APPENDIX OCR-E: I-195 CPS, FUTURE BUILD TRAFFIC ANALYSIS REPORT MICROSIMULATION ANALYSIS

FUTURE BUILD TRAFFIC ANALYSIS REPORT
Microsimulation Analysis

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

Prepared by:
BCC Engineering, LLC
4901 NW 17th Way, Suite 506
Fort Lauderdale, FL 33309

June 2020

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1.0 INTRODUCTION

This report comprises the future no-build and build traffic analysis, it summarizes the development of a microsimulation model using the VISSIM (Version 10.00-06) analysis tool to analyze traffic operations of the future traffic conditions within the study area of the I-195 Corridor Planning Study (CPS). The main objectives of the microsimulation analysis are twofold:

1. To develop a build VISSIM model that reflects the refined build alternative documented in the *I-195 CPS, Concept Development & Evaluation Report, June 2020*,
2. To review and compare measures of effectiveness (MOEs) of the future Build versus future No-build conditions.

The traffic operations analysis of the future conditions follow the procedures of the FDOT *2014 Traffic Analysis Handbook*.

1.1 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 is an existing partial interchange which was converted to a full interchange in the future build alternative, Biscayne Boulevard (full), and SR 907/Alton Road (full). **Exhibit 1-1** on the next page, shows the project location and study limits.

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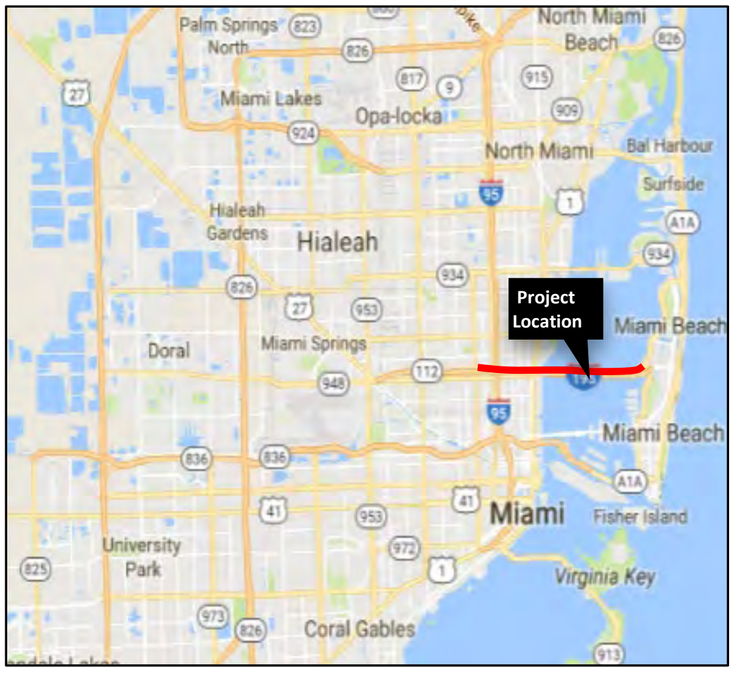

LEGEND

- 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 Location Map**	*Report Title:* **Future Build Traffic Analysis Report Microsimulation Analysis**	*Exhibit No.* 1-1 *Page No.* *Date:* 06/29/20

2.0 ANALYSIS METHODOLOGY

The approach to the VISSIM microsimulation modeling of the refined build alternative, is consistent with the methodology outlined in the *I-195 CPS, Existing and Future No-Build Traffic Analysis Report - Addendum, April 2019* included in **Appendix A**. It is based on the modeling process outlined in the latest *FHWA Traffic Analysis Toolbox Volume III* and guidance from the *FDOT Traffic Analysis Handbook, March 2014*. The following subsections discuss key aspects of the approach that was taken in modeling the Refined Build Alternative.

2.1 Analysis Years

The year for analysis identified to address the traffic operational analysis needs is as follows:

- Study horizon year of 2045 for no-build and build conditions

2.2 Analysis Periods

The simulation covered a total duration of 4.5 hours in the AM period and 4.5 hours in the PM period. The simulation periods included the following:

- AM Period: 0.5-hour seeding + 4-hour AM peak period (6:00 to 10:00 am)
  - The third hour is the Peak Hour (8:00 to 9:00 am)
- PM Period: 0.5-hour seeding + 4-hour PM peak period (3:00 to 7:00 pm)
  - The first hour is the Peak Hour (3:00 to 4:00 pm)

2.3 Project Analysis Area

The microsimulation model in VISSIM includes the I-195 corridor from east of NW 12th Avenue to east of Alton Road as well as all new ramps proposed in the future build alternative. **Exhibit 2-1** on the next page shows the limits of the roadway network coded in VISSIM for the traffic analysis.

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 Analysis Area**	*Report Title:* **Future Build Traffic Analysis Report Microsimulation Analysis**	*Exhibit No.* 2-1 *Page No.* *Date:* 06/29/20

2.4 Traffic Operational Analysis

The roadway network analyzed within the study area comprises freeway and ramp segments.

2.4.1 Freeway and Ramp Areas

Freeway and ramp segment operations were analyzed using the VISSIM Version 10.00-06 microsimulation software. VISSIM uses a car-following and lane-changing behaviors which allow drivers from multiple lanes to react to each other. The VISSIM model was developed and calibrated pursuant to guidelines contained in Chapter 7 of the *FDOT Traffic Analysis Handbook – March 2014* for the existing conditions. The calibrated models were used to develop the future no-build and build conditions.

2.4.2 Intersections and Ramp Terminals

The intersection network surrounding the ramp terminals at the study interchanges developed using the SYNCHRO Version 10.3 software was used as the starting point for developing the arterial network coded in the VISSIM model.

2.5 Model Development Approach

A key difference between the model development approach documented in this report and the approach taken in the *I-195 CPS, Existing and Future No-Build Traffic Analysis Report - Addendum, April 2019* , **Appendix A** is that the Freeway VISSIM network and the Arterial VISSIM network were modeled as integrated/connected systems in the April 2019 report whereas they have been modeled separately in this report. The approach taken to model the Freeway and Arterial networks as separate systems in this report was due to the severely congested conditions within the arterial network noted by very high latent demands during the peak periods of the future no-build conditions in the April 2019 report. While improvements to ramp terminals and adjacent intersections have been identified as part of the refinement of the Build Alternative, initial iterations during the build model development showed that, while better than the No-Build Conditions, heavy delays at the ramp terminal intersections would still persist severely impacting upstream mainline conditions. This suggests that additional intersection improvements will need to be evaluated as part of a future PD&E project phase.

Accordingly, in order to reasonably capture the effect of the build alternative on freeway operations, the results documented in this report reflect operations based on a disconnected arterial network.

The traffic operations for the future build and no-Build scenarios (based on disconnected arterial networks), are summarized in the next section.

3.0 2045 FUTURE TRAFFIC OPERATIONS ANALYSIS

A traffic operations analysis of the 2045 future conditions of the roadway network within the study area was performed using the same methodologies and tools described in earlier sections of this report.

3.1 No-Build Operations Freeway & Ramp Areas

The traffic operations for the no-build conditions are summarized in **Exhibits 3-1** through **3-4** respectively for AM and PM peak hours respectively and provides a basis for the comparison of the build operations documented later in **Section 3.6** of this report. It should be noted that these results are based on a disconnected arterial network unlike the results documented in the *I-195 CPS, Existing and Future No-Build Traffic Analysis Report - Addendum, April 2019* , which were based on an integrated/connected freeway and arterial networks.

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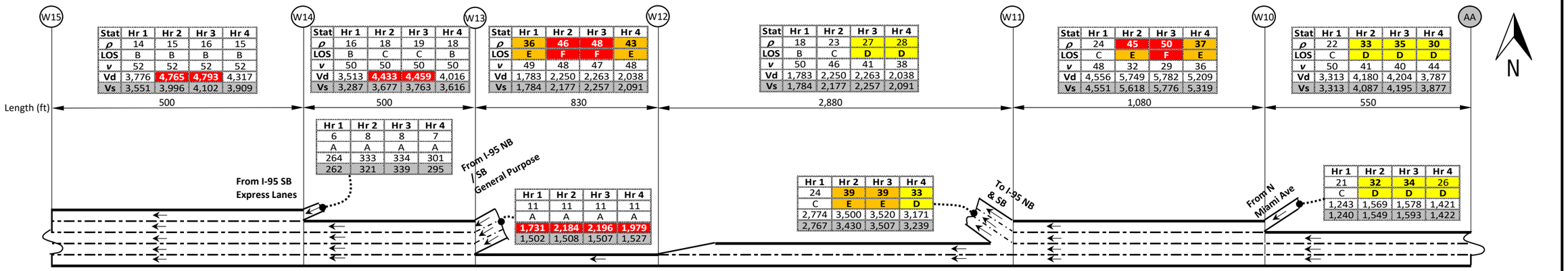
WESTBOUND



Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	14	15	16	15
LOS	B	B	B	B
v	52	52	52	52
Vd	3,776	4,765	4,793	4,317
Vs	3,551	3,996	4,102	3,909

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	16	18	19	18
LOS	B	C	C	B
v	50	50	50	50
Vd	3,513	4,433	4,459	4,016
Vs	3,287	3,677	3,763	3,616

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	36	46	48	43
LOS	E	F	F	E
v	49	48	47	48
Vd	1,783	2,250	2,263	2,038
Vs	1,784	2,177	2,257	2,091

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	18	23	27	28
LOS	B	C	D	D
v	50	46	41	38
Vd	1,783	2,250	2,263	2,038
Vs	1,784	2,177	2,257	2,091

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	24	45	50	37
LOS	C	E	F	E
v	48	32	29	36
Vd	4,556	5,749	5,782	5,209
Vs	4,551	5,618	5,776	5,319

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	22	33	35	30
LOS	C	D	D	D
v	50	41	40	44
Vd	3,313	4,180	4,204	3,787
Vs	3,313	4,087	4,195	3,877

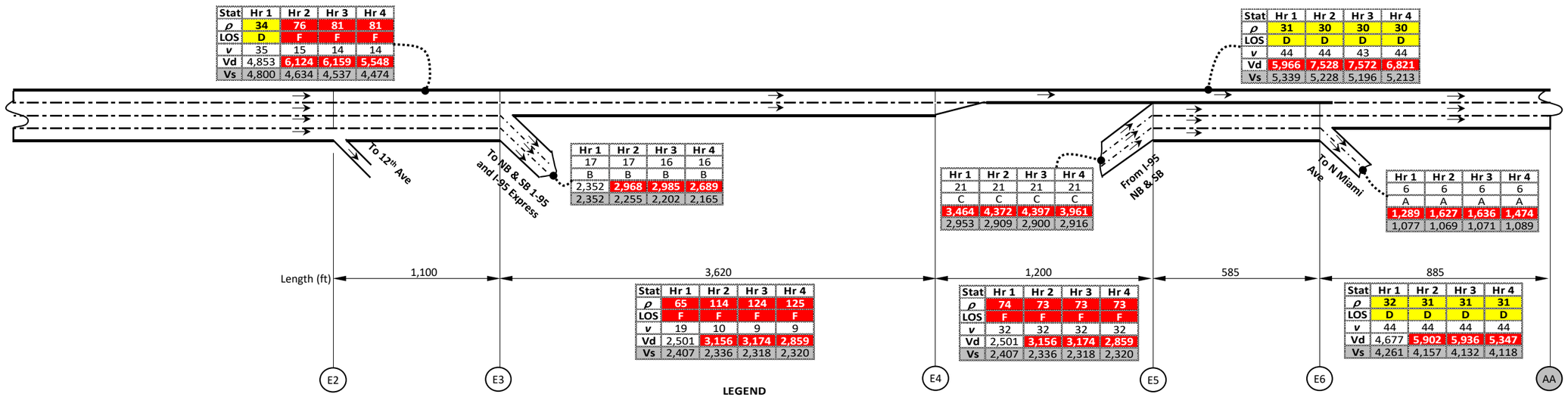
Hr 1	Hr 2	Hr 3	Hr 4
6	8	8	7
A	A	A	A
264	333	334	301
262	321	339	295

Hr 1	Hr 2	Hr 3	Hr 4
11	11	11	11
A	A	A	A
1,731	2,184	2,196	1,979
1,502	1,508	1,507	1,527

Hr 1	Hr 2	Hr 3	Hr 4
24	39	39	33
C	E	E	D
2,774	3,500	3,520	3,171
2,767	3,430	3,507	3,239

Hr 1	Hr 2	Hr 3	Hr 4
21	32	34	26
C	D	D	D
1,243	1,569	1,578	1,421
1,240	1,549	1,593	1,422

EASTBOUND



Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	34	76	81	81
LOS	D	F	F	F
v	35	15	14	14
Vd	4,853	6,124	6,159	5,548
Vs	4,800	4,634	4,537	4,474

Hr 1	Hr 2	Hr 3	Hr 4
17	17	16	16
B	B	B	B
2,352	2,968	2,985	2,689
2,352	2,255	2,202	2,165

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	65	114	124	125
LOS	F	F	F	F
v	19	10	9	9
Vd	2,501	3,156	3,174	2,859
Vs	2,407	2,336	2,318	2,320

Hr 1	Hr 2	Hr 3	Hr 4
21	21	21	21
C	C	C	C
3,464	4,372	4,397	3,961
2,953	2,909	2,900	2,916

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	74	73	73	73
LOS	F	F	F	F
v	32	32	32	32
Vd	2,501	3,156	3,174	2,859
Vs	2,407	2,336	2,318	2,320

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	31	30	30	30
LOS	D	D	D	D
v	44	44	43	44
Vd	5,966	7,528	7,572	6,821
Vs	5,339	5,228	5,196	5,213

Hr 1	Hr 2	Hr 3	Hr 4
6	6	6	6
A	A	A	A
1,289	1,627	1,636	1,474
1,077	1,069	1,071	1,089

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	32	31	31	31
LOS	D	D	D	D
v	44	44	44	44
Vd	4,677	5,902	5,936	5,347
Vs	4,261	4,157	4,132	4,118

LEGEND

Freeway Statistics

Statistict -->	Stat	Hr 1
Density[1] (Veh/Mi/Ln)	ρ	36
Estimated Level of Service[2]	LOS	E
Average Speed (MPH)	v	50
Demand Volume[3] (veh/hr)	Vd	1,056
SImulated Volume (veh/hr)	Vs	1,067

Hourly Interval

Density
LOS
1,056

Ramp Statistics

Statistict -->	Hr 1
Density[1] (Veh/Mi/Ln)	20
Estimated Level of Service[2]	C
Demand Volume[3] (veh/hr)	2,436
Simulated Volume (veh/hr)	2,437

Hourly Interval

LOS Coloring Estimated LOS

LOS A to C	< 28
LOS D	28 - 35
LOS E	35 - 43
LOS F	> 43

1. Calculations from VISSIM not equivalent to calculations from HCM.
2. Letter grades based on density ranges specified in HCM.
3. Demand volume highlighted if simulated falls below 90%

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:

2045 AM Peak No-Build Freeway Operations (Sheet 1 of 2)

Report Title:

Future Build Traffic Analysis Report Microsimulation Analysis

Exhibit No. 3-1

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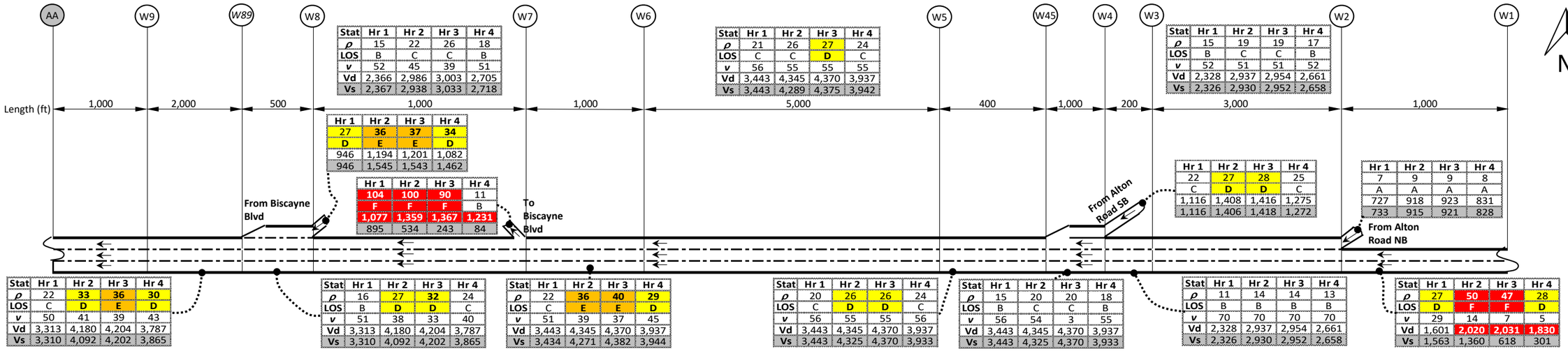
WESTBOUND



Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	15	22	26	18
LOS	B	C	C	B
v	52	45	39	51
Vd	2,366	2,986	3,003	2,705
Vs	2,367	2,938	3,033	2,718

Hr 1	Hr 2	Hr 3	Hr 4
27	36	37	34
D	E	E	D
946	1,194	1,201	1,082
946	1,545	1,543	1,462

Hr 1	Hr 2	Hr 3	Hr 4
104	100	90	11
F	F	F	B
1,077	1,359	1,367	1,231
895	534	243	84

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	21	26	27	24
LOS	C	C	D	C
v	56	55	55	55
Vd	3,443	4,345	4,370	3,937
Vs	3,443	4,289	4,375	3,942

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	15	19	19	17
LOS	B	C	C	B
v	52	51	51	52
Vd	2,328	2,937	2,954	2,661
Vs	2,326	2,930	2,952	2,658

Hr 1	Hr 2	Hr 3	Hr 4
22	27	28	25
C	D	D	C
1,116	1,408	1,416	1,275
1,116	1,406	1,418	1,272

Hr 1	Hr 2	Hr 3	Hr 4
7	9	9	8
A	A	A	A
727	918	923	831
733	915	921	828

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	22	33	36	30
LOS	C	D	E	D
v	50	41	39	43
Vd	3,313	4,180	4,204	3,787
Vs	3,310	4,092	4,202	3,865

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	16	27	32	24
LOS	B	D	D	C
v	51	38	33	40
Vd	3,313	4,180	4,204	3,787
Vs	3,310	4,092	4,202	3,865

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	22	36	40	29
LOS	C	E	E	D
v	51	39	37	45
Vd	3,443	4,345	4,370	3,937
Vs	3,434	4,271	4,382	3,944

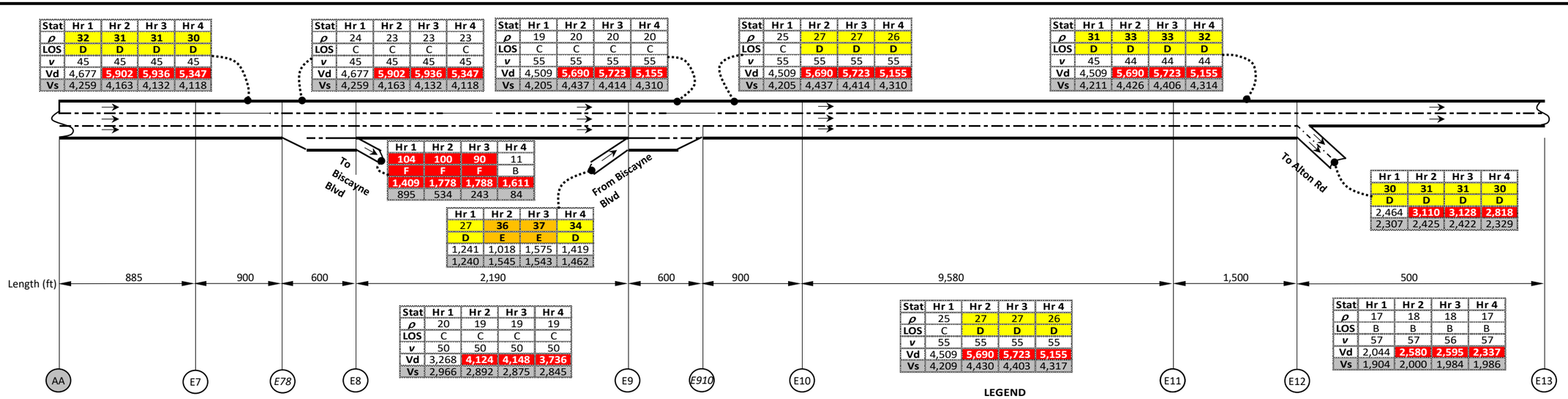
Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	20	26	26	24
LOS	C	D	D	C
v	56	55	55	56
Vd	3,443	4,345	4,370	3,937
Vs	3,443	4,325	4,370	3,933

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	15	20	20	18
LOS	B	C	C	B
v	56	54	3	55
Vd	3,443	4,345	4,370	3,937
Vs	3,443	4,325	4,370	3,933

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	11	14	14	13
LOS	B	B	B	B
v	70	70	70	70
Vd	2,328	2,937	2,954	2,661
Vs	2,326	2,930	2,952	2,658

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	27	50	47	28
LOS	D	F	F	D
v	29	14	7	5
Vd	1,601	2,020	2,031	1,830
Vs	1,563	1,360	618	301

EASTBOUND



Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	32	31	31	30
LOS	D	D	D	D
v	45	45	45	45
Vd	4,677	5,902	5,936	5,347
Vs	4,259	4,163	4,132	4,118

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	24	23	23	23
LOS	C	C	C	C
v	45	45	45	45
Vd	4,677	5,902	5,936	5,347
Vs	4,259	4,163	4,132	4,118

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	19	20	20	20
LOS	C	C	C	C
v	55	55	55	55
Vd	4,509	5,690	5,723	5,155
Vs	4,205	4,437	4,414	4,310

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	25	27	27	26
LOS	C	D	D	D
v	55	55	55	55
Vd	4,509	5,690	5,723	5,155
Vs	4,205	4,437	4,414	4,310

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	31	33	33	32
LOS	D	D	D	D
v	45	44	44	44
Vd	4,509	5,690	5,723	5,155
Vs	4,211	4,426	4,406	4,314

Hr 1	Hr 2	Hr 3	Hr 4
104	100	90	11
F	F	F	B
1,409	1,778	1,788	1,611
895	534	243	84

Hr 1	Hr 2	Hr 3	Hr 4
27	36	37	34
D	E	E	D
1,241	1,018	1,575	1,419
1,240	1,545	1,543	1,462

Hr 1	Hr 2	Hr 3	Hr 4
30	31	31	30
D	D	D	D
2,464	3,110	3,128	2,818
2,307	2,425	2,422	2,329

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	20	19	19	19
LOS	C	C	C	C
v	50	50	50	50
Vd	3,268	4,124	4,148	3,736
Vs	2,966	2,892	2,875	2,845

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	25	27	27	26
LOS	C	D	D	D
v	55	55	55	55
Vd	4,509	5,690	5,723	5,155
Vs	4,209	4,430	4,403	4,317

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	17	18	18	17
LOS	B	B	B	B
v	57	57	56	57
Vd	2,044	2,580	2,595	2,337
Vs	1,904	2,000	1,984	1,986

LEGEND

Freeway Statistics

Statistict -->	Stat	Hr 1
Density[1] (Veh/Mi/Ln)	ρ	36
Estimated Level of Service[2]	LOS	E
Average Speed (MPH)	v	50
Demand Volume[3] (veh/hr)	Vd	1,056
Simulated Volume (veh/hr)	Vs	1,067

Hourly Interval

Density
LOS
1,056

Ramp Statistics

Statistict -->	Hr 1
Density[1] (Veh/Mi/Ln)	20
Estimated Level of Service[2]	C
Demand Volume[3] (veh/hr)	2,436
Simulated Volume (veh/hr)	2,437

Hourly Interval

LOS Coloring Estimated LOS

LOS A to C	< 28
LOS D	28 - 35
LOS E	35 - 43
LOS F	> 43

1. Calculations from VISSIM not equivalent to calculations from HCM.
2. Letter grades based on density ranges specified in HCM.
3. Demand volume highlighted if simulated falls below 90%

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:

2045 AM Peak No-Build Freeway Operations (Sheet 2 of 2)

Report Title:

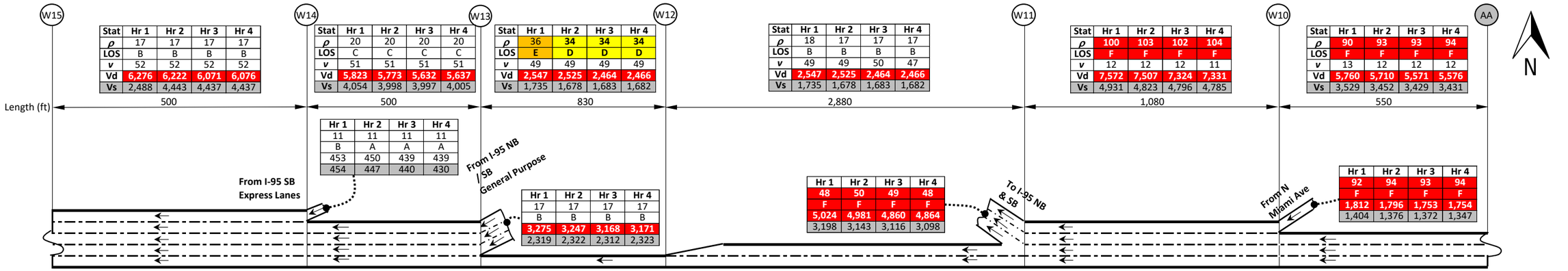
Future Build Traffic Analysis Report Microsimulation Analysis

Exhibit No. 3-2

Page No.

Date: 06/29/20

WESTBOUND



Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	17	17	17	17
LOS	B	B	B	B
v	52	52	52	52
Vd	6,276	6,222	6,071	6,076
Vs	2,488	4,443	4,437	4,437

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	20	20	20	20
LOS	C	C	C	C
v	51	51	51	51
Vd	5,823	5,773	5,632	5,637
Vs	4,054	3,998	3,997	4,005

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	36	34	34	34
LOS	E	D	D	D
v	49	49	49	49
Vd	2,547	2,525	2,464	2,466
Vs	1,735	1,678	1,683	1,682

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	18	17	17	17
LOS	B	B	B	B
v	49	49	50	47
Vd	2,547	2,525	2,464	2,466
Vs	1,735	1,678	1,683	1,682

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	100	103	102	104
LOS	F	F	F	F
v	12	12	12	11
Vd	7,572	7,507	7,324	7,331
Vs	4,931	4,823	4,796	4,785

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	90	93	93	94
LOS	F	F	F	F
v	13	12	12	12
Vd	5,760	5,710	5,571	5,576
Vs	3,529	3,452	3,429	3,431

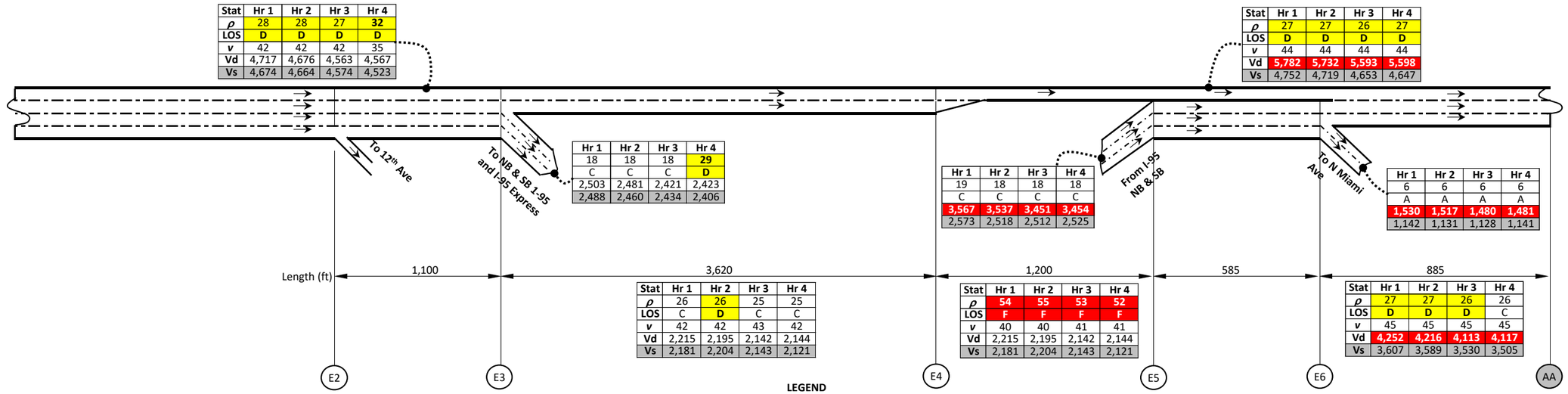
Hr 1	Hr 2	Hr 3	Hr 4
11	11	11	11
B	A	A	A
453	450	439	439
454	447	440	430

Hr 1	Hr 2	Hr 3	Hr 4
17	17	17	17
B	B	B	B
3,275	3,247	3,168	3,171
2,319	2,322	2,312	2,323

Hr 1	Hr 2	Hr 3	Hr 4
48	50	49	48
F	F	F	F
5,024	4,981	4,860	4,864
3,198	3,143	3,116	3,098

Hr 1	Hr 2	Hr 3	Hr 4
92	94	93	94
F	F	F	F
1,812	1,796	1,753	1,754
1,404	1,376	1,372	1,347

EASTBOUND



Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	28	28	27	32
LOS	D	D	D	D
v	42	42	42	35
Vd	4,717	4,676	4,563	4,567
Vs	4,674	4,664	4,574	4,523

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	27	27	26	27
LOS	D	D	D	D
v	44	44	44	44
Vd	5,782	5,732	5,593	5,598
Vs	4,752	4,719	4,653	4,647

Hr 1	Hr 2	Hr 3	Hr 4
18	18	18	29
C	C	C	D
2,503	2,481	2,421	2,423
2,488	2,460	2,434	2,406

Hr 1	Hr 2	Hr 3	Hr 4
19	18	18	18
C	C	C	C
3,567	3,537	3,451	3,454
2,573	2,518	2,512	2,525

Hr 1	Hr 2	Hr 3	Hr 4
6	6	6	6
A	A	A	A
1,530	1,517	1,480	1,481
1,142	1,131	1,128	1,141

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	26	26	25	25
LOS	C	D	C	C
v	42	42	43	42
Vd	2,215	2,195	2,142	2,144
Vs	2,181	2,204	2,143	2,121

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	54	55	53	52
LOS	F	F	F	F
v	40	40	41	41
Vd	2,215	2,195	2,142	2,144
Vs	2,181	2,204	2,143	2,121

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	27	27	26	26
LOS	D	D	D	C
v	45	45	45	45
Vd	4,252	4,216	4,113	4,117
Vs	3,607	3,589	3,530	3,505

LEGEND

Freeway Statistics

Statistict -->	Stat	Hr 1
Density[1] (Veh/Mi/Ln)	ρ	36
Estimated Level of Service[2]	LOS	E
Average Speed (MPH)	v	50
Demand Volume[3] (veh/hr)	Vd	1,056
SImulated Volume (veh/hr)	Vs	1,067

Hourly Interval

Ramp Statistics

Statistict -->	Hr 1
Density[1] (Veh/Mi/Ln)	20
Estimated Level of Service[2]	C
Demand Volume[3] (veh/hr)	2,436
SImulated Volume (veh/hr)	2,437

Hourly Interval

LOS Coloring Estimated LOS

LOS A to C	< 28
LOS D	28 - 35
LOS E	35 - 43
LOS F	> 43

Density
LOS
1,056

1. Calculations from VISSIM not equivalent to calculations from HCM.
2. Letter grades based on density ranges specified in HCM.
3. Demand volume highlighted if simulated falls below 90%

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:

2045 PM Peak No-Build Freeway Operations (Sheet 1 of 2)

Report Title:

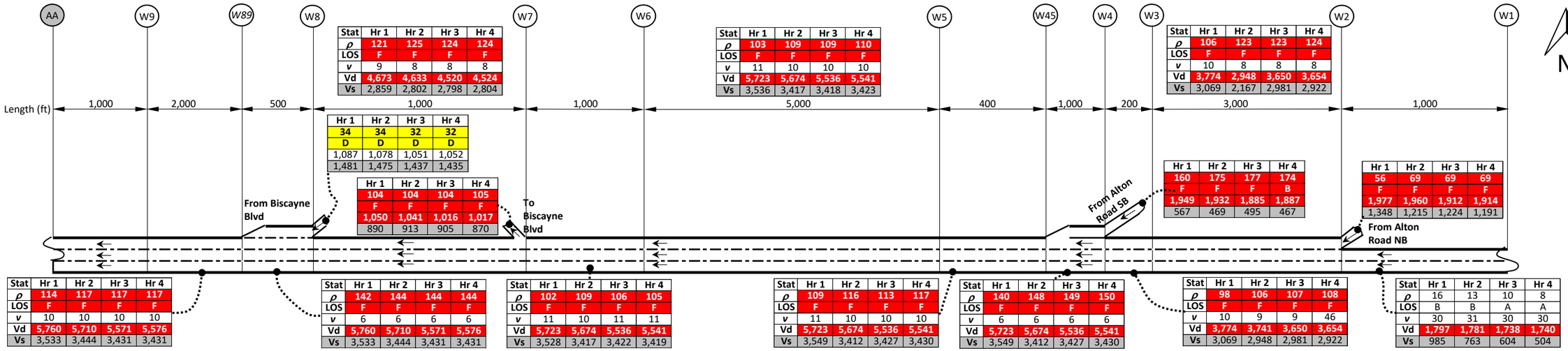
Future Build Traffic Analysis Report Microsimulation Analysis

Exhibit No. 3-3

Page No.

Date: 06/29/20

WESTBOUND



Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	121	125	124	124
LOS	F	F	F	F
v	9	8	8	8
Vd	4,673	4,633	4,520	4,524
Vs	2,859	2,802	2,798	2,804

Hr 1	Hr 2	Hr 3	Hr 4
34	34	32	32
D	D	D	D
1,087	1,078	1,051	1,052
1,481	1,475	1,437	1,435

Hr 1	Hr 2	Hr 3	Hr 4
104	104	104	105
F	F	F	F
1,050	1,041	1,016	1,017
890	913	905	870

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	103	109	109	110
LOS	F	F	F	F
v	11	10	10	10
Vd	5,723	5,674	5,536	5,541
Vs	3,536	3,417	3,418	3,423

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	106	123	123	124
LOS	F	F	F	F
v	10	8	8	8
Vd	3,774	2,948	3,650	3,654
Vs	3,069	2,167	2,981	2,922

Hr 1	Hr 2	Hr 3	Hr 4
160	175	177	174
F	F	F	B
1,949	1,932	1,885	1,887
567	469	495	467

Hr 1	Hr 2	Hr 3	Hr 4
56	69	69	69
F	F	F	F
1,977	1,960	1,912	1,914
1,348	1,215	1,224	1,191

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	114	117	117	117
LOS	F	F	F	F
v	10	10	10	10
Vd	5,760	5,710	5,571	5,576
Vs	3,533	3,444	3,431	3,431

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	142	144	144	144
LOS	F	F	F	F
v	6	6	6	6
Vd	5,760	5,710	5,571	5,576
Vs	3,533	3,444	3,431	3,431

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	102	109	106	105
LOS	F	F	F	F
v	11	10	11	11
Vd	5,723	5,674	5,536	5,541
Vs	3,528	3,417	3,422	3,419

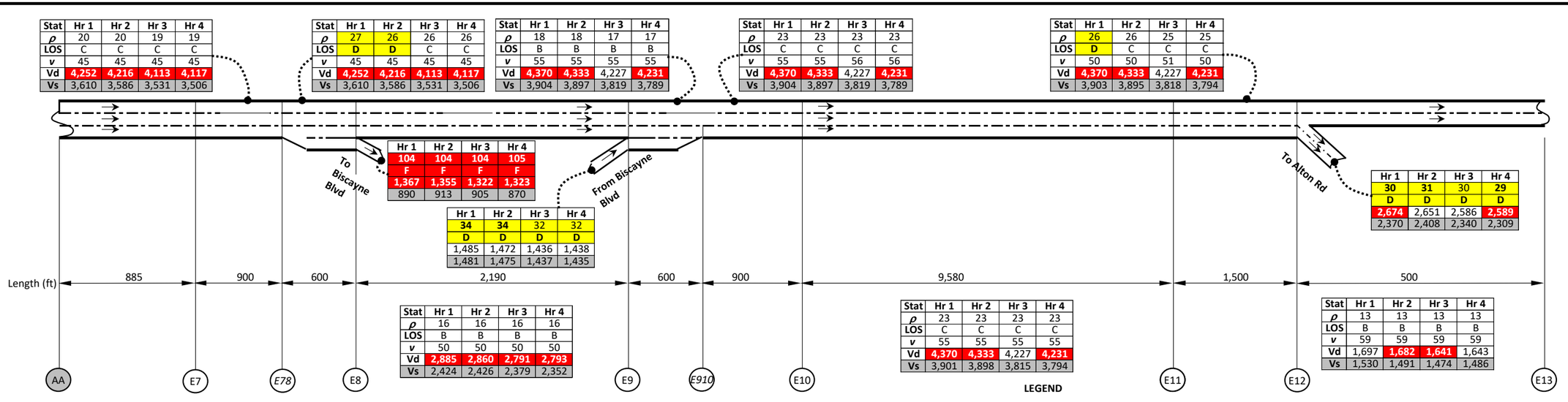
Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	109	116	113	117
LOS	F	F	F	F
v	11	10	10	10
Vd	5,723	5,674	5,536	5,541
Vs	3,549	3,412	3,427	3,430

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	140	148	149	150
LOS	F	F	F	F
v	6	6	6	6
Vd	5,723	5,674	5,536	5,541
Vs	3,549	3,412	3,427	3,430

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	98	106	107	108
LOS	F	F	F	F
v	10	9	9	46
Vd	3,774	3,741	3,650	3,654
Vs	3,069	2,948	2,981	2,922

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	16	13	10	8
LOS	B	B	A	A
v	30	31	30	30
Vd	1,797	1,781	1,738	1,740
Vs	985	763	604	504

EASTBOUND



Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	20	20	19	19
LOS	C	C	C	C
v	45	45	45	45
Vd	4,252	4,216	4,113	4,117
Vs	3,610	3,586	3,531	3,506

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	27	26	26	26
LOS	D	D	C	C
v	45	45	45	45
Vd	4,252	4,216	4,113	4,117
Vs	3,610	3,586	3,531	3,506

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	18	18	17	17
LOS	B	B	B	B
v	55	55	55	55
Vd	4,370	4,333	4,227	4,231
Vs	3,904	3,897	3,819	3,789

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	23	23	23	23
LOS	C	C	C	C
v	55	55	56	56
Vd	4,370	4,333	4,227	4,231
Vs	3,904	3,897	3,819	3,789

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	26	26	25	25
LOS	D	C	C	C
v	50	50	51	50
Vd	4,370	4,333	4,227	4,231
Vs	3,903	3,895	3,818	3,794

Hr 1	Hr 2	Hr 3	Hr 4
104	104	104	105
F	F	F	F
1,367	1,355	1,322	1,323
890	913	905	870

Hr 1	Hr 2	Hr 3	Hr 4
34	34	32	32
D	D	D	D
1,485	1,472	1,436	1,438
1,481	1,475	1,437	1,435

Hr 1	Hr 2	Hr 3	Hr 4
30	31	30	29
D	D	D	D
2,674	2,651	2,586	2,589
2,370	2,408	2,340	2,309

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	16	16	16	16
LOS	B	B	B	B
v	50	50	50	50
Vd	2,885	2,860	2,791	2,793
Vs	2,424	2,426	2,379	2,352

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	23	23	23	23
LOS	C	C	C	C
v	55	55	55	55
Vd	4,370	4,333	4,227	4,231
Vs	3,901	3,898	3,815	3,794

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	13	13	13	13
LOS	B	B	B	B
v	59	59	59	59
Vd	1,697	1,682	1,641	1,643
Vs	1,530	1,491	1,474	1,486

LEGEND

Freeway Statistics

Statistict -->	Stat	Hr 1
Density[1] (Veh/Mi/Ln)	ρ	36
Estimated Level of Service[2]	LOS	E
Average Speed (MPH)	v	50
Demand Volume[3] (veh/hr)	Vd	1,056
SImulated Volume (veh/hr)	Vs	1,067

Hourly Interval

Density
LOS
1,056

Ramp Statistics

Statistict -->	Hr 1
Density[1] (Veh/Mi/Ln)	20
Estimated Level of Service[2]	C
Demand Volume[3] (veh/hr)	2,436
SImulated Volume (veh/hr)	2,437

Hourly Interval

LOS Coloring Estimated LOS

LOS A to C	< 28
LOS D	28 - 35
LOS E	35 - 43
LOS F	> 43

1. Calculations from VISSIM not equivalent to calculations from HCM.
2. Letter grades based on density ranges specified in HCM.
3. Demand volume highlighted if simulated falls below 90%

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:

2045 PM Peak No-Build Freeway Operations (Sheet 2 of 2)

Report Title:

Future Build Traffic Analysis Report Microsimulation Analysis

Exhibit No. 3-4

Page No.

Date: 06/29/20

As can be seen from the **Exhibits 3-1** through **3-4**, many segments are either projected to fail or process lower demand volumes because of the congested upstream segments. The measures of effectiveness (MOEs) reported include density, speed, actual demand and simulated volumes.

In **Exhibits 3-1** and **3-2** for the AM peak period where eastbound is the critical direction, most of the segment simulated volumes are projected to fall below 90% of the demand volumes. A knock-on effect of the lower simulated volumes is that the other MOEs such as traffic density and speed, appear acceptable when in fact, these results are less reliable given they are a consequence of reduced processed volumes in these segments.

The segments to the west of I-95 on-ramps are projected to fail with heavy densities with speeds less than 30 mph.

The one-lane segment on I-195 eastbound, east of I-95 interchange and the segment between I-95 ramps and N Miami Avenue simulated less than 70% of the demand volume in the peak hours. Given the heavy congestion on these two upstream segments in the network, their poor operations contribute to the lower simulated volumes in the downstream segments where the densities and speeds are unreliable.

In the westbound direction, the segments off-ramp to Biscayne Boulevard, the weaving segment between N Miami Avenue and I-95 off-ramps and the one-lane segment west of the I-95 interchange are projected to fail in the peak hours. The other segments operates acceptably in the morning peak period.

In **Exhibits 3-3** and **3-4** for the PM peak period where westbound is the critical direction. Like the AM peak period, the simulated volumes are projected to fall below 90% of the demand volumes resulting in a failing Level of Service (LOS) in most of the segments.

The one-lane segment on I-195 westbound west of the I-95 interchange and the weaving segment between N Miami Avenue and I-95 ramps are projected to operate with heavy delays resulting in severe congestion extending to the Julia Tuttle Causeway. These segments process less than 70% of the demand volumes in the whole peak period creating gridlock which affects the overall corridor in the westbound direction. All the segments are projected to fail with heavy delays and densities with speeds less than 20 mph throughout the entire corridor until the one-lane segment.

In the eastbound direction, the one-lane segment to the east of I-95 interchange is projected to fail. The segment between I-95 on-ramp and N Miami Avenue off-ramp and the on-ramp from I-95 simulates volumes lower than 85% of the demand which in turn affects the segments downstream leading to unreliable MOEs in traffic densities and operating speeds.

3.2 Build Operations Freeway & Ramp Areas

This section of the report includes a description of the refined build alternative, the development of balanced traffic volumes for the future build condition, a review of the build model network and the operations results for the freeway and ramp areas.

3.2.1 Build Alternative Description

This refined build alternative proposes one elevated express lane along I-195 eastbound (EB) between I-95 and N Miami Avenue and two elevated express lanes between N Miami Avenue and Julia Tuttle Causeway. While I-195 westbound (WB) carries two elevated express lanes between I-95 and Julia Tuttle Causeway. The elevated express lanes will be constructed within the center of I-195 with major widening to the existing roadway and bridges along I-195. The following are the access points to and from the I-195 elevated express lanes proposed in this alternative.

1. Eastbound Ingress East of I-95 – This is the beginning of the I-195 EB elevated express lane system. This access point will serve traffic entering the express lanes system from I-95 southbound (SB) Express lanes
2. Westbound Egress East of I-95 – This is the end of the I-195 elevated express lane system. This access point will serve traffic to I-95 northbound (NB) Express and I-95 General Use lanes
3. Westbound Egress East of NW 3rd Ave – This access point will serve traffic to I-95 SB General Use lanes from I-195 WB elevated express lane system
4. Eastbound Ingress East of NW 3rd Ave – This access point will serve traffic to I-195 EB elevated express lane system from I-95 NB and I-95 SB General Use lanes
5. Connect to Julia Tuttle Causeway – This access point will combine the elevated express lanes with the I-195 at grade traffic.

The elevated express lanes will only serve traffic between I-95 and Julia Tuttle Causeway to and from Miami Beach. The elevated express lanes will not have any access to the N Miami and/or Biscayne Boulevard Interchanges. The proposed improvements impact properties adjacent to I-195. This alternative also converts N Miami Avenue interchange to a full interchange.

The Alton Road Interchange is being modified to separate Alton Road NB to I-195 WB traffic from the mainline to create a C-D road. The proposed C-D road carries traffic from Alton Road NB to I-195 WB, Alton Road SB to I-195 WB and merges with I-195 WB east of I-195 over Biscayne Bay bridge. Additional details regarding the build alternative can be seen in the ***I-195 CPS, Concept Development & Evaluation Report, June 2020*** in **Appendix A**.

3.2.2 Build Balanced Traffic Volumes & Peak Period Adjustments

The AM and PM peak period Origin-Destination (O-D) traffic flows between ramp and mainline entry/exits points along the study corridor, were used as a basis for estimating the likely diversions due to the refined Build alternative in developing the 2045 Build Design Traffic peak-hour volumes from the no-build volumes. The 2045 no-build volumes developed and described in "Section 5.0 of the ***I-195 CPS Existing and Future No-Build Traffic Analysis Report, February 2019***,

were used as a starting point in the development of the Build volumes. The O-D traffic flows for the year 2045 are included in **Appendix B**.

Some of the assumptions made in reassigning traffic between the viaduct and lower level include:

i) All traffic in the southbound I-95 general purpose lanes (destined to Miami-Beach) just north of the entrance to the southbound I-95 express lanes would now be reassigned to the southbound express lanes to use the new ramp connection to the eastbound viaduct,
ii) All traffic from the I-95 southbound (south of the GGI interchange) and northbound general purpose lanes heading eastbound destined to Miami Beach, will use the viaduct.
iii) In the westbound direction, all the vehicles destined to I-95 from Miami Beach will use the viaduct.

More information regarding the modifications made to the raw data are shown in the notes of the O-D flow tables.

Like for the no-build conditions analysis, it was necessary to apply adjustment factors to the balanced peak hour volumes shown in **Exhibits 3-5** through **3-7** on the following pages to develop the peak period hourly volume inputs used in the VISSIM Build model. In addition, a 30-minute seeding period was used for the AM and PM simulations. The hourly volume distributions within the AM and PM peak periods respectively from "Table 3-1 of the February 2019 *I-195 CPS Existing and Future No-Build Traffic Analysis Report*" were used to adjust the Peak Hour Volumes.

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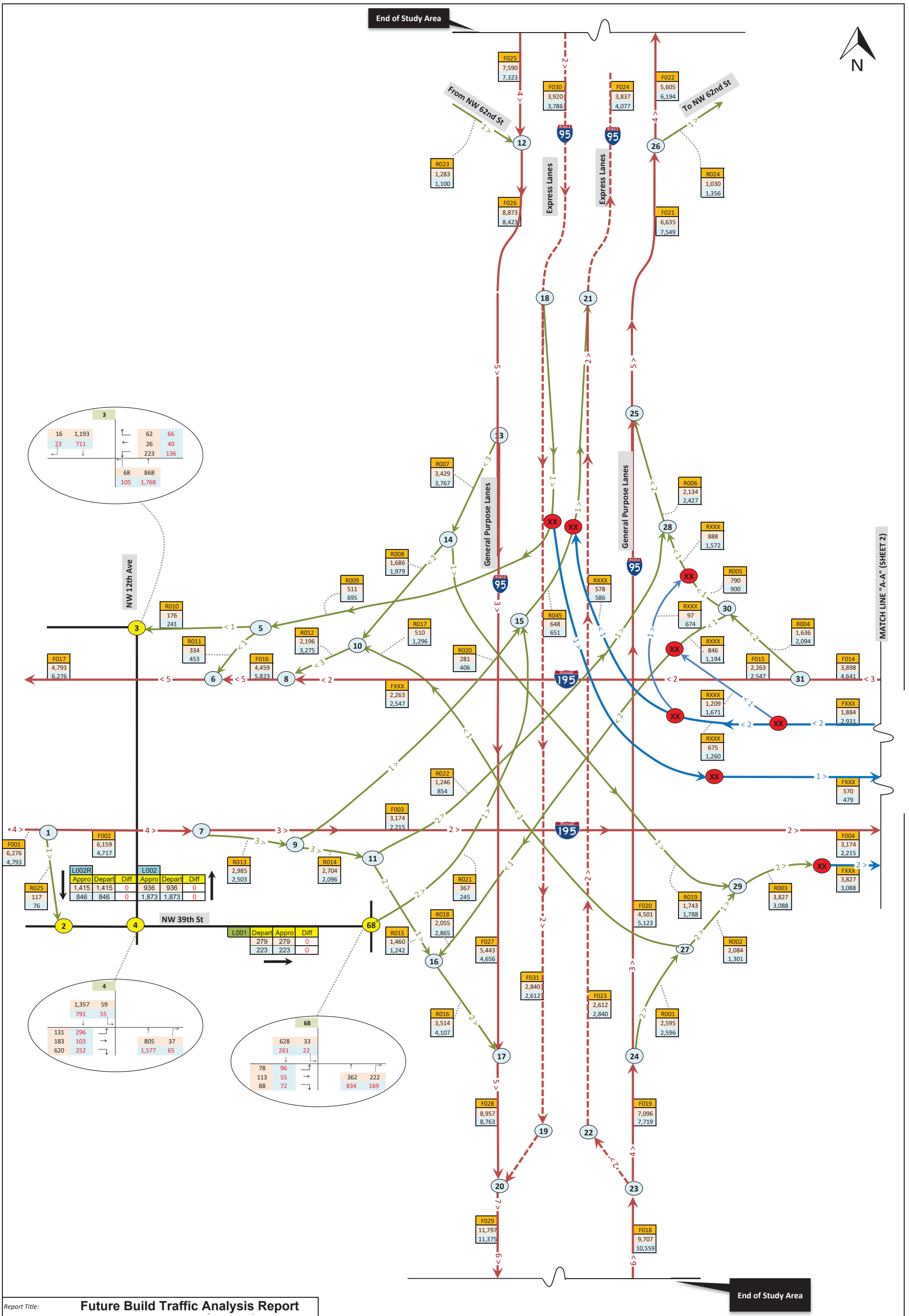

End of Study Area
N
F025 7,590 7,323
F030 3,920 3,786
F024 3,837 4,077
F022 5,605 6,194
From NW 62nd St
To NW 62nd St
R023 1,283 1,100
R024 1,030 1,356
F026 8,873 8,423
F021 6,635 7,549
Express Lanes
Express Lanes
General Purpose Lanes
General Purpose Lanes
NW 12th Ave
NW 39th St
MATCH LINE "A-A" (SHEET 2)
R007 3,429 3,767
R006 2,134 2,427
R008 1,686 1,979
R009 511 695
R010 176 241
R011 334 453
R012 2,196 3,275
R017 510 1,296
R020 281 406
R045 648 651
RXXX 578 586
RXXX 888 1,572
R005 790 900
RXXX 97 674
R004 1,636 2,094
RXXX 846 1,194
F017 4,793 6,276
F016 4,459 5,823
F015 2,263 2,547
F014 3,898 4,641
FXXX 2,263 2,547
RXXX 1,209 1,671
FXXX 1,884 2,931
RXXX 675 1,260
R022 1,246 854
FXXX 570 479
F003 3,174 2,215
F001 6,276 4,793
F002 6,159 4,717
F004 3,174 2,215
FXXX 3,827 3,088
R013 2,985 2,503
R014 2,704 2,096
R021 367 245
R019 1,743 1,788
R003 3,827 3,088
R025 117 76
F020 4,501 5,123
R018 2,055 2,865
R015 1,460 1,242
R002 2,084 1,301
F027 5,443 4,656
F031 2,840 2,612
F023 2,612 2,840
R016 3,514 4,107
R001 2,595 2,596
F028 8,957 8,763
F019 7,096 7,719
F029 11,797 11,375
F018 9,707 10,559
L002R Appro Depart Diff: 1,415 1,415 0; 846 846 0
L002 Appro Depart Diff: 936 936 0; 1,873 1,873 0
L001 Depart Appro Diff: 279 279 0; 223 223 0
3: 16 1,193; 23 711; 62 66; 26 40; 223 136; 68 868; 105 1,768
4: 1,357 59; 791 55; 131 296; 183 103; 620 252; 805 37; 1,577 65
68: 628 33; 261 22; 78 96; 113 55; 88 72; 362 222; 834 169
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
New Link
Report Title: Future Build Traffic Analysis Report Microsimulation Analysis
Exhibit Name: 2045 Future Build Alternative 3 Peak Hour Volumes (Sheet 1 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
Exhibit No: 3-5
Page no:
Date: 5/26/20

N

NE 39th St | NE 38th St | NW 38th St | NW 36th St

Federal Hwy | Biscayne Blvd. | N Miami Ave | NE 1st Ave | NE 2nd Ave

MATCH LINE "A-A" (SHEET 1)

MATCH LINE "B-B" (SHEET 3)

I-195

Report Title:	Future Build Traffic Analysis Report Microsimulation Analysis
Exhibit Name:	2045 Future Build Alternative 3 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

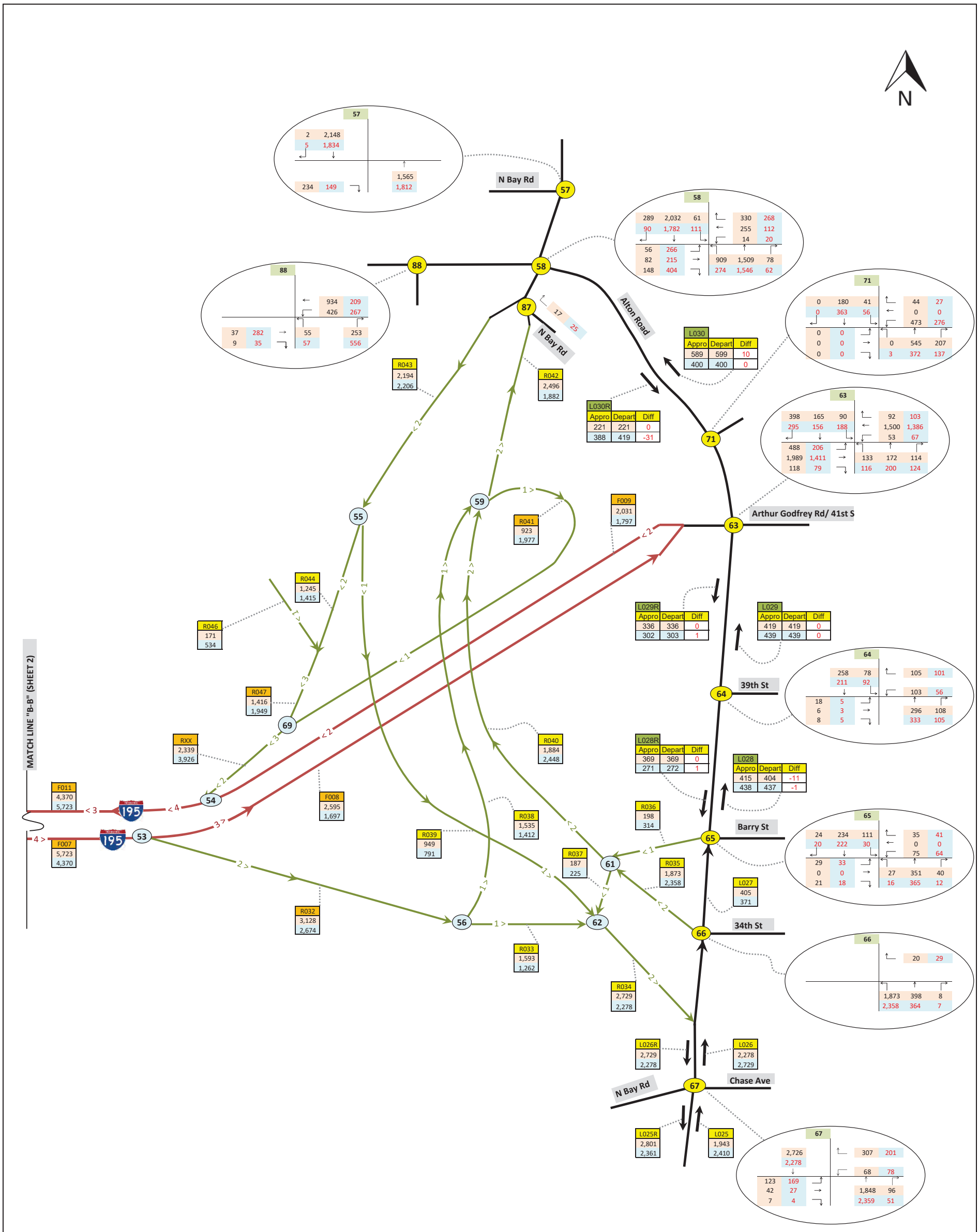
Attributes Legend

F001	Freeway / Ramp balanced segment
L99	Link that has access in between
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
- Ramp segment
- Arterial Segment
- 2 > Number of Lanes
- New Link

Exhibit No:	3-6
Page no:	
Date:	5/28/20



Report Title:	**Future Build Traffic Analysis Report Microsimulation Analysis**
Exhibit Name:	**2045 Future Build Alternative 3 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
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
	Ramp segment
	Arterial Segment
2 >	Number of Lanes
	New Link

Exhibit No:	3-7
Page no:	
Date:	4/2/20

3.2.3 Build Model Network Review

The no-build VISSIM model network developed and described in Section 4.2 of the *I-195 Existing and Future No-Build Traffic Analysis Report Addendum – Microsimulation Analysis, April 2019* report in **Appendix A** was used as a starting point to develop the 2045 Build VISSIM model network. Similar to the no-build conditions, VISSIM analysis for the build conditions was performed disconnecting the freeways and ramp terminal intersections.

Similar to the base condition VISSIM model network shown in the previous reports, the build VISSIM model screenshots are included in the following pages from **Exhibits 3-8** through **3-16.** As mentioned in the build alternative description, I-195 will be a two-level network with upper level coded as blue and lower level in grey colors.

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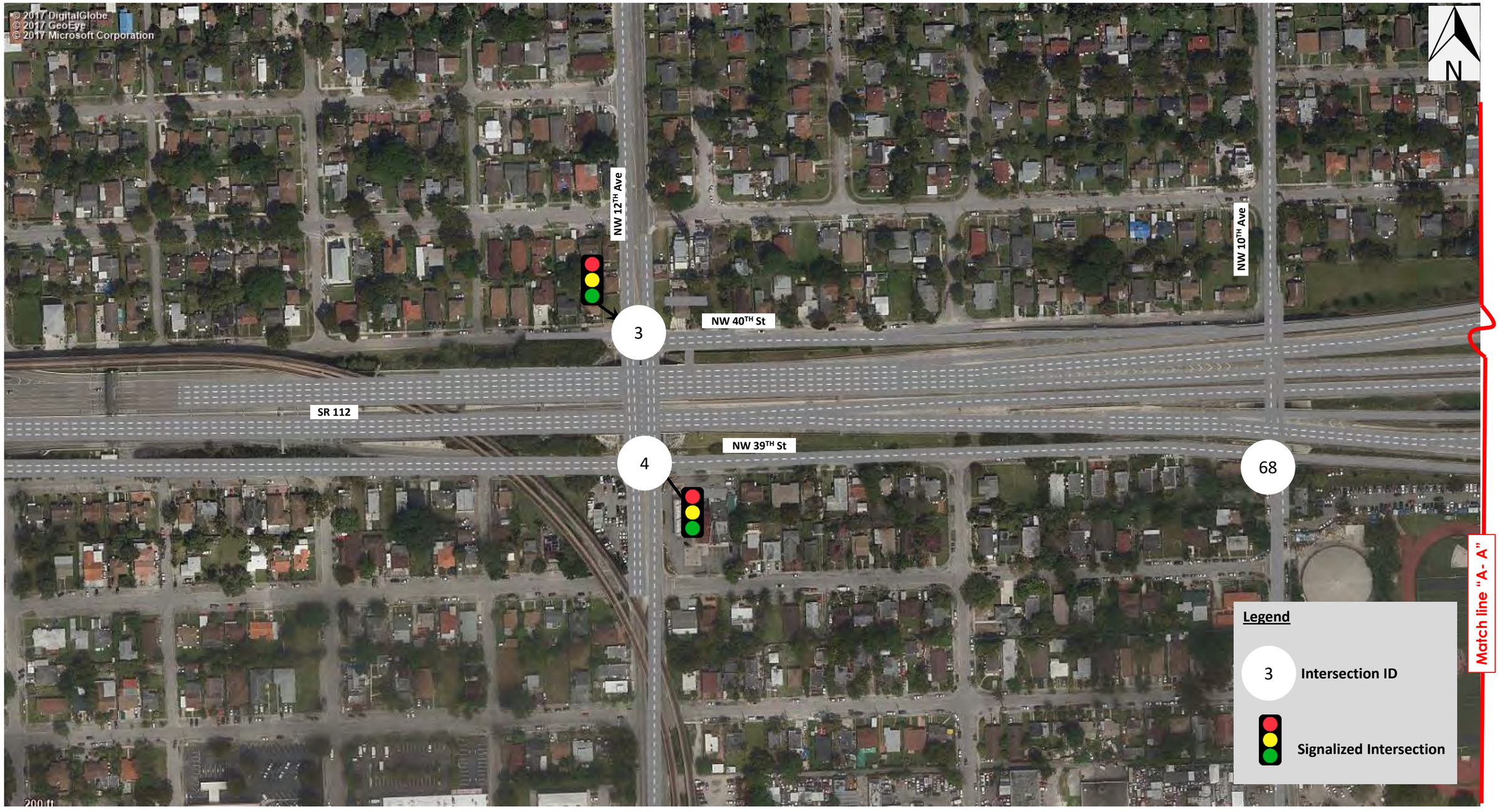
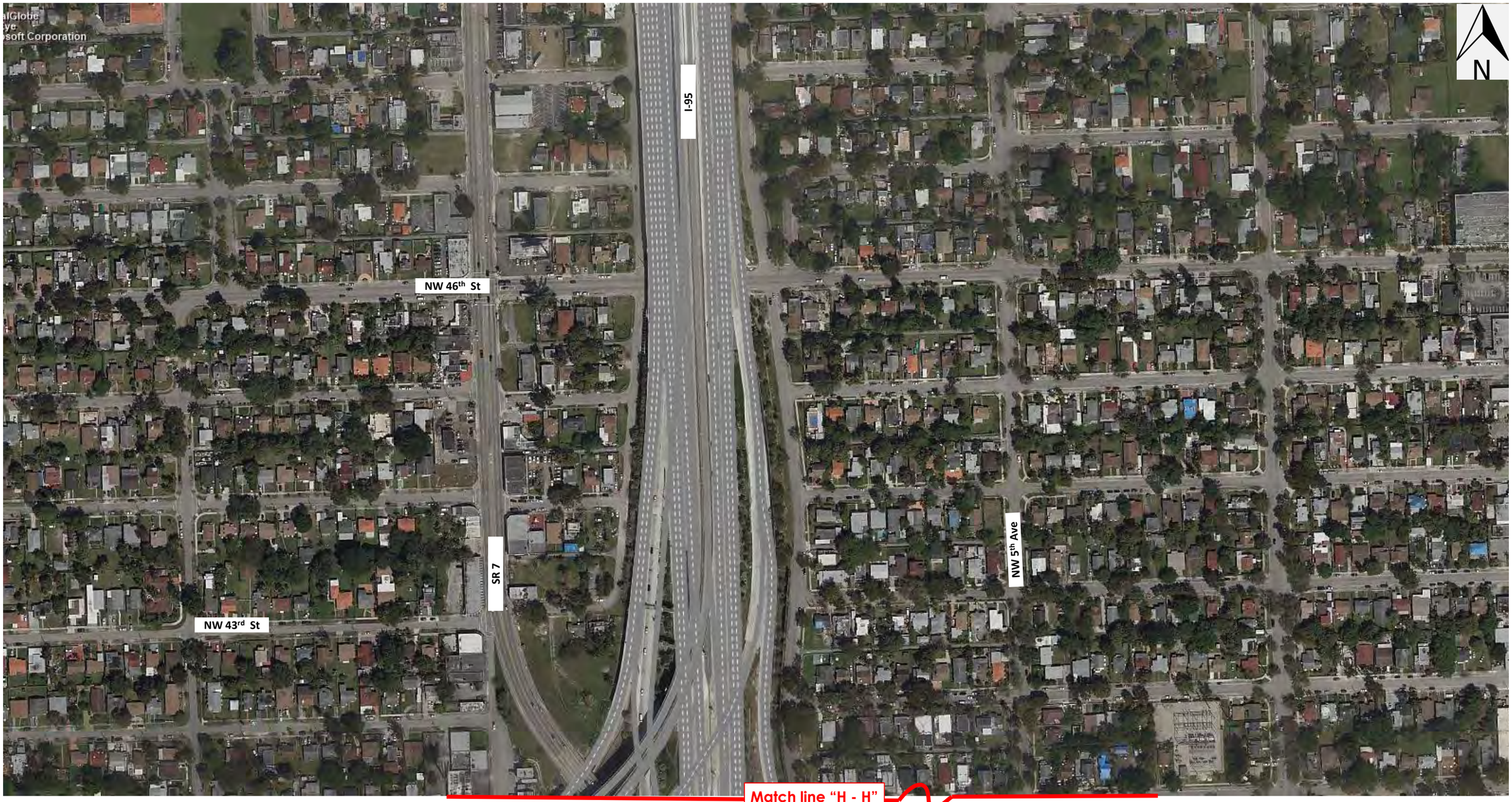


Project Name: I-195 Corridor Planning Study from I-95/NW 12th Avenue to SR 907/Alton Road FM No. 440228-1-22-01	*Exhibit Name:* **Future Build Alternative VISSIM Network (Sheet 1 of 9)**	*Report Title:* **Future Build Traffic Analysis Report Microsimulation Analysis**	*Exhibit No.* 3-8 *Page No.* *Date:* 6/30/2020

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:* **Future Build Alternative VISSIM Network (Sheet 2 of 9)**	*Report Title:* **Future Build Traffic Analysis Report Microsimulation Analysis**	*Exhibit No.* 3-9 *Page No.* *Date:* 6/30/2020



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:* **Future Build Alternative VISSIM Network (Sheet 3 of 9)**	*Report Title:* **Future Build Traffic Analysis Report Microsimulation Analysis**	*Exhibit No.* 3-10 *Page No.* *Date:* 6/30/2020

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:

Future Build Alternative VISSIM Network (Sheet 4 of 9)

Report Title:

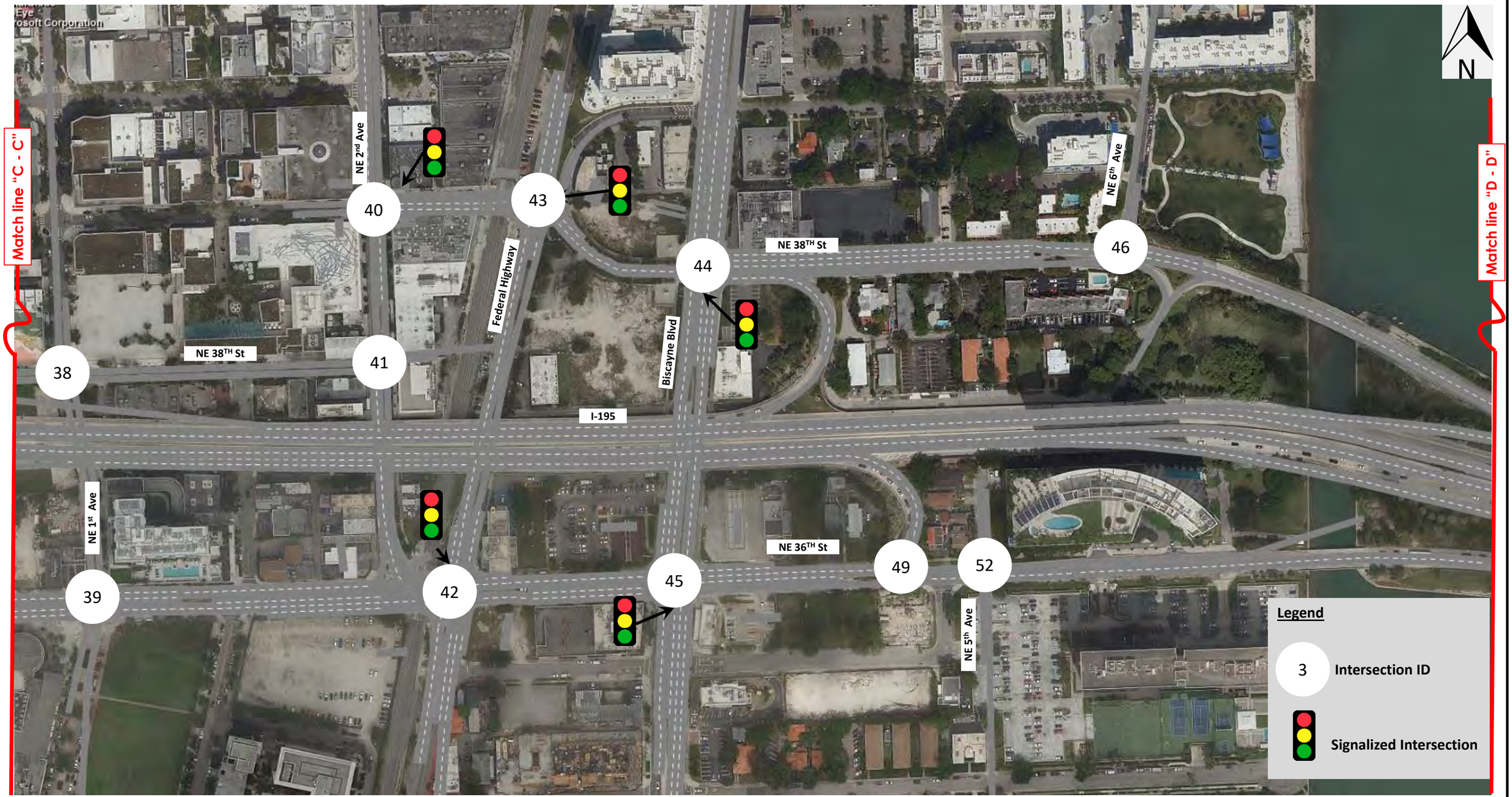
Future Build Traffic Analysis Report Microsimulation Analysis

Exhibit No. 3-11

Page No.

