-15-2018-R001

Run # 4 = RUN 6 EB AM 2-15-2018-R001

Run # 5 = RUN 7 EB AM 2-15-2018-R001

Run # 6 = RUN 8 EB AM 2-15-2018-R001

I-195 EASTBOUND (AM)

Ten and Two - Travel Time Data

Study Name: I-195 EASTBOUND AM

Study Date: 3/21/2018

Page No: 8

Time Below

Node #	Length	Node Name	Run # 1	Run # 2	Run # 3	Run # 4	Run # 5	Run # 6
1	0	NW 13th Avenue	0	0	0	0	0	0
2	6966	I-95	0	15	0	0	34	51
3	2653	NW 1st Avenue	0	0	0	0	0	0
4	1426	Biscayne Blvd	0	0	0	0	0	0
5	1343	NE 36th Street	0	0	0	0	0	0
6	2539	Bridge 870301 end	0	0	0	0	0	0
7	7561	Bridge 870302 Begin	0	0	6	0	0	13
8	2111	Physical Gore Off Ramp	0	0	0	0	0	20
9	2910	Alton RD	79	79	0	43	52	83
Total	27,509		79	94	6	43	86	167

Run # 1 = RUN 2 EB AM 2-14-2018-R001

Run # 2 = RUN 3 EB AM 2-14-2018-R001

Run # 3 = RUN 5 EB AM 2-15-2018-R001

Run # 4 = RUN 6 EB AM 2-15-2018-R001

Run # 5 = RUN 7 EB AM 2-15-2018-R001

Run # 6 = RUN 8 EB AM 2-15-2018-R001

I-195 EASTBOUND (AM)

Ten and Two - Travel Time Data

Study Name: I-195 EASTBOUND AM

Study Date: 3/21/2018

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Time Below

Node #	Length	Node Name	Run # 1	Run # 2	Run # 3	Run # 4	Run # 5	Run # 6
1	0	NW 13th Avenue	0	0	0	0	0	0
2	6966	I-95	0	125	0	15	140	240
3	2653	NW 1st Avenue	0	21	0	0	0	0
4	1426	Biscayne Blvd	0	0	0	0	0	0
5	1343	NE 36th Street	0	0	0	0	0	0
6	2539	Bridge 870301 end	0	0	0	0	0	0
7	7561	Bridge 870302 Begin	0	0	83	0	0	56
8	2111	Physical Gore Off Ramp	0	0	0	0	0	109
9	2910	Alton RD	154	139	0	59	122	189
Total	27,509		154	285	83	74	262	594

Run # 1 = RUN 2 EB AM 2-14-2018-R001

Run # 2 = RUN 3 EB AM 2-14-2018-R001

Run # 3 = RUN 5 EB AM 2-15-2018-R001

Run # 4 = RUN 6 EB AM 2-15-2018-R001

Run # 5 = RUN 7 EB AM 2-15-2018-R001

Run # 6 = RUN 8 EB AM 2-15-2018-R001

I-195 EASTBOUND (AM)

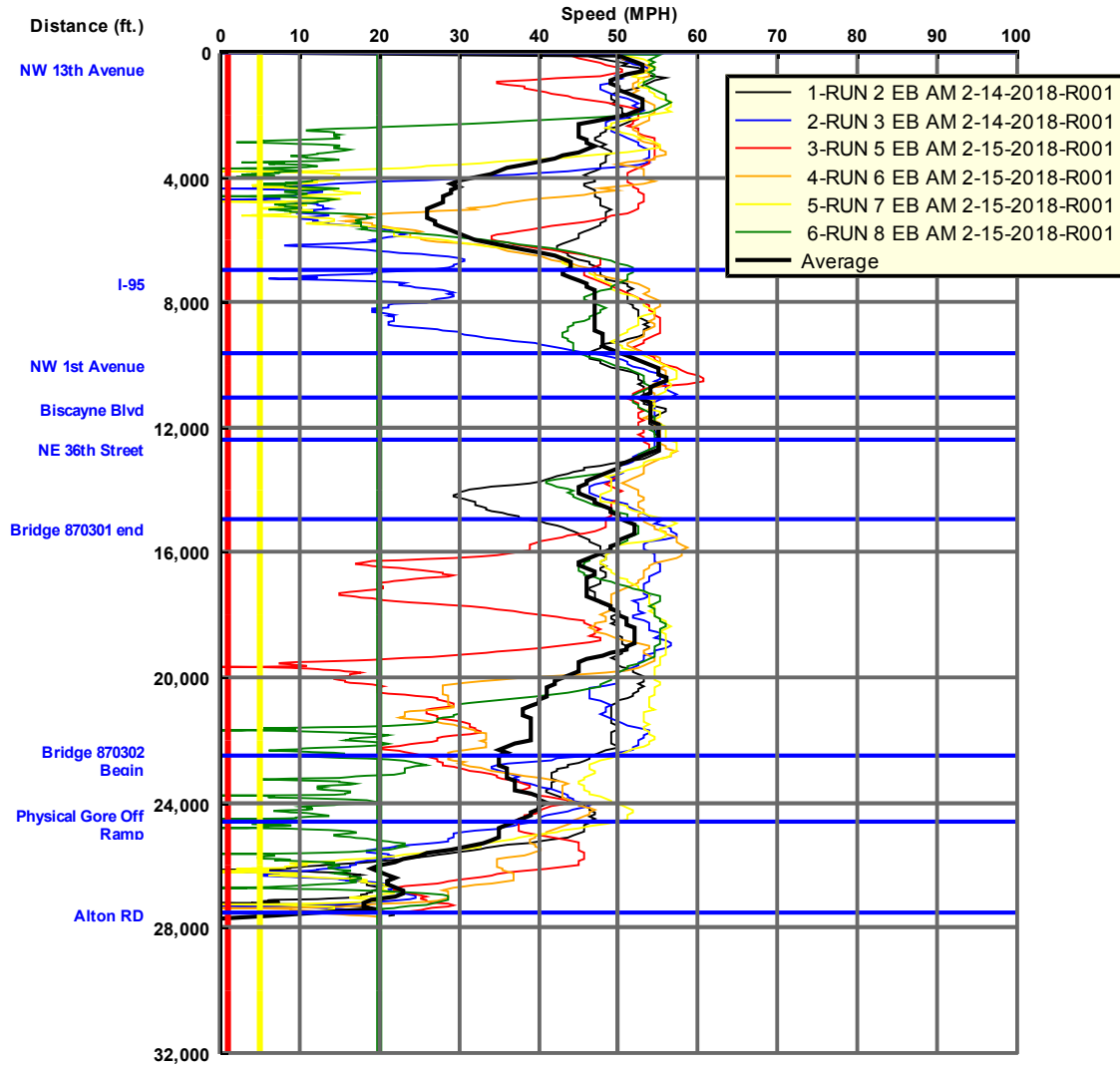
Ten and Two - Travel Time Data

Study Name: I-195 EASTBOUND AM

Study Date: 3/21/2018

Page No: 10

Speed/Distance Profiles of All Runs



I-195 EASTBOUND (AM)

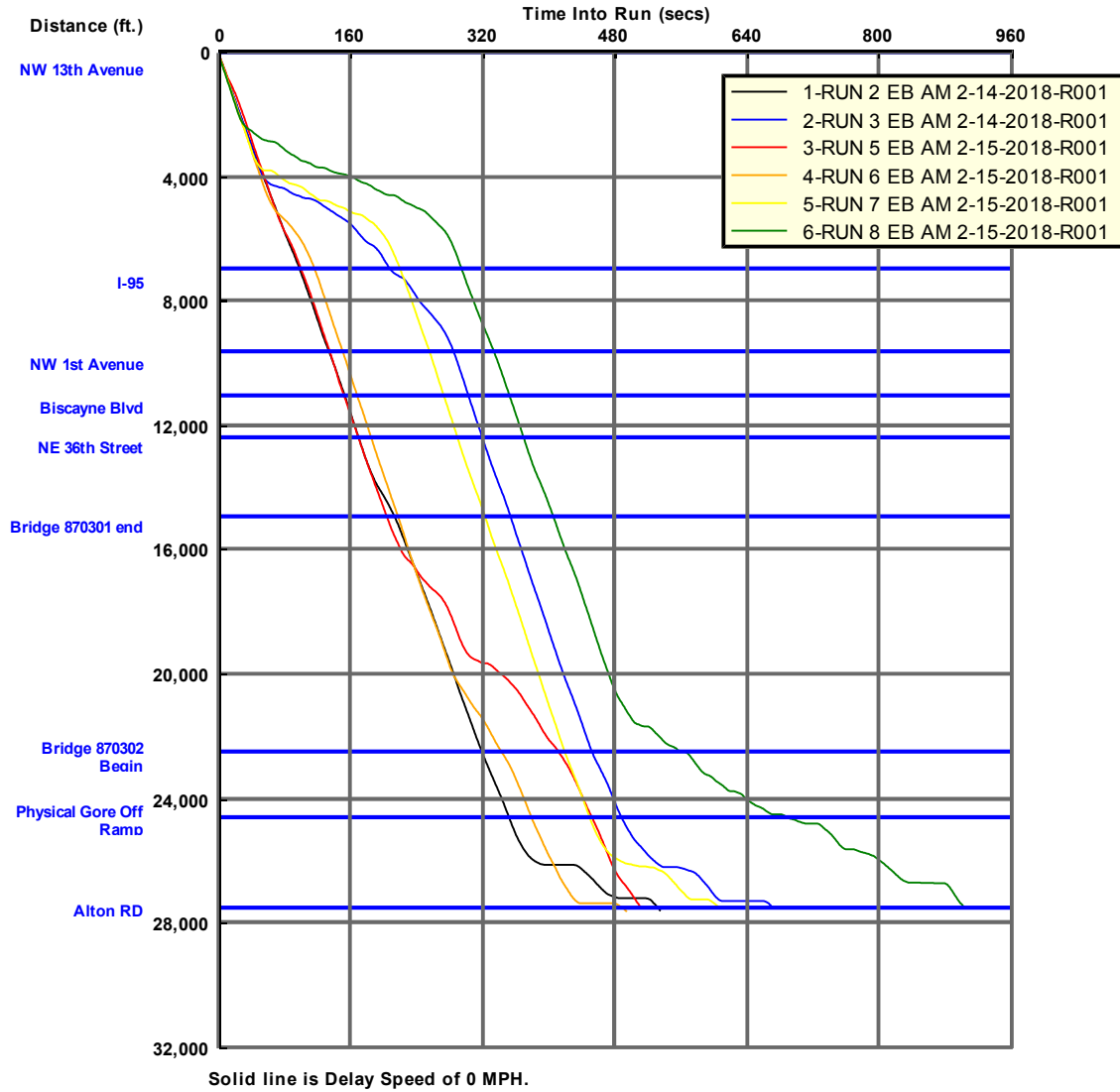
Ten and Two - Travel Time Data

Study Name: I-195 EASTBOUND AM

Study Date: 3/21/2018

Page No: 11

Space/Time Trajectory of All Runs



I-195 EASTBOUND (AM)

Ten and Two - Travel Time Data

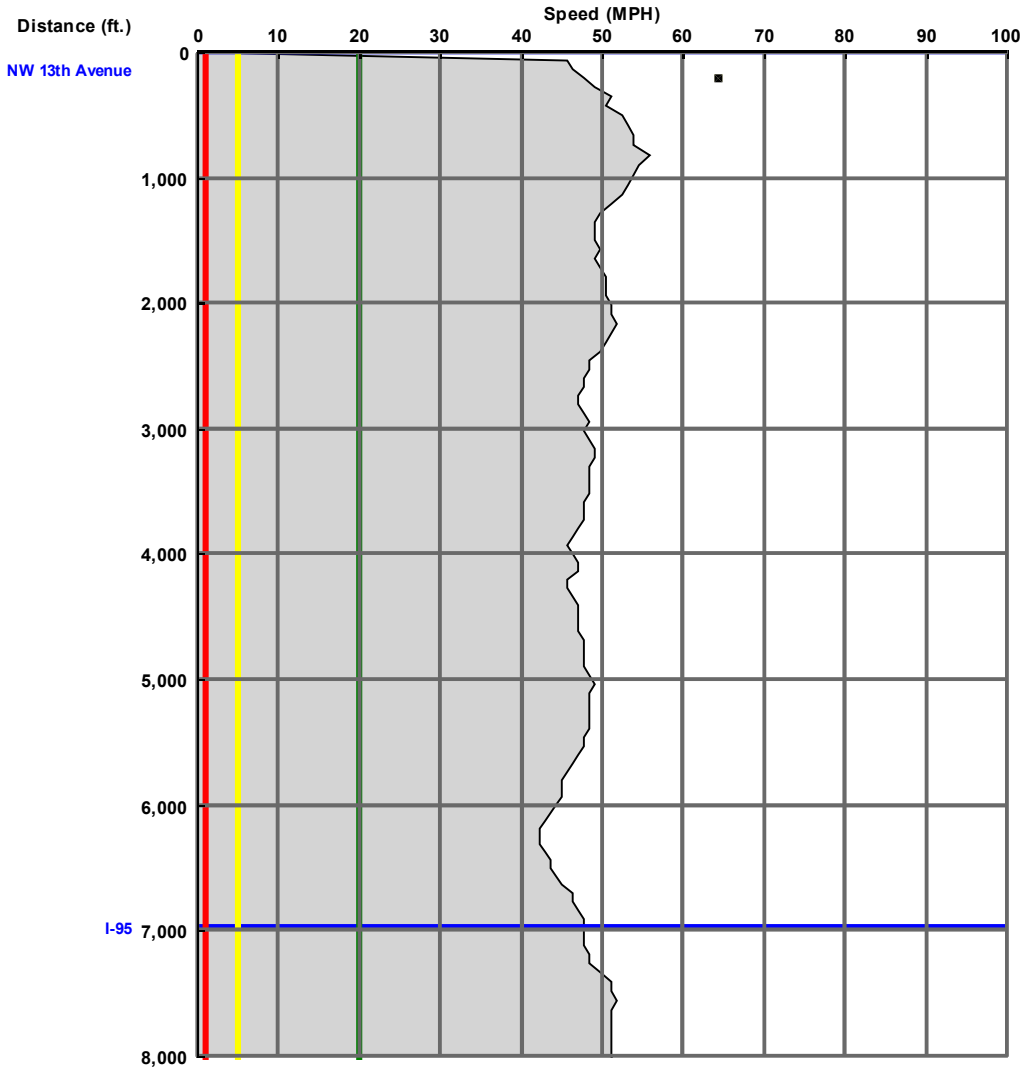
Study Name: I-195 EASTBOUND AM

Study Date: 3/21/2018

Page No: 12

Speed Profile

Run: RUN 2 EB AM 2-14-2018-R001



I-195 EASTBOUND (AM)

Ten and Two - Travel Time Data

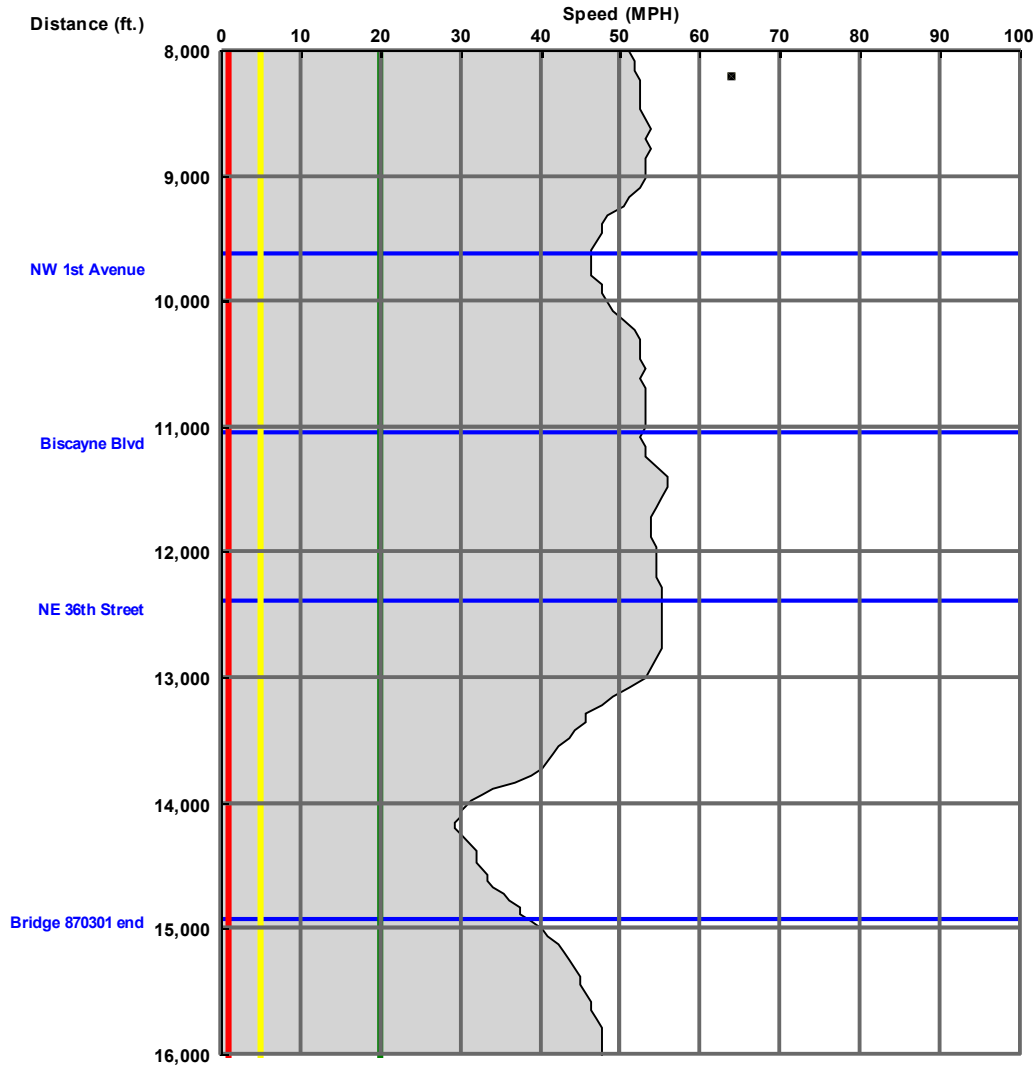
Study Name: I-195 EASTBOUND AM

Study Date: 3/21/2018

Page No: 13

Speed Profile

Run: RUN 2 EB AM 2-14-2018-R001



I-195 EASTBOUND (AM)

Ten and Two - Travel Time Data

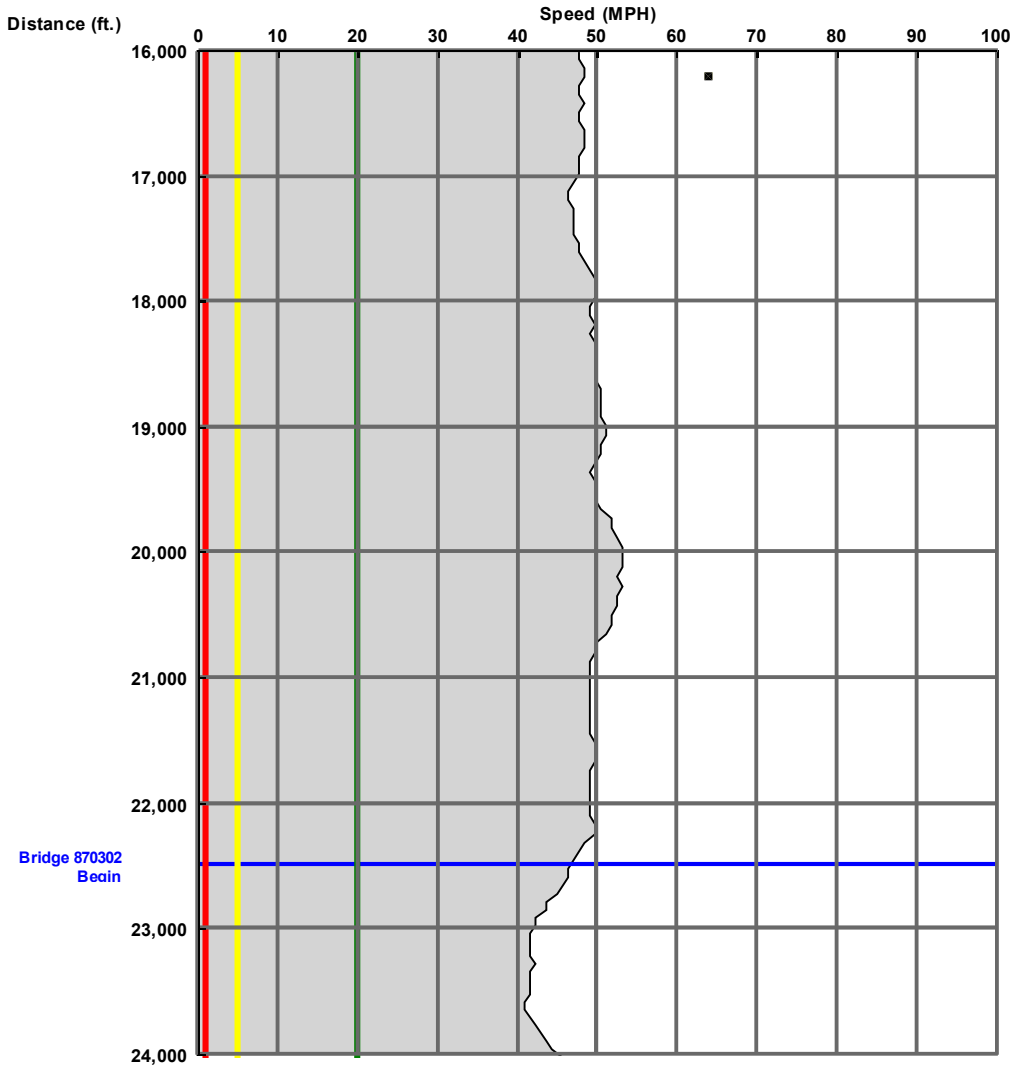
Study Name: I-195 EASTBOUND AM

Study Date: 3/21/2018

Page No: 14

Speed Profile

Run: RUN 2 EB AM 2-14-2018-R001



I-195 EASTBOUND (AM)

Ten and Two - Travel Time Data

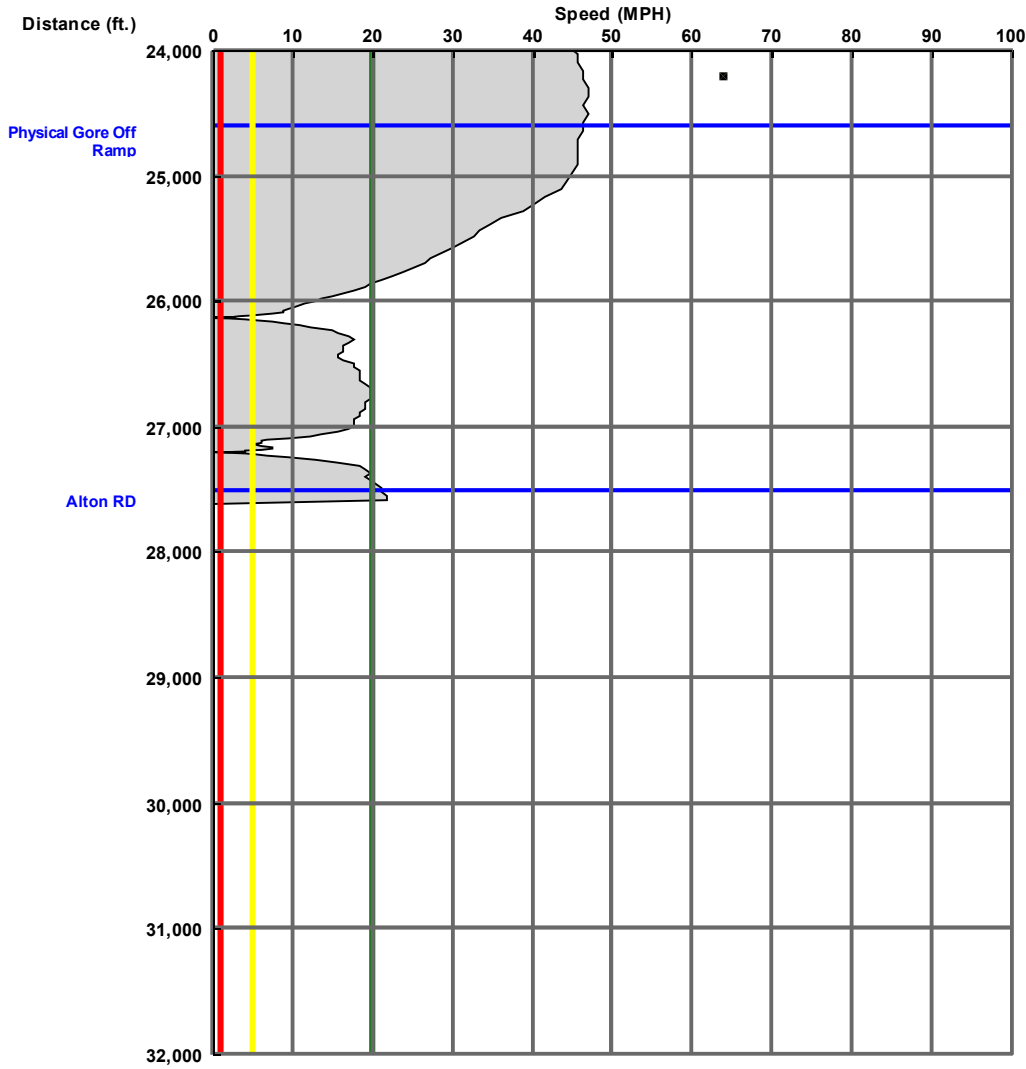
Study Name: I-195 EASTBOUND AM

Study Date: 3/21/2018

Page No: 15

Speed Profile

Run: RUN 2 EB AM 2-14-2018-R001



I-195 EASTBOUND (AM)

Ten and Two - Travel Time Data

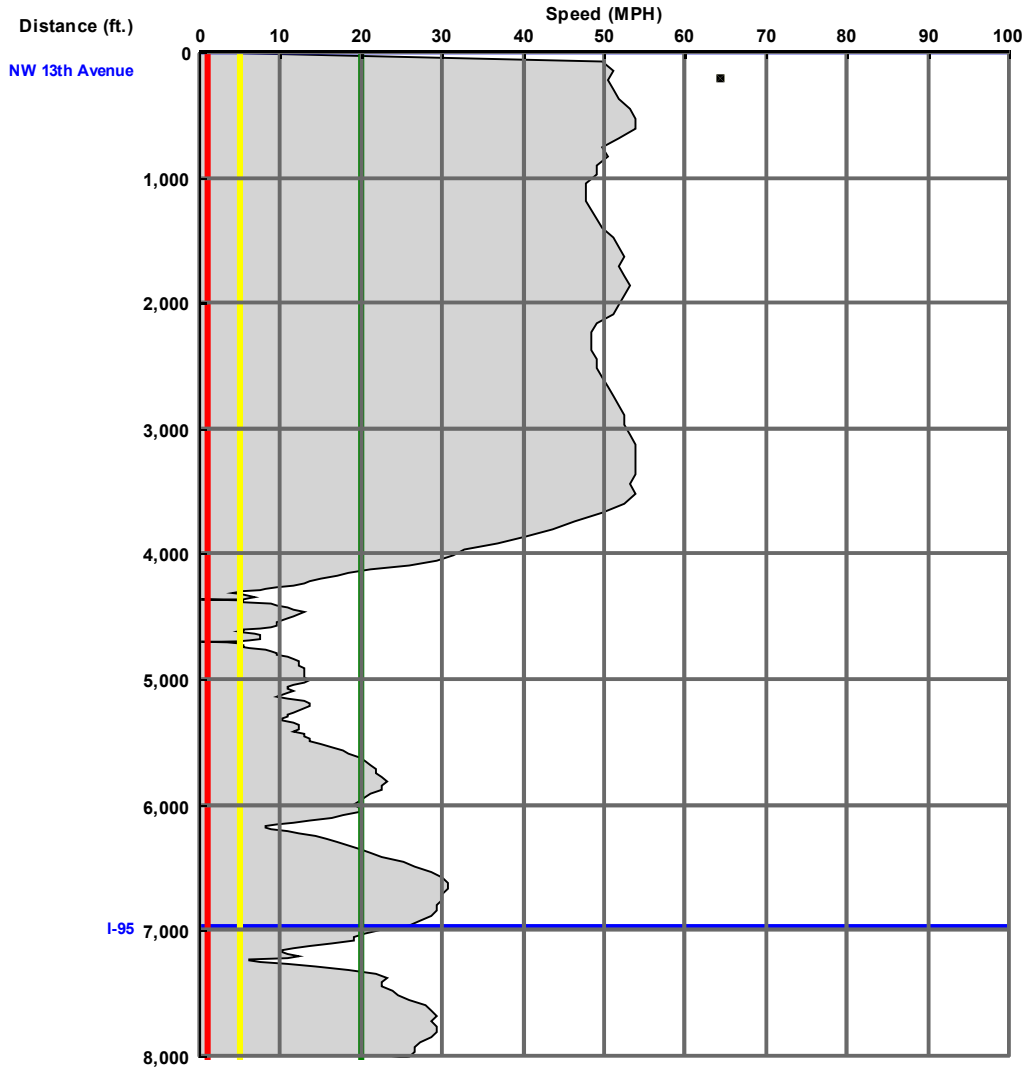
Study Name: I-195 EASTBOUND AM

Study Date: 3/21/2018

Page No: 16

Speed Profile

Run: RUN 3 EB AM 2-14-2018-R001



I-195 EASTBOUND (AM)

Ten and Two - Travel Time Data

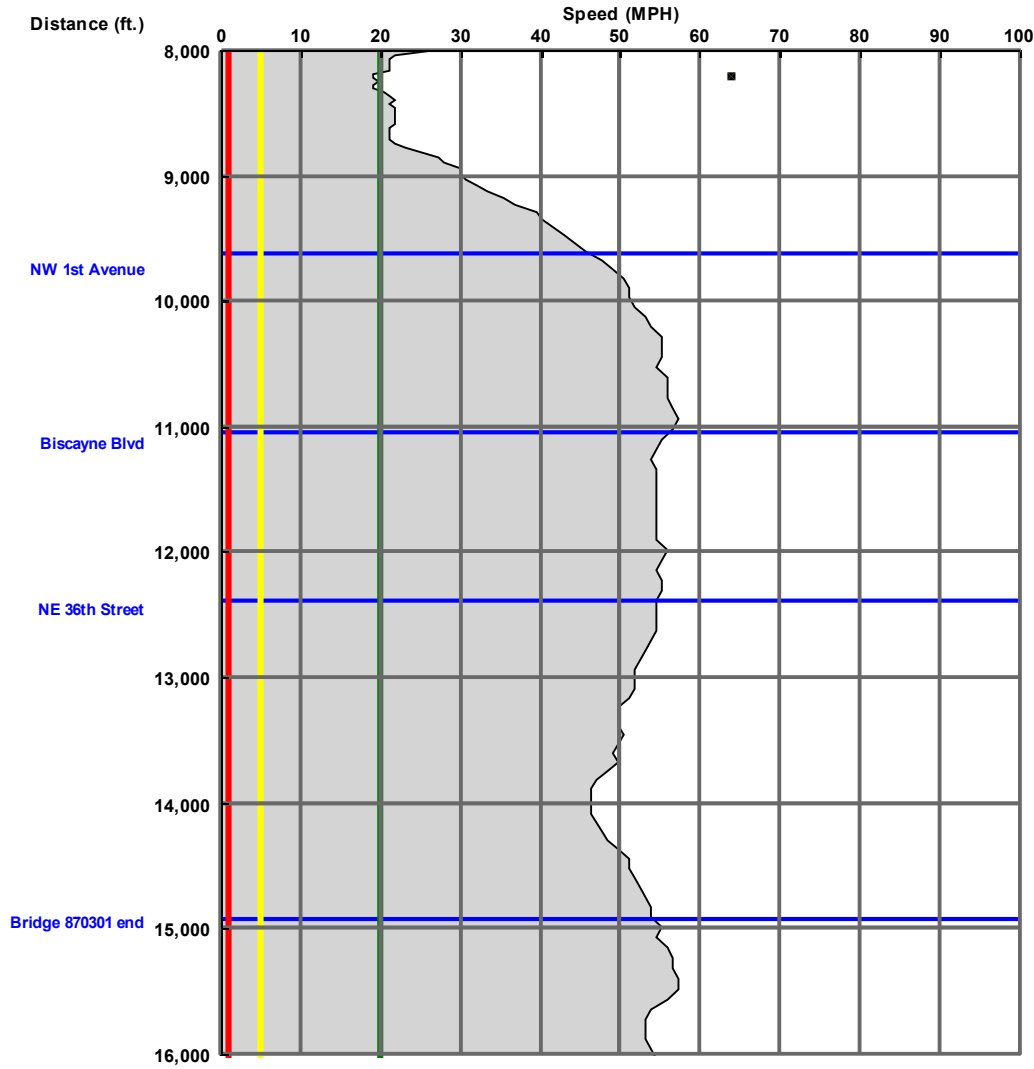
Study Name: I-195 EASTBOUND AM

Study Date: 3/21/2018

Page No: 17

Speed Profile

Run: RUN 3 EB AM 2-14-2018-R001



I-195 EASTBOUND (AM)

Ten and Two - Travel Time Data

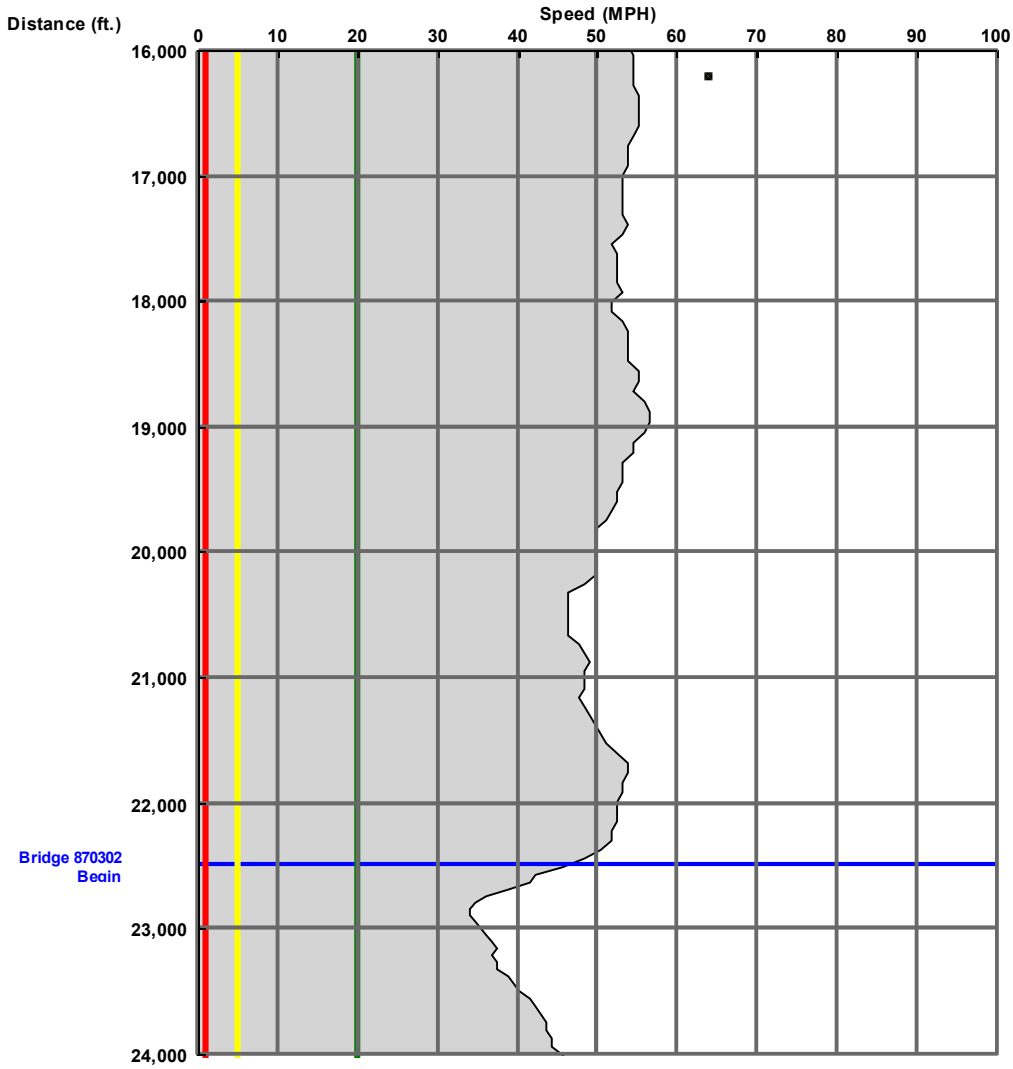
Study Name: I-195 EASTBOUND AM

Study Date: 3/21/2018

Page No: 18

Speed Profile

Run: RUN 3 EB AM 2-14-2018-R001



I-195 EASTBOUND (AM)

Ten and Two - Travel Time Data

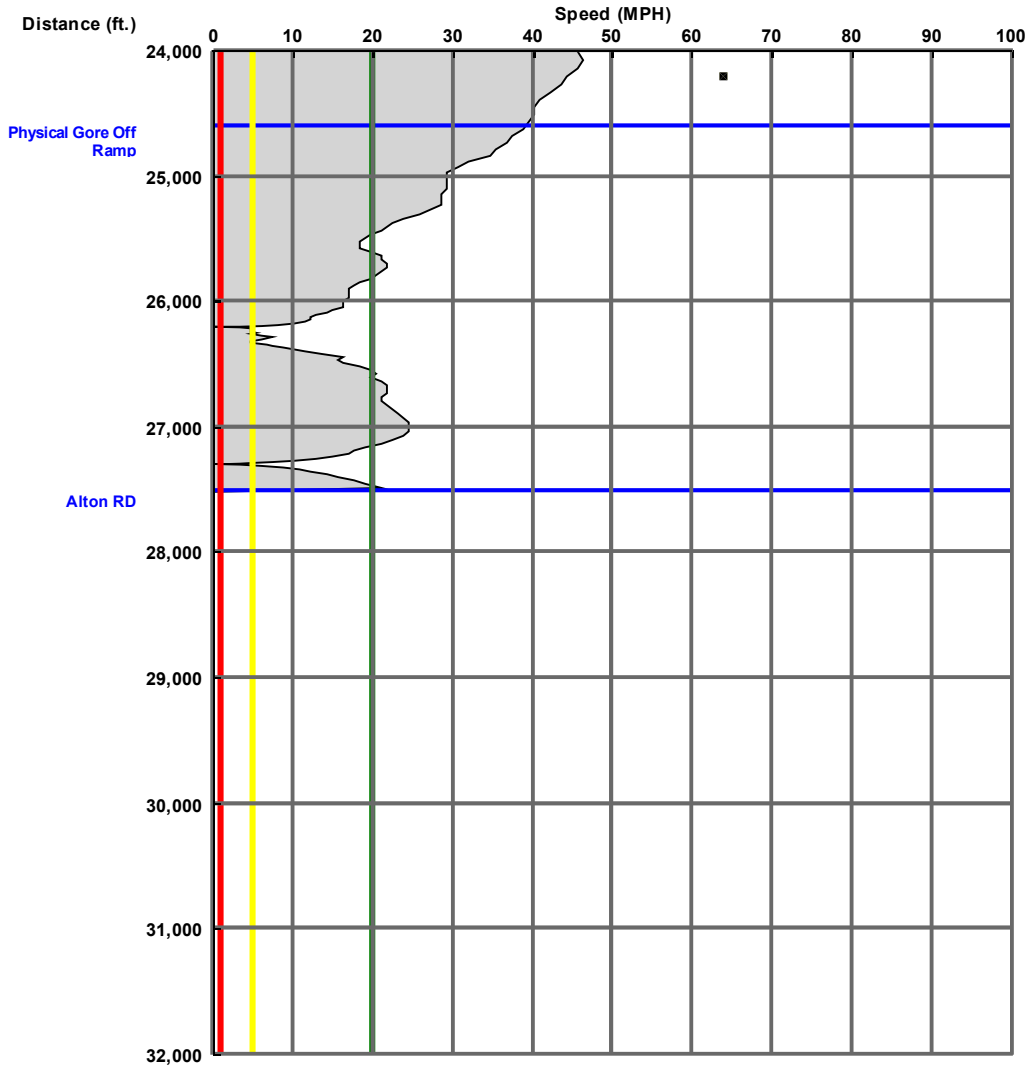
Study Name: I-195 EASTBOUND AM

Study Date: 3/21/2018

Page No: 19

Speed Profile

Run: RUN 3 EB AM 2-14-2018-R001



I-195 EASTBOUND (AM)

Ten and Two - Travel Time Data

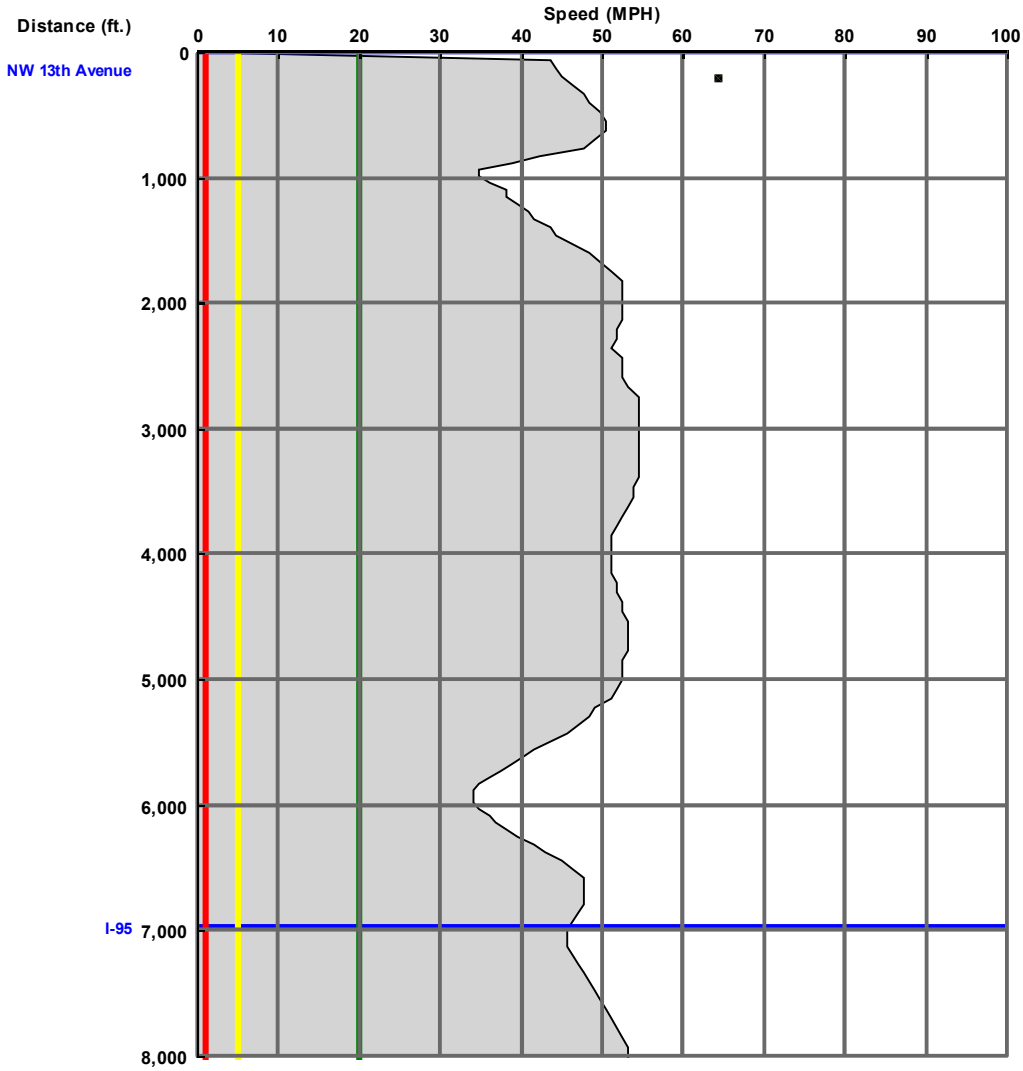
Study Name: I-195 EASTBOUND AM

Study Date: 3/21/2018

Page No: 20

Speed Profile

Run: RUN 5 EB AM 2-15-2018-R001



I-195 EASTBOUND (AM)

Ten and Two - Travel Time Data

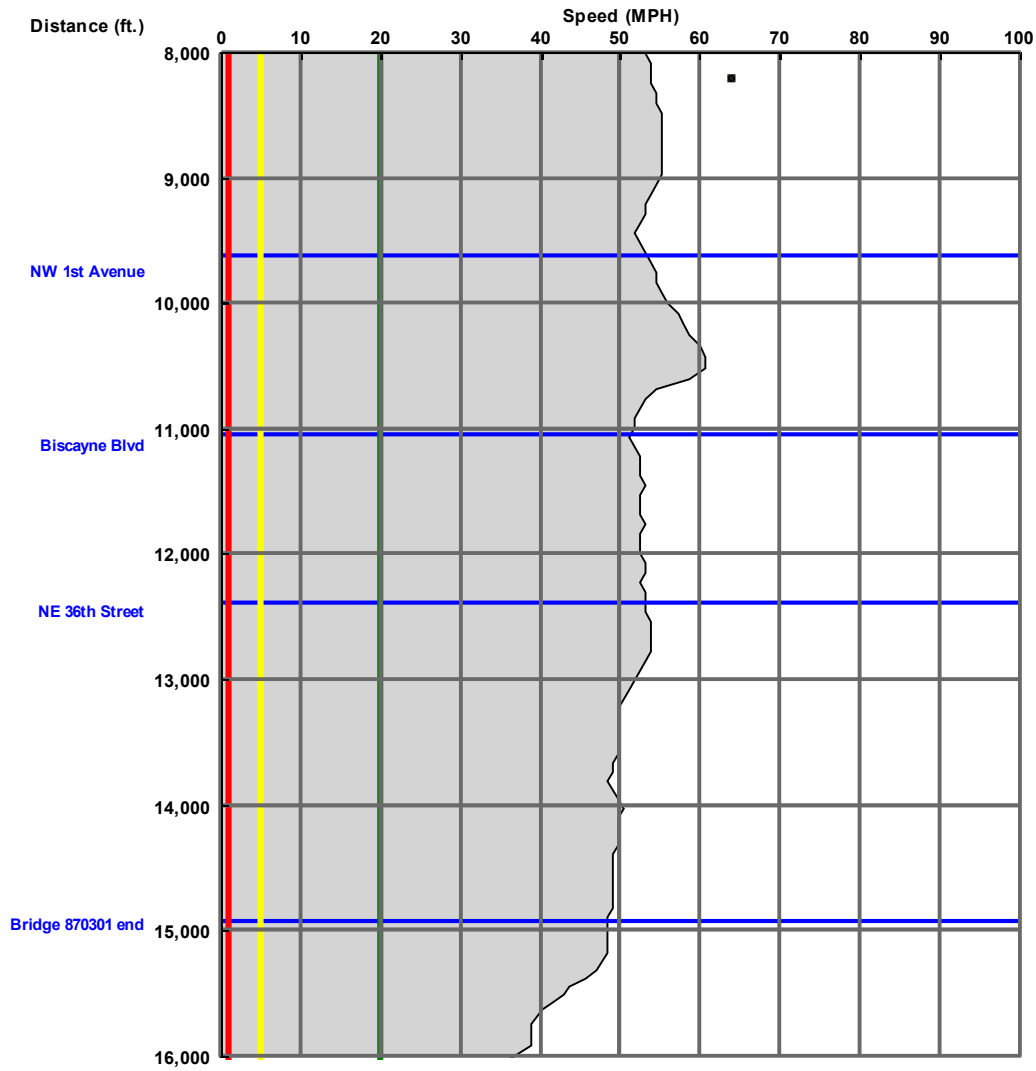
Study Name: I-195 EASTBOUND AM

Study Date: 3/21/2018

Page No: 21

Speed Profile

Run: RUN 5 EB AM 2-15-2018-R001



I-195 EASTBOUND (AM)

Ten and Two - Travel Time Data

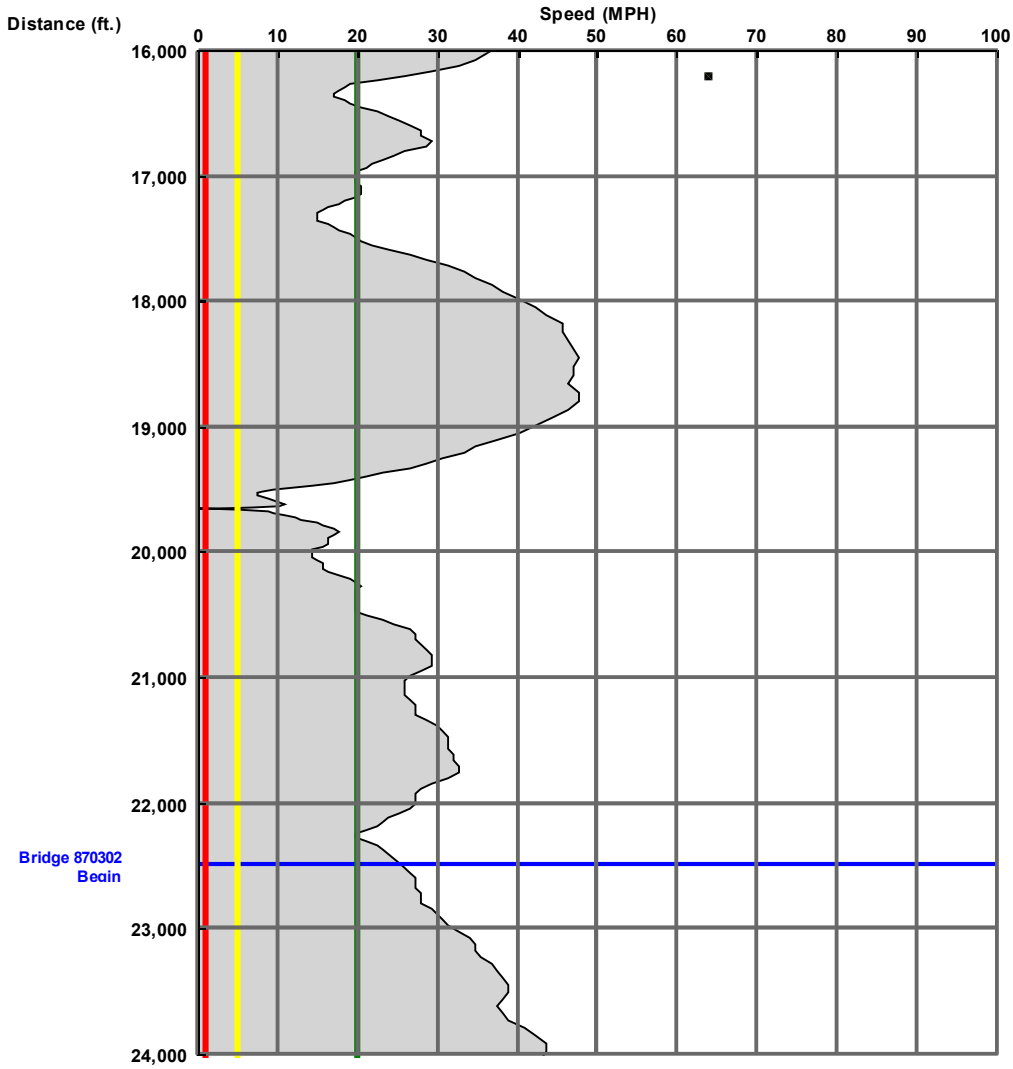
Study Name: I-195 EASTBOUND AM

Study Date: 3/21/2018

Page No: 22

Speed Profile

Run: RUN 5 EB AM 2-15-2018-R001



I-195 EASTBOUND (AM)

Ten and Two - Travel Time Data

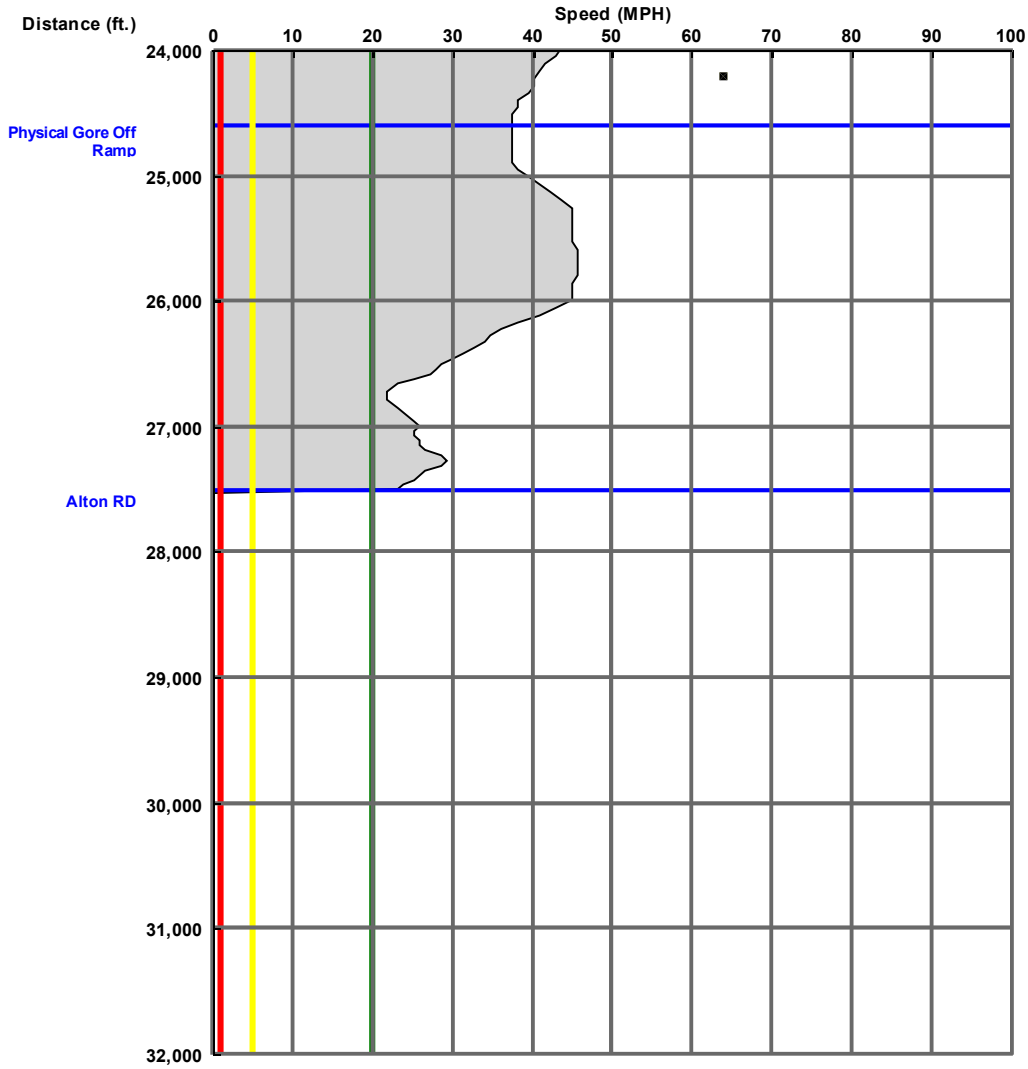
Study Name: I-195 EASTBOUND AM

Study Date: 3/21/2018

Page No: 23

Speed Profile

Run: RUN 5 EB AM 2-15-2018-R001



I-195 EASTBOUND (AM)

Ten and Two - Travel Time Data

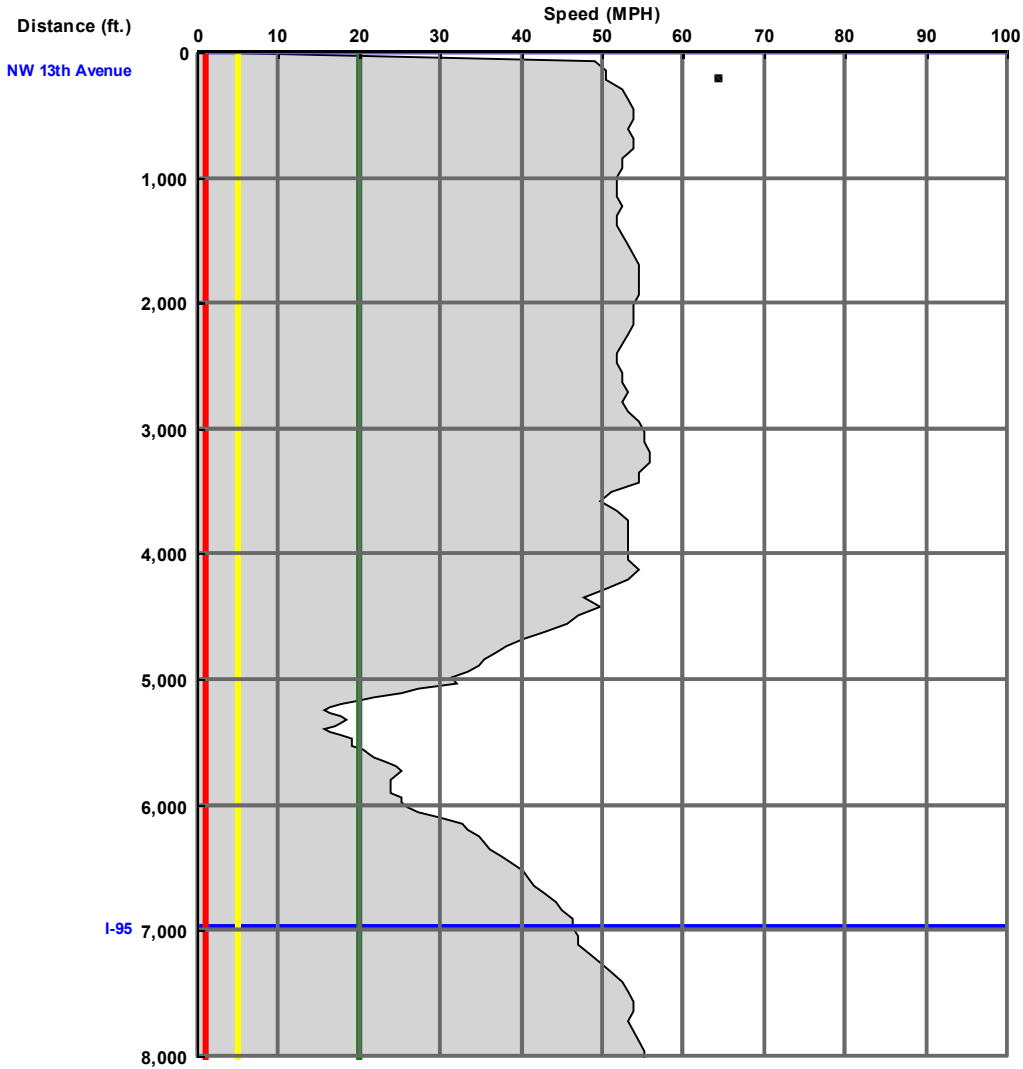
Study Name: I-195 EASTBOUND AM

Study Date: 3/21/2018

Page No: 24

Speed Profile

Run: RUN 6 EB AM 2-15-2018-R001



I-195 EASTBOUND (AM)

Ten and Two - Travel Time Data

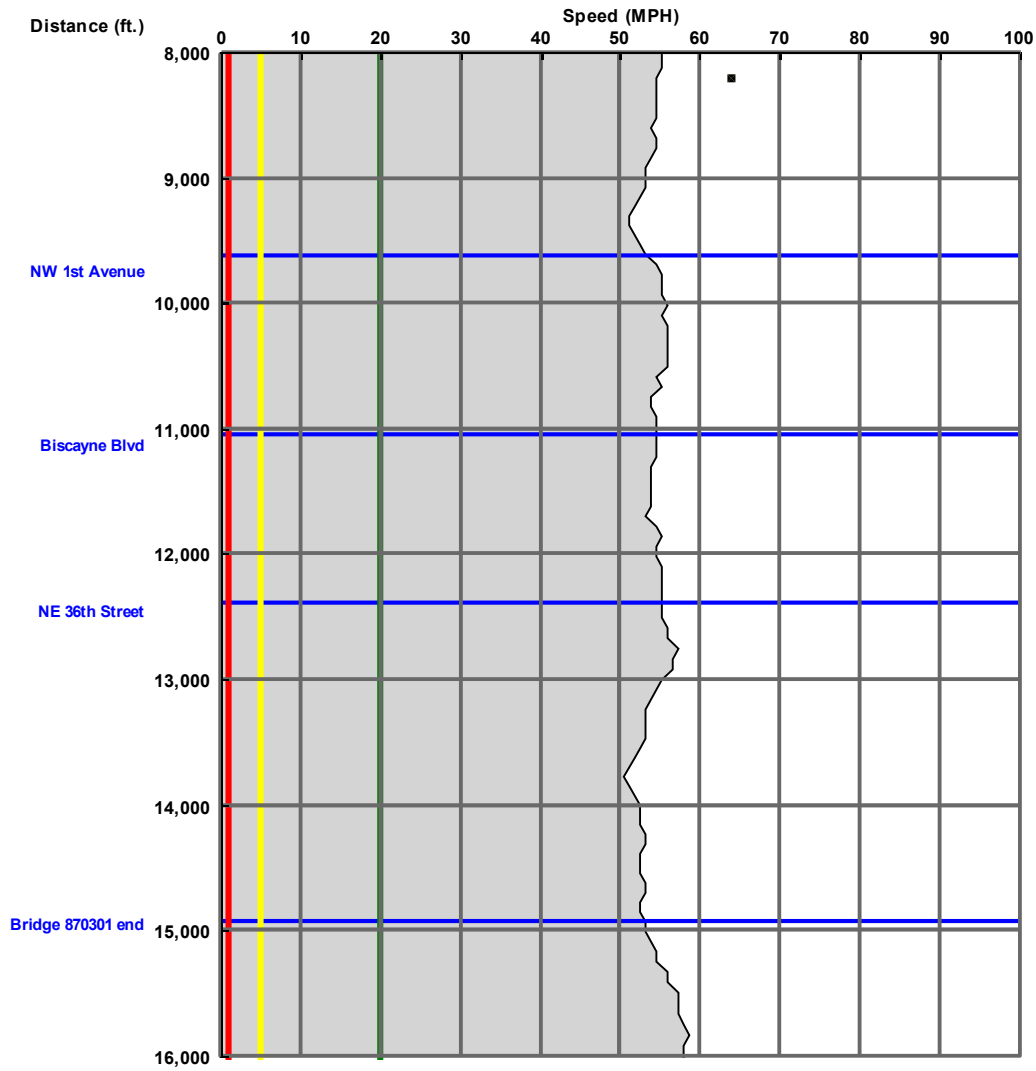
Study Name: I-195 EASTBOUND AM

Study Date: 3/21/2018

Page No: 25

Speed Profile

Run: RUN 6 EB AM 2-15-2018-R001



I-195 EASTBOUND (AM)

Ten and Two - Travel Time Data

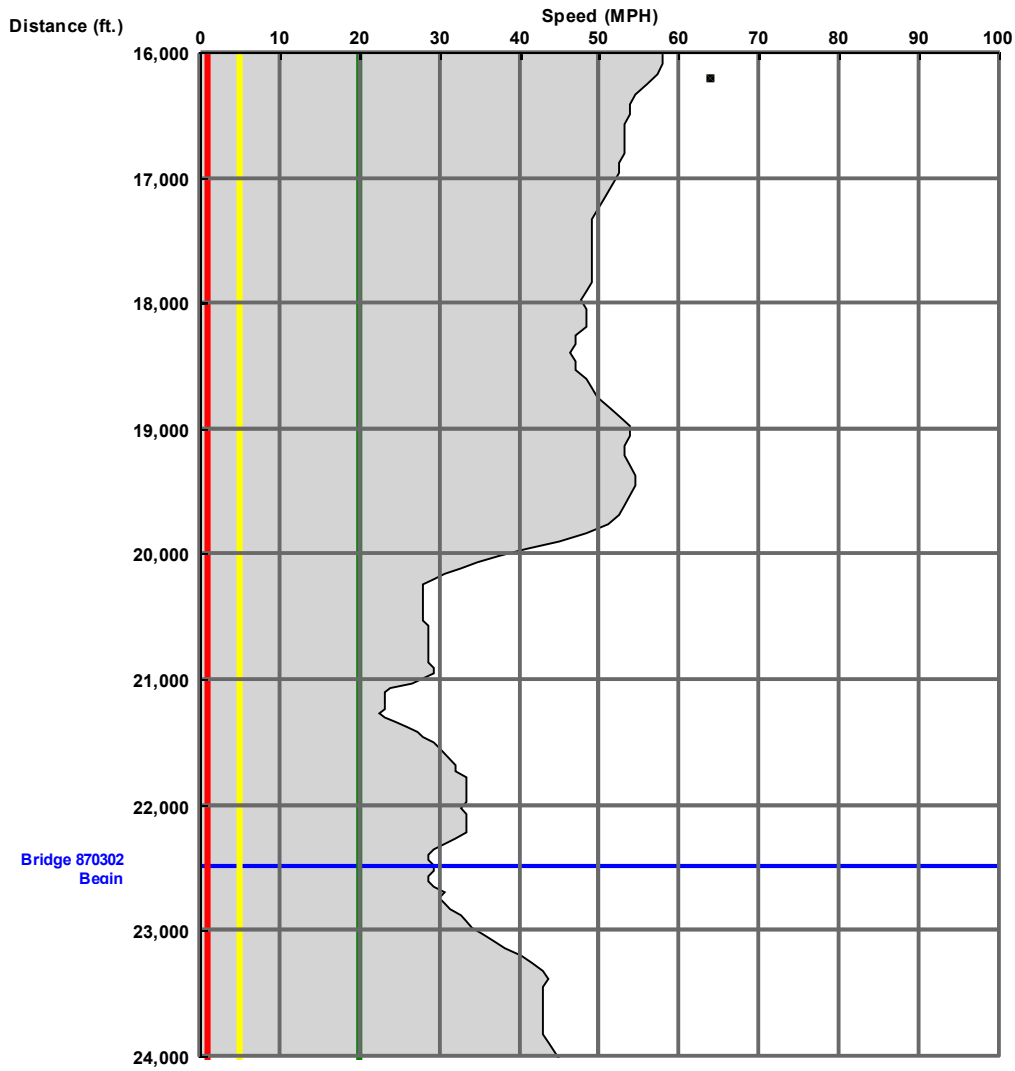
Study Name: I-195 EASTBOUND AM

Study Date: 3/21/2018

Page No: 26

Speed Profile

Run: RUN 6 EB AM 2-15-2018-R001



I-195 EASTBOUND (AM)

Ten and Two - Travel Time Data

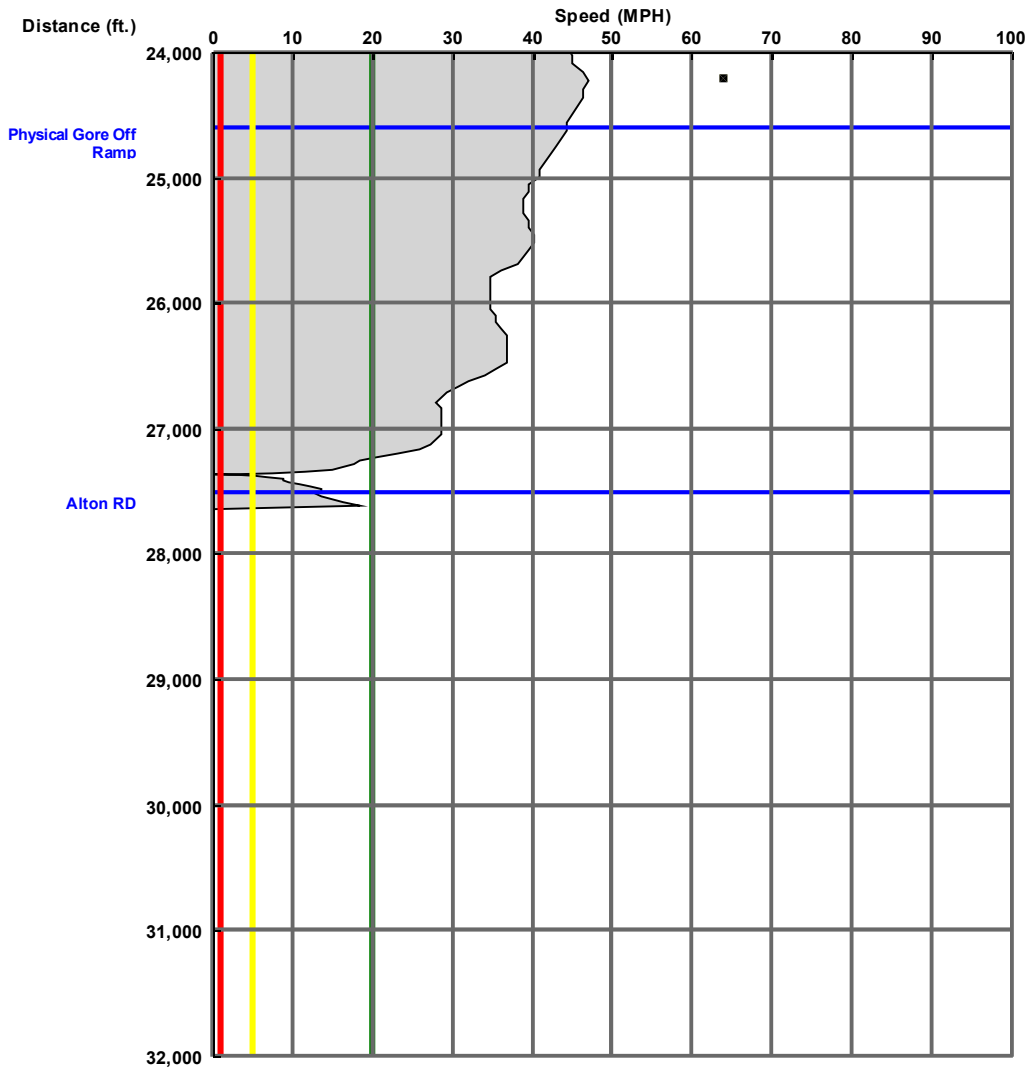
Study Name: I-195 EASTBOUND AM

Study Date: 3/21/2018

Page No: 27

Speed Profile

Run: RUN 6 EB AM 2-15-2018-R001



I-195 EASTBOUND (AM)

Ten and Two - Travel Time Data

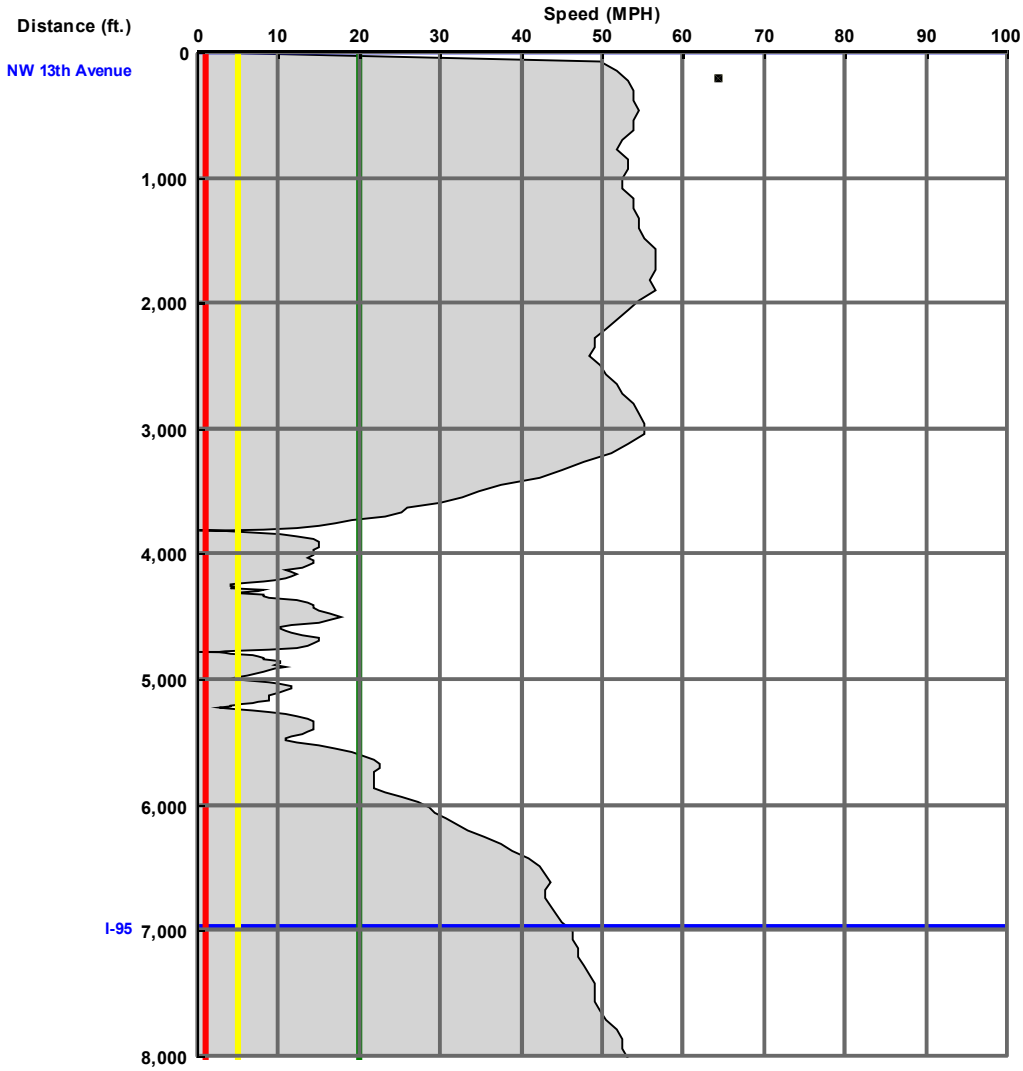
Study Name: I-195 EASTBOUND AM

Study Date: 3/21/2018

Page No: 28

Speed Profile

Run: RUN 7 EB AM 2-15-2018-R001



I-195 EASTBOUND (AM)

Ten and Two - Travel Time Data

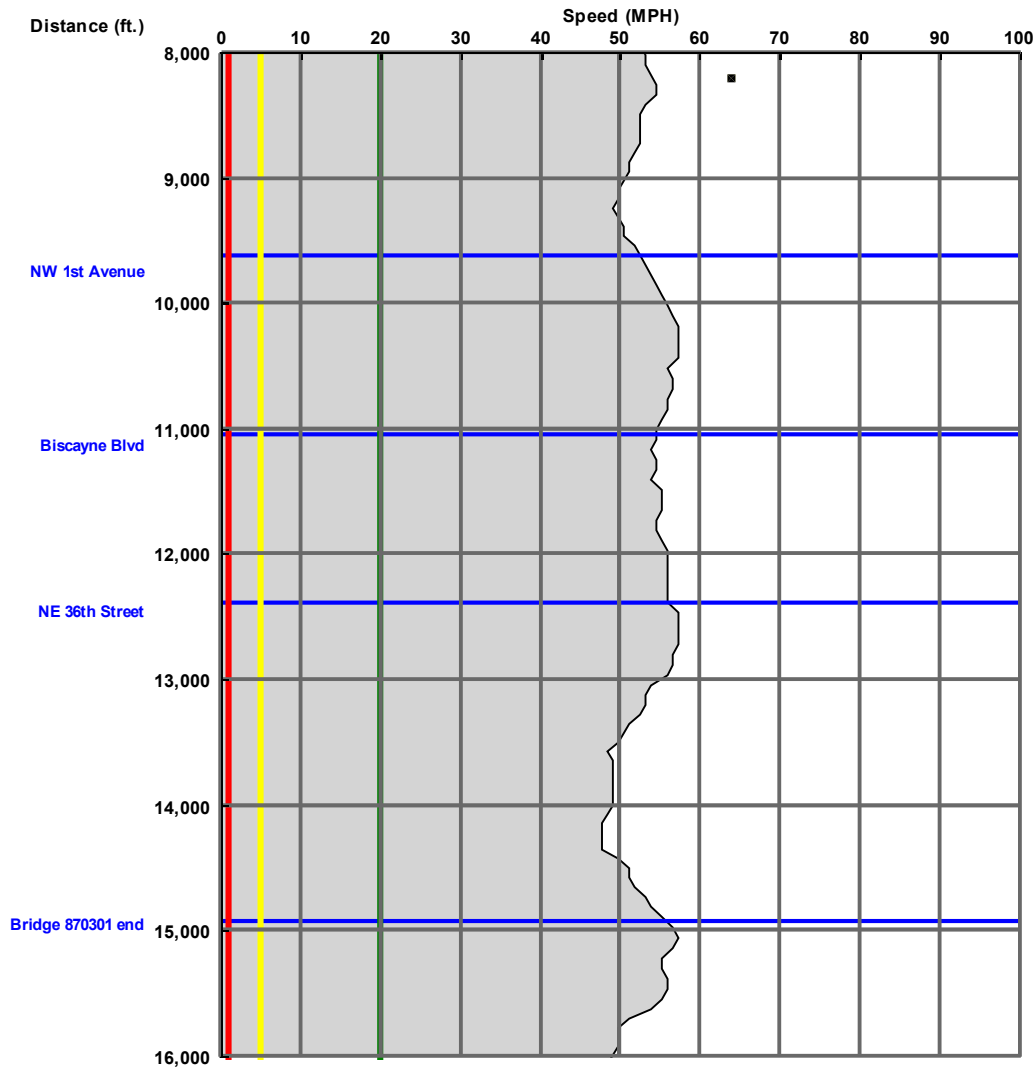
Study Name: I-195 EASTBOUND AM

Study Date: 3/21/2018

Page No: 29

Speed Profile

Run: RUN 7 EB AM 2-15-2018-R001



I-195 EASTBOUND (AM)

Ten and Two - Travel Time Data

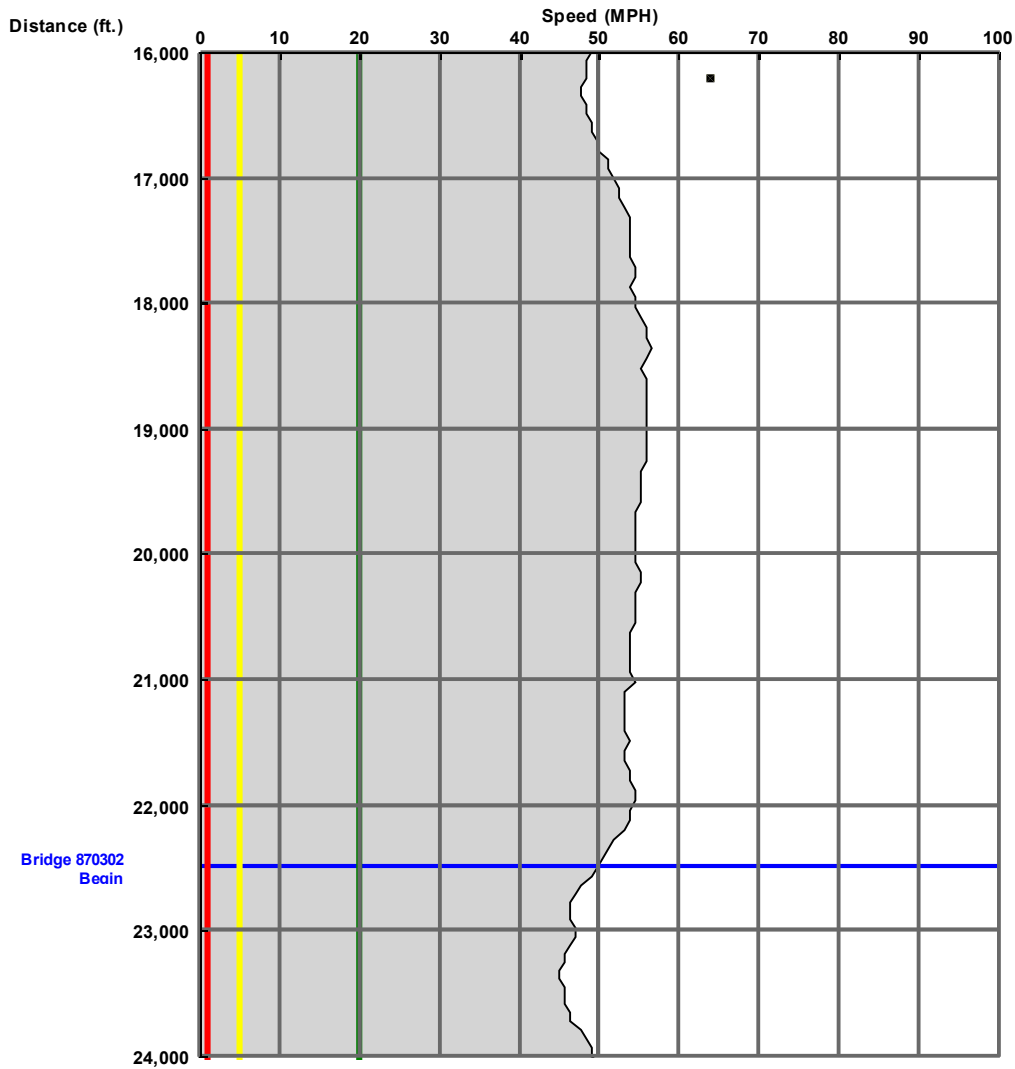
Study Name: I-195 EASTBOUND AM

Study Date: 3/21/2018

Page No: 30

Speed Profile

Run: RUN 7 EB AM 2-15-2018-R001



I-195 EASTBOUND (AM)

Ten and Two - Travel Time Data

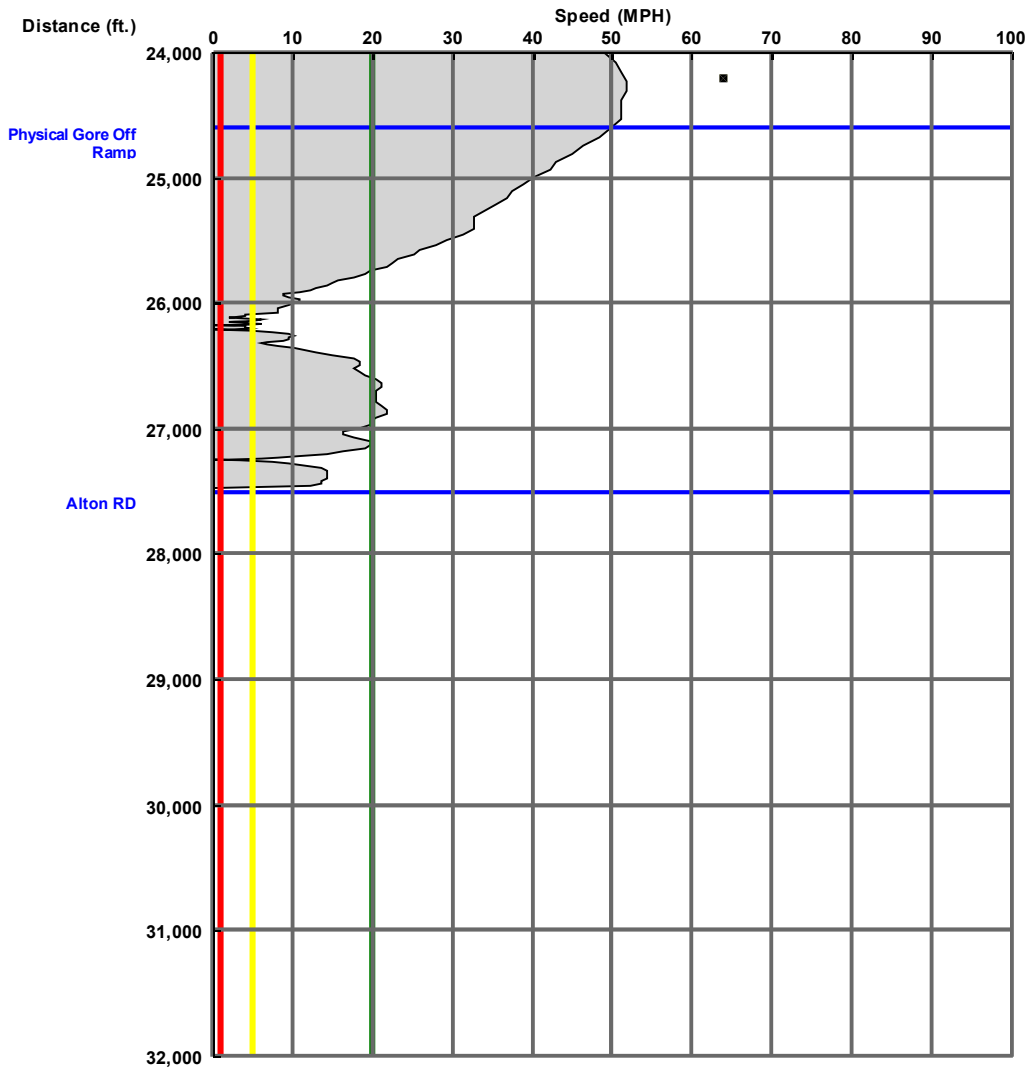
Study Name: I-195 EASTBOUND AM

Study Date: 3/21/2018

Page No: 31

Speed Profile

Run: RUN 7 EB AM 2-15-2018-R001



I-195 EASTBOUND (AM)

Ten and Two - Travel Time Data

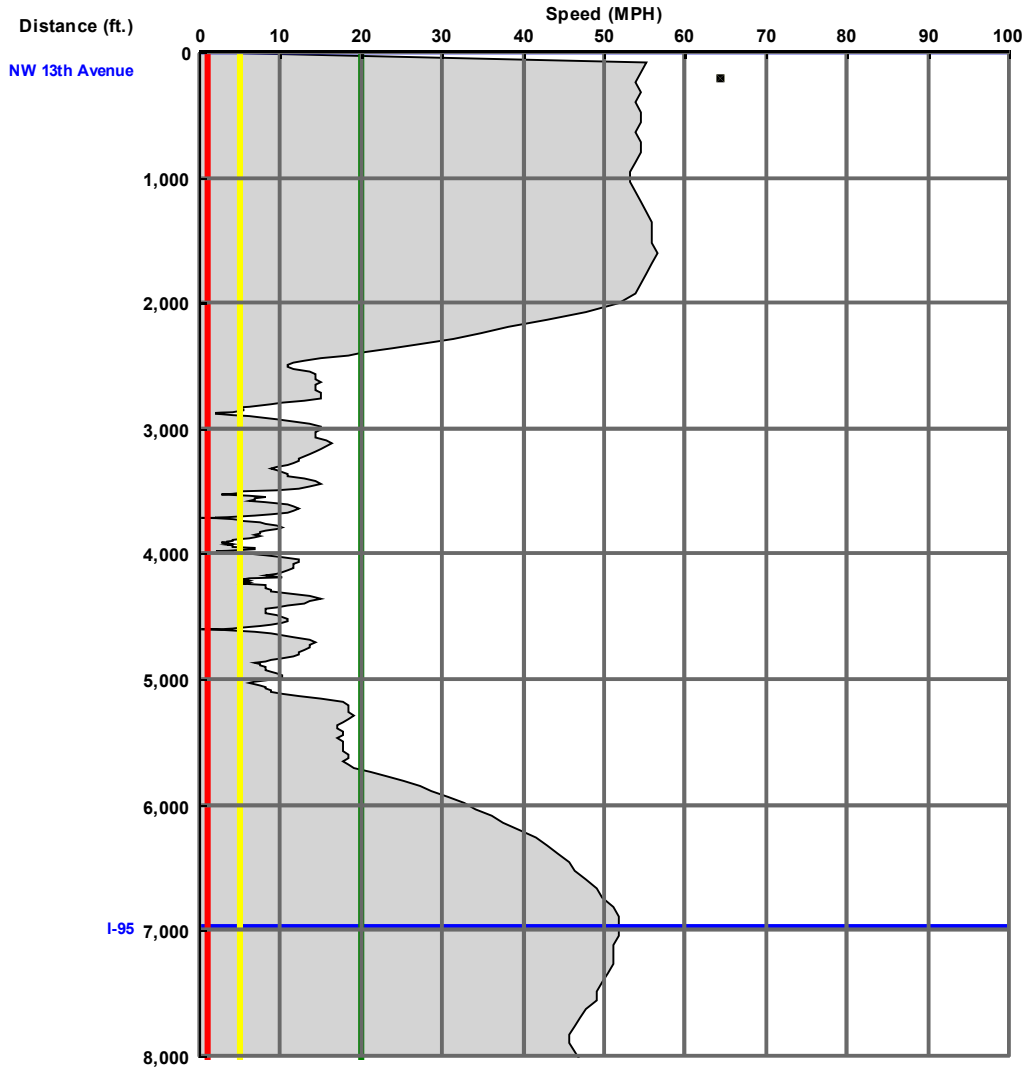
Study Name: I-195 EASTBOUND AM

Study Date: 3/21/2018

Page No: 32

Speed Profile

Run: RUN 8 EB AM 2-15-2018-R001



I-195 EASTBOUND (AM)

Ten and Two - Travel Time Data

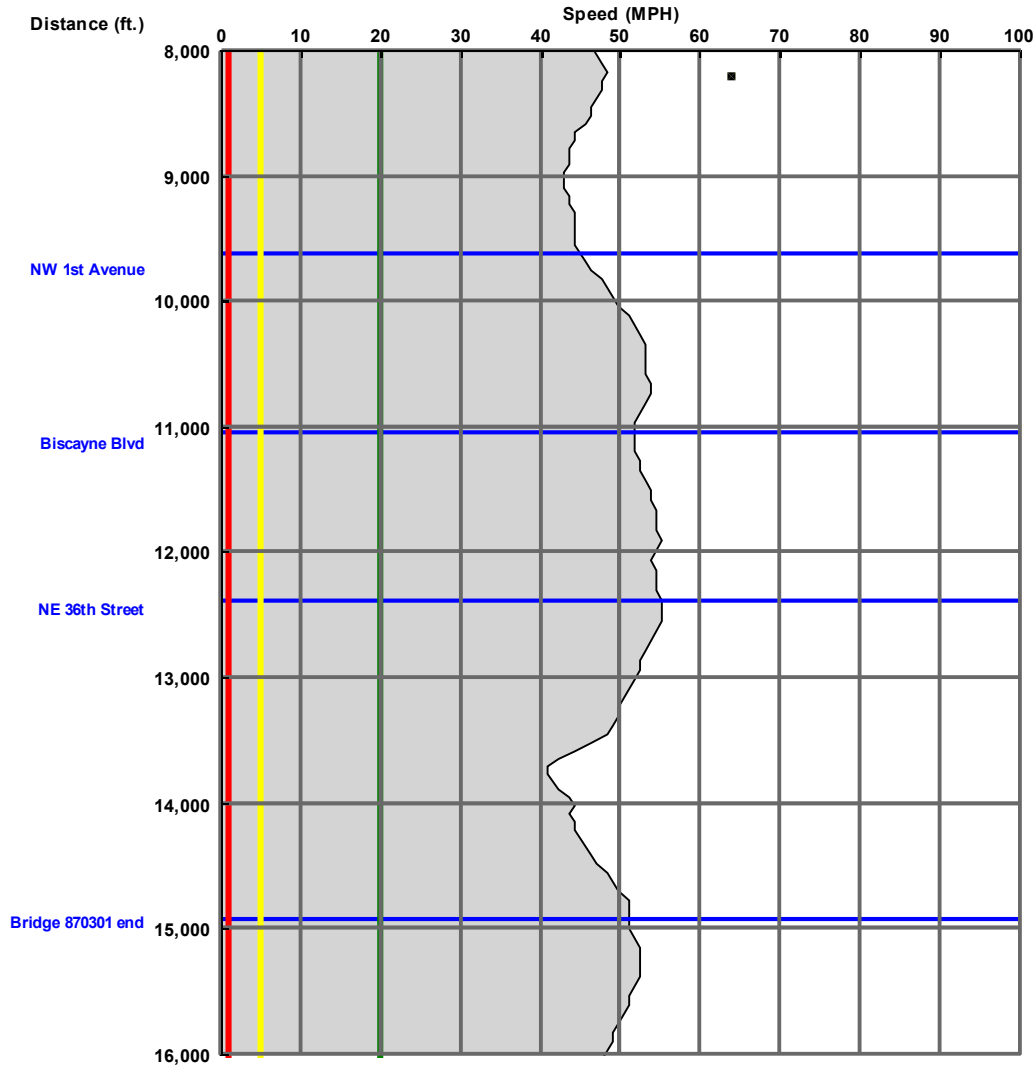
Study Name: I-195 EASTBOUND AM

Study Date: 3/21/2018

Page No: 33

Speed Profile

Run: RUN 8 EB AM 2-15-2018-R001



I-195 EASTBOUND (AM)

Ten and Two - Travel Time Data

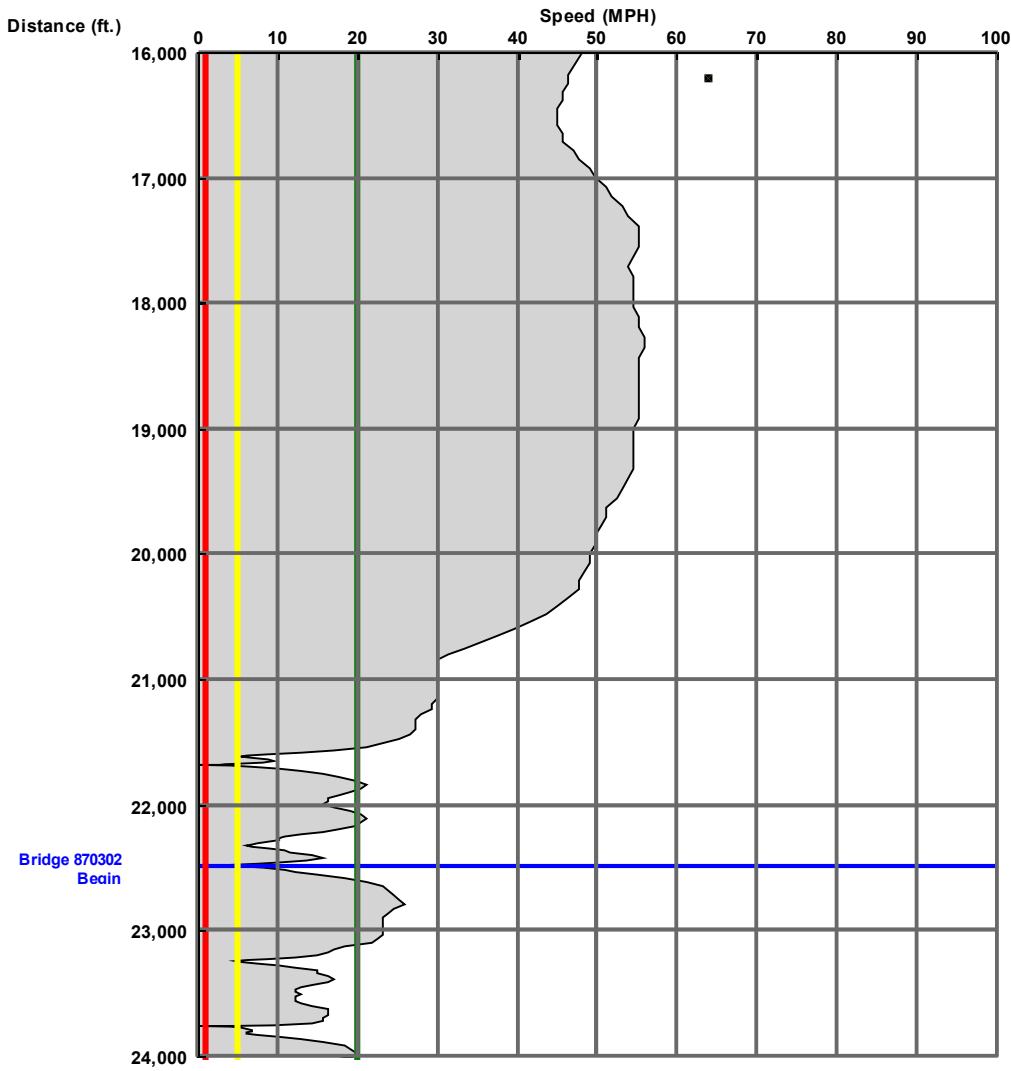
Study Name: I-195 EASTBOUND AM

Study Date: 3/21/2018

Page No: 34

Speed Profile

Run: RUN 8 EB AM 2-15-2018-R001



I-195 EASTBOUND (AM)

Ten and Two - Travel Time Data

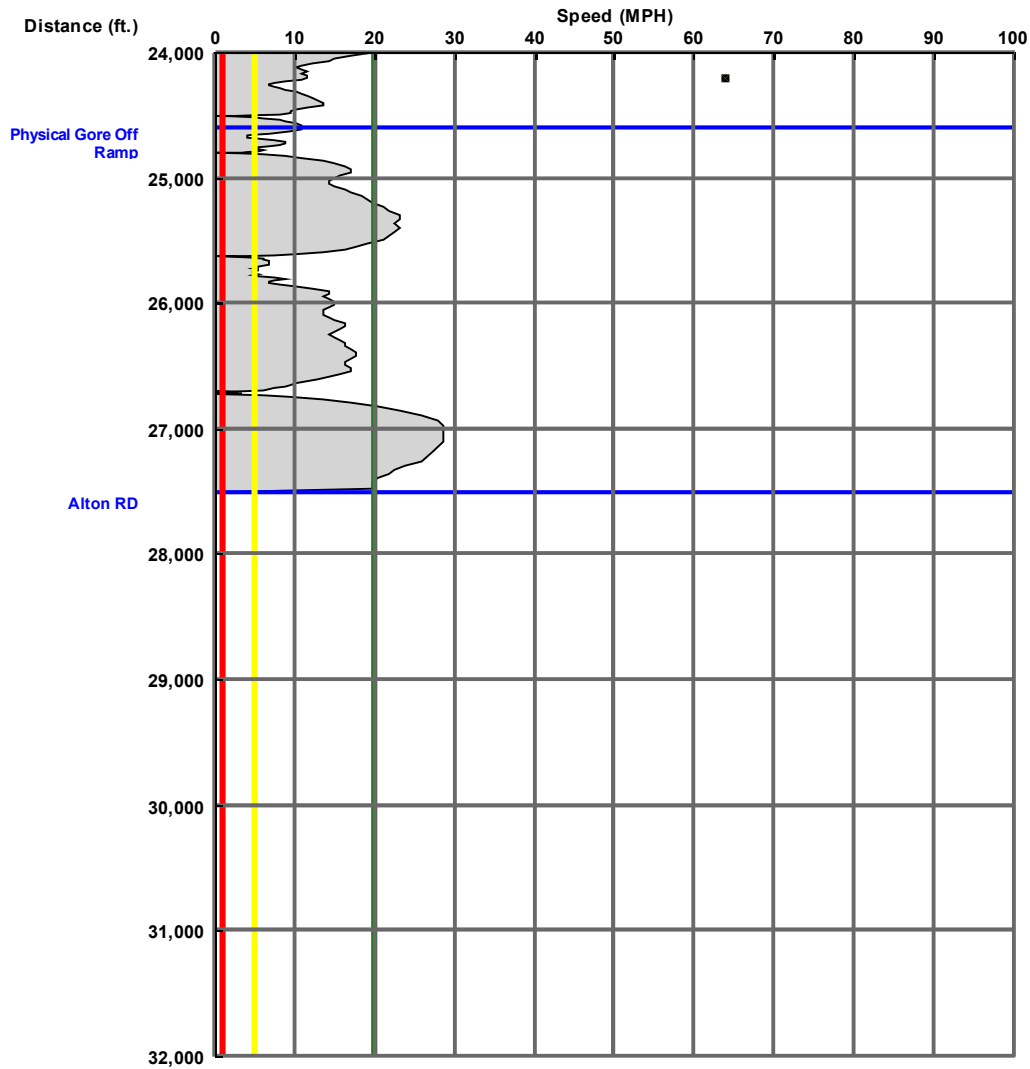
Study Name: I-195 EASTBOUND AM

Study Date: 3/21/2018

Page No: 35

Speed Profile

Run: RUN 8 EB AM 2-15-2018-R001



I-195 EASTBOUND (AM)

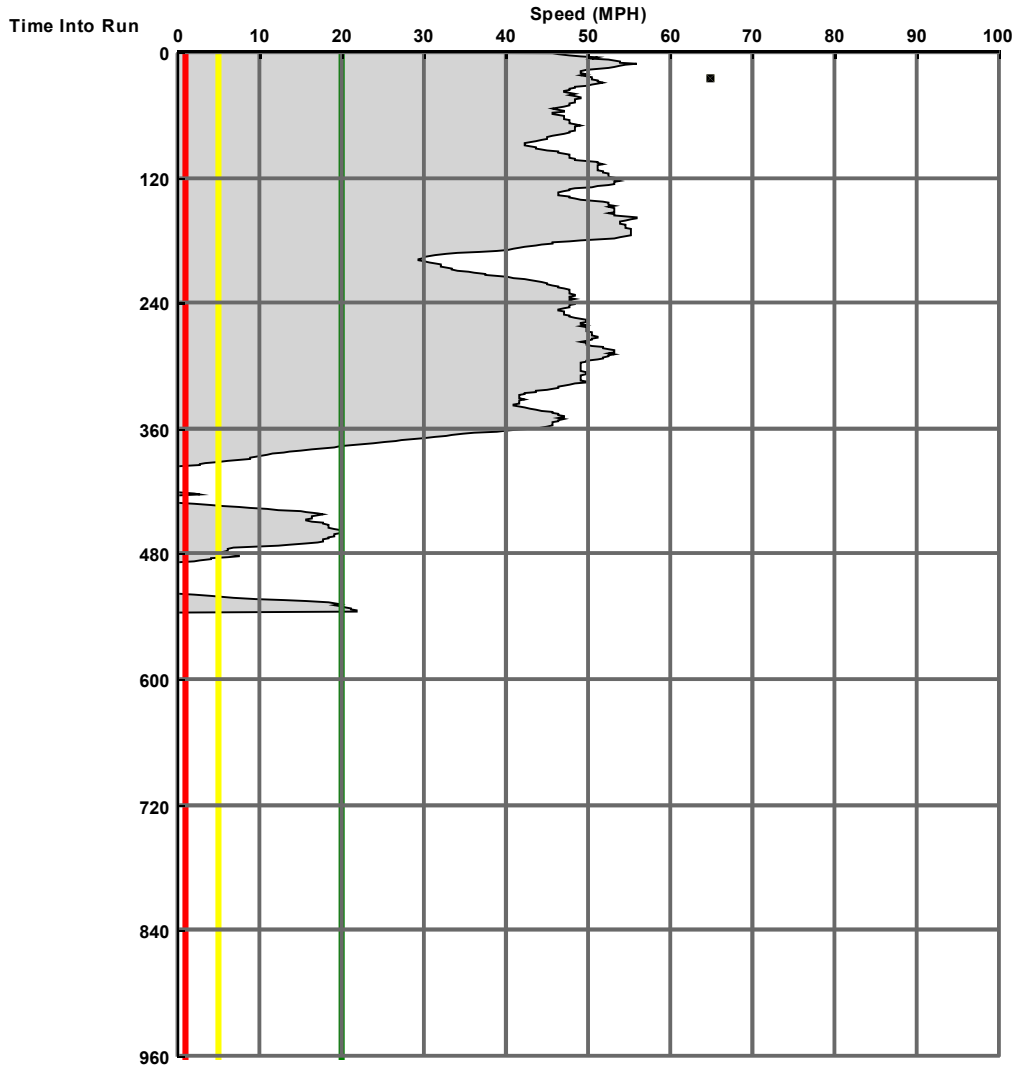
Ten and Two - Travel Time Data

Study Name: I-195 EASTBOUND AM

Study Date: 3/21/2018

Page No: 36

Time Based Speed Profile Run: RUN 2 EB AM 2-14-2018-R001



I-195 EASTBOUND (AM)

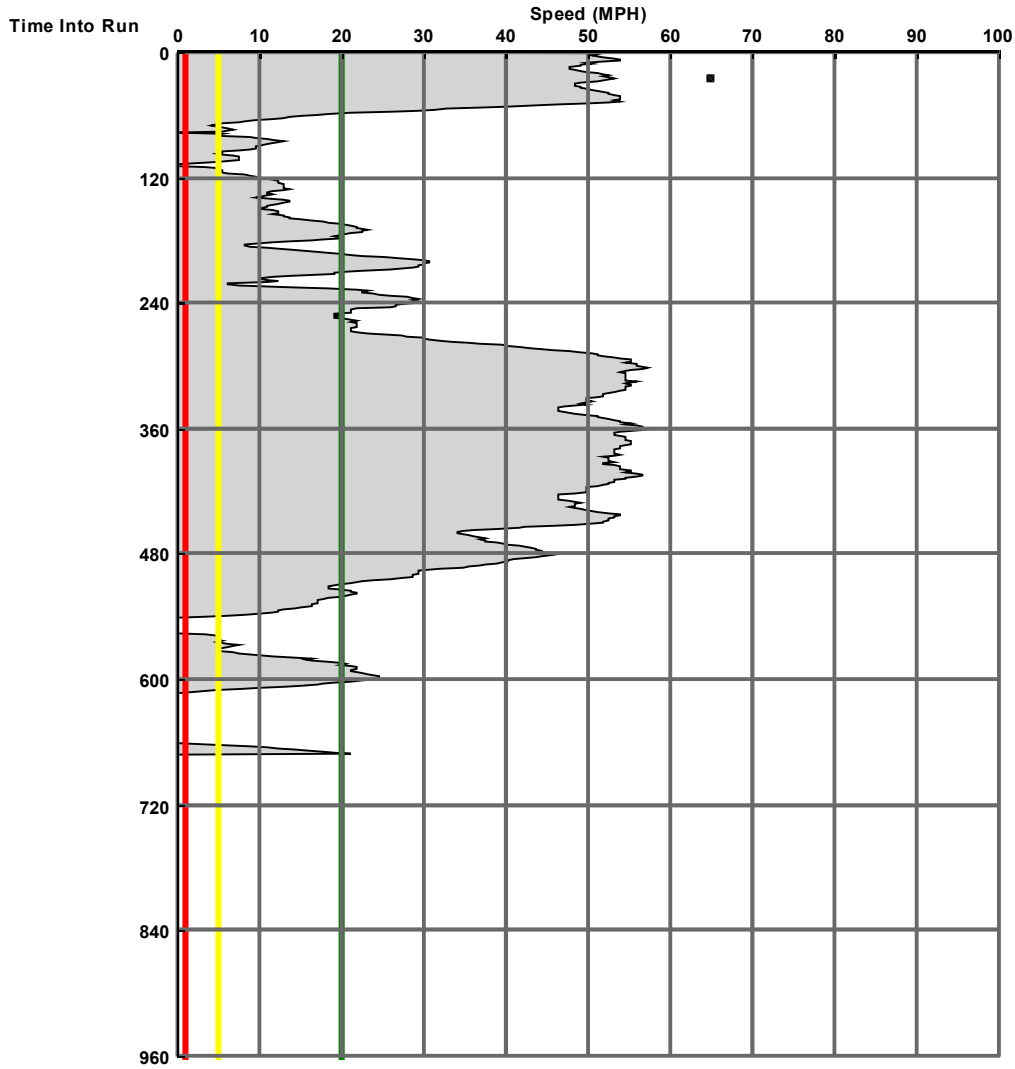
Ten and Two - Travel Time Data

Study Name: I-195 EASTBOUND AM

Study Date: 3/21/2018

Page No: 37

Time Based Speed Profile Run: RUN 3 EB AM 2-14-2018-R001



I-195 EASTBOUND (AM)

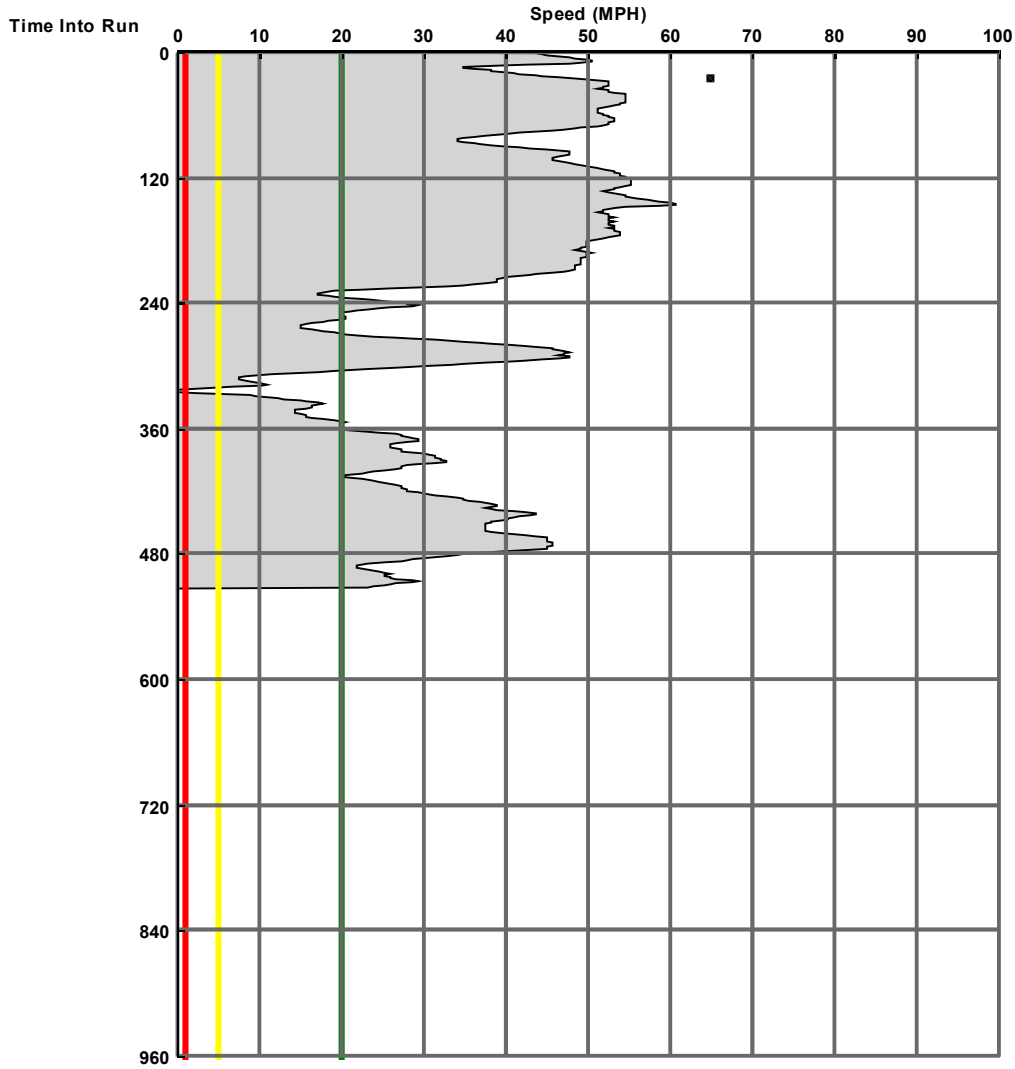
Ten and Two - Travel Time Data

Study Name: I-195 EASTBOUND AM

Study Date: 3/21/2018

Page No: 38

Time Based Speed Profile Run: RUN 5 EB AM 2-15-2018-R001



I-195 EASTBOUND (AM)

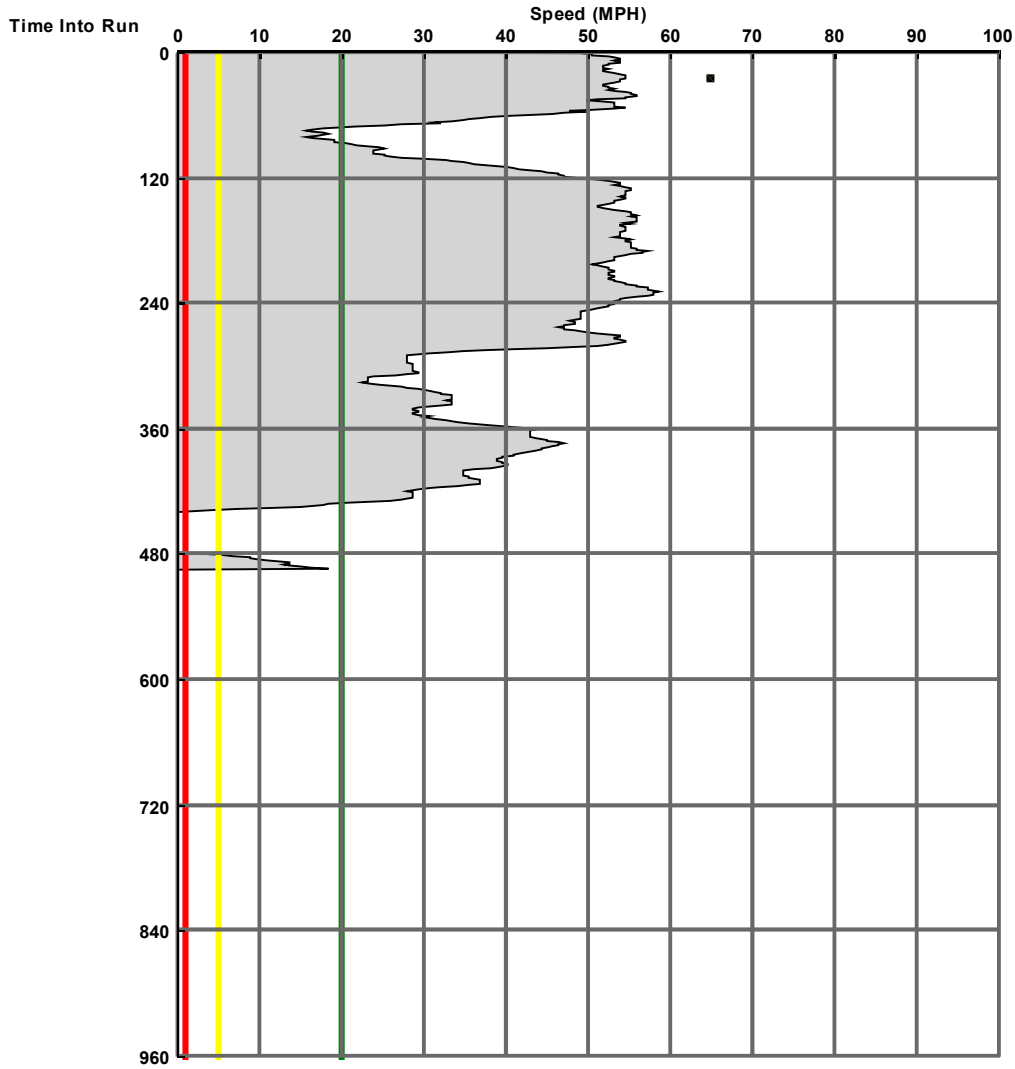
Ten and Two - Travel Time Data

Study Name: I-195 EASTBOUND AM

Study Date: 3/21/2018

Page No: 39

Time Based Speed Profile Run: RUN 6 EB AM 2-15-2018-R001



I-195 EASTBOUND (AM)

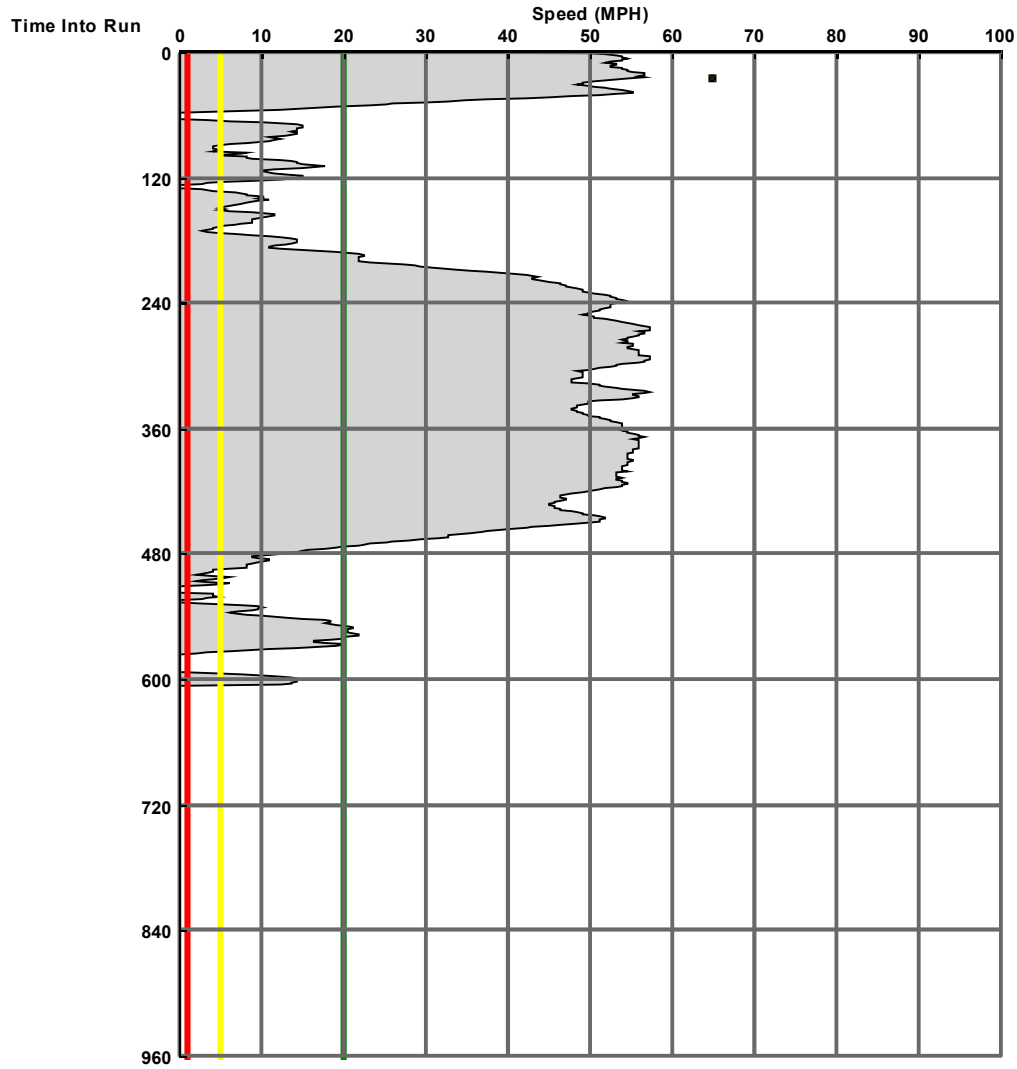
Ten and Two - Travel Time Data

Study Name: I-195 EASTBOUND AM

Study Date: 3/21/2018

Page No: 40

Time Based Speed Profile Run: RUN 7 EB AM 2-15-2018-R001



I-195 EASTBOUND (AM)

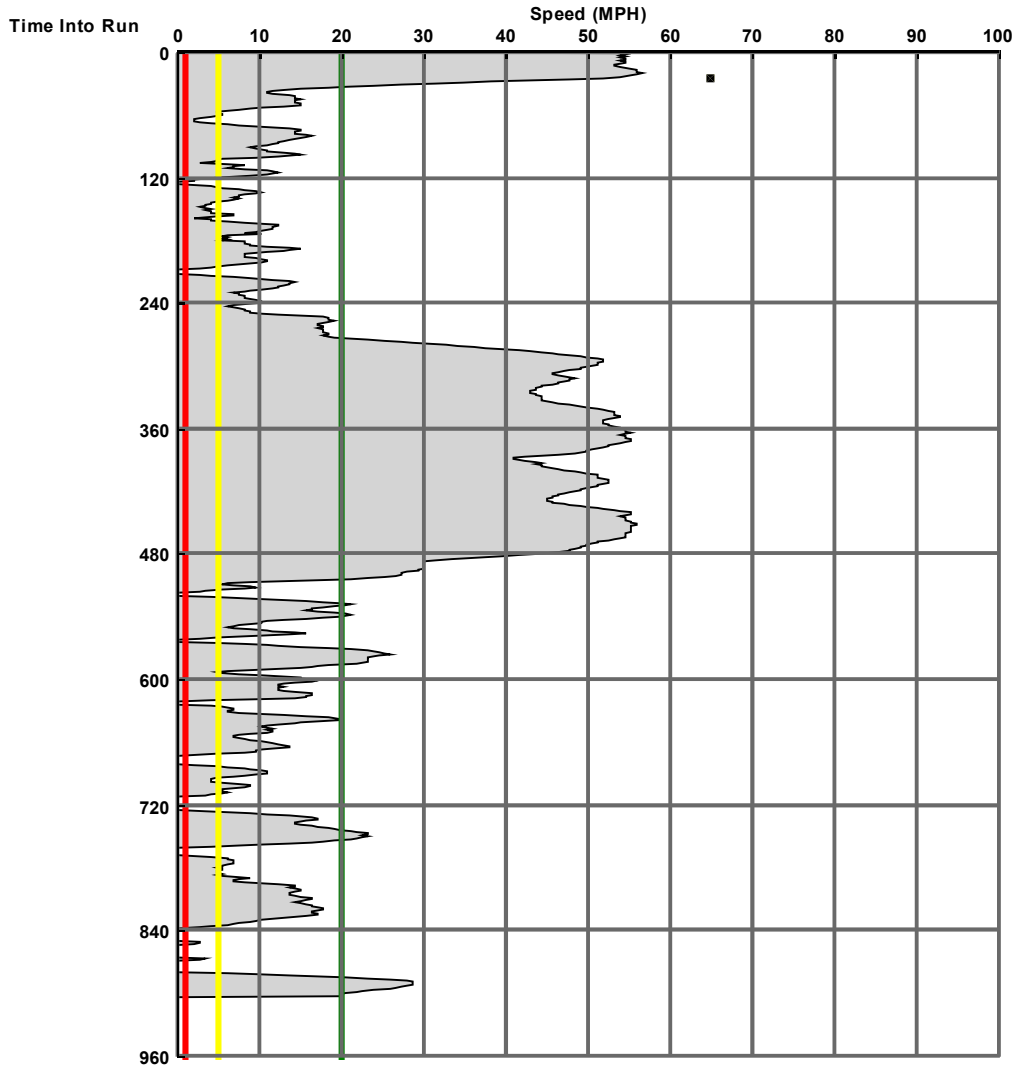
Ten and Two - Travel Time Data

Study Name: I-195 EASTBOUND AM

Study Date: 3/21/2018

Page No: 41

Time Based Speed Profile Run: RUN 8 EB AM 2-15-2018-R001



I-195 EASTBOUND (PM)

Ten and Two - Travel Time Data

Travel Time Reports for study: I-195 EASTBOUND PM

<u>Report Name</u>	<u>Page</u>
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Overall Output Statistics	3
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Detailed Stats By Run - Stops	5
Detailed Stats By Run - Average Speed	6
Detailed Stats By Run - Total Delay.....	7
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Speed Profile (Time vs Speed) for RUN 1 EB PM 2-14-2018-R001	37
Speed Profile (Time vs Speed) for RUN 2 EB PM 2-14-2018-R001	38
Speed Profile (Time vs Speed) for RUN 3 EB PM 2-14-2018-R001	39
Speed Profile (Time vs Speed) for RUN 4 EB PM 2-14-2018-R001	40
Speed Profile (Time vs Speed) for RUN 6 EB PM 2-14-2018-R001	41
Speed Profile (Time vs Speed) for RUN 7 EB PM 2-15-2018-R001	42

I-195 EASTBOUND (PM)

Ten and Two - Travel Time Data

Study Name: I-195 EASTBOUND PM

Study Date: 3/21/2018

Page No: 1

Study Summary Runs Used in This Study

Run Title	Start Date	Start Time	Length	Before/After	Run Type
RUN 1 EB PM 2-14-2018-R001	02/14/18	14:59:54	27481	Before	Secondary
RUN 2 EB PM 2-14-2018-R001	02/14/18	15:24:23	27754	Before	Secondary
RUN 3 EB PM 2-14-2018-R001	02/14/18	15:58:17	27773	Before	Secondary
RUN 4 EB PM 2-14-2018-R001	02/14/18	16:28:45	27689	Before	Secondary
RUN 6 EB PM 2-14-2018-R001	02/14/18	17:37:52	27769	Before	Secondary
RUN 7 EB PM 2-15-2018-R001	02/14/18	14:58:38	27231	Before	Secondary

Notes:

Node Info

#	Length	Name
1	0	NW 13th Avenue
2	6966	I-95
3	2653	NW 1st Avenue
4	1426	Biscayne Blvd
5	1343	NE 36th Street
6	2539	Bridge 870301 end
7	7561	Bridge 870302 Begin
8	2111	Physical Gore Off Ramp
9	2910	Alton RD

Length of Study Route = 27,509 feet.

I-195 EASTBOUND (PM)

Ten and Two - Travel Time Data

Study Name: I-195 EASTBOUND PM

Study Date: 3/21/2018

Page No: 2

Overall Output Statistics

Node #	Length (ft)	Node Name	Travel Time	# of Stops	Avg Speed (MPH)	Total Delay	Time <= 0 MPH	Time <= 5 MPH	Time <= 20 MPH
1	0	NW 13th Avenue							
2	6966	I-95	100.7	0.0	47.2	0.0	0.0	0.0	1.2
3	2653	NW 1st Avenue	44.7	0.0	40.5	6.0	0.0	0.0	6.3
4	1426	Biscayne Blvd	19.0	0.0	51.2	0.0	0.0	0.0	0.0
5	1343	NE 36th Street	17.5	0.0	52.3	0.0	0.0	0.0	0.0
6	2539	Bridge 870301 end	33.8	0.0	51.2	0.0	0.0	0.0	0.0
7	7561	Bridge 870302 Begin	95.3	0.0	54.1	0.0	0.0	0.0	0.0
8	2111	Physical Gore Off Ramp	29.3	0.0	49.1	0.0	0.0	0.0	0.0
9	2910	Alton RD	152.7	2.7	13.0	103.7	46.3	67.0	120.5
Total	27,509		493.0	2.7	38.0	109.7	46.3	67	128

Stats based on 6 runs.

Stops based on a Stop Speed of 5 MPH.

Total Delay based on a Normal Speed of 40 MPH.

I-195 EASTBOUND (PM)

Ten and Two - Travel Time Data

Study Name: I-195 EASTBOUND PM

Study Date: 3/21/2018

Page No: 3

Travel Time

Node #	Length	Node Name	Run # 1	Run # 2	Run # 3	Run # 4	Run # 5	Run # 6
1	0	NW 13th Avenue						
2	6966	I-95	113	92	109	100	98	92
3	2653	NW 1st Avenue	79	34	37	35	48	35
4	1426	Biscayne Blvd	20	18	18	20	20	18
5	1343	NE 36th Street	17	16	17	21	17	17
6	2539	Bridge 870301 end	35	33	34	34	34	33
7	7561	Bridge 870302 Begin	95	96	93	93	101	94
8	2111	Physical Gore Off Ramp	29	29	29	27	32	30
9	2910	Alton RD	160	270	60	84	67	275
Total	27,509		548	588	397	414	417	594

Run # 1 = RUN 1 EB PM 2-14-2018-R001

Run # 2 = RUN 2 EB PM 2-14-2018-R001

Run # 3 = RUN 3 EB PM 2-14-2018-R001

Run # 4 = RUN 4 EB PM 2-14-2018-R001

Run # 5 = RUN 6 EB PM 2-14-2018-R001

Run # 6 = RUN 7 EB PM 2-15-2018-R001

I-195 EASTBOUND (PM)

Ten and Two - Travel Time Data

Study Name: I-195 EASTBOUND PM

Study Date: 3/21/2018

Page No: 4

Number of Stops

Node #	Length	Node Name	Run # 1	Run # 2	Run # 3	Run # 4	Run # 5	Run # 6
1	0	NW 13th Avenue						
2	6966	I-95	0	0	0	0	0	0
3	2653	NW 1st Avenue	0	0	0	0	0	0
4	1426	Biscayne Blvd	0	0	0	0	0	0
5	1343	NE 36th Street	0	0	0	0	0	0
6	2539	Bridge 870301 end	0	0	0	0	0	0
7	7561	Bridge 870302 Begin	0	0	0	0	0	0
8	2111	Physical Gore Off Ramp	0	0	0	0	0	0
9	2910	Alton RD	2	4	1	1	1	7
Total	27,509		2	4	1	1	1	7

Stops based on a Stop Speed of 5 MPH.

Run # 1 = RUN 1 EB PM 2-14-2018-R001

Run # 2 = RUN 2 EB PM 2-14-2018-R001

Run # 3 = RUN 3 EB PM 2-14-2018-R001

Run # 4 = RUN 4 EB PM 2-14-2018-R001

Run # 5 = RUN 6 EB PM 2-14-2018-R001

Run # 6 = RUN 7 EB PM 2-15-2018-R001

I-195 EASTBOUND (PM)

Ten and Two - Travel Time Data

Study Name: I-195 EASTBOUND PM

Study Date: 3/21/2018

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Average Speed (MPH)

Node #	Length	Node Name	Run # 1	Run # 2	Run # 3	Run # 4	Run # 5	Run # 6
1	0	NW 13th Avenue	0.0	0.0	0.0	0.0	0.0	0.0
2	6966	I-95	42.1	51.9	43.8	47.6	48.9	51.8
3	2653	NW 1st Avenue	22.7	53.5	49.2	51.3	37.5	52.1
4	1426	Biscayne Blvd	48.8	54.4	53.8	50.1	48.9	54.0
5	1343	NE 36th Street	54.9	54.4	53.6	43.5	52.9	54.1
6	2539	Bridge 870301 end	50.3	52.4	50.5	51.1	51.3	52.6
7	7561	Bridge 870302 Begin	54.2	53.7	55.4	55.3	50.9	54.4
8	2111	Physical Gore Off Ramp	48.8	49.9	51.2	53.3	44.0	49.0
9	2910	Alton RD	12.1	7.3	32.4	23.5	29.7	6.4
Total	27,509		34.2	31.9	47.3	45.3	45.0	31.3

Run # 1 = RUN 1 EB PM 2-14-2018-R001

Run # 2 = RUN 2 EB PM 2-14-2018-R001

Run # 3 = RUN 3 EB PM 2-14-2018-R001

Run # 4 = RUN 4 EB PM 2-14-2018-R001

Run # 5 = RUN 6 EB PM 2-14-2018-R001

Run # 6 = RUN 7 EB PM 2-15-2018-R001

I-195 EASTBOUND (PM)

Ten and Two - Travel Time Data

Study Name: I-195 EASTBOUND PM

Study Date: 3/21/2018

Page No: 6

Total Delay

Node #	Length	Node Name	Run # 1	Run # 2	Run # 3	Run # 4	Run # 5	Run # 6
1	0	NW 13th Avenue	0	0	0	0	0	0
2	6966	I-95	0	0	0	0	0	0
3	2653	NW 1st Avenue	34	0	0	0	2	0
4	1426	Biscayne Blvd	0	0	0	0	0	0
5	1343	NE 36th Street	0	0	0	0	0	0
6	2539	Bridge 870301 end	0	0	0	0	0	0
7	7561	Bridge 870302 Begin	0	0	0	0	0	0
8	2111	Physical Gore Off Ramp	0	0	0	0	0	0
9	2910	Alton RD	111	220	10	34	17	230
Total	27,509		145	220	10	34	19	230

Total Delay based on a Normal Speed of 40 MPH.

Run # 1 = RUN 1 EB PM 2-14-2018-R001

Run # 2 = RUN 2 EB PM 2-14-2018-R001

Run # 3 = RUN 3 EB PM 2-14-2018-R001

Run # 4 = RUN 4 EB PM 2-14-2018-R001

Run # 5 = RUN 6 EB PM 2-14-2018-R001

Run # 6 = RUN 7 EB PM 2-15-2018-R001

I-195 EASTBOUND (PM)

Ten and Two - Travel Time Data

Study Name: I-195 EASTBOUND PM

Study Date: 3/21/2018

Page No: 7

Time Below

Node #	Length	Node Name	Run # 1	Run # 2	Run # 3	Run # 4	Run # 5	Run # 6
1	0	NW 13th Avenue	0	0	0	0	0	0
2	6966	I-95	0	0	0	0	0	0
3	2653	NW 1st Avenue	0	0	0	0	0	0
4	1426	Biscayne Blvd	0	0	0	0	0	0
5	1343	NE 36th Street	0	0	0	0	0	0
6	2539	Bridge 870301 end	0	0	0	0	0	0
7	7561	Bridge 870302 Begin	0	0	0	0	0	0
8	2111	Physical Gore Off Ramp	0	0	0	0	0	0
9	2910	Alton RD	36	111	1	20	0	110
Total	27,509		36	111	1	20	0	110

Run # 1 = RUN 1 EB PM 2-14-2018-R001

Run # 2 = RUN 2 EB PM 2-14-2018-R001

Run # 3 = RUN 3 EB PM 2-14-2018-R001

Run # 4 = RUN 4 EB PM 2-14-2018-R001

Run # 5 = RUN 6 EB PM 2-14-2018-R001

Run # 6 = RUN 7 EB PM 2-15-2018-R001

I-195 EASTBOUND (PM)

Ten and Two - Travel Time Data

Study Name: I-195 EASTBOUND PM

Study Date: 3/21/2018

Page No: 8

Time Below

Node #	Length	Node Name	Run # 1	Run # 2	Run # 3	Run # 4	Run # 5	Run # 6
1	0	NW 13th Avenue	0	0	0	0	0	0
2	6966	I-95	0	0	0	0	0	0
3	2653	NW 1st Avenue	0	0	0	0	0	0
4	1426	Biscayne Blvd	0	0	0	0	0	0
5	1343	NE 36th Street	0	0	0	0	0	0
6	2539	Bridge 870301 end	0	0	0	0	0	0
7	7561	Bridge 870302 Begin	0	0	0	0	0	0
8	2111	Physical Gore Off Ramp	0	0	0	0	0	0
9	2910	Alton RD	56	182	4	22	1	137
Total	27,509		56	182	4	22	1	137

Run # 1 = RUN 1 EB PM 2-14-2018-R001

Run # 2 = RUN 2 EB PM 2-14-2018-R001

Run # 3 = RUN 3 EB PM 2-14-2018-R001

Run # 4 = RUN 4 EB PM 2-14-2018-R001

Run # 5 = RUN 6 EB PM 2-14-2018-R001

Run # 6 = RUN 7 EB PM 2-15-2018-R001

I-195 EASTBOUND (PM)

Ten and Two - Travel Time Data

Study Name: I-195 EASTBOUND PM

Study Date: 3/21/2018

Page No: 9

Time Below

Node #	Length	Node Name	Run # 1	Run # 2	Run # 3	Run # 4	Run # 5	Run # 6
1	0	NW 13th Avenue	0	0	0	0	0	0
2	6966	I-95	7	0	0	0	0	0
3	2653	NW 1st Avenue	38	0	0	0	0	0
4	1426	Biscayne Blvd	0	0	0	0	0	0
5	1343	NE 36th Street	0	0	0	0	0	0
6	2539	Bridge 870301 end	0	0	0	0	0	0
7	7561	Bridge 870302 Begin	0	0	0	0	0	0
8	2111	Physical Gore Off Ramp	0	0	0	0	0	0
9	2910	Alton RD	131	248	19	42	21	262
Total	27,509		176	248	19	42	21	262

Run # 1 = RUN 1 EB PM 2-14-2018-R001

Run # 2 = RUN 2 EB PM 2-14-2018-R001

Run # 3 = RUN 3 EB PM 2-14-2018-R001

Run # 4 = RUN 4 EB PM 2-14-2018-R001

Run # 5 = RUN 6 EB PM 2-14-2018-R001

Run # 6 = RUN 7 EB PM 2-15-2018-R001

I-195 EASTBOUND (PM)

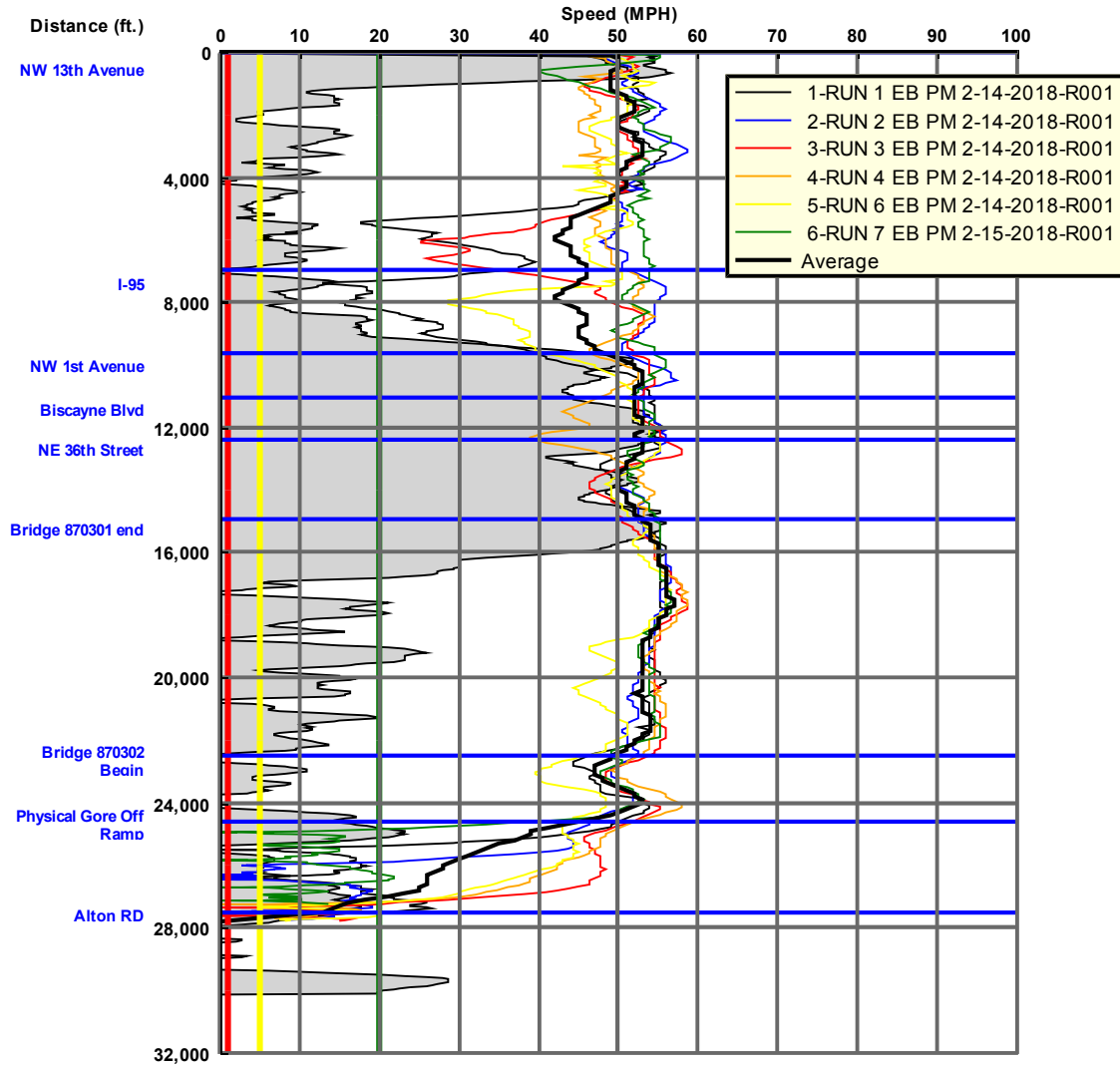
Ten and Two - Travel Time Data

Study Name: I-195 EASTBOUND PM

Study Date: 3/21/2018

Page No: 10

Speed/Distance Profiles of All Runs



I-195 EASTBOUND (PM)

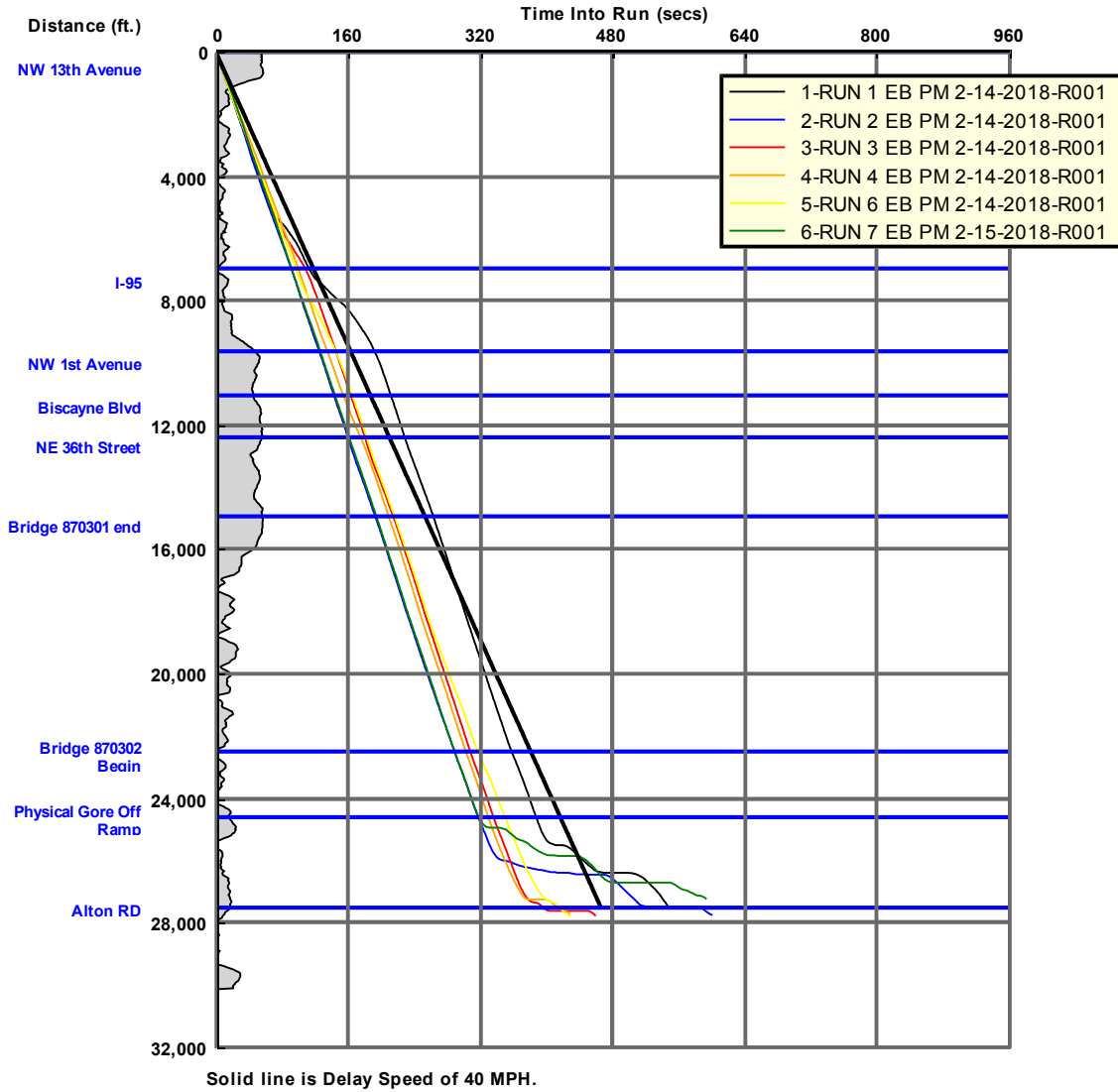
Ten and Two - Travel Time Data

Study Name: I-195 EASTBOUND PM

Study Date: 3/21/2018

Page No: 11

Space/Time Trajectory of All Runs



I-195 EASTBOUND (PM)

Ten and Two - Travel Time Data

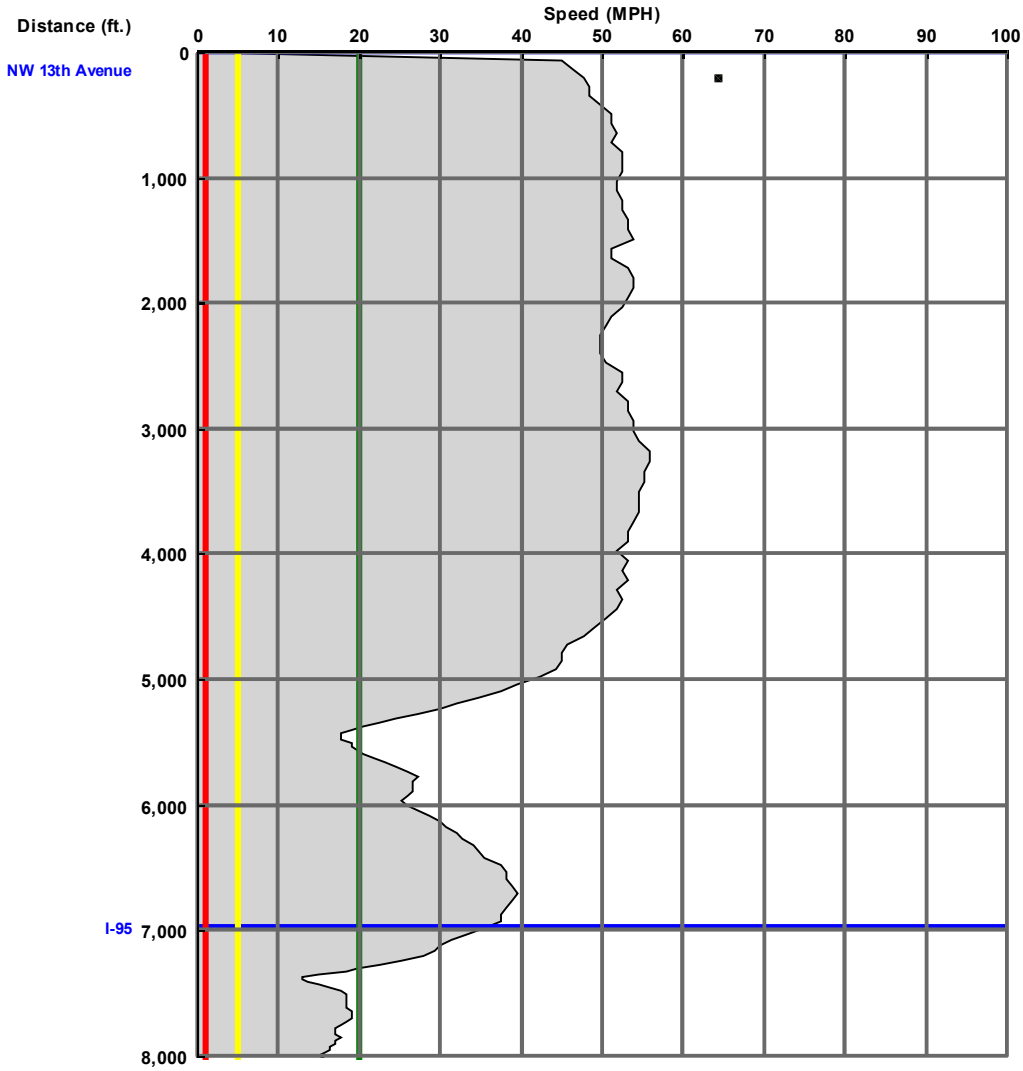
Study Name: I-195 EASTBOUND PM

Study Date: 3/21/2018

Page No: 12

Speed Profile

Run: RUN 1 EB PM 2-14-2018-R001



I-195 EASTBOUND (PM)

Ten and Two - Travel Time Data

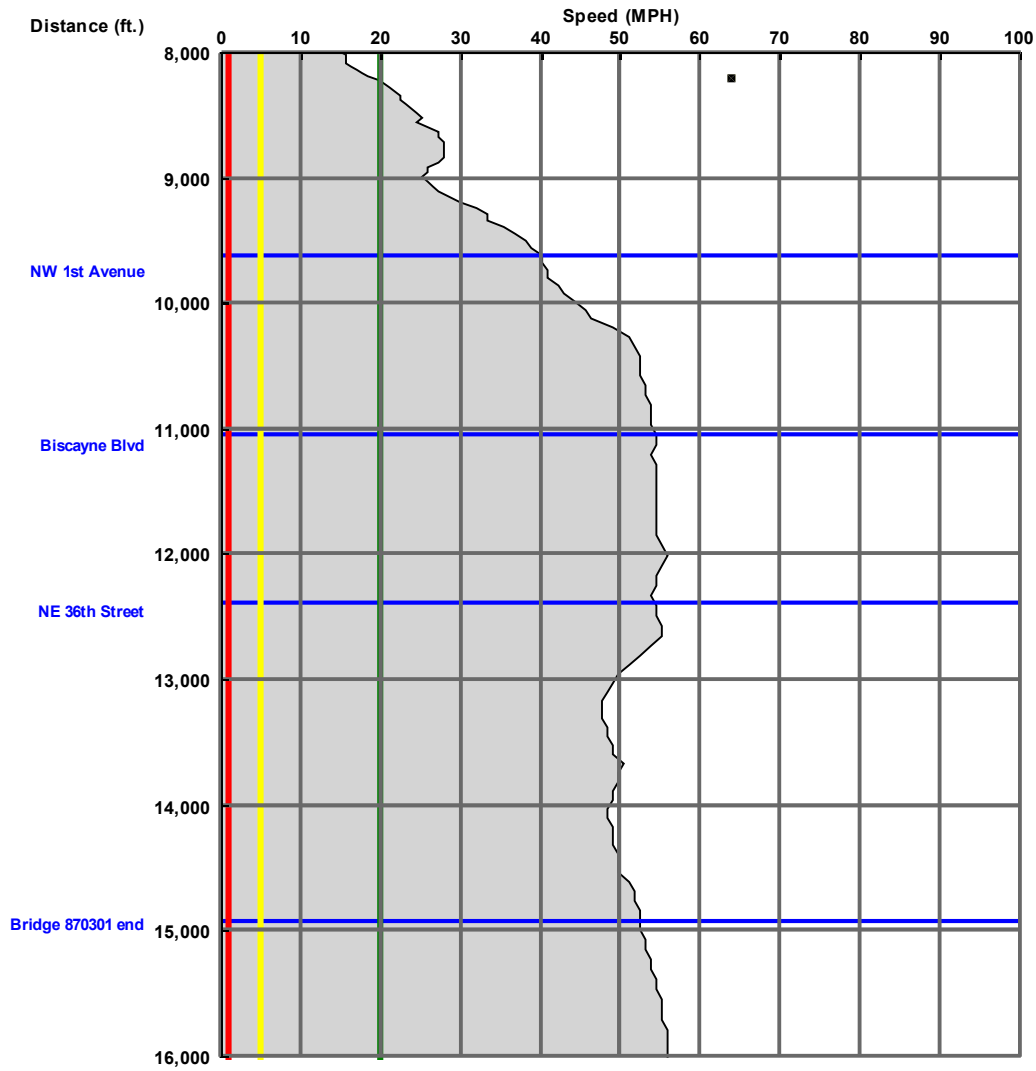
Study Name: I-195 EASTBOUND PM

Study Date: 3/21/2018

Page No: 13

Speed Profile

Run: RUN 1 EB PM 2-14-2018-R001



I-195 EASTBOUND (PM)

Ten and Two - Travel Time Data

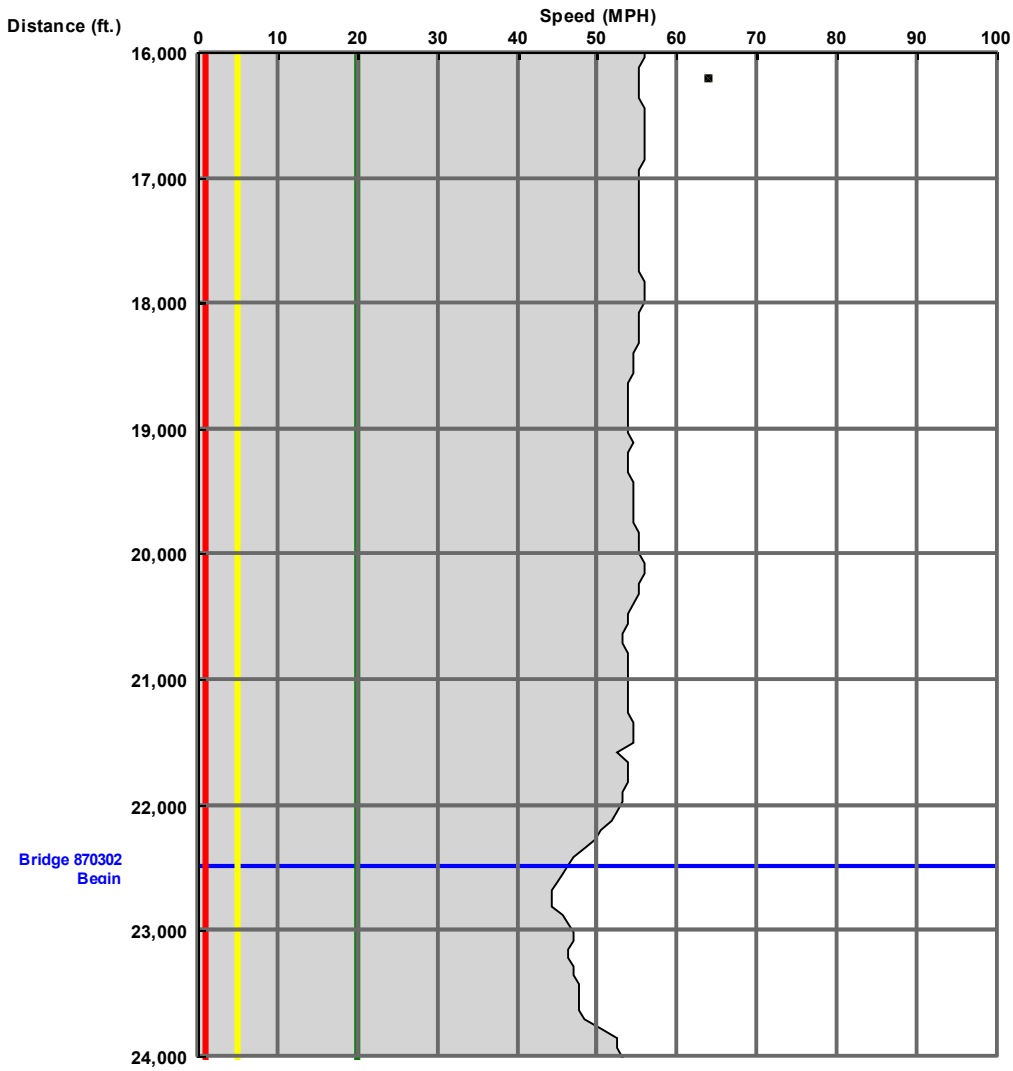
Study Name: I-195 EASTBOUND PM

Study Date: 3/21/2018

Page No: 14

Speed Profile

Run: RUN 1 EB PM 2-14-2018-R001



I-195 EASTBOUND (PM)

Ten and Two - Travel Time Data

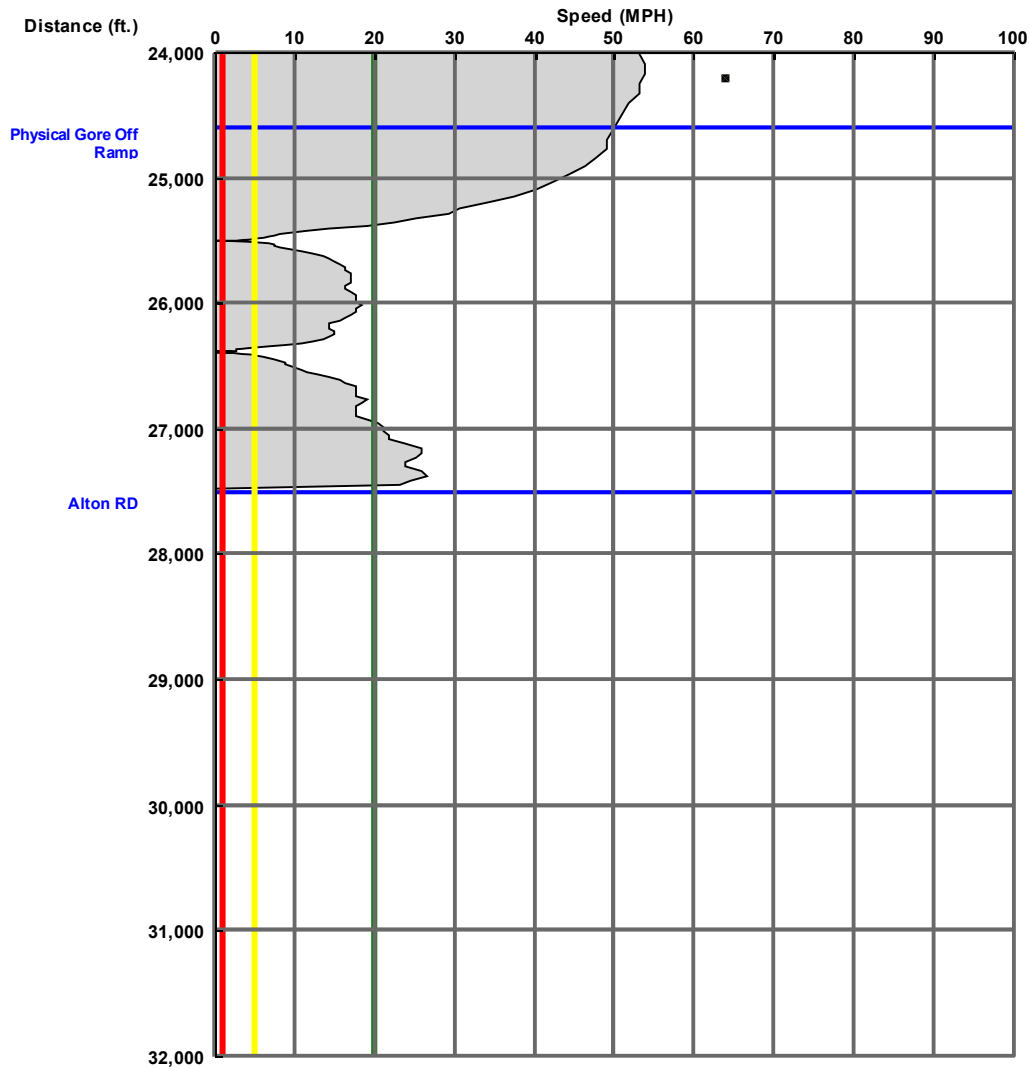
Study Name: I-195 EASTBOUND PM

Study Date: 3/21/2018

Page No: 15

Speed Profile

Run: RUN 1 EB PM 2-14-2018-R001



I-195 EASTBOUND (PM)

Ten and Two - Travel Time Data

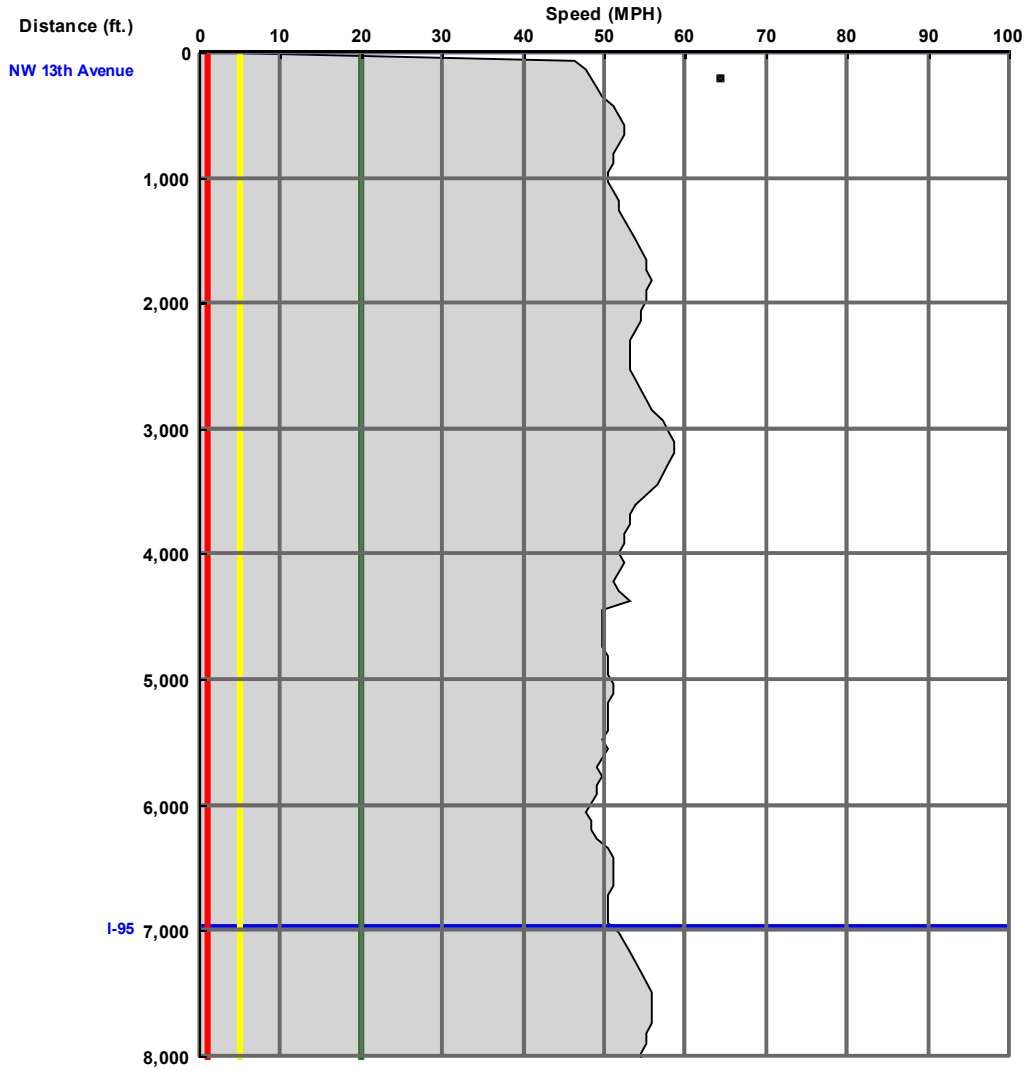
Study Name: I-195 EASTBOUND PM

Study Date: 3/21/2018

Page No: 16

Speed Profile

Run: RUN 2 EB PM 2-14-2018-R001



I-195 EASTBOUND (PM)

Ten and Two - Travel Time Data

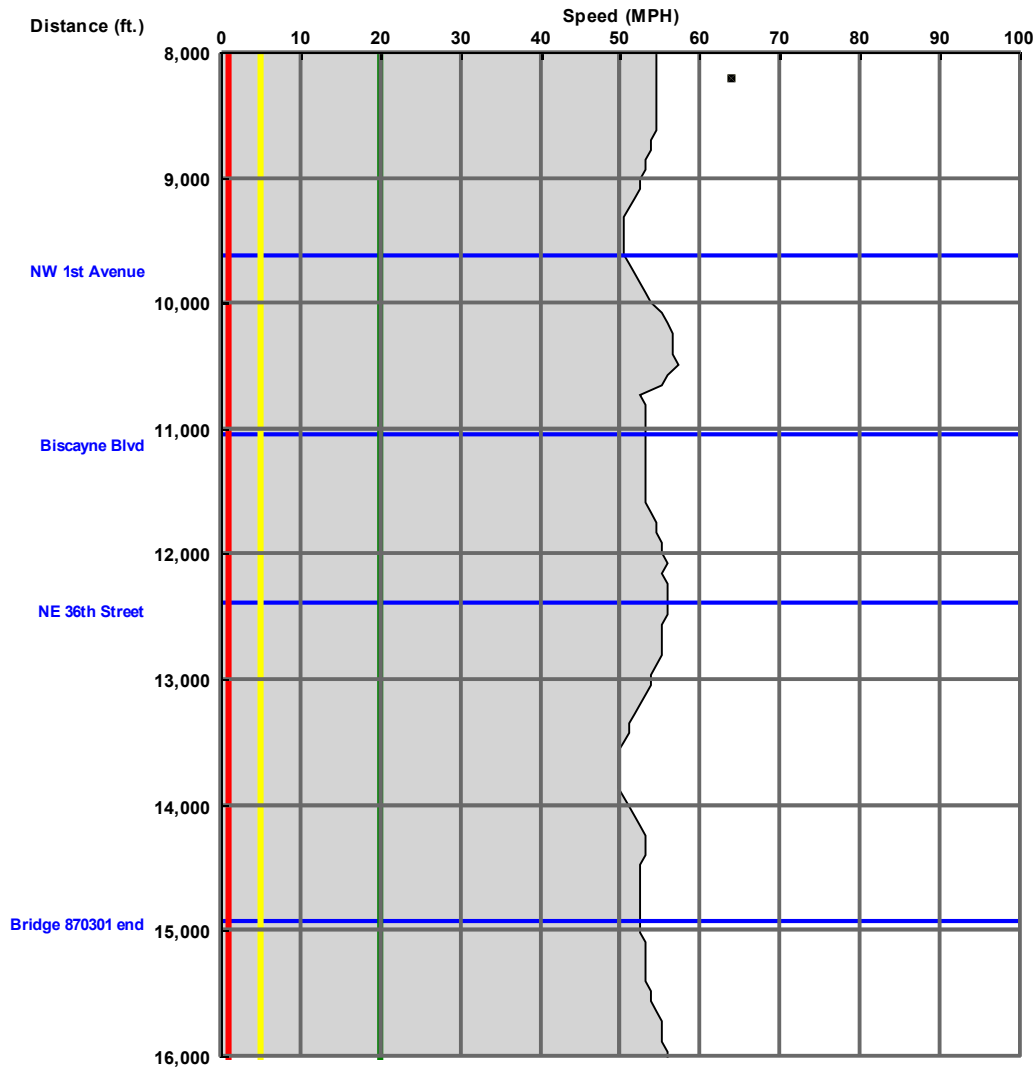
Study Name: I-195 EASTBOUND PM

Study Date: 3/21/2018

Page No: 17

Speed Profile

Run: RUN 2 EB PM 2-14-2018-R001



I-195 EASTBOUND (PM)

Ten and Two - Travel Time Data

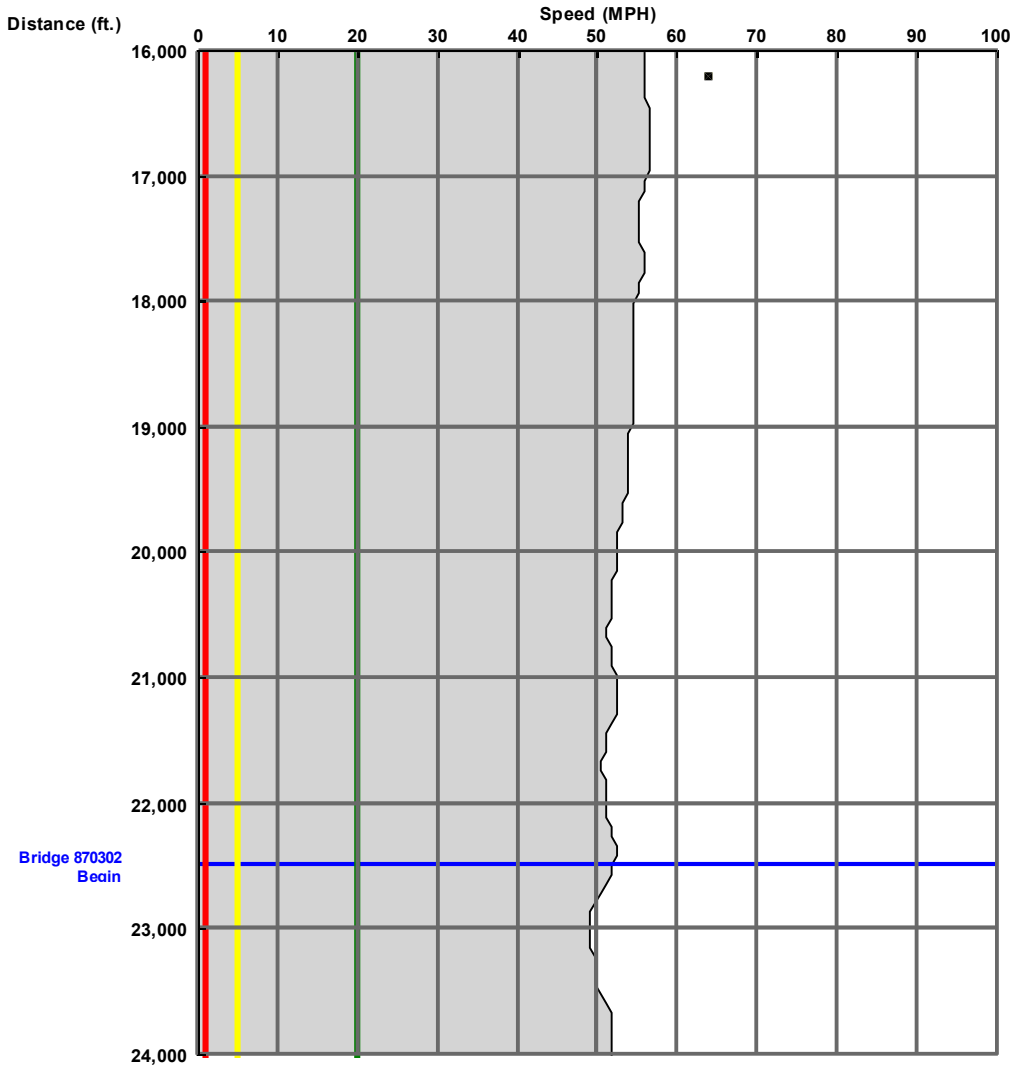
Study Name: I-195 EASTBOUND PM

Study Date: 3/21/2018

Page No: 18

Speed Profile

Run: RUN 2 EB PM 2-14-2018-R001



I-195 EASTBOUND (PM)

Ten and Two - Travel Time Data

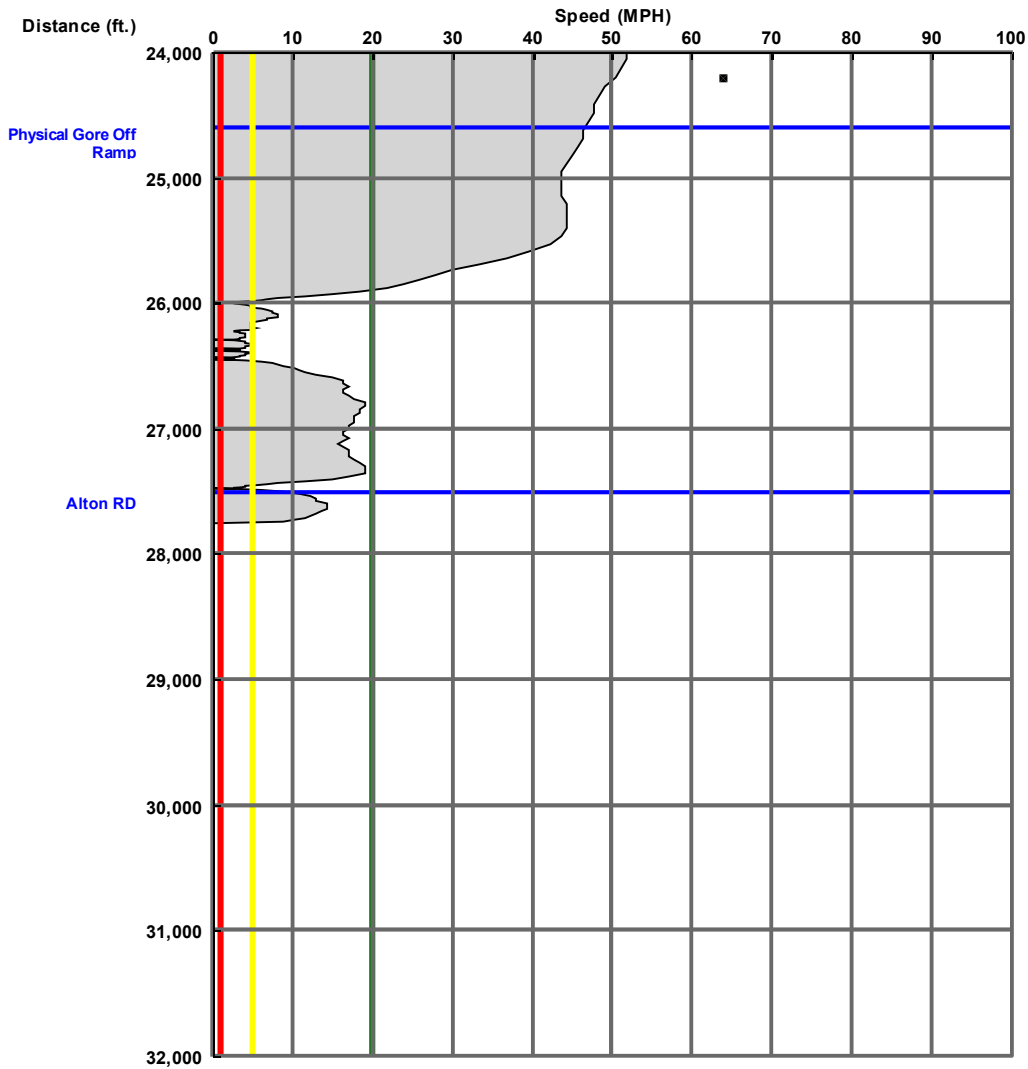
Study Name: I-195 EASTBOUND PM

Study Date: 3/21/2018

Page No: 19

Speed Profile

Run: RUN 2 EB PM 2-14-2018-R001



I-195 EASTBOUND (PM)

Ten and Two - Travel Time Data

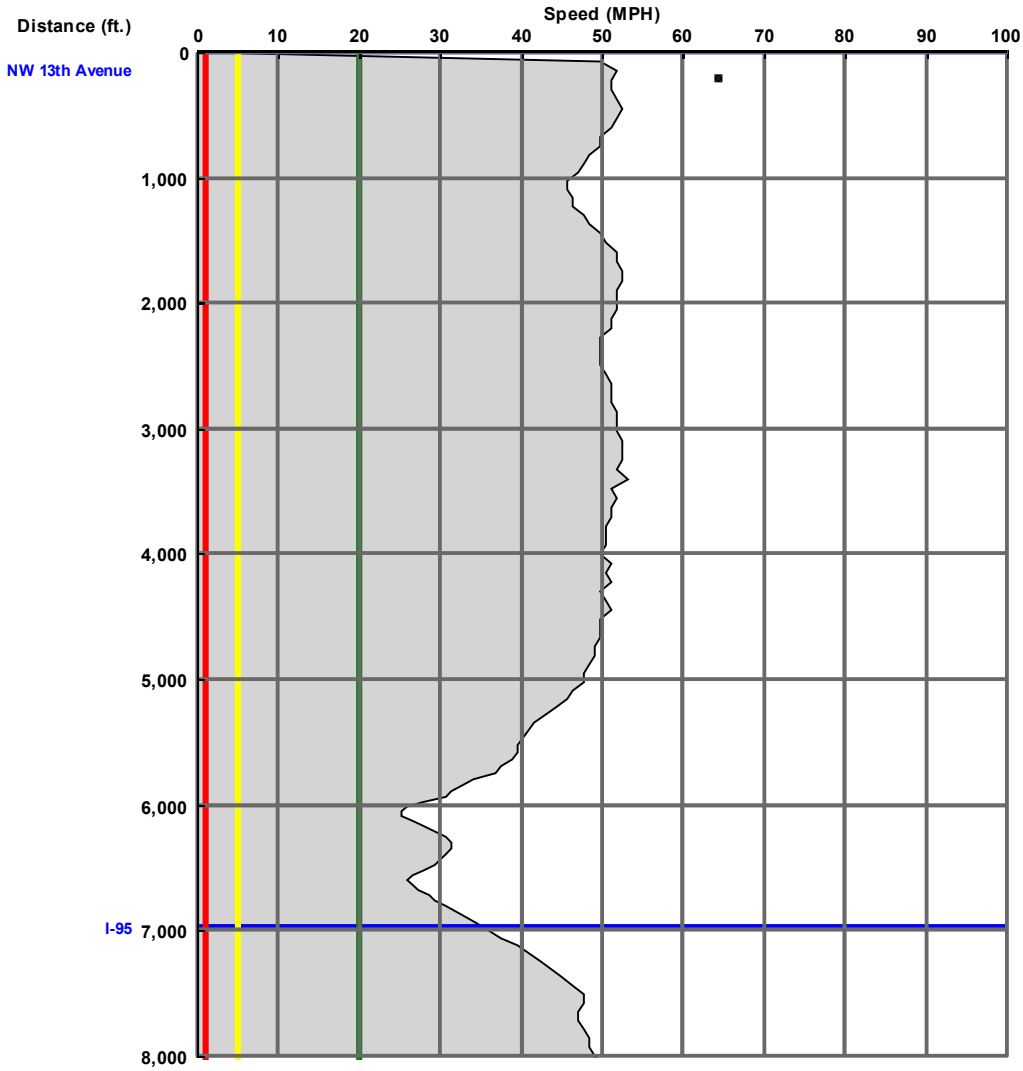
Study Name: I-195 EASTBOUND PM

Study Date: 3/21/2018

Page No: 20

Speed Profile

Run: RUN 3 EB PM 2-14-2018-R001



I-195 EASTBOUND (PM)

Ten and Two - Travel Time Data

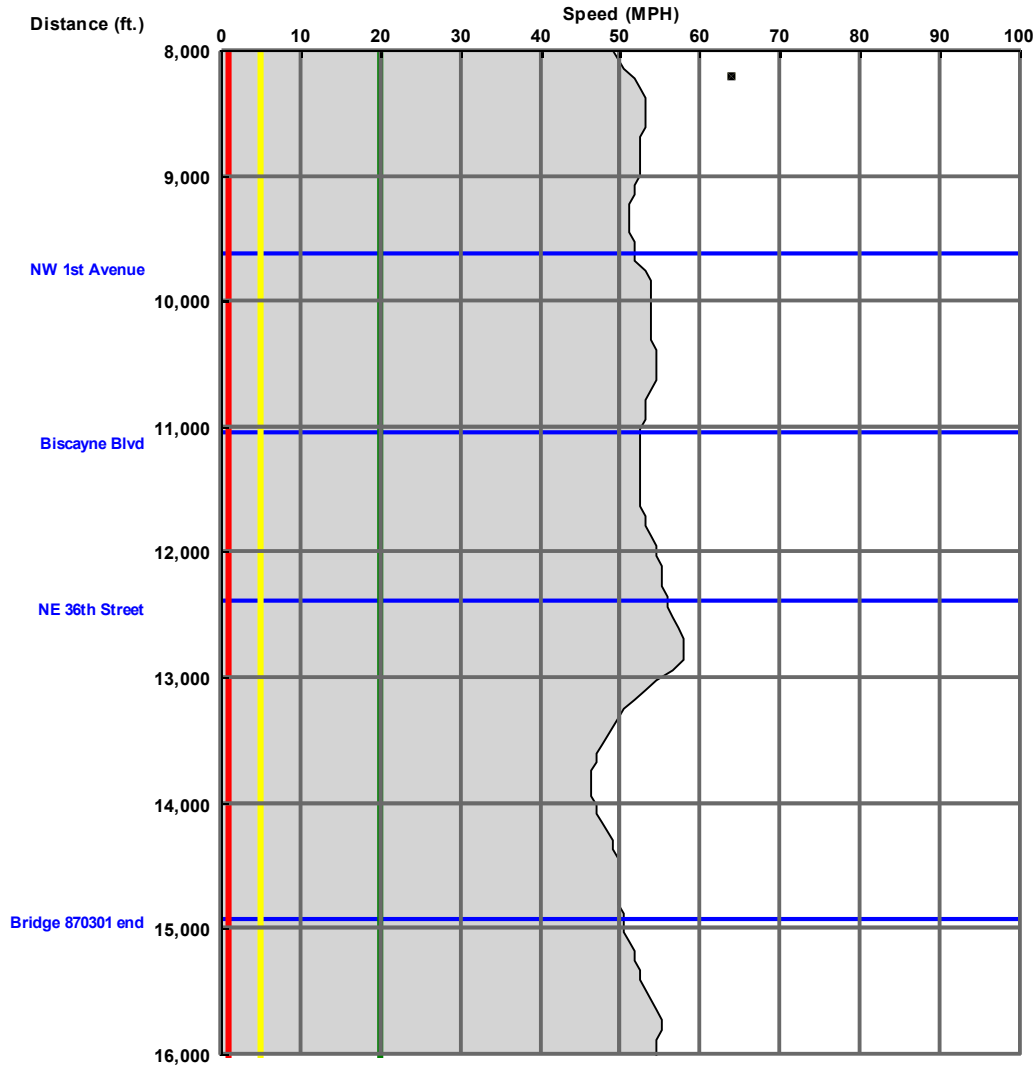
Study Name: I-195 EASTBOUND PM

Study Date: 3/21/2018

Page No: 21

Speed Profile

Run: RUN 3 EB PM 2-14-2018-R001



I-195 EASTBOUND (PM)

Ten and Two - Travel Time Data

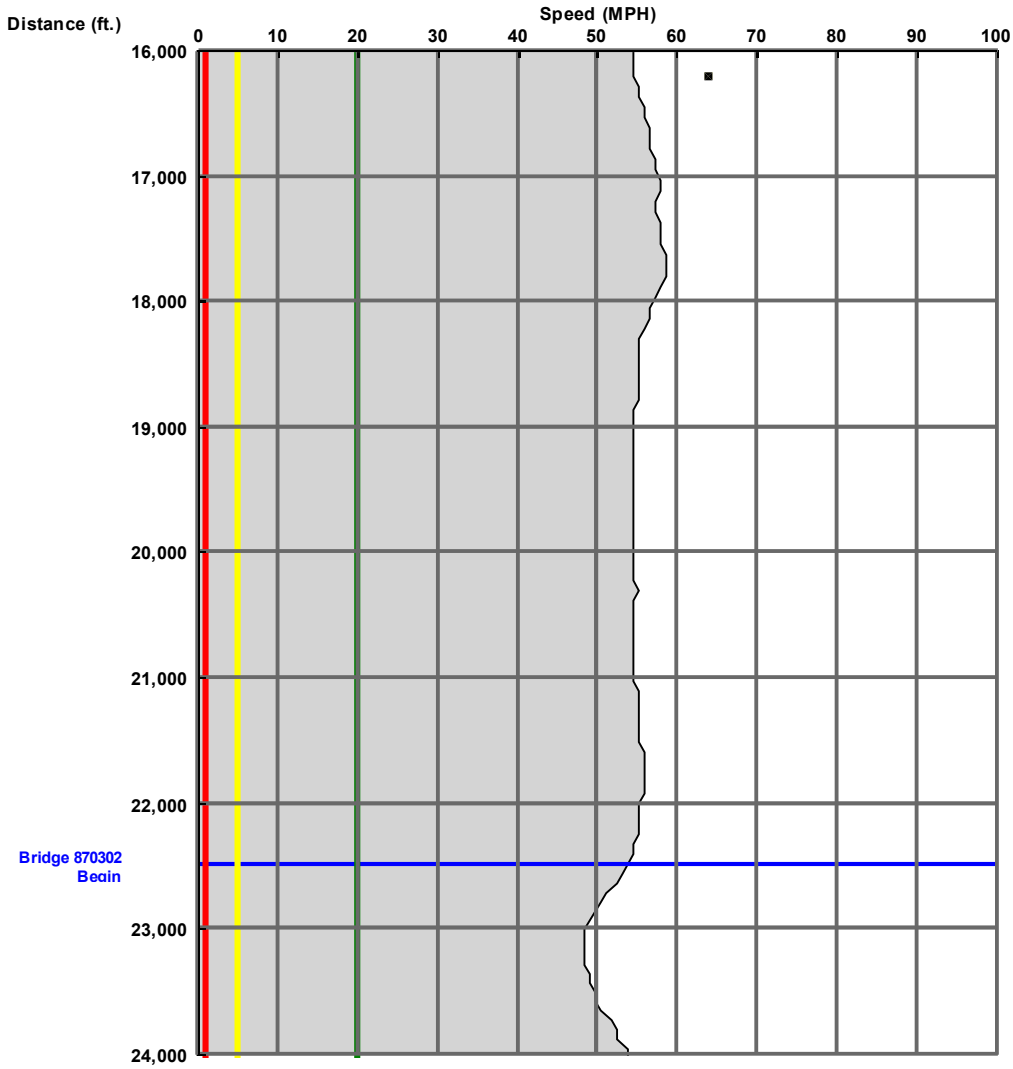
Study Name: I-195 EASTBOUND PM

Study Date: 3/21/2018

Page No: 22

Speed Profile

Run: RUN 3 EB PM 2-14-2018-R001



I-195 EASTBOUND (PM)

Ten and Two - Travel Time Data

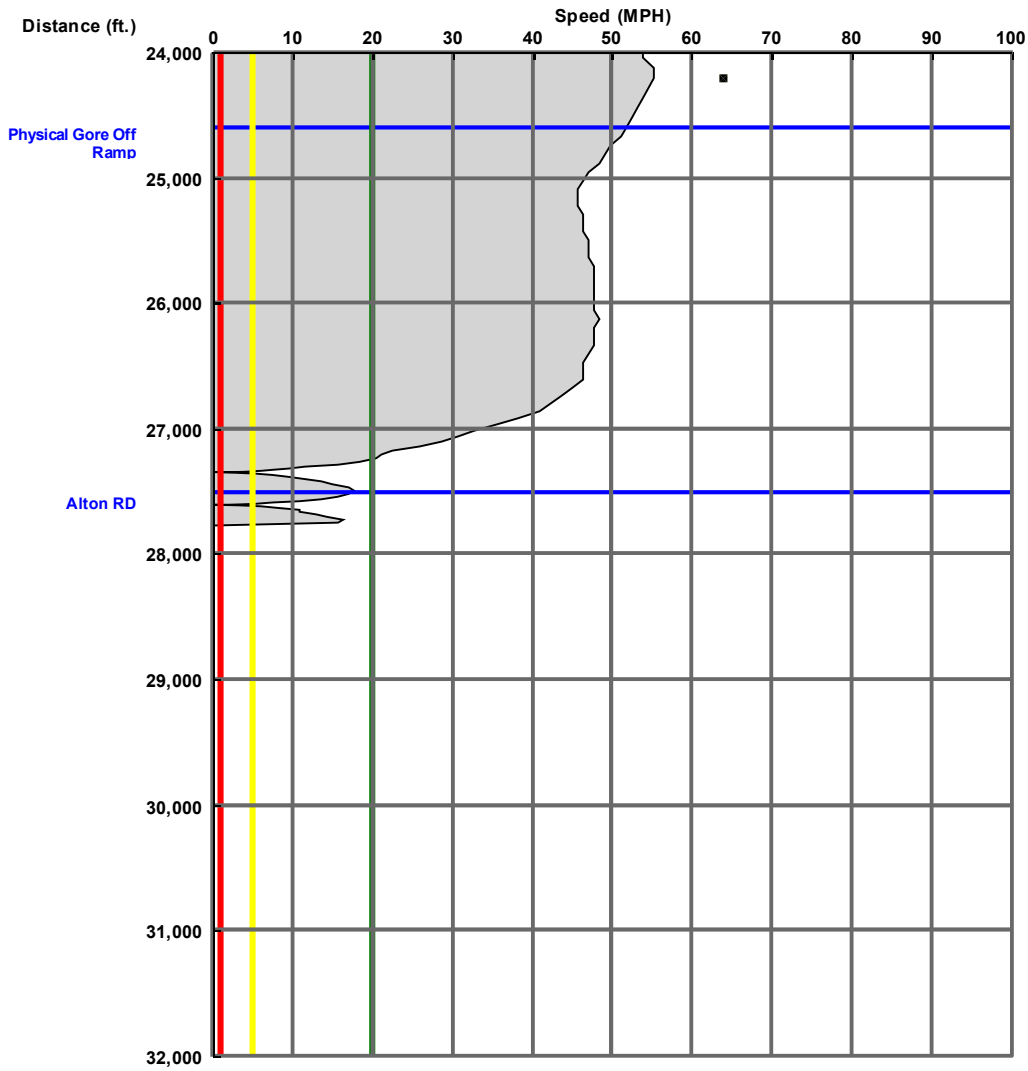
Study Name: I-195 EASTBOUND PM

Study Date: 3/21/2018

Page No: 23

Speed Profile

Run: RUN 3 EB PM 2-14-2018-R001



I-195 EASTBOUND (PM)

Ten and Two - Travel Time Data

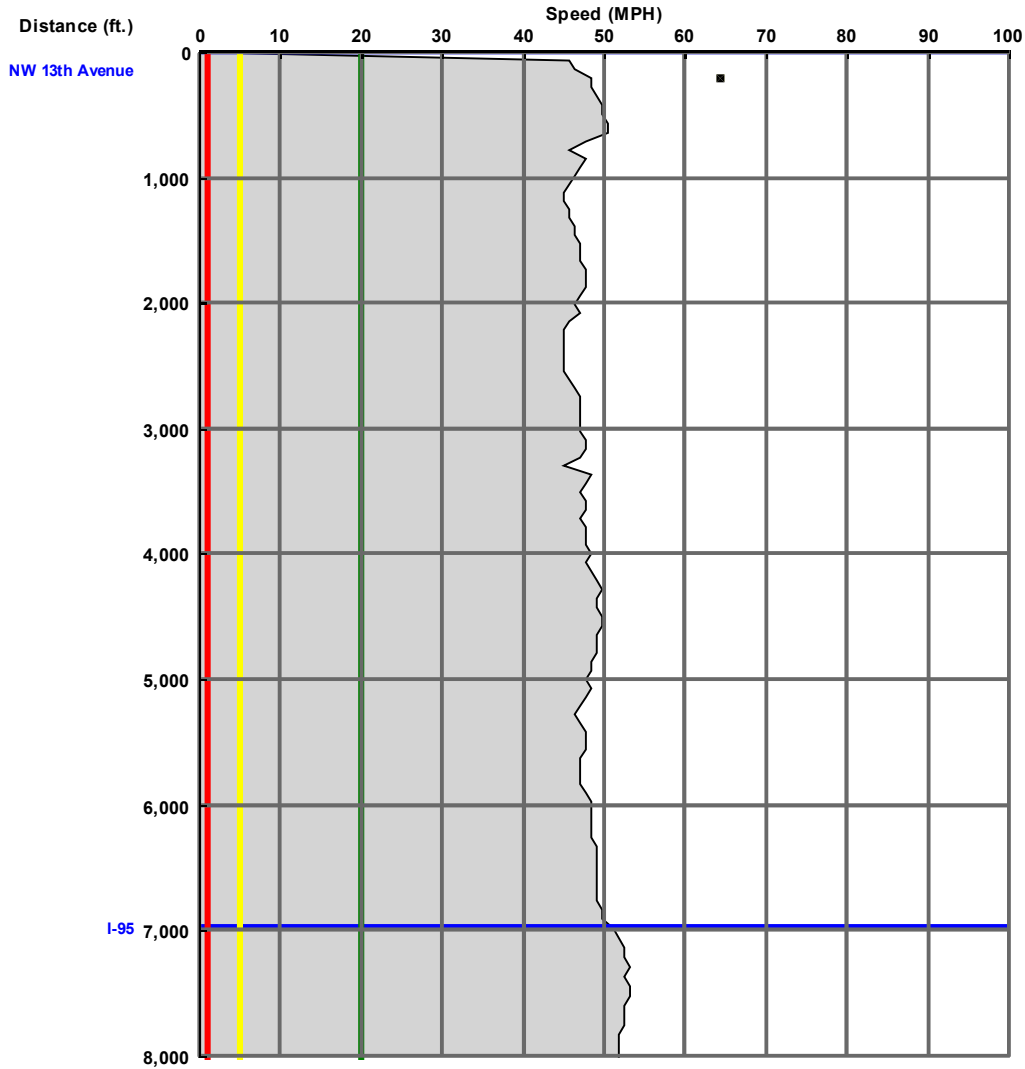
Study Name: I-195 EASTBOUND PM

Study Date: 3/21/2018

Page No: 24

Speed Profile

Run: RUN 4 EB PM 2-14-2018-R001



I-195 EASTBOUND (PM)

Ten and Two - Travel Time Data

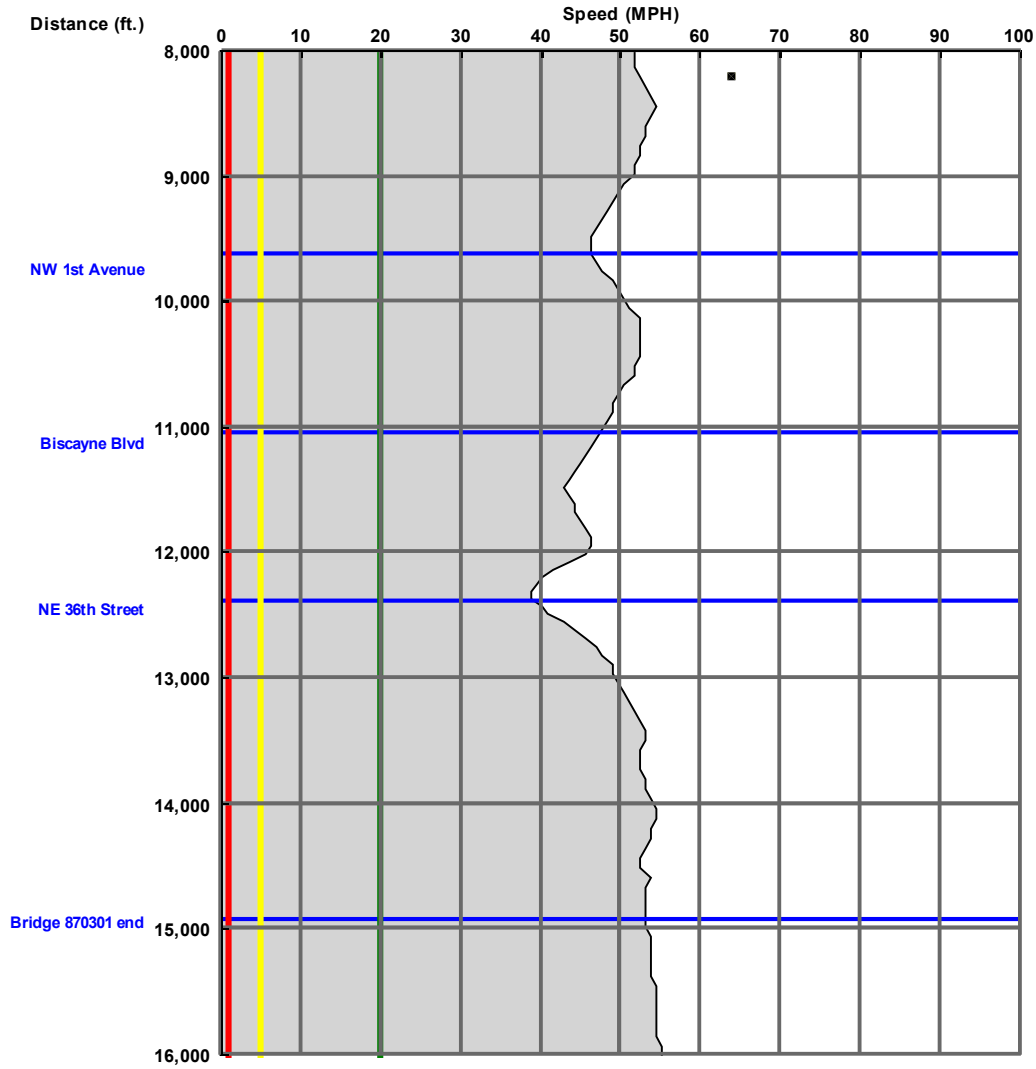
Study Name: I-195 EASTBOUND PM

Study Date: 3/21/2018

Page No: 25

Speed Profile

Run: RUN 4 EB PM 2-14-2018-R001



I-195 EASTBOUND (PM)

Ten and Two - Travel Time Data

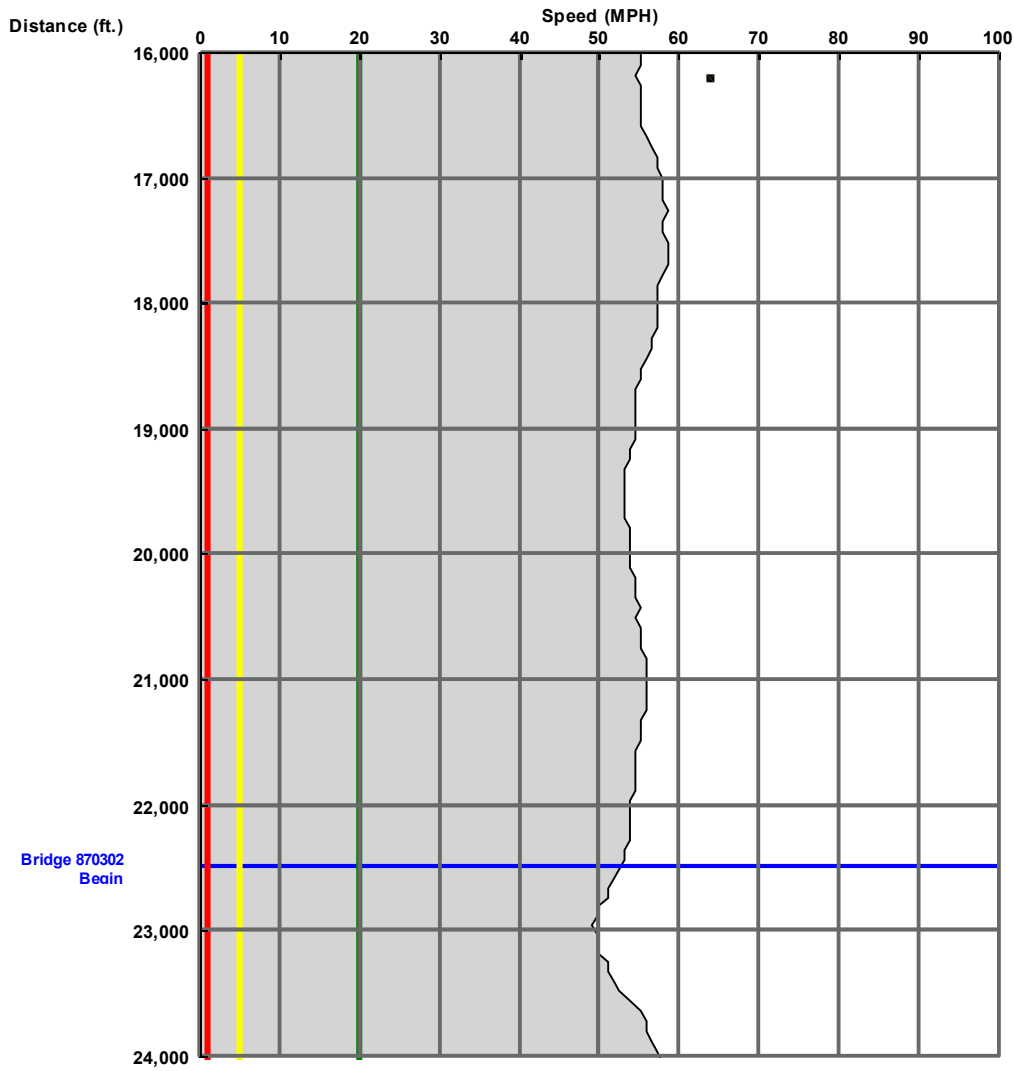
Study Name: I-195 EASTBOUND PM

Study Date: 3/21/2018

Page No: 26

Speed Profile

Run: RUN 4 EB PM 2-14-2018-R001



I-195 EASTBOUND (PM)

Ten and Two - Travel Time Data

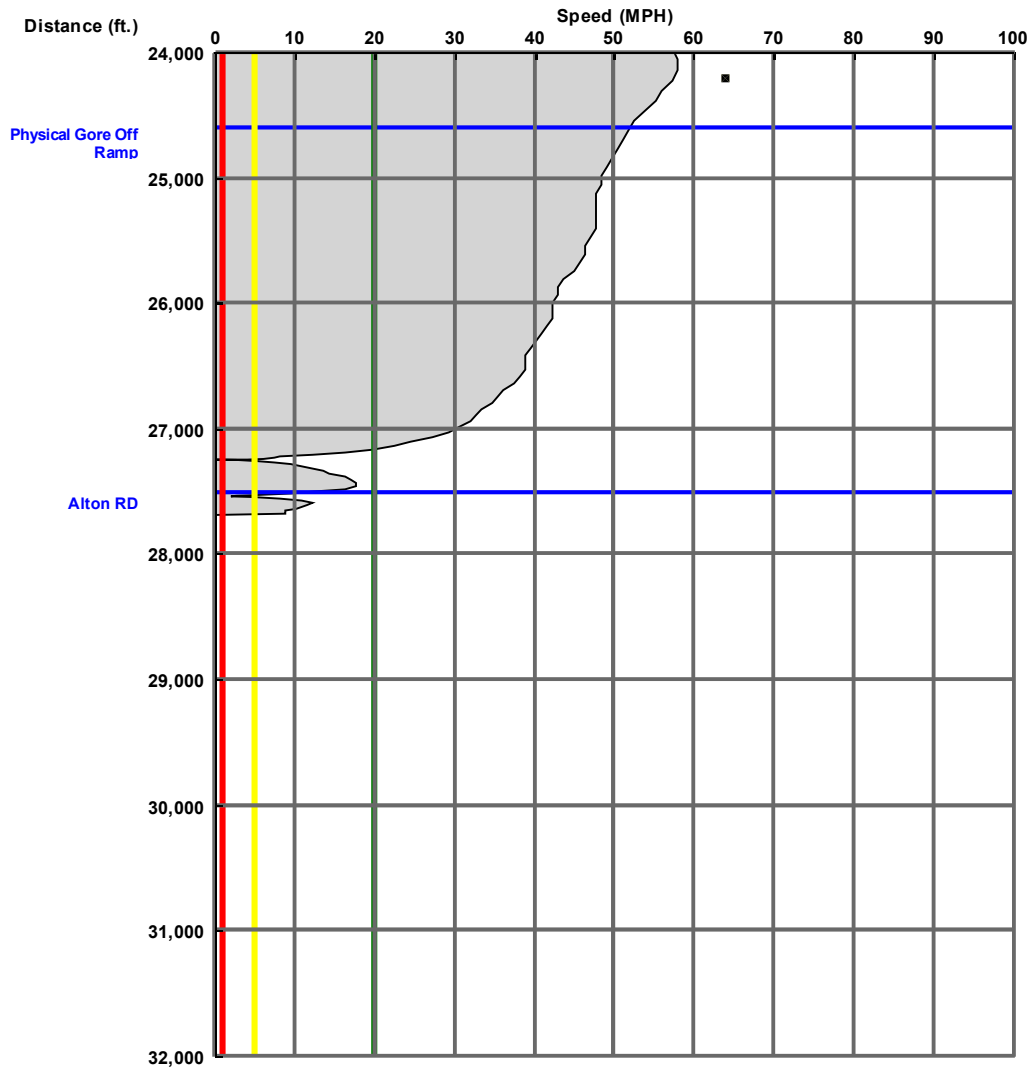
Study Name: I-195 EASTBOUND PM

Study Date: 3/21/2018

Page No: 27

Speed Profile

Run: RUN 4 EB PM 2-14-2018-R001



I-195 EASTBOUND (PM)

Ten and Two - Travel Time Data

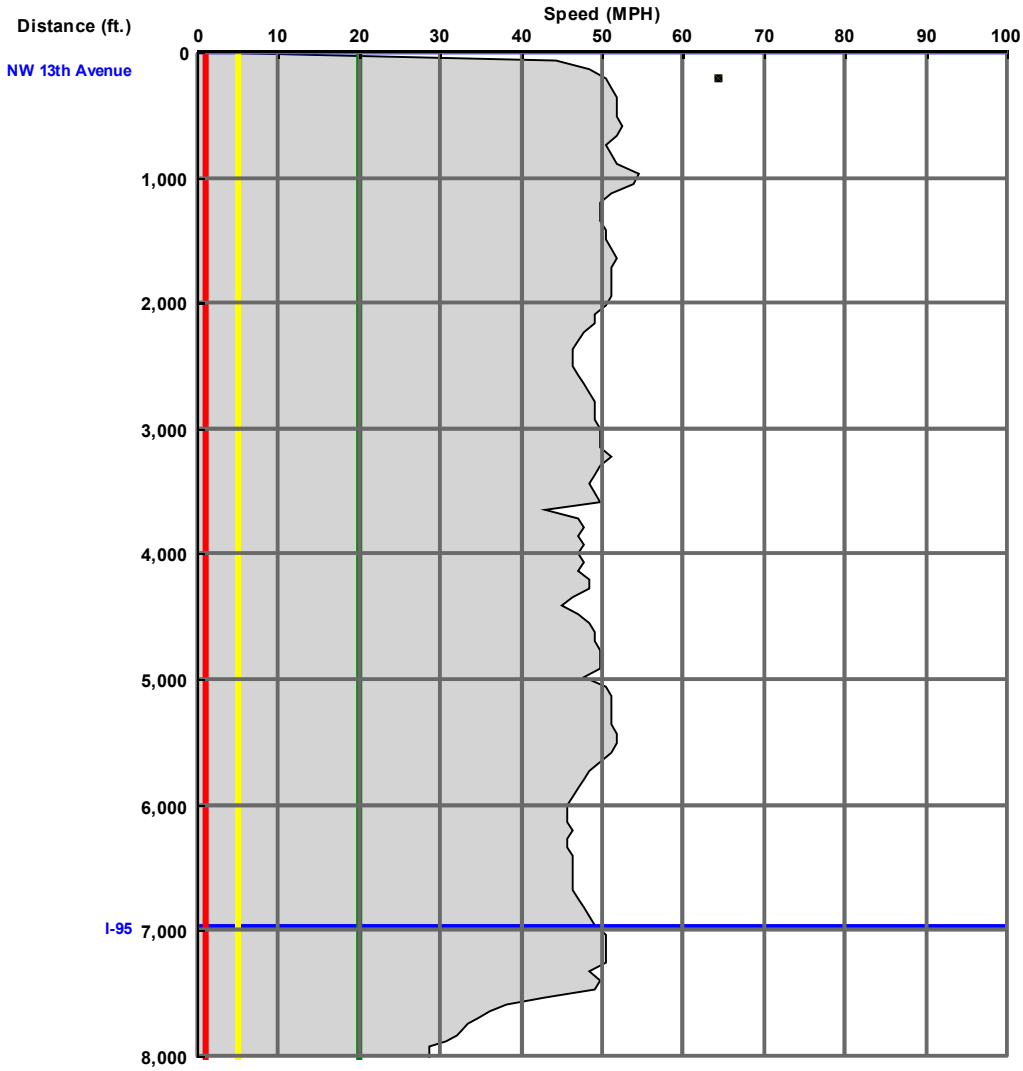
Study Name: I-195 EASTBOUND PM

Study Date: 3/21/2018

Page No: 28

Speed Profile

Run: RUN 6 EB PM 2-14-2018-R001



I-195 EASTBOUND (PM)

Ten and Two - Travel Time Data

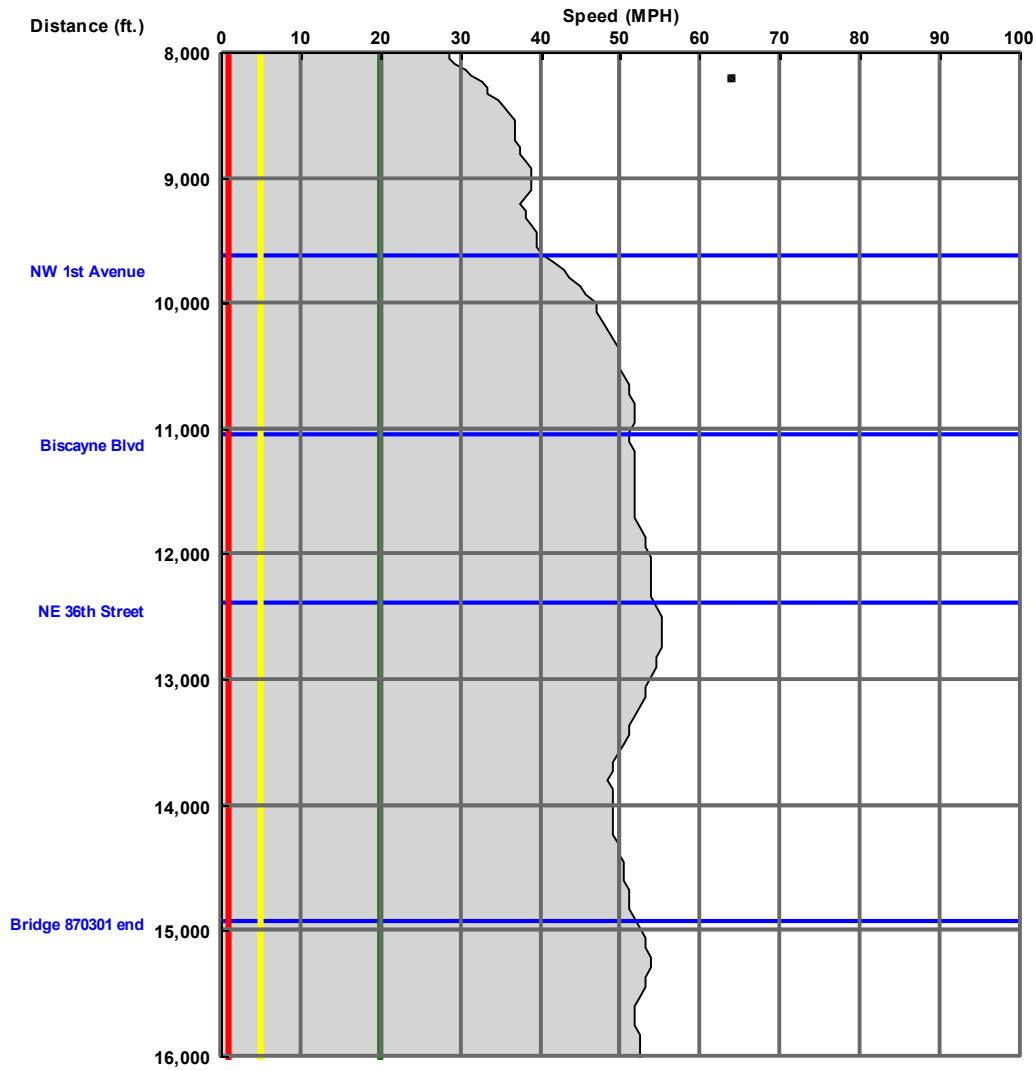
Study Name: I-195 EASTBOUND PM

Study Date: 3/21/2018

Page No: 29

Speed Profile

Run: RUN 6 EB PM 2-14-2018-R001



I-195 EASTBOUND (PM)

Ten and Two - Travel Time Data

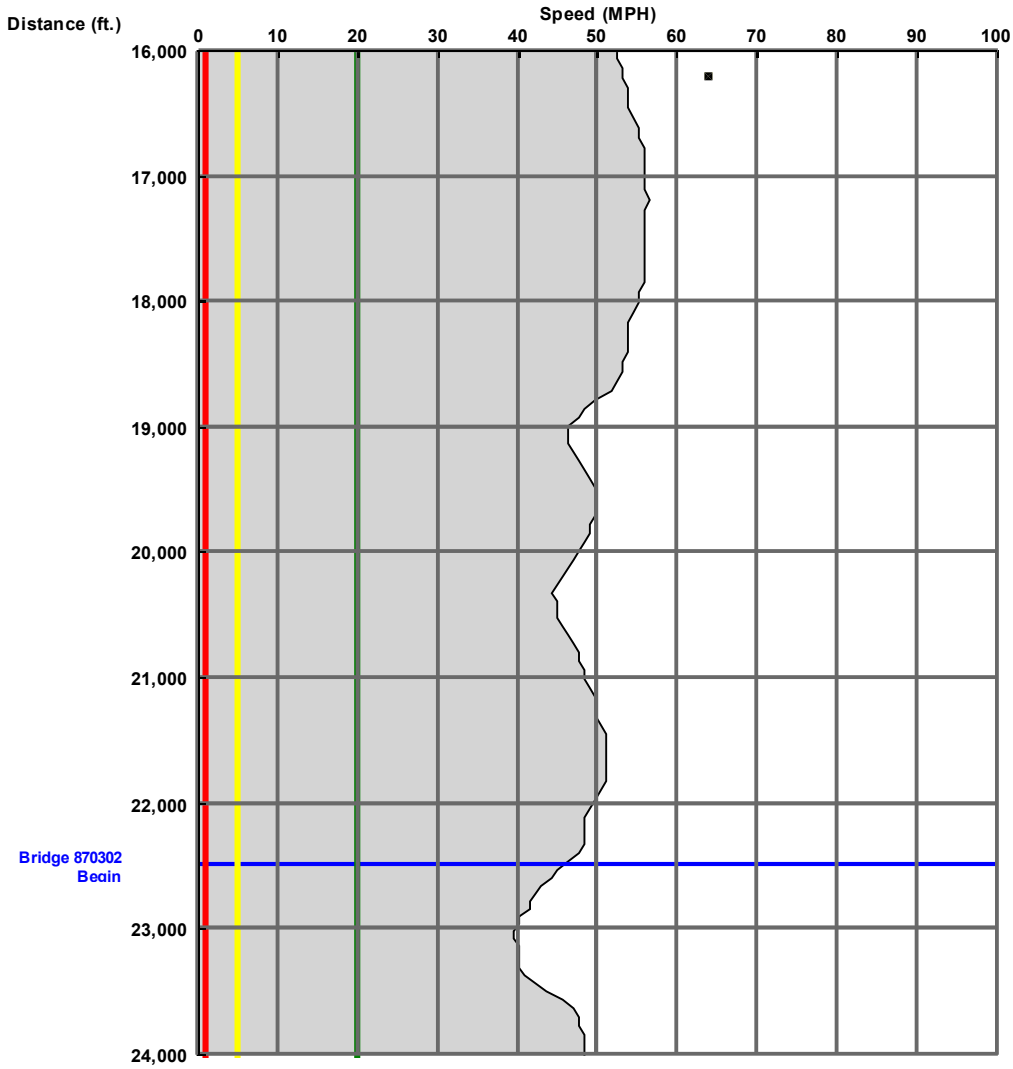
Study Name: I-195 EASTBOUND PM

Study Date: 3/21/2018

Page No: 30

Speed Profile

Run: RUN 6 EB PM 2-14-2018-R001



I-195 EASTBOUND (PM)

Ten and Two - Travel Time Data

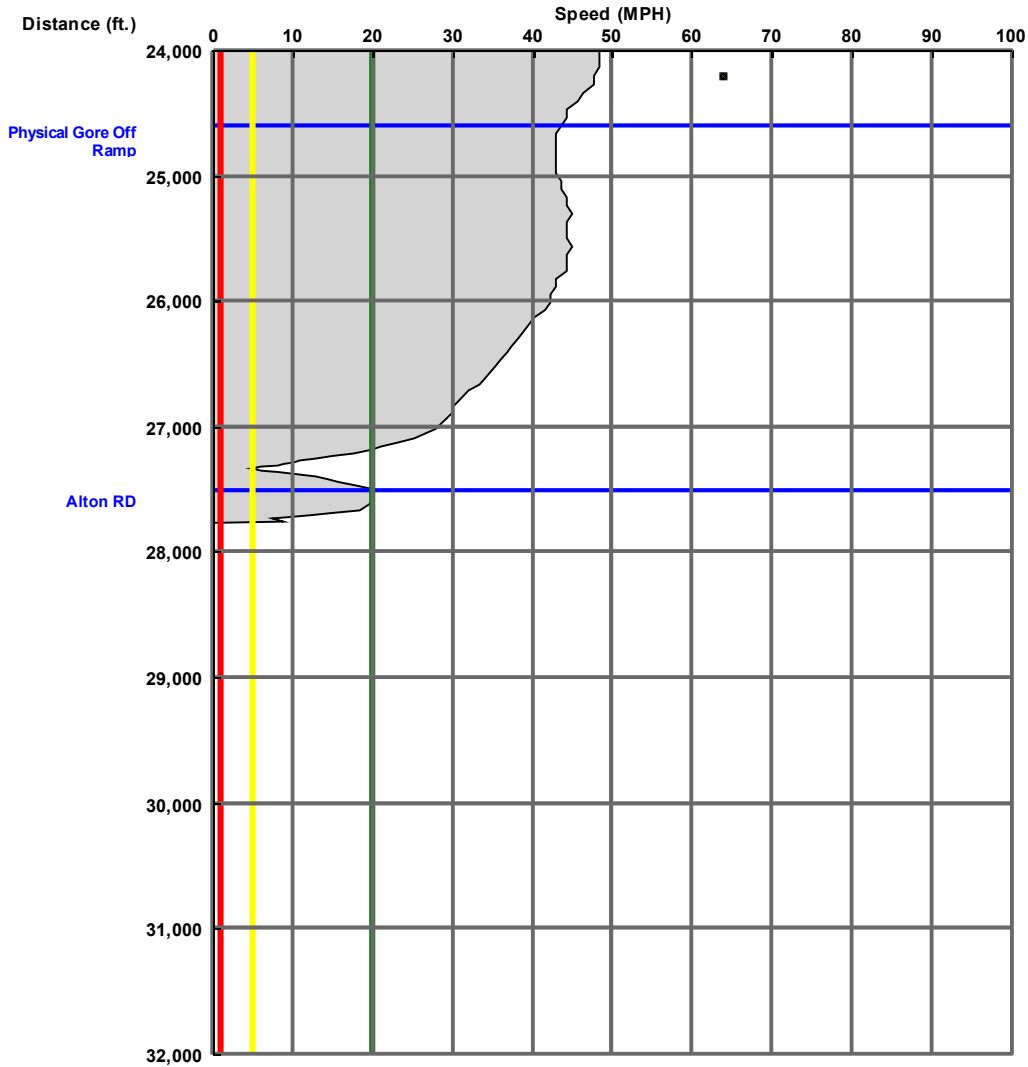
Study Name: I-195 EASTBOUND PM

Study Date: 3/21/2018

Page No: 31

Speed Profile

Run: RUN 6 EB PM 2-14-2018-R001



I-195 EASTBOUND (PM)

Ten and Two - Travel Time Data

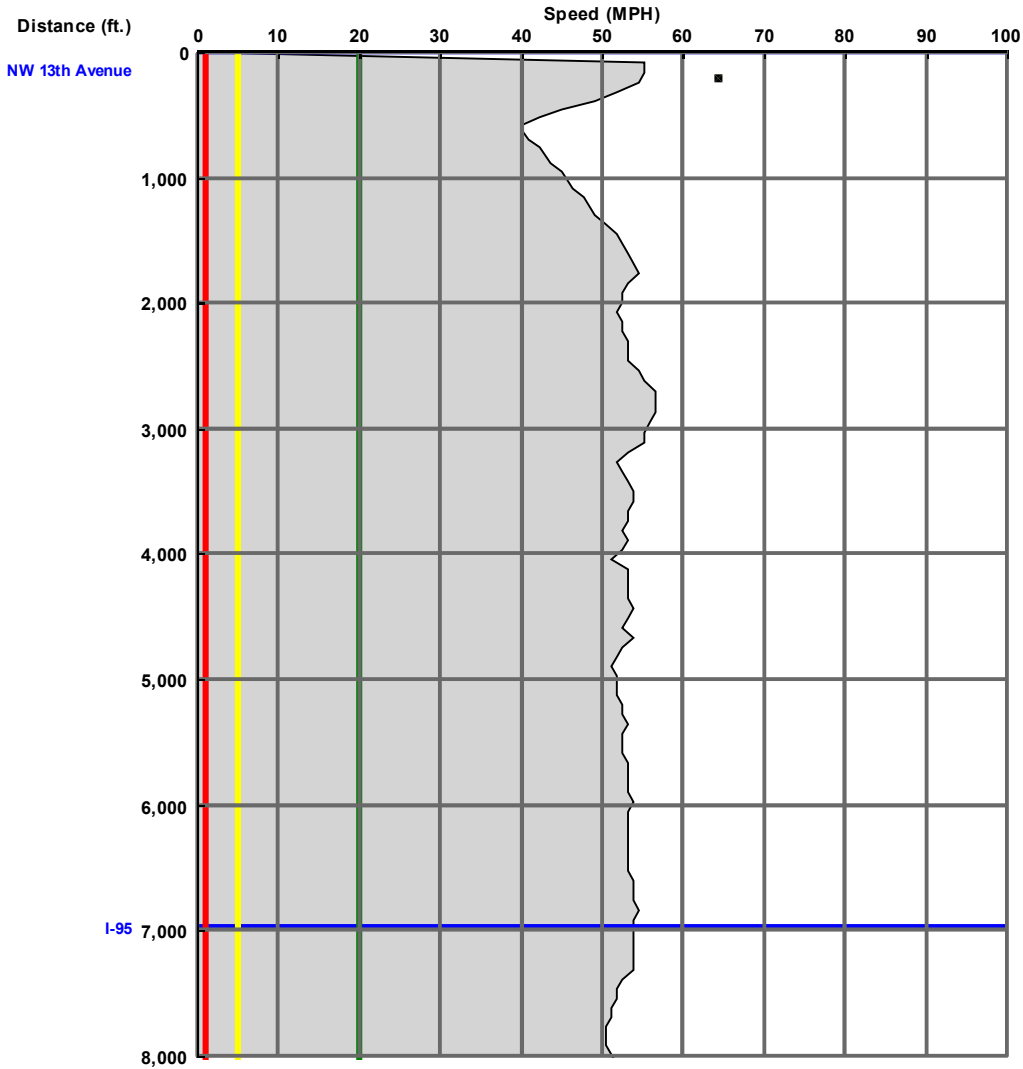
Study Name: I-195 EASTBOUND PM

Study Date: 3/21/2018

Page No: 32

Speed Profile

Run: RUN 7 EB PM 2-15-2018-R001



I-195 EASTBOUND (PM)

Ten and Two - Travel Time Data

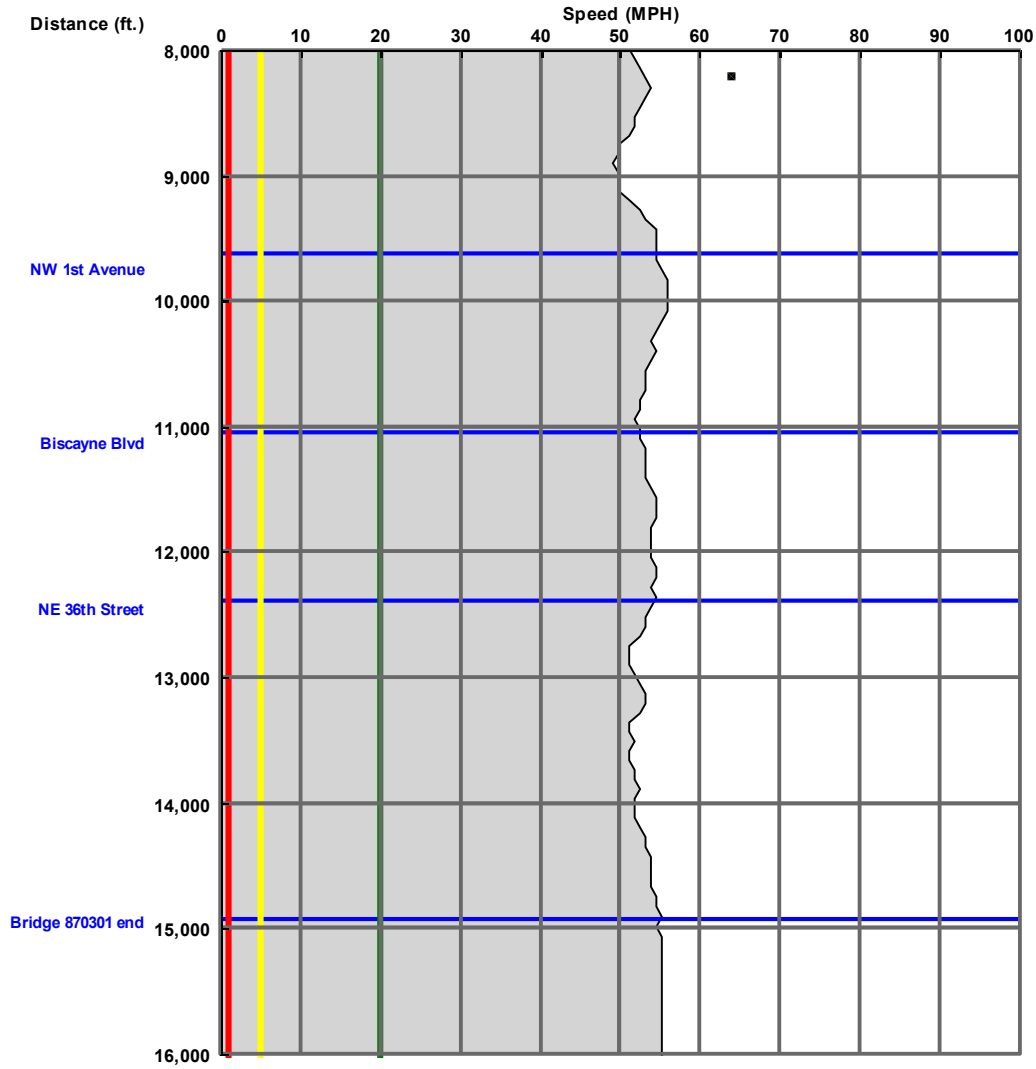
Study Name: I-195 EASTBOUND PM

Study Date: 3/21/2018

Page No: 33

Speed Profile

Run: RUN 7 EB PM 2-15-2018-R001



I-195 EASTBOUND (PM)

Ten and Two - Travel Time Data

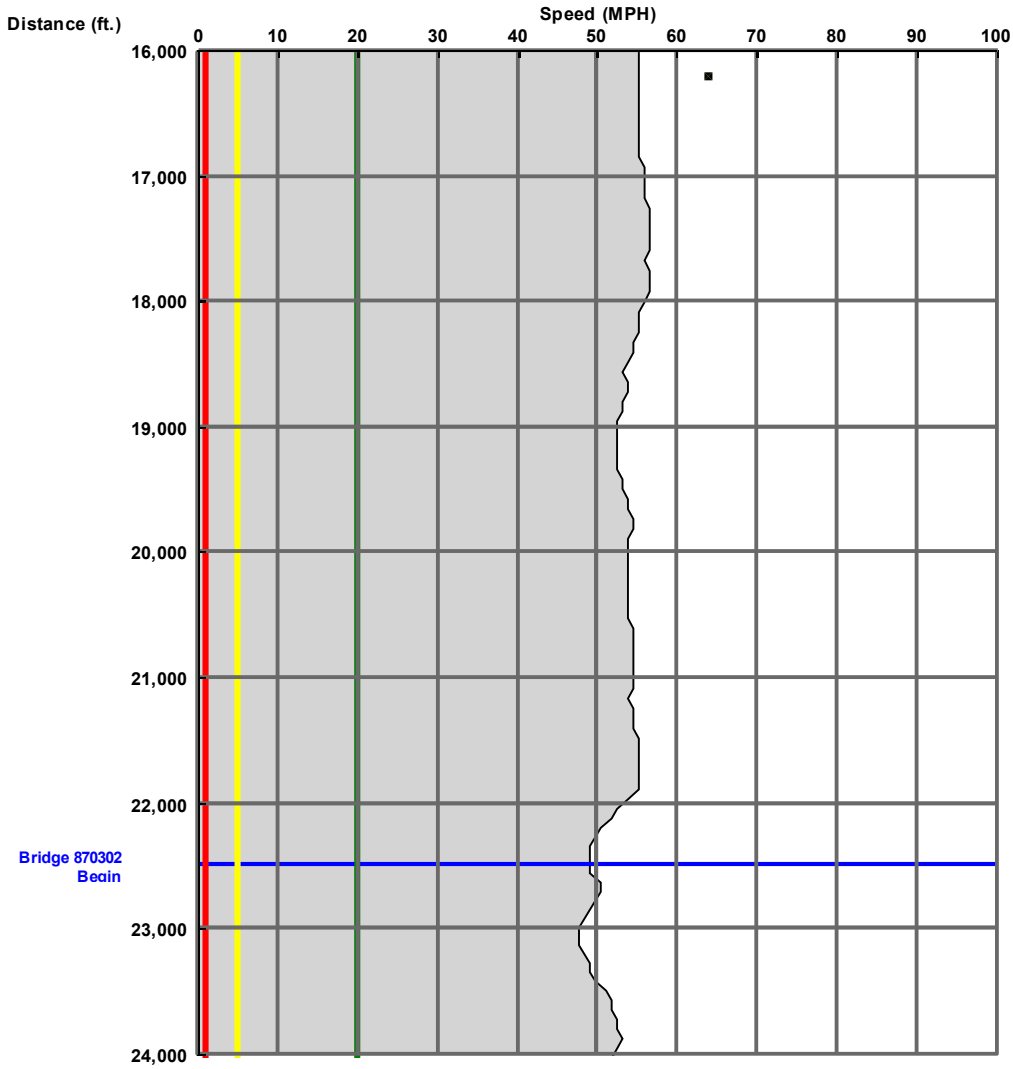
Study Name: I-195 EASTBOUND PM

Study Date: 3/21/2018

Page No: 34

Speed Profile

Run: RUN 7 EB PM 2-15-2018-R001



I-195 EASTBOUND (PM)

Ten and Two - Travel Time Data

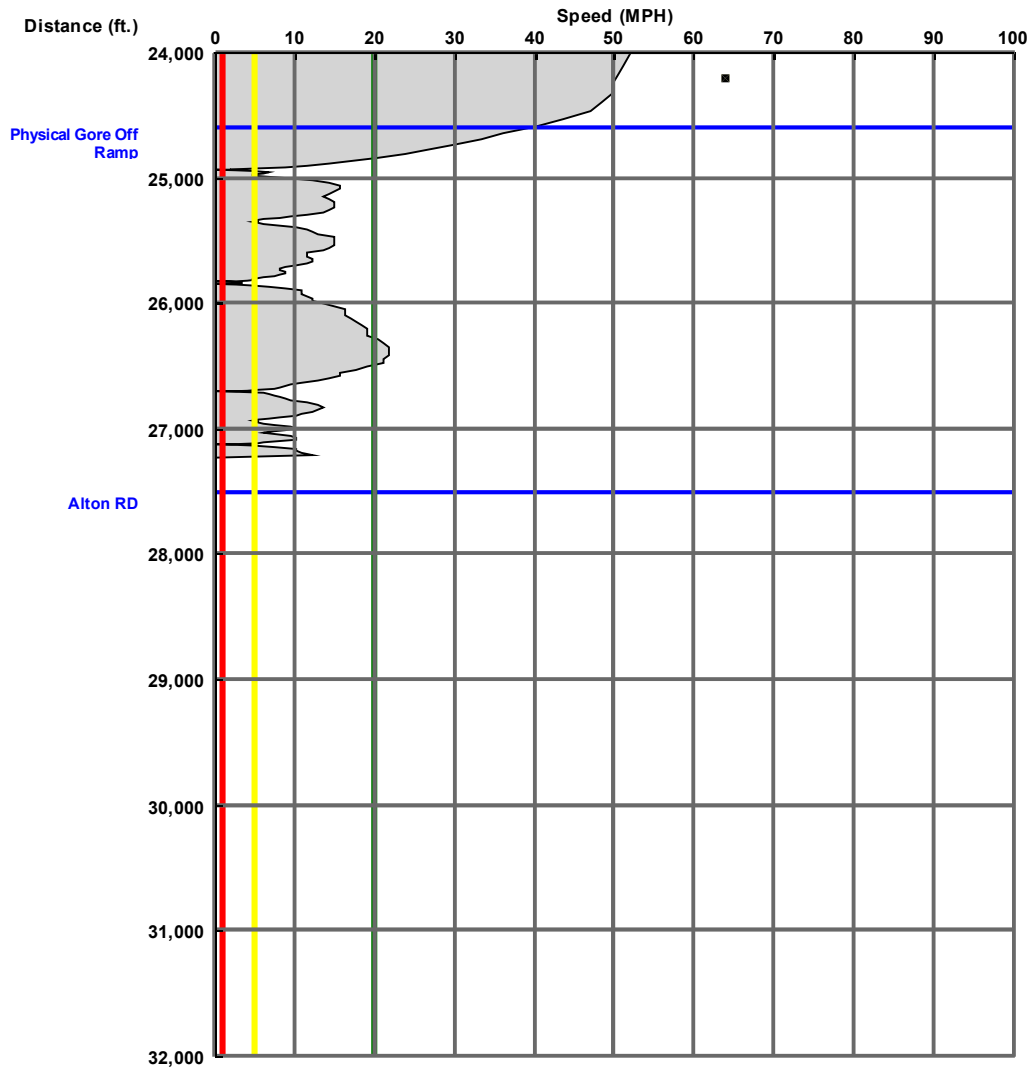
Study Name: I-195 EASTBOUND PM

Study Date: 3/21/2018

Page No: 35

Speed Profile

Run: RUN 7 EB PM 2-15-2018-R001



I-195 EASTBOUND (PM)

Ten and Two - Travel Time Data

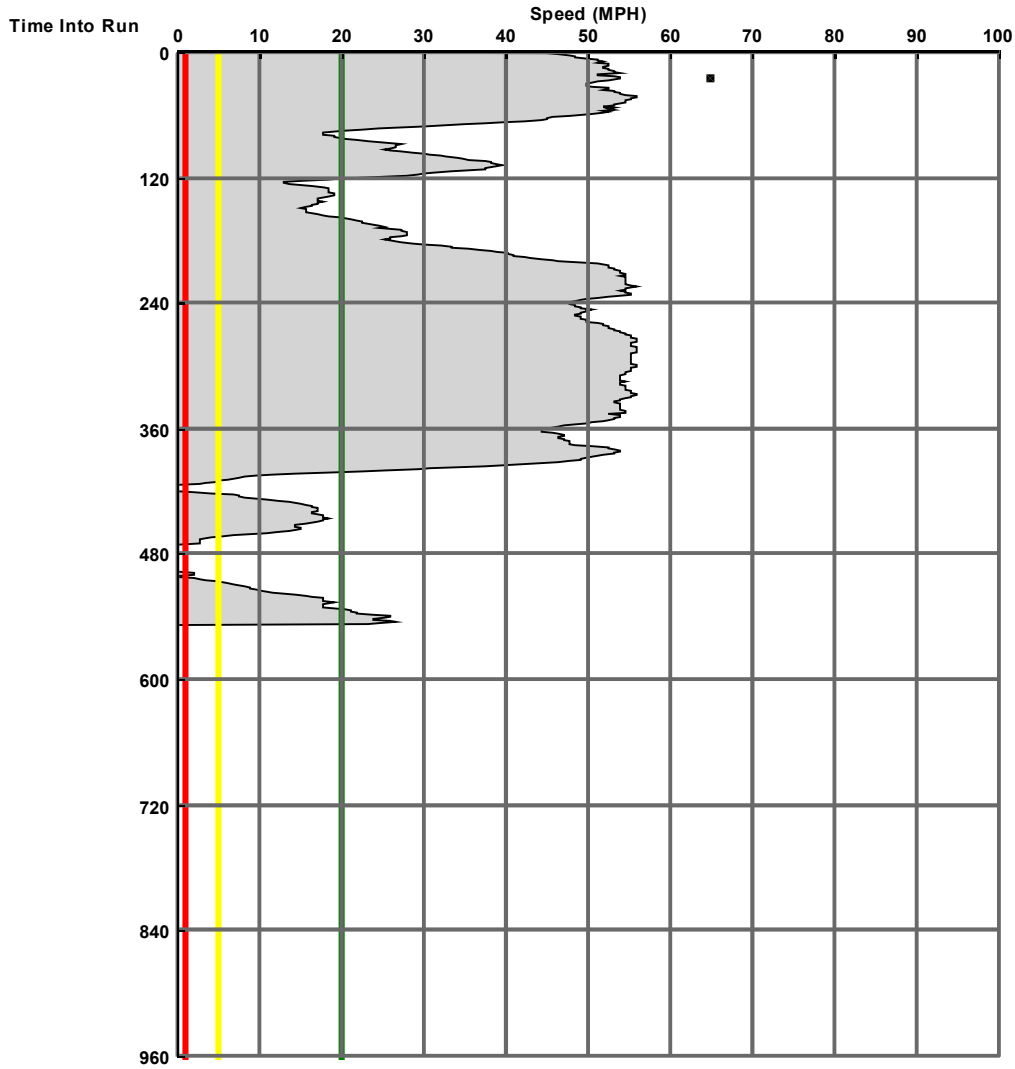
Study Name: I-195 EASTBOUND PM

Study Date: 3/21/2018

Page No: 36

Time Based Speed Profile

Run: RUN 1 EB PM 2-14-2018-R001



I-195 EASTBOUND (PM)

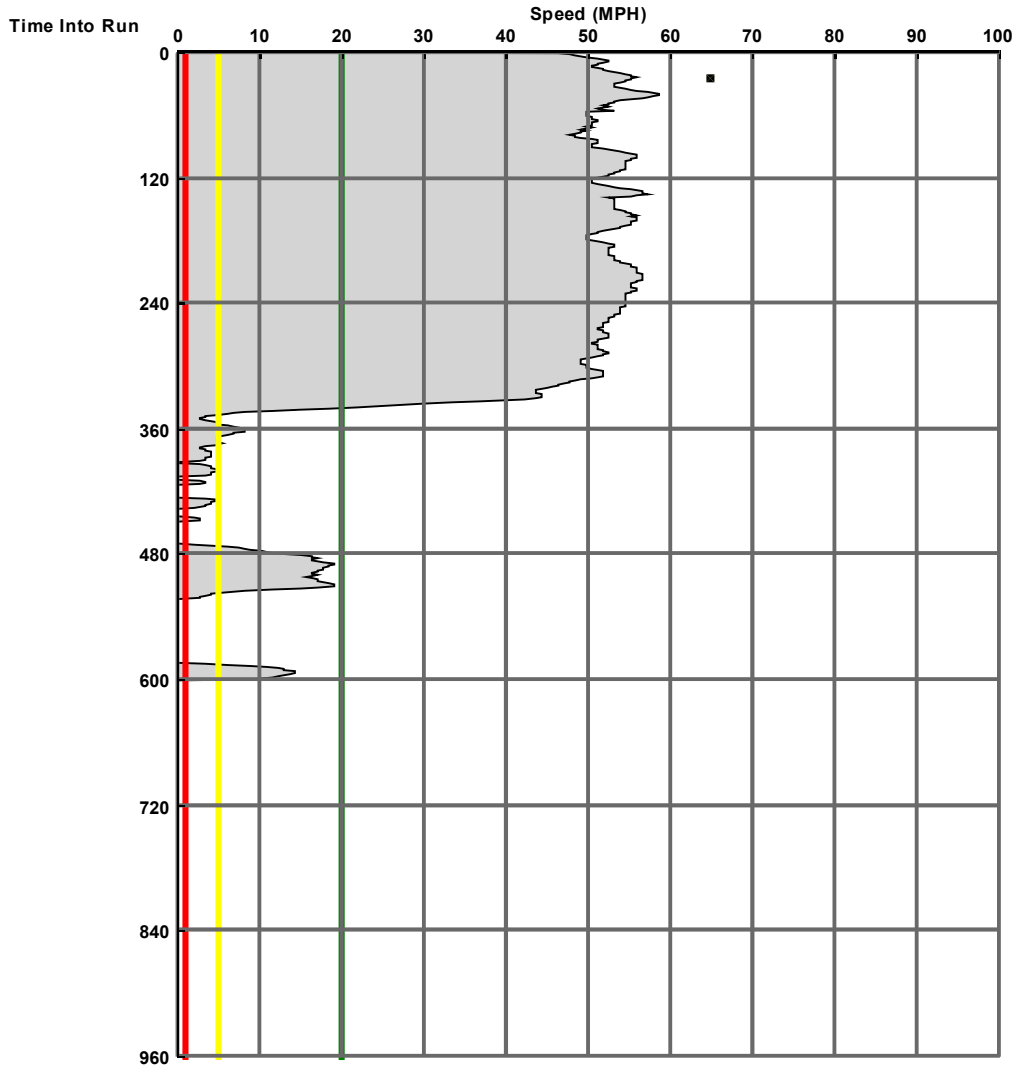
Ten and Two - Travel Time Data

Study Name: I-195 EASTBOUND PM

Study Date: 3/21/2018

Page No: 37

Time Based Speed Profile Run: RUN 2 EB PM 2-14-2018-R001



I-195 EASTBOUND (PM)

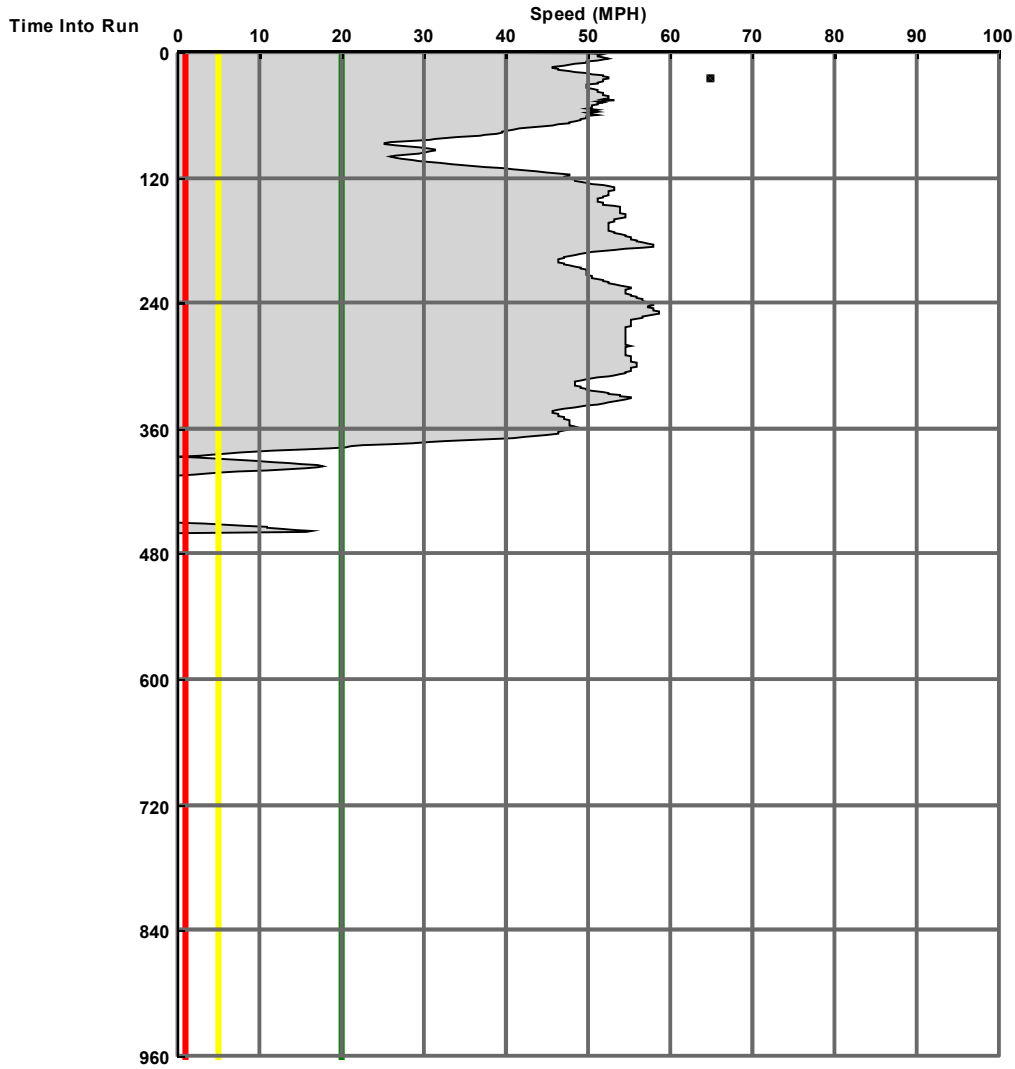
Ten and Two - Travel Time Data

Study Name: I-195 EASTBOUND PM

Study Date: 3/21/2018

Page No: 38

Time Based Speed Profile Run: RUN 3 EB PM 2-14-2018-R001



I-195 EASTBOUND (PM)

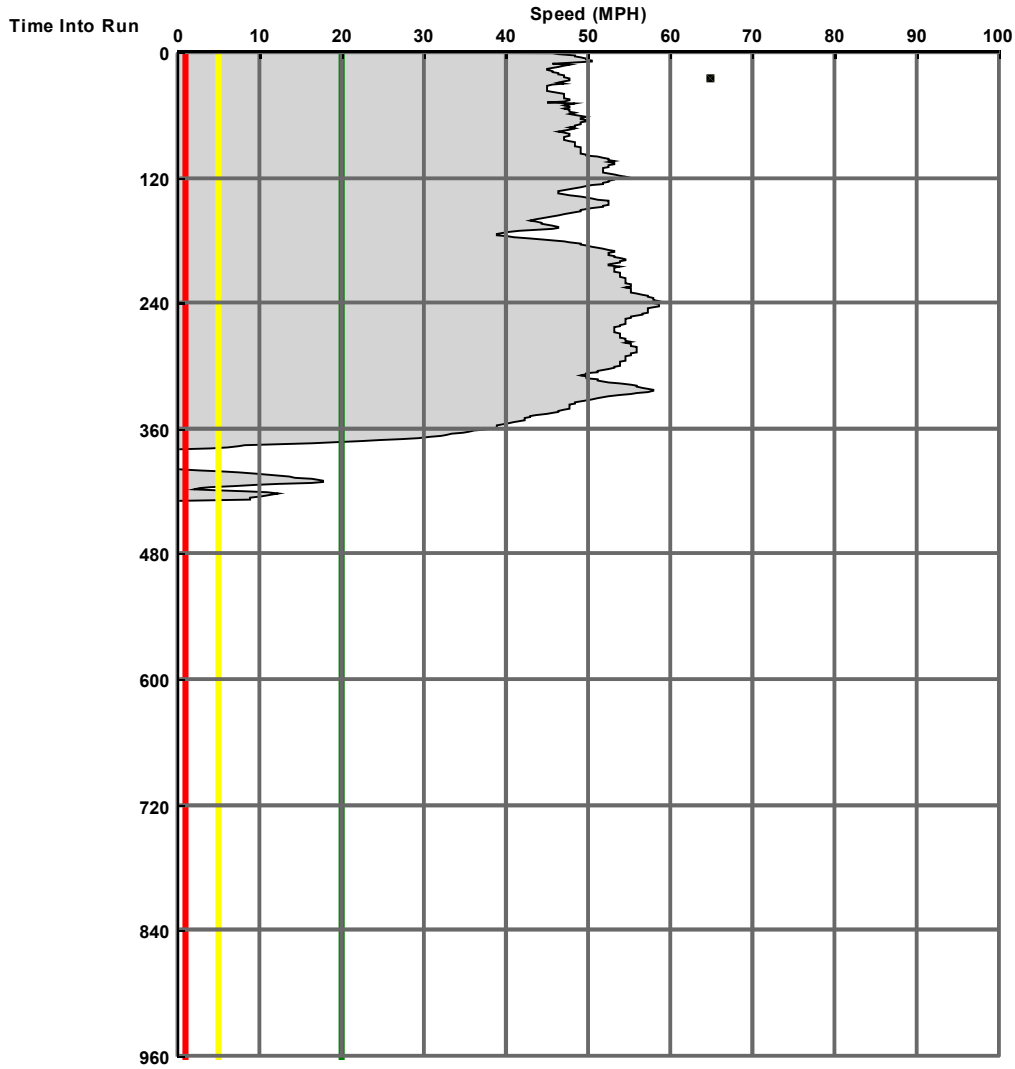
Ten and Two - Travel Time Data

Study Name: I-195 EASTBOUND PM

Study Date: 3/21/2018

Page No: 39

Time Based Speed Profile Run: RUN 4 EB PM 2-14-2018-R001



I-195 EASTBOUND (PM)

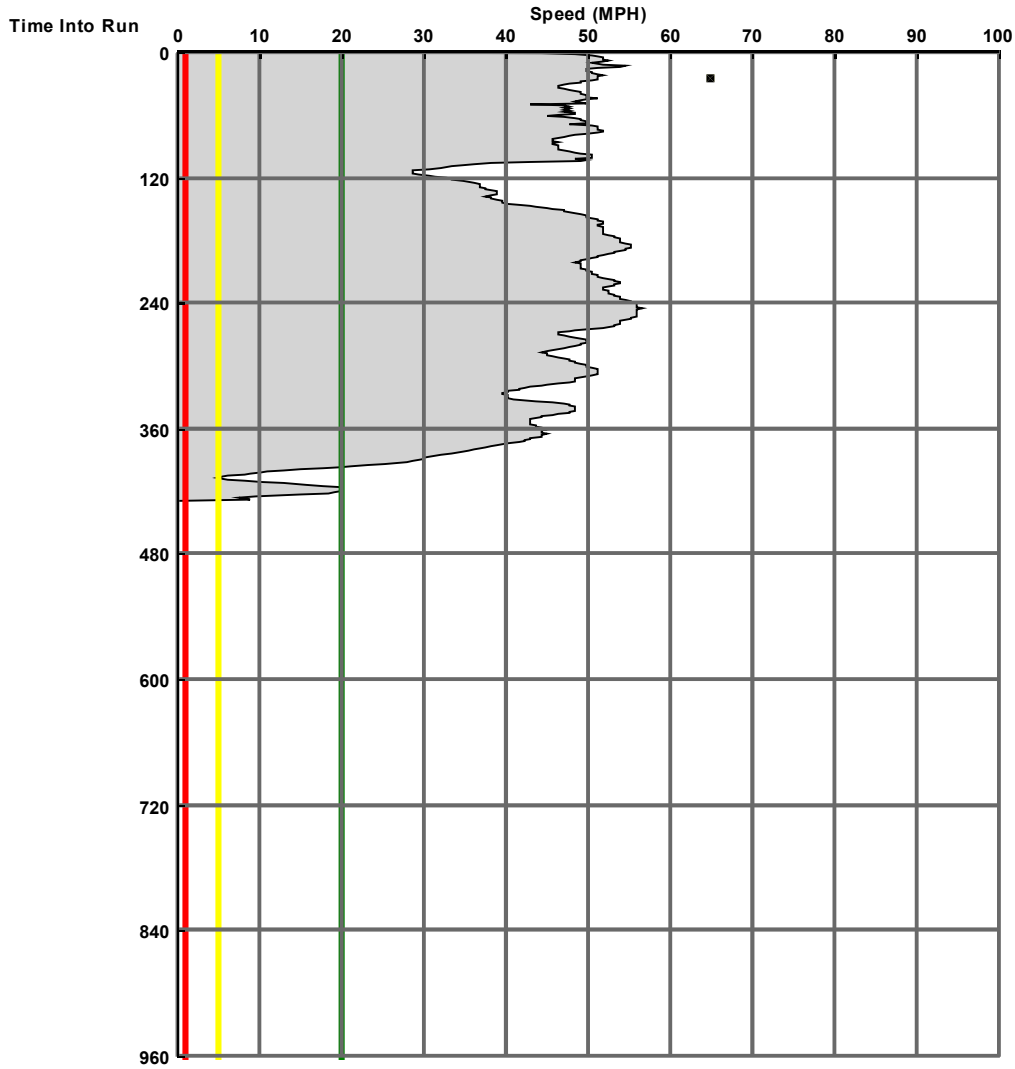
Ten and Two - Travel Time Data

Study Name: I-195 EASTBOUND PM

Study Date: 3/21/2018

Page No: 40

Time Based Speed Profile Run: RUN 6 EB PM 2-14-2018-R001



I-195 EASTBOUND (PM)

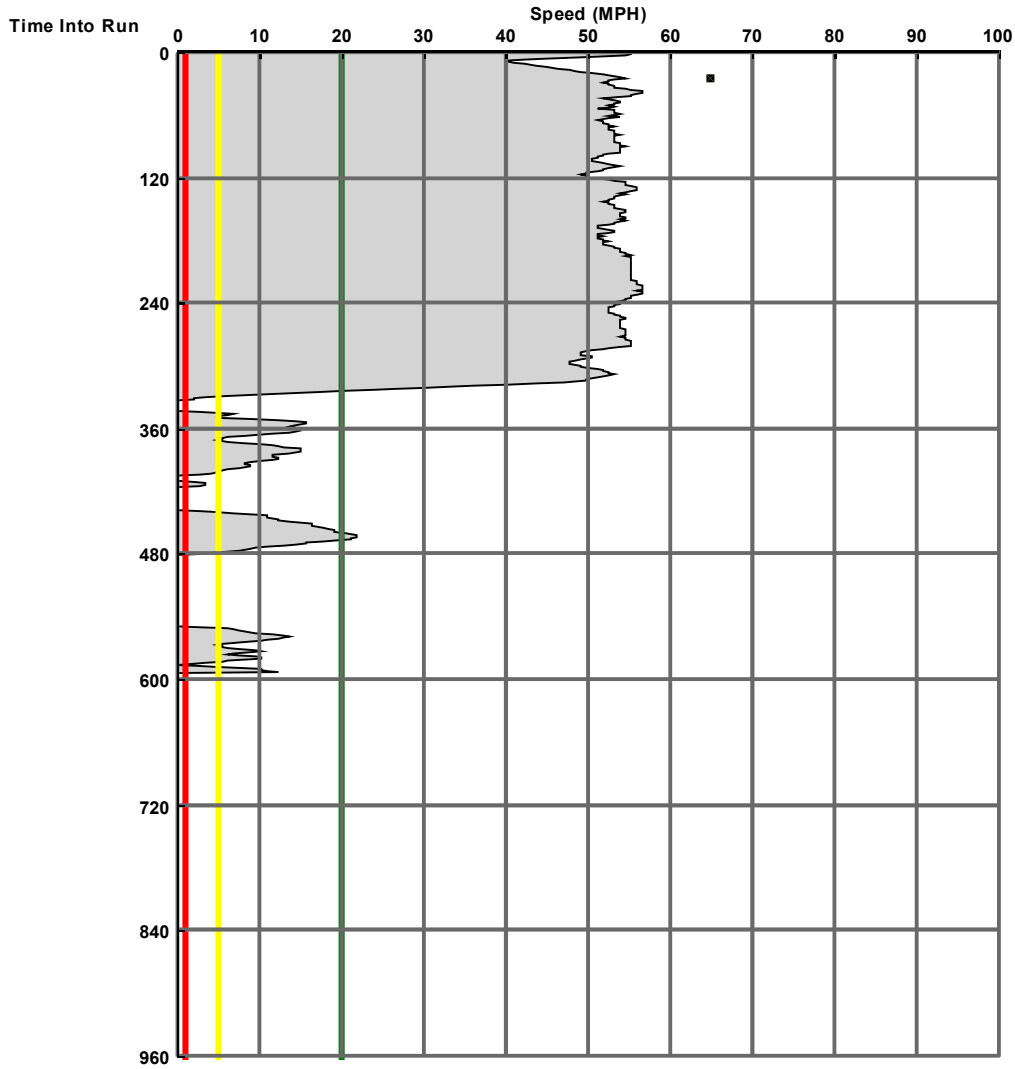
Ten and Two - Travel Time Data

Study Name: I-195 EASTBOUND PM

Study Date: 3/21/2018

Page No: 41

Time Based Speed Profile Run: RUN 7 EB PM 2-15-2018-R001



I-195 WESTBOUND (AM)

Ten and Two - Travel Time Data

Travel Time Reports for study: I-195 Westbound AM

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Detailed Stats By Run - Average Speed	6
Detailed Stats By Run - Total Delay.....	7
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Speed Profile (Distance vs Speed) for RUN 4 WB AM 2-14-2018-R001	21
Speed Profile (Distance vs Speed) for RUN 5 WB AM 2-15-2018-R001	25
Speed Profile (Distance vs Speed) for RUN 6 WB AM 2-15-2018-R001	29
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Speed Profile (Time vs Speed) for RUN 2 WB AM 2-14-2018-R001.....	37
Speed Profile (Time vs Speed) for RUN 3 WB AM 2-14-2018-R001.....	38
Speed Profile (Time vs Speed) for RUN 4 WB AM 2-14-2018-R001.....	39
Speed Profile (Time vs Speed) for RUN 5 WB AM 2-15-2018-R001.....	40
Speed Profile (Time vs Speed) for RUN 6 WB AM 2-15-2018-R001.....	41
Speed Profile (Time vs Speed) for RUN 7 WB AM 2-15-2018-R001.....	42

I-195 WESTBOUND (AM)

Ten and Two - Travel Time Data

Study Name: I-195 Westbound AM

Study Date: 3/21/2018

Page No: 1

Study Summary Runs Used in This Study

Run Title	Start Date	Start Time	Length	Before/After	Run Type
RUN 2 WB AM 2-14-2018-R001	02/14/18	07:49:42	27257	Before	Secondary
RUN 3 WB AM 2-14-2018-R001	02/14/18	08:15:37	27281	Before	Secondary
RUN 4 WB AM 2-14-2018-R001	02/14/18	08:46:04	27374	Before	Secondary
RUN 5 WB AM 2-15-2018-R001	02/14/18	07:13:00	27367	Before	Secondary
RUN 6 WB AM 2-15-2018-R001	02/14/18	07:34:17	27364	Before	Secondary
RUN 7 WB AM 2-15-2018-R001	02/14/18	07:57:21	27379	Before	Secondary

Notes:

Node Info

#	Length	Name
1	0	Alton RD
2	2622	Physical Gore Off Ramp
3	2339	Bridge 870302 end
4	7565	Bridge 870301 Begin
5	2710	NE 36th Street
6	2572	Biscayne Blvd
7	2630	NW 1st Avenue
8	2843	I-95
9	3811	NW 13th Avenue

Length of Study Route = 27,092 feet.

I-195 WESTBOUND (AM)

Ten and Two - Travel Time Data

Study Name: I-195 Westbound AM

Study Date: 3/21/2018

Page No: 2

Overall Output Statistics

Node #	Length (ft)	Node Name	Travel Time	# of Stops	Avg Speed (MPH)	Total Delay	Time <= 0 MPH	Time <= 5 MPH	Time <= 20 MPH
1	0	Alton RD							
2	2622	Physical Gore Off Ramp	41.5	0.0	43.1	0.0	0.0	0.0	0.8
3	2339	Bridge 870302 end	30.5	0.0	52.3	0.0	0.0	0.0	0.0
4	7565	Bridge 870301 Begin	95.2	0.0	54.2	0.0	0.0	0.0	0.0
5	2710	NE 36th Street	35.8	0.0	51.6	0.0	0.0	0.0	0.0
6	2572	Biscayne Blvd	32.7	0.0	53.7	0.0	0.0	0.0	0.0
7	2630	NW 1st Avenue	34.5	0.0	52.0	0.0	0.0	0.0	0.0
8	2843	I-95	38.7	0.0	50.1	0.0	0.0	0.0	0.0
9	3811	NW 13th Avenue	51.7	0.0	50.3	0.0	0.0	0.0	0.0
Total	27,092		360.5	0	51.2	0	0	0	0.8

Stats based on 6 runs.

Stops based on a Stop Speed of 5 MPH.

Total Delay based on a Normal Speed of 0 MPH.

I-195 WESTBOUND (AM)

Ten and Two - Travel Time Data

Study Name: I-195 Westbound AM

Study Date: 3/21/2018

Page No: 3

Travel Time

Node #	Length	Node Name	Run # 1	Run # 2	Run # 3	Run # 4	Run # 5	Run # 6
1	0	Alton RD						
2	2622	Physical Gore Off Ramp	44	41	45	40	40	39
3	2339	Bridge 870302 end	31	30	32	30	30	30
4	7565	Bridge 870301 Begin	94	95	96	94	96	96
5	2710	NE 36th Street	35	35	36	35	38	36
6	2572	Biscayne Blvd	33	33	32	32	33	33
7	2630	NW 1st Avenue	34	36	35	34	34	34
8	2843	I-95	36	46	38	36	35	41
9	3811	NW 13th Avenue	52	50	54	49	56	49
Total	27,092		359	366	368	350	362	358

Run # 1 = RUN 2 WB AM 2-14-2018-R001

Run # 2 = RUN 3 WB AM 2-14-2018-R001

Run # 3 = RUN 4 WB AM 2-14-2018-R001

Run # 4 = RUN 5 WB AM 2-15-2018-R001

Run # 5 = RUN 6 WB AM 2-15-2018-R001

Run # 6 = RUN 7 WB AM 2-15-2018-R001

I-195 WESTBOUND (AM)

Ten and Two - Travel Time Data

Study Name: I-195 Westbound AM

Study Date: 3/21/2018

Page No: 4

Number of Stops

Node #	Length	Node Name	Run # 1	Run # 2	Run # 3	Run # 4	Run # 5	Run # 6
1	0	Alton RD						
2	2622	Physical Gore Off Ramp	0	0	0	0	0	0
3	2339	Bridge 870302 end	0	0	0	0	0	0
4	7565	Bridge 870301 Begin	0	0	0	0	0	0
5	2710	NE 36th Street	0	0	0	0	0	0
6	2572	Biscayne Blvd	0	0	0	0	0	0
7	2630	NW 1st Avenue	0	0	0	0	0	0
8	2843	I-95	0	0	0	0	0	0
9	3811	NW 13th Avenue	0	0	0	0	0	0
Total	27,092		0	0	0	0	0	0

Stops based on a Stop Speed of 5 MPH.

Run # 1 = RUN 2 WB AM 2-14-2018-R001

Run # 2 = RUN 3 WB AM 2-14-2018-R001

Run # 3 = RUN 4 WB AM 2-14-2018-R001

Run # 4 = RUN 5 WB AM 2-15-2018-R001

Run # 5 = RUN 6 WB AM 2-15-2018-R001

Run # 6 = RUN 7 WB AM 2-15-2018-R001

I-195 WESTBOUND (AM)

Ten and Two - Travel Time Data

Study Name: I-195 Westbound AM

Study Date: 3/21/2018

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Average Speed (MPH)

Node #	Length	Node Name	Run # 1	Run # 2	Run # 3	Run # 4	Run # 5	Run # 6
1	0	Alton RD	0.0	0.0	0.0	0.0	0.0	0.0
2	2622	Physical Gore Off Ramp	40.6	44.0	39.7	45.9	45.5	46.1
3	2339	Bridge 870302 end	52.7	53.4	50.9	52.5	52.7	53.0
4	7565	Bridge 870301 Begin	54.6	54.4	53.5	54.8	53.7	54.0
5	2710	NE 36th Street	52.7	53.1	52.3	53.7	48.5	51.3
6	2572	Biscayne Blvd	53.6	53.5	53.2	54.0	53.7	53.3
7	2630	NW 1st Avenue	53.2	49.3	51.9	53.1	52.8	52.3
8	2843	I-95	53.3	41.9	50.4	54.6	55.3	47.2
9	3811	NW 13th Avenue	49.9	52.2	48.3	52.6	46.6	53.3
Total	27,092		51.5	50.6	50.2	52.9	51.1	51.7

Run # 1 = RUN 2 WB AM 2-14-2018-R001

Run # 2 = RUN 3 WB AM 2-14-2018-R001

Run # 3 = RUN 4 WB AM 2-14-2018-R001

Run # 4 = RUN 5 WB AM 2-15-2018-R001

Run # 5 = RUN 6 WB AM 2-15-2018-R001

Run # 6 = RUN 7 WB AM 2-15-2018-R001

I-195 WESTBOUND (AM)

Ten and Two - Travel Time Data

Study Name: I-195 Westbound AM

Study Date: 3/21/2018

Page No: 6

Total Delay

Node #	Length	Node Name	Run # 1	Run # 2	Run # 3	Run # 4	Run # 5	Run # 6
1	0	Alton RD	0	0	0	0	0	0
2	2622	Physical Gore Off Ramp	0	0	0	0	0	0
3	2339	Bridge 870302 end	0	0	0	0	0	0
4	7565	Bridge 870301 Begin	0	0	0	0	0	0
5	2710	NE 36th Street	0	0	0	0	0	0
6	2572	Biscayne Blvd	0	0	0	0	0	0
7	2630	NW 1st Avenue	0	0	0	0	0	0
8	2843	I-95	0	0	0	0	0	0
9	3811	NW 13th Avenue	0	0	0	0	0	0
Total	27,092		0	0	0	0	0	0

Total Delay based on a Normal Speed of 0 MPH.

Run # 1 = RUN 2 WB AM 2-14-2018-R001
Run # 2 = RUN 3 WB AM 2-14-2018-R001
Run # 3 = RUN 4 WB AM 2-14-2018-R001
Run # 4 = RUN 5 WB AM 2-15-2018-R001
Run # 5 = RUN 6 WB AM 2-15-2018-R001
Run # 6 = RUN 7 WB AM 2-15-2018-R001

I-195 WESTBOUND (AM)

Ten and Two - Travel Time Data

Study Name: I-195 Westbound AM

Study Date: 3/21/2018

Page No: 7

Time Below

Node #	Length	Node Name	Run # 1	Run # 2	Run # 3	Run # 4	Run # 5	Run # 6
1	0	Alton RD	0	0	0	0	0	0
2	2622	Physical Gore Off Ramp	0	0	0	0	0	0
3	2339	Bridge 870302 end	0	0	0	0	0	0
4	7565	Bridge 870301 Begin	0	0	0	0	0	0
5	2710	NE 36th Street	0	0	0	0	0	0
6	2572	Biscayne Blvd	0	0	0	0	0	0
7	2630	NW 1st Avenue	0	0	0	0	0	0
8	2843	I-95	0	0	0	0	0	0
9	3811	NW 13th Avenue	0	0	0	0	0	0
Total	27,092		0	0	0	0	0	0

Run # 1 = RUN 2 WB AM 2-14-2018-R001

Run # 2 = RUN 3 WB AM 2-14-2018-R001

Run # 3 = RUN 4 WB AM 2-14-2018-R001

Run # 4 = RUN 5 WB AM 2-15-2018-R001

Run # 5 = RUN 6 WB AM 2-15-2018-R001

Run # 6 = RUN 7 WB AM 2-15-2018-R001

I-195 WESTBOUND (AM)

Ten and Two - Travel Time Data

Study Name: I-195 Westbound AM

Study Date: 3/21/2018

Page No: 8

Time Below

Node #	Length	Node Name	Run # 1	Run # 2	Run # 3	Run # 4	Run # 5	Run # 6
1	0	Alton RD	0	0	0	0	0	0
2	2622	Physical Gore Off Ramp	0	0	0	0	0	0
3	2339	Bridge 870302 end	0	0	0	0	0	0
4	7565	Bridge 870301 Begin	0	0	0	0	0	0
5	2710	NE 36th Street	0	0	0	0	0	0
6	2572	Biscayne Blvd	0	0	0	0	0	0
7	2630	NW 1st Avenue	0	0	0	0	0	0
8	2843	I-95	0	0	0	0	0	0
9	3811	NW 13th Avenue	0	0	0	0	0	0
Total	27,092		0	0	0	0	0	0

Run # 1 = RUN 2 WB AM 2-14-2018-R001

Run # 2 = RUN 3 WB AM 2-14-2018-R001

Run # 3 = RUN 4 WB AM 2-14-2018-R001

Run # 4 = RUN 5 WB AM 2-15-2018-R001

Run # 5 = RUN 6 WB AM 2-15-2018-R001

Run # 6 = RUN 7 WB AM 2-15-2018-R001

I-195 WESTBOUND (AM)

Ten and Two - Travel Time Data

Study Name: I-195 Westbound AM

Study Date: 3/21/2018

Page No: 9

Time Below

Node #	Length	Node Name	Run # 1	Run # 2	Run # 3	Run # 4	Run # 5	Run # 6
1	0	Alton RD	0	0	0	0	0	0
2	2622	Physical Gore Off Ramp	2	0	3	0	0	0
3	2339	Bridge 870302 end	0	0	0	0	0	0
4	7565	Bridge 870301 Begin	0	0	0	0	0	0
5	2710	NE 36th Street	0	0	0	0	0	0
6	2572	Biscayne Blvd	0	0	0	0	0	0
7	2630	NW 1st Avenue	0	0	0	0	0	0
8	2843	I-95	0	0	0	0	0	0
9	3811	NW 13th Avenue	0	0	0	0	0	0
Total	27,092		2	0	3	0	0	0

Run # 1 = RUN 2 WB AM 2-14-2018-R001

Run # 2 = RUN 3 WB AM 2-14-2018-R001

Run # 3 = RUN 4 WB AM 2-14-2018-R001

Run # 4 = RUN 5 WB AM 2-15-2018-R001

Run # 5 = RUN 6 WB AM 2-15-2018-R001

Run # 6 = RUN 7 WB AM 2-15-2018-R001

I-195 WESTBOUND (AM)

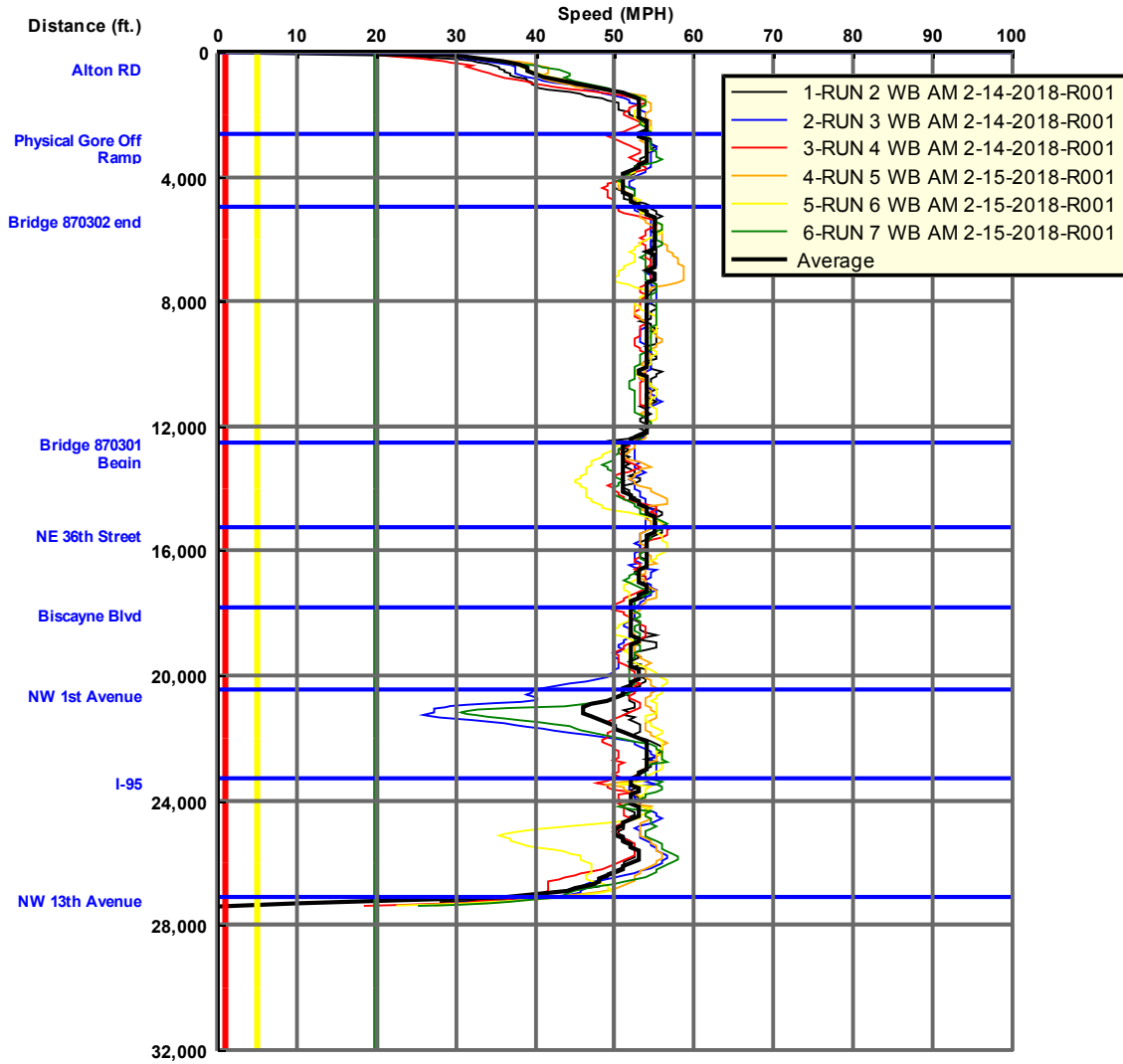
Ten and Two - Travel Time Data

Study Name: I-195 Westbound AM

Study Date: 3/21/2018

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Speed/Distance Profiles of All Runs



I-195 WESTBOUND (AM)

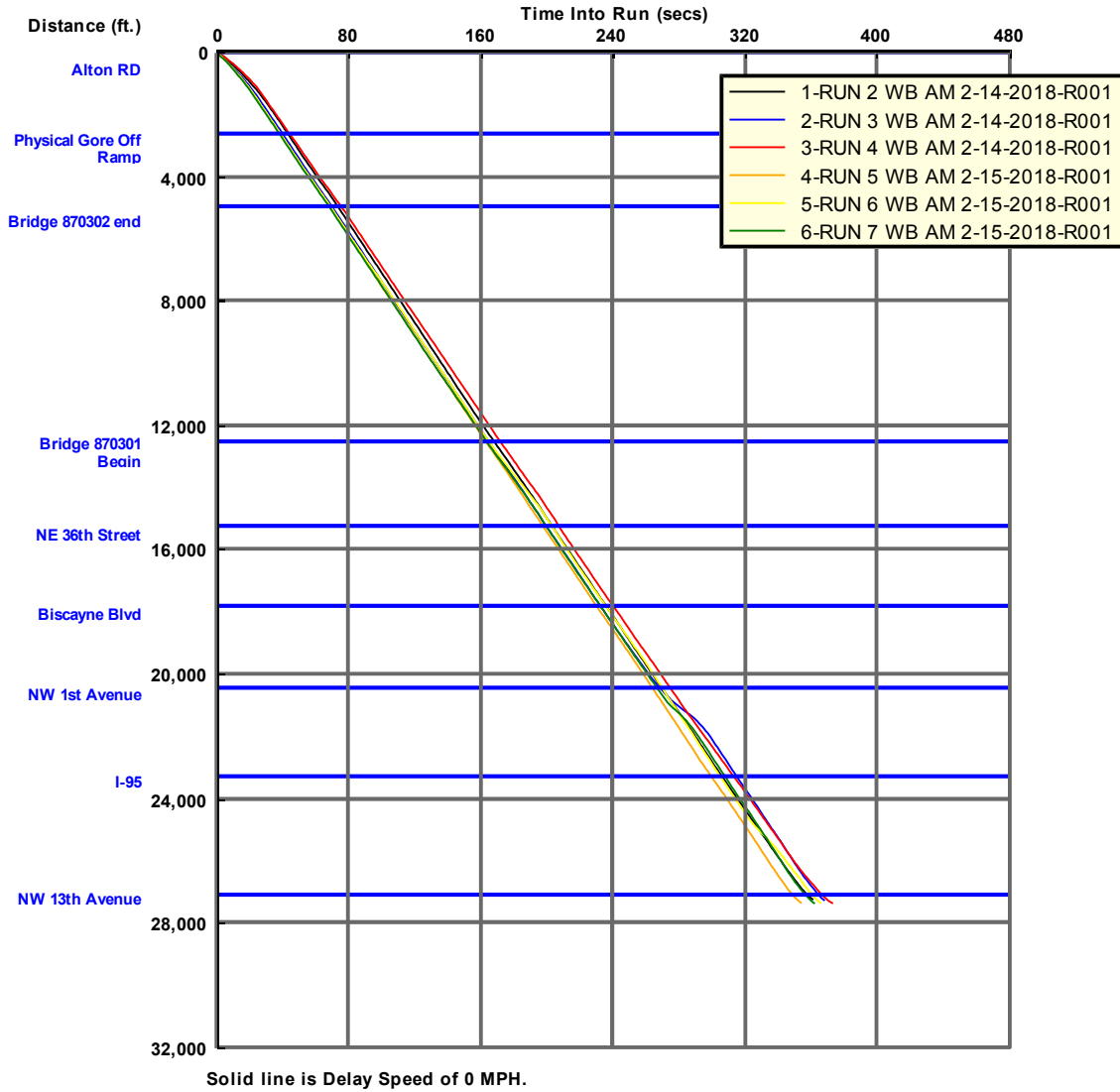
Ten and Two - Travel Time Data

Study Name: I-195 Westbound AM

Study Date: 3/21/2018

Page No: 11

Space/Time Trajectory of All Runs



I-195 WESTBOUND (AM)

Ten and Two - Travel Time Data

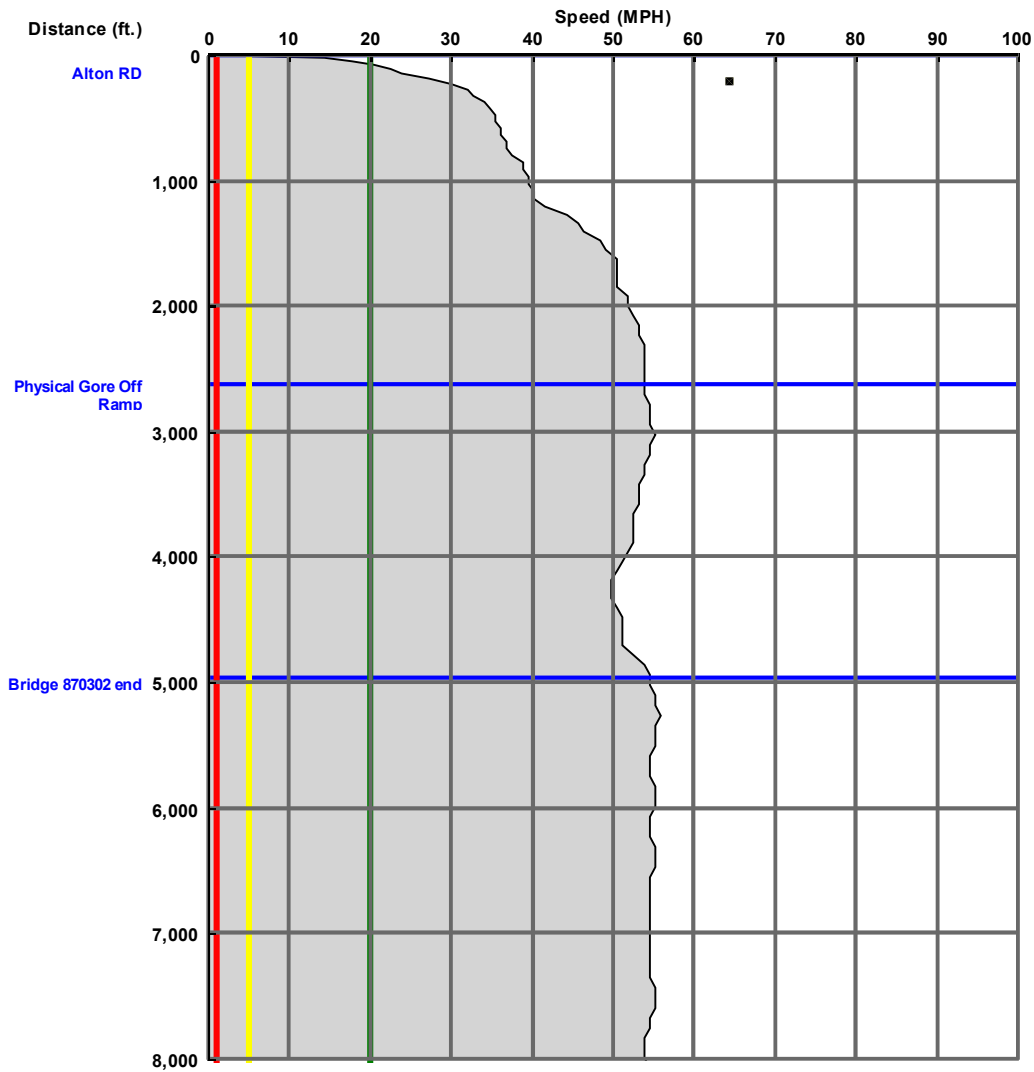
Study Name: I-195 Westbound AM

Study Date: 3/21/2018

Page No: 12

Speed Profile

Run: RUN 2 WB AM 2-14-2018-R001



I-195 WESTBOUND (AM)

Ten and Two - Travel Time Data

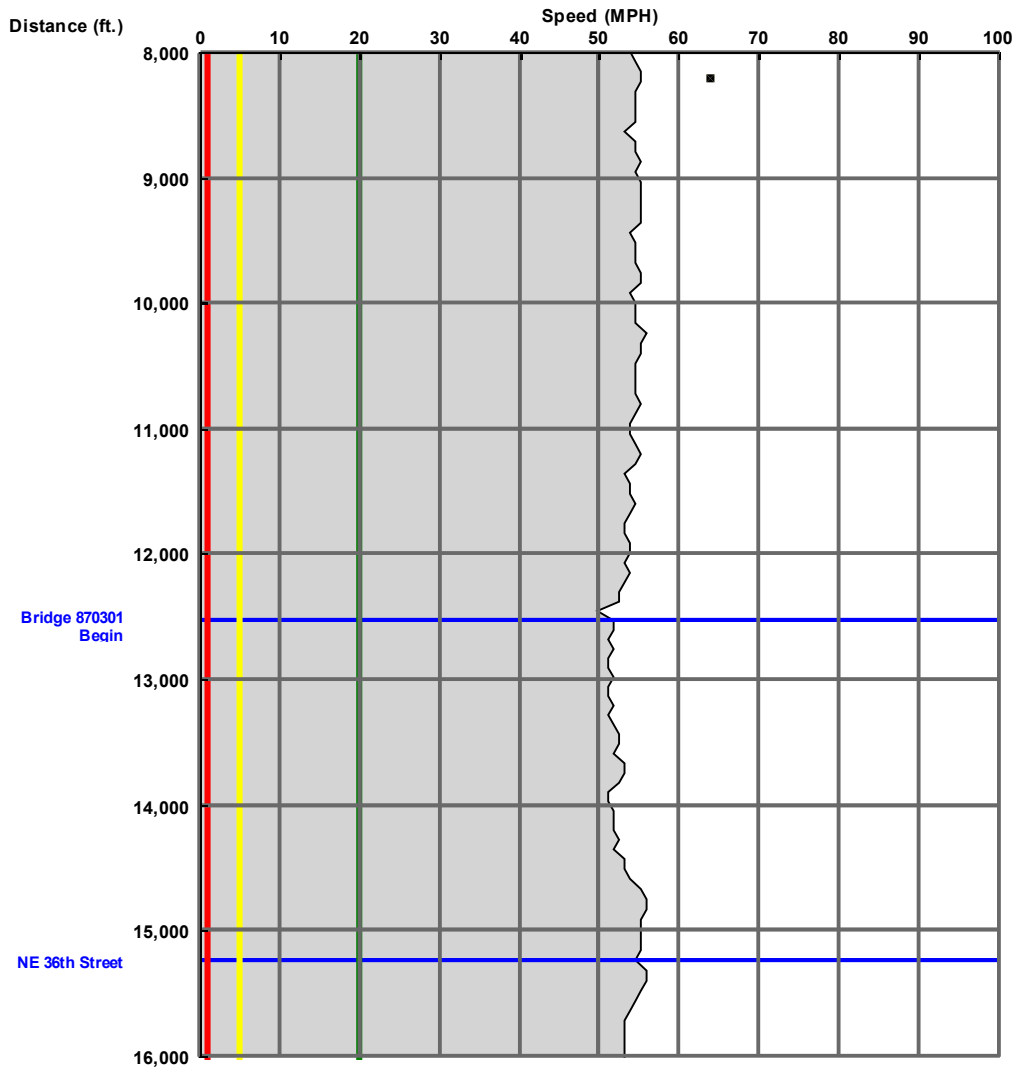
Study Name: I-195 Westbound AM

Study Date: 3/21/2018

Page No: 13

Speed Profile

Run: RUN 2 WB AM 2-14-2018-R001



I-195 WESTBOUND (AM)

Ten and Two - Travel Time Data

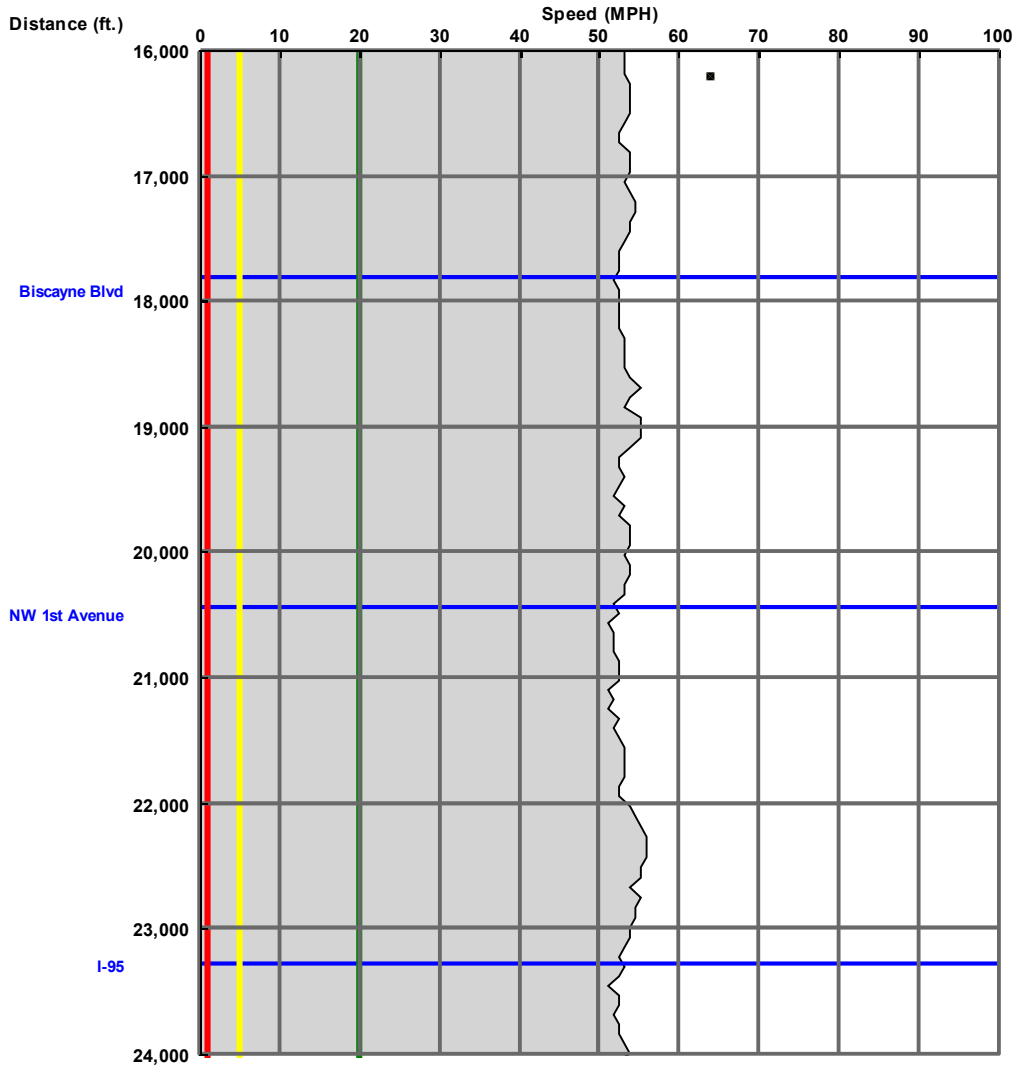
Study Name: I-195 Westbound AM

Study Date: 3/21/2018

Page No: 14

Speed Profile

Run: RUN 2 WB AM 2-14-2018-R001



I-195 WESTBOUND (AM)

Ten and Two - Travel Time Data

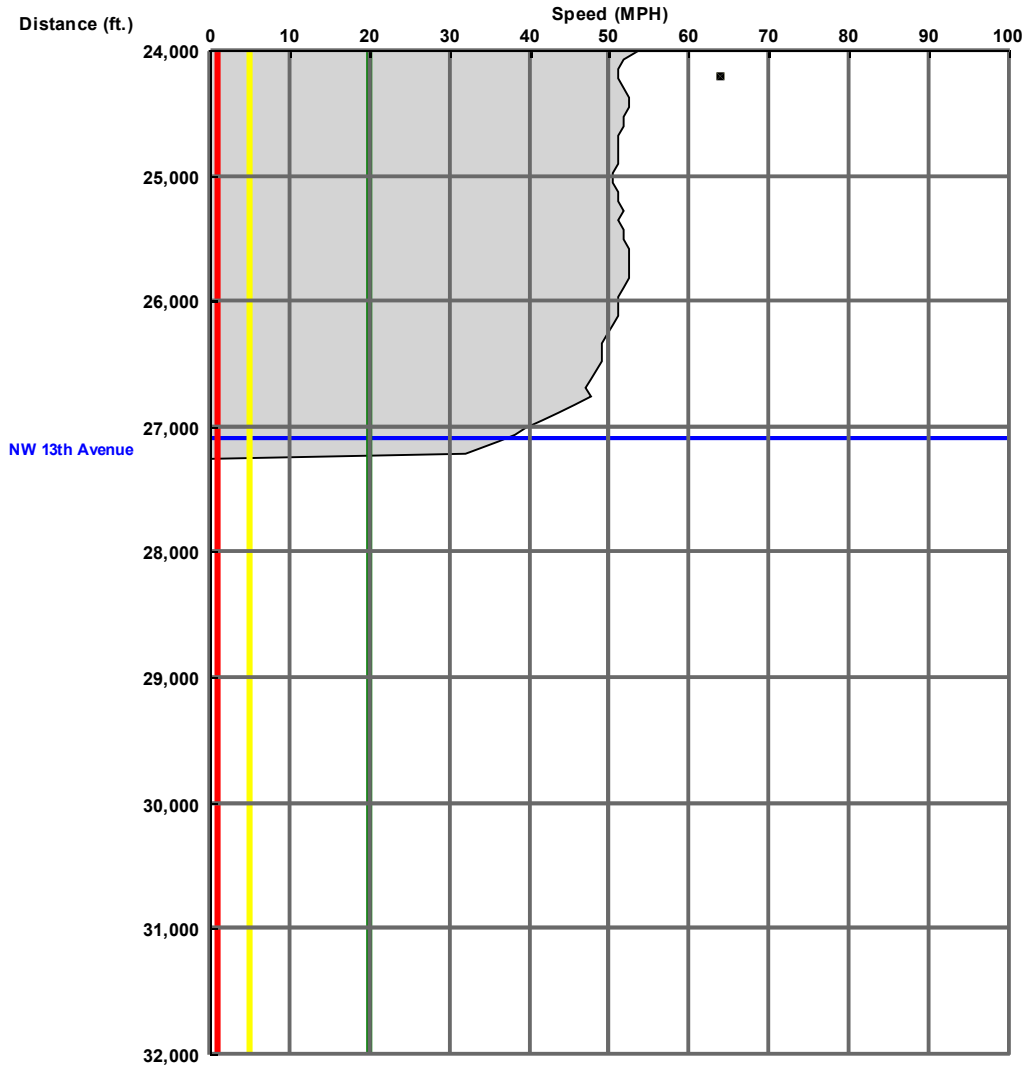
Study Name: I-195 Westbound AM

Study Date: 3/21/2018

Page No: 15

Speed Profile

Run: RUN 2 WB AM 2-14-2018-R001



I-195 WESTBOUND (AM)

Ten and Two - Travel Time Data

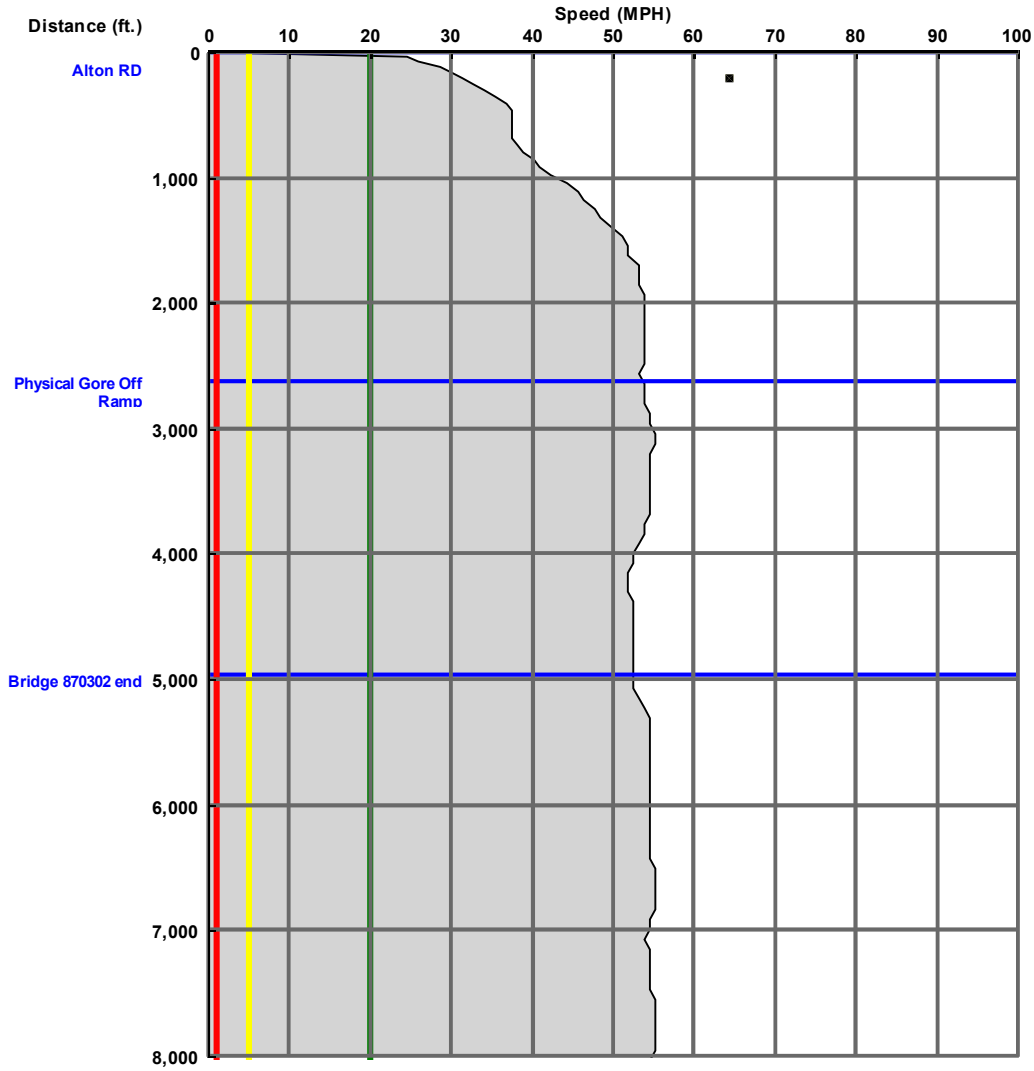
Study Name: I-195 Westbound AM

Study Date: 3/21/2018

Page No: 16

Speed Profile

Run: RUN 3 WB AM 2-14-2018-R001



I-195 WESTBOUND (AM)

Ten and Two - Travel Time Data

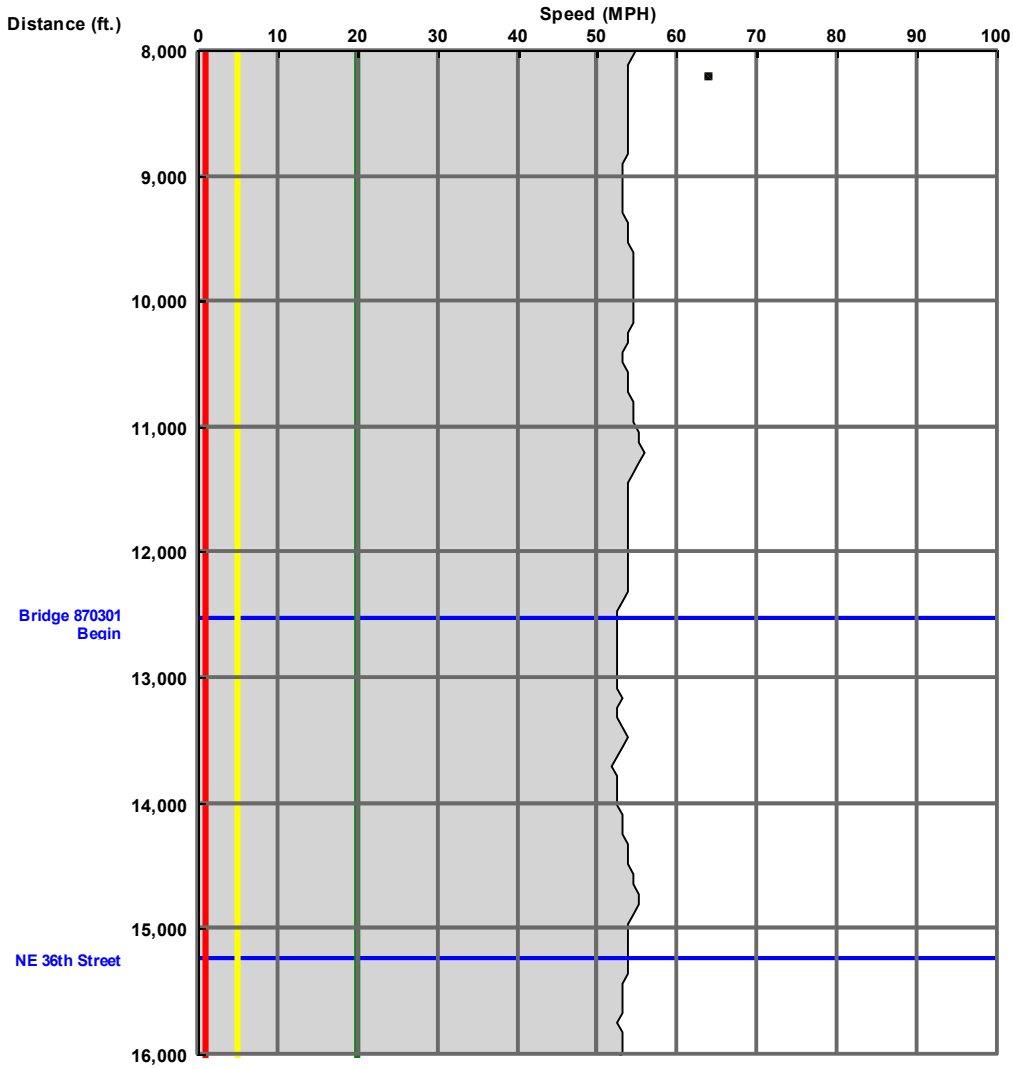
Study Name: I-195 Westbound AM

Study Date: 3/21/2018

Page No: 17

Speed Profile

Run: RUN 3 WB AM 2-14-2018-R001



I-195 WESTBOUND (AM)

Ten and Two - Travel Time Data

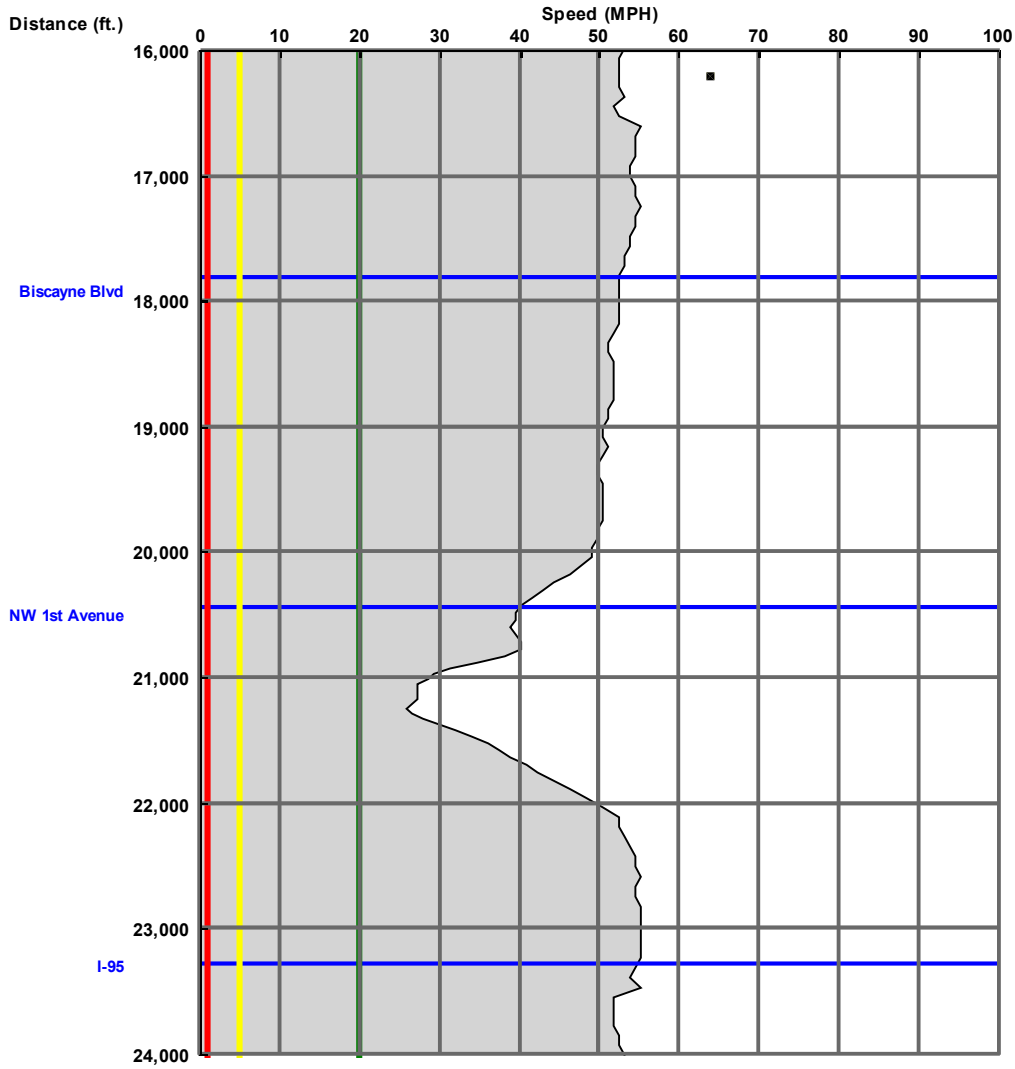
Study Name: I-195 Westbound AM

Study Date: 3/21/2018

Page No: 18

Speed Profile

Run: RUN 3 WB AM 2-14-2018-R001



I-195 WESTBOUND (AM)

Ten and Two - Travel Time Data

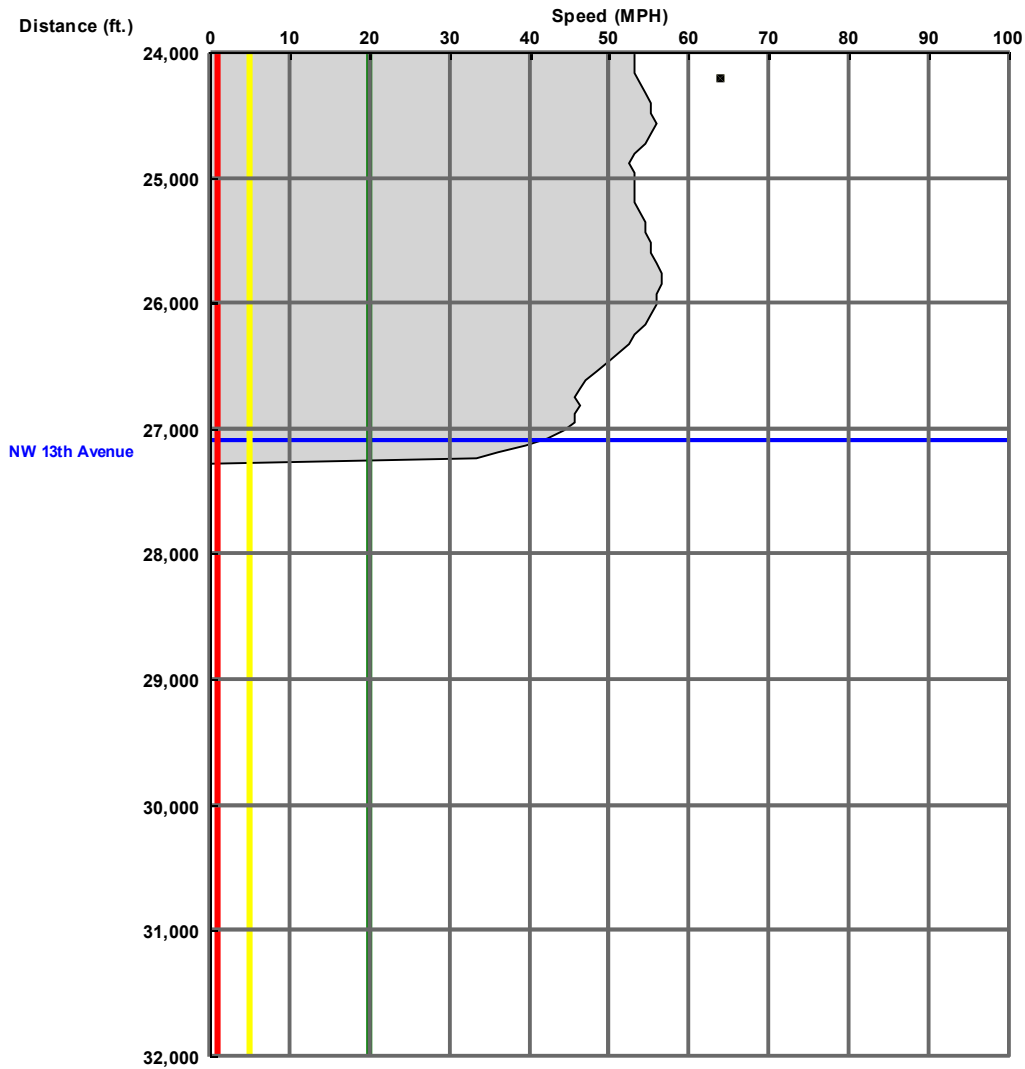
Study Name: I-195 Westbound AM

Study Date: 3/21/2018

Page No: 19

Speed Profile

Run: RUN 3 WB AM 2-14-2018-R001



I-195 WESTBOUND (AM)

Ten and Two - Travel Time Data

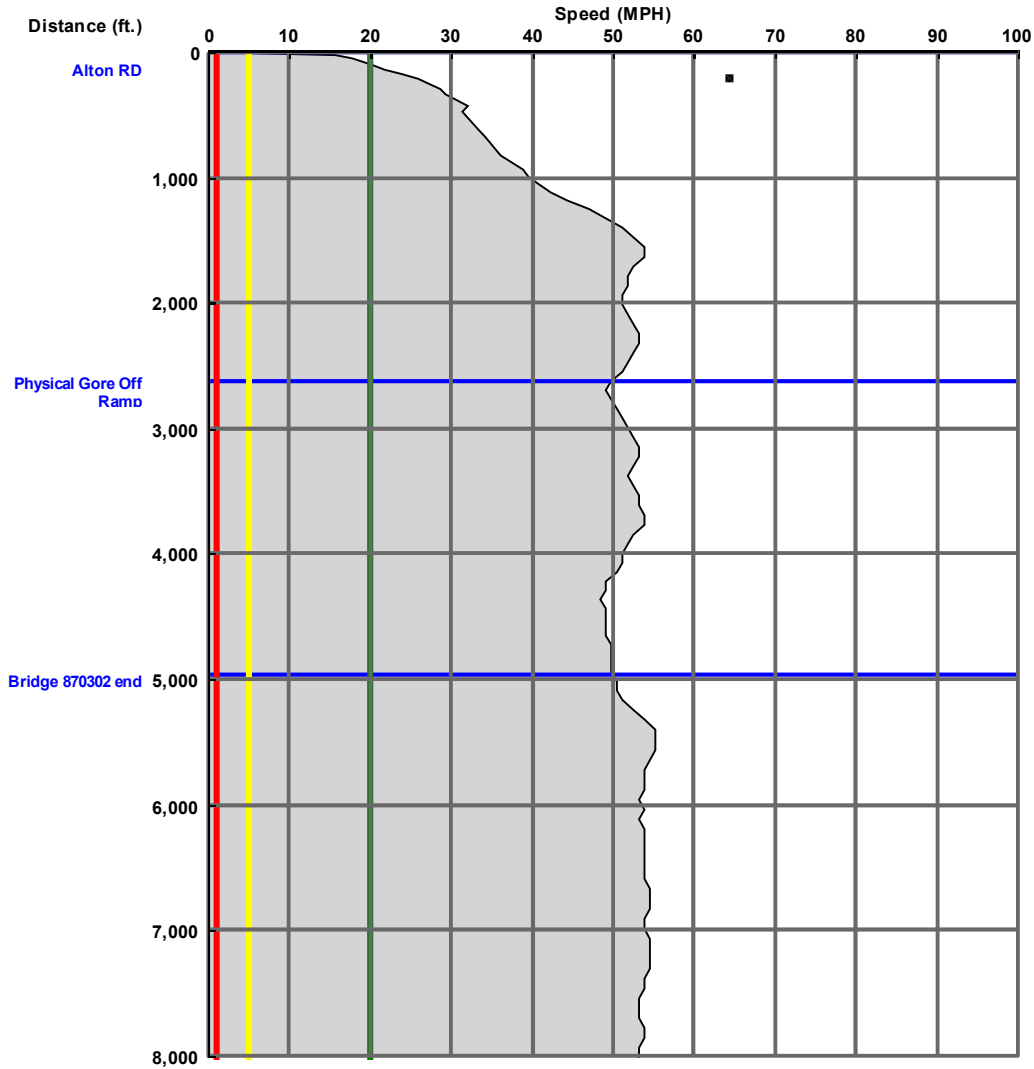
Study Name: I-195 Westbound AM

Study Date: 3/21/2018

Page No: 20

Speed Profile

Run: RUN 4 WB AM 2-14-2018-R001



I-195 WESTBOUND (AM)

Ten and Two - Travel Time Data

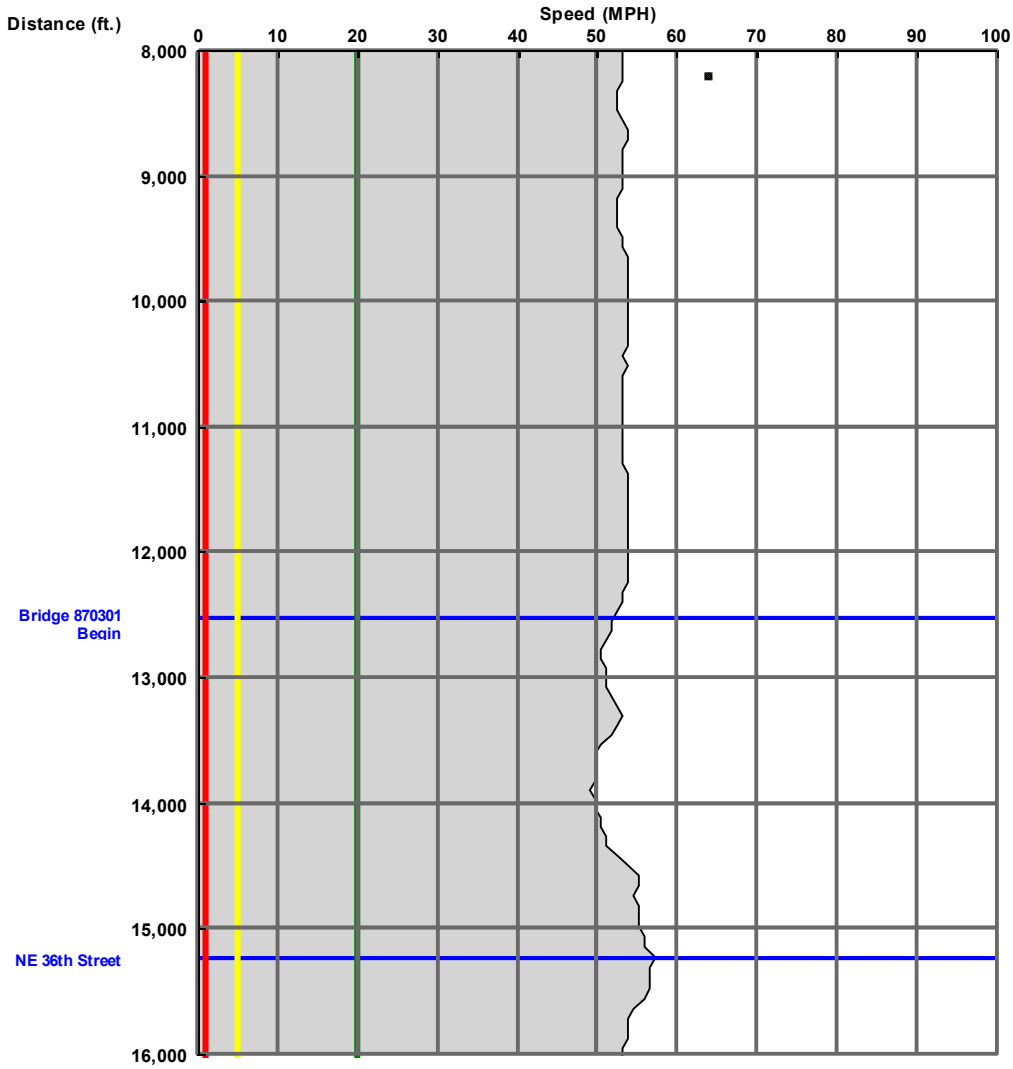
Study Name: I-195 Westbound AM

Study Date: 3/21/2018

Page No: 21

Speed Profile

Run: RUN 4 WB AM 2-14-2018-R001



I-195 WESTBOUND (AM)

Ten and Two - Travel Time Data

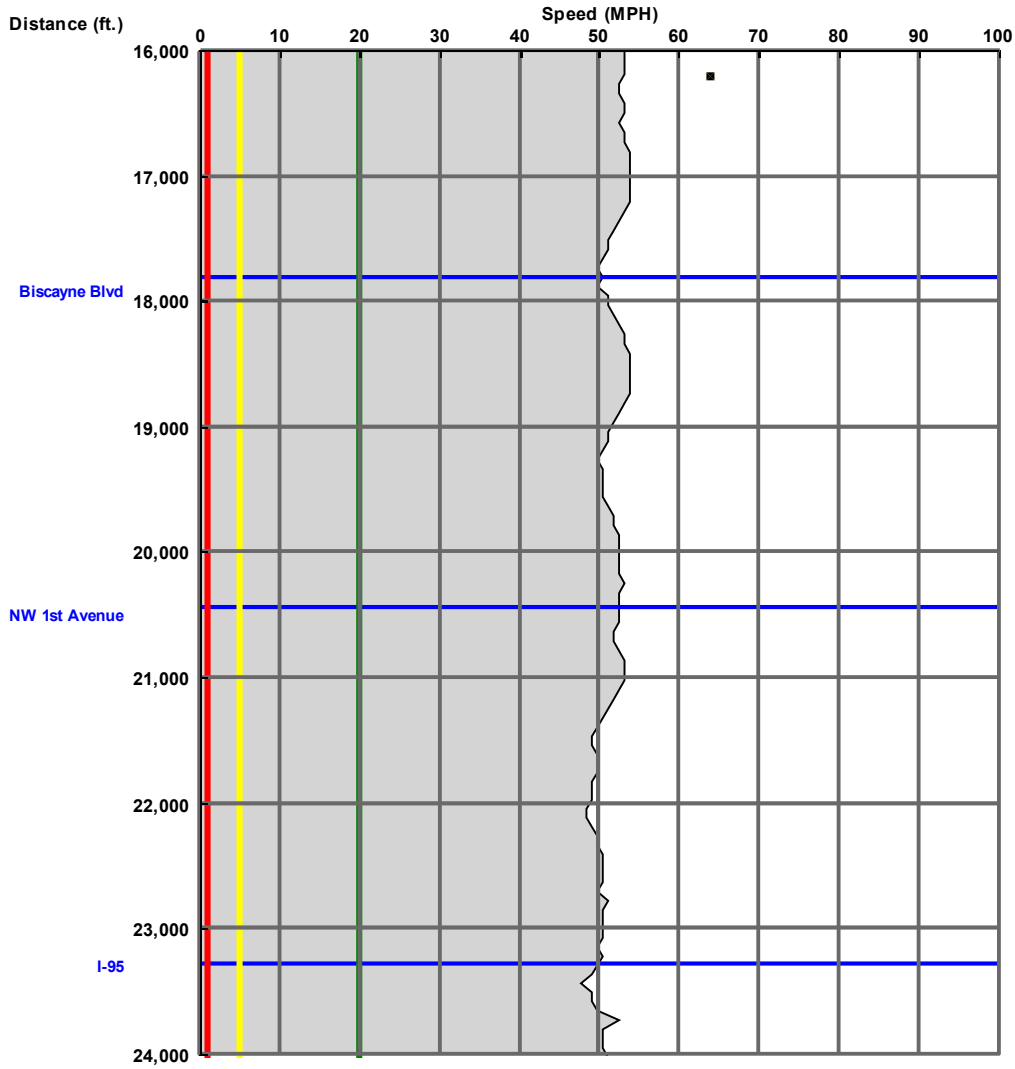
Study Name: I-195 Westbound AM

Study Date: 3/21/2018

Page No: 22

Speed Profile

Run: RUN 4 WB AM 2-14-2018-R001



I-195 WESTBOUND (AM)

Ten and Two - Travel Time Data

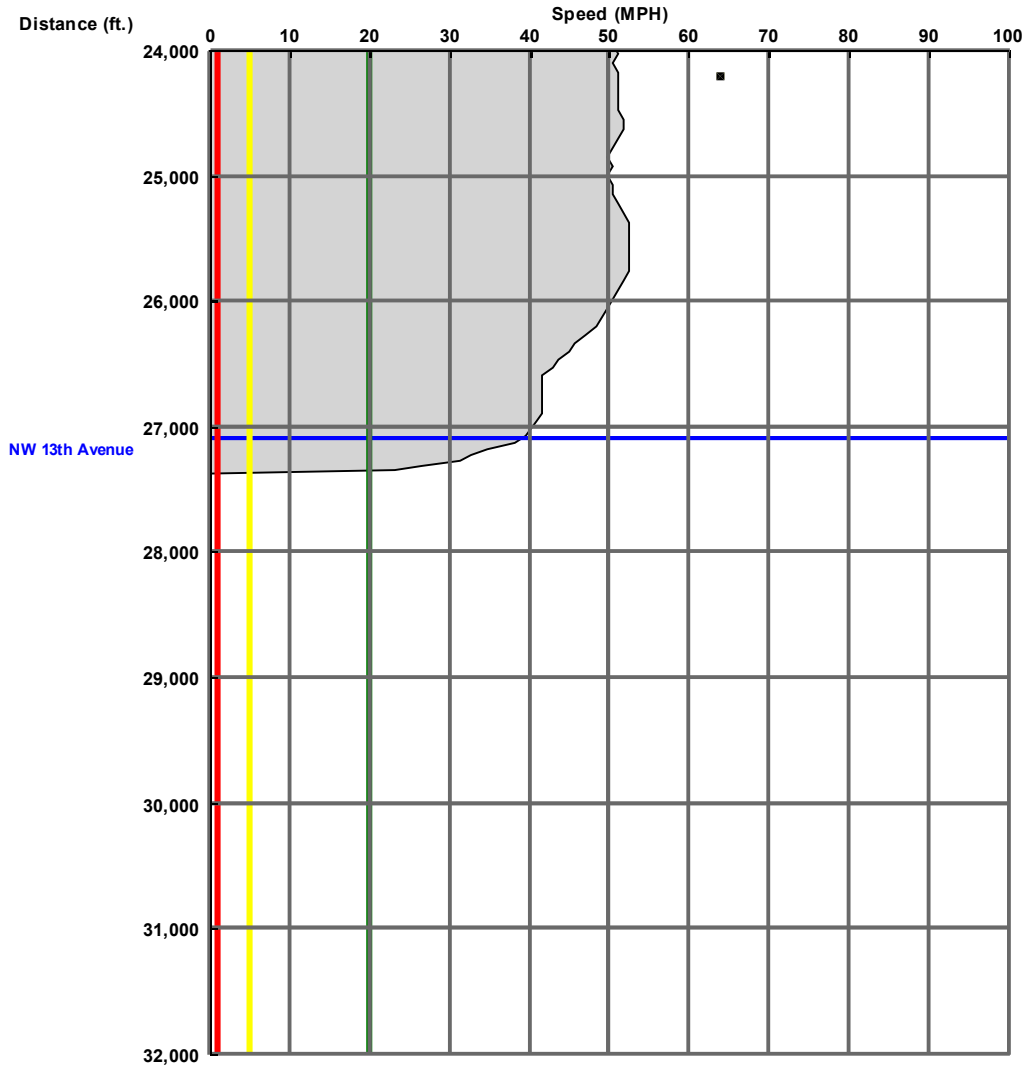
Study Name: I-195 Westbound AM

Study Date: 3/21/2018

Page No: 23

Speed Profile

Run: RUN 4 WB AM 2-14-2018-R001



I-195 WESTBOUND (AM)

Ten and Two - Travel Time Data

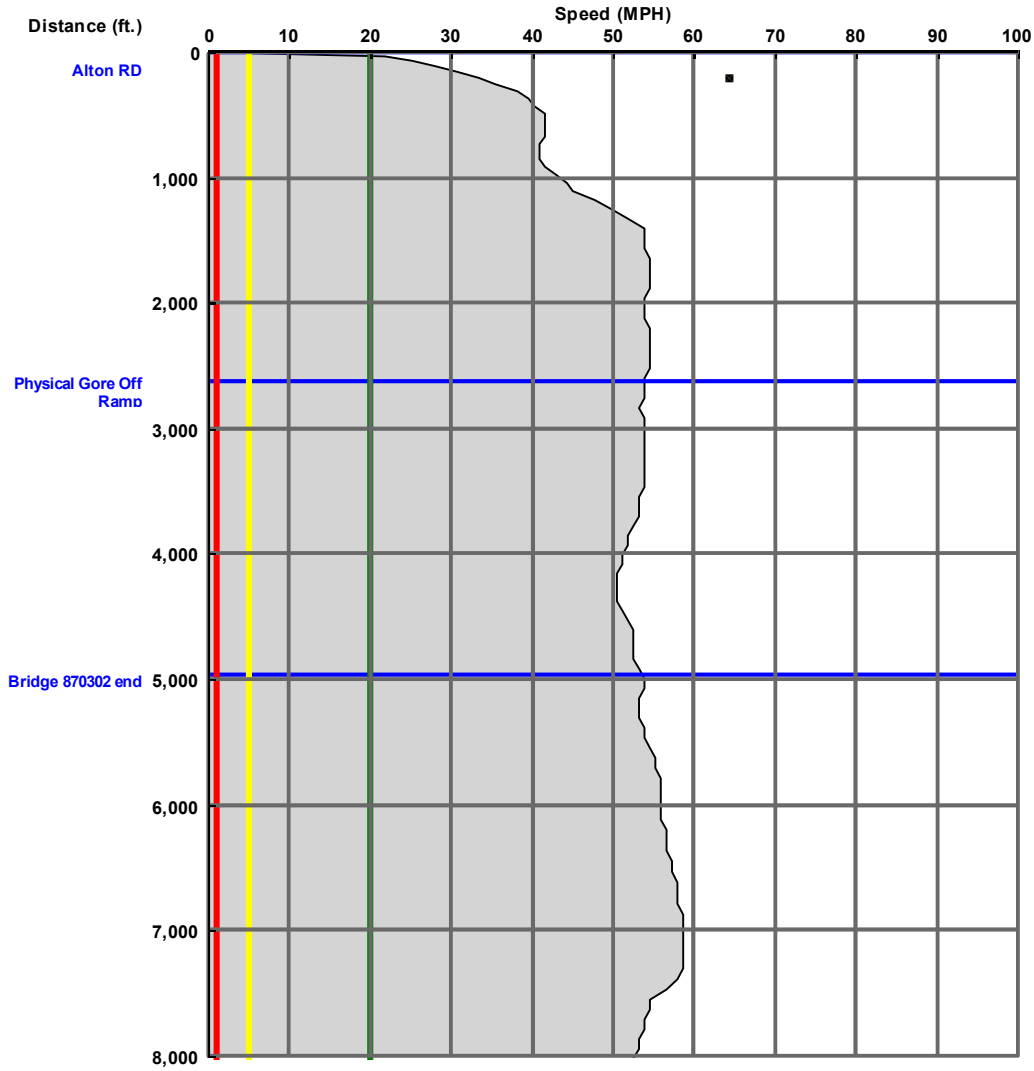
Study Name: I-195 Westbound AM

Study Date: 3/21/2018

Page No: 24

Speed Profile

Run: RUN 5 WB AM 2-15-2018-R001



I-195 WESTBOUND (AM)

Ten and Two - Travel Time Data

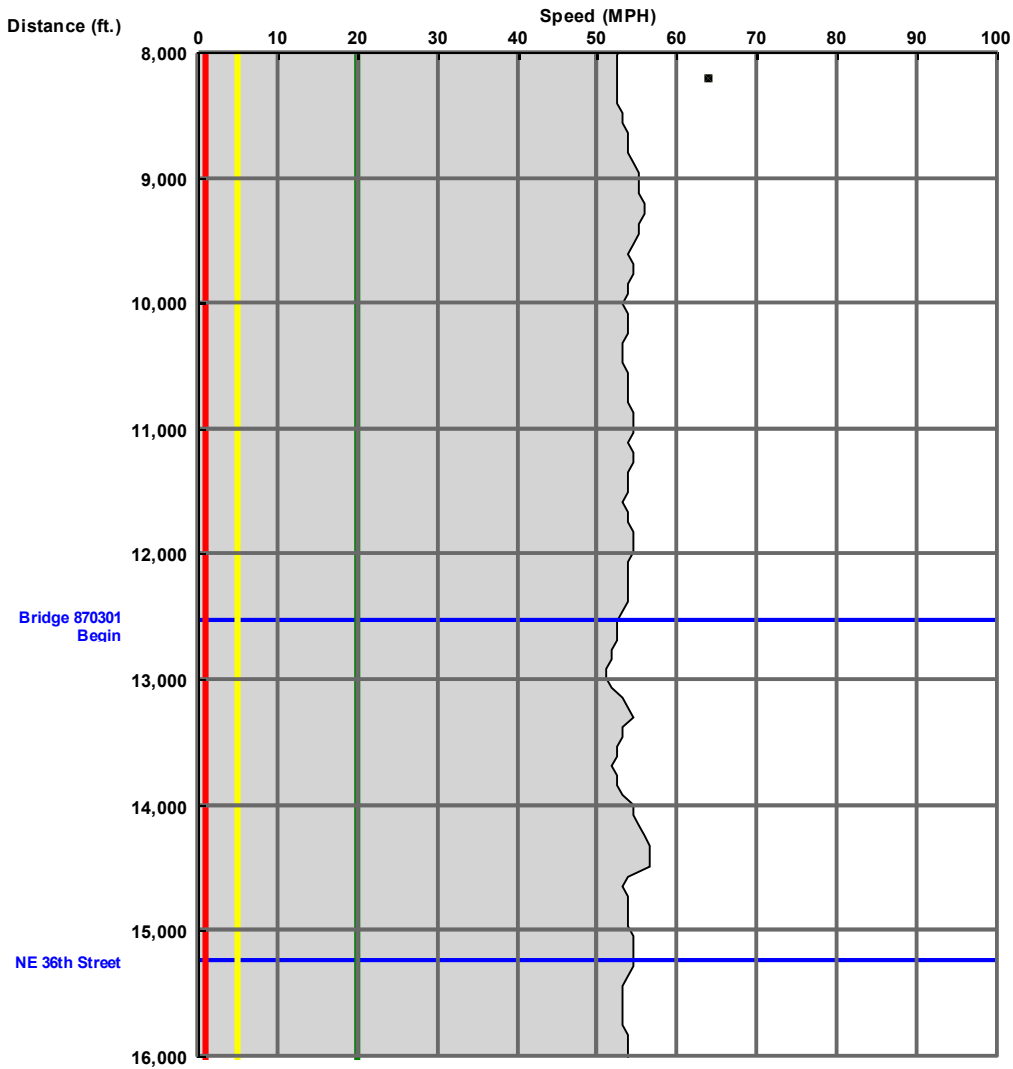
Study Name: I-195 Westbound AM

Study Date: 3/21/2018

Page No: 25

Speed Profile

Run: RUN 5 WB AM 2-15-2018-R001



I-195 WESTBOUND (AM)

Ten and Two - Travel Time Data

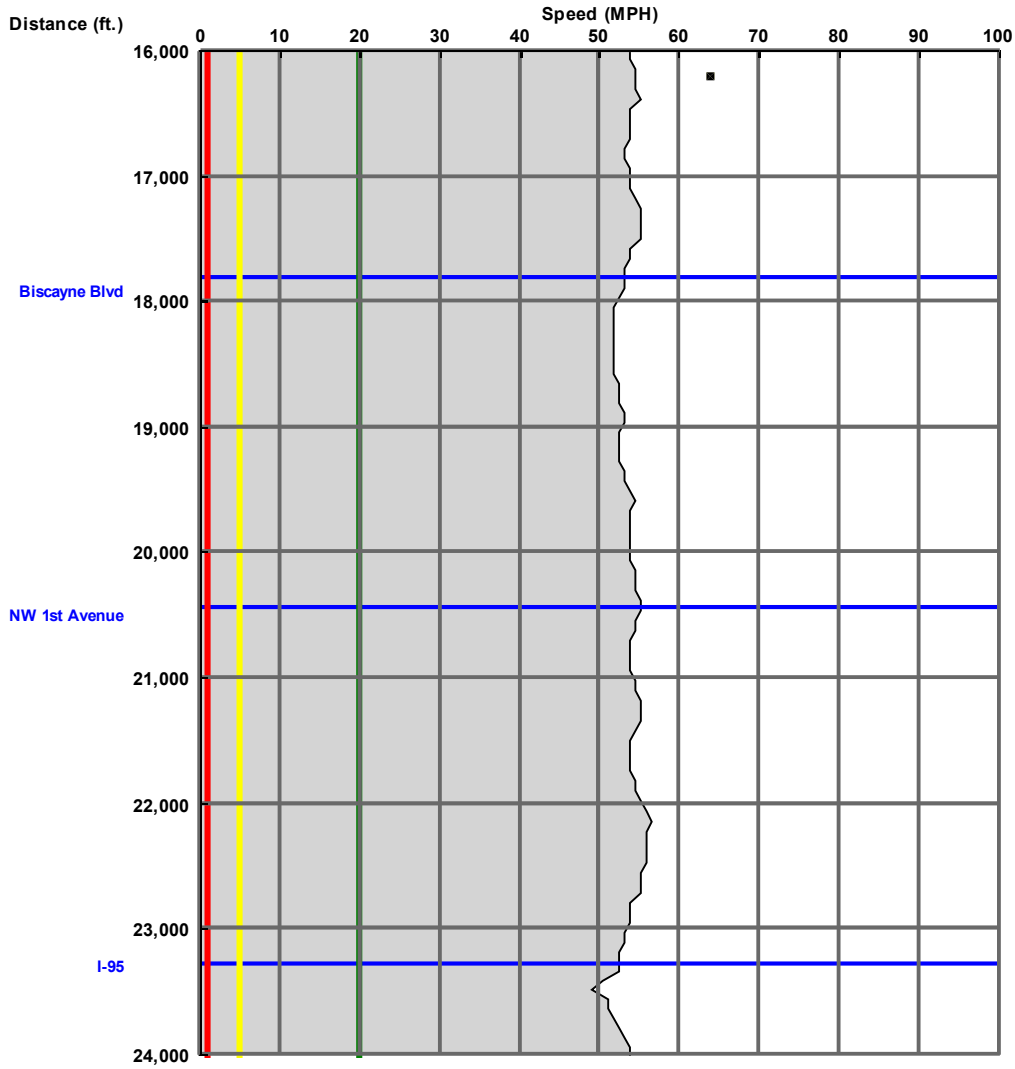
Study Name: I-195 Westbound AM

Study Date: 3/21/2018

Page No: 26

Speed Profile

Run: RUN 5 WB AM 2-15-2018-R001



I-195 WESTBOUND (AM)

Ten and Two - Travel Time Data

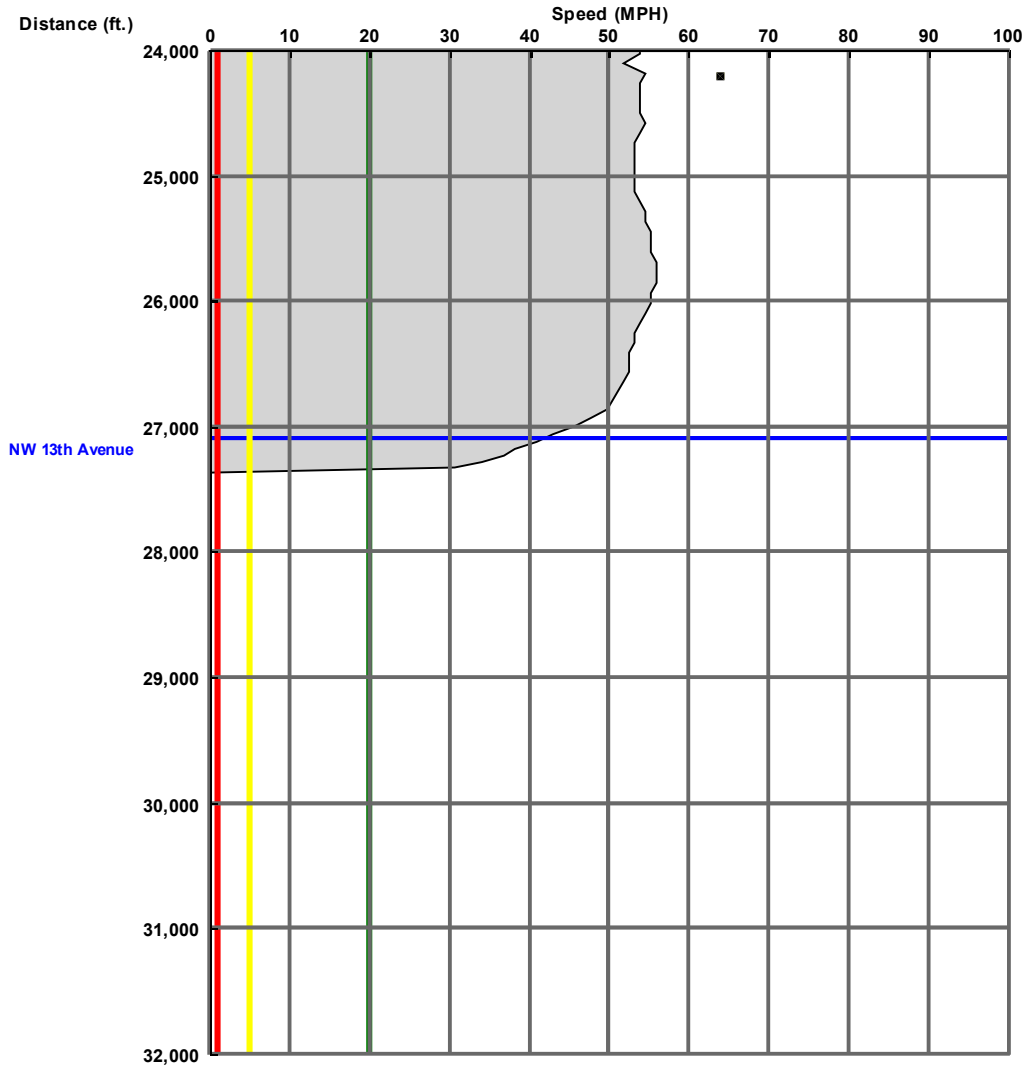
Study Name: I-195 Westbound AM

Study Date: 3/21/2018

Page No: 27

Speed Profile

Run: RUN 5 WB AM 2-15-2018-R001



I-195 WESTBOUND (AM)

Ten and Two - Travel Time Data

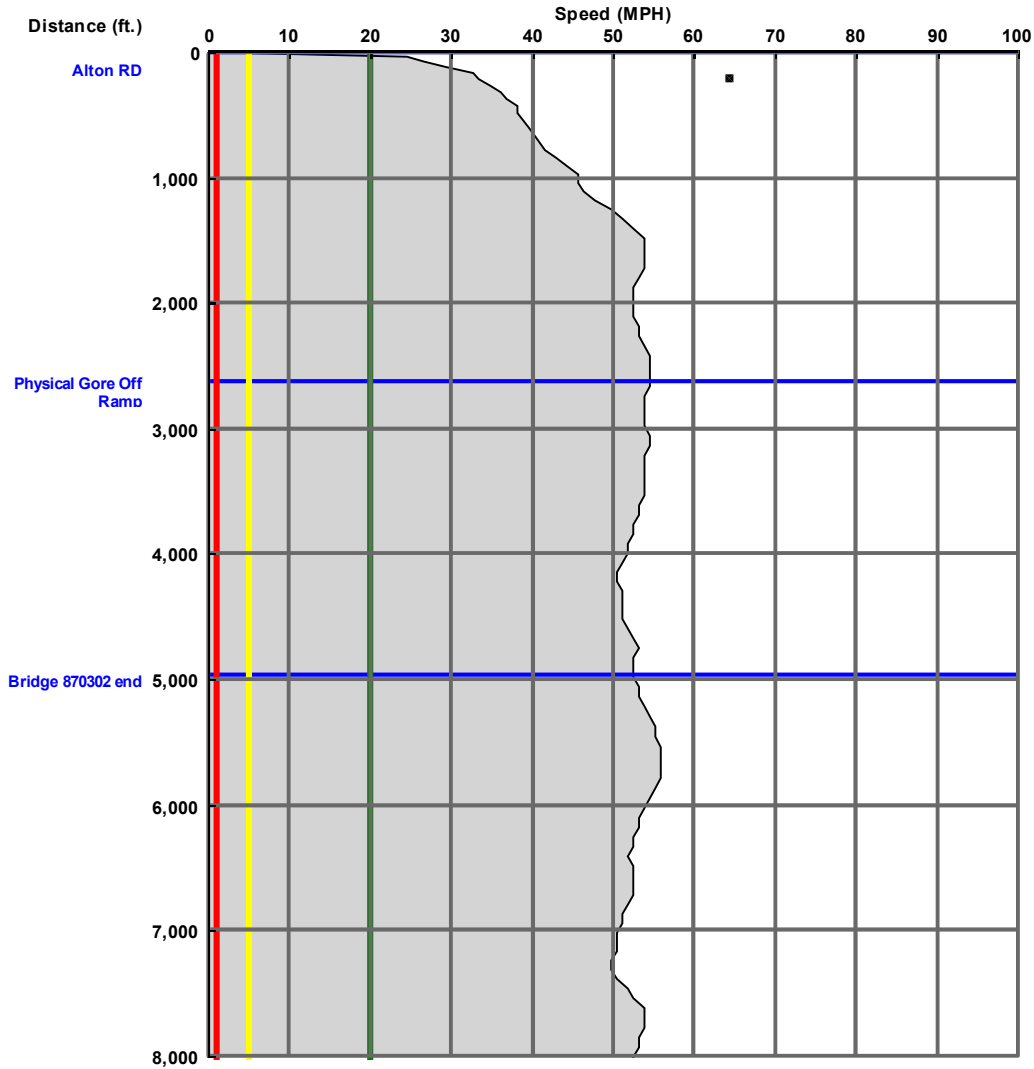
Study Name: I-195 Westbound AM

Study Date: 3/21/2018

Page No: 28

Speed Profile

Run: RUN 6 WB AM 2-15-2018-R001



I-195 WESTBOUND (AM)

Ten and Two - Travel Time Data

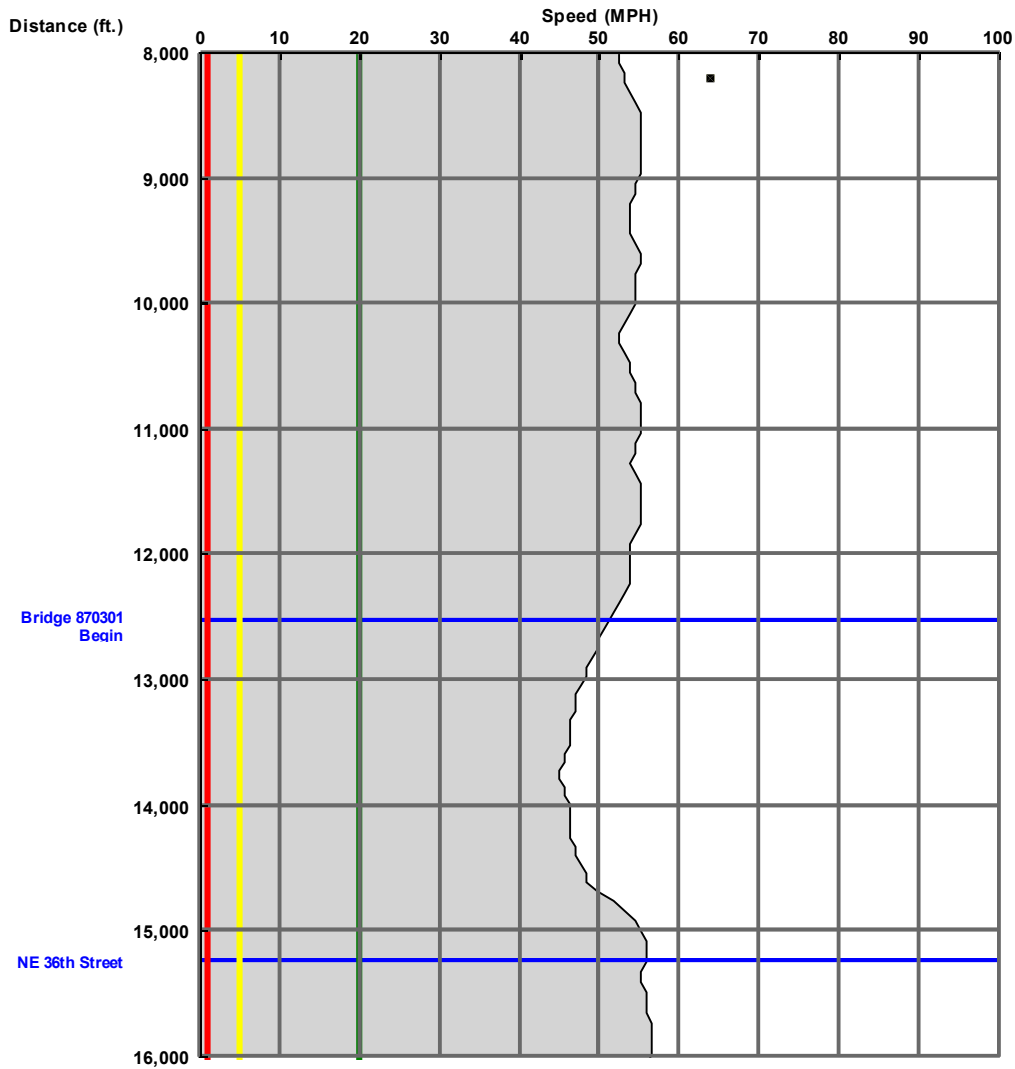
Study Name: I-195 Westbound AM

Study Date: 3/21/2018

Page No: 29

Speed Profile

Run: RUN 6 WB AM 2-15-2018-R001



I-195 WESTBOUND (AM)

Ten and Two - Travel Time Data

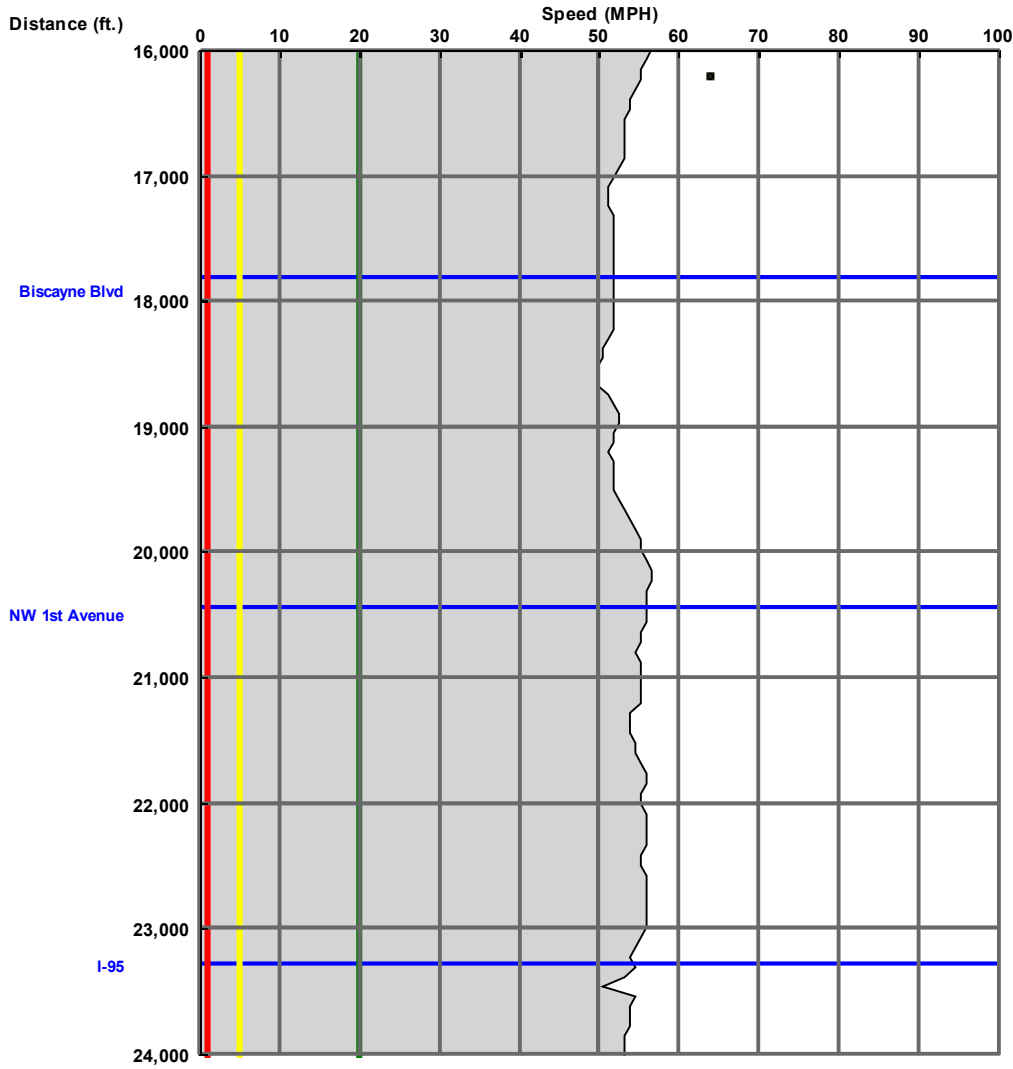
Study Name: I-195 Westbound AM

Study Date: 3/21/2018

Page No: 30

Speed Profile

Run: RUN 6 WB AM 2-15-2018-R001



I-195 WESTBOUND (AM)

Ten and Two - Travel Time Data

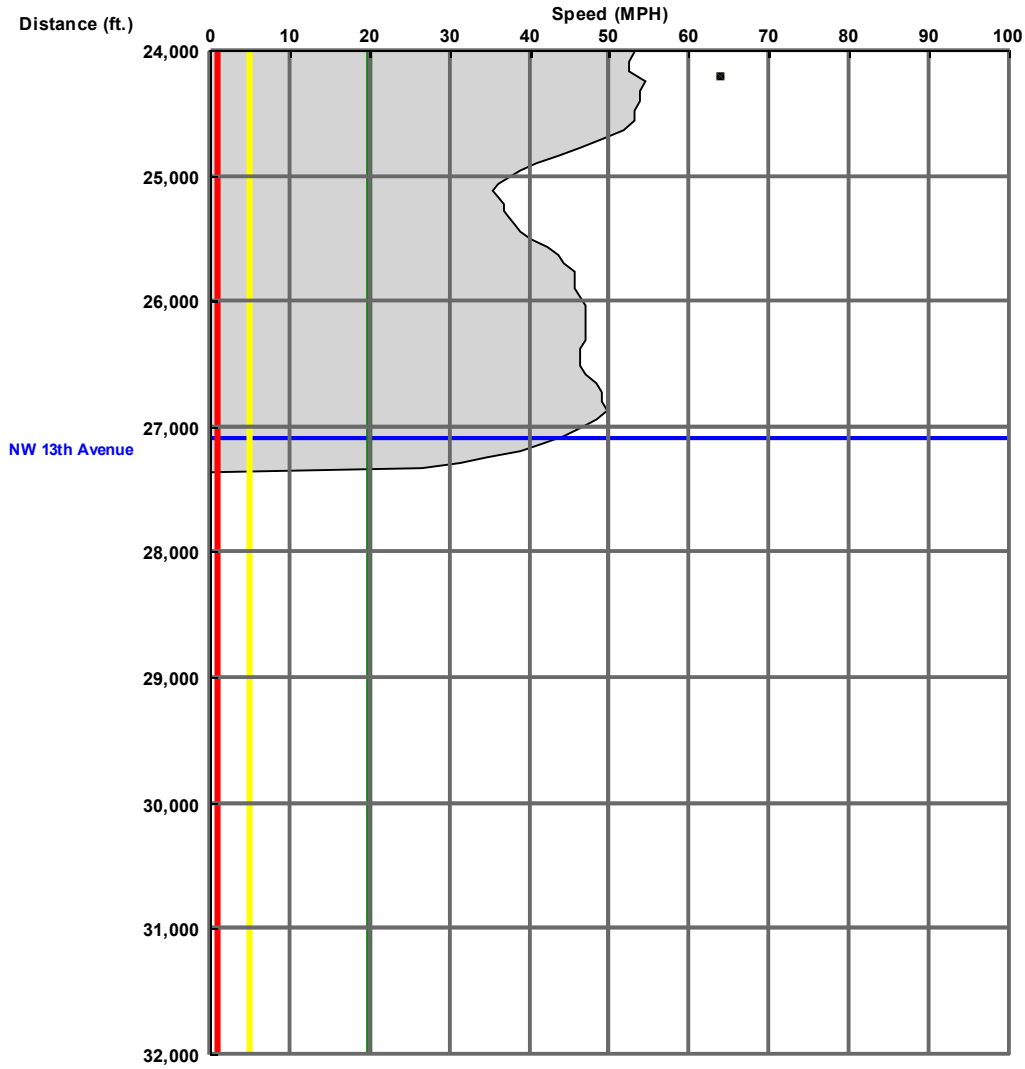
Study Name: I-195 Westbound AM

Study Date: 3/21/2018

Page No: 31

Speed Profile

Run: RUN 6 WB AM 2-15-2018-R001



I-195 WESTBOUND (AM)

Ten and Two - Travel Time Data

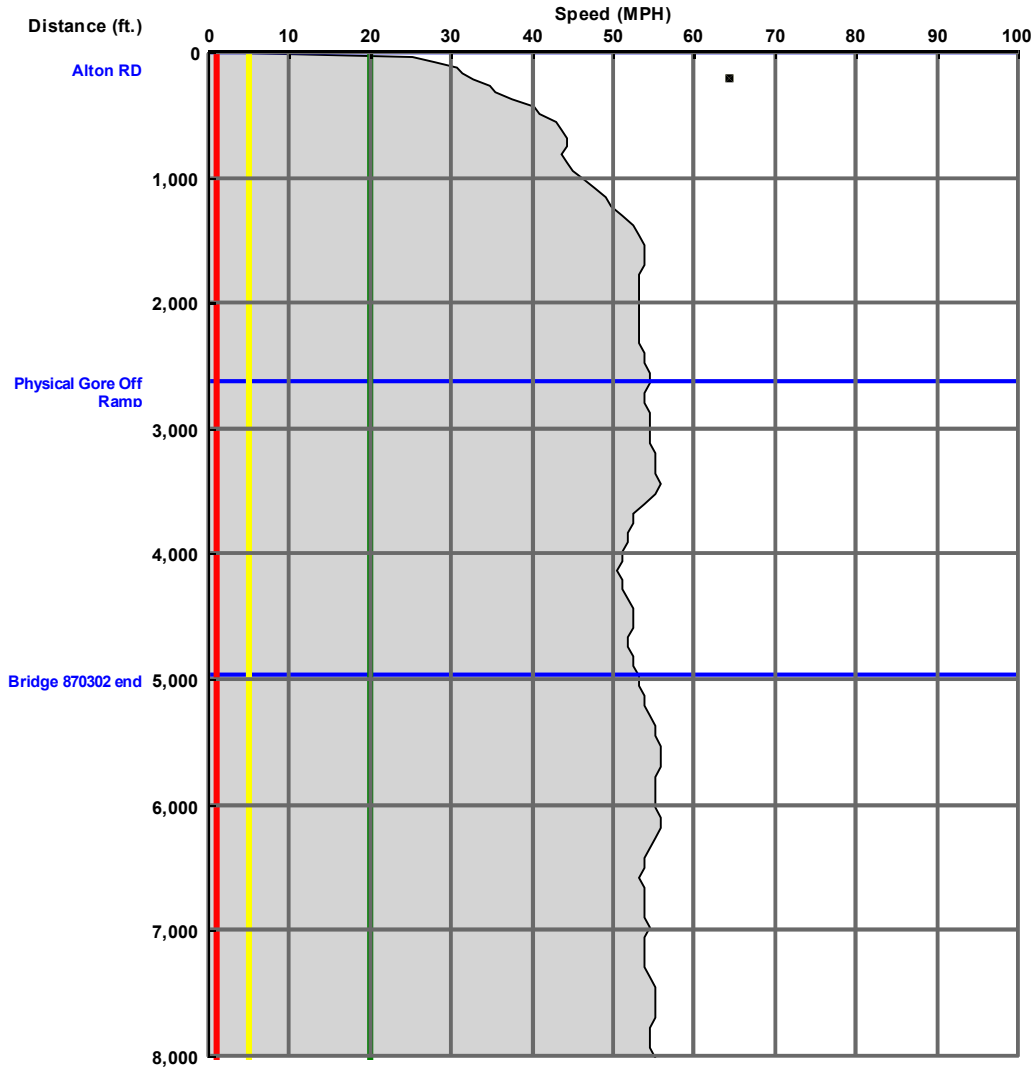
Study Name: I-195 Westbound AM

Study Date: 3/21/2018

Page No: 32

Speed Profile

Run: RUN 7 WB AM 2-15-2018-R001



I-195 WESTBOUND (AM)

Ten and Two - Travel Time Data

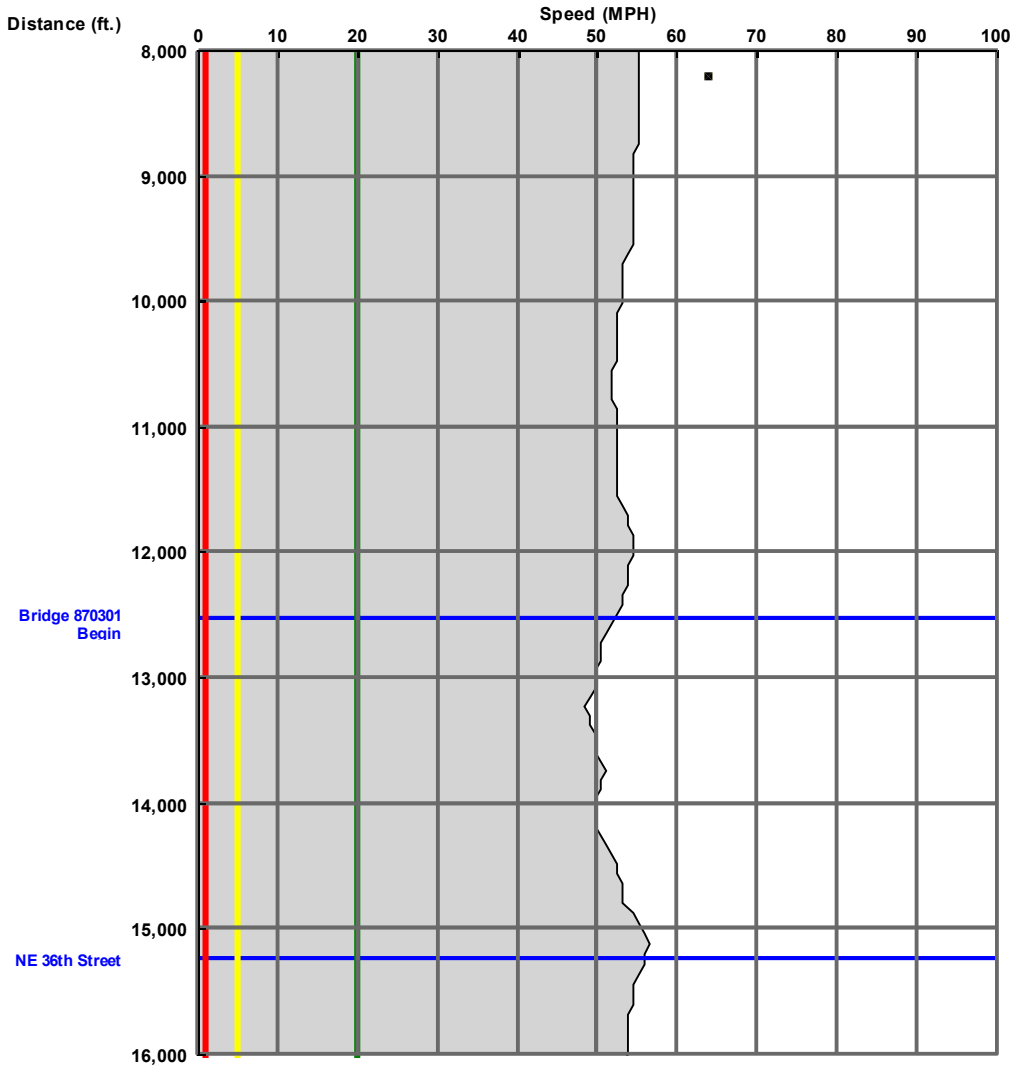
Study Name: I-195 Westbound AM

Study Date: 3/21/2018

Page No: 33

Speed Profile

Run: RUN 7 WB AM 2-15-2018-R001



I-195 WESTBOUND (AM)

Ten and Two - Travel Time Data

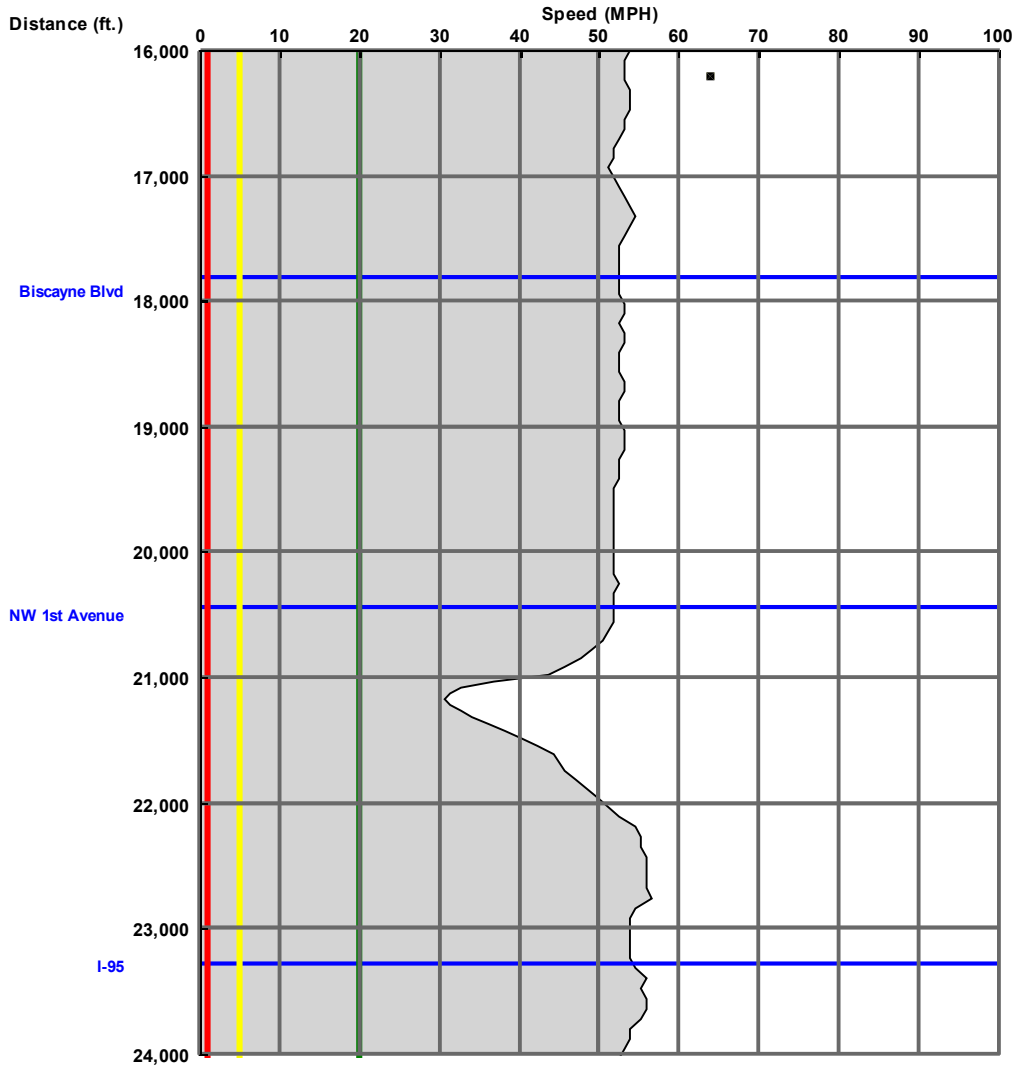
Study Name: I-195 Westbound AM

Study Date: 3/21/2018

Page No: 34

Speed Profile

Run: RUN 7 WB AM 2-15-2018-R001



I-195 WESTBOUND (AM)

Ten and Two - Travel Time Data

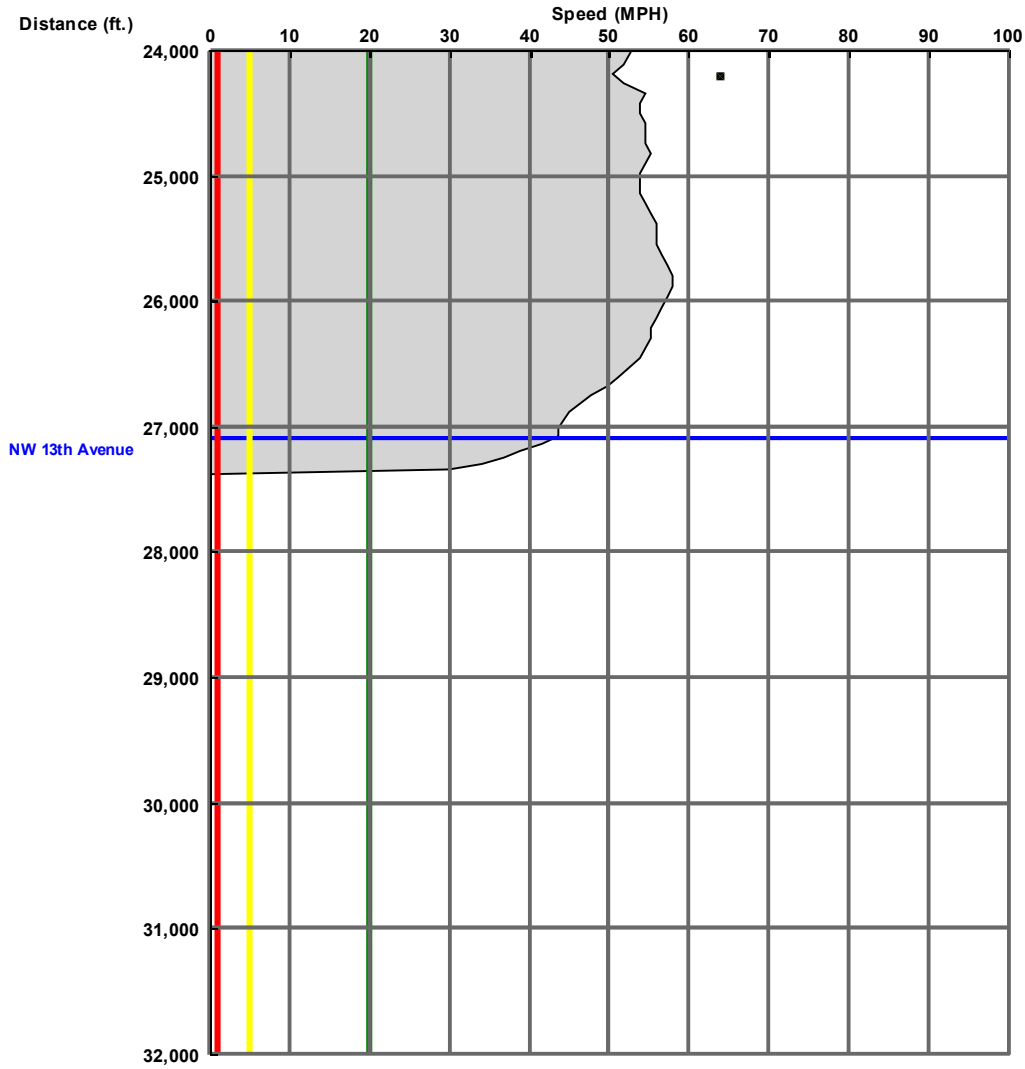
Study Name: I-195 Westbound AM

Study Date: 3/21/2018

Page No: 35

Speed Profile

Run: RUN 7 WB AM 2-15-2018-R001



I-195 WESTBOUND (AM)

Ten and Two - Travel Time Data

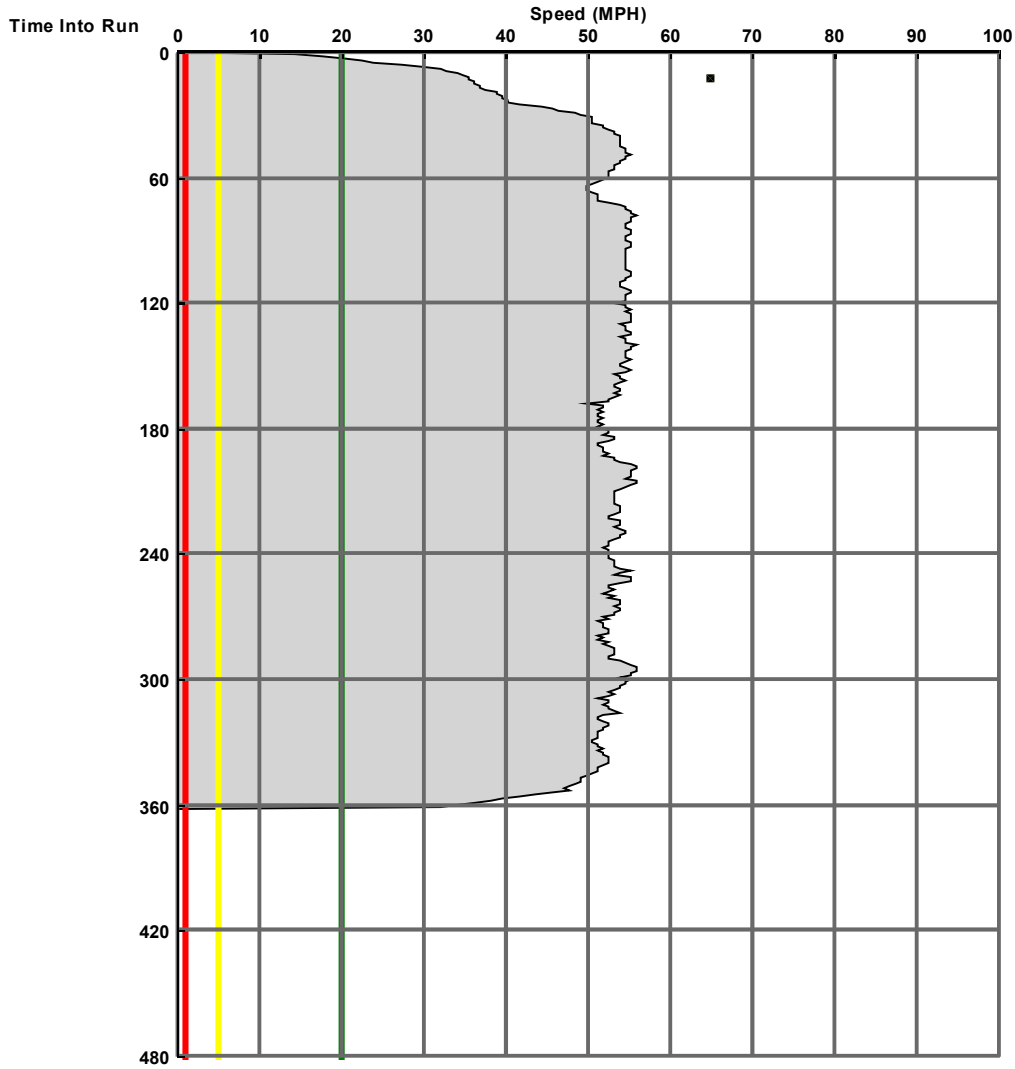
Study Name: I-195 Westbound AM

Study Date: 3/21/2018

Page No: 36

Time Based Speed Profile

Run: RUN 2 WB AM 2-14-2018-R001



I-195 WESTBOUND (AM)

Ten and Two - Travel Time Data

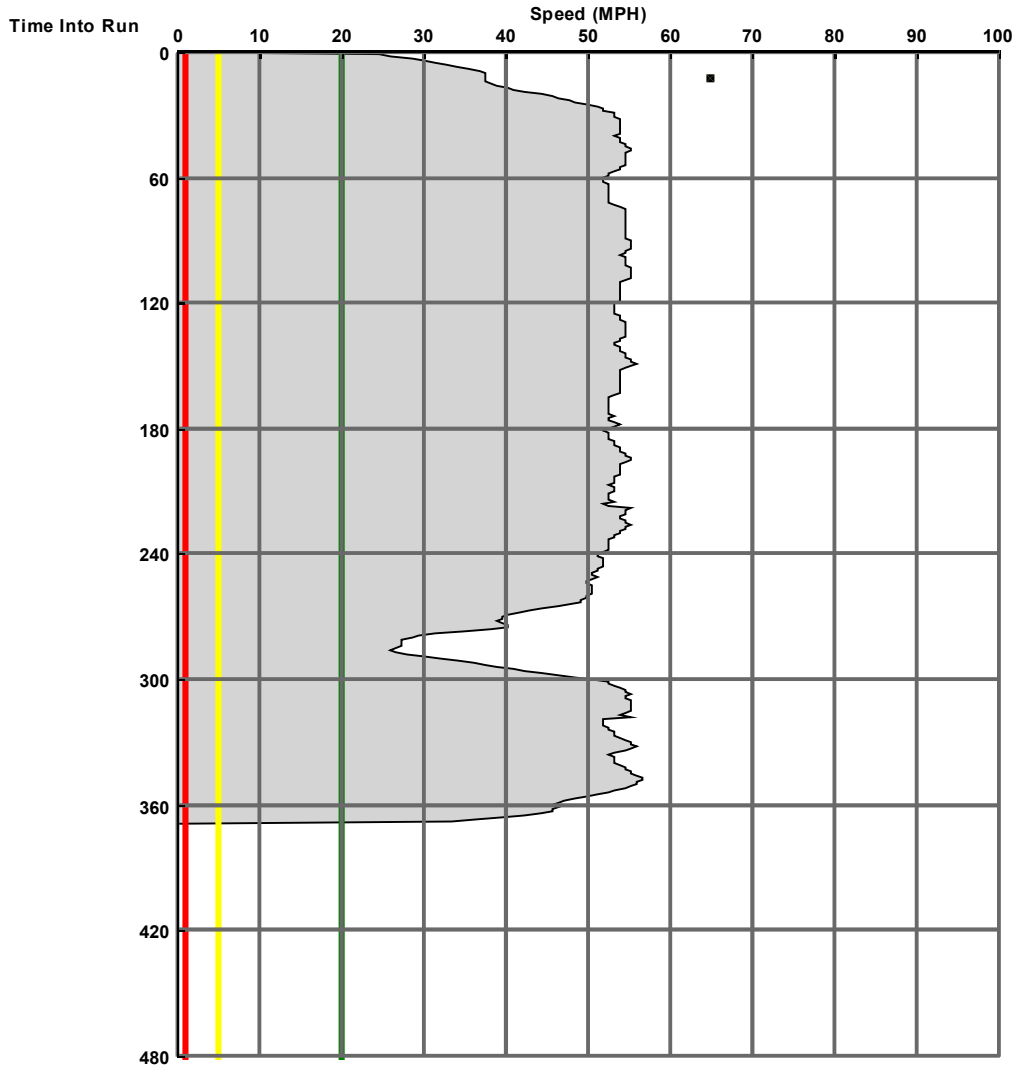
Study Name: I-195 Westbound AM

Study Date: 3/21/2018

Page No: 37

Time Based Speed Profile

Run: RUN 3 WB AM 2-14-2018-R001



I-195 WESTBOUND (AM)

Ten and Two - Travel Time Data

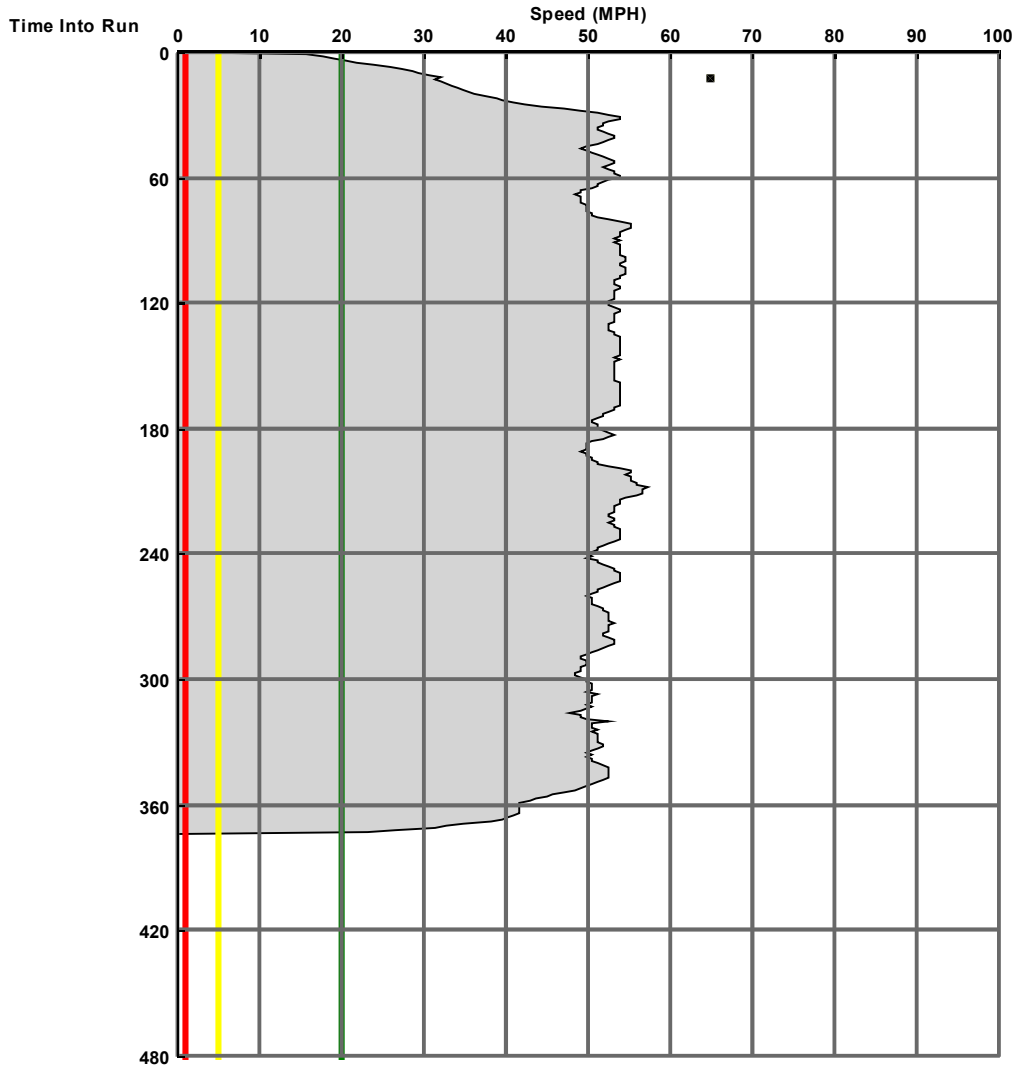
Study Name: I-195 Westbound AM

Study Date: 3/21/2018

Page No: 38

Time Based Speed Profile

Run: RUN 4 WB AM 2-14-2018-R001



I-195 WESTBOUND (AM)

Ten and Two - Travel Time Data

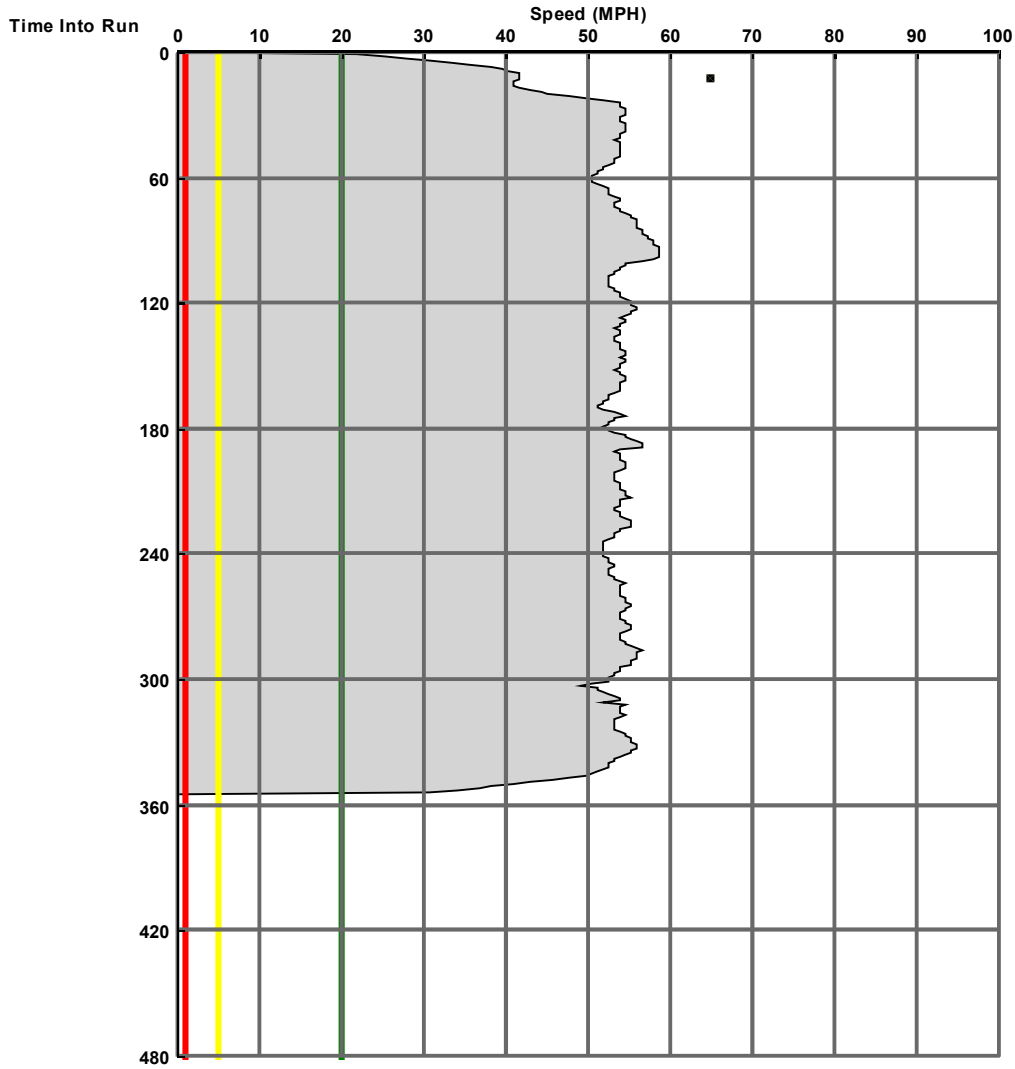
Study Name: I-195 Westbound AM

Study Date: 3/21/2018

Page No: 39

Time Based Speed Profile

Run: RUN 5 WB AM 2-15-2018-R001



I-195 WESTBOUND (AM)

Ten and Two - Travel Time Data

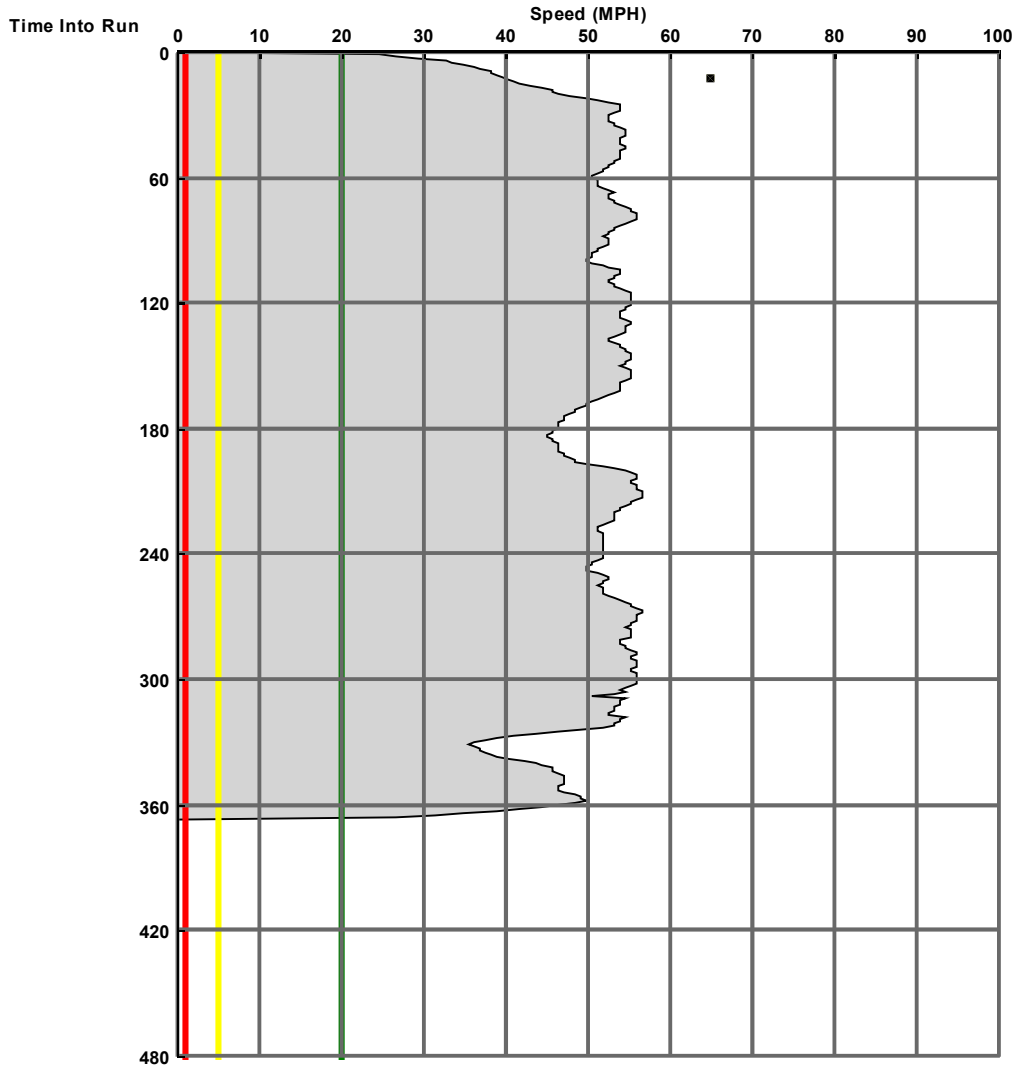
Study Name: I-195 Westbound AM

Study Date: 3/21/2018

Page No: 40

Time Based Speed Profile

Run: RUN 6 WB AM 2-15-2018-R001



I-195 WESTBOUND (AM)

Ten and Two - Travel Time Data

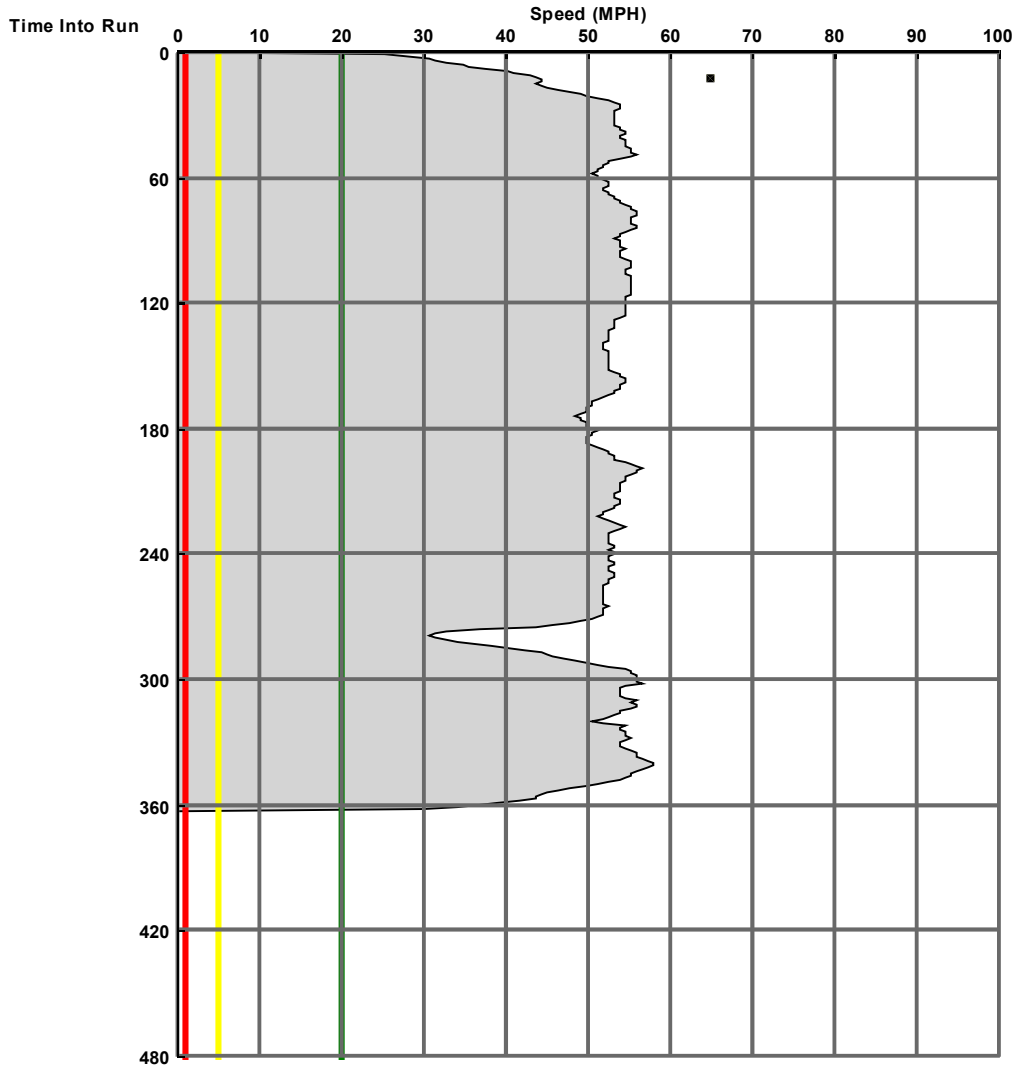
Study Name: I-195 Westbound AM

Study Date: 3/21/2018

Page No: 41

Time Based Speed Profile

Run: RUN 7 WB AM 2-15-2018-R001



I-195 WESTBOUND (PM)

Ten and Two - Travel Time Data

Travel Time Reports for study: I-195 Westbound PM

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Detailed Stats By Run - Average Speed	6
Detailed Stats By Run - Total Delay.....	7
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Detailed Stats By Run - Time Less Than5 MPH	9
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Time/Space Trajectory of All Runs.....	12
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Speed Profile (Distance vs Speed) for RUN 3 WB PM 2-14-2018-R001	17
Speed Profile (Distance vs Speed) for RUN 4 WB PM 2-14-2018-R001	21
Speed Profile (Distance vs Speed) for RUN 5 WB PM 2-14-2018-R001	25
Speed Profile (Distance vs Speed) for RUN 6 WB PM 2-14-2018-R001	29
Speed Profile (Distance vs Speed) for RUN 7 WB PM 2-15-2018-R001	33
Speed Profile (Time vs Speed) for RUN 1 WB PM 2-14-2018-R001.....	37
Speed Profile (Time vs Speed) for RUN 3 WB PM 2-14-2018-R001.....	38
Speed Profile (Time vs Speed) for RUN 4 WB PM 2-14-2018-R001.....	39
Speed Profile (Time vs Speed) for RUN 5 WB PM 2-14-2018-R001.....	40
Speed Profile (Time vs Speed) for RUN 6 WB PM 2-14-2018-R001.....	41
Speed Profile (Time vs Speed) for RUN 7 WB PM 2-15-2018-R001.....	42

I-195 WESTBOUND (PM)

Ten and Two - Travel Time Data

Study Name: I-195 Westbound PM

Study Date: 3/21/2018

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Study Summary Runs Used in This Study

Run Title	Start Date	Start Time	Length	Before/After	Run Type
RUN 1 WB PM 2-14-2018-R001	02/14/18	15:09:37	27372	Before	Secondary
RUN 3 WB PM 2-14-2018-R001	02/14/18	16:08:59	27171	Before	Secondary
RUN 4 WB PM 2-14-2018-R001	02/14/18	16:38:16	27337	Before	Secondary
RUN 5 WB PM 2-14-2018-R001	02/14/18	17:13:55	27195	Before	Secondary
RUN 6 WB PM 2-14-2018-R001	02/14/18	17:46:13	27194	Before	Secondary
RUN 7 WB PM 2-15-2018-R001	02/14/18	15:11:33	27236	Before	Secondary

Notes:

Node Info

#	Length	Name
1	0	Alton RD
2	2622	Physical Gore Off Ramp
3	2339	Bridge 870302 end
4	7565	Bridge 870301 Begin
5	2710	NE 36th Street
6	2572	Biscayne Blvd
7	2630	NW 1st Avenue
8	2843	I-95
9	3811	NW 13th Avenue

Length of Study Route = 27,092 feet.

I-195 WESTBOUND (PM)

Ten and Two - Travel Time Data

Study Name: I-195 Westbound PM

Study Date: 3/21/2018

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Overall Output Statistics

Node #	Length (ft)	Node Name	Travel Time	# of Stops	Avg Speed (MPH)	Total Delay	Time <= 0 MPH	Time <= 5 MPH	Time <= 20 MPH
1	0	Alton RD							
2	2622	Physical Gore Off Ramp	89.7	0.7	19.9	44.3	5.5	7.7	54.3
3	2339	Bridge 870302 end	54.5	0.3	29.3	17.0	3.5	5.3	10.5
4	7565	Bridge 870301 Begin	161.8	0.5	31.9	37.2	6.7	8.2	33.3
5	2710	NE 36th Street	52.5	0.0	35.2	6.7	0.0	0.0	2.2
6	2572	Biscayne Blvd	68.7	0.5	25.5	29.5	0.0	1.7	41.0
7	2630	NW 1st Avenue	79.5	0.5	22.6	36.5	0.0	1.7	47.0
8	2843	I-95	102.7	1.8	18.9	55.8	3.3	14.8	69.2
9	3811	NW 13th Avenue	110.3	1.2	23.6	46.7	0.5	3.5	58.3
Total	27,092		719.7	5.5	25.7	273.7	19.5	42.8	315.8

Stats based on 6 runs.

Stops based on a Stop Speed of 5 MPH.

Total Delay based on a Normal Speed of 0 MPH.

I-195 WESTBOUND (PM)

Ten and Two - Travel Time Data

Study Name: I-195 Westbound PM

Study Date: 3/21/2018

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Travel Time

Node #	Length	Node Name	Run # 1	Run # 2	Run # 3	Run # 4	Run # 5	Run # 6
1	0	Alton RD						
2	2622	Physical Gore Off Ramp	80	105	100	106	97	50
3	2339	Bridge 870302 end	29	56	55	63	89	35
4	7565	Bridge 870301 Begin	170	188	201	165	145	102
5	2710	NE 36th Street	52	48	52	71	50	42
6	2572	Biscayne Blvd	32	36	60	123	126	35
7	2630	NW 1st Avenue	51	41	113	102	133	37
8	2843	I-95	54	79	57	179	210	37
9	3811	NW 13th Avenue	91	131	98	136	150	56
Total	27,092		559	684	736	945	1000	394

Run # 1 = RUN 1 WB PM 2-14-2018-R001

Run # 2 = RUN 3 WB PM 2-14-2018-R001

Run # 3 = RUN 4 WB PM 2-14-2018-R001

Run # 4 = RUN 5 WB PM 2-14-2018-R001

Run # 5 = RUN 6 WB PM 2-14-2018-R001

Run # 6 = RUN 7 WB PM 2-15-2018-R001

I-195 WESTBOUND (PM)

Ten and Two - Travel Time Data

Study Name: I-195 Westbound PM

Study Date: 3/21/2018

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Number of Stops

Node #	Length	Node Name	Run # 1	Run # 2	Run # 3	Run # 4	Run # 5	Run # 6
1	0	Alton RD						
2	2622	Physical Gore Off Ramp	0	0	1	2	0	1
3	2339	Bridge 870302 end	0	0	0	0	2	0
4	7565	Bridge 870301 Begin	2	1	0	0	0	0
5	2710	NE 36th Street	0	0	0	0	0	0
6	2572	Biscayne Blvd	0	0	0	2	1	0
7	2630	NW 1st Avenue	0	0	0	0	3	0
8	2843	I-95	0	1	0	4	6	0
9	3811	NW 13th Avenue	0	2	0	1	4	0
Total	27,092		2	4	1	9	16	1

Stops based on a Stop Speed of 5 MPH.

Run # 1 = RUN 1 WB PM 2-14-2018-R001

Run # 2 = RUN 3 WB PM 2-14-2018-R001

Run # 3 = RUN 4 WB PM 2-14-2018-R001

Run # 4 = RUN 5 WB PM 2-14-2018-R001

Run # 5 = RUN 6 WB PM 2-14-2018-R001

Run # 6 = RUN 7 WB PM 2-15-2018-R001

I-195 WESTBOUND (PM)

Ten and Two - Travel Time Data

Study Name: I-195 Westbound PM

Study Date: 3/21/2018

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Average Speed (MPH)

Node #	Length	Node Name	Run # 1	Run # 2	Run # 3	Run # 4	Run # 5	Run # 6
1	0	Alton RD	0.0	0.0	0.0	0.0	0.0	0.0
2	2622	Physical Gore Off Ramp	22.7	17.2	17.9	17.0	18.6	36.8
3	2339	Bridge 870302 end	54.1	28.6	29.5	25.3	17.9	44.9
4	7565	Bridge 870301 Begin	30.4	27.3	25.6	31.4	35.5	50.7
5	2710	NE 36th Street	36.3	38.5	35.5	25.8	36.8	44.1
6	2572	Biscayne Blvd	53.6	49.6	29.1	14.3	14.0	48.7
7	2630	NW 1st Avenue	35.1	43.7	15.9	17.5	13.4	49.4
8	2843	I-95	36.2	24.3	34.4	10.8	9.2	51.5
9	3811	NW 13th Avenue	28.4	20.0	26.3	19.2	17.4	46.6
Total	27,092		33.1	27.1	25.1	19.6	18.5	46.9

Run # 1 = RUN 1 WB PM 2-14-2018-R001

Run # 2 = RUN 3 WB PM 2-14-2018-R001

Run # 3 = RUN 4 WB PM 2-14-2018-R001

Run # 4 = RUN 5 WB PM 2-14-2018-R001

Run # 5 = RUN 6 WB PM 2-14-2018-R001

Run # 6 = RUN 7 WB PM 2-15-2018-R001

I-195 WESTBOUND (PM)

Ten and Two - Travel Time Data

Study Name: I-195 Westbound PM

Study Date: 3/21/2018

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Total Delay

Node #	Length	Node Name	Run # 1	Run # 2	Run # 3	Run # 4	Run # 5	Run # 6
1	0	Alton RD	0	0	0	0	0	0
2	2622	Physical Gore Off Ramp	34	60	55	61	52	4
3	2339	Bridge 870302 end	0	16	14	23	49	0
4	7565	Bridge 870301 Begin	41	59	72	35	16	0
5	2710	NE 36th Street	5	2	5	24	4	0
6	2572	Biscayne Blvd	0	0	16	79	82	0
7	2630	NW 1st Avenue	6	0	68	57	88	0
8	2843	I-95	5	30	8	130	162	0
9	3811	NW 13th Avenue	26	65	33	71	85	0
Total	27,092		117	232	271	480	538	4

Total Delay based on a Normal Speed of 0 MPH.

Run # 1 = RUN 1 WB PM 2-14-2018-R001

Run # 2 = RUN 3 WB PM 2-14-2018-R001

Run # 3 = RUN 4 WB PM 2-14-2018-R001

Run # 4 = RUN 5 WB PM 2-14-2018-R001

Run # 5 = RUN 6 WB PM 2-14-2018-R001

Run # 6 = RUN 7 WB PM 2-15-2018-R001

I-195 WESTBOUND (PM)

Ten and Two - Travel Time Data

Study Name: I-195 Westbound PM

Study Date: 3/21/2018

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Time Below

Node #	Length	Node Name	Run # 1	Run # 2	Run # 3	Run # 4	Run # 5	Run # 6
1	0	Alton RD	0	0	0	0	0	0
2	2622	Physical Gore Off Ramp	29	0	0	4	0	0
3	2339	Bridge 870302 end	0	0	0	0	21	0
4	7565	Bridge 870301 Begin	14	26	0	0	0	0
5	2710	NE 36th Street	0	0	0	0	0	0
6	2572	Biscayne Blvd	0	0	0	0	0	0
7	2630	NW 1st Avenue	0	0	0	0	0	0
8	2843	I-95	0	0	0	8	12	0
9	3811	NW 13th Avenue	0	0	0	3	0	0
Total	27,092		43	26	0	15	33	0

Run # 1 = RUN 1 WB PM 2-14-2018-R001

Run # 2 = RUN 3 WB PM 2-14-2018-R001

Run # 3 = RUN 4 WB PM 2-14-2018-R001

Run # 4 = RUN 5 WB PM 2-14-2018-R001

Run # 5 = RUN 6 WB PM 2-14-2018-R001

Run # 6 = RUN 7 WB PM 2-15-2018-R001

I-195 WESTBOUND (PM)

Ten and Two - Travel Time Data

Study Name: I-195 Westbound PM

Study Date: 3/21/2018

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Time Below

Node #	Length	Node Name	Run # 1	Run # 2	Run # 3	Run # 4	Run # 5	Run # 6
1	0	Alton RD	0	0	0	0	0	0
2	2622	Physical Gore Off Ramp	29	0	2	11	0	4
3	2339	Bridge 870302 end	0	0	0	0	32	0
4	7565	Bridge 870301 Begin	20	29	0	0	0	0
5	2710	NE 36th Street	0	0	0	0	0	0
6	2572	Biscayne Blvd	0	0	0	8	2	0
7	2630	NW 1st Avenue	0	0	0	0	10	0
8	2843	I-95	0	4	0	39	46	0
9	3811	NW 13th Avenue	0	3	0	8	10	0
Total	27,092		49	36	2	66	100	4

Run # 1 = RUN 1 WB PM 2-14-2018-R001

Run # 2 = RUN 3 WB PM 2-14-2018-R001

Run # 3 = RUN 4 WB PM 2-14-2018-R001

Run # 4 = RUN 5 WB PM 2-14-2018-R001

Run # 5 = RUN 6 WB PM 2-14-2018-R001

Run # 6 = RUN 7 WB PM 2-15-2018-R001

I-195 WESTBOUND (PM)

Ten and Two - Travel Time Data

Study Name: I-195 Westbound PM

Study Date: 3/21/2018

Page No: 50

Time Below

Node #	Length	Node Name	Run # 1	Run # 2	Run # 3	Run # 4	Run # 5	Run # 6
1	0	Alton RD	0	0	0	0	0	0
2	2622	Physical Gore Off Ramp	40	85	62	66	63	10
3	2339	Bridge 870302 end	0	5	0	12	46	0
4	7565	Bridge 870301 Begin	38	55	65	23	19	0
5	2710	NE 36th Street	0	0	0	13	0	0
6	2572	Biscayne Blvd	0	0	19	106	121	0
7	2630	NW 1st Avenue	0	0	108	68	106	0
8	2843	I-95	0	34	0	174	207	0
9	3811	NW 13th Avenue	27	87	36	89	111	0
Total	27,092		105	266	290	551	673	10

Run # 1 = RUN 1 WB PM 2-14-2018-R001

Run # 2 = RUN 3 WB PM 2-14-2018-R001

Run # 3 = RUN 4 WB PM 2-14-2018-R001

Run # 4 = RUN 5 WB PM 2-14-2018-R001

Run # 5 = RUN 6 WB PM 2-14-2018-R001

Run # 6 = RUN 7 WB PM 2-15-2018-R001

I-195 WESTBOUND (PM)

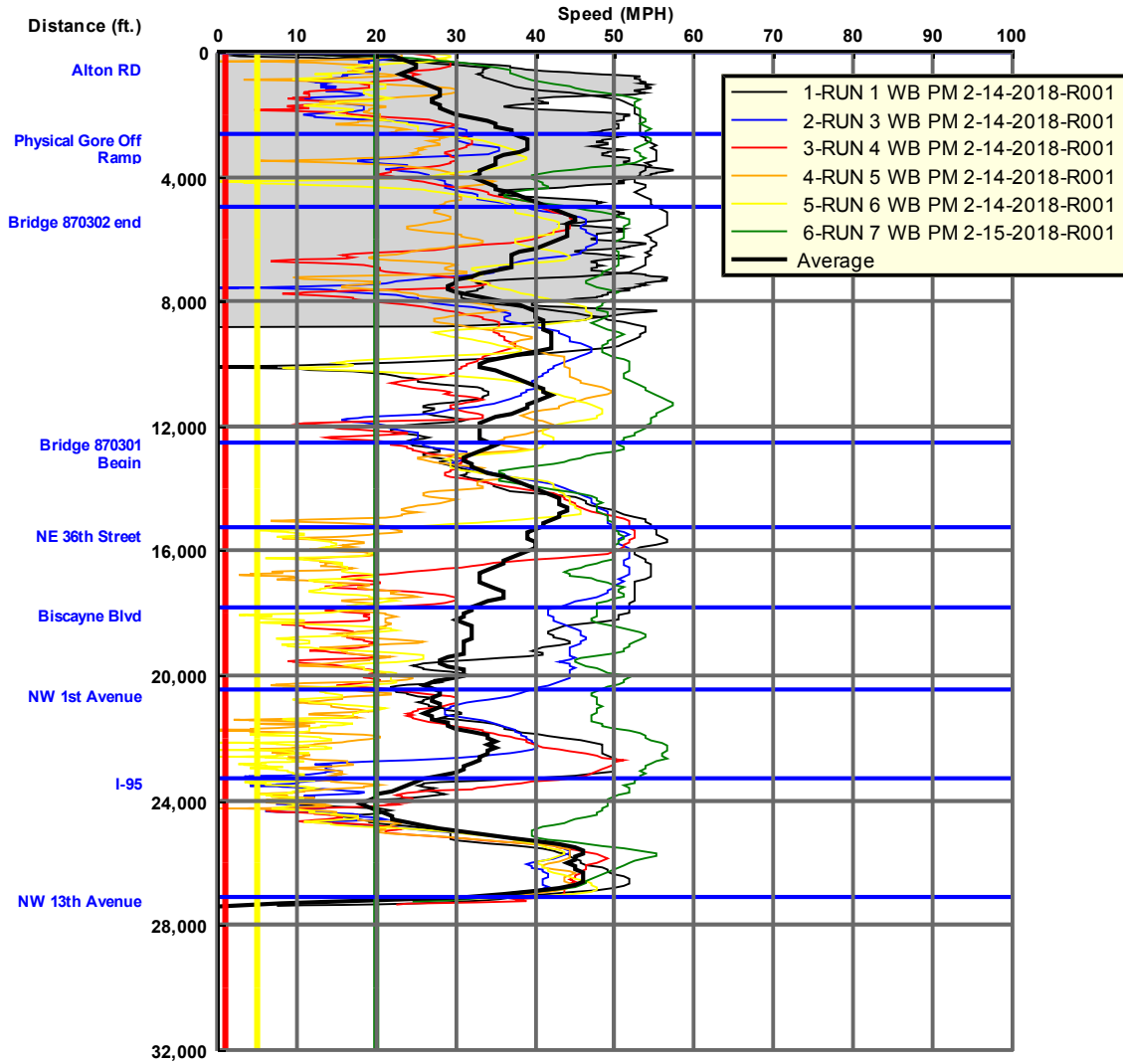
Ten and Two - Travel Time Data

Study Name: I-195 Westbound PM

Study Date: 3/21/2018

Page No: 51

Speed/Distance Profiles of All Runs



I-195 WESTBOUND (PM)

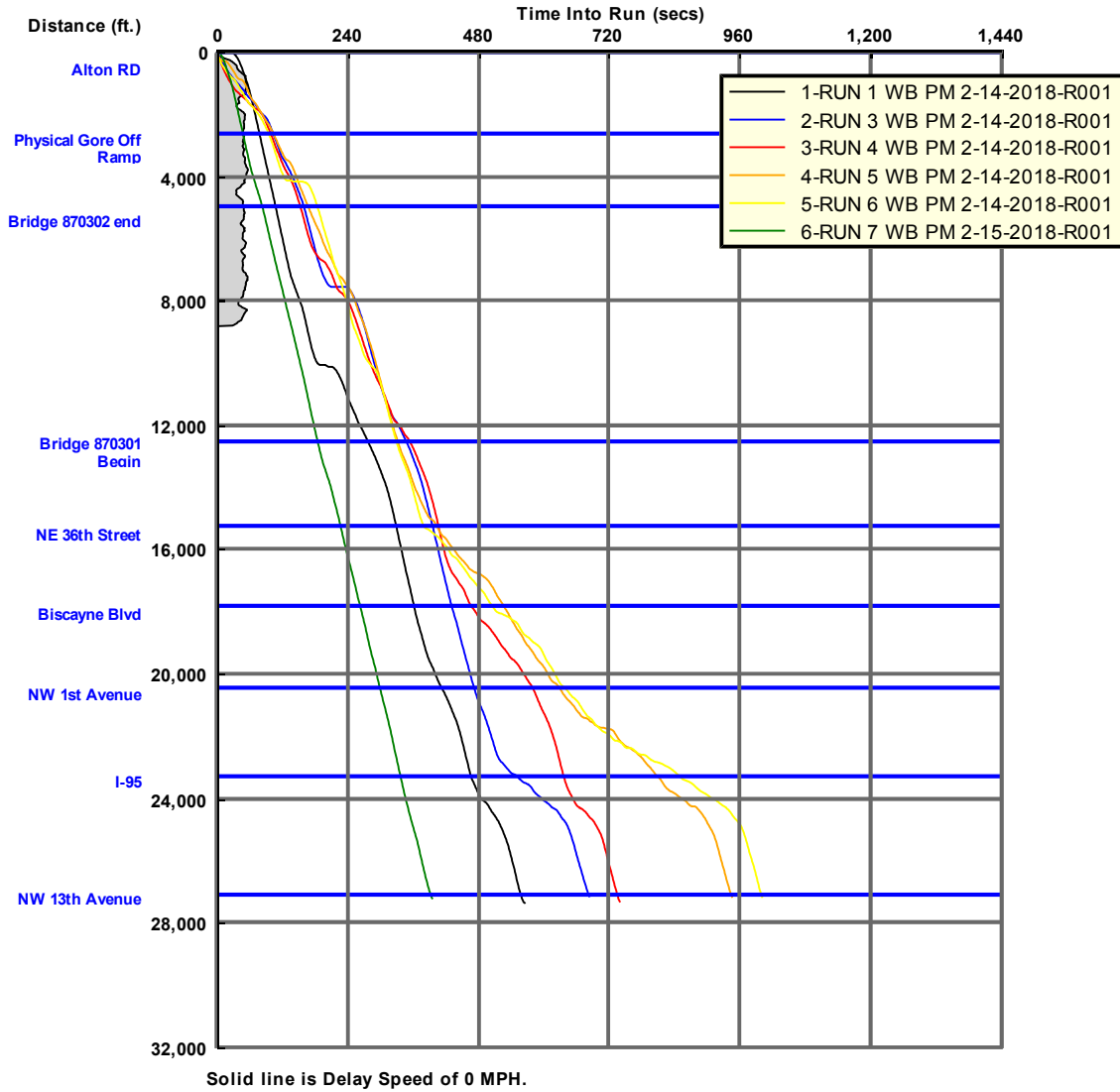
Ten and Two - Travel Time Data

Study Name: I-195 Westbound PM

Study Date: 3/21/2018

Page No: 52

Space/Time Trajectory of All Runs



I-195 WESTBOUND (PM)

Ten and Two - Travel Time Data

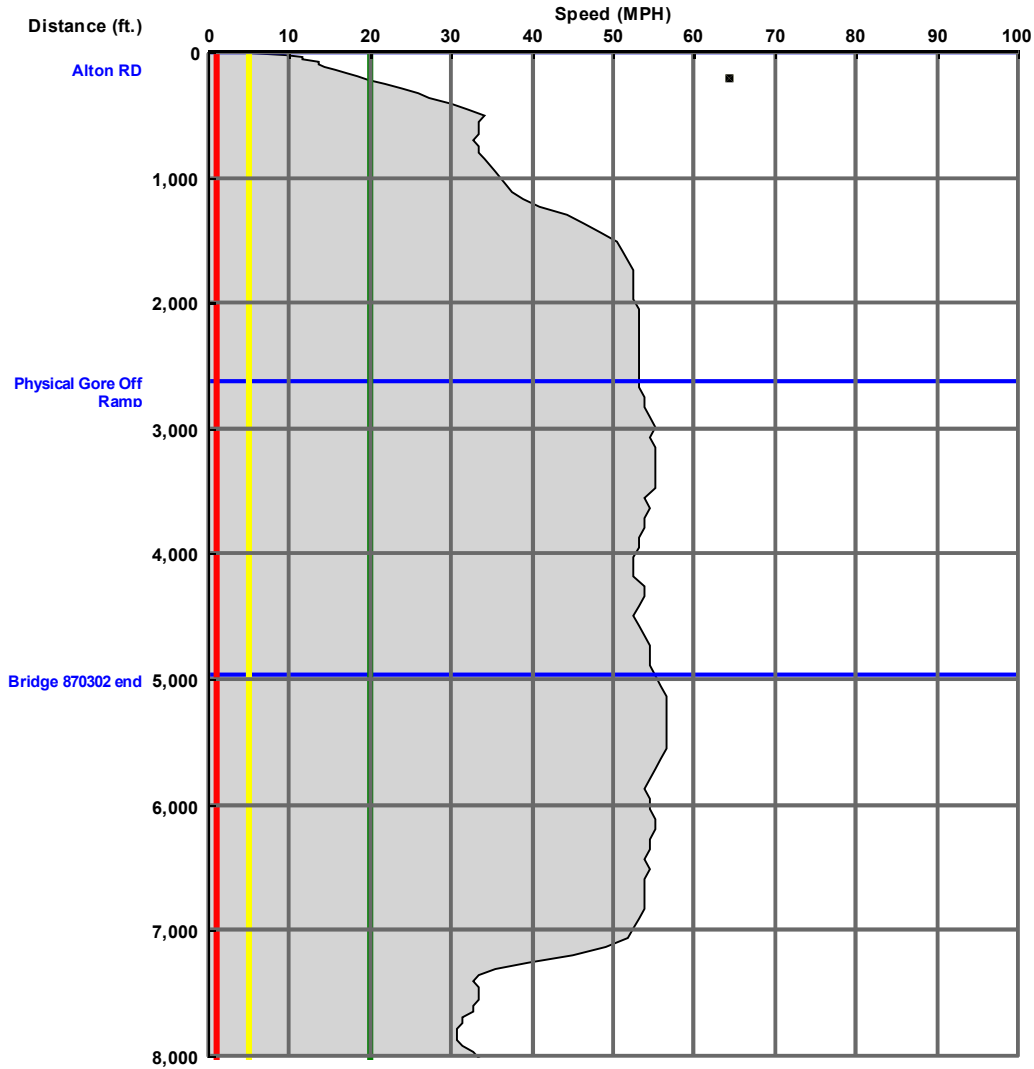
Study Name: I-195 Westbound PM

Study Date: 3/21/2018

Page No: 53

Speed Profile

Run: RUN 1 WB PM 2-14-2018-R001



I-195 WESTBOUND (PM)

Ten and Two - Travel Time Data

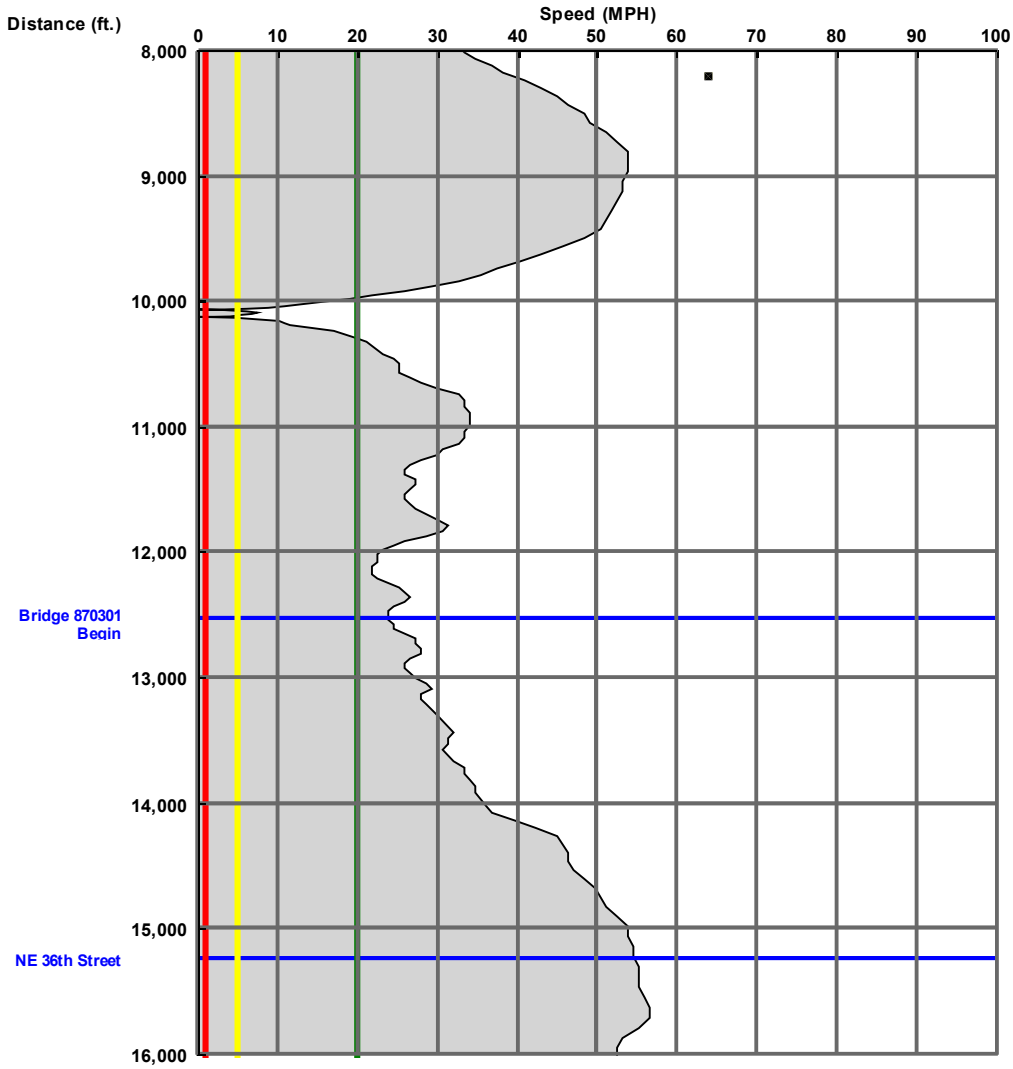
Study Name: I-195 Westbound PM

Study Date: 3/21/2018

Page No: 54

Speed Profile

Run: RUN 1 WB PM 2-14-2018-R001



I-195 WESTBOUND (PM)

Ten and Two - Travel Time Data

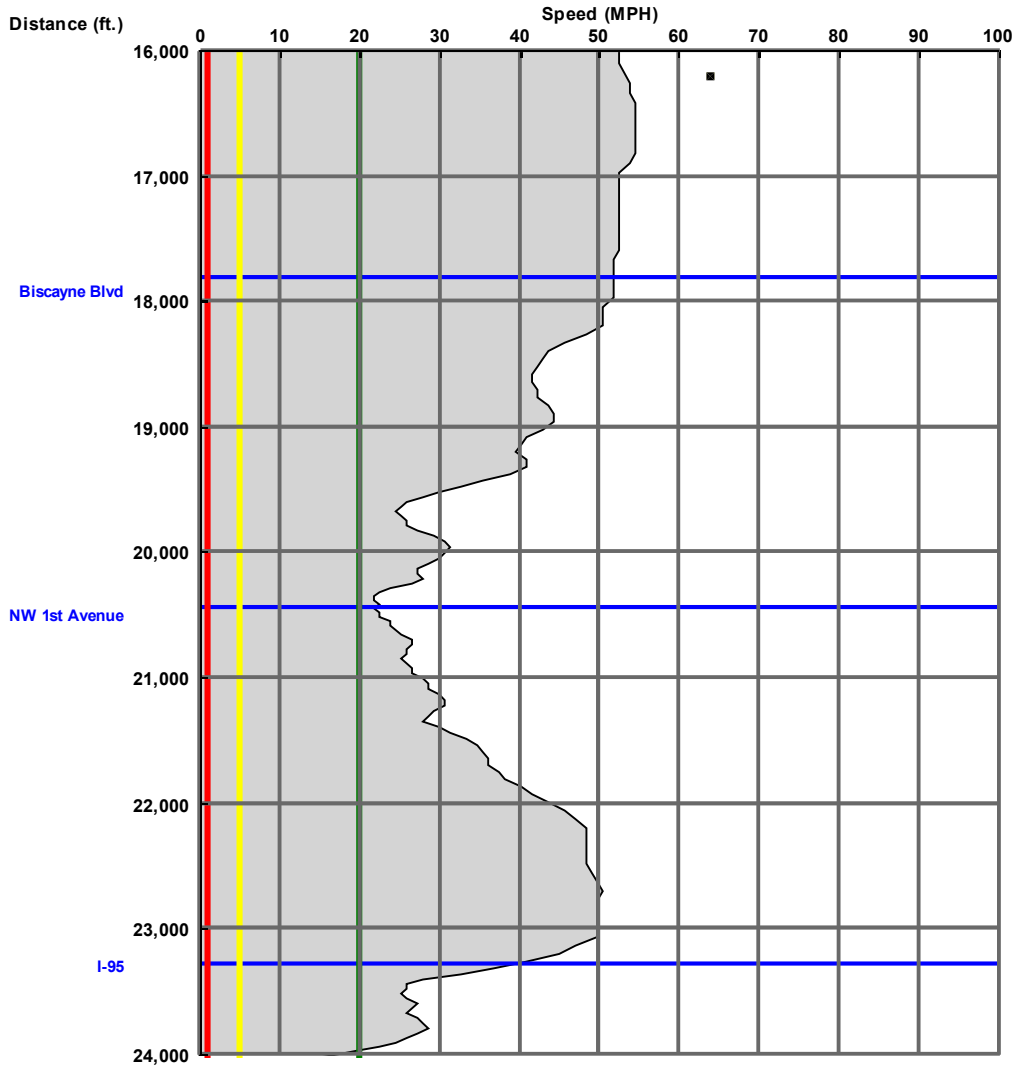
Study Name: I-195 Westbound PM

Study Date: 3/21/2018

Page No: 55

Speed Profile

Run: RUN 1 WB PM 2-14-2018-R001



I-195 WESTBOUND (PM)

Ten and Two - Travel Time Data

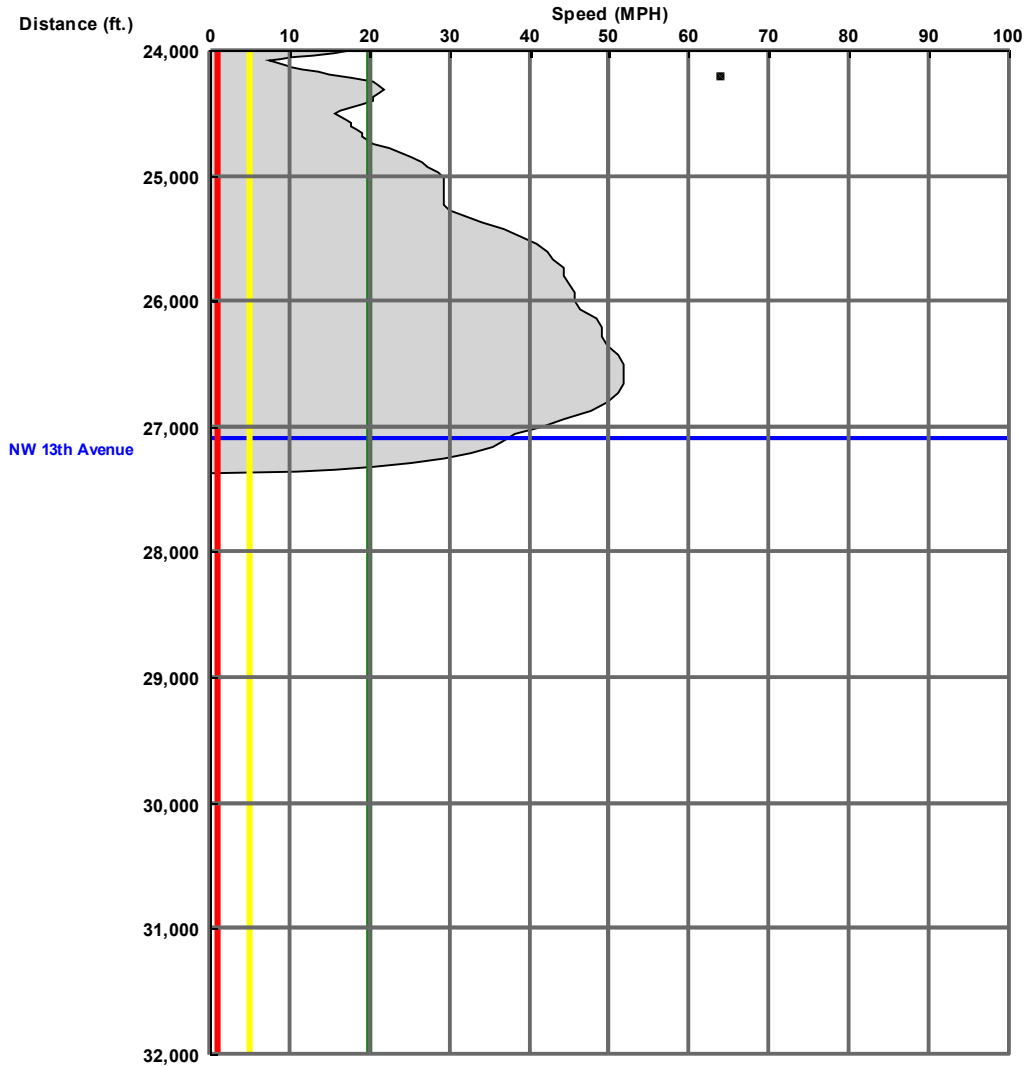
Study Name: I-195 Westbound PM

Study Date: 3/21/2018

Page No: 56

Speed Profile

Run: RUN 1 WB PM 2-14-2018-R001



I-195 WESTBOUND (PM)

Ten and Two - Travel Time Data

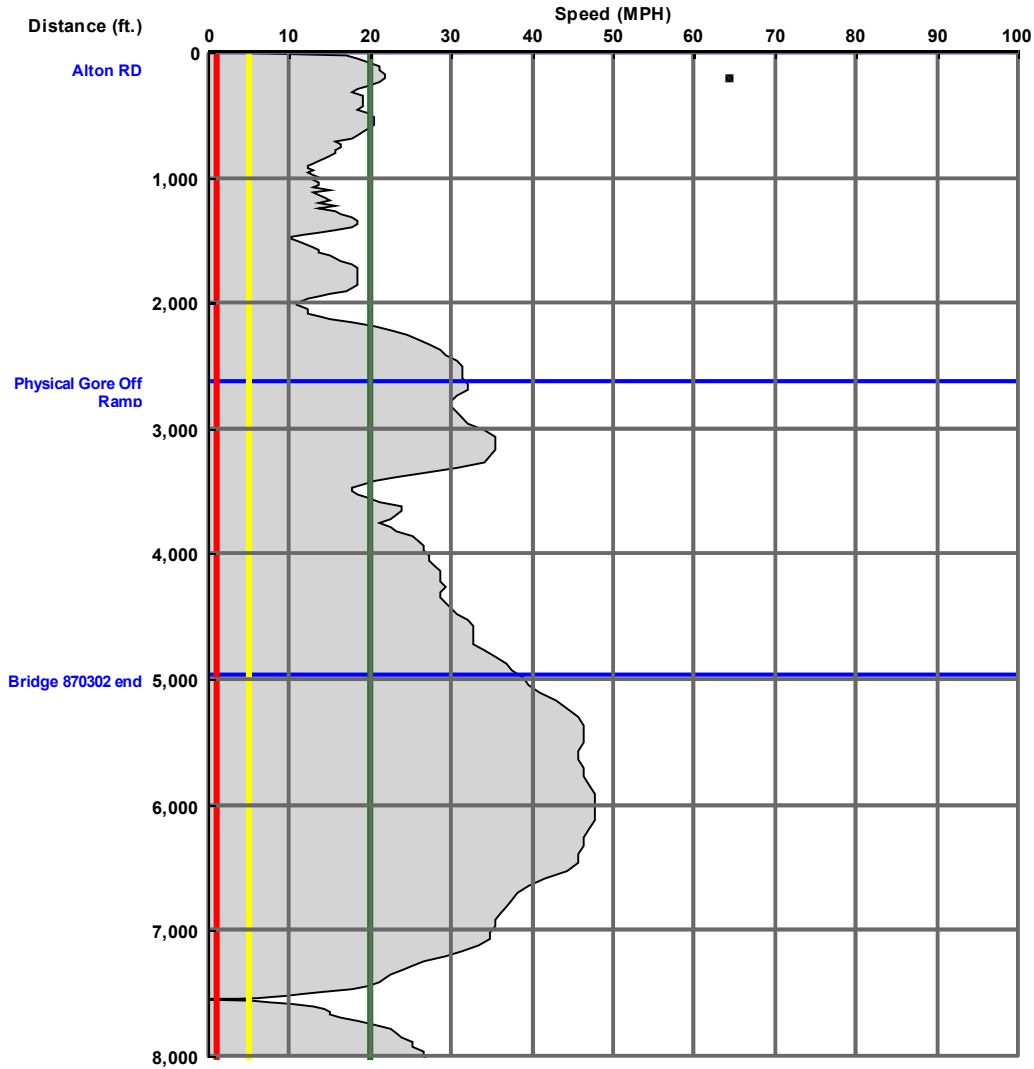
Study Name: I-195 Westbound PM

Study Date: 3/21/2018

Page No: 57

Speed Profile

Run: RUN 3 WB PM 2-14-2018-R001



I-195 WESTBOUND (PM)

Ten and Two - Travel Time Data

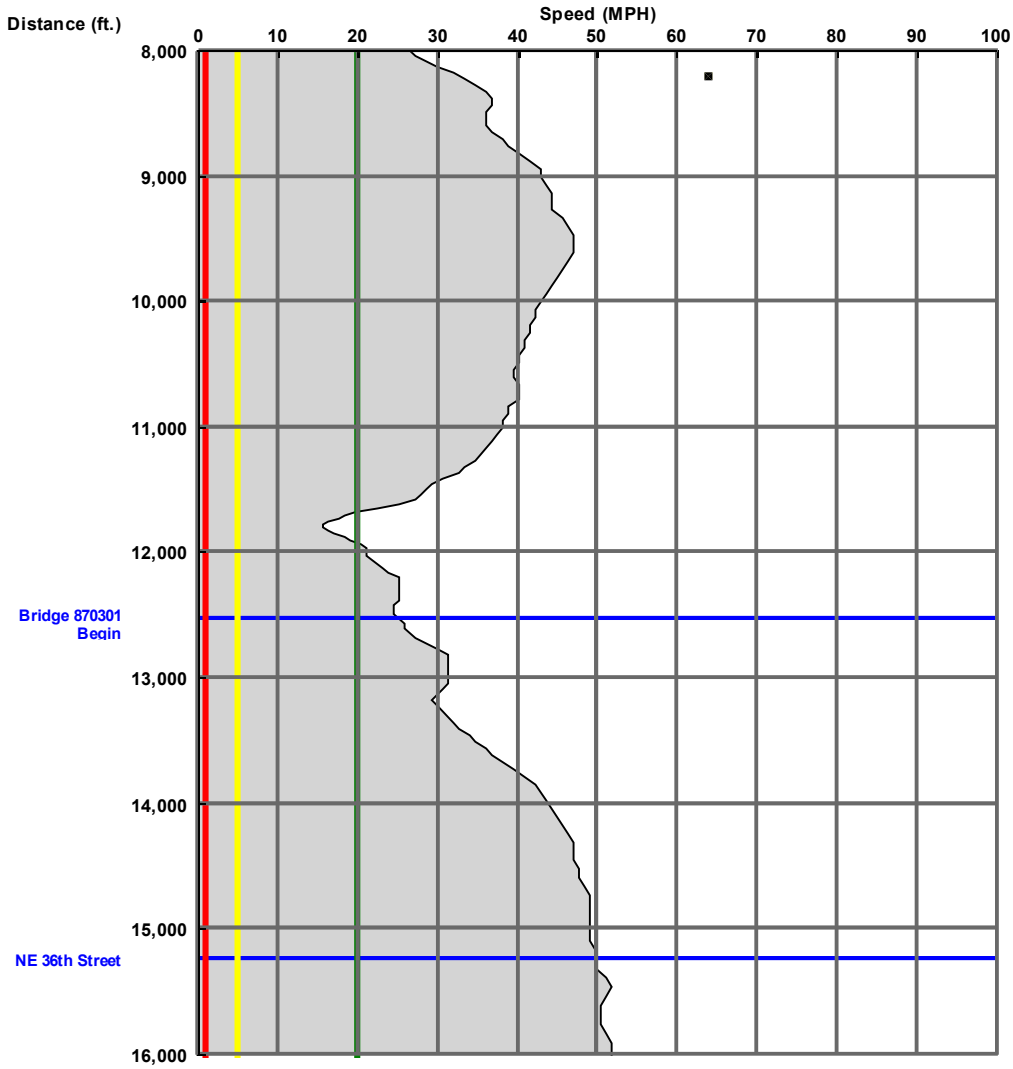
Study Name: I-195 Westbound PM

Study Date: 3/21/2018

Page No: 58

Speed Profile

Run: RUN 3 WB PM 2-14-2018-R001



I-195 WESTBOUND (PM)

Ten and Two - Travel Time Data

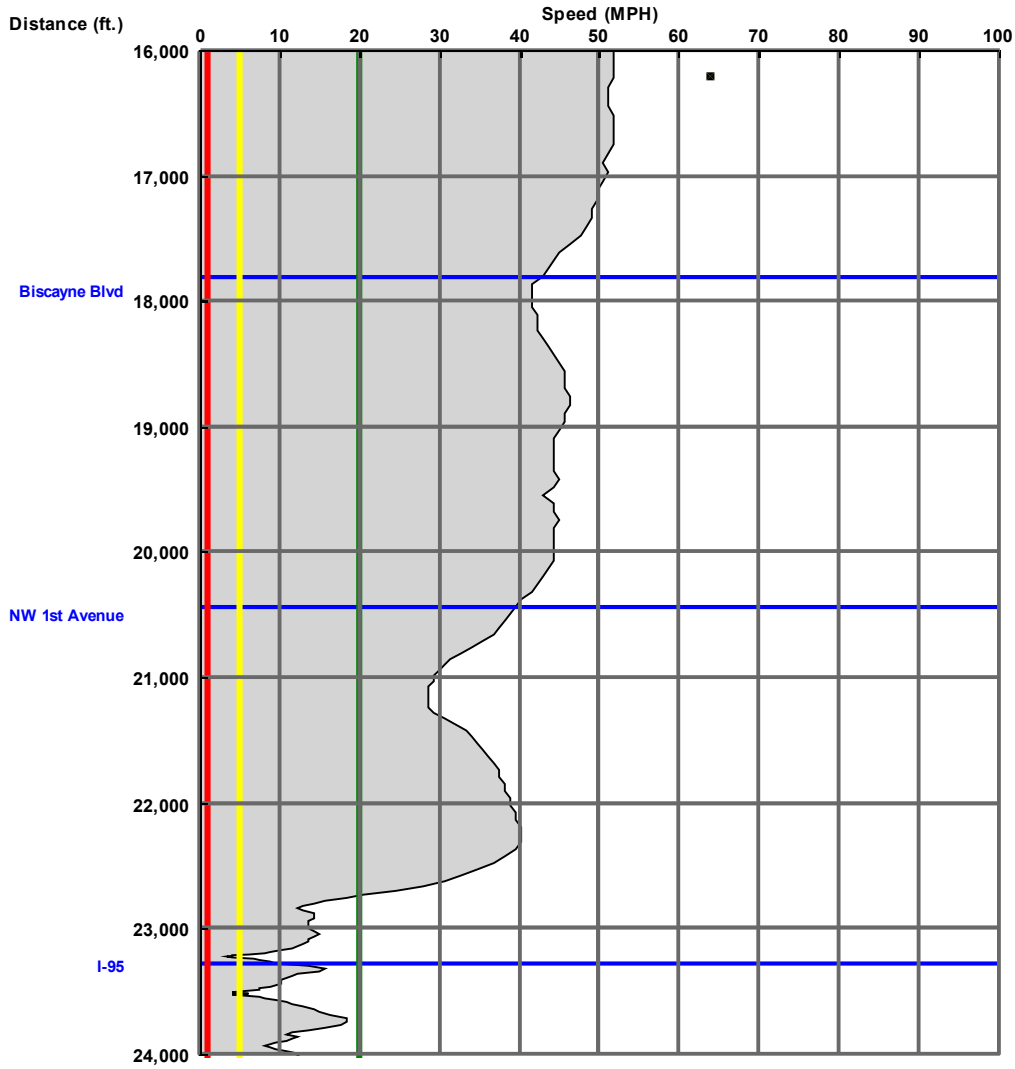
Study Name: I-195 Westbound PM

Study Date: 3/21/2018

Page No: 59

Speed Profile

Run: RUN 3 WB PM 2-14-2018-R001



I-195 WESTBOUND (PM)

Ten and Two - Travel Time Data

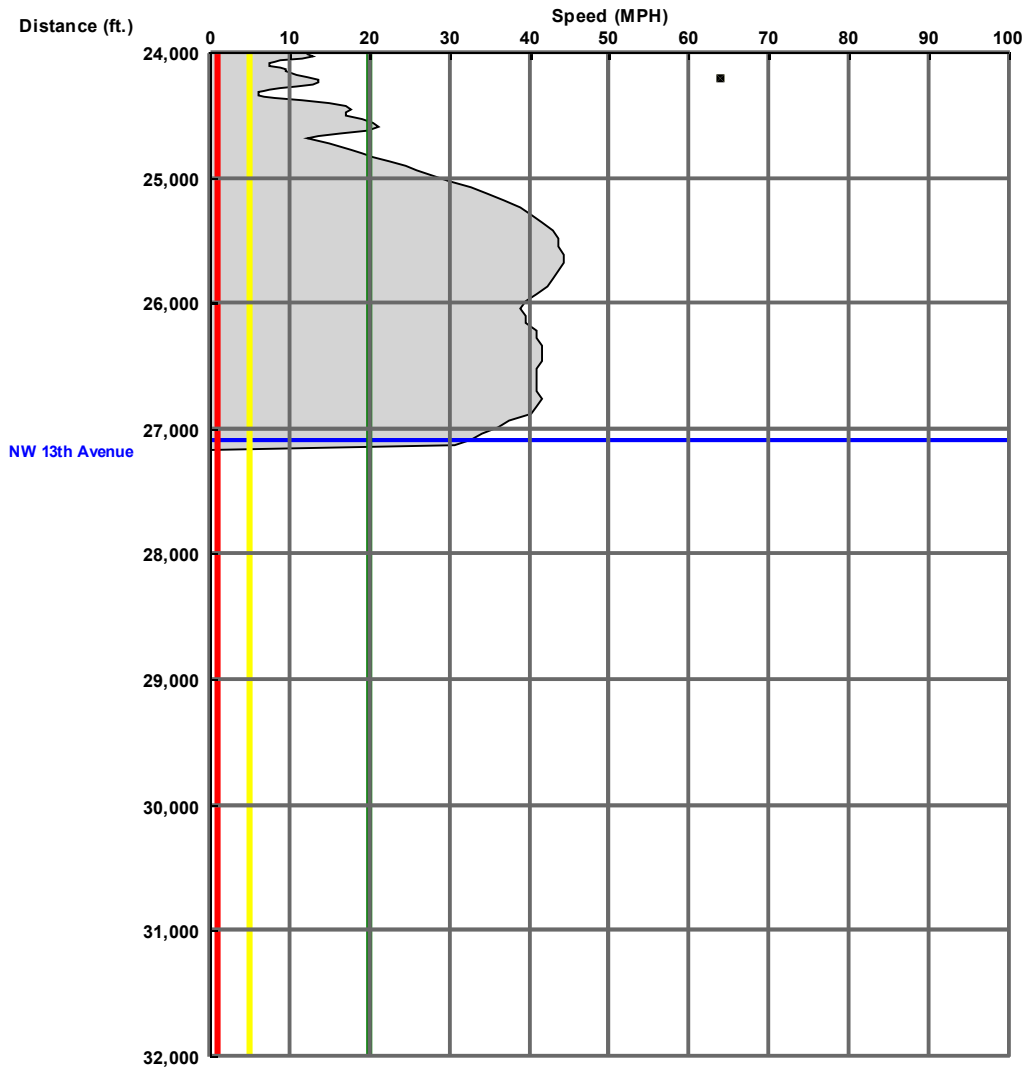
Study Name: I-195 Westbound PM

Study Date: 3/21/2018

Page No: 60

Speed Profile

Run: RUN 3 WB PM 2-14-2018-R001



I-195 WESTBOUND (PM)

Ten and Two - Travel Time Data

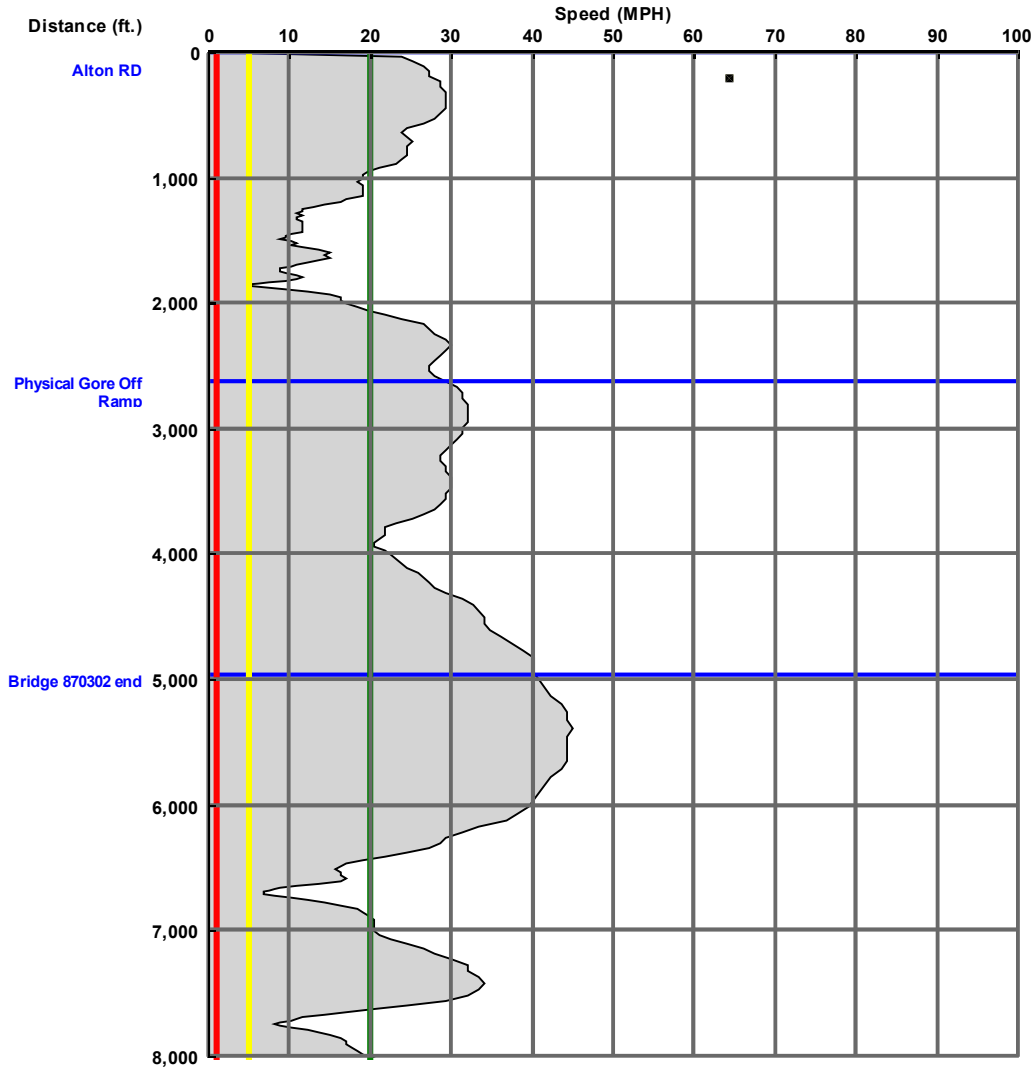
Study Name: I-195 Westbound PM

Study Date: 3/21/2018

Page No: 61

Speed Profile

Run: RUN 4 WB PM 2-14-2018-R001



I-195 WESTBOUND (PM)

Ten and Two - Travel Time Data

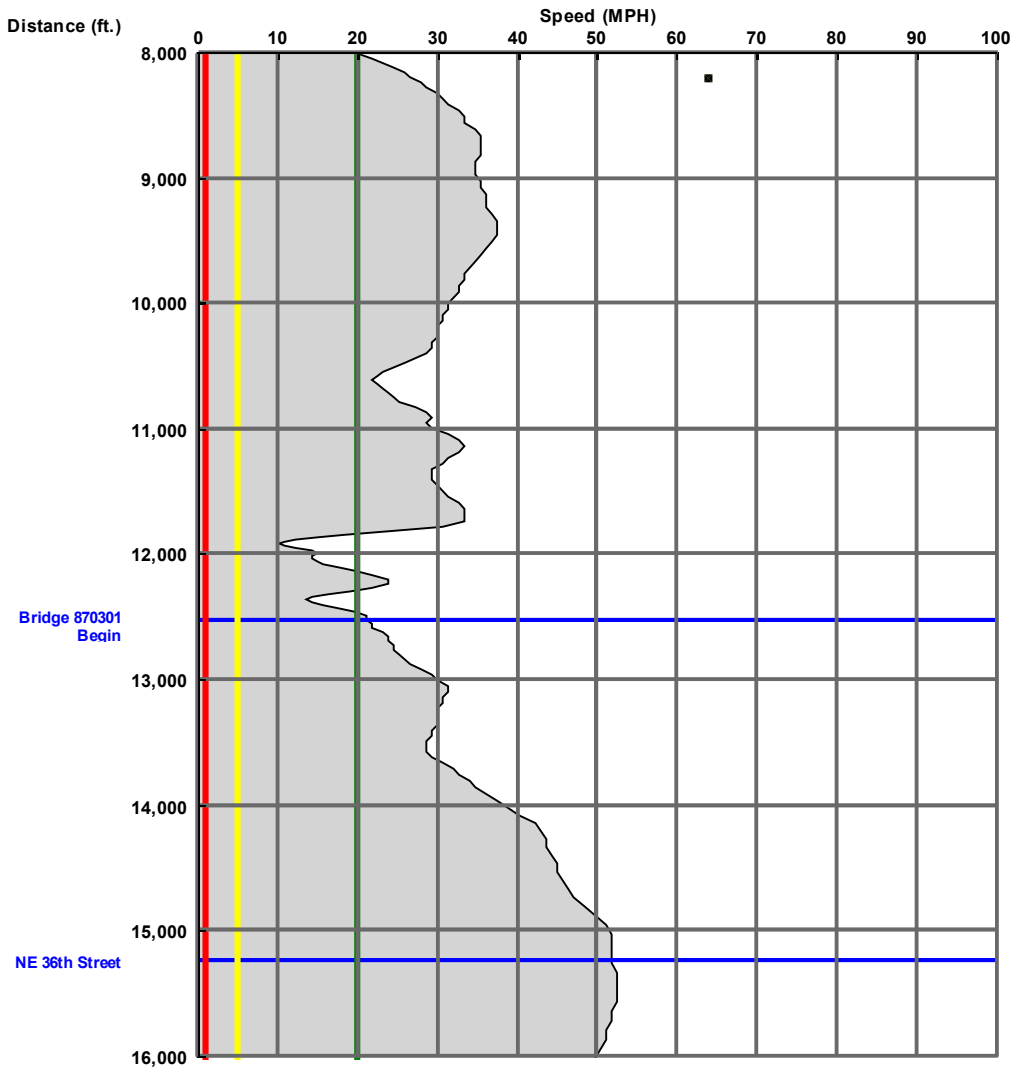
Study Name: I-195 Westbound PM

Study Date: 3/21/2018

Page No: 62

Speed Profile

Run: RUN 4 WB PM 2-14-2018-R001



I-195 WESTBOUND (PM)

Ten and Two - Travel Time Data

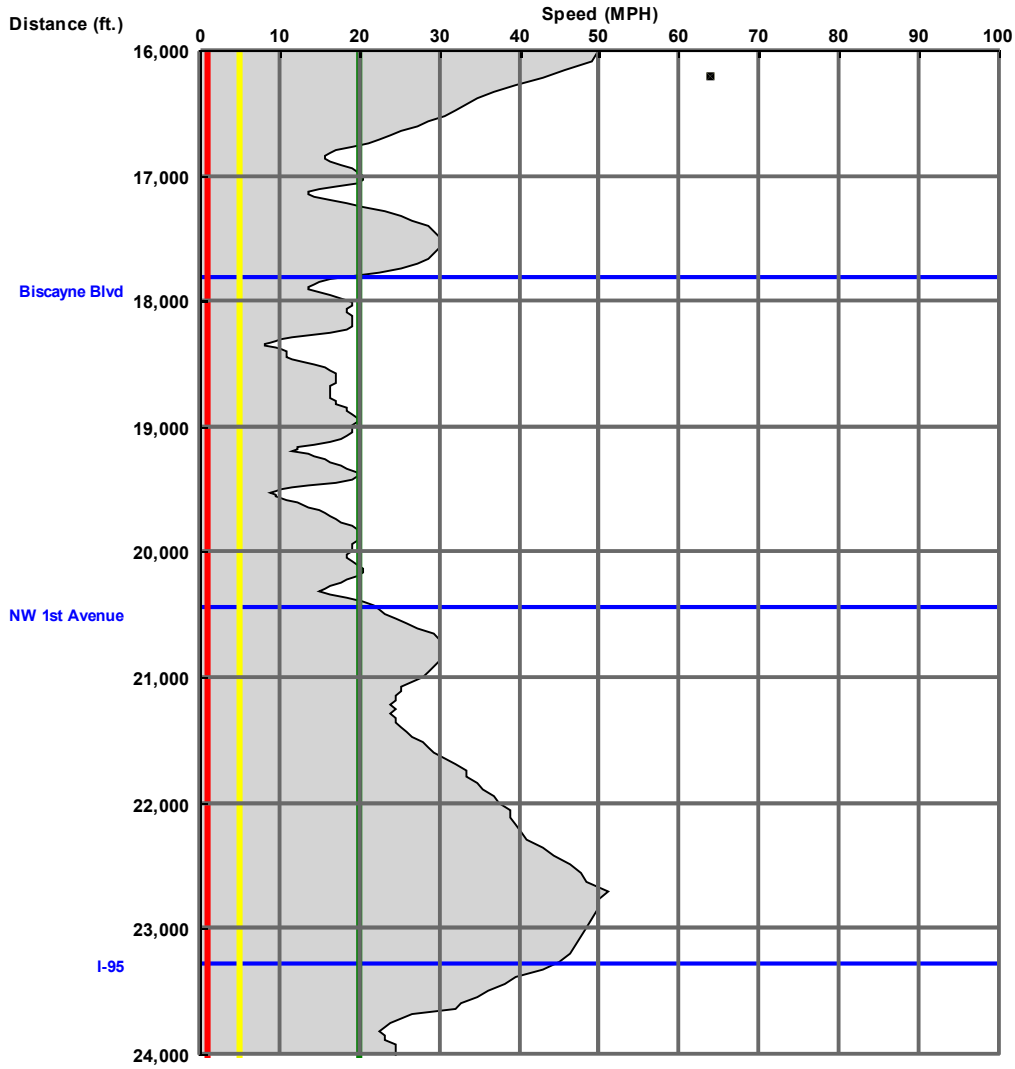
Study Name: I-195 Westbound PM

Study Date: 3/21/2018

Page No: 63

Speed Profile

Run: RUN 4 WB PM 2-14-2018-R001



I-195 WESTBOUND (PM)

Ten and Two - Travel Time Data

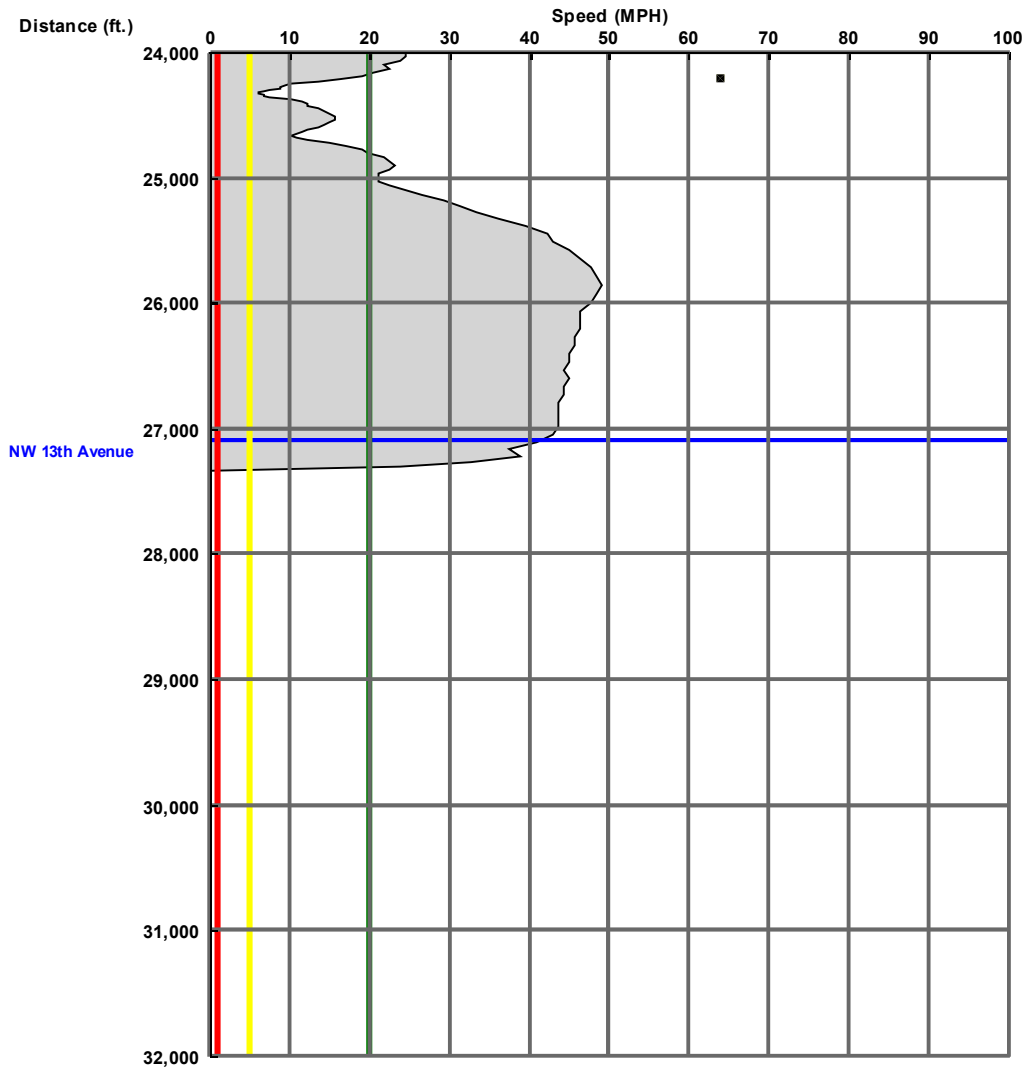
Study Name: I-195 Westbound PM

Study Date: 3/21/2018

Page No: 64

Speed Profile

Run: RUN 4 WB PM 2-14-2018-R001



I-195 WESTBOUND (PM)

Ten and Two - Travel Time Data

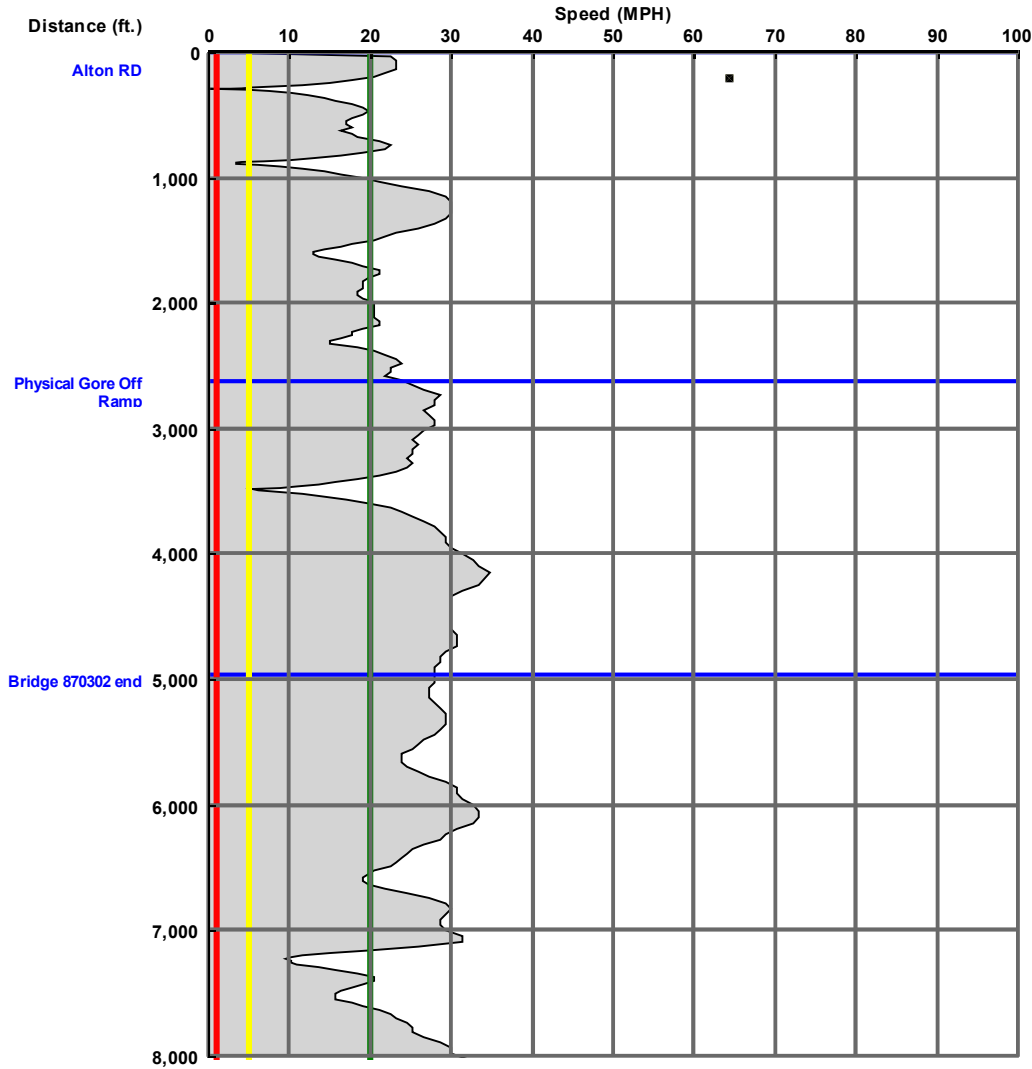
Study Name: I-195 Westbound PM

Study Date: 3/21/2018

Page No: 65

Speed Profile

Run: RUN 5 WB PM 2-14-2018-R001



I-195 WESTBOUND (PM)

Ten and Two - Travel Time Data

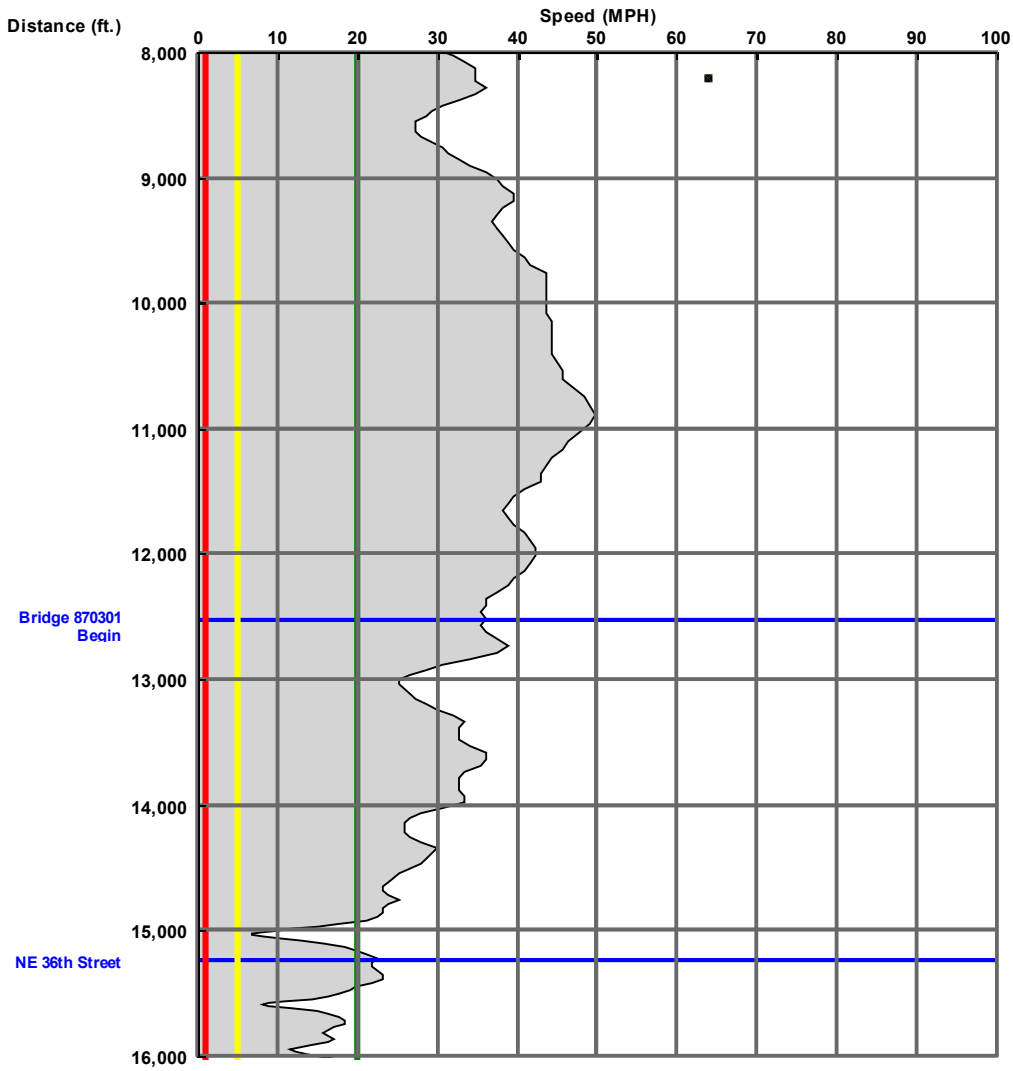
Study Name: I-195 Westbound PM

Study Date: 3/21/2018

Page No: 66

Speed Profile

Run: RUN 5 WB PM 2-14-2018-R001



I-195 WESTBOUND (PM)

Ten and Two - Travel Time Data

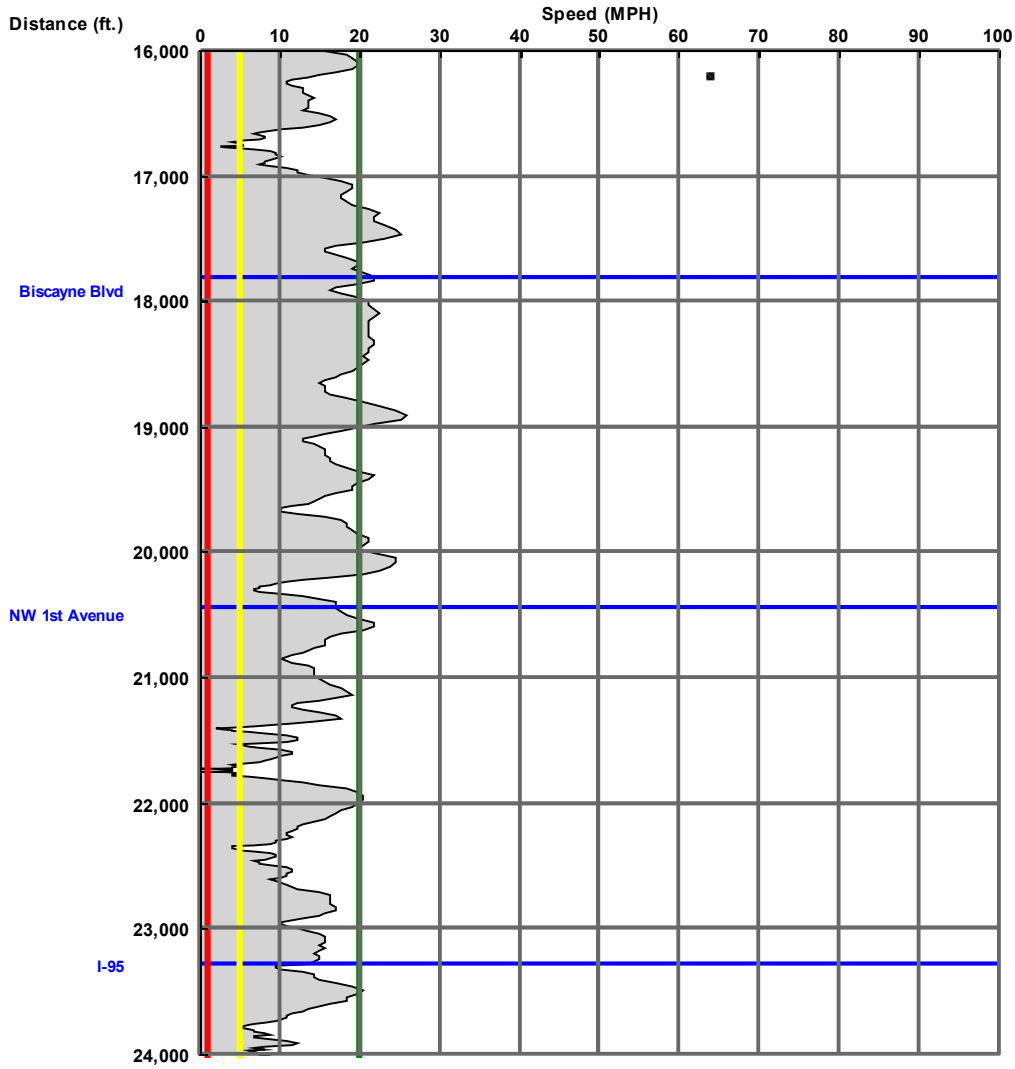
Study Name: I-195 Westbound PM

Study Date: 3/21/2018

Page No: 67

Speed Profile

Run: RUN 5 WB PM 2-14-2018-R001



I-195 WESTBOUND (PM)

Ten and Two - Travel Time Data

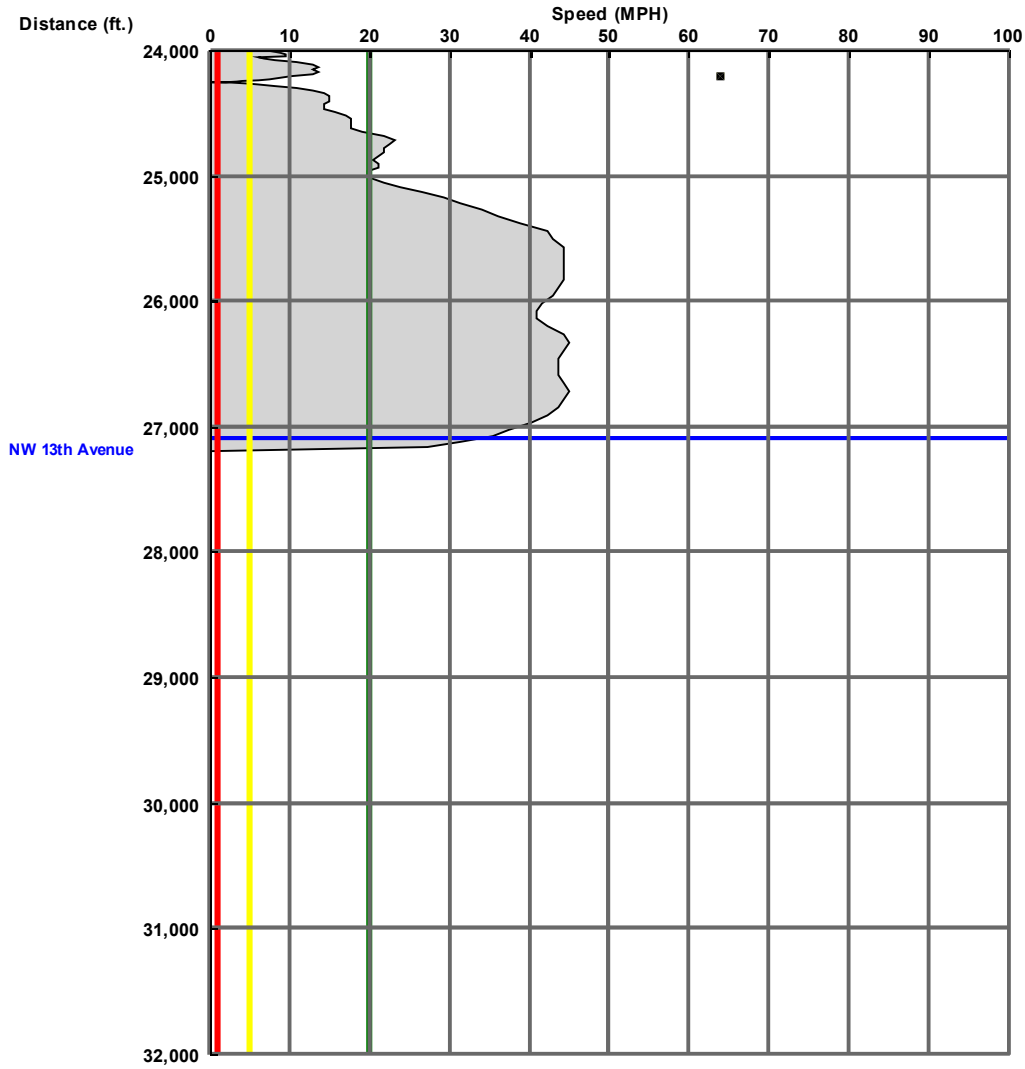
Study Name: I-195 Westbound PM

Study Date: 3/21/2018

Page No: 68

Speed Profile

Run: RUN 5 WB PM 2-14-2018-R001



I-195 WESTBOUND (PM)

Ten and Two - Travel Time Data

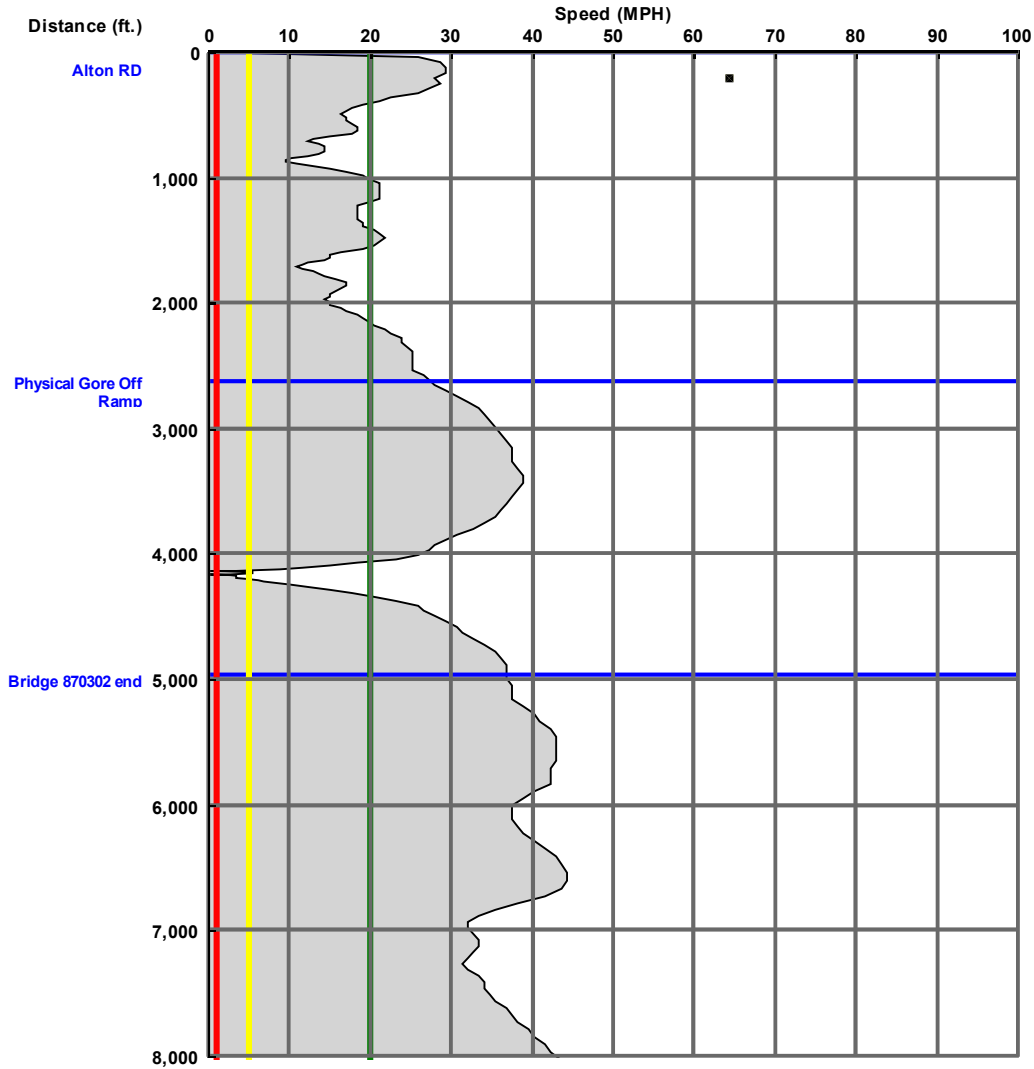
Study Name: I-195 Westbound PM

Study Date: 3/21/2018

Page No: 69

Speed Profile

Run: RUN 6 WB PM 2-14-2018-R001



I-195 WESTBOUND (PM)

Ten and Two - Travel Time Data

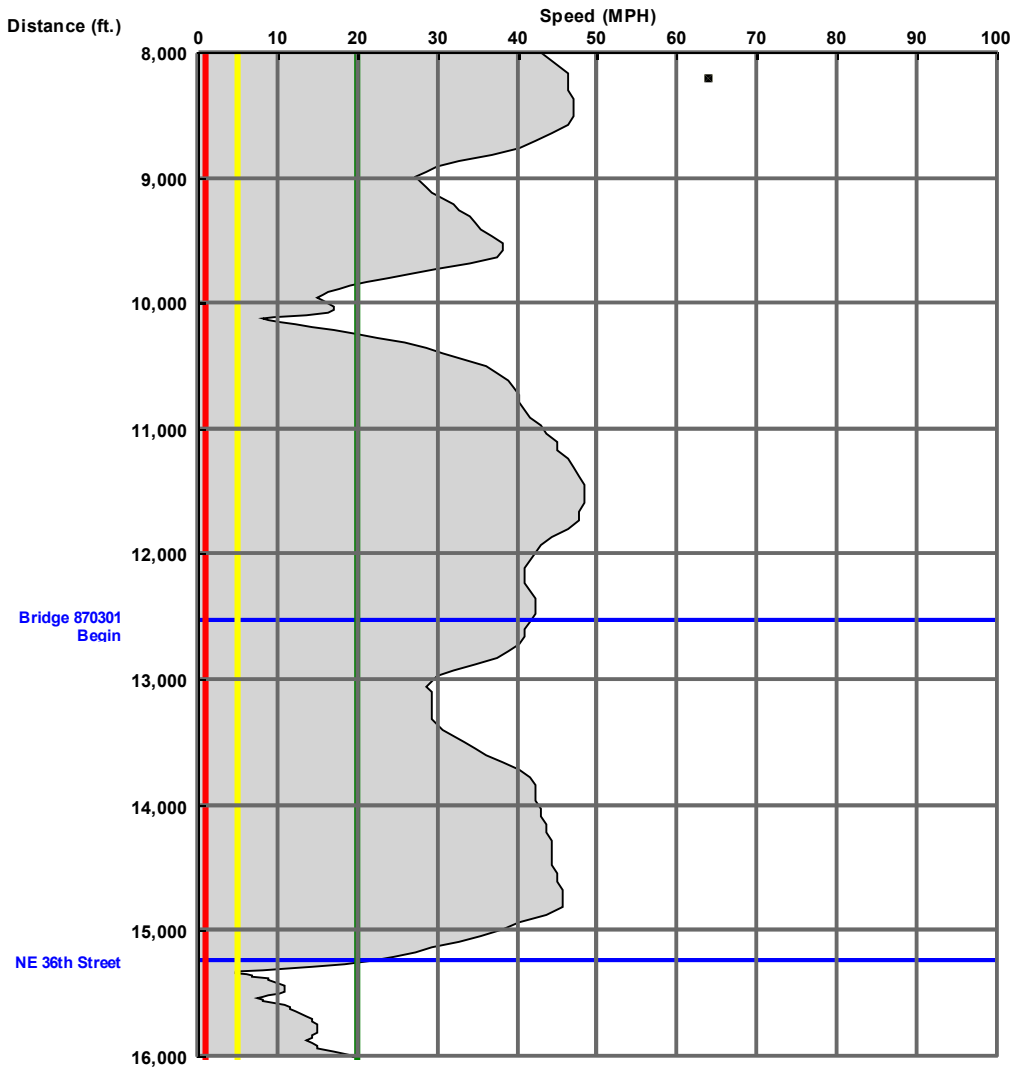
Study Name: I-195 Westbound PM

Study Date: 3/21/2018

Page No: 70

Speed Profile

Run: RUN 6 WB PM 2-14-2018-R001



I-195 WESTBOUND (PM)

Ten and Two - Travel Time Data

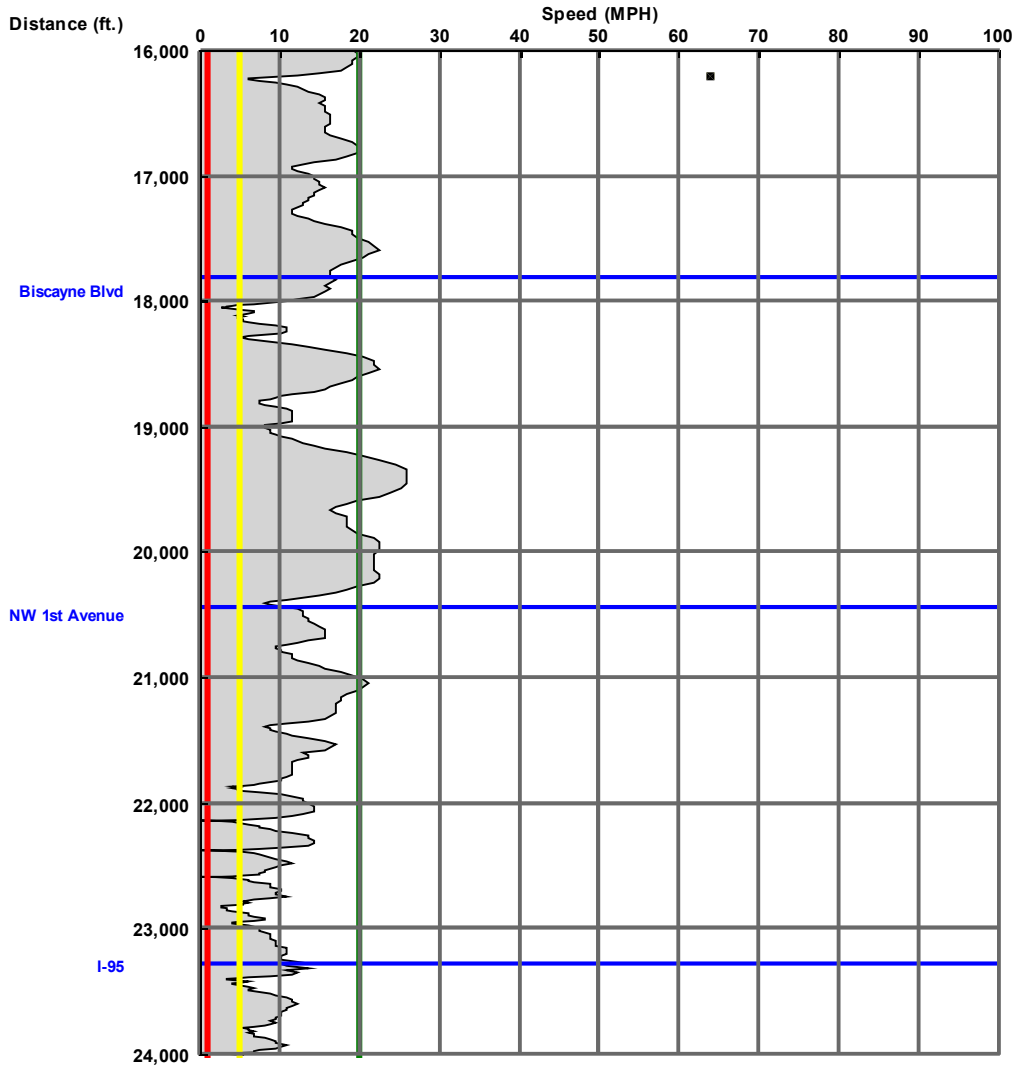
Study Name: I-195 Westbound PM

Study Date: 3/21/2018

Page No: 71

Speed Profile

Run: RUN 6 WB PM 2-14-2018-R001



I-195 WESTBOUND (PM)

Ten and Two - Travel Time Data

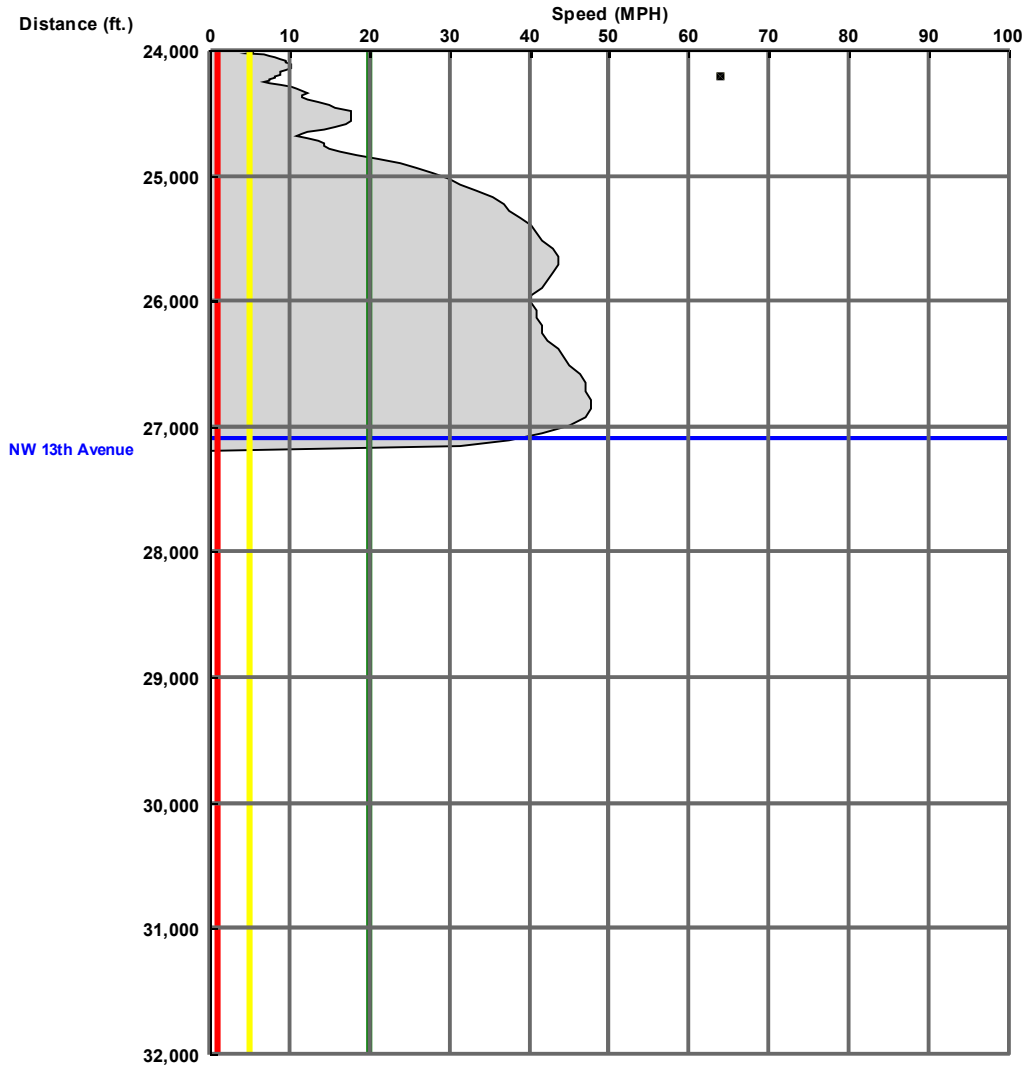
Study Name: I-195 Westbound PM

Study Date: 3/21/2018

Page No: 72

Speed Profile

Run: RUN 6 WB PM 2-14-2018-R001



I-195 WESTBOUND (PM)

Ten and Two - Travel Time Data

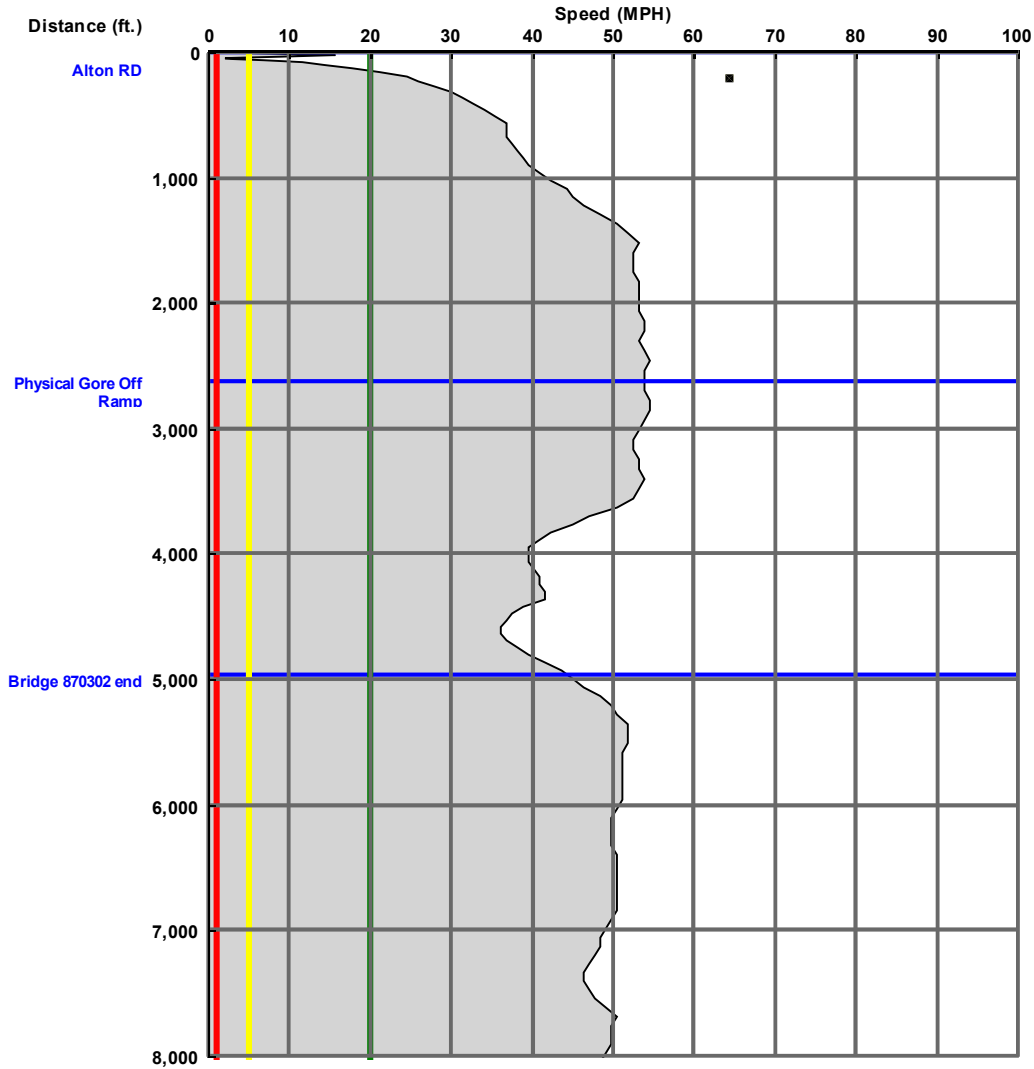
Study Name: I-195 Westbound PM

Study Date: 3/21/2018

Page No: 73

Speed Profile

Run: RUN 7 WB PM 2-15-2018-R001



I-195 WESTBOUND (PM)

Ten and Two - Travel Time Data

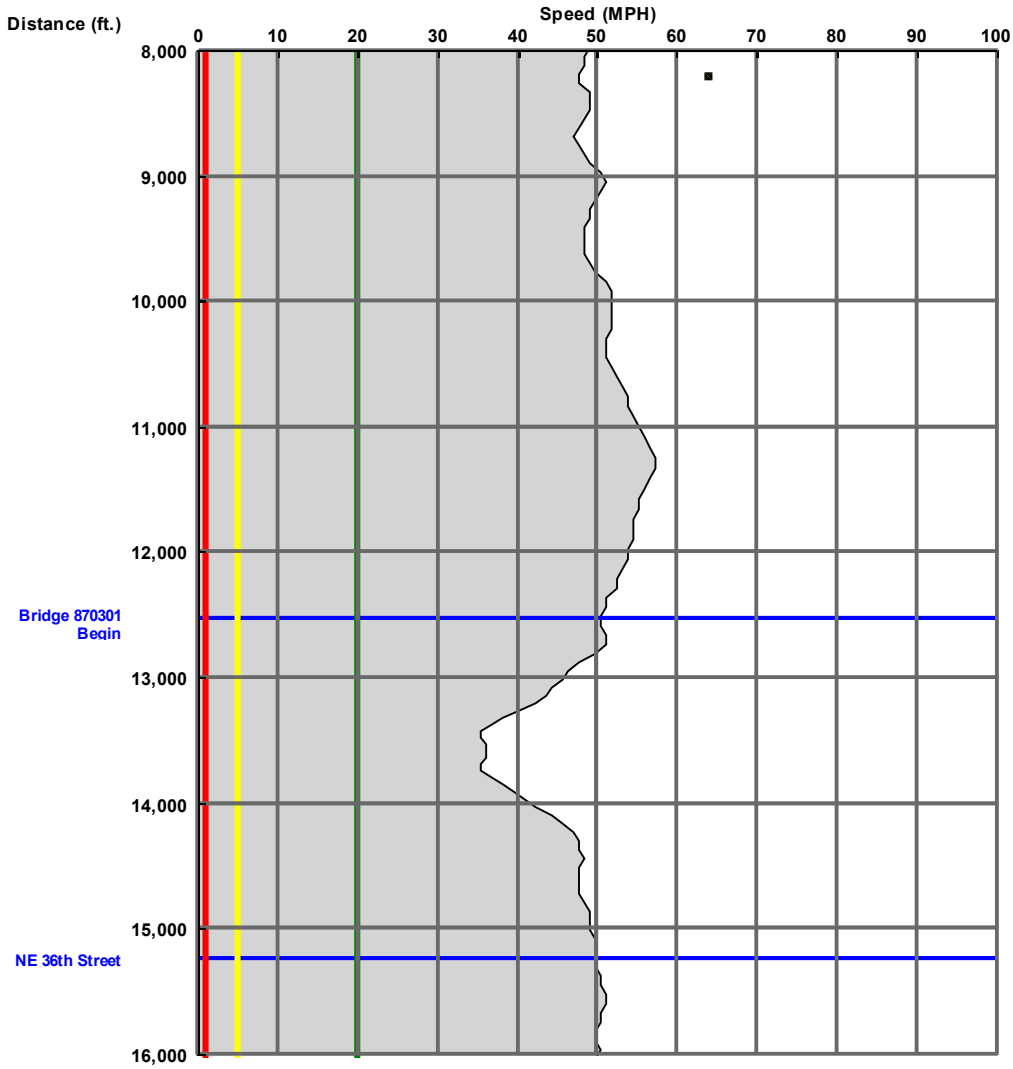
Study Name: I-195 Westbound PM

Study Date: 3/21/2018

Page No: 74

Speed Profile

Run: RUN 7 WB PM 2-15-2018-R001



I-195 WESTBOUND (PM)

Ten and Two - Travel Time Data

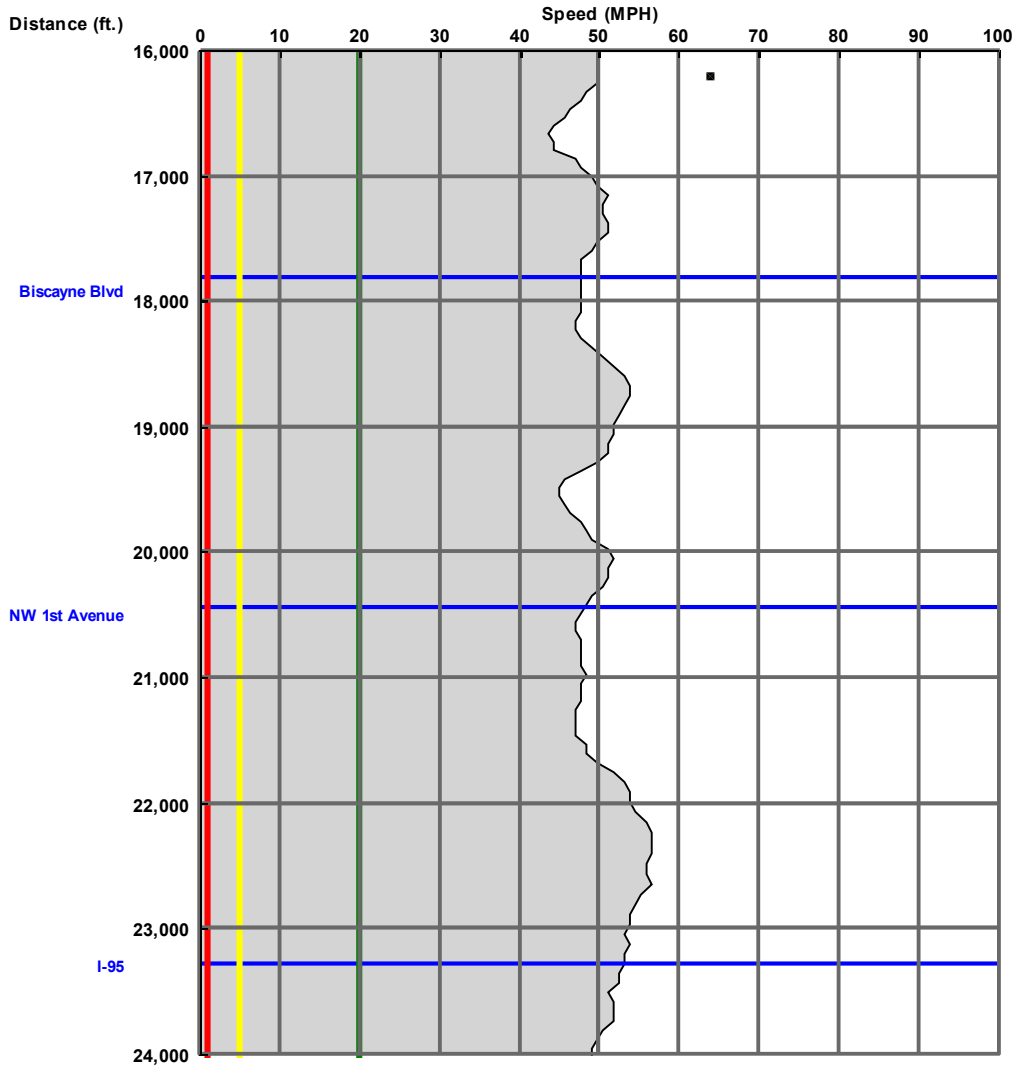
Study Name: I-195 Westbound PM

Study Date: 3/21/2018

Page No: 75

Speed Profile

Run: RUN 7 WB PM 2-15-2018-R001



I-195 WESTBOUND (PM)

Ten and Two - Travel Time Data

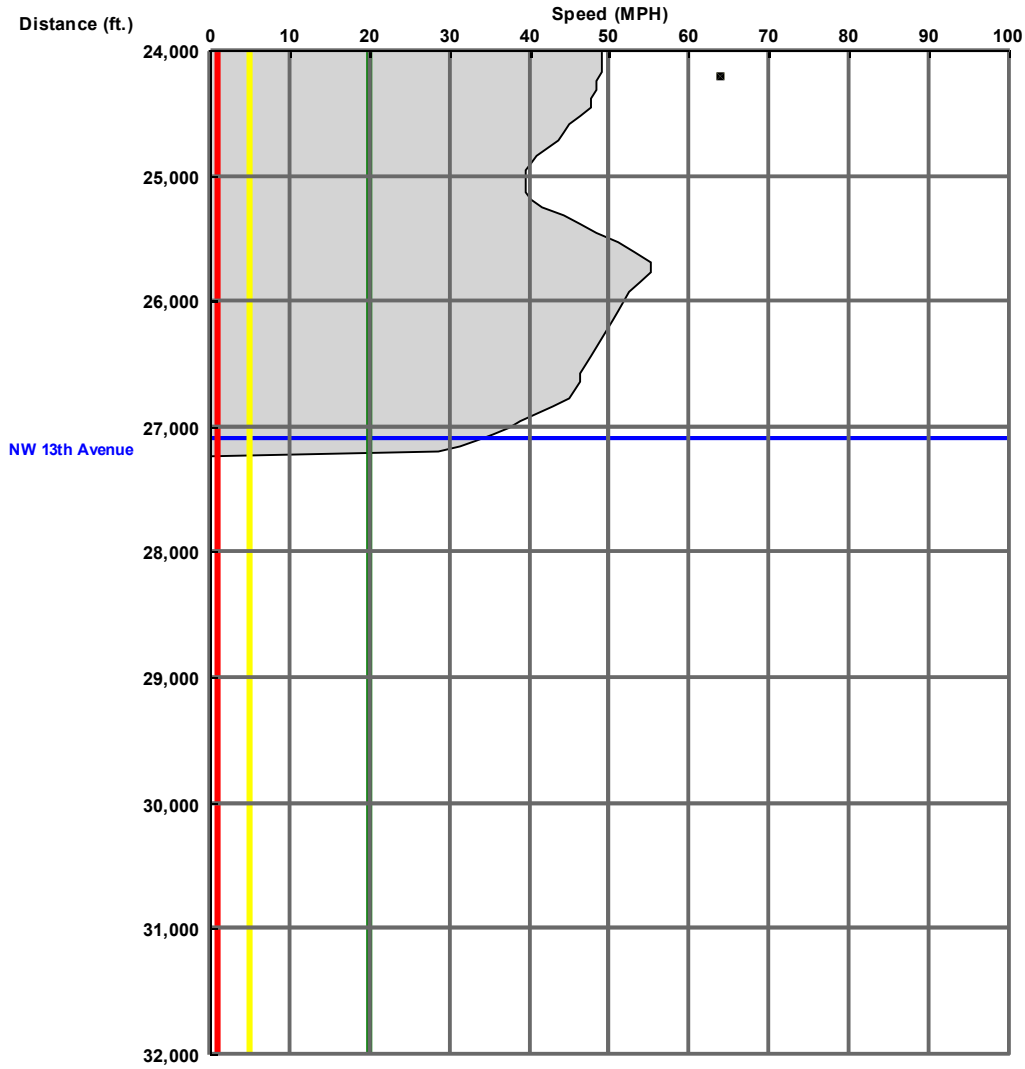
Study Name: I-195 Westbound PM

Study Date: 3/21/2018

Page No: 76

Speed Profile

Run: RUN 7 WB PM 2-15-2018-R001



I-195 WESTBOUND (PM)

Ten and Two - Travel Time Data

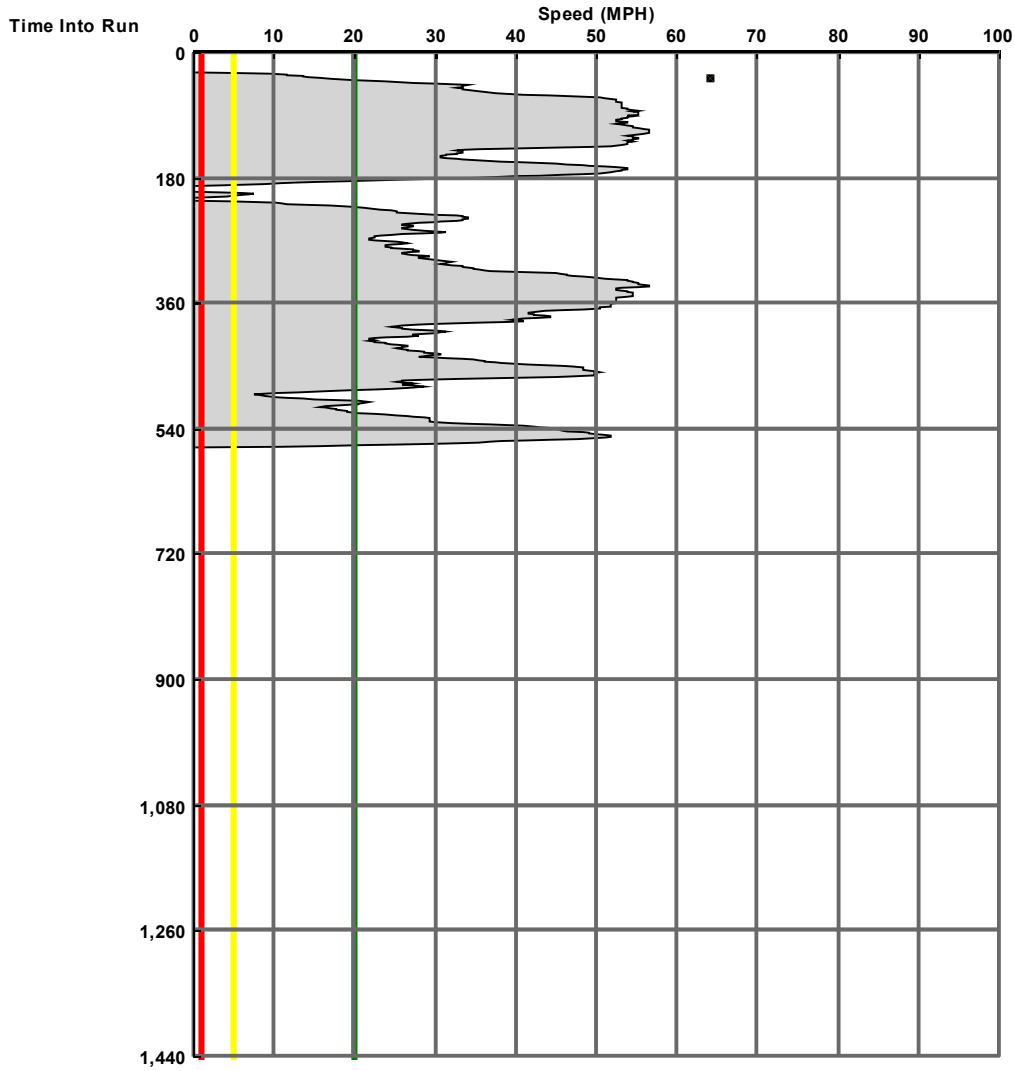
Study Name: I-195 Westbound PM

Study Date: 3/21/2018

Page No: 77

Time Based Speed Profile

Run: RUN 1 WB PM 2-14-2018-R001



I-195 WESTBOUND (PM)

Ten and Two - Travel Time Data

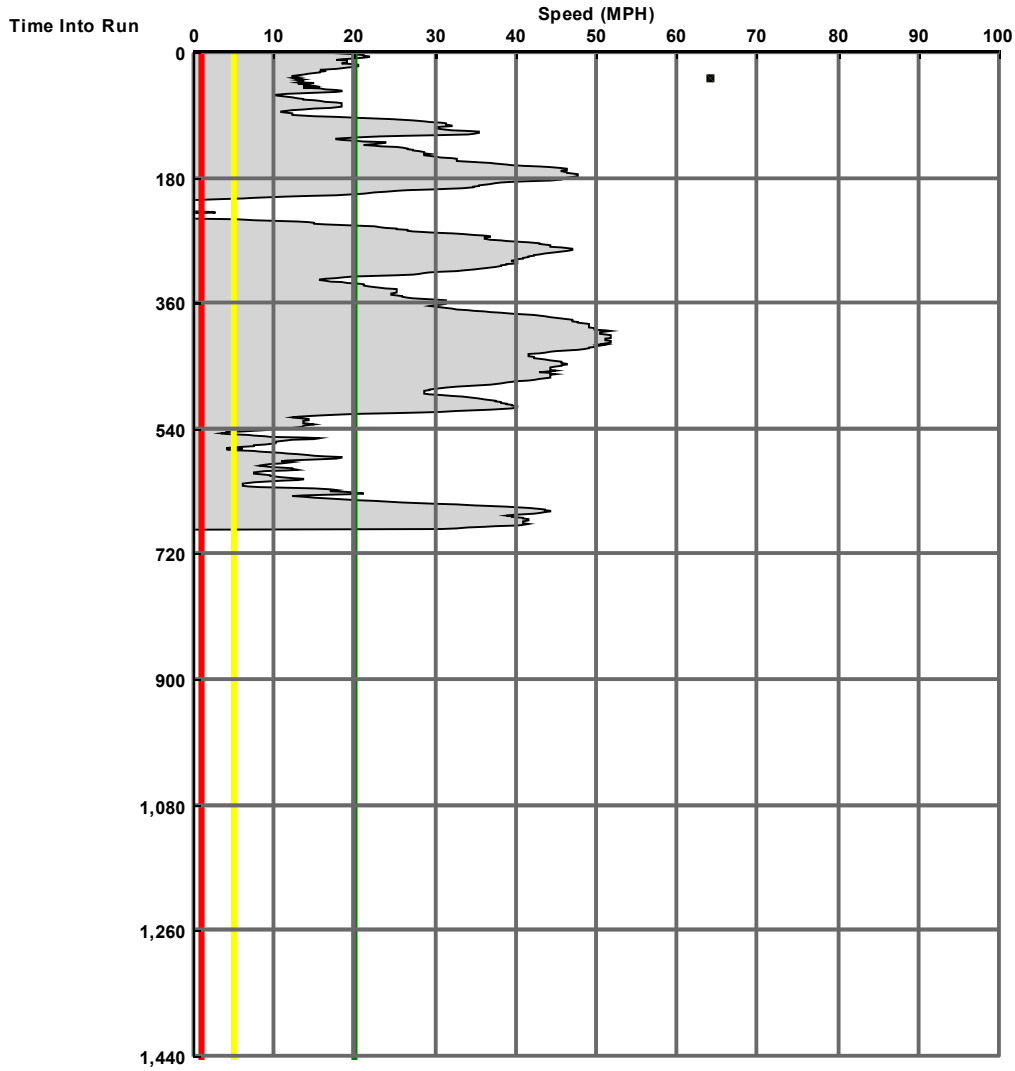
Study Name: I-195 Westbound PM

Study Date: 3/21/2018

Page No: 78

Time Based Speed Profile

Run: RUN 3 WB PM 2-14-2018-R001



I-195 WESTBOUND (PM)

Ten and Two - Travel Time Data

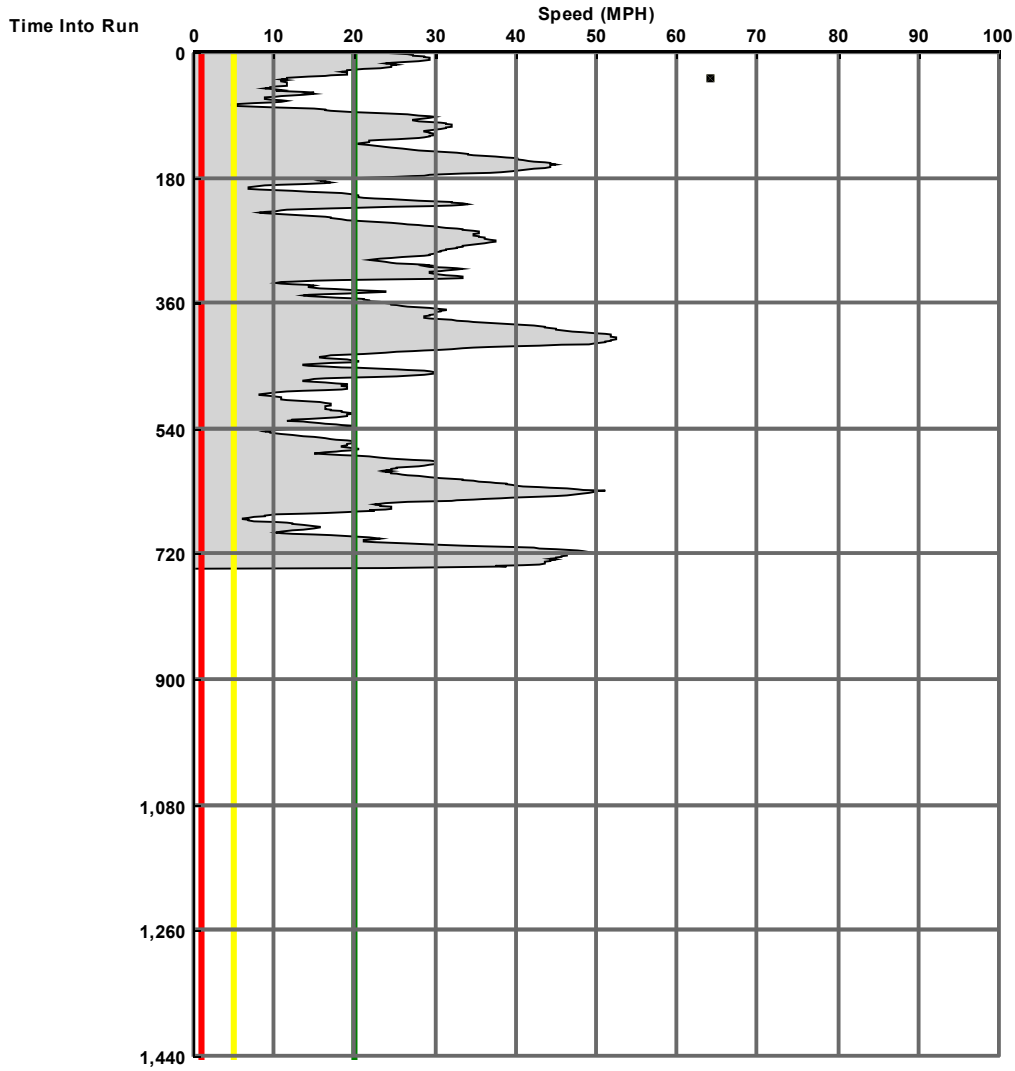
Study Name: I-195 Westbound PM

Study Date: 3/21/2018

Page No: 79

Time Based Speed Profile

Run: RUN 4 WB PM 2-14-2018-R001



I-195 WESTBOUND (PM)

Ten and Two - Travel Time Data

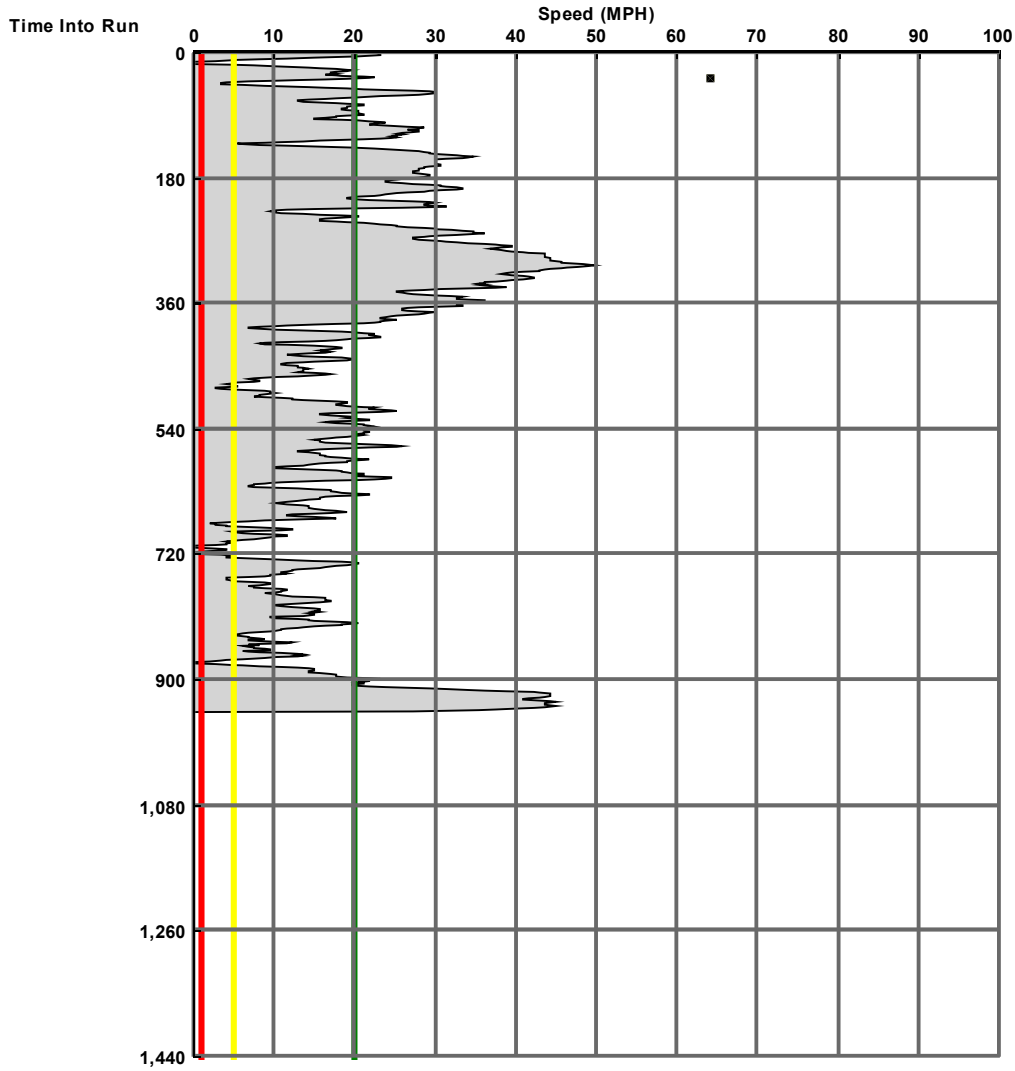
Study Name: I-195 Westbound PM

Study Date: 3/21/2018

Page No: 80

Time Based Speed Profile

Run: RUN 5 WB PM 2-14-2018-R001



I-195 WESTBOUND (PM)

Ten and Two - Travel Time Data

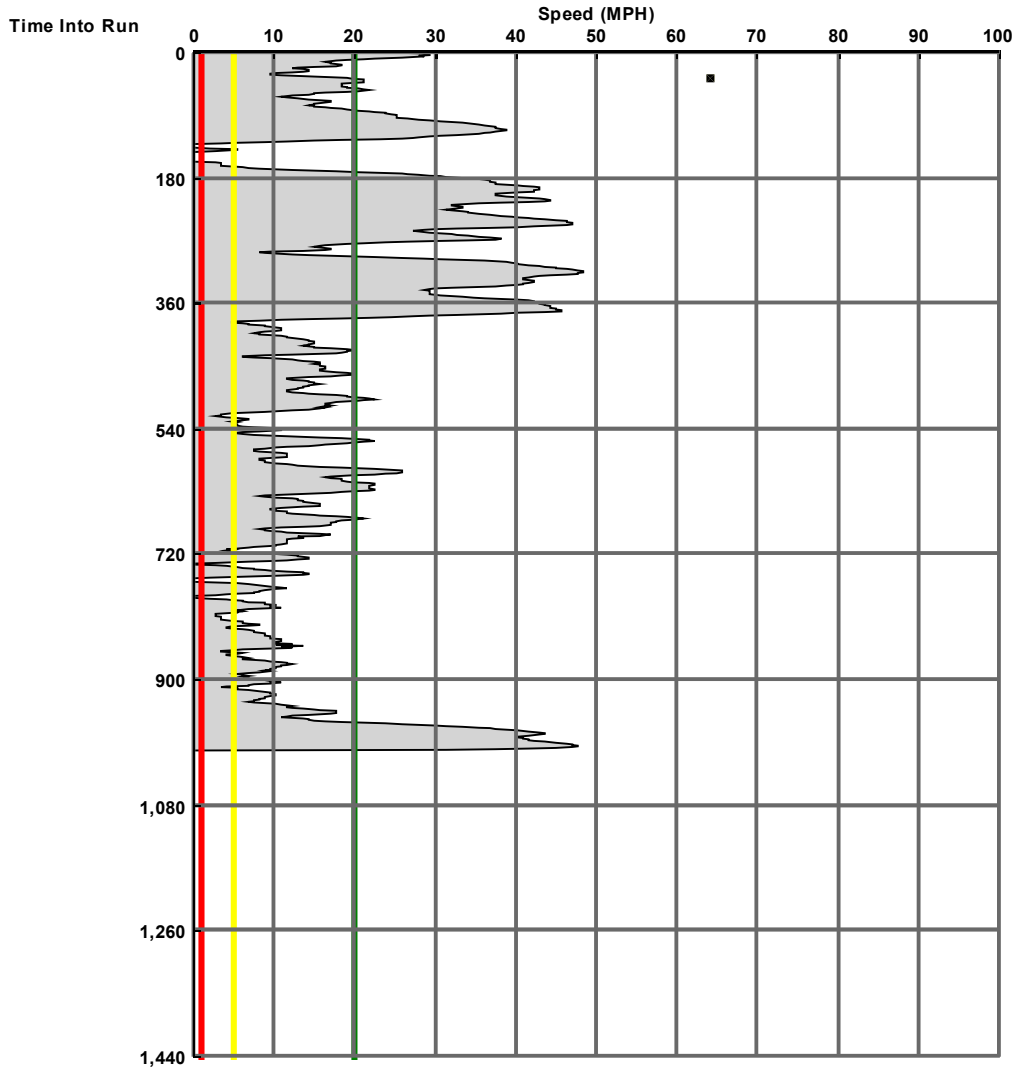
Study Name: I-195 Westbound PM

Study Date: 3/21/2018

Page No: 81

Time Based Speed Profile

Run: RUN 6 WB PM 2-14-2018-R001



I-195 WESTBOUND (PM)

Ten and Two - Travel Time Data

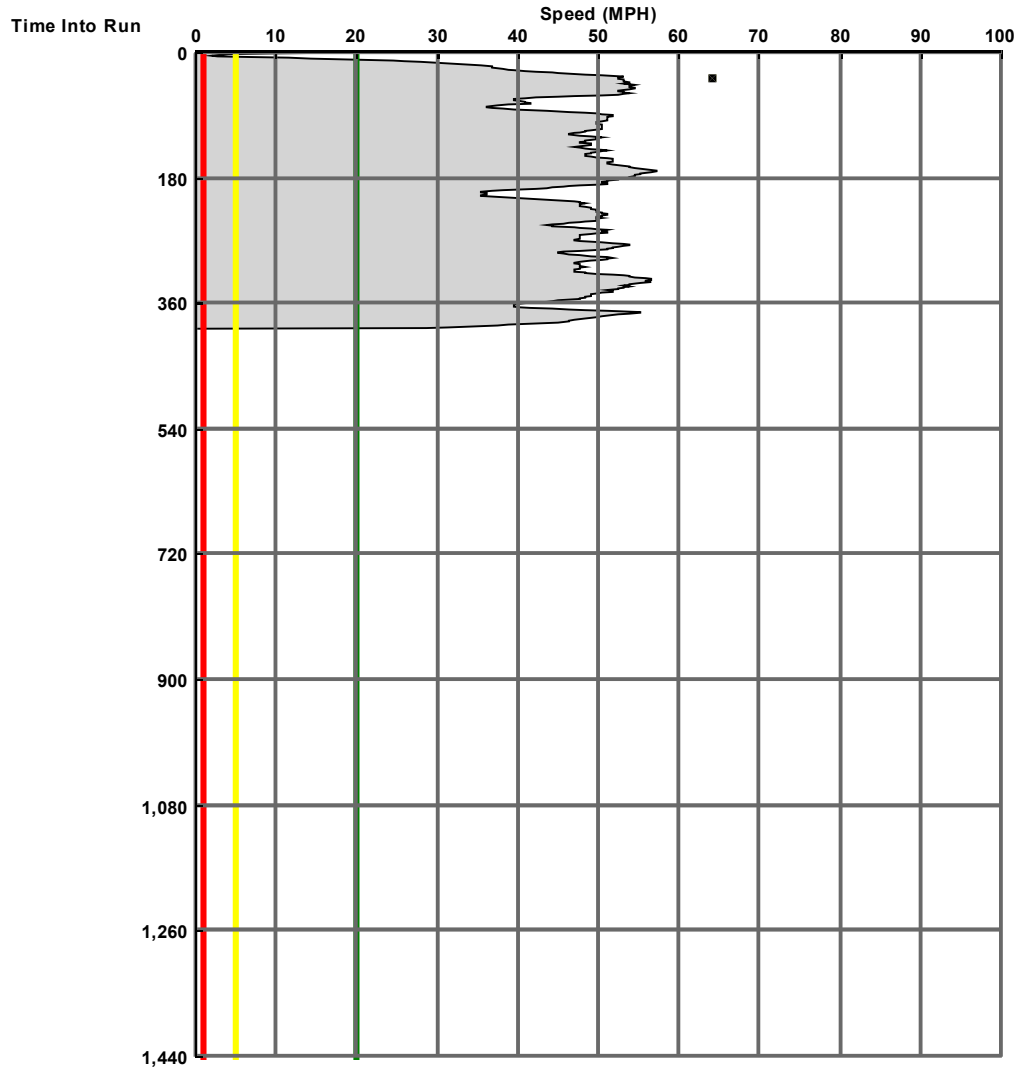
Study Name: I-195 Westbound PM

Study Date: 3/21/2018

Page No: 82

Time Based Speed Profile

Run: RUN 7 WB PM 2-15-2018-R001



FDOT FLORIDA TRAFFIC ONLINE DATA

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2016 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 6310 - RAMP 87270179 FROM NB I-95 TO EB I-195, 200' N OF I-95

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2016	26500 F	0	0	9.00	99.90	1.60
2015	26000 C	E 26000	0	9.00	99.90	1.60
2014	26500 F	0	0	9.00	99.90	7.40
2013	26500 C	E 26500	0	9.00	99.90	7.40
2012	27000 F	0	0	9.00	99.90	8.60
2011	27000 C	E 27000	0	9.00	99.90	4.50
2010	29500 F	0	0	7.79	99.99	4.50
2009	29500 C	E 29500	0	7.93	99.99	4.50
2008	22500 S	0	0	7.91	99.99	2.60
2007	23000 F	0	0		2.60	
2006	23000 C	E 23000	0	7.10	99.99	2.60
2005	19000 S	E	B	0.00	0.00	2.50
2004	19000 F	E	B	0.00	0.00	2.50
2003	18500 C	E 18500	B	7.80	99.90	2.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
 *K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2016 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 6312 - RAMP87270181 FRM WB I-195 OFF RAMP87004004 TO NB I-95, 200'W OF RAMP87004004

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2016	24500 F	0	0	9.00	99.90	2.80
2015	24000 C	N 24000	0	9.00	99.90	2.80
2014	17000 F			9.00	99.90	9.90
2013	17000 C	N 17000	0	9.00	99.90	9.90
2012	22000 F	0	0	9.00	99.90	8.60
2011	22000 C	N 22000	0	9.00	99.90	3.50
2010	25000 F	0	0	7.79	99.99	3.60
2009	25000 C	N 25000	0	7.93	99.99	3.60
2008	22000 S	0	0	7.91	99.99	3.90
2007	22500 F	0	0		3.90	
2006	22500 C	N 22500	0	7.10	99.99	3.90
2005	20000 S	N	B	0.00	0.00	9.80
2004	20000 F	N	B	0.00	0.00	9.80
2003	19500 C	N 19500	B	7.80	99.90	9.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
 *K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2016 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 6020 - RAMP87004001 FRM SB I-95 OFF RAMP87270180 TO WB SR112, 200'S OF RAMP87270180

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2016	21500 C	W 21500	0	9.00	99.90	7.70
2015	25500 F	0	0	9.00	99.90	6.20
2014	25000 C	W 25000	0	9.00	99.90	6.20
2013	21500 F	0	0	9.00	99.90	15.80
2012	21000 C	W 21000	0	9.00	99.90	15.80
2011	25500 F	0	0	9.00	99.90	3.20
2010	25500 C	W 25500	0	7.59	99.99	3.20
2009	25000 F	0	0	7.48	99.99	6.00
2008	25000 C	W 25000	0	7.43	99.99	6.00
2007	27000 F	0	0	8.36	99.99	5.20
2006	26500 C	W 26500	B 0		5.20	
2005	22000 S	W	B	8.50	99.90	9.30
2004	22000 F	W	B	8.70	99.90	9.30
2003	22000 C	W 22000	B 0	8.50	99.90	9.30

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
 *K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

COUNTY: 87
 STATION: 6020
 DESCRIPTION: RAMP87004001 FRM SB I-95 OFF RAMP87270180 TO WB SR
 START DATE: 09/28/2016
 START TIME: 0000

TIME	DIRECTION: W				TOTAL
	1ST	2ND	3RD	4TH	
0000	63	56	64	55	238
0100	33	38	32	35	138
0200	33	42	38	49	162
0300	60	88	75	87	310
0400	82	103	135	136	456
0500	156	168	212	200	736
0600	188	259	227	222	896
0700	241	259	152	250	902
0800	275	223	264	216	978
0900	261	254	220	209	944
1000	270	310	321	259	1160
1100	277	304	269	308	1158
1200	279	284	287	329	1179
1300	300	335	336	326	1297
1400	304	367	328	284	1283
1500	247	280	284	364	1175
1600	350	400	377	326	1453
1700	352	324	310	342	1328
1800	354	312	279	293	1238
1900	268	261	230	236	995
2000	201	190	171	167	729
2100	178	153	153	135	619
2200	120	122	125	97	464
2300	90	92	88	68	338

24-HOUR TOTALS: 20176

PEAK VOLUME INFORMATION

	HOUR	VOLUME
A.M.	745	1012
P.M.	1545	1491
DAILY	1545	1491

TRUCK PERCENTAGE 7.61 NAN 7.61

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
W	20	16572	2033	146	929	120	4	120	212	3	0	0	1	0	16	1535	20176

COUNTY: 87
 STATION: 6020
 DESCRIPTION: RAMP87004001 FRM SB I-95 OFF RAMP87270180 TO WB SR
 START DATE: 09/29/2016
 START TIME: 0000

TIME	DIRECTION: W				TOTAL
	1ST	2ND	3RD	4TH	
0000	58	63	46	38	205
0100	40	38	34	29	141
0200	26	42	35	54	157
0300	49	80	106	110	345
0400	96	123	157	160	536
0500	175	180	233	215	803
0600	179	274	288	269	1010
0700	259	330	312	309	1210
0800	296	317	284	294	1191
0900	305	259	293	297	1154
1000	245	237	226	284	992
1100	234	245	272	282	1033
1200	292	246	314	307	1159
1300	335	340	376	335	1386
1400	300	361	348	372	1381
1500	342	385	391	401	1519
1600	412	384	374	357	1527
1700	343	345	332	365	1385
1800	332	326	283	294	1235
1900	268	293	258	230	1049
2000	249	207	183	169	808
2100	148	149	135	138	570
2200	116	128	116	105	465
2300	79	93	79	70	321

24-HOUR TOTALS: 21582

PEAK VOLUME INFORMATION

	HOUR	VOLUME
A.M.	715	1247
P.M.	1515	1589
DAILY	1515	1589

TRUCK PERCENTAGE 7.75 NAN 7.75

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
W	26	17743	2117	178	1006	127	11	131	204	11	1	1	2	0	24	1672	21582

FLORIDA DEPARTMENT OF TRANSPORTATION
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 2016 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 6364 - RAMP 87270513 FROM SB I-95 TO WB SR 112, 200' S OF I-95

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2016	6100 F	0	0	9.00	99.90	1.80
2015	6000 C	W 6000	0	9.00	99.90	1.80
2014	6000 S			9.00	99.90	6.00
2013	6000 F	0	0	9.00	99.90	6.00
2012	6000 C	W 6000	0	9.00	99.90	6.00
2011	6500 S	0	0	9.00	99.90	4.50
2010	6500 F	0	0	7.79	99.99	4.50
2009	6500 C	W 6500	0	7.93	99.99	4.50
2008	3700 S	0	0	7.91	99.99	3.60
2007	3800 F	0	0		3.60	
2006	3800 C	W 3800	B 0	7.10	99.99	3.60
2005	21500 S	W	B	0.00	0.00	8.40
2004	21500 F	W	B	0.00	0.00	8.40
2003	21000 C	W 21000	B 0	7.80	99.90	8.40

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
 *K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

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COUNTY: 87 - MIAMI-DADE

SITE: 6032 - RAMP 87004026 WB OFF RAMP 87270513 TO WB NW 40 ST, 100' W OF RAMP 87270513

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2016	1700 C	W 1700	0	9.00	99.90	11.60
2015	1300 F	0	0	9.00	99.90	53.00
2014	1300 C	W 1300	0	9.00	99.90	53.00
2013	1200 F	0	0	9.00	99.90	13.70
2012	1200 C	W 1200	0	9.00	99.90	13.70
2011	1000 F	0	0	9.00	99.90	5.60
2010	1000 C	W 1000	0	7.59	99.99	5.60
2009	3500 F	0	0	7.48	99.99	4.00
2008	3500 C	W 3500	0	7.43	99.99	4.00
2007	3800 F	0	0	8.36	99.99	5.70
2006	3700 C	W 3700	B 0		5.70	
2005	8500 S	W		8.50	99.90	15.60
2004	8500 F	W		8.70	99.90	15.60
2003	8500 C	W 8500	0	8.50	99.90	15.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
 *K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

COUNTY: 87
 STATION: 6032
 DESCRIPTION: RAMP 87004026 WB OFF RAMP 87270513 TO WB NW 40 ST,
 START DATE: 03/15/2016
 START TIME: 0000

TIME	DIRECTION: W				TOTAL
	1ST	2ND	3RD	4TH	
0000	0	1	4	2	7
0100	1	3	3	0	7
0200	0	0	0	1	1
0300	1	0	1	1	3
0400	1	6	1	3	11
0500	5	5	11	20	41
0600	22	48	58	59	187
0700	39	50	46	40	175
0800	29	40	24	24	117
0900	29	30	39	39	137
1000	25	22	38	30	115
1100	26	24	24	29	103
1200	33	23	26	22	104
1300	14	16	7	15	52
1400	13	26	25	37	101
1500	24	34	28	30	116
1600	27	27	30	33	117
1700	30	32	30	15	107
1800	29	23	20	21	93
1900	17	19	25	23	84
2000	12	7	8	11	38
2100	14	9	3	0	26
2200	0	0	0	0	0
2300	0	0	0	0	0

24-HOUR TOTALS: 1742

PEAK VOLUME INFORMATION

	HOUR	VOLUME
A.M.	645	194
P.M.	1630	125
DAILY	630	206

TRUCK PERCENTAGE 12.00 NAN 12.00

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
W	4	1321	204	105	78	0	0	26	0	0	0	0	0	0	4	209	1742

COUNTY: 87
 STATION: 6032
 DESCRIPTION: RAMP 87004026 WB OFF RAMP 87270513 TO WB NW 40 ST,
 START DATE: 03/16/2016
 START TIME: 0000

TIME	DIRECTION: W				TOTAL
	1ST	2ND	3RD	4TH	
0000	0	0	0	1	1
0100	0	0	0	0	0
0200	0	0	0	1	1
0300	0	0	4	3	7
0400	2	2	6	2	12
0500	4	5	8	17	34
0600	24	51	39	46	160
0700	50	55	40	38	183
0800	17	30	34	27	108
0900	25	50	55	30	160
1000	28	19	9	25	81
1100	24	25	17	19	85
1200	24	29	23	17	93
1300	17	19	16	25	77
1400	15	28	30	26	99
1500	21	27	31	27	106
1600	27	27	18	42	114
1700	32	30	26	24	112
1800	16	21	26	15	78
1900	21	41	42	26	130
2000	15	15	6	8	44
2100	16	8	15	5	44
2200	11	4	3	1	19
2300	4	4	1	3	12

24-HOUR TOTALS: 1760

PEAK VOLUME INFORMATION

	HOUR	VOLUME
A.M.	645	191
P.M.	1645	130
DAILY	645	191

TRUCK PERCENTAGE 11.36 NAN 11.36

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
W	2	1324	234	102	71	1	0	26	0	0	0	0	0	0	0	200	1760

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COUNTY: 87 - MIAMI-DADE

SITE: 6309 - RAMP87270178 FRM EB SR 112 OFF RAMP87004002 TO SB I-95,200'E OF RAMP87004002

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2016	12000 F	0	0	9.00	99.90	9.70
2015	12000 C	S 12000	0	9.00	99.90	9.70
2014	11500 F	0	0	9.00	99.90	11.10
2013	11500 C	S 11500	0	9.00	99.90	11.10
2012	5500 F	0	0	9.00	99.90	8.60
2011	5500 C	S 5500	0	9.00	99.90	9.30
2010	9800 F	0	0	7.79	99.99	9.30
2009	9800 C	S 9800	0	7.93	99.99	9.30
2008	8700 S	0	0	7.91	99.99	9.80
2007	8800 F	0	0		9.80	
2006	8800 C	S 8800	B 0	7.10	99.99	9.80
2005	12000 S	S	B	0.00	0.00	11.80
2004	12000 F	S	B	0.00	0.00	11.80
2003	12000 C	S 12000	B 0	7.80	99.90	11.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
 *K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

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COUNTY: 87 - MIAMI-DADE

SITE: 6022 - RAMP 87004003 FROM NB I-95 TO WB SR 112, 500' N OF EB I-195 RAMP 87270179

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2016	13000 C	W 13000	0	9.00	99.90	13.90
2015	11500 F	0	0	9.00	99.90	10.70
2014	11000 C	W 11000	0	9.00	99.90	10.70
2013	13500 F	0	0	9.00	99.90	9.90
2012	13500 C	W 13500	0	9.00	99.90	9.90
2011	10500 F	0	0	9.00	99.90	12.00
2010	10500 C	W 10500	0	7.59	99.99	12.00
2009	13000 F	0	0	7.48	99.99	10.50
2008	13000 C	W 13000	0	7.43	99.99	10.50
2007	13500 F	0	0	8.36	99.99	10.40
2006	13500 C	W 13500	0		10.40	
2005	10500 S	W		8.50	99.90	14.50
2004	10500 F	W		8.70	99.90	14.50
2003	10500 C	W 10500	0	8.50	99.90	14.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
 *K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

COUNTY: 87
 STATION: 6022
 DESCRIPTION: RAMP 87004003 FROM NB I-95 TO WB SR 112, 500' N OF
 START DATE: 11/01/2016
 START TIME: 0000

TIME	DIRECTION: W				TOTAL
	1ST	2ND	3RD	4TH	
0000	65	53	39	43	200
0100	36	37	30	31	134
0200	32	15	31	25	103
0300	26	21	19	19	85
0400	15	25	20	26	86
0500	23	27	34	38	122
0600	34	57	59	75	225
0700	84	92	142	146	464
0800	135	127	151	165	578
0900	111	117	136	128	492
1000	101	146	111	164	522
1100	151	142	150	160	603
1200	168	149	145	132	594
1300	152	150	193	171	666
1400	184	201	225	232	842
1500	231	277	280	307	1095
1600	360	347	368	402	1477
1700	366	387	370	313	1436
1800	325	281	262	225	1093
1900	221	183	156	137	697
2000	111	107	114	79	411
2100	86	81	70	70	307
2200	97	75	95	106	373
2300	122	76	63	57	318

24-HOUR TOTALS: 12923

PEAK VOLUME INFORMATION

	HOUR	VOLUME
A.M.	800	578
P.M.	1645	1525
DAILY	1645	1525

TRUCK PERCENTAGE 13.66 NAN 13.66

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
W	39	9738	1364	141	958	197	6	100	323	25	5	1	9	0	17	1765	12923

COUNTY: 87
 STATION: 6022
 DESCRIPTION: RAMP 87004003 FROM NB I-95 TO WB SR 112, 500' N OF
 START DATE: 11/02/2016
 START TIME: 0000

TIME	DIRECTION: W				TOTAL
	1ST	2ND	3RD	4TH	
0000	38	36	29	23	126
0100	21	22	13	17	73
0200	13	12	15	6	46
0300	10	12	12	13	47
0400	12	11	20	15	58
0500	20	17	17	37	91
0600	33	36	66	65	200
0700	69	111	110	120	410
0800	145	138	134	150	567
0900	148	130	154	184	616
1000	184	135	141	149	609
1100	171	170	174	152	667
1200	187	167	142	130	626
1300	79	221	225	205	730
1400	211	254	282	392	1139
1500	332	314	317	303	1266
1600	337	328	328	345	1338
1700	336	373	332	298	1339
1800	291	293	258	238	1080
1900	200	111	92	115	518
2000	116	121	91	75	403
2100	88	100	77	82	347
2200	78	54	62	111	305
2300	75	66	44	49	234

24-HOUR TOTALS: 12835

PEAK VOLUME INFORMATION

	HOUR	VOLUME
A.M.	845	582
P.M.	1645	1386
DAILY	1645	1386

TRUCK PERCENTAGE 14.20 NAN 14.20

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
W	77	9461	1459	142	929	194	14	75	399	59	1	2	8	0	15	1823	12835

FLORIDA DEPARTMENT OF TRANSPORTATION
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COUNTY: 87 - MIAMI-DADE

SITE: 6023 - RAMP 87004004 FROM WB I-195 TO SB I-95, 1000' W OF I-195

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2016	29000 C	S 29000	0	9.00	99.90	2.00
2015	8300 F	0	0	9.00	99.90	2.30
2014	8100 C	S 8100	0	9.00	99.90	2.30
2013	4200 F	0	0	9.00	99.90	3.90
2012	4100 C	S 4100	0	9.00	99.90	3.90
2011	24500 F	0	0	9.00	99.90	2.10
2010	24500 C	S 24500	0	7.59	99.99	2.10
2009	28500 F	0	0	7.48	99.99	3.00
2008	28500 C	S 28500	0	7.43	99.99	3.00
2007	26000 F	0	0	8.36	99.99	1.50
2006	25500 C	S 25500	B 0		1.50	
2005	20500 S	S		8.50	99.90	14.60
2004	20500 F	S		8.70	99.90	14.60
2003	20500 C	S 20500	0	8.50	99.90	14.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
 *K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

COUNTY: 87
 STATION: 6023
 DESCRIPTION: RAMP 87004004 FROM WB I-195 TO SB I-95, 1000' W OF
 START DATE: 09/28/2016
 START TIME: 0000

TIME	DIRECTION: S				TOTAL
	1ST	2ND	3RD	4TH	
0000	100	133	98	79	410
0100	58	56	42	39	195
0200	51	31	38	39	159
0300	42	35	32	30	139
0400	22	38	22	34	116
0500	49	53	86	101	289
0600	136	223	322	487	1168
0700	518	537	603	570	2228
0800	528	266	191	196	1181
0900	267	431	409	421	1528
1000	381	424	420	451	1676
1100	405	413	395	423	1636
1200	368	408	396	473	1645
1300	391	445	396	431	1663
1400	383	417	425	441	1666
1500	408	343	395	457	1603
1600	442	483	491	460	1876
1700	506	507	456	455	1924
1800	457	469	455	403	1784
1900	345	413	368	329	1455
2000	360	316	273	279	1228
2100	254	236	261	197	948
2200	229	235	218	220	902
2300	222	192	203	174	791

24-HOUR TOTALS: 28210

PEAK VOLUME INFORMATION

	HOUR	VOLUME
A.M.	715	2238
P.M.	1630	1964
DAILY	715	2238

TRUCK PERCENTAGE 2.21 NAN 2.21

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
S	107	25645	1549	86	291	103	34	27	46	7	10	12	7	0	286	623	28210

COUNTY: 87
 STATION: 6023
 DESCRIPTION: RAMP 87004004 FROM WB I-195 TO SB I-95, 1000' W OF
 START DATE: 09/29/2016
 START TIME: 0000

DIRECTION: S

TIME	1ST	2ND	3RD	4TH	TOTAL
0000	169	139	152	98	558
0100	84	83	80	84	331
0200	60	48	74	42	224
0300	54	40	50	50	194
0400	33	38	45	45	161
0500	54	63	81	129	327
0600	129	210	340	385	1064
0700	489	502	607	597	2195
0800	601	572	556	519	2248
0900	420	425	419	464	1728
1000	453	399	445	431	1728
1100	308	401	345	382	1436
1200	420	419	359	390	1588
1300	417	421	370	387	1595
1400	399	328	325	284	1336
1500	321	349	413	487	1570
1600	433	463	454	463	1813
1700	524	484	565	514	2087
1800	436	450	389	416	1691
1900	401	391	339	353	1484
2000	338	330	255	274	1197
2100	222	253	243	220	938
2200	255	228	185	222	890
2300	167	175	167	142	651

24-HOUR TOTALS: 29034

PEAK VOLUME INFORMATION

	HOUR	VOLUME
A.M.	730	2377
P.M.	1700	2087
DAILY	730	2377

TRUCK PERCENTAGE 1.80 NAN 1.80

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
S	127	26754	1604	48	320	80	12	29	30	1	1	0	1	0	27	522	29034

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COUNTY: 87 - MIAMI-DADE

SITE: 6311 - RAMP87270180 FRMSB I-95 OFFRMP TOEB I-195 RMP87270179,200'S OF RAMP87004001

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2016	25500 F	0	0	9.00	99.90	3.10
2015	25000 C	E 25000	0	9.00	99.90	3.10
2014	23500 F			9.00	99.90	4.10
2013	23500 C	E 23500	0	9.00	99.90	4.10
2012	21500 F	0	0	9.00	99.90	8.60
2011	21500 C	E 21500	0	9.00	99.90	4.10
2010	21000 F	0	0	7.79	99.99	4.10
2009	21000 C	E 21000	0	7.93	99.99	4.10
2008	22500 S	0	0	7.91	99.99	4.10
2007	23000 F	0	0		4.10	
2006	23000 C	E 23000	0	7.10	99.99	4.10
2005	22500 S	E	B	0.00	0.00	4.30
2004	22500 F	E	B	0.00	0.00	4.30
2003	22000 C	E 22000	B	7.80	99.90	4.30

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
 *K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

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COUNTY: 87 - MIAMI-DADE

SITE: 6365 - RAMP87270514 FRM EB SR112 OFF RAMP87004002 TO NB I-95,200'E OF RAMP87004002

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2016	4300 F	0	0	9.00	99.90	6.40
2015	4200 C	N 4200	0	9.00	99.90	6.40
2014	4500 F			9.00	99.90	2.30
2013	4500 C	N 4500	0	9.00	99.90	2.30
2012	4000 F	0	0	9.00	99.90	8.60
2011	4000 C	N 4000	0	9.00	99.90	4.10
2010	3600 F	0	0	7.79	99.99	4.10
2009	3600 C	N 3600	0	7.93	99.99	4.10
2008	4500 S	0	0	7.91	99.99	6.00
2007	4600 F	0	0		6.00	
2006	4600 C	N 4600	0	7.10	99.99	6.00
2005	14500 S	N	B	0.00	0.00	9.60
2004	14500 F	N	B	0.00	0.00	9.60
2003	14000 C	N 14000	B	7.80	99.90	9.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
 *K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
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COUNTY: 87 - MIAMI-DADE

SITE: 6366 - RAMP 87270515 FROM NB NW 10 AVE TO RAMP 87270514, 200' E OF NW 10 AVE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2016	3500 F	0	0	9.00	99.90	5.40
2015	3400 C	N 3400	0	9.00	99.90	5.40
2014	2500 F	0	0	9.00	99.90	5.50
2013	2500 C	N 2500	0	9.00	99.90	5.50
2012	2800 F	0	0	9.00	99.90	8.60
2011	2800 C	N 2800	0	9.00	99.90	2.90
2010	2800 F	0	0	7.79	99.99	2.90
2009	2800 C	N 2800	0	7.93	99.99	2.90
2008	11500 S	0	0	7.91	99.99	2.60
2007	11500 F	0	0		2.60	
2006	11500 C	N 11500	0	7.10	99.99	2.60
2005	5600 S	N	B	0.00	0.00	3.50
2004	5600 F	N	B	0.00	0.00	3.50
2003	5500 C	N 5500	B	7.80	99.90	3.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
 *K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
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COUNTY: 87 - MIAMI-DADE

SITE: 6021 - RAMP 87004002 FROM EB SR 112 TO NB I-95, 1848' E OF SR 112

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2016	12500 C	N 12500	0	9.00	99.90	10.30
2015	14500 F	0	0	9.00	99.90	7.10
2014	14000 C	N 14000	0	9.00	99.90	7.10
2013	13500 F	0	0	9.00	99.90	6.20
2012	13500 C	N 13500	0	9.00	99.90	6.20
2011	11500 F	0	0	9.00	99.90	5.90
2010	11500 C	N 11500	0	7.59	99.99	5.90
2009	8600 F	0	0	7.48	99.99	9.70
2008	8600 C	N 8600	0	7.43	99.99	9.70
2007	9300 F	0	0	8.36	99.99	7.40
2006	9100 C	N 9100	0		7.40	
2005	13000 S	N		8.50	99.90	8.30
2004	13000 F	N		8.70	99.90	8.30
2003	13000 C	N 13000		8.50	99.90	8.30

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
 *K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

COUNTY: 87
 STATION: 6021
 DESCRIPTION: RAMP 87004002 FROM EB SR 112 TO NB I-95, 1848' E O
 START DATE: 09/20/2016
 START TIME: 0000

TIME	DIRECTION: N				TOTAL
	1ST	2ND	3RD	4TH	
0000	23	22	14	29	88
0100	25	13	13	11	62
0200	11	8	9	6	34
0300	11	8	12	6	37
0400	7	7	19	16	49
0500	28	44	63	86	221
0600	126	173	223	195	717
0700	252	228	278	237	995
0800	251	233	218	86	788
0900	158	179	203	207	747
1000	234	241	188	189	852
1100	192	206	186	201	785
1200	199	218	212	224	853
1300	258	240	197	215	910
1400	191	231	263	161	846
1500	116	107	99	92	414
1600	90	87	65	71	313
1700	95	128	139	111	473
1800	135	132	138	142	547
1900	201	224	257	232	914
2000	192	198	90	62	542
2100	82	70	73	52	277
2200	49	48	46	30	173
2300	40	31	44	34	149

24-HOUR TOTALS: 11786

PEAK VOLUME INFORMATION

	HOUR	VOLUME
A.M.	730	999
P.M.	1230	934
DAILY	730	999

TRUCK PERCENTAGE 10.53 NAN 10.53

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	53	8861	1227	165	443	185	131	94	128	30	8	28	29	0	404	1241	11786

COUNTY: 87
 STATION: 6021
 DESCRIPTION: RAMP 87004002 FROM EB SR 112 TO NB I-95, 1848' E O
 START DATE: 09/21/2016
 START TIME: 0000

TIME	DIRECTION: N				TOTAL
	1ST	2ND	3RD	4TH	
0000	37	32	22	18	109
0100	23	14	12	13	62
0200	11	6	10	6	33
0300	6	2	5	5	18
0400	12	9	41	35	97
0500	38	69	64	81	252
0600	112	164	155	198	629
0700	232	252	239	211	934
0800	224	197	232	186	839
0900	206	170	210	250	836
1000	225	218	200	203	846
1100	211	193	230	208	842
1200	228	206	191	199	824
1300	246	233	231	215	925
1400	234	249	270	296	1049
1500	254	163	131	131	679
1600	159	126	150	160	595
1700	133	105	138	61	437
1800	56	128	208	110	502
1900	157	231	221	178	787
2000	189	158	77	60	484
2100	52	69	78	64	263
2200	52	49	57	40	198
2300	41	33	36	50	160

24-HOUR TOTALS: 12400

PEAK VOLUME INFORMATION

	HOUR	VOLUME
A.M.	700	934
P.M.	1415	1069
DAILY	1415	1069

TRUCK PERCENTAGE 10.14 NAN 10.14

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	71	9297	1373	149	473	203	122	98	131	29	1	25	26	0	402	1257	12400

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2016 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 6314 - RAMP 87270183 FROM NB I-95 TO EB NW 62 ST, 100' N OF I-95

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2016	9300 F	0	0	9.00	99.90	3.90
2015	9200 C	E 9200	0	9.00	99.90	3.90
2014	7600 F			9.00	99.90	7.00
2013	7500 C	E 7500	0	9.00	99.90	7.00
2012	6300 F	0	0	9.00	99.90	8.60
2011	6300 C	E 6300	0	9.00	99.90	7.50
2010	7500 F	0	0	7.79	99.99	7.50
2009	7500 C	E 7500	0	7.93	99.99	7.50
2008	11500 S	0	0	7.91	99.99	3.10
2007	11500 F	0	0		3.10	
2006	11500 C	E 11500	0	7.10	99.99	3.10
2005	6500 S	E	B	0.00	0.00	4.90
2004	6500 F	E	B	0.00	0.00	4.90
2003	6400 C	E 6400	B	7.80	99.90	4.90

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
 *K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2016 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 6019 - RAMP 87003023 FROM EB SR112 TO SB NW 12 AVE, 250' E OF SR 112

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----	-----	-----	-----	-----	-----
2016	1400 C	S 1400	0	9.00	99.90	14.30
2015	1300 F	0	0	9.00	99.90	19.00
2014	1300 C	S 1300	0	9.00	99.90	19.00
2013	1200 F	0	0	9.00	99.90	12.90
2012	1200 C	S 1200	0	9.00	99.90	12.90
2011	850 F	0	0	9.00	99.90	14.10
2010	850 C	S 850	0	7.59	99.99	14.10
2009	700 F	0	0	7.48	99.99	16.50
2008	700 C	S 700	0	7.43	99.99	16.50
2007	1300 F	0	0	7.19	99.99	7.90
2006	1300 C	S 1300	B 0		7.90	
2005	900 S	S		7.10	99.90	9.10
2004	900 F	S		7.00	99.90	9.10
2003	900 C	S 900	0	7.10	99.90	9.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
 *K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

COUNTY: 87
 STATION: 6019
 DESCRIPTION: RAMP 87003023 FROM EB SR112 TO SB NW 12 AVE, 250'
 START DATE: 03/15/2016
 START TIME: 0000

TIME	DIRECTION: S				TOTAL
	1ST	2ND	3RD	4TH	
0000	7	6	2	0	15
0100	8	2	1	0	11
0200	1	2	0	1	4
0300	2	2	0	4	8
0400	1	5	9	2	17
0500	7	5	3	7	22
0600	7	8	14	15	44
0700	18	23	36	33	110
0800	47	24	43	45	159
0900	34	25	23	26	108
1000	15	21	18	25	79
1100	16	14	17	27	74
1200	19	18	22	19	78
1300	13	19	23	16	71
1400	19	19	12	29	79
1500	21	18	14	12	65
1600	15	12	16	23	66
1700	18	8	18	6	50
1800	16	11	9	12	48
1900	8	3	6	4	21
2000	3	5	6	4	18
2100	5	2	5	3	15
2200	8	6	9	5	28
2300	6	3	3	5	17

24-HOUR TOTALS: 1207

PEAK VOLUME INFORMATION

	HOUR	VOLUME
A.M.	800	159
P.M.	1445	82
DAILY	800	159

TRUCK PERCENTAGE 13.26 NAN 13.26

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
S	5	845	187	22	64	58	2	2	11	1	0	0	0	0	10	160	1207

Seasonal Factors

2016 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8719 MIAMI-DADE I 195

WEEK	DATES	SF	MOCF: 0.96 PSCF
1	01/01/2016 - 01/02/2016	1.01	1.05
2	01/03/2016 - 01/09/2016	1.00	1.04
3	01/10/2016 - 01/16/2016	0.99	1.03
4	01/17/2016 - 01/23/2016	0.99	1.03
* 5	01/24/2016 - 01/30/2016	0.98	1.02
* 6	01/31/2016 - 02/06/2016	0.98	1.02
* 7	02/07/2016 - 02/13/2016	0.97	1.01
* 8	02/14/2016 - 02/20/2016	0.97	1.01
* 9	02/21/2016 - 02/27/2016	0.96	1.00
*10	02/28/2016 - 03/05/2016	0.95	0.99
*11	03/06/2016 - 03/12/2016	0.95	0.99
*12	03/13/2016 - 03/19/2016	0.94	0.98
*13	03/20/2016 - 03/26/2016	0.95	0.99
*14	03/27/2016 - 04/02/2016	0.96	1.00
*15	04/03/2016 - 04/09/2016	0.97	1.01
*16	04/10/2016 - 04/16/2016	0.98	1.02
*17	04/17/2016 - 04/23/2016	0.98	1.02
18	04/24/2016 - 04/30/2016	0.99	1.03
19	05/01/2016 - 05/07/2016	0.99	1.03
20	05/08/2016 - 05/14/2016	1.00	1.04
21	05/15/2016 - 05/21/2016	1.00	1.04
22	05/22/2016 - 05/28/2016	1.01	1.05
23	05/29/2016 - 06/04/2016	1.01	1.05
24	06/05/2016 - 06/11/2016	1.02	1.06
25	06/12/2016 - 06/18/2016	1.03	1.07
26	06/19/2016 - 06/25/2016	1.02	1.06
27	06/26/2016 - 07/02/2016	1.02	1.06
28	07/03/2016 - 07/09/2016	1.01	1.05
29	07/10/2016 - 07/16/2016	1.01	1.05
30	07/17/2016 - 07/23/2016	1.01	1.05
31	07/24/2016 - 07/30/2016	1.01	1.05
32	07/31/2016 - 08/06/2016	1.02	1.06
33	08/07/2016 - 08/13/2016	1.02	1.06
34	08/14/2016 - 08/20/2016	1.03	1.07
35	08/21/2016 - 08/27/2016	1.03	1.07
36	08/28/2016 - 09/03/2016	1.03	1.07
37	09/04/2016 - 09/10/2016	1.03	1.07
38	09/11/2016 - 09/17/2016	1.04	1.08
39	09/18/2016 - 09/24/2016	1.04	1.08
40	09/25/2016 - 10/01/2016	1.04	1.08
41	10/02/2016 - 10/08/2016	1.05	1.09
42	10/09/2016 - 10/15/2016	1.05	1.09
43	10/16/2016 - 10/22/2016	1.05	1.09
44	10/23/2016 - 10/29/2016	1.04	1.08
45	10/30/2016 - 11/05/2016	1.04	1.08
46	11/06/2016 - 11/12/2016	1.03	1.07
47	11/13/2016 - 11/19/2016	1.03	1.07
48	11/20/2016 - 11/26/2016	1.02	1.06
49	11/27/2016 - 12/03/2016	1.02	1.06
50	12/04/2016 - 12/10/2016	1.01	1.05
51	12/11/2016 - 12/17/2016	1.01	1.05
52	12/18/2016 - 12/24/2016	1.00	1.04
53	12/25/2016 - 12/31/2016	0.99	1.03

* PEAK SEASON

21-FEB-2017 10:54:35

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6_8719_PKSEASON.TXT

2017 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8795 MIAMI-DADE I 95

WEEK	DATES	SF	MOCF: 0.96 PSCF
1	01/01/2017 - 01/07/2017	1.00	1.04
2	01/08/2017 - 01/14/2017	1.01	1.05
3	01/15/2017 - 01/21/2017	1.01	1.05
4	01/22/2017 - 01/28/2017	1.00	1.04
5	01/29/2017 - 02/04/2017	0.99	1.03
* 6	02/05/2017 - 02/11/2017	0.97	1.01
* 7	02/12/2017 - 02/18/2017	0.96	1.00
* 8	02/19/2017 - 02/25/2017	0.96	1.00
* 9	02/26/2017 - 03/04/2017	0.95	0.99
*10	03/05/2017 - 03/11/2017	0.95	0.99
*11	03/12/2017 - 03/18/2017	0.94	0.98
*12	03/19/2017 - 03/25/2017	0.95	0.99
*13	03/26/2017 - 04/01/2017	0.96	1.00
*14	04/02/2017 - 04/08/2017	0.96	1.00
*15	04/09/2017 - 04/15/2017	0.97	1.01
*16	04/16/2017 - 04/22/2017	0.98	1.02
*17	04/23/2017 - 04/29/2017	0.99	1.03
*18	04/30/2017 - 05/06/2017	0.99	1.03
19	05/07/2017 - 05/13/2017	1.00	1.04
20	05/14/2017 - 05/20/2017	1.00	1.04
21	05/21/2017 - 05/27/2017	1.00	1.04
22	05/28/2017 - 06/03/2017	1.00	1.04
23	06/04/2017 - 06/10/2017	1.01	1.05
24	06/11/2017 - 06/17/2017	1.01	1.05
25	06/18/2017 - 06/24/2017	1.01	1.05
26	06/25/2017 - 07/01/2017	1.01	1.05
27	07/02/2017 - 07/08/2017	1.01	1.05
28	07/09/2017 - 07/15/2017	1.00	1.04
29	07/16/2017 - 07/22/2017	1.00	1.04
30	07/23/2017 - 07/29/2017	1.00	1.04
31	07/30/2017 - 08/05/2017	1.01	1.05
32	08/06/2017 - 08/12/2017	1.01	1.05
33	08/13/2017 - 08/19/2017	1.01	1.05
34	08/20/2017 - 08/26/2017	1.01	1.05
35	08/27/2017 - 09/02/2017	1.02	1.06
36	09/03/2017 - 09/09/2017	1.02	1.06
37	09/10/2017 - 09/16/2017	1.03	1.07
38	09/17/2017 - 09/23/2017	1.03	1.07
39	09/24/2017 - 09/30/2017	1.03	1.07
40	10/01/2017 - 10/07/2017	1.03	1.07
41	10/08/2017 - 10/14/2017	1.03	1.07
42	10/15/2017 - 10/21/2017	1.03	1.07
43	10/22/2017 - 10/28/2017	1.02	1.06
44	10/29/2017 - 11/04/2017	1.01	1.05
45	11/05/2017 - 11/11/2017	1.00	1.04
46	11/12/2017 - 11/18/2017	0.99	1.03
47	11/19/2017 - 11/25/2017	0.99	1.03
48	11/26/2017 - 12/02/2017	0.99	1.03
49	12/03/2017 - 12/09/2017	1.00	1.04
50	12/10/2017 - 12/16/2017	1.00	1.04
51	12/17/2017 - 12/23/2017	1.00	1.04
52	12/24/2017 - 12/30/2017	1.01	1.05
53	12/31/2017 - 12/31/2017	1.01	1.05

* PEAK SEASON

02-MAR-2018 15:35:07

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2017 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8700 MIAMI-DADE NORTH

WEEK	DATES	SF	MOCF: 0.96 PSCF
1	01/01/2017 - 01/07/2017	1.07	1.11
2	01/08/2017 - 01/14/2017	1.04	1.08
3	01/15/2017 - 01/21/2017	1.01	1.05
4	01/22/2017 - 01/28/2017	1.00	1.04
5	01/29/2017 - 02/04/2017	0.99	1.03
6	02/05/2017 - 02/11/2017	0.98	1.02
7	02/12/2017 - 02/18/2017	0.97	1.01
* 8	02/19/2017 - 02/25/2017	0.97	1.01
* 9	02/26/2017 - 03/04/2017	0.96	1.00
*10	03/05/2017 - 03/11/2017	0.95	0.99
*11	03/12/2017 - 03/18/2017	0.95	0.99
*12	03/19/2017 - 03/25/2017	0.95	0.99
*13	03/26/2017 - 04/01/2017	0.96	1.00
*14	04/02/2017 - 04/08/2017	0.96	1.00
*15	04/09/2017 - 04/15/2017	0.97	1.01
*16	04/16/2017 - 04/22/2017	0.97	1.01
*17	04/23/2017 - 04/29/2017	0.97	1.01
*18	04/30/2017 - 05/06/2017	0.97	1.01
*19	05/07/2017 - 05/13/2017	0.97	1.01
*20	05/14/2017 - 05/20/2017	0.97	1.01
21	05/21/2017 - 05/27/2017	0.98	1.02
22	05/28/2017 - 06/03/2017	0.98	1.02
23	06/04/2017 - 06/10/2017	0.99	1.03
24	06/11/2017 - 06/17/2017	0.99	1.03
25	06/18/2017 - 06/24/2017	1.00	1.04
26	06/25/2017 - 07/01/2017	1.00	1.04
27	07/02/2017 - 07/08/2017	1.01	1.05
28	07/09/2017 - 07/15/2017	1.01	1.05
29	07/16/2017 - 07/22/2017	1.01	1.05
30	07/23/2017 - 07/29/2017	1.01	1.05
31	07/30/2017 - 08/05/2017	1.00	1.04
32	08/06/2017 - 08/12/2017	1.00	1.04
33	08/13/2017 - 08/19/2017	1.00	1.04
34	08/20/2017 - 08/26/2017	1.04	1.08
35	08/27/2017 - 09/02/2017	1.07	1.11
36	09/03/2017 - 09/09/2017	1.11	1.16
37	09/10/2017 - 09/16/2017	1.14	1.19
38	09/17/2017 - 09/23/2017	1.12	1.17
39	09/24/2017 - 09/30/2017	1.10	1.15
40	10/01/2017 - 10/07/2017	1.08	1.13
41	10/08/2017 - 10/14/2017	1.06	1.10
42	10/15/2017 - 10/21/2017	1.04	1.08
43	10/22/2017 - 10/28/2017	1.05	1.09
44	10/29/2017 - 11/04/2017	1.06	1.10
45	11/05/2017 - 11/11/2017	1.07	1.11
46	11/12/2017 - 11/18/2017	1.07	1.11
47	11/19/2017 - 11/25/2017	1.07	1.11
48	11/26/2017 - 12/02/2017	1.07	1.11
49	12/03/2017 - 12/09/2017	1.07	1.11
50	12/10/2017 - 12/16/2017	1.07	1.11
51	12/17/2017 - 12/23/2017	1.05	1.09
52	12/24/2017 - 12/30/2017	1.03	1.07
53	12/31/2017 - 12/31/2017	1.01	1.05

* PEAK SEASON

02-MAR-2018 15:35:06

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SUNGUIDE (RITIS) DATA

I-195 Eastbound, West of NW 12th Avenue

zone_id	measurement_start	volume	factored_up_volume			
10290	10/24/2017 0:00	579	589			
10290	10/24/2017 1:00	326	326			
10290	10/24/2017 2:00	207	207			
10290	10/24/2017 3:00	250	250			
10290	10/24/2017 4:00	457	457			
10290	10/24/2017 5:00	1221	1221			
10290	10/24/2017 6:00	3309	3309			
10290	10/24/2017 7:00	4518	4518			
10290	10/24/2017 8:00	4465	4465		AM PEAK VOL	PM PEAK VOL
10290	10/24/2017 9:00	3856	3856	16148	15866	13698
10290	10/24/2017 10:00	3084	3084			171174
10290	10/24/2017 11:00	2689	2689			57058
10290	10/24/2017 12:00	2689	2689			
10290	10/24/2017 13:00	2713	2713			
10290	10/24/2017 14:00	3102	3102			
10290	10/24/2017 15:00	3072	3072			
10290	10/24/2017 16:00	3176	3176			
10290	10/24/2017 17:00	3604	3604			
10290	10/24/2017 18:00	3924	3924	13776		
10290	10/24/2017 19:00	3324	3324			
10290	10/24/2017 20:00	1928	1928			
10290	10/24/2017 21:00	1678	1678			
10290	10/24/2017 22:00	1243	1243			
10290	10/24/2017 23:00	931	931			
10290	10/25/2017 0:00	659	671			
10290	10/25/2017 1:00	425	425			
10290	10/25/2017 2:00	222	222			
10290	10/25/2017 3:00	243	243			
10290	10/25/2017 4:00	486	486			
10290	10/25/2017 5:00	1346	1346			
10290	10/25/2017 6:00	3351	3351			
10290	10/25/2017 7:00	4262	4262			
10290	10/25/2017 8:00	4310	4310			
10290	10/25/2017 9:00	3485	3485	15408		
10290	10/25/2017 10:00	3084	3084			
10290	10/25/2017 11:00	3279	3279			
10290	10/25/2017 12:00	2778	2778			
10290	10/25/2017 13:00	2882	2882			
10290	10/25/2017 14:00	3043	3043			
10290	10/25/2017 15:00	3125	3125			
10290	10/25/2017 16:00	3387	3387			
10290	10/25/2017 17:00	3378	3378			
10290	10/25/2017 18:00	3661	3661	13551		
10290	10/25/2017 19:00	2806	2806			
10290	10/25/2017 20:00	2068	2068			
10290	10/25/2017 21:00	1754	1754			
10290	10/25/2017 22:00	1457	1457			
10290	10/25/2017 23:00	1103	1103			
10290	10/26/2017 0:00	707	707			
10290	10/26/2017 1:00	379	379			
10290	10/26/2017 2:00	265	265			
10290	10/26/2017 3:00	258	258			
10290	10/26/2017 4:00	490	490			
10290	10/26/2017 5:00	1279	1279			
10290	10/26/2017 6:00	3309	3309			
10290	10/26/2017 7:00	4524	4524			
10290	10/26/2017 8:00	4511	4511			
10290	10/26/2017 9:00	3697	3697	16041		
10290	10/26/2017 10:00	3213	3213			
10290	10/26/2017 11:00	2928	2928			
10290	10/26/2017 12:00	2902	2902			
10290	10/26/2017 13:00	2944	2944			
10290	10/26/2017 14:00	3134	3134			
10290	10/26/2017 15:00	3291	3291			
10290	10/26/2017 16:00	3412	3412			
10290	10/26/2017 17:00	3559	3559			
10290	10/26/2017 18:00	3506	3506	13768		
10290	10/26/2017 19:00	3105	3105			
10290	10/26/2017 20:00	2179	2179			
10290	10/26/2017 21:00	1864	1864			
10290	10/26/2017 22:00	1600	1600			
10290	10/26/2017 23:00	1157	1157			

I-195 Westbound between off-ramps and on-ramps to I-95

zone_id	measurement_start	volume	factored_up_volume		AM Peak Period Vol	PM Peak Period Vol	24-Hour Volume
10315	10/17/2017 0:00	134	137				
10315	10/17/2017 1:00	88	88				
10315	10/17/2017 2:00	52	52				
10315	10/17/2017 3:00	53	53				
10315	10/17/2017 4:00	142	142				
10315	10/17/2017 5:00	389	389				
10315	10/17/2017 6:00	1038	1038				
10315	10/17/2017 7:00	1548	1548				
10315	10/17/2017 8:00	1756	1756				
10315	10/17/2017 9:00	1276	1298	5640	5575	4021	17559
10315	10/17/2017 10:00	946	946				
10315	10/17/2017 11:00	496	693				
10315	10/17/2017 12:00	749	762				
10315	10/17/2017 13:00	708	708				
10315	10/17/2017 14:00	876	876				
10315	10/17/2017 15:00	813	813				
10315	10/17/2017 16:00	858	873				
10315	10/17/2017 17:00	852	852				
10315	10/17/2017 18:00	1125	1164	3702			
10315	10/17/2017 19:00	752	752				
10315	10/17/2017 20:00	514	532				
10315	10/17/2017 21:00	431	446				
10315	10/17/2017 22:00	413	413				
10315	10/17/2017 23:00	250	250				
10315	10/18/2017 0:00	139	142				
10315	10/18/2017 1:00	79	79				
10315	10/18/2017 2:00	58	58				
10315	10/18/2017 3:00	57	57				
10315	10/18/2017 4:00	116	118				
10315	10/18/2017 5:00	360	386				
10315	10/18/2017 6:00	714	997				
10315	10/18/2017 7:00	988	1560				
10315	10/18/2017 8:00	1034	1724				
10315	10/18/2017 9:00	600	1200	5481			
10315	10/18/2017 10:00	906	938				
10315	10/18/2017 11:00	770	770				
10315	10/18/2017 12:00	353	706				
10315	10/18/2017 13:00	412	824				
10315	10/18/2017 14:00	420	900				
10315	10/18/2017 15:00	477	868				
10315	10/18/2017 16:00	897	928				
10315	10/18/2017 17:00	1001	1054				
10315	10/18/2017 18:00	922	1107	3957			
10315	10/18/2017 19:00	617	861				
10315	10/18/2017 20:00	522	627				
10315	10/18/2017 21:00	242	581				
10315	10/18/2017 22:00	171	447				
10315	10/18/2017 23:00	117	306				
10315	10/19/2017 0:00	43	152				
10315	10/19/2017 1:00	30	90				
10315	10/19/2017 2:00	13	44				
10315	10/19/2017 3:00	19	57				
10315	10/19/2017 4:00	31	124				
10315	10/19/2017 5:00	164	379				
10315	10/19/2017 6:00	547	1094				
10315	10/19/2017 7:00	1048	1613				
10315	10/19/2017 8:00	1192	1703				
10315	10/19/2017 9:00	1172	1303	5713			
10315	10/19/2017 10:00	997	1108				
10315	10/19/2017 11:00	833	833				
10315	10/19/2017 12:00	792	792				
10315	10/19/2017 13:00	750	750				
10315	10/19/2017 14:00	946	946				
10315	10/19/2017 15:00	822	822				
10315	10/19/2017 16:00	880	880				
10315	10/19/2017 17:00	1136	1136				
10315	10/19/2017 18:00	1148	1148	3986			
10315	10/19/2017 19:00	853	853				
10315	10/19/2017 20:00	674	674				
10315	10/19/2017 21:00	523	523				
10315	10/19/2017 22:00	458	458				
10315	10/19/2017 23:00	362	362				
10315	10/24/2017 0:00	159	159				

10315	10/24/2017 1:00	70	70	
10315	10/24/2017 2:00	35	35	
10315	10/24/2017 3:00	61	61	
10315	10/24/2017 4:00	121	121	
10315	10/24/2017 5:00	386	386	
10315	10/24/2017 6:00	1097	1097	
10315	10/24/2017 7:00	1553	1553	
10315	10/24/2017 8:00	1566	1566	
10315	10/24/2017 9:00	1358	1358	5574
10315	10/24/2017 10:00	1024	1024	
10315	10/24/2017 11:00	791	791	
10315	10/24/2017 12:00	714	714	
10315	10/24/2017 13:00	733	733	
10315	10/24/2017 14:00	861	861	
10315	10/24/2017 15:00	861	861	
10315	10/24/2017 16:00	857	857	
10315	10/24/2017 17:00	1029	1029	
10315	10/24/2017 18:00	1264	1264	4011
10315	10/24/2017 19:00	1018	1018	
10315	10/24/2017 20:00	599	599	
10315	10/24/2017 21:00	432	432	
10315	10/24/2017 22:00	337	337	
10315	10/24/2017 23:00	246	246	
10315	10/25/2017 0:00	163	163	
10315	10/25/2017 1:00	107	107	
10315	10/25/2017 2:00	59	59	
10315	10/25/2017 3:00	49	49	
10315	10/25/2017 4:00	122	122	
10315	10/25/2017 5:00	408	415	
10315	10/25/2017 6:00	1083	1083	
10315	10/25/2017 7:00	1497	1497	
10315	10/25/2017 8:00	1696	1696	
10315	10/25/2017 9:00	1288	1288	5564
10315	10/25/2017 10:00	1014	1014	
10315	10/25/2017 11:00	904	904	
10315	10/25/2017 12:00	749	749	
10315	10/25/2017 13:00	779	779	
10315	10/25/2017 14:00	822	822	
10315	10/25/2017 15:00	815	815	
10315	10/25/2017 16:00	929	929	
10315	10/25/2017 17:00	976	976	
10315	10/25/2017 18:00	1236	1236	3956
10315	10/25/2017 19:00	883	883	
10315	10/25/2017 20:00	679	679	
10315	10/25/2017 21:00	516	516	
10315	10/25/2017 22:00	420	420	
10315	10/25/2017 23:00	305	305	
10315	10/26/2017 0:00	175	178	
10315	10/26/2017 1:00	98	98	
10315	10/26/2017 2:00	83	83	
10315	10/26/2017 3:00	64	64	
10315	10/26/2017 4:00	120	120	
10315	10/26/2017 5:00	396	396	
10315	10/26/2017 6:00	1079	1079	
10315	10/26/2017 7:00	1571	1571	
10315	10/26/2017 8:00	1619	1619	
10315	10/26/2017 9:00	1318	1318	5587
10315	10/26/2017 10:00	1038	1038	
10315	10/26/2017 11:00	878	878	
10315	10/26/2017 12:00	763	763	
10315	10/26/2017 13:00	777	777	
10315	10/26/2017 14:00	917	917	
10315	10/26/2017 15:00	908	908	
10315	10/26/2017 16:00	994	994	
10315	10/26/2017 17:00	1056	1056	
10315	10/26/2017 18:00	1139	1139	4097
10315	10/26/2017 19:00	1027	1027	
10315	10/26/2017 20:00	640	640	
10315	10/26/2017 21:00	509	509	
10315	10/26/2017 22:00	448	448	
10315	10/26/2017 23:00	378	378	

I-95 Northbound Mainline Volume, South of I-195 off-ramps

zone_id	measurement_start	volume	factored_up_volume			
3016	10/24/2017 0:00	1393	1409			
3016	10/24/2017 1:00	929	929			
3016	10/24/2017 2:00	559	582			
3016	10/24/2017 3:00	466	485			
3016	10/24/2017 4:00	638	641			
3016	10/24/2017 5:00	1713	1713			
3016	10/24/2017 6:00	3844	3844			
3016	10/24/2017 7:00	5010	5010		AM PEAK PERIOD VOL	PM PEAK PERIOD VOL
3016	10/24/2017 8:00	4733	4733		17731	22312
3016	10/24/2017 9:00	4254	4254	17841		275136
3016	10/24/2017 10:00	4651	4651			91712
3016	10/24/2017 11:00	4894	4894			
3016	10/24/2017 12:00	5144	5173			
3016	10/24/2017 13:00	4654	4654			
3016	10/24/2017 14:00	5281	5281			
3016	10/24/2017 15:00	5829	5829			
3016	10/24/2017 16:00	5243	5243			
3016	10/24/2017 17:00	4224	4224			
3016	10/24/2017 18:00	4568	4594	19890		
3016	10/24/2017 19:00	5120	5120			
3016	10/24/2017 20:00	3870	3870			
3016	10/24/2017 21:00	3492	3492			
3016	10/24/2017 22:00	2990	2990			
3016	10/24/2017 23:00	3427	3427			
3016	10/25/2017 0:00	1886	1918			
3016	10/25/2017 1:00	886	886			
3016	10/25/2017 2:00	581	585			
3016	10/25/2017 3:00	458	458			
3016	10/25/2017 4:00	674	674			
3016	10/25/2017 5:00	1554	1563			
3016	10/25/2017 6:00	3745	3745			
3016	10/25/2017 7:00	4507	4507			
3016	10/25/2017 8:00	5133	5133			
3016	10/25/2017 9:00	4410	4410	17795		
3016	10/25/2017 10:00	4187	4187			
3016	10/25/2017 11:00	5104	5133			
3016	10/25/2017 12:00	5061	5061			
3016	10/25/2017 13:00	5126	5126			
3016	10/25/2017 14:00	5908	5908			
3016	10/25/2017 15:00	6020	6020			
3016	10/25/2017 16:00	5705	5902			
3016	10/25/2017 17:00	5532	5723			
3016	10/25/2017 18:00	4493	5617	23262		
3016	10/25/2017 19:00	858	5148			
3016	10/25/2017 20:00	2710	3966			
3016	10/25/2017 21:00	3870	3870			
3016	10/25/2017 22:00	4520	4520			
3016	10/25/2017 23:00	3401	3401			
3016	10/26/2017 0:00	2409	2409			
3016	10/26/2017 1:00	1013	1019			
3016	10/26/2017 2:00	672	676			
3016	10/26/2017 3:00	553	560			
3016	10/26/2017 4:00	744	740			
3016	10/26/2017 5:00	1606	1606			
3016	10/26/2017 6:00	3824	3824			
3016	10/26/2017 7:00	4984	4984			
3016	10/26/2017 8:00	4664	4691			
3016	10/26/2017 9:00	4058	4058	17557		
3016	10/26/2017 10:00	4514	4514			
3016	10/26/2017 11:00	4815	4897			
3016	10/26/2017 12:00	5159	5159			
3016	10/26/2017 13:00	5259	5289			
3016	10/26/2017 14:00	5365	5365			
3016	10/26/2017 15:00	5921	5921			
3016	10/26/2017 16:00	6133	6133			
3016	10/26/2017 17:00	6250	6250			
3016	10/26/2017 18:00	5480	5480	23784		
3016	10/26/2017 19:00	5404	5404			
3016	10/26/2017 20:00	4317	4317			
3016	10/26/2017 21:00	4524	4550			
3016	10/26/2017 22:00	3783	3783			
3016	10/26/2017 23:00	3004	3004			

I-95 Northbound Mainline between off-ramps and on-ramps from/to I-195

zone_id	measurement_start	volume	factored_up_volume			
10902	10/24/2017 0:00	1110	1117			
10902	10/24/2017 1:00	645	655			
10902	10/24/2017 2:00	430	436			
10902	10/24/2017 3:00	349	360			
10902	10/24/2017 4:00	501	507			
10902	10/24/2017 5:00	1179	1179			
10902	10/24/2017 6:00	2657	2657			
10902	10/24/2017 7:00	3317	3317			
10902	10/24/2017 8:00	3103	3103			
10902	10/24/2017 9:00	2675	2675	11752	AM PEAK PERIOD VOL	PM PEAK PERIOD VOL
10902	10/24/2017 10:00	3108	3137		11659	13247
10902	10/24/2017 11:00	3487	3487			24-Hr Average
10902	10/24/2017 12:00	3623	3644			184598
10902	10/24/2017 13:00	3098	3187			61533
10902	10/24/2017 14:00	3466	3486			
10902	10/24/2017 15:00	3440	3440			
10902	10/24/2017 16:00	2983	2983			
10902	10/24/2017 17:00	2759	2759			
10902	10/24/2017 18:00	2986	2986	12168		
10902	10/24/2017 19:00	3129	3275			
10902	10/24/2017 20:00	2681	2681			
10902	10/24/2017 21:00	2703	2703			
10902	10/24/2017 22:00	2396	2396			
10902	10/24/2017 23:00	2979	2979			
10902	10/25/2017 0:00	1639	1658			
10902	10/25/2017 1:00	740	740			
10902	10/25/2017 2:00	490	500			
10902	10/25/2017 3:00	380	385			
10902	10/25/2017 4:00	551	559			
10902	10/25/2017 5:00	1061	1071			
10902	10/25/2017 6:00	2466	2466			
10902	10/25/2017 7:00	2972	2972			
10902	10/25/2017 8:00	3268	3268			
10902	10/25/2017 9:00	2892	2892	11598		
10902	10/25/2017 10:00	2801	2849			
10902	10/25/2017 11:00	3333	3333			
10902	10/25/2017 12:00	3554	3554			
10902	10/25/2017 13:00	3551	3571			
10902	10/25/2017 14:00	3868	3868			
10902	10/25/2017 15:00	3898	3898			
10902	10/25/2017 16:00	3219	3330			
10902	10/25/2017 17:00	3129	3333			
10902	10/25/2017 18:00	2632	3385	13946		
10902	10/25/2017 19:00	580	3480			
10902	10/25/2017 20:00	1868	2734			
10902	10/25/2017 21:00	2892	2892			
10902	10/25/2017 22:00	3506	3506			
10902	10/25/2017 23:00	2703	2703			
10902	10/26/2017 0:00	1595	1623			
10902	10/26/2017 1:00	798	802			
10902	10/26/2017 2:00	493	495			
10902	10/26/2017 3:00	441	446			
10902	10/26/2017 4:00	568	568			
10902	10/26/2017 5:00	1164	1164			
10902	10/26/2017 6:00	2617	2617			
10902	10/26/2017 7:00	3318	3337			
10902	10/26/2017 8:00	3079	3079			
10902	10/26/2017 9:00	2588	2593	11626		
10902	10/26/2017 10:00	2989	3006			
10902	10/26/2017 11:00	3354	3411			
10902	10/26/2017 12:00	3526	3526			
10902	10/26/2017 13:00	3573	3573			
10902	10/26/2017 14:00	3507	3587			
10902	10/26/2017 15:00	3723	3744			
10902	10/26/2017 16:00	3663	3663			
10902	10/26/2017 17:00	2945	2995			
10902	10/26/2017 18:00	3224	3224	13626		
10902	10/26/2017 19:00	3525	3525			
10902	10/26/2017 20:00	2983	2983			
10902	10/26/2017 21:00	3276	3313			
10902	10/26/2017 22:00	2908	2925			
10902	10/26/2017 23:00	2303	2303			

I-95 Northbound Mainline, north of I-195 on-ramps before NW 62nd St off-ramp

zone_id	measurement_start	volume	factored_up_volume			
2826	10/24/2017 0:00	2013	2025			
2826	10/24/2017 1:00	1156	1156			
2826	10/24/2017 2:00	752	752			
2826	10/24/2017 3:00	641	649			
2826	10/24/2017 4:00	854	859			
2826	10/24/2017 5:00	1855	1855			
2826	10/24/2017 6:00	4349	4349			
2826	10/24/2017 7:00	5809	5809			
2826	10/24/2017 8:00	5766	5766			
2826	10/24/2017 9:00	5045	5045	20969	AM PK PERIOD VOL	PM PK PERIOD VOL
2826	10/24/2017 10:00	5402	5402		20925	20916
2826	10/24/2017 11:00	5798	5831			24-Hr average
2826	10/24/2017 12:00	6105	6105			311941
2826	10/24/2017 13:00	5561	5561			103980
2826	10/24/2017 14:00	5892	5892			
2826	10/24/2017 15:00	5771	5771			
2826	10/24/2017 16:00	4496	4496			
2826	10/24/2017 17:00	3844	3844			
2826	10/24/2017 18:00	4307	4307	18418		
2826	10/24/2017 19:00	5704	5736			
2826	10/24/2017 20:00	4548	4548			
2826	10/24/2017 21:00	4697	4697			
2826	10/24/2017 22:00	3968	3968			
2826	10/24/2017 23:00	4572	4572			
2826	10/25/2017 0:00	2709	2740			
2826	10/25/2017 1:00	1342	1342			
2826	10/25/2017 2:00	877	877			
2826	10/25/2017 3:00	616	623			
2826	10/25/2017 4:00	899	905			
2826	10/25/2017 5:00	1799	1799			
2826	10/25/2017 6:00	4148	4148			
2826	10/25/2017 7:00	5419	5419			
2826	10/25/2017 8:00	6073	6073	20897		
2826	10/25/2017 9:00	5257	5257			
2826	10/25/2017 10:00	5082	5082			
2826	10/25/2017 11:00	5764	5764			
2826	10/25/2017 12:00	6089	6124			
2826	10/25/2017 13:00	6164	6164			
2826	10/25/2017 14:00	6677	6677			
2826	10/25/2017 15:00	6567	6567			
2826	10/25/2017 16:00	5416	5603			
2826	10/25/2017 17:00	5037	5234			
2826	10/25/2017 18:00	4330	5413	22817		
2826	10/25/2017 19:00	944	5664			
2826	10/25/2017 20:00	3193	4711			
2826	10/25/2017 21:00	4795	4795			
2826	10/25/2017 22:00	5216	5216			
2826	10/25/2017 23:00	4567	4567			
2826	10/26/2017 0:00	2875	2875			
2826	10/26/2017 1:00	1418	1418			
2826	10/26/2017 2:00	928	928			
2826	10/26/2017 3:00	860	875			
2826	10/26/2017 4:00	1029	1047			
2826	10/26/2017 5:00	1889	1889			
2826	10/26/2017 6:00	4320	4320			
2826	10/26/2017 7:00	5932	5932			
2826	10/26/2017 8:00	5708	5708			
2826	10/26/2017 9:00	4950	4950	20910		
2826	10/26/2017 10:00	5359	5359			
2826	10/26/2017 11:00	5653	5717			
2826	10/26/2017 12:00	6015	6049			
2826	10/26/2017 13:00	6140	6140			
2826	10/26/2017 14:00	6499	6499			
2826	10/26/2017 15:00	6454	6454			
2826	10/26/2017 16:00	5151	5151			
2826	10/26/2017 17:00	4586	4586			
2826	10/26/2017 18:00	5322	5322	21513		
2826	10/26/2017 19:00	5857	5857			
2826	10/26/2017 20:00	5027	5056			
2826	10/26/2017 21:00	5341	5341			
2826	10/26/2017 22:00	4793	4793			
2826	10/26/2017 23:00	3916	3916			

I-95 Northbound Express Lanes before on-ramp from I-195 Eastbound

zone_id	measurement_start	volume	factored_up_volume			
3034	10/24/2017 0:00	213	247			
3034	10/24/2017 1:00	466	472			
3034	10/24/2017 2:00	63	152			
3034	10/24/2017 3:00	158	178			
3034	10/24/2017 4:00	11	11			
3034	10/24/2017 5:00	225	225			
3034	10/24/2017 6:00	1040	1040			
3034	10/24/2017 7:00	1740	1740		AM PEAK PERIOD VOL	PM PEAK PERIOD VOL
3034	10/24/2017 8:00	1787	1787		6079	9329
3034	10/24/2017 9:00	1477	1477	6044		24-HR Average
3034	10/24/2017 10:00	1441	1441			86880
3034	10/24/2017 11:00	1635	1635			28960
3034	10/24/2017 12:00	1729	1739			
3034	10/24/2017 13:00	1801	1801			
3034	10/24/2017 14:00	2209	2209			
3034	10/24/2017 15:00	2137	2137			
3034	10/24/2017 16:00	2304	2304			
3034	10/24/2017 17:00	2328	2328			
3034	10/24/2017 18:00	1998	2010	8779		
3034	10/24/2017 19:00	1794	1794			
3034	10/24/2017 20:00	1256	1256			
3034	10/24/2017 21:00	384	387			
3034	10/24/2017 22:00	226	233			
3034	10/24/2017 23:00	364	367			
3034	10/25/2017 0:00	107	110			
3034	10/25/2017 1:00	25	26			
3034	10/25/2017 2:00	19	20			
3034	10/25/2017 3:00	22	22			
3034	10/25/2017 4:00	10	10			
3034	10/25/2017 5:00	253	256			
3034	10/25/2017 6:00	1088	1088			
3034	10/25/2017 7:00	1593	1593			
3034	10/25/2017 8:00	1962	1962			
3034	10/25/2017 9:00	1452	1452	6095		
3034	10/25/2017 10:00	1333	1333			
3034	10/25/2017 11:00	1627	1637			
3034	10/25/2017 12:00	1749	1749			
3034	10/25/2017 13:00	1925	1925			
3034	10/25/2017 14:00	2409	2409			
3034	10/25/2017 15:00	2562	2562			
3034	10/25/2017 16:00	2389	2472			
3034	10/25/2017 17:00	2298	2378			
3034	10/25/2017 18:00	1732	2165	9577		
3034	10/25/2017 19:00	305	1830			
3034	10/25/2017 20:00	724	1060			
3034	10/25/2017 21:00	334	334			
3034	10/25/2017 22:00	165	190			
3034	10/25/2017 23:00	209	231			
3034	10/26/2017 0:00	82	84			
3034	10/26/2017 1:00	12	13			
3034	10/26/2017 2:00	151	153			
3034	10/26/2017 3:00	87	88			
3034	10/26/2017 4:00	13	13			
3034	10/26/2017 5:00	269	269			
3034	10/26/2017 6:00	1067	1067			
3034	10/26/2017 7:00	1748	1748			
3034	10/26/2017 8:00	1857	1868			
3034	10/26/2017 9:00	1414	1414	6097		
3034	10/26/2017 10:00	1450	1450			
3034	10/26/2017 11:00	1605	1633			
3034	10/26/2017 12:00	1687	1687			
3034	10/26/2017 13:00	1792	1803			
3034	10/26/2017 14:00	2290	2290			
3034	10/26/2017 15:00	2512	2512			
3034	10/26/2017 16:00	2562	2562			
3034	10/26/2017 17:00	2280	2280			
3034	10/26/2017 18:00	2276	2276	9630		
3034	10/26/2017 19:00	2025	2037			
3034	10/26/2017 20:00	1411	1411			
3034	10/26/2017 21:00	155	160			
3034	10/26/2017 22:00	178	178			
3034	10/26/2017 23:00	95	100			

I-95 Northbound express lanes north of I-195 eastbound on-ramp

zone_id	measurement_start	volume	factored_up_volume			
2825	10/24/2017 0:00	2	3			
2825	10/24/2017 1:00	3	3			
2825	10/24/2017 2:00	2	2			
2825	10/24/2017 3:00	2	2			
2825	10/24/2017 4:00	2	2			
2825	10/24/2017 5:00	294	294			
2825	10/24/2017 6:00	1268	1268			
2825	10/24/2017 7:00	1987	1999			
2825	10/24/2017 8:00	2078	2078			
2825	10/24/2017 9:00	1675	1675	7020	AM PK PERIOD VOL	PM PK PERIOD VOL
2825	10/24/2017 10:00	1518	1518		7303	10813
2825	10/24/2017 11:00	1711	1711			96161
2825	10/24/2017 12:00	1851	1851			32054
2825	10/24/2017 13:00	2134	2134			
2825	10/24/2017 14:00	2582	2582			
2825	10/24/2017 15:00	2706	2722			
2825	10/24/2017 16:00	2662	2662			
2825	10/24/2017 17:00	2396	2396			
2825	10/24/2017 18:00	2596	2596	10376		
2825	10/24/2017 19:00	2221	2221			
2825	10/24/2017 20:00	1403	1403			
2825	10/24/2017 21:00	262	262			
2825	10/24/2017 22:00	6	6			
2825	10/24/2017 23:00	3	4			
2825	10/25/2017 0:00	4	5			
2825	10/25/2017 1:00	5	6			
2825	10/25/2017 2:00	5	5			
2825	10/25/2017 3:00	2	2			
2825	10/25/2017 4:00	10	10			
2825	10/25/2017 5:00	340	340			
2825	10/25/2017 6:00	1271	1271			
2825	10/25/2017 7:00	1850	1861			
2825	10/25/2017 8:00	2156	2156			
2825	10/25/2017 9:00	1589	1589	6877		
2825	10/25/2017 10:00	1470	1470			
2825	10/25/2017 11:00	1759	1759			
2825	10/25/2017 12:00	1963	1963			
2825	10/25/2017 13:00	2129	2129			
2825	10/25/2017 14:00	2679	2679			
2825	10/25/2017 15:00	2876	2893			
2825	10/25/2017 16:00	2949	3051			
2825	10/25/2017 17:00	2573	2662			
2825	10/25/2017 18:00	2007	2509	11115		
2825	10/25/2017 19:00	364	2184			
2825	10/25/2017 20:00	778	1139			
2825	10/25/2017 21:00	490	493			
2825	10/25/2017 22:00	8	8			
2825	10/25/2017 23:00	4	5			
2825	10/26/2017 0:00	7	8			
2825	10/26/2017 1:00	4	4			
2825	10/26/2017 2:00	3	4			
2825	10/26/2017 3:00	0	0			
2825	10/26/2017 4:00	19	19			
2825	10/26/2017 5:00	336	336			
2825	10/26/2017 6:00	1280	1280			
2825	10/26/2017 7:00	1948	1959			
2825	10/26/2017 8:00	2134	2134			
2825	10/26/2017 9:00	1667	1667	7040		
2825	10/26/2017 10:00	1563	1563			
2825	10/26/2017 11:00	1744	1774			
2825	10/26/2017 12:00	1910	1910			
2825	10/26/2017 13:00	2094	2094			
2825	10/26/2017 14:00	2634	2634			
2825	10/26/2017 15:00	2899	2899			
2825	10/26/2017 16:00	2925	2956			
2825	10/26/2017 17:00	2475	2475			
2825	10/26/2017 18:00	2618	2618	10948		
2825	10/26/2017 19:00	2256	2256			
2825	10/26/2017 20:00	1664	1664			
2825	10/26/2017 21:00	321	321			
2825	10/26/2017 22:00	0	0			
2825	10/26/2017 23:00	3	3			

I-95 Southbound mainline north of NW 62nd Street on-ramp

zone_id	measurement_start	volume	factored_up_volume			
2589	10/24/2017 0:00	1230	1244			
2589	10/24/2017 1:00	786	795			
2589	10/24/2017 2:00	599	606			
2589	10/24/2017 3:00	706	710			
2589	10/24/2017 4:00	1480	1480			
2589	10/24/2017 5:00	3935	3935			
2589	10/24/2017 6:00	6300	6300			
2589	10/24/2017 7:00	6322	6358			
2589	10/24/2017 8:00	5285	5285			
2589	10/24/2017 9:00	4941	4941	22884	AM PEAK PERIOD VOL	PM PEAK PERIOD VOL
2589	10/24/2017 10:00	5550	5550		21728	21677
2589	10/24/2017 11:00	4382	4382			292849
2589	10/24/2017 12:00	5104	5104			97616
2589	10/24/2017 13:00	5158	5158			
2589	10/24/2017 14:00	5320	5320			
2589	10/24/2017 15:00	5168	5197			
2589	10/24/2017 16:00	5406	5406			
2589	10/24/2017 17:00	5066	5066			
2589	10/24/2017 18:00	5218	5218	20887		
2589	10/24/2017 19:00	4812	4812			
2589	10/24/2017 20:00	3814	3814			
2589	10/24/2017 21:00	3498	3498			
2589	10/24/2017 22:00	3363	3363			
2589	10/24/2017 23:00	2034	2046			
2589	10/25/2017 0:00	1322	1345			
2589	10/25/2017 1:00	771	771			
2589	10/25/2017 2:00	644	644			
2589	10/25/2017 3:00	708	708			
2589	10/25/2017 4:00	1485	1485			
2589	10/25/2017 5:00	3785	3785			
2589	10/25/2017 6:00	6149	6149			
2589	10/25/2017 7:00	4554	4580			
2589	10/25/2017 8:00	4788	4788			
2589	10/25/2017 9:00	4460	4460	19977		
2589	10/25/2017 10:00	5610	5610			
2589	10/25/2017 11:00	5526	5526			
2589	10/25/2017 12:00	5311	5311			
2589	10/25/2017 13:00	5613	5613			
2589	10/25/2017 14:00	5674	5674			
2589	10/25/2017 15:00	5308	5338			
2589	10/25/2017 16:00	5283	5466			
2589	10/25/2017 17:00	5208	5388			
2589	10/25/2017 18:00	4424	5530	21722		
2589	10/25/2017 19:00	814	4884			
2589	10/25/2017 20:00	2687	3933			
2589	10/25/2017 21:00	3784	3784			
2589	10/25/2017 22:00	3562	3562			
2589	10/25/2017 23:00	2119	2131			
2589	10/26/2017 0:00	1534	1543			
2589	10/26/2017 1:00	853	853			
2589	10/26/2017 2:00	661	661			
2589	10/26/2017 3:00	746	746			
2589	10/26/2017 4:00	1529	1529			
2589	10/26/2017 5:00	3756	3756			
2589	10/26/2017 6:00	6246	6246			
2589	10/26/2017 7:00	5427	5458			
2589	10/26/2017 8:00	5562	5562			
2589	10/26/2017 9:00	5057	5057	22323		
2589	10/26/2017 10:00	5125	5125			
2589	10/26/2017 11:00	5270	5360			
2589	10/26/2017 12:00	5622	5622			
2589	10/26/2017 13:00	5644	5644			
2589	10/26/2017 14:00	5603	5603			
2589	10/26/2017 15:00	5526	5526			
2589	10/26/2017 16:00	5629	5661			
2589	10/26/2017 17:00	5626	5626			
2589	10/26/2017 18:00	5608	5608	22421		
2589	10/26/2017 19:00	4990	4990			
2589	10/26/2017 20:00	3934	3934			
2589	10/26/2017 21:00	3842	3842			
2589	10/26/2017 22:00	4056	4056			
2589	10/26/2017 23:00	2788	2788			

I-95 Southbound mainline between NW 62nd St on-ramp and I-195 off-ramps

zone_id	measurement_start	volume	factored_up_volume			
2827	10/24/2017 0:00	1365	1381			
2827	10/24/2017 1:00	867	867			
2827	10/24/2017 2:00	663	663			
2827	10/24/2017 3:00	764	764			
2827	10/24/2017 4:00	1604	1604			
2827	10/24/2017 5:00	4366	4366			
2827	10/24/2017 6:00	7125	7125			
2827	10/24/2017 7:00	7426	7468			
2827	10/24/2017 8:00	6151	6151			
2827	10/24/2017 9:00	5719	5719	26463	AM PEAK PERIOD VOL	PM PEAK PERIOD VOL
2827	10/24/2017 10:00	6499	6499		25056	25140
2827	10/24/2017 11:00	5185	5185			
2827	10/24/2017 12:00	5992	5992			
2827	10/24/2017 13:00	6186	6186			
2827	10/24/2017 14:00	6172	6172			
2827	10/24/2017 15:00	6061	6095			
2827	10/24/2017 16:00	6387	6387			
2827	10/24/2017 17:00	5907	5907			
2827	10/24/2017 18:00	6020	6020	24409		
2827	10/24/2017 19:00	5443	5443			
2827	10/24/2017 20:00	4314	4314			
2827	10/24/2017 21:00	3925	3925			
2827	10/24/2017 22:00	3762	3762			
2827	10/24/2017 23:00	2287	2313			
2827	10/25/2017 0:00	1514	1540			
2827	10/25/2017 1:00	888	893			
2827	10/25/2017 2:00	713	713			
2827	10/25/2017 3:00	787	792			
2827	10/25/2017 4:00	1625	1625			
2827	10/25/2017 5:00	4263	4263			
2827	10/25/2017 6:00	7096	7096			
2827	10/25/2017 7:00	5180	5209			
2827	10/25/2017 8:00	5321	5321			
2827	10/25/2017 9:00	5154	5154	22780		
2827	10/25/2017 10:00	6603	6603			
2827	10/25/2017 11:00	6461	6461			
2827	10/25/2017 12:00	6293	6293			
2827	10/25/2017 13:00	6565	6565			
2827	10/25/2017 14:00	6801	6801			
2827	10/25/2017 15:00	6325	6361			
2827	10/25/2017 16:00	6238	6454			
2827	10/25/2017 17:00	6071	6281			
2827	10/25/2017 18:00	5141	6427	25523		
2827	10/25/2017 19:00	956	5736			
2827	10/25/2017 20:00	3027	4430			
2827	10/25/2017 21:00	4194	4194			
2827	10/25/2017 22:00	3979	3979			
2827	10/25/2017 23:00	2388	2402			
2827	10/26/2017 0:00	1696	1706			
2827	10/26/2017 1:00	957	957			
2827	10/26/2017 2:00	728	728			
2827	10/26/2017 3:00	830	830			
2827	10/26/2017 4:00	1678	1678			
2827	10/26/2017 5:00	4185	4185			
2827	10/26/2017 6:00	7195	7195			
2827	10/26/2017 7:00	6554	6591			
2827	10/26/2017 8:00	6563	6563			
2827	10/26/2017 9:00	5577	5577	25926		
2827	10/26/2017 10:00	5886	5886			
2827	10/26/2017 11:00	6106	6210			
2827	10/26/2017 12:00	6393	6393			
2827	10/26/2017 13:00	6444	6444			
2827	10/26/2017 14:00	6454	6454			
2827	10/26/2017 15:00	6382	6382			
2827	10/26/2017 16:00	6409	6445			
2827	10/26/2017 17:00	6392	6392			
2827	10/26/2017 18:00	6270	6270	25489		
2827	10/26/2017 19:00	5716	5716			
2827	10/26/2017 20:00	4442	4442			
2827	10/26/2017 21:00	4270	4270			
2827	10/26/2017 22:00	4469	4469			
2827	10/26/2017 23:00	3053	3053			
						24-Hr Volume
						336737
						112246

I-95 Southbound mainline between off-ramp and on-ramp from/to I-195

zone_id	measurement_start	volume	factored_up_volume			
3030	10/24/2017 0:00	811	829			
3030	10/24/2017 1:00	503	507			
3030	10/24/2017 2:00	345	349			
3030	10/24/2017 3:00	312	320			
3030	10/24/2017 4:00	709	712			
3030	10/24/2017 5:00	2339	2353			
3030	10/24/2017 6:00	4066	4089			
3030	10/24/2017 7:00	4047	4047			
3030	10/24/2017 8:00	3123	3123			
3030	10/24/2017 9:00	2817	2817	14076	AM PEAK PERIOD VOL	PM PEAK PERIOD VOL
3030	10/24/2017 10:00	3714	3714		13591	13288
3030	10/24/2017 11:00	3030	3030			184859
3030	10/24/2017 12:00	3380	3380			61620
3030	10/24/2017 13:00	3470	3470			
3030	10/24/2017 14:00	3293	3349			
3030	10/24/2017 15:00	3061	3061			
3030	10/24/2017 16:00	3079	3079			
3030	10/24/2017 17:00	3260	3260			
3030	10/24/2017 18:00	3148	3148	12548		
3030	10/24/2017 19:00	3153	3153			
3030	10/24/2017 20:00	2487	2487			
3030	10/24/2017 21:00	2351	2351			
3030	10/24/2017 22:00	2237	2288			
3030	10/24/2017 23:00	1413	1413			
3030	10/25/2017 0:00	917	942			
3030	10/25/2017 1:00	534	539			
3030	10/25/2017 2:00	390	393			
3030	10/25/2017 3:00	340	352			
3030	10/25/2017 4:00	733	746			
3030	10/25/2017 5:00	2213	2213			
3030	10/25/2017 6:00	4106	4129			
3030	10/25/2017 7:00	2949	2949			
3030	10/25/2017 8:00	3012	3012			
3030	10/25/2017 9:00	2260	2260	12350		
3030	10/25/2017 10:00	3701	3701			
3030	10/25/2017 11:00	3533	3533			
3030	10/25/2017 12:00	3456	3535			
3030	10/25/2017 13:00	3690	3711			
3030	10/25/2017 14:00	3578	3578			
3030	10/25/2017 15:00	3247	3247			
3030	10/25/2017 16:00	3244	3356			
3030	10/25/2017 17:00	3377	3494			
3030	10/25/2017 18:00	2943	3679	13776		
3030	10/25/2017 19:00	578	3468			
3030	10/25/2017 20:00	1705	2496			
3030	10/25/2017 21:00	2466	2480			
3030	10/25/2017 22:00	2369	2410			
3030	10/25/2017 23:00	1376	1376			
3030	10/26/2017 0:00	988	1005			
3030	10/26/2017 1:00	572	592			
3030	10/26/2017 2:00	389	392			
3030	10/26/2017 3:00	345	350			
3030	10/26/2017 4:00	761	795			
3030	10/26/2017 5:00	2265	2265			
3030	10/26/2017 6:00	4237	4237			
3030	10/26/2017 7:00	3593	3614			
3030	10/26/2017 8:00	3481	3540			
3030	10/26/2017 9:00	2939	2956	14347		
3030	10/26/2017 10:00	3219	3219			
3030	10/26/2017 11:00	3524	3584			
3030	10/26/2017 12:00	3664	3664			
3030	10/26/2017 13:00	3467	3467			
3030	10/26/2017 14:00	3496	3496			
3030	10/26/2017 15:00	3266	3266			
3030	10/26/2017 16:00	3407	3446			
3030	10/26/2017 17:00	3465	3465			
3030	10/26/2017 18:00	3363	3363	13540		
3030	10/26/2017 19:00	2758	2805			
3030	10/26/2017 20:00	2252	2330			
3030	10/26/2017 21:00	2512	2526			
3030	10/26/2017 22:00	2631	2631			
3030	10/26/2017 23:00	1859	1923			

I-95 Southbound mainline, south of express lanes merge

zone_id	measurement_start	volume	factored_up_volume		AM PEAK PERIOD VOL	PM PEAK PERIOD VOL	24 Hr-Volume
3084	10/24/2017 0:00	1288	1309				
3084	10/24/2017 1:00	770	770				
3084	10/24/2017 2:00	503	503				
3084	10/24/2017 3:00	474	480				
3084	10/24/2017 4:00	917	923				
3084	10/24/2017 5:00	3389	3389				
3084	10/24/2017 6:00	7941	7941				
3084	10/24/2017 7:00	8990	8990				
3084	10/24/2017 8:00	8012	8012				
3084	10/24/2017 9:00	7967	7967	32910	32260	28367	383057
3084	10/24/2017 10:00	8189	8189				127686
3084	10/24/2017 11:00	7111	7111				
3084	10/24/2017 12:00	7298	7339				
3084	10/24/2017 13:00	6916	6955				
3084	10/24/2017 14:00	7152	7152				
3084	10/24/2017 15:00	6705	6705				
3084	10/24/2017 16:00	6678	6678				
3084	10/24/2017 17:00	6858	6858				
3084	10/24/2017 18:00	6654	6654	26895			
3084	10/24/2017 19:00	7058	7058				
3084	10/24/2017 20:00	4951	4951				
3084	10/24/2017 21:00	3646	3667				
3084	10/24/2017 22:00	3330	3330				
3084	10/24/2017 23:00	2356	2356				
3084	10/25/2017 0:00	1432	1457				
3084	10/25/2017 1:00	821	821				
3084	10/25/2017 2:00	591	595				
3084	10/25/2017 3:00	479	487				
3084	10/25/2017 4:00	982	988				
3084	10/25/2017 5:00	3177	3231				
3084	10/25/2017 6:00	7796	7796				
3084	10/25/2017 7:00	8065	8065				
3084	10/25/2017 8:00	7994	7994				
3084	10/25/2017 9:00	6888	6888	30743			
3084	10/25/2017 10:00	8943	8943				
3084	10/25/2017 11:00	7331	7331				
3084	10/25/2017 12:00	7163	7163				
3084	10/25/2017 13:00	7444	7486				
3084	10/25/2017 14:00	7292	7292				
3084	10/25/2017 15:00	7027	7027				
3084	10/25/2017 16:00	7133	7379				
3084	10/25/2017 17:00	6770	7004				
3084	10/25/2017 18:00	6230	7788	29198			
3084	10/25/2017 19:00	1268	7608				
3084	10/25/2017 20:00	3258	4768				
3084	10/25/2017 21:00	3966	3989				
3084	10/25/2017 22:00	3599	3599				
3084	10/25/2017 23:00	2263	2263				
3084	10/26/2017 0:00	1542	1551				
3084	10/26/2017 1:00	920	925				
3084	10/26/2017 2:00	631	635				
3084	10/26/2017 3:00	535	535				
3084	10/26/2017 4:00	1076	1088				
3084	10/26/2017 5:00	3323	3342				
3084	10/26/2017 6:00	7926	7926				
3084	10/26/2017 7:00	9186	9186				
3084	10/26/2017 8:00	7996	7996				
3084	10/26/2017 9:00	8018	8018	33126			
3084	10/26/2017 10:00	7752	7752				
3084	10/26/2017 11:00	7407	7491				
3084	10/26/2017 12:00	7469	7469				
3084	10/26/2017 13:00	7070	7070				
3084	10/26/2017 14:00	7433	7475				
3084	10/26/2017 15:00	7205	7205				
3084	10/26/2017 16:00	7395	7395				
3084	10/26/2017 17:00	7157	7157				
3084	10/26/2017 18:00	7252	7252	29009			
3084	10/26/2017 19:00	6345	6345				
3084	10/26/2017 20:00	4917	4917				
3084	10/26/2017 21:00	4163	4163				
3084	10/26/2017 22:00	3925	3947				
3084	10/26/2017 23:00	2968	2968				

I-95 Southbound express lanes, north of off-ramp to I-195 Eastbound

zone_id	measurement_start	volume	factored_up_volume			
2588	10/24/2017 0:00	16	17			
2588	10/24/2017 1:00	7	8			
2588	10/24/2017 2:00	10	11			
2588	10/24/2017 3:00	7	7			
2588	10/24/2017 4:00	29	30			
2588	10/24/2017 5:00	595	602			
2588	10/24/2017 6:00	2715	2715			
2588	10/24/2017 7:00	2473	2487			
2588	10/24/2017 8:00	2853	2853			
2588	10/24/2017 9:00	2897	2897	10952	AM PK VOL	PM PK VOL
2588	10/24/2017 10:00	2434	2434		11238	8465
2588	10/24/2017 11:00	2329	2329			102737
2588	10/24/2017 12:00	2304	2304			34246
2588	10/24/2017 13:00	1828	1828			
2588	10/24/2017 14:00	2075	2075			
2588	10/24/2017 15:00	1858	1869			
2588	10/24/2017 16:00	1979	1979			
2588	10/24/2017 17:00	2182	2182			
2588	10/24/2017 18:00	2219	2219	8249		
2588	10/24/2017 19:00	2290	2290			
2588	10/24/2017 20:00	1101	1101			
2588	10/24/2017 21:00	168	168			
2588	10/24/2017 22:00	20	21			
2588	10/24/2017 23:00	12	13			
2588	10/25/2017 0:00	26	39			
2588	10/25/2017 1:00	10	10			
2588	10/25/2017 2:00	10	11			
2588	10/25/2017 3:00	16	17			
2588	10/25/2017 4:00	42	42			
2588	10/25/2017 5:00	746	746			
2588	10/25/2017 6:00	2690	2690			
2588	10/25/2017 7:00	2936	2953			
2588	10/25/2017 8:00	2893	2893			
2588	10/25/2017 9:00	2761	2761	11297		
2588	10/25/2017 10:00	2555	2555			
2588	10/25/2017 11:00	1997	1997			
2588	10/25/2017 12:00	1826	1826			
2588	10/25/2017 13:00	1923	1900			
2588	10/25/2017 14:00	1985	1985			
2588	10/25/2017 15:00	1996	2008			
2588	10/25/2017 16:00	1925	1992			
2588	10/25/2017 17:00	2144	2218			
2588	10/25/2017 18:00	1896	2370	8588		
2588	10/25/2017 19:00	373	2238			
2588	10/25/2017 20:00	613	898			
2588	10/25/2017 21:00	144	144			
2588	10/25/2017 22:00	20	20			
2588	10/25/2017 23:00	9	10			
2588	10/26/2017 0:00	15	16			
2588	10/26/2017 1:00	6	6			
2588	10/26/2017 2:00	8	8			
2588	10/26/2017 3:00	17	18			
2588	10/26/2017 4:00	46	51			
2588	10/26/2017 5:00	790	795			
2588	10/26/2017 6:00	2802	2802			
2588	10/26/2017 7:00	3331	3350			
2588	10/26/2017 8:00	2494	2494			
2588	10/26/2017 9:00	2818	2818	11464		
2588	10/26/2017 10:00	2316	2316			
2588	10/26/2017 11:00	2100	2136			
2588	10/26/2017 12:00	1914	1925			
2588	10/26/2017 13:00	1753	1753			
2588	10/26/2017 14:00	1989	1989			
2588	10/26/2017 15:00	1973	1973			
2588	10/26/2017 16:00	2061	2073			
2588	10/26/2017 17:00	2208	2208			
2588	10/26/2017 18:00	2303	2303	8557		
2588	10/26/2017 19:00	1787	1787			
2588	10/26/2017 20:00	1017	1017			
2588	10/26/2017 21:00	107	107			
2588	10/26/2017 22:00	14	15			
2588	10/26/2017 23:00	15	15			

I-95 Southbound express lanes, south of off-ramp to I-195 eastbound

zone_id	measurement_start	volume	factored_up_volume		AM PEAK PERIOD VOL	PM PEAK PERIOD VOL	24-Hour Volume
3046	10/24/2017 0:00	7	7				
3046	10/24/2017 1:00	2	2				
3046	10/24/2017 2:00	5	5				
3046	10/24/2017 3:00	4	2				
3046	10/24/2017 4:00	11	11				
3046	10/24/2017 5:00	403	410				
3046	10/24/2017 6:00	2194	2219				
3046	10/24/2017 7:00	1767	1767				
3046	10/24/2017 8:00	1863	1874				
3046	10/24/2017 9:00	2048	2048	7908	8342	5877	24892
3046	10/24/2017 10:00	1974	1974				
3046	10/24/2017 11:00	1759	1759				
3046	10/24/2017 12:00	1751	1751				
3046	10/24/2017 13:00	1251	1251				
3046	10/24/2017 14:00	1357	1386				
3046	10/24/2017 15:00	1195	1195				
3046	10/24/2017 16:00	1319	1326				
3046	10/24/2017 17:00	1517	1526				
3046	10/24/2017 18:00	1648	1655	5702			
3046	10/24/2017 19:00	1782	1782				
3046	10/24/2017 20:00	875	883				
3046	10/24/2017 21:00	135	134				
3046	10/24/2017 22:00	10	10				
3046	10/24/2017 23:00	11	9				
3046	10/25/2017 0:00	9	6				
3046	10/25/2017 1:00	5	5				
3046	10/25/2017 2:00	5	5				
3046	10/25/2017 3:00	7	5				
3046	10/25/2017 4:00	24	18				
3046	10/25/2017 5:00	487	499				
3046	10/25/2017 6:00	2228	2241				
3046	10/25/2017 7:00	2166	2166				
3046	10/25/2017 8:00	2122	2122				
3046	10/25/2017 9:00	1698	1716	8245			
3046	10/25/2017 10:00	2014	2014				
3046	10/25/2017 11:00	1447	1447				
3046	10/25/2017 12:00	1286	1323				
3046	10/25/2017 13:00	1389	1409				
3046	10/25/2017 14:00	1343	1356				
3046	10/25/2017 15:00	1245	1245				
3046	10/25/2017 16:00	1266	1310				
3046	10/25/2017 17:00	1462	1513				
3046	10/25/2017 18:00	1431	1789	5857			
3046	10/25/2017 19:00	315	1890				
3046	10/25/2017 20:00	457	673				
3046	10/25/2017 21:00	111	110				
3046	10/25/2017 22:00	7	7				
3046	10/25/2017 23:00	7	7				
3046	10/26/2017 0:00	7	7				
3046	10/26/2017 1:00	3	2				
3046	10/26/2017 2:00	3	3				
3046	10/26/2017 3:00	6	5				
3046	10/26/2017 4:00	23	18				
3046	10/26/2017 5:00	514	518				
3046	10/26/2017 6:00	2267	2267				
3046	10/26/2017 7:00	2597	2625				
3046	10/26/2017 8:00	1852	1852				
3046	10/26/2017 9:00	2128	2128	8872			
3046	10/26/2017 10:00	1725	1725				
3046	10/26/2017 11:00	1594	1622				
3046	10/26/2017 12:00	1376	1376				
3046	10/26/2017 13:00	1296	1296				
3046	10/26/2017 14:00	1357	1424				
3046	10/26/2017 15:00	1284	1310				
3046	10/26/2017 16:00	1392	1392				
3046	10/26/2017 17:00	1665	1713				
3046	10/26/2017 18:00	1657	1657	6072			
3046	10/26/2017 19:00	1153	1168				
3046	10/26/2017 20:00	583	616				
3046	10/26/2017 21:00	78	77				
3046	10/26/2017 22:00	9	6				
3046	10/26/2017 23:00	6	6				

PEAK SPREADING REVIEW

Lorin Brissett

Subject: FW: I-195 CPS - (Cost for 1 hour of Additional TMC Data)
Attachments: Volume_Profile_Summary_Peak_Spreading_Assessment_w_attachments.pdf

From: Jeffries, Ken [<mailto:Ken.Jeffries@dot.state.fl.us>]
Sent: Tuesday, September 26, 2017 9:02 AM
To: Lorin Brissett <lbrissett@bcceng.com>
Cc: Steinmiller, Phil <Phil.Steinmiller@dot.state.fl.us>; Jose Munoz <jmunoz@bcceng.com>; Sung-Ryong Han <shan@bcceng.com>
Subject: RE: I-195 Planning Study - Peak Hour Spread

Yes, let me know the cost.