Date: 6/30/2020

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:* **Future Build Alternative VISSIM Network (Sheet 5 of 9)**	*Report Title:* **Future Build Traffic Analysis Report Microsimulation Analysis**	*Exhibit No.* 3-12 *Page No.* *Date:* 6/30/2020



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:* **Future Build Alternative VISSIM Network (Sheet 6 of 9)**	*Report Title:* **Future Build Traffic Analysis Report Microsimulation Analysis**	*Exhibit No.* 3-13 *Page No.* *Date:* 6/30/2020

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:* **Future Build Alternative VISSIM Network (Sheet 7 of 9)**	*Report Title:* **Future Build Traffic Analysis Report Microsimulation Analysis**	*Exhibit No.* 3-14 *Page No.* *Date:* 6/30/2020

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:* **Future Build Alternative VISSIM Network (Sheet 8 of 9)**	*Report Title:* **Future Build Traffic Analysis Report Microsimulation Analysis**	*Exhibit No.* 3-15 *Page No.* *Date:* 6/30/2020

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:* **Future Build Alternative VISSIM Network (Sheet 9 of 9)**	*Report Title:* **Future Build Traffic Analysis Report Microsimulation Analysis**	*Exhibit No.* 3-16 *Page No.* *Date:* 6/30/2020

3.2.4 Operations Results

The projected traffic operations along the freeway segments and at the ramp areas resulting from the anticipated future build conditions are reported using the same MOEs used to assess the performance of the Freeway and Ramp Areas described in **Section 3.2.1** of this report for build conditions. The results of the projected operational analyses of freeway segments and ramp areas during the AM and PM peak period future build conditions are summarized in **Exhibits 3-17** through **3-20** on the following pages:

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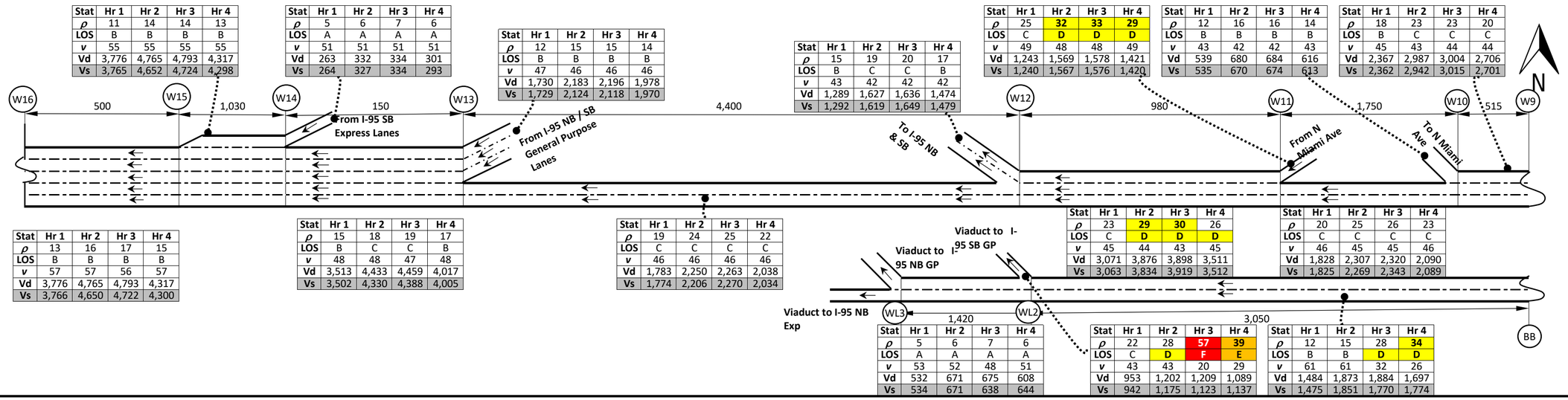
WESTBOUND



Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	11	14	14	13
LOS	B	B	B	B
v	55	55	55	55
Vd	3,776	4,765	4,793	4,317
Vs	3,765	4,652	4,724	4,298

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	5	6	7	6
LOS	A	A	A	A
v	51	51	51	51
Vd	263	332	334	301
Vs	264	327	334	293

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	12	15	15	14
LOS	B	B	B	B
v	47	46	46	46
Vd	1,730	2,183	2,196	1,978
Vs	1,729	2,124	2,118	1,970

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	15	19	20	17
LOS	B	C	C	B
v	43	42	42	42
Vd	1,289	1,627	1,636	1,474
Vs	1,292	1,619	1,649	1,479

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	25	**32**	**33**	**29**
LOS	C	**D**	**D**	**D**
v	49	48	48	49
Vd	1,243	1,569	1,578	1,421
Vs	1,240	1,567	1,576	1,420

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	12	16	16	14
LOS	B	B	B	B
v	43	42	42	43
Vd	539	680	684	616
Vs	535	670	674	613

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	18	23	23	20
LOS	B	C	C	C
v	45	43	44	44
Vd	2,367	2,987	3,004	2,706
Vs	2,362	2,942	3,015	2,701

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	13	16	17	15
LOS	B	B	B	B
v	57	57	56	57
Vd	3,776	4,765	4,793	4,317
Vs	3,766	4,650	4,722	4,300

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	15	18	19	17
LOS	B	C	C	B
v	48	48	47	48
Vd	3,513	4,433	4,459	4,017
Vs	3,502	4,330	4,388	4,005

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	19	24	25	22
LOS	C	C	C	C
v	46	46	46	46
Vd	1,783	2,250	2,263	2,038
Vs	1,774	2,206	2,270	2,034

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	23	**29**	**30**	26
LOS	C	**D**	**D**	**D**
v	45	44	43	45
Vd	3,071	3,876	3,898	3,511
Vs	3,063	3,834	3,919	3,512

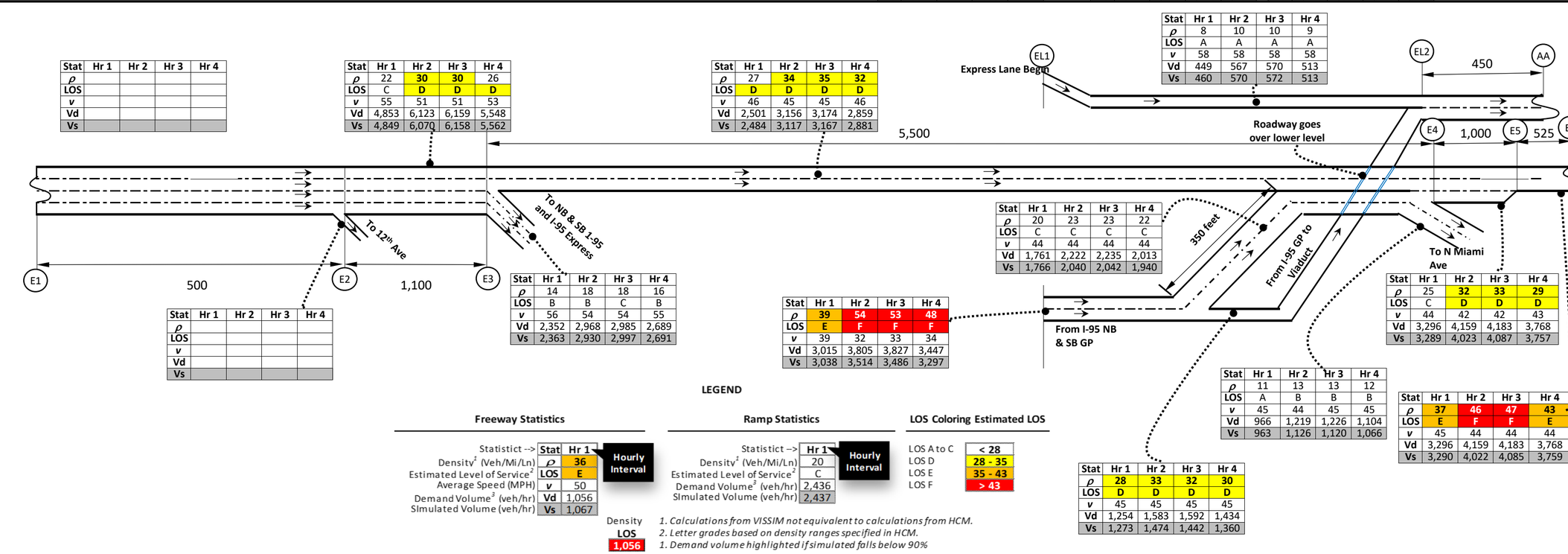
Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	20	25	26	23
LOS	C	C	C	C
v	46	45	45	46
Vd	1,828	2,307	2,320	2,090
Vs	1,825	2,269	2,343	2,089

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	5	6	7	6
LOS	A	A	A	A
v	53	52	48	51
Vd	532	671	675	608
Vs	534	671	638	644

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	22	28	**57**	**39**
LOS	C	**D**	**F**	**E**
v	43	43	20	29
Vd	953	1,202	1,209	1,089
Vs	942	1,175	1,123	1,137

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	12	15	28	**34**
LOS	B	B	**D**	**D**
v	61	61	32	26
Vd	1,484	1,873	1,884	1,697
Vs	1,475	1,851	1,770	1,774

EASTBOUND



Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ				
LOS				
v				
Vd				
Vs				

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	22	**30**	**30**	26
LOS	C	**D**	**D**	**D**
v	55	51	51	53
Vd	4,853	6,123	6,159	5,548
Vs	4,849	6,070	6,158	5,562

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	27	**34**	**35**	**32**
LOS	**D**	**D**	**D**	**D**
v	46	45	45	46
Vd	2,501	3,156	3,174	2,859
Vs	2,484	3,117	3,167	2,881

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	8	10	10	9
LOS	A	A	A	A
v	58	58	58	58
Vd	449	567	570	513
Vs	460	570	572	513

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ				
LOS				
v				
Vd				
Vs				

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	14	18	18	16
LOS	B	B	C	B
v	56	54	54	55
Vd	2,352	2,968	2,985	2,689
Vs	2,363	2,930	2,997	2,691

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	20	23	23	22
LOS	C	C	C	C
v	44	44	44	44
Vd	1,761	2,222	2,235	2,013
Vs	1,766	2,040	2,042	1,940

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	**39**	**54**	**53**	**48**
LOS	**E**	**F**	**F**	**F**
v	39	32	33	34
Vd	3,015	3,805	3,827	3,447
Vs	3,038	3,514	3,486	3,297

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	25	**32**	**33**	**29**
LOS	C	**D**	**D**	**D**
v	44	42	42	43
Vd	3,296	4,159	4,183	3,768
Vs	3,289	4,023	4,087	3,757

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	11	13	13	12
LOS	A	B	B	B
v	45	44	45	45
Vd	966	1,219	1,226	1,104
Vs	963	1,126	1,120	1,066

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	**37**	**46**	**47**	**43**
LOS	**E**	**F**	**F**	**E**
v	45	44	44	44
Vd	3,296	4,159	4,183	3,768
Vs	3,290	4,022	4,085	3,759

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	**28**	**33**	**32**	**30**
LOS	**D**	**D**	**D**	**D**
v	45	45	45	45
Vd	1,254	1,583	1,592	1,434
Vs	1,273	1,474	1,442	1,360

LEGEND

Freeway Statistics

Statistict -->	Stat	Hr 1
Density[1] (Veh/Mi/Ln)	ρ	36
Estimated Level of Service[2]	LOS	E
Average Speed (MPH)	v	50
Demand Volume[3] (veh/hr)	Vd	1,056
Simulated Volume (veh/hr)	Vs	1,067

Hourly Interval

Ramp Statistics

Statistict -->	Hr 1
Density[1] (Veh/Mi/Ln)	20
Estimated Level of Service[2]	C
Demand Volume[3] (veh/hr)	2,436
Simulated Volume (veh/hr)	2,437

Hourly Interval

LOS Coloring Estimated LOS

LOS A to C	< 28
LOS D	28 - 35
LOS E	35 - 43
LOS F	> 43

Density
LOS
1,056

1. Calculations from VISSIM not equivalent to calculations from HCM.
2. Letter grades based on density ranges specified in HCM.
1. Demand volume highlighted if simulated falls below 90%

Project Name:

I-195 Corridor Planning Study from I-95/NW 12th Avenue to SR 907/Alton

Exhibit Name:

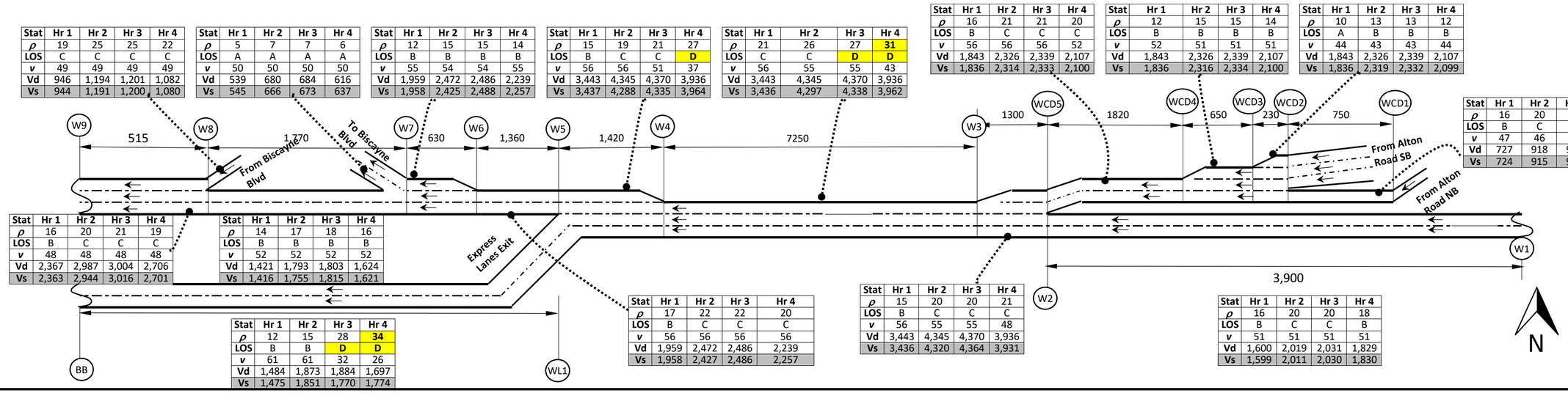
2045 AM Peak Build Freeway Operations (Sheet 1 of 2)

Report Title:

Future Build Traffic Analysis Report Microsimulation Analysis

Exhibit No. 3-17
Page No.
Date: 06/29/20

WESTBOUND



Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	19	25	25	22
LOS	C	C	C	C
v	49	49	49	49
Vd	946	1,194	1,201	1,082
Vs	944	1,191	1,200	1,080

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	5	7	7	6
LOS	A	A	A	A
v	50	50	50	50
Vd	539	680	684	616
Vs	545	666	673	637

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	12	15	15	14
LOS	B	B	B	B
v	55	54	54	55
Vd	1,959	2,472	2,486	2,239
Vs	1,958	2,425	2,488	2,257

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	15	19	21	27
LOS	B	C	C	D
v	56	56	51	37
Vd	3,443	4,345	4,370	3,936
Vs	3,437	4,288	4,335	3,964

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	21	26	27	31
LOS	C	C	D	D
v	56	55	55	43
Vd	3,443	4,345	4,370	3,936
Vs	3,436	4,297	4,338	3,962

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	16	21	21	20
LOS	B	C	C	C
v	56	56	56	52
Vd	1,843	2,326	2,339	2,107
Vs	1,836	2,314	2,333	2,100

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	12	15	15	14
LOS	B	B	B	B
v	52	51	51	51
Vd	1,843	2,326	2,339	2,107
Vs	1,836	2,316	2,334	2,100

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	10	13	13	12
LOS	A	B	B	B
v	44	43	43	44
Vd	1,843	2,326	2,339	2,107
Vs	1,836	2,319	2,332	2,099

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	16	20	20	18
LOS	B	C	C	B
v	47	46	46	46
Vd	727	918	923	831
Vs	724	915	921	827

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	16	20	21	19
LOS	B	C	C	C
v	48	48	48	48
Vd	2,367	2,987	3,004	2,706
Vs	2,363	2,944	3,016	2,701

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	14	17	18	16
LOS	B	B	B	B
v	52	52	52	52
Vd	1,421	1,793	1,803	1,624
Vs	1,416	1,755	1,815	1,621

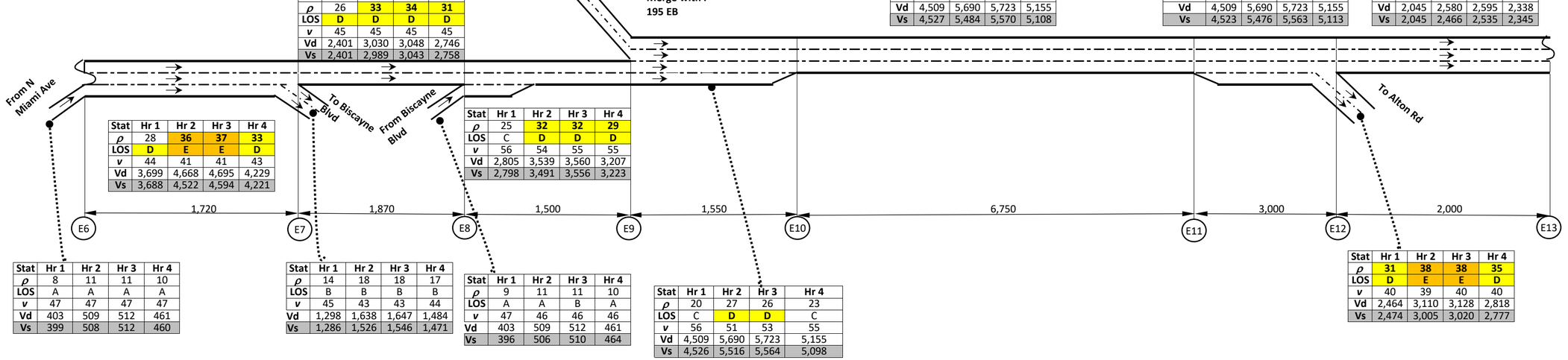
Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	12	15	28	34
LOS	B	B	D	D
v	61	61	32	26
Vd	1,484	1,873	1,884	1,697
Vs	1,475	1,851	1,770	1,774

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	17	22	22	20
LOS	B	C	C	C
v	56	56	56	56
Vd	1,959	2,472	2,486	2,239
Vs	1,958	2,427	2,486	2,257

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	15	20	20	21
LOS	B	C	C	C
v	56	55	55	48
Vd	3,443	4,345	4,370	3,936
Vs	3,436	4,320	4,364	3,931

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	16	20	20	18
LOS	B	C	C	B
v	51	51	51	51
Vd	1,600	2,019	2,031	1,829
Vs	1,599	2,011	2,030	1,830

EASTBOUND



Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	14	17	17	15
LOS	B	B	B	B
v	61	60	60	61
Vd	1,703	2,150	2,162	1,947
Vs	1,734	2,038	2,018	1,871

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	26	33	34	31
LOS	D	D	D	D
v	45	45	45	45
Vd	2,401	3,030	3,048	2,746
Vs	2,401	2,989	3,043	2,758

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	26	32	33	30
LOS	D	D	D	D
v	57	57	57	57
Vd	4,509	5,690	5,723	5,155
Vs	4,527	5,484	5,570	5,108

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	20	25	25	23
LOS	C	C	C	C
v	57	55	55	56
Vd	4,509	5,690	5,723	5,155
Vs	4,523	5,476	5,563	5,113

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	16	20	20	19
LOS	B	C	C	C
v	42	42	42	42
Vd	2,045	2,580	2,595	2,338
Vs	2,045	2,466	2,535	2,345

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	28	36	37	33
LOS	D	E	E	D
v	44	41	41	43
Vd	3,699	4,668	4,695	4,229
Vs	3,688	4,522	4,594	4,221

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	25	32	32	29
LOS	C	D	D	D
v	56	54	55	55
Vd	2,805	3,539	3,560	3,207
Vs	2,798	3,491	3,556	3,223

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	8	11	11	10
LOS	A	A	A	A
v	47	47	47	47
Vd	403	509	512	461
Vs	399	508	512	460

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	14	18	18	17
LOS	B	B	B	B
v	45	43	43	44
Vd	1,298	1,638	1,647	1,484
Vs	1,286	1,526	1,546	1,471

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	9	11	11	10
LOS	A	A	B	A
v	47	46	46	46
Vd	403	509	512	461
Vs	396	506	510	464

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	20	27	26	23
LOS	C	D	D	C
v	56	51	53	55
Vd	4,509	5,690	5,723	5,155
Vs	4,526	5,516	5,564	5,098

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	31	38	38	35
LOS	D	E	E	D
v	40	39	40	40
Vd	2,464	3,110	3,128	2,818
Vs	2,474	3,005	3,020	2,777

Project Name:

I-195 Corridor Planning Study from I-95/NW 12th Avenue to SR 907/Alton

Exhibit Name:

2045 AM Peak Build Freeway Operations (Sheet 2 of 2)

Report Title:

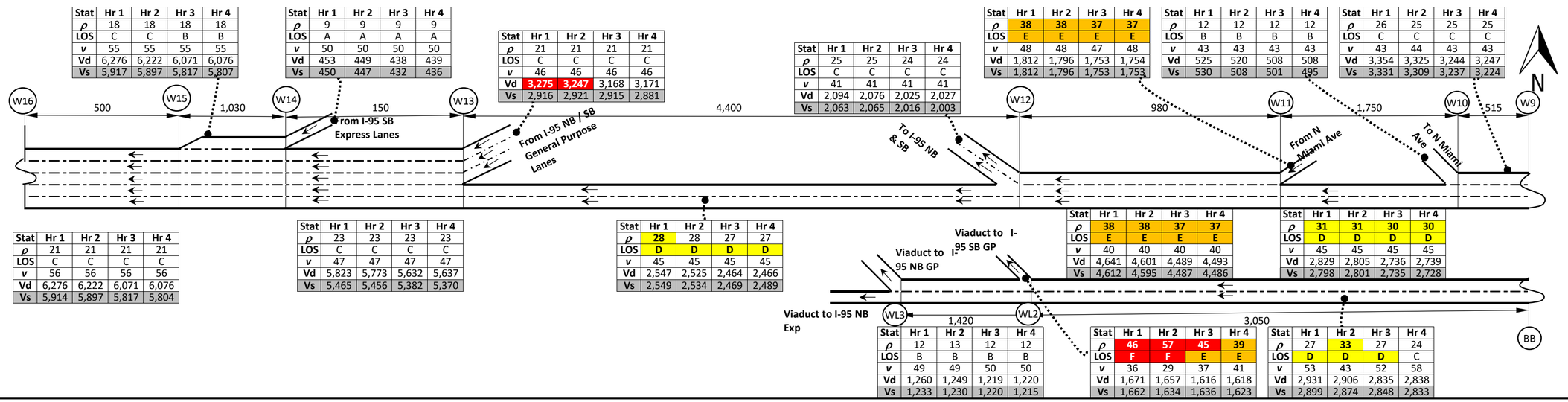
Future Build Traffic Analysis Report Microsimulation Analysis

Exhibit No. 3-18

Page No.

Date: 06/29/20

WESTBOUND



Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	18	18	18	18
LOS	C	C	B	B
v	55	55	55	55
Vd	6,276	6,222	6,071	6,076
Vs	5,917	5,897	5,817	5,807

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	9	9	9	9
LOS	A	A	A	A
v	50	50	50	50
Vd	453	449	438	439
Vs	450	447	432	436

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	21	21	21	21
LOS	C	C	C	C
v	46	46	46	46
Vd	3,275	3,247	3,168	3,171
Vs	2,916	2,921	2,915	2,881

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	25	25	24	24
LOS	C	C	C	C
v	41	41	41	41
Vd	2,094	2,076	2,025	2,027
Vs	2,063	2,065	2,016	2,003

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	38	38	37	37
LOS	E	E	E	E
v	48	48	47	48
Vd	1,812	1,796	1,753	1,754
Vs	1,812	1,796	1,753	1,753

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	12	12	12	12
LOS	B	B	B	B
v	43	43	43	43
Vd	525	520	508	508
Vs	530	508	501	495

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	26	25	25	25
LOS	C	C	C	C
v	43	44	43	43
Vd	3,354	3,325	3,244	3,247
Vs	3,331	3,309	3,237	3,224

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	21	21	21	21
LOS	C	C	C	C
v	56	56	56	56
Vd	6,276	6,222	6,071	6,076
Vs	5,914	5,897	5,817	5,804

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	23	23	23	23
LOS	C	C	C	C
v	47	47	47	47
Vd	5,823	5,773	5,632	5,637
Vs	5,465	5,456	5,382	5,370

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	28	28	27	27
LOS	D	D	D	D
v	45	45	45	45
Vd	2,547	2,525	2,464	2,466
Vs	2,549	2,534	2,469	2,489

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	38	38	37	37
LOS	E	E	E	E
v	40	40	40	40
Vd	4,641	4,601	4,489	4,493
Vs	4,612	4,595	4,487	4,486

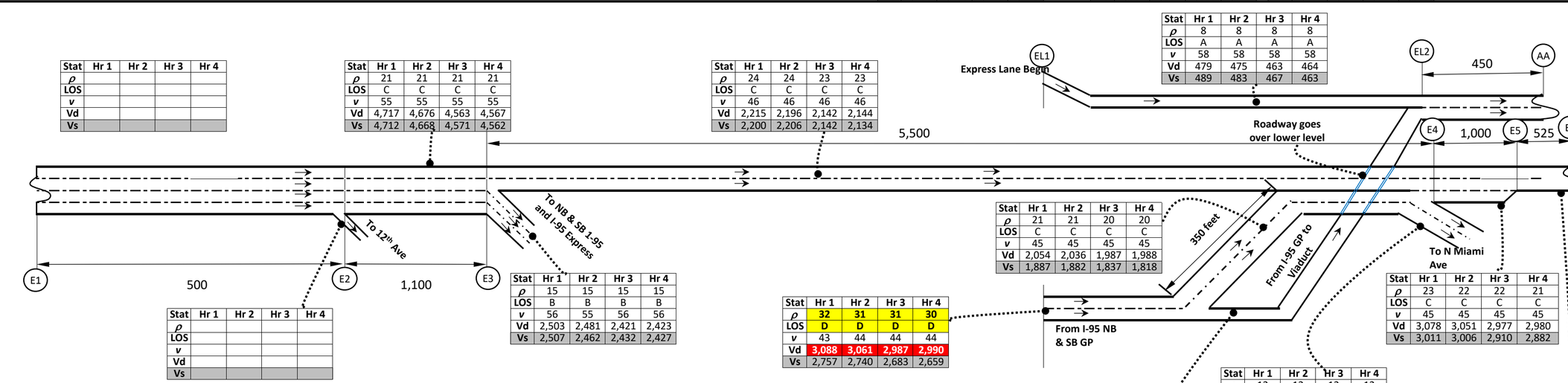
Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	31	31	30	30
LOS	D	D	D	D
v	45	45	45	45
Vd	2,829	2,805	2,736	2,739
Vs	2,798	2,801	2,735	2,728

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	12	13	12	12
LOS	B	B	B	B
v	49	49	50	50
Vd	1,260	1,249	1,219	1,220
Vs	1,233	1,230	1,220	1,215

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	46	57	45	39
LOS	F	F	E	E
v	36	29	37	41
Vd	1,671	1,657	1,616	1,618
Vs	1,662	1,634	1,636	1,623

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	27	33	27	24
LOS	D	D	D	C
v	53	43	52	58
Vd	2,931	2,906	2,835	2,838
Vs	2,899	2,874	2,848	2,833

EASTBOUND



Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ				
LOS				
v				
Vd				
Vs				

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	21	21	21	21
LOS	C	C	C	C
v	55	55	55	55
Vd	4,717	4,676	4,563	4,567
Vs	4,712	4,668	4,571	4,562

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	24	24	23	23
LOS	C	C	C	C
v	46	46	46	46
Vd	2,215	2,196	2,142	2,144
Vs	2,200	2,206	2,142	2,134

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	8	8	8	8
LOS	A	A	A	A
v	58	58	58	58
Vd	479	475	463	464
Vs	489	483	467	463

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	15	15	15	15
LOS	B	B	B	B
v	56	55	56	56
Vd	2,503	2,481	2,421	2,423
Vs	2,507	2,462	2,432	2,427

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	21	21	20	20
LOS	C	C	C	C
v	45	45	45	45
Vd	2,054	2,036	1,987	1,988
Vs	1,887	1,882	1,837	1,818

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	32	31	31	30
LOS	D	D	D	D
v	43	44	44	44
Vd	3,088	3,061	2,987	2,990
Vs	2,757	2,740	2,683	2,659

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	23	22	22	21
LOS	C	C	C	C
v	45	45	45	45
Vd	3,078	3,051	2,977	2,980
Vs	3,011	3,006	2,910	2,882

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	12	12	12	12
LOS	B	B	B	B
v	44	44	44	44
Vd	1,191	1,181	1,152	1,153
Vs	1,080	1,082	1,070	1,068

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	33	33	32	32
LOS	D	D	D	D
v	45	45	45	45
Vd	3,078	3,051	2,977	2,980
Vs	3,010	3,005	2,910	2,884

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	19	19	18	18
LOS	C	C	C	C
v	46	46	46	46
Vd	1,034	1,025	1,000	1,001
Vs	870	859	846	841

LEGEND

Freeway Statistics

Statistict -->	Stat	Hr 1
Density[1] (Veh/Mi/Ln)	ρ	36
Estimated Level of Service[2]	LOS	E
Average Speed (MPH)	v	50
Demand Volume[3] (veh/hr)	Vd	1,056
Simulated Volume (veh/hr)	Vs	1,067

Hourly Interval

Ramp Statistics

Statistict -->	Hr 1
Density[1] (Veh/Mi/Ln)	20
Estimated Level of Service[2]	C
Demand Volume[3] (veh/hr)	2,436
Simulated Volume (veh/hr)	2,437

Hourly Interval

LOS Coloring Estimated LOS

LOS A to C	< 28
LOS D	28 - 35
LOS E	35 - 43
LOS F	> 43

Density LOS 1,056

1. Calculations from VISSIM not equivalent to calculations from HCM.
2. Letter grades based on density ranges specified in HCM.
1. Demand volume highlighted if simulated falls below 90%

Project Name:

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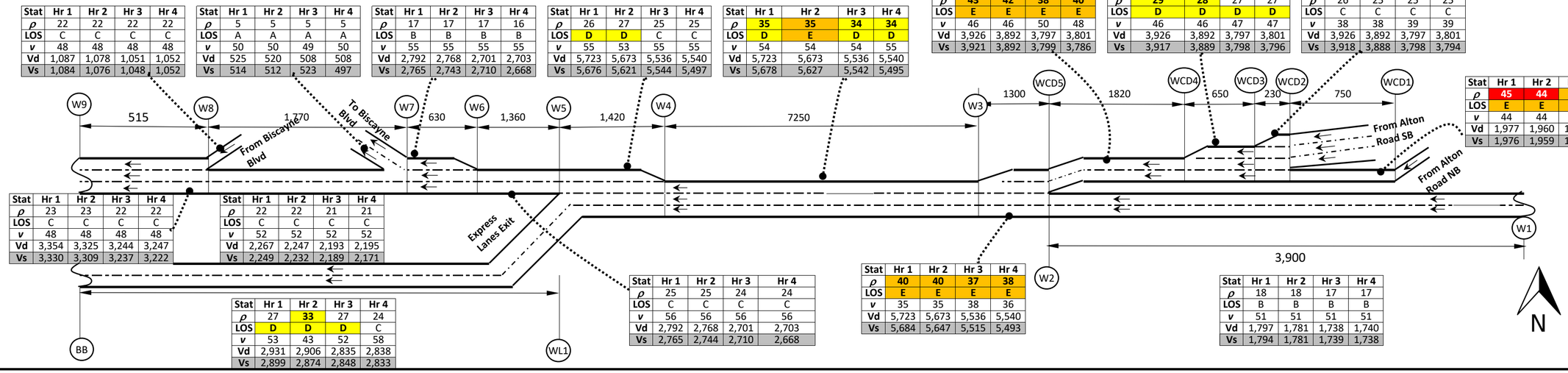
WESTBOUND



Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	22	22	22	22
LOS	C	C	C	C
v	48	48	48	48
Vd	1,087	1,078	1,051	1,052
Vs	1,084	1,076	1,048	1,052

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	5	5	5	5
LOS	A	A	A	A
v	50	50	49	50
Vd	525	520	508	508
Vs	514	512	523	497

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	17	17	17	16
LOS	B	B	B	B
v	55	55	55	55
Vd	2,792	2,768	2,701	2,703
Vs	2,765	2,743	2,710	2,668

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	26	27	25	25
LOS	D	D	C	C
v	55	53	55	55
Vd	5,723	5,673	5,536	5,540
Vs	5,676	5,621	5,544	5,497

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	35	35	34	34
LOS	D	E	D	D
v	54	54	54	55
Vd	5,723	5,673	5,536	5,540
Vs	5,678	5,627	5,542	5,495

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	43	42	38	40
LOS	E	E	E	E
v	46	46	50	48
Vd	3,926	3,892	3,797	3,801
Vs	3,921	3,892	3,799	3,786

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	29	28	27	27
LOS	D	D	D	D
v	46	46	47	47
Vd	3,926	3,892	3,797	3,801
Vs	3,917	3,889	3,798	3,796

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	26	25	25	25
LOS	C	C	C	C
v	38	38	39	39
Vd	3,926	3,892	3,797	3,801
Vs	3,918	3,888	3,798	3,794

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	45	44	43	43
LOS	E	E	E	E
v	44	44	45	45
Vd	1,977	1,960	1,912	1,914
Vs	1,976	1,959	1,912	1,913

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	23	23	22	22
LOS	C	C	C	C
v	48	48	48	48
Vd	3,354	3,325	3,244	3,247
Vs	3,330	3,309	3,237	3,222

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	22	22	21	21
LOS	C	C	C	C
v	52	52	52	52
Vd	2,267	2,247	2,193	2,195
Vs	2,249	2,232	2,189	2,171

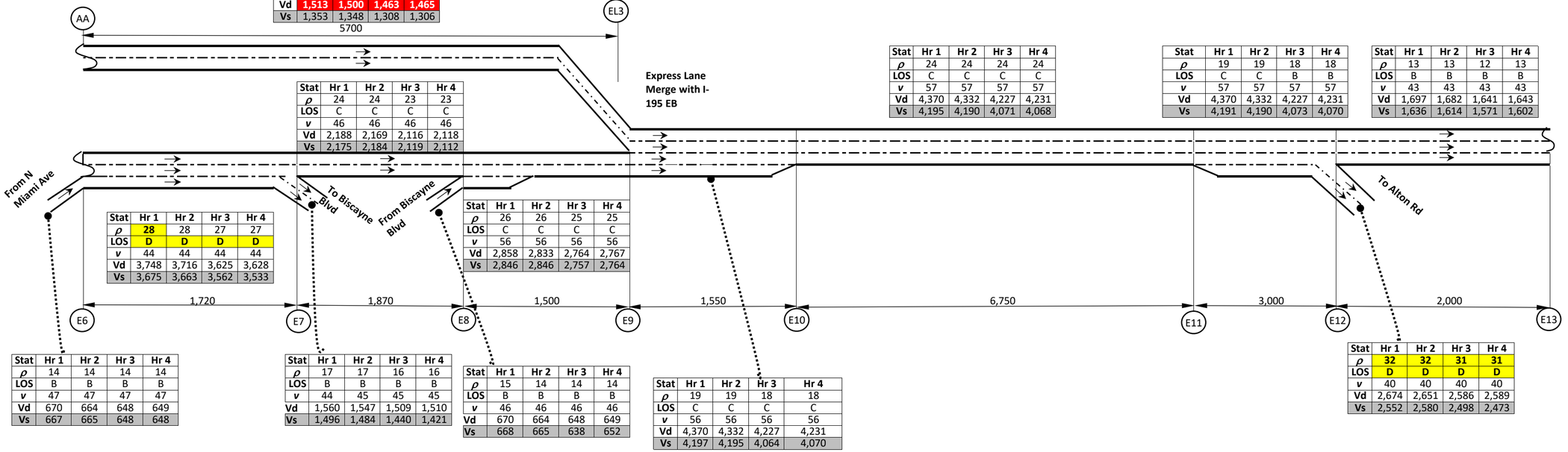
Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	27	33	27	24
LOS	D	D	D	C
v	53	43	52	58
Vd	2,931	2,906	2,835	2,838
Vs	2,899	2,874	2,848	2,833

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	25	25	24	24
LOS	C	C	C	C
v	56	56	56	56
Vd	2,792	2,768	2,701	2,703
Vs	2,765	2,744	2,710	2,668

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	40	40	37	38
LOS	E	E	E	E
v	35	35	38	36
Vd	5,723	5,673	5,536	5,540
Vs	5,684	5,647	5,515	5,493

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	18	18	17	17
LOS	B	B	B	B
v	51	51	51	51
Vd	1,797	1,781	1,738	1,740
Vs	1,794	1,781	1,739	1,738

EASTBOUND



Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	11	11	11	11
LOS	B	B	A	A
v	61	61	61	61
Vd	1,513	1,500	1,463	1,465
Vs	1,353	1,348	1,308	1,306

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	24	24	23	23
LOS	C	C	C	C
v	46	46	46	46
Vd	2,188	2,169	2,116	2,118
Vs	2,175	2,184	2,119	2,112

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	24	24	24	24
LOS	C	C	C	C
v	57	57	57	57
Vd	4,370	4,332	4,227	4,231
Vs	4,195	4,190	4,071	4,068

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	19	19	18	18
LOS	C	C	B	B
v	57	57	57	57
Vd	4,370	4,332	4,227	4,231
Vs	4,191	4,190	4,073	4,070

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	13	13	12	13
LOS	B	B	B	B
v	43	43	43	43
Vd	1,697	1,682	1,641	1,643
Vs	1,636	1,614	1,571	1,602

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	28	28	27	27
LOS	D	D	D	D
v	44	44	44	44
Vd	3,748	3,716	3,625	3,628
Vs	3,675	3,663	3,562	3,533

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	26	26	25	25
LOS	C	C	C	C
v	56	56	56	56
Vd	2,858	2,833	2,764	2,767
Vs	2,846	2,846	2,757	2,764

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	14	14	14	14
LOS	B	B	B	B
v	47	47	47	47
Vd	670	664	648	649
Vs	667	665	648	648

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	17	17	16	16
LOS	B	B	B	B
v	44	45	45	45
Vd	1,560	1,547	1,509	1,510
Vs	1,496	1,484	1,440	1,421

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	15	14	14	14
LOS	B	B	B	B
v	46	46	46	46
Vd	670	664	648	649
Vs	668	665	638	652

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	19	19	18	18
LOS	C	C	C	C
v	56	56	56	56
Vd	4,370	4,332	4,227	4,231
Vs	4,197	4,195	4,064	4,070

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	32	32	31	31
LOS	D	D	D	D
v	40	40	40	40
Vd	2,674	2,651	2,586	2,589
Vs	2,552	2,580	2,498	2,473

Project Name:

I-195 Corridor Planning Study from I-95/NW 12th Avenue to SR 907/Alton

Exhibit Name:

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As can be seen from the **Exhibits 3-17** through **3-20**, all the segments except for a few are projected to operate at LOS 'D' or better with simulated volumes greater than 90% of the demand volume.

In **Exhibits 3-17** and **3-18** for the AM peak period where eastbound is the critical direction, the issues and deficiencies mentioned in **Section 3.1** of this report for the no-build conditions are addressed by the build alternative. As mentioned in the build alternative description, this concept has two levels (lower and upper levels).

Lower Level: The one-lane segment to the east of I-95 interchange in the no-build condition is improved to continue as a two-lane segment in the build alternative. This improvement removes the bottleneck and the segments from NW 12th Avenue to N Miami Avenue off-ramp are projected to operate at LOS 'D' or better.

The two-lane I-95 general purpose ramps are projected to fail in the peak hours with densities slightly higher than the threshold. It should be noted that the average speed remains 35 mph. The ramp from I-95 general purpose ramp to viaduct is projected to operate at LOS 'D'.

I-195 EB downstream of the N Miami Avenue off-ramp, the three-lane section operates at LOS 'D' before the roadway drops to two lanes. The two-lane section operates at LOS 'F' (density of 47 veh/mi/ln which is slightly greater than the threshold of 45 veh/mi/ln) in the peak hours, but the speeds remain at 44 mph with the simulated volumes higher than 95%.

The introduction of the new ramp from N Miami Avenue to I-195 EB creates a weaving segment between N Miami Avenue and Biscayne Boulevard ramps. The AASHTO requirements were provided for this weaving segment and the segment is projected to operate at LOS 'E' in the peak hours with speeds greater than 40 mph for the entire period. It should be noted that the Biscayne Boulevard off-ramp is converted to a two-lane off-ramp from one-lane.

The segments to the east of Biscayne Boulevard off-ramp towards the viaduct entrance are projected to operate at LOS 'D' or better with speeds higher than 45 mph.

All the segments on Causeway downstream of the merge with viaduct are projected to operate at LOS 'D' or better with speeds on the Causeway greater than 51 mph. The bridge widenings just downstream of the viaduct merge and at Alton Road helped improve the traffic operational bottlenecks that were forming in the no-build conditions. The off-ramp to Alton Road is projected to operate LOS 'E' in the peak hours with speeds of 40 mph.

The off-ramps to I-95, N Miami Avenue, Biscayne Boulevard, and on-ramps from N Miami Avenue and Biscayne Boulevard are projected to operate at LOS 'C' or better.

In the westbound direction all the segments in the corridor are projected to operate at LOS 'D' with speeds ranging between 42 mph and 57 mph.

Upper Level: In the eastbound direction, the one-lane segment from I-95 southbound express lanes is project to operate at LOS 'A' and the segment downstream of the ramp merge from I-95 general purpose ramp is projected to operate at LOS 'B' with speeds close to 60 mph.

The westbound viaduct is projected to operate at LOS 'D' or better.

In **Exhibits 3-19** and **3-20** for the PM peak period where westbound is the critical direction. Similar to the AM peak period, the build alternative resolved deficiencies in the network (seen in the no-build condition) in the westbound direction.

Lower Level: None of the segments in the corridor are projected to fail with the build alternative.

The two-lane segment west of the intersection at Arthur Godfrey Road is projected to operate at LOS 'B' with speed of 51 mph before the merge with the Alton Road ramps collector-distributor (C-D) road.

The C-D road option removes the merge of northbound Alton Road ramp with mainline, instead combining with the on-ramp from southbound Alton Road creating additional length for the acceleration lane. The on-ramp from southbound Alton Road is projected to operate at LOS 'D' or better and the C-D road is projected to operate at LOS 'E' just upstream of the merge with the mainline maintaining speeds greater than 45 mph.

The four-lane section with the westbound widening of the bridge is projected to operate at LOS 'E'. The Causeway is projected to operate at LOS 'E' in one hour and 'D' in other three hours with speeds at 55 mph. The bridge widening before the viaduct is projected to operate at LOS 'D' or better with speeds close to 55 mph.

The segments to the west of the diverge to the viaduct towards N Miami Avenue is projected to operate at LOS 'C' or better which includes the new weaving segment between Biscayne Boulevard on-ramp and N Miami Avenue off-ramp. While the AASHTO requirement of 1,600 feet (for an entrance-exit ramp combination) was not met due to the space and design constraints, the 1,000 feet per lane change was provided and it is evident from the results that the segment is projected to operate acceptably.

The weaving segment between N Miami Avenue and I-95 off-ramps is projected to operate at LOS 'E' with speed at 40 mph.

The segments to the west of I-95 off-ramps are projected to operate at LOS 'D' or better with speeds ranging between 45 mph and 55 mph.

In the eastbound direction, the whole corridor is projected to operate at LOS 'D' or better with speeds ranging between 43 mph and 55 mph.

Upper Level: In the westbound direction, the two-lane viaduct west of the diverge area from the Causeway, is projected to operate at LOS 'D'. The segment upstream of the off-ramp to I-95 southbound general-purpose lanes, is projected to operate at LOS 'E' due to reduced operations on the off-ramp in the peak hour. The segment between I-95 southbound and I-95 northbound general purpose off-ramps is projected to operate at LOS 'B' with speeds close to 50 mph.

The eastbound viaduct is projected to operate at LOS 'B' or better with speeds close to 60 mph.

3.3 Comparison of No-Build and Build Alternative Operations Freeway & Ramp Areas

While a review of the segment based statistics for the freeway segments and ramp areas in **Exhibits 3-1** through **3-4** for the no-build conditions and **Exhibits 3-17** through **3-20** for the build conditions show better projected traffic operations for the Build scenario relative to the no-build scenario, it is more appropriate to consider the networkwide statistics and reduction in simulated volumes (compared to the demand volumes) rather than the MOEs (such as estimated LOS, densities and speeds for each segment) because of the unreliable results in the no-build conditions.

In the no-build conditions, the estimated LOS, densities and speeds suggest good operations in a few segments, which was because of the lower simulated (or processed) volumes, the simulated segment volumes are projected to fall well below the 90% threshold of demand segment volumes which suggest widespread congestion projected during future no-build conditions. The widespread congestion along the freeway facility in the no-build conditions are due to the bottlenecks present in the network .

With the build alternative, the overall congestion is projected to be significantly reduced in the network compared to the no-build conditions.

The VISSIM Freeway output results for the projected future build conditions during the AM and PM Peak periods are included in **Appendix C.**

Instead of comparing each segment between the no-build and build conditions, an overall MOEs comparison was made since the build alternative has two levels compared to the single level in the no-build concept. **Table 3-1** in the next page shows the comparison of overall networkwide MOEs for the future no-build and build conditions.

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Table 3-1 - Networkwide Statistics

Peak Hour	Parameter	No-Build				Build				Difference				Percentage of Difference			
		Hour 1	Hour 2	Hour 3	Hour 4	Hour 1	Hour 2	Hour 3	Hour 4	Hour 1	Hour 2	Hour 3	Hour 4	Hour 1	Hour 2	Hour 3	Hour 4
AM Peak	Average speed [mph]	24	21	20	20	36	30	26	25	12	9	6	5	49%	42%	28%	26%
	Total delay time [h]	2,745	3,589	3,838	3,845	1,107	2,112	2,885	2,884	-1,638	-1,477	-953	-961	-60%	-41%	-25%	-25%
	Latent delay time [h]	5,260	20,330	45,325	69,985	1,844	7,016	17,054	27,176	-3,416	-13,314	-28,271	-42,809	-65%	-65%	-62%	-61%
	Latent demand [veh]	9,506	32,310	58,754	81,341	3,302	11,446	22,956	31,433	-6,204	-20,864	-35,798	-49,908	-65%	-65%	-61%	-61%
	Number of Stops	294,077	362,252	352,847	323,991	91,537	200,470	311,120	307,644	-202,540	-161,782	-41,727	-16,347	-69%	-45%	-12%	-5%
	Number of vehicles in the network	5,231	6,194	6,221	6,165	3,550	5,429	5,710	5,364	-1,681	-765	-511	-801	-32%	-12%	-8%	-13%
	Number of vehicles that have left the network	52,912	53,600	51,326	47,565	54,498	62,493	61,135	57,584	1,586	8,893	9,809	10,019	3%	17%	19%	21%
PM Peak	Average speed [mph]	18	17	17	17	27	25	24	24	8	8	8	8	47%	47%	45%	45%
	Total delay time [h]	4,375	4,725	4,785	4,812	2,652	2,967	3,058	3,070	-1,723	-1,758	-1,727	-1,742	-39%	-37%	-36%	-36%
	Latent delay time [h]	15,340	40,321	66,354	91,928	7,722	21,274	37,063	53,745	-7,618	-19,047	-29,291	-38,182	-50%	-47%	-44%	-42%
	Latent demand [veh]	27,390	53,516	79,017	104,825	13,956	29,003	45,232	62,626	-13,434	-24,513	-33,784	-42,199	-49%	-46%	-43%	-40%
	Number of Stops	470,433	465,100	463,597	465,947	286,885	271,502	246,693	240,998	-183,548	-193,598	-216,904	-224,949	-39%	-42%	-47%	-48%
	Number of vehicles in the network	6,872	7,007	7,022	6,944	5,558	5,711	5,647	5,662	-1,314	-1,296	-1,375	-1,282	-19%	-18%	-20%	-18%
	Number of vehicles that have left the network	52,683	49,554	48,457	48,302	59,840	56,391	53,687	52,500	7,157	6,837	5,230	4,198	14%	14%	11%	9%

Network-wide statistics derived from the VISSIM models were used to compare the overall operations of no-build and build alternatives. These statistics include: average speeds, total delay time, latent delay time, latent demand, number of stops, number of vehicles in the network and that left the network. These statistics are summarized in **Table 3-1** above, for the AM and PM peak periods.

It is evident from the table that the build alternative is projected to perform significantly better than the no-build by any of the measures reported.

AM Peak Period: The average speed in the build alternative is 8 mph (36%) greater than the no-build conditions which is significant. The total and latent delay times in the build alternative reduced by 37% and 63% respectively. The latent demand reduced significantly in the build alternative by 63%. The number of stops and number of vehicles in the network reduced significantly with build alternative by 33% and 16% respectively compared to the no-build conditions.

PM Peak Period: The average speed in the build alternative is 8 mph (46%) greater than the no-build conditions which is significant. The total and latent delay times in the build alternative reduced by 37% and 46% respectively. The latent demand reduced in the build alternative by 45%. The number of stops and number of vehicles in the network reduced significantly with build alternative by 44% and 19% respectively compared to the no-build conditions.

3.4 Ramp Terminal and Intersection Operations

The ramp terminal and intersection operations are summarized in the following sections.

3.4.1 No-Build Operations Ramp Terminals & Intersections

As mentioned in the earlier sections, the intersections were analyzed separate from the freeways. For signalized intersections, signal timing splits were generally optimized to accommodate the anticipated changes in future traffic demand. The overall intersection MOEs which includes intersection delay, LOS and maximum queue observed at the intersections from VISSIM models were reported for the no-build conditions. The projected traffic operations at the ramp terminals and intersections resulting from the anticipated future no-build conditions are summarized in **Table 3-2** in the following page.

Table 3-2: 2045 No-Build Conditions Intersection Traffic Operations Summary

Corridor	Intersection	2045 AM Peak			2045 PM Peak		
		Delay (sec/veh)	LOS	Maximum Queue	Delay (sec/veh)	LOS	Maximum Queue
NW 40th Street	NW 12th Avenue	14.0	B	422	6.3	A	271
NW 39th Street	NW 12th Avenue	16.4	B	478	13.8	B	587
	NW 10th Avenue	3.0	A	187	2.7	A	150
NE 36th Street	N Miami Avenue	108.6	F	1304	107.8	F	1331
	NE 1st Avenue	121.0	F	1124	160.8	F	1182
	Federal Highway	205.0	F	1318	175.9	F	1337
	US-1	78.4	E	1675	90.5	F	1695
	I-195 EB Off-Ramp	36.3	E	229	24.3	C	233
	NE 5th Avenue	69.8	F	811	35.9	E	812
I-195 EB Off-Ramp	N Miami Avenue	80.6	F	665	72.5	E	698
I-195 WB On-Ramp	N Miami Avenue	43.6	D	1658	40.6	D	1681
NE 38th Street	NE 1st Avenue	309.6	F	1216	9.5	A	189
	NE 2nd Avenue	206.4	F	606	12.8	B	368
	US-1	60.1	E	1152	65.6	E	1176
	NE 6th Avenue	220.9	F	758	130.7	F	778
NE 39th Street	Federal Highway	210.3	F	377	49.7	D	778
	NE 2nd Avenue	333.3	F	853	47.8	D	770
Alton Road	43rd Street	48.0	D	1678	59.9	E	1677
	Nautilus Road/Michigan Ave	44.3	E	671	103.3	F	967
	41st Street/Art Godfrey Rd	40.2	D	1054	66.8	E	1071
	W 39th Street	5.1	A	266	99.4	F	971
	Barry Street	2.0	A	120	165.0	F	811
	Unnamed Road	2.0	A	195	27.3	D	394
	W 34th Street	1.8	A	607	15.9	C	1668
	Chase Avenue	17.2	B	1651	22.3	C	1651

3.4.2 Build Operations Ramp Terminals & Intersections

The projected traffic operations at the ramp terminals and intersections resulting from the anticipated future build conditions, were compared to the no-build operations summarized in **Table 3-2** above. For signalized intersections, in addition to the signal optimization, lane additions were done to accommodate the anticipated changes in future traffic demand in the build conditions. The overall intersection MOEs which includes intersection delay, LOS and maximum queue observed at the intersections from VISSIM models were reported for the build conditions. The results of the intersection operational analyses for the build AM and PM peak period conditions are summarized in **Table 3-3** on the following pages:

Table 3-3: 2045 Build Conditions Intersection Traffic Operations Summary

Corridor	Intersection	2045 AM Peak			2045 PM Peak		
		Delay (sec/veh)	LOS	Maximum Queue	Delay (sec/veh)	LOS	Maximum Queue
NW 40th Street	NW 12th Avenue	12.5	B	421	6.4	A	271
NW 39th Street	NW 12th Avenue	13.0	B	319	13.4	B	597
	NW 10th Avenue	8.2	A	317	8.8	A	658
NE 36th Street	N Miami Avenue	163.5	F	1327	112.8	F	1327
	NE 1st Avenue	114.9	F	930	62.9	E	1166
	Federal Highway	153.8	F	1333	114.7	F	1343
	US-1	67.8	E	1690	76.5	E	1673
	I-195 EB Off-Ramp	40.5	D	223	41.7	D	229
	NE 5th Avenue	13.4	B	419	26.7	D	561
I-195 EB Off-Ramp	N Miami Avenue	108.3	F	499	105.9	F	514
I-195 WB On-Ramp	N Miami Avenue	62.4	E	1700	61.0	E	1460
NE 38th Street	NE 1st Avenue	144.0	F	1193	340.9	F	1185
	NE 2nd Avenue	88.3	F	627	101.8	F	570
	US-1	85.1	F	1184	37.7	D	1185
	NE 6th Avenue	337.8	F	769	0.9	A	199
NE 39th Street	Federal Highway	65.9	E	695	42.3	D	731
	NE 2nd Avenue	112.7	F	868	98.7	F	873
Alton Road	43rd Street	41.1	D	932	53.1	D	1423
	Nautilus Road/Michigan Ave	54.5	F	675	55.1	F	672
	41st Street/Art Godfrey Rd	53.8	D	1064	37.9	D	1048
	W 39th Street	7.5	A	296	31.8	D	345
	Barry Street	2.2	A	125	48.8	E	357
	Unnamed Road	8.4	A	383	20.8	C	401
	W 34th Street	4.8	A	801	13.8	B	1674
	Chase Avenue	17.3	B	1575	20.0	B	1585

As can be seen from the summary results in **Tables 3-2** and **3-3**, traffic operations are generally projected to operate better in the build alternative compared to the no-build conditions with the proposed improvements at ramp terminals and intersections within the study area for the build conditions. The VISSIM intersection output MOE reports for the projected future build conditions during the AM and PM Peak periods are included in **Appendix C.** A more detailed comparison by intersection turning movement was made from the Synchro analysis as noted in the *I-195 CPS, Concept Development & Evaluation Report, June 2020*.

4.0 CONCLUSIONS & RECOMMENDATIONS

This report documents the development of build alternative using VISSIM traffic models to assess future build conditions within the I-195 Corridor Planning study area. Given the severely congested conditions within the arterial network as noted by very high latent demands during the peak periods of the future conditions, the arterial network was disconnected from the freeways in the VISSIM model, so that the effect of the freeway build alternative could be reasonably captured. The further improvements at ramp terminal intersections will be reviewed in the PD&E Study.

The analysis confirms that several traffic deficiencies that existed in the future no-build conditions along mainline freeway segments and at ramp areas were improved in the build alternative and the models performed significantly better than the no-build conditions with all the base improvements.

APPENDIX A – EXISTING AND FUTURE NO-BUILD TRAFFIC ANALYSIS REPORT - ADDENDUM

EXISTING AND FUTURE NO-BUILD TRAFFIC ANALYSIS REPORT
Addendum – Microsimulation Analysis

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.
4901 NW 17th Way, Suite 506
Fort Lauderdale, FL 33309

April 2019

TABLE OF CONTENTS

LIST OF EXHIBITS

LIST OF TABLES

1.0 INTRODUCTION

This report is an addendum to the revised Existing and Future No-Build Traffic Analysis report submitted to the Department in February 2019. The addendum summarizes the development of a microsimulation model using the VISSIM (Version 10.00-06) analysis tool to analyze traffic operations of existing as well as future no-build conditions within the study area of the I-195 Corridor Planning Study (CPS). The main objectives of the microsimulation analysis are twofold:

1. To establish calibrated model 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 completing an analysis of the future 2045 No-Build conditions using the calibrated VISSIM models.

The traffic operations analyses of existing and future no-build conditions follow the procedures of the FDOT *2014 Traffic Analysis Handbook*. Comments received on the draft version of this report and the responses to those comments are included in the **Appendix A** and have been incorporated into this final version of the report.

1.1 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.

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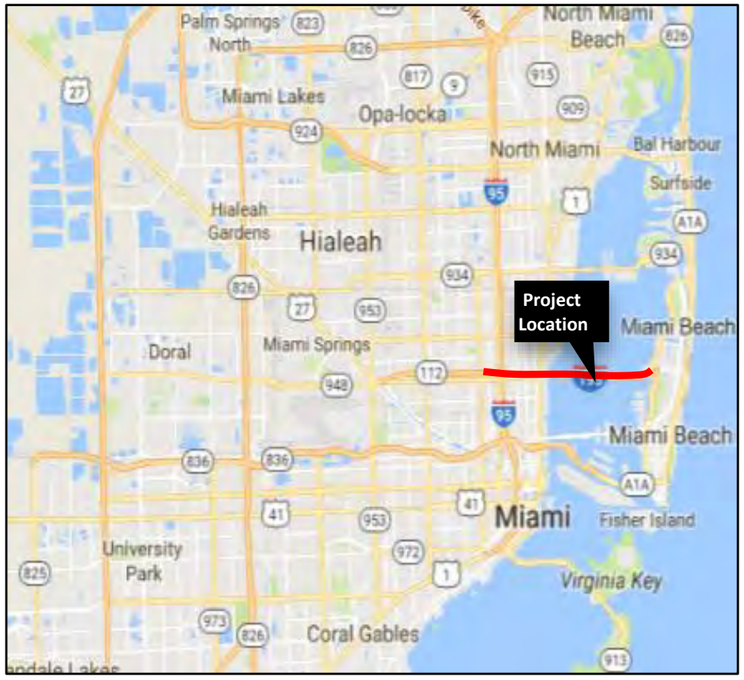


LEGEND

- 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 Location Map**	*Report Title:* **Existing and Future No-Build Traffic Analysis Report Addendum**	*Exhibit No.* 1-1 *Page No.* *Date:* 01/02/19

2.0 ANALYSIS METHODOLOGY

The methodology for the VISSIM microsimulation modeling is based on the modeling process outlined in the latest *FHWA Traffic Analysis Toolbox Volume III* and guidance from the *FDOT Traffic Analysis Handbook, March 2014*. A brief overview of the key steps that are covered in this report include:

- Base Model Development
- Model verification / error Checking
- Model calibration and validation

The alternatives analysis component of the VISSIM model development will be performed later in the I-195 CPS and documented in a separate report. The remainder of this section summarized the key aspects of the methodology.

2.1 Analysis Years

The years for analysis identified to address the traffic operational analysis needs are as follows:

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

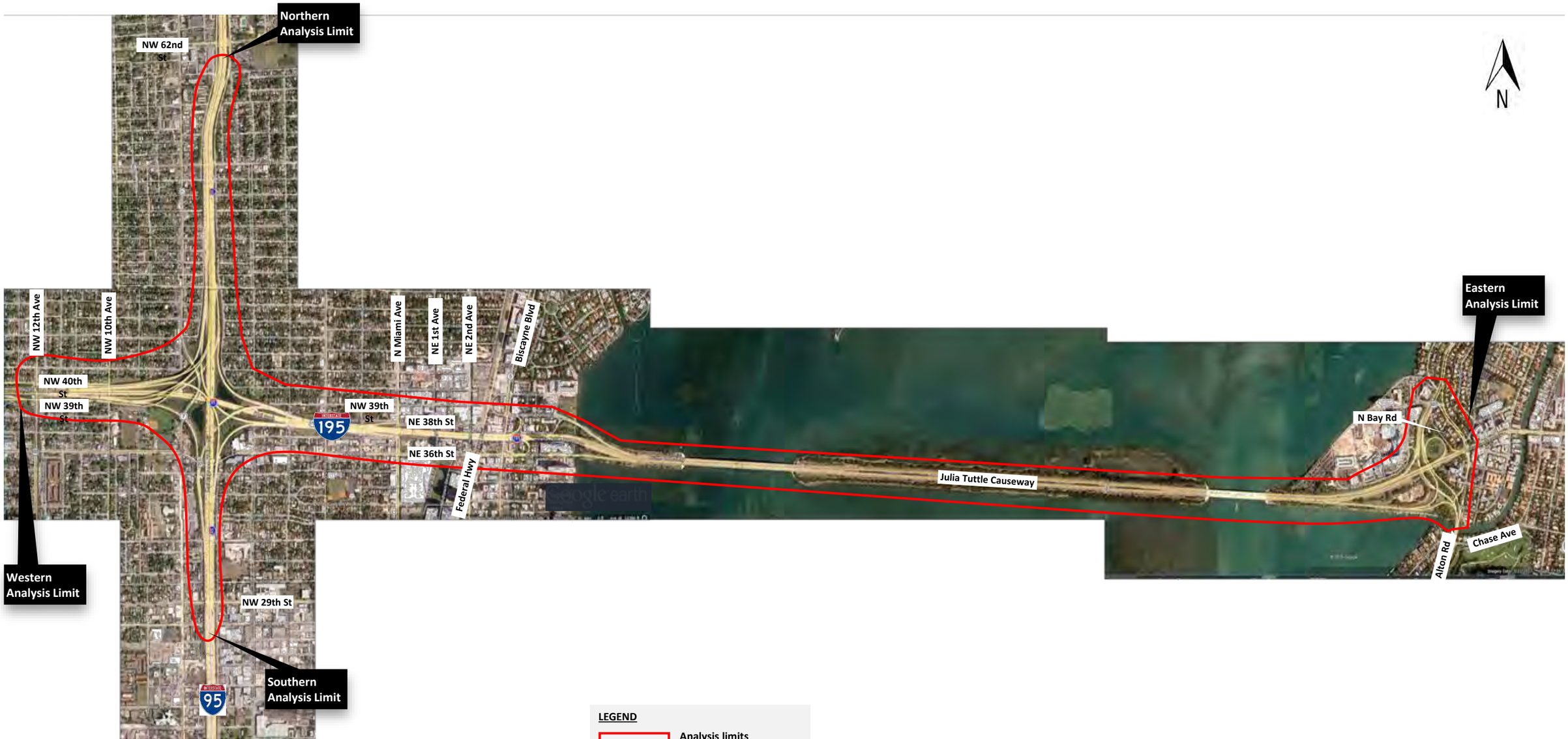
2.2 Analysis Periods

The simulation covered a total duration of 4.5 hours in the AM period and 4.5 hours in the PM period. The simulation periods included the following:

- AM Period: 0.5-hour seeding + 4-hour AM peak period (6:00 to 10:00 am)
  - The third hour is the Peak Hour (8:00 to 9:00 am)
- PM Period: 0.5-hour seeding + 4-hour PM peak period (3:00 to 7:00 pm)
  - The first hour is the Peak Hour (3:00 to 4:00 pm)

2.3 Project Analysis Area

The microsimulation model in VISSIM includes the I-195 corridor from east of NW 12th Avenue to east of Alton Road as well as all interchanges within the study area limits. Ramp terminal intersections and nearby arterial intersections that could affect operations on the I-195 mainline or ramps were also included in the VISSIM model. **Exhibit 2-1** on the next page shows the limits of the roadway network coded in VISSIM for the traffic analysis.



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 Analysis Area**	*Report Title:* **Existing and Future No-Build Traffic Analysis Report Addendum**	*Exhibit No.* 2-1 *Page No.* *Date:* 01/02/19

2.4 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.

2.4.1 Intersections and Ramp Terminals

The intersection network surrounding the ramp terminals at the study interchanges initially developed using the SYNCHRO Version 9.2 software described in the February 2019 *I-195 CPS Existing and Future No-Build Traffic Analysis Report*, was used as the starting point for developing the arterial network coded in the VISSIM model. As mentioned in **Section 2.3** of this report, it was necessary to include this arterial network in the VISSIM base model development given its potential to affect operations on the I-195 mainline or ramps.

2.4.2 Freeway and Ramp Areas

Freeway and ramp segments operations were analyzed using the VISSIM Version 10.00-06 microsimulation software. VISSIM uses a car-following and lane-change logic which allow drivers from multiple lanes to react to each other. The VISSIM model was developed and calibrated pursuant to guidelines contained in Chapter 7 of the *FDOT Traffic Analysis Handbook – March 2014.*

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3.0 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 periods. 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.

3.1 Balanced Traffic Volumes & Peak Period Adjustments

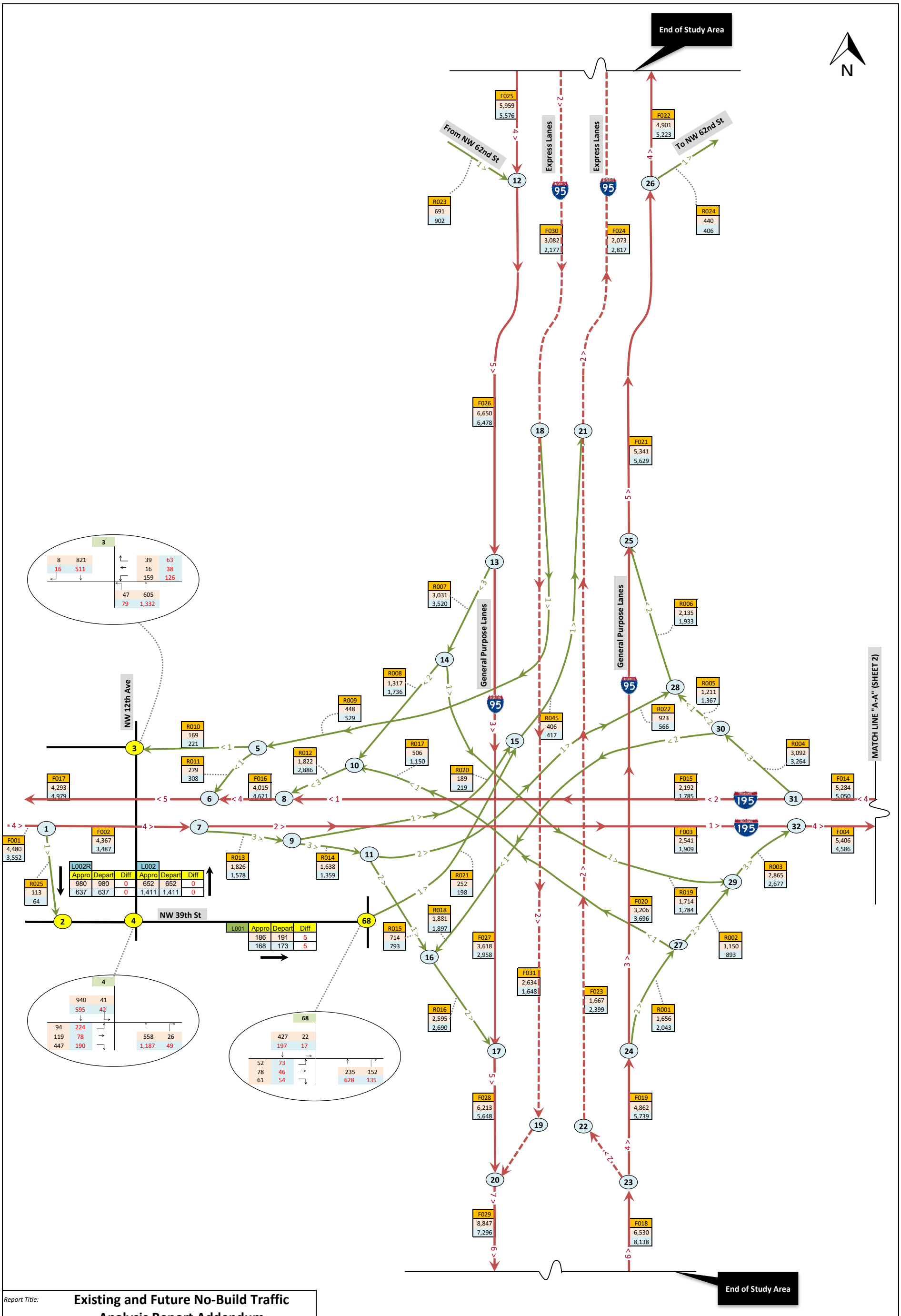
The balanced peak-hour volumes for existing conditions developed and described in **Section 4.1** of the February 2019 *I-195 CPS Existing and Future No-Build Traffic Analysis Report*, were used as a starting point in the development, calibration of the VISSIM model and analysis of existing conditions. However, as noted in **Section 2.2** of this report, given that 4-hour volumes were simulated for the AM and PM peak periods, it was necessary to apply adjustment factors to the balanced peak hour volumes shown in **Exhibits 3-1** through **3-3** on the following pages to develop the peak period hourly volume inputs used in the VISSIM model. In addition, a 30-minute seeding period was used for the AM and PM simulations. **Table 3-1** shows the hourly volume distributions within the AM and PM peak periods respectively. The distributions reflect the three-day averages of hourly volumes of available traffic count data within the study area.

Table 3-1: Hourly Peak Period Volume Distributions

AM Peak Period			PM Peak Period		
Hour	Hourly Interval	% Hourly Distribution	Hour	Hourly Interval	% Hourly Distribution
1	6 AM to 7 AM	21.39%	1	3 PM to 4 PM*	25.47%
2	7 AM to 8 AM	27.00%	2	4 PM to 5 PM	25.25%
3	8 AM to 9 AM*	27.15%	3	5 PM to 6 PM	24.63%
4	9 AM to 10 AM	24.46%	4	6 PM to 7 PM	24.65%

** Peak Hour within the period*

The percentages from **Table 3-1** were applied to the peak hour volumes shown in **Exhibits 3-1** through **3-3** to derive the hourly volumes input to the VISSIM model. The hourly volumes for a given peak period were determined by dividing the balanced peak hour volumes shown in **Exhibits 3-1** through **3-3** by the percent hourly distribution for the peak hour within the period then multiplying by the hourly distribution for the given interval. For example, to determine the volumes in Hour 1during the AM Peak period, the AM Peak hour volumes in **Exhibits 3-1** through **3-3** were divided by 27.15% (i.e., the peak hour percentage in Hour 3) and then multiplied by 21.39 % (the % Hourly Distribution in Hour 1). While it is acknowledged that the potential for localized network differences in hourly variations in volumes may not be fully reflected in the global adjustments described here in, it is anticipated that the application of these average percentages represents a reasonable approximation of hourly variations across the network within the scope and resources negotiated for the I-195 CPS. **Appendix B** summarizes the three-day raw counts (and their sources) used to calculate the percentages in **Table 3-1**.



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

Exhibit Name: 2017 Balanced Existing Peak Hour Volumes (Sheet 1 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
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: 3-1

Page no:

Date: 1/3/19

N

NE 39th St | NE 38th St | NW 38th St | NW 36th St | N Miami Ave | NE 1st Ave | NE 2nd Ave | Federal Hwy | Biscayne Blvd.

MATCH LINE "A-A" (SHEET 1)

MATCH LINE "B-B" (SHEET 3)

L022R	L022
503	186
401	419

L012R	Appro	Depart	Diff
	207	207	0
	239	239	0

L012	Appro	Depart	Diff
	170	169	-2
	183	183	0

L013
67
57

L024R
1,773
1,277

L024
805
1,279

L020R	L020
1,351	496
742	1,277

L021R	L021
114	52
103	132

L016R	Appro	Depart	Diff
	479	473	-6
	354	353	-1

L016	Appro	Depart	Diff
	184	169	-15
	389	390	1

L013R	Appro	Depart	Diff
	141	137	-4
	180	195	14

L010R	Appro	Depart	Diff
	172	180	7
	192	192	0

L010	Appro	Depart	Diff
	139	125	-14
	95	100	5

L011R	Appro	Depart	Diff
	120	112	-7
	114	160	46

L011	Appro	Depart	Diff
	122	108	-14
	115	126	11

L017R	Appro	Depart	Diff
	462	502	40
	238	249	10

L017	Appro	Depart	Diff
	268	257	-11
	593	593	0

L015	Appro	Depart	Diff
	134	132	-2
	342	322	-20

L009R	Appro	Depart	Diff
	512	512	0
	302	302	0

L009	Appro	Depart	Diff
	1,023	1,021	-1
	1,848	1,848	0

L015R	Appro	Depart	Diff
	409	449	40
	298	306	7

L018R	Appro	Depart	Diff
	1,539	1,572	33
	1,269	1,311	41

L018	Appro	Depart	Diff
	1,227	1,134	-92
	1,160	1,160	0

L008R	Appro	Depart	Diff
	1,099	1,087	-12
	893	893	0

L008	Appro	Depart	Diff
	558	548	-10
	1,332	1,332	0

L014R	Appro	Depart	Diff
	78	70	-8
	68	49	-20

L014	Appro	Depart	Diff
	84	76	-7
	182	166	-16

L003R	Appro	Depart	Diff
	356	339	-18
	621	578	-43

L003	Appro	Depart	Diff
	708	737	29
	617	677	60

L004R	Appro	Depart	Diff
	400	349	-51
	785	666	-118

L004	Appro	Depart	Diff
	771	714	-57
	676	676	0

L005R	Appro	Depart	Diff
	266	269	3
	425	441	16

L005	Appro	Depart	Diff
	462	501	39
	480	502	22

L006R	Appro	Depart	Diff
	974	974	0
	815	756	-59

L006	Appro	Depart	Diff
	890	890	0
	784	784	0

L007R
194
93

L007
890
784

L019R	L019
771	460
566	1,168

L023R	L023
1,715	1,050
1,108	908

R027
1,340
901

R026
1,062
1,107

R029
1,060
473

R030
528
984

R028
780
722

R031
811
855

F014
5,284
5,050

F004
5,406
4,586

F013
3,944
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F005
4,344
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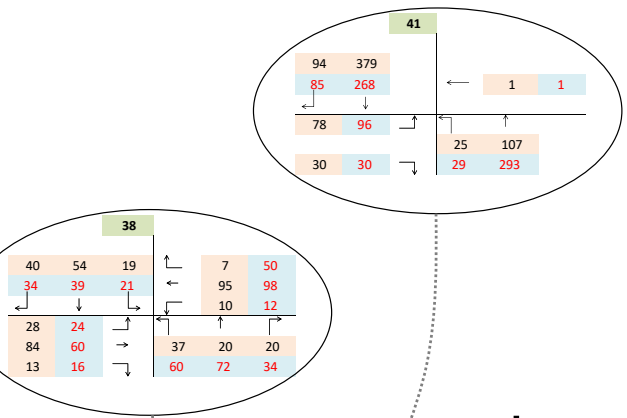
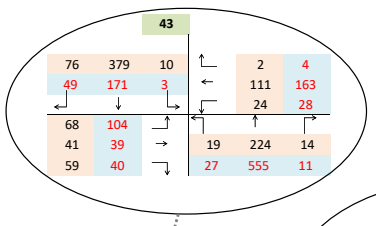
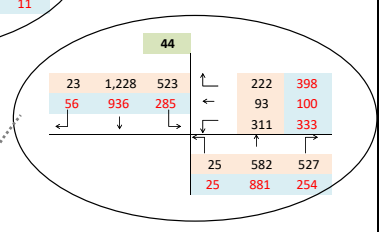
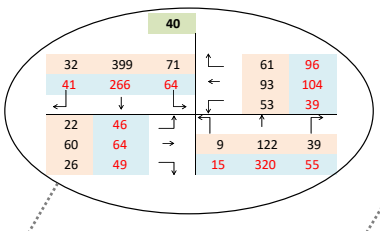
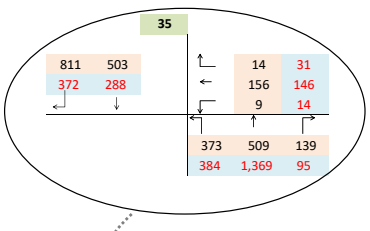
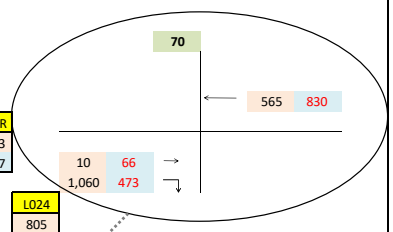


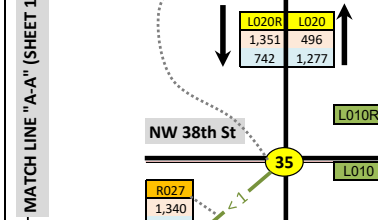


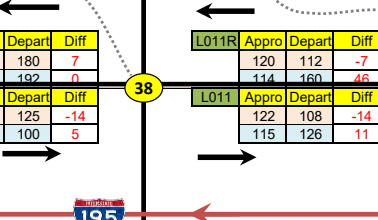


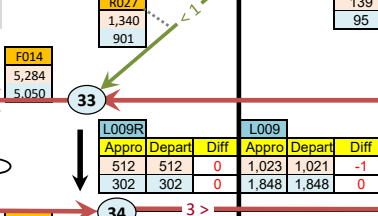


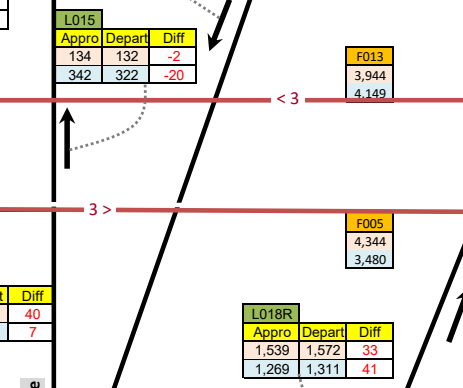


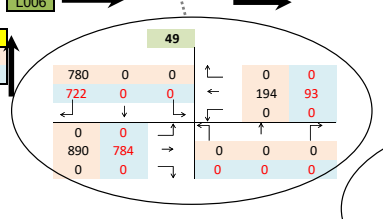


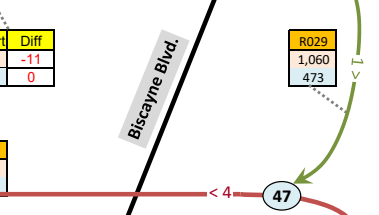


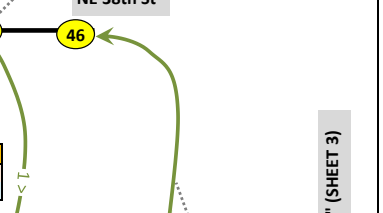












Report Title:	**Existing and Future No-Build Traffic Analysis Report Addendum**
Exhibit Name:	**2017 Balanced Existing Peak Hour Volumes (Sheet 2 of 3)**
Project Name:	**I-195 Corridor Planning Study from I-95/NW 12th Avenue to SR 907/Alton Road** FM No. 440228-1-22-01

Attributes Legend

F001	Freeway / Ramp balanced segment
L99	Link that has access in between
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
	Ramp segment
	Arterial Segment
2 >	Number of Lanes

Exhibit No:	3-2
Page no:	
Date:	1/3/19

N

N Bay Rd

Alton Road

Arthur Godfrey Rd/ 41st St

39th St

Barry St

34th St

Chase Ave

MATCH LINE "B-B" (SHEET 2)

57			
2	1,462		
3	1,224		
		947	
127	76	1,501	

58							
176	1,382	31			209	202
49	1,199	52			190	78
					9	17
32	171			604	915	36
43	86			217	1,330	44
123	283					

71						
0	93	20		23	23
0	154	24		0	0
				356	234
0	0				
0	0		0	385	134
0	0		2	273	117

63					
288	106	55		74	68
209	89	90		1,005	1,191
				37	44
313	182				
1,345	1,248		76	121	50
77	66		106	140	94

64				
169	51		74	78
139	61			
			61	43
10	4			
3	2		163	40
5	4		258	66

65					
15	149	71		21	25
13	152	21		0	0
				46	28
16	20				
0	0		13	165	19
11	10		12	278	9

66		
	5	7
902	191	4
1,889	292	5

67				
1,774			148	161
1,491				
			33	63
59	135			
20	22		890	46
4	3		1,890	41

L030		
Appro	Depart	Diff
408	408	0
297	297	0

L030R		
Appro	Depart	Diff
109	113	-4
182	178	4

L029R		
Appro	Depart	Diff
220	220	0
200	200	0

L029		
Appro	Depart	Diff
247	247	0
341	341	0

L028R		
Appro	Depart	Diff
235	235	0
186	186	0

L028		
Appro	Depart	Diff
203	203	0
324	324	0

L027
195
297

L026R	L026
1,774	1,097
1,491	2,186

L025R	L025
1,810	936
1,557	1,931

R043
1,514
1,499

R042
1,545
1,585

R041
703
1,567

R044
1,188
1,076

R046
153
511

R047
1,341
1,586

F011
3,413
4,660

F007
4,375
3,613

F008
1,734
1,496

F010
2,072
3,074

F009
1,369
1,507

R040
912
1,966

R039
326
423

R038
1,336
1,192

R037
145
143

R036
155
220

R035
902
1,889

R034
1,774
1,491

R033
1,304
924

R032
2,640
2,117

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
- Ramp segment
- Arterial Segment
- 2 > Number of Lanes

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

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

Exhibit No: 3-3

Page no:

Date: 1/3/19

3.2 Base Year VISSIM Model Development

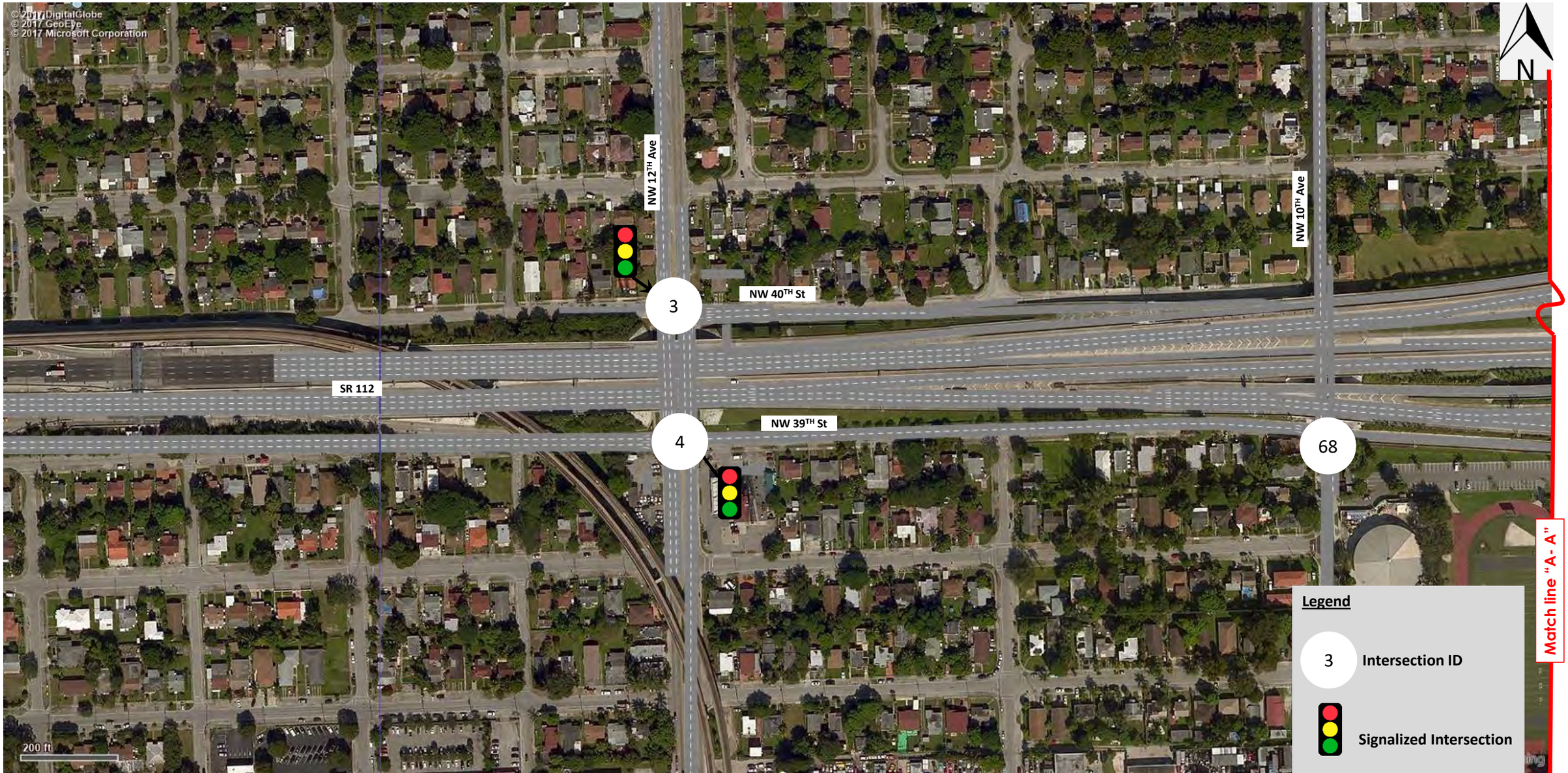
A base-year VISSIM model was developed to simulate existing conditions and will serve as the starting point for the model development of the future no-build and build alternatives (which is to come later in this study). The VISSIM model developed for the I-95 Corridor Planning Study (another ongoing planning effort which overlaps the I-195 CPS within the area of the I-195/I-95 Interchange) was reviewed to maintain consistency to the extent appropriate with input parameters. To streamline the model development process, the base model for the AM Peak analysis period was fully developed, calibrated and checked for errors prior to being used to develop the PM Peak analysis period scenario. The calibration parameters in the base model will be used in all subsequent models. The base model was developed using guidelines promulgated in the *FDOT Traffic Analysis Handbook– March 2014.* The following steps were performed in the development of the VISSIM model:

- ***Input Vehicle Models and Distribution*** - The USA default Vehicle Fleet & Settings were used to meet the FDOT's VISSIM model development guidance (ref. *FDOT Traffic Analysis Handbook - March 2014, Page 56, Table 7-4, "Traffic Demand"*). The default USA model distributions for cars and trucks are shown in **Table 3-2**.

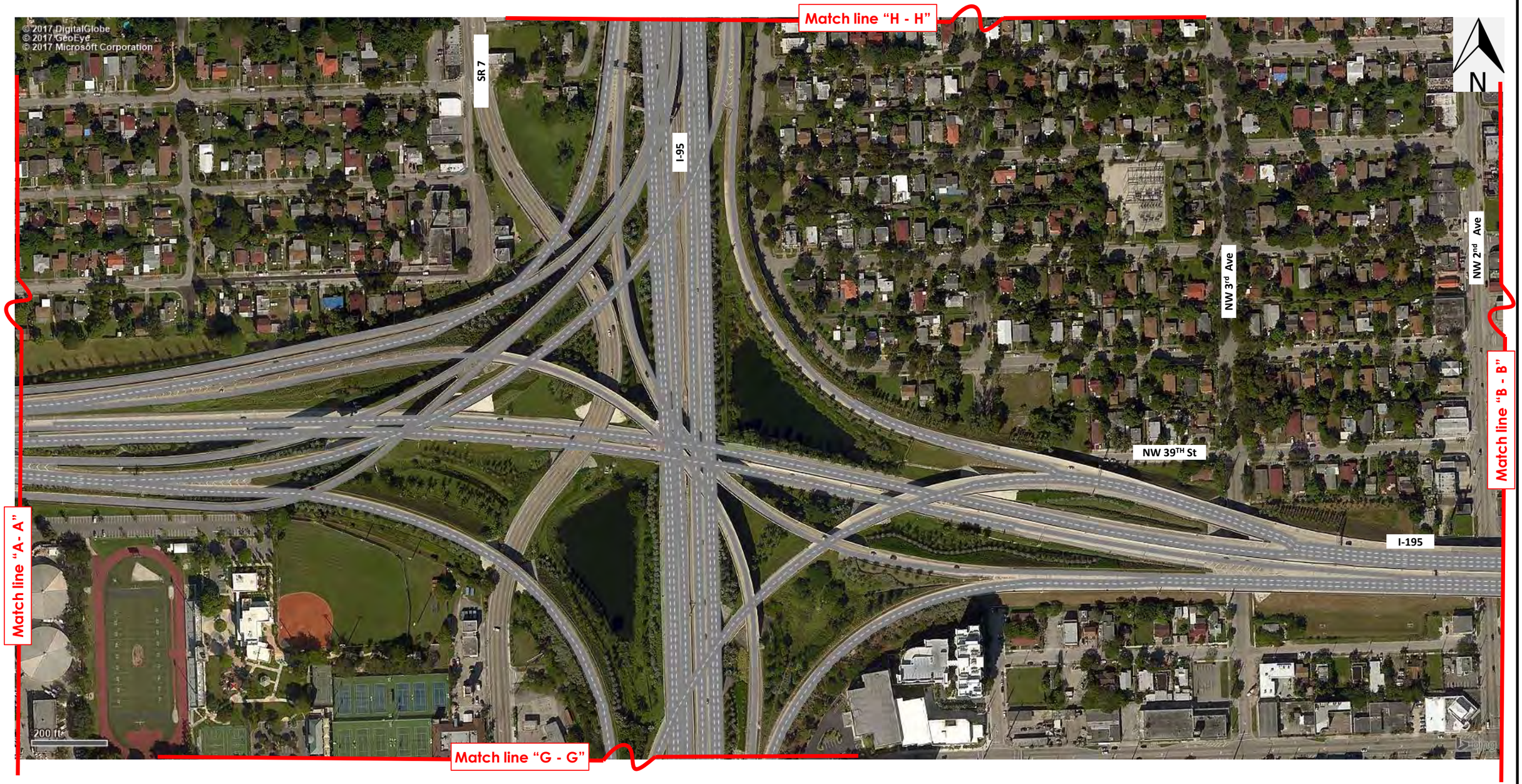
Table 3-2: USA Car & Truck Default Fleet Distributions

Cars		Trucks	
2D/3D Model	**% Distribution**	**2D/3D Model**	**% Distribution**
1: Car - Honda Accord	12.9%	21: HGV - US AASHTO WB-40	10.50%
2: Car - Nissan Altima	6.0%	22: HGV - US AASHTO WB-50	48.00%
3: Car - Nissan Quest	6.4%	23: HGV - US AASHTO WB-65	4.50%
4: Car - Plymouth Voyager	5.5%	24: HGV - US AASHTO WB-67	4.50%
5: Car - Toyota Avensis	13.5%	25: HGV - Flatbed	5.00%
6: SUV - Ford Explorer	10.6%	26: HGV - EU 04	27.50%
7: SUV - GMC Yukon	5.0%	-	-
8: SUV - Jeep Grand Cherokee	5.8%	-	-
12: LtTruck - Ford F150	19.2%	-	-
11: LtTruck - Chevrolet Silverado	15.1%	-	-
Total Distribution	**100.0%**		**100.0%**

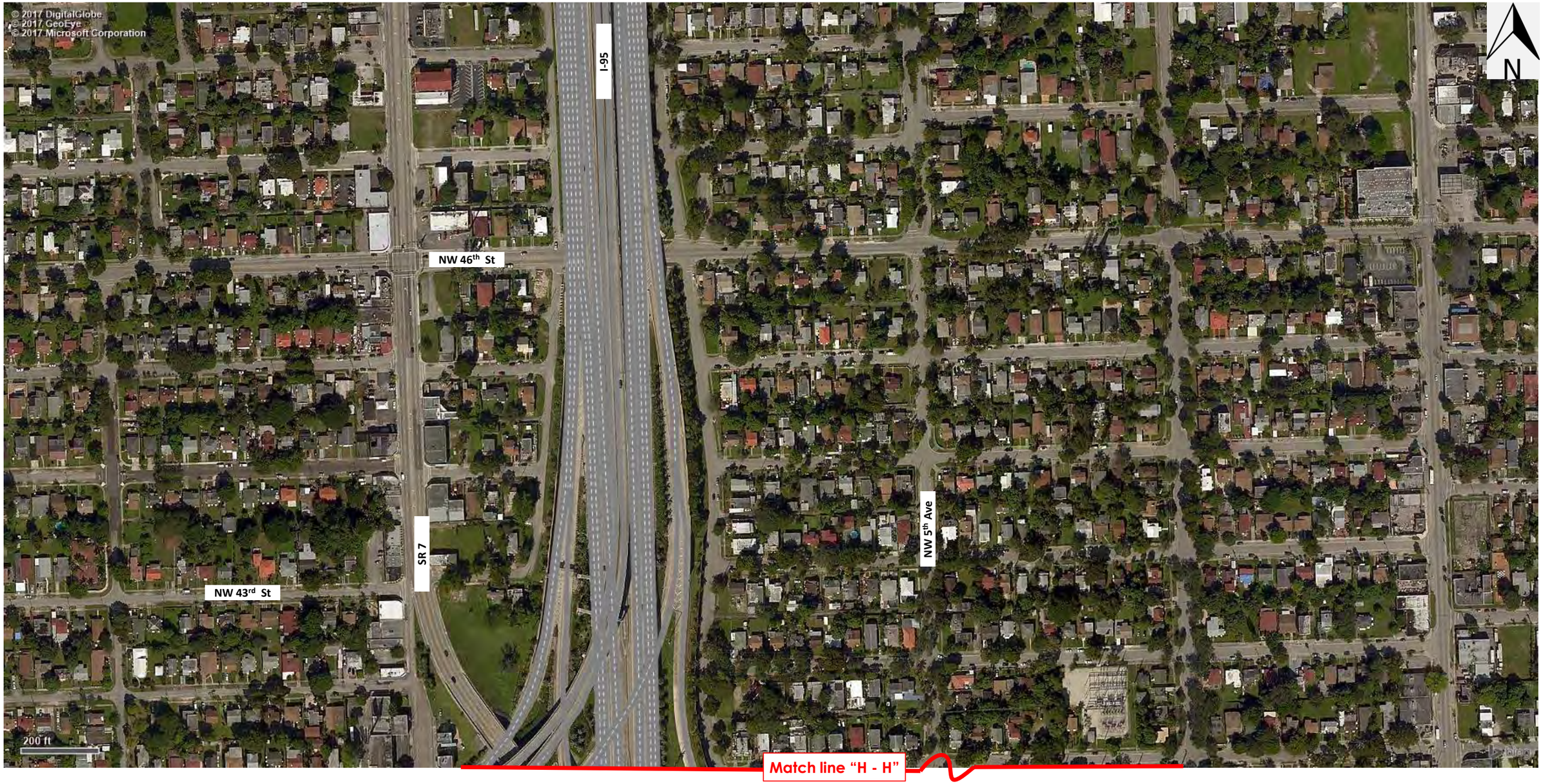
- ***Develop Network geometry*** - High resolution rectified aerial photos for the study corridor were used to develop the VISSIM roadway network for the I-195 mainlines, interchanges, ramps and intersections. **Exhibits 3-4 thru 3-12** on the next pages, show the VISSIM model network as coded.



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:* **Existing VISSIM Network (Sheet 1 of 9)**	*Report Title:* **Existing and Future No-Build Traffic Analysis Report Addendum**	*Exhibit No.* 3-4 *Page No.* *Date:* 12/10/18



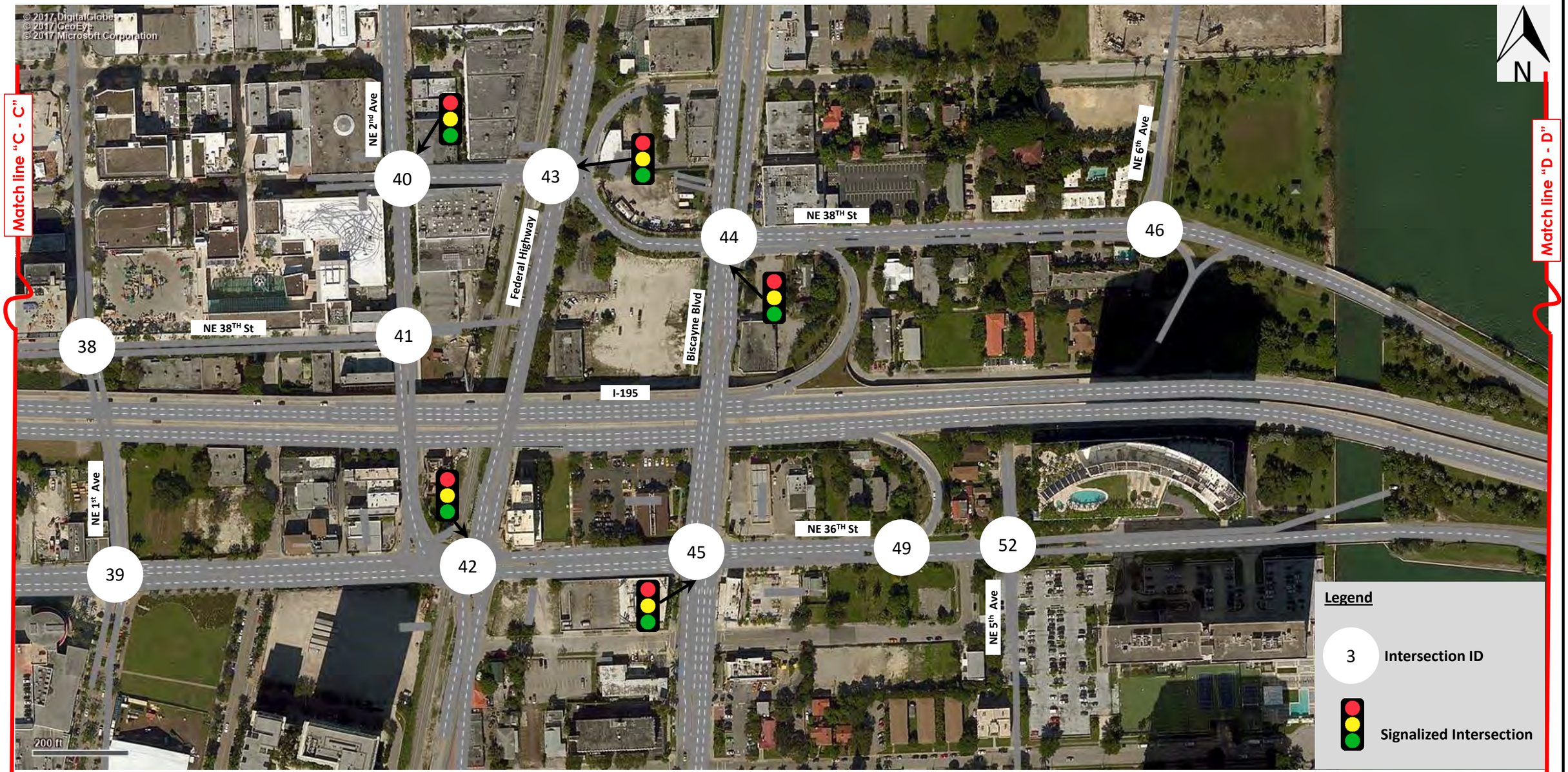
Project Name: I-195 Corridor Planning Study from I-95/NW 12th Avenue to SR 907/Alton Road FM No. 440228-1-22-01	*Exhibit Name:* **Existing VISSIM Network (Sheet 2 of 9)**	*Report Title:* **Existing and Future No-Build Traffic Analysis Report Addendum**	*Exhibit No.* 3-5 *Page No.* *Date:* 12/10/18



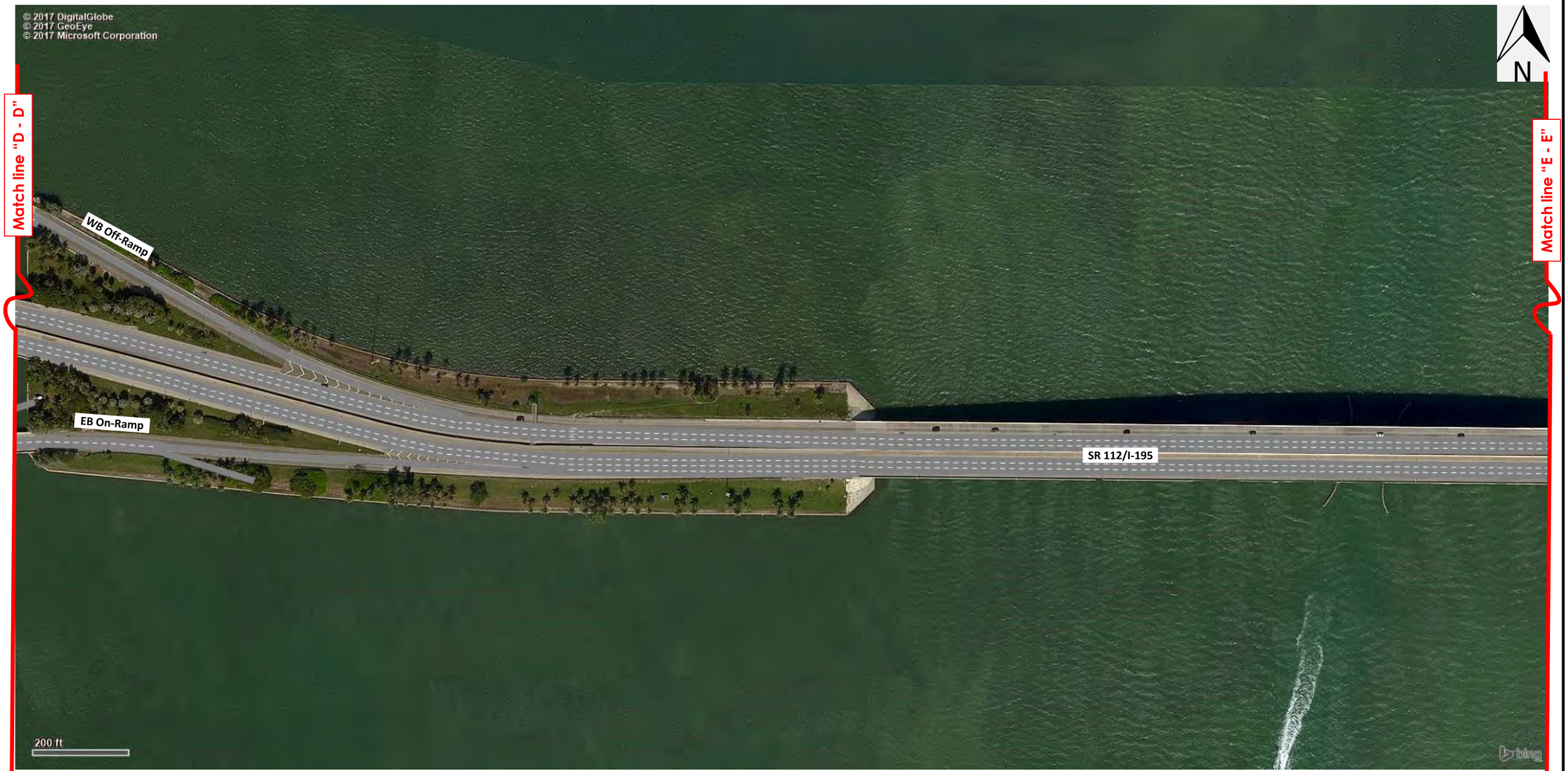
Project Name: I-195 Corridor Planning Study from I-95/NW 12th Avenue to SR 907/Alton Road FM No. 440228-1-22-01	*Exhibit Name:* **Existing VISSIM Network (Sheet 3 of 9)**	*Report Title:* **Existing and Future No-Build Traffic Analysis Report Addendum**	*Exhibit No.* 3-6 *Page No.* *Date:* 12/10/18

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:* **Existing VISSIM Network (Sheet 4 of 9)**	*Report Title:* **Existing and Future No-Build Traffic Analysis Report Addendum**	*Exhibit No.* 3-7 *Page No.* *Date:* 12/10/18

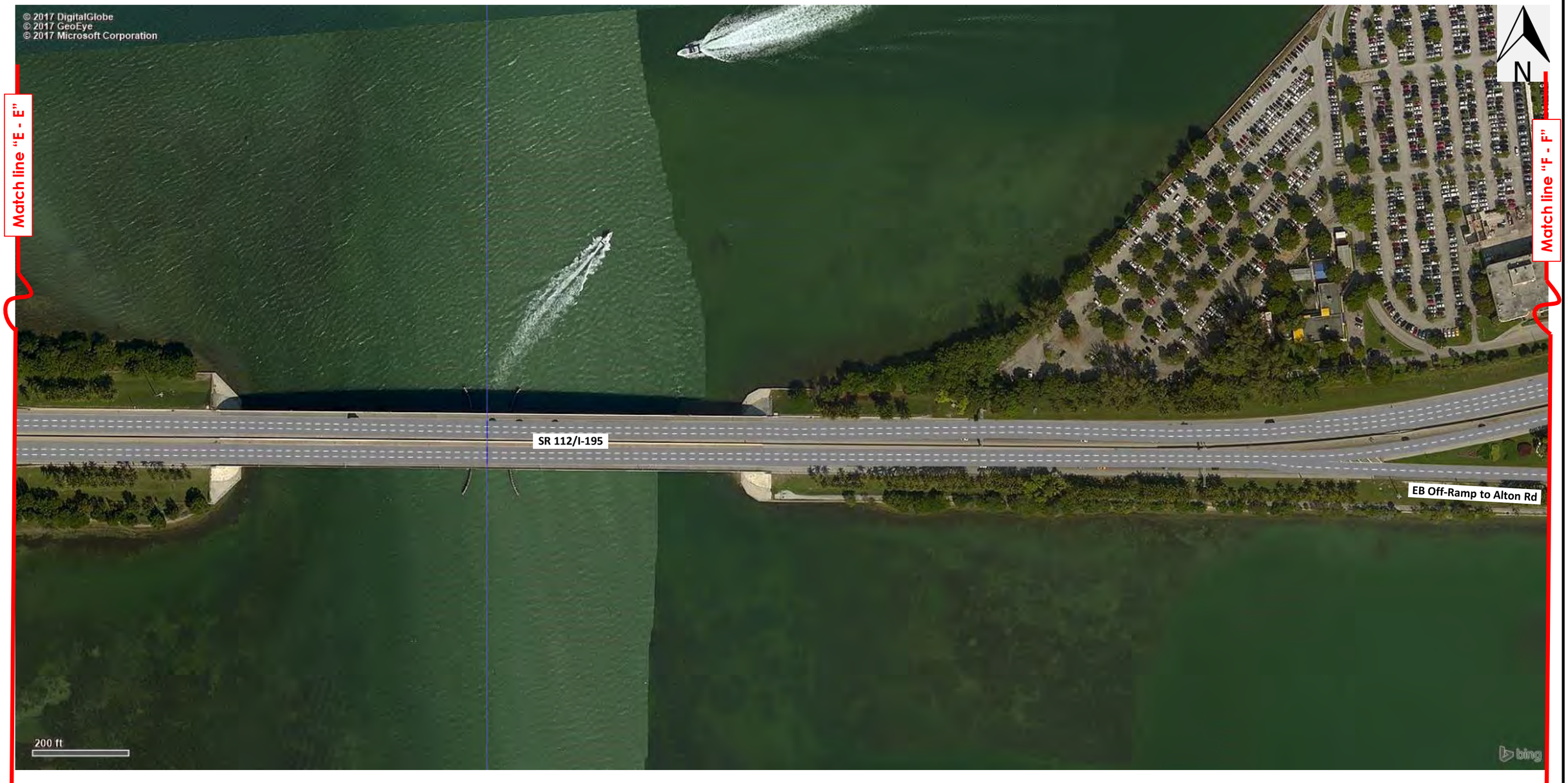
Project Name: **I-195 Corridor Planning Study from I-95/NW 12th Avenue to SR 907/Alton Road** FM No. 440228-1-22-01	*Exhibit Name:* **Existing VISSIM Network (Sheet 5 of 9)**	*Report Title:* **Existing and Future No-Build Traffic Analysis Report Addendum**	*Exhibit No.* 3-8 *Page No.* *Date:* 12/10/18



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:* **Existing VISSIM Network (Sheet 6 of 9)**	*Report Title:* **Existing and Future No-Build Traffic Analysis Report Addendum**	*Exhibit No.* 3-9 *Page No.* *Date:* 12/10/18



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:* **Existing VISSIM Network** **(Sheet 7 of 9)**	*Report Title:* **Existing and Future No-Build Traffic Analysis Report Addendum**	*Exhibit No.* 3-10 *Page No.* *Date:* 12/10/18



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:* **Existing VISSIM Network (Sheet 8 of 9)**	*Report Title:* **Existing and Future No-Build Traffic Analysis Report Addendum**	*Exhibit No.* 3-11 *Page No.* *Date:* 12/10/18

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:* **Existing VISSIM Network (Sheet 9 of 9)**	*Report Title:* **Existing and Future No-Build Traffic Analysis Report Addendum**	*Exhibit No.* 3-12 *Page No.* *Date:* 12/10/18

- ***Input Traffic Control Devices*** – Existing signal timing data obtained from Miami-Dade Traffic Signs & Signals Division database and incorporated into the Synchro network (described in the February 2019 *Existing and Future No-Build Traffic Analysis Report*) were used in the VISSIM model development. The peak hour signal timing plans were assumed to remain constant over all four hours of each peak period.
- ***Input Speed Distributions*** – Speed distributions were input to the model reflecting a range of lower and upper speed limits based on posted speeds and previous studies at similar locations. Speed distribution curves were developed for the I-195 Mainline, I-95 Mainline and arterial streets as shown in **Table 3-3**.

Table 3-3: Input Speed Distribution

Facility or Function Type	Speeds (mph)				
	Posted Speed (mph)	Lower Limit	15% Percentile	85% Percentile	Upper Limit
I-95 Mainline at I-195 Interchange	55	50	55	60	65
I-95 Mainline at North of I-195	60	55	60	65	70
I-195 Mainline	55	50	55	60	65
	50	45	50	55	60
	45	40	45	50	55
I-195 & I-95 System to System	50	45	50	55	60
Arterials	10	8	10	12.5	15
	25	22.5	25	27.5	30
	30	25	30	35	40
	35	30	35	40	45
Left Turn Movement*	n/a	12	15	18	21
Right Turn Movement*	n/a	8	10	12.5	15
Free or Channelized Right Turn *	n/a	15	20	22.5	25

**Reduced Speed Area*

- ***Input Traffic Composition*** – The composition of traffic (i.e., car and truck percentages) input to entry links in the arterial network surrounding the ramp terminal intersections, reflects the information contained in the existing Synchro network developed in the February 2019 *Existing and Future No-Build Traffic Analysis Report*. A uniform average peak period truck percentage of 2% was calculated and used for the I-95 mainline and the I-195 mainline.

- ***Input Origin-Destination Routes*** – The AM and PM peak period Origin Destination (O-D) matrices for all vehicles were extracted for the study area from the validated SERPM 7.071 model described in the February 2019 *Existing and Future No-Build Traffic Analysis Report.* The peak period O-D matrices were used as the seed matrices, and the balanced period counts were used as the control totals to perform the Origin Destination Matrix Estimation (ODME) procedure. Bluetooth survey data (noted in the February 2019 *Existing and Future No-Build Traffic Analysis Report*) were used as a general reference for the O-D matrices development. The Dynamic Assignment Module in the VISSIM was used to generate the O-D routes from the processed O-D matrices. It should be noted that according to the roadway geometry and exiting eastbound signage along I-195 approaching the N Miami Avenue interchange, there should be no access/exit for traffic from eastbound I-195 to N Miami Avenue. However, this movement was observed to occur in the field and information from the Bluetooth data were used to reflect this movement.
- ***Driving Behavior*** – Based on consultation with the developers of VISSIM software (aka the PTV Group) considering the driver characteristics within the study area, it was determined that the *Wiedemann 74 Car Following Model* for congested freeways in urban city centers is appropriate. This setting is also consistent with the VISSIM model used in the other on-going planning study that is being conducted for the I-95 corridor that intersects the SR 112/I-195 study corridor.
- ***Error Checking*** – The flowing input items of the base model were checked to ensure the coding was correct:
    - Network
        - Link and connector geometry, lengths, number of lanes and the desired speed were checked to ensure they matched field conditions.
        - Intersection signal controllers were checked for consistency with the Synchro files, and the detectors were verified.
        - Conflict areas and the reduced speed areas were checked
    - Demand
        - The vehicle inputs

  The model function was reviewed to ensure the reasonableness of the microsimulation model. Lane utilization, signal phasing and conflict area settings were also reviewed during the simulation.

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3.3 Base Year VISSIM Model Calibration

Calibration of the base microsimulation model was conducted by adjusting model parameters to improve the model's ability to replicate driver behaviors, traffic flow patterns, traffic volumes and travel times. Calibration of the model was based on the traffic volumes, link speeds and field observations of traffic conditions. **Table 3-4** presents a summary of the VISSIM model parameters that were considered at the start of the calibration process.

Table 3-4: VISSIM Model Parameters

		FDOT Guidance (2014)		Model Parameters			
			Suggested Range				
Criteria	Calibration Parameter	Default Value	Basic Segment / Weaving / Merge / Diverge	EB/WB I-195 @ I-95	NB/SB I-95	Arterial	Saturated Arterial
Car Following (Wiedemann 74)	Average standstill distance	6.56 ft	>3.28 ft	6.56 ft	6.56 ft	6.56 ft	6.56 ft
	Additive part of safety distance	2.00	1 to 3.5[i]	**1.00**	2.00	2.00	**1.00**
	Multiplicative part of safety distance	3.00	2.00 to 4.500[i]	**2.00**	3.00	3.00	**2.00**
Lane Change	Maximum deceleration	-13.12 ft/s^2 (Own)	< -12 ft/s^2	Default	Default	Default	Default
		-9.84 ft/s^2 (Trail)	< -8 ft/s^2	Default	Default	Default	Default
	-1 ft/s2 per distance	200 ft (Freeway)	>100 ft	**100 ft**	**100 ft**	**100 ft**	**100 ft**
		100 ft (Arterial)	>50 ft	Default	Default	Default	Default
	Accepted deceleration	-3.28 ft/s2 (Own)	<-2.5 ft/s2	Default	Default	Default	Default
		-1.64 ft/s2 (Trail)	<-1.5 ft/s2	**-3.28 ft/s2 (Trail)**	**-3.28 ft/s2 (Trail)**	**-3.28 ft/s2 (Trail)**	**-3.28 ft/s2 (Trail)**
	Waiting time before diffusion 60 s	60 s	use default	Default	Default	Default	Default
	Min. headway (front/rear)	1.64 ft	1.5 to 6 ft	Default	Default	Default	**1.5**
	Safety distance reduction factor	0.6	0.1 to 0.9	**0.3**	Default	Default	**0.4**
	Max. dec. for cooperative braking	-9.84 ft/s^2	-32.2 to -3ft/s^2	Default	Default	Default	Default
	Overtake reduced speed areas		Depends on field observations	**Unchecked**	**Unchecked**	**Unchecked**	**Unchecked**
	Advanced Merging		Checked	Default	Default	Default	Default
	Emergency stop	16.4 ft	Depends on field observations	**50 ft**	**50 ft**	Default	**>=16.4 ft**
	Lane change	656.2 ft	>656.2 ft	**1500-2500 ft**	**1500-2500 ft**	Default	Default
	Reduction factor for changing lanes before signal	0.6	Default	Default	Default	Default	Default
	Cooperative lane change	Unchecked	Checked especially for freeway merge/diverge areas	Default	Default	Default	Default

[i] *The relationship should be based on the User Manual i.e. Multiplicative = Additive+1*

3.3.1 Calibration Criteria

The I-195 VISSIM model calibration was performed in accordance with the calibration guidelines specified in the *2004 FHWA Traffic Analysis Tools' Volume III: Guidelines for Applying Traffic Microsimulation Modeling Software*. In addition to the federal requirements, the study also utilized the *2014 FDOT Traffic Analysis Handbook*, which has additional calibration guidelines. The criteria that were utilized in assessing the calibration of the model are summarized below in **Table 3-5**. The calibration focused on the mainline and ramps of I-195 and I-95.

Table 3-5: Model Calibration Criteria

Calibration item	Calibration Target/Goal
Capacity	Simulated capacity to be within 10% of the field measurements
Traffic Volume	Simulated and measured link volumes for more than 85% of links to be: - Within 100 vph for volumes less than 700 vph - Within 15% for volumes between 700 vph and 2700 vph - Within 400 vph, for volumes greater than 2700 vph.
	Simulated and measured link volumes for more than 85% of links to have a GEH* statistic value of five (5) or lower.
	Sum of link volumes within calibration area to be within 5%.
	Sum of link volumes to have a GEH* statistic value of 5 or lower.
Travel Time (includes Transit)	Simulated travel time within ±1 minute for routes with observed travel times less than seven (7) minutes for all routes identified in the data collection plan.
	Simulated travel time within ±15% for routes with observed travel times greater than seven (7) minutes for all routes identified in the data collection plan.
Speed	Modeled average link speeds to be within the ±10 mph of field-measured speeds on at least 85% of all network links.
Intersection Delay	Simulated and field-measured link delay times to be within 15% for more than 85% of cases.
Queue Length	Difference between simulated and observed queue lengths to be within 20%.
Visualization	Check consistency with field conditions of the following: on- and off-ramp queuing; weaving maneuvers; patterns and extent of queue at intersection and congested links; lane utilization/choice; location of bottlenecks; etc.
	Verify no unrealistic U-turns or vehicle exiting and reentering the network.

**GEH is an empirical formula expressed as* $\sqrt{2 * \frac{(M-C)^2}{M+C}}$ *where M is the simulation model volume and C is the field counted volume.*

Source: Table 7-7 FDOT Traffic Analysis Handbook March 2014.

3.3.2 Required Number of Simulation Runs

To improve model accuracy, multiple runs are required using different seed numbers, and the results of Measure of Effectiveness (MOE) should be an average of these runs. The number of required runs was computed using the following formula:

$$n = \left(\frac{s * t_{\alpha/2}}{\mu * \varepsilon}\right)^2$$

Where:

n is the required number of simulation runs

s is the standard deviation of the system performance measure (such as total traffic volume) based on previously conduced simulation runs.

$t_{\alpha/2}$ is the critical value of a two-sided Student's t-statistic at the confidence level of α and n-1 degrees of freedom. An α of 5% is typical.

μ is the mean of the system performance measure

ε is the tolerable error, specified as a fraction of μ. A 10% error is desired.

The CORSIM output processor can automatically calculate the required number of simulation runs necessary to achieve results that are within the tolerable error. For VISSIM, analyst needs to assume an initial number of runs and apply the method to calculate the required number of runs using the system MOEs, such as speeds, volumes, or travel times. It should be noted that this is an iterative process and due to the time constraints the methodology is limited to a maximum of 30 runs.

The VISSIM models were simulated ten times for each period (AM and PM Peak) using different seed numbers (10, 15, 20, 25, 30, 35, 40, 45, 50, 55). The results of those ten simulations were averaged to account for the stochastic variability within the microsimulation model. Those averaged results were then compared against the field observed volume and travel time data sets to confirm that the model was replicating the existing conditions well.

The system performances (AM and PM) of the model are summarized in **Table 3-6** on the following page. From these results, the needed number of runs were identified. For the AM Peak Period simulations, run no. 10 showed errors, so this run was not included in the statistical analysis or results. Based on the calculation, 1 to 6 runs are necessary to achieve statistically relevant results.

Table 3-6: 2017 VISSIM Model System Performance and Number of Runs Needed

	AM Peak Period Simulation Runs				PM Peak Period Simulation Runs			
Run	Distance (Feet)	Travel Time (Sec)	Number of Vehicles	Speed (mph)	Distance (Feet)	Travel Time (Sec)	Number of Vehicles	Speed (mph)
1	112,224	3,433	34,726	33	112,509	2,658	36,624	42
2	112,445	3,159	34,937	36	111,785	2,638	36,573	42
3	112,358	3,165	34,904	36	112,354	2,675	36,618	42
4	112,261	3,191	34,925	35	111,917	2,670	36,572	42
5	109,856	3,647	33,922	30	112,456	2,639	36,685	43
6	112,164	3,231	34,806	35	112,509	2,709	36,625	42
7	113,087	3,192	35,194	35	111,825	2,651	36,566	42
8	108,785	3,910	33,684	28	112,184	2,679	36,555	42
9	107,760	4,333	33,932	25	111,925	2,674	36,587	42
10	110,393	3,633	34,176	30	112,591	2,643	36,578	43
Average	111,133	3,489	34,521	32	112,206	2,664	36,598	42
Standard Deviation	1,815	394	536	4	316	22	40	0
Runs Needed	**1**	**7**	**1**	**7**	**1**	**1**	**1**	**1**

3.4 VISSIM Calibration and Validation Results

Calibration of the VISSIM model was based on traffic volumes for freeway, ramps, and arterial, and observed traffic conditions. Travel time was also used to verify the model correctly represented existing travel conditions.

3.4.1 Traffic Volume Calibration

The overall simulated traffic demand within the calibration area is required to be within 5% of observed data with a GEH statistic value of 5 or lower. The Geoffrey E. Havers (GEH) Statistic is routinely used in validating the operations of traffic models and can be used to measure the "goodness of fit" between simulated and demand volumes. The GEH values were calculated using the following:

$$GEH = \sqrt{\frac{2(Simulated - Demand)^2}{Simulated + Demand}}$$

The results summarized in **Table 3-7** on the next page indicated that the model satisfies the criteria with the total flow difference between simulated and demand volumes of less than 1.1% and the GEH less than 2.

Table 3-7: 2017 VISSIM Model Systemwide Simulated Volumes Calibration Check

	Peak Hour	
Statistic	**AM Peak**	**PM Peak**
Demand Total	35,513	36,740
Simulated Total	35,148	36,527
Latent Demand	365	213
Difference (%)	**1.03%**	**0.58%**
GEH	**1.9**	**1.1**

The simulated volumes from the VISSIM model for the freeway and ramp segments were summarized and compared to the balanced traffic demand peak hour volumes (presented in **Exhibits 3-1** through **3-3** from **Section 3.1**) to determine goodness of fit for the VISSIM model on a link by link basis. **Tables 3-8A** through **3-9B** on the following pages show the detail segment simulated volume summaries for AM and PM models respectively.

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Table 3-8A: 2017 VISSIM Model AM Peak Hour Link Volume Calibration Check

Link ID	Demand Volume	Simulated Volume	Delta	Delta %	GEH	Meet Volume Criteria	Meet GEH Criteria?
F002	**4,367**	**4,048**	-319	-7%	4.9	Yes	Yes
F003	**2,541**	**2,280**	-261	-10%	**5.3**	Yes	**No**
F004	**5,406**	**5,112**	-294	-5%	4.1	Yes	Yes
F005	**4,344**	**4,023**	-321	-7%	5.0	Yes	Yes
F006	**3,564**	**3,262**	-302	-8%	**5.2**	Yes	**No**
F007	**4,375**	**3,618**	-757	**-18%**	**12.0**	**No**	**No**
F008	**1,734**	**1,349**	-385	**-22%**	**9.8**	**No**	**No**
F009	**1,369**	**1,340**	-29	-2%	0.8	Yes	Yes
F010	**2,072**	**2,038**	-34	-2%	0.8	Yes	Yes
F011	**3,413**	**3,388**	-25	-1%	0.4	Yes	Yes
F012	**2,884**	**2,875**	-9	**0%**	0.2	Yes	Yes
F013	**3,944**	**3,918**	-26	-1%	0.4	Yes	Yes
F014	**5,284**	**5,215**	-69	-1%	1.0	Yes	Yes
F015	**2,192**	**2,162**	-30	-1%	0.6	Yes	Yes
F016	**4,015**	**3,993**	-22	-1%	0.3	Yes	Yes
F017	**4,293**	**4,276**	-17	0%	0.3	Yes	Yes
F018	**6,530**	**6,523**	-7	0%	0.1	Yes	Yes
F019	**4,862**	**4,847**	-15	0%	0.2	Yes	Yes
F020	**3,206**	**3,206**	0	0%	0.0	Yes	Yes
F021	**5,341**	**5,275**	-66	-1%	0.9	Yes	Yes
F023	**1,667**	**1,673**	6	0%	0.1	Yes	Yes
F024	**2,073**	**2,086**	13	1%	0.3	Yes	Yes
F026	**6,650**	**6,656**	6	0%	0.1	Yes	Yes
F027	**3,618**	**3,630**	12	0%	0.2	Yes	Yes
F028	**6,213**	**6,179**	-34	-1%	0.4	Yes	Yes
F029	**8,847**	**8,811**	-36	0%	0.4	Yes	Yes
F030	**3,082**	**3,079**	-3	0%	0.1	Yes	Yes
F031	**2,634**	**2,628**	-6	0%	0.1	Yes	Yes
R001	**1,656**	**1,646**	-10	-1%	0.2	Yes	Yes
R002	**1,150**	**1,136**	-14	-1%	0.4	Yes	Yes
R003	**2,865**	**2,836**	-29	-1%	0.5	Yes	Yes
R004	**3,092**	**3,054**	-38	-1%	0.7	Yes	Yes
R005	**1,211**	**1,189**	-22	-2%	0.6	Yes	Yes
R006	**2,135**	**2,077**	-58	-3%	1.3	Yes	Yes
R007	**3,031**	**3,027**	-4	0%	0.1	Yes	Yes
R008	**1,317**	**1,324**	7	1%	0.2	Yes	Yes

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Table 3-8B: 2017 VISSIM Model AM Peak Hour Link Volume Calibration Check

Link ID	Demand Volume	Simulated Volume	Delta	Delta %	GEH	Meet Volume Criteria	Meet GEH Criteria?
R009	**448**	**455**	7	2%	0.3	Yes	Yes
R010	**169**	**173**	4	2%	0.3	Yes	Yes
R011	**279**	**281**	2	1%	0.1	Yes	Yes
R012	**1,822**	**1,833**	11	1%	0.2	Yes	Yes
R013	**1,826**	**1,723**	-103	-6%	2.5	Yes	Yes
R014	**1,638**	**1,562**	-76	-5%	1.9	Yes	Yes
R015	**714**	**683**	-31	-4%	1.2	Yes	Yes
R016	**2,595**	**2,549**	-46	-2%	0.9	Yes	Yes
R017	**506**	**510**	4	1%	0.2	Yes	Yes
R018	**1,881**	**1,866**	-15	-1%	0.3	Yes	Yes
R019	**1,714**	**1,701**	-13	-1%	0.3	Yes	Yes
R020	**189**	**164**	-25	-13%	1.9	Yes	Yes
R021	**252**	**247**	-5	-2%	0.3	Yes	Yes
R022	**923**	**887**	-36	-4%	1.2	Yes	Yes
R026	**1,062**	**1,047**	-15	-1%	0.5	Yes	Yes
R027	**1,340**	**1,299**	-41	-3%	1.1	Yes	Yes
R028	**780**	**706**	-74	-9%	2.7	Yes	Yes
R029	**1,060**	**1,051**	-9	-1%	0.3	Yes	Yes
R030	**528**	**525**	-3	-1%	0.1	Yes	Yes
R031	**811**	**712**	-99	-12%	3.6	Yes	Yes
R032	**2,640**	**2,202**	-438	**-17%**	**8.9**	**No**	**No**
R033	**1,304**	**1,098**	-206	**-16%**	**6.0**	**No**	**No**
R034	**1,774**	**1,589**	-185	-10%	4.5	Yes	Yes
R035	**902**	**899**	-3	0%	0.1	Yes	Yes
R036	**182**	**189**	7	4%	0.5	Yes	Yes
R038	**1,336**	**1,110**	-226	**-17%**	**6.5**	**No**	**No**
R039	**326**	**331**	5	2%	0.3	Yes	Yes
R040	**912**	**922**	10	1%	0.3	Yes	Yes
R041	**703**	**728**	25	4%	0.9	Yes	Yes
R042	**1,545**	**1,316**	-229	-15%	**6.1**	Yes	**No**
R043	**1,514**	**1,514**	0	0%	0.0	Yes	Yes
R044	**1,188**	**1,187**	-1	0%	0.0	Yes	Yes
R045	**406**	**411**	5	1%	0.3	Yes	Yes
R046	**153**	**152**	-1	-1%	0.1	Yes	Yes
R047	**1,341**	**1,341**	0	0%	0.0	Yes	Yes
Total	**163,744**	**158,742**	**-5,002**	**-3%**			

Table 3-9A: 2017 VISSIM Model PM Peak Hour Link Volume Calibration Check

Link ID	Demand Volume	Simulated Volume	Delta	Delta %	GEH	Meet Volume Criteria	Meet GEH Criteria?
F002	**3,487**	**3,477**	-10	0%	0.2	Yes	Yes
F003	**1,909**	**1,913**	4	0%	0.1	Yes	Yes
F004	**4,586**	**4,591**	5	0%	0.1	Yes	Yes
F005	**3,480**	**3,458**	-22	-1%	0.4	Yes	Yes
F006	**2,758**	**2,752**	-6	0%	0.1	Yes	Yes
F007	**3,613**	**3,609**	-4	0%	0.1	Yes	Yes
F008	**1,496**	**1,496**	0	0%	0.0	Yes	Yes
F009	**1,507**	**1,485**	-22	-1%	0.6	Yes	Yes
F010	**3,074**	**3,044**	-30	-1%	0.5	Yes	Yes
F011	**4,660**	**4,547**	-113	-2%	1.7	Yes	Yes
F012	**3,676**	**3,586**	-90	**-2%**	1.5	Yes	Yes
F013	**4,149**	**4,041**	-108	-3%	1.7	Yes	Yes
F014	**5,050**	**4,886**	-164	-3%	2.3	Yes	Yes
F015	**1,785**	**1,728**	-57	-3%	1.4	Yes	Yes
F016	**4,671**	**4,592**	-79	-2%	1.2	Yes	Yes
F017	**4,979**	**4,910**	-69	-1%	1.0	Yes	Yes
F018	**8,138**	**8,134**	-4	0%	0.0	Yes	Yes
F019	**5,739**	**5,731**	-8	0%	0.1	Yes	Yes
F020	**3,696**	**3,695**	-1	0%	0.0	Yes	Yes
F021	**5,629**	**5,580**	-49	-1%	0.6	Yes	Yes
F023	**2,399**	**2,400**	1	0%	0.0	Yes	Yes
F024	**2,817**	**2,815**	-2	0%	0.0	Yes	Yes
F026	**6,478**	**6,466**	-12	0%	0.1	Yes	Yes
F027	**2,958**	**2,960**	2	0%	0.0	Yes	Yes
F028	**5,648**	**5,557**	-91	-2%	1.2	Yes	Yes
F029	**7,296**	**7,182**	-114	-2%	1.3	Yes	Yes
F030	**2,177**	**2,176**	-1	0%	0.0	Yes	Yes
F031	**1,648**	**1,643**	-5	0%	0.1	Yes	Yes
R001	**2,043**	**2,036**	-7	0%	0.2	Yes	Yes
R002	**893**	**895**	2	0%	0.1	Yes	Yes
R003	**2,677**	**2,677**	0	0%	0.0	Yes	Yes
R004	**3,264**	**3,153**	-111	-3%	2.0	Yes	Yes
R005	**1,367**	**1,327**	-40	-3%	1.1	Yes	Yes
R006	**1,933**	**1,888**	-45	-2%	1.0	Yes	Yes
R007	**3,520**	**3,514**	-6	0%	0.1	Yes	Yes
R008	**1,736**	**1,726**	-10	-1%	0.2	Yes	Yes

Table 3-9B: 2017 VISSIM Model PM Peak Hour Link Volume Calibration Check

Link ID	Demand Volume	Simulated Volume	Delta	Delta %	GEH	Meet Volume Criteria	Meet GEH Criteria?
R009	**529**	**537**	8	2%	0.3	Yes	Yes
R010	**221**	**221**	0	0%	0.0	Yes	Yes
R011	**308**	**315**	7	2%	0.4	Yes	Yes
R012	**2,886**	**2,865**	-21	-1%	0.4	Yes	Yes
R013	**1,578**	**1,557**	-21	-1%	0.5	Yes	Yes
R014	**1,359**	**1,344**	-15	-1%	0.4	Yes	Yes
R015	**793**	**783**	-10	-1%	0.3	Yes	Yes
R016	**2,690**	**2,611**	-79	-3%	1.5	Yes	Yes
R017	**1,150**	**1,140**	-10	-1%	0.3	Yes	Yes
R018	**1,897**	**1,829**	-68	-4%	1.6	Yes	Yes
R019	**1,784**	**1,785**	1	0%	0.0	Yes	Yes
R020	**219**	**212**	-7	-3%	0.5	Yes	Yes
R021	**198**	**205**	7	3%	0.5	Yes	Yes
R022	**566**	**561**	-5	-1%	0.2	Yes	Yes
R026	**1,107**	**1,134**	27	2%	0.8	Yes	Yes
R027	**901**	**853**	-48	-5%	1.6	Yes	Yes
R028	**722**	**706**	-16	-2%	0.6	Yes	Yes
R029	**473**	**464**	-9	-2%	0.4	Yes	Yes
R030	**984**	**972**	-12	-1%	0.4	Yes	Yes
R031	**855**	**859**	4	0%	0.1	Yes	Yes
R032	**2,117**	**2,112**	-5	0%	0.1	Yes	Yes
R033	**924**	**925**	1	0%	0.0	Yes	Yes
R034	**1,491**	**1,441**	-50	-3%	1.3	Yes	Yes
R035	**1,889**	**1,879**	-10	-1%	0.2	Yes	Yes
R036	**272**	**173**	-99	-36%	**6.6**	Yes	**No**
R038	**1,192**	**1,184**	-8	-1%	0.2	Yes	Yes
R039	**423**	**389**	-34	-8%	1.7	Yes	Yes
R040	**1,966**	**1,924**	-42	-2%	1.0	Yes	Yes
R041	**1,567**	**1,575**	8	0%	0.2	Yes	Yes
R042	**1,585**	**1,545**	-40	-3%	1.0	Yes	Yes
R043	**1,499**	**1,359**	-140	-9%	3.7	Yes	Yes
R044	**1,076**	**978**	-98	-9%	3.0	Yes	Yes
R045	**417**	**416**	-1	0%	0.1	Yes	Yes
R046	**511**	**508**	-3	-1%	0.1	Yes	Yes
R047	**1,586**	**1,486**	-100	-6%	2.6	Yes	Yes
Total	**166,672**	**164,517**	**-2,155**	**-1%**			

The GEH values for all the links reported in **Tables 3-8A** through **3-9B** were summarized and compared to the calibration criteria requiring that more than 85% of links within the study area must be less than a GEH of 5. **Table 3-10** on the next page shows the results of this comparison.

Table 3-10: 2017 VISSIM Model Volume GEH Summary

Statistic	AM Peak Hour	PM Peak Hour
Total Number of Counts	71	71
Number of Counts with GEH <5	63	70
Percentage with GEH <5	89%	99%

As can be seen in **Table 3 10,** both AM and PM Peak Hour models satisfy the 85% criteria. In addition to a review of the GEH statistic, an analysis of link simulation performance according to peak hour volume ranges (as stipulated in **Table 3-5** of **Section 3.3.1**) was performed and shown in **Table 3-11** below.

Table 3-11: 2017 VISSIM Model Simulated Link Performance by Volume Range

		Number of Links in Volume Range		Number Meeting Criteria		Percentage Meeting Criteria	
Volume Range	Criteria*	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
<700 vhp	within 100 vhp	11	11	11	11	100%	100%
700-2,700 vhp	within 15%	37	36	33	36	89%	100%
>2,700 vhp	within 400 vhp	23	24	22	24	96%	100%

** Per Table 3-5, At least 85% of the number of links within specified volume range should meet the criterion for that volume range when the lnk simulated volumes are compared to the demand volumes.*

As can be seen from **Table 3-11**, the existing model simulation meets the volume calibration criteria for the ranges of link volumes encountered in the study area.

3.4.2 Travel Time & Speed Data

It should be noted that travel time and speed data collected and summarized in Section 3.2 of the February 2019 *I-195 CPS Existing and Future No-Build Traffic Analysis Report* represented a small sampling of average travel conditions along the study corridor specific to the day the data were collected. However, to obtain a broader sampling of data indicative of average travel conditions, HERE Travel time Data from the Regional Integrated Transportation Information System (RITIS) database were used instead of the aforementioned travel time data to establish benchmarks (of observed data) for the model calibration process. FDOT Central Office uses the RITIS Database to host speed and travel time data on State facilities collected at the District level around the State. Downloaded HERE data for this project are included in **Appendix B**.

3.4.3 Travel Time Calibration

The travel times from existing VISSIM models were compared to field measured travel times to determine if simulated travel times were within ± 1 minute of field travel times for routes with travel times less than 7 minutes and within ± 15% for routes with travel times greater than 7 minutes. **Table 3-12** below and **Table 3-13** on the next page, summarizes the existing VISSIM model travel time outputs compared to the field measured travel times during the AM and PM peak hours.

Table 3-12: 2017 VISSIM Model AM Peak Hour Travel Time Summary

Direc-tion	Segment	Description	Travel Time, min			Meets Criteria ?
			Observed	VISSIM	Difference	
Eastbound I-195	1	Between Off-Ramp from NW 12th Avenue and Off-Ramp to I-95 NB / SB	0.6	1.3	0.7	Yes
	2	Between Off-Ramp to I-95 NB / I-95 SB and On-Ramps from NB / SB I-95	4.2	4.9	0.6	Yes
	3	Between On-Ramps from NB / SB I-95 and Off-Ramp to N Miami Ave	0.3	0.2	-0.1	Yes
	4	Between Off-Ramp to N Miami Ave and Off-Ramp to Biscayne Blvd	1.2	1.0	-0.2	Yes
	5	Between Off-Ramp to Biscayne Blvd and On-Ramp from Biscayne Blvd	0.8	0.8	0.0	Yes
	6	Between On-Ramp from Biscayne Blvd and Off-Ramp to Alton Road	4.3	6.5	2.2	**No**
	Entire Corridor		**11.4**	**14.6**		
Westbound I-195	1	Between On-Ramp from SB Alton Road and Off-Ramp to Biscayne Blvd	2.6	2.7	0.1	Yes
	2	Between Off-Ramp to Biscayne Blvd and On-ramp from Biscayne Blvd	0.6	0.5	-0.1	Yes
	3	Between On-ramp from Biscayne Blvd and On-Ramp from N Miami Ave	0.7	0.7	0.0	Yes
	4	Between On-ramp from N Miami Ave and Off-Ramp to I-95 NB/SB	0.2	0.2	0.0	Yes
	5	Between Off-Ramp to I-95 NB/SB and On-Ramp from I-95 NB/SB	1.0	1.1	0.1	Yes
	6	Between On-Ramp from I-95 NB/SB and West of NW 12th Avenue Exit	0.5	0.2	-0.3	Yes
	Entire Corridor		**5.6**	**5.4**		

Table 3-13: 2017 VISSIM Model PM Peak Hour Travel Time Summary

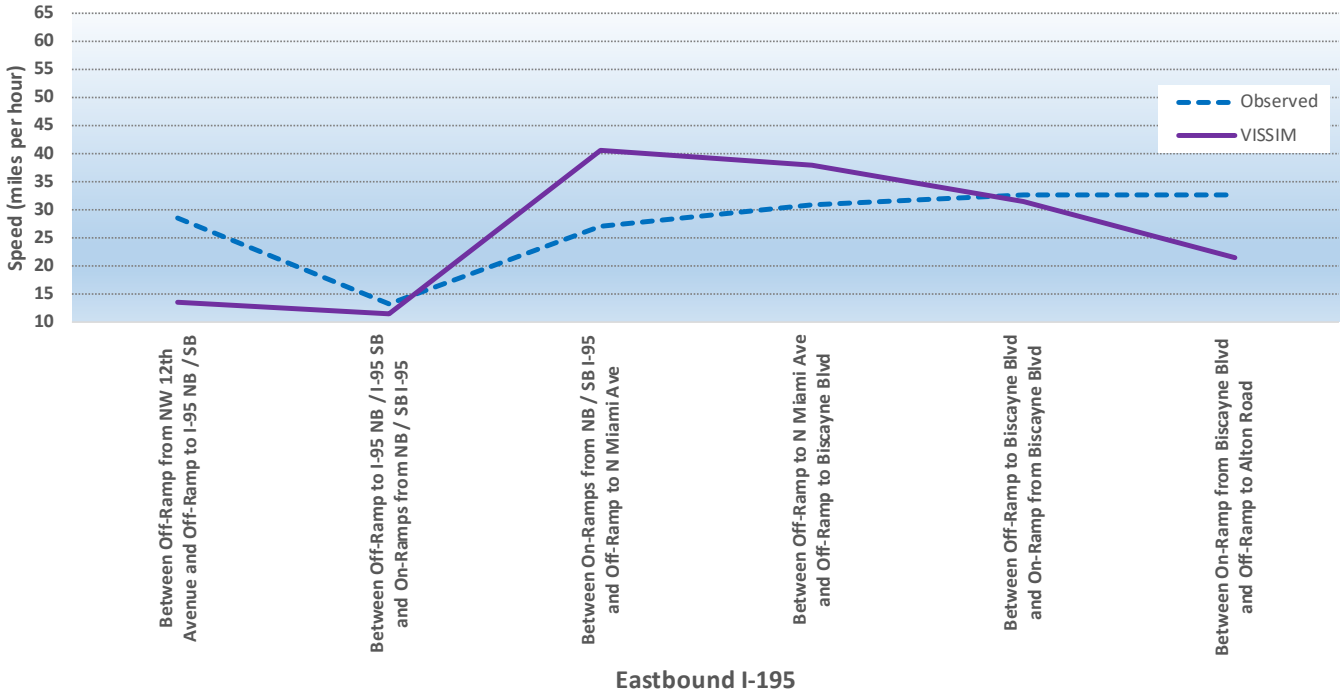
Direc-tion	Segment	Description	Travel Time, min			Meets Criteria ?
			Observed	VISSIM	Difference	
Eastbound I-195	1	Between Off-Ramp from NW 12th Avenue and Off-Ramp to I-95 NB / SB	0.3	0.3	0.0	Yes
	2	Between Off-Ramp to I-95 NB / I-95 SB and On-Ramps from NB / SB I-95	1.0	1.2	0.2	Yes
	3	Between On-Ramps from NB / SB I-95 and Off-Ramp to N Miami Ave	0.2	0.1	0.0	Yes
	4	Between Off-Ramp to N Miami Ave and Off-Ramp to Biscayne Blvd	0.9	0.8	-0.1	Yes
	5	Between Off-Ramp to Biscayne Blvd and On-Ramp from Biscayne Blvd	0.8	0.6	-0.2	Yes
	6	Between On-Ramp from Biscayne Blvd and Off-Ramp to Alton Road	2.6	2.5	0.0	Yes
	Entire Corridor		**5.8**	**5.6**		
Westbound I-195	1	Between On-Ramp from SB Alton Road and Off-Ramp to Biscayne Blvd	3.3	2.7	-0.6	Yes
	2	Between Off-Ramp to Biscayne Blvd and On-ramp from Biscayne Blvd	0.7	0.5	-0.2	Yes
	3	Between On-ramp from Biscayne Blvd and On-Ramp from N Miami Ave	0.7	0.7	0.0	Yes
	4	Between On-ramp from N Miami Ave and Off-Ramp to I-95 NB/SB	0.3	0.3	0.0	Yes
	5	Between Off-Ramp to I-95 NB/SB and On-Ramp from I-95 NB/SB	1.5	1.1	-0.4	Yes
	6	Between On-Ramp from I-95 NB/SB and West of NW 12th Avenue Exit	0.6	0.2	-0.3	Yes
	Entire Corridor		**7.1**	**5.5**		

Tables 3-12 and **3-13** show that the travel time criteria are met for most of the link segments along the eastbound and westbound routes, but a discrepancy is shown in the eastbound direction for Segment #6 during the AM peak hour. This discrepancy likely represents the inherent tradeoff between developing balanced volumes (to reconcile variations in exiting traffic data as noted in **Section 3.1**) and their use as inputs in the VISSIM models which may vary slightly from the actual conditions (captured in the travel time runs) within a given link segment.