Kenneth Jeffries
Transportation Planner
Planning and Environmental Management Office
Florida Department of Transportation, District 6
Adam Leigh Cann Building
1000 NW 111th Avenue, Room 6111
Miami, Florida 33172

Phone: (305) 470-5445, Fax: (305) 470-5205
E-mail: Ken.Jeffries@dot.state.fl.us

From: Lorin Brissett [<mailto:lbrissett@bcceng.com>]
Sent: Monday, September 25, 2017 2:39 PM
To: Jeffries, Ken
Cc: Steinmiller, Phil; Jose Munoz; Sung-Ryong Han
Subject: RE: I-195 Planning Study - Peak Hour Spread

Ken,

Please see attached for peak spreading assessment we've performed using 2016 FTI Counts for three mainline FDOT count stations on I-195.

Based on the FTI data for the mainline, the morning peak seems fairly typical (i.e., 7:00 AM to 9:00 AM) but the PM peak seems a little more spread out. Therefore, for the peak hour analyses, you could consider having us process 2 hours in the AM Peak and 3 hours in the PM peak based on the FTI data. We could ask Caltran for a quote for just adding the additional hour to the PM peak alone and keeping the AM peak at 2 hours?

Please advise.

Lorin R.C. Brissett, P.E
BCC Engineering, Inc.
t. (954) 928-1828
m.(954)372-0236

From: Jeffries, Ken [<mailto:Ken.Jeffries@dot.state.fl.us>]
Sent: Monday, September 25, 2017 8:51 AM
To: Lorin Brissett <lbrissett@bcceng.com>
Cc: Jose Munoz <jmunoz@bcceng.com>
Subject: RE: I-195 Planning Study - Additional Cost for 6 hour TMCs

OK, let's see what the spread is for the peak hours.

Kenneth Jeffries
Transportation Planner
Planning and Environmental Management Office
Florida Department of Transportation, District 6
Adam Leigh Cann Building
1000 NW 111th Avenue, Room 6111
Miami, Florida 33172

Phone: (305) 470-5445, Fax: (305) 470-5205
E-mail: Ken.Jeffries@dot.state.fl.us



FDOT Florida Traffic Online (2016)

Zoom to

State Extent

Florida Counties
Zoom to a county ▼

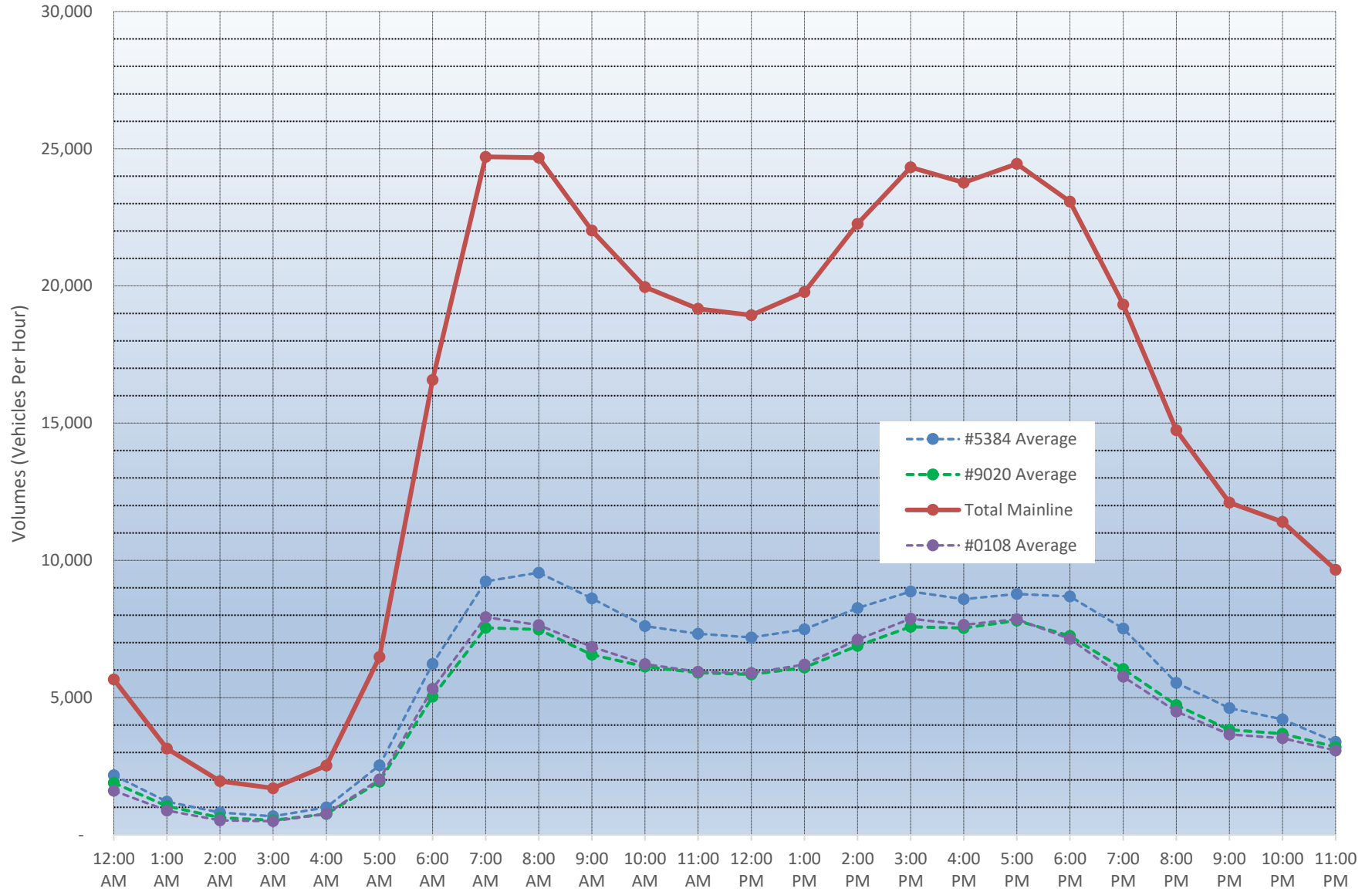
Florida Cities
Zoom to a city ▼

LEGEND

- Portable Traffic Monitoring Sites
- Telemetered Traffic Monitoring Sites
- Toll Roads
- Interstates
- Roads
- Rivers
- Lakes
- County Lines
- Cities and Towns
- FDOT Urban Areas
- County Boundaries



Hourly Volume Profile Mainline I-195 Based on FDOT 2016 FTI Data



I-195 Corridor Planning Study
Hourly Volume Profile on Mainline I-195 Based on FDOT 2016 FTI Data

Hour	Station #5384				Station #9020				Station #0108				Total Mainline ¹
	9/27/2016	9/28/2016	9/29/2016	#5384 Average	8/23/2016	8/24/2016	8/25/2016	#9020 Average	8/23/2016	8/24/2016	8/25/2016	#0108 Average	
12:00 AM	2,287	2,114	2,106	2,169	2,237	1,673	1,761	1,890	1,512	1,590	1,697	1,600	5,659
1:00 AM	1,371	1,104	1,160	1,212	1,259	857	1,032	1,049	834	811	1,006	884	3,145
2:00 AM	910	796	722	809	768	496	609	624	489	462	612	521	1,955
3:00 AM	709	633	679	674	591	406	590	529	480	405	600	495	1,698
4:00 AM	1,040	982	983	1,002	776	709	791	759	781	701	811	764	2,525
5:00 AM	2,672	2,487	2,423	2,527	1,979	1,932	1,902	1,938	2,044	1,989	2,025	2,019	6,484
6:00 AM	6,589	6,104	5,988	6,227	5,093	5,125	4,876	5,031	5,245	5,395	5,325	5,322	16,580
7:00 AM	9,615	8,953	9,139	9,236	7,543	7,651	7,423	7,539	7,831	7,954	8,005	7,930	24,705
8:00 AM	10,058	9,494	9,106	9,553	7,434	7,682	7,316	7,477	7,548	7,699	7,675	7,641	24,671
9:00 AM	8,659	8,786	8,396	8,614	6,657	6,640	6,378	6,558	6,935	6,886	6,726	6,849	22,021
10:00 AM	7,443	7,586	7,799	7,609	6,199	6,272	5,926	6,132	6,224	6,267	6,173	6,221	19,963
11:00 AM	7,176	7,530	7,263	7,323	5,923	5,898	5,894	5,905	5,853	5,925	6,042	5,940	19,168
12:00 PM	7,251	7,107	7,229	7,196	6,020	5,746	5,761	5,842	5,964	5,806	5,915	5,895	18,933
1:00 PM	7,620	7,450	7,384	7,485	6,110	6,156	6,003	6,090	6,174	6,175	6,263	6,204	19,778
2:00 PM	8,413	8,232	8,150	8,265	6,864	6,925	6,859	6,883	7,016	7,106	7,213	7,112	22,259
3:00 PM	9,085	8,759	8,763	8,869	7,552	7,608	7,581	7,580	7,718	7,926	7,979	7,874	24,324
4:00 PM	8,258	8,953	8,543	8,585	7,197	7,228	8,171	7,532	7,464	7,472	8,010	7,649	23,765
5:00 PM	8,828	9,057	8,452	8,779	7,658	7,756	8,007	7,807	7,978	7,831	7,771	7,860	24,446
6:00 PM	8,621	8,915	8,507	8,681	7,150	7,113	7,473	7,245	7,169	7,219	7,038	7,142	23,068
7:00 PM	7,749	7,381	7,422	7,517	5,736	5,678	6,700	6,038	5,661	5,616	6,019	5,765	19,321
8:00 PM	5,316	5,664	5,615	5,532	4,445	4,463	5,260	4,723	4,431	4,433	4,608	4,491	14,745
9:00 PM	4,395	4,728	4,736	4,620	3,491	3,599	4,401	3,830	3,437	3,548	3,973	3,653	12,103
10:00 PM	4,184	4,248	4,178	4,203	3,415	3,498	4,123	3,679	3,400	3,437	3,715	3,517	11,399
11:00 PM	3,622	3,422	3,112	3,385	2,865	3,072	3,666	3,201	2,804	3,033	3,387	3,075	9,661

Notes:

1. Total mainline is the sum of the averages at each countsite.

#5384

COUNTY: 87
 STATION: 5384
 DESCRIPTION: SR-112/AIRPORT EXPY. 200' W BR. OVER NW 2 AVE
 START DATE: 09/28/2016
 START TIME: 0000

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	236	213	171	184	804	454	353	286	217	1310	2114
0100	124	128	87	81	420	199	167	164	154	684	1104
0200	68	70	68	59	265	146	146	133	106	531	796
0300	44	54	64	65	227	100	120	98	88	406	633
0400	78	106	148	178	510	90	113	141	128	472	982
0500	211	322	469	645	1647	136	169	229	306	840	2487
0600	799	973	1111	1216	4099	326	432	580	667	2005	6104
0700	1216	1242	1255	1241	4954	849	987	1029	1134	3999	8953
0800	1289	1225	1188	1115	4817	1121	1234	1197	1125	4677	9494
0900	1234	1217	1096	1210	4757	1058	997	1008	966	4029	8786
1000	1067	1030	972	826	3895	924	926	911	930	3691	7586
1100	858	911	938	941	3648	939	956	968	1019	3882	7530
1200	867	789	831	870	3357	971	945	895	939	3750	7107
1300	843	838	870	927	3478	931	1050	978	1013	3972	7450
1400	866	904	1073	1007	3850	980	1104	1184	1114	4382	8232
1500	958	911	915	996	3780	1234	1204	1260	1281	4979	8759
1600	961	948	1032	961	3902	1256	1374	1243	1178	5051	8953
1700	1098	1082	1106	1084	4370	1161	1035	1203	1288	4687	9057
1800	1178	1223	1177	1042	4620	1161	1190	1015	929	4295	8915
1900	1042	969	893	886	3790	928	973	878	812	3591	7381
2000	762	668	659	643	2732	770	785	698	679	2932	5664
2100	650	655	581	557	2443	607	625	538	515	2285	4728
2200	562	541	498	566	2167	552	530	527	472	2081	4248
2300	424	357	319	310	1410	542	529	506	435	2012	3422
24-HOUR TOTALS:	69942					70543					140485

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	715	5027	745	4686	745	9629
P.M.	1745	4662	1530	5171	1730	9433
DAILY	715	5027	1530	5171	745	9629

TRUCK PERCENTAGE 5.00 4.09 4.55

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	369	57076	8998	585	1324	539	372	266	275	137	1	0	0	0	0	3499	69942
W	136	57498	10022	507	1287	598	114	196	164	21	0	0	0	0	0	2887	70543

COUNTY: 87
 STATION: 5384
 DESCRIPTION: SR-112/AIRPORT EXPY. 200' W BR. OVER NW 2 AVE
 START DATE: 09/29/2016
 START TIME: 0000

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	300	262	214	194	970	346	332	265	193	1136	2106
0100	149	152	107	104	512	185	177	142	144	648	1160
0200	84	71	72	69	296	126	111	105	84	426	722
0300	54	55	77	68	254	119	106	99	101	425	679
0400	65	114	141	178	498	104	107	130	144	485	983
0500	215	334	459	631	1639	150	167	211	256	784	2423
0600	776	912	1086	1183	3957	307	423	594	707	2031	5988
0700	1210	1313	1298	1296	5117	868	1039	1103	1012	4022	9139
0800	1212	1185	1155	1166	4718	1110	1104	1102	1072	4388	9106
0900	1159	1205	1119	1255	4738	959	955	859	885	3658	8396
1000	1195	1102	1091	1045	4433	813	841	844	868	3366	7799
1100	927	911	947	961	3746	824	894	908	891	3517	7263
1200	902	891	857	926	3576	863	936	950	904	3653	7229
1300	872	890	921	927	3610	932	925	919	998	3774	7384
1400	933	952	1018	1005	3908	994	1082	1093	1073	4242	8150
1500	1029	1012	1038	1001	4080	1112	1229	1160	1182	4683	8763
1600	1031	996	1003	1025	4055	1120	1085	1161	1122	4488	8543
1700	1007	1053	1118	1079	4257	1133	1084	985	993	4195	8452
1800	1217	1185	1148	1186	4736	931	909	994	937	3771	8507
1900	1105	1025	988	940	4058	869	873	839	783	3364	7422
2000	806	697	703	620	2826	768	681	690	650	2789	5615
2100	632	632	613	569	2446	628	570	581	511	2290	4736
2200	561	561	608	538	2268	498	504	483	425	1910	4178
2300	458	396	353	323	1530	347	390	437	408	1582	3112
24-HOUR TOTALS:	72228					65627					137855

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	715	5119	800	4388	715	9383
P.M.	1800	4736	1515	4691	1515	8773
DAILY	715	5119	1515	4691	715	9383

TRUCK PERCENTAGE 5.07 4.08 4.60

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	315	58755	9499	653	1446	730	177	272	237	142	2	0	0	0	0	3659	72228
W	172	53104	9675	510	1179	533	94	197	146	17	0	0	0	0	0	2676	65627

#9020

COUNTY: 87
 STATION: 9020
 DESCRIPTION: SR 112/I-195/JULIA TUTTLE CSWY, 2900' E US-1 @R108
 START DATE: 08/23/2016
 START TIME: 0000

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	348	302	293	288	1231	337	249	214	206	1006	2237	
0100	240	195	163	115	713	170	146	126	104	546	1259	
0200	91	117	111	113	432	91	85	81	79	336	768	
0300	96	51	62	69	278	71	76	78	88	313	591	
0400	60	80	123	151	414	86	71	97	108	362	776	
0500	149	276	402	567	1394	125	122	154	184	585	1979	
0600	616	854	1032	1083	3585	248	287	445	528	1508	5093	
0700	975	1041	1109	1125	4250	720	797	910	866	3293	7543	
0800	1118	949	817	796	3680	934	944	957	919	3754	7434	
0900	856	947	822	855	3480	828	841	739	769	3177	6657	
1000	793	825	873	791	3282	746	761	650	760	2917	6199	
1100	703	724	688	707	2822	736	821	774	770	3101	5923	
1200	637	697	760	747	2841	799	794	757	829	3179	6020	
1300	712	735	793	780	3020	743	808	754	785	3090	6110	
1400	712	821	899	857	3289	880	838	905	952	3575	6864	
1500	800	728	778	819	3125	1001	1102	1182	1142	4427	7552	
1600	681	725	765	741	2912	1062	1063	1069	1091	4285	7197	
1700	784	823	872	841	3320	1090	1110	1089	1049	4338	7658	
1800	856	966	886	865	3573	990	965	854	768	3577	7150	
1900	874	768	725	658	3025	763	688	702	558	2711	5736	
2000	601	609	554	523	2287	605	606	489	458	2158	4445	
2100	493	460	468	387	1808	440	428	446	369	1683	3491	
2200	461	484	490	458	1893	361	430	352	379	1522	3415	
2300	352	284	271	249	1156	414	473	466	356	1709	2865	
24-HOUR TOTALS:					57810						57152	114962

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	715	4393	800	3754	730	7955
P.M.	1800	3573	1515	4488	1700	7658
DAILY	715	4393	1515	4488	730	7955

TRUCK PERCENTAGE 2.93 2.99 2.96

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	259	50339	5520	273	711	188	302	107	90	17	3	1	0	0	0	1692	57810
W	245	48895	6303	293	681	208	324	100	82	20	0	1	0	0	0	1709	57152

COUNTY: 87
 STATION: 9020
 DESCRIPTION: SR 112/I-195/JULIA TUTTLE CSWY, 2900' E US-1 @R108
 START DATE: 08/25/2016
 START TIME: 0000

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	213	210	131	140	694	338	303	212	214	1067	1761	
0100	126	120	106	82	434	186	145	142	125	598	1032	
0200	90	57	45	61	253	107	85	90	74	356	609	
0300	57	52	67	53	229	83	91	84	103	361	590	
0400	59	64	127	153	403	107	99	105	77	388	791	
0500	158	237	383	517	1295	129	155	148	175	607	1902	
0600	567	769	987	1106	3429	247	273	430	497	1447	4876	
0700	968	1023	1136	1028	4155	685	816	848	919	3268	7423	
0800	1012	902	824	912	3650	906	916	932	912	3666	7316	
0900	827	740	773	825	3165	798	838	796	781	3213	6378	
1000	757	700	735	710	2902	675	839	745	765	3024	5926	
1100	763	698	718	732	2911	741	773	697	772	2983	5894	
1200	625	621	669	701	2616	806	807	782	750	3145	5761	
1300	666	657	754	738	2815	771	840	805	772	3188	6003	
1400	774	815	885	835	3309	808	884	928	930	3550	6859	
1500	791	690	780	785	3046	1070	1072	1172	1221	4535	7581	
1600	868	846	866	989	3569	1158	1149	1143	1152	4602	8171	
1700	886	807	889	932	3514	1082	1087	1173	1151	4493	8007	
1800	966	916	998	1023	3903	972	986	847	765	3570	7473	
1900	1127	964	933	863	3887	735	713	687	678	2813	6700	
2000	821	717	726	698	2962	626	565	570	537	2298	5260	
2100	685	678	627	573	2563	484	471	442	441	1838	4401	
2200	537	636	685	660	2518	407	399	400	399	1605	4123	
2300	483	497	487	452	1919	387	428	481	451	1747	3666	
24-HOUR TOTALS:					60141						58362	118503

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	645	4233	745	3673	715	7688
P.M.	1800	3903	1530	4700	1600	8171
DAILY	645	4233	1530	4700	1600	8171

TRUCK PERCENTAGE 3.43 2.89 3.16

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	190	51703	6184	274	677	701	244	94	62	11	1	0	0	0	0	2064	60141
W	215	50185	6276	323	711	198	265	105	70	14	0	0	0	0	0	1686	58362

#01080

DATE 03/16/17

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
JANUARY 2016

COUNTY NAME: MIAMI-DADE STATION: 0108 DIRECTION: E LANE: 0
DESCRIPTION: SR-112/I-195, 1 MI E OF SR-5/US-1, DADE CO.
LOCATION: COUNTY 87 SECTION 004 SUBSECTION 000 MILEPOST 3.536 ROUTES: I-195 SR-112

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	F	1730	2423	1904	1303	916	1024	1595	1424	1522	1578	1941	2432	2710	3379	3529	3454	3421	3264	2843	2478	2082	2013	2425	1648	53038H
2	A	1149	682	444	367	490	933	1691	1804	2222	2347	2562	3081	3608	3715	3751	3854	3570	3512	3316	2942	2640	2429	2690	2178	55977N
3	S	1681	1060	651	548	559	910	1559	1484	1842	1948	2193	2549	2863	3278	3707	3307	3188	3097	2774	1791	2182	1839	1740	1187	47937N
4	M	764	463	289	247	451	1380	3667	4533	3928	3575	3053	2937	2916	3185	3795	3509	3624	3948	4224	3320	2174	1954	1825	1583	61344A
5	T	723	392	218	224	445	1348	3684	4599	4084	3691	3185	2929	2935	3129	3673	3620	3587	3756	3915	3116	2430	1954	1873	1162	60672N
6	W	646	336	181	225	414	1336	3515	4478	4276	3765	3056	2899	2956	3204	3511	3565	3832	3830	3833	3616	2484	2410	2133	1297	61798N
7	R	756	443	257	244	440	1379	3667	4524	4183	4009	3427	3289	3257	3388	3893	3473	3636	3588	3895	3663	2607	2161	2078	1505	63762N
8	F	912	456	284	270	455	1343	3752	4578	4360	4009	3371	3272	3398	3425	3984	3935	3924	4200	4284	3646	2680	2454	2355	1800	67147N
9	A	1430	893	545	464	504	937	2027	2210	2650	2729	2751	3021	3347	3495	4026	3688	3457	3310	3214	2870	2768	2626	2665	2239	57866N
10	S	1744	1035	697	514	539	872	1483	1568	1944	2242	2503	2853	2876	3163	3579	3431	3339	3274	3191	2591	2341	1998	1824	1291	50892N
11	M	765	426	263	268	482	1378	3685	4676	4261	3761	3269	3143	3078	3503	3618	3689	3600	3719	3935	3294	2309	1888	1707	1138	61855N
12	T	674	376	222	194	450	1278	3169	3816	3637	4391	3662	2897	3066	3059	3644	3420	3387	3864	3935	3333	2361	1900	1798	1105	59638N
13	W	672	361	181	198	433	1449	3771	4182	4091	3819	3501	3242	3192	3323	3832	3593	3639	3540	4042	3334	2314	2169	1958	1302	62138N
14	R	796	422	250	266	478	1406	3814	4153	4075	3939	3304	3074	2958	3099	3791	3573	3419	3559	3576	3610	2677	2251	2005	1494	61989N
15	F	902	487	317	289	479	1370	3733	4634	4129	3395	3319	3044	2912	3301	3551	3345	3562	3870	3890	3276	2665	2524	2590	1990	63574N
16	A	1403	947	581	539	551	907	2038	2156	2633	2619	2810	3051	3370	3750	4233	4063	3914	3497	3372	3114	2782	2538	2560	2170	59598N
17	S	1829	1326	782	574	630	928	1584	1642	1784	1952	2124	2400	2994	3047	3751	3516	3242	3152	3019	2621	2300	2113	1943	1570	50823N
18	M	1042	630	402	327	528	1349	3337	4171	3689	3336	3155	3127	3359	3392	3672	3562	3644	3635	3537	2780	2118	1988	1857	1220	59857H
19	T	717	360	214	220	494	1519	3833	4704	4232	4055	3397	2953	2879	3208	3648	3482	3627	3938	4235	3627	2451	2046	1639	1227	62705N
20	W	597	350	207	204	447	1410	3315	3204	2537	2783	3915	3150	3046	3227	3682	3584	3472	3599	3929	3560	2503	2287	1905	1340	58253A
21	R	838	420	256	248	527	1467	3818	4781	3981	4026	3491	3202	3264	3315	3953	3569	3833	3902	4149	3538	2629	2393	2181	1508	65289N
22	F	994	581	335	313	478	1415	3300	4304	3662	3747	3026	2700	2910	3216	3271	2981	3970	3906	3723	3158	2697	2448	2570	1905	61610A
23	A	1277	846	523	439	523	935	1958	2530	3036	2861	2670	2692	2969	3396	3858	3738	4154	3878	3874	3128	2754	2557	2671	2155	59422A
24	S	1687	1573	775	735	806	1733	2385	2026	2341	2584	2661	2700	2859	3035	3696	3655	3559	3332	3253	2842	2119	1934	1634	1169	55093S
25	M	832	867	321	254	482	1465	3616	4546	4191	3723	3284	3129	3180	3213	3836	3804	3677	3667	4077	3341	2289	2044	1864	1192	62894A
26	T	768	346	218	221	508	1455	3811	4493	3838	4023	3619	3171	3308	3289	3767	3634	3507	3590	3923	3402	2314	2005	1849	1359	62418N
27	W	593	315	247	205	523	1502	3868	4573	3912	3602	3630	3077	3108	3310	3577	3533	3776	3978	3788	3106	2226	2058	1867	1228	61602N
28	R	723	406	246	223	467	1367	3789	4524	3795	3592	2931	2982	3004	2997	3547	3571	3544	3644	3875	3114	2347	2181	2205	1642	60716N
29	F	873	523	326	256	496	1447	3757	4698	4176	3844	3573	3358	3390	3520	3706	3832	3908	3878	3850	3624	2884	2511	2516	2078	67024N
30	A	1475	921	571	479	486	942	1941	2231	2620	2620	2493	2760	2895	3329	3882	3782	3614	3723	3596	3122	2506	2518	2500	2203	57209N
31	S	1531	1076	713	562	620	973	1630	1633	1958	2041	2517	2883	3090	3419	3674	3638	3560	3600	3043	2549	2296	2182	1805	1267	52260N

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WEEKDAY AVERAGE = 61842 SATURDAY AVERAGE = 58014 SUNDAY AVERAGE = 51401 NUMBER OF GOOD DAYS 31 TOTAL MONTHLY COUNT = 1846400
MONTHLY AVERAGE = 59804

COMMENTS:

"B"=====> BAD DAY 1/1: NEW YEAR'S DAY; 1/18: MLK JR DAY
"N"=====> NORMAL DAY 1/4-8: PUBLIC SCHOOLS; 1/4-11: COLLEGES/UNIVERSITIES - WINTER BREAK ENDS
"A"=====> ATYPICAL DAY 1/11: NATL CHAMPIONSHIP COLLEGE FOOTBALL GAME - ALABAMA VS. CLEMSON (8:30PM EST)
"H"=====> ATYPICAL DAY (HOLIDAY) 1/24: 2016 14TH ANNUAL MIAMI MARATHON
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/16/17

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
JANUARY 2016

COUNTY NAME: MIAMI-DADE STATION: 0108 DIRECTION: W LANE: 0
DESCRIPTION: SR-112/I-195, 1 MI E OF SR-5/US-1, DADE CO.
LOCATION: COUNTY 87 SECTION 004 SUBSECTION 000 MILEPOST 3.536 ROUTES: I-195 SR-112

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	F	2105	3484	3136	2794	1983	1256	1105	1283	1175	1284	1588	2051	2282	2352	2661	3145	3420	3780	4506	3863	2757	2102	1980	2147	58239H
2	A	1569	1132	729	659	749	770	803	1444	1534	2023	2234	2693	2912	2816	3082	3512	3563	3955	4016	3522	2785	2121	2121	2378	53122N
3	S	2092	1505	1027	894	966	970	855	1359	1371	1663	2428	2877	3049	2706	2837	3452	3417	3583	3171	2268	1907	1579	1491	1690	49157N
4	M	1012	616	409	385	544	884	1581	3787	4182	3168	3253	3432	3438	3332	3910	4007	4510	4650	4656	3288	2037	1636	1523	1816	62056N
5	T	1317	599	341	313	396	669	1584	3586	3821	3272	3235	3385	3607	3411	3871	4061	4232	4726	3803	2687	2009	1655	1497	1710	59787N
6	W	1020	506	303	260	320	613	1482	3566	4074	3305	3169	3403	3516	3348	4206	4664	3118	4799	4131	2705	2132	1781	1773	1874	60068A
7	R	1265	628	367	349	475	613	1538	3655	3828	3314	3315	3475	3424	3526	3982	4090	3942	4376	4257	3859	2332	1851	1785	2102	62348A
8	F	1526	710	448	405	474	733	1455	3473	3971	3340	3506	3664	3621	3568	4143	4621	4485	4567	4347	3255	2377	2045	1971	2527	65232N
9	A	2510	1847	1147	850	751	717	815	1644	1763	2198	2423	2740	2953	3141	3364	3859	3890	3812	3674	3248	2390	2034	2114	2453	56337A
10	S	2088	1604	1067	883	806	803	767	1216	1372	1810	2298	2605	3413	3112	3190	3656	3513	3624	3481	2685	2070	1646	1537	1760	51006N
11	M	1151	575	407	375	546	822	1667	3701	4169	3473	3262	3301	3597	3302	3918	4714	4783	4630	3579	2676	1844	1630	1466	1685	61273N
12	T	1076	546	320	262	369	700	1516	3628	3954	3643	3655	3589	3677	3365	3970	4621	4721	4665	3559	2607	1997	1636	1484	2046	61606N
13	W	1103	453	294	229	341	699	1547	3652	4080	3442	3259	3393	3503	3556	4119	4872	4885	4164	4110	2633	2112	1823	1670	1891	61830N
14	R	1381	643	428	360	425	665	1532	3572	3937	3372	3248	3322	3621	3570	4024	4755	4083	4298	4180	2626	2250	1712	1669	1866	61539N
15	F	1215	679	355	353	496	694	1405	3456	3867	3237	3174	3533	3571	3680	3963	4042	4148	4283	3460	2716	2269	1837	1973	2362	60768N
16	A	2475	1784	993	689	720	674	841	1477	1685	2191	2498	2740	3040	3096	3229	3728	3849	4126	4018	3210	2597	2290	2293	2555	56798A
17	S	2163	1626	1133	911	854	927	804	1250	1258	1691	2222	2802	2997	2899	2944	3431	3388	3541	3372	2793	2257	1736	1682	1956	50637N
18	M	1399	788	520	511	638	896	1284	2376	2949	2884	3431	3773	4040	3950	3620	4833	4890	4801	3938	2802	1998	1728	1594	1850	61493H
19	T	1137	565	340	281	426	718	1542	3725	4140	3431	3215	3477	3430	3517	3977	4888	4823	4336	4098	3054	2222	1795	1987	2213	63337A
20	W																									51400B
21	R	1265	593	391	286	450	746	1503	3615	4132	3352	3296	3503	3581	3526	4036	4946	4675	4706	4125	3058	2371	2048	1394	1306	62904N
22	F	1303	696	464	387	483	714	1489	3401	3745	3218	3480	3482	3559	3476	3778	3643	3566	2728	2663	3178	2164	1855	1897	2040	57409A
23	A	1688	1089	808	571	704	663	848	1507	1796	2270	2768	3066	3096	3126	3280	3860	3401	3680	3415	3147	2491	2109	2064	2468	53915N
24	S	2036	1491	1108	833	1083	1636	1646	1929	2306	2869	3729	3630	3168	3070	3030	3354	3150	3512	3530	2901	2193	1810	1990	2026	58030S
25	M	1192	658	391	378	596	852	1593	3420	3949	3348	3399	3276	3455	3485	3834	4721	4560	4453	4084	2817	2065	1622	1502	1798	61448N
26	T	1107	477	263	270	439	678	1562	3732	4070	3403	3174	3398	3291	3233	3850	4919	4768	4642	3973	3031	2028	1665	1542	1994	61509N
27	W	1121	523	324	244	364	677	1569	3588	4098	3443	3161	3526	3524	3465	4058	4724	4715	4272	3773	2577	2070	1655	1451	1779	60701N
28	R	1061	525	331	330	381	641	1536	3642	3995	3239	3057	3179	3204	3345	3744	3882	3981	4167	3700	2832	2282	1653	1651	1839	58197N
29	F	1273	623	442	364	468	753	1471	3561	3905	3437	3290	3609	3673	3626	4232	4810	4521	4606	3948	3043	2386	2093	2032	2264	64430N
30	A	1693	1209	958	840	705	697	839	1533	1849	2168	2416	2787	2929	2783	3054	3502	3776	3619	3004	3198	2435	1975	2514	2445	52928N
31	S	2065	1377	1110	876	899	868	851	1351	1424	1889	2438	2699	3034	2884	3109	3618	3438	3743	3484	2747	2496	2226	1799	1972	52397A

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WEEKDAY AVERAGE = 61291 SATURDAY AVERAGE = 54620 SUNDAY AVERAGE = 52245 NUMBER OF GOOD DAYS 30 TOTAL MONTHLY COUNT = 1760501
MONTHLY AVERAGE = 59046

COMMENTS:

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

1/1: NEW YEAR'S DAY; 1/18: MLK JR DAY
1/4-8: PUBLIC SCHOOLS; 1/4-11: COLLEGES/UNIVERSITIES - WINTER BREAK ENDS
1/11: NATL CHAMPIONSHIP COLLEGE FOOTBALL GAME - ALABAMA VS. CLEMSON (8:30PM EST)
1/24: 2016 14TH ANNUAL MIAMI MARATHON

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/16/17

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
FEBRUARY 2016

COUNTY NAME: MIAMI-DADE STATION: 0108 DIRECTION: E LANE: 0
DESCRIPTION: SR-112/I-195, 1 MI E OF SR-5/US-1, DADE CO.
LOCATION: COUNTY 87 SECTION 004 SUBSECTION 000 MILEPOST 3.536 ROUTES: I-195 SR-112

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	M	797	492	247	261	502	1432	3389	4127	3812	3505	3585	3017	2945	3104	3641	3660	3483	3839	3908	2949	2222	1857	1674	1034	59482N
2	T	621	326	180	218	481	1438	3803	4778	3940	3995	3169	3158	3350	3484	3880	3475	3392	3625	3886	3238	2344	2037	1802	1082	61702N
3	W	635	310	204	209	468	1445	3844	4632	4031	4013	3505	3044	3290	3272	3718	3715	3642	4005	4037	3096	2311	2240	2034	1382	63082N
4	R	680	404	276	237	494	1421	3812	4525	4129	4029	3485	3184	3331	3256	3715	3512	3782	3802	3929	3619	2765	2423	2103	1587	64500N
5	F	875	493	318	226	515	1435	3636	4640	4315	3983	3493	3350	3277	3521	3919	3865	3612	3876	4067	3524	2761	2689	2354	1996	66740N
6	A	1510	847	597	483	540	955	2081	2299	2581	2533	2470	2681	2878	3221	3802	3669	3521	3714	3305	3188	2714	3001	2513	1999	57102N
7	S	1491	945	668	512	474	841	1535	1612	1873	2037	2281	2534	2733	2819	3458	3379	3388	3567	3111	2123	1702	1838	1938	1648	48507S
8	M	738	390	213	239	504	1406	3750	4397	4336	3765	3548	3201	3403	3347	3781	3298	3505	3730	4122	3293	2223	1924	1777	1099	61989N
9	T	597	348	201	205	489	1405	3849	4716	4045	3965	3316	3081	3100	3264	3798	3557	3389	3196	3602	3462	2463	2026	2135	1546	61755N
10	W	673	297	217	216	445	1349	3851	4887	3989	4014	3483	3150	3643	3637	3959	3692	3796	3832	4122	3590	2637	2476	2027	1406	65388N
11	R	750	400	245	220	460	1471	3819	4786	4091	3750	3999	3606	3240	3613	4011	3757	3779	2348	4227	3736	3545	2548	2382	1646	66429A
12	F	1039	562	325	289	512	1426	3832	4435	3623	3483	4048	3732	3857	3986	4267	3749	3857	3841	4000	3563	3010	2601	2590	1964	68591N
13	A	1434	919	546	487	535	919	2048	2328	2751	2837	2700	3004	3220	3723	4123	3695	3655	3558	3332	3436	3040	2794	2755	2161	60000N
14	S	1653	1144	708	570	613	884	1620	1649	2063	2489	2611	3011	3270	3542	3500	3701	3984	3936	3701	3375	2787	2336	2082	1529	56758S
15	M	961	609	352	322	529	1339	3446	4067	3776	3369	3155	3108	3217	3199	3813	3352	3714	3688	3356	2672	2191	1847	1924	1151	59157N
16	T	651	386	248	243	519	1479	3696	4549	3655	3175	3004	2857	3048	3223	3658	3342	3713	3630	4077	3254	2423	2014	1863	1285	59992N
17	W	763	378	233	217	466	1391	3876	4786	4041	3914	3519	3433	3441	3486	3659	3762	3280	3616	3561	3721	2443	2375	2154	1593	64108N
18	R	859	422	248	238	467	1358	3892	4696	3976	4057	3801	3675	3487	3651	3905	3832	3683	3853	3981	3129	2749	2341	2313	1571	66184N
19	F	975	535	293	257	511	1468	3990	4794	4026	3891	3797	3601	3507	3728	3855	3880	3839	4112	4214	3859	3065	2566	2617	1969	69349N
20	A	1369	868	569	461	548	971	2164	2351	2896	3112	3590	3144	2963	3282	3980	3734	4182	3966	3599	3463	2698	2569	2856	2312	61647A
21	S	1747	1155	748	628	612	949	1681	1689	2005	2152	2520	2865	3175	3564	3974	3643	3663	3207	3144	2744	2201	2091	1832	1261	53250N
22	M	747	515	277	252	510	1441	3789	4569	4219	3708	3512	3469	3411	3376	3725	3544	3545	3643	3868	3354	2308	2068	2114	1338	63302N
23	T	687	364	226	195	466	1434	3932	4763	4011	3995	3334	3088	3024	3368	3745	3294	3277	3588	3914	3240	2393	2014	1997	1208	61557N
24	W	611	362	231	196	451	1409	3785	4568	4232	4092	3406	3236	3396	3491	3745	3842	3558	3791	3797	3444	2339	2223	2463	1540	64208S
25	R	853	415	290	245	530	1448	3855	4608	3688	3862	3606	3090	3555	3467	4025	4018	3778	3809	4129	3834	2736	2471	2436	1711	66459S
26	F	954	518	315	315	513	1406	3750	4687	4230	3683	3739	3682	3438	3329	3528	3842	4359	4519	4431	3733	2881	2736	2744	2190	69522S
27	A	1604	974	643	506	551	920	2038	2235	2720	2781	2765	3083	3418	3598	4088	4032	4023	3811	3706	3207	2537	2555	2763	2421	60979N
28	S	1740	1079	698	603	666	982	1659	1697	2111	2272	2544	2965	3274	3460	3950	3515	3511	3754	3154	2985	2213	2024	1786	1250	53892N
29	M	849	471	253	260	534	1412	3859	4663	4136	3950	3344	3125	2901	3287	3756	3363	3408	3544	3667	3246	2128	1955	1752	1163	61026N

WEEKDAY AVERAGE = 64177 SATURDAY AVERAGE = 59932 SUNDAY AVERAGE = 53102 NUMBER OF GOOD DAYS 29 TOTAL MONTHLY COUNT = 1796657
MONTHLY AVERAGE = 61988

COMMENTS:

- "B"=====> BAD DAY
 - "N"=====> NORMAL DAY
 - "A"=====> ATYPICAL DAY
 - "H"=====> ATYPICAL DAY (HOLIDAY)
 - "S"=====> ATYPICAL DAY (SPECIAL EVENT)
- 2/7: SUPERBOWL 50 - CAROLINA VS DENVER - SANTA CLARA CA - 6:30PM
2/14: VALENTINE'S DAY; 2/15: PRESIDENT'S DAY
2/24-28: SOUTH BEACH FOOD AND WINE FESTIVAL

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/16/17

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
FEBRUARY 2016

COUNTY NAME: MIAMI-DADE STATION: 0108 DIRECTION: W LANE: 0
DESCRIPTION: SR-112/I-195, 1 MI E OF SR-5/US-1, DADE CO.
LOCATION: COUNTY 87 SECTION 004 SUBSECTION 000 MILEPOST 3.536 ROUTES: I-195 SR-112

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY					
1	M	1182	550	429	400	662	851	1572	3644	3923	3209	3227	3474	3441	3291	3895	4325	4440	4395	3492	2642	1936	1553	1453	1706	59692N					
2	T	1078	470	308	296	373	732	1546	3664	3987	3389	3099	3231	3110	3419	3997	4550	4271	4475	4256	2902	2071	1721	1664	1986	60595N					
3	W	1097	484	294	212	300	609	1584	3642	3957	3359	3182	3477	3526	3354	3950	4628	4651	4567	2937	1748	2547	1804	1697	2003	59609A					
4	R	1344	589	441	351	415	725	1607	3689	3889	3377	3196	3482	3463	3427	3972	4806	4700	4729	3931	3017	2300	1967	1774	2037	63228N					
5	F	1363	708	455	396	441	704	1485	3310	3556	3283	3300	3610	3898	3819	4206	4901	4422	4169	4058	2867	2264	2020	1914	2201	63350N					
6	A	1822	1209	824	704	684	779	899	1663	1925	2388	2603	2768	3063	2826	3056	3601	3529	3629	3213	2769	2317	2053	1969	2434	52727N					
7	S	2228	1354	990	767	763	763	804	1287	1394	1811	2442	2862	3077	3040	2956	3336	3278	3399	3053	2204	1686	1542	1801	1975	48812N					
8	M	1026	442	323	324	445	803	1544	3620	3946	3368	3259	3296	3352	3459	3955	4025	3648	3597	4697	3718	2185	1580	1472	1645	59729A					
9	T	913	462	303	245	361	665	1566	3733	4035	3382	3187	3359	3575	3369	4009	4711	4558	3539	3781	3063	2117	1771	1591	1755	60050N					
10	W	980	459	297	232	318	654	1538	3637	4134	3412	3378	3463	3470	3617	4192	4876	4645	4414	4238	2913	2403	1838	1762	1867	62737N					
11	R	1145	532	369	316	430	666	1635	3639	4035	3485	3182	3386	3594	3428	4010	4916	4059	4072	4432	3247	2563	2102	2244	2356	63843N					
12	F	1491	743	499	413	498	748	1489	3373	3755	3292	3320	3538	3502	3615	4103	4633	4435	4116	4329	3688	2546	2183	2043	2377	64729N					
13	A	1927	1395	909	785	633	705	883	1568	1922	2351	2614	2835	2992	3825	4072	4864	4583	4294	3656	3487	2631	2231	2425	2562	60149A					
14	S	2242	1572	1123	878	850	850	747	1323	1436	1954	2461	2845	3179	2926	2926	3424	3378	3588	3510	3275	2384	2115	2186	2248	53420S					
15	M	1723	984	547	443	581	852	1263	2526	3011	3139	3423	3654	3648	3855	3853	4658	4541	4256	3483	2560	2030	1590	1463	1642	59725A					
16	T	1021	509	333	295	419	777	1502	3269	3387	3287	2938	3068	3178	3170	3723	4627	4372	4584	3677	2830	2120	1766	1502	1774	58128N					
17	W	1007	507	282	227	357	696	1532	3780	3986	3502	3133	3190	3240	3504	3772	3618	4104	4298	4321	4167	2379	1912	1641	1772	60927A					
18	R	1174	580	407	380	448	695	1634	3633	4019	3480	3260	3474	3706	3681	4220	4797	4575	4569	4594	3265	2451	2102	1787	2008	64939N					
19	F	1339	763	413	399	532	802	1596	3684	3974	3474	3543	3737	3867	3889	4214	4441	3564	4629	4417	3418	2430	2132	2143	2456	65856N					
20	A	2119	1195	884	744	864	849	883	1773	1931	2424	2676	3141	3177	3083	3240	3747	3794	3766	3448	2863	2424	2157	2616	2637	56435A					
21	S	2275	1548	1079	893	915	943	886	1406	1553	1858	2448	2756	2908	2977	2926	3322	3468	3700	3677	3249	2389	1730	1623	1793	52322N					
22	M	1076	563	337	355	496	918	1660	3780	4107	3313	3304	3280	3379	3327	4006	4708	4713	4607	4216	3001	2075	1562	1403	1720	61906N					
23	T	1158	560	349	341	431	755	1675	3687	3864	3017	3025	3284	3397	3332	4094	4841	3995	4240	3833	2893	2057	1621	1539	1712	59700N					
24	W	995	449	270	245	332	719	1621	3682	3928	3277	3258	3360	3269	3325	4272	4710	4438	4235	4189	2874	2156	1794	1731	1889	61018N					
25	R	1104	623	406	363	414	709	1586	3700	3809	3396	3310	3555	3644	3461	4035	4727	4510	4015	4198	3111	2550	2058	2050	2238	63572N					
26	F	1394	830	501	403	471	774	1555	3564	3745	3313	3295	3580	3569	3427	4050	4709	4083	3754	4454	3481	2686	2278	2481	2687	65084S					
27	A	1985	1430	1086	893	886	742	923	1630	1946	2368	2711	2902	3076	2960	3216	4072	3946	3913	4020	3611	2638	2180	2419	2949	58502S					
28	S	2116	1490	1116	915	960	963	889	1403	1509	1962	2720	2897	3167	3103	3064	3506	3504	4176	4230	3227	2185	2019	1633	1735	54489A					
29	M	1145	606	409	378	580	974	1657	3717	4006	3232	3449	3491	3315	3219	3902	4726	4687	4516	3510	2819	1853	1563	1507	1678	60939N					
WEEKDAY AVERAGE =		61948				SATURDAY AVERAGE =				56953				SUNDAY AVERAGE =				52261				NUMBER OF GOOD DAYS		29		TOTAL MONTHLY COUNT =				1736212	
MONTHLY AVERAGE =		59851																													

COMMENTS:

"B"=====> BAD DAY
 "N"=====> NORMAL DAY
 "A"=====> ATYPICAL DAY
 "H"=====> ATYPICAL DAY (HOLIDAY)
 "S"=====> ATYPICAL DAY (SPECIAL EVENT)

2/7: SUPERBOWL 50 - CAROLINA VS DENVER - SANTA CLARA CA - 6:30PM
 2/14: VALENTINE'S DAY; 2/15: PRESIDENT'S DAY
 2/24-28: SOUTH BEACH FOOD AND WINE FESTIVAL

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/16/17

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
MARCH 2016

COUNTY NAME: MIAMI-DADE STATION: 0108 DIRECTION: E LANE: 0
DESCRIPTION: SR-112/I-195, 1 MI E OF SR-5/US-1, DADE CO.
LOCATION: COUNTY 87 SECTION 004 SUBSECTION 000 MILEPOST 3.536 ROUTES: I-195 SR-112

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY											
1	T	670	327	236	212	460	1416	3882	4647	4064	3766	3247	3060	2955	3213	3604	3413	3411	3403	3739	3099	2327	2003	2247	1202	60603N											
2	W	636	338	215	206	467	1402	3911	4701	3915	3891	3438	3244	3149	3396	3798	3443	3569	3394	3598	3392	2385	2170	1947	1365	61970N											
3	R	804	429	300	263	449	1448	3839	4776	4054	3839	3366	3233	3324	3382	3915	3704	3661	3700	3786	3333	2483	2370	2316	1617	64391N											
4	F	936	534	331	294	521	1429	3858	4799	4121	3870	3492	3487	3660	3654	3712	3746	3989	3723	3831	3371	2712	2686	2631	2032	67419N											
5	A	1477	935	587	510	562	988	2375	2563	2560	2536	2595	2855	3169	3651	3884	3923	3699	3511	3491	3009	2786	2582	2415	2224	58887N											
6	S	1684	1216	779	644	702	1082	1556	1559	2228	2614	3043	3137	3396	3736	3445	3549	3582	3102	3042	2684	2353	2261	1834	1315	54543N											
7	M	838	522	323	268	564	1480	3677	4680	4071	3722	3321	3033	3277	3330	3732	3554	3400	3549	3873	3091	2300	1982	1826	1284	61697N											
8	T	724	392	253	257	511	1441	3709	4679	3931	3867	3318	3193	3163	3392	3702	3575	3527	3525	3971	3209	2336	2116	1952	1242	61985N											
9	W	696	415	245	247	503	1394	3720	4400	3898	3408	3180	3445	3533	3628	3848	3804	3791	3742	3931	3439	2615	2306	2348	1615	64151N											
10	R	950	563	410	321	484	1491	3816	4683	3830	3967	3628	3450	3489	3671	3909	3881	3835	3972	3963	3418	3054	2566	2422	1859	67632N											
11	F	1127	687	444	371	584	1399	3969	4682	4030	4003	3736	3530	3672	3740	3779	3775	4167	4099	4217	3734	3067	2837	2715	2215	70579N											
12	A	1690	1190	886	697	712	1072	2105	2325	2525	2606	2857	3030	3158	3632	4180	3914	3792	3731	3400	3346	2855	2726	3140	2581	62150N											
13	S																									55439B											
14	M	1083	645	439	353	599	1564	3649	4384	4013	3990	3639	3315	3401	3555	3860	3643	3701	3697	3877	3169	2630	2249	2468	1492	65415A											
15	T	1004	547	376	328	554	1502	3647	4280	3982	3985	3489	3260	3346	3552	4055	3480	3606	3728	3831	3554	2971	2404	2355	1991	65827A											
16	W	1154	595	409	363	565	1516	3715	4516	4024	3911	3557	3499	3504	3937	4052	4016	3930	3917	4151	3829	2965	2720	2493	1950	69288A											
17	R	1218	691	451	391	625	1535	3685	4579	3604	3633	3848	3698	3695	4179	4217	4266	4168	4049	4040	3699	3391	3031	3141	2285	72119A											
18	F	1700	1061	777	757	783	1639	3658	4411	4351	4154	3852	3782	4000	4093	3598	3385	4161	3145	4535	3579	2935	2974	3015	2519	72864S											
19	A	2620	1831	993	754	753	1127	2049	2188	2512	2613	2866	3155	3577	3830	4265	4164	4063	3400	3777	3259	2822	2778	3402	3002	65800S											
20	S	2612	1986	1062	895	859	1151	1650	1564	2022	2065	2448	3261	3630	3963	3877	4106	3840	3523	3323	2565	2364	2431	2230	2101	59528S											
21	M	1560	799	529	474	666	1623	3640	4481	3950	3349	3274	3340	3653	3665	4044	3825	3640	3990	4289	3408	2768	2303	2022	1430	66722A											
22	T	836	462	300	271	524	1468	3533	4445	4086	3473	3211	3093	3116	3412	3607	3332	3503	3675	3902	3456	2758	2327	2177	1421	62388N											
23	W	839	443	317	243	449	1388	3487	4012	4089	3546	3257	3436	3868	3865	4100	3409	3513	3620	4018	3660	3213	2811	2555	1813	65951N											
24	R	1038	638	394	326	475	1365	3413	4203	3870	3471	3262	3378	3592	3500	3897	3721	3657	3704	4047	2967	2743	2745	2554	1839	64799N											
25	F	1168	737	503	392	487	1392	3333	4043	3579	3143	3015	3211	2413	4085	3766	3782	3500	3613	3223	2793	2702	2399	2763	2462	62504A											
26	A	1769	1083	697	558	596	993	1838	1969	2306	2493	2654	3109	3530	3982	3984	3691	3724	3239	3322	2827	2790	2648	2886	2243	58931N											
27	S	1746	1226	802	617	625	853	1570	1526	1848	2018	2449	2630	3010	3224	3679	3371	3047	2835	2929	2484	2376	2124	1921	1412	50322N											
28	M	884	529	306	277	491	1374	3616	4216	4033	3492	3279	3105	3192	3315	3299	3570	3472	3715	3643	2861	2391	2153	2416	1296	60925A											
29	T	783	410	270	220	448	1411	3672	4453	4066	3643	3350	3139	3015	3239	3433	3188	3125	3338	3805	2904	2353	2242	2108	1307	59922N											
30	W	739	432	222	202	427	1386	3637	4567	4160	3581	3619	3086	3046	3273	3618	3651	3492	3575	3640	3140	2641	2256	2111	1518	62019N											
31	R	929	506	308	270	422	1437	3624	4515	3985	3739	3312	3224	3209	3459	3937	3727	3609	3542	3936	3107	2818	2594	2429	1895	64533N											
WEEKDAY AVERAGE =		65110				SATURDAY AVERAGE =				61442				SUNDAY AVERAGE =				54798				NUMBER OF GOOD DAYS				30				TOTAL MONTHLY COUNT =				1905864			
MONTHLY AVERAGE =		63113																																			

COMMENTS:

- "B"=====> BAD DAY 3/13: DAYLIGHT SAVINGS TIME BEGINS
- "N"=====> NORMAL DAY 3/18-20: ULTRA MUSIC FESTIVAL (DOWNTOWN MIAMI)
- "A"=====> ATYPICAL DAY SPRING BREAK: 3/1-19 - COLLEGES; 3/21-25 - PUBLIC SCHOOLS
- "H"=====> ATYPICAL DAY (HOLIDAY) 3/17: ST PATRICK'S DAY; 3/27: EASTER SUNDAY
- "S"=====> ATYPICAL DAY (SPECIAL EVENT)

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/16/17

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
MARCH 2016

COUNTY NAME: MIAMI-DADE STATION: 0108 DIRECTION: W LANE: 0
DESCRIPTION: SR-112/I-195, 1 MI E OF SR-5/US-1, DADE CO.
LOCATION: COUNTY 87 SECTION 004 SUBSECTION 000 MILEPOST 3.536 ROUTES: I-195 SR-112

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY																				
1	T	1021	499	329	270	404	750	1582	3597	3948	3315	3153	3238	3191	3241	3845	4860	4610	3615	3798	2849	1985	1568	1516	1704	58888N																				
2	W	976	456	271	243	325	704	1588	3680	3964	3173	3155	3232	3482	3334	4179	4614	4049	4165	3682	2936	2114	1765	1673	1885	59645N																				
3	R	1065	607	426	341	446	703	1591	3648	3800	3330	3144	3409	3511	3539	4117	4957	4520	4452	3653	3004	2304	1841	1794	1922	62124N																				
4	F	1280	768	460	349	486	758	1513	3489	3763	3377	3311	3524	3559	3749	4192	4766	4478	4541	3724	3035	2420	2288	2229	2331	64390N																				
5	A	1784	1168	894	781	792	820	929	1657	1880	2242	2601	3210	3086	2957	3395	3565	3555	3382	3148	2944	2733	2277	2208	2629	54637N																				
6	S	2120	1616	1130	983	1076	1017	951	1458	1592	1961	2498	2875	3104	2942	3045	3861	4054	4341	4218	3733	2572	1915	1745	1818	56625N																				
7	M	1103	671	485	418	641	911	1677	3627	3913	3387	3119	3396	3362	3412	3988	4620	4710	4539	3551	2843	2020	1640	1422	1668	61123N																				
8	T	1004	540	373	358	478	767	1622	3599	3826	3203	3287	3412	3384	3265	3954	4881	4677	4414	3585	3041	2074	1784	1679	1809	61016N																				
9	W	1093	590	386	275	369	685	1613	3550	3743	3333	3189	3350	3477	3312	4017	4785	4601	4445	3843	3169	2266	1882	1786	2035	61794N																				
10	R	1305	717	552	493	614	804	1682	3644	4027	3508	3391	3499	3627	3476	4015	4818	4635	4483	4180	3830	2641	2164	2078	2200	66383N																				
11	F	1875	1009	635	518	614	887	1617	3571	3827	3331	3251	3443	3587	3536	4171	4480	4544	4776	4169	3267	2677	2309	2381	2678	67153A																				
12	A	2135	1548	1074	1034	982	922	1041	1758	1905	2321	2569	2896	2918	2802	3042	3603	3406	3623	3739	3543	3046	2481	2478	2915	57781A																				
13	S																									56737B																				
14	M	1362	818	585	485	686	1058	1550	3437	3943	3734	3641	3327	3477	3501	3882	4746	4597	4631	3906	3152	2422	1846	1750	1925	64461N																				
15	T	1208	790	490	458	544	804	1614	3471	3827	3373	3162	3357	3330	3392	4028	4116	3990	3955	3960	3060	2750	2143	2021	2245	62088A																				
16	W	1440	658	462	370	478	911	1567	3401	4046	3409	3326	3448	3419	3405	4215	4846	4791	4464	3888	3361	2843	2228	2224	2826	66026A																				
17	R	1475	874	549	519	605	965	1628	3360	3873	3416	3301	3423	3659	3535	4082	4658	4584	4595	4329	3806	4040	3631	2636	2663	70206A																				
18	F	2046	1292	955	887	915	1069	1640	3209	3702	3246	3285	3460	3609	3540	3836	4836	4495	4503	3787	3657	3006	2622	2740	2959	69296S																				
19	A	3346	2659	1458	1112	1055	1144	1060	1595	1776	2155	2466	2768	2899	2972	3172	3687	3677	3874	3711	3460	3133	2649	2902	3154	61884S																				
20	S	2780	2271	1638	1383	1236	1304	1112	1405	1443	1770	2330	2756	2986	2904	3164	3634	3675	4008	4016	3285	2695	2072	2034	2332	58233S																				
21	M	1797	1173	867	756	849	1202	1608	3096	3627	3317	3276	3432	3403	3595	3821	4789	4745	4668	3568	2995	2467	1946	1755	2080	64832A																				
22	T	1280	715	461	400	518	750	1370	3033	3545	3325	3172	3442	3515	3400	3701	4728	4438	4393	3453	3032	2448	1835	1782	1918	60654N																				
23	W	1303	717	391	323	425	697	1347	2861	3644	3312	3407	3802	3378	3510	3810	4436	4379	4390	3951	3161	2594	2098	1981	2498	62415N																				
24	R	1985	900	567	485	536	750	1298	2709	3346	3298	3397	3611	3526	3494	3819	4732	4743	4338	3428	2983	2248	2094	1915	2134	62336A																				
25	F	1566	954	708	546	560	796	1289	2271	2900	3012	3179	3437	3512	3498	3910	4653	3764	4121	3426	2969	1805	2270	2141	2195	59482A																				
26	A	1847	1491	1088	991	894	847	940	1448	1750	2139	2436	2686	2717	2737	2952	3496	3370	3673	3544	3606	3172	2449	2336	2633	55242A																				
27	S	2321	1640	1228	961	872	913	820	1284	1413	1763	2317	2552	2879	2838	2738	3137	3084	3383	3388	3253	2823	1838	1582	1762	50789N																				
28	M	1149	631	394	359	567	851	1501	3230	3916	3385	3329	3271	3334	3172	3847	4790	4138	4693	3915	2909	2143	1628	1595	1788	60535N																				
29	T	1070	639	386	319	407	751	1538	3295	3920	3341	3182	3417	3396	3318	4015	4702	3984	4376	3285	2736	2115	1719	1515	1723	59149N																				
30	W	1113	604	352	217	340	685	1459	3279	3804	3480	3334	3402	3683	3461	4099	4724	4689	4287	3411	2807	2268	1755	1584	1782	60619N																				
31	R	1160	623	427	369	459	714	1503	3281	3805	3441	3374	3198	3457	3516	3901	4661	4138	4548	3644	3084	2536	2015	1844	2103	61801N																				
WEEKDAY AVERAGE =		62969					SATURDAY AVERAGE =					57386					SUNDAY AVERAGE =					55216					NUMBER OF GOOD DAYS					30					TOTAL MONTHLY COUNT =					1841607				
MONTHLY AVERAGE =		61064																																												

COMMENTS:

- "B"=====> BAD DAY 3/13: DAYLIGHT SAVINGS TIME BEGINS
- "N"=====> NORMAL DAY 3/18-20: ULTRA MUSIC FESTIVAL (DOWNTOWN MIAMI)
- "A"=====> ATYPICAL DAY SPRING BREAK: 3/1-19 - COLLEGES; 3/21-25 - PUBLIC SCHOOLS
- "H"=====> ATYPICAL DAY (HOLIDAY) 3/17: ST PATRICK'S DAY; 3/27: EASTER SUNDAY
- "S"=====> ATYPICAL DAY (SPECIAL EVENT)

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/16/17

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
APRIL 2016

COUNTY NAME: MIAMI-DADE STATION: 0108 DIRECTION: E LANE: 0
DESCRIPTION: SR-112/I-195, 1 MI E OF SR-5/US-1, DADE CO.
LOCATION: COUNTY 87 SECTION 004 SUBSECTION 000 MILEPOST 3.536 ROUTES: I-195 SR-112

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY							
1	F	1132	621	383	358	481	1408	3585	4497	4142	3844	3477	3417	3574	3661	3825	3786	3523	3766	3979	3458	2976	2854	2792	2188	67727N							
2	A	1618	977	661	569	572	996	2009	2373	2984	2841	2709	2860	3170	3509	3796	3824	3673	3355	3355	2680	2549	2512	2759	2295	58646N							
3	S	1686	1178	795	635	620	1010	1456	1372	1600	1502	2022	2923	2900	3343	3328	3431	3411	3114	3157	2513	2302	2024	1786	1420	49528N							
4	M	832	499	310	289	520	1453	3635	4615	4015	3590	3320	3012	2821	3048	3524	3564	3511	3518	3675	2854	2300	1973	1748	1134	59760N							
5	T	650	352	274	236	458	1481	3690	4223	3545	3722	3522	3084	3058	3195	3619	3241	3360	3324	3607	3280	2296	1878	2070	1345	59510N							
6	W	738	347	225	229	455	1418	3637	4732	3850	3646	3309	2932	2943	3265	3614	3462	3570	3604	3781	3042	2497	2341	2070	1300	61007N							
7	R	783	439	285	287	458	1451	3790	4697	3856	3893	3310	3352	3337	3370	3660	3508	3435	3634	3931	3107	2686	2390	2371	1901	63931N							
8	F	1081	640	364	365	488	1429	3665	4291	4244	3801	3659	3517	3714	3748	3984	3926	3751	3885	3697	3464	2916	2723	2515	2162	68029N							
9	A	1667	950	673	488	517	982	2039	2356	2584	2661	2931	3199	3551	3889	2047	2656	3966	3805	3593	3120	2633	2603	2757	2362	58029A							
10	S	2089	1292	845	676	656	914	1623	1754	2247	2891	3308	3359	3526	3597	3654	3706	3283	3195	2776	2466	2296	2022	1759	1376	55310N							
11	M	822	463	306	304	518	1475	3707	4659	3595	3844	3372	3088	3257	3366	3822	3283	3382	3374	3708	2934	2229	1961	1726	1171	60366N							
12	T	622	332	239	250	477	1482	3649	4449	4109	3723	3252	3013	2988	3227	3480	3252	3231	3540	3667	2845	2349	2000	1872	1230	59278N							
13	W	613	313	225	197	440	1506	3790	4679	3888	3736	3215	2882	3053	3427	3198	3263	3125	3276	3666	2926	2339	2120	1956	1350	59183N							
14	R	793	482	258	245	448	1457	3815	4739	3942	3908	3337	3143	3239	3436	3658	3419	3615	3443	3781	3091	2534	2345	2249	1700	63077N							
15	F	999	510	333	273	517	1482	3712	4605	4027	3803	3487	3222	3286	3590	3928	3733	3467	3494	3444	2046	2575	2231	2559	2162	63485N							
16	A	1334	891	557	480	511	970	2047	2163	2495	2531	2695	3002	3550	4032	4172	3890	3816	3513	3142	3033	2621	2584	2631	2201	58861N							
17	S	1557	1064	727	645	663	933	1634	1649	2098	2089	2476	2735	3066	3198	3656	3447	3304	3196	2959	2609	2449	2121	1854	1345	51474N							
18	M	819	458	294	267	523	1505	3769	4803	4037	3955	3505	3278	3072	3281	3738	3435	3493	3424	3684	2953	2198	1905	1772	1114	61282N							
19	T	659	337	201	214	479	1438	3863	4820	3762	4142	3638	3376	3225	3263	3713	3320	3426	3477	3695	3377	2371	2054	1945	1279	62074N							
20	W	733	339	219	210	399	1448	3764	4551	4109	3611	2715	3269	3067	3392	3543	3478	3441	3446	3733	3191	2398	1944	2300	1435	60735N							
21	R	933	470	303	222	414	1434	3785	4724	4122	3661	3385	3165	3056	3312	3546	3478	3557	3543	3732	3253	2557	2420	2154	1616	62842N							
22	F	1026	562	356	287	456	1447	3710	4634	3964	3750	3378	3231	3166	3412	3945	3771	3653	3695	3940	3506	2983	2837	2732	2022	66463N							
23	A	1443	922	614	442	499	930	1969	2080	2356	2539	2458	2798	3017	3368	3839	3752	3400	3457	3159	2826	2599	2600	2640	2142	55849N							
24	S	1646	1275	845	662	643	884	1691	1733	2153	2250	2591	3153	3325	3757	4000	3630	3205	2811	2781	2746	2168	2102	1888	1403	53342N							
25	M	867	499	327	261	571	1466	3695	4547	4158	2961	3374	3070	2861	3207	3601	3413	3392	3570	3740	2852	2161	1873	1841	1221	59528N							
26	T	717	404	256	242	478	1436	3856	4639	3925	3740	3252	3098	3024	3266	3589	3369	3389	3608	3880	3056	2407	2063	1930	1288	60912N							
27	W	742	421	277	228	448	1390	3744	4699	3986	3612	3341	3080	3092	3369	3721	3418	3342	3666	3650	3426	2871	2185	2299	2066	63073A							
28	R	1281	587	341	282	467	1448	3805	4573	4162	3562	3169	3356	3159	3248	3389	3313	3893	3636	3730	2863	2393	2359	2136	1647	62799A							
29	F	1023	611	416	310	525	1429	3774	4611	4079	3580	3407	3202	3261	3403	3751	3436	3559	3648	3657	3167	2767	2461	2407	2193	64677N							
30	A	1595	994	694	540	595	944	2090	2163	2465	2492	2719	2752	3226	3583	3843	3680	3494	3165	3008	2843	2588	2595	2591	2213	56872N							
WEEKDAY AVERAGE =		62183				SATURDAY AVERAGE =				57651				SUNDAY AVERAGE =				52414				NUMBER OF GOOD DAYS				30		TOTAL MONTHLY COUNT =				1807649	
MONTHLY AVERAGE =		60140																															

COMMENTS:

- "B"=====> BAD DAY
 - "N"=====> NORMAL DAY
 - "A"=====> ATYPICAL DAY
 - "H"=====> ATYPICAL DAY (HOLIDAY)
 - "S"=====> ATYPICAL DAY (SPECIAL EVENT)
- 4/18: FEDERAL INCOME TAX DAY

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/16/17

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
APRIL 2016

COUNTY NAME: MIAMI-DADE STATION: 0108 DIRECTION: W LANE: 0
DESCRIPTION: SR-112/I-195, 1 MI E OF SR-5/US-1, DADE CO.
LOCATION: COUNTY 87 SECTION 004 SUBSECTION 000 MILEPOST 3.536 ROUTES: I-195 SR-112

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY							
1	F	1420	801	627	524	537	736	1458	3192	3784	3382	3427	3466	3599	3419	4093	4573	4441	4289	3551	3109	2878	2342	2334	2606	64588N							
2	A	2074	1482	1026	899	815	767	933	1555	1901	2384	2548	3018	3018	2876	3069	3325	3155	3525	3839	3187	2679	2263	2237	2486	55061N							
3	S	2127	1530	1123	981	977	960	861	1392	1545	1702	2479	2964	3126	2804	2892	3246	3281	3438	3160	2847	2327	1849	1727	2255	51593N							
4	M	1387	683	413	409	590	910	1630	3502	3890	3362	3213	3235	3326	3332	3959	4697	4681	4448	3338	2780	2034	1622	1408	1652	60501N							
5	T	1027	555	307	332	390	744	1535	3568	3938	3168	3006	3062	3302	3179	3819	4757	4638	4598	3435	2956	2192	1707	1590	1849	59654N							
6	W	1119	559	270	240	299	640	1490	3485	3948	3457	3180	3351	3331	3346	4023	4785	4587	4323	3439	2798	2160	1913	1698	1860	60301N							
7	R	1083	576	385	320	403	643	1489	3368	3627	3256	3075	3254	3289	3435	3855	4787	4048	4542	4077	3187	2513	2059	1866	2054	61191N							
8	F	1426	844	500	461	476	743	1392	3120	3596	3263	3341	3413	3425	3623	4016	4544	4375	4601	3811	3172	2659	2275	2307	2665	64048N							
9	A	2006	1322	977	782	755	781	943	1671	1915	2241	2515	2774	2822	2757	2902	3162	3413	3620	3814	4199	3521	2631	2603	2798	56924N							
10	S	2324	1679	1175	956	957	1041	928	1419	1524	1963	2334	2793	2996	2956	3245	3731	3948	4394	4173	3817	3244	2169	1749	1884	57399N							
11	M	1177	681	476	395	553	963	1612	3570	3935	3284	3256	3350	3325	3292	3793	4626	4589	4555	3394	2674	2102	1625	1407	1638	60272N							
12	T	1026	547	325	277	423	724	1552	3552	4081	3175	3090	3108	3159	3216	3711	4731	4245	4334	3386	2807	2207	1720	1579	1706	58681N							
13	W	1018	505	354	266	358	689	1499	3448	3922	3383	3105	3147	3311	3261	3931	3470	3098	4168	3850	2952	2238	1921	1610	1868	57372A							
14	R	1139	583	384	337	452	704	1559	3550	3910	3360	3262	3325	3448	3361	3962	4763	4659	4569	3459	2951	2247	1940	1872	2067	61863N							
15	F	1331	773	482	424	484	748	1533	3298	3773	3214	3277	3303	3530	3478	4089	4254	4629	4517	3391	2824	2130	1977	1921	2282	61662N							
16	A	1689	1171	812	698	697	673	891	1500	1830	2215	2407	2782	2698	2716	3048	3505	3574	3786	3951	3973	3647	2941	2441	2709	56354N							
17	S	2123	1531	1082	868	871	970	872	1301	1506	1862	2351	2941	3110	2954	2860	3340	3480	3761	3356	2934	2376	1861	1715	2107	52132N							
18	M	1243	612	379	352	527	866	1572	3538	3842	3057	3134	3243	3349	3234	3683	4570	4724	4661	3835	2964	2268	1701	1472	1677	60503N							
19	T	1044	501	287	285	390	696	1516	3523	3890	3190	3370	3197	3358	3374	4146	4640	4653	4453	3750	3059	2265	1769	1638	2007	61001N							
20	W	1216	584	329	237	336	662	1549	3452	3965	3260	3233	3169	3470	3402	4006	4633	4628	4640	3579	2907	2069	1829	1727	1936	60818N							
21	R	1208	632	423	323	422	687	1506	3420	3702	3304	3160	3172	3346	3316	3864	3824	4253	4647	3718	2956	2547	1884	1777	1998	60089N							
22	F	1442	771	500	402	440	717	1521	3307	3719	3181	3185	3276	3457	3297	3934	4732	4501	4031	3444	2890	2360	2263	2241	2852	62463A							
23	A	2438	1475	926	738	748	775	853	1531	1692	2087	2399	2586	2675	2645	2845	3492	3351	3507	3350	3024	2822	2323	2366	2720	53368N							
24	S	2173	1555	1203	874	920	1020	838	1303	1424	1705	2190	2658	2818	2704	2757	3335	3283	3697	3779	3663	3158	2197	1820	2130	53204N							
25	M	1233	733	411	414	545	916	1586	3499	3870	3162	3054	3137	3403	3305	3891	4796	4501	4064	3536	2718	2030	1677	1386	1759	59626N							
26	T	1046	556	340	365	364	694	1503	3456	3901	3236	3148	3131	3260	3383	3900	4722	4647	4290	3564	2972	2277	1873	1687	2016	60331N							
27	W	1215	692	350	261	338	670	1489	3412	3899	3306	3078	3158	3193	3217	4052	4724	4345	4316	3719	3434	2426	1972	1802	2325	61393N							
28	R	1473	766	481	430	535	703	1519	3387	3937	3236	3046	3268	3325	3279	3819	4804	4588	4409	3478	2956	2255	1960	1758	2067	61479N							
29	F	1475	822	509	454	533	767	1464	3282	3502	3110	3121	3241	3279	3251	3965	4758	4582	3974	3377	3099	2579	2087	2060	2341	61632N							
30	A	1855	1353	1074	871	865	879	950	1554	1823	2096	2442	2631	2764	2753	3032	3664	3440	3397	3369	3206	2488	2743	2336	2685	54270N							
WEEKDAY AVERAGE =		60830				SATURDAY AVERAGE =				55195				SUNDAY AVERAGE =				53582				NUMBER OF GOOD DAYS				30		TOTAL MONTHLY COUNT =				1769773	
MONTHLY AVERAGE =		58989																															

COMMENTS:
4/18: FEDERAL INCOME TAX DAY

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/16/17

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
MAY 2016

COUNTY NAME: MIAMI-DADE STATION: 0108 DIRECTION: E LANE: 0
DESCRIPTION: SR-112/I-195, 1 MI E OF SR-5/US-1, DADE CO.
LOCATION: COUNTY 87 SECTION 004 SUBSECTION 000 MILEPOST 3.536 ROUTES: I-195 SR-112

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY	
1	S	1675	1170	775	676	686	970	1731	1650	2054	2260	2637	2978	3372	3665	3707	3748	3460	3122	2948	2534	2162	2091	1819	1384	53274N	
2	M	814	533	304	276	569	1557	3730	4788	3892	3565	3393	3041	3009	3286	3572	3317	3424	3678	3624	2677	2220	1894	1807	1238	60208N	
3	T	673	404	266	241	497	1444	3925	4782	3973	3782	3187	2826	2812	3094	3418	3292	2844	3389	3621	2959	2218	1918	1896	1236	58697N	
4	W	687	393	206	202	446	1479	3817	4704	3998	3772	3257	2914	2646	2771	2955	2851	3099	3271	3275	2947	2254	1923	1932	1300	57099N	
5	R	776	435	324	302	486	1436	3957	4801	4013	3797	3528	3233	3193	3317	3847	3504	3250	3711	3851	3176	2747	2446	2281	1725	64136N	
6	F	1228	651	447	375	501	1460	3904	4764	4233	3518	3365	3313	3250	3458	3840	3537	3255	3600	3802	3201	2892	2729	2656	2170	66149N	
7	A	1713	1130	713	540	588	952	2111	2222	2484	2623	2831	2955	3344	3602	4094	3493	3634	3523	3221	2684	2694	2645	2544	2303	58643N	
8	S	1686	1160	950	589	590	868	1596	1624	1987	2233	2703	3208	3576	3748	3856	3490	3038	2849	2934	2556	2251	2090	1756	1330	52668N	
9	M	763	431	300	304	486	1458	3647	4688	4127	3654	3196	2961	3048	3355	3549	3407	3378	3457	3675	2927	2146	1921	1754	1633	60265A	
10	T	832	364	241	243	477	1484	3858	4355	3812	3917	3464	3052	2943	3205	3462	3237	3324	3441	3579	2985	2245	2066	1916	1310	59812N	
11	W	682	325	215	206	427	1450	3818	4805	4051	3699	3475	3100	3079	3395	3653	3516	3400	3212	3701	3086	2252	2114	1963	1394	61018N	
12	R	899	477	288	267	492	1380	3931	4731	4029	3820	3482	3261	3109	3512	3794	3457	3524	3598	3944	3136	2629	2315	2460	1709	64244N	
13	F	1008	582	352	306	522	1468	3925	4695	4178	3810	3455	3456	3502	3775	3853	3797	3512	3627	3792	3308	2743	2539	2567	2745	67517N	
14	A	1678	1049	711	587	618	951	2138	2142	2564	2722	2824	2981	2943	3639	3708	3584	3349	3209	3056	3057	2613	2458	2600	2385	57566N	
15	S	1886	1368	895	749	759	948	1615	1716	2051	2450	2793	3159	3549	3736	4118	3778	3128	2887	2819	2491	2178	2064	1858	1354	54349N	
16	M	912	553	321	320	563	1474	3875	4652	4079	3642	3181	3028	3037	3300	3537	3359	3375	3482	3653	2742	2173	1918	1755	1168	60099N	
17	T	698	353	274	223	493	1500	3909	4752	3943	3742	3328	2792	2867	3067	3456	3130	3242	3252	3627	2896	2010	1965	1818	1130	58467N	
18	W	626	353	239	232	422	1426	3446	4407	3969	3838	3067	2785	3022	3283	3399	2998	3243	3339	3679	2862	2210	2171	2030	1307	58353N	
19	R	833	435	237	246	463	1384	3634	4391	3946	3739	3173	3007	2849	3197	3893	3323	3416	3715	3782	3417	2675	2245	2223	1619	61842N	
20	F	982	564	341	353	522	1421	3814	4627	4214	3781	3547	3348	3249	3512	3714	3596	3274	3561	3742	2986	2661	2708	2595	2138	65250N	
21	A	1645	1051	708	569	616	970	2173	2190	2395	2715	2663	2932	3046	3336	3778	3724	2950	3111	3116	2966	2727	2914	2957	2481	57733N	
22	S	1952	1230	868	700	722	888	1559	1636	1981	2330	2534	2966	3395	3761	3912	3592	3311	2858	2807	2417	2207	1991	1818	1378	52813N	
23	M	855	494	309	295	584	1442	3557	4803	3855	3662	3175	2788	2864	3171	3493	3050	3254	3323	3697	2773	2081	1911	1753	1200	58389N	
24	T	700	392	244	273	513	1488	3905	4603	4011	3688	3105	2871	2690	2978	3418	3002	3144	2419	3939	2622	2164	1976	1798	1064	57007A	
25	W	660	354	235	250	466	1348	3904	4692	3988	3570	3394	2926	2944	3214	3528	3292	3359	3366	3797	2912	2340	2138	2064	1395	60136N	
26	R	895	478	334	328	705	1709	4096	4654	3968	3671	3216	3139	3035	3337	3730	3242	3329	3733	3956	3064	2409	2380	2208	1618	63234A	
27	F																										57005B
28	A																										43889B
29	S																										44578B
30	M																										44374B
31	T	857	460	374	349	566	1630	3535	4583	3896	3688	3087	3003	2954	3122	3386	3075	3218	3360	3666	2825	2125	1894	1796	1110	58559A	

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WEEKDAY AVERAGE = 61414 SATURDAY AVERAGE = 57981 SUNDAY AVERAGE = 53276 NUMBER OF GOOD DAYS 27 TOTAL MONTHLY COUNT = 1607527

MONTHLY AVERAGE = 59761

COMMENTS:
5/8: MOTHER'S DAY; 5/30: MEMORIAL DAY

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/16/17

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
MAY 2016

COUNTY NAME: MIAMI-DADE STATION: 0108 DIRECTION: W LANE: 0
DESCRIPTION: SR-112/I-195, 1 MI E OF SR-5/US-1, DADE CO.
LOCATION: COUNTY 87 SECTION 004 SUBSECTION 000 MILEPOST 3.536 ROUTES: I-195 SR-112

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY	
1	S	2269	1595	1248	991	1030	1079	915	1402	1440	1825	2326	2838	3146	2746	2850	3342	3377	3674	3601	3432	3101	2062	1637	1818	53744N	
2	M	1163	627	444	415	611	947	1615	3511	3744	3271	2992	3269	3260	3297	3833	4588	4564	4456	3602	2816	2097	1603	1457	1713	59895N	
3	T	1030	573	336	320	393	734	1536	3546	3680	3221	3200	3248	3229	3235	3899	4731	3811	4373	3548	2536	2044	1654	1451	1737	58065N	
4	W	1097	516	320	223	305	659	1524	3421	3640	3325	3103	3330	3667	3447	3515	3610	3874	3681	3196	2554	2028	1633	1455	1742	55865N	
5	R	1126	584	457	358	417	656	1541	3507	3719	3329	3046	3182	3294	3269	3938	4704	4394	4619	3969	3159	2579	1937	1863	2110	61757N	
6	F	1591	897	616	493	499	735	1467	3391	3625	3249	3107	3261	3421	3634	4170	4719	3318	4531	4024	3287	2623	2184	2099	2419	63360N	
7	A	1985	1464	970	822	796	783	934	1582	1871	2271	2442	2620	2987	2937	3288	3913	3773	3681	3460	3098	3083	2611	2515	2701	56587N	
8	S	2304	1638	1141	935	933	930	888	1308	1489	1786	2244	2768	2891	2840	2964	3428	3388	3598	4021	3583	3067	2127	1807	1808	53886N	
9	M	1068	573	402	335	507	819	1561	3455	3561	3001	3238	3173	3117	3282	3978	4686	4577	4521	3673	3049	2151	1656	1471	1799	59653N	
10	T	1166	547	359	310	368	649	1611	3459	3678	3171	3036	3111	3367	3320	3966	4683	4462	4503	3721	2998	2187	1801	1620	1794	59887N	
11	W	1121	512	296	216	316	636	1546	3340	3789	3255	3110	3207	3272	3451	3959	4718	4101	4713	3696	2951	2256	1862	1662	1971	59956N	
12	R	1204	602	405	404	460	672	1538	3454	3789	3233	3177	3333	3378	3406	4148	4819	4078	4709	3678	3202	2443	1971	1864	2111	62078N	
13	F	1458	846	513	468	481	739	1450	3360	3624	3251	3225	3421	3588	3610	4168	4536	4462	3219	4061	3325	2694	2235	2042	2463	63239N	
14	A	2044	1378	1005	859	884	822	920	1505	1868	2104	2411	2653	2766	2891	2964	3671	3516	3554	3372	3193	3094	2491	2217	2787	54969N	
15	S	2515	1742	1182	1039	1129	1106	867	1370	1402	1714	2161	2569	2928	2855	3037	3447	3353	3699	3790	3705	3035	2008	1844	1804	54301N	
16	M	1164	678	448	450	620	921	1607	3533	3682	3210	3049	3263	3193	3203	3845	4462	2897	3253	4018	2781	1982	1520	1381	1660	56820A	
17	T	1109	547	361	322	459	754	1555	3418	3661	3223	3069	3164	3241	3224	3891	4789	4327	4431	3335	2651	2014	1538	1496	1669	58248N	
18	W	1066	500	288	231	377	625	1489	3330	3797	3302	3090	3272	3458	3468	4192	4023	3799	4216	3217	2647	2029	1659	1596	1848	57519N	
19	R	1153	607	402	380	435	678	1436	3378	3556	3128	3142	3375	3342	3254	4064	4750	4679	4433	3554	3025	2350	1976	1929	2117	61143N	
20	F																										54862B
21	A	1963	1315	970	810	851	794	943	1485	1796	2091	2536	2806	2783	2792	3132	3553	3388	3936	3230	2758	2628	2204	2183	2781	53728N	
22	S	2931	1857	1250	1084	1081	1126	890	1363	1389	1769	2159	2660	3038	2694	2934	3588	3413	3666	3717	3371	2803	2080	1662	1829	54354N	
23	M	1122	689	446	392	607	889	1580	3526	3905	2778	2885	3263	3301	3209	3919	4379	3669	4362	3332	2620	2005	1560	1372	1655	57465N	
24	T	1052	547	337	295	446	691	1566	3496	3750	3234	2829	3044	3198	3159	3621	4210	4209	4410	3446	2641	1832	1649	1530	1648	56840N	
25	W	1057	526	326	245	353	682	1479	3397	3717	3258	2919	3191	3188	3266	4022	4687	4709	4370	3544	2860	2301	1846	1828	1939	59710N	
26	R	1223	644	462	447	484	761	1506	3414	3687	3256	3082	3107	3344	3328	3852	4674	4182	4580	3676	3094	2577	2483	2245	2421	62529A	
27	F	1737	950	629	520	572	738	1490	3284	3393	3194	3149	3304	3548	3566	4419	4586	4338	3737	3077	2725	2156	1917	1778	2092	60899A	
28	A	1872	1595	1116	902	875	938	949	1471	1624	1980	2246	2580	2723	2588	2589	2765	2483	2612	2708	2631	2569	2130	1974	2235	48155N	
29	S	2279	1751	1392	1149	1274	1299	972	1311	1279	1502	1792	2111	2422	2298	2578	2936	2785	3072	3182	3133	2794	2369	2037	2140	49857A	
30	M	1807	1365	1016	863	964	1072	1020	1629	1587	1677	2079	2513	2564	2638	2876	3240	3212	3194	2970	2822	2154	1660	1537	1765	48224H	
31	T	1208	733	557	468	595	909	1549	3455	3738	3237	3054	3242	3283	3346	3843	4710	4681	4402	3306	2664	1995	1571	1483	1641	59670A	

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WEEKDAY AVERAGE = 59518 SATURDAY AVERAGE = 53360 SUNDAY AVERAGE = 53228 NUMBER OF GOOD DAYS 30 TOTAL MONTHLY COUNT = 1722403

MONTHLY AVERAGE = 57740

COMMENTS:
5/8: MOTHER'S DAY; 5/30: MEMORIAL DAY

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/16/17

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
JUNE 2016

COUNTY NAME: MIAMI-DADE STATION: 0108 DIRECTION: E LANE: 0
DESCRIPTION: SR-112/I-195, 1 MI E OF SR-5/US-1, DADE CO.
LOCATION: COUNTY 87 SECTION 004 SUBSECTION 000 MILEPOST 3.536 ROUTES: I-195 SR-112

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	W	622	336	237	211	459	1346	3766	4564	4018	3628	3366	3027	2936	3277	3535	3124	3192	3328	3704	3062	2367	2157	1859	1327	59448N
2	R	819	431	297	278	462	1395	3877	4710	4028	3693	3339	3143	3040	3272	3610	3323	3054	3115	3882	3146	2403	2176	1996	1388	60877N
3	F	971	520	357	329	444	1425	3855	4377	4158	3751	3465	3191	3343	3533	3630	3417	1933	2399	2944	3059	2580	2312	2482	2053	60528S
4	A	1574	958	650	508	546	897	2083	2210	2445	2609	2606	2792	3010	3400	3666	3506	3405	3168	3231	2759	2404	2480	2584	2046	55537N
5	S	1613	1085	786	625	589	849	1598	1565	1870	2092	2264	2572	2808	2924	3387	3151	2994	2595	2683	2230	1913	1838	1708	1222	46961N
6	M	706	517	314	319	487	1373	3725	4591	4052	3506	3155	2868	2894	3162	3292	2940	2892	3224	3899	2593	1977	1867	1685	1079	57117N
7	T	731	400	236	221	435	1353	3684	4738	4053	3611	3197	2867	3058	3142	3351	2900	2949	3228	3240	2861	1981	1958	1747	1110	57051N
8	W	659	372	235	240	416	1343	3773	4779	3961	3498	3073	2837	2836	2900	3293	2700	2803	3151	3488	2968	2156	1915	1637	1156	56189N
9	R	796	449	284	224	453	1369	3660	4617	4088	3542	3073	3062	2929	3169	3483	3081	3036	3310	3562	2972	2167	2179	2100	1272	58877N
10	F	935	483	345	312	424	1342	3673	4457	4064	3769	3555	3228	3161	3171	3130	2956	3254	3501	3527	3169	2424	2350	2270	1651	61151N
11	A	1367	947	598	512	464	904	2054	2167	2466	2536	2592	2777	2876	3101	3383	2827	2804	2788	2805	2491	2277	2211	2294	1978	51219N
12	S	1414	1073	745	614	642	825	1553	1531	1798	2194	2538	2661	2876	3006	3261	2885	2624	2699	2600	2286	1906	1816	1591	1108	46246N
13	M	780	417	311	287	475	1344	3578	4303	3901	3431	3004	2796	2797	2861	3346	3021	2993	3135	3428	2561	1931	1782	1751	1049	55282N
14	T	713	409	232	218	431	1421	3682	4273	4109	3594	3208	2725	2896	2976	3290	2918	3004	3249	3498	2730	2169	1761	1796	1120	56422N
15	W	689	364	236	226	416	1289	3624	3844	3961	3836	3233	2887	2835	2932	3450	2958	3058	3338	3734	2820	2237	2062	2044	1384	57457N
16	R	778	457	273	255	404	1387	3608	4549	4020	3772	3246	2945	2817	2935	3145	3151	3170	3308	3619	3059	2507	2105	2124	1453	59087N
17	F	1093	612	337	331	472	1405	3629	4427	4107	3786	3342	3202	3104	3233	3489	3427	3062	3464	3350	3012	2389	2270	2410	1821	61774N
18	A	1425	939	631	496	524	878	2008	2055	2390	2460	2557	2685	2754	2999	3488	3256	3101	2602	2443	2474	2138	2133	2228	1859	50523N
19	S	1573	1001	641	577	563	841	1425	1461	1745	1935	2140	2455	2690	2918	3307	3008	2724	2539	2441	2180	2013	1754	1576	1474	44981N
20	M	805	479	272	264	446	1317	3448	4292	3880	3512	2990	2865	2723	2923	3243	2982	3039	3378	3514	2796	2237	2037	1956	1213	56611N
21	T	695	401	238	207	488	1374	3668	4342	3882	3560	3098	2493	2439	2499	3128	2886	2914	3256	3399	2678	2074	1678	1668	1190	54255N
22	W	655	372	249	208	422	1314	3582	4399	4125	3603	3180	2887	2887	3078	3128	3274	3058	3393	3667	3093	2320	1939	1911	1309	58053N
23	R	885	468	285	246	419	1348	3583	4352	4103	3750	3310	2821	3058	3183	3425	3260	3153	3329	3785	3033	2345	2044	2258	1576	60019N
24	F	986	613	344	318	488	1300	3541	4402	4244	3756	3365	3068	3114	3510	3204	2722	3300	3782	3455	3107	2588	2429	2589	1934	62159N
25	A	1492	910	647	520	542	843	1976	2069	2345	2462	2650	2856	2933	3262	3813	3442	3321	2975	2953	2783	2544	2454	2510	2038	54340N
26	S	1503	1089	713	634	638	824	1545	1489	1898	1989	2460	2862	3050	3223	3509	3346	3088	2880	2724	2265	1843	1615	1648	1457	48292N
27	M	925	538	295	260	485	1366	3576	4286	4020	3723	3001	2868	2404	2743	3172	2783	2865	3306	3568	1997	2048	1828	1711	1220	54988A
28	T	733	385	263	219	423	1356	3618	4337	4096	3589	3189	2661	2618	2831	3206	3062	3090	3176	3623	2898	2221	1853	1936	1166	56549N
29	W																									51680B
30	R	858	444	308	244	475	1323	3556	4244	4124	3751	3305	2927	2954	3193	3546	3183	3147	3410	3798	3277	2489	2285	2060	1568	60469N

WEEKDAY AVERAGE = 58225 SATURDAY AVERAGE = 52905 SUNDAY AVERAGE = 46620 NUMBER OF GOOD DAYS 29 TOTAL MONTHLY COUNT = 1622462
MONTHLY AVERAGE = 55807

COMMENTS:
6/9: END OF 2015-16 PUBLIC SCHOOL YEAR
6/19: FATHER'S DAY

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/16/17

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
JUNE 2016

COUNTY NAME: MIAMI-DADE STATION: 0108 DIRECTION: W LANE: 0
DESCRIPTION: SR-112/I-195, 1 MI E OF SR-5/US-1, DADE CO.
LOCATION: COUNTY 87 SECTION 004 SUBSECTION 000 MILEPOST 3.536 ROUTES: I-195 SR-112

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	W	1033	484	285	276	371	611	1484	3346	3915	3143	2993	3113	3114	3091	4037	4568	4490	4380	3519	2794	2064	1754	1685	1842	58392N
2	R	1141	642	441	446	436	625	1475	3358	3506	3105	3137	3308	3261	3319	3936	4796	4495	3863	3683	2747	2123	1807	1702	1857	59209N
3	F	1356	720	475	368	465	699	1498	3332	3556	3117	3096	3417	3498	3495	4291	4756	2703	2733	3070	2696	2332	1870	1907	2282	57732S
4	A	1759	1287	963	791	746	763	901	1558	1702	2144	2416	2592	2701	2719	2919	3481	3287	3271	3293	3029	2649	2342	2644	2622	52579N
5	S	2132	1547	995	863	904	933	853	1367	1377	1624	2171	2570	2817	2618	2741	3238	3288	3435	3148	2771	2179	1552	1477	1659	48259N
6	M	1057	628	373	363	505	784	1566	3310	3697	3252	3048	3145	3091	3137	3496	4324	2945	4751	3275	2599	1998	1503	1418	1489	55754A
7	T	1077	524	329	299	365	587	1502	3190	3546	3331	2841	3129	3200	2990	3453	4203	4318	4340	3488	2647	1854	1659	1506	1607	55985N
8	W	1062	520	289	209	308	623	1410	3142	3523	3011	3109	2893	3021	3015	3616	3893	4259	3976	3486	2607	1988	1525	1440	1794	54719N
9	R	1135	552	383	333	439	664	1401	2998	3684	3205	2915	3216	3349	3198	3755	4725	4479	4385	3331	2574	2009	1714	1700	1763	57907N
10	F	1204	696	425	415	480	664	1336	2856	3393	3183	3104	3341	3442	3515	4184	3768	4034	4393	3141	2654	2218	1852	2013	2142	58453N
11	A	1792	1126	836	733	705	684	835	1533	1638	1971	2164	2391	2517	2689	2966	3531	3441	3608	2912	2522	2074	1965	2051	2342	49026N
12	S	1822	1308	1023	826	911	933	810	1234	1249	1521	1968	2223	2632	2690	2651	3181	3127	3281	3059	2874	2654	2069	1617	1765	47428N
13	M	1093	599	422	359	543	776	1385	2781	3479	2931	2806	2954	2982	2976	3475	4408	4557	4224	3379	2503	1947	1574	1499	1507	55159N
14	T	1048	493	340	306	444	676	1352	2832	3545	3045	2914	3102	2965	3029	3534	4492	4638	4332	3364	2706	2105	1759	1464	1721	56206N
15	W	1042	527	278	246	325	562	1366	2844	3406	3195	3029	3075	3105	3131	3693	4523	4439	3830	3447	2710	2151	1742	1575	2019	56260N
16	R	1180	622	396	340	405	675	1322	2830	3615	3199	2991	3008	3288	3232	3613	4690	4573	4404	3342	2673	2280	1781	1545	1860	57864N
17	F	1357	782	503	424	492	689	1322	2727	3363	3179	3009	3300	3262	3405	3912	4557	3893	3803	3436	2618	2048	1799	1840	2175	57895N
18	A	1736	1261	883	800	779	680	858	1464	1652	1983	2288	2340	2665	2667	2904	3441	3158	3073	3179	2692	2078	1853	1729	2331	48494N
19	S	1910	1312	923	810	886	903	788	1256	1283	1553	2000	2446	2714	2626	2588	3090	2939	3463	3068	3309	2241	1623	1334	1900	46965A
20	M	1038	538	344	369	500	785	1439	2876	3615	3112	2782	3000	3071	2935	3571	4458	4581	4293	3328	2587	2008	1611	1489	1735	56065N
21	T	1301	573	357	315	412	649	1369	2797	3508	3110	2959	3085	2956	2995	3429	4296	4285	3959	3032	2280	1829	1477	1376	1637	53986N
22	W	938	457	283	241	312	577	1332	2754	3524	3253	2931	2937	3045	2949	3606	4565	4520	4441	3510	2825	2207	1725	1580	2183	56695N
23	R	1184	633	412	383	400	629	1359	2683	3626	3239	3036	3093	3185	3135	3630	4632	4091	4468	3527	2822	2258	1914	1726	1882	57947N
24	F	1354	841	508	426	472	690	1350	2700	3377	3242	3054	3184	3386	3273	3828	4538	4526	4442	3413	3033	2370	2097	1988	2229	60321N
25	A	1804	1284	921	790	724	782	852	1474	1654	2107	2145	2470	2676	2747	2807	3317	3192	3148	3014	3107	2842	2465	2278	2538	51138N
26	S	2181	1419	1057	937	888	903	814	1235	1335	1620	2052	2461	2788	2638	2711	3425	3069	3512	3636	3462	2398	1752	1726	2637	50656A
27	M	1598	700	405	356	508	814	1405	2832	3553	3186	2973	3188	3069	3029	3420	4082	4210	4254	3253	2591	1943	1551	1468	1631	56019A
28	T	997	485	342	297	419	638	1350	2840	3602	3031	2907	2953	3058	3091	3435	4603	4529	4269	3307	2620	2127	1824	1488	1713	55925N
29	W	987	515	285	230	344	629	1280	2703	3641	3285	2944	2990	3088	3119	3647	4597	4521	4304	3524	2738	2139	1713	1618	1865	56706N
30	R	1088	613	437	409	456	642	1330	2702	3579	3165	2890	3190	3224	3300	3561	4665	4085	4532	3606	2755	2253	1862	1778	1979	58101N

WEEKDAY AVERAGE = 56927 SATURDAY AVERAGE = 50309 SUNDAY AVERAGE = 48327 NUMBER OF GOOD DAYS 30 TOTAL MONTHLY COUNT = 1647845
MONTHLY AVERAGE = 54753

COMMENTS:

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)
6/9: END OF 2015-16 PUBLIC SCHOOL YEAR
6/19: FATHER'S DAY

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/16/17

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
JULY 2016

COUNTY NAME: MIAMI-DADE STATION: 0108 DIRECTION: E LANE: 0
DESCRIPTION: SR-112/I-195, 1 MI E OF SR-5/US-1, DADE CO.
LOCATION: COUNTY 87 SECTION 004 SUBSECTION 000 MILEPOST 3.536 ROUTES: I-195 SR-112

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	F	1069	559	369	284	470	1333	3514	4513	4203	3571	3426	3175	3221	3320	3575	3542	3522	3523	3377	3003	2666	2545	2432	2001	63213N
2	A	1596	950	659	546	576	851	1841	2121	2689	3049	3505	3474	3581	3779	4083	3725	3059	3007	3104	2886	2509	2545	2721	2642	59498A
3	S	1870	1199	738	606	615	792	1526	1566	2208	2670	3092	3310	3902	3787	4204	3797	3255	2929	2883	2697	2406	2235	2309	2099	56695A
4	M	1455	971	664	462	509	892	1848	1817	2034	2445	2693	2952	3136	3442	3663	3269	3215	2717	2675	2359	1927	2307	2049	1469	50970H
5	T	873	484	336	307	542	1375	3516	4304	3554	3331	3199	2730	2861	2500	2546	2591	2379	2812	3119	2655	2045	2002	1853	1163	53077A
6	W	654	357	250	185	388	1291	3578	4230	4212	3540	3226	2833	2899	3067	3348	3019	3066	3299	3766	2866	2331	1989	1969	1334	57697N
7	R	751	442	288	258	435	1284	3589	4310	4161	3670	3310	2993	3014	2977	3478	3182	3087	3449	3778	3084	2393	2259	2085	1520	59797N
8	F	948	516	338	266	475	1342	3623	4337	4214	3672	3217	3084	3044	3239	3707	3370	3465	3474	3554	2960	2430	2430	2543	1836	62084N
9	A	1271	927	624	508	501	907	2004	2066	2388	2342	2451	2746	2853	3295	3716	3507	3291	2997	2915	2699	2592	2507	2455	2000	53562N
10	S	1637	1115	757	605	605	832	1507	1567	1888	2038	2284	2600	2839	3015	3579	3289	2835	2620	2790	2293	2080	1911	1798	1311	47795N
11	M	797	420	309	315	474	1493	3529	4247	4116	3650	3001	2858	2956	2970	3249	3089	3049	3337	3526	2695	2246	1833	1930	1146	57235N
12	T	749	378	236	188	448	1363	3673	4325	4131	3737	3111	2750	2757	3095	3425	2985	2874	3123	3906	3178	2250	1975	1821	1211	57689N
13	W	646	442	274	200	419	1321	3582	4368	4110	3584	3073	2833	3033	2951	3423	3165	3092	3484	4012	3236	2331	2138	1963	1397	59077N
14	R	837	531	337	265	438	1335	3640	4456	4133	3816	3233	3065	3200	3302	3672	3383	3286	3605	4094	3337	2767	2581	2367	1757	63437N
15	F	1169	651	402	327	511	1335	3597	4358	4096	3903	3111	2926	3250	3545	3759	3760	3672	4090	4255	3541	2976	2673	2522	1820	66249N
16	A	1351	871	573	471	517	898	2003	2093	2677	2555	2635	2763	2968	3378	3846	3609	3605	3289	3225	2806	2569	2689	2589	2196	56176N
17	S	1640	1174	731	633	608	839	1520	1547	2025	2140	2397	2632	2993	3126	3556	3531	3291	3150	2998	2653	2225	2124	1957	1374	50864N
18	M	872	517	315	277	513	1429	3409	4017	4208	3772	3304	3071	3009	3116	3348	3058	3185	3376	3864	2997	2216	1975	1922	1301	59071N
19	T	776	456	272	251	469	1405	3603	4332	4251	3808	3270	2891	2921	2997	3432	3196	3174	3490	3821	3022	2488	2275	2136	1338	60074N
20	W	766	403	271	234	426	1366	3504	4405	4151	3683	3266	2939	2929	3045	3472	3166	3198	3388	3814	3035	2476	2195	2045	1482	59659N
21	R	967	549	323	270	409	1191	3357	4265	4141	3535	3159	2698	2055	2945	3327	3352	3331	3580	3956	3096	2501	2317	2192	1597	59113N
22	F	994	513	370	291	437	1359	3550	4172	4036	3868	3315	3158	3227	3271	3681	3384	3091	3429	3620	3106	2626	2633	2567	2058	62756N
23	A	1468	990	613	516	560	853	1939	2022	2423	2444	2506	2869	2986	3268	3559	3443	3199	3021	3085	2800	2548	2434	2599	1997	54142N
24	S	1647	1101	733	608	596	753	1464	1476	1775	1812	2160	2367	2463	2751	3383	3140	3009	2920	2771	2448	2171	1973	1900	1274	46695N
25	M	829	559	332	310	536	1420	3498	4151	3897	3672	3041	2786	2912	3039	3317	3183	3128	3429	3497	2899	2124	1848	1958	1234	57599N
26	T	732	444	266	231	434	1348	3536	4270	3964	3813	3126	2910	2751	2959	3557	3134	2897	3479	3940	2911	2377	2131	2103	1269	58582N
27	W	749	389	307	219	432	1354	3405	4273	4173	3626	3191	2780	2957	3073	3448	3162	3129	3594	4157	3203	2457	2226	1991	1480	59775N
28	R	961	541	366	296	450	1312	3555	4348	4254	3788	3295	3017	2859	3206	3342	3276	3178	3424	3803	3067	2525	2282	2375	1669	61189N
29	F	1132	644	425	335	490	1439	3488	4288	4305	3736	3454	3152	3105	3473	3811	3514	3558	3483	3630	3060	2820	2504	2610	2160	64616N
30	A	1535	953	672	528	567	920	1972	2127	2329	2387	2547	2761	3056	3316	3744	3696	3343	3084	2905	2672	2612	2497	2725	2261	55209N
31	S	1859	1189	793	599	636	808	1498	1594	1871	2080	2351	2654	2912	3054	3512	3158	3156	2921	2815	2279	2252	2002	2033	1425	49451N

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WEEKDAY AVERAGE = 59459 SATURDAY AVERAGE = 55717 SUNDAY AVERAGE = 50300 NUMBER OF GOOD DAYS 31 TOTAL MONTHLY COUNT = 1783046
MONTHLY AVERAGE = 57616

COMMENTS:

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/16/17

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
JULY 2016

COUNTY NAME: MIAMI-DADE STATION: 0108 DIRECTION: W LANE: 0
DESCRIPTION: SR-112/I-195, 1 MI E OF SR-5/US-1, DADE CO.
LOCATION: COUNTY 87 SECTION 004 SUBSECTION 000 MILEPOST 3.536 ROUTES: I-195 SR-112

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	F	1707	784	474	499	504	671	1258	2627	3333	3213	3050	3155	3530	3440	3972	4229	3668	4291	3390	2813	2686	2101	1944	2286	59625A
2	A	2116	1402	922	904	750	733	829	1339	1542	2020	2327	2654	2734	2767	2914	3439	3355	3400	3548	3536	3271	2605	2543	2655	54305N
3	S	2320	1680	1344	907	952	951	757	1223	1202	1552	2035	2378	2478	2466	2770	3260	3501	3691	3668	3463	3493	2834	2305	2490	53720A
4	M	1973	1379	885	731	743	878	786	1268	1333	1569	1794	2369	2404	2588	2570	2852	3062	3263	3187	2971	2423	2863	3968	3074	50933H
5	T																									48798B
6	W	1076	516	323	250	341	628	1340	2723	3569	3210	3001	3038	3187	3010	3445	4570	4492	4235	3491	2757	2275	1865	1564	1745	56651N
7	R	1127	561	366	349	415	614	1285	2653	3617	3277	3020	3135	3159	3130	3586	4550	4361	4017	3483	2964	2335	1905	1749	1867	57525N
8	F	1342	762	468	355	480	628	1237	2636	3424	3229	3100	3146	3299	3257	3679	4566	4671	4269	3285	2773	2483	2095	1878	2217	59279N
9	A	1754	1168	843	727	719	698	875	1453	1661	2045	2185	2524	2680	2633	2927	3712	3242	3225	3119	3110	3037	2717	2246	2404	51704N
10	S	2004	1532	1110	939	973	898	781	1264	1307	1476	2050	2383	2647	2596	2780	2990	2797	3027	3287	3122	2854	2252	1752	1845	48666N
11	M	1152	660	389	414	481	767	1358	2915	3563	3169	2886	2939	2910	2918	3447	4575	4522	4169	3408	2640	2143	1671	1415	1577	56088N
12	T	1078	524	351	300	389	617	1305	2801	3675	3255	2822	3039	2928	3006	3515	4580	4033	4168	3997	2734	2164	1880	1585	1733	56479N
13	W	1121	605	350	242	327	604	1314	2815	3702	3201	2909	3038	3136	2988	3585	4584	4705	4287	3404	2780	2340	1815	1787	2005	57644N
14	R	1228	693	494	371	466	650	1369	2772	3621	3262	2986	3039	3279	3322	3751	4522	4551	4465	3690	3036	2741	2229	2073	2181	60791N
15	F	1564	919	589	469	563	697	1261	2769	3424	3377	3220	3247	3701	3373	3785	4631	4697	4458	3518	3070	2725	2246	2304	2437	63044N
16	A	1983	1285	954	796	661	764	956	1521	1718	2122	2299	2519	2834	2601	2895	3379	3257	3310	3578	3647	2944	2572	2336	2668	53599N
17	S	2253	1627	1175	973	1008	1008	874	1324	1395	1656	2053	2497	2599	2559	2709	3142	3025	3306	3534	3176	3173	2314	1946	1961	51287N
18	M	1368	757	468	424	566	871	1387	2812	3739	3283	2984	3255	3221	3251	3759	4615	4495	4512	3498	2742	2300	1778	1554	1718	59357N
19	T	1122	594	379	330	456	677	1297	2761	3687	3231	3122	3235	3188	3205	3622	4471	3639	4841	3552	2887	2255	1922	1728	1984	58185N
20	W	1376	611	371	274	350	638	1341	2797	3765	3380	3226	3136	3237	3256	3518	4675	4374	4250	3504	2782	2293	1852	1815	1903	58724N
21	R	1204	641	444	444	482	688	1300	2652	3605	3324	3198	3004	2987	3247	3481	4767	4477	4233	3442	2871	2349	1914	1762	1957	58473N
22	F	1353	782	491	411	464	679	1340	2661	3467	3256	3097	3295	3312	3292	3794	4285	3612	4609	3599	2649	2274	2092	1934	2267	59015N
23	A	1832	1274	1000	774	689	785	907	1410	1674	2016	2331	2538	2659	2573	2776	3443	3271	3368	3182	3080	2840	2464	2116	2460	51462N
24	S	1987	1529	1110	975	938	891	788	1262	1297	1603	2084	2830	3146	2620	2572	3067	2830	2963	2994	2595	2634	2092	1787	1813	48407N
25	M	1110	650	444	421	575	814	1355	2782	3687	3098	2973	3205	3169	3009	3383	4569	4583	4253	3362	2671	2268	1694	1511	1684	57270N
26	T	1075	535	382	311	382	619	1307	2729	3591	3288	2975	3086	3217	3246	3454	4672	3806	4413	2900	2777	2276	2016	1804	1782	56643N
27	W	1012	561	330	274	332	617	1247	2697	3517	3371	3160	3185	3198	3152	3654	4619	4488	4304	3497	2830	2352	1946	1690	1806	57839N
28	R	1206	671	440	375	485	617	1309	2739	3625	3282	3026	3216	3316	3314	3618	4730	4681	4655	3468	2869	2467	1929	1782	1997	59817N
29	F	1454	866	506	393	523	734	1210	2709	3502	3252	3062	3354	3503	3398	3839	4567	4541	4370	3509	2868	1947	2328	2001	2281	60717N
30	A	1904	1358	999	971	829	751	871	1464	1727	1941	2256	2451	2747	2576	2947	3268	3317	3443	3554	3170	3135	2745	2246	2460	53130N
31	S	2087	1661	1176	927	1023	907	817	1291	1302	1645	2156	2534	2670	2737	2796	3175	3365	3425	3292	3297	2947	2383	1792	1877	51282N

=====

WEEKDAY AVERAGE = 58043 SATURDAY AVERAGE = 52840 SUNDAY AVERAGE = 50672 NUMBER OF GOOD DAYS 30 TOTAL MONTHLY COUNT = 1681661
MONTHLY AVERAGE = 56247

COMMENTS:

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/16/17

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
AUGUST 2016

COUNTY NAME: MIAMI-DADE STATION: 0108 DIRECTION: E LANE: 0
DESCRIPTION: SR-112/I-195, 1 MI E OF SR-5/US-1, DADE CO.
LOCATION: COUNTY 87 SECTION 004 SUBSECTION 000 MILEPOST 3.536 ROUTES: I-195 SR-112

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	M	1005	574	337	252	507	1353	3611	4244	4181	3560	3109	2904	2815	3045	3393	3037	3121	3304	3656	2935	2101	1956	1943	1269	58212N
2	T	647	377	267	249	416	1370	3570	4230	3719	4056	3315	2836	2724	2961	3345	3062	3117	3299	3073	2837	2078	1704	1780	1196	56228N
3	W	748	432	268	236	391	1316	3428	4217	4278	3706	3353	2945	2857	3096	3410	3197	3173	3441	3916	3014	2362	2019	2080	1467	59350N
4	R	892	505	290	252	467	1328	3503	4336	4328	3805	3372	3175	3145	3094	3578	3451	3191	3278	4018	3218	2547	2246	2258	1595	61872N
5	F	930	554	365	300	514	1441	3608	4260	4210	3746	3484	3137	3180	3288	3718	3377	2764	4120	3948	3126	2746	2572	2563	1910	63861N
6	A	1521	1020	622	484	502	869	1952	2075	2359	2287	2390	2623	2699	3320	3638	3534	3176	2880	2677	2363	2296	2393	2471	2018	52169N
7	S	1626	1063	740	498	580	796	1445	1495	1788	1867	2173	2510	2780	3012	3448	3120	2539	2463	2500	2274	1998	1888	1719	1256	45578N
8	M	755	429	266	260	486	1295	3356	4235	4056	3403	2916	2622	2596	2857	3046	2806	2987	3055	3314	2919	1951	1824	1776	1154	54364N
9	T	719	434	220	240	412	1303	3374	4188	4287	3421	3037	2696	2762	2789	3225	2808	2895	3091	3571	2626	2041	1793	1960	1128	55020N
10	W	644	363	241	218	403	1292	3346	4232	4206	3534	2995	2790	2831	3116	3367	3008	3152	3407	3881	2914	2311	2129	2103	1650	58133N
11	R	916	539	319	229	478	1366	3486	4410	3878	3310	3358	2827	2874	2964	3508	3182	3249	3562	3809	3008	2552	2273	2105	1479	59681N
12	F	1005	570	360	294	439	1303	3461	4194	4319	3646	3265	3025	3099	3195	3721	3482	3489	3524	3502	3093	2745	2432	2461	2098	62722N
13	A	1424	960	664	508	514	832	2021	2096	2350	2312	2480	2748	2891	3257	3696	3558	3371	3125	3257	3071	2326	2276	2380	2044	54161N
14	S	1595	1012	688	545	533	751	1380	1380	1716	1869	2090	2403	2583	2955	3244	3134	2850	2903	2712	2283	2231	2008	1787	1307	45959N
15	M	846	562	325	256	487	1320	3451	4091	4179	3503	2909	2780	2843	2887	3263	3003	2923	3336	2918	2222	2377	1963	1897	1319	55660N
16	T	764	366	308	233	427	1308	3349	4278	4271	3743	3415	2996	2903	2942	3403	2930	2876	3420	3650	2995	2221	1975	1880	1238	57891N
17	W	704	393	283	209	379	1259	3425	4272	3867	3626	3218	2736	2795	2873	3459	3170	3042	3415	3682	3039	2396	2169	1988	1432	57831N
18	R	916	489	316	251	449	1282	3595	4224	4225	3687	3199	3025	2926	3114	3392	3188	3117	3435	3846	3009	2718	2457	2348	1535	60743N
19	F	1028	535	338	276	465	1348	3522	4274	4401	3688	2791	3313	3115	3343	3619	3482	3512	3260	3437	3082	2616	2476	2474	2041	62436N
20	A	1498	838	618	498	532	891	2086	2117	2478	2436	2461	2667	2940	3160	3480	3428	3158	3019	2925	2847	2708	2464	2523	2069	53841N
21	S	1634	1241	765	590	605	827	1588	1502	1813	1957	2239	2559	2809	2959	3338	2989	2882	2675	2800	2419	2183	1837	1860	1231	47302N
22	M	739	438	293	246	501	1463	3547	4495	3901	3659	3348	2893	2762	3102	3370	3039	3138	3365	3700	2809	2149	1838	1903	1124	57822N
23	T	581	370	205	221	420	1420	3648	4478	3740	3782	3297	2796	2815	3009	3333	3091	2950	3380	3669	2979	2313	1795	1881	1120	57293N
24	W	619	310	202	194	393	1373	3830	4658	3933	3672	3157	2763	2671	3008	3306	3167	3004	3440	3841	3016	2326	1894	1926	1249	57952N
25	R	706	442	263	235	433	1399	3770	4573	3950	3529	3137	3071	2783	3059	3535	3301	3284	3250	3547	3386	2473	2107	2122	1495	59850N
26	F	880	487	306	289	499	1355	3421	4510	4105	3956	3409	3120	3015	3318	3551	3478	3374	3307	3742	3161	2543	2307	2397	1841	62371N
27	A	1360	837	564	463	526	831	1968	2020	2228	2229	2180	2302	2255	2698	3163	2999	2919	2836	2856	2704	2335	2303	2369	2047	48992N
28	S	1552	1006	701	543	582	741	1483	1486	1769	1744	1871	2265	2381	2559	2986	2706	2629	2439	2528	2277	1951	1695	1650	1111	42655N
29	M	725	415	251	282	473	1448	3531	4215	3231	3576	3012	2900	2748	2830	3080	2872	2949	3167	3460	2787	2109	1694	1646	1040	54441N
30	T	642	382	276	184	442	1395	3458	4346	4133	3434	2491	2736	2563	2722	2679	2353	2658	3068	3497	2963	1967	1670	1581	971	52611A
31	W																									53330B

WEEKDAY AVERAGE = 58722 SATURDAY AVERAGE = 52291 SUNDAY AVERAGE = 45374 NUMBER OF GOOD DAYS 30 TOTAL MONTHLY COUNT = 1677001
MONTHLY AVERAGE = 55897

COMMENTS:

"B"=====> BAD DAY 8/22-29: UNIVERSITIES AND COLLEGES BEGIN 2016 FALL SEMESTER
"N"=====> NORMAL DAY 8/22: PUBLIC SCHOOLS OPEN FOR 2016-17 SCHOOL YEAR
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/16/17

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
AUGUST 2016

COUNTY NAME: MIAMI-DADE STATION: 0108 DIRECTION: W LANE: 0
DESCRIPTION: SR-112/I-195, 1 MI E OF SR-5/US-1, DADE CO.
LOCATION: COUNTY 87 SECTION 004 SUBSECTION 000 MILEPOST 3.536 ROUTES: I-195 SR-112

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY																				
1	M	1177	730	478	426	577	822	1396	2718	3545	3290	3021	3223	3400	3230	3630	4653	4766	4699	3689	2831	2221	1650	1519	1690	59381N																				
2	T	1072	499	313	304	384	587	1291	2629	3433	3191	3026	3217	3230	3124	3675	4757	4767	4573	3650	2421	1782	1418	1374	1774	56491N																				
3	W	1017	528	305	249	310	553	1257	2564	3555	3219	3150	3210	3286	3237	3706	4498	4553	4508	3670	2905	2190	1870	1656	1842	57838N																				
4	R	1248	662	406	398	497	602	1260	2638	3501	3226	3091	3181	3264	3318	3705	4697	4504	4518	3624	3016	2542	1993	1803	2048	59742N																				
5	F	1395	827	524	457	522	681	1295	2589	3477	3265	3133	3295	3491	3237	3797	4659	4067	3904	3256	2893	2658	2133	2136	2207	59898N																				
6	A	1859	1363	934	821	790	711	864	1441	1597	2055	2336	2699	2736	2542	2758	3261	3000	3257	3441	3282	2369	1914	1894	2266	50190N																				
7	S	1845	1426	1119	868	909	878	805	1218	1240	1608	2044	2399	2707	2641	2663	3300	3518	4098	3309	2513	2065	1655	1520	1721	48069N																				
8	M	1088	619	377	335	481	767	1273	2677	3436	3141	3053	3175	3263	3040	3536	4129	3596	3694	3101	2416	1730	1413	1240	1474	53054N																				
9	T	926	550	300	336	380	600	1210	2709	3461	3110	2949	2895	3090	3145	3619	4071	4379	4080	3256	2556	1856	1608	1504	1730	54320N																				
10	W	1043	525	312	252	296	562	1280	2596	3433	3169	3011	2983	3109	3081	3458	4337	4513	4345	3408	2680	2288	1770	1630	1891	55972N																				
11	R	1232	638	451	399	455	599	1225	2590	3503	3255	3125	3177	3309	3107	3696	4751	4577	4382	3438	2807	2291	1936	1721	2064	58728N																				
12	F	1331	724	516	401	531	673	1241	2568	3187	3148	3236	3228	3190	3364	3702	4490	4506	3890	3566	2834	2347	2015	1855	2265	58808N																				
13	A	1873	1302	979	758	668	720	834	1496	1640	1975	2364	2517	2658	2602	2818	3293	3106	3563	3400	3449	3112	2520	2093	2537	52277N																				
14	S	1961	1449	1051	811	828	823	707	1191	1186	1513	2013	2366	2839	2678	2511	2934	2927	3074	3078	2852	2704	2240	1661	1732	47129N																				
15	M	1162	694	455	395	524	787	1357	2793	3527	3177	3134	3102	3182	3112	3368	4563	4436	4133	3524	2525	2163	1623	1359	1709	56804N																				
16	T	1073	603	373	289	385	665	1200	2351	2785	2592	2592	3261	3142	3186	3631	4400	4439	4364	3402	2723	2138	1737	1569	1772	54672N																				
17	W	1096	572	296	243	285	605	1338	2687	3509	3076	2855	3172	3098	3010	3334	4580	4505	4293	3509	2664	2197	1703	1575	1880	56082N																				
18	R	1219	655	489	419	435	653	1343	2743	3513	3226	2936	3105	3268	3043	3547	4756	4392	4521	3647	2864	2311	1958	1810	2072	58925N																				
19	F	1626	840	506	410	491	709	1340	2702	3306	3235	3103	3294	3384	3378	3693	4726	4587	4229	3358	2773	2469	2059	1875	2224	60317N																				
20	A	1845	1311	910	761	771	717	860	1407	1767	2049	2244	2527	2782	2730	2745	3392	3034	3029	3124	3010	3004	2271	2212	2610	51112N																				
21	S	2035	1561	1133	920	896	928	753	1290	1248	1635	1988	2461	2584	2600	2733	3172	2985	3214	3164	3139	2571	1882	1732	1940	48564N																				
22	M	1072	617	356	323	541	861	1691	3228	3709	3209	3029	3140	3164	3163	3630	4495	4415	4219	3351	2714	2124	1633	1397	1625	57706N																				
23	T	931	464	284	259	361	624	1597	3353	3808	3153	2927	3057	3149	3165	3683	4627	4514	4598	3500	2682	2118	1642	1519	1684	57699N																				
24	W	971	501	260	211	308	616	1565	3296	3766	3214	3110	3162	3135	3167	3800	4759	4468	4391	3378	2600	2107	1654	1511	1784	57734N																				
25	R	991	564	349	365	378	626	1555	3432	3725	3197	3036	2971	3132	3204	3678	4678	4726	4521	3491	2633	2135	1866	1593	1892	58738N																				
26	F	1219	698	439	385	466	664	1456	3218	3625	3081	2962	3224	3430	3348	3877	4583	4616	4009	3426	2990	2351	1985	1834	2078	59964N																				
27	A	1641	1173	826	698	711	697	818	1423	1644	1960	2262	2503	2710	2517	2551	3021	2882	3017	2692	2522	2341	2039	2034	2393	47075N																				
28	S	1886	1353	1077	875	887	772	739	1176	1235	1460	1917	2394	2563	2532	2488	2957	2733	2902	2734	2590	2168	1588	1449	1580	44055N																				
29	M	1010	496	379	316	472	802	1597	3205	3512	3048	2915	3137	3153	3064	3531	4668	4524	4117	3197	2533	1829	1428	1286	1505	55724N																				
30	T	895	480	319	281	423	634	1444	3059	3527	3145	2830	3005	3136	2974	3507	3866	4101	4238	2977	2427	1820	1397	1292	1854	53631N																				
31	W	988	454	237	207	363	624	1567	3280	3838	2998	2920	2990	3164	3110	3852	4650	4494	4382	3282	2650	2029	1560	1481	1618	56738N																				
WEEKDAY AVERAGE =		57510					SATURDAY AVERAGE =					50164					SUNDAY AVERAGE =					46954					NUMBER OF GOOD DAYS					31					TOTAL MONTHLY COUNT =					1707437				
MONTHLY AVERAGE =		54953																																												

COMMENTS:

- "B"=====> BAD DAY 8/22-29: UNIVERSITIES AND COLLEGES BEGIN 2016 FALL SEMESTER
- "N"=====> NORMAL DAY 8/22: PUBLIC SCHOOLS OPEN FOR 2016-17 SCHOOL YEAR
- "A"=====> ATYPICAL DAY
- "H"=====> ATYPICAL DAY (HOLIDAY)
- "S"=====> ATYPICAL DAY (SPECIAL EVENT)

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/16/17

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
SEPTEMBER 2016

COUNTY NAME: MIAMI-DADE STATION: 0108 DIRECTION: E LANE: 0
DESCRIPTION: SR-112/I-195, 1 MI E OF SR-5/US-1, DADE CO.
LOCATION: COUNTY 87 SECTION 004 SUBSECTION 000 MILEPOST 3.536 ROUTES: I-195 SR-112

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	R																									51698B
2	F																									53576B
3	A																									37324B
4	S																									36125B
5	M																									36552B
6	T	573	324	202	190	484	1485	3329	3819	3720	3722	3119	2774	2734	2940	3464	3119	3085	3174	3699	3039	2007	1761	1625	888	55276N
7	W																									53316B
8	R																									53225B
9	F	832	399	294	263	454	1373	3650	4553	3851	3842	2920	2772	2795	3125	3550	3238	3365	3595	3613	3124	2760	2527	2385	1871	61151N
10	A																									45823B
11	S	1713	1046	669	540	580	773	1507	1396	1586	1538	1868	1991	2614	3050	3432	3013	2670	2483	2509	2217	1938	1731	1513	1046	43423N
12	M																									54130B
13	T																									55126B
14	W	540	294	211	215	417	1415	3701	4442	4175	3671	3143	2721	2784	3098	3421	3112	3322	3653	3878	2932	2402	2004	1794	1164	58509N
15	R	727	400	280	223	471	1468	3746	4377	4004	3826	3272	2819	2786	3075	3474	3240	3336	3624	3750	3302	2519	2184	1988	1384	60275N
16	F	811	415	262	257	481	1436	3766	4380	4062	3755	3296	2970	3156	2565	2538	3323	3137	3727	3230	3301	3086	2701	2508	1973	61136N
17	A																									53145B
18	S																									41012B
19	M																									52967B
20	T	561	287	214	181	497	1493	3726	4731	4161	3648	3170	2864	2867	3026	3112	3007	3192	3379	3691	3045	2059	1902	1692	1034	57539N
21	W	582	283	207	189	397	1472	3665	4407	4205	3731	2794	2793	2862	3076	3232	3143	3063	3567	3775	3179	2411	1852	1816	1184	57885N
22	R	630	324	244	192	467	1393	3610	4485	3654	3273	3294	2822	2732	2946	3493	3122	3240	3723	3639	3013	2281	2061	2016	1327	57981N
23	F																									60140B
24	A																									47908B
25	S	1458	947	677	527	534	811	1242	1157	1552	1501	1617	1883	2547	2899	3120	2766	2833	2810	2759	2333	2025	1749	1617	1094	42458N
26	M	680	375	279	259	518	1446	3673	4472	3796	3741	3101	2807	2726	2939	3275	3088	3067	3466	3623	2759	1932	1554	1525	1149	56250N
27	T	553	323	175	206	456	1536	3660	4416	3882	3695	3053	3008	2749	2799	3211	2851	2949	3206	3638	2812	2111	1757	1661	1055	55762N
28	W																									51857B
29	R																									56218B
30	F	817	464	285	259	467	1438	3707	4571	3919	3798	3356	2969	2681	3141	3387	3357	3524	2578	3110	3264	2484	2185	2226	1589	59576A

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WEEKDAY AVERAGE = 58078 SATURDAY AVERAGE = 0 SUNDAY AVERAGE = 42941 NUMBER OF GOOD DAYS 13 TOTAL MONTHLY COUNT = 727221

MONTHLY AVERAGE = 55555

COMMENTS:
9/5: LABOR DAY

"B"=====> BAD DAY
 "N"=====> NORMAL DAY
 "A"=====> ATYPICAL DAY
 "H"=====> ATYPICAL DAY (HOLIDAY)
 "S"=====> ATYPICAL DAY (SPECIAL EVENT)

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/16/17

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
SEPTEMBER 2016

COUNTY NAME: MIAMI-DADE STATION: 0108 DIRECTION: W LANE: 0
DESCRIPTION: SR-112/I-195, 1 MI E OF SR-5/US-1, DADE CO.
LOCATION: COUNTY 87 SECTION 004 SUBSECTION 000 MILEPOST 3.536 ROUTES: I-195 SR-112

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	R	980	540	402	403	413	621	1486	3371	3754	3118	2901	2936	3196	3119	3753	4743	4616	4470	3294	2722	2170	1794	1624	1795	58221N
2	F	1271	654	426	419	502	685	1429	3193	3471	2993	3085	3307	3359	3424	4016	4225	4399	3826	3104	2780	2266	2113	2094	2322	59363N
3	A	1769	1322	991	901	770	668	857	1281	1630	1886	2041	2459	2576	2482	2622	3251	3063	3202	3026	2700	2517	2254	2292	2522	49082N
4	S	2035	1528	1097	827	805	910	800	1152	1207	1468	1843	2156	2392	2509	2647	2981	3077	3209	3216	3258	3156	2329	2674	2420	49696A
5	M	1708	1042	783	651	777	879	769	1417	1443	1792	2093	2491	2632	2658	3079	3558	2964	2911	2580	2343	1787	1352	1241	1501	44451H
6	T	900	461	285	286	427	760	1603	3475	3764	3178	2865	2873	3052	3052	3718	4748	4445	4266	3401	2508	1790	1583	1335	1621	56396N
7	W	833	403	242	181	311	605	1565	3389	3835	3136	2872	3018	3102	3015	3767	4686	4473	3828	3502	2868	2030	1680	1522	1687	56550N
8	R	991	534	346	312	398	633	1620	3410	3721	3156	2946	3098	3133	3107	3592	4671	4679	4384	3459	2774	2156	1643	1566	1749	58078N
9	F	1098	602	367	335	468	622	1516	3249	3652	3109	3092	3346	3304	3158	3882	4594	4560	4641	3354	2864	2186	1867	1858	2200	59924N
10	A	2030	1118	811	693	713	707	860	1491	1613	2055	2333	2487	2699	2539	2712	3471	3309	3102	3058	2894	2803	2334	2226	2544	50602N
11	S	2113	1359	930	858	843	853	712	1219	1247	1555	2053	2321	2606	3094	2883	3192	2976	3144	2981	2476	2177	1592	1493	1673	46350N
12	M	916	489	303	301	452	782	1623	3455	3733	3189	2882	3031	3119	3175	3805	4594	4558	4393	3436	2688	2025	1512	1430	1591	57482N
13	T	794	413	231	214	388	626	1515	3427	3801	2965	2898	3334	3202	3043	3649	4608	4598	4316	3299	2671	2027	1576	1621	1946	57162N
14	W	956	385	258	213	303	607	1544	3429	3811	3157	2907	2922	3144	3091	3742	4653	4525	4451	3356	2965	2152	1870	1617	1807	57865N
15	R	1041	526	366	335	448	650	1612	3474	3877	3177	2880	3148	3161	3027	3797	4681	4416	4526	3802	2907	2226	1857	1842	2052	59828N
16	F	1257	628	444	342	455	653	1526	3309	3809	3115	3076	3262	3424	3255	3942	4567	4159	4105	3736	3241	2548	2157	2203	2603	61816N
17	A	2109	1313	986	831	704	688	877	1467	1770	2110	2347	2534	2692	2750	2911	3213	2490	2698	2993	3179	2948	2333	2504	2999	51446N
18	S	2200	1544	1084	884	805	787	758	1171	1289	1677	2176	2564	2638	2626	2755	3322	3517	4004	4584	4329	3503	1961	1647	1753	53578A
19	M	1013	515	336	336	473	819	1635	3496	3854	3067	2949	3007	3102	2990	3787	4691	4539	4446	3460	2529	1834	1511	1384	1529	57302N
20	T	854	461	270	251	318	694	1612	3417	3779	3273	3076	3162	3285	3335	3893	4682	4655	4432	3281	2624	1859	1578	1530	1871	58192N
21	W	896	416	251	200	304	660	1588	3415	3744	3223	2920	2995	3116	3124	3858	4554	4418	4368	3491	2729	2107	1654	1723	1986	57740N
22	R	1000	473	297	315	379	672	1532	3408	3784	3128	3024	3047	3227	3214	3677	4690	4595	4331	3448	2709	2104	1763	1636	1777	58230N
23	F	1210	612	405	374	457	658	1465	3299	3720	3142	3173	3210	3171	3377	3922	4734	4568	4137	3275	2870	2189	1727	1849	2165	59709N
24	A	1665	1219	839	714	657	645	880	1457	1755	2029	2408	2497	2605	2563	2828	3419	2979	3186	2814	2469	2108	1852	1945	2206	47739N
25	S	1829	1288	986	811	799	692	747	1091	1312	1612	1826	2497	2720	2472	2734	3123	2884	3044	2930	2600	2057	1550	1503	1802	44909N
26	M	1015	492	348	329	489	743	1642	3407	3425	3275	3032	3046	3056	3153	3787	4625	4686	4594	3598	2586	1749	1337	1339	1551	57304N
27	T	797	398	273	261	353	635	1537	3457	3766	3151	2999	3184	3264	3396	3798	3766	3810	4212	3560	2555	1991	1596	1409	1556	55724N
28	W	858	445	237	208	303	597	1616	3393	3943	3124	2856	2955	3126	3000	3285	3754	4497	4434	3460	2911	2170	1671	1554	1879	56276N
29	R	1288	580	375	327	415	592	1603	3370	3715	3032	3023	3236	3162	3264	3709	4106	4467	4333	3537	2702	2084	1634	1536	1871	57961N
30	F	1277	626	380	355	437	646	1589	3304	3660	3184	3115	3274	3271	3351	3994	4736	4623	3913	3201	2389	2191	1833	1794	2005	59148N

WEEKDAY AVERAGE = 57314 SATURDAY AVERAGE = 49717 SUNDAY AVERAGE = 48633 NUMBER OF GOOD DAYS 30 TOTAL MONTHLY COUNT = 1658124
MONTHLY AVERAGE = 54988

COMMENTS:

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

9/5: LABOR DAY

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/16/17

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
OCTOBER 2016

COUNTY NAME: MIAMI-DADE STATION: 0108 DIRECTION: E LANE: 0
DESCRIPTION: SR-112/I-195, 1 MI E OF SR-5/US-1, DADE CO.
LOCATION: COUNTY 87 SECTION 004 SUBSECTION 000 MILEPOST 3.536 ROUTES: I-195 SR-112

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	A	1283	837	574	460	437	868	1924	1908	2223	2115	2262	2368	2450	2772	3259	3102	2881	2763	2803	2517	2453	2292	2376	1782	48709N
2	S	1339	1033	647	532	534	761	1076	1514	1684	1749	1994	2279	2395	2623	2912	2674	2523	2486	2543	2238	1945	1713	1637	1106	41937N
3	M	729	418	250	204	445	1340	3494	4264	3902	3213	2851	2572	2524	2715	3140	2768	2909	3305	3436	2621	1948	1509	1562	999	53118N
4	T	522	270	162	171	397	1362	3711	4354	4088	3597	3037	2633	2497	2625	3158	2762	3000	3085	3462	2669	2105	1681	1660	1028	54036N
5	W																									43010B
6	R																									12328B
7	F																									32918B
8	A																									34941B
9	S																									32024B
10	M																									40822B
11	T																									49214B
12	W	621	341	222	204	407	1408	3551	4223	3882	3395	2987	2856	2643	2784	3287	2875	2922	3091	3322	2900	2090	1995	1800	1116	54922N
13	R	687	391	217	213	429	1428	3796	4722	3928	3996	3520	3040	2808	3147	3643	3390	3413	3707	3951	3411	2428	2253	2115	1494	62127N
14	F	857	423	324	264	515	1473	3821	4583	4309	3859	3455	3181	3110	3093	3746	3495	3451	3706	3760	3226	2671	2461	2370	1835	63988N
15	A	1350	866	614	521	566	975	2137	2222	2501	2505	2610	2679	2532	2967	3337	3113	3034	3086	3106	2490	2345	2210	2342	1927	52035N
16	S	1448	961	615	451	483	875	1628	1484	1923	2098	2301	2430	2558	2642	2940	2775	2828	2929	2830	2371	2065	1929	1712	1134	45410N
17	M	733	447	300	273	486	1509	3669	4273	4123	3662	3365	3005	2830	2880	3528	3051	3129	3437	3691	2848	2081	1773	1672	1043	57808N
18	T	609	288	192	197	419	1497	3628	4438	3860	3514	2845	2963	2698	2864	3296	3062	3070	3266	3703	2975	2208	1893	1910	1132	56527N
19	W	595	293	209	213	432	1509	3825	4491	4025	3720	3315	2967	2892	3092	3495	3206	3153	3472	3886	3140	2327	1902	1660	1282	59101N
20	R	735	410	239	236	495	1546	3772	4612	3924	3703	3231	2965	2934	3061	3440	2673	3158	2806	3507	3150	2332	2182	2151	1391	58653N
21	F	845	450	269	266	522	1550	3754	4582	4054	3818	3386	3193	3013	3288	3522	3444	3484	3476	3943	3338	2612	2324	2444	1980	63557N
22	A	1447	875	548	496	512	982	2079	2208	2418	2427	2486	2637	2823	3255	3739	3377	3297	3142	2965	2816	2565	2414	2460	2048	54016N
23	S	1593	1038	738	566	542	826	1457	1369	1675	1839	2156	2340	2635	2839	3747	3272	3433	2954	2820	2321	1982	1642	1507	1093	46384N
24	M	572	357	247	239	500	1502	3662	4444	3891	3571	2977	2844	2730	2944	3304	3165	3056	3327	3604	2751	2089	1713	1618	1022	56129N
25	T	528	296	205	184	442	1483	3756	4443	4143	3624	3044	2656	2579	2803	3520	3077	3076	3314	3831	3294	2377	1790	1855	1197	57517N
26	W	525	286	176	214	466	1478	3688	4634	4091	3653	3293	2892	2784	3088	3477	3222	3279	3381	3685	3260	2378	1945	1956	1259	59110N
27	R	642	337	212	228	471	1457	3735	4535	4083	3697	3204	2901	2773	3080	2728	3311	3381	3506	3592	3196	2388	2116	2023	1294	58890N
28	F	827	459	316	269	476	1401	3405	4146	4143	3618	3447	3110	3031	3228	3745	3371	3625	3837	3820	3213	2637	2404	2548	2076	63152N
29	A	1601	1070	637	572	573	950	2079	1952	2332	2164	2285	2232	2509	2736	3059	3010	2858	2858	2424	3262	2558	2485	2455	2227	50888N
30	S	1756	1275	904	741	679	914	1480	1343	1664	1727	1793	2081	2262	2366	2976	2756	2658	2622	2657	2274	2087	1934	1796	1134	43879N
31	M	858	549	310	306	564	1465	3643	4247	4025	3610	3015	2664	2722	2834	3252	3096	3213	3580	3848	3121	2745	2530	2347	1634	60178S

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WEEKDAY AVERAGE = 58800 SATURDAY AVERAGE = 51412 SUNDAY AVERAGE = 44403 NUMBER OF GOOD DAYS 24 TOTAL MONTHLY COUNT = 1322071

MONTHLY AVERAGE = 55688

COMMENTS:

- "B"=====> BAD DAY
 - "N"=====> NORMAL DAY
 - "A"=====> ATYPICAL DAY
 - "H"=====> ATYPICAL DAY (HOLIDAY)
 - "S"=====> ATYPICAL DAY (SPECIAL EVENT)
- 10/5 - 10/11: HURRICANE MATTHEW IMPACTS TRAFFIC
10/31: HALLOWEEN

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/16/17

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
OCTOBER 2016

COUNTY NAME: MIAMI-DADE STATION: 0108 DIRECTION: W LANE: 0
DESCRIPTION: SR-112/I-195, 1 MI E OF SR-5/US-1, DADE CO.
LOCATION: COUNTY 87 SECTION 004 SUBSECTION 000 MILEPOST 3.536 ROUTES: I-195 SR-112

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	A	1638	1087	820	689	631	630	808	1391	1560	1955	2380	2660	2553	2523	2709	3242	2835	2814	2751	2643	2197	1967	1940	2249	46672N
2	S	1809	1383	979	826	842	744	679	1156	1214	1491	1904	2289	2512	2485	2501	2917	2718	2907	2821	2512	1910	1589	1590	1644	43422N
3	M	931	502	315	289	444	599	1381	2672	3241	2935	2750	3070	2890	2973	3589	4619	4494	4364	3180	2568	1804	1307	1322	1592	53831N
4	T	794	401	221	184	283	579	1471	3304	3634	3014	2715	2882	2990	3178	3566	4641	4530	4429	3377	2615	1941	1560	1556	1527	55392N
5	W	864	398	275	202	306	639	1527	3271	3757	3129	2869	2913	2898	3368	4198	4577	3957	3688	2828	2216	1557	1192	1085	1267	52981A
6	R																									16689B
7	F																									41757B
8	A	1624	1063	756	682	660	632	818	1387	1543	1807	2194	2307	2458	2540	2635	3256	2978	3030	2825	2754	2165	1796	1855	2125	45890N
9	S	1879	1311	952	831	794	688	689	1127	1181	1491	1914	2361	2694	2443	2647	2871	2988	3067	2920	2868	2063	1448	1408	1618	44253N
10	M	1045	625	428	362	459	798	1454	3190	3602	3102	2983	2972	3180	3089	3746	4775	4718	4513	3368	2722	1794	1473	1378	2095	57871A
11	T	979	469	315	285	374	684	1552	3351	3775	3278	2964	3224	3133	3119	3653	4851	4675	4543	3372	2708	1844	1495	1576	2107	58326N
12	W	964	508	330	282	349	611	1344	2731	3237	2843	2881	2950	2968	3052	3562	4470	4575	4261	3308	2590	2030	1710	1434	1652	54642N
13	R	918	515	340	346	395	641	1575	3499	3771	3133	3064	3185	3296	3246	3701	4692	4614	4666	3580	3019	2281	1922	1708	1886	59993N
14	F	1265	700	449	369	451	642	1483	3245	3712	3212	3133	3236	3406	3314	3904	4849	4778	4455	3666	3271	2326	2061	1998	2224	62149N
15	A	1597	1212	889	807	743	706	932	1563	1700	2147	2379	2692	2874	3108	2922	3406	2983	3202	3029	2593	2462	1970	1979	2150	50045N
16	S	1743	1277	942	715	833	786	761	1241	1326	1678	2368	2781	2960	2476	2580	3234	2888	2992	2915	2470	1990	1526	1460	1768	45710N
17	M	1012	541	390	331	500	944	1544	3396	3685	3262	2998	3173	3168	3137	3693	4659	4760	4408	3395	2767	2010	1500	2067	2626	59966A
18	T	1252	503	334	277	330	677	1557	3289	3601	3083	3021	2886	3019	3002	3673	4625	4594	4452	3534	2772	2041	1638	1596	1717	57473A
19	W	978	516	240	236	332	610	1555	3329	3752	3215	3061	3267	3288	3185	4025	4749	4586	4590	3601	2836	2080	1627	1509	1825	58992N
20	R	1094	546	370	337	424	650	1622	3454	3719	3387	3167	3232	3305	3294	3771	3165	2828	4133	3438	2907	2112	1593	1653	1883	56084A
21	F	1265	597	396	381	438	711	1566	3395	3680	3334	3249	3331	3439	1854	3393	4785	4696	4513	3637	2925	2378	1998	1957	2190	60108A
22	A	1713	1209	801	697	669	690	925	1652	1862	2132	2445	2582	2693	2624	3000	3578	3115	3339	3166	3114	2496	2059	1982	2474	51017N
23	S	2016	1371	955	805	786	837	757	1238	1297	1739	2293	2607	2619	2537	2517	3123	2990	3065	3157	2740	1924	1536	1333	1548	45790N
24	M	948	496	323	303	467	724	1564	3214	3582	3142	3052	3122	3081	3005	3687	4789	4521	4351	3349	2460	1781	1364	1370	1545	56240N
25	T	945	446	260	252	318	627	1529	3280	3454	3118	2928	3019	2912	2999	3566	4749	4597	4554	3611	2740	1917	1512	1497	1773	56603N
26	W	988	441	233	226	280	670	1525	3376	3803	3255	3114	3239	3124	3207	3931	4719	4798	4603	3662	2642	2094	1524	1456	1639	58549N
27	R	965	472	318	325	388	646	1555	3401	3699	3404	3283	3555	3385	3406	3776	4748	4780	4485	2235	1886	2093	1789	1590	1748	57932A
28	F	1128	590	386	396	443	728	1423	3105	3602	3243	3341	3568	3405	3389	3939	4838	4584	4158	3405	2770	2114	1846	1970	2255	60626N
29	A	1804	1372	971	835	763	726	850	1457	1671	2035	2470	2812	2856	2693	2865	3228	2748	2872	2648	2384	2014	1688	2004	2542	48308N
30	S	1961	1477	1219	1093	1012	929	792	1134	1243	1581	2095	2480	2688	2521	2483	2920	2787	2862	2527	2234	1830	1530	1385	1597	44380N
31	M	1062	539	393	408	505	829	1561	3284	3527	3232	3002	3050	3056	3063	3608	4762	4731	4176	3124	2426	1985	1756	1803	2180	58062S

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WEEKDAY AVERAGE = 57880 SATURDAY AVERAGE = 48386 SUNDAY AVERAGE = 44711 NUMBER OF GOOD DAYS 29 TOTAL MONTHLY COUNT = 1561307

MONTHLY AVERAGE = 54642

COMMENTS:

- "B"=====> BAD DAY
- "N"=====> NORMAL DAY
- "A"=====> ATYPICAL DAY
- "H"=====> ATYPICAL DAY (HOLIDAY)
- "S"=====> ATYPICAL DAY (SPECIAL EVENT)

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/16/17

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
NOVEMBER 2016

COUNTY NAME: MIAMI-DADE STATION: 0108 DIRECTION: E LANE: 0
DESCRIPTION: SR-112/I-195, 1 MI E OF SR-5/US-1, DADE CO.
LOCATION: COUNTY 87 SECTION 004 SUBSECTION 000 MILEPOST 3.536 ROUTES: I-195 SR-112

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	T	945	643	454	382	571	1487	3645	4574	4033	3169	3207	2732	2729	2940	3379	3145	3205	3352	3777	2981	2293	1869	1903	1197	58612A
2	W	594	292	192	172	438	1443	3687	4611	4005	3714	3255	2891	3044	2958	3383	3178	3238	3436	3642	3457	2920	2021	1921	1199	59691N
3	R	757	419	255	258	484	1440	3800	4434	4083	3567	3227	3339	2883	3139	3625	3415	3375	3663	3815	3700	2679	2227	2210	1483	62277N
4	F	873	493	290	275	475	1496	3777	4631	4069	3757	3391	3301	3327	3411	3745	3406	3522	3783	3736	3662	2944	2483	2420	1759	65026A
5	A	1239	834	569	470	524	973	1824	2400	2394	2416	2514	2641	2583	2736	3171	3051	3064	3026	3082	2847	2423	2311	2502	2057	51651N
6	S	1652	700	526	486	559	893	1731	1702	2063	2026	2392	2696	2661	2643	3011	2887	2833	3064	3093	2312	1971	1734	1620	1036	46291A
7	M	625	340	203	241	493	1567	3856	4548	3885	3502	3221	2423	2986	3053	3468	3215	3300	3674	3942	3058	2036	1774	1707	1052	58169N
8	T	553	282	214	206	434	1565	3707	4557	3949	3748	3175	3022	2851	2937	3444	3092	3243	3678	4005	3140	2137	1820	1644	1047	58450N
9	W	650	284	224	230	450	1505	3851	4763	4038	3789	3251	2890	2840	3275	3467	3428	3282	3563	3822	3341	2181	1927	1683	1147	59881N
10	R	682	384	235	210	452	1514	3891	4765	4124	3724	3633	3113	2865	3207	3668	3253	3311	3508	3623	3408	2689	2313	2096	1678	62346N
11	F	1002	500	324	310	472	1435	3622	4353	3991	3460	3403	3329	3396	3628	3856	3858	3698	3695	3653	3925	2554	3496	2783	1830	66573A
12	A	1306	846	580	444	552	952	2155	2374	2569	2567	2682	2659	2766	3031	3811	3969	3892	3833	3872	2999	2380	2310	2612	2058	57219N
13	S	1521	1074	728	581	607	909	1706	1639	1933	2049	2459	2780	2750	2946	3324	3062	2913	2958	3191	2377	2060	1792	1656	1115	48130N
14	M	609	394	256	290	591	1539	3932	4719	3980	3787	3491	2958	2853	2964	3477	3316	3331	3341	3935	3276	2294	1955	1788	1002	60078N
15	T	557	317	206	194	452	1501	3854	4493	3986	3920	3304	2943	2816	2946	3448	3104	3281	3218	3813	3324	2095	1888	1935	1173	58768N
16	W	548	314	161	202	400	1463	3912	4692	3894	3772	3685	3113	2857	2923	3507	3294	3462	3521	3861	3417	2400	2048	1939	1172	60557N
17	R	701	401	260	202	483	1512	3909	4710	4074	3647	3358	3007	3047	3260	3641	3447	3405	3673	4052	3350	2446	2150	2393	1580	62708N
18	F	938	478	289	252	470	1503	3900	4297	4057	3743	3439	3210	3115	3702	3836	3355	3890	3913	3712	3663	3341	2411	2371	2039	65924N
19	A	1522	903	580	512	484	1008	2242	2285	2651	2466	2450	2554	2855	3107	3603	3543	3413	3336	3514	3372	3031	2541	2613	2196	56781N
20	S	1848	1181	705	557	554	908	1784	1666	1991	2091	2239	2565	2797	2895	3314	3065	2897	2881	2867	2344	2050	1832	1714	1077	47822N
21	M	709	416	251	238	481	1431	3853	4647	4008	3837	3320	2983	3077	3140	3521	3171	3237	3518	3711	3082	2197	1811	1701	1092	59432N
22	T	593	337	218	174	446	1373	3842	4759	4025	3747	3485	3233	2945	3242	3491	3252	3219	3353	3766	3225	2221	1951	1853	1217	59967N
23	W	631	397	288	202	409	1360	3596	4503	4254	3679	3319	3056	3063	3225	3553	3080	3087	3416	3118	2701	2199	2129	2127	1546	58938A
24	R	1189	733	473	413	438	840	1686	1707	1609	1601	1728	1885	2064	2192	2700	2277	2256	2060	2130	1811	1807	1957	2152	1650	39358H
25	F	1192	715	417	295	406	996	2407	2816	2511	2288	2409	2739	2695	2913	3578	3212	3212	2940	2783	2451	2123	2119	2202	1851	51270A
26	A	1355	800	513	500	511	914	2012	2086	2332	2179	2323	2461	2636	2807	3295	3301	3170	3116	3000	2664	2506	2358	2565	2144	51548N
27	S	1477	983	692	589	572	943	1686	1663	1950	1975	2180	2545	2782	2876	3263	2927	2930	2747	2877	2246	1866	1785	1621	1159	46334N
28	M	655	412	280	210	542	1493	3787	4589	4037	3901	3389	3110	2954	3320	3794	3482	3482	3715	3981	3231	2262	1949	1999	1203	61777N
29	T	696	421	228	219	457	1433	3806	4727	3997	3983	3538	3301	3188	3360	3929	3542	3513	3581	3708	3387	2919	2494	2313	1807	64547A
30	W	1022	503	334	259	469	1490	3884	4785	3844	4116	3890	3608	3365	3550	4008	3855	3892	3720	3938	3604	2768	2416	2305	1828	67453A

WEEKDAY AVERAGE = 60021 SATURDAY AVERAGE = 54300 SUNDAY AVERAGE = 47144 NUMBER OF GOOD DAYS 30 TOTAL MONTHLY COUNT = 1727578
MONTHLY AVERAGE = 57364

COMMENTS:

"B"=====> BAD DAY 11/6: DAYLIGHT SAVING TIME ENDS
"N"=====> NORMAL DAY 11/8: PRESIDENTIAL ELECTION STATEWIDE
"A"=====> ATYPICAL DAY 11/11: VETERANS DAY
"H"=====> ATYPICAL DAY (HOLIDAY) 11/24: THANKSGIVING
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/16/17

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
NOVEMBER 2016

COUNTY NAME: MIAMI-DADE STATION: 0108 DIRECTION: W LANE: 0
DESCRIPTION: SR-112/I-195, 1 MI E OF SR-5/US-1, DADE CO.
LOCATION: COUNTY 87 SECTION 004 SUBSECTION 000 MILEPOST 3.536 ROUTES: I-195 SR-112

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY																				
1	T	1600	1111	947	598	597	815	1581	3294	3644	3153	3000	2924	3127	2978	3721	4795	4651	4438	3660	2826	1953	1485	1419	1577	59894A																				
2	W	925	456	243	215	271	614	1511	3374	3757	3312	2966	3118	3092	3227	3229	2724	4370	4722	3731	2844	2247	1790	1601	1875	56214A																				
3	R	1113	572	325	303	367	638	1558	3374	3713	3255	3229	3313	3357	3274	3673	4876	4516	4596	3511	2865	2097	1869	1840	2225	60459N																				
4	F	1314	693	434	371	411	690	1458	3289	3561	3352	3431	3490	3646	3506	3939	4520	3738	4161	4144	3087	2350	2028	1991	2272	61876N																				
5	A	1807	1161	800	644	725	697	887	1629	1796	2188	2570	2828	3027	2985	2992	3394	3062	3155	2904	2754	2163	1753	1917	2399	50237N																				
6	S	1975	1025	797	705	780	690	857	1403	1661	2030	2655	3055	3099	2645	2696	3076	2734	3238	2991	2462	1819	1520	1315	1515	46743A																				
7	M	877	482	291	277	469	756	1693	3686	3812	3405	3139	3350	3250	3136	3714	4653	4769	4539	3468	2559	1801	1413	1395	1490	58424N																				
8	T	821	474	249	245	360	689	1583	3295	3708	3108	3023	3169	3248	3374	3779	4617	4510	4614	3376	2583	1862	1571	1459	1754	57471N																				
9	W	1324	566	327	274	313	671	1597	3417	3867	3271	3109	3152	3292	3156	3774	4329	4116	4649	3715	2625	1969	1644	1794	1641	58592N																				
10	R	1059	496	348	341	355	630	1596	3524	3715	3764	3214	3241	3204	3329	3759	4837	4650	3749	4133	2761	2094	1808	1722	2179	60508N																				
11	F	1338	708	454	385	490	712	1284	2782	3294	3317	3230	3364	3507	3392	3916	4741	4454	4368	3583	3633	2375	1922	2028	2438	61715N																				
12	A	1820	1298	827	683	742	672	929	1587	1903	2255	2513	2809	2873	2715	2973	3549	3437	3449	3357	2870	2160	2027	2277	2453	52178N																				
13	S	2093	1510	1102	852	951	973	841	1379	1429	1850	2306	2674	2922	2682	2943	3296	3150	3347	3424	2509	1801	1478	1510	2038	49060N																				
14	M	1115	530	314	338	527	849	1690	3637	3918	3318	3153	3278	3250	3152	3807	4804	4693	4252	3659	2583	1893	1608	1494	1743	59605N																				
15	T	1176	503	305	287	340	643	1631	3592	3815	3375	3045	3196	3289	3328	3744	4435	3984	3900	4203	2961	2020	1540	1461	1696	58469N																				
16	W	827	410	264	171	335	630	1605	3544	3876	3256	3028	2991	3441	3383	4201	4721	4526	4640	3781	2710	2014	1793	1606	2078	59831N																				
17	R	1116	595	349	339	438	645	1699	3604	3595	3268	3283	3316	3323	3325	3888	4785	4709	4550	4048	2893	2156	1817	1696	1910	61347N																				
18	F	1177	683	469	442	449	729	1551	3470	3612	3424	3340	3609	3567	3385	4132	4281	4408	4586	4159	2785	2217	2094	2064	2375	63008N																				
19	A	1771	1184	890	705	690	710	968	1676	1992	2281	2740	2924	3014	2900	3168	3661	3503	3771	3539	2689	2199	2080	2373	2652	54080N																				
20	S	2302	1607	1049	947	906	826	825	1404	1550	1892	2386	2743	2880	2683	2733	3316	3224	3433	3437	2425	1895	1546	1412	1529	48950N																				
21	M	926	494	342	334	526	753	1622	3612	3828	3404	3279	3329	3301	3207	3812	4738	4306	4165	4046	2601	2050	1432	1426	1539	59072N																				
22	T	846	435	265	263	336	645	1611	3374	3733	3212	3149	3380	3425	3346	3813	4644	4196	4507	3867	2686	2256	1618	1617	1694	58918N																				
23	W	986	497	324	231	302	625	1358	2901	3303	3132	3285	3371	3691	3651	4130	3333	3611	4115	2886	2485	1975	1637	1693	1931	55453A																				
24	R	1292	806	625	632	584	613	725	1217	1318	1557	1767	2099	2282	2358	2579	2996	2753	2722	2239	1800	1551	1502	1546	1747	39310H																				
25	F	1021	537	372	272	355	542	856	1665	1887	2207	2314	2477	2524	2673	3064	3612	3573	3404	3143	2480	1979	1769	1884	2022	46632A																				
26	A	1564	1085	820	721	716	638	842	1378	1587	1895	2314	2366	2861	2625	2862	3298	3150	3496	3505	2882	2254	1903	2065	2324	49151N																				
27	S	1907	1342	1133	882	873	767	830	1273	1318	1749	2396	2840	2848	2591	2521	2925	3052	3425	3429	2521	2082	1631	1475	1662	47472N																				
28	M	932	548	340	316	514	826	1655	3513	3666	3345	3256	3388	3387	3360	3992	4891	4621	4479	3765	3025	2296	1803	1701	1796	61415N																				
29	T	1053	701	392	293	386	683	1610	3545	3844	3407	3089	3343	3458	3435	3824	4766	4615	4269	3306	2939	2623	2112	2097	2379	62169A																				
30	W	1596	909	627	441	437	646	1628	3531	3976	3664	3193	3387	3540	3393	4078	4680	4657	4124	4041	3567	2813	2549	2267	2397	66141A																				
WEEKDAY AVERAGE =		58395					SATURDAY AVERAGE =					51412					SUNDAY AVERAGE =					48056					NUMBER OF GOOD DAYS					30					TOTAL MONTHLY COUNT =					1684394				
MONTHLY AVERAGE =		55920																																												

COMMENTS:

"B"=====> BAD DAY 11/6: DAYLIGHT SAVING TIME ENDS
"N"=====> NORMAL DAY 11/8: PRESIDENTIAL ELECTION STATEWIDE
"A"=====> ATYPICAL DAY 11/11: VETERANS DAY
"H"=====> ATYPICAL DAY (HOLIDAY) 11/24: THANKSGIVING
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/16/17

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
DECEMBER 2016

COUNTY NAME: MIAMI-DADE STATION: 0108 DIRECTION: E LANE: 0
DESCRIPTION: SR-112/I-195, 1 MI E OF SR-5/US-1, DADE CO.
LOCATION: COUNTY 87 SECTION 004 SUBSECTION 000 MILEPOST 3.536 ROUTES: I-195 SR-112

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	R	1167	699	468	370	495	1433	3504	4549	3833	4037	3867	3478	3698	3751	3681	3753	3631	3816	3722	3754	2958	2716	2637	2068	68085A
2	F	1583	821	661	593	690	1552	3538	4398	4017	3907	4085	3961	3931	3920	4053	3981	3863	3633	3782	3629	3155	2926	2804	2395	71878A
3	A	1941	1377	1126	897	937	1194	2140	2396	2684	2739	3100	3279	3517	3702	3909	3980	3626	3895	3669	3496	2866	2707	2686	2431	64294A
4	S	2005	1566	1080	1005	870	1168	1912	1831	2153	2303	2665	3138	3650	3668	4053	3926	3704	3361	3147	2682	2257	2001	1868	1394	57407A
5	M	1003	665	504	469	663	1710	3858	4620	4114	3721	3408	3065	3049	3282	3687	3287	3450	3408	3877	3053	2101	1708	1564	1352	61618A
6	T	589	366	231	193	506	1518	3765	4706	4088	3937	2979	2789	2845	3237	3566	3218	3306	3369	3642	3044	2193	1890	1954	1128	59059N
7	W	598	325	185	198	453	1444	3750	4727	4073	3755	3292	2886	2839	3162	3537	3189	3332	3508	3353	3230	2152	2005	2007	1262	59262N
8	R	654	381	255	235	482	1431	3702	4774	4059	3625	3301	2989	2979	3205	3345	3107	3145	3472	3415	3114	2350	2038	2118	1370	59546N
9	F	810	491	300	262	467	1533	2822	4495	3816	3913	3299	3060	2898	3537	3867	3957	3872	3803	3484	3438	2915	2347	2293	1721	63400N
10	A	1335	846	570	443	516	879	1937	1992	2235	2009	1901	2214	2280	2615	3003	2854	2933	2982	2901	2771	2303	2213	2294	1992	48018N
11	S	1454	1025	640	530	529	894	1560	1487	1795	1821	1948	2153	2358	2548	2803	2659	2700	2740	2719	2330	2041	1692	1628	1070	43124N
12	M	696	449	246	269	550	1542	3698	4510	4031	3860	3115	2736	2870	3167	3597	3346	3389	3543	3643	3033	2040	1684	1823	1081	58918N
13	T	590	323	207	199	442	1533	3699	4596	4219	3930	3281	3115	2917	3065	3333	2905	3023	3192	3658	3102	2284	1984	1972	1145	58714N
14	W	658	305	228	217	455	1433	3732	4609	3992	3822	3268	2877	2917	3162	3634	3281	3300	3491	3684	3254	2362	2151	1980	1361	60173N
15	R	832	444	290	274	487	1445	3599	4560	4004	3692	3352	3066	2894	3275	3605	3405	3535	3684	3883	3391	2472	2161	2260	1574	62184N
16	F	954	512	348	298	450	1432	3678	4728	4258	3866	3290	3085	3222	3460	3844	3716	4101	3513	3670	3342	3080	2434	2493	2218	65992N
17	A	1563	944	651	466	541	891	1905	2108	2424	2323	2561	2638	2872	3075	3472	3303	3466	3479	3195	3281	2815	2512	2472	2126	55083N
18	S	1644	1213	781	617	579	898	1529	1527	1824	1935	2308	2582	2691	2930	3355	3202	3012	2885	2856	2349	2182	1192	1241	1218	46550A
19	M	837	525	320	273	505	1476	3672	4561	4111	3429	3069	2998	3132	3207	3411	3338	3292	3517	3972	2863	2213	1856	1821	1231	59629N
20	T	681	443	267	194	468	1472	3627	4768	3994	3645	3191	2882	2823	3092	3473	3367	3170	3448	3622	3254	2423	2114	2179	1503	60100N
21	W	800	381	277	221	428	1472	3676	4689	3909	3540	2927	2989	2919	3060	3528	3415	3538	3595	3732	3442	2363	2145	2008	1320	60374A
22	R	949	556	321	290	460	1107	3000	4577	3747	3368	2624	3127	3139	3195	3438	3279	3295	3453	3625	2784	2474	2214	2188	1915	59125A
23	F	1026	581	363	325	472	1331	3451	3897	3849	3109	3031	2958	3258	3373	3896	3745	3628	3230	2972	2544	2219	2100	2108	1668	59134A
24	A	1223	745	536	445	465	920	1717	1642	1928	2047	2150	2319	2225	2505	2717	2619	2472	2324	2388	2032	1892	1650	2056	1801	42818A
25	S	1466	1183	694	454	386	628	1247	1111	1249	1390	1530	1947	2210	2455	2957	2840	2753	2580	2603	2118	1744	1845	1879	1272	40541H
26	M	894	529	327	262	377	894	2015	2120	2073	2143	2396	2653	3049	3227	3645	2197	2868	3272	2946	2303	2011	1859	1984	1311	47355A
27	T	890	499	314	257	434	1398	3290	3966	3633	3129	2977	3257	3474	3723	3912	3504	3439	3665	3532	2793	2400	2148	2556	1425	60615A
28	W	844	477	297	261	414	1393	3447	4099	3727	2912	3266	3602	3473	3735	3917	4052	3871	3945	3736	3011	2354	2283	2317	1732	63165A
29	R	1013	570	357	332	493	1358	3324	4031	3812	3228	3211	3629	3636	3829	4087	3998	4017	4140	3571	3075	2675	2415	2602	1988	65391A
30	F	1169	699	470	388	578	1386	2793	3495	3601	3181	3266	3480	3680	3807	3731	4028	4262	3932	3721	3128	2738	2560	2659	2142	64894A
31	A	1741	1280	724	523	574	1014	1687	1816	2072	2237	2422	2789	3194	3222	3807	3568	3375	3107	2952	2789	2720	2886	3171	1764	55434A

WEEKDAY AVERAGE = 61034 SATURDAY AVERAGE = 53129 SUNDAY AVERAGE = 46906 NUMBER OF GOOD DAYS 31 TOTAL MONTHLY COUNT = 1801880
MONTHLY AVERAGE = 57887

COMMENTS:
12/25: CHRISTMAS DAY

- "B"=====> BAD DAY
- "N"=====> NORMAL DAY
- "A"=====> ATYPICAL DAY
- "H"=====> ATYPICAL DAY (HOLIDAY)
- "S"=====> ATYPICAL DAY (SPECIAL EVENT)

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/16/17

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
DECEMBER 2016

COUNTY NAME: MIAMI-DADE STATION: 0108 DIRECTION: W LANE: 0
DESCRIPTION: SR-112/I-195, 1 MI E OF SR-5/US-1, DADE CO.
LOCATION: COUNTY 87 SECTION 004 SUBSECTION 000 MILEPOST 3.536 ROUTES: I-195 SR-112

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	R	1973	1200	775	606	653	786	1535	3545	3701	3173	3108	3364	3530	3621	3947	4603	4578	4057	3857	3081	2972	2741	2424	2628	66458A
2	F	2286	1563	1078	963	851	930	1669	3338	3664	3249	3276	3483	3468	3674	4144	4790	4432	4326	3934	3116	2922	2776	2607	2917	69456A
3	A	2507	2031	1756	1425	1230	1112	1139	1891	1869	2237	2698	2826	3048	3137	3273	3961	3658	4011	3990	3802	3262	2730	2650	2915	63158A
4	S	2523	2088	1627	1269	1305	1170	1114	1557	1591	1959	2514	2799	2997	3058	3244	3710	3763	4263	4306	3477	2570	1907	1717	1906	58434A
5	M	1276	865	608	552	718	1157	1777	3611	3977	3387	3224	3438	3463	3419	3978	4689	4513	4355	3843	2681	2024	1500	1354	1541	61950A
6	T	955	502	339	242	370	708	1605	3575	3846	3341	3125	3126	3311	3259	4009	4776	4541	4445	3500	2632	2045	1532	1549	1672	59005N
7	W	909	469	271	222	316	669	1558	3445	3897	3375	2971	3128	3204	3188	3958	4870	4659	4432	3428	2564	2133	1542	1735	1719	58662N
8	R	1027	485	339	322	417	685	1610	3482	3641	3386	3142	3347	3345	3237	3775	3967	3947	4206	3762	2553	2062	1757	1618	1801	57913N
9	F	1104	589	400	335	456	687	1479	3321	3638	3247	3332	3382	3487	3442	4253	4621	4567	4365	3442	2705	2185	1997	1968	2247	61249N
10	A	2137	1143	782	670	618	628	832	1525	1790	1979	2332	2647	2797	2624	2654	3058	2824	2854	2489	2221	1881	1797	1993	2251	46526N
11	S	1984	1344	902	707	838	1079	826	1269	1356	1715	2356	2732	2957	2569	2499	2821	2633	2810	2542	1990	1731	1485	1446	1567	44158N
12	M	1066	784	378	323	520	851	1644	3619	3925	3164	3135	3262	3358	3354	3786	4771	4712	4599	3568	2528	1806	1500	1479	1586	59718N
13	T	913	425	302	256	368	669	1582	3526	3867	3192	3042	3241	3252	3215	3791	3579	3503	4087	4044	3078	2128	1715	1603	1736	57114A
14	W	1173	508	309	244	354	636	1591	3373	3815	3257	3022	3213	3089	3229	3961	4794	4730	4446	3540	2628	2058	1713	1665	1917	59265N
15	R	1095	604	436	372	460	665	1543	3356	3730	3303	2966	3091	3267	3357	3860	4868	4914	4530	3640	2674	2193	1841	1911	2005	60681N
16	F	1393	744	498	419	459	686	1441	3235	3574	3140	3271	3340	3468	3454	4111	4885	4731	2126	3393	3301	2361	2098	2042	2526	60696A
17	A	1996	1424	930	769	755	659	864	1412	1737	2167	2447	2785	2913	2867	2914	3390	3220	3488	3230	2712	2296	2145	2226	2556	51902N
18	S	2363	1422	1088	877	812	805	798	1136	1309	1738	2283	2547	2896	2715	2759	3317	3336	3638	3645	2552	1899	1735	1542	1705	48917N
19	M	1040	576	397	310	512	815	1553	3183	3417	3195	3252	3204	3303	3316	3806	4481	4657	4630	3836	2672	1943	1722	1585	1772	59177N
20	T	1042	601	336	297	360	653	1470	3228	3655	3304	3273	3359	3344	3238	3804	4805	4926	4483	3767	2759	2128	1840	1685	1900	60257N
21	W	1117	566	331	254	343	652	1462	3191	3573	3330	3267	3403	3440	3431	3997	4710	4859	4525	3930	2873	2184	1768	1778	2100	61084N
22	R	1208	622	434	410	440	645	1419	2934	3378	3289	3159	3473	3450	3409	3945	4441	4601	4551	3835	2899	2225	1867	1790	2144	60568N
23	F	1332	696	485	421	496	650	1211	2503	2966	3048	3362	3559	3726	3823	4057	4643	4248	3687	3154	2518	2093	1753	1891	2089	58411N
24	A	1512	1008	714	568	641	625	715	1256	1441	1699	2144	2299	2391	2254	2482	2923	2807	2928	3005	2464	1945	1449	1521	1886	42677A
25	S	1422	1169	660	567	496	447	525	954	890	1152	1374	1633	1980	2038	2087	2566	2645	3016	3066	2316	1897	1621	1522	1726	37769H
26	M	1081	639	398	358	389	521	775	1345	1598	2051	2389	2641	2581	2548	2855	3279	3311	3522	3285	2687	2045	1724	1730	1862	45614A
27	T	1202	745	400	354	401	536	1141	2119	2601	2851	2964	3119	3168	3087	3609	4603	4651	4607	4555	3367	2380	1883	2033	2116	58492A
28	W	1324	705	394	315	367	576	1173	2243	2744	2973	3101	3261	3343	3221	3656	4880	4916	4608	4368	3293	2576	2015	2019	2281	60352A
29	R	1566	938	546	512	574	682	1162	2138	2695	2735	2999	3203	3265	3336	3854	4734	4636	4368	4374	3773	2562	2220	2141	2407	61420A
30	F	1711	1054	706	648	668	755	1154	2173	2540	2781	3136	3481	3639	3799	3990	4616	4586	4402	3794	3187	2391	2334	2277	2390	62212A
31	A	2046	1480	1084	834	803	760	754	1315	1466	1696	2125	2420	2620	2578	2666	3225	3278	3418	3266	2767	2370	2068	1950	1875	48864N

WEEKDAY AVERAGE = 59797 SATURDAY AVERAGE = 50625 SUNDAY AVERAGE = 47320 NUMBER OF GOOD DAYS 31 TOTAL MONTHLY COUNT = 1762159
MONTHLY AVERAGE = 56704

COMMENTS:
12/25: CHRISTMAS DAY

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

TRAFFIC SIGNAL TIMING PLANS

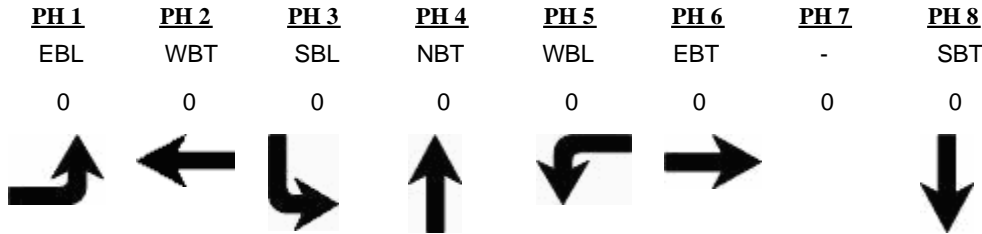
TOD Schedule Report
for 2047: N Miami Av&N 36 St

Print Date:
11/20/2017

Print Time:
1:51 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2047	N Miami Av&N 36 St	DOW-2		N/A	0	0	N/A	0	Max 0

Splits



AM

PM

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk			Min Initial			Veh Ext			Max Limit			Max 2			Yellow	Red
		Phase Bank																
		1	2	3	1	2	3	1	2	3	1	2	3	1	2	3		
1 EBL	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2 - 2 - 2	10 - 10 - 10	26 - 26 - 26	3.7	2.6										
2 WBT	7 - 7 - 7	19 - 19 - 19	16 - 16 - 16	1 - 1 - 1	32 - 32 - 32	0 - 40 - 40	4	2.6										
3 SBL	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2 - 2 - 2	10 - 10 - 10	26 - 26 - 26	3.7	2.3										
4 NBT	7 - 7 - 7	19 - 19 - 19	16 - 16 - 16	2.5 - 2.5 - 2.5	32 - 32 - 32	110 - 96 - 96	4	2.3										
5 WBL	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2 - 2 - 2	10 - 10 - 10	26 - 26 - 26	3.7	2.6										
6 EBT	7 - 7 - 7	19 - 19 - 19	16 - 16 - 16	1 - 1 - 1	32 - 32 - 32	0 - 40 - 40	4	2.6										
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0										
8 SBT	7 - 7 - 7	19 - 19 - 19	16 - 16 - 16	2.5 - 2.5 - 2.5	32 - 32 - 32	110 - 96 - 96	4	2.3										

Last In Service Date: unknown

Permitted Phases	
	12345678
Default	123456-8
External Permit 0	-----
External Permit 1	12-456-8
External Permit 2	-2-4-6-8

Current TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1	2	3	4	5	6	7	8		
			EBL	WBT	SBL	NBT	WBL	EBT	-	SBT		
	3	180	20	30	18	87	20	30	0	110	0	140
	5	120	12	35	8	40	12	35	0	54	0	102
	9	130	12	42	12	39	12	42	0	57	0	90
	12	150	12	35	12	66	12	35	0	84	0	26
	13	110	9	39	8	29	9	39	0	43	0	52
	14	90	9	29	8	19	9	29	0	33	0	2
	18	80	7	4	8	36	7	4	0	50	0	0
	19	90	9	27	9	20	9	27	0	34	0	24
	20	110	12	34	12	27	12	34	0	45	0	96
	21	120	16	37	12	30	16	37	0	48	0	102
	22	100	10	35	10	20	10	35	0	36	0	2

Local TOD Schedule		
Time	Plan	DOW
0000	Free	Su M T W Th F S
0600	19	Su S
0600	3	M T W Th F
1000	5	M T W Th F
1000	20	Su S
1200	9	M T W Th F
1300	21	Su S
1500	12	M T W Th F
1800	22	Su S
1900	13	M T W Th F S
2200	14	M T W Th F
2200	Free	Su S

TOD Schedule Report
for 2047: N Miami Av&N 36 St

Print Date:
11/20/2017

Print Time:
1:51 PM

Current Time of Day Function				Local Time of Day Function				* Settings
Time	Function	Settings *	Day of Week	Time	Function	Settings *	Day of Week	
0000	TOD OUTPUTS	-----	SuM T W ThF S	0000	TOD OUTPUTS	-----	SuM T W ThF S	Blank - FREE - Phase Bank 1, Max 1
								Blank - Plan - Phase Bank 1, Max 2
								1 - Phase Bank 2, Max 1
								2 - Phase Bank 2, Max 2
								3 - Phase Bank 3, Max 1
								4 - Phase Bank 3, Max 2
								5 - EXTERNAL PERMIT 1
								6 - EXTERNAL PERMIT 2
								7 - X-PED OMIT
								8 - TBA

No Calendar Defined/Enabled

TOD Schedule Report
for 2097: US 1&NE 36 St


Print Date:
11/20/2017

Print Time:
1:59 PM

<u>Asset</u>	<u>Intersection</u>	<u>TOD Schedule</u>	<u>Op Mode</u>	<u>Plan #</u>	<u>Cycle</u>	<u>Offset</u>	<u>TOD Setting</u>	<u>Active PhaseBank</u>	<u>Active Maximum</u>
2097	US 1&NE 36 St	DOW-2		N/A	0	0	N/A	0	Max 0

Splits

<u>PH 1</u>	<u>PH 2</u>	<u>PH 3</u>	<u>PH 4</u>	<u>PH 5</u>	<u>PH 6</u>	<u>PH 7</u>	<u>PH 8</u>
NBL	SBT	EBT	WBT	SBL	NBT	-	-
0	0	0	0	0	0	0	0



Active Phase Bank: Phase Bank 1

<u>Phase</u>	<u>Walk</u>			<u>Don't Walk</u>			<u>Min Initial</u>			<u>Veh Ext</u>			<u>Max Limit</u>			<u>Max 2</u>			<u>Yellow</u>	<u>Red</u>
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3		
1 NBL	0	0	0	0	0	0	5	5	5	3	3	3	10	7	7	40	35	35	4	2
2 SBT	7	7	7	14	14	14	7	7	7	1	1	1	35	35	35	0	37	37	4	2.1
3 EBT	4	4	4	17	17	17	7	7	7	2.5	2.5	2.5	24	7	7	55	50	50	4	2.6
4 WBT	5	5	5	13	13	13	7	7	7	3	3	3	24	20	20	75	67	67	4	2.2
5 SBL	0	0	0	0	0	0	5	5	5	3	3	3	13	5	5	60	35	35	4	2
6 NBT	7	7	7	14	14	14	7	7	7	1	1	1	35	35	35	0	37	37	4	2.1
7 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Last In Service Date: unknown

Permitted Phases	
	12345678
Default	123456--
External Permit 0	123456--
External Permit 1	123456--
External Permit 2	123456--

TOD Schedule Report

for 2097: US 1&NE 36 St

Print Date:
11/20/2017

Print Time:
1:59 PM

Current TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1 NBL	2 SBT	3 EBT	4 WBT	5 SBL	6 NBT	7 -	8 -		
1		115	18	27	25	20	17	28	0	0	0	36
2		130	18	44	25	18	18	44	0	0	0	98
3		190	33	59	30	43	33	59	0	0	0	28
4		170	15	74	29	27	39	50	0	0	0	114
5		160	20	47	45	23	23	44	0	0	0	132
6		140	13	47	25	30	27	33	0	0	0	0
7		140	11	56	30	18	23	44	0	0	0	36
8		160	20	47	45	23	28	39	0	0	0	130
9		160	15	68	27	25	39	44	0	0	0	48
11		140	14	48	29	24	24	38	0	0	0	38
12		180	30	78	24	23	41	67	0	0	0	40
14		140	14	48	29	24	24	38	0	0	0	114
16		120	10	39	26	20	19	30	0	0	0	52
17		120	18	32	25	20	18	32	0	0	0	36
18		110	16	25	24	20	16	25	0	0	0	34
19		140	12	50	30	23	20	42	0	0	0	108
21		140	12	42	25	36	21	33	0	0	0	90
22		120	6	37	24	28	6	37	0	0	0	90
23		110	6	33	30	16	6	33	0	0	0	36
24		180	19	74	29	33	34	59	0	0	0	36
25		180	19	74	29	33	34	59	0	0	0	88
30		140	13	37	34	31	23	27	0	0	0	0

Local TOD Schedule		
Time	Plan	DOW
0000	Free	M T W Th F
0000	Free	Su S
0500	2	M T W Th F
0600	4	M T W Th F
0600	19	Su S
1000	6	M T W Th F
1300	8	M T W Th F
1500	12	M T W Th F
1600	21	Su S
2000	14	M T W Th F
2200	16	M T W Th F
2200	22	Su S

AM

PM

Current Time of Day Function			
Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----	SuM T W ThF S
0700	VEH MAX RECALL	---5---	M T W ThF
1000	VEH MAX RECALL	-----	M T W ThF
1330	VEH MAX RECALL	---5---	M T W ThF
1800	VEH MAX RECALL	-----	M T W ThF

Local Time of Day Function			
Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----	SuM T W ThF S
0700	VEH MAX RECALL	---5---	M T W ThF
1000	VEH MAX RECALL	-----	M T W ThF
1330	VEH MAX RECALL	---5---	M T W ThF
1800	VEH MAX RECALL	-----	M T W ThF

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

TOD Schedule Report
for 2097: US 1&NE 36 St

Print Date:
11/20/2017

Print Time:
1:59 PM

No Calendar Defined/Enabled

TOD Schedule Report

for 2098: Federal Hwy&NE 36 St&NE 2 Av

Print Date:
11/20/2017

Print Time:
1:59 PM

<u>Asset</u>	<u>Intersection</u>	<u>TOD Schedule</u>	<u>Op Mode</u>	<u>Plan #</u>	<u>Cycle</u>	<u>Offset</u>	<u>TOD Setting</u>	<u>Active PhaseBank</u>	<u>Active Maximum</u>
2098	Federal Hwy&NE 36 St&NE 2 Av	DOW-2		N/A	0	0	N/A	0	Max 0

Splits

<u>PH 1</u>	<u>PH 2</u>	<u>PH 3</u>	<u>PH 4</u>	<u>PH 5</u>	<u>PH 6</u>	<u>PH 7</u>	<u>PH 8</u>
EBL	WBT	SWT	SET	NBT	EBT	-	-
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

<u>Phase</u>	<u>Walk</u>			<u>Don't Walk</u>			<u>Min Initial</u>			<u>Veh Ext</u>			<u>Max Limit</u>			<u>Max 2</u>			<u>Yellow</u>	<u>Red</u>						
	<u>Phase Bank</u>																									
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3								
1 EBL	0	-	0	0	0	-	0	0	8	-	8	8	2	-	2	2	6	-	6	6	40	-	40	40	4	4.4
2 WBT	7	-	7	7	19	-	18	18	7	-	7	7	1	-	1	1	30	-	30	30	0	-	0	0	4	4.4
3 SWT	0	-	0	0	0	-	0	0	7	-	7	7	2.5	-	2.5	2.5	10	-	10	10	45	-	38	38	4	2.4
4 SET	7	-	7	7	12	-	12	12	7	-	7	7	2.5	-	2.5	2.5	10	-	10	10	58	-	58	25	4	2.5
5 NBT	7	-	7	7	17	-	17	17	7	-	7	7	2.5	-	2.5	2.5	10	-	10	10	58	-	58	58	4	2.3
6 EBT	7	-	7	7	19	-	18	18	7	-	7	7	1	-	1	1	30	-	30	30	0	-	0	0	4	4.4
7 -	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0
8 -	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	123456--
External Permit 0	-23456--
External Permit 1	-23456--
External Permit 2	-23-5---

TOD Schedule Report

for 2098: Federal Hwy&NE 36 St&NE 2 Av

Print Date:
11/20/2017

Print Time:
1:59 PM

Current TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1 EBL	2 WBT	3 SWT	4 SET	5 NBT	6 EBT	7 -	8 -		
1		115	11	16	14	16	23	35	0	0	0	68
2		130	9	27	13	21	25	44	0	0	0	86
3		190	6	75	15	15	44	89	0	0	0	142
4		140	13	31	15	21	25	52	0	0	0	50
5		160	9	45	16	25	30	62	0	0	0	36
6		120	10	21	12	18	24	39	0	0	0	36
7		140	11	35	14	21	24	54	0	0	0	98
8		140	0	30	45	0	45	30	0	0	0	50
9		170	12	49	25	24	25	69	0	0	0	32
11		140	9	35	16	21	24	52	0	0	0	92
16		180	9	45	34	19	38	62	0	0	0	130
17		180	9	47	21	23	45	64	0	0	0	26
18		120	10	22	11	17	25	40	0	0	0	68
19		140	13	37	14	16	25	58	0	0	0	86
21		140	15	35	14	16	25	58	0	0	0	88
22		120	10	22	14	14	25	40	0	0	0	74
23		97	13	8	9	16	16	29	0	0	0	22
24		180	15	62	26	14	28	85	0	0	0	130

Local TOD Schedule		
Time	Plan	DOW
0000	Free	Su M T W Th F S
0500	2	M T W Th F
0600	9	M T W Th F
0600	19	Su S
1000	4	M T W Th F
1300	5	M T W Th F
1500	17	M T W Th F
1600	21	Su S
2000	11	M T W Th F
2200	6	M T W Th F
2200	22	Su S

AM

PM

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

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

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

No Calendar Defined/Enabled

TOD Schedule Report
for 2099: US 1&NE 38 St

Print Date:
12/9/2017

Print Time:
2:00 AM

<u>Asset</u>	<u>Intersection</u>	<u>TOD Schedule</u>	<u>Op Mode</u>	<u>Plan #</u>	<u>Cycle</u>	<u>Offset</u>	<u>TOD Setting</u>	<u>Active PhaseBank</u>	<u>Active Maximum</u>
2099	US 1&NE 38 St	DOW-7		N/A	0	0	N/A	0	Max 0

Splits

<u>PH 1</u>	<u>PH 2</u>	<u>PH 3</u>	<u>PH 4</u>	<u>PH 5</u>	<u>PH 6</u>	<u>PH 7</u>	<u>PH 8</u>
-	SBT	-	WBT	SBL	NBT	-	-
0	0	0	0	0	0	0	0



Active Phase Bank: Phase Bank 1

<u>Phase</u>	<u>Walk</u>			<u>Don't Walk</u>			<u>Min Initial</u>			<u>Veh Ext</u>			<u>Max Limit</u>			<u>Max 2</u>			<u>Yellow</u>	<u>Red</u>
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3		
1 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 SBT	7	7	7	12	12	12	7	7	7	1	1	1	30	30	30	0	60	60	4	2
3 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 WBT	7	7	7	16	16	16	7	7	7	4	-3.5	-3.5	23	23	23	60	60	60	4	2.6
5 SBL	0	0	0	0	0	0	5	5	5	4	2	2	10	10	10	60	60	60	4	2
6 NBT	7	7	7	12	12	12	7	7	7	1	1	1	30	30	30	0	60	60	4	2
7 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Last In Service Date: unknown

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

TOD Schedule Report

for 2099: US 1&NE 38 St

Print Date:
12/9/2017

Print Time:
2:00 AM

Current TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1	2	3	4	5	6	7	8		
			-	SBT	-	WBT	SBL	NBT	-	-		
1		115	0	70	0	32	20	44	0	0	0	56
2		130	0	78	0	39	22	50	0	0	0	32
3		190	0	137	0	40	35	96	0	0	0	58
4		170	0	123	0	34	43	74	0	0	0	147
5		160	0	113	0	34	25	82	0	0	0	152
6		140	0	93	0	34	25	62	0	0	0	16
7		140	0	103	0	24	19	78	0	0	0	70
8		160	0	103	0	44	30	67	0	0	0	145
9		160	0	107	0	40	35	66	0	0	0	58
11		140	0	98	0	29	20	72	0	0	0	58
12		180	0	107	0	60	28	73	0	0	0	59
14		140	0	97	0	30	25	66	0	0	0	54
16		120	0	77	0	30	20	51	0	0	0	0
17		120	0	75	0	32	20	49	0	0	0	40
18		110	0	75	0	22	11	58	0	0	0	34
19		140	0	89	0	38	25	58	0	0	0	40
21		140	0	83	0	44	15	62	0	0	0	30
22		120	0	68	0	39	22	40	0	0	0	36
24		180	0	126	0	41	38	82	0	0	0	76
25		180	0	126	0	41	38	82	0	0	0	126

Local TOD Schedule		
Time	Plan	DOW
0000	Free	M T W Th F
0000	Free	Su S
0500	2	M T W Th F
0600	4	M T W Th F
0600	19	Su S
1000	6	M T W Th F
1300	8	M T W Th F
1500	12	M T W Th F
1600	21	Su S
2000	14	M T W Th F
2200	16	M T W Th F
2200	22	Su S

AM

PM

Current Time of Day Function

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

Local Time of Day Function

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

* Settings

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

TOD Schedule Report
for 2099: US 1&NE 38 St

Print Date:
12/9/2017

Print Time:
2:00 AM

No Calendar Defined/Enabled







TOD Schedule Report
for 2102: NE 2 Av&NE 39 St

Print Date:
11/20/2017

Print Time:
2:00 PM

<u>Asset</u>	<u>Intersection</u>	<u>TOD Schedule</u>	<u>Op Mode</u>	<u>Plan #</u>	<u>Cycle</u>	<u>Offset</u>	<u>TOD Setting</u>	<u>Active PhaseBank</u>	<u>Active Maximum</u>
2102	NE 2 Av&NE 39 St	DOW-2		N/A	0	0	N/A	0	Max 0

Splits

<u>PH 1</u>	<u>PH 2</u>	<u>PH 3</u>	<u>PH 4</u>	<u>PH 5</u>	<u>PH 6</u>	<u>PH 7</u>	<u>PH 8</u>
NBL	SBT	-	WBT	SBL	NBT	-	EBT
0	0	0	0	0	0	0	0
							

Active Phase Bank: Phase Bank 1

<u>Phase</u>	<u>Walk</u>			<u>Don't Walk</u>			<u>Min Initial</u>			<u>Veh Ext</u>			<u>Max Limit</u>			<u>Max 2</u>			<u>Yellow</u>	<u>Red</u>
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3		
1 NBL	0	0	0	0	0	0	5	5	5	2	2	2	12	12	12	20	20	20	4	2
2 SBT	7	7	7	13	13	13	7	7	7	1	1	1	30	30	30	0	20	20	4	2
3 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 WBT	7	7	7	18	18	18	7	7	7	3.5	-2.5	-2.5	30	30	30	50	50	50	4	2
5 SBL	0	0	0	0	0	0	5	5	5	2	2	2	12	12	12	20	20	20	4	2
6 NBT	7	7	7	13	13	13	7	7	7	1	1	1	30	30	30	0	20	20	4	2
7 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 EBT	7	7	7	18	18	18	7	7	7	3.5	-2.5	-2.5	30	30	30	50	50	50	4	2

Last In Service Date: unknown

Permitted Phases	
	<u>12345678</u>
Default	12-456-8
External Permit 0	-----
External Permit 1	-----
External Permit 2	-----

TOD Schedule Report
for 2102: NE 2 Av&NE 39 St

Print Date:
11/20/2017

Print Time:
2:00 PM

Current TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1 NBL	2 SBT	3 -	4 WBT	5 SBL	6 NBT	7 -	8 EBT		
2		130	10	67	0	35	10	67	0	35	0	46
3		90	0	84	0	0	0	84	0	0	0	0
4		85	8	34	0	25	8	34	0	25	0	51
5		85	0	79	0	0	0	79	0	0	0	0
6		70	5	17	0	30	5	17	0	30	0	41
7		70	5	10	0	37	5	10	0	37	0	2
8		160	10	87	0	45	10	87	0	45	0	74
9		110	0	104	0	0	0	104	0	0	0	0
11		70	0	64	0	0	0	64	0	0	0	10
12		180	17	100	0	45	17	100	0	45	0	135
14		140	10	74	0	38	10	74	0	38	0	66
16		120	10	57	0	35	10	57	0	35	0	14
17		60	5	18	0	19	5	18	0	19	0	54
18		55	5	13	0	19	5	13	0	19	0	34
19		140	15	62	0	45	15	62	0	45	0	54
21		140	10	72	0	40	10	72	0	40	0	44
22		60	5	12	0	25	5	12	0	25	0	36
23		80	0	74	0	0	0	74	0	0	0	0

Local TOD Schedule		
Time	Plan	DOW
0000	Free	M T W Th F
0000	Free	Su S
0500	2	M T W Th F
0600	4	M T W Th F
0600	19	Su S
1000	6	M T W Th F
1300	8	M T W Th F
1500	12	M T W Th F
1900	21	Su S
2000	14	M T W Th F
2200	16	M T W Th F
2300	Free	Su S

AM

PM

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

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

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

No Calendar Defined/Enabled

TOD Schedule Report

for 3298: Federal Hwy&NE 38 St&NE 39 St

Print Date:
11/20/2017

Print Time:
4:32 PM

<u>Asset</u>	<u>Intersection</u>	<u>TOD Schedule</u>	<u>Op Mode</u>	<u>Plan #</u>	<u>Cycle</u>	<u>Offset</u>	<u>TOD Setting</u>	<u>Active PhaseBank</u>	<u>Active Maximum</u>
3298	Federal Hwy&NE 38 St&NE 39 St	DOW-2		N/A	0	0	N/A	0	Max 0

Splits

<u>PH 1</u>	<u>PH 2</u>	<u>PH 3</u>	<u>PH 4</u>	<u>PH 5</u>	<u>PH 6</u>	<u>PH 7</u>	<u>PH 8</u>
-	SBT	-	-	-	NBT	WBT	EBT
0	0	0	0	0	0	0	0



Active Phase Bank: Phase Bank 1

Phase	Walk			Don't Walk			Min Initial			Veh Ext			Max Limit			Max 2			Yellow	Red
	Phase Bank																			
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3		
1 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 SBT	7	7	7	10	10	10	7	7	7	1	1	1	50	50	50	0	50	50	4	2
3 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 NBT	7	7	7	10	10	10	7	7	7	1	1	1	50	50	50	0	50	50	4	2
7 WBT	7	7	7	10	10	10	7	7	7	4	-2.5	-2.5	20	20	20	50	30	30	4	2
8 EBT	7	7	7	8	8	8	10	7	7	2.5	-2.5	-2.5	20	20	20	46	30	30	4	2

Last In Service Date: unknown

Permitted Phases	
Default	-2---678
External Permit 0	-----
External Permit 1	-----
External Permit 2	-----

TOD Schedule Report

for 3298: Federal Hwy&NE 38 St&NE 39 St

Print Date:
11/20/2017

Print Time:
4:32 PM

Current TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1	2	3	4	5	6	7	8		
			-	SBT	-	-	-	NBT	WBT	EBT		
1		80	0	21	0	0	0	21	26	15	0	22
2		130	0	51	0	0	0	51	36	25	0	40
3		90	0	31	0	0	0	31	30	11	0	78
4		170	0	78	0	0	0	78	39	35	0	36
5		85	0	17	0	0	0	17	32	18	0	6
6		140	0	58	0	0	0	58	37	27	0	32
7		70	0	17	0	0	0	17	18	17	0	8
8		160	0	64	0	0	0	64	44	34	0	68
9		110	0	41	0	0	0	41	32	19	0	40
11		70	0	11	0	0	0	11	26	15	0	2
12		180	0	61	0	0	0	61	56	45	0	118
14		140	0	61	0	0	0	61	36	25	0	58
16		120	0	46	0	0	0	46	28	28	0	8
17		60	0	19	0	0	0	19	12	11	0	54
18		55	0	4	0	0	0	4	19	14	0	34
19		140	0	54	0	0	0	54	39	29	0	44
21		140	0	54	0	0	0	54	39	29	0	38
22		60	0	14	0	0	0	14	19	9	0	36
23		80	0	21	0	0	0	21	26	15	0	22

Local TOD Schedule			
Time	Plan	DOW	
0000	Free	M T W Th F	
0000	Free	Su	S
0500	2	M T W Th F	
0600	4	M T W Th F	
0600	19	Su	S
1000	6	M T W Th F	
1300	8	M T W Th F	
1500	12	M T W Th F	
1900	21	Su	S
2000	14	M T W Th F	
2200	16	M T W Th F	
2300	Free	Su	S

AM

PM

Current Time of Day Function

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

Local Time of Day Function

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

* Settings

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

No Calendar Defined/Enabled

TOD Schedule Report
for 5039: NW 12 Av&NW 39 St

Print Date:
11/20/2017

Print Time:
8:03 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5039	NW 12 Av&NW 39 St	DOW-2		N/A	0	0	N/A	0	Max 0

Splits

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

AM

PM



Active Phase Bank: Phase Bank 1

Phase	Walk			Don't Walk			Min Initial			Veh Ext			Max Limit			Max 2			Yellow	Red					
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3							
1 -	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	0					
2 SBT	7	-	0	7	10	-	0	10	7	-	18	7	1	-	1	25	-	25	25	0	-	0	30	4	2
3 -	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	-	0	0	0	-	0	0	0	0
4 -	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	-	0	0	0	-	0	0	0	0
5 SBL	0	-	0	0	0	-	0	0	5	-	5	5	2	-	2	6	-	6	6	10	-	10	10	4	2
6 NBT	7	-	0	7	10	-	0	10	7	-	18	7	1	-	1	25	-	25	25	0	-	0	30	4	2
7 -	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	-	0	0	0	-	0	0	0	0
8 EBT	7	-	0	7	16	-	0	16	7	-	7	7	2.5	-	2.5	15	-	15	15	35	-	30	35	4	2

Last In Service Date: unknown

Permitted Phases	
	12345678
Default	-23-56-8
External Permit 0	-----
External Permit 1	-23--6-8
External Permit 2	-23--6-8

Current TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1	2	3	4	5	6	7	8		
	1	80	0	29	0	0	5	18	0	39	0	58
	4	90	0	55	0	0	9	40	0	23	0	70
	10	60	0	30	0	0	5	19	0	18	0	50

Local TOD Schedule		
Time	Plan	DOW
0000	Flash	Su M T W Th F S
0500	Free	M T W Th F
0600	10	Su M T W Th F S
0730	1	M T W Th F
0900	4	M T W Th F
1330	1	M T W Th F
1530	4	M T W Th F
1800	10	M T W Th F

TOD Schedule Report
for 5039: NW 12 Av&NW 39 St

Print Date:
11/20/2017

Print Time:
8:03 PM

Current Time of Day Function			
<u>Time</u>	<u>Function</u>	<u>Settings *</u>	<u>Day of Week</u>
0000	TOD OUTPUTS	-7-----	SuM T W ThF S
0730	TOD OUTPUTS	-----1	M T W ThF
0900	TOD OUTPUTS	-7-----	M T W ThF
1330	TOD OUTPUTS	-----1	M T W ThF
1530	TOD OUTPUTS	-7-----	M T W ThF

Local Time of Day Function			
<u>Time</u>	<u>Function</u>	<u>Settings *</u>	<u>Day of Week</u>
0000	TOD OUTPUTS	-7-----	SuM T W ThF S
0730	TOD OUTPUTS	-----1	M T W ThF
0900	TOD OUTPUTS	-7-----	M T W ThF
1330	TOD OUTPUTS	-----1	M T W ThF
1530	TOD OUTPUTS	-7-----	M T W ThF

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

No Calendar Defined/Enabled

TOD Schedule Report
for 5041: NW 12 Av&NW 40 St

Print Date:
11/20/2017

Print Time:
8:04 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5041	NW 12 Av&NW 40 St	DOW-2		N/A	0	0	N/A	0	Max 0

Splits

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

Active Phase Bank: Phase Bank 1

Phase	Walk			Don't Walk			Min Initial			Veh Ext			Max Limit			Max 2			Yellow	Red
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3		
1 NBL	0	0	0	0	0	0	5	5	5	2	2	2	10	10	10	15	15	15	4	2
2 SBT	7	0	7	7	0	7	7	16	7	1	1	1	40	40	40	0	40	40	4	2
3 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 WBT	7	0	7	14	0	14	7	7	7	2.5	-2.5	-2.5	18	18	18	40	40	40	4	2
5 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 NBT	7	0	7	7	0	7	7	16	7	1	1	1	40	40	40	0	40	40	4	2
7 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Last In Service Date: unknown

Permitted Phases	
	12345678
Default	1234-6--
External Permit 0	-----
External Permit 1	-234-6--
External Permit 2	-234-6--

Current TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1 NBL	2 SBT	3 -	4 WBT	5 -	6 NBT	7 -	8 -		
	1	80	5	20	0	37	0	31	0	0	0	50
	4	90	9	38	0	25	0	53	0	0	0	72
	10	60	5	16	0	21	0	27	0	0	0	50

Local TOD Schedule		
Time	Plan	DOW
0000	Flash	Su M T W Th F S
0500	Free	M T W Th F
0600	10	Su M T W Th F S
0730	1	M T W Th F
0900	4	M T W Th F
1330	1	M T W Th F
1530	4	M T W Th F
1800	10	M T W Th F

TOD Schedule Report
for 5041: NW 12 Av&NW 40 St

Print Date:
11/20/2017

Print Time:
8:04 PM

Current Time of Day Function				Local Time of Day Function				* Settings
<u>Time</u>	<u>Function</u>	<u>Settings *</u>	<u>Day of Week</u>	<u>Time</u>	<u>Function</u>	<u>Settings *</u>	<u>Day of Week</u>	
0000	TOD OUTPUTS	-7-----	SuM T W ThF S	0000	TOD OUTPUTS	-7-----	SuM T W ThF S	Blank - FREE - Phase Bank 1, Max 1
0730	TOD OUTPUTS	-----2-	M T W ThF	0730	TOD OUTPUTS	-----2-	M T W ThF	Blank - Plan - Phase Bank 1, Max 2
0900	TOD OUTPUTS	-7-----	M T W ThF	0900	TOD OUTPUTS	-7-----	M T W ThF	1 - Phase Bank 2, Max 1
1330	TOD OUTPUTS	-----2-	M T W ThF	1330	TOD OUTPUTS	-----2-	M T W ThF	2 - Phase Bank 2, Max 2
1530	TOD OUTPUTS	-7-----	M T W ThF	1530	TOD OUTPUTS	-7-----	M T W ThF	3 - Phase Bank 3, Max 1
								4 - Phase Bank 3, Max 2
								5 - EXTERNAL PERMIT 1
								6 - EXTERNAL PERMIT 2
								7 - X-PED OMIT
								8 - TBA

No Calendar Defined/Enabled

TOD Schedule Report

for 6336: I- 195 EB Off&N Miami Av

Print Date:
11/20/2017

Print Time:
9:43 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
6336	I- 195 EB Off&N Miami Av	DOW-2		N/A	0	0	N/A	0	Max 0

Splits

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

AM

PM



Active Phase Bank: Phase Bank 1

Phase	Phase Bank																			
	Walk			Don't Walk			Min Initial			Veh Ext			Max Limit			Max 2			Yellow	Red
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3		
1 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 SBT	7	7	7	12	12	12	12	12	12	1	1	1	25	25	25	0	27	27	4	2
3 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 -	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0
5 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 NBT	7	7	7	12	12	12	12	12	12	1	1	1	25	25	25	0	27	27	4	2
7 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 EBT	0	0	0	0	0	0	7	7	7	3.5	-2.5	-2.5	20	20	20	60	40	40	4.4	2

Last In Service Date: unknown

Permitted Phases	
	12345678
Default	-2---6-8
External Permit 0	-----
External Permit 1	-----
External Permit 2	-----

Current TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1	2	3	4	5	6	7	8		
	3	180	0	114	0	0	0	114	0	54	0	84
	5	120	0	70	0	0	0	70	0	38	0	64
	9	130	0	75	0	0	0	75	0	43	0	29
	12	150	0	89	0	0	0	89	0	49	0	128
	13	110	0	69	0	0	0	69	0	29	0	6
	14	90	0	64	0	0	0	64	0	14	0	60
	19	90	0	54	0	0	0	54	0	24	0	78
	20	110	0	62	0	0	0	62	0	36	0	56
	21	120	0	68	0	0	0	68	0	40	0	52
	22	100	0	64	0	0	0	64	0	24	0	52

Local TOD Schedule			
Time	Plan	DOW	
0000	Free	Su	M T W Th F S
0545	3		M T W Th F
0600	19	Su	
1000	20	Su	
1000	5		M T W Th F
1200	9		M T W Th F
1300	21	Su	
1500	12		M T W Th F
1800	22	Su	
1900	13		M T W Th F S
2200	14		M T W Th F
2200	Free	Su	

TOD Schedule Report
for 6336: I- 195 EB Off&N Miami Av

Print Date:
11/20/2017

Print Time:
9:43 PM

Current Time of Day Function				Local Time of Day Function				* Settings
Time	Function	Settings *	Day of Week	Time	Function	Settings *	Day of Week	
0000	TOD OUTPUTS	-----	SuM T W ThF S	0000	TOD OUTPUTS	-----	SuM T W ThF S	Blank - FREE - Phase Bank 1, Max 1 Blank - Plan - Phase Bank 1, Max 2 1 - Phase Bank 2, Max 1 2 - Phase Bank 2, Max 2 3 - Phase Bank 3, Max 1 4 - Phase Bank 3, Max 2 5 - EXTERNAL PERMIT 1 6 - EXTERNAL PERMIT 2 7 - X-PED OMIT 8 - TBA

No Calendar Defined/Enabled

TOD Schedule Report

for 6337: I- 195 WB On&N Miami Av&NE 38 St

Print Date:
11/20/2017

Print Time:
9:43 PM

<u>Asset</u>	<u>Intersection</u>	<u>TOD Schedule</u>	<u>Op Mode</u>	<u>Plan #</u>	<u>Cycle</u>	<u>Offset</u>	<u>TOD Setting</u>	<u>Active PhaseBank</u>	<u>Active Maximum</u>
6337	I- 195 WB On&N Miami Av&NE 38 St	DOW-2		N/A	0	0	N/A	0	Max 0

Splits

<u>PH 1</u>	<u>PH 2</u>	<u>PH 3</u>	<u>PH 4</u>	<u>PH 5</u>	<u>PH 6</u>	<u>PH 7</u>	<u>PH 8</u>
NBL	SBT	-	WBT	-	NBT	-	-
0	0	0	0	0	0	0	0

AM

PM

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk			Min Initial			Veh Ext			Max Limit			Max 2			Yellow	Red
		Phase Bank																
		1	2	3	1	2	3	1	2	3	1	2	3	1	2	3		
1 NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	3 - 2 - 2	10 - 10 - 10	70 - 17 - 17	4	2										
2 SBT	0 - 0 - 0	0 - 0 - 0	12 - 12 - 12	1 - 1 - 1	25 - 25 - 25	0 - 25 - 25	4	2										
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0										
4 WBT	0 - 0 - 0	0 - 0 - 0	10 - 7 - 7	2.5 - 2.5 - 2.5	10 - 10 - 10	40 - 18 - 18	4	2										
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0										
6 NBT	0 - 0 - 0	0 - 0 - 0	12 - 12 - 12	1 - 1 - 1	25 - 25 - 25	0 - 25 - 25	4	2										
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0										
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0										

Last In Service Date: unknown

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

Current TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1 NBL	2 SBT	3 -	4 WBT	5 -	6 NBT	7 -	8 -		
	3	180	41	87	0	34	0	134	0	0	0	84
	5	120	26	47	0	29	0	79	0	0	0	54
	9	130	24	52	0	36	0	82	0	0	0	35
	12	150	49	44	0	39	0	99	0	0	0	128
	13	110	24	49	0	19	0	79	0	0	0	6
	14	90	21	39	0	12	0	66	0	0	0	60
	19	90	24	30	0	18	0	60	0	0	0	78
	20	110	26	40	0	26	0	72	0	0	0	56
	21	120	30	42	0	30	0	78	0	0	0	52
	22	100	20	42	0	20	0	68	0	0	0	52

Local TOD Schedule			
Time	Plan	DOW	
0000	Free	Su	M T W Th F S
0600	19	Su	S
0600	3	M	T W Th F
1000	5	M	T W Th F
1000	20	Su	S
1200	9	M	T W Th F
1300	21	Su	S
1500	12	M	T W Th F
1800	22	Su	S
1900	13	M	T W Th F S
2200	14	M	T W Th F
2200	Free	Su	S

TOD Schedule Report

for 6337: I- 195 WB On&N Miami Av&NE 38 St

Print Date:
11/20/2017

Print Time:
9:43 PM

Current Time of Day Function

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

Local Time of Day Function

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

*** Settings**

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

No Calendar Defined/Enabled

TOD Schedule Report

for 2649: Alton Rd&Chase Av&N Bay Rd

Print Date:
11/20/2017

Print Time:
3:16 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2649	Alton Rd&Chase Av&N Bay Rd	DOW-2		N/A	0	0	N/A	0	Max 0

Splits

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

Active Phase Bank: Phase Bank 1

Phase	Walk									Yellow	Red									
	1			2			3													
1 -	0	0	0	0	0	0	0	0	0	0	0									
2 NBT	7	7	7	20	20	20	7	7	7	1	1	1	35	35	35	0	35	35	4	2.4
3 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 EBT	0	0	0	0	0	0	7	7	7	2.5	-2.5	-2.5	12	12	15	12	12	25	4	2.8
5 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 SBT	7	7	7	20	20	20	7	7	7	1	1	1	35	35	35	0	35	35	4	2.4
7 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 WBT	4	4	4	29	29	29	7	7	7	2.5	-2.5	-2.5	12	12	15	12	12	25	4	2.8

Last In Service Date: unknown

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

Current TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1	2	3	4	5	6	7	8		
			-	NBT	-	EBT	-	SBT	-	WBT		
	1	90	0	43	0	34	0	43	0	34	0	0
	2	90	0	43	0	34	0	43	0	34	0	0
	3	100	0	53	0	34	0	53	0	34	0	0
	4	90	0	43	0	34	0	43	0	34	0	0
	5	90	0	43	0	34	0	43	0	34	0	0
	6	90	0	43	0	34	0	43	0	34	0	0
	9	120	0	73	0	34	0	73	0	34	0	0
	10	90	0	43	0	34	0	43	0	34	0	0
	21	90	0	43	0	34	0	43	0	34	0	0
	26	180	0	133	0	34	0	133	0	34	0	0

Local TOD Schedule		
Time	Plan	DOW
0000	Free	Su M T W Th F S
0500	2	M T W Th F
0545	3	M T W Th F
0600	2	Su M T W Th F S
0630	9	M T W Th F
0800	9	Su M T W Th F S
1900	2	Su M T W Th F S

TOD Schedule Report

for 2649: Alton Rd&Chase Av&N Bay Rd

Print Date:
11/20/2017

Print Time:
3:16 PM

Current Time of Day Function			
Time	Function	Settings *	Day of Week
0000	TOD LOCAL MULTIFU	----4---	SuM T W ThF S
0000	TOD OUTPUTS	-----	SuM T W ThF S
0500	TOD LOCAL MULTIFU	-----	SuM T W ThF S

Local Time of Day Function			
Time	Function	Settings *	Day of Week
0000	TOD LOCAL MULTIFUNCT	----4---	SuM T W ThF S
0000	TOD OUTPUTS	-----	SuM T W ThF S
0000	TOD OUTPUTS	-----	S
0500	TOD LOCAL MULTIFUNCT	-----	SuM T W ThF S
0815	TOD OUTPUTS	----3--	S
0815	PED RECALL	8-----	S
0830	PED RECALL	-----	S
0830	TOD OUTPUTS	-----	S
0915	TOD OUTPUTS	----3--	S
0915	PED RECALL	8-----	S
0930	PED RECALL	-----	S
0930	TOD OUTPUTS	-----	S
1120	TOD OUTPUTS	----3--	S
1120	PED RECALL	8-----	S
1135	PED RECALL	-----	S
1135	TOD OUTPUTS	-----	S

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

No Calendar Defined/Enabled









TOD Schedule Report
for 2650: Alton Rd&Art Godfrey Rd

Print Date:
1/21/2018

Print Time:
2:00 AM

<u>Asset</u>	<u>Intersection</u>	<u>TOD Schedule</u>	<u>Op Mode</u>	<u>Plan #</u>	<u>Cycle</u>	<u>Offset</u>	<u>TOD Setting</u>	<u>Active PhaseBank</u>	<u>Active Maximum</u>
2650	Alton Rd&Art Godfrey Rd	DOW-1		N/A	0	0	N/A	0	Max 0

Splits

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

Active Phase Bank: Phase Bank 1

Phase	<u>Walk</u>			<u>Don't Walk</u>			<u>Min Initial</u>			<u>Veh Ext</u>			<u>Max Limit</u>			<u>Max 2</u>			<u>Yellow</u>	<u>Red</u>
	Phase Bank																			
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3		
1 EBL	0	0	0	0	0	0	5	5	5	2	2	2	6	6	10	22	15	15	3.7	2
2 WBT	5	5	5	14	14	14	7	7	7	1	1	1	30	32	40	0	26	0	4	2.3
3 SBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 NBT	4	4	4	26	26	26	7	7	7	2.5	-2.5	-2.5	15	16	20	60	16	16	4	2.3
5 WBL	0	0	0	0	0	0	5	5	5	2	2	2	6	6	10	20	6	10	3.7	2
6 EBT	5	5	5	14	14	14	7	7	7	1	1	1	30	32	40	0	26	0	4	2.3
7 NBL	0	0	0	0	0	0	5	5	5	2	2	2	6	6	10	10	6	5	3.7	2
8 SBT	4	4	4	26	26	26	7	7	7	2.5	-2.5	-2.5	15	16	20	60	16	16	4	2.3

Last In Service Date: unknown

Permitted Phases	
	12345678
Default	12-45678
External Permit 0	12-45678
External Permit 1	-2-4-6-8
External Permit 2	-2-4-6-8

TOD Schedule Report

for 2650: Alton Rd&Art Godfrey Rd

Print Date:
1/21/2018

Print Time:
2:00 AM

Current TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1 EBL	2 WBT	3 SBL	4 NBT	5 WBL	6 EBT	7 NBL	8 SBT		
1		180	21	99	0	41	7	113	6	30	0	109
2		100	7	38	0	37	8	37	6	25	0	43
3		120	6	54	0	40	7	53	6	30	0	110
4		100	6	34	0	41	7	33	6	30	0	62
5		120	11	54	0	36	7	58	6	25	0	86
6		140	9	68	0	45	19	58	9	30	0	103
7		120	6	59	0	36	7	58	6	25	0	40
8		120	7	52	0	43	7	52	7	30	0	65
9		140	9	68	0	45	19	58	9	30	0	103
10		160	21	79	0	41	7	93	6	30	0	129
11		100	6	34	0	41	7	33	6	30	0	62
13		140	9	70	0	43	9	70	7	30	0	83
18		160	14	83	0	45	14	83	9	30	0	90
19		160	6	93	0	43	6	93	7	30	0	118
23		160	9	74	0	59	9	74	8	45	0	118
24		160	7	82	0	53	7	82	8	39	0	118
25		180	6	114	0	41	27	93	6	30	0	129

Local TOD Schedule		
Time	Plan	DOW
0000	Free	M T W Th F
0000	10	Su S
0200	Free	Su S
0600	13	M T W Th F
0700	4	Su S
0715	9	M T W Th F
0800	2	Su S
0900	10	M T W Th F
1000	10	Su S
1145	10	M T W Th F
1230	10	S
1230	10	Su
1345	10	M T W Th F
1430	10	W
1600	19	M T Th F
1800	10	Su S
1930	2	M T W Th F
2100	10	Su S
2300	Free	M T W Th F

Current Time of Day Function			
Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----1	SuM T W ThF S
0000	TOD LOCAL MULTIFU	----4--	SuM T W ThF S
0200	TOD OUTPUTS	-----2-	Su S
0500	TOD LOCAL MULTIFU	-----	SuM T W ThF S
0700	TOD OUTPUTS	-----	Su S
0800	TOD OUTPUTS	----4--	Su S
1800	TOD OUTPUTS	-----	Su S

Local Time of Day Function			
Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----1	SuM T W ThF S
0000	TOD LOCAL MULTIFUNCT	----4--	SuM T W ThF S
0100	TOD OUTPUTS	-----2-	M T W ThF
0200	TOD OUTPUTS	-----2-	Su S
0500	TOD LOCAL MULTIFUNCT	-----	SuM T W ThF S
0630	TOD OUTPUTS	-----	M T W ThF
0700	TOD OUTPUTS	-----	Su S
0800	TOD OUTPUTS	----4--	Su S
1800	TOD OUTPUTS	-----	Su S
2330	TOD OUTPUTS	-----1	M T W Th

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

No Calendar Defined/Enabled

TOD Schedule Report

for 2651: Alton Rd&Sullivan Dr&43 St

Print Date:
12/6/2017

Print Time:
2:01 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2651	Alton Rd&Sullivan Dr&43 St	DOW-4		N/A	0	0	N/A	0	Max 0

Splits

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



Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial			Veh Ext			Max Limit			Max 2			Yellow	Red
			1	2	3	1	2	3	1	2	3	1	2	3		
Phase Bank																
			1	2	3	1	2	3	1	2	3	1	2	3		
1 SBL	0 - 0 - 0	0 - 0 - 0	5	5	5	2	2	2	5	12	8	13	12	12	3	0
2 NBT	7 - 7 - 7	21 - 21 - 21	7	7	7	1	1	1	30	80	48	30	80	46	4	3.3
3 -	0 - 0 - 0	0 - 0 - 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 -	0 - 0 - 0	0 - 0 - 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 NBL	0 - 0 - 0	0 - 0 - 0	5	5	5	5	5	5	10	35	37	37	37	37	3.7	2
6 SBT	7 - 7 - 7	21 - 21 - 21	7	7	7	1	1	1	30	80	48	30	80	46	4	3.3
7 EBT	0 - 0 - 0	0 - 0 - 0	7	12	12	2.5	2.5	2.5	7	20	25	25	20	35	4	2.3
8 WBT	7 - 7 - 7	21 - 21 - 21	7	7	7	3.5	3.5	3.5	7	20	25	25	25	35	4	2.3

Last In Service Date: unknown

Permitted Phases

	12345678
Default	12--5678
External Permit 0	-2--5678
External Permit 1	-2--5678
External Permit 2	-2--5678

Green Time

Current TOD Schedule	Plan	Cycle	Green Time								Ring Offset	Offset
			1 SBL	2 NBT	3 -	4 -	5 NBL	6 SBT	7 EBT	8 WBT		
	5	150	12	98	0	0	24	83	8	10	0	0
	6	115	12	63	0	0	18	54	8	10	0	0
	10	155	11	104	0	0	24	88	8	10	0	0

Local TOD Schedule

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

TOD Schedule Report

for 2651: Alton Rd&Sullivan Dr&43 St

Print Date:
12/6/2017

Print Time:
2:01 AM

Current Time of Day Function			
Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----	SuM T W ThF S
0000	TOD LOCAL MULTIFU	---4---	SuM T W ThF S
0500	TOD LOCAL MULTIFU	-----	SuM T W ThF S
0545	TOD OUTPUTS	----3--	M T W ThF
0730	TOD OUTPUTS	---4---	M T W ThF
0800	TOD OUTPUTS	-----2-	M T W ThF
1000	TOD OUTPUTS	-----1	M T W ThF
1145	TOD OUTPUTS	----3--	M T W ThF
1600	TOD OUTPUTS	---4---	SuM T W ThF S
1800	TOD OUTPUTS	---4---	SuM T W ThF S
1900	TOD OUTPUTS	-----	SuM T W ThF S

Local Time of Day Function			
Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-----	SuM T W ThF S
0000	TOD LOCAL MULTIFUNCT	---4---	SuM T W ThF S
0500	TOD LOCAL MULTIFUNCT	-----	SuM T W ThF S
0545	TOD OUTPUTS	----3--	M T W ThF
0630	TOD OUTPUTS	-----1	Su S
0730	TOD OUTPUTS	---4---	M T W ThF
0800	TOD OUTPUTS	-----2-	M T W ThF
0800	TOD OUTPUTS	----3--	Su S
0930	TOD OUTPUTS	-----	Su S
1000	TOD OUTPUTS	-----1	M T W ThF
1145	TOD OUTPUTS	----3--	M T W ThF
1600	TOD OUTPUTS	---4---	SuM T W ThF S
1800	TOD OUTPUTS	---4---	SuM T W ThF S
1900	TOD OUTPUTS	-----	SuM T W ThF S

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

No Calendar Defined/Enabled

APPENDIX C – EXISTING CONDITIONS TRAFFIC ANALYSIS SUPPORTING INFORMATION

- TRAFFIC VOLUME DEVELOPMENT TABLES – ROADWAY LINKS
- TRAFFIC VOLUME BALANCING WORKSHEETS – FREEWAY NETWORK
 - TURNING MOVEMENT VOLUME BALANCING WORKSHEETS
 - SYNCHRO CALIBRATION SUMMARY
 - SYNCHRO OUTPUT SHEETS (AM/PM PEAK)
- HIGHWAY CAPACITY SOFTWARE OUTPUT SHEETS (AM/PM PEAK)

TRAFFIC VOLUME DEVELOPMENT TABLES – ROADWAY LINKS

TABLE C-1
I-195 Corridor Planning Study
2017 Existing Volume Development - AM/PM Peak Periods

Segment / Location	Limits		Segment ID	Count Source ¹	Count Dates	Count Year	% Growth Rate ²	Years of Growth ³	Seasonal Factor ⁴	24-Hr/48-Hr/72-Hr Raw Average ⁵	Peak Period Volumes											
											Raw Traffic Data		Normalized ⁶ 2017		Seasonally Adjusted ⁹		Balancing Adjustment ¹⁰		2017 Final Volume ¹¹		Peak Hour Volume ²⁴	
											AM Peak Volume ⁶	PM Peak Volume ⁷	AM Peak Volume	PM Peak Volume	AM Peak Period	PM Peak Period	AM Peak Period	PM Peak Period	AM Peak Period	PM Peak Period	AM Peak	PM Peak
I-195 (EB)	West of Off-Ramp to NW 12 Ave		F001	RITIS	10/24/17-10/26/17	2017	-	0	1.04	57,058 ¹²	15,866	13,698	15,866	13,698	16,501	14,246	0	(300) [#]	16,501	13,946	4,480	3,552
I-195 (EB)	Off-Ramp to NW 12 Ave	Off-Ramp to I-95 (NB) / (SB)	F002	-	-	2017	-	0	1.04	55,604 ¹⁴	15,443	13,440	15,443	13,440	16,061	13,978	23	(285) [#]	16,084	13,693	4,367	3,487
I-195 (EB)	Off-Ramp to I-95 (NB)/(SB)	On-Ramp from I-95 (NB) / (SB)	F003	-	-	2017	-	0	1.04	25,697 ¹⁴	8,420	7,071	8,420	7,071	8,757	7,354	601	143	9,358	7,497	2,541	1,909
I-195 (EB)	On-Ramp from I-95 (NB) / (SB)	Off-Ramp to N Miami Ave	F004	Caltran	10/24/17-10/26/17	2017	-	0	1.04	74,157 ¹³	19,143	17,316	19,143	17,316	19,909	18,009	0	0	19,909	18,009	5,406	4,586
I-195 (EB)	Off-Ramp to N Miami Ave	Off-Ramp to Biscayne Blvd.	F005	-	10/24/17-10/26/17	2017	-	0	1.04	57,578 ¹⁵	15,030	13,432	15,030	13,432	15,631	13,969	367	(305)	15,998	13,664	4,344	3,480
I-195 (EB)	Off-Ramp to Biscayne Blvd.	On-Ramp from Biscayne Blvd.	F006	Caltran	10/24/17-10/26/17	2017	-	0	1.04	45,692 ¹³	12,157	10,597	12,157	10,597	12,643	11,021	482	(192)	13,125	10,829	3,564	2,758
I-195 (EB)	On-Ramp from Biscayne Blvd.	Off-Ramp to Alton Rd.	F007	Caltran	10/24/17-10/26/17	2017	-	0	1.04	58,505 ¹³	15,491	13,641	15,491	13,641	16,111	14,187	-	-	16,111	14,187	4,375	3,613
I-195 (EB)	Off-Ramp to Alton Rd.	Arthur Godfrey Rd.	F008	Caltran	10/24/17-10/26/17	2017	-	0	1.04	23,638 ¹³	6,141	5,650	6,141	5,650	6,387	5,876	-	-	6,387	5,876	1,734	1,496
I-195 (WB)	# Arthur Godfrey Rd.	On-Ramp from (NB) Alton Rd.	F009	-	-	2017	-	0	1.04	10,901 ¹⁵	-	-	-	-	5,043	5,917	-	-	5,043	5,917	1,369	1,507
I-195 (WB)	On-Ramp from (NB) Alton Rd.	On-Ramp from (SB) Alton Rd.	F010	Caltran	10/24/17-10/26/17	2017	-	0	1.04	28,322 ¹³	-	-	-	-	7,631	12,071	-	-	7,631	12,071	2,072	3,074
I-195 (WB)	On-Ramp from (SB) Alton Rd.	Off-Ramp to Biscayne Blvd.	F011	Caltran	10/24/17-10/26/17	2017	-	0	1.00	48,507 ¹³	12,569	18,300	12,569	18,300	12,569	18,300	-	-	12,569	18,300	3,413	4,660
I-195 (WB)	Off-Ramp to Biscayne Blvd.	On-Ramp from Biscayne Blvd.	F012	Caltran	10/24/17-10/26/17	2017	-	0	1.04	41,203 ¹³	8,249	12,219	8,249	12,219	8,579	12,708	2,044	1,726	10,623	14,434	2,884	3,676
I-195 (WB)	On-Ramp from Biscayne Blvd.	On-Ramp from N Miami Ave	F013	-	-	2017	-	0	1.04	50,732 ¹⁵	11,205	14,488	11,205	14,488	11,653	15,068	2,873	1,222	14,526	16,290	3,944	4,149
I-195 (WB)	On-Ramp from N Miami Ave	Off-Ramp to I-95 (NB) / (SB)	F014	Caltran	10/24/17-10/26/17	2017	-	0	1.04	67,428 ¹²	19,461	19,829	19,461	19,829	19,461	19,829	-	-	19,461	19,829	5,284	5,050
I-195 (WB)	Off-Ramp to I-95 (NB) / (SB)	On-Ramp from I-95 (NB) / (SB)	F015	RITIS	10/24/17-10/26/17	2017	-	0	1.04	17,559 ¹²	5,575	4,021	5,575	4,021	5,798	4,182	2,275	2,829	8,073	7,011	2,192	1,785
I-195 (WB)	On-Ramp from I-95 (NB) / (SB)	On-Ramp from I-95 (SB) Ex Lane	F016	-	-	2017	-	0	1.04	53,386 ¹⁴	11,721	14,917	11,721	14,917	12,190	15,514	2,595	2,829	14,785	18,343	4,015	4,671
I-195 (WB)	West of On-Ramp from I-95 (SB) Ex Lane		F017	-	-	2017	-	0	1.04	57,955 ¹⁴	12,708	16,081	12,708	16,081	15,811	19,553	0	0	15,811	19,553	4,293	4,979
I-95 (NB) GP Lanes	South of Off-Ramp to (NB) Express Lanes		F018	-	10/24/17-10/26/17	2017	-	0	1.01	120,672 ¹⁶	23,810	31,641	23,810	31,641	24,048	31,957	0	0	24,048	31,957	6,530	8,138
I-95 (NB) GP Lanes	Off-Ramp to (NB) Express Lanes	Off-Ramp to I-195 (EB) / (WB)	F019	RITIS	10/24/17-10/26/17	2017	-	0	1.01	91,712 ¹²	17,731	22,312	17,731	22,312	17,908	22,535	0	0	17,908	22,535	4,862	5,739
I-95 (NB) GP Lanes	Off-Ramp to I-195 (EB) / (WB)	On-Ramp from I-195 (EB) / (WB)	F020	RITIS	10/24/17-10/26/17	2017	-	0	1.01	61,533 ¹²	11,659	13,247	11,659	13,247	11,776	13,379	33	1,133	11,809	14,512	3,206	3,696
I-95 (NB) GP Lanes	On-Ramp from I-195 (EB) / (WB)	Off-Ramp to NW 62 St.	F021	RITIS	10/24/17-10/26/17	2017	-	0	1.01	103,980 ¹²	20,925	20,916	20,925	20,916	21,134	21,125	(1,463)	977	19,671	22,102	5,341	5,629
I-95 (NB) GP Lanes	North of Off-Ramp to NW 62 St.		F022	-	-	2017	-	0	1.01	94,322 ¹⁴	17,872	20,306	17,872	20,306	18,050	20,509	0	0	18,050	20,509	4,901	5,223
I-95 (NB) Exp Lanes	(NB) General Purpose Lanes	On-Ramp from (EB) I-195	F023	RITIS	10/24/17-10/26/17	2017	-	0	1.01	28,960 ¹²	6,079	9,329	6,079	9,329	6,140	9,422	0	0	6,140	9,422	1,667	2,399
I-95 (NB) Exp Lanes	North of On-Ramp from (EB) I-195		F024	RITIS	10/24/17-10/26/17	2017	-	0	1.01	32,054 ¹²	7,303	10,813	7,303	10,813	7,376	10,921	259 [#]	140 [#]	7,635	11,061	2,073	2,817
I-95 (SB) GP Lanes	North of On-Ramp from NW 62 St.		F025	RITIS	10/24/17-10/26/17	2017	-	0	1.01	97,616 ¹²	21,728	21,677	21,728	21,677	21,945	21,894	0	0	21,945	21,894	5,959	5,576
I-95 (SB) GP Lanes	On-Ramp from NW 62 St.	Off-Ramp to I-195 (EB) / (WB)	F026	RITIS	10/24/17-10/26/17	2017	-	0	1.01	112,246 ¹²	25,056	25,140	25,056	25,140	25,307	25,391	(817)	46	24,490	25,437	6,650	6,478
I-95 (SB) GP Lanes	Off-Ramp to I-195 (EB) / (WB)	On-Ramp from I-195 (EB) / (WB)	F027	RITIS	10/24/17-10/26/17	2017	-	0	1.01	61,620 ¹²	13,591	13,288	13,591	13,288	13,727	13,421	(402)	(1,805)	13,325	11,616	3,618	2,958
I-95 (SB) GP Lanes	On-Ramp from I-195 (EB) / (WB)	On-Ramp from (SB) Express Lane	F028	-	-	2016	2.42%	1	1.01	102,794 ¹⁶	23,918	22,490	24,498	23,035	24,743	23,265	(1,860)	(1,087)	22,883	22,178	6,213	5,648
I-95 (SB) GP Lanes	South of On-Ramp from (SB) Express Lanes		F029	RITIS	10/24/17-10/26/17	2017	-	0	1.01	127,686 ¹²	32,260	28,367	32,260	28,367	32,583	28,651	0	0	32,583	28,651	8,847	7,296
I-95 (SB) Exp Lanes	North of Off-Ramp to (WB) I-195		F030	RITIS	10/24/17-10/26/17	2017	-	0	1.01	34,246 ¹²	11,238	8,465	11,238	8,465	11,350	8,550	0	0	11,350	8,550	3,082	2,177
I-95 (SB) Exp Lanes	Off-Ramp to (WB) I-195	(SB) General Purpose Lanes	F031	RITIS	10/24/17-10/26/17	2017	-	0	1.01	24,892 ¹²	8,342	5,877	8,342	5,877	8,425	5,936	1,275	537	9,700	6,473	2,634	1,648
I-95 / I-195 Interchange	876310 (Ramp 87270179 From NB I-95 to EB I-195, 200' N of I-95)		R001	FTI	-	2016	3.85%	1	1.02	26,500 ¹⁹	5,724	6,752	5,944	7,012	6,063	7,152	36	871	6,099	8,023	1,656	2,043
I-95 / I-195 Interchange	Connector link between Node 27 and Node 29		R002	-	-	2016	3.85%	1	1.02	13,500 ²⁰	2,916	3,440	3,028	3,572	3,089	3,643	1,148	(137)	4,237	3,506	1,150	893
I-95 / I-195 Interchange	Connector link between Node 29 and Node 32		R003	-	-	2016	3.85%	1	1.02	39,000 ²⁰	8,424	9,937	8,748	10,319	8,923	10,525	1,628	(13)	10,551	10,512	2,865	2,677
I-95 / I-195 Interchange	Connector link between Node 31 and Node 30		R004	-	-	2016	3.85%	1	1.02	53,500 ²⁰	11,556	13,632	12,000	14,156	12,240	14,439	(852)	(1,621)	11,388	12,818	3,092	3,264
I-95 / I-195 Interchange	876312 (Ramp 87270181 Frm WB I-195 Off Ramp 87004004 To NB I-95)		R005	FTI	-	2016	3.85%	1	1.02	24,500 ¹⁹	5,292	6,243	5,496	6,483	5,606	6,613	(1,145)	(1,245)	4,461	5,368	1,211	1,367
I-95 / I-195 Interchange	Connector link between Node 28 and Node 25		R006	-	-	2017	-	0	1.02	42,447 ¹⁶	9,266	7,669	9,266	7,669	9,451	7,822	(1,589)	(232)	7,862	7,590	2,135	1,933
I-95 / I-195 Interchange	Connector link between Node 13 and Node 14		R007	-	-	2016	3.85%	1	1.02	47,000 ²⁰	10,152	11,976	10,542	12,436	10,753	12,685	411	1,136	11,164	13,821	3,031	3,520
I-95 / I-195 Interchange	876020 (Ramp 87004001 Frm SB I-95 Off-Ramp to WB SR 112)		R008	FTI	9/28/16-9/29/16	2016	3.85%	1	1.00	21,500 ¹⁷	4,143	5,430	4,302	5,639	4,302	5,639	548	1,176	4,850	6,815	1,317	1,736
I-95 / I-195 Interchange	876364 (Ramp 87270513 Frm SB I-95 TO WB SR 112)		R009	FTI	-	2016	3.85%	1	1.02	6,100 ¹⁹	1,318	1,554	1,368	1,614	1,395	1,646	255	431	1,650	2,077	448	529
I-95 / I-195 Interchange	876032 (Ramp 87004026 WB Off Ramp to WB NW 40 ST)		R010	FTI	3/15/16-3/16/16	2016	3.85%	1	0.98	1,700 ¹⁷	614	422	637	438	624	429	0	438	624	867	169	221
I-95 / I-195 Interchange	Connector link between Node 5 and Node 6		R011	-	-	2016	3.85%	1	1.02	4,400 ²⁰	950	1,121	987	1,164	1,007	1,187	19	23	1,026	1,210	279	308
I-95 / I-195 Interchange	Connector link between Node 10 and Node 8		R012	-	-	2016	3.85%	1	1.02	34,500 ¹⁸	5,919	10,492	6,146	10,896	6,269	11,114	443	218	6,712	11,332	1,822	2,886
I-95 / I-195 Interchange	Connector link between Node 7 and Node 9		R013	-	-	2016	3.85%	1	1.02	28,800 ¹⁸	6,763	6,133	7,023	6,369	7,163	6,496	(437)	(300) [#]	6,726	6,196	1,826	1,578
I-95 / I-195 Interchange	Connector link between Node 9 and Node 11		R01																			

**TABLE C-1
I-195 Corridor Planning Study
2017 Existing Volume Development - AM/PM Peak Periods**

Limits										Peak Period Volumes												
										Raw Traffic Data		Normalized ⁸ 2017		Seasonally Adjusted ⁹		Balancing Adjustment ¹⁰		2017 Final Volume ¹¹		Peak Hour Volume ²⁴		
										AM Peak Volume ⁶	PM Peak Volume ⁷	AM Peak Volume	PM Peak Volume	AM Peak Period	PM Peak Period	AM Peak Period	PM Peak Period	AM Peak Period	PM Peak Period	AM Peak	PM Peak	
Segment / Location	From	To	Segment ID	Count Source ¹	Count Dates	Count Year	% Growth Rate ²	Years of Growth ³	Seasonal Factor ⁴	24-Hr/48-Hr/72-Hr Raw Average ⁵												
I-95 / I-195 Interchange	876366 (Ramp 87270515 From NB NW 10 AVE TO RAMP 87270514)		R021	FTI	-	2016	3.85%	1	1.02	3,500 ¹⁹	875 [#]	735 [#]	909	763	927	778	- [#]	- [#]	927	778	252	198
I-95 / I-195 Interchange	Connector link between Node 15 and Node 21		R045	-	-	2016	3.85%	1	1.02	7,800 ²⁰	1,685	1,987	1,750	2,064	1,785	2,105	(290) [#]	(466) [#]	1,495	1,639	406	417
I-95 / I-195 Interchange	876021 (Ramp 87004002 From EB SR 112 To NB I-95)		R022	FTI	9/20/16-9/21/16	2016	3.85%	1	1.01	12,500 ¹⁷	3,243	1,980	3,367	2,056	3,401	2,077	0	145	3,401	2,222	923	566
I-95 at NW 62 nd Street	On-Ramp from NW 62nd St to I-95 SB		R023	-	-	2017	-	0	1.02	14,630 ¹⁶	3,328	3,463	3,328	3,463	3,395	3,532	(850)	11	2,545	3,543	691	902
I-95 at NW 62 nd Street	876314 (Off-Ramp 87270183 from I-95 NB to NW 62nd St)		R024	FTI	-	2016	3.85%	1	1.02	9,300 ¹⁹	2,009	2,370	2,086	2,461	2,128	2,510	(507)	(917)	1,621	1,593	440	406
I-195 EB at NW 12th Ave	Off-Ramp 87003023 from SR-112 EB to NW 12th Ave		R025	FTI	3/15/16-3/16/16	2016	3.85%	1	0.98	1,400 ¹⁷	407	248	423	258	415	253	2	-	417	253	113	64
NE 36 St (EB)	N Miami Ave	NE 1 Ave	L003	Caltran	10/24/17-10/26/17	2017	-	0	1.00	12,634 ¹³	2,713	2,687	2,713	2,687	2,713	2,687			2,713	2,687	737	677
NE 36 St (EB)	NE 1 Ave	NE 2 Ave	L004	Caltran	10/24/17-10/26/17	2017	-	0	1.00	12,963 ¹³	2,879	2,653	2,879	2,653	2,879	2,653			2,879	2,653	771	676
NE 36 St (EB)	NE 2 Ave	Biscayne Blvd.	L005	Caltran	10/24/17-10/26/17	2017	-	0	1.00	9,888 ¹³	1,847	1,810	1,847	1,810	1,847	1,810			1,847	1,810	501	502
NE 36 St (WB)	Biscayne Blvd.	NE 2 Ave	L005R	Caltran	10/24/17-10/26/17	2017	-	0	1.00	6,698 ¹³	1,025	1,738	1,025	1,738	1,025	1,738			1,025	1,738	269	441
NE 36 St (WB)	NE 2 Ave	NE 1 Ave	L004R	Caltran	10/24/17-10/26/17	2017	-	0	1.00	9,740 ¹³	1,336	2,637	1,336	2,637	1,336	2,637			1,336	2,637	400	785
NE 36 St (WB)	NE 1 Ave	N Miami Ave	L003R	Caltran	10/24/17-10/26/17	2017	-	0	1.00	8,391 ¹³	1,197	2,270	1,197	2,270	1,197	2,270			1,197	2,270	356	621
NE 38 St (EB)	N Miami Ave	NE 1 Ave	L010	Caltran	10/31/17-11/2/17	2017	-	0	1.01	1,787 ¹³	512	416	512	416	517	420			517	420	139	100
NW 38 St (WB)	NE 1 Ave	N Miami Ave	L010R	Caltran	10/31/17-11/2/2017	2017	-	0	1.01	2,866 ¹³	625	834	625	834	631	842			631	842	180	192
NE 39 St (EB)	NE 2 St	Federal Hwy	L012	Caltran	10/31/17-11/2/2017	2017	-	0	1.01	2,302 ¹³	621	720	621	720	627	727			627	727	170	183
NE 39 St (WB)	Federal Hwy	NE 2 St	L012R	Caltran	10/31/17-11/2/2017	2017	-	0	1.01	3,261 ¹³	763	939	763	939	771	948			771	948	207	239
N Miami Ave (NB)	South of NW 36 St		L019	Caltran	10/31/17-11/2/2017	2017	-	0	1.01	13,945 ¹³	1,678	4,540	1,678	4,540	1,695	4,585			1,695	4,585	460	1,168
N Miami Ave (NB)	NW 36 St	I-195 EB Off-Ramp	L008	Caltran	10/24/17-10/26/17	2017	-	0	1.00	17,201 ¹³	2,066	5,232	2,066	5,232	2,066	5,232			2,066	5,232	558	1,332
N Miami Ave (NB)	North of NW 38 St		L020	Caltran	10/24/17-10/26/17	2017	-	0	1.00	13,306 ¹³	1,825	5,016	1,825	5,016	1,825	5,016			1,825	5,016	496	1,277
N Miami Ave (SB)	North of NW 38 St		L020R	Caltran	10/24/17-10/26/17	2017	-	0	1.00	14,452 ¹³	4,974	2,914	4,974	2,914	4,974	2,914			4,974	2,914	1,351	742
N Miami Ave (SB)	I-195 EB Off-Ramp	NW 36 St	L008R	Caltran	10/24/17-10/26/17	2017	-	0	1.00	16,176 ¹³	3,821	3,170	3,821	3,170	3,821	3,170			3,821	3,170	1,099	893
N Miami Ave (SB)	South of NW 36 St		L019R	Caltran	10/31/17-11/2/2017	2017	-	0	1.01	9,973 ¹³	2,813	2,199	2,813	2,199	2,841	2,221			2,841	2,221	771	566
NE 1 Ave (NB)	North of NE 38 St		L021	Caltran	10/24/17-10/26/17	2017	-	0	1.00	1,541 ¹³	192	519	192	519	192	519			192	519	52	132
NE 1 Ave (SB)	North of NW 38 St		L021R	Caltran	10/24/17-10/26/17	2017	-	0	1.00	1,653 ¹³	419	405	419	405	419	405			419	405	114	103
NE 2 Ave (NB)	NE 38 St	NE 39 St	L016	Caltran	10/31/17-11/2/2017	2017	-	0	1.01	3,945 ¹³	613	1,528	613	1,528	619	1,543			619	1,543	184	390
NE 2 Ave (NB)	North of NE 39 St		L022	Caltran	10/24/17-10/26/17	2017	-	0	1.00	4,859 ¹³	684	1,644	684	1,644	684	1,644			684	1,644	186	419
NE 2 Ave (SB)	North of NE 39 St		L022R	Caltran	10/24/17-10/26/17	2017	-	0	1.00	6,900 ¹³	1,853	1,576	1,853	1,576	1,853	1,576			1,853	1,576	503	401
NE 2 Ave (SB)	NE 39 St	NE 38 St	L016R	Caltran	10/31/17-11/2/2017	2017	-	0	1.01	6,139 ¹³	1,741	1,389	1,741	1,389	1,758	1,403			1,758	1,403	479	354
Biscayne Blvd (NB)	North of NE 38 St		L024	Caltran	10/24/17-10/26/17	2017	-	0	1.00	17,940 ¹³	2,814	5,082	2,814	5,082	2,814	5,082			2,814	5,082	805	1,279
Biscayne Blvd (SB)	North of NE 38 St		L024R	Caltran	10/24/17-10/26/17	2017	-	0	1.00	21,889 ¹³	5,808	5,068	5,808	5,068	5,808	5,068			5,808	5,068	1,773	1,277
Design District Interchange	Off-Ramp 87004019 from EB I-195 to N Miami Avenue		R026	Caltran	10/24/17-10/26/17	2017	-	0	1.00	17,646 ¹³	3,735	4,345	3,735	4,345	3,735	4,345	176	(0)	3,911	4,345	1,062	1,107
Design District Interchange	On-Ramp 87004018 from N Miami Avenue to WB I-195		R027	Caltran	10/31/17-11/2/17	2017	-	0	1.01	18,425 ¹³	4,215	4,118	4,215	4,118	4,257	4,159	678	(620)	4,935	3,539	1,340	901
Design District Interchange	Off-Ramp 87004021 from EB I-195 to NW 36th St (To US-1)		R028	Caltran	10/24/17-10/26/17	2017	-	0	1.00	11,886 ¹³	2,873	2,835	2,873	2,835	2,873	2,835	0	(0)	2,873	2,835	780	722
Design District Interchange	On-Ramp 87004020 from NE 38th St to WB I-195 (From US-1)		R029	Caltran	10/24/17-10/26/17	2017	-	0	1.00	9,529 ¹³	2,956	2,269	2,956	2,269	2,956	2,269	947	(413)	3,903	1,856	1,060	473
Design District Interchange	Off-Ramp 87004022 from WB I-195 to NW 38th St		R030	Caltran	10/24/17-10/26/17	2017	-	0	1.00	13,297 ¹³	2,413	4,356	2,413	4,356	2,413	4,356	(467)	(490)	1,946	3,866	528	984
Design District Interchange	On-Ramp 87004023 from NE 36th St to EB I-195		R031	Caltran	10/24/17-10/26/17	2017	-	0	1.00	15,149 ¹³	2,986	3,584	2,986	3,584	2,986	3,584	(0)	(226)	2,986	3,358	811	855
Alton Rd (NB)	Chase Ave	On / Off Ramps / 34 St	L026	Caltran	10/17/17-10/19/17	2017	-	0	1.00	26,936 ¹³	4,041	8,583	4,041	8,583	4,041	8,583			4,041	8,583	1,097	2,186
Alton Rd (NB)	North of Arthur Godfrey Rd.		L030	Caltran	10/17/17-10/19/17	2017	-	0	1.00	4,932 ¹³	1,504	1,165	1,504	1,165	1,504	1,165			1,504	1,165	408	297
Alton Rd (SB)	North of Arthur Godfrey Rd.		L030R	Caltran	10/17/17-10/19/17	2017	-	0	1.00	2,344 ¹³	417	699	417	699	417	699			417	699	113	182
Alton Rd (SB)	On / Off Ramps / 34 St	Chase Ave	L026R	Caltran	10/17/17-10/19/17	2017	-	0	1.00	26,504 ¹³	6,540	5,854	6,540	5,854	6,540	5,854			6,540	5,854	1,776	1,491
Alton Rd. Interchange	EB I-195	Alton Rd	R032	Caltran	10/17/17-10/19/17	2017	-	0	1.00	34,143 ¹³	9,299	7,660	9,299	7,660	9,299	7,660	425	651	9,724	8,311	2,640	2,117
Alton Rd. Interchange	EB I-195 Off-Ramp	SB Alton Rd	R033	-	-	2017	-	0	1.00	17,389 ¹⁵	4,699	3,429	4,699	3,429	4,699	3,429			4,804	3,630	1,304	924
Alton Rd. Interchange	EB I-195 Off-Ramp	NB Alton Rd	R038	Caltran	10/17/17-10/19/17	2017	-	0	1.00	16,754 ¹³	4,600	4,231	4,600	4,231	4,600	4,231	320	450	4,920	4,681	1,336	1,192
Alton Rd. Interchange	Connector Link between Node 56 and Node 62		R039	Caltran	10/17/17-10/19/17	2017	-	0	1.00	6,198 ¹³	1,201	1,662	1,201	1,662	1,201	1,662			1,201	1,662	326	423
Alton Rd. Interchange	Connector Link between R033 and L026R		R034	Caltran	-	2017	-	0	1.00	-	6,534	5,854	6,534	5,854	6,534	5,854			6,534	5,854	1,774	1,491
Alton Rd. Interchange	Connector Link between Node 66 and Node 61		R035	Caltran	-	2017	-	0	1.00	-	3,322	7,416	3,322	7,416	3,322	7,416			3,322	7,416	902	1,889
Alton Rd. Interchange	Connector Link between Node 65 and Node 61		R036	Caltran	-	2017	-	0	1.00	-	671	1,067	671	1,067	671	1,067			671	1,067	182	272
Alton Rd. Interchange	Connector Link between Node 61 and Node 62		R037	Caltran</																		

**TABLE C-1
I-195 Corridor Planning Study
2017 Existing Volume Development - AM/PM Peak Periods**

Limits		Peak Period Volumes																				
		Raw Traffic Data		Normalized ⁶ ₂₀₁₇		Seasonally Adjusted ⁹		Balancing Adjustment ¹⁰		2017 Final Volume ¹¹		Peak Hour Volume ²⁴										
Segment / Location	From	To	Segment ID	Count Source ¹	Count Dates	Count Year	% Growth Rate ²	Years of Growth ³	Seasonal Factor ⁴	24-Hr/48-Hr/72-Hr Raw Average ⁵	AM Peak Volume ⁶	PM Peak Volume ⁷	AM Peak Volume	PM Peak Volume	AM Peak Period	PM Peak Period	AM Peak Period	PM Peak Period	AM Peak Period	PM Peak Period	AM Peak	PM Peak
Alton Rd. Interchange	Connector Link between Node 61 and Node 59		R040	Caltran	10/17/17-10/19/17	2017	-	0	1.00	23,414 ¹³	3,359	7,720	3,359	7,720	3,359	7,720			3,359	7,720	912	1,966
Alton Rd. Interchange	NB Alton Rd	WB I-195	R041	Caltran	10/17/17-10/19/17	2017	-	0	1.00	17,421 ¹³	2,488	5,918	2,488	5,918	2,488	5,918	100	236	2,588	6,154	703	1,567
Alton Rd. Interchange	WB I-195 On-Ramp	43 St	R042	-	-	2017	-	0	1.00	22,747 ¹⁵	5,471	6,033	5,471	6,033	5,471	6,033	220	190	5,691	6,223	1,545	1,585
Alton Rd. Interchange	43 St	WB I-195 On-Ramp/Alton Rd S split	R043	-	-	2017	-	0	1.00	22,733 ¹⁵	5,576	5,886	5,576	5,886	5,576	5,886			5,576	5,886	1,514	1,499
Alton Rd. Interchange	WB I-195 On-Ramp/Alton Rd S split	Mt. Sinai On-Ramp	R044	Caltran	10/17/17-10/19/17	2017	-	0	1.00	16,535 ¹³	4,375	4,224	4,375	4,224	4,375	4,224			4,375	4,224	1,188	1,076
Alton Rd. Interchange	Mt. Sinai On-Ramp		R046	Caltran	10/17/17-10/19/17	2017	-	0	1.00	3,650 ¹³	373	1,765	373	1,765	373	1,765	190	240	563	2,005	153	511
Alton Rd. Interchange	Mt. Sinai On-Ramp Merge	WB I-195	R047	-	-	2017	-	0	1.00	20,185 ¹⁵	4,748	5,989	4,748	5,989	4,748	5,989	190	240	4,938	6,229	1,341	1,586

Notes
1. Existing counts obtained from data collection efforts by Caltran Engineering Group, "FDOT Florida Traffic Online (2016)" and the I-195 Corridor Planning Study Design Traffic Memorandum, April 2016.
2. Percent growth rates were obtained from the FTI three-year AADT growth for stations on I-95 mainline and I-95/I-195 interchange ramp
3. The counts from 2016 normalized to existing year or 2017 using the growth rates from 2.
4. Appropriate seasonal factors were taken from FTI 2016 peak season factor category report for Miami-Dade count
5. Available 48-Hour or 72-Hour data from the count sources (Caltran, FTI, RITIS) was averaged to obtain the average daily (24-Hour) vol.
6. Average AM peak period (6 AM to 10 AM) volumes over the count dates.
7. Average PM peak period (3 PM to 7 PM) volumes over the count dates.
8. Raw traffic volumes were normalized using the growth rates.
9. Normalized volumes were adjusted using the appropriate seasonal factors for the segments
10. Pursuant to guidelines contained in "Section 6.9 - Balancing Volumes in a Corridor" (NCHRP Report 765 - Analytical Travel Forecasting Approaches for Project-Level Planning and Design) ramp volumes were adjusted in order to resolve imbalances between upstream and downstream mainline traffic counts at noted
11. Final volumes were obtained from seasonal adjustment ± balancing adjustment
12. Data obtained from RITIS for the dates 10/24/2017 through 10/26/2017 (same period for which Caltran collected the 72-Hour classification counts on I-195).
13. Available Caltran data (72-Hr volumes and classifications counts).
14. Derived volumes from available RITIS and FTI traffic data.
15. Derived volumes from available Caltran traffic count data.
16. Derived volumes from available RITIS data.
17. Available FTI count station data (both AADT and synopsis reports available).
18. Derived from available FTI count station data.
19. AADT available for the FTI count station, peak period volumes were calculated using the average peak period volume percentages (peak period volume/24-Hr volume) from the available FTI count station data for the ramps on I-95/I-195 interchange area (21.6% for the AM peak period and 25.48% for the PM peak period).
20. AADT derived from the available FTI count stations, peak period volumes were calculated using the average peak period volume percentages (peak period volume/24-Hr volume) from the available FTI count station data for the ramps on I-95/I-195 interchange area (21.6% for the AM peak period and 25.48% for the PM peak
21. F011 is taken as control station, this volume is factored using the seasonal and growth factors and is used to derive all the other segment volumes (F010 and F009) on the westbound mainline without changing the ramp volumes.
22. The balancing adjustment volume was high, so it was reduced to zero trying to preserve the actual volumes on the ramp. Hence some manual changes were made to the adjustments for the links R020, R013, F002 and F001 in a logical route/manner so the imbalances will be zero for all the routes.
23. Different percentages were used from average for the I-95 and I-195 interchanges, the peak period TMV proportions (AM and PM peak) at the intersection of NW 10th Avenue and NW 39th Street were used to match the ramp volume.
24. Peak hour volumes were calculated using the proportion (percentage) of peak hour volume in the peak period, which is 27.15% from AM peak and 25.47% for PM Peak. For the links on arterials, the peak hour volumes were equated to the values in Exhibits 4-1 thru 4-3 which were obtained from the arterial balancing sheet.