3.4.4 Speed Calibration

The observed and simulated speed profiles are shown in **Exhibits 3-13** and **3-14** For the AM and PM peak hours respectively.

Exhibit 3-13: 2017 AM Peak Hour Observed and VISSIM Travel Speed Profiles



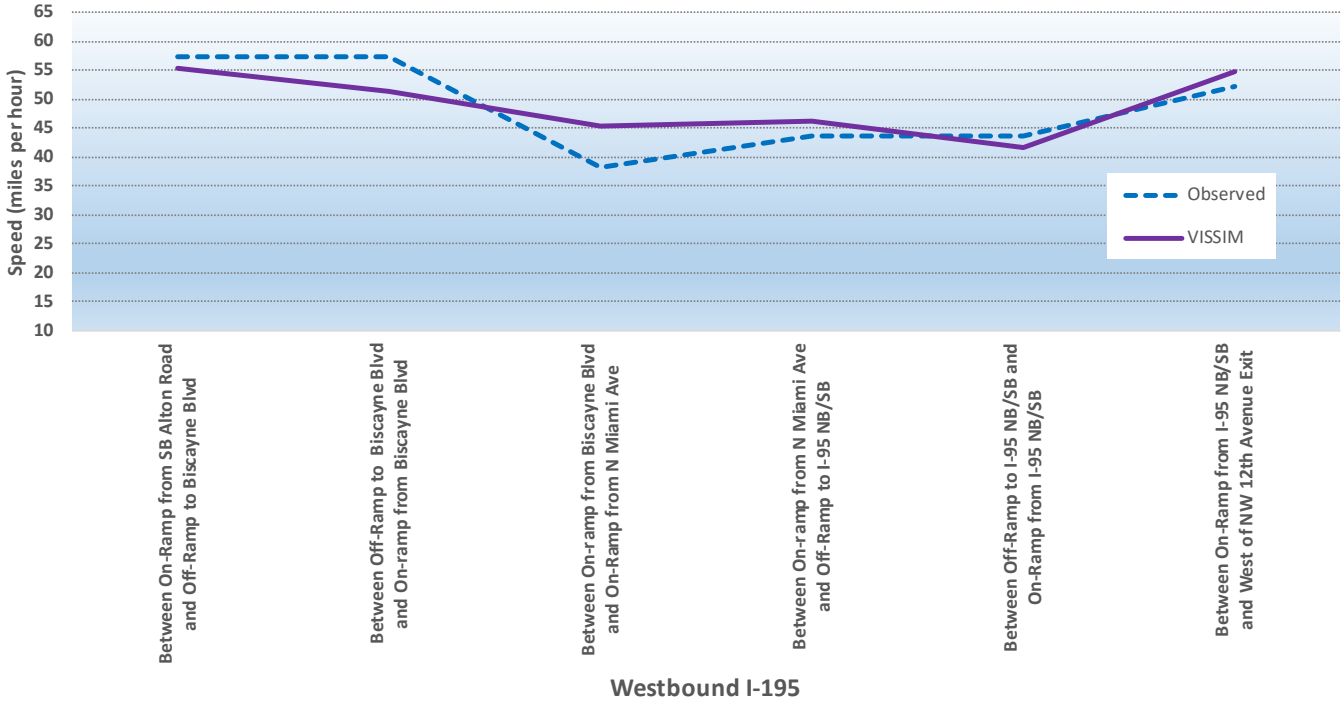
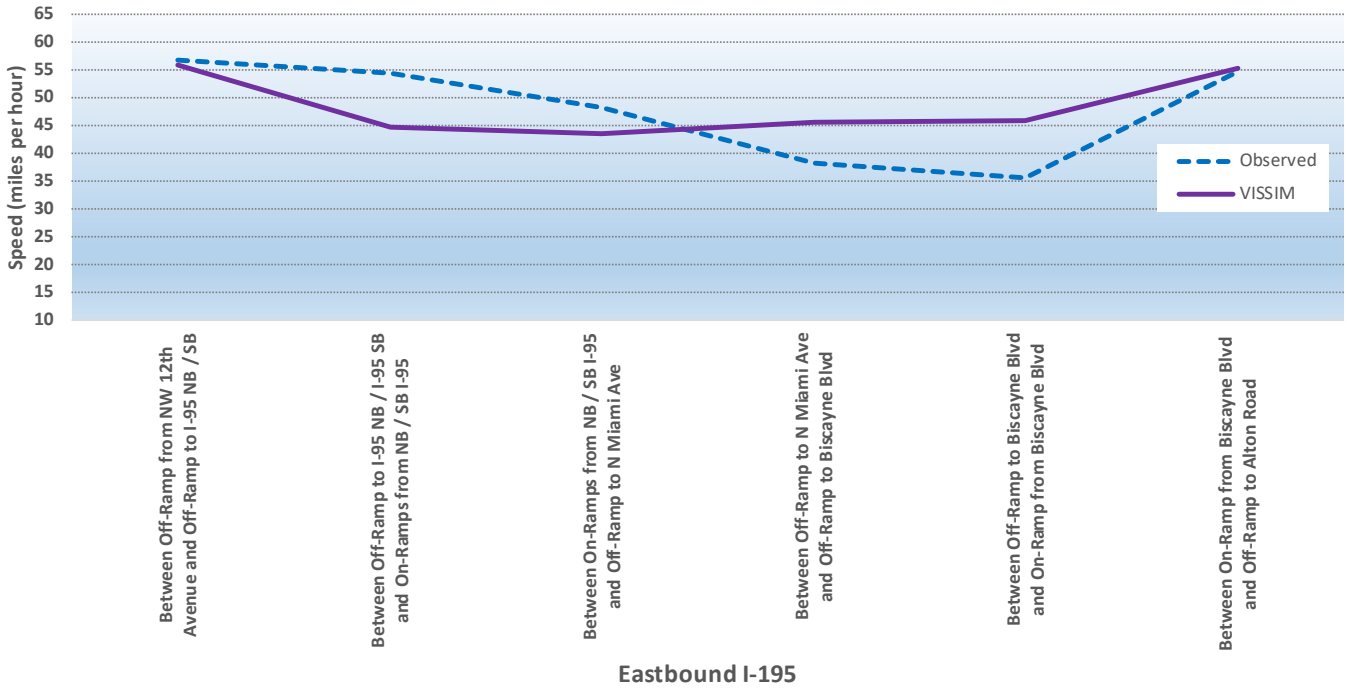
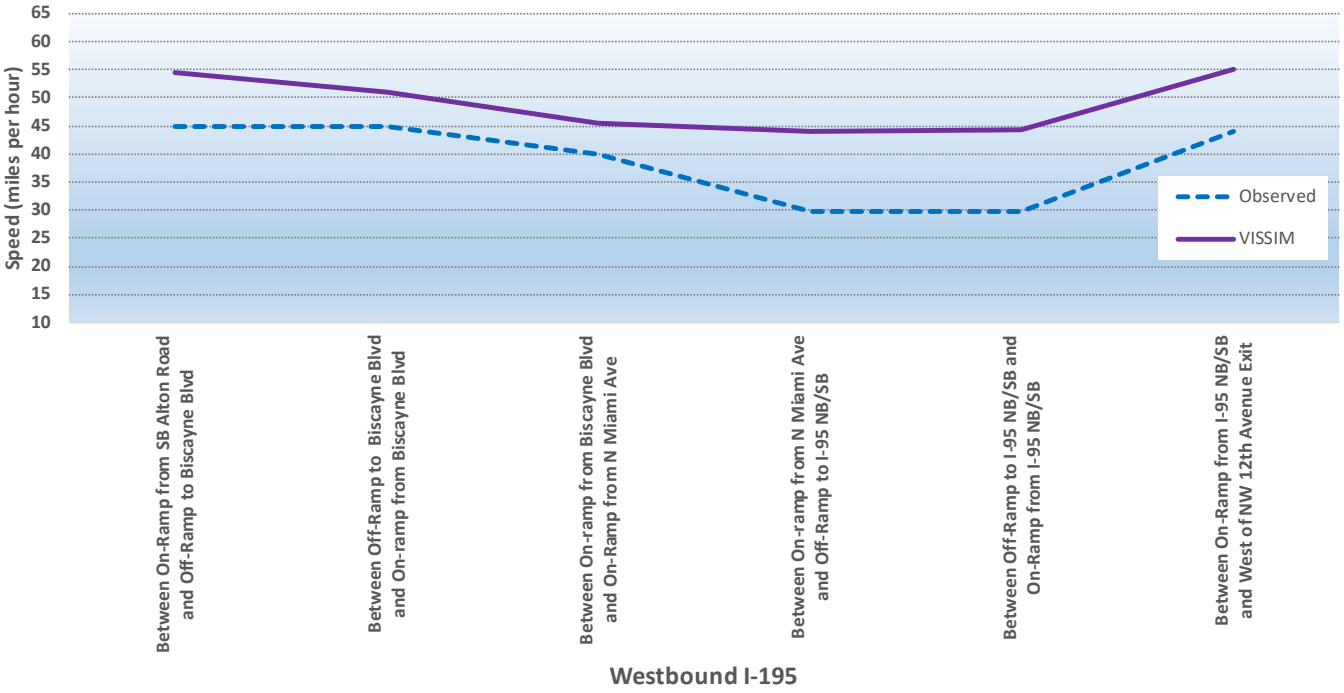


Exhibit 3-14: 2017 PM Peak Hour Observed and VISSIM Travel Speed Profiles





Exhibits 3-13 and **3-14** illustrate that the VISSIM speed profiles are generally consistent with the speed profiles from the HERE travel time data in capturing the speed fluctuations throughout the corridor and the slow speed areas. Slight discrepancies are noted in the following instances:

Eastbound I-195 AM Peak

- *Between Off-Ramp from NW 12th Avenue and Off-Ramp to I-95 NB / SB* – The VISSIM speed is much lower than the observed speed and is likely due to the downstream bottleneck from where eastbound I-195 constricts to a single lane just west of the on-ramps from I-95. Field reviews confirm this operating condition albeit the speed data from HERE shows (while still low freeway speeds in this area) slightly better than modeled speed in this segment.
- *Between On-Ramps from NB / SB I-95 and Off-Ramp to N Miami Ave* - The VISSIM speed is much higher than the observed speed in this segment which is likely due to a reduction in entering simulated traffic volume coming from the aforementioned bottleneck which is upstream from this segment.
- *Between On-Ramp from Biscayne Blvd and Off-Ramp to Alton Road* - The VISSIM speed is much lower than the observed speed in this segment and is likely due to the downstream impact of the heavy diverging eastbound off-ramp volumes to Alton Road as well as traffic backups from the eastbound approach of the downstream signalized intersection at the Arthur Godfrey Road. Field reviews confirm this operating condition albeit the speed data from HERE shows (while still low freeway speeds in this area) slightly better than modeled speed in this segment.

Westbound I-195 PM Peak

- The VISSIM model shows speeds that are (slightly) much better in a few downstream segments in the westbound direction relative to the observed speeds. This discrepancy likely represents the inherent tradeoff between developing balanced volumes (to reconcile variations in exiting traffic data as noted in **Section 3.1**) and their use as inputs in the VISSIM models which may vary slightly from the actual conditions (captured in the simulated speeds) within the given link segment.

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3.5 Existing Operations Analysis

An analysis of existing operations using the calibrated VISSIM models was performed for ramp terminals and intersections and the freeway network facilities within the study area. The results were broken down by the hourly intervals established for the AM and PM peak periods (ref. **Table 3-1**).

3.5.1 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). The other MOE used was Level of Service (LOS) although it should be noted that (per *Section 8.4.3 of the FDOT Traffic Analysis Handbook*) the LOS resulting from this microsimulation analysis may not be directly translatable into HCM LOS criteria used. As such, LOS computed from this microsimulation analysis was reported as the 'Estimated 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 3-14A** and **3-14B** below and on the next page, present intersection LOS criteria for signalized and unsignalized intersections respectively within the study area.

Table 3-14A: 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 3-14B: 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 period conditions are summarized in **Table 3-15A** and **3-15B** on the following pages

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Table 3-15A: 2017 AM Peak Period Existing Conditions Intersection Traffic Operations Summary

Intersection	Lane Group	*Balanced Peak Hour Volume*	Hour 1							Hour 2							Hour 3 - Peak Hour							Hour 4						
			Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)
3: I-95 SB Express Lanes off-ramp/NW 40th St & NW 12th Ave	NBL	*47*	37	36	-2.78%	A	6.4	3	94	47	48	2.72%	A	8.4	5	130	47	44	-6.38%	A	7.7	5	139	42	43	1.57%	A	5.9	4	112
	NBT	*605*	477	478	0.28%	A	3.1	5	94	602	596	-0.92%	A	3.7	7	130	605	610	0.83%	A	3.7	7	139	545	542	-0.54%	A	3.5	6	112
	NBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBT	*821*	647	645	-0.29%	A	4.9	9	146	816	814	-0.28%	A	6.9	17	210	821	820	-0.12%	A	6.9	16	215	740	738	-0.21%	A	6.3	14	181
	SBR	*8*	6	7	11.06%	A	2.8	10	149	8	8	0.58%	A	5.9	17	213	8	9	12.50%	A	6.0	17	217	7	7	-2.86%	A	5.4	14	184
	EBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBL	*159*	125	126	0.58%	C	31.2	21	147	158	161	1.85%	C	32.8	28	156	159	161	1.26%	C	30.8	26	164	143	146	1.94%	C	30.7	25	158
	WBT	*16*	13	12	-4.81%	C	34.6	21	148	16	16	0.58%	C	34.2	28	156	16	15	-6.25%	C	33.7	26	164	14	15	4.08%	C	32.4	24	158
	WBR	*39*	31	31	0.89%	A	8.6	20	147	39	39	0.58%	A	8.7	27	156	39	41	5.13%	A	9.4	26	164	35	35	-0.37%	A	8.1	24	158
	Overall	-	-	-	-	**A**	**7.1**	-	-	-	-	-	**A**	**8.6**	-	-	-	-	-	**A**	**8.4**	-	-	-	-	-	**A**	**7.9**	**16**	-
4: NW 39th St & NW 12th Ave	NBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	NBT	*558*	440	439	-0.14%	A	6.4	9	132	555	555	0.04%	A	9.4	18	184	558	561	0.54%	A	9.4	18	199	503	501	-0.32%	A	7.5	13	156
	NBR	*26*	20	20	-2.37%	A	4.8	9	133	26	25	-3.29%	A	7.3	18	184	26	23	-11.54%	A	8.2	18	199	23	22	-6.06%	A	5.5	12	156
	SBL	*41*	32	30	-7.13%	A	6.6	15	226	41	44	7.94%	A	9.7	27	302	41	44	7.32%	A	8.6	27	286	37	37	0.19%	A	6.9	20	279
	SBT	*940*	741	741	0.05%	A	6.1	15	227	935	930	-0.49%	A	8.0	27	302	940	936	-0.43%	A	8.0	27	287	847	850	0.39%	A	7.0	20	280
	SBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBL	*94*	74	74	-0.08%	C	28.8	28	221	93	92	-1.56%	C	25.5	44	337	94	91	-3.19%	C	24.6	40	309	85	84	-0.79%	C	27.7	35	249
	EBT	*119*	94	94	0.26%	C	28.4	33	222	118	116	-1.96%	C	26.5	50	337	119	121	1.68%	C	25.5	46	309	107	109	1.69%	C	27.2	41	250
	EBR	*447*	352	354	0.52%	B	10.8	32	222	444	446	0.35%	B	15.2	50	337	447	447	0.00%	B	14.2	46	309	403	402	-0.16%	B	13.0	41	250
	WBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	Overall	*,-*	*,-*	-	-	**A**	**9.3**	-	-	-	-	-	**B**	**11.5**	**33**	-	-	-	-	**B**	**11.3**	-	-	-	-	-	**B**	**10.3**	-	-
68: NW 39th St & NW 10th Ave	NBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	NBT	*235*	185	183	-1.16%	A	0.4	0	0	234	235	0.58%	A	0.6	0	4	235	236	0.43%	A	0.6	0	0	212	202	-4.57%	A	0.6	0	0
	NBR	*152*	120	121	1.04%	A	2.9	0	30	151	149	-1.41%	A	3.0	0	59	152	148	-2.63%	A	3.1	0	51	137	146	6.63%	A	2.9	0	36
	SBL	*22*	17	18	3.85%	A	0.6	0	0	22	21	-3.99%	A	0.7	0	0	22	21	-4.55%	A	0.7	0	0	20	21	5.97%	A	0.7	0	0
	SBT	*427*	336	335	-0.42%	A	0.2	0	0	425	422	-0.60%	A	0.3	0	0	427	427	0.00%	A	0.3	0	0	385	383	-0.42%	A	0.2	0	0
	SBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBL	*52*	41	36	-12.13%	A	8.9	0	69	52	49	-5.22%	A	9.5	1	92	52	50	-3.85%	A	9.3	1	93	47	50	6.75%	A	9.3	1	89
	EBT	*78*	61	63	2.52%	B	10.2	0	69	78	77	-0.71%	B	11.0	1	92	78	78	0.00%	B	10.7	1	93	70	66	-6.06%	B	10.7	1	89
	EBR	*61*	48	46	-4.29%	A	7.5	7	129	61	57	-6.02%	A	8.5	10	151	61	62	1.64%	A	8.4	10	152	55	51	-7.18%	A	8.0	9	148
	WBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	Overall	-	-	-	-	**A**	**2.3**	-	-	-	-	-	**A**	**2.5**	-	-	-	-	-	**A**	**2.5**	-	-	-	-	-	**A**	**2.4**	-	-
35: N Miami Ave & NW/NE 38th St/On-Ramp to I-195 WB	NBL (On-Ramp)	*365*	288	290	0.84%	B	11.4	36	251	363	351	-3.28%	B	17.1	68	250	365	363	-0.55%	B	15.8	66	247	329	337	2.50%	B	16.0	63	243
	NBL	*8*	6	7	11.06%	B	18.6	36	251	8	8	0.58%	C	29.8	68	250	8	7	-12.50%	D	37.4	66	247	7	6	-16.74%	D	41.2	63	243
	NBT	*509*	401	408	1.74%	A	8.3	36	251	506	496	-1.99%	A	8.1	68	250	509	502	-1.38%	A	7.9	66	247	458	444	-3.16%	A	7.5	63	243
	NBR	*139*	110	111	1.36%	A	6.1	36	251	138	140	1.30%	A	6.1	68	250	139	138	-0.72%	B	10.8	66	247	125	117	-6.55%	B	17.6	63	243
	SBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBT	*503*	396	397	0.18%	A	8.9	45	436	500	511	2.18%	C	32.5	252	926	503	504	0.20%	D	46.7	606	1304	453	467	3.07%	D	42.4	540	1374
	SBR (On-Ramp)	*804*	633	655	3.40%	B	11.8	45	437	799	808	1.08%	C	29.8	253	927	804	791	-1.62%	D	39.8	607	1306	724	753	3.97%	C	33.7	540	1375
	SBR	*7*	6	7	26.92%	A	9.9	45	436	7	7	0.58%	C	26.7	252	927	7	7	0.00%	D	41.6	606	1305	6	6	-4.84%	C	31.7	540	1374
	EBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBL	*9*	7	7	-1.28%	E	72.5	70	299	9	9	0.58%	E	72.5	90	376	9	9	0.00%	E	77.2	83	358	8	8	-1.32%	E	73.2	74	364
	WBT (On-Ramp)	*155*	122	120	-1.74%	E	79.1	70	299	154	154	-0.07%	E	76.0	90	375	155	146	-5.81%	E	74.6	83	358	140	128	-8.32%	E	76.5	74	363
	WBT	*1*	1	1	26.92%	D	42.8	71	299	1	1	0.58%	D	43.2	90	376	1	1	0.00%	E	73.5	83	359	1	1	11.02%	F	92.6	74	364
	WBR	*14*	11	12	8.79%	E	59.4	70	298	14	15	7.76%	E	61.3	89	375	14	16	14.29%	E	56.4	82	357	13	11	-12.77%	E	55.6	73	363
	Overall	-	-	-	-	**B**	**14.7**	-	-	-	**2,498**	-	**C**	**26.1**	-	-	-	-	-	**C**	**31.8**	-	-	-	-	-	**C**	**29.5**	-	-

Table 3-15A: 2017 AM Peak Period Existing Conditions Intersection Traffic Operations Summary

Intersection	Lane Group	*Balanced Peak Hour Volume*	Hour 1							Hour 2							Hour 3 - Peak Hour							Hour 4						
			Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)
36: N Miami Ave & Off-Ramp from I-195 EB	NBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	NBT	*548*	432	436	0.98%	C	33.7	70	312	545	536	-1.62%	D	43.6	127	323	548	551	0.55%	D	42.5	128	325	494	501	1.49%	D	43.5	116	318
	NBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBT	*512*	403	405	0.40%	C	22.1	25	245	509	519	1.96%	C	26.5	51	269	512	511	-0.20%	C	30.7	60	264	461	474	2.78%	D	35.7	64	276
	SBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBL	*475*	374	377	0.74%	E	64.6	107	375	472	461	-2.38%	E	66.9	144	502	475	459	-3.37%	E	66.4	156	556	428	402	-6.05%	E	75.9	239	762
	EBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBR	*587*	462	455	-1.62%	C	31.5	106	374	584	569	-2.50%	D	36.2	143	501	587	582	-0.85%	D	41.7	155	556	529	505	-4.49%	D	53.9	239	762
	WBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	Overall	-	-	-	-	**D**	**37.3**	-	-	-	-	-	**D**	**42.5**	-	-	-	-	-	**D**	**44.6**	-	-	-	-	-	**D**	**50.8**	-	-
37: N Miami Ave & NW/NE 36th St	NBL	*16*	13	11	-12.74%	E	72.2	57	234	16	16	0.58%	E	57.2	76	309	16	15	-6.25%	D	54.2	77	330	14	15	4.08%	D	52.7	74	309
	NBT	*387*	305	304	-0.30%	E	59.4	60	234	385	386	0.32%	E	69.0	79	309	387	393	1.55%	E	68.8	79	330	349	349	0.12%	E	70.7	76	309
	NBR	*52*	41	45	9.84%	A	4.8	60	234	52	51	-1.35%	A	4.8	78	309	52	51	-1.92%	A	4.6	79	330	47	50	6.75%	C	24.2	76	309
	SBL	*298*	235	231	-1.61%	D	46.0	137	322	296	286	-3.47%	D	36.7	132	318	298	298	0.00%	D	38.5	145	318	268	261	-2.77%	E	55.7	154	326
	SBT	*572*	451	449	-0.37%	D	39.6	137	320	569	579	1.81%	C	27.7	131	316	572	575	0.52%	C	28.4	144	316	515	514	-0.24%	C	34.4	153	324
	SBR	*216*	170	176	3.42%	C	31.7	137	322	215	214	-0.35%	C	22.0	131	318	216	216	0.00%	C	23.1	144	318	195	191	-1.83%	C	25.3	153	327
	EBL	*98*	77	76	-1.57%	C	29.6	33	204	97	93	-4.55%	D	49.5	62	347	98	101	3.06%	E	57.9	67	332	88	86	-2.58%	E	55.6	83	334
	EBT	*357*	281	280	-0.45%	C	27.5	33	204	355	355	0.02%	D	40.3	62	347	357	349	-2.24%	D	41.4	67	332	322	316	-1.73%	E	64.2	83	334
	EBR	*25*	20	18	-8.62%	B	14.6	32	204	25	24	-3.44%	C	26.9	61	347	25	27	8.00%	C	26.8	65	332	23	21	-6.75%	D	49.4	82	334
	WBL	*66*	52	58	11.54%	C	26.2	35	262	66	64	-2.47%	D	41.6	72	424	66	67	1.52%	D	41.3	74	378	59	57	-4.12%	D	43.1	61	351
	WBT	*199*	157	169	7.79%	C	31.3	34	262	198	199	0.58%	D	51.4	72	424	199	197	-1.01%	E	55.1	74	378	179	184	2.65%	D	50.0	61	350
	WBR	*73*	58	60	4.32%	B	15.3	34	261	73	69	-4.93%	C	29.6	71	424	73	68	-6.85%	C	31.1	73	378	66	68	3.41%	C	30.9	60	350
	Overall	-	-	-	-	**D**	**37.8**	-	-	-	-	-	**D**	**40.0**	-	-	-	-	-	**D**	**41.4**	-	-	-	-	-	**D**	**49.0**	-	-
38: NE 1st Ave & NE 38th St	NBL	*37*	29	30	2.91%	A	6.8	2	89	37	40	8.74%	A	7.3	3	89	37	38	2.70%	B	11.5	8	133	33	33	-0.99%	B	14.5	7	137
	NBT	*20*	16	17	7.89%	A	8.3	0	45	20	21	5.61%	A	8.5	0	47	20	24	20.00%	C	17.1	4	91	18	17	-5.64%	C	18.1	4	92
	NBR	*20*	16	18	14.23%	A	6.5	1	77	20	20	0.58%	B	11.4	2	77	20	19	-5.00%	D	28.9	7	119	18	19	5.47%	D	32.9	6	125
	SBL	*19*	15	15	0.20%	A	7.5	2	96	19	17	-10.01%	B	10.1	3	103	19	17	-10.53%	D	28.7	4	101	17	16	-6.51%	E	41.1	8	139
	SBT	*54*	43	42	-1.28%	A	8.6	0	56	54	56	4.31%	A	8.8	1	64	54	55	1.85%	A	9.3	1	65	49	48	-1.32%	B	14.1	4	101
	SBR	*40*	32	31	-1.63%	A	5.7	2	91	40	40	0.58%	A	6.1	3	98	40	40	0.00%	A	6.4	4	96	36	36	-0.09%	B	11.8	7	134
	EBL	*28*	22	24	8.79%	B	11.8	7	158	28	30	7.76%	C	17.6	19	247	28	32	14.29%	D	33.9	64	327	25	26	3.09%	F	72.8	68	299
	EBT	*84*	66	74	11.81%	B	13.8	10	166	84	92	10.16%	C	22.5	22	255	84	90	7.14%	F	57.0	68	335	76	75	-0.88%	F	83.0	72	307
	EBR	*13*	10	13	26.92%	B	10.9	7	151	13	15	16.05%	C	21.7	17	240	13	16	23.08%	E	43.7	62	321	12	14	19.56%	F	61.6	66	292
	WBL	*10*	8	6	-23.85%	A	8.1	0	61	10	10	0.58%	A	7.7	1	71	10	8	-20.00%	A	8.9	1	85	9	9	-0.09%	B	11.0	1	90
	WBT	*95*	75	79	5.55%	A	9.1	6	127	94	99	4.81%	A	9.6	9	138	95	94	-1.05%	A	10.0	9	149	86	80	-6.51%	B	10.6	8	155
	WBR	*7*	6	6	8.79%	A	7.3	2	95	7	7	0.58%	A	7.4	2	103	7	6	-14.29%	A	7.4	3	112	6	7	11.02%	A	8.2	3	122
	Overall	-	-	-	-	**A**	**9.5**	-	-	-	-	-	**B**	**12.6**	-	-	-	-	-	**C**	**24.6**	-	-	-	-	-	**D**	**33.8**	-	-
39: NE 1st Ave & NE 36th St	NBL	*13*	10	10	-2.37%	A	7.3	1	88	13	14	8.32%	A	7.6	2	87	13	13	0.00%	A	7.7	2	90	12	11	-6.06%	F	160.1	97	311
	NBT	*41*	32	32	-0.94%	A	8.8	0	50	41	41	0.58%	A	8.9	0	50	41	40	-2.44%	A	9.0	0	54	37	31	-16.06%	F	115.2	88	273
	NBR	*24*	19	19	0.48%	A	7.0	1	74	24	21	-11.99%	A	7.8	2	73	24	24	0.00%	A	8.0	2	77	22	16	-25.99%	F	173.0	94	297
	SBL	*38*	30	32	6.88%	A	7.7	2	77	38	43	13.81%	A	7.8	2	86	38	42	10.53%	A	7.6	2	74	34	37	8.09%	D	26.7	4	87
	SBT	*7*	6	7	26.92%	A	8.7	0	3	7	7	0.58%	A	8.4	0	10	7	8	14.29%	A	8.4	0	7	6	7	11.02%	B	10.4	0	19
	SBR	*26*	20	23	12.28%	A	6.3	1	65	26	31	19.92%	A	6.5	1	74	26	29	11.54%	A	6.4	1	64	23	27	15.29%	A	7.5	2	75
	EBL	*19*	15	13	-13.16%	A	2.5	0	25	19	16	-15.30%	A	1.5	0	18	19	20	5.26%	A	2.1	0	28	17	17	-0.67%	A	3.9	126	322
	EBT	*709*	559	536	-4.05%	A	0.2	0	5	705	667	-5.38%	A	0.4	0	25	709	668	-5.78%	A	0.5	0	16	639	587	-8.09%	E	48.2	121	307
	EBR	*9*	7	7	-1.28%	A	0.6	0	4	9	8	-10.60%	A	0.6	0	2	9	10	11.11%	A	0.7	0	11	8	7	-13.65%	D	31.8	132	307
	WBL	*8*	6	7	11.06%	A	1.4	0	3	8	7	-11.99%	A	1.3	0	0	8	8	0.00%	A	1.2	0	0	7	5	-30.62%	A	1.5	0	0
	WBT	*317*	250	255	2.10%	A	0.1	0	8	315	291	-7.67%	A	0.2	0	0	317	291	-8.20%	A	0.2	0	0	286	267	-6.49%	A	0.2	0	0
	WBR	*24*	19	20	5.77%	A	0.8	0	6	24	24	0.58%	A	1.0	0	15	24	22	-8.33%	A	1.0	0	16	22	19	-12.11%	A	0.9	0	10
	Overall	-	-	-	-	**A**	**1.2**	-	-	-	-	-	**A**	**1.4**	-	-	-	-	-	**A**	**1.4**	-	-	-	-	-	**D**	**34.0**	-	-
40: NE 2nd Ave & NE 39th St	NBL	*9*	7	8	12.82%	B	17.1	11	159	9	11	22.93%	C	20.7	59	289	9	9	0.00%	D	38.3	165	371	8	10	23.35%	F	83.3	245	381
	NBT	*122*	96	117	21.72%	B	15.6	12	159	121	135	11.30%	D	35.6	59	289	122	137	12.30%	F	102.8	165	371	110	121	10.11%	F	176.7	245	381
	NBR	*39*	31	36	17.16%	A	9.1	11	159	39	40	3.16%	E	75.4	59	289	39	44	12.82%	F	260.2	165	371	35	44	25.25%	F	380.1	245	381
	SBL	*71*	56	58	3.68%	A	9.2	18	241	71	59	-16.42%	F	90.9	77	396	71	53	-25.35%	F	675.0	378	680	64	53	-17.13%	F	1103.0	627	832
	SBT	*399*	314	312	-0.75%	B	10.2	18	241	397	388	-2.19%	B	11.7	77	396	399	363	-9.02%	D	38.1	378	680	359	324	-9.85%	E	58.0	627	832
	SBR	*32*	25	27	7.09%	A	6.9	18	241	32	30	-5.71%	A	9.6	77	396	32	32	0.00%	C	31.7	378	680	29	23	-20.21%	D	53.0	627	832
	EBL	*22*	17	14	-19.23%	C	26.1	9	138	22	15	-31.42%	E	62.4	37	151	22	14	-36.36%	F	178.1	97	156	20	15	-24.31%	F	181.3	118	153
	EBT	*60*	47	48	1.54%	C	26.3	9	138	60	50	-16.18%	F	99.2	38	151	60	47	-21.67%	F	389.3	97	156	54	40	-25.99%	F	498.1	118	153
	EBR	*26*	20	21	2.52%	B	12.4	9	138	26	21	-18.76%	D	39.4	37	151	26	19	-26.92%	F	135.3	97	156	23	20	-14.60%	F	224.9	118	153
	WBL	*53*	42	35	-16.18%	B	19.4	11	223	53	39	-25.99%	C	22.7	18	352	53	39	-26.42%	D	39.3	29	356	48	32	-32.97%	C	25.3	16	321
	WBT	*93*	73	68	-7.20%	B	19.2	12	223	92	73	-21.05%	C	21.0	18	352	93	67	-27.96%	C	28.6	29	356	84	63	-24.80%	B	19.8	16	335
	WBR	*61*	48	41	-14.69%	A	8.9	11	223	61	44	-27.45%	B	14.1	18	352	61	47	-22.95%	C	20.5	29	356	55	46	-16.28%	B	13.3	16	321
	Overall	-	-	-	-	**B**	**13.3**	-	-	-	-	-	**C**	**30.0**	-	-	-	-	-	**F**	**117.7**	-	-	-	-	-	**F**	**183.4**	-	-

Table 3-15A: 2017 AM Peak Period Existing Conditions Intersection Traffic Operations Summary

Intersection	Lane Group	*Balanced Peak Hour Volume*	Hour 1							Hour 2							Hour 3 - Peak Hour							Hour 4						
			Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)
41: NE 2nd Ave & NE 38th St	NBL	*25*	20	21	6.62%	A	1.1	0	21	25	23	-7.47%	B	10.7	19	217	25	25	0.00%	F	68.1	96	461	23	21	-6.75%	F	92.8	136	542
	NBT	*107*	84	83	-1.55%	A	0.3	0	3	106	104	-2.24%	C	23.5	18	177	107	104	-2.80%	F	109.9	82	421	96	94	-2.47%	F	193.0	117	500
	NBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBT	*379*	299	298	-0.20%	A	0.5	0	0	377	356	-5.52%	A	0.8	0	39	379	337	-11.08%	A	3.3	6	164	341	302	-11.54%	A	5.2	9	305
	SBR	*94*	74	71	-4.13%	A	0.8	0	2	93	92	-1.56%	A	0.9	0	49	94	84	-10.64%	A	2.6	7	190	85	75	-11.42%	A	3.6	10	336
	EBL	*78*	61	77	25.30%	A	7.1	4	94	78	90	16.05%	E	39.2	53	271	78	88	12.82%	F	155.1	170	527	70	80	13.86%	F	312.2	276	638
	EBT	*0*	0	0	-	A	0.0	0	54	0	0	-	A	0.0	45	232	0	0	-	A	0.0	151	491	0	0	-	A	0.0	249	602
	EBR	*30*	24	29	22.69%	A	6.2	0	54	30	34	13.99%	D	32.6	45	232	30	33	10.00%	F	114.8	151	491	27	31	14.72%	F	256.8	249	602
	WBL			0	-	A	0.0	0	0		0	-	A	0.0	0	0		0	-	A	0.0	0	0		0	-	A	0.0	0	0
	WBT	*1*	1	0	-100.00%	A	0.0	0	0	1	0	-100.00%	A	0.0	0	0	1	0	-100.00%	A	0.0	0	0	1	0	-100.00%	A	0.0	0	0
	WBR			0	-	A	0.0	0	0		0	-	A	0.0	0	0		0	-	A	0.0	0	0		0	-	A	0.0	0	0
	Overall	-	-	-	-	**A**	**1.7**	-	-	-	-	-	**B**	**11.3**	-	-	-	-	-	E	**48.9**	-	-	-	-	-	**F**	**90.4**	-	-
42: Federal Hwy / NE 2nd Ave & NE 36th St	NBL	*50*	39	39	-1.00%	E	72.5	76	293	50	49	-1.43%	E	73.3	92	299	50	52	4.00%	E	74.1	94	334	45	43	-4.53%	F	101.8	115	411
	NBT	*143*	113	116	2.96%	E	72.0	76	293	142	141	-0.83%	E	73.2	92	299	143	147	2.80%	E	72.0	95	334	129	129	0.15%	E	75.8	115	411
	NBT (10048)	*88*	69	67	-3.36%	E	75.2	76	293	87	86	-1.71%	E	75.0	92	299	88	88	0.00%	F	94.6	94	334	79	78	-1.60%	F	135.8	115	411
	NBR	*23*	18	18	-0.67%	D	51.3	76	293	23	22	-3.79%	D	54.9	92	299	23	22	-4.35%	E	58.0	94	334	21	21	1.36%	E	75.7	115	411
	SBL	*39*	31	27	-12.13%	F	178.2	345	619	39	24	-38.10%	F	305.4	742	885	39	24	-38.46%	F	308.8	827	879	35	21	-40.22%	F	328.0	824	879
	SBT	*403*	318	269	-15.28%	F	165.8	344	618	401	261	-34.86%	F	258.3	741	884	403	266	-34.00%	F	274.3	826	878	363	240	-33.89%	F	303.7	823	878
	SBR	*55*	43	38	-12.31%	F	144.9	344	618	55	37	-32.34%	F	293.0	741	883	55	38	-30.91%	F	332.1	825	878	50	35	-29.35%	F	348.5	823	878
	SBR (10048)	*5*	4	4	1.54%	F	151.3	344	617	5	5	0.58%	F	300.9	741	883	5	3	-40.00%	F	327.6	825	878	5	2	-55.59%	F	381.2	823	878
	EBL	*86*	68	67	-1.12%	C	31.4	51	326	86	90	5.26%	D	36.8	76	451	86	85	-1.16%	D	37.1	81	462	77	71	-8.35%	D	43.5	235	567
	EBL (10048)	*16*	13	14	11.06%	C	27.7	53	329	16	19	19.44%	D	38.0	77	454	16	17	6.25%	D	53.7	83	465	14	14	-2.86%	F	85.9	237	570
	EBT	*376*	296	307	3.63%	C	32.6	54	329	374	387	3.52%	D	47.6	78	454	376	391	3.99%	D	53.3	83	465	339	331	-2.27%	F	131.5	237	570
	EBR	*236*	186	197	5.95%	C	24.0	53	329	235	235	0.15%	C	27.5	77	454	236	236	0.00%	C	28.4	82	465	213	211	-0.74%	D	53.6	237	570
	WBL	*0*	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-
	WBT	*207*	163	163	-0.06%	C	23.8	18	126	206	190	-7.68%	C	27.5	24	171	207	185	-10.63%	C	31.6	27	196	186	174	-6.68%	D	37.3	30	199
	WBR	*37*	29	28	-3.95%	B	12.0	18	126	37	31	-15.73%	B	15.0	23	171	37	34	-8.11%	C	21.0	27	196	33	31	-6.99%	C	25.0	29	199
	WBR (10048)	*25*	20	20	1.54%	C	24.1	18	126	25	22	-11.49%	C	31.1	23	171	25	24	-4.00%	E	64.7	27	196	23	22	-2.31%	F	109.3	29	199
	SEBL (79)	*2*	2	1	-36.54%	E	65.5	83	272	2	2	0.58%	E	77.5	89	352	2	1	-50.00%	E	74.3	102	402	2	1	-44.49%	F	118.6	114	482
	SEBL	*61*	48	43	-10.53%	F	83.7	83	272	61	52	-14.26%	E	78.0	89	352	61	49	-19.67%	F	87.4	102	402	55	42	-23.56%	F	146.0	114	482
	SEBT	*330*	260	245	-5.77%	E	73.0	85	273	328	290	-11.61%	E	65.4	91	353	330	271	-17.88%	E	78.3	104	403	297	242	-18.59%	F	92.9	115	483
	SEBR	*56*	44	41	-7.07%	B	19.3	28	193	56	47	-15.58%	C	21.5	36	273	56	46	-17.86%	C	33.5	52	323	50	40	-20.70%	D	39.9	65	403
	Overall	-	-	-	-	E	**68.4**	-	-	-	-	-	**F**	**84.5**	-	-	-	-	-	F	**93.4**	-	-	-	-	-	**F**	**123.9**	-	-
43: Federal Highway & NE 39th St	NBL	*19*	15	18	20.24%	A	7.0	4	110	19	20	5.87%	C	21.6	24	238	19	21	10.53%	D	43.7	59	349	17	16	-6.51%	E	70.8	93	483
	NBT	*224*	176	183	3.69%	A	4.6	5	109	223	227	1.93%	B	15.3	25	238	224	229	2.23%	D	35.9	60	349	202	202	0.11%	E	55.5	93	483
	NBR	*14*	11	11	-0.27%	A	2.9	4	109	14	14	0.58%	B	11.1	24	237	14	14	0.00%	C	27.0	59	348	13	14	11.02%	D	49.1	92	483
	SBL	*10*	8	9	14.23%	A	5.6	2	97	10	6	-39.65%	F	98.2	117	231	10	6	-40.00%	F	164.0	183	236	9	4	-55.59%	F	184.7	185	232
	SBT	*379*	299	294	-1.54%	A	8.1	8	132	377	291	-22.77%	F	145.7	144	266	379	244	-35.62%	F	244.5	217	271	341	213	-37.61%	F	266.1	220	268
	SBR	*76*	60	61	1.87%	A	5.4	8	132	76	55	-27.21%	F	83.5	144	266	76	46	-39.47%	F	160.0	217	271	68	41	-40.11%	F	179.7	220	268
	EBL	*68*	54	58	8.26%	E	74.1	46	219	68	60	-11.25%	F	81.4	145	324	68	60	-11.76%	F	166.4	278	335	61	57	-6.94%	F	157.7	300	345
	EBT	*41*	32	38	17.64%	E	74.8	44	218	41	36	-11.69%	F	87.2	143	323	41	35	-14.63%	F	155.0	277	335	37	32	-13.35%	F	134.4	299	344
	EBR	*59*	46	46	-1.04%	A	7.7	46	219	59	40	-31.81%	F	359.9	146	324	59	42	-28.81%	F	859.8	279	336	53	40	-24.73%	F	951.1	300	346
	WBL	*24*	19	17	-10.10%	E	72.1	34	176	24	21	-11.99%	F	154.3	67	246	24	19	-20.83%	F	194.6	77	247	22	23	6.39%	F	223.6	70	216
	WBT	*93*	73	66	-9.93%	E	74.5	36	177	92	75	-18.89%	F	136.6	69	247	93	77	-17.20%	F	176.6	78	248	84	76	-9.28%	F	159.7	72	217
	WBR	*19*	15	13	-13.16%	E	65.4	36	177	19	15	-20.59%	F	109.3	69	247	19	15	-21.05%	F	128.0	78	248	17	12	-29.88%	F	132.1	72	217
	WBR (34)	*2*	2	1	-36.54%	C	27.7	0	0	2	1	-49.71%	C	33.5	0	0	2	1	-50.00%	E	75.5	0	0	2	2	11.02%	E	55.7	0	0
	Overall	-	-	-	-	**C**	**22.4**	-	-	-	-	-	**F**	**102.0**	-	-	-	-	-	F	**181.7**	-	-	-	-	-	**F**	**199.0**	-	-
44: Biscayne Boulevard at NE 38th/39th St	NBL	*25*	20	22	11.69%	B	14.4	65	483	25	25	0.58%	D	43.3	258	691	25	24	-4.00%	D	46.0	327	689	23	26	15.46%	D	40.9	229	664
	NBT	*582*	459	494	7.73%	B	16.7	73	484	579	589	1.79%	D	38.7	277	692	582	596	2.41%	D	43.9	344	690	524	584	11.40%	C	33.3	243	665
	NBR	*527*	415	449	8.14%	B	18.0	73	483	524	537	2.49%	D	46.4	276	691	527	540	2.47%	D	51.4	344	689	475	533	12.28%	D	38.8	242	664
	SBL	*523*	412	411	-0.26%	B	17.5	43	369	520	505	-2.88%	C	32.8	120	735	523	521	-0.38%	C	34.7	155	898	471	447	-5.12%	C	28.2	319	791
	SBT	*1,228*	968	964	-0.36%	A	7.8	43	369	1,221	1,219	-0.16%	B	12.9	120	735	1,228	1,217	-0.90%	B	15.6	155	898	1,106	1,038	-6.16%	C	32.0	319	791
	SBR	*23*	18	18	-0.67%	A	7.3	37	370	23	22	-3.79%	B	12.2	108	735	23	21	-8.70%	B	14.0	144	899	21	22	6.19%	B	17.0	310	791
	EBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBL	*311*	245	199	-18.79%	E	66.5	83	341	309	242	-21.74%	E	63.0	102	407	311	245	-21.22%	E	66.1	108	408	280	221	-21.11%	E	68.6	95	383
	WBT	*93*	73	59	-19.48%	E	69.5	83	341	92	75	-18.89%	E	70.0	102	407	93	69	-25.81%	E	70.0	108	408	84	66	-21.21%	E	69.9	95	383
	WBR	*222*	175	147	-15.96%	B	11.3	83	341	221	176	-20.26%	B	14.3	102	407	222	183	-17.57%	B	13.5	108	408	200	163	-18.49%	B	13.2	95	383
	Overall	-	-	-	-	**B**	**18.3**	-	-	-	-	-	**C**	**30.8**	-	-	-	-	-	C	**33.9**	-	-	-	-	-	**C**	**34.6**	-	-

Table 3-15A: 2017 AM Peak Period Existing Conditions Intersection Traffic Operations Summary

Intersection	Lane Group	*Balanced Peak Hour Volume*	Hour 1							Hour 2							Hour 3 - Peak Hour							Hour 4						
			Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)
45: Biscayne Boulevard & NE 36th St	NBL	*35*	28	32	16.04%	C	26.4	93	399	35	34	-2.29%	D	35.9	198	625	35	33	-5.71%	D	42.9	258	742	32	31	-1.67%	D	40.1	245	700
	NBT	*833*	656	647	-1.42%	D	39.5	96	399	828	821	-0.87%	E	55.2	201	625	833	803	-3.60%	E	68.5	260	742	750	765	1.95%	E	63.1	247	700
	NBR	*183*	144	147	1.96%	B	12.4	96	399	182	177	-2.72%	C	22.4	201	625	183	181	-1.09%	C	27.7	259	742	165	161	-2.33%	D	42.9	247	700
	SBL	*409*	322	316	-1.94%	C	24.9	86	531	407	373	-8.27%	D	50.1	187	690	409	368	-10.02%	E	64.5	230	744	368	320	-13.14%	F	110.8	289	784
	SBT	*1,069*	842	777	-7.75%	C	22.9	86	531	1,063	974	-8.36%	C	26.4	187	690	1,069	982	-8.14%	C	28.6	230	744	963	872	-9.44%	C	33.7	289	784
	SBR	*94*	74	69	-6.83%	C	20.2	82	531	93	89	-4.77%	C	23.1	173	690	94	85	-9.57%	C	26.9	218	744	85	76	-10.24%	C	32.1	283	784
	EBL	*52*	41	42	2.52%	F	99.4	181	453	52	49	-5.22%	F	105.8	242	533	52	47	-9.62%	F	136.5	243	551	47	45	-3.93%	F	133.1	271	557
	EBT	*298*	235	239	1.79%	F	101.9	181	453	296	291	-1.78%	F	96.0	242	533	298	279	-6.38%	F	93.9	243	551	268	238	-11.34%	F	120.4	272	557
	EBR	*151*	119	114	-4.18%	B	13.7	181	453	150	144	-4.08%	C	27.7	242	533	151	149	-1.32%	C	27.4	243	551	136	126	-7.36%	C	28.6	271	557
	WBL	*495*	390	366	-6.15%	E	72.5	155	441	492	426	-13.44%	F	97.1	264	464	495	442	-10.71%	F	102.5	287	472	446	419	-6.03%	F	95.8	258	463
	WBT	*137*	108	109	0.98%	E	77.1	155	441	136	121	-11.17%	F	99.3	264	464	137	131	-4.38%	F	107.1	287	472	123	117	-5.19%	F	103.3	258	463
	WBR	*342*	269	273	1.32%	C	33.7	155	441	340	303	-10.89%	E	56.4	264	464	342	306	-10.53%	E	66.2	287	472	308	316	2.58%	E	57.7	257	463
	Overall	-	-	-	-	**D**	**41.4**	-	-	-	-	-	**D**	**53.9**	-	-	-	-	-	E	**60.9**	-	-	-	-	-	E	**66.4**	-	-
46: NE 6th Ave & NE 38th St / NE 39th St	NBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	NBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	NBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBR	*27*	21	20	-5.98%	A	6.9	1	65	27	24	-10.60%	A	7.5	1	70	27	24	-11.11%	A	7.6	1	72	24	24	-1.32%	A	6.9	1	72
	EBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBR	*10*	8	10	26.92%	A	0.7	0	0	10	10	0.58%	A	0.7	0	0	10	12	20.00%	A	0.7	0	0	9	9	-0.09%	A	0.7	0	0
	WBL	*2*	2	2	26.92%	A	0.7	0	0	2	2	0.58%	A	0.6	0	0	2	3	50.00%	A	0.6	0	0	2	2	11.02%	A	0.7	0	0
	WBT	*484*	381	386	1.22%	A	0.1	0	0	481	470	-2.33%	A	0.1	0	0	484	483	-0.21%	A	0.1	0	0	436	433	-0.68%	A	0.1	0	0
	WBR	*42*	33	30	-9.34%	A	0.8	0	0	42	39	-6.60%	A	1.0	0	0	42	41	-2.38%	A	0.9	0	0	38	41	8.37%	A	0.9	0	0
	Overall	-	-	-	-	**A**	**0.4**	-	-	-	-	-	**A**	**0.5**	-	-	-	-	-	**A**	**0.5**	-	-	-	-	-	**A**	**0.5**	-	-
49: NE 36th St & EB I-195 On-Ramp	NBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	NBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	NBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBR	*780*	615	609	-0.90%	A	2.3	2	203	776	712	-8.19%	C	20.1	83	633	780	709	-9.10%	C	22.8	103	848	703	678	-3.50%	C	19.0	270	1045
	EBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBT	*890*	701	701	-0.03%	A	0.6	0	0	885	839	-5.18%	A	0.7	0	7	890	827	-7.08%	A	2.5	12	118	802	714	-10.94%	C	17.5	80	231
	EBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBT	*194*	153	152	-0.55%	C	16.0	11	138	193	160	-17.05%	F	79.7	134	254	194	168	-13.40%	F	101.7	175	263	175	189	8.15%	F	80.0	155	266
	WBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	Overall	-	-	-	-	**A**	**2.9**	-	-	-	-	-	**C**	**15.9**	-	-	-	-	-	**C**	**20.2**	-	-	-	-	-	**D**	**25.4**	-	-
52: NE 36th St & NE 5th Ave/EB I-195 On-Ramp	NBL	*63*	50	49	-1.28%	C	15.3	13	164	63	55	-12.19%	F	148.2	215	590	63	51	-19.05%	F	285.5	458	679	57	53	-6.61%	F	606.3	576	713
	NBT	*1*	1	1	26.92%	A	9.2	19	187	1	1	0.58%	F	179.1	231	612	1	0	-100.00%	F	603.5	478	701	1	1	11.02%	F	200.4	597	735
	NBR	*115*	91	92	1.54%	C	15.1	11	157	114	95	-16.91%	F	120.4	210	583	115	91	-20.87%	F	246.5	452	672	104	88	-15.05%	F	503.3	570	706
	SBL			0	-	A	0.0	0	36		0	-	A	0.0	0	43		0	-	A	0.0	0	43		0	-	A	0.0	0	41
	SBT	*2*	2	1	-36.54%	B	10.1	0	82	2	2	0.58%	C	15.8	1	89	2	2	0.00%	B	15.0	1	89	2	2	11.02%	C	15.3	1	87
	SBR	*7*	6	3	-45.60%	A	8.2	0	49	7	6	-13.79%	F	70.3	1	56	7	6	-14.29%	F	75.7	1	57	6	6	-4.84%	F	52.8	1	55
	EBL	*5*	4	4	1.54%	A	0.5	0	2	5	4	-19.54%	A	7.0	0	9	5	6	20.00%	A	3.2	9	66	5	5	11.02%	A	2.1	52	154
	EBT	*879*	693	693	0.07%	A	0.5	0	0	874	828	-5.26%	A	0.6	0	0	879	815	-7.28%	A	1.5	10	65	792	703	-11.21%	A	7.3	60	169
	EBR	*6*	5	4	-15.38%	A	0.5	0	0	6	7	17.34%	A	0.4	0	2	6	7	16.67%	A	1.3	9	61	5	5	-7.49%	A	8.3	52	150
	WBL	*1*	1	1	26.92%	A	2.6	0	23	1	1	0.58%	F	63.8	174	565	1	1	0.00%	F	491.9	383	680	1	1	11.02%	F	496.3	342	660
	WBT	*124*	98	100	2.36%	A	1.9	0	7	123	104	-15.64%	F	161.6	150	521	124	110	-11.29%	F	319.6	349	631	112	127	13.70%	F	263.9	311	611
	WBR			0	-	A	0.0	0	13		0	-	A	0.0	163	545		0	-	A	0.0	367	658		0	-	A	0.0	328	638
	Overall	-	-	-	-	**A**	**2.9**	-	-	-	-	-	**D**	**33.1**	-	-	-	-	-	F	**62.2**	-	-	-	-	-	F	**93.7**	-	-
57: Alton Road & N Bay Road / N Bay Road	NBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	NBT			740	-	A	0.1	0	0		887	-	A	0.1	0	0		824	-	A	0.1	0	0		820	-	A	0.1	0	0
	NBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBT			1,146	-	A	7.2	13	283		1,447	-	B	13.9	60	548		1,461	-	B	13.7	60	567		1,318	-	B	10.4	31	451
	SBR	*127*	100	1	-99.00%	B	11.2	13	283	126	2	-98.42%	A	6.2	60	548	127	3	-97.64%	A	8.9	60	567	114	1	-99.13%	A	6.9	31	451
	EBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBR			100	-	D	29.2	18	134		117	-	F	170.5	148	353		126	-	F	177.9	161	346		117	-	F	68.5	52	236
	WBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	Overall	-	-	-	-	**A**	**5.7**	-	-	-	-	-	**C**	**16.2**	-	-	-	-	-	**C**	**17.6**	-	-	-	-	-	**A**	**9.7**	-	-

Table 3-15A: 2017 AM Peak Period Existing Conditions Intersection Traffic Operations Summary

Intersection	Lane Group	*Balanced Peak Hour Volume*	Hour 1							Hour 2							Hour 3 - Peak Hour							Hour 4						
			Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)
58: Alton Road & 43rd St / Ed Sullivan Dr	NBL	*604*	476	462	-2.92%	E	66.4	111	323	601	552	-8.08%	E	75.9	152	402	604	487	-19.37%	E	70.4	125	374	544	496	-8.83%	E	76.1	136	402
	NBT	*915*	721	706	-2.07%	A	6.9	111	323	910	848	-6.78%	A	8.7	152	402	915	783	-14.43%	A	8.2	125	374	824	781	-5.24%	A	8.0	136	402
	NBR	*36*	28	24	-15.38%	B	11.3	80	324	36	37	3.37%	B	12.1	130	402	36	33	-8.33%	B	12.2	100	375	32	33	1.76%	B	11.1	106	403
	SBL	*31*	24	26	6.45%	A	9.1	75	282	31	29	-5.91%	B	12.0	95	280	31	28	-9.68%	B	12.0	94	281	28	26	-6.89%	B	11.4	85	285
	SBT	*1,382*	1,089	1,084	-0.44%	B	14.8	79	282	1,374	1,367	-0.51%	B	14.6	101	280	1,382	1,388	0.43%	B	14.1	101	281	1,245	1,251	0.49%	B	14.5	90	285
	SBR	*176*	139	136	-1.92%	B	12.8	79	282	175	167	-4.56%	B	13.0	101	280	176	170	-3.41%	B	13.5	101	281	159	158	-0.34%	B	12.6	90	285
	EBL	*32*	25	27	7.09%	E	73.7	20	135	32	34	6.87%	E	74.1	30	145	32	33	3.13%	E	71.9	27	175	29	32	11.02%	E	71.6	24	141
	EBT	*43*	34	34	0.36%	E	72.3	22	138	43	44	2.92%	F	80.1	32	157	43	43	0.00%	E	77.6	30	184	39	38	-1.89%	E	70.9	26	150
	EBR	*123*	97	94	-3.00%	B	11.8	9	124	122	117	-4.33%	B	16.8	20	148	123	120	-2.44%	B	16.2	16	176	111	107	-3.43%	B	14.2	12	139
	WBL	*9*	7	6	-15.38%	F	265.3	309	606	9	5	-44.12%	F	348.7	599	884	9	6	-33.33%	F	375.5	801	916	8	6	-25.99%	F	371.4	790	916
	WBT	*190*	150	137	-8.48%	F	255.9	307	605	189	132	-30.12%	F	332.5	597	883	190	137	-27.89%	F	358.4	799	915	171	135	-21.12%	F	363.1	788	915
	WBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	NWB	*11*	9	8	-7.69%	B	17.6	107	323	11	8	-26.85%	B	19.3	149	402	11	8	-27.27%	B	16.9	122	374	10	8	-19.26%	B	17.1	132	402
	Overall	-	-	-	-	**C**	**34.8**	-	-	-	-	-	**D**	**37.8**	-	-	-	-	-	**D**	**37.8**	-	-	-	-	-	**D**	**40.0**	-	-
71: Alton Road & Nautilus Road/Michigan Ave	NBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	NBT	*385*	303	285	-6.04%	A	0.3	0	79	383	332	-13.27%	A	9.0	22	250	385	314	-18.44%	D	28.5	67	363	347	312	-10.03%	C	24.7	59	314
	NBR	*134*	106	106	0.40%	A	0.0	0	79	133	112	-15.93%	A	2.0	22	250	134	107	-20.15%	A	6.3	67	363	121	117	-3.07%	A	6.0	59	314
	NB - U	*4*	3	3	-4.81%	A	7.5	0	87	4	3	-24.57%	C	20.9	28	289	4	3	-25.00%	C	23.3	83	403	4	3	-16.74%	C	15.5	73	354
	SBL	*20*	16	14	-11.15%	A	4.9	0	33	20	19	-4.45%	A	7.9	1	44	20	19	-5.00%	B	13.5	1	53	18	17	-5.64%	A	7.8	1	53
	SBT	*93*	73	71	-3.10%	A	4.8	0	0	92	93	0.58%	A	6.1	0	15	93	87	-6.45%	A	5.6	0	23	84	82	-2.12%	A	6.5	0	15
	SBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBL	*356*	280	279	-0.53%	D	32.9	65	312	354	318	-10.16%	F	101.3	384	660	356	320	-10.11%	F	134.7	602	677	321	325	1.35%	F	131.1	602	677
	WBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBR	*23*	18	18	-0.67%	C	24.1	62	312	23	21	-8.17%	F	107.6	383	659	23	19	-17.39%	F	163.3	601	677	21	22	6.19%	F	146.1	602	677
	Overall	-	-	-	-	**B**	**13.1**	-	-	-	-	-	E	**42.6**	-	-	-	-	-	**F**	**65.0**	-	-	-	-	-	**F**	**62.6**	-	-
63: Alton Road & 41st St / Arthur Godfrey Road	NBL	*76*	60	60	0.20%	D	46.6	33	168	76	74	-2.07%	D	50.1	46	255	76	78	2.63%	D	52.9	49	256	68	74	8.09%	D	54.1	43	236
	NBT	*121*	95	96	0.70%	D	45.9	33	168	120	117	-2.75%	E	55.8	46	255	121	113	-6.61%	E	75.0	49	256	109	105	-3.66%	E	64.0	43	236
	NBR	*50*	39	38	-3.54%	C	24.9	33	168	50	45	-9.48%	C	29.3	46	255	50	51	2.00%	C	30.8	49	256	45	42	-6.75%	C	28.8	43	236
	SBL	*55*	43	42	-3.08%	C	31.3	23	138	55	54	-1.25%	C	32.8	32	140	55	53	-3.64%	C	30.6	29	139	50	52	4.96%	C	30.5	29	143
	SBT	*106*	84	85	1.78%	C	27.6	24	138	105	97	-7.96%	C	28.8	32	140	106	96	-9.43%	C	26.3	30	139	95	102	6.83%	C	26.9	30	143
	SBR	*288*	227	229	0.92%	A	6.8	23	138	286	262	-8.50%	A	9.3	32	140	288	258	-10.42%	A	8.8	29	139	259	258	-0.55%	A	7.9	30	143
	EBL	*313*	247	242	-1.87%	C	26.4	147	701	311	261	-16.13%	F	96.3	485	1335	313	237	-24.28%	F	222.6	1247	1638	282	260	-7.78%	F	180.1	1359	1637
	EBT	*1,345*	1,060	1,064	0.41%	C	29.8	147	701	1,337	1,213	-9.29%	D	36.1	485	1335	1,345	1,042	-22.53%	D	44.6	1247	1638	1,212	1,136	-6.23%	D	43.0	1359	1637
	EBR	*77*	61	64	5.49%	C	26.3	125	725	77	69	-9.87%	C	26.8	483	1352	77	56	-27.27%	C	28.5	1251	1637	69	67	-3.40%	C	29.4	1357	1637
	WBL	*37*	29	31	6.34%	D	38.4	71	394	37	37	0.58%	D	51.6	116	630	37	35	-5.41%	D	49.2	118	612	33	30	-9.99%	D	51.9	103	529
	WBT	*1,005*	792	778	-1.74%	C	23.3	71	394	999	1,004	0.48%	C	26.6	116	630	1,005	1,009	0.40%	C	27.1	119	612	905	890	-1.69%	C	26.8	104	529
	WBR	*74*	58	55	-5.66%	B	10.7	71	396	74	74	0.58%	C	21.8	116	632	74	74	0.00%	D	39.2	119	614	67	67	0.51%	C	33.7	104	531
	Overall	-	-	-	-	**C**	**26.3**	-	-	-	-	-	**D**	**36.1**	-	-	-	-	-	**D**	**49.1**	-	-	-	-	-	**D**	**46.4**	-	-
64: Alton Road & 39th St	NBL			0	-	A	0.0	0	25		0	-	A	0.0	1	74		0	-	A	0.0	1	70		0	-	A	0.0	1	92
	NBT	*163*	128	128	-0.33%	A	0.8	0	18	162	162	-0.04%	A	1.4	0	48	163	161	-1.23%	A	2.4	1	50	147	144	-1.92%	A	1.9	1	69
	NBR	*40*	32	32	1.54%	A	1.0	0	27	40	41	3.09%	A	1.2	1	76	40	38	-5.00%	A	1.5	1	71	36	34	-5.64%	A	1.4	1	94
	SBL	*51*	40	41	2.04%	A	0.9	0	33	51	48	-5.34%	A	1.4	0	40	51	45	-11.76%	A	1.3	0	42	46	48	4.49%	A	1.2	0	40
	SBT	*169*	133	139	4.39%	A	0.2	0	8	168	154	-8.35%	A	0.2	0	14	169	144	-14.79%	A	0.2	0	13	152	152	-0.15%	A	0.2	0	13
	SBR			0	-	A	0.0	0	20		0	-	A	0.0	0	35		0	-	A	0.0	0	34		0	-	A	0.0	0	25
	EBL	*10*	8	7	-11.15%	A	8.4	0	9	10	9	-9.48%	A	8.8	0	10	10	9	-10.00%	A	8.9	0	6	9	9	-0.09%	A	8.4	0	10
	EBT	*3*	2	2	-15.38%	A	9.9	0	44	3	3	0.58%	A	9.6	0	44	3	3	0.00%	A	9.6	0	43	3	2	-25.99%	A	9.8	0	46
	EBR	*5*	4	3	-23.85%	A	6.7	0	44	5	5	0.58%	A	6.9	0	45	5	5	0.00%	A	7.1	0	44	5	5	11.02%	A	6.9	0	47
	WBL	*61*	48	45	-6.37%	A	8.3	1	62	61	59	-2.72%	A	8.4	2	70	61	62	1.64%	A	8.4	2	72	55	51	-7.18%	A	8.2	1	66
	WBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBR	*74*	58	59	1.20%	A	6.1	0	39	74	74	0.58%	A	6.5	0	54	74	70	-5.41%	A	7.3	0	52	67	69	3.51%	A	6.3	0	46
	Overall	-	-	-	-	**A**	**2.2**	-	-	-	-	-	**A**	**2.7**	-	-	-	-	-	**A**	**3.2**	-	-	-	-	-	**A**	**2.7**	-	-

Table 3-15A: 2017 AM Peak Period Existing Conditions Intersection Traffic Operations Summary

Intersection	Lane Group	*Balanced Peak Hour Volume*	Hour 1							Hour 2							Hour 3 - Peak Hour							Hour 4						
			Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)
65: Alton Road & Barry St	NBL	*13*	10	11	7.40%	A	0.2	0	3	13	11	-14.89%	A	0.5	0	38	13	14	7.69%	A	0.2	0	20	12	11	-6.06%	A	0.5	0	36
	NBT	*165*	130	131	0.77%	A	0.2	0	0	164	167	1.80%	A	0.3	0	16	165	166	0.61%	A	0.2	0	8	149	140	-5.80%	A	0.4	0	17
	NBR	*19*	15	15	0.20%	A	0.8	0	7	19	20	5.87%	A	1.2	0	38	19	18	-5.26%	A	1.1	0	26	17	19	11.02%	A	1.2	0	36
	SBL	*71*	56	55	-1.68%	A	0.6	0	0	71	68	-3.67%	A	0.6	0	10	71	64	-9.86%	A	0.6	0	0	64	65	1.63%	A	0.6	0	0
	SBT	*149*	117	121	3.07%	A	0.3	0	0	148	135	-8.87%	A	0.3	0	10	149	134	-10.07%	A	0.3	0	0	134	129	-3.89%	A	0.4	0	0
	SBR	*15*	12	12	1.54%	A	0.7	0	0	15	13	-12.83%	A	0.7	0	14	15	12	-20.00%	A	0.6	0	5	14	14	3.61%	A	0.7	0	8
	EBL	*16*	13	11	-12.74%	A	7.0	1	66	16	13	-18.28%	A	7.0	1	62	16	14	-12.50%	A	7.0	1	63	14	16	11.02%	A	6.9	1	65
	EBT			0	-	A	0.0	0	34		0	-	A	0.0	0	29		0	-	A	0.0	0	30		0	-	A	0.0	0	33
	EBR	*11*	9	9	3.85%	A	6.6	1	76	11	11	0.58%	A	6.9	1	71	11	10	-9.09%	A	7.0	1	72	10	9	-9.17%	A	7.5	1	74
	WBL	*46*	36	34	-6.19%	A	7.5	0	34	46	41	-10.35%	A	7.8	0	37	46	44	-4.35%	A	7.7	0	37	41	38	-8.29%	A	7.7	0	39
	WBT			0	-	A	0.0	0	34		0	-	A	0.0	0	37		0	-	A	0.0	0	37		0	-	A	0.0	0	39
	WBR	*21*	17	18	8.79%	A	7.1	3	92	21	23	10.16%	A	7.0	3	93	21	20	-4.76%	A	7.3	3	95	19	22	16.30%	A	8.1	3	100
	Overall	-	-	-	-	**A**	**1.5**	-	-	-	-	-	**A**	**1.6**	-	-	-	-	-	**A**	**1.6**	-	-	-	-	-	**A**	**1.8**	-	-
66: Alton Road & 34th St	NBL	*902*	711	709	-0.23%	A	0.5	0	55	897	883	-1.54%	A	0.5	0	42	902	898	-0.44%	A	0.5	0	55	812	819	0.80%	A	0.5	0	40
	NBT	*191*	150	153	1.67%	A	0.7	0	55	190	194	2.16%	A	0.7	0	42	191	194	1.57%	A	0.6	0	55	172	166	-3.51%	A	0.6	0	40
	NBR	*4*	3	3	-4.81%	A	0.1	0	55	4	5	25.72%	A	0.3	0	42	4	5	25.00%	-	-0.1	0	55	4	4	11.02%	A	0.7	0	40
	SBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBR	*5*	4	4	1.54%	A	4.8	0	0	5	4	-19.54%	A	4.7	0	0	5	4	-20.00%	A	4.7	0	0	5	4	-11.19%	A	4.8	0	0
	Overall	-	-	-	-	**A**	**0.6**	-	-	-	-	-	**A**	**0.6**	-	-	-	-	-	**A**	**0.6**	-	-	-	-	-	**A**	**0.5**	-	-
67: Alton Road & Chase Ave	NBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	NBT	*890*	701	704	0.40%	B	16.9	42	253	885	879	-0.66%	B	15.5	49	323	890	890	0.00%	B	16.3	53	314	802	806	0.54%	B	16.0	46	284
	NBR	*46*	36	35	-3.43%	A	6.0	41	253	46	44	-3.79%	A	7.1	49	323	46	47	2.17%	A	7.7	52	314	41	39	-5.88%	A	7.0	45	284
	SBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBT	*1,774*	1,398	1,431	2.38%	B	19.1	116	827	1,764	1,696	-3.84%	B	16.8	193	1412	1,774	1,589	-10.43%	B	17.4	189	1444	1,598	1,572	-1.63%	B	17.8	205	1393
	SBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBL	*59*	46	45	-3.19%	B	14.6	4	72	59	57	-2.83%	C	22.6	8	105	59	59	0.00%	C	21.7	8	94	53	52	-2.16%	C	20.1	6	97
	EBT	*20*	16	15	-4.81%	B	20.0	4	72	20	18	-9.48%	C	25.7	8	104	20	18	-10.00%	C	23.8	8	93	18	17	-5.64%	C	20.8	6	96
	EBR	*4*	3	4	26.92%	B	10.9	9	102	4	4	0.58%	C	23.1	17	134	4	3	-25.00%	B	15.2	16	123	4	3	-16.74%	B	15.0	13	126
	WBL	*33*	26	25	-3.85%	C	20.6	4	99	33	32	-2.47%	C	28.5	8	117	33	34	3.03%	C	26.5	7	121	30	29	-2.44%	C	25.7	6	106
	WBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBR	*148*	117	115	-1.38%	A	6.5	4	99	147	147	-0.10%	A	8.3	8	117	148	147	-0.68%	A	8.4	7	121	133	130	-2.49%	A	7.7	6	106
	Overall	-	-	-	-	**B**	**17.5**	-	-	-	-	-	**B**	**16.1**	-	-	-	-	-	**B**	**16.6**	-	-	-	-	-	**B**	**16.8**	-	-
61: Alton Road & Unnamed Road	NBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	NBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	NBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBT	*137*	108	143	32.48%	A	9.7	2	96	136	164	20.40%	B	10.3	3	114	137	166	21.17%	B	10.5	4	112	123	154	24.79%	B	10.3	3	118
	SBR	*19*	15	20	33.60%	A	8.7	8	123	19	23	21.75%	A	9.6	10	135	19	23	21.05%	B	10.1	10	135	17	22	28.54%	A	9.2	9	139
	EBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBT	*902*	711	708	-0.37%	A	0.1	0	0	897	882	-1.65%	A	0.2	0	0	902	899	-0.33%	A	0.2	0	0	812	819	0.80%	A	0.2	0	0
	WBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	Overall	-	-	-	-	**A**	**1.9**	-	-	-	-	-	**A**	**1.9**	-	-	-	-	-	**A**	**2.0**	-	-	-	-	-	**A**	**1.9**	-	-
88: Ed Sullivan Dr	NBL	*43*	34	-	-	-	-	-	-	43	-	-	-	-	-	-	43	-	-	-	-	-	-	39	-	-	-	-	-	-
	NBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	NBR	*199*	157	-	-	-	-	-	-	198	-	-	-	-	-	-	199	-	-	-	-	-	-	179	-	-	-	-	-	-
	SBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBT	*29*	23	155	578.38%	A	0.2	0	0	29	196	579.78%	A	0.2	0	34	29	196	575.86%	A	0.2	0	34	26	176	573.75%	A	0.2	0	11
	EBR	*7*	6	-	-	-	-	-	-	7	-	-	-	-	-	-	7	-	-	-	-	-	-	6	-	-	-	-	-	-
	WBL	*316*	249	232	-6.82%	A	7.6	10	245	314	269	-14.38%	A	9.1	18	303	316	254	-19.62%	A	7.7	12	263	285	250	-12.17%	A	8.0	14	306
	WBT	*694*	547	501	-8.37%	A	5.7	10	245	690	581	-15.80%	A	6.6	18	303	694	541	-22.05%	A	5.8	12	263	625	539	-13.78%	A	6.0	14	306
	WBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	Overall	-	-	-	-	**A**	**5.2**	-	-	-	-	-	**A**	**6.0**	-	-	-	-	-	**A**	**5.2**	-	-	-	-	-	**A**	**5.5**	-	-

1. Demand volumes computed by applying factors in Table 3-1 to Balanced Peak Hour Turning Movement Volumes summarized in Exhibits 3-1 to 3-3.

** Refer to Exhibits 3-4 through 3-12 to correlate the reulsts of this Table to the intersection locations by Intersection ID..*

Table 3-15B: 2017 PM Peak Period Existing Conditions Intersection Traffic Operations Summary

Intersection	Lane Group	Balanced Peak Hour Volume	Hour 1 - Peak Hour							Hour 2							Hour 3							Hour 4						
			Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)
3: I-95 SB Express Lanes off-ramp/NW 40th St & NW 12th Ave	NBL	79	79	77	-2.53%	A	4.3	9	210	78	76	-2.96%	A	5.6	10	241	76	74	-3.16%	A	4.9	10	246	76	73	-4.55%	A	4.6	9	207
	NBT	1,332	1,332	1,335	0.23%	A	2.7	11	211	1,320	1,317	-0.26%	A	2.7	11	241	1,288	1,294	0.43%	A	2.8	11	246	1,290	1,289	-0.04%	A	2.7	10	207
	NBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBT	511	511	507	-0.78%	A	5.3	9	145	507	505	-0.31%	A	5.4	9	147	494	494	-0.06%	A	5.4	9	140	495	495	0.06%	A	5.2	8	140
	SBR	16	16	16	0.00%	A	3.7	9	147	16	15	-5.43%	A	4.5	9	150	15	15	-3.08%	A	4.4	9	143	15	15	-3.16%	A	3.7	9	143
	EBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBL	126	126	123	-2.38%	D	37.7	29	157	125	128	2.47%	D	37.8	31	167	122	119	-2.36%	D	37.0	28	177	122	119	-2.44%	D	35.7	26	157
	WBT	38	38	39	2.63%	D	40.3	30	158	38	41	8.84%	D	38.8	31	168	37	38	3.38%	D	37.5	28	178	37	33	-10.30%	D	39.6	26	158
	WBR	63	63	62	-1.59%	B	12.0	29	157	62	65	4.07%	B	11.8	30	167	61	60	-1.54%	B	11.9	27	177	61	62	1.65%	B	11.8	25	157
	Overall	-	-	-	-	**A**	**6.3**	-	-	-	-	-	**A**	**6.5**	-	-	-	-	-	**A**	**6.3**	-	-	-	-	-	**A**	**6.1**	**16**	-
4: NW 39th St & NW 12th Ave	NBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	NBT	1,187	1,187	1,188	0.08%	A	9.3	40	359	1,177	1,178	0.11%	A	9.1	38	359	1,148	1,149	0.07%	A	9.0	36	328	1,149	1,144	-0.45%	A	8.8	36	360
	NBR	49	49	47	-4.08%	A	9.7	40	360	49	47	-3.24%	A	7.6	38	359	47	46	-2.95%	A	8.0	36	328	47	52	9.62%	A	8.3	36	360
	SBL	42	42	41	-2.38%	B	10.4	9	141	42	41	-1.53%	B	11.2	8	147	41	44	8.31%	B	10.5	8	131	41	44	8.21%	A	9.5	8	131
	SBT	595	595	590	-0.84%	A	4.9	9	142	590	592	0.36%	A	4.9	9	147	576	569	-1.13%	A	4.8	9	131	576	569	-1.22%	A	4.8	9	131
	SBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBL	224	224	224	0.00%	D	35.5	55	269	222	217	-2.28%	D	36.1	53	281	217	219	1.08%	D	35.7	53	264	217	218	0.53%	C	34.9	51	248
	EBT	78	78	84	7.69%	C	31.9	56	270	77	78	0.87%	C	31.1	54	281	75	76	0.73%	C	31.7	54	265	76	74	-2.00%	C	32.9	52	248
	EBR	190	190	184	-3.16%	A	7.4	51	270	188	193	2.47%	A	7.4	49	281	184	182	-0.97%	A	7.2	48	265	184	184	0.03%	A	7.2	47	248
	WBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	Overall	,-	,-	-	-	**B**	**11.4**	-	-	-	-	-	**B**	**11.1**	**36**	-	-	-	-	**B**	**11.1**	-	-	-	-	-	**B**	**11.0**	-	-
68: NW 39th St & NW 10th Ave	NBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	NBT	628	628	621	-1.11%	A	0.9	0	0	623	617	-0.89%	A	1.0	0	0	607	604	-0.57%	A	0.9	0	0	608	603	-0.82%	A	0.9	0	0
	NBR	135	135	138	2.22%	A	3.1	0	46	134	140	4.61%	A	3.1	0	35	131	132	1.09%	A	3.0	0	41	131	133	1.76%	A	3.0	0	26
	SBL	17	17	18	5.88%	A	0.6	0	0	17	15	-10.99%	A	0.8	0	0	16	17	3.38%	A	0.6	0	0	16	15	-8.86%	A	0.5	0	0
	SBT	197	197	194	-1.52%	A	0.1	0	0	195	197	0.87%	A	0.1	0	0	191	188	-1.34%	A	0.1	0	0	191	189	-0.90%	A	0.1	0	0
	SBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBL	73	73	69	-5.48%	A	8.7	1	72	72	70	-3.27%	A	8.7	1	71	71	69	-2.28%	A	8.3	0	68	71	75	6.12%	A	8.5	0	66
	EBT	46	46	50	8.70%	A	9.8	1	72	46	46	0.87%	A	9.8	1	71	44	43	-3.36%	A	9.8	0	68	45	43	-3.44%	A	9.7	0	66
	EBR	54	54	53	-1.85%	A	6.9	7	131	54	50	-6.60%	A	7.0	7	126	52	54	3.38%	A	6.9	7	130	52	52	-0.53%	A	6.8	7	124
	WBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	Overall	-	-	-	-	**A**	**2.2**	-	-	-	-	-	**A**	**2.2**	-	-	-	-	-	**A**	**2.1**	-	-	-	-	-	**A**	**2.1**	-	-
35: N Miami Ave & NW/NE 38th St/On-Ramp to I-195 WB	NBL (On-Ramp)	378	378	375	-0.79%	A	5.7	31	248	375	376	0.34%	A	5.4	30	242	366	365	-0.17%	A	5.1	29	253	366	364	-0.53%	A	5.0	28	247
	NBL	6	6	7	16.67%	B	11.6	31	248	6	5	-15.94%	A	8.3	30	242	6	6	3.38%	A	9.0	29	253	6	6	3.29%	A	9.3	28	247
	NBT	1,369	1,369	1,372	0.22%	A	3.7	31	248	1,357	1,366	0.65%	A	3.7	30	242	1,324	1,338	1.04%	A	3.8	29	253	1,325	1,321	-0.33%	A	3.7	28	247
	NBR	95	95	94	-1.05%	A	3.1	31	248	94	94	-0.19%	A	3.3	30	242	92	97	5.56%	A	2.9	29	253	92	94	2.21%	A	2.8	28	247
	SBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBT	288	288	284	-1.39%	A	6.0	16	241	286	280	-1.93%	A	6.5	16	223	279	280	0.51%	A	5.8	13	203	279	285	2.22%	A	6.0	14	253
	SBR (On-Ramp)	362	362	362	0.00%	A	8.1	16	243	359	362	0.87%	A	8.3	16	224	350	347	-0.90%	A	7.5	14	204	350	341	-2.70%	A	7.7	14	254
	SBR	10	10	11	10.00%	A	6.9	16	242	10	10	0.87%	A	6.4	16	224	10	10	3.38%	A	5.9	13	203	10	9	-7.04%	A	4.6	14	253
	EBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBL	14	14	14	0.00%	E	65.4	63	314	14	12	-13.54%	E	68.8	67	315	14	12	-11.38%	E	58.1	67	308	14	12	-11.46%	E	63.4	63	310
	WBT (On-Ramp)	142	142	114	-19.72%	E	63.3	62	314	141	121	-14.05%	E	65.8	67	314	137	118	-14.09%	E	68.0	67	308	137	116	-15.62%	E	64.7	62	310
	WBT	4	4	4	0.00%	E	60.5	63	314	4	4	0.87%	E	73.1	68	315	4	4	3.38%	E	60.5	67	309	4	4	3.29%	E	61.1	63	310
	WBR	31	31	29	-6.45%	D	46.2	62	313	31	27	-12.14%	D	48.8	67	314	30	29	-3.29%	D	48.8	67	308	30	26	-13.37%	D	46.6	62	309
	Overall	-	-	-	-	**A**	**8.2**	-	-	-	**2,657**	-	**A**	**8.6**	-	-	-	-	-	**A**	**8.4**	-	-	-	-	-	**A**	**8.2**	-	-

Table 3-15B: 2017 PM Peak Period Existing Conditions Intersection Traffic Operations Summary

Intersection	Lane Group	Balanced Peak Hour Volume	Hour 1 - Peak Hour							Hour 2							Hour 3							Hour 4						
			Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)
36: N Miami Ave & Off-Ramp from I-195 EB	NBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	NBT	1,332	1,332	1,326	-0.45%	A	8.8	61	311	1,320	1,322	0.12%	A	9.0	61	317	1,288	1,294	0.43%	A	8.7	60	323	1,290	1,285	-0.35%	A	8.3	57	323
	NBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBT	302	302	298	-1.32%	B	13.0	13	165	299	292	-2.47%	B	13.8	14	160	292	291	-0.38%	B	15.0	15	169	292	297	1.58%	B	14.1	14	160
	SBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBL	516	516	522	1.16%	D	54.9	123	427	512	520	1.65%	D	53.0	118	402	499	511	2.38%	D	53.8	126	428	500	500	0.09%	D	52.5	116	408
	EBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBR	591	591	608	2.88%	C	21.0	123	427	586	600	2.41%	C	21.1	118	402	572	589	3.03%	C	26.4	126	428	572	588	2.77%	C	21.9	116	408
	WBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	Overall	-	-	-	-	**C**	**20.7**	-	-	-	-	-	**C**	**20.5**	-	-	-	-	-	**C**	**21.8**	-	-	-	-	-	**C**	**20.2**	-	-
37: N Miami Ave & NW/NE 36th St	NBL	56	56	55	-1.79%	D	45.7	165	597	56	55	-0.93%	D	42.4	168	598	54	48	-11.38%	D	44.4	164	593	54	54	-0.39%	D	46.9	156	587
	NBT	1,084	1,084	1,085	0.09%	D	37.1	166	597	1,075	1,075	0.04%	D	38.1	169	598	1,049	1,055	0.62%	D	37.9	165	593	1,049	1,047	-0.23%	D	37.1	158	587
	NBR	102	102	102	0.00%	A	8.5	165	597	101	95	-6.05%	A	8.2	169	598	99	99	0.34%	A	7.7	164	593	99	100	1.27%	A	7.9	157	587
	SBL	170	170	168	-1.18%	E	55.4	91	318	169	161	-4.47%	D	53.5	97	315	164	164	-0.26%	E	55.8	102	308	165	168	2.08%	E	55.7	98	314
	SBT	474	474	476	0.42%	C	20.3	91	316	470	473	0.66%	C	22.4	96	313	458	465	1.42%	C	23.3	102	306	459	471	2.64%	C	23.2	98	312
	SBR	248	248	257	3.63%	B	16.9	87	318	246	253	2.91%	B	18.0	93	315	240	241	0.47%	B	18.6	99	308	240	244	1.63%	B	18.6	94	314
	EBL	98	98	95	-3.06%	D	41.0	65	285	97	97	-0.16%	D	38.1	61	305	95	94	-0.84%	D	38.5	62	315	95	95	0.13%	D	39.9	61	304
	EBT	345	345	341	-1.16%	D	43.0	65	285	342	341	-0.30%	D	40.9	61	305	334	331	-0.81%	D	41.7	62	315	334	334	0.00%	D	40.3	61	304
	EBR	76	76	78	2.63%	C	27.7	64	285	75	75	-0.45%	C	25.4	60	305	74	75	2.02%	C	27.3	61	315	74	71	-3.50%	C	28.3	60	304
	WBL	80	80	82	2.50%	D	52.1	155	591	79	77	-2.91%	D	49.4	147	565	77	82	5.97%	D	46.8	131	532	77	74	-4.45%	D	45.0	135	548
	WBT	348	348	351	0.86%	E	55.2	155	591	345	345	0.00%	D	53.0	148	565	337	343	1.90%	D	50.0	131	532	337	345	2.40%	D	51.5	135	548
	WBR	150	150	148	-1.33%	C	26.9	155	591	149	148	-0.47%	C	26.8	147	565	145	143	-1.44%	C	24.7	130	531	145	145	-0.15%	C	24.1	135	548
	Overall	-	-	-	-	**D**	**35.6**	-	-	-	-	-	**D**	**35.6**	-	-	-	-	-	**D**	**35.5**	-	-	-	-	-	**D**	**35.2**	-	-
38: NE 1st Ave & NE 38th St	NBL	60	60	60	0.00%	A	8.0	6	112	59	59	-0.81%	A	7.7	6	116	58	62	6.83%	A	8.1	7	131	58	59	1.57%	A	8.6	7	139
	NBT	72	72	77	6.94%	A	9.2	1	72	71	70	-1.93%	A	9.3	1	73	70	74	6.26%	A	9.3	1	94	70	74	6.16%	A	9.7	2	100
	NBR	34	34	33	-2.94%	A	7.1	4	100	34	37	9.77%	A	7.1	4	105	33	36	9.47%	A	7.4	5	119	33	34	3.29%	A	7.8	5	127
	SBL	21	21	20	-4.76%	A	7.4	2	94	21	20	-3.93%	A	7.5	2	94	20	18	-11.38%	A	7.6	2	91	20	17	-16.38%	A	7.4	2	92
	SBT	39	39	39	0.00%	A	8.6	0	58	39	39	0.87%	A	8.6	0	56	38	39	3.38%	A	8.7	0	53	38	37	-2.00%	A	8.6	0	50
	SBR	34	34	33	-2.94%	A	5.9	2	89	34	34	0.87%	A	5.8	2	86	33	31	-5.74%	A	5.8	2	86	33	33	0.26%	A	5.7	2	87
	EBL	24	24	22	-8.33%	A	7.4	2	89	24	21	-11.74%	A	7.9	2	84	23	23	-0.92%	A	8.1	2	85	23	23	-1.01%	A	8.1	2	100
	EBT	60	60	56	-6.67%	A	9.2	4	99	59	56	-5.85%	A	9.2	4	93	58	57	-1.78%	A	9.2	4	93	58	54	-7.04%	A	9.4	4	108
	EBR	16	16	16	0.00%	A	7.0	2	83	16	17	7.18%	A	6.8	2	78	15	16	3.38%	A	6.9	2	83	15	17	9.75%	A	7.3	2	93
	WBL	12	12	6	-50.00%	A	7.4	0	66	12	9	-24.35%	A	7.7	1	73	12	7	-39.69%	A	8.1	1	69	12	8	-31.14%	A	8.4	1	76
	WBT	98	98	67	-31.63%	A	9.3	6	133	97	70	-27.95%	A	9.3	7	137	95	71	-25.10%	A	9.4	7	129	95	65	-31.49%	A	9.5	6	142
	WBR	50	50	36	-28.00%	A	6.9	3	95	50	36	-27.37%	A	7.2	3	108	48	33	-31.77%	A	7.0	3	99	48	35	-27.69%	A	7.2	3	108
	Overall	-	-	-	-	**A**	**8.2**	-	-	-	-	-	**A**	**8.2**	-	-	-	-	-	**A**	**8.4**	-	-	-	-	-	**A**	**8.5**	-	-
39: NE 1st Ave & NE 36th St	NBL	36	36	37	2.78%	C	19.5	41	337	36	34	-4.73%	E	47.9	169	468	35	37	6.26%	C	16.9	53	289	35	32	-8.18%	E	44.3	148	364
	NBT	98	98	93	-5.10%	C	22.4	30	302	97	95	-2.22%	F	62.5	154	433	95	98	3.38%	C	17.3	44	254	95	87	-8.30%	F	53.7	136	331
	NBR	108	108	105	-2.78%	C	21.9	38	323	107	105	-1.93%	F	58.5	164	453	104	107	2.43%	C	15.2	51	274	105	98	-6.27%	F	56.3	145	351
	SBL	18	18	21	16.67%	B	11.9	1	78	18	23	28.89%	C	16.5	2	81	17	22	26.36%	A	8.5	2	80	17	22	26.25%	B	13.8	2	78
	SBT	14	14	19	35.71%	A	8.4	0	13	14	20	44.10%	A	8.7	0	9	14	19	40.31%	A	8.5	0	18	14	18	32.81%	A	8.5	0	7
	SBR	16	16	21	31.25%	A	7.7	1	68	16	22	38.70%	A	7.3	1	69	15	20	29.23%	A	7.6	1	68	15	21	35.57%	A	7.7	1	66
	EBL	51	51	44	-13.73%	A	4.9	5	127	51	42	-16.93%	A	3.8	13	184	49	48	-2.70%	A	4.4	1	65	49	47	-4.81%	A	4.9	14	131
	EBT	549	549	494	-10.02%	A	4.9	4	107	544	490	-9.97%	B	12.7	11	189	531	473	-10.93%	A	1.0	0	62	531	487	-8.37%	B	11.6	12	137
	EBR	77	77	71	-7.79%	A	3.0	5	127	76	66	-13.54%	A	7.6	15	184	74	72	-3.33%	A	1.4	0	48	75	65	-12.80%	A	7.0	16	134
	WBL	65	65	60	-7.69%	A	2.4	0	33	64	57	-11.54%	A	1.9	0	26	63	60	-4.57%	A	2.1	0	19	63	57	-9.42%	A	1.9	0	26
	WBT	569	569	532	-6.50%	A	0.9	0	122	564	521	-7.64%	A	0.7	0	46	550	512	-6.97%	A	0.6	0	87	551	514	-6.69%	A	0.6	0	49
	WBR	33	33	33	0.00%	A	2.4	0	54	33	29	-11.35%	A	1.9	0	34	32	27	-15.41%	A	1.6	0	32	32	32	0.16%	A	2.3	0	46
	Overall	-	-	-	-	**A**	**6.0**	-	-	-	-	-	**B**	**13.7**	-	-	-	-	-	**A**	**4.0**	-	-	-	-	-	**B**	**11.5**	-	-
40: NE 2nd Ave & NE 39th St	NBL	15	15	13	-13.33%	C	20.2	51	371	15	15	0.87%	B	15.8	50	372	15	16	10.28%	B	11.2	25	364	15	16	10.18%	A	7.7	12	350
	NBT	320	320	308	-3.75%	B	19.8	51	371	317	300	-5.43%	B	18.7	50	372	310	296	-4.37%	B	10.7	25	364	310	330	6.52%	A	6.1	13	350
	NBR	55	55	52	-5.45%	B	16.7	51	371	55	55	0.87%	B	17.1	50	372	53	51	-4.13%	A	8.2	25	364	53	55	3.29%	A	4.8	12	350
	SBL	64	64	64	0.00%	B	12.1	16	257	63	62	-2.28%	B	12.8	15	255	62	63	1.77%	B	10.5	14	244	62	59	-4.78%	B	11.9	13	216
	SBT	266	266	261	-1.88%	A	9.4	17	257	264	265	0.49%	A	8.8	15	255	257	257	-0.11%	A	8.3	14	244	258	256	-0.59%	A	8.3	13	217
	SBR	41	41	42	2.44%	A	7.0	16	257	41	40	-1.59%	A	6.3	15	255	40	37	-6.70%	A	6.1	14	244	40	41	3.29%	A	6.1	13	217
	EBL	46	46	41	-10.87%	E	66.2	53	167	46	42	-7.90%	E	68.2	52	161	44	43	-3.36%	E	65.1	50	164	45	43	-3.44%	E	66.1	51	159
	EBT	64	64	67	4.69%	E	63.5	53	167	63	63	-0.70%	E	63.5	52	161	62	58	-6.31%	E	63.7	51	164	62	60	-3.16%	E	63.8	52	159
	EBR	49	49	48	-2.04%	D	40.8	53	167	49	50	2.93%	D	38.9	52	161	47	49	3.38%	D	39.4	50	164	47	47	-0.92%	D	39.1	51	159
	WBL	39	39	31	-20.51%	D	44.1	41	357	39	29	-24.99%	D	47.0	39	355	38	28	-25.78%	D	45.5	38	350	38	31	-17.89%	D	44.9	44	374
	WBT	104	104	81	-22.12%	D	39.1	41	357	103	79	-23.38%	D	38.1	39	355	101	79	-21.47%	D	38.7	38	350	101	78	-22.53%	D	42.0	44	374
	WBR	96	96	76	-20.83%	C	24.6	41	357	95	76	-20.14%	C	24.3	39	355	93	74	-20.31%	C	23.5	38	350	93	77	-17.15%	C	26.6	44	374
	Overall	-	-	-	-	**C**	**24.1**	-	-	-	-	-	**C**	**23.4**	-	-	-	-	-	**C**	**20.3**	-	-	-	-	-	**B**	**18.9**	-	-

Table 3-15B: 2017 PM Peak Period Existing Conditions Intersection Traffic Operations Summary

Intersection	Lane Group	Balanced Peak Hour Volume	Hour 1 - Peak Hour							Hour 2							Hour 3							Hour 4						
			Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)
41: NE 2nd Ave & NE 38th St	NBL	29	29	29	0.00%	A	2.3	2	154	29	28	-2.61%	A	3.0	6	260	28	28	-0.18%	A	2.4	2	175	28	30	6.86%	A	1.9	1	128
	NBT	293	293	292	-0.34%	A	3.2	1	109	290	282	-2.91%	A	6.0	4	218	283	274	-3.32%	A	2.6	1	133	284	316	11.40%	A	1.3	0	88
	NBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBT	268	268	259	-3.36%	A	0.5	0	20	266	258	-2.89%	A	0.5	0	11	259	251	-3.17%	A	0.5	0	19	259	257	-0.95%	A	0.5	0	48
	SBR	85	85	81	-4.71%	A	1.3	0	33	84	87	3.25%	A	1.2	0	32	82	83	0.95%	A	1.3	0	32	82	77	-6.43%	A	1.7	0	75
	EBL	96	96	84	-12.50%	A	8.8	5	96	95	87	-8.58%	A	9.0	5	99	93	86	-7.38%	A	7.4	5	100	93	82	-11.77%	A	7.1	4	98
	EBT			0	-	A	0.0	0	57		0	-	A	0.0	0	54		0	-	A	0.0	0	60		0	-	A	0.0	0	58
	EBR	30	30	25	-16.67%	A	6.3	0	57	30	26	-12.58%	A	6.1	0	54	29	25	-13.85%	A	6.2	0	60	29	24	-17.36%	A	6.1	0	58
	WBL			0	-	A	0.0	0	0		0	-	A	0.0	0	0		0	-	A	0.0	0	0		0	-	A	0.0	0	0
	WBT	1	1	0	-100.00%	A	0.0	0	0	1	0	-100.00%	A	0.0	0	0	1	0	-100.00%	A	0.0	0	0	1	0	-100.00%	A	0.0	0	0
	WBR			0	-	A	0.0	0	0		0	-	A	0.0	0	0		0	-	A	0.0	0	0		0	-	A	0.0	0	0
	Overall	-	-	-	-	**A**	**2.8**	-	-	-	-	-	**A**	**3.8**	-	-	-	-	-	**A**	**2.4**	-	-	-	-	-	**A**	**1.9**	-	-
42: Federal Hwy / NE 2nd Ave & NE 36th St	NBL	92	92	89	-3.26%	E	75.8	377	1013	91	82	-10.09%	F	97.5	880	1340	89	82	-7.85%	F	105.3	1223	1335	89	91	2.17%	F	86.5	1090	1335
	NBT	434	434	417	-3.92%	E	76.5	377	1013	430	371	-13.77%	F	113.4	880	1340	420	379	-9.72%	F	114.7	1223	1335	420	450	7.10%	F	86.9	1090	1335
	NBT (10048)	239	239	230	-3.77%	E	76.4	377	1013	237	214	-9.68%	F	93.7	880	1340	231	210	-9.16%	F	100.2	1223	1335	231	252	8.91%	F	89.3	1090	1335
	NBR	46	46	43	-6.52%	F	88.4	377	1013	46	38	-16.67%	F	159.0	880	1340	44	43	-3.36%	F	150.6	1223	1335	45	46	3.29%	F	96.6	1090	1335
	SBL	25	25	22	-12.00%	F	134.9	98	331	25	23	-7.20%	F	213.8	69	269	24	22	-9.02%	F	183.8	74	273	24	25	3.29%	F	172.4	76	273
	SBT	109	109	100	-8.26%	F	121.9	100	330	108	96	-11.16%	F	80.5	73	268	105	100	-5.15%	F	83.4	78	272	106	100	-5.23%	F	83.7	77	271
	SBR	100	100	98	-2.00%	E	74.1	99	329	99	97	-2.15%	E	74.7	72	267	97	99	2.35%	F	82.3	77	272	97	92	-4.97%	F	81.3	77	271
	SBR (10048)	14	14	12	-14.29%	E	70.5	99	329	14	13	-6.33%	F	80.8	72	267	14	13	-4.00%	F	81.2	77	272	14	11	-18.84%	F	85.3	77	271
	EBL	122	122	104	-14.75%	E	55.4	226	610	121	110	-9.05%	E	68.3	292	624	118	112	-5.09%	E	65.4	152	520	118	107	-9.41%	E	69.6	204	500
	EBL (10048)	53	53	46	-13.21%	D	42.4	228	613	53	52	-1.03%	E	60.8	295	627	51	45	-12.22%	E	57.8	154	523	51	47	-8.40%	E	58.2	207	503
	EBT	366	366	325	-11.20%	F	167.9	229	613	363	338	-6.84%	F	213.8	295	627	354	336	-5.09%	F	165.5	155	523	354	336	-5.17%	F	159.8	207	503
	EBR	134	134	122	-8.96%	E	76.3	228	613	133	118	-11.17%	F	97.0	294	627	130	116	-10.50%	E	57.0	151	523	130	118	-9.04%	E	63.6	203	503
	WBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBT	371	371	356	-4.04%	E	61.8	95	371	368	352	-4.29%	E	68.3	100	328	359	345	-3.86%	D	51.9	75	286	359	343	-4.50%	D	40.7	60	330
	WBR	34	34	29	-14.71%	D	51.1	94	371	34	31	-8.03%	E	60.0	100	328	33	32	-2.70%	D	44.3	75	286	33	31	-5.82%	C	31.6	60	330
	WBR (10048)	36	36	33	-8.33%	E	60.9	94	371	36	33	-7.53%	E	67.7	100	328	35	32	-8.10%	D	52.8	75	286	35	33	-5.31%	D	45.7	60	330
	SEBL (79)	3	3	3	0.00%	F	99.4	67	257	3	3	0.87%	E	73.0	70	261	3	2	-31.08%	F	80.7	70	242	3	3	3.29%	F	88.1	78	251
	SEBL	65	65	56	-13.85%	F	140.1	67	257	64	61	-5.33%	F	197.3	71	261	63	61	-2.98%	F	153.8	70	242	63	62	-1.47%	F	120.1	78	251
	SEBT	154	154	149	-3.25%	E	74.9	69	258	153	144	-5.68%	E	77.9	72	261	149	143	-4.00%	F	81.8	72	243	149	141	-5.43%	F	88.5	80	251
	SEBR	83	83	78	-6.02%	B	15.2	19	178	82	75	-8.85%	B	15.4	21	182	80	74	-7.83%	B	15.1	20	163	80	75	-6.66%	B	15.4	23	171
	Overall	-	-	-	-	**F**	**86.7**	-	-	-	-	-	**F**	**108.4**	-	-	-	-	-	**F**	**96.7**	-	-	-	-	-	**F**	**86.2**	-	-
43: Federal Highway & NE 39th St	NBL	27	27	25	-7.41%	C	30.0	197	748	27	23	-14.07%	B	18.1	118	768	26	25	-4.27%	A	8.4	46	753	26	27	3.29%	A	5.8	15	603
	NBT	555	555	516	-7.03%	C	27.4	197	748	550	487	-11.49%	B	16.7	118	768	537	495	-7.79%	A	7.2	46	752	537	559	4.04%	A	3.5	15	602
	NBR	11	11	11	0.00%	C	27.6	197	748	11	10	-8.30%	B	16.2	118	767	11	10	-6.01%	A	5.2	46	752	11	11	3.29%	A	2.1	15	602
	SBL	3	3	2	-33.33%	A	2.6	1	70	3	5	68.12%	A	6.5	1	68	3	2	-31.08%	A	3.2	1	64	3	3	3.29%	A	5.2	1	66
	SBT	171	171	169	-1.17%	B	10.9	7	106	170	167	-1.49%	B	10.5	7	104	165	168	1.57%	A	9.6	6	100	166	166	0.27%	B	10.0	6	107
	SBR	49	49	50	2.04%	A	7.4	6	105	49	48	-1.19%	A	6.9	6	104	47	47	-0.84%	A	5.5	5	100	47	48	1.19%	A	6.7	6	107
	EBL	104	104	105	0.96%	E	77.2	75	300	103	104	0.87%	F	82.5	81	307	101	96	-4.57%	F	87.4	75	301	101	97	-3.66%	E	79.4	72	302
	EBT	39	39	37	-5.13%	E	75.2	72	300	39	37	-4.30%	F	86.7	79	306	38	36	-4.57%	E	75.3	73	300	38	38	0.65%	E	76.8	70	302
	EBR	40	40	37	-7.50%	A	7.1	75	301	40	38	-4.17%	A	6.0	81	307	39	39	0.80%	A	6.2	75	301	39	39	0.71%	A	5.7	72	303
	WBL	28	28	27	-3.57%	E	60.5	62	251	28	24	-13.54%	E	74.7	67	277	27	26	-4.00%	F	82.0	73	276	27	24	-11.46%	F	88.7	81	262
	WBT	128	128	113	-11.72%	E	75.5	65	252	127	113	-10.95%	F	81.3	70	278	124	109	-11.96%	F	89.7	76	277	124	110	-11.23%	F	97.6	83	263
	WBR	35	35	33	-5.71%	E	71.9	64	252	35	28	-19.30%	E	72.4	69	278	34	28	-17.29%	F	86.4	75	277	34	28	-17.36%	F	92.4	83	263
	WBR (34)	4	4	3	-25.00%	C	31.2	0	0	4	4	0.87%	D	42.1	0	0	4	4	3.38%	C	34.8	0	0	4	4	3.29%	C	34.7	0	3
	Overall	-	-	-	-	**D**	**36.5**	-	-	-	-	-	**C**	**33.2**	-	-	-	-	-	**C**	**29.1**	-	-	-	-	-	**C**	**26.5**	-	-
44: Biscayne Boulevard at NE 38th/39th St	NBL	25	25	26	4.00%	D	36.3	323	708	25	25	0.87%	D	44.8	318	709	24	22	-9.02%	C	33.8	280	706	24	25	3.29%	D	35.4	256	704
	NBT	881	881	882	0.11%	D	39.2	333	709	873	872	-0.16%	D	37.9	325	710	852	884	3.74%	C	33.8	288	707	853	840	-1.51%	C	32.3	263	705
	NBR	254	254	250	-1.57%	C	32.3	332	708	252	253	0.48%	C	33.2	324	709	246	258	5.01%	C	26.9	287	706	246	256	4.11%	C	23.4	263	704
	SBL	285	285	276	-3.16%	E	59.2	106	557	283	269	-4.79%	E	59.5	108	621	276	272	-1.33%	D	54.2	93	526	276	278	0.76%	D	51.4	91	483
	SBT	936	936	939	0.32%	B	15.1	107	558	928	932	0.44%	B	15.0	108	621	905	905	-0.04%	B	14.0	93	526	906	897	-1.01%	B	13.9	91	483
	SBR	56	56	54	-3.57%	B	14.5	88	558	56	56	0.87%	B	15.2	89	621	54	54	-0.31%	B	13.4	74	526	54	51	-5.93%	B	13.2	75	484
	EBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBL	333	333	320	-3.90%	E	62.4	170	541	330	324	-1.85%	E	62.0	169	583	322	302	-6.24%	E	63.5	160	538	322	317	-1.67%	E	62.4	159	517
	WBT	100	100	97	-3.00%	E	63.5	170	541	99	91	-8.21%	E	66.6	169	583	97	93	-3.85%	E	67.0	160	538	97	94	-2.90%	E	68.0	159	517
	WBR	398	398	396	-0.50%	C	25.3	170	541	395	388	-1.66%	C	25.1	169	583	385	382	-0.77%	C	24.8	160	538	385	365	-5.27%	C	25.3	159	517
	Overall	-	-	-	-	**C**	**34.3**	-	-	-	-	-	**C**	**34.0**	-	-	-	-	-	**C**	**31.7**	-	-	-	-	-	**C**	**31.0**	-	-

Table 3-15B: 2017 PM Peak Period Existing Conditions Intersection Traffic Operations Summary

Intersection	Lane Group	Balanced Peak Hour Volume	Hour 1 - Peak Hour							Hour 2							Hour 3							Hour 4						
			Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)
45: Biscayne Boulevard & NE 36th St	NBL	42	42	46	9.52%	D	37.1	223	647	42	38	-8.73%	D	44.1	291	782	41	41	0.92%	D	37.2	212	733	41	40	-1.62%	C	30.4	134	570
	NBT	699	699	687	-1.72%	E	75.5	225	647	693	685	-1.15%	F	87.2	293	782	676	690	2.05%	E	65.8	214	733	677	667	-1.43%	D	54.5	137	570
	NBR	167	167	170	1.80%	C	24.2	224	647	166	156	-5.77%	C	30.2	292	782	162	165	2.15%	C	22.3	214	733	162	160	-1.04%	B	15.8	136	570
	SBL	330	330	325	-1.52%	C	32.6	83	520	327	322	-1.57%	C	33.5	86	504	319	303	-5.07%	C	30.5	78	479	319	302	-5.47%	C	29.7	79	477
	SBT	702	702	665	-5.27%	B	16.5	84	520	696	661	-5.02%	B	16.8	87	504	679	645	-5.01%	B	17.0	79	479	680	641	-5.68%	B	16.9	79	477
	SBR	278	278	267	-3.96%	B	15.4	74	520	276	270	-2.03%	B	15.9	77	504	269	253	-5.91%	B	15.2	70	479	269	261	-3.02%	B	15.3	70	477
	EBL	93	93	81	-12.90%	F	146.5	393	580	92	80	-13.23%	F	161.2	476	599	90	86	-4.40%	F	155.8	455	592	90	84	-6.70%	F	143.8	392	585
	EBT	287	287	247	-13.94%	F	148.3	393	580	285	249	-12.48%	F	161.9	476	599	278	258	-7.06%	F	153.1	455	592	278	253	-8.94%	F	138.0	392	585
	EBR	122	122	103	-15.57%	C	32.4	393	580	121	114	-5.74%	D	45.1	476	599	118	108	-8.48%	D	39.2	455	592	118	113	-4.33%	C	33.2	392	585
	WBL	284	284	288	1.41%	F	90.0	191	458	282	295	4.78%	F	88.3	194	464	275	278	1.20%	F	85.6	182	460	275	292	6.20%	F	88.6	180	457
	WBT	102	102	106	3.92%	F	95.5	191	458	101	104	2.85%	F	94.8	194	464	99	108	9.47%	F	97.7	182	460	99	106	7.34%	F	93.3	180	457
	WBR	368	368	396	7.61%	D	45.1	191	458	365	391	7.18%	D	46.0	194	464	356	391	9.85%	D	41.9	182	460	356	376	5.54%	D	41.1	180	457
	Overall	-	-	-	-	E	**55.9**	-	-	-	-	-	E	**60.6**	-	-	-	-	-	D	**55.0**	-	-	-	-	-	D	**50.3**	-	-
46: NE 6th Ave & NE 38th St / NE 39th St	NBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	NBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	NBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBR	20	20	20	0.00%	A	8.5	1	64	20	20	0.87%	A	8.8	1	65	19	16	-17.29%	A	8.3	1	70	19	16	-17.36%	A	8.0	1	63
	EBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBR	66	66	62	-6.06%	A	0.9	0	12	65	64	-2.18%	A	0.9	0	0	64	64	0.25%	A	0.9	0	4	64	65	1.73%	A	0.9	0	2
	WBL	1	1	1	0.00%	A	0.6	0	0	1	1	0.87%	A	0.7	0	0	1	1	3.38%	A	0.7	0	0	1	1	3.29%	A	0.6	0	0
	WBT	811	811	805	-0.74%	A	0.3	0	0	804	787	-2.11%	A	0.3	0	0	784	770	-1.84%	A	0.3	0	0	785	754	-3.97%	A	0.2	0	0
	WBR	173	173	166	-4.05%	A	1.3	0	0	172	174	1.46%	A	1.3	0	0	167	165	-1.40%	A	1.2	0	0	167	159	-5.06%	A	1.3	0	0
	Overall	-	-	-	-	**A**	**0.6**	-	-	-	-	-	**A**	**0.7**	-	-	-	-	-	**A**	**0.6**	-	-	-	-	-	**A**	**0.6**	-	-
49: NE 36th St & EB I-195 On-Ramp	NBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	NBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	NBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBR	722	722	706	-2.22%	A	7.2	21	495	716	706	-1.36%	A	7.9	23	478	698	693	-0.77%	A	6.7	19	432	699	686	-1.86%	A	6.6	25	468
	EBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBT	784	784	742	-5.36%	A	0.7	0	13	777	727	-6.46%	A	0.8	0	0	758	723	-4.66%	A	0.7	0	0	759	718	-5.40%	A	0.7	0	0
	EBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBT	93	93	94	1.08%	D	28.3	17	145	92	94	1.96%	D	32.3	17	150	90	89	-1.06%	D	25.9	15	149	90	89	-1.15%	D	25.6	14	129
	WBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	Overall	-	-	-	-	**A**	**5.4**	-	-	-	-	-	**A**	**6.0**	-	-	-	-	-	**A**	**5.0**	-	-	-	-	-	**A**	**4.9**	-	-
52: NE 36th St & NE 5th Ave/EB I-195 On-Ramp	NBL	32	32	32	0.00%	C	22.2	25	196	32	33	4.02%	D	25.3	34	235	31	32	3.38%	D	25.3	25	221	31	32	3.29%	C	20.9	22	212
	NBT	1	1	1	0.00%	C	16.5	33	219	1	1	0.87%	C	23.5	43	257	1	1	3.38%	B	11.4	33	244	1	1	3.29%	B	12.8	30	234
	NBR	128	128	127	-0.78%	C	21.5	22	189	127	126	-0.70%	D	26.9	31	227	124	123	-0.65%	C	21.8	22	214	124	122	-1.55%	C	19.4	20	205
	SBL	1	1	1	0.00%	A	8.5	0	42	1	2	101.75%	A	8.8	0	43	1	1	3.38%	A	8.5	0	43	1	0	-100.00%	A	8.3	0	41
	SBT			0	-	A	0.0	1	88		0	-	A	0.0	1	89		0	-	A	0.0	1	89		0	-	A	0.0	1	87
	SBR	7	7	7	0.00%	B	14.4	0	56	7	7	0.87%	B	14.1	0	56	7	7	3.38%	B	10.3	0	57	7	8	18.05%	B	13.6	1	55
	EBL	6	6	6	0.00%	A	0.6	0	32	6	5	-15.94%	A	0.5	0	43	6	7	20.61%	A	1.0	0	3	6	5	-13.92%	A	0.4	0	46
	EBT	770	770	730	-5.19%	A	0.6	0	39	763	715	-6.33%	A	0.6	0	68	745	706	-5.21%	A	0.6	0	5	745	708	-5.02%	A	0.6	0	61
	EBR	7	7	7	0.00%	A	0.4	0	35	7	7	0.87%	A	0.6	0	43	7	8	18.15%	A	0.4	0	0	7	7	3.29%	A	0.4	0	47
	WBL	2	2	2	0.00%	A	3.2	3	28	2	3	51.31%	A	7.2	1	36	2	2	3.38%	B	11.5	2	41	2	2	3.29%	A	2.4	2	21
	WBT	54	54	54	0.00%	A	8.4	2	15	54	54	0.87%	A	5.5	0	18	52	50	-4.27%	A	7.0	1	22	52	49	-6.27%	A	1.9	1	10
	WBR	0	0	0	-	A	0.0	2	17	0	0	-	A	0.0	1	23	0	0	-	A	0.0	2	27	0	0	-	A	0.0	1	12
	Overall	-	-	-	-	**A**	**4.6**	-	-	-	-	-	**A**	**5.4**	-	-	-	-	-	**A**	**4.8**	-	-	-	-	-	**A**	**3.9**	-	-
57: Alton Road & N Bay Road / N Bay Road	NBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	NBT			1,389	-	A	0.1	0	0		1,419	-	A	0.1	0	0		1,357	-	A	0.1	0	0		1,346	-	A	0.1	0	0
	NBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBT			1,216	-	A	6.0	12	320		1,212	-	A	5.9	11	282		1,187	-	A	5.2	9	273		1,185	-	A	5.0	8	240
	SBR	76	76	4	-94.74%	A	2.8	12	320	75	2	-97.35%	A	2.6	11	282	74	4	-94.56%	A	1.5	9	273	74	3	-95.92%	A	3.0	8	240
	EBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBR			76	-	C	23.7	11	118		71	-	C	24.4	11	106		72	-	C	21.2	10	104		72	-	C	20.6	9	108
	WBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	Overall	-	-	-	-	**A**	**3.5**	-	-	-	-	-	**A**	**3.3**	-	-	-	-	-	**A**	**3.0**	-	-	-	-	-	**A**	**2.9**	-	-

Table 3-15B: 2017 PM Peak Period Existing Conditions Intersection Traffic Operations Summary

Intersection	Lane Group	Balanced Peak Hour Volume	Hour 1 - Peak Hour							Hour 2							Hour 3							Hour 4						
			Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)
58: Alton Road & 43rd St / Ed Sullivan Dr	NBL	217	217	210	-3.23%	E	66.8	73	415	215	225	4.59%	E	66.7	76	458	210	211	0.53%	E	65.1	71	391	210	203	-3.37%	E	66.2	70	396
	NBT	1,330	1,330	1,285	-3.38%	A	7.6	74	415	1,318	1,323	0.34%	A	7.9	76	458	1,286	1,264	-1.75%	A	7.4	72	391	1,288	1,253	-2.69%	A	7.5	71	397
	NBR	44	44	42	-4.55%	B	13.0	60	416	44	44	0.87%	B	13.1	64	458	43	41	-3.66%	B	13.0	55	392	43	42	-1.40%	B	12.6	56	397
	SBL	52	52	52	0.00%	B	14.0	65	280	52	50	-3.01%	B	14.3	66	278	50	50	-0.59%	B	12.2	61	277	50	52	3.29%	B	12.7	61	274
	SBT	1,199	1,199	1,179	-1.67%	B	12.3	67	280	1,189	1,185	-0.31%	B	12.6	67	278	1,160	1,164	0.37%	B	12.2	62	277	1,161	1,156	-0.41%	B	12.1	63	274
	SBR	49	49	50	2.04%	B	10.2	66	280	49	52	7.05%	B	10.6	67	278	47	51	7.60%	B	10.3	62	277	47	50	5.40%	A	9.8	62	274
	EBL	171	171	84	-50.88%	F	674.2	483	535	170	80	-52.81%	F	634.7	483	535	165	78	-52.84%	F	666.5	483	535	166	80	-51.68%	F	666.7	483	531
	EBT	86	86	49	-43.02%	F	549.2	483	534	85	50	-41.35%	F	570.9	483	534	83	46	-44.70%	F	586.1	482	534	83	49	-41.15%	F	535.7	482	531
	EBR	283	283	164	-42.05%	F	114.7	472	524	281	172	-38.69%	F	116.7	472	524	274	160	-41.55%	F	115.6	472	524	274	166	-39.41%	F	107.1	472	520
	WBL	17	17	15	-11.76%	F	92.2	50	214	17	17	0.87%	F	90.5	50	197	16	15	-8.78%	F	91.1	52	208	16	15	-8.86%	F	82.0	43	190
	WBT	78	78	74	-5.13%	F	88.6	49	213	77	68	-12.06%	F	90.8	49	196	75	69	-8.54%	F	97.2	51	207	76	67	-11.27%	F	82.3	42	188
	WBR	202	202	-	-	-	-	-	-	200	-	-	-	-	-	-	195	-	-	-	-	-	-	196	-	-	-	-	-	-
	NWB	20	20	20	0.00%	C	21.4	71	416	20	20	0.87%	B	19.6	74	458	19	16	-17.29%	B	19.1	68	391	19	16	-17.36%	B	18.9	68	397
	Overall	-	-	-	-	**D**	**46.8**	-	-	-	-	-	**D**	**45.6**	-	-	-	-	-	**D**	**45.5**	-	-	-	-	-	**D**	**45.2**	-	-
71: Alton Road & Nautilus Road/Michigan Ave	NBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	NBT	273	273	267	-2.20%	A	0.2	0	71	271	265	-2.08%	A	0.3	0	85	264	267	1.11%	A	0.3	0	61	264	254	-3.89%	A	0.2	0	79
	NBR	117	117	117	0.00%	-	0.0	0	71	116	111	-4.30%	-	0.0	0	85	113	111	-1.92%	-	-0.1	0	61	113	117	3.29%	-	-0.1	0	79
	NB - U	2	2	2	0.00%	A	8.3	0	80	2	2	0.87%	C	16.1	0	90	2	2	3.38%	B	13.5	0	50	2	2	3.29%	C	17.5	0	66
	SBL	24	24	19	-20.83%	A	4.0	1	77	24	20	-15.94%	A	5.7	2	93	23	20	-13.85%	A	4.3	1	73	23	19	-18.23%	A	4.9	2	86
	SBT	154	154	125	-18.83%	B	11.8	0	38	153	127	-16.81%	B	10.3	1	55	149	119	-20.11%	B	10.5	0	34	149	126	-15.49%	B	12.0	0	55
	SBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBL	234	234	252	7.69%	F	85.9	164	445	232	246	6.05%	F	69.4	122	443	226	249	10.01%	F	77.8	132	440	227	239	5.50%	F	80.6	142	469
	WBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBR	23	23	3	-86.96%	F	80.8	163	445	23	3	-86.84%	F	50.6	121	443	22	3	-86.52%	F	61.7	131	440	22	3	-86.53%	F	67.6	141	469
	Overall	-	-	-	-	**D**	**29.9**	-	-	-	-	-	**C**	**24.3**	-	-	-	-	-	**D**	**27.2**	-	-	-	-	-	**D**	**27.8**	-	-
63: Alton Road & 41st St / Arthur Godfrey Road	NBL	106	106	109	2.83%	E	62.0	76	286	105	104	-1.03%	E	60.2	76	283	103	106	3.38%	E	55.8	68	283	103	98	-4.50%	E	59.2	69	283
	NBT	140	140	139	-0.71%	E	57.7	76	286	139	125	-9.94%	E	57.2	76	283	135	135	-0.31%	E	56.0	68	283	136	128	-5.56%	D	54.1	69	283
	NBR	94	94	92	-2.13%	D	36.7	76	286	93	93	-0.20%	D	38.2	76	283	91	83	-8.71%	C	34.2	68	283	91	85	-6.60%	C	34.9	69	283
	SBL	90	90	81	-10.00%	D	40.0	43	149	89	82	-8.09%	D	38.8	41	148	87	87	-0.06%	D	39.4	42	146	87	83	-4.74%	D	38.3	43	154
	SBT	89	89	90	1.12%	C	34.1	43	149	88	82	-7.06%	C	32.3	42	148	86	85	-1.26%	D	35.8	42	146	86	82	-4.83%	C	34.8	44	154
	SBR	209	209	206	-1.44%	B	11.8	43	149	207	205	-1.06%	B	11.5	41	148	202	194	-4.04%	B	11.2	41	146	202	196	-3.13%	B	11.2	43	154
	EBL	182	182	182	0.00%	D	38.3	119	698	180	182	0.87%	D	37.1	112	626	176	179	1.68%	C	34.0	107	639	176	176	-0.11%	D	36.2	105	621
	EBT	1,248	1,248	1,253	0.40%	B	19.1	119	698	1,237	1,265	2.25%	B	19.2	112	626	1,207	1,201	-0.51%	B	18.8	107	639	1,208	1,232	1.97%	B	18.9	105	621
	EBR	66	66	42	-36.36%	B	14.8	101	685	65	41	-37.34%	B	15.3	93	636	64	37	-42.04%	B	15.3	88	657	64	40	-37.40%	B	16.1	95	630
	WBL	44	44	45	2.27%	C	32.9	108	672	44	44	0.87%	C	31.3	104	666	43	37	-13.06%	C	31.0	102	620	43	40	-6.10%	C	31.3	99	643
	WBT	1,191	1,191	1,166	-2.10%	B	19.8	109	672	1,181	1,204	1.97%	B	19.6	104	666	1,152	1,134	-1.56%	B	19.7	102	620	1,153	1,172	1.65%	B	19.5	100	643
	WBR	68	68	66	-2.94%	B	13.5	109	674	67	69	2.36%	B	13.1	104	667	66	66	0.34%	B	13.9	103	621	66	70	6.33%	B	13.1	100	645
	Overall	-	-	-	-	**C**	**24.2**	-	-	-	-	-	**C**	**23.6**	-	-	-	-	-	**C**	**23.5**	-	-	-	-	-	**C**	**23.3**	-	-
64: Alton Road & 39th St	NBL			3	-	A	0.8	6	222		2	-	A	0.7	5	195		2	-	A	0.6	4	181		3	-	A	0.5	5	196
	NBT	258	258	254	-1.55%	A	5.3	5	189	256	248	-3.04%	A	5.2	4	162	250	241	-3.43%	A	4.4	3	148	250	240	-3.91%	A	4.9	4	164
	NBR	66	66	67	1.52%	A	3.0	7	224	65	62	-5.24%	A	2.7	5	197	64	63	-1.32%	A	2.6	4	183	64	62	-2.97%	A	3.1	6	198
	SBL	61	61	54	-11.48%	A	1.9	0	49	60	50	-17.32%	A	1.6	0	42	59	50	-15.26%	A	2.0	0	38	59	51	-13.64%	A	1.8	0	41
	SBT	139	139	122	-12.23%	A	0.2	0	19	138	116	-15.82%	A	0.2	0	15	134	108	-19.67%	A	0.2	0	8	135	111	-17.51%	A	0.2	0	13
	SBR			0	-	A	0.0	0	40		0	-	A	0.0	0	35		0	-	A	0.0	0	20		0	-	A	0.0	0	31
	EBL	4	4	3	-25.00%	A	8.8	0	0	4	3	-24.35%	B	11.3	0	0	4	4	3.38%	B	13.1	0	0	4	2	-48.35%	B	12.9	0	0
	EBT	2	2	2	0.00%	A	9.4	0	33	2	2	0.87%	A	9.5	0	35	2	1	-48.31%	A	9.4	0	37	2	2	3.29%	A	9.4	0	37
	EBR	4	4	3	-25.00%	A	7.0	0	34	4	3	-24.35%	A	6.8	0	35	4	3	-22.46%	A	7.6	0	37	4	4	3.29%	A	6.9	0	37
	WBL	43	43	41	-4.65%	A	8.2	1	56	43	43	0.87%	A	8.2	1	63	42	43	3.38%	A	8.2	1	64	42	41	-1.51%	A	8.1	1	60
	WBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBR	78	78	78	0.00%	A	7.4	0	50	77	77	-0.42%	A	7.1	0	47	75	73	-3.24%	A	7.0	0	48	76	74	-2.00%	A	6.7	0	44
	Overall	-	-	-	-	**A**	**4.2**	-	-	-	-	-	**A**	**4.2**	-	-	-	-	-	**A**	**3.9**	-	-	-	-	-	**A**	**4.1**	-	-

Table 3-15B: 2017 PM Peak Period Existing Conditions Intersection Traffic Operations Summary

Intersection	Lane Group	Balanced Peak Hour Volume	Hour 1 - Peak Hour							Hour 2							Hour 3							Hour 4						
			Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)
65: Alton Road & Barry St	NBL	12	12	12	0.00%	A	0.3	0	17	12	14	17.68%	A	0.3	0	8	12	10	-13.85%	A	0.3	0	6	12	12	3.29%	A	0.4	0	12
	NBT	278	278	279	0.36%	A	0.3	0	2	276	268	-2.76%	A	0.2	0	0	269	263	-2.19%	A	0.2	0	0	269	262	-2.65%	A	0.3	0	7
	NBR	9	9	9	0.00%	A	0.7	0	11	9	8	-10.34%	A	0.8	0	5	9	9	3.38%	A	0.7	0	0	9	8	-8.18%	A	0.7	0	11
	SBL	21	21	18	-14.29%	A	0.5	2	46	21	19	-8.73%	A	0.6	0	14	20	17	-16.31%	A	0.5	0	0	20	18	-11.46%	A	0.5	0	0
	SBT	152	152	136	-10.53%	A	3.4	2	46	151	134	-11.07%	A	0.4	0	14	147	126	-14.30%	A	0.3	0	0	147	129	-12.34%	A	0.3	0	0
	SBR	13	13	12	-7.69%	A	4.7	2	62	13	10	-22.41%	A	0.6	0	19	13	12	-4.57%	A	0.6	0	0	13	9	-28.49%	A	0.6	0	4
	EBL	20	20	18	-10.00%	A	7.0	1	72	20	18	-9.21%	A	7.0	1	65	19	20	3.38%	A	7.0	1	70	19	18	-7.04%	A	6.9	1	64
	EBT			0	-	A	0.0	0	39		0	-	A	0.0	0	34		0	-	A	0.0	0	38		0	-	A	0.0	0	31
	EBR	10	10	10	0.00%	B	10.6	2	81	10	10	0.87%	A	7.2	1	75	10	8	-17.29%	A	6.8	1	79	10	10	3.29%	A	7.1	1	73
	WBL	28	28	27	-3.57%	A	9.3	0	30	28	26	-6.33%	A	7.7	0	31	27	24	-11.38%	A	7.5	0	33	27	24	-11.46%	A	7.6	0	41
	WBT			0	-	A	0.0	0	30		0	-	A	0.0	0	31		0	-	A	0.0	0	33		0	-	A	0.0	0	41
	WBR	25	25	26	4.00%	A	8.1	3	90	25	26	4.91%	A	8.3	3	94	24	24	-0.75%	A	8.1	3	97	24	24	-0.84%	A	7.8	3	103
	Overall	-	-	-	-	**A**	**2.4**	-	-	-	-	-	**A**	**1.4**	-	-	-	-	-	**A**	**1.4**	-	-	-	-	-	**A**	**1.4**	-	-
66: Alton Road & 34th St	NBL	1,889	1,889	1,879	-0.53%	A	2.1	18	758	1,873	1,873	0.02%	A	1.7	19	652	1,827	1,828	0.05%	A	1.5	4	357	1,829	1,833	0.23%	A	1.5	10	551
	NBT	292	292	297	1.71%	A	1.8	18	758	289	285	-1.55%	A	1.7	19	652	282	279	-1.22%	A	1.6	4	357	283	278	-1.66%	A	1.6	10	551
	NBR	5	5	5	0.00%	A	1.3	18	758	5	6	21.05%	A	0.8	19	652	5	6	24.06%	A	1.2	4	357	5	4	-17.36%	A	1.9	10	551
	SBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBR	7	7	4	-42.86%	A	4.8	0	0	7	4	-42.36%	A	4.8	0	0	7	4	-40.92%	A	4.8	0	0	7	4	-40.97%	A	4.8	0	0
	Overall	-	-	-	-	**A**	**2.1**	-	-	-	-	-	**A**	**1.7**	-	-	-	-	-	**A**	**1.5**	-	-	-	-	-	**A**	**1.5**	-	-
67: Alton Road & Chase Ave	NBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	NBT	1,890	1,890	1,884	-0.32%	B	16.5	222	1026	1,874	1,877	0.18%	B	16.6	228	1063	1,828	1,827	-0.06%	B	16.8	198	959	1,830	1,831	0.07%	B	16.9	197	910
	NBR	41	41	41	0.00%	B	12.6	222	1026	41	42	3.33%	B	12.8	227	1063	40	38	-4.18%	B	11.4	198	959	40	41	3.29%	B	13.4	197	910
	SBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBT	1,491	1,491	1,442	-3.29%	B	13.5	77	660	1,478	1,423	-3.73%	B	13.7	86	807	1,442	1,392	-3.48%	B	13.7	76	669	1,443	1,395	-3.36%	B	14.4	80	672
	SBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBL	135	135	137	1.48%	C	31.5	26	208	134	129	-3.61%	C	29.7	24	186	131	130	-0.44%	C	29.6	23	198	131	129	-1.30%	C	30.9	24	205
	EBT	22	22	19	-13.64%	C	32.7	26	207	22	23	5.46%	D	35.5	24	186	21	19	-10.71%	C	30.9	22	197	21	21	-1.40%	C	34.1	24	204
	EBR	3	3	3	0.00%	B	15.1	41	237	3	3	0.87%	B	10.5	38	216	3	3	3.38%	B	16.3	37	227	3	2	-31.14%	B	12.8	38	234
	WBL	63	63	60	-4.76%	C	34.0	24	233	62	64	2.47%	D	37.0	25	224	61	62	1.74%	C	33.6	22	209	61	61	0.01%	C	33.5	23	227
	WBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBR	161	161	164	1.86%	C	24.7	24	233	160	154	-3.51%	C	24.4	25	224	156	156	0.17%	C	23.0	22	209	156	154	-1.20%	C	22.8	23	227
	Overall	-	-	-	-	**B**	**16.6**	-	-	-	-	-	**B**	**16.7**	-	-	-	-	-	**B**	**16.6**	-	-	-	-	-	**B**	**17.0**	-	-
61: Alton Road & Unnamed Road	NBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	NBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	NBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBT	164	164	129	-21.34%	C	19.5	18	196	163	125	-23.12%	B	14.7	9	150	159	117	-26.24%	B	13.9	7	143	159	122	-23.16%	B	13.3	7	141
	SBR	56	56	44	-21.43%	D	32.2	27	217	56	43	-22.54%	C	22.7	17	172	54	42	-22.46%	C	19.1	15	164	54	41	-24.37%	C	20.0	15	163
	EBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBT	1,889	1,889	1,879	-0.53%	A	1.0	5	208	1,873	1,873	0.02%	A	0.6	1	139	1,827	1,828	0.05%	A	0.6	1	116	1,829	1,835	0.34%	A	0.6	0	100
	WBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	Overall	-	-	-	-	**A**	**2.8**	-	-	-	-	-	**A**	**2.0**	-	-	-	-	-	**A**	**1.8**	-	-	-	-	-	**A**	**1.8**	-	-
88: Ed Sullivan Dr	NBL	34	34	-	-	-	-	-	-	34	-	-	-	-	-	-	33	-	-	-	-	-	-	33	-	-	-	-	-	-
	NBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	NBR	329	329	-	-	-	-	-	-	326	-	-	-	-	-	-	318	-	-	-	-	-	-	319	-	-	-	-	-	-
	SBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBT	167	167	321	92.22%	F	476.7	359	426	166	326	96.91%	F	485.0	372	424	162	309	91.29%	F	521.6	372	424	162	315	94.84%	F	498.1	371	425
	EBR	21	21	-	-	-	-	-	-	21	-	-	-	-	-	-	20	-	-	-	-	-	-	20	-	-	-	-	-	-
	WBL	248	248	186	-25.00%	A	5.0	2	144	246	192	-21.91%	A	5.0	2	160	240	189	-21.21%	A	5.1	2	142	240	181	-24.61%	A	4.5	2	145
	WBT	194	194	146	-24.74%	A	2.6	2	144	192	150	-22.01%	A	2.5	2	160	188	146	-22.20%	A	2.4	2	142	188	139	-25.99%	A	2.3	2	145
	WBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	Overall	-	-	-	-	**F**	**235.3**	-	-	-	-	-	**F**	**238.2**	-	-	-	-	-	**F**	**251.0**	-	-	-	-	-	**F**	**245.6**	-	-

1. Demand volumes computed by applying factors in Table 3-1 to Balanced Peak Hour Turning Movement Volumes summarized in Exhibits 3-1 to 3-3.

** Refer to Exhibits 3-4 through 3-12 to correlate the reulsts of this Table to the intersection locations by Intersection ID..*

As can be seen from the summary results, some intersections within the study area are operating at or better than the minimum acceptable level of service 'D' standard. However, several intersections are operating below the level of service 'D' standard including:

For the AM Peak Period

- NE 2nd Avenue at NE 39th Street was noted to be operating at LOS 'F' during Hours 3 and 4 of the AM Peak period with critical operational failures in multiple lane groups.
- NE 2nd Avenue at NE 38th Street was noted to be operating at LOS 'E' during Hour 3 and LOS 'F' during Hour 4 of the AM Peak period with critical operational failures in multiple lane groups.
- Federal Highway / NE 2nd Avenue & NE 36th Street was noted to be operating at LOS 'E' during the Hour 1 and LOS 'F' during Hours 2 through 4 of the AM Peak period with critical operational failures in multiple lane groups.
- Federal Highway at NE 39th Street was noted to be operating at LOS 'F' during Hours 2 through 4 of the AM Peak period with critical operational failures in multiple lane groups.
- US-1/Biscayne Boulevard at NE 36th Street was noted to be operating at LOS 'E' during Hours 3 and 4 of the AM Peak period with critical operational failures in multiple lane groups.
- NE 36th Street at NE 5th Avenue was noted to be operating at LOS 'F' during Hours 3 and 4 of the AM Peak period with critical operational failures in multiple lane groups.
- Alton Road at Nautilus Road/Michigan Road was noted to be operating at LOS 'E' during Hour 2 and LOS 'F' during Hours 3 and 4 of the AM Peak period with critical operational failures in lane groups on the westbound approach.

For the PM Peak Period

- Federal Highway / NE 2nd Avenue & NE 36th Street was noted to be operating at LOS 'F' during all four Hours of the PM Peak period with critical operational failures in multiple lane groups.
- US-1/Biscayne Boulevard at NE 36th Street was noted to be operating at LOS 'E' during Hours 1 and 2 of the PM Peak period with critical operational failures in multiple lane groups.
- Alton Road at Ed Sullivan Drive was noted to be operating at LOS 'F' during Hours 1 through 4 with critical operational failure in the eastbound through lane group.

The VISSIM intersection output MOE reports for the existing conditions AM and PM Peak periods are included in **Appendix B**.

3.5.2 Freeway & Ramp Areas Analysis

The existing operating conditions for the SR 112/I-195 Freeway and Ramp areas during the AM and PM peak periods, were analyzed. The primary MOEs used to assess facility performance included, traffic density (vehicles per lane per mile) used as a basis to estimate LOS, simulated volumes and average speed. It is noted that calculations from VISSIM may not be equivalent to the calculations from HCM. Therefore, the reported LOS for these facilities (which uses the HCM criteria) should be reviewed with this caveat in mind. **Table 3-16** presents freeway LOS criteria and associated density ranges.

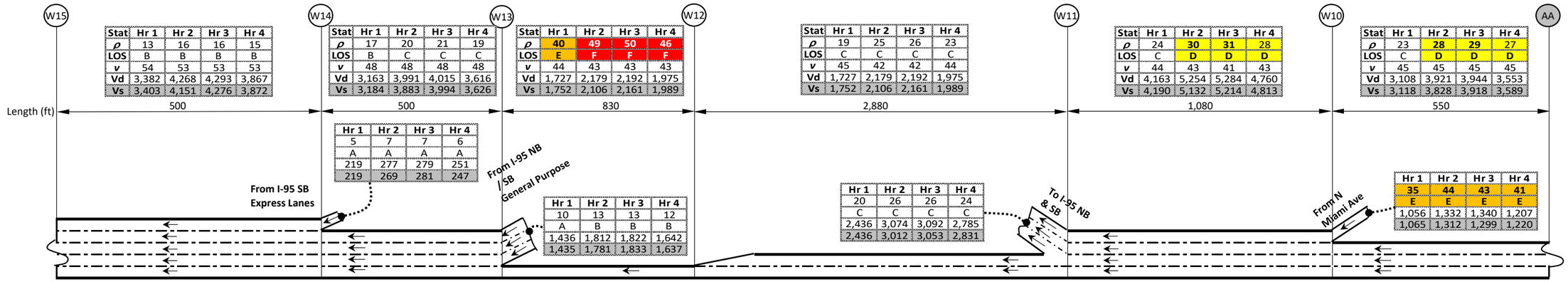
Table 3-16: LOS Criteria for Freeway and Ramp Areas

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.	≤ 10
B	Free flow speeds are generally maintained. Vehicle's ability to maneuver is only slightly restricted.	10 ≤ 20
C	Free flow speeds are generally maintained. Freedom to maneuver is noticeably restricted. Queues may be expected to form behind any significant blockage.	20 ≤ 28
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.	28 ≤ 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 ≤ 43
F	Total breakdown in vehicular flow. Traffic is under stop and go conditions.	> 43

** Ref: Exhibit 13-6, HCM 6th Edition*

The existing traffic operations analysis results along SR 112/I-195 for the freeway and ramp areas were broken down by the hourly intervals established for the AM and PM peak periods (ref. **Table 3-1**) and are summarized in **Exhibits 3-15** through **3-18** on the following pages.

WESTBOUND



Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	13	16	16	15
LOS	B	B	B	B
v	54	53	53	53
Vd	3,382	4,268	4,293	3,867
Vs	3,403	4,151	4,276	3,872

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	17	20	21	19
LOS	B	C	C	C
v	48	48	48	48
Vd	3,163	3,991	4,015	3,616
Vs	3,184	3,883	3,994	3,626

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	40	49	50	46
LOS	E	F	F	F
v	44	43	43	43
Vd	1,727	2,179	2,192	1,975
Vs	1,752	2,106	2,161	1,989

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	19	25	26	23
LOS	C	C	C	C
v	45	42	42	44
Vd	1,727	2,179	2,192	1,975
Vs	1,752	2,106	2,161	1,989

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	24	30	31	28
LOS	C	D	D	D
v	44	43	41	43
Vd	4,163	5,254	5,284	4,760
Vs	4,190	5,132	5,214	4,813

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	23	28	29	27
LOS	C	D	D	D
v	45	45	45	45
Vd	3,108	3,921	3,944	3,553
Vs	3,118	3,828	3,918	3,589

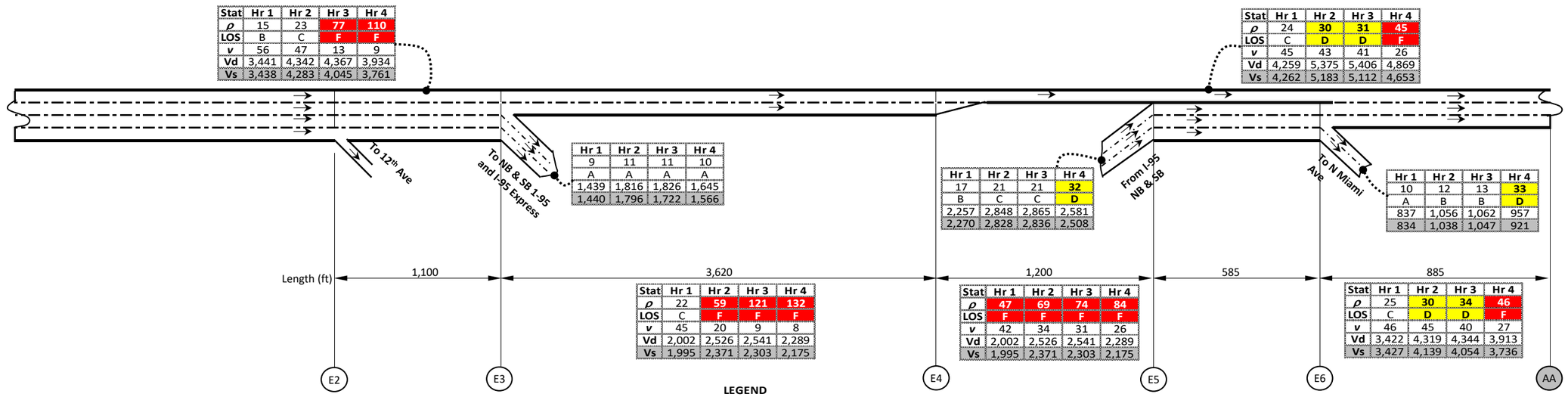
Hr 1	Hr 2	Hr 3	Hr 4
5	7	7	6
A	A	A	A
219	277	279	251
219	269	281	247

Hr 1	Hr 2	Hr 3	Hr 4
10	13	13	12
A	B	B	B
1,436	1,812	1,822	1,642
1,435	1,781	1,833	1,637

Hr 1	Hr 2	Hr 3	Hr 4
20	26	26	24
C	C	C	C
2,436	3,074	3,092	2,785
2,436	3,012	3,053	2,831

Hr 1	Hr 2	Hr 3	Hr 4
35	44	43	41
E	E	E	E
1,056	1,332	1,340	1,207
1,065	1,312	1,299	1,220

EASTBOUND



Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	15	23	77	110
LOS	B	C	F	F
v	56	47	13	9
Vd	3,441	4,342	4,367	3,934
Vs	3,438	4,283	4,045	3,761

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	24	30	31	45
LOS	C	D	D	F
v	45	43	41	26
Vd	4,259	5,375	5,406	4,869
Vs	4,262	5,183	5,112	4,653

Hr 1	Hr 2	Hr 3	Hr 4
9	11	11	10
A	A	A	A
1,439	1,816	1,826	1,645
1,440	1,796	1,722	1,566

Hr 1	Hr 2	Hr 3	Hr 4
17	21	21	32
B	C	C	D
2,257	2,848	2,865	2,581
2,270	2,828	2,836	2,508

Hr 1	Hr 2	Hr 3	Hr 4
10	12	13	33
A	B	B	D
837	1,056	1,062	957
834	1,038	1,047	921

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	22	59	121	132
LOS	C	F	F	F
v	45	20	9	8
Vd	2,002	2,526	2,541	2,289
Vs	1,995	2,371	2,303	2,175

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	47	69	74	84
LOS	F	F	F	F
v	42	34	31	26
Vd	2,002	2,526	2,541	2,289
Vs	1,995	2,371	2,303	2,175

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	25	30	34	46
LOS	C	D	D	F
v	46	45	40	27
Vd	3,422	4,319	4,344	3,913
Vs	3,427	4,139	4,054	3,736

LEGEND

Freeway Statistics

Statistict -->	Stat	Hr 1
Density[1] (Veh/Mi/Ln)	ρ	36
Estimated Level of Service[2]	LOS	E
Average Speed (MPH)	v	50
Demand Volume[3] (veh/hr)	Vd	1,056
SImulated Volume (veh/hr)	Vs	1,067

Hourly Interval

Density
LOS
1,056

Ramp Statistics

Statistict -->	Hr 1
Density[1] (Veh/Mi/Ln)	20
Estimated Level of Service[2]	C
Demand Volume[3] (veh/hr)	2,436
Simulated Volume (veh/hr)	2,437

Hourly Interval

LOS Coloring Estimated LOS

LOS A to C	< 28
LOS D	28 - 35
LOS E	35 - 43
LOS F	> 43

1. Calculations from VISSIM not equivalent to calculations from HCM.
2. Letter grades based on density ranges specified in HCM.
3. Demand volume highlighted if simulated falls below 90%

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:

2017 AM Peak Freeway Operations Analysis (Sheet 1 of 2)

Report Title:

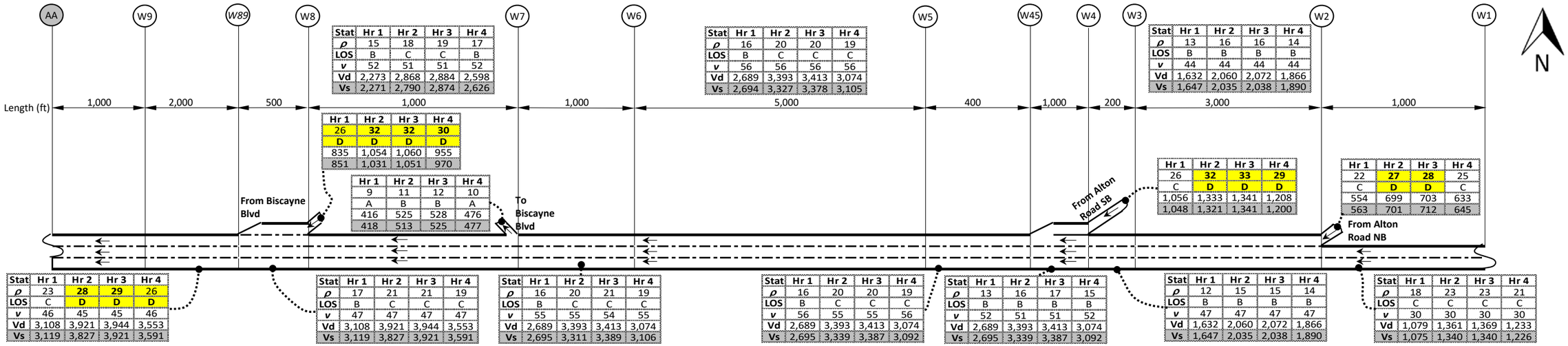
Existing and Future No-Build Traffic Analysis Report Addendum

Exhibit No. 3-15

Page No.