TRAFFIC VOLUME BALANCING WORKSHEETS – FREEWAY NETWORK

TABLE C-2
I-195 Corridor Planning Study
Group 1: AM Peak Period Freeway to Freeway Balancing

Route #	Facility					Seasonal Peak Period Volume	μ Running Total ²	μ' Balanced Volume ³	Δ Change ⁴		GEH ⁵ _{pp}
	ID	Type ¹	Segment / Location	Limits					Volume	%	
				From	To						
Route #1: I-95 GP SB thru from N of NW 62 St to S of Express Lanes merge	F025	A	I-95 (SB) GP Lanes	North of On-Ramp from NW 62 St.		21,945	21,945	21,945	-	0.0	
	R023	1	I-95 at NW 62 nd Street	On-Ramp from NW 62nd St to I-95 SB		3,395	3,395	2,545	(850)	-25.0%	
	F026	B	I-95 (SB) GP Lanes	On-Ramp from NW 62 St. Off-Ramp to I-195 (EB) / (WB)		25,307	25,340	24,490	(817)	-3.2%	
	R007	0	I-95 / I-195 Interchange	Connector link between Node 13 and Node 14		10,753	10,753	11,164	411	3.8%	
	F027	B	I-95 (SB) GP Lanes	Off-Ramp to I-195 (EB) / (WB) On-Ramp from I-195 (EB) / (WB)		13,727	14,587	13,325	(402)	-2.9%	
	R016	1	I-95 / I-195 Interchange	Connector link between Node 16 and Node 17		9,381	9,381	9,558	177	1.9%	
	F028	B	I-95 (SB) GP Lanes	On-Ramp from I-195 (EB) / (WB) On-Ramp from (SB) Express Lanes		24,743	23,968	22,883	(1,860)	-7.5%	
	F031	1	I-95 (SB) Exp Lanes	Off-Ramp to (WB) I-195 (SB) General Purpose Lanes		8,425	8,425	9,700	1,275	15.1%	
	F029	A	I-95 (SB) GP Lanes	South of On-Ramp from (SB) Express Lanes		32,583	32,583	32,583	-	0.0	
	Calculated Volume							32,393	32,583		
Imbalance							(190)	-		27.7	
Route #2: I-95 GP SB to I-195 WB W of NW 12th Ave	F026	A	I-95 (SB) GP Lanes	On-Ramp from NW 62 St. Off-Ramp to I-195 (EB) / (WB)		24,490	24,490	24,490	-	0.0%	
	F027	0	I-95 (SB) GP Lanes	Off-Ramp to I-195 (EB) / (WB) On-Ramp from I-195 (EB) / (WB)		13,727	13,727	13,325	(402)	-2.9%	
	R007	B	I-95 / I-195 Interchange	Connector link between Node 13 and Node 14		10,753	10,763	11,164	411	3.8%	
	R019	0	I-95 / I-195 Interchange	876311 (Ramp 87270180 Frm SB I-95 Off-Rmp To EB I-195)		5,834	5,834	6,314	480	8.2%	
	R008	B	I-95 / I-195 Interchange	876020 (Ramp 87004001 Frm SB I-95 Off-Ramp to WB SR112)		4,302	4,929	4,850	548	12.7%	
	R017	1	I-95 / I-195 Interchange	876022 (Ramp 87004003 Frm NB I-95 to WB SR 112)		1,862	1,862	1,862	0	0.0%	
	R012	B	I-95 / I-195 Interchange	Connector link between Node 10 and Node 8		6,269	6,791	6,712	443	7.1%	
	F015	1	I-195 (WB)	Off-Ramp to I-95 (NB) / (SB) On-Ramp from I-95 (NB) / (SB)		5,798	5,798	8,073	2,275	39.2%	
	F016	B	I-195 (WB)	On-Ramp from I-95 (NB) / (SB) On-Ramp from I-95 (SB) Ex Lane		12,190	12,589	14,785	2,595	21.3%	
	R011	1	I-95 / I-195 Interchange	Connector link between Node 5 and Node 6		1,007	1,007	1,026	19	1.9%	
F017	A	I-195 (WB)	West of On-Ramp from I-95 (SB) Ex Lane		15,811	15,811	15,811	-	0.0		
Calculated Volume							13,596	15,811			
Imbalance							(2,215)	-		38.7	
Route #3: I-95 GP SB to I-195 EB E of I-95/I-195 Interchange	F026	A	I-95 (SB) GP Lanes	On-Ramp from NW 62 St. Off-Ramp to I-195 (EB) / (WB)		24,490	24,490	24,490	-	0.0%	
	F027	0	I-95 (SB) GP Lanes	Off-Ramp to I-195 (EB) / (WB) On-Ramp from I-195 (EB) / (WB)		13,727	13,727	13,325	(402)	-2.9%	
	R007	B	I-95 / I-195 Interchange	Connector link between Node 13 and Node 14		10,753	10,763	11,164	411	3.8%	
	R008	0	I-95 / I-195 Interchange	876020 (Ramp 87004001 Frm SB I-95 Off-Ramp to WB SR112)		4,302	4,302	4,850	548	12.7%	
	R019	B	I-95 / I-195 Interchange	876311 (Ramp 87270180 Frm SB I-95 Off-Rmp To EB I-195)		0	5,834	6,461	480	8.2%	
	R002	1	I-95 / I-195 Interchange	Connector link between Node 27 and Node 29		3,089	3,089	4,237	1,148	37.2%	
	R003	B	I-95 / I-195 Interchange	Connector link between Node 29 and Node 32		8,923	9,550	10,551	1,628	18.2%	
	F003	1	I-195 (EB)	Off-Ramp to I-95 (NB)/(SB) On-Ramp from I-95 (NB) / (SB)		8,757	8,757	9,358	601	6.9%	
	F004	A	I-195 (EB)	On-Ramp from I-95 (NB) / (SB) Off-Ramp to N Miami Ave		19,909	19,909	19,909	-	0.0	
Calculated Volume							18,307	19,909			
Imbalance							(1,602)	-		31.7	
Route #4: I-95 EL SB to S of I-95 SB GP Lane merge	F030	A	I-95 (SB) Exp Lanes	North of Off-Ramp to (WB) I-195		11,350	11,350	11,350	-	0.0%	
	R009	0	I-95 / I-195 Interchange	876364 (Ramp 87270513 Frm SB I-95 TO WB SR 112)		1,395	1,395	1,650	255	18.3%	
	F031	B	I-95 (SB) Exp Lanes	Off-Ramp to (WB) I-195 (SB) General Purpose Lanes		8,425	9,955	9,700	1,275	15.1%	
	F028	1	I-95 (SB) GP Lanes	On-Ramp from I-195 (EB) / (WB) On-Ramp from (SB) Express Lanes		24,743	24,743	22,883	(1,860)	-7.5%	
	F029	A	I-95 (SB) GP Lanes	South of On-Ramp from (SB) Express Lanes		32,583	32,583	32,583	-	0.0	
Calculated Volume							34,698	32,583			
Imbalance							2,115	-		16.0	

TABLE C-2
I-195 Corridor Planning Study
Group 1: AM Peak Period Freeway to Freeway Balancing

	Facility		Limits		Seasonal Peak Period Volume	μ Running Total	μ' Balanced Volume	Δ Change		GEH _{pp}	
	ID	Type	Segment / Location	From				To	Volume		%
Route #5: I-95 EB SB to I-195 WB	F030	A	I-95 (SB) Exp Lanes	North of Off-Ramp to (WB) I-195		11,350	11,350	11,350	-	0.0%	0.0
	F031	0	I-95 (SB) Exp Lanes	Off-Ramp to (WB) I-195	(SB) General Purpose Lanes	8,425	8,425	9,700	1,275	15.1%	6.7
	R009	B	I-95 / I-195 Interchange	876364 (Ramp 87270513 Frm SB I-95 TO WB SR 112)		1,395	2,925	1,650	255	18.3%	3.3
	R010	0	I-95 / I-195 Interchange	876032 (Ramp 87004026 WB Off Ramp to WB NW 40 St)		624	624	624	-	0.0%	0.0
	R011	B	I-95 / I-195 Interchange	Connector link between Node 5 and Node 6		1,007	2,301	1,026	19	1.9%	0.3
	F016	1	I-195 (WB)	On-Ramp from I-95 (NB) / (SB)	On-Ramp from I-95 (SB) Ex Lane	12,190	12,190	14,785	2,595	21.3%	11.2
	F017	A	I-195 (WB)	West of On-Ramp from I-95 (SB) Ex Lane		15,811	15,811	15,811	-	-	0.0
								Calculated Volume	14,491	15,811	
								Imbalance	(1,320)	-	21.4
	Route #6: I-95 GP NB thru from S of EL Diverge to N of NW 62 St	F018	A	I-95 (NB) GP Lanes	South of Off-Ramp to (NB) Express Lanes		24,048	24,048	24,048	-	0.0%
F023		0	I-95 (NB) Exp Lanes	(NB) General Purpose Lanes	On-Ramp from (EB) I-195	6,140	6,140	6,140	-	0.0%	0.0
F019		B	I-95 (NB) GP Lanes	Off-Ramp to (NB) Express Lanes	Off-Ramp to I-195 (EB) / (WB)	17,908	17,908	17,908	-	0.0%	0.0
R001		0	I-95 / I-195 Interchange	876310 (Ramp 87270179 From NB I-95 to EB I-195, 200' N of I-95)		6,063	6,063	6,099	36	0.6%	0.2
F020		B	I-95 (NB) GP Lanes	Off-Ramp to I-195 (EB) / (WB)	On-Ramp from I-195 (EB) / (WB)	11,776	11,845	11,809	33	0.3%	0.2
R006		1	I-95 / I-195 Interchange	Connector link between Node 28 and Node 25		9,451	9,451	7,862	(1,589)	-16.8%	8.5
F021		B	I-95 (NB) GP Lanes	On-Ramp from I-195 (EB) / (WB)	Off-Ramp to NW 62 St.	21,134	21,296	19,671	(1,463)	-6.9%	5.1
R024		0	I-95 at NW 62 nd Street	876314 (Off-Ramp 87270183 from I-95 NB to NW 62nd St)		2,128	2,128	1,621	(507)	-23.8%	5.9
F022		A	I-95 (NB) GP Lanes	North of Off-Ramp to NW 62 St.		18,050	18,050	18,050	-	-	0.0
								Calculated Volume	19,168	18,050	
							Imbalance	1,118	-	19.9	
Route #7: I-95 GP NB To I-195 EB	F019	A	I-95 (NB) GP Lanes	Off-Ramp to (NB) Express Lanes	Off-Ramp to I-195 (EB) / (WB)	17,908	17,908	17,908	-	0.0%	0.0
	F020	0	I-95 (NB) GP Lanes	Off-Ramp to I-195 (EB) / (WB)	On-Ramp from I-195 (EB) / (WB)	11,776	11,776	11,809	33	0.3%	0.2
	R001	B	I-95 / I-195 Interchange	876310 (Ramp 87270179 From NB I-95 to EB I-195, 200' N of I-95)		6,063	6,132	6,099	36	0.6%	0.2
	R017	0	I-95 / I-195 Interchange	876022 (Ramp 87004003 Frm NB I-95 to WB SR 112)		1,862	1,862	1,862	0	0.0%	0.0
	R002	B	I-95 / I-195 Interchange	Connector link between Node 27 and Node 29		3,089	4,270	4,237	1,148	37.2%	9.5
	R019	1	I-95 / I-195 Interchange	876311 (Ramp 87270180 Frm SB I-95 Off-Rmp To EB I-195)		5,834	5,834	6,314	480	8.2%	3.1
	R003	B	I-95 / I-195 Interchange	Connector link between Node 29 and Node 32		8,923	10,104	10,551	1,628	18.2%	8.3
	F003	1	I-195 (EB)	Off-Ramp to I-95 (NB)/(SB)	On-Ramp from I-95 (NB) / (SB)	8,757	8,757	9,358	601	6.9%	3.2
	F004	A	I-195 (EB)	On-Ramp from I-95 (NB) / (SB)	Off-Ramp to N Miami Ave	19,909	19,909	19,909	-	-	0.0
							Calculated Volume	18,861	19,909		
							Imbalance	(1,048)	-	24.4	
Route #8: I-95 GP NB To I-195 WB	F019	A	I-95 (NB) GP Lanes	Off-Ramp to (NB) Express Lanes	Off-Ramp to I-195 (EB) / (WB)	17,908	17,908	17,908	-	0.0%	0.0
	F020	0	I-95 (NB) GP Lanes	Off-Ramp to I-195 (EB) / (WB)	On-Ramp from I-195 (EB) / (WB)	11,776	11,776	11,809	33	0.3%	0.2
	R001	B	I-95 / I-195 Interchange	876310 (Ramp 87270179 From NB I-95 to EB I-195, 200' N of I-95)		6,063	6,132	6,099	36	0.6%	0.2
	R002	0	I-95 / I-195 Interchange	Connector link between Node 27 and Node 29		0	3,089	4,237	1,148	37.2%	9.5
	R017	B	I-95 / I-195 Interchange	876022 (Ramp 87004003 Frm NB I-95 to WB SR 112)		1,862	3,043	1,862	0	0.0%	0.0
	R008	1	I-95 / I-195 Interchange	876020 (Ramp 87004001 Frm SB I-95 Off-Ramp to WB SR112)		0	4,302	4,850	548	12.7%	4.1
	R012	B	I-95 / I-195 Interchange	Connector link between Node 10 and Node 8		6,269	7,345	6,712	443	7.1%	2.8
	F015	1	I-195 (WB)	Off-Ramp to I-95 (NB) / (SB)	On-Ramp from I-95 (NB) / (SB)	5,798	5,798	8,073	2,275	39.2%	13.7
	F016	B	I-195 (WB)	On-Ramp from I-95 (NB) / (SB)	On-Ramp from I-95 (SB) Ex Lane	12,190	13,143	14,785	2,595	21.3%	11.2
	R011	1	I-95 / I-195 Interchange	Connector link between Node 5 and Node 6		1,007	1,007	1,026	19	1.9%	0.3
	F017	A	I-195 (WB)	West of On-Ramp from I-95 (SB) Ex Lane		15,811	15,811	15,811	-	-	0.0
							Calculated Volume	14,150	15,811		
							Imbalance	(1,661)	-	41.8	

TABLE C-2
I-195 Corridor Planning Study
Group 1: AM Peak Period Freeway to Freeway Balancing

Route #	Facility			Limits		Seasonal Peak Period Volume	μ Running Total	μ' Balanced Volume	Δ Change		GEH _{pp}	
	ID	Type	Segment / Location	From	To				Volume	%		
Route #9: I-95 EB NB to N of NW 62nd ST	F018	A	I-95 (NB) GP Lanes	South of Off-Ramp to (NB) Express Lanes		24,048 ^δ	24,048	24,048	-	0.0%	0.0	
	F019	0	I-95 (NB) GP Lanes	Off-Ramp to (NB) Express Lanes	Off-Ramp to I-195 (EB) / (WB)	17,908	17,908	17,908	-	0.0%	0.0	
	F023	B	I-95 (NB) Exp Lanes	(NB) General Purpose Lanes	On-Ramp from (EB) I-195	6,140	6,140	6,140	-	0.0%	0.0	
	R045	1	I-95 / I-195 Interchange	Connector link between Node 15 and Node 21		1,785	1,785	1,236	(549)	-30.7%	7.1	
	F024	A	I-95 (NB) Exp Lanes	North of On-Ramp from (EB) I-195		7,376 ^δ	7,376	7,376			0.0	
							Calculated Volume	7,925	7,376			
							Imbalance	549	-			7.1
Route #10: I-195 EB From W of NW 12th Ave to E of I-95 On-Ramps	F001	A	I-195 (EB)	West of Off-Ramp to NW 12 Ave		16,501 ^δ	16,501	16,501			0.0	
	R025	0	I-195 EB at NW 12th Ave	Off-Ramp 87003023 from SR-112 EB to NW 12th Ave		415	415	417	2	0.4%	0.0	
	F002	B	I-195 (EB)	Off-Ramp to NW 12 Ave	Off-Ramp to I-95 (NB) / (SB)	16,061	16,086	16,084	23	0.1%	0.1	
	R013	0	I-95 / I-195 Interchange	Connector link between Node 7 and Node 9		7,163	7,163	6,726	(437)	-6.1%	2.6	
	F003	B	I-195 (EB)	Off-Ramp to I-95 (NB)/(SB)	On-Ramp from I-95 (NB) / (SB)	8,757	8,923	9,358	601	6.9%	3.2	
	R003	1	I-95 / I-195 Interchange	Connector link between Node 29 and Node 32		8,923	8,923	10,551	1,628	18.2%	8.3	
	F004	A	I-195 (EB)	On-Ramp from I-95 (NB) / (SB)	Off-Ramp to N Miami Ave	19,909 ^δ	19,909	19,909			0.0	
						Calculated Volume	17,846	19,909				
						Imbalance	(2,063)	-			14.2	
Route #11: I-195 EB to I-95 GP NB	F002	A	I-195 (EB)	Off-Ramp to NW 12 Ave	Off-Ramp to I-95 (NB) / (SB)	16,084 ^δ	16,084	16,084	0	0	0.0	
	F003	0	I-195 (EB)	Off-Ramp to I-95 (NB)/(SB)	On-Ramp from I-95 (NB) / (SB)	8,757	8,757	9,358	601	6.9%	3.2	
	R013	B	I-95 / I-195 Interchange	Connector link between Node 7 and Node 9		7,163	7,327	6,726	(437)	-6.1%	2.6	
	R020	0	I-95 / I-195 Interchange	876365 (Ramp 87270514 Frm EB SR 112 Off Ramp TO NB I-95)		984	984	695	(289)	-29.4%	5.0	
	R014	B	I-95 / I-195 Interchange	Connector link between Node 9 and Node 11		6,180	6,343	6,032	(148)	-2.4%	0.9	
	R015	0	I-95 / I-195 Interchange	876309 (Ramp Frm EB SR 112 Off-Ramp To SB I-95)		2,638	2,638	2,631	(7)	-0.3%	0.1	
	R022	B	I-95 / I-195 Interchange	876021 (Ramp 87004002 From EB SR 112 To NB I-95)		3,401	3,705	3,401	-	0.0%	0.0	
	R005	1	I-95 / I-195 Interchange	876312 (Ramp 87270181 Frm WB I-195 Off Ramp 87004004 To NB I-95)		5,606	5,606	4,461	(1,145)	-20.4%	8.1	
	R006	B	I-95 / I-195 Interchange	Connector link between Node 28 and Node 25		9,451	9,311	7,862	(1,589)	-16.8%	8.5	
	F020	1	I-95 (NB) GP Lanes	Off-Ramp to I-195 (EB) / (WB)	On-Ramp from I-195 (EB) / (WB)	11,776	11,776	11,809	33	0.3%	0.2	
	F021	A	I-95 (NB) GP Lanes	On-Ramp from I-195 (EB) / (WB)	Off-Ramp to NW 62 St.	19,671 ^δ	19,671	19,671			0.0	
						Calculated Volume	21,087	19,671				
						Imbalance	1,416	-			28.5	
Route #12: I-195 EB to I-95 SB	F002	A	I-195 (EB)	Off-Ramp to NW 12 Ave	Off-Ramp to I-95 (NB) / (SB)	16,061 ^δ	16,061	16,061	0	0	0.0	
	F003	0	I-195 (EB)	Off-Ramp to I-95 (NB)/(SB)	On-Ramp from I-95 (NB) / (SB)	8,757	8,757	9,358	601	6.9%	3.2	
	R013	B	I-95 / I-195 Interchange	Connector link between Node 7 and Node 9		7,163	7,304	6,726	(437)	-6.1%	2.6	
	R020	0	I-95 / I-195 Interchange	876365 (Ramp 87270514 Frm EB SR 112 Off Ramp TO NB I-95)		984	984	695	(289)	-29.4%	5.0	
	R014	B	I-95 / I-195 Interchange	Connector link between Node 9 and Node 11		6,180	6,320	6,032	(148)	-2.4%	0.9	
	R022	0	I-95 / I-195 Interchange	876021 (Ramp 87004002 From EB SR 112 To NB I-95)		3,401	3,401	3,401	-	0.0%	0.0	
	R015	B	I-95 / I-195 Interchange	876309 (Ramp Frm EB SR 112 Off-Ramp To SB I-95)		2,638	2,919	2,631	(7)	-0.3%	0.1	
	R018	1	I-95 / I-195 Interchange	876023 (Ramp 87004004 Frm WB I-195 To SB I-95)		6,927	6,927	6,927	-	0.0%	0.0	
	R016	B	I-95 / I-195 Interchange	Connector link between Node 16 and Node 17		9,381	9,846	9,558	177	1.9%	0.9	
	F027	1	I-95 (SB) GP Lanes	Off-Ramp to I-195 (EB) / (WB)	On-Ramp from I-195 (EB) / (WB)	13,727	13,727	13,325	(402)	-2.9%	1.7	
	F028	B	I-95 (SB) GP Lanes	On-Ramp from I-195 (EB) / (WB)	On-Ramp from (SB) Express Lanes	24,743	23,573	22,883	(1,860)	-7.5%	6.0	
	F031	1	I-95 (SB) Exp Lanes	Off-Ramp to (WB) I-195	(SB) General Purpose Lanes	8,425	8,425	9,700	1,275	15.1%	6.7	
	F029	A	I-95 (SB) GP Lanes	South of On-Ramp from (SB) Express Lanes		32,583 ^δ	32,583	32,583			0.0	
						Calculated Volume	31,998	32,583				
						Imbalance	(585)	-			27.1	

TABLE C-2
I-195 Corridor Planning Study
Group 1: AM Peak Period Freeway to Freeway Balancing

	Facility			Limits		Seasonal Peak Period Volume	μ Running Total	μ' Balanced Volume	Δ Change		GEH _{pp}
	ID	Type	Segment / Location	From	To				Volume	%	
Route #13: I-195 EB to I-95 EL NB	F002	A	I-195 (EB)	Off-Ramp to NW 12 Ave	Off-Ramp to I-95 (NB) / (SB)	16,061 ⁶	16,061	16,061	0	0	0.0
	F003	O	I-195 (EB)	Off-Ramp to I-95 (NB)/(SB)	On-Ramp from I-95 (NB) / (SB)	8,757	8,757	9,358	601	6.9%	3.2
	R013	B	I-95 / I-195 Interchange	Connector link between Node 7 and Node 9		7,163	7,304	6,726	(437)	-6.1%	2.6
	R014	O	I-95 / I-195 Interchange	Connector link between Node 9 and Node 11		6,180	6,180	6,032	(148)	-2.4%	0.9
	R020	B	I-95 / I-195 Interchange	876365 (Ramp 87270514 Frm EB SR 112 Off Ramp TO NB I-95)		984	1,124	695	(289)	-29.4%	5.0
	R021	I	I-95 / I-195 Interchange	876366 (Ramp 87270515 From NB NW 10 AVE TO RAMP 87270514)		927	927	542	(385)	-41.5%	7.1
	R045	B	I-95 / I-195 Interchange	Connector link between Node 15 and Node 21		1,785	2,051	1,236	(549)	-30.7%	7.1
	F023	I	I-95 (NB) Exp Lanes	(NB) General Purpose Lanes	On-Ramp from (EB) I-195	6,140	6,140	6,140	-	0.0%	0.0
	F024	A	I-95 (NB) Exp Lanes	North of On-Ramp from (EB) I-195		7,376 ⁶	7,376	7,376			0.0
								8,191	7,376		
							815	-			25.9
Route #14: I-195 WB From E of I-95 Off-Ramps to W of I-95 On-Ramps	F014	A	I-195 (WB)	On-Ramp from N Miami Ave	Off-Ramp to I-95 (NB) / (SB)	19,461 ⁶	19,461	19,461			0.0
	R004	O	I-95 / I-195 Interchange	Connector link between Node 31 and Node 30		12,240	12,240	11,388	(852)	-7.0%	3.9
	F015	B	I-195 (WB)	Off-Ramp to I-95 (NB) / (SB)	On-Ramp from I-95 (NB) / (SB)	5,798	7,221	8,073	2,275	39.2%	13.7
	R012	I	I-95 / I-195 Interchange	Connector link between Node 10 and Node 8		6,269	6,269	6,712	443	7.1%	2.8
	F016	B	I-195 (WB)	On-Ramp from I-95 (NB) / (SB)	On-Ramp from I-95 (SB) Ex Lane	12,190	13,490	14,785	2,595	21.3%	11.2
	R011	I	I-95 / I-195 Interchange	Connector link between Node 5 and Node 6		1,007	1,007	1,026	19	1.9%	0.3
	F017	A	I-195 (WB)	West of On-Ramp from I-95 (SB) Ex Lane		15,811 ⁶	15,811	15,811			0.0
								14,497	15,811		
							(1,314)	-			31.8
Route #15: I-195 WB From E of I-95 Off-Ramps to I-95 NB	F014	A	I-195 (WB)	On-Ramp from N Miami Ave	Off-Ramp to I-95 (NB) / (SB)	19,461 ⁶	19,461	19,461			0.0
	F015	O	I-195 (WB)	Off-Ramp to I-95 (NB) / (SB)	On-Ramp from I-95 (NB) / (SB)	5,798	5,798	8,073	2,275	39.2%	13.7
	R004	B	I-95 / I-195 Interchange	Connector link between Node 31 and Node 30		12,240	13,663	11,388	(852)	-7.0%	3.9
	R018	O	I-95 / I-195 Interchange	876023 (Ramp 87004004 Frm WB I-195 To SB I-95)		6,927	6,927	6,927	-	0.0%	0.0
	R005	B	I-95 / I-195 Interchange	876312 (Ramp 87270181 Frm WB I-195 Off Ramp 87004004 To NB I-95)		5,606	6,736	4,461	(1,145)	-20.4%	8.1
	R022	I	I-95 / I-195 Interchange	876021 (Ramp 87004002 From EB SR 112 To NB I-95)		3,401	3,401	3,401	-	0.0%	0.0
	R006	B	I-95 / I-195 Interchange	Connector link between Node 28 and Node 25		9,451	10,137	7,862	(1,589)	-16.8%	8.5
	F020	I	I-95 (NB) GP Lanes	Off-Ramp to I-195 (EB) / (WB)	On-Ramp from I-195 (EB) / (WB)	11,776	11,776	11,809	33	0.3%	0.2
	F021	A	I-95 (NB) GP Lanes	On-Ramp from I-195 (EB) / (WB)	Off-Ramp to NW 62 St.	19,671 ⁶	19,671	19,671			0.0
								21,913	19,671		
							2,242	-			34.3

TABLE C-2
I-195 Corridor Planning Study
Group 1: AM Peak Period Freeway to Freeway Balancing

	Facility			Limits		Seasonal Peak Period Volume	μ Running Total	μ' Balanced Volume	Δ Change		GEH _{pp}	
	ID	Type	Segment / Location	From	To				Volume	%		
Route #16: I-195 WB From E of I-95 Off-Ramps to I-95 SB	F014	A	I-195 (WB)	On-Ramp from N Miami Ave	Off-Ramp to I-95 (NB) / (SB)	19,461 ⁶	19,461	19,461			0.0	
	F015	0	I-195 (WB)	Off-Ramp to I-95 (NB) / (SB)	On-Ramp from I-95 (NB) / (SB)	5,798	5,798	8,073	2,275	39.2%	13.7	
	R004	B	I-95 / I-195 Interchange	Connector link between Node 31 and Node 30		12,240	13,663	11,388	(852)	-7.0%	3.9	
	R005	0	I-95 / I-195 Interchange	876312 (Ramp 87270181 Frm WB I-195 Off Ramp 87004004 To NB I-95)		5,606	5,606	4,461	(1,145)	-20.4%	8.1	
	R018	B	I-95 / I-195 Interchange	876023 (Ramp 87004004 Frm WB I-195 To SB I-95)		6,927	8,057	6,927	-	0.0%	0.0	
	R015	1	I-95 / I-195 Interchange	876309 (Ramp Frm EB SR 112 Off-Ramp To SB I-95)		2,638	2,638	2,631	(7)	-0.3%	0.1	
	R016	B	I-95 / I-195 Interchange	Connector link between Node 16 and Node 17		9,381	10,695	9,558	177	1.9%	0.9	
	F027	1	I-95 (SB) GP Lanes	Off-Ramp to I-195 (EB) / (WB)	On-Ramp from I-195 (EB) / (WB)	13,727	13,727	13,325	(402)	-2.9%	1.7	
	F028	B	I-95 (SB) GP Lanes	On-Ramp from I-195 (EB) / (WB)	On-Ramp from (SB) Express Lanes	24,743	24,422	22,883	(1,860)	-7.5%	6.0	
	F031	1	I-95 (SB) Exp Lanes	Off-Ramp to (WB) I-195	(SB) General Purpose Lanes	8,425	8,425	9,700	1,275	15.1%	6.7	
	F029	A	I-95 (SB) GP Lanes	South of On-Ramp from (SB) Express Lanes		32,583 ⁶	32,583	32,583			0.0	
							Calculated Volume	32,847	32,583			
							Imbalance	264	-			41.1

Total GEH 431.6

Notes

- Type of segment facility represents based on the defined route (this is not necessarily the actual functional classification of the segment).
A- Anchor, B - Mainline segment, 1-On-Ramp, 0-Off-Ramp
- Addition or subtraction of raw On-Ramp and Off-Ramp volumes respectively to/from the raw mainline volumes
- Balanced or adjusted volumes were obtained using the Excel solver tool, which uses the raw volumes for on and off ramps as variables in the optimization of the segment as well total GEH statistic
- Difference between raw and balanced volumes
- A standard measure of the goodness of fit between raw and balanced volumes. Low GEH values indicate similarity between the original and adjusted values while high GEH indicates greater difference
- Anchor volumes are the starting/end volumes for the route which will be used as control volumes.
- Critical volumes for the segments (1) were assumed based on the routes, these raw volumes will be used as variables in the solver add-in and the balanced volumes will be obtained. These volumes will be used as reference for the same segment repeating in another route.
- Critical volumes for the mainline sections (1) other than anchor or control points were assumed based on the routes, balance volumes will be the running total with the adjusted volumes. These volumes will be used as reference for the same segment repeating in another route.

TABLE C-3
I-195 Corridor Planning Study
Group 1: PM Peak Period Freeway to Freeway Balancing

Route	Facility					Seasonal Peak Period Volume	μ Running Total	μ' Balanced Volume	Δ Change				
	ID	Type	Segment / Location	Limits					Volume	%	GEH _{pp}		
				From	To								
Route #1: I-95 GP SB thru from N of NW 62 St to S of Express Lanes merge	F025	A	I-95 (SB) GP Lanes	North of On-Ramp from NW 62 St.		21,894	21,894	21,894			0.0		
	R023	1	I-95 at NW 62 nd Street	On-Ramp from NW 62nd St to I-95 SB		3,532	3,532	3,543	11	0.3%	0.1		
	F026	B	I-95 (SB) GP Lanes	On-Ramp from NW 62 St.	Off-Ramp to I-195 (EB) / (WB)		25,391	25,426	25,437	46	0.2%	0.1	
	R007	0	I-95 / I-195 Interchange	Connector link between Node 13 and Node 14		12,685	12,685	13,821	1,136	9.0%	4.9		
	F027	B	I-95 (SB) GP Lanes	Off-Ramp to I-195 (EB) / (WB)	On-Ramp from I-195 (EB) / (WB)		13,421	12,741	11,616	(1,805)	-13.5%	8.1	
	R016	1	I-95 / I-195 Interchange	Connector link between Node 16 and Node 17		11,066	11,066	10,563	(503)	-4.5%	2.4		
	F028	B	I-95 (SB) GP Lanes	On-Ramp from I-195 (EB) / (WB)	On-Ramp from (SB) Express Lanes		23,265	23,807	22,178	(1,087)	-4.7%	3.6	
	F031	1	I-95 (SB) Exp Lanes	Off-Ramp to (WB) I-195	(SB) General Purpose Lanes		5,936	5,936	6,473	537	9.0%	3.4	
	F029	A	I-95 (SB) GP Lanes	South of On-Ramp from (SB) Express Lanes		28,651	28,651	28,651			0.0		
						Calculated Volume	29,743	28,651					
					Imbalance	1,092	-			22.7			
Route #2: I-95 GP SB to I-195 WB W of NW 12th Ave	F026	A	I-95 (SB) GP Lanes	On-Ramp from NW 62 St.	Off-Ramp to I-195 (EB) / (WB)	1	25,437	25,426	25,437	-	0.0%	0.0	
	F027	0	I-95 (SB) GP Lanes	Off-Ramp to I-195 (EB) / (WB)	On-Ramp from I-195 (EB) / (WB)	1	13,421	13,421	11,616	(1,805)	-13.5%	8.1	
	R007	B	I-95 / I-195 Interchange	Connector link between Node 13 and Node 14			12,685	12,005	13,821	1,136	9.0%	4.9	
	R019	0	I-95 / I-195 Interchange	876311 (Ramp 87270180 Frm SB I-95 Off-Rmp To EB I-195)			6,882	6,882	7,006	124	1.8%	0.7	
	R008	B	I-95 / I-195 Interchange	876020 (Ramp 87004001 Frm SB I-95 Off-Ramp to WB SR112)			5,639	5,123	6,815	1,176	20.9%	7.5	
	R017	1	I-95 / I-195 Interchange	876022 (Ramp 87004003 Frm NB I-95 to WB SR 112)			5,310	5,310	4,517	(793)	-14.9%	5.7	
	R012	B	I-95 / I-195 Interchange	Connector link between Node 10 and Node 8			11,114	10,433	11,332	218	2.0%	1.0	
	F015	1	I-195 (WB)	Off-Ramp to I-95 (NB) / (SB)	On-Ramp from I-95 (NB) / (SB)			4,182	4,182	7,011	2,829	67.6%	18.9
	F016	B	I-195 (WB)	On-Ramp from I-95 (NB) / (SB)	On-Ramp from I-95 (SB) Ex Lane			15,514	14,615	18,343	2,829	18.2%	10.9
	R011	1	I-95 / I-195 Interchange	Connector link between Node 5 and Node 6			1,187	1,187	1,210	23	1.9%	0.3	
	F017	A	I-195 (WB)	West of On-Ramp from I-95 (SB) Ex Lane			19,553	19,553	19,553			0.0	
						Calculated Volume		15,802	19,553				
						Imbalance		(3,751)	(0)			58.0	
Route #3: I-95 GP SB to I-195 EB E of I-95/I-195 Interchange	F026	A	I-95 (SB) GP Lanes	On-Ramp from NW 62 St.	Off-Ramp to I-195 (EB) / (WB)	1	25,437	25,437	25,437	-	0.0%	0.0	
	F027	0	I-95 (SB) GP Lanes	Off-Ramp to I-195 (EB) / (WB)	On-Ramp from I-195 (EB) / (WB)	1	13,421	13,421	11,616	(1,805)	-13.5%	8.1	
	R007	B	I-95 / I-195 Interchange	Connector link between Node 13 and Node 14			12,685	12,016	13,821	1,136	9.0%	4.9	
	R008	0	I-95 / I-195 Interchange	876020 (Ramp 87004001 Frm SB I-95 Off-Ramp to WB SR112)			5,639	5,639	6,815	1,176	20.9%	7.5	
	R019	B	I-95 / I-195 Interchange	876311 (Ramp 87270180 Frm SB I-95 Off-Rmp To EB I-195)		0	6,882	6,377	7,006	124	1.8%	0.7	
	R002	1	I-95 / I-195 Interchange	Connector link between Node 27 and Node 29			3,643	3,643	3,506	(137)	-3.8%	1.1	
	R003	B	I-95 / I-195 Interchange	Connector link between Node 29 and Node 32			10,525	10,020	10,512	(13)	-0.1%	0.1	
	F003	1	I-195 (EB)	Off-Ramp to I-95 (NB)/(SB)	On-Ramp from I-95 (NB) / (SB)			7,354	7,354	7,497	143	1.9%	0.8
	F004	A	I-195 (EB)	On-Ramp from I-95 (NB) / (SB)	Off-Ramp to N Miami Ave			18,009	18,009	18,009			0.0
					Calculated Volume		17,374	18,009					
					Imbalance		(635)	-			23.2		
Route #4: I-95 EL SB to S of I-95 SB GP Lane merge	F030	A	I-95 (SB) Exp Lanes	North of Off-Ramp to (WB) I-195			8,550	8,550	8,550	-	0.0%	0.0	
	R009	0	I-95 / I-195 Interchange	876364 (Ramp 87270513 Frm SB I-95 TO WB SR 112)			1,646	1,646	2,077	431	26.2%	5.0	
	F031	B	I-95 (SB) Exp Lanes	Off-Ramp to (WB) I-195	(SB) General Purpose Lanes			5,936	6,904	6,473	537	9.0%	3.4
	F028	1	I-95 (SB) GP Lanes	On-Ramp from I-195 (EB) / (WB)	On-Ramp from (SB) Express Lanes			23,265	23,265	22,178	(1,087)	-4.7%	3.6
	F029	A	I-95 (SB) GP Lanes	South of On-Ramp from (SB) Express Lanes			28,651	28,651	28,651			0.0	
						Calculated Volume		30,169	28,651				
					Imbalance		1,518	-			12.0		

TABLE C-3
I-195 Corridor Planning Study
Group 1: PM Peak Period Freeway to Freeway Balancing

Route #	Facility			Limits		Seasonal Peak Period Volume	μ Running Total	μ' Balanced Volume	Δ Change		GEH _{pp}	
	ID	Type	Segment / Location	From	To				Volume	%		
Route #9: I-95 EB NB to N of NW 62nd ST	F018	A	I-95 (NB) GP Lanes	South of Off-Ramp to (NB) Express Lanes		31,957	31,957	31,957	-	0.0%	0.0	
	F019	0	I-95 (NB) GP Lanes	Off-Ramp to (NB) Express Lanes	Off-Ramp to I-195 (EB) / (WB)	22,535	22,535	22,535	-	0.0%	0.0	
	F023	B	I-95 (NB) Exp Lanes	(NB) General Purpose Lanes	On-Ramp from (EB) I-195	9,422	9,422	9,422	-	0.0%	0.0	
	R045	1	I-95 / I-195 Interchange	Connector link between Node 15 and Node 21		2,105	2,105	1,499	(606)	-28.8%	7.1	
	F024	A	I-95 (NB) Exp Lanes	North of On-Ramp from (EB) I-195		10,921	10,921	10,921			0.0	
							Calculated Volume	11,527	10,921			
							Imbalance	606	-			7.1
Route #10: I-195 EB From W of NW 12th Ave to E of I-95 On-Ramps	F001	A	I-195 (EB)	West of Off-Ramp to NW 12 Ave		14,246	14,246	14,246			0.0	
	R025	0	I-195 EB at NW 12th Ave	Off-Ramp 87003023 from SR-112 EB to NW 12th Ave		253	253	253	0	0.0%	0.0	
	F002	B	I-195 (EB)	Off-Ramp to NW 12 Ave	Off-Ramp to I-95 (NB) / (SB)	13,978	13,993	13,993	15	0.1%	0.1	
	R013	0	I-95 / I-195 Interchange	Connector link between Node 7 and Node 9		6,496	6,496	6,496	0	0.0%	0.0	
	F003	B	I-195 (EB)	Off-Ramp to I-95 (NB)/(SB)	On-Ramp from I-95 (NB) / (SB)	7,354	7,497	7,497	143	1.9%	0.8	
	R003	1	I-95 / I-195 Interchange	Connector link between Node 29 and Node 32		10,525	10,525	10,512	(13)	-0.1%	0.1	
	F004	A	I-195 (EB)	On-Ramp from I-95 (NB) / (SB)	Off-Ramp to N Miami Ave	18,009	18,009	18,009			0.0	
						Calculated Volume	18,022	18,009				
						Imbalance	13	-			1.0	
Route #11: I-195 EB to I-95 GP NB	F002	A	I-195 (EB)	Off-Ramp to NW 12 Ave	Off-Ramp to I-95 (NB) / (SB)	13,993	13,993	13,993	0	0	0.0	
	F003	0	I-195 (EB)	Off-Ramp to I-95 (NB)/(SB)	On-Ramp from I-95 (NB) / (SB)	7,354	7,354	7,497	143	1.9%	0.8	
	R013	B	I-95 / I-195 Interchange	Connector link between Node 7 and Node 9		6,496	6,639	6,496	0	0.0%	0.0	
	R020	0	I-95 / I-195 Interchange	876365 (Ramp 87270514 Frm EB SR 112 Off Ramp TO NB I-95)		1,161	1,161	1,161	(0)	0.0%	0.0	
	R014	B	I-95 / I-195 Interchange	Connector link between Node 9 and Node 11		5,336	5,478	5,335	(1)	0.0%	0.0	
	R015	0	I-95 / I-195 Interchange	876309 (Ramp Frm EB SR 112 Off-Ramp To SB I-95)		3,112	3,112	3,113	1	0.0%	0.0	
	R022	B	I-95 / I-195 Interchange	876021 (Ramp 87004002 From EB SR 112 To NB I-95)		2,077	2,366	2,222	145	7.0%	1.6	
	R005	1	I-95 / I-195 Interchange	876312 (Ramp 87270181 Frm WB I-195 Off Ramp 87004004 To NB I-95)		6,613	6,613	5,368	(1,245)	-18.8%	8.0	
	R006	B	I-95 / I-195 Interchange	Connector link between Node 28 and Node 25		7,822	8,979	7,590	(232)	-3.0%	1.3	
	F020	1	I-95 (NB) GP Lanes	Off-Ramp to I-195 (EB) / (WB)	On-Ramp from I-195 (EB) / (WB)	13,379	13,379	14,512	1,133	8.5%	4.8	
	F021	A	I-95 (NB) GP Lanes	On-Ramp from I-195 (EB) / (WB)	Off-Ramp to NW 62 St.	22,102	22,102	22,102			0.0	
						Calculated Volume	22,358	22,102				
						Imbalance	256	-			16.6	
Route #12: I-195 EB to I-95 SB	F002	A	I-195 (EB)	Off-Ramp to NW 12 Ave	Off-Ramp to I-95 (NB) / (SB)	13,978	13,978	13,978	0	0	0.0	
	F003	0	I-195 (EB)	Off-Ramp to I-95 (NB)/(SB)	On-Ramp from I-95 (NB) / (SB)	7,354	7,354	7,497	143	1.9%	0.8	
	R013	B	I-95 / I-195 Interchange	Connector link between Node 7 and Node 9		6,496	6,624	6,496	0	0.0%	0.0	
	R020	0	I-95 / I-195 Interchange	876365 (Ramp 87270514 Frm EB SR 112 Off Ramp TO NB I-95)		1,161	1,161	1,161	(0)	0.0%	0.0	
	R014	B	I-95 / I-195 Interchange	Connector link between Node 9 and Node 11		5,336	5,463	5,335	(1)	0.0%	0.0	
	R022	0	I-95 / I-195 Interchange	876021 (Ramp 87004002 From EB SR 112 To NB I-95)		2,077	2,077	2,222	145	7.0%	1.6	
	R015	B	I-95 / I-195 Interchange	876309 (Ramp Frm EB SR 112 Off-Ramp To SB I-95)		3,112	3,386	3,113	1	0.0%	0.0	
	R018	1	I-95 / I-195 Interchange	876023 (Ramp 87004004 Frm WB I-195 To SB I-95)		7,450	7,450	7,450	-	0.0%	0.0	
	R016	B	I-95 / I-195 Interchange	Connector link between Node 16 and Node 17		11,066	10,836	10,563	(503)	-4.5%	2.4	
	F027	1	I-95 (SB) GP Lanes	Off-Ramp to I-195 (EB) / (WB)	On-Ramp from I-195 (EB) / (WB)	13,421	13,421	11,616	(1,805)	-13.5%	8.1	
	F028	B	I-95 (SB) GP Lanes	On-Ramp from I-195 (EB) / (WB)	On-Ramp from (SB) Express Lanes	23,265	24,257	22,178	(1,087)	-4.7%	3.6	
	F031	1	I-95 (SB) Exp Lanes	Off-Ramp to (WB) I-195	(SB) General Purpose Lanes	5,936	5,936	6,473	537	9.0%	3.4	
	F029	A	I-95 (SB) GP Lanes	South of On-Ramp from (SB) Express Lanes		28,651	28,651	28,651			0.0	
						Calculated Volume	30,193	28,651				
						Imbalance	1,542	-			19.9	

TABLE C-3
I-195 Corridor Planning Study
Group 1: PM Peak Period Freeway to Freeway Balancing

	Facility			Limits		Seasonal Peak Period Volume	μ Running Total	μ' Balanced Volume	Δ Change		GEH _{pp}
	ID	Type	Segment / Location	From	To				Volume	%	
Route #13: I-195 EB to I-95 EL NB	F002	A	I-195 (EB)	Off-Ramp to NW 12 Ave	Off-Ramp to I-95 (NB) / (SB)	13,978	13,978	13,978	0	0	0.0
	F003	O	I-195 (EB)	Off-Ramp to I-95 (NB)/(SB)	On-Ramp from I-95 (NB) / (SB)	7,354	7,354	7,497	143	1.9%	0.8
	R013	B	I-95 / I-195 Interchange	Connector link between Node 7 and Node 9		6,496	6,624	6,496	0	0.0%	0.0
	R014	O	I-95 / I-195 Interchange	Connector link between Node 9 and Node 11		5,336	5,336	5,335	(1)	0.0%	0.0
	R020	B	I-95 / I-195 Interchange	876365 (Ramp 87270514 Frm EB SR 112 Off Ramp TO NB I-95)		1,161	1,288	1,161	(0)	0.0%	0.0
	R021	I	I-95 / I-195 Interchange	876366 (Ramp 87270515 From NB NW 10 AVE TO RAMP 87270514)		778	778	338	(440)	-56.6%	9.3
	R045	B	I-95 / I-195 Interchange	Connector link between Node 15 and Node 21		2,105	2,066	1,499	(606)	-28.8%	7.1
	F023	I	I-95 (NB) Exp Lanes	(NB) General Purpose Lanes	On-Ramp from (EB) I-195	9,422	9,422	9,422	-	0.0%	0.0
	F024	A	I-95 (NB) Exp Lanes	North of On-Ramp from (EB) I-195		10,921	10,921	10,921			0.0
								Calculated Volume	11,488	10,921	
							Imbalance	567	-	17.3	
Route #14: I-195 WB From E of I-95 Off-Ramps to W of I-95 On-Ramps	F014	A	I-195 (WB)	On-Ramp from N Miami Ave	Off-Ramp to I-95 (NB) / (SB)	19,829	19,829	19,829			0.0
	R004	O	I-95 / I-195 Interchange	Connector link between Node 31 and Node 30		14,439	14,439	12,818	(1,621)	-11.2%	6.9
	F015	B	I-195 (WB)	Off-Ramp to I-95 (NB) / (SB)	On-Ramp from I-95 (NB) / (SB)	4,182	5,390	7,011	2,829	67.6%	18.9
	R012	I	I-95 / I-195 Interchange	Connector link between Node 10 and Node 8		11,114	11,114	11,332	218	2.0%	1.0
	F016	B	I-195 (WB)	On-Ramp from I-95 (NB) / (SB)	On-Ramp from I-95 (SB) Ex Lane	15,514	16,504	18,343	2,829	18.2%	10.9
	R011	I	I-95 / I-195 Interchange	Connector link between Node 5 and Node 6		1,187	1,187	1,210	23	1.9%	0.3
	F017	A	I-195 (WB)	West of On-Ramp from I-95 (SB) Ex Lane		19,553	19,553	19,553			0.0
								Calculated Volume	17,691	19,553	
								Imbalance	(1,862)	(0)	38.1
	Route #15: I-195 WB From E of I-95 Off-Ramps to I-95 NB	F014	A	I-195 (WB)	On-Ramp from N Miami Ave	Off-Ramp to I-95 (NB) / (SB)	19,829	19,829	19,829		
F015		O	I-195 (WB)	Off-Ramp to I-95 (NB) / (SB)	On-Ramp from I-95 (NB) / (SB)	4,182	4,182	7,011	2,829	67.6%	18.9
R004		B	I-95 / I-195 Interchange	Connector link between Node 31 and Node 30		14,439	15,647	12,818	(1,621)	-11.2%	6.9
R018		O	I-95 / I-195 Interchange	876023 (Ramp 87004004 Frm WB I-195 To SB I-95)		7,450	7,450	7,450	-	0.0%	0.0
R005		B	I-95 / I-195 Interchange	876312 (Ramp 87270181 Frm WB I-195 Off Ramp 87004004 To NB I-95)		6,613	8,197	5,368	(1,245)	-18.8%	8.0
R022		I	I-95 / I-195 Interchange	876021 (Ramp 87004002 From EB SR 112 To NB I-95)		2,077	2,077	2,222	145	7.0%	1.6
R006		B	I-95 / I-195 Interchange	Connector link between Node 28 and Node 25		7,822	10,274	7,590	(232)	-3.0%	1.3
F020		I	I-95 (NB) GP Lanes	Off-Ramp to I-195 (EB) / (WB)	On-Ramp from I-195 (EB) / (WB)	13,379	13,379	14,512	1,133	8.5%	4.8
F021		A	I-95 (NB) GP Lanes	On-Ramp from I-195 (EB) / (WB)	Off-Ramp to NW 62 St.	22,102	22,102	22,102			0.0
								Calculated Volume	23,653	22,102	
							Imbalance	1,551	-	41.6	
Route #16: I-195 WB From E of I-95 Off-Ramps to I-95 SB	F014	A	I-195 (WB)	On-Ramp from N Miami Ave	Off-Ramp to I-95 (NB) / (SB)	19,829	19,829	19,829			0.0
	F015	O	I-195 (WB)	Off-Ramp to I-95 (NB) / (SB)	On-Ramp from I-95 (NB) / (SB)	4,182	4,182	7,011	2,829	67.6%	18.9
	R004	B	I-95 / I-195 Interchange	Connector link between Node 31 and Node 30		14,439	15,647	12,818	(1,621)	-11.2%	6.9
	R005	O	I-95 / I-195 Interchange	876312 (Ramp 87270181 Frm WB I-195 Off Ramp 87004004 To NB I-95)		6,613	6,613	5,368	(1,245)	-18.8%	8.0
	R018	B	I-95 / I-195 Interchange	876023 (Ramp 87004004 Frm WB I-195 To SB I-95)		7,450	9,034	7,450	-	0.0%	0.0
	R015	I	I-95 / I-195 Interchange	876309 (Ramp Frm EB SR 112 Off-Ramp To SB I-95)		3,112	3,112	3,113	1	0.0%	0.0
	R016	B	I-95 / I-195 Interchange	Connector link between Node 16 and Node 17		11,066	12,146	10,563	(503)	-4.5%	2.4
	F027	I	I-95 (SB) GP Lanes	Off-Ramp to I-195 (EB) / (WB)	On-Ramp from I-195 (EB) / (WB)	13,421	13,421	11,616	(1,805)	-13.5%	8.1
	F028	B	I-95 (SB) GP Lanes	On-Ramp from I-195 (EB) / (WB)	On-Ramp from (SB) Express Lanes	23,265	25,567	22,178	(1,087)	-4.7%	3.6
	F031	I	I-95 (SB) Exp Lanes	Off-Ramp to (WB) I-195	(SB) General Purpose Lanes	5,936	5,936	6,473	537	9.0%	3.4
F029	A	I-95 (SB) GP Lanes	South of On-Ramp from (SB) Express Lanes		28,651	28,651	28,651			0.0	
							Calculated Volume	31,503	28,651		
							Imbalance	2,852	-	51.4	

TABLE C-4
I-195 Corridor Planning Study
Group 2: AM Peak Period Freeway to Ramp Balancing

Route #17: I-195 EB - From W of N Miami Ave Ramps to E of US-1 Ramps to/from I-195	Facility		Limits		Seasonal Peak Period Volume	μ Running Total	μ' Balanced Volume	Δ Change		GEH _{pp}	
	ID	Type	Segment / Location	From				To	Volume		%
	F004	A	I-195 (EB)	On-Ramp from I-95 (NB) / (SB)		19,909	19,909	19,909			0.0
	R026	0	Design District Interchange	Off-Ramp 87004019 from EB I-195 to N Miami Avenue		3,735	3,735	3,911	176	4.7%	1.4
	F005	B	I-195 (EB)	Off-Ramp to N Miami Ave	Off-Ramp to Biscayne Blvd.	15,631	16,174	15,998	367	2.3%	1.5
	R028	0	Design District Interchange	Off-Ramp 87004021 from EB I-195 to NW 36th St (To US-1)		2,873	2,873	2,873	0	0.0%	0.0
	F006	B	I-195 (EB)	Off-Ramp to Biscayne Blvd.	On-Ramp from Biscayne Blvd.	12,643	13,301	13,125	482	3.8%	2.1
	R031	1	Design District Interchange	On-Ramp 87004023 from NE 36th St to EB I-195		2,986	2,986	2,986	(0)	0.0%	0.0
	F007	A	I-195 (EB)	On-Ramp from Biscayne Blvd.		16,111	16,111	16,111			0.0
	Calculated Volume						16,287	16,111			
	Imbalance						176	0			5.0
Route #18: I-195 WB - From E of US-1 Ramps to/from I-195 to W of N Miami Ave Ramps	Facility		Limits		Seasonal Peak Period Volume	μ Running Total	μ' Balanced Volume	Δ Change		GEH _{pp}	
	ID	Type	Segment / Location	From				To	Volume		%
	F011	A	I-195 (WB)	On-Ramp from (SB) Alton Rd.	Off-Ramp to Biscayne Blvd.	12,569	12,569	12,569	-	0.0%	0.0
	R030	0	Design District Interchange	Off-Ramp 87004022 from WB I-195 to NW 38th St		2,413	2,413	1,946	(467)	-19.3%	5.0
	F012	B	I-195 (WB)	Off-Ramp to Biscayne Blvd.		8,579	10,156	10,623	2,044	23.8%	10.4
	R029	1	Design District Interchange	On-Ramp 87004020 from NE 38th St to WB I-195 (From US-1)		2,956	2,956	3,903	947	32.0%	8.1
	F013	B	I-195 (WB)	On-Ramp from Biscayne Blvd.		11,653	13,112	14,526	2,873	24.7%	12.6
	R027	1	Design District Interchange	On-Ramp 87004018 from N Miami Avenue to WB I-195		4,257	4,257	4,935	678	15.9%	5.0
	F014	A	I-195 (WB)	On-Ramp from N Miami Ave		19,461	19,461	19,461			0.0
	Calculated Volume						17,369	19,461			
	Imbalance						(2,092)	-			41.1
Total GEH										46.1	

TABLE C-5
I-195 Corridor Planning Study
Group 2: PM Peak Period Freeway to Ramp Balancing

Route #17: I-195 EB - From W of N Miami Ave Ramps to E of US-1 Ramps to/from I-195	Facility		Limits		Seasonal Peak Period Volume	μ Running Total	μ' Balanced Volume	Δ Change		GEH _{pp}	
	ID	Type	Segment / Location	From				To	Volume		%
	F004	A	I-195 (EB)	On-Ramp from I-95 (NB) / (SB)		18,009	18,009	18,009			0.0
	R026	0	Design District Interchange	Off-Ramp 87004019 from EB I-195 to N Miami Avenue		4,345	4,345	4,345	(0)	0.0%	0.0
	F005	B	I-195 (EB)	Off-Ramp to N Miami Ave	Off-Ramp to Biscayne Blvd.	13,969	13,664	13,664	(305)	-2.2%	1.3
	R028	0	Design District Interchange	Off-Ramp 87004021 from EB I-195 to NW 36th St (To US-1)		2,835	2,835	2,835	(0)	0.0%	0.0
	F006	B	I-195 (EB)	Off-Ramp to Biscayne Blvd.	On-Ramp from Biscayne Blvd.	11,021	10,829	10,829	(192)	-1.7%	0.9
	R031	1	Design District Interchange	On-Ramp 87004023 from NE 36th St to EB I-195		3,584	3,584	3,358	(226)	-6.3%	1.9
	F007	A	I-195 (EB)	On-Ramp from Biscayne Blvd.		14,187	14,187	14,187			0.0
	Calculated Volume						14,413	14,187			
	Imbalance						226	-			4.1

Route #18: I-195 WB - From E of US-1 Ramps to/from I-195 to W of N Miami Ave Ramps	Facility		Limits		Seasonal Peak Period Volume	μ Running Total	μ' Balanced Volume	Δ Change		GEH _{pp}	
	ID	Type	Segment / Location	From				To	Volume		%
	F011	A	I-195 (WB)	On-Ramp from (SB) Alton Rd.	Off-Ramp to Biscayne Blvd.	18,300	18,300	18,300	-	0.0%	0.0
	R030	0	Design District Interchange	Off-Ramp 87004022 from WB I-195 to NW 38th St		4,356	4,356	3,866	(490)	-11.3%	3.8
	F012	B	I-195 (WB)	Off-Ramp to Biscayne Blvd.		12,708	13,944	14,434	1,726	13.6%	7.4
	R029	1	Design District Interchange	On-Ramp 87004020 from NE 38th St to WB I-195 (From US-1)		2,269	2,269	1,856	(413)	-18.2%	4.5
	F013	B	I-195 (WB)	On-Ramp from Biscayne Blvd.		15,068	16,213	16,290	1,222	8.1%	4.9
	R027	1	Design District Interchange	On-Ramp 87004018 from N Miami Avenue to WB I-195		4,159	4,159	3,539	(620)	-14.9%	5.0
	F014	A	I-195 (WB)	On-Ramp from N Miami Ave		19,829	19,829	19,829			0.0
	Calculated Volume						20,372	19,829			
	Imbalance						543	-			25.7

Total GEH 29.8

TABLE C-6
I-195 Corridor Planning Study
Group 3: AM Peak Period Freeway to Ramp Balancing

Route #19: I-195 EB - From W of Alton Road Off-Ramp to Art-Godfrey Road	Facility			Limits		Seasonal Peak Period Volume	μ Running Total	μ' Balanced Volume	Δ Change		GEH _{pp}
	ID	Type	Segment / Location	From	To				Volume	%	
	F007	A	I-195 (EB)	On-Ramp from Biscayne Blvd.		16,111	16,111	16,111			0.0
	R032	0	Alton Rd. Interchange	EB I-195		9,299	9,299	9,724	425	4.6%	2.2
	F008	A	I-195 (EB)	Off-Ramp to Alton Rd.		6,387	6,387	6,387			0.0
						Calculated Volume	6,812	6,387			
						Imbalance	425	-			2.2
Route #20: I-195 WB - From Art-Godfrey Road to W of Alton Road On-Ramps	Facility			Limits		Seasonal Peak Period Volume	μ Running Total	μ' Balanced Volume	Δ Change		GEH _{pp}
	ID	Type	Segment / Location	From	To				Volume	%	
	F009	A	I-195 (WB)	Arthur Godfrey Rd.	On-Ramp from (NB) Alton Rd.	5,043	5,043	5,043	-	0.0%	0.0
	R041	1	Alton Rd. Interchange	NB Alton Rd		2,488	2,488	2,588	100	4.0%	1.0
	F010	B	I-195 (WB)	On-Ramp from (NB) Alton Rd.		7,631	7,531	7,631	-	0.0%	0.0
	R047	1	Alton Rd. Interchange	Mt. Sinai On-Ramp Merge		4,748	4,748	4,938	190	4.0%	1.4
	F011	A	I-195 (WB)	On-Ramp from (SB) Alton Rd.		12,569	12,569	12,569			0.0
						Calculated Volume	12,279	12,569			
						Imbalance	(290)	-			2.4
Total GEH										4.5	

TABLE C-7

I-195 Corridor Planning Study

Group 3: PM Peak Period Freeway to Ramp Balancing

Route #19: I-195 EB - From W of Alton Road Off-Ramp to Art-Godfrey Road	Facility			Limits		Seasonal Peak Period Volume	μ Running Total	μ' Balanced Volume	Δ Change		GEH _{pp}
	ID	Type	Segment / Location	From	To				Volume	%	
F007	A	I-195 (EB)	On-Ramp from Biscayne Blvd.			14,187	14,187	14,187			0.0
R032	0	Alton Rd. Interchange	EB I-195			7,660	7,660	8,311	651	8.5%	3.6
F008	A	I-195 (EB)	Off-Ramp to Alton Rd.			5,876	5,876	5,876			0.0
						Calculated Volume	6,527	5,876			
						Imbalance	651	-			3.6

Route #20: I-195 WB - From Art-Godfrey Road to W of Alton Road On-Ramps	Facility			Limits		Seasonal Peak Period Volume	μ Running Total	μ' Balanced Volume	Δ Change		GEH _{pp}
	ID	Type	Segment / Location	From	To				Volume	%	
F009	A	I-195 (WB)	Arthur Godfrey Rd.	On-Ramp from (NB) Alton Rd.		5,917	5,917	5,917	-	0.0%	0.0
R041	1	Alton Rd. Interchange	NB Alton Rd			5,918	5,918	6,154	236	4.0%	1.5
F010	B	I-195 (WB)	On-Ramp from (NB) Alton Rd.			12,071	11,835	12,071	-	0.0%	0.0
R047	1	Alton Rd. Interchange	Mt. Sinai On-Ramp Merge			5,989	5,989	6,229	240	4.0%	1.5
F011	A	I-195 (WB)	On-Ramp from (SB) Alton Rd.			18,300	18,300	18,300			0.0
						Calculated Volume	17,824	18,300			
						Imbalance	(476)	-			3.1

Total GEH 6.7

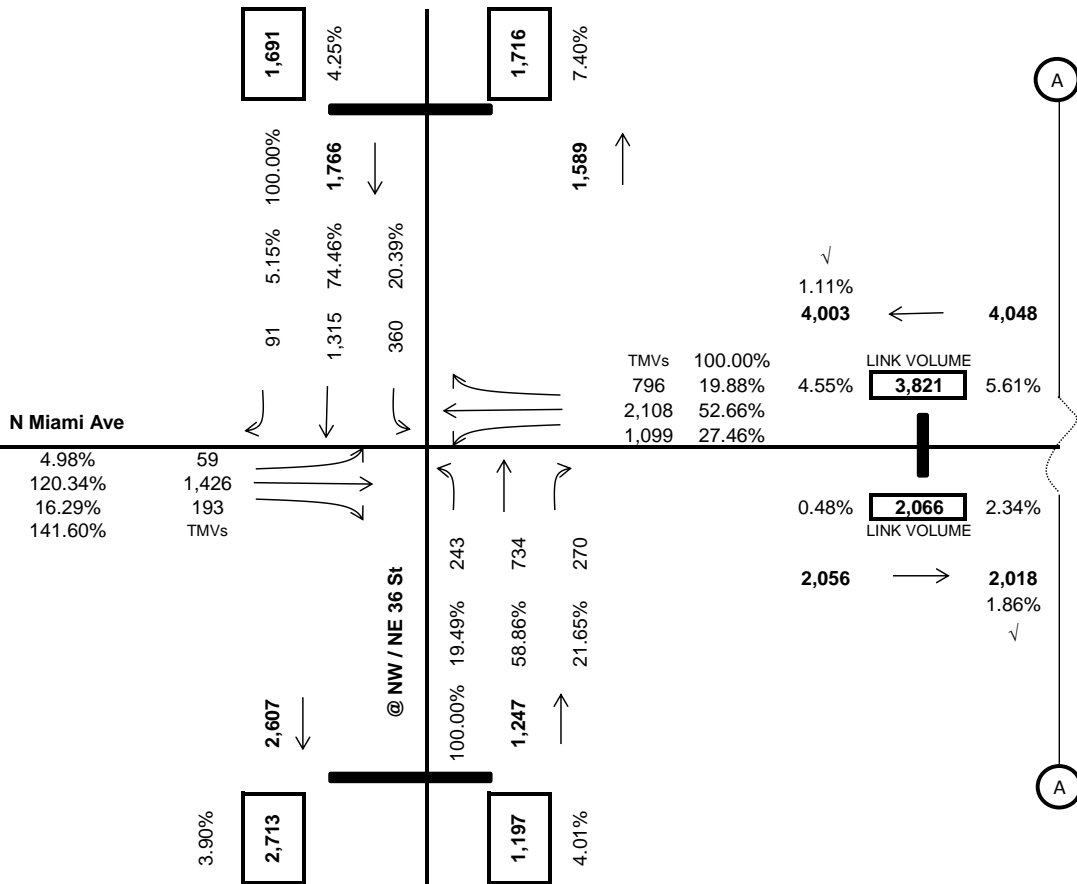
TURNING MOVEMENT VOLUME BALANCING WORKSHEETS

Existing (2017) Volumes

AM Peak Period

N Miami Avenue

@ NW / NE 36 St



**Turning Movement Volumes
@ NW / NE 36 St**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	3,821			1,197			1,678			1,691		
TM Pk Per Counts ¹	612	1396	447	118	332	131	30	730	99	198	682	50
% Turns	25%	57%	18%	20%	57%	23%	3%	85%	12%	21%	73%	5%
Calc. pk Per Volumes	953	2173	696	243	684	270	59	1426	193	360	1240	91
Adjustments	146	-65	100	50						75		
Bal Pk Per Volumes	1099	2108	796	243	734	270	59	1426	193	360	1315	91

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↷ Turning Movement Volumes (Balanced)
- (A) --- Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:



I-195 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01



Exhibit Name:

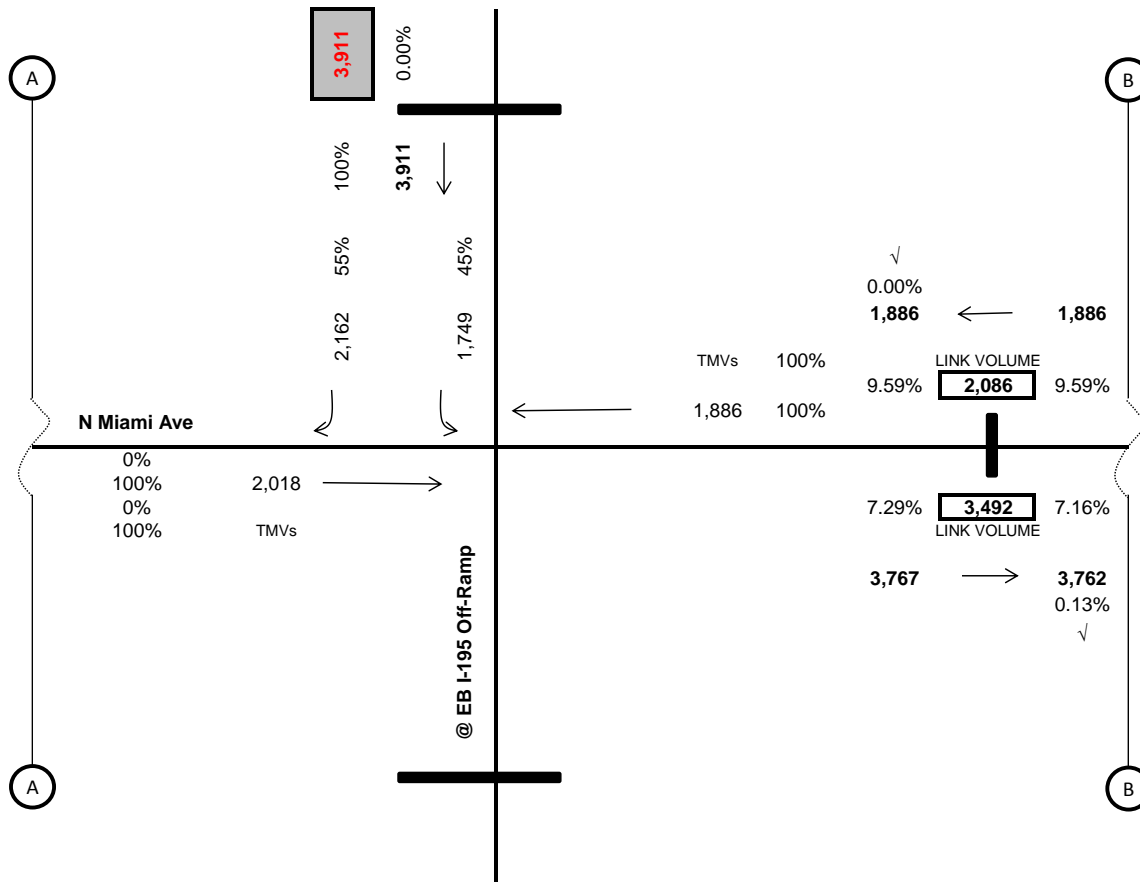
N Miami Ave
Turning Movement Volume Development/Balancing
2017 AM Peak Period (6:00 AM to 10:00 AM)

Exhibit No: **TBD**

Page No: **1 of 3**

Date: **12/21/18**

@ EB I-195 Off-Ramp



**Turning Movement Volumes
@ EB I-195 Off-Ramp**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	2,086			0			2,066			3,911		
TM Pk Per Counts ¹	0	1375	0	0	0	0	0	1112	0	766	0	1161
% Turns	0%	100%	0%	-	-	-	0%	100%	0%	40%	0%	60%
Calc. pk Per Volumes	0	2086	0	-	-	-	0	2066	0	1555	0	2356
Adjustments	-200						-48			194	-194	
Bal Pk Per Volumes	0	1886	0	0	0	0	0	2018	0	1749	0	2162

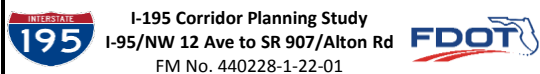
LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↷ Turning Movement Volumes (Balanced)
- (A) --- (A) Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:



I-195 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01

Exhibit Name:

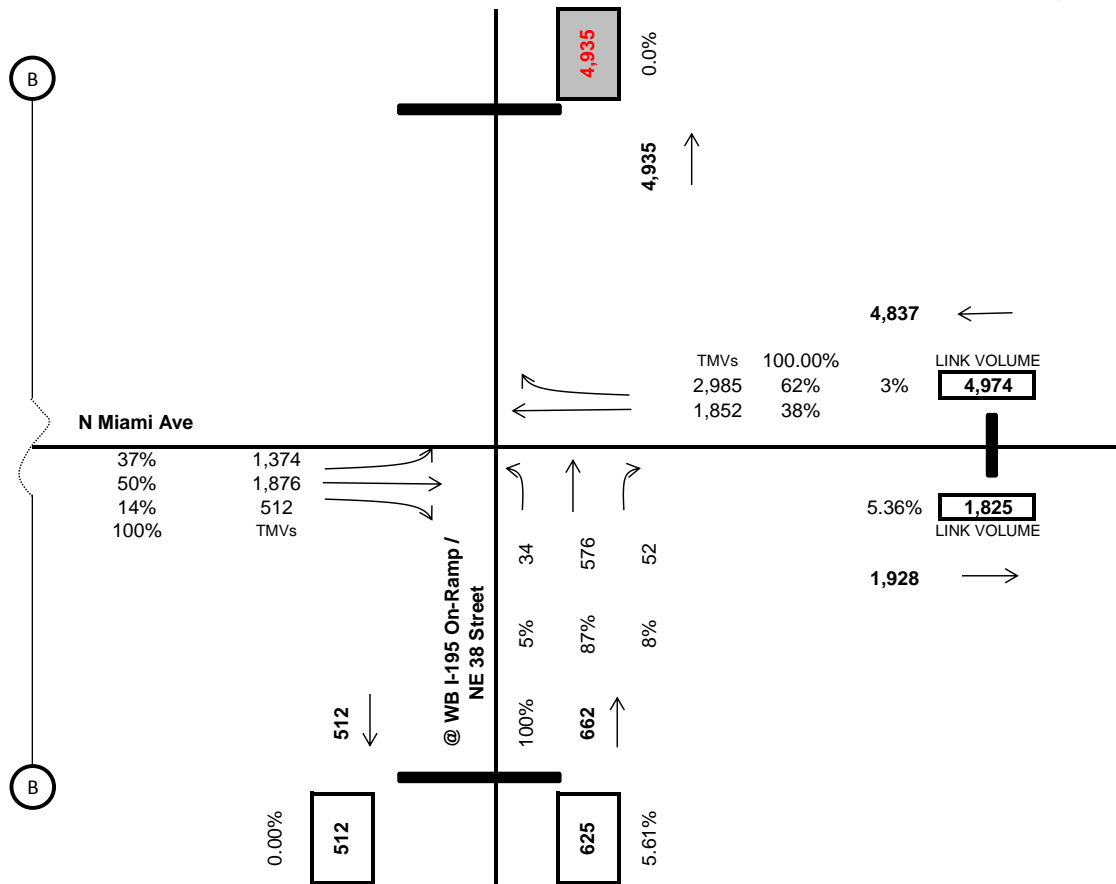
**N Miami Ave
Turning Movement Volume Development/Balancing
2017 AM Peak Period (6:00 AM to 10:00 AM)**

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Date: **12/21/18**

@ WB I-195 On-Ramp / NE 38 Street



**Turning Movement Volumes
@ WB I-195 On-Ramp / NE 38 Street**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	4,974			625			3,436			0		
TM Pk Per Counts ¹	0	1257	1790	15	256	7	644	1017	302	0	0	0
% Turns	0%	41%	59%	5%	92%	3%	33%	52%	15%	-	-	-
Calc. pk Per Volumes	0	2052	2922	34	576	16	1127	1780	529	-	-	-
Adjustments		-200	63			36	247	96	-17			
Bal Pk Per Volumes	0	1852	2985	34	576	52	1374	1876	512	0	0	0

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↷ Turning Movement Volumes (Balanced)
- (A) --- (A) Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:

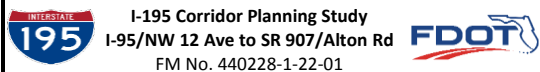


Exhibit Name:

**N Miami Ave
Turning Movement Volume Development/Balancing
2017 AM Peak Period (6:00 AM to 10:00 AM)**

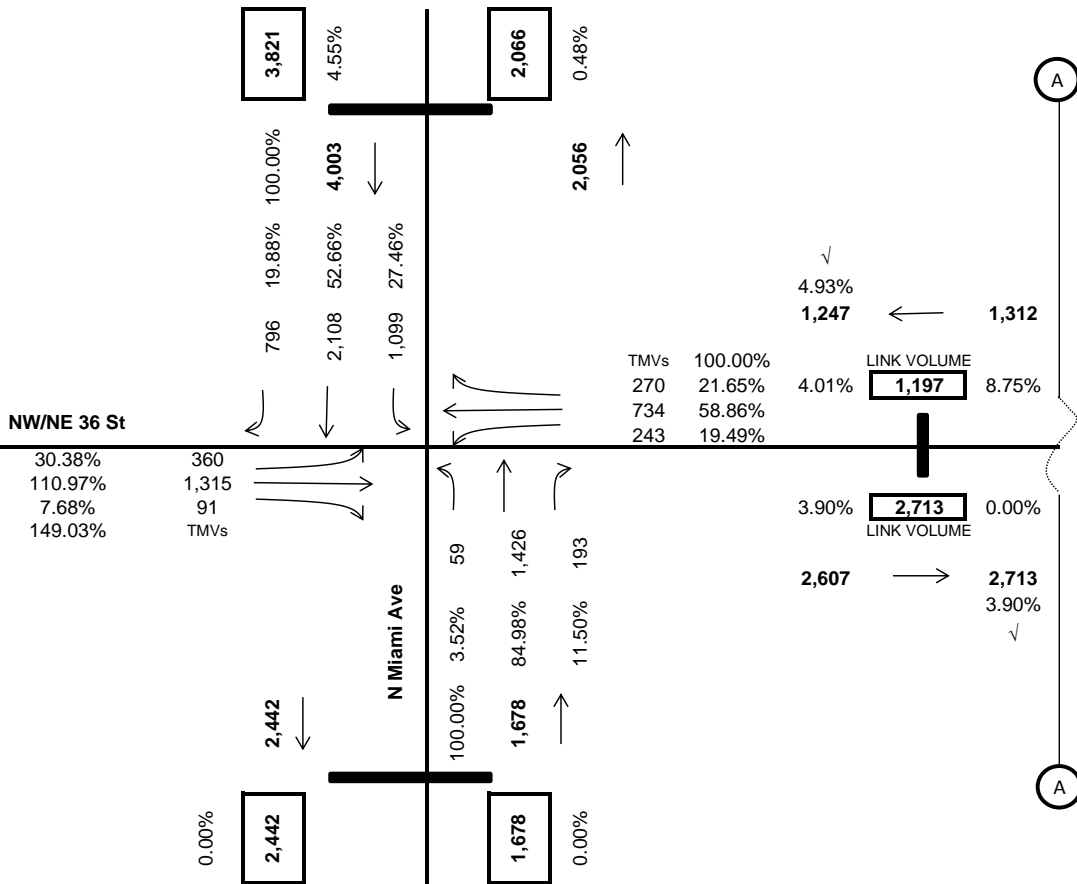
Exhibit No: **TBD**

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Date: **12/21/18**

NE 36th Street

N Miami Ave



**Turning Movement Volumes
N Miami Ave**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	1,197			1,678			1,691			3,821		
TM Pk Per Counts ¹	118	332	131	30	730	99	198	682	50	612	1396	447
% Turns	20%	57%	23%	3%	85%	12%	21%	73%	5%	25%	57%	18%
Calc. pk Per Volumes	243	684	270	59	1426	193	360	1240	91	953	2173	696
Adjustments	0	50	0	0	0	0	0	75	0	146	-65	100
Bal Pk Per Volumes	243	734	270	59	1426	193	360	1315	91	1099	2108	796

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:

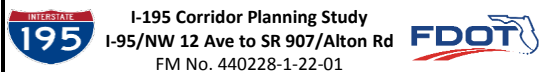
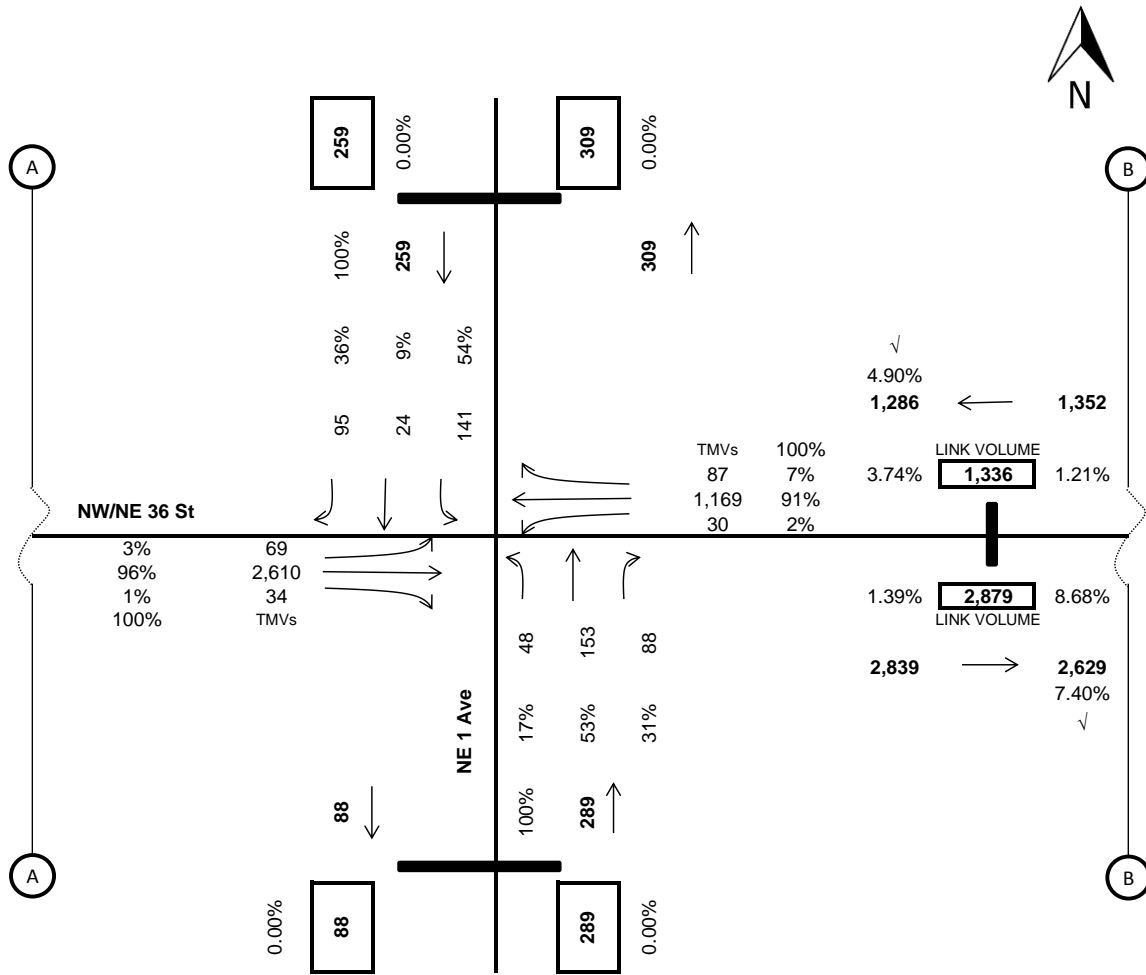


Exhibit Name:

**NW/NE 36th Street
Turning Movement Volume Development/Balancing
2017 AM Peak Period (6:00 AM to 10:00 AM)**

Exhibit No: **TBD**
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Date: **12/21/18**

NE 1 Ave



**Turning Movement Volumes
NE 1 Ave**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	1,336			289			2,713			259		
TM Pk Per Counts ¹	13	530	38	12	38	22	35	1322	17	45	11	36
% Turns	2%	91%	7%	17%	53%	31%	3%	96%	1%	49%	12%	39%
Calc. pk Per Volumes	30	1219	87	48	153	88	69	2610	34	181	44	145
Adjustments	-50									-50		
Bal Pk Per Volumes	30	1169	87	48	153	88	69	2610	34	141	24	95

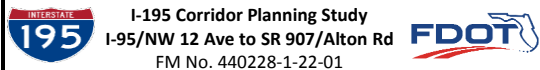
LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:



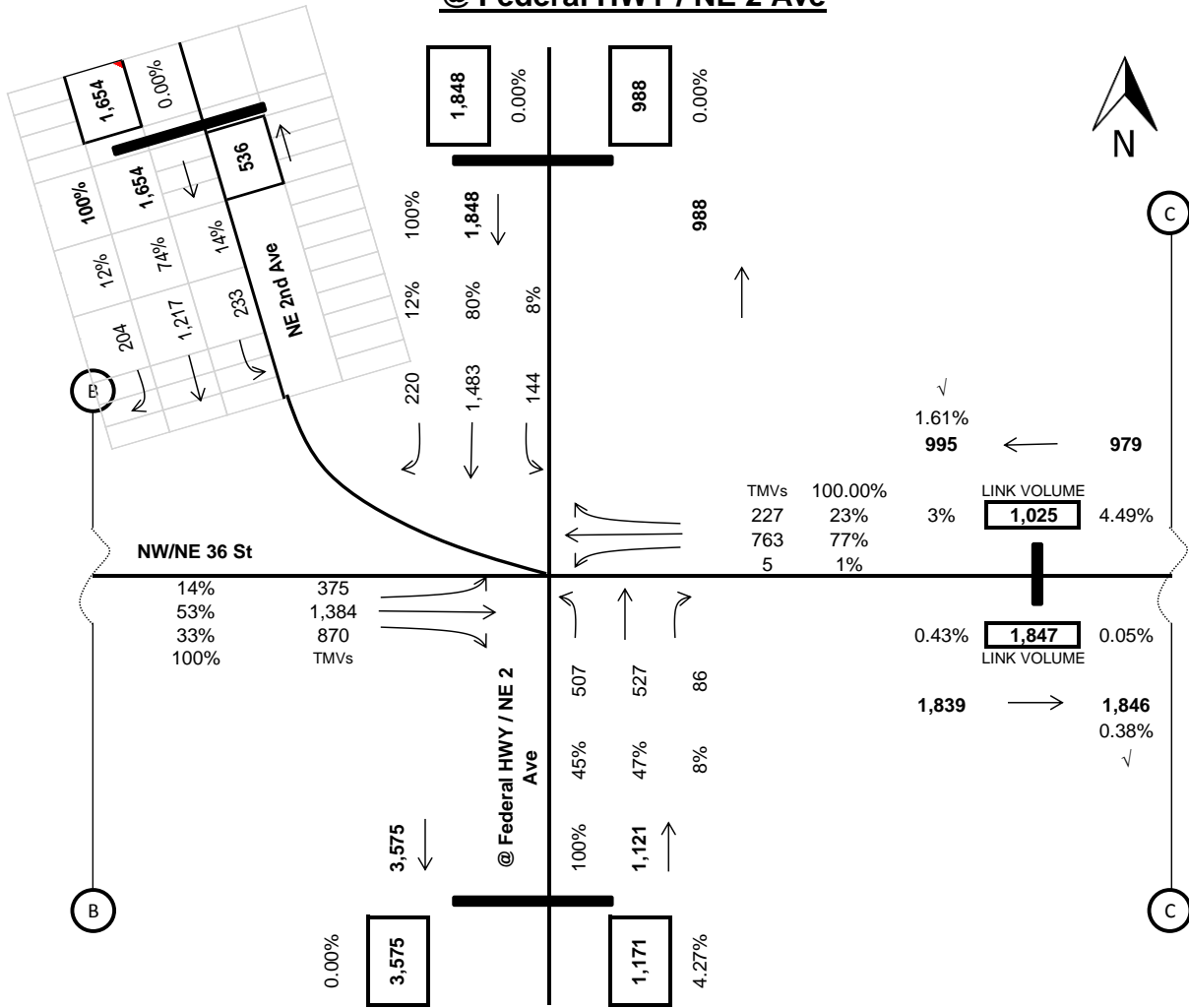
I-195 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01

Exhibit Name:

NW/NE 36th Street
Turning Movement Volume Development/Balancing
2017 AM Peak Period (6:00 AM to 10:00 AM)

Exhibit No: **TBD**
Page No: **2 of 6**
Date: **12/21/18**

@ Federal HWY / NE 2 Ave



**Turning Movement Volumes
@ Federal HWY / NE 2 Ave**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	1,025			1,171			2,879			1,848		
TM Pk Per Counts ¹	2	327	122	278	263	43	188	819	436	72	740	110
% Turns	0%	73%	27%	48%	45%	7%	13%	57%	30%	8%	80%	12%
Calc. pk Per Volumes	5	743	277	557	527	86	375	1634	870	144	1483	220
Adjustments		20	-50	-50				-250				
Bal Pk Per Volumes	5	763	227	507	527	86	375	1384	870	144	1483	220

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- Match Line

Volume Elements	Southeast		
	LT	THU	RT
Link Volumes	1,654		
Pk Per Counts ¹	116	607	102
% Turns	14%	74%	12%
Calc. Volumes	233	1217	204
Adjustments			
Bal Volumes	233	1217	204

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:

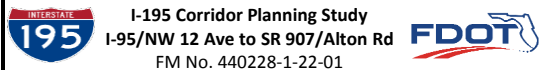
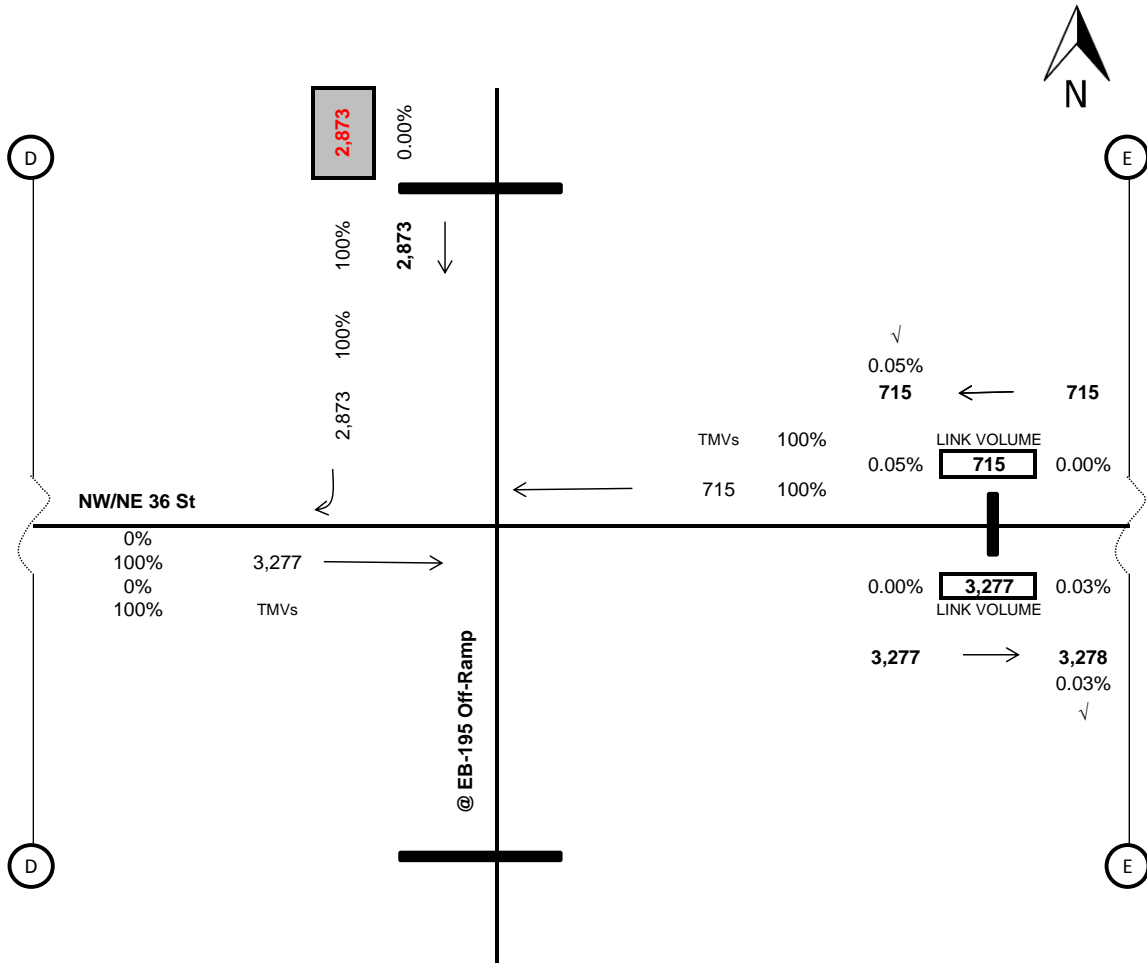


Exhibit Name:

**NW/NE 36th Street
Turning Movement Volume Development/Balancing
2017 AM Peak Period (6:00 AM to 10:00 AM)**

Exhibit No:	TBD
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@ EB-195 Off-Ramp



**Turning Movement Volumes
@ EB-195 Off-Ramp**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	715			0			3,277			2,873		
TM Pk Per Counts ¹	0	1	0	0	0	0	0	1	0	0	0	1
% Turns	0%	100%	0%	-	-	-	0%	100%	0%	0%	0%	100%
Calc. pk Per Volumes	0	715	0	-	-	-	0	3277	0	0	0	2873
Adjustments												
Bal Pk Per Volumes	0	715	0	0	0	0	0	3277	0	0	0	2873

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:



I-195 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01



Exhibit Name:

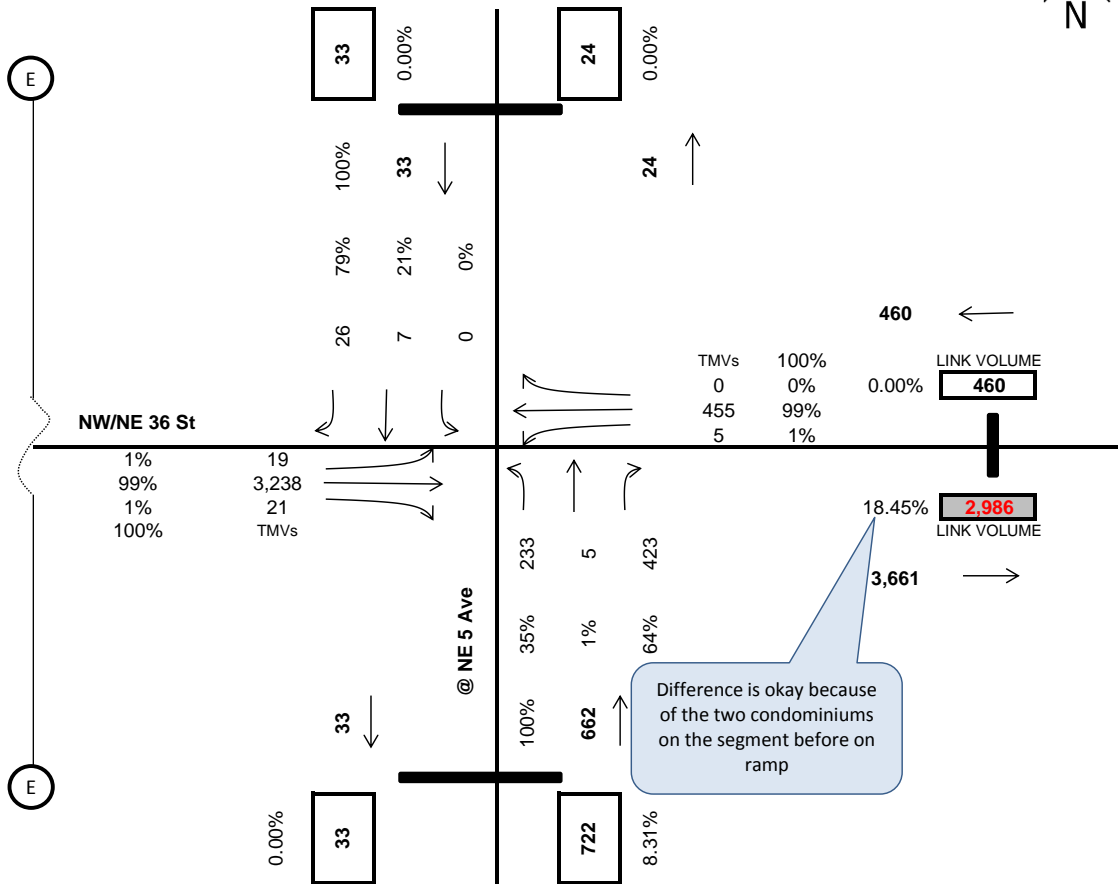
**NW/NE 36th Street
Turning Movement Volume Development/Balancing
2017 AM Peak Period (6:00 AM to 10:00 AM)**

Exhibit No: **TBD**

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Date: 12/21/18

@ NE 5 Ave



**Turning Movement Volumes
@ NE 5 Ave**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	460			722			3,277			33		
TM Pk Per Counts ¹	2	193	0	99	2	205	10	1720	11	0	3	11
% Turns	1%	99%	0%	32%	1%	67%	1%	99%	1%	0%	21%	79%
Calc. pk Per Volumes	5	455	0	233	5	483	19	3238	21	0	7	26
Adjustments						-60						
Bal Pk Per Volumes	5	455	0	233	5	423	19	3238	21	0	7	26

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:

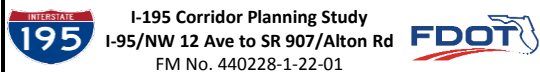


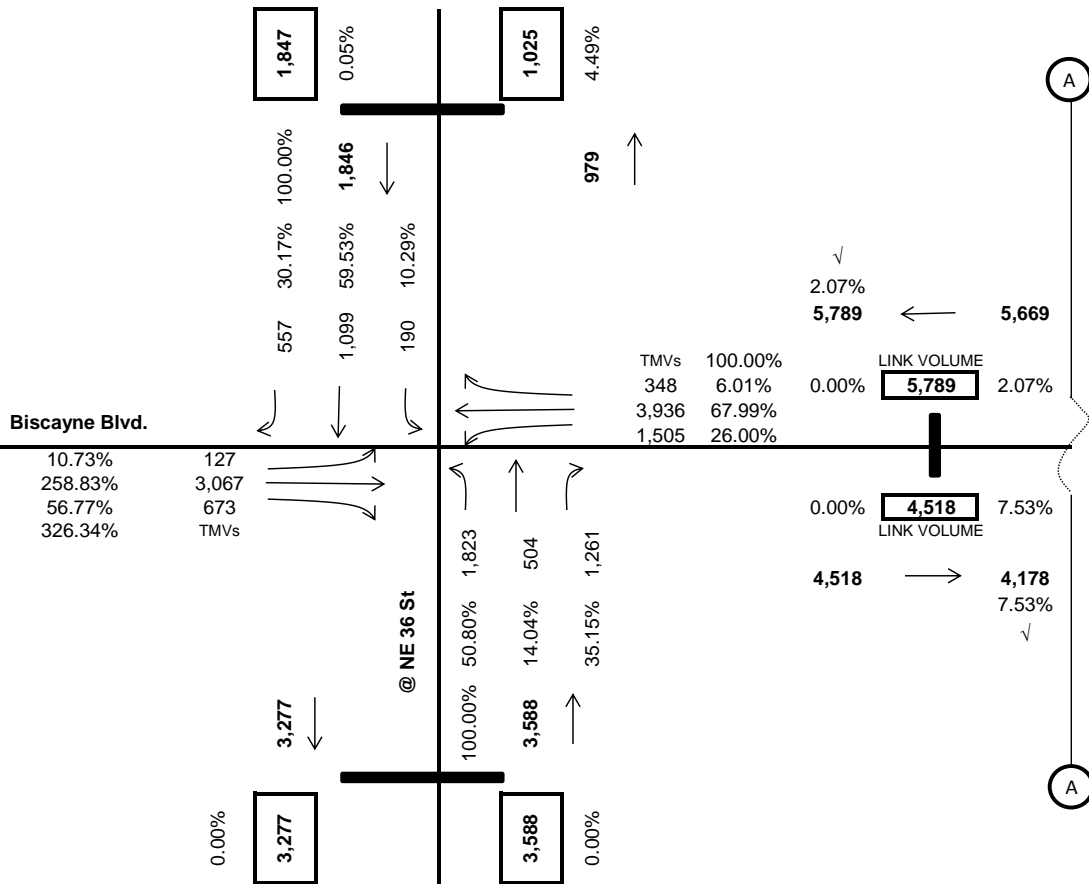
Exhibit Name:

**NW/NE 36th Street
Turning Movement Volume Development/Balancing
2017 AM Peak Period (6:00 AM to 10:00 AM)**

Exhibit No:	TBD
Page No:	6 of 6
Date:	12/21/18

Biscayne Boulevard/US-1

@ NE 36 St



**Turning Movement Volumes
@ NE 36 St**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	5,789			3,588			4,267			1,847		
TM Pk Per Counts ¹	764	1955	174	811	186	626	51	1290	370	99	572	290
% Turns	26%	68%	6%	50%	11%	39%	3%	75%	22%	10%	60%	30%
Calc. pk Per Volumes	1905	4876	434	2023	464	1561	127	3217	923	190	1099	557
Adjustments	-400	-940	-86	-200	40	-300	0	-150	-250	0	0	0
Bal Pk Per Volumes	1505	3936	348	1823	504	1261	127	3067	673	190	1099	557

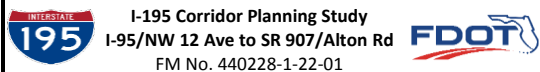
LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↷ Turning Movement Volumes (Balanced)
- (A) --- Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:



I-95 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01

Exhibit Name:

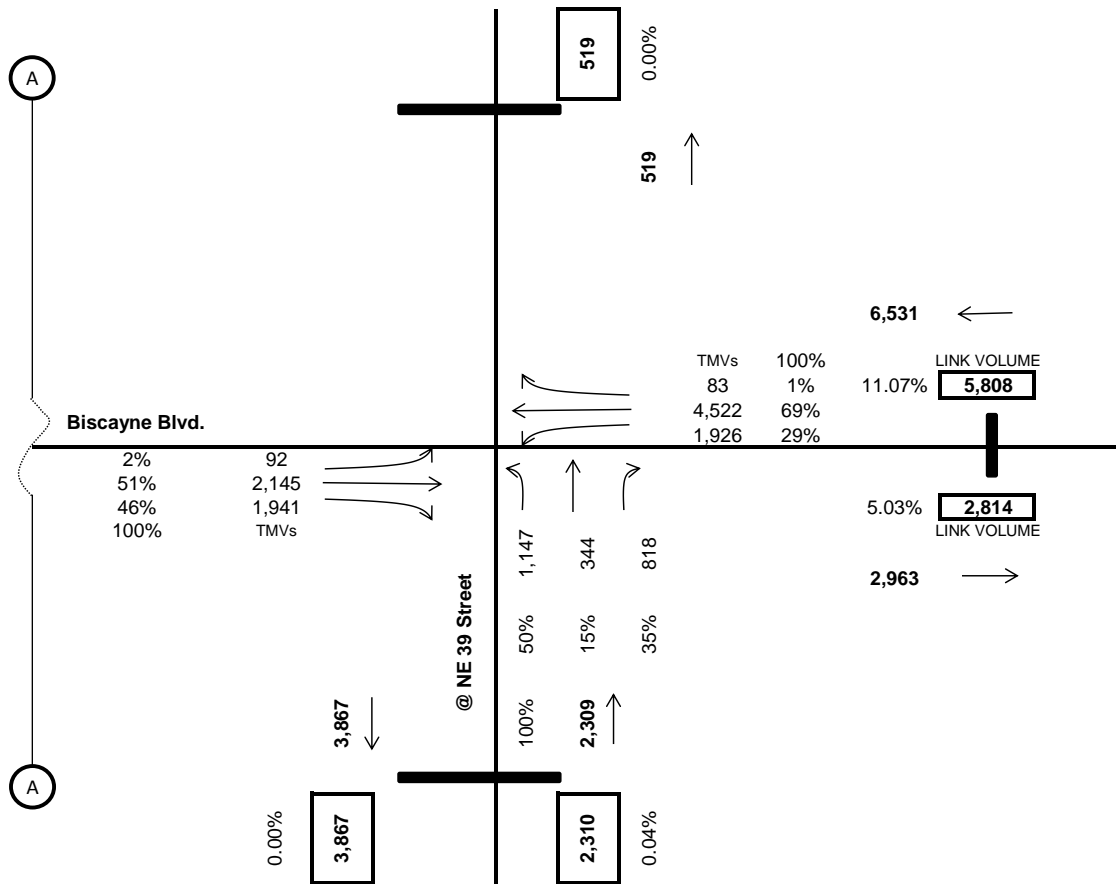
Biscayne Blvd
Turning Movement Volume Development/Balancing
2017 AM Peak Period (6:00 AM to 10:00 AM)

Exhibit No: **TBD**

Page No: **1 of 2**

Date: **12/21/18**

@ NE 39 Street



**Turning Movement Volumes
@ NE 39 Street**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	5,808			2,310			4,518			0		
TM Pk Per Counts ¹	1113	2629	54	656	197	468	39	994	882	0	0	0
% Turns	29%	69%	1%	50%	15%	35%	2%	52%	46%	-	-	-
Calc. pk Per Volumes	1703	4022	83	1147	344	818	92	2345	2081	-	-	-
Adjustments	223	500						-200	-140			
Bal Pk Per Volumes	1926	4522	83	1147	344	818	92	2145	1941	0	0	0

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:

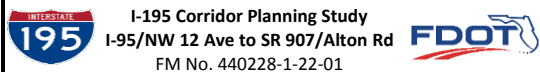


Exhibit Name:

**Biscayne Blvd
Turning Movement Volume Development/Balancing
2017 AM Peak Period (6:00 AM to 10:00 AM)**

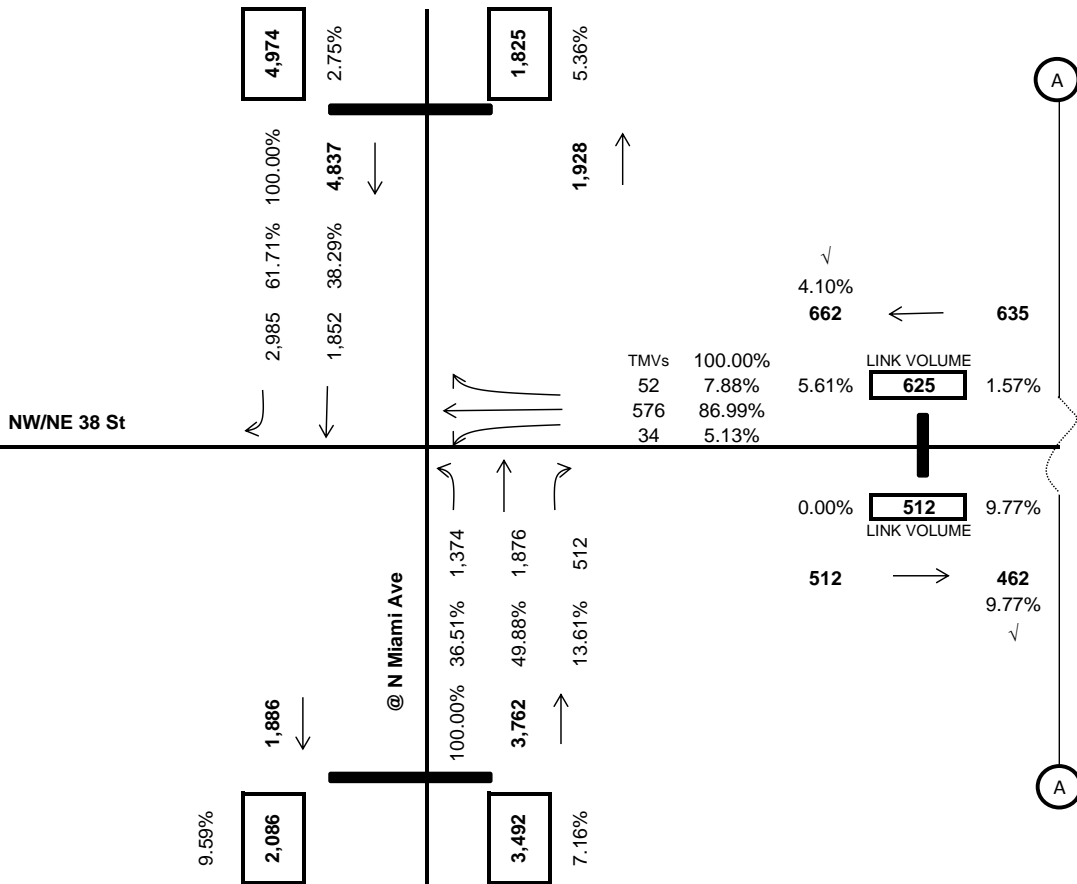
Exhibit No: **TBD**

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Date: **12/21/18**

NE 38th Street

@ N Miami Ave



**Turning Movement Volumes
@ N Miami Ave**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	625			3,436			0			4,974		
TM Pk Per Counts ¹	15	256	7	644	1017	302	0	0	0	0	1257	1790
% Turns	5%	92%	3%	33%	52%	15%	-	-	-	0%	41%	59%
Calc. pk Per Volumes	34	576	16	1127	1780	529	-	-	-	0	2052	2922
Adjustments	0	0	36	247	96	-17	0	0	0	0	-200	63
Bal Pk Per Volumes	34	576	52	1374	1876	512	0	0	0	0	1852	2985

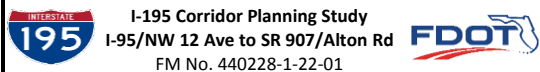
LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↷ Turning Movement Volumes (Balanced)
- (A) --- Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:



I-195 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01

Exhibit Name:

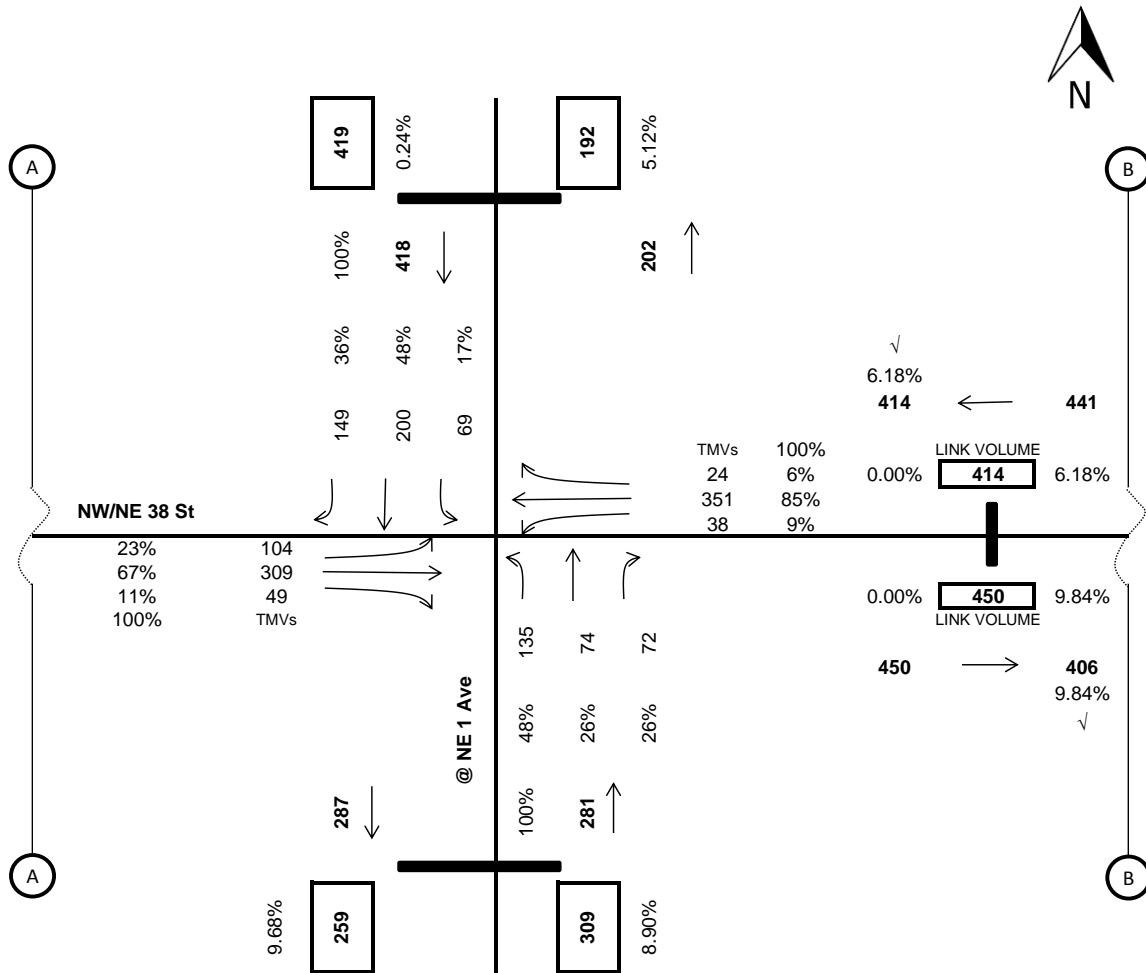
**NW/NE 38th Street
Turning Movement Volume Development/Balancing
2017 AM Peak Period (6:00 AM to 10:00 AM)**

Exhibit No: **TBD**

Page No: **1 of 3**

Date: **12/21/18**

@ NE 1 Ave



**Turning Movement Volumes
@ NE 1 Ave**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	414			309			512			419		
TM Pk Per Counts ¹	19	175	12	62	32	36	53	183	25	38	110	82
% Turns	9%	85%	6%	48%	25%	28%	20%	70%	10%	17%	48%	36%
Calc. pk Per Volumes	38	351	24	125	64	72	104	359	49	69	200	149
Adjustments				10	10		-50					
Bal Pk Per Volumes	38	351	24	135	74	72	104	309	49	69	200	149

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↷ Turning Movement Volumes (Balanced)
- (A) Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

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Project Name:



Exhibit Name:

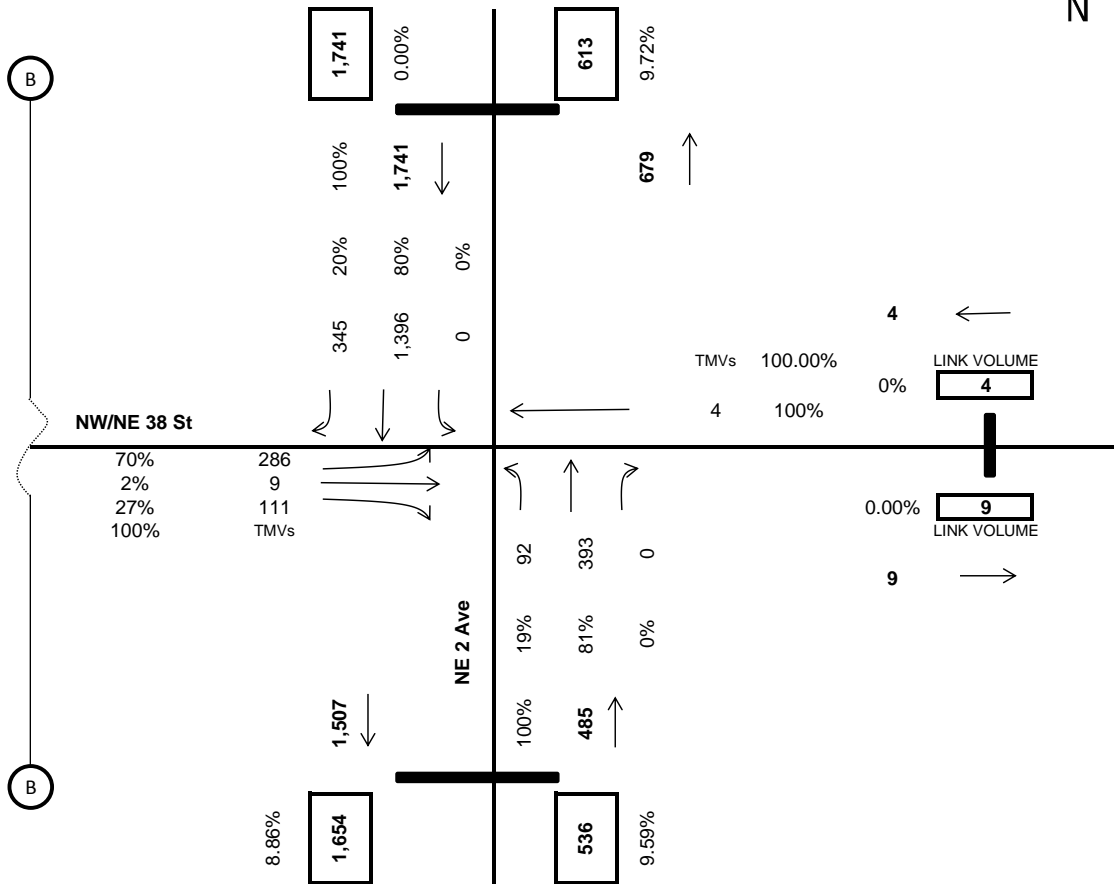
**NW/NE 38th Street
Turning Movement Volume Development/Balancing
2017 AM Peak Period (6:00 AM to 10:00 AM)**

Exhibit No: **TBD**

Page No: **2 of 3**

Date: **12/21/18**

NE 2 Ave



**Turning Movement Volumes
NE 2 Ave**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	4			536			450			1,741		
TM Pk Per Counts ¹	0	2	0	38	239	0	162	3	47	0	716	177
% Turns	0%	100%	0%	14%	86%	0%	76%	1%	22%	0%	80%	20%
Calc. pk Per Volumes	0	4	0	74	463	0	344	6	100	0	1396	345
Adjustments				18	-70		-58	3	11			
Bal Pk Per Volumes	0	4	0	92	393	0	286	9	111	0	1396	345

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↷ Turning Movement Volumes (Balanced)
- (A) --- (A) Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:



Exhibit Name:

**NW/NE 38th Street
Turning Movement Volume Development/Balancing
2017 AM Peak Period (6:00 AM to 10:00 AM)**

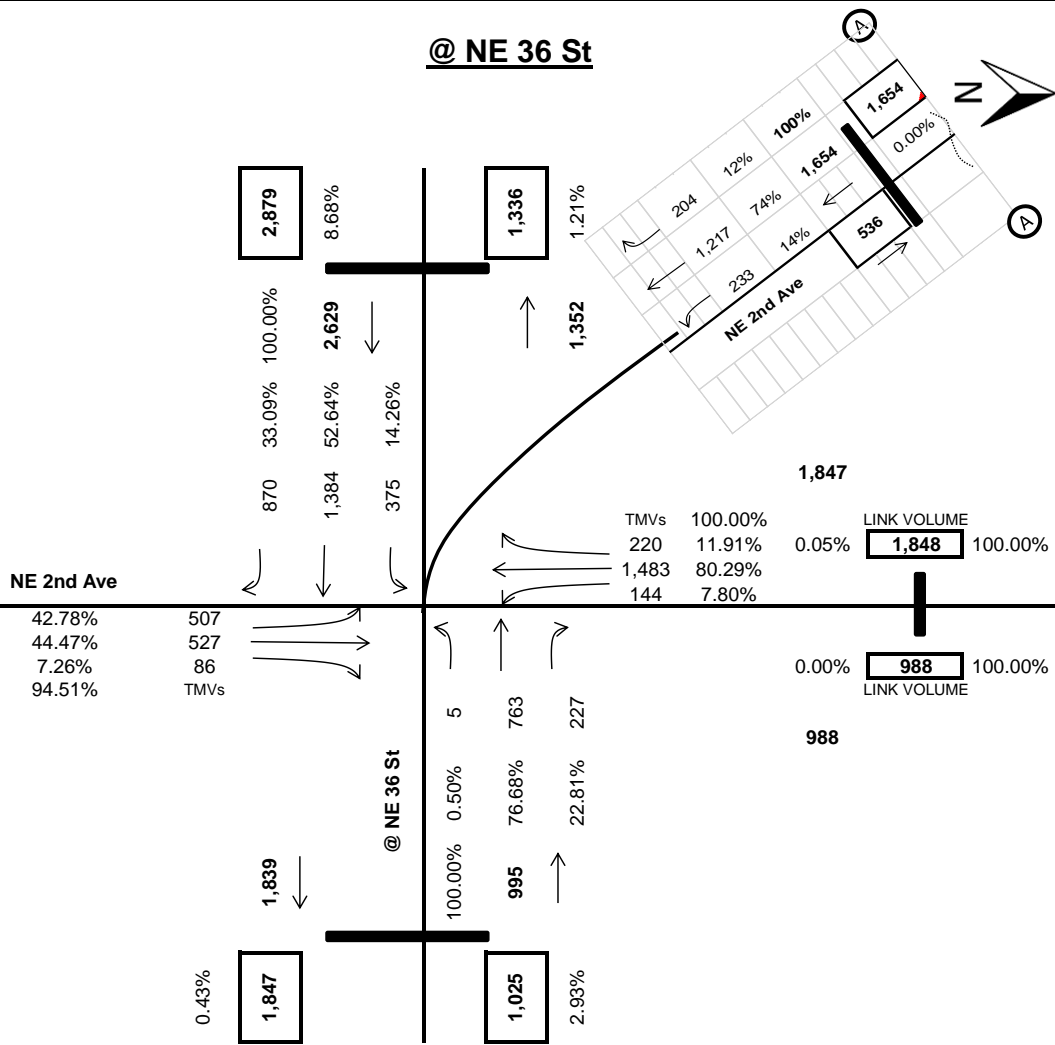
Exhibit No: **TBD**

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Date: 12/21/18

NE 2nd Avenue

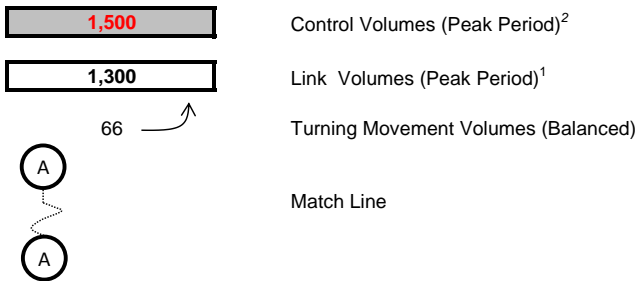
@ NE 36 St



**Turning Movement Volumes
@ NE 36 St**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	1,848			1,025			1,171			2,879		
TM Pk Per Counts ¹	72	740	110	2	327	122	278	263	43	188	819	436
% Turns	8%	80%	12%	0%	73%	27%	48%	45%	7%	13%	57%	30%
Calc. pk Per Volumes	144	1483	220	5	743	277	557	527	86	375	1634	870
Adjustments				0	20	-50	-50	0	0	0	-250	0
Bal Pk Per Volumes	144	1483	220	5	763	227	507	527	86	375	1384	870

LEGEND



Volume Elements	Southeast		
	LT	THU	RT
Link Volumes	1,654		
Pk Per Counts ¹	116	607	102
% Turns	14%	74%	12%
Calc. Volumes	233	1217	204
Adjustments			
Bal Volumes	233	1217	204

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:

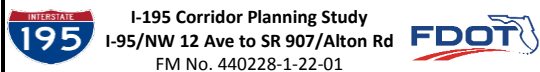
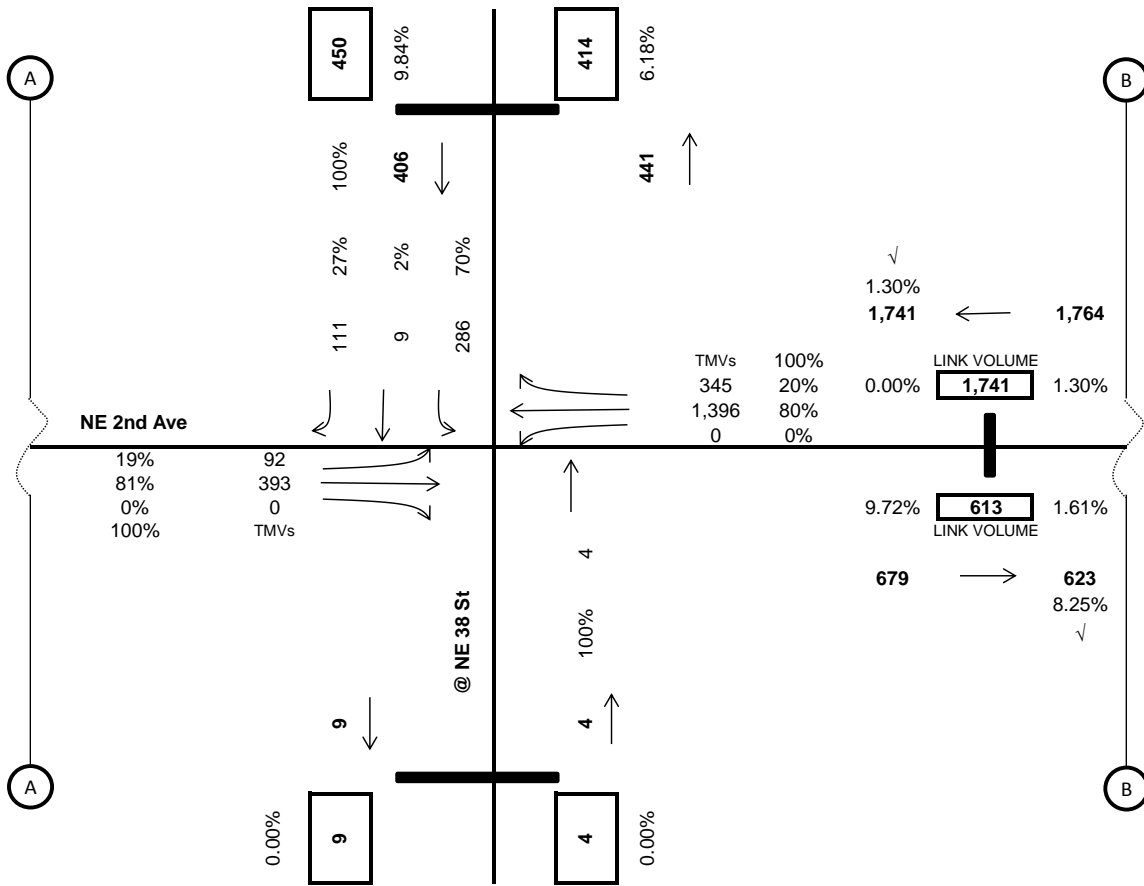


Exhibit Name:

NE 2nd Ave
Turning Movement Volume Development/Balancing
2017 AM Peak Period (6:00 AM to 10:00 AM)

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 Date: **12/21/18**

@ NE 38 St



**Turning Movement Volumes
@ NE 38 St**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	1,741			4			536			450		
TM Pk Per Counts ¹	0	716	177	0	2	0	38	239	0	162	3	47
% Turns	0%	80%	20%	0%	100%	0%	14%	86%	0%	76%	1%	22%
Calc. pk Per Volumes	0	1396	345	0	4	0	74	463	0	344	6	100
Adjustments				0	0	0	18	-70	0	-58	3	11
Bal Pk Per Volumes	0	1396	345	0	4	0	92	393	0	286	9	111

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:



I-195 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01



Exhibit Name:

NE 2nd Ave
Turning Movement Volume Development/Balancing
2017 AM Peak Period (6:00 AM to 10:00 AM)

Exhibit No:

TBD

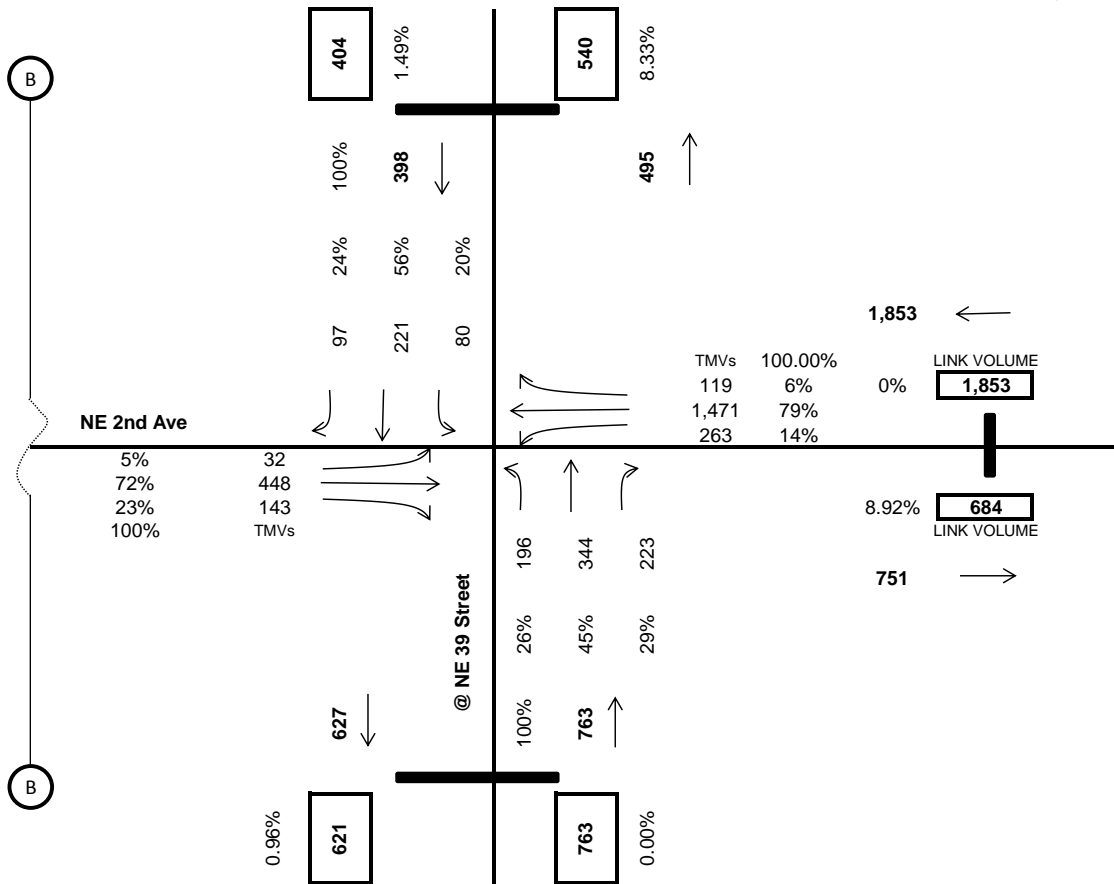
Page No:

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Date:

12/21/18

@ NE 39 Street



**Turning Movement Volumes
@ NE 39 Street**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	1,853			763			613			404		
TM Pk Per Counts ¹	147	793	59	113	192	134	14	304	80	40	103	45
% Turns	15%	79%	6%	26%	44%	31%	4%	76%	20%	21%	55%	24%
Calc. pk Per Volumes	273	1471	109	196	334	233	22	468	123	86	221	97
Adjustments	-10		10		10	-10	10	-20	20	-6		
Bal Pk Per Volumes	263	1471	119	196	344	223	32	448	143	80	221	97

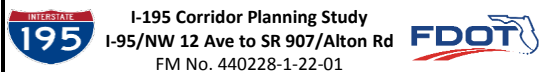
LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

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Project Name:



I-195 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01

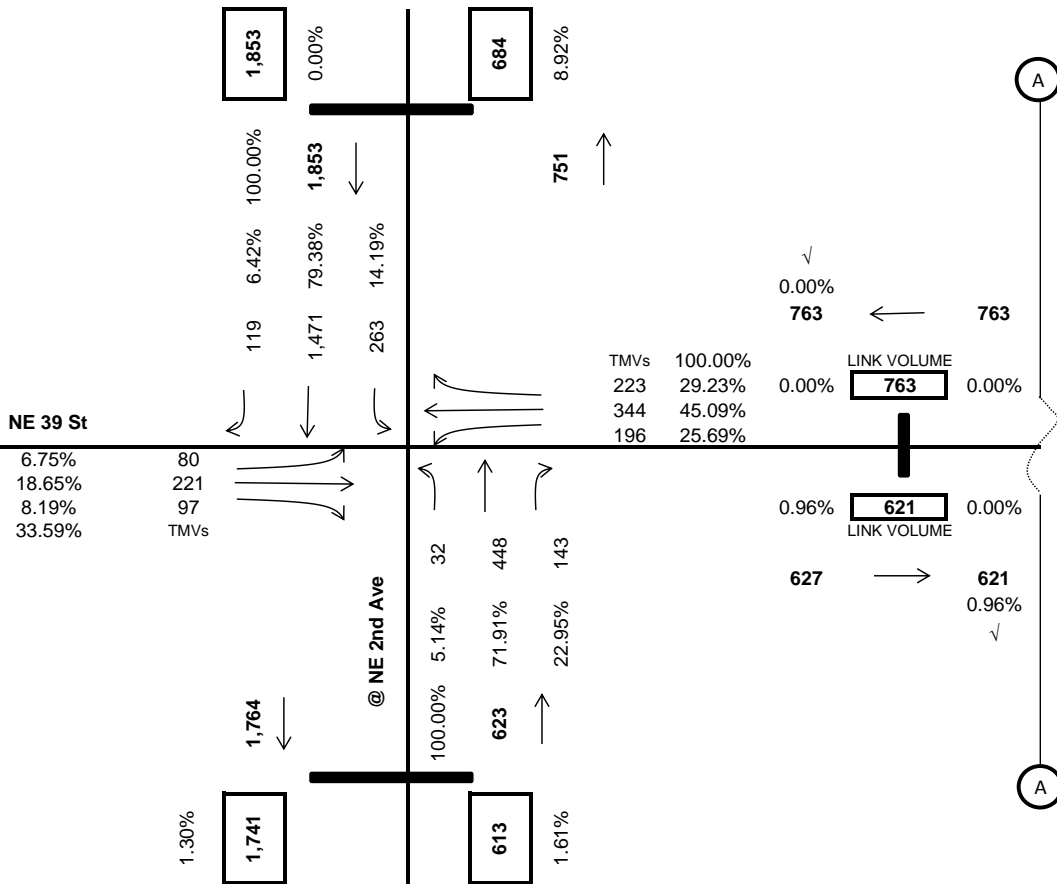
Exhibit Name:

NW/NE 38th Street
Turning Movement Volume Development/Balancing
2017 AM Peak Period (6:00 AM to 10:00 AM)

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NE 39th Street

@ NE 2nd Ave



**Turning Movement Volumes
@ NE 2nd Ave**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	763			613			404			1,853		
TM Pk Per Counts ¹	113	192	134	14	304	80	40	103	45	147	793	59
% Turns	26%	44%	31%	4%	76%	20%	21%	55%	24%	15%	79%	6%
Calc. pk Per Volumes	196	334	233	22	468	123	86	221	97	273	1471	109
Adjustments	0	10	-10	10	-20	20	-6	0	0	-10	0	10
Bal Pk Per Volumes	196	344	223	32	448	143	80	221	97	263	1471	119

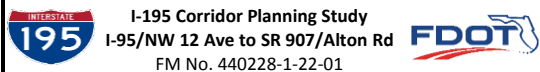
LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↷ Turning Movement Volumes (Balanced)
- (A) --- Match Line
- (A) --- Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:



I-195 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01

Exhibit Name:

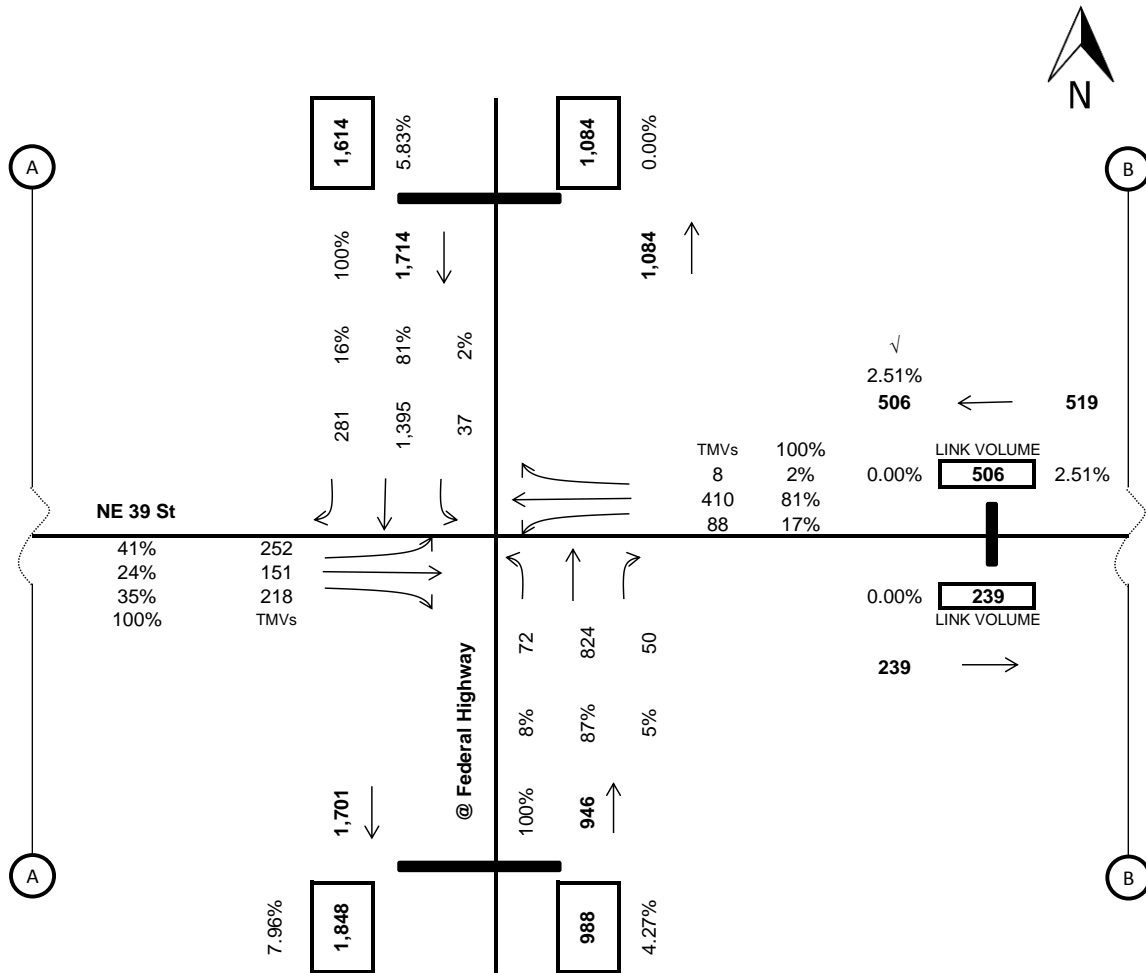
**NE 39th Street
Turning Movement Volume Development/Balancing
2017 AM Peak Period (6:00 AM to 10:00 AM)**

Exhibit No: **TBD**

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Date: **12/21/18**

@ Federal Highway



**Turning Movement Volumes
@ Federal Highway**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	506			988			621			1,614		
TM Pk Per Counts ¹	54	252	5	44	445	31	135	81	117	23	796	173
% Turns	17%	81%	2%	8%	86%	6%	41%	24%	35%	2%	80%	17%
Calc. pk Per Volumes	88	410	8	72	724	50	252	151	218	37	1295	281
Adjustments				100						100		
Bal Pk Per Volumes	88	410	8	72	824	50	252	151	218	37	1395	281

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↷ Turning Movement Volumes (Balanced)
- (A) Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:



Exhibit Name:

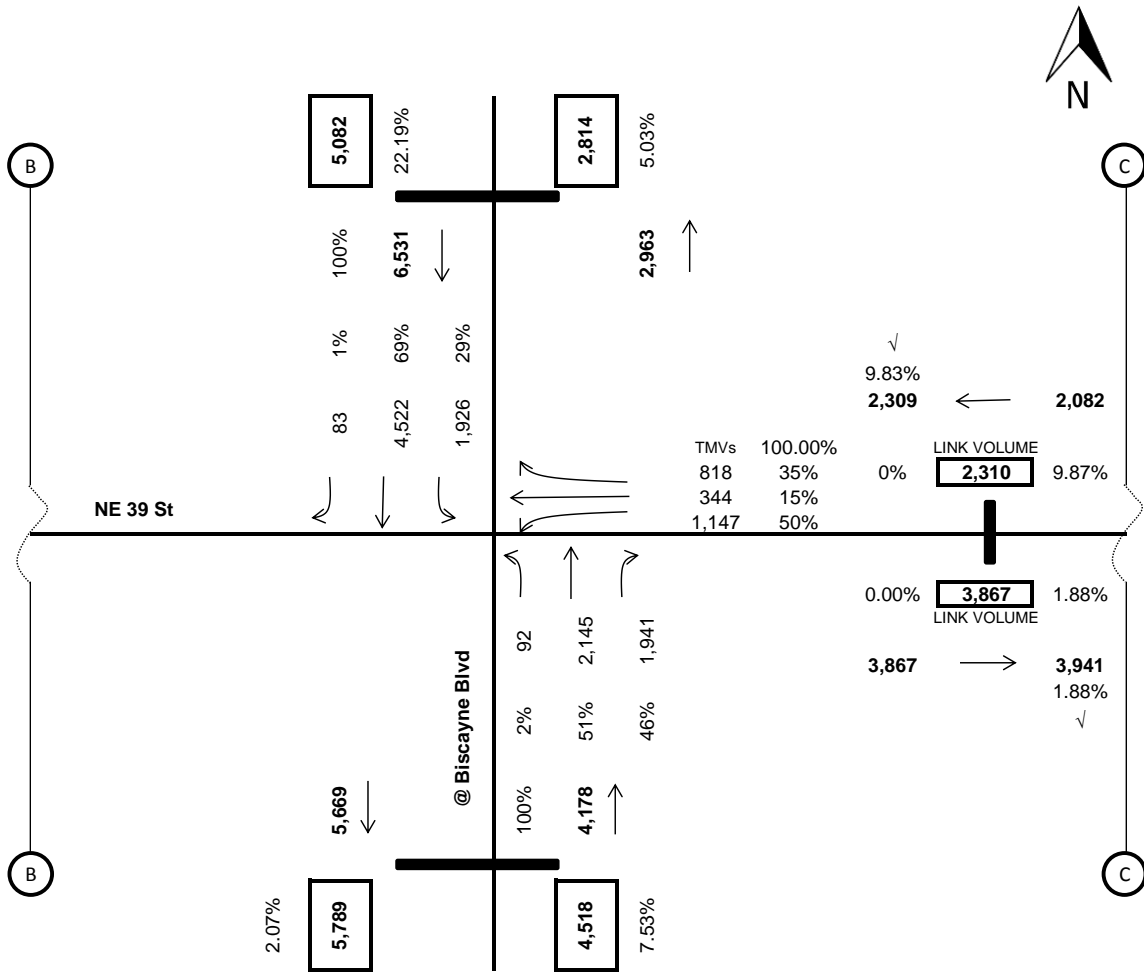
**NE 39th Street
Turning Movement Volume Development/Balancing
2017 AM Peak Period (6:00 AM to 10:00 AM)**

Exhibit No: **TBD**

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Date: **12/21/18**

@ Biscayne Blvd



**Turning Movement Volumes
@ Biscayne Blvd**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	2,310			4,518			0			5,082		
TM Pk Per Counts ¹	656	197	468	39	994	882	0	0	0	1113	2629	54
% Turns	50%	15%	35%	2%	52%	46%	-	-	-	29%	69%	1%
Calc. pk Per Volumes	1147	344	818	92	2345	2081	-	-	-	1703	4022	83
Adjustments	0	0	0	0	-200	-140	0	0	0	223	500	0
Bal Pk Per Volumes	1147	344	818	92	2145	1941	0	0	0	1926	4522	83

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↷ Turning Movement Volumes (Balanced)
- (A) Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:

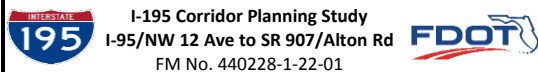


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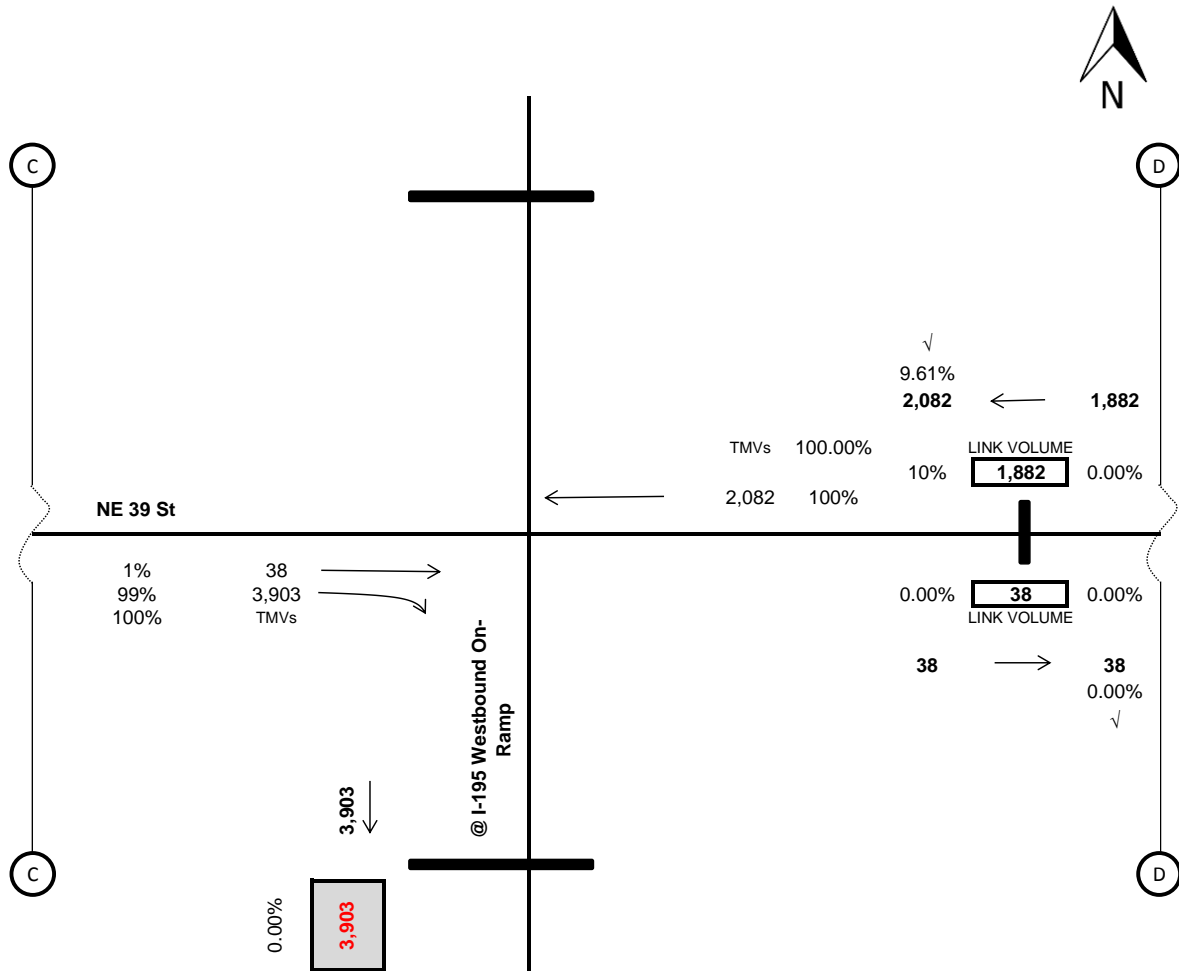
**NE 39th Street
Turning Movement Volume Development/Balancing
2017 AM Peak Period (6:00 AM to 10:00 AM)**

Exhibit No: **TBD**

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Date: **12/21/18**

@ I-195 Westbound On-Ramp



**Turning Movement Volumes
@ I-195 Westbound On-**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	1,882			0			3,867			0		
TM Pk Per Counts ¹	0	1	0	0	0	0	0	38	3903	0	0	0
% Turns	0%	100%	0%	-	-	-	-	-	-	-	-	-
Calc. pk Per Volumes	0	1882	0	-	-	-	0	38	3903	-	-	-
Adjustments		200						0	0			
Bal Pk Per Volumes	0	2082	0	0	0	0	0	38	3903	0	0	0

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 → Turning Movement Volumes (Balanced)
- (A) Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:



I-195 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01



Exhibit Name:

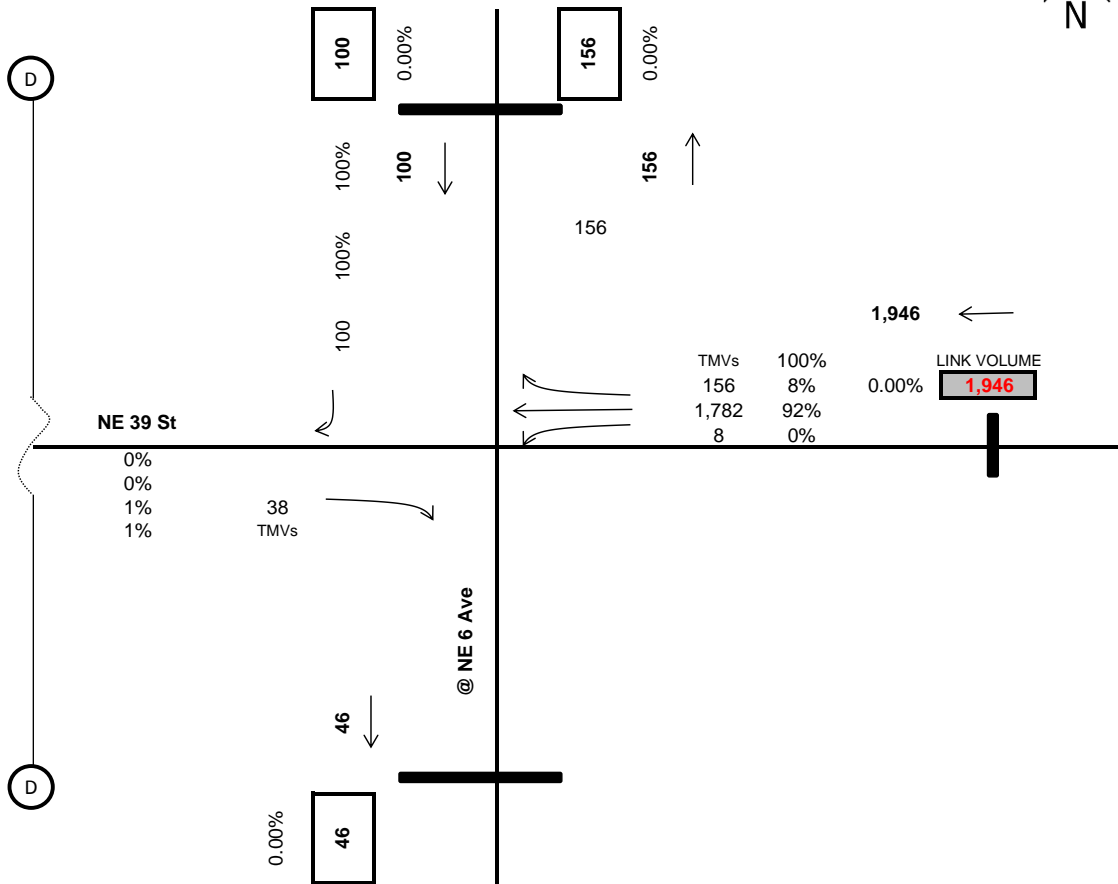
**NE 39th Street
Turning Movement Volume Development/Balancing
2017 AM Peak Period (6:00 AM to 10:00 AM)**

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Date: **12/21/18**

@ NE 6 Ave



**Turning Movement Volumes
@ NE 6 Ave**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	1,946			0			38			100		
TM Pk Per Counts ¹	6	1283	112	0	0	0	0	0	19	0	0	53
% Turns	0%	92%	8%	-	-	-	0%	0%	100%	0%	0%	100%
Calc. pk Per Volumes	8	1782	156	-	-	-	0	0	38	0	0	100
Adjustments												
Bal Pk Per Volumes	8	1782	156	0	0	0	0	0	38	0	0	100

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↷ Turning Movement Volumes (Balanced)
- (A) Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:

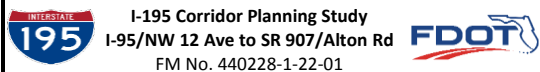


Exhibit Name:

**NE 39th Street
Turning Movement Volume Development/Balancing
2017 AM Peak Period (6:00 AM to 10:00 AM)**

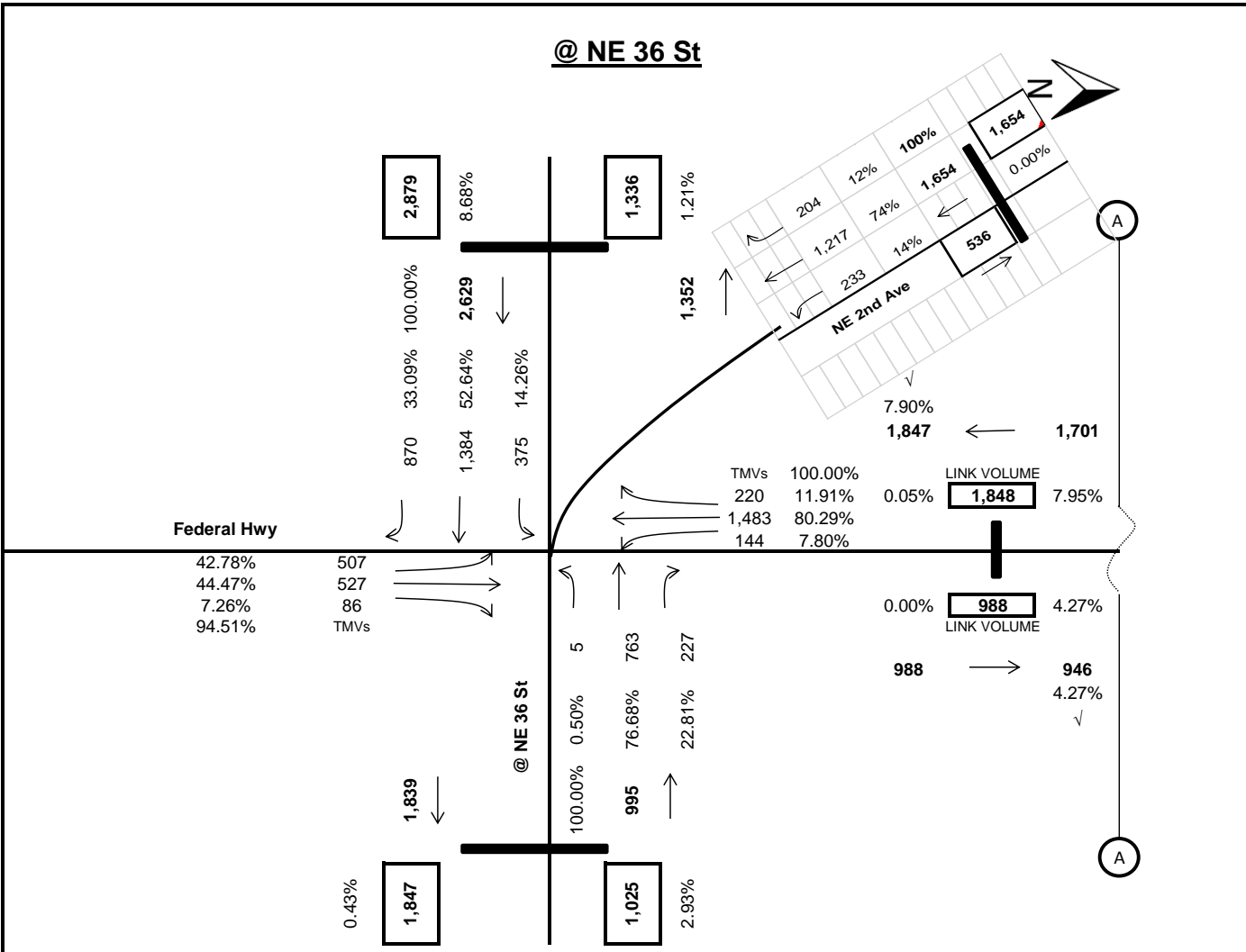
Exhibit No: **TBD**

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Federal Highway

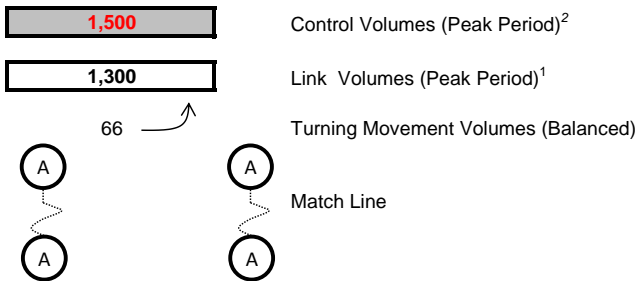
@ NE 36 St



**Turning Movement Volumes
@ NE 36 St**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	1,848			1,025			1,171			2,879		
TM Pk Per Counts ¹	72	740	110	2	327	122	278	263	43	188	819	436
% Turns	8%	80%	12%	0%	73%	27%	48%	45%	7%	13%	57%	30%
Calc. pk Per Volumes	144	1483	220	5	743	277	557	527	86	375	1634	870
Adjustments	0	0	0	0	20	-50	-50	0	0	0	-250	0
Bal Pk Per Volumes	144	1483	220	5	763	227	507	527	86	375	1384	870

LEGEND



Volume Elements	Southeast		
	LT	THU	RT
Link Volumes	1,654		
Pk Per Counts ¹	116	607	102
% Turns	14%	74%	12%
Calc. Volumes	233	1217	204
Adjustments	0	0	0
Bal Volumes	233	1217	204

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:

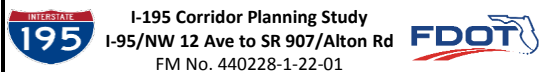


Exhibit Name:

**Federal Hwy
Turning Movement Volume Development/Balancing
2017 AM Peak Period (6:00 AM to 10:00 AM)**

Exhibit No:

TBD

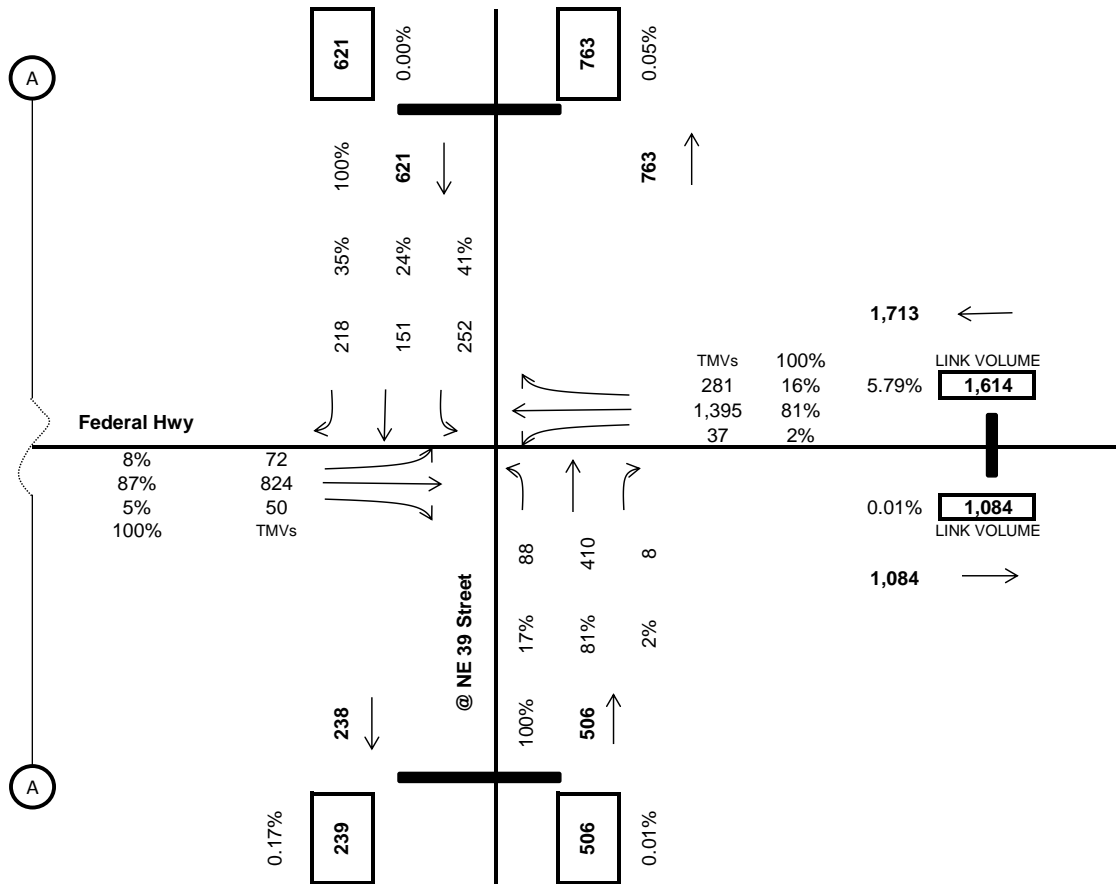
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Date:

12/21/18

@ NE 39 Street



**Turning Movement Volumes
@ NE 39 Street**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	1,614			506			988			621		
TM Pk Per Counts ¹	23	796	173	54	252	5	44	445	31	135	81	117
% Turns	2%	80%	17%	17%	81%	2%	8%	86%	6%	41%	24%	35%
Calc. pk Per Volumes	37	1295	281	88	410	8	72	724	50	252	151	218
Adjustments	0	100	0				0	100	0			
Bal Pk Per Volumes	37	1395	281	88	410	8	72	824	50	252	151	218

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

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Project Name:

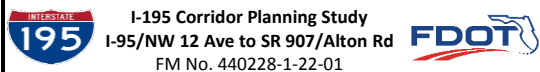


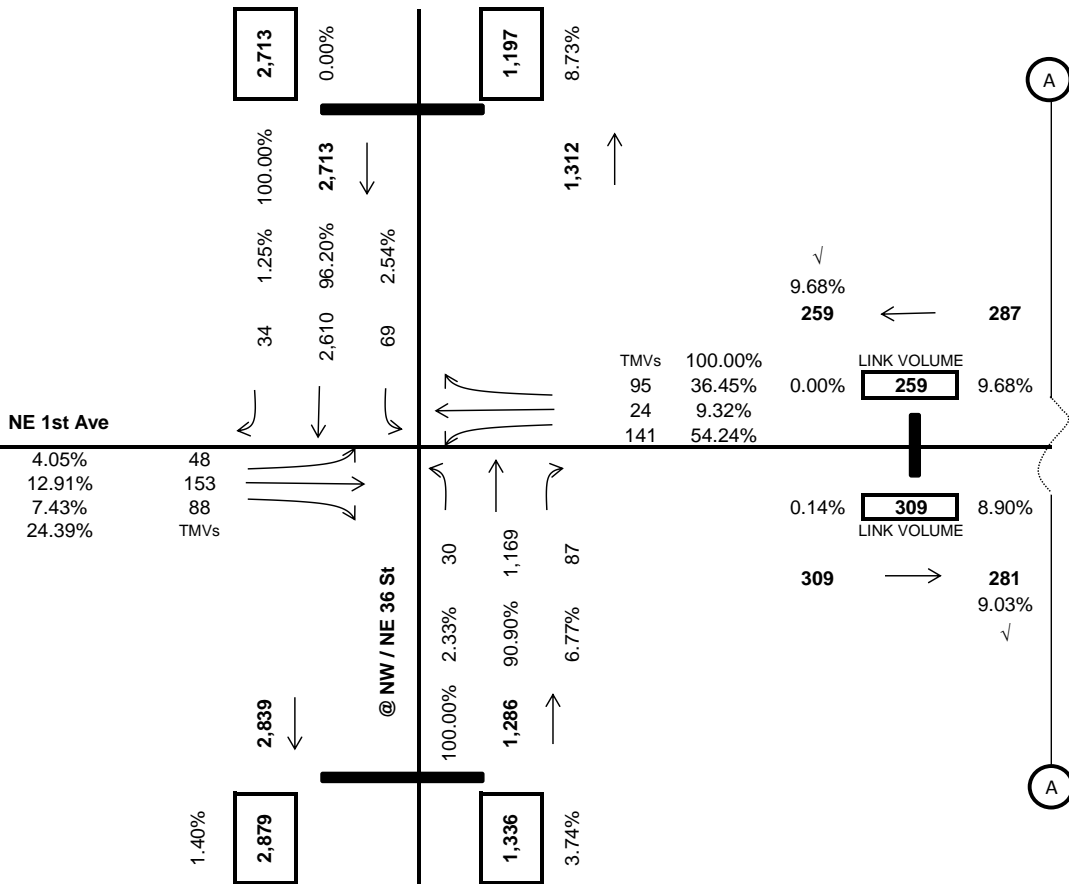
Exhibit Name:

**Federal Hwy
Turning Movement Volume Development/Balancing
2017 AM Peak Period (6:00 AM to 10:00 AM)**

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NE 1st Avenue

@ NW / NE 36 St



**Turning Movement Volumes
@ NW / NE 36 St**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	259			1,336			289			2,713		
TM Pk Per Counts ¹	45	11	36	13	530	38	12	38	22	35	1322	17
% Turns	49%	12%	39%	2%	91%	7%	17%	53%	31%	3%	96%	1%
Calc. pk Per Volumes	181	44	145	30	1219	87	48	153	88	69	2610	34
Adjustments	-40	-20	-50	0	-50	0	0	0	0	0	0	0
Bal Pk Per Volumes	141	24	95	30	1169	87	48	153	88	69	2610	34

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↷ Turning Movement Volumes (Balanced)
- (A) --- Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:



I-195 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01



Exhibit Name:

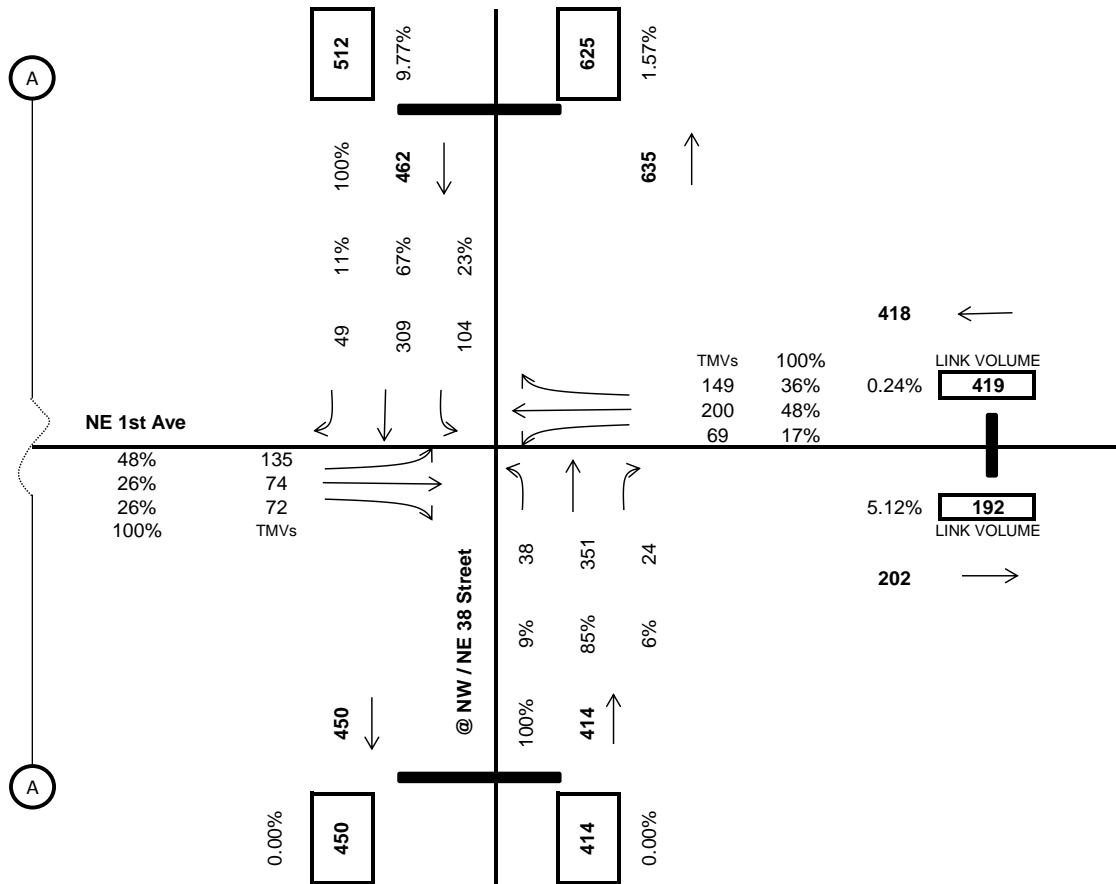
NE 1st Ave
Turning Movement Volume Development/Balancing
2017 AM Peak Period (6:00 AM to 10:00 AM)

Exhibit No: **TBD**

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Date: **12/21/18**

@ NW / NE 38 Street



**Turning Movement Volumes
@ NW / NE 38 Street**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	419			414			309			512		
TM Pk Per Counts ¹	38	110	82	19	175	12	62	32	36	53	183	25
% Turns	17%	48%	36%	9%	85%	6%	48%	25%	28%	20%	70%	10%
Calc. pk Per Volumes	69	200	149	38	351	24	125	64	72	104	359	49
Adjustments	0	0	0	0	0	0	10	10	0	0	-50	0
Bal Pk Per Volumes	69	200	149	38	351	24	135	74	72	104	309	49

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↷ Turning Movement Volumes (Balanced)
- (A) Match Line

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Project Name:



Exhibit Name:

**NE 1st Ave
Turning Movement Volume Development/Balancing
2017 AM Peak Period (6:00 AM to 10:00 AM)**

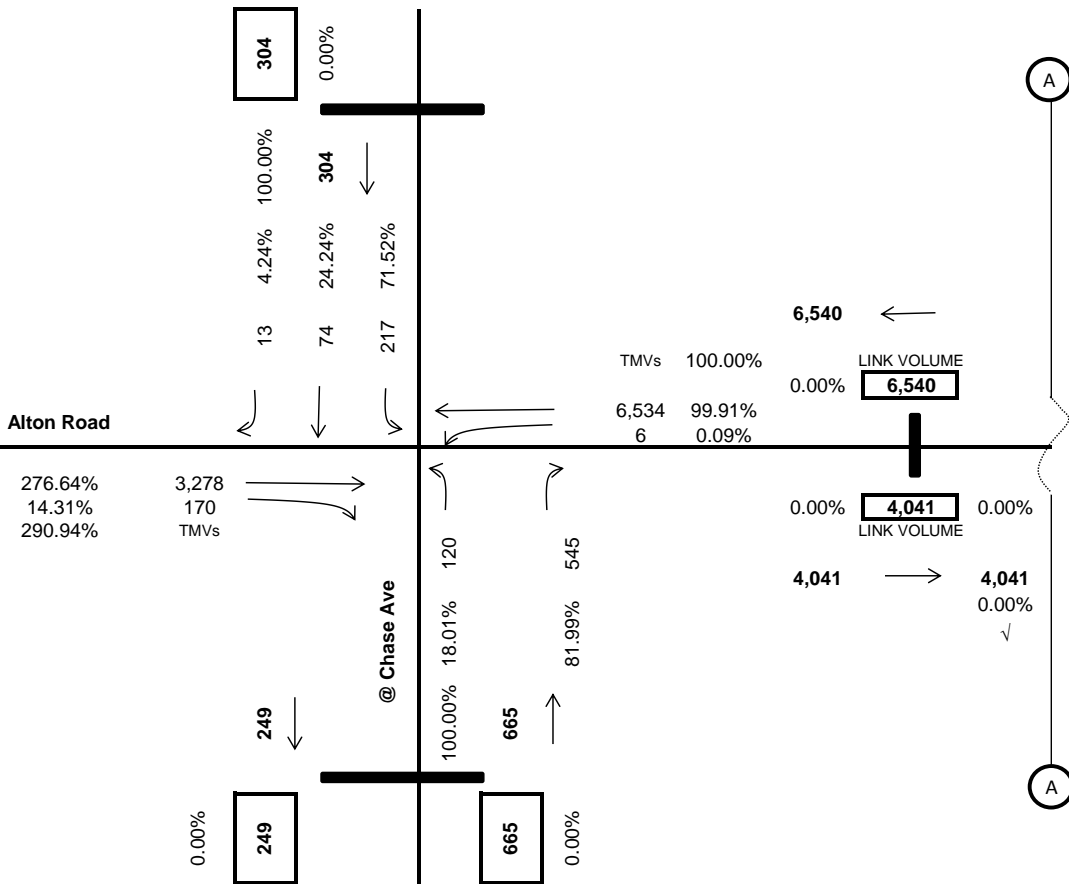
Exhibit No: **TBD**

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Date: **12/21/18**

Alton Road

@ Chase Ave



**Turning Movement Volumes
@ Chase Ave**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	6,540			665			3,448			304		
TM Pk Per Counts ¹	3	3307	0	65	0	296	0	1779	92	118	40	7
% Turns	0%	100%	0%	18%	0%	82%	0%	95%	5%	72%	24%	4%
Calc. pk Per Volumes	6	6534	0	120	0	545	0	3278	170	217	74	13
Adjustments												
Bal Pk Per Volumes	6	6534	0	120	0	545	0	3278	170	217	74	13

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- Match Line

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Project Name:

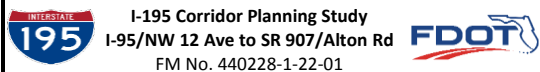


Exhibit Name:

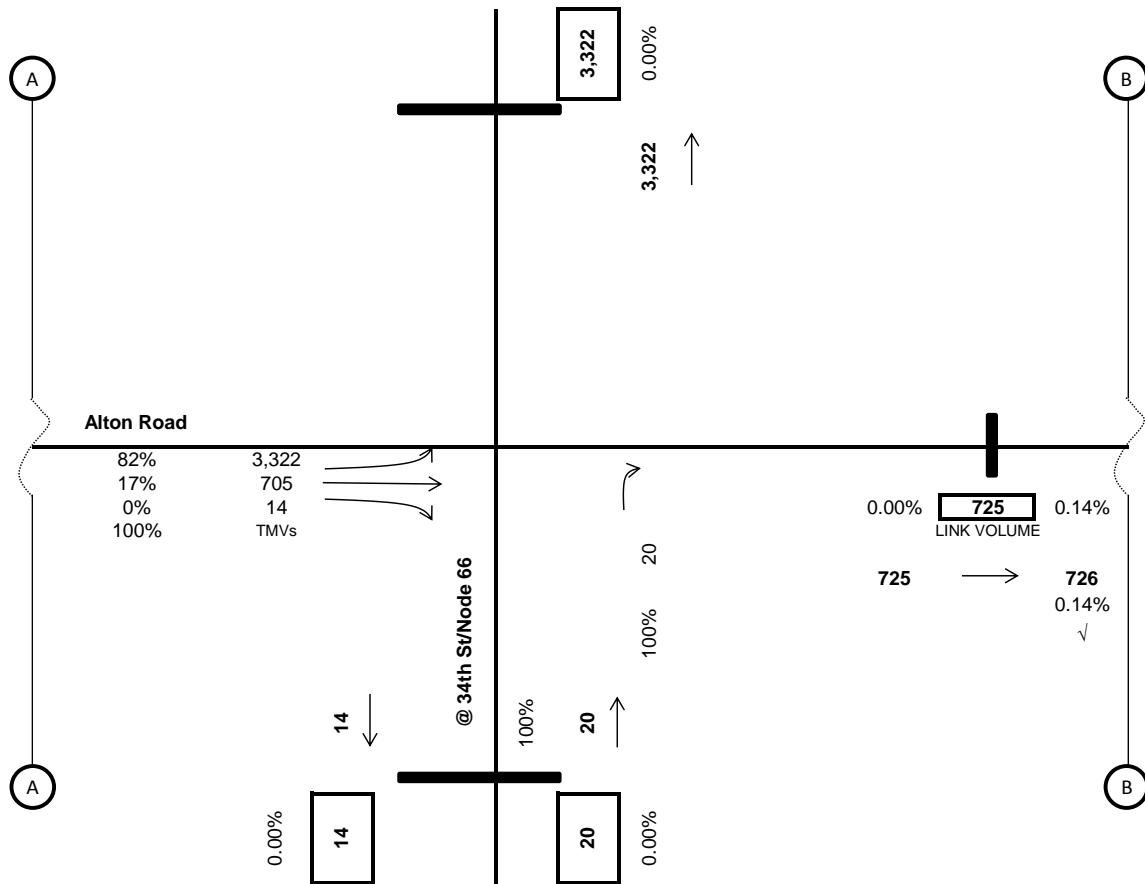
**Alton Road
Turning Movement Volume Development/Balancing
2017 AM Peak Period (6:00 AM to 10:00 AM)**

Exhibit No: **TBD**

Page No: **1 of 7**

Date: **12/21/18**

@ 34th St/Node 66



**Turning Movement Volumes
@ 34th St/Node 66**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	0			20			4,041			0		
TM Pk Per Counts ¹	0	0	0	0	0	10	1950	414	8	0	0	0
% Turns	-	-	-	0%	0%	100%	82%	17%	0%	-	-	-
Calc. pk Per Volumes	-	-	-	0	0	20	3322	705	14	-	-	-
Adjustments												
Bal Pk Per Volumes	0	0	0	0	0	20	3322	705	14	0	0	0

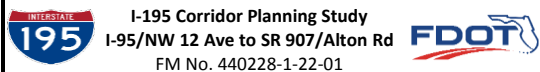
LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↗ Turning Movement Volumes (Balanced)
- (A) Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:



I-195 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01

Exhibit Name:

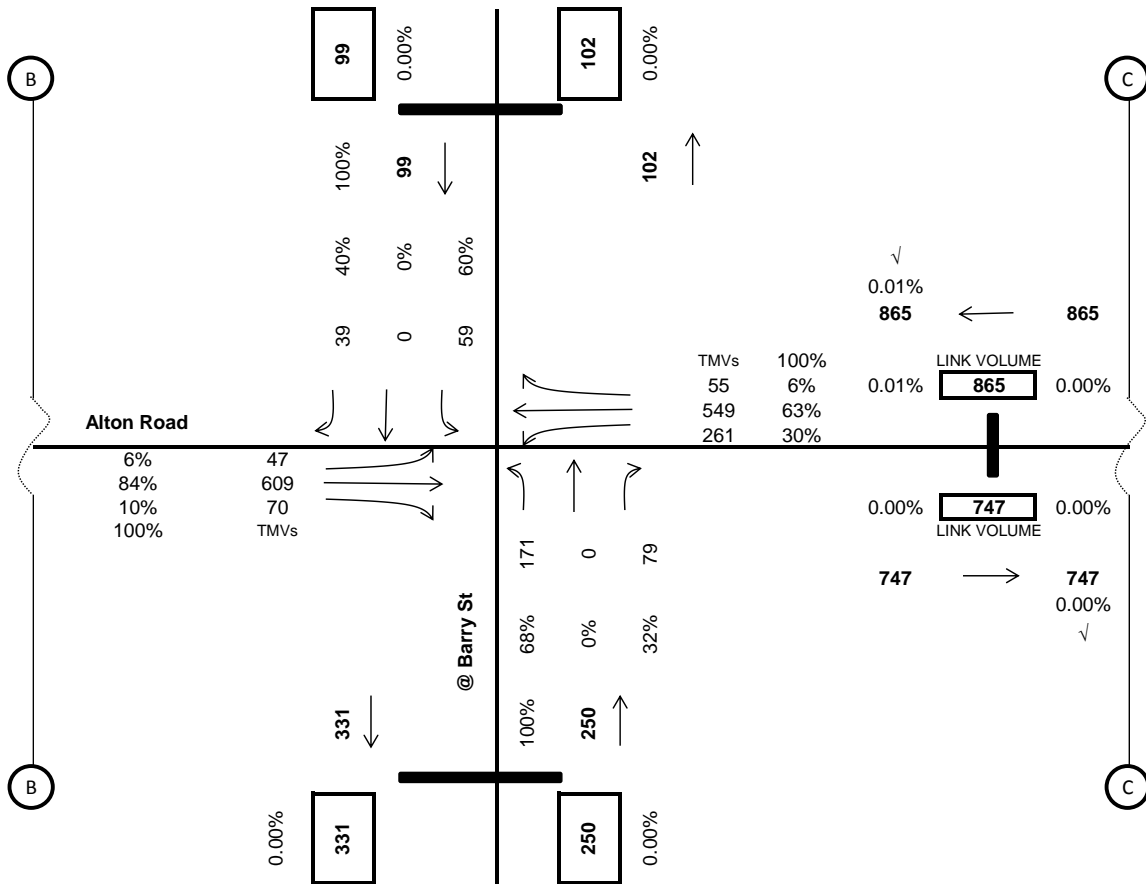
Alton Road
Turning Movement Volume Development/Balancing
2017 AM Peak Period (6:00 AM to 10:00 AM)

Exhibit No: **TBD**

Page No: **2 of 7**

Date: **12/21/18**

@ Barry St



**Turning Movement Volumes
@ Barry St**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	865			250			725			99		
TM Pk Per Counts ¹	137	288	29	26	0	12	26	340	39	9	0	6
% Turns	30%	63%	6%	68%	0%	32%	6%	84%	10%	60%	0%	40%
Calc. pk Per Volumes	261	549	55	171	0	79	47	609	70	59	0	39
Adjustments												
Bal Pk Per Volumes	261	549	55	171	0	79	47	609	70	59	0	39

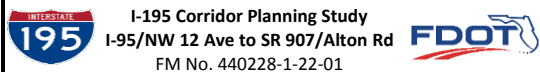
LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↷ Turning Movement Volumes (Balanced)
- (A) --- (A) Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:



I-95 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01

Exhibit Name:

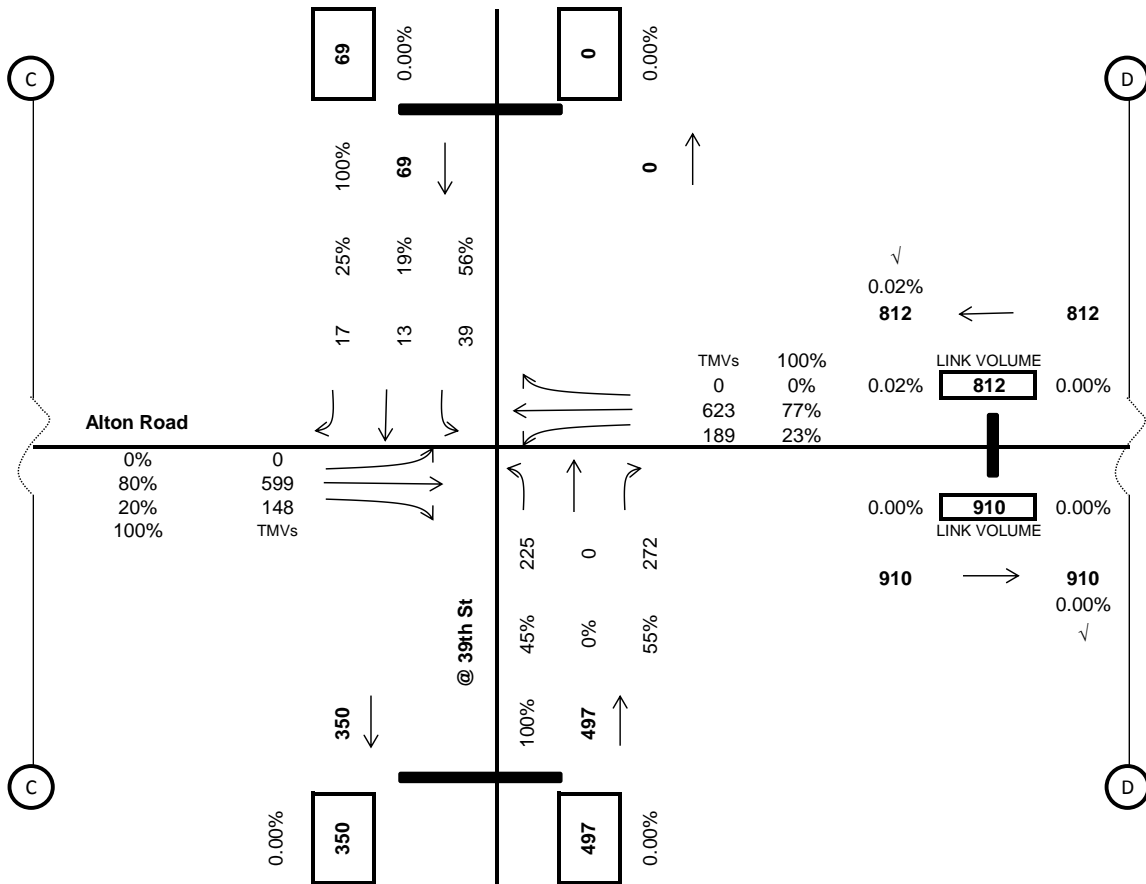
Alton Road
Turning Movement Volume Development/Balancing
2017 AM Peak Period (6:00 AM to 10:00 AM)

Exhibit No: **TBD**

Page No: **3 of 7**

Date: **12/21/18**

@ 39th St



**Turning Movement Volumes
@ 39th St**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	812			497			747			69		
TM Pk Per Counts ¹	93	307	0	105	0	127	0	280	69	18	6	8
% Turns	23%	77%	0%	45%	0%	55%	0%	80%	20%	56%	19%	25%
Calc. pk Per Volumes	189	623	0	225	0	272	0	599	148	39	13	17
Adjustments												
Bal Pk Per Volumes	189	623	0	225	0	272	0	599	148	39	13	17

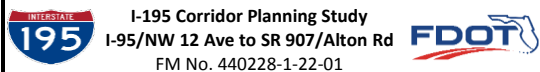
LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:



I-95 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01

Exhibit Name:

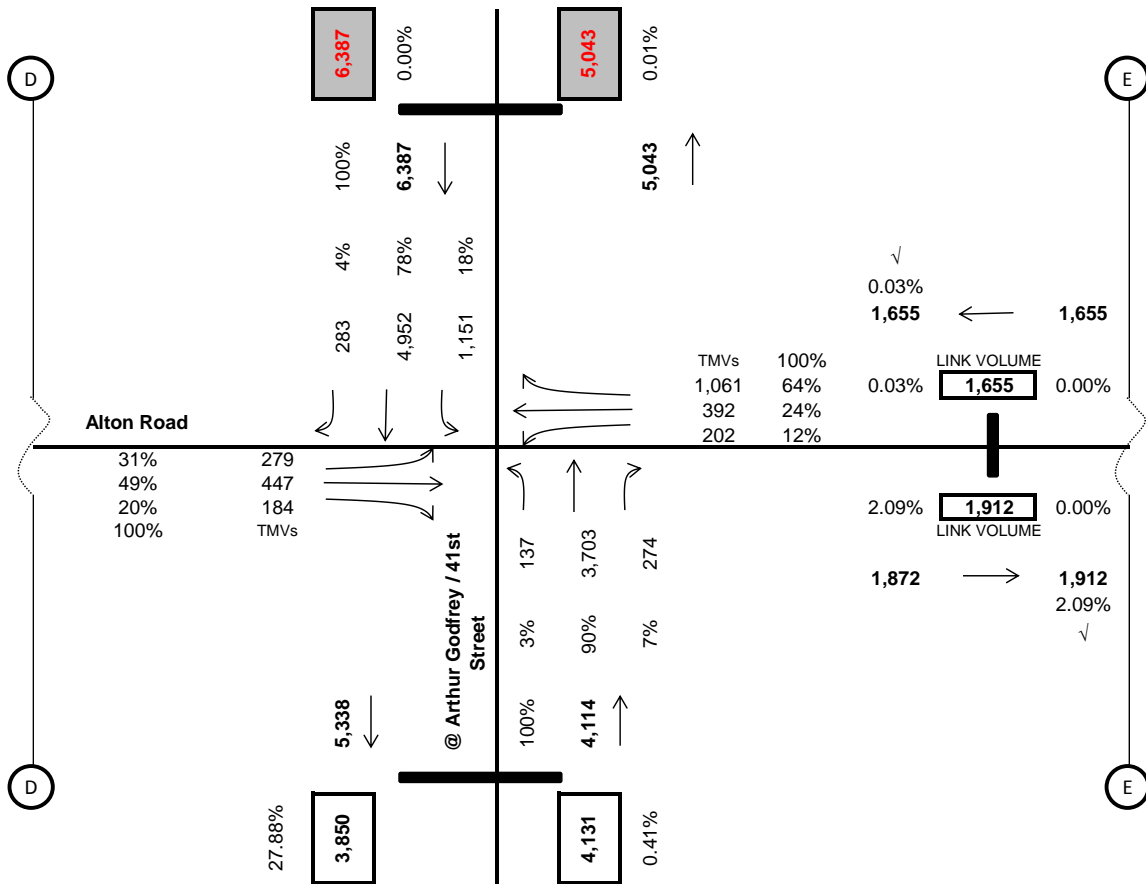
Alton Road
Turning Movement Volume Development/Balancing
2017 AM Peak Period (6:00 AM to 10:00 AM)

Exhibit No: **TBD**

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Date: **12/21/18**

@ Arthur Godfrey / 41st Street



**Turning Movement Volumes
@ Arthur Godfrey / 41st**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	1,655			4,131			910			6,387		
TM Pk Per Counts ¹	104	202	546	79	2173	137	146	223	96	633	2700	153
% Turns	12%	24%	64%	3%	91%	6%	31%	48%	21%	18%	77%	4%
Calc. pk Per Volumes	202	392	1061	137	3757	237	279	427	184	1211	5167	293
Adjustments					-54	37		20		-60	-215	-10
Bal Pk Per Volumes	202	392	1061	137	3703	274	279	447	184	1151	4952	283

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:

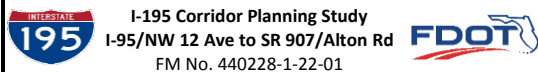


Exhibit Name:

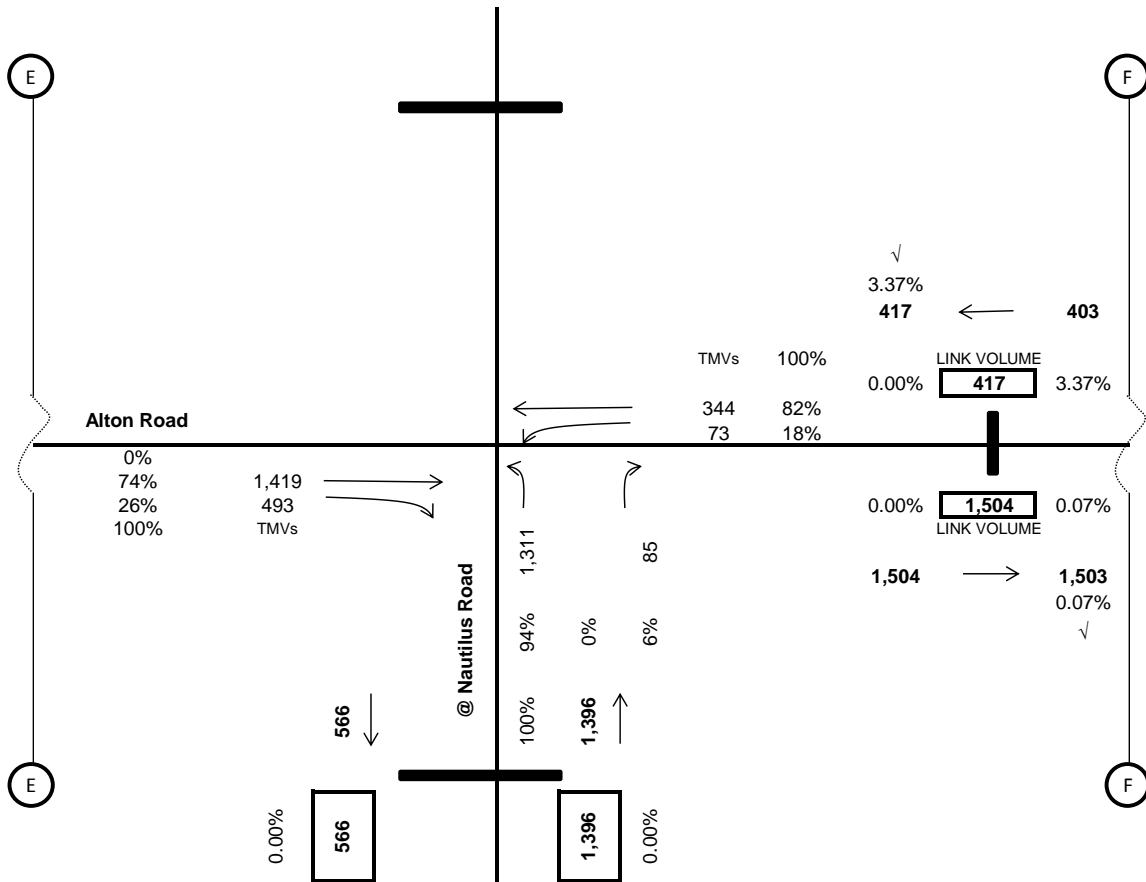
**Alton Road
Turning Movement Volume Development/Balancing
2017 AM Peak Period (6:00 AM to 10:00 AM)**

Exhibit No: **TBD**

Page No: **5 of 7**

Date: **12/21/18**

@ Nautilus Road



**Turning Movement Volumes
@ Nautilus Road**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	417			1,396			1,912			0		
TM Pk Per Counts ¹	39	183	0	681	0	44	0	737	256	0	0	0
% Turns	18%	82%	0%	94%	0%	6%	0%	74%	26%	-	-	-
Calc. pk Per Volumes	73	344	0	1311	0	85	0	1419	493	-	-	-
Adjustments												
Bal Pk Per Volumes	73	344	0	1311	0	85	0	1419	493	0	0	0

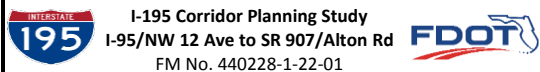
LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:



I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01

Exhibit Name:

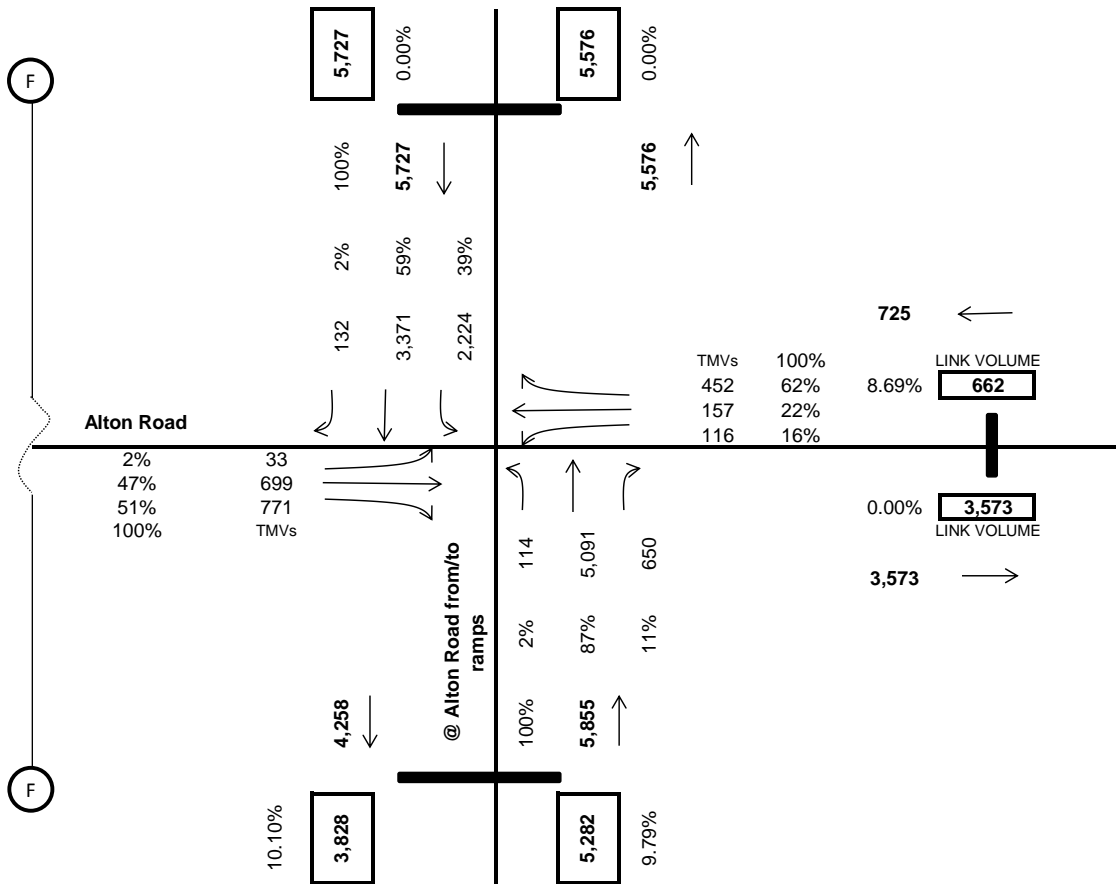
**Alton Road
Turning Movement Volume Development/Balancing
2017 AM Peak Period (6:00 AM to 10:00 AM)**

Exhibit No: **TBD**

Page No: **6 of 7**

Date: **12/21/18**

@ Alton Road from/to ramps



**Turning Movement Volumes
@ Alton Road from/to ramps**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	662			5,282			1,504			5,727		
TM Pk Per Counts ¹	67	76	239	57	2837	406	17	359	396	1255	1698	66
% Turns	18%	20%	63%	2%	86%	12%	2%	47%	51%	42%	56%	2%
Calc. pk Per Volumes	116	132	414	91	4541	650	33	699	771	2174	2941	114
Adjustments		25	38	23	550					50	430	18
Bal Pk Per Volumes	116	157	452	114	5091	650	33	699	771	2224	3371	132

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:

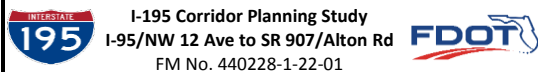


Exhibit Name:

**Alton Road
Turning Movement Volume Development/Balancing
2017 AM Peak Period (6:00 AM to 10:00 AM)**

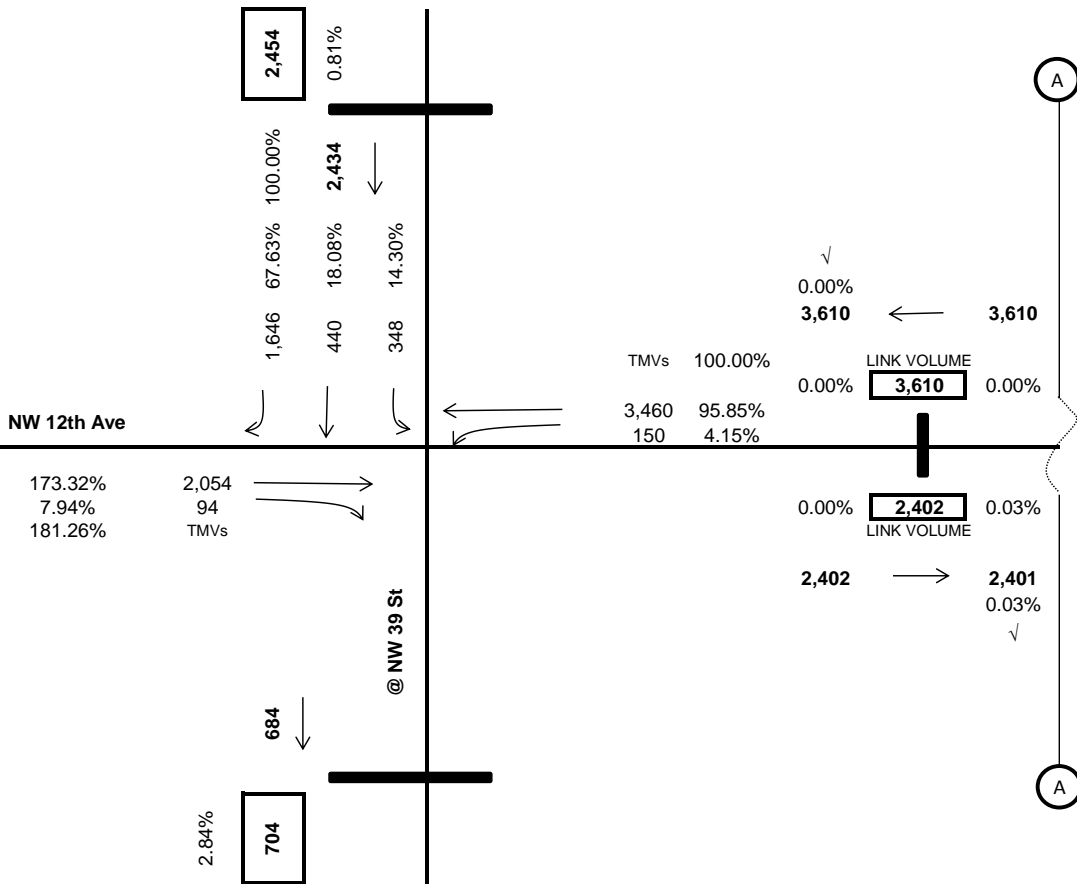
Exhibit No: **TBD**

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Date: **12/21/18**

NW 12th Avenue

@ NW 39 St



**Turning Movement Volumes
@ NW 39 St**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	3,610			0			2,148			2,454		
TM Pk Per Counts ¹	78	1801	0	0	0	0	0	1069	49	174	230	823
% Turns	4%	96%	0%	-	-	-	0%	96%	4%	14%	19%	67%
Calc. pk Per Volumes	150	3460	0	-	-	-	0	2054	94	348	460	1646
Adjustments										-20		
Bal Pk Per Volumes	150	3460	0	0	0	0	0	2054	94	348	440	1646

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

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Project Name:

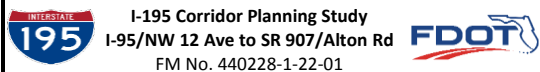


Exhibit Name:

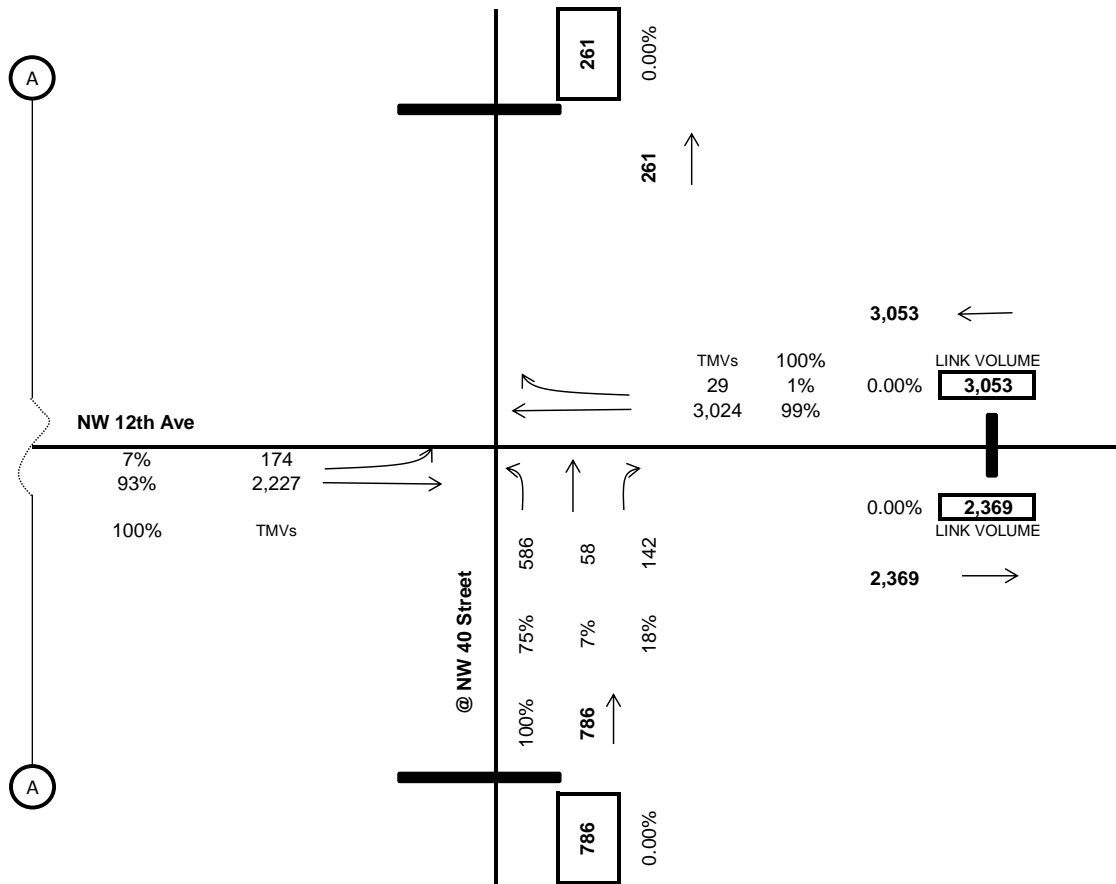
**NW 12th Ave
Turning Movement Volume Development/Balancing
2017 AM Peak Period (6:00 AM to 10:00 AM)**

Exhibit No: **TBD**

Page No: **1 of 2**

Date: **12/21/18**

@ NW 40 Street



**Turning Movement Volumes
@ NW 40 Street**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	3,053			786			2,402			0		
TM Pk Per Counts ¹	0	1569	15	293	29	71	92	1175	0	0	0	0
% Turns	0%	99%	1%	75%	7%	18%	7%	93%	0%	-	-	-
Calc. pk Per Volumes	0	3,024	29	586	58	142	174	2227	0	-	-	-
Adjustments												
Bal Pk Per Volumes	0	3024	29	586	58	142	174	2227	0	0	0	0

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↷ Turning Movement Volumes (Balanced)
- (A) --- (A) Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:



I-195 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01



Exhibit Name:

**NW 12th Ave
Turning Movement Volume Development/Balancing
2017 AM Peak Period (6:00 AM to 10:00 AM)**

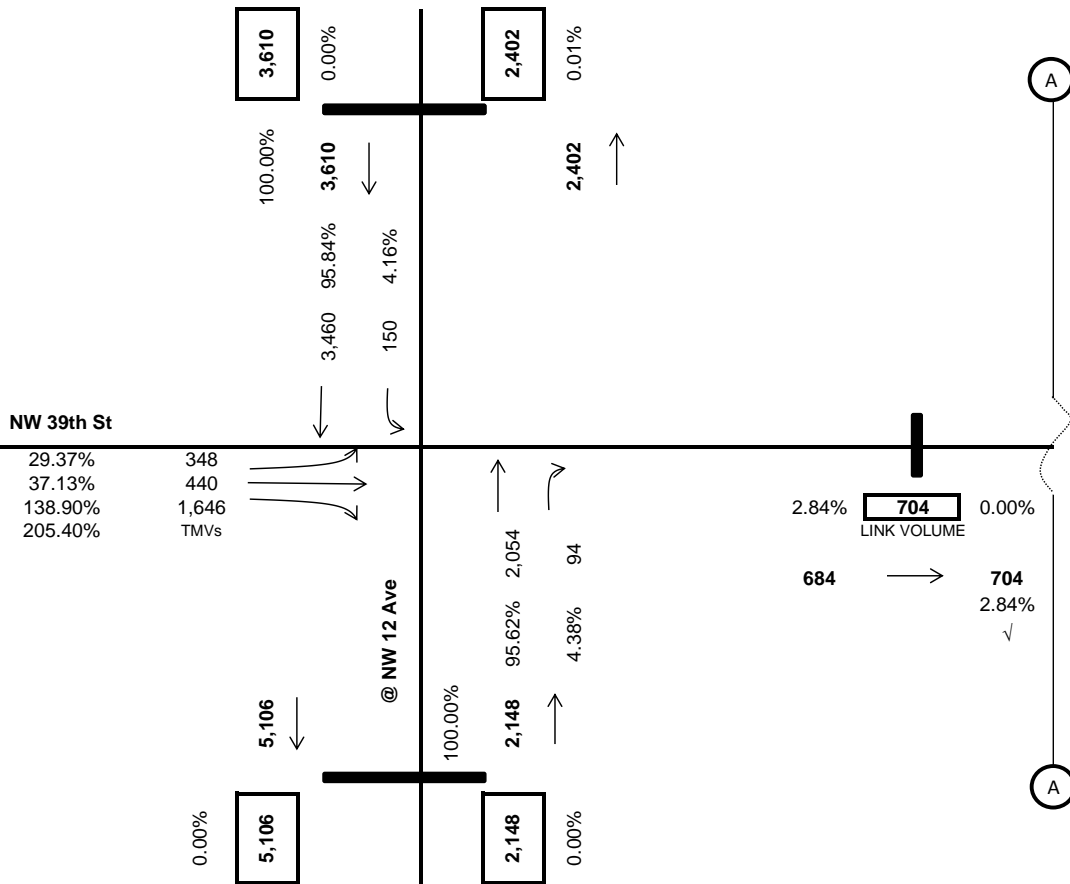
Exhibit No: **TBD**

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Date: **12/21/18**

NW 39th Street

@ NW 12 Ave



**Turning Movement Volumes
@ NW 12 Ave**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	0			2,148			2,454			3,610		
TM Pk Per Counts ¹	0	0	0	0	1069	49	174	230	823	78	1801	0
% Turns	-	-	-	0%	96%	4%	14%	19%	67%	4%	96%	0%
Calc. pk Per Volumes	-	-	-	0	2054	94	348	460	1646	150	3460	0
Adjustments	0	0	0	0	0	0	0	-20	0	0	0	0
Bal Pk Per Volumes	0	0	0	0	2054	94	348	440	1646	150	3460	0

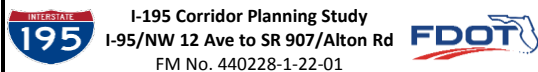
LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↷ Turning Movement Volumes (Balanced)
- (A) --- (A) Match Line

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Project Name:



I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01

Exhibit Name:

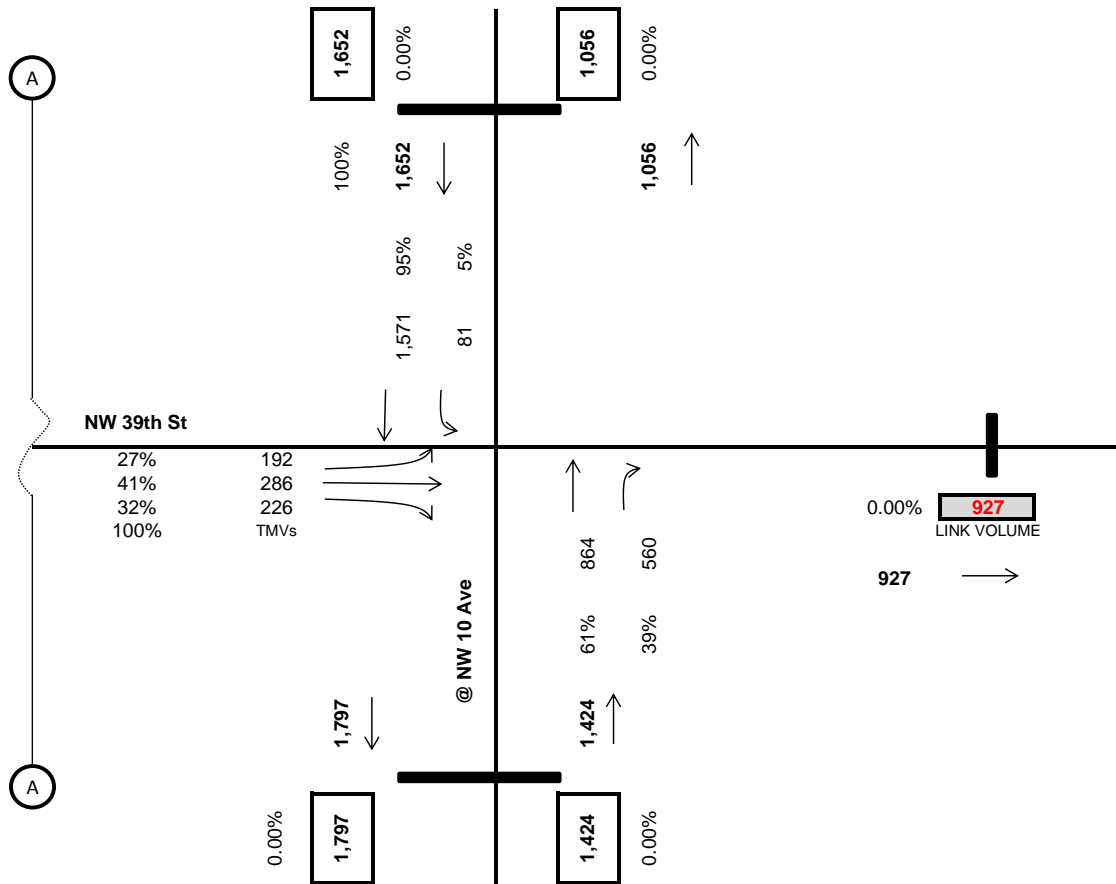
**NW 39th Street
Turning Movement Volume Development/Balancing
2017 AM Peak Period (6:00 AM to 10:00 AM)**

Exhibit No: **TBD**

Page No: **1 of 2**

Date: **12/21/18**

@ NW 10 Ave



**Turning Movement Volumes
@ NW 10 Ave**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	0			1,424			704			1,652		
TM Pk Per Counts ¹	0	0	0	0	422	290	96	148	108	43	783	0
% Turns	-	-	-	0%	59%	41%	27%	42%	31%	5%	95%	0%
Calc. pk Per Volumes	-	-	-	0	844	580	192	296	216	86	1566	0
Adjustments					20	-20		-10	10	-5	5	
Bal Pk Per Volumes	0	0	0	0	864	560	192	286	226	81	1571	0

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↷ Turning Movement Volumes (Balanced)
- (A) Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

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Project Name:

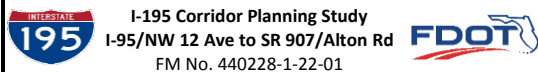


Exhibit Name:

**NW 39th Street
Turning Movement Volume Development/Balancing
2017 AM Peak Period (6:00 AM to 10:00 AM)**

Exhibit No: **TBD**

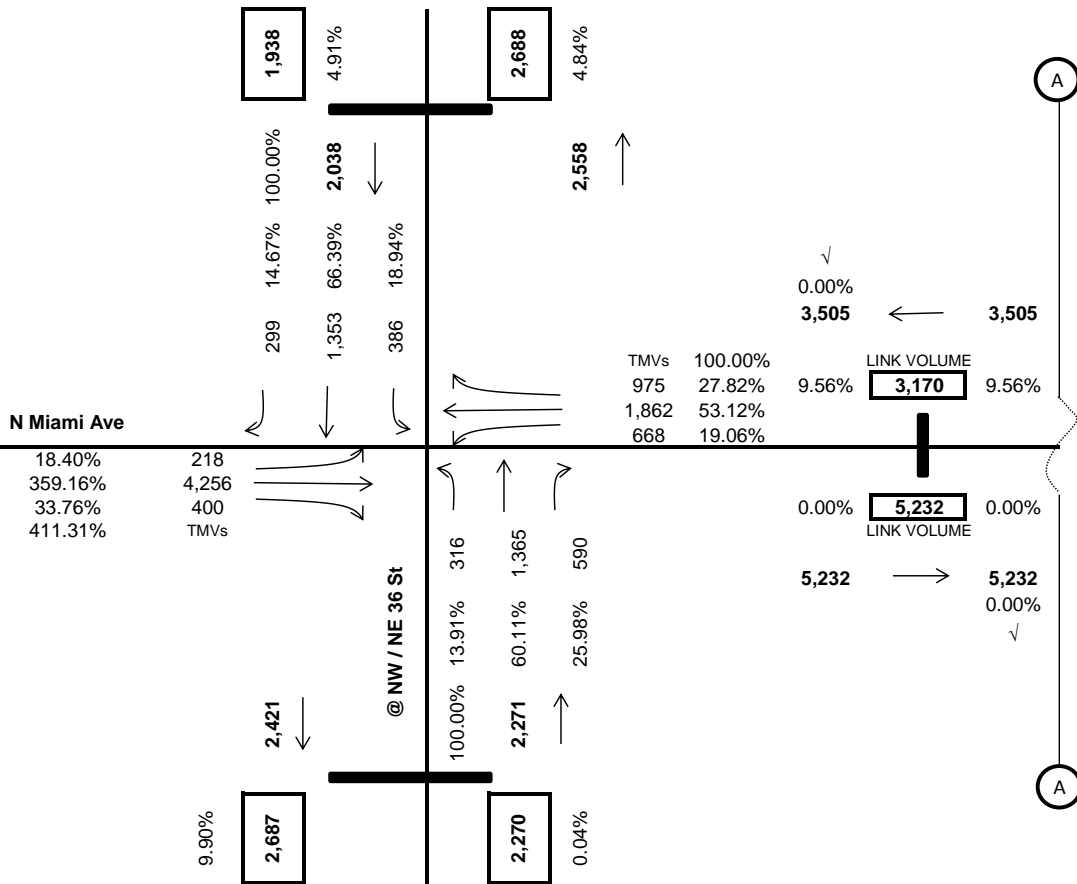
Page No: **2 of 2**

Date: **12/21/18**

PM Peak Period

N Miami Avenue

@ NW / NE 36 St



**Turning Movement Volumes
@ NW / NE 36 St**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	3,170			2,270			4,540			1,938		
TM Pk Per Counts ¹	500	1248	777	220	951	411	157	2838	270	293	951	227
% Turns	20%	49%	31%	14%	60%	26%	5%	87%	8%	20%	65%	15%
Calc. pk Per Volumes	628	1567	975	316	1365	590	218	3946	375	386	1253	299
Adjustments	40	295					310	25		100		
Bal Pk Per Volumes	668	1862	975	316	1365	590	218	4256	400	386	1353	299

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

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Project Name:



I-195 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01



Exhibit Name:

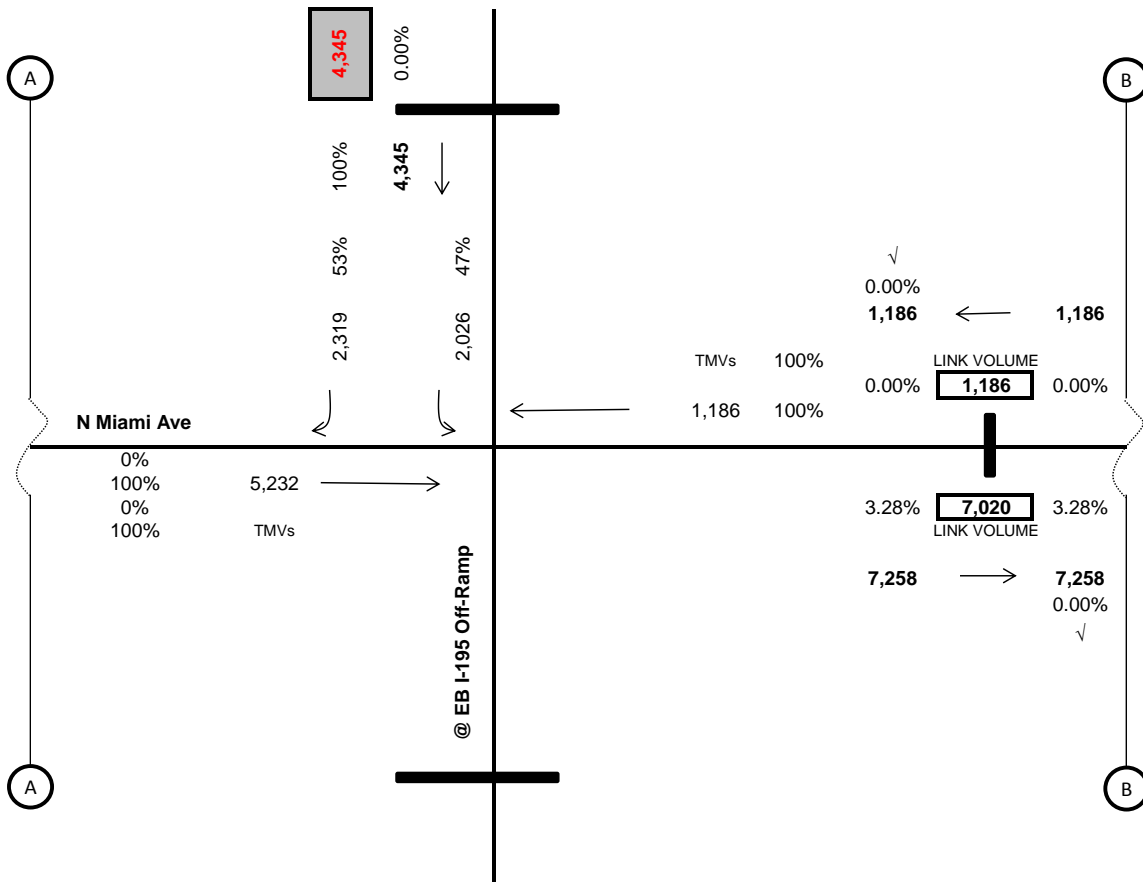
**N Miami Ave
Turning Movement Volume Development/Balancing
2017 PM Peak Period (3:00 PM to 7:00 PM)**

Exhibit No: **TBD**

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Date: **12/21/18**

@ EB I-195 Off-Ramp



**Turning Movement Volumes
@ EB I-195 Off-Ramp**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	1,186			0			5,232			4,345		
TM Pk Per Counts ¹	0	830	0	0	0	0	0	3714	0	1400	0	1758
% Turns	0%	100%	0%	-	-	-	0%	100%	0%	44%	0%	56%
Calc. pk Per Volumes	0	1186	0	-	-	-	0	5232	0	1926	0	2419
Adjustments										100	-100	
Bal Pk Per Volumes	0	1186	0	0	0	0	0	5232	0	2026	0	2319

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↷ Turning Movement Volumes (Balanced)
- (A) --- (A) Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

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Project Name:

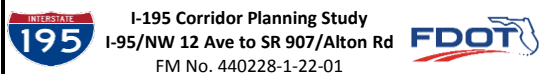


Exhibit Name:

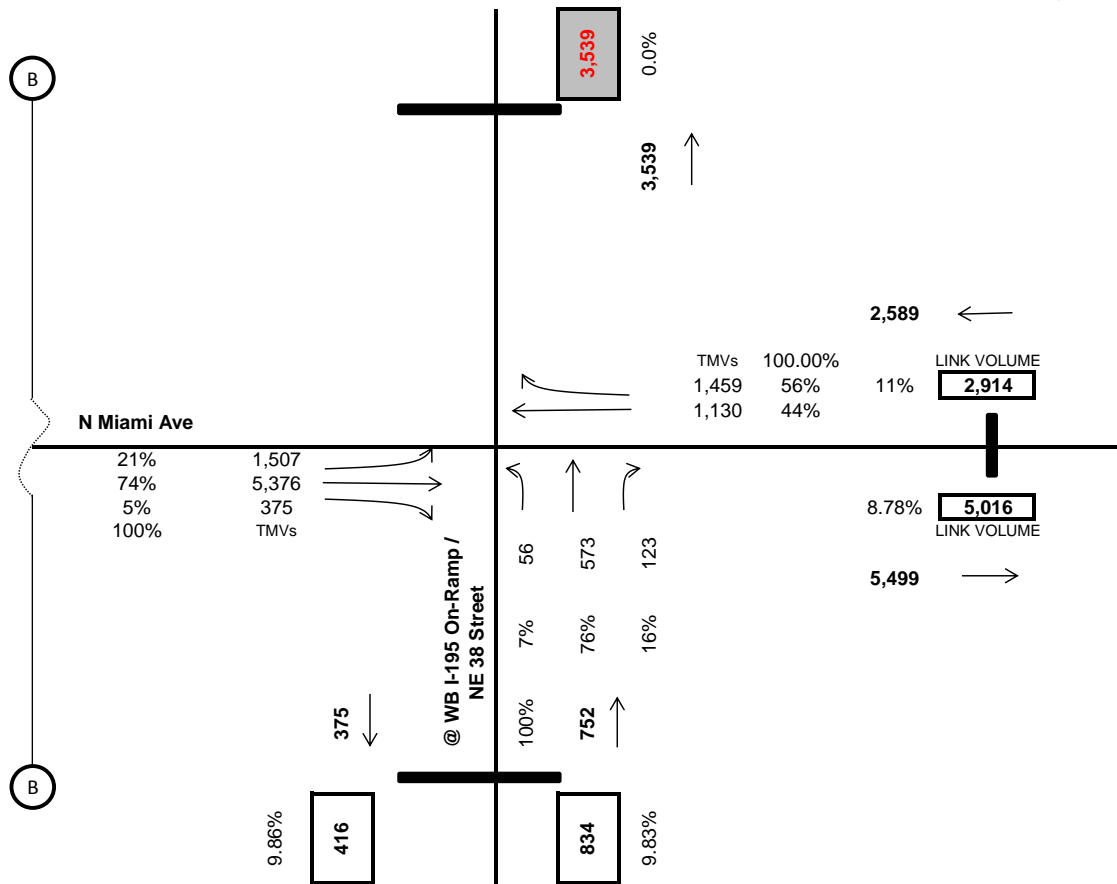
**N Miami Ave
Turning Movement Volume Development/Balancing
2017 PM Peak Period (3:00 PM to 7:00 PM)**

Exhibit No: **TBD**

Page No: **2 of 3**

Date: **12/21/18**

@ WB I-195 On-Ramp / NE 38 Street



**Turning Movement Volumes
@ WB I-195 On-Ramp / NE 38 Street**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	2,914			834			7,020			0		
TM Pk Per Counts ¹	0	814	1286	45	546	74	1388	3730	201	0	0	0
% Turns	0%	39%	61%	7%	82%	11%	26%	70%	4%	-	-	-
Calc. pk Per Volumes	0	1130	1784	56	685	93	1832	4923	265	-	-	-
Adjustments			-325		-112	30	-325	453	110			
Bal Pk Per Volumes	0	1130	1459	56	573	123	1507	5376	375	0	0	0

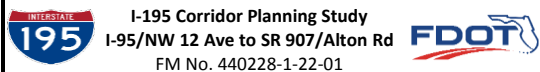
LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↷ Turning Movement Volumes (Balanced)
- (A) --- (A) Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:



I-195 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01

Exhibit Name:

**N Miami Ave
Turning Movement Volume Development/Balancing
2017 PM Peak Period (3:00 PM to 7:00 PM)**

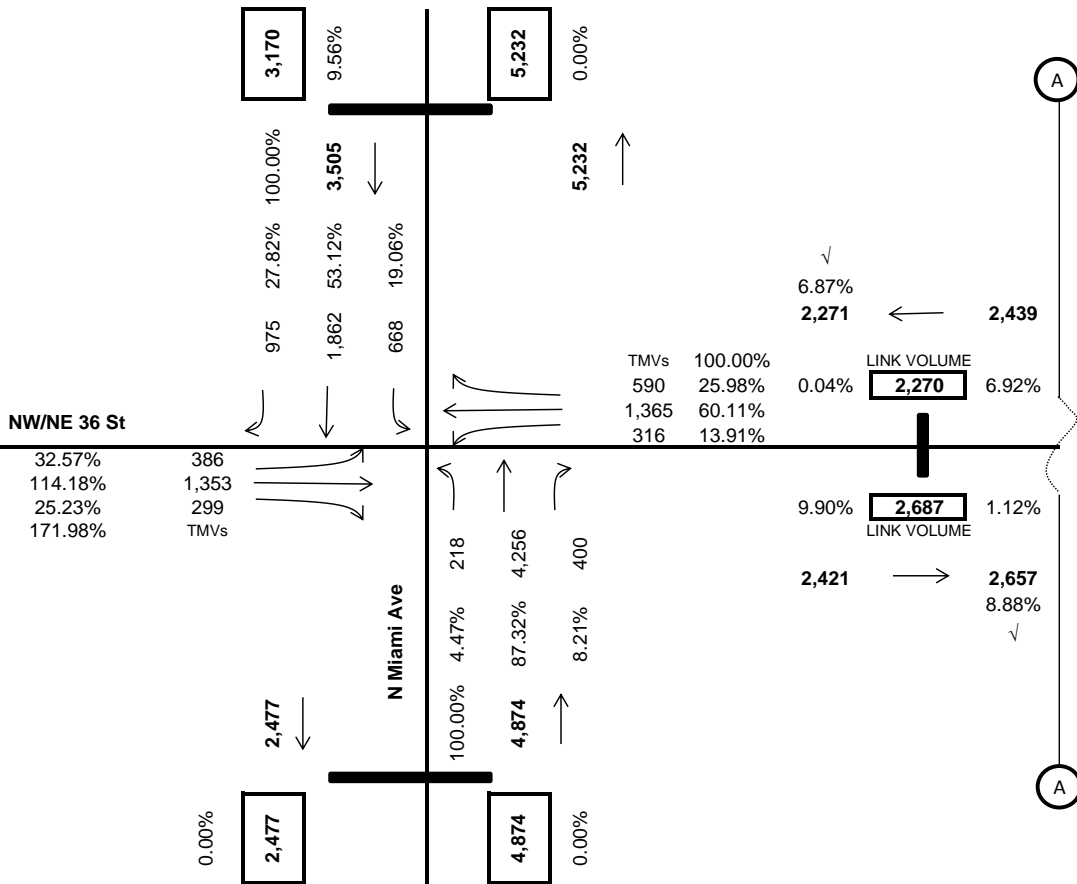
Exhibit No: **TBD**

Page No: **3 of 3**

Date: **12/21/18**

NE 36th Street

N Miami Ave



**Turning Movement Volumes
N Miami Ave**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	2,270			4,874			1,938			3,170		
TM Pk Per Counts ¹	220	951	411	157	2838	270	293	951	227	500	1248	777
% Turns	14%	60%	26%	5%	87%	8%	20%	65%	15%	20%	49%	31%
Calc. pk Per Volumes	316	1365	590	218	3946	375	386	1253	299	628	1567	975
Adjustments	0	0	0	0	310	25	0	100	0	40	295	0
Bal Pk Per Volumes	316	1365	590	218	4256	400	386	1353	299	668	1862	975

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:



I-195 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01



Exhibit Name:

NW/NE 36th Street
Turning Movement Volume Development/Balancing
2017 PM Peak Period (3:00 PM to 7:00 PM)

Exhibit No:

TBD

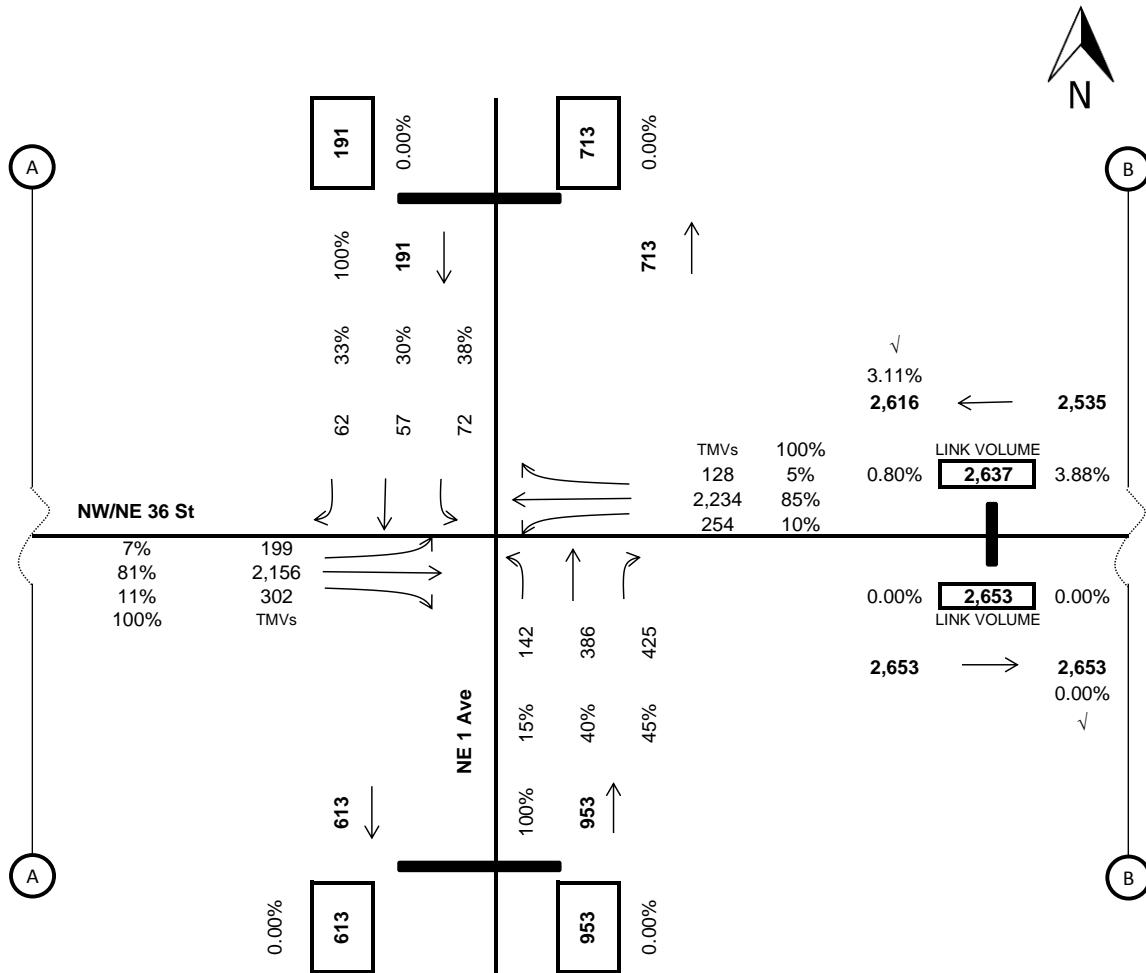
Page No:

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Date:

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NE 1 Ave



**Turning Movement Volumes
NE 1 Ave**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	2,637			953			2,687			191		
TM Pk Per Counts ¹	163	1432	95	73	198	218	149	1400	196	37	29	32
% Turns	10%	85%	6%	15%	40%	45%	9%	80%	11%	38%	30%	33%
Calc. pk Per Volumes	254	2234	148	142	386	425	229	2156	302	72	57	62
Adjustments							-30					
Bal Pk Per Volumes	254	2234	128	142	386	425	199	2156	302	72	57	62

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:

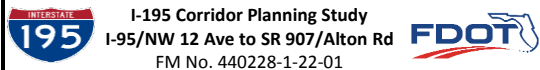
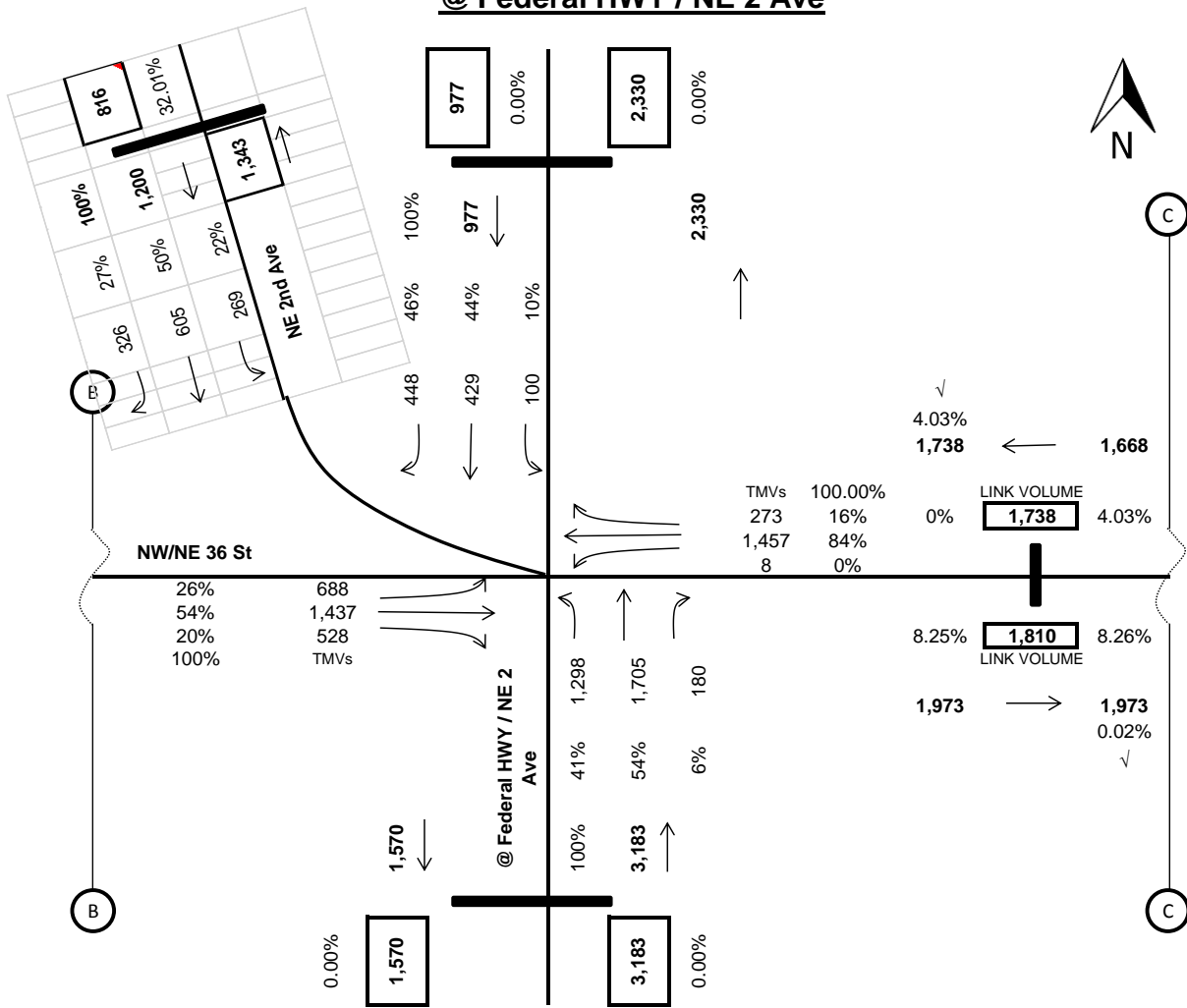


Exhibit Name:

**NW/NE 36th Street
Turning Movement Volume Development/Balancing
2017 PM Peak Period (3:00 PM to 7:00 PM)**

Exhibit No: **TBD**
Page No: **2 of 6**
Date: **12/21/18**

@ Federal HWY / NE 2 Ave



**Turning Movement Volumes
@ Federal HWY / NE 2 Ave**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	1,738			3,183			2,653			977		
TM Pk Per Counts ¹	6	1111	208	974	1279	135	451	942	346	75	322	336
% Turns	0%	84%	16%	41%	54%	6%	26%	54%	20%	10%	44%	46%
Calc. pk Per Volumes	8	1457	273	882	1158	122	688	1437	528	68	292	304
Adjustments				416	547	58				32	137	144
Bal Pk Per Volumes	8	1457	273	1298	1705	180	688	1437	528	100	429	448

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- Match Line

Volume Elements	Southeast		
	LT	THU	RT
Link Volumes	816		
Pk Per Counts ¹	202	454	245
% Turns	22%	50%	27%
Calc. Volumes	183	411	222
Adjustments	86	194	104
Bal Volumes	269	605	326

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:

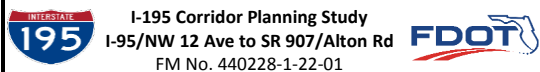
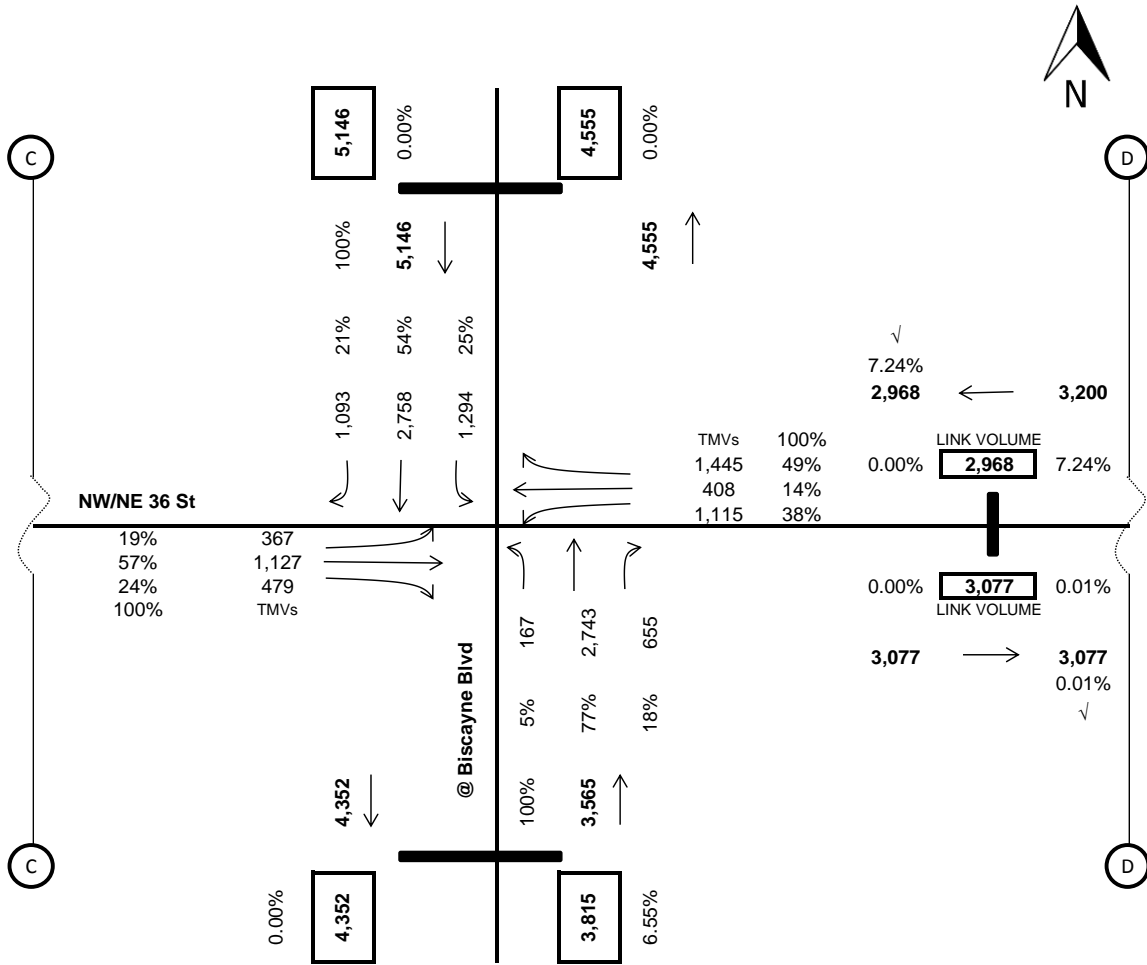


Exhibit Name:

**NW/NE 36th Street
Turning Movement Volume Development/Balancing
2017 PM Peak Period (3:00 PM to 7:00 PM)**

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@ Biscayne Blvd



**Turning Movement Volumes
@ Biscayne Blvd**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	2,968			3,815			1,810			5,146		
TM Pk Per Counts ¹	804	298	1055	123	2049	484	258	795	338	936	1990	789
% Turns	37%	14%	49%	5%	77%	18%	19%	57%	24%	25%	54%	21%
Calc. pk Per Volumes	1155	428	1515	177	2943	695	336	1034	440	1344	2858	1133
Adjustments	-40	-20	-70	-10	-200	-40	31	93	39	-50	-100	-40
Bal Pk Per Volumes	1115	408	1445	167	2743	655	367	1127	479	1294	2758	1093

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:



I-195 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01



Exhibit Name:

NW/NE 36th Street
Turning Movement Volume Development/Balancing
2017 PM Peak Period (3:00 PM to 7:00 PM)

Exhibit No:

TBD

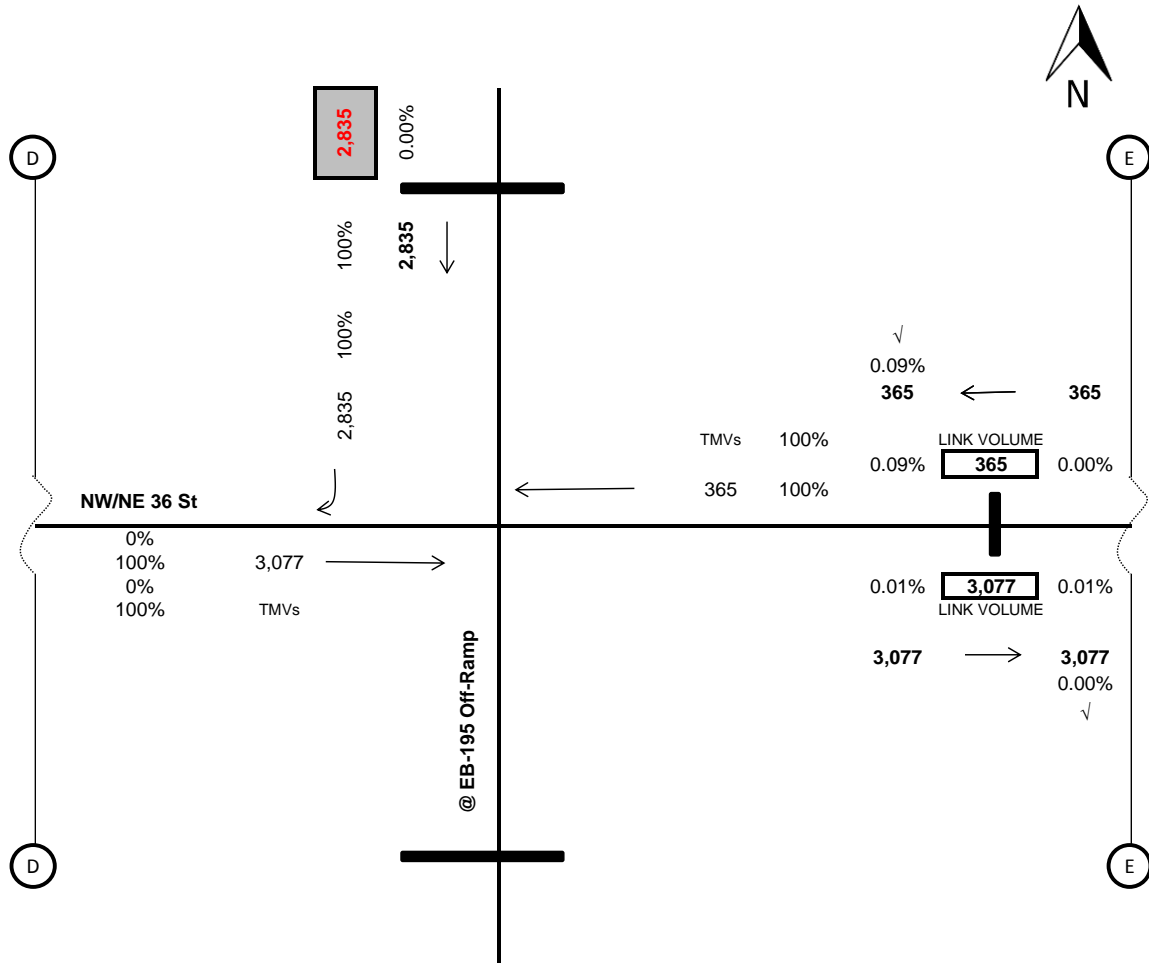
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Date:

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@ EB-195 Off-Ramp



**Turning Movement Volumes
@ EB-195 Off-Ramp**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	365			0			3,077			2,835		
TM Pk Per Counts ¹	0	1	0	0	0	0	0	1	0	0	0	1
% Turns	0%	100%	0%	-	-	-	0%	100%	0%	0%	0%	100%
Calc. pk Per Volumes	0	365	0	-	-	-	0	3077	0	0	0	2835
Adjustments												
Bal Pk Per Volumes	0	365	0	0	0	0	0	3077	0	0	0	2835

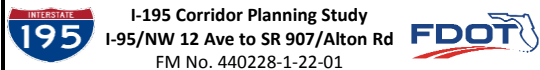
LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↷ Turning Movement Volumes (Balanced)
- (A) Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:



I-195 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01

Exhibit Name:

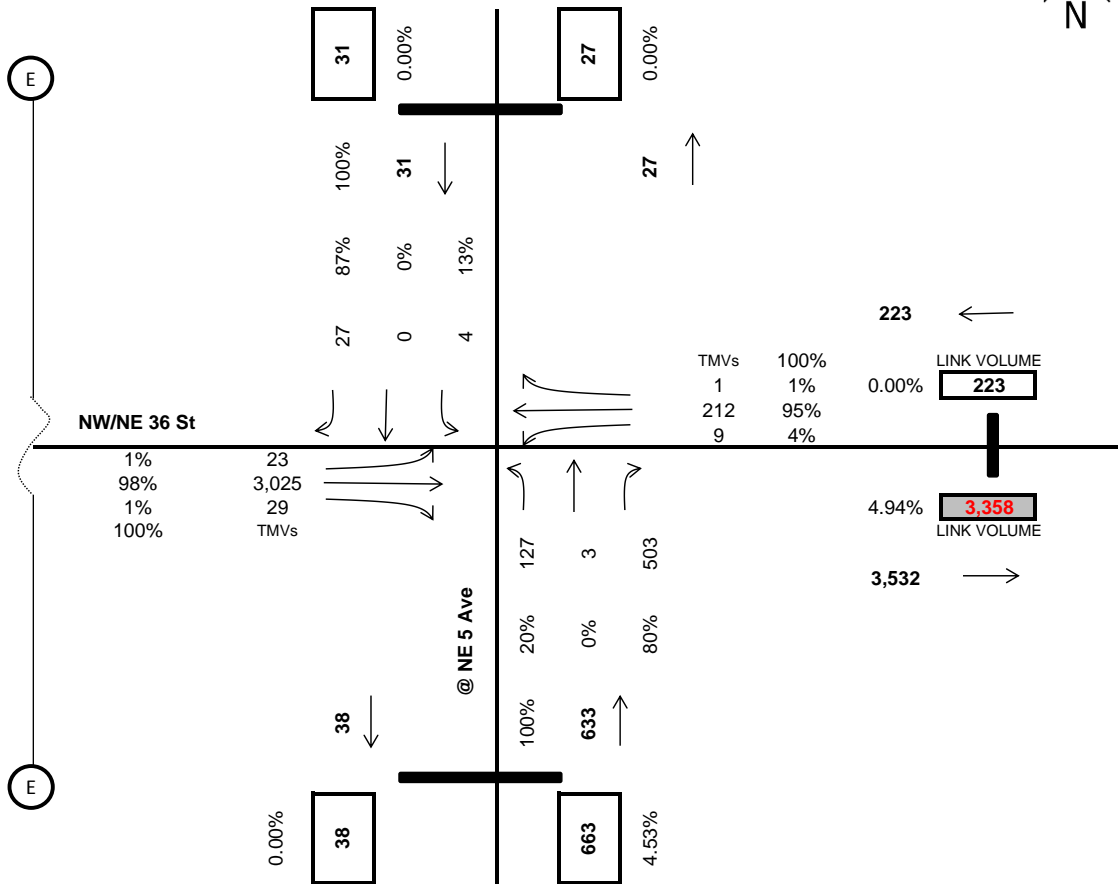
**NW/NE 36th Street
Turning Movement Volume Development/Balancing
2017 PM Peak Period (3:00 PM to 7:00 PM)**

Exhibit No: **TBD**

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Date: **12/21/18**

@ NE 5 Ave



**Turning Movement Volumes
@ NE 5 Ave**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	223			663			3,077			31		
TM Pk Per Counts ¹	7	159	1	95	2	400	17	2211	21	3	0	20
% Turns	4%	95%	1%	19%	0%	80%	1%	98%	1%	13%	0%	87%
Calc. pk Per Volumes	9	212	1	127	3	533	23	3025	29	4	0	27
Adjustments						-30						
Bal Pk Per Volumes	9	212	1	127	3	503	23	3025	29	4	0	27

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

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Project Name:



I-195 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01



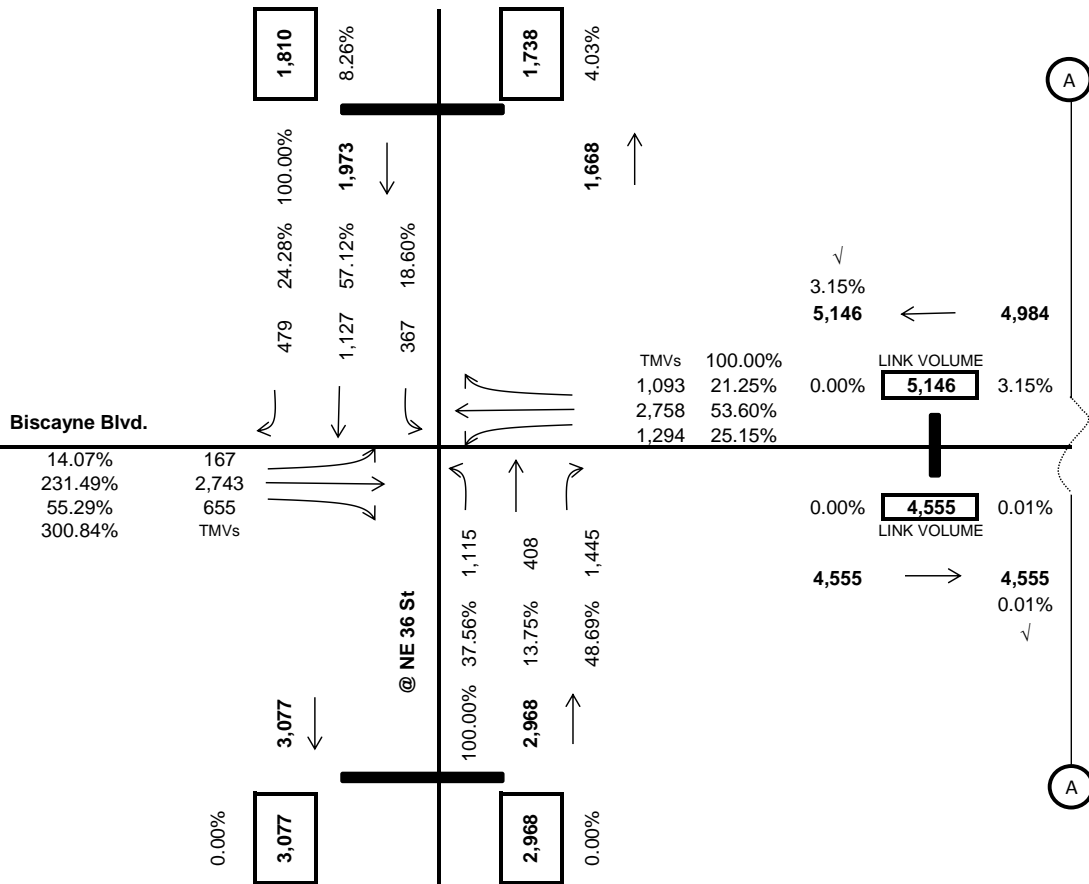
Exhibit Name:

**NW/NE 36th Street
Turning Movement Volume Development/Balancing
2017 PM Peak Period (3:00 PM to 7:00 PM)**

Exhibit No:	TBD
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Biscayne Boulevard/US-1

@ NE 36 St



**Turning Movement Volumes
@ NE 36 St**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	5,146			2,968			3,815			1,810		
TM Pk Per Counts ¹	936	1990	789	804	298	1055	123	2049	484	258	795	338
% Turns	25%	54%	21%	37%	14%	49%	5%	77%	18%	19%	57%	24%
Calc. pk Per Volumes	1344	2858	1133	1155	428	1515	177	2943	695	336	1034	440
Adjustments	-50	-100	-40	-40	-20	-70	-10	-200	-40	31	93	39
Bal Pk Per Volumes	1294	2758	1093	1115	408	1445	167	2743	655	367	1127	479

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

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Project Name:

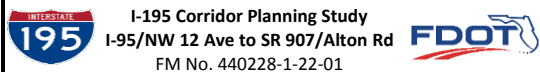


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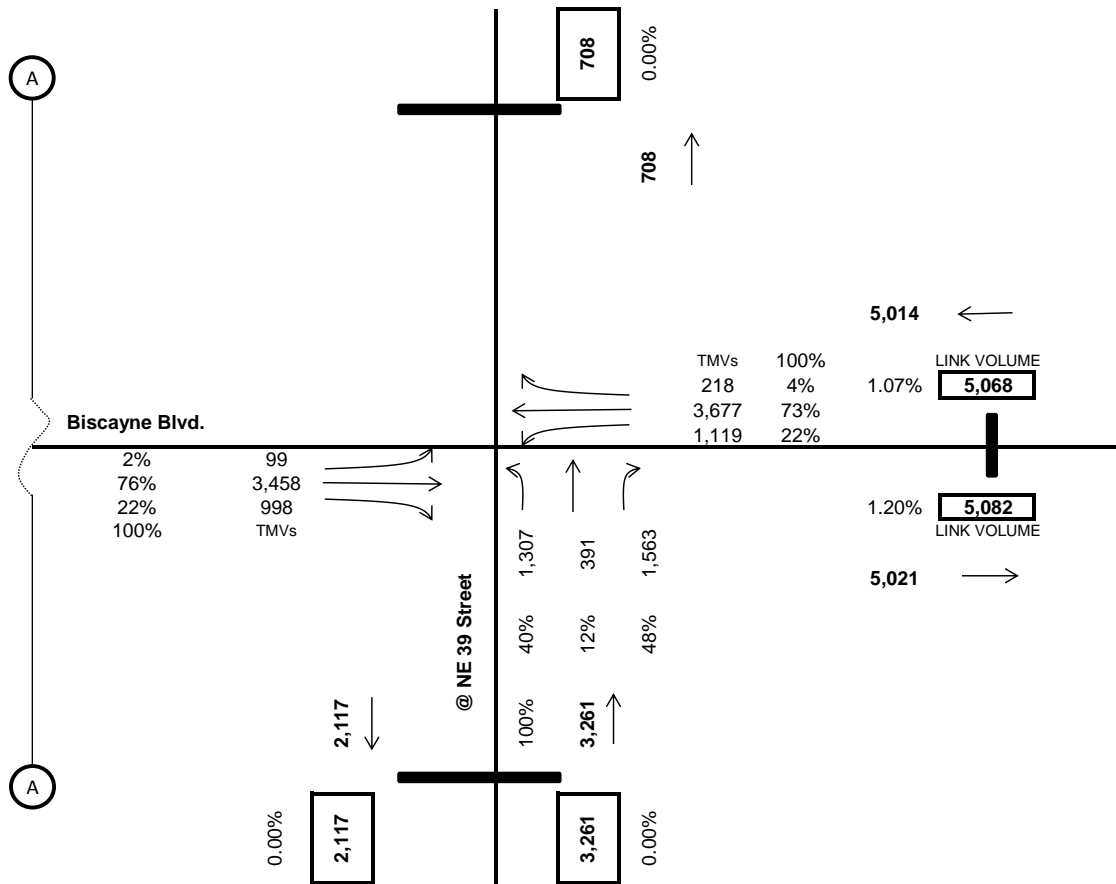
**Biscayne Blvd
Turning Movement Volume Development/Balancing
2017 PM Peak Period (3:00 PM to 7:00 PM)**

Exhibit No: **TBD**

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Date: **12/21/18**

@ NE 39 Street



**Turning Movement Volumes
@ NE 39 Street**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	5,068			3,261			4,555			0		
TM Pk Per Counts ¹	1051	2622	149	1199	359	1434	75	2396	974	0	0	0
% Turns	27%	69%	4%	40%	12%	48%	2%	70%	28%	-	-	-
Calc. pk Per Volumes	1394	3477	198	1307	391	1,563	99	3168	1288	-	-	-
Adjustments	-275	200	20				290	-290				
Bal Pk Per Volumes	1119	3677	218	1307	391	1563	99	3458	998	0	0	0

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:



I-195 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01



Exhibit Name:

**Biscayne Blvd
Turning Movement Volume Development/Balancing
2017 PM Peak Period (3:00 PM to 7:00 PM)**

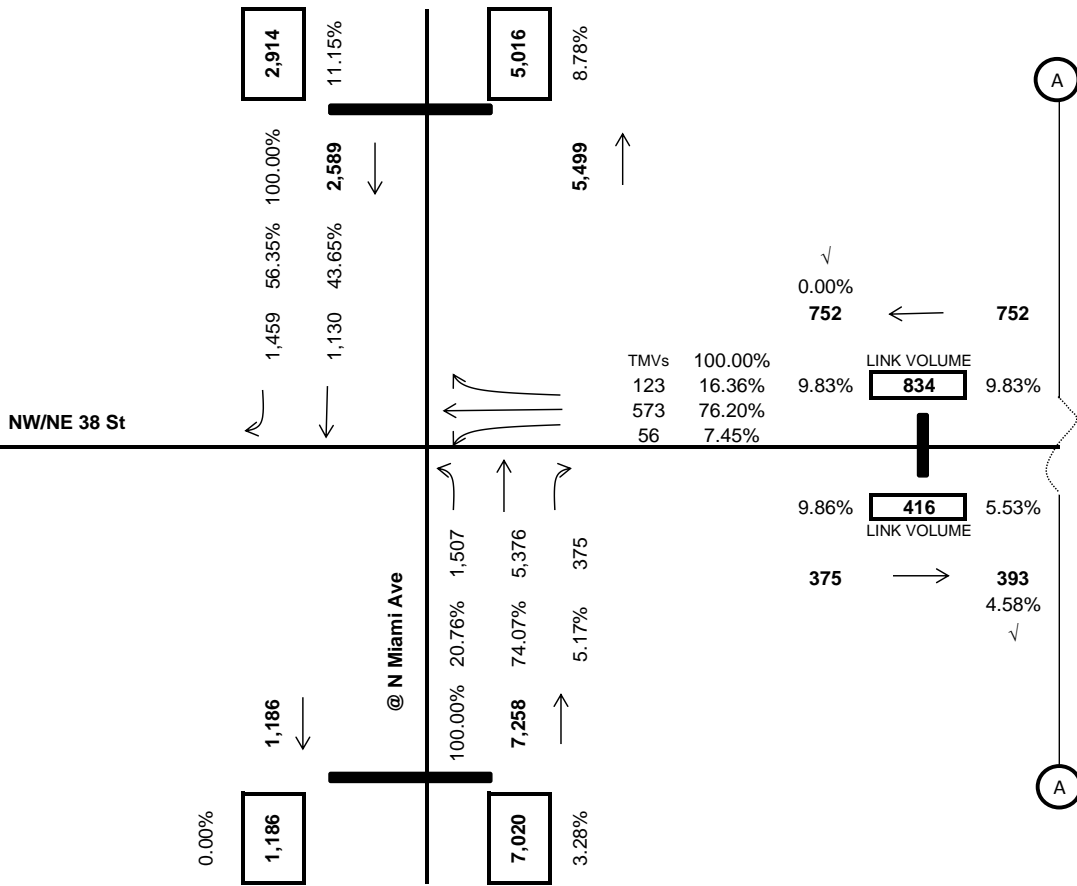
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NE 38th Street

@ N Miami Ave



**Turning Movement Volumes
@ N Miami Ave**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	834			7,020			0			2,914		
TM Pk Per Counts ¹	45	546	74	1388	3730	201	0	0	0	0	814	1286
% Turns	7%	82%	11%	26%	70%	4%	-	-	-	0%	39%	61%
Calc. pk Per Volumes	56	685	93	1832	4923	265	-	-	-	0	1130	1784
Adjustments	0	-112	30	-325	453	110	0	0	0	0	0	-325
Bal Pk Per Volumes	56	573	123	1507	5376	375	0	0	0	0	1130	1459

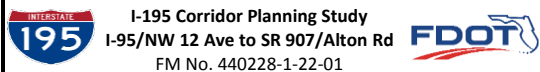
LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:



I-95 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01

Exhibit Name:

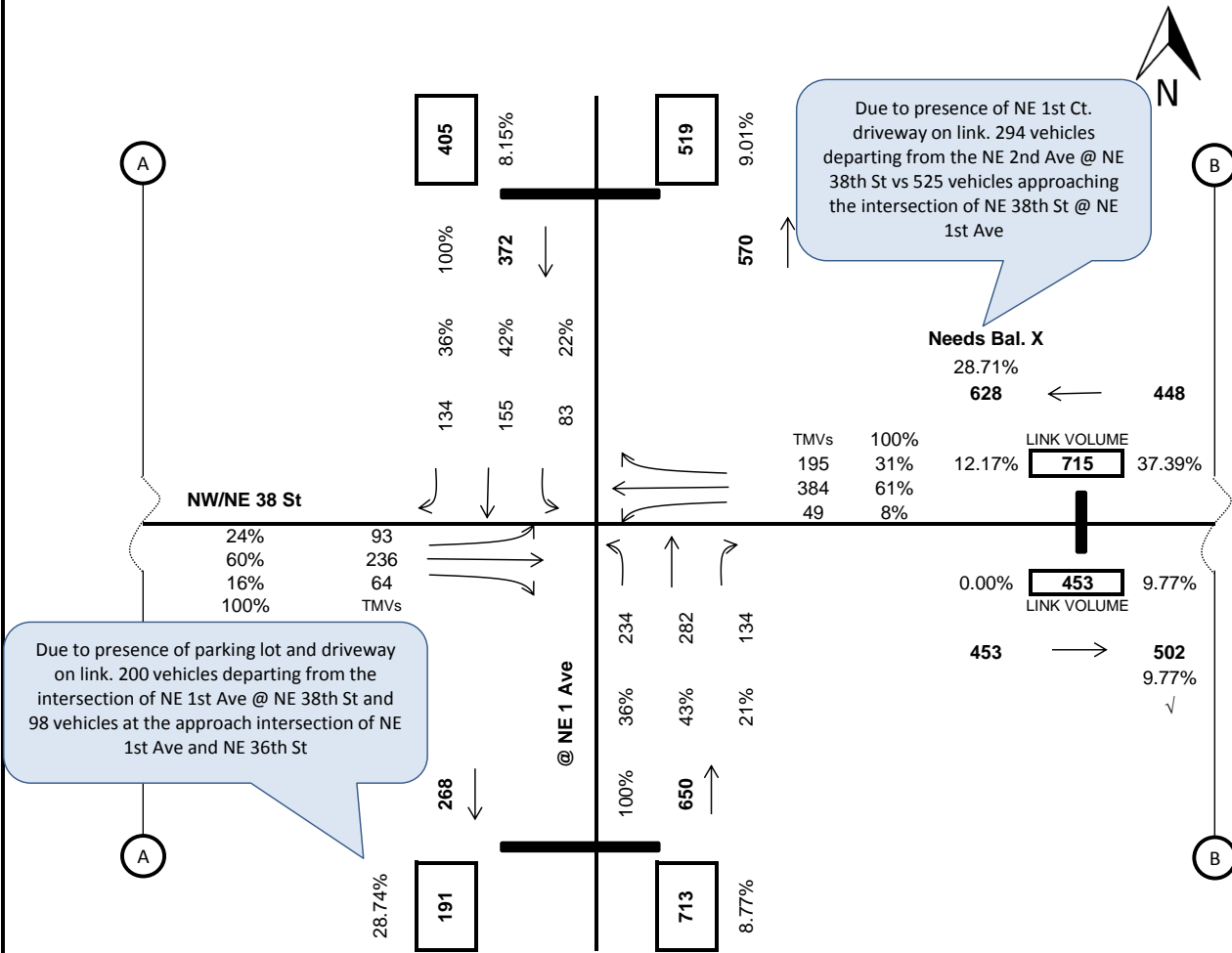
**NW/NE 38th Street
Turning Movement Volume Development/Balancing
2017 PM Peak Period (3:00 PM to 7:00 PM)**

Exhibit No: **TBD**

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Date: **12/21/18**

@ NE 1 Ave



**Turning Movement Volumes
@ NE 1 Ave**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	715			713			416			405		
TM Pk Per Counts ¹	36	342	147	172	205	91	70	155	48	51	116	83
% Turns	7%	65%	28%	37%	44%	19%	26%	57%	18%	20%	46%	33%
Calc. pk Per Volumes	49	466	200	234	279	124	107	236	73	83	188	134
Adjustments		-82	-5		3	10	-14		-9		-33	
Bal Pk Per Volumes	49	384	195	234	282	134	93	236	64	83	155	134

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- ↷ Turning Movement Volumes (Balanced)
- (A) Match Line

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Project Name:

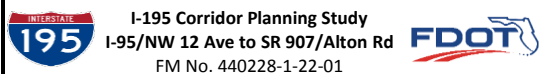
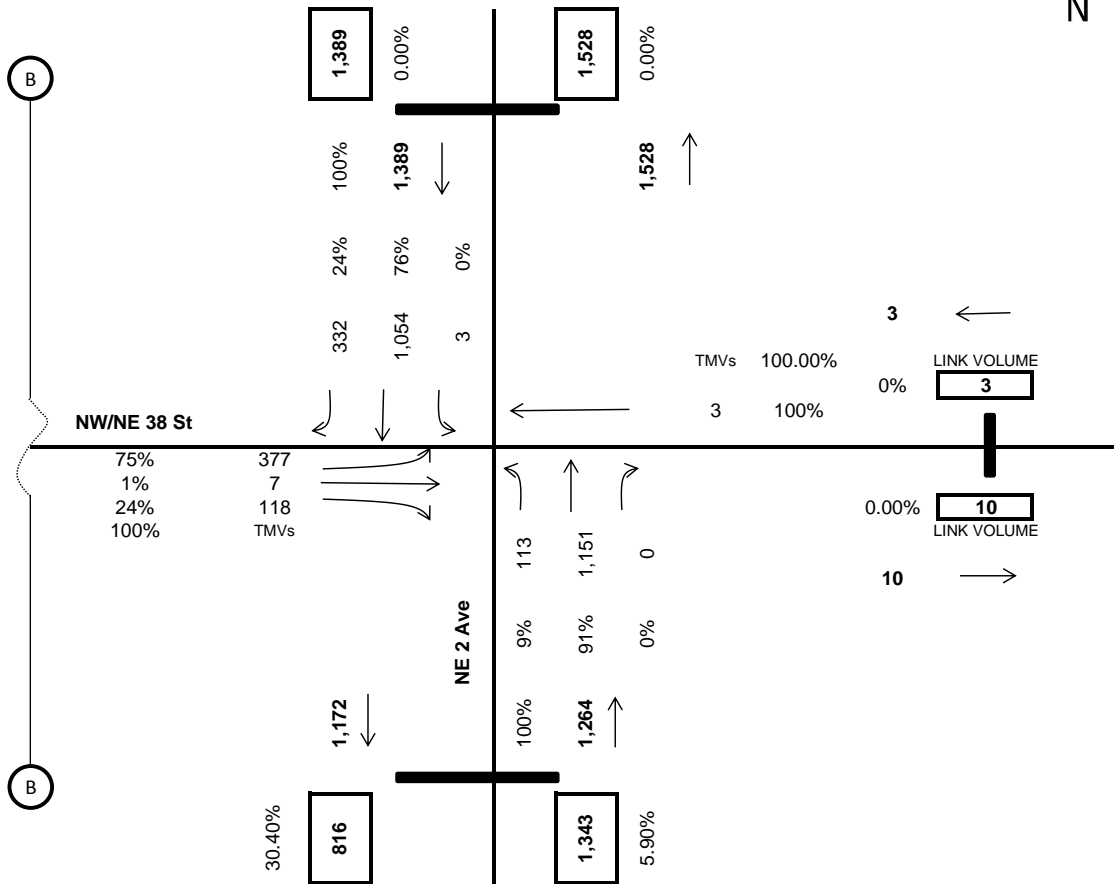


Exhibit Name:

**NW/NE 38th Street
Turning Movement Volume Development/Balancing
2017 PM Peak Period (3:00 PM to 7:00 PM)**

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NE 2 Ave



**Turning Movement Volumes
NE 2 Ave**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	3			1,343			453			1,389		
TM Pk Per Counts ¹	0	2	0	79	859	0	372	8	112	2	677	213
% Turns	0%	100%	0%	8%	92%	0%	76%	2%	23%	0%	76%	24%
Calc. pk Per Volumes	0	3	0	113	1230	0	342	7	103	3	1054	332
Adjustments				-79			35			15		
Bal Pk Per Volumes	0	3	0	113	1151	0	377	7	118	3	1054	332

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↷ Turning Movement Volumes (Balanced)
- (A) --- (A) Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

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Project Name:

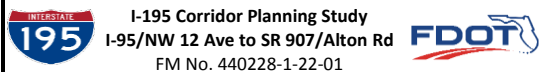
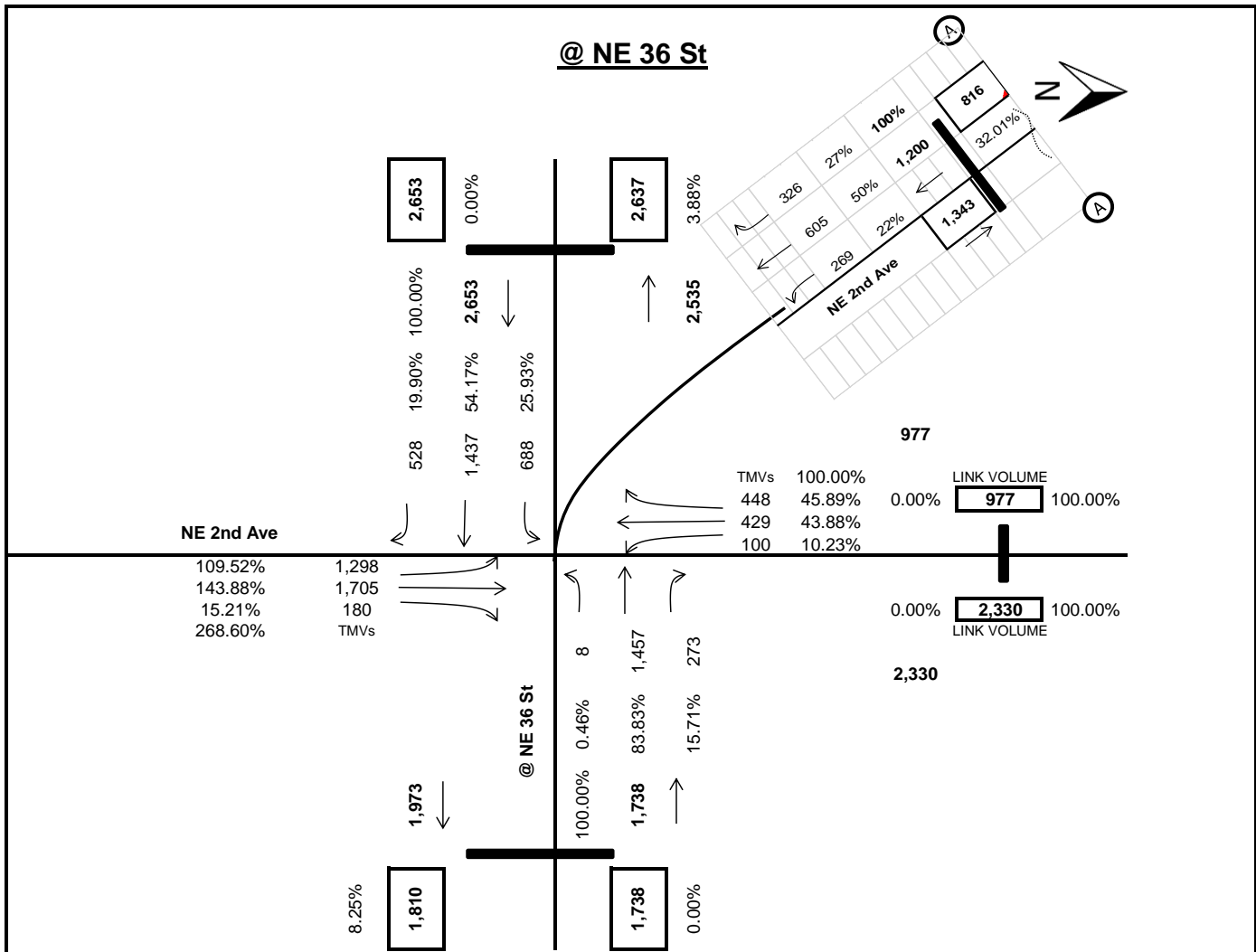


Exhibit Name:

**NW/NE 38th Street
Turning Movement Volume Development/Balancing
2017 PM Peak Period (3:00 PM to 7:00 PM)**

Exhibit No: **TBD**
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Date: **12/21/18**

NE 2nd Avenue



**Turning Movement Volumes
@ NE 36 St**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	977			1,738			3,183			2,653		
TM Pk Per Counts ¹	75	322	336	6	1111	208	974	1279	135	451	942	346
% Turns	10%	44%	46%	0%	84%	16%	41%	54%	6%	26%	54%	20%
Calc. pk Per Volumes	68	292	304	8	1457	273	882	1158	122.221	688	1437	528
Adjustments	32	137	144	0	0	0	416	547	58	0	0	0
Bal Pk Per Volumes	100	429	448	8	1457	273	1298	1705	180	688	1437	528

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↷ Turning Movement Volumes (Balanced)
- A — A Match Line

Volume Elements	Southeast		
	LT	THU	RT
Link Volumes	816		
Pk Per Counts ¹	202	454	245
% Turns	22%	50%	27%
Calc. Volumes	183	411	222
Adjustments	86	194	104
Bal Volumes	269	605	326

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

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Project Name:

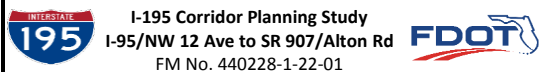
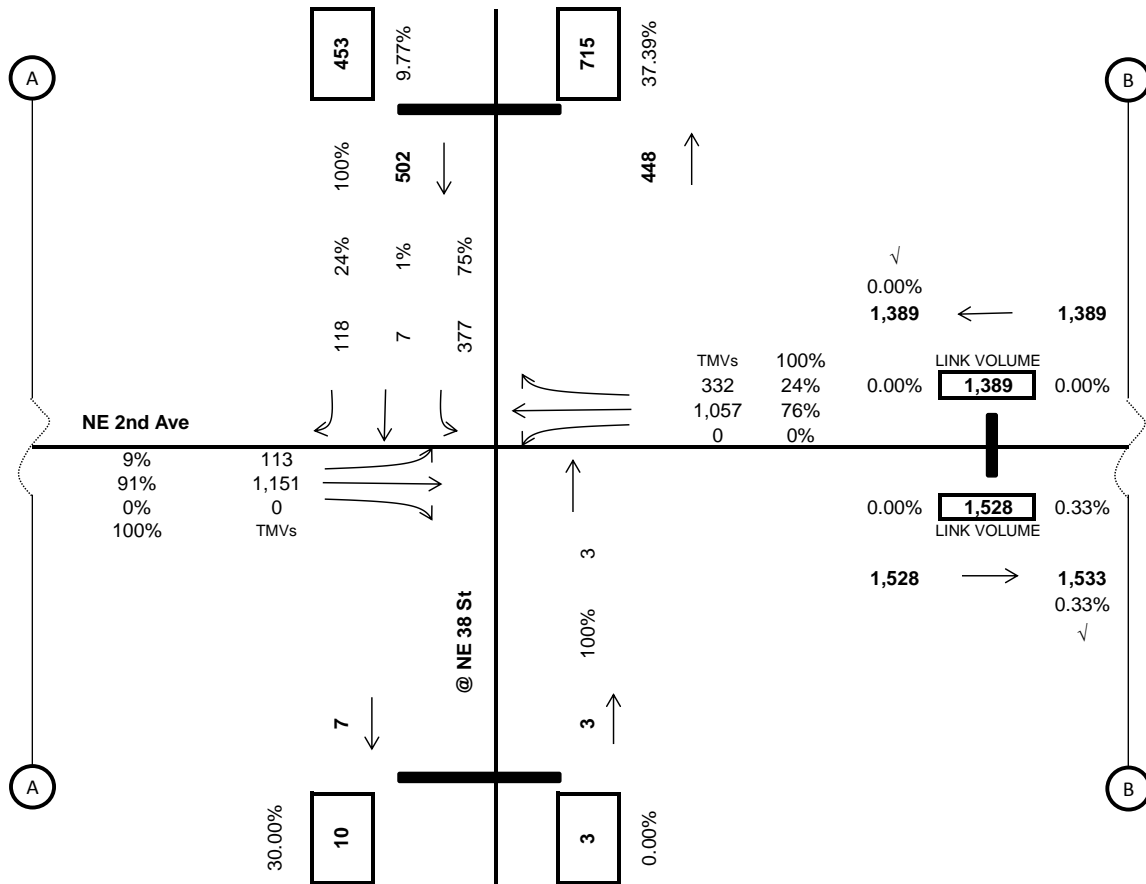


Exhibit Name:

**NE 2nd Ave
Turning Movement Volume Development/Balancing
2017 PM Peak Period (3:00 PM to 7:00 PM)**

Exhibit No: **TBD**
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Date: **12/21/18**

@ NE 38 St



**Turning Movement Volumes
@ NE 38 St**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	1,389			3			1,343			453		
TM Pk Per Counts ¹	0	677	213	0	2	0	79	859	0	372	8	112
% Turns	0%	76%	24%	0%	100%	0%	8%	92%	0%	76%	2%	23%
Calc. pk Per Volumes	0	1057	332	0	2.67	0	113	1230	0	342	7	103
Adjustments				0	0	0	0	-79	0	35	0	15
Bal Pk Per Volumes	0	1057	332	0	3	0	113	1151	0	377	7	118

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:

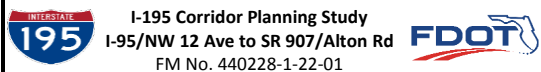


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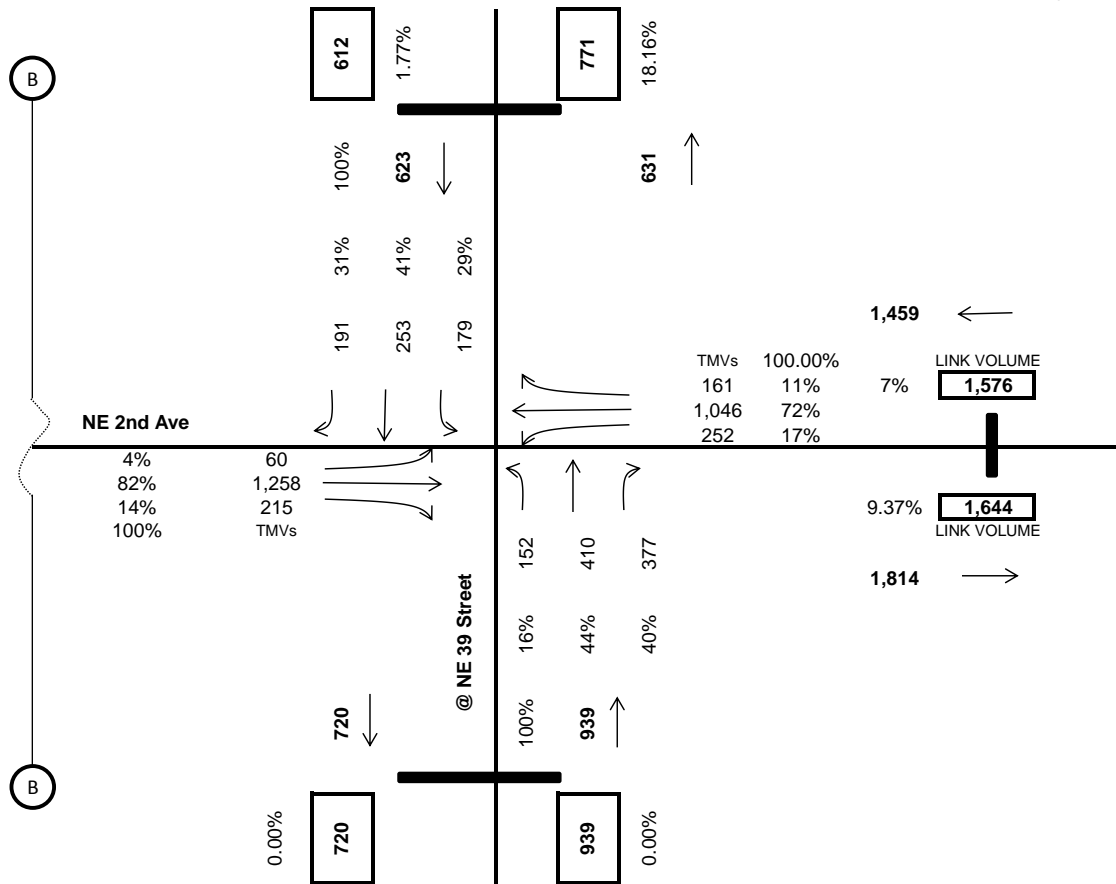
**NE 2nd Ave
Turning Movement Volume Development/Balancing
2017 PM Peak Period (3:00 PM to 7:00 PM)**

Exhibit No: **TBD**

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Date: **12/21/18**

@ NE 39 Street



**Turning Movement Volumes
@ NE 39 Street**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	1,576			939			1,528			612		
TM Pk Per Counts ¹	147	748	102	110	297	273	45	1041	159	95	128	101
% Turns	15%	75%	10%	16%	44%	40%	4%	84%	13%	29%	40%	31%
Calc. pk Per Volumes	232	1182	161	152	410	377	55	1278	195	179	242	191
Adjustments	20	-136					5	-20	20		11	
Bal Pk Per Volumes	252	1046	161	152	410	377	60	1258	215	179	253	191

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:

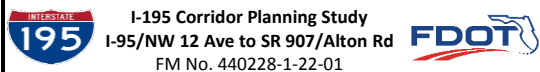


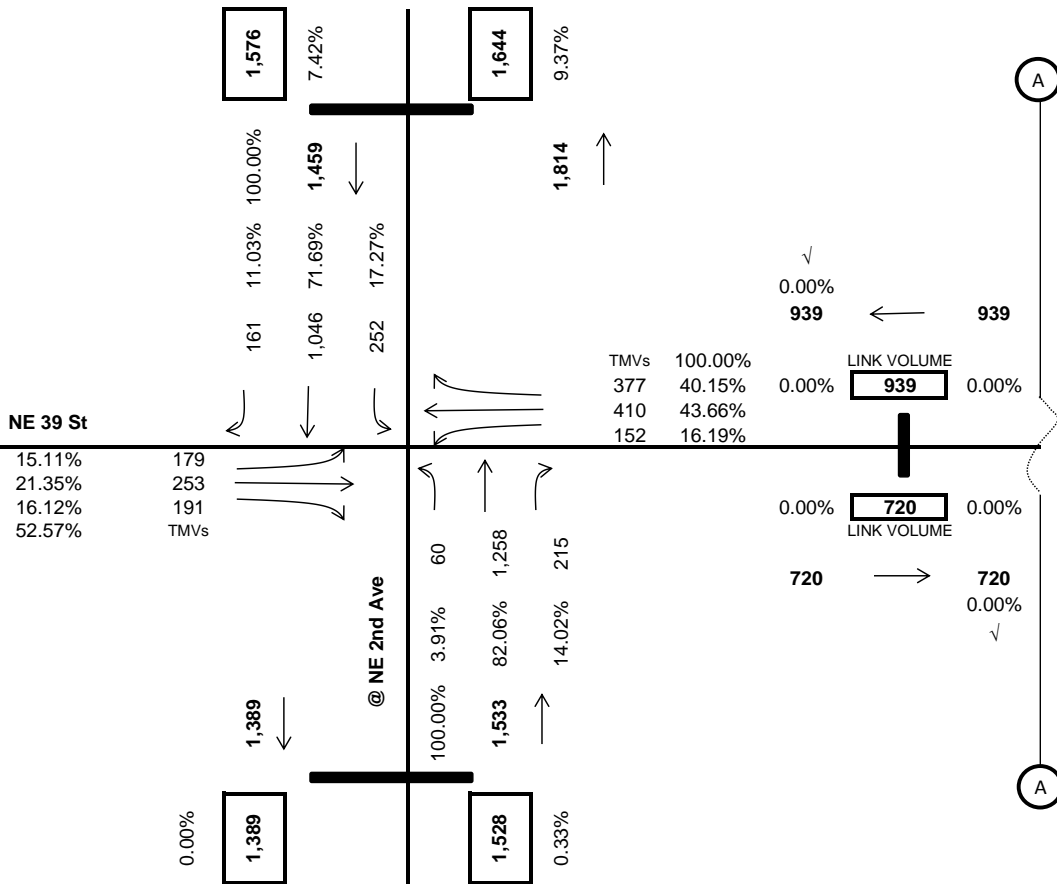
Exhibit Name:

**NW/NE 38th Street
Turning Movement Volume Development/Balancing
2017 PM Peak Period (3:00 PM to 7:00 PM)**

Exhibit No:	TBD
Page No:	3 of 3
Date:	12/21/18

NE 39th Street

@ NE 2nd Ave



**Turning Movement Volumes
@ NE 2nd Ave**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	939			1,528			612			1,576		
TM Pk Per Counts ¹	110	297	273	45	1041	159	95	128	101	147	748	102
% Turns	16%	44%	40%	4%	84%	13%	29%	40%	31%	15%	75%	10%
Calc. pk Per Volumes	152	410	377	55	1278	195	179	242	191	232	1182	161
Adjustments	0	0	0	5	-20	20	0	11	0	20	-136	0
Bal Pk Per Volumes	152	410	377	60	1258	215	179	253	191	252	1046	161

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:



I-195 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01



Exhibit Name:

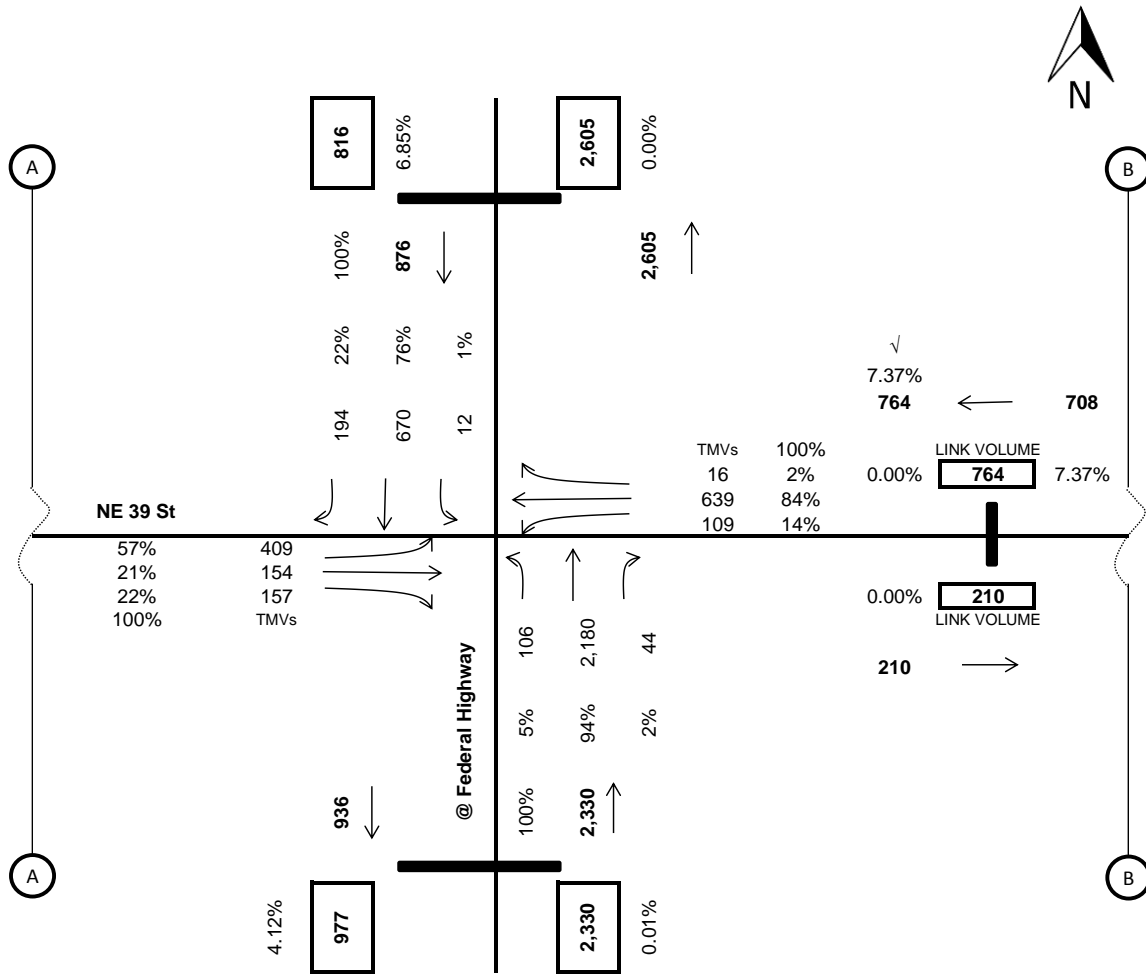
**NE 39th Street
Turning Movement Volume Development/Balancing
2017 PM Peak Period (3:00 PM to 7:00 PM)**

Exhibit No: **TBD**

Page No: **1 of 4**

Date: **12/21/18**

@ Federal Highway



**Turning Movement Volumes
@ Federal Highway**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	764			2,330			720			816		
TM Pk Per Counts ¹	90	527	13	87	1630	36	245	92	94	10	503	160
% Turns	14%	84%	2%	5%	93%	2%	57%	21%	22%	1%	75%	24%
Calc. pk Per Volumes	109	639	16	106	1977	44	409	154	157	12	610	194
Adjustments				203						60		
Bal Pk Per Volumes	109	639	16	106	2180	44	409	154	157	12	670	194

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:

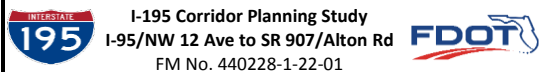
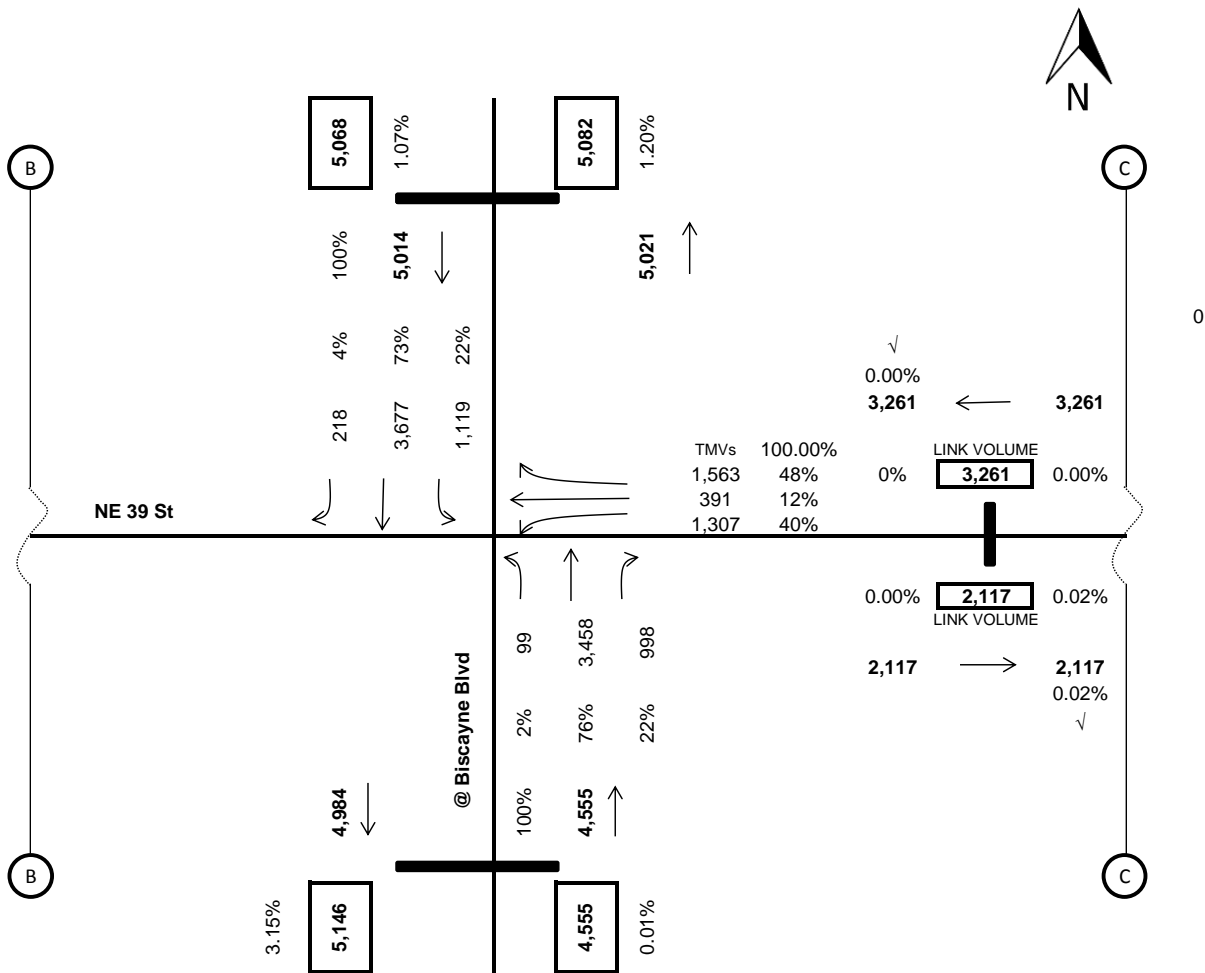


Exhibit Name:

**NE 39th Street
Turning Movement Volume Development/Balancing
2017 PM Peak Period (3:00 PM to 7:00 PM)**

Exhibit No: **TBD**
Page No: **2 of 4**
Date: **12/21/18**

@ Biscayne Blvd



**Turning Movement Volumes
@ Biscayne Blvd**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	3,261			4,555			0			5,068		
TM Pk Per Counts ¹	1199	359	1434	75	2396	974	0	0	0	1051	2622	149
% Turns	40%	12%	48%	2%	70%	28%	-	-	-	27%	69%	4%
Calc. pk Per Volumes	1307	391	1563	99	3168	1288	-	-	-	1394	3477	198
Adjustments	0	0	0	0	290	-290	0	0	0	-275	200	20
Bal Pk Per Volumes	1307	391	1563	99	3458	998	0	0	0	1119	3677	218

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:

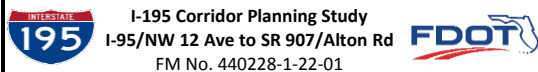


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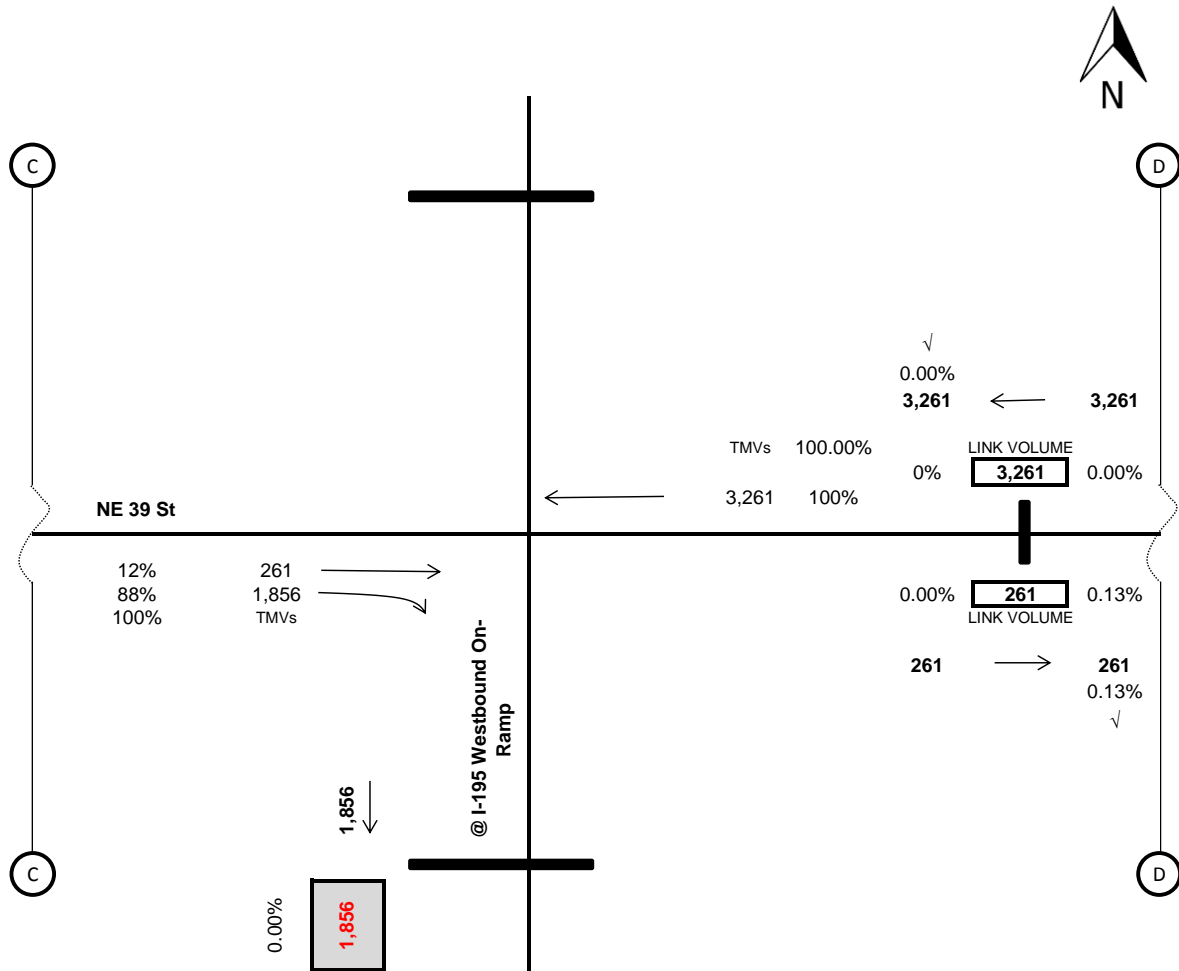
**NE 39th Street
Turning Movement Volume Development/Balancing
2017 PM Peak Period (3:00 PM to 7:00 PM)**

Exhibit No: **TBD**

Page No: **3 of 4**

Date: **12/21/18**

@ I-195 Westbound On-Ramp



**Turning Movement Volumes
@ I-195 Westbound On-**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	3,261			0			2,117			0		
TM Pk Per Counts ¹	0	1	0	0	0	0	0	55	1,856	0	0	0
% Turns	0%	100%	0%	-	-	-	-	-	-	-	-	-
Calc. pk Per Volumes	0	3261	0	-	-	-	0	55	1,856	-	-	-
Adjustments							206					
Bal Pk Per Volumes	0	3261	0	0	0	0	0	261	1856	0	0	0

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:



Exhibit Name:

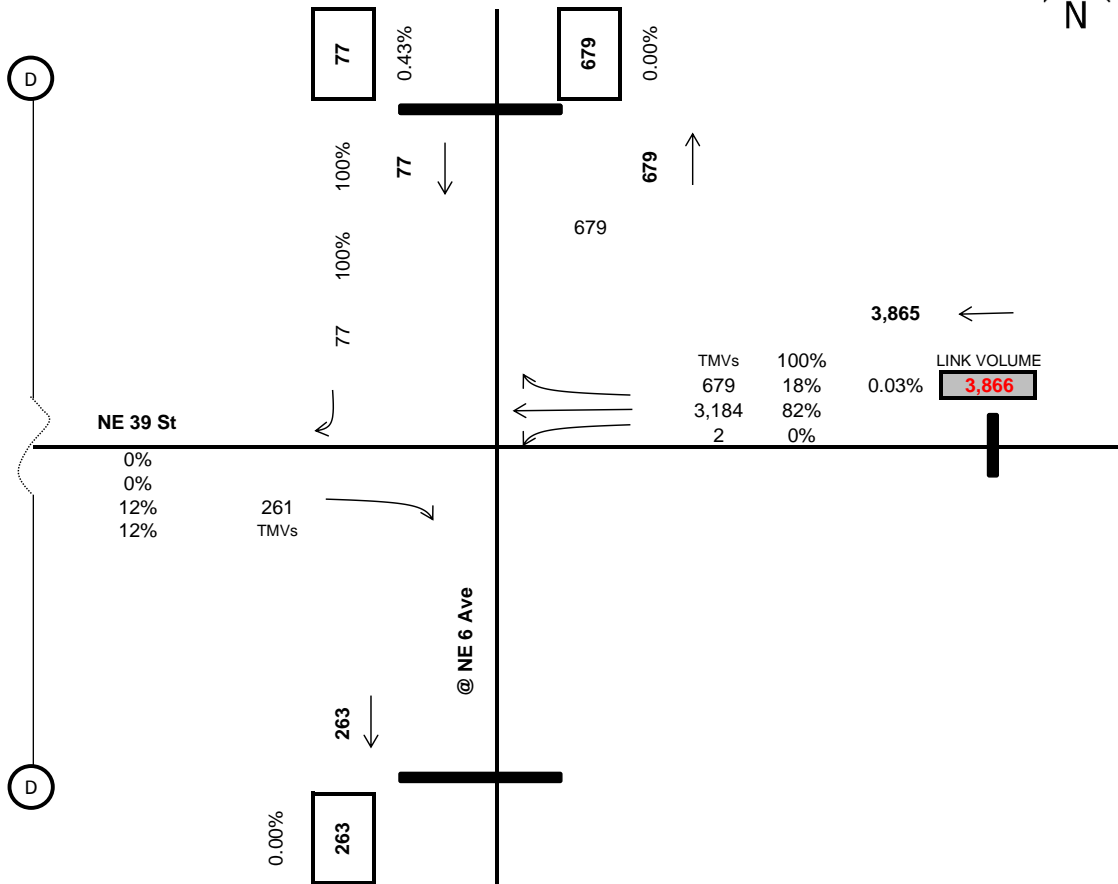
**NE 39th Street
Turning Movement Volume Development/Balancing
2017 PM Peak Period (3:00 PM to 7:00 PM)**

Exhibit No: **TBD**

Page No: **3 of 4**

Date: **12/21/18**

@ NE 6 Ave



**Turning Movement Volumes
@ NE 6 Ave**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	3,866			0			55			77		
TM Pk Per Counts ¹	2	2738	584	0	0	0	0	0	41	0	0	58
% Turns	0%	82%	18%	-	-	-	0%	0%	100%	0%	0%	100%
Calc. pk Per Volumes	2	3184	679	-	-	-	0	0	55	0	0	77
Adjustments									206			
Bal Pk Per Volumes	2	3184	679	0	0	0	0	0	261	0	0	77

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↗ Turning Movement Volumes (Balanced)
- (A) Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:

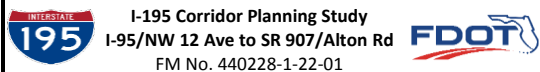


Exhibit Name:

**NE 39th Street
Turning Movement Volume Development/Balancing
2017 PM Peak Period (3:00 PM to 7:00 PM)**

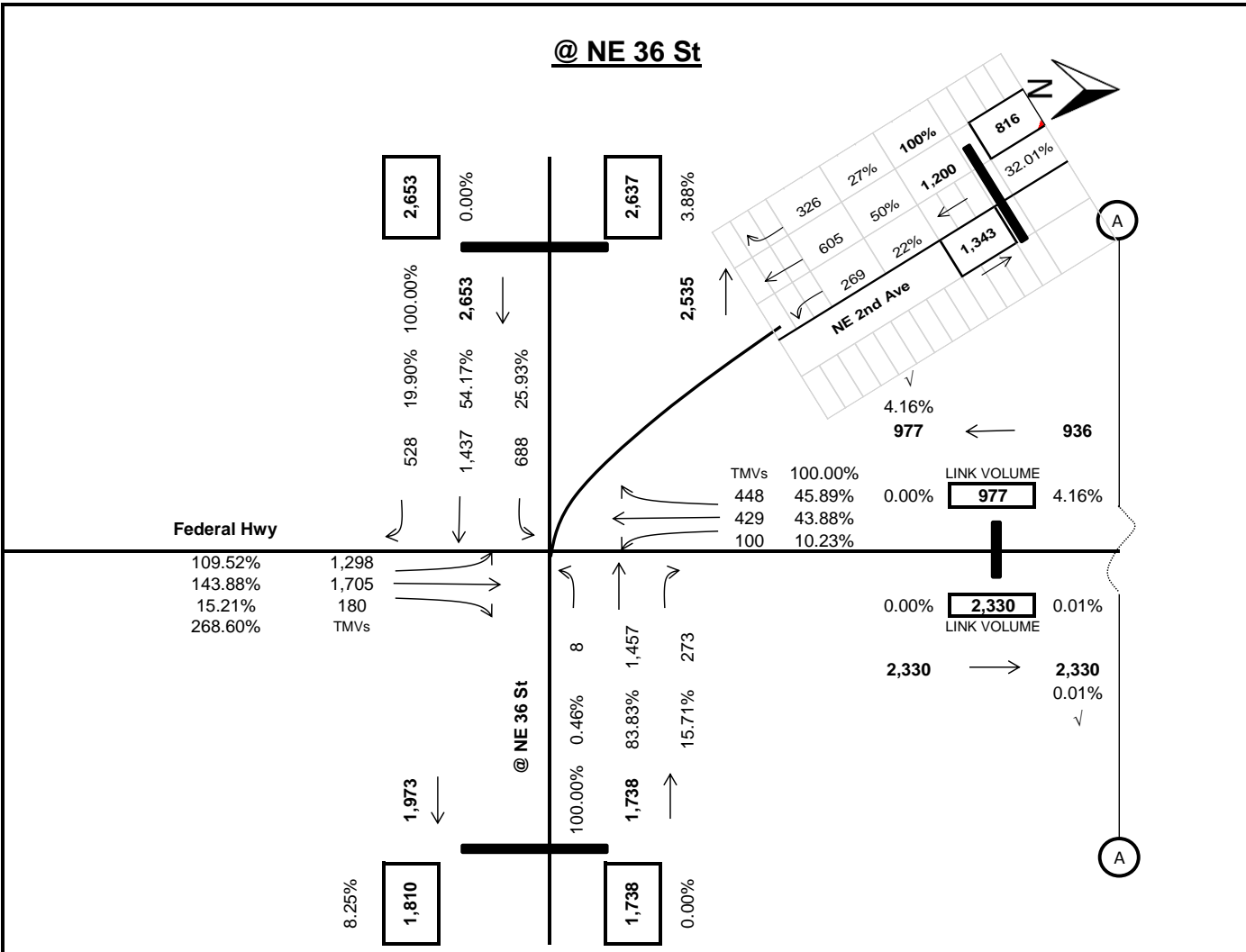
Exhibit No: **TBD**

Page No: **4 of 4**

Date: **12/21/18**

Federal Highway

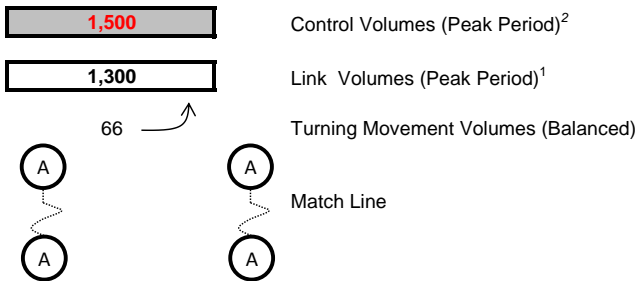
@ NE 36 St



**Turning Movement Volumes
@ NE 36 St**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	977			1,738			3,183			2,653		
TM Pk Per Counts ¹	75	322	336	6	1111	208	974	1279	135	451	942	346
% Turns	10%	44%	46%	0%	84%	16%	41%	54%	6%	26%	54%	20%
Calc. pk Per Volumes	68	292	304	8	1457	273	882	1158	122.221	688	1437	528
Adjustments	32	137	144	0	0	0	416	547	58	0	0	0
Bal Pk Per Volumes	100	429	448	8	1457	273	1298	1705	180	688	1437	528

LEGEND



Volume Elements	Southeast		
	LT	THU	RT
Link Volumes	816		
Pk Per Counts ¹	202	454	245
% Turns	22%	50%	27%
Calc. Volumes	183	411	222
Adjustments	86	194	104
Bal Volumes	269	605	326

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:

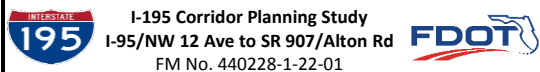


Exhibit Name:

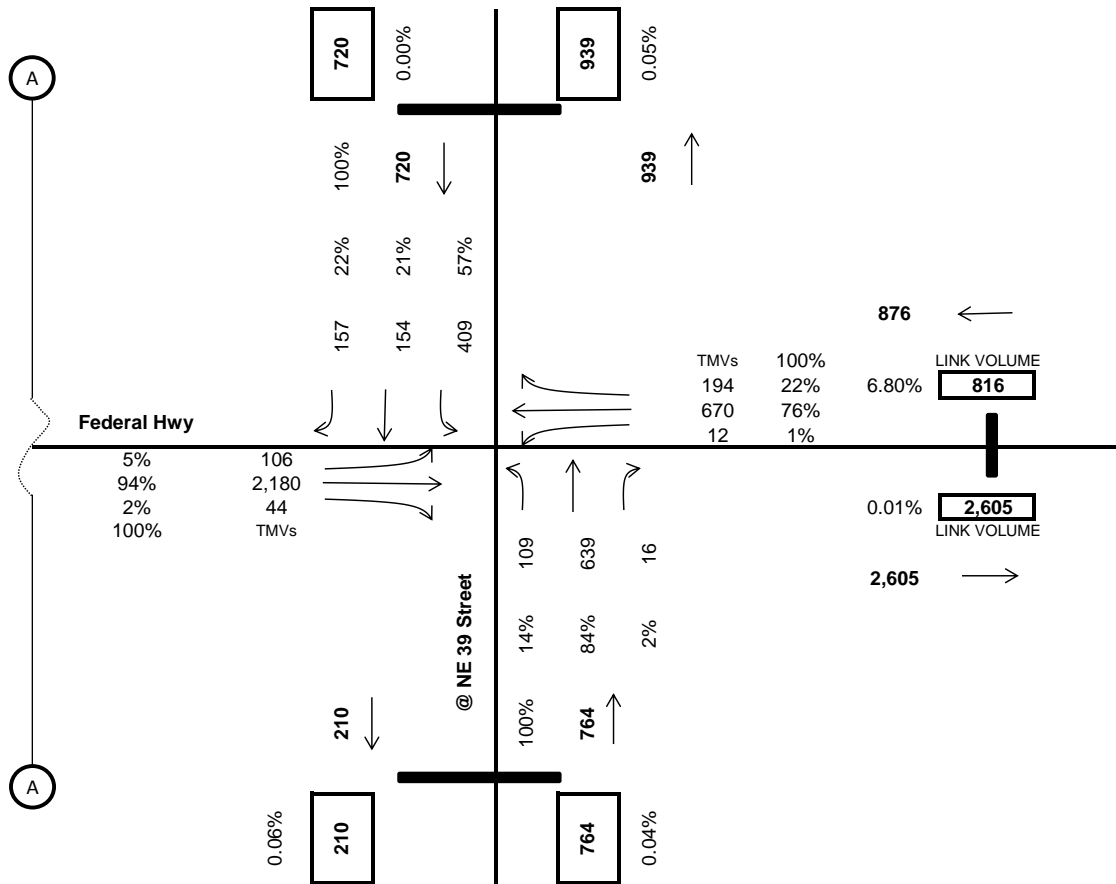
**Federal Hwy
Turning Movement Volume Development/Balancing
2017 PM Peak Period (3:00 PM to 7:00 PM)**

Exhibit No: **TBD**

Page No: **1 of 2**

Date: **12/21/18**

@ NE 39 Street



**Turning Movement Volumes
@ NE 39 Street**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	816			764			2,330			720		
TM Pk Per Counts ¹	10	503	160	90	527	13	87	1630	36	245	92	94
% Turns	1%	75%	24%	14%	84%	2%	5%	93%	2%	57%	21%	22%
Calc. pk Per Volumes	12	610	194	109	639	16	106	1977	44	409	154	157
Adjustments	0	60	0				0	203	0			
Bal Pk Per Volumes	12	670	194	109	639	16	106	2180	44	409	154	157

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:

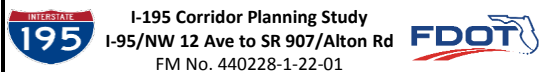


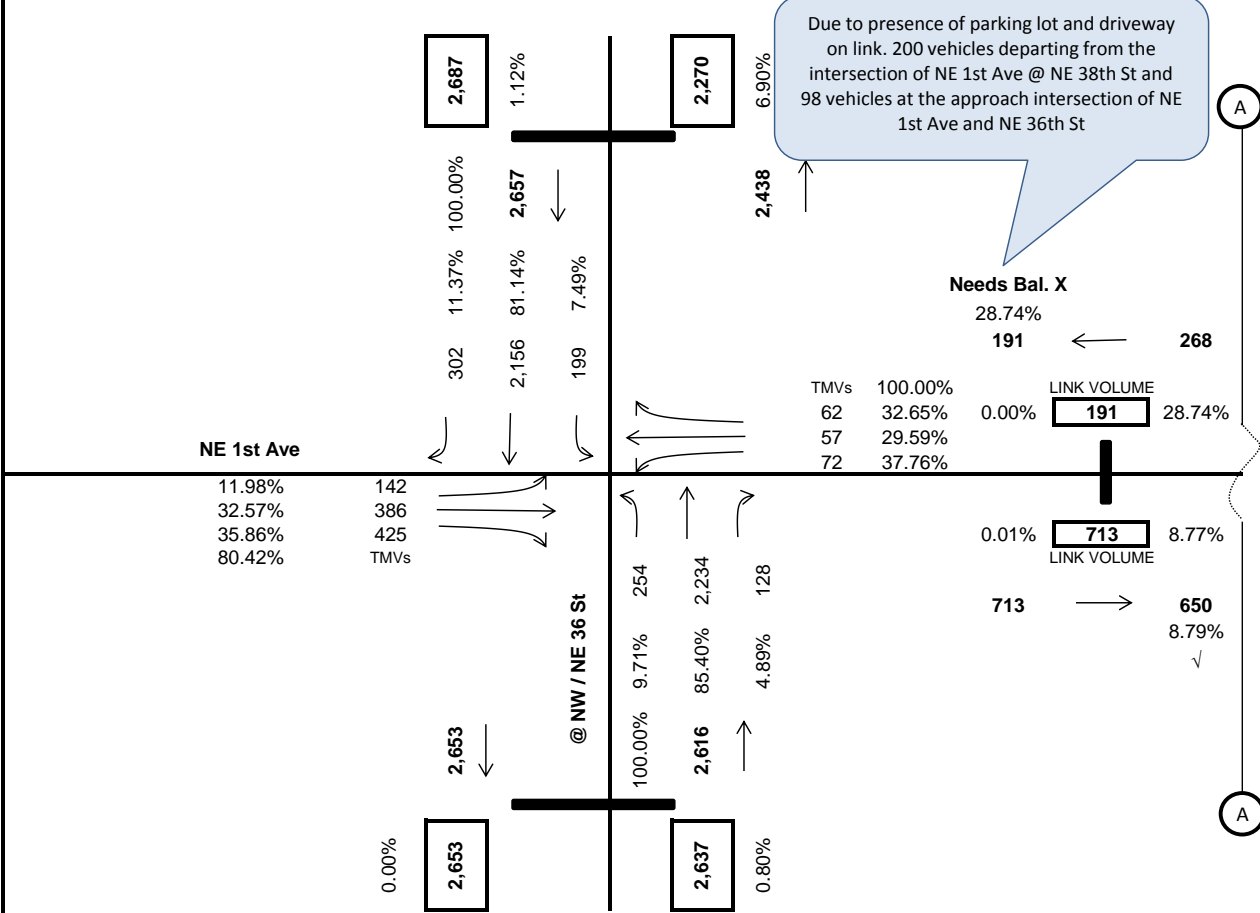
Exhibit Name:

**Federal Hwy
Turning Movement Volume Development/Balancing
2017 PM Peak Period (3:00 PM to 7:00 PM)**

Exhibit No:	TBD
Page No:	2 of 2
Date:	12/21/18

NE 1st Avenue

@ NW / NE 36 St



**Turning Movement Volumes
@ NW / NE 36 St**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	191			2,637			953			2,687		
TM Pk Per Counts ¹	37	29	32	163	1432	95	73	198	218	149	1400	196
% Turns	38%	30%	33%	10%	85%	6%	15%	40%	45%	9%	80%	11%
Calc. pk Per Volumes	72	57	62	254	2234	148	142	386	425	229	2156	302
Adjustments	0	0	0	0	0	-20	0	0	0	-30	0	0
Bal Pk Per Volumes	72	57	62	254	2234	128	142	386	425	199	2156	302

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:



Exhibit Name:

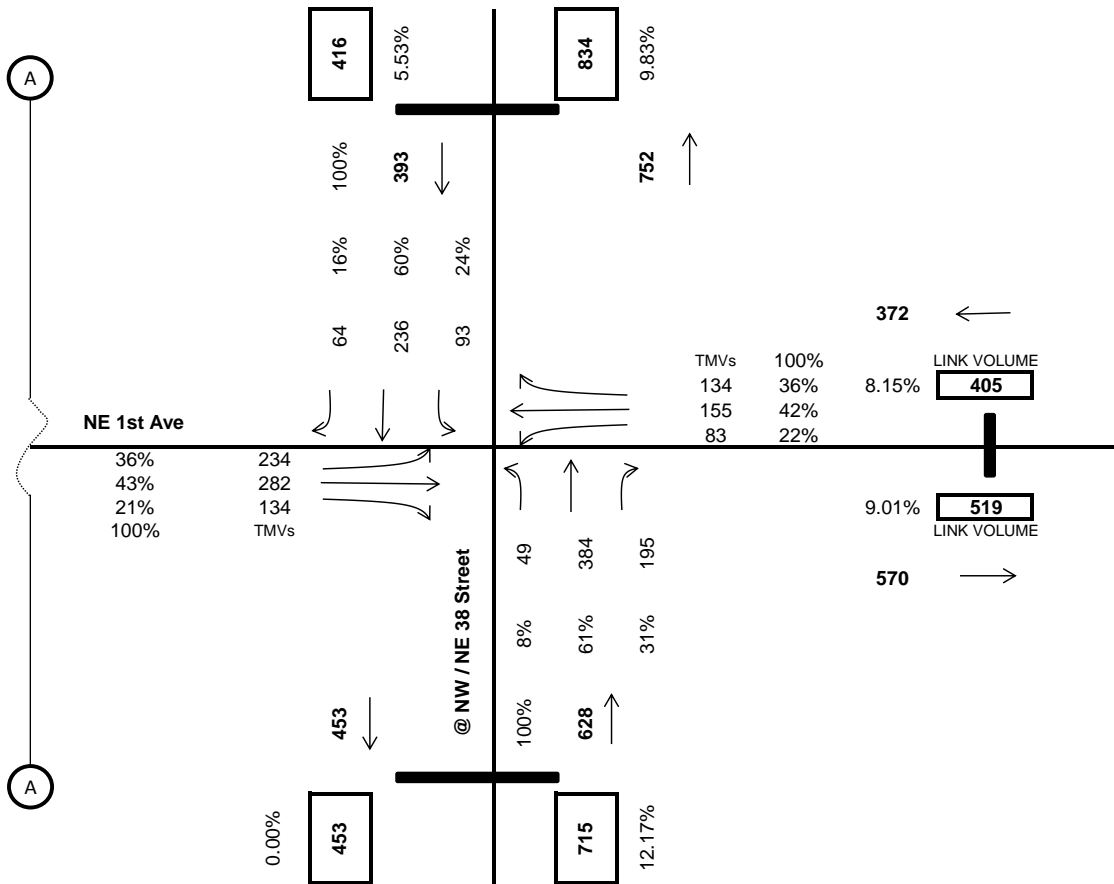
**NE 1st Ave
Turning Movement Volume Development/Balancing
2017 PM Peak Period (3:00 PM to 7:00 PM)**

Exhibit No: **TBD**

Page No: **1 of 2**

Date: **12/21/18**

@ NW / NE 38 Street



**Turning Movement Volumes
@ NW / NE 38 Street**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	405			715			713			416		
TM Pk Per Counts ¹	51	116	83	36	342	147	172	205	91	70	155	48
% Turns	20%	46%	33%	7%	65%	28%	37%	44%	19%	26%	57%	18%
Calc. pk Per Volumes	83	188	134	49	466	200	234	279	124	107	236	73
Adjustments	0	-33	0	0	-82	-5	0	3	10	-14	0	-9
Bal Pk Per Volumes	83	155	134	49	384	195	234	282	134	93	236	64

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↷ Turning Movement Volumes (Balanced)
- (A) Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:



I-195 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01



Exhibit Name:

NE 1st Ave
Turning Movement Volume Development/Balancing
2017 PM Peak Period (3:00 PM to 7:00 PM)

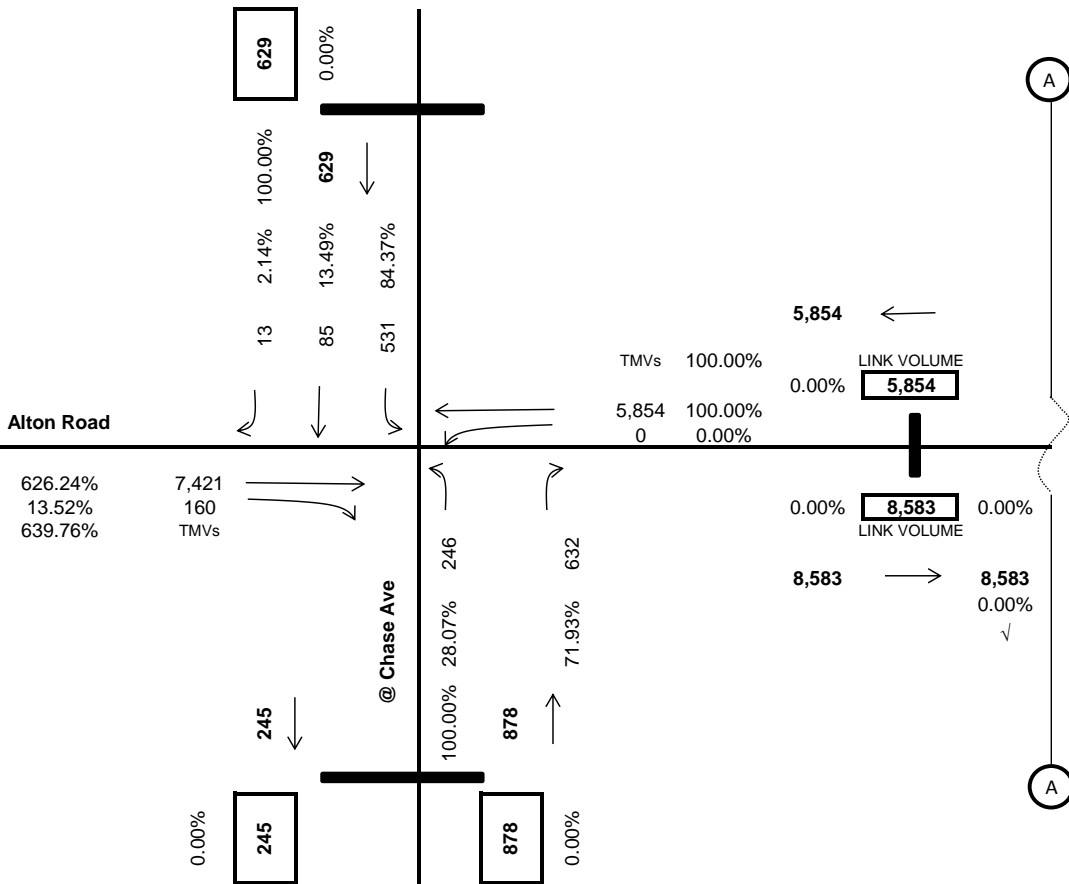
Exhibit No: **TBD**

Page No: **2 of 2**

Date: **12/21/18**

Alton Road

@ Chase Ave



**Turning Movement Volumes
@ Chase Ave**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	5,854			878			7,581			629		
TM Pk Per Counts ¹	0	4350	0	183	0	469	0	5511	119	394	63	10
% Turns	0%	100%	0%	28%	0%	72%	0%	98%	2%	84%	13%	2%
Calc. pk Per Volumes	0	5854	0	246	0	632	0	7421	160	531	85	13
Adjustments												
Bal Pk Per Volumes	0	5854	0	246	0	632	0	7421	160	531	85	13

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↷ Turning Movement Volumes (Balanced)
- (A) Match Line
- (A) Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:



I-195 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01



Exhibit Name:

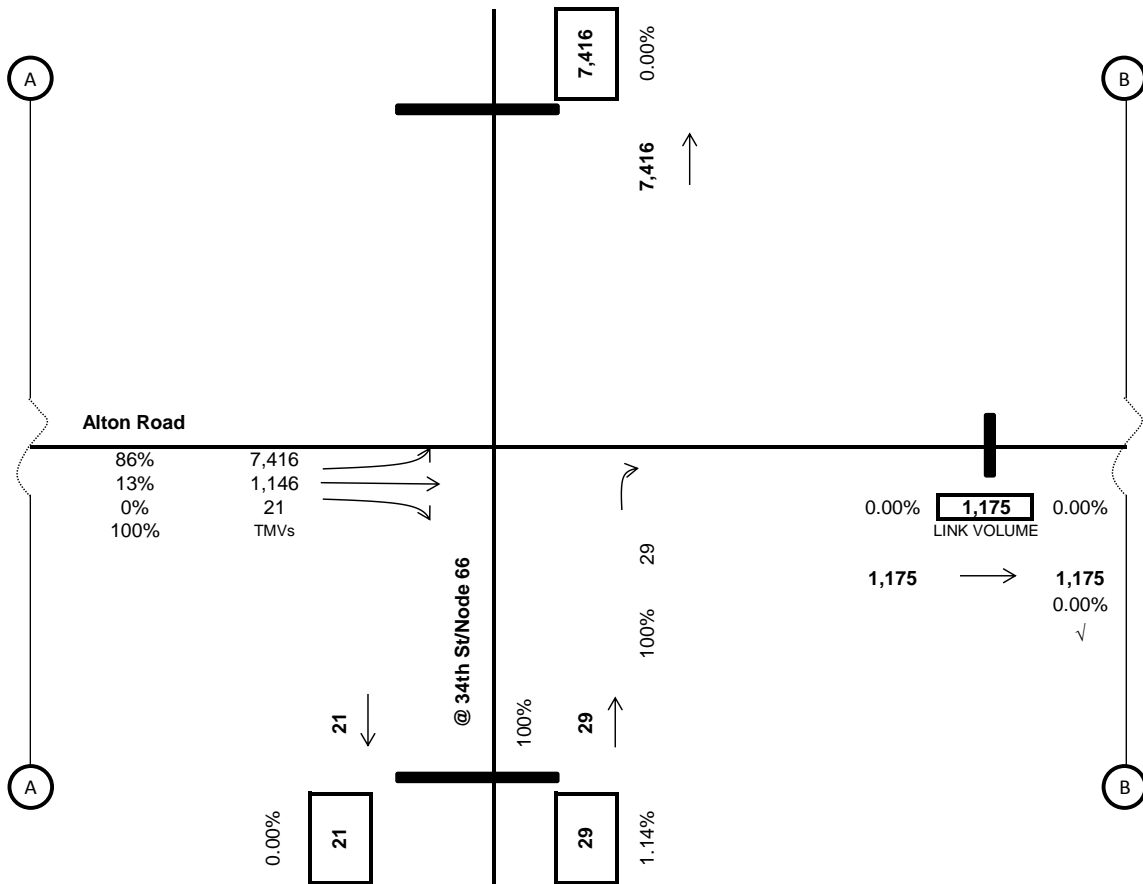
Alton Road
Turning Movement Volume Development/Balancing
2017 PM Peak Period (3:00 PM to 7:00 PM)

Exhibit No: **TBD**

Page No: **1 of 7**

Date: **12/21/18**

@ 34th St/Node 66



Turning Movement Volumes @ 34th St/Node 66

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	0			29			8,583			0		
TM Pk Per Counts ¹	0	0	0	0	0	22	5766	891	16	-	-	-
% Turns	-	-	-	0%	0%	100%	86%	13%	0%	-	-	-
Calc. pk Per Volumes	-	-	-	0	0	29	7416	1146	21	-	-	-
Adjustments												
Bal Pk Per Volumes	0	0	0	0	0	29	7416	1146	21	0	0	0

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:



I-195 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01



Exhibit Name:

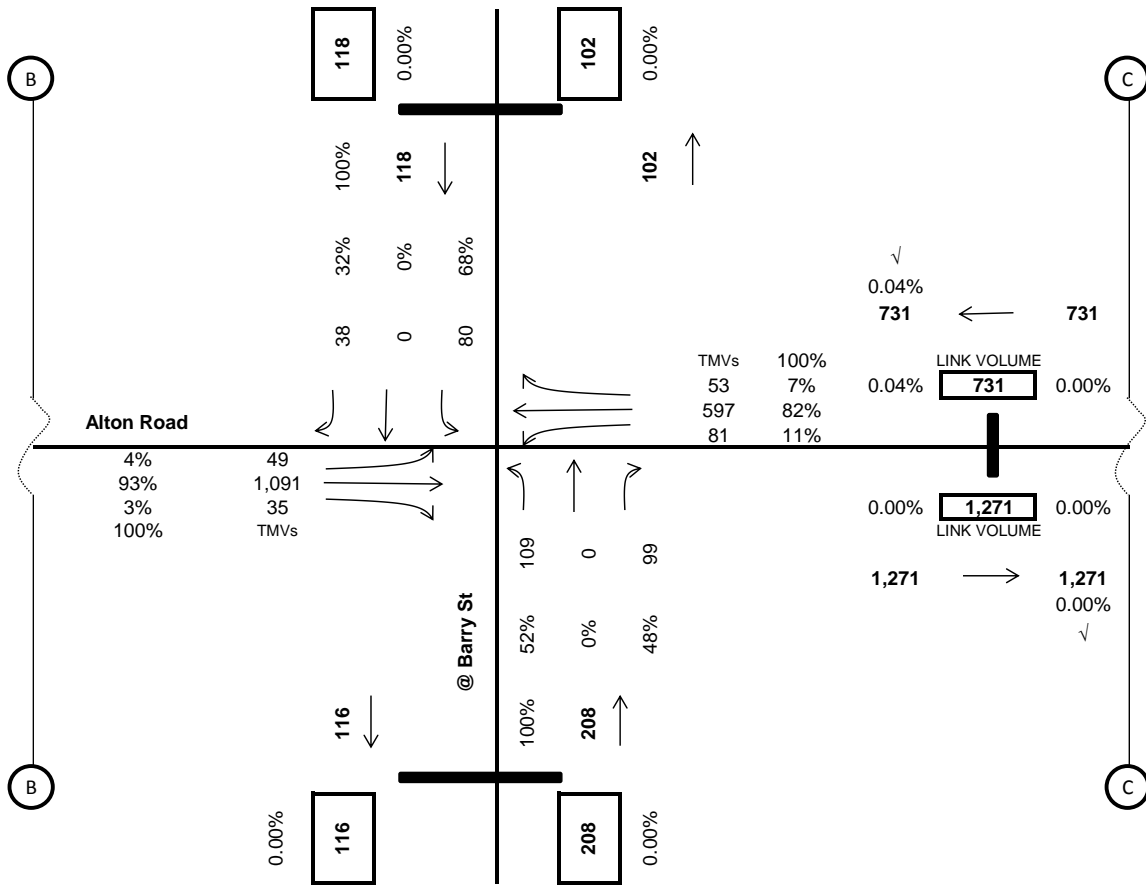
Alton Road
Turning Movement Volume Development/Balancing
2017 PM Peak Period (3:00 PM to 7:00 PM)

Exhibit No: **TBD**

Page No: **2 of 7**

Date: **12/21/18**

@ Barry St



**Turning Movement Volumes
@ Barry St**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	731			208			1,175			118		
TM Pk Per Counts ¹	55	406	36	23	0	21	36	803	26	17	0	8
% Turns	11%	82%	7%	52%	0%	48%	4%	93%	3%	68%	0%	32%
Calc. pk Per Volumes	81	597	53	109	0	99	49	1091	35	80	0	38
Adjustments												
Bal Pk Per Volumes	81	597	53	109	0	99	49	1091	35	80	0	38

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↗ Turning Movement Volumes (Balanced)
- (A) Match Line
- (A) Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:

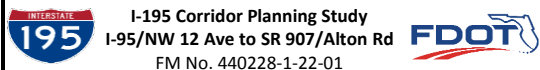


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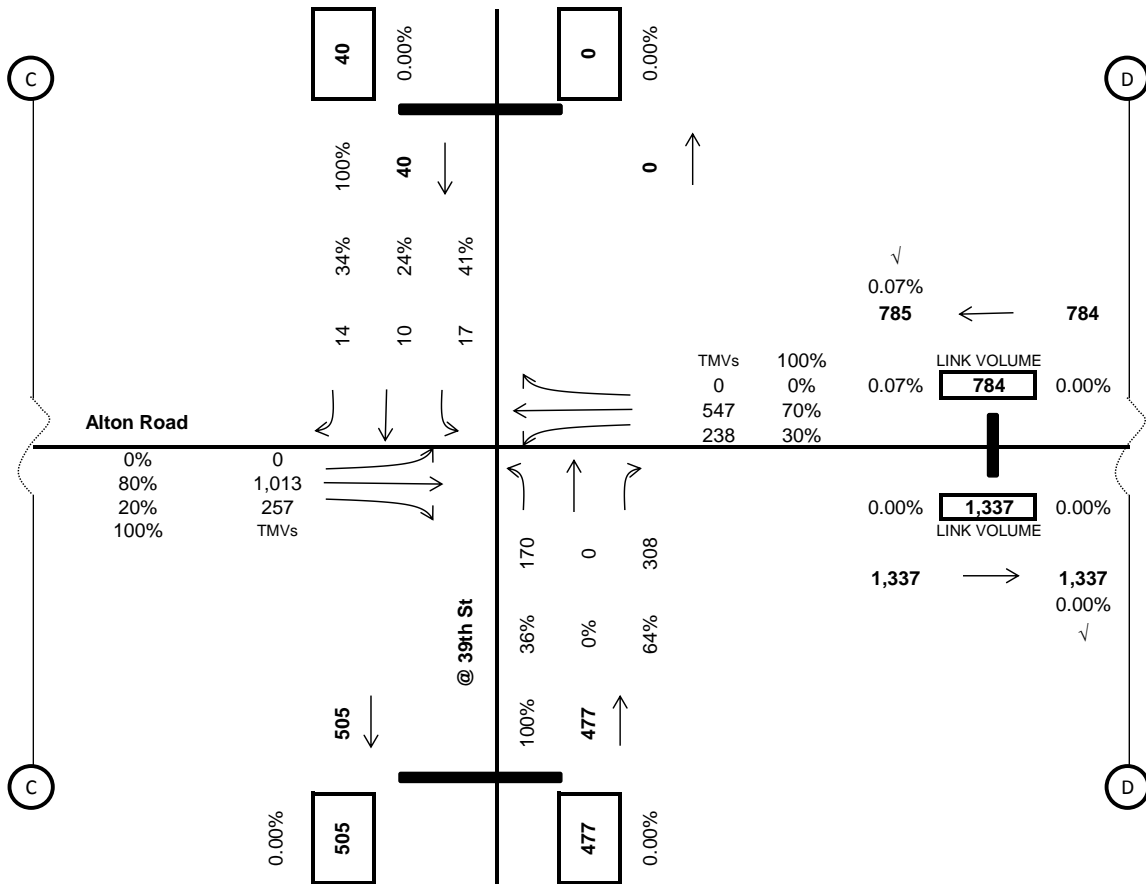
Alton Road
Turning Movement Volume Development/Balancing
2017 PM Peak Period (3:00 PM to 7:00 PM)

Exhibit No: **TBD**

Page No: **3 of 7**

Date: 12/21/18

@ 39th St



**Turning Movement Volumes
@ 39th St**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	784			477			1,271			40		
TM Pk Per Counts ¹	163	375	0	122	0	221	3	728	185	12	7	10
% Turns	30%	70%	0%	36%	0%	64%	0%	79%	20%	41%	24%	34%
Calc. pk Per Volumes	238	547	0	170	0	308	0	1013	257	17	10	14
Adjustments												
Bal Pk Per Volumes	238	547	0	170	0	308	0	1013	257	17	10	14

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- A Match Line
- A Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

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Project Name:

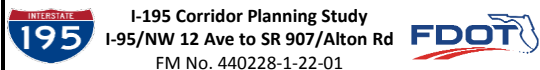


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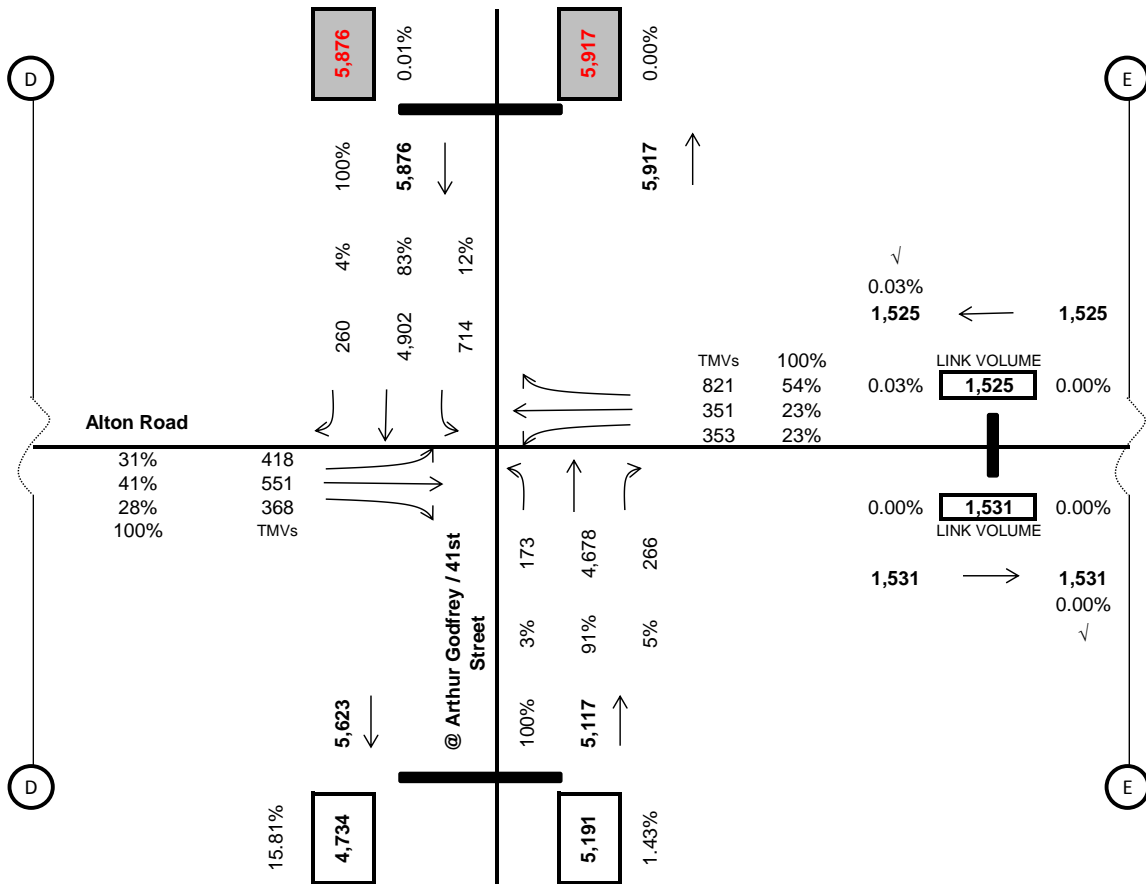
**Alton Road
Turning Movement Volume Development/Balancing
2017 PM Peak Period (3:00 PM to 7:00 PM)**

Exhibit No: **TBD**

Page No: **4 of 7**

Date: **12/21/18**

@ Arthur Godfrey / 41st Street



**Turning Movement Volumes
@ Arthur Godfrey / 41st**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	1,525			5,191			1,337			5,876		
TM Pk Per Counts ¹	262	246	624	136	3729	209	315	437	259	453	3096	148
% Turns	23%	22%	55%	3%	92%	5%	31%	43%	26%	12%	84%	4%
Calc. pk Per Volumes	353	331	841	173	4751	266	448	621	368	644	4402	210
Adjustments		20	-20		-73		-30	-70		70	500	50
Bal Pk Per Volumes	353	351	821	173	4678	266	418	551	368	714	4902	260

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↗ Turning Movement Volumes (Balanced)
- (A) Match Line
- (A) Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:

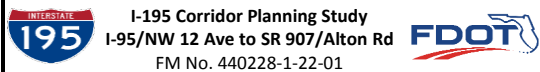


Exhibit Name:

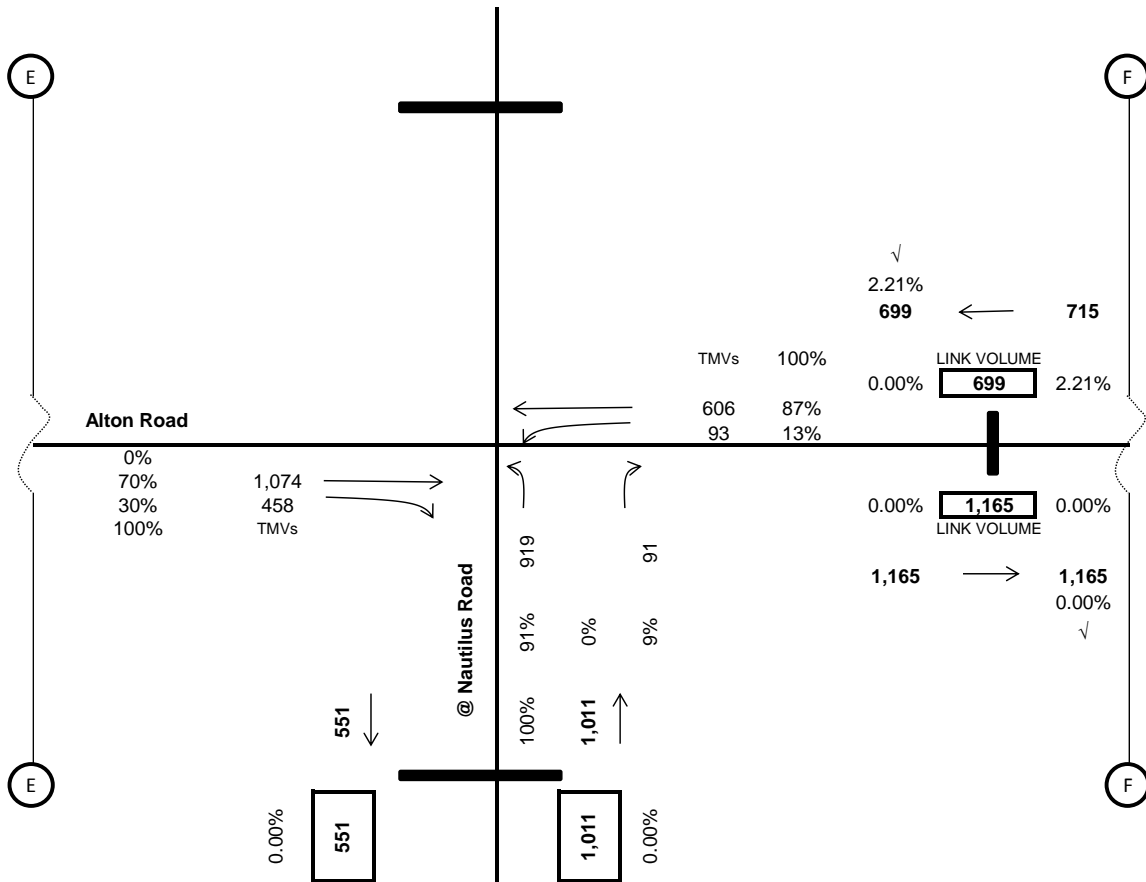
**Alton Road
Turning Movement Volume Development/Balancing
2017 PM Peak Period (3:00 PM to 7:00 PM)**

Exhibit No: **TBD**

Page No: **5 of 7**

Date: **12/21/18**

@ Nautilus Road



**Turning Movement Volumes
@ Nautilus Road**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	699			1,011			1,531			0		
TM Pk Per Counts ¹	70	457	0	685	0	68	7	800	341	0	0	0
% Turns	13%	87%	0%	91%	0%	9%	1%	70%	30%	-	-	-
Calc. pk Per Volumes	93	606	0	919	0	91	9	1074	458	-	-	-
Adjustments												
Bal Pk Per Volumes	93	606	0	919	0	91	9	1074	458	0	0	0

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↷ Turning Movement Volumes (Balanced)
- (A) Match Line
- (A) Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:



I-195 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01



Exhibit Name:

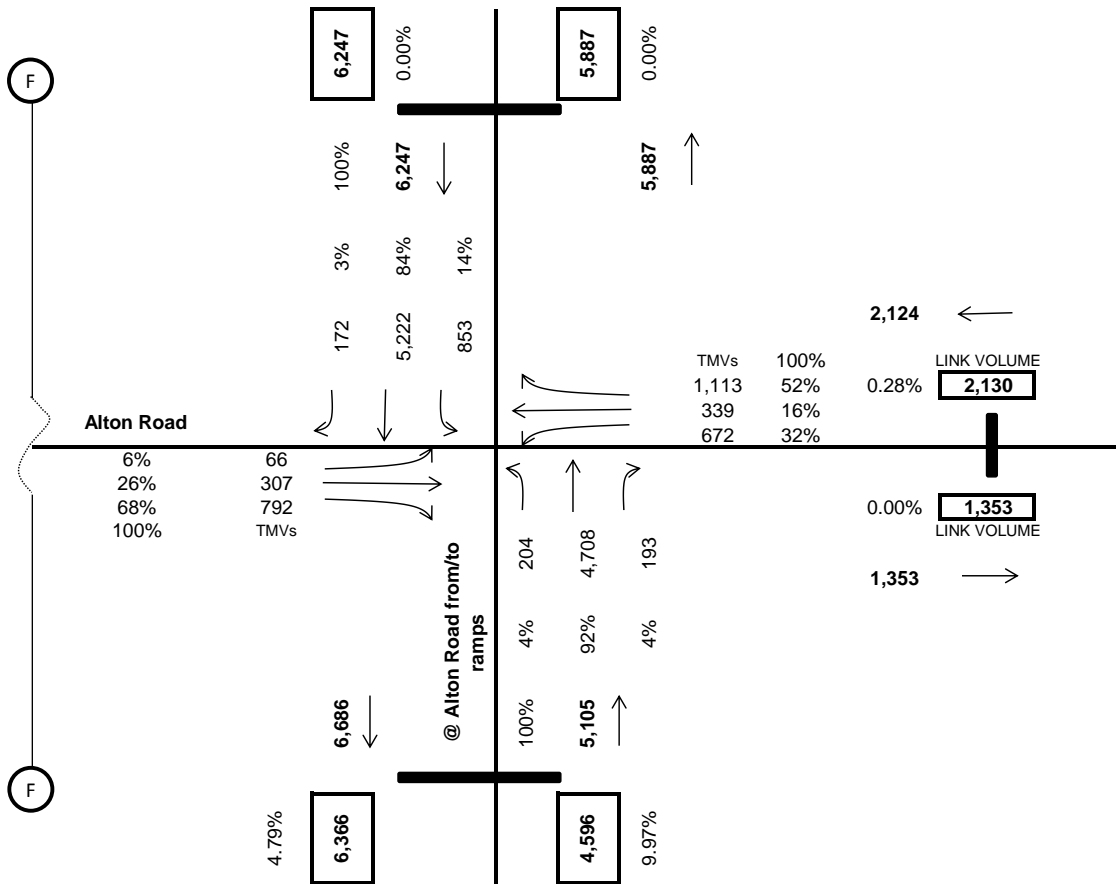
Alton Road
Turning Movement Volume Development/Balancing
2017 PM Peak Period (3:00 PM to 7:00 PM)

Exhibit No: **TBD**

Page No: **6 of 7**

Date: 12/21/18

@ Alton Road from/to ramps



**Turning Movement Volumes
@ Alton Road from/to ramps**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	2,130			4,596			1,165			6,247		
TM Pk Per Counts ¹	485	256	796	173	3544	172	49	226	584	558	3538	117
% Turns	32%	17%	52%	4%	91%	4%	6%	26%	68%	13%	84%	3%
Calc. pk Per Volumes	672	355	1103	204	4188	203	66	307	792	773	4902	162
Adjustments		-16	10		520	-10				80	320	10
Bal Pk Per Volumes	672	339	1113	204	4708	193	66	307	792	853	5222	172

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↷ Turning Movement Volumes (Balanced)
- (A) Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:

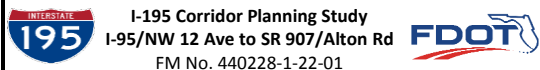


Exhibit Name:

Alton Road
Turning Movement Volume Development/Balancing
2017 PM Peak Period (3:00 PM to 7:00 PM)

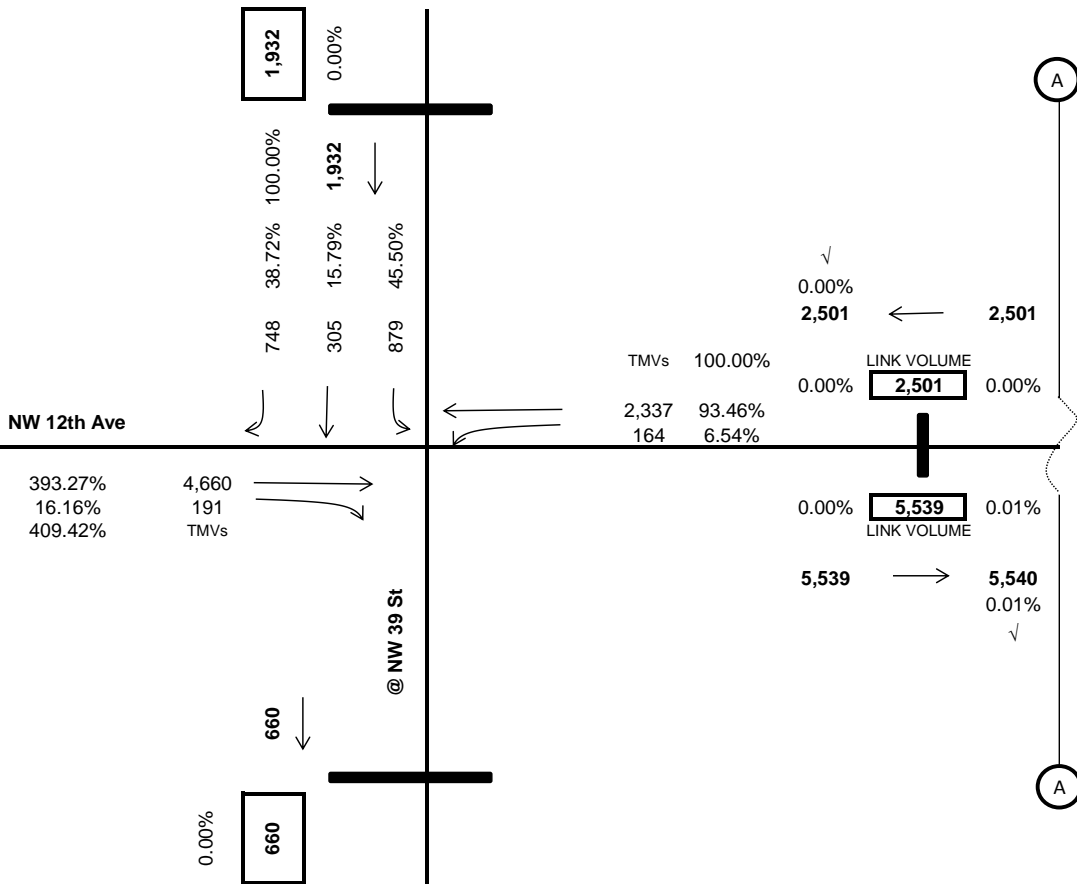
Exhibit No: **TBD**

Page No: **7 of 7**

Date: 12/21/18

NW 12th Avenue

@ NW 39 St



**Turning Movement Volumes
@ NW 39 St**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	2,501			0			4,852			1,932		
TM Pk Per Counts ¹	123	1758	0	0	0	0	0	3505	144	659	229	561
% Turns	7%	93%	0%	-	-	-	0%	96%	4%	45%	16%	39%
Calc. pk Per Volumes	164	2337	0	-	-	-	0	4660	191	879	305	748
Adjustments												
Bal Pk Per Volumes	164	2337	0	0	0	0	0	4660	191	879	305	748

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

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Project Name:

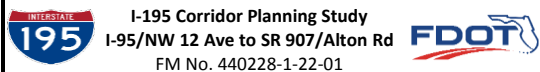


Exhibit Name:

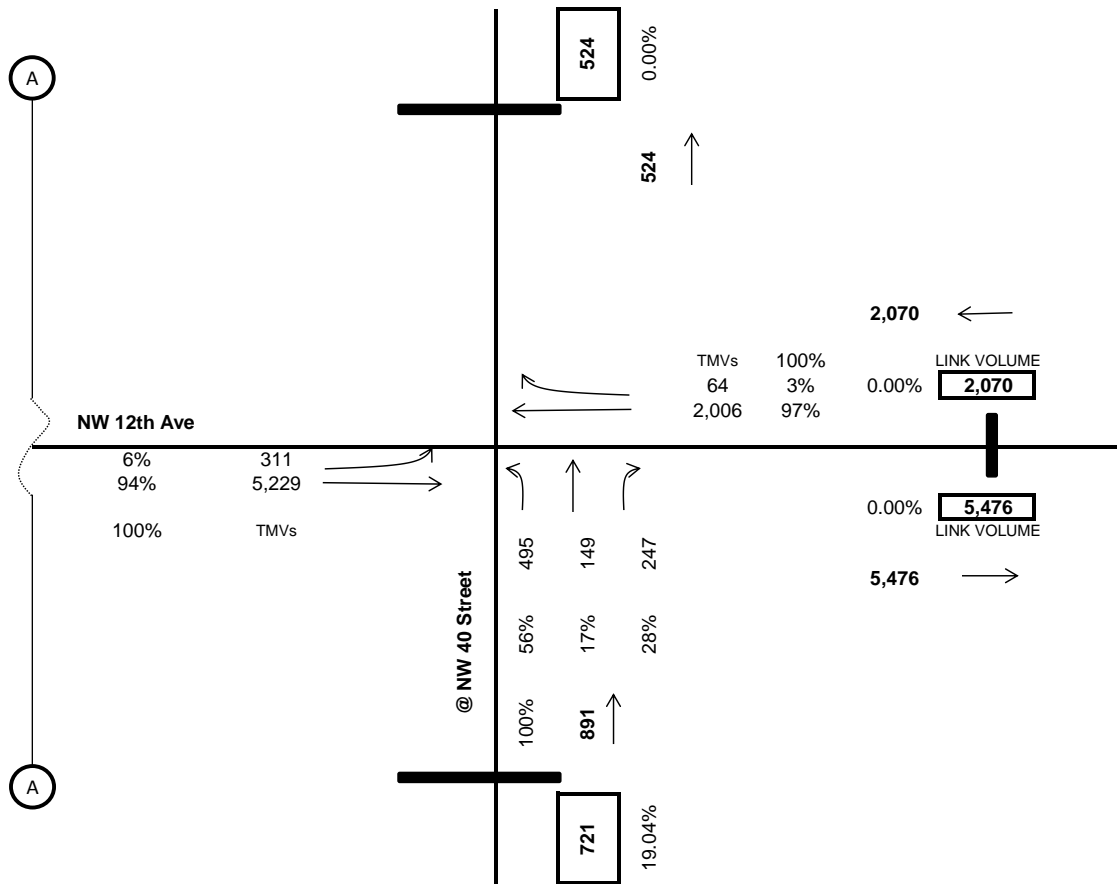
**NW 12th Ave
Turning Movement Volume Development/Balancing
2017 PM Peak Period (3:00 PM to 7:00 PM)**

Exhibit No: **TBD**

Page No: **1 of 2**

Date: **12/21/18**

@ NW 40 Street



**Turning Movement Volumes
@ NW 40 Street**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	2,070			721			5,539			0		
TM Pk Per Counts ¹	0	1594	51	304	89	148	233	3922	0	0	0	0
% Turns	0%	97%	3%	56%	16%	27%	6%	94%	0%	-	-	-
Calc. pk Per Volumes	0	2,006	64	405	119	197	311	5229	0	-	-	-
Adjustments				90	30	50						
Bal Pk Per Volumes	0	2006	64	495	149	247	311	5229	0	0	0	0

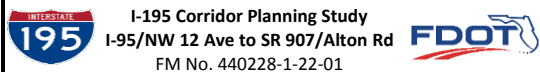
LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
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- (A) Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

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Project Name:



I-195 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01

Exhibit Name:

**NW 12th Ave
Turning Movement Volume Development/Balancing
2017 PM Peak Period (3:00 PM to 7:00 PM)**

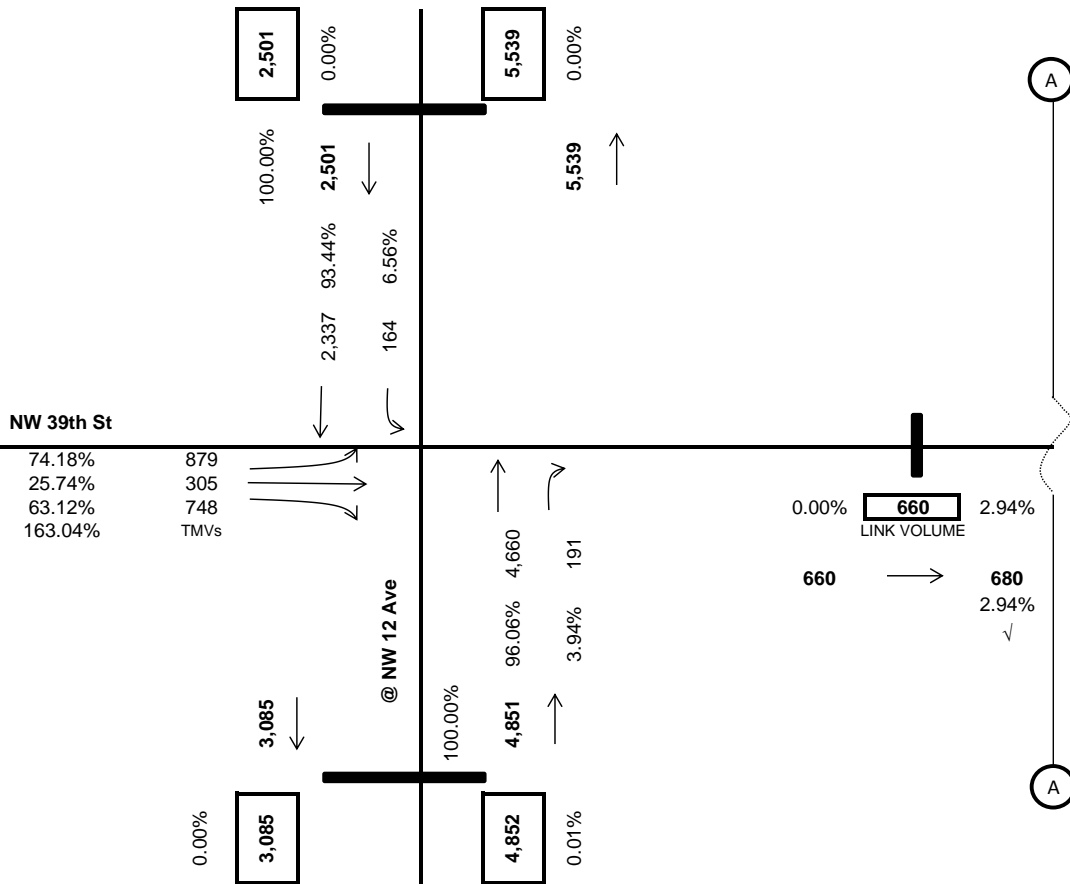
Exhibit No: **TBD**

Page No: **2 of 2**

Date: **12/21/18**

NW 39th Street

@ NW 12 Ave



**Turning Movement Volumes
@ NW 12 Ave**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	0			4,852			1,932			2,501		
TM Pk Per Counts ¹	0	0	0	0	3505	144	659	229	561	123	1758	0
% Turns	-	-	-	0%	96%	4%	45%	16%	39%	7%	93%	0%
Calc. pk Per Volumes	-	-	-	0	4660	191	879	305	748	164	2337	0
Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Bal Pk Per Volumes	0	0	0	0	4660	191	879	305	748	164	2337	0

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- Match Line

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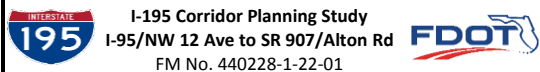


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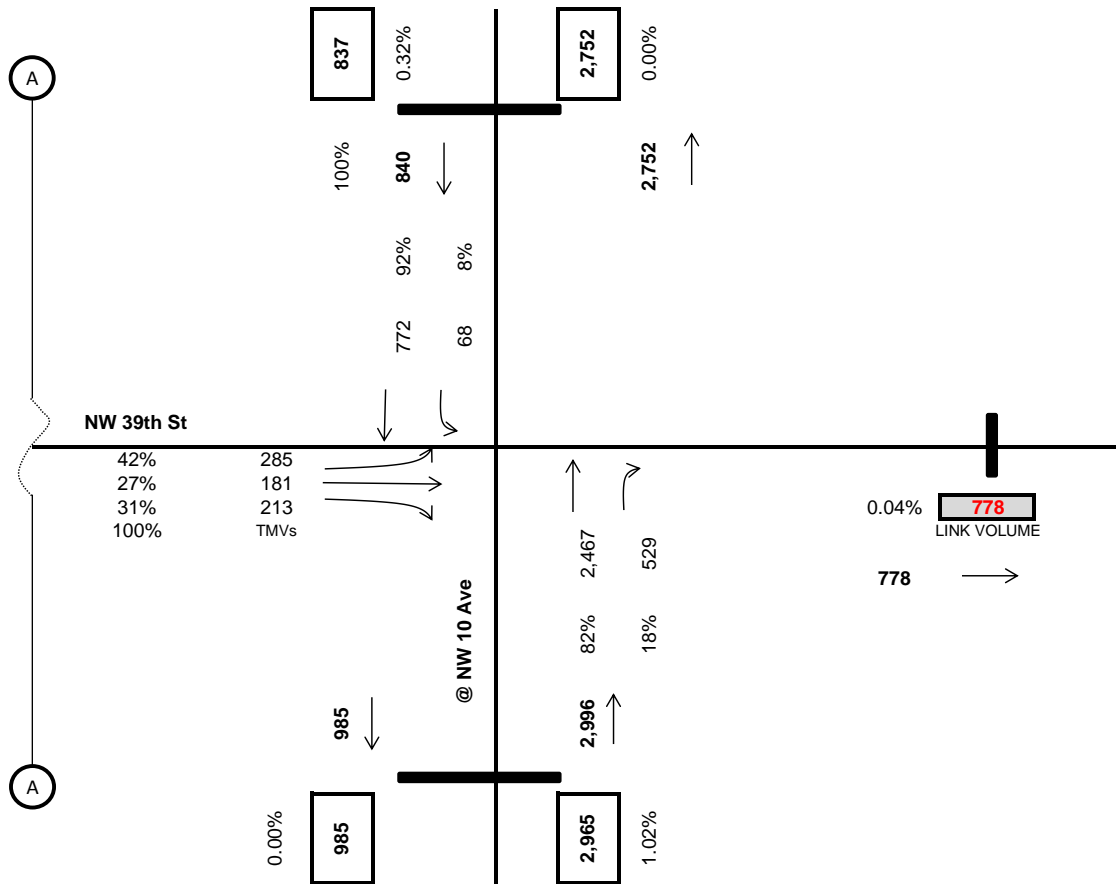
**NW 39th Street
Turning Movement Volume Development/Balancing
2017 PM Peak Period (3:00 PM to 7:00 PM)**

Exhibit No: **TBD**

Page No: **1 of 2**

Date: **12/21/18**

@ NW 10 Ave



**Turning Movement Volumes
@ NW 10 Ave**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	0			2,965			660			837		
TM Pk Per Counts ¹	0	0	0	0	1850	374	214	121	160	49	579	0
% Turns	-	-	-	0%	83%	17%	43%	24%	32%	8%	92%	0%
Calc. pk Per Volumes	-	-	-	0	2467	499	285	161	213	65	772	0
Adjustments						30		20		3		
Bal Pk Per Volumes	0	0	0	0	2467	529	285	181	213	68	772	0

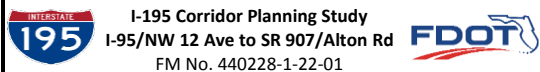
LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↷ Turning Movement Volumes (Balanced)
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1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:



I-195 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01

Exhibit Name:

**NW 39th Street
Turning Movement Volume Development/Balancing
2017 PM Peak Period (3:00 PM to 7:00 PM)**

Exhibit No: **TBD**

Page No: **2 of 2**

Date: **12/21/18**

SYNCHRO CALIBRATION SUMMARY

Calibration for Synchro Macro Simulation Model

N Miami Avenue at	Queues (vehicles)							
	AM Peak				PM Peak			
	NB		SB		NB		SB	
	Observed ¹ (maximum)	Synchro ² (95th Percentile)	Observed ¹ (maximum)	Synchro ² (95th Percentile)	Observed ¹ (maximum)	Synchro ² (95th Percentile)	Observed ¹ (maximum)	Synchro ² (95th Percentile)
NE 36th Street	9	12	14	23	20+	24	11	12
I-195 EB Off-Ramp	11	8	6	7	14	23	5	4
I-195 WB On-Ramp	10	13	20+	38	21	20	12	17

Biscayne Boulevard (US-1) at	Queues (vehicles)							
	AM Peak				PM Peak			
	NB		SB		NB		SB	
	Observed ¹ (maximum)	Synchro ² (95th Percentile)	Observed ¹ (maximum)	Synchro ² (95th Percentile)	Observed ¹ (maximum)	Synchro ² (95th Percentile)	Observed ¹ (maximum)	Synchro ² (95th Percentile)
NE 36th Street	20+	24	20+	31	20+	18	20+	19
NE 38th Street	12	26	20+	36	16	30	20+	13

Alton Road at	Queues (vehicles)							
	AM Peak				PM Peak			
	NB		SB		NB		SB	
	Observed ¹ (maximum)	Synchro ² (95th Percentile)	Observed ¹ (maximum)	Synchro ² (95th Percentile)	Observed ¹ (maximum)	Synchro ² (95th Percentile)	Observed ¹ (maximum)	Synchro ² (95th Percentile)
Arthur Godfrey Road	10	7	8	8	12	10	6	7
43rd Street	14	20	4	4	8	10	10	19

NE 36th Street at	Queues (vehicles)							
	AM Peak				PM Peak			
	NB		SB		NB		SB	
	Observed ¹ (maximum)	Synchro ² (95th Percentile)	Observed ¹ (maximum)	Synchro ² (95th Percentile)	Observed ¹ (maximum)	Synchro ² (95th Percentile)	Observed ¹ (maximum)	Synchro ² (95th Percentile)
N Miami Avenue	20	12	15	10	12	11	20	22
NE 2nd Avenue/Federal Hwy	15	13	12	8	18	14	16	14
US-1	20+	24	20+	28	20+	26	20	19

Notes:

1) The queues were recorded at the major signalized intersections for every cycle in both the AM and PM peak hours. The 95th percentile queue length from the Synchro model was compared to the maximum of the observed queues.

2) 95th Percentile queue length which was reported in feet in the model was converted to number of vehicles using a vehicle length of 25 ft

SYNCHRO OUTPUT SHEETS (AM/PM PEAK)

EXISTING CONDITIONS (2017)

AM PEAK

HCM Signalized Intersection Capacity Analysis

Existing Conditions

3: NW 12th Ave & NW 40th St/I-95 SB Express lanes off-ramp/NW 40th St

2017 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations				↙	↖	↗	↘	↑↑			↑↓		
Traffic Volume (vph)	0	0	0	159	16	39	47	605	0	0	821	8	
Future Volume (vph)	0	0	0	159	16	39	47	605	0	0	821	8	
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)				6.0	6.0	6.0	6.0	6.0			6.0		
Lane Util. Factor				0.95	0.95	1.00	1.00	0.95			0.95		
Frbp, ped/bikes				1.00	1.00	0.99	1.00	1.00			1.00		
Flpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			1.00		
Frt				1.00	1.00	0.85	1.00	1.00			1.00		
Flt Protected				0.95	0.96	1.00	0.95	1.00			1.00		
Satd. Flow (prot)				1573	1593	1462	1736	3471			3465		
Flt Permitted				0.95	0.96	1.00	0.24	1.00			1.00		
Satd. Flow (perm)				1573	1593	1462	433	3471			3465		
Peak-hour factor, PHF	0.92	0.92	0.92	0.81	0.69	0.77	0.79	0.93	0.95	0.95	0.89	0.75	
Adj. Flow (vph)	0	0	0	196	23	51	59	651	0	0	922	11	
RTOR Reduction (vph)	0	0	0	0	0	44	0	0	0	0	0	0	
Lane Group Flow (vph)	0	0	0	110	109	7	59	651	0	0	933	0	
Confl. Peds. (#/hr)				3		1							
Heavy Vehicles (%)	2%	2%	2%	9%	9%	9%	4%	4%	4%	4%	4%	4%	
Turn Type				Split	NA	Perm	pm+pt	NA			NA		
Protected Phases				4	4		1	6			2		
Permitted Phases						4	6						
Actuated Green, G (s)				10.8	10.8	10.8	57.2	57.2			47.7		
Effective Green, g (s)				10.8	10.8	10.8	57.2	57.2			47.7		
Actuated g/C Ratio				0.14	0.14	0.14	0.72	0.72			0.60		
Clearance Time (s)				6.0	6.0	6.0	6.0	6.0			6.0		
Vehicle Extension (s)				2.5	2.5	2.5	2.0	1.0			1.0		
Lane Grp Cap (vph)				212	215	197	366	2481			2066		
v/s Ratio Prot				c0.07	0.07		0.01	c0.19			c0.27		
v/s Ratio Perm						0.00	0.11						
v/c Ratio				0.52	0.51	0.03	0.16	0.26			0.45		
Uniform Delay, d1				32.2	32.1	30.1	4.4	4.0			8.9		
Progression Factor				1.00	1.00	1.00	2.49	2.14			1.00		
Incremental Delay, d2				1.6	1.4	0.1	0.1	0.2			0.7		
Delay (s)				33.8	33.5	30.1	11.0	8.8			9.6		
Level of Service				C	C	C	B	A			A		
Approach Delay (s)		0.0			33.0			9.0			9.6		
Approach LOS		A			C			A			A		
Intersection Summary													
HCM 2000 Control Delay			12.7		HCM 2000 Level of Service						B		
HCM 2000 Volume to Capacity ratio			0.47										
Actuated Cycle Length (s)			80.0		Sum of lost time (s)						18.0		
Intersection Capacity Utilization			63.8%		ICU Level of Service						B		
Analysis Period (min)			15										
c Critical Lane Group													

Timings

3: NW 12th Ave & NW 40th St/I-95 SB Express lanes off-ramp/NW 40th St

Existing Conditions

2017 AM Peak



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations	↶	↶	↶	↶	↑↑	↑↑
Traffic Volume (vph)	159	16	39	47	605	821
Future Volume (vph)	159	16	39	47	605	821
Turn Type	Split	NA	Perm	pm+pt	NA	NA
Protected Phases	4	4		1	6	2
Permitted Phases			4	6		
Detector Phase	4	4	4	1	6	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	27.0	27.0	27.0	11.0	24.0	24.0
Total Split (s)	43.0	43.0	43.0	11.0	37.0	26.0
Total Split (%)	53.8%	53.8%	53.8%	13.8%	46.3%	32.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag				Lead		Lag
Lead-Lag Optimize?				Yes		Yes
Recall Mode	None	None	None	None	C-Max	C-Max

Intersection Summary

Cycle Length: 80

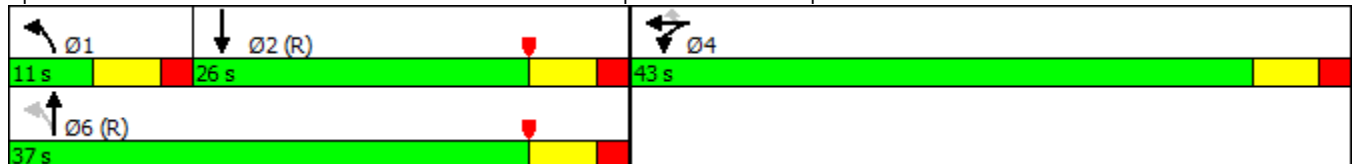
Actuated Cycle Length: 80

Offset: 50 (63%), Referenced to phase 2:SBT and 6:NBTL, Start of Yellow

Natural Cycle: 65

Control Type: Actuated-Coordinated

Splits and Phases: 3: NW 12th Ave & NW 40th St/I-95 SB Express lanes off-ramp/NW 40th St



Queues

3: NW 12th Ave & NW 40th St/I-95 SB Express lanes off-ramp/NW 40th St

Existing Conditions

2017 AM Peak






















Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	110	109	51	59	651	933
v/c Ratio	0.52	0.51	0.17	0.15	0.26	0.43
Control Delay	40.3	39.8	1.2	11.0	9.7	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.6	0.1
Total Delay	40.3	39.8	1.2	11.0	10.3	10.2
Queue Length 50th (ft)	54	54	0	5	28	129
Queue Length 95th (ft)	88	73	0	47	191	207
Internal Link Dist (ft)		332			198	106
Turn Bay Length (ft)			140			
Base Capacity (vph)	727	736	742	399	2482	2170
Starvation Cap Reductn	0	0	0	0	1361	0
Spillback Cap Reductn	0	0	0	0	0	391
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.15	0.07	0.15	0.58	0.52

Intersection Summary

HCM 2010 Signalized Intersection Summary
 4: NW 12th Ave & I-195 EB Off-Ramp/NW 39th St/NW 39th St

Existing Conditions
 2017 AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	119	447	0	0	0	0	558	26	41	940	0
Future Volume (veh/h)	94	119	447	0	0	0	0	558	26	41	940	0
Number	3	8	18				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810				0	1845	1900	1810	1810	0
Adj Flow Rate, veh/h	122	153	491				0	641	52	52	1033	0
Adj No. of Lanes	1	1	1				0	2	0	1	2	0
Peak Hour Factor	0.77	0.78	0.91				0.95	0.87	0.50	0.79	0.91	0.95
Percent Heavy Veh, %	5	5	5				0	3	3	5	5	0
Cap, veh/h	611	642	545				0	1237	100	328	1703	0
Arrive On Green	0.35	0.35	0.35				0.00	0.38	0.38	0.09	0.99	0.00
Sat Flow, veh/h	1723	1810	1537				0	3369	265	1723	3529	0
Grp Volume(v), veh/h	122	153	491				0	342	351	52	1033	0
Grp Sat Flow(s),veh/h/ln	1723	1810	1537				0	1752	1790	1723	1719	0
Q Serve(g_s), s	3.9	4.8	24.2				0.0	12.1	12.1	1.4	0.6	0.0
Cycle Q Clear(g_c), s	3.9	4.8	24.2				0.0	12.1	12.1	1.4	0.6	0.0
Prop In Lane	1.00		1.00				0.00		0.15	1.00		0.00
Lane Grp Cap(c), veh/h	611	642	545				0	661	676	328	1703	0
V/C Ratio(X)	0.20	0.24	0.90				0.00	0.52	0.52	0.16	0.61	0.00
Avail Cap(c_a), veh/h	840	882	749				0	661	676	361	1703	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.90	0.90	0.00
Uniform Delay (d), s/veh	17.9	18.2	24.5				0.0	19.3	19.3	13.4	0.2	0.0
Incr Delay (d2), s/veh	0.1	0.1	10.2				0.0	2.9	2.8	0.1	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	2.4	11.8				0.0	6.3	6.5	0.6	0.5	0.0
LnGrp Delay(d),s/veh	18.0	18.3	34.7				0.0	22.2	22.1	13.5	1.7	0.0
LnGrp LOS	B	B	C					C	C	B	A	
Approach Vol, veh/h		766						693			1085	
Approach Delay, s/veh		28.8						22.1			2.2	
Approach LOS		C						C			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		45.6			9.4	36.2		34.4				
Change Period (Y+Rc), s		6.0			6.0	6.0		6.0				
Max Green Setting (Gmax), s		29.0			5.0	18.0		39.0				
Max Q Clear Time (g_c+I1), s		2.6			3.4	14.1		26.2				
Green Ext Time (p_c), s		5.2			0.0	2.1		2.1				
Intersection Summary												
HCM 2010 Ctrl Delay			15.6									
HCM 2010 LOS			B									

Timings
4: NW 12th Ave & I-195 EB Off-Ramp/NW 39th St/NW 39th St

Existing Conditions
2017 AM Peak

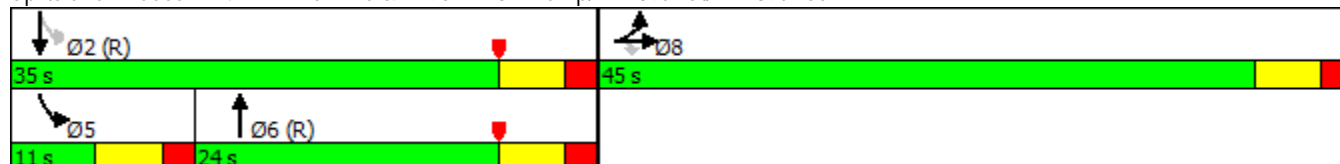


Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Configurations	↙	↑	↗	↑↑	↙	↑↑
Traffic Volume (vph)	94	119	447	558	41	940
Future Volume (vph)	94	119	447	558	41	940
Turn Type	Split	NA	Perm	NA	pm+pt	NA
Protected Phases	8	8		6	5	2
Permitted Phases			8		2	
Detector Phase	8	8	8	6	5	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	7.0	5.0	7.0
Minimum Split (s)	29.0	29.0	29.0	24.0	11.0	24.0
Total Split (s)	45.0	45.0	45.0	24.0	11.0	35.0
Total Split (%)	56.3%	56.3%	56.3%	30.0%	13.8%	43.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag				Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	
Recall Mode	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 58 (73%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated

Splits and Phases: 4: NW 12th Ave & I-195 EB Off-Ramp/NW 39th St/NW 39th St



Queues

4: NW 12th Ave & I-195 EB Off-Ramp/NW 39th St/NW 39th St

Existing Conditions

2017 AM Peak



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	122	153	491	693	52	1033
v/c Ratio	0.20	0.24	0.80	0.48	0.17	0.60
Control Delay	16.6	17.3	27.0	23.1	10.8	16.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay	16.6	17.3	27.0	23.1	10.8	17.1
Queue Length 50th (ft)	42	53	165	143	9	220
Queue Length 95th (ft)	51	63	224	#255	26	#344
Internal Link Dist (ft)		210		209		198
Turn Bay Length (ft)						
Base Capacity (vph)	838	882	803	1430	314	1722
Starvation Cap Reductn	0	0	0	0	0	185
Spillback Cap Reductn	84	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.17	0.61	0.48	0.17	0.67

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Intersection												
Int Delay, s/veh	5.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗					↕	↗	↗	↕	
Traffic Vol, veh/h	52	78	61	0	0	0	0	235	152	22	427	0
Future Vol, veh/h	52	78	61	0	0	0	0	235	152	22	427	0
Conflicting Peds, #/hr	0	0	0	0	0	0	10	0	13	13	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	100	0	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	62	86	88	92	92	92	92	80	90	78	93	92
Heavy Vehicles, %	3	3	3	2	2	2	4	4	4	2	2	2
Mvmt Flow	84	91	69	0	0	0	0	294	169	28	459	0



























Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	894	991	459	-	0	0	476	0	0
Stage 1	515	515	-	-	-	-	-	-	-
Stage 2	379	476	-	-	-	-	-	-	-
Critical Hdwy	6.43	6.53	6.23	-	-	-	4.12	-	-
Critical Hdwy Stg 1	5.43	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.43	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	310	245	600	0	-	-	1086	-	0
Stage 1	598	533	-	0	-	-	-	-	0
Stage 2	690	555	-	0	-	-	-	-	0
Platoon blocked, %									
Mov Cap-1 Maneuver	302	0	600	-	-	-	1086	-	-
Mov Cap-2 Maneuver	302	0	-	-	-	-	-	-	-
Stage 1	598	0	-	-	-	-	-	-	-
Stage 2	672	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	26.3	0	0.5
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	302	600	1086	-
HCM Lane V/C Ratio	-	-	0.578	0.116	0.026	-
HCM Control Delay (s)	-	-	32	11.8	8.4	-
HCM Lane LOS	-	-	D	B	A	-
HCM 95th %tile Q(veh)	-	-	3.4	0.4	0.1	-

HCM 2010 Signalized Intersection Summary
 37: N Miami Ave & NW 36th St/NE 36th St

Existing Conditions
 2017 AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 						 			 	
Traffic Volume (veh/h)	98	357	25	66	199	73	16	387	52	298	572	216
Future Volume (veh/h)	98	357	25	66	199	73	16	387	52	298	572	216
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1827	1900	1845	1845	1845	1863	1863	1863	1845	1845	1900
Adj Flow Rate, veh/h	111	372	35	100	229	130	28	472	67	343	657	245
Adj No. of Lanes	1	2	0	1	1	1	1	2	1	1	2	0
Peak Hour Factor	0.88	0.96	0.72	0.66	0.87	0.56	0.57	0.82	0.78	0.87	0.87	0.88
Percent Heavy Veh, %	4	4	4	3	3	3	2	2	2	3	3	3
Cap, veh/h	523	1557	146	513	889	749	110	829	369	315	917	342
Arrive On Green	0.04	0.49	0.49	0.04	0.48	0.48	0.23	0.23	0.23	0.03	0.12	0.12
Sat Flow, veh/h	1740	3206	300	1757	1845	1554	615	3539	1575	1757	2496	931
Grp Volume(v), veh/h	111	200	207	100	229	130	28	472	67	343	461	441
Grp Sat Flow(s),veh/h/ln	1740	1736	1771	1757	1845	1554	615	1770	1575	1757	1752	1674
Q Serve(g_s), s	5.8	12.1	12.2	5.2	13.2	8.5	7.6	21.2	6.1	18.0	45.6	45.6
Cycle Q Clear(g_c), s	5.8	12.1	12.2	5.2	13.2	8.5	29.2	21.2	6.1	18.0	45.6	45.6
Prop In Lane	1.00		0.17	1.00		1.00	1.00		1.00	1.00		0.56
Lane Grp Cap(c), veh/h	523	843	860	513	889	749	110	829	369	315	644	615
V/C Ratio(X)	0.21	0.24	0.24	0.19	0.26	0.17	0.25	0.57	0.18	1.09	0.72	0.72
Avail Cap(c_a), veh/h	641	843	860	637	889	749	263	1711	761	315	1081	1033
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93
Uniform Delay (d), s/veh	22.2	26.9	27.0	22.2	27.6	26.3	74.0	60.9	55.1	59.8	70.1	70.1
Incr Delay (d2), s/veh	0.1	0.7	0.7	0.1	0.7	0.5	0.9	0.5	0.2	74.8	1.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	5.9	6.1	2.5	6.9	3.8	1.3	10.4	2.7	13.5	22.4	21.4
LnGrp Delay(d),s/veh	22.2	27.6	27.6	22.2	28.3	26.9	74.9	61.4	55.3	134.6	71.1	71.2
LnGrp LOS	C	C	C	C	C	C	E	E	E	F	E	E
Approach Vol, veh/h		518			459			567			1245	
Approach Delay, s/veh		26.5			26.6			61.3			88.6	
Approach LOS		C			C			E			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	14.2	93.4	24.0	48.4	13.6	94.0		72.4				
Change Period (Y+Rc), s	* 6.3	6.6	6.0	* 6.3	* 6.3	6.6		* 6.3				
Max Green Setting (Gmax), s	* 20	30.0	18.0	* 87	* 20	30.0		* 1.1E2				
Max Q Clear Time (g_c+I1), s	7.8	15.2	20.0	31.2	7.2	14.2		47.6				
Green Ext Time (p_c), s	0.1	1.3	0.0	10.9	0.1	1.3		11.0				
Intersection Summary												
HCM 2010 Ctrl Delay			61.3									
HCM 2010 LOS			E									
Notes												

Timings
37: N Miami Ave & NW 36th St/NE 36th St

Existing Conditions
2017 AM Peak

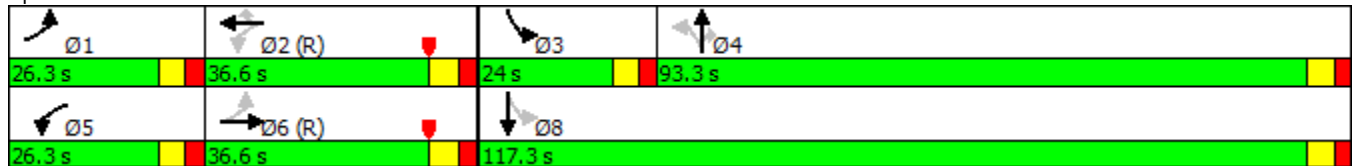


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	98	357	66	199	73	16	387	52	298	572
Future Volume (vph)	98	357	66	199	73	16	387	52	298	572
Turn Type	pm+pt	NA	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA
Protected Phases	1	6	5	2			4		3	8
Permitted Phases	6		2		2	4		4	8	
Detector Phase	1	6	5	2	2	4	4	4	3	8
Switch Phase										
Minimum Initial (s)	7.0	16.0	7.0	16.0	16.0	16.0	16.0	16.0	7.0	16.0
Minimum Split (s)	13.3	32.6	24.3	32.6	32.6	32.3	32.3	32.3	13.0	32.3
Total Split (s)	26.3	36.6	26.3	36.6	36.6	93.3	93.3	93.3	24.0	117.3
Total Split (%)	14.6%	20.3%	14.6%	20.3%	20.3%	51.8%	51.8%	51.8%	13.3%	65.1%
Yellow Time (s)	3.7	4.0	3.7	4.0	4.0	4.0	4.0	4.0	3.7	4.0
All-Red Time (s)	2.6	2.6	2.6	2.6	2.6	2.3	2.3	2.3	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.6	6.3	6.6	6.6	6.3	6.3	6.3	6.0	6.3
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 180.2
 Actuated Cycle Length: 180.2
 Offset: 51 (28%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
 Natural Cycle: 105
 Control Type: Actuated-Coordinated

Splits and Phases: 37: N Miami Ave & NW 36th St/NE 36th St



Queues

37: N Miami Ave & NW 36th St/NE 36th St

Existing Conditions

2017 AM Peak



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	111	407	100	229	130	28	472	67	343	902
v/c Ratio	0.17	0.23	0.18	0.24	0.15	0.46	0.74	0.19	1.37	0.83
Control Delay	16.5	24.3	16.6	25.9	4.3	87.5	76.0	3.9	228.0	60.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.3
Total Delay	16.5	24.3	16.6	25.9	4.3	87.5	76.0	3.9	228.7	60.7
Queue Length 50th (ft)	52	130	46	142	0	30	283	0	~440	500
Queue Length 95th (ft)	95	199	64	233	0	39	287	3	#565	501
Internal Link Dist (ft)		385		648			318			212
Turn Bay Length (ft)	340		220			250			175	
Base Capacity (vph)	719	1805	643	969	867	162	1708	798	251	2074
Starvation Cap Reductn	0	0	0	0	0	0	0	0	13	562
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.23	0.16	0.24	0.15	0.17	0.28	0.08	1.44	0.60

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

36: N Miami Ave & I-195 EB Off-Ramp (from I-95)

Existing Conditions
2017 AM Peak



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	475	587	0	548	512	0
Future Volume (vph)	475	587	0	548	512	0
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	6.4		6.0	6.0	
Lane Util. Factor	0.97	0.91		0.95	0.95	
Frbp, ped/bikes	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	
Frt	0.95	0.85		1.00	1.00	
Flt Protected	0.97	1.00		1.00	1.00	
Satd. Flow (prot)	3322	1441		3505	3505	
Flt Permitted	0.97	1.00		1.00	1.00	
Satd. Flow (perm)	3322	1441		3505	3505	
Peak-hour factor, PHF	0.86	0.89	0.92	0.92	0.94	0.92
Adj. Flow (vph)	552	660	0	596	545	0
RTOR Reduction (vph)	38	248	0	0	0	0
Lane Group Flow (vph)	791	135	0	596	545	0
Confl. Peds. (#/hr)			10			10
Heavy Vehicles (%)	2%	2%	3%	3%	3%	3%
Turn Type	Prot	Prot		NA	NA	
Protected Phases	8	8		6	2	
Permitted Phases						
Actuated Green, G (s)	49.4	49.4		118.6	118.6	
Effective Green, g (s)	49.4	49.4		118.6	118.6	
Actuated g/C Ratio	0.27	0.27		0.66	0.66	
Clearance Time (s)	6.4	6.4		6.0	6.0	
Vehicle Extension (s)	3.5	3.5		1.0	1.0	
Lane Grp Cap (vph)	909	394		2304	2304	
v/s Ratio Prot	c0.24	0.09		c0.17	0.16	
v/s Ratio Perm						
v/c Ratio	0.87	0.34		0.26	0.24	
Uniform Delay, d1	62.4	52.5		12.8	12.5	
Progression Factor	1.00	1.00		1.00	1.00	
Incremental Delay, d2	9.1	0.6		0.3	0.2	
Delay (s)	71.5	53.1		13.0	12.8	
Level of Service	E	D		B	B	
Approach Delay (s)	65.7			13.0	12.8	
Approach LOS	E			B	B	

Intersection Summary

HCM 2000 Control Delay	40.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	180.4	Sum of lost time (s)	12.4
Intersection Capacity Utilization	50.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Timings
 36: N Miami Ave & I-195 EB Off-Ramp (from I-95)

Existing Conditions
 2017 AM Peak



Lane Group	EBL	EBR	NBT	SBT
Lane Configurations				
Traffic Volume (vph)	475	587	548	512
Future Volume (vph)	475	587	548	512
Turn Type	Prot	Prot	NA	NA
Protected Phases	8	8	6	2
Permitted Phases				
Detector Phase	8	8	6	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	12.0	12.0
Minimum Split (s)	24.4	24.4	25.0	25.0
Total Split (s)	60.4	60.4	120.0	120.0
Total Split (%)	33.5%	33.5%	66.5%	66.5%
Yellow Time (s)	4.4	4.4	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.0	6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	C-Max	C-Max

Intersection Summary

Cycle Length: 180.4
 Actuated Cycle Length: 180.4
 Offset: 84 (47%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated

Splits and Phases: 36: N Miami Ave & I-195 EB Off-Ramp (from I-95)



Queues

36: N Miami Ave & I-195 EB Off-Ramp (from I-95)

Existing Conditions

2017 AM Peak



Lane Group	EBL	EBR	NBT	SBT
Lane Group Flow (vph)	829	383	596	545
v/c Ratio	0.87	0.60	0.26	0.24
Control Delay	69.2	11.4	13.5	13.3
Queue Delay	0.0	0.0	3.4	8.6
Total Delay	69.2	11.4	17.0	21.9
Queue Length 50th (ft)	456	39	150	134
Queue Length 95th (ft)	495	149	192	174
Internal Link Dist (ft)	585		212	131
Turn Bay Length (ft)	400			
Base Capacity (vph)	1031	670	2303	2303
Starvation Cap Reductn	0	0	1585	1712
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.80	0.57	0.83	0.92

Intersection Summary

HCM Signalized Intersection Capacity Analysis

35: N Miami Ave & I-195 WB On-Ramp/NE 38th St & NW 38th St

Existing Conditions
2017 AM Peak



Movement	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR	SBT	SBR	SBR2
Lane Configurations		↔				↔	↔		↔		
Traffic Volume (vph)	9	155	1	14	365	8	509	140	503	804	7
Future Volume (vph)	9	155	1	14	365	8	509	140	503	804	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0				6.0	6.0		6.0		
Lane Util. Factor		1.00				1.00	0.95		0.95		
Frbp, ped/bikes		1.00				1.00	0.99		0.99		
Flpb, ped/bikes		1.00				1.00	1.00		1.00		
Frt		0.98				1.00	0.96		0.91		
Flt Protected		1.00				0.95	1.00		1.00		
Satd. Flow (prot)		1798				1770	3375		3171		
Flt Permitted		1.00				0.05	1.00		1.00		
Satd. Flow (perm)		1798				86	3375		3171		
Peak-hour factor, PHF	0.40	0.83	0.25	0.50	0.93	0.62	0.90	0.68	0.82	0.86	0.67
Adj. Flow (vph)	22	187	4	28	392	13	566	206	613	935	10
RTOR Reduction (vph)	0	3	0	0	0	0	18	0	0	0	0
Lane Group Flow (vph)	0	239	0	0	0	405	754	0	1558	0	0
Confl. Peds. (#/hr)			4	1		4		7		4	
Heavy Vehicles (%)	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Perm	NA			custom	pm+pt	NA		NA		
Protected Phases		4				1	6		2		
Permitted Phases	4				1	6					
Actuated Green, G (s)		28.0				140.0	140.0		94.1		
Effective Green, g (s)		28.0				140.0	140.0		94.1		
Actuated g/C Ratio		0.16				0.78	0.78		0.52		
Clearance Time (s)		6.0				6.0	6.0		6.0		
Vehicle Extension (s)		2.5				3.0	1.0		1.0		
Lane Grp Cap (vph)		279				440	2625		1657		
v/s Ratio Prot						c0.20	0.22		0.49		
v/s Ratio Perm		0.13				c0.51					
v/c Ratio		0.86				0.92	0.29		1.14dr		
Uniform Delay, d1		74.1				59.8	5.7		40.3		
Progression Factor		1.00				1.00	1.00		1.00		
Incremental Delay, d2		21.8				24.5	0.3		11.9		
Delay (s)		95.9				84.3	6.0		52.2		
Level of Service		F				F	A		D		
Approach Delay (s)		95.9					32.9		52.2		
Approach LOS		F					C		D		

Intersection Summary

HCM 2000 Control Delay	48.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	85.6%	ICU Level of Service	E
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

Timings

35: N Miami Ave & I-195 WB On-Ramp/NE 38th St & NW 38th St

Existing Conditions

2017 AM Peak



Lane Group	WBT	NBL2	NBL	NBT	SBT
Lane Configurations	↔		↔	↕	↕
Traffic Volume (vph)	155	365	8	509	503
Future Volume (vph)	155	365	8	509	503
Turn Type	NA	custom	pm+pt	NA	NA
Protected Phases	4		1	6	2
Permitted Phases		1	6		
Detector Phase	4	1	1	6	2
Switch Phase					
Minimum Initial (s)	10.0	5.0	5.0	12.0	12.0
Minimum Split (s)	22.5	11.0	11.0	22.5	22.5
Total Split (s)	40.0	47.0	47.0	140.0	93.0
Total Split (%)	22.2%	26.1%	26.1%	77.8%	51.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	6.0
Lead/Lag		Lead	Lead		Lag
Lead-Lag Optimize?		Yes	Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 84 (47%), Referenced to phase 2:SBT and 6:NBTL, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated

Splits and Phases: 35: N Miami Ave & I-195 WB On-Ramp/NE 38th St & NW 38th St



Queues

Existing Conditions

35: N Miami Ave & I-195 WB On-Ramp/NE 38th St & NW 38th St

2017 AM Peak



Lane Group	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	242	405	772	1558
v/c Ratio	0.86	0.92	0.29	1.14dr
Control Delay	99.7	81.8	5.7	52.6
Queue Delay	0.0	56.6	5.8	0.0
Total Delay	99.7	138.4	11.5	52.6
Queue Length 50th (ft)	279	400	111	951
Queue Length 95th (ft)	339	324	155	923
Internal Link Dist (ft)	575		131	162
Turn Bay Length (ft)				
Base Capacity (vph)	342	459	2643	1657
Starvation Cap Reductn	0	243	1798	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.71	1.88	0.91	0.94

Intersection Summary

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Intersection												
Int Delay, s/veh	7.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↕↗		↵	↕↗			↕↗			↕↗	
Traffic Vol, veh/h	19	709	9	8	317	24	13	41	24	38	7	26
Future Vol, veh/h	19	709	9	8	317	24	13	41	24	38	7	26
Conflicting Peds, #/hr	14	0	6	6	0	14	21	0	4	4	0	21
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	370	-	-	220	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	71	94	50	25	83	75	62	78	75	92	25	68
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	754	18	32	382	32	21	53	32	41	28	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	428	0	0	778	0	0	1113	1315	396	938	1308	242
Stage 1	-	-	-	-	-	-	823	823	-	476	476	-
Stage 2	-	-	-	-	-	-	290	492	-	462	832	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1128	-	-	834	-	-	163	157	603	219	158	759
Stage 1	-	-	-	-	-	-	334	386	-	539	555	-
Stage 2	-	-	-	-	-	-	694	546	-	549	382	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1113	-	-	829	-	-	122	144	597	140	145	734
Mov Cap-2 Maneuver	-	-	-	-	-	-	122	144	-	140	145	-
Stage 1	-	-	-	-	-	-	324	374	-	519	527	-
Stage 2	-	-	-	-	-	-	587	518	-	434	371	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.7			50.5			42.5		
HCM LOS							F			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	179	1113	-	-	829	-	-	199
HCM Lane V/C Ratio	0.59	0.024	-	-	0.039	-	-	0.54
HCM Control Delay (s)	50.5	8.3	-	-	9.5	-	-	42.5
HCM Lane LOS	F	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	3.2	0.1	-	-	0.1	-	-	2.8

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	28	84	13	10	95	7	37	20	20	19	54	40
Future Vol, veh/h	28	84	13	10	95	7	37	20	20	19	54	40
Peak Hour Factor	0.75	0.80	0.50	0.67	0.76	0.40	0.78	0.79	0.54	0.43	0.88	0.74
Heavy Vehicles, %	2	2	2	6	6	6	2	2	2	2	2	2
Mvmt Flow	37	105	26	15	125	18	47	25	37	44	61	54
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

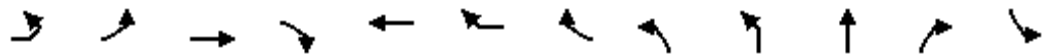
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.2	9.2	8.8	9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	48%	22%	9%	17%
Vol Thru, %	26%	67%	85%	48%
Vol Right, %	26%	10%	6%	35%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	77	125	112	113
LT Vol	37	28	10	19
Through Vol	20	84	95	54
RT Vol	20	13	7	40
Lane Flow Rate	110	168	157	160
Geometry Grp	1	1	1	1
Degree of Util (X)	0.148	0.222	0.211	0.207
Departure Headway (Hd)	4.858	4.754	4.831	4.679
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	734	751	740	765
Service Time	2.911	2.806	2.883	2.728
HCM Lane V/C Ratio	0.15	0.224	0.212	0.209
HCM Control Delay	8.8	9.2	9.2	9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.8	0.8	0.8

HCM Signalized Intersection Capacity Analysis

42: NE 2nd Ave & NE 36th St & Federal Hwy

Existing Conditions
2017 AM Peak



Movement	EBL2	EBL	EBT	EBR	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR	SBL
Lane Configurations		↔	↕		↕				↔	↕		↕
Traffic Volume (vph)	16	86	376	236	207	25	37	50	88	143	23	39
Future Volume (vph)	16	86	376	236	207	25	37	50	88	143	23	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		8.4	8.4		8.4				6.3	6.3		6.4
Lane Util. Factor		1.00	0.95		0.95				1.00	1.00		1.00
Frbp, ped/bikes		1.00	0.99		0.97				1.00	0.99		1.00
Flpb, ped/bikes		0.98	1.00		1.00				1.00	1.00		1.00
Frt		1.00	0.94		0.96				1.00	0.98		1.00
Flt Protected		0.95	1.00		1.00				0.95	1.00		0.95
Satd. Flow (prot)		1732	3296		3232				1752	1784		1770
Flt Permitted		0.45	1.00		1.00				0.95	1.00		0.95
Satd. Flow (perm)		813	3296		3232				1752	1784		1770
Peak-hour factor, PHF	0.65	0.80	0.87	0.91	0.88	0.57	0.90	0.86	0.81	0.83	0.69	0.88
Adj. Flow (vph)	25	108	432	259	235	44	41	58	109	172	33	44
RTOR Reduction (vph)	0	0	50	0	7	0	0	0	0	4	0	0
Lane Group Flow (vph)	0	133	641	0	313	0	0	0	167	201	0	44
Confl. Peds. (#/hr)	16	37		12		16	37	2	16		21	21
Heavy Vehicles (%)	2%	2%	2%	2%	4%	4%	4%	3%	3%	3%	3%	2%
Turn Type	pm+pt	pm+pt	NA		NA			Split	Split	NA		Split
Protected Phases	1	1	6		2			9	9	9		3
Permitted Phases	6	6										
Actuated Green, G (s)		71.9	71.9		52.5				22.5	22.5		25.0
Effective Green, g (s)		71.9	71.9		52.5				22.5	22.5		25.0
Actuated g/C Ratio		0.42	0.42		0.31				0.13	0.13		0.15
Clearance Time (s)		8.4	8.4		8.4				6.3	6.3		6.4
Vehicle Extension (s)		2.0	1.0		1.0				2.5	2.5		2.5
Lane Grp Cap (vph)		400	1385		992				230	234		258
v/s Ratio Prot		0.02	c0.19		0.10				0.10	c0.11		0.02
v/s Ratio Perm		0.12										
v/c Ratio		0.33	0.46		0.32				0.73	0.86		0.17
Uniform Delay, d1		31.6	35.6		45.5				71.3	72.7		63.9
Progression Factor		1.00	1.00		1.00				1.00	1.00		1.00
Incremental Delay, d2		0.2	1.1		0.8				10.2	25.0		0.2
Delay (s)		31.8	36.8		46.3				81.5	97.7		64.2
Level of Service		C	D		D				F	F		E
Approach Delay (s)			36.0		46.3					90.4		
Approach LOS			D		D					F		

Intersection Summary		
HCM 2000 Control Delay	138.3	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.91	F
Actuated Cycle Length (s)	171.0	Sum of lost time (s)
Intersection Capacity Utilization	102.4%	36.0
Analysis Period (min)	15	ICU Level of Service
		G

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
42: NE 2nd Ave & NE 36th St & Federal Hwy

Existing Conditions
2017 AM Peak



Movement	SBT	SBR	SBR2	SEL2	SEL	SER	SER2
Lane Configurations	↑	↔			↔	↔	↔
Traffic Volume (vph)	403	55	5	2	61	330	56
Future Volume (vph)	403	55	5	2	61	330	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	6.4			6.5	6.5	6.5
Lane Util. Factor	1.00	1.00			1.00	0.95	1.00
Frbp, ped/bikes	1.00	0.92			0.97	1.00	0.98
Flpb, ped/bikes	1.00	1.00			0.95	1.00	1.00
Frt	1.00	0.85			0.89	0.85	0.85
Flt Protected	1.00	1.00			0.99	1.00	1.00
Satd. Flow (prot)	1863	1456			1460	1447	1497
Flt Permitted	1.00	1.00			0.99	1.00	1.00
Satd. Flow (perm)	1863	1456			1460	1447	1497
Peak-hour factor, PHF	0.87	0.74	0.38	0.50	0.93	0.82	0.85
Adj. Flow (vph)	463	74	13	4	66	402	66
RTOR Reduction (vph)	0	0	0	0	0	0	57
Lane Group Flow (vph)	463	87	0	0	239	233	9
Confl. Peds. (#/hr)		2	16	37	21	12	2
Heavy Vehicles (%)	2%	2%	2%	6%	6%	6%	6%
Turn Type	NA	Perm		Perm	Prot	Prot	Perm
Protected Phases	3				4	4	
Permitted Phases		3		4			4
Actuated Green, G (s)	25.0	25.0			24.0	24.0	24.0
Effective Green, g (s)	25.0	25.0			24.0	24.0	24.0
Actuated g/C Ratio	0.15	0.15			0.14	0.14	0.14
Clearance Time (s)	6.4	6.4			6.5	6.5	6.5
Vehicle Extension (s)	2.5	2.5			2.5	2.5	2.5
Lane Grp Cap (vph)	272	212			204	203	210
v/s Ratio Prot	c0.25					0.16	
v/s Ratio Perm		0.06			0.16		0.01
v/c Ratio	1.70	0.41			1.17	1.15	0.04
Uniform Delay, d1	73.0	66.3			73.5	73.5	63.6
Progression Factor	1.00	1.00			1.00	1.00	1.00
Incremental Delay, d2	331.3	0.9			117.0	108.7	0.1
Delay (s)	404.3	67.2			190.5	182.2	63.6
Level of Service	F	E			F	F	E
Approach Delay (s)	329.7				171.3		
Approach LOS	F				F		
Intersection Summary							

Timings
42: NE 2nd Ave & NE 36th St & Federal Hwy

Existing Conditions
2017 AM Peak

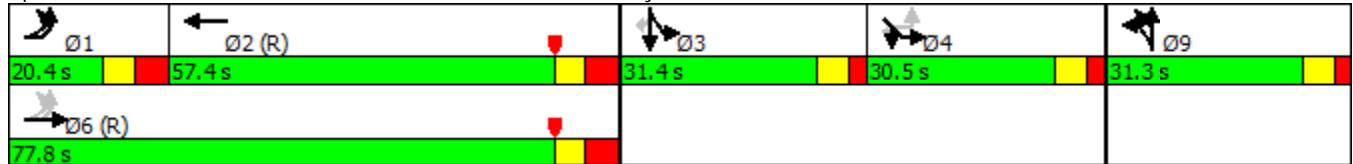


Lane Group	EBL2	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR	SEL	SER	SER2
Lane Configurations												
Traffic Volume (vph)	16	86	376	207	88	143	39	403	55	61	330	56
Future Volume (vph)	16	86	376	207	88	143	39	403	55	61	330	56
Turn Type	pm+pt	pm+pt	NA	NA	Split	NA	Split	NA	Perm	Prot	Prot	Perm
Protected Phases	1	1	6	2	9	9	3	3		4	4	
Permitted Phases	6	6							3			4
Detector Phase	1	1	6	2	9	9	3	3	3	4	4	4
Switch Phase												
Minimum Initial (s)	8.0	8.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	16.4	16.4	34.4	34.4	30.3	30.3	24.4	24.4	24.4	25.5	25.5	25.5
Total Split (s)	20.4	20.4	77.8	57.4	31.3	31.3	31.4	31.4	31.4	30.5	30.5	30.5
Total Split (%)	11.9%	11.9%	45.5%	33.6%	18.3%	18.3%	18.4%	18.4%	18.4%	17.8%	17.8%	17.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	4.4	4.4	4.4	4.4	2.3	2.3	2.4	2.4	2.4	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		8.4	8.4	8.4	6.3	6.3	6.4	6.4	6.4	6.5	6.5	6.5
Lead/Lag	Lead	Lead		Lag			Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max	C-Max	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 171
 Actuated Cycle Length: 171
 Offset: 32 (19%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated

Splits and Phases: 42: NE 2nd Ave & NE 36th St & Federal Hwy



Queues
42: NE 2nd Ave & NE 36th St & Federal Hwy

Existing Conditions
2017 AM Peak



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR	SEL	SER	SER2
Lane Group Flow (vph)	133	691	320	167	205	44	463	87	239	233	66
v/c Ratio	0.34	0.48	0.32	0.73	0.86	0.17	1.70	0.41	1.17	1.15	0.19
Control Delay	34.4	32.7	46.0	89.2	101.3	65.9	371.0	72.9	175.2	170.1	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.4	32.7	46.0	89.2	101.3	65.9	371.0	72.9	175.2	170.1	1.2
Queue Length 50th (ft)	95	263	145	180	220	44	~758	90	~317	~321	0
Queue Length 95th (ft)	130	311	188	238	290	85	#946	123	#505	#448	0
Internal Link Dist (ft)		607	422		211		159		111		
Turn Bay Length (ft)	360					75					
Base Capacity (vph)	401	1437	998	256	265	258	272	212	205	203	355
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.48	0.32	0.65	0.77	0.17	1.70	0.41	1.17	1.15	0.19

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	78	0	30	0	1	0	25	107	0	0	379	94
Future Vol, veh/h	78	0	30	0	1	0	25	107	0	0	379	94
Conflicting Peds, #/hr	2	0	0	0	0	0	26	0	0	0	0	26
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	61	25	80	92	92	92	75	83	92	92	88	75
Heavy Vehicles, %	2	2	2	2	2	2	8	8	2	2	5	5
Mvmt Flow	128	0	38	0	1	0	33	129	0	0	431	125



















Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	718	715	520	708	777	131	582	0	-	-	-	0
Stage 1	520	520	-	195	195	-	-	-	-	-	-	-
Stage 2	198	195	-	513	582	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.18	-	-	-	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.272	-	-	-	-	-
Pot Cap-1 Maneuver	344	356	556	350	328	919	963	-	0	0	-	-
Stage 1	539	532	-	807	739	-	-	-	0	0	-	-
Stage 2	804	739	-	544	499	-	-	-	0	0	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	324	334	542	316	308	917	939	-	-	-	-	-
Mov Cap-2 Maneuver	324	334	-	316	308	-	-	-	-	-	-	-
Stage 1	506	519	-	776	711	-	-	-	-	-	-	-
Stage 2	771	711	-	506	487	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	23.5		16.7		1.8		0	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	EBLn1WBLn1	SBT	SBR
Capacity (veh/h)	939	-	357	308	-
HCM Lane V/C Ratio	0.035	-	0.463	0.004	-
HCM Control Delay (s)	9	0	23.5	16.7	-
HCM Lane LOS	A	A	C	C	-
HCM 95th %tile Q(veh)	0.1	-	2.4	0	-

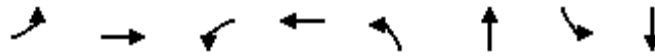
HCM 2010 Signalized Intersection Summary
 40: NE 2nd Ave & NE 39th St

Existing Conditions
 2017 AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	60	26	53	93	61	9	455	39	71	399	32
Future Volume (veh/h)	20	60	26	53	93	61	9	455	39	71	399	32
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.96		0.92	0.94		0.92	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1845	1900	1810	1810	1900	1810	1810	1900
Adj Flow Rate, veh/h	36	78	35	76	101	103	12	535	44	103	429	58
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.56	0.77	0.75	0.70	0.92	0.59	0.75	0.85	0.88	0.69	0.93	0.55
Percent Heavy Veh, %	2	2	2	3	3	3	5	5	5	5	5	5
Cap, veh/h	125	250	99	133	157	137	383	686	56	306	781	106
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.01	0.46	0.46	0.05	0.50	0.50
Sat Flow, veh/h	265	922	364	290	578	505	1723	1483	122	1723	1556	210
Grp Volume(v), veh/h	149	0	0	280	0	0	12	0	579	103	0	487
Grp Sat Flow(s),veh/h/ln	1551	0	0	1373	0	0	1723	0	1605	1723	0	1766
Q Serve(g_s), s	0.0	0.0	0.0	9.7	0.0	0.0	0.3	0.0	25.8	2.6	0.0	16.1
Cycle Q Clear(g_c), s	5.8	0.0	0.0	15.5	0.0	0.0	0.3	0.0	25.8	2.6	0.0	16.1
Prop In Lane	0.24		0.23	0.27		0.37	1.00		0.08	1.00		0.12
Lane Grp Cap(c), veh/h	474	0	0	427	0	0	383	0	743	306	0	887
V/C Ratio(X)	0.31	0.00	0.00	0.66	0.00	0.00	0.03	0.00	0.78	0.34	0.00	0.55
Avail Cap(c_a), veh/h	508	0	0	456	0	0	520	0	743	376	0	887
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.66	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.6	0.0	0.0	28.0	0.0	0.0	12.7	0.0	19.2	15.0	0.0	14.6
Incr Delay (d2), s/veh	0.5	0.0	0.0	2.2	0.0	0.0	0.0	0.0	7.9	0.2	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.0	6.3	0.0	0.0	0.1	0.0	12.9	1.3	0.0	8.4
LnGrp Delay(d),s/veh	25.1	0.0	0.0	30.2	0.0	0.0	12.7	0.0	27.1	15.3	0.0	17.0
LnGrp LOS	C			C			B		C	B		B
Approach Vol, veh/h		149			280			591			590	
Approach Delay, s/veh		25.1			30.2			26.8			16.7	
Approach LOS		C			C			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.2	48.7		29.1	10.6	45.3		29.1				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	8.0	34.0		25.0	8.0	34.0		25.0				
Max Q Clear Time (g_c+I1), s	2.3	18.1		17.5	4.6	27.8		7.8				
Green Ext Time (p_c), s	0.0	2.5		1.9	0.0	1.7		3.0				
Intersection Summary												
HCM 2010 Ctrl Delay			23.5									
HCM 2010 LOS			C									

Timings
40: NE 2nd Ave & NE 39th St

Existing Conditions
2017 AM Peak

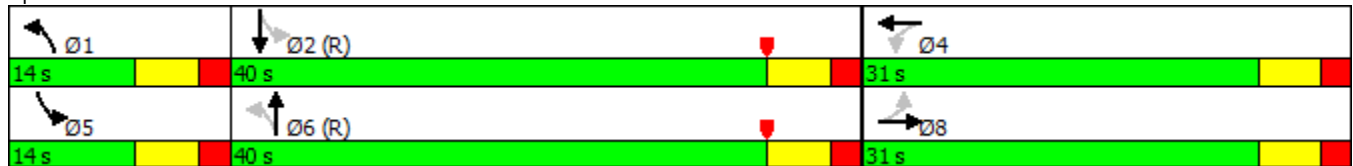


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕	↙	↘	↙	↘
Traffic Volume (vph)	20	60	53	93	9	455	71	399
Future Volume (vph)	20	60	53	93	9	455	71	399
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		8		4	1	6	5	2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	1	6	5	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	31.0	31.0	31.0	31.0	11.0	26.0	11.0	26.0
Total Split (s)	31.0	31.0	31.0	31.0	14.0	40.0	14.0	40.0
Total Split (%)	36.5%	36.5%	36.5%	36.5%	16.5%	47.1%	16.5%	47.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 85
 Actuated Cycle Length: 85
 Offset: 51 (60%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated

Splits and Phases: 40: NE 2nd Ave & NE 39th St



Queues
40: NE 2nd Ave & NE 39th St

Existing Conditions
2017 AM Peak



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	149	280	12	579	103	487
v/c Ratio	0.43	0.79	0.02	0.63	0.26	0.46
Control Delay	27.2	35.6	8.1	22.0	9.1	12.9
Queue Delay	0.4	1.3	0.0	0.1	0.0	0.0
Total Delay	27.7	36.9	8.1	22.2	9.1	12.9
Queue Length 50th (ft)	59	189	2	226	20	118
Queue Length 95th (ft)	86	247	8	366	34	299
Internal Link Dist (ft)	93	197		246		85
Turn Bay Length (ft)			170			
Base Capacity (vph)	442	449	546	913	416	1068
Starvation Cap Reductn	0	55	0	0	0	0
Spillback Cap Reductn	81	0	0	28	7	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.71	0.02	0.65	0.25	0.46

Intersection Summary

HCM Signalized Intersection Capacity Analysis

43: Federal Hwy & NE 38th St & NE 39th St

Existing Conditions
2017 AM Peak



Movement	EBL2	EBL	EBR2	NBL	NBT	NBR	SBL2	SBT	SBR	NWL2	NWL	NWR
Lane Configurations												
Traffic Volume (vph)	68	41	59	19	224	14	10	379	76	24	93	19
Future Volume (vph)	68	41	59	19	224	14	10	379	76	24	93	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0			6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00		1.00			0.95		1.00	1.00	
Frbp, ped/bikes		1.00	0.85		1.00			0.99		1.00	0.98	
Flpb, ped/bikes		1.00	1.00		1.00			1.00		1.00	1.00	
Frt		1.00	0.85		0.99			0.97		1.00	0.97	
Flt Protected		0.95	1.00		1.00			1.00		0.95	0.96	
Satd. Flow (prot)		1752	1197		1830			3409		1770	1710	
Flt Permitted		0.95	1.00		0.92			0.94		0.95	0.96	
Satd. Flow (perm)		1752	1197		1690			3209		1770	1710	
Peak-hour factor, PHF	0.62	0.77	0.76	0.61	0.80	0.57	0.71	0.96	0.78	0.60	0.78	0.78
Adj. Flow (vph)	110	53	78	31	280	25	14	395	97	40	119	24
RTOR Reduction (vph)	0	0	69	0	0	0	0	8	0	0	0	0
Lane Group Flow (vph)	0	163	9	0	336	0	0	498	0	40	143	0
Confl. Peds. (#/hr)	19	2	42	3		2	2		3	42	3	19
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Parking (#/hr)			0									
Turn Type	Prot	Prot	Perm	Perm	NA		Perm	NA		Prot	Prot	
Protected Phases	8	8			6			2		7	7	
Permitted Phases			8	6			2					
Actuated Green, G (s)		20.7	20.7		110.8			110.8		20.5	20.5	
Effective Green, g (s)		20.7	20.7		110.8			110.8		20.5	20.5	
Actuated g/C Ratio		0.12	0.12		0.65			0.65		0.12	0.12	
Clearance Time (s)		6.0	6.0		6.0			6.0		6.0	6.0	
Vehicle Extension (s)		2.5	2.5		1.0			1.0		4.0	4.0	
Lane Grp Cap (vph)		213	145		1101			2091		213	206	
v/s Ratio Prot		c0.09								0.02	c0.08	
v/s Ratio Perm			0.01		c0.20			0.16				
v/c Ratio		0.77	0.07		0.31			0.24		0.19	0.69	
Uniform Delay, d1		72.3	66.1		12.9			12.2		67.3	71.7	
Progression Factor		1.02	1.08		1.00			1.00		1.00	1.00	
Incremental Delay, d2		13.9	0.1		0.7			0.3		0.6	10.4	
Delay (s)		87.3	71.7		13.6			12.5		67.8	82.2	
Level of Service		F	E		B			B		E	F	
Approach Delay (s)		82.3			13.6			12.5			78.8	
Approach LOS		F			B			B			E	

Intersection Summary

HCM 2000 Control Delay	35.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	65.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 43: Federal Hwy & NE 38th St & NE 39th St

Existing Conditions
 2017 AM Peak



Movement	NWR2
Lane Configurations	7
Traffic Volume (vph)	2
Future Volume (vph)	2
Ideal Flow (vphpl)	1900
Total Lost time (s)	6.0
Lane Util. Factor	0.95
Frbp, ped/bikes	0.97
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1459
Flt Permitted	1.00
Satd. Flow (perm)	1459
Peak-hour factor, PHF	0.50
Adj. Flow (vph)	4
RTOR Reduction (vph)	4
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	2
Heavy Vehicles (%)	2%
Parking (#/hr)	
Turn Type	Perm
Protected Phases	
Permitted Phases	7
Actuated Green, G (s)	20.5
Effective Green, g (s)	20.5
Actuated g/C Ratio	0.12
Clearance Time (s)	6.0
Vehicle Extension (s)	4.0
Lane Grp Cap (vph)	175
v/s Ratio Prot	
v/s Ratio Perm	0.00
v/c Ratio	0.00
Uniform Delay, d1	65.8
Progression Factor	1.00
Incremental Delay, d2	0.0
Delay (s)	65.8
Level of Service	E
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Timings
43: Federal Hwy & NE 38th St & NE 39th St

Existing Conditions
2017 AM Peak

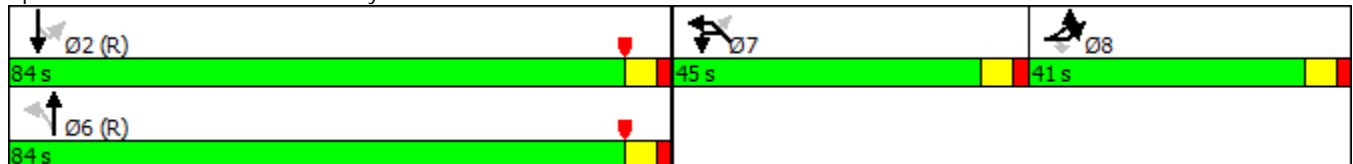


Lane Group	EBL	EBR2	NBL	NBT	SBL2	SBT	NWL2	NWL	NWR2
Lane Configurations									
Traffic Volume (vph)	41	59	19	224	10	379	24	93	2
Future Volume (vph)	41	59	19	224	10	379	24	93	2
Turn Type	Prot	Perm	Perm	NA	Perm	NA	Prot	Prot	Perm
Protected Phases	8			6		2	7	7	
Permitted Phases		8	6		2				7
Detector Phase	8	8	6	6	2	2	7	7	7
Switch Phase									
Minimum Initial (s)	10.0	10.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	41.0	41.0	84.0	84.0	84.0	84.0	45.0	45.0	45.0
Total Split (%)	24.1%	24.1%	49.4%	49.4%	49.4%	49.4%	26.5%	26.5%	26.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0		6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag					Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes					Yes	Yes	Yes
Recall Mode	None	None	C-Max	C-Max	C-Max	C-Max	None	None	None

Intersection Summary

Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 36 (21%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated

Splits and Phases: 43: Federal Hwy & NE 38th St & NE 39th St



Queues
43: Federal Hwy & NE 38th St & NE 39th St

Existing Conditions
2017 AM Peak



Lane Group	EBL	EBR2	NBT	SBT	NWL2	NWL	NWR2
Lane Group Flow (vph)	163	78	336	506	40	143	4
v/c Ratio	0.77	0.36	0.31	0.24	0.19	0.69	0.02
Control Delay	94.6	17.3	15.3	13.1	67.1	88.6	0.0
Queue Delay	1.3	0.1	0.0	0.0	0.0	1.7	0.0
Total Delay	96.0	17.4	15.3	13.1	67.1	90.3	0.0
Queue Length 50th (ft)	189	4	155	111	41	156	0
Queue Length 95th (ft)	207	27	230	177	52	194	0
Internal Link Dist (ft)	197		516	150		320	
Turn Bay Length (ft)							50
Base Capacity (vph)	360	308	1101	2099	406	392	379
Starvation Cap Reductn	78	20	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	132	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.27	0.31	0.24	0.10	0.55	0.01

Intersection Summary

HCM Signalized Intersection Capacity Analysis

45: Biscayne Blvd & NE 36th St

Existing Conditions
2017 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	298	151	495	137	342	35	833	183	409	1069	94
Future Volume (vph)	52	298	151	495	137	342	35	833	183	409	1069	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.6	6.6	6.6	6.2	6.2	6.0	6.0	6.1	6.2	6.0	6.1	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.95	1.00	1.00	0.99	1.00	1.00	0.93	1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1752	1845	1493	1665	1706	1546	1769	3539	1468	1770	3469	
Flt Permitted	0.95	1.00	1.00	0.95	0.97	1.00	0.13	1.00	1.00	0.08	1.00	
Satd. Flow (perm)	1752	1845	1493	1665	1706	1546	246	3539	1468	151	3469	
Peak-hour factor, PHF	0.78	0.81	0.88	0.96	0.87	0.94	0.57	0.94	0.78	0.91	0.89	0.74
Adj. Flow (vph)	67	368	172	516	157	364	61	886	235	449	1201	127
RTOR Reduction (vph)	0	0	114	0	0	153	0	0	55	0	4	0
Lane Group Flow (vph)	67	368	58	330	343	211	61	886	180	449	1324	0
Confl. Peds. (#/hr)	8		15	15		8	30		20	30		20
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Turn Type	Split	NA	Perm	Split	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	3	3		4	4	5	1	6	4	5	2	
Permitted Phases			3			4	6		6	2		
Actuated Green, G (s)	29.0	29.0	29.0	27.1	27.1	66.1	57.1	50.0	77.1	95.0	81.9	
Effective Green, g (s)	29.0	29.0	29.0	27.1	27.1	66.1	57.1	50.0	77.1	95.0	81.9	
Actuated g/C Ratio	0.17	0.17	0.17	0.16	0.16	0.39	0.34	0.29	0.45	0.56	0.48	
Clearance Time (s)	6.6	6.6	6.6	6.2	6.2	6.0	6.0	6.1	6.2	6.0	6.1	
Vehicle Extension (s)	2.5	2.5	2.5	3.0	3.0	3.0	3.0	1.0	3.0	3.0	1.0	
Lane Grp Cap (vph)	298	314	254	265	271	601	146	1040	665	455	1671	
v/s Ratio Prot	0.04	c0.20		0.20	c0.20	0.08	0.02	0.25	0.04	c0.23	0.38	
v/s Ratio Perm			0.04			0.06	0.12		0.08	c0.32		
v/c Ratio	0.22	1.17	0.23	1.25	1.27	0.35	0.42	0.85	0.27	0.99	0.79	
Uniform Delay, d1	60.8	70.5	60.9	71.5	71.5	36.8	40.0	56.5	28.9	54.0	36.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.3	105.9	0.3	138.0	145.5	0.4	1.9	8.8	0.2	38.4	3.9	
Delay (s)	61.1	176.4	61.2	209.4	217.0	37.1	41.9	65.3	29.2	92.3	40.9	
Level of Service	E	F	E	F	F	D	D	E	C	F	D	
Approach Delay (s)		131.0			151.4			56.9			53.9	
Approach LOS		F			F			E			D	

Intersection Summary

HCM 2000 Control Delay	86.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	24.9
Intersection Capacity Utilization	100.1%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Timings
45: Biscayne Blvd & NE 36th St

Existing Conditions
2017 AM Peak

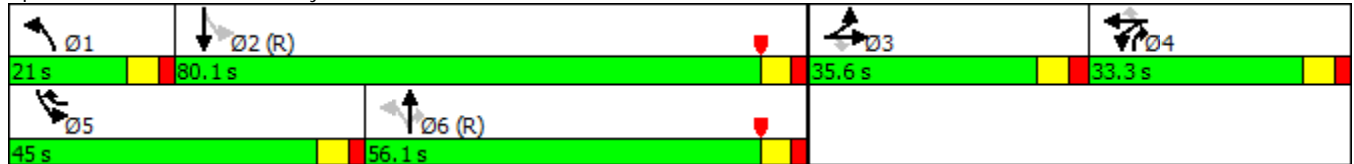


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	52	298	151	495	137	342	35	833	183	409	1069
Future Volume (vph)	52	298	151	495	137	342	35	833	183	409	1069
Turn Type	Split	NA	Perm	Split	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA
Protected Phases	3	3		4	4	5	1	6	4	5	2
Permitted Phases			3			4	6		6	2	
Detector Phase	3	3	3	4	4	5	1	6	4	5	2
Switch Phase											
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	5.0	5.0	7.0	7.0	5.0	7.0
Minimum Split (s)	27.6	27.6	27.6	24.2	24.2	11.0	11.0	27.1	24.2	11.0	27.1
Total Split (s)	35.6	35.6	35.6	33.3	33.3	45.0	21.0	56.1	33.3	45.0	80.1
Total Split (%)	20.9%	20.9%	20.9%	19.6%	19.6%	26.5%	12.4%	33.0%	19.6%	26.5%	47.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.6	2.6	2.6	2.2	2.2	2.0	2.0	2.1	2.2	2.0	2.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.6	6.6	6.2	6.2	6.0	6.0	6.1	6.2	6.0	6.1
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max

Intersection Summary

Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 114 (67%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated

Splits and Phases: 45: Biscayne Blvd & NE 36th St



Queues
45: Biscayne Blvd & NE 36th St

Existing Conditions
2017 AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	67	368	172	330	343	364	61	886	235	449	1328
v/c Ratio	0.22	1.17	0.47	1.25	1.26	0.48	0.38	0.85	0.33	0.99	0.78
Control Delay	63.1	164.1	20.0	193.0	198.0	12.3	29.7	65.6	9.6	89.4	40.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7
Total Delay	63.1	164.1	20.0	193.0	198.0	12.3	29.7	65.6	9.6	89.4	57.4
Queue Length 50th (ft)	65	-486	34	-478	-502	80	30	492	46	444	649
Queue Length 95th (ft)	100	#596	106	#700	#689	170	34	581	61	#682	761
Internal Link Dist (ft)		422			340			306			588
Turn Bay Length (ft)	235			280			225			370	
Base Capacity (vph)	298	314	368	265	272	755	228	1040	719	455	1699
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	392
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	1.17	0.47	1.25	1.26	0.48	0.27	0.85	0.33	0.99	1.02

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
44: Biscayne Blvd & NE 38th St

Existing Conditions
2017 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations				↖	↖	↖	↖	↕	↕	↖	↕	↖	
Traffic Volume (vph)	0	0	0	311	93	222	25	582	527	523	1228	23	
Future Volume (vph)	0	0	0	311	93	222	25	582	527	523	1228	23	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)				6.6	6.6	6.0	6.0	6.0		6.0	6.0		
Lane Util. Factor				0.95	0.95	1.00	1.00	0.95		1.00	0.95		
Frbp, ped/bikes				1.00	1.00	0.99	1.00	0.96		1.00	1.00		
Flpb, ped/bikes				1.00	1.00	1.00	0.99	1.00		1.00	1.00		
Frt				1.00	1.00	0.85	1.00	0.93		1.00	1.00		
Flt Protected				0.95	0.97	1.00	0.95	1.00		0.95	1.00		
Satd. Flow (prot)				1681	1724	1561	1737	3149		1770	3518		
Flt Permitted				0.95	0.97	1.00	0.21	1.00		0.06	1.00		
Satd. Flow (perm)				1681	1724	1561	382	3149		116	3518		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.88	0.79	0.88	0.84	0.90	0.93	0.96	0.64	
Adj. Flow (vph)	0	0	0	338	106	281	28	693	586	562	1279	36	
RTOR Reduction (vph)	0	0	0	0	0	68	0	90	0	0	0	0	
Lane Group Flow (vph)	0	0	0	220	224	213	28	1189	0	562	1315	0	
Confl. Peds. (#/hr)						12	20		13	13		20	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	2%	2%	2%	
Turn Type				Split	NA	pm+ov	Perm	NA		pm+pt	NA		
Protected Phases				4	4	5		6		5	2		
Permitted Phases						4	6			2			
Actuated Green, G (s)				28.0	28.0	77.0	74.0	74.0		129.0	129.0		
Effective Green, g (s)				28.0	28.0	77.0	74.0	74.0		129.0	129.0		
Actuated g/C Ratio				0.17	0.17	0.45	0.44	0.44		0.76	0.76		
Clearance Time (s)				6.6	6.6	6.0	6.0	6.0		6.0	6.0		
Vehicle Extension (s)				4.0	4.0	4.0	1.0	1.0		4.0	1.0		
Lane Grp Cap (vph)				277	284	708	166	1373		566	2675		
v/s Ratio Prot				c0.13	0.13	0.09		0.38		c0.29	0.37		
v/s Ratio Perm						0.05	0.07			c0.47			
v/c Ratio				0.79	0.79	0.30	0.17	0.87		0.99	0.49		
Uniform Delay, d1				68.0	68.0	29.3	29.1	43.3		52.7	7.8		
Progression Factor				1.00	1.00	1.00	1.00	1.00		1.00	1.00		
Incremental Delay, d2				15.2	14.2	0.3	2.2	7.5		35.9	0.6		
Delay (s)				83.2	82.2	29.6	31.3	50.8		88.6	8.4		
Level of Service				F	F	C	C	D		F	A		
Approach Delay (s)		0.0			62.1			50.4			32.4		
Approach LOS		A			E			D			C		
Intersection Summary													
HCM 2000 Control Delay			43.9		HCM 2000 Level of Service						D		
HCM 2000 Volume to Capacity ratio			0.97										
Actuated Cycle Length (s)			169.6		Sum of lost time (s)					18.6			
Intersection Capacity Utilization			91.8%		ICU Level of Service					F			
Analysis Period (min)			15										
c Critical Lane Group													

Timings
44: Biscayne Blvd & NE 38th St

Existing Conditions
2017 AM Peak



Lane Group	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	311	93	222	25	582	523	1228
Future Volume (vph)	311	93	222	25	582	523	1228
Turn Type	Split	NA	pm+ov	Perm	NA	pm+pt	NA
Protected Phases	4	4	5		6	5	2
Permitted Phases			4	6		2	
Detector Phase	4	4	5	6	6	5	2
Switch Phase							
Minimum Initial (s)	7.0	7.0	5.0	7.0	7.0	5.0	7.0
Minimum Split (s)	29.6	29.6	11.0	25.0	25.0	11.0	25.0
Total Split (s)	40.6	40.6	49.0	80.0	80.0	49.0	129.0
Total Split (%)	23.9%	23.9%	28.9%	47.2%	47.2%	28.9%	76.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.6	2.6	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.6	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead	Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 169.6
 Actuated Cycle Length: 169.6
 Offset: 147 (87%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated

Splits and Phases: 44: Biscayne Blvd & NE 38th St



Queues
44: Biscayne Blvd & NE 38th St

Existing Conditions
2017 AM Peak



Lane Group	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	220	224	281	28	1279	562	1315
v/c Ratio	0.79	0.79	0.36	0.17	0.87	0.99	0.49
Control Delay	87.9	86.9	15.4	32.6	45.7	84.8	9.0
Queue Delay	0.0	0.0	0.0	0.0	21.6	0.0	0.0
Total Delay	87.9	86.9	15.4	32.6	67.4	84.8	9.0
Queue Length 50th (ft)	248	252	100	19	611	~592	274
Queue Length 95th (ft)	344	340	132	44	632	#899	358
Internal Link Dist (ft)		159			588		547
Turn Bay Length (ft)	100			150		365	
Base Capacity (vph)	336	345	781	166	1463	565	2676
Starvation Cap Reductn	0	0	0	0	227	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.65	0.36	0.17	1.03	0.99	0.49

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection												
Int Delay, s/veh	11.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↕			↕			↕	
Traffic Vol, veh/h	5	879	6	1	124	0	63	1	115	0	2	7
Future Vol, veh/h	5	879	6	1	124	0	63	1	115	0	2	7
Conflicting Peds, #/hr	1	0	3	3	0	1	1	0	3	3	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	214	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	96	38	25	82	96	79	25	88	96	75	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	3	3	3
Mvmt Flow	7	916	16	4	151	0	80	4	131	0	3	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	152	0	0	935	0	0	1110	1101	930	1169	1109	153
Stage 1	-	-	-	-	-	-	941	941	-	160	160	-
Stage 2	-	-	-	-	-	-	169	160	-	1009	949	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.13	5.53	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.527	4.027	3.327
Pot Cap-1 Maneuver	1429	-	-	732	-	-	187	212	324	169	209	890
Stage 1	-	-	-	-	-	-	316	342	-	840	764	-
Stage 2	-	-	-	-	-	-	833	766	-	288	338	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1428	-	-	730	-	-	180	209	322	98	206	888
Mov Cap-2 Maneuver	-	-	-	-	-	-	180	209	-	98	206	-
Stage 1	-	-	-	-	-	-	313	339	-	835	759	-
Stage 2	-	-	-	-	-	-	811	761	-	168	335	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.3			71			11.4		
HCM LOS							F			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	247	1428	-	-	730	-	-	581
HCM Lane V/C Ratio	0.868	0.005	-	-	0.005	-	-	0.029
HCM Control Delay (s)	71	7.5	-	-	10	0	-	11.4
HCM Lane LOS	F	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	7.2	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗		↖↗	↗						↗
Traffic Vol, veh/h	0	0	10	2	484	42	0	0	0	0	0	27
Future Vol, veh/h	0	0	10	2	484	42	0	0	0	0	0	27
Conflicting Peds, #/hr	0	0	0	0	0	2	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	0	-	-	50	-	-	-	-	-	0
Veh in Median Storage, #	-	-	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	45	25	80	59	92	92	92	79	79	57
Heavy Vehicles, %	2	2	8	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	22	8	605	71	0	0	0	0	0	47

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	-	-	303
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	0	0	693
Stage 1	-	-	0	0	0	-
Stage 2	-	-	0	0	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	0	693
Mov Cap-2 Maneuver	-	-	-	-	0	-
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s		10.6
HCM LOS		B

Minor Lane/Major Mvmt	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	693
HCM Lane V/C Ratio	-	-	0.068
HCM Control Delay (s)	-	-	10.6
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.2

HCM Signalized Intersection Capacity Analysis
67: Alton Rd/Alton Road & N Bay Rd/Chase Ave

Existing Conditions
2017 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖		↗		↑↑	↗		↑↑	
Traffic Volume (vph)	59	20	4	33	0	148	0	890	46	0	1776	0
Future Volume (vph)	59	20	4	33	0	148	0	890	46	0	1776	0
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8		6.8		6.8		6.4	6.4		6.4	
Lane Util. Factor	1.00	1.00		1.00		1.00		0.95	1.00		0.95	
Frbp, ped/bikes	1.00	1.00		1.00		0.98		1.00	1.00		1.00	
Flpb, ped/bikes	0.99	1.00		1.00		1.00		1.00	1.00		1.00	
Frt	1.00	0.99		1.00		0.85		1.00	0.85		1.00	
Flt Protected	0.95	1.00		0.95		1.00		1.00	1.00		1.00	
Satd. Flow (prot)	1759	1833		1768		1555		3539	1583		3539	
Flt Permitted	0.95	1.00		0.73		1.00		1.00	1.00		1.00	
Satd. Flow (perm)	1759	1833		1359		1555		3539	1583		3539	
Peak-hour factor, PHF	0.83	0.54	1.00	0.48	0.94	0.81	0.94	0.87	0.62	0.94	0.95	0.94
Adj. Flow (vph)	71	37	4	69	0	183	0	1023	74	0	1869	0
RTOR Reduction (vph)	0	3	0	0	0	83	0	0	18	0	0	0
Lane Group Flow (vph)	71	38	0	69	0	100	0	1023	56	0	1869	0
Confl. Peds. (#/hr)	6		1	1		6	3					3
Turn Type	Perm	NA		Perm		Perm		NA	Perm		NA	
Protected Phases		4						2				6
Permitted Phases	4			8		8			2			
Actuated Green, G (s)	33.5	33.5		33.5		33.5		62.3	62.3		62.3	
Effective Green, g (s)	33.5	33.5		33.5		33.5		62.3	62.3		62.3	
Actuated g/C Ratio	0.31	0.31		0.31		0.31		0.57	0.57		0.57	
Clearance Time (s)	6.8	6.8		6.8		6.8		6.4	6.4		6.4	
Vehicle Extension (s)	2.5	2.5		2.5		2.5		1.0	1.0		1.0	
Lane Grp Cap (vph)	540	563		417		477		2022	904		2022	
v/s Ratio Prot		0.02						0.29				c0.53
v/s Ratio Perm	0.04			0.05		c0.06			0.04			
v/c Ratio	0.13	0.07		0.17		0.21		0.51	0.06		0.92	
Uniform Delay, d1	27.2	26.7		27.5		27.9		14.1	10.4		21.2	
Progression Factor	1.00	1.00		1.00		1.00		1.00	1.00		1.00	
Incremental Delay, d2	0.5	0.2		0.9		1.0		0.1	0.0		7.6	
Delay (s)	27.8	26.9		28.4		28.9		14.1	10.4		28.8	
Level of Service	C	C		C		C		B	B		C	
Approach Delay (s)		27.5			28.8			13.9			28.8	
Approach LOS		C			C			B			C	

Intersection Summary

HCM 2000 Control Delay	23.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	109.0	Sum of lost time (s)	13.2
Intersection Capacity Utilization	74.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Timings
67: Alton Rd/Alton Road & N Bay Rd/Chase Ave

Existing Conditions
2017 AM Peak



Lane Group	EBL	EBT	WBL	WBR	NBT	NBR	SBT
Lane Configurations	↖	↗	↖	↗	↑↑	↖	↑↑
Traffic Volume (vph)	59	20	33	148	890	46	1776
Future Volume (vph)	59	20	33	148	890	46	1776
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4			2		6
Permitted Phases	4		8	8		2	
Detector Phase	4	4	8	8	2	2	6
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.8	13.8	39.8	39.8	33.4	33.4	33.4
Total Split (s)	40.0	40.0	40.0	40.0	80.0	80.0	80.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	66.7%	66.7%	66.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.8	2.8	2.8	2.8	2.4	2.4	2.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.4	6.4	6.4
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Max	Max	Max	Max	Min	Min	Min

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 109.1
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated

Splits and Phases: 67: Alton Rd/Alton Road & N Bay Rd/Chase Ave



Queues
67: Alton Rd/Alton Road & N Bay Rd/Chase Ave

Existing Conditions
2017 AM Peak



Lane Group	EBL	EBT	WBL	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	71	41	69	183	1023	74	1869
v/c Ratio	0.13	0.07	0.17	0.33	0.51	0.08	0.93
Control Delay	31.6	28.7	32.5	14.1	14.8	5.2	30.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.6	28.7	32.5	14.1	14.8	5.2	30.0
Queue Length 50th (ft)	37	19	36	33	212	9	585
Queue Length 95th (ft)	74	28	41	79	248	15	706
Internal Link Dist (ft)		197			228		140
Turn Bay Length (ft)			40			70	
Base Capacity (vph)	539	565	417	560	2409	1091	2409
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.07	0.17	0.33	0.42	0.07	0.78

Intersection Summary

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↘			
Traffic Vol, veh/h	0	5	191	4	0	0
Future Vol, veh/h	0	5	191	4	0	0
Conflicting Peds, #/hr	0	0	0	3	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	-
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	50	75	38	89	89
Heavy Vehicles, %	2	2	3	3	2	2
Mvmt Flow	0	10	255	11	0	0

Major/Minor	Minor1	Major1	
Conflicting Flow All	-	264	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.22	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.318	-
Pot Cap-1 Maneuver	0	775	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	-	773	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB
HCM Control Delay, s	9.7	0
HCM LOS	A	

Minor Lane/Major Mvmt	NBT	NBRWBLn1
Capacity (veh/h)	-	773
HCM Lane V/C Ratio	-	0.013
HCM Control Delay (s)	-	9.7
HCM Lane LOS	-	A
HCM 95th %tile Q(veh)	-	0

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↻			↕↕				
Traffic Vol, veh/h	0	0	0	0	137	19	0	902	0	0	0	0
Future Vol, veh/h	0	0	0	0	137	19	0	902	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	149	21	0	980	0	0	0	0

Major/Minor	Minor1	Major1			
Conflicting Flow All	-	980	490	-	0
Stage 1	-	980	-	-	-
Stage 2	-	0	-	-	-
Critical Hdwy	-	6.54	6.94	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	-	-
Pot Cap-1 Maneuver	0	248	524	0	-
Stage 1	0	326	-	0	-
Stage 2	0	-	-	0	-
Platoon blocked, %					-
Mov Cap-1 Maneuver	-	0	524	-	-
Mov Cap-2 Maneuver	-	0	-	-	-
Stage 1	-	0	-	-	-
Stage 2	-	0	-	-	-

Approach	WB	NB
HCM Control Delay, s	15.1	0
HCM LOS	C	

Minor Lane/Major Mvmt	NBTWBLn1
Capacity (veh/h)	- 524
HCM Lane V/C Ratio	- 0.324
HCM Control Delay (s)	- 15.1
HCM Lane LOS	- C
HCM 95th %tile Q(veh)	- 1.4

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	↕
Traffic Vol, veh/h	16	0	11	46	0	21	13	165	19	71	149	15
Future Vol, veh/h	16	0	11	46	0	21	13	165	19	71	149	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	0	12	50	0	23	14	179	21	77	162	16

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	442	552	170	548	550	100	178	0	0	200	0	0
Stage 1	324	324	-	218	218	-	-	-	-	-	-	-
Stage 2	118	228	-	330	332	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.23	7.33	6.53	6.93	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	512	441	873	433	442	937	1397	-	-	1371	-	-
Stage 1	687	649	-	765	722	-	-	-	-	-	-	-
Stage 2	874	715	-	682	644	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	474	412	873	405	413	937	1397	-	-	1371	-	-
Mov Cap-2 Maneuver	474	412	-	405	413	-	-	-	-	-	-	-
Stage 1	679	613	-	757	714	-	-	-	-	-	-	-
Stage 2	843	707	-	635	608	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.5		13.6		0.5		2.4	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1397	-	-	582	493	1371	-
HCM Lane V/C Ratio	0.01	-	-	0.05	0.148	0.056	-
HCM Control Delay (s)	7.6	0	-	11.5	13.6	7.8	-
HCM Lane LOS	A	A	-	B	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.5	0.2	-

Intersection

Int Delay, s/veh 4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕		↕	↕	↕			↕	
Traffic Vol, veh/h	10	3	5	61	0	74	0	163	40	51	169	0
Future Vol, veh/h	10	3	5	61	0	74	0	163	40	51	169	0
Conflicting Peds, #/hr	5	0	0	0	0	5	35	0	11	11	0	35
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	0	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	45	25	50	65	82	76	82	78	75	75	76	82
Heavy Vehicles, %	2	2	2	2	2	2	3	3	3	2	2	2
Mvmt Flow	22	12	10	94	0	97	0	209	53	68	222	0


























Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	682	666	146	500	-	252	257	0	0	273	0	0
Stage 1	393	393	-	247	-	-	-	-	-	-	-	-
Stage 2	289	273	-	253	-	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.93	7.33	-	6.23	4.145	-	-	4.13	-	-
Critical Hdwy Stg 1	6.53	5.53	-	6.13	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.53	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	-	3.319	2.2285	-	-	2.219	-	-
Pot Cap-1 Maneuver	350	379	875	467	0	786	1300	-	-	1289	-	-
Stage 1	604	605	-	756	0	-	-	-	-	-	-	-
Stage 2	718	683	-	730	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	281	341	846	424	-	774	1257	-	-	1275	-	-
Mov Cap-2 Maneuver	281	341	-	424	-	-	-	-	-	-	-	-
Stage 1	584	549	-	748	-	-	-	-	-	-	-	-
Stage 2	625	676	-	663	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	16.7		13		0		2	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1257	-	-	351	424	774	1275	-	-
HCM Lane V/C Ratio	-	-	-	0.126	0.221	0.126	0.053	-	-
HCM Control Delay (s)	0	-	-	16.7	15.9	10.3	8	0.2	-
HCM Lane LOS	A	-	-	C	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.8	0.4	0.2	-	-

HCM 2010 Signalized Intersection Summary
63: Alton Road & 41 Street/ Art Godfrey Road

Existing Conditions
2017 AM Peak

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		 			 				 			 	
Traffic Volume (veh/h)	313	1345	77	37	1005	74	76	121	50	55	106	288	
Future Volume (veh/h)	313	1345	77	37	1005	74	76	121	50	55	106	288	
Number	1	6	16	5	2	12	7	4	14	3	8	18	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	0.98		0.97	0.99		0.98	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1900	1863	1900	1863	1863	1863	
Adj Flow Rate, veh/h	377	1446	0	54	1058	95	113	157	67	74	145	320	
Adj No. of Lanes	1	2	0	1	2	1	0	2	0	1	1	1	
Peak Hour Factor	0.83	0.93	0.53	0.68	0.95	0.78	0.67	0.77	0.75	0.74	0.73	0.90	
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2	
Cap, veh/h	293	1459	0	294	1711	759	198	263	120	292	599	498	
Arrive On Green	0.06	0.41	0.00	0.14	0.48	0.48	0.21	0.21	0.21	0.07	0.32	0.32	
Sat Flow, veh/h	1774	3632	0	1774	3539	1569	723	1225	562	1774	1863	1551	
Grp Volume(v), veh/h	377	1446	0	54	1058	95	169	0	168	74	145	320	
Grp Sat Flow(s),veh/h/ln	1774	1770	0	1774	1770	1569	1104	0	1405	1774	1863	1551	
Q Serve(g_s), s	9.0	56.9	0.0	1.9	30.8	4.7	19.5	0.0	14.9	4.3	8.0	24.7	
Cycle Q Clear(g_c), s	9.0	56.9	0.0	1.9	30.8	4.7	19.8	0.0	14.9	4.3	8.0	24.7	
Prop In Lane	1.00		0.00	1.00		1.00	0.67		0.40	1.00		1.00	
Lane Grp Cap(c), veh/h	293	1459	0	294	1711	759	280	0	301	292	599	498	
V/C Ratio(X)	1.29	0.99	0.00	0.18	0.62	0.13	0.61	0.00	0.56	0.25	0.24	0.64	
Avail Cap(c_a), veh/h	293	1459	0	294	1711	759	280	0	301	292	599	498	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	37.8	40.9	0.0	26.6	26.6	19.9	50.9	0.0	49.1	37.4	35.0	40.6	
Incr Delay (d2), s/veh	151.7	21.6	0.0	1.4	1.7	0.3	9.4	0.0	7.2	2.1	1.0	6.2	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	19.3	32.1	0.0	1.0	15.4	2.1	6.8	0.0	6.4	2.2	4.3	11.4	
LnGrp Delay(d),s/veh	189.5	62.5	0.0	27.9	28.3	20.2	60.3	0.0	56.3	39.5	35.9	46.8	
LnGrp LOS	F	E		C	C	C	E		E	D	D	D	
Approach Vol, veh/h		1823			1207			337			539		
Approach Delay, s/veh		88.8			27.7			58.3			42.9		
Approach LOS		F			C			E			D		
Timer	1	2	3	4	5	6	7	8					
Assigned Phs	1	2	3	4	5	6		8					
Phs Duration (G+Y+Rc), s	14.7	74.0	15.0	36.3	24.7	64.0		51.3					
Change Period (Y+Rc), s	* 5.7	* 6.3	* 5.7	* 6.3	* 5.7	* 6.3		* 6.3					
Max Green Setting (Gmax), s	* 9	* 68	* 9.3	* 30	* 19	* 58		* 45					
Max Q Clear Time (g_c+I1), s	11.0	32.8	6.3	21.8	3.9	58.9		26.7					
Green Ext Time (p_c), s	0.0	10.8	0.0	2.4	0.0	0.0		3.4					
Intersection Summary													
HCM 2010 Ctrl Delay			60.9										
HCM 2010 LOS			E										
Notes													

Timings
63: Alton Road & 41 Street/ Art Godfrey Road

Existing Conditions
2017 AM Peak



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	313	1345	37	1005	74	76	121	55	106	288
Future Volume (vph)	313	1345	37	1005	74	76	121	55	106	288
Turn Type	pm+pt	NA	pm+pt	NA	Perm	Perm	NA	pm+pt	NA	Perm
Protected Phases	1	6	5	2			4	3	8	
Permitted Phases	6		2		2	4		8		8
Detector Phase	1	6	5	2	2	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	5.0	7.0	5.0	7.0	7.0	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	10.7	25.3	10.7	25.3	25.3	36.3	36.3	10.7	36.3	36.3
Total Split (s)	14.7	64.0	24.7	74.0	74.0	36.3	36.3	15.0	51.3	51.3
Total Split (%)	10.5%	45.7%	17.6%	52.9%	52.9%	25.9%	25.9%	10.7%	36.6%	36.6%
Yellow Time (s)	3.7	4.0	3.7	4.0	4.0	4.0	4.0	3.7	4.0	4.0
All-Red Time (s)	2.0	2.3	2.0	2.3	2.3	2.3	2.3	2.0	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.7	6.3	5.7	6.3	6.3		6.3	5.7	6.3	6.3
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	Max	C-Min	Max	C-Min	C-Min	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 103 (74%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 115
 Control Type: Actuated-Coordinated

Splits and Phases: 63: Alton Road & 41 Street/ Art Godfrey Road



Queues

Existing Conditions

63: Alton Road & 41 Street/ Art Godfrey Road

2017 AM Peak



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	377	1591	54	1058	95	337	74	145	320
v/c Ratio	1.43	1.11	0.18	0.62	0.12	0.57	0.25	0.24	0.51
Control Delay	235.3	97.3	13.5	28.6	2.3	50.4	35.7	36.3	18.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	235.3	97.3	13.5	28.6	2.3	50.4	35.7	36.3	18.3
Queue Length 50th (ft)	~294	~866	20	365	0	137	47	97	93
Queue Length 95th (ft)	#424	#1008	29	437	10	157	71	122	188
Internal Link Dist (ft)		315		293		184		79	
Turn Bay Length (ft)	285		125		70		70		
Base Capacity (vph)	264	1437	293	1711	806	595	294	598	627
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.43	1.11	0.18	0.62	0.12	0.57	0.25	0.24	0.51

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection							
Int Delay, s/veh	35.7						
Movement	NBU	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations		↔↔		↔	↔↔	↔↔	
Traffic Vol, veh/h	4	385	134	20	93	356	23
Future Vol, veh/h	4	385	134	20	93	356	23
Conflicting Peds, #/hr	0	0	0	0	0	1	1
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	-	-	70	-	0	-
Veh in Median Storage, #	-	0	-	-	0	0	-
Grade, %	-	0	-	-	0	0	-
Peak Hour Factor	50	85	79	86	75	90	92
Heavy Vehicles, %	5	5	5	3	3	2	2
Mvmt Flow	8	453	170	23	124	396	25

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	124	0	0	623	0	663 313
Stage 1	-	-	-	-	-	554 -
Stage 2	-	-	-	-	-	109 -
Critical Hdwy	6.5	-	-	4.16	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	-	5.84 -
Follow-up Hdwy	2.55	-	-	2.23	-	3.52 3.32
Pot Cap-1 Maneuver	1179	-	-	947	-	~ 394 683
Stage 1	-	-	-	-	-	539 -
Stage 2	-	-	-	-	-	903 -
Platoon blocked, %		-	-		-	
Mov Cap-1 Maneuver	1179	-	-	947	-	~ 380 682
Mov Cap-2 Maneuver	-	-	-	-	-	~ 380 -
Stage 1	-	-	-	-	-	533 -
Stage 2	-	-	-	-	-	880 -























Approach	NB	SB	SW
HCM Control Delay, s	0.1	1.4	101.1
HCM LOS			F

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBTSWLn1
Capacity (veh/h)	-	-	947	- 390
HCM Lane V/C Ratio	-	-	0.025	- 1.078
HCM Control Delay (s)	0	-	8.9	- 101.1
HCM Lane LOS	A	-	A	- F
HCM 95th %tile Q(veh)	-	-	0.1	- 14.6

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 2010 Signalized Intersection Summary
58: Ed Sullivan Dr/43rd Street & Alton Road

Existing Conditions
2017 AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	43	123	9	190	0	604	915	36	31	1382	176
Future Volume (veh/h)	32	43	123	9	190	0	604	915	36	31	1382	176
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.89	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1827	1827	1900	1810	0	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	32	43	124	12	264	0	664	1017	0	41	1425	202
Adj No. of Lanes	1	1	1	0	1	0	2	2	1	1	2	1
Peak Hour Factor	0.99	0.99	0.99	0.75	0.72	0.99	0.91	0.90	0.70	0.75	0.97	0.87
Percent Heavy Veh, %	4	4	4	5	5	0	2	2	2	2	2	2
Cap, veh/h	89	94	71	5	112	0	558	2492	1217	401	1951	953
Arrive On Green	0.05	0.05	0.05	0.06	0.06	0.00	0.16	0.70	0.00	0.03	0.55	0.55
Sat Flow, veh/h	1740	1827	1380	79	1727	0	3442	3539	1583	1774	3539	1581
Grp Volume(v), veh/h	32	43	124	276	0	0	664	1017	0	41	1425	202
Grp Sat Flow(s),veh/h/ln	1740	1827	1380	1806	0	0	1721	1770	1583	1774	1770	1581
Q Serve(g_s), s	2.7	3.4	7.7	9.7	0.0	0.0	24.3	17.9	0.0	1.5	45.4	8.7
Cycle Q Clear(g_c), s	2.7	3.4	7.7	9.7	0.0	0.0	24.3	17.9	0.0	1.5	45.4	8.7
Prop In Lane	1.00		1.00	0.04		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	89	94	71	117	0	0	558	2492	1217	401	1951	953
V/C Ratio(X)	0.36	0.46	1.75	2.36	0.00	0.00	1.19	0.41	0.00	0.10	0.73	0.21
Avail Cap(c_a), veh/h	89	94	71	117	0	0	558	2492	1217	494	1951	953
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.8	69.1	71.2	70.2	0.0	0.0	62.8	9.2	0.0	13.6	25.3	13.6
Incr Delay (d2), s/veh	1.8	2.6	388.9	639.3	0.0	0.0	102.8	0.5	0.0	0.0	2.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.8	10.6	25.6	0.0	0.0	19.5	8.8	0.0	0.7	22.6	4.5
LnGrp Delay(d),s/veh	70.6	71.7	460.0	709.5	0.0	0.0	165.6	9.7	0.0	13.7	27.7	14.1
LnGrp LOS	E	E	F	F			F	A		B	C	B
Approach Vol, veh/h		199			276			1681			1668	
Approach Delay, s/veh		313.5			709.5			71.3			25.7	
Approach LOS		F			F			E			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.1	112.9		14.0	30.0	90.0		16.0				
Change Period (Y+Rc), s	3.0	* 7.3		* 6.3	* 5.7	* 7.3		6.3				
Max Green Setting (Gmax), s	12.0	* 98		* 7.7	* 24	* 83		9.7				
Max Q Clear Time (g_c+I1), s	3.5	19.9		9.7	26.3	47.4		11.7				
Green Ext Time (p_c), s	0.0	11.2		0.0	0.0	10.5		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			110.1									
HCM 2010 LOS			F									
Notes												

Timings
58: Ed Sullivan Dr/43rd Street & Alton Road

Existing Conditions
2017 AM Peak



Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	32	43	123	190	604	915	36	31	1382	176
Future Volume (vph)	32	43	123	190	604	915	36	31	1382	176
Turn Type	Split	NA	Perm	NA	Prot	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	4	4		8	5	2	8	1	6	4
Permitted Phases			4				2	6		6
Detector Phase	4	4	4	8	5	2	8	1	6	4
Switch Phase										
Minimum Initial (s)	7.0	7.0	7.0	7.0	5.0	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	13.3	13.3	13.3	13.3	10.7	35.3	13.3	8.0	35.3	13.3
Total Split (s)	14.0	14.0	14.0	16.0	30.0	105.0	16.0	15.0	90.0	14.0
Total Split (%)	9.3%	9.3%	9.3%	10.7%	20.0%	70.0%	10.7%	10.0%	60.0%	9.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.7	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.3	2.3	2.3	2.3	2.0	3.3	2.3	0.0	3.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	6.3	6.3	5.7	7.3	6.3	3.0	7.3	6.3
Lead/Lag					Lead	Lag		Lead	Lag	
Lead-Lag Optimize?					Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	C-Max	None	None	C-Max	None

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 82.7 (55%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 140
 Control Type: Actuated-Coordinated

Splits and Phases: 58: Ed Sullivan Dr/43rd Street & Alton Road



Queues
58: Ed Sullivan Dr/43rd Street & Alton Road

Existing Conditions
2017 AM Peak



Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	32	43	124	276	664	1017	51	41	1425	202
v/c Ratio	0.37	0.48	0.60	2.32	1.19	0.41	0.04	0.11	0.73	0.19
Control Delay	81.4	87.0	19.5	643.5	156.1	9.9	0.7	6.6	28.1	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.4	87.0	19.5	643.5	156.1	9.9	0.7	6.6	28.1	6.2
Queue Length 50th (ft)	31	42	0	~441	~403	206	1	8	534	40
Queue Length 95th (ft)	69	85	52	#480	#529	250	3	14	623	69
Internal Link Dist (ft)		428		183		354			141	
Turn Bay Length (ft)					280		50	80		90
Base Capacity (vph)	89	93	211	119	556	2499	1225	446	1951	1061
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.46	0.59	2.32	1.19	0.41	0.04	0.09	0.73	0.19

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection						
Int Delay, s/veh	1.9					
Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations		↑↑	↑↑			↑
Traffic Vol, veh/h	0	1172	1636	2	0	127
Future Vol, veh/h	0	1172	1636	2	0	127
Conflicting Peds, #/hr	5	0	0	5	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	93	50	96	73
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1221	1759	4	0	174

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	887
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0 287
Stage 1	0	-	-	-	0 -
Stage 2	0	-	-	-	0 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	286
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	NB	SB	SE
HCM Control Delay, s	0	0	35.3
HCM LOS			E

Minor Lane/Major Mvmt	NBT SELn1	SBT	SBR
Capacity (veh/h)	- 286	-	-
HCM Lane V/C Ratio	- 0.608	-	-
HCM Control Delay (s)	- 35.3	-	-
HCM Lane LOS	- E	-	-
HCM 95th %tile Q(veh)	- 3.7	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1401	0	0	1354	0	11
Future Vol, veh/h	1401	0	0	1354	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	55	55
Heavy Vehicles, %	2	2	2	2	9	9
Mvmt Flow	1523	0	0	1472	0	20

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	-
Pot Cap-1 Maneuver	-	0	0
Stage 1	-	0	0
Stage 2	-	0	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	NB	SB	NW
HCM Control Delay, s	0	0	16.5
HCM LOS			C

Minor Lane/Major Mvmt	NBTNWLn1	SBT
Capacity (veh/h)	- 333	-
HCM Lane V/C Ratio	- 0.06	-
HCM Control Delay (s)	- 16.5	-
HCM Lane LOS	- C	-
HCM 95th %tile Q(veh)	- 0.2	-

Intersection

Int Delay, s/veh 7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	29	7	316	694	43	199
Future Vol, veh/h	29	7	316	694	43	199
Conflicting Peds, #/hr	0	5	5	0	106	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	4	4	4	4	7	7
Mvmt Flow	33	8	355	780	48	224

Major/Minor

	Major1	Major2	Minor1		
Conflicting Flow All	0	0	46	0	1248 44
Stage 1	-	-	-	-	42 -
Stage 2	-	-	-	-	1206 -
Critical Hdwy	-	-	4.16	-	6.705 6.305
Critical Hdwy Stg 1	-	-	-	-	5.505 -
Critical Hdwy Stg 2	-	-	-	-	5.905 -
Follow-up Hdwy	-	-	2.238	-	3.5665 3.3665
Pot Cap-1 Maneuver	-	-	1547	-	172 1011
Stage 1	-	-	-	-	966 -
Stage 2	-	-	-	-	239 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1540	-	118 1004
Mov Cap-2 Maneuver	-	-	-	-	118 -
Stage 1	-	-	-	-	961 -
Stage 2	-	-	-	-	165 -

Approach

	EB	WB	NB
HCM Control Delay, s	0	2.5	26.7
HCM LOS			D

Minor Lane/Major Mvmt

	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	430	-	-	1540	-
HCM Lane V/C Ratio	0.632	-	-	0.231	-
HCM Control Delay (s)	26.7	-	-	8	-
HCM Lane LOS	D	-	-	A	-
HCM 95th %tile Q(veh)	4.2	-	-	0.9	-

PM PEAK

HCM Signalized Intersection Capacity Analysis

Existing Conditions

3: NW 12th Ave & NW 40th St/I-95 SB Express lanes off-ramp/NW 40th St

2017 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↙	↖	↗	↘	↑↑			↑↓	
Traffic Volume (vph)	0	0	0	126	38	63	79	1332	0	0	511	16
Future Volume (vph)	0	0	0	126	38	63	79	1332	0	0	511	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				6.0	6.0	6.0	6.0	6.0			6.0	
Lane Util. Factor				0.95	0.95	1.00	1.00	0.95			0.95	
Frbp, ped/bikes				1.00	1.00	0.98	1.00	1.00			1.00	
Flpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			1.00	
Frt				1.00	1.00	0.85	1.00	1.00			0.99	
Flt Protected				0.95	0.97	1.00	0.95	1.00			1.00	
Satd. Flow (prot)				1573	1612	1458	1736	3471			3453	
Flt Permitted				0.95	0.97	1.00	0.39	1.00			1.00	
Satd. Flow (perm)				1573	1612	1458	706	3471			3453	
Peak-hour factor, PHF	0.92	0.92	0.92	0.74	0.75	0.68	0.85	0.92	0.93	0.93	0.92	0.82
Adj. Flow (vph)	0	0	0	170	51	93	93	1448	0	0	555	20
RTOR Reduction (vph)	0	0	0	0	0	81	0	0	0	0	2	0
Lane Group Flow (vph)	0	0	0	109	112	12	93	1448	0	0	573	0
Confl. Peds. (#/hr)				4		3			34			
Heavy Vehicles (%)	2%	2%	2%	9%	9%	9%	4%	4%	4%	4%	4%	4%
Turn Type				Split	NA	Perm	pm+pt	NA			NA	
Protected Phases				4	4		1	6			2	
Permitted Phases						4	6					
Actuated Green, G (s)				11.4	11.4	11.4	66.6	66.6			55.6	
Effective Green, g (s)				11.4	11.4	11.4	66.6	66.6			55.6	
Actuated g/C Ratio				0.13	0.13	0.13	0.74	0.74			0.62	
Clearance Time (s)				6.0	6.0	6.0	6.0	6.0			6.0	
Vehicle Extension (s)				2.5	2.5	2.5	2.0	1.0			1.0	
Lane Grp Cap (vph)				199	204	184	579	2568			2133	
v/s Ratio Prot				0.07	c0.07		0.01	c0.42			0.17	
v/s Ratio Perm						0.01	0.11					
v/c Ratio				0.55	0.55	0.06	0.16	0.56			0.27	
Uniform Delay, d1				36.9	36.9	34.6	3.5	5.2			7.9	
Progression Factor				1.00	1.00	1.00	0.71	0.56			1.00	
Incremental Delay, d2				2.4	2.4	0.1	0.0	0.7			0.3	
Delay (s)				39.3	39.3	34.7	2.5	3.6			8.2	
Level of Service				D	D	C	A	A			A	
Approach Delay (s)		0.0			37.9			3.5			8.2	
Approach LOS		A			D			A			A	

Intersection Summary

HCM 2000 Control Delay	9.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	66.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Timings

3: NW 12th Ave & NW 40th St/I-95 SB Express lanes off-ramp/NW 40th St

Existing Conditions

2017 PM Peak



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations	↶	↶	↶	↶	↑↑	↑↷
Traffic Volume (vph)	126	38	63	79	1332	511
Future Volume (vph)	126	38	63	79	1332	511
Turn Type	Split	NA	Perm	pm+pt	NA	NA
Protected Phases	4	4		1	6	2
Permitted Phases			4	6		
Detector Phase	4	4	4	1	6	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	27.0	27.0	27.0	11.0	24.0	24.0
Total Split (s)	31.0	31.0	31.0	15.0	59.0	44.0
Total Split (%)	34.4%	34.4%	34.4%	16.7%	65.6%	48.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag				Lead		Lag
Lead-Lag Optimize?				Yes		Yes
Recall Mode	None	None	None	None	C-Max	C-Max

Intersection Summary

Cycle Length: 90

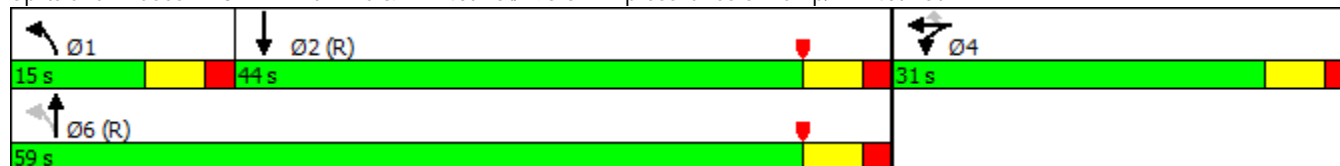
Actuated Cycle Length: 90

Offset: 72 (80%), Referenced to phase 2:SBT and 6:NBTL, Start of Yellow

Natural Cycle: 65

Control Type: Actuated-Coordinated

Splits and Phases: 3: NW 12th Ave & NW 40th St/I-95 SB Express lanes off-ramp/NW 40th St



Queues

3: NW 12th Ave & NW 40th St/I-95 SB Express lanes off-ramp/NW 40th St

Existing Conditions

2017 PM Peak





















Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	109	112	93	93	1448	575
v/c Ratio	0.55	0.55	0.33	0.16	0.56	0.26
Control Delay	46.3	46.1	8.5	3.2	4.0	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.4	0.0
Total Delay	46.3	46.1	8.5	3.2	4.4	8.9
Queue Length 50th (ft)	62	64	0	8	97	72
Queue Length 95th (ft)	88	91	10	m18	141	124
Internal Link Dist (ft)		332			198	106
Turn Bay Length (ft)			140			
Base Capacity (vph)	436	447	483	624	2567	2180
Starvation Cap Reductn	0	0	0	0	539	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.25	0.19	0.15	0.71	0.26

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 2010 Signalized Intersection Summary
 4: NW 12th Ave & I-195 EB Off-Ramp/NW 39th St/NW 39th St

Existing Conditions
 2017 PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	224	78	190	0	0	0	0	1187	49	42	595	0
Future Volume (veh/h)	224	78	190	0	0	0	0	1187	49	42	595	0
Number	3	8	18				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99				1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810				0	1845	1900	1810	1810	0
Adj Flow Rate, veh/h	257	93	209				0	1249	83	66	654	0
Adj No. of Lanes	1	1	1				0	2	0	1	2	0
Peak Hour Factor	0.87	0.84	0.91				0.92	0.95	0.59	0.64	0.91	0.92
Percent Heavy Veh, %	5	5	5				0	3	3	5	5	0
Cap, veh/h	319	335	281				0	1898	126	281	2343	0
Arrive On Green	0.19	0.19	0.19				0.00	0.57	0.57	0.09	1.00	0.00
Sat Flow, veh/h	1723	1810	1518				0	3423	221	1723	3529	0
Grp Volume(v), veh/h	257	93	209				0	656	676	66	654	0
Grp Sat Flow(s),veh/h/ln	1723	1810	1518				0	1752	1799	1723	1719	0
Q Serve(g_s), s	12.9	4.0	11.7				0.0	23.2	23.3	1.3	0.0	0.0
Cycle Q Clear(g_c), s	12.9	4.0	11.7				0.0	23.2	23.3	1.3	0.0	0.0
Prop In Lane	1.00		1.00				0.00		0.12	1.00		0.00
Lane Grp Cap(c), veh/h	319	335	281				0	999	1025	281	2343	0
V/C Ratio(X)	0.81	0.28	0.74				0.00	0.66	0.66	0.23	0.28	0.00
Avail Cap(c_a), veh/h	440	462	388				0	999	1025	376	2343	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.96	0.96	0.00
Uniform Delay (d), s/veh	35.1	31.5	34.6				0.0	13.3	13.3	9.9	0.0	0.0
Incr Delay (d2), s/veh	6.5	0.3	4.0				0.0	3.4	3.3	0.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	2.0	5.2				0.0	12.1	12.4	0.6	0.1	0.0
LnGrp Delay(d),s/veh	41.6	31.8	38.7				0.0	16.7	16.7	10.0	0.3	0.0
LnGrp LOS	D	C	D					B	B	B	A	
Approach Vol, veh/h		559						1332			720	
Approach Delay, s/veh		38.9						16.7			1.2	
Approach LOS		D						B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		67.3			10.0	57.3		22.7				
Change Period (Y+Rc), s		6.0			6.0	6.0		6.0				
Max Green Setting (Gmax), s		55.0			9.0	40.0		23.0				
Max Q Clear Time (g_c+I1), s		2.0			3.3	25.3		14.9				
Green Ext Time (p_c), s		6.3			0.0	5.2		1.1				
Intersection Summary												
HCM 2010 Ctrl Delay			17.2									
HCM 2010 LOS			B									

Timings
4: NW 12th Ave & I-195 EB Off-Ramp/NW 39th St/NW 39th St

Existing Conditions
2017 PM Peak

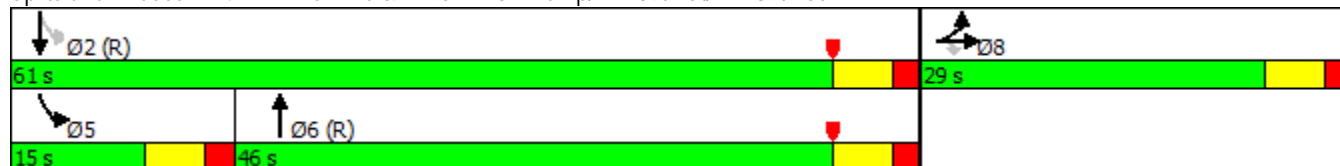


Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	224	78	190	1187	42	595
Future Volume (vph)	224	78	190	1187	42	595
Turn Type	Split	NA	Perm	NA	pm+pt	NA
Protected Phases	8	8		6	5	2
Permitted Phases			8		2	
Detector Phase	8	8	8	6	5	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	7.0	5.0	7.0
Minimum Split (s)	29.0	29.0	29.0	24.0	11.5	24.0
Total Split (s)	29.0	29.0	29.0	46.0	15.0	61.0
Total Split (%)	32.2%	32.2%	32.2%	51.1%	16.7%	67.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag				Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	
Recall Mode	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 70 (78%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated

Splits and Phases: 4: NW 12th Ave & I-195 EB Off-Ramp/NW 39th St/NW 39th St



Queues

4: NW 12th Ave & I-195 EB Off-Ramp/NW 39th St/NW 39th St

Existing Conditions

2017 PM Peak



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	257	93	209	1332	66	654
v/c Ratio	0.74	0.25	0.44	0.69	0.29	0.29
Control Delay	46.0	30.3	7.2	18.8	12.7	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay	46.0	30.3	7.2	18.8	12.7	6.4
Queue Length 50th (ft)	136	44	0	288	13	66
Queue Length 95th (ft)	199	75	52	428	18	83
Internal Link Dist (ft)		210		209		198
Turn Bay Length (ft)						
Base Capacity (vph)	439	462	548	1923	281	2281
Starvation Cap Reductn	0	0	0	0	0	834
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.20	0.38	0.69	0.23	0.45

Intersection Summary

Intersection												
Int Delay, s/veh	12.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗					↕	↗	↖	↕	
Traffic Vol, veh/h	73	46	54	0	0	0	0	628	135	17	197	0
Future Vol, veh/h	73	46	54	0	0	0	0	628	135	17	197	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	17	17	0	18
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	100	0	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	64	70	82	92	92	92	92	75	62	69	87	94
Heavy Vehicles, %	3	3	3	2	2	2	4	4	4	2	2	2
Mvmt Flow	114	66	66	0	0	0	0	837	218	25	226	0



























Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1222	1348	226	-	0	0	1072	0	0
Stage 1	276	276	-	-	-	-	-	-	-
Stage 2	946	1072	-	-	-	-	-	-	-
Critical Hdwy	6.43	6.53	6.23	-	-	-	4.12	-	-
Critical Hdwy Stg 1	5.43	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.43	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	197	150	811	0	-	-	650	-	0
Stage 1	768	680	-	0	-	-	-	-	0
Stage 2	376	296	-	0	-	-	-	-	0
Platoon blocked, %									
Mov Cap-1 Maneuver	190	0	811	-	-	-	650	-	-
Mov Cap-2 Maneuver	190	0	-	-	-	-	-	-	-
Stage 1	768	0	-	-	-	-	-	-	-
Stage 2	362	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	77.6	0	1.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	190	811	650	-
HCM Lane V/C Ratio	-	-	0.946	0.081	0.038	-
HCM Control Delay (s)	-	-	102.5	9.8	10.8	-
HCM Lane LOS	-	-	F	A	B	-
HCM 95th %tile Q(veh)	-	-	7.6	0.3	0.1	-

HCM 2010 Signalized Intersection Summary
 37: N Miami Ave & NW 36th St/NE 36th St

Existing Conditions
 2017 PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 						 			 	
Traffic Volume (veh/h)	98	345	76	80	348	150	56	1084	102	170	474	248
Future Volume (veh/h)	98	345	76	80	348	150	56	1084	102	170	474	248
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	0.99		0.95	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1845	1863	1863	1863	1845	1845	1900
Adj Flow Rate, veh/h	110	397	99	114	419	190	78	1166	142	189	545	285
Adj No. of Lanes	1	2	0	1	1	1	1	2	1	1	2	0
Peak Hour Factor	0.89	0.87	0.77	0.70	0.83	0.79	0.72	0.93	0.72	0.90	0.87	0.87
Percent Heavy Veh, %	3	3	3	3	3	3	2	2	2	3	3	3
Cap, veh/h	224	827	203	309	557	450	308	1402	623	226	1141	596
Arrive On Green	0.06	0.30	0.30	0.06	0.30	0.30	0.40	0.40	0.40	0.16	1.00	1.00
Sat Flow, veh/h	1757	2757	678	1757	1845	1490	656	3539	1571	1757	2220	1159
Grp Volume(v), veh/h	110	250	246	114	419	190	78	1166	142	189	430	400
Grp Sat Flow(s),veh/h/ln	1757	1752	1683	1757	1845	1490	656	1770	1571	1757	1752	1627
Q Serve(g_s), s	6.5	17.5	17.9	6.7	30.8	15.3	12.2	44.5	9.0	9.7	0.0	0.0
Cycle Q Clear(g_c), s	6.5	17.5	17.9	6.7	30.8	15.3	12.2	44.5	9.0	9.7	0.0	0.0
Prop In Lane	1.00		0.40	1.00		1.00	1.00		1.00	1.00		0.71
Lane Grp Cap(c), veh/h	224	526	505	309	557	450	308	1402	623	226	901	836
V/C Ratio(X)	0.49	0.48	0.49	0.37	0.75	0.42	0.25	0.83	0.23	0.84	0.48	0.48
Avail Cap(c_a), veh/h	266	526	505	347	557	450	336	1557	691	230	981	911
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94
Uniform Delay (d), s/veh	36.8	42.9	43.0	34.3	47.3	41.9	31.0	40.8	30.1	30.2	0.0	0.0
Incr Delay (d2), s/veh	0.6	3.1	3.3	0.3	9.1	2.9	0.3	3.5	0.1	20.2	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	8.9	8.8	3.2	17.1	6.7	2.2	22.4	3.9	5.8	0.1	0.1
LnGrp Delay(d),s/veh	37.4	46.0	46.4	34.6	56.3	44.8	31.4	44.3	30.2	50.4	0.3	0.3
LnGrp LOS	D	D	D	C	E	D	C	D	C	D	A	A
Approach Vol, veh/h		606			723			1386			1019	
Approach Delay, s/veh		44.6			49.9			42.1			9.6	
Approach LOS		D			D			D			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	14.7	51.9	17.7	65.7	15.0	51.6		83.4				
Change Period (Y+Rc), s	* 6.3	6.6	6.0	* 6.3	* 6.3	6.6		* 6.3				
Max Green Setting (Gmax), s	* 12	35.0	12.0	* 66	* 12	35.0		* 84				
Max Q Clear Time (g_c+I1), s	8.5	32.8	11.7	46.5	8.7	19.9		2.0				
Green Ext Time (p_c), s	0.0	0.7	0.0	12.9	0.0	2.1		24.6				
Intersection Summary												
HCM 2010 Ctrl Delay			35.1									
HCM 2010 LOS			D									
Notes												

Timings
37: N Miami Ave & NW 36th St/NE 36th St

Existing Conditions
2017 PM Peak

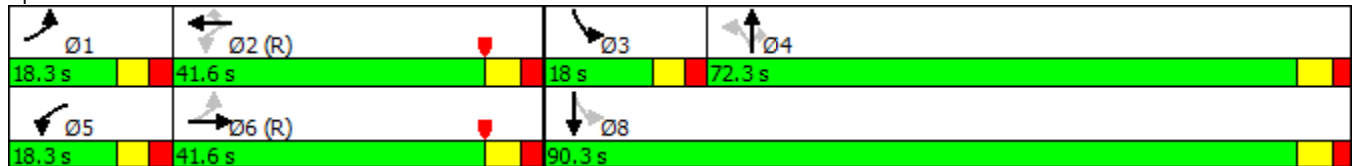


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↙	↕	↙	↕	↗	↙	↕	↗	↙	↕
Traffic Volume (vph)	98	345	80	348	150	56	1084	102	170	474
Future Volume (vph)	98	345	80	348	150	56	1084	102	170	474
Turn Type	pm+pt	NA	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA
Protected Phases	1	6	5	2			4		3	8
Permitted Phases	6		2		2	4		4	8	
Detector Phase	1	6	5	2	2	4	4	4	3	8
Switch Phase										
Minimum Initial (s)	7.0	16.0	7.0	16.0	16.0	16.0	16.0	16.0	7.0	16.0
Minimum Split (s)	13.3	32.6	14.0	32.6	32.6	32.3	32.3	32.3	13.0	32.3
Total Split (s)	18.3	41.6	18.3	41.6	41.6	72.3	72.3	72.3	18.0	90.3
Total Split (%)	12.2%	27.7%	12.2%	27.7%	27.7%	48.1%	48.1%	48.1%	12.0%	60.1%
Yellow Time (s)	3.7	4.0	3.7	4.0	4.0	4.0	4.0	4.0	3.7	4.0
All-Red Time (s)	2.6	2.6	2.6	2.6	2.6	2.3	2.3	2.3	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.6	6.3	6.6	6.6	6.3	6.3	6.3	6.0	6.3
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	None	None

Intersection Summary

Cycle Length: 150.2
 Actuated Cycle Length: 150.2
 Offset: 26 (17%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
 Natural Cycle: 95
 Control Type: Actuated-Coordinated

Splits and Phases: 37: N Miami Ave & NW 36th St/NE 36th St



Queues

37: N Miami Ave & NW 36th St/NE 36th St

Existing Conditions

2017 PM Peak



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	110	496	114	419	190	78	1166	142	189	830
v/c Ratio	0.48	0.51	0.38	0.79	0.34	0.31	0.83	0.21	0.97	0.48
Control Delay	38.0	46.7	34.7	61.9	12.6	33.7	46.4	7.5	92.4	20.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.6
Total Delay	38.0	46.7	34.7	61.9	12.6	33.7	46.4	7.5	92.4	28.2
Queue Length 50th (ft)	70	210	72	386	25	52	531	16	127	230
Queue Length 95th (ft)	121	274	96	#549	66	70	585	32	#280	248
Internal Link Dist (ft)		385		648			318			212
Turn Bay Length (ft)	340		220			250			175	
Base Capacity (vph)	253	972	320	532	552	275	1555	739	196	1877
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	997
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.51	0.36	0.79	0.34	0.28	0.75	0.19	0.96	0.94

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
 36: N Miami Ave & I-195 EB Off-Ramp (from I-95)

Existing Conditions
 2017 PM Peak



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	516	591	0	1332	302	0
Future Volume (vph)	516	591	0	1332	302	0
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	6.4		6.0	6.0	
Lane Util. Factor	0.97	0.91		0.95	0.95	
Frt	0.95	0.85		1.00	1.00	
Flt Protected	0.97	1.00		1.00	1.00	
Satd. Flow (prot)	3326	1441		3539	3505	
Flt Permitted	0.97	1.00		1.00	1.00	
Satd. Flow (perm)	3326	1441		3539	3505	
Peak-hour factor, PHF	0.93	0.91	0.96	0.94	0.89	0.92
Adj. Flow (vph)	555	649	0	1417	339	0
RTOR Reduction (vph)	43	274	0	0	0	0
Lane Group Flow (vph)	778	109	0	1417	339	0
Heavy Vehicles (%)	2%	2%	2%	2%	3%	2%
Turn Type	Prot	Prot		NA	NA	
Protected Phases	8	8		6	2	
Permitted Phases						
Actuated Green, G (s)	42.7	42.7		95.3	95.3	
Effective Green, g (s)	42.7	42.7		95.3	95.3	
Actuated g/C Ratio	0.28	0.28		0.63	0.63	
Clearance Time (s)	6.4	6.4		6.0	6.0	
Vehicle Extension (s)	3.5	3.5		1.0	1.0	
Lane Grp Cap (vph)	944	409		2242	2220	
v/s Ratio Prot	c0.23	0.08		c0.40	0.10	
v/s Ratio Perm						
v/c Ratio	0.82	0.27		0.63	0.15	
Uniform Delay, d1	50.3	41.7		16.8	11.2	
Progression Factor	1.00	1.00		1.00	1.00	
Incremental Delay, d2	6.1	0.4		1.4	0.1	
Delay (s)	56.4	42.1		18.2	11.3	
Level of Service	E	D		B	B	
Approach Delay (s)	51.9			18.2	11.3	
Approach LOS	D			B	B	

Intersection Summary

HCM 2000 Control Delay	31.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	150.4	Sum of lost time (s)	12.4
Intersection Capacity Utilization	68.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Timings
 36: N Miami Ave & I-195 EB Off-Ramp (from I-95)

Existing Conditions
 2017 PM Peak



Lane Group	EBL	EBR	NBT	SBT
Lane Configurations				
Traffic Volume (vph)	516	591	1332	302
Future Volume (vph)	516	591	1332	302
Turn Type	Prot	Prot	NA	NA
Protected Phases	8	8	6	2
Permitted Phases				
Detector Phase	8	8	6	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	12.0	12.0
Minimum Split (s)	24.4	24.4	25.0	25.0
Total Split (s)	55.4	55.4	95.0	95.0
Total Split (%)	36.8%	36.8%	63.2%	63.2%
Yellow Time (s)	4.4	4.4	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.0	6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	C-Max	C-Max

Intersection Summary

Cycle Length: 150.4
 Actuated Cycle Length: 150.4
 Offset: 128 (85%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated

Splits and Phases: 36: N Miami Ave & I-195 EB Off-Ramp (from I-95)



Queues

36: N Miami Ave & I-195 EB Off-Ramp (from I-95)

Existing Conditions

2017 PM Peak



Lane Group	EBL	EBR	NBT	SBT
Lane Group Flow (vph)	821	383	1417	339
v/c Ratio	0.83	0.56	0.63	0.15
Control Delay	54.5	6.8	19.1	12.0
Queue Delay	0.0	0.0	49.1	2.1
Total Delay	54.5	6.8	68.2	14.1
Queue Length 50th (ft)	364	0	427	67
Queue Length 95th (ft)	421	87	557	100
Internal Link Dist (ft)	585		212	131
Turn Bay Length (ft)	400			
Base Capacity (vph)	1123	727	2243	2222
Starvation Cap Reductn	0	0	1043	1719
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.73	0.53	1.18	0.67

Intersection Summary

HCM Signalized Intersection Capacity Analysis

35: N Miami Ave & I-195 WB On-Ramp/NE 38th St & NW 38th St

Existing Conditions
2017 PM Peak



Movement	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR	SBT	SBR	SBR2
Lane Configurations		↕				↕	↕		↕		
Traffic Volume (vph)	14	142	4	31	378	6	1369	95	288	362	10
Future Volume (vph)	14	142	4	31	378	6	1369	95	288	362	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0				6.0	6.0		6.0		
Lane Util. Factor		1.00				1.00	0.95		0.95		
Frbp, ped/bikes		0.99				1.00	1.00		0.98		
Flpb, ped/bikes		1.00				1.00	1.00		1.00		
Frt		0.96				1.00	0.99		0.91		
Flt Protected		1.00				0.95	1.00		1.00		
Satd. Flow (prot)		1756				1769	3496		3173		
Flt Permitted		1.00				0.27	1.00		1.00		
Satd. Flow (perm)		1756				506	3496		3173		
Peak-hour factor, PHF	0.75	0.81	0.67	0.46	0.87	0.58	0.95	0.89	0.93	0.85	0.67
Adj. Flow (vph)	19	175	6	67	434	10	1441	107	310	426	15
RTOR Reduction (vph)	0	9	0	0	0	0	3	0	0	0	0
Lane Group Flow (vph)	0	258	0	0	0	444	1545	0	751	0	0
Confl. Peds. (#/hr)	1		9	1		9		10			9
Heavy Vehicles (%)	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Perm	NA			custom	pm+pt	NA		NA		
Protected Phases		4				1	6		2		
Permitted Phases	4				1	6					
Actuated Green, G (s)		26.9				111.1	111.1		75.2		
Effective Green, g (s)		26.9				111.1	111.1		75.2		
Actuated g/C Ratio		0.18				0.74	0.74		0.50		
Clearance Time (s)		6.0				6.0	6.0		6.0		
Vehicle Extension (s)		2.5				3.0	1.0		1.0		
Lane Grp Cap (vph)		314				626	2589		1590		
v/s Ratio Prot						c0.14	0.44		0.24		
v/s Ratio Perm		0.15				c0.38					
v/c Ratio		0.82				0.71	0.60		0.47		
Uniform Delay, d1		59.2				11.0	9.0		24.4		
Progression Factor		1.00				1.00	1.00		1.00		
Incremental Delay, d2		15.4				3.7	1.0		1.0		
Delay (s)		74.7				14.6	10.1		25.4		
Level of Service		E				B	B		C		
Approach Delay (s)		74.7					11.1		25.4		
Approach LOS		E					B		C		

Intersection Summary

HCM 2000 Control Delay	20.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	67.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Timings

35: N Miami Ave & I-195 WB On-Ramp/NE 38th St & NW 38th St

Existing Conditions

2017 PM Peak

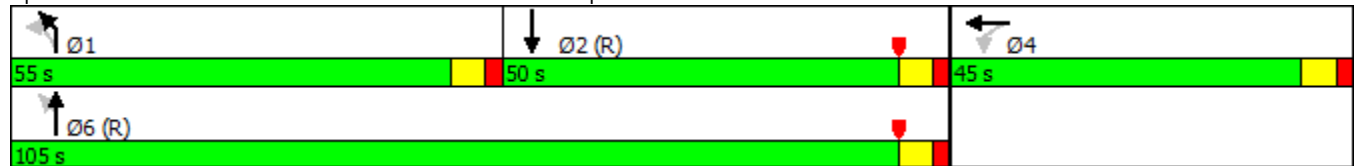


Lane Group	WBT	NBL2	NBL	NBT	SBT
Lane Configurations	↔		↔	↔	↔
Traffic Volume (vph)	142	378	6	1369	288
Future Volume (vph)	142	378	6	1369	288
Turn Type	NA	custom	pm+pt	NA	NA
Protected Phases	4		1	6	2
Permitted Phases		1	6		
Detector Phase	4	1	1	6	2
Switch Phase					
Minimum Initial (s)	10.0	5.0	5.0	12.0	12.0
Minimum Split (s)	22.5	11.0	11.0	22.5	22.5
Total Split (s)	45.0	55.0	55.0	105.0	50.0
Total Split (%)	30.0%	36.7%	36.7%	70.0%	33.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	6.0
Lead/Lag		Lead	Lead		Lag
Lead-Lag Optimize?		Yes	Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 128 (85%), Referenced to phase 2:SBT and 6:NBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated

Splits and Phases: 35: N Miami Ave & I-195 WB On-Ramp/NE 38th St & NW 38th St

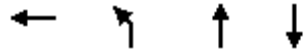


Queues

Existing Conditions

35: N Miami Ave & I-195 WB On-Ramp/NE 38th St & NW 38th St

2017 PM Peak



Lane Group	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	267	444	1548	751
v/c Ratio	0.83	0.71	0.60	0.47
Control Delay	76.8	15.5	10.9	28.8
Queue Delay	0.0	2.6	48.7	0.0
Total Delay	76.8	18.1	59.5	28.8
Queue Length 50th (ft)	245	136	331	246
Queue Length 95th (ft)	287	128	486	405
Internal Link Dist (ft)	575		131	162
Turn Bay Length (ft)				
Base Capacity (vph)	465	787	2593	1585
Starvation Cap Reductn	0	226	1221	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.57	0.79	1.13	0.47

Intersection Summary

Intersection												
Int Delay, s/veh	223.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕			↕	
Traffic Vol, veh/h	51	549	77	65	569	33	36	98	108	18	14	16
Future Vol, veh/h	51	549	77	65	569	33	36	98	108	18	14	16
Conflicting Peds, #/hr	22	0	73	73	0	22	78	0	31	31	0	78
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	370	-	-	220	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	89	87	72	96	68	50	82	83	69	46	70
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	64	617	89	90	593	49	72	120	130	26	30	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	664	0	0	779	0	0	1433	1707	457	1348	1727	421
Stage 1	-	-	-	-	-	-	863	863	-	820	820	-
Stage 2	-	-	-	-	-	-	570	844	-	528	907	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	921	-	-	834	-	-	95	~ 90	551	109	88	581
Stage 1	-	-	-	-	-	-	316	370	-	335	387	-
Stage 2	-	-	-	-	-	-	474	377	-	502	353	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	902	-	-	776	-	-	~ 44	~ 67	498	-	66	527
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 44	~ 67	-	-	66	-
Stage 1	-	-	-	-	-	-	273	320	-	305	335	-
Stage 2	-	-	-	-	-	-	337	326	-	209	305	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	1.3	\$ 1314.3	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	87	902	-	-	776	-	-	-
HCM Lane V/C Ratio	3.697	0.071	-	-	0.116	-	-	-
HCM Control Delay (s)	\$ 1314.3	9.3	-	-	10.2	-	-	-
HCM Lane LOS	F	A	-	-	B	-	-	-
HCM 95th %tile Q(veh)	33	0.2	-	-	0.4	-	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	24	60	16	12	98	50	60	72	34	21	39	34
Future Vol, veh/h	24	60	16	12	98	50	60	72	34	21	39	34
Peak Hour Factor	0.59	0.80	0.43	0.58	0.85	0.91	0.79	0.66	0.83	0.75	0.60	0.73
Heavy Vehicles, %	2	2	2	5	5	5	2	2	2	2	2	2
Mvmt Flow	41	75	37	21	115	55	76	109	41	28	65	47
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

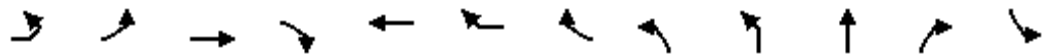
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.5	9.7	10.2	9.2
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	36%	24%	7%	22%
Vol Thru, %	43%	60%	61%	41%
Vol Right, %	20%	16%	31%	36%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	166	100	160	94
LT Vol	60	24	12	21
Through Vol	72	60	98	39
RT Vol	34	16	50	34
Lane Flow Rate	226	153	191	140
Geometry Grp	1	1	1	1
Degree of Util (X)	0.308	0.213	0.26	0.19
Departure Headway (Hd)	4.903	5.023	4.902	4.9
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	725	706	726	724
Service Time	2.98	3.109	2.983	2.985
HCM Lane V/C Ratio	0.312	0.217	0.263	0.193
HCM Control Delay	10.2	9.5	9.7	9.2
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	1.3	0.8	1	0.7

HCM Signalized Intersection Capacity Analysis

42: NE 2nd Ave & NE 36th St & Federal Hwy

Existing Conditions
2017 PM Peak



Movement	EBL2	EBL	EBT	EBR	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR	SBL
Lane Configurations		↔	↕		↕				↔	↕		↕
Traffic Volume (vph)	53	122	366	134	373	36	34	92	239	434	46	25
Future Volume (vph)	53	122	366	134	373	36	34	92	239	434	46	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		8.4	8.4		8.4				6.3	6.3		6.4
Lane Util. Factor		1.00	0.95		0.95				1.00	1.00		1.00
Frbp, ped/bikes		1.00	0.97		0.98				1.00	1.00		1.00
Flpb, ped/bikes		0.99	1.00		1.00				1.00	1.00		0.99
Frt		1.00	0.95		0.97				1.00	0.99		1.00
Flt Protected		0.95	1.00		1.00				0.95	1.00		0.95
Satd. Flow (prot)		1757	3277		3286				1752	1811		1755
Flt Permitted		0.27	1.00		1.00				0.95	1.00		0.19
Satd. Flow (perm)		501	3277		3286				1752	1811		353
Peak-hour factor, PHF	0.84	0.79	0.89	0.70	0.92	0.65	0.75	0.80	0.91	0.76	0.79	0.66
Adj. Flow (vph)	63	154	411	191	405	55	45	115	263	571	58	38
RTOR Reduction (vph)	0	0	30	0	4	0	0	0	0	2	0	0
Lane Group Flow (vph)	0	217	572	0	501	0	0	0	378	627	0	38
Confl. Peds. (#/hr)	17	37		37		17	37	2	17		16	16
Heavy Vehicles (%)	2%	2%	2%	2%	4%	4%	4%	3%	3%	3%	3%	2%
Turn Type	pm+pt	pm+pt	NA		NA			Split	Split	NA		Perm
Protected Phases	1	1	6		2			9	9	9		
Permitted Phases	6	6										3
Actuated Green, G (s)		64.4	64.4		47.0				46.7	46.7		20.9
Effective Green, g (s)		64.4	64.4		47.0				46.7	46.7		20.9
Actuated g/C Ratio		0.36	0.36		0.26				0.26	0.26		0.12
Clearance Time (s)		8.4	8.4		8.4				6.3	6.3		6.4
Vehicle Extension (s)		2.0	1.0		1.0				2.5	2.5		2.5
Lane Grp Cap (vph)		240	1165		853				452	467		40
v/s Ratio Prot		c0.04	0.17		0.15				0.22	c0.35		
v/s Ratio Perm		c0.28										c0.11
v/c Ratio		0.90	0.49		0.59				0.84	1.34		0.95
Uniform Delay, d1		55.4	45.5		58.5				63.5	67.2		79.5
Progression Factor		1.00	1.00		1.00				1.00	1.00		1.00
Incremental Delay, d2		32.9	1.5		3.0				12.4	167.8		121.1
Delay (s)		88.3	47.0		61.5				76.0	235.0		200.6
Level of Service		F	D		E				E	F		F
Approach Delay (s)			57.9		61.5					175.3		
Approach LOS			E		E					F		
Intersection Summary												
HCM 2000 Control Delay			109.2		HCM 2000 Level of Service				F			
HCM 2000 Volume to Capacity ratio			1.07									
Actuated Cycle Length (s)			181.0		Sum of lost time (s)				36.0			
Intersection Capacity Utilization			101.0%		ICU Level of Service				G			
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Signalized Intersection Capacity Analysis
42: NE 2nd Ave & NE 36th St & Federal Hwy

Existing Conditions
2017 PM Peak



Movement	SBT	SBR	SBR2	SEL2	SEL	SER	SER2
Lane Configurations	↑	←			→	→	→
Traffic Volume (vph)	109	100	14	3	65	154	83
Future Volume (vph)	109	100	14	3	65	154	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	6.4			6.5	6.5	6.5
Lane Util. Factor	1.00	1.00			1.00	0.95	1.00
Frbp, ped/bikes	1.00	0.90			0.97	1.00	0.98
Flpb, ped/bikes	1.00	1.00			0.89	1.00	1.00
Frt	1.00	0.85			0.96	0.85	0.85
Flt Protected	1.00	1.00			0.97	1.00	1.00
Satd. Flow (prot)	1863	1424			1428	1447	1497
Flt Permitted	1.00	1.00			0.97	1.00	1.00
Satd. Flow (perm)	1863	1424			1428	1447	1497
Peak-hour factor, PHF	0.73	0.80	0.50	0.33	0.66	0.85	0.83
Adj. Flow (vph)	149	125	28	9	98	181	100
RTOR Reduction (vph)	0	0	0	0	0	0	88
Lane Group Flow (vph)	149	153	0	0	150	138	12
Confl. Peds. (#/hr)		2	17	37	16	37	2
Heavy Vehicles (%)	2%	2%	2%	6%	6%	6%	6%
Turn Type	NA	Perm		Perm	Prot	Prot	Perm
Protected Phases	3				4	4	
Permitted Phases		3		4			4
Actuated Green, G (s)	20.9	20.9			21.4	21.4	21.4
Effective Green, g (s)	20.9	20.9			21.4	21.4	21.4
Actuated g/C Ratio	0.12	0.12			0.12	0.12	0.12
Clearance Time (s)	6.4	6.4			6.5	6.5	6.5
Vehicle Extension (s)	2.5	2.5			2.5	2.5	2.5
Lane Grp Cap (vph)	215	164			168	171	176
v/s Ratio Prot	0.08					0.10	
v/s Ratio Perm		0.11			0.11		0.01
v/c Ratio	0.69	0.93			0.89	0.81	0.07
Uniform Delay, d1	77.0	79.4			78.7	77.8	70.9
Progression Factor	1.00	1.00			1.00	1.00	1.00
Incremental Delay, d2	8.6	50.6			40.1	23.0	0.1
Delay (s)	85.5	130.0			118.7	100.8	71.0
Level of Service	F	F			F	F	E
Approach Delay (s)	118.4				100.1		
Approach LOS	F				F		
Intersection Summary							

Timings
42: NE 2nd Ave & NE 36th St & Federal Hwy

Existing Conditions
2017 PM Peak

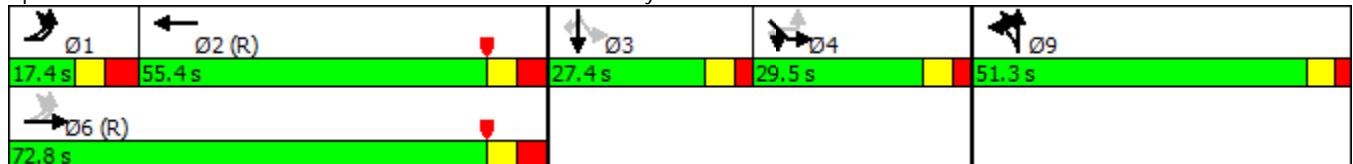


Lane Group	EBL2	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR	SEL	SER	SER2
Lane Configurations												
Traffic Volume (vph)	53	122	366	373	239	434	25	109	100	65	154	83
Future Volume (vph)	53	122	366	373	239	434	25	109	100	65	154	83
Turn Type	pm+pt	pm+pt	NA	NA	Split	NA	Perm	NA	Perm	Prot	Prot	Perm
Protected Phases	1	1	6	2	9	9		3		4	4	
Permitted Phases	6	6					3		3			4
Detector Phase	1	1	6	2	9	9	3	3	3	4	4	4
Switch Phase												
Minimum Initial (s)	8.0	8.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	16.4	16.4	34.4	34.4	30.3	30.3	24.4	24.4	24.4	25.5	25.5	25.5
Total Split (s)	17.4	17.4	72.8	55.4	51.3	51.3	27.4	27.4	27.4	29.5	29.5	29.5
Total Split (%)	9.6%	9.6%	40.2%	30.6%	28.3%	28.3%	15.1%	15.1%	15.1%	16.3%	16.3%	16.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	4.4	4.4	4.4	4.4	2.3	2.3	2.4	2.4	2.4	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		8.4	8.4	8.4	6.3	6.3	6.4	6.4	6.4	6.5	6.5	6.5
Lead/Lag	Lead	Lead		Lag			Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max	C-Max	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 181
 Actuated Cycle Length: 181
 Offset: 26 (14%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated

Splits and Phases: 42: NE 2nd Ave & NE 36th St & Federal Hwy



Queues
42: NE 2nd Ave & NE 36th St & Federal Hwy

Existing Conditions
2017 PM Peak



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR	SEL	SER	SER2
Lane Group Flow (vph)	217	602	505	378	629	38	149	153	150	138	100
v/c Ratio	0.92	0.50	0.59	0.84	1.34	0.95	0.69	0.93	0.89	0.81	0.32
Control Delay	88.5	43.6	61.3	80.7	215.5	203.9	94.5	131.4	122.3	109.6	2.6
Queue Delay	0.0	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	88.5	43.6	62.7	80.7	215.5	203.9	94.5	131.4	122.3	109.6	2.6
Queue Length 50th (ft)	190	273	276	435	-992	46	173	183	177	169	0
Queue Length 95th (ft)	#258	332	342	#618	#965	#85	205	#276	188	#253	0
Internal Link Dist (ft)		607	422		211		138		111		
Turn Bay Length (ft)	360					75					
Base Capacity (vph)	237	1195	856	452	469	40	216	165	181	183	329
Starvation Cap Reductn	0	0	180	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.92	0.50	0.75	0.84	1.34	0.95	0.69	0.93	0.83	0.75	0.30

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection

Int Delay, s/veh 5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	96	0	30	0	1	0	29	293	0	0	269	85
Future Vol, veh/h	96	0	30	0	1	0	29	293	0	0	269	85
Conflicting Peds, #/hr	8	0	1	0	0	0	35	0	0	0	0	35
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	50	71	92	92	92	67	83	92	92	86	73
Heavy Vehicles, %	2	2	2	2	2	2	8	8	2	2	5	5
Mvmt Flow	122	0	42	0	1	0	43	353	0	0	313	116



















Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	854	845	407	832	903	361	464	0	-	-	-	0
Stage 1	406	406	-	439	439	-	-	-	-	-	-	-
Stage 2	448	439	-	393	464	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.18	-	-	-	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.272	-	-	-	-	-
Pot Cap-1 Maneuver	279	300	644	288	277	684	1066	-	0	0	-	-
Stage 1	622	598	-	597	578	-	-	-	0	0	-	-
Stage 2	590	578	-	632	564	-	-	-	0	0	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	256	275	622	257	254	679	1030	-	-	-	-	-
Mov Cap-2 Maneuver	256	275	-	257	254	-	-	-	-	-	-	-
Stage 1	570	578	-	566	548	-	-	-	-	-	-	-
Stage 2	554	548	-	589	545	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	30.2		19.2		0.9		0	
HCM LOS	D		C					

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	1030	-	302	254	-	-
HCM Lane V/C Ratio	0.042	-	0.542	0.004	-	-
HCM Control Delay (s)	8.6	0	30.2	19.2	-	-
HCM Lane LOS	A	A	D	C	-	-
HCM 95th %tile Q(veh)	0.1	-	3	0	-	-

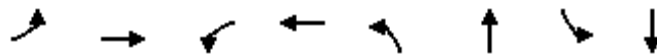
HCM 2010 Signalized Intersection Summary
40: NE 2nd Ave & NE 39th St

Existing Conditions
2017 PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	64	49	39	104	96	15	320	55	64	266	41
Future Volume (veh/h)	46	64	49	39	104	96	15	320	55	64	266	41
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.86	1.00		0.86	1.00		0.96	1.00		0.93
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1845	1900	1810	1810	1900	1810	1810	1900
Adj Flow Rate, veh/h	58	102	56	48	146	120	22	364	71	65	337	61
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.80	0.63	0.88	0.82	0.71	0.80	0.67	0.88	0.77	0.98	0.79	0.67
Percent Heavy Veh, %	2	2	2	3	3	3	5	5	5	5	5	5
Cap, veh/h	76	127	62	62	158	121	569	819	160	528	930	168
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.02	0.62	0.62	0.03	0.63	0.63
Sat Flow, veh/h	203	509	249	154	631	486	1723	1314	256	1723	1473	267
Grp Volume(v), veh/h	216	0	0	314	0	0	22	0	435	65	0	398
Grp Sat Flow(s),veh/h/ln	960	0	0	1271	0	0	1723	0	1570	1723	0	1739
Q Serve(g_s), s	0.0	0.0	0.0	5.5	0.0	0.0	0.8	0.0	26.0	2.5	0.0	19.7
Cycle Q Clear(g_c), s	38.8	0.0	0.0	44.3	0.0	0.0	0.8	0.0	26.0	2.5	0.0	19.7
Prop In Lane	0.27		0.26	0.15		0.38	1.00		0.16	1.00		0.15
Lane Grp Cap(c), veh/h	265	0	0	341	0	0	569	0	979	528	0	1098
V/C Ratio(X)	0.81	0.00	0.00	0.92	0.00	0.00	0.04	0.00	0.44	0.12	0.00	0.36
Avail Cap(c_a), veh/h	265	0	0	341	0	0	700	0	979	645	0	1098
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.51	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	63.2	0.0	0.0	66.9	0.0	0.0	12.6	0.0	17.7	13.5	0.0	15.9
Incr Delay (d2), s/veh	17.7	0.0	0.0	18.3	0.0	0.0	0.0	0.0	1.5	0.0	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.7	0.0	0.0	17.3	0.0	0.0	0.4	0.0	11.6	1.2	0.0	9.7
LnGrp Delay(d),s/veh	80.9	0.0	0.0	85.2	0.0	0.0	12.6	0.0	19.1	13.5	0.0	16.8
LnGrp LOS	F			F			B		B	B		B
Approach Vol, veh/h		216			314			457				463
Approach Delay, s/veh		80.9			85.2			18.8				16.3
Approach LOS		F			F			B				B
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	119.7		51.0	10.8	118.2		51.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	17.0	100.0		45.0	17.0	100.0		45.0				
Max Q Clear Time (g_c+I1), s	2.8	21.7		46.3	4.5	28.0		40.8				
Green Ext Time (p_c), s	0.0	2.0		0.0	0.0	2.0		1.5				
Intersection Summary												
HCM 2010 Ctrl Delay				41.6								
HCM 2010 LOS				D								

Timings
40: NE 2nd Ave & NE 39th St

Existing Conditions
2017 PM Peak

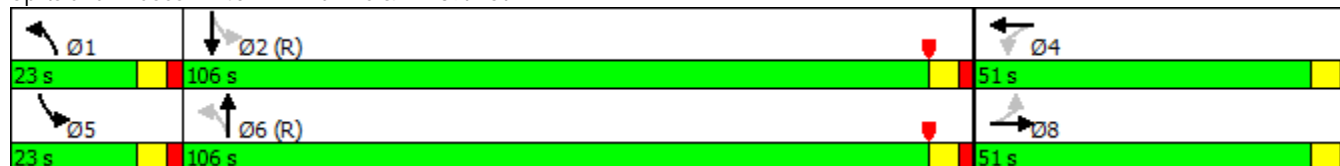


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕	↗	↖	↗	↖
Traffic Volume (vph)	46	64	39	104	15	320	64	266
Future Volume (vph)	46	64	39	104	15	320	64	266
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		8		4	1	6	5	2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	1	6	5	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	31.0	31.0	31.0	31.0	11.0	26.0	11.0	26.0
Total Split (s)	51.0	51.0	51.0	51.0	23.0	106.0	23.0	106.0
Total Split (%)	28.3%	28.3%	28.3%	28.3%	12.8%	58.9%	12.8%	58.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 135 (75%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated

Splits and Phases: 40: NE 2nd Ave & NE 39th St



Queues
40: NE 2nd Ave & NE 39th St

Existing Conditions
2017 PM Peak



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	216	314	22	435	65	398
v/c Ratio	0.83	0.95	0.04	0.41	0.12	0.36
Control Delay	87.7	95.0	9.5	18.6	9.7	15.8
Queue Delay	18.3	55.1	0.0	0.0	0.0	0.0
Total Delay	106.0	150.1	9.5	18.6	9.7	15.8
Queue Length 50th (ft)	232	370	8	253	24	221
Queue Length 95th (ft)	216	371	14	331	42	249
Internal Link Dist (ft)	93	197		246		85
Turn Bay Length (ft)			170			
Base Capacity (vph)	273	345	633	1063	596	1103
Starvation Cap Reductn	0	167	0	0	0	0
Spillback Cap Reductn	49	0	0	15	6	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.96	1.76	0.03	0.42	0.11	0.36

Intersection Summary

HCM Signalized Intersection Capacity Analysis
43: Federal Hwy & NE 38th St & NE 39th St

Existing Conditions
2017 PM Peak



Movement	EBL2	EBL	EBR2	NBL	NBT	NBR	SBL2	SBT	SBR	NWL2	NWL	NWR
Lane Configurations												
Traffic Volume (vph)	104	39	40	27	555	11	3	171	49	28	128	35
Future Volume (vph)	104	39	40	27	555	11	3	171	49	28	128	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0			6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00		1.00			0.95		1.00	1.00	
Frbp, ped/bikes		1.00	0.80		1.00			1.00		1.00	0.94	
Flpb, ped/bikes		1.00	1.00		1.00			1.00		1.00	1.00	
Frt		1.00	0.85		1.00			0.97		1.00	0.96	
Flt Protected		0.95	1.00		1.00			1.00		0.95	0.96	
Satd. Flow (prot)		1752	1130		1847			3418		1770	1614	
Flt Permitted		0.95	1.00		0.97			0.92		0.95	0.96	
Satd. Flow (perm)		1752	1130		1788			3136		1770	1614	
Peak-hour factor, PHF	0.83	0.80	0.43	0.73	0.89	0.62	0.25	0.84	0.83	0.45	0.81	0.61
Adj. Flow (vph)	125	49	93	37	624	18	12	204	59	62	158	57
RTOR Reduction (vph)	0	0	81	0	0	0	0	8	0	0	47	0
Lane Group Flow (vph)	0	174	12	0	679	0	0	267	0	62	169	0
Confl. Peds. (#/hr)	40	2	53	6		2				53	6	40
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Parking (#/hr)			0									
Turn Type	Prot	Prot	Perm	Perm	NA		Perm	NA		Prot	Prot	
Protected Phases	8	8			6			2		7	7	
Permitted Phases			8	6			2					
Actuated Green, G (s)		22.9	22.9		114.1			114.1		25.0	25.0	
Effective Green, g (s)		22.9	22.9		114.1			114.1		25.0	25.0	
Actuated g/C Ratio		0.13	0.13		0.63			0.63		0.14	0.14	
Clearance Time (s)		6.0	6.0		6.0			6.0		6.0	6.0	
Vehicle Extension (s)		2.5	2.5		1.0			1.0		4.0	4.0	
Lane Grp Cap (vph)		222	143		1133			1987		245	224	
v/s Ratio Prot		c0.10								0.04	c0.10	
v/s Ratio Perm			0.01		c0.38			0.09				
v/c Ratio		0.78	0.08		0.60			0.13		0.25	0.75	
Uniform Delay, d1		76.1	69.3		19.5			13.2		69.2	74.5	
Progression Factor		0.93	0.96		1.00			1.00		1.00	1.00	
Incremental Delay, d2		14.7	0.2		2.3			0.1		0.7	14.1	
Delay (s)		85.1	67.0		21.8			13.3		69.9	88.6	
Level of Service		F	E		C			B		E	F	
Approach Delay (s)		78.8			21.8			13.3			83.9	
Approach LOS		E			C			B			F	

Intersection Summary

HCM 2000 Control Delay	42.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	82.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 43: Federal Hwy & NE 38th St & NE 39th St

Existing Conditions
 2017 PM Peak



Movement	NWR2
Lane Configurations	7
Traffic Volume (vph)	4
Future Volume (vph)	4
Ideal Flow (vphpl)	1900
Total Lost time (s)	6.0
Lane Util. Factor	0.95
Frbp, ped/bikes	0.97
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1458
Flt Permitted	1.00
Satd. Flow (perm)	1458
Peak-hour factor, PHF	0.36
Adj. Flow (vph)	11
RTOR Reduction (vph)	9
Lane Group Flow (vph)	1
Confl. Peds. (#/hr)	2
Heavy Vehicles (%)	2%
Parking (#/hr)	
Turn Type	Perm
Protected Phases	
Permitted Phases	7
Actuated Green, G (s)	25.0
Effective Green, g (s)	25.0
Actuated g/C Ratio	0.14
Clearance Time (s)	6.0
Vehicle Extension (s)	4.0
Lane Grp Cap (vph)	202
v/s Ratio Prot	
v/s Ratio Perm	0.00
v/c Ratio	0.01
Uniform Delay, d1	66.8
Progression Factor	1.00
Incremental Delay, d2	0.0
Delay (s)	66.8
Level of Service	E
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Timings
43: Federal Hwy & NE 38th St & NE 39th St

Existing Conditions
2017 PM Peak

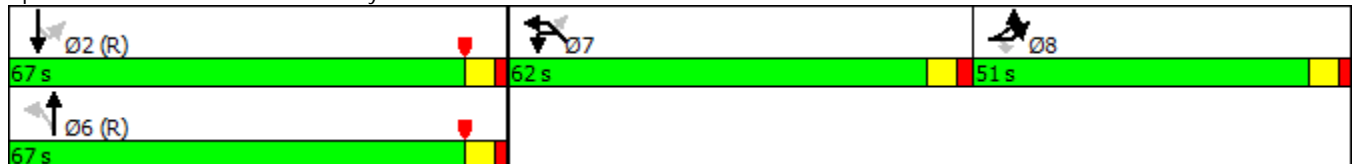


Lane Group	EBL	EBR2	NBL	NBT	SBL2	SBT	NWL2	NWL	NWR2
Lane Configurations									
Traffic Volume (vph)	39	40	27	555	3	171	28	128	4
Future Volume (vph)	39	40	27	555	3	171	28	128	4
Turn Type	Prot	Perm	Perm	NA	Perm	NA	Prot	Prot	Perm
Protected Phases	8			6		2	7	7	
Permitted Phases		8	6		2				7
Detector Phase	8	8	6	6	2	2	7	7	7
Switch Phase									
Minimum Initial (s)	10.0	10.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	51.0	51.0	67.0	67.0	67.0	67.0	62.0	62.0	62.0
Total Split (%)	28.3%	28.3%	37.2%	37.2%	37.2%	37.2%	34.4%	34.4%	34.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0		6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag					Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes					Yes	Yes	Yes
Recall Mode	None	None	C-Max	C-Max	C-Max	C-Max	None	None	None

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 118 (66%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 43: Federal Hwy & NE 38th St & NE 39th St



Queues
43: Federal Hwy & NE 38th St & NE 39th St

Existing Conditions
2017 PM Peak



Lane Group	EBL	EBR2	NBT	SBT	NWL2	NWL	NWR2
Lane Group Flow (vph)	174	93	679	275	62	216	10
v/c Ratio	0.78	0.42	0.60	0.14	0.25	0.79	0.04
Control Delay	91.6	15.8	24.7	14.0	69.2	75.5	0.2
Queue Delay	0.7	0.1	1.8	0.0	0.0	6.7	0.0
Total Delay	92.3	15.9	26.5	14.0	69.2	82.2	0.2
Queue Length 50th (ft)	185	8	456	60	67	190	0
Queue Length 95th (ft)	240	2	738	98	54	236	0
Internal Link Dist (ft)	197		537	150		320	
Turn Bay Length (ft)							50
Base Capacity (vph)	438	352	1132	1996	550	540	491
Starvation Cap Reductn	87	23	284	0	0	19	0
Spillback Cap Reductn	0	0	175	155	0	270	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.28	0.80	0.15	0.11	0.80	0.02

Intersection Summary

HCM Signalized Intersection Capacity Analysis
45: Biscayne Blvd & NE 36th St

Existing Conditions
2017 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	93	287	122	284	104	368	42	699	167	330	702	278
Future Volume (vph)	93	287	122	284	104	368	42	699	167	330	702	278
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.6	6.6	6.6	6.2	6.2	6.0	6.0	6.1	6.2	6.0	6.1	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.91	1.00	1.00	0.98	1.00	1.00	0.85	1.00	0.98	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.95	
Flt Protected	0.95	1.00	1.00	0.95	0.98	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1752	1845	1431	1665	1713	1532	1766	3539	1346	1770	3311	
Flt Permitted	0.95	1.00	1.00	0.95	0.98	1.00	0.24	1.00	1.00	0.25	1.00	
Satd. Flow (perm)	1752	1845	1431	1665	1713	1532	440	3539	1346	467	3311	
Peak-hour factor, PHF	0.91	0.93	0.86	0.92	0.89	0.85	0.67	0.92	0.87	0.91	0.97	0.88
Adj. Flow (vph)	102	309	142	309	117	433	63	760	192	363	724	316
RTOR Reduction (vph)	0	0	112	0	0	108	0	0	69	0	21	0
Lane Group Flow (vph)	102	309	30	210	216	325	63	760	123	363	1019	0
Confl. Peds. (#/hr)	12		30	30		12	21		35	35		21
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Turn Type	Split	NA	Perm	Split	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	3	3		4	4	5	1	6	4	5	2	
Permitted Phases			3			4	6		6	2		
Actuated Green, G (s)	24.0	24.0	24.0	23.0	23.0	48.0	90.9	83.0	106.0	114.0	100.1	
Effective Green, g (s)	24.0	24.0	24.0	23.0	23.0	48.0	90.9	83.0	106.0	114.0	100.1	
Actuated g/C Ratio	0.13	0.13	0.13	0.13	0.13	0.27	0.51	0.46	0.59	0.63	0.56	
Clearance Time (s)	6.6	6.6	6.6	6.2	6.2	6.0	6.0	6.1	6.2	6.0	6.1	
Vehicle Extension (s)	2.5	2.5	2.5	3.0	3.0	3.0	3.0	1.0	3.0	3.0	1.0	
Lane Grp Cap (vph)	233	246	190	212	219	408	280	1632	793	477	1842	
v/s Ratio Prot	0.06	c0.17		c0.13	0.13	c0.11	0.01	0.21	0.02	c0.11	0.31	
v/s Ratio Perm			0.02			0.10	0.10		0.07	c0.38		
v/c Ratio	0.44	1.26	0.16	0.99	0.99	0.80	0.23	0.47	0.16	0.76	0.55	
Uniform Delay, d1	71.7	78.0	69.0	78.3	78.3	61.4	23.3	33.2	16.7	19.7	25.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.0	144.0	0.3	58.9	56.4	10.4	0.4	1.0	0.1	7.0	1.2	
Delay (s)	72.7	221.9	69.3	137.3	134.7	71.8	23.7	34.2	16.8	26.8	26.8	
Level of Service	E	F	E	F	F	E	C	C	B	C	C	
Approach Delay (s)		155.2			103.6			30.3			26.8	
Approach LOS		F			F			C			C	

Intersection Summary		
HCM 2000 Control Delay	63.5	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.89	E
Actuated Cycle Length (s)	179.9	Sum of lost time (s)
Intersection Capacity Utilization	87.0%	24.9
Analysis Period (min)	15	ICU Level of Service
		E

c Critical Lane Group

Timings
45: Biscayne Blvd & NE 36th St

Existing Conditions
2017 PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	93	287	122	284	104	368	42	699	167	330	702
Future Volume (vph)	93	287	122	284	104	368	42	699	167	330	702
Turn Type	Split	NA	Perm	Split	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA
Protected Phases	3	3		4	4	5	1	6	4	5	2
Permitted Phases			3			4	6		6	2	
Detector Phase	3	3	3	4	4	5	1	6	4	5	2
Switch Phase											
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	5.0	5.0	7.0	7.0	5.0	7.0
Minimum Split (s)	27.6	27.6	27.6	24.2	24.2	11.0	11.0	27.1	24.2	11.0	27.1
Total Split (s)	30.6	30.6	30.6	29.2	29.2	47.0	36.0	73.1	29.2	47.0	84.1
Total Split (%)	17.0%	17.0%	17.0%	16.2%	16.2%	26.1%	20.0%	40.6%	16.2%	26.1%	46.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.6	2.6	2.6	2.2	2.2	2.0	2.0	2.1	2.2	2.0	2.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.6	6.6	6.2	6.2	6.0	6.0	6.1	6.2	6.0	6.1
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max

Intersection Summary

Cycle Length: 179.9
 Actuated Cycle Length: 179.9
 Offset: 40 (22%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated

Splits and Phases: 45: Biscayne Blvd & NE 36th St



Queues
45: Biscayne Blvd & NE 36th St

Existing Conditions
2017 PM Peak






















Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	102	309	142	210	216	433	63	760	192	363	1040
v/c Ratio	0.44	1.26	0.47	0.99	0.99	0.84	0.22	0.47	0.22	0.76	0.56
Control Delay	78.3	202.5	18.7	135.0	133.0	52.5	16.9	35.5	2.5	26.3	25.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	1.7
Total Delay	78.3	202.5	18.7	135.0	133.0	52.5	16.9	35.5	2.5	26.6	27.5
Queue Length 50th (ft)	113	-454	14	265	272	325	27	315	5	190	388
Queue Length 95th (ft)	181	#662	77	#458	#458	375	35	432	28	253	465
Internal Link Dist (ft)		422			340			306			588
Turn Bay Length (ft)	235			280			225			370	
Base Capacity (vph)	233	246	302	212	219	644	493	1632	861	593	1863
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	26	608
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	1.26	0.47	0.99	0.99	0.67	0.13	0.47	0.22	0.64	0.83

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary
44: Biscayne Blvd & NE 38th St

Existing Conditions
2017 PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	333	100	398	25	881	254	285	936	56
Future Volume (veh/h)	0	0	0	333	100	398	25	881	254	285	936	56
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1863	1863	1863	1845	1845	1900	1863	1863	1900
Adj Flow Rate, veh/h				237	284	406	33	899	270	356	955	75
Adj No. of Lanes				1	1	1	1	2	0	1	2	0
Peak Hour Factor				0.94	0.83	0.98	0.75	0.98	0.94	0.80	0.98	0.75
Percent Heavy Veh, %				2	2	2	3	3	3	2	2	2
Cap, veh/h				468	492	583	323	1388	416	481	2213	174
Arrive On Green				0.26	0.26	0.26	1.00	1.00	1.00	0.11	0.67	0.67
Sat Flow, veh/h				1774	1863	1564	538	2643	792	1774	3322	261
Grp Volume(v), veh/h				237	284	406	33	595	574	356	509	521
Grp Sat Flow(s),veh/h/ln				1774	1863	1564	538	1752	1682	1774	1770	1813
Q Serve(g_s), s				20.4	23.8	39.7	0.0	0.0	0.0	16.1	24.2	24.2
Cycle Q Clear(g_c), s				20.4	23.8	39.7	0.0	0.0	0.0	16.1	24.2	24.2
Prop In Lane				1.00		1.00	1.00		0.47	1.00		0.14
Lane Grp Cap(c), veh/h				468	492	583	323	920	884	481	1179	1208
V/C Ratio(X)				0.51	0.58	0.70	0.10	0.65	0.65	0.74	0.43	0.43
Avail Cap(c_a), veh/h				591	621	691	323	920	884	566	1179	1208
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.78	0.78	0.78	1.00	1.00	1.00
Uniform Delay (d), s/veh				56.3	57.5	48.0	0.0	0.0	0.0	14.3	14.1	14.1
Incr Delay (d2), s/veh				1.2	1.5	3.0	0.5	2.8	2.9	5.0	1.2	1.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				10.2	12.5	33.4	0.0	0.7	0.7	8.5	12.1	12.4
LnGrp Delay(d),s/veh				57.5	59.1	51.0	0.5	2.8	2.9	19.3	15.2	15.2
LnGrp LOS				E	E	D	A	A	A	B	B	B
Approach Vol, veh/h					927			1202			1386	
Approach Delay, s/veh					55.1			2.8			16.3	
Approach LOS					E			A			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		125.9		54.1	25.4	100.5						
Change Period (Y+Rc), s		6.0		6.6	6.0	6.0						
Max Green Setting (Gmax), s		107.0		60.0	28.0	73.0						
Max Q Clear Time (g_c+I1), s		26.2		41.7	18.1	2.0						
Green Ext Time (p_c), s		7.2		5.8	1.3	7.2						
Intersection Summary												
HCM 2010 Ctrl Delay				21.9								
HCM 2010 LOS				C								
Notes												

Timings
44: Biscayne Blvd & NE 38th St

Existing Conditions
2017 PM Peak



Lane Group	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↶	↶	↶	↶	↕	↶	↕
Traffic Volume (vph)	333	100	398	25	881	285	936
Future Volume (vph)	333	100	398	25	881	285	936
Turn Type	Split	NA	pm+ov	Perm	NA	pm+pt	NA
Protected Phases	4	4	5		6	5	2
Permitted Phases			4	6		2	
Detector Phase	4	4	5	6	6	5	2
Switch Phase							
Minimum Initial (s)	7.0	7.0	5.0	7.0	7.0	5.0	7.0
Minimum Split (s)	29.6	29.6	11.0	25.0	25.0	11.0	25.0
Total Split (s)	66.6	66.6	34.0	79.0	79.0	34.0	113.0
Total Split (%)	37.1%	37.1%	18.9%	44.0%	44.0%	18.9%	62.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.6	2.6	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.6	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead	Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 179.6
 Actuated Cycle Length: 179.6
 Offset: 59 (33%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 44: Biscayne Blvd & NE 38th St



Queues
44: Biscayne Blvd & NE 38th St

Existing Conditions
2017 PM Peak



Lane Group	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	234	240	406	33	1169	356	1030
v/c Ratio	0.76	0.76	0.59	0.14	0.75	0.67	0.39
Control Delay	85.0	84.5	33.8	32.2	42.5	37.2	9.3
Queue Delay	0.0	0.0	0.0	0.0	7.4	0.0	0.0
Total Delay	85.0	84.5	33.8	32.2	49.9	37.2	9.3
Queue Length 50th (ft)	280	287	306	22	567	239	208
Queue Length 95th (ft)	364	336	360	44	754	310	309
Internal Link Dist (ft)		159			588		547
Turn Bay Length (ft)	100			150		365	
Base Capacity (vph)	561	576	689	241	1566	530	2608
Starvation Cap Reductn	0	0	0	0	357	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.42	0.59	0.14	0.97	0.67	0.39

Intersection Summary

Intersection												
Int Delay, s/veh	5.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	770	7	2	54	0	32	1	128	1	0	7
Future Vol, veh/h	6	770	7	2	54	0	32	1	128	1	0	7
Conflicting Peds, #/hr	2	0	14	14	0	2	0	0	2	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	214	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	33	91	42	75	76	92	75	92	91	50	92	35
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	3	3	3
Mvmt Flow	18	846	17	3	71	0	43	1	141	2	0	20

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	73	0	0	877	0	0	992	984	871	1043	992	73
Stage 1	-	-	-	-	-	-	905	905	-	79	79	-
Stage 2	-	-	-	-	-	-	87	79	-	964	913	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.13	5.53	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.527	4.027	3.327
Pot Cap-1 Maneuver	1527	-	-	770	-	-	225	248	350	207	245	986
Stage 1	-	-	-	-	-	-	331	355	-	927	827	-
Stage 2	-	-	-	-	-	-	921	829	-	306	351	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1524	-	-	760	-	-	215	240	345	120	237	984
Mov Cap-2 Maneuver	-	-	-	-	-	-	215	240	-	120	237	-
Stage 1	-	-	-	-	-	-	323	346	-	914	822	-
Stage 2	-	-	-	-	-	-	899	824	-	178	342	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0.2		0.4		34		11.3	
HCM LOS					D		B	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	302	1524	-	-	760	-	-	595
HCM Lane V/C Ratio	0.611	0.012	-	-	0.004	-	-	0.037
HCM Control Delay (s)	34	7.4	-	-	9.8	0	-	11.3
HCM Lane LOS	D	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	3.7	0	-	-	0	-	-	0.1

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗		↖↗	↗						↗
Traffic Vol, veh/h	0	0	66	1	811	173	0	0	0	0	0	20
Future Vol, veh/h	0	0	66	1	811	173	0	0	0	0	0	20
Conflicting Peds, #/hr	0	0	0	0	0	6	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	0	-	-	50	-	-	-	-	-	0
Veh in Median Storage, #	-	-	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	65	92	97	88	92	92	92	92	92	75
Heavy Vehicles, %	2	2	8	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	102	1	836	197	0	0	0	0	0	27

Major/Minor

	Major2	Minor2
Conflicting Flow All	0	0
Stage 1	-	-
Stage 2	-	-
Critical Hdwy	4.14	-
Critical Hdwy Stg 1	-	-
Critical Hdwy Stg 2	-	-
Follow-up Hdwy	2.22	-
Pot Cap-1 Maneuver	-	0
Stage 1	-	0
Stage 2	-	0
Platoon blocked, %	-	-
Mov Cap-1 Maneuver	-	0
Mov Cap-2 Maneuver	-	0
Stage 1	-	0
Stage 2	-	0

Approach

	WB	SB
HCM Control Delay, s		11.5
HCM LOS		B

Minor Lane/Major Mvmt

	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	584
HCM Lane V/C Ratio	-	-	0.046
HCM Control Delay (s)	-	-	11.5
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.1

HCM Signalized Intersection Capacity Analysis
67: Alton Rd/Alton Road & N Bay Rd/Chase Ave

Existing Conditions
2017 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	135	22	3	63	0	161	0	1890	41	0	1491	0
Future Volume (vph)	135	22	3	63	0	161	0	1890	41	0	1491	0
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8		6.8		6.8		6.4	6.4		6.4	
Lane Util. Factor	1.00	1.00		1.00		1.00		0.95	1.00		0.95	
Frbp, ped/bikes	1.00	1.00		1.00		0.99		1.00	1.00		1.00	
Flpb, ped/bikes	1.00	1.00		1.00		1.00		1.00	1.00		1.00	
Frt	1.00	0.95		1.00		0.85		1.00	0.85		1.00	
Flt Protected	0.95	1.00		0.95		1.00		1.00	1.00		1.00	
Satd. Flow (prot)	1768	1770		1770		1563		3539	1583		3539	
Flt Permitted	0.95	1.00		0.73		1.00		1.00	1.00		1.00	
Satd. Flow (perm)	1768	1770		1367		1563		3539	1583		3539	
Peak-hour factor, PHF	0.80	0.91	0.25	0.68	0.95	0.81	0.95	0.89	0.72	0.95	0.88	0.95
Adj. Flow (vph)	169	24	12	93	0	199	0	2124	57	0	1694	0
RTOR Reduction (vph)	0	9	0	0	0	22	0	0	14	0	0	0
Lane Group Flow (vph)	169	27	0	93	0	177	0	2124	43	0	1694	0
Confl. Peds. (#/hr)	1					1	7					7
Turn Type	Perm	NA		Perm		Perm		NA	Perm		NA	
Protected Phases		4						2				6
Permitted Phases	4			8		8			2			
Actuated Green, G (s)	33.2	33.2		33.2		33.2		72.9	72.9		72.9	
Effective Green, g (s)	33.2	33.2		33.2		33.2		72.9	72.9		72.9	
Actuated g/C Ratio	0.28	0.28		0.28		0.28		0.61	0.61		0.61	
Clearance Time (s)	6.8	6.8		6.8		6.8		6.4	6.4		6.4	
Vehicle Extension (s)	2.5	2.5		2.5		2.5		1.0	1.0		1.0	
Lane Grp Cap (vph)	492	492		380		434		2162	967		2162	
v/s Ratio Prot		0.02						c0.60				0.48
v/s Ratio Perm	0.10			0.07		c0.11			0.03			
v/c Ratio	0.34	0.06		0.24		0.41		0.98	0.04		0.78	
Uniform Delay, d1	34.4	31.6		33.3		35.0		22.6	9.3		17.3	
Progression Factor	1.00	1.00		1.00		1.00		1.00	1.00		1.00	
Incremental Delay, d2	1.9	0.2		1.5		2.8		15.3	0.0		1.8	
Delay (s)	36.3	31.8		34.9		37.9		37.9	9.3		19.1	
Level of Service	D	C		C		D		D	A		B	
Approach Delay (s)		35.5			36.9			37.1			19.1	
Approach LOS		D			D			D			B	

Intersection Summary			
HCM 2000 Control Delay	30.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	119.3	Sum of lost time (s)	13.2
Intersection Capacity Utilization	103.9%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Timings
67: Alton Rd/Alton Road & N Bay Rd/Chase Ave

Existing Conditions
2017 PM Peak



Lane Group	EBL	EBT	WBL	WBR	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	135	22	63	161	1890	41	1491
Future Volume (vph)	135	22	63	161	1890	41	1491
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4			2		6
Permitted Phases	4		8	8		2	
Detector Phase	4	4	8	8	2	2	6
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.8	13.8	39.8	39.8	33.4	33.4	33.4
Total Split (s)	40.0	40.0	40.0	40.0	80.0	80.0	80.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	66.7%	66.7%	66.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.8	2.8	2.8	2.8	2.4	2.4	2.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.4	6.4	6.4
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Max	Max	Max	Max	Min	Min	Min

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 119.3
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated

Splits and Phases: 67: Alton Rd/Alton Road & N Bay Rd/Chase Ave



Queues

67: Alton Rd/Alton Road & N Bay Rd/Chase Ave

Existing Conditions

2017 PM Peak



Lane Group	EBL	EBT	WBL	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	169	36	93	199	2124	57	1694
v/c Ratio	0.34	0.07	0.24	0.44	0.98	0.06	0.78
Control Delay	37.0	24.2	35.8	33.3	38.7	4.7	20.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.0	24.2	35.8	33.3	38.7	4.7	20.6
Queue Length 50th (ft)	105	14	56	106	785	6	481
Queue Length 95th (ft)	148	40	75	156	#996	16	551
Internal Link Dist (ft)		197			228		140
Turn Bay Length (ft)			40			70	
Base Capacity (vph)	492	501	380	457	2183	990	2183
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.07	0.24	0.44	0.97	0.06	0.78



Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Intersection

Int Delay, s/veh 0.5

Movement WBL WBR NBT NBR SBL SBT

Lane Configurations						
Traffic Vol, veh/h	0	7	292	5	0	0
Future Vol, veh/h	0	7	292	5	0	0
Conflicting Peds, #/hr	0	0	0	10	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	-
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	42	90	75	93	93
Heavy Vehicles, %	2	2	3	3	2	2
Mvmt Flow	0	17	324	7	0	0

Major/Minor Minor1 Major1

Conflicting Flow All	-	338	0	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.22	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.318	-	-
Pot Cap-1 Maneuver	0	704	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	697	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach WB NB

HCM Control Delay, s 10.3 0
HCM LOS B

Minor Lane/Major Mvmt NBT NBRWBLn1

Capacity (veh/h)	-	-	697
HCM Lane V/C Ratio	-	-	0.024
HCM Control Delay (s)	-	-	10.3
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.1

Intersection												
Int Delay, s/veh	11.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↗			↖				
Traffic Vol, veh/h	0	0	0	0	164	56	0	1889	0	0	0	0
Future Vol, veh/h	0	0	0	0	164	56	0	1889	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	178	61	0	2053	0	0	0	0

Major/Minor	Minor1	Major1				
Conflicting Flow All	-	2053	1027	-	0	-
Stage 1	-	2053	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	6.54	6.94	-	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	-	-	-
Pot Cap-1 Maneuver	0	~ 55	232	0	-	0
Stage 1	0	~ 97	-	0	-	0
Stage 2	0	-	-	0	-	0
Platoon blocked, %					-	
Mov Cap-1 Maneuver	-	0	232	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	112.6	0
HCM LOS	F	

Minor Lane/Major Mvmt	NBTWBLn1
Capacity (veh/h)	- 232
HCM Lane V/C Ratio	- 1.031
HCM Control Delay (s)	- 112.6
HCM Lane LOS	- F
HCM 95th %tile Q(veh)	- 9.9

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	↕
Traffic Vol, veh/h	20	0	10	28	0	25	12	278	9	21	152	13
Future Vol, veh/h	20	0	10	28	0	25	12	278	9	21	152	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	0	11	30	0	27	13	302	10	23	165	14

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	395	556	172	557	558	156	179	0	0	312	0	0
Stage 1	218	218	-	333	333	-	-	-	-	-	-	-
Stage 2	177	338	-	224	225	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.23	7.33	6.53	6.93	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	552	439	871	427	437	862	1395	-	-	1247	-	-
Stage 1	784	722	-	655	643	-	-	-	-	-	-	-
Stage 2	808	640	-	778	717	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	523	426	871	412	424	862	1395	-	-	1247	-	-
Mov Cap-2 Maneuver	523	426	-	412	424	-	-	-	-	-	-	-
Stage 1	775	709	-	648	636	-	-	-	-	-	-	-
Stage 2	774	633	-	754	704	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.3		12.4		0.3		0.9	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1395	-	-	603	547	1247	-	-
HCM Lane V/C Ratio	0.009	-	-	0.054	0.105	0.018	-	-
HCM Control Delay (s)	7.6	0	-	11.3	12.4	7.9	-	-
HCM Lane LOS	A	A	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.4	0.1	-	-

Intersection

Int Delay, s/veh 4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕		↕	↕	↕			↕	
Traffic Vol, veh/h	4	2	4	43	0	78	3	258	66	61	139	0
Future Vol, veh/h	4	2	4	43	0	78	3	258	66	61	139	0
Conflicting Peds, #/hr	5	0	0	0	0	5	18	0	17	17	0	18
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	0	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	33	87	38	62	87	61	38	97	81	62	78	87
Heavy Vehicles, %	2	2	2	2	2	2	3	3	3	2	2	2
Mvmt Flow	12	2	11	69	0	128	8	266	81	98	178	0


























Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	784	772	107	626	-	329	196	0	0	364	0	0
Stage 1	392	392	-	340	-	-	-	-	-	-	-	-
Stage 2	392	380	-	286	-	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.93	7.33	-	6.23	4.145	-	-	4.13	-	-
Critical Hdwy Stg 1	6.53	5.53	-	6.13	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.53	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	-	3.319	2.2285	-	-	2.219	-	-
Pot Cap-1 Maneuver	297	329	927	382	0	712	1369	-	-	1193	-	-
Stage 1	605	606	-	674	0	-	-	-	-	-	-	-
Stage 2	632	613	-	698	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	219	287	911	342	-	697	1346	-	-	1174	-	-
Mov Cap-2 Maneuver	219	287	-	342	-	-	-	-	-	-	-	-
Stage 1	591	541	-	659	-	-	-	-	-	-	-	-
Stage 2	511	600	-	623	-	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB	
HCM Control Delay, s	16.7		13.7		0.2			3.1	
HCM LOS	C		B						

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1346	-	-	333	342	697	1174	-	-
HCM Lane V/C Ratio	0.006	-	-	0.075	0.203	0.183	0.084	-	-
HCM Control Delay (s)	7.7	-	-	16.7	18.2	11.3	8.3	0.2	-
HCM Lane LOS	A	-	-	C	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.7	0.7	0.3	-	-

HCM 2010 Signalized Intersection Summary
63: Alton Road & 41 Street/ Art Godfrey Road

Existing Conditions
2017 PM Peak

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		 			 				 			 	
Traffic Volume (veh/h)	182	1248	40	44	1191	68	106	140	94	90	89	209	
Future Volume (veh/h)	182	1248	40	44	1191	68	106	140	94	90	89	209	
Number	1	6	16	5	2	12	7	4	14	3	8	18	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	0.98		0.97	0.99		0.98	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1900	1863	1900	1863	1863	1863	
Adj Flow Rate, veh/h	207	1314	0	68	1267	93	120	177	115	125	120	268	
Adj No. of Lanes	1	2	0	1	2	1	0	2	0	1	1	1	
Peak Hour Factor	0.88	0.95	0.62	0.65	0.94	0.73	0.88	0.79	0.82	0.72	0.74	0.78	
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2	
Cap, veh/h	249	2051	0	249	2051	911	166	209	147	177	501	417	
Arrive On Green	0.04	0.58	0.00	0.04	0.58	0.58	0.19	0.19	0.19	0.05	0.27	0.27	
Sat Flow, veh/h	1774	3632	0	1774	3539	1572	697	1112	782	1774	1863	1553	
Grp Volume(v), veh/h	207	1314	0	68	1267	93	212	0	200	125	120	268	
Grp Sat Flow(s),veh/h/ln	1774	1770	0	1774	1770	1572	1229	0	1362	1774	1863	1553	
Q Serve(g_s), s	6.0	39.7	0.0	2.4	37.5	4.2	27.0	0.0	22.4	7.3	8.1	24.4	
Cycle Q Clear(g_c), s	6.0	39.7	0.0	2.4	37.5	4.2	27.0	0.0	22.4	7.3	8.1	24.4	
Prop In Lane	1.00		0.00	1.00		1.00	0.57		0.57	1.00		1.00	
Lane Grp Cap(c), veh/h	249	2051	0	249	2051	911	266	0	255	177	501	417	
V/C Ratio(X)	0.83	0.64	0.00	0.27	0.62	0.10	0.80	0.00	0.78	0.71	0.24	0.64	
Avail Cap(c_a), veh/h	249	2051	0	249	2051	911	266	0	255	177	501	417	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	30.9	22.5	0.0	18.1	22.0	15.0	63.8	0.0	61.9	55.4	45.7	51.7	
Incr Delay (d2), s/veh	26.4	1.6	0.0	2.7	1.4	0.2	21.5	0.0	21.1	21.1	1.1	7.4	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	8.0	19.8	0.0	1.4	18.7	1.9	10.8	0.0	10.0	2.9	4.3	11.4	
LnGrp Delay(d),s/veh	57.4	24.1	0.0	20.8	23.5	15.3	85.3	0.0	83.0	76.6	46.9	59.1	
LnGrp LOS	E	C		C	C	B	F		F	E	D	E	
Approach Vol, veh/h		1521			1428			412			513		
Approach Delay, s/veh		28.6			22.8			84.2			60.5		
Approach LOS		C			C			F			E		
Timer	1	2	3	4	5	6	7	8					
Assigned Phs	1	2	3	4	5	6		8					
Phs Duration (G+Y+Rc), s	11.7	99.0	13.0	36.3	11.7	99.0		49.3					
Change Period (Y+Rc), s	* 5.7	* 6.3	* 5.7	* 6.3	* 5.7	* 6.3		* 6.3					
Max Green Setting (Gmax), s	* 6	* 93	* 7.3	* 30	* 6	* 93		* 43					
Max Q Clear Time (g_c+I1), s	8.0	39.5	9.3	29.0	4.4	41.7		26.4					
Green Ext Time (p_c), s	0.0	12.1	0.0	0.4	0.0	12.0		3.4					
Intersection Summary													
HCM 2010 Ctrl Delay			36.6										
HCM 2010 LOS			D										
Notes													

Timings
63: Alton Road & 41 Street/ Art Godfrey Road

Existing Conditions
2017 PM Peak



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	182	1248	44	1191	68	106	140	90	89	209
Future Volume (vph)	182	1248	44	1191	68	106	140	90	89	209
Turn Type	pm+pt	NA	pm+pt	NA	Perm	Perm	NA	pm+pt	NA	Perm
Protected Phases	1	6	5	2			4	3	8	
Permitted Phases	6		2		2	4		8		8
Detector Phase	1	6	5	2	2	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	5.0	7.0	5.0	7.0	7.0	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	10.7	25.3	10.7	25.3	25.3	36.3	36.3	10.7	36.3	36.3
Total Split (s)	11.7	99.0	11.7	99.0	99.0	36.3	36.3	13.0	49.3	49.3
Total Split (%)	7.3%	61.9%	7.3%	61.9%	61.9%	22.7%	22.7%	8.1%	30.8%	30.8%
Yellow Time (s)	3.7	4.0	3.7	4.0	4.0	4.0	4.0	3.7	4.0	4.0
All-Red Time (s)	2.0	2.3	2.0	2.3	2.3	2.3	2.3	2.0	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.7	6.3	5.7	6.3	6.3		6.3	5.7	6.3	6.3
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	Max	C-Min	Max	C-Min	C-Min	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 118 (74%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 105
 Control Type: Actuated-Coordinated

Splits and Phases: 63: Alton Road & 41 Street/ Art Godfrey Road



Queues

63: Alton Road & 41 Street/ Art Godfrey Road

Existing Conditions

2017 PM Peak



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	207	1379	68	1267	93	412	125	120	268
v/c Ratio	1.29	0.80	0.51	0.73	0.11	0.76	0.36	0.18	0.42
Control Delay	194.6	37.7	27.4	34.7	2.6	67.1	42.6	39.0	24.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	194.6	37.7	27.4	34.7	2.6	67.1	42.6	39.0	24.8
Queue Length 50th (ft)	~158	628	31	547	0	202	89	86	113
Queue Length 95th (ft)	#236	586	31	513	10	226	128	128	175
Internal Link Dist (ft)		315		293		184		79	
Turn Bay Length (ft)	285		125		70		70		
Base Capacity (vph)	160	2033	134	2050	939	540	350	668	644
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.29	0.68	0.51	0.62	0.10	0.76	0.36	0.18	0.42

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection							
Int Delay, s/veh	9						
Movement	NBU	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations		↔↔		↔	↔↔	↔↔	
Traffic Vol, veh/h	2	273	117	24	154	234	23
Future Vol, veh/h	2	273	117	24	154	234	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	-	-	70	-	0	-
Veh in Median Storage, #	-	0	-	-	0	0	-
Grade, %	-	0	-	-	0	0	-
Peak Hour Factor	89	91	88	72	66	81	75
Heavy Vehicles, %	5	5	5	3	3	2	2
Mvmt Flow	2	300	133	33	233	289	31























Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	233	0	0	433	0	554 217
Stage 1	-	-	-	-	-	371 -
Stage 2	-	-	-	-	-	183 -
Critical Hdwy	6.5	-	-	4.16	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	-	5.84 -
Follow-up Hdwy	2.55	-	-	2.23	-	3.52 3.32
Pot Cap-1 Maneuver	1006	-	-	1116	-	462 787
Stage 1	-	-	-	-	-	668 -
Stage 2	-	-	-	-	-	830 -
Platoon blocked, %		-	-		-	
Mov Cap-1 Maneuver	1006	-	-	1116	-	447 787
Mov Cap-2 Maneuver	-	-	-	-	-	447 -
Stage 1	-	-	-	-	-	666 -
Stage 2	-	-	-	-	-	805 -

Approach	NB	SB	SW
HCM Control Delay, s	0	1	27.9
HCM LOS			D

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBTSWLn1
Capacity (veh/h)	-	-	1116	- 466
HCM Lane V/C Ratio	-	-	0.03	- 0.686
HCM Control Delay (s)	0	-	8.3	- 27.9
HCM Lane LOS	A	-	A	- D
HCM 95th %tile Q(veh)	-	-	0.1	- 5.1

HCM 2010 Signalized Intersection Summary
58: Ed Sullivan Dr/43rd Street & Alton Road

Existing Conditions
2017 PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	171	86	283	17	78	0	217	1330	44	52	1199	52
Future Volume (veh/h)	171	86	283	17	78	0	217	1330	44	52	1199	52
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.77	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1827	1827	1900	1810	0	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	199	118	372	29	88	0	268	1462	0	66	1480	63
Adj No. of Lanes	1	1	1	0	1	0	2	2	1	1	2	1
Peak Hour Factor	0.86	0.73	0.76	0.58	0.89	0.97	0.81	0.91	0.92	0.79	0.81	0.82
Percent Heavy Veh, %	4	4	4	5	5	0	2	2	2	2	2	2
Cap, veh/h	86	91	59	28	84	0	337	2512	1223	283	2211	1067
Arrive On Green	0.05	0.05	0.05	0.06	0.06	0.00	0.10	0.71	0.00	0.03	0.62	0.62
Sat Flow, veh/h	1740	1827	1197	443	1344	0	3442	3539	1583	1774	3539	1582
Grp Volume(v), veh/h	199	118	372	117	0	0	268	1462	0	66	1480	63
Grp Sat Flow(s),veh/h/ln	1740	1827	1197	1787	0	0	1721	1770	1583	1774	1770	1582
Q Serve(g_s), s	7.7	7.7	7.7	9.7	0.0	0.0	11.8	31.7	0.0	2.1	41.8	2.1
Cycle Q Clear(g_c), s	7.7	7.7	7.7	9.7	0.0	0.0	11.8	31.7	0.0	2.1	41.8	2.1
Prop In Lane	1.00		1.00	0.25		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	86	91	59	112	0	0	337	2512	1223	283	2211	1067
V/C Ratio(X)	2.30	1.30	6.26	1.05	0.00	0.00	0.80	0.58	0.00	0.23	0.67	0.06
Avail Cap(c_a), veh/h	86	91	59	112	0	0	540	2512	1223	355	2211	1067
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	73.7	73.7	73.7	72.7	0.0	0.0	68.4	11.1	0.0	10.9	18.8	8.6
Incr Delay (d2), s/veh	620.8	194.7	2401.8	98.0	0.0	0.0	8.8	1.0	0.0	0.2	1.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.6	8.8	42.2	7.8	0.0	0.0	6.0	15.8	0.0	1.0	20.9	1.1
LnGrp Delay(d),s/veh	694.4	268.3	2475.4	171.2	0.0	0.0	77.2	12.1	0.0	11.1	20.4	8.7
LnGrp LOS	F	F	F	F			E	B		B	C	A
Approach Vol, veh/h		689			117			1730			1609	
Approach Delay, s/veh		1583.0			171.2			22.2			19.6	
Approach LOS		F			F			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.7	117.3		14.0	20.9	104.1		16.0				
Change Period (Y+Rc), s	3.0	* 7.3		* 6.3	* 5.7	* 7.3		6.3				
Max Green Setting (Gmax), s	11.0	* 1E2		* 7.7	* 24	* 88		9.7				
Max Q Clear Time (g_c+I1), s	4.1	33.7		9.7	13.8	43.8		11.7				
Green Ext Time (p_c), s	0.0	16.4		0.0	1.4	15.2		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			284.8									
HCM 2010 LOS			F									
Notes												

Timings
58: Ed Sullivan Dr/43rd Street & Alton Road

Existing Conditions
2017 PM Peak



Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	171	86	283	78	217	1330	44	52	1199	52
Future Volume (vph)	171	86	283	78	217	1330	44	52	1199	52
Turn Type	Split	NA	Perm	NA	Prot	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	4	4		8	5	2	8	1	6	4
Permitted Phases			4				2	6		6
Detector Phase	4	4	4	8	5	2	8	1	6	4
Switch Phase										
Minimum Initial (s)	7.0	7.0	7.0	7.0	5.0	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	13.3	13.3	13.3	13.3	10.7	35.3	13.3	8.0	35.3	13.3
Total Split (s)	14.0	14.0	14.0	16.0	30.0	111.0	16.0	14.0	95.0	14.0
Total Split (%)	9.0%	9.0%	9.0%	10.3%	19.4%	71.6%	10.3%	9.0%	61.3%	9.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.7	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.3	2.3	2.3	2.3	2.0	3.3	2.3	0.0	3.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	6.3	6.3	5.7	7.3	6.3	3.0	7.3	6.3
Lead/Lag					Lead	Lag		Lead	Lag	
Lead-Lag Optimize?					Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	C-Max	None	None	C-Max	None

Intersection Summary

Cycle Length: 155
 Actuated Cycle Length: 155
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 58: Ed Sullivan Dr/43rd Street & Alton Road



Queues
58: Ed Sullivan Dr/43rd Street & Alton Road

Existing Conditions
2017 PM Peak



Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	199	118	372	117	268	1462	48	66	1480	63
v/c Ratio	2.31	1.31	1.13	1.05	0.63	0.58	0.04	0.26	0.70	0.06
Control Delay	654.6	252.1	107.8	167.0	71.1	12.3	0.7	8.1	24.2	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	654.6	252.1	107.8	167.0	71.1	12.3	0.7	8.1	24.2	0.9
Queue Length 50th (ft)	~327	~152	~163	~128	135	364	1	13	522	0
Queue Length 95th (ft)	#470	#217	#220	#262	159	433	5	21	542	6
Internal Link Dist (ft)		428		183		354			141	
Turn Bay Length (ft)					280		50	80		90
Base Capacity (vph)	86	90	328	111	538	2522	1230	314	2118	1052
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	2.31	1.31	1.13	1.05	0.50	0.58	0.04	0.21	0.70	0.06

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection						
Int Delay, s/veh	0.5					
Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations		↑↑	↑↑			↑
Traffic Vol, veh/h	0	1820	1204	3	0	76
Future Vol, veh/h	0	1820	1204	3	0	76
Conflicting Peds, #/hr	5	0	0	5	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	25	97	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1876	1241	12	0	95

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	632
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	423
Stage 1	0	-	-	0	-
Stage 2	0	-	-	0	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	421
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	NB	SB	SE
HCM Control Delay, s	0	0	16
HCM LOS			C

Minor Lane/Major Mvmt	NBT SELn1	SBT	SBR
Capacity (veh/h)	- 421	-	-
HCM Lane V/C Ratio	- 0.226	-	-
HCM Control Delay (s)	- 16	-	-
HCM Lane LOS	- C	-	-
HCM 95th %tile Q(veh)	- 0.9	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1546	0	0	1365	0	20
Future Vol, veh/h	1546	0	0	1365	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	55	55
Heavy Vehicles, %	2	2	2	2	9	9
Mvmt Flow	1680	0	0	1484	0	36

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	-
Pot Cap-1 Maneuver	-	0	0
Stage 1	-	0	0
Stage 2	-	0	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	NB	SB	NW
HCM Control Delay, s	0	0	18.9
HCM LOS			C

Minor Lane/Major Mvmt	NBTNWLn1	SBT
Capacity (veh/h)	- 295	-
HCM Lane V/C Ratio	- 0.123	-
HCM Control Delay (s)	- 18.9	-
HCM Lane LOS	- C	-
HCM 95th %tile Q(veh)	- 0.4	-

Intersection						
Int Delay, s/veh	11.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	167	21	248	194	34	329
Future Vol, veh/h	167	21	248	194	34	329
Conflicting Peds, #/hr	0	10	10	0	104	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	75	77	72	83	92
Heavy Vehicles, %	4	4	4	4	7	7
Mvmt Flow	204	28	322	269	41	358

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	242	0	1111 233
Stage 1	-	-	-	-	228 -
Stage 2	-	-	-	-	883 -
Critical Hdwy	-	-	4.16	-	6.705 6.305
Critical Hdwy Stg 1	-	-	-	-	5.505 -
Critical Hdwy Stg 2	-	-	-	-	5.905 -
Follow-up Hdwy	-	-	2.238	-	3.5665 3.3665
Pot Cap-1 Maneuver	-	-	1310	-	210 791
Stage 1	-	-	-	-	796 -
Stage 2	-	-	-	-	356 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1298	-	141 780
Mov Cap-2 Maneuver	-	-	-	-	141 -
Stage 1	-	-	-	-	788 -
Stage 2	-	-	-	-	241 -

Approach	EB	WB	NB
HCM Control Delay, s	0	4.7	29.3
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	532	-	-	1298	-
HCM Lane V/C Ratio	0.749	-	-	0.248	-
HCM Control Delay (s)	29.3	-	-	8.7	-
HCM Lane LOS	D	-	-	A	-
HCM 95th %tile Q(veh)	6.5	-	-	1	-

HIGHWAY CAPACITY SOFTWARE OUTPUT SHEETS (AM/PM PEAK)

EXISTING CONDITIONS (2017)

AM PEAK

I-195 Eastbound

1	0.95	0.95	0.980	0.962	4495	2780	4500	2000	1.22	1.39	47.4	47.4	47.4	31.8	F
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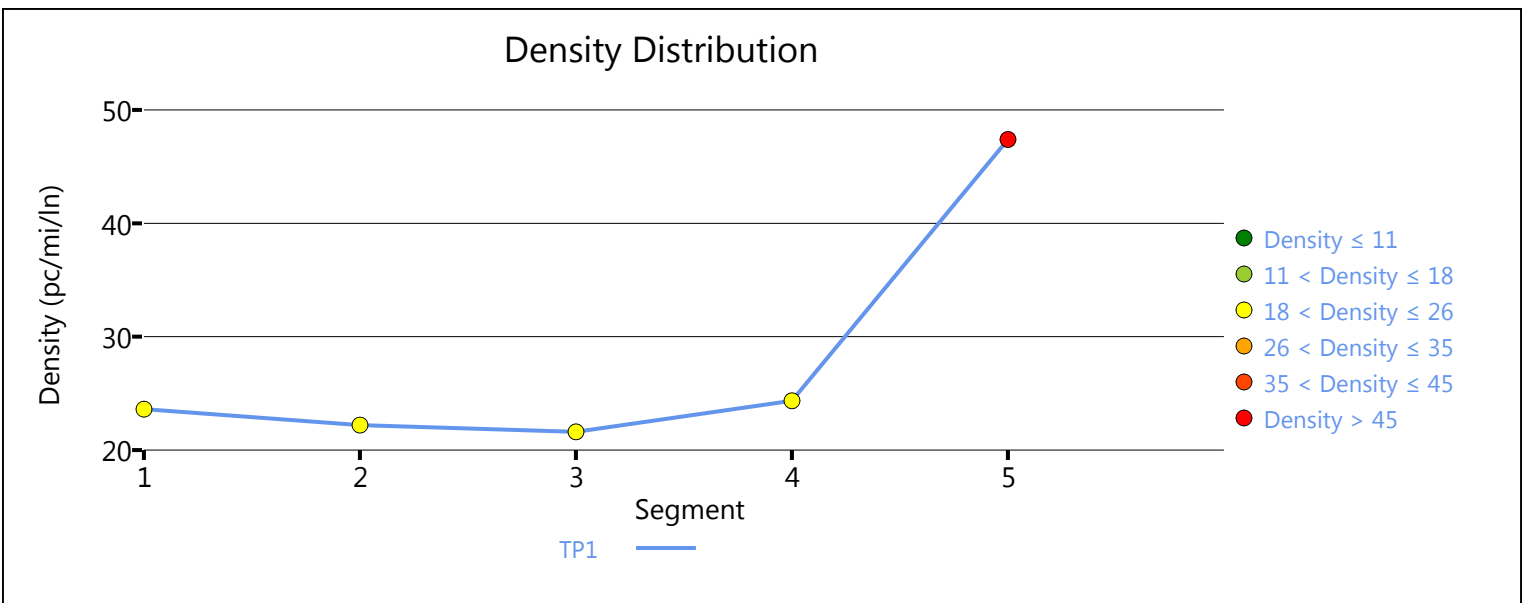
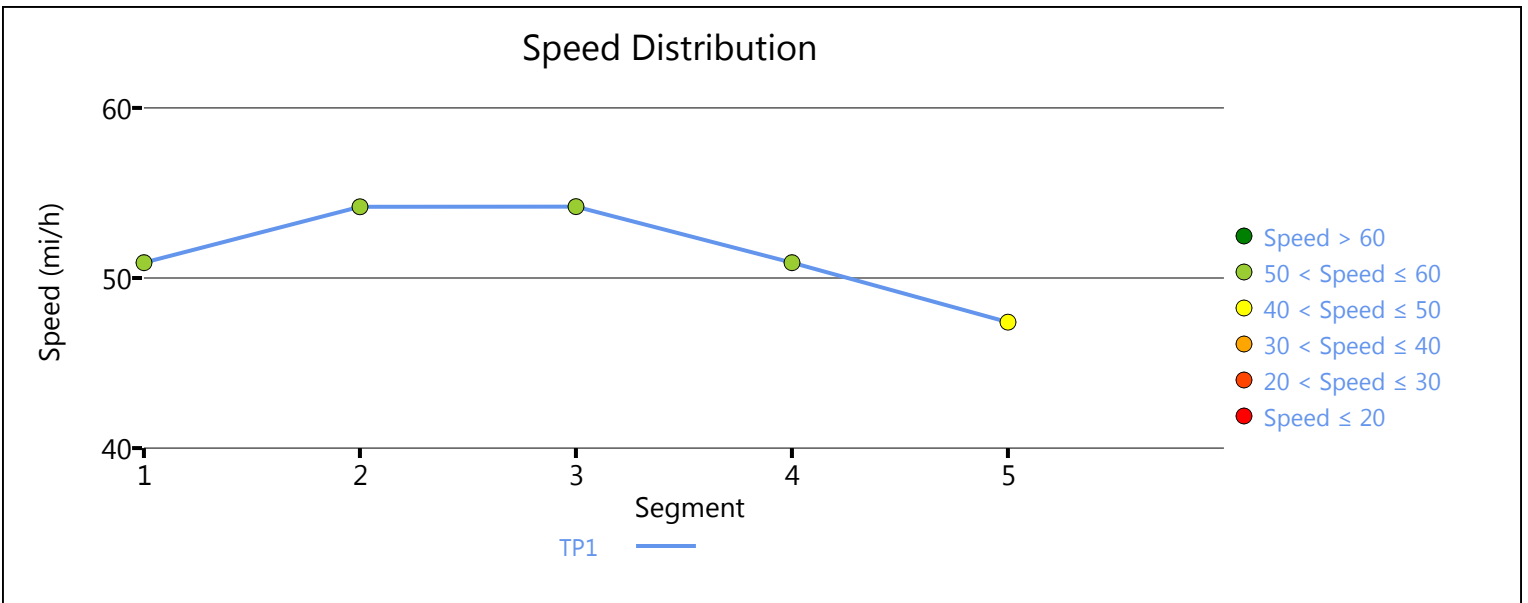
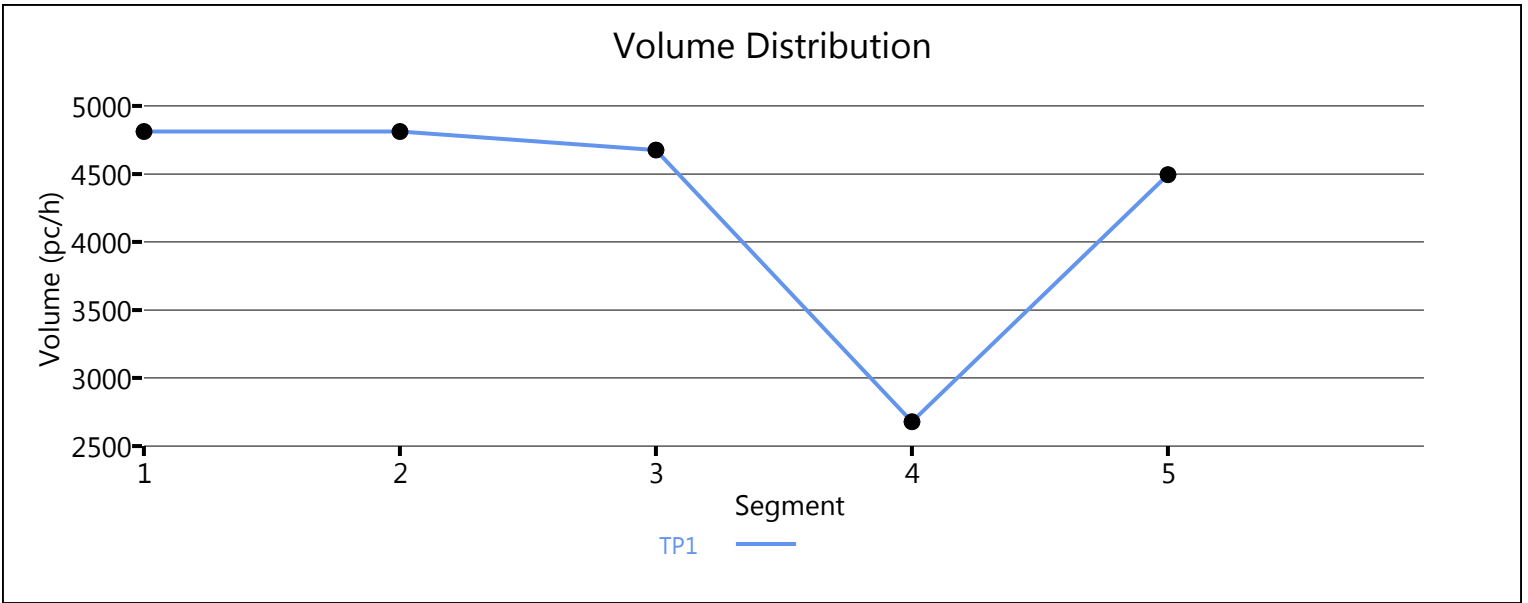
Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	51.5	25.5	25.0	1.7	F

Facility Overall Results

Space Mean Speed, mi/h	51.5	Density, veh/mi/ln	25.0
Average Travel Time, min	1.7	Density, pc/mi/ln	25.5

1. HCS software analyzes the segment as basic even though it is coded as diverge, it is because when the basic segment following a diverge segment has 1 or more lanes less than the number of lanes in the diverge segment, then the diverge segment is analyzed as a basic segment due to lane drop.
2. As HCM do not support a one-lane freeway analysis, the single lane segment (E4-E5) is coded as two lanes instead of one and doubling the volume to approximate the situation.