Date: 04/09/19

WESTBOUND



Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	15	18	19	17
LOS	B	C	C	B
v	52	51	51	52
Vd	2,273	2,868	2,884	2,598
Vs	2,271	2,790	2,874	2,626

Hr 1	Hr 2	Hr 3	Hr 4
26	32	32	30
D	D	D	D
835	1,054	1,060	955
851	1,031	1,051	970

Hr 1	Hr 2	Hr 3	Hr 4
9	11	12	10
A	B	B	A
416	525	528	476
418	513	525	477

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	16	20	20	19
LOS	B	C	C	C
v	56	56	56	56
Vd	2,689	3,393	3,413	3,074
Vs	2,694	3,327	3,378	3,105

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	13	16	16	14
LOS	B	B	B	B
v	44	44	44	44
Vd	1,632	2,060	2,072	1,866
Vs	1,647	2,035	2,038	1,890

Hr 1	Hr 2	Hr 3	Hr 4
26	32	33	29
C	D	D	D
1,056	1,333	1,341	1,208
1,048	1,321	1,341	1,200

Hr 1	Hr 2	Hr 3	Hr 4
22	27	28	25
C	D	D	C
554	699	703	633
563	701	712	645

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	23	28	29	26
LOS	C	D	D	D
v	46	45	45	46
Vd	3,108	3,921	3,944	3,553
Vs	3,119	3,827	3,921	3,591

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	17	21	21	19
LOS	B	C	C	C
v	47	47	47	47
Vd	3,108	3,921	3,944	3,553
Vs	3,119	3,827	3,921	3,591

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	16	20	21	19
LOS	B	C	C	C
v	55	55	54	55
Vd	2,689	3,393	3,413	3,074
Vs	2,695	3,311	3,389	3,106

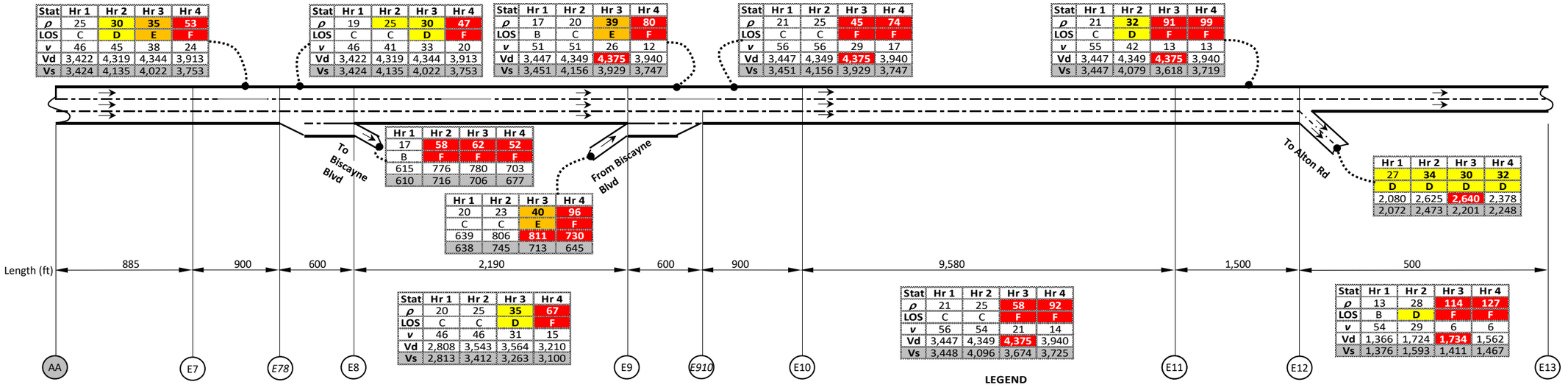
Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	16	20	20	19
LOS	B	C	C	C
v	56	55	55	56
Vd	2,689	3,393	3,413	3,074
Vs	2,695	3,339	3,387	3,092

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	13	16	17	15
LOS	B	B	B	B
v	52	51	51	52
Vd	2,689	3,393	3,413	3,074
Vs	2,695	3,339	3,387	3,092

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	12	15	15	14
LOS	B	B	B	B
v	47	47	47	47
Vd	1,632	2,060	2,072	1,866
Vs	1,647	2,035	2,038	1,890

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	18	23	23	21
LOS	C	C	C	C
v	30	30	30	30
Vd	1,079	1,361	1,369	1,233
Vs	1,075	1,340	1,340	1,226

EASTBOUND



Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	25	30	35	53
LOS	C	D	E	F
v	46	45	38	24
Vd	3,422	4,319	4,344	3,913
Vs	3,424	4,135	4,022	3,753

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	19	25	30	47
LOS	C	C	D	F
v	46	41	33	20
Vd	3,422	4,319	4,344	3,913
Vs	3,424	4,135	4,022	3,753

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	17	20	39	80
LOS	B	C	E	F
v	51	51	26	12
Vd	3,447	4,349	4,375	3,940
Vs	3,451	4,156	3,929	3,747

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	21	25	45	74
LOS	C	C	F	F
v	56	56	29	17
Vd	3,447	4,349	4,375	3,940
Vs	3,451	4,156	3,929	3,747

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	21	32	91	99
LOS	C	D	F	F
v	55	42	13	13
Vd	3,447	4,349	4,375	3,940
Vs	3,447	4,079	3,618	3,719

Hr 1	Hr 2	Hr 3	Hr 4
17	58	62	52
B	F	F	F
615	776	780	703
610	716	706	677

Hr 1	Hr 2	Hr 3	Hr 4
20	23	40	96
C	C	E	F
639	806	811	730
638	745	713	645

Hr 1	Hr 2	Hr 3	Hr 4
27	34	30	32
D	D	D	D
2,080	2,625	2,640	2,378
2,072	2,473	2,201	2,248

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	20	25	35	67
LOS	C	C	D	F
v	46	46	31	15
Vd	2,808	3,543	3,564	3,210
Vs	2,813	3,412	3,263	3,100

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	21	25	58	92
LOS	C	C	F	F
v	56	54	21	14
Vd	3,447	4,349	4,375	3,940
Vs	3,448	4,096	3,674	3,725

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	13	28	114	127
LOS	B	D	F	F
v	54	29	6	6
Vd	1,366	1,724	1,734	1,562
Vs	1,376	1,593	1,411	1,467

LEGEND

Freeway Statistics

Statistict -->	Stat	Hr 1
Density[1] (Veh/Mi/Ln)	ρ	36
Estimated Level of Service[2]	LOS	E
Average Speed (MPH)	v	50
Demand Volume[3] (veh/hr)	Vd	1,056
Simulated Volume (veh/hr)	Vs	1,067

Hourly Interval

Ramp Statistics

Statistict -->	Hr 1
Density[1] (Veh/Mi/Ln)	20
Estimated Level of Service[2]	C
Demand Volume[3] (veh/hr)	2,436
Simulated Volume (veh/hr)	2,437

Hourly Interval

LOS Coloring Estimated LOS

LOS A to C	< 28
LOS D	28 - 35
LOS E	35 - 43
LOS F	> 43

Density
LOS
1,056

1. Calculations from VISSIM not equivalent to calculations from HCM.
2. Letter grades based on density ranges specified in HCM.
3. Demand volume highlighted if simulated falls below 90%

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:

2017 AM Peak Freeway Operations Analysis (Sheet 2 of 2)

Report Title:

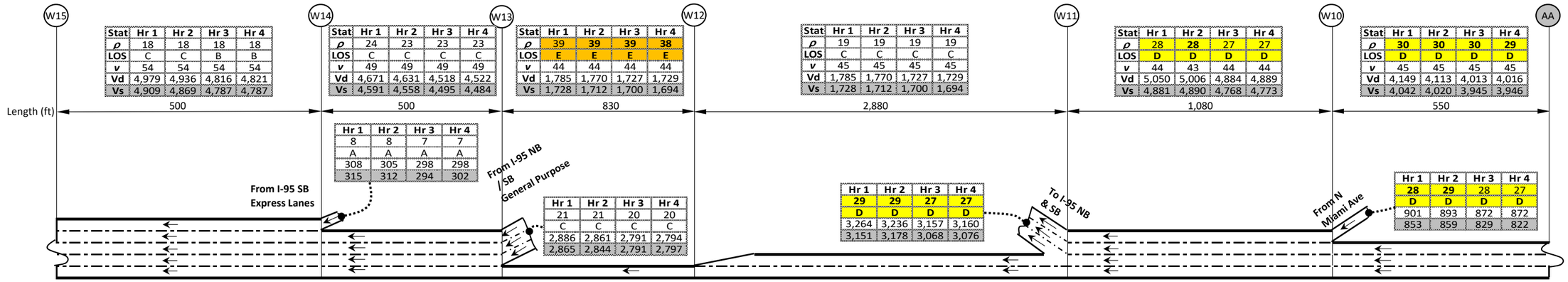
Existing and Future No-Build Traffic Analysis Report Addendum

Exhibit No. 3-16

Page No.

Date: 04/09/19

WESTBOUND



Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	18	18	18	18
LOS	C	C	B	B
v	54	54	54	54
Vd	4,979	4,936	4,816	4,821
Vs	4,909	4,869	4,787	4,787

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	24	23	23	23
LOS	C	C	C	C
v	49	49	49	49
Vd	4,671	4,631	4,518	4,522
Vs	4,591	4,558	4,495	4,484

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	39	39	39	38
LOS	E	E	E	E
v	44	44	44	44
Vd	1,785	1,770	1,727	1,729
Vs	1,728	1,712	1,700	1,694

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	19	19	19	19
LOS	C	C	C	C
v	45	45	45	45
Vd	1,785	1,770	1,727	1,729
Vs	1,728	1,712	1,700	1,694

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	28	28	27	27
LOS	D	D	D	D
v	44	43	44	44
Vd	5,050	5,006	4,884	4,889
Vs	4,881	4,890	4,768	4,773

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	30	30	30	29
LOS	D	D	D	D
v	45	45	45	45
Vd	4,149	4,113	4,013	4,016
Vs	4,042	4,020	3,945	3,946

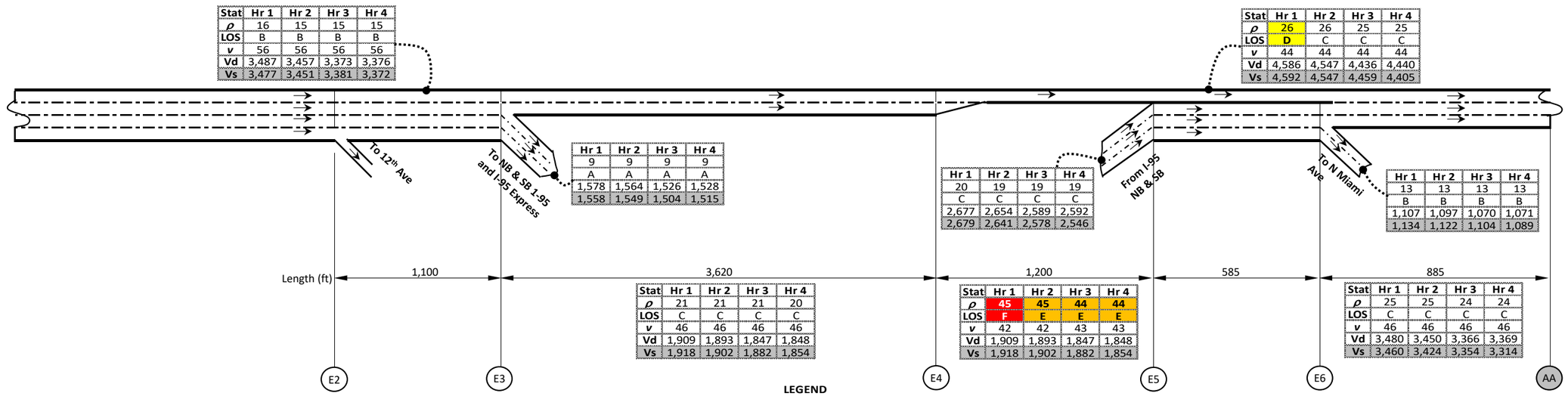
Hr 1	Hr 2	Hr 3	Hr 4
8	8	7	7
A	A	A	A
308	305	298	298
315	312	294	302

Hr 1	Hr 2	Hr 3	Hr 4
21	21	20	20
C	C	C	C
2,886	2,861	2,791	2,794
2,865	2,844	2,791	2,797

Hr 1	Hr 2	Hr 3	Hr 4
29	29	27	27
D	D	D	D
3,264	3,236	3,157	3,160
3,151	3,178	3,068	3,076

Hr 1	Hr 2	Hr 3	Hr 4
28	29	28	27
D	D	D	D
901	893	872	872
853	859	829	822

EASTBOUND



Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	16	15	15	15
LOS	B	B	B	B
v	56	56	56	56
Vd	3,487	3,457	3,373	3,376
Vs	3,477	3,451	3,381	3,372

Hr 1	Hr 2	Hr 3	Hr 4
9	9	9	9
A	A	A	A
1,578	1,564	1,526	1,528
1,558	1,549	1,504	1,515

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	21	21	21	20
LOS	C	C	C	C
v	46	46	46	46
Vd	1,909	1,893	1,847	1,848
Vs	1,918	1,902	1,882	1,854

Hr 1	Hr 2	Hr 3	Hr 4
20	19	19	19
C	C	C	C
2,677	2,654	2,589	2,592
2,679	2,641	2,578	2,546

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	45	45	44	44
LOS	F	E	E	E
v	42	42	43	43
Vd	1,909	1,893	1,847	1,848
Vs	1,918	1,902	1,882	1,854

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	26	26	25	25
LOS	D	C	C	C
v	44	44	44	44
Vd	4,586	4,547	4,436	4,440
Vs	4,592	4,547	4,459	4,405

Hr 1	Hr 2	Hr 3	Hr 4
13	13	13	13
B	B	B	B
1,107	1,097	1,070	1,071
1,134	1,122	1,104	1,089

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	25	25	24	24
LOS	C	C	C	C
v	46	46	46	46
Vd	3,480	3,450	3,366	3,369
Vs	3,460	3,424	3,354	3,314

LEGEND

Freeway Statistics

Statistict -->	Stat	Hr 1
Density[1] (Veh/Mi/Ln)	ρ	36
Estimated Level of Service[2]	LOS	E
Average Speed (MPH)	v	50
Demand Volume[3] (veh/hr)	Vd	1,056
Simulated Volume (veh/hr)	Vs	1,067

Hourly Interval

Ramp Statistics

Statistict -->	Hr 1
Density[1] (Veh/Mi/Ln)	20
Estimated Level of Service[2]	C
Demand Volume[3] (veh/hr)	2,436
Simulated Volume (veh/hr)	2,437

Hourly Interval

LOS Coloring Estimated LOS

LOS A to C	< 28
LOS D	28 - 35
LOS E	35 - 43
LOS F	> 43

Density
LOS
1,056

1. Calculations from VISSIM not equivalent to calculations from HCM.
2. Letter grades based on density ranges specified in HCM.
3. Demand volume highlighted if simulated falls below 90%

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:

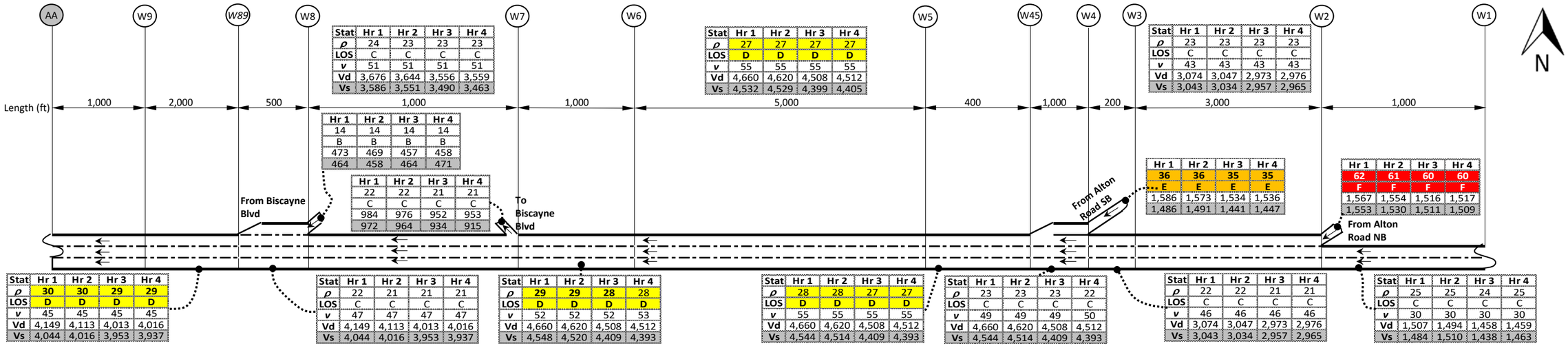
2017 PM Peak Freeway Operations Analysis (Sheet 1 of 2)

Report Title:

Existing and Future No-Build Traffic Analysis Report Addendum

Exhibit No. 3-17
Page No.
Date: 04/09/19

WESTBOUND



Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	30	30	29	29
LOS	D	D	D	D
v	45	45	45	45
Vd	4,149	4,113	4,013	4,016
Vs	4,044	4,016	3,953	3,937

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	24	23	23	23
LOS	C	C	C	C
v	51	51	51	51
Vd	3,676	3,644	3,556	3,559
Vs	3,586	3,551	3,490	3,463

Hr 1	Hr 2	Hr 3	Hr 4
14	14	14	14
B	B	B	B
473	469	457	458
464	458	464	471

Hr 1	Hr 2	Hr 3	Hr 4
22	22	21	21
C	C	C	C
984	976	952	953
972	964	934	915

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	22	21	21	21
LOS	C	C	C	C
v	47	47	47	47
Vd	4,149	4,113	4,013	4,016
Vs	4,044	4,016	3,953	3,937

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	29	29	28	28
LOS	D	D	D	D
v	52	52	52	53
Vd	4,660	4,620	4,508	4,512
Vs	4,548	4,520	4,409	4,393

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	27	27	27	27
LOS	D	D	D	D
v	55	55	55	55
Vd	4,660	4,620	4,508	4,512
Vs	4,532	4,529	4,399	4,405

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	28	28	27	27
LOS	D	D	D	D
v	55	55	55	55
Vd	4,660	4,620	4,508	4,512
Vs	4,544	4,514	4,409	4,393

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	23	23	23	22
LOS	C	C	C	C
v	49	49	49	50
Vd	4,660	4,620	4,508	4,512
Vs	4,544	4,514	4,409	4,393

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	23	23	23	23
LOS	C	C	C	C
v	43	43	43	43
Vd	3,074	3,047	2,973	2,976
Vs	3,043	3,034	2,957	2,965

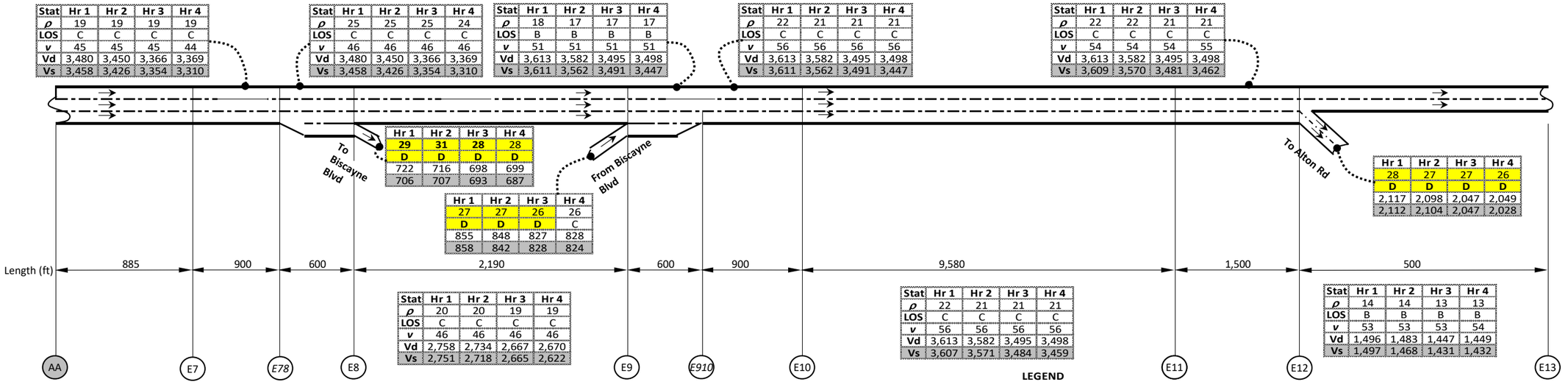
Hr 1	Hr 2	Hr 3	Hr 4
36	36	35	35
E	E	E	E
1,586	1,573	1,534	1,536
1,486	1,491	1,441	1,447

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	22	22	21	21
LOS	C	C	C	C
v	46	46	46	46
Vd	3,074	3,047	2,973	2,976
Vs	3,043	3,034	2,957	2,965

Hr 1	Hr 2	Hr 3	Hr 4
62	61	60	60
F	F	F	F
1,567	1,554	1,516	1,517
1,553	1,530	1,511	1,509

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	25	25	24	25
LOS	C	C	C	C
v	30	30	30	30
Vd	1,507	1,494	1,458	1,459
Vs	1,484	1,510	1,438	1,463

EASTBOUND



Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	19	19	19	19
LOS	C	C	C	C
v	45	45	45	44
Vd	3,480	3,450	3,366	3,369
Vs	3,458	3,426	3,354	3,310

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	25	25	25	24
LOS	C	C	C	C
v	46	46	46	46
Vd	3,480	3,450	3,366	3,369
Vs	3,458	3,426	3,354	3,310

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	18	17	17	17
LOS	B	B	B	B
v	51	51	51	51
Vd	3,613	3,582	3,495	3,498
Vs	3,611	3,562	3,491	3,447

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	22	21	21	21
LOS	C	C	C	C
v	56	56	56	56
Vd	3,613	3,582	3,495	3,498
Vs	3,611	3,562	3,491	3,447

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	22	22	21	21
LOS	C	C	C	C
v	54	54	54	55
Vd	3,613	3,582	3,495	3,498
Vs	3,609	3,570	3,481	3,462

Hr 1	Hr 2	Hr 3	Hr 4
29	31	28	28
D	D	D	D
722	716	698	699
706	707	693	687

Hr 1	Hr 2	Hr 3	Hr 4
27	27	26	26
D	D	D	C
855	848	827	828
858	842	828	824

Hr 1	Hr 2	Hr 3	Hr 4
28	27	27	26
D	D	D	D
2,117	2,098	2,047	2,049
2,112	2,104	2,047	2,028

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	20	20	19	19
LOS	C	C	C	C
v	46	46	46	46
Vd	2,758	2,734	2,667	2,670
Vs	2,751	2,718	2,665	2,622

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	22	21	21	21
LOS	C	C	C	C
v	56	56	56	56
Vd	3,613	3,582	3,495	3,498
Vs	3,607	3,571	3,484	3,459

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	14	14	13	13
LOS	B	B	B	B
v	53	53	53	54
Vd	1,496	1,483	1,447	1,449
Vs	1,497	1,468	1,431	1,432

LEGEND

Freeway Statistics

Statistict -->	Stat	Hr 1
Density[1] (Veh/Mi/Ln)	ρ	36
Estimated Level of Service[2]	LOS	E
Average Speed (MPH)	v	50
Demand Volume[3] (veh/hr)	Vd	1,056
SImulated Volume (veh/hr)	Vs	1,067

Hourly Interval

Density
LOS
1,056

Ramp Statistics

Statistict -->	Hr 1
Density[1] (Veh/Mi/Ln)	20
Estimated Level of Service[2]	C
Demand Volume[3] (veh/hr)	2,436
Simulated Volume (veh/hr)	2,437

Hourly Interval

LOS Coloring Estimated LOS

LOS A to C	< 28
LOS D	28 - 35
LOS E	35 - 43
LOS F	> 43

1. Calculations from VISSIM not equivalent to calculations from HCM.
2. Letter grades based on density ranges specified in HCM.
3. Demand volume highlighted if simulated falls below 90%

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:

2017 PM Peak Freeway Operations Analysis (Sheet 2 of 2)

Report Title:

Existing and Future No-Build Traffic Analysis Report Addendum

Exhibit No. 3-18

Page No.

Date: 04/09/19

As can be seen from the summary results, some freeway and ramp areas segments are operating at or better than the minimum acceptable level of service 'D' standard. However, notable deficiencies were observed at several locations including:

For the AM Peak Period

I-195 Eastbound:

- The diverge segment just west of the exit to I-95 (E2 – E3) was noted to be operating at LOS 'F' during Hour 3 and Hour 4 of the AM peak period with high traffic densities and low speeds.
- The two-lane segment just east of the exit to I-95 (E3 – E4) was noted to be operating at LOS 'F' during Hours 2 through 4 of the AM peak period with increasingly high traffic densities and decreasing speeds.
- The segment between the lane drop and the on ramp from I-95 (E4 – E5) was noted to be operating at LOS 'F' during all four hours of the AM peak period with increasing traffic densities.
- The weaving section between the on-ramp from I-95 and off ramp to N Miami Avenue (E5 – E6) was noted to be operating at LOS 'F' during Hour 4.
- The segments from upstream of the Biscayne Boulevard off-ramp to east of Biscayne Boulevard on-ramp (E78 through E910) was noted to be operating at LOS 'F' during Hour 4.
- The segment to the east of Biscayne Boulevard on-ramp merge was noted to be operating at LOS 'F' during Hours 3 and 4.
- The eastbound exit ramp to Biscayne Boulevard was noted to be operating at LOS 'F' during Hours 2 through 4 of the AM peak period.
- The diverge segment at the off-ramp to Alton Road (E11 – E12) was noted to be operating at LOS 'F' during Hours 3 and 4 of the AM peak period with the simulated volume dipping below the 90% threshold in Hour 3.
- The two-lane segment just east of the off-ramp to Alton Road (E12 – E13) was noted to be operating at LOS 'F' during Hours 3 and 4 of the AM peak period with the simulated volume dipping below the 90% threshold in Hour 3.

I-195 Westbound:

- The westbound N Miami Avenue on-ramp was noted to be operating at LOS 'E' during the whole AM peak period.
- The segment between the lane drop and the on ramp from I-95 (W12 – W13) was noted to be operating at LOS 'F' during all four hours of the AM peak period except for Hour 1 with an operating LOS 'E'.

For the PM Peak Period

I-195 Eastbound:

- The segment between the lane drop and the on ramp from I-95 (E4 – E5) was noted to be operating at LOS 'E' during all four hours of the PM peak period except during Hour 1 operating at LOS 'F'.

I-195 Westbound:

- The westbound on-ramp from northbound Alton Road was noted to be operating at LOS 'F' during all four Hours during the PM peak period.
- The westbound on-ramp from southbound Alton Road was noted to be operating at LOS 'E' during all four Hours of the PM peak period.
- The segment between the lane drop and the on ramp from I-95 (W12 – W13) was noted to be operating at LOS 'E' during all four Hours of the PM peak period.

The VISSIM Freeway output results are presented in **Appendix B**.

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4.0 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 **Section 3.5** for existing conditions.

4.1 2045 No-Build Balanced Traffic Volumes & Peak Period Adjustments

The No-Build Design Traffic peak-hour volumes for 2045 No-Build conditions developed and described in **Section 5.0** of the February 2019 *I-195 CPS Existing and Future No-Build Traffic Analysis Report*, were used as a starting point in the development, of the VISSIM model and analysis of future No-Build conditions. Like in the Existing Conditions Analysis, it was necessary to apply adjustment factors to the balanced peak hour volumes shown in **Exhibits 4-1** through **4-3** on the following pages to develop the peak period hourly volume inputs used in the VISSIM No-Build model. In addition, a 30-minute seeding period was used for the AM and PM simulations. The hourly volume distributions within the AM and PM peak periods respectively from **Table 3-1** were used to adjust the Peak Hour Volumes.

The percentages from **Table 3-1** were applied to the peak hour volumes shown in **Exhibits 4-1** through **4-3** to derive the hourly volumes input to the VISSIM model.

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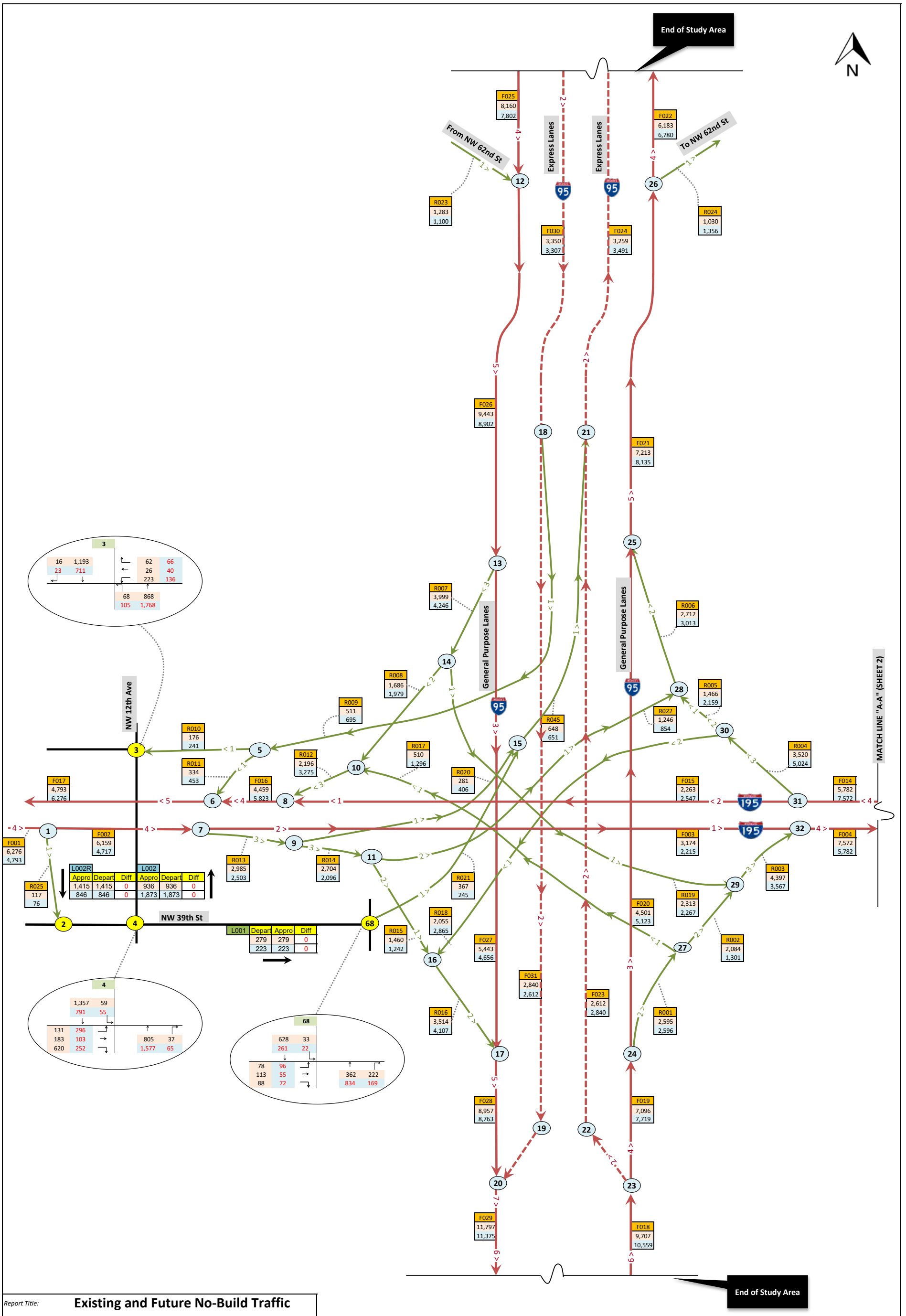


Attributes Legend

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

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

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

Exhibit No: 4-1
Page no:
Date: 3/25/19

N

MATCH LINE "A-A" (SHEET 1)

MATCH LINE "B-B" (SHEET 3)

NW 38th St

NW 36th St

NE 39th St

NE 38th St

NE 1st Ave

NE 2nd Ave

N Miami Ave

Federal Hwy

Biscayne Blvd.

L020R	L020
1,871	1,542
1,603	1,859

L021R	L021
262	139
195	279

L016R	Appro	Depart	Diff
	768	767	-1
	639	638	-1

L016	Appro	Depart	Diff
	639	639	0
	766	766	0

L017R	Appro	Depart	Diff
	1,071	1,101	30
	451	454	3

L017	Appro	Depart	Diff
	582	560	-21
	1,087	1,084	-3

L010R	Appro	Depart	Diff
	244	233	-11
	301	283	-18

L010	Depart	Appro	Diff
	299	271	-28
	219	216	-3

L011R	Appro	Depart	Diff
	154	155	1
	209	225	17

L011	Depart	Appro	Diff
	288	319	31
	232	232	0

L015	Appro	Depart	Diff
	444	442	-2
	634	644	10

L009R	Appro	Depart	Diff
	952	952	0
	754	754	0

L009	Appro	Depart	Diff
	2,267	2,267	0
	2,758	2,758	0

L008R	Appro	Depart	Diff
	1,940	1,940	0
	1,606	1,606	0

L008	Appro	Depart	Diff
	1,618	1,619	1
	2,080	2,080	0

L015R	Appro	Depart	Diff
	735	735	0
	538	558	20

L014R	Appro	Depart	Diff
	204	217	13
	126	114	-12

L014	Appro	Depart	Diff
	186	188	2
	334	301	-33

L003R	Appro	Depart	Diff
	1,067	1,067	0
	1,310	1,314	4

L003	Depart	Appro	Diff
	1,314	1,314	0
	1,097	1,097	0

L004R	Appro	Depart	Diff
	1,070	1,039	-31
	1,404	1,403	-1

L004	Depart	Appro	Diff
	1,423	1,423	0
	1,188	1,188	0

L005R	Appro	Depart	Diff
	848	899	51
	1,017	1,062	45

L005	Depart	Appro	Diff
	1,048	947	-101
	899	899	0

L006R	Appro	Depart	Diff
	1,491	1,491	0
	1,519	1,569	50

L006	Depart	Appro	Diff
	1,150	971	-179
	1,298	1,190	-108

L007R
254
298

L007
1,040
1,208

L018R	Appro	Depart	Diff
	3,134	3,171	37
	2,497	2,496	-1

L018	Appro	Depart	Diff
	2,209	2,321	112
	2,329	2,400	71

L013R	Appro	Depart	Diff
	258	258	0
	361	361	0

L013
164
123

L022R	L022
907	638
755	887

L012R	Appro	Depart	Diff
	370	370	0
	443	443	0

L012	Depart	Appro	Diff
	443	443	0
	370	370	0

L024R
3,104
2,800

L024
2,139
2,256

L023R	L023
3,289	1,886
2,034	1,714

L019R	L019
1,382	1,294
1,208	1,775

R027
1,578
1,812

R026
1,636
1,530

R028
1,237
1,221

R029
1,201
1,087

R030
1,367
1,050

R031
1,024
1,339

F014
5,782
7,572

F004
7,572
5,782

F013
4,204
5,760

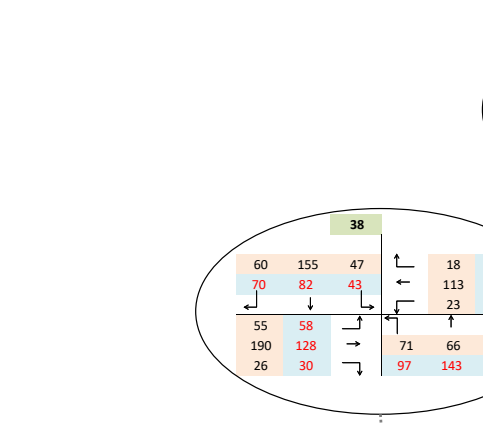
F005
5,936
4,252

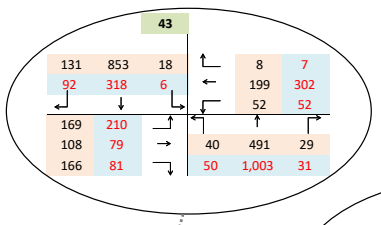
F012
3,003
4,673

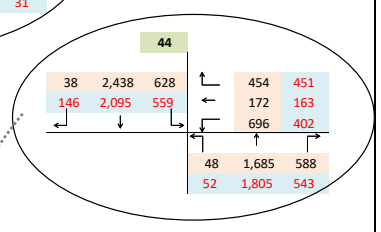
F011
4,370
5,723

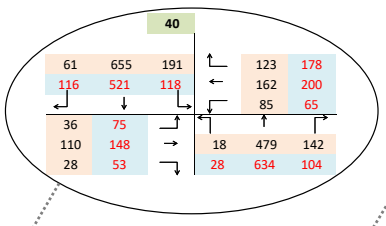
F006
4,699
3,031

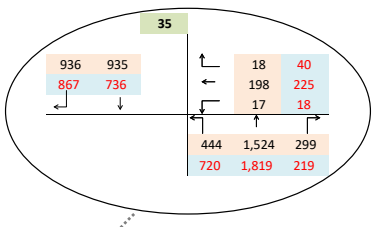
F007
5,723
4,370

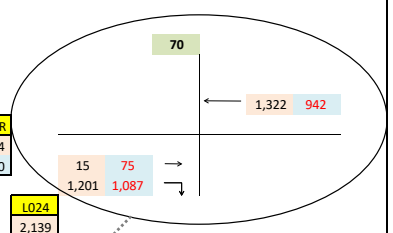


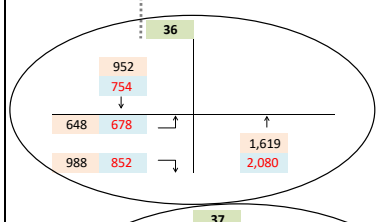


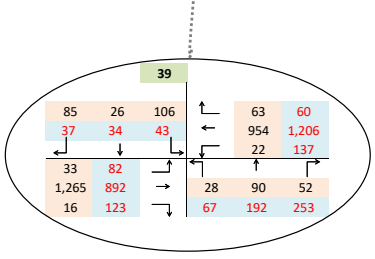


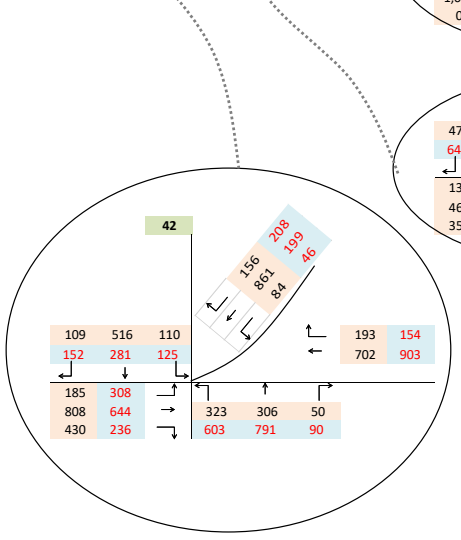


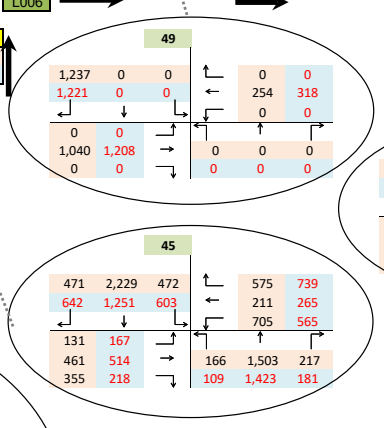


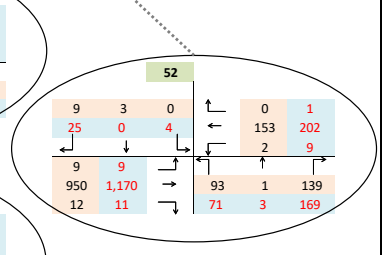












Report Title:	**Existing and Future No-Build Traffic Analysis Report Addendum**
Exhibit Name:	**2045 Future No-Build Peak Hour Volumes (Sheet 2 of 3)**
Project Name:	**I-195 Corridor Planning Study from I-95/NW 12th Avenue to SR 907/Alton Road** FM No. 440228-1-22-01

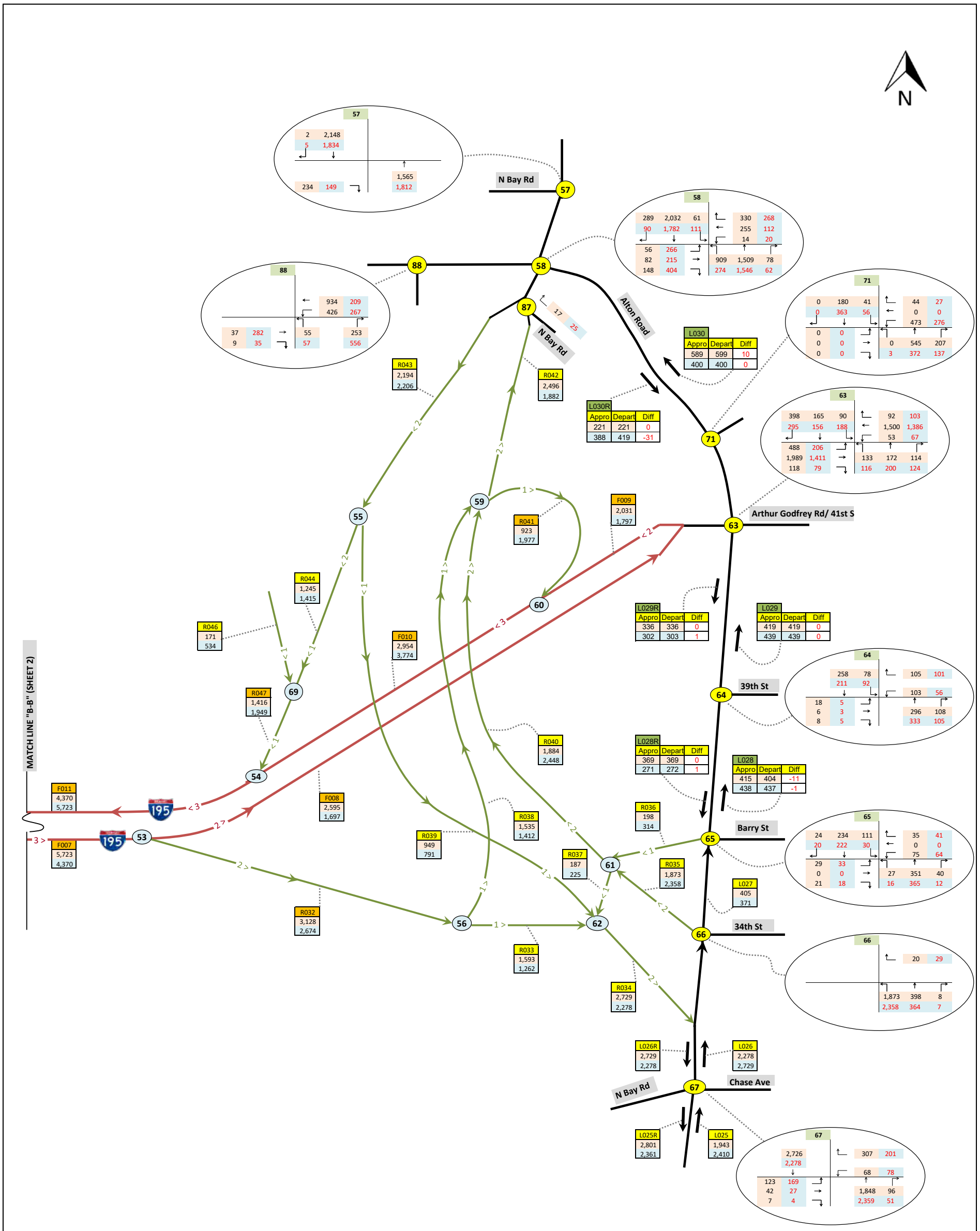
Attributes Legend

F001	Freeway / Ramp balanced segment
L99	Link that has access in between
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
	Ramp segment
	Arterial Segment
2 >	Number of Lanes

Exhibit No:	4-2
Page no:	
Date:	3/25/19



Report Title:	**Existing and Future No-Build Traffic Analysis Report Addendum**
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
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
	Ramp segment
	Arterial Segment
2 >	Number of Lanes

Exhibit No:	4-3
Page no:	
Date:	3/25/19

4.2 2045 No-Build Model Network Review

The base VISSIM model network developed and described in **Section 3.2** of the report was used as a starting point to develop the 2045 No-Build VISSIM model network. Programmed projects included in the Miami-Dade Transportation Improvement Program and the 2040 Cost Feasible Long-Range Transportation Plan LRTP were reviewed to identify necessary adjustments to the base VISSIM model to reflect the future No-Build condition.

4.3 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 3.5.1** of this report. For signalized intersections, signal timing splits were generally optimized to accommodate the anticipated changes in future traffic demand. The same MOEs used to assess the intersection performance previously described in **Section 3.5.1** for Existing conditions were used to assess the projected changes in intersection performance associated with the future No-Build condition. The results of the intersection operational analyses for the existing AM and PM peak period conditions are summarized in **Table 4-1A** and **4-1B** on the following pages:

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Table 4-1A: 2045 AM Peak Period No-Build Conditions Intersection Traffic Operations Summary

Intersection	Lane Group	Balanced Peak Hour Volume	Hour 1							Hour 2							Hour 3 - Peak Hour							Hour 4						
			Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)
3: I-95 SB Express Lanes off-ramp/NW 40th St & NW 12th Ave	NBL	68	54	53	-1.07%	A	9.8	8	135	68	65	-3.86%	B	14.3	18	227	68	68	0.00%	B	14.6	17	211	61	62	1.22%	B	12.3	11	183
	NBT	868	684	682	-0.27%	A	4.3	9	135	863	860	-0.35%	A	6.5	19	227	868	865	-0.35%	A	6.0	18	211	782	780	-0.24%	A	5.0	13	183
	NBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBT	1193	940	940	0.01%	A	8.6	24	279	1,186	1,175	-0.94%	B	16.5	64	403	1,193	1,195	0.17%	B	16.9	66	414	1,075	1,078	0.31%	B	12.3	41	341
	SBR	16	13	12	-4.81%	A	6.8	25	282	16	17	6.87%	B	12.2	65	406	16	16	0.00%	B	12.9	67	417	14	14	-2.86%	A	10.0	42	343
	EBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBL	223	176	176	0.17%	C	30.3	30	177	222	225	1.48%	C	30.6	38	198	223	219	-1.79%	C	30.8	38	198	201	201	0.06%	C	31.6	35	190
	WBT	26	20	19	-7.25%	C	32.9	30	177	26	26	0.58%	C	32.9	38	199	26	27	3.85%	C	31.4	38	198	23	25	6.75%	C	31.5	35	191
	WBR	62	49	50	2.36%	A	9.3	29	177	62	64	3.82%	A	9.3	37	198	62	61	-1.61%	B	10.5	38	198	56	58	3.85%	A	9.7	35	190
	Overall	-	**-**	**-**	**-**	**A**	**9.3**	**-**	**-**	**-**	**-**	**-**	**B**	**14.1**	**-**	**-**	**-**	**-**	**-**	**B**	**14.2**	**-**	**-**	**-**	**-**	**-**	**B**	**11.6**	**30**	**-**
4: NW 39th St & NW 12th Ave	NBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	NBT	805	634	630	-0.67%	B	11.1	25	219	800	800	-0.04%	B	17.9	52	304	805	805	0.00%	B	17.5	52	311	725	723	-0.29%	B	14.3	37	260
	NBR	37	29	27	-7.38%	A	9.7	24	220	37	34	-7.58%	B	15.3	52	304	37	35	-5.41%	B	13.8	52	311	33	33	-0.99%	B	13.1	37	261
	SBL	59	46	47	1.11%	A	9.4	35	313	59	63	7.40%	B	14.2	66	325	59	58	-1.69%	B	13.5	67	321	53	52	-2.16%	B	11.4	54	316
	SBT	1357	1,069	1,070	0.08%	A	8.5	35	313	1,349	1,334	-1.12%	B	11.3	67	325	1,357	1,356	-0.07%	B	11.0	68	321	1,222	1,228	0.46%	B	10.3	54	317
	SBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBL	131	103	104	0.76%	C	24.0	51	365	130	126	-3.26%	B	18.2	102	491	131	127	-3.05%	B	18.8	99	458	118	119	0.85%	C	20.2	72	437
	EBT	183	144	145	0.57%	C	24.8	57	366	182	185	1.68%	C	22.3	110	492	183	182	-0.55%	C	21.7	105	458	165	168	1.92%	C	22.6	81	448
	EBR	620	488	489	0.11%	B	16.4	56	366	616	613	-0.56%	C	26.9	110	492	620	620	0.00%	C	25.6	105	458	558	558	-0.09%	C	21.6	81	448
	WBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	Overall	-	**-**	**-**	**-**	**B**	**12.3**	**-**	**-**	**-**	**-**	**-**	**B**	**17.0**	**80**	**-**	**-**	**-**	**-**	**B**	**16.5**	**-**	**-**	**-**	**-**	**-**	**B**	**14.7**	**-**	**-**
68: NW 39th St & NW 10th Ave	NBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	NBT	362	285	285	-0.07%	A	0.7	0	0	360	359	-0.25%	A	1.1	0	16	362	352	-2.76%	A	1.0	0	17	326	323	-0.94%	A	0.9	0	0
	NBR	222	175	175	0.05%	A	3.3	0	57	221	220	-0.33%	A	3.7	1	82	222	232	4.50%	A	3.6	0	76	200	201	0.51%	A	3.4	0	54
	SBL	33	26	25	-3.85%	A	0.7	0	0	33	32	-2.47%	A	0.7	0	0	33	34	3.03%	A	0.7	0	0	30	31	4.29%	A	0.8	0	0
	SBT	628	495	494	-0.16%	A	0.3	0	0	624	623	-0.22%	A	0.4	0	0	628	627	-0.16%	A	0.4	0	0	566	561	-0.83%	A	0.3	0	0
	SBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBL	78	61	58	-5.62%	B	10.3	2	120	78	78	0.58%	B	10.7	3	125	78	83	6.41%	B	10.7	3	123	70	74	5.32%	B	10.6	3	121
	EBT	113	89	93	4.46%	B	11.7	2	120	112	115	2.36%	B	12.6	3	125	113	107	-5.31%	B	12.2	3	123	102	101	-0.77%	B	11.8	3	121
	EBR	88	69	67	-3.36%	A	9.4	13	180	87	89	1.72%	B	10.5	19	184	88	87	-1.14%	A	9.7	18	182	79	78	-1.60%	A	9.5	16	180
	WBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	Overall	-	**-**	**-**	**-**	**A**	**2.7**	**-**	**-**	**-**	**-**	**-**	**A**	**3.1**	**-**	**-**	**-**	**-**	**-**	**A**	**3.0**	**-**	**-**	**-**	**-**	**-**	**A**	**2.9**	**-**	**-**
35: N Miami Ave & NW/NE 38th St/On-Ramp to I-195 WB	NBL (On-Ramp)	*434*	342	182	-46.77%	C	25.8	143	245	431	102	-76.36%	C	24.3	189	245	434	46	-89.40%	B	16.1	212	238	391	47	-87.98%	B	16.4	203	228
	NBL	*10*	8	4	-49.23%	F	119.8	143	245	10	2	-79.88%	F	99.4	189	245	10	1	-90.00%	C	28.8	212	238	9	1	-88.90%	D	55.0	203	228
	NBT	*1,524*	1,201	661	-44.95%	A	7.4	143	245	1,515	363	-76.04%	C	21.7	189	245	1,524	139	-90.88%	B	13.5	212	238	1,373	168	-87.76%	A	6.9	203	228
	NBR	*299*	236	115	-51.18%	F	104.7	143	245	297	61	-79.48%	F	491.8	189	245	299	27	-90.97%	F	745.2	212	238	269	31	-88.49%	F	84.0	203	228
	SBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBT	*935*	737	613	-16.79%	F	82.9	1554	1670	930	589	-36.64%	E	78.1	1555	1675	935	402	-57.01%	F	106.8	1561	1660	842	160	-81.00%	E	77.4	1608	1647
	SBR (On-Ramp)	*928*	731	621	-15.07%	D	51.2	1555	1672	923	558	-39.52%	D	50.7	1556	1676	928	391	-57.87%	D	50.5	1562	1661	836	166	-80.14%	D	49.1	1609	1648
	SBR	*8*	6	6	-4.81%	D	44.6	1555	1671	8	5	-37.14%	D	52.3	1555	1675	8	4	-50.00%	D	38.6	1561	1661	7	1	-86.12%	D	44.3	1608	1648
	EBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBL	*17*	13	8	-40.27%	F	108.6	55	313	17	5	-70.42%	F	98.5	35	283	17	2	-88.24%	F	110.4	17	168	15	2	-86.94%	F	94.8	14	90
	WBT (On-Ramp)	*198*	156	85	-45.51%	F	86.7	55	312	197	50	-74.60%	F	94.1	35	283	198	28	-85.86%	E	76.1	17	167	178	22	-87.66%	E	79.7	14	90
	WBT	*1*	1	0	-100.00%	F	102.2	56	313	1	0	-100.00%	A	0.0	35	283	1	0	-100.00%	F	143.4	17	168	1	0	-100.00%	A	0.0	14	90
	WBR	*17*	13	8	-40.27%	E	61.5	55	312	17	6	-64.50%	E	63.6	34	282	17	3	-82.35%	D	48.6	17	167	15	1	-93.47%	C	32.6	14	89
	Overall	-	**-**	**-**	**-**	**D**	**48.5**	**-**	**-**	**-**	**1,740**	**-**	**E**	**57.4**	**-**	**-**	**-**	**-**	**-**	**E**	**66.5**	**-**	**-**	**-**	**-**	**-**	**E**	**59.0**	**-**	**-**

Table 4-1A: 2045 AM Peak Period No-Build Conditions Intersection Traffic Operations Summary

Intersection	Lane Group	Balanced Peak Hour Volume	Hour 1							Hour 2							Hour 3 - Peak Hour							Hour 4						
			Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)
36: N Miami Ave & Off-Ramp from I-195 EB	NBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	NBT	*1,619*	1,276	670	-47.47%	E	59.0	215	330	1,610	372	-76.89%	F	190.7	259	323	1,619	164	-89.87%	F	215.8	284	311	1,458	175	-88.00%	D	41.3	278	305
	NBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-	-		-	-	-	-	-	-
	SBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-	-		-	-	-	-	-	-
	SBT	*952*	750	623	-16.94%	D	45.8	147	292	947	594	-37.24%	D	39.9	150	280	952	399	-58.09%	D	54.7	186	277	858	159	-81.46%	D	43.4	222	264
	SBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-	-		-	-	-	-	-	-
	EBL	*648*	511	300	-41.24%	F	130.8	1090	1698	644	160	-75.17%	F	378.7	1572	1691	648	52	-91.98%	F	465.0	1648	1676	584	71	-87.84%	F	113.3	1613	1665
	EBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-	-		-	-	-	-	-	-
	EBR	*988*	778	471	-39.49%	F	119.8	1090	1698	982	249	-74.65%	F	305.6	1572	1691	988	84	-91.50%	F	419.8	1648	1676	890	115	-87.08%	F	138.1	1613	1665
	WBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-	-		-	-	-	-	-	-
	WBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-	-		-	-	-	-	-	-
	WBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-	-		-	-	-	-	-	-
	Overall	-	-	-	-	E	**76.9**	-	-	-	-	-	F	**110.2**	-	-	-	-	-	F	**119.8**	-	-	-	-	D	**54.9**	-	-
37: N Miami Ave & NW/NE 36th St	NBL	33	26	12	-53.85%	F	155.2	1245	1328	33	6	-81.71%	F	101.0	1278	1319	33	3	-90.91%	F	90.5	1285	1311	30	3	-89.91%	F	88.1	1284	1301
	NBT	1148	904	465	-48.59%	F	239.5	1245	1328	1,141	260	-77.22%	F	544.5	1278	1319	1,148	112	-90.24%	F	675.8	1285	1311	1,034	128	-87.62%	F	177.3	1284	1301
	NBR	113	89	47	-47.21%	F	105.8	1245	1328	112	27	-75.97%	F	188.5	1278	1319	113	10	-91.15%	F	349.6	1285	1311	102	12	-88.21%	F	83.6	1284	1301
	SBL	484	381	257	-32.60%	D	46.9	173	337	481	201	-58.23%	E	56.8	154	321	484	109	-77.48%	F	86.5	202	308	436	57	-86.93%	D	35.1	263	307
	SBT	1103	869	629	-27.62%	C	26.3	172	335	1,097	487	-55.59%	C	26.2	153	319	1,103	279	-74.71%	C	30.0	201	306	994	158	-84.10%	C	26.6	262	305
	SBR	353	278	198	-28.81%	C	20.7	173	338	351	150	-57.26%	C	22.6	153	321	353	87	-75.35%	C	24.3	201	308	318	52	-83.65%	B	17.9	264	307
	EBL	223	176	113	-35.68%	F	332.3	364	484	222	54	-75.64%	F	990.5	412	481	223	28	-87.44%	F	851.3	426	455	201	24	-88.05%	F	268.3	426	452
	EBT	717	565	436	-22.82%	F	82.6	364	484	713	213	-70.12%	F	112.8	412	481	717	111	-84.52%	F	101.5	426	455	646	88	-86.37%	F	83.4	426	452
	EBR	56	44	32	-27.47%	E	71.7	363	484	56	18	-67.67%	E	78.9	411	481	56	9	-83.93%	F	83.6	424	455	50	6	-88.11%	F	85.8	426	452
	WBL	223	176	105	-40.24%	F	117.1	522	724	222	60	-72.94%	F	165.2	666	725	223	24	-89.24%	F	116.6	693	717	201	23	-88.55%	F	133.0	692	708
	WBT	597	470	286	-39.20%	F	130.6	521	724	594	158	-73.38%	F	326.4	666	724	597	64	-89.28%	F	318.7	693	716	538	61	-88.66%	F	127.0	691	707
	WBR	247	195	101	-48.10%	F	243.9	521	724	246	60	-75.57%	F	731.0	666	724	247	27	-89.07%	F	835.8	693	716	222	22	-90.11%	F	229.9	691	707
	Overall	-	-	-	-	F	**108.4**	-	-	-	-	-	F	**147.4**	-	-	-	-	-	F	**121.3**	-	-	-	-	-	E	**63.3**	-	-
38: NE 1st Ave & NE 38th St	NBL	71	56	31	-44.58%	F	108.8	104	467	71	19	-73.08%	F	203.9	139	386	71	11	-84.51%	F	370.1	221	369	64	8	-87.49%	F	58.8	202	256
	NBT	66	52	31	-40.38%	F	103.7	89	428	66	22	-66.47%	F	192.6	121	346	66	10	-84.85%	F	498.5	195	338	59	9	-84.86%	F	71.0	180	229
	NBR	51	40	23	-42.76%	F	227.8	102	455	51	15	-70.42%	F	372.5	135	375	51	8	-84.31%	F	739.0	214	360	46	7	-84.76%	F	103.3	196	248
	SBL	47	37	25	-32.49%	F	273.4	480	1097	47	11	-76.46%	F	595.7	1168	1231	47	7	-85.11%	F	795.8	1195	1211	42	5	-88.19%	F	455.6	1199	1209
	SBT	155	122	91	-25.48%	F	155.4	454	1061	154	40	-74.04%	F	555.7	1132	1195	155	20	-87.10%	F	634.1	1158	1175	140	17	-87.82%	F	401.1	1162	1173
	SBR	6	5	34	619.23%	F	175.5	475	1092	6	16	168.21%	F	473.5	1162	1226	6	9	50.00%	F	638.8	1189	1206	5	7	29.52%	F	323.6	1193	1204
	EBL	55	43	18	-58.46%	F	205.6	425	683	55	14	-74.40%	F	978.6	602	691	55	5	-90.91%	F	1166.8	650	680	50	7	-85.87%	F	232.7	627	668
	EBT	190	150	68	-54.57%	F	356.4	432	691	189	40	-78.83%	F	940.9	610	699	190	17	-91.05%	F	1245.7	658	688	171	23	-86.56%	F	269.7	635	676
	EBR	26	20	10	-51.18%	F	282.7	420	677	26	6	-76.79%	F	600.9	596	684	26	2	-92.31%	F	860.0	643	673	23	5	-78.65%	F	314.2	621	661
	WBL	23	18	6	-66.89%	D	34.3	6	97	23	3	-86.88%	F	125.8	10	93	23	2	-91.30%	F	126.5	24	91	21	2	-90.35%	F	145.3	35	82
	WBT	113	89	34	-61.81%	B	11.8	4	133	112	26	-76.86%	D	28.5	15	157	113	11	-90.27%	E	42.3	33	140	102	11	-89.19%	C	18.7	38	130
	WBR	18	14	6	-57.69%	A	7.3	8	134	18	5	-72.06%	A	8.2	13	125	18	3	-83.33%	F	66.5	28	116	16	1	-93.83%	F	52.6	34	112
	Overall	-	-	-	-	F	**181.5**	-	-	-	-	-	F	**440.0**	-	-	-	-	-	F	**395.1**	-	-	-	-	-	F	**72.7**	-	-
39: NE 1st Ave & NE 36th St	NBL	28	22	26	17.86%	F	178.9	216	747	28	18	-35.34%	F	605.0	745	1017	28	11	-60.71%	F	457.6	1085	1166	25	8	-68.28%	F	270.2	1065	1150
	NBT	90	71	47	-33.72%	F	144.3	198	712	89	31	-65.36%	F	282.2	716	982	90	16	-82.22%	F	421.6	1050	1131	81	14	-82.73%	F	194.1	1032	1115
	NBR	52	41	45	9.84%	F	125.5	209	733	52	31	-40.04%	F	446.9	733	1002	52	18	-65.38%	F	403.3	1070	1151	47	13	-72.25%	F	210.4	1051	1135
	SBL	106	84	15	-82.04%	F	98.2	126	460	105	6	-94.31%	F	710.6	370	536	106	3	-97.17%	F	529.9	314	385	95	5	-94.76%	F	476.3	354	374
	SBT	26	20	18	-12.13%	F	149.3	103	405	26	9	-65.18%	F	602.1	321	481	26	4	-84.62%	F	513.7	267	331	23	5	-78.65%	F	380.1	304	324
	SBR	85	67	65	-2.94%	F	154.8	122	448	85	35	-58.58%	F	743.8	360	524	85	13	-84.71%	F	584.6	307	374	77	14	-81.72%	F	503.6	345	365
	EBL	33	26	15	-42.31%	E	39.6	55	456	33	10	-69.52%	F	52.9	197	581	33	7	-78.79%	F	90.5	411	634	30	3	-89.91%	F	75.8	583	716
	EBT	1265	997	711	-28.66%	C	22.1	50	437	1,258	406	-67.72%	F	56.5	188	560	1,265	205	-83.79%	E	41.9	395	613	1,139	142	-87.54%	D	30.3	564	696
	EBR	16	13	9	-28.61%	A	8.4	58	480	16	6	-62.28%	A	8.7	206	605	16	3	-81.25%	F	67.7	426	658	14	2	-86.12%	B	14.9	603	741
	WBL	22	17	10	-42.31%	C	20.5	193	651	22	5	-77.14%	F	201.0	671	826	22	1	-95.45%	F	54.2	751	789	20	2	-89.91%	F	102.2	759	785
	WBT	954	752	420	-44.12%	F	80.2	176	609	948	227	-76.07%	F	270.9	632	784	954	91	-90.46%	F	362.4	709	747	859	88	-89.76%	F	230.5	717	743
	WBR	63	50	30	-39.56%	F	72.9	195	650	63	15	-76.05%	F	317.9	671	825	63	6	-90.48%	F	315.4	750	788	57	6	-89.43%	F	170.5	758	784
	Overall	-	-	-	-	F	**57.0**	-	-	-	-	-	F	**156.5**	-	-	-	-	-	F	**148.4**	-	-	-	-	-	F	**105.0**	-	-
40: NE 2nd Ave & NE 39th St	NBL	18	14	6	-57.69%	D	38.4	299	388	18	4	-77.65%	F	106.7	250	378	18	2	-88.89%	F	86.2	211	261	16	2	-87.66%	C	26.3	163	189
	NBT	479	377	162	-57.07%	F	153.5	299	388	476	107	-77.53%	F	174.0	250	378	479	49	-89.77%	F	199.0	211	261	431	46	-89.34%	F	92.1	163	189
	NBR	142	112	44	-60.67%	F	334.8	299	388	141	30	-78.75%	F	379.1	250	378	142	15	-89.44%	F	548.7	211	261	128	17	-86.71%	F	189.9	163	189
	SBL	191	150	40	-73.42%	F	1244.6	778	870	190	34	-82.10%	F	1718.1	829	875	191	15	-92.15%	F	1734.7	830	854	172	16	-90.70%	F	1090.4	828	841
	SBT	655	516	192	-62.79%	F	112.3	778	870	651	116	-82.19%	F	165.0	829	875	655	46	-92.98%	F	170.4	830	854	590	44	-92.54%	F	137.6	828	841
	SBR	61	48	19	-60.47%	F	131.6	778	870	61	11	-81.86%	F	114.9	829	875	61	5	-91.80%	F	128.9	830	854	55	4	-92.72%	F	86.1	828	841
	EBL	36	28	14	-50.64%	F	224.1	118	161	36	8	-77.65%	F	239.1	124	153	36	6	-83.33%	F	168.5	128	142	32	5	-84.58%	F	151.6	128	137
	EBT	110	87	50	-42.31%	F	413.9	118	161	109	32	-70.74%	F	516.0	124	153	110	16	-85.45%	F	519.5	128	142	99	14	-85.87%	F	284.3	128	137
	EBR	28	22	12	-45.60%	F	179.4	118	161	28	8	-71.26%	F	218.5	124	153	28	4	-85.71%	F	273.0	128	142	25	5	-80.18%	F	140.8	128	137
	WBL	85	67	35	-47.74%	D	35.8	22	203	85	23	-72.78%	C	31.6	38	216	85	9	-89.41%	E	62.6	48	159	77	6	-92.16%	B	14.3	40	67
	WBT	162	128	69	-45.94%	C	24.9	22	203	161	45	-72.06%	C	28.2	38	216	162	19	-88.27%	C	34.6	48	159	146	12	-91.78%	B	18.2	40	67
	WBR	123	97	48	-50.47%	B	16.9	22	203	122	33	-73.02%	B	17.9	38	216	123	16	-86.99%	B	18.9	48	159	111	10	-90.97%	B	10.5	40	67
	Overall	-	-	-	-	F	**202.8**	-	-	-	-	-	F	**292.5**	-	-	-	-	-	F	**312.5**	-	-	-	-	-	F	**202.5**	-	-

Table 4-1A: 2045 AM Peak Period No-Build Conditions Intersection Traffic Operations Summary

Intersection	Lane Group	Balanced Peak Hour Volume	Hour 1							Hour 2							Hour 3 - Peak Hour							Hour 4						
			Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)
41: NE 2nd Ave & NE 38th St	NBL	53	42	17	-59.29%	F	184.8	390	617	53	11	-79.12%	F	268.0	329	548	53	6	-88.68%	F	323.5	248	417	48	5	-89.53%	F	82.0	170	256
	NBT	389	306	133	-56.60%	F	270.5	355	576	387	83	-78.54%	F	298.9	300	510	389	38	-90.23%	F	420.7	224	387	350	34	-90.30%	F	132.5	153	235
	NBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBT	670	528	211	-60.03%	A	4.6	6	182	666	126	-81.08%	A	8.3	41	218	670	50	-92.54%	D	29.7	93	163	604	49	-91.88%	C	17.1	122	183
	SBR	97	76	30	-60.75%	A	2.1	7	214	96	19	-80.30%	A	8.1	44	241	97	8	-91.75%	A	7.9	101	182	87	6	-93.13%	A	9.2	136	202
	EBL	250	197	80	-59.38%	F	448.4	516	696	249	56	-77.47%	F	540.5	483	685	250	26	-89.60%	F	899.2	499	528	225	29	-87.12%	F	280.1	479	517
	EBT			0	-	A	0.0	482	660		0	-	A	0.0	453	649		0	-	A	0.0	470	499		0	-	A	0.0	450	488
	EBR	65	51	23	-55.09%	F	313.5	482	660	65	14	-78.34%	F	467.0	453	649	65	5	-92.31%	F	796.7	470	499	59	7	-88.04%	F	217.3	450	488
	WBL			0	-	A	0.0	0	0		0	-	A	0.0	4	43		0	-	A	0.0	22	71		0	-	A	0.0	38	76
	WBT	4	3	0	-100.00%	A	0.0	0	0	4	3	-24.57%	E	38.4	1	7	4	3	-25.00%	F	52.4	17	33	4	3	-16.74%	D	25.2	33	42
	WBR			0	-	A	0.0	0	0		0	-	A	0.0	4	44		0	-	A	0.0	23	72		0	-	A	0.0	38	77
	Overall	-	-	-	-	F	**163.2**	-	-	-	-	-	F	**204.3**	-	-	-	-	-	F	**199.4**	-	-	-	-	-	E	**36.5**	-	-
42: Federal Hwy / NE 2nd Ave & NE 36th St	NBL	*117*	92	61	-33.83%	F	259.2	816	1329	116	33	-71.63%	F	547.8	1286	1335	117	16	-86.32%	F	563.6	1289	1313	105	14	-86.72%	F	321.1	1287	1300
	NBT	*306*	241	175	-27.41%	F	141.4	816	1329	304	91	-70.09%	F	226.0	1286	1335	306	43	-85.95%	F	177.1	1289	1313	276	37	-86.58%	F	160.9	1287	1300
	NBT (10048)	*206*	162	101	-37.77%	F	381.9	816	1329	205	61	-70.22%	F	632.7	1286	1335	206	30	-85.44%	F	701.1	1289	1313	186	26	-85.99%	F	274.6	1287	1300
	NBR	*50*	39	27	-31.46%	F	133.3	816	1329	50	16	-67.81%	F	168.9	1286	1335	50	8	-84.00%	F	202.1	1289	1313	45	6	-86.68%	F	158.3	1287	1300
	SBL	*84*	66	31	-53.16%	F	270.5	824	879	84	22	-73.66%	F	231.8	806	886	84	11	-86.90%	F	225.5	782	802	76	6	-92.07%	F	237.5	785	800
	SBT	*861*	678	306	-54.89%	F	226.7	823	879	856	231	-73.02%	F	203.0	805	886	861	113	-86.88%	F	206.4	782	802	776	57	-92.65%	F	248.5	784	800
	SBR	*143*	113	50	-55.62%	F	345.9	823	878	142	31	-78.20%	F	641.7	804	885	143	14	-90.21%	F	765.2	781	801	129	10	-92.24%	F	405.8	784	799
	SBR (10048)	*13*	10	5	-51.18%	F	512.0	823	878	13	4	-69.05%	F	553.2	804	885	13	1	-92.31%	F	782.5	781	801	12	1	-91.46%	F	256.8	784	799
	EBL	*156*	123	71	-42.23%	F	146.6	333	705	155	36	-76.79%	F	793.2	425	703	156	18	-88.46%	F	750.3	567	682	141	13	-90.75%	F	409.8	625	690
	EBL (10048)	*29*	23	14	-38.73%	F	430.2	336	708	29	8	-72.25%	F	780.6	428	706	29	4	-86.21%	F	974.5	570	685	26	3	-88.52%	F	461.7	628	693
	EBT	*808*	637	441	-30.73%	F	109.5	336	708	803	257	-68.01%	E	63.8	428	706	808	128	-84.16%	D	51.4	570	685	728	93	-87.22%	F	87.6	628	693
	EBR	*430*	339	235	-30.63%	D	53.1	334	708	428	132	-69.12%	D	40.3	427	706	430	62	-85.58%	D	36.6	569	685	387	50	-87.09%	E	60.3	628	693
	WBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBT	*702*	553	349	-36.90%	F	92.0	139	430	698	175	-74.93%	F	378.9	363	481	702	65	-90.74%	F	463.2	430	482	632	65	-89.72%	F	289.8	442	472
	WBR	*115*	91	54	-40.40%	F	91.5	139	430	114	27	-76.39%	F	232.6	363	481	115	12	-89.57%	F	255.5	430	482	104	9	-91.31%	F	169.6	442	472
	WBR (10048)	*78*	61	35	-43.05%	F	283.8	139	430	78	18	-76.79%	F	505.5	363	481	78	8	-89.74%	F	520.0	430	482	70	7	-90.04%	F	252.5	442	472
	SEBL (79)	*3*	2	1	-57.69%	E	56.5	78	473	3	0	-100.00%	E	62.6	182	454	3	0	-100.00%	A	0.0	257	354	3	0	-100.00%	F	107.2	274	332
	SEBL	*107*	84	35	-58.48%	F	94.6	78	473	106	20	-81.20%	F	103.5	182	454	107	7	-93.46%	F	106.2	257	354	96	8	-91.70%	F	128.7	274	332
	SEBT	*516*	407	172	-57.69%	E	79.3	81	473	513	99	-80.70%	F	126.4	183	455	516	41	-92.05%	F	147.1	258	355	465	39	-91.61%	F	140.2	275	333
	SEBR	*109*	86	33	-61.57%	E	71.2	44	394	108	16	-85.24%	F	561.1	129	375	109	5	-95.41%	F	886.0	198	291	98	6	-93.89%	F	579.9	215	269
	Overall	-	-	-	-	F	**145.5**	-	-	-	-	-	F	**225.9**	-	-	-	-	-	F	**207.3**	-	-	-	-	-	F	**154.8**	-	-
43: Federal Highway & NE 39th St	NBL	*40*	32	22	-30.19%	D	45.3	57	535	40	12	-69.83%	D	40.8	56	491	40	5	-87.50%	D	49.0	104	341	36	4	-88.90%	D	52.0	111	220
	NBT	*491*	387	261	-32.53%	C	23.6	57	535	488	135	-72.35%	C	28.1	56	491	491	64	-86.97%	D	39.4	104	341	442	52	-88.24%	E	55.2	111	220
	NBR	*29*	23	16	-29.97%	B	17.4	57	535	29	8	-72.25%	D	39.9	56	491	29	3	-89.66%	D	54.7	104	341	26	4	-84.69%	D	47.6	111	220
	SBL	*18*	14	8	-43.59%	F	141.3	181	231	18	3	-83.24%	F	122.6	183	235	18	1	-94.44%	F	147.2	187	214	16	1	-93.83%	F	211.7	189	200
	SBT	*853*	672	322	-52.09%	F	217.8	216	266	848	208	-75.47%	F	209.4	217	270	853	104	-87.81%	F	225.0	222	249	768	46	-94.01%	F	246.7	224	235
	SBR	*131*	103	47	-54.46%	F	140.5	216	266	130	30	-76.97%	F	134.0	217	270	131	15	-88.55%	F	154.1	222	249	118	7	-94.07%	F	168.5	224	235
	EBL	*169*	133	52	-60.95%	F	173.0	302	339	168	38	-77.38%	F	170.9	289	341	169	19	-88.76%	F	181.2	271	291	152	17	-88.83%	F	103.9	246	256
	EBT	*108*	85	36	-57.69%	F	164.6	301	338	107	25	-76.72%	F	156.3	288	340	108	11	-89.81%	F	142.2	270	291	97	11	-88.69%	F	129.4	245	255
	EBR	*166*	131	43	-67.12%	F	826.9	303	339	165	31	-81.22%	F	869.2	289	341	166	15	-90.96%	F	1150.1	271	292	150	17	-88.63%	F	478.1	246	256
	WBL	*52*	41	28	-31.66%	F	169.0	97	253	52	17	-67.12%	F	203.4	79	270	52	8	-84.62%	F	227.9	112	186	47	6	-87.19%	F	223.3	108	135
	WBT	*165*	130	82	-36.92%	F	174.9	99	254	164	53	-67.69%	F	178.6	80	271	165	22	-86.67%	F	209.2	113	187	149	15	-89.91%	F	192.8	108	136
	WBR	*34*	27	19	-29.07%	F	148.5	98	254	34	9	-73.38%	F	131.7	80	271	34	5	-85.29%	F	158.0	113	187	31	3	-90.20%	F	131.1	108	136
	WBR (34)	*8*	6	3	-52.40%	E	79.5	0	0	8	3	-62.28%	E	57.7	0	0	8	1	-87.50%	B	19.8	0	0	7	1	-86.12%	E	79.3	0	0
	Overall	-	-	-	-	F	**167.8**	-	-	-	-	-	F	**190.4**	-	-	-	-	-	F	**211.9**	-	-	-	-	-	F	**173.8**	-	-
44: Biscayne Boulevard at NE 38th/39th St	NBL	48	38	26	-31.25%	E	75.1	316	695	48	19	-60.19%	E	56.5	201	647	48	7	-85.42%	E	61.8	160	420	43	6	-86.12%	D	49.0	145	212
	NBT	1685	1,328	903	-31.98%	D	38.1	325	696	1,675	649	-61.26%	C	31.1	211	665	1,685	316	-81.25%	C	31.5	162	421	1,518	177	-88.34%	C	24.7	146	213
	NBR	588	463	312	-32.65%	D	35.5	324	695	585	231	-60.49%	C	29.2	210	664	588	110	-81.29%	C	29.1	161	420	530	67	-87.35%	C	28.5	146	212
	SBL	628	495	339	-31.49%	E	70.1	899	1178	624	177	-71.65%	E	56.7	1043	1163	628	63	-89.97%	D	51.0	1103	1149	566	44	-92.22%	E	66.3	1103	1144
	SBT	2438	1,921	1,358	-29.30%	D	42.1	900	1178	2,424	663	-72.65%	F	98.5	1044	1164	2,438	238	-90.24%	F	131.2	1103	1150	2,196	184	-91.62%	F	90.0	1103	1144
	SBR	39	31	21	-31.66%	D	36.0	900	1178	39	9	-76.79%	F	93.9	1044	1164	39	4	-89.74%	F	160.0	1103	1150	35	3	-91.46%	E	73.7	1104	1144
	EBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBL	696	548	376	-31.43%	F	144.1	993	1095	692	245	-64.59%	F	175.9	1018	1100	696	99	-85.78%	F	226.0	1043	1072	627	74	-88.20%	F	151.3	1047	1067
	WBT	172	136	95	-29.90%	F	144.1	993	1095	171	57	-66.67%	F	177.2	1018	1100	172	25	-85.47%	F	211.6	1043	1072	155	17	-89.03%	F	144.2	1047	1067
	WBR	454	358	258	-27.87%	F	101.0	993	1095	451	170	-62.34%	F	103.8	1018	1100	454	70	-84.58%	F	135.0	1043	1072	409	49	-88.02%	F	99.0	1047	1067
	Overall	-	-	-	-	E	**60.4**	-	-	-	-	-	E	**72.7**	-	-	-	-	-	E	**72.8**	-	-	-	-	-	D	**51.3**	-	-

Table 4-1A: 2045 AM Peak Period No-Build Conditions Intersection Traffic Operations Summary

Intersection	Lane Group	Balanced Peak Hour Volume	Hour 1							Hour 2							Hour 3 - Peak Hour							Hour 4						
			Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)
45: Biscayne Boulevard & NE 36th St	NBL	166	131	87	-33.48%	F	132.8	1614	1690	165	49	-70.31%	F	473.7	1626	1688	166	22	-86.75%	F	446.5	1638	1677	150	19	-87.29%	F	255.1	1638	1655
	NBT	1503	1,184	852	-28.05%	F	102.4	1614	1690	1,494	687	-54.03%	E	77.4	1626	1688	1,503	331	-77.98%	E	79.6	1638	1677	1,354	179	-86.78%	F	91.5	1638	1655
	NBR	297	234	125	-46.58%	E	68.0	1614	1690	295	102	-65.46%	D	48.4	1626	1688	297	46	-84.51%	D	52.0	1638	1677	268	26	-90.28%	E	65.1	1638	1655
	SBL	706	556	267	-52.00%	E	68.1	1532	1689	702	142	-79.77%	E	69.7	1607	1680	706	50	-92.92%	E	63.7	1634	1670	636	35	-94.50%	E	61.0	1639	1660
	SBT	2167	1,707	1,201	-29.66%	D	36.3	1532	1689	2,155	618	-71.32%	E	61.7	1607	1680	2,167	238	-89.02%	F	83.4	1634	1670	1,952	185	-90.52%	E	56.1	1639	1660
	SBR	480	378	256	-32.31%	D	42.7	1532	1689	477	126	-73.60%	F	165.7	1607	1680	480	45	-90.63%	F	187.5	1634	1670	432	40	-90.75%	F	126.3	1639	1660
	EBL	111	87	75	-14.24%	F	107.2	307	583	110	44	-60.13%	F	85.7	119	476	111	20	-81.98%	F	110.0	42	242	100	13	-87.00%	F	245.9	55	132
	EBT	551	434	265	-38.96%	F	105.9	307	583	548	161	-70.61%	F	80.8	120	476	551	72	-86.93%	E	62.9	42	242	496	53	-89.32%	E	69.1	55	132
	EBR	345	272	194	-28.63%	D	36.0	306	583	343	117	-65.89%	B	18.3	118	476	345	63	-81.74%	B	12.8	41	242	311	43	-86.16%	B	12.4	55	132
	WBL	1017	801	381	-52.45%	F	98.8	273	475	1,011	204	-79.82%	F	91.1	334	457	1,017	91	-91.05%	F	97.7	386	442	916	64	-93.01%	F	109.8	404	437
	WBT	253	199	117	-41.30%	F	120.6	273	475	252	54	-78.53%	F	379.8	334	457	253	24	-90.51%	F	335.3	386	442	228	22	-90.35%	F	203.0	404	437
	WBR	765	603	327	-45.75%	E	57.5	273	475	761	173	-77.25%	F	94.5	334	457	765	73	-90.46%	F	94.3	386	442	689	56	-91.87%	F	83.7	404	437
	Overall	-	-	-	-	E	**70.6**	-	-	-	-	-	F	**84.5**	-	-	-	-	-	F	**82.4**	-	-	-	-	-	E	**67.9**	-	-
46: NE 6th Ave & NE 38th St / NE 39th St	NBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	NBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	NBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBR	*70*	55	4	-92.75%	F	2128.5	630	790	70	3	-95.69%	F	5407.0	755	772	70	1	-98.57%	F	8176.6	752	761	63	1	-98.41%	F	12603.7	752	755
	EBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBR	*15*	12	9	-23.85%	A	0.7	0	2	15	7	-53.06%	A	0.7	0	0	15	2	-86.67%	A	0.6	0	0	14	2	-85.20%	A	0.6	0	0
	WBL	*6*	5	4	-15.38%	F	79.2	1351	1688	6	3	-49.71%	F	81.0	1549	1693	6	1	-83.33%	F	89.9	1609	1681	5	0	-100.00%	F	55.4	1620	1667
	WBT	*1,252*	986	741	-24.88%	F	161.6	1351	1688	1,245	479	-61.52%	F	185.4	1549	1693	1,252	210	-83.23%	F	229.0	1609	1681	1,128	143	-87.32%	F	169.8	1620	1667
	WBR	*109*	86	60	-30.13%	F	87.4	1351	1688	108	42	-61.24%	F	83.6	1549	1693	109	21	-80.73%	F	125.1	1609	1681	98	14	-85.74%	F	82.3	1620	1667
	Overall	-	-	-	-	F	**163.4**	-	-	-	-	-	F	**195.6**	-	-	-	-	-	F	**267.1**	-	-	-	-	-	F	**206.6**	-	-
49: NE 36th St & EB I-195 On-Ramp	NBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	NBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	NBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBR	*1,788*	1,409	660	-53.15%	D	33.5	390	1505	1,778	308	-82.67%	F	55.8	480	1316	1,788	118	-93.40%	F	54.6	438	801	1,611	118	-92.67%	F	50.1	658	865
	EBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBT	*1,455*	1,146	655	-42.86%	A	0.8	0	9	1,447	407	-71.87%	A	0.7	0	4	1,455	169	-88.38%	A	0.6	0	0	1,311	113	-91.38%	A	0.6	0	0
	EBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBT	*248*	195	169	-13.51%	F	119.3	209	262	247	126	-48.90%	F	97.9	206	263	248	72	-70.97%	F	89.4	225	248	223	25	-88.81%	F	164.4	228	243
	WBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	Overall	-	-	-	-	D	**28.4**	-	-	-	-	-	D	**32.7**	-	-	-	-	-	C	**24.0**	-	-	-	-	-	C	**24.3**	-	-
52: NE 36th St & NE 5th Ave/EB I-195 On-Ramp	NBL	*81*	64	45	-29.49%	F	594.6	642	718	81	39	-51.57%	F	873.6	662	712	81	19	-76.54%	F	446.5	662	686	73	7	-90.41%	F	398.1	663	675
	NBT	*2*	2	1	-36.54%	F	354.6	616	740	2	1	-49.71%	F	127.1	684	734	2	0	-100.00%	F	1235.5	684	708	2	0	-100.00%	A	0.0	685	697
	NBR	*148*	117	63	-45.97%	F	502.2	635	711	147	56	-61.94%	F	766.0	655	705	148	23	-84.46%	F	412.8	655	679	133	10	-92.50%	F	301.7	656	668
	SBL	*0*	0	0	-	A	0.0	3	48	0	0	-	A	0.0	26	110	0	0	-	A	0.0	93	158	0	0	-	A	0.0	130	147
	SBT	*2*	2	2	26.92%	F	59.7	5	91	2	3	50.87%	E	36.2	25	139	2	1	-50.00%	F	250.7	78	143	2	0	-100.00%	C	19.2	85	106
	SBR	*9*	7	7	-1.28%	F	502.7	7	61	9	5	-44.12%	F	270.2	32	124	9	4	-55.56%	F	421.0	103	172	8	1	-87.66%	F	894.0	143	161
	EBL	*12*	9	6	-36.54%	A	1.0	0	6	12	4	-66.47%	A	1.3	6	15	12	2	-83.33%	A	1.8	7	12	11	2	-81.50%	A	0.4	7	7
	EBT	*1,427*	1,124	642	-42.90%	A	0.7	0	0	1,419	396	-72.09%	A	0.5	8	14	1,427	166	-88.37%	A	0.4	11	11	1,285	110	-91.44%	A	0.4	11	11
	EBR	*15*	12	8	-32.31%	A	0.4	0	0	15	5	-66.47%	A	0.4	6	8	15	2	-86.67%	A	0.5	7	7	14	1	-92.60%	A	0.4	7	7
	WBL	*2*	2	2	26.92%	F	272.1	698	844	2	2	0.58%	F	182.0	599	849	2	1	-50.00%	F	101.8	790	834	2	0	-100.00%	F	114.6	807	818
	WBT	*158*	124	117	-6.01%	F	509.2	651	795	157	83	-47.16%	F	272.0	595	799	158	50	-68.35%	F	417.4	741	785	142	17	-88.06%	F	357.9	758	769
	WBR			0	-	A	0.0	676	822		0	-	A	0.0	619	826		0	-	A	0.0	768	811		0	-	A	0.0	784	795
	Overall	-	-	-	-	F	**128.5**	-	-	-	-	-	F	**92.7**	-	-	-	-	-	F	**107.5**	-	-	-	-	-	F	**62.8**	-	-
57: Alton Road & N Bay Road / N Bay Road	NBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	NBT	*1,565*	1,233	1,102	-10.63%	A	0.2	0	0	1,556	951	-38.88%	A	0.1	0	0	1,565	401	-74.38%	A	0.1	0	0	1,410	247	-82.48%	A	0.1	0	0
	NBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBT	*2,148*	1,692	1,572	-7.11%	E	42.5	1097	1378	2,136	1,119	-47.60%	F	60.5	1180	1378	2,148	244	-88.64%	F	205.9	1328	1364	1,935	110	-94.31%	F	386.9	1337	1356
	SBR	*2*	2	2	26.92%	E	37.0	1097	1378	2	1	-49.71%	E	43.7	1180	1378	2	0	-100.00%	F	186.3	1328	1364	2	0	-100.00%	F	139.4	1337	1356
	EBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBR	*234*	184	3	-98.37%	F	3080.7	478	494	233	2	-99.14%	F	5743.2	476	489	234	0	-100.00%	F	10119.5	475	476	211	0	-100.00%	A	0.0	475	475
	WBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	Overall	-	-	-	-	D	**28.3**	-	-	-	-	-	E	**37.6**	-	-	-	-	-	F	**52.0**	-	-	-	-	-	E	**40.1**	-	-

Table 4-1A: 2045 AM Peak Period No-Build Conditions Intersection Traffic Operations Summary

Intersection	Lane Group	Balanced Peak Hour Volume	Hour 1							Hour 2							Hour 3 - Peak Hour							Hour 4						
			Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)
58: Alton Road & 43rd St / Ed Sullivan Dr	NBL	*909*	716	524	-26.83%	E	75.3	158	571	904	296	-67.25%	E	74.1	97	483	909	111	-87.79%	E	73.4	42	357	819	89	-89.13%	F	89.2	37	284
	NBT	*1,509*	1,189	1,047	-11.94%	B	14.9	158	571	1,500	891	-40.61%	B	10.9	98	484	1,509	376	-75.08%	B	10.2	43	366	1,359	230	-83.08%	B	13.1	37	298
	NBR	*78*	61	64	4.14%	B	17.0	146	572	78	60	-22.63%	B	16.9	85	484	78	29	-62.82%	B	15.8	37	367	70	16	-77.23%	B	19.2	35	298
	SBL	*61*	48	41	-14.69%	B	18.3	143	294	61	28	-53.83%	B	19.1	180	291	61	6	-90.16%	D	39.7	243	276	55	3	-94.54%	C	30.1	247	263
	SBT	*2,032*	1,601	1,348	-15.80%	C	21.0	153	294	2,020	947	-53.13%	D	39.5	187	291	2,032	210	-89.67%	F	164.8	244	276	1,830	91	-95.03%	F	359.8	248	263
	SBR	*289*	228	186	-18.31%	B	17.4	152	294	287	136	-52.67%	B	18.7	187	291	289	28	-90.31%	E	57.2	244	276	260	14	-94.62%	D	47.1	248	263
	EBL	*56*	44	42	-4.81%	E	71.5	36	166	56	45	-19.18%	E	76.7	213	499	56	9	-83.93%	F	400.7	480	497	50	5	-90.09%	F	230.3	483	490
	EBT	*82*	65	59	-8.68%	E	72.0	39	179	82	64	-21.50%	F	103.7	216	499	82	10	-87.80%	F	631.5	480	497	74	7	-90.52%	F	669.3	484	490
	EBR	*148*	117	115	-1.38%	C	21.6	24	170	147	88	-40.20%	F	114.7	205	491	148	21	-85.81%	F	1225.7	472	489	133	10	-92.50%	F	1091.7	476	482
	WBL	*14*	11	9	-18.41%	E	79.8	93	354	14	7	-49.71%	F	113.0	62	273	14	2	-85.71%	F	109.7	26	167	13	2	-84.14%	F	158.7	22	105
	WBT	*255*	201	161	-19.86%	F	82.0	92	353	254	123	-51.48%	E	73.4	61	272	255	53	-79.22%	E	79.1	26	166	230	35	-84.76%	F	86.4	21	104
	WBR	*330*	260	-	-	-	-	-	-	328	-	-	-	-	-	-	330	-	-	-	-	-	-	297	-	-	-	-	-	-
	NWB	*0*	0	12	-	C	24.3	157	571	0	16	-	C	22.8	97	484	0	16	-	B	16.8	42	366	0	12	-	B	16.6	37	298
	Overall	-	-	-	-	**C**	**31.2**	-	-	-	-	-	**D**	**37.5**	-	-	-	-	-	E	**70.4**	-	-	-	-	-	**D**	**43.9**	-	-
71: Alton Road & Nautilus Road/Michigan Ave	NBL	*0*	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-
	NBT	*545*	429	344	-19.89%	A	0.3	0	75	542	267	-50.73%	A	0.3	0	64	545	117	-78.53%	A	0.2	0	30	491	75	-84.72%	A	0.2	0	17
	NBR	*207*	163	137	-16.00%	-	0.0	0	75	206	99	-51.90%	-	-0.1	0	64	207	42	-79.71%	-	-0.3	0	30	186	30	-83.91%	-	-0.1	0	17
	NB - U	*0*	0	0	-	A	0.0	0	21	0	0	-	A	0.0	0	34	0	0	-	A	0.0	0	19	0	0	-	A	0.0	0	14
	SBL	*41*	32	29	-10.22%	A	5.6	1	51	41	28	-31.31%	A	5.3	20	109	41	6	-85.37%	B	14.1	122	227	37	7	-81.05%	F	523.2	109	214
	SBT	*180*	142	135	-4.81%	A	7.7	0	19	179	121	-32.39%	B	13.9	17	71	180	33	-81.67%	C	23.2	105	191	162	24	-85.20%	F	456.9	96	188
	SBR	*0*	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-
	EBL	*0*	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-
	EBT	*0*	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-
	EBR	*0*	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-
	WBL	*473*	373	289	-22.45%	F	145.9	605	676	470	240	-48.97%	F	153.4	607	678	473	85	-82.03%	F	190.8	614	644	426	44	-89.67%	F	927.7	616	633
	WBT	*0*	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-
	WBR	*44*	35	27	-22.12%	F	130.6	605	676	44	25	-42.85%	F	137.6	607	678	44	7	-84.09%	F	147.9	615	644	40	5	-87.38%	F	219.6	616	633
	Overall	-	-	-	-	E	**48.8**	-	-	-	-	-	F	**54.6**	-	-	-	-	-	F	**50.4**	-	-	-	-	-	F	**228.8**	-	-
63: Alton Road & 41st St / Arthur Godfrey Road	NBL	*133*	105	108	3.07%	D	50.3	63	278	132	115	-13.03%	E	63.4	102	285	133	55	-58.65%	E	65.0	136	264	120	30	-74.96%	F	145.5	169	239
	NBT	*172*	136	137	1.10%	D	48.9	63	278	171	141	-17.55%	D	50.6	102	285	172	77	-55.23%	D	49.5	136	264	155	37	-76.12%	D	47.3	169	239
	NBR	*114*	90	89	-0.91%	C	29.6	63	278	113	98	-13.54%	C	29.4	102	285	114	50	-56.14%	C	30.0	136	264	103	22	-78.58%	C	21.5	169	239
	SBL	*90*	71	57	-19.62%	D	38.1	36	143	89	56	-37.42%	D	36.8	53	148	90	20	-77.78%	D	46.6	95	136	81	11	-86.43%	C	30.3	99	134
	SBT	*165*	130	105	-19.23%	C	27.7	37	143	164	85	-48.19%	C	30.3	54	148	165	26	-84.24%	F	95.2	96	136	149	16	-89.23%	F	548.3	99	134
	SBR	*398*	314	262	-16.45%	B	13.3	36	143	396	213	-46.17%	B	18.9	53	148	398	72	-81.91%	C	22.8	95	136	359	40	-88.84%	D	53.3	99	134
	EBL	*488*	384	274	-28.74%	E	55.6	198	1112	485	160	-67.02%	D	39.7	73	613	488	50	-89.75%	C	32.9	140	457	440	53	-87.94%	D	50.3	94	269
	EBT	*1,989*	1,567	1,186	-24.32%	C	20.9	198	1111	1,978	631	-68.09%	B	19.7	74	613	1,989	206	-89.64%	C	26.1	141	457	1,792	227	-87.33%	C	26.4	94	268
	EBR	*118*	93	73	-21.48%	B	17.2	193	1135	117	38	-67.61%	B	14.3	67	637	118	9	-92.37%	D	38.2	143	466	106	16	-84.95%	F	485.1	91	272
	WBL	*53*	42	43	2.98%	D	50.0	264	883	53	37	-29.78%	E	58.2	830	1055	53	11	-79.25%	F	154.4	961	1046	48	10	-79.05%	F	726.5	995	1033
	WBT	*1,500*	1,182	1,195	1.12%	D	38.0	265	883	1,491	1,057	-29.12%	D	54.0	830	1055	1,500	492	-67.20%	E	67.7	961	1046	1,351	241	-82.16%	F	135.2	995	1033
	WBR	*92*	72	71	-2.05%	C	24.8	265	885	91	63	-31.12%	D	38.1	832	1057	92	32	-65.22%	D	47.0	962	1048	83	15	-81.90%	E	55.1	997	1035
	Overall	-	-	-	-	**C**	**31.6**	-	-	-	-	-	**D**	**40.1**	-	-	-	-	-	**D**	**51.9**	-	-	-	-	-	**F**	**103.8**	-	-
64: Alton Road & 39th St	NBL			0	-	A	0.0	2	132		0	-	A	0.0	35	277		0	-	A	0.0	88	261		0	-	A	0.0	156	252
	NBT	*296*	233	243	4.20%	A	2.7	1	99	294	248	-15.73%	A	7.5	29	244	296	129	-56.42%	B	12.6	77	229	267	62	-76.75%	A	9.7	137	222
	NBR	*108*	85	88	3.42%	A	2.1	2	134	107	93	-13.39%	A	4.3	35	279	108	45	-58.33%	A	8.2	89	263	97	21	-78.41%	A	7.3	158	254
	SBL	*78*	61	51	-17.01%	A	2.4	0	45	78	37	-52.29%	A	2.1	10	97	78	9	-88.46%	E	41.4	135	192	70	11	-84.34%	F	340.9	160	206
	SBT	*258*	203	170	-16.37%	A	0.2	0	17	257	118	-54.00%	A	0.2	9	69	258	34	-86.82%	F	547.0	121	172	232	29	-87.52%	F	855.7	145	188
	SBR			0	-	A	0.0	0	41		0	-	A	0.0	11	96		0	-	A	0.0	144	204		0	-	A	0.0	170	217
	EBL	*18*	14	13	-8.33%	A	9.8	0	21	18	16	-10.60%	C	21.3	6	64	18	6	-66.67%	F	141.1	63	113	16	5	-69.16%	F	437.8	90	111
	EBT	*6*	5	5	5.77%	A	9.6	1	52	6	6	0.58%	A	9.6	9	89	6	3	-50.00%	F	103.7	77	136	5	2	-62.99%	F	85.2	108	133
	EBR	*8*	6	7	11.06%	A	7.0	1	52	8	7	-11.99%	A	6.9	9	89	8	3	-62.50%	F	596.6	77	136	7	2	-72.25%	F	890.2	108	134
	WBL	*103*	81	79	-2.65%	A	8.7	3	71	102	92	-10.16%	A	9.1	46	311	103	30	-70.87%	F	651.2	592	904	93	23	-75.21%	F	1246.9	885	931
	WBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBR	*105*	83	84	1.54%	A	6.9	0	61	104	94	-9.96%	B	12.1	36	263	105	47	-55.24%	E	42.2	438	655	95	24	-74.62%	F	835.2	667	724
	Overall	-	-	-	-	**A**	**3.4**	-	-	-	-	-	**A**	**6.8**	-	-	-	-	-	E	**46.9**	-	-	-	-	-	F	**176.2**	-	-

Table 4-1A: 2045 AM Peak Period No-Build Conditions Intersection Traffic Operations Summary

Intersection	Lane Group	Balanced Peak Hour Volume	Hour 1							Hour 2							Hour 3 - Peak Hour							Hour 4						
			Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)
65: Alton Road & Barry St	NBL	*27*	21	20	-5.98%	A	0.4	0	62	27	23	-14.32%	A	0.5	3	98	27	8	-70.37%	A	1.5	47	88	24	6	-75.33%	C	20.7	107	188
	NBT	*351*	277	282	1.97%	A	0.4	0	25	349	285	-18.33%	A	0.9	2	65	351	138	-60.68%	A	1.9	39	75	316	70	-77.86%	A	2.3	92	162
	NBR	*40*	32	33	4.71%	A	1.1	0	48	40	34	-14.51%	A	1.2	3	89	40	15	-62.50%	A	2.0	44	89	36	9	-75.02%	A	2.2	102	179
	SBL	*111*	87	75	-14.24%	A	0.6	0	0	110	65	-41.10%	A	1.1	32	186	111	21	-81.08%	F	386.5	243	303	100	14	-86.00%	F	289.7	274	292
	SBT	*234*	184	163	-11.59%	A	0.3	0	0	233	130	-44.12%	A	0.5	32	186	234	38	-83.76%	F	737.3	243	303	211	32	-84.82%	F	967.5	274	292
	SBR	*24*	19	16	-15.38%	A	0.7	0	7	24	13	-45.52%	A	0.9	36	210	24	3	-87.50%	F	270.9	266	329	22	4	-81.50%	F	821.1	300	318
	EBL	*29*	23	20	-12.47%	A	7.0	2	75	29	29	0.58%	A	7.2	14	119	29	20	-31.03%	C	15.2	194	312	26	10	-61.72%	B	10.3	285	332
	EBT	*0*	0	0	-	A	0.0	0	43	0	0	-	A	0.0	9	87	0	0	-	A	0.0	169	280	0	0	-	A	0.0	257	300
	EBR	*21*	17	16	-3.30%	A	7.6	2	84	21	15	-28.16%	A	7.6	16	129	21	7	-66.67%	F	603.8	204	321	19	5	-73.57%	F	827.2	293	342
	WBL	*75*	59	55	-6.92%	A	7.7	0	47	75	58	-22.22%	A	8.4	58	373	75	28	-62.67%	F	272.9	560	858	68	17	-74.84%	F	386.0	702	805
	WBT	*0*	0	0	-	A	0.0	0	47	0	0	-	A	0.0	58	373	0	0	-	A	0.0	560	858	0	0	-	A	0.0	702	805
	WBR	*35*	28	30	8.79%	A	8.2	5	102	35	32	-8.04%	A	9.1	70	423	35	17	-51.43%	F	175.1	592	907	32	9	-71.45%	F	214.8	746	854
	Overall	-	-	-	-	**A**	**1.7**	-	-	-	-	-	**A**	**2.3**	-	-	-	-	-	F	**66.6**	-	-	-	-	-	F	**88.3**	-	-
66: Alton Road & 34th St	NBL	*1,873*	1,476	1,470	-0.39%	A	1.1	3	256	1,862	1,524	-18.16%	B	10.2	356	1411	1,873	660	-64.76%	F	70.4	1314	1663	1,687	356	-78.90%	F	261.7	1458	1658
	NBT	*398*	314	320	2.05%	A	1.3	3	256	396	324	-18.12%	A	5.3	356	1411	398	144	-63.82%	E	36.7	1314	1663	359	74	-79.36%	F	185.9	1458	1658
	NBR	*8*	6	7	11.06%	A	0.7	3	256	8	7	-11.99%	A	4.5	356	1411	8	3	-62.50%	B	11.9	1314	1663	7	2	-72.25%	B	10.7	1458	1658
	SBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBR	*20*	16	16	1.54%	A	5.0	0	0	20	20	0.58%	A	5.0	0	0	20	20	0.00%	A	4.9	0	0	18	15	-16.74%	A	5.0	3	16
	Overall	-	-	-	-	**A**	**1.1**	-	-	-	-	-	**A**	**9.3**	-	-	-	-	-	E	**42.9**	-	-	-	-	-	F	**62.7**	-	-
67: Alton Road & Chase Ave	NBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	NBT	*1,848*	1,456	1,458	0.14%	B	16.1	109	633	1,837	1,519	-17.33%	C	22.7	480	1351	1,848	638	-65.48%	E	79.7	1313	1472	1,665	348	-79.09%	F	274.3	1386	1450
	NBR	*96*	76	73	-3.49%	B	11.4	108	633	95	79	-17.23%	B	16.2	480	1351	96	39	-59.38%	E	71.3	1313	1472	86	17	-80.34%	F	245.8	1386	1450
	SBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBT	*2,726*	2,148	1,803	-16.05%	B	14.6	188	1338	2,710	1,146	-57.72%	B	13.2	74	863	2,726	358	-86.87%	B	12.2	19	297	2,456	270	-89.00%	B	12.2	22	273
	SBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBL	*123*	97	96	-0.94%	C	30.3	19	166	122	108	-11.69%	D	44.2	57	261	123	59	-52.03%	F	112.6	176	300	111	24	-78.34%	F	226.4	228	277
	EBT	*42*	33	29	-12.36%	C	31.3	18	166	42	35	-16.18%	D	41.2	57	260	42	20	-52.38%	E	75.2	176	299	38	9	-76.21%	F	194.6	227	276
	EBR	*7*	6	5	-9.34%	C	22.5	32	196	7	6	-13.79%	C	20.4	74	290	7	4	-42.86%	E	71.6	201	329	6	1	-84.14%	D	36.6	254	306
	WBL	*68*	54	51	-4.81%	C	32.4	25	253	68	58	-14.21%	D	49.5	161	572	68	26	-61.76%	F	165.3	502	603	61	16	-73.88%	F	123.4	570	593
	WBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBR	*307*	242	241	-0.36%	B	17.7	25	253	305	248	-18.75%	D	41.9	161	572	307	118	-61.56%	F	154.4	502	603	277	66	-76.13%	F	540.5	570	593
	Overall	-	-	-	-	**B**	**16.1**	-	-	-	-	-	**C**	**22.2**	-	-	-	-	-	E	**71.2**	-	-	-	-	-	F	**186.1**	-	-
61: Alton Road & Unnamed Road	NBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	NBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	NBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBT	*187*	147	222	50.68%	B	11.6	6	139	186	186	0.04%	B	12.2	62	282	187	67	-64.17%	F	185.3	291	343	168	50	-70.32%	F	167.7	319	340
	SBR	*11*	9	12	38.46%	B	13.8	15	160	11	10	-8.56%	C	16.5	74	304	11	5	-54.55%	F	581.3	311	364	10	3	-69.72%	F	446.5	340	361
	EBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBT	*1,873*	1,476	1,470	-0.39%	A	0.2	0	0	1,862	1,514	-18.70%	A	4.3	78	292	1,873	660	-64.76%	D	32.3	264	368	1,687	353	-79.08%	F	235.5	300	354
	WBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	Overall	-	-	-	-	**A**	**1.8**	-	-	-	-	-	**A**	**5.2**	-	-	-	-	-	E	**47.2**	-	-	-	-	-	F	**257.8**	-	-
88: Ed Sullivan Dr	NBL	*55*	43	-	-	-	-	-	-	55	-	-	-	-	-	-	55	-	-	-	-	-	-	50	-	-	-	-	-	-
	NBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	NBR	*253*	199	-	-	-	-	-	-	252	-	-	-	-	-	-	253	-	-	-	-	-	-	228	-	-	-	-	-	-
	SBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBT	*37*	29	215	637.53%	A	0.2	0	49	37	224	508.92%	C	22.9	66	325	37	48	29.73%	F	815.5	388	432	33	26	-21.99%	F	1520.9	407	416
	EBR	*9*	7	-	-	-	-	-	-	9	-	-	-	-	-	-	9	-	-	-	-	-	-	8	-	-	-	-	-	-
	WBL	*426*	336	281	-16.28%	A	9.0	20	354	424	175	-58.68%	A	5.9	7	241	426	62	-85.45%	A	4.1	2	107	384	47	-87.75%	A	4.0	2	58
	WBT	*934*	736	601	-18.33%	A	6.9	20	354	929	384	-58.65%	A	3.9	7	241	934	134	-85.65%	A	2.3	2	107	841	92	-89.06%	A	2.9	2	58
	WBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	Overall	-	-	-	-	**A**	**6.2**	-	-	-	-	-	**A**	**9.8**	-	-	-	-	-	F	**104.9**	-	-	-	-	-	F	**100.5**	-	-

1. Demand volumes computed by applying factors in Table 3-1 to Balanced Peak Hour Turning Movement Volumes summarized in Exhibits 3-1 to 3-3.

** Refer to Exhibits 3-4 through 3-12 to correlate the reulsts of this Table to the intersection locations by Intersection ID..*

Table 4-1B: 2045 PM Peak Period No-Build Conditions Intersection Traffic Operations Summary

Intersection	Lane Group	Balanced Peak Hour Volume	Hour 1 - Peak Hour							Hour 2							Hour 3							Hour 4						
			Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)
3: I-95 SB Express Lanes off-ramp/NW 40th St & NW 12th Ave	NBL	105	105	103	-1.90%	A	6.6	14	243	104	100	-3.93%	A	6.6	15	238	102	98	-3.51%	A	6.4	14	236	102	106	4.28%	A	6.4	14	268
	NBT	1,768	1,768	1,767	-0.06%	A	2.8	16	243	1,753	1,755	0.13%	A	2.8	16	238	1,710	1,711	0.05%	A	2.9	15	236	1,712	1,703	-0.50%	A	2.9	15	268
	NBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBT	711	711	710	-0.14%	A	6.4	15	198	705	701	-0.55%	A	6.2	14	183	688	687	-0.11%	A	6.5	14	196	688	687	-0.19%	A	6.2	13	211
	SBR	23	23	22	-4.35%	A	4.5	15	201	23	22	-3.51%	A	4.7	14	186	22	22	-1.11%	A	5.2	15	199	22	23	3.29%	A	4.6	14	213
	EBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBL	136	136	137	0.74%	D	36.5	31	176	135	136	0.87%	D	36.6	32	166	132	132	0.34%	D	36.1	30	166	132	131	-0.50%	D	35.3	29	164
	WBT	40	40	42	5.00%	D	38.5	32	176	40	41	3.39%	D	39.1	32	167	39	41	5.97%	D	38.0	30	167	39	38	-1.87%	D	36.8	29	165
	WBR	66	66	68	3.03%	B	15.6	31	176	65	66	0.87%	B	15.1	31	166	64	65	1.82%	B	16.0	29	166	64	68	6.42%	B	14.3	28	164
	Overall	-	-	-	-	**A**	**6.3**	-	-	-	-	-	**A**	**6.2**	-	-	-	-	-	**A**	**6.3**	-	-	-	-	-	**A**	**6.1**	**20**	-
4: NW 39th St & NW 12th Ave	NBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	NBT	1,577	1,577	1,578	0.06%	B	12.9	91	596	1,563	1,566	0.17%	B	12.9	89	601	1,525	1,520	-0.35%	B	12.6	84	562	1,527	1,524	-0.18%	B	12.4	81	570
	NBR	65	65	60	-7.69%	B	12.6	91	596	64	64	-0.68%	B	11.6	89	601	63	68	8.16%	B	12.3	84	562	63	64	1.70%	B	12.2	81	570
	SBL	55	55	54	-1.82%	B	18.7	14	196	55	58	6.37%	C	21.0	15	220	53	57	7.14%	B	18.8	14	189	53	52	-2.34%	B	19.1	13	193
	SBT	791	791	793	0.25%	A	5.6	15	196	784	778	-0.79%	A	5.9	16	220	765	760	-0.67%	A	5.6	14	189	766	767	0.16%	A	5.5	14	193
	SBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBL	296	296	293	-1.01%	D	35.9	73	321	293	289	-1.51%	D	37.2	75	354	286	288	0.59%	D	36.7	72	339	287	285	-0.54%	D	36.8	73	326
	EBT	103	103	111	7.77%	C	30.5	74	321	102	99	-3.04%	C	29.5	76	355	100	99	-0.63%	C	29.1	73	339	100	99	-0.72%	C	30.0	74	327
	EBR	252	252	249	-1.19%	A	9.2	70	321	250	253	1.27%	A	9.1	72	355	244	242	-0.72%	A	8.8	69	339	244	245	0.42%	A	8.8	70	327
	WBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	Overall	-	-	-	-	**B**	**13.6**	-	-	-	-	-	**B**	**13.7**	**62**	-	-	-	-	**B**	**13.5**	-	-	-	-	-	**B**	**13.3**	-	-
68: NW 39th St & NW 10th Ave	NBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	NBT	834	834	826	-0.96%	A	1.6	0	42	827	819	-0.94%	A	1.6	0	0	807	802	-0.58%	A	1.6	0	0	807	809	0.20%	A	1.5	0	0
	NBR	169	169	173	2.37%	A	3.5	0	89	168	175	4.45%	A	3.5	0	42	163	165	0.94%	A	3.5	0	41	164	160	-2.21%	A	3.5	0	50
	SBL	22	22	21	-4.55%	A	0.7	0	7	22	23	5.46%	A	0.7	0	7	21	20	-6.01%	A	0.5	0	0	21	21	-1.40%	A	0.6	0	0
	SBT	261	261	259	-0.77%	A	0.2	0	7	259	257	-0.67%	A	0.2	0	7	252	253	0.22%	A	0.2	0	0	253	250	-1.06%	A	0.2	0	0
	SBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBL	96	96	96	0.00%	A	9.5	1	94	95	95	-0.18%	A	9.1	1	83	93	99	6.61%	A	9.2	1	87	93	94	1.14%	A	9.4	1	95
	EBT	55	55	59	7.27%	B	10.7	1	94	55	55	0.87%	B	10.5	1	83	53	54	1.50%	B	10.3	1	87	53	51	-4.22%	B	10.4	1	95
	EBR	72	72	71	-1.39%	A	7.4	11	154	71	72	0.87%	A	7.7	10	141	70	70	0.51%	A	7.5	10	146	70	71	1.86%	A	7.6	10	154
	WBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	Overall	-	-	-	-	**A**	**2.7**	-	-	-	-	-	**A**	**2.7**	-	-	-	-	-	**A**	**2.6**	-	-	-	-	-	**A**	**2.6**	-	-
35: N Miami Ave & NW/NE 38th St/On-Ramp to I-195 WB	NBL (On-Ramp)	709	709	357	-49.65%	C	25.6	99	245	703	351	-50.06%	C	22.3	87	240	686	292	-57.42%	B	18.0	89	214	686	182	-73.48%	B	15.9	99	202
	NBL	11	11	6	-45.45%	F	95.3	99	245	11	5	-54.15%	E	78.6	87	240	11	3	-71.80%	E	76.2	89	214	11	2	-81.22%	E	76.6	99	202
	NBT	1,819	1,819	950	-47.77%	A	3.5	99	245	1,803	903	-49.92%	A	3.0	87	240	1,759	767	-56.41%	A	2.6	89	214	1,761	452	-74.33%	A	2.4	99	202
	NBR	219	219	119	-45.66%	A	3.1	99	245	217	106	-51.18%	A	3.1	87	240	212	91	-57.04%	A	2.8	89	214	212	53	-75.00%	A	1.8	99	202
	SBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBT	736	736	444	-39.67%	F	106.9	1564	1667	730	401	-45.04%	F	129.7	1583	1671	712	325	-54.35%	F	159.1	1597	1670	713	188	-73.62%	F	156.6	1609	1653
	SBR (On-Ramp)	844	844	522	-38.15%	E	72.1	1565	1669	837	450	-46.22%	E	76.7	1584	1672	816	368	-54.92%	F	89.4	1599	1671	817	211	-74.18%	F	104.7	1610	1655
	SBR	23	23	14	-39.13%	E	65.7	1564	1668	23	12	-47.37%	F	83.8	1583	1672	22	10	-55.05%	E	68.5	1598	1670	22	5	-77.54%	F	102.1	1609	1654
	EBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBL	18	18	13	-27.78%	F	89.0	78	347	18	13	-27.15%	F	104.9	75	394	17	9	-48.31%	F	97.1	59	295	17	4	-77.05%	E	73.3	34	242
	WBT (On-Ramp)	225	225	155	-31.11%	E	62.3	78	346	223	145	-34.99%	E	62.4	75	394	218	120	-44.86%	E	66.3	58	294	218	65	-70.16%	E	72.8	33	242
	WBT	5	5	3	-40.00%	E	75.6	79	347	5	4	-19.30%	E	73.3	75	395	5	3	-37.97%	E	66.0	59	295	5	2	-58.68%	E	64.8	34	242
	WBR	35	35	26	-25.71%	D	48.4	78	346	35	25	-27.95%	D	49.6	74	393	34	18	-46.83%	D	46.9	58	294	34	11	-67.54%	D	47.8	33	242
	Overall	-	-	-	-	**D**	**42.0**	-	-	-	**2,416**	-	**D**	**44.1**	-	-	-	-	-	**D**	**44.0**	-	-	-	-	-	**D**	**42.3**	-	-

Table 4-1B: 2045 PM Peak Period No-Build Conditions Intersection Traffic Operations Summary

Intersection	Lane Group	Balanced Peak Hour Volume	Hour 1 - Peak Hour							Hour 2							Hour 3							Hour 4						
			Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)
36: N Miami Ave & Off-Ramp from I-195 EB	NBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	NBT	2,080	2,080	1,055	-49.28%	C	26.1	163	330	2,062	1,026	-50.24%	C	23.8	149	329	2,012	872	-56.66%	C	20.4	142	296	2,014	539	-73.23%	B	19.1	148	285
	NBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBT	754	754	456	-39.52%	E	64.1	136	275	747	412	-44.88%	E	74.5	158	282	729	330	-54.75%	F	101.8	181	278	730	195	-73.29%	F	116.7	212	276
	SBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBL	678	678	376	-44.54%	F	100.4	1518	1703	672	342	-49.12%	F	98.1	1554	1698	656	279	-57.46%	F	100.6	1576	1696	656	147	-77.60%	F	115.7	1616	1674
	EBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBR	852	852	473	-44.48%	F	174.9	1518	1703	845	430	-49.09%	F	189.2	1554	1698	824	358	-56.56%	F	217.8	1576	1696	825	186	-77.45%	F	233.6	1616	1673
	WBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	Overall	-	-	-	-	E	**74.2**	-	-	-	-	-	E	**74.5**	-	-	-	-	-	E	**72.1**	-	-	-	-	-	E	**66.3**	-	-
37: N Miami Ave & NW/NE 36th St	NBL	82	82	40	-51.22%	F	91.7	1264	1326	81	38	-53.25%	F	94.7	1262	1335	79	32	-59.65%	F	88.7	1267	1320	79	20	-74.81%	E	76.0	1272	1310
	NBT	1,580	1,580	785	-50.32%	F	135.5	1264	1326	1,566	778	-50.33%	F	129.7	1262	1335	1,528	663	-56.62%	F	121.3	1267	1320	1,530	428	-72.02%	F	104.9	1272	1310
	NBR	113	113	57	-49.56%	F	160.8	1264	1326	112	51	-54.47%	F	177.0	1262	1335	109	39	-64.32%	F	163.6	1267	1320	109	21	-80.80%	F	177.8	1272	1310
	SBL	271	271	127	-53.14%	F	161.7	240	335	269	116	-56.82%	F	169.1	253	327	262	94	-64.14%	F	178.8	263	332	262	48	-81.70%	F	155.3	272	312
	SBT	820	820	471	-42.56%	D	44.1	239	333	813	427	-47.47%	D	47.7	251	325	793	348	-56.12%	E	57.6	261	330	794	198	-75.06%	E	57.9	270	310
	SBR	515	515	305	-40.78%	C	29.1	240	336	511	273	-46.53%	C	32.0	253	328	498	222	-55.43%	D	38.6	263	333	499	124	-75.13%	C	31.4	272	313
	EBL	199	199	103	-48.24%	F	210.8	359	488	197	91	-53.87%	F	175.3	364	489	192	81	-57.92%	F	135.9	366	481	193	39	-79.76%	F	199.3	416	461
	EBT	713	713	369	-48.25%	F	175.5	359	488	707	325	-54.02%	F	203.3	364	489	690	301	-56.36%	F	166.7	366	481	690	130	-81.17%	F	174.8	416	461
	EBR	225	225	119	-47.11%	F	111.7	358	488	223	107	-52.03%	F	129.7	364	489	218	96	-55.89%	F	111.8	365	481	218	38	-82.55%	F	110.1	416	461
	WBL	163	163	94	-42.33%	F	113.9	614	743	162	86	-46.78%	F	102.9	582	739	158	69	-56.24%	F	108.1	545	725	158	37	-76.55%	F	80.2	492	689
	WBT	850	850	476	-44.00%	F	87.7	614	742	843	455	-46.00%	F	81.1	582	739	822	382	-53.54%	E	78.3	546	725	823	210	-74.48%	E	73.9	492	688
	WBR	301	301	168	-44.19%	F	119.3	614	742	298	162	-45.71%	F	129.2	581	739	291	134	-53.98%	F	86.6	545	725	291	72	-75.29%	F	97.8	491	688
	Overall	-	-	-	-	F	**109.0**	-	-	-	-	-	F	**108.5**	-	-	-	-	-	F	**94.8**	-	-	-	-	-	F	**83.5**	-	-
38: NE 1st Ave & NE 38th St	NBL	97	97	27	-72.16%	A	9.2	4	166	96	23	-76.08%	A	8.9	4	129	94	22	-76.55%	A	9.3	4	137	94	12	-87.22%	A	8.1	2	72
	NBT	143	143	43	-69.93%	B	10.3	1	125	142	38	-73.19%	A	9.9	1	89	138	35	-74.70%	A	10.0	1	94	138	16	-88.44%	A	8.9	0	42
	NBR	61	61	17	-72.13%	A	8.8	3	154	60	15	-75.20%	A	7.8	3	117	59	15	-74.58%	A	8.6	3	125	59	7	-88.15%	A	7.7	1	64
	SBL	43	43	40	-6.98%	A	8.5	7	125	43	40	-6.17%	A	8.5	44	228	42	34	-18.25%	A	8.9	216	337	42	19	-54.36%	A	7.9	553	790
	SBT	82	82	82	0.00%	A	9.9	2	88	81	77	-5.28%	A	9.7	38	193	79	65	-18.05%	A	9.9	205	301	79	37	-53.39%	A	9.7	532	754
	SBR	70	70	70	0.00%	A	6.9	7	115	69	67	-3.45%	A	6.8	44	224	68	53	-21.72%	A	6.9	215	332	68	34	-49.83%	A	6.6	551	785
	EBL	58	58	31	-46.55%	A	9.0	5	136	57	28	-51.30%	A	9.1	4	134	56	24	-57.22%	A	9.0	28	132	56	13	-76.85%	A	8.7	49	119
	EBT	128	128	70	-45.31%	B	10.6	6	144	127	61	-51.93%	B	10.5	6	140	124	53	-57.19%	A	9.5	30	139	124	30	-75.79%	A	9.6	52	126
	EBR	30	30	18	-40.00%	A	9.0	4	129	30	16	-46.20%	A	8.9	3	130	29	13	-55.20%	A	8.6	27	125	29	8	-72.45%	A	8.2	48	114
	WBL	14	14	10	-28.57%	A	10.0	3	123	14	8	-42.36%	B	10.8	2	92	14	7	-48.31%	A	9.6	2	75	14	3	-77.87%	A	9.5	1	53
	WBT	134	134	99	-26.12%	B	11.4	13	186	133	95	-28.49%	B	11.3	12	155	130	74	-42.91%	B	11.1	9	124	130	36	-72.25%	B	11.2	4	90
	WBR	77	77	59	-23.38%	A	8.9	8	154	76	54	-29.26%	A	8.6	7	123	74	42	-43.61%	A	8.3	5	98	75	20	-73.17%	A	8.9	3	72
	Overall	-	-	-	-	A	**9.6**	-	-	-	-	-	A	**9.4**	-	-	-	-	-	A	**9.0**	-	-	-	-	-	A	**8.4**	-	-
39: NE 1st Ave & NE 36th St	NBL	67	67	4	-94.03%	F	1954.8	1144	1181	66	4	-93.98%	F	2348.7	1144	1181	65	2	-96.91%	F	2062.3	1145	1172	65	1	-98.46%	F	2495.0	1146	1156
	NBT	192	192	10	-94.79%	F	1830.0	1109	1146	190	10	-94.75%	F	2206.5	1110	1146	186	8	-95.69%	F	2092.9	1110	1137	186	4	-97.85%	F	2284.7	1111	1122
	NBR	253	253	11	-95.65%	F	1813.4	1130	1166	251	12	-95.22%	F	2323.2	1130	1166	245	10	-95.91%	F	2344.9	1130	1157	245	4	-98.37%	F	2163.1	1132	1142
	SBL	43	43	39	-9.30%	F	123.9	56	251	43	35	-17.89%	F	142.2	94	336	42	32	-23.06%	F	118.4	149	328	42	16	-61.56%	F	92.3	311	446
	SBT	34	34	36	5.88%	F	60.5	27	195	34	30	-10.99%	F	61.5	63	281	33	22	-33.10%	F	69.9	117	272	33	13	-60.51%	F	86.1	267	390
	SBR	37	37	36	-2.70%	F	94.0	48	239	37	31	-15.49%	F	118.6	87	324	36	30	-16.17%	F	102.0	142	316	36	14	-60.92%	F	122.8	301	434
	EBL	82	82	40	-51.22%	F	94.2	585	772	81	36	-55.71%	F	89.1	584	768	79	34	-57.13%	F	112.8	619	761	79	16	-79.85%	F	96.5	625	700
	EBT	892	892	450	-49.55%	F	219.4	567	752	884	405	-54.20%	F	234.4	564	748	863	352	-59.20%	F	215.2	599	740	864	164	-81.01%	F	218.5	605	680
	EBR	123	123	62	-49.59%	F	139.3	611	796	122	52	-57.35%	F	154.7	607	792	119	50	-57.97%	F	137.6	643	785	119	21	-82.36%	F	148.1	649	724
	WBL	137	137	80	-41.61%	F	58.0	530	837	136	76	-44.04%	E	43.2	407	778	133	63	-52.46%	D	34.8	324	645	133	36	-72.86%	D	33.0	342	620
	WBT	1,206	1,206	712	-40.96%	F	109.4	495	795	1,196	686	-42.62%	F	91.1	375	736	1,167	574	-50.79%	F	75.2	297	601	1,168	304	-73.96%	F	75.6	316	582
	WBR	60	60	37	-38.33%	F	79.6	534	836	59	31	-47.88%	F	67.5	407	777	58	29	-50.03%	F	51.6	324	644	58	15	-74.18%	F	52.6	342	620
	Overall	-	-	-	-	F	**163.5**	-	-	-	-	-	F	**161.8**	-	-	-	-	-	F	**130.5**	-	-	-	-	-	F	**97.1**	-	-
40: NE 2nd Ave & NE 39th St	NBL	28	28	13	-53.57%	C	31.0	91	374	28	14	-49.56%	C	24.6	67	372	27	13	-52.00%	C	21.1	32	297	27	7	-74.18%	B	12.9	10	180
	NBT	634	634	321	-49.37%	C	31.7	92	374	629	298	-52.59%	C	24.9	66	372	613	235	-61.68%	B	13.8	32	297	614	121	-80.29%	B	11.7	10	180
	NBR	104	104	53	-49.04%	C	29.5	91	374	103	50	-51.50%	C	22.9	66	372	101	38	-62.22%	B	11.4	31	297	101	19	-81.13%	B	10.4	10	180
	SBL	118	118	111	-5.93%	E	71.7	280	791	117	113	-3.40%	F	100.6	521	847	114	89	-22.02%	F	85.0	498	755	114	37	-67.61%	F	133.6	733	853
	SBT	521	521	494	-5.18%	E	55.5	281	792	516	472	-8.61%	F	88.5	521	847	504	385	-23.60%	E	76.2	498	756	504	187	-62.93%	F	135.3	733	853
	SBR	116	116	105	-9.48%	D	47.7	281	792	115	105	-8.69%	E	76.2	521	847	112	82	-26.92%	E	62.2	498	756	112	37	-67.05%	F	106.8	733	853
	EBL	75	75	68	-9.33%	E	59.3	91	154	74	70	-5.85%	D	49.2	90	164	73	51	-29.70%	D	51.1	96	152	73	25	-65.57%	E	62.1	115	139
	EBT	148	148	148	0.00%	E	63.1	91	154	147	130	-11.40%	E	59.9	90	164	143	112	-21.76%	E	62.8	96	152	143	51	-64.41%	E	67.5	115	139
	EBR	53	53	52	-1.89%	D	46.1	91	154	53	50	-4.84%	D	41.5	90	164	51	37	-27.83%	D	50.2	96	152	51	18	-64.92%	E	77.5	115	139
	WBL	65	65	36	-44.62%	D	50.2	65	388	64	27	-58.10%	D	48.2	68	376	63	24	-61.83%	E	60.2	118	369	63	13	-79.34%	E	68.3	131	308
	WBT	200	200	111	-44.50%	D	37.2	65	388	198	83	-58.14%	D	42.2	68	376	193	77	-60.20%	D	53.0	118	369	194	38	-80.37%	D	47.9	131	308
	WBR	178	178	100	-43.82%	C	28.1	65	388	176	76	-56.93%	C	30.1	68	376	172	75	-56.44%	D	35.4	118	369	172	37	-78.53%	C	25.9	131	308
	Overall	-	-	-	-	D	**47.8**	-	-	-	-	-	E	**60.3**	-	-	-	-	-	D	**47.5**	-	-	-	-	-	D	**52.0**	-	-

Table 4-1B: 2045 PM Peak Period No-Build Conditions Intersection Traffic Operations Summary

Intersection	Lane Group	Balanced Peak Hour Volume	Hour 1 - Peak Hour							Hour 2							Hour 3							Hour 4						
			Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)
41: NE 2nd Ave & NE 38th St	NBL	53	53	25	-52.83%	A	5.0	10	259	53	23	-56.23%	A	5.2	8	252	51	19	-62.94%	A	4.1	3	144	51	9	-82.46%	A	2.4	1	111
	NBT	591	591	289	-51.10%	A	9.7	6	217	586	267	-54.43%	A	8.3	6	210	572	202	-64.66%	A	3.3	2	113	572	101	-82.35%	A	1.2	1	94
	NBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBT	485	485	439	-9.48%	C	15.8	59	354	481	417	-13.27%	C	20.2	103	364	469	340	-27.52%	D	25.8	154	359	470	165	-64.86%	F	57.1	272	356
	SBR	153	153	143	-6.54%	B	11.6	64	386	152	133	-12.31%	C	15.1	113	395	148	104	-29.73%	C	16.1	171	391	148	50	-66.24%	F	51.6	295	388
	EBL	175	175	98	-44.00%	C	15.2	10	145	173	91	-47.55%	B	11.9	7	122	169	79	-53.33%	A	8.8	6	109	169	44	-74.03%	A	6.8	41	98
	EBT			0	-	A	0.0	3	109		0	-	A	0.0	1	85		0	-	A	0.0	2	67		0	-	A	0.0	35	65
	EBR	53	53	30	-43.40%	B	10.6	3	109	53	26	-50.52%	A	9.8	1	85	51	22	-57.09%	A	9.1	2	67	51	12	-76.61%	A	10.0	35	65
	WBL			0	-	A	0.0	0	0		0	-	A	0.0	0	0		0	-	A	0.0	0	0		0	-	A	0.0	0	0
	WBT	3	3	0	-100.00%	A	0.0	0	0	3	0	-100.00%	A	0.0	0	0	3	0	-100.00%	A	0.0	0	0	3	0	-100.00%	A	0.0	0	0
	WBR			0	-	A	0.0	0	0		0	-	A	0.0	0	0		0	-	A	0.0	0	0		0	-	A	0.0	0	0
	Overall	-	-	-	-	**B**	**13.0**	-	-	-	-	-	**B**	**14.6**	-	-	-	-	-	**B**	**13.7**	-	-	-	-	-	**C**	**19.7**	-	-
42: Federal Hwy / NE 2nd Ave & NE 36th St	NBL	168	168	83	-50.60%	F	120.2	1229	1340	167	77	-53.77%	F	122.7	1236	1332	163	53	-67.38%	F	139.6	1253	1329	163	27	-83.40%	F	145.4	1281	1315
	NBT	791	791	393	-50.32%	F	109.6	1229	1340	784	338	-56.90%	F	117.0	1236	1332	765	251	-67.19%	F	141.5	1253	1329	766	113	-85.24%	F	160.4	1281	1315
	NBT (10048)	435	435	217	-50.11%	F	108.1	1229	1340	431	196	-54.55%	F	113.3	1236	1332	421	141	-66.49%	F	124.1	1253	1329	421	69	-83.62%	F	131.6	1281	1315
	NBR	90	90	44	-51.11%	F	144.8	1229	1340	89	38	-57.41%	F	152.2	1236	1332	87	30	-65.54%	F	171.8	1253	1329	87	12	-86.23%	F	170.7	1281	1315
	SBL	46	46	35	-23.91%	F	255.1	560	807	46	25	-45.18%	F	400.4	765	865	44	29	-34.82%	F	403.3	759	860	45	14	-68.56%	F	434.0	776	841
	SBT	199	199	148	-25.63%	F	238.7	559	806	197	121	-38.67%	F	403.5	765	864	192	130	-32.46%	F	275.9	758	859	193	73	-62.11%	F	242.7	776	841
	SBR	182	182	148	-18.68%	F	290.4	559	805	180	120	-33.49%	F	310.0	764	864	176	118	-32.97%	F	295.5	758	859	176	67	-61.97%	F	298.3	775	840
	SBR (10048)	26	26	20	-23.08%	F	259.0	559	805	26	17	-34.04%	F	298.2	764	864	25	15	-40.36%	F	274.1	758	858	25	8	-68.22%	F	291.0	775	840
	EBL	215	215	81	-62.33%	F	154.0	655	731	213	80	-62.47%	F	149.7	658	729	208	72	-65.38%	F	161.1	666	723	208	33	-84.15%	F	190.5	684	714
	EBL (10048)	93	93	36	-61.29%	F	120.3	658	734	92	36	-60.95%	F	125.9	661	732	90	31	-65.54%	F	134.5	669	726	90	14	-84.45%	F	139.2	687	717
	EBT	644	644	270	-58.07%	F	387.8	658	734	638	248	-61.15%	F	407.0	661	732	623	212	-65.97%	F	374.4	669	726	623	103	-83.48%	F	415.7	687	717
	EBR	236	236	102	-56.78%	F	169.5	658	734	234	85	-63.67%	F	174.0	661	732	228	74	-67.58%	F	171.0	669	726	228	32	-85.99%	F	169.9	687	717
	WBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBT	903	903	477	-47.18%	F	135.3	260	470	895	463	-48.28%	F	117.5	228	459	873	398	-54.43%	F	114.7	205	399	874	208	-76.21%	F	82.7	185	351
	WBR	75	75	36	-52.00%	F	100.1	260	470	74	39	-47.55%	F	88.3	227	459	73	32	-55.89%	E	78.4	205	399	73	19	-73.83%	D	52.7	185	351
	WBR (10048)	79	79	41	-48.10%	F	103.3	260	470	78	39	-50.20%	F	96.8	227	459	76	34	-55.51%	F	101.8	205	399	76	17	-77.77%	E	67.8	185	351
	SEBL (79)	6	6	4	-33.33%	F	140.4	262	509	6	4	-32.75%	F	193.5	299	496	6	3	-48.31%	F	206.7	324	490	6	2	-65.57%	F	190.8	413	477
	SEBL	119	119	94	-21.01%	F	275.1	262	509	118	92	-22.01%	F	351.9	299	496	115	76	-33.97%	F	346.9	324	490	115	33	-71.36%	F	384.4	413	477
	SEBT	281	281	235	-16.37%	F	135.7	263	509	279	230	-17.44%	F	137.3	299	496	272	185	-31.94%	F	156.1	325	491	272	89	-67.28%	F	188.0	414	478
	SEBR	152	152	123	-19.08%	F	138.3	190	430	151	125	-17.05%	F	111.4	224	417	147	95	-35.38%	F	135.4	249	411	147	51	-65.34%	F	145.2	335	398
	Overall	-	-	-	-	F	**178.3**	-	-	-	-	-	F	**185.8**	-	-	-	-	-	F	**176.2**	-	-	-	-	-	F	**184.7**	-	-
43: Federal Highway & NE 39th St	NBL	50	50	23	-54.00%	D	51.1	269	793	50	22	-55.62%	D	42.3	203	813	48	18	-62.78%	D	35.0	95	623	48	8	-83.47%	E	65.4	49	420
	NBT	1,003	1,003	477	-52.44%	D	40.1	269	793	994	437	-56.05%	C	31.2	203	813	970	335	-65.47%	C	21.3	95	623	971	157	-83.83%	B	17.4	49	420
	NBR	31	31	15	-51.61%	D	36.1	269	793	31	14	-54.44%	C	28.3	203	813	30	10	-66.65%	B	15.9	95	623	30	4	-86.67%	C	32.8	49	420
	SBL	6	6	7	16.67%	E	59.4	58	217	6	2	-66.38%	F	173.5	179	227	6	3	-48.31%	F	164.9	185	224	6	2	-65.57%	F	146.9	188	217
	SBT	318	318	282	-11.32%	E	71.3	79	252	315	169	-46.39%	F	282.2	213	262	308	194	-36.93%	F	213.8	219	260	308	106	-65.57%	F	202.7	223	252
	SBR	92	92	83	-9.78%	D	52.5	78	252	91	44	-51.76%	F	203.6	213	262	89	56	-37.07%	F	158.6	219	260	89	30	-66.32%	F	145.8	223	252
	EBL	210	210	182	-13.33%	E	66.4	137	332	208	164	-21.22%	E	65.8	123	331	203	136	-33.05%	E	65.2	97	276	203	63	-69.01%	E	72.8	58	188
	EBT	79	79	65	-17.72%	E	63.9	136	331	78	62	-20.83%	E	65.4	122	330	76	51	-33.26%	E	68.1	95	275	76	24	-68.62%	E	78.6	54	186
	EBR	81	81	64	-20.99%	E	69.1	137	332	80	66	-17.81%	F	97.2	123	331	78	54	-31.08%	E	66.1	97	276	78	24	-69.39%	E	74.5	56	187
	WBL	52	52	30	-42.31%	E	75.0	75	275	52	28	-45.68%	F	88.1	78	250	50	21	-58.25%	E	76.4	86	239	50	11	-78.15%	F	109.5	87	203
	WBT	237	237	139	-41.35%	F	80.4	78	276	235	114	-51.48%	F	90.8	80	251	229	95	-58.56%	F	88.4	88	240	229	46	-79.95%	F	107.8	88	204
	WBR	65	65	36	-44.62%	E	71.2	77	276	64	28	-56.55%	E	77.6	80	251	63	26	-58.65%	E	78.5	87	240	63	14	-77.75%	F	92.9	88	204
	WBR (34)	7	7	4	-42.86%	D	43.1	0	0	7	3	-56.77%	D	44.7	0	0	7	4	-40.92%	D	41.5	0	0	7	1	-85.24%	D	45.4	0	0
	Overall	-	-	-	-	E	**58.5**	-	-	-	-	-	F	**92.6**	-	-	-	-	-	F	**87.0**	-	-	-	-	-	F	**86.3**	-	-
44: Biscayne Boulevard at NE 38th/39th St	NBL	52	52	29	-44.23%	E	67.0	342	708	52	27	-47.62%	E	61.7	303	718	50	23	-54.27%	E	62.1	279	604	50	13	-74.18%	D	37.6	158	547
	NBT	1,805	1,805	1,008	-44.16%	D	36.5	353	709	1,789	1,007	-43.72%	C	31.8	319	720	1,746	847	-51.49%	C	30.3	287	605	1,747	511	-70.76%	C	20.6	164	552
	NBR	543	543	306	-43.65%	C	34.7	352	708	538	298	-44.64%	C	32.2	318	719	525	258	-50.88%	C	28.8	286	604	526	152	-71.09%	B	16.5	163	551
	SBL	559	559	298	-46.69%	E	77.6	927	1179	554	270	-51.28%	E	74.1	933	1175	541	258	-52.28%	E	78.4	935	1166	541	116	-78.57%	E	57.1	1048	1157
	SBT	2,095	2,095	1,124	-46.35%	E	56.8	928	1179	2,077	1,064	-48.77%	E	60.1	933	1175	2,026	957	-52.77%	D	48.4	936	1167	2,028	444	-78.11%	F	143.8	1048	1157
	SBR	146	146	80	-45.21%	D	50.8	928	1179	145	72	-50.25%	D	47.4	933	1176	141	63	-55.39%	D	38.4	935	1167	141	30	-78.78%	D	53.3	1048	1157
	EBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBL	402	402	241	-40.05%	F	102.1	180	552	399	199	-50.07%	F	124.1	212	674	389	152	-60.91%	F	150.1	422	794	389	71	-81.76%	F	182.3	534	814
	WBT	163	163	99	-39.26%	F	90.4	180	552	162	77	-52.35%	F	109.5	212	674	158	60	-61.94%	F	128.7	422	794	158	31	-80.36%	F	176.3	534	814
	WBR	451	451	282	-37.47%	C	30.9	180	552	447	238	-46.77%	C	33.5	212	674	436	167	-61.72%	D	52.7	422	794	437	100	-77.10%	C	32.8	534	814
	Overall	-	-	-	-	D	**52.3**	-	-	-	-	-	D	**52.2**	-	-	-	-	-	D	**45.9**	-	-	-	-	-	D	**39.1**	-	-

Table 4-1B: 2045 PM Peak Period No-Build Conditions Intersection Traffic Operations Summary