HCS7 Freeway Weaving Report

Project Information

Analyst	Revanth	Date	5/11/2018
Agency	BCC Eng	Analysis Year	2017
Jurisdiction		Time Period Analyzed	AM Peak
Project Description	I-195 PLANNING STUDY (EB Weaving Section)		

Geometric Data

Number of Lanes (N), ln	4	Segment Type	Freeway
Segment Length (Ls), ft	585	Number of Maneuver Lanes (NWL), ln	0
Weaving Configuration	Two-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	3
Interchange Density (ID), int/mi	1.33	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	1883	2461	80	982
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	2.00	2.00	2.00	2.00
Heavy Vehicle Adjustment Factor (fHV)	0.980	0.980	0.980	0.980
Flow Rate (vi), pc/h	2023	2643	86	1055
Weaving Flow Rate (vw), pc/h	86	Freeway Max Capacity (cIFL), pc/h/ln		2200
Non-Weaving Flow Rate (vNW), pc/h	5721	Density-Based Capacity (cIWL), pc/h/ln		1796
Total Flow Rate (v), pc/h	5807	Demand Flow-Based Capacity (cIW), pc/h		-
Volume Ratio (VR)	0.015	Weaving Segment Capacity (cw), veh/h		7040
Minimum Lane Change Rate (LCMIN), lc/h	258	Adjusted Weaving Area Capacity, pc/h		6954
Maximum Weaving Length (LMAX), ft	5866	Volume-to-Capacity Ratio (v/c)		0.84

Speed and Density

Non-Weaving Vehicle Index (INW)	445	Average Weaving Speed (SW),mi/h	35.7
Non-Weaving Lane Change Rate (LCNW), lc/h	725	Average Non-Weaving Speed (SNW), mi/h	35.1
Weaving Lane Change Rate (LCW), lc/h	465	Average Speed (S), mi/h	35.1
Weaving Lane Change Rate (LCAII), lc/h	1190	Density (D), pc/mi/ln	41.4
Weaving Intensity Factor (W)	0.396	Level of Service (LOS)	E

HCS7 Freeway Facilities Report

Project Information

Analyst	Revanth K	Date	5/11/2018
Agency	BCC Engg	Analysis Year	2017
Jurisdiction		Time Period Analyzed	AM Peak
Project Description	I-195 Planning Study (I-195 EB)		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	7
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-195 EB, after N Miami Ave OFR	1770	3
2	Diverge	Diverge	I-195 EB, at US-1 OFR	1500	3
3	Basic	Basic	From US-1 OFR	2190	3
4	Merge	Merge	I-195 EB, at N 36th St ONR	1500	3
5	Basic	Basic	Julia Tuttle CSWY	9580	3
6	Diverge	Basic	I-195 EB, OFR to Alton Road	1500	3
7	Basic	Basic	I-195 EB, after Alton Road OFR	500	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.984		4647		6627		0.70		50.9		30.4		D

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.984	0.930	4647	883	6750	2000	0.69	0.44	51.2	48.4	30.3	24.2	C

Segment 3: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.984		3813		6627		0.58		50.9		25.0		C

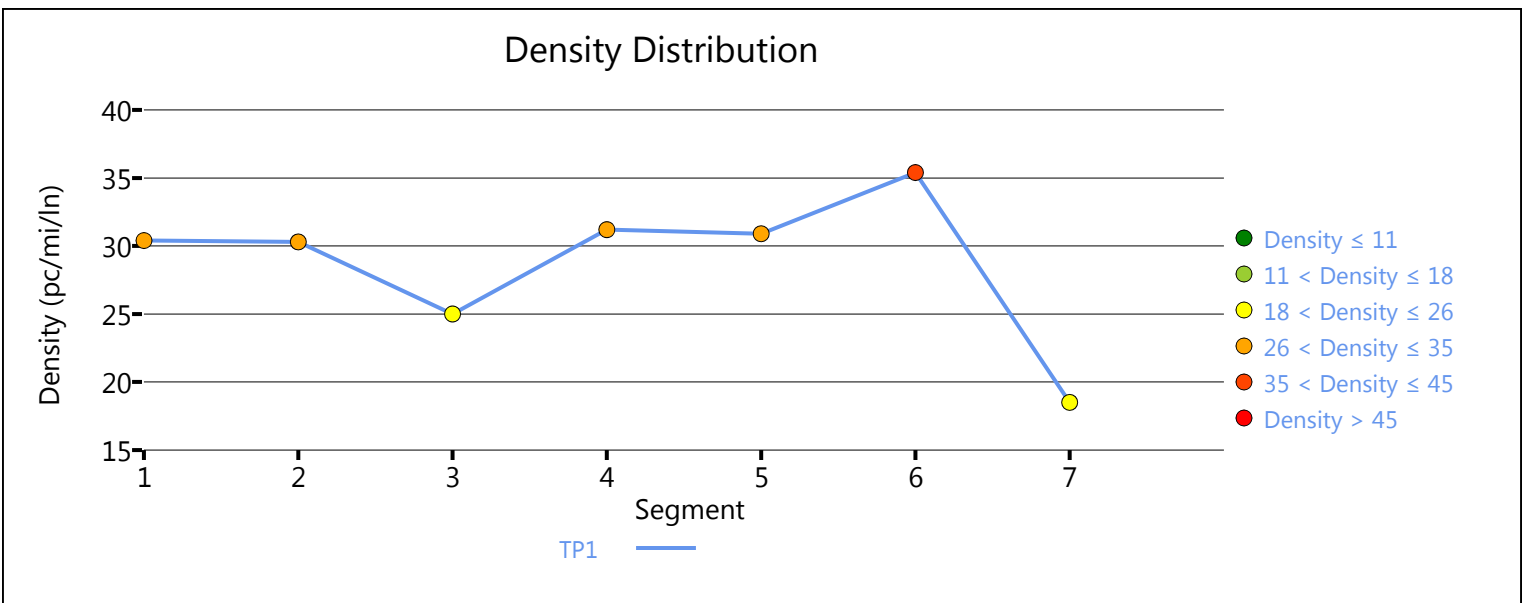
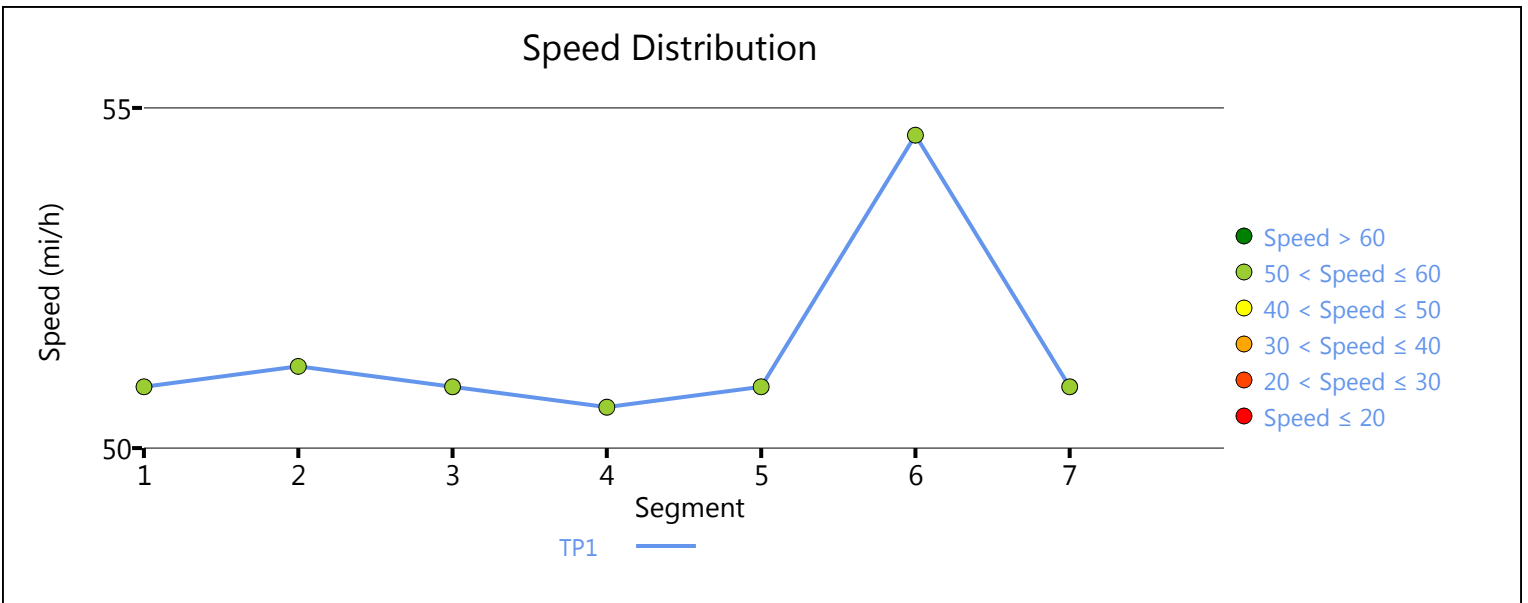
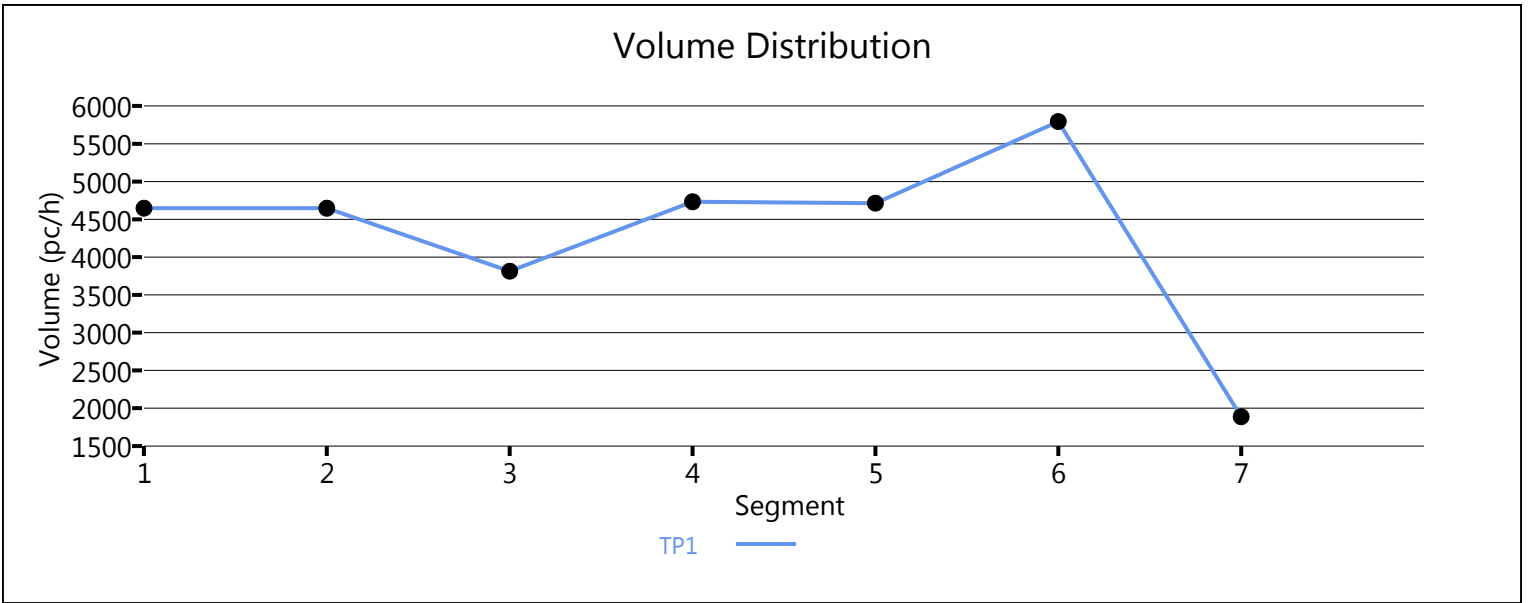
Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.974	0.969	4733	881	6750	2000	0.70	0.44	50.6	50.3	31.2	25.0	C

Segment 5: Basic

Time	PHF		fHV		Flow Rate		Capacity		d/c		Speed		Density		LOS
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Period			(pc/h)	(pc/h)	Ratio	(mi/h)	(pc/mi/ln)								
1	0.95	0.977	4714	6627	0.71	50.9	30.9	D							
Segment 6: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.78	0.78	0.968	0.958	5794	3533	6750	4000	0.86	0.88	54.6	-	35.4	-	E
Segment 7: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.968		1887		4418		0.43		50.9		18.5		C
Facility Time Period Results															
T	Speed, mi/h		Density, pc/mi/ln		Density, veh/mi/ln		Travel Time, min		LOS						
1	51.3		30.3		29.6		4.1		D						
Facility Overall Results															
Space Mean Speed, mi/h			51.3			Density, veh/mi/ln			29.6						
Average Travel Time, min			4.1			Density, pc/mi/ln			30.3						



I-195 Westbound

1	0.92	0.982	2260	6615	0.35	50.5	13.7	B							
Segment 4: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.982	0.962	3727	1467	6750	2000	0.55	0.73	51.0	50.2	24.4	25.2	C
Segment 5: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95		0.981		3727		6654		0.55		51.8		22.6		C
Segment 6: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95		0.981		3727		6615		0.55		50.5		22.6		C
Segment 7: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.981	0.932	3727	596	6750	2000	0.54	0.30	51.6	48.7	24.1	25.2	C
Segment 8: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95		0.981		3131		6615		0.47		50.5		19.0		C
Segment 9: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.981	0.969	4282	1151	6750	2000	0.63	0.58	50.9	50.3	28.0	25.2	C
Segment 10: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95		0.977		4282		6600		0.64		48.6		26.0		C
Segment 11: Weaving															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95		0.977		5726		5840		0.98		45.6		31.4		D
Segment 12: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95		0.980		2394		4410		0.53		50.3		21.8		C
Segment 13: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	

1	0.95	0.95	0.980	0.980	4498	2356	4500	2000	1.05	1.18	46.4	46.4	48.5	38.9	F
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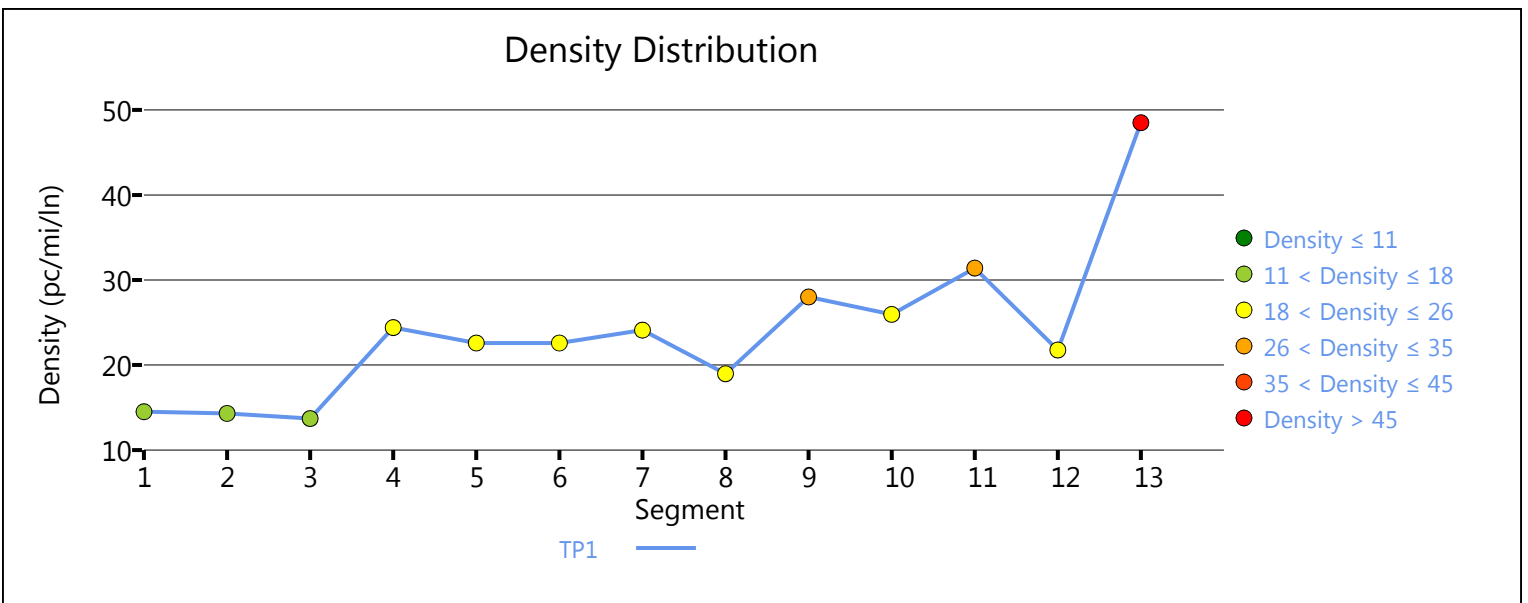
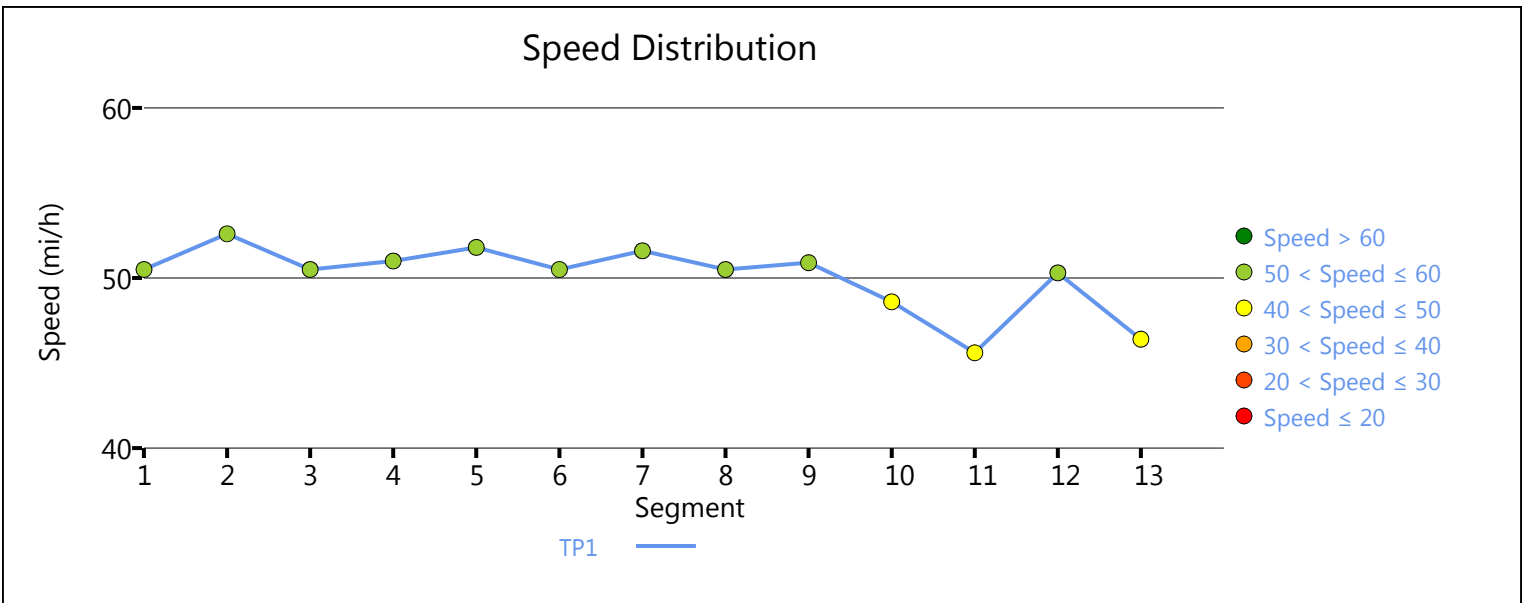
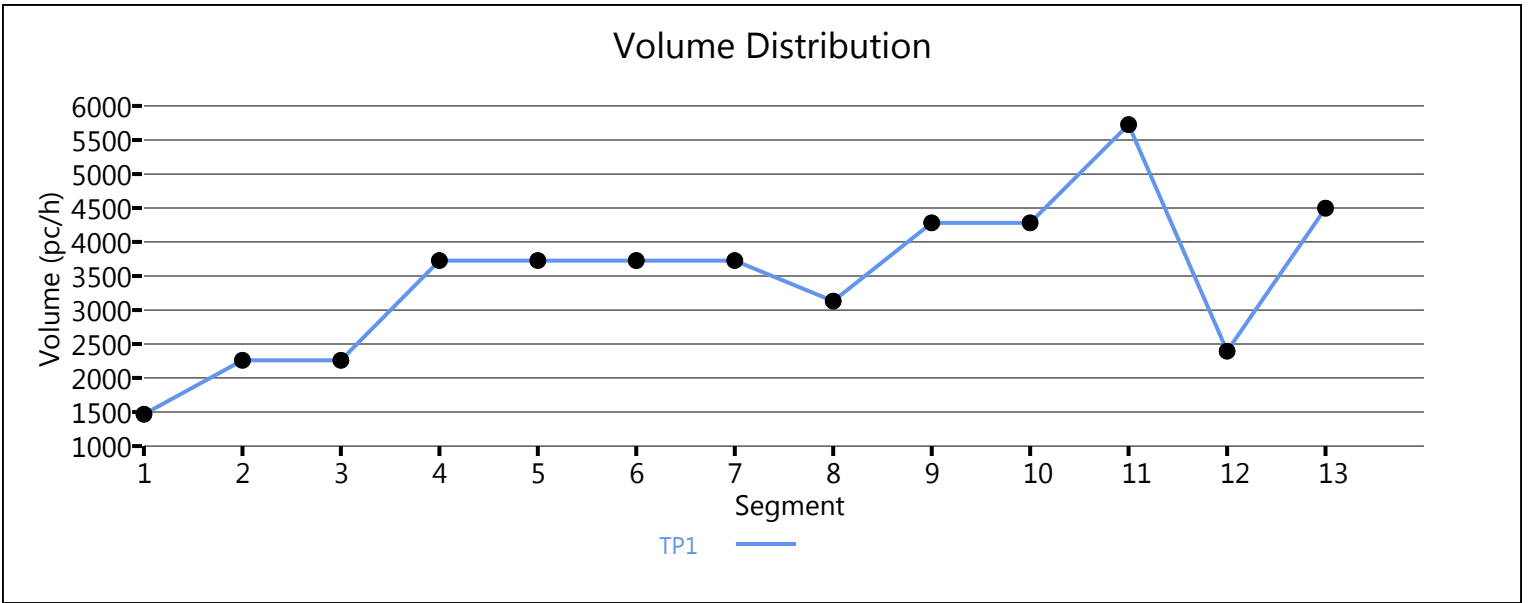
Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	50.2	23.8	23.3	5.9	F

Facility Overall Results

Space Mean Speed, mi/h	50.2	Density, veh/mi/ln	23.3
Average Travel Time, min	5.9	Density, pc/mi/ln	23.8

1. HCS software analyzes the segment as basic even though it is coded as merge, it is because when the merge segment following a basic segment has 1 or more lanes more than the number of lanes in the basic segment, then the merge segment is analyzed as a basic segment due to lane addition.
2. As HCM do not support a one-lane freeway analysis, the single lane segment (W12-W13) is coded as two lanes instead of one and doubling the volume to approximate the situation.



HCS7 Freeway Facilities Report

Project Information

Analyst	Revanth K	Date	5/11/2018
Agency	BCC Engg	Analysis Year	2017
Jurisdiction		Time Period Analyzed	AM Peak
Project Description	I-195 Corridor Planning Study (I-195 WB)		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	3
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	From I-95	500	3
2	Merge	Basic	I-95 ONR merge with I-195 WB	500	4
3	Merge	Basic	I-195 WB merge with I-95 Express Lanes ramp	500	5

Facility Segment Data

Segment 1: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.980		1957		6615		0.30		50.5		12.9		B

Segment 2: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.980	0.962	4356	2399	9000	2000	0.22	1.20	55.0	-	8.9	-	A

Segment 3: Merge

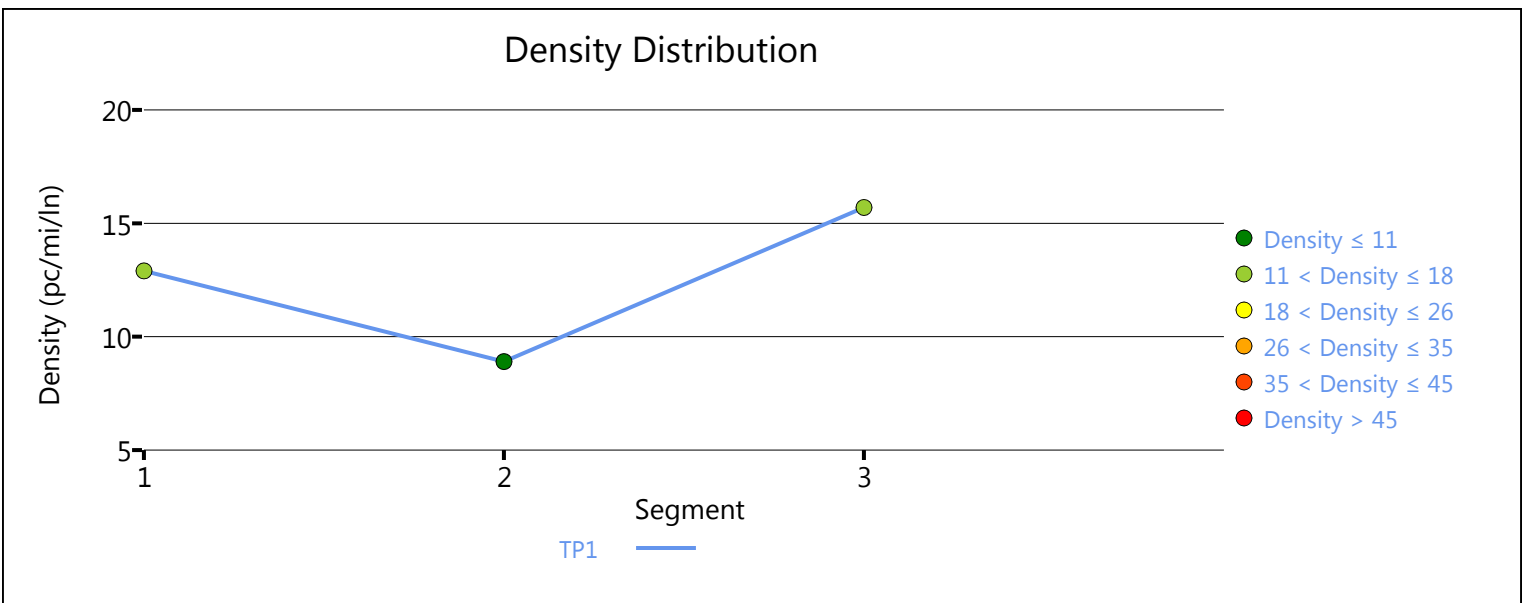
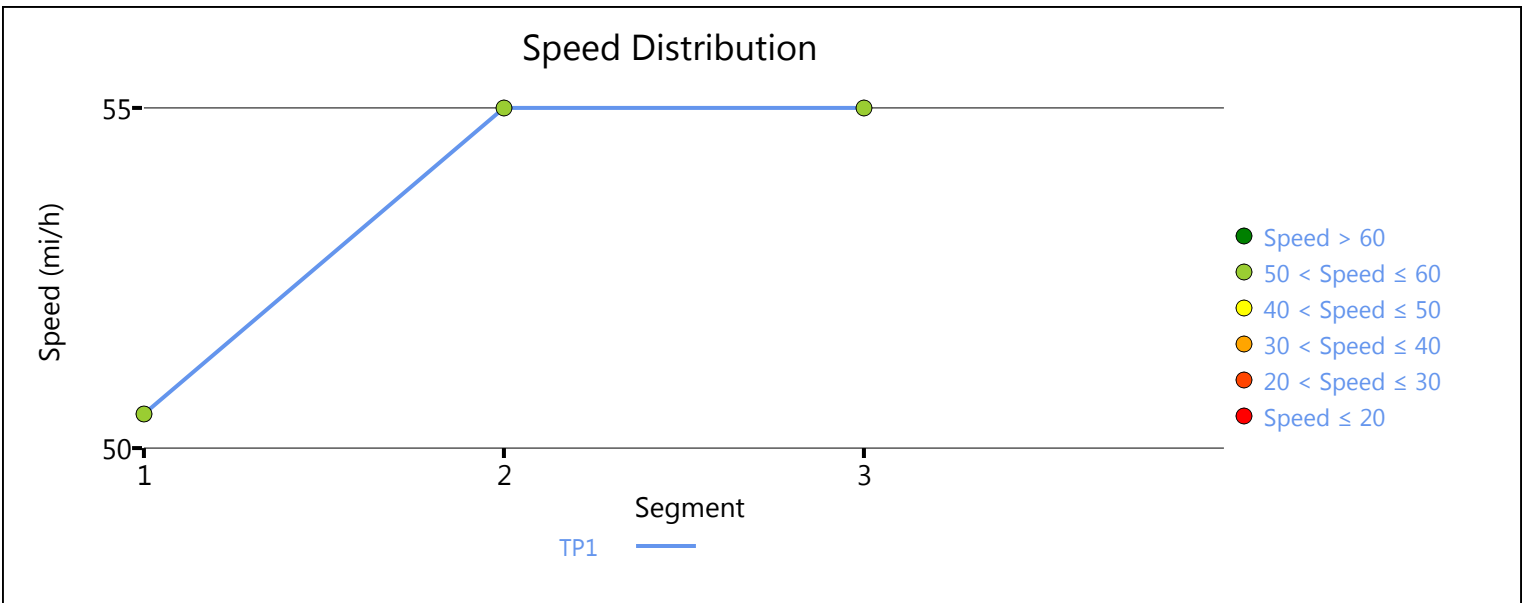
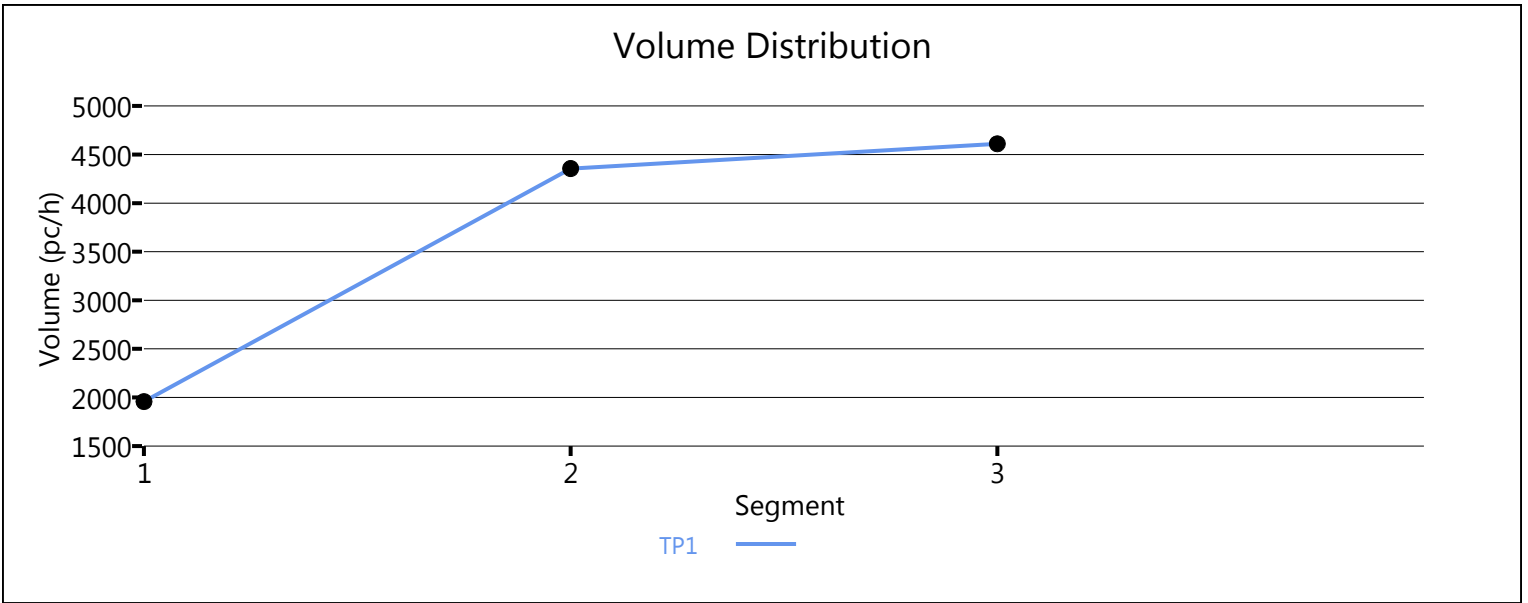
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.980	0.980	4611	300	11250	2000	0.38	0.15	55.0	-	15.7	-	B

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	54.1	12.7	12.5	0.3	B

Facility Overall Results

Space Mean Speed, mi/h	54.1	Density, veh/mi/ln	12.5
Average Travel Time, min	0.3	Density, pc/mi/ln	12.7



PM PEAK

I-195 Eastbound

1	0.95	0.95	0.980	0.980	4104	2052	4500	2000	0.91	1.03	48.9	48.9	42.0	29.1	D
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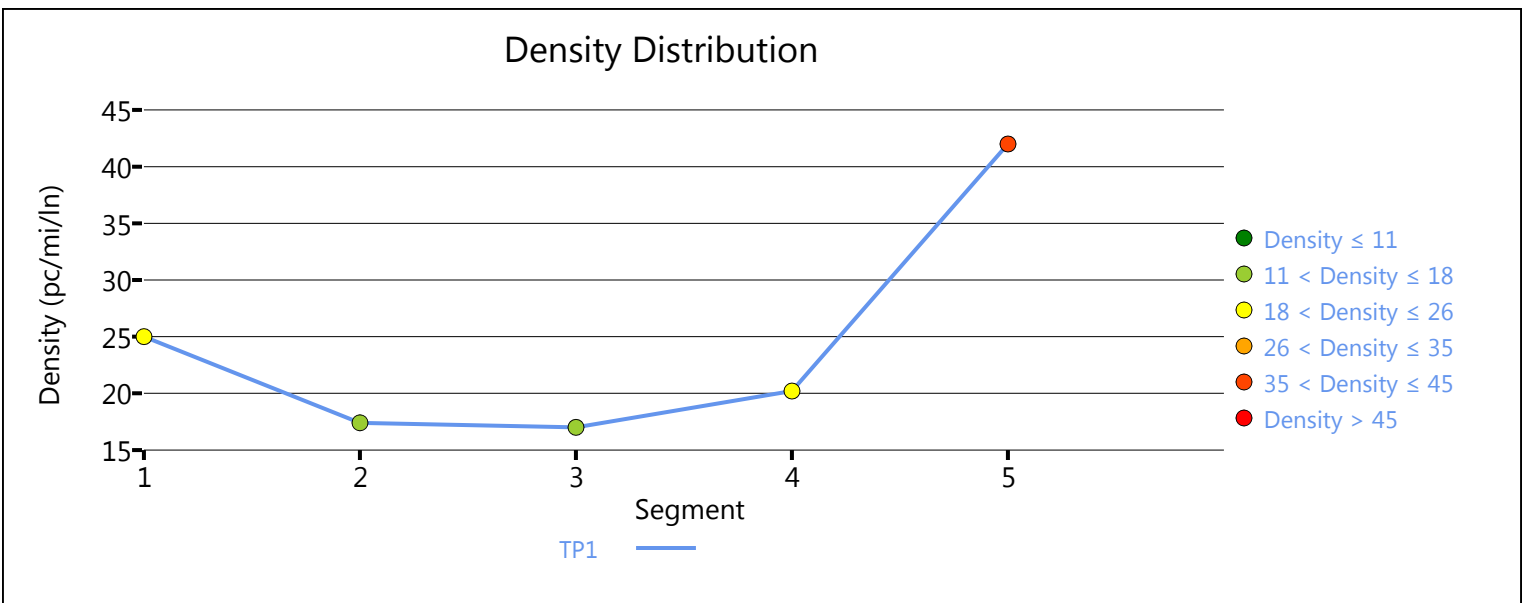
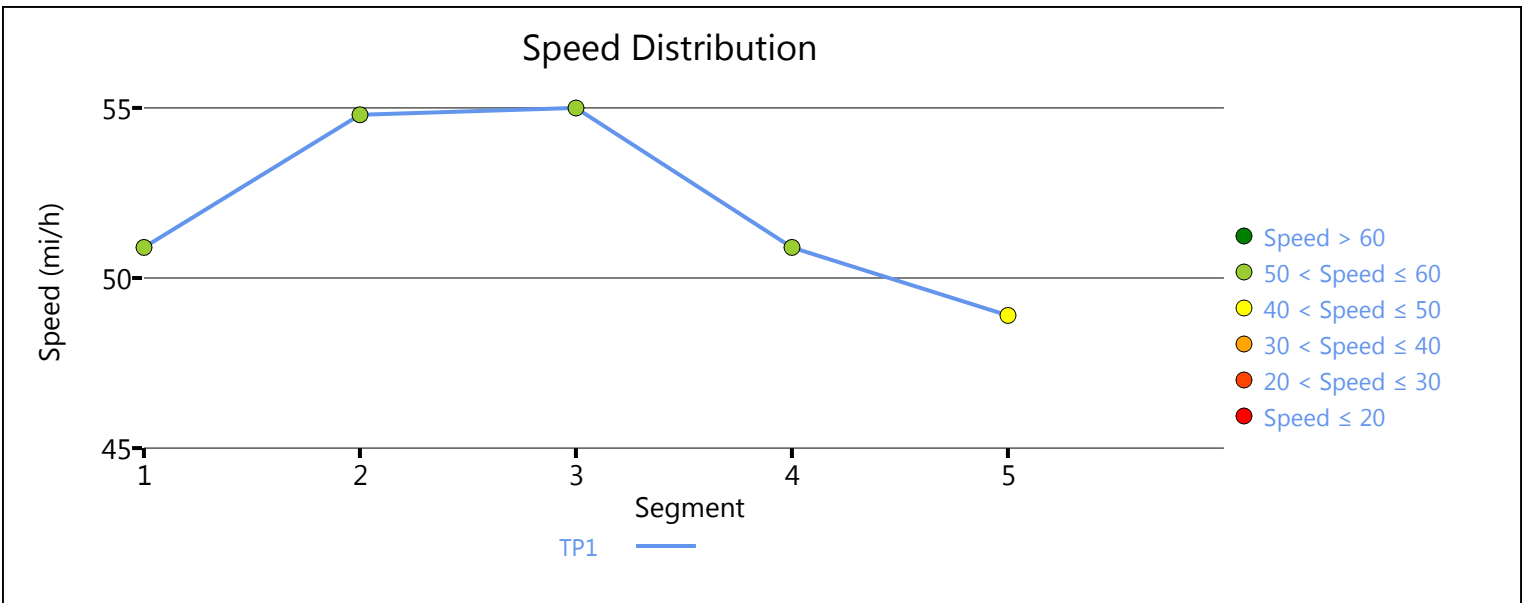
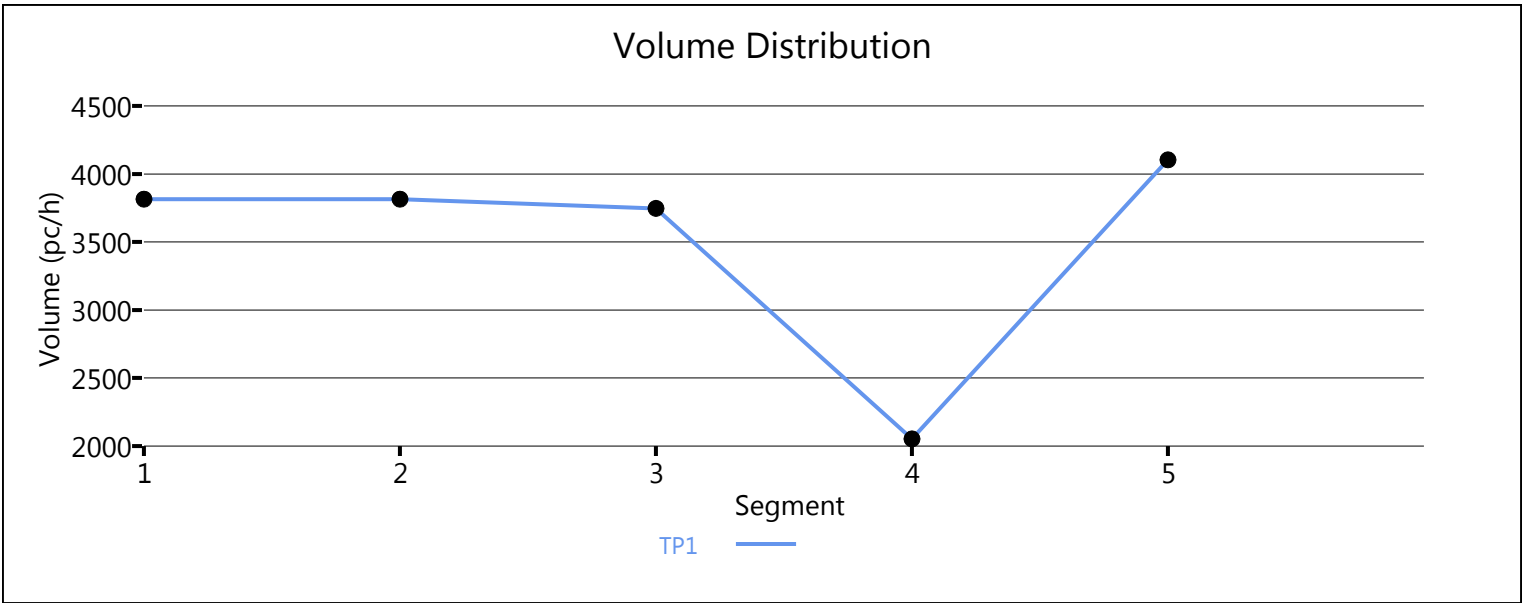
Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	52.0	21.5	21.1	1.7	C

Facility Overall Results

Space Mean Speed, mi/h	52.0	Density, veh/mi/ln	21.1
Average Travel Time, min	1.7	Density, pc/mi/ln	21.5

1. HCS software analyzes the segment as basic even though it is coded as diverge, it is because when the basic segment following a diverge segment has 1 or more lanes less than the number of lanes in the diverge segment, then the diverge segment is analyzed as a basic segment due to lane drop.
2. As HCM do not support a one-lane freeway analysis, the single lane segment (E4-E5) is coded as two lanes instead of one and doubling the volume to approximate the situation.



HCS7 Freeway Weaving Report

Project Information

Analyst	Revanth	Date	5/11/2018
Agency	BCC Eng	Analysis Year	2017
Jurisdiction		Time Period Analyzed	PM Peak
Project Description	I-195 PLANNING STUDY (EB Weaving Section)		

Geometric Data

Number of Lanes (N), ln	4	Segment Type	Freeway
Segment Length (Ls), ft	585	Number of Maneuver Lanes (NWL), ln	0
Weaving Configuration	Two-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	3
Interchange Density (ID), int/mi	1.33	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	1687	1793	117	990
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	2.00	2.00	2.00	2.00
Heavy Vehicle Adjustment Factor (fHV)	0.980	0.980	0.980	0.980
Flow Rate (vi), pc/h	1812	1926	126	1063
Weaving Flow Rate (vw), pc/h	126	Freeway Max Capacity (ciFL), pc/h/ln		2200
Non-Weaving Flow Rate (vNW), pc/h	4801	Density-Based Capacity (ciWL), pc/h/ln		1788
Total Flow Rate (v), pc/h	4927	Demand Flow-Based Capacity (ciW), pc/h		-
Volume Ratio (VR)	0.026	Weaving Segment Capacity (cw), veh/h		7009
Minimum Lane Change Rate (LCMIN), lc/h	378	Adjusted Weaving Area Capacity, pc/h		6923
Maximum Weaving Length (LMAX), ft	5968	Volume-to-Capacity Ratio (v/c)		0.71

Speed and Density

Non-Weaving Vehicle Index (INW)	374	Average Weaving Speed (SW),mi/h	36.0
Non-Weaving Lane Change Rate (LCNW), lc/h	536	Average Non-Weaving Speed (SNW), mi/h	35.3
Weaving Lane Change Rate (LCW), lc/h	585	Average Speed (S), mi/h	35.3
Weaving Lane Change Rate (LCAII), lc/h	1121	Density (D), pc/mi/ln	34.9
Weaving Intensity Factor (W)	0.378	Level of Service (LOS)	D

HCS7 Freeway Facilities Report

Project Information

Analyst	Revanth K	Date	5/11/2018
Agency	BCC Engg	Analysis Year	2017
Jurisdiction		Time Period Analyzed	PM Peak
Project Description	I-195 Planning Study (I-195 EB)		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	7
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-195 EB, after N Miami Ave OFR	1770	3
2	Diverge	Diverge	I-195 EB, at US-1 OFR	1500	3
3	Basic	Basic	From US-1 OFR	2190	3
4	Merge	Merge	I-195 EB, at N 36th St ONR	1500	3
5	Basic	Basic	Julia Tuttle CSWY	9580	3
6	Diverge	Basic	I-195 EB, OFR to Alton Road	1500	3
7	Basic	Basic	I-195 EB, after Alton Road OFR	500	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.984		3723		6627		0.56		50.9		24.4		C

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.984	0.964	3723	788	6750	2000	0.55	0.39	51.4	48.5	24.1	19.8	B

Segment 3: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.984		2950		6627		0.45		50.9		19.3		C

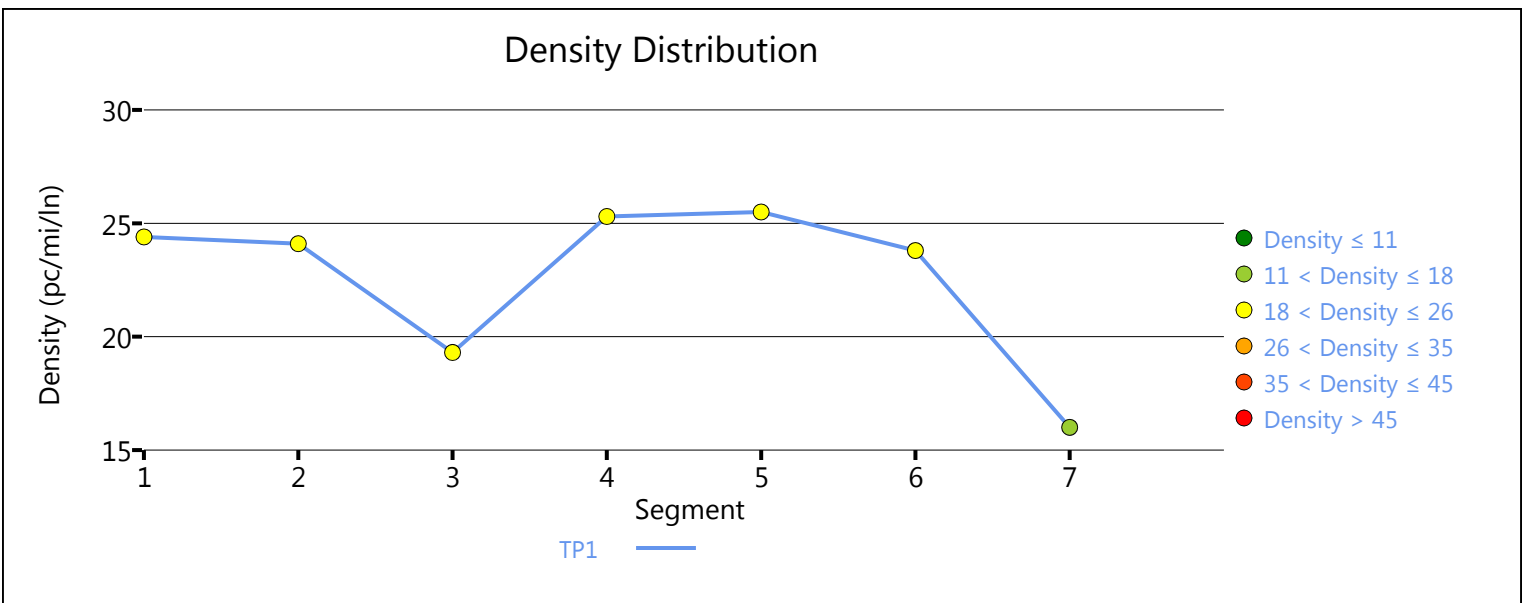
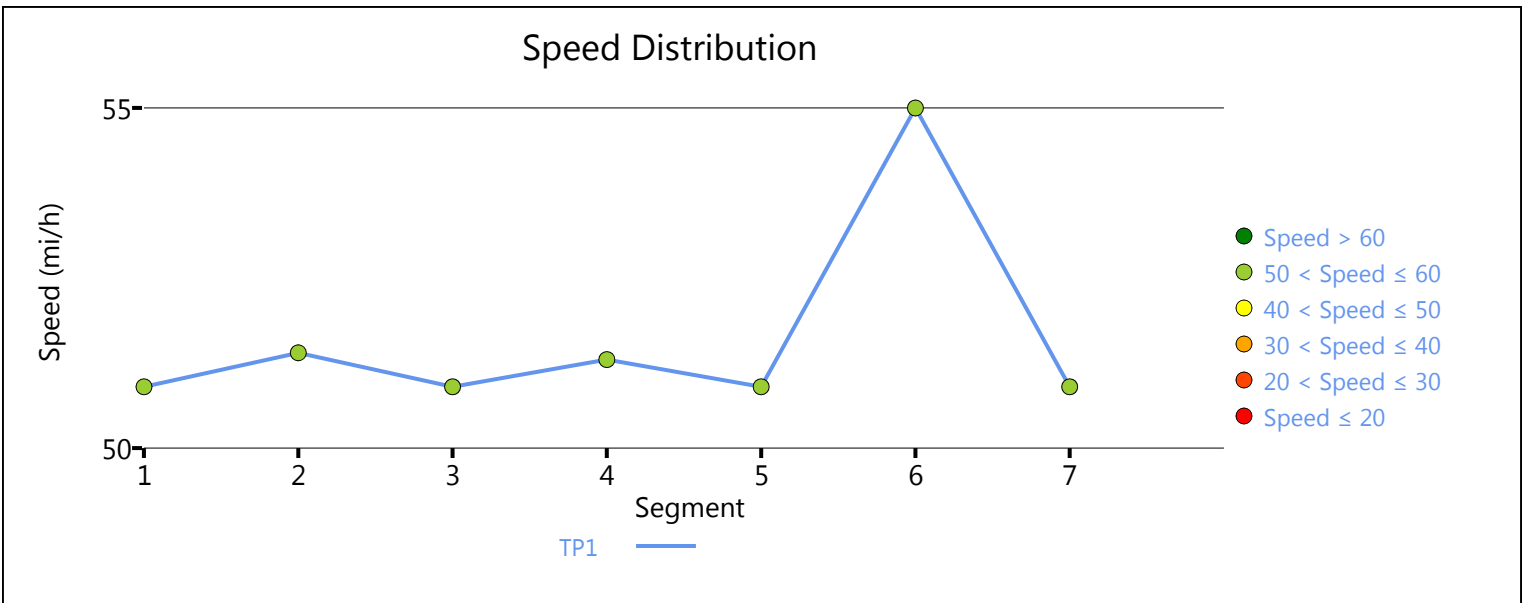
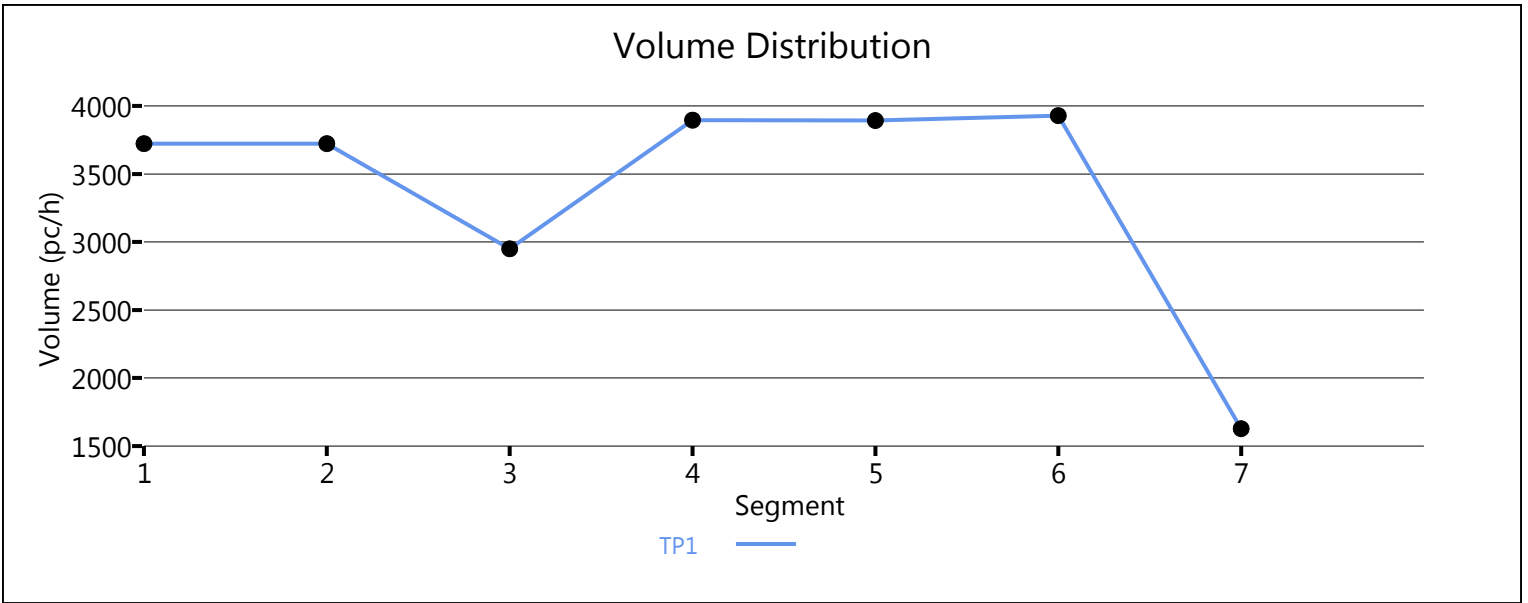
Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.974	0.984	3896	915	6750	2000	0.58	0.46	51.3	50.8	25.3	21.2	C

Segment 5: Basic

Time	PHF		fHV		Flow Rate		Capacity		d/c		Speed		Density		LOS
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Period			(pc/h)	(pc/h)	Ratio	(mi/h)	(pc/mi/ln)								
1	0.95	0.977	3893	6627	0.59	50.9	25.5	C							
Segment 6: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.968	0.978	3929	2279	6750	4000	0.58	0.57	55.0	-	23.8	-	C
Segment 7: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.968		1627		4418		0.37		50.9		16.0		B
Facility Time Period Results															
T	Speed, mi/h			Density, pc/mi/ln			Density, veh/mi/ln			Travel Time, min			LOS		
1	51.3			24.2			23.7			4.1			C		
Facility Overall Results															
Space Mean Speed, mi/h				51.3				Density, veh/mi/ln				23.7			
Average Travel Time, min				4.1				Density, pc/mi/ln				24.2			



I-195 Westbound

HCS7 Freeway Facilities Report

Project Information

Analyst	Revanth K	Date	5/11/2018
Agency	BCC Eng	Analysis Year	2017
Jurisdiction		Time Period Analyzed	PM Peak
Project Description	I-195 Corridor Planning Study (I-195 WB)		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	13
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Art Godfrey Road to Alton Road N ONR	520	2
2	Merge	Basic ¹	Alton Road N ONR	1500	3
3	Basic	Basic	--> Alton Rd S ONR	80	3
4	Merge	Merge	Alton Road S ONR	1500	3
5	Basic	Basic	Julia Tuttle CSWY	5280	3
6	Basic	Basic	Julia Tuttle CSWY Con't	5120	3
7	Diverge	Diverge	OFR to US-1	1500	3
8	Basic	Basic	Between OFR to US-1 nad ONR from US-1	2400	3
9	Merge	Merge	ONR from US-1	1500	3
10	Basic	Basic	--> ONR from N Miami Ave	1100	3
11	Weaving	Weaving	ONR from N Miami Ave to I-95 OFR	1080	4
12	Basic	Basic	After I-95 OFR	2880	2
13	Merge	Merge ²	Before I-95 Ramp merge (lane drop on I-195 WB)	1500	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.982		1615		4410		0.37		50.5		16.0		B

Segment 2: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.982	0.982	3295	1680	6750	2000	0.24	0.84	52.1	-	21.1	-	C

Segment 3: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
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1	0.95	0.982	3295	6615	0.50	50.5	20.0	C							
Segment 4: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.982	0.981	4997	1702	6750	2000	0.74	0.85	49.8	49.1	33.4	31.7	D
Segment 5: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95		0.981		4997		6654		0.75		51.8		30.3		D
Segment 6: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95		0.981		4997		6615		0.76		50.5		30.3		D
Segment 7: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.981	0.965	4997	1073	6750	2000	0.74	0.54	51.0	48.2	32.7	31.9	D
Segment 8: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95		0.981		3835		6615		0.60		50.5		23.2		C
Segment 9: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.981	0.969	4088	514	6750	2000	0.66	0.26	22.1	50.4	61.7	24.3	F
Segment 10: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95		0.977		3904		6600		0.68		14.1		92.3		F
Segment 11: Weaving															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95		0.977		4469		4799		1.13		48.0		22.5		F
Segment 12: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95		0.980		952		4410		0.43		50.4		8.7		A
Segment 13: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	

1	0.95	0.95	0.980	0.980	2870	1918	4500	2000	0.85	0.96	50.0	50.0	28.7	26.4	C
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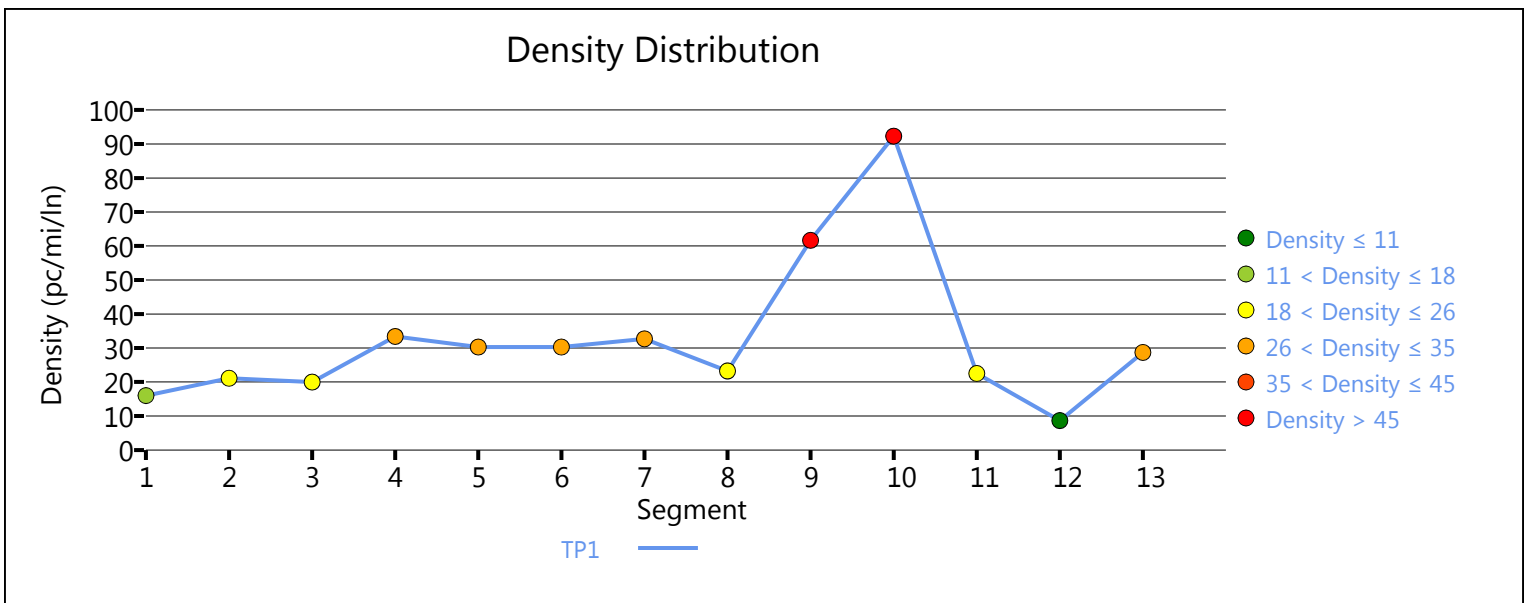
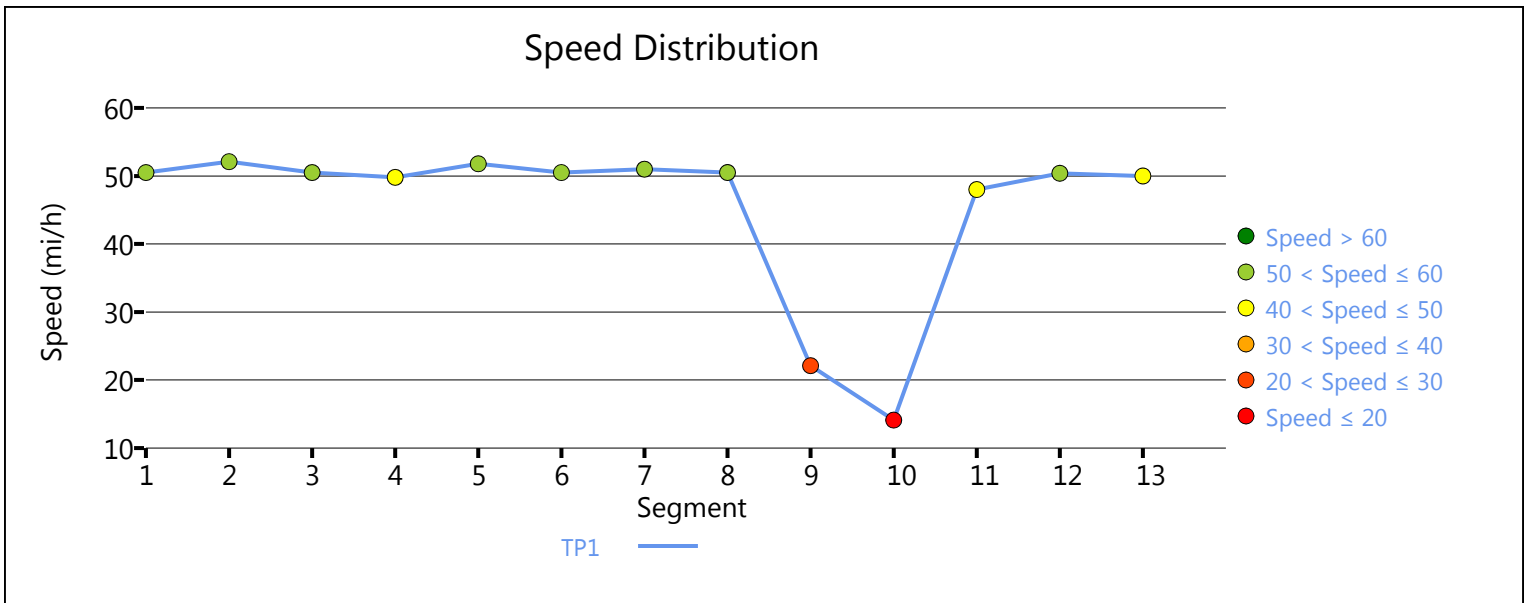
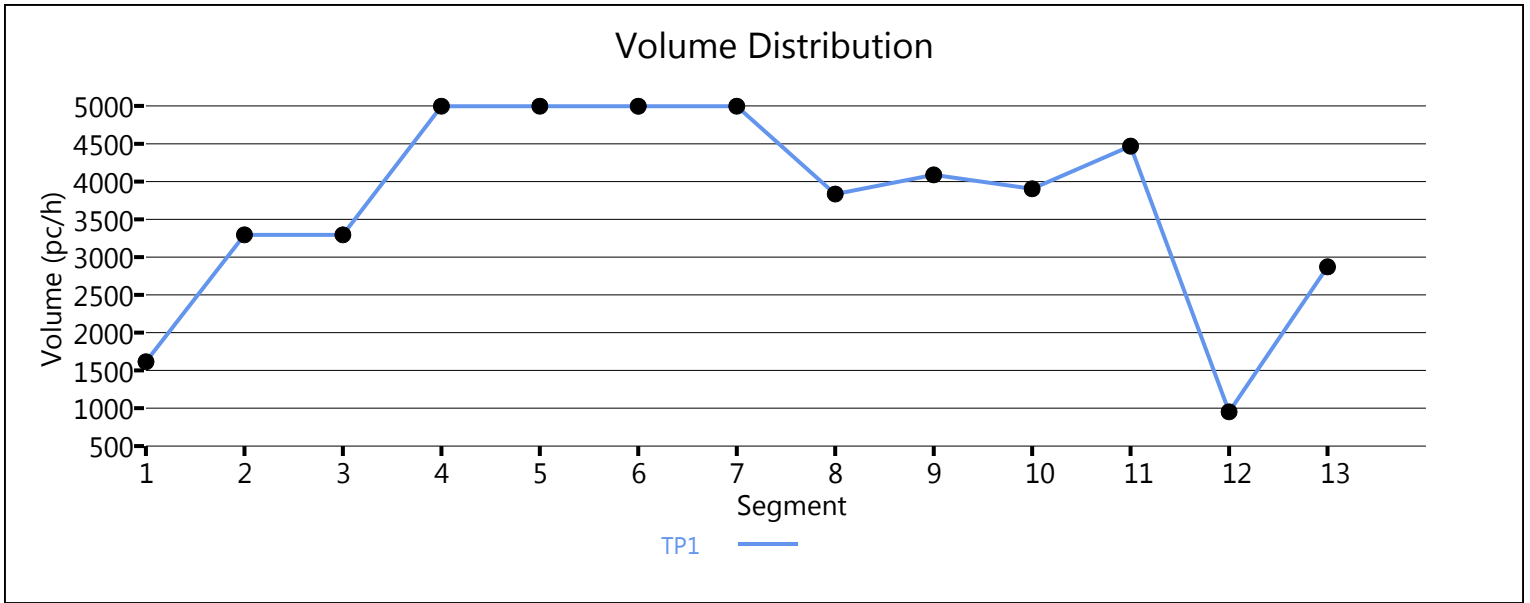
Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	42.9	31.6	31.0	6.9	F

Facility Overall Results

Space Mean Speed, mi/h	42.9	Density, veh/mi/ln	31.0
Average Travel Time, min	6.9	Density, pc/mi/ln	31.6

1. HCS software analyzes the segment as basic even though it is coded as merge, it is because when the merge segment following a basic segment has 1 or more lanes more than the number of lanes in the basic segment, then the merge segment is analyzed as a basic segment due to lane addition.
2. As HCM do not support a one-lane freeway analysis, the single lane segment (W12-W13) is coded as two lanes instead of one and doubling the volume to approximate the situation.



HCS7 Freeway Facilities Report

Project Information

Analyst	Revanth K	Date	5/11/2018
Agency	BCC Engg	Analysis Year	2017
Jurisdiction		Time Period Analyzed	PM Peak
Project Description	I-195 Corridor Planning Study (I-195 WB)		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	3
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	From I-95	500	3
2	Merge	Basic	I-95 ONR merge with I-195 WB	500	4
3	Merge	Basic	I-195 WB merge with I-95 Express Lanes ramp	500	5

Facility Segment Data

Segment 1: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.980		3100		6615		0.47		50.5		20.5		C

Segment 2: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.980	0.980	5017	1917	9000	2000	0.34	0.96	55.0	-	14.1	-	B

Segment 3: Merge

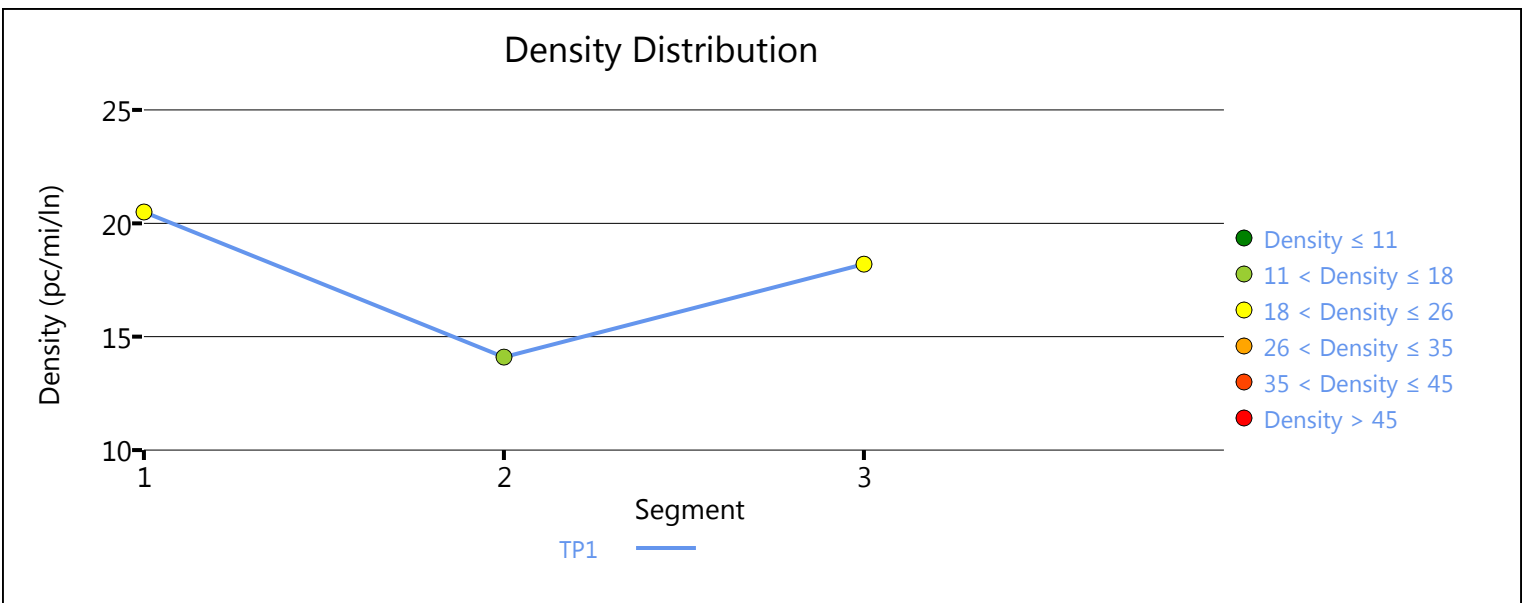
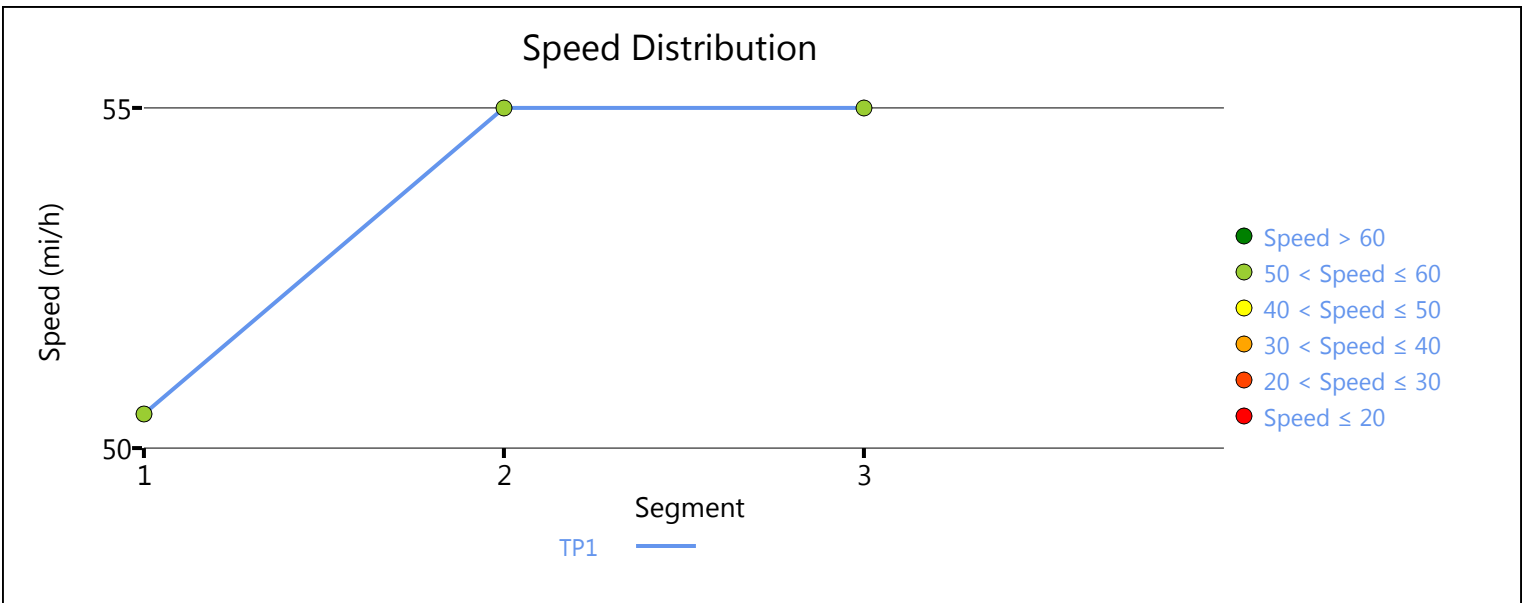
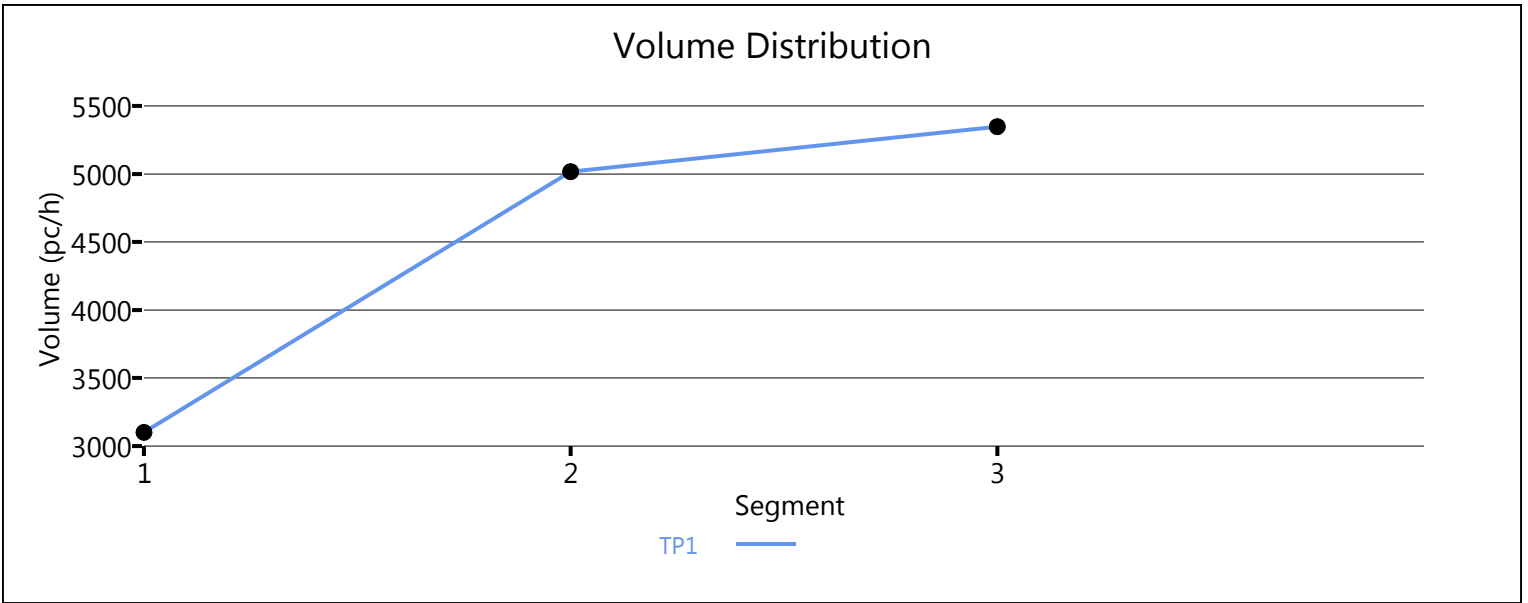
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.980	0.980	5348	331	11250	2000	0.45	0.17	55.0	-	18.2	-	C

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	53.9	17.4	17.0	0.3	B

Facility Overall Results

Space Mean Speed, mi/h	53.9	Density, veh/mi/ln	17.0
Average Travel Time, min	0.3	Density, pc/mi/ln	17.4



APPENDIX D – DESIGN TRAFFIC VOLUME DEVELOPMENT SUPPORTING INFORMATION

- DESIGN TRAFFIC FACTORS & FDOT APPROVAL
 - COMMITTED DEVELOPMENT ACTIVITY
- SEASONAL ADJUSTMENT & AXLE CORRECTION FACTORS
- FUTURE VOLUME DEVELOPMENT TABLES – ROADWAY LINKS
- TRAFFIC VOLUME BALANCING WORKSHEETS – FREEWAY NETWORK
 - TURNING MOVEMENT VOLUME BALANCING WORKSHEETS

DESIGN TRAFFIC FACTORS & FDOT APPROVAL

Lorin Brissett

From: Yee Fong, Shereen <Shereen.YeeFong@dot.state.fl.us>
Sent: Thursday, June 21, 2018 8:08 AM
To: Lorin Brissett; Jose Munoz
Subject: FW: I-195 CPS: Request Approval of Traffic Factors for Design Traffic Development

Good morning Lorin,

Our office has reviewed the Traffic Factors for Design Traffic Development and find that they are fair and reasonable, therefore it is approved for use.

Thank you,

Shereen Yee Fong
Transportation Planner IV

Planning & Environmental Management Office
Florida Department of Transportation - District 6
Adam Leigh Cann Building
1000 NW 111th Avenue, Room 6111A
Miami, Florida 33172
Phone: (305) 470-5393
Email: Shereen.yeefong@dot.state.fl.us

From: Lorin Brissett [<mailto:lbrissett@bcceng.com>]
Sent: Tuesday, June 12, 2018 10:19 AM
To: Yee Fong, Shereen <Shereen.YeeFong@dot.state.fl.us>
Cc: Steinmiller, Phil <Phil.Steinmiller@dot.state.fl.us>; Munoz, Jose <jmunoz@bcceng.com>; Sung-Ryong Han <shan@bcceng.com>
Subject: I-195 CPS: Request Approval of Traffic Factors for Design Traffic Development
Importance: High

Good Morning Shereen,

Attached is a memorandum requesting Department approval of the Traffic factors we propose to use in the development of future Design Traffic for the corridor study. Please consider sharing with Neil Lyn for his review and feedback as well.

Please let me know if you have any questions.

Thank you,

Lorin Brissett, PE



BCC ENGINEERING, INC.
AN ENR TOP 500 DESIGN FIRM

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MEMORANDUM

To: Shereen Yee Fong, / FDOT D6, Planning & Environmental Office

From: Lorin R.C. Brissett, P.E. / BCC Engineering, Inc.

Cc: Jose A. Muñoz, P.E. / BCC Engineering, Inc.
Sung-Ryong Han / BCC Engineering, Inc.

Date: June 12, 2018

Subject: **Traffic Factors for Design Traffic Development
I-195 Corridor Planning Study**
I-95 / NW 12th Avenue to Alton Road
Contract No.: C-9W09
FM No. 4402281-1-22-01

The I-195 Corridor Planning Study will follow the procedures outlined in FDOT's *Project Traffic Forecasting Handbook* and *Project Traffic Forecasting Procedure (# 525-030-120)* to develop design hour volumes for the 2045 planning horizon year. The purpose of this memorandum is to identify the traffic factors (including K, D and T₂₄ factors) that will be used to develop the Design Hour traffic projections as well as obtain approval from the Department for these factors. **Exhibit I** below is a summary of the factors that are being presented for approval.

Exhibit I: Proposed Traffic Factors

Roadway	K	D	T ₂₄
SR 112 / I-195	8.00	56.70	5.00
I-95	8.00	52.10	4.30
Arterials	9.00	54.50	5.80

The remainder of the memorandum presents in further detail, the assumptions made, data sources used as well as the procedures followed in developing the proposed factors.

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1.0 Design Hour Traffic Estimation

The steps to estimate the 2045 Design hour traffic volumes include:

1. Develop future 2045 Annual Average Daily Traffic (AADT)
2. Develop future 2045 Directional Design Hour Volumes (DDHV)

1.1 2045 Annual Average Daily Traffic

The 2045 AADT for each link will be computed by applying a link growth rate from the validated South East Regional Planning Models (existing and future) to the existing link AADT pursuant to guidelines promulgated in the *National Cooperative Highway Research Program (NCHRP) 765: Travel Forecasting Approaches for Project Level Planning and Design*. The existing AADT will be calculated as follows:

$$AADT = ADT * SF * ACF$$

Where,

ADT = Average Daily Traffic (ADT) is obtained from the short-term traffic or raw counts "raw counts" collected and compiled from the traffic data collection efforts for this study.

SF = Seasonal Factor accounts for the seasonal variation in traffic throughout the year. The appropriate adjustment factor corresponding to the week of the year in which the traffic count (ADT) was collected, will be obtained from the latest FDOT Peak Season Factor Category report.

ACF = Axle Correction Factor adjusts for vehicles with more than two axles to minimize the incidence of counting these vehicles more than once. The appropriate adjustment factor corresponding to the week of the year in which the traffic count (ADT) was collected, will be obtained from the latest FDOT Weekly Axle Factor Category report.

1.2 2045 Directional Design Hour Volume

The 2045 Directional Design Hour Volume (DDHV) is the traffic volume expected to use a given segment during the design hour of the 2045 design year in the peak direction. The DDHV will be calculated as follows:

$$DDHV_{2045} = AADT_{2045} * K * D$$

Where,

K is the proportion of AADT occurring in an hour.

D represents the Directional Distribution and is the percentage of the total, two-way design hour traffic traveling in the peak direction.

2.0 Proposed K Factors

As noted in the *Project Traffic Forecasting Handbook*, FDOT has established Standard K Factors to be used in the development of Design Hour Traffic estimates for FDOT projects. Pursuant to *Figure 2.4 in Section 2.6.2.1* of the Handbook, the following Standard K Factors will be used in the I-195 CPS:

- I-195 8.0
- I-95 8.0
- Arterials 9.0

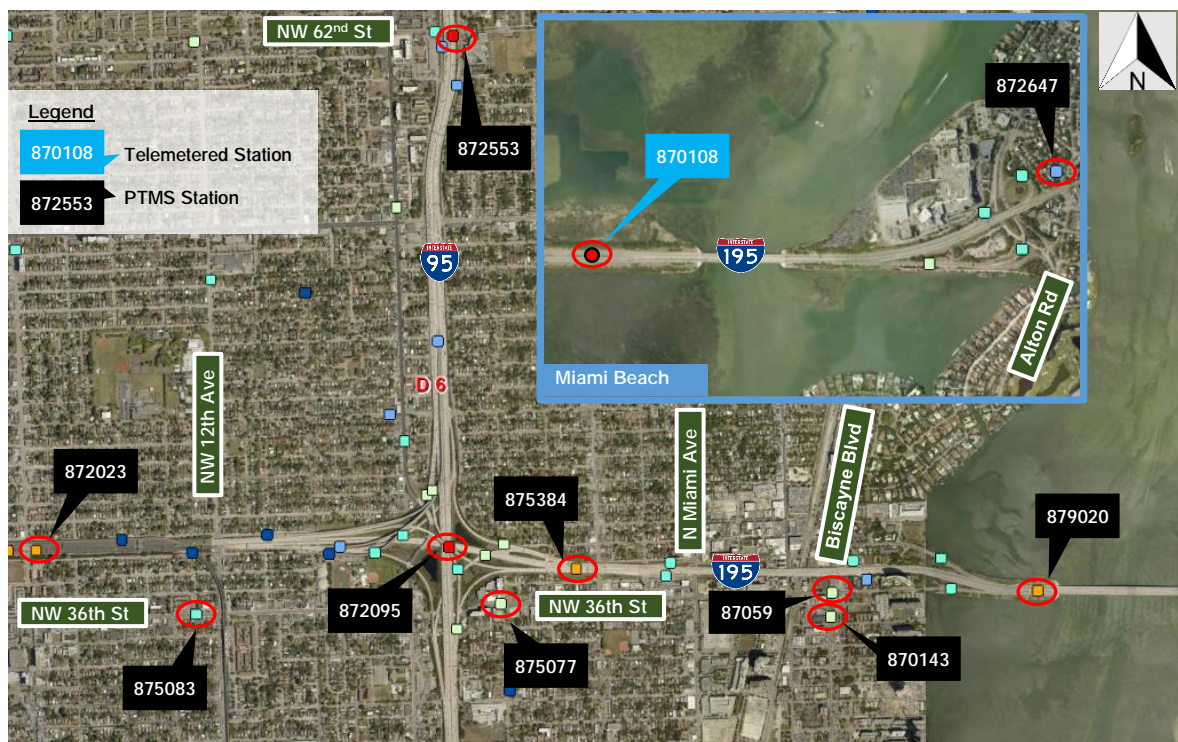
The proposed K factors are consistent with the values identified for Large Urbanized Areas in the Handbook.

3.0 Proposed D and T₂₄ Factors

Using historical data from key FDOT Telemetered and Portable Traffic Monitoring Sites (PTMSs) throughout the study area, various D and T₂₄ Factors are identified and recommended for use in developing future traffic forecasts in the I-195 CPS. **Exhibit 3-0** shows the location of the count stations reviewed.

T₂₄ is the percentage of truck traffic for 24 hours (one day). The Design Hour Truck percentages to be used in the I-195 CPS will be $T_{24} \div 2$.

Exhibit 3-0: Locations of Selected Telemetered & PTMS Sites in Study Area



Source: 2017 FDOT - Florida Traffic Online Web Application

The proposed D Factors will be compared against the Acceptable D Values for Urban facilities as presented in **Exhibit 3-1** which summarizes the values excerpted from Figure 2.9 of the *2014 Project Traffic Forecasting Handbook*.

Exhibit 3-1: Acceptable D-Factors (D) For Traffic Forecasting

Road Type	Low	D	High	Standard Deviation
Urban Freeway	50.4	55.8	61.2	4.11
Urban Arterial	50.8	57.9	67.1	4.60

Source: Figure 2.9 FDOT 2014 Project Forecasting Handbook

Exhibits 3-2 through **3-4**, presents a summary of the historical D as well as T₂₄ factors at the selected PTMSs for SR 112 / I-195, I-95,

Exhibit 3-2: SR 112/I-195 Recommended D & T₂₄ Factors

Year	Site# 872023 ¹		Site# 875384 ²		Site# 879020 ³		Site# 870108 ⁴	
	D	T ₂₄	D	T ₂₄	D	T ₂₄	D	T ₂₄
2017	51.70	4.00	51.70	3.00	51.70	3.30	-	-
2016	51.30	3.30	51.30	4.40	51.30	3.00	55.50	2.80
2015	63.60	4.40	63.60	3.80	63.60	4.70	56.00	2.70
2014	57.70	4.40	57.70	3.90	57.70	3.90	54.50	2.70
2013	58.30	5.20	58.30	5.10	58.30	3.70	54.30	2.50
2012	65.60	4.90	65.60	3.90	65.60	3.20	52.90	2.40
2011	59.30	5.00	59.30	3.90	59.30	3.50	51.90	2.30
2010	54.58	6.20	54.58	3.90	54.58	3.50	52.35	2.30
2009	52.98	6.00	52.98	4.10	52.98	3.30	53.74	5.30
2008	54.15	5.90	54.15	6.90	54.15	2.30	54.73	2.30
2007	54.12	5.70	54.12	10.10	54.73	2.40	54.73	2.40
Historical Minimum	51.30	3.30	51.30	3.00	51.30	2.30	51.90	2.30
Historical Maximum	65.60	6.20	65.60	10.10	65.60	4.70	56.00	5.30
Historical Average (2007 - 2017)	56.67	5.00	56.67	4.82	56.72	3.35	54.07	2.77
Recommended D⁵	56.72							
Recommended T₂₄⁵	5.00							

Notes:

1. FDOT Station # 872023: SR 112 200' East of NW 17th Avenue.
2. FDOT Station # 875384: SR 112 200' West of bridge over NW 2 Avenue.
3. FDOT Station # 879020: SR 112/I-195/Julia Tuttle Causeway 2900' East of US 1
4. FDOT Station # 870108: SR 112/I-195/Julia Tuttle Causeway one (1) mile East of US 1
5. Maximum value of the historical averages recommended.

The Historical AADT Reports for SR 112 / I-195 are included as an attachment to the memorandum.

Exhibit 3-3: I-95 Recommended D & T₂₄ Factors

Year	Site# 872095 ¹		Site# 872553 ²	
	D	T ₂₄	D	T ₂₄
2017	57.20	3.40	57.20	3.40
2016	55.50	4.00	55.50	4.00
2015	50.70	5.20	50.70	5.20
2014	50.90	4.50	50.90	4.50
2013	50.60	2.90	50.60	2.90
2012	50.70	8.60	50.70	8.60
2011	50.60	2.00	50.60	2.00
2010	50.34	3.80	50.34	3.80
2009	50.56	4.10	50.56	4.10
2008	51.28	4.10	51.28	4.10
2007	54.73	4.60	54.73	4.60
Historical Minimum	50.34	2.00	50.34	2.00
Historical Maximum	57.20	8.60	57.20	8.60
Historical Average (2007 - 2017)	52.10	4.29	52.10	4.29
Recommended D³	52.10			
Recommended T₂₄³	4.29			

Notes:

1. FDOT Station # 872095: I-95 200' South of SR 112.
2. FDOT Station # 872553: I-95 200' South of NW 62 St
3. Maximum value of the historical averages recommended.

The Historical AADT Reports for I-95 are included as an attachment to the memorandum.

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Exhibit 3-4: Arterial Recommended D & T₂₄ Factors

Year	Site# 875083 ¹		Site# 875077 ²		Site# 870143 ³		Site# 875059 ⁴		Site# 872647 ⁵	
	D	T ₂₄	D	T ₂₄	D	T ₂₄	D	T ₂₄	D	T ₂₄
2017	55.00	3.90	55.00	4.20	55.00	2.10	55.00	4.50	55.00	2.60
2016	54.50	3.80	54.50	4.30	54.50	9.30	54.50	5.10	54.50	4.20
2015	54.70	7.40	54.70	4.70	54.70	2.50	54.70	4.20	54.70	2.50
2014	54.50	6.30	54.50	3.60	54.50	2.50	54.50	5.10	54.50	3.70
2013	52.40	5.60	52.40	2.60	52.40	4.60	52.40	5.20	52.40	5.00
2012	55.70	9.40	55.70	4.20	55.70	10.60	55.70	5.80	55.70	6.60
2011	55.10	6.20	55.10	4.10	55.10	8.60	55.10	4.50	55.10	4.90
2010	54.08	7.10	54.08	4.10	54.08	8.60	54.08	4.40	54.08	1.90
2009	53.24	4.50	53.24	4.20	53.24	2.10	53.24	3.40	53.24	4.30
2008	55.75	6.10	55.75	3.00	55.75	2.60	55.75	3.70	55.75	4.20
2007	54.34	2.90	54.34	3.70	54.34	2.70	54.34	3.10	54.34	4.00
Historical Minimum	52.40	2.90	52.40	2.60	52.40	2.10	52.40	3.10	52.40	1.90
Historical Maximum	55.75	9.40	55.75	4.70	55.75	10.60	55.75	5.80	55.75	6.60
Historical Average (2007 - 2017)	54.48	5.75	54.48	3.88	54.48	5.11	54.48	4.45	54.48	3.99
Recommended D⁶	54.48									
Recommended T₂₄⁶	5.75									

Notes:

1. FDOT Station # 875083: NW 36 ST 200' West of NW 12 Avenue
2. FDOT Station # 875077: NW 36 ST 200' East of I-95
3. FDOT Station # 870143: Biscayne Boulevard 200' South Of NE 36 Street
4. FDOT Station # 875059: Biscayne Boulevard 200' North Of NE 36 Street
5. FDOT Station # 872647: Alton Road North of Nautilus Drive
6. Maximum value of the historical averages recommended.

The Historical AADT Reports for NW 36th Street, Biscayne Boulevard and Alton Road are included as an attachment to the memorandum.

Comparing the recommended D values determined in **Exhibits 3-2** through **3-4** to the acceptable D values in **Exhibit 3-1**, it is anticipated that the recommended D values can be used in the development of the Design Hour Traffic volumes for the I-195 Corridor Planning Study.

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4.0 Conclusion and Recommendations

This memorandum evaluates and recommends, a set of values for the K, D and T₂₄ factors to be used in the future conditions traffic analysis for the I-195 Corridor Planning Study. The Department's approval of the factors listed below is requested.

Proposed Traffic Factors

Roadway	K	D	T₂₄
SR 112 / I-195	8.00	56.70	5.00
I-95	8.00	52.10	4.30
Arterials	9.00	54.50	5.80

The documentation for other traffic factors (not listed in the memo such as the seasonal and axle factors) that will be used in the study, is being prepared and will be submitted under sperate cover at a later time.

Attachments: Historical AADT Reports



ATTACHMENTS

Historical AADT Reports

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2017 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 2023 - SR 112/AIRPORT EXPWY, 200' E NW 17 AV

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2017	104500 C	E 52000	W 52500	9.00	51.70	4.00
2016	119000 C	E 55000	W 64000	8.00	51.30	3.30
2015	112500 C	E 56000	W 56500	8.00	63.60	4.40
2014	115000 C	E 56500	W 58500	8.00	57.70	4.40
2013	104000 C	E 51000	W 53000	8.00	58.30	5.20
2012	100500 C	E 42000	W 58500	8.00	65.60	4.90
2011	110000 C	E 54500	W 55500	8.00	59.30	5.00
2010	95000 C	E 44500	W 50500	7.59	54.58	6.20
2009	96000 C	E 41500	W 54500	7.48	52.98	6.00
2008	92000 C	E 39500	W 52500	7.43	54.15	5.90
2007	90500 C	E 40000	W 50500	7.19	54.12	5.70
2006	93500 C	E 45500	W 48000	10.06	56.25	13.70
2005	95500 C	E 43000	W 52500	7.10	50.40	1.50
2004	97000 C	E 39000	W 58000	7.00	51.00	7.00
2003	109000 C	E 51500	W 57500	7.10	52.70	4.20
2002	90500 C	E 36500	W 54000	9.80	52.30	3.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
 *K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2017 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 5384 - SR-112/AIRPORT EXPY. 200' W BR. OVER NW 2 AVE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2017	147500 C	E 74500	W 73000	9.00	51.70	3.00
2016	143000 C	E 73000	W 70000	8.00	51.30	4.40
2015	132000 C	E 64500	W 67500	8.00	63.60	3.80
2014	129000 C	E 63000	W 66000	8.00	57.70	3.90
2013	123500 C	E 60500	W 63000	8.00	58.30	5.10
2012	119500 F	E 53500	W 66000	8.00	65.60	3.90
2011	116000 C	E 52000	W 64000	8.00	59.30	3.90
2010	124000 C	E 59500	W 64500	7.59	54.58	3.90
2009	28500 C	E 13500	W 15000	7.48	52.98	4.10
2008	28000 C	E 13000	W 15000	7.43	54.15	6.90
2007	28000 F	E 13000	W 15000	7.19	54.12	10.10
2006	28000 C	E 13000	W 15000		10.10	

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2017 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 9020 - SR 112/I-195/JULIA TUTTLE CSWY, 2900' E US-1 @R108

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2017	116500 C	E 58500	W 58000	9.00	51.70	3.30
2016	117000 C	E 59000	W 58000	8.00	51.30	3.00
2015	118000 C	E 58000	W 60000	8.00	63.60	4.70
2014	111500 C	E 54500	W 57000	8.00	57.70	3.90
2013	109000 C	E 55500	W 53500	8.00	58.30	3.70
2012	108500 C	E 55000	W 53500	8.00	65.60	3.20
2011	109000 C	E 53000	W 56000	8.00	59.30	3.50
2010	99500 C	E 49500	W 50000	7.59	54.58	3.50
2009	100500 C	E 51000	W 49500	7.48	52.98	3.30
2008	92000 C	E 47500	W 44500	7.43	54.15	2.30
2007	97000 C	E 49000	W 48000	8.36	54.73	2.40
2006	99000 S	E 49500	W 49500	9.21	54.53	13.20
2005	99000 F	E 49500	W 49500	8.50	53.00	2.30
2004	99000 C	E 49500	W 49500	8.70	54.00	2.30
2003	81500 C	E 41000	W 40500	8.50	53.40	2.30
2002	80500 C	E 40500	W 40000	8.50	52.50	2.30

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
 *K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Florida Department of Transportation
 Transportation Statistics Office
 2016 Historical AADT Report

County: 87 - MIAMI-DADE

Site: 0108 - SR-112/I-195, 1 MI E OF SR-5/US-1, DADE CO.

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2016	115464	C E 58389	W 57075	8.00	55.50	2.80
2015	113915	C E 57348	W 56567	8.00	56.00	2.70
2014	107473	C E 53914	W 53559	8.00	54.50	2.70
2013	104779	C E 53449	W 51330	8.00	54.30	2.50
2012	100664	C E 50681	W 49983	8.00	52.90	2.40
2011	101165	C E 50738	W 50427	8.00	51.90	2.30
2010	101403	C E 48397	W 53006	8.28	52.35	2.30
2009	102922	C E 47706	W 55216	8.11	53.74	5.30
2008	103482	C E 48445	W 55037	8.36	54.73	2.30
2007	99861	C E 47278	W 52583	8.36	54.73	2.40
2006	100000	F		8.53	52.98	13.20
2005	96863	C E 48685	W 48178	8.50	53.00	13.40
2004	94995	C E 47850	W 47145	8.70	54.00	10.20
2003	96580	C E 48933	W 47647	8.50	53.40	10.50
2002	95735	C E 48348	W 47387	8.50	52.50	2.30
2001	94638	C E 47590	W 47048	8.50	54.30	2.80

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2017 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 2095 - SR 9A/I-95, 200' S SR 112/AIRPORT EXPWY

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2017	210500 C	N 91500	S 119000	9.00	57.20	3.40
2016	217000 C	N 94000	S 123000	8.00	55.50	4.00
2015	219000 C	N 110000	S 109000	8.00	50.70	5.20
2014	234000 C	N 118000	S 116000	8.00	50.90	4.50
2013	220000 C	N 114000	S 106000	8.00	50.60	2.90
2012	194500 C	N 106000	S 88500	8.00	50.70	8.60
2011	225000 C	N 110000	S 115000	8.00	50.60	2.00
2010	208000 C	N 104000	S 104000	7.79	50.34	3.80
2009	194000 C	N 94500	S 99500	7.93	50.56	4.10
2008	193500 C	N 97000	S 96500	7.91	51.28	4.10
2007	211000 F	N 105000	S 106000	8.36	54.73	4.60
2006	211000 C	N 105000	S 106000	7.10	50.81	5.80
2005	213000 F	N 100000	S 113000	8.50	53.00	13.40
2004	213000 C	N 100000	S 113000	8.70	54.00	6.50
2003	207000 C	N 101000	S 106000	7.80	51.50	6.70
2002	190000 C	N 89000	S 101000	7.80	51.20	9.70

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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 *K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2017 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 2553 - SR9A/I-95 NORTH-SOUTH EXWY, 200' S OF NW 62 ST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2017	223000 C	N 110000	S 113000	9.00	57.20	3.40
2016	230000 C	N 116000	S 114000	8.00	55.50	4.00
2015	212000 C	N 110000	S 102000	8.00	50.70	5.20
2014	206000 C	N 107000	S 99000	8.00	50.90	4.50
2013	196000 C	N 96000	S 100000	8.00	50.60	2.90
2012	242000 C	N 120000	S 122000	8.00	50.70	8.60
2011	259000 C	N 128000	S 131000	8.00	50.60	2.00
2010	246000 C	N 122000	S 124000	7.79	50.34	3.80
2009	210000 C	N 103000	S 107000	7.93	50.56	4.10
2008	193000 C	N 97500	S 95500	7.91	51.28	4.10
2007	211000 F	N 108000	S 103000	8.36	54.73	4.60
2006	211000 C	N 108000	S 103000	7.10	50.81	5.80
2005	232000 E	N 116000	S 116000	8.50	53.00	13.40
2004	249000 C	N 123000	S 126000	8.70	54.00	6.50
2003	214000 C	N 109000	S 105000	7.80	51.50	6.70
2002	221000 C	N 109000	S 112000	7.80	51.20	9.70

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
 *K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2017 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 5083 - SR 25/US-27/NW 36 ST, 200' W NW 12 AV

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2017	18600 C	E 9800	W 8800	9.00	55.00	3.90
2016	23500 C	E 12000	W 11500	9.00	54.50	3.80
2015	17900 C	E 9500	W 8400	9.00	54.70	7.40
2014	22000 C	E 11000	W 11000	9.00	54.50	6.30
2013	19800 C	E 12000	W 7800	9.00	52.40	5.60
2012	18800 C	E 10000	W 8800	9.00	55.70	9.40
2011	21500 C	E 11500	W 10000	9.00	55.10	6.20
2010	18600 C	E 9700	W 8900	8.98	54.08	7.10
2009	16000 C	E 7800	W 8200	8.99	53.24	4.50
2008	16800 C	E 8400	W 8400	9.09	55.75	6.10
2007	16700 C	E 8300	W 8400	8.01	54.34	2.90
2006	16400 C	E 8100	W 8300	7.97	54.22	4.50
2005	17500 C	E 9800	W 7700	8.80	53.80	2.40
2004	19100 C	E 10500	W 8600	9.00	53.30	6.90
2003	17600 C	E 9200	W 8400	8.80	53.40	7.50
2002	18200 C	E 9500	W 8700	9.80	52.30	9.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
 *K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2017 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 5077 - SR 25/US-27/NW 36 ST, 200' E I-95

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2017	20500 C	E 10500	W 10000	9.00	55.00	4.20
2016	18800 C	E 9400	W 9400	9.00	54.50	4.30
2015	18400 C	E 10000	W 8400	9.00	54.70	4.70
2014	19600 C	E 10000	W 9600	9.00	54.50	3.60
2013	16500 C	E 10000	W 6500	9.00	52.40	2.60
2012	22000 C	E 11000	W 11000	9.00	55.70	4.20
2011	21500 C	E 11500	W 10000	9.00	55.10	4.10
2010	23500 C	E 13000	W 10500	8.98	54.08	4.10
2009	17100 C	E 8700	W 8400	8.99	53.24	4.20
2008	13900 C	E 7500	W 6400	9.09	55.75	3.00
2007	15600 C	E 9700	W 5900	8.01	54.34	3.70
2006	13500 C	E 7700	W 5800	7.97	54.22	4.50
2005	14900 C	E 8400	W 6500	8.80	53.80	5.30
2004	17200 C	E 8500	W 8700	9.00	53.30	5.30
2003	14700 C	E 8100	W 6600	8.80	53.40	6.10
2002	16000 C	E 7700	W 8300	9.80	52.30	11.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
 *K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2017 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0143 - SR 5/US-1, 200' S NE 36 ST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2017	38500 C	N 18000	S 20500	9.00	55.00	2.10
2016	36000 C	N 18000	S 18000	9.00	54.50	9.30
2015	31500 C	N 17500	S 14000	9.00	54.70	2.50
2014	29500 C	N 15500	S 14000	9.00	54.50	2.50
2013	36500 C	N 19000	S 17500	9.00	52.40	4.60
2012	29500 C	N 15000	S 14500	9.00	55.70	10.60
2011	28500 C	N 15500	S 13000	9.00	55.10	8.60
2010	29000 C	N 14000	S 15000	8.98	54.08	8.60
2009	31000 C	N 16000	S 15000	8.99	53.24	2.10
2008	31500 C	N 16500	S 15000	9.09	55.75	2.60
2007	33000 C	N 17500	S 15500	8.01	54.34	2.70
2006	29500 C	N 16000	S 13500	7.97	54.22	2.60
2005	43500 C	N 21000	S 22500	8.80	53.80	4.40
2004	38000 C	N 21500	S 16500	9.00	53.30	4.40
2003	43500 C	N 21500	S 22000	8.80	53.40	6.10
2002	46500 C	N 22500	S 24000	9.80	52.30	4.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
 *K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2017 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 5059 - SR 5/US-1, 200' N NE 36 ST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2017	40000 C	N 19000	S 21000	9.00	55.00	4.50
2016	40000 C	N 20000	S 20000	9.00	54.50	5.10
2015	42500 C	N 20000	S 22500	9.00	54.70	4.20
2014	38000 C	N 21000	S 17000	9.00	54.50	5.10
2013	43500 C	N 22000	S 21500	9.00	52.40	5.20
2012	47000 C	N 23500	S 23500	9.00	55.70	5.80
2011	39000 C	N 20500	S 18500	9.00	55.10	4.50
2010	35500 C	N 16500	S 19000	8.98	54.08	4.40
2009	35000 C	N 17500	S 17500	8.99	53.24	3.40
2008	32500 C	N 16000	S 16500	9.09	55.75	3.70
2007	34500 C	N 17500	S 17000	8.01	54.34	3.10
2006	30500 C	N 15500	S 15000	7.97	54.22	4.90
2005	39500 C	N 21000	S 18500	8.80	53.80	1.80
2004	49000 C	N 25000	S 24000	9.00	53.30	6.20
2003	45000 C	N 21500	S 23500	8.80	53.40	4.80
2002	48000 C	N 23500	S 24500	9.80	52.30	3.40

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
 *K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2017 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 2647 - SR 907 ALTON ROAD 200' N OF NAUTILUS DR

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2017	6300 C	N	4300	S	2000	9.00	55.00	2.60
2016	7200 C	N	4800	S	2400	9.00	54.50	4.20
2015	6800 C	N	4600	S	2200	9.00	54.70	2.50
2014	7000 C	N	4600	S	2400	9.00	54.50	3.70
2013	5600 C	N	3600	S	2000	9.00	52.40	5.00
2012	6800 C	N	4600	S	2200	9.00	55.70	6.60
2011	6500 C	N	4400	S	2100	9.00	55.10	4.90
2010	6300 C	N	4100	S	2200	8.98	54.08	1.90
2009	6800 C	N	4600	S	2200	8.99	53.24	4.30
2008	5900 C	N	3800	S	2100	9.09	55.75	4.20
2007	6400 C	N	4100	S	2300	8.01	54.34	4.00
2006	6400 C	N	4000	S	2400	7.97	54.22	2.10
2005	6500 C	N	4400	S	2100	8.80	53.80	0.00
2004	6100 C	N	3900	S	2200	9.00	53.30	8.20

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
 *K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

COMMITTED DEVELOPMENT ACTIVITY

CITY OF MIAMI

Lorin Brissett

Subject: FW: I-195 Corridor Planning Study - Request for Future Development Information (Follow Up)

From: Worth, Collin <CWorth@miamigov.com>

Sent: Tuesday, July 3, 2018 10:47 AM

To: Lorin Brissett <lbrissett@bcceng.com>

Cc: Yee Fong, Shereen <Shereen.YeeFong@dot.state.fl.us>; Revanth Katta <rkatta@bcceng.com>

Subject: RE: I-195 Corridor Planning Study - Request for Future Development Information (Follow Up)

Good Morning,

Also, take a look at the following website, it has lots of projects listed with details. I'll look in our records to see what traffic studies we have on file.

<http://prod.miamidda.communitysys.com/MiamiDDA/StoryMaps/Pipeline/index.html>

Regards,

Collin Worth

Office of Capital Improvements

From: Lorin Brissett [<mailto:lbrissett@bcceng.com>]

Sent: Tuesday, July 03, 2018 10:33 AM

To: Worth, Collin

Cc: Yee Fong, Shereen; Revanth Katta

Subject: RE: I-195 Corridor Planning Study - Request for Future Development Information (Follow Up)

Good Morning Collin,

Per your recommendation, we reviewed available future development information from the <https://www.gridics.com/dev/map> website and attached is a tabular summary of the major developments we've identified. Please let us know if there are any other developments we should be considering or confirm that this is a reasonable list. As mentioned previously, we are working to develop future traffic projections within the study area and wanted to ensure we are accounting for much of the planned growth in the area.

I'll be out of town starting this afternoon through the end of next week. If you need any clarification on this request, please contact Revanth Katta at the same number below.

Thank you and have a great 4th of July.

Lorin Brissett, PE



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4901 NW 17th Way, Suite 506, Fort Lauderdale, FL 33309
t. 954.928.1828 | www.bcceng.com



From: Worth, Collin [<mailto:CWorth@miamigov.com>]
Sent: Monday, June 11, 2018 2:50 PM
To: Lorin Brissett <lbrissett@bcceng.com>
Cc: Yee Fong, Shereen <Shereen.YeeFong@dot.state.fl.us>
Subject: RE: I-195 Corridor Planning Study - Request for Future Development Information (Follow Up)

Hello Lorin,
Tried calling to get in touch. There has been a lot of large scale development in the area in the map. I would recommend taking a look at <https://www.gridics.com/dev/map> from there you may be able to get the bulk of info you are looking at, if not once you've identified the projects I can see if we have traffic studies I can send your way.

Regards,

Collin Worth
Transportation Analyst
Office of Capital Improvements
City of Miami
Miami Riverside Center
444 SW 2 Avenue - 8th Floor
Miami, Florida 33130
Ph: (305) 416-1022
Email: cworth@miamigov.com

You are traffic, but you don't have to beChoose Public Transportation!!

From: Lorin Brissett [<mailto:lbrissett@bcceng.com>]
Sent: Monday, June 11, 2018 12:04 PM
To: Worth, Collin
Cc: Yee Fong, Shereen
Subject: I-195 Corridor Planning Study - Request for Future Development Information (Follow Up)
Importance: High

Good Afternoon Collin,

I am following up with you on this to see if you've had the chance to look further into our request. What we're really interested in is getting information on major developments/redevelopments or any other activity you foresee will significantly impact future growth trends over the next 20 + years.

Please let me know if you have any questions or need further clarification.

Thanks,

Lorin Brissett, PE



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From: Worth, Collin [<mailto:CWorth@miamigov.com>]
Sent: Wednesday, May 30, 2018 4:20 PM
To: Lorin Brissett <lbrissett@bcceng.com>
Cc: Marquez, Giraldo <GMarquez@miamigov.com>; Cook, Derrick <dcook@miamigov.com>
Subject: Re: I-195 Corridor Planning Study - Request for Future Development Information (City of Miami)

Hi Lorin,
I'll be in town next week and we can discuss.

In the meantime Derrick Cook may be able to help identify projects in the area.
He is cc'd.

Regards,
Collin Worth

On May 30, 2018, at 3:18 PM, Lorin Brissett <lbrissett@bcceng.com> wrote:

Thank you for this information Gerry. This information on Capital Projects in the City will be very helpful to us.

We will also need information on future land development or redevelopment projects within the City. Please let me know if it would be better to follow up with Collin when he gets back or if you could help us with that information as well?

Thanks again.

Lorin Brissett, PE

<[image001.png](#)> <[image002.png](#)>
Miami | Fort Lauderdale | Orlando | Tampa | Panama City
4901 NW 17th Way, Suite 506, Fort Lauderdale, FL 33309
t. 954.928.1828 | www.bcceng.com
<[image003.png](#)><[image004.png](#)><[image005.png](#)><[image006.png](#)><[image007.png](#)>

From: Marquez, Giraldo [<mailto:GMarquez@miamigov.com>]
Sent: Wednesday, May 30, 2018 3:11 PM
To: Lorin Brissett <lbrissett@bcceng.com>
Cc: Worth, Collin <CWorth@miamigov.com>
Subject: RE: I-195 Corridor Planning Study - Request for Future Development Information (City of Miami)

Good afternoon Lorin, please visit the below City of Miami GIS link and you will find a map of all the projects that the Office of Capital Improvements is working on and in their capital plan.

<http://maps.miamigov.com/cip/>

<image008.jpg>

Giraldo "Gerry" Marquez
Chief Design Manager

City of Miami, Capital Improvements and Transportation Program

444 SW 2nd Avenue, 8th Floor
Miami, Florida 33130
Phone (305) 416-1245
GMarquez@miamigov.com

The City of Miami is a public entity subject to Chapter 119 of the Florida Statutes concerning public records. E-mail messages are covered under such laws and thus subject to disclosure. All E-mail sent and received are a public record.

From: Lorin Brissett [<mailto:lbrissett@bcceng.com>]
Sent: Wednesday, May 30, 2018 10:43 AM
To: Marquez, Giraldo
Cc: Worth, Collin
Subject: FW: I-195 Corridor Planning Study - Request for Future Development Information (City of Miami)
Importance: High

Good Morning Gerry,

Since Collin listed you as a contact in his autoreply, I'm resending the below email so you are aware of our request for information.

Please let me know if you have any questions.

Thank you,

Lorin R.C. Brissett, P.E
BCC Engineering, Inc.
t. (954) 928-1828
m.(954)372-0236

From: Worth, Collin [<mailto:CWorth@miamigov.com>]
Sent: Wednesday, May 30, 2018 10:36 AM
To: Lorin Brissett <lbrissett@bcceng.com>
Subject: Automatic reply: I-195 Corridor Planning Study - Request for Future Development Information (City of Miami)

Hello, I will be out of the office from 5/28-6/1 and will not have access to email. In my absence please reach out to Gerry Marquez Gmarquez@miamigov.com or 305-416-1245.

From: Lorin Brissett

Sent: Wednesday, May 30, 2018 10:33 AM

To: 'cworth@miamigov.com' <cworth@miamigov.com>

Cc: 'Yee Fong, Shereen' <Shereen.YeeFong@dot.state.fl.us>; 'Steinmiller, Phil' <Phil.Steinmiller@dot.state.fl.us>

Subject: I-195 Corridor Planning Study - Request for Future Development Information (City of Miami)

Importance: High

Good Morning Collin,

As a follow up to our PAT meeting from last week, we are requesting any information the City of Miami has on future development/redevelopment activity within the limits of the area (highlighted in red) as shown on the attached map. I have also attached a sample format that would be most useful. We need this information to assist us in estimating the likely future impacts to the study area.

Please let me know if 2 to 3 weeks is a reasonable time frame to allow for the City to gather the requested information. If the City already has this information in a GIS database that can be shared with us, that could work as well.

Let us know if you have any questions or need clarification on our request.

Thanks for your help.

Regards,

Lorin Brissett, PE

<[image001.png](#)>

<[image002.png](#)>

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City of Miami Future Development / Redevelopment Activity
As of 7/13/2018
Project Area

Development	Planned Opening	Commercial/ Retail (sq. ft)	Office (sq. ft)	Residential (units)	Hotel (rooms)	Other Non Standard Uses / Comments	Location / Map Reference
6080 Collins Avenue Beach House	2017				70 Turnkey Hotel Residences	Description has it as under construction	6080 Collins Avenue, Miami Beach, FL 33140
The Ritz-Carlton Residences Miami Beach	2018			111 Condos and 15 single-family villas		Description has it as under construction. Information from website says the property will offer 7 acres of gardens, pools, entertainment spaces and a private marina.	4701 N Meridian Ave, Miami Beach, FL 33140
Mid-Miami Beach Development	2019			49 Residential units		Also includes a mechanical garage with 131 parking spaces. Status - proposed.	340 W 42nd Street
Alton Bay Miami Beach	2018			78 private residences		Mid-rise condo building 3900 Alton will house 78 units and feature art collections and integrations curated by ICart, as well as the work of notable artists Fernando Mastrangelo and Loris Cecchini. This is approved.	3900 Alton Road, Miami Beach, FL 33140
Faena Versailles Contemporary/Classic	N/A			22 Residences	41 hotel rooms	Status - Under Construction	3425 Collins Ave, Miami Beach, FL 33140
29 Indian Creek	2017				16 hotel rooms	Proposed	2901 Indian Creek Dr, Miami Beach, FL 33140
Hyde Midtown	2018				60 suites	Under Construction	3401 NE 1st Ave, Miami, FL 33137
26 Edge water	2018			86 units		Stripey Developments and Fortune International are partnering on 26 Edgewater, a 10-story project with 86 units. The developers picked up the 20,000-square-foot site, located at 321 Northeast 26th Street. Fifty-eight of the units will be one bedrooms, sized at 560 square feet and costing \$270,000. The remaining 28 units are two bedrooms and range from 810 to 980 square feet, with prices averaging at \$340,000.	321 NE 26th Street, Miami, FL
112-130 NE 41st Street	2015		47,398 sq ft. combined office and retail			Designed by renowned Enrique Norten of Mexico City's TEN Arquitectos, Design 41 expresses a soaring presence in steel and glass, inspired by the International Style. With its diverse tenant mix, Design 41 will be a nexus of creative activity. Design 41 with consist of retail, restaurant, and office. Under Construction.	112-130 NE 41st Street, Miami, FL 33137
Design District Expansion	2018			96 residential units	53 hotel units	The project will consist of more than 1.1 million square feet of floor area on 19 acres spread between 51 parcels that are located between Northeast 36th and 43rd streets on the south and north, respectively, and between Biscayne Boulevard and North Miami Avenue on the east and west, respectively. The project will include 96 residential units, 53 hotel units and 2,571 above-ground and below-grade parking spaces. Additionally, there would be more than 35,000 square feet of open space and nearly 42,000 square feet of civic space. To accomplish the project, it will incorporate underutilized buildings and vacant lots. Under Construction.	140 NE 39th St, Miami, FL 33137
Midtown Miami Walmart	2018		203,000			Under Construction	3055 N Miami Ave, Miami, FL 33129
Pearl Midtown 29	2018	12,000		309		Under Construction. Surrounded by Miami's most dynamic neighborhoods including Midtown, Wynwood, and the Design District, Pearl Midtown 29 is a mixed-use development offering ground-floor retail, a six-level parking garage, and luxury rentals above, all while supporting the urban, walkable lifestyle. Its affiliated with luxury apartment tower	180 NE 29th St, Miami, FL
Aria on the Bay	2017		35,075	648 units		Status - Under Construction	1770 N Bayshore Dr, Miami, FL 33132
Canvas Miami	2018	10,000		513 units		Status - Under Construction. Canvas Miami, a 37-story building with 513 condos, intends to infuse new life into an area that has otherwise been known for its proximity to the Miami City Cemetery.	1630 NE 1st Ave, Miami, FL 33132

City of Miami Future Development / Redevelopment Activity

As of 7/13/2018

Project Area

Development	Planned Opening	Commercial/ Retail (sq. ft)	Office (sq. ft)	Residential (units)	Hotel (rooms)	Other Non Standard Uses / Comments	Location / Map Reference
Mall at Miami World Center	2019	750,000				<p>Status - Under Construction. The Miami World Center is a nine block mixed-use development immediately north of the Central Business District in downtown Miami. It is defined by NE 2nd Avenue to the east, North Miami Avenue to the west, NE 11th Street to the north, and NE 6th Street to the south. Spanning over twenty five acres, the Miami World Center includes a dynamic mix of retail, residential, office, and institutional uses. It will create a vibrant, walkable pedestrian environment with a unique sense of place: a modern design statement driven by Miami's unique physical context, culture, and architectural heritage.</p> <p>These nearly 30 acres in the heart of downtown Miami will be transformed into one of the largest private master-planned urban environments in the world. With up to 20 million square feet of buildable area, this is not a project or a development – it is a city within a city.</p>	150 NE 8th St, Miami, FL
One thousand Museum	2018			83 condos		<p>Status - Under Construction. One thousand museum creates a six star lifestyle with an exceptionally elegant private residential tower. Over 30,000 square feet of beautifully designed venues for swimming, sunning, socializing, fitness, and pampering cater to fewer than 1000 residences, offering the luxury, of abundant space</p>	1000 Biscayne Blvd, Miami, FL 33132
Paramount Miami World Center	2019					<p>Worldcenter is the first residential of the planned and approved Miami Worldcenter project.</p> <p>Miami Worldcenter is one of the largest private master-planned projects in the United States, featuring a diversity of urban land use, including retail, hospitality, and residential space. Located in the core of downtown Miami, the ten-block, mixed-use development is situated immediately north of the Central Business District and is surrounded by world-class amenities and boasts convenient access to transportation.</p>	801 NE 1st Ave, Miami, FL
Miami Central	2018	180,000	286,000	800		<p>MiamiCentral is a mixed-use railroad station development in the Government Center district of Downtown, Miami, Florida. Right now, the station serves Brightline higher-speed rail and connects to the adjacent Government Center station serving Metrorail, Metromover, and bus lines. In the next few years, the station will serve Tri-Rail commuter rail. The 9-acre complex also includes 3 million square feet of residential, office, commercial, and retail development.</p> <p>Wiki - In its final design, MiamiCentral includes a 50,000 square foot dining and grocery marketplace dubbed Central Fare, 130,000 square feet of retail space, one residential building with 800 apartments, and two office buildings.[15][18] It will have five tracks, with three serving Brightline trains and two for Tri-Rail,[14] The office buildings are 3 MiamiCentral (12 stories, 96,000 sq. ft) and 2 MiamiCentral (190,000 sq ft)[</p>	115 NW 3rd St, Miami, FL

City of Miami Future Development / Redevelopment Activity
As of 7/13/2018
Project Area

Development	Planned Opening	Commercial/ Retail (sq. ft)	Office (sq. ft)	Residential (units)	Hotel (rooms)	Other Non Standard Uses / Comments	Location / Map Reference
Skyrise Miami	2020	238,098	10,123			Skyrise Miami is a new proposed iconic landmark of the great City of Miami. Skyrise will be located in the heart of Downtown Miami's Bayfront waterfront on a tiny sliver of land. Standing on the water's edge of Bayside Marketplace, a shopping and dining destination for over 23 million annual visitors, Skyrise Miami is within walking distance to a variety of other entertainment venues including: the American Airlines Arena, home to the world champion Miami Heat; Museum Park, with its two brand new venues, the Science Museum and the Miami Art Museum; and Bayfront Park with over 500,000 annual visitors. Skyrise Miami will include restaurants, night club, a ballroom, event space, amphitheater, flight simulator, a bungee jump, and a ride with a 50-story high speed	401 Biscayne Blvd, Miami, FL
Met Square	2019				570 rooms	The project was supposedly redesigned yet again, and will have a 1,700 seat movie theater beneath a 570 room hotel and, get this, a 41,000 square feet of commercial space.	300 Biscayne Blvd Way, Miami, FL
Epic 2	2019			384 units		Tentatively named Epic 2 is an elliptical 70-story waterfront condominium development.	300 Biscayne Blvd Way, Miami, FL
Mall at Brickell City Centre	2017					Under construction since June, 2012 on four adjoining parcels in the heart of the Brickell district, this 5.4 million square foot mixed use project is one of the largest Miami has seen to date. Brickell CityCentre's 500,000 square foot open air shopping center will satisfy the long-underserved upmarket retail needs of the prospering Brickell neighborhood. Its stylish 243-room hotel, perched atop 93 serviced apartments in the floors below, will provide attentive service for visiting guests, business travelers and part-time residents. Twin condominium towers with approximately 800 units, will offer an array of spacious floorplans, impeccable detailing, and impressive views. Two office towers will soar skyward with over 860,000 combined square feet of prime space ideally located in the epicenter of South Florida's international trade and finance corridor. There will even be a 120,000 square foot Wellness Center, catering to the vibrant medical tourism market in Brickell. Brickell CityCentre breaks important new ground in innovation and sustainability features, as well. Its breathtaking 150,000+ square foot Climate Ribbon™ trellis system incorporates sophisticated passive and active environmental control features as it winds through the complex – a signature concept so exciting	701 S Miami Ave, Miami, FL
SLS Lux	2019			535 condos	60	Mixed-use	801 S Miami Ave, Miami, FL 33130
Brickell Heights West/ East and Commercial	2017	85,000		690		Brickell Heights consist of two luxury condo towers with 47 and 49 stories each, a total of 690 exclusive residences and the upscale Equinox Fitness. Along with 85,000 sq. ft. of retail spaces and a parking garage	850 S Miami Ave, Miami, FL
1010 Brickell	2017	8,045		387		The project features 387 luxury residential residences in the heart of Miami's Brickell Avenue district and dazzling views of the Miami skyline and Biscayne Bay.	1010 Brickell Ave, Miami, FL
Brickell Flatiron	2018	40,000		549		Mixed use, under construction	1001 S Miami Ave, Miami, FL
Panorama Tower	2018	50,000	100,000	821	208	The 19-story pedestal will contain over 100,000 square feet of medically-oriented office space with a teaching facility. Underneath the medical facility will be a 2,000 car parking garage. Lining the garage to the east on Brickell Bay Drive will be a 208-room hotel. Further, both the ground floor and 2nd level of the pedestal will include over 50,000 square feet of high-end retail	1101 Brickell Ave, Miami, FL
Tuscany Cove Apts	2018			160 units		Proposed.	5900 NW 7th Ave, Miami, FL 33127
Satori Hotel Residences	2017			207 units		property covers an area of 32,000 square feet	347 NE 35th Terrace, Miami, FL
Biscayne 27	2019	9600		330 units			2701 Biscayne Blvd, Miami, FL
Prodesa	2019			137 units			444 NE 31st Street, Miami, FL

City of Miami Future Development / Redevelopment Activity
As of 7/13/2018
Project Area

Development	Planned Opening	Commercial/ Retail (sq. ft)	Office (sq. ft)	Residential (units)	Hotel (rooms)	Other Non Standard Uses / Comments	Location / Map Reference
Mariott Marquis Miami World Center	2018	600,000			1800	The Marriott Marquis World Convention Center Hotel, which will feature approximately 1,800 rooms and 600,000 square feet of convention space	700 N Miami Ave, Miami, FL
600 Biscayne Boulevard	2019			650 condos		600 Biscayne Blvd has been approved for 995,000 Saleable Sq.Ft. The Chateau Group plans to develop a 704 ft tall building surrounding the Freedom Tower, and an adjacent 709 ft tall building at 700 Biscayne Blvd	600 Biscayne Blvd, Miami, FL
Miami Innovation District	2019	191,000.00				Proposed condominium. Technology-industry focused megaproject developed by the Innovate Development Group and developer Michael Simkins. http://innovatemiami.com/about/tower	90 NE 11th St, Miami, FL
Residences at Island Gardens	2018				98	Island Gardens will offer 105 fractional units. The fractional units will be sold in seven parcels per property, providing purchasers the opportunity to own a portion of a unit. The Super-Yacht Harbour will be the only location in North America designed for mega-yachts and gigayachts in excess of 400 feet in length. Island Gardens also will feature an ultra-luxury Shangri-La Hotel; The Residences at Island Gardens, a private residence club managed and serviced by Shangri-La Hotels and Resorts, with 98 luxury fractional residences designed by world-renowned architect Piero Lissoni; a lifestyle hotel; CHI, The Spa; 60 high-end retail shops; world-class dining; a unique waterfront promenade; a fish market; leisure gardens; and a maritime gallery	1 Macarthur Cswy, Miami, FL
Miami Seaplane Base	2020	50,000				Redevelopment of the Chalk's Airlines Seaplane Base. Proposal includes 50,000 square feet of retail, restaurant, and office space, as well as an observation	1000 Macarthur Cswy, Miami, FL
Yotel	2018			208	250	YOTEL has announced plans to operate a new 250-cabin hotel in Miami, Florida.	227 NE 2nd St, Miami, FL
Nader Museum and Towers	N/A	90,000		300 condos		The Nader Museum & Towers is planned for a site owned by Mami-Dade College, located between the AA Arena, the Freedom Tower and Miami Dade College. The complex will contain two luxury residential towers, the Latin American Art Museum, a hotel, and facilities for Miami-Dade College.	500 Biscayne Blvd, Miami, FL
Edge on Brickell	2019				200	Proposed	55 SW Miami Ave Rd, Miami, FL
Riverside Tower	2018			449		Riverside Tower is a 449-unit project at 230 Southwest 3rd Street, in front of the City of Miami Riverside Center. It would rise 34 floors, or 360 feet	230 SW 3rd Street, Miami, FL
One River Point	2019			350		The high-rise also feature a robotic parking garage, and an 85-foot waterfall fronting the river.	24 SW 4th St, Miami, FL
54 West Flagler	2018	7,116		391		Mixed-Use, High-rise, Skyscraper	54 W Flagler St, Miami, FL
Liquid Lofts	2019			482		Mixed-Use, Luxury, Skyscraper	35 SW 1st St, Miami, FL
World Trade Center of Americas	2019		246,529	400	100		340 Biscayne Blvd, Miami, FL
Residences at Brickell Key	2018			668		Residences at Brickell Key is slated to be a 1-tower condo project with an undetermined amount of floors and 668 units located on a site on Cloughton Island Drive in Miami in Miami-Dade County.	501 Cloughton Island Dr, Miami, FL
One Brickell City Centre	2019	67000	677000	256 Condos	263	One Brickell City Centre is an 80-story mixed-use tower and the marquee feature of the second phase of the Brickell City Centre megaproject. It includes a hotel, condos, offices, and a retail extension to the Mall at Brickell City Centre. From wikipedia- The plans currently include 67,000 square feet (6,225 m2) of retail, 677,000 square feet (62,895 m2) of Class A office space, 256	700 Brickell Avenue, Miami, FL
Cambria Hotel	N/A				204		145 SW 12th St, Miami, FL

City of Miami Future Development / Redevelopment Activity
As of 7/13/2018
Project Area

Development	Planned Opening	Commercial/ Retail (sq. ft)	Office (sq. ft)	Residential (units)	Hotel (rooms)	Other Non Standard Uses / Comments	Location / Map Reference
Miami Riverwalk	2022			1749	330	Miami River development being designed by JDS Development and is set to be composed of four towers and each about 60 stories tall	
Boulevard Fifty Seven	2017	40,000		107		Approved. Boulevard 57, an eight-story condominium tower for Miami's Biscayne Boulevard, is to bring new residential and commercial offerings to the historic MiMo District. The 107-unit development, on two acres is located between Northeast 57th and Northeast 58th Streets.	5700 Biscayne Blvd, Miami, FL
Triton Center	2018	24,000		317 CONDOS	135 Key hotel rooms	The 722,000 square feet residential, mixed-use development named Triton Center will include 317 condo units, 135 key hotel rooms, a rooftop restaurant, 24,000 square feet of ground-level retail and 587 parking spaces	7880 Biscayne Blvd, Miami, FL
5300 Paseo	2018			219		Approved.	351 NW 51st Terrace, Miami, FL
Triptych	2018	37,181	50,512		297	Triptych is a mixed-use hotel, retail, and commercial property set for the northern border of Midtown	3601 N Miami Ave, Miami, FL
Wynwood Arcade	2019	20,000				The Wynwood Arcade, which consists of 20,000 square feet of retail and restaurant space, breaks down into available spaces starting at 750 square feet.	74 NW 24th St, Miami, FL
Wynwood Square	2018	25,214	55,227	267		Wynwood Square will be a 12-story mixed-use building to be enjoyed by Miami residents and tourists alike. There will be ground retail, 267 residential units above, space for ten art studios, and offices throughout.	2201 N Miami Ave, Miami, FL
25	2019			93		approved	113 NE 25th St, Miami, FL
Elysee	2018			100		approved	788 NE 23rd St, Miami, FL
Missoni Baia	2019			146		approved	700 NE 26th Ter, Miami, FL
Auberge Residences	2017			328		approved	1400 Biscayne Blvd, Miami, FL
1836 Biscayne Blvd	2019			352 Condos		approved	1836 Biscayne Blvd, Miami, FL
Museum Club Miami	N/A				97	Approved, A 21-story, 97 room hotel with restaurant, and spa, developed by Museum Club LLC. A shooting range and archery forest on the lower levels will provide entertainment for guests.	1598 NE 1st Ave, Miami, FL
River Landing	N/A	1,600,000		444		Approved, The project includes almost 9 acres with 444 residential units, 1.6 million sqft of commercial space, 130,000 sqft of commercial space and 2,418 parking spaces	1400 NW N River Dr, Miami, FL
Miami World Center Block E	2018	10,000	38,850	??	344	Block E at Miami Worldcenter will include condo units, rental units, and two hotels. Also included will be a small amount of retail and office space.	26 NE 8th St, Miami, FL
Miami World Center Block G	2018	20,000				approved	58 NE 7th St, Miami, FL
Vice	2019			464		approved	230 NE 4th St, Miami, FL
One Bayfront Plaza	2018	Exhibition space - 130,000	1,400,000	640 condos	800	Approved, one Bayfront Plaza is a proposed multi-use skyscraper in the heart of Downtown Miami along Biscayne Boulevard. The building would stand at 1,010 feet, with 80 floors. The wedge-shaped tower, designed by the prominent firm Kohn Pederson Fox will contain two levels of shops, an 800-room hotel, 130,000 square feet of exhibition space, offices and 640 condos, 1,400,000 square feet (100,000 m2) of Class A office space.	100 S Biscayne Blvd, Miami, FL

City of Miami Future Development / Redevelopment Activity
As of 7/13/2018
Project Area

Development	Planned Opening	Commercial/ Retail (sq. ft)	Office (sq. ft)	Residential (units)	Hotel (rooms)	Other Non Standard Uses / Comments	Location / Map Reference
One Brickell Towers	2019	25,000	41,272	1400 condos	249	Approved, The project will contain three towers, of 57, 77 and 82 stories, with a combination of of mostly residential and hotel, along with about 40,000 square feet of office space and 25,000 square feet of retail.	444 Brickell Ave, Miami, FL
Okan Tower	N/A		64,000	153 condos	236 condo-hotel	Mixed use, planned	555 N Miami Ave, FL 33136
Smart Brickell	N/A			170 condos	150 hotels	Mixed use, planned	229 SW 9th St, Miami, FL 33130
Una	N/A			135 condos		Residential, planned	175 SE 25th Rd, Miami, FL 33129
Art Plaza	2020	15,000		667 condos		Mixed use, under construction	58 NE 14th St, Miami, FL 33132
Aston Martin Residences	2019			390 condos		Residential, under construction	300 Biscayne Blvd Way, Miami, FL
Caoba at Miami WorldCenter	2018			444		Apartments, Under Construction	698 NE 1st Ave, Miami, FL 33132
Cube Wynwood	2018		90,735	35 condos		Mixed use, under construction	230 NW 24th St, Miami, FL 33127
Elysse Miami	2019			100 condos		Residential, Under Construction	788 NE 23rd St, Miami, FL 33137
Hotel Indigo	2018				230	Hotel, under construction	145 SW 11th St, Miami, FL 33130
Maizon at Brickell	2019	15,000		262		Residential, under construction	237 SW 12th St, Miami, FL 33130
Miami WorldCenter (Phase 1)	2019	90,000		1200 condos		Mixed use, under construction	700 N Miami Ave, Miami, FL 33136
MiamiCentral Station (FKA All Aboard Florida)	2018	212,000	880,000	280 condos, 800 apts	250	Mixed use, under construction	NW 1st Ave & NW 3rd St, Miami, FL 33128
Missoni Baia	2020			168 condos		Residential, under construction	777 NE 26th Terr, Miami, FL 33137
Modera Edgewater	2019			297		Residential, under construction	411 NE 24th St, Miami, FL 33137
Muze at Met Square	2018	37,666		392		Mixed use, under construction	300 SE 3rd St, Miami, FL 33131
Paramount Miami WorldCenter	2019			513 condos		Residential, under construction	700 N Miami Ave, Miami, FL 33136
Square Station	2018	15,000		710		Mixed-use, under construction	1410 NE Miami Pl, Miami, FL 33132
The Bradley (Wynwood 26)	2020	32,000		175		Residential, under construction	51 NW 26th St, Miami, FL 33127
Wynwood 25	N/A	31,000		289		Mixed-use, under construction	252 NW 25th St, Miami, FL 33127
X Miami	N/A			464		Residential, under construction	243 NE 3rd St, Miami, FL 33132
Miami Plaza	N/A			473 condos		Residential, under construction	1502 NE Miami Pl, Miami, FL 33132
18	N/A	66,618		392 condos		Mixed use, proposed.	10 SW 8th St, Miami, FL 33130
110 10th at Miami World Center	N/A		944,000			Office use, proposed.	110 NE 10th St, Miami, FL 33132
1700 Biscayne	N/A	181,000		411 condos	216	Mixed use, proposed.	10 SW 8th St, Miami, FL 33130
200 NMA	N/A			328		Mixed use, proposed.	200 N Miami Ave, Miami, FL 33128
300 Biscayne Tower	2018			640 condos		Mixed use, proposed	330 Biscayne Blvd, Miami, FL 33132
31 NE 14th St	N/A		30,000	457 condos	150	Mixed use, proposed	31 NE 14th St, Miami, FL 33132
400 Biscayne	N/A	20,000		690		Mixed use, proposed	400 Biscayne Blvd, Miami, FL 33132
520 Biscayne	N/A			672 condos		Mixed use, proposed	550 Biscayne Blvd, Miami, FL 33132
533 NE 2nd Ave	N/A			150		Mixed-use, proposed	533 NE 2nd Ave, Miami, FL 33132
70 NE 17th St	N/A	8,000		225		Mixed-use, proposed	70 NE 17th St, Miami, FL 33132
Paramount Park	N/A			467 condos	120	Residential, proposed	700 Biscayne Blvd, Miami, FL
888 Brickell	N/A		304,950			Office use, proposed.	888 Brickell Ave, Miami, FL 33131
AR Edgewater	N/A			171		Residential, proposed	2927 NE 4th Ave, Miami, FL 33137
Avenue One	N/A	11,788		311 condos		Mixed-use, proposed	1950 NW 1st Ave, Miami, FL 33136
Banco Santander	N/A	4,330	1,049,066			Mixed-use, proposed	1401 Brickell Ave, Miami, FL 33131
Block 45	N/A	35,000	50,000	500	125	Mixed-use, proposed	152 NW 8th St, Miami, FL 33136

City of Miami Future Development / Redevelopment Activity
As of 7/13/2018
Project Area

Development	Planned Opening	Commercial/ Retail (sq. ft)	Office (sq. ft)	Residential (units)	Hotel (rooms)	Other Non Standard Uses / Comments	Location / Map Reference
Brickell Fire Station	N/A			196		Mixed-use, proposed	1111 SW 2nd Ave, Miami, FL 33130
Caoba at MiamiWorld Center Phase 2	N/A			429		Residential, proposed	698 NE 1st Ave, Miami, FL 33132
Capital at Brickel	N/A	520,000				Retail, proposed	1420 S Miami Ave, Miami, FL 33130
Chelsea	N/A	170,564		222 condos		Mixed-use, proposed	1550 Biscayne Blvd, Miami, FL 33132
Courtyard at Marriott	N/A				270	Hotel, proposed	511 NE 15th St, Miami, FL 33132
Edge Condo Hotel	N/A			70 condos	200	Mixed-use, proposed	55 SW Miami Ave, FL 33130
El Eden Micro Units	N/A			132 condos		Mixed-use, proposed	115 SW 8th St, Miami, FL 33130
Embassy Suites/Home 2	N/A				211	Hotel, proposed	1129 SW 3rd Ave, Miami, FL 33130
Empire World Towers	N/A			1557 condos		Mixed-use, proposed	330 Biscayne Blvd, Miami, FL 33132
Gateway at Wynwood	N/A	25,313	181,613			Mixed-use, proposed	2916 N Miami Ave, FL 33127
Grand Station	N/A	5,000		300		Mixed-use, proposed	40 NW 3rd St, Miami, FL 33128
Grand Station (Mana)	N/A				150	Mixed-use, proposed	240 N Miami Ave, Miami, FL 33128
Hyatt Knight Center Towers	N/A	150,000		1800	900	Mixed-use, proposed	400 SE 2nd Ave, Miami, FL 33131
Lima	N/A	16,873	30,430	206 condos		Mixed-use, proposed	2919 Biscayne Blvd, Miami, FL 33137
Luma at Miami World Center	N/A			429		Residential, proposed	700 N Miami Ave, Miami, FL 33136
Lynx	N/A			483		Mixed-use, proposed	16 SE 2nd St, Miami, FL 33131
M-Tower	N/A	25,000		440 condos		Mixed-use, proposed	70 SW 1st St, Miami, FL 33130
Miami Station Tower	N/A	4,989		153		Mixed-use, proposed	28 W Flagler St, Miami, FL 33131
Midtown 7	N/A			391		Residential, proposed	3001 NE 1st Ave, Miami, FL 33137
Nexus Riverside Central	N/A	30,000		1350	150	Mixed-use, proposed	444 SW 2nd Ave, Miami, FL 33130
Portico	N/A			324 condos		Residential, proposed	1837 NE 4th Ave, Miami, FL 33132
Resorts World	N/A			864 condos	309	Mixed-use, proposed	1 Herald Plaza, Miami, FL 33132
Sawyer's Landing	N/A	220,000		115 workforce housing		Mixed-use, proposed	249 NW 6th St, Miami, FL 33136
The Arts Luxury Rentals	N/A			550		Residential, proposed	38 NE 17th St, Miami, FL 33132
Vib Best Western Miami	N/A				200	Mixed-use, proposed	79 NE 17th Terr, Miami, FL 33132
Wynwood 29	N/A	88,000		306		Mixed-use, proposed	2828 NW 1st Ave, Miami, FL 33127
Wynwood Plant	N/A	39,000	19,200	264		Mixed-use, proposed	2801 NW 3rd Ave, Miami, FL 33127

CITY OF MIAMI BEACH

Lorin Brissett

From: Westin, Lynda <LyndaWestin@miamibeachfl.gov>
Sent: Wednesday, May 30, 2018 12:19 PM
To: Lorin Brissett
Cc: Yee Fong, Shereen; Steinmiller, Phil
Subject: RE: I-195 Corridor Planning Study - Request for Future Development Information (City of Miami Beach)

Good morning, Lorin. Thank you for forwarding this request.

Just to the north of the northern boundary you drew there is an area called the North Beach Town Center where the FAR was raised from 1.24 to 3.75. We anticipate this area to be the source of the majority of Miami Beach growth.

Many of the trips to and through this area will originate at the Tuttle. We are currently finalizing a Mobility Study for this area.

Would the team be open to including this in the area that you all are requesting?

Best regards,

Lynda

The logo for the City of Miami Beach, featuring the word "MIAMIBEACH" in a bold, green, sans-serif font.

Lynda Westin
Transportation Manager
Transportation Department
(305) 673-7000 ext. 6693
(305) 401-5788 Mobile

From: Lorin Brissett [mailto:lbrissett@bcceng.com]
Sent: Wednesday, May 30, 2018 10:37 AM
To: Westin, Lynda
Cc: Yee Fong, Shereen; Steinmiller, Phil
Subject: I-195 Corridor Planning Study - Request for Future Development Information (City of Miami Beach)
Importance: High

Good Morning Lynda,

As a follow up to our PAT meeting from last week, we are requesting any information the City of Miami Beach has on future development/redevelopment activity within the limits of the area (highlighted in purple) as shown on the attached map. I have also attached a sample format (from the City of Miami) that would be most useful. We need this information to assist us in estimating the likely future impacts to the study area.

Please let me know if 2 to 3 weeks is a reasonable time frame to allow for the City to gather the requested information. If the City already has this information in a GIS database that can be shared with us, that could work as well.

Let us know if you have any questions or need clarification on our request.

Thanks for your help.

Regards,

Lorin Brissett, PE



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4901 NW 17th Way, Suite 506, Fort Lauderdale, FL 33309
t. 954.928.1828 | www.bcceng.com



From: Charesse Chester [<mailto:cchester@creativisionmedia.com>]

Sent: Thursday, May 24, 2018 9:55 AM

To: fm@midtownmiamicdd.net; Worth, Collin <cworth@miamigov.com>; vinod.sandanasamy@miamidade.gov; josegonzalez@miamibeachfl.gov; lyndawestin@miamibeachfl.gov; Maria Elisa Colmenares <lisa.colmenares@miamidade.gov>; Allopez Mack <axm@miamidade.gov>; mdiaz@mdxway.com; isabelc@sfrpc.com; jwalker@miamigov.com; manny@wynwoodbid.com; Kevin Brown <kebrown@hntb.com>

Cc: Yee Fong, Shereen <Shereen.YeeFong@dot.state.fl.us>; Lorin Brissett <lbrissett@bcceng.com>; Jose Munoz <jmunoz@bcceng.com>; Shieda Castillo <scastillo@creativisionmedia.com>

Subject: FDOT I-195 Corridor Planning Study - PAT Meeting #1 PowerPoint

Good morning PAT members,

Thank you for attending the first meeting of the I-195 Corridor Planning Study PAT.

Attached please find the PPT for your review.

Charesse Chester
Chief Creative Officer
Creativision MEDIA
Office:305-944-7564
cchester@creativisionmedia.com
633 NE 167th Street
Suite 600
Miami, FL 33162
DBE/SBE Certified
www.creativisionmedia.com

Media + Events + Design +
Intergovernmental Affairs + Advocacy



**North Beach Town Center
Summary of Changes in Zoning Designations**

Scenario	Zoning Affected	Land Use			
		Residential Units	Hotel Rooms	Retail	Office
Current Yield	TC-1, TC-2, TC-3	1,662	131	234,545	21,642
Proposed	TC-1, TC-2, TC-3	2,162	2,455	234,545	404,196
Δ Change		500	2,324	-	382,554

Source:

FDOT D6 April 4 Comments on City of Miami Beach Comprehensive Plan Amendment North Beach Town Center Revitalization Overlay

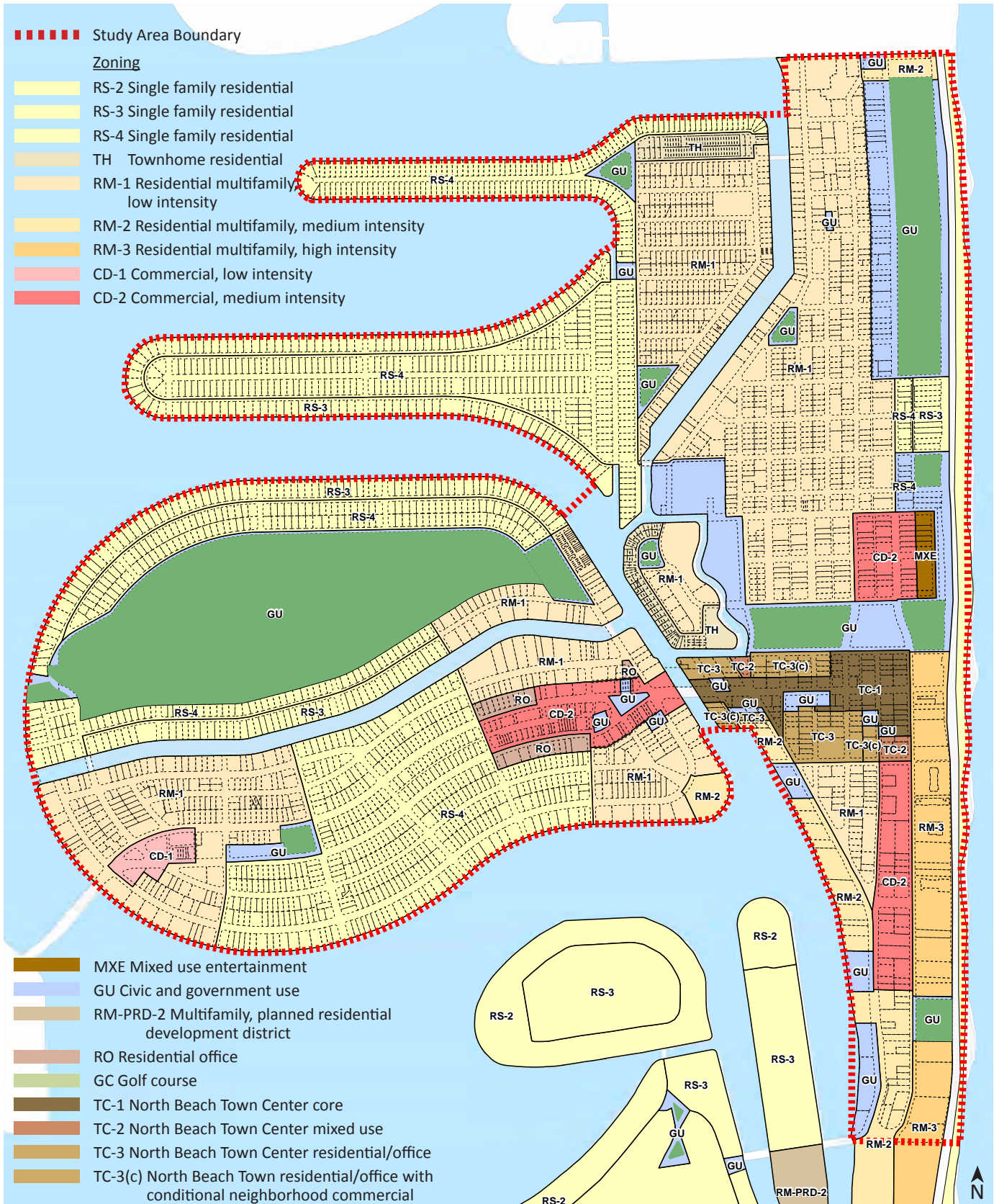
Zoning Map

Study Area Boundary

Zoning

- RS-2 Single family residential
- RS-3 Single family residential
- RS-4 Single family residential
- TH Townhome residential
- RM-1 Residential multifamily, low intensity
- RM-2 Residential multifamily, medium intensity
- RM-3 Residential multifamily, high intensity
- CD-1 Commercial, low intensity
- CD-2 Commercial, medium intensity

- MXE Mixed use entertainment
- GU Civic and government use
- RM-PRD-2 Multifamily, planned residential development district
- RO Residential office
- GC Golf course
- TC-1 North Beach Town Center core
- TC-2 North Beach Town Center mixed use
- TC-3 North Beach Town Center residential/office
- TC-3(c) North Beach Town residential/office with conditional neighborhood commercial





Florida Department of Transportation

RICK SCOTT
GOVERNOR

1000 NW 111 Avenue
Miami, FL 33172-5800

MIKE DEW
SECRETARY

April 4, 2018

Thomas Mooney, AICP
Planning Department
City of Miami Beach
1700 Convention Center Drive
Miami Beach, FL 33139

**Subject: Comments for the City of Miami Beach 2018 Comprehensive Plan
Amendment – North Beach Town Center Revitalization Overlay
FDEO #18-01ESR**

Dear Mr. Mooney:

The Florida Department of Transportation, District Six, completed a review of the proposed amendment to the City of Miami Beach's Comprehensive Plan concerning the North Beach Town Center Revitalization Overlay. The District reviewed the amendment package per Chapter 163 Florida Statutes and found the proposed amendment would not significantly impact transportation resources and facilities of state importance.

Please contact me at 305-470-5393 if you have any questions concerning our response.

Sincerely,

A handwritten signature in blue ink that reads "Shereen Yee Fong". The signature is written in a cursive style.

Shereen Yee Fong
Transportation Planner IV

Mr. Thomas Mooney
April 4, 2018
Page 2

Cc: Harold Desdunes, P.E., Florida Department of Transportation, District 6
Dat Huynh, P.E., Florida Department of Transportation, District 6
Ken Jeffries, Florida Department of Transportation, District 6
Shereen Yee Fong, Florida Department of Transportation, District 6
Ray Eubanks, Department of Economic Opportunity
Isabel Moreno, South Florida Regional Planning Council

COMPREHENSIVE PLAN AMENDMENT COMMENTS

Local Government/Development: City of Miami Beach Comprehensive Plan Amendment
North Beach Town Center Revitalization Overlay

DEO Amendment No.: Miami Beach 18-1ESR

Date of FDOT Receipt: March 12, 2018

Review Comment Deadline: April 11, 2018

Today's Date: April 4, 2018

OVERVIEW

The City of Miami Beach proposes an amendment to its Comprehensive Plan to increase density in the North Beach Town Center area via a Revitalization Overlay. The comprehensive plan amendment would increase the Floor Area Ratio (FAR) to 3.5 for the Town Center Core Category (TC-1), TC-2, and TC-3 zoning districts. This represents an increase in the FAR for TC-1, which is currently between 2.25 and 2.75; an increase for TC-2 which is currently 2.0; and an increase for TC-3 which is currently 1.25.

The proposed density limits for TC-1 are 150 dwelling units per acre; for TC-2 the density limits are 100 dwelling units per acre; and for TC-3 the density limits are 60 dwelling units per acre.

The North Beach Town Center Revitalization Overlay is generally bounded by 69th Street to the south, Indian Creek Drive to the west, 72nd Street to the north, and Collins Avenue to the east. It consists of approximately 22.6 acres.

ANALYSIS

The North Beach Master Plan recommended increasing the FAR to 3.5 for the Town Center zoning districts (TC-1, TC-2, and TC-3), and this was supported via a public referendum on November 7, 2017. The goal of the recommendation is to enable the design and construction of larger buildings within the Town Center, and to encourage the development of 71st Street as a "main street" for the North Beach area.

If these properties were to develop under current regulations, the City analyzed the study area consisting of 1,662 dwelling units, 131 Hotel rooms, 234,545 square feet of Retail, and 21,642 square feet of Office.

With the proposed amendment, the study area was evaluated by the City consisting of 2,162 dwelling units, 2,455 Hotel rooms, 234,545 square feet of Retail, and 404,196 square feet of Office. The estimates assume the maximum allowable density for Residential Units at 800 SF per Unit, 50% of lot Area for Retail, 1/3 of remaining floor area for Office, and 2/3 of remaining floor area for Hotel at minimum possible unit, 110 per LORs.

According to the City's analysis, the proposed amendment would add 2,680 new PM peak hour gross trips to the roadway network, and 1,206 new PM peak hour automobile trips.

The North Beach Town Center Revitalization Overlay is located nearly 5 miles from I-195 and I-95, both of which are SIS facilities. Given the distance the project is from nearby SIS facilities, it was determined that the net increase in traffic volume from the amendment would not significantly impact any SIS facilities.

CONCLUSIONS

The District reviewed the amendment package per Chapter 163 Florida Statutes and found the proposed amendment would not significantly impact transportation resources and facilities of state importance.

SEASONAL ADJUSTMENT & AXLE CORRECTION FACTORS

2016 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8719 MIAMI-DADE I 195

WEEK	DATES	SF	MOCF: 0.96 PSCF
1	01/01/2016 - 01/02/2016	1.01	1.05
2	01/03/2016 - 01/09/2016	1.00	1.04
3	01/10/2016 - 01/16/2016	0.99	1.03
4	01/17/2016 - 01/23/2016	0.99	1.03
* 5	01/24/2016 - 01/30/2016	0.98	1.02
* 6	01/31/2016 - 02/06/2016	0.98	1.02
* 7	02/07/2016 - 02/13/2016	0.97	1.01
* 8	02/14/2016 - 02/20/2016	0.97	1.01
* 9	02/21/2016 - 02/27/2016	0.96	1.00
*10	02/28/2016 - 03/05/2016	0.95	0.99
*11	03/06/2016 - 03/12/2016	0.95	0.99
*12	03/13/2016 - 03/19/2016	0.94	0.98
*13	03/20/2016 - 03/26/2016	0.95	0.99
*14	03/27/2016 - 04/02/2016	0.96	1.00
*15	04/03/2016 - 04/09/2016	0.97	1.01
*16	04/10/2016 - 04/16/2016	0.98	1.02
*17	04/17/2016 - 04/23/2016	0.98	1.02
18	04/24/2016 - 04/30/2016	0.99	1.03
19	05/01/2016 - 05/07/2016	0.99	1.03
20	05/08/2016 - 05/14/2016	1.00	1.04
21	05/15/2016 - 05/21/2016	1.00	1.04
22	05/22/2016 - 05/28/2016	1.01	1.05
23	05/29/2016 - 06/04/2016	1.01	1.05
24	06/05/2016 - 06/11/2016	1.02	1.06
25	06/12/2016 - 06/18/2016	1.03	1.07
26	06/19/2016 - 06/25/2016	1.02	1.06
27	06/26/2016 - 07/02/2016	1.02	1.06
28	07/03/2016 - 07/09/2016	1.01	1.05
29	07/10/2016 - 07/16/2016	1.01	1.05
30	07/17/2016 - 07/23/2016	1.01	1.05
31	07/24/2016 - 07/30/2016	1.01	1.05
32	07/31/2016 - 08/06/2016	1.02	1.06
33	08/07/2016 - 08/13/2016	1.02	1.06
34	08/14/2016 - 08/20/2016	1.03	1.07
35	08/21/2016 - 08/27/2016	1.03	1.07
36	08/28/2016 - 09/03/2016	1.03	1.07
37	09/04/2016 - 09/10/2016	1.03	1.07
38	09/11/2016 - 09/17/2016	1.04	1.08
39	09/18/2016 - 09/24/2016	1.04	1.08
40	09/25/2016 - 10/01/2016	1.04	1.08
41	10/02/2016 - 10/08/2016	1.05	1.09
42	10/09/2016 - 10/15/2016	1.05	1.09
43	10/16/2016 - 10/22/2016	1.05	1.09
44	10/23/2016 - 10/29/2016	1.04	1.08
45	10/30/2016 - 11/05/2016	1.04	1.08
46	11/06/2016 - 11/12/2016	1.03	1.07
47	11/13/2016 - 11/19/2016	1.03	1.07
48	11/20/2016 - 11/26/2016	1.02	1.06
49	11/27/2016 - 12/03/2016	1.02	1.06
50	12/04/2016 - 12/10/2016	1.01	1.05
51	12/11/2016 - 12/17/2016	1.01	1.05
52	12/18/2016 - 12/24/2016	1.00	1.04
53	12/25/2016 - 12/31/2016	0.99	1.03

* PEAK SEASON

21-FEB-2017 10:54:35

830UPD

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2017 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8795 MIAMI-DADE I 95

WEEK	DATES	SF	MOCF: 0.96 PSCF
1	01/01/2017 - 01/07/2017	1.00	1.04
2	01/08/2017 - 01/14/2017	1.01	1.05
3	01/15/2017 - 01/21/2017	1.01	1.05
4	01/22/2017 - 01/28/2017	1.00	1.04
5	01/29/2017 - 02/04/2017	0.99	1.03
* 6	02/05/2017 - 02/11/2017	0.97	1.01
* 7	02/12/2017 - 02/18/2017	0.96	1.00
* 8	02/19/2017 - 02/25/2017	0.96	1.00
* 9	02/26/2017 - 03/04/2017	0.95	0.99
*10	03/05/2017 - 03/11/2017	0.95	0.99
*11	03/12/2017 - 03/18/2017	0.94	0.98
*12	03/19/2017 - 03/25/2017	0.95	0.99
*13	03/26/2017 - 04/01/2017	0.96	1.00
*14	04/02/2017 - 04/08/2017	0.96	1.00
*15	04/09/2017 - 04/15/2017	0.97	1.01
*16	04/16/2017 - 04/22/2017	0.98	1.02
*17	04/23/2017 - 04/29/2017	0.99	1.03
*18	04/30/2017 - 05/06/2017	0.99	1.03
19	05/07/2017 - 05/13/2017	1.00	1.04
20	05/14/2017 - 05/20/2017	1.00	1.04
21	05/21/2017 - 05/27/2017	1.00	1.04
22	05/28/2017 - 06/03/2017	1.00	1.04
23	06/04/2017 - 06/10/2017	1.01	1.05
24	06/11/2017 - 06/17/2017	1.01	1.05
25	06/18/2017 - 06/24/2017	1.01	1.05
26	06/25/2017 - 07/01/2017	1.01	1.05
27	07/02/2017 - 07/08/2017	1.01	1.05
28	07/09/2017 - 07/15/2017	1.00	1.04
29	07/16/2017 - 07/22/2017	1.00	1.04
30	07/23/2017 - 07/29/2017	1.00	1.04
31	07/30/2017 - 08/05/2017	1.01	1.05
32	08/06/2017 - 08/12/2017	1.01	1.05
33	08/13/2017 - 08/19/2017	1.01	1.05
34	08/20/2017 - 08/26/2017	1.01	1.05
35	08/27/2017 - 09/02/2017	1.02	1.06
36	09/03/2017 - 09/09/2017	1.02	1.06
37	09/10/2017 - 09/16/2017	1.03	1.07
38	09/17/2017 - 09/23/2017	1.03	1.07
39	09/24/2017 - 09/30/2017	1.03	1.07
40	10/01/2017 - 10/07/2017	1.03	1.07
41	10/08/2017 - 10/14/2017	1.03	1.07
42	10/15/2017 - 10/21/2017	1.03	1.07
43	10/22/2017 - 10/28/2017	1.02	1.06
44	10/29/2017 - 11/04/2017	1.01	1.05
45	11/05/2017 - 11/11/2017	1.00	1.04
46	11/12/2017 - 11/18/2017	0.99	1.03
47	11/19/2017 - 11/25/2017	0.99	1.03
48	11/26/2017 - 12/02/2017	0.99	1.03
49	12/03/2017 - 12/09/2017	1.00	1.04
50	12/10/2017 - 12/16/2017	1.00	1.04
51	12/17/2017 - 12/23/2017	1.00	1.04
52	12/24/2017 - 12/30/2017	1.01	1.05
53	12/31/2017 - 12/31/2017	1.01	1.05

* PEAK SEASON

02-MAR-2018 15:35:07

830UPD

6_8795_PKSEASON.TXT

2017 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 8700 MIAMI-DADE NORTH

WEEK	DATES	SF	MOCF: 0.96 PSCF
1	01/01/2017 - 01/07/2017	1.07	1.11
2	01/08/2017 - 01/14/2017	1.04	1.08
3	01/15/2017 - 01/21/2017	1.01	1.05
4	01/22/2017 - 01/28/2017	1.00	1.04
5	01/29/2017 - 02/04/2017	0.99	1.03
6	02/05/2017 - 02/11/2017	0.98	1.02
7	02/12/2017 - 02/18/2017	0.97	1.01
* 8	02/19/2017 - 02/25/2017	0.97	1.01
* 9	02/26/2017 - 03/04/2017	0.96	1.00
*10	03/05/2017 - 03/11/2017	0.95	0.99
*11	03/12/2017 - 03/18/2017	0.95	0.99
*12	03/19/2017 - 03/25/2017	0.95	0.99
*13	03/26/2017 - 04/01/2017	0.96	1.00
*14	04/02/2017 - 04/08/2017	0.96	1.00
*15	04/09/2017 - 04/15/2017	0.97	1.01
*16	04/16/2017 - 04/22/2017	0.97	1.01
*17	04/23/2017 - 04/29/2017	0.97	1.01
*18	04/30/2017 - 05/06/2017	0.97	1.01
*19	05/07/2017 - 05/13/2017	0.97	1.01
*20	05/14/2017 - 05/20/2017	0.97	1.01
21	05/21/2017 - 05/27/2017	0.98	1.02
22	05/28/2017 - 06/03/2017	0.98	1.02
23	06/04/2017 - 06/10/2017	0.99	1.03
24	06/11/2017 - 06/17/2017	0.99	1.03
25	06/18/2017 - 06/24/2017	1.00	1.04
26	06/25/2017 - 07/01/2017	1.00	1.04
27	07/02/2017 - 07/08/2017	1.01	1.05
28	07/09/2017 - 07/15/2017	1.01	1.05
29	07/16/2017 - 07/22/2017	1.01	1.05
30	07/23/2017 - 07/29/2017	1.01	1.05
31	07/30/2017 - 08/05/2017	1.00	1.04
32	08/06/2017 - 08/12/2017	1.00	1.04
33	08/13/2017 - 08/19/2017	1.00	1.04
34	08/20/2017 - 08/26/2017	1.04	1.08
35	08/27/2017 - 09/02/2017	1.07	1.11
36	09/03/2017 - 09/09/2017	1.11	1.16
37	09/10/2017 - 09/16/2017	1.14	1.19
38	09/17/2017 - 09/23/2017	1.12	1.17
39	09/24/2017 - 09/30/2017	1.10	1.15
40	10/01/2017 - 10/07/2017	1.08	1.13
41	10/08/2017 - 10/14/2017	1.06	1.10
42	10/15/2017 - 10/21/2017	1.04	1.08
43	10/22/2017 - 10/28/2017	1.05	1.09
44	10/29/2017 - 11/04/2017	1.06	1.10
45	11/05/2017 - 11/11/2017	1.07	1.11
46	11/12/2017 - 11/18/2017	1.07	1.11
47	11/19/2017 - 11/25/2017	1.07	1.11
48	11/26/2017 - 12/02/2017	1.07	1.11
49	12/03/2017 - 12/09/2017	1.07	1.11
50	12/10/2017 - 12/16/2017	1.07	1.11
51	12/17/2017 - 12/23/2017	1.05	1.09
52	12/24/2017 - 12/30/2017	1.03	1.07
53	12/31/2017 - 12/31/2017	1.01	1.05

* PEAK SEASON

02-MAR-2018 15:35:06

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6_8700_PKSEASON.TXT

2017 Axle Correction Factor		
Facility	Axle Factor	
SR 9/I-95	0.99	
SR 112/I-195	0.95	¹
Ramps on SR 112	0.98	²
Ramps on I-95	0.99	²
US-1/Biscayne Blvd	0.98	²
NE 36th Street/US-27/SR 25	0.99	²
Alton Road/SR 907	0.99	²
Alton Road Ramps	0.99	²
<i>Notes:</i>		
<i>1) Districtwide classification factor as the facility does not have any value in the report.</i>		
<i>2) Derived from axle factor category report (FTI)</i>		

2017 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 87 - MIAMI-DADE

WEEK	DATES	GRID 1	8700	MIAMI-DADE	8701 OFF-SYSTEM	8702 SR 5/US-1/FROM COUNTY LIN	SR 997 -	8703 SR 9336
1	01/01/2017 - 01/07/2017		0.84		0.97	0.98		0.95
2	01/08/2017 - 01/14/2017		0.84		0.97	0.98		0.95
3	01/15/2017 - 01/21/2017		0.84		0.97	0.98		0.95
4	01/22/2017 - 01/28/2017		0.84		0.97	0.98		0.95
5	01/29/2017 - 02/04/2017		0.84		0.97	0.98		0.96
6	02/05/2017 - 02/11/2017		0.84		0.97	0.98		0.96
7	02/12/2017 - 02/18/2017		0.84		0.97	0.98		0.96
8	02/19/2017 - 02/25/2017		0.84		0.97	0.98		0.96
9	02/26/2017 - 03/04/2017		0.83		0.97	0.98		0.97
10	03/05/2017 - 03/11/2017		0.83		0.97	0.98		0.97
11	03/12/2017 - 03/18/2017		0.83		0.97	0.98		0.97
12	03/19/2017 - 03/25/2017		0.83		0.97	0.98		0.97
13	03/26/2017 - 04/01/2017		0.82		0.97	0.98		0.97
14	04/02/2017 - 04/08/2017		0.82		0.96	0.98		0.97
15	04/09/2017 - 04/15/2017		0.82		0.96	0.98		0.97
16	04/16/2017 - 04/22/2017		0.81		0.96	0.98		0.97
17	04/23/2017 - 04/29/2017		0.81		0.96	0.98		0.97
18	04/30/2017 - 05/06/2017		0.81		0.96	0.98		0.97
19	05/07/2017 - 05/13/2017		0.80		0.96	0.98		0.97
20	05/14/2017 - 05/20/2017		0.80		0.96	0.98		0.97
21	05/21/2017 - 05/27/2017		0.80		0.96	0.98		0.97
22	05/28/2017 - 06/03/2017		0.80		0.96	0.98		0.96
23	06/04/2017 - 06/10/2017		0.79		0.96	0.98		0.96
24	06/11/2017 - 06/17/2017		0.79		0.96	0.98		0.96
25	06/18/2017 - 06/24/2017		0.79		0.94	0.98		0.96
26	06/25/2017 - 07/01/2017		0.79		0.92	0.98		0.96
27	07/02/2017 - 07/08/2017		0.80		0.90	0.98		0.96
28	07/09/2017 - 07/15/2017		0.80		0.88	0.98		0.96
29	07/16/2017 - 07/22/2017		0.80		0.90	0.98		0.96
30	07/23/2017 - 07/29/2017		0.80		0.92	0.98		0.96
31	07/30/2017 - 08/05/2017		0.80		0.94	0.98		0.96
32	08/06/2017 - 08/12/2017		0.80		0.96	0.98		0.96
33	08/13/2017 - 08/19/2017		0.81		0.98	0.98		0.96
34	08/20/2017 - 08/26/2017		0.81		0.98	0.98		0.96
35	08/27/2017 - 09/02/2017		0.81		0.98	0.98		0.96
36	09/03/2017 - 09/09/2017		0.81		0.98	0.98		0.96
37	09/10/2017 - 09/16/2017		0.81		0.98	0.98		0.96
38	09/17/2017 - 09/23/2017		0.81		0.98	0.98		0.96
39	09/24/2017 - 09/30/2017		0.82		0.98	0.98		0.96
40	10/01/2017 - 10/07/2017		0.82		0.98	0.98		0.96
41	10/08/2017 - 10/14/2017		0.82		0.98	0.98		0.96
42	10/15/2017 - 10/21/2017		0.82		0.98	0.98		0.96
43	10/22/2017 - 10/28/2017		0.82		0.98	0.98		0.95
44	10/29/2017 - 11/04/2017		0.82		0.97	0.98		0.95
45	11/05/2017 - 11/11/2017		0.83		0.97	0.98		0.95
46	11/12/2017 - 11/18/2017		0.83		0.97	0.98		0.95
47	11/19/2017 - 11/25/2017		0.83		0.97	0.98		0.95
48	11/26/2017 - 12/02/2017		0.83		0.97	0.98		0.95
49	12/03/2017 - 12/09/2017		0.83		0.97	0.98		0.95
50	12/10/2017 - 12/16/2017		0.83		0.97	0.98		0.95
51	12/17/2017 - 12/23/2017		0.84		0.97	0.98		0.95
52	12/24/2017 - 12/30/2017		0.84		0.97	0.98		0.95
53	12/31/2017 - 12/31/2017		0.84		0.97	0.98		0.95

2017 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 87 - MIAMI-DADE

WEEK	DATES	SR 860, 852	8724	SR 969	8725	SR 909, 915	8726	SR 907	8727
1	01/01/2017 - 01/07/2017		0.99		0.97		1.00		0.99
2	01/08/2017 - 01/14/2017		0.99		0.97		1.00		0.99
3	01/15/2017 - 01/21/2017		0.99		0.97		1.00		0.99
4	01/22/2017 - 01/28/2017		0.99		0.97		1.00		0.99
5	01/29/2017 - 02/04/2017		0.99		0.97		1.00		0.99
6	02/05/2017 - 02/11/2017		0.99		0.97		1.00		0.99
7	02/12/2017 - 02/18/2017		0.99		0.97		1.00		0.99
8	02/19/2017 - 02/25/2017		0.99		0.97		1.00		0.99
9	02/26/2017 - 03/04/2017		0.99		0.97		1.00		0.99
10	03/05/2017 - 03/11/2017		0.99		0.97		1.00		0.99
11	03/12/2017 - 03/18/2017		0.99		0.97		1.00		0.99
12	03/19/2017 - 03/25/2017		0.99		0.97		1.00		0.99
13	03/26/2017 - 04/01/2017		0.99		0.97		1.00		0.99
14	04/02/2017 - 04/08/2017		0.99		0.97		1.00		0.99
15	04/09/2017 - 04/15/2017		0.99		0.97		1.00		0.99
16	04/16/2017 - 04/22/2017		0.98		0.97		1.00		0.99
17	04/23/2017 - 04/29/2017		0.98		0.97		1.00		0.99
18	04/30/2017 - 05/06/2017		0.97		0.97		1.00		0.99
19	05/07/2017 - 05/13/2017		0.96		0.97		1.00		0.99
20	05/14/2017 - 05/20/2017		0.96		0.97		1.00		0.99
21	05/21/2017 - 05/27/2017		0.95		0.97		1.00		0.99
22	05/28/2017 - 06/03/2017		0.94		0.97		1.00		0.99
23	06/04/2017 - 06/10/2017		0.94		0.97		1.00		0.99
24	06/11/2017 - 06/17/2017		0.93		0.97		1.00		0.99
25	06/18/2017 - 06/24/2017		0.95		0.97		1.00		0.99
26	06/25/2017 - 07/01/2017		0.97		0.97		1.00		0.99
27	07/02/2017 - 07/08/2017		0.98		0.97		1.00		0.99
28	07/09/2017 - 07/15/2017		1.00		0.97		1.00		0.99
29	07/16/2017 - 07/22/2017		1.00		0.97		1.00		0.99
30	07/23/2017 - 07/29/2017		1.00		0.97		1.00		0.99
31	07/30/2017 - 08/05/2017		1.00		0.97		1.00		0.99
32	08/06/2017 - 08/12/2017		1.00		0.97		1.00		0.99
33	08/13/2017 - 08/19/2017		1.00		0.97		1.00		0.99
34	08/20/2017 - 08/26/2017		1.00		0.97		1.00		0.99
35	08/27/2017 - 09/02/2017		1.00		0.97		1.00		0.99
36	09/03/2017 - 09/09/2017		1.00		0.97		1.00		0.99
37	09/10/2017 - 09/16/2017		1.00		0.97		1.00		0.99
38	09/17/2017 - 09/23/2017		1.00		0.97		1.00		0.99
39	09/24/2017 - 09/30/2017		1.00		0.97		1.00		0.99
40	10/01/2017 - 10/07/2017		1.00		0.97		1.00		0.99
41	10/08/2017 - 10/14/2017		0.99		0.97		1.00		0.99
42	10/15/2017 - 10/21/2017		0.99		0.97		1.00		0.99
43	10/22/2017 - 10/28/2017		0.99		0.97		1.00		0.99
44	10/29/2017 - 11/04/2017		0.99		0.97		1.00		0.99
45	11/05/2017 - 11/11/2017		0.99		0.97		1.00		0.99
46	11/12/2017 - 11/18/2017		0.99		0.97		1.00		0.99
47	11/19/2017 - 11/25/2017		0.99		0.97		1.00		0.99
48	11/26/2017 - 12/02/2017		0.99		0.97		1.00		0.99
49	12/03/2017 - 12/09/2017		0.99		0.97		1.00		0.99
50	12/10/2017 - 12/16/2017		0.99		0.97		1.00		0.99
51	12/17/2017 - 12/23/2017		0.99		0.97		1.00		0.99
52	12/24/2017 - 12/30/2017		0.99		0.97		1.00		0.99
53	12/31/2017 - 12/31/2017		0.99		0.97		1.00		0.99

2017 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 87 - MIAMI-DADE

WEEK	DATES	SR 826, 856	8740 (BEACH)	SR 90/US-41/TAMIAMI FROM	SR 953	8742	8743 RAMPS ON SR-112-AIRPORT E
1	01/01/2017 - 01/07/2017		0.99			0.96	0.98
2	01/08/2017 - 01/14/2017		0.99			0.96	0.98
3	01/15/2017 - 01/21/2017		0.99			0.96	0.98
4	01/22/2017 - 01/28/2017		0.99			0.96	0.98
5	01/29/2017 - 02/04/2017		0.99			0.96	0.98
6	02/05/2017 - 02/11/2017		0.99			0.96	0.98
7	02/12/2017 - 02/18/2017		0.99			0.96	0.98
8	02/19/2017 - 02/25/2017		0.99			0.96	0.98
9	02/26/2017 - 03/04/2017		0.99			0.96	0.98
10	03/05/2017 - 03/11/2017		0.99			0.96	0.98
11	03/12/2017 - 03/18/2017		0.99			0.96	0.98
12	03/19/2017 - 03/25/2017		0.99			0.96	0.98
13	03/26/2017 - 04/01/2017		0.99			0.96	0.98
14	04/02/2017 - 04/08/2017		0.99			0.96	0.98
15	04/09/2017 - 04/15/2017		0.99			0.96	0.98
16	04/16/2017 - 04/22/2017		0.99			0.96	0.98
17	04/23/2017 - 04/29/2017		0.99			0.96	0.98
18	04/30/2017 - 05/06/2017		0.99			0.96	0.98
19	05/07/2017 - 05/13/2017		0.99			0.96	0.98
20	05/14/2017 - 05/20/2017		0.99			0.96	0.98
21	05/21/2017 - 05/27/2017		0.99			0.96	0.98
22	05/28/2017 - 06/03/2017		0.99			0.96	0.98
23	06/04/2017 - 06/10/2017		0.99			0.96	0.98
24	06/11/2017 - 06/17/2017		0.99			0.96	0.98
25	06/18/2017 - 06/24/2017		0.99			0.96	0.98
26	06/25/2017 - 07/01/2017		0.99			0.96	0.98
27	07/02/2017 - 07/08/2017		0.99			0.96	0.98
28	07/09/2017 - 07/15/2017		0.99			0.96	0.98
29	07/16/2017 - 07/22/2017		0.99			0.96	0.98
30	07/23/2017 - 07/29/2017		0.99			0.96	0.98
31	07/30/2017 - 08/05/2017		0.99			0.96	0.98
32	08/06/2017 - 08/12/2017		0.99			0.96	0.98
33	08/13/2017 - 08/19/2017		0.99			0.96	0.98
34	08/20/2017 - 08/26/2017		0.99			0.96	0.98
35	08/27/2017 - 09/02/2017		0.99			0.96	0.98
36	09/03/2017 - 09/09/2017		0.99			0.96	0.98
37	09/10/2017 - 09/16/2017		0.99			0.96	0.98
38	09/17/2017 - 09/23/2017		0.99			0.96	0.98
39	09/24/2017 - 09/30/2017		0.99			0.96	0.98
40	10/01/2017 - 10/07/2017		0.99			0.96	0.98
41	10/08/2017 - 10/14/2017		0.99			0.96	0.98
42	10/15/2017 - 10/21/2017		0.99			0.96	0.98
43	10/22/2017 - 10/28/2017		0.99			0.96	0.98
44	10/29/2017 - 11/04/2017		0.99			0.96	0.98
45	11/05/2017 - 11/11/2017		0.99			0.96	0.98
46	11/12/2017 - 11/18/2017		0.99			0.96	0.98
47	11/19/2017 - 11/25/2017		0.99			0.96	0.98
48	11/26/2017 - 12/02/2017		0.99			0.96	0.98
49	12/03/2017 - 12/09/2017		0.99			0.96	0.98
50	12/10/2017 - 12/16/2017		0.99			0.96	0.98
51	12/17/2017 - 12/23/2017		0.99			0.96	0.98
52	12/24/2017 - 12/30/2017		0.99			0.96	0.98
53	12/31/2017 - 12/31/2017		0.99			0.96	0.98

2017 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 87 - MIAMI-DADE

WEEK	DATES	8748 RAMPS ON SR-907 ALTON RD	8749 RAMPS ON SR-973 GALLOWAY	8750 RAMPS ON SR-997 KROME AVE	8751 RAMPS ON SR-93 I-75
1	01/01/2017 - 01/07/2017	0.99	0.93	0.88	0.96
2	01/08/2017 - 01/14/2017	0.99	0.93	0.88	0.96
3	01/15/2017 - 01/21/2017	0.99	0.93	0.88	0.96
4	01/22/2017 - 01/28/2017	0.99	0.93	0.88	0.96
5	01/29/2017 - 02/04/2017	0.99	0.93	0.88	0.96
6	02/05/2017 - 02/11/2017	0.99	0.93	0.88	0.95
7	02/12/2017 - 02/18/2017	0.99	0.93	0.88	0.95
8	02/19/2017 - 02/25/2017	0.99	0.93	0.88	0.95
9	02/26/2017 - 03/04/2017	0.99	0.93	0.88	0.96
10	03/05/2017 - 03/11/2017	0.99	0.93	0.88	0.96
11	03/12/2017 - 03/18/2017	0.99	0.93	0.88	0.96
12	03/19/2017 - 03/25/2017	0.99	0.93	0.88	0.96
13	03/26/2017 - 04/01/2017	0.99	0.93	0.88	0.96
14	04/02/2017 - 04/08/2017	0.99	0.93	0.88	0.96
15	04/09/2017 - 04/15/2017	0.99	0.93	0.88	0.96
16	04/16/2017 - 04/22/2017	0.99	0.93	0.88	0.96
17	04/23/2017 - 04/29/2017	0.99	0.93	0.88	0.96
18	04/30/2017 - 05/06/2017	0.99	0.93	0.88	0.96
19	05/07/2017 - 05/13/2017	0.99	0.93	0.88	0.96
20	05/14/2017 - 05/20/2017	0.99	0.93	0.88	0.96
21	05/21/2017 - 05/27/2017	0.99	0.93	0.88	0.96
22	05/28/2017 - 06/03/2017	0.99	0.93	0.88	0.96
23	06/04/2017 - 06/10/2017	0.99	0.93	0.88	0.96
24	06/11/2017 - 06/17/2017	0.99	0.93	0.88	0.96
25	06/18/2017 - 06/24/2017	0.99	0.93	0.88	0.96
26	06/25/2017 - 07/01/2017	0.99	0.93	0.88	0.96
27	07/02/2017 - 07/08/2017	0.99	0.93	0.88	0.96
28	07/09/2017 - 07/15/2017	0.99	0.93	0.88	0.96
29	07/16/2017 - 07/22/2017	0.99	0.93	0.88	0.96
30	07/23/2017 - 07/29/2017	0.99	0.93	0.88	0.96
31	07/30/2017 - 08/05/2017	0.99	0.93	0.88	0.96
32	08/06/2017 - 08/12/2017	0.99	0.93	0.88	0.96
33	08/13/2017 - 08/19/2017	0.99	0.93	0.88	0.96
34	08/20/2017 - 08/26/2017	0.99	0.93	0.88	0.96
35	08/27/2017 - 09/02/2017	0.99	0.93	0.88	0.96
36	09/03/2017 - 09/09/2017	0.99	0.93	0.88	0.96
37	09/10/2017 - 09/16/2017	0.99	0.93	0.88	0.96
38	09/17/2017 - 09/23/2017	0.99	0.93	0.88	0.96
39	09/24/2017 - 09/30/2017	0.99	0.93	0.88	0.96
40	10/01/2017 - 10/07/2017	0.99	0.93	0.88	0.96
41	10/08/2017 - 10/14/2017	0.99	0.93	0.88	0.96
42	10/15/2017 - 10/21/2017	0.99	0.93	0.88	0.96
43	10/22/2017 - 10/28/2017	0.99	0.93	0.88	0.96
44	10/29/2017 - 11/04/2017	0.99	0.93	0.88	0.96
45	11/05/2017 - 11/11/2017	0.99	0.93	0.88	0.96
46	11/12/2017 - 11/18/2017	0.99	0.93	0.88	0.96
47	11/19/2017 - 11/25/2017	0.99	0.93	0.88	0.96
48	11/26/2017 - 12/02/2017	0.99	0.93	0.88	0.96
49	12/03/2017 - 12/09/2017	0.99	0.93	0.88	0.96
50	12/10/2017 - 12/16/2017	0.99	0.93	0.88	0.96
51	12/17/2017 - 12/23/2017	0.99	0.93	0.88	0.96
52	12/24/2017 - 12/30/2017	0.99	0.93	0.88	0.96
53	12/31/2017 - 12/31/2017	0.99	0.93	0.88	0.96

2017 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 87 - MIAMI-DADE

WEEK	DATES	8761 RAMPS ON SR-9 I-95	SR-9 I-95	8762	8763 RAMPS ON SR-953 LEJEUNE	8764 RAMPS ON SR-924 GRATIGN
1	01/01/2017 - 01/07/2017	0.99		0.99	0.94	0.94
2	01/08/2017 - 01/14/2017	0.99		0.99	0.94	0.94
3	01/15/2017 - 01/21/2017	0.99		0.99	0.94	0.94
4	01/22/2017 - 01/28/2017	0.99		0.99	0.94	0.94
5	01/29/2017 - 02/04/2017	0.99		0.99	0.94	0.94
6	02/05/2017 - 02/11/2017	0.99		0.99	0.94	0.94
7	02/12/2017 - 02/18/2017	0.99		0.99	0.94	0.94
8	02/19/2017 - 02/25/2017	0.99		0.99	0.94	0.94
9	02/26/2017 - 03/04/2017	0.99		0.99	0.94	0.94
10	03/05/2017 - 03/11/2017	0.99		0.99	0.94	0.94
11	03/12/2017 - 03/18/2017	0.99		0.99	0.94	0.94
12	03/19/2017 - 03/25/2017	0.99		0.99	0.94	0.94
13	03/26/2017 - 04/01/2017	0.99		0.99	0.94	0.94
14	04/02/2017 - 04/08/2017	0.99		0.99	0.94	0.94
15	04/09/2017 - 04/15/2017	0.99		0.99	0.94	0.94
16	04/16/2017 - 04/22/2017	0.99		0.99	0.94	0.94
17	04/23/2017 - 04/29/2017	0.99		0.99	0.94	0.94
18	04/30/2017 - 05/06/2017	0.99		0.99	0.94	0.94
19	05/07/2017 - 05/13/2017	0.99		0.99	0.94	0.94
20	05/14/2017 - 05/20/2017	0.99		0.99	0.94	0.94
21	05/21/2017 - 05/27/2017	0.99		0.99	0.94	0.94
22	05/28/2017 - 06/03/2017	0.99		0.99	0.94	0.94
23	06/04/2017 - 06/10/2017	0.99		0.99	0.94	0.94
24	06/11/2017 - 06/17/2017	0.99		0.99	0.94	0.94
25	06/18/2017 - 06/24/2017	0.99		0.99	0.94	0.94
26	06/25/2017 - 07/01/2017	0.99		0.99	0.94	0.94
27	07/02/2017 - 07/08/2017	0.99		0.99	0.94	0.94
28	07/09/2017 - 07/15/2017	0.99		0.99	0.94	0.94
29	07/16/2017 - 07/22/2017	0.99		0.99	0.94	0.94
30	07/23/2017 - 07/29/2017	0.99		0.99	0.94	0.94
31	07/30/2017 - 08/05/2017	0.99		0.99	0.94	0.94
32	08/06/2017 - 08/12/2017	0.99		0.99	0.94	0.94
33	08/13/2017 - 08/19/2017	0.99		0.99	0.94	0.94
34	08/20/2017 - 08/26/2017	0.99		0.99	0.94	0.94
35	08/27/2017 - 09/02/2017	0.99		0.99	0.94	0.94
36	09/03/2017 - 09/09/2017	0.99		0.99	0.94	0.94
37	09/10/2017 - 09/16/2017	0.99		0.99	0.94	0.94
38	09/17/2017 - 09/23/2017	0.99		0.99	0.94	0.94
39	09/24/2017 - 09/30/2017	0.99		0.99	0.94	0.94
40	10/01/2017 - 10/07/2017	0.99		0.99	0.94	0.94
41	10/08/2017 - 10/14/2017	0.99		0.99	0.94	0.94
42	10/15/2017 - 10/21/2017	0.99		0.99	0.94	0.94
43	10/22/2017 - 10/28/2017	0.99		0.99	0.94	0.94
44	10/29/2017 - 11/04/2017	0.99		0.99	0.94	0.94
45	11/05/2017 - 11/11/2017	0.99		0.99	0.94	0.94
46	11/12/2017 - 11/18/2017	0.99		0.99	0.94	0.94
47	11/19/2017 - 11/25/2017	0.99		0.99	0.94	0.94
48	11/26/2017 - 12/02/2017	0.99		0.99	0.94	0.94
49	12/03/2017 - 12/09/2017	0.99		0.99	0.94	0.94
50	12/10/2017 - 12/16/2017	0.99		0.99	0.94	0.94
51	12/17/2017 - 12/23/2017	0.99		0.99	0.94	0.94
52	12/24/2017 - 12/30/2017	0.99		0.99	0.94	0.94
53	12/31/2017 - 12/31/2017	0.99		0.99	0.94	0.94

2017 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 87 - MIAMI-DADE

WEEK	DATES	GRID 6	8769	8770 SR 25/ NW / NE 36 ST	SR 907	8771	8772 GRID 7,13 & 15
1	01/01/2017 - 01/07/2017		0.98	0.99		0.99	0.99
2	01/08/2017 - 01/14/2017		0.98	0.99		0.99	0.99
3	01/15/2017 - 01/21/2017		0.98	0.99		0.99	0.99
4	01/22/2017 - 01/28/2017		0.98	0.99		0.99	0.99
5	01/29/2017 - 02/04/2017		0.98	0.99		0.99	0.99
6	02/05/2017 - 02/11/2017		0.98	0.99		0.99	0.99
7	02/12/2017 - 02/18/2017		0.98	0.99		0.99	0.99
8	02/19/2017 - 02/25/2017		0.98	0.99		0.99	0.99
9	02/26/2017 - 03/04/2017		0.98	0.99		0.99	0.99
10	03/05/2017 - 03/11/2017		0.98	0.99		0.99	0.99
11	03/12/2017 - 03/18/2017		0.98	0.99		0.99	0.99
12	03/19/2017 - 03/25/2017		0.98	0.99		0.99	0.99
13	03/26/2017 - 04/01/2017		0.98	0.99		0.99	0.99
14	04/02/2017 - 04/08/2017		0.98	0.99		0.99	0.99
15	04/09/2017 - 04/15/2017		0.98	0.99		0.99	0.99
16	04/16/2017 - 04/22/2017		0.98	0.99		0.99	0.99
17	04/23/2017 - 04/29/2017		0.98	0.99		0.99	0.99
18	04/30/2017 - 05/06/2017		0.98	0.99		0.99	0.99
19	05/07/2017 - 05/13/2017		0.98	0.99		0.99	0.99
20	05/14/2017 - 05/20/2017		0.98	0.99		0.99	0.99
21	05/21/2017 - 05/27/2017		0.98	0.99		0.99	0.99
22	05/28/2017 - 06/03/2017		0.98	0.99		0.99	0.99
23	06/04/2017 - 06/10/2017		0.98	0.99		0.99	0.99
24	06/11/2017 - 06/17/2017		0.98	0.99		0.99	0.99
25	06/18/2017 - 06/24/2017		0.98	0.99		0.99	0.99
26	06/25/2017 - 07/01/2017		0.98	0.99		0.99	0.99
27	07/02/2017 - 07/08/2017		0.98	0.99		0.99	0.99
28	07/09/2017 - 07/15/2017		0.98	0.99		0.99	0.99
29	07/16/2017 - 07/22/2017		0.98	0.99		0.99	0.99
30	07/23/2017 - 07/29/2017		0.98	0.99		0.99	0.99
31	07/30/2017 - 08/05/2017		0.98	0.99		0.99	0.99
32	08/06/2017 - 08/12/2017		0.98	0.99		0.99	0.99
33	08/13/2017 - 08/19/2017		0.98	0.99		0.99	0.99
34	08/20/2017 - 08/26/2017		0.98	0.99		0.99	0.99
35	08/27/2017 - 09/02/2017		0.98	0.99		0.99	0.99
36	09/03/2017 - 09/09/2017		0.98	0.99		0.99	0.99
37	09/10/2017 - 09/16/2017		0.98	0.99		0.99	0.99
38	09/17/2017 - 09/23/2017		0.98	0.99		0.99	0.99
39	09/24/2017 - 09/30/2017		0.98	0.99		0.99	0.99
40	10/01/2017 - 10/07/2017		0.98	0.99		0.99	0.99
41	10/08/2017 - 10/14/2017		0.98	0.99		0.99	0.99
42	10/15/2017 - 10/21/2017		0.98	0.99		0.99	0.99
43	10/22/2017 - 10/28/2017		0.98	0.99		0.99	0.99
44	10/29/2017 - 11/04/2017		0.98	0.99		0.99	0.99
45	11/05/2017 - 11/11/2017		0.98	0.99		0.99	0.99
46	11/12/2017 - 11/18/2017		0.98	0.99		0.99	0.99
47	11/19/2017 - 11/25/2017		0.98	0.99		0.99	0.99
48	11/26/2017 - 12/02/2017		0.98	0.99		0.99	0.99
49	12/03/2017 - 12/09/2017		0.98	0.99		0.99	0.99
50	12/10/2017 - 12/16/2017		0.98	0.99		0.99	0.99
51	12/17/2017 - 12/23/2017		0.98	0.99		0.99	0.99
52	12/24/2017 - 12/30/2017		0.98	0.99		0.99	0.99
53	12/31/2017 - 12/31/2017		0.98	0.99		0.99	0.99

2017 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 87 - MIAMI-DADE

WEEK	DATES	GRID 33	8797	GRID 34	8798	8799	DISTRICTWIDE CLASSIFICATI
1	01/01/2017 - 01/07/2017		1.00		0.99		0.95
2	01/08/2017 - 01/14/2017		1.00		0.99		0.95
3	01/15/2017 - 01/21/2017		1.00		0.99		0.95
4	01/22/2017 - 01/28/2017		1.00		0.99		0.95
5	01/29/2017 - 02/04/2017		1.00		0.99		0.95
6	02/05/2017 - 02/11/2017		0.99		0.99		0.95
7	02/12/2017 - 02/18/2017		0.99		0.99		0.95
8	02/19/2017 - 02/25/2017		0.99		0.99		0.95
9	02/26/2017 - 03/04/2017		0.99		0.99		0.95
10	03/05/2017 - 03/11/2017		0.99		0.99		0.95
11	03/12/2017 - 03/18/2017		0.99		0.99		0.95
12	03/19/2017 - 03/25/2017		0.99		0.99		0.95
13	03/26/2017 - 04/01/2017		0.99		0.99		0.95
14	04/02/2017 - 04/08/2017		0.99		0.99		0.95
15	04/09/2017 - 04/15/2017		0.99		0.99		0.95
16	04/16/2017 - 04/22/2017		0.99		0.99		0.95
17	04/23/2017 - 04/29/2017		0.99		0.99		0.95
18	04/30/2017 - 05/06/2017		0.99		0.99		0.95
19	05/07/2017 - 05/13/2017		0.99		0.99		0.95
20	05/14/2017 - 05/20/2017		0.99		0.99		0.95
21	05/21/2017 - 05/27/2017		0.99		0.99		0.95
22	05/28/2017 - 06/03/2017		0.99		0.99		0.95
23	06/04/2017 - 06/10/2017		0.99		0.99		0.95
24	06/11/2017 - 06/17/2017		0.99		0.99		0.95
25	06/18/2017 - 06/24/2017		0.99		0.99		0.95
26	06/25/2017 - 07/01/2017		0.99		0.99		0.95
27	07/02/2017 - 07/08/2017		0.99		0.99		0.95
28	07/09/2017 - 07/15/2017		0.99		0.99		0.95
29	07/16/2017 - 07/22/2017		0.99		0.99		0.95
30	07/23/2017 - 07/29/2017		0.99		0.99		0.95
31	07/30/2017 - 08/05/2017		0.99		0.99		0.95
32	08/06/2017 - 08/12/2017		0.99		0.99		0.95
33	08/13/2017 - 08/19/2017		0.99		0.99		0.95
34	08/20/2017 - 08/26/2017		0.99		0.99		0.95
35	08/27/2017 - 09/02/2017		0.99		0.99		0.95
36	09/03/2017 - 09/09/2017		0.99		0.99		0.95
37	09/10/2017 - 09/16/2017		1.00		0.99		0.95
38	09/17/2017 - 09/23/2017		1.00		0.99		0.95
39	09/24/2017 - 09/30/2017		1.00		0.99		0.95
40	10/01/2017 - 10/07/2017		1.00		0.99		0.95
41	10/08/2017 - 10/14/2017		1.00		0.99		0.95
42	10/15/2017 - 10/21/2017		1.00		0.99		0.95
43	10/22/2017 - 10/28/2017		1.00		0.99		0.95
44	10/29/2017 - 11/04/2017		1.00		0.99		0.95
45	11/05/2017 - 11/11/2017		1.00		0.99		0.95
46	11/12/2017 - 11/18/2017		1.00		0.99		0.95
47	11/19/2017 - 11/25/2017		1.00		0.99		0.95
48	11/26/2017 - 12/02/2017		1.00		0.99		0.95
49	12/03/2017 - 12/09/2017		1.00		0.99		0.95
50	12/10/2017 - 12/16/2017		1.00		0.99		0.95
51	12/17/2017 - 12/23/2017		1.00		0.99		0.95
52	12/24/2017 - 12/30/2017		1.00		0.99		0.95
53	12/31/2017 - 12/31/2017		1.00		0.99		0.95

FUTURE VOLUME DEVELOPMENT TABLES – ROADWAY LINKS

TABLE D-1
I-195 Corridor Planning Study
2045 Future No-Build Volume Development - AM/PM Peak Hours

Limits	Existing Traffic Data									SERPM Traffic Data ⁶						2045 Forecasted Volumes ¹¹		Balancing Adjustment ¹²		2045 No-Build Final Volume ¹³			
	Segment / Location	From	To	Segment ID	Count Source ¹	Count Dates	Count Year	Seasonal Factor ²	Axle Factor ³	24-Hr/72-Hr Raw Average (Two-way) ⁴	2017 AADT ⁵	2015	2040	% Model Growth Rate	% Growth Rate Used ⁷	2045 AADT ⁸	K Factor ⁹	D Factor ¹⁰	AM Peak Hour Volume	PM Peak Hour Volume	AM Peak Hour Volume	PM Peak Hour Volume	AM Peak Hour Volume
I-195 (EB)	West of Off-Ramp to NW 12 Ave		F001	RITIS	10/24/17-10/26/17	2017	1.04	1.00	115,013	119,614	60,893	53,973	-0.38%	0.56%	138,369	8%	56.7%	6,276	4,793	0	0	6,276	4,793
I-195 (EB)	Off-Ramp to NW 12 Ave		F002	-	-	2017	1.04	0.98	-	-	60,893	53,532	-0.48%	0.56%	-	8%	56.7%	6,148	4,715	11	2	6,159	4,717
I-195 (EB)	Off-Ramp to I-95 (NB)/(SB)		F003	-	-	2017	1.04	0.98	43,256	44,087	23,397	23,727	0.06%	0.56%	51,000	8%	56.7%	2,313	1,767	861	448	3,174	2,215
I-195 (EB)	On-Ramp from I-95 (NB) / (SB)		F004	Caltran	10/24/17-10/26/17	2017	1.04	0.98	141,585	144,303	77,609	85,431	0.52%	0.56%	166,930	8%	56.7%	7,572	5,782	0	0	7,572	5,782
I-195 (EB)	Off-Ramp to N Miami Ave		F005	-	-	2017	1.04	0.98	108,310	110,390	56,232	61,362	0.36%	0.63%	129,969	8%	56.7%	5,895	4,502	41	(250)	5,936	4,252
I-195 (EB)	Off-Ramp to Biscayne Blvd.		F006	Caltran	10/24/17-10/26/17	2017	1.04	0.98	86,895	88,563	52,146	53,180	0.32%	0.56%	102,450	8%	56.7%	4,647	3,549	(499)	(663)	4,148	2,885
I-195 (EB)	On-Ramp from Biscayne Blvd.		F007	Caltran	10/24/17-10/26/17	2017	1.04	0.98	107,012	109,067	68,361	77,180	0.53%	0.56%	126,169	8%	56.7%	5,723	4,370	-	-	5,723	4,370
I-195 (EB)	Off-Ramp to Alton Rd.		F008	-	10/24/17-10/26/17	2017	1.04	0.98	-	-	44,227	51,502	0.66%	0.66%	-	8%	56.7%	2,595	1,697	-	-	2,595	1,697
I-195 (WB)	* Arthur Godfrey Rd.		F009	-	-	2017	1.04	0.98	-	-	39,548	45,083	0.56%	0.56%	-	8%	56.7%	2,031	1,797	-	-	2,031	1,797
I-195 (WB)	On-Ramp from (NB) Alton Rd.		F010	-	-	2017	1.04	0.98	-	-	43,479	50,787	0.67%	0.67%	-	8%	56.7%	2,904	3,874	-	-	2,954	3,774
I-195 (WB)	On-Ramp from (SB) Alton Rd.		F011	Caltran	10/24/17-10/26/17	2017	1.04	0.98	107,012	109,067	63,350	71,982	0.53%	0.56%	126,169	8%	56.7%	4,370	5,723	-	-	4,370	5,723
I-195 (WB)	Off-Ramp to Biscayne Blvd.		F012	Caltran	10/24/17-10/26/17	2017	1.04	0.98	86,895	88,563	48,712	55,717	0.32%	0.56%	102,450	8%	56.7%	3,549	4,647	(545)	26	3,003	4,673
I-195 (WB)	On-Ramp from Biscayne Blvd.		F013	-	-	2017	1.04	0.98	108,310	110,390	53,959	62,504	0.63%	0.63%	129,969	8%	56.7%	4,502	5,895	(298)	(135)	4,204	5,760
I-195 (WB)	On-Ramp from N Miami Ave		F014	Caltran	10/24/17-10/26/17	2017	1.04	0.98	141,585	144,303	75,432	87,506	0.52%	0.56%	166,930	8%	56.7%	5,782	7,572	-	-	5,782	7,572
I-195 (WB)	Off-Ramp to I-95 (NB) / (SB)		F015	-	-	2017	1.04	0.98	43,256	44,087	21,564	22,586	0.19%	0.56%	51,000	8%	56.7%	1,767	2,313	496	234	2,263	2,547
I-195 (WB)	On-Ramp from I-95 (NB) / (SB)		F016	-	-	2017	1.04	0.98	-	-	54,432	53,997	-0.03%	0.56%	-	8%	56.7%	4,409	5,823	50	-	4,459	5,823
I-195 (WB)	West of On-Ramp from I-95 (SB) Ex Lane		F017	RITIS	-	2017	1.04	1.00	115,013	119,614	56,629	52,402	-0.38%	0.56%	138,369	8%	56.7%	4,793	6,276	0	0	4,793	6,276
I-95 (NB) GP Lanes	South of Off-Ramp to (NB) Express Lanes		F018	-	-	2017	1.02	1.00	248,358	253,325	137,136	165,559	0.83%	0.91%	318,015	8%	52.1%	12,186	13,255	0	0	12,186	13,255
I-95 (NB) GP Lanes	Off-Ramp to (NB) Express Lanes		F019	-	-	2017	1.02	1.00	194,506	198,396	116,674	140,127	0.80%	0.94%	250,731	8%	52.1%	9,608	10,450	228	195	9,836	10,645
I-95 (NB) GP Lanes	Off-Ramp to I-195 (EB) / (WB)		F020	RITIS	10/24/17-10/26/17	2017	1.02	1.00	123,153	125,616	69,802	87,753	1.06%	1.06%	162,840	8%	52.1%	6,240	6,787	1,001	1,263	7,241	8,050
I-95 (NB) GP Lanes	On-Ramp from I-195 (EB) / (WB)		F021	-	-	2017	1.02	1.00	216,226	220,551	108,884	124,308	0.57%	0.72%	264,915	8%	52.1%	10,152	11,042	(198)	20	9,954	11,062
I-95 (NB) GP Lanes	North of Off-Ramp to NW 62 St.		F022	-	-	2017	1.02	1.00	191,938	195,777	95,282	106,724	0.48%	0.68%	232,874	8%	52.1%	8,924	9,706	0	0	8,924	9,706
I-95 (NB) Exp Lanes	(NB) General Purpose Lanes		F023	RITIS	10/24/17-10/26/17	2017	1.02	1.00	53,852	54,929	20,461	25,432	0.86%	0.86%	68,128	8%	52.1%	2,611	2,840	(261)	(231)	2,350	2,609
I-95 (NB) Exp Lanes	North of On-Ramp from (EB) I-195		F024	RITIS	10/24/17-10/26/17	2017	1.02	1.00	66,300	67,626	32,154	35,938	0.49%	0.56%	78,230	8%	52.1%	2,998	3,261	0	0	2,998	3,261
I-95 (SB) GP Lanes	North of On-Ramp from NW 62 St.		F025	-	10/24/17-10/26/17	2017	1.02	1.00	191,938	195,777	96,639	112,989	0.68%	0.68%	232,874	8%	52.1%	9,706	8,924	0	0	9,706	8,924
I-95 (SB) GP Lanes	On-Ramp from NW 62 St.		F026	-	10/24/17-10/26/17	2017	1.02	1.00	216,226	220,551	112,814	133,075	0.72%	0.72%	264,915	8%	52.1%	11,042	10,152	(52)	(128)	10,990	10,024
I-95 (SB) GP Lanes	Off-Ramp to I-195 (EB) / (WB)		F027	RITIS	10/24/17-10/26/17	2017	1.02	1.00	123,153	125,616	72,606	92,333	1.06%	1.06%	162,840	8%	52.1%	6,787	6,240	203	(462)	6,990	5,778
I-95 (SB) GP Lanes	On-Ramp from I-195 (EB) / (WB)		F028	-	-	2017	1.02	1.00	194,506	198,396	119,144	147,205	0.94%	0.94%	250,731	8%	52.1%	10,450	9,608	54	277	10,504	9,885
I-95 (SB) GP Lanes	South of On-Ramp from (SB) Express Lanes		F029	-	10/24/17-10/26/17	2017	1.02	1.00	248,358	253,325	142,546	175,047	0.91%	0.91%	318,015	8%	52.1%	13,255	12,186	0	0	13,255	12,186
I-95 (SB) Exp Lanes	North of Off-Ramp to (WB) I-195		F030	RITIS	10/24/17-10/26/17	2017	1.02	1.00	66,300	67,626	32,158	36,311	0.49%	0.56%	78,230	8%	52.1%	3,261	2,998	0	0	3,261	2,998
I-95 (SB) Exp Lanes	Off-Ramp to (WB) I-195		F031	RITIS	10/24/17-10/26/17	2017	1.02	1.00	53,852	54,929	23,402	27,842	0.86%	0.86%	68,128	8%	52.1%	2,840	2,611	(89)	(309)	2,751	2,302
I-95 / I-195 Interchange	876310 (Ramp 87270179 From NB I-95 to EB I-195, 200' N of I-95)		R001	FTI	-	2017	1.00	0.99	25,500	25,245	46,873	52,373	0.47%	0.56%	29,203	8%	100.0%	1,776	2,336	819	260	2,595	2,596
I-95 / I-195 Interchange	Connector link between Node 27 and Node 29		R002	-	-	2017	1.00	0.99	12,000	11,880	27,481	32,927	0.79%	0.79%	14,517	8%	100.0%	1,161	961	923	340	2,084	1,301
I-95 / I-195 Interchange	Connector link between Node 29 and Node 32		R003	-	-	2017	1.00	0.98	37,500	36,750	54,212	61,704	0.55%	0.56%	42,512	8%	100.0%	3,401	3,388	996	179	4,397	3,567
I-95 / I-195 Interchange	Connector link between Node 31 and Node 30		R004	-	-	2017	1.00	0.98	51,500	50,470	53,868	64,920	0.82%	0.82%	62,068	8%	100.0%	4,411	4,965	(891)	59	3,520	5,024
I-95 / I-195 Interchange	876312 (Ramp 87270181 Frm WB I-195 Off Ramp 87004004 To NB I-95)		R005	FTI	-	2017	1.00	0.99	22,000	21,780	24,675	28,154	0.56%	0.56%	25,220	8%	100.0%	1,677	2,018	(211)	141	1,466	2,159
I-95 / I-195 Interchange	Connector link between Node 28 and Node 25		R006	FTI	-	2017	1.00	0.99	34,500	34,155	39,083	36,554	-0.26%	0.56%	39,511	8%	100.0%	3,161	3,052	(449)	(39)	2,712	3,013
I-95 / I-195 Interchange	Connector link between Node 13 and Node 14		R007	-	-	2017	1.00	0.99	47,500	47,025	40,208	40,742	0.05%	0.56%	54,399	8%	100.0%	3,515	4,352	484	(106)	3,999	4,246
I-95 / I-195 Interchange	876020 (Ramp 87004001 Frm SB I-95 Off-Ramp to WB SR 112)		R008	FTI	-	2017	1.00	0.99	22,000	21,780	13,476	11,964	-0.45%	0.56%	25,195	8%	100.0%	1,434	2,016	252	(37)	1,686	1,979
I-95 / I-195 Interchange	876364 (Ramp 87270513 Frm SB I-95 TO WB SR 112)		R009	FTI	-	2017	1.00	0.99	6,700	6,633	8,756	8,468	-0.13%	0.56%	7,673	8%	100.0%	488	614	23	81	511	695
I-95 / I-195 Interchange	876032 (Ramp 87004026 WB Off Ramp to WB NW 40 St)		R010	FTI	-	2017	1.00	0.99	1,700	1,683	3,639	4,548	1.00%	1.00%	2,154	8%	100.0%	124	172	52	69	176	241
I-95 / I-195 Interchange	Connector link between Node 5 and Node 6		R011	-	-	2017	1.00	0.98	5,000	4,900	5,117	3,921	-0.94%	0.56%	5,668	8%	100.0%	384	453	(50)	-	334	453
I-95 / I-195 Interchange	Connector link between Node 10 and Node 8		R012	-	-	2017	1.00	0.99	35,500	35,145	32,868	31,411	-0.18%	0.56%	40,656	8%	100.0%	1,926	3,252	270	23	2,196	3,275
I-95 / I-195 Interchange	Connector link between Node 7 and Node 9		R013	-	-	2017	1.00	0.98	30,700	30,086	37,496	29,804	-0.82%	0.56%	34,803	8%	100.0%	2,784	2,565	201	(62)	2,985	2,503
I-95 / I-195 Interchange	Connector link between Node 9 and Node 11		R014	-	-	2017	1.00	0.99	25,500	25,245	31,753	26,506	-0.66%	0.56%	29,203	8%	100.0%	2,336	1,933	368	163	2,704	2,096
I-95 / I-195 Interchange	876309 (Ramp Frm EB SR 112 Off-Ramp To SB I-95)		R015	FTI	-	2017	1.00	0.99	13,000	12,870	17,345	18,106	0.18%										

TABLE D-1
I-195 Corridor Planning Study
2045 Future No-Build Volume Development - AM/PM Peak Hours

Limits	Existing Traffic Data																	SERPM Traffic Data ⁶				2045 Forecasted Volumes ¹¹		Balancing Adjustment ¹²		2045 No-Build Final Volume ¹³	
	Segment / Location	From	To	Segment ID	Count Source ¹	Count Dates	Count Year	Seasonal Factor ²	Axle Factor ³	24-Hr/72-Hr Raw Average (Two-way) ⁴	2017 AADT ⁵	2015	2040	% Model Growth Rate	% Growth Rate Used ⁷	2045 AADT ⁸	K Factor ⁹	D Factor ¹⁰	AM Peak Hour Volume	PM Peak Hour Volume	AM Peak Hour Volume	PM Peak Hour Volume	AM Peak Hour Volume	PM Peak Hour Volume			
NE 36 St (EB)	NE 1 Ave	NE 2 Ave	L004	Caltran	10/24/17-10/26/17	2017	1.00	0.99	22,703	22,476	11,693	14,446	1.04%	1.04%	29,010	9%	54.5%	1,423	1,188	-	-	1,423	1,188				
NE 36 St (EB)	NE 2 Ave	Biscayne Blvd.	L005	Caltran	10/24/17-10/26/17	2017	1.00	0.99	16,586	16,420	13,563	18,057	1.20%	1.20%	21,952	9%	54.5%	1,077	899	-	-	1,077	899				
NE 36 St (EB)	Biscayne Blvd.	I-195 (EB) Off-Ramp	L006	Caltran	-	2017	1.02	0.99	-	-	16,215	24,000	1.92%	1.92%	-	9%	54.5%	-	-	-	-	-	-				
NE 36 St (EB)	East of I-195 (EB) Off-Ramp		L007	Caltran	-	2017	1.02	0.99	-	-	-	-	-	-	-	9%	54.5%	-	-	-	-	-	-				
NE 36 St (WB)	East of I-195 (EB) Off-Ramp		L007R	Caltran	-	2017	1.02	0.99	-	-	-	-	-	-	-	9%	54.5%	-	-	-	-	-	-				
NE 36 St (WB)	I-195 (EB) Off-Ramp	Biscayne Blvd.	L006R	Caltran	-	2017	1.02	0.99	-	-	4,086	8,182	4.01%	4.01%	-	9%	54.5%	-	-	-	-	-	-				
NE 36 St (WB)	Biscayne Blvd.	NE 2 Ave	L005R	Caltran	10/24/17-10/26/17	2017	1.00	0.99	16,586	16,420	3,441	4,062	1.20%	1.20%	21,952	9%	54.5%	899	1,077	-	-	899	1,077				
NE 36 St (WB)	NE 2 Ave	NE 1 Ave	L004R	Caltran	10/24/17-10/26/17	2017	1.00	0.99	22,703	22,476	4,695	6,196	1.04%	1.04%	29,010	9%	54.5%	1,188	1,423	-	-	1,188	1,423				
NE 36 St (WB)	NE 1 Ave	N Miami Ave	L003R	Caltran	10/24/17-10/26/17	2017	1.00	0.99	21,025	20,815	6,094	8,723	1.03%	1.03%	26,798	9%	54.5%	1,097	1,314	-	-	1,097	1,314				
NE 38 St (EB)	N Miami Ave	NE 1 Ave	L010	Caltran	10/31/17-11/2/17	2017	1.01	0.98	4,653	4,606	1,309	1,592	0.71%	0.71%	5,526	9%	54.5%	271	226	-	-	271	226				
NE 38 St (EB)	NE 1 Ave	NE 2 Ave	L011	Caltran	-	2017	1.02	0.98	-	-	2,290	3,061	1.35%	1.35%	-	9%	54.5%	-	-	-	-	-	-				
NE 38 St (WB)	NE 2 Ave	NE 1 Ave	L011R	Caltran	-	2017	1.02	0.98	-	-	3,665	4,778	1.21%	1.21%	-	9%	54.5%	-	-	-	-	-	-				
NW 38 St (WB)	NE 1 Ave	N Miami Ave	L010R	Caltran	10/31/17-11/2/2017	2017	1.01	0.98	4,653	4,606	5,486	6,415	0.71%	0.71%	5,526	9%	54.5%	226	271	-	-	226	271				
NE 39 St (EB)	NE 2 St	Federal Hwy	L012	Caltran	10/31/17-11/2/2017	2017	1.01	0.98	5,563	5,506	682	2,674	2.29%	2.29%	9,035	9%	54.5%	443	370	-	-	443	370				
NE 39 St (EB)	Federal Hwy	Biscayne Blvd.	L013	Caltran	-	2017	1.02	0.98	-	-	-	1,907	#DIV/0!	1.03%	-	9%	54.5%	-	-	-	-	-	-				
NE 39 St (WB)	Biscayne Blvd.	Federal Hwy	L013R	Caltran	-	2017	1.02	0.98	-	-	9,362	12,118	1.18%	1.18%	-	9%	54.5%	-	-	-	-	-	-				
NE 39 St (WB)	Federal Hwy	NE 2 St	L012R	Caltran	10/31/17-11/2/2017	2017	1.01	0.98	5,563	5,506	6,521	8,652	2.29%	2.29%	9,035	9%	54.5%	370	443	-	-	370	443				
N Miami Ave (NB)	South of NW 36 St		L019	Caltran	10/31/17-11/2/2017	2017	1.01	0.98	23,918	23,674	13,533	17,367	1.01%	1.01%	30,401	9%	54.5%	1,245	1,491	-	-	1,245	1,491				
N Miami Ave (NB)	NW 36 St	I-195 EB Off-Ramp	L008	Caltran	10/24/17-10/26/17	2017	1.00	0.98	33,377	32,709	15,183	18,933	0.75%	0.75%	39,547	9%	54.5%	1,619	1,940	-	-	1,619	1,940				
N Miami Ave (NB)	I-195 EB Off-Ramp	NW 38 St	L009	Caltran	-	2017	1.02	0.98	-	-	15,183	18,933	0.99%	0.99%	-	9%	54.5%	-	-	-	-	-	-				
N Miami Ave (NB)	North of NW 38 St		L020	Caltran	10/24/17-10/26/17	2017	1.00	0.98	27,758	27,203	7,159	9,844	1.27%	1.27%	36,914	9%	54.5%	1,512	1,811	-	-	1,512	1,811				
N Miami Ave (SB)	North of NW 38 St		L020R	Caltran	10/24/17-10/26/17	2017	1.00	0.98	27,758	27,203	10,129	12,955	1.27%	1.27%	36,914	9%	54.5%	1,811	1,512	-	-	1,811	1,512				
N Miami Ave (SB)	NW 38 St	I-195 EB Off-Ramp	L009R	Caltran	-	2017	1.02	0.98	-	-	2,740	3,633	1.30%	1.30%	-	9%	54.5%	-	-	-	-	-	-				
N Miami Ave (SB)	I-195 EB Off-Ramp	NW 36 St	L008R	Caltran	10/24/17-10/26/17	2017	1.00	0.98	33,377	32,709	24,117	27,702	0.75%	0.75%	39,547	9%	54.5%	1,940	1,619	-	-	1,940	1,619				
N Miami Ave (SB)	South of NW 36 St		L019R	Caltran	10/31/17-11/2/2017	2017	1.01	0.98	23,918	23,674	15,292	18,771	1.01%	1.01%	30,401	9%	54.5%	1,491	1,245	-	-	1,491	1,245				
NE 1 Ave (NB)	NE 36 St	NE 38 St	L014	Caltran	-	2017	1.02	0.98	-	-	5,789	7,635	1.28%	1.28%	-	9%	54.5%	-	-	-	-	-	-				
NE 1 Ave (NB)	North of NE 38 St		L021	Caltran	10/24/17-10/26/17	2017	1.00	0.98	3,194	3,130	4,684	6,650	2.28%	2.28%	5,130	9%	54.5%	210	252	-	-	210	252				
NE 1 Ave (SB)	North of NW 38 St		L021R	Caltran	10/24/17-10/26/17	2017	1.00	0.98	3,194	3,130	3,918	6,860	2.28%	2.28%	5,130	9%	54.5%	252	210	-	-	252	210				
NE 1 Ave (SB)	NW 38 St	NW 36 St	L014R	Caltran	-	2017	1.02	0.98	-	-	2,222	4,739	4.53%	4.53%	-	9%	54.5%	-	-	-	-	-	-				
NE 2 Ave (NB)	NE 36 St	NE 38 St	L015	Caltran	-	2017	1.02	0.98	-	-	6,423	8,297	1.17%	1.17%	-	9%	54.5%	-	-	-	-	-	-				
NE 2 Ave (NB)	NE 38 St	NE 39 St	L016	Caltran	10/31/17-11/2/2017	2017	1.01	0.98	10,084	9,981	3,008	3,982	2.02%	2.02%	15,614	9%	54.5%	639	766	-	-	639	766				
NE 2 Ave (NB)	North of NE 39 St		L022	Caltran	10/24/17-10/26/17	2017	1.00	0.98	11,759	11,524	5,452	7,715	2.49%	2.49%	19,557	9%	54.5%	801	959	-	-	801	959				
NE 2 Ave (SB)	North of NE 39 St		L022R	Caltran	10/24/17-10/26/17	2017	1.00	0.98	11,759	11,524	4,710	8,772	2.49%	2.49%	19,557	9%	54.5%	959	801	-	-	959	801				
NE 2 Ave (SB)	NE 39 St	NE 38 St	L016R	Caltran	10/31/17-11/2/2017	2017	1.01	0.98	10,084	9,981	4,818	7,787	2.02%	2.02%	15,614	9%	54.5%	766	639	-	-	766	639				
NE 2 Ave (SB)	NE 38 St	NE 36 St	L015R	Caltran	-	2017	1.02	0.98	-	-	6,858	10,386	2.06%	2.06%	-	9%	54.5%	-	-	-	-	-	-				
Federal Hwy (NB)	NE 36 St	NE 39 St	L017	Caltran	-	2017	1.02	0.98	-	-	3,795	4,136	0.36%	0.36%	-	9%	54.5%	-	-	-	-	-	-				
Federal Hwy (SB)	NE 39 St	NE 36 St	L017R	Caltran	-	2017	1.02	0.98	-	-	6,348	7,518	0.74%	0.74%	-	9%	54.5%	-	-	-	-	-	-				
Biscayne Blvd (NB)	South of NE 36 St		L023	Caltran	-	2017	1.02	0.98	-	-	13,240	18,645	1.63%	1.63%	-	9%	54.5%	-	-	-	-	-	-				
Biscayne Blvd (NB)	NE 36 St	NE 38 St	L018	Caltran	-	2017	1.02	0.98	-	-	12,020	17,003	1.66%	1.66%	-	9%	54.5%	-	-	-	-	-	-				
Biscayne Blvd (NB)	North of NE 38 St		L024	Caltran	10/24/17-10/26/17	2017	1.00	0.98	39,829	39,032	11,485	14,777	1.38%	1.38%	54,116	9%	54.5%	2,216	2,654	-	-	2,216	2,654				
Biscayne Blvd (SB)	North of NE 38 St		L024R	Caltran	10/24/17-10/26/17	2017	1.00	0.98	39,829	39,032	12,812	17,904	1.38%	1.38%	54,116	9%	54.5%	2,654	2,216	-	-	2,654	2,216				
Biscayne Blvd (SB)	NE 39 St	NE 36 St	L018R	Caltran	-	2017	1.02	0.98	-	-	13,375	17,491	1.23%	1.23%	-	9%	54.5%	-	-	-	-	-	-				
Biscayne Blvd (SB)	South of NE 36 St		L023R	Caltran	-	2017	1.02	0.98	-	-	12,589	17,310	1.50%	1.50%	-	9%	54.5%	-	-	-	-	-	-				
Design District Interchange	Off-Ramp 87004019 from EB I-195 to N Miami Avenue		R026	Caltran	10/24/17-10/26/17	2017	1.00	0.98	17,646	17,293	21,377	24,069	0.50%	0.56%	20,005	8%	100.0%	1,441	1,600	195	(70)	1,636	1,530				
Design District Interchange	On-Ramp 87004018 from N Miami Avenue to WB I-195		R027	Caltran	10/31/17-11/2/17	2017	1.01	0.98	18,425	18,237	21,473	25,003	0.66%	0.66%	21,594	8%	100.0%	1,728	1,239	(150)	573	1,578	1,812				
Design District Interchange	Off-Ramp 87004021 from EB I-195 to NW 36th St (To US-1)		R028	Caltran	10/24/17-10/26/17	2017	1.00	0.98	11,886	11,648	4,086	8,182	4.01%	4.01%	24,725	8%	100.0%	1,978	1,952	(190)	(585)	1,788	1,367				
Design District Interchange	On-Ramp 87004020 from NE 38th St to WB I-195 (From US-1)		R029	Caltran	10/24/17-10/26/17	2017	1.00	0.98	9,529	9,338	5,247	6,786	1.17%	1.17%	12,407	8%	100.0%	993	472	208	615	1,201	1,087				
Design District Interchange	Off-Ramp 87004022 from WB I-195 to NW 38th St		R030	Caltran	10/24/17-10/26/17	2017	1.00	0.99	13,297	13,164	14,637	16,265	0.44%	0.56%	15,228	8%	100.0%	613	1,218	754	(168)	1,367	1,050				
Design District Interchange	On-Ramp 87004023 from NE 36th St to EB I-195		R031	Caltran	10/24/17-10/26/17	2017	1.00	0.99	15,149	14,998	16,215	24,000	1.92%	1.92%	23,063	8%	100.0%	1,641	1,845	(66)	(360)	1,575	1,485				
Alton Rd (NB)	South of Chase Ave		L025	Caltran	-	2017	1.02	0.99	-	-	19,847	20,705	0.17%	0.17%	-	9%	54.5%	-	-	-	-	-	-				
Alton Rd (NB)	Chase Ave	On / Off Ramps / 34 St	L026	Caltran	10/17/17-10/19/17	2017	1.00	0.99	53,440	52,906	26,027	27,185	0.18%	0.18%	55,627	9%	54.5%	2,278	2,729	-	-	2,278	2,729				
Alton Rd (NB)	On / Off Ramps / 34 St	Barry St	L027	Caltran	-	2017	1.02	0.99	-	-	17,891	19,245	0.30%	0.30%	-	9%	54.5%	-	-	-	-	-	-				
Alton Rd (NB)	Barry St	39 St	L028	Caltran	-	2017	1.02	0.99	-	-	17,891	19,245	0.30%	0.30%	-	9%	54.5%	-	-	-	-	-	-				
Alton Rd (NB)	39 St	Arthur Godfrey Rd.	L029	Caltran	-	2017	1.02	0.99	-	-	16,052	17,936	0.47%	0.47%	-	9%	54.5%	-	-	-	-	-	-				
Alton Rd (NB)	North of Arthur Godfrey Rd.		L030	Caltran	10/17/17-10/19/17	2017	1.00	0.99	7,276	7,203	18,348	20,916	0.66%	0.66%	8,535	9%	54.5%	419	350	-	-	419	350				
Alton Rd (SB)	North of Arthur Godfrey Rd.		L030R	Caltran	10/17/17-10/19/17	2017																					

**TABLE D-1
I-195 Corridor Planning Study
2045 Future No-Build Volume Development - AM/PM Peak Hours**

Segment / Location	Limits		Existing Traffic Data								SERPM Traffic Data ⁶						2045 Forecasted Volumes ¹¹		Balancing Adjustment ¹²		2045 No-Build Final Volume ¹³		
	From	To	Segment ID	Count Source ¹	Count Dates	Count Year	Seasonal Factor ²	Axle Factor ³	24-Hr/72-Hr Raw Average (Two-way) ⁴	2017 AADT ⁵	2015	2040	% Model Growth Rate	% Growth Rate Used ⁷	2045 AADT ⁸	K Factor ⁹	D Factor ¹⁰	AM Peak Hour Volume	PM Peak Hour Volume	AM Peak Hour Volume	PM Peak Hour Volume	AM Peak Hour Volume	PM Peak Hour Volume
Alton Rd (SB)	South of Chase Ave		L025R	Caltran	-	2017	1.02	0.99	-	-	19,925	20,343	0.08%	0.08%	-	9%	54.5%	-	-	-	-	-	-
Alton Rd. Interchange	EB I-195	Alton Rd	R032	Caltran	10/17/17-10/19/17	2017	1.00	0.99 *	34,143	33,802	24,134	25,679	0.26%	0.56%	39,102	8%	100.0%	3,128	2,674	(0)	0	3,128	2,674
Alton Rd. Interchange	EB I-195 Off-Ramp	SB Alton Rd	R033	-	-	2017	1.00	0.99	17,389	17,215	20,673	24,904	0.82%	0.82%	21,161	8%	100.0%	1,693	1,235	(100)	27	1,593	1,262
Alton Rd. Interchange	EB I-195 Off-Ramp	NB Alton Rd	R038	Caltran	10/17/17-10/19/17	2017	1.00	0.99	16,754	16,586	3,461	774	-3.11%	0.56%	19,187	8%	100.0%	1,535	1,412			1,535	1,412
Alton Rd. Interchange	Connector Link between Node 56 and Node 62		R039	Caltran	10/17/17-10/19/17	2017	1.00	0.99	6,198	6,136	1,821	1,473	-0.76%	0.56%	7,098	8%	100.0%	410	568	538	223	949	791
Alton Rd. Interchange	Connector Link between R033 and L026R		R034	Caltran	-	2017	1.00	0.99	-	22,177	26,218	27,459	0.19%	0.56%	25,654	8%	100.0%	2,052	1,839	676	439	2,729	2,278
Alton Rd. Interchange	Connector Link between Node 66 and Node 61		R035	Caltran	-	2017	1.00	0.99	-	23,607	8,137	7,940	-0.10%	0.56%	27,309	8%	100.0%	979	2,185	894	173	1,873	2,358
Alton Rd. Interchange	Connector Link between Node 65 and Node 61		R036	Caltran	-	2017	1.00	0.99	-	3,397	3,724	1,081	-2.84%	0.56%	3,929	8%	100.0%	198	314	-	-	198	314
Alton Rd. Interchange	Connector Link between Node 61 and Node 62		R037	Caltran	-	2017	1.00	0.99	-	2,429	3,724	1,081	-2.84%	0.56%	2,810	8%	100.0%	187	225	-	-	187	225
Alton Rd. Interchange	Connector Link between Node 61 and Node 59		R040	Caltran	10/17/17-10/19/17	2017	1.00	0.99	23,414	23,180	8,137	7,940	-0.10%	0.56%	26,815	8%	100.0%	933	2,145	950	302	1,884	2,448
Alton Rd. Interchange	NB Alton Rd	WB I-195	R041	Caltran	10/17/17-10/19/17	2017	1.00	0.99	17,421	17,247	3,931	5,705	1.80%	1.80%	25,961	8%	100.0%	873	2,077	50	(100)	923	1,977
Alton Rd. Interchange	WB I-195 On-Ramp	43 St	R042	-	-	2017	1.00	0.99	22,747	22,520	4,656	2,178	-2.13%	0.56%	26,051	8%	100.0%	1,890	2,084	606	(202)	2,496	1,882
Alton Rd. Interchange	43 St	WB I-195 On-Ramp/Alton Rd S split	R043	-	-	2017	1.00	0.99	22,733	22,506	18,681	21,837	0.68%	0.68%	26,764	8%	100.0%	2,028	2,141	166	64	2,194	2,206
Alton Rd. Interchange	WB I-195 On-Ramp/Alton Rd S split	Mt. Sinai On-Ramp	R044	Caltran	10/17/17-10/19/17	2017	1.00	0.99	16,535	16,370	19,871	21,195	0.27%	0.56%	18,937	8%	100.0%	1,515	1,463	(270)	(48)	1,245	1,415
Alton Rd. Interchange	Mt. Sinai On-Ramp		R046	Caltran	10/17/17-10/19/17	2017	1.00	0.99	3,650	3,614	-	-	#DIV/0!	0.56%	4,181	8%	100.0%	71	334	100	200	171	534
Alton Rd. Interchange	Mt. Sinai On-Ramp Merge		R047	-	-	2017	1.00	0.99	20,185	19,983	19,871	21,195	0.27%	0.56%	23,116	8%	100.0%	1,466	1,849	(50)	100	1,416	1,949

Notes

- Existing counts obtained from data collection efforts by Caltran Engineering Group, "FDOT Florida Traffic Online (2016)" and the I-195 Corridor Planning Study Design Traffic Memorandum, April 2016.
- Appropriate seasonal factors were taken from FTI 2017 peak season factor category report for Miami-Dade county.
- 2017 Axle factors were obtained from Florida Traffic Online (FTO) for the appropriate segments.
- Available 48-Hour or 72-Hour data from the count sources (Caltran, FTI, RTIS) was averaged to obtain the average daily (24-Hour) volume. The two-way average directional volumes were added and both these directions at a point were taken as complimentary.
- 2017 AADTs were calculated by multiplying 24-Hr (two-way) ADT * Axle Correction Factor * Seasonal Factor (Project Traffic Forecasting Handbook - Section 2.6.1)
- Traffic data from SERPM model for the years 2015 and 2040 were derived from the model and the growth rates were calculated using the volumes from 2015 and 2040.
- A minimum growth rate of 0.56% was used for ramps and freeways.
- The volumes are projected using the growth rates for 28 years (between 2017 and 2045).
- K-Factor of 8% is used for freeways, ramps and 9% for arterials.
- D-Factor of 56.7% was used for freeways and ramps on I-195, 52.1% for freeways and ramps on I-95 and 54.5% for arterials. D-Factor of 100% was used for ramps or one-way traffic roads.
- AM and PM peak volumes are forecasted to the year 2045 from the AADTs by multiplying two-way AADTs with K & D factors based on the peak and off-peak directionality.
- Pursuant to guidelines contained in "Section 6.9 - Balancing Volumes in a Corridor" (NCHRP Report 765 - Analytical Travel Forecasting Approaches for Project-Level Planning and Design) ramp volumes were adjusted in order to resolve imbalances between upstream and downstream mainline traffic counts at noted count stations.
- Final volumes were obtained from seasonal adjustment ± balancing adjustment

TRAFFIC VOLUME BALANCING WORKSHEETS – FREEWAY NETWORK

TABLE D-2
I-195 Corridor Planning Study
Group 1: AM Peak Hour Freeway to Freeway Balancing

Route #1: I-95 GP SB thru from N of NW 62 St to S of Express Lanes merge	Facility		Limits		Seasonal Peak Hour Volume	μ Running Total ²	μ' Balanced Volume ³	Δ Change ⁴			
	ID	Type ¹	Segment / Location	From				To	Volume	%	GEH ⁵ _{ph}
	F025	A	I-95 (SB) GP Lanes	North of On-Ramp from NW 62 St.		9,706 ⁶	9,706	9,706			0.0
	R023	1	I-95 at NW 62 nd Street	On-Ramp from NW 62nd St to I-95 SB		1,058 ⁷	1,058	1,283	225	21.3%	6.6
	F026	B	I-95 (SB) GP Lanes	On-Ramp from NW 62 St.	Off-Ramp to I-195 (EB) / (WB)	11,042 ⁸	10,764	10,989	(52)	-0.5%	0.5
	R007	0	I-95 / I-195 Interchange	Connector link between Node 13 and Node 14		3,515 ⁷	3,515	3,999	484	13.8%	7.9
	F027	B	I-95 (SB) GP Lanes	Off-Ramp to I-195 (EB) / (WB)	On-Ramp from I-195 (EB) / (WB)	6,787 ⁸	7,249	6,990	203	3.0%	2.4
	R016	1	I-95 / I-195 Interchange	Connector link between Node 16 and Node 17		3,657 ⁷	3,657	3,514	(143)	-3.9%	2.4
	F028	B	I-95 (SB) GP Lanes	On-Ramp from I-195 (EB) / (WB)	On-Ramp from (SB) Express Lanes	10,450 ⁸	10,905	10,504	54	0.5%	0.5
	F031	1	I-95 (SB) Exp Lanes	Off-Ramp to (WB) I-195	(SB) General Purpose Lanes	2,840 ⁹	2,840	2,750	(89)	-3.1%	1.7
	F029	A	I-95 (SB) GP Lanes	South of On-Ramp from (SB) Express Lanes		13,255 ⁶	13,255	13,255			0.0
	Calculated Volume						13,745	13,255			
	Imbalance						490	(0)			22.0

Route #2: I-95 GP SB to I-195 WB W of NW 12th Ave	Facility		Limits		Seasonal Peak Hour Volume	μ Running Total	μ' Balanced Volume	Δ Change			
	ID	Type	Segment / Location	From				To	Volume	%	GEH _{pp}
	F026	A	I-95 (SB) GP Lanes	On-Ramp from NW 62 St.	Off-Ramp to I-195 (EB) / (WB)	10,989 ⁶	10,989	10,989	-	0.0%	0.0
	F027	0	I-95 (SB) GP Lanes	Off-Ramp to I-195 (EB) / (WB)	On-Ramp from I-195 (EB) / (WB)	6,787	6,787	6,990	203	3.0%	2.4
	R007	B	I-95 / I-195 Interchange	Connector link between Node 13 and Node 14		3,515	4,202	3,999	484	13.8%	7.9
	R019	0	I-95 / I-195 Interchange	876311 (Ramp 87270180 Frm SB I-95 Off-Rmp To EB I-195)		2,105	2,105	2,313	208	9.9%	4.4
	R008	B	I-95 / I-195 Interchange	876020 (Ramp 87004001 Frm SB I-95 Off-Ramp to WB SR112)		1,434	2,097	1,686	252	17.5%	6.4
	R017	1	I-95 / I-195 Interchange	876022 (Ramp 87004003 Frm NB I-95 to WB SR 112)		510	510	510	0	0.1%	0.0
	R012	B	I-95 / I-195 Interchange	Connector link between Node 10 and Node 8		1,926	2,606	2,196	270	14.0%	5.9
	F015	1	I-195 (WB)	Off-Ramp to I-95 (NB) / (SB)	On-Ramp from I-95 (NB) / (SB)	1,767	1,767	2,262	496	28.1%	11.0
	F016	B	I-195 (WB)	On-Ramp from I-95 (NB) / (SB)	On-Ramp from I-95 (SB) Ex Lane	4,409	4,373	4,459	50	1.1%	0.8
	R011	1	I-95 / I-195 Interchange	Connector link between Node 5 and Node 6		384	384	335	(50)	-12.9%	2.6
	F017	A	I-195 (WB)	West of On-Ramp from I-95 (SB) Ex Lane		4,793 ⁶	4,793	4,793			0.0
	Calculated Volume						4,758	4,794			
	Imbalance						(36)	0			41.5

Route #3: I-95 GP SB to I-195 EB E of I-95/I-195 Interchange	Facility		Limits		Seasonal Peak Hour Volume	μ Running Total	μ' Balanced Volume	Δ Change			
	ID	Type	Segment / Location	From				To	Volume	%	GEH _{pp}
	F026	A	I-95 (SB) GP Lanes	On-Ramp from NW 62 St.	Off-Ramp to I-195 (EB) / (WB)	10,989 ⁶	10,989	10,989	-	0.0%	0.0
	F027	0	I-95 (SB) GP Lanes	Off-Ramp to I-195 (EB) / (WB)	On-Ramp from I-195 (EB) / (WB)	6,787	6,787	6,990	203	3.0%	2.4
	R007	B	I-95 / I-195 Interchange	Connector link between Node 13 and Node 14		3,515	4,202	3,999	484	13.8%	7.9
	R008	0	I-95 / I-195 Interchange	876020 (Ramp 87004001 Frm SB I-95 Off-Ramp to WB SR112)		1,434	1,434	1,686	252	17.5%	6.4
	R019	B	I-95 / I-195 Interchange	876311 (Ramp 87270180 Frm SB I-95 Off-Rmp To EB I-195)		0	2,105	2,313	208	9.9%	4.4
	R002	1	I-95 / I-195 Interchange	Connector link between Node 27 and Node 29		1,161	1,161	2,085	923	79.5%	22.9
	R003	B	I-95 / I-195 Interchange	Connector link between Node 29 and Node 32		3,401	3,929	4,397	996	29.3%	16.0
	F003	1	I-195 (EB)	Off-Ramp to I-95 (NB)/(SB)	On-Ramp from I-95 (NB) / (SB)	2,313	2,313	3,175	861	37.2%	16.4
	F004	A	I-195 (EB)	On-Ramp from I-95 (NB) / (SB)	Off-Ramp to N Miami Ave	7,572 ⁶	7,572	7,572			0.0
	Calculated Volume						6,242	7,572			
	Imbalance						(1,330)	(0)			76.4

Route #4: I-95 EL SB to S of I-95 SB GP Lane merge	Facility		Limits		Seasonal Peak Hour Volume	μ Running Total	μ' Balanced Volume	Δ Change			
	ID	Type	Segment / Location	From				To	Volume	%	GEH _{pp}
	F030	A	I-95 (SB) Exp Lanes	North of Off-Ramp to (WB) I-195		3,261 ⁶	3,261	3,261	-	0.0%	0.0
	R009	0	I-95 / I-195 Interchange	876364 (Ramp 87270513 Frm SB I-95 TO WB SR 112)		488	488	511	23	4.8%	1.0
	F031	B	I-95 (SB) Exp Lanes	Off-Ramp to (WB) I-195	(SB) General Purpose Lanes	2,840	2,773	2,750	(89)	-3.1%	1.7
	F028	1	I-95 (SB) GP Lanes	On-Ramp from I-195 (EB) / (WB)	On-Ramp from (SB) Express Lanes	10,450	10,450	10,504	54	0.5%	0.5
	F029	A	I-95 (SB) GP Lanes	South of On-Ramp from (SB) Express Lanes		13,255 ⁶	13,255	13,255			0.0
	Calculated Volume						13,223	13,255			
	Imbalance						(31)	(0)			3.3

TABLE D-2
I-195 Corridor Planning Study
Group 1: AM Peak Hour Freeway to Freeway Balancing

	Facility			Limits		Seasonal Peak Hour Volume	μ Running Total	μ' Balanced Volume	Δ Change		GEH _{pp}		
	ID	Type	Segment / Location	From	To				Volume	%			
Route #5: I-95 EL SB to I-195 WB	F030	A	I-95 (SB) Exp Lanes	North of Off-Ramp to (WB) I-195		3,261	6	3,261	3,261	-	0.0%	0.0	
	F031	0	I-95 (SB) Exp Lanes	Off-Ramp to (WB) I-195	(SB) General Purpose Lanes	2,840		2,840	2,750	(89)	-3.1%	1.7	
	R009	B	I-95 / I-195 Interchange	876364 (Ramp 87270513 Frm SB I-95 TO WB SR 112)		488		421	511	23	4.8%	1.0	
	R010	0	I-95 / I-195 Interchange	876032 (Ramp 87004026 WB Off Ramp to WB NW 40 ST)		124		124	176	52	42.1%	4.3	
	R011	B	I-95 / I-195 Interchange	Connector link between Node 5 and Node 6		384		297	335	(50)	-12.9%	2.6	
	F016	1	I-195 (WB)	On-Ramp from I-95 (NB) / (SB)	On-Ramp from I-95 (SB) Ex Lane	4,459		4,459	4,459	-	0.0%	0.0	
	F017	A	I-195 (WB)	West of On-Ramp from I-95 (SB) Ex Lane		4,793	6	4,793	4,793			0.0	
							Calculated Volume		4,756	4,794			
							Imbalance		(37)	0			9.6
	Route #6: I-95 GP NB thru from S of EL Diverge to N of NW 62 St	Facility			Limits		Seasonal Peak Hour Volume	μ Running Total	μ' Balanced Volume	Δ Change		GEH _{pp}	
ID		Type	Segment / Location	From	To	Volume				%			
F018		A	I-95 (NB) GP Lanes	South of Off-Ramp to (NB) Express Lanes		12,186	6	12,186	12,186			0.0	
F023		0	I-95 (NB) Exp Lanes	(NB) General Purpose Lanes	On-Ramp from (EB) I-195	2,611		2,611	2,350	(261)	-10.0%	5.2	
F019		B	I-95 (NB) GP Lanes	Off-Ramp to (NB) Express Lanes	Off-Ramp to I-195 (EB) / (WB)	9,608		9,576	9,836	228	2.4%	2.3	
R001		0	I-95 / I-195 Interchange	876310 (Ramp 87270179 From NB I-95 to EB I-195, 200' N of I-95)		1,776		1,776	2,595	819	46.1%	17.5	
F020		B	I-95 (NB) GP Lanes	Off-Ramp to I-195 (EB) / (WB)	On-Ramp from I-195 (EB) / (WB)	6,240		7,800	7,241	1,001	16.0%	12.2	
R006		1	I-95 / I-195 Interchange	Connector link between Node 28 and Node 25		3,161		3,161	2,712	(449)	-14.2%	8.3	
F021		B	I-95 (NB) GP Lanes	On-Ramp from I-195 (EB) / (WB)	Off-Ramp to NW 62 St.	10,152		10,961	9,953	(198)	-2.0%	2.0	
R024		0	I-95 at NW 62 nd Street	876314 (Off-Ramp 87270183 from I-95 NB to NW 62nd St)		999		999	1,030	31	3.1%	1.0	
F022	A	I-95 (NB) GP Lanes	North of Off-Ramp to NW 62 St.		8,924	6	8,924	8,924			0.0		
						Calculated Volume		9,962	8,923				
						Imbalance		1,038	(0)			48.5	
Route #7: I-95 GP NB To I-195 EB	Facility			Limits		Seasonal Peak Hour Volume	μ Running Total	μ' Balanced Volume	Δ Change		GEH _{pp}		
	ID	Type	Segment / Location	From	To				Volume	%			
	F019	A	I-95 (NB) GP Lanes	Off-Ramp to (NB) Express Lanes	Off-Ramp to I-195 (EB) / (WB)	9,836	6	9,836	9,836			0.0	
	F020	0	I-95 (NB) GP Lanes	Off-Ramp to I-195 (EB) / (WB)	On-Ramp from I-195 (EB) / (WB)	6,240		6,240	7,241	1,001	16.0%	12.2	
	R001	B	I-95 / I-195 Interchange	876310 (Ramp 87270179 From NB I-95 to EB I-195, 200' N of I-95)		1,776		3,596	2,595	819	46.1%	17.5	
	R017	0	I-95 / I-195 Interchange	876022 (Ramp 87004003 Frm NB I-95 to WB SR 112)		510		510	510	0	0.1%	0.0	
	R002	B	I-95 / I-195 Interchange	Connector link between Node 27 and Node 29		1,161		3,086	2,085	923	79.5%	22.9	
	R019	1	I-95 / I-195 Interchange	876311 (Ramp 87270180 Frm SB I-95 Off-Rmp To EB I-195)		2,105		2,105	2,313	208	9.9%	4.4	
	R003	B	I-95 / I-195 Interchange	Connector link between Node 29 and Node 32		3,401		5,192	4,397	996	29.3%	16.0	
	F003	1	I-195 (EB)	Off-Ramp to I-95 (NB)/(SB)	On-Ramp from I-95 (NB) / (SB)	2,313		2,313	3,175	861	37.2%	16.4	
F004	A	I-195 (EB)	On-Ramp from I-95 (NB) / (SB) Off-Ramp to N Miami Ave		7,572	6	7,572	7,572			0.0		
						Calculated Volume		7,505	7,572				
						Imbalance		(67)	(0)			89.5	
Route #8: I-95 GP NB To I-195 WB	Facility			Limits		Seasonal Peak Hour Volume	μ Running Total	μ' Balanced Volume	Δ Change		GEH _{pp}		
	ID	Type	Segment / Location	From	To				Volume	%			
	F019	A	I-95 (NB) GP Lanes	Off-Ramp to (NB) Express Lanes	Off-Ramp to I-195 (EB) / (WB)	9,836	6	9,836	9,836			0.0	
	F020	0	I-95 (NB) GP Lanes	Off-Ramp to I-195 (EB) / (WB)	On-Ramp from I-195 (EB) / (WB)	6,240		6,240	7,241	1,001	16.0%	12.2	
	R001	B	I-95 / I-195 Interchange	876310 (Ramp 87270179 From NB I-95 to EB I-195, 200' N of I-95)		1,776		3,596	2,595	819	46.1%	17.5	
	R002	0	I-95 / I-195 Interchange	Connector link between Node 27 and Node 29		0		1,161	2,085	923	79.5%	22.9	
	R017	B	I-95 / I-195 Interchange	876022 (Ramp 87004003 Frm NB I-95 to WB SR 112)		510		2,435	510	0	0.1%	0.0	
	R008	1	I-95 / I-195 Interchange	876020 (Ramp 87004001 Frm SB I-95 Off-Ramp to WB SR 112)		0		1,434	1,686	252	17.5%	6.4	
	R012	B	I-95 / I-195 Interchange	Connector link between Node 10 and Node 8		1,926		3,869	2,196	270	14.0%	5.9	
	F015	1	I-195 (WB)	Off-Ramp to I-95 (NB) / (SB)	On-Ramp from I-95 (NB) / (SB)	1,767		1,767	2,262	496	28.1%	11.0	
F016	B	I-195 (WB)	On-Ramp from I-95 (NB) / (SB)	On-Ramp from I-95 (SB) Ex Lane	4,409		5,636	4,459	50	1.1%	0.8		
R011	1	I-95 / I-195 Interchange	Connector link between Node 5 and Node 6		384		384	335	(50)	-12.9%	2.6		
F017	A	I-195 (WB)	West of On-Ramp from I-95 (SB) Ex Lane		4,793	6	4,793	4,793			0.0		
						Calculated Volume		6,021	4,794				
						Imbalance		1,227	0			79.4	

TABLE D-2
I-195 Corridor Planning Study
Group 1: AM Peak Hour Freeway to Freeway Balancing

Route	Facility			Limits		Seasonal Peak Hour Volume	μ Running Total	μ' Balanced Volume	Δ Change		GEH _{pp}	
	ID	Type	Segment / Location	From	To				Volume	%		
Route #9: I-95 EL NB to N of NW 62nd St	F018	A	I-95 (NB) GP Lanes	South of Off-Ramp to (NB) Express Lanes		12,186 ⁶	12,186	12,186	-	0.0%	0.0	
	F019	0	I-95 (NB) GP Lanes	Off-Ramp to (NB) Express Lanes	Off-Ramp to I-195 (EB) / (WB)	9,608	9,608	9,608	-	0.0%	0.0	
	F023	B	I-95 (NB) Exp Lanes	(NB) General Purpose Lanes	On-Ramp from (EB) I-195	2,611	2,578	2,350	(261)	-10.0%	5.2	
	R045	1	I-95 / I-195 Interchange	Connector link between Node 15 and Node 21		744	744	648	(96)	-12.9%	3.6	
	F024	A	I-95 (NB) Exp Lanes	North of On-Ramp from (EB) I-195		2,998 ⁶	2,998	2,998			0.0	
							Calculated Volume	3,322	2,998			
							Imbalance	324	0			8.9
Route #10: I-195 EB From W of NW 12th Ave to E of I-95 On-Ramps	F001	A	I-195 (EB)	West of Off-Ramp to NW 12 Ave		6,276 ⁶	6,276	6,276			0.0	
	R025	0	I-195 EB at NW 12th Ave	Off-Ramp 87003023 from SR-112 EB to NW 12th Ave		128	128	117	(11)	-8.8%	1.0	
	F002	B	I-195 (EB)	Off-Ramp to NW 12 Ave	Off-Ramp to I-95 (NB) / (SB)	6,148	6,148	6,159	11	0.2%	0.1	
	R013	0	I-95 / I-195 Interchange	Connector link between Node 7 and Node 9		2,784	2,784	2,985	201	7.2%	3.7	
	F003	B	I-195 (EB)	Off-Ramp to I-95 (NB)/(SB)	On-Ramp from I-95 (NB) / (SB)	2,313	3,364	3,175	861	37.2%	16.4	
	R003	1	I-95 / I-195 Interchange	Connector link between Node 29 and Node 32		3,401	3,401	4,397	996	29.3%	16.0	
	F004	A	I-195 (EB)	On-Ramp from I-95 (NB) / (SB)	Off-Ramp to N Miami Ave	7,572 ⁶	7,572	7,572			0.0	
						Calculated Volume	6,765	7,572				
						Imbalance	(807)	(0)			37.3	
Route #11: I-195 EB to I-95 GP NB	F002	A	I-195 (EB)	Off-Ramp to NW 12 Ave	Off-Ramp to I-95 (NB) / (SB)	6,159 ⁶	6,159	6,159	0	0	0.0	
	F003	0	I-195 (EB)	Off-Ramp to I-95 (NB)/(SB)	On-Ramp from I-95 (NB) / (SB)	2,313	2,313	3,175	861	37.2%	16.4	
	R013	B	I-95 / I-195 Interchange	Connector link between Node 7 and Node 9		2,784	3,846	2,985	201	7.2%	3.7	
	R020	0	I-95 / I-195 Interchange	876365 (Ramp 87270514 Frm EB SR 112 Off Ramp TO NB I-95)		385	385	281	(104)	-27.0%	5.7	
	R014	B	I-95 / I-195 Interchange	Connector link between Node 9 and Node 11		2,336	3,462	2,704	368	15.7%	7.3	
	R015	0	I-95 / I-195 Interchange	876309 (Ramp Frm EB SR 112 Off-Ramp To SB I-95)		1,007	1,007	1,459	453	45.0%	12.9	
	R022	B	I-95 / I-195 Interchange	876021 (Ramp 87004002 From EB SR 112 To NB I-95)		1,145	2,455	1,246	101	8.8%	2.9	
	R005	1	I-95 / I-195 Interchange	876312 (Ramp 87270181 Frm WB I-195 Off Ramp 87004004 To NB I-95)		1,677	1,677	1,466	(211)	-12.6%	5.3	
	R006	B	I-95 / I-195 Interchange	Connector link between Node 28 and Node 25		3,161	4,132	2,712	(449)	-14.2%	8.3	
	F020	1	I-95 (NB) GP Lanes	Off-Ramp to I-195 (EB) / (WB)	On-Ramp from I-195 (EB) / (WB)	6,240	6,240	7,241	1,001	16.0%	12.2	
F021	A	I-95 (NB) GP Lanes	On-Ramp from I-195 (EB) / (WB)	Off-Ramp to NW 62 St.	9,953 ⁶	9,953	9,953			0.0		
						Calculated Volume	10,372	9,953				
						Imbalance	418	-			74.8	
Route #12: I-195 EB to I-95 SB	F002	A	I-195 (EB)	Off-Ramp to NW 12 Ave	Off-Ramp to I-95 (NB) / (SB)	6,148 ⁶	6,148	6,148	0	0	0.0	
	F003	0	I-195 (EB)	Off-Ramp to I-95 (NB)/(SB)	On-Ramp from I-95 (NB) / (SB)	2,313	2,313	3,175	861	37.2%	16.4	
	R013	B	I-95 / I-195 Interchange	Connector link between Node 7 and Node 9		2,784	3,835	2,985	201	7.2%	3.7	
	R020	0	I-95 / I-195 Interchange	876365 (Ramp 87270514 Frm EB SR 112 Off Ramp TO NB I-95)		385	385	281	(104)	-27.0%	5.7	
	R014	B	I-95 / I-195 Interchange	Connector link between Node 9 and Node 11		2,336	3,450	2,704	368	15.7%	7.3	
	R022	0	I-95 / I-195 Interchange	876021 (Ramp 87004002 From EB SR 112 To NB I-95)		1,145	1,145	1,246	101	8.8%	2.9	
	R015	B	I-95 / I-195 Interchange	876309 (Ramp Frm EB SR 112 Off-Ramp To SB I-95)		1,007	2,305	1,459	453	45.0%	12.9	
	R018	1	I-95 / I-195 Interchange	876023 (Ramp 87004004 Frm WB I-195 To SB I-95)		2,804	2,804	2,055	(749)	-26.7%	15.2	
	R016	B	I-95 / I-195 Interchange	Connector link between Node 16 and Node 17		3,657	5,109	3,514	(143)	-3.9%	2.4	
	F027	1	I-95 (SB) GP Lanes	Off-Ramp to I-195 (EB) / (WB)	On-Ramp from I-195 (EB) / (WB)	6,787	6,787	6,990	203	3.0%	2.4	
	F028	B	I-95 (SB) GP Lanes	On-Ramp from I-195 (EB) / (WB)	On-Ramp from (SB) Express Lanes	10,450	11,896	10,504	54	0.5%	0.5	
	F031	1	I-95 (SB) Exp Lanes	Off-Ramp to (WB) I-195	(SB) General Purpose Lanes	2,840	2,840	2,750	(89)	-3.1%	1.7	
	F029	A	I-95 (SB) GP Lanes	South of On-Ramp from (SB) Express Lanes		13,255 ⁶	13,255	13,255			0.0	
						Calculated Volume	14,735	13,255				
						Imbalance	1,480	(0)			71.2	

TABLE D-2
I-195 Corridor Planning Study
Group 1: AM Peak Hour Freeway to Freeway Balancing

	Facility			Limits		Seasonal Peak Hour Volume	μ Running Total	μ' Balanced Volume	Δ Change		GEH _{pp}	
	ID	Type	Segment / Location	From	To				Volume	%		
Route #13: I-195 EB to I-95 EL NB	F002	A	I-195 (EB)	Off-Ramp to NW 12 Ave	Off-Ramp to I-95 (NB) / (SB)	6,148 ^o	6,148	6,148	0	0	0.0	
	F003	O	I-195 (EB)	Off-Ramp to I-95 (NB)/(SB)	On-Ramp from I-95 (NB) / (SB)	2,313	2,313	3,175	861	37.2%	16.4	
	R013	B	I-95 / I-195 Interchange	Connector link between Node 7 and Node 9		2,784	3,835	2,985	201	7.2%	3.7	
	R014	O	I-95 / I-195 Interchange	Connector link between Node 9 and Node 11		2,336	2,336	2,704	368	15.7%	7.3	
	R020	B	I-95 / I-195 Interchange	876365 (Ramp 87270514 Frm EB SR 112 Off Ramp TO NB I-95)		385	1,499	281	(104)	-27.0%	5.7	
	R021	I	I-95 / I-195 Interchange	876366 (Ramp 87270515 From NB NW 10 AVE TO RAMP 87270514)		362	362	367	5	1.3%	0.2	
	R045	B	I-95 / I-195 Interchange	Connector link between Node 15 and Node 21		744	1,861	648	(96)	-12.9%	3.6	
	F023	I	I-95 (NB) Exp Lanes	(NB) General Purpose Lanes	On-Ramp from (EB) I-195	2,611	2,611	2,350	(261)	-10.0%	5.2	
	F024	A	I-95 (NB) Exp Lanes	North of On-Ramp from (EB) I-195		2,998 ^o	2,998	2,998			0.0	
								4,472	2,998			
											42.3	
Route #14: I-195 WB From E of I-95 Off-Ramps to W of I-95 On-Ramps	F014	A	I-195 (WB)	On-Ramp from N Miami Ave	Off-Ramp to I-95 (NB) / (SB)	5,782 ^o	5,782	5,782			0.0	
	R004	O	I-95 / I-195 Interchange	Connector link between Node 31 and Node 30		4,411	4,411	3,520	(891)	-20.2%	14.2	
	F015	B	I-195 (WB)	Off-Ramp to I-95 (NB) / (SB)	On-Ramp from I-95 (NB) / (SB)	1,767	1,371	2,262	496	28.1%	11.0	
	R012	I	I-95 / I-195 Interchange	Connector link between Node 10 and Node 8		1,926	1,926	2,196	270	14.0%	5.9	
	F016	B	I-195 (WB)	On-Ramp from I-95 (NB) / (SB)	On-Ramp from I-95 (SB) Ex Lane	4,409	3,297	4,459	50	1.1%	0.8	
	R011	I	I-95 / I-195 Interchange	Connector link between Node 5 and Node 6		384	384	335	(50)	-12.9%	2.6	
	F017	A	I-195 (WB)	West of On-Ramp from I-95 (SB) Ex Lane		4,793 ^o	4,793	4,793			0.0	
								3,682	4,794			
												34.5
	Route #15: I-195 WB From E of I-95 Off-Ramps to I-95 NB	F014	A	I-195 (WB)	On-Ramp from N Miami Ave	Off-Ramp to I-95 (NB) / (SB)	5,782 ^o	5,782	5,782			0.0
F015		O	I-195 (WB)	Off-Ramp to I-95 (NB) / (SB)	On-Ramp from I-95 (NB) / (SB)	1,767	1,767	2,262	496	28.1%	11.0	
R004		B	I-95 / I-195 Interchange	Connector link between Node 31 and Node 30		4,411	4,016	3,520	(891)	-20.2%	14.2	
R018		O	I-95 / I-195 Interchange	876023 (Ramp 87004004 Frm WB I-195 To SB I-95)		2,804	2,804	2,055	(749)	-26.7%	15.2	
R005		B	I-95 / I-195 Interchange	876312 (Ramp 87270181 Frm WB I-195 Off Ramp 87004004 To NB I-95)		1,677	1,212	1,466	(211)	-12.6%	5.3	
R022		I	I-95 / I-195 Interchange	876021 (Ramp 87004002 From EB SR 112 To NB I-95)		1,145	1,145	1,246	101	8.8%	2.9	
R006		B	I-95 / I-195 Interchange	Connector link between Node 28 and Node 25		3,161	2,357	2,712	(449)	-14.2%	8.3	
F020		I	I-95 (NB) GP Lanes	Off-Ramp to I-195 (EB) / (WB)	On-Ramp from I-195 (EB) / (WB)	6,240	6,240	7,241	1,001	16.0%	12.2	
F021		A	I-95 (NB) GP Lanes	On-Ramp from I-195 (EB) / (WB)	Off-Ramp to NW 62 St.	9,953 ^o	9,953	9,953			0.0	
								8,598	9,953			
											69.1	

TABLE D-2
I-195 Corridor Planning Study
Group 1: AM Peak Hour Freeway to Freeway Balancing

	Facility			Limits		Seasonal Peak Hour Volume	μ Running Total	μ' Balanced Volume	Δ Change		GEH _{pp}	
	ID	Type	Segment / Location	From	To				Volume	%		
Route #16: I-195 WB From E of I-95 Off-Ramps to I-95 SB	F014	A	I-195 (WB)	On-Ramp from N Miami Ave	Off-Ramp to I-95 (NB) / (SB)	5,782 ⁶	5,782	5,782			0.0	
	F015	0	I-195 (WB)	Off-Ramp to I-95 (NB) / (SB)	On-Ramp from I-95 (NB) / (SB)	1,767	1,767	2,262	496	28.1%	11.0	
	R004	B	I-95 / I-195 Interchange	Connector link between Node 31 and Node 30		4,411	4,016	3,520	(891)	-20.2%	14.2	
	R005	0	I-95 / I-195 Interchange	876312 (Ramp 87270181 Frm WB I-195 Off Ramp 87004004 To NB I-95)		1,677	1,677	1,466	(211)	-12.6%	5.3	
	R018	B	I-95 / I-195 Interchange	876023 (Ramp 87004004 Frm WB I-195 To SB I-95)		2,804	2,339	2,055	(749)	-26.7%	15.2	
	R015	1	I-95 / I-195 Interchange	876309 (Ramp Frm EB SR 112 Off-Ramp To SB I-95)		1,007	1,007	1,459	453	45.0%	12.9	
	R016	B	I-95 / I-195 Interchange	Connector link between Node 16 and Node 17		3,657	3,346	3,514	(143)	-3.9%	2.4	
	F027	1	I-95 (SB) GP Lanes	Off-Ramp to I-195 (EB) / (WB)	On-Ramp from I-195 (EB) / (WB)	6,787	6,787	6,990	203	3.0%	2.4	
	F028	B	I-95 (SB) GP Lanes	On-Ramp from I-195 (EB) / (WB)	On-Ramp from (SB) Express Lanes	10,450	10,133	10,504	54	0.5%	0.5	
	F031	1	I-95 (SB) Exp Lanes	Off-Ramp to (WB) I-195	(SB) General Purpose Lanes	2,840	2,840	2,750	(89)	-3.1%	1.7	
	F029	A	I-95 (SB) GP Lanes	South of On-Ramp from (SB) Express Lanes		13,255 ⁶	13,255	13,255			0.0	
	Calculated Volume							12,972	13,255			
	Imbalance							(282)	(0)	65.7		

Total GEH 773.9

Notes

- Type of segment facility represents based on the defined route (this is not necessarily the actual functional classification of the segment).
A- Anchor, B - Mainline segment, 1-On-Ramp, 0-Off-Ramp
- Addition or subtraction of raw On-Ramp and Off-Ramp volumes respectively to/from the raw mainline volumes
- Balanced or adjusted volumes were obtained using the Excel solver tool, which uses the raw volumes for on and off ramps as variables in the optimization of the segment as well total GEH statistics
- Difference between raw and balanced volumes
- A standard measure of the goodness of fit between raw and balanced volumes. Low GEH values indicate similarity between the original and adjusted values while high GEH indicates greater difference
- Anchor volumes are the starting/end volumes for the route which will be used as control volumes.
- Critical volumes for the segments (1) were assumed based on the routes, these raw volumes will be used as variables in the solver add-in and the balanced volumes will be obtained. These volumes will be used as reference for the same segment repeating in another route.
- Critical volumes for the mainline sections (1) other than anchor or control points were assumed based on the routes, balance volumes will be the running total with the adjusted volumes. These volumes will be used as reference for the same segment repeating in another route.

TABLE D-3
I-195 Corridor Planning Study
Group 1: PM Peak Hour Freeway to Freeway Balancing

	Facility		Limits		Seasonal Peak Hour Volume	μ Running Total	μ' Balanced Volume	Δ Change		GEH _{pp}		
	ID	Type	Segment / Location	From				To	Volume		%	
Route #1: I-95 GP SB thru from N of NW 62 St to S of Express Lanes merge	F025	A	I-95 (SB) GP Lanes	North of On-Ramp from NW 62 St.		8,924	8,924	8,924			0.0	
	R023	1	I-95 at NW 62 nd Street	On-Ramp from NW 62nd St to I-95 SB		1,473	1,473	1,100	(373)	-25.3%	10.4	
	F026	B	I-95 (SB) GP Lanes	On-Ramp from NW 62 St.	Off-Ramp to I-195 (EB) / (WB)	10,152	10,396	10,024	(128)	-1.3%	1.3	
	R007	0	I-95 / I-195 Interchange	Connector link between Node 13 and Node 14		4,352	4,352	4,246	(106)	-2.4%	1.6	
	F027	B	I-95 (SB) GP Lanes	Off-Ramp to I-195 (EB) / (WB)	On-Ramp from I-195 (EB) / (WB)	6,240	6,044	5,778	(462)	-7.4%	6.0	
	R016	1	I-95 / I-195 Interchange	Connector link between Node 16 and Node 17		4,041	4,041	4,107	66	1.6%	1.0	
	F028	B	I-95 (SB) GP Lanes	On-Ramp from I-195 (EB) / (WB)	On-Ramp from (SB) Express Lanes	9,608	10,085	9,885	277	2.9%	2.8	
	F031	1	I-95 (SB) Exp Lanes	Off-Ramp to (WB) I-195	(SB) General Purpose Lanes	2,611	2,611	2,302	(309)	-11.8%	6.2	
	F029	A	I-95 (SB) GP Lanes	South of On-Ramp from (SB) Express Lanes		12,186	12,186	12,186			0.0	
						Calculated Volume	12,696	12,187				
					Imbalance	510	0			29.3		
Route #2: I-95 GP SB to I-195 WB W of NW 12th Ave	F026	A	I-95 (SB) GP Lanes	On-Ramp from NW 62 St.	Off-Ramp to I-195 (EB) / (WB)	1	10,024	10,396	10,024	-	0.0%	0.0
	F027	0	I-95 (SB) GP Lanes	Off-Ramp to I-195 (EB) / (WB)	On-Ramp from I-195 (EB) / (WB)	1	6,240	6,240	5,778	(462)	-7.4%	6.0
	R007	B	I-95 / I-195 Interchange	Connector link between Node 13 and Node 14		4,352	4,156	4,246	(106)	-2.4%	1.6	
	R019	0	I-95 / I-195 Interchange	876311 (Ramp 87270180 Frm SB I-95 Off-Rmp To EB I-195)		2,336	2,336	2,267	(69)	-3.0%	1.4	
	R008	B	I-95 / I-195 Interchange	876020 (Ramp 87004001 Frm SB I-95 Off-Ramp to WB SR112)		2,016	1,820	1,979	(37)	-1.8%	0.8	
	R017	1	I-95 / I-195 Interchange	876022 (Ramp 87004003 Frm NB I-95 to WB SR 112)		1,237	1,237	1,295	59	4.7%	1.6	
	R012	B	I-95 / I-195 Interchange	Connector link between Node 10 and Node 8		3,252	3,057	3,275	23	0.7%	0.4	
	F015	1	I-195 (WB)	Off-Ramp to I-95 (NB) / (SB)	On-Ramp from I-95 (NB) / (SB)	2,313	2,313	2,548	234	10.1%	4.8	
	F016	B	I-195 (WB)	On-Ramp from I-95 (NB) / (SB)	On-Ramp from I-95 (SB) Ex Lane	5,823	5,370	5,823	(0)	0.0%	0.0	
	R011	1	I-95 / I-195 Interchange	Connector link between Node 5 and Node 6		453	453	454	0	0.1%	0.0	
	F017	A	I-195 (WB)	West of On-Ramp from I-95 (SB) Ex Lane		6,276	6,276	6,276			0.0	
						Calculated Volume	5,824	6,277				
						Imbalance	(453)	0			16.7	
Route #3: I-95 GP SB to I-195 EB E of I-95/I-195 Interchange	F026	A	I-95 (SB) GP Lanes	On-Ramp from NW 62 St.	Off-Ramp to I-195 (EB) / (WB)	1	10,024	10,024	10,024	-	0.0%	0.0
	F027	0	I-95 (SB) GP Lanes	Off-Ramp to I-195 (EB) / (WB)	On-Ramp from I-195 (EB) / (WB)	1	6,240	6,240	5,778	(462)	-7.4%	6.0
	R007	B	I-95 / I-195 Interchange	Connector link between Node 13 and Node 14		4,352	3,784	4,246	(106)	-2.4%	1.6	
	R008	0	I-95 / I-195 Interchange	876020 (Ramp 87004001 Frm SB I-95 Off-Ramp to WB SR112)		2,016	2,016	1,979	(37)	-1.8%	0.8	
	R019	B	I-95 / I-195 Interchange	876311 (Ramp 87270180 Frm SB I-95 Off-Rmp To EB I-195)		2,336	1,768	2,267	(69)	-3.0%	1.4	
	R002	1	I-95 / I-195 Interchange	Connector link between Node 27 and Node 29		961	961	1,301	340	35.3%	10.1	
	R003	B	I-95 / I-195 Interchange	Connector link between Node 29 and Node 32		3,388	2,729	3,568	179	5.3%	3.0	
	F003	1	I-195 (EB)	Off-Ramp to I-95 (NB)/(SB)	On-Ramp from I-95 (NB) / (SB)	1,767	1,767	2,215	448	25.4%	10.0	
	F004	A	I-195 (EB)	On-Ramp from I-95 (NB) / (SB)	Off-Ramp to N Miami Ave	5,782	5,782	5,782			0.0	
						Calculated Volume	4,496	5,782				
					Imbalance	(1,287)	(0)			33.0		
Route #4: I-95 EL SB to S of I-95 SB GP Lane merge	F030	A	I-95 (SB) Exp Lanes	North of Off-Ramp to (WB) I-195		2,998	2,998	2,998	-	0.0%	0.0	
	R009	0	I-95 / I-195 Interchange	876364 (Ramp 87270513 Frm SB I-95 TO WB SR 112)		614	614	694	81	13.1%	3.2	
	F031	B	I-95 (SB) Exp Lanes	Off-Ramp to (WB) I-195	(SB) General Purpose Lanes	2,611	2,384	2,302	(309)	-11.8%	6.2	
	F028	1	I-95 (SB) GP Lanes	On-Ramp from I-195 (EB) / (WB)	On-Ramp from (SB) Express Lanes	9,608	9,608	9,885	277	2.9%	2.8	
	F029	A	I-95 (SB) GP Lanes	South of On-Ramp from (SB) Express Lanes		12,186	12,186	12,186			0.0	
						Calculated Volume	11,992	12,187				
					Imbalance	(194)	0			12.2		

TABLE D-3
I-195 Corridor Planning Study
Group 1: PM Peak Hour Freeway to Freeway Balancing

Pass Lanes	Facility			Limits		Seasonal Peak Hour Volume	μ Running Total	μ' Balanced Volume	Δ Change		GEH _{pp}
	ID	Type	Segment / Location	From	To				Volume	%	
Route #5: I-95 EL SB to I-195 WB	Facility			Limits		Seasonal Peak Hour Volume	μ Running Total	μ' Balanced Volume	Δ Change		GEH _{pp}
	ID	Type	Segment / Location	From	To				Volume	%	
	F030	A	I-95 (SB) Exp Lanes	North of Off-Ramp to (WB) I-195		2,998	2,998	2,998	-	0.0%	0.0
	F031	0	I-95 (SB) Exp Lanes	Off-Ramp to (WB) I-195	(SB) General Purpose Lanes	2,611	2,611	2,302	(309)	-11.8%	6.2
	R009	B	I-95 / I-195 Interchange	876364 (Ramp 87270513 Frm SB I-95 TO WB SR 112)		614	387	694	81	13.1%	3.2
	R010	0	I-95 / I-195 Interchange	876032 (Ramp 87004026 WB Off Ramp to WB NW 40 ST)		172	172	241	69	40.0%	4.8
	R011	B	I-95 / I-195 Interchange	Connector link between Node 5 and Node 6		453	215	454	0	0.1%	0.0
	F016	1	I-195 (WB)	On-Ramp from I-95 (NB) / (SB)	On-Ramp from I-95 (SB) Ex Lane	5,823	5,823	5,823	-	0.0%	0.0
	F017	A	I-195 (WB)	West of On-Ramp from I-95 (SB) Ex Lane		6,276	6,276	6,276			0.0
								Calculated Volume	6,038	6,277	
							Imbalance	(239)	0	14.1	
Route #6: I-95 GP NB thru from S of EL Diverge to N of NW 62 St	Facility			Limits		Seasonal Peak Hour Volume	μ Running Total	μ' Balanced Volume	Δ Change		GEH _{pp}
	ID	Type	Segment / Location	From	To				Volume	%	
	F018	A	I-95 (NB) GP Lanes	South of Off-Ramp to (NB) Express Lanes		13,255	13,255	13,255			0.0
	F023	0	I-95 (NB) Exp Lanes	(NB) General Purpose Lanes	On-Ramp from (EB) I-195	2,840	2,840	2,609	(231)	-8.1%	4.4
	F019	B	I-95 (NB) GP Lanes	Off-Ramp to (NB) Express Lanes	Off-Ramp to I-195 (EB) / (WB)	10,450	10,415	10,646	195	1.9%	1.9
	R001	0	I-95 / I-195 Interchange	876310 (Ramp 87270179 From NB I-95 to EB I-195, 200' N of I-95)		2,336	2,336	2,596	260	11.1%	5.2
	F020	B	I-95 (NB) GP Lanes	Off-Ramp to I-195 (EB) / (WB)	On-Ramp from I-195 (EB) / (WB)	6,787	8,079	8,050	1,263	18.6%	14.7
	R006	1	I-95 / I-195 Interchange	Connector link between Node 28 and Node 25		3,052	3,052	3,012	(39)	-1.3%	0.7
	F021	B	I-95 (NB) GP Lanes	On-Ramp from I-195 (EB) / (WB)	Off-Ramp to NW 62 St.	11,042	11,131	11,062	20	0.2%	0.2
	R024	0	I-95 at NW 62 nd Street	876314 (Off-Ramp 87270183 from I-95 NB to NW 62nd St)		982	982	1,356	374	38.1%	10.9
F022	A	I-95 (NB) GP Lanes	North of Off-Ramp to NW 62 St.		9,706	9,706	9,706			0.0	
							Calculated Volume	10,149	9,706		
							Imbalance	443	0	38.1	
Route #7: I-95 GP NB To I-195 EB	Facility			Limits		Seasonal Peak Hour Volume	μ Running Total	μ' Balanced Volume	Δ Change		GEH _{pp}
	ID	Type	Segment / Location	From	To				Volume	%	
	F019	A	I-95 (NB) GP Lanes	Off-Ramp to (NB) Express Lanes	Off-Ramp to I-195 (EB) / (WB)	10,646	10,646	10,646			0.0
	F020	0	I-95 (NB) GP Lanes	Off-Ramp to I-195 (EB) / (WB)	On-Ramp from I-195 (EB) / (WB)	6,787	6,787	8,050	1,263	18.6%	14.7
	R001	B	I-95 / I-195 Interchange	876310 (Ramp 87270179 From NB I-95 to EB I-195, 200' N of I-95)		2,336	3,859	2,596	260	11.1%	5.2
	R017	0	I-95 / I-195 Interchange	876022 (Ramp 87004003 Frm NB I-95 to WB SR 112)		1,237	1,237	1,295	59	4.7%	1.6
	R002	B	I-95 / I-195 Interchange	Connector link between Node 27 and Node 29		961	2,622	1,301	340	35.3%	10.1
	R019	1	I-95 / I-195 Interchange	876311 (Ramp 87270180 Frm SB I-95 Off-Rmp To EB I-195)		2,336	2,336	2,267	(69)	-3.0%	1.4
	R003	B	I-95 / I-195 Interchange	Connector link between Node 29 and Node 32		3,388	4,958	3,568	179	5.3%	3.0
	F003	1	I-195 (EB)	Off-Ramp to I-95 (NB)/(SB)	On-Ramp from I-95 (NB) / (SB)	1,767	1,767	2,215	448	25.4%	10.0
F004	A	I-195 (EB)	On-Ramp from I-95 (NB) / (SB)	Off-Ramp to N Miami Ave	5,782	5,782	5,782			0.0	
							Calculated Volume	6,725	5,782		
							Imbalance	942	(0)	46.2	
Route #8: I-95 GP NB To I-195 WB	Facility			Limits		Seasonal Peak Hour Volume	μ Running Total	μ' Balanced Volume	Δ Change		GEH _{pp}
	ID	Type	Segment / Location	From	To				Volume	%	
	F019	A	I-95 (NB) GP Lanes	Off-Ramp to (NB) Express Lanes	Off-Ramp to I-195 (EB) / (WB)	10,646	10,646	10,646			0.0
	F020	0	I-95 (NB) GP Lanes	Off-Ramp to I-195 (EB) / (WB)	On-Ramp from I-195 (EB) / (WB)	6,787	6,787	8,050	1,263	18.6%	14.7
	R001	B	I-95 / I-195 Interchange	876310 (Ramp 87270179 From NB I-95 to EB I-195, 200' N of I-95)		2,336	3,859	2,596	260	11.1%	5.2
	R002	0	I-95 / I-195 Interchange	Connector link between Node 27 and Node 29		0	961	961	340	35.3%	10.1
	R017	B	I-95 / I-195 Interchange	876022 (Ramp 87004003 Frm NB I-95 to WB SR 112)		1,237	2,898	1,295	59	4.7%	1.6
	R008	1	I-95 / I-195 Interchange	876020 (Ramp 87004001 Frm SB I-95 Off-Ramp to WB SR112)		0	2,016	1,979	(37)	-1.8%	0.8
	R012	B	I-95 / I-195 Interchange	Connector link between Node 10 and Node 8		3,252	4,913	3,275	23	0.7%	0.4
	F015	1	I-195 (WB)	Off-Ramp to I-95 (NB) / (SB)	On-Ramp from I-95 (NB) / (SB)	2,313	2,313	2,548	234	10.1%	4.8
F016	B	I-195 (WB)	On-Ramp from I-95 (NB) / (SB)	On-Ramp from I-95 (SB) Ex Lane	5,823	7,227	5,823	(0)	0.0%	0.0	
R011	1	I-95 / I-195 Interchange	Connector link between Node 5 and Node 6		453	453	454	0	0.1%	0.0	
F017	A	I-195 (WB)	West of On-Ramp from I-95 (SB) Ex Lane		6,276	6,276	6,276			0.0	
							Calculated Volume	7,680	6,277		
							Imbalance	1,404	0	37.6	

TABLE D-3
I-195 Corridor Planning Study
Group 1: PM Peak Hour Freeway to Freeway Balancing

Pass Lanes	Facility					Seasonal Peak Hour Volume	μ Running Total	μ' Balanced Volume	Δ Change		GEH _{pp}
	ID	Type	Segment / Location	From	To				Volume	%	
Route #9: I-95 EB NB to N of NW 62nd ST	Facility					Seasonal Peak Hour Volume	μ Running Total	μ' Balanced Volume	Δ Change		GEH _{pp}
	ID	Type	Segment / Location	From	To				Volume	%	
	F018	A	I-95 (NB) GP Lanes	South of Off-Ramp to (NB) Express Lanes		13,255	13,255	13,255	-	0.0%	0.0
	F019	0	I-95 (NB) GP Lanes	Off-Ramp to (NB) Express Lanes	Off-Ramp to I-195 (EB) / (WB)	10,450	10,450	10,450	-	0.0%	0.0
	F023	B	I-95 (NB) Exp Lanes	(NB) General Purpose Lanes	On-Ramp from (EB) I-195	2,840	2,804	2,609	(231)	-8.1%	4.4
	R045	1	I-95 / I-195 Interchange	Connector link between Node 15 and Node 21		815	815	652	(164)	-20.1%	6.0
	F024	A	I-95 (NB) Exp Lanes	North of On-Ramp from (EB) I-195		3,261	3,261	3,261			0.0
	Calculated Volume						3,620	3,261			
	Imbalance						359	0			10.5
	Route #10: I-195 EB From W of NW 12th Ave to E of I-95 On-Ramps	Facility					Seasonal Peak Hour Volume	μ Running Total	μ' Balanced Volume	Δ Change	
ID		Type	Segment / Location	From	To	Volume				%	
F001		A	I-195 (EB)	West of Off-Ramp to NW 12 Ave		4,793	4,793	4,793			0.0
R025		0	I-195 EB at NW 12th Ave	Off-Ramp 87003023 from SR-112 EB to NW 12th Ave		78	78	76	(2)	-2.2%	0.2
F002		B	I-195 (EB)	Off-Ramp to NW 12 Ave	Off-Ramp to I-95 (NB) / (SB)	4,715	4,715	4,717	2	0.0%	0.0
R013		0	I-95 / I-195 Interchange	Connector link between Node 7 and Node 9		2,565	2,565	2,502	(62)	-2.4%	1.2
F003		B	I-195 (EB)	Off-Ramp to I-95 (NB)/(SB)	On-Ramp from I-95 (NB) / (SB)	1,767	2,150	2,215	448	25.4%	10.0
R003		1	I-95 / I-195 Interchange	Connector link between Node 29 and Node 32		3,388	3,388	3,568	179	5.3%	3.0
F004		A	I-195 (EB)	On-Ramp from I-95 (NB) / (SB)	Off-Ramp to N Miami Ave	5,782	5,782	5,782			0.0
Calculated Volume						5,539	5,782				
Imbalance						(244)	(0)			14.5	
Route #11: I-195 EB to I-95 GP NB	Facility					Seasonal Peak Hour Volume	μ Running Total	μ' Balanced Volume	Δ Change		GEH _{pp}
	ID	Type	Segment / Location	From	To				Volume	%	
	F002	A	I-195 (EB)	Off-Ramp to NW 12 Ave	Off-Ramp to I-95 (NB) / (SB)	4,717	4,717	4,717	0	0	0.0
	F003	0	I-195 (EB)	Off-Ramp to I-95 (NB)/(SB)	On-Ramp from I-95 (NB) / (SB)	1,767	1,767	2,215	448	25.4%	10.0
	R013	B	I-95 / I-195 Interchange	Connector link between Node 7 and Node 9		2,565	2,950	2,502	(62)	-2.4%	1.2
	R020	0	I-95 / I-195 Interchange	876365 (Ramp 87270514 Frm EB SR 112 Off Ramp TO NB I-95)		476	476	406	(70)	-14.8%	3.3
	R014	B	I-95 / I-195 Interchange	Connector link between Node 9 and Node 11		1,933	2,474	2,096	163	8.4%	3.6
	R015	0	I-95 / I-195 Interchange	876309 (Ramp Frm EB SR 112 Off-Ramp To SB I-95)		1,191	1,191	1,242	51	4.3%	1.5
	R022	B	I-95 / I-195 Interchange	876021 (Ramp 87004002 From EB SR 112 To NB I-95)		748	1,283	854	106	14.1%	3.7
	R005	1	I-95 / I-195 Interchange	876312 (Ramp 87270181 Frm WB I-195 Off Ramp 87004004 To NB I-95)		2,018	2,018	2,158	141	7.0%	3.1
	R006	B	I-95 / I-195 Interchange	Connector link between Node 28 and Node 25		3,052	3,301	3,012	(39)	-1.3%	0.7
	F020	1	I-95 (NB) GP Lanes	Off-Ramp to I-195 (EB) / (WB)	On-Ramp from I-195 (EB) / (WB)	6,787	6,787	8,050	1,263	18.6%	14.7
	F021	A	I-95 (NB) GP Lanes	On-Ramp from I-195 (EB) / (WB)	Off-Ramp to NW 62 St.	11,062	11,062	11,062			0.0
Calculated Volume						10,088	11,062				
Imbalance						(974)	-			41.9	
Route #12: I-195 EB to I-95 SB	Facility					Seasonal Peak Hour Volume	μ Running Total	μ' Balanced Volume	Δ Change		GEH _{pp}
	ID	Type	Segment / Location	From	To				Volume	%	
	F002	A	I-195 (EB)	Off-Ramp to NW 12 Ave	Off-Ramp to I-95 (NB) / (SB)	4,715	4,715	4,715	0	0	0.0
	F003	0	I-195 (EB)	Off-Ramp to I-95 (NB)/(SB)	On-Ramp from I-95 (NB) / (SB)	1,767	1,767	2,215	448	25.4%	10.0
	R013	B	I-95 / I-195 Interchange	Connector link between Node 7 and Node 9		2,565	2,949	2,502	(62)	-2.4%	1.2
	R020	0	I-95 / I-195 Interchange	876365 (Ramp 87270514 Frm EB SR 112 Off Ramp TO NB I-95)		476	476	406	(70)	-14.8%	3.3
	R014	B	I-95 / I-195 Interchange	Connector link between Node 9 and Node 11		1,933	2,472	2,096	163	8.4%	3.6
	R022	0	I-95 / I-195 Interchange	876021 (Ramp 87004002 From EB SR 112 To NB I-95)		748	748	854	106	14.1%	3.7
	R015	B	I-95 / I-195 Interchange	876309 (Ramp Frm EB SR 112 Off-Ramp To SB I-95)		1,191	1,724	1,242	51	4.3%	1.5
	R018	1	I-95 / I-195 Interchange	876023 (Ramp 87004004 Frm WB I-195 To SB I-95)		3,015	3,015	2,865	(150)	-5.0%	2.8
	R016	B	I-95 / I-195 Interchange	Connector link between Node 16 and Node 17		4,041	4,739	4,107	66	1.6%	1.0
	F027	1	I-95 (SB) GP Lanes	Off-Ramp to I-195 (EB) / (WB)	On-Ramp from I-195 (EB) / (WB)	6,240	6,240	5,778	(462)	-7.4%	6.0
	F028	B	I-95 (SB) GP Lanes	On-Ramp from I-195 (EB) / (WB)	On-Ramp from (SB) Express Lanes	9,608	10,979	9,885	277	2.9%	2.8
	F031	1	I-95 (SB) Exp Lanes	Off-Ramp to (WB) I-195	(SB) General Purpose Lanes	2,611	2,611	2,302	(309)	-11.8%	6.2
	F029	A	I-95 (SB) GP Lanes	South of On-Ramp from (SB) Express Lanes		12,186	12,186	12,186			0.0
	Calculated Volume						13,590	12,187			
Imbalance						1,404	0			42.3	

TABLE D-3
I-195 Corridor Planning Study
Group 1: PM Peak Hour Freeway to Freeway Balancing

Pass Lanes	Facility			Limits		Seasonal Peak Hour Volume	μ Running Total	μ' Balanced Volume	Δ Change		GEH _{pp}
	ID	Type	Segment / Location	From	To				Volume	%	
Route #13: I-195 EB to I-95 EL NB	Facility			Limits		Seasonal Peak Hour Volume	μ Running Total	μ' Balanced Volume	Δ Change		GEH _{pp}
	ID	Type	Segment / Location	From	To				Volume	%	
	F002	A	I-195 (EB)	Off-Ramp to NW 12 Ave	Off-Ramp to I-95 (NB) / (SB)	4,715	4,715	4,715	0	0	0.0
	F003	O	I-195 (EB)	Off-Ramp to I-95 (NB)/(SB)	On-Ramp from I-95 (NB) / (SB)	1,767	1,767	2,215	448	25.4%	10.0
	R013	B	I-95 / I-195 Interchange	Connector link between Node 7 and Node 9		2,565	2,949	2,502	(62)	-2.4%	1.2
	R014	O	I-95 / I-195 Interchange	Connector link between Node 9 and Node 11		1,933	1,933	2,096	163	8.4%	3.6
	R020	B	I-95 / I-195 Interchange	876365 (Ramp 87270514 Frm EB SR 112 Off Ramp TO NB I-95)		476	1,015	406	(70)	-14.8%	3.3
	R021	I	I-95 / I-195 Interchange	876366 (Ramp 87270515 From NB NW 10 AVE TO RAMP 87270514)		304	304	246	(59)	-19.3%	3.5
	R045	B	I-95 / I-195 Interchange	Connector link between Node 15 and Node 21		815	1,320	652	(164)	-20.1%	6.0
	F023	I	I-95 (NB) Exp Lanes	(NB) General Purpose Lanes	On-Ramp from (EB) I-195	2,840	2,840	2,609	(231)	-8.1%	4.4
	F024	A	I-95 (NB) Exp Lanes	North of On-Ramp from (EB) I-195		3,261	3,261	3,261			0.0
Calculated Volume						4,159	3,261				
Imbalance						899	0			32.3	
Route #14: I-195 WB From E of I-95 Off-Ramps to W of I-95 On-Ramps	Facility			Limits		Seasonal Peak Hour Volume	μ Running Total	μ' Balanced Volume	Δ Change		GEH _{pp}
	ID	Type	Segment / Location	From	To				Volume	%	
	F014	A	I-195 (WB)	On-Ramp from N Miami Ave	Off-Ramp to I-95 (NB) / (SB)	7,572	7,572	7,572			0.0
	R004	O	I-95 / I-195 Interchange	Connector link between Node 31 and Node 30		4,965	4,965	5,024	59	1.2%	0.8
	F015	B	I-195 (WB)	Off-Ramp to I-95 (NB) / (SB)	On-Ramp from I-95 (NB) / (SB)	2,313	2,607	2,548	234	10.1%	4.8
	R012	I	I-95 / I-195 Interchange	Connector link between Node 10 and Node 8		3,252	3,252	3,275	23	0.7%	0.4
	F016	B	I-195 (WB)	On-Ramp from I-95 (NB) / (SB)	On-Ramp from I-95 (SB) Ex Lane	5,823	5,859	5,823	(0)	0.0%	0.0
	R011	I	I-95 / I-195 Interchange	Connector link between Node 5 and Node 6		453	453	454	0	0.1%	0.0
F017	A	I-195 (WB)	West of On-Ramp from I-95 (SB) Ex Lane		6,276	6,276	6,276			0.0	
Calculated Volume						6,312	6,277				
Imbalance						36	0			6.0	
Route #15: I-195 WB From E of I-95 Off-Ramps to I-95 NB	Facility			Limits		Seasonal Peak Hour Volume	μ Running Total	μ' Balanced Volume	Δ Change		GEH _{pp}
	ID	Type	Segment / Location	From	To				Volume	%	
	F014	A	I-195 (WB)	On-Ramp from N Miami Ave	Off-Ramp to I-95 (NB) / (SB)	7,572	7,572	7,572			0.0
	F015	O	I-195 (WB)	Off-Ramp to I-95 (NB) / (SB)	On-Ramp from I-95 (NB) / (SB)	2,313	2,313	2,548	234	10.1%	4.8
	R004	B	I-95 / I-195 Interchange	Connector link between Node 31 and Node 30		4,965	5,259	5,024	59	1.2%	0.8
	R018	O	I-95 / I-195 Interchange	876023 (Ramp 87004004 Frm WB I-195 To SB I-95)		3,015	3,015	2,865	(150)	-5.0%	2.8
	R005	B	I-95 / I-195 Interchange	876312 (Ramp 87270181 Frm WB I-195 Off Ramp 87004004 To NB I-95)		2,018	2,243	2,158	141	7.0%	3.1
	R022	I	I-95 / I-195 Interchange	876021 (Ramp 87004002 From EB SR 112 To NB I-95)		748	748	854	106	14.1%	3.7
	R006	B	I-95 / I-195 Interchange	Connector link between Node 28 and Node 25		3,052	2,992	3,012	(39)	-1.3%	0.7
	F020	I	I-95 (NB) GP Lanes	Off-Ramp to I-195 (EB) / (WB)	On-Ramp from I-195 (EB) / (WB)	6,787	6,787	8,050	1,263	18.6%	14.7
F021	A	I-95 (NB) GP Lanes	On-Ramp from I-195 (EB) / (WB)	Off-Ramp to NW 62 St.	11,062	11,062	11,062			0.0	
Calculated Volume						9,779	11,062				
Imbalance						(1,283)	-			30.5	
Route #16: I-195 WB From E of I-95 Off-Ramps to I-95 SB	Facility			Limits		Seasonal Peak Hour Volume	μ Running Total	μ' Balanced Volume	Δ Change		GEH _{pp}
	ID	Type	Segment / Location	From	To				Volume	%	
	F014	A	I-195 (WB)	On-Ramp from N Miami Ave	Off-Ramp to I-95 (NB) / (SB)	7,572	7,572	7,572			0.0
	F015	O	I-195 (WB)	Off-Ramp to I-95 (NB) / (SB)	On-Ramp from I-95 (NB) / (SB)	2,313	2,313	2,548	234	10.1%	4.8
	R004	B	I-95 / I-195 Interchange	Connector link between Node 31 and Node 30		4,965	5,259	5,024	59	1.2%	0.8
	R005	O	I-95 / I-195 Interchange	876312 (Ramp 87270181 Frm WB I-195 Off Ramp 87004004 To NB I-95)		2,018	2,018	2,158	141	7.0%	3.1
	R018	B	I-95 / I-195 Interchange	876023 (Ramp 87004004 Frm WB I-195 To SB I-95)		3,015	3,241	2,865	(150)	-5.0%	2.8
	R015	I	I-95 / I-195 Interchange	876309 (Ramp Frm EB SR 112 Off-Ramp To SB I-95)		1,191	1,191	1,242	51	4.3%	1.5
	R016	B	I-95 / I-195 Interchange	Connector link between Node 16 and Node 17		4,041	4,432	4,107	66	1.6%	1.0
	F027	I	I-95 (SB) GP Lanes	Off-Ramp to I-195 (EB) / (WB)	On-Ramp from I-195 (EB) / (WB)	6,240	6,240	5,778	(462)	-7.4%	6.0
	F028	B	I-95 (SB) GP Lanes	On-Ramp from I-195 (EB) / (WB)	On-Ramp from (SB) Express Lanes	9,608	10,672	9,885	277	2.9%	2.8
	F031	I	I-95 (SB) Exp Lanes	Off-Ramp to (WB) I-195	(SB) General Purpose Lanes	2,611	2,611	2,302	(309)	-11.8%	6.2
F029	A	I-95 (SB) GP Lanes	South of On-Ramp from (SB) Express Lanes		12,186	12,186	12,186			0.0	
Calculated Volume						13,283	12,187				
Imbalance						1,096	0			28.9	

TABLE D-4
I-195 Corridor Planning Study
Group 2: AM Peak Hour Freeway to Ramp Balancing

Route #17: I-195 EB - From W of N Miami Ave Ramps to E of US-1 Ramps to/from I-195	Facility			Limits		Seasonal Peak Hour Volume	μ Running Total	μ' Balanced Volume	Δ Change		GEH _{pp}	
	ID	Type	Segment / Location	From	To				Volume	%		
	F004	A	I-195 (EB)	On-Ramp from I-95 (NB) / (SB)		7,572	7,572	7,572			0.0	
	R026	0	Design District Interchange	Off-Ramp 87004019 from EB I-195 to N Miami Avenue		1,441	1,441	1,636	195	13.6%	5.0	
	F005	B	I-195 (EB)	Off-Ramp to N Miami Ave	Off-Ramp to Biscayne Blvd.	5,895	6,131	5,936	41	0.7%	0.5	
	R028	0	Design District Interchange	Off-Ramp 87004021 from EB I-195 to NW 36th St (To US-1)		1,978	1,978	1,788	(190)	-9.6%	4.4	
	F006	B	I-195 (EB)	Off-Ramp to Biscayne Blvd.	On-Ramp from Biscayne Blvd.	4,647	4,153	4,148	(499)	-10.7%	7.5	
	R031	1	Design District Interchange	On-Ramp 87004023 from NE 36th St to EB I-195		1,641	1,641	1,575	(66)	-4.0%	1.6	
	F007	A	I-195 (EB)	On-Ramp from Biscayne Blvd.		5,723	5,723	5,723			0.0	
	Calculated Volume							5,794	5,723			
	Imbalance							71	(0)			19.1
Route #18: I-195 WB - From E of US-1 Ramps to/from I-195 to W of N Miami Ave Ramps	Facility			Limits		Seasonal Peak Hour Volume	μ Running Total	μ' Balanced Volume	Δ Change		GEH _{pp}	
	ID	Type	Segment / Location	From	To				Volume	%		
	F011	A	I-195 (WB)	On-Ramp from (SB) Alton Rd.	Off-Ramp to Biscayne Blvd.	4,370	4,370	4,370	-	0.0%	0.0	
	R030	0	Design District Interchange	Off-Ramp 87004022 from WB I-195 to NW 38th St		613	613	1,367	754	122.9%	24.0	
	F012	B	I-195 (WB)	Off-Ramp to Biscayne Blvd.		3,549	3,757	3,003	(545)	-15.4%	9.5	
	R029	1	Design District Interchange	On-Ramp 87004020 from NE 38th St to WB I-195 (From US-1)		993	993	1,201	208	21.0%	6.3	
	F013	B	I-195 (WB)	On-Ramp from Biscayne Blvd.		4,502	4,750	4,204	(298)	-6.6%	4.5	
	R027	1	Design District Interchange	On-Ramp 87004018 from N Miami Avenue to WB I-195		1,728	1,728	1,578	(150)	-8.7%	3.7	
	F014	A	I-195 (WB)	On-Ramp from N Miami Ave		5,782	5,782	5,782			0.0	
	Calculated Volume							6,477	5,782			
	Imbalance							695	0			48.0
Total GEH										67.0		

TABLE D-5
I-195 Corridor Planning Study
Group 2: PM Peak Hour Freeway to Ramp Balancing

Route #17: I-195 EB - From W of N Miami Ave Ramps to E of US-1 Ramps to/from I-195	Facility			Limits		Seasonal Peak Hour Volume	μ Running Total	μ' Balanced Volume	Δ Change		GEH _{pp}
	ID	Type	Segment / Location	From	To				Volume	%	
	F004	A	I-195 (EB)	On-Ramp from I-95 (NB) / (SB)		5,782	5,782	5,782			0.0
	R026	0	Design District Interchange	Off-Ramp 87004019 from EB I-195 to N Miami Avenue		1,600	1,600	1,530	(70)	-4.4%	1.8
	F005	B	I-195 (EB)	Off-Ramp to N Miami Ave	Off-Ramp to Biscayne Blvd.	4,502	4,182	4,252	(250)	-5.5%	3.8
	R028	0	Design District Interchange	Off-Ramp 87004021 from EB I-195 to NW 36th St (To US-1)		1,952	1,952	1,367	(585)	-30.0%	14.4
	F006	B	I-195 (EB)	Off-Ramp to Biscayne Blvd.	On-Ramp from Biscayne Blvd.	3,549	2,230	2,885	(663)	-18.7%	11.7
	R031	1	Design District Interchange	On-Ramp 87004023 from NE 36th St to EB I-195		1,845	1,845	1,485	(360)	-19.5%	8.8
	F007	A	I-195 (EB)	On-Ramp from Biscayne Blvd.		4,370	4,370	4,370			0.0
	Calculated Volume							4,075	4,370		
	Imbalance							(295)	(0)		40.4

Route #18: I-195 WB - From E of US-1 Ramps to/from I-195 to W of N Miami Ave Ramps	Facility			Limits		Seasonal Peak Hour Volume	μ Running Total	μ' Balanced Volume	Δ Change		GEH _{pp}
	ID	Type	Segment / Location	From	To				Volume	%	
	F011	A	I-195 (WB)	On-Ramp from (SB) Alton Rd.	Off-Ramp to Biscayne Blvd.	5,723	5,723	5,723	-	0.0%	0.0
	R030	0	Design District Interchange	Off-Ramp 87004022 from WB I-195 to NW 38th St		1,218	1,218	1,050	(168)	-13.8%	5.0
	F012	B	I-195 (WB)	Off-Ramp to Biscayne Blvd.		4,647	4,505	4,673	26	0.6%	0.4
	R029	1	Design District Interchange	On-Ramp 87004020 from NE 38th St to WB I-195 (From US-1)		472	472	1,087	615	130.3%	22.0
	F013	B	I-195 (WB)	On-Ramp from Biscayne Blvd.		5,895	4,977	5,760	(135)	-2.3%	1.8
	R027	1	Design District Interchange	On-Ramp 87004018 from N Miami Avenue to WB I-195		1,239	1,239	1,812	573	46.3%	14.7
	F014	A	I-195 (WB)	On-Ramp from N Miami Ave		7,572	7,572	7,572			0.0
	Calculated Volume							6,215	7,572		
	Imbalance							(1,356)	0		43.9

Total GEH 84.3

TABLE D-6
I-195 Corridor Planning Study
Group 3: AM Peak Hour Freeway to Ramp Balancing

Route #19: I-195 EB - From W of Alton Road Off-Ramp to Art-Godfrey Road	Facility			Limits		Seasonal Peak Hour Volume	μ Running Total	μ' Balanced Volume	Δ Change		GEH _{pp}
	ID	Type	Segment / Location	From	To				Volume	%	
	F007	A	I-195 (EB)	On-Ramp from Biscayne Blvd.		5,723	5,723	5,723			0.0
	R032	0	Alton Rd. Interchange	EB I-195		3,128	3,128	3,128	(0)	0.0%	0.0
	F008	A	I-195 (EB)	Off-Ramp to Alton Rd.		2,595	2,595	2,595			0.0
						Calculated Volume	2,595	2,595			
						Imbalance	-	0			0.0
Route #20: I-195 WB - From Art-Godfrey Road to W of Alton Road On-Ramps	Facility			Limits		Seasonal Peak Hour Volume	μ Running Total	μ' Balanced Volume	Δ Change		GEH _{pp}
	ID	Type	Segment / Location	From	To				Volume	%	
	F009	A	I-195 (WB)	Arthur Godfrey Rd.	On-Ramp from (NB) Alton Rd.	2,031	2,031	2,031	-	0.0%	0.0
	R041	1	Alton Rd. Interchange	NB Alton Rd		873	873	923	50	5.7%	1.7
	F010	B	I-195 (WB)	On-Ramp from (NB) Alton Rd.		2,904	2,904	2,954	50	1.7%	0.9
	R047	1	Alton Rd. Interchange	Mt. Sinai On-Ramp Merge		1,466	1,466	1,416	(50)	-3.4%	1.3
	F011	A	I-195 (WB)	On-Ramp from (SB) Alton Rd.		4,370	4,370	4,370			0.0
						Calculated Volume	4,370	4,370			
						Imbalance	-	(0)			3.9

Total GEH 3.9

TABLE D-7
I-195 Corridor Planning Study
Group 3: PM Peak Hour Freeway to Ramp Balancing

Route #19: I-195 EB - From W of Alton Road Off-Ramp to Art-Godfrey Road	Facility			Limits		Seasonal Peak Hour Volume	μ Running Total	μ' Balanced Volume	Δ Change		GEH _{pp}	
	ID	Type	Segment / Location	From	To				Volume	%		
F007	A	I-195 (EB)	On-Ramp from Biscayne Blvd.			4,370	4,370	4,370			0.0	
R032	0	Alton Rd. Interchange	EB I-195			2,674	2,674	2,674	0	0.0%	0.0	
F008	A	I-195 (EB)	Off-Ramp to Alton Rd.			1,697	1,697	1,697			0.0	
							Calculated Volume	1,697	1,696			
							Imbalance	-	(0)			0.0

Route #20: I-195 WB - From Art-Godfrey Road to W of Alton Road On-Ramps	Facility			Limits		Seasonal Peak Hour Volume	μ Running Total	μ' Balanced Volume	Δ Change		GEH _{pp}	
	ID	Type	Segment / Location	From	To				Volume	%		
F009	A	I-195 (WB)	Arthur Godfrey Rd.	On-Ramp from (NB) Alton Rd.		1,797	1,797	1,797	-	0.0%	0.0	
R041	1	Alton Rd. Interchange	NB Alton Rd			2,077	2,077	1,977	(100)	-4.8%	2.2	
F010	B	I-195 (WB)	On-Ramp from (NB) Alton Rd.			3,874	3,874	3,774	(100)	-2.6%	1.6	
R047	1	Alton Rd. Interchange	Mt. Sinai On-Ramp Merge			1,849	1,849	1,949	100	5.4%	2.3	
F011	A	I-195 (WB)	On-Ramp from (SB) Alton Rd.			5,723	5,723	5,723			0.0	
							Calculated Volume	5,723	5,723			
							Imbalance	-	(0)			6.1

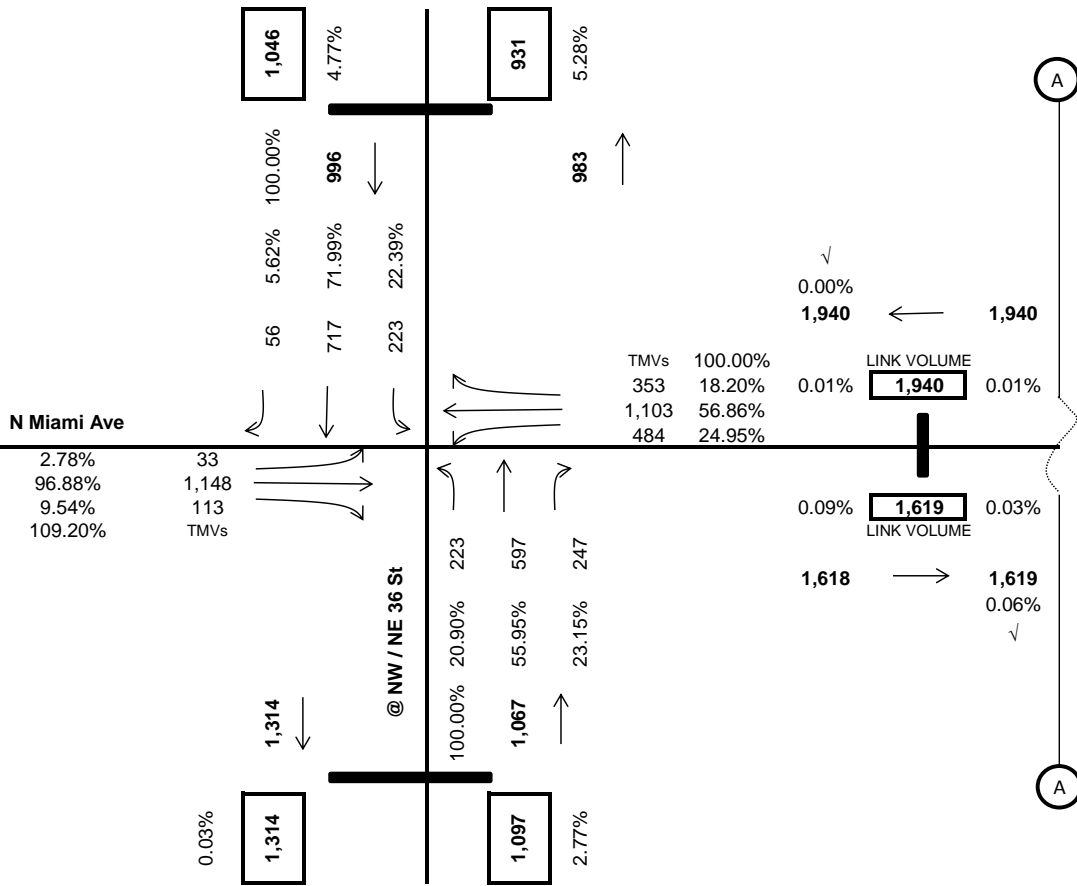
Total GEH 6.1

TURNING MOVEMENT VOLUME BALANCING WORKSHEETS

AM Peak Hour

N Miami Avenue

@ NW / NE 36 St



**Turning Movement Volumes
@ NW / NE 36 St**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	1,940			1,097			1,245			1,046		
TM Pk Per Counts ¹	612	1396	447	118	332	131	30	730	99	198	682	50
% Turns	25%	57%	18%	20%	57%	23%	3%	85%	12%	21%	73%	5%
Calc. pk Per Volumes	484	1103	353	223	627	247	43	1058	143	223	767	56
Adjustments					-30		-10	90	-30		-50	
Bal Pk Per Volumes	484	1103	353	223	597	247	33	1148	113	223	717	56

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:



I-195 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01



Exhibit Name:

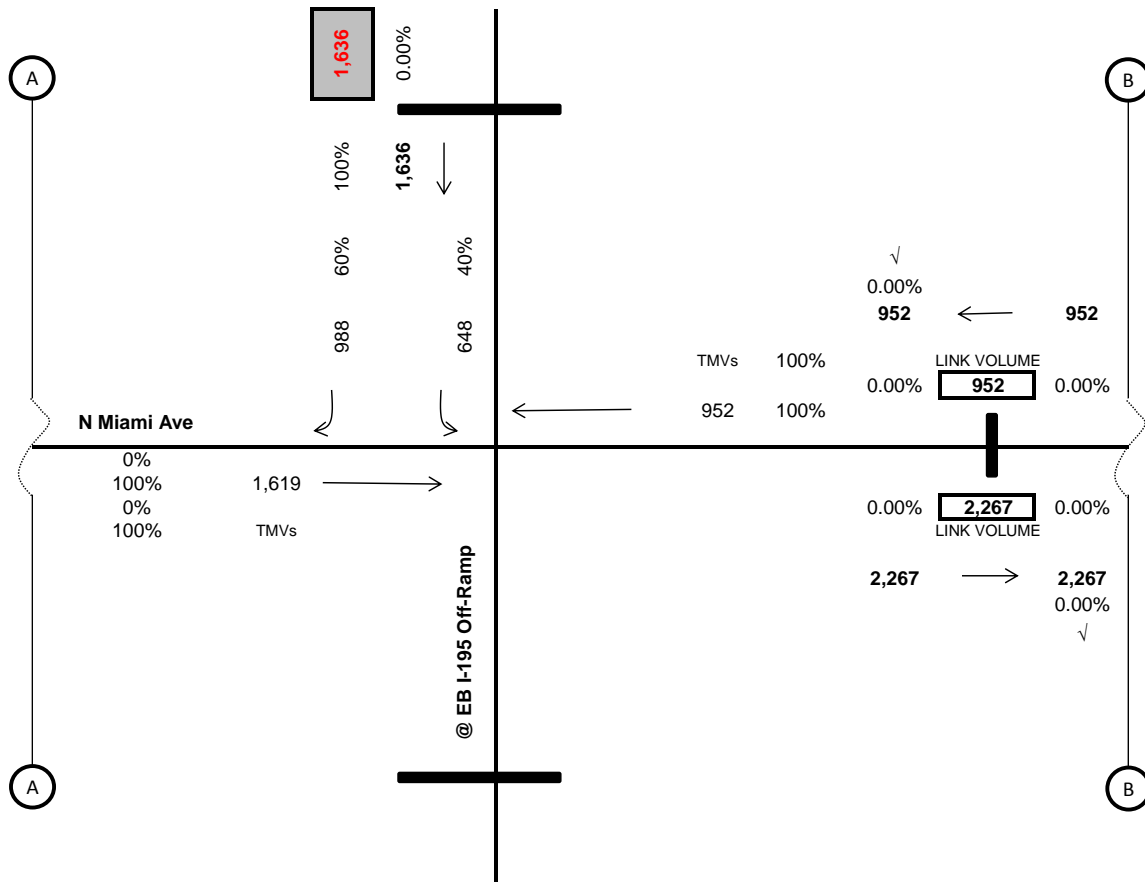
N Miami Ave
Turning Movement Volume Development/Balancing
2045 No-Build AM Peak Hour

Exhibit No: **TBD**

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Date: **12/21/18**

@ EB I-195 Off-Ramp



**Turning Movement Volumes
@ EB I-195 Off-Ramp**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	952			0			1,619			1,636		
TM Pk Per Counts ¹	0	1375	0	0	0	0	0	1112	0	766	0	1161
% Turns	0%	100%	0%	-	-	-	0%	100%	0%	40%	0%	60%
Calc. pk Per Volumes	0	952	0	-	-	-	0	1619	0	650	0	986
Adjustments										-2		
Bal Pk Per Volumes	0	952	0	0	0	0	0	1619	0	648	0	988

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↷ Turning Movement Volumes (Balanced)
- (A) --- (A) Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:

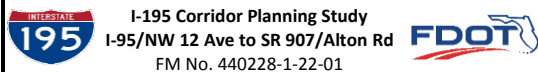


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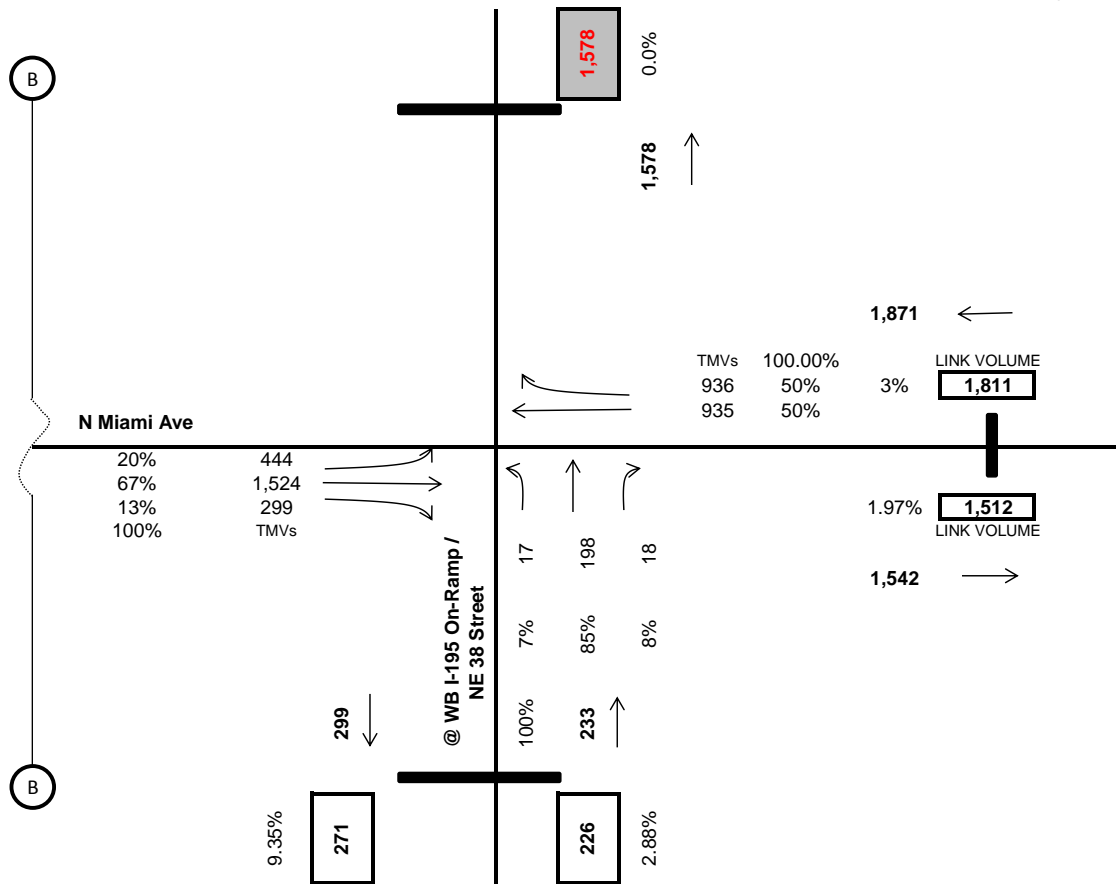
**N Miami Ave
Turning Movement Volume Development/Balancing
2045 No-Build AM Peak Hour**

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@ WB I-195 On-Ramp / NE 38 Street



**Turning Movement Volumes
@ WB I-195 On-Ramp / NE 38 Street**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	1,811			226			2,267			0		
TM Pk Per Counts ¹	0	1257	1790	15	256	7	644	1017	302	0	0	0
% Turns	0%	41%	59%	5%	92%	3%	33%	52%	15%	-	-	-
Calc. pk Per Volumes	0	747	1064	12	208	6	744	1174	349	-	-	-
Adjustments		188	-128	5	-10	12	-300	350	-50			
Bal Pk Per Volumes	0	935	936	17	198	18	444	1524	299	0	0	0

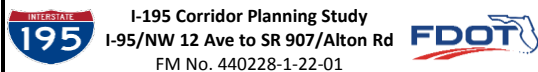
LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↗ Turning Movement Volumes (Balanced)
- (A) Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:



I-195 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01

Exhibit Name:

**N Miami Ave
Turning Movement Volume Development/Balancing
2045 No-Build AM Peak Hour**

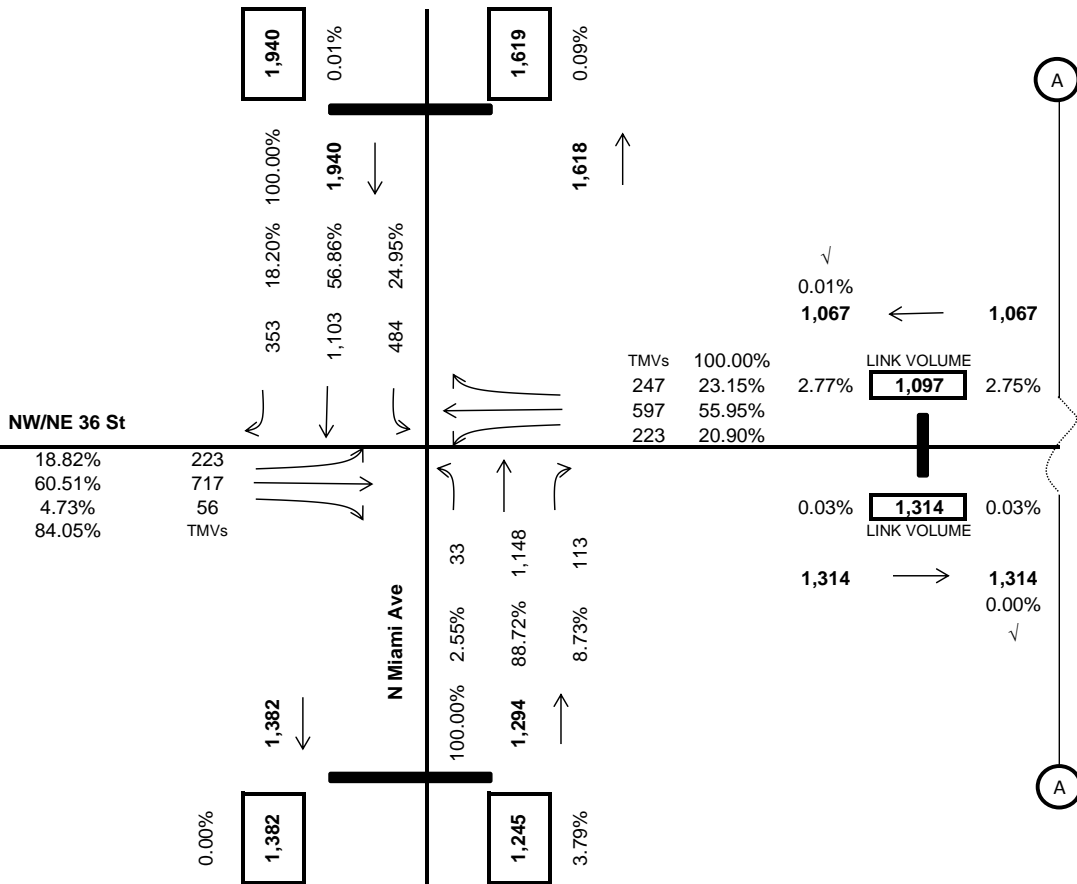
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NE 36th Street

N Miami Ave



**Turning Movement Volumes
N Miami Ave**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	1,097			1,245			1,046			1,940		
TM Pk Per Counts ¹	118	332	131	30	730	99	198	682	50	612	1396	447
% Turns	20%	57%	23%	3%	85%	12%	21%	73%	5%	25%	57%	18%
Calc. pk Per Volumes	223	627	247	43	1058	143	223	767	56	484	1103	353
Adjustments	0	-30	0	-10	90	-30	0	-50	0	0	0	0
Bal Pk Per Volumes	223	597	247	33	1148	113	223	717	56	484	1103	353

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:

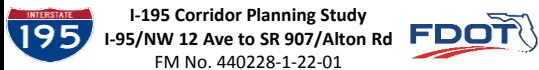


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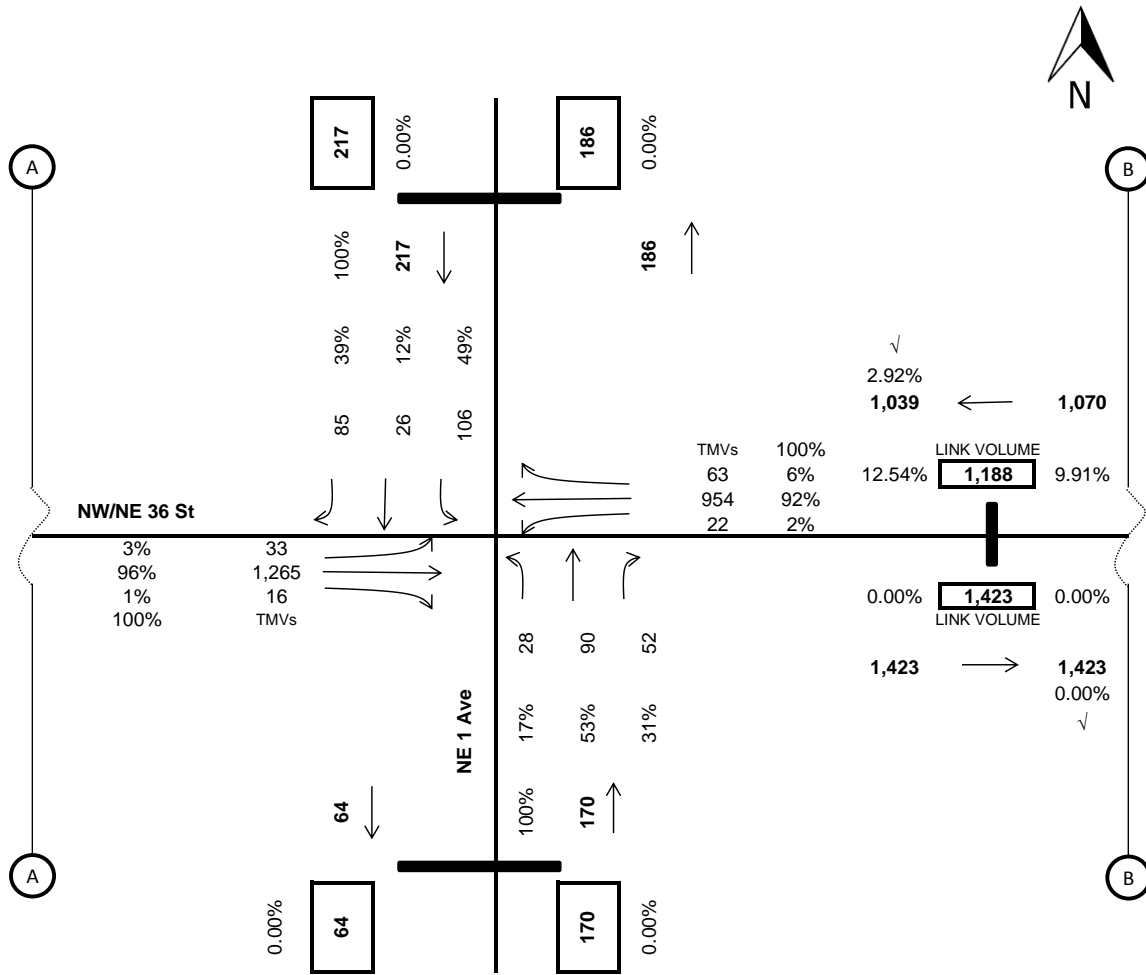
**NW/NE 36th Street
Turning Movement Volume Development/Balancing
2045 No-Build AM Peak Hour**

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Date: **12/21/18**

NE 1 Ave



**Turning Movement Volumes
NE 1 Ave**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	1,188			170			1,314			217		
TM Pk Per Counts ¹	13	530	38	12	38	22	35	1322	17	45	11	36
% Turns	2%	91%	7%	17%	53%	31%	3%	96%	1%	49%	12%	39%
Calc. pk Per Volumes	27	1084	78	28	90	52	33	1265	16	106	26	85
Adjustments	-5	-130	-15									
Bal Pk Per Volumes	22	954	63	28	90	52	33	1265	16	106	26	85

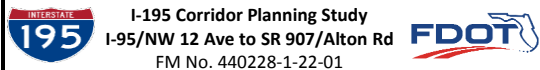
LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↷ Turning Movement Volumes (Balanced)
- (A) Match Line
- (A) Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:



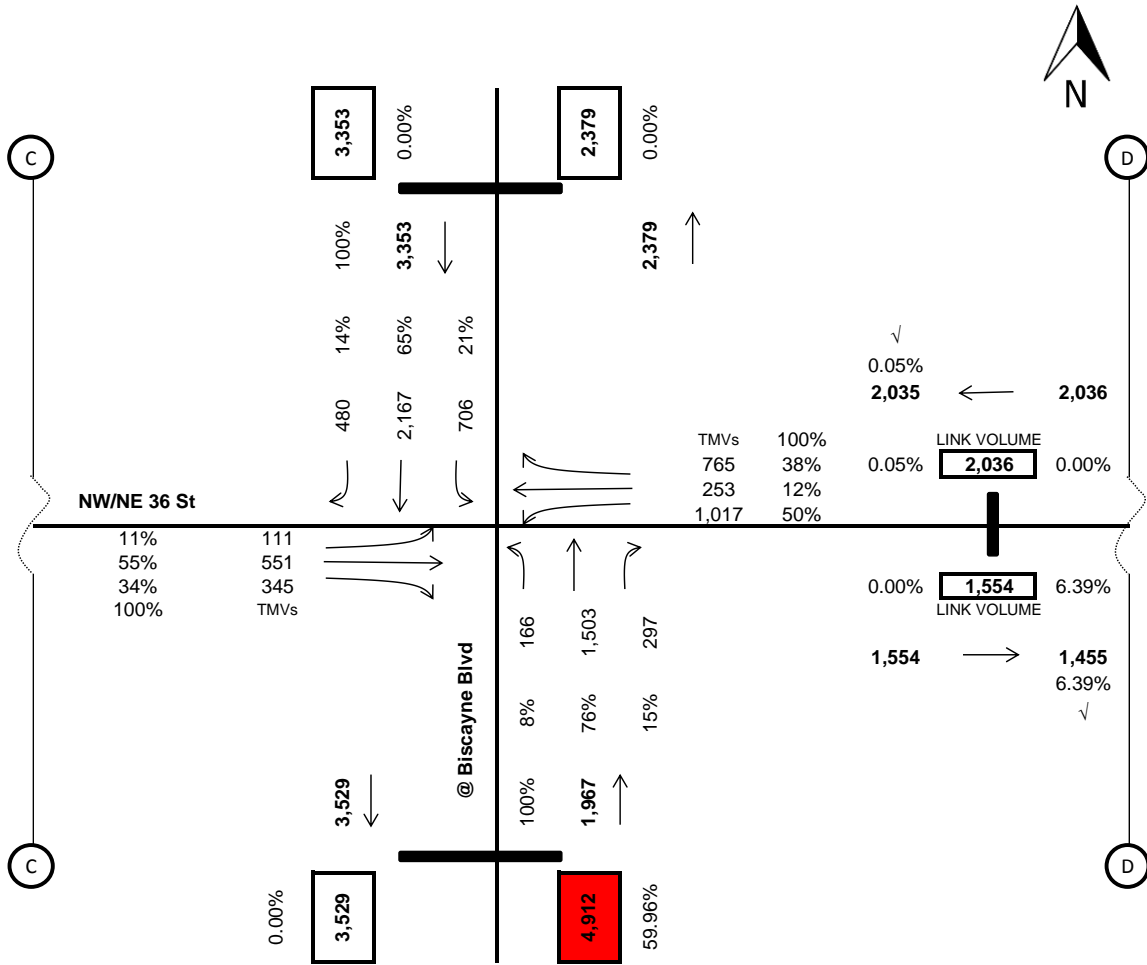
I-195 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01

Exhibit Name:

**NW/NE 36th Street
Turning Movement Volume Development/Balancing
2045 No-Build AM Peak Hour**

Exhibit No:	TBD
Page No:	2 of 6
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@ Biscayne Blvd



**Turning Movement Volumes
@ Biscayne Blvd**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	2,036			4,912			1,077			3,353		
TM Pk Per Counts ¹	811	186	626	51	1290	370	99	572	290	764	1955	174
% Turns	50%	11%	39%	3%	75%	22%	10%	60%	30%	26%	68%	6%
Calc. pk Per Volumes	1017	233	785	146	3703	1062	111	641	325	2281	5837	520
Adjustments		20	-20	20	-2200	-765		-90	20	-1575	-3670	-40
Bal Pk Per Volumes	1017	253	765	166	1503	297	111	551	345	706	2167	480

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↷ Turning Movement Volumes (Balanced)
- (A) Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:



I-195 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01



Exhibit Name:

NW/NE 36th Street
Turning Movement Volume Development/Balancing
2045 No-Build AM Peak Hour

Exhibit No:

TBD

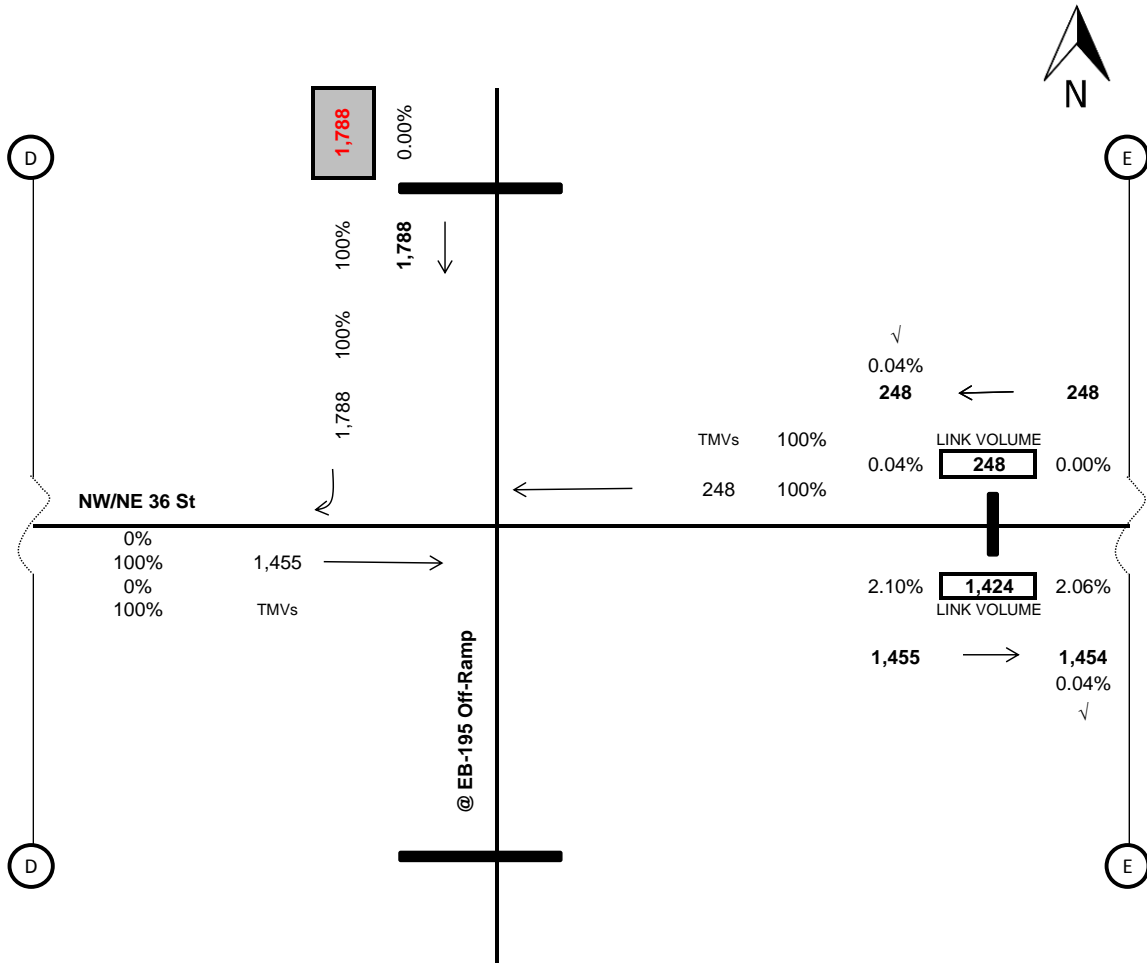
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Date:

12/21/18

@ EB-195 Off-Ramp



**Turning Movement Volumes
@ EB-195 Off-Ramp**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	248			0			1,554			1,788		
TM Pk Per Counts ¹	0	1	0	0	0	0	0	1	0	0	0	1
% Turns	0%	100%	0%	-	-	-	0%	100%	0%	0%	0%	100%
Calc. pk Per Volumes	0	248	0	-	-	-	0	1554	0	0	0	1788
Adjustments								-99				
Bal Pk Per Volumes	0	248	0	0	0	0	0	1455	0	0	0	1788

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↷ Turning Movement Volumes (Balanced)
- (A) Match Line
- (A) Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:

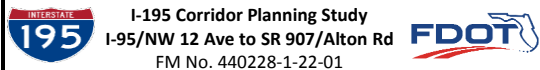


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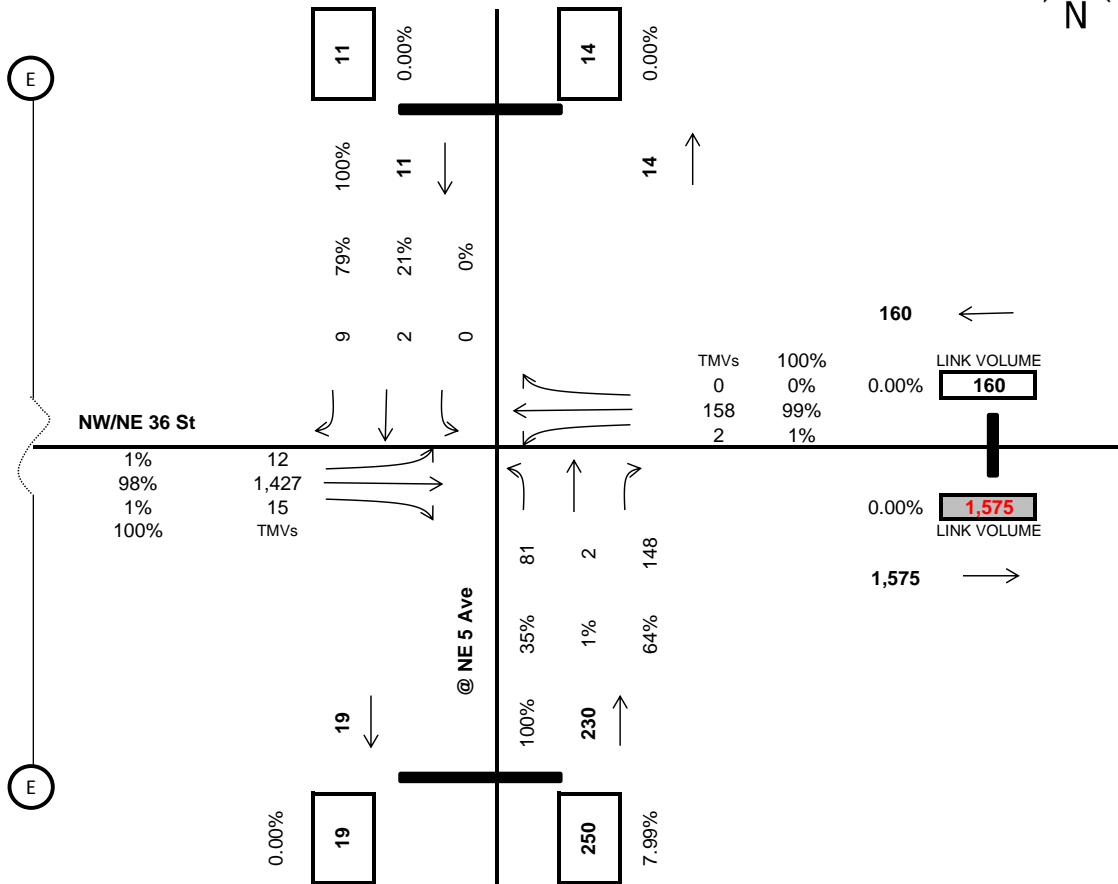
**NW/NE 36th Street
Turning Movement Volume Development/Balancing
2045 No-Build AM Peak Hour**

Exhibit No: **TBD**

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Date: **12/21/18**

@ NE 5 Ave



**Turning Movement Volumes
@ NE 5 Ave**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	160			250			1,424			11		
TM Pk Per Counts ¹	2	193	0	99	2	205	10	1720	11	0	3	11
% Turns	1%	99%	0%	32%	1%	67%	1%	99%	1%	0%	21%	79%
Calc. pk Per Volumes	2	158	0	81	2	168	8	1407	9	0	2	9
Adjustments						-20	4	20	6			
Bal Pk Per Volumes	2	158	0	81	2	148	12	1427	15	0	2	9

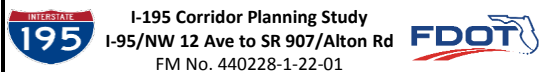
LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↷ Turning Movement Volumes (Balanced)
- (A) Match Line
- (A) Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:



I-195 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01

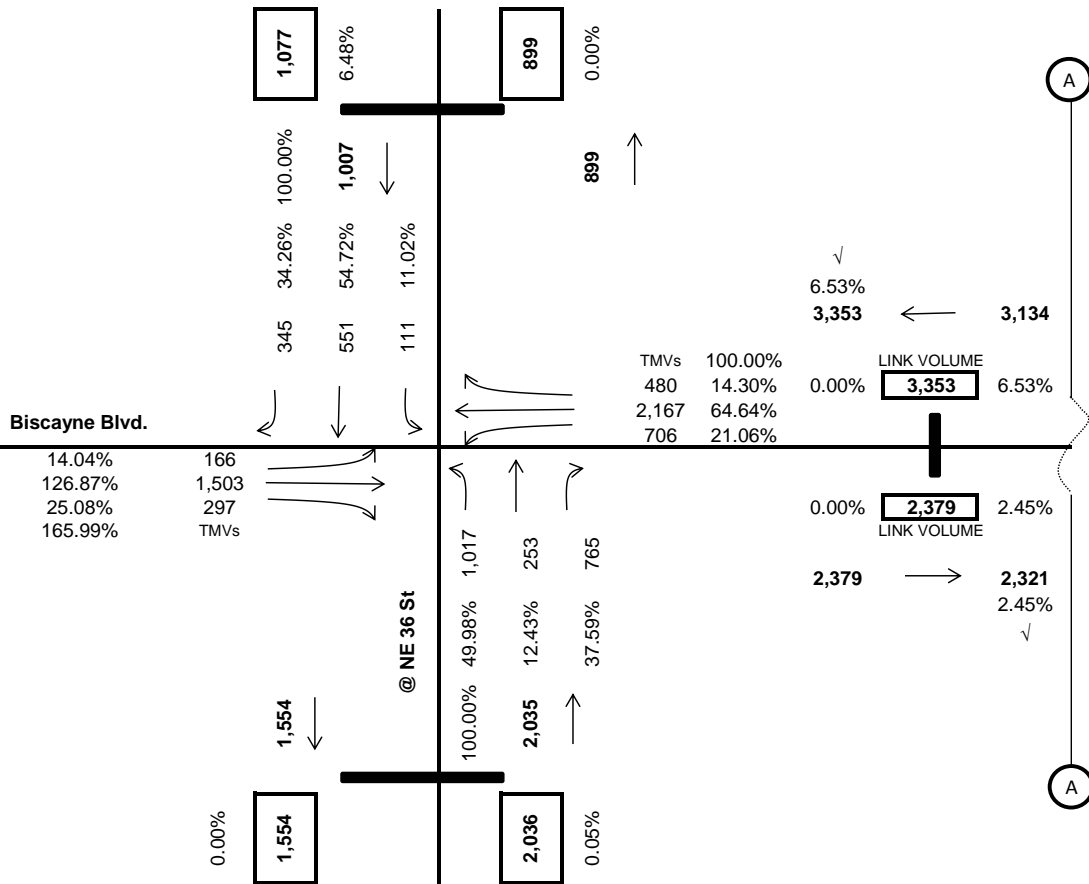
Exhibit Name:

**NW/NE 36th Street
Turning Movement Volume Development/Balancing
2045 No-Build AM Peak Hour**

Exhibit No:	TBD
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Biscayne Boulevard/US-1

@ NE 36 St



**Turning Movement Volumes
@ NE 36 St**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	3,353			2,036			4,912			1,077		
TM Pk Per Counts ¹	764	1955	174	811	186	626	51	1290	370	99	572	290
% Turns	26%	68%	6%	50%	11%	39%	3%	75%	22%	10%	60%	30%
Calc. pk Per Volumes	2281	5837	520	1017	233	785	146	3703	1062	111	641	325
Adjustments	-1575	-3670	-40	0	20	-20	20	-2200	-765	0	-90	20
Bal Pk Per Volumes	706	2167	480	1017	253	765	166	1503	297	111	551	345

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:



I-95 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01

Exhibit Name:

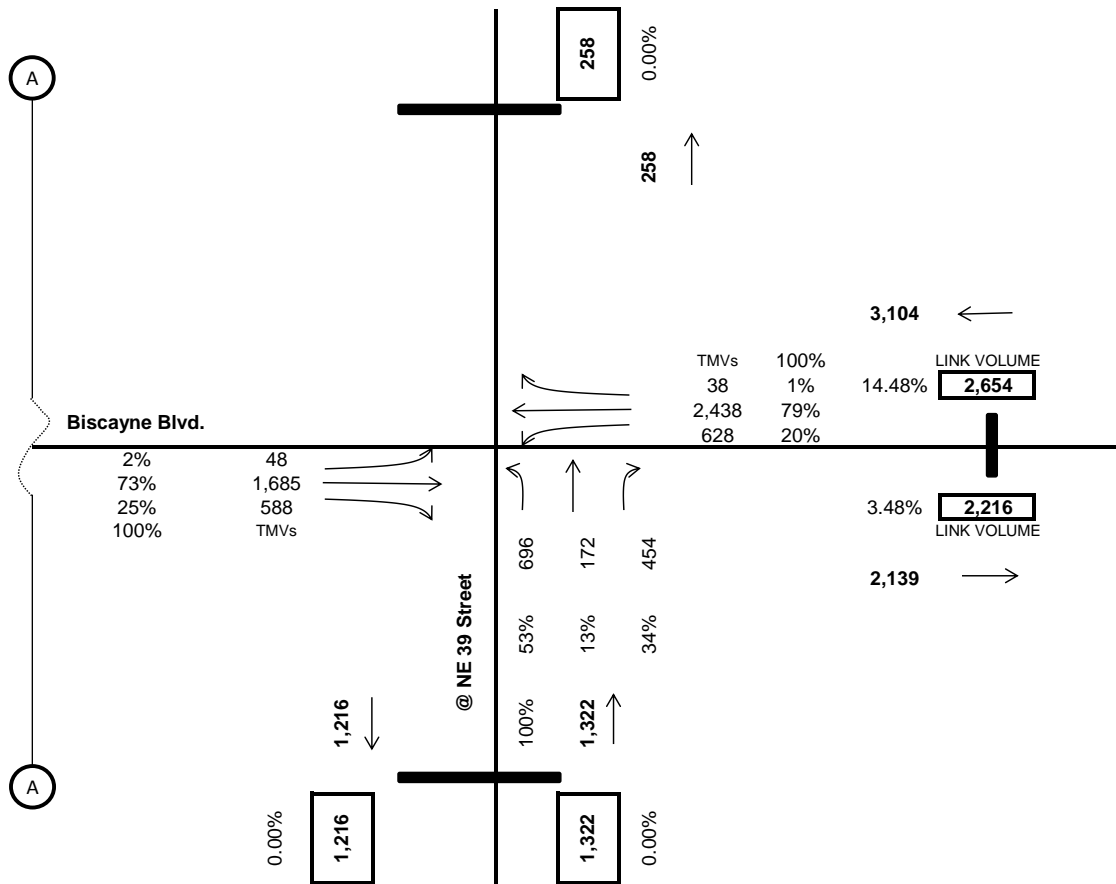
Biscayne Blvd
Turning Movement Volume Development/Balancing
2045 No-Build AM Peak Hour

Exhibit No: **TBD**

Page No: **1 of 2**

Date: **12/21/18**

@ NE 39 Street



**Turning Movement Volumes
@ NE 39 Street**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	2,654			1,322			2,379			0		
TM Pk Per Counts ¹	1113	2629	54	656	197	468	39	994	882	0	0	0
% Turns	29%	69%	1%	50%	15%	35%	2%	52%	46%	-	-	-
Calc. pk Per Volumes	778	1838	38	656	197	468	48	1235	1096	-	-	-
Adjustments	-150	600		40	-25	-14		450	-508			
Bal Pk Per Volumes	628	2438	38	696	172	454	48	1685	588	0	0	0

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:



I-195 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01



Exhibit Name:

**Biscayne Blvd
Turning Movement Volume Development/Balancing
2045 No-Build AM Peak Hour**

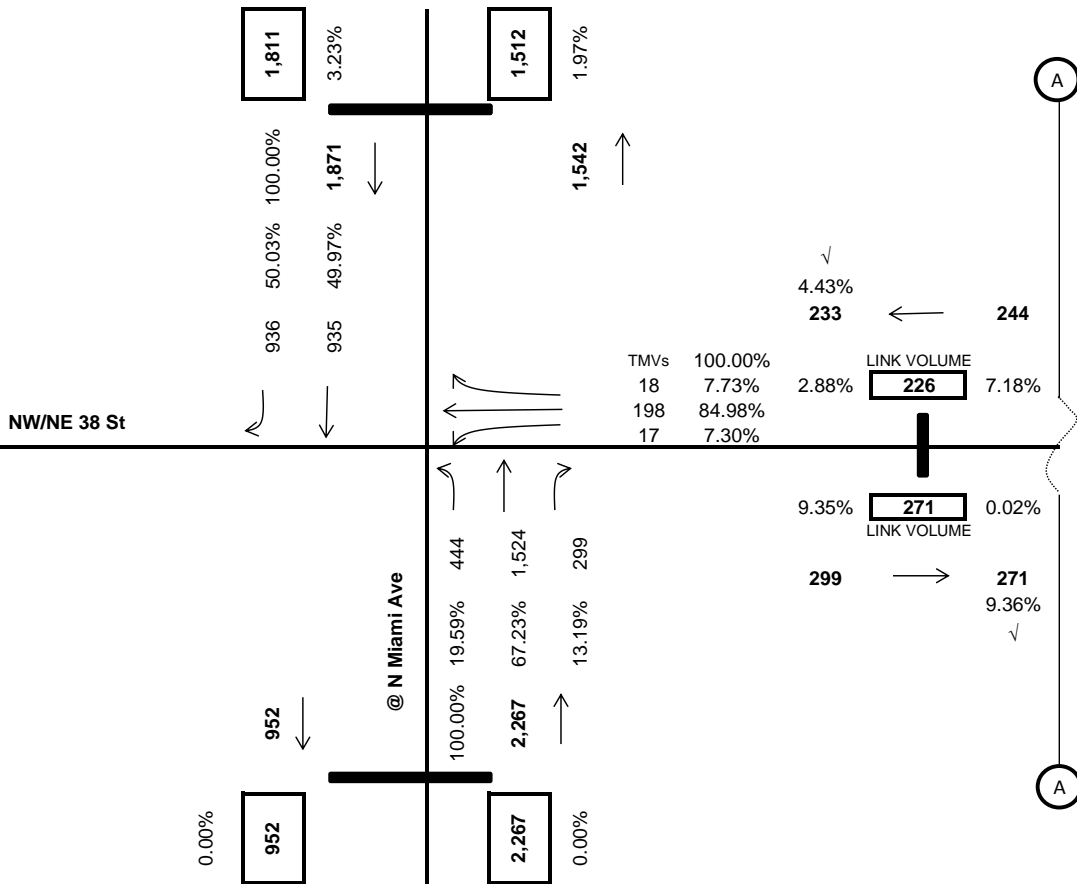
Exhibit No: **TBD**

Page No: **2 of 2**

Date: **12/21/18**

NE 38th Street

@ N Miami Ave



**Turning Movement Volumes
@ N Miami Ave**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	226			2,267			0			1,811		
TM Pk Per Counts ¹	15	256	7	644	1017	302	0	0	0	0	1257	1790
% Turns	5%	92%	3%	33%	52%	15%	-	-	-	0%	41%	59%
Calc. pk Per Volumes	12	208	6	744	1174	349	-	-	-	0	747	1064
Adjustments	5	-10	12	-300	350	-50	0	0	0	0	188	-128
Bal Pk Per Volumes	17	198	18	444	1524	299	0	0	0	0	935	936

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:



I-195 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01



Exhibit Name:

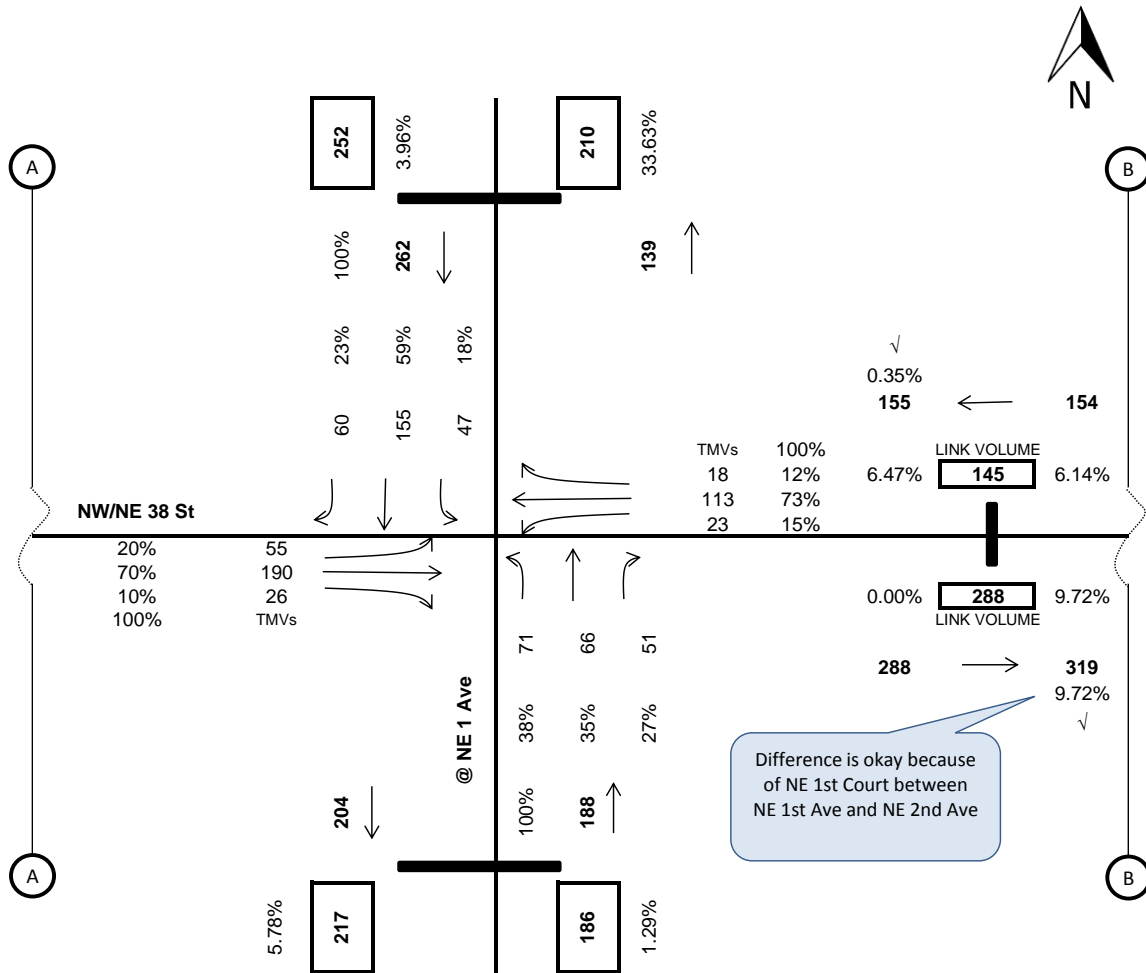
**NW/NE 38th Street
Turning Movement Volume Development/Balancing
2045 No-Build AM Peak Hour**

Exhibit No: **TBD**

Page No: **1 of 3**

Date: **12/21/18**

@ NE 1 Ave



**Turning Movement Volumes
@ NE 1 Ave**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	145			186			271			252		
TM Pk Per Counts ¹	19	175	12	62	32	36	53	183	25	38	110	82
% Turns	9%	85%	6%	48%	25%	28%	20%	70%	10%	17%	48%	36%
Calc. pk Per Volumes	13	123	8	89	46	51	55	190	26	42	120	90
Adjustments	10	-10	10	-18	20					5	35	-30
Bal Pk Per Volumes	23	113	18	71	66	51	55	190	26	47	155	60

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↷ Turning Movement Volumes (Balanced)
- (A) Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:

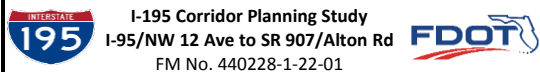


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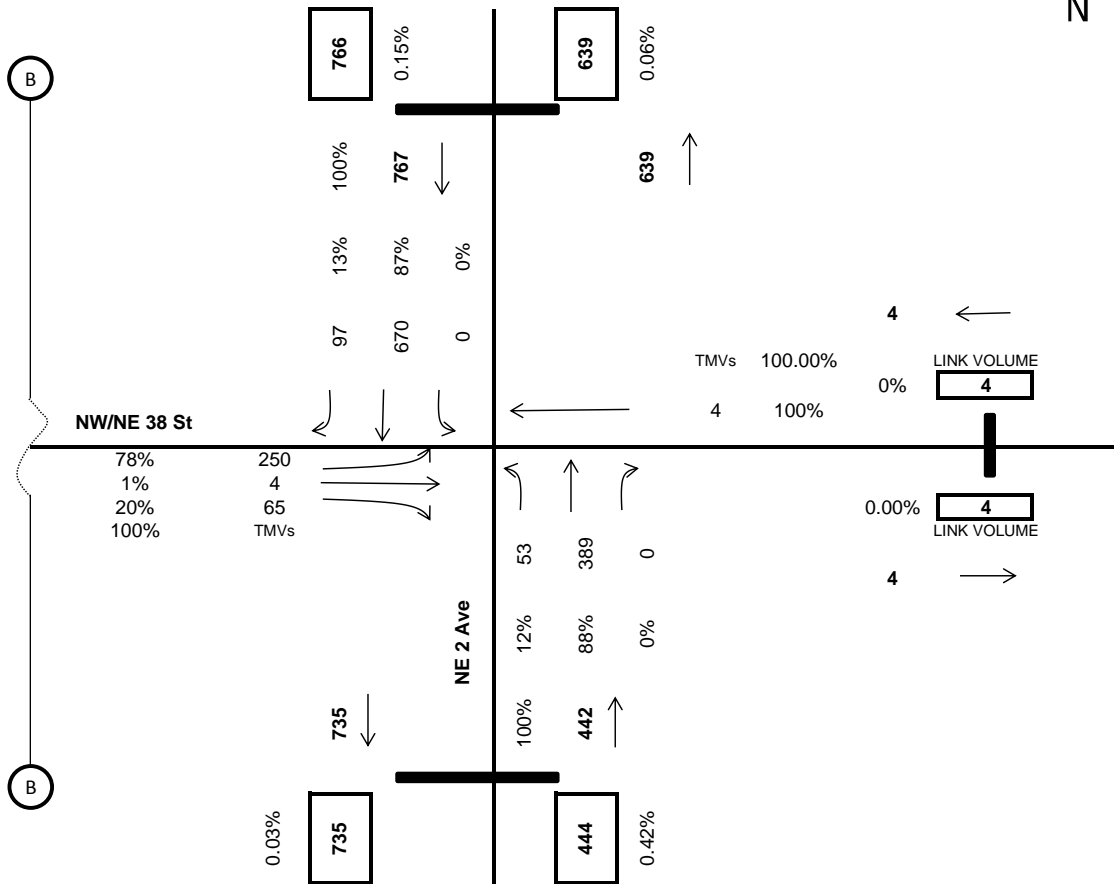
**NW/NE 38th Street
Turning Movement Volume Development/Balancing
2045 No-Build AM Peak Hour**

Exhibit No: **TBD**

Page No: **2 of 3**

Date: **12/21/18**

NE 2 Ave



**Turning Movement Volumes
NE 2 Ave**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	4			444			288			766		
TM Pk Per Counts ¹	0	2	0	38	239	0	162	3	47	0	716	177
% Turns	0%	100%	0%	14%	86%	0%	76%	1%	22%	0%	80%	20%
Calc. pk Per Volumes	0	4	0	61	383	0	220	4	64	0	614	152
Adjustments				-8	6		30		1		56	-55
Bal Pk Per Volumes	0	4	0	53	389	0	250	4	65	0	670	97

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↷ Turning Movement Volumes (Balanced)
- (A) Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:



I-195 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01



Exhibit Name:

**NW/NE 38th Street
Turning Movement Volume Development/Balancing
2045 No-Build AM Peak Hour**

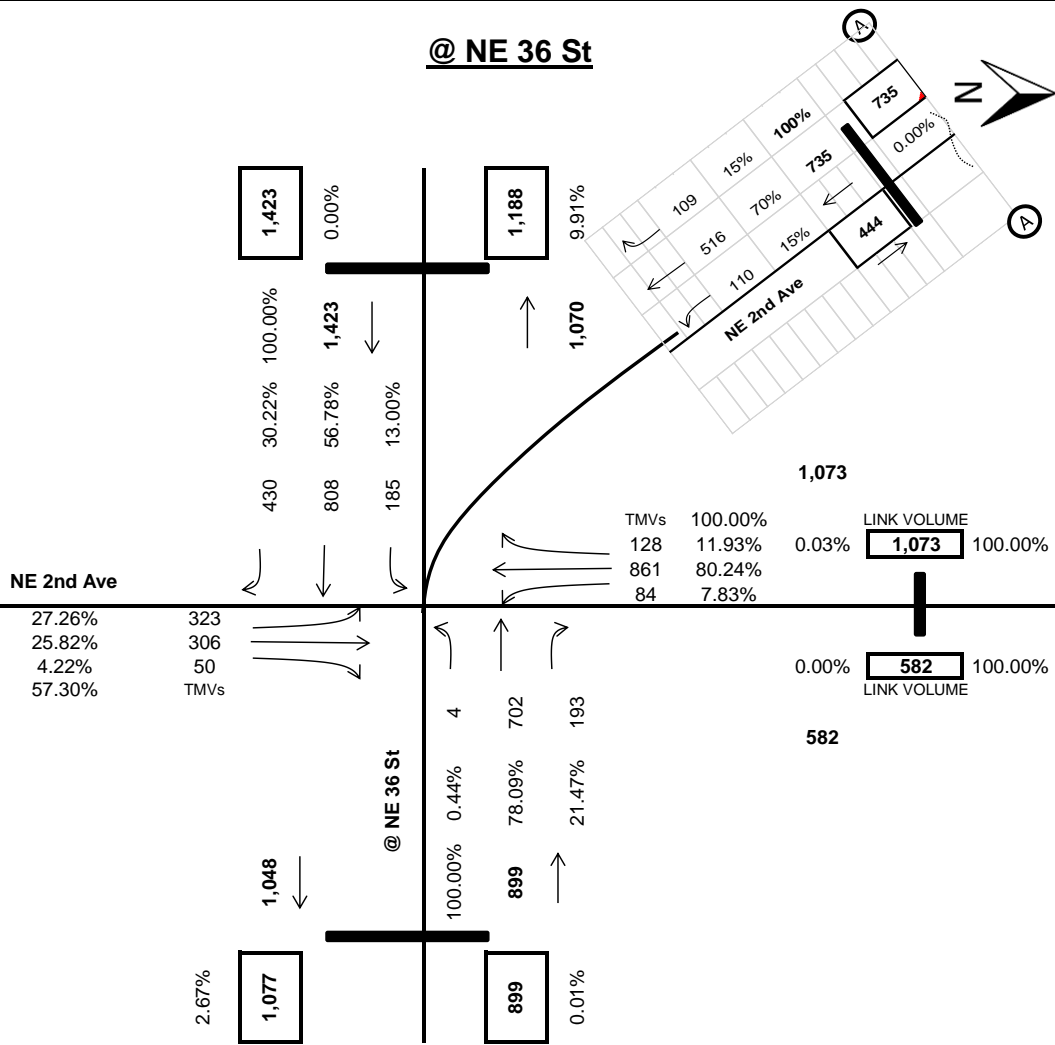
Exhibit No: **TBD**

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Date: **12/21/18**

NE 2nd Avenue

@ NE 36 St



**Turning Movement Volumes
@ NE 36 St**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	1,073			899			679			1,423		
TM Pk Per Counts ¹	72	740	110	2	327	122	278	263	43	188	819	436
% Turns	8%	80%	12%	0%	73%	27%	48%	45%	7%	13%	57%	30%
Calc. pk Per Volumes	84	861	128	4	652	243	323	306	50	185	808	430
Adjustments				0	50	-50	0	0	0	0	0	0
Bal Pk Per Volumes	84	861	128	4	702	193	323	306	50	185	808	430

LEGEND

1,500 Control Volumes (Peak Period)²

1,300 Link Volumes (Peak Period)¹

66 ↗ Turning Movement Volumes (Balanced)

(A) --- (A) Match Line

Volume Elements	Southeast		
	LT	THU	RT
Link Volumes	735		
Pk Per Counts ¹	116	607	102
% Turns	14%	74%	12%
Calc. Volumes	103	541	91
Adjustments			
Bal Volumes	103	541	91

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:

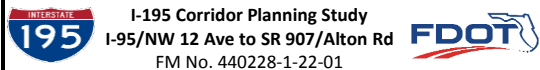


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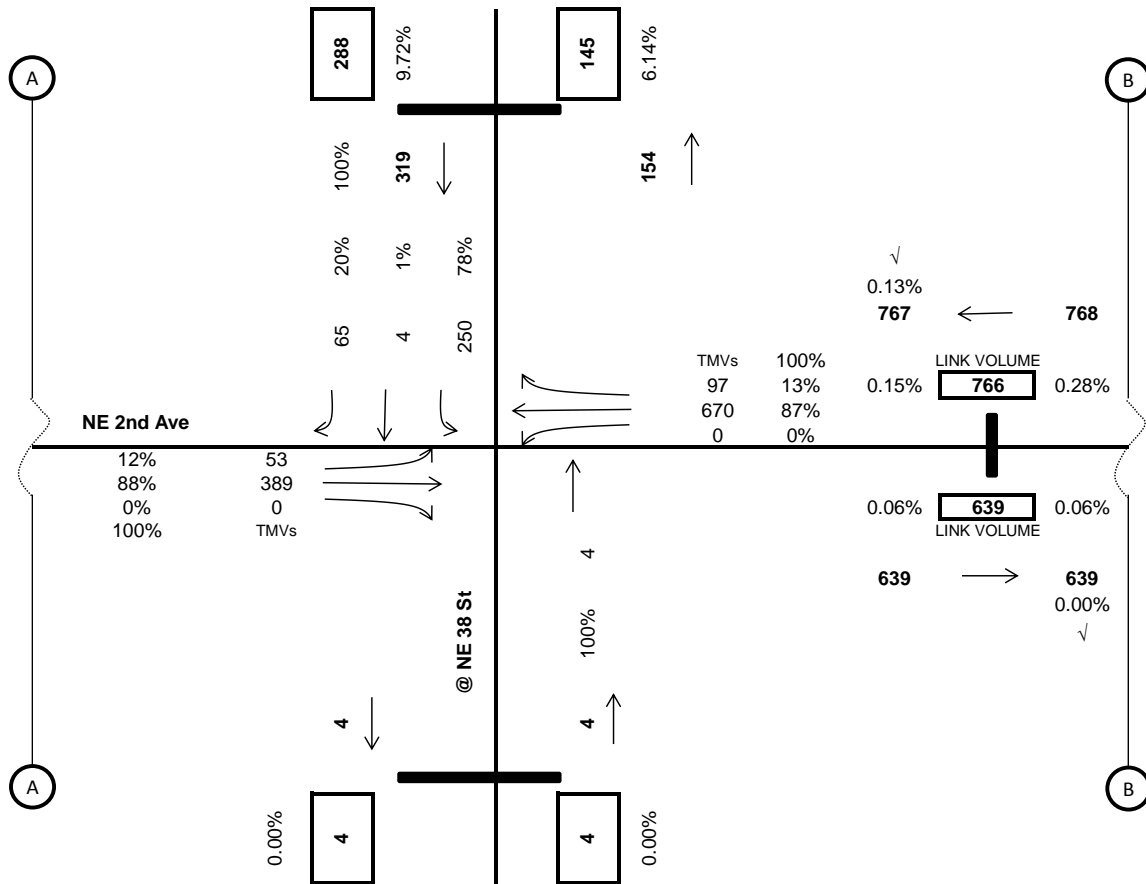
**NE 2nd Ave
Turning Movement Volume Development/Balancing
2045 No-Build AM Peak Hour**

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Date: **12/21/18**

@ NE 38 St



**Turning Movement Volumes
@ NE 38 St**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	766			4			444			288		
TM Pk Per Counts ¹	0	716	177	0	2	0	38	239	0	162	3	47
% Turns	0%	80%	20%	0%	100%	0%	14%	86%	0%	76%	1%	22%
Calc. pk Per Volumes	0	614	152	0	4	0	61	383	0	220	4	64
Adjustments	0	56	-55	0	0	0	-8	6	0	30	0	1
Bal Pk Per Volumes	0	670	97	0	4	0	53	389	0	250	4	65

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:

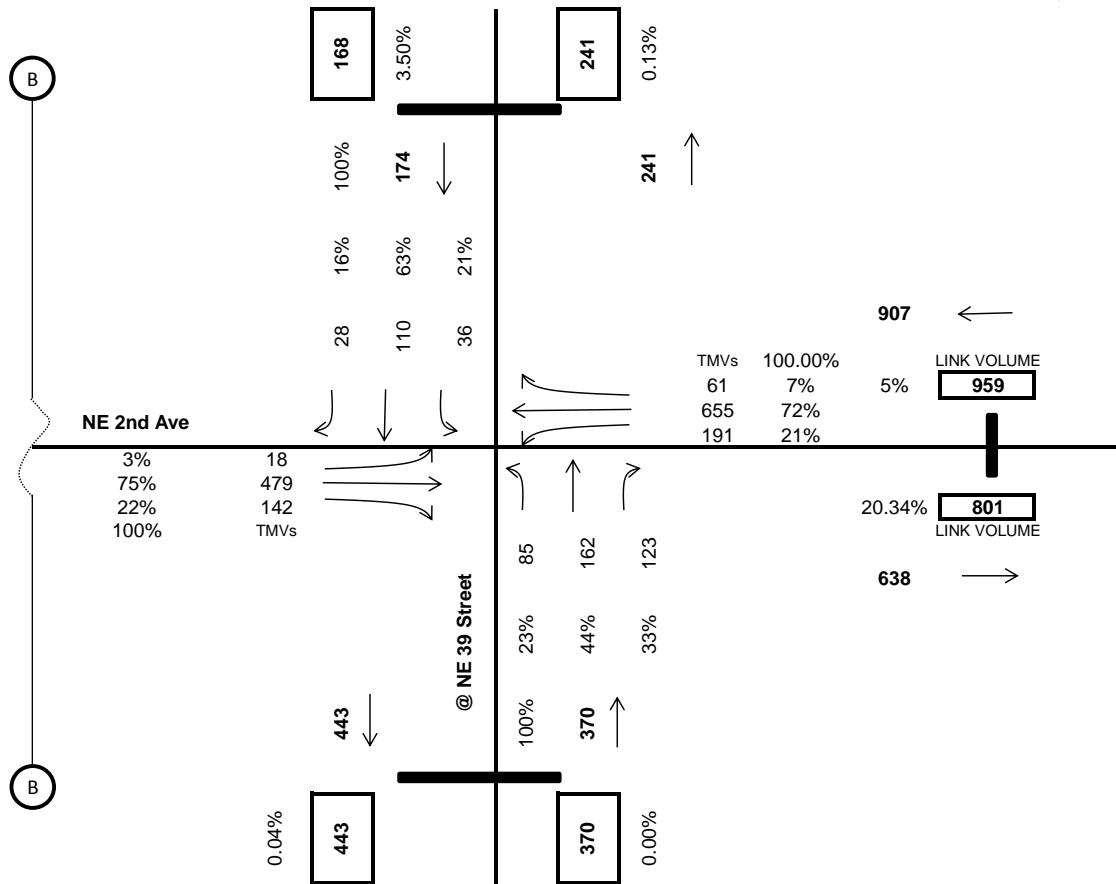


Exhibit Name:

**NE 2nd Ave
Turning Movement Volume Development/Balancing
2045 No-Build AM Peak Hour**

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Date: **12/21/18**

@ NE 39 Street



**Turning Movement Volumes
@ NE 39 Street**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	959			370			639			168		
TM Pk Per Counts ¹	147	793	59	113	192	134	14	304	80	40	103	45
% Turns	15%	79%	6%	26%	44%	31%	4%	76%	20%	21%	55%	24%
Calc. pk Per Volumes	141	761	57	95	162	113	22	488	129	36	92	40
Adjustments	50	-106	4	-10		10	-4	-9	13		18	-12
Bal Pk Per Volumes	191	655	61	85	162	123	18	479	142	36	110	28

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- A Match Line
- A Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:

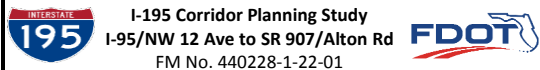


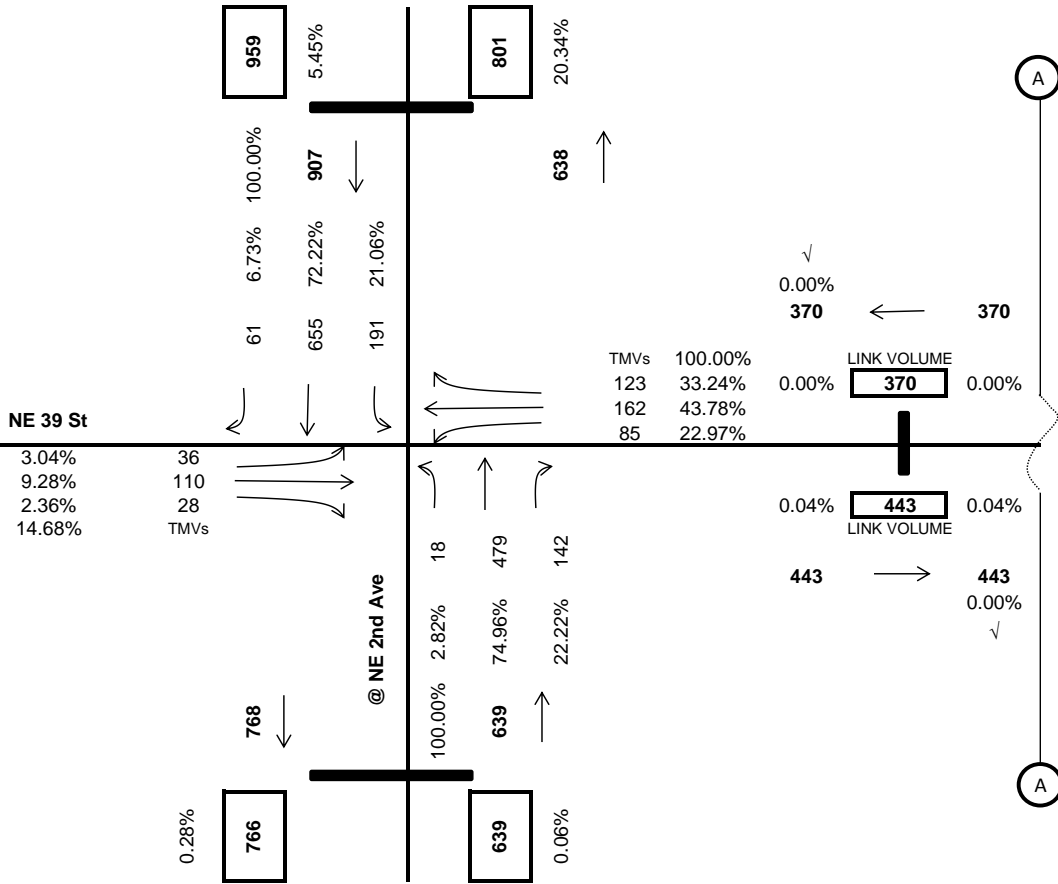
Exhibit Name:

**NW/NE 38th Street
Turning Movement Volume Development/Balancing
2045 No-Build AM Peak Hour**

Exhibit No:	TBD
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NE 39th Street

@ NE 2nd Ave



**Turning Movement Volumes
@ NE 2nd Ave**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	370			639			168			959		
TM Pk Per Counts ¹	113	192	134	14	304	80	40	103	45	147	793	59
% Turns	26%	44%	31%	4%	76%	20%	21%	55%	24%	15%	79%	6%
Calc. pk Per Volumes	95	162	113	22	488	129	36	92	40	141	761	57
Adjustments	-10	0	10	-4	-9	13	0	18	-12	50	-106	4
Bal Pk Per Volumes	85	162	123	18	479	142	36	110	28	191	655	61

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:

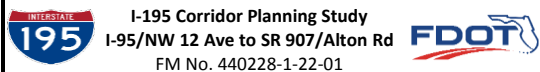


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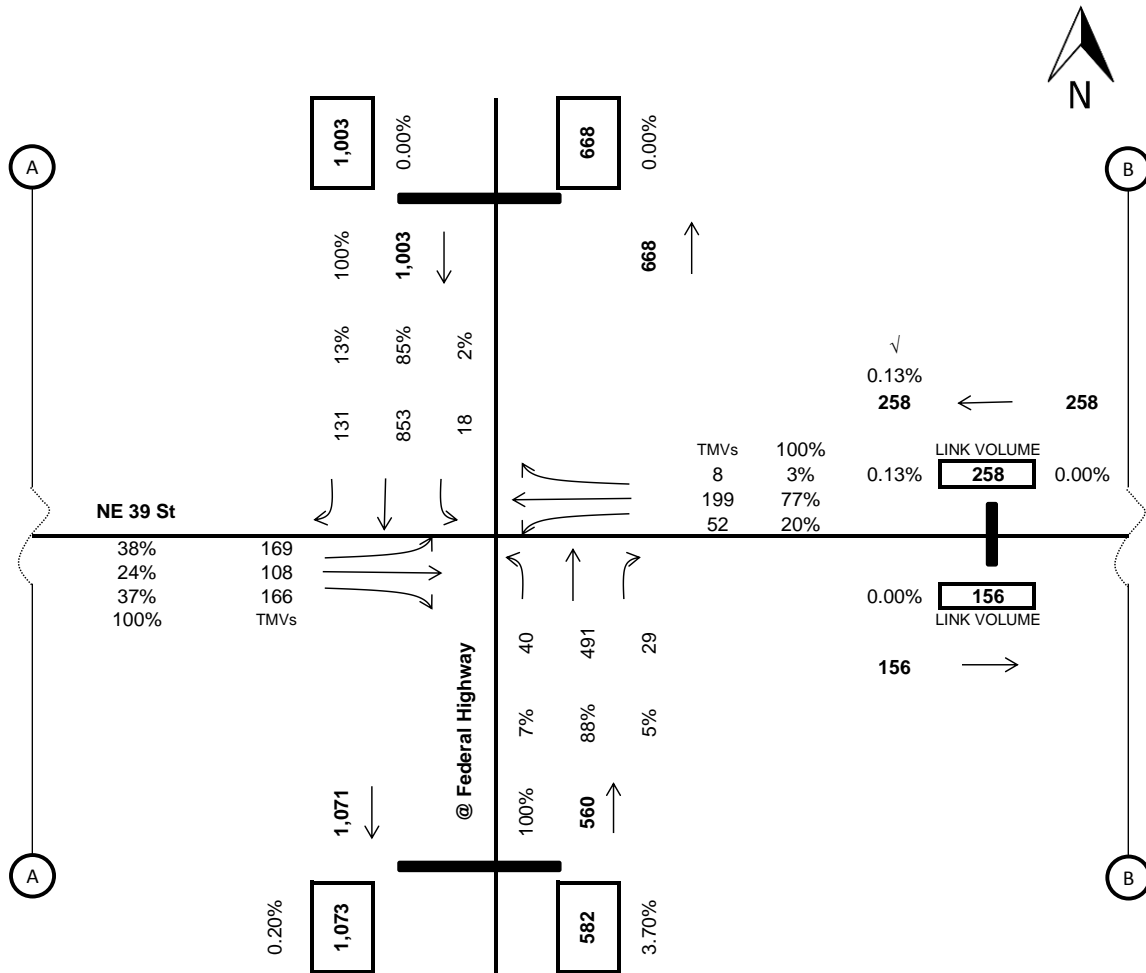
**NE 39th Street
Turning Movement Volume Development/Balancing
2045 No-Build AM Peak Hour**

Exhibit No: **TBD**

Page No: **1 of 4**

Date: **12/21/18**

@ Federal Highway



**Turning Movement Volumes
@ Federal Highway**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	258			582			443			1,003		
TM Pk Per Counts ¹	54	252	5	44	445	31	135	81	117	23	796	173
% Turns	17%	81%	2%	8%	86%	6%	41%	24%	35%	2%	80%	17%
Calc. pk Per Volumes	43	199	4	35	351	24	180	108	156	18	628	136
Adjustments	9		4	5	140	5	-11		10		225	-5
Bal Pk Per Volumes	52	199	8	40	491	29	169	108	166	18	853	131

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:

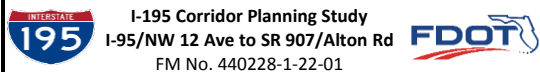


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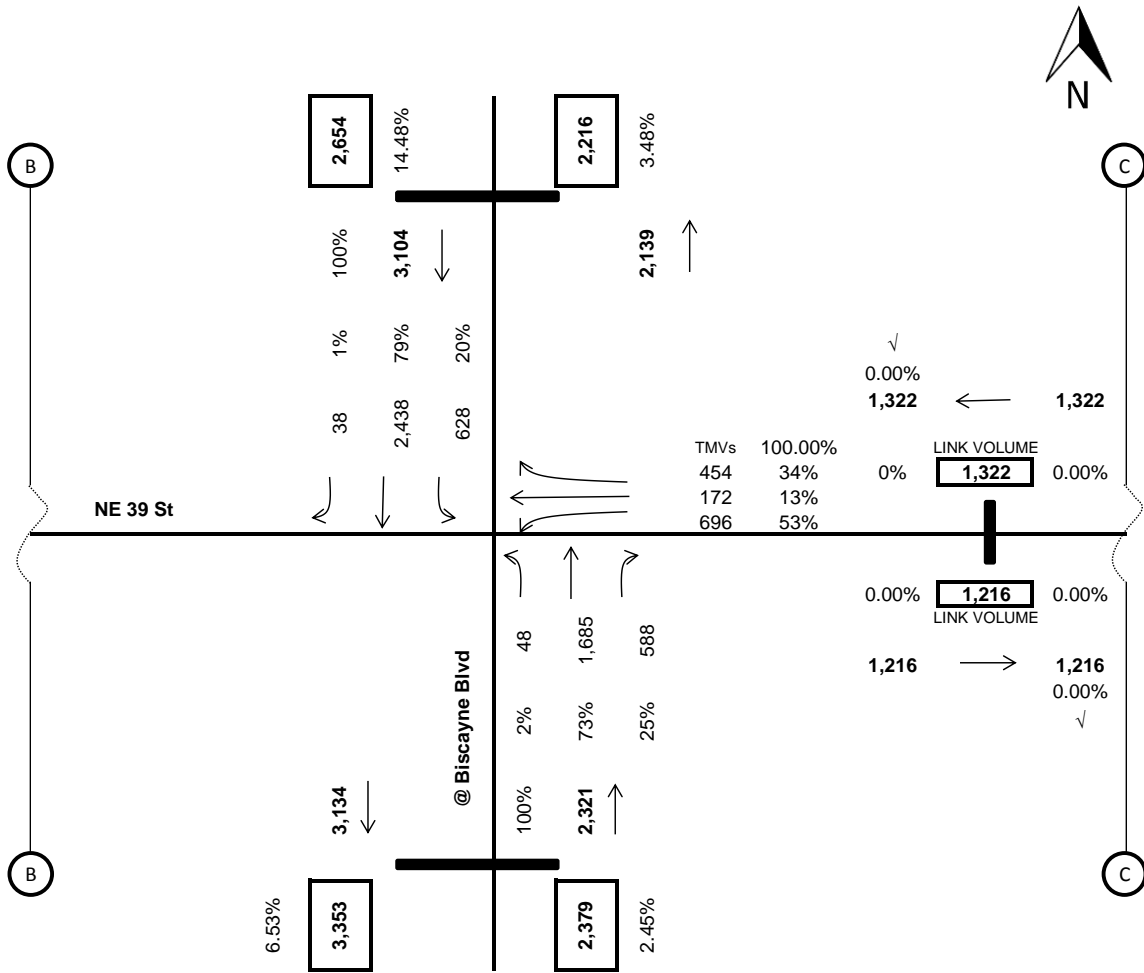
**NE 39th Street
Turning Movement Volume Development/Balancing
2045 No-Build AM Peak Hour**

Exhibit No: **TBD**

Page No: **2 of 4**

Date: **12/21/18**

@ Biscayne Blvd



Turning Movement Volumes @ Biscayne Blvd

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	1,322			2,379			0			2,654		
TM Pk Per Counts ¹	656	197	468	39	994	882	0	0	0	1113	2629	54
% Turns	50%	15%	35%	2%	52%	46%	-	-	-	29%	69%	1%
Calc. pk Per Volumes	656	197	468	48	1235	1096	-	-	-	778	1838	38
Adjustments	40	-25	-14	0	450	-508	0	0	0	-150	600	0
Bal Pk Per Volumes	696	172	454	48	1685	588	0	0	0	628	2438	38

LEGEND

- 1,500** Control Volumes (Peak Period)²
- 1,300** Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- (A) Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:

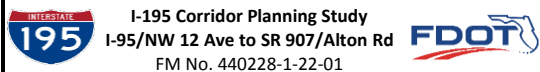


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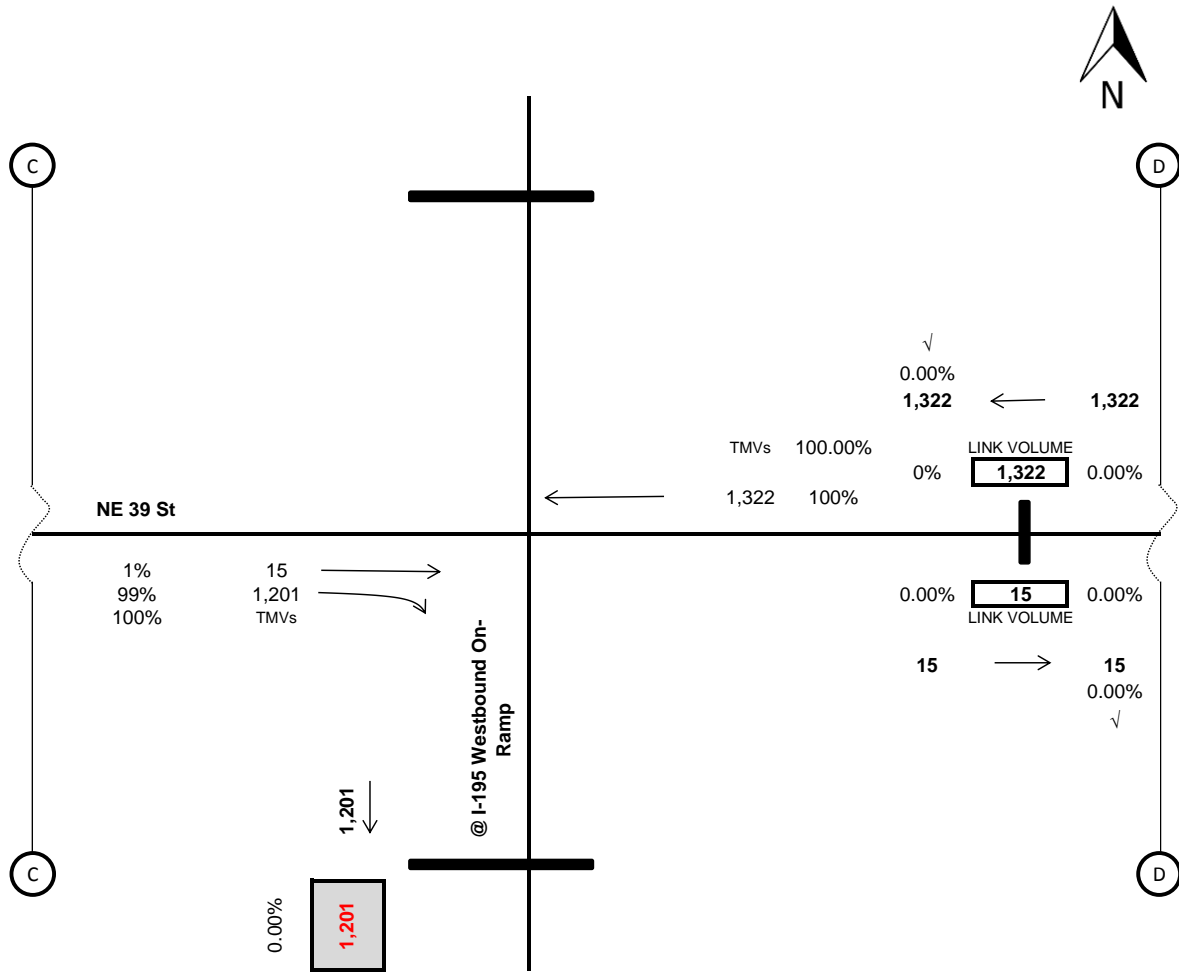
**NE 39th Street
Turning Movement Volume Development/Balancing
2045 No-Build AM Peak Hour**

Exhibit No: **TBD**

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Date: **12/21/18**

@ I-195 Westbound On-Ramp



**Turning Movement Volumes
@ I-195 Westbound On-**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	1,322			0			1,216			0		
TM Pk Per Counts ¹	0	1	0	0	0	0	0	38	3903	0	0	0
% Turns	0%	100%	0%	-	-	-	-	1%	99%	-	-	-
Calc. pk Per Volumes	0	1322	0	-	-	-	0	12	1204	-	-	-
Adjustments								3	-3			
Bal Pk Per Volumes	0	1322	0	0	0	0	0	15	1201	0	0	0

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↷ Turning Movement Volumes (Balanced)
- (A) Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:



Exhibit Name:

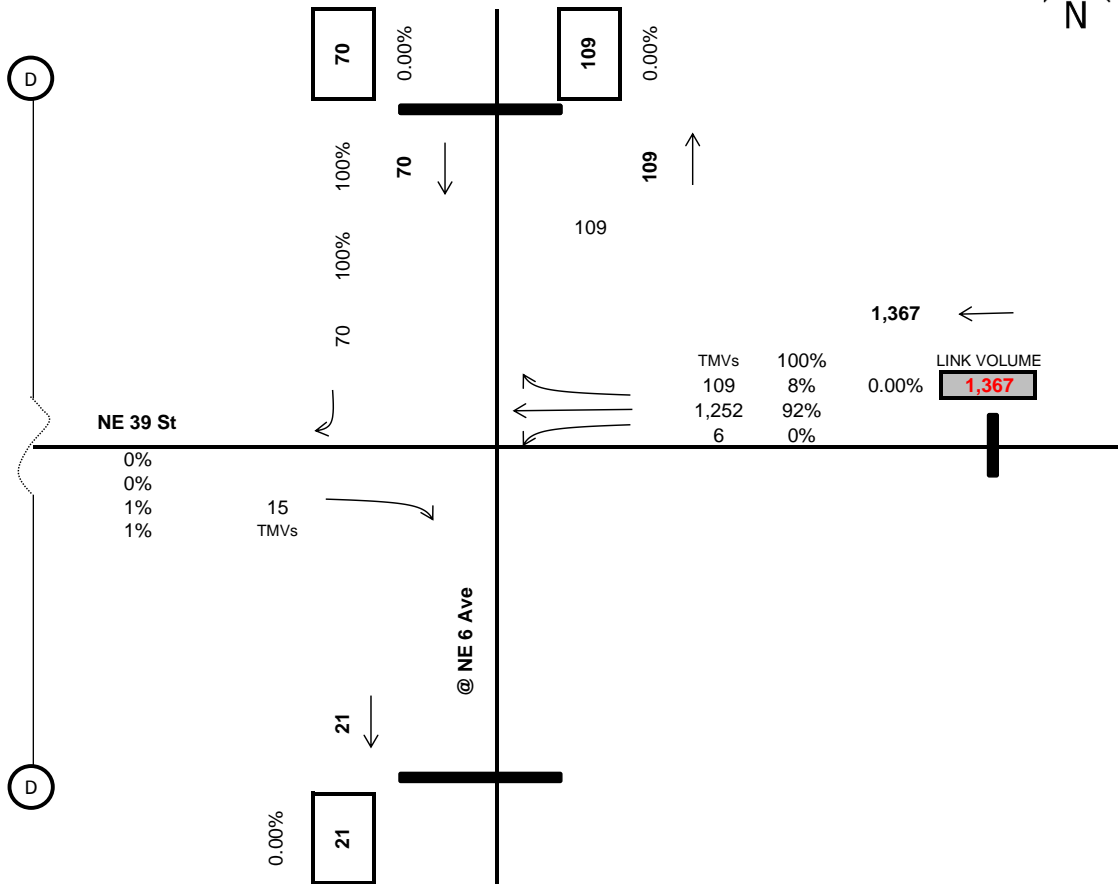
**NE 39th Street
Turning Movement Volume Development/Balancing
2045 No-Build AM Peak Hour**

Exhibit No: **TBD**

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Date: **12/21/18**

@ NE 6 Ave



**Turning Movement Volumes
@ NE 6 Ave**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	1,367			0			15			70		
TM Pk Per Counts ¹	6	1283	112	0	0	0	0	0	19	0	0	53
% Turns	0%	92%	8%	-	-	-	0%	0%	100%	0%	0%	100%
Calc. pk Per Volumes	6	1252	109	-	-	-	0	0	15	0	0	70
Adjustments												
Bal Pk Per Volumes	6	1252	109	0	0	0	0	0	15	0	0	70

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↗ Turning Movement Volumes (Balanced)
- (A) --- (A) Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:



I-195 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01



Exhibit Name:

**NE 39th Street
Turning Movement Volume Development/Balancing
2045 No-Build AM Peak Hour**

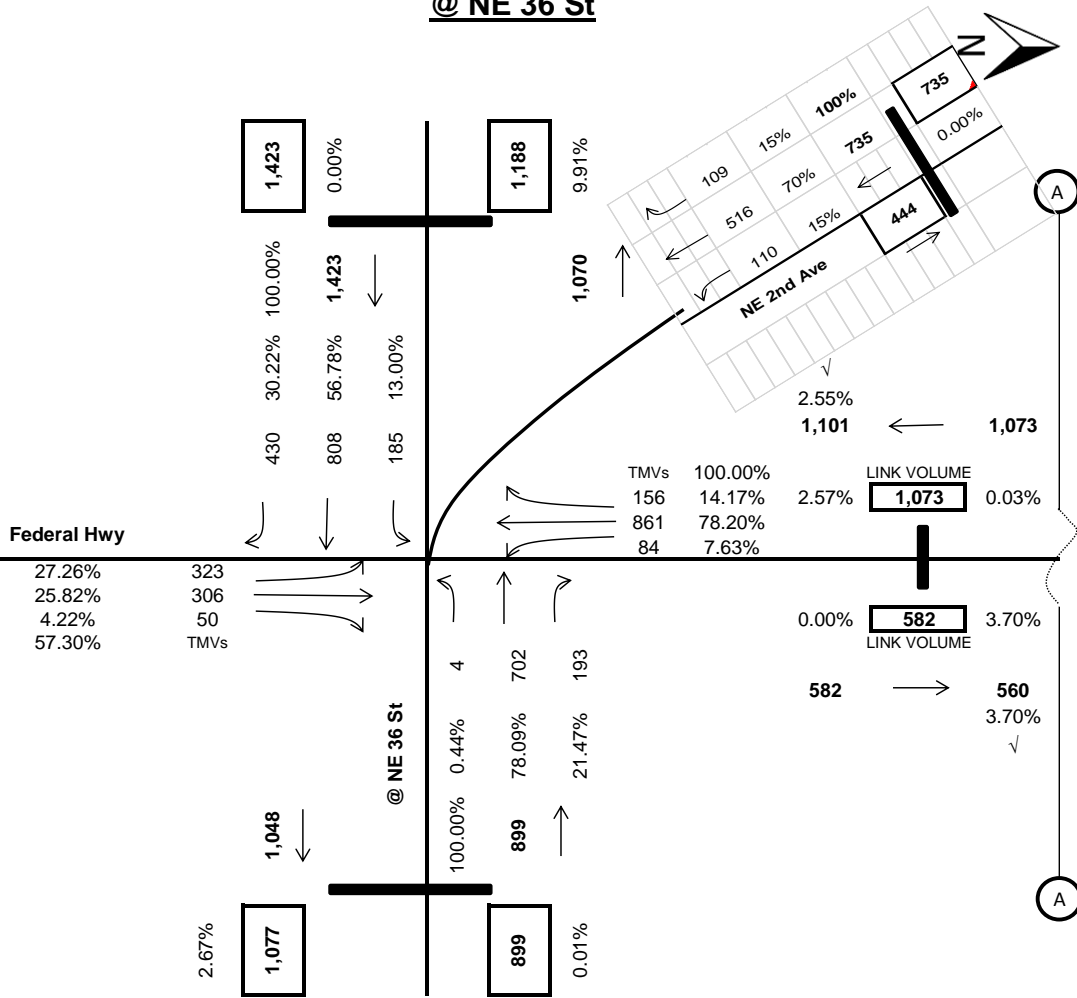
Exhibit No: **TBD**

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Date: **12/21/18**

Federal Highway

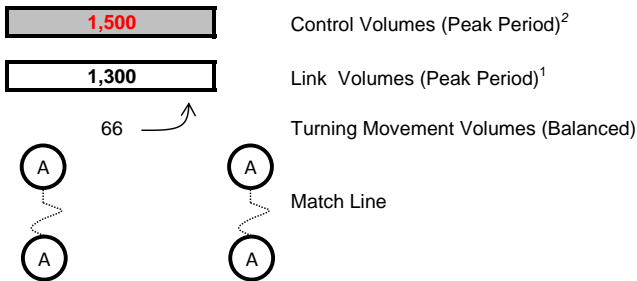
@ NE 36 St



**Turning Movement Volumes
@ NE 36 St**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	1,073			899			679			1,423		
TM Pk Per Counts ¹	72	740	110	2	327	122	278	263	43	188	819	436
% Turns	8%	80%	12%	0%	73%	27%	48%	45%	7%	13%	57%	30%
Calc. pk Per Volumes	84	861	128	4	652	243	323	306	50	185	808	430
Adjustments	0	0	28	0	50	-50	0	0	0	0	0	0
Bal Pk Per Volumes	84	861	156	4	702	193	323	306	50	185	808	430

LEGEND

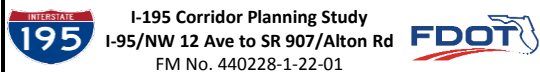


Volume Elements	Southeast		
	LT	THU	RT
Link Volumes	735		
Pk Per Counts ¹	116	607	102
% Turns	14%	74%	12%
Calc. Volumes	103	541	91
Adjustments	-25	-190	-10
Bal Volumes	78	351	81

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:



I-95 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01

Exhibit Name:

Federal Hwy
Turning Movement Volume Development/Balancing
2045 No-Build AM Peak Hour

Exhibit No:

TBD

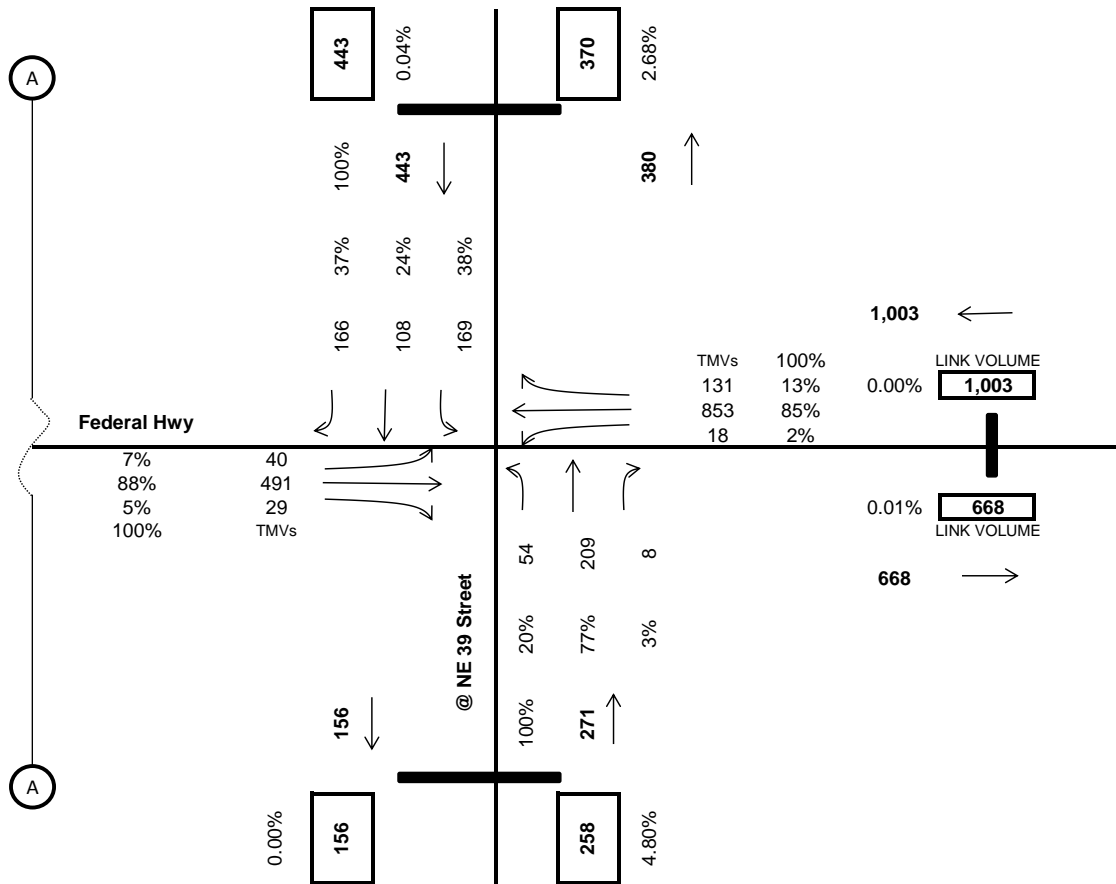
Page No:

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Date:

12/21/18

@ NE 39 Street



**Turning Movement Volumes
@ NE 39 Street**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	1,003			258			582			443		
TM Pk Per Counts ¹	23	796	173	54	252	5	44	445	31	135	81	117
% Turns	2%	80%	17%	17%	81%	2%	8%	86%	6%	41%	24%	35%
Calc. pk Per Volumes	18	628	136	45	209	4	35	351	24	180	108	156
Adjustments	0	225	-5	9	0	4	5	140	5	-11	0	10
Bal Pk Per Volumes	18	853	131	54	209	8	40	491	29	169	108	166

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:

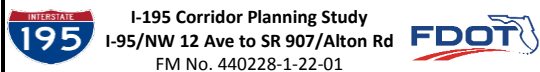


Exhibit Name:

**Federal Hwy
Turning Movement Volume Development/Balancing
2045 No-Build AM Peak Hour**

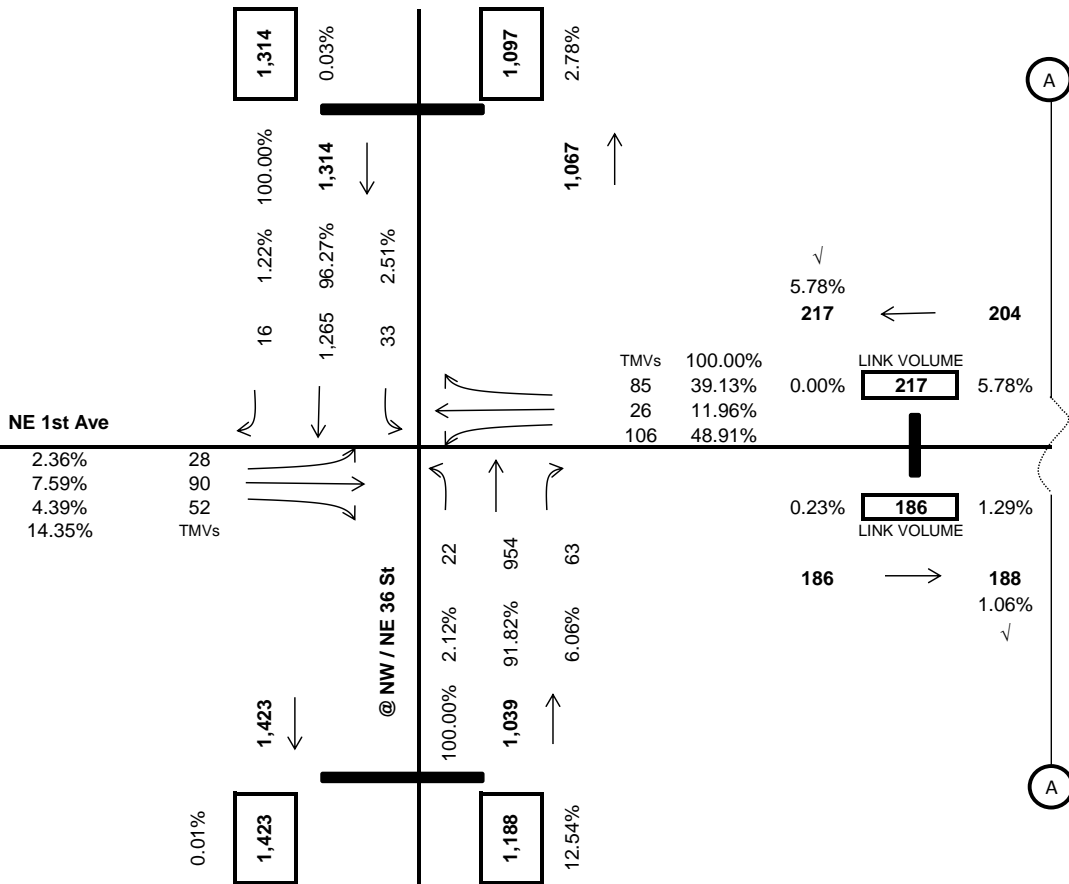
Exhibit No: **TBD**

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Date: **12/21/18**

NE 1st Avenue

@ NW / NE 36 St



**Turning Movement Volumes
@ NW / NE 36 St**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	217			1,188			170			1,314		
TM Pk Per Counts ¹	45	11	36	13	530	38	12	38	22	35	1322	17
% Turns	49%	12%	39%	2%	91%	7%	17%	53%	31%	3%	96%	1%
Calc. pk Per Volumes	106	26	85	27	1084	78	28	90	52	33	1265	16
Adjustments	0	0	0	-5	-130	-15	0	0	0	0	0	0
Bal Pk Per Volumes	106	26	85	22	954	63	28	90	52	33	1265	16

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↷ Turning Movement Volumes (Balanced)
- (A) --- (A) Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

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Project Name:

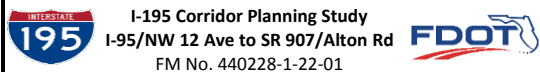


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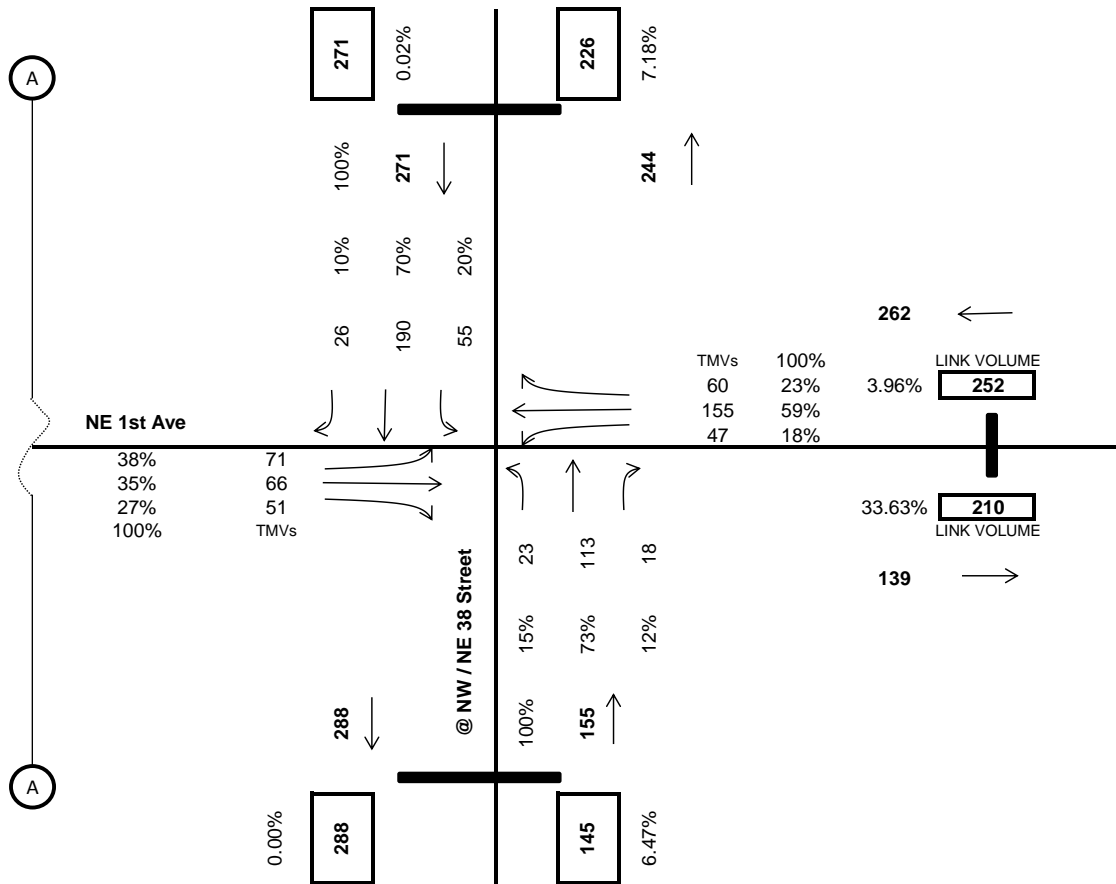
**NE 1st Ave
Turning Movement Volume Development/Balancing
2045 No-Build AM Peak Hour**

Exhibit No: **TBD**

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Date: **12/21/18**

@ NW / NE 38 Street



**Turning Movement Volumes
@ NW / NE 38 Street**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	252			145			186			271		
TM Pk Per Counts ¹	38	110	82	19	175	12	62	32	36	53	183	25
% Turns	17%	48%	36%	9%	85%	6%	48%	25%	28%	20%	70%	10%
Calc. pk Per Volumes	42	120	90	13	123	8	89	46	51	55	190	26
Adjustments	5	35	-30	10	-10	10	-18	20	0	0	0	0
Bal Pk Per Volumes	47	155	60	23	113	18	71	66	51	55	190	26

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↷ Turning Movement Volumes (Balanced)
- (A) Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:

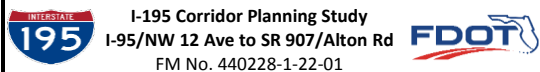


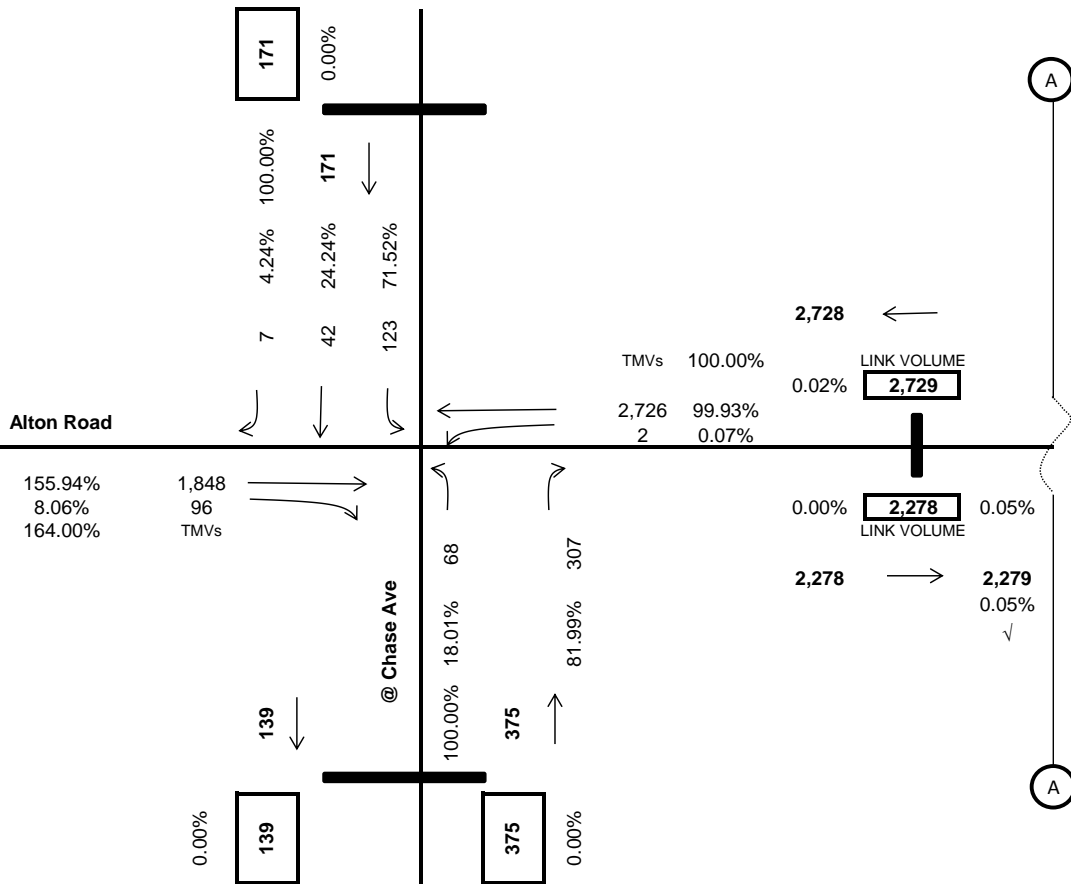
Exhibit Name:

**NE 1st Ave
Turning Movement Volume Development/Balancing
2045 No-Build AM Peak Hour**

Exhibit No:	TBD
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Alton Road

@ Chase Ave



**Turning Movement Volumes
@ Chase Ave**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	2,729			375			1,943			171		
TM Pk Per Counts ¹	3	3307	0	65	0	296	0	1779	92	118	40	7
% Turns	0%	100%	0%	18%	0%	82%	0%	95%	5%	72%	24%	4%
Calc. pk Per Volumes	2	2726	0	68	0	307	0	1848	96	123	42	7
Adjustments												
Bal Pk Per Volumes	2	2726	0	68	0	307	0	1848	96	123	42	7

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↷ Turning Movement Volumes (Balanced)
- (A) --- (A) Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:



I-195 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01



Exhibit Name:

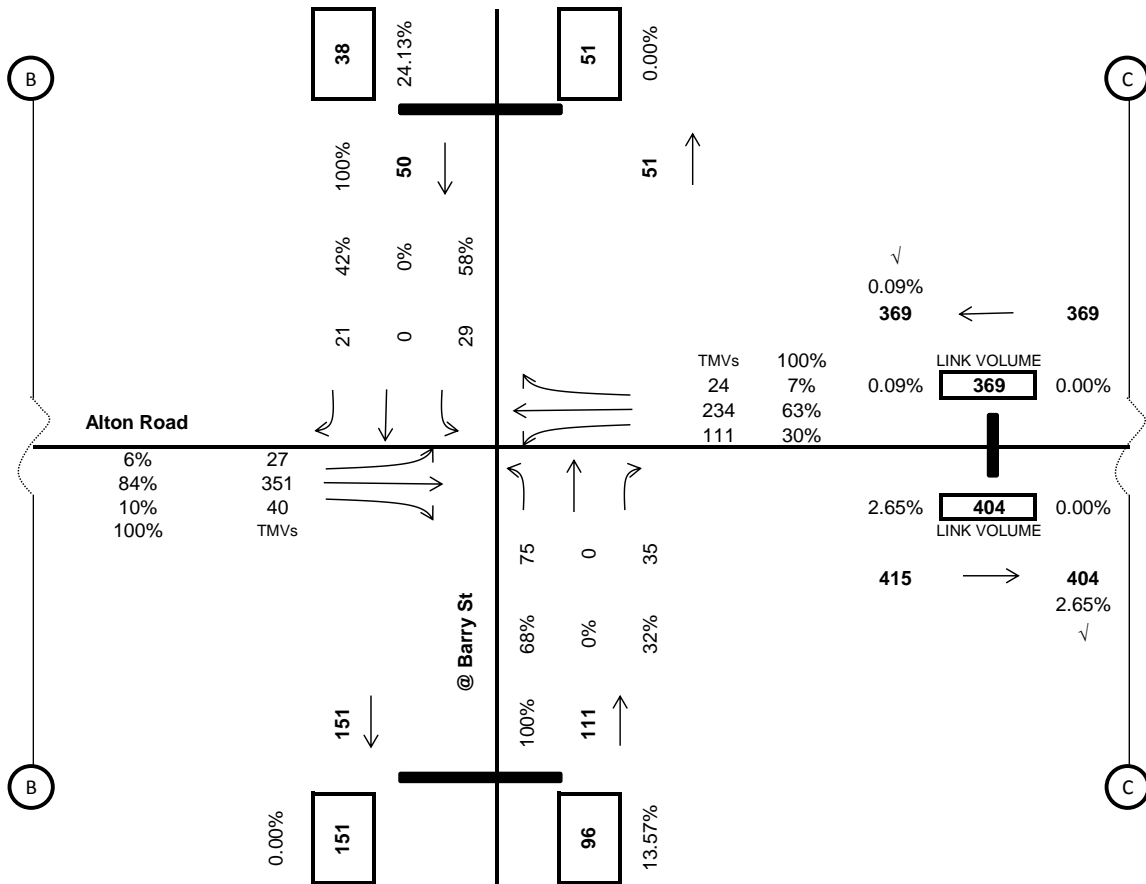
**Alton Road
Turning Movement Volume Development/Balancing
2045 No-Build AM Peak Hour**

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Date: **12/21/18**

@ Barry St



**Turning Movement Volumes
@ Barry St**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	369			96			418			38		
TM Pk Per Counts ¹	137	288	29	26	0	12	26	340	39	9	0	6
% Turns	30%	63%	6%	68%	0%	32%	6%	84%	10%	60%	0%	40%
Calc. pk Per Volumes	111	234	24	65	0	30	27	351	40	23	0	15
Adjustments				10		5				6		6
Bal Pk Per Volumes	111	234	24	75	0	35	27	351	40	29	0	21

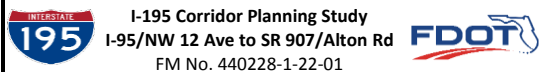
LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

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Project Name:



I-195 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01

Exhibit Name:

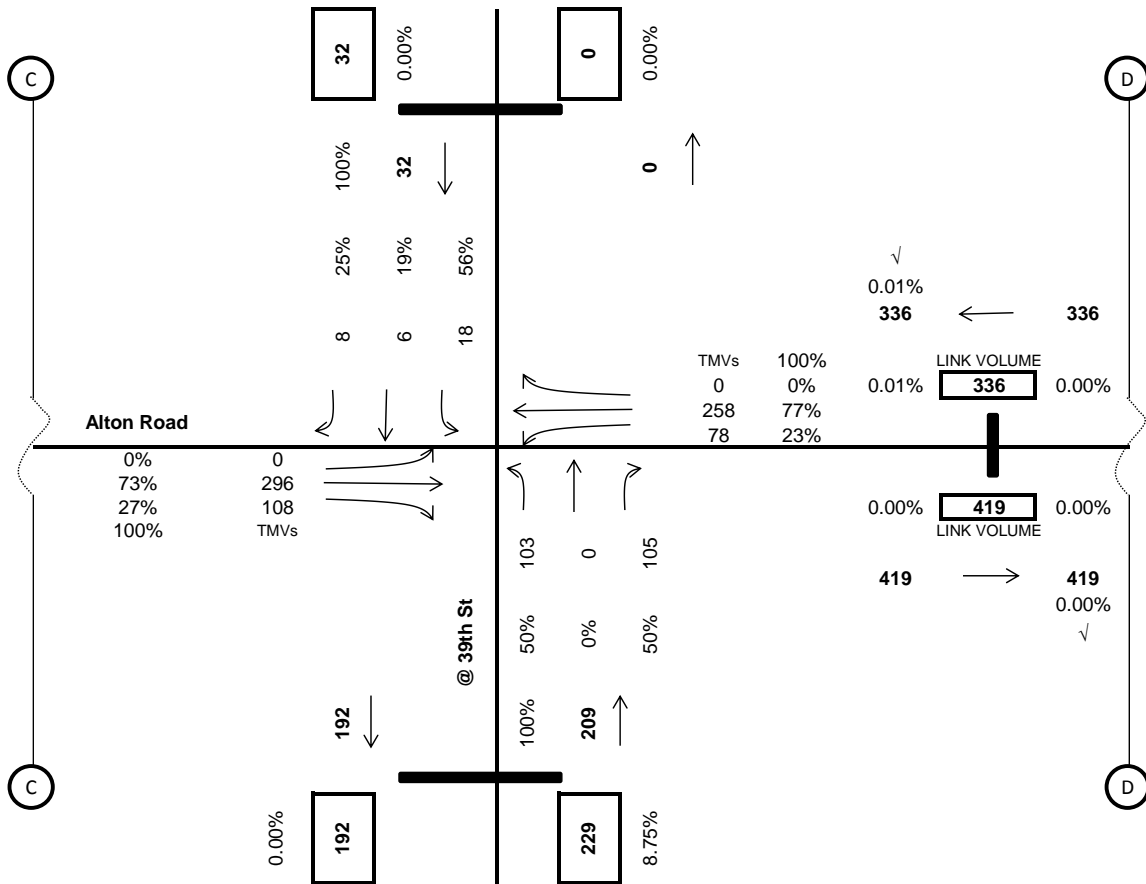
Alton Road
Turning Movement Volume Development/Balancing
2045 No-Build AM Peak Hour

Exhibit No: **TBD**

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Date: **12/21/18**

@ 39th St



**Turning Movement Volumes
@ 39th St**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	336			229			404			32		
TM Pk Per Counts ¹	93	307	0	105	0	127	0	280	69	18	6	8
% Turns	23%	77%	0%	45%	0%	55%	0%	80%	20%	56%	19%	25%
Calc. pk Per Volumes	78	258	0	103	0	125	0	276	68	18	6	8
Adjustments						-20		20	40			
Bal Pk Per Volumes	78	258	0	103	0	105	0	296	108	18	6	8

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↷ Turning Movement Volumes (Balanced)
- (A) Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

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Project Name:

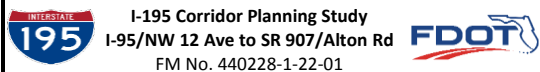


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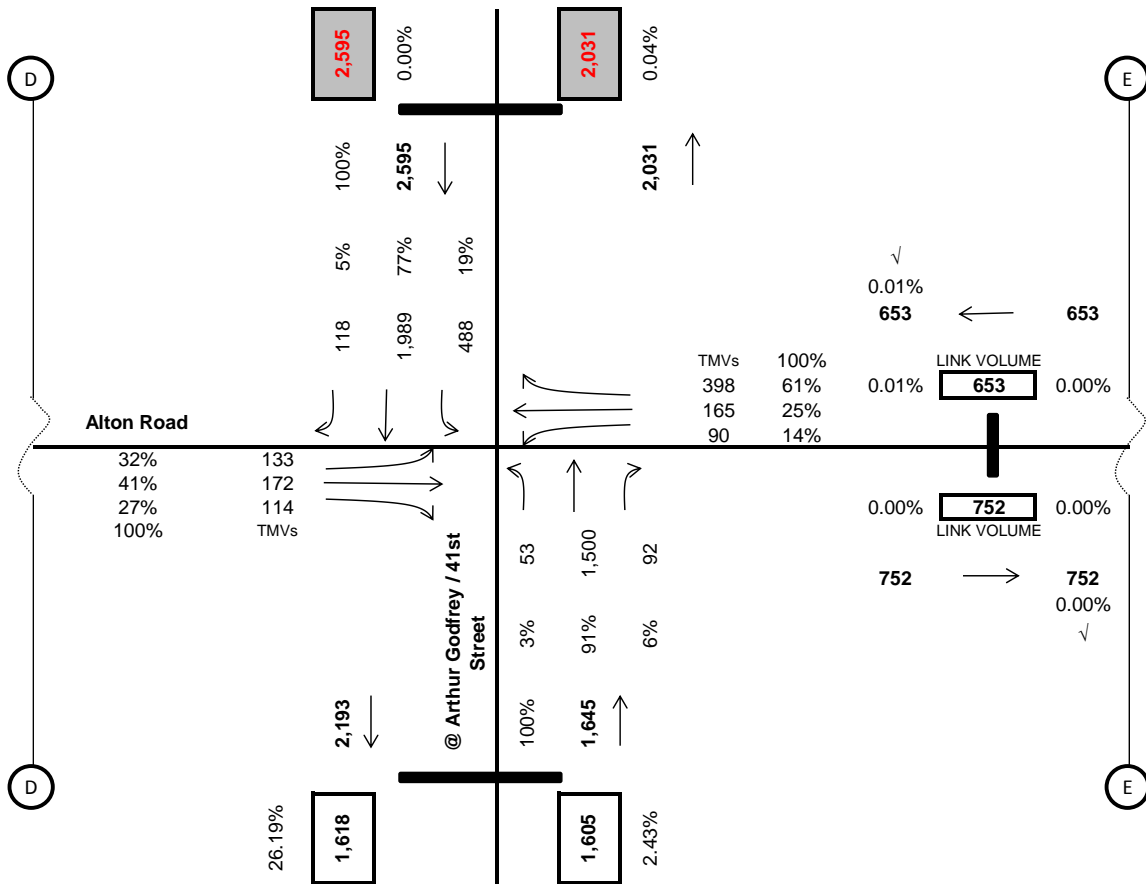
**Alton Road
Turning Movement Volume Development/Balancing
2045 No-Build AM Peak Hour**

Exhibit No: **TBD**

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Date: **12/21/18**

@ Arthur Godfrey / 41st Street



**Turning Movement Volumes
@ Arthur Godfrey / 41st**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	653			1,605			419			2,595		
TM Pk Per Counts ¹	104	202	546	79	2173	137	146	223	96	633	2700	153
% Turns	12%	24%	64%	3%	91%	6%	31%	48%	21%	18%	77%	4%
Calc. pk Per Volumes	80	155	418	53	1460	92	113	172	74	488	2083	118
Adjustments	10	10	-20	40			20	40		-94		
Bal Pk Per Volumes	90	165	398	53	1500	92	133	172	114	488	1989	118

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↷ Turning Movement Volumes (Balanced)
- (A) --- (A) Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:

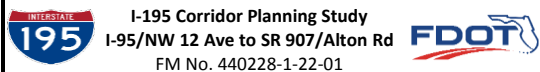


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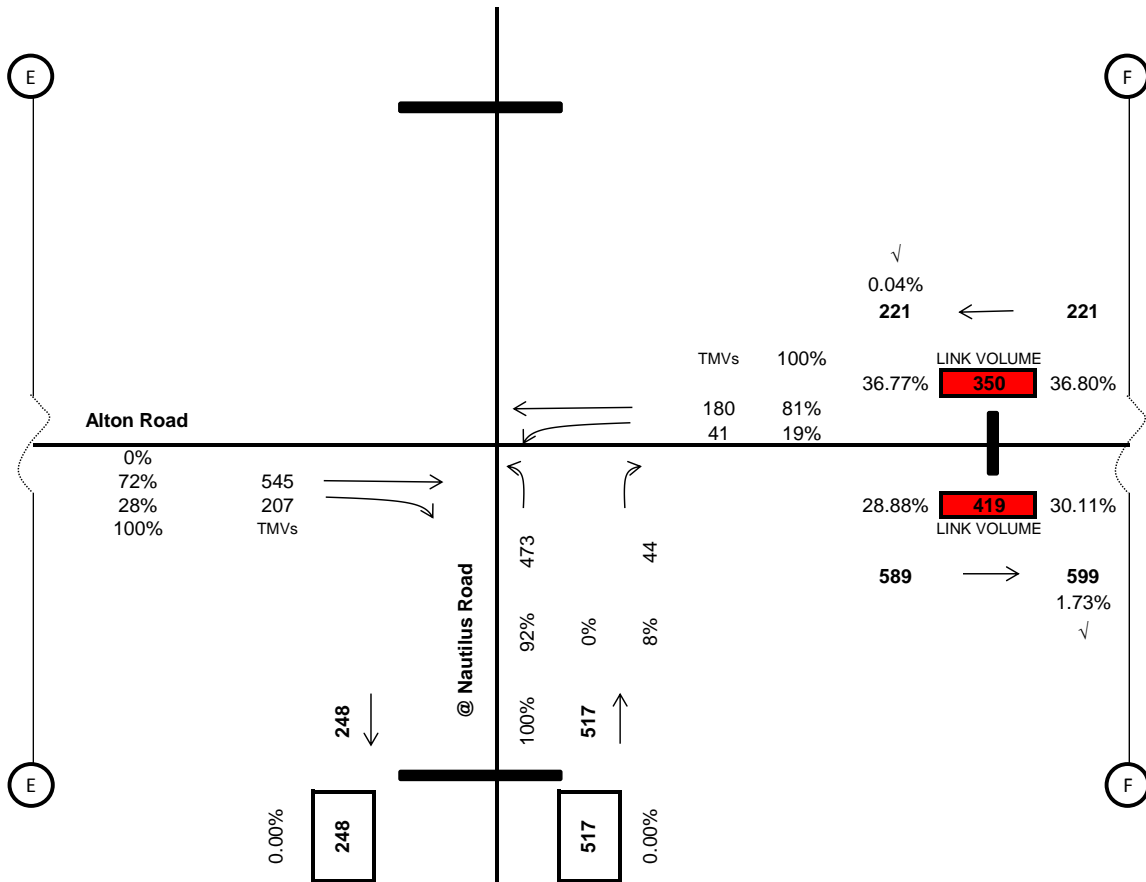
**Alton Road
Turning Movement Volume Development/Balancing
2045 No-Build AM Peak Hour**

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Date: **12/21/18**

@ Nautilus Road



**Turning Movement Volumes
@ Nautilus Road**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	350			517			752			0		
TM Pk Per Counts ¹	39	183	0	681	0	44	0	737	256	0	0	0
% Turns	18%	82%	0%	94%	0%	6%	0%	74%	26%	-	-	-
Calc. pk Per Volumes	61	288	0	365	0	24	0	395	137	-	-	-
Adjustments	-20	-108		108		20		150	70			
Bal Pk Per Volumes	41	180	0	473	0	44	0	545	207	0	0	0

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↷ Turning Movement Volumes (Balanced)
- (A) Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

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Project Name:



I-195 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01



Exhibit Name:

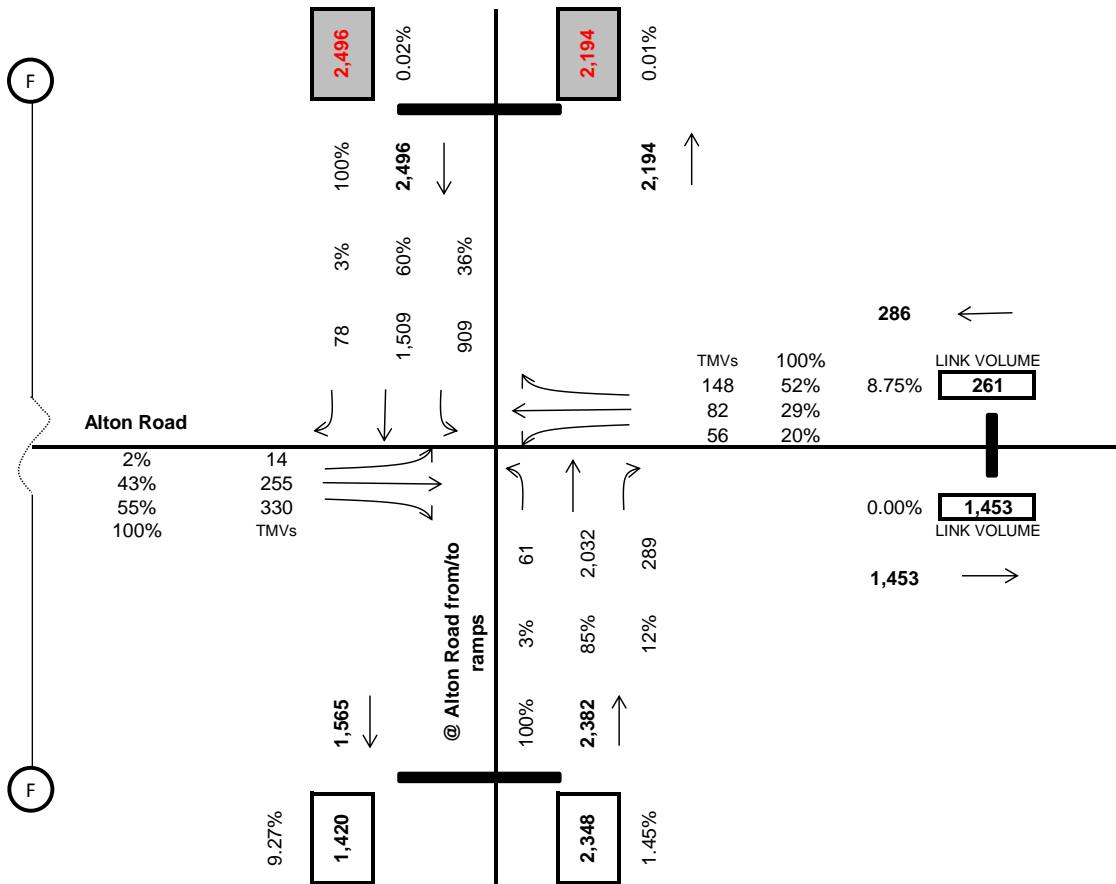
Alton Road
Turning Movement Volume Development/Balancing
2045 No-Build AM Peak Hour

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Date: **12/21/18**

@ Alton Road from/to ramps



**Turning Movement Volumes
@ Alton Road from/to ramps**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	261			2,348			419			2,496		
TM Pk Per Counts ¹	67	76	239	57	2837	406	17	359	396	1255	1698	66
% Turns	18%	20%	63%	2%	86%	12%	2%	47%	51%	42%	56%	2%
Calc. pk Per Volumes	46	52	163	41	2018	289	9	195	215	856	1159	45
Adjustments	10	30	-15	20	14		5	60	115	53	350	33
Bal Pk Per Volumes	56	82	148	61	2032	289	14	255	330	909	1509	78

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↷ Turning Movement Volumes (Balanced)
- (A) --- (A) Match Line

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Project Name:



I-195 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01



Exhibit Name:

Alton Road
Turning Movement Volume Development/Balancing
2045 No-Build AM Peak Hour

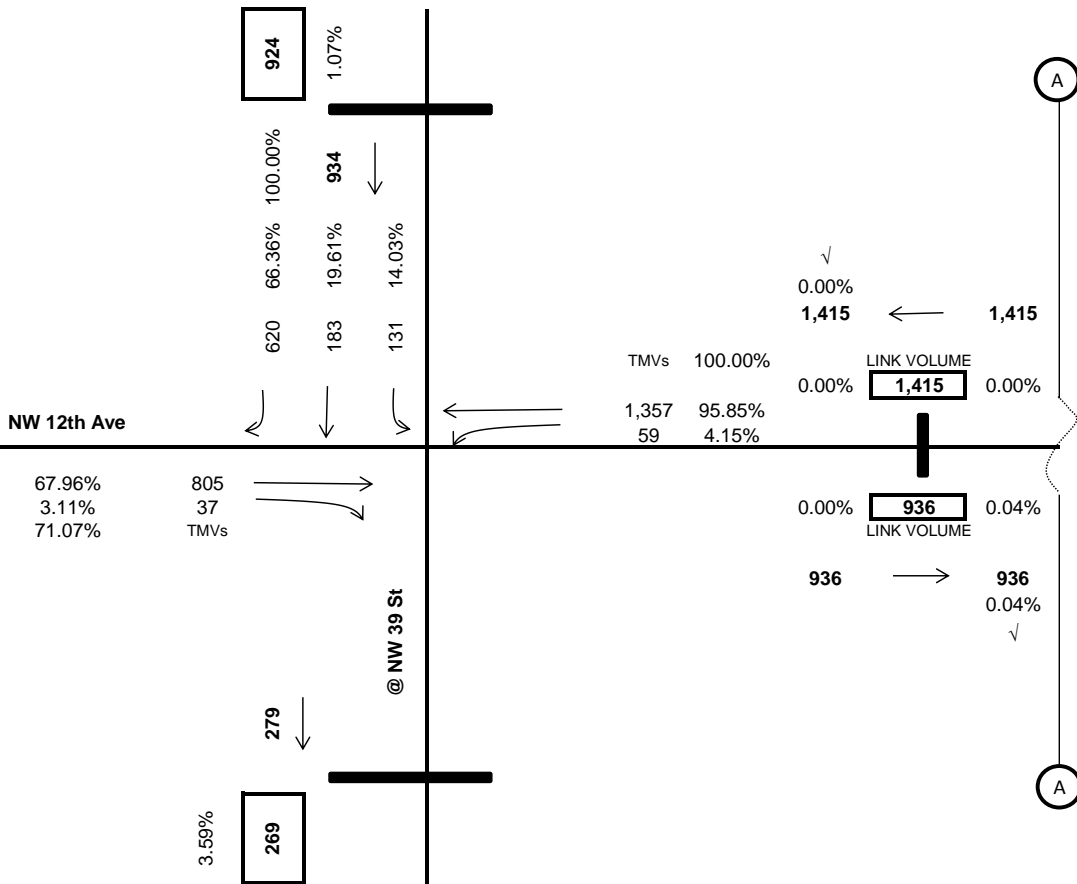
Exhibit No: **TBD**

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Date: **12/21/18**

NW 12th Avenue

@ NW 39 St



**Turning Movement Volumes
@ NW 39 St**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	1,415			0			842			924		
TM Pk Per Counts ¹	78	1801	0	0	0	0	0	1069	49	174	230	823
% Turns	4%	96%	0%	-	-	-	0%	96%	4%	14%	19%	67%
Calc. pk Per Volumes	59	1357	0	-	-	-	0	805	37	131	173	620
Adjustments										10		
Bal Pk Per Volumes	59	1357	0	0	0	0	0	805	37	131	183	620

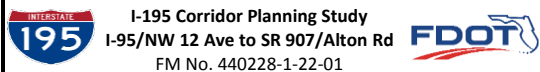
LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- Match Line

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Project Name:



I-195 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01

Exhibit Name:

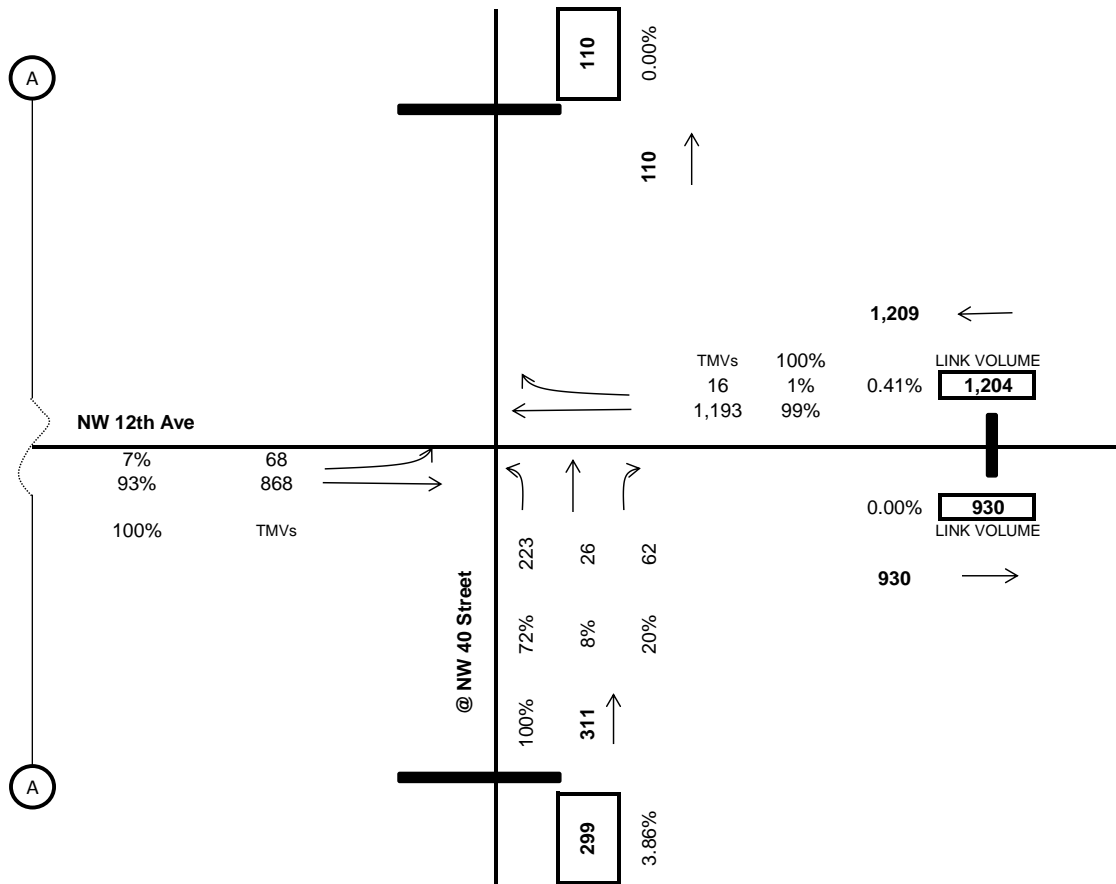
**NW 12th Ave
Turning Movement Volume Development/Balancing
2045 No-Build AM Peak Hour**

Exhibit No: **TBD**

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Date: **12/21/18**

@ NW 40 Street



Turning Movement Volumes @ NW 40 Street

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	1,204			299			936			0		
TM Pk Per Counts ¹	0	1569	15	293	29	71	92	1175	0	0	0	0
% Turns	0%	99%	1%	75%	7%	18%	7%	93%	0%	-	-	-
Calc. pk Per Volumes	0	1,193	11	223	22	54	68	868	0	-	-	-
Adjustments			5		4	8						
Bal Pk Per Volumes	0	1193	16	223	26	62	68	868	0	0	0	0

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- Match Line

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Project Name:



I-195 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01



Exhibit Name:

**NW 12th Ave
Turning Movement Volume Development/Balancing
2045 No-Build AM Peak Hour**

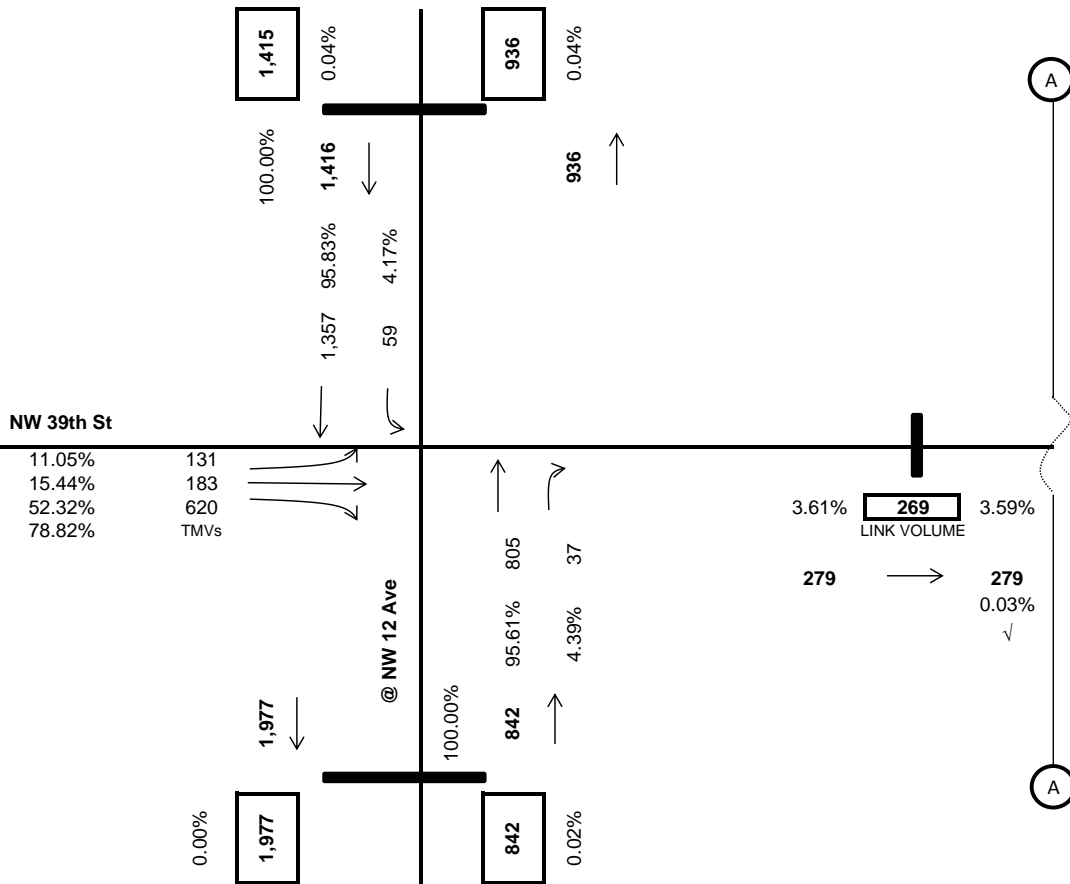
Exhibit No: **TBD**

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Date: **12/21/18**

NW 39th Street

@ NW 12 Ave



**Turning Movement Volumes
@ NW 12 Ave**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	0			842			924			1,415		
TM Pk Per Counts ¹	0	0	0	0	1069	49	174	230	823	78	1801	0
% Turns	-	-	-	0%	96%	4%	14%	19%	67%	4%	96%	0%
Calc. pk Per Volumes	-	-	-	0	805	37	131	173	620	59	1357	0
Adjustments	0	0	0	0	0	0	0	10	0	0	0	0
Bal Pk Per Volumes	0	0	0	0	805	37	131	183	620	59	1357	0

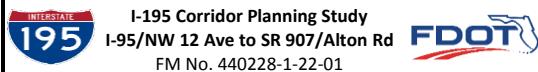
LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↗ Turning Movement Volumes (Balanced)
- (A) Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

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Project Name:



I-195 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01

Exhibit Name:

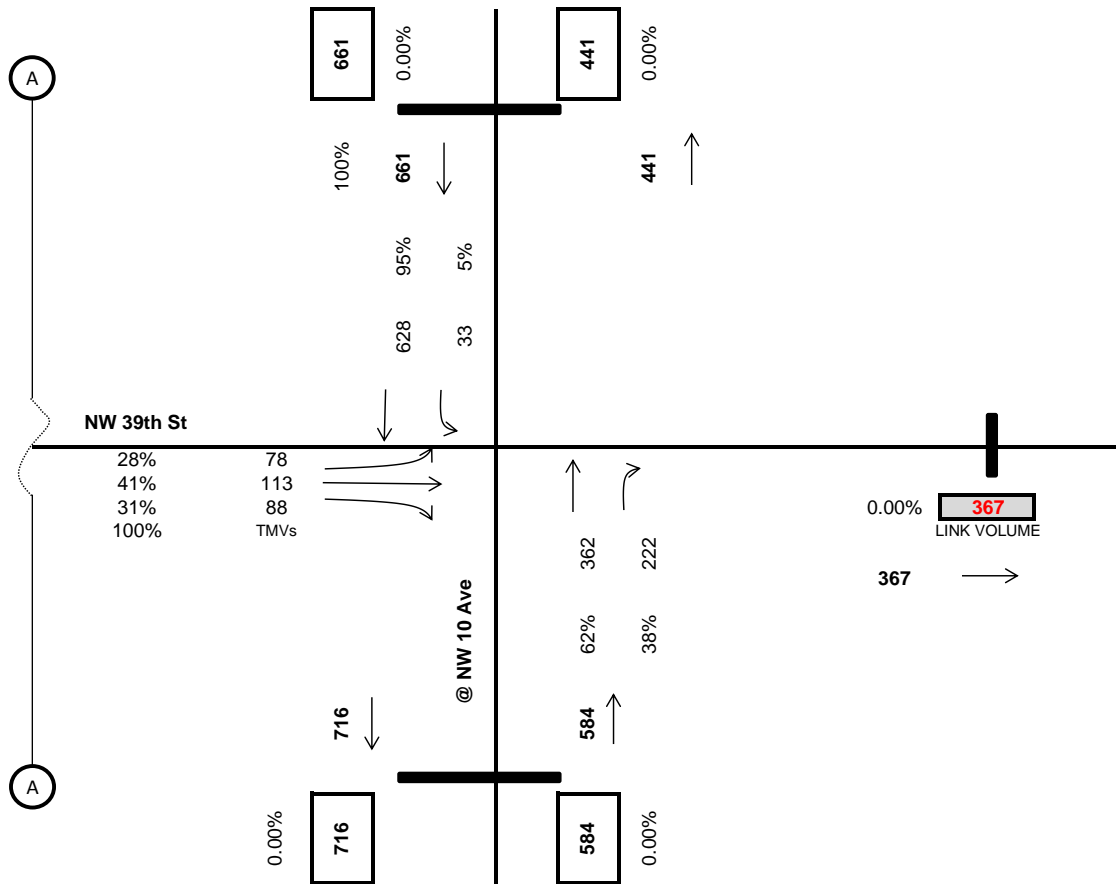
**NW 39th Street
Turning Movement Volume Development/Balancing
2045 No-Build AM Peak Hour**

Exhibit No: **TBD**

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Date: **12/21/18**

@ NW 10 Ave



**Turning Movement Volumes
@ NW 10 Ave**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	0			584			269			661		
TM Pk Per Counts ¹	0	0	0	0	422	290	96	148	108	43	783	0
% Turns	-	-	-	0%	59%	41%	27%	42%	31%	5%	95%	0%
Calc. pk Per Volumes	-	-	-	0	322	222	73	113	83	33	598	0
Adjustments					40		5		5		30	
Bal Pk Per Volumes	0	0	0	0	362	222	78	113	88	33	628	0

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↷ Turning Movement Volumes (Balanced)
- (A) Match Line
- (A) Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:

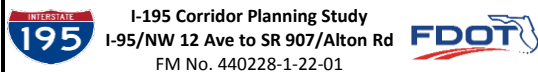


Exhibit Name:

**NW 39th Street
Turning Movement Volume Development/Balancing
2045 No-Build AM Peak Hour**

Exhibit No: **TBD**

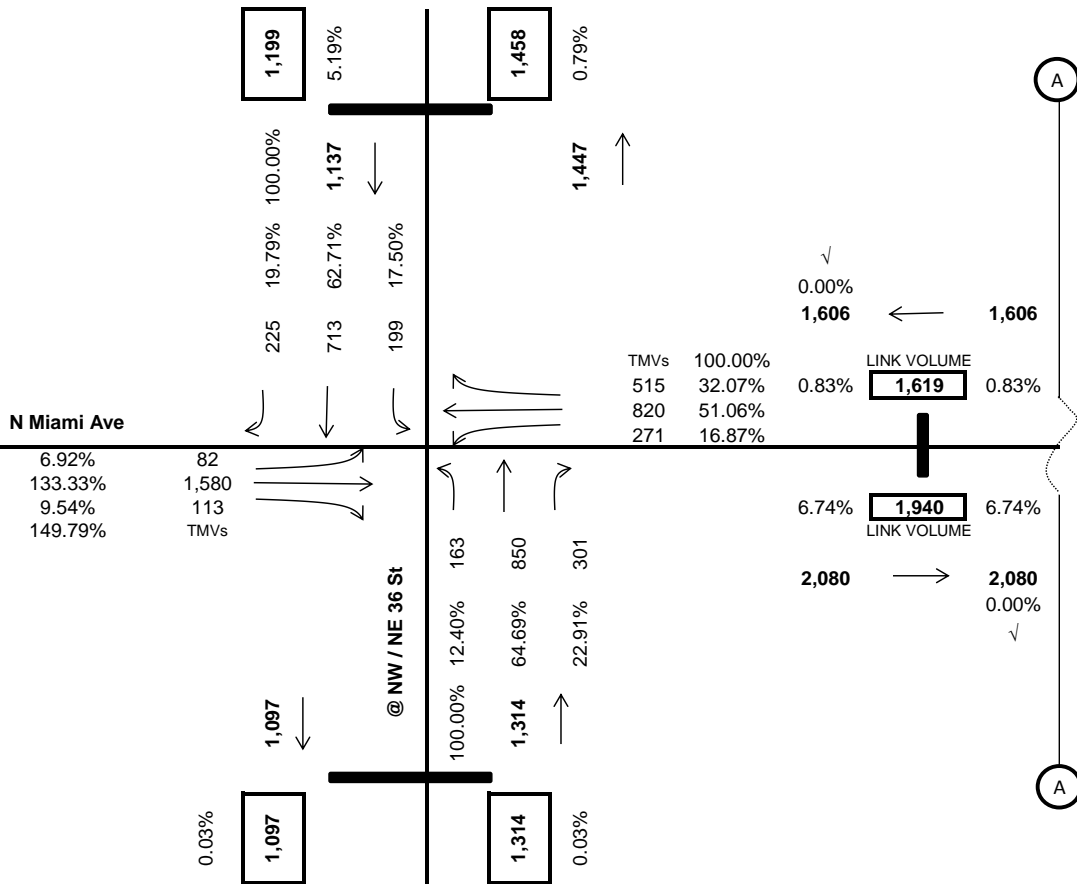
Page No: **2 of 2**

Date: **12/21/18**

PM Peak Hour

N Miami Avenue

@ NW / NE 36 St



**Turning Movement Volumes
@ NW / NE 36 St**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	1,619			1,314			1,491			1,199		
TM Pk Per Counts ¹	500	1248	777	220	951	411	157	2838	270	293	951	227
% Turns	20%	49%	31%	14%	60%	26%	5%	87%	8%	20%	65%	15%
Calc. pk Per Volumes	321	800	498	183	790	341	72	1296	123	239	775	185
Adjustments	-50	20	17	-20	60	-40	10	284	-10	-40	-62	40
Bal Pk Per Volumes	271	820	515	163	850	301	82	1580	113	199	713	225

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↷ Turning Movement Volumes (Balanced)
- (A) --- (A) Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:



I-195 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01



Exhibit Name:

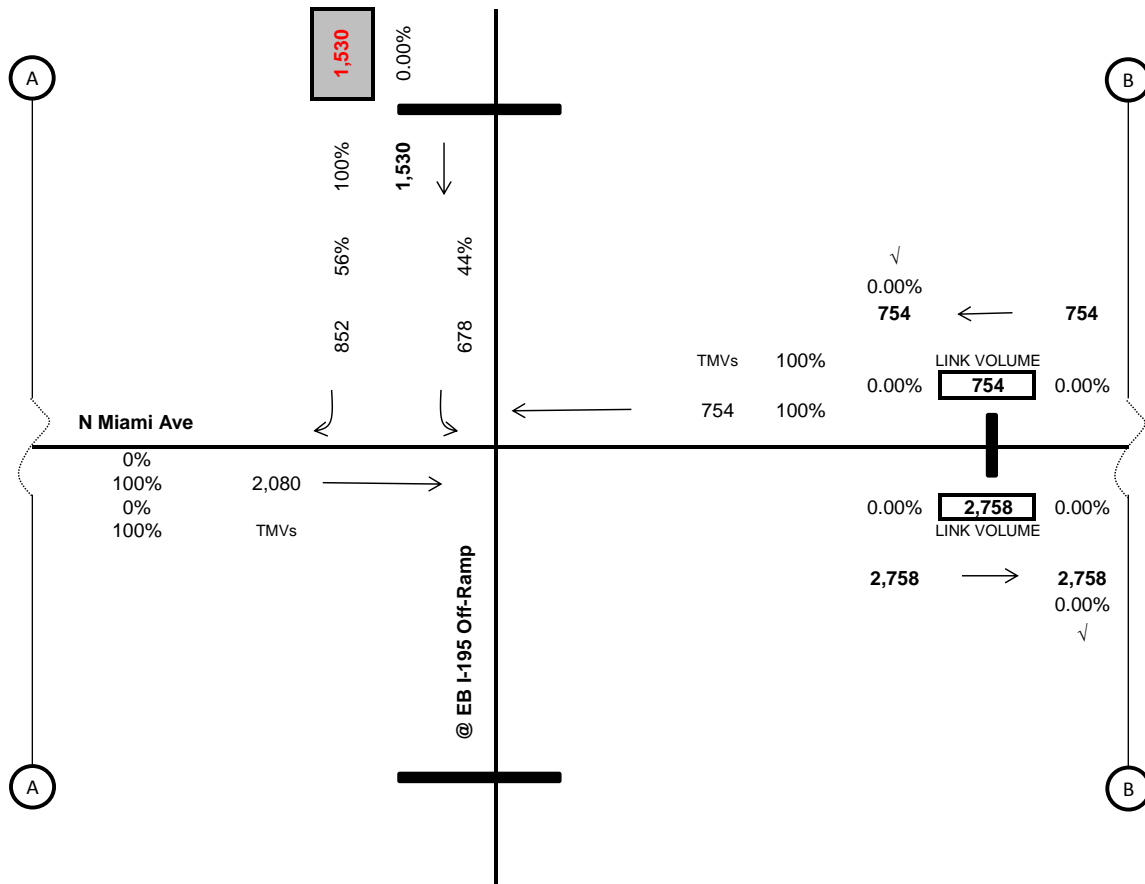
**N Miami Ave
Turning Movement Volume Development/Balancing
2045 No-Build PM Peak Hour**

Exhibit No: **TBD**

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Date: **12/21/18**

@ EB I-195 Off-Ramp



**Turning Movement Volumes
@ EB I-195 Off-Ramp**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	754			0			1,940			1,530		
TM Pk Per Counts ¹	0	830	0	0	0	0	0	3714	0	1400	0	1758
% Turns	0%	100%	0%	-	-	-	0%	100%	0%	44%	0%	56%
Calc. pk Per Volumes	0	754	0	-	-	-	0	1940	0	678	0	852
Adjustments							140					
Bal Pk Per Volumes	0	754	0	0	0	0	0	2080	0	678	0	852

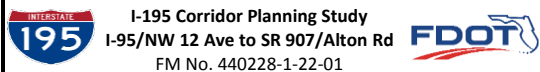
LEGEND

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I-195 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01

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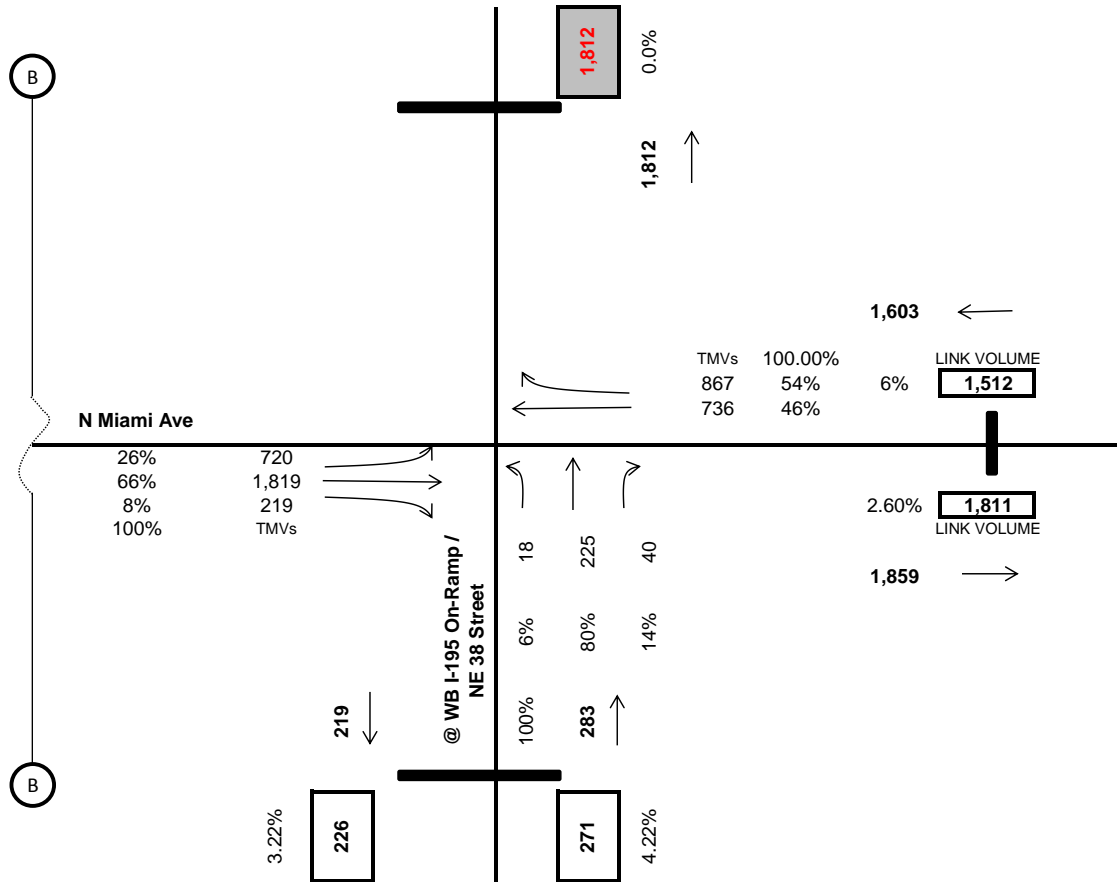
**N Miami Ave
Turning Movement Volume Development/Balancing
2045 No-Build PM Peak Hour**

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Date: **12/21/18**

@ WB I-195 On-Ramp / NE 38 Street



**Turning Movement Volumes
@ WB I-195 On-Ramp / NE 38 Street**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	1,512			271			2,758			0		
TM Pk Per Counts ¹	0	814	1286	45	546	74	1388	3730	201	0	0	0
% Turns	0%	39%	61%	7%	82%	11%	26%	70%	4%	-	-	-
Calc. pk Per Volumes	0	586	926	18	223	30	720	1934	104	-	-	-
Adjustments		150	-59		2	10		-115	115			
Bal Pk Per Volumes	0	736	867	18	225	40	720	1819	219	0	0	0

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↗ Turning Movement Volumes (Balanced)
- (A) Match Line

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Project Name:



I-195 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01

Exhibit Name:

**N Miami Ave
Turning Movement Volume Development/Balancing
2045 No-Build PM Peak Hour**

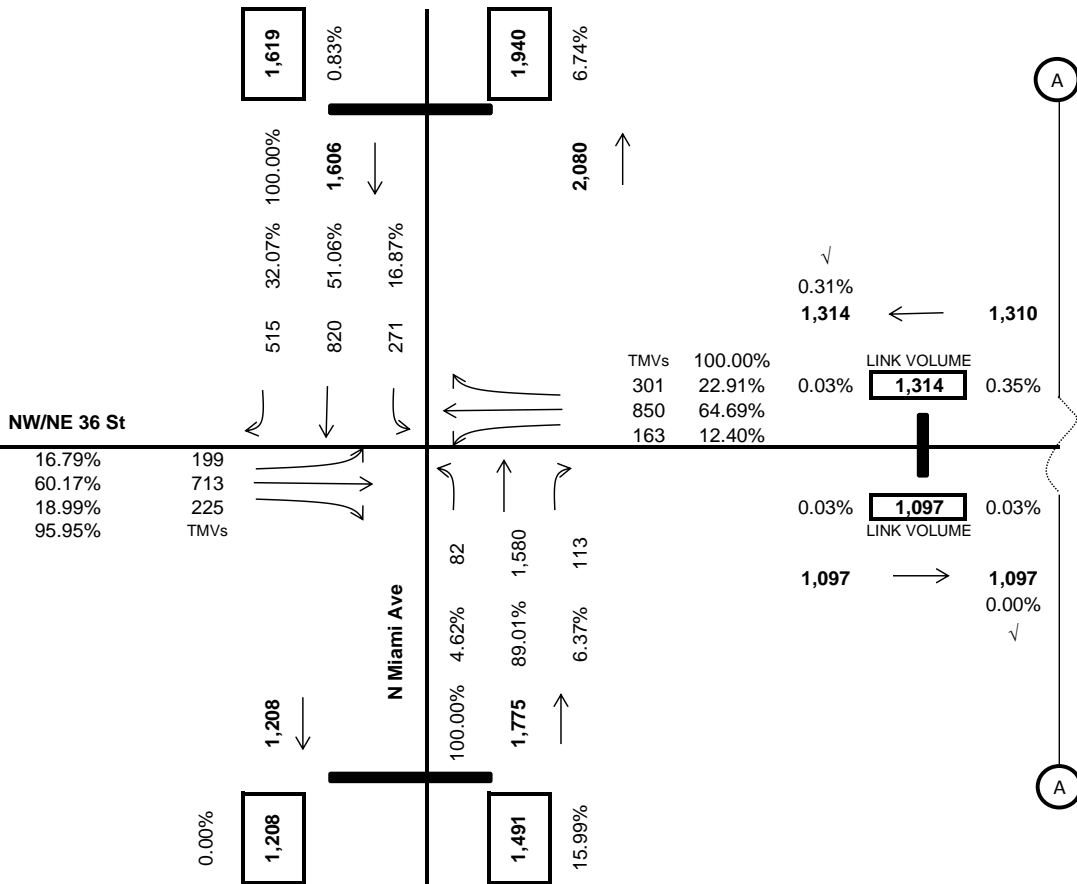
Exhibit No: **TBD**

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Date: **12/21/18**

NE 36th Street

N Miami Ave



**Turning Movement Volumes
N Miami Ave**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	1,314			1,491			1,199			1,619		
TM Pk Per Counts ¹	220	951	411	157	2838	270	293	951	227	500	1248	777
% Turns	14%	60%	26%	5%	87%	8%	20%	65%	15%	20%	49%	31%
Calc. pk Per Volumes	183	790	341	72	1296	123	239	775	185	321	800	498
Adjustments	-20	60	-40	10	284	-10	-40	-62	40	-50	20	17
Bal Pk Per Volumes	163	850	301	82	1580	113	199	713	225	271	820	515

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
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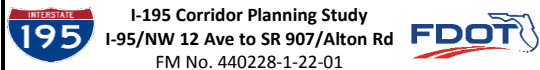


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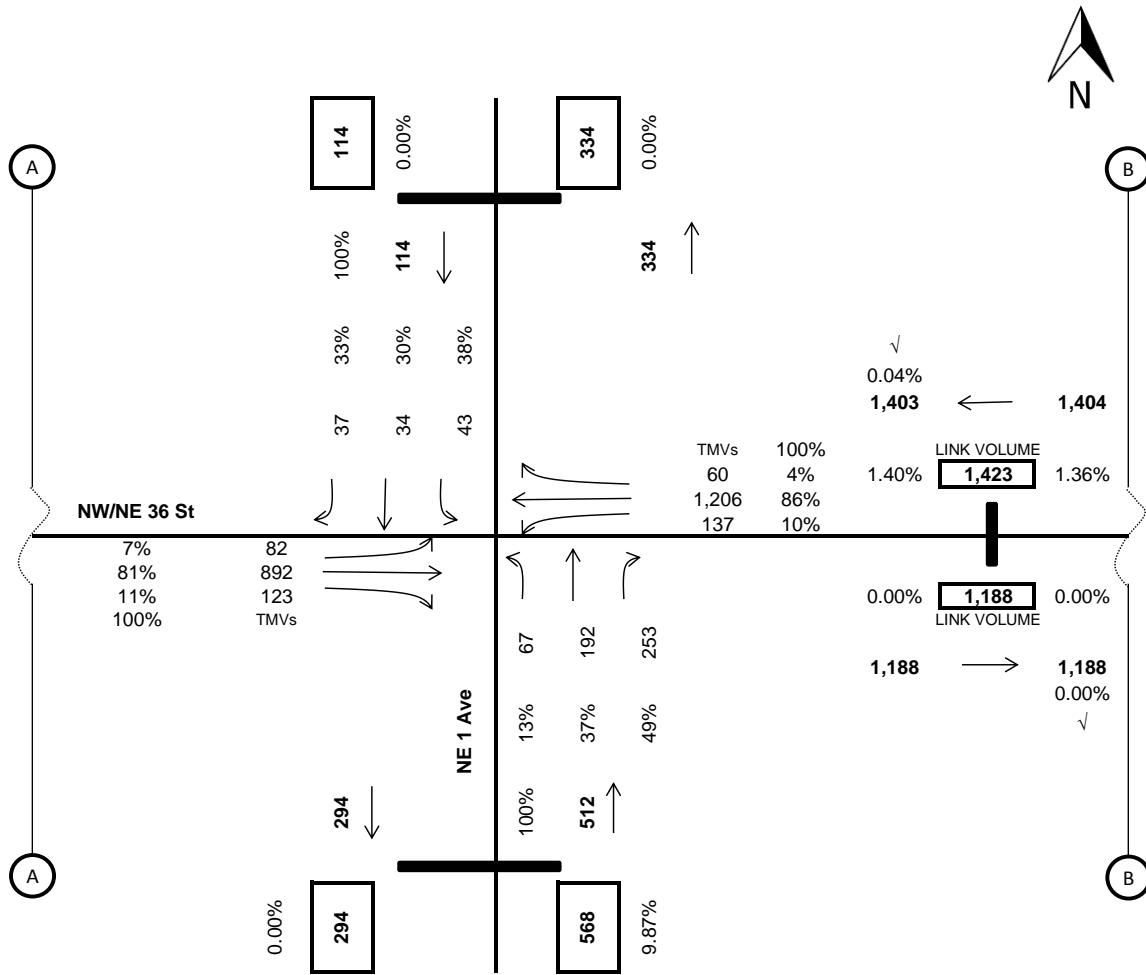
**NW/NE 36th Street
Turning Movement Volume Development/Balancing
2045 No-Build PM Peak Hour**

Exhibit No: **TBD**

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Date: **12/21/18**

NE 1 Ave



**Turning Movement Volumes
NE 1 Ave**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	1,423			568			1,097			114		
TM Pk Per Counts ¹	163	1432	95	73	198	218	149	1400	196	37	29	32
% Turns	10%	85%	6%	15%	40%	45%	9%	80%	11%	38%	30%	33%
Calc. pk Per Volumes	137	1206	80	85	230	253	94	880	123	43	34	37
Adjustments			-20	-18	-38		-12	12				
Bal Pk Per Volumes	137	1206	60	67	192	253	82	892	123	43	34	37

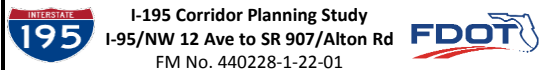
LEGEND

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Project Name:



I-195 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01

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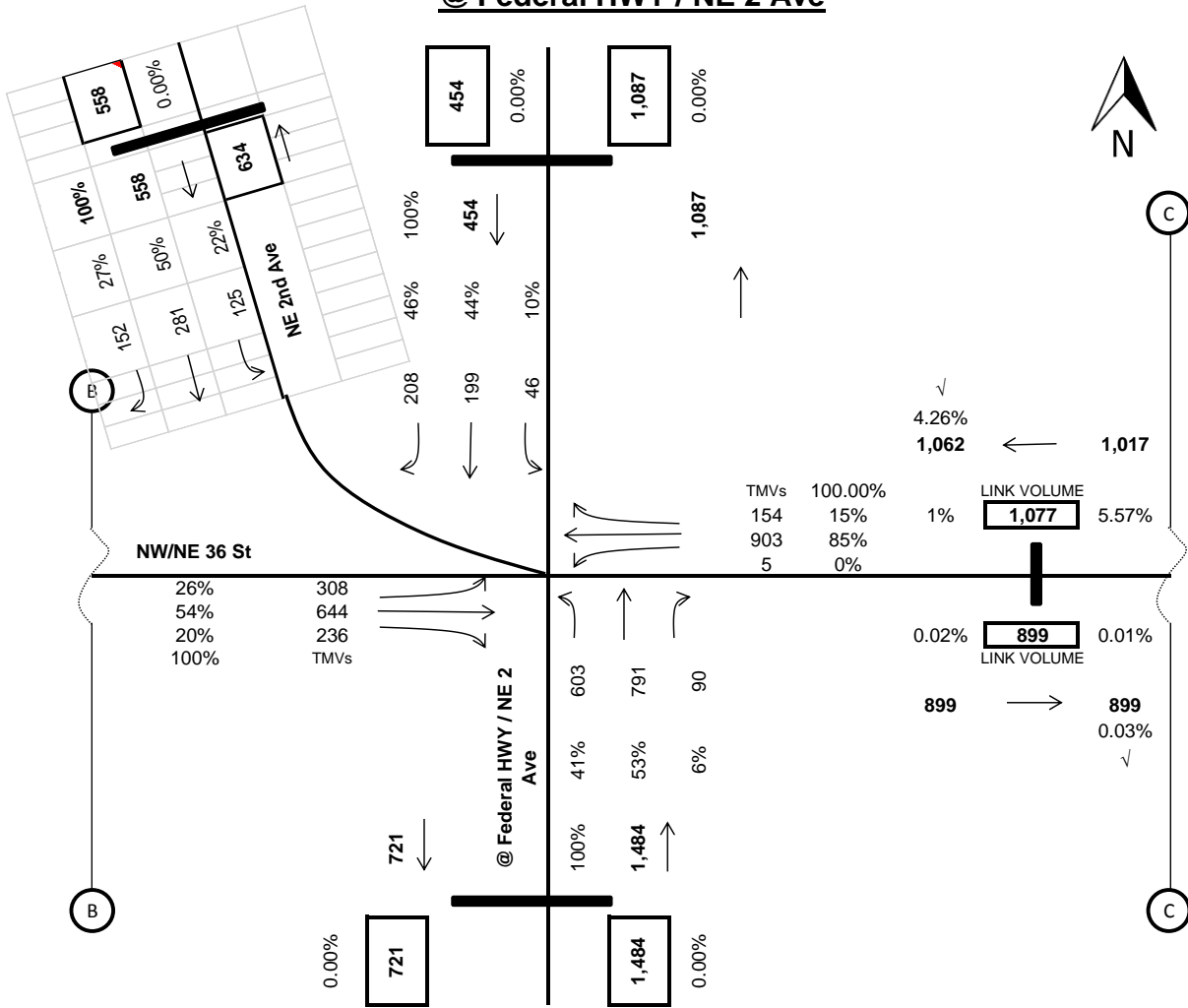
**NW/NE 36th Street
Turning Movement Volume Development/Balancing
2045 No-Build PM Peak Hour**

Exhibit No: **TBD**

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Date: 12/21/18

@ Federal HWY / NE 2 Ave



**Turning Movement Volumes
@ Federal HWY / NE 2 Ave**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	1,077			1,484			1,188			454		
TM Pk Per Counts ¹	6	1111	208	974	1279	135	451	942	346	75	322	336
% Turns	0%	84%	16%	41%	54%	6%	26%	54%	20%	10%	44%	46%
Calc. pk Per Volumes	5	903	169	603	791	84	308	644	236	46	199	208
Adjustments			-15			6						
Bal Pk Per Volumes	5	903	154	603	791	90	308	644	236	46	199	208

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- Match Line

Volume Elements	Southeast		
	LT	THU	RT
Link Volumes	558		
Pk Per Counts ¹	202	454	245
% Turns	22%	50%	27%
Calc. Volumes	125	281	152
Adjustments			
Bal Volumes	125	281	152

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Project Name:



I-195 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01



Exhibit Name:

**NW/NE 36th Street
Turning Movement Volume Development/Balancing
2045 No-Build PM Peak Hour**

Exhibit No:

TBD

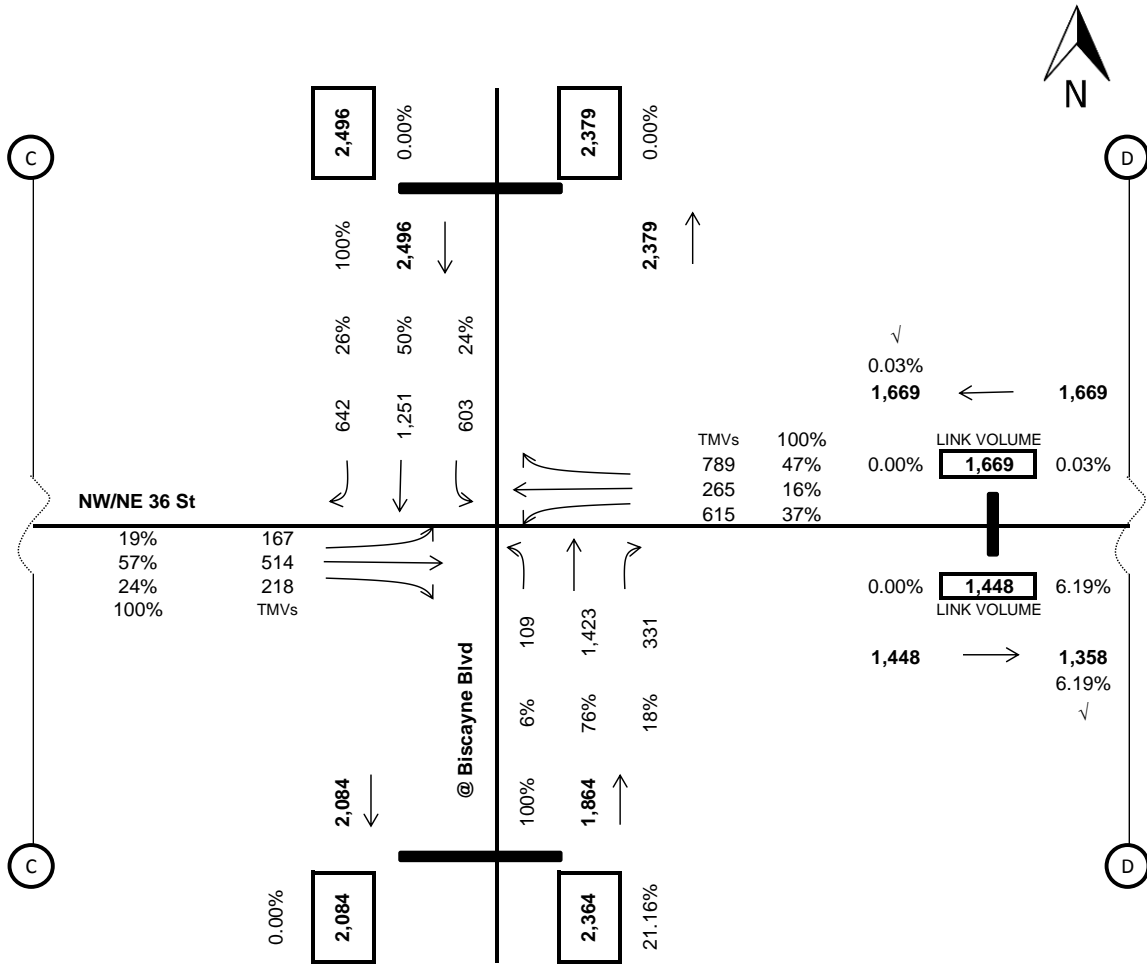
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Date:

12/21/18

@ Biscayne Blvd



**Turning Movement Volumes
@ Biscayne Blvd**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	1,669			2,364			899			2,496		
TM Pk Per Counts ¹	804	298	1055	123	2049	484	258	795	338	936	1990	789
% Turns	37%	14%	49%	5%	77%	18%	19%	57%	24%	25%	54%	21%
Calc. pk Per Volumes	715	265	939	109	1823	431	167	514	218	833	1771	702
Adjustments	-100		-150		-400	-100				-230	-520	-60
Bal Pk Per Volumes	615	265	789	109	1423	331	167	514	218	603	1251	642

LEGEND

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- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- Match Line

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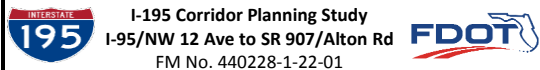


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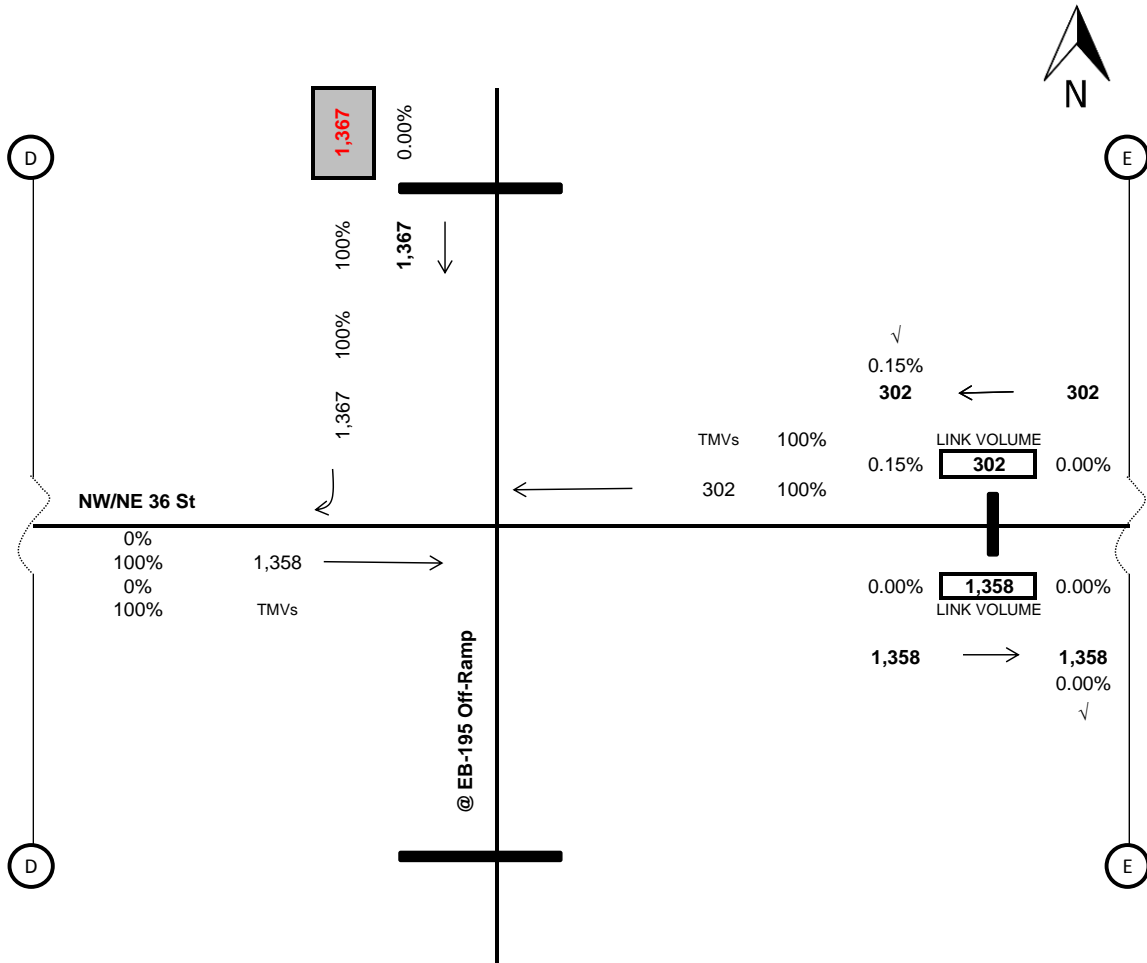
**NW/NE 36th Street
Turning Movement Volume Development/Balancing
2045 No-Build PM Peak Hour**

Exhibit No: **TBD**

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Date: **12/21/18**

@ EB-195 Off-Ramp



**Turning Movement Volumes
@ EB-195 Off-Ramp**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	302			0			1,448			1,367		
TM Pk Per Counts ¹	0	1	0	0	0	0	0	1	0	0	0	1
% Turns	0%	100%	0%	-	-	-	0%	100%	0%	0%	0%	100%
Calc. pk Per Volumes	0	302	0	-	-	-	0	1448	0	0	0	1367
Adjustments							-90					
Bal Pk Per Volumes	0	302	0	0	0	0	0	1358	0	0	0	1367

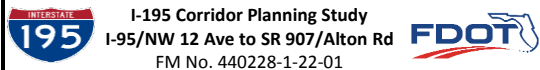
LEGEND

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Project Name:



I-195 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01

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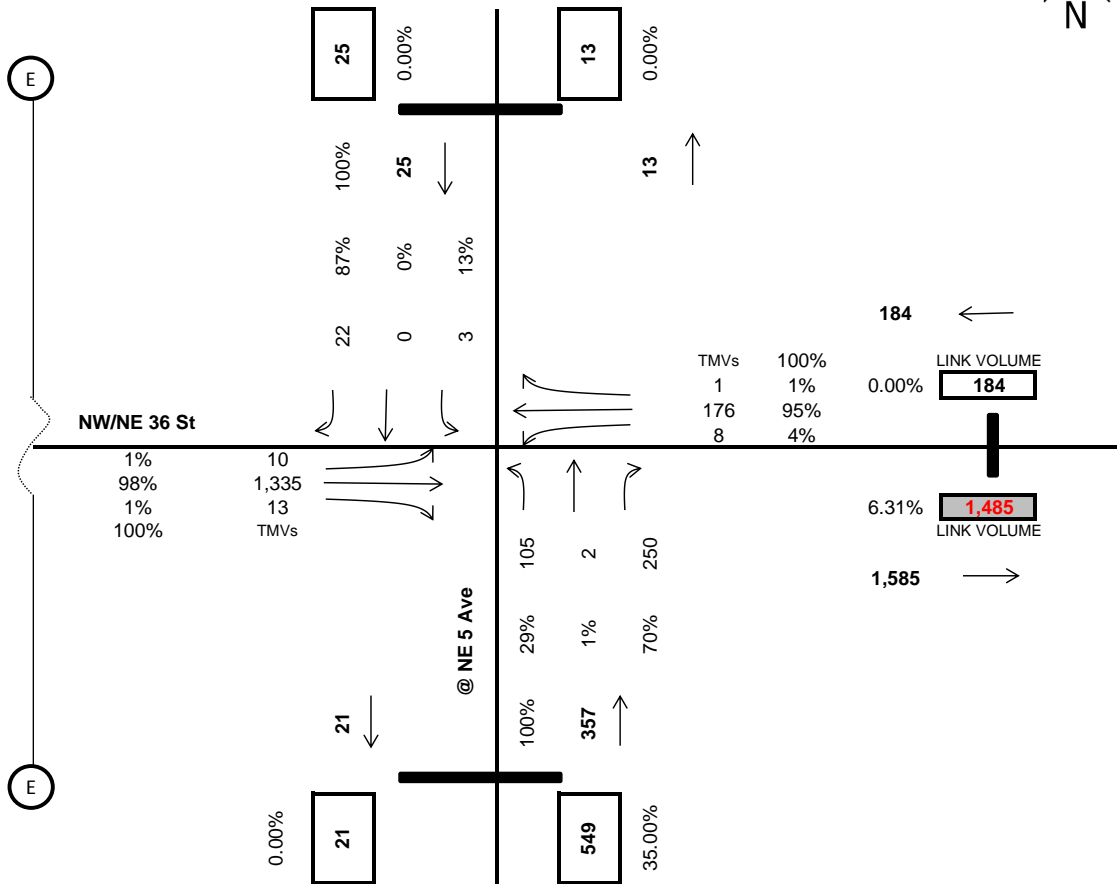
**NW/NE 36th Street
Turning Movement Volume Development/Balancing
2045 No-Build PM Peak Hour**

Exhibit No: **TBD**

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Date: **12/21/18**

@ NE 5 Ave



**Turning Movement Volumes
@ NE 5 Ave**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	184			549			1,358			25		
TM Pk Per Counts ¹	7	159	1	95	2	400	17	2211	21	3	0	20
% Turns	4%	95%	1%	19%	0%	80%	1%	98%	1%	13%	0%	87%
Calc. pk Per Volumes	8	176	1	105	2	442	10	1335	13	3	0	22
Adjustments						-192						
Bal Pk Per Volumes	8	176	1	105	2	250	10	1335	13	3	0	22

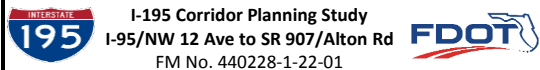
LEGEND

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Project Name:



I-195 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01

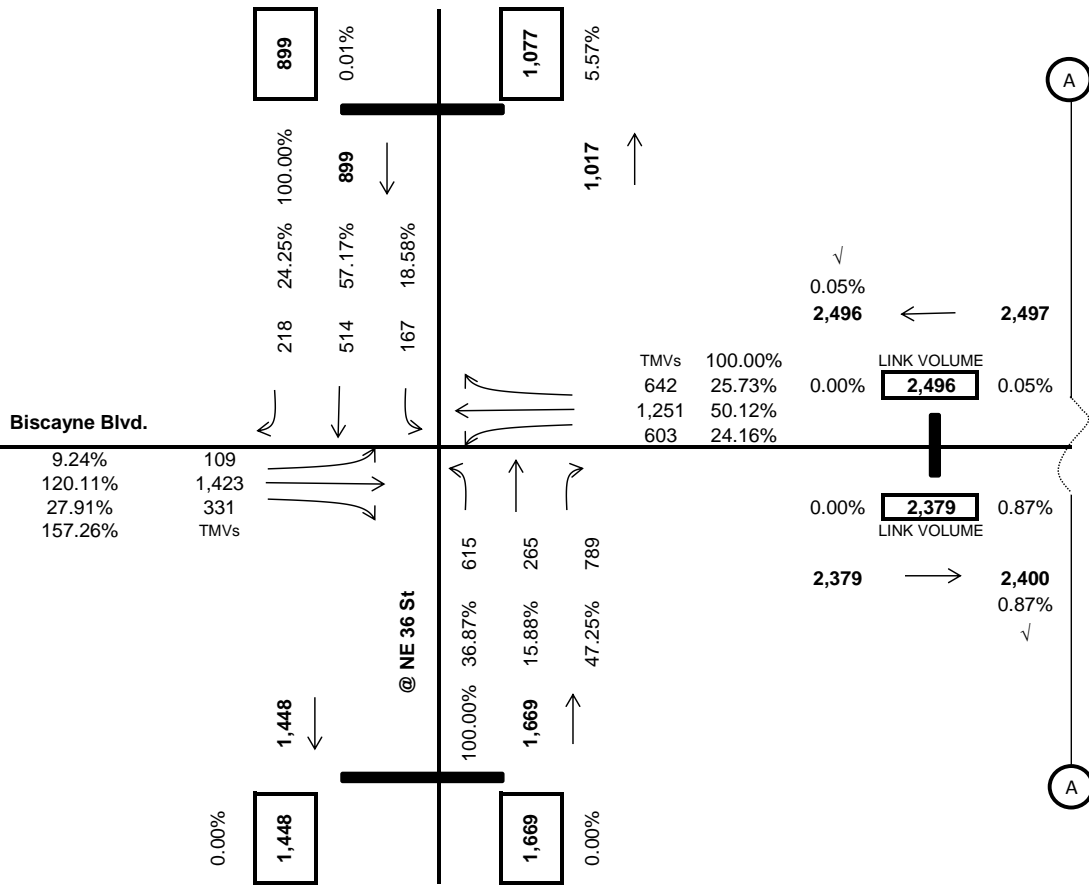
Exhibit Name:

**NW/NE 36th Street
Turning Movement Volume Development/Balancing
2045 No-Build PM Peak Hour**

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Biscayne Boulevard/US-1

@ NE 36 St



**Turning Movement Volumes
@ NE 36 St**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	2,496			1,669			2,364			899		
TM Pk Per Counts ¹	936	1990	789	804	298	1055	123	2049	484	258	795	338
% Turns	25%	54%	21%	37%	14%	49%	5%	77%	18%	19%	57%	24%
Calc. pk Per Volumes	833	1771	702	715	265	939	109	1823	431	167	514	218
Adjustments	-230	-520	-60	-100	0	-150	0	-400	-100	0	0	0
Bal Pk Per Volumes	603	1251	642	615	265	789	109	1423	331	167	514	218

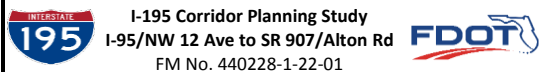
LEGEND

- 1,500 Control Volumes (Peak Period)²
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- 66 Turning Movement Volumes (Balanced)
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Project Name:



I-95 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01

Exhibit Name:

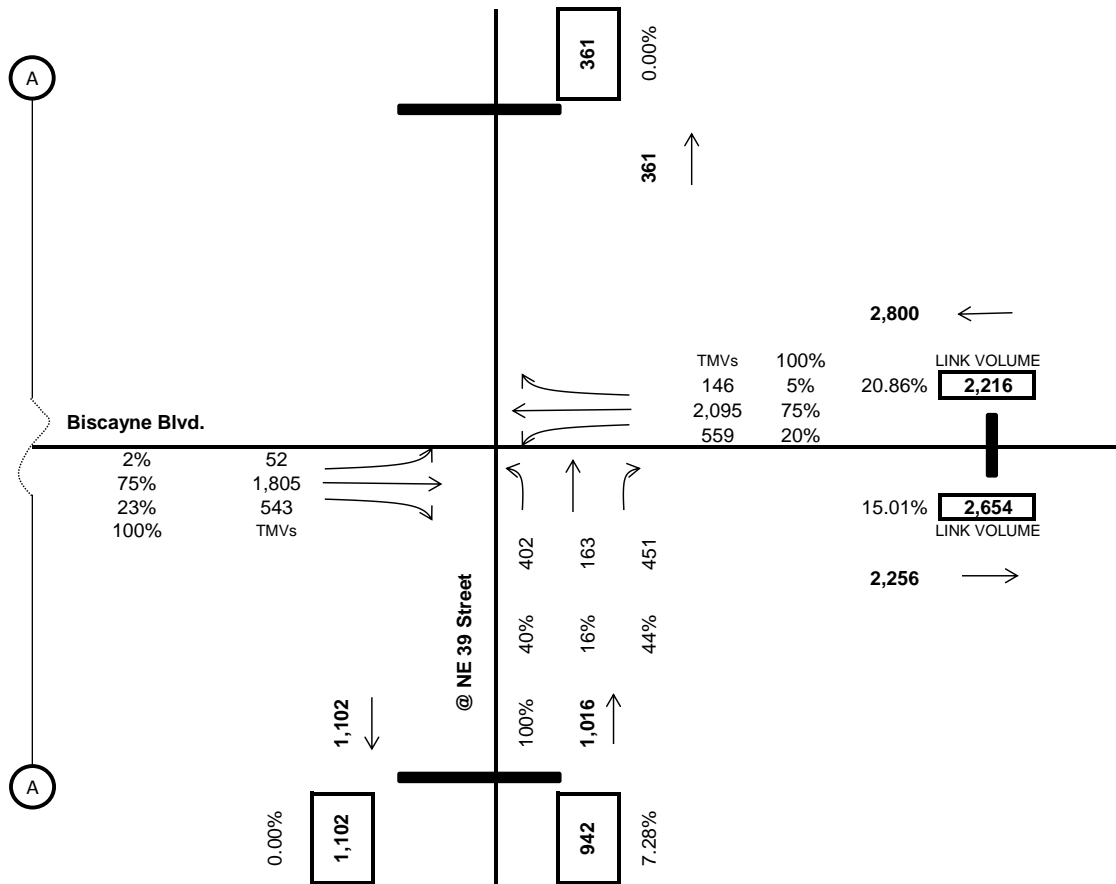
Biscayne Blvd
Turning Movement Volume Development/Balancing
2045 No-Build PM Peak Hour

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Date: **12/21/18**

@ NE 39 Street



**Turning Movement Volumes
@ NE 39 Street**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	2,216			942			2,379			0		
TM Pk Per Counts ¹	1051	2622	149	1199	359	1434	75	2396	974	0	0	0
% Turns	27%	69%	4%	40%	12%	48%	2%	70%	28%	-	-	-
Calc. pk Per Volumes	609	1520	86	377	113	451	52	1655	673	-	-	-
Adjustments	-50	575	60	25	50		150	-130				
Bal Pk Per Volumes	559	2095	146	402	163	451	52	1805	543	0	0	0

LEGEND

- 1,500 Control Volumes (Peak Period)²
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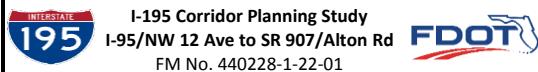


Exhibit Name:

**Biscayne Blvd
Turning Movement Volume Development/Balancing
2045 No-Build PM Peak Hour**

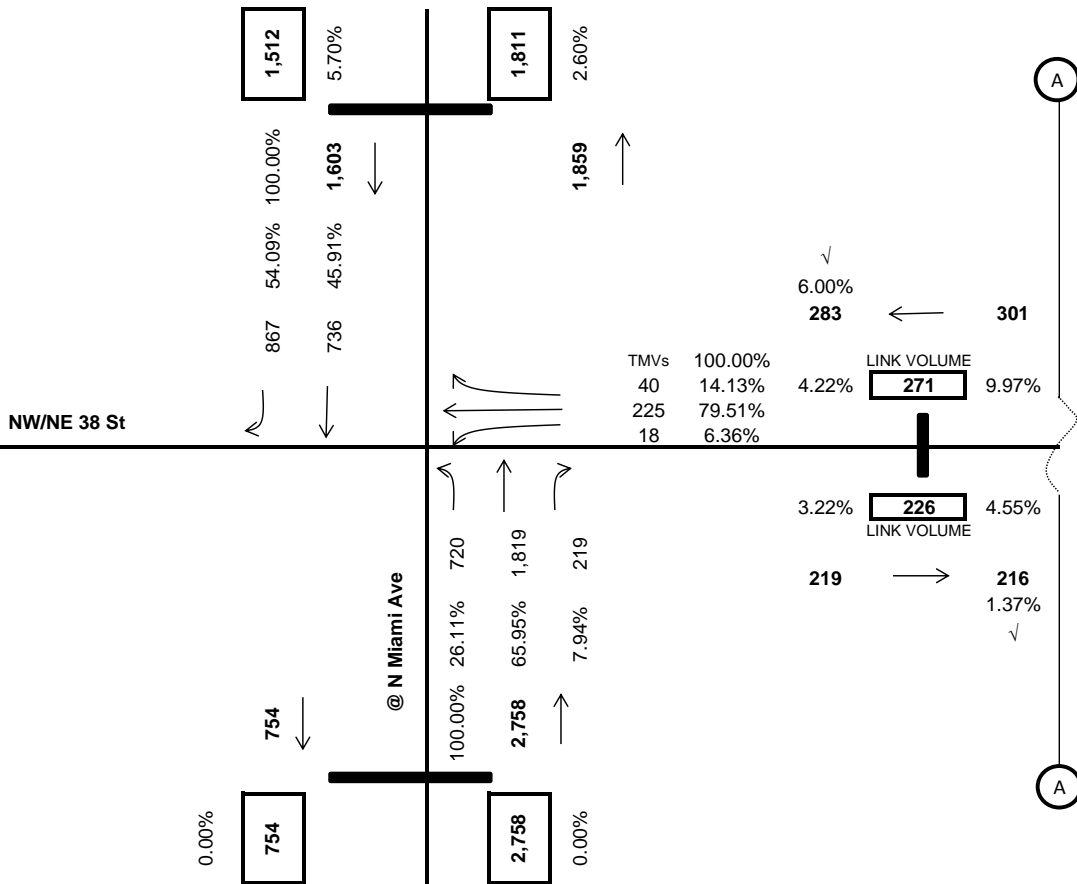
Exhibit No: **TBD**

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Date: **12/21/18**

NE 38th Street

@ N Miami Ave



**Turning Movement Volumes
@ N Miami Ave**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	271			2,758			0			1,512		
TM Pk Per Counts ¹	45	546	74	1388	3730	201	0	0	0	0	814	1286
% Turns	7%	82%	11%	26%	70%	4%	-	-	-	0%	39%	61%
Calc. pk Per Volumes	18	223	30	720	1934	104	-	-	-	0	586	926
Adjustments	0	2	10	0	-115	115	0	0	0	0	150	-59
Bal Pk Per Volumes	18	225	40	720	1819	219	0	0	0	0	736	867

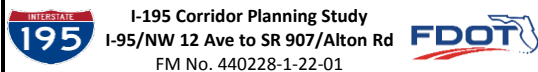
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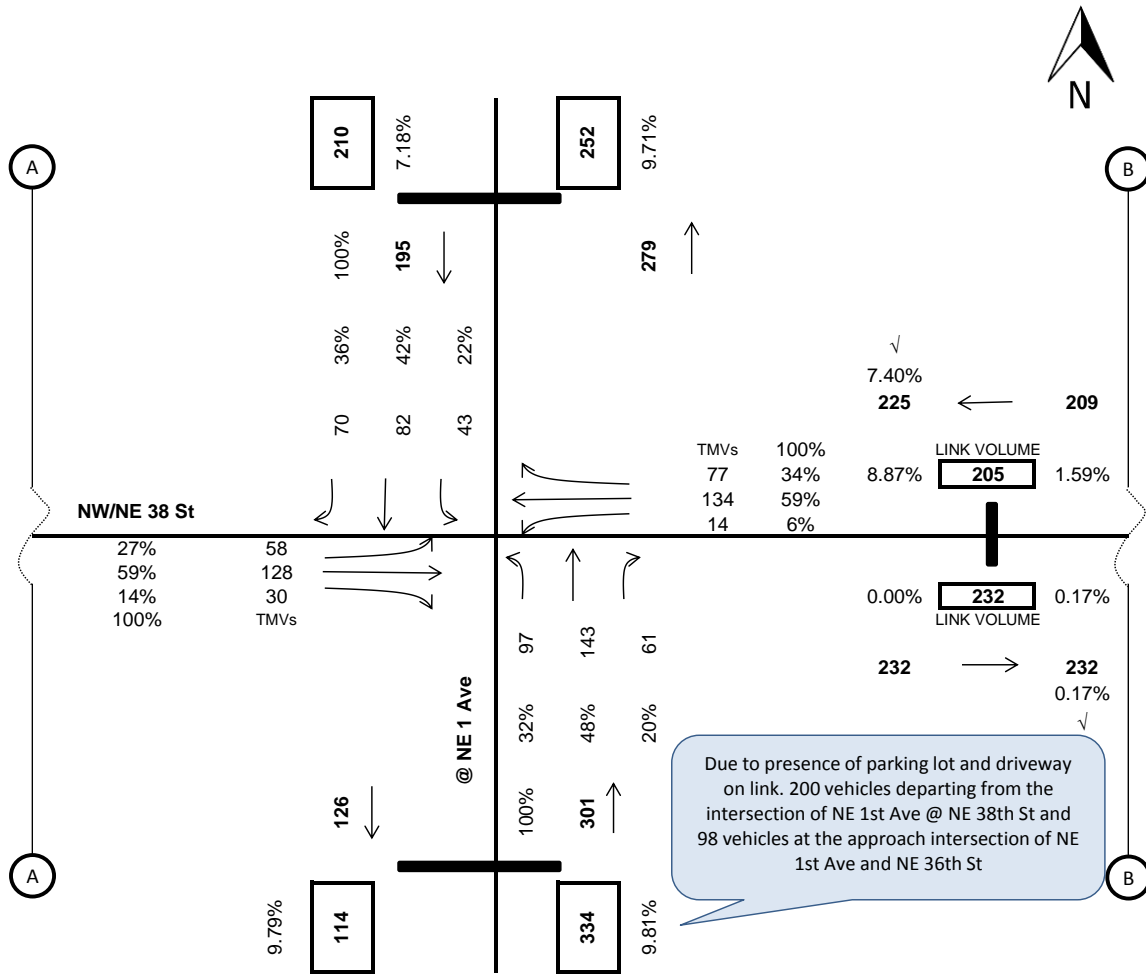
I-95 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
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Exhibit Name:

**NW/NE 38th Street
Turning Movement Volume Development/Balancing
2045 No-Build PM Peak Hour**

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@ NE 1 Ave



**Turning Movement Volumes
@ NE 1 Ave**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	205			334			226			210		
TM Pk Per Counts ¹	36	342	147	172	205	91	70	155	48	51	116	83
% Turns	7%	65%	28%	37%	44%	19%	26%	57%	18%	20%	46%	33%
Calc. pk Per Volumes	14	134	57	67	80	36	58	128	40	43	97	70
Adjustments			20	30	63	25			-10		-15	
Bal Pk Per Volumes	14	134	77	97	143	61	58	128	30	43	82	70

LEGEND

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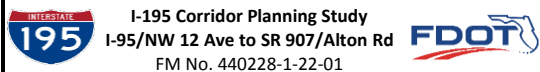


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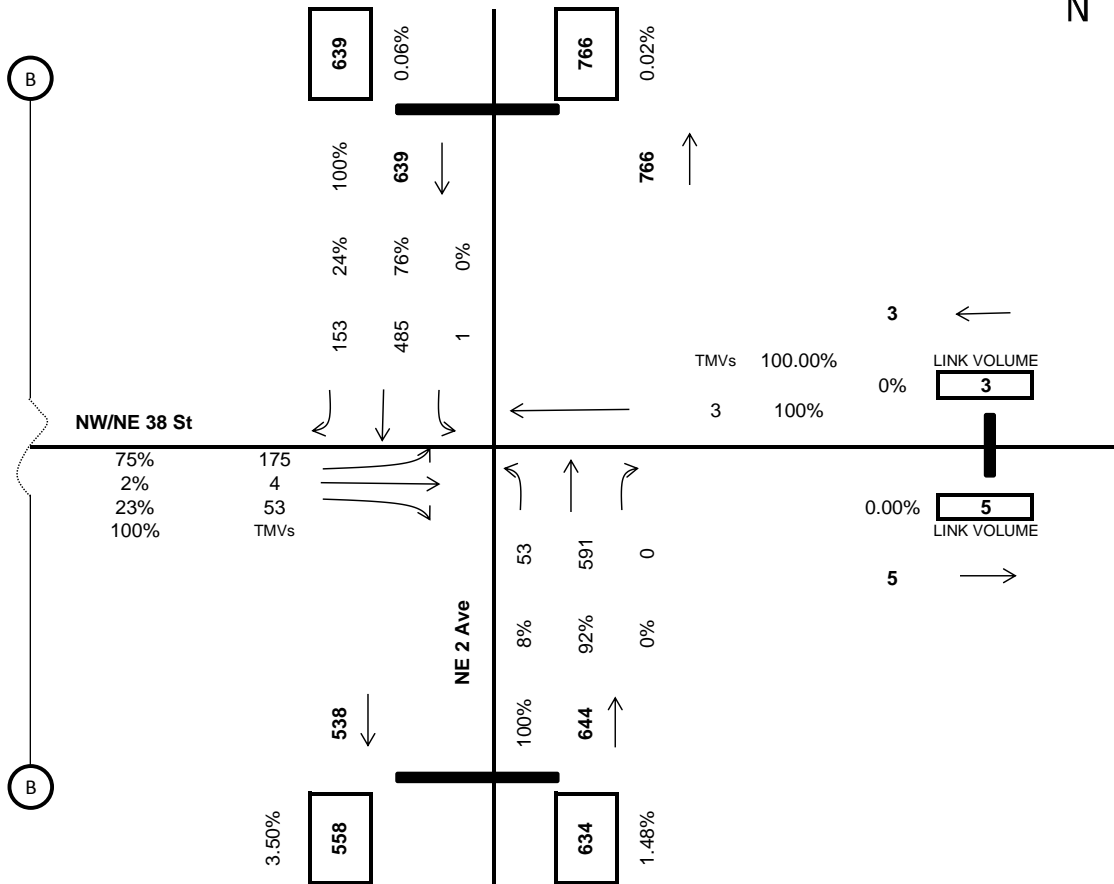
**NW/NE 38th Street
Turning Movement Volume Development/Balancing
2045 No-Build PM Peak Hour**

Exhibit No: **TBD**

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Date: **12/21/18**

NE 2 Ave



**Turning Movement Volumes
NE 2 Ave**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	3			634			232			639		
TM Pk Per Counts ¹	0	2	0	79	859	0	372	8	112	2	677	213
% Turns	0%	100%	0%	8%	92%	0%	76%	2%	23%	0%	76%	24%
Calc. pk Per Volumes	0	3	0	53	581	0	175	4	53	1	485	153
Adjustments				10								
Bal Pk Per Volumes	0	3	0	53	591	0	175	4	53	1	485	153

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
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- (A) --- (A) Match Line

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Project Name:

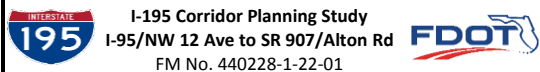


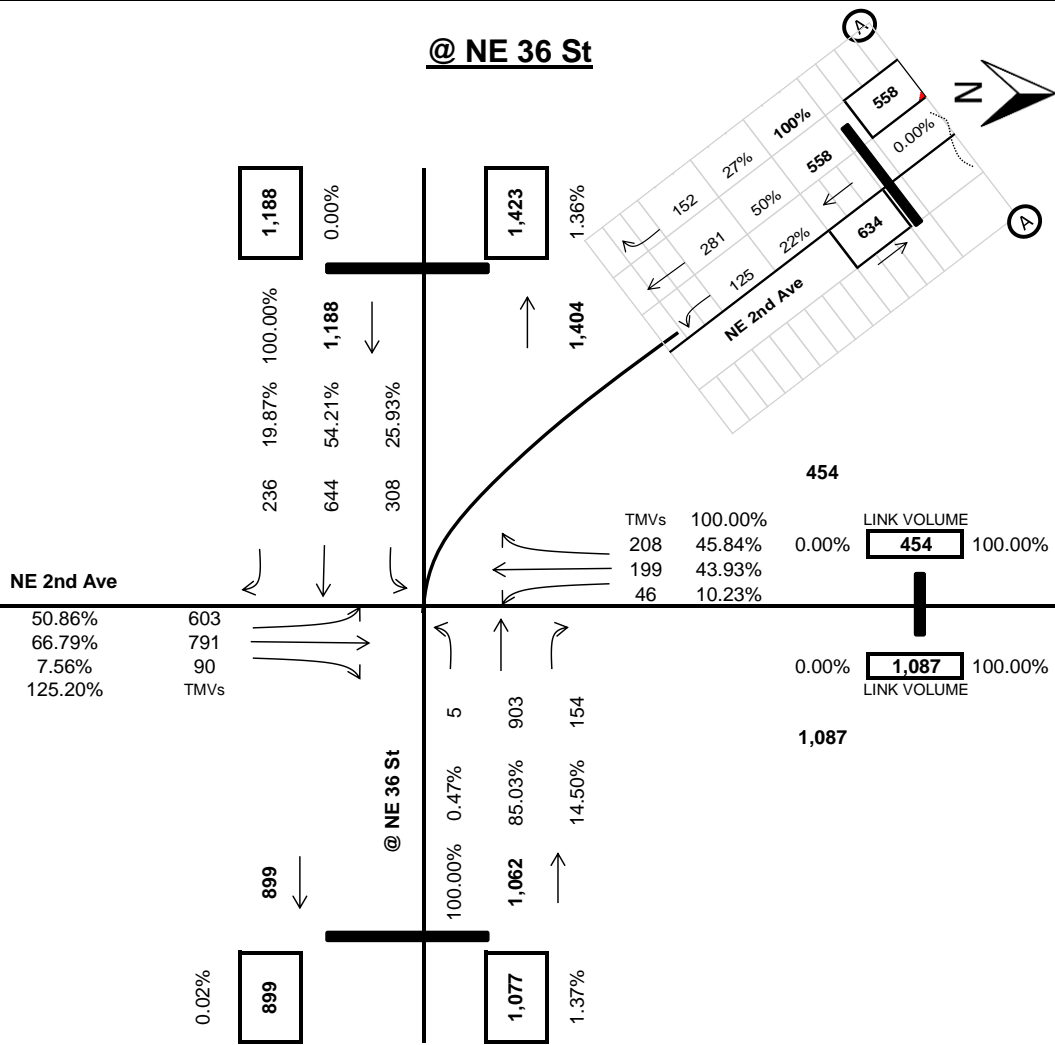
Exhibit Name:

**NW/NE 38th Street
Turning Movement Volume Development/Balancing
2045 No-Build PM Peak Hour**

Exhibit No: **TBD**
Page No: **3 of 3**
Date: **12/21/18**

NE 2nd Avenue

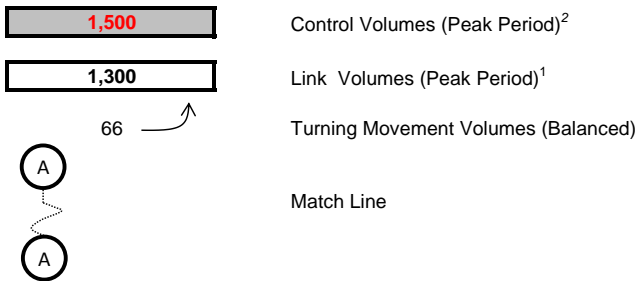
@ NE 36 St



**Turning Movement Volumes
@ NE 36 St**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	454			1,077			1,484			1,188		
TM Pk Per Counts ¹	75	322	336	6	1111	208	974	1279	135	451	942	346
% Turns	10%	44%	46%	0%	84%	16%	41%	54%	6%	26%	54%	20%
Calc. pk Per Volumes	46	199	208	5	903	169	603	791.4	83.5343	308	644	236
Adjustments	0	0	0	0	0	-15	0	0	6	0	0	0
Bal Pk Per Volumes	46	199	208	5	903	154	603	791	90	308	644	236

LEGEND



Volume Elements	Southeast		
	LT	THU	RT
Link Volumes	558		
Pk Per Counts ¹	202	454	245
% Turns	22%	50%	27%
Calc. Volumes	125	281	152
Adjustments	0	0	0
Bal Volumes	125	281	152

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:



I-195 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01

Exhibit Name:

NE 2nd Ave
Turning Movement Volume Development/Balancing
2045 No-Build PM Peak Hour

Exhibit No:

TBD

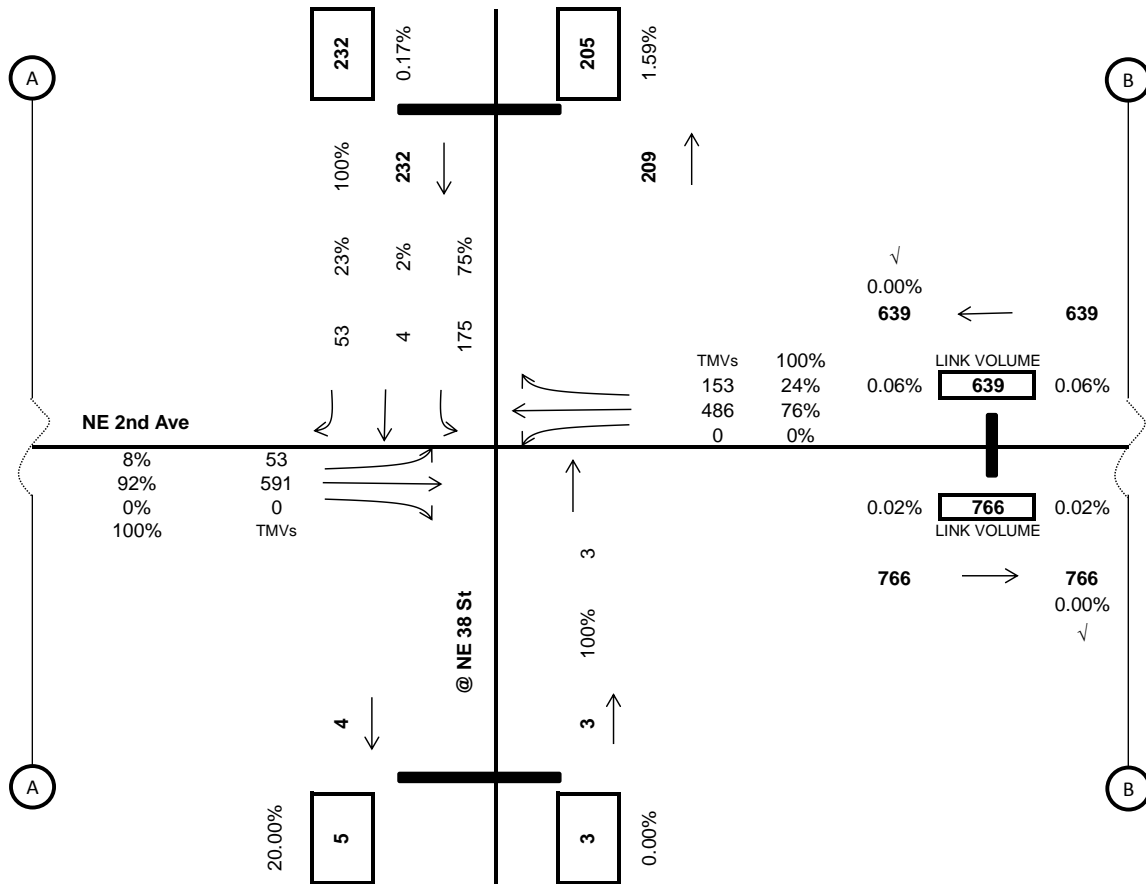
Page No:

1 of 3

Date:

12/21/18

@ NE 38 St



**Turning Movement Volumes
@ NE 38 St**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	639			3			634			232		
TM Pk Per Counts ¹	0	677	213	0	2	0	79	859	0	372	8	112
% Turns	0%	76%	24%	0%	100%	0%	8%	92%	0%	76%	2%	23%
Calc. pk Per Volumes	0	486	153	0	2.67	0	53	581	0	175	4	53
Adjustments				0	0	0	0	10	0	0	0	0
Bal Pk Per Volumes	0	486	153	0	3	0	53	591	0	175	4	53

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:

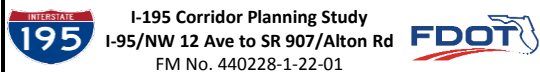
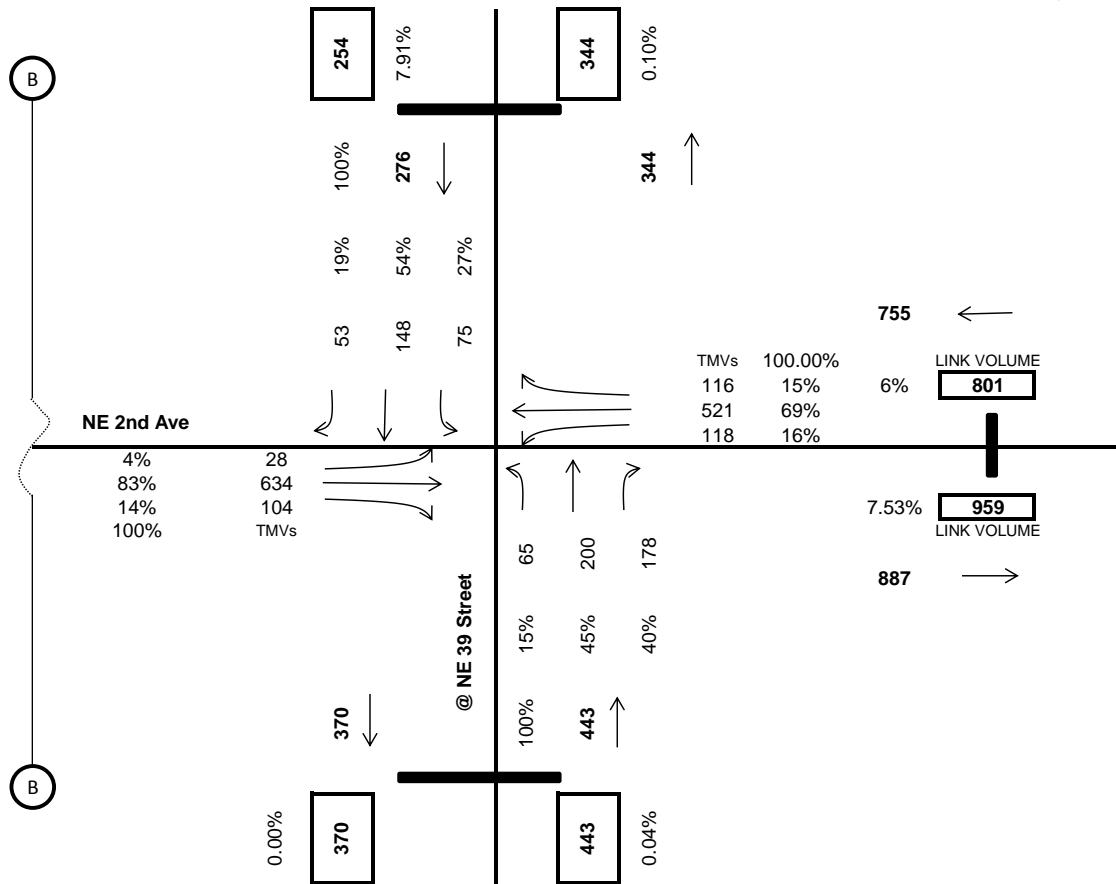


Exhibit Name:

**NE 2nd Ave
Turning Movement Volume Development/Balancing
2045 No-Build PM Peak Hour**

Exhibit No: **TBD**
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@ NE 39 Street



**Turning Movement Volumes
@ NE 39 Street**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	801			443			766			254		
TM Pk Per Counts ¹	147	748	102	110	297	273	45	1041	159	95	128	101
% Turns	15%	75%	10%	16%	44%	40%	4%	84%	13%	29%	40%	31%
Calc. pk Per Volumes	118	601	82	72	194	178	28	640	98	75	100	79
Adjustments		-80	34	-7	6			-6	6		48	-26
Bal Pk Per Volumes	118	521	116	65	200	178	28	634	104	75	148	53

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- A Match Line
- A Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:

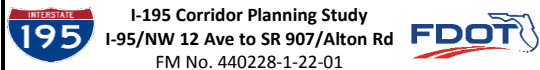


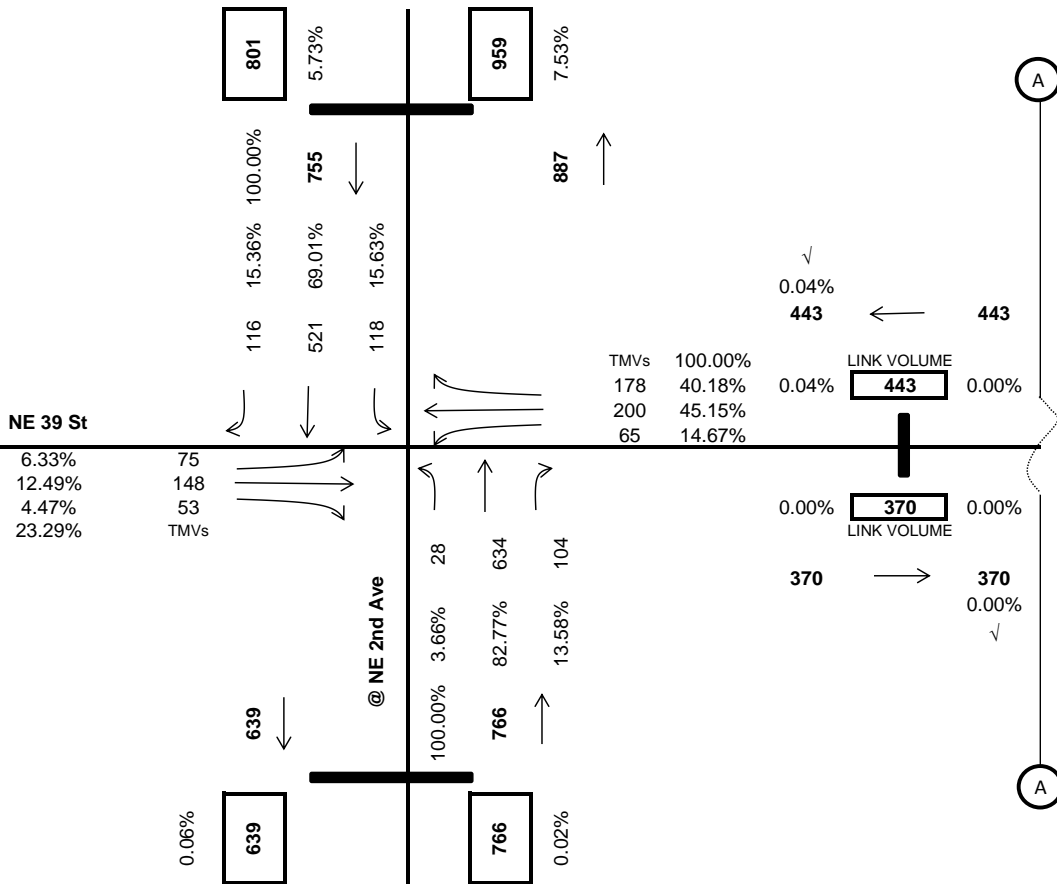
Exhibit Name:

**NW/NE 38th Street
Turning Movement Volume Development/Balancing
2045 No-Build PM Peak Hour**

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NE 39th Street

@ NE 2nd Ave



**Turning Movement Volumes
@ NE 2nd Ave**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	443			766			254			801		
TM Pk Per Counts ¹	110	297	273	45	1041	159	95	128	101	147	748	102
% Turns	16%	44%	40%	4%	84%	13%	29%	40%	31%	15%	75%	10%
Calc. pk Per Volumes	72	194	178	28	640	98	75	100	79	118	601	82
Adjustments	-7	6	0	0	-6	6	0	48	-26	0	-80	34
Bal Pk Per Volumes	65	200	178	28	634	104	75	148	53	118	521	116

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:

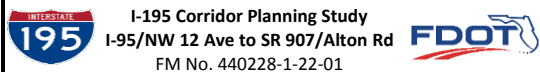


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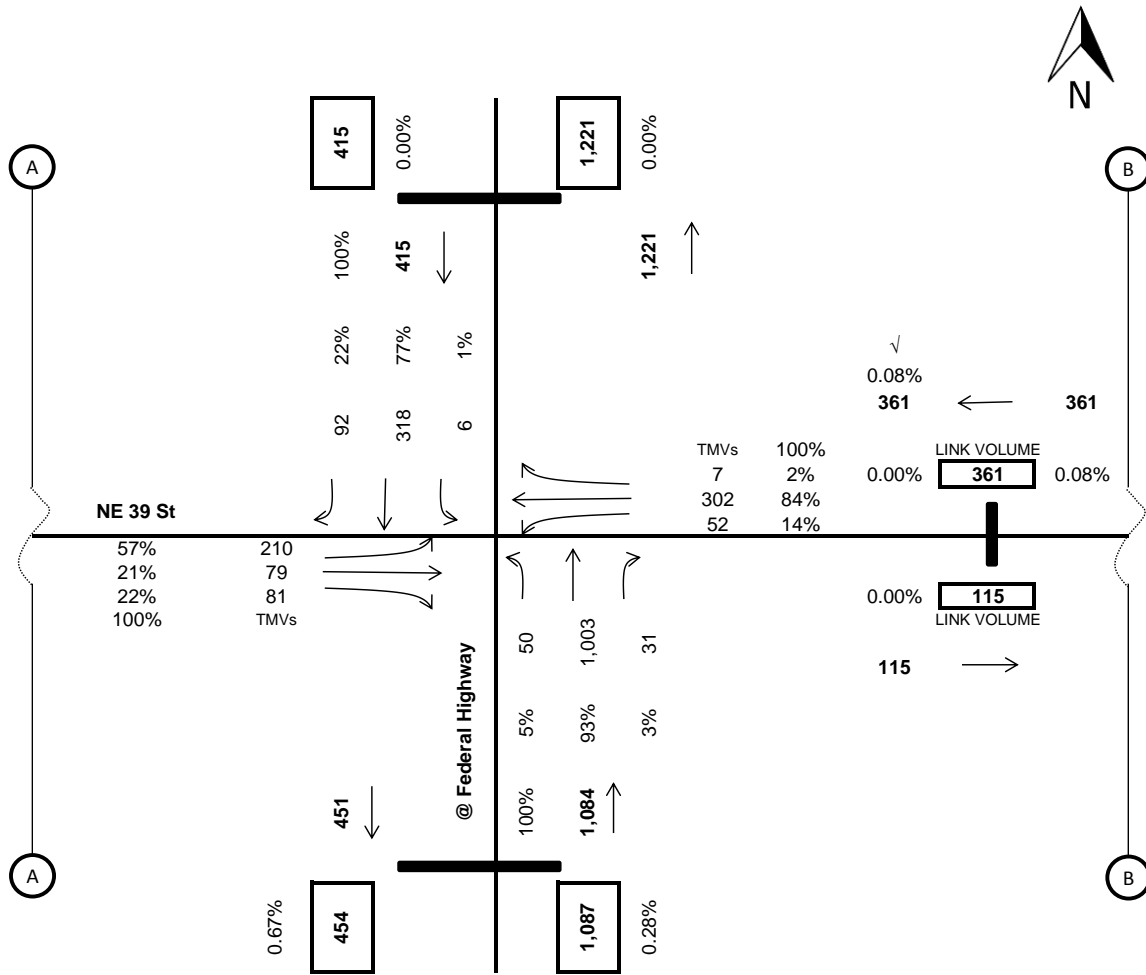
**NE 39th Street
Turning Movement Volume Development/Balancing
2045 No-Build PM Peak Hour**

Exhibit No: **TBD**

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@ Federal Highway



**Turning Movement Volumes
@ Federal Highway**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	361			1,087			370			415		
TM Pk Per Counts ¹	90	527	13	87	1630	36	245	92	94	10	503	160
% Turns	14%	84%	2%	5%	93%	2%	57%	21%	22%	1%	75%	24%
Calc. pk Per Volumes	52	302	7	50	933	21	210	79	81	6	288	92
Adjustments				70 10						30		
Bal Pk Per Volumes	52	302	7	50	1003	31	210	79	81	6	318	92

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:

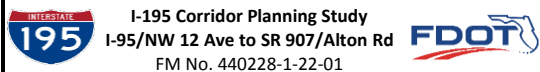


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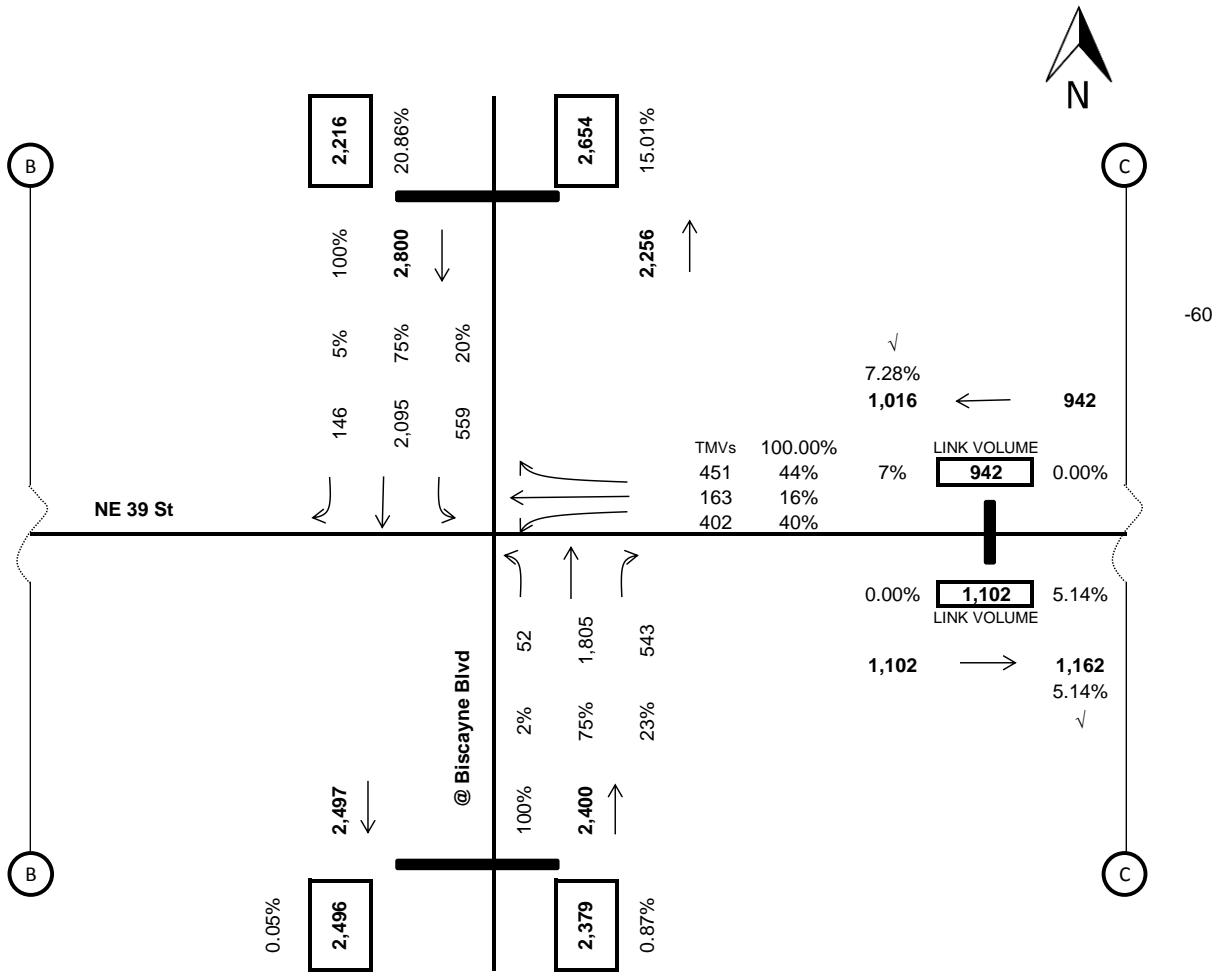
**NE 39th Street
Turning Movement Volume Development/Balancing
2045 No-Build PM Peak Hour**

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Date: **12/21/18**

@ Biscayne Blvd



**Turning Movement Volumes
@ Biscayne Blvd**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	942			2,379			0			2,216		
TM Pk Per Counts ¹	1199	359	1434	75	2396	974	0	0	0	1051	2622	149
% Turns	40%	12%	48%	2%	70%	28%	-	-	-	27%	69%	4%
Calc. pk Per Volumes	377	113	451	52	1655	673	-	-	-	609	1520	86
Adjustments	25	50	0	0	150	-130	0	0	0	-50	575	60
Bal Pk Per Volumes	402	163	451	52	1805	543	0	0	0	559	2095	146

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↷ Turning Movement Volumes (Balanced)
- (A) --- (A) Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:

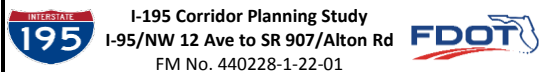


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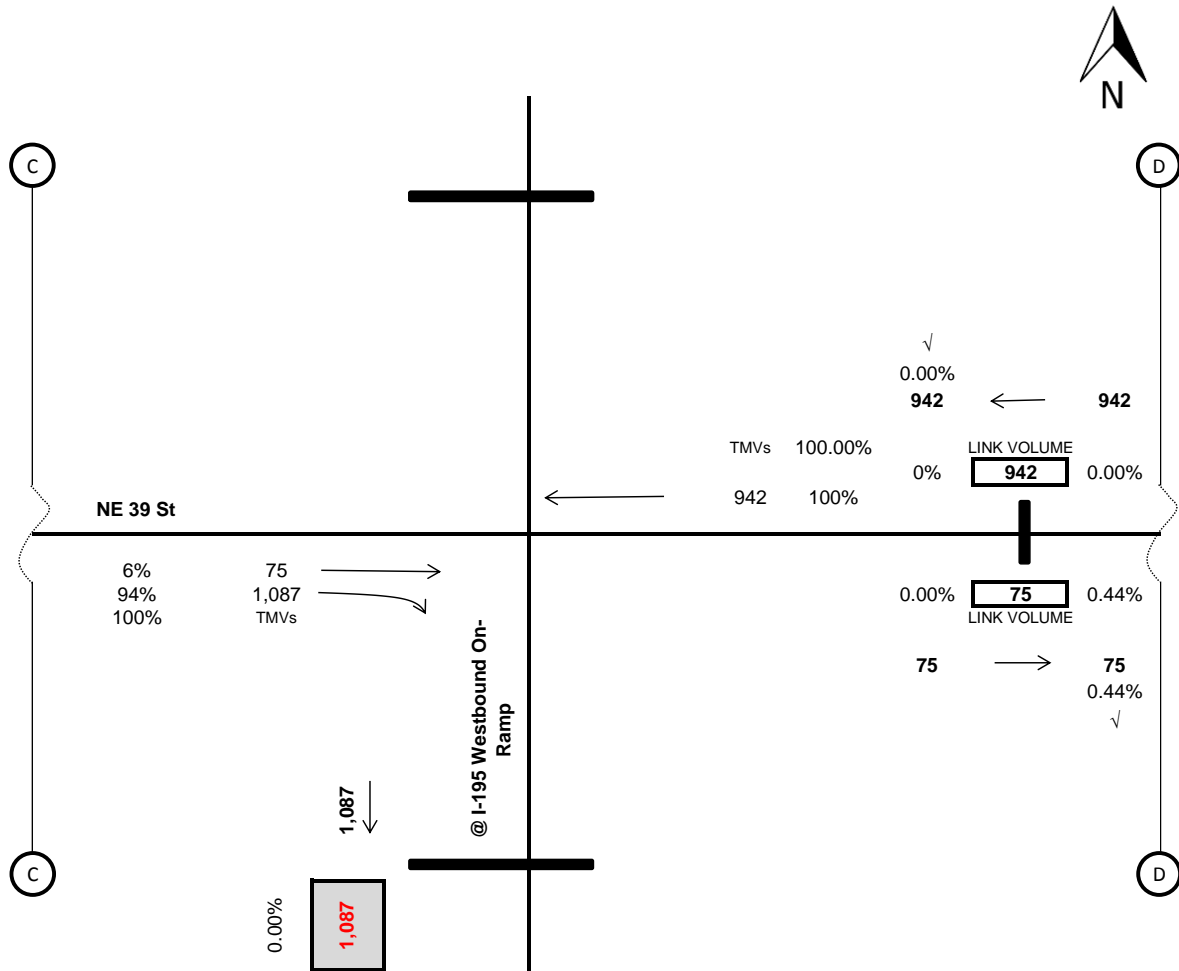
**NE 39th Street
Turning Movement Volume Development/Balancing
2045 No-Build PM Peak Hour**

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Date: **12/21/18**

@ I-195 Westbound On-Ramp



**Turning Movement Volumes
@ I-195 Westbound On-**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	942			0			1,102			0		
TM Pk Per Counts ¹	0	1	0	0	0	0	0	55	1,087	0	0	0
% Turns	0%	100%	0%	-	-	-	-	-	-	-	-	-
Calc. pk Per Volumes	0	942	0	-	-	-	0	55	1,087	-	-	-
Adjustments							20					
Bal Pk Per Volumes	0	942	0	0	0	0	0	75	1087	0	0	0

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:



Exhibit Name:

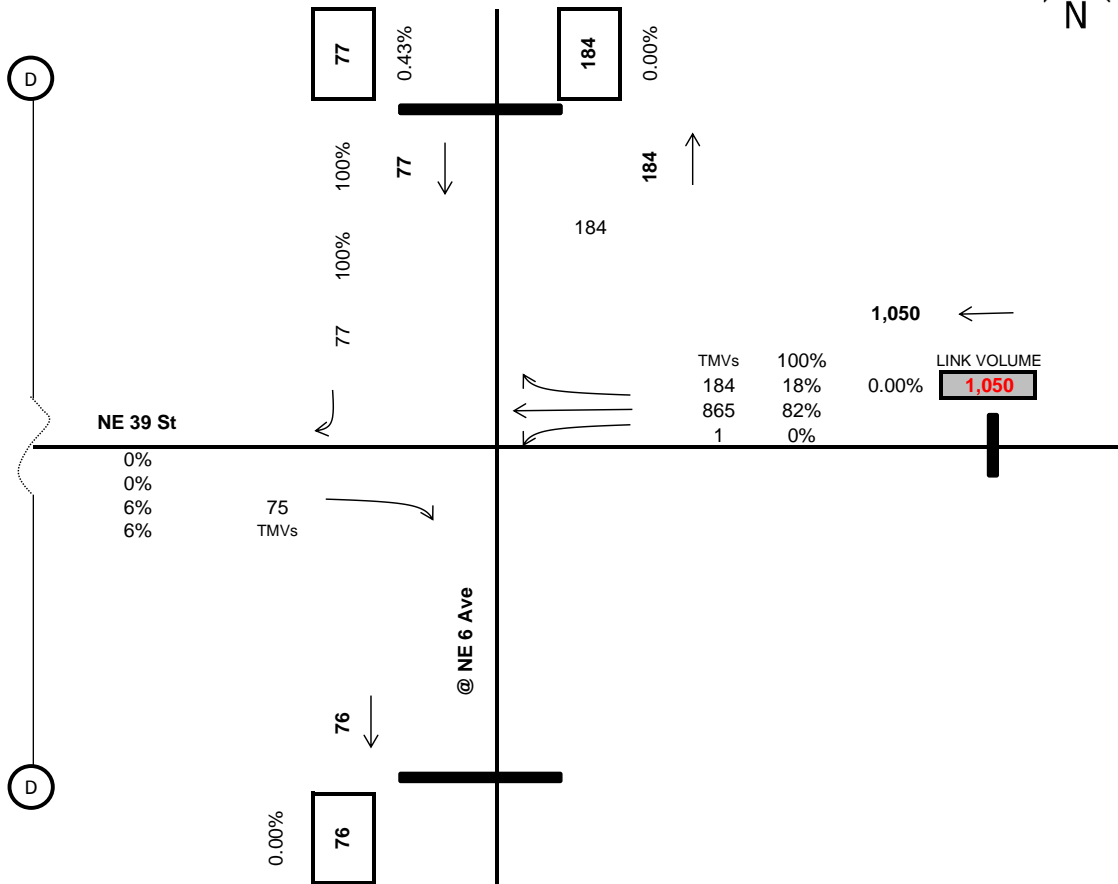
**NE 39th Street
Turning Movement Volume Development/Balancing
2045 No-Build PM Peak Hour**

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Date: **12/21/18**

@ NE 6 Ave



TMVs	100%	0.00%	LINK VOLUME
184	18%		1,050
865	82%		
1	0%		

**Turning Movement Volumes
@ NE 6 Ave**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	1,050			0			55			77		
TM Pk Per Counts ¹	2	2738	584	0	0	0	0	0	41	0	0	58
% Turns	0%	82%	18%	-	-	-	0%	0%	100%	0%	0%	100%
Calc. pk Per Volumes	1	865	184	-	-	-	0	0	55	0	0	77
Adjustments									20			
Bal Pk Per Volumes	1	865	184	0	0	0	0	0	75	0	0	77

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↗ Turning Movement Volumes (Balanced)
- (A) Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:

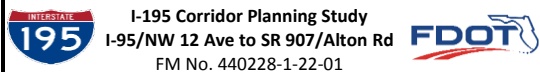


Exhibit Name:

**NE 39th Street
Turning Movement Volume Development/Balancing
2045 No-Build PM Peak Hour**

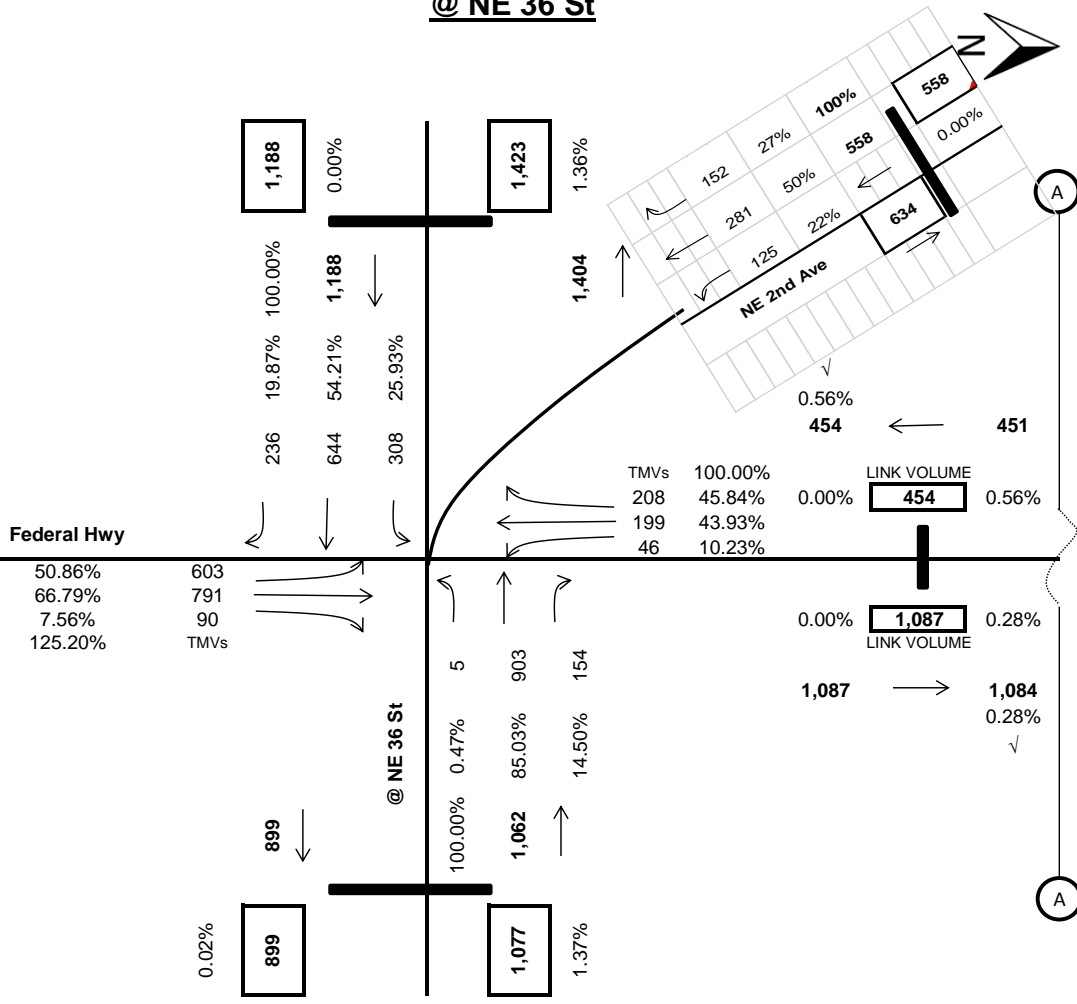
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Federal Highway

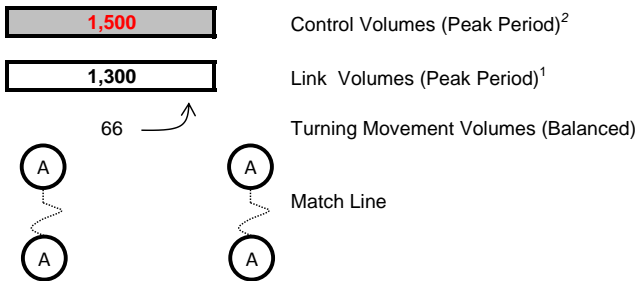
@ NE 36 St



**Turning Movement Volumes
@ NE 36 St**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	454			1,077			1,484			1,188		
TM Pk Per Counts ¹	75	322	336	6	1111	208	974	1279	135	451	942	346
% Turns	10%	44%	46%	0%	84%	16%	41%	54%	6%	26%	54%	20%
Calc. pk Per Volumes	46	199	208	5	903	169	603	791.4	83.5343	308	644	236
Adjustments	0	0	0	0	0	-15	0	0	6	0	0	0
Bal Pk Per Volumes	46	199	208	5	903	154	603	791	90	308	644	236

LEGEND



Volume Elements	Southeast		
	LT	THU	RT
Link Volumes	558		
Pk Per Counts ¹	202	454	245
% Turns	22%	50%	27%
Calc. Volumes	125	281	152
Adjustments	0	0	0
Bal Volumes	125	281	152

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:

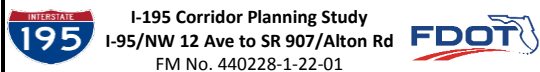


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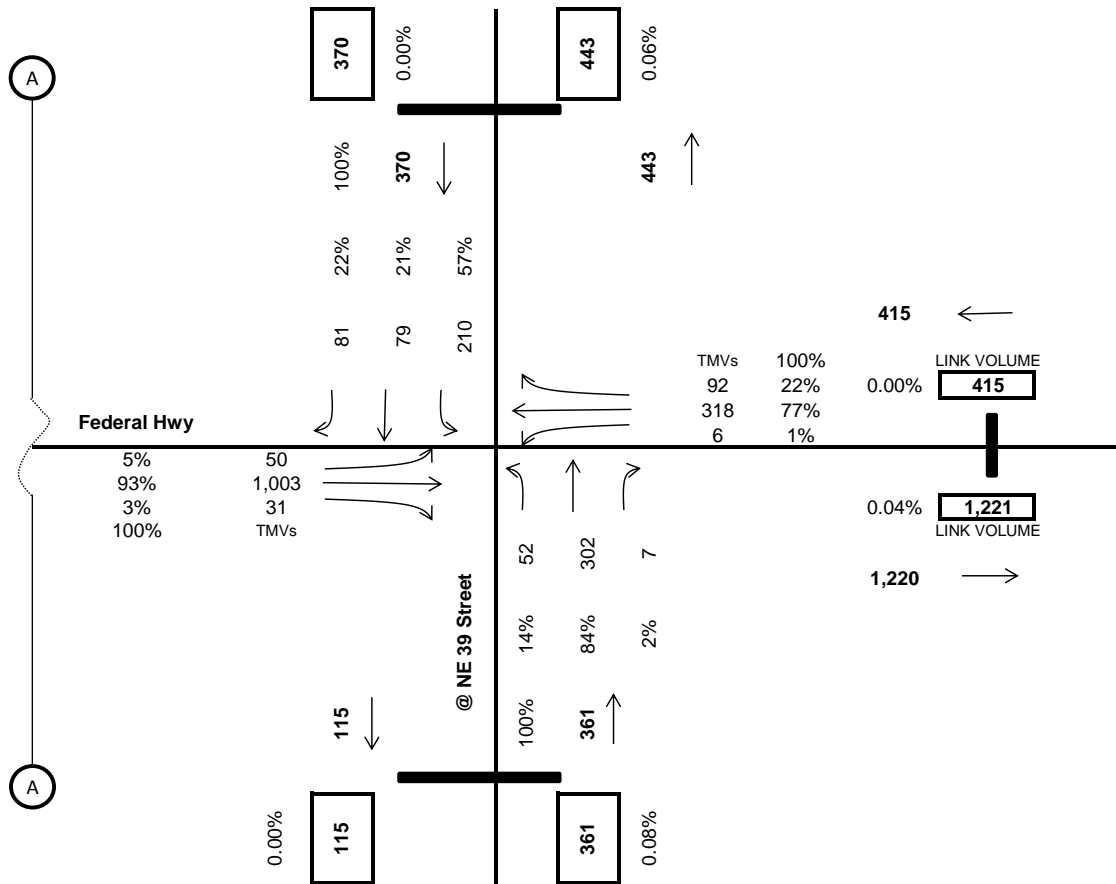
Federal Hwy
Turning Movement Volume Development/Balancing
2045 No-Build PM Peak Hour

Exhibit No: **TBD**

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Date: **12/21/18**

@ NE 39 Street



**Turning Movement Volumes
@ NE 39 Street**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	415			361			1,087			370		
TM Pk Per Counts ¹	10	503	160	90	527	13	87	1630	36	245	92	94
% Turns	1%	75%	24%	14%	84%	2%	5%	93%	2%	57%	21%	22%
Calc. pk Per Volumes	6	288	92	52	302	7	50	933	21	210	79	81
Adjustments	0	30	0				0	70	10			
Bal Pk Per Volumes	6	318	92	52	302	7	50	1003	31	210	79	81

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:

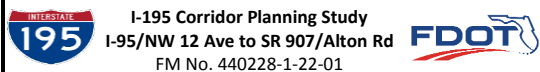


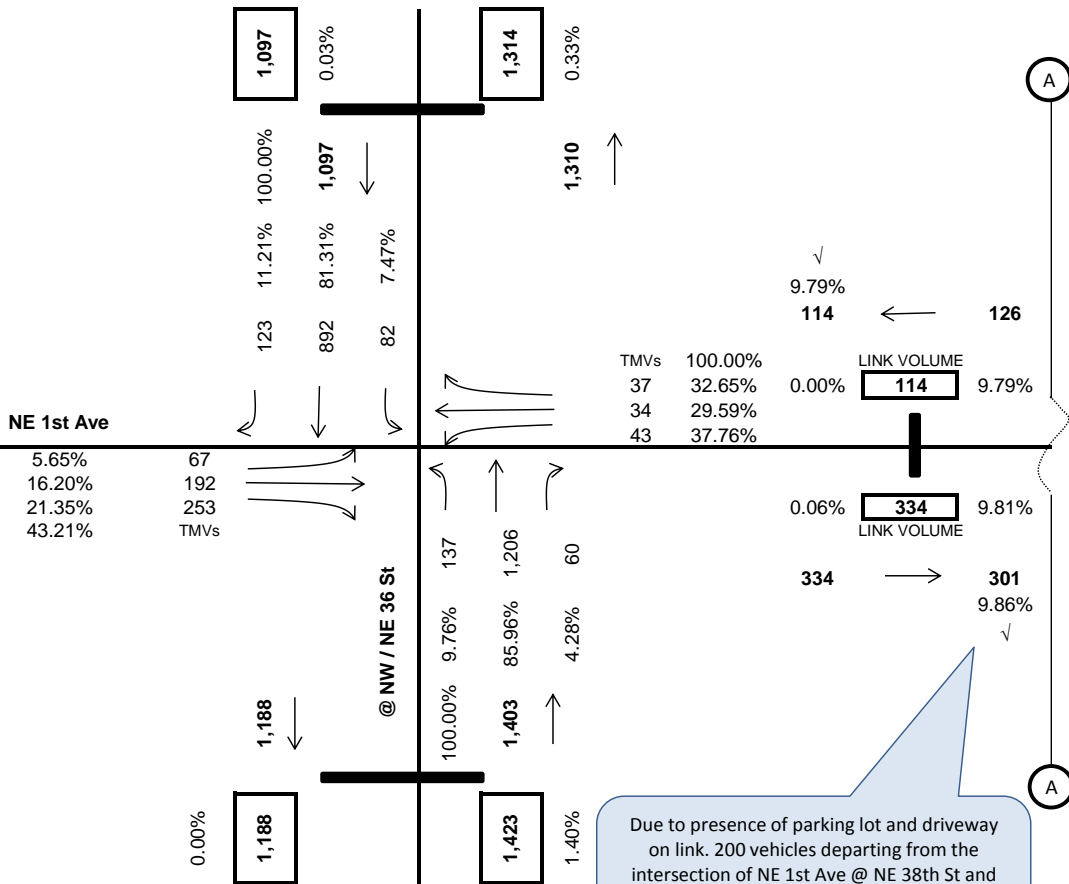
Exhibit Name:

**Federal Hwy
Turning Movement Volume Development/Balancing
2045 No-Build PM Peak Hour**

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NE 1st Avenue

@ NW / NE 36 St



**Turning Movement Volumes
@ NW / NE 36 St**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	114			1,423			568			1,097		
TM Pk Per Counts ¹	37	29	32	163	1432	95	73	198	218	149	1400	196
% Turns	38%	30%	33%	10%	85%	6%	15%	40%	45%	9%	80%	11%
Calc. pk Per Volumes	43	34	37	137	1206	80	85	230	253	94	880	123
Adjustments	0	0	0	0	0	-20	-18	-38	0	-12	12	0
Bal Pk Per Volumes	43	34	37	137	1206	60	67	192	253	82	892	123

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:



I-195 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01



Exhibit Name:

NE 1st Ave
Turning Movement Volume Development/Balancing
2045 No-Build PM Peak Hour

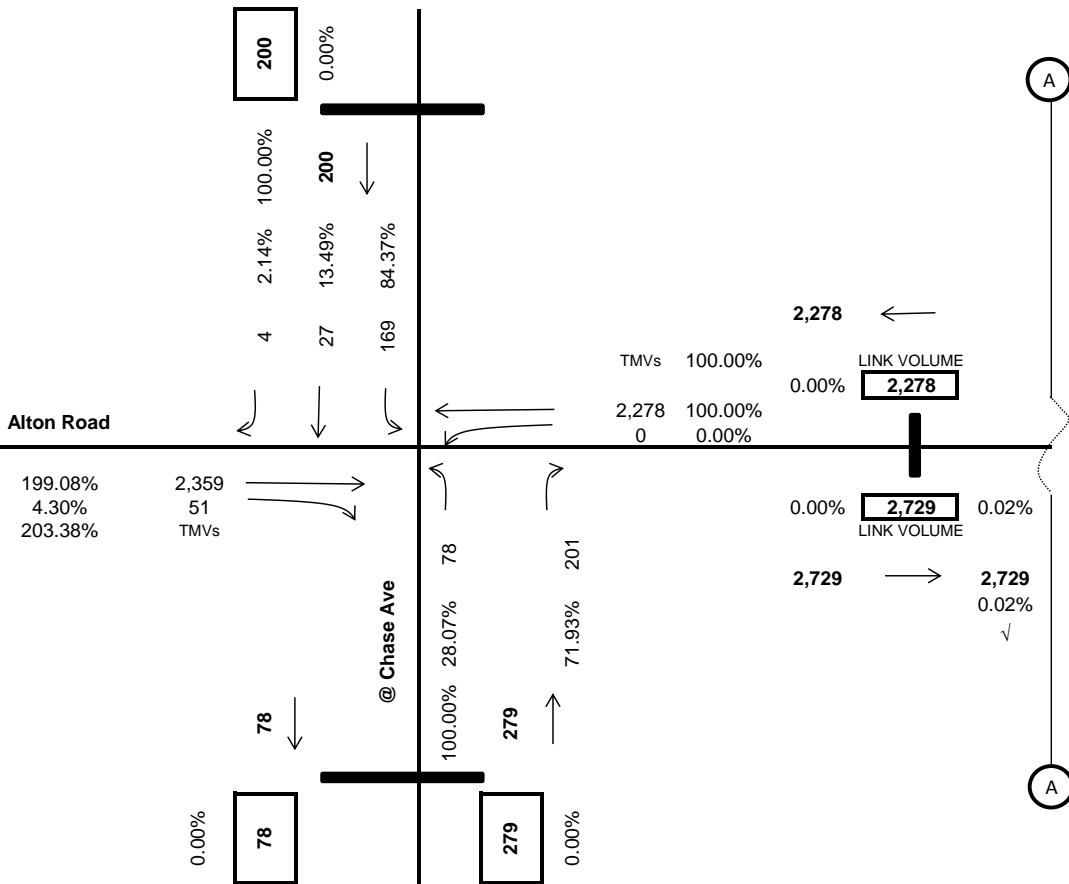
Exhibit No: **TBD**

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Alton Road

@ Chase Ave



**Turning Movement Volumes
@ Chase Ave**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	2,278			279			2,410			200		
TM Pk Per Counts ¹	0	4350	0	183	0	469	0	5511	119	394	63	10
% Turns	0%	100%	0%	28%	0%	72%	0%	98%	2%	84%	13%	2%
Calc. pk Per Volumes	0	2278	0	78	0	201	0	2359	51	169	27	4
Adjustments												
Bal Pk Per Volumes	0	2278	0	78	0	201	0	2359	51	169	27	4

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↷ Turning Movement Volumes (Balanced)
- (A) Match Line
- (A) Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:

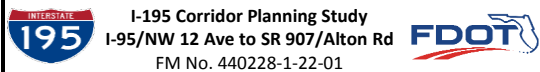


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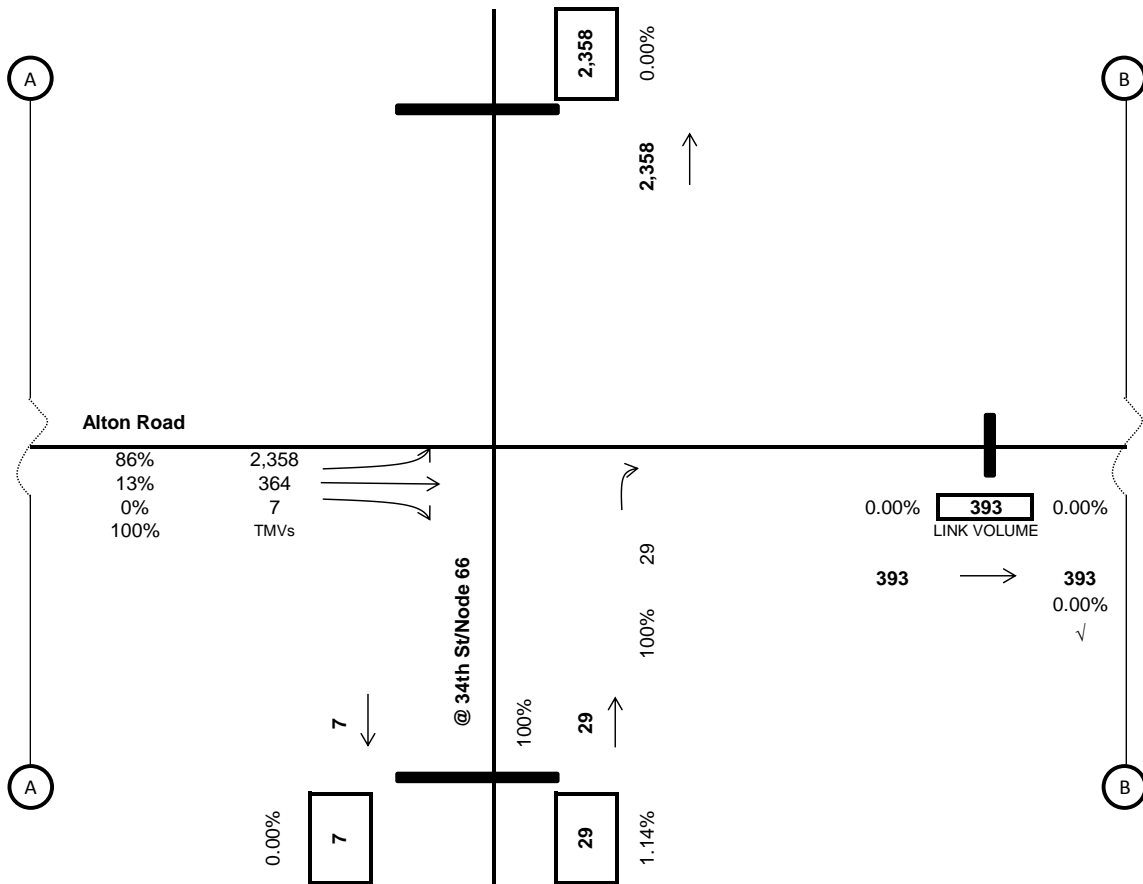
Alton Road
Turning Movement Volume Development/Balancing
2045 No-Build PM Peak Hour

Exhibit No: **TBD**

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Date: **12/21/18**

@ 34th St/Node 66



**Turning Movement Volumes
@ 34th St/Node 66**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	0			29			2,729			0		
TM Pk Per Counts ¹	0	0	0	0	0	22	5766	891	16			
% Turns	-	-	-	0%	0%	100%	86%	13%	0%	-	-	-
Calc. pk Per Volumes	-	-	-	0	0	29	2358	364	7	-	-	-
Adjustments												
Bal Pk Per Volumes	0	0	0	0	0	29	2358	364	7	0	0	0

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:



I-195 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01



Exhibit Name:

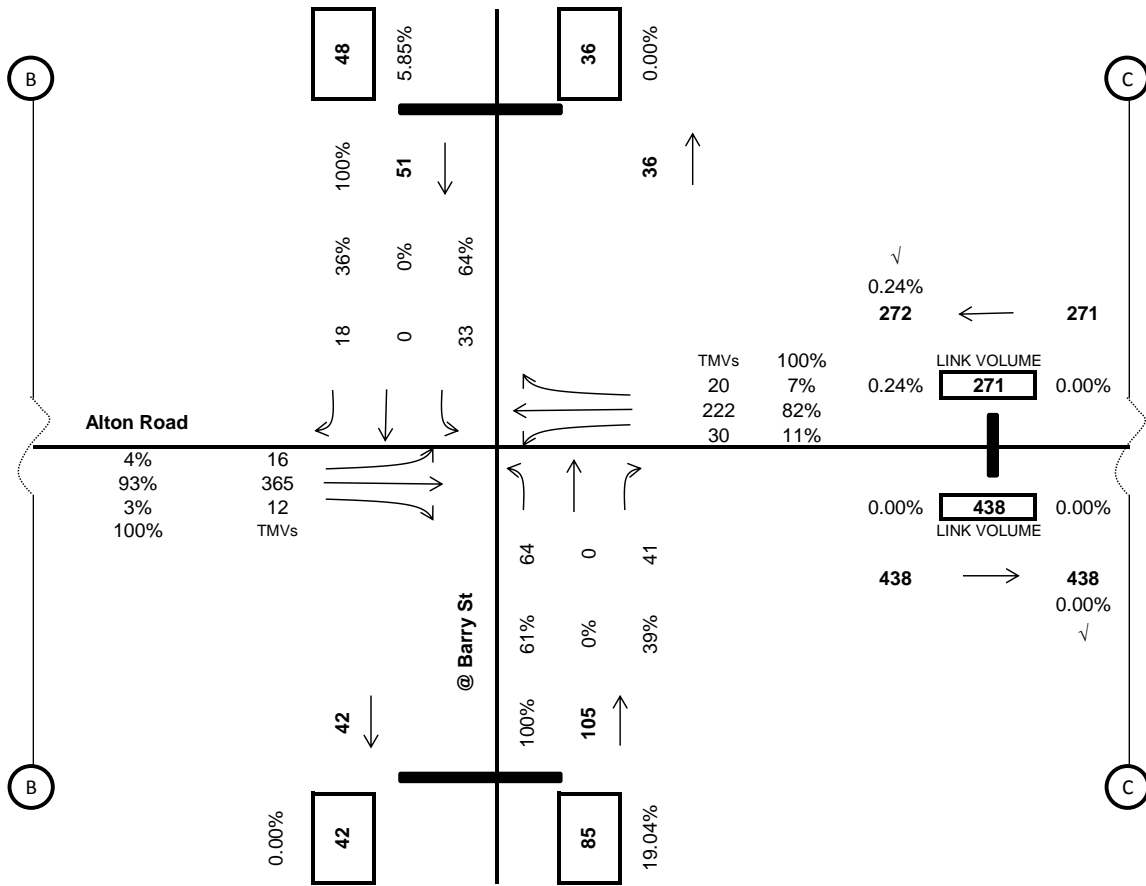
Alton Road
Turning Movement Volume Development/Balancing
2045 No-Build PM Peak Hour

Exhibit No: **TBD**

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Date: **12/21/18**

@ Barry St



**Turning Movement Volumes
@ Barry St**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	271			85			393			48		
TM Pk Per Counts ¹	55	406	36	23	0	21	36	803	26	17	0	8
% Turns	11%	82%	7%	52%	0%	48%	4%	93%	3%	68%	0%	32%
Calc. pk Per Volumes	30	222	20	44	0	41	16	365	12	33	0	15
Adjustments				20						3		
Bal Pk Per Volumes	30	222	20	64	0	41	16	365	12	33	0	18

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 Turning Movement Volumes (Balanced)
- A Match Line
- A Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:



I-195 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01



Exhibit Name:

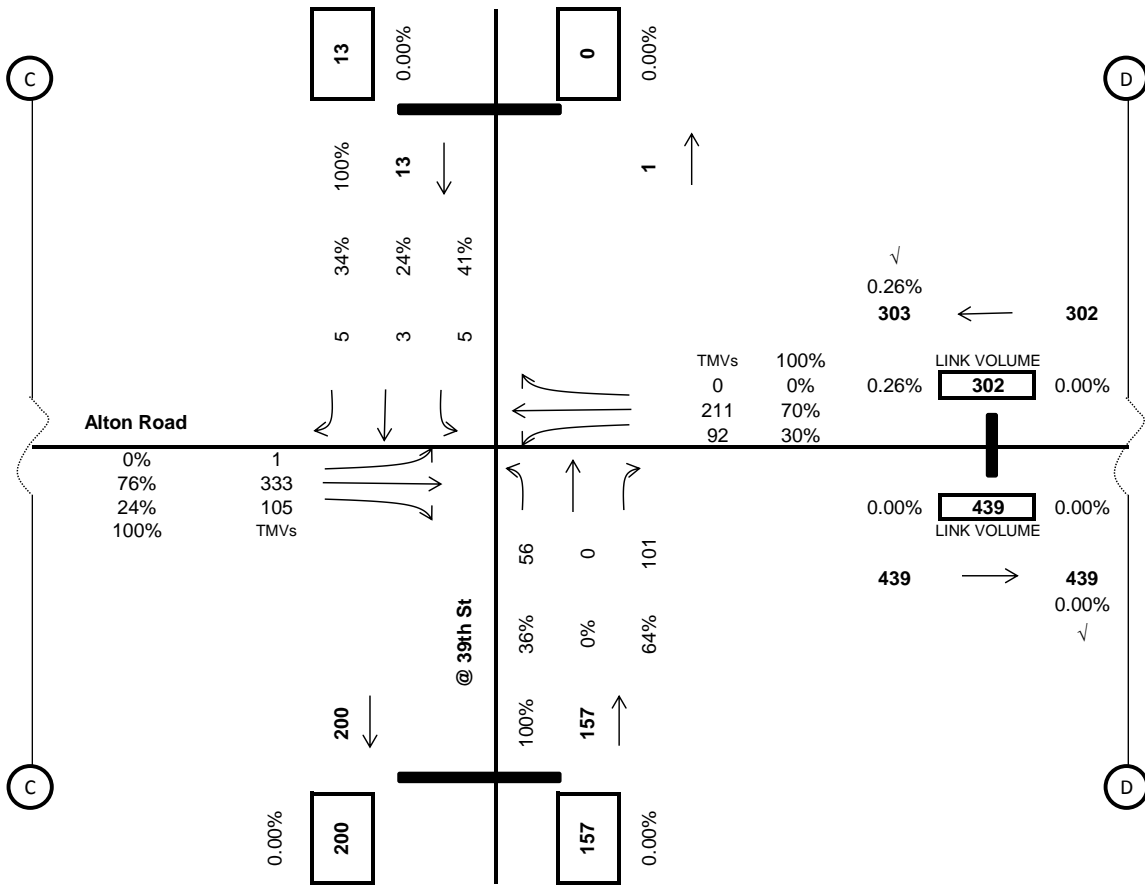
Alton Road
Turning Movement Volume Development/Balancing
2045 No-Build PM Peak Hour

Exhibit No: **TBD**

Page No: **3 of 7**

Date: **12/21/18**

@ 39th St



**Turning Movement Volumes
@ 39th St**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	302			157			438			13		
TM Pk Per Counts ¹	163	375	0	122	0	221	3	728	185	12	7	10
% Turns	30%	70%	0%	36%	0%	64%	0%	79%	20%	41%	24%	34%
Calc. pk Per Volumes	92	211	0	56	0	101	1	333	85	5	3	5
Adjustments										20		
Bal Pk Per Volumes	92	211	0	56	0	101	1	333	105	5	3	5

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↗ Turning Movement Volumes (Balanced)
- (A) Match Line
- (A) Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:



I-195 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01



Exhibit Name:

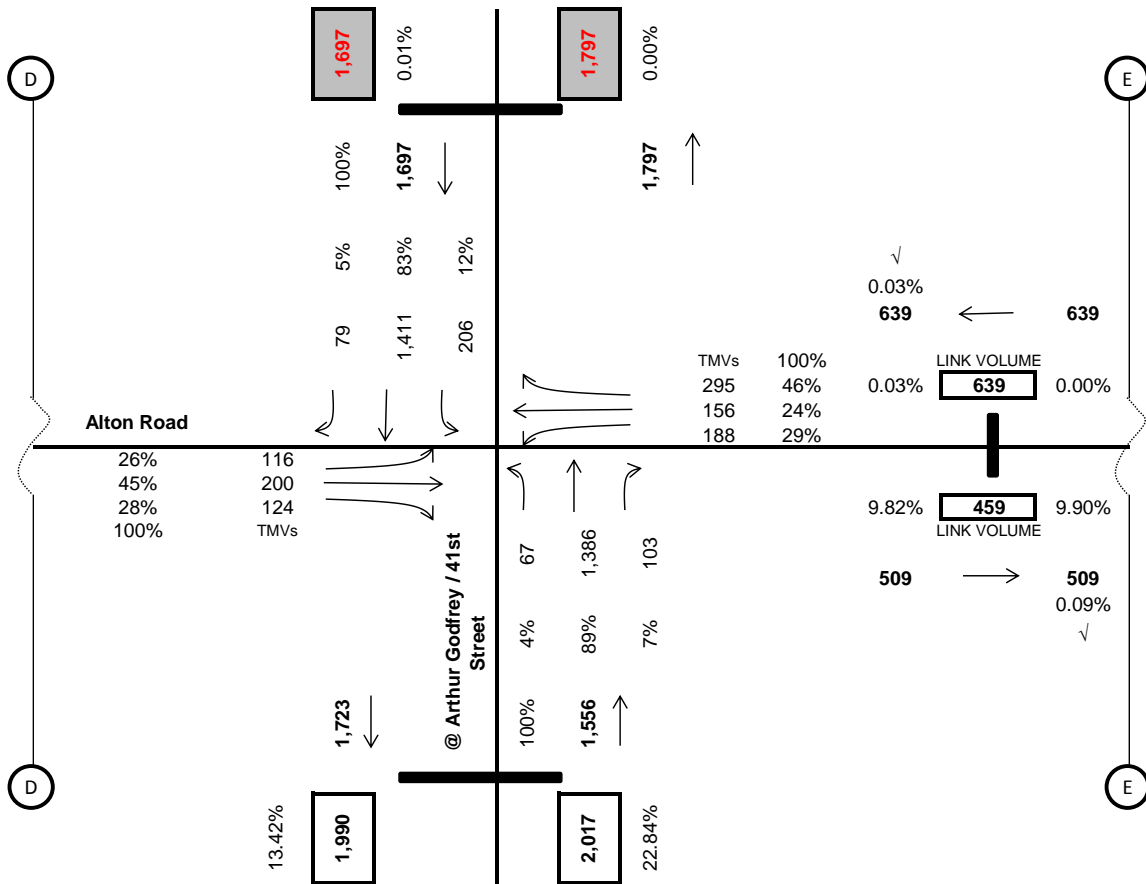
Alton Road
Turning Movement Volume Development/Balancing
2045 No-Build PM Peak Hour

Exhibit No: **TBD**

Page No: **4 of 7**

Date: **12/21/18**

@ Arthur Godfrey / 41st Street



**Turning Movement Volumes
@ Arthur Godfrey / 41st**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	639			2,017			439			1,697		
TM Pk Per Counts ¹	262	246	624	136	3729	209	315	437	259	453	3096	148
% Turns	23%	22%	55%	3%	92%	5%	31%	43%	26%	12%	84%	4%
Calc. pk Per Volumes	148	139	352	67	1846	103	126	175	104	181	1238	59
Adjustments	40	17	-57		-460		-10	25	20	25	173	20
Bal Pk Per Volumes	188	156	295	67	1386	103	116	200	124	206	1411	79

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↷ Turning Movement Volumes (Balanced)
- (A) Match Line
- (A) Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:

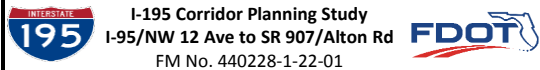


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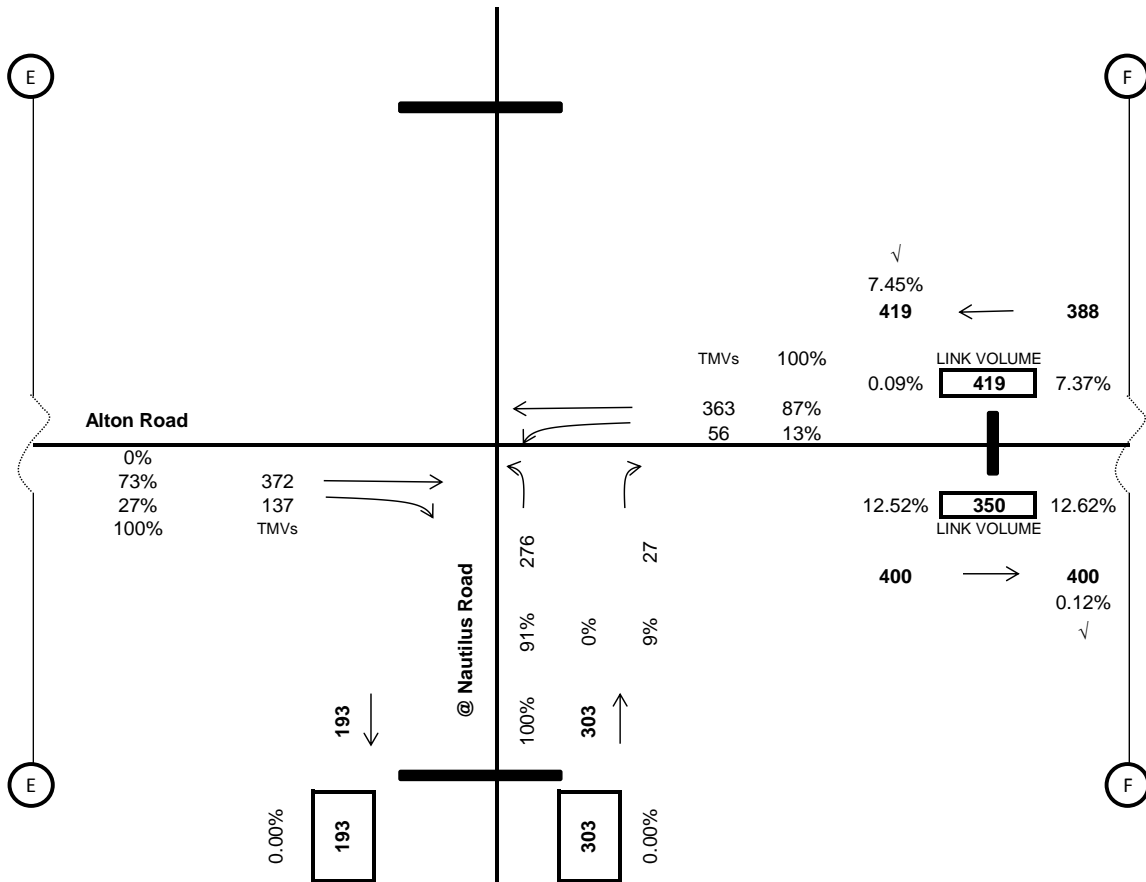
**Alton Road
Turning Movement Volume Development/Balancing
2045 No-Build PM Peak Hour**

Exhibit No: **TBD**

Page No: **5 of 7**

Date: **12/21/18**

@ Nautilus Road



**Turning Movement Volumes
@ Nautilus Road**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	419			303			459			0		
TM Pk Per Counts ¹	70	457	0	685	0	68	7	800	341	0	0	0
% Turns	13%	87%	0%	91%	0%	9%	1%	70%	30%	-	-	-
Calc. pk Per Volumes	56	363	0	276	0	27	3	322	137	-	-	-
Adjustments							50					
Bal Pk Per Volumes	56	363	0	276	0	27	3	372	137	0	0	0

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↷ Turning Movement Volumes (Balanced)
- (A) Match Line
- (A) Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:



I-195 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01



Exhibit Name:

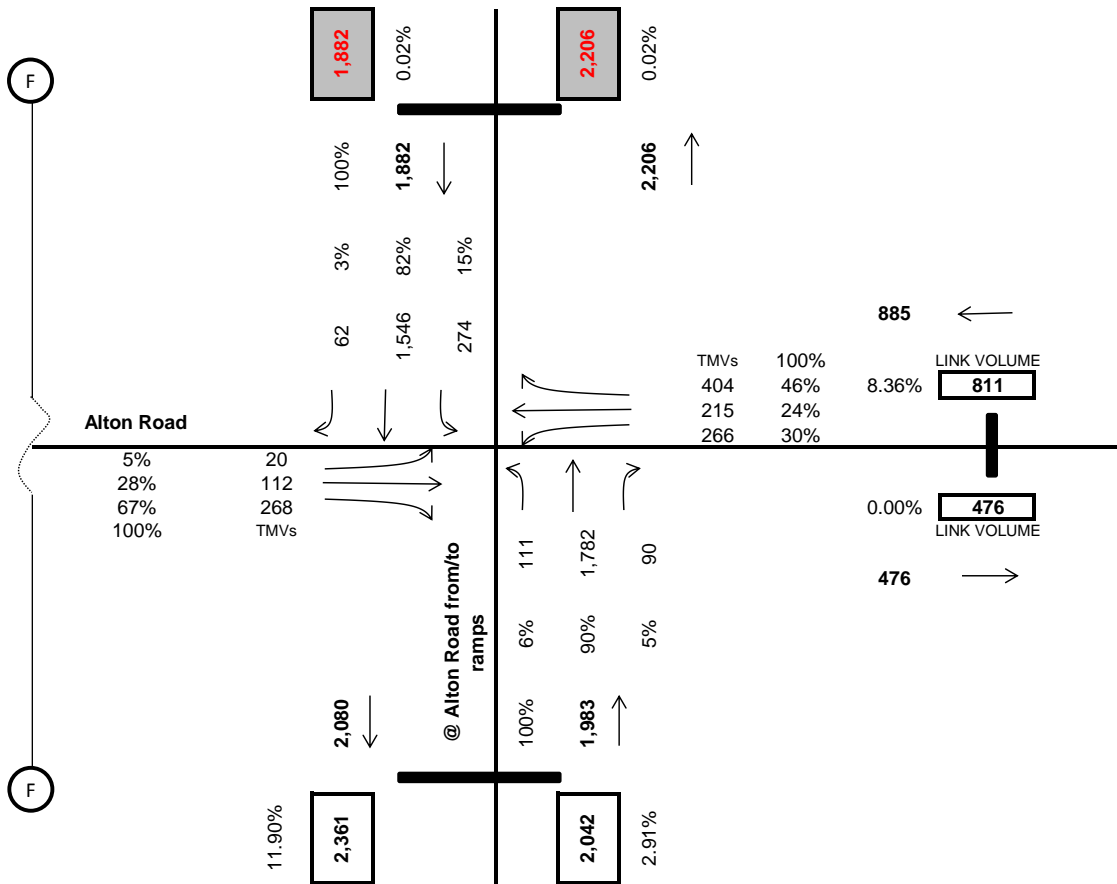
Alton Road
Turning Movement Volume Development/Balancing
2045 No-Build PM Peak Hour

Exhibit No: **TBD**

Page No: **6 of 7**

Date: 12/21/18

@ Alton Road from/to ramps



**Turning Movement Volumes
@ Alton Road from/to ramps**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	811			2,042			350			1,882		
TM Pk Per Counts ¹	485	256	796	173	3544	172	49	226	584	558	3538	117
% Turns	32%	17%	52%	4%	91%	4%	6%	26%	68%	13%	84%	3%
Calc. pk Per Volumes	256	135	420	91	1861	90	20	92	238	294	1867	62
Adjustments	10	80	-16	20	-79		20	30		-20	-321	
Bal Pk Per Volumes	266	215	404	111	1782	90	20	112	268	274	1546	62

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↷ Turning Movement Volumes (Balanced)
- (A) Match Line
- (A) Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:



I-195 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01



Exhibit Name:

Alton Road
Turning Movement Volume Development/Balancing
2045 No-Build PM Peak Hour

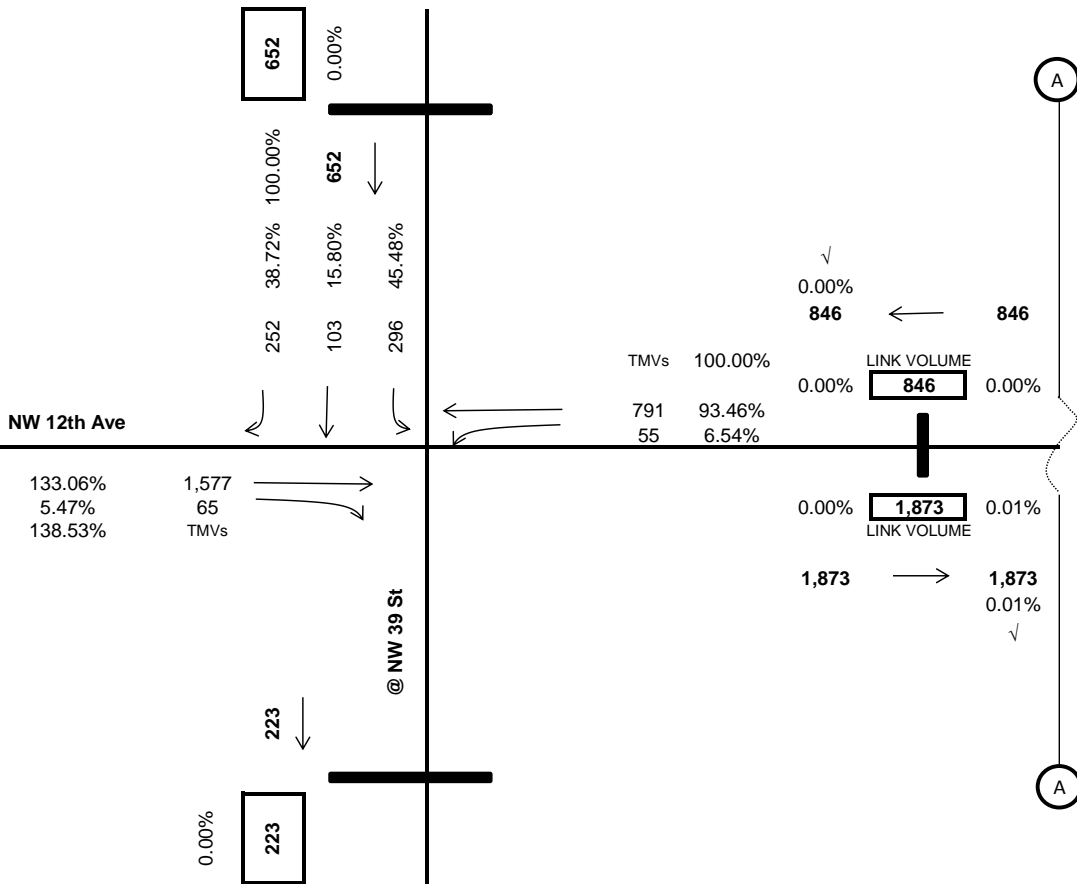
Exhibit No: **TBD**

Page No: **7 of 7**

Date: 12/21/18

NW 12th Avenue

@ NW 39 St



Turning Movement Volumes @ NW 39 St

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	846			0			1,642			652		
TM Pk Per Counts ¹	123	1758	0	0	0	0	0	3505	144	659	229	561
% Turns	7%	93%	0%	-	-	-	0%	96%	4%	45%	16%	39%
Calc. pk Per Volumes	55	791	0	-	-	-	0	1577	65	296	103	252
Adjustments												
Bal Pk Per Volumes	55	791	0	0	0	0	0	1577	65	296	103	252

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↷ Turning Movement Volumes (Balanced)
- (A) Match Line
- (A) Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:

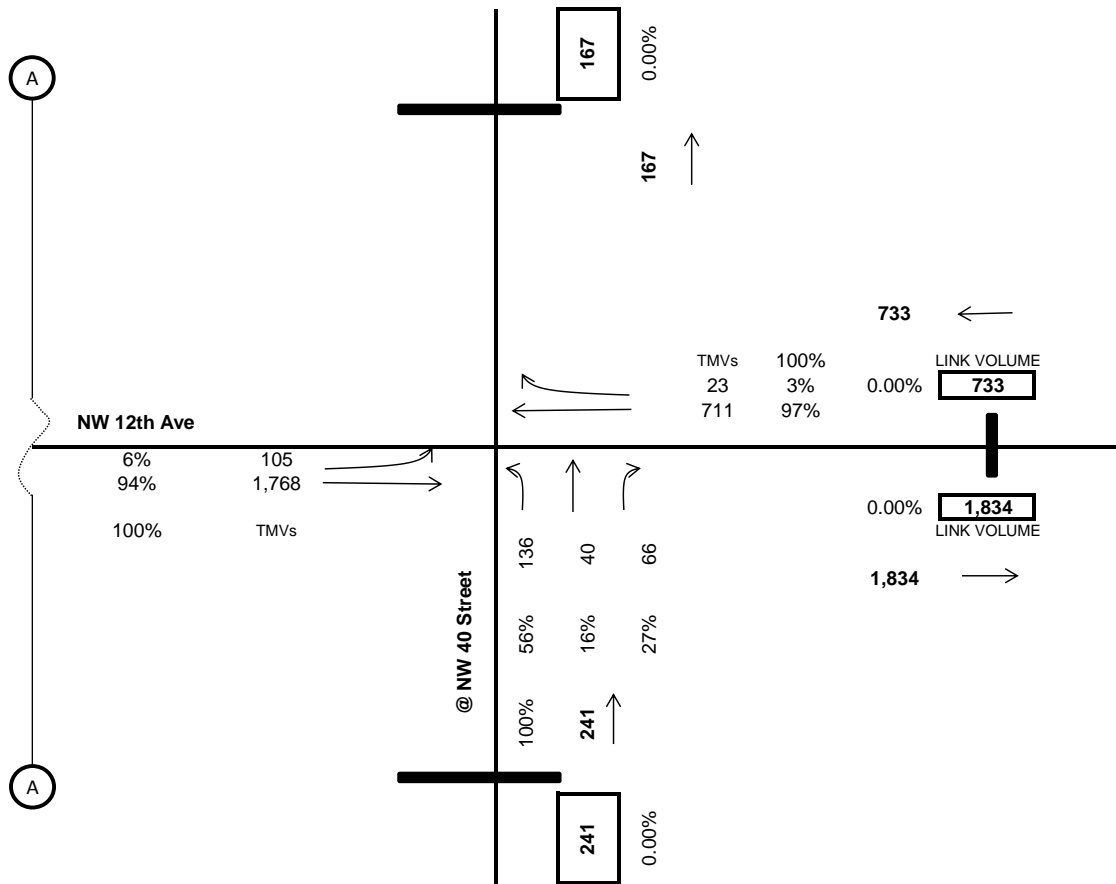


Exhibit Name:

**NW 12th Ave
 Turning Movement Volume Development/Balancing
 2045 No-Build PM Peak Hour**

Exhibit No: **TBD**
 Page No: **1 of 2**
 Date: **12/21/18**

@ NW 40 Street



**Turning Movement Volumes
@ NW 40 Street**

Volume Elements	SB			WB			NB			EB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	733			241			1,873			0		
TM Pk Per Counts ¹	0	1594	51	304	89	148	233	3922	0	0	0	0
% Turns	0%	97%	3%	56%	16%	27%	6%	94%	0%	-	-	-
Calc. pk Per Volumes	0	711	23	136	40	66	105	1768	0	-	-	-
Adjustments												
Bal Pk Per Volumes	0	711	23	136	40	66	105	1768	0	0	0	0

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↷ Turning Movement Volumes (Balanced)
- (A) Match Line
- (A) Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:



I-195 Corridor Planning Study
I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01



Exhibit Name:

**NW 12th Ave
Turning Movement Volume Development/Balancing
2045 No-Build PM Peak Hour**

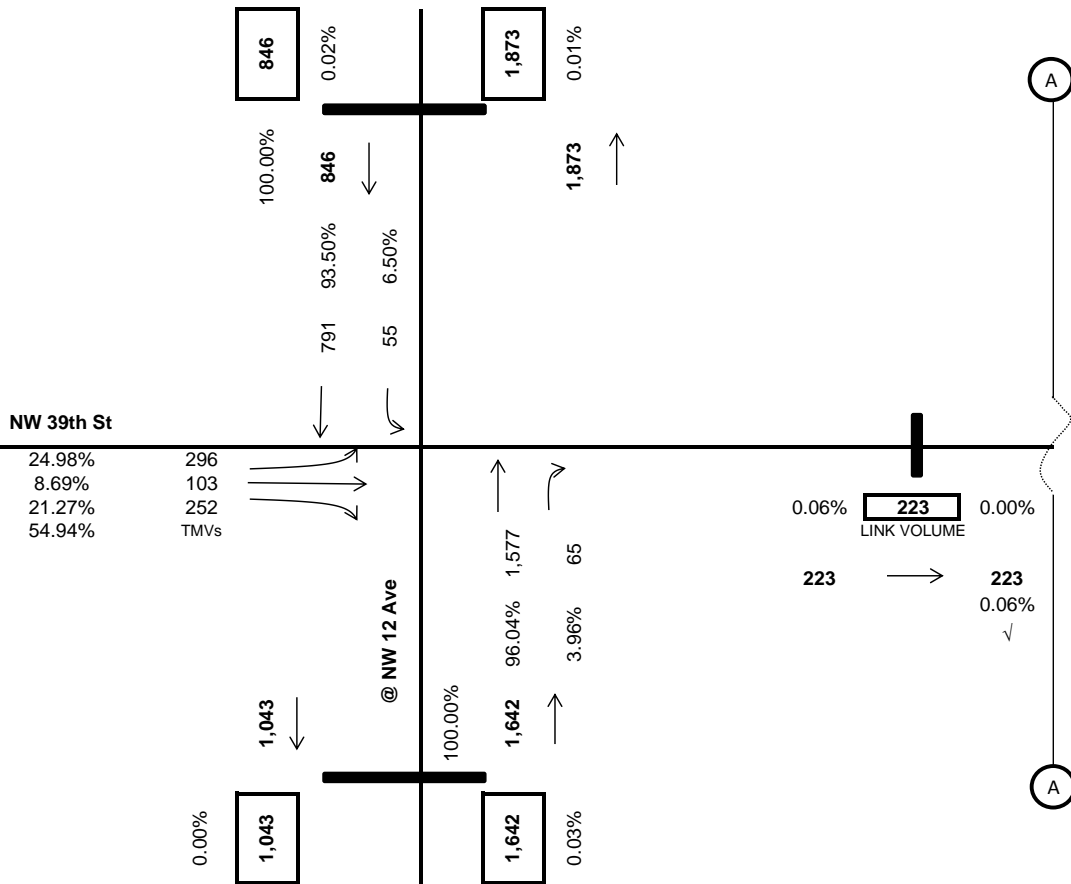
Exhibit No: **TBD**

Page No: **2 of 2**

Date: **12/21/18**

NW 39th Street

@ NW 12 Ave



**Turning Movement Volumes
@ NW 12 Ave**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	0			1,642			652			846		
TM Pk Per Counts ¹	0	0	0	0	3505	144	659	229	561	123	1758	0
% Turns	-	-	-	0%	96%	4%	45%	16%	39%	7%	93%	0%
Calc. pk Per Volumes	-	-	-	0	1577	65	296	103	252	55	791	0
Adjustments	0	0	0	0	0	0	0	0	0	0	0	0
Bal Pk Per Volumes	0	0	0	0	1577	65	296	103	252	55	791	0

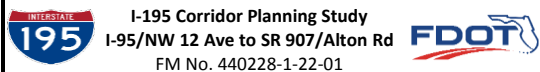
LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↷ Turning Movement Volumes (Balanced)
- (A) --- (A) Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:



I-95/NW 12 Ave to SR 907/Alton Rd
FM No. 440228-1-22-01

Exhibit Name:

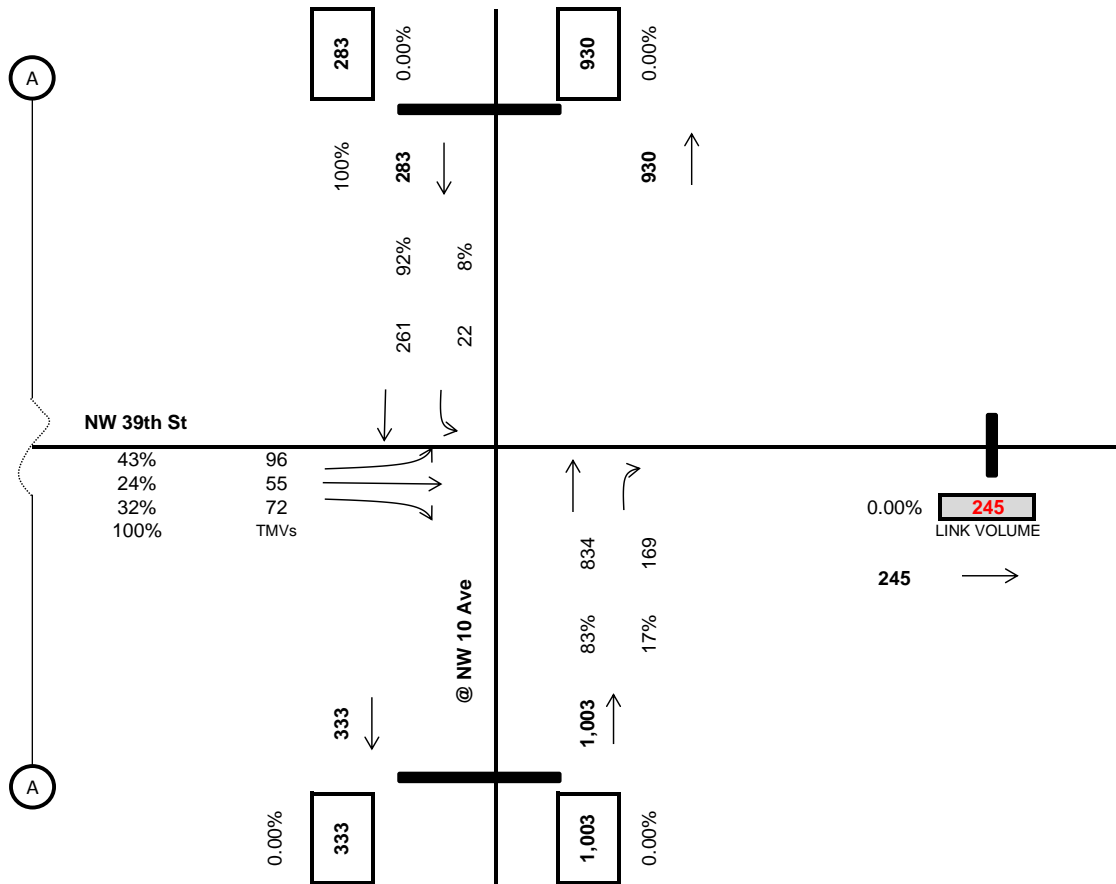
**NW 39th Street
Turning Movement Volume Development/Balancing
2045 No-Build PM Peak Hour**

Exhibit No: **TBD**

Page No: **1 of 2**

Date: **12/21/18**

@ NW 10 Ave



**Turning Movement Volumes
@ NW 10 Ave**

Volume Elements	WB			NB			EB			SB		
	LT	THU	RT	LT	THU	RT	LT	THU	RT	LT	THU	RT
Link Volumes	0			1,003			223			283		
TM Pk Per Counts ¹	0	0	0	0	1850	374	214	121	160	49	579	0
% Turns	-	-	-	0%	83%	17%	43%	24%	32%	8%	92%	0%
Calc. pk Per Volumes	-	-	-	0	834	169	96	55	72	22	261	0
Adjustments												
Bal Pk Per Volumes	0	0	0	0	834	169	96	55	72	22	261	0

LEGEND

- 1,500 Control Volumes (Peak Period)²
- 1,300 Link Volumes (Peak Period)¹
- 66 ↷ Turning Movement Volumes (Balanced)
- (A) Match Line

1. For raw counts, AM Peak period comprises 2 hours and PM peak period comprises 3 hours.

2. Represents Volumes such as Interstate Ramp Volumes that may not be adjusted in the turning movement volume development process.