Intersection	Lane Group	Balanced Peak Hour Volume	Hour 1 - Peak Hour							Hour 2							Hour 3							Hour 4						
			Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)
45: Biscayne Boulevard & NE 36th St	NBL	109	109	65	-40.37%	F	101.9	1617	1692	108	64	-40.77%	F	85.6	1613	1692	105	53	-49.73%	F	84.3	1626	1690	106	33	-68.73%	F	85.7	1633	1678
	NBT	1,423	1,423	847	-40.48%	F	110.9	1617	1692	1,411	867	-38.54%	F	100.0	1613	1692	1,376	708	-48.56%	F	104.1	1626	1690	1,378	426	-69.08%	F	85.8	1633	1678
	NBR	331	331	114	-65.56%	E	71.5	1617	1692	328	103	-68.61%	E	74.2	1613	1692	320	81	-74.70%	E	74.2	1626	1690	320	41	-87.21%	E	66.5	1633	1678
	SBL	603	603	339	-43.78%	E	68.5	637	1140	598	299	-49.98%	F	84.5	771	1331	583	256	-56.11%	E	68.0	940	1405	584	109	-81.33%	E	72.4	1065	1405
	SBT	1,251	1,251	667	-46.68%	D	51.0	639	1140	1,240	623	-49.77%	D	52.7	771	1331	1,210	560	-53.72%	D	44.7	940	1405	1,211	263	-78.28%	D	49.3	1065	1405
	SBR	642	642	350	-45.48%	F	90.6	637	1140	636	332	-47.84%	F	87.6	770	1331	621	283	-54.43%	E	71.3	938	1405	622	135	-78.28%	E	63.3	1063	1405
	EBL	167	167	78	-53.29%	F	168.0	495	596	166	72	-56.51%	F	167.6	501	601	162	65	-59.76%	F	170.0	517	588	162	29	-82.06%	F	187.4	495	582
	EBT	514	514	244	-52.53%	F	167.7	495	596	510	217	-57.41%	F	171.3	501	601	497	184	-62.99%	F	163.6	517	588	498	89	-82.11%	F	196.6	495	582
	EBR	218	218	101	-53.67%	D	44.2	495	596	216	98	-54.65%	D	42.3	501	601	211	82	-61.11%	D	44.6	517	588	211	36	-82.94%	E	60.4	495	582
	WBL	615	615	304	-50.57%	F	108.6	301	468	610	308	-49.48%	F	102.8	265	471	595	261	-56.12%	F	96.0	226	418	595	164	-72.45%	F	86.3	210	361
	WBT	265	265	141	-46.79%	F	142.2	301	468	263	140	-46.71%	F	119.4	265	471	256	125	-51.23%	F	101.7	226	418	257	73	-71.55%	F	118.1	209	361
	WBR	789	789	424	-46.26%	E	61.8	301	468	782	405	-48.22%	D	53.2	265	471	763	356	-53.35%	D	47.3	226	418	764	217	-71.59%	C	30.1	209	361
	Overall	-	-	-	-	F	**90.9**	-	-	-	-	-	F	**86.9**	-	-	-	-	-	E	**76.8**	-	-	-	-	-	E	**65.8**	-	-
46: NE 6th Ave & NE 38th St / NE 39th St	NBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	NBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	NBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBR	77	77	76	-1.30%	A	8.0	5	91	76	76	-0.44%	A	10.0	5	93	74	56	-24.81%	A	9.9	124	301	75	44	-40.97%	F	343.4	273	419
	EBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBR	75	75	38	-49.33%	A	0.8	0	0	74	35	-52.93%	A	0.7	0	0	73	32	-55.89%	A	0.7	0	0	73	18	-75.21%	A	0.7	0	3
	WBL	1	1	1	0.00%	A	0.7	0	0	1	1	0.87%	A	0.7	0	3	1	0	-100.00%	A	0.7	182	368	1	0	-100.00%	A	0.4	504	716
	WBT	865	865	550	-36.42%	A	0.2	0	0	858	451	-47.41%	A	1.3	0	3	837	335	-59.96%	C	18.4	182	368	837	187	-77.67%	F	81.4	504	716
	WBR	184	184	111	-39.67%	A	1.0	0	0	182	94	-48.47%	A	1.0	0	3	178	76	-57.30%	A	8.7	182	368	178	44	-75.30%	D	34.3	504	716
	Overall	-	-	-	-	A	**1.1**	-	-	-	-	-	A	**2.3**	-	-	-	-	-	B	**14.4**	-	-	-	-	-	F	**61.9**	-	-
49: NE 36th St & EB I-195 On-Ramp	NBL	0	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-
	NBT	0	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-
	NBR	0	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-
	SBL	0	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-
	SBT	0	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-
	SBR	1,367	1,367	772	-43.53%	E	38.4	622	1569	1,355	664	-51.00%	D	29.5	433	1477	1,322	502	-62.03%	D	26.8	487	1120	1,323	245	-81.49%	D	34.7	769	1173
	EBL	0	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-
	EBT	1,358	1,358	697	-48.67%	A	0.8	0	22	1,346	613	-54.47%	A	3.5	52	135	1,314	516	-60.72%	A	2.0	106	301	1,315	238	-81.90%	B	13.4	238	384
	EBR	0	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-
	WBL	0	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-
	WBT	302	302	96	-68.21%	F	335.2	224	259	299	193	-35.54%	F	128.6	218	268	292	240	-17.84%	F	106.0	193	266	292	213	-27.15%	F	69.6	163	248
	WBR	0	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-
	Overall	-	-	-	-	D	**32.7**	-	-	-	-	-	D	**27.6**	-	-	-	-	-	C	**24.2**	-	-	-	-	-	D	**25.9**	-	-
52: NE 36th St & NE 5th Ave/EB I-195 On-Ramp	NBL	105	105	24	-77.14%	F	1091.0	666	707	104	36	-65.42%	F	600.1	665	716	102	35	-65.54%	F	560.6	663	705	102	14	-86.23%	F	462.2	666	684
	NBT	2	2	1	-50.00%	F	781.7	688	730	2	1	-49.56%	F	436.1	687	739	2	2	3.38%	F	247.2	685	727	2	1	-48.35%	F	336.6	688	707
	NBR	250	250	56	-77.60%	F	873.4	658	700	248	87	-64.90%	F	442.1	658	709	242	76	-68.57%	F	392.7	656	698	242	30	-87.60%	F	389.1	659	677
	SBL	3	3	4	33.33%	F	463.6	95	179	3	4	34.50%	F	52.8	51	150	3	2	-31.08%	C	21.7	48	114	3	1	-65.57%	F	168.7	99	151
	SBT	0	0	0	-	A	0.0	115	224	0	0	-	A	0.0	47	171	0	0	-	A	0.0	17	111	0	0	-	A	0.0	42	116
	SBR	22	22	25	13.64%	F	821.4	105	193	22	24	10.04%	F	348.5	58	164	21	20	-6.01%	F	273.7	55	127	21	10	-53.05%	F	81.4	109	164
	EBL	10	10	6	-40.00%	B	12.5	1	111	10	4	-59.65%	A	4.2	33	166	10	4	-58.65%	B	10.1	66	222	10	2	-79.34%	B	11.0	152	244
	EBT	1,335	1,335	685	-48.69%	A	0.6	0	118	1,323	601	-54.59%	A	1.9	37	191	1,291	504	-60.97%	A	1.2	75	249	1,292	233	-81.97%	A	6.4	171	276
	EBR	13	13	7	-46.15%	A	0.4	0	105	13	5	-61.20%	A	0.6	33	165	13	6	-52.28%	A	0.6	66	223	13	2	-84.11%	C	19.6	153	245
	WBL	8	8	2	-75.00%	F	1751.0	809	843	8	6	-24.35%	F	386.6	804	855	8	9	16.31%	F	372.0	716	851	8	9	16.21%	F	266.3	601	681
	WBT	176	176	46	-73.86%	F	1965.0	759	794	174	133	-23.77%	F	1023.3	754	805	170	184	8.08%	F	492.5	671	801	170	190	11.51%	F	285.8	563	641
	WBR	1	1	0	-100.00%	F	968.8	786	821	1	1	0.87%	F	1147.3	781	832	1	2	106.77%	F	520.8	695	828	1	1	3.29%	F	144.8	584	662
	Overall	-	-	-	-	F	**153.3**	-	-	-	-	-	F	**146.5**	-	-	-	-	-	F	**105.2**	-	-	-	-	-	F	**75.1**	-	-
57: Alton Road & N Bay Road / N Bay Road	NBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	NBT	1,812	1,812	1,094	-39.62%	A	0.2	0	0	1,796	877	-51.18%	A	0.1	0	0	1,753	631	-64.00%	A	0.1	0	0	1,754	355	-79.76%	A	0.2	0	0
	NBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBT	1,834	1,834	1,051	-42.69%	F	73.8	1215	1384	1,818	704	-61.28%	F	100.3	1275	1379	1,774	595	-66.46%	F	84.3	1281	1371	1,776	284	-84.00%	F	178.3	1318	1368
	SBR	5	5	4	-20.00%	F	91.7	1215	1384	5	2	-59.65%	D	31.3	1275	1379	5	1	-79.32%	F	55.4	1281	1371	5	1	-79.34%	C	22.2	1318	1368
	EBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBR	149	149	12	-91.95%	F	3344.3	476	499	148	12	-91.88%	F	5515.2	474	495	144	11	-92.37%	F	5488.1	474	489	144	7	-95.15%	F	4819.8	475	486
	WBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	Overall	-	-	-	-	E	**49.0**	-	-	-	-	-	F	**64.3**	-	-	-	-	-	F	**59.0**	-	-	-	-	-	F	**91.6**	-	-

Table 4-1B: 2045 PM Peak Period No-Build Conditions Intersection Traffic Operations Summary

Intersection	Lane Group	Balanced Peak Hour Volume	Hour 1 - Peak Hour							Hour 2							Hour 3							Hour 4						
			Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)
58: Alton Road & 43rd St / Ed Sullivan Dr	NBL	274	274	154	-43.80%	E	72.4	268	1256	272	132	-51.40%	E	71.7	566	1490	265	84	-68.31%	E	74.6	820	1532	265	49	-81.53%	E	72.6	1064	1534
	NBT	1,546	1,546	951	-38.49%	C	28.8	268	1256	1,533	799	-47.87%	C	32.6	566	1491	1,495	563	-62.35%	C	29.3	820	1532	1,497	325	-78.29%	C	30.1	1064	1535
	NBR	62	62	38	-38.71%	F	192.4	265	1257	61	36	-41.43%	F	425.5	566	1489	60	25	-58.31%	F	416.7	820	1532	60	15	-75.01%	F	580.2	1064	1535
	SBL	111	111	49	-55.86%	F	205.4	200	294	110	33	-70.01%	F	542.3	229	284	107	25	-76.72%	F	416.7	226	282	107	12	-88.83%	F	1032.9	244	273
	SBT	1,782	1,782	958	-46.24%	C	27.4	202	294	1,767	646	-63.43%	C	27.7	230	284	1,724	550	-68.09%	C	26.3	228	282	1,725	262	-84.81%	C	27.2	244	273
	SBR	90	90	48	-46.67%	B	15.6	201	294	89	34	-61.89%	B	13.8	229	284	87	27	-68.98%	B	12.3	227	282	87	14	-83.93%	B	16.7	244	273
	EBL	266	266	125	-53.01%	F	142.5	467	534	264	68	-74.21%	F	231.6	480	518	257	57	-77.85%	F	202.1	485	515	258	23	-91.07%	F	389.1	488	502
	EBT	215	215	90	-58.14%	F	376.7	467	534	213	55	-74.20%	F	796.0	479	517	208	44	-78.84%	F	748.5	485	515	208	19	-90.87%	F	1472.8	488	502
	EBR	404	404	209	-48.27%	F	121.2	457	524	401	106	-73.53%	F	170.7	469	507	391	82	-79.02%	F	235.0	474	505	391	35	-91.05%	F	223.1	477	491
	WBL	20	20	11	-45.00%	F	99.6	49	245	20	10	-49.56%	F	83.2	34	183	19	7	-63.82%	F	92.9	28	139	19	6	-69.01%	F	93.6	17	117
	WBT	112	112	73	-34.82%	F	92.1	48	243	111	55	-50.46%	F	86.6	34	182	108	42	-61.23%	E	76.0	27	137	108	29	-73.25%	E	63.0	16	115
	WBR	268	268	-	-	-	-	-	-	266	-	-	-	-	-	-	259	-	-	-	-	-	-	259	-	-	-	-	-	-
	NWB	0	0	19	-	F	85.1	268	1256	0	16	-	F	243.7	566	1490	0	10	-	F	220.3	820	1532	0	7	-	F	441.5	1064	1535
	Overall	-	-	-	-	E	**61.4**	-	-	-	-	-	E	**78.3**	-	-	-	-	-	E	**65.8**	-	-	-	-	-	F	**92.5**	-	-
71: Alton Road & Nautilus Road/Michigan Ave	NBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	NBT	372	372	242	-34.95%	A	0.4	1	68	369	195	-47.12%	A	0.7	7	120	360	150	-58.31%	A	0.6	13	85	360	102	-71.68%	A	0.4	17	84
	NBR	137	137	98	-28.47%	-	-0.2	1	68	136	72	-46.99%	-	-0.2	7	120	133	52	-60.76%	-	-0.2	13	85	133	38	-71.35%	-	-0.2	17	84
	NB - U	3	3	1	-66.67%	F	794.6	11	77	3	1	-66.38%	F	1302.6	29	147	3	1	-65.54%	F	1197.7	37	125	3	1	-65.57%	F	915.0	48	109
	SBL	56	56	35	-37.50%	F	462.6	749	972	56	34	-38.76%	F	470.6	865	967	54	20	-63.08%	F	501.5	887	961	54	12	-77.87%	F	987.5	915	968
	SBT	363	363	101	-72.18%	F	532.2	713	934	360	88	-75.55%	F	584.0	828	929	351	62	-82.34%	F	672.3	849	923	351	34	-90.33%	F	1032.1	878	930
	SBR	0	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-
	EBL	0	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-
	EBT	0	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-
	EBR	0	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-
	WBL	276	276	15	-94.57%	F	1415.3	613	640	274	8	-97.08%	F	4570.0	618	632	267	2	-99.25%	F	8788.5	620	628	267	3	-98.88%	F	10144.9	617	627
	WBT	0	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-	0	-	-	-	-	-	-
	WBR	27	27	2	-92.59%	F	639.3	613	640	27	1	-96.26%	F	2654.1	618	632	26	0	-100.00%	A	0.0	621	628	26	0	-100.00%	F	2061.7	617	627
	Overall	-	-	-	-	F	**157.1**	-	-	-	-	-	F	**166.3**	-	-	-	-	-	F	**124.0**	-	-	-	-	-	F	**164.8**	-	-
63: Alton Road & 41st St / Arthur Godfrey Road	NBL	116	116	103	-11.21%	E	76.1	111	298	115	86	-25.22%	E	70.3	111	252	112	64	-42.96%	E	66.1	117	236	112	47	-58.15%	E	62.0	103	209
	NBT	200	200	172	-14.00%	E	61.8	111	298	198	140	-29.39%	E	64.7	111	252	193	115	-40.55%	E	63.7	117	236	194	75	-61.26%	E	60.4	103	209
	NBR	124	124	106	-14.52%	D	44.1	111	298	123	91	-25.97%	D	39.8	111	252	120	66	-44.97%	C	33.3	117	236	120	44	-63.35%	C	23.2	103	209
	SBL	188	188	31	-83.51%	C	27.2	129	170	186	26	-86.05%	C	22.9	131	167	182	19	-89.55%	C	27.7	131	154	182	9	-95.06%	B	15.5	132	146
	SBT	156	156	26	-83.33%	F	806.9	129	170	155	21	-86.42%	F	765.9	131	167	151	12	-92.05%	F	916.3	131	154	151	9	-94.04%	F	1399.1	132	146
	SBR	295	295	57	-80.68%	B	13.1	129	170	292	46	-84.27%	A	9.6	131	167	285	31	-89.14%	A	9.4	131	154	286	19	-93.35%	B	10.3	132	146
	EBL	206	206	111	-46.12%	D	36.3	631	1361	204	80	-60.83%	D	40.6	1386	1680	199	53	-73.40%	D	46.2	1577	1673	199	33	-83.45%	D	42.5	1600	1672
	EBT	1,411	1,411	731	-48.19%	C	28.5	632	1361	1,399	595	-57.46%	C	28.9	1386	1680	1,365	358	-73.77%	C	31.4	1577	1673	1,366	230	-83.16%	C	28.6	1600	1672
	EBR	79	79	28	-64.56%	F	982.7	644	1377	78	26	-66.80%	F	1291.9	1389	1678	76	11	-85.60%	F	1430.7	1576	1671	76	9	-88.23%	F	2153.6	1599	1671
	WBL	67	67	19	-71.64%	F	1308.2	911	1070	66	18	-72.90%	F	1797.9	984	1074	65	8	-87.66%	F	1837.9	987	1050	65	8	-87.67%	F	2178.0	986	1048
	WBT	1,386	1,386	818	-40.98%	E	56.1	911	1070	1,374	633	-53.93%	D	53.1	984	1074	1,341	507	-62.18%	E	57.5	987	1050	1,342	443	-66.98%	E	77.3	986	1048
	WBR	103	103	60	-41.75%	C	33.3	913	1072	102	49	-52.01%	D	36.6	986	1076	100	36	-63.87%	C	30.2	989	1052	100	33	-66.91%	F	147.7	987	1050
	Overall	-	-	-	-	E	**71.0**	-	-	-	-	-	F	**82.4**	-	-	-	-	-	E	**70.7**	-	-	-	-	-	E	**78.2**	-	-
64: Alton Road & 39th St	NBL			0	-	A	0.0	46	298		0	-	A	0.0	54	261		0	-	A	0.0	38	221		0	-	A	0.0	26	161
	NBT	333	333	292	-12.31%	C	24.3	39	271	330	250	-24.27%	C	23.9	46	235	322	206	-36.04%	C	17.3	32	198	322	145	-55.02%	B	13.0	22	145
	NBR	105	105	94	-10.48%	B	14.6	46	300	104	80	-23.14%	C	16.2	55	263	102	61	-39.94%	B	12.5	38	222	102	43	-57.70%	A	9.4	26	162
	SBL	92	92	22	-76.09%	F	459.3	301	343	91	18	-80.26%	F	313.2	312	338	89	8	-91.01%	F	260.8	314	325	89	8	-91.02%	F	487.4	316	327
	SBT	211	211	51	-75.83%	F	911.6	277	318	209	46	-78.01%	F	713.0	287	314	204	25	-87.75%	F	865.1	289	300	204	17	-91.68%	F	1216.3	291	302
	SBR			0	-	A	0.0	317	359		0	-	A	0.0	328	355		0	-	A	0.0	330	341		0	-	A	0.0	332	343
	EBL	5	5	5	0.00%	F	149.6	8	59	5	3	-39.48%	E	42.2	21	65	5	2	-58.65%	F	105.7	48	78	5	2	-58.68%	F	201.5	62	98
	EBT	3	3	3	0.00%	F	132.2	14	81	3	2	-32.75%	F	55.8	29	88	3	1	-65.54%	F	237.7	61	103	3	1	-65.57%	F	64.2	77	122
	EBR	5	5	5	0.00%	F	455.6	14	82	5	3	-39.48%	F	302.1	30	89	5	3	-37.97%	F	607.6	62	104	5	2	-58.68%	F	558.0	78	123
	WBL	56	56	29	-48.21%	F	1306.5	451	748	56	29	-47.76%	F	1407.0	750	922	54	16	-70.46%	F	1455.9	899	983	54	9	-83.40%	F	2286.9	961	972
	WBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBR	101	101	80	-20.79%	E	41.2	416	732	100	69	-31.09%	F	174.2	721	906	98	32	-67.24%	F	316.6	883	967	98	19	-80.57%	F	318.5	945	956
	Overall	-	-	-	-	F	**147.5**	-	-	-	-	-	F	**161.1**	-	-	-	-	-	F	**110.0**	-	-	-	-	-	F	**100.9**	-	-

Table 4-1B: 2045 PM Peak Period No-Build Conditions Intersection Traffic Operations Summary

Intersection	Lane Group	Balanced Peak Hour Volume	Hour 1 - Peak Hour							Hour 2							Hour 3							Hour 4						
			Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)	Demand Volume[1] (vph)	Simulated Volume (vph)	Difference (%)	Estimated LOS	Average Delay (s/veh)	Queue Length (ft)	Max Queue (ft)
65: Alton Road & Barry St	NBL	16	16	14	-12.50%	B	13.8	26	168	16	12	-24.35%	A	5.8	17	203	15	10	-35.38%	B	12.8	14	174	15	7	-54.81%	A	6.3	11	122
	NBT	365	365	317	-13.15%	C	17.5	22	134	362	270	-25.38%	B	10.0	13	173	353	216	-38.82%	A	8.7	10	151	353	150	-57.55%	A	8.0	9	103
	NBR	12	12	11	-8.33%	A	4.4	24	151	12	9	-24.35%	A	9.5	15	192	12	6	-48.31%	C	15.6	13	166	12	4	-65.57%	A	7.9	10	115
	SBL	30	30	10	-66.67%	F	531.3	305	334	30	8	-73.10%	F	440.7	305	333	29	5	-82.77%	F	593.4	308	322	29	3	-89.67%	F	652.0	308	317
	SBT	222	222	64	-71.17%	F	956.5	305	334	220	58	-73.65%	F	576.5	305	333	215	33	-84.63%	F	782.3	308	322	215	20	-90.69%	F	1170.3	308	317
	SBR	20	20	5	-75.00%	F	749.6	330	359	20	5	-74.78%	F	555.9	331	359	19	3	-84.49%	F	715.4	334	347	19	2	-89.67%	F	564.0	334	343
	EBL	33	33	30	-9.09%	C	15.8	52	175	33	31	-5.24%	A	9.2	74	177	32	24	-24.81%	B	11.3	135	226	32	19	-40.53%	B	13.6	213	305
	EBT	0	0	0	-	A	0.0	35	143	0	0	-	A	0.0	59	145	0	0	-	A	0.0	115	193	0	0	-	A	0.0	188	273
	EBR	18	18	17	-5.56%	F	576.6	63	184	18	13	-27.15%	F	343.2	84	187	17	10	-42.56%	F	489.2	145	235	17	6	-65.57%	F	523.9	223	315
	WBL	64	64	58	-9.38%	F	247.5	120	445	63	50	-21.19%	F	232.4	286	512	62	40	-35.38%	F	281.2	364	681	62	26	-58.04%	F	343.1	542	737
	WBT	0	0	0	-	A	0.0	120	445	0	0	-	A	0.0	286	512	0	0	-	A	0.0	364	681	0	0	-	A	0.0	542	737
	WBR	41	41	41	0.00%	F	119.8	148	494	41	33	-18.81%	F	151.6	316	561	40	29	-26.87%	F	173.9	401	730	40	17	-57.17%	F	250.8	583	786
	Overall	-	-	-	-	F	**147.2**	-	-	-	-	-	F	**108.0**	-	-	-	-	-	F	**102.0**	-	-	-	-	-	F	**78.0**	-	-
66: Alton Road & 34th St	NBL	2,358	2,358	2,028	-13.99%	B	10.4	482	1665	2,338	1,692	-27.62%	B	12.7	550	1662	2,281	1,332	-41.60%	B	14.3	883	1664	2,283	864	-62.15%	B	11.0	1109	1660
	NBT	364	364	317	-12.91%	B	11.4	482	1665	361	263	-27.12%	A	8.4	550	1662	352	202	-42.63%	A	8.3	883	1664	352	131	-62.83%	A	7.6	1109	1660
	NBR	7	7	6	-14.29%	A	6.9	482	1665	7	6	-13.54%	A	5.1	550	1662	7	4	-40.92%	A	6.5	883	1664	7	2	-70.49%	A	8.3	1109	1660
	SBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBR	29	29	28	-3.45%	A	6.6	0	0	29	28	-2.61%	A	5.0	0	0	28	28	-0.18%	A	5.0	0	0	28	28	-0.27%	A	5.0	0	2
	Overall	-	-	-	-	B	**10.4**	-	-	-	-	-	B	**10.9**	-	-	-	-	-	B	**11.7**	-	-	-	-	-	A	**7.7**	-	-
67: Alton Road & Chase Ave	NBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	NBT	2,359	2,359	1,989	-15.68%	C	21.5	1116	1481	2,339	1,673	-28.46%	C	21.8	1161	1469	2,282	1,314	-42.41%	C	24.0	1231	1467	2,284	857	-62.47%	C	21.7	1298	1453
	NBR	51	51	42	-17.65%	B	16.8	1116	1481	51	38	-24.84%	B	16.6	1161	1469	49	29	-41.21%	B	16.3	1231	1467	49	19	-61.52%	B	17.0	1298	1453
	SBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBT	2,278	2,278	1,706	-25.11%	B	13.8	328	1600	2,258	1,217	-46.11%	B	12.5	170	1052	2,203	917	-58.38%	B	12.5	131	788	2,205	471	-78.64%	A	9.3	67	509
	SBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBL	169	169	167	-1.18%	D	36.9	42	287	168	134	-20.02%	D	39.6	84	259	163	108	-33.93%	D	40.1	119	264	164	69	-57.83%	D	36.7	175	278
	EBT	27	27	25	-7.41%	D	37.2	41	287	27	22	-17.81%	D	38.5	84	258	26	16	-38.74%	D	38.5	119	264	26	12	-54.09%	D	38.2	174	277
	EBR	4	4	3	-25.00%	C	25.4	59	316	4	4	0.87%	C	23.8	103	288	4	2	-48.31%	C	22.3	140	294	4	2	-48.35%	B	13.4	198	307
	WBL	78	78	74	-5.13%	D	43.9	66	379	77	63	-18.53%	D	46.8	145	369	75	51	-32.40%	D	42.9	227	472	76	31	-58.95%	D	45.7	348	541
	WBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBR	201	201	194	-3.48%	D	40.6	66	379	199	162	-18.70%	D	37.1	145	369	194	123	-36.74%	D	39.8	227	472	195	82	-57.86%	D	36.5	348	541
	Overall	-	-	-	-	C	**20.3**	-	-	-	-	-	B	**19.5**	-	-	-	-	-	C	**20.7**	-	-	-	-	-	B	**14.4**	-	-
61: Alton Road & Unnamed Road	NBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	NBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	NBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBT	225	225	99	-56.00%	F	246.9	313	364	223	86	-61.44%	F	200.6	314	357	218	59	-72.89%	F	250.2	317	350	218	37	-83.01%	F	283.9	321	348
	SBR	89	89	41	-53.93%	F	293.5	334	385	88	35	-60.33%	F	260.7	335	378	86	22	-74.44%	F	330.5	339	372	86	14	-83.75%	F	391.0	342	369
	EBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	WBT	2,358	2,358	2,026	-14.08%	A	6.5	77	374	2,338	1,692	-27.62%	A	8.1	123	371	2,281	1,329	-41.73%	A	8.8	181	362	2,283	862	-62.24%	A	7.2	236	359
	WBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	Overall	-	-	-	-	C	**22.0**	-	-	-	-	-	C	**20.5**	-	-	-	-	-	C	**22.9**	-	-	-	-	-	C	**22.0**	-	-
88: Ed Sullivan Dr	NBL	57	57	-	-	-	-	-	-	57	-	-	-	-	-	-	55	-	-	-	-	-	-	55	-	-	-	-	-	-
	NBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	NBR	556	556	-	-	-	-	-	-	551	-	-	-	-	-	-	538	-	-	-	-	-	-	538	-	-	-	-	-	-
	SBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBT			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	SBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBL			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	EBT	282	282	431	52.84%	F	266.0	334	425	280	238	-14.87%	F	559.9	366	411	273	185	-32.18%	F	589.3	366	399	273	83	-69.60%	F	1001.3	367	389
	EBR	35	35	-	-	-	-	-	-	35	-	-	-	-	-	-	34	-	-	-	-	-	-	34	-	-	-	-	-	-
	WBL	267	267	155	-41.95%	A	3.6	1	123	265	119	-55.04%	A	3.5	1	132	258	93	-63.99%	A	3.1	1	98	258	49	-81.04%	A	2.2	0	55
	WBT	209	209	122	-41.63%	A	1.8	1	123	207	95	-54.15%	A	1.7	1	132	202	68	-66.36%	A	1.6	1	98	202	44	-78.25%	A	0.8	0	55
	WBR			-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-		-	-	-	-	-	-
	Overall	-	-	-	-	F	**157.9**	-	-	-	-	-	F	**216.2**	-	-	-	-	-	F	**148.1**	-	-	-	-	-	F	**200.9**	-	-

1. Demand volumes computed by applying factors in Table 3-1 to Balanced Peak Hour Turning Movement Volumes summarized in Exhibits 3-1 to 3-3.

** Refer to Exhibits 3-4 through 3-12 to correlate the reulsts of this Table to the intersection locations by Intersection ID..*

As can be seen from the summary results in **Tables 4-1A and 4-1B**, 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. The VISSIM intersection output MOE reports for the projected future no-build conditions during the AM and PM Peak periods are included in **Appendix C.**

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4.4 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 3.5.2** of this report. The same MOEs used to assess the performance of the Freeway and Ramp Areas previously described in **Section 3.5.2** for Existing conditions, were used to assess the projected changes in the operations of these facilities associated with the future No-Build condition. The results of the projected operational analyses of freeway segments and ramp areas during the AM and PM peak period future no-build conditions are summarized in **Exhibits 4-4** through **4-7** on the following pages:

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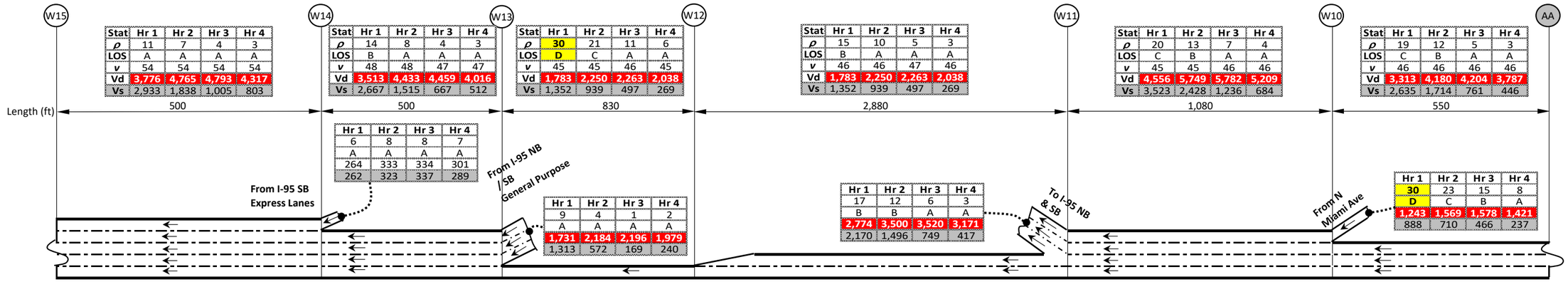
WESTBOUND



Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	11	7	4	3
LOS	A	A	A	A
v	54	54	54	54
Vd	3,776	4,765	4,793	4,317
Vs	2,933	1,838	1,005	803

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	14	8	4	3
LOS	B	A	A	A
v	48	48	47	47
Vd	3,513	4,433	4,459	4,016
Vs	2,667	1,515	667	512

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	30	21	11	6
LOS	D	C	A	A
v	45	45	46	45
Vd	1,783	2,250	2,263	2,038
Vs	1,352	939	497	269

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	15	10	5	3
LOS	B	A	A	A
v	46	46	47	46
Vd	1,783	2,250	2,263	2,038
Vs	1,352	939	497	269

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	20	13	7	4
LOS	C	B	A	A
v	45	45	46	46
Vd	4,556	5,749	5,782	5,209
Vs	3,523	2,428	1,236	684

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	19	12	5	3
LOS	C	B	A	A
v	46	46	46	46
Vd	3,313	4,180	4,204	3,787
Vs	2,635	1,714	761	446

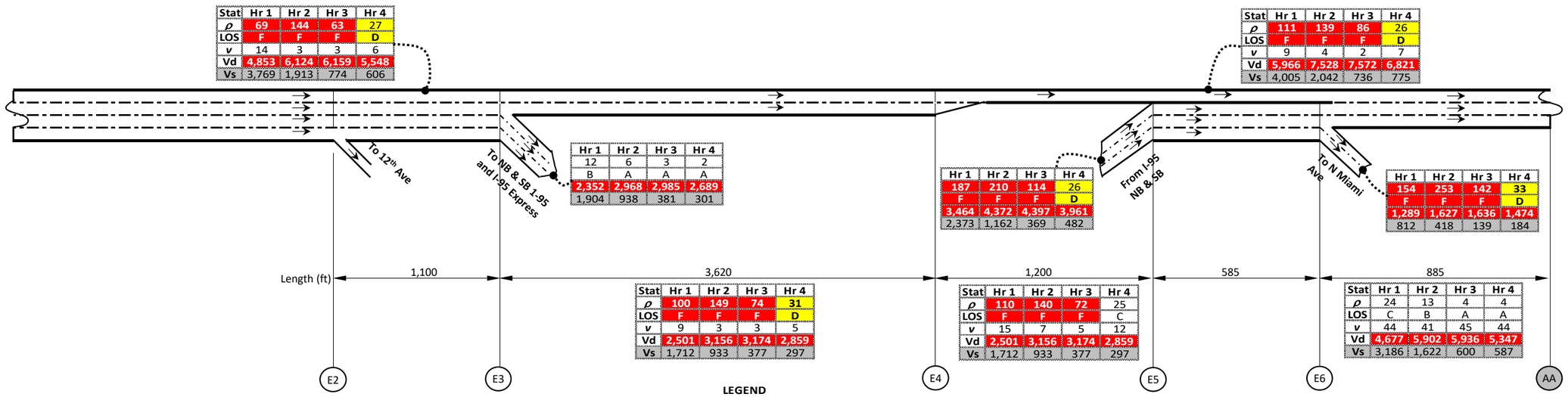
Hr 1	Hr 2	Hr 3	Hr 4
6	8	8	7
A	A	A	A
264	333	334	301
262	323	337	289

Hr 1	Hr 2	Hr 3	Hr 4
9	4	1	2
A	A	A	A
1,731	2,184	2,196	1,979
1,313	572	169	240

Hr 1	Hr 2	Hr 3	Hr 4
17	12	6	3
B	B	A	A
2,774	3,500	3,520	3,171
2,170	1,496	749	417

Hr 1	Hr 2	Hr 3	Hr 4
30	23	15	8
D	C	B	A
1,243	1,569	1,578	1,421
888	710	466	237

EASTBOUND



Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	69	144	63	27
LOS	F	F	F	D
v	14	3	3	6
Vd	4,853	6,124	6,159	5,548
Vs	3,769	1,913	774	606

Hr 1	Hr 2	Hr 3	Hr 4
12	6	3	2
B	A	A	A
2,352	2,968	2,985	2,689
1,904	938	381	301

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	100	149	74	31
LOS	F	F	F	D
v	9	3	3	5
Vd	2,501	3,156	3,174	2,859
Vs	1,712	933	377	297

Hr 1	Hr 2	Hr 3	Hr 4
187	210	114	26
F	F	F	D
3,464	4,372	4,397	3,961
2,373	1,162	369	482

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	110	140	72	25
LOS	F	F	F	C
v	15	7	5	12
Vd	2,501	3,156	3,174	2,859
Vs	1,712	933	377	297

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	111	139	86	26
LOS	F	F	F	D
v	9	4	2	7
Vd	5,966	7,528	7,572	6,821
Vs	4,005	2,042	736	775

Hr 1	Hr 2	Hr 3	Hr 4
154	253	142	33
F	F	F	D
1,289	1,627	1,636	1,474
812	418	139	184

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	24	13	4	4
LOS	C	B	A	A
v	44	41	45	44
Vd	4,677	5,902	5,936	5,347
Vs	3,186	1,622	600	587

LEGEND

Freeway Statistics

Statistict -->	Stat	Hr 1
Density[1] (Veh/Mi/Ln)	ρ	36
Estimated Level of Service[2]	LOS	E
Average Speed (MPH)	v	50
Demand Volume[3] (veh/hr)	Vd	1,056
SImulated Volume (veh/hr)	Vs	1,067

Hourly Interval

Density
LOS
1,056

Ramp Statistics

Statistict -->	Hr 1
Density[1] (Veh/Mi/Ln)	20
Estimated Level of Service[2]	C
Demand Volume[3] (veh/hr)	2,436
Simulated Volume (veh/hr)	2,437

Hourly Interval

LOS Coloring Estimated LOS

LOS A to C	< 28
LOS D	28 - 35
LOS E	35 - 43
LOS F	> 43

1. Calculations from VISSIM not equivalent to calculations from HCM.
2. Letter grades based on density ranges specified in HCM.
3. Demand volume highlighted if simulated falls below 90%

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:

2045 No-Build AM Peak Freeway Operations Analysis (Sheet 1 of 2)

Report Title:

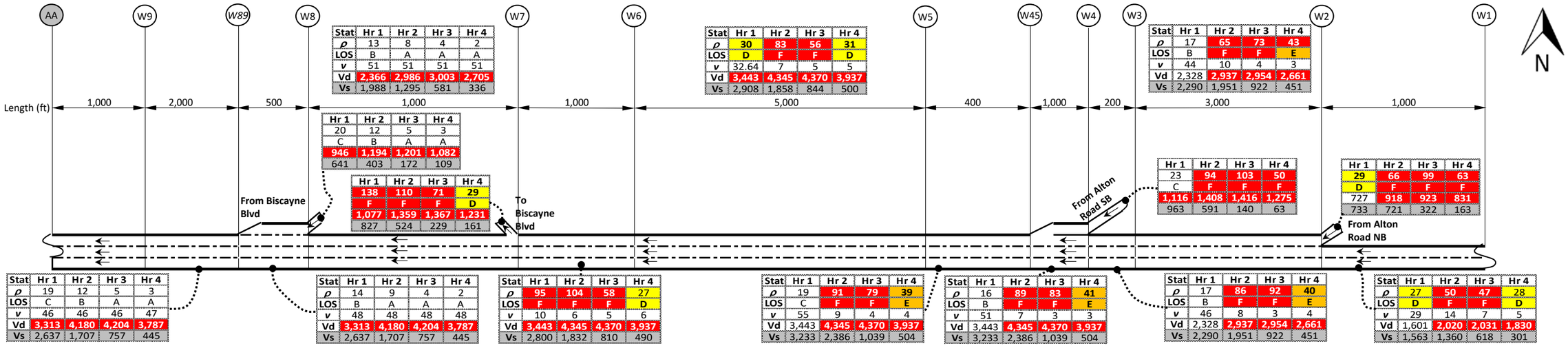
Existing and Future No-Build Traffic Analysis Report Addendum

Exhibit No. 4-4

Page No.

Date: 04/11/19

WESTBOUND



Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	19	12	5	3
LOS	C	B	A	A
v	46	46	46	47
Vd	3,313	4,180	4,204	3,787
Vs	2,637	1,707	757	445

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	13	8	4	2
LOS	B	A	A	A
v	51	51	51	51
Vd	2,366	2,986	3,003	2,705
Vs	1,988	1,295	581	336

Hr 1	Hr 2	Hr 3	Hr 4
20	12	5	3
C	B	A	A
946	1,194	1,201	1,082
641	403	172	109

Hr 1	Hr 2	Hr 3	Hr 4
138	110	71	29
F	F	F	D
1,077	1,359	1,367	1,231
827	524	229	161

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	14	9	4	2
LOS	B	A	A	A
v	48	48	48	48
Vd	3,313	4,180	4,204	3,787
Vs	2,637	1,707	757	445

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	95	104	58	27
LOS	F	F	F	D
v	10	6	5	6
Vd	3,443	4,345	4,370	3,937
Vs	2,800	1,832	810	490

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	30	83	56	31
LOS	D	F	F	D
v	32.64	7	5	5
Vd	3,443	4,345	4,370	3,937
Vs	2,908	1,858	844	500

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	19	91	79	39
LOS	C	F	F	E
v	55	9	4	4
Vd	3,443	4,345	4,370	3,937
Vs	3,233	2,386	1,039	504

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	16	89	83	41
LOS	B	F	F	E
v	51	7	3	3
Vd	3,443	4,345	4,370	3,937
Vs	3,233	2,386	1,039	504

Hr 1	Hr 2	Hr 3	Hr 4
23	94	103	50
C	F	F	F
1,116	1,408	1,416	1,275
963	591	140	63

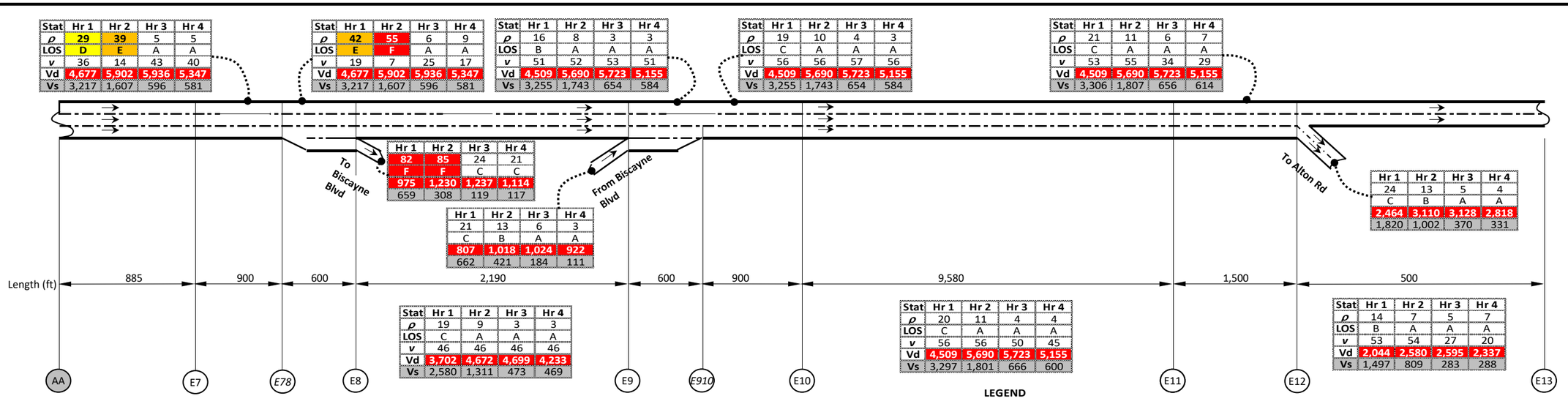
Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	17	65	73	43
LOS	B	F	F	E
v	44	10	4	3
Vd	2,328	2,937	2,954	2,661
Vs	2,290	1,951	922	451

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	17	86	92	40
LOS	B	F	F	E
v	46	8	3	4
Vd	2,328	2,937	2,954	2,661
Vs	2,290	1,951	922	451

Hr 1	Hr 2	Hr 3	Hr 4
29	66	99	63
D	F	F	F
727	918	923	831
733	721	322	163

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	27	50	47	28
LOS	D	F	F	D
v	29	14	7	5
Vd	1,601	2,020	2,031	1,830
Vs	1,563	1,360	618	301

EASTBOUND



Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	29	39	5	5
LOS	D	E	A	A
v	36	14	43	40
Vd	4,677	5,902	5,936	5,347
Vs	3,217	1,607	596	581

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	42	55	6	9
LOS	E	F	A	A
v	19	7	25	17
Vd	4,677	5,902	5,936	5,347
Vs	3,217	1,607	596	581

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	16	8	3	3
LOS	B	A	A	A
v	51	52	53	51
Vd	4,509	5,690	5,723	5,155
Vs	3,255	1,743	654	584

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	19	10	4	3
LOS	C	A	A	A
v	56	56	57	56
Vd	4,509	5,690	5,723	5,155
Vs	3,255	1,743	654	584

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	21	11	6	7
LOS	C	A	A	A
v	53	55	34	29
Vd	4,509	5,690	5,723	5,155
Vs	3,306	1,807	656	614

Hr 1	Hr 2	Hr 3	Hr 4
82	85	24	21
F	F	C	C
975	1,230	1,237	1,114
659	308	119	117

Hr 1	Hr 2	Hr 3	Hr 4
21	13	6	3
C	B	A	A
807	1,018	1,024	922
662	421	184	111

Hr 1	Hr 2	Hr 3	Hr 4
24	13	5	4
C	B	A	A
2,464	3,110	3,128	2,818
1,820	1,002	370	331

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	19	9	3	3
LOS	C	A	A	A
v	46	46	46	46
Vd	3,702	4,672	4,699	4,233
Vs	2,580	1,311	473	469

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	20	11	4	4
LOS	C	A	A	A
v	56	56	50	45
Vd	4,509	5,690	5,723	5,155
Vs	3,297	1,801	666	600

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	14	7	5	7
LOS	B	A	A	A
v	53	54	27	20
Vd	2,044	2,580	2,595	2,337
Vs	1,497	809	283	288

LEGEND

Freeway Statistics

Statistict -->	Stat	Hr 1
Density[1] (Veh/Mi/Ln)	ρ	36
Estimated Level of Service[2]	LOS	E
Average Speed (MPH)	v	50
Demand Volume[3] (veh/hr)	Vd	1,056
Simulated Volume (veh/hr)	Vs	1,067

Hourly Interval

Ramp Statistics

Statistict -->	Hr 1
Density[1] (Veh/Mi/Ln)	20
Estimated Level of Service[2]	C
Demand Volume[3] (veh/hr)	2,436
Simulated Volume (veh/hr)	2,437

Hourly Interval

LOS Coloring Estimated LOS

LOS A to C	< 28
LOS D	28 - 35
LOS E	35 - 43
LOS F	> 43

Density
LOS
1,056

1. Calculations from VISSIM not equivalent to calculations from HCM.
2. Letter grades based on density ranges specified in HCM.
3. Demand volume highlighted if simulated falls below 90%

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:

2045 No-Build AM Peak Freeway Operations Analysis (Sheet 2 of 2)

Report Title:

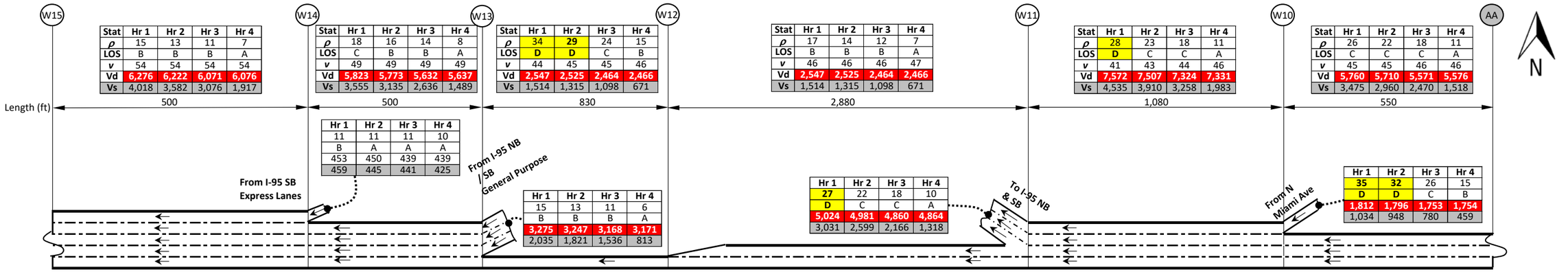
Existing and Future No-Build Traffic Analysis Report Addendum

Exhibit No. 4-5

Page No.

Date: 04/11/19

WESTBOUND



Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	15	13	11	7
LOS	B	B	B	A
v	54	54	54	54
Vd	6,276	6,222	6,071	6,076
Vs	4,018	3,582	3,076	1,917

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	18	16	14	8
LOS	C	B	B	A
v	49	49	49	49
Vd	5,823	5,773	5,632	5,637
Vs	3,555	3,135	2,636	1,489

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	34	29	24	15
LOS	D	D	C	B
v	44	45	45	46
Vd	2,547	2,525	2,464	2,466
Vs	1,514	1,315	1,098	671

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	17	14	12	7
LOS	B	B	B	A
v	46	46	46	47
Vd	2,547	2,525	2,464	2,466
Vs	1,514	1,315	1,098	671

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	28	23	18	11
LOS	D	C	C	A
v	41	43	44	46
Vd	7,572	7,507	7,324	7,331
Vs	4,535	3,910	3,258	1,983

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	26	22	18	11
LOS	C	C	C	A
v	45	45	46	46
Vd	5,760	5,710	5,571	5,576
Vs	3,475	2,960	2,470	1,518

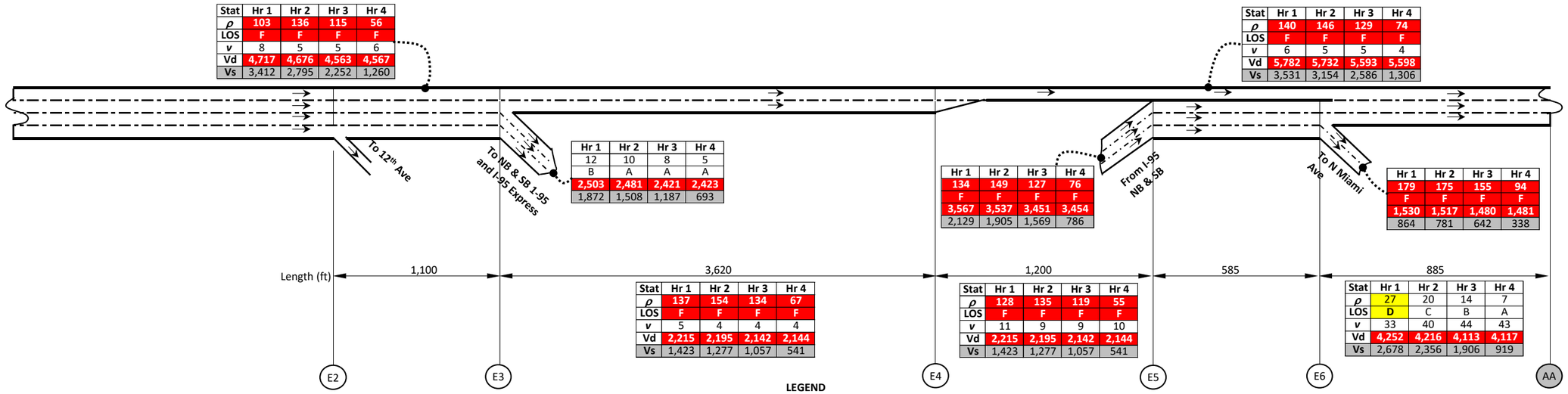
Hr 1	Hr 2	Hr 3	Hr 4
11	11	11	10
B	A	A	A
453	450	439	439
459	445	441	425

Hr 1	Hr 2	Hr 3	Hr 4
15	13	11	6
B	B	B	A
3,275	3,247	3,168	3,171
2,035	1,821	1,536	813

Hr 1	Hr 2	Hr 3	Hr 4
27	22	18	10
D	C	C	A
5,024	4,981	4,860	4,864
3,031	2,599	2,166	1,318

Hr 1	Hr 2	Hr 3	Hr 4
35	32	26	15
D	D	C	B
1,812	1,796	1,753	1,754
1,034	948	780	459

EASTBOUND



Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	103	136	115	56
LOS	F	F	F	F
v	8	5	5	6
Vd	4,717	4,676	4,563	4,567
Vs	3,412	2,795	2,252	1,260

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	140	146	129	74
LOS	F	F	F	F
v	6	5	5	4
Vd	5,782	5,732	5,593	5,598
Vs	3,531	3,154	2,586	1,306

Hr 1	Hr 2	Hr 3	Hr 4
12	10	8	5
B	A	A	A
2,503	2,481	2,421	2,423
1,872	1,508	1,187	693

Hr 1	Hr 2	Hr 3	Hr 4
134	149	127	76
F	F	F	F
3,567	3,537	3,451	3,454
2,129	1,905	1,569	786

Hr 1	Hr 2	Hr 3	Hr 4
179	175	155	94
F	F	F	F
1,530	1,517	1,480	1,481
864	781	642	338

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	137	154	134	67
LOS	F	F	F	F
v	5	4	4	4
Vd	2,215	2,195	2,142	2,144
Vs	1,423	1,277	1,057	541

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	128	135	119	55
LOS	F	F	F	F
v	11	9	9	10
Vd	2,215	2,195	2,142	2,144
Vs	1,423	1,277	1,057	541

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	27	20	14	7
LOS	D	C	B	A
v	33	40	44	43
Vd	4,252	4,216	4,113	4,117
Vs	2,678	2,356	2,306	919

LEGEND

Freeway Statistics

Statistict -->	Stat	Hr 1
Density[1] (Veh/Mi/Ln)	ρ	36
Estimated Level of Service[2]	LOS	E
Average Speed (MPH)	v	50
Demand Volume[3] (veh/hr)	Vd	1,056
SImulated Volume (veh/hr)	Vs	1,067

Hourly Interval

Ramp Statistics

Statistict -->	Hr 1
Density[1] (Veh/Mi/Ln)	20
Estimated Level of Service[2]	C
Demand Volume[3] (veh/hr)	2,436
SImulated Volume (veh/hr)	2,437

Hourly Interval

LOS Coloring Estimated LOS

LOS A to C	< 28
LOS D	28 - 35
LOS E	35 - 43
LOS F	> 43

Density
LOS
1,056

1. Calculations from VISSIM not equivalent to calculations from HCM.
2. Letter grades based on density ranges specified in HCM.
3. Demand volume highlighted if simulated falls below 90%

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:

2045 No-Build PM Peak Freeway Operations Analysis (Sheet 1 of 2)

Report Title:

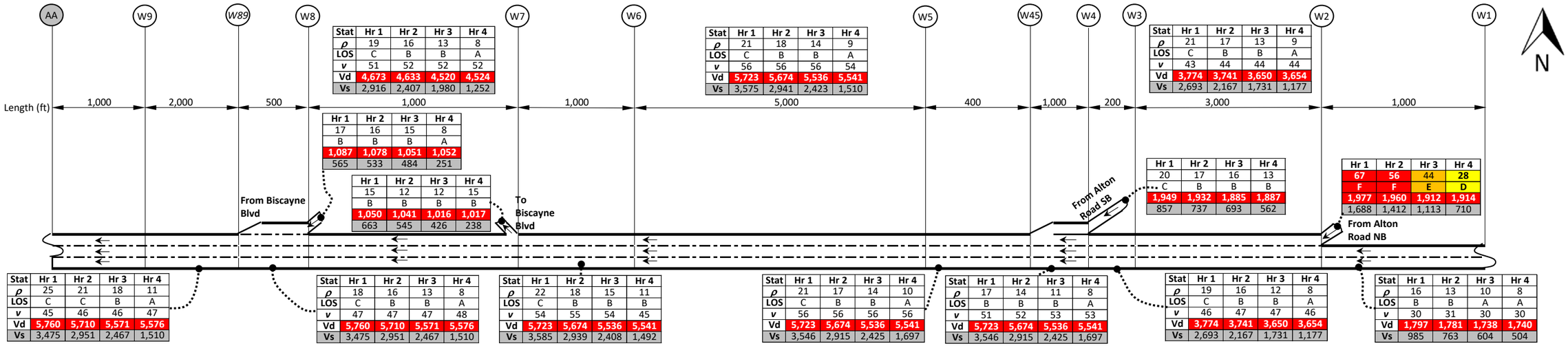
Existing and Future No-Build Traffic Analysis Report Addendum

Exhibit No. 4-6

Page No.

Date: 04/11/19

WESTBOUND



Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	19	16	13	8
LOS	C	B	B	A
v	51	52	52	52
Vd	4,673	4,633	4,520	4,524
Vs	2,916	2,407	1,980	1,252

Hr 1	Hr 2	Hr 3	Hr 4
17	16	15	8
B	B	B	A
1,087	1,078	1,051	1,052
565	533	484	251

Hr 1	Hr 2	Hr 3	Hr 4
15	12	12	15
B	B	B	B
1,050	1,041	1,016	1,017
663	545	426	238

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	21	18	14	9
LOS	C	B	B	A
v	56	56	56	54
Vd	5,723	5,674	5,536	5,541
Vs	3,575	2,941	2,423	1,510

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	21	17	13	9
LOS	C	B	B	A
v	43	44	44	44
Vd	3,774	3,741	3,650	3,654
Vs	2,693	2,167	1,731	1,177

Hr 1	Hr 2	Hr 3	Hr 4
20	17	16	13
C	B	B	B
1,949	1,932	1,885	1,887
857	737	693	562

Hr 1	Hr 2	Hr 3	Hr 4
67	56	44	28
F	F	E	D
1,977	1,960	1,912	1,914
1,688	1,412	1,113	710

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	25	21	18	11
LOS	C	C	B	A
v	45	46	46	47
Vd	5,760	5,710	5,571	5,576
Vs	3,475	2,951	2,467	1,510

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	18	16	13	8
LOS	C	B	B	A
v	47	47	47	48
Vd	5,760	5,710	5,571	5,576
Vs	3,475	2,951	2,467	1,510

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	22	18	15	11
LOS	C	B	B	B
v	54	55	54	45
Vd	5,723	5,674	5,536	5,541
Vs	3,585	2,939	2,408	1,492

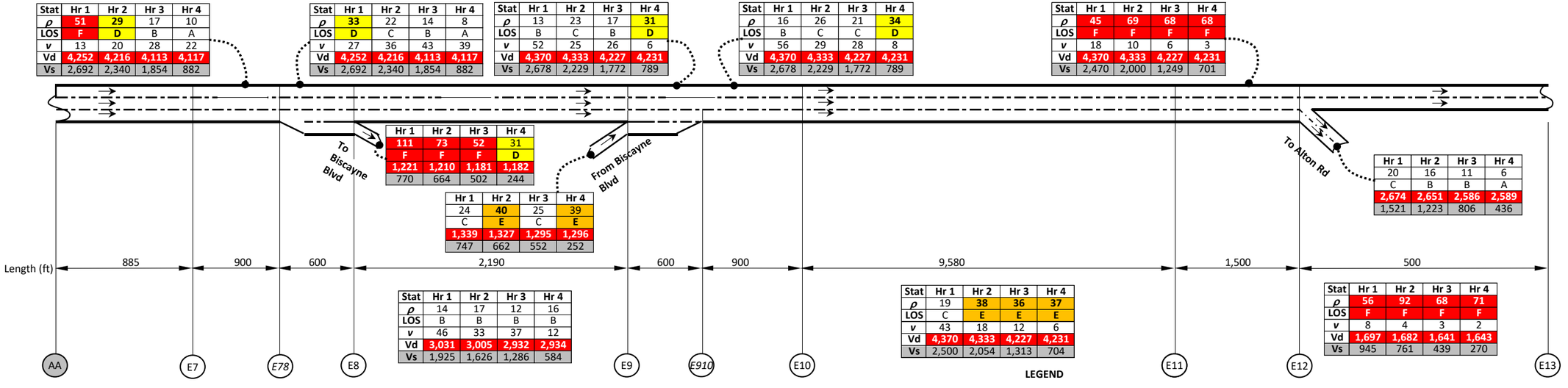
Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	21	17	14	10
LOS	C	B	B	A
v	56	56	56	56
Vd	5,723	5,674	5,536	5,541
Vs	3,546	2,915	2,425	1,697

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	17	14	11	8
LOS	B	B	B	A
v	51	52	53	53
Vd	5,723	5,674	5,536	5,541
Vs	3,546	2,915	2,425	1,697

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	19	16	12	8
LOS	C	B	B	A
v	46	47	47	46
Vd	3,774	3,741	3,650	3,654
Vs	2,693	2,167	1,731	1,177

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	16	13	10	8
LOS	B	B	A	A
v	30	31	30	30
Vd	1,797	1,781	1,738	1,740
Vs	985	763	604	504

EASTBOUND



Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	51	29	17	10
LOS	F	D	B	A
v	13	20	28	22
Vd	4,252	4,216	4,113	4,117
Vs	2,692	2,340	1,854	882

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	33	22	14	8
LOS	D	C	B	A
v	27	36	43	39
Vd	4,252	4,216	4,113	4,117
Vs	2,692	2,340	1,854	882

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	13	23	17	31
LOS	B	C	B	D
v	52	25	26	6
Vd	4,370	4,333	4,227	4,231
Vs	2,678	2,229	1,772	789

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	16	26	21	34
LOS	B	C	C	D
v	56	29	28	8
Vd	4,370	4,333	4,227	4,231
Vs	2,678	2,229	1,772	789

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	45	69	68	68
LOS	F	F	F	F
v	18	10	6	3
Vd	4,370	4,333	4,227	4,231
Vs	2,470	2,000	1,249	701

Hr 1	Hr 2	Hr 3	Hr 4
111	73	52	31
F	F	F	D
1,221	1,210	1,181	1,182
770	664	502	244

Hr 1	Hr 2	Hr 3	Hr 4
24	40	25	39
C	E	C	E
1,339	1,327	1,295	1,296
747	662	552	252

Hr 1	Hr 2	Hr 3	Hr 4
20	16	11	6
C	B	B	A
2,674	2,651	2,586	2,589
1,521	1,223	806	436

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	14	17	12	16
LOS	B	B	B	B
v	46	33	37	12
Vd	3,031	3,005	2,932	2,934
Vs	1,925	1,626	1,286	584

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	19	38	36	37
LOS	C	E	E	E
v	43	18	12	6
Vd	4,370	4,333	4,227	4,231
Vs	2,500	2,054	1,313	704

Stat	Hr 1	Hr 2	Hr 3	Hr 4
ρ	56	92	68	71
LOS	F	F	F	F
v	8	4	3	2
Vd	1,697	1,682	1,641	1,643
Vs	945	761	439	270

LEGEND

Freeway Statistics

Statistict -->	Stat	Hr 1
Density[1] (Veh/Mi/Ln)	ρ	36
Estimated Level of Service[2]	LOS	E
Average Speed (MPH)	v	50
Demand Volume[3] (veh/hr)	Vd	1,056
SImulated Volume (veh/hr)	Vs	1,067

Hourly Interval

Density
LOS
1,056

Ramp Statistics

Statistict -->	Hr 1
Density[1] (Veh/Mi/Ln)	20
Estimated Level of Service[2]	C
Demand Volume[3] (veh/hr)	2,436
SImulated Volume (veh/hr)	2,437

Hourly Interval

LOS Coloring Estimated LOS

LOS A to C	< 28
LOS D	28 - 35
LOS E	35 - 43
LOS F	> 43

1. Calculations from VISSIM not equivalent to calculations from HCM.
2. Letter grades based on density ranges specified in HCM.
3. Demand volume highlighted if simulated falls below 90%

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:

2045 No-Build PM Peak Freeway Operations Analysis (Sheet 2 of 2)

Report Title:

Existing and Future No-Build Traffic Analysis Report Addendum

Exhibit No. 4-7

Page No.

Date: 04/11/19

To assess the projected traffic operations along the freeway segments and ramp areas during future no-build conditions from the results in **Exhibits 4-4** through **4-7**, it is more appropriate to consider the reduction in simulated volumes (compared to the demand volumes) rather than the MOEs (such as estimated LOS, densities and speeds) that were used to assess the operations for existing conditions. While the estimated LOS, densities and speeds suggest good operations, this is belied by the fact that there are significant reductions in the simulated (or processed) volumes during all hours on all facilities. In practically all instances, the simulated segment volumes are projected to fall well below the 90% threshold of demand segment volumes which suggest widespread congestion projected during future no-build conditions.

The widespread congestion along the freeway facility is likely due to the growth in traffic along the facility itself. However, given the projected extensive degradation in traffic operations throughout the arterial networks surrounding the ramp terminals at the study interchanges, these poor arterial operations are severely impacting the projected operations along the freeway facilities.

With the arterial network included in the model, the result is a very high latent demand as indicated in the **Table 4- 2** below. When testing the build alternative, it may be instructive to "disconnect" the arterial network from the freeway VISSIM model so that the effect of the freeway build alternative can be reasonably captured.

Table 4-2: 2045 No-Build VISSIM Model Systemwide Simulated Volumes

	Peak Hour	
Statistic	**AM Peak**	**PM Peak**
Demand Total	53,763	53,562
Simulated Total	15,293	37,820
Latent Demand	38,470	15,742
Difference (%)	**71.55%**	**29.39%**

The VISSIM Freeway output results for the projected future no-build conditions during the AM and PM Peak periods are included in **Appendix C.**

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5.0 CONCLUSIONS & RECOMMENDATIONS

This report documents the development and calibration of base microsimulation VISSIM traffic models to assess existing conditions as well as projected future no-build conditions within the I-195 Corridor Planning study area using the operational results derived from these models. 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 existing, are projected through the 2045 horizon year established for the study.

The operational deficiencies identified in this report are being considered in the development of improvements to address the needs of the study area to the extent feasible. 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 recommended future build alternative. 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.

Given the severely congested conditions within the arterial network as noted by very high latent demands during the peak periods of the future no-build conditions, when testing the build alternative, it may be instructive to "disconnect" the arterial network from the freeway VISSIM model so that the effect of the freeway build alternative can be reasonably captured.

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APPENDIX A – RESPONSE TO COMMENTS ON DRAFT VERSION OF REPORT

From: Yee Fong, Shereen <Shereen.YeeFong@dot.state.fl.us>
Sent: Monday, April 1, 2019 3:16 PM
To: Lorin Brissett <lbrissett@bcceng.com>; Steinmiller, Phil <Phil.Steinmiller@dot.state.fl.us>
Cc: SungRyong Han <shan@bcceng.com>
Subject: RE: I-195 CPS: Updated VISSIM Models

Thanks Lorin!

Phil can you download and save in the project file? I do not have remote access to the J Drive.

Thanks,
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: Monday, April 1, 2019 3:13 PM
To: Yee Fong, Shereen <Shereen.YeeFong@dot.state.fl.us>; Steinmiller, Phil <Phil.Steinmiller@dot.state.fl.us>
Cc: Sung-Ryong Han <shan@bcceng.com>
Subject: I-195 CPS: Updated VISSIM Models

Good Afternoon Shereen and Phil,

Please use the link below to download the updated VISSIM files for the existing 2017 and future no-build 2045. Key adjustments that were made based on previous comments included:

- All freeway segments updated to "Study Highway" link behavior.
- Added reduced speed zones on curve 106, 82, 260, and 263
- Added conflict areas for 10131-10146, 10157-10156
- Changed geometry so link 74 and 79 don't overlap with each other

As mentioned in my last update, we are finalizing the documentation and anticipate submitting same to you by Wednesday or Thursday of this week.

Please let me know if you have any questions.

Thanks,

Lorin Brissett, PE

Planning Division Manager

BCC ENGINEERING, INC.
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Miami | Fort Lauderdale | Orlando | Tampa | Panama City

4901 NW 17th Way, Suite 506, Fort Lauderdale, FL 33309

t. 954.928.1828 | www.bcceng.com

From: Steinmiller, Phil <Phil.Steinmiller@dot.state.fl.us>
Sent: Wednesday, February 27, 2019 3:19 PM
To: Lorin Brissett <lbrissett@bcceng.com>
Cc: Yee Fong, Shereen <Shereen.YeeFong@dot.state.fl.us>
Subject: FW: I-195 CPS: Existing Conditions VISSIM Report and Files (Response to Comments)

Lorin,

FYI below. The Tampa office had a few follow-up comments for your consideration as you update the Vissim model.

Please let me know if you have any questions or need a conference call to discuss. Thanks.

Phil Steinmiller
In-House Consultant - AECOM
Planning and Environmental Management Office
Florida Department of Transportation District 6
Adam Leigh Cann Building
1000 NW 111th Avenue
Miami, FL 33172
Phone: 305-470-5208
Email: phil.steinmiller@dot.state.fl.us

From: Atique, Tanzina [mailto:tanzina.atique@aecom.com]
Sent: Wednesday, February 27, 2019 11:46 AM
To: Steinmiller, Phil <Phil.Steinmiller@dot.state.fl.us>
Cc: Noriega, Domingo <domingo.noriega@aecom.com>; Gu, Kevin <kevin.gu@aecom.com>
Subject: FW: I-195 CPS: Existing Conditions VISSIM Report and Files (Response to Comments)

Phil,

Good morning. We've reviewed the responses prepared by BCC Eng. (date- February 20,2019)and have following outstanding issues:

7. Please provide balanced period counts used as control totals to convert O-D matrices to turning movement volumes.

BCC Response: Balanced peak hour volumes are depicted in Exhibits 3-1, 3-2 & 3-3 of the microsimulation addendum report. Balanced peak period volumes were derived by dividing the balanced peak hour volumes by the % Hourly Distribution (during the peak hours) noted in Table 3-1 of the microsimulation report.

AECOM comment: Page 21(PDF file page 26), 1st Paragraph, "The peak period O-D matrices were used as the seed matrices, and the balanced period counts were used as the control totals to perform the Origin Destination Matrix Estimation (ODME) procedure." We did not review the original existing report and it is not very clear to us how many counts were actually used as control totals to convert from O-D matrices to turning movement volumes. Would you please provide some clarifications?

12. During the AM peak hour, a major bottle neck exists along I-195 EB where 2 lanes drop to 1 lane within the interchange. The queue extends beyond the westernmost intersection of NW 12th Ave. The queue continues to grow till the end of simulation, corresponding to 10AM. Does this extremely long queue exist in the field after 10AM? If that is the case, it might be necessary to extend the AM analysis period.

BCC Response: The AM analysis period included four hours from 6 AM to 10 AM. Extending the analysis period will require Department approval and will have an impact on project schedule. Improving the bottleneck to add an extra lane, is among the list of improvements that are being considered in the study. It is anticipated that this improvement will help mitigate the long queue build up as part of the VISSIM modeling for the build analysis to be submitted at a later date.

AECOM comment: Thank you for your information. In the simulation of the model, at the location where 2 lanes drop to 1 lane, vehicles from the 2 lanes take turns to move to the downstream 1 lane. This is a typical phenomenon/driver behavior for interrupted traffic flow. As we commented in Comment 4, the freeway facilities should be coded as uninterrupted traffic flow. Please review the model and make adjustments if necessary.

Let us know if you have any questions.
Thanks

Tanzina Atique
Transportation Planner III, Florida
D +1-813-675-6884
tanzina.atique@aecom.com
AECOM
7650 West Courtney Campbell Causeway
Suite 700
Tampa, FL 33607-1462, U.S.
T +1-813-286-1711
aecom.com

From: Gu, Kevin
Sent: Wednesday, February 27, 2019 10:38 AM
To: Atique, Tanzina
Cc: Noriega, Domingo
Subject: RE: I-195 CPS: Existing Conditions VISSIM Report and Files (Response to Comments)

Tanzina,

I agree most of their responses an only have two follow-up comments.

Thanks

Kevin Gu

7. Please provide balanced period counts used as control totals to convert O-D matrices to turning movement volumes.

BCC Response: Balanced peak hour volumes are depicted in Exhibits 3-1, 3-2 & 3-3 of the microsimulation addendum report. Balanced peak period volumes were derived by dividing the balanced peak hour volumes by the % Hourly Distribution (during the peak hours) noted in Table 3-1 of the microsimulation report.

AECOM comment: Page 21(PDF file page 26), 1st Paragraph, "The peak period O-D matrices were used as the seed matrices, and the balanced period counts were used as the control totals to perform the Origin Destination Matrix Estimation (ODME) procedure." We did not review the original existing report and it is not very clear to us how many counts were actually used as control totals to convert from O-D matrices to turning movement volumes. Would you please provide some clarifications?

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BCC Response: The AM analysis period included four hours from 6 AM to 10 AM. Extending the analysis period will require Department approval and will have an impact on project schedule. Improving the bottleneck to add an extra lane, is among the list of improvements that are being considered in the study. It is anticipated that this improvement will help mitigate the long queue build up as part of the VISSIM modeling for the build analysis to be submitted at a later date.

AECOM comment: Thank you for your information. In the simulation of the model, at the location where 2 lanes drop to 1 lane, vehicles from the 2 lanes take turns to move to the downstream 1 lane. This is a typical phenomenon/driver behavior for interrupted traffic flow. As we commented in Comment 4, the freeway facilities should be coded as uninterrupted traffic flow. Please review the model and make adjustments if necessary.

Shitao(Kevin) Gu, PE PTOE
Transportation Engineer, Surface Transportation
D +1-813-636-2417
kevin.gu@aecom.com

AECOM

7650 W. Courtney Campbell Cswy
Tampa, Florida, 33607, U.S.A.
T +T-+1-813-286-1711
aecom.com
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From: Atique, Tanzina
Sent: Wednesday, February 27, 2019 8:35 AM
To: Gu, Kevin
Cc: Noriega, Domingo
Subject: FW: I-195 CPS: Existing Conditions VISSIM Report and Files (Response to Comments)

Kevin,

I've reviewed the responses to my comments (No 14 thru 20) and have no further issue. Let me know your opinion based on the responses from BCC Eng.

Thanks

Tanzina Atique

From: Steinmiller, Phil [mailto:Phil.Steinmiller@dot.state.fl.us]
Sent: Friday, February 22, 2019 10:38 AM
To: Noriega, Domingo
Cc: Atique, Tanzina; Gu, Kevin; Yee Fong, Shereen
Subject: FW: I-195 CPS: Existing Conditions VISSIM Report and Files (Response to Comments)

Hi Domingo,
Please see responses proposed by BCC, and please let me know if the responses are acceptable.

Thank you.

Phil Steinmiller
In-House Consultant - AECOM
Planning and Environmental Management Office
Florida Department of Transportation District 6
Adam Leigh Cann Building
1000 NW 111th Avenue
Miami, FL 33172
Phone: 305-470-5208
Email: phil.steinmiller@dot.state.fl.us

From: Lorin Brissett [mailto:lbrissett@bcceng.com]
Sent: Thursday, February 21, 2019 6:55 PM
To: Steinmiller, Phil <Phil.Steinmiller@dot.state.fl.us>; Yee