Project Name:

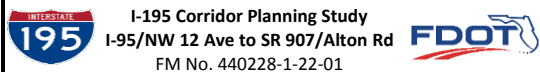


Exhibit Name:

**NW 39th Street
Turning Movement Volume Development/Balancing
2045 No-Build PM Peak Hour**

Exhibit No: **TBD**

Page No: **2 of 2**

Date: **12/21/18**

APPENDIX E – FUTURE NO-BUILD TRAFFIC OPERATIONS ANALYSIS
- SYNCHRO OUTPUT SHEETS (AM/PM PEAK)
- HIGHWAY CAPACITY SOFTWARE OUTPUT SHEETS (AM/PM PEAK)

SYNCHRO OUTPUT SHEETS (AM/PM PEAK)

AM PEAK

HCM Signalized Intersection Capacity Analysis

No-Build Conditions

3: NW 12th Ave & NW 40th St/I-95 SB Express lanes off-ramp/NW 40th St

2045 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↙	↖	↗	↘	↕			↕	↘
Traffic Volume (vph)	0	0	0	223	26	62	68	868	0	0	1193	16
Future Volume (vph)	0	0	0	223	26	62	68	868	0	0	1193	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				6.0	6.0	6.0	6.0	6.0			6.0	
Lane Util. Factor				0.95	0.95	1.00	1.00	0.95			0.95	
Frbp, ped/bikes				1.00	1.00	0.99	1.00	1.00			1.00	
Flpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			1.00	
Frt				1.00	1.00	0.85	1.00	1.00			1.00	
Flt Protected				0.95	0.96	1.00	0.95	1.00			1.00	
Satd. Flow (prot)				1573	1596	1462	1736	3471			3463	
Flt Permitted				0.95	0.96	1.00	0.10	1.00			1.00	
Satd. Flow (perm)				1573	1596	1462	189	3471			3463	
Peak-hour factor, PHF	0.92	0.92	0.92	0.81	0.69	0.77	0.79	0.93	0.95	0.95	0.89	0.75
Adj. Flow (vph)	0	0	0	275	38	81	86	933	0	0	1340	21
RTOR Reduction (vph)	0	0	0	0	0	68	0	0	0	0	1	0
Lane Group Flow (vph)	0	0	0	157	156	13	86	933	0	0	1360	0
Confl. Peds. (#/hr)				3		1						
Heavy Vehicles (%)	2%	2%	2%	9%	9%	9%	4%	4%	4%	4%	4%	4%
Turn Type				Split	NA	Perm	pm+pt	NA			NA	
Protected Phases				4	4		1	6			2	
Permitted Phases						4	6					
Actuated Green, G (s)				13.2	13.2	13.2	54.8	54.8			43.7	
Effective Green, g (s)				13.2	13.2	13.2	54.8	54.8			43.7	
Actuated g/C Ratio				0.16	0.16	0.16	0.68	0.68			0.55	
Clearance Time (s)				6.0	6.0	6.0	6.0	6.0			6.0	
Vehicle Extension (s)				2.5	2.5	2.5	2.0	1.0			1.0	
Lane Grp Cap (vph)				259	263	241	228	2377			1891	
v/s Ratio Prot				c0.10	0.10		0.02	c0.27			c0.39	
v/s Ratio Perm						0.01	0.23					
v/c Ratio				0.61	0.59	0.06	0.38	0.39			0.72	
Uniform Delay, d1				31.0	30.9	28.1	8.9	5.4			13.6	
Progression Factor				1.00	1.00	1.00	3.55	2.99			1.00	
Incremental Delay, d2				3.4	3.0	0.1	0.2	0.2			2.4	
Delay (s)				34.3	33.9	28.2	31.7	16.4			16.0	
Level of Service				C	C	C	C	B			B	
Approach Delay (s)		0.0			32.9			17.7			16.0	
Approach LOS		A			C			B			B	
Intersection Summary												
HCM 2000 Control Delay			19.0	HCM 2000 Level of Service				B				
HCM 2000 Volume to Capacity ratio			0.69									
Actuated Cycle Length (s)			80.0	Sum of lost time (s)				18.0				
Intersection Capacity Utilization			86.0%	ICU Level of Service				E				
Analysis Period (min)			15									
c Critical Lane Group												

Timings

3: NW 12th Ave & NW 40th St/I-95 SB Express lanes off-ramp/NW 40th St

No-Build Conditions

2045 AM Peak



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations	↶	↷	↷	↶	↑↑	↑↷
Traffic Volume (vph)	223	26	62	68	868	1193
Future Volume (vph)	223	26	62	68	868	1193
Turn Type	Split	NA	Perm	pm+pt	NA	NA
Protected Phases	4	4		1	6	2
Permitted Phases			4	6		
Detector Phase	4	4	4	1	6	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	27.0	27.0	27.0	11.0	24.0	24.0
Total Split (s)	43.0	43.0	43.0	11.0	37.0	26.0
Total Split (%)	53.8%	53.8%	53.8%	13.8%	46.3%	32.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag				Lead		Lag
Lead-Lag Optimize?				Yes		Yes
Recall Mode	None	None	None	None	C-Max	C-Max

Intersection Summary

Cycle Length: 80

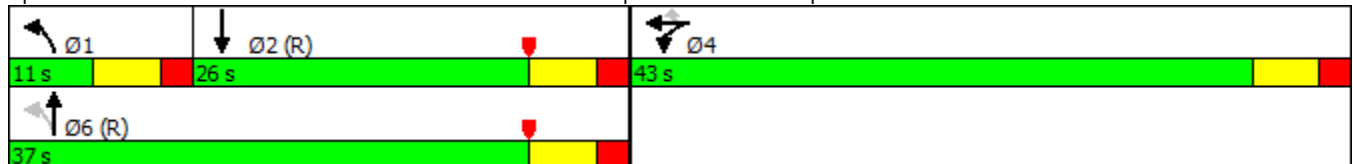
Actuated Cycle Length: 80

Offset: 50 (63%), Referenced to phase 2:SBT and 6:NBTL, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Splits and Phases: 3: NW 12th Ave & NW 40th St/I-95 SB Express lanes off-ramp/NW 40th St



Queues

No-Build Conditions

3: NW 12th Ave & NW 40th St/I-95 SB Express lanes off-ramp/NW 40th St

2045 AM Peak



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	157	156	81	86	933	1361
v/c Ratio	0.61	0.59	0.24	0.35	0.39	0.70
Control Delay	40.0	39.3	3.6	20.7	18.6	17.8
Queue Delay	0.0	0.0	0.0	0.0	9.3	7.5
Total Delay	40.0	39.3	3.6	20.7	27.9	25.3
Queue Length 50th (ft)	77	76	0	37	211	251
Queue Length 95th (ft)	112	92	6	m45	m227	#458
Internal Link Dist (ft)		332			198	106
Turn Bay Length (ft)			140			
Base Capacity (vph)	727	738	742	246	2377	1946
Starvation Cap Reductn	0	0	0	0	1409	0
Spillback Cap Reductn	0	0	0	0	0	546
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.21	0.11	0.35	0.96	0.97

Intersection Summary



















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

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM 2010 Signalized Intersection Summary
 4: NW 12th Ave & I-195 EB Off-Ramp/NW 39th St/NW 39th St

No-Build Conditions
 2045 AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	131	183	620	0	0	0	0	805	37	59	1357	0
Future Volume (veh/h)	131	183	620	0	0	0	0	805	37	59	1357	0
Number	3	8	18				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810				0	1845	1900	1810	1810	0
Adj Flow Rate, veh/h	170	235	681				0	925	74	75	1491	0
Adj No. of Lanes	1	1	1				0	2	0	1	2	0
Peak Hour Factor	0.77	0.78	0.91				0.95	0.87	0.50	0.79	0.91	0.95
Percent Heavy Veh, %	5	5	5				0	3	3	5	5	0
Cap, veh/h	732	769	653				0	981	79	190	1461	0
Arrive On Green	0.43	0.43	0.43				0.00	0.30	0.30	0.10	0.85	0.00
Sat Flow, veh/h	1723	1810	1537				0	3371	262	1723	3529	0
Grp Volume(v), veh/h	170	235	681				0	494	505	75	1491	0
Grp Sat Flow(s),veh/h/ln	1723	1810	1537				0	1752	1788	1723	1719	0
Q Serve(g_s), s	5.0	6.9	34.0				0.0	22.0	22.0	2.3	34.0	0.0
Cycle Q Clear(g_c), s	5.0	6.9	34.0				0.0	22.0	22.0	2.3	34.0	0.0
Prop In Lane	1.00		1.00				0.00		0.15	1.00		0.00
Lane Grp Cap(c), veh/h	732	769	653				0	525	535	190	1461	0
V/C Ratio(X)	0.23	0.31	1.04				0.00	0.94	0.94	0.39	1.02	0.00
Avail Cap(c_a), veh/h	732	769	653				0	525	535	211	1461	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.66	0.66	0.00
Uniform Delay (d), s/veh	14.7	15.2	23.0				0.0	27.4	27.4	19.3	6.0	0.0
Incr Delay (d2), s/veh	0.1	0.2	46.8				0.0	27.4	27.0	0.3	24.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	3.4	22.8				0.0	14.6	14.8	1.1	18.8	0.0
LnGrp Delay(d),s/veh	14.8	15.4	69.8				0.0	54.7	54.4	19.6	30.5	0.0
LnGrp LOS	B	B	F					D	D	B	F	
Approach Vol, veh/h		1086						999			1566	
Approach Delay, s/veh		49.4						54.5			30.0	
Approach LOS		D						D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		40.0			10.1	29.9		40.0				
Change Period (Y+Rc), s		6.0			6.0	6.0		6.0				
Max Green Setting (Gmax), s		34.0			5.0	23.0		34.0				
Max Q Clear Time (g_c+I1), s		36.0			4.3	24.0		36.0				
Green Ext Time (p_c), s		0.0			0.0	0.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			42.5									
HCM 2010 LOS			D									

Timings
 4: NW 12th Ave & I-195 EB Off-Ramp/NW 39th St/NW 39th St

No-Build Conditions
 2045 AM Peak

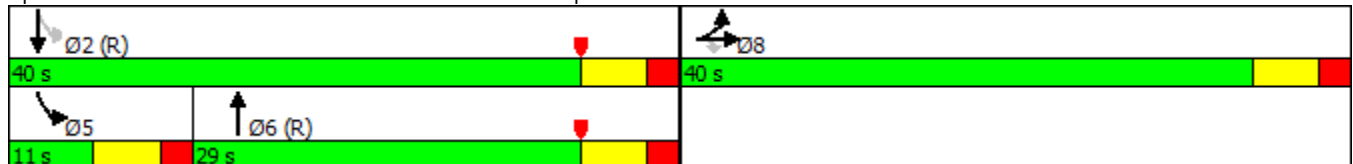


Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	131	183	620	805	59	1357
Future Volume (vph)	131	183	620	805	59	1357
Turn Type	Split	NA	Perm	NA	pm+pt	NA
Protected Phases	8	8		6	5	2
Permitted Phases			8		2	
Detector Phase	8	8	8	6	5	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	7.0	5.0	7.0
Minimum Split (s)	29.0	29.0	29.0	24.0	11.0	24.0
Total Split (s)	40.0	40.0	40.0	29.0	11.0	40.0
Total Split (%)	50.0%	50.0%	50.0%	36.3%	13.8%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag				Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	
Recall Mode	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 58 (73%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 4: NW 12th Ave & I-195 EB Off-Ramp/NW 39th St/NW 39th St



Queues

4: NW 12th Ave & I-195 EB Off-Ramp/NW 39th St/NW 39th St

No-Build Conditions

2045 AM Peak



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	170	235	681	999	75	1491
v/c Ratio	0.24	0.31	0.97	0.89	0.38	1.00
Control Delay	15.9	16.8	47.4	39.1	14.1	41.1
Queue Delay	0.1	0.0	0.0	0.0	0.0	35.8
Total Delay	16.1	16.8	47.4	39.1	14.1	76.9
Queue Length 50th (ft)	52	75	272	258	14	~435
Queue Length 95th (ft)	78	106	#508	#374	m11	#555
Internal Link Dist (ft)		210		209		198
Turn Bay Length (ft)						
Base Capacity (vph)	730	769	715	1121	195	1488
Starvation Cap Reductn	0	0	0	0	0	139
Spillback Cap Reductn	122	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.31	0.95	0.89	0.38	1.11

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Intersection												
Int Delay, s/veh	34.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗					↕	↗	↗	↕	
Traffic Vol, veh/h	78	113	88	0	0	0	0	362	222	33	628	0
Future Vol, veh/h	78	113	88	0	0	0	0	362	222	33	628	0
Conflicting Peds, #/hr	0	0	0	0	0	0	10	0	13	13	0	10
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	100	0	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	62	86	88	92	92	92	92	80	90	78	93	92
Heavy Vehicles, %	3	3	3	2	2	2	4	4	4	2	2	2
Mvmt Flow	126	131	100	0	0	0	0	453	247	42	675	0
























Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1213	1226	675	-	0	0	466	0	0
Stage 1	760	760	-	-	-	-	-	-	-
Stage 2	453	466	-	-	-	-	-	-	-
Critical Hdwy	6.43	6.53	6.23	-	-	-	4.12	-	-
Critical Hdwy Stg 1	5.43	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.43	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	200	178	452	0	-	-	1095	-	0
Stage 1	460	413	-	0	-	-	-	-	0
Stage 2	638	561	-	0	-	-	-	-	0
Platoon blocked, %									
Mov Cap-1 Maneuver	192	0	452	-	-	-	1095	-	-
Mov Cap-2 Maneuver	192	0	-	-	-	-	-	-	-
Stage 1	442	0	-	-	-	-	-	-	-
Stage 2	638	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	170.7	0	0.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	192	452	1095	-
HCM Lane V/C Ratio	-	-	1.34	0.221	0.039	-
HCM Control Delay (s)	-	-	231.1	15.2	8.4	-
HCM Lane LOS	-	-	F	C	A	-
HCM 95th %tile Q(veh)	-	-	14.7	0.8	0.1	-

HCM 2010 Signalized Intersection Summary
 37: N Miami Ave & NW 36th St/NE 36th St

No-Build Conditions
 2045 AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	223	717	56	223	597	247	33	1148	113	484	1103	353
Future Volume (veh/h)	223	717	56	223	597	247	33	1148	113	484	1103	353
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1827	1900	1845	1845	1845	1863	1863	1863	1845	1845	1900
Adj Flow Rate, veh/h	253	747	78	338	686	441	58	1400	145	556	1268	401
Adj No. of Lanes	1	2	0	1	1	1	1	2	1	1	2	0
Peak Hour Factor	0.88	0.96	0.72	0.66	0.87	0.56	0.57	0.82	0.78	0.87	0.87	0.88
Percent Heavy Veh, %	4	4	4	3	3	3	2	2	2	3	3	3
Cap, veh/h	234	831	87	257	484	622	154	1368	610	284	1475	454
Arrive On Green	0.11	0.26	0.26	0.11	0.26	0.26	0.39	0.39	0.39	0.28	1.00	1.00
Sat Flow, veh/h	1740	3167	331	1757	1845	1543	296	3539	1578	1757	2639	812
Grp Volume(v), veh/h	253	409	416	338	686	441	58	1400	145	556	830	839
Grp Sat Flow(s),veh/h/ln	1740	1736	1762	1757	1845	1543	296	1770	1578	1757	1752	1698
Q Serve(g_s), s	20.0	41.0	41.0	20.0	47.2	43.1	26.9	69.6	11.2	25.0	0.0	0.0
Cycle Q Clear(g_c), s	20.0	41.0	41.0	20.0	47.2	43.1	26.9	69.6	11.2	25.0	0.0	0.0
Prop In Lane	1.00		0.19	1.00		1.00	1.00		1.00	1.00		0.48
Lane Grp Cap(c), veh/h	234	455	462	257	484	622	154	1368	610	284	979	949
V/C Ratio(X)	1.08	0.90	0.90	1.32	1.42	0.71	0.38	1.02	0.24	1.96	0.85	0.88
Avail Cap(c_a), veh/h	234	455	462	257	484	622	154	1368	610	284	979	949
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.65	0.65	0.65
Uniform Delay (d), s/veh	58.7	64.1	64.1	50.4	66.4	45.2	42.1	55.2	37.3	51.5	0.0	0.0
Incr Delay (d2), s/veh	82.3	23.3	23.1	167.7	200.1	6.7	1.1	30.3	0.1	439.3	4.7	6.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.0	22.6	23.0	24.7	50.9	19.5	2.3	39.8	4.9	48.7	1.3	1.8
LnGrp Delay(d),s/veh	141.0	87.4	87.2	218.1	266.5	51.9	43.2	85.5	37.4	490.8	4.7	6.7
LnGrp LOS	F	F	F	F	F	D	D	F	D	F	A	A
Approach Vol, veh/h		1078			1465			1603			2225	
Approach Delay, s/veh		99.9			190.7			79.6			126.9	
Approach LOS		F			F			E			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	26.3	54.0	31.0	75.9	26.3	54.0		106.9				
Change Period (Y+Rc), s	* 6.3	6.6	6.0	* 6.3	* 6.3	6.6		* 6.3				
Max Green Setting (Gmax), s	* 20	40.4	25.0	* 70	* 20	40.4		* 1E2				
Max Q Clear Time (g_c+I1), s	22.0	49.2	27.0	71.6	22.0	43.0		2.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0		64.2				
Intersection Summary												
HCM 2010 Ctrl Delay	125.1											
HCM 2010 LOS	F											
Notes												

Timings
37: N Miami Ave & NW 36th St/NE 36th St

No-Build Conditions
2045 AM Peak

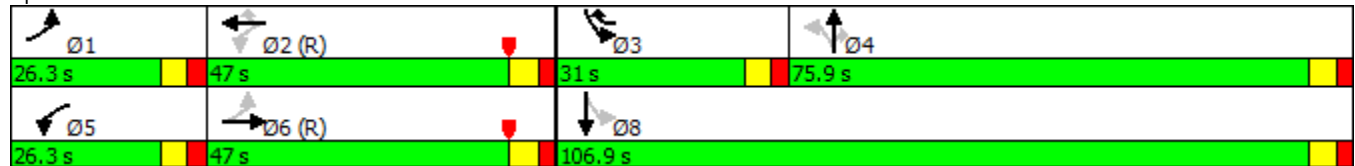


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↗	↖	↗	↗	↖	↗
Traffic Volume (vph)	223	717	223	597	247	33	1148	113	484	1103
Future Volume (vph)	223	717	223	597	247	33	1148	113	484	1103
Turn Type	pm+pt	NA	pm+pt	NA	pm+ov	Perm	NA	Perm	pm+pt	NA
Protected Phases	1	6	5	2	3		4		3	8
Permitted Phases	6		2		2	4		4	8	
Detector Phase	1	6	5	2	3	4	4	4	3	8
Switch Phase										
Minimum Initial (s)	7.0	16.0	7.0	16.0	7.0	16.0	16.0	16.0	7.0	16.0
Minimum Split (s)	13.3	32.6	24.3	32.6	13.0	32.3	32.3	32.3	13.0	32.3
Total Split (s)	26.3	47.0	26.3	47.0	31.0	75.9	75.9	75.9	31.0	106.9
Total Split (%)	14.6%	26.1%	14.6%	26.1%	17.2%	42.1%	42.1%	42.1%	17.2%	59.3%
Yellow Time (s)	3.7	4.0	3.7	4.0	3.7	4.0	4.0	4.0	3.7	4.0
All-Red Time (s)	2.6	2.6	2.6	2.6	2.3	2.3	2.3	2.3	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.6	6.3	6.6	6.0	6.3	6.3	6.3	6.0	6.3
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 180.2
 Actuated Cycle Length: 180.2
 Offset: 51 (28%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated

Splits and Phases: 37: N Miami Ave & NW 36th St/NE 36th St



Queues

No-Build Conditions

37: N Miami Ave & NW 36th St/NE 36th St

2045 AM Peak



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	253	825	338	686	441	58	1400	145	556	1669
v/c Ratio	1.09	1.07	1.44	1.66	0.73	1.26	1.02	0.22	1.96	0.88
Control Delay	132.9	117.5	259.0	347.7	47.1	262.6	84.1	14.0	473.9	40.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.8	47.6
Total Delay	132.9	117.5	259.0	347.7	47.1	262.6	84.1	14.0	476.7	88.4
Queue Length 50th (ft)	~283	~565	~490	~1173	375	~85	~923	37	~969	872
Queue Length 95th (ft)	#464	#704	#426	#1366	245	#102	#866	67	#1162	919
Internal Link Dist (ft)		385		648			318			212
Turn Bay Length (ft)	340		220			250			175	
Base Capacity (vph)	233	768	235	413	603	46	1366	657	284	1889
Starvation Cap Reductn	0	0	0	0	0	0	0	0	54	744
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.09	1.07	1.44	1.66	0.73	1.26	1.02	0.22	2.42	1.46

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

36: N Miami Ave & I-195 EB Off-Ramp (from I-95)

No-Build Conditions
2045 AM Peak



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	648	988	0	1619	952	0
Future Volume (vph)	648	988	0	1619	952	0
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	6.4		6.0	6.0	
Lane Util. Factor	0.97	0.91		0.95	0.95	
Frbp, ped/bikes	1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	
Frt	0.94	0.85		1.00	1.00	
Flt Protected	0.97	1.00		1.00	1.00	
Satd. Flow (prot)	3296	1441		3505	3505	
Flt Permitted	0.97	1.00		1.00	1.00	
Satd. Flow (perm)	3296	1441		3505	3505	
Peak-hour factor, PHF	0.86	0.89	0.92	0.92	0.94	0.92
Adj. Flow (vph)	753	1110	0	1760	1013	0
RTOR Reduction (vph)	57	57	0	0	0	0
Lane Group Flow (vph)	1207	542	0	1760	1013	0
Confl. Peds. (#/hr)			10			10
Heavy Vehicles (%)	2%	2%	3%	3%	3%	3%
Turn Type	Prot	Prot		NA	NA	
Protected Phases	8	8		6	2	
Permitted Phases						
Actuated Green, G (s)	63.6	63.6		94.0	94.0	
Effective Green, g (s)	63.6	63.6		94.0	94.0	
Actuated g/C Ratio	0.37	0.37		0.55	0.55	
Clearance Time (s)	6.4	6.4		6.0	6.0	
Vehicle Extension (s)	3.5	3.5		1.0	1.0	
Lane Grp Cap (vph)	1233	539		1938	1938	
v/s Ratio Prot	0.37	c0.38		c0.50	0.29	
v/s Ratio Perm						
v/c Ratio	0.98	1.01		0.91	0.52	
Uniform Delay, d1	52.5	53.2		34.1	23.9	
Progression Factor	1.00	1.00		1.00	1.00	
Incremental Delay, d2	20.5	40.2		7.7	1.0	
Delay (s)	73.1	93.4		41.9	24.9	
Level of Service	E	F		D	C	
Approach Delay (s)	79.6			41.9	24.9	
Approach LOS	E			D	C	

Intersection Summary

HCM 2000 Control Delay	53.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	12.4
Intersection Capacity Utilization	83.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Timings
 36: N Miami Ave & I-195 EB Off-Ramp (from I-95)

No-Build Conditions
 2045 AM Peak

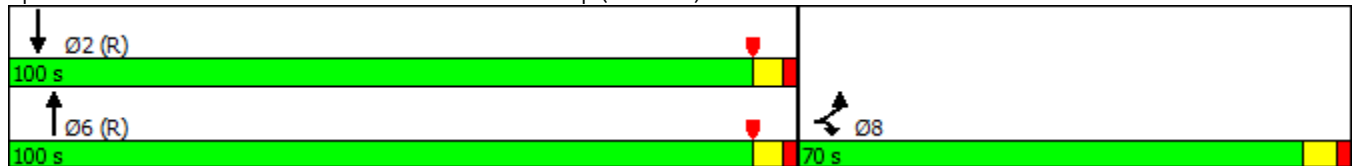


Lane Group	EBL	EBR	NBT	SBT
Lane Configurations				
Traffic Volume (vph)	648	988	1619	952
Future Volume (vph)	648	988	1619	952
Turn Type	Prot	Prot	NA	NA
Protected Phases	8	8	6	2
Permitted Phases				
Detector Phase	8	8	6	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	12.0	12.0
Minimum Split (s)	24.4	24.4	25.0	25.0
Total Split (s)	70.0	70.0	100.0	100.0
Total Split (%)	41.2%	41.2%	58.8%	58.8%
Yellow Time (s)	4.4	4.4	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.0	6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	C-Max	C-Max

Intersection Summary

Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated

Splits and Phases: 36: N Miami Ave & I-195 EB Off-Ramp (from I-95)



Queues

No-Build Conditions

36: N Miami Ave & I-195 EB Off-Ramp (from I-95)

2045 AM Peak



Lane Group	EBL	EBR	NBT	SBT
Lane Group Flow (vph)	1264	599	1760	1013
v/c Ratio	0.98	1.01	0.91	0.52
Control Delay	69.0	82.0	42.3	25.1
Queue Delay	0.0	0.0	47.0	51.6
Total Delay	69.0	82.0	89.2	76.7
Queue Length 50th (ft)	680	-665	904	364
Queue Length 95th (ft)	#765	#942	1026	426
Internal Link Dist (ft)	585		212	131
Turn Bay Length (ft)	400			
Base Capacity (vph)	1289	596	1938	1938
Starvation Cap Reductn	0	0	758	1196
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.98	1.01	1.49	1.37

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

35: N Miami Ave & I-195 WB On-Ramp/NE 38th St & NW 38th St

No-Build Conditions

2045 AM Peak



Movement	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR	SBT	SBR	SBR2
Lane Configurations		↕				↕	↕		↕		
Traffic Volume (vph)	17	198	1	17	434	10	1524	299	935	928	8
Future Volume (vph)	17	198	1	17	434	10	1524	299	935	928	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0				6.0	6.0		6.0		
Lane Util. Factor		1.00				1.00	0.95		0.95		
Frbp, ped/bikes		1.00				1.00	0.99		0.99		
Flpb, ped/bikes		1.00				1.00	1.00		1.00		
Frt		0.98				1.00	0.97		0.93		
Flt Protected		0.99				0.95	1.00		1.00		
Satd. Flow (prot)		1798				1770	3412		3242		
Flt Permitted		0.99				0.04	1.00		1.00		
Satd. Flow (perm)		1798				75	3412		3242		
Peak-hour factor, PHF	0.40	0.83	0.25	0.50	0.93	0.62	0.90	0.68	0.82	0.86	0.67
Adj. Flow (vph)	42	239	4	34	467	16	1693	440	1140	1079	12
RTOR Reduction (vph)	0	3	0	0	0	0	13	0	0	0	0
Lane Group Flow (vph)	0	317	0	0	0	483	2120	0	2231	0	0
Confl. Peds. (#/hr)			4	1		4		7		4	
Heavy Vehicles (%)	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Perm	NA			custom	pm+pt	NA		NA		
Protected Phases		4				1	6		2		
Permitted Phases	4				1	6					
Actuated Green, G (s)		29.0				139.0	139.0		94.0		
Effective Green, g (s)		29.0				139.0	139.0		94.0		
Actuated g/C Ratio		0.16				0.77	0.77		0.52		
Clearance Time (s)		6.0				6.0	6.0		6.0		
Vehicle Extension (s)		2.5				3.0	1.0		1.0		
Lane Grp Cap (vph)		289				425	2634		1693		
v/s Ratio Prot						c0.25	0.62		c0.69		
v/s Ratio Perm		0.18				0.64					
v/c Ratio		1.10				1.14	0.80		1.32		
Uniform Delay, d1		75.5				64.4	12.3		43.0		
Progression Factor		1.00				1.00	1.00		1.00		
Incremental Delay, d2		81.9				86.5	2.7		147.3		
Delay (s)		157.4				150.9	15.1		190.3		
Level of Service		F				F	B		F		
Approach Delay (s)		157.4					40.1		190.3		
Approach LOS		F					D		F		

Intersection Summary			
HCM 2000 Control Delay	112.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.24		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	108.2%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Timings

35: N Miami Ave & I-195 WB On-Ramp/NE 38th St & NW 38th St

No-Build Conditions

2045 AM Peak



Lane Group	WBT	NBL2	NBL	NBT	SBT
Lane Configurations	↕		↔	↕	↕
Traffic Volume (vph)	198	434	10	1524	935
Future Volume (vph)	198	434	10	1524	935
Turn Type	NA	custom	pm+pt	NA	NA
Protected Phases	4		1	6	2
Permitted Phases		1	6		
Detector Phase	4	1	1	6	2
Switch Phase					
Minimum Initial (s)	10.0	5.0	5.0	12.0	12.0
Minimum Split (s)	22.5	11.0	11.0	22.5	22.5
Total Split (s)	35.0	45.0	45.0	145.0	100.0
Total Split (%)	19.4%	25.0%	25.0%	80.6%	55.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	6.0
Lead/Lag		Lead	Lead		Lag
Lead-Lag Optimize?		Yes	Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 84 (47%), Referenced to phase 2:SBT and 6:NBTL, Start of Yellow
 Natural Cycle: 140
 Control Type: Actuated-Coordinated

Splits and Phases: 35: N Miami Ave & I-195 WB On-Ramp/NE 38th St & NW 38th St



Queues

No-Build Conditions

35: N Miami Ave & I-195 WB On-Ramp/NE 38th St & NW 38th St

2045 AM Peak



Lane Group	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	320	483	2133	2231
v/c Ratio	1.10	1.14	0.81	1.32
Control Delay	146.4	138.3	15.1	183.0
Queue Delay	0.0	7.4	47.3	0.0
Total Delay	146.4	145.7	62.3	183.0
Queue Length 50th (ft)	~423	~611	706	~1781
Queue Length 95th (ft)	#559	417	795	#1631
Internal Link Dist (ft)	575		131	162
Turn Bay Length (ft)				
Base Capacity (vph)	292	425	2647	1693
Starvation Cap Reductn	0	199	849	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	1.10	2.14	1.19	1.32

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Vol, veh/h	33	1265	16	22	954	63	28	50	52	20	26	85
Future Vol, veh/h	33	1265	16	22	954	63	28	50	52	20	26	85
Conflicting Peds, #/hr	14	0	6	6	0	14	21	0	4	4	0	21
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	370	-	-	220	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	71	94	50	25	83	75	62	78	75	92	25	68
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	46	1346	32	88	1149	84	45	64	69	22	104	125

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1247	0	0	1384	0	0	2285	2884	699	2183	2858	652
Stage 1	-	-	-	-	-	-	1461	1461	-	1381	1381	-
Stage 2	-	-	-	-	-	-	824	1423	-	802	1477	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	554	-	-	491	-	-	~ 21	~ 16	382	26	~ 17	411
Stage 1	-	-	-	-	-	-	135	192	-	152	210	-
Stage 2	-	-	-	-	-	-	333	200	-	344	188	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	543	-	-	489	-	-	~ 12	378	-	~ 13	397	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 12	-	-	~ 13	-	-
Stage 1	-	-	-	-	-	-	123	175	-	137	170	-
Stage 2	-	-	-	-	-	-	71	162	-	162	171	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.9		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	543	-	-	489	-	-	-
HCM Lane V/C Ratio	-	0.086	-	-	0.18	-	-	-
HCM Control Delay (s)	-	12.2	-	-	14	-	-	-
HCM Lane LOS	-	B	-	-	B	-	-	-
HCM 95th %tile Q(veh)	-	0.3	-	-	0.7	-	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Intersection Delay, s/veh	20.3
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	55	190	26	23	113	18	71	66	51	47	155	60
Future Vol, veh/h	55	190	26	23	113	18	71	66	51	47	155	60
Peak Hour Factor	0.75	0.80	0.50	0.67	0.76	0.40	0.78	0.79	0.54	0.43	0.88	0.74
Heavy Vehicles, %	2	2	2	6	6	6	2	2	2	2	2	2
Mvmt Flow	73	238	52	34	149	45	91	84	94	109	176	81
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

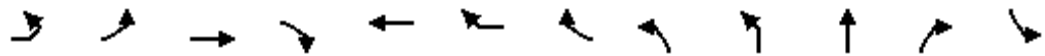
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	23	16	17.1	22.5
HCM LOS	C	C	C	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	38%	20%	15%	18%
Vol Thru, %	35%	70%	73%	59%
Vol Right, %	27%	10%	12%	23%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	188	271	154	262
LT Vol	71	55	23	47
Through Vol	66	190	113	155
RT Vol	51	26	18	60
Lane Flow Rate	269	363	228	367
Geometry Grp	1	1	1	1
Degree of Util (X)	0.515	0.68	0.452	0.677
Departure Headway (Hd)	6.886	6.749	7.139	6.647
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	522	537	504	546
Service Time	4.949	4.776	5.206	4.672
HCM Lane V/C Ratio	0.515	0.676	0.452	0.672
HCM Control Delay	17.1	23	16	22.5
HCM Lane LOS	C	C	C	C
HCM 95th-tile Q	2.9	5.1	2.3	5.1

HCM Signalized Intersection Capacity Analysis

42: NE 2nd Ave & NE 36th St & Federal Hwy

No-Build Conditions
2045 AM Peak



Movement	EBL2	EBL	EBT	EBR	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR	SBL	
Lane Configurations													
Traffic Volume (vph)	29	156	808	430	702	78	115	117	206	306	50	84	
Future Volume (vph)	29	156	808	430	702	78	115	117	206	306	50	84	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)		8.4	8.4		8.4				6.3	6.3		6.4	
Lane Util. Factor		1.00	0.95		0.95				1.00	1.00		1.00	
Frbp, ped/bikes		1.00	0.99		0.97				1.00	0.99		1.00	
Flpb, ped/bikes		1.00	1.00		1.00				1.00	1.00		1.00	
Frt		1.00	0.95		0.96				1.00	0.98		1.00	
Flt Protected		0.95	1.00		1.00				0.95	1.00		0.95	
Satd. Flow (prot)		1770	3320		3246				1752	1783		1770	
Flt Permitted		0.08	1.00		1.00				0.95	1.00		0.95	
Satd. Flow (perm)		143	3320		3246				1752	1783		1770	
Peak-hour factor, PHF	0.65	0.80	0.87	0.91	0.88	0.57	0.90	0.86	0.81	0.83	0.69	0.88	
Adj. Flow (vph)	45	195	929	473	798	137	128	136	254	369	72	95	
RTOR Reduction (vph)	0	0	38	0	6	0	0	0	0	4	0	0	
Lane Group Flow (vph)	0	240	1364	0	1057	0	0	0	390	437	0	95	
Confl. Peds. (#/hr)	16	37		12		16	37	2	16		21	21	
Heavy Vehicles (%)	2%	2%	2%	2%	4%	4%	4%	3%	3%	3%	3%	2%	
Turn Type	pm+pt	pm+pt	NA		NA			Split	Split	NA		Split	
Protected Phases	1	1	6		2			9	9	9		3	
Permitted Phases	6	6											
Actuated Green, G (s)		64.0	64.0		43.6				24.3	24.3		31.6	
Effective Green, g (s)		64.0	64.0		43.6				24.3	24.3		31.6	
Actuated g/C Ratio		0.37	0.37		0.25				0.14	0.14		0.18	
Clearance Time (s)		8.4	8.4		8.4				6.3	6.3		6.4	
Vehicle Extension (s)		2.0	1.0		1.0				2.5	2.5		2.5	
Lane Grp Cap (vph)		167	1242		827				248	253		327	
v/s Ratio Prot		0.10	c0.41		0.33				0.22	c0.24		0.05	
v/s Ratio Perm			c0.43										
v/c Ratio		1.44	1.10		1.28				1.57	1.73		0.29	
Uniform Delay, d1		49.5	53.5		63.7				73.3	73.3		60.0	
Progression Factor		1.00	1.00		1.00				1.00	1.00		1.00	
Incremental Delay, d2		227.4	56.9		134.5				276.3	342.9		0.4	
Delay (s)		276.8	110.4		198.2				349.6	416.2		60.4	
Level of Service		F	F		F				F	F		E	
Approach Delay (s)			134.8		198.2					385.0			
Approach LOS			F		F					F			
Intersection Summary													
HCM 2000 Control Delay			360.9									HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio			1.95										
Actuated Cycle Length (s)			171.0									Sum of lost time (s)	36.0
Intersection Capacity Utilization			152.2%									ICU Level of Service	H
Analysis Period (min)			15										
c Critical Lane Group													

HCM Signalized Intersection Capacity Analysis
42: NE 2nd Ave & NE 36th St & Federal Hwy

No-Build Conditions
2045 AM Peak



Movement	SBT	SBR	SBR2	SEL2	SEL	SER	SER2
Lane Configurations	↑	←			→	→	→
Traffic Volume (vph)	861	143	13	3	107	516	109
Future Volume (vph)	861	143	13	3	107	516	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	6.4			6.5	6.5	6.5
Lane Util. Factor	1.00	1.00			1.00	0.95	1.00
Frbp, ped/bikes	1.00	0.93			0.97	1.00	0.98
Flpb, ped/bikes	1.00	1.00			0.95	1.00	1.00
Frt	1.00	0.85			0.90	0.85	0.85
Flt Protected	1.00	1.00			0.98	1.00	1.00
Satd. Flow (prot)	1863	1476			1460	1447	1497
Flt Permitted	1.00	1.00			0.98	1.00	1.00
Satd. Flow (perm)	1863	1476			1460	1447	1497
Peak-hour factor, PHF	0.87	0.74	0.38	0.50	0.93	0.82	0.85
Adj. Flow (vph)	990	193	34	6	115	629	128
RTOR Reduction (vph)	0	0	0	0	0	0	110
Lane Group Flow (vph)	990	227	0	0	379	371	18
Confl. Peds. (#/hr)		2	16	37	21	12	2
Heavy Vehicles (%)	2%	2%	2%	6%	6%	6%	6%
Turn Type	NA	Perm		Perm	Prot	Prot	Perm
Protected Phases	3				4	4	
Permitted Phases		3		4			4
Actuated Green, G (s)	31.6	31.6			23.5	23.5	23.5
Effective Green, g (s)	31.6	31.6			23.5	23.5	23.5
Actuated g/C Ratio	0.18	0.18			0.14	0.14	0.14
Clearance Time (s)	6.4	6.4			6.5	6.5	6.5
Vehicle Extension (s)	2.5	2.5			2.5	2.5	2.5
Lane Grp Cap (vph)	344	272			200	198	205
v/s Ratio Prot	c0.53					0.26	
v/s Ratio Perm		0.15			0.26		0.01
v/c Ratio	2.88	0.83			1.90	1.87	0.09
Uniform Delay, d1	69.7	67.2			73.8	73.8	64.4
Progression Factor	1.00	1.00			1.00	1.00	1.00
Incremental Delay, d2	853.0	19.0			421.0	411.8	0.1
Delay (s)	922.7	86.2			494.7	485.5	64.5
Level of Service	F	F			F	F	E
Approach Delay (s)	715.5				428.1		
Approach LOS	F				F		
Intersection Summary							

Timings
42: NE 2nd Ave & NE 36th St & Federal Hwy

No-Build Conditions
2045 AM Peak

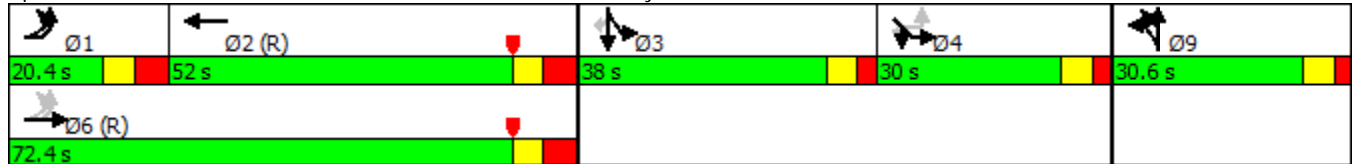


Lane Group	EBL2	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR	SEL	SER	SER2
Lane Configurations		↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	29	156	808	702	206	306	84	861	143	107	516	109
Future Volume (vph)	29	156	808	702	206	306	84	861	143	107	516	109
Turn Type	pm+pt	pm+pt	NA	NA	Split	NA	Split	NA	Perm	Prot	Prot	Perm
Protected Phases	1	1	6	2	9	9	3	3		4	4	
Permitted Phases	6	6							3			4
Detector Phase	1	1	6	2	9	9	3	3	3	4	4	4
Switch Phase												
Minimum Initial (s)	8.0	8.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	16.4	16.4	34.4	34.4	30.3	30.3	24.4	24.4	24.4	25.5	25.5	25.5
Total Split (s)	20.4	20.4	72.4	52.0	30.6	30.6	38.0	38.0	38.0	30.0	30.0	30.0
Total Split (%)	11.9%	11.9%	42.3%	30.4%	17.9%	17.9%	22.2%	22.2%	22.2%	17.5%	17.5%	17.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	4.4	4.4	4.4	4.4	2.3	2.3	2.4	2.4	2.4	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		8.4	8.4	8.4	6.3	6.3	6.4	6.4	6.4	6.5	6.5	6.5
Lead/Lag	Lead	Lead		Lag			Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max	C-Max	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 171
 Actuated Cycle Length: 171
 Offset: 58 (34%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated

Splits and Phases: 42: NE 2nd Ave & NE 36th St & Federal Hwy



Queues
42: NE 2nd Ave & NE 36th St & Federal Hwy

No-Build Conditions
2045 AM Peak



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR	SEL	SER	SER2
Lane Group Flow (vph)	240	1402	1063	390	441	95	990	227	379	371	128
v/c Ratio	1.44	1.10	1.28	1.57	1.72	0.29	2.88	0.83	1.90	1.87	0.36
Control Delay	260.8	102.7	182.4	319.8	377.2	62.9	875.0	92.0	456.5	447.7	5.6
Queue Delay	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	260.8	102.7	183.2	319.8	377.2	62.9	875.0	92.0	456.5	447.7	5.6
Queue Length 50th (ft)	~313	~908	~788	~616	~724	93	~1898	249	~647	~663	0
Queue Length 95th (ft)	#421	#987	#898	#725	#858	151	#2076	281	#865	#790	12
Internal Link Dist (ft)		607	422		211		159		111		
Turn Bay Length (ft)	360					75					
Base Capacity (vph)	167	1279	833	248	257	327	344	272	200	198	351
Starvation Cap Reductn	0	0	100	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.44	1.10	1.45	1.57	1.72	0.29	2.88	0.83	1.90	1.87	0.36

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection												
Int Delay, s/veh	454.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	250	0	65	0	4	0	53	389	0	0	670	97
Future Vol, veh/h	250	0	65	0	4	0	53	389	0	0	670	97
Conflicting Peds, #/hr	2	0	0	0	0	0	26	0	0	0	0	26
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	61	25	80	92	92	92	75	83	92	92	88	75
Heavy Vehicles, %	2	2	2	2	2	2	8	8	2	2	5	5
Mvmt Flow	410	0	81	0	4	0	71	469	0	0	761	129

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1466	1462	852	1477	1527	471	917	0	-	-	-	0
Stage 1	852	852	-	610	610	-	-	-	-	-	-	-
Stage 2	614	610	-	867	917	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.18	-	-	-	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.272	-	-	-	-	-
Pot Cap-1 Maneuver	~ 106	129	359	104	117	593	720	-	0	0	-	-
Stage 1	~ 354	376	-	482	485	-	-	-	0	0	-	-
Stage 2	479	485	-	348	351	-	-	-	0	0	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 90	109	350	72	99	592	720	-	-	-	-	-
Mov Cap-2 Maneuver	~ 90	109	-	72	99	-	-	-	-	-	-	-
Stage 1	~ 299	367	-	418	420	-	-	-	-	-	-	-
Stage 2	410	420	-	267	342	-	-	-	-	-	-	-

















Approach	EB	WB	NB	SB
HCM Control Delay, \$ 1778.6		43	1.4	0
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1WBLn1	SBT	SBR
Capacity (veh/h)	720	-	103	99	-
HCM Lane V/C Ratio	0.098	-	4.768	0.044	-
HCM Control Delay (s)	10.5	\$ 1778.6	43	-	-
HCM Lane LOS	B	A	F	E	-
HCM 95th %tile Q(veh)	0.3	-	52	0.1	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

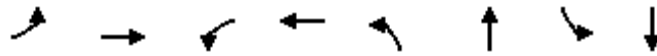
HCM 2010 Signalized Intersection Summary
40: NE 2nd Ave & NE 39th St

No-Build Conditions
2045 AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	110	28	85	162	123	18	479	142	191	655	61
Future Volume (veh/h)	36	110	28	85	162	123	18	479	142	191	655	61
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.92	0.95		0.92	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1845	1900	1810	1810	1900	1810	1810	1900
Adj Flow Rate, veh/h	64	143	37	121	176	208	24	564	161	277	704	111
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.56	0.77	0.75	0.70	0.92	0.59	0.75	0.85	0.88	0.69	0.93	0.55
Percent Heavy Veh, %	2	2	2	3	3	3	5	5	5	5	5	5
Cap, veh/h	123	254	58	134	147	160	135	485	139	247	712	112
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.03	0.40	0.40	0.09	0.47	0.47
Sat Flow, veh/h	238	865	197	278	501	546	1723	1214	346	1723	1520	240
Grp Volume(v), veh/h	244	0	0	505	0	0	24	0	725	277	0	815
Grp Sat Flow(s),veh/h/ln	1300	0	0	1325	0	0	1723	0	1560	1723	0	1760
Q Serve(g_s), s	0.0	0.0	0.0	12.8	0.0	0.0	0.7	0.0	34.0	8.0	0.0	39.0
Cycle Q Clear(g_c), s	12.2	0.0	0.0	25.0	0.0	0.0	0.7	0.0	34.0	8.0	0.0	39.0
Prop In Lane	0.26		0.15	0.24		0.41	1.00		0.22	1.00		0.14
Lane Grp Cap(c), veh/h	436	0	0	442	0	0	135	0	624	247	0	825
V/C Ratio(X)	0.56	0.00	0.00	1.14	0.00	0.00	0.18	0.00	1.16	1.12	0.00	0.99
Avail Cap(c_a), veh/h	436	0	0	442	0	0	254	0	624	247	0	825
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.48	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.9	0.0	0.0	31.4	0.0	0.0	20.9	0.0	25.5	23.0	0.0	22.3
Incr Delay (d2), s/veh	1.8	0.0	0.0	77.0	0.0	0.0	0.2	0.0	89.7	94.0	0.0	28.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	0.0	19.8	0.0	0.0	0.3	0.0	30.1	12.2	0.0	25.3
LnGrp Delay(d),s/veh	26.7	0.0	0.0	108.4	0.0	0.0	21.1	0.0	115.2	117.0	0.0	50.9
LnGrp LOS	C			F			C		F	F		D
Approach Vol, veh/h		244			505			749			1092	
Approach Delay, s/veh		26.7			108.4			112.2			67.7	
Approach LOS		C			F			F			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	45.8		31.0	14.0	40.0		31.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	8.0	34.0		25.0	8.0	34.0		25.0				
Max Q Clear Time (g_c+I1), s	2.7	41.0		27.0	10.0	36.0		14.2				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		4.5				
Intersection Summary												
HCM 2010 Ctrl Delay				84.6								
HCM 2010 LOS				F								

Timings
40: NE 2nd Ave & NE 39th St

No-Build Conditions
2045 AM Peak

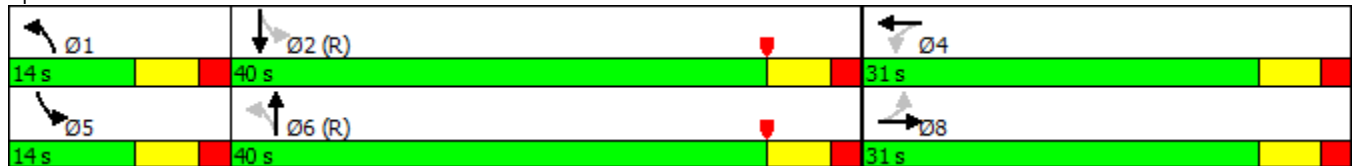


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕	↗	↖	↗	↖
Traffic Volume (vph)	36	110	85	162	18	479	191	655
Future Volume (vph)	36	110	85	162	18	479	191	655
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		8		4	1	6	5	2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	1	6	5	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	31.0	31.0	31.0	31.0	11.0	26.0	11.0	26.0
Total Split (s)	31.0	31.0	31.0	31.0	14.0	40.0	14.0	40.0
Total Split (%)	36.5%	36.5%	36.5%	36.5%	16.5%	47.1%	16.5%	47.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 85
 Actuated Cycle Length: 85
 Offset: 51 (60%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated

Splits and Phases: 40: NE 2nd Ave & NE 39th St



Queues
40: NE 2nd Ave & NE 39th St

No-Build Conditions
2045 AM Peak



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	244	505	24	725	277	815
v/c Ratio	0.66	1.18	0.13	1.02	1.14	0.91
Control Delay	35.1	122.3	10.2	66.4	121.7	36.8
Queue Delay	9.0	0.5	0.0	29.8	5.6	0.0
Total Delay	44.1	122.8	10.2	96.2	127.3	36.8
Queue Length 50th (ft)	108	~377	5	~392	~122	322
Queue Length 95th (ft)	154	m#507	13	#567	#175	#716
Internal Link Dist (ft)	93	197		246		85
Turn Bay Length (ft)			170			
Base Capacity (vph)	369	429	247	709	244	900
Starvation Cap Reductn	0	23	0	0	0	0
Spillback Cap Reductn	92	0	0	177	74	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.88	1.24	0.10	1.36	1.63	0.91

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
43: Federal Hwy & NE 38th St & NE 39th St

No-Build Conditions
2045 AM Peak



Movement	EBL2	EBL	EBR2	NBL	NBT	NBR	SBL2	SBT	SBR	NWL2	NWL	NWR
Lane Configurations												
Traffic Volume (vph)	169	108	166	40	491	29	18	853	131	52	165	34
Future Volume (vph)	169	108	166	40	491	29	18	853	131	52	165	34
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0			6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00		1.00			0.95		1.00	1.00	
Frbp, ped/bikes		1.00	0.85		1.00			0.99		1.00	0.98	
Flpb, ped/bikes		1.00	1.00		1.00			1.00		1.00	1.00	
Frt		1.00	0.85		0.99			0.98		1.00	0.97	
Flt Protected		0.95	1.00		1.00			1.00		0.95	0.96	
Satd. Flow (prot)		1752	1197		1833			3434		1770	1703	
Flt Permitted		0.95	1.00		0.64			0.92		0.95	0.96	
Satd. Flow (perm)		1752	1197		1181			3159		1770	1703	
Peak-hour factor, PHF	0.62	0.77	0.76	0.61	0.80	0.57	0.71	0.96	0.78	0.60	0.78	0.78
Adj. Flow (vph)	273	140	218	66	614	51	25	889	168	87	212	44
RTOR Reduction (vph)	0	0	123	0	0	0	0	9	0	0	50	0
Lane Group Flow (vph)	0	413	95	0	731	0	0	1073	0	87	208	0
Confl. Peds. (#/hr)	19	2	42	3		2	2		3	42	3	19
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Parking (#/hr)			0									
Turn Type	Prot	Prot	Perm	Perm	NA		Perm	NA		Prot	Prot	
Protected Phases	8	8			6			2		7	7	
Permitted Phases			8	6			2					
Actuated Green, G (s)		36.0	36.0		94.0			94.0		22.0	22.0	
Effective Green, g (s)		36.0	36.0		94.0			94.0		22.0	22.0	
Actuated g/C Ratio		0.21	0.21		0.55			0.55		0.13	0.13	
Clearance Time (s)		6.0	6.0		6.0			6.0		6.0	6.0	
Vehicle Extension (s)		2.5	2.5		1.0			1.0		4.0	4.0	
Lane Grp Cap (vph)		371	253		653			1746		229	220	
v/s Ratio Prot		c0.24								0.05	c0.12	
v/s Ratio Perm			0.08		c0.62			0.34				
v/c Ratio		1.11	0.38		1.12			0.61		0.38	0.94	
Uniform Delay, d1		67.0	57.4		38.0			25.7		67.8	73.4	
Progression Factor		0.95	0.93		1.00			1.00		1.00	1.00	
Incremental Delay, d2		65.8	0.3		72.8			1.6		1.4	45.1	
Delay (s)		129.7	53.7		110.8			27.4		69.2	118.4	
Level of Service		F	D		F			C		E	F	
Approach Delay (s)		103.4			110.8			27.4			104.4	
Approach LOS		F			F			C			F	

Intersection Summary

HCM 2000 Control Delay	76.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	104.0%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
 43: Federal Hwy & NE 38th St & NE 39th St

No-Build Conditions
 2045 AM Peak



Movement	NWR2
Lane Configurations	7
Traffic Volume (vph)	8
Future Volume (vph)	8
Ideal Flow (vphpl)	1900
Total Lost time (s)	6.0
Lane Util. Factor	0.95
Frbp, ped/bikes	0.97
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1459
Flt Permitted	1.00
Satd. Flow (perm)	1459
Peak-hour factor, PHF	0.50
Adj. Flow (vph)	16
RTOR Reduction (vph)	12
Lane Group Flow (vph)	2
Confl. Peds. (#/hr)	2
Heavy Vehicles (%)	2%
Parking (#/hr)	
Turn Type	Perm
Protected Phases	
Permitted Phases	7
Actuated Green, G (s)	22.0
Effective Green, g (s)	22.0
Actuated g/C Ratio	0.13
Clearance Time (s)	6.0
Vehicle Extension (s)	4.0
Lane Grp Cap (vph)	188
v/s Ratio Prot	
v/s Ratio Perm	0.00
v/c Ratio	0.01
Uniform Delay, d1	64.5
Progression Factor	1.00
Incremental Delay, d2	0.0
Delay (s)	64.5
Level of Service	E
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Timings
43: Federal Hwy & NE 38th St & NE 39th St

No-Build Conditions
2045 AM Peak

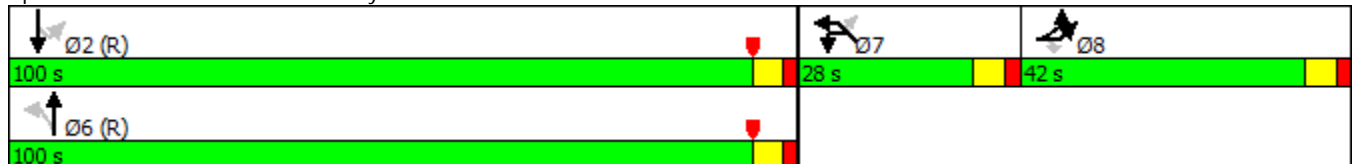


Lane Group	EBL	EBR2	NBL	NBT	SBL2	SBT	NWL2	NWL	NWR2
Lane Configurations									
Traffic Volume (vph)	108	166	40	491	18	853	52	165	8
Future Volume (vph)	108	166	40	491	18	853	52	165	8
Turn Type	Prot	Perm	Perm	NA	Perm	NA	Prot	Prot	Perm
Protected Phases	8			6		2	7	7	
Permitted Phases		8	6		2				7
Detector Phase	8	8	6	6	2	2	7	7	7
Switch Phase									
Minimum Initial (s)	10.0	10.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	42.0	42.0	100.0	100.0	100.0	100.0	28.0	28.0	28.0
Total Split (%)	24.7%	24.7%	58.8%	58.8%	58.8%	58.8%	16.5%	16.5%	16.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0		6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag					Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes					Yes	Yes	Yes
Recall Mode	None	None	C-Max	C-Max	C-Max	C-Max	None	None	None

Intersection Summary

Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 56 (33%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated

Splits and Phases: 43: Federal Hwy & NE 38th St & NE 39th St



Queues
43: Federal Hwy & NE 38th St & NE 39th St

No-Build Conditions
2045 AM Peak



























Lane Group	EBL	EBR2	NBT	SBT	NWL2	NWL	NWR2
Lane Group Flow (vph)	413	218	731	1082	87	258	14
v/c Ratio	1.11	0.58	1.12	0.62	0.38	0.95	0.06
Control Delay	122.2	19.5	108.6	27.1	73.2	99.0	0.4
Queue Delay	8.2	5.3	3.7	0.7	0.0	46.4	0.0
Total Delay	130.4	24.8	112.3	27.8	73.2	145.4	0.4
Queue Length 50th (ft)	~528	50	~933	412	90	230	0
Queue Length 95th (ft)	m#488	m42	#974	485	99	#311	0
Internal Link Dist (ft)	197		516	150		320	
Turn Bay Length (ft)							50
Base Capacity (vph)	371	376	653	1756	229	271	239
Starvation Cap Reductn	175	103	6	0	0	0	0
Spillback Cap Reductn	0	0	241	323	0	87	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	2.11	0.80	1.77	0.76	0.38	1.40	0.06

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
45: Biscayne Blvd & NE 36th St

No-Build Conditions
2045 AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	111	551	345	1017	253	765	166	1503	297	706	2167	480
Future Volume (vph)	111	551	345	1017	253	765	166	1503	297	706	2167	480
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.6	6.6	6.6	6.2	6.2	6.0	6.0	6.1	6.2	6.0	6.1	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.95	1.00	1.00	0.99	1.00	1.00	0.93	1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1752	1845	1493	1665	1704	1546	1770	3539	1468	1770	3385	
Flt Permitted	0.95	1.00	1.00	0.95	0.97	1.00	0.08	1.00	1.00	0.07	1.00	
Satd. Flow (perm)	1752	1845	1493	1665	1704	1546	149	3539	1468	133	3385	
Peak-hour factor, PHF	0.78	0.81	0.88	0.96	0.87	0.94	0.57	0.94	0.78	0.91	0.89	0.74
Adj. Flow (vph)	142	680	392	1059	291	814	291	1599	381	776	2435	649
RTOR Reduction (vph)	0	0	124	0	0	83	0	0	55	0	14	0
Lane Group Flow (vph)	142	680	268	667	683	731	291	1599	326	776	3070	0
Confl. Peds. (#/hr)	8		15	15		8	30		20	30		20
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Turn Type	Split	NA	Perm	Split	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	3	3		4	4	5	1	6	4	5	2	
Permitted Phases			3			4	6		6	2		
Actuated Green, G (s)	29.0	29.0	29.0	27.1	27.1	66.1	65.0	50.0	77.1	95.0	74.0	
Effective Green, g (s)	29.0	29.0	29.0	27.1	27.1	66.1	65.0	50.0	77.1	95.0	74.0	
Actuated g/C Ratio	0.17	0.17	0.17	0.16	0.16	0.39	0.38	0.29	0.45	0.56	0.44	
Clearance Time (s)	6.6	6.6	6.6	6.2	6.2	6.0	6.0	6.1	6.2	6.0	6.1	
Vehicle Extension (s)	2.5	2.5	2.5	3.0	3.0	3.0	3.0	1.0	3.0	3.0	1.0	
Lane Grp Cap (vph)	298	314	254	265	271	601	200	1040	665	449	1473	
v/s Ratio Prot	0.08	c0.37		0.40	c0.40	0.28	0.13	0.45	0.08	c0.40	c0.91	
v/s Ratio Perm			0.18			0.19	0.43		0.14	0.57		
v/c Ratio	0.48	2.17	1.06	2.52	2.52	1.22	1.46	1.54	0.49	1.73	2.08	
Uniform Delay, d1	63.6	70.5	70.5	71.5	71.5	52.0	52.4	60.0	32.7	56.0	48.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.9	535.0	72.2	693.7	695.0	111.9	230.3	246.7	0.6	337.0	490.2	
Delay (s)	64.5	605.5	142.7	765.2	766.4	163.8	282.7	306.7	33.2	393.0	538.2	
Level of Service	E	F	F	F	F	F	F	F	C	F	F	
Approach Delay (s)		392.8			539.4			257.8			509.0	
Approach LOS		F			F			F			F	
Intersection Summary												
HCM 2000 Control Delay			441.1			HCM 2000 Level of Service			F			
HCM 2000 Volume to Capacity ratio			2.18									
Actuated Cycle Length (s)			170.0	Sum of lost time (s)					24.9			
Intersection Capacity Utilization			169.3%	ICU Level of Service			H					
Analysis Period (min)			15									
c Critical Lane Group												

Timings
45: Biscayne Blvd & NE 36th St

No-Build Conditions
2045 AM Peak

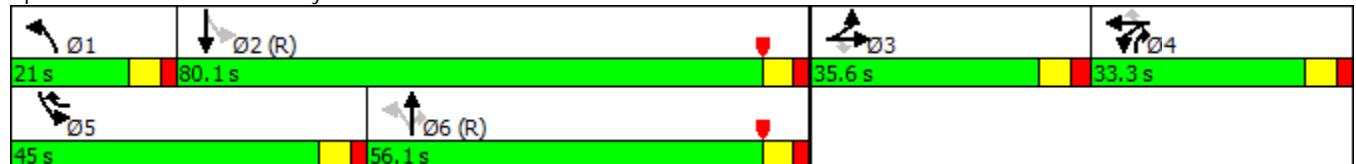


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	111	551	345	1017	253	765	166	1503	297	706	2167
Future Volume (vph)	111	551	345	1017	253	765	166	1503	297	706	2167
Turn Type	Split	NA	Perm	Split	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA
Protected Phases	3	3		4	4	5	1	6	4	5	2
Permitted Phases			3			4	6		6	2	
Detector Phase	3	3	3	4	4	5	1	6	4	5	2
Switch Phase											
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	5.0	5.0	7.0	7.0	5.0	7.0
Minimum Split (s)	27.6	27.6	27.6	24.2	24.2	11.0	11.0	27.1	24.2	11.0	27.1
Total Split (s)	35.6	35.6	35.6	33.3	33.3	45.0	21.0	56.1	33.3	45.0	80.1
Total Split (%)	20.9%	20.9%	20.9%	19.6%	19.6%	26.5%	12.4%	33.0%	19.6%	26.5%	47.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.6	2.6	2.6	2.2	2.2	2.0	2.0	2.1	2.2	2.0	2.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.6	6.6	6.2	6.2	6.0	6.0	6.1	6.2	6.0	6.1
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max

Intersection Summary

Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 114 (67%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated

Splits and Phases: 45: Biscayne Blvd & NE 36th St



Queues
45: Biscayne Blvd & NE 36th St

No-Build Conditions
2045 AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	142	680	392	667	683	814	291	1599	381	776	3084
v/c Ratio	0.48	2.17	1.04	2.52	2.52	1.19	1.46	1.54	0.53	1.73	2.08
Control Delay	69.7	564.9	96.7	719.4	720.6	135.0	268.6	285.7	15.0	369.5	512.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	69.7	564.9	96.7	719.4	720.6	135.0	268.6	285.7	15.0	369.5	512.2
Queue Length 50th (ft)	145	~1205	~322	~1296	~1328	~998	~391	~1308	111	~1229	~2855
Queue Length 95th (ft)	189	#1275	#521	#1564	#1530	#1261	#270	#1446	127	#1490	#2898
Internal Link Dist (ft)		422			340			306			588
Turn Bay Length (ft)	235			280			225			370	
Base Capacity (vph)	298	314	378	265	271	685	200	1040	719	449	1486
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	29
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	2.17	1.04	2.52	2.52	1.19	1.46	1.54	0.53	1.73	2.12

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

44: Biscayne Blvd & NE 38th St

No-Build Conditions
2045 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations				↙	↖	↗	↘	↕		↙	↖		
Traffic Volume (vph)	0	0	0	696	172	454	48	1685	588	628	2438	38	
Future Volume (vph)	0	0	0	696	172	454	48	1685	588	628	2438	38	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)				6.6	6.6	6.0	6.0	6.0		6.0	6.0		
Lane Util. Factor				0.95	0.95	1.00	1.00	0.95		1.00	0.95		
Frbp, ped/bikes				1.00	1.00	0.98	1.00	0.98		1.00	1.00		
Flpb, ped/bikes				1.00	1.00	1.00	1.00	1.00		1.00	1.00		
Frt				1.00	1.00	0.85	1.00	0.96		1.00	1.00		
Flt Protected				0.95	0.97	1.00	0.95	1.00		0.95	1.00		
Satd. Flow (prot)				1681	1718	1555	1752	3312		1770	3522		
Flt Permitted				0.95	0.97	1.00	0.05	1.00		0.05	1.00		
Satd. Flow (perm)				1681	1718	1555	96	3312		90	3522		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.88	0.79	0.88	0.84	0.90	0.93	0.96	0.64	
Adj. Flow (vph)	0	0	0	757	195	575	55	2006	653	675	2540	59	
RTOR Reduction (vph)	0	0	0	0	0	11	0	19	0	0	0	0	
Lane Group Flow (vph)	0	0	0	469	483	564	55	2640	0	675	2599	0	
Confl. Peds. (#/hr)						12	20		13	13		20	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	2%	2%	2%	
Turn Type				Split	NA	pm+ov	Perm	NA		pm+pt	NA		
Protected Phases				4	4	5		6		5	2		
Permitted Phases						4	6			2			
Actuated Green, G (s)				35.4	35.4	74.4	76.6	76.6		121.6	121.6		
Effective Green, g (s)				35.4	35.4	74.4	76.6	76.6		121.6	121.6		
Actuated g/C Ratio				0.21	0.21	0.44	0.45	0.45		0.72	0.72		
Clearance Time (s)				6.6	6.6	6.0	6.0	6.0		6.0	6.0		
Vehicle Extension (s)				4.0	4.0	4.0	1.0	1.0		4.0	1.0		
Lane Grp Cap (vph)				350	358	682	43	1495		450	2525		
v/s Ratio Prot				0.28	c0.28	0.19		c0.80		c0.34	0.74		
v/s Ratio Perm						0.17	0.57			0.73			
v/c Ratio				1.34	1.35	0.83	1.28	1.77		1.50	1.03		
Uniform Delay, d1				67.1	67.1	41.9	46.5	46.5		58.5	24.0		
Progression Factor				1.00	1.00	1.00	1.00	1.00		1.00	1.00		
Incremental Delay, d2				171.1	174.6	8.5	230.2	347.5		236.4	25.9		
Delay (s)				238.2	241.7	50.5	276.7	394.0		294.9	49.9		
Level of Service				F	F	D	F	F		F	D		
Approach Delay (s)		0.0			168.6			391.6			100.4		
Approach LOS		A			F			F			F		
Intersection Summary													
HCM 2000 Control Delay			219.5		HCM 2000 Level of Service						F		
HCM 2000 Volume to Capacity ratio			1.60										
Actuated Cycle Length (s)			169.6		Sum of lost time (s)					18.6			
Intersection Capacity Utilization			139.8%		ICU Level of Service					H			
Analysis Period (min)			15										
c Critical Lane Group													

Timings
44: Biscayne Blvd & NE 38th St

No-Build Conditions
2045 AM Peak



Lane Group	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	696	172	454	48	1685	628	2438
Future Volume (vph)	696	172	454	48	1685	628	2438
Turn Type	Split	NA	pm+ov	Perm	NA	pm+pt	NA
Protected Phases	4	4	5		6	5	2
Permitted Phases			4	6		2	
Detector Phase	4	4	5	6	6	5	2
Switch Phase							
Minimum Initial (s)	7.0	7.0	5.0	7.0	7.0	5.0	7.0
Minimum Split (s)	29.6	29.6	11.0	25.0	25.0	11.0	25.0
Total Split (s)	42.0	42.0	45.0	82.6	82.6	45.0	127.6
Total Split (%)	24.8%	24.8%	26.5%	48.7%	48.7%	26.5%	75.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.6	2.6	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.6	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead	Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 169.6
 Actuated Cycle Length: 169.6
 Offset: 147 (87%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated

Splits and Phases: 44: Biscayne Blvd & NE 38th St



Queues
44: Biscayne Blvd & NE 38th St

No-Build Conditions
2045 AM Peak



Lane Group	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	469	483	575	55	2659	675	2599
v/c Ratio	1.34	1.35	0.82	1.28	1.76	1.50	1.03
Control Delay	219.7	222.9	48.7	269.1	372.5	274.1	50.0
Queue Delay	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Total Delay	219.7	222.9	48.7	269.1	372.7	274.1	50.0
Queue Length 50th (ft)	~710	~735	500	~77	~2307	~990	~1617
Queue Length 95th (ft)	#955	#951	533	#129	#2189	#1246	#1724
Internal Link Dist (ft)		159			588		547
Turn Bay Length (ft)	100			150		365	
Base Capacity (vph)	350	358	697	43	1514	450	2525
Starvation Cap Reductn	0	0	0	0	86	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.34	1.35	0.82	1.28	1.86	1.50	1.03

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection												
Int Delay, s/veh	132.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↕			↕			↕	
Traffic Vol, veh/h	12	1427	15	2	158	0	81	2	148	0	2	9
Future Vol, veh/h	12	1427	15	2	158	0	81	2	148	0	2	9
Conflicting Peds, #/hr	1	0	3	3	0	1	1	0	3	3	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	214	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	96	38	25	82	96	79	25	88	96	75	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	3	3	3
Mvmt Flow	16	1486	39	8	193	0	103	8	168	0	3	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	194	0	0	1529	0	0	1761	1751	1512	1839	1771	195
Stage 1	-	-	-	-	-	-	1541	1541	-	210	210	-
Stage 2	-	-	-	-	-	-	220	210	-	1629	1561	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.13	5.53	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.527	4.027	3.327
Pot Cap-1 Maneuver	1379	-	-	436	-	-	~ 66	86	~ 148	58	83	844
Stage 1	-	-	-	-	-	-	144	177	-	790	727	-
Stage 2	-	-	-	-	-	-	782	728	-	128	172	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1378	-	-	435	-	-	~ 61	83	~ 147	-	80	842
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 61	83	-	-	80	-
Stage 1	-	-	-	-	-	-	142	174	-	780	711	-
Stage 2	-	-	-	-	-	-	746	712	-	-	170	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.5	\$ 967.2	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	95	1378	-	-	435	-	-	-
HCM Lane V/C Ratio	2.934	0.012	-	-	0.018	-	-	-
HCM Control Delay (s)	\$ 967.2	7.6	-	-	13.4	0	-	-
HCM Lane LOS	F	A	-	-	B	A	-	-
HCM 95th %tile Q(veh)	26.9	0	-	-	0.1	-	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗		↖↗	↗						↗
Traffic Vol, veh/h	0	0	15	6	1252	109	0	0	0	0	0	70
Future Vol, veh/h	0	0	15	6	1252	109	0	0	0	0	0	70
Conflicting Peds, #/hr	0	0	0	0	0	2	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	0	-	-	50	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	45	25	80	59	92	92	92	79	79	57
Heavy Vehicles, %	2	2	8	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	33	24	1565	185	0	0	0	0	0	123

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	-	-	0	0	0	-	-	783
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	0	0	-	-	0	0	0	337
Stage 1	0	0	0	-	-	0	0	0	-
Stage 2	0	0	0	-	-	0	0	0	-
Platoon blocked, %									
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	0	337
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-
Stage 1	-	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	-	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0		21.7
HCM LOS			C

Minor Lane/Major Mvmt	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	337
HCM Lane V/C Ratio	-	-	0.364
HCM Control Delay (s)	-	-	21.7
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	1.6

HCM Signalized Intersection Capacity Analysis
67: Alton Rd/Alton Road & N Bay Rd/Chase Ave

No-Build Conditions
2045 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖		↗		↑↑	↗		↑↑	
Traffic Volume (vph)	132	42	7	68	0	307	0	1848	96	0	2726	0
Future Volume (vph)	132	42	7	68	0	307	0	1848	96	0	2726	0
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8		6.8		6.8		6.4	6.4		6.4	
Lane Util. Factor	1.00	1.00		1.00		1.00		0.95	1.00		0.95	
Frbp, ped/bikes	1.00	1.00		1.00		0.98		1.00	1.00		1.00	
Flpb, ped/bikes	0.99	1.00		1.00		1.00		1.00	1.00		1.00	
Frt	1.00	0.98		1.00		0.85		1.00	0.85		1.00	
Flt Protected	0.95	1.00		0.95		1.00		1.00	1.00		1.00	
Satd. Flow (prot)	1758	1822		1768		1554		3539	1583		3539	
Flt Permitted	0.95	1.00		0.72		1.00		1.00	1.00		1.00	
Satd. Flow (perm)	1758	1822		1346		1554		3539	1583		3539	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	140	45	7	72	0	327	0	1966	102	0	2900	0
RTOR Reduction (vph)	0	1	0	0	0	22	0	0	13	0	0	0
Lane Group Flow (vph)	140	51	0	72	0	305	0	1966	89	0	2900	0
Confl. Peds. (#/hr)	6		1	1		6	3					3
Turn Type	Perm	NA		Perm		Perm		NA	Perm		NA	
Protected Phases		4						2				6
Permitted Phases	4			8		8			2			
Actuated Green, G (s)	33.0	33.0		33.0		33.0		73.8	73.8		73.8	
Effective Green, g (s)	33.0	33.0		33.0		33.0		73.8	73.8		73.8	
Actuated g/C Ratio	0.28	0.28		0.28		0.28		0.61	0.61		0.61	
Clearance Time (s)	6.8	6.8		6.8		6.8		6.4	6.4		6.4	
Vehicle Extension (s)	2.5	2.5		2.5		2.5		1.0	1.0		1.0	
Lane Grp Cap (vph)	483	501		370		427		2176	973		2176	
v/s Ratio Prot		0.03						0.56			c0.82	
v/s Ratio Perm	0.08			0.05		c0.20			0.06			
v/c Ratio	0.29	0.10		0.19		0.71		0.90	0.09		1.33	
Uniform Delay, d1	34.3	32.5		33.3		39.2		20.0	9.4		23.1	
Progression Factor	1.00	1.00		1.00		1.00		1.00	1.00		1.00	
Incremental Delay, d2	1.5	0.4		1.2		9.7		5.6	0.0		153.0	
Delay (s)	35.8	32.9		34.5		49.0		25.6	9.4		176.1	
Level of Service	D	C		C		D		C	A		F	
Approach Delay (s)		35.0			46.4			24.8			176.1	
Approach LOS		C			D			C			F	

Intersection Summary

HCM 2000 Control Delay	105.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.14		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	13.2
Intersection Capacity Utilization	102.6%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Timings
67: Alton Rd/Alton Road & N Bay Rd/Chase Ave

No-Build Conditions
2045 AM Peak



Lane Group	EBL	EBT	WBL	WBR	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	132	42	68	307	1848	96	2726
Future Volume (vph)	132	42	68	307	1848	96	2726
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4			2		6
Permitted Phases	4		8	8		2	
Detector Phase	4	4	8	8	2	2	6
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.8	13.8	39.8	39.8	33.4	33.4	33.4
Total Split (s)	39.8	39.8	39.8	39.8	80.2	80.2	80.2
Total Split (%)	33.2%	33.2%	33.2%	33.2%	66.8%	66.8%	66.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.8	2.8	2.8	2.8	2.4	2.4	2.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.4	6.4	6.4
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Max	Max	Max	Max	Min	Min	Min

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated

Splits and Phases: 67: Alton Rd/Alton Road & N Bay Rd/Chase Ave



Queues

No-Build Conditions

67: Alton Rd/Alton Road & N Bay Rd/Chase Ave



2045 AM Peak



Lane Group	EBL	EBT	WBL	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	140	52	72	327	1966	102	2900
v/c Ratio	0.29	0.10	0.20	0.73	0.90	0.10	1.33
Control Delay	36.3	32.7	35.1	46.3	27.3	6.5	177.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.3	32.7	35.1	46.3	27.3	6.5	177.2
Queue Length 50th (ft)	86	30	43	209	650	20	~1536
Queue Length 95th (ft)	143	62	83	320	785	43	#1661
Internal Link Dist (ft)		197			228		140
Turn Bay Length (ft)			40			70	
Base Capacity (vph)	483	501	369	449	2176	987	2176
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.10	0.20	0.73	0.90	0.10	1.33

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	20	398	8	0	0
Future Vol, veh/h	0	20	398	8	0	0
Conflicting Peds, #/hr	0	0	0	3	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	-
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	3	3	2	2
Mvmt Flow	0	22	447	9	0	0

Major/Minor	Minor1	Major1	
Conflicting Flow All	-	455	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.22	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.318	-
Pot Cap-1 Maneuver	0	605	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	-	603	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB
HCM Control Delay, s	11.2	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	NBRWBLn1
Capacity (veh/h)	-	603
HCM Lane V/C Ratio	-	0.037
HCM Control Delay (s)	-	11.2
HCM Lane LOS	-	B
HCM 95th %tile Q(veh)	-	0.1

Intersection												
Int Delay, s/veh	7.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↻			↻↻				
Traffic Vol, veh/h	0	0	0	0	187	11	0	1873	0	0	0	0
Future Vol, veh/h	0	0	0	0	187	11	0	1873	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	203	12	0	2036	0	0	0	0

Major/Minor	Minor1	Major1		
Conflicting Flow All	-	2036	1018	-
Stage 1	-	2036	-	-
Stage 2	-	0	-	-
Critical Hdwy	-	6.54	6.94	-
Critical Hdwy Stg 1	-	5.54	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	-
Pot Cap-1 Maneuver	0	~ 56	235	0
Stage 1	0	~ 99	-	0
Stage 2	0	-	-	0
Platoon blocked, %				-
Mov Cap-1 Maneuver	-	0	235	-
Mov Cap-2 Maneuver	-	0	-	-
Stage 1	-	0	-	-
Stage 2	-	0	-	-

Approach	WB	NB
HCM Control Delay, s	83.1	0
HCM LOS	F	

Minor Lane/Major Mvmt	NBTWBLn1
Capacity (veh/h)	- 235
HCM Lane V/C Ratio	- 0.916
HCM Control Delay (s)	- 83.1
HCM Lane LOS	- F
HCM 95th %tile Q(veh)	- 7.8

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	5.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	
Traffic Vol, veh/h	29	0	21	75	0	35	27	351	40	111	234	24
Future Vol, veh/h	29	0	21	75	0	35	27	351	40	111	234	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	0	23	82	0	38	29	382	43	121	254	26

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	758	992	267	983	984	213	280	0	0	425	0	0
Stage 1	509	509	-	462	462	-	-	-	-	-	-	-
Stage 2	249	483	-	521	522	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.23	7.33	6.53	6.93	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	309	245	771	215	248	793	1281	-	-	1133	-	-
Stage 1	546	537	-	550	564	-	-	-	-	-	-	-
Stage 2	734	552	-	538	530	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	264	212	771	187	215	793	1281	-	-	1133	-	-
Mov Cap-2 Maneuver	264	212	-	187	215	-	-	-	-	-	-	-
Stage 1	530	480	-	534	547	-	-	-	-	-	-	-
Stage 2	678	535	-	466	473	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	16.6		32.5		0.6		2.6	
HCM LOS	C		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1281	-	-	365	247	1133	-
HCM Lane V/C Ratio	0.023	-	-	0.149	0.484	0.106	-
HCM Control Delay (s)	7.9	0.1	-	16.6	32.5	8.6	-
HCM Lane LOS	A	A	-	C	D	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	2.4	0.4	-

Intersection

Int Delay, s/veh 6.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕		↕	↕	↕			↕	
Traffic Vol, veh/h	18	6	8	103	0	105	0	296	108	78	258	0
Future Vol, veh/h	18	6	8	103	0	105	0	296	108	78	258	0
Conflicting Peds, #/hr	5	0	0	0	0	5	35	0	11	11	0	35
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	0	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2	3	3	3	2	2	2
Mvmt Flow	22	7	10	126	0	128	0	361	132	95	315	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1036	1044	193	789	-	443	350	0	0	504	0	0
Stage 1	540	540	-	438	-	-	-	-	-	-	-	-
Stage 2	496	504	-	351	-	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.93	7.33	-	6.23	4.145	-	-	4.13	-	-
Critical Hdwy Stg 1	6.53	5.53	-	6.13	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.53	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	-	3.319	2.2285	-	-	2.219	-	-
Pot Cap-1 Maneuver	197	228	817	294	0	614	1201	-	-	1059	-	-
Stage 1	494	520	-	597	0	-	-	-	-	-	-	-
Stage 2	555	540	-	639	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	137	194	790	256	-	605	1161	-	-	1048	-	-
Mov Cap-2 Maneuver	137	194	-	256	-	-	-	-	-	-	-	-
Stage 1	478	448	-	591	-	-	-	-	-	-	-	-
Stage 2	435	535	-	553	-	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB	
HCM Control Delay, s	29.4		22.1		0			2.3	
HCM LOS	D		C						

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1161	-	-	186	256	605	1048	-	-
HCM Lane V/C Ratio	-	-	-	0.21	0.491	0.212	0.091	-	-
HCM Control Delay (s)	0	-	-	29.4	31.9	12.5	8.8	0.3	-
HCM Lane LOS	A	-	-	D	D	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.8	2.5	0.8	0.3	-	-

HCM 2010 Signalized Intersection Summary
58: Ed Sullivan Dr/43rd Street & Alton Road

No-Build Conditions
2045 AM Peak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	82	148	14	255	0	909	1509	78	61	2032	289
Future Volume (veh/h)	56	82	148	14	255	0	909	1509	78	61	2032	289
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.91	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1827	1827	1900	1810	0	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	57	83	149	14	258	0	918	1524	0	62	2053	292
Adj No. of Lanes	1	1	1	0	1	0	2	2	1	1	2	1
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	4	4	4	5	5	0	2	2	2	2	2	2
Cap, veh/h	113	118	92	10	191	0	649	2267	1190	228	1645	837
Arrive On Green	0.06	0.06	0.06	0.11	0.11	0.00	0.19	0.64	0.00	0.03	0.46	0.46
Sat Flow, veh/h	1740	1827	1416	93	1712	0	3442	3539	1583	1774	3539	1580
Grp Volume(v), veh/h	57	83	149	272	0	0	918	1524	0	62	2053	292
Grp Sat Flow(s),veh/h/ln	1740	1827	1416	1805	0	0	1721	1770	1583	1774	1770	1580
Q Serve(g_s), s	4.8	6.7	9.7	16.7	0.0	0.0	28.3	40.8	0.0	2.7	69.7	16.0
Cycle Q Clear(g_c), s	4.8	6.7	9.7	16.7	0.0	0.0	28.3	40.8	0.0	2.7	69.7	16.0
Prop In Lane	1.00		1.00	0.05		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	113	118	92	201	0	0	649	2267	1190	228	1645	837
V/C Ratio(X)	0.51	0.70	1.63	1.35	0.00	0.00	1.41	0.67	0.00	0.27	1.25	0.35
Avail Cap(c_a), veh/h	113	118	92	201	0	0	649	2267	1190	244	1645	837
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.8	68.7	70.2	66.7	0.0	0.0	60.8	17.0	0.0	20.6	40.2	20.4
Incr Delay (d2), s/veh	2.8	16.1	326.3	188.1	0.0	0.0	195.2	1.6	0.0	0.2	117.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	3.9	12.1	18.8	0.0	0.0	31.0	20.4	0.0	1.4	60.8	8.2
LnGrp Delay(d),s/veh	70.6	84.8	396.5	254.8	0.0	0.0	256.1	18.6	0.0	20.9	157.2	21.5
LnGrp LOS	E	F	F	F			F	B		C	F	C
Approach Vol, veh/h		289			272			2442			2407	
Approach Delay, s/veh		242.7			254.8			107.9			137.2	
Approach LOS		F			F			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.6	103.4		16.0	34.0	77.0		23.0				
Change Period (Y+Rc), s	3.0	* 7.3		* 6.3	* 5.7	* 7.3		6.3				
Max Green Setting (Gmax), s	6.0	* 95		* 9.7	* 28	* 70		16.7				
Max Q Clear Time (g_c+I1), s	4.7	42.8		11.7	30.3	71.7		18.7				
Green Ext Time (p_c), s	0.0	25.2		0.0	0.0	0.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			135.5									
HCM 2010 LOS			F									
Notes												

Timings
58: Ed Sullivan Dr/43rd Street & Alton Road

No-Build Conditions
2045 AM Peak

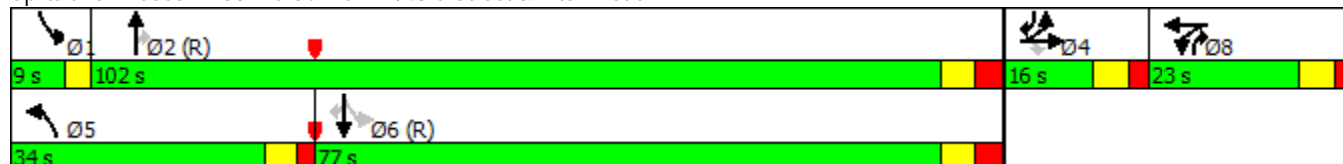


Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	56	82	148	255	909	1509	78	61	2032	289
Future Volume (vph)	56	82	148	255	909	1509	78	61	2032	289
Turn Type	Split	NA	Perm	NA	Prot	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	4	4		8	5	2	8	1	6	4
Permitted Phases			4				2	6		6
Detector Phase	4	4	4	8	5	2	8	1	6	4
Switch Phase										
Minimum Initial (s)	7.0	7.0	7.0	7.0	5.0	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	13.3	13.3	13.3	13.3	10.7	35.3	13.3	8.0	35.3	13.3
Total Split (s)	16.0	16.0	16.0	23.0	34.0	102.0	23.0	9.0	77.0	16.0
Total Split (%)	10.7%	10.7%	10.7%	15.3%	22.7%	68.0%	15.3%	6.0%	51.3%	10.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.7	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.3	2.3	2.3	2.3	2.0	3.3	2.3	0.0	3.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	6.3	6.3	5.7	7.3	6.3	3.0	7.3	6.3
Lead/Lag					Lead	Lag		Lead	Lag	
Lead-Lag Optimize?					Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	C-Max	None	None	C-Max	None

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated

Splits and Phases: 58: Ed Sullivan Dr/43rd Street & Alton Road



Queues
58: Ed Sullivan Dr/43rd Street & Alton Road

No-Build Conditions
2045 AM Peak



Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	57	83	149	272	918	1524	79	62	2053	292
v/c Ratio	0.52	0.72	0.63	1.34	1.42	0.67	0.07	0.31	1.25	0.31
Control Delay	85.3	101.0	22.2	230.3	240.2	18.9	1.3	14.0	152.5	12.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.3	101.0	22.2	230.3	240.2	18.9	1.3	14.0	152.5	12.0
Queue Length 50th (ft)	55	81	0	~348	~621	482	4	16	~1314	96
Queue Length 95th (ft)	105	#164	72	#537	#755	560	11	30	#1445	153
Internal Link Dist (ft)		428		183		354			141	
Turn Bay Length (ft)					280		50	80		90
Base Capacity (vph)	112	118	238	203	647	2279	1203	204	1644	951
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.70	0.63	1.34	1.42	0.67	0.07	0.30	1.25	0.31

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection

Int Delay, s/veh 151.9

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↔↔		↔	↔↔	↔↔	
Traffic Vol, veh/h	545	207	41	180	473	44
Future Vol, veh/h	545	207	41	180	473	44
Conflicting Peds, #/hr	0	0	0	0	1	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	70	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	5	5	3	3	2	2
Mvmt Flow	574	218	43	189	498	46

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	792	0	865 397
Stage 1	-	-	-	-	683 -
Stage 2	-	-	-	-	182 -
Critical Hdwy	-	-	4.16	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	-	-	2.23	-	3.52 3.32
Pot Cap-1 Maneuver	-	-	818	-	~ 293 602
Stage 1	-	-	-	-	~ 463 -
Stage 2	-	-	-	-	831 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	818	-	~ 277 601
Mov Cap-2 Maneuver	-	-	-	-	~ 277 -
Stage 1	-	-	-	-	~ 463 -
Stage 2	-	-	-	-	786 -

Approach	NB	SB	SW
HCM Control Delay, s	0	1.8	\$ 436.9
HCM LOS			F


























Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	818	-	290
HCM Lane V/C Ratio	-	-	0.053	-	1.877
HCM Control Delay (s)	-	-	9.6	-	\$ 436.9
HCM Lane LOS	-	-	A	-	F
HCM 95th %tile Q(veh)	-	-	0.2	-	37.3

Notes

-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 2010 Signalized Intersection Summary
63: Alton Road & 41 Street/ Art Godfrey Road

No-Build Conditions
2045 AM Peak

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		 			 				 			 	
Traffic Volume (veh/h)	488	1989	118	53	1500	92	133	172	114	90	165	398	
Future Volume (veh/h)	488	1989	118	53	1500	92	133	172	114	90	165	398	
Number	1	6	16	5	2	12	7	4	14	3	8	18	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	0.99		0.97	0.99		0.98	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1900	1863	1900	1863	1863	1863	
Adj Flow Rate, veh/h	508	2072	0	55	1562	96	139	179	119	94	172	415	
Adj No. of Lanes	1	2	0	1	2	1	0	2	0	1	1	1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2	
Cap, veh/h	397	1921	0	115	1358	600	192	227	162	187	542	450	
Arrive On Green	0.20	0.54	0.00	0.04	0.38	0.38	0.21	0.21	0.21	0.04	0.29	0.29	
Sat Flow, veh/h	1774	3632	0	1774	3539	1565	690	1059	757	1774	1863	1547	
Grp Volume(v), veh/h	508	2072	0	55	1562	96	196	0	241	94	172	415	
Grp Sat Flow(s),veh/h/ln	1774	1770	0	1774	1770	1565	973	0	1533	1774	1863	1547	
Q Serve(g_s), s	27.3	76.0	0.0	2.6	53.7	5.6	27.7	0.0	20.5	5.0	10.1	36.4	
Cycle Q Clear(g_c), s	27.3	76.0	0.0	2.6	53.7	5.6	27.7	0.0	20.5	5.0	10.1	36.4	
Prop In Lane	1.00		0.00	1.00		1.00	0.71		0.49	1.00		1.00	
Lane Grp Cap(c), veh/h	397	1921	0	115	1358	600	253	0	329	187	542	450	
V/C Ratio(X)	1.28	1.08	0.00	0.48	1.15	0.16	0.78	0.00	0.73	0.50	0.32	0.92	
Avail Cap(c_a), veh/h	397	1921	0	115	1358	600	253	0	329	187	542	450	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	47.2	32.0	0.0	34.7	43.2	28.3	54.1	0.0	51.3	44.4	38.8	48.1	
Incr Delay (d2), s/veh	143.5	45.3	0.0	13.6	76.7	0.6	20.5	0.0	13.6	9.3	1.5	26.9	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	31.2	48.9	0.0	1.7	40.7	2.5	8.9	0.0	9.9	1.5	5.4	19.0	
LnGrp Delay(d),s/veh	190.7	77.3	0.0	48.3	119.9	28.9	74.6	0.0	64.8	53.8	40.3	75.0	
LnGrp LOS	F	F		D	F	C	E		E	D	D	E	
Approach Vol, veh/h		2580			1713			437			681		
Approach Delay, s/veh		99.6			112.5			69.2			63.3		
Approach LOS		F			F			E			E		
Timer	1	2	3	4	5	6	7	8					
Assigned Phs	1	2	3	4	5	6		8					
Phs Duration (G+Y+Rc), s	33.0	60.0	10.7	36.3	10.7	82.3		47.0					
Change Period (Y+Rc), s	* 5.7	* 6.3	* 5.7	* 6.3	* 5.7	* 6.3		* 6.3					
Max Green Setting (Gmax), s	* 27	* 54	* 5	* 30	* 5	* 76		* 41					
Max Q Clear Time (g_c+I1), s	29.3	55.7	7.0	29.7	4.6	78.0		38.4					
Green Ext Time (p_c), s	0.0	0.0	0.0	0.2	0.0	0.0		1.2					
Intersection Summary													
HCM 2010 Ctrl Delay			96.7										
HCM 2010 LOS			F										
Notes													

Timings
63: Alton Road & 41 Street/ Art Godfrey Road

No-Build Conditions
2045 AM Peak

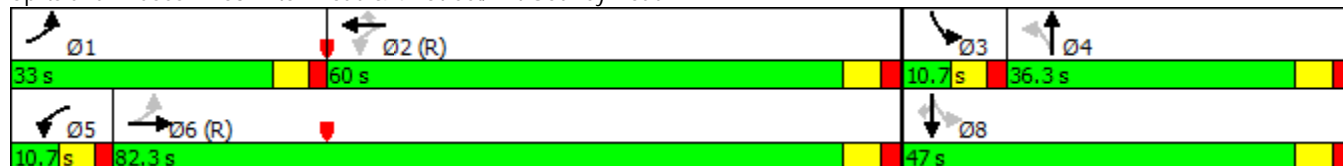


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	488	1989	53	1500	92	133	172	90	165	398
Future Volume (vph)	488	1989	53	1500	92	133	172	90	165	398
Turn Type	pm+pt	NA	pm+pt	NA	Perm	Perm	NA	pm+pt	NA	Perm
Protected Phases	1	6	5	2			4	3	8	
Permitted Phases	6		2		2	4		8		8
Detector Phase	1	6	5	2	2	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	5.0	7.0	5.0	7.0	7.0	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	10.7	25.3	10.7	25.3	25.3	36.3	36.3	10.7	36.3	36.3
Total Split (s)	33.0	82.3	10.7	60.0	60.0	36.3	36.3	10.7	47.0	47.0
Total Split (%)	23.6%	58.8%	7.6%	42.9%	42.9%	25.9%	25.9%	7.6%	33.6%	33.6%
Yellow Time (s)	3.7	4.0	3.7	4.0	4.0	4.0	4.0	3.7	4.0	4.0
All-Red Time (s)	2.0	2.3	2.0	2.3	2.3	2.3	2.3	2.0	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.7	6.3	5.7	6.3	6.3		6.3	5.7	6.3	6.3
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	Max	C-Min	Max	C-Min	C-Min	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 145
 Control Type: Actuated-Coordinated

Splits and Phases: 63: Alton Road & 41 Street/ Art Godfrey Road



Queues

63: Alton Road & 41 Street/ Art Godfrey Road

No-Build Conditions

2045 AM Peak



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	508	2195	55	1563	96	437	94	172	415
v/c Ratio	1.28	1.15	0.47	1.15	0.14	0.73	0.48	0.32	0.61
Control Delay	179.3	106.2	32.0	116.5	0.5	55.3	46.4	40.8	14.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	179.3	106.2	32.0	116.5	0.5	55.3	46.4	40.8	14.6
Queue Length 50th (ft)	~534	~1238	18	~879	0	182	64	123	71
Queue Length 95th (ft)	#760	#1371	44	#1019	1	246	112	190	188
Internal Link Dist (ft)		315		293		184		79	
Turn Bay Length (ft)	285		125		70		70		
Base Capacity (vph)	398	1904	116	1357	690	596	197	541	675
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.28	1.15	0.47	1.15	0.14	0.73	0.48	0.32	0.61

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection

Int Delay, s/veh 11.2

Movement NBL NBT SBT SBR SEL SER

Lane Configurations		↑↑	↑↑			↑
Traffic Vol, veh/h	0	1565	2148	2	0	234
Future Vol, veh/h	0	1565	2148	2	0	234
Conflicting Peds, #/hr	5	0	0	5	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1630	2238	2	0	244

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	-	0	-	0	-	1125
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	~ 199
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	~ 198
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach NB SB SE

HCM Control Delay, s	0	0	188.2
HCM LOS			F

Minor Lane/Major Mvmt NBT SELn1 SBT SBR

Capacity (veh/h)	-	198	-	-
HCM Lane V/C Ratio	-	1.231	-	-
HCM Control Delay (s)	-	188.2	-	-
HCM Lane LOS	-	F	-	-
HCM 95th %tile Q(veh)	-	12.8	-	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.2					
Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	2479	0	0	2194	0	17
Future Vol, veh/h	2479	0	0	2194	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	55	55
Heavy Vehicles, %	2	2	2	2	9	9
Mvmt Flow	2695	0	0	2385	0	31

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	-
Pot Cap-1 Maneuver	-	0	0
Stage 1	-	0	0
Stage 2	-	0	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	NB	SB	NW
HCM Control Delay, s	0	0	40.4
HCM LOS			E

Minor Lane/Major Mvmt	NBTNWLn1	SBT
Capacity (veh/h)	- 132	-
HCM Lane V/C Ratio	- 0.234	-
HCM Control Delay (s)	- 40.4	-
HCM Lane LOS	- E	-
HCM 95th %tile Q(veh)	- 0.9	-

Intersection

Int Delay, s/veh 40.4

Movement EBT EBR WBL WBT NBL NBR

Lane Configurations						
Traffic Vol, veh/h	37	9	426	934	55	253
Future Vol, veh/h	37	9	426	934	55	253
Conflicting Peds, #/hr	0	5	5	0	106	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	4	4	4	4	7	7
Mvmt Flow	42	10	479	1049	62	284

Major/Minor Major1 Major2 Minor1

Conflicting Flow All	0	0	57	0	1641	54
Stage 1	-	-	-	-	52	-
Stage 2	-	-	-	-	1589	-
Critical Hdwy	-	-	4.16	-	6.705	6.305
Critical Hdwy Stg 1	-	-	-	-	5.505	-
Critical Hdwy Stg 2	-	-	-	-	5.905	-
Follow-up Hdwy	-	-	2.238	-	3.5665	3.3665
Pot Cap-1 Maneuver	-	-	1533	-	96	998
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	148	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1526	-	59	991
Mov Cap-2 Maneuver	-	-	-	-	59	-
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	91	-

Approach EB WB NB

HCM Control Delay, s	0	2.6	213.2
HCM LOS			F

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

Capacity (veh/h)	259	-	-	1526	-
HCM Lane V/C Ratio	1.336	-	-	0.314	-
HCM Control Delay (s)	213.2	-	-	8.4	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	18.1	-	-	1.4	-

Notes

-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

PM PEAK

HCM Signalized Intersection Capacity Analysis

No-Build Conditions

3: NW 12th Ave & NW 40th St/I-95 SB Express lanes off-ramp/NW 40th St

2045 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations				↙	↖	↗	↘	↑↑			↑↑		
Traffic Volume (vph)	0	0	0	136	40	66	105	1768	0	0	711	23	
Future Volume (vph)	0	0	0	136	40	66	105	1768	0	0	711	23	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)				6.0	6.0	6.0	6.0	6.0			6.0		
Lane Util. Factor				0.95	0.95	1.00	1.00	0.95			0.95		
Frbp, ped/bikes				1.00	1.00	0.98	1.00	1.00			1.00		
Flpb, ped/bikes				1.00	1.00	1.00	1.00	1.00			1.00		
Frt				1.00	1.00	0.85	1.00	1.00			0.99		
Flt Protected				0.95	0.97	1.00	0.95	1.00			1.00		
Satd. Flow (prot)				1573	1611	1458	1736	3471			3453		
Flt Permitted				0.95	0.97	1.00	0.28	1.00			1.00		
Satd. Flow (perm)				1573	1611	1458	519	3471			3453		
Peak-hour factor, PHF	0.92	0.92	0.92	0.74	0.75	0.68	0.85	0.92	0.93	0.93	0.92	0.82	
Adj. Flow (vph)	0	0	0	184	53	97	124	1922	0	0	773	28	
RTOR Reduction (vph)	0	0	0	0	0	84	0	0	0	0	2	0	
Lane Group Flow (vph)	0	0	0	118	119	13	124	1922	0	0	799	0	
Confl. Peds. (#/hr)				4		3			34				
Heavy Vehicles (%)	2%	2%	2%	9%	9%	9%	4%	4%	4%	4%	4%	4%	
Turn Type				Split	NA	Perm	pm+pt	NA			NA		
Protected Phases				4	4		1	6			2		
Permitted Phases						4	6						
Actuated Green, G (s)				11.9	11.9	11.9	66.1	66.1			53.6		
Effective Green, g (s)				11.9	11.9	11.9	66.1	66.1			53.6		
Actuated g/C Ratio				0.13	0.13	0.13	0.73	0.73			0.60		
Clearance Time (s)				6.0	6.0	6.0	6.0	6.0			6.0		
Vehicle Extension (s)				2.5	2.5	2.5	2.0	1.0			1.0		
Lane Grp Cap (vph)				207	213	192	469	2549			2056		
v/s Ratio Prot				c0.08	0.07		0.02	c0.55			0.23		
v/s Ratio Perm						0.01	0.18						
v/c Ratio				0.57	0.56	0.07	0.26	0.75			0.39		
Uniform Delay, d1				36.6	36.6	34.2	4.3	7.1			9.6		
Progression Factor				1.00	1.00	1.00	0.76	0.76			1.00		
Incremental Delay, d2				3.1	2.5	0.1	0.0	0.8			0.6		
Delay (s)				39.7	39.1	34.3	3.3	6.2			10.1		
Level of Service				D	D	C	A	A			B		
Approach Delay (s)		0.0			37.9			6.0			10.1		
Approach LOS		A			D			A			B		
Intersection Summary													
HCM 2000 Control Delay			10.4		HCM 2000 Level of Service						B		
HCM 2000 Volume to Capacity ratio			0.79										
Actuated Cycle Length (s)			90.0		Sum of lost time (s)						18.0		
Intersection Capacity Utilization			81.4%		ICU Level of Service						D		
Analysis Period (min)			15										
c Critical Lane Group													

Timings

No-Build Conditions

3: NW 12th Ave & NW 40th St/I-95 SB Express lanes off-ramp/NW 40th St

2045 PM Peak



Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Configurations	↶	↶	↶	↶	↕	↕
Traffic Volume (vph)	136	40	66	105	1768	711
Future Volume (vph)	136	40	66	105	1768	711
Turn Type	Split	NA	Perm	pm+pt	NA	NA
Protected Phases	4	4		1	6	2
Permitted Phases			4	6		
Detector Phase	4	4	4	1	6	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	27.0	27.0	27.0	11.0	24.0	24.0
Total Split (s)	31.0	31.0	31.0	15.0	59.0	44.0
Total Split (%)	34.4%	34.4%	34.4%	16.7%	65.6%	48.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag				Lead		Lag
Lead-Lag Optimize?				Yes		Yes
Recall Mode	None	None	None	None	C-Max	C-Max

Intersection Summary

Cycle Length: 90

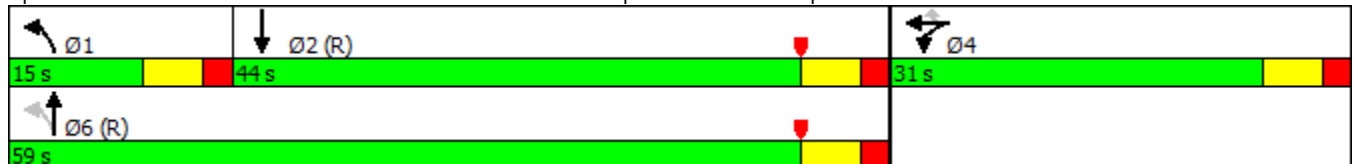
Actuated Cycle Length: 90

Offset: 72 (80%), Referenced to phase 2:SBT and 6:NBTL, Start of Yellow

Natural Cycle: 80

Control Type: Actuated-Coordinated

Splits and Phases: 3: NW 12th Ave & NW 40th St/I-95 SB Express lanes off-ramp/NW 40th St



Queues

No-Build Conditions

3: NW 12th Ave & NW 40th St/I-95 SB Express lanes off-ramp/NW 40th St

2045 PM Peak






















Lane Group	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	118	119	97	124	1922	801
v/c Ratio	0.57	0.56	0.34	0.26	0.75	0.39
Control Delay	46.6	45.9	8.9	3.6	7.0	11.0
Queue Delay	0.0	0.0	0.0	0.0	10.4	0.0
Total Delay	46.6	45.9	8.9	3.6	17.4	11.0
Queue Length 50th (ft)	67	68	0	13	157	113
Queue Length 95th (ft)	93	94	12	m17	m188	191
Internal Link Dist (ft)		332			198	106
Turn Bay Length (ft)			140			
Base Capacity (vph)	436	447	483	503	2549	2059
Starvation Cap Reductn	0	0	0	0	625	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.27	0.20	0.25	1.00	0.39

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 2010 Signalized Intersection Summary
 4: NW 12th Ave & I-195 EB Off-Ramp/NW 39th St/NW 39th St

No-Build Conditions
 2045 PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	296	103	252	0	0	0	0	1577	65	55	791	0
Future Volume (veh/h)	296	103	252	0	0	0	0	1577	65	55	791	0
Number	3	8	18				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99				1.00		0.97	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1810				0	1845	1900	1810	1810	0
Adj Flow Rate, veh/h	340	123	277				0	1660	110	86	869	0
Adj No. of Lanes	1	1	1				0	2	0	1	2	0
Peak Hour Factor	0.87	0.84	0.91				0.92	0.95	0.59	0.64	0.91	0.92
Percent Heavy Veh, %	5	5	5				0	3	3	5	5	0
Cap, veh/h	390	410	344				0	1748	115	176	2201	0
Arrive On Green	0.23	0.23	0.23				0.00	0.52	0.52	0.10	1.00	0.00
Sat Flow, veh/h	1723	1810	1522				0	3425	219	1723	3529	0
Grp Volume(v), veh/h	340	123	277				0	866	904	86	869	0
Grp Sat Flow(s),veh/h/ln	1723	1810	1522				0	1752	1799	1723	1719	0
Q Serve(g_s), s	17.1	5.1	15.5				0.0	41.8	43.2	1.9	0.0	0.0
Cycle Q Clear(g_c), s	17.1	5.1	15.5				0.0	41.8	43.2	1.9	0.0	0.0
Prop In Lane	1.00		1.00				0.00		0.12	1.00		0.00
Lane Grp Cap(c), veh/h	390	410	344				0	919	944	176	2201	0
V/C Ratio(X)	0.87	0.30	0.80				0.00	0.94	0.96	0.49	0.39	0.00
Avail Cap(c_a), veh/h	440	462	389				0	919	944	226	2201	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00				0.00	1.00	1.00	0.92	0.92	0.00
Uniform Delay (d), s/veh	33.6	28.9	32.9				0.0	20.1	20.4	19.8	0.0	0.0
Incr Delay (d2), s/veh	15.3	0.3	10.0				0.0	18.6	20.7	0.7	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.8	2.6	7.4				0.0	24.7	26.8	1.1	0.1	0.0
LnGrp Delay(d),s/veh	48.8	29.2	42.9				0.0	38.7	41.2	20.5	0.5	0.0
LnGrp LOS	D	C	D					D	D	C	A	
Approach Vol, veh/h		740						1770			955	
Approach Delay, s/veh		43.3						40.0			2.3	
Approach LOS		D						D			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		63.6			10.4	53.2		26.4				
Change Period (Y+Rc), s		6.0			6.0	6.0		6.0				
Max Green Setting (Gmax), s		55.0			7.0	42.0		23.0				
Max Q Clear Time (g_c+I1), s		2.0			3.9	45.2		19.1				
Green Ext Time (p_c), s		11.1			0.0	0.0		1.0				
Intersection Summary												
HCM 2010 Ctrl Delay			30.3									
HCM 2010 LOS			C									

Timings
4: NW 12th Ave & I-195 EB Off-Ramp/NW 39th St/NW 39th St

No-Build Conditions
2045 PM Peak



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Configurations	↙	↑	↗	↑↑	↙	↑↑
Traffic Volume (vph)	296	103	252	1577	55	791
Future Volume (vph)	296	103	252	1577	55	791
Turn Type	Split	NA	Perm	NA	pm+pt	NA
Protected Phases	8	8		6	5	2
Permitted Phases			8		2	
Detector Phase	8	8	8	6	5	2
Switch Phase						
Minimum Initial (s)	7.0	7.0	7.0	7.0	5.0	7.0
Minimum Split (s)	29.0	29.0	29.0	24.0	11.5	24.0
Total Split (s)	29.0	29.0	29.0	48.0	13.0	61.0
Total Split (%)	32.2%	32.2%	32.2%	53.3%	14.4%	67.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag				Lag	Lead	
Lead-Lag Optimize?				Yes	Yes	
Recall Mode	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 70 (78%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated

Splits and Phases: 4: NW 12th Ave & I-195 EB Off-Ramp/NW 39th St/NW 39th St



Queues

No-Build Conditions

4: NW 12th Ave & I-195 EB Off-Ramp/NW 39th St/NW 39th St

2045 PM Peak



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	340	123	277	1770	86	869
v/c Ratio	0.85	0.29	0.59	0.98	0.44	0.40
Control Delay	52.7	29.6	19.0	40.8	26.6	6.5
Queue Delay	6.3	0.0	0.0	0.0	0.0	0.2
Total Delay	59.1	29.6	19.0	40.8	26.6	6.7
Queue Length 50th (ft)	180	56	60	~596	14	76
Queue Length 95th (ft)	#291	95	139	#744	36	93
Internal Link Dist (ft)		210		209		198
Turn Bay Length (ft)						
Base Capacity (vph)	439	462	503	1809	210	2176
Starvation Cap Reductn	0	0	0	0	0	462
Spillback Cap Reductn	61	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.27	0.55	0.98	0.41	0.51

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection												
Int Delay, s/veh	48.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗					↑	↗	↖	↑	
Traffic Vol, veh/h	96	55	72	0	0	0	0	834	169	22	261	0
Future Vol, veh/h	96	55	72	0	0	0	0	834	169	22	261	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	17	17	0	18
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	100	0	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	64	70	82	92	92	92	92	75	62	69	87	94
Heavy Vehicles, %	3	3	3	2	2	2	4	4	4	2	2	2
Mvmt Flow	150	79	88	0	0	0	0	1112	273	32	300	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1476	1493	300	-	0	0	1129	0	0
Stage 1	364	364	-	-	-	-	-	-	-
Stage 2	1112	1129	-	-	-	-	-	-	-
Critical Hdwy	6.43	6.53	6.23	-	-	-	4.12	-	-
Critical Hdwy Stg 1	5.43	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.43	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	~ 138	123	737	0	-	-	619	-	0
Stage 1	701	622	-	0	-	-	-	-	0
Stage 2	313	278	-	0	-	-	-	-	0
Platoon blocked, %									
Mov Cap-1 Maneuver	~ 131	0	737	-	-	-	619	-	-
Mov Cap-2 Maneuver	~ 131	0	-	-	-	-	-	-	-
Stage 1	665	0	-	-	-	-	-	-	-
Stage 2	313	0	-	-	-	-	-	-	-
























Approach	EB	NB	SB
HCM Control Delay, s\$	308.4	0	1.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	131	737	619	-
HCM Lane V/C Ratio	-	-	1.745	0.119	0.052	-
HCM Control Delay (s)	-	-	\$ 422.9	10.5	11.1	-
HCM Lane LOS	-	-	F	B	B	-
HCM 95th %tile Q(veh)	-	-	17.2	0.4	0.2	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 2010 Signalized Intersection Summary
 37: N Miami Ave & NW 36th St/NE 36th St

No-Build Conditions
 2045 PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	199	713	225	163	850	301	82	1580	113	271	820	515
Future Volume (veh/h)	199	713	225	163	850	301	82	1580	113	271	820	515
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	1.00		0.95	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1845	1863	1863	1863	1845	1845	1900
Adj Flow Rate, veh/h	224	820	292	233	1024	381	114	1699	157	301	943	592
Adj No. of Lanes	1	2	0	1	1	1	1	2	1	1	2	0
Peak Hour Factor	0.89	0.87	0.77	0.70	0.83	0.79	0.72	0.93	0.72	0.90	0.87	0.87
Percent Heavy Veh, %	3	3	3	3	3	3	2	2	2	3	3	3
Cap, veh/h	189	803	286	189	593	606	182	1406	624	189	1083	655
Arrive On Green	0.08	0.32	0.32	0.08	0.32	0.32	0.40	0.40	0.40	0.16	1.00	1.00
Sat Flow, veh/h	1757	2500	889	1757	1845	1495	336	3539	1571	1757	2093	1266
Grp Volume(v), veh/h	224	574	538	233	1024	381	114	1699	157	301	784	751
Grp Sat Flow(s),veh/h/ln	1757	1752	1637	1757	1845	1495	336	1770	1571	1757	1752	1607
Q Serve(g_s), s	12.0	48.2	48.2	12.0	48.2	30.7	46.3	59.6	10.0	12.0	0.0	0.0
Cycle Q Clear(g_c), s	12.0	48.2	48.2	12.0	48.2	30.7	46.3	59.6	10.0	12.0	0.0	0.0
Prop In Lane	1.00		0.54	1.00		1.00	1.00		1.00	1.00		0.79
Lane Grp Cap(c), veh/h	189	563	526	189	593	606	182	1406	624	189	907	831
V/C Ratio(X)	1.18	1.02	1.02	1.23	1.73	0.63	0.63	1.21	0.25	1.60	0.86	0.90
Avail Cap(c_a), veh/h	189	563	526	189	593	606	182	1406	624	189	907	831
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.76	0.76	0.76
Uniform Delay (d), s/veh	44.4	50.9	50.9	44.4	50.9	36.1	41.2	45.2	30.3	42.0	0.0	0.0
Incr Delay (d2), s/veh	124.1	43.1	45.0	141.4	334.4	4.9	6.0	100.6	0.2	286.7	6.7	10.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.3	30.0	28.3	15.3	79.6	13.5	4.6	48.7	4.4	22.8	1.7	2.4
LnGrp Delay(d),s/veh	168.5	94.0	95.9	185.8	385.3	41.0	47.2	145.8	30.4	328.7	6.7	10.5
LnGrp LOS	F	F	F	F	F	D	D	F	C	F	A	B
Approach Vol, veh/h		1336			1638			1970			1836	
Approach Delay, s/veh		107.2			276.9			130.9			61.0	
Approach LOS		F			F			F			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	18.3	55.0	18.0	65.9	18.3	55.0		83.9				
Change Period (Y+Rc), s	* 6.3	6.6	6.0	* 6.3	* 6.3	6.6		* 6.3				
Max Green Setting (Gmax), s	* 12	41.4	12.0	* 60	* 12	41.4		* 78				
Max Q Clear Time (g_c+I1), s	14.0	50.2	14.0	61.6	14.0	50.2		2.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0		59.8				
Intersection Summary												
HCM 2010 Ctrl Delay			142.6									
HCM 2010 LOS			F									
Notes												

Timings
37: N Miami Ave & NW 36th St/NE 36th St

No-Build Conditions
2045 PM Peak

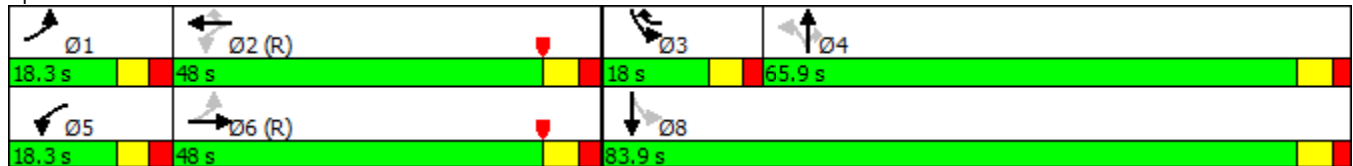


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	199	713	163	850	301	82	1580	113	271	820
Future Volume (vph)	199	713	163	850	301	82	1580	113	271	820
Turn Type	pm+pt	NA	pm+pt	NA	pm+ov	Perm	NA	Perm	pm+pt	NA
Protected Phases	1	6	5	2	3		4		3	8
Permitted Phases	6		2		2	4		4	8	
Detector Phase	1	6	5	2	3	4	4	4	3	8
Switch Phase										
Minimum Initial (s)	7.0	16.0	7.0	16.0	7.0	16.0	16.0	16.0	7.0	16.0
Minimum Split (s)	13.3	32.6	14.0	32.6	13.0	32.3	32.3	32.3	13.0	32.3
Total Split (s)	18.3	48.0	18.3	48.0	18.0	65.9	65.9	65.9	18.0	83.9
Total Split (%)	12.2%	32.0%	12.2%	32.0%	12.0%	43.9%	43.9%	43.9%	12.0%	55.9%
Yellow Time (s)	3.7	4.0	3.7	4.0	3.7	4.0	4.0	4.0	3.7	4.0
All-Red Time (s)	2.6	2.6	2.6	2.6	2.3	2.3	2.3	2.3	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.6	6.3	6.6	6.0	6.3	6.3	6.3	6.0	6.3
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 150.2
 Actuated Cycle Length: 150.2
 Offset: 26 (17%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated

Splits and Phases: 37: N Miami Ave & NW 36th St/NE 36th St



Queues

37: N Miami Ave & NW 36th St/NE 36th St

No-Build Conditions

2045 PM Peak



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	224	1112	233	1024	381	114	1699	157	301	1535
v/c Ratio	1.19	1.20	1.23	2.02	0.64	2.24	1.21	0.23	1.59	0.88
Control Delay	159.5	144.5	176.3	492.4	34.0	637.5	141.0	10.0	319.9	36.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	47.7
Total Delay	159.5	144.5	176.3	492.4	34.0	637.5	141.0	10.0	319.9	84.0
Queue Length 50th (ft)	~211	~682	~230	~1564	236	~179	~1065	25	~370	639
Queue Length 95th (ft)	#382	#778	#263	#1645	281	#192	#1203	44	#568	705
Internal Link Dist (ft)		385		648			318			212
Turn Bay Length (ft)	340		220			250			175	
Base Capacity (vph)	189	928	189	508	598	51	1404	679	189	1745
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	652
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.19	1.20	1.23	2.02	0.64	2.24	1.21	0.23	1.59	1.40

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
 36: N Miami Ave & I-195 EB Off-Ramp (from I-95)

No-Build Conditions
 2045 PM Peak



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	678	852	0	2080	754	0
Future Volume (vph)	678	852	0	2080	754	0
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	6.4		6.0	6.0	
Lane Util. Factor	0.97	0.91		0.95	0.95	
Frt	0.95	0.85		1.00	1.00	
Flt Protected	0.97	1.00		1.00	1.00	
Satd. Flow (prot)	3314	1441		3539	3505	
Flt Permitted	0.97	1.00		1.00	1.00	
Satd. Flow (perm)	3314	1441		3539	3505	
Peak-hour factor, PHF	0.93	0.91	0.96	0.94	0.89	0.92
Adj. Flow (vph)	729	936	0	2213	847	0
RTOR Reduction (vph)	53	113	0	0	0	0
Lane Group Flow (vph)	1078	421	0	2213	847	0
Heavy Vehicles (%)	2%	2%	2%	2%	3%	2%
Turn Type	Prot	Prot		NA	NA	
Protected Phases	8	8		6	2	
Permitted Phases						
Actuated Green, G (s)	48.6	48.6		89.0	89.0	
Effective Green, g (s)	48.6	48.6		89.0	89.0	
Actuated g/C Ratio	0.32	0.32		0.59	0.59	
Clearance Time (s)	6.4	6.4		6.0	6.0	
Vehicle Extension (s)	3.5	3.5		1.0	1.0	
Lane Grp Cap (vph)	1073	466		2099	2079	
v/s Ratio Prot	c0.33	0.29		c0.63	0.24	
v/s Ratio Perm						
v/c Ratio	1.00	0.90		1.05	0.41	
Uniform Delay, d1	50.7	48.5		30.5	16.4	
Progression Factor	1.00	1.00		1.00	0.08	
Incremental Delay, d2	28.5	21.0		35.8	0.1	
Delay (s)	79.2	69.5		66.3	1.4	
Level of Service	E	E		E	A	
Approach Delay (s)	76.1			66.3	1.4	
Approach LOS	E			E	A	

Intersection Summary

HCM 2000 Control Delay	58.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.4
Intersection Capacity Utilization	96.1%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Timings
 36: N Miami Ave & I-195 EB Off-Ramp (from I-95)

No-Build Conditions
 2045 PM Peak



Lane Group	EBL	EBR	NBT	SBT
Lane Configurations	↔↔	↗	↕↕	↕↕
Traffic Volume (vph)	678	852	2080	754
Future Volume (vph)	678	852	2080	754
Turn Type	Prot	Prot	NA	NA
Protected Phases	8	8	6	2
Permitted Phases				
Detector Phase	8	8	6	2
Switch Phase				
Minimum Initial (s)	7.0	7.0	12.0	12.0
Minimum Split (s)	24.4	24.4	25.0	25.0
Total Split (s)	55.0	55.0	95.0	95.0
Total Split (%)	36.7%	36.7%	63.3%	63.3%
Yellow Time (s)	4.4	4.4	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.0	6.0
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	None	None	C-Max	C-Max

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
 Natural Cycle: 130
 Control Type: Actuated-Coordinated

Splits and Phases: 36: N Miami Ave & I-195 EB Off-Ramp (from I-95)



Queues

No-Build Conditions

36: N Miami Ave & I-195 EB Off-Ramp (from I-95)

2045 PM Peak



Lane Group	EBL	EBR	NBT	SBT
Lane Group Flow (vph)	1131	534	2213	847
v/c Ratio	1.00	0.92	1.05	0.41
Control Delay	74.2	55.9	66.0	1.4
Queue Delay	36.6	0.0	20.0	52.3
Total Delay	110.8	55.9	86.0	53.8
Queue Length 50th (ft)	~545	412	~1241	15
Queue Length 95th (ft)	#703	#671	#1370	m8
Internal Link Dist (ft)	585		212	131
Turn Bay Length (ft)	400			
Base Capacity (vph)	1127	579	2099	2079
Starvation Cap Reductn	0	0	595	1399
Spillback Cap Reductn	409	0	427	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	1.58	0.92	1.47	1.25

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
 35: N Miami Ave & I-195 WB On-Ramp/NE 38th St & NW 38th St

No-Build Conditions
 2045 PM Peak



Movement	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR	SBT	SBR	SBR2
Lane Configurations		↕				↕	↕		↕		
Traffic Volume (vph)	18	225	5	35	709	11	1819	219	736	844	23
Future Volume (vph)	18	225	5	35	709	11	1819	219	736	844	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0				6.0	6.0		6.0		
Lane Util. Factor		1.00				1.00	0.95		0.95		
Frbp, ped/bikes		0.99				1.00	1.00		0.98		
Flpb, ped/bikes		1.00				1.00	1.00		1.00		
Frt		0.97				1.00	0.98		0.92		
Flt Protected		1.00				0.95	1.00		1.00		
Satd. Flow (prot)		1776				1770	3468		3182		
Flt Permitted		1.00				0.06	1.00		1.00		
Satd. Flow (perm)		1776				115	3468		3182		
Peak-hour factor, PHF	0.75	0.81	0.67	0.46	0.87	0.58	0.95	0.89	0.93	0.85	0.67
Adj. Flow (vph)	24	278	7	76	815	19	1915	246	791	993	34
RTOR Reduction (vph)	0	6	0	0	0	0	7	0	1	0	0
Lane Group Flow (vph)	0	379	0	0	0	834	2154	0	1817	0	0
Confl. Peds. (#/hr)	1		9	1		9		10			9
Heavy Vehicles (%)	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Perm	NA			custom	pm+pt	NA		NA		
Protected Phases		4				1	6		2		
Permitted Phases	4				1	6					
Actuated Green, G (s)		33.3				104.7	104.7		59.0		
Effective Green, g (s)		33.3				104.7	104.7		59.0		
Actuated g/C Ratio		0.22				0.70	0.70		0.39		
Clearance Time (s)		6.0				6.0	6.0		6.0		
Vehicle Extension (s)		2.5				3.0	1.0		1.0		
Lane Grp Cap (vph)		394				518	2420		1251		
v/s Ratio Prot						c0.43	0.62		0.57		
v/s Ratio Perm		0.21				c0.70					
v/c Ratio		0.96				1.61	0.89		1.65dr		
Uniform Delay, d1		57.7				48.7	18.1		45.5		
Progression Factor		1.00				1.25	0.80		1.00		
Incremental Delay, d2		35.2				275.3	0.5		208.3		
Delay (s)		92.9				336.1	15.1		253.8		
Level of Service		F				F	B		F		
Approach Delay (s)		92.9					104.5		253.8		
Approach LOS		F					F		F		

Intersection Summary

HCM 2000 Control Delay	155.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.48		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	119.0%	ICU Level of Service	H
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

Timings

35: N Miami Ave & I-195 WB On-Ramp/NE 38th St & NW 38th St

No-Build Conditions

2045 PM Peak



Lane Group	WBT	NBL2	NBL	NBT	SBT
Lane Configurations	↔		↔	↕	↕
Traffic Volume (vph)	225	709	11	1819	736
Future Volume (vph)	225	709	11	1819	736
Turn Type	NA	custom	pm+pt	NA	NA
Protected Phases	4		1	6	2
Permitted Phases		1	6		
Detector Phase	4	1	1	6	2
Switch Phase					
Minimum Initial (s)	10.0	5.0	5.0	12.0	12.0
Minimum Split (s)	22.5	11.0	11.0	22.5	22.5
Total Split (s)	40.0	45.0	45.0	110.0	65.0
Total Split (%)	26.7%	30.0%	30.0%	73.3%	43.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0		6.0	6.0	6.0
Lead/Lag		Lead	Lead		Lag
Lead-Lag Optimize?		Yes	Yes		Yes
Recall Mode	None	None	None	C-Max	C-Max

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 128 (85%), Referenced to phase 2:SBT and 6:NBTL, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated

Splits and Phases: 35: N Miami Ave & I-195 WB On-Ramp/NE 38th St & NW 38th St



Queues

No-Build Conditions

35: N Miami Ave & I-195 WB On-Ramp/NE 38th St & NW 38th St

2045 PM Peak



Lane Group	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	385	834	2161	1818
v/c Ratio	0.96	1.61	0.89	1.65dr
Control Delay	92.3	312.0	15.6	242.9
Queue Delay	0.0	6.2	46.7	0.0
Total Delay	92.3	318.2	62.3	242.9
Queue Length 50th (ft)	368	~1153	551	~1280
Queue Length 95th (ft)	#472	#706	m530	#1418
Internal Link Dist (ft)	575		131	162
Turn Bay Length (ft)				
Base Capacity (vph)	408	518	2426	1251
Starvation Cap Reductn	0	237	809	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.94	2.97	1.34	1.45

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.
- dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕			↕			↕	
Traffic Vol, veh/h	82	892	123	137	1206	60	67	192	253	43	34	37
Future Vol, veh/h	82	892	123	137	1206	60	67	192	253	43	34	37
Conflicting Peds, #/hr	22	0	73	73	0	22	78	0	31	31	0	78
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	370	-	-	220	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	89	87	72	96	68	50	82	83	69	46	70
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	103	1002	141	190	1256	88	134	234	305	62	74	53

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1366	0	0	1217	0	0	2475	3098	676	2557	3125	772
Stage 1	-	-	-	-	-	-	1351	1351	-	1703	1703	-
Stage 2	-	-	-	-	-	-	1124	1747	-	854	1422	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	499	-	-	569	-	-	~ 15	~ 12	396	~ 13	~ 11	342
Stage 1	-	-	-	-	-	-	158	~ 217	-	95	146	-
Stage 2	-	-	-	-	-	-	219	~ 138	-	320	200	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	462	-	-	552	-	-	-	~ 6	358	-	~ 5	310
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 6	-	-	~ 5	-
Stage 1	-	-	-	-	-	-	~ 114	~ 157	-	72	94	-
Stage 2	-	-	-	-	-	-	~ 24	~ 89	-	-	145	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	1.8		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	462	-	-	552	-	-	-
HCM Lane V/C Ratio	-	0.222	-	-	0.345	-	-	-
HCM Control Delay (s)	-	15	-	-	14.9	-	-	-
HCM Lane LOS	-	C	-	-	B	-	-	-
HCM 95th %tile Q(veh)	-	0.8	-	-	1.5	-	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Intersection Delay, s/veh	23.9
Intersection LOS	C

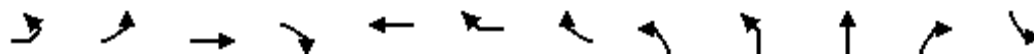
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	58	128	30	14	134	77	97	143	61	43	82	70
Future Vol, veh/h	58	128	30	14	134	77	97	143	61	43	82	70
Peak Hour Factor	0.59	0.80	0.43	0.58	0.85	0.91	0.79	0.66	0.83	0.75	0.60	0.73
Heavy Vehicles, %	2	2	2	5	5	5	2	2	2	2	2	2
Mvmt Flow	98	160	70	24	158	85	123	217	73	57	137	96
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	23	18.6	31.1	19.4
HCM LOS	C	C	D	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	32%	27%	6%	22%
Vol Thru, %	48%	59%	60%	42%
Vol Right, %	20%	14%	34%	36%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	301	216	225	195
LT Vol	97	58	14	43
Through Vol	143	128	134	82
RT Vol	61	30	77	70
Lane Flow Rate	413	328	266	290
Geometry Grp	1	1	1	1
Degree of Util (X)	0.788	0.655	0.539	0.572
Departure Headway (Hd)	6.871	7.186	7.279	7.107
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	524	502	493	504
Service Time	4.94	5.26	5.36	5.188
HCM Lane V/C Ratio	0.788	0.653	0.54	0.575
HCM Control Delay	31.1	23	18.6	19.4
HCM Lane LOS	D	C	C	C
HCM 95th-tile Q	7.3	4.7	3.2	3.5

HCM Signalized Intersection Capacity Analysis
42: NE 2nd Ave & NE 36th St & Federal Hwy

No-Build Conditions
2045 PM Peak



Movement	EBL2	EBL	EBT	EBR	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR	SBL
Lane Configurations		↔	↕		↕				↔	↕		↕
Traffic Volume (vph)	93	215	644	236	903	79	75	168	435	791	90	46
Future Volume (vph)	93	215	644	236	903	79	75	168	435	791	90	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		8.4	8.4		8.4				6.3	6.3		6.4
Lane Util. Factor		1.00	0.95		0.95				1.00	1.00		1.00
Frbp, ped/bikes		1.00	0.97		0.98				1.00	1.00		1.00
Flpb, ped/bikes		1.00	1.00		1.00				1.00	1.00		1.00
Frt		1.00	0.95		0.97				1.00	0.99		1.00
Flt Protected		0.95	1.00		1.00				0.95	1.00		0.95
Satd. Flow (prot)		1770	3277		3299				1752	1809		1763
Flt Permitted		0.09	1.00		1.00				0.95	1.00		0.17
Satd. Flow (perm)		162	3277		3299				1752	1809		315
Peak-hour factor, PHF	0.84	0.79	0.89	0.70	0.92	0.65	0.75	0.80	0.91	0.76	0.79	0.66
Adj. Flow (vph)	111	272	724	337	982	122	100	210	478	1041	114	70
RTOR Reduction (vph)	0	0	30	0	4	0	0	0	0	2	0	0
Lane Group Flow (vph)	0	383	1031	0	1200	0	0	0	688	1153	0	70
Confl. Peds. (#/hr)	17	37		37		17	37	2	17		16	16
Heavy Vehicles (%)	2%	2%	2%	2%	4%	4%	4%	3%	3%	3%	3%	2%
Turn Type	pm+pt	pm+pt	NA		NA			Split	Split	NA		Perm
Protected Phases	1	1	6		2			9	9	9		
Permitted Phases	6	6										3
Actuated Green, G (s)		59.6	59.6		37.6				47.7	47.7		23.6
Effective Green, g (s)		59.6	59.6		37.6				47.7	47.7		23.6
Actuated g/C Ratio		0.33	0.33		0.21				0.26	0.26		0.13
Clearance Time (s)		8.4	8.4		8.4				6.3	6.3		6.4
Vehicle Extension (s)		2.0	1.0		1.0				2.5	2.5		2.5
Lane Grp Cap (vph)		174	1079		685				461	476		41
v/s Ratio Prot		c0.17	0.31		0.36				0.39	c0.64		
v/s Ratio Perm		c0.56										c0.22
v/c Ratio		2.20	0.96		1.75				1.49	2.42		1.71
Uniform Delay, d1		52.9	59.4		71.7				66.7	66.7		78.7
Progression Factor		1.00	1.00		1.00				1.00	1.00		1.00
Incremental Delay, d2		558.9	18.6		344.4				232.8	646.2		402.2
Delay (s)		611.7	78.0		416.1				299.5	712.9		480.9
Level of Service		F	E		F				F	F		F
Approach Delay (s)			219.5		416.1					558.5		
Approach LOS			F		F					F		
Intersection Summary												
HCM 2000 Control Delay			378.8		HCM 2000 Level of Service				F			
HCM 2000 Volume to Capacity ratio			2.13									
Actuated Cycle Length (s)			181.0		Sum of lost time (s)				36.0			
Intersection Capacity Utilization			145.8%		ICU Level of Service				H			
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Signalized Intersection Capacity Analysis
42: NE 2nd Ave & NE 36th St & Federal Hwy

No-Build Conditions
2045 PM Peak



Movement	SBT	SBR	SBR2	SEL2	SEL	SER	SER2
Lane Configurations	↑	↔			↔	↔	↔
Traffic Volume (vph)	199	182	26	6	119	281	152
Future Volume (vph)	199	182	26	6	119	281	152
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	6.4			6.5	6.5	6.5
Lane Util. Factor	1.00	1.00			1.00	0.95	1.00
Frbp, ped/bikes	1.00	0.91			0.97	1.00	0.98
Flpb, ped/bikes	1.00	1.00			0.89	1.00	1.00
Frt	1.00	0.85			0.96	0.85	0.85
Flt Protected	1.00	1.00			0.97	1.00	1.00
Satd. Flow (prot)	1863	1439			1429	1447	1497
Flt Permitted	1.00	1.00			0.97	1.00	1.00
Satd. Flow (perm)	1863	1439			1429	1447	1497
Peak-hour factor, PHF	0.73	0.80	0.50	0.33	0.66	0.85	0.83
Adj. Flow (vph)	273	228	52	18	180	331	183
RTOR Reduction (vph)	0	0	0	0	0	0	157
Lane Group Flow (vph)	273	280	0	0	274	255	26
Confl. Peds. (#/hr)		2	17	37	16	37	2
Heavy Vehicles (%)	2%	2%	2%	6%	6%	6%	6%
Turn Type	NA	Perm		Perm	Prot	Prot	Perm
Protected Phases	3				4	4	
Permitted Phases		3		4			4
Actuated Green, G (s)	23.6	23.6			22.5	22.5	22.5
Effective Green, g (s)	23.6	23.6			22.5	22.5	22.5
Actuated g/C Ratio	0.13	0.13			0.12	0.12	0.12
Clearance Time (s)	6.4	6.4			6.5	6.5	6.5
Vehicle Extension (s)	2.5	2.5			2.5	2.5	2.5
Lane Grp Cap (vph)	242	187			177	179	186
v/s Ratio Prot	0.15					0.18	
v/s Ratio Perm		0.19			0.19		0.02
v/c Ratio	1.13	1.50			1.55	1.42	0.14
Uniform Delay, d1	78.7	78.7			79.2	79.2	70.6
Progression Factor	1.00	1.00			1.00	1.00	1.00
Incremental Delay, d2	96.7	249.8			272.6	220.3	0.3
Delay (s)	175.4	328.5			351.8	299.6	70.9
Level of Service	F	F			F	F	E
Approach Delay (s)	278.5				260.9		
Approach LOS	F				F		
Intersection Summary							

Timings
42: NE 2nd Ave & NE 36th St & Federal Hwy

No-Build Conditions
2045 PM Peak

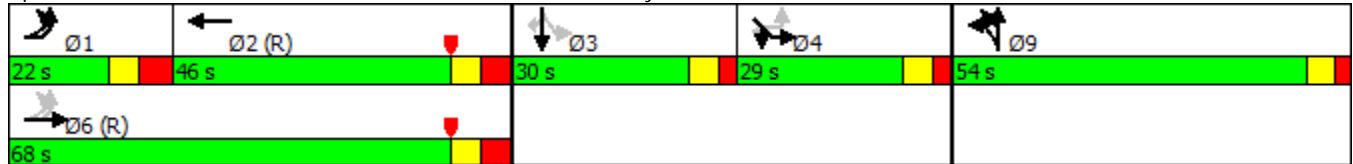


Lane Group	EBL2	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR	SEL	SER	SER2
Lane Configurations												
Traffic Volume (vph)	93	215	644	903	435	791	46	199	182	119	281	152
Future Volume (vph)	93	215	644	903	435	791	46	199	182	119	281	152
Turn Type	pm+pt	pm+pt	NA	NA	Split	NA	Perm	NA	Perm	Prot	Prot	Perm
Protected Phases	1	1	6	2	9	9		3		4	4	
Permitted Phases	6	6					3		3			4
Detector Phase	1	1	6	2	9	9	3	3	3	4	4	4
Switch Phase												
Minimum Initial (s)	8.0	8.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	16.4	16.4	34.4	34.4	30.3	30.3	24.4	24.4	24.4	25.5	25.5	25.5
Total Split (s)	22.0	22.0	68.0	46.0	54.0	54.0	30.0	30.0	30.0	29.0	29.0	29.0
Total Split (%)	12.2%	12.2%	37.6%	25.4%	29.8%	29.8%	16.6%	16.6%	16.6%	16.0%	16.0%	16.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	4.4	4.4	4.4	4.4	2.3	2.3	2.4	2.4	2.4	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		8.4	8.4	8.4	6.3	6.3	6.4	6.4	6.4	6.5	6.5	6.5
Lead/Lag	Lead	Lead		Lag			Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	C-Max	C-Max	None	None	None	None	None	None	None	None

Intersection Summary

Cycle Length: 181
 Actuated Cycle Length: 181
 Offset: 26 (14%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated

Splits and Phases: 42: NE 2nd Ave & NE 36th St & Federal Hwy



Queues
42: NE 2nd Ave & NE 36th St & Federal Hwy

No-Build Conditions
2045 PM Peak



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR	SEL	SER	SER2
Lane Group Flow (vph)	383	1061	1204	688	1155	70	273	280	274	255	183
v/c Ratio	2.20	0.96	1.75	1.49	2.42	1.75	1.13	1.50	1.55	1.42	0.54
Control Delay	583.6	74.9	380.3	276.0	669.6	461.2	163.3	298.1	319.4	271.6	15.5
Queue Delay	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	583.6	74.9	380.6	276.0	669.6	461.2	163.3	298.1	319.4	271.6	15.5
Queue Length 50th (ft)	~682	632	~1117	~1124	~2267	~122	~373	~458	~456	~427	4
Queue Length 95th (ft)	#764	#760	#1260	#1380	#2049	#161	#410	#561	#424	#585	60
Internal Link Dist (ft)		607	422		211		138		111		
Turn Bay Length (ft)	360					75					
Base Capacity (vph)	174	1108	689	461	478	40	242	187	177	179	342
Starvation Cap Reductn	0	0	31	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	2.20	0.96	1.83	1.49	2.42	1.75	1.13	1.50	1.55	1.42	0.54

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection

Int Delay, s/veh 180.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	175	0	53	0	3	0	53	591	0	0	485	153
Future Vol, veh/h	175	0	53	0	3	0	53	591	0	0	485	153
Conflicting Peds, #/hr	8	0	1	0	0	0	35	0	0	0	0	35
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	50	71	92	92	92	67	83	92	92	86	73
Heavy Vehicles, %	2	2	2	2	2	2	8	8	2	2	5	5
Mvmt Flow	222	0	75	0	3	0	79	712	0	0	564	210

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1584	1574	705	1577	1679	720	809	0	-	-	-	0
Stage 1	704	704	-	870	870	-	-	-	-	-	-	-
Stage 2	880	870	-	707	809	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.18	-	-	-	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.272	-	-	-	-	-
Pot Cap-1 Maneuver	~ 88	110	436	89	95	428	791	-	0	0	-	-
Stage 1	428	440	-	346	369	-	-	-	0	0	-	-
Stage 2	342	369	-	426	394	-	-	-	0	0	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 71	89	421	64	77	425	790	-	-	-	-	-
Mov Cap-2 Maneuver	~ 71	89	-	64	77	-	-	-	-	-	-	-
Stage 1	345	425	-	289	308	-	-	-	-	-	-	-
Stage 2	280	308	-	350	381	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, \$	1130.4	53.8	1	0
HCM LOS	F	F		



















Minor Lane/Major Mvmt	NBL	NBT	EBLn1WBLn1	SBT	SBR
Capacity (veh/h)	790	-	90	77	-
HCM Lane V/C Ratio	0.1	-	3.291	0.042	-
HCM Control Delay (s)	10.1	\$	1130.4	53.8	-
HCM Lane LOS	B	A	F	F	-
HCM 95th %tile Q(veh)	0.3	-	29.5	0.1	-

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

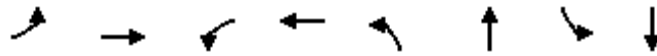
HCM 2010 Signalized Intersection Summary
40: NE 2nd Ave & NE 39th St

No-Build Conditions
2045 PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	148	53	65	200	178	28	634	104	118	521	116
Future Volume (veh/h)	75	148	53	65	200	178	28	634	104	118	521	116
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.87	1.00		0.87	1.00		0.96	1.00		0.93
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	0.90	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1845	1900	1810	1810	1900	1810	1810	1900
Adj Flow Rate, veh/h	94	235	60	79	282	222	42	720	135	120	659	173
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.80	0.63	0.88	0.82	0.71	0.80	0.67	0.88	0.77	0.98	0.79	0.67
Percent Heavy Veh, %	2	2	2	3	3	3	5	5	5	5	5	5
Cap, veh/h	76	155	38	63	167	127	221	771	145	161	812	213
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.02	0.58	0.58	0.04	0.60	0.60
Sat Flow, veh/h	186	558	136	145	600	459	1723	1323	248	1723	1357	356
Grp Volume(v), veh/h	389	0	0	583	0	0	42	0	855	120	0	832
Grp Sat Flow(s),veh/h/ln	879	0	0	1205	0	0	1723	0	1571	1723	0	1714
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	89.7	5.1	0.0	68.3
Cycle Q Clear(g_c), s	50.0	0.0	0.0	50.0	0.0	0.0	1.8	0.0	89.7	5.1	0.0	68.3
Prop In Lane	0.24		0.15	0.14		0.38	1.00		0.16	1.00		0.21
Lane Grp Cap(c), veh/h	269	0	0	357	0	0	221	0	915	161	0	1025
V/C Ratio(X)	1.45	0.00	0.00	1.63	0.00	0.00	0.19	0.00	0.93	0.75	0.00	0.81
Avail Cap(c_a), veh/h	269	0	0	357	0	0	304	0	915	227	0	1025
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.33	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	65.9	0.0	0.0	66.1	0.0	0.0	27.0	0.0	34.4	41.0	0.0	28.3
Incr Delay (d2), s/veh	220.7	0.0	0.0	288.5	0.0	0.0	0.2	0.0	17.5	4.3	0.0	7.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	29.9	0.0	0.0	46.4	0.0	0.0	0.8	0.0	43.2	3.7	0.0	34.1
LnGrp Delay(d),s/veh	286.6	0.0	0.0	354.6	0.0	0.0	27.2	0.0	52.0	45.3	0.0	35.3
LnGrp LOS	F			F			C		D	D		D
Approach Vol, veh/h		389			583			897			952	
Approach Delay, s/veh		286.6			354.6			50.8			36.6	
Approach LOS		F			F			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.4	113.6		56.0	13.1	110.9		56.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	13.0	99.0		50.0	14.0	98.0		50.0				
Max Q Clear Time (g_c+I1), s	3.8	70.3		52.0	7.1	91.7		52.0				
Green Ext Time (p_c), s	0.0	5.6		0.0	0.1	3.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				141.3								
HCM 2010 LOS				F								

Timings
40: NE 2nd Ave & NE 39th St

No-Build Conditions
2045 PM Peak



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕	↗	↖	↗	↖
Traffic Volume (vph)	75	148	65	200	28	634	118	521
Future Volume (vph)	75	148	65	200	28	634	118	521
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA
Protected Phases		8		4	1	6	5	2
Permitted Phases	8		4		6		2	
Detector Phase	8	8	4	4	1	6	5	2
Switch Phase								
Minimum Initial (s)	7.0	7.0	7.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	31.0	31.0	31.0	31.0	11.0	26.0	11.0	26.0
Total Split (s)	56.0	56.0	56.0	56.0	19.0	104.0	20.0	105.0
Total Split (%)	31.1%	31.1%	31.1%	31.1%	10.6%	57.8%	11.1%	58.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag					Lead	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 135 (75%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
 Natural Cycle: 140
 Control Type: Actuated-Coordinated

Splits and Phases: 40: NE 2nd Ave & NE 39th St



Queues
40: NE 2nd Ave & NE 39th St

No-Build Conditions
2045 PM Peak



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	389	584	42	855	120	832
v/c Ratio	1.63	1.65	0.18	0.88	0.54	0.85
Control Delay	339.0	333.2	13.0	44.9	20.7	39.4
Queue Delay	10.0	2.4	0.0	32.5	0.2	0.0
Total Delay	349.0	335.6	13.0	77.4	20.9	39.4
Queue Length 50th (ft)	~658	~999	17	842	50	791
Queue Length 95th (ft)	#527	m#827	24	1075	79	793
Internal Link Dist (ft)	93	197		246		85
Turn Bay Length (ft)			170			
Base Capacity (vph)	239	354	301	974	265	983
Starvation Cap Reductn	0	66	0	168	0	0
Spillback Cap Reductn	107	0	0	70	8	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	2.95	2.03	0.14	1.06	0.47	0.85

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
 43: Federal Hwy & NE 38th St & NE 39th St

No-Build Conditions
 2045 PM Peak



Movement	EBL2	EBL	EBR2	NBL	NBT	NBR	SBL2	SBT	SBR	NWL2	NWL	NWR
Lane Configurations												
Traffic Volume (vph)	210	79	81	50	1003	31	6	318	92	52	237	65
Future Volume (vph)	210	79	81	50	1003	31	6	318	92	52	237	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0			6.0		6.0	6.0	
Lane Util. Factor		1.00	1.00		1.00			0.95		1.00	1.00	
Frbp, ped/bikes		1.00	0.80		1.00			1.00		1.00	0.94	
Flpb, ped/bikes		1.00	1.00		1.00			1.00		1.00	1.00	
Frt		1.00	0.85		0.99			0.97		1.00	0.96	
Flt Protected		0.95	1.00		1.00			1.00		0.95	0.96	
Satd. Flow (prot)		1752	1130		1844			3417		1770	1613	
Flt Permitted		0.95	1.00		0.89			0.79		0.95	0.96	
Satd. Flow (perm)		1752	1130		1650			2699		1770	1613	
Peak-hour factor, PHF	0.83	0.80	0.43	0.73	0.89	0.62	0.25	0.84	0.83	0.45	0.81	0.61
Adj. Flow (vph)	253	99	188	68	1127	50	24	379	111	116	293	107
RTOR Reduction (vph)	0	0	113	0	0	0	0	14	0	0	41	0
Lane Group Flow (vph)	0	352	75	0	1245	0	0	500	0	116	361	0
Confl. Peds. (#/hr)	40	2	53	6		2				53	6	40
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Parking (#/hr)			0									
Turn Type	Prot	Prot	Perm	Perm	NA		Perm	NA		Prot	Prot	
Protected Phases	8	8			6			2		7	7	
Permitted Phases			8	6			2					
Actuated Green, G (s)		33.2	33.2		84.0			84.0		44.8	44.8	
Effective Green, g (s)		33.2	33.2		84.0			84.0		44.8	44.8	
Actuated g/C Ratio		0.18	0.18		0.47			0.47		0.25	0.25	
Clearance Time (s)		6.0	6.0		6.0			6.0		6.0	6.0	
Vehicle Extension (s)		2.5	2.5		1.0			1.0		4.0	4.0	
Lane Grp Cap (vph)		323	208		770			1259		440	401	
v/s Ratio Prot		c0.20								0.07	c0.22	
v/s Ratio Perm			0.07		c0.75			0.19				
v/c Ratio		1.09	0.36		1.62			0.40		0.26	0.90	
Uniform Delay, d1		73.4	64.2		48.0			31.4		54.3	65.4	
Progression Factor		0.78	0.49		1.00			1.00		1.00	1.00	
Incremental Delay, d2		45.8	0.1		283.6			0.9		0.4	22.6	
Delay (s)		103.1	31.6		331.6			32.4		54.8	88.1	
Level of Service		F	C		F			C		D	F	
Approach Delay (s)		78.2			331.6			32.4			79.7	
Approach LOS		E			F			C			E	

Intersection Summary		
HCM 2000 Control Delay	181.5	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	1.31	F
Actuated Cycle Length (s)	180.0	Sum of lost time (s)
Intersection Capacity Utilization	123.3%	18.0
Analysis Period (min)	15	ICU Level of Service
c Critical Lane Group		H



Movement	NWR2
Lane Configurations	7
Traffic Volume (vph)	7
Future Volume (vph)	7
Ideal Flow (vphpl)	1900
Total Lost time (s)	6.0
Lane Util. Factor	0.95
Frbp, ped/bikes	0.97
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1458
Flt Permitted	1.00
Satd. Flow (perm)	1458
Peak-hour factor, PHF	0.36
Adj. Flow (vph)	19
RTOR Reduction (vph)	13
Lane Group Flow (vph)	4
Confl. Peds. (#/hr)	2
Heavy Vehicles (%)	2%
Parking (#/hr)	
Turn Type	Perm
Protected Phases	
Permitted Phases	7
Actuated Green, G (s)	44.8
Effective Green, g (s)	44.8
Actuated g/C Ratio	0.25
Clearance Time (s)	6.0
Vehicle Extension (s)	4.0
Lane Grp Cap (vph)	362
v/s Ratio Prot	
v/s Ratio Perm	0.00
v/c Ratio	0.01
Uniform Delay, d1	50.9
Progression Factor	1.00
Incremental Delay, d2	0.0
Delay (s)	50.9
Level of Service	D
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Timings
43: Federal Hwy & NE 38th St & NE 39th St

No-Build Conditions
2045 PM Peak

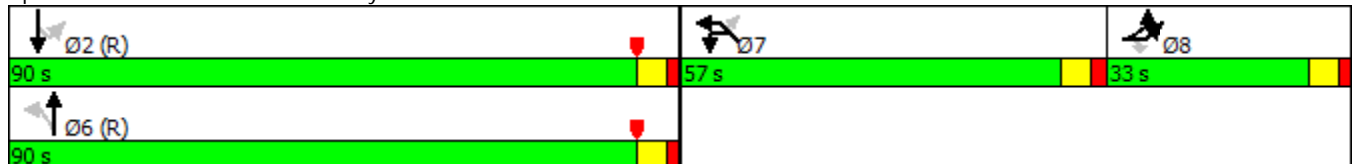


Lane Group	EBL	EBR2	NBL	NBT	SBL2	SBT	NWL2	NWL	NWR2
Lane Configurations									
Traffic Volume (vph)	79	81	50	1003	6	318	52	237	7
Future Volume (vph)	79	81	50	1003	6	318	52	237	7
Turn Type	Prot	Perm	Perm	NA	Perm	NA	Prot	Prot	Perm
Protected Phases	8			6		2	7	7	
Permitted Phases		8	6		2				7
Detector Phase	8	8	6	6	2	2	7	7	7
Switch Phase									
Minimum Initial (s)	10.0	10.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	33.0	33.0	90.0	90.0	90.0	90.0	57.0	57.0	57.0
Total Split (%)	18.3%	18.3%	50.0%	50.0%	50.0%	50.0%	31.7%	31.7%	31.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0		6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag					Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes					Yes	Yes	Yes
Recall Mode	None	None	C-Max	C-Max	C-Max	C-Max	None	None	None

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 118 (66%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated

Splits and Phases: 43: Federal Hwy & NE 38th St & NE 39th St



Queues
43: Federal Hwy & NE 38th St & NE 39th St

No-Build Conditions
2045 PM Peak



Lane Group	EBL	EBR2	NBT	SBT	NWL2	NWL	NWR2
Lane Group Flow (vph)	352	188	1245	514	116	402	17
v/c Ratio	1.09	0.59	1.62	0.40	0.26	0.91	0.04
Control Delay	98.3	11.0	316.1	30.9	54.5	80.9	0.2
Queue Delay	9.2	1.4	10.0	0.7	0.0	61.0	0.0
Total Delay	107.5	12.4	326.1	31.6	54.5	141.9	0.2
Queue Length 50th (ft)	~471	33	~2103	197	110	405	0
Queue Length 95th (ft)	m#441	m12	#2333	227	79	459	0
Internal Link Dist (ft)	197		537	150		320	
Turn Bay Length (ft)							50
Base Capacity (vph)	323	320	770	1273	501	496	452
Starvation Cap Reductn	110	38	35	0	0	138	0
Spillback Cap Reductn	0	0	510	420	0	296	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.65	0.67	4.79	0.60	0.23	2.01	0.04

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

45: Biscayne Blvd & NE 36th St

No-Build Conditions
2045 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	167	514	218	615	265	789	109	1423	331	603	1251	642
Future Volume (vph)	167	514	218	615	265	789	109	1423	331	603	1251	642
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.6	6.6	6.6	6.2	6.2	6.0	6.0	6.1	6.2	6.0	6.1	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00	0.91	1.00	1.00	0.98	1.00	1.00	0.86	1.00	0.98	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.95	
Flt Protected	0.95	1.00	1.00	0.95	0.98	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1752	1845	1431	1665	1719	1539	1770	3539	1367	1770	3269	
Flt Permitted	0.95	1.00	1.00	0.95	0.98	1.00	0.06	1.00	1.00	0.06	1.00	
Satd. Flow (perm)	1752	1845	1431	1665	1719	1539	117	3539	1367	107	3269	
Peak-hour factor, PHF	0.91	0.93	0.86	0.92	0.89	0.85	0.67	0.92	0.87	0.91	0.97	0.88
Adj. Flow (vph)	184	553	253	668	298	928	163	1547	380	663	1290	730
RTOR Reduction (vph)	0	0	112	0	0	37	0	0	48	0	39	0
Lane Group Flow (vph)	184	553	141	474	492	891	163	1547	332	663	1981	0
Confl. Peds. (#/hr)	12		30	30		12	21		35	35		21
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Turn Type	Split	NA	Perm	Split	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	3	3		4	4	5	1	6	4	5	2	
Permitted Phases			3			4	6		6	2		
Actuated Green, G (s)	24.4	24.4	24.4	25.8	25.8	66.8	81.5	63.9	89.7	110.9	87.3	
Effective Green, g (s)	24.4	24.4	24.4	25.8	25.8	66.8	81.5	63.9	89.7	110.9	87.3	
Actuated g/C Ratio	0.14	0.14	0.14	0.14	0.14	0.37	0.45	0.35	0.50	0.62	0.48	
Clearance Time (s)	6.6	6.6	6.6	6.2	6.2	6.0	6.0	6.1	6.2	6.0	6.1	
Vehicle Extension (s)	2.5	2.5	2.5	3.0	3.0	3.0	3.0	1.0	3.0	3.0	1.0	
Lane Grp Cap (vph)	237	250	193	238	246	571	214	1256	681	444	1585	
v/s Ratio Prot	0.10	c0.30		0.28	c0.29	c0.36	0.07	0.44	0.07	0.34	0.61	
v/s Ratio Perm			0.10			0.22	0.27		0.17	c0.58		
v/c Ratio	0.78	2.21	0.73	1.99	2.00	1.56	0.76	1.23	0.49	1.49	1.25	
Uniform Delay, d1	75.2	77.8	74.7	77.1	77.1	56.6	51.6	58.0	29.9	60.9	46.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	14.1	558.2	12.7	460.9	464.2	260.6	14.7	111.4	0.6	233.6	117.8	
Delay (s)	89.3	636.0	87.4	538.0	541.3	317.2	66.3	169.4	30.5	294.6	164.2	
Level of Service	F	F	F	F	F	F	E	F	C	F	F	
Approach Delay (s)		394.2			430.7			136.1			196.4	
Approach LOS		F			F			F			F	

Intersection Summary

HCM 2000 Control Delay	263.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.73		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	24.9
Intersection Capacity Utilization	144.5%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Timings
45: Biscayne Blvd & NE 36th St

No-Build Conditions
2045 PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	167	514	218	615	265	789	109	1423	331	603	1251
Future Volume (vph)	167	514	218	615	265	789	109	1423	331	603	1251
Turn Type	Split	NA	Perm	Split	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA
Protected Phases	3	3		4	4	5	1	6	4	5	2
Permitted Phases			3			4	6		6	2	
Detector Phase	3	3	3	4	4	5	1	6	4	5	2
Switch Phase											
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	5.0	5.0	7.0	7.0	5.0	7.0
Minimum Split (s)	27.6	27.6	27.6	24.2	24.2	11.0	11.0	27.1	24.2	11.0	27.1
Total Split (s)	31.0	31.0	31.0	32.0	32.0	47.0	35.0	70.0	32.0	47.0	82.0
Total Split (%)	17.2%	17.2%	17.2%	17.8%	17.8%	26.1%	19.4%	38.9%	17.8%	26.1%	45.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.6	2.6	2.6	2.2	2.2	2.0	2.0	2.1	2.2	2.0	2.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.6	6.6	6.2	6.2	6.0	6.0	6.1	6.2	6.0	6.1
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 40 (22%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated

Splits and Phases: 45: Biscayne Blvd & NE 36th St



Queues
45: Biscayne Blvd & NE 36th St

No-Build Conditions
2045 PM Peak






















Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	184	553	253	474	492	928	163	1547	380	663	2020
v/c Ratio	0.78	2.21	0.83	1.99	2.00	1.52	0.76	1.23	0.52	1.49	1.24
Control Delay	96.8	589.0	58.7	495.4	498.5	278.8	72.6	158.8	14.3	272.9	152.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5
Total Delay	96.8	589.0	58.7	495.4	498.5	278.8	72.6	158.8	14.3	272.9	153.4
Queue Length 50th (ft)	214	~1046	150	~912	-949	~1488	138	~1182	118	~1032	~1533
Queue Length 95th (ft)	#336	#1291	#265	#1162	#1183	#1614	140	#1317	160	#1290	#1742
Internal Link Dist (ft)		422			340			306			588
Turn Bay Length (ft)	235			280			225			370	
Base Capacity (vph)	237	250	305	238	246	609	326	1256	728	444	1624
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	224
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.78	2.21	0.83	1.99	2.00	1.52	0.50	1.23	0.52	1.49	1.44

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary
 44: Biscayne Blvd & NE 38th St

No-Build Conditions
 2045 PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	402	163	451	52	1805	543	559	2095	146
Future Volume (veh/h)	0	0	0	402	163	451	52	1805	543	559	2095	146
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		0.98	1.00		0.97	1.00		0.99
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1863	1863	1863	1845	1845	1900	1863	1863	1900
Adj Flow Rate, veh/h				312	358	460	69	1842	578	699	2138	195
Adj No. of Lanes				1	1	1	1	2	0	1	2	0
Peak Hour Factor				0.94	0.83	0.98	0.75	0.98	0.94	0.80	0.98	0.75
Percent Heavy Veh, %				2	2	2	3	3	3	2	2	2
Cap, veh/h				359	377	658	70	1267	374	424	2389	214
Arrive On Green				0.20	0.20	0.20	0.96	0.96	0.96	0.22	0.73	0.73
Sat Flow, veh/h				1774	1863	1557	153	2651	783	1774	3282	295
Grp Volume(v), veh/h				312	358	460	69	1179	1241	699	1137	1196
Grp Sat Flow(s),veh/h/ln				1774	1863	1557	153	1752	1682	1774	1770	1807
Q Serve(g_s), s				30.6	34.2	36.4	35.0	86.0	86.0	39.0	88.0	96.0
Cycle Q Clear(g_c), s				30.6	34.2	36.4	86.0	86.0	86.0	39.0	88.0	96.0
Prop In Lane				1.00		1.00	1.00		0.47	1.00		0.16
Lane Grp Cap(c), veh/h				359	377	658	70	837	803	424	1288	1315
V/C Ratio(X)				0.87	0.95	0.70	0.99	1.41	1.54	1.65	0.88	0.91
Avail Cap(c_a), veh/h				359	377	658	70	837	803	424	1288	1315
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh				69.5	70.9	43.1	39.5	4.0	4.0	63.7	18.6	19.7
Incr Delay (d2), s/veh				20.4	33.9	3.6	29.9	184.3	245.6	301.6	9.0	10.9
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				17.1	21.1	36.9	4.0	74.5	85.2	56.7	45.8	51.5
LnGrp Delay(d),s/veh				89.9	104.8	46.7	69.3	188.3	249.6	365.3	27.6	30.6
LnGrp LOS				F	F	D	E	F	F	F	C	C
Approach Vol, veh/h					1130			2489			3032	
Approach Delay, s/veh					77.0			215.6			106.6	
Approach LOS					E			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		137.0		43.0	45.0	92.0						
Change Period (Y+Rc), s		6.0		6.6	6.0	6.0						
Max Green Setting (Gmax), s		131.0		36.4	39.0	86.0						
Max Q Clear Time (g_c+I1), s		98.0		38.4	41.0	88.0						
Green Ext Time (p_c), s		28.8		0.0	0.0	0.0						
Intersection Summary												
HCM 2010 Ctrl Delay				142.4								
HCM 2010 LOS				F								
Notes												

Timings
44: Biscayne Blvd & NE 38th St

No-Build Conditions
2045 PM Peak



Lane Group	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↘	↙	↗	↖	↑↑	↘	↑↑
Traffic Volume (vph)	402	163	451	52	1805	559	2095
Future Volume (vph)	402	163	451	52	1805	559	2095
Turn Type	Split	NA	pm+ov	Perm	NA	pm+pt	NA
Protected Phases	4	4	5		6	5	2
Permitted Phases			4	6		2	
Detector Phase	4	4	5	6	6	5	2
Switch Phase							
Minimum Initial (s)	7.0	7.0	5.0	7.0	7.0	5.0	7.0
Minimum Split (s)	29.6	29.6	11.0	25.0	25.0	11.0	25.0
Total Split (s)	43.0	43.0	45.0	92.0	92.0	45.0	137.0
Total Split (%)	23.9%	23.9%	25.0%	51.1%	51.1%	25.0%	76.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.6	2.6	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.6	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead	Lag	Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 59 (33%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated

Splits and Phases: 44: Biscayne Blvd & NE 38th St





Lane Group	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	308	316	460	69	2420	699	2333
v/c Ratio	0.93	0.92	0.69	1.68	1.53	1.61	0.91
Control Delay	104.5	102.4	43.7	341.4	265.1	324.5	26.8
Queue Delay	50.7	51.3	0.0	0.0	0.2	0.0	46.2
Total Delay	155.3	153.7	43.7	341.4	265.2	324.5	73.0
Queue Length 50th (ft)	380	388	397	~120	~2134	~1147	1111
Queue Length 95th (ft)	#573	#503	529	m#85	m#1412	#1184	1245
Internal Link Dist (ft)		159			588		547
Turn Bay Length (ft)	100			150		365	
Base Capacity (vph)	339	351	666	41	1578	433	2551
Starvation Cap Reductn	0	0	0	0	72	0	0
Spillback Cap Reductn	102	105	0	0	0	0	915
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.30	1.28	0.69	1.68	1.61	1.61	1.43

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Intersection												
Int Delay, s/veh	319.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↕			↕			↕	
Traffic Vol, veh/h	10	1335	13	8	176	1	105	2	250	3	0	22
Future Vol, veh/h	10	1335	13	8	176	1	105	2	250	3	0	22
Conflicting Peds, #/hr	2	0	14	14	0	2	0	0	2	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	214	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	33	91	42	75	76	92	75	92	91	50	92	35
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	3	3	3
Mvmt Flow	30	1467	31	11	232	1	140	2	275	6	0	63

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	235	0	0	1512	0	0	1842	1813	1499	1939	1828	234
Stage 1	-	-	-	-	-	-	1557	1557	-	255	255	-
Stage 2	-	-	-	-	-	-	285	256	-	1684	1573	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.13	5.53	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.527	4.027	3.327
Pot Cap-1 Maneuver	1332	-	-	442	-	-	~ 58	78	~ 150	49	76	803
Stage 1	-	-	-	-	-	-	141	174	-	747	695	-
Stage 2	-	-	-	-	-	-	722	696	-	118	170	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1332	-	-	441	-	-	~ 51	73	~ 148	-	71	801
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 51	73	-	-	71	-
Stage 1	-	-	-	-	-	-	~ 136	168	-	729	674	-
Stage 2	-	-	-	-	-	-	646	675	-	-	164	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.6	\$ 1729	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	90	1332	-	-	441	-	-	-
HCM Lane V/C Ratio	4.632	0.023	-	-	0.024	-	-	-
HCM Control Delay (s)	\$ 1729	7.8	-	-	13.4	0	-	-
HCM Lane LOS	F	A	-	-	B	A	-	-
HCM 95th %tile Q(veh)	44.4	0.1	-	-	0.1	-	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗		↖↗	↗						↗
Traffic Vol, veh/h	0	0	75	1	865	184	0	0	0	0	0	77
Future Vol, veh/h	0	0	75	1	865	184	0	0	0	0	0	77
Conflicting Peds, #/hr	0	0	0	0	0	6	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	0	-	-	50	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	65	92	97	88	92	92	92	92	92	75
Heavy Vehicles, %	2	2	8	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	115	1	892	209	0	0	0	0	0	103

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	-	-	0	0	0	-	-	446
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	0	0	-	-	0	-	0	560
Stage 1	0	0	0	-	-	0	-	0	-
Stage 2	0	0	0	-	-	0	-	0	-
Platoon blocked, %									
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	0	560
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-
Stage 1	-	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	-	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0		12.9
HCM LOS			B

Minor Lane/Major Mvmt	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	560
HCM Lane V/C Ratio	-	-	0.183
HCM Control Delay (s)	-	-	12.9
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.7

HCM Signalized Intersection Capacity Analysis
67: Alton Rd/Alton Road & N Bay Rd/Chase Ave

No-Build Conditions
2045 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	169	27	4	78	0	201	0	2359	51	0	2278	0
Future Volume (vph)	169	27	4	78	0	201	0	2359	51	0	2278	0
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8		6.8		6.8		6.4	6.4		6.4	
Lane Util. Factor	1.00	1.00		1.00		1.00		0.95	1.00		0.95	
Frbp, ped/bikes	1.00	1.00		1.00		0.99		1.00	1.00		1.00	
Flpb, ped/bikes	1.00	1.00		1.00		1.00		1.00	1.00		1.00	
Frt	1.00	0.98		1.00		0.85		1.00	0.85		1.00	
Flt Protected	0.95	1.00		0.95		1.00		1.00	1.00		1.00	
Satd. Flow (prot)	1768	1828		1770		1563		3539	1583		3539	
Flt Permitted	0.95	1.00		0.74		1.00		1.00	1.00		1.00	
Satd. Flow (perm)	1768	1828		1372		1563		3539	1583		3539	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	178	28	4	82	0	212	0	2483	54	0	2398	0
RTOR Reduction (vph)	0	3	0	0	0	22	0	0	13	0	0	0
Lane Group Flow (vph)	178	29	0	82	0	190	0	2483	41	0	2398	0
Confl. Peds. (#/hr)	1					1	7					7
Turn Type	Perm	NA		Perm		Perm		NA	Perm		NA	
Protected Phases		4						2				6
Permitted Phases	4			8		8			2			
Actuated Green, G (s)	33.0	33.0		33.0		33.0		73.8	73.8		73.8	
Effective Green, g (s)	33.0	33.0		33.0		33.0		73.8	73.8		73.8	
Actuated g/C Ratio	0.28	0.28		0.28		0.28		0.61	0.61		0.61	
Clearance Time (s)	6.8	6.8		6.8		6.8		6.4	6.4		6.4	
Vehicle Extension (s)	2.5	2.5		2.5		2.5		1.0	1.0		1.0	
Lane Grp Cap (vph)	486	502		377		429		2176	973		2176	
v/s Ratio Prot		0.02						c0.70				0.68
v/s Ratio Perm	0.10			0.06		c0.12			0.03			
v/c Ratio	0.37	0.06		0.22		0.44		1.14	0.04		1.10	
Uniform Delay, d1	35.1	32.0		33.5		35.9		23.1	9.1		23.1	
Progression Factor	1.00	1.00		1.00		1.00		1.00	1.00		1.00	
Incremental Delay, d2	2.1	0.2		1.3		3.3		69.6	0.0		53.6	
Delay (s)	37.2	32.3		34.9		39.2		92.7	9.1		76.7	
Level of Service	D	C		C		D		F	A		E	
Approach Delay (s)		36.4			38.0			90.9			76.7	
Approach LOS		D			D			F			E	

Intersection Summary

HCM 2000 Control Delay	79.7	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	13.2
Intersection Capacity Utilization	118.7%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Timings
67: Alton Rd/Alton Road & N Bay Rd/Chase Ave

No-Build Conditions
2045 PM Peak



Lane Group	EBL	EBT	WBL	WBR	NBT	NBR	SBT
Lane Configurations							
Traffic Volume (vph)	169	27	78	201	2359	51	2278
Future Volume (vph)	169	27	78	201	2359	51	2278
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		4			2		6
Permitted Phases	4		8	8		2	
Detector Phase	4	4	8	8	2	2	6
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	13.8	13.8	39.8	39.8	33.4	33.4	33.4
Total Split (s)	39.8	39.8	39.8	39.8	80.2	80.2	80.2
Total Split (%)	33.2%	33.2%	33.2%	33.2%	66.8%	66.8%	66.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.8	2.8	2.8	2.8	2.4	2.4	2.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.4	6.4	6.4
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Max	Max	Max	Max	Min	Min	Min

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated

Splits and Phases: 67: Alton Rd/Alton Road & N Bay Rd/Chase Ave



Queues

No-Build Conditions

67: Alton Rd/Alton Road & N Bay Rd/Chase Ave

2045 PM Peak



Lane Group	EBL	EBT	WBL	WBR	NBT	NBR	SBT
Lane Group Flow (vph)	178	32	82	212	2483	54	2398
v/c Ratio	0.37	0.06	0.22	0.47	1.14	0.05	1.10
Control Delay	37.8	29.6	35.5	34.7	93.8	4.5	77.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.8	29.6	35.5	34.7	93.8	4.5	77.7
Queue Length 50th (ft)	111	16	49	116	~1183	5	~1111
Queue Length 95th (ft)	178	42	93	193	#1315	21	#1244
Internal Link Dist (ft)		197			228		140
Turn Bay Length (ft)			40			70	
Base Capacity (vph)	486	505	377	452	2176	987	2176
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.06	0.22	0.47	1.14	0.05	1.10

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	29	364	7	0	0
Future Vol, veh/h	0	29	364	7	0	0
Conflicting Peds, #/hr	0	0	0	10	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	-
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	3	3	2	2
Mvmt Flow	0	31	391	8	0	0

Major/Minor	Minor1	Major1	
Conflicting Flow All	-	405	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.22	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.318	-
Pot Cap-1 Maneuver	0	646	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	-	640	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB
HCM Control Delay, s	10.9	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	NBRWBLn1
Capacity (veh/h)	-	640
HCM Lane V/C Ratio	-	0.049
HCM Control Delay (s)	-	10.9
HCM Lane LOS	-	B
HCM 95th %tile Q(veh)	-	0.2

Intersection												
Int Delay, s/veh	70.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↗			↖				
Traffic Vol, veh/h	0	0	0	0	225	89	0	2358	0	0	0	0
Future Vol, veh/h	0	0	0	0	225	89	0	2358	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	245	97	0	2563	0	0	0	0

Major/Minor	Minor1	Major1			
Conflicting Flow All	-	2563	1282	-	0
Stage 1	-	2563	-	-	-
Stage 2	-	0	-	-	-
Critical Hdwy	-	6.54	6.94	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	4.02	3.32	-	-
Pot Cap-1 Maneuver	0	~ 26	156	0	- 0
Stage 1	0	~ 53	-	0	- 0
Stage 2	0	-	-	0	- 0
Platoon blocked, %					-
Mov Cap-1 Maneuver	-	0	156	-	-
Mov Cap-2 Maneuver	-	0	-	-	-
Stage 1	-	0	-	-	-
Stage 2	-	0	-	-	-

Approach	WB	NB
HCM Control Delay, s	\$ 602.2	0
HCM LOS	F	

Minor Lane/Major Mvmt	NBTWBLn1
Capacity (veh/h)	- 156
HCM Lane V/C Ratio	- 2.188
HCM Control Delay (s)	-\$ 602.2
HCM Lane LOS	- F
HCM 95th %tile Q(veh)	- 27.8

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔		↔	↔	↔
Traffic Vol, veh/h	33	0	18	64	0	41	16	365	12	30	222	20
Future Vol, veh/h	33	0	18	64	0	41	16	365	12	30	222	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	0	20	70	0	45	17	397	13	33	241	22

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	551	762	252	766	767	205	263	0	0	410	0	0
Stage 1	318	318	-	438	438	-	-	-	-	-	-	-
Stage 2	233	444	-	328	329	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.23	7.33	6.53	6.93	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	431	334	786	306	332	802	1300	-	-	1147	-	-
Stage 1	693	653	-	568	578	-	-	-	-	-	-	-
Stage 2	750	574	-	684	646	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	393	319	786	288	317	802	1300	-	-	1147	-	-
Mov Cap-2 Maneuver	393	319	-	288	317	-	-	-	-	-	-	-
Stage 1	681	634	-	558	568	-	-	-	-	-	-	-
Stage 2	696	564	-	648	627	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.5		18.3		0.4		0.9	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1300	-	-	477	384	1147	-
HCM Lane V/C Ratio	0.013	-	-	0.116	0.297	0.028	-
HCM Control Delay (s)	7.8	0.1	-	13.5	18.3	8.2	-
HCM Lane LOS	A	A	-	B	C	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	1.2	0.1	-

Intersection

Int Delay, s/veh 4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕		↕	↕	↕			↕	
Traffic Vol, veh/h	5	3	5	56	0	101	0	333	105	92	211	0
Future Vol, veh/h	5	3	5	56	0	101	0	333	105	92	211	0
Conflicting Peds, #/hr	5	0	0	0	0	5	18	0	17	17	0	18
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	0	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	3	3	3	2	2	2
Mvmt Flow	6	3	6	64	0	116	0	383	121	106	243	0






















Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	980	994	140	796	-	466	261	0	0	521	0	0
Stage 1	473	473	-	461	-	-	-	-	-	-	-	-
Stage 2	507	521	-	335	-	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.93	7.33	-	6.23	4.145	-	-	4.13	-	-
Critical Hdwy Stg 1	6.53	5.53	-	6.13	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.53	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	-	3.319	2.2285	-	-	2.219	-	-
Pot Cap-1 Maneuver	216	244	883	291	0	596	1295	-	-	1043	-	-
Stage 1	542	558	-	580	0	-	-	-	-	-	-	-
Stage 2	547	531	-	653	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	154	208	868	255	-	584	1273	-	-	1026	-	-
Mov Cap-2 Maneuver	154	208	-	255	-	-	-	-	-	-	-	-
Stage 1	533	483	-	571	-	-	-	-	-	-	-	-
Stage 2	436	523	-	567	-	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB	
HCM Control Delay, s	20.5		16.7		0			2.9	
HCM LOS	C		C						

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1273	-	-	247	255	584	1026	-	-
HCM Lane V/C Ratio	-	-	-	0.06	0.252	0.199	0.103	-	-
HCM Control Delay (s)	0	-	-	20.5	23.8	12.7	8.9	0.3	-
HCM Lane LOS	A	-	-	C	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	1	0.7	0.3	-	-

HCM 2010 Signalized Intersection Summary
63: Alton Road & 41 Street/ Art Godfrey Road

No-Build Conditions
2045 PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	206	1411	79	67	1386	103	116	200	124	188	156	295
Future Volume (veh/h)	206	1411	79	67	1386	103	116	200	124	188	156	295
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	0.99		0.97	0.99		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1900	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	215	1470	0	70	1444	107	121	208	129	196	162	307
Adj No. of Lanes	1	2	0	1	2	1	0	2	0	1	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	276	1885	0	189	1624	720	158	230	153	240	582	487
Arrive On Green	0.11	0.53	0.00	0.04	0.46	0.46	0.19	0.19	0.19	0.09	0.31	0.31
Sat Flow, veh/h	1774	3632	0	1774	3539	1569	654	1228	816	1774	1863	1557
Grp Volume(v), veh/h	215	1470	0	70	1444	107	217	0	241	196	162	307
Grp Sat Flow(s),veh/h/ln	1774	1770	0	1774	1770	1569	1174	0	1524	1774	1863	1557
Q Serve(g_s), s	12.0	53.1	0.0	3.3	59.7	6.3	29.5	0.0	24.4	14.1	10.5	27.0
Cycle Q Clear(g_c), s	12.0	53.1	0.0	3.3	59.7	6.3	29.5	0.0	24.4	14.1	10.5	27.0
Prop In Lane	1.00		0.00	1.00		1.00	0.56		0.54	1.00		1.00
Lane Grp Cap(c), veh/h	276	1885	0	189	1624	720	255	0	286	240	582	487
V/C Ratio(X)	0.78	0.78	0.00	0.37	0.89	0.15	0.85	0.00	0.84	0.82	0.28	0.63
Avail Cap(c_a), veh/h	276	1885	0	189	1624	720	255	0	286	240	582	487
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.5	29.9	0.0	27.5	39.6	25.2	64.8	0.0	62.7	48.1	41.4	47.1
Incr Delay (d2), s/veh	19.2	3.3	0.0	5.5	7.7	0.4	28.3	0.0	25.0	25.7	1.2	6.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.6	26.8	0.0	1.9	30.8	2.8	11.6	0.0	12.3	8.6	5.6	12.4
LnGrp Delay(d),s/veh	61.6	33.2	0.0	33.0	47.3	25.6	93.1	0.0	87.7	73.8	42.6	53.2
LnGrp LOS	E	C		C	D	C	F		F	E	D	D
Approach Vol, veh/h		1685			1621			458			665	
Approach Delay, s/veh		36.8			45.3			90.3			56.7	
Approach LOS		D			D			F			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	24.0	79.7	20.0	36.3	12.2	91.5		56.3				
Change Period (Y+Rc), s	* 5.7	* 6.3	* 5.7	* 6.3	* 5.7	* 6.3		* 6.3				
Max Green Setting (Gmax), s	* 18	* 73	* 14	* 30	* 6.5	* 85		* 50				
Max Q Clear Time (g_c+I1), s	14.0	61.7	16.1	31.5	5.3	55.1		29.0				
Green Ext Time (p_c), s	0.1	7.8	0.0	0.0	0.0	13.3		4.3				
Intersection Summary												
HCM 2010 Ctrl Delay			48.4									
HCM 2010 LOS			D									
Notes												

Timings
63: Alton Road & 41 Street/ Art Godfrey Road

No-Build Conditions
2045 PM Peak

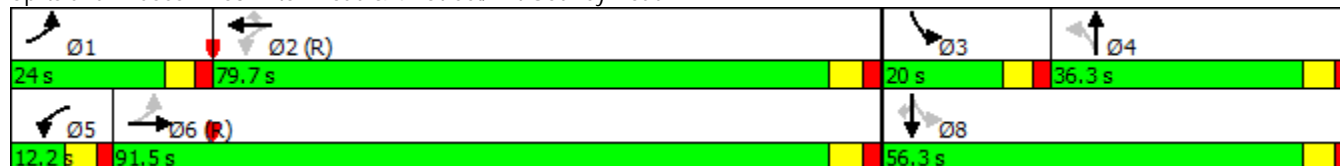


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	206	1411	67	1386	103	116	200	188	156	295
Future Volume (vph)	206	1411	67	1386	103	116	200	188	156	295
Turn Type	pm+pt	NA	pm+pt	NA	Perm	Perm	NA	pm+pt	NA	Perm
Protected Phases	1	6	5	2			4	3	8	
Permitted Phases	6		2		2	4		8		8
Detector Phase	1	6	5	2	2	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	5.0	7.0	5.0	7.0	7.0	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	10.7	25.3	10.7	25.3	25.3	36.3	36.3	10.7	36.3	36.3
Total Split (s)	24.0	91.5	12.2	79.7	79.7	36.3	36.3	20.0	56.3	56.3
Total Split (%)	15.0%	57.2%	7.6%	49.8%	49.8%	22.7%	22.7%	12.5%	35.2%	35.2%
Yellow Time (s)	3.7	4.0	3.7	4.0	4.0	4.0	4.0	3.7	4.0	4.0
All-Red Time (s)	2.0	2.3	2.0	2.3	2.3	2.3	2.3	2.0	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.7	6.3	5.7	6.3	6.3		6.3	5.7	6.3	6.3
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	Max	C-Min	Max	C-Min	C-Min	Max	Max	Max	Max	Max

Intersection Summary

Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 115
 Control Type: Actuated-Coordinated

Splits and Phases: 63: Alton Road & 41 Street/ Art Godfrey Road



Queues

No-Build Conditions

63: Alton Road & 41 Street/ Art Godfrey Road

2045 PM Peak



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	215	1552	70	1444	107	458	196	163	307
v/c Ratio	0.86	0.86	0.59	0.93	0.14	0.85	0.69	0.26	0.48
Control Delay	74.8	39.6	43.8	53.4	1.8	73.9	55.0	41.6	21.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.8	39.6	43.8	53.4	1.8	73.9	55.0	41.6	21.2
Queue Length 50th (ft)	169	710	29	728	0	231	157	128	111
Queue Length 95th (ft)	#315	803	#77	828	17	#320	#263	196	211
Internal Link Dist (ft)		315		293		184		79	
Turn Bay Length (ft)	285		125		70		70		
Base Capacity (vph)	249	1867	118	1623	785	538	284	617	639
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.86	0.83	0.59	0.89	0.14	0.85	0.69	0.26	0.48

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Intersection

Int Delay, s/veh 32

Movement	NBU	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations		↔↔		↔	↔↔	↔↔	
Traffic Vol, veh/h	3	372	137	56	363	276	27
Future Vol, veh/h	3	372	137	56	363	276	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	-	-	70	-	0	-
Veh in Median Storage, #	-	0	-	-	0	0	-
Grade, %	-	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89	89
Heavy Vehicles, %	5	5	5	3	3	2	2
Mvmt Flow	3	418	154	63	408	310	30

Major/Minor

	Major1		Major2		Minor1	
Conflicting Flow All	408	0	0	572	0	831 286
Stage 1	-	-	-	-	-	501 -
Stage 2	-	-	-	-	-	330 -
Critical Hdwy	6.5	-	-	4.16	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	-	5.84 -
Follow-up Hdwy	2.55	-	-	2.23	-	3.52 3.32
Pot Cap-1 Maneuver	778	-	-	990	-	~ 308 711
Stage 1	-	-	-	-	-	574 -
Stage 2	-	-	-	-	-	701 -
Platoon blocked, %		-	-		-	
Mov Cap-1 Maneuver	778	-	-	990	-	~ 286 711
Mov Cap-2 Maneuver	-	-	-	-	-	~ 286 -
Stage 1	-	-	-	-	-	571 -
Stage 2	-	-	-	-	-	656 -

Approach

	NB	SB	SW
HCM Control Delay, s	0.1	1.2	128.4
HCM LOS			F

Minor Lane/Major Mvmt























	NBT	NBR	SBL	SBTSWLn1
Capacity (veh/h)	-	-	990	- 302
HCM Lane V/C Ratio	-	-	0.064	- 1.127
HCM Control Delay (s)	0	-	8.9	- 128.4
HCM Lane LOS	A	-	A	- F
HCM 95th %tile Q(veh)	-	-	0.2	- 14

Notes

-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 2010 Signalized Intersection Summary
58: Ed Sullivan Dr/43rd Street & Alton Road

No-Build Conditions
2045 PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	266	215	404	20	112	0	274	1546	62	111	1782	90
Future Volume (veh/h)	266	215	404	20	112	0	274	1546	62	111	1782	90
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1827	1827	1900	1810	0	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	274	222	416	21	115	0	282	1594	0	114	1837	93
Adj No. of Lanes	1	1	1	0	1	0	2	2	1	1	2	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	4	4	5	5	0	2	2	2	2	2	2
Cap, veh/h	277	291	230	23	124	0	295	2008	1028	192	1797	1055
Arrive On Green	0.16	0.16	0.16	0.08	0.08	0.00	0.09	0.57	0.00	0.04	0.51	0.51
Sat Flow, veh/h	1740	1827	1442	277	1518	0	3442	3539	1583	1774	3539	1581
Grp Volume(v), veh/h	274	222	416	136	0	0	282	1594	0	114	1837	93
Grp Sat Flow(s),veh/h/ln	1740	1827	1442	1796	0	0	1721	1770	1583	1774	1770	1581
Q Serve(g_s), s	24.4	18.0	24.7	11.7	0.0	0.0	12.6	54.9	0.0	4.8	78.7	3.2
Cycle Q Clear(g_c), s	24.4	18.0	24.7	11.7	0.0	0.0	12.6	54.9	0.0	4.8	78.7	3.2
Prop In Lane	1.00		1.00	0.15		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	277	291	230	147	0	0	295	2008	1028	192	1797	1055
V/C Ratio(X)	0.99	0.76	1.81	0.92	0.00	0.00	0.95	0.79	0.00	0.60	1.02	0.09
Avail Cap(c_a), veh/h	277	291	230	147	0	0	295	2008	1028	217	1797	1055
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.0	62.3	65.2	70.7	0.0	0.0	70.6	26.4	0.0	27.2	38.2	9.1
Incr Delay (d2), s/veh	50.6	10.8	381.5	52.3	0.0	0.0	40.8	3.3	0.0	1.7	27.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.6	10.0	34.2	7.9	0.0	0.0	7.7	27.7	0.0	2.4	44.9	2.1
LnGrp Delay(d),s/veh	115.6	73.2	446.7	123.0	0.0	0.0	111.3	29.7	0.0	28.9	65.2	9.3
LnGrp LOS	F	E	F	F			F	C		C	F	A
Approach Vol, veh/h		912			136			1876			2044	
Approach Delay, s/veh		256.3			123.0			42.0			60.6	
Approach LOS		F			F			D			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	95.2		31.0	19.0	86.0		19.0				
Change Period (Y+Rc), s	3.0	* 7.3		* 6.3	* 5.7	* 7.3		6.3				
Max Green Setting (Gmax), s	9.0	* 86		* 25	* 13	* 79		12.7				
Max Q Clear Time (g_c+I1), s	6.8	56.9		26.7	14.6	80.7		13.7				
Green Ext Time (p_c), s	0.0	17.0		0.0	0.0	0.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			91.2									
HCM 2010 LOS			F									
Notes												

Timings
58: Ed Sullivan Dr/43rd Street & Alton Road

No-Build Conditions
2045 PM Peak

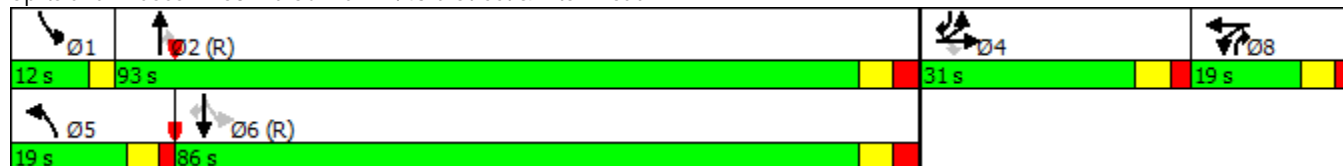


Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	266	215	404	112	274	1546	62	111	1782	90
Future Volume (vph)	266	215	404	112	274	1546	62	111	1782	90
Turn Type	Split	NA	Perm	NA	Prot	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	4	4		8	5	2	8	1	6	4
Permitted Phases			4				2	6		6
Detector Phase	4	4	4	8	5	2	8	1	6	4
Switch Phase										
Minimum Initial (s)	7.0	7.0	7.0	7.0	5.0	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	13.3	13.3	13.3	13.3	10.7	35.3	13.3	8.0	35.3	13.3
Total Split (s)	31.0	31.0	31.0	19.0	19.0	93.0	19.0	12.0	86.0	31.0
Total Split (%)	20.0%	20.0%	20.0%	12.3%	12.3%	60.0%	12.3%	7.7%	55.5%	20.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.7	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.3	2.3	2.3	2.3	2.0	3.3	2.3	0.0	3.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	6.3	6.3	5.7	7.3	6.3	3.0	7.3	6.3
Lead/Lag					Lead	Lag		Lead	Lag	
Lead-Lag Optimize?					Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	C-Max	None	None	C-Max	None

Intersection Summary

Cycle Length: 155
 Actuated Cycle Length: 155
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated

Splits and Phases: 58: Ed Sullivan Dr/43rd Street & Alton Road



Queues
58: Ed Sullivan Dr/43rd Street & Alton Road

No-Build Conditions
2045 PM Peak



Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	274	222	416	136	282	1594	64	114	1837	93
v/c Ratio	0.99	0.76	0.99	0.93	0.96	0.81	0.06	0.71	1.02	0.09
Control Delay	116.1	79.9	71.1	125.6	112.3	31.7	2.4	45.8	64.7	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	116.1	79.9	71.1	125.6	112.3	31.7	2.4	45.8	64.7	1.8
Queue Length 50th (ft)	281	218	228	139	149	670	4	40	~1036	2
Queue Length 95th (ft)	#476	#337	#457	#276	#245	774	16	#123	#1171	19
Internal Link Dist (ft)		428		183		354			141	
Turn Bay Length (ft)					280		50	80		90
Base Capacity (vph)	276	291	422	147	294	1976	1026	170	1796	1082
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.99	0.76	0.99	0.93	0.96	0.81	0.06	0.67	1.02	0.09

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection

Int Delay, s/veh 1.5

Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations		↑↑	↑↑			↑
Traffic Vol, veh/h	0	1812	1834	5	0	149
Future Vol, veh/h	0	1812	1834	5	0	149
Conflicting Peds, #/hr	5	0	0	5	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1868	1891	5	0	154

Major/Minor

	Major1	Major2	Minor2
Conflicting Flow All	-	0	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	-
Pot Cap-1 Maneuver	0	-	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach

	NB	SB	SE
HCM Control Delay, s	0	0	37.3
HCM LOS			E

Minor Lane/Major Mvmt

	NBT SELn1	SBT	SBR
Capacity (veh/h)	-	259	-
HCM Lane V/C Ratio	-	0.593	-
HCM Control Delay (s)	-	37.3	-
HCM Lane LOS	-	E	-
HCM 95th %tile Q(veh)	-	3.5	-

Intersection						
Int Delay, s/veh	0.3					
Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1857	0	0	2206	0	25
Future Vol, veh/h	1857	0	0	2206	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	55	55
Heavy Vehicles, %	2	2	2	2	9	9
Mvmt Flow	2018	0	0	2398	0	45

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	-
Pot Cap-1 Maneuver	-	0	0
Stage 1	-	0	0
Stage 2	-	0	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	NB	SB	NW
HCM Control Delay, s	0	0	24.9
HCM LOS			C

Minor Lane/Major Mvmt	NBTNWLn1	SBT
Capacity (veh/h)	- 226	-
HCM Lane V/C Ratio	- 0.201	-
HCM Control Delay (s)	- 24.9	-
HCM Lane LOS	- C	-
HCM 95th %tile Q(veh)	- 0.7	-

Intersection

Int Delay, s/veh 80

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	282	35	267	209	57	556
Future Vol, veh/h	282	35	267	209	57	556
Conflicting Peds, #/hr	0	10	10	0	104	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	4	4	4	7	7
Mvmt Flow	303	38	287	225	61	598

Major/Minor

	Major1	Major2	Minor1		
Conflicting Flow All	0	0	351	0	1123 337
Stage 1	-	-	-	-	332 -
Stage 2	-	-	-	-	791 -
Critical Hdwy	-	-	4.16	-	6.705 6.305
Critical Hdwy Stg 1	-	-	-	-	5.505 -
Critical Hdwy Stg 2	-	-	-	-	5.905 -
Follow-up Hdwy	-	-	2.238	-	3.5665 3.3665
Pot Cap-1 Maneuver	-	-	1193	-	207 691
Stage 1	-	-	-	-	713 -
Stage 2	-	-	-	-	398 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1182	-	140 681
Mov Cap-2 Maneuver	-	-	-	-	140 -
Stage 1	-	-	-	-	706 -
Stage 2	-	-	-	-	271 -

Approach

	EB	WB	NB
HCM Control Delay, s	0	5.1	179.6
HCM LOS			F

Minor Lane/Major Mvmt

	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	501	-	-	1182	-
HCM Lane V/C Ratio	1.316	-	-	0.243	-
HCM Control Delay (s)	179.6	-	-	9	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	28.5	-	-	1	-

HIGHWAY CAPACITY SOFTWARE OUTPUT SHEETS (AM/PM PEAK)

FUTURE (2045) NO-BUILD CONDITIONS

AM PEAK

I-195 Eastbound

HCS7 Freeway Facilities Report

Project Information

Analyst	Revanth K	Date	12/19/2018
Agency	BCC Eng	Analysis Year	2045 No-Build
Jurisdiction		Time Period Analyzed	AM Peak
Project Description	I-195 Planning Study (I-195 EB)		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	3	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-195 EB, west of 12th Ave	500	4
2	Diverge	Diverge	I-195 EB, to NW 12th Ave	1500	4
3	Diverge	Basic ¹	I-195 EB, to I-95 OFR	1100	4
4	Basic	Basic	I-195 EB, from I-95 OFR to I-95 ONR	3620	2
5	Merge	Merge ²	--> I-95 ONR	1200	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.980	6741	8836	0.76	50.9	33.1	D
2	1.00	0.980	6404	8836	0.72	50.9	31.5	D
3	1.00	0.980	6404	8836	0.72	50.9	31.5	D

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	1.00	1.00	0.980	0.877	6741	140	9000	2000	0.75	0.07	53.3	49.3	31.6	30.2	D
2	1.00	1.00	0.980	0.877	6404	133	9000	2000	0.71	0.07	53.4	49.3	30.0	28.9	D
3	1.00	1.00	0.980	0.877	6404	133	9000	2000	0.71	0.07	53.4	49.3	30.0	28.9	D

Segment 3: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	1.00	1.00	0.980	0.962	6601	3266	9000	4400	0.74	0.74	52.4	-	31.5	-	D
2	1.00	1.00	0.980	0.962	6271	3103	9000	4400	0.70	0.71	52.7	-	29.7	-	D
3	1.00	1.00	0.980	0.962	6271	3103	9000	4400	0.70	0.71	52.7	-	29.7	-	D

Segment 4: Basic

Time	PHF	fHV	Flow Rate	Capacity	d/c	Speed	Density	LOS
------	-----	-----	-----------	----------	-----	-------	---------	-----

Period			(pc/h)	(pc/h)	Ratio	(mi/h)	(pc/mi/ln)	
1	1.00	0.980	3128	4418	0.77	29.2	53.6	F
2	1.00	0.980	3139	4418	0.73	21.5	72.9	F
3	1.00	0.980	3139	4418	0.73	19.8	79.5	F

Segment 5: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	1.00	1.00	0.980	0.962	4190	3473	4500	2000	1.53	1.74	48.6	48.6	43.1	29.1	F
2	1.00	1.00	0.980	0.962	4185	3299	4500	2000	1.45	1.65	48.6	48.6	43.1	29.1	F
3	1.00	1.00	0.980	0.962	4185	3299	4500	2000	1.45	1.65	48.6	48.6	43.1	29.1	F

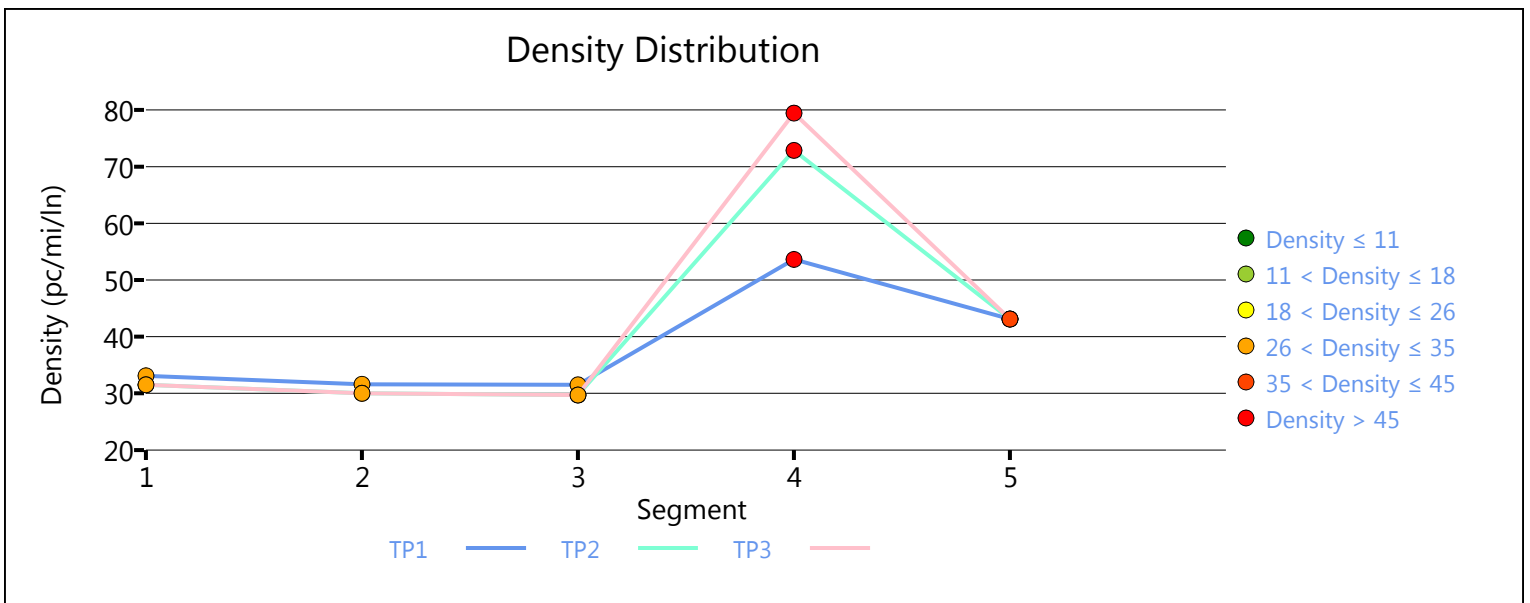
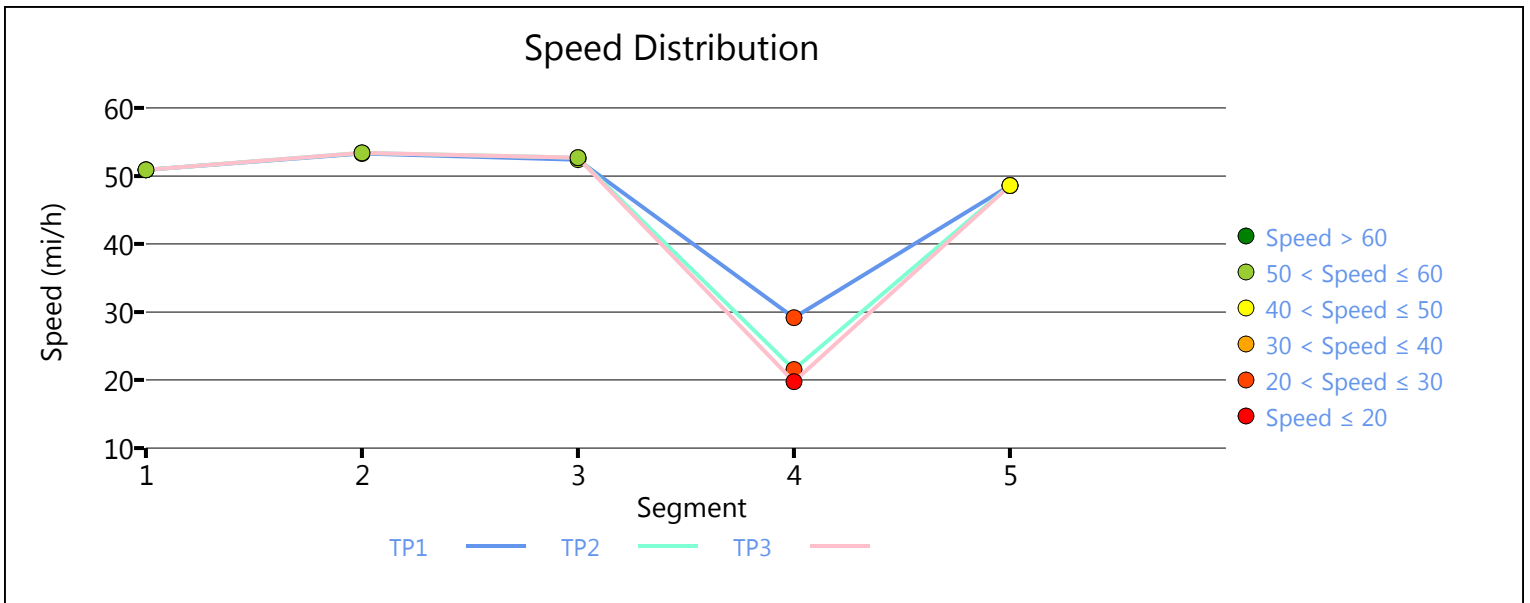
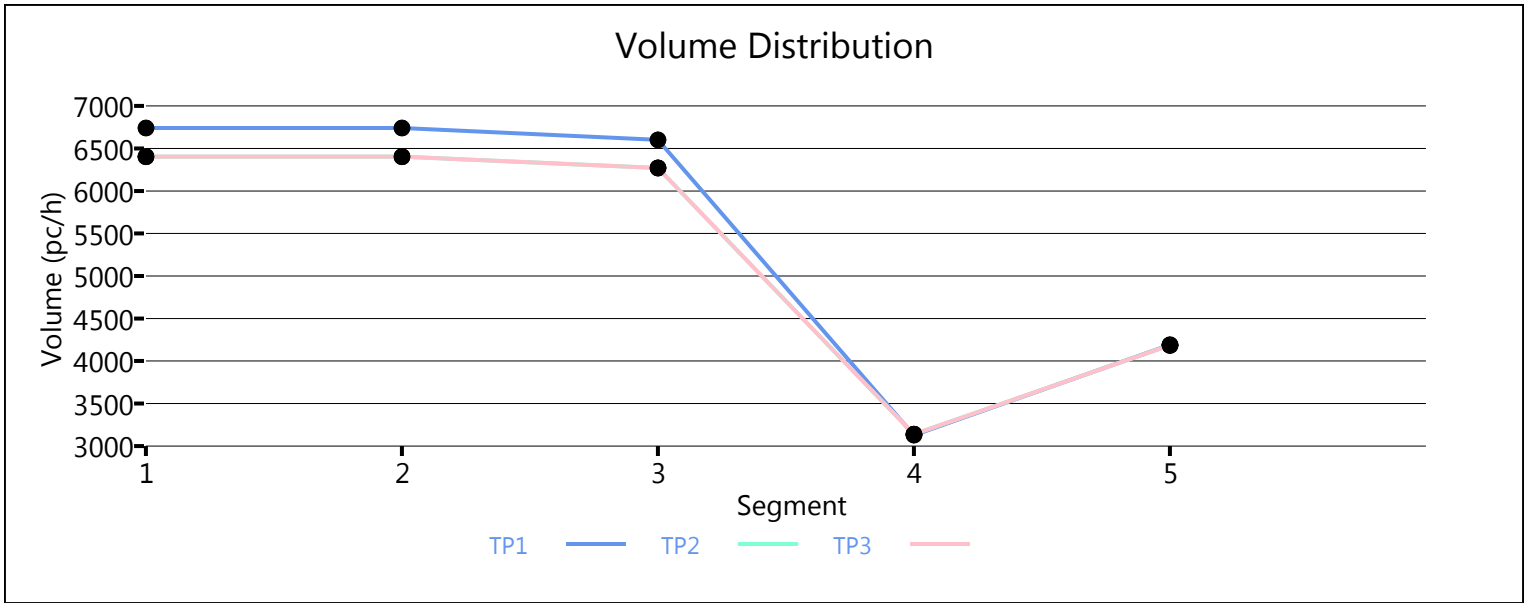
Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	41.9	40.0	39.2	2.2	F
2	35.9	45.4	44.5	2.5	F
3	34.3	47.5	46.6	2.6	F

Facility Overall Results

Space Mean Speed, mi/h	37.1	Density, veh/mi/ln	43.4
Average Travel Time, min	2.4	Density, pc/mi/ln	44.3

1. HCS software analyzes the segment as basic even though it is coded as diverge, it is because when the basic segment following a diverge segment has 1 or more lanes less than the number of lanes in the diverge segment, then the diverge segment is analyzed as a basic segment due to lane drop.
2. As HCM do not support a one-lane freeway analysis, the single lane segment (E4-E5) is coded as two lanes instead of one and doubling the volume to approximate the situation.



HCS7 Freeway Weaving Report

Project Information

Analyst	Revanth	Date	12/19/2018
Agency	BCC Eng	Analysis Year	2045 No-Build
Jurisdiction		Time Period Analyzed	AM Peak
Project Description	I-195 PLANNING STUDY (EB Weaving Section)		

Geometric Data

Number of Lanes (N), ln	4	Segment Type	Freeway
Segment Length (Ls), ft	585	Number of Maneuver Lanes (NWL), ln	0
Weaving Configuration	Two-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	3
Interchange Density (ID), int/mi	1.33	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	2701	3235	128	1508
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	2.00	2.00	2.00	2.00
Heavy Vehicle Adjustment Factor (fHV)	0.980	0.980	0.980	0.980
Flow Rate (vi), pc/h	2901	3475	137	1620
Weaving Flow Rate (vw), pc/h	137	Freeway Max Capacity (cIFL), pc/h/ln		2200
Non-Weaving Flow Rate (vNW), pc/h	7996	Density-Based Capacity (cIWL), pc/h/ln		1795
Total Flow Rate (v), pc/h	8133	Demand Flow-Based Capacity (cIW), pc/h		-
Volume Ratio (VR)	0.017	Weaving Segment Capacity (cw), veh/h		7036
Minimum Lane Change Rate (LCMIN), lc/h	0	Adjusted Weaving Area Capacity, pc/h		6950
Maximum Weaving Length (LMAX), ft	5885	Volume-to-Capacity Ratio (v/c)		1.17

Speed and Density

Non-Weaving Vehicle Index (INW)	-	Average Weaving Speed (SW), mi/h	-
Non-Weaving Lane Change Rate (LCNW), lc/h	-	Average Non-Weaving Speed (SNW), mi/h	-
Weaving Lane Change Rate (LCW), lc/h	-	Average Speed (S), mi/h	-
Weaving Lane Change Rate (LCAII), lc/h	-	Density (D), pc/mi/ln	-
Weaving Intensity Factor (W)	-	Level of Service (LOS)	F

HCS7 Freeway Facilities Report

Project Information

Analyst	Revanth K	Date	12/19/2018
Agency	BCC Engg	Analysis Year	2045 No-Build
Jurisdiction		Time Period Analyzed	AM Peak
Project Description	I-195 Planning Study (I-195 EB)		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	7
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-195 EB, after N Miami Ave OFR	1770	3
2	Diverge	Diverge	I-195 EB, at US-1 OFR	1500	3
3	Basic	Basic	From US-1 OFR	2190	3
4	Merge	Merge	I-195 EB, at N 36th St ONR	1500	3
5	Basic	Basic	Julia Tuttle CSWY	9580	3
6	Diverge	Basic	I-195 EB, OFR to Alton Road	1500	3
7	Basic	Basic	I-195 EB, after Alton Road OFR	500	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.984		6350		6627		0.96		50.2		42.2		E

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.984	0.930	6350	2024	6750	2000	0.94	1.01	50.0	47.1	45.0	33.4	D

Segment 3: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.984		4326		6627		0.67		50.9		26.2		D

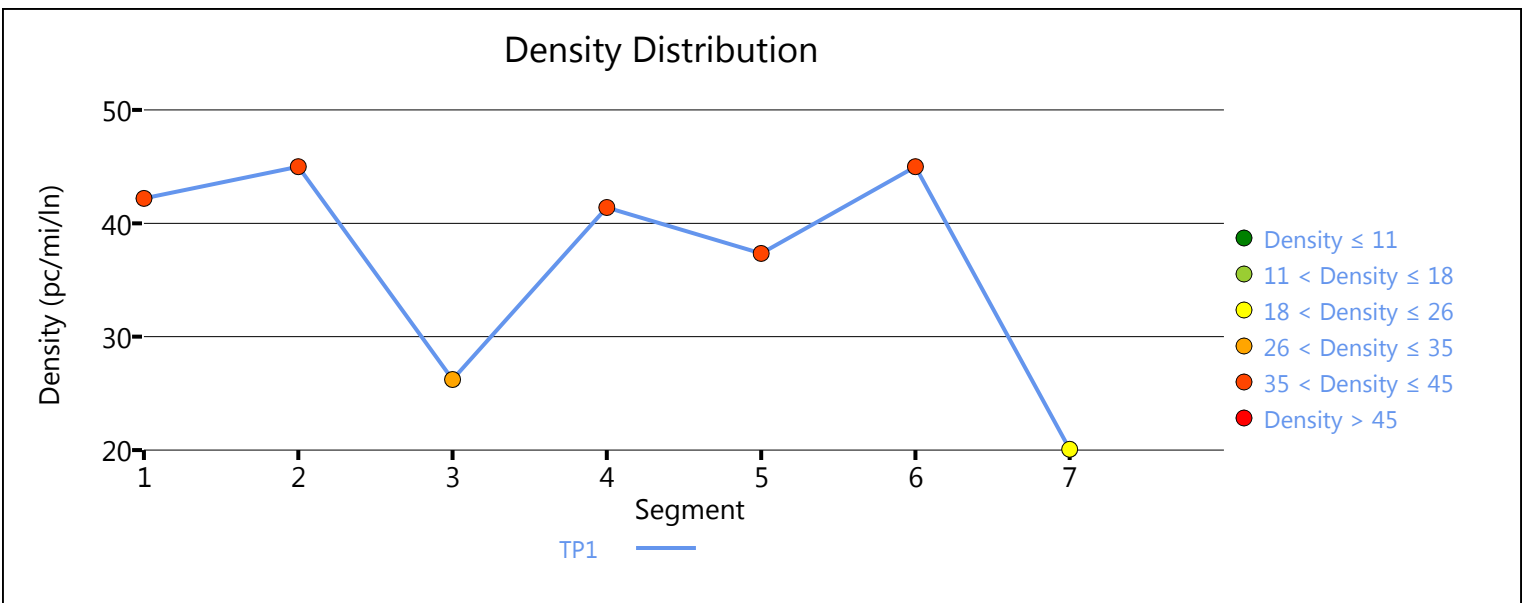
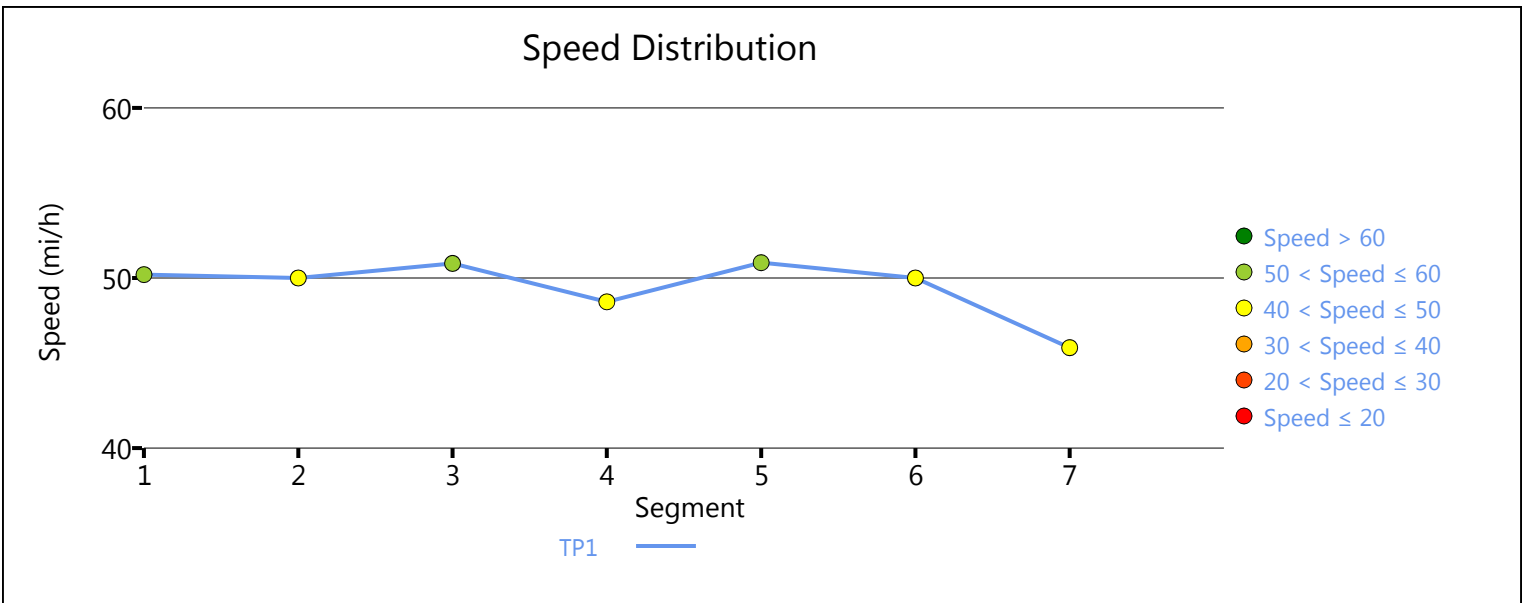
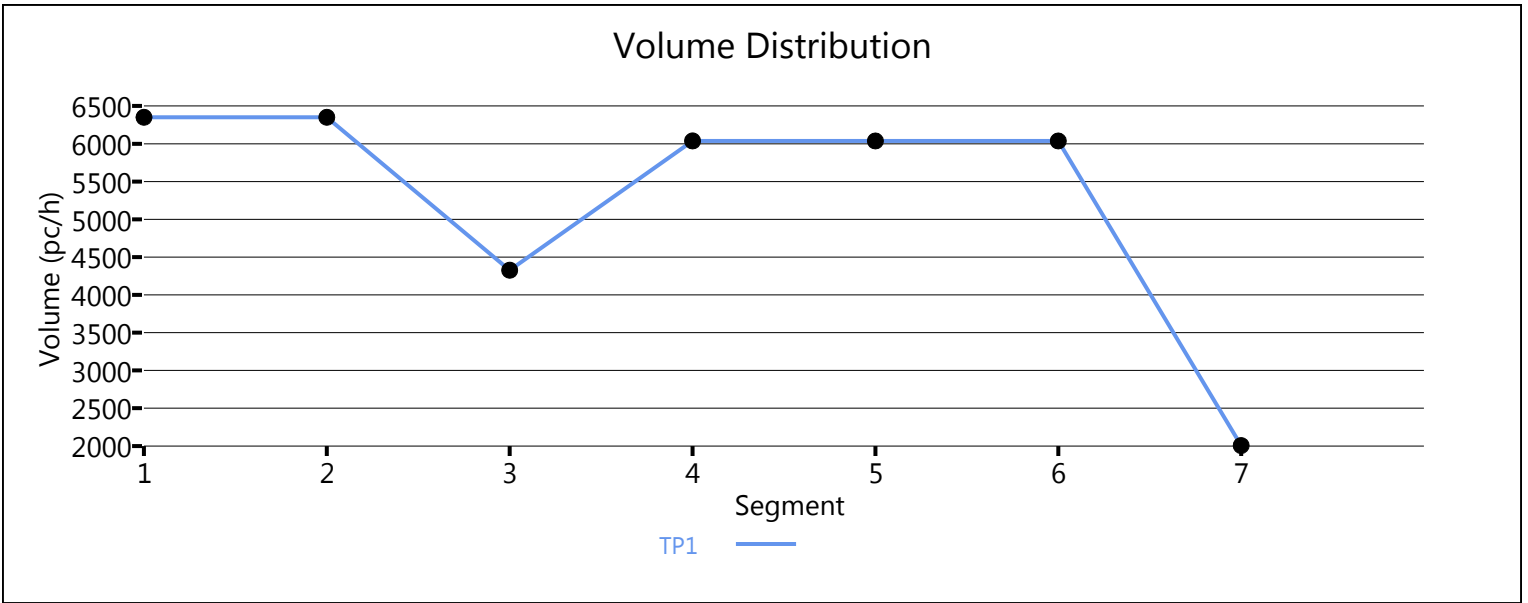
Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.974	0.969	6037	1711	6750	2000	0.92	0.86	48.6	47.8	41.4	33.3	D

Segment 5: Basic

Time	PHF		fHV		Flow Rate		Capacity		d/c		Speed		Density		LOS
------	-----	--	-----	--	-----------	--	----------	--	-----	--	-------	--	---------	--	-----

Period			(pc/h)	(pc/h)	Ratio	(mi/h)	(pc/mi/ln)								
1	0.95	0.977	6037	6627	0.93	50.9	37.3	E							
Segment 6: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.80	0.81	0.968	0.958	6037	4031	6750	4000	1.09	1.01	50.0	-	45.0	-	F
Segment 7: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.968		2006		4400		0.64		45.9		20.1		C
Facility Time Period Results															
T	Speed, mi/h		Density, pc/mi/ln		Density, veh/mi/ln		Travel Time, min		LOS						
1	50.5		37.6		36.7		4.2		F						
Facility Overall Results															
Space Mean Speed, mi/h			50.5			Density, veh/mi/ln			36.7						
Average Travel Time, min			4.2			Density, pc/mi/ln			37.6						



I-195 Westbound

HCS7 Freeway Facilities Report

Project Information

Analyst	Revanth K	Date	12/19/2018
Agency	BCC Eng	Analysis Year	2045 No-Build
Jurisdiction		Time Period Analyzed	AM Peak
Project Description	I-195 Corridor Planning Study (I-195 WB)		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	13
Total Time Periods	3	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Art Godfrey Road to Alton Road N ONR	520	2
2	Merge	Basic ¹	Alton Road N ONR	1500	3
3	Basic	Basic	--> Alton Rd S ONR	80	3
4	Merge	Merge	Alton Road S ONR	1500	3
5	Basic	Basic	Julia Tuttle CSWY	5280	3
6	Basic	Basic	Julia Tuttle CSWY Con't	5120	3
7	Diverge	Diverge	OFR to US-1	1500	3
8	Basic	Basic	Between OFR to US-1 nad ONR from US-1	2400	3
9	Merge	Merge	ONR from US-1	1500	3
10	Basic	Basic	--> ONR from N Miami Ave	1100	3
11	Weaving	Weaving	ONR from N Miami Ave to I-95 OFR	1080	4
12	Basic	Basic	After I-95 OFR	2880	2
13	Merge	Merge ²	Before I-95 ONR (lane drop on I-195 WB)	1500	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.982	2177	4410	0.49	50.5	21.5	C
2	1.00	0.982	2068	4410	0.47	50.5	20.5	C
3	1.00	0.982	2068	4410	0.47	50.5	20.5	C

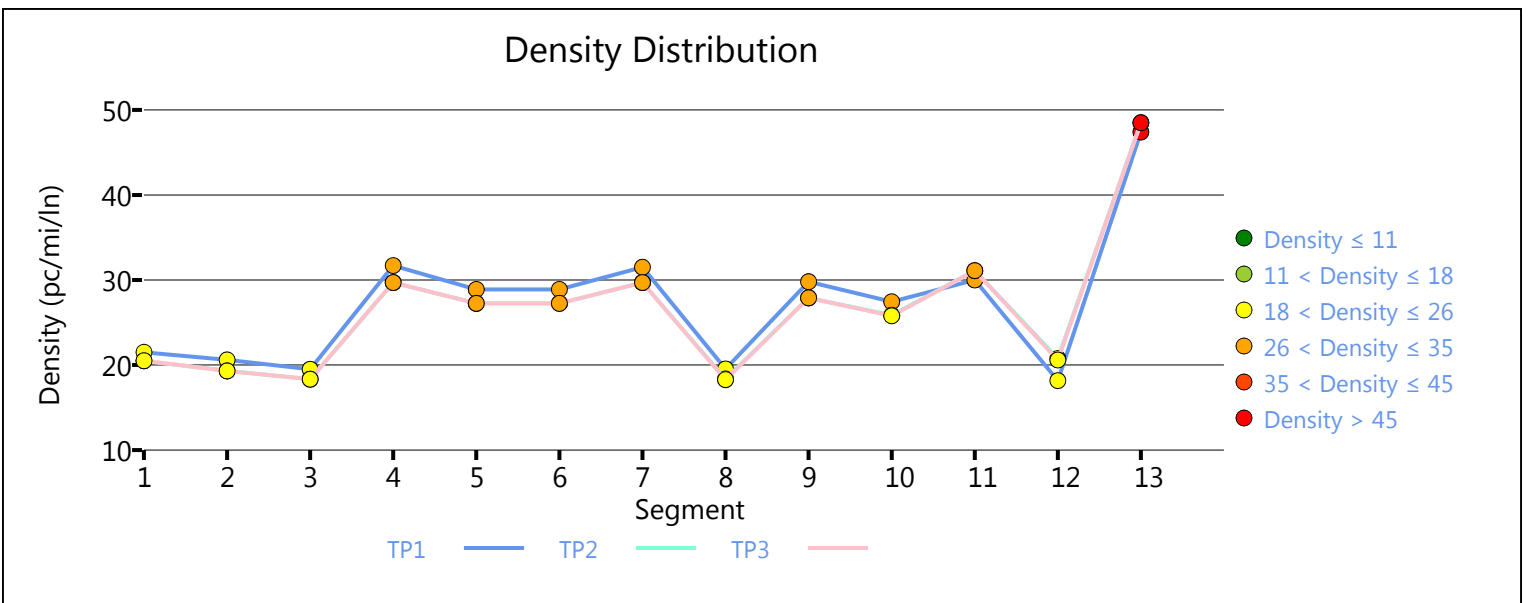
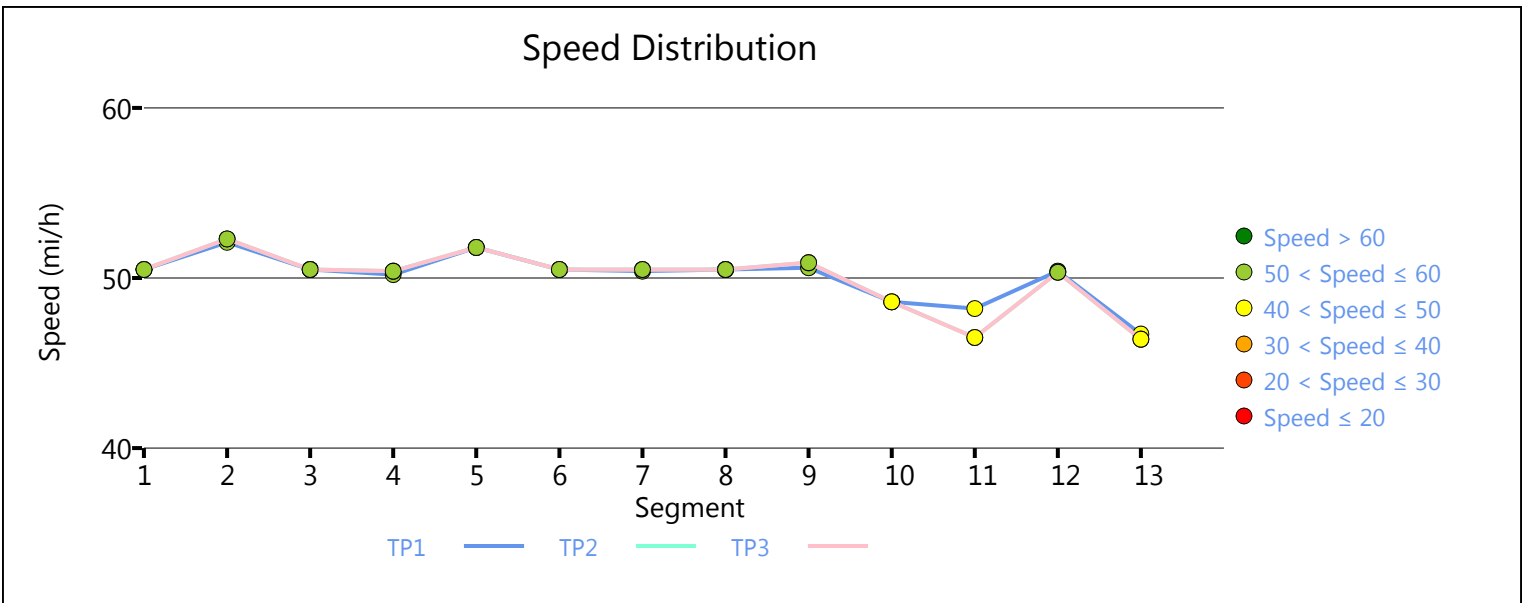
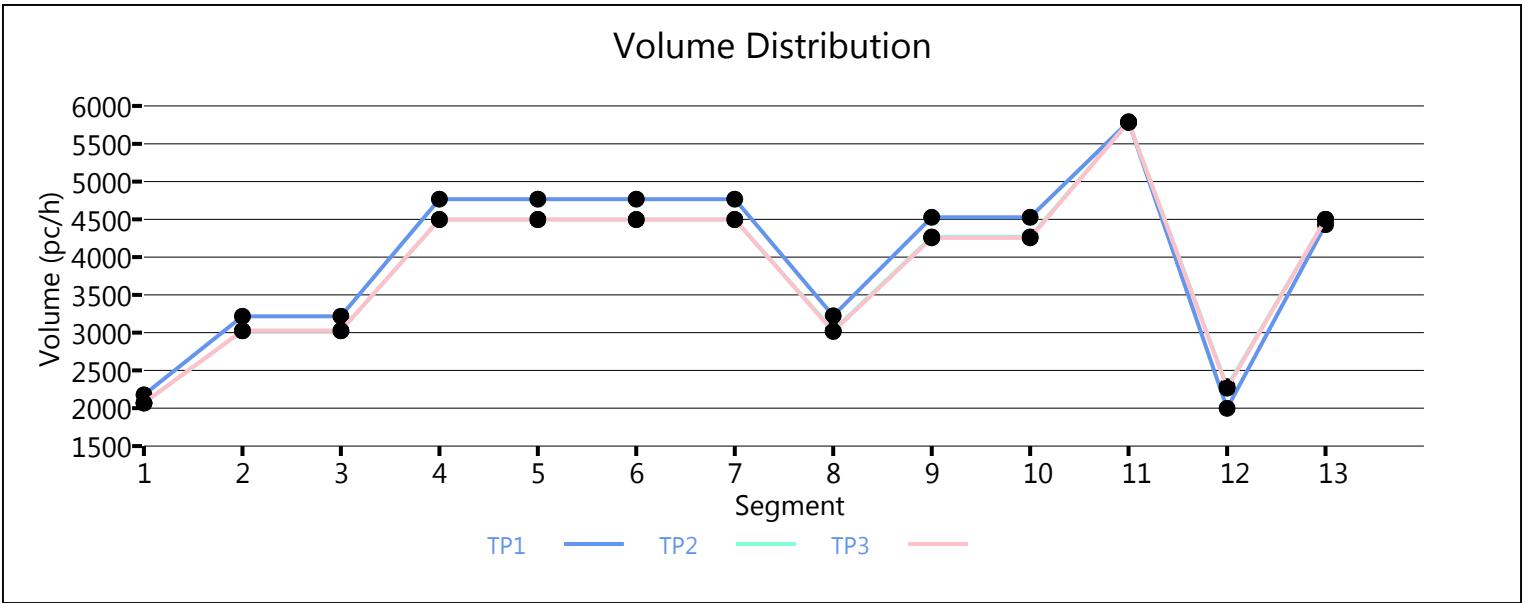
Segment 2: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	1.00	1.00	0.982	0.964	3217	1040	6750	2000	0.32	0.52	52.1	-	20.6	-	C
2	1.00	1.00	0.982	0.964	3025	957	6750	2000	0.31	0.48	52.3	-	19.3	-	C

3	1.00	1.00	0.982	0.964	3025	957	6750	2000	0.31	0.48	52.3	-	19.3	-	C
Segment 3: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.982		3217		6615		0.48		50.5		19.5		C
2	1.00		0.982		3025		6615		0.45		50.5		18.3		C
3	1.00		0.982		3025		6615		0.45		50.5		18.3		C
Segment 4: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	1.00	1.00	0.982	0.962	4767	1550	6750	2000	0.70	0.78	50.2	49.5	31.7	30.2	D
2	1.00	1.00	0.982	0.962	4497	1472	6750	2000	0.66	0.74	50.4	49.7	29.7	28.8	D
3	1.00	1.00	0.982	0.962	4497	1472	6750	2000	0.66	0.74	50.4	49.7	29.7	28.8	D
Segment 5: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.981		4767		6654		0.71		51.8		28.9		D
2	1.00		0.981		4497		6654		0.67		51.8		27.3		D
3	1.00		0.981		4497		6654		0.67		51.8		27.3		D
Segment 6: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.981		4767		6615		0.71		50.5		28.9		D
2	1.00		0.981		4497		6615		0.67		50.5		27.3		D
3	1.00		0.981		4497		6615		0.67		50.5		27.3		D
Segment 7: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	1.00	1.00	0.981	0.932	4767	1544	6750	2000	0.70	0.77	50.4	47.6	31.5	32.0	D
2	1.00	1.00	0.981	0.932	4497	1467	6750	2000	0.66	0.73	50.5	47.7	29.7	30.6	D
3	1.00	1.00	0.981	0.932	4497	1467	6750	2000	0.66	0.73	50.5	47.7	29.7	30.6	D
Segment 8: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.981		3223		6615		0.49		50.5		19.5		C
2	1.00		0.981		3027		6615		0.46		50.5		18.3		C
3	1.00		0.981		3016		6615		0.46		50.5		18.3		C
Segment 9: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	

1	1.00	1.00	0.981	0.969	4527	1304	6750	2000	0.68	0.65	50.6	50.0	29.8	26.7	C
2	1.00	1.00	0.981	0.969	4266	1239	6750	2000	0.64	0.62	50.9	50.3	27.9	25.4	C
3	1.00	1.00	0.981	0.969	4255	1239	6750	2000	0.64	0.62	50.9	50.3	27.9	25.3	C
Segment 10: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.977		4527		6600		0.69		48.6		27.4		D
2	1.00		0.977		4266		6600		0.65		48.6		25.9		C
3	1.00		0.977		4255		6600		0.65		48.6		25.8		C
Segment 11: Weaving															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.977		5791		5811		1.08		48.2		30.0		F
2	1.00		0.977		5784		5784		1.02		46.5		31.1		F
3	1.00		0.977		5784		5784		1.02		46.5		31.1		F
Segment 12: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.980		1998		4410		0.56		50.4		18.2		C
2	1.00		0.980		2284		4410		0.52		50.3		20.8		C
3	1.00		0.980		2265		4410		0.52		50.3		20.6		C
Segment 13: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	1.00	1.00	0.980	0.980	4429	2431	4500	2000	1.09	1.22	46.7	46.7	47.4	38.3	F
2	1.00	1.00	0.980	0.980	4500	2309	4500	2000	1.03	1.15	46.4	46.4	48.5	39.0	F
3	1.00	1.00	0.980	0.980	4500	2309	4500	2000	1.03	1.15	46.4	46.4	48.5	39.0	F
Facility Time Period Results															
T	Speed, mi/h				Density, pc/mi/ln				Density, veh/mi/ln				Travel Time, min		LOS
1	50.4				27.6				27.1				5.9		F
2	50.2				26.6				26.1				5.9		F
3	50.2				26.6				26.1				5.9		F
Facility Overall Results															
Space Mean Speed, mi/h					50.3				Density, veh/mi/ln				26.4		
Average Travel Time, min					5.9				Density, pc/mi/ln				26.9		

1. HCS software analyzes the segment as basic even though it is coded as merge, it is because when the merge segment following a basic segment has 1 or more lanes more than the number of lanes in the basic segment, then the merge segment is analyzed as a basic segment due to lane addition.
2. As HCM do not support a one-lane freeway analysis, the single lane segment (W12-W13) is coded as two lanes instead of one and doubling the volume to approximate the situation.



HCS7 Freeway Facilities Report

Project Information

Analyst	Revanth K	Date	5/11/2018
Agency	BCC Engg	Analysis Year	2045 No-Build
Jurisdiction		Time Period Analyzed	AM Peak
Project Description	I-195 Corridor Planning Study (I-195 WB)		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	3
Total Time Periods	2	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	From I-95	500	3
2	Merge	Basic	I-95 ONR merge with I-195 WB	500	4
3	Merge	Basic	I-195 WB merge with I-95 Express Lanes ramp	500	5

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.980	2359	6615	0.36	50.5	15.6	B
2	1.00	0.980	2241	6615	0.34	50.5	14.8	B

Segment 2: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	1.00	1.00	0.980	0.962	4835	2476	9000	2000	0.26	1.24	55.0	-	10.7	-	A
2	1.00	1.00	0.980	0.962	4593	2352	9000	2000	0.25	1.18	55.0	-	10.2	-	A

Segment 3: Merge

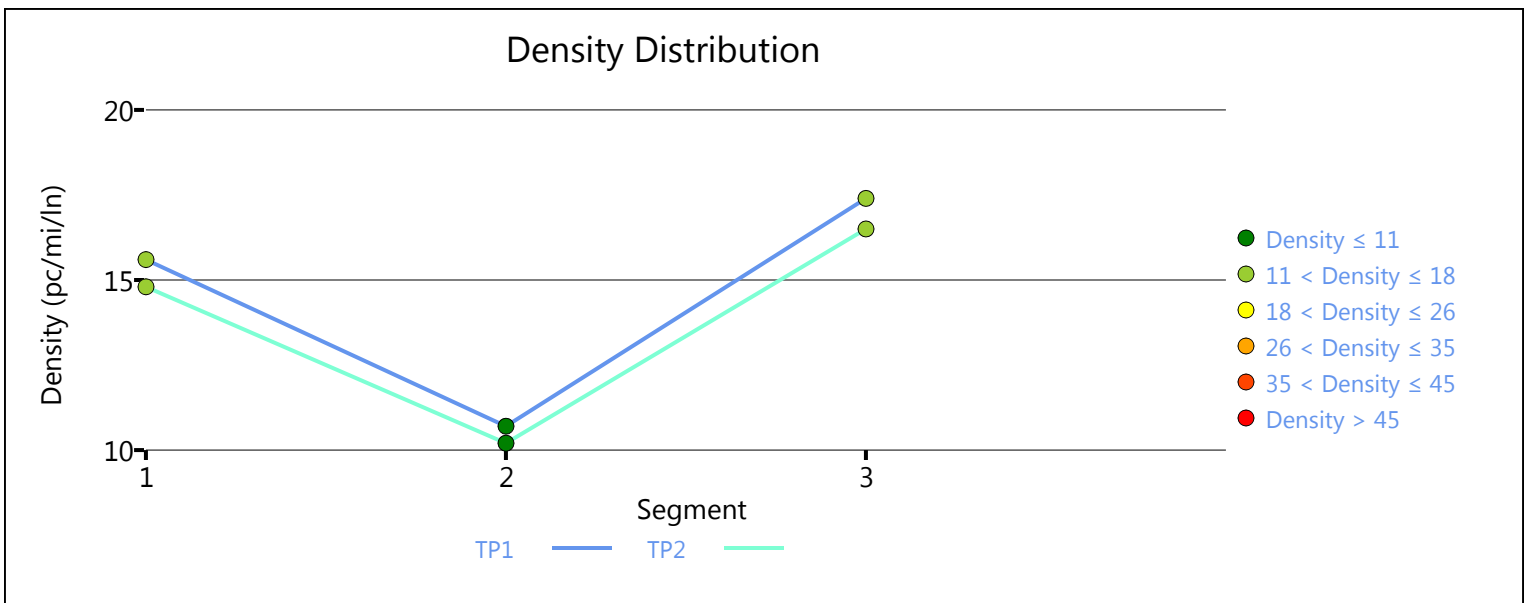
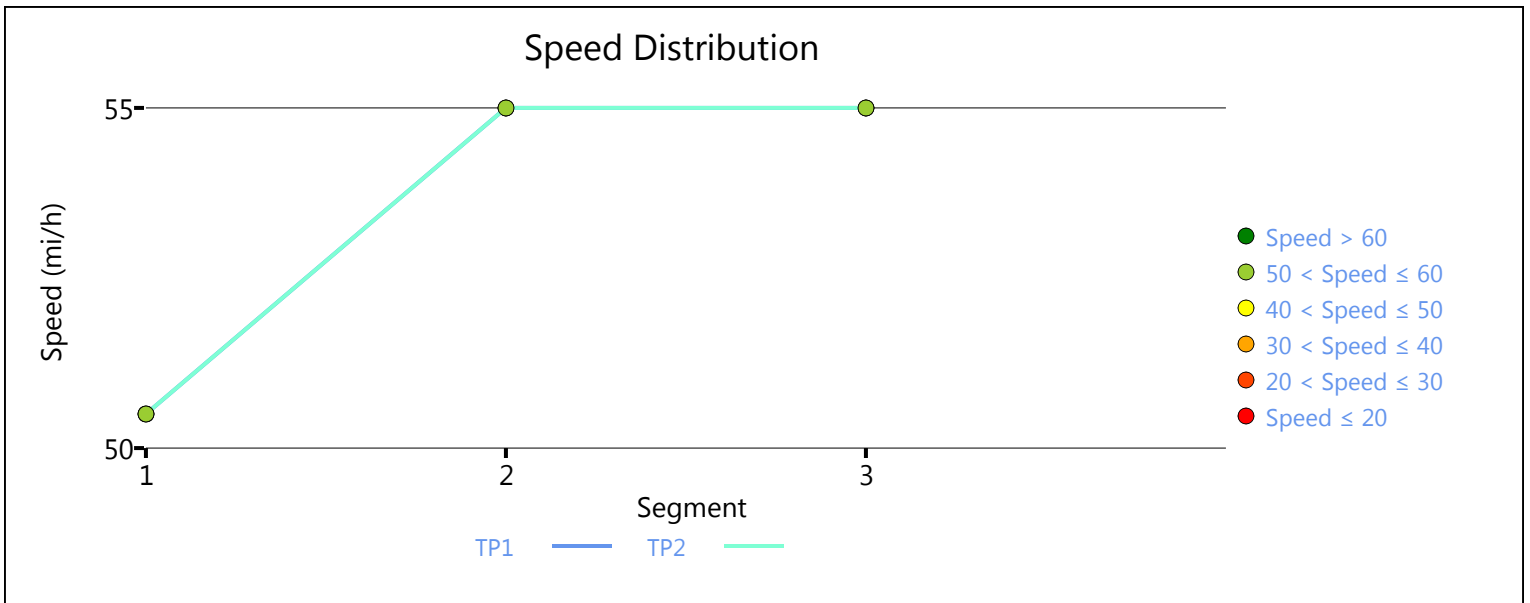
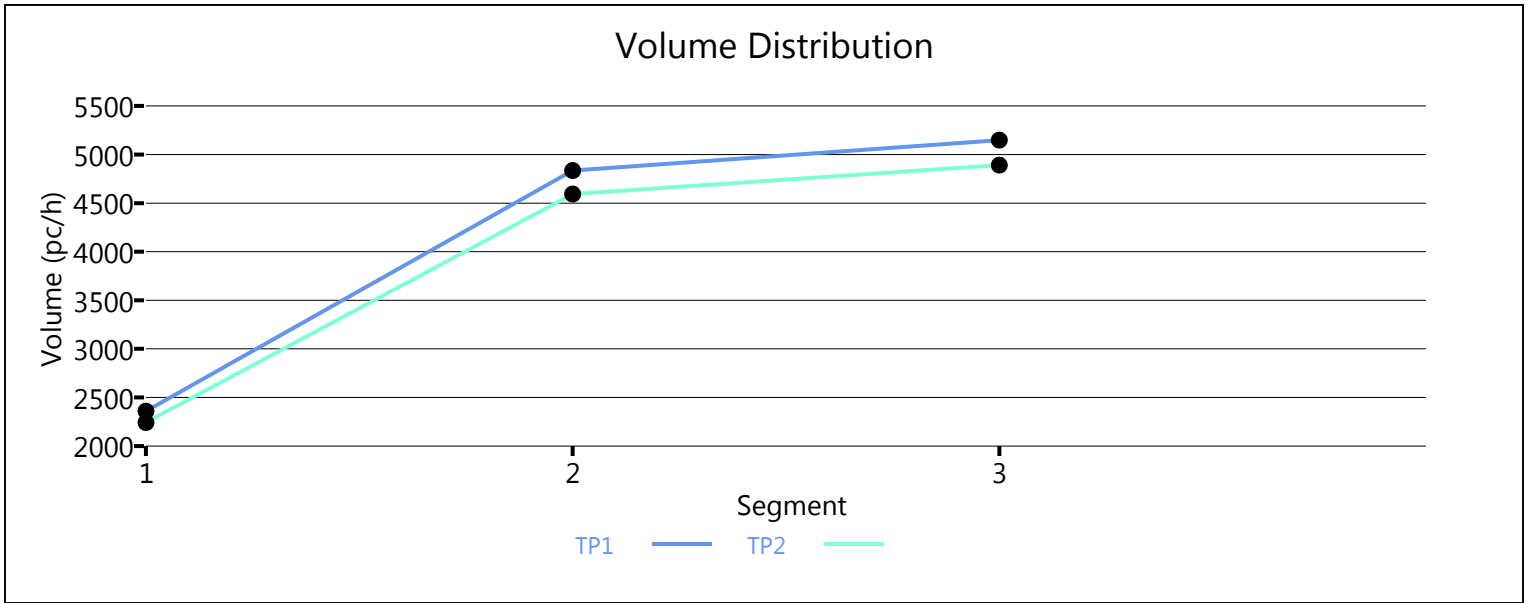
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	1.00	1.00	0.980	0.980	5149	359	11250	2000	0.43	0.18	55.0	-	17.4	-	B
2	1.00	1.00	0.980	0.980	4891	341	11250	2000	0.40	0.17	55.0	-	16.5	-	B

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	54.1	14.7	14.5	0.3	B
2	54.1	14.0	13.7	0.3	B

Facility Overall Results

Space Mean Speed, mi/h	54.1	Density, veh/mi/ln	14.1
Average Travel Time, min	0.3	Density, pc/mi/ln	14.4



PM PEAK

I-195 Eastbound

HCS7 Freeway Facilities Report

Project Information

Analyst	Revanth K	Date	12/19/2018
Agency	BCC Eng	Analysis Year	2045 No-Build
Jurisdiction		Time Period Analyzed	PM Peak
Project Description	I-195 Planning Study (I-195 EB)		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	2	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-195 EB, west of 12th Ave	500	3
2	Diverge	Diverge	I-195 EB, to NW 12th Ave	1500	4
3	Diverge	Basic ¹	I-195 EB, to I-95 OFR	1100	4
4	Basic	Basic	I-195 EB, from I-95 OFR to I-95 ONR	3620	2
5	Merge	Merge ²	--> I-95 ONR	1200	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.980	5148	6627	0.78	50.9	33.7	D
2	1.00	0.980	4891	6627	0.74	50.9	32.0	D

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	1.00	1.00	0.980	0.935	5148	86	9000	2000	0.57	0.04	54.1	49.3	23.8	24.0	C
2	1.00	1.00	0.980	0.935	4891	81	9000	2000	0.54	0.04	54.2	49.3	22.6	23.0	C

Segment 3: Diverge

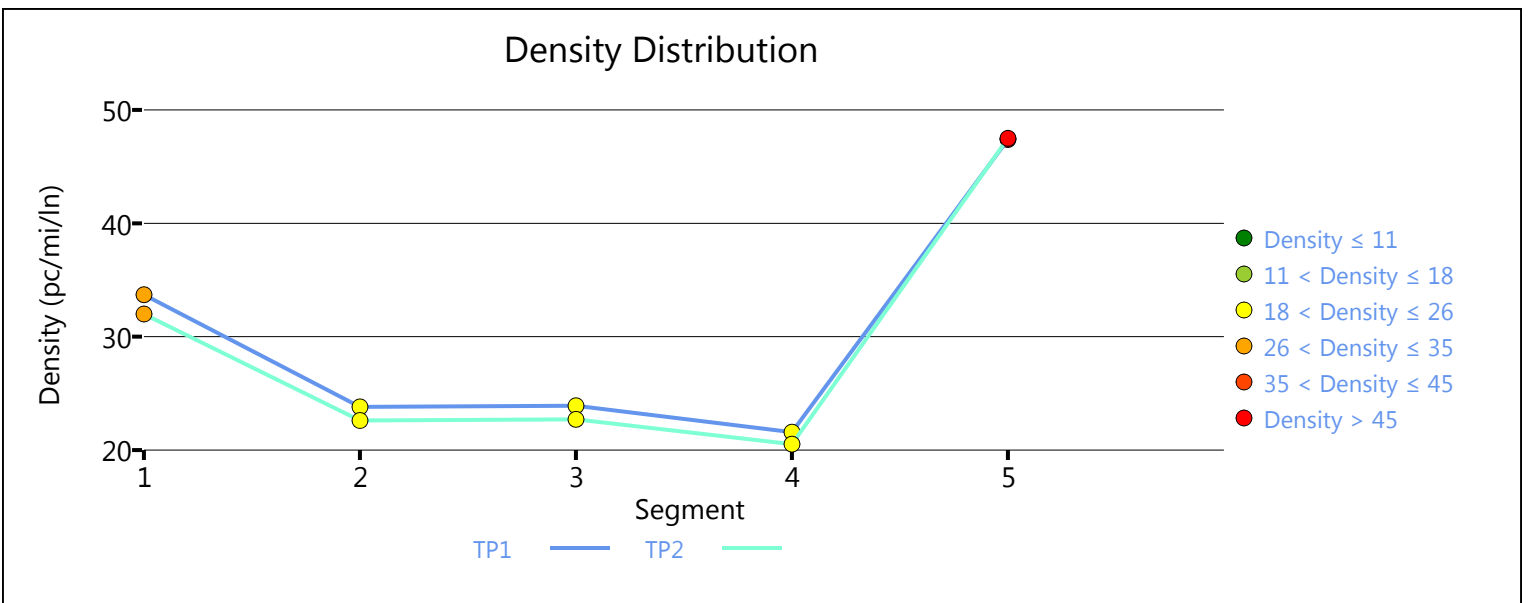
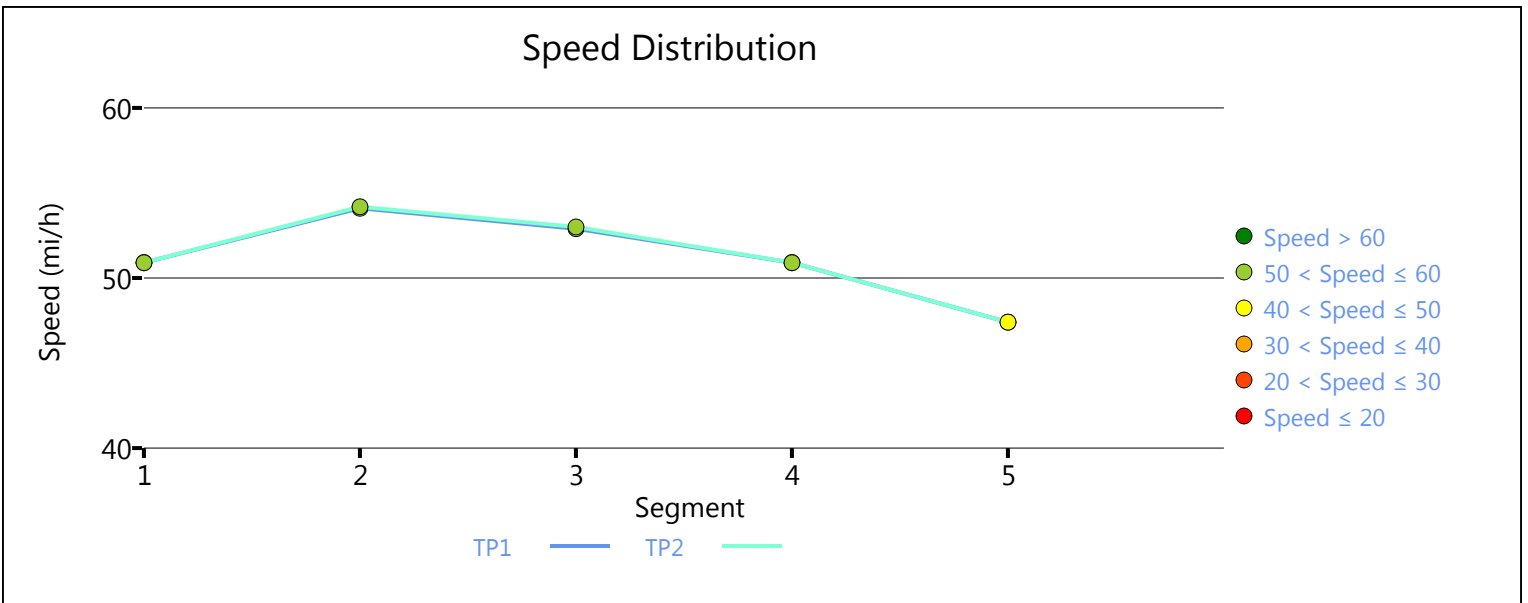
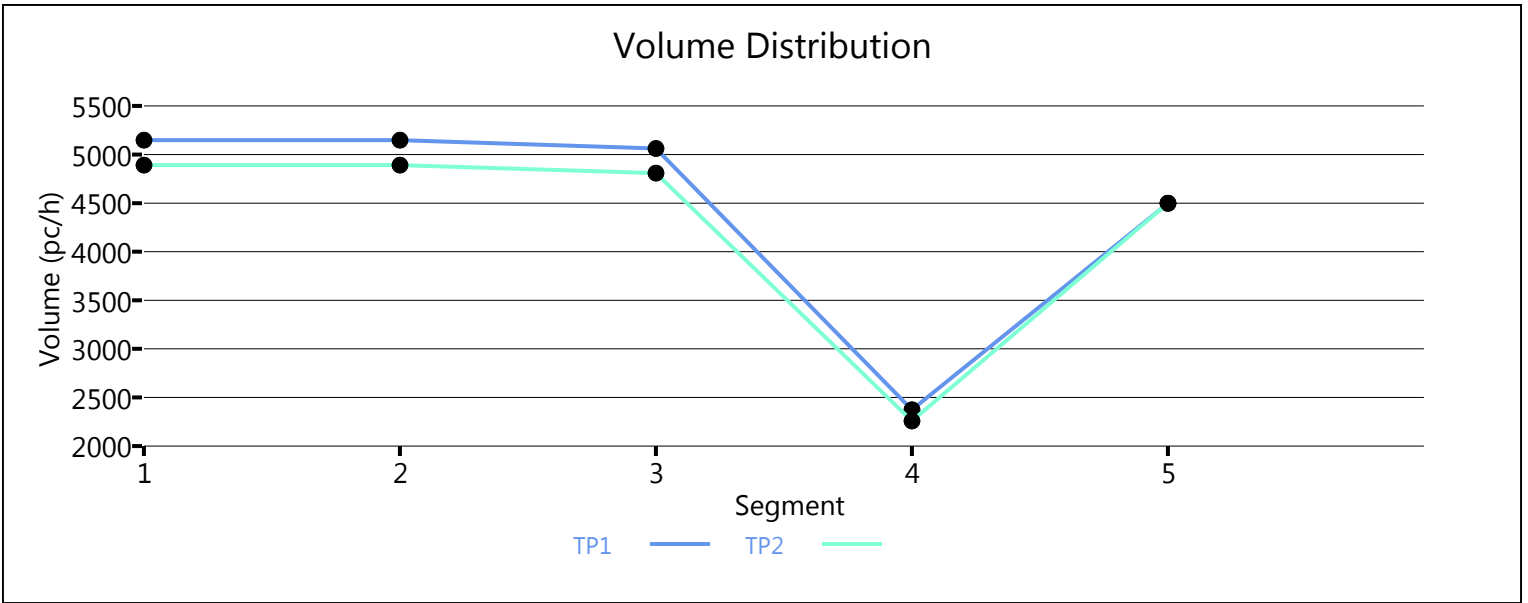
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	1.00	1.00	0.980	0.980	5062	2689	9000	4400	0.56	0.61	52.9	-	23.9	-	C
2	1.00	1.00	0.980	0.980	4809	2554	9000	4400	0.53	0.58	53.0	-	22.7	-	C

Segment 4: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.980	2373	4418	0.54	50.9	21.6	C
2	1.00	0.980	2257	4418	0.51	50.9	20.5	C

Segment 5: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	1.00	1.00	0.980	0.980	4498	2379	4500	2000	1.06	1.19	47.4	47.4	47.4	32.0	F
2	1.00	1.00	0.980	0.980	4500	2259	4500	2000	1.00	1.13	47.4	47.4	47.5	32.1	F
Facility Time Period Results															
T	Speed, mi/h		Density, pc/mi/ln		Density, veh/mi/ln		Travel Time, min		LOS						
1	51.4		26.2		25.7		1.8		F						
2	51.4		25.2		24.7		1.8		C						
Facility Overall Results															
Space Mean Speed, mi/h					51.4			Density, veh/mi/ln				25.2			
Average Travel Time, min					1.8			Density, pc/mi/ln				25.7			

1. HCS software analyzes the segment as basic even though it is coded as diverge, it is because when the basic segment following a diverge segment has 1 or more lanes less than the number of lanes in the diverge segment, then the diverge segment is analyzed as a basic segment due to lane drop.
2. As HCM do not support a one-lane freeway analysis, the single lane segment (E4-E5) is coded as two lanes instead of one and doubling the volume to approximate the situation.



HCS7 Freeway Weaving Report

Project Information

Analyst	Revanth	Date	12/19/2018
Agency	BCC Eng	Analysis Year	2045 No-Build
Jurisdiction		Time Period Analyzed	PM Peak
Project Description	I-195 PLANNING STUDY (EB Weaving Section)		

Geometric Data

Number of Lanes (N), ln	4	Segment Type	Freeway
Segment Length (Ls), ft	585	Number of Maneuver Lanes (NWL), ln	0
Weaving Configuration	Two-Sided	Ramp-to-Freeway Lane Changes (LCRF), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LCFR), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LCRR), lc	3
Interchange Density (ID), int/mi	1.33	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (Vi), veh/h	2061	2191	170	1360
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	2.00	2.00	2.00	2.00
Heavy Vehicle Adjustment Factor (fHV)	0.980	0.980	0.980	0.980
Flow Rate (vi), pc/h	2214	2353	183	1461
Weaving Flow Rate (vw), pc/h	183	Freeway Max Capacity (ciFL), pc/h/ln		2200
Non-Weaving Flow Rate (vNW), pc/h	6028	Density-Based Capacity (ciWL), pc/h/ln		1786
Total Flow Rate (v), pc/h	6211	Demand Flow-Based Capacity (ciW), pc/h		-
Volume Ratio (VR)	0.029	Weaving Segment Capacity (cw), veh/h		7001
Minimum Lane Change Rate (LCMIN), lc/h	549	Adjusted Weaving Area Capacity, pc/h		6915
Maximum Weaving Length (LMAX), ft	5996	Volume-to-Capacity Ratio (v/c)		0.90

Speed and Density

Non-Weaving Vehicle Index (INW)	-	Average Weaving Speed (SW), mi/h	-
Non-Weaving Lane Change Rate (LCNW), lc/h	-	Average Non-Weaving Speed (SNW), mi/h	-
Weaving Lane Change Rate (LCW), lc/h	-	Average Speed (S), mi/h	-
Weaving Lane Change Rate (LCAII), lc/h	-	Density (D), pc/mi/ln	-
Weaving Intensity Factor (W)	-	Level of Service (LOS)	F

HCS7 Freeway Facilities Report

Project Information

Analyst	Revanth K	Date	12/19/2018
Agency	BCC Engg	Analysis Year	2045 No-Build
Jurisdiction		Time Period Analyzed	PM Peak
Project Description	I-195 Planning Study (I-195 EB)		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	7
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-195 EB, after N Miami Ave OFR	1770	3
2	Diverge	Diverge	I-195 EB, at US-1 OFR	1500	3
3	Basic	Basic	From US-1 OFR	2190	3
4	Merge	Merge	I-195 EB, at N 36th St ONR	1500	3
5	Basic	Basic	Julia Tuttle CSWY	9580	3
6	Diverge	Basic	I-195 EB, OFR to Alton Road	1500	3
7	Basic	Basic	I-195 EB, after Alton Road OFR	500	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.984		4549		6627		0.69		50.9		29.8		D

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.984	0.964	4549	1493	6750	2000	0.67	0.75	50.5	47.7	30.0	25.1	C

Segment 3: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.984		3086		6627		0.47		50.9		20.2		C

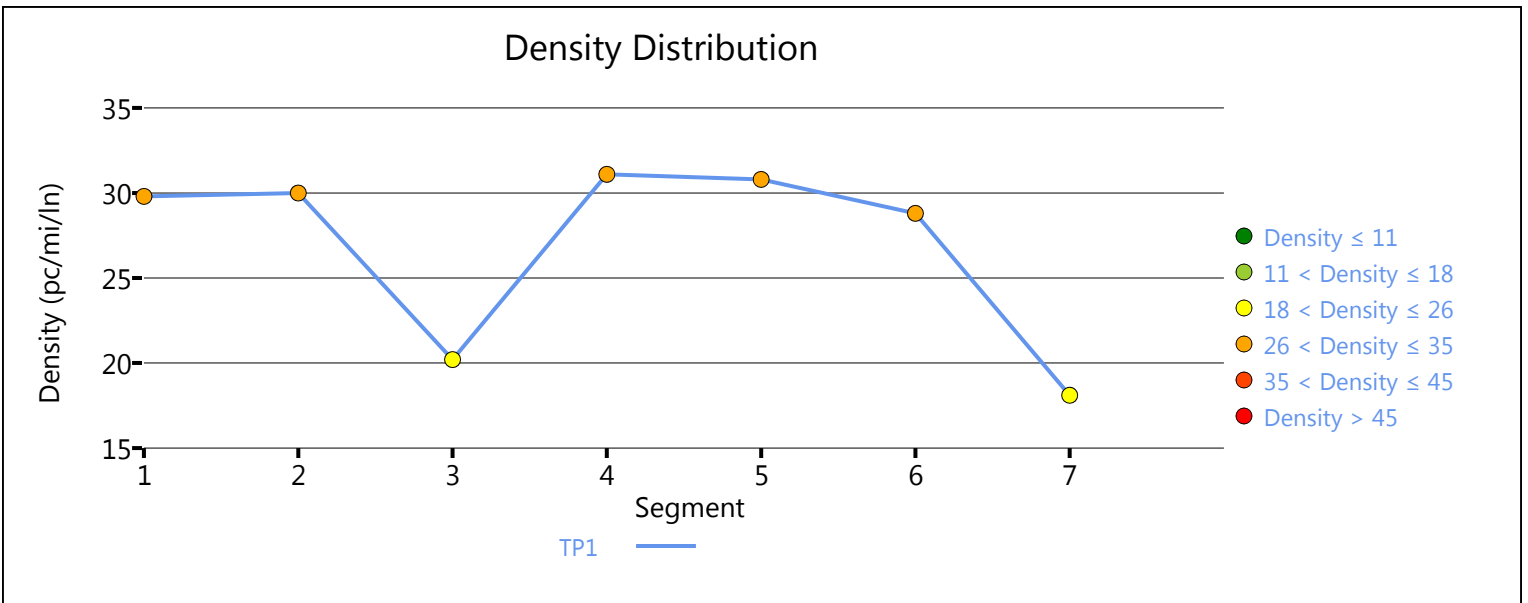
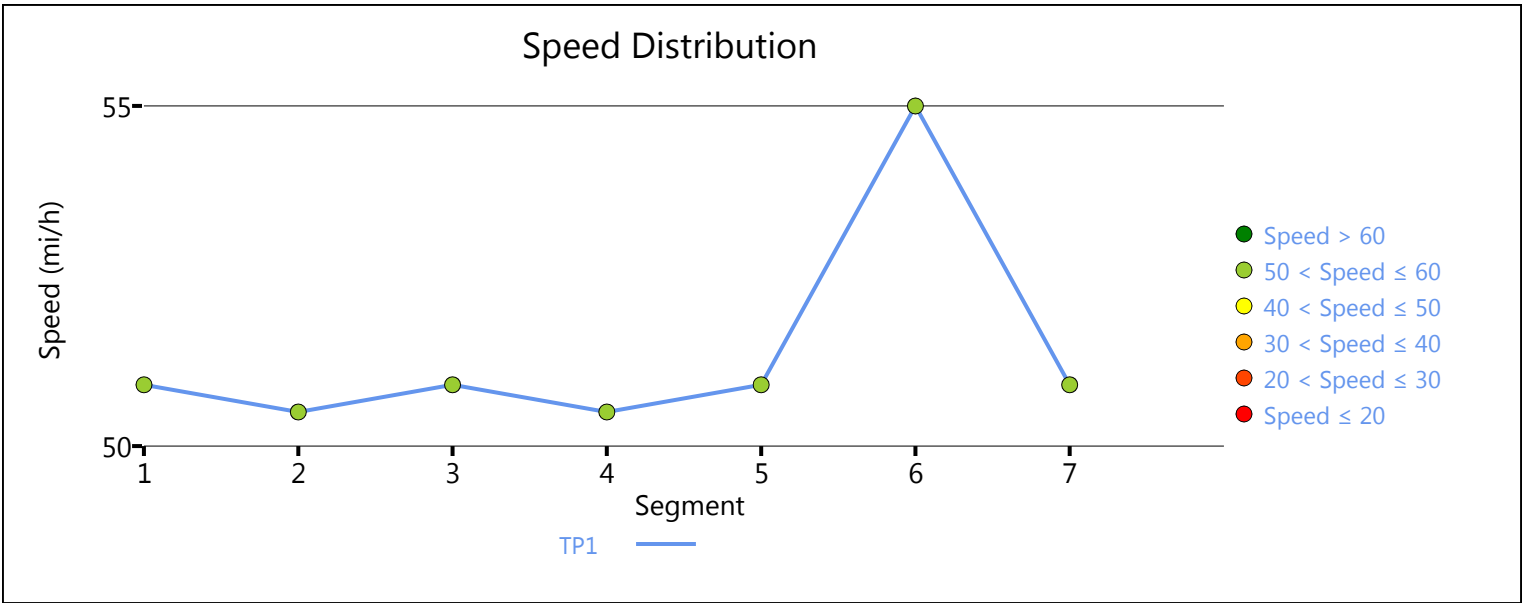
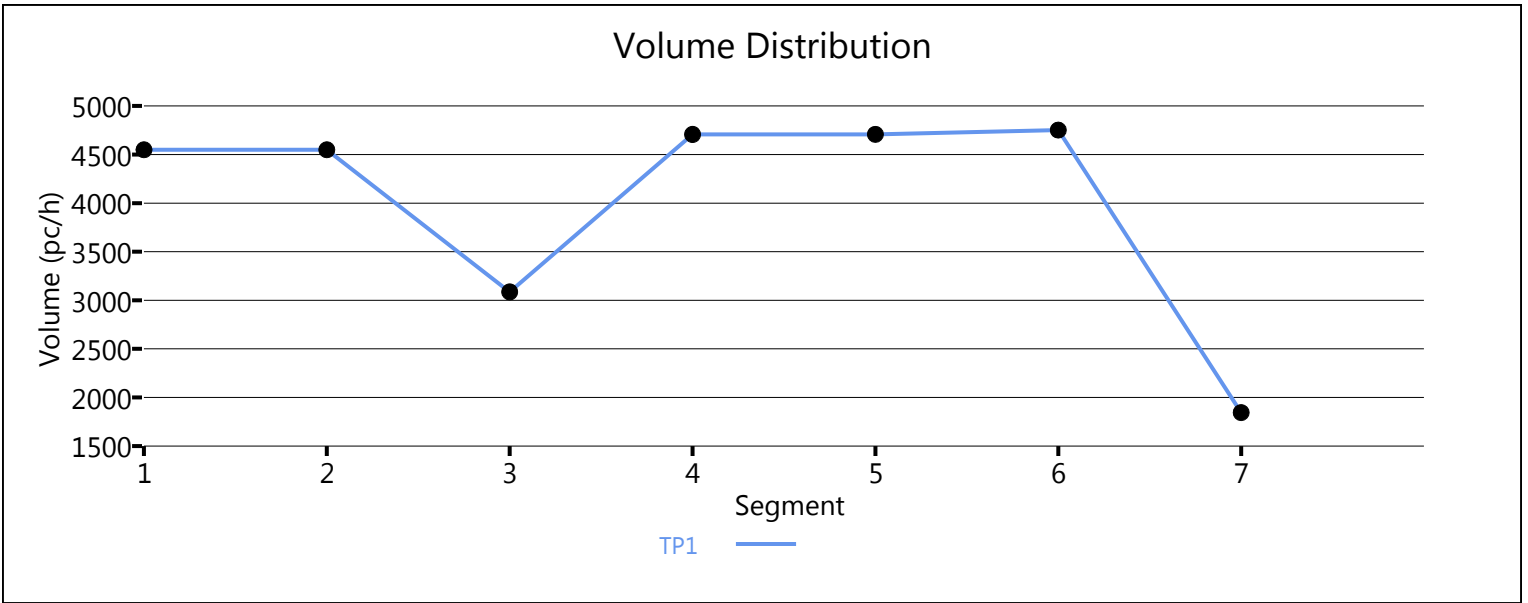
Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.974	0.984	4707	1589	6750	2000	0.70	0.79	50.5	49.9	31.1	26.8	C

Segment 5: Basic

Time	PHF		fHV		Flow Rate		Capacity		d/c		Speed		Density		LOS
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Period			(pc/h)	(pc/h)	Ratio	(mi/h)	(pc/mi/ln)								
1	0.95	0.977	4708	6627	0.71	50.9	30.8	D							
Segment 6: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.968	0.978	4752	2878	6750	4000	0.70	0.72	55.0	-	28.8	-	D
Segment 7: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.968		1844		4418		0.42		50.9		18.1		C
Facility Time Period Results															
T	Speed, mi/h			Density, pc/mi/ln			Density, veh/mi/ln			Travel Time, min			LOS		
1	51.2			29.0			28.4			4.1			D		
Facility Overall Results															
Space Mean Speed, mi/h				51.2				Density, veh/mi/ln				28.4			
Average Travel Time, min				4.1				Density, pc/mi/ln				29.0			



I-195 Westbound

HCS7 Freeway Facilities Report

Project Information

Analyst	Revanth K	Date	12/19/2018
Agency	BCC Eng	Analysis Year	2045 No-Build
Jurisdiction		Time Period Analyzed	PM Peak
Project Description	I-195 Corridor Planning Study (I-195 WB)		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	13
Total Time Periods	3	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Art Godfrey Road to Alton Road N ONR	520	2
2	Merge	Basic ¹	Alton Road N ONR	1500	3
3	Basic	Basic	--> Alton Rd S ONR	80	3
4	Merge	Merge	Alton Road S ONR	1500	3
5	Basic	Basic	Julia Tuttle CSWY	5280	3
6	Basic	Basic	Julia Tuttle CSWY Con't	5120	3
7	Diverge	Diverge	OFR to US-1	1500	3
8	Basic	Basic	Between OFR to US-1 nad ONR from US-1	2400	3
9	Merge	Merge	ONR from US-1	1500	3
10	Basic	Basic	--> ONR from N Miami Ave	1100	3
11	Weaving	Weaving	ONR from N Miami Ave to I-95 OFR	1080	4
12	Basic	Basic	After I-95 OFR	2880	2
13	Merge	Merge ²	Before I-95 Ramp merge (lane drop on I-195 WB)	1500	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.982		1927		4410		0.44		50.5		19.1		C
2	1.00		0.982		1830		4410		0.41		50.5		18.1		C
3	1.00		0.982		1830		4410		0.41		50.5		18.1		C

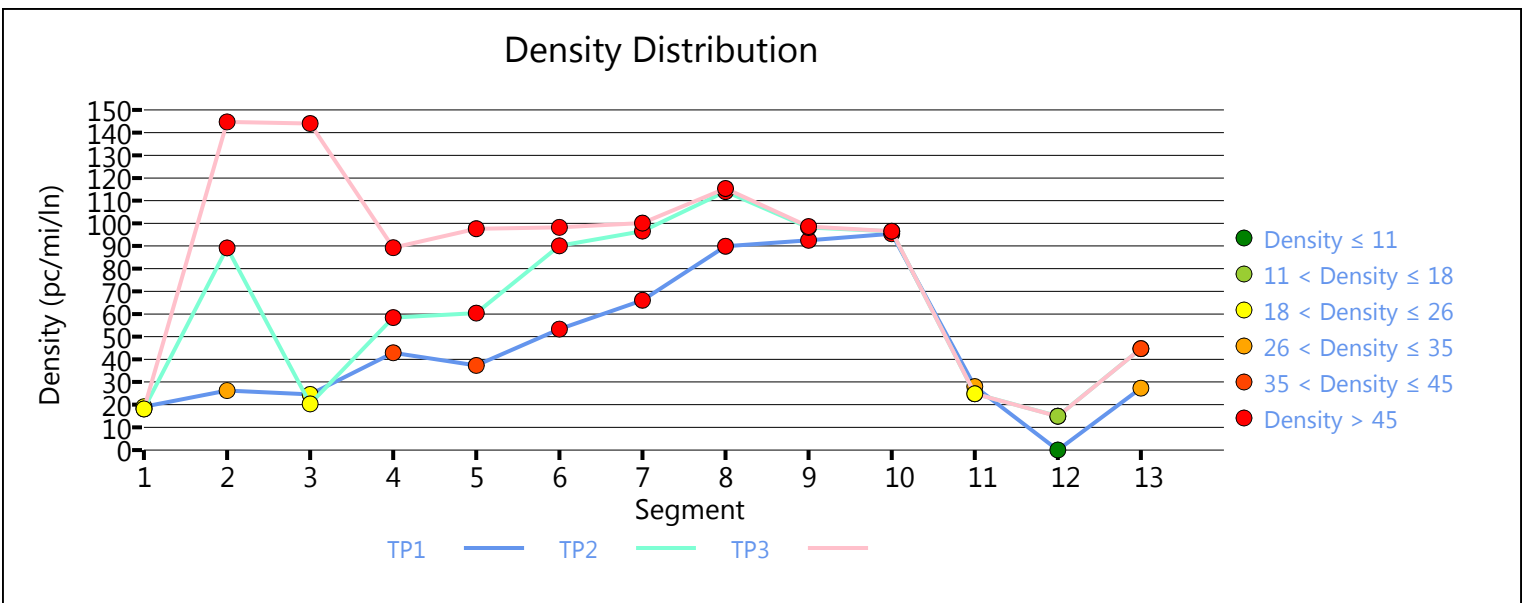
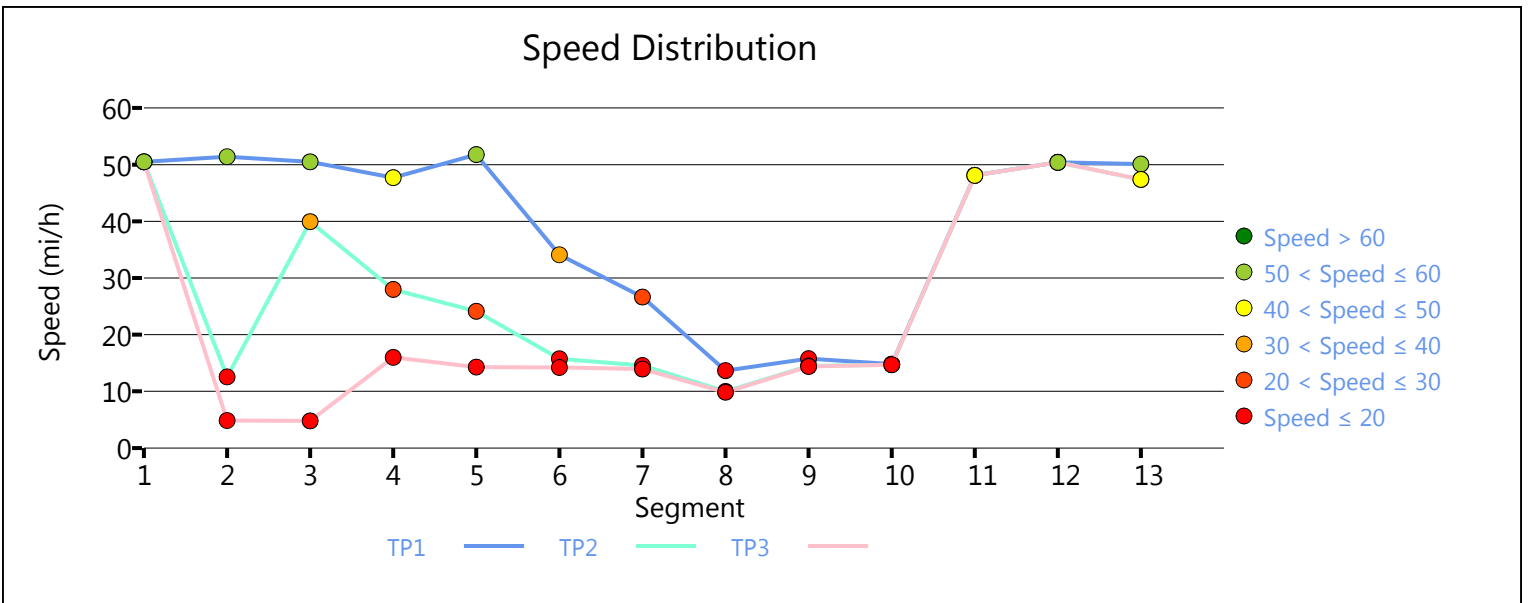
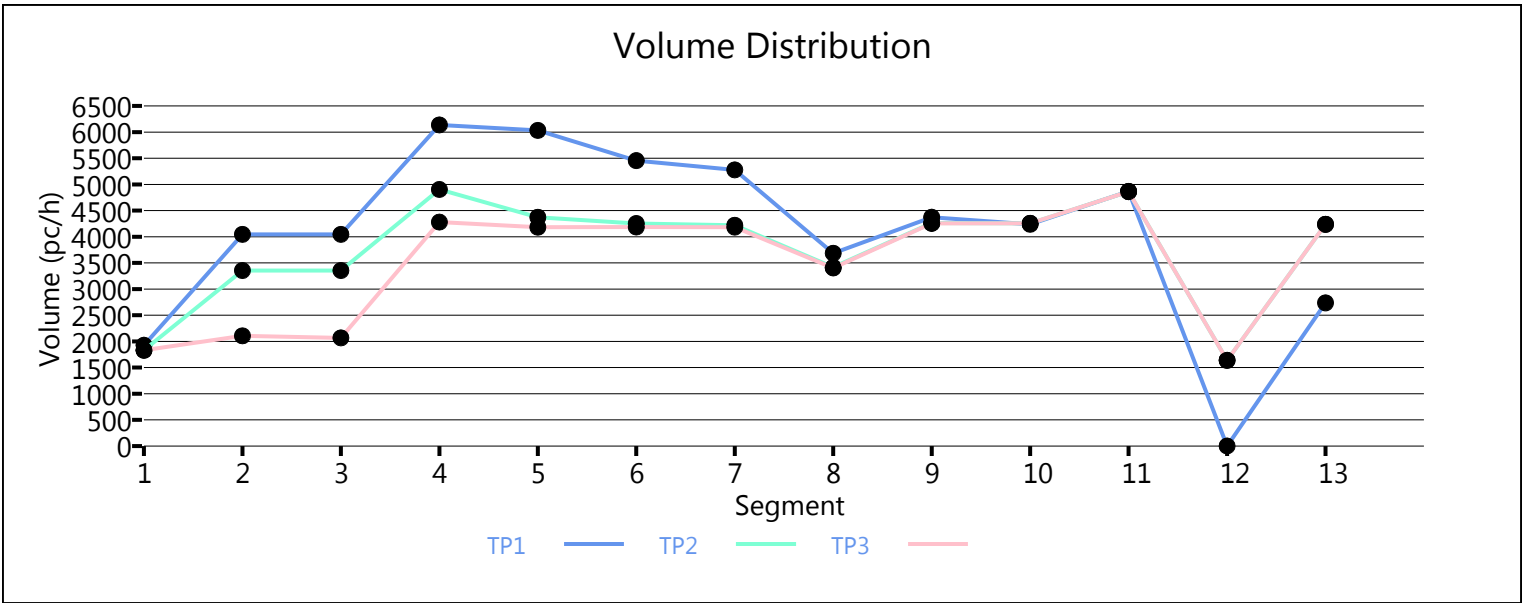
Segment 2: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	1.00	1.00	0.982	0.982	4046	2119	6750	2000	0.29	1.06	51.4	-	26.2	-	D
2	1.00	1.00	0.982	0.982	3355	2013	6750	2000	0.27	1.01	12.5	-	89.2	-	F

3	1.00	1.00	0.982	0.982	2106	2013	6750	2000	0.27	1.01	4.8	-	144.8	-	F
Segment 3: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.982		4046		6615		0.61		50.5		24.5		C
2	1.00		0.982		3355		6615		0.58		39.9		20.3		C
3	1.00		0.982		2067		6615		0.58		4.8		144.0		F
Segment 4: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	1.00	1.00	0.982	0.981	6138	2092	6750	2000	0.91	1.05	47.7	46.7	42.9	38.0	E
2	1.00	1.00	0.982	0.981	4904	1987	6750	2000	0.86	0.99	28.0	47.5	58.4	36.3	F
3	1.00	1.00	0.982	0.981	4280	1987	6750	2000	0.86	0.99	16.0	47.5	89.2	36.3	F
Segment 5: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.981		6033		6654		0.92		51.8		37.3		E
2	1.00		0.981		4373		6654		0.88		24.1		60.4		F
3	1.00		0.981		4183		6654		0.88		14.3		97.6		F
Segment 6: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.981		5455		6615		0.93		34.1		53.3		F
2	1.00		0.981		4254		6615		0.88		15.7		90.1		F
3	1.00		0.981		4185		6615		0.88		14.2		98.2		F
Segment 7: Diverge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	1.00	1.00	0.981	0.965	5279	1145	6750	2000	0.91	0.57	26.6	48.1	66.1	36.6	F
2	1.00	1.00	0.981	0.965	4220	1088	6750	2000	0.86	0.54	14.6	48.2	96.6	35.3	F
3	1.00	1.00	0.981	0.965	4184	1088	6750	2000	0.86	0.54	13.9	48.2	100.1	35.3	F
Segment 8: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.981		3685		6615		0.76		13.7		89.9		F
2	1.00		0.981		3417		6615		0.72		10.0		114.0		F
3	1.00		0.981		3404		6615		0.72		9.8		115.4		F
Segment 9: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	

1	1.00	1.00	0.981	0.969	4374	1181	6750	2000	0.92	0.59	15.8	48.1	92.5	34.1	F
2	1.00	1.00	0.981	0.969	4261	1122	6750	2000	0.87	0.56	14.5	48.7	98.2	32.5	F
3	1.00	1.00	0.981	0.969	4255	1122	6750	2000	0.87	0.56	14.4	48.7	98.6	32.5	F
Segment 10: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.977		4239		6600		0.94		14.8		95.4		F
2	1.00		0.977		4255		6600		0.89		14.7		96.4		F
3	1.00		0.977		4255		6600		0.89		14.7		96.5		F
Segment 11: Weaving															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.977		4869		5229		1.56		48.1		28.0		F
2	1.00		0.977		4863		5229		1.48		48.1		24.8		F
3	1.00		0.977		4863		5229		1.48		48.1		24.8		F
Segment 12: Basic															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.980		0		4410		0.62		50.4		0.0		A
2	1.00		0.980		1639		4410		0.59		50.4		14.9		B
3	1.00		0.980		1638		4410		0.59		50.4		14.9		B
Segment 13: Merge															
Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	1.00	1.00	0.980	0.980	2737	2737	4500	2000	1.22	1.37	50.1	50.1	27.3	25.0	F
2	1.00	1.00	0.980	0.980	4239	2600	4500	2000	1.16	1.30	47.4	47.4	44.7	36.8	F
3	1.00	1.00	0.980	0.980	4238	2600	4500	2000	1.16	1.30	47.4	47.4	44.7	36.8	F
Facility Time Period Results															
T	Speed, mi/h				Density, pc/mi/ln				Density, veh/mi/ln				Travel Time, min		LOS
1	31.3				48.9				48.0				9.4		F
2	18.4				73.4				72.0				16.0		F
3	14.4				90.0				88.3				20.6		F
Facility Overall Results															
Space Mean Speed, mi/h					19.7				Density, veh/mi/ln				69.4		
Average Travel Time, min					15.0				Density, pc/mi/ln				70.8		

1. HCS software analyzes the segment as basic even though it is coded as merge, it is because when the merge segment following a basic segment has 1 or more lanes more than the number of lanes in the basic segment, then the merge segment is analyzed as a basic segment due to lane addition.
2. As HCM do not support a one-lane freeway analysis, the single lane segment (W12-W13) is coded as two lanes instead of one and doubling the volume to approximate the situation.



HCS7 Freeway Facilities Report

Project Information

Analyst	Revanth K	Date	12/19/2018
Agency	BCC Engg	Analysis Year	2045 No-Build
Jurisdiction		Time Period Analyzed	PM Peak
Project Description	I-195 Corridor Planning Study (I-195 WB)		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	3
Total Time Periods	2	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	From I-95	500	3
2	Merge	Basic	I-95 ONR merge with I-195 WB	500	4
3	Merge	Basic	I-195 WB merge with I-95 Express Lanes ramp	500	5

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.980	3517	6615	0.53	50.5	23.2	C
2	1.00	0.980	3342	6615	0.51	50.5	22.1	C

Segment 2: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	1.00	1.00	0.980	0.980	6253	2736	9000	2000	0.39	1.37	55.0	-	16.0	-	B
2	1.00	1.00	0.980	0.980	5941	2599	9000	2000	0.37	1.30	55.0	-	15.2	-	B

Segment 3: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	1.00	1.00	0.980	0.980	6740	487	11250	2000	0.56	0.24	55.0	-	22.7	-	C
2	1.00	1.00	0.980	0.980	6403	462	11250	2000	0.53	0.23	55.0	-	21.6	-	C

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	54.0	20.6	20.2	0.3	C
2	54.0	19.6	19.2	0.3	C

Facility Overall Results

Space Mean Speed, mi/h	54.0	Density, veh/mi/ln	19.7
Average Travel Time, min	0.3	Density, pc/mi/ln	20.1

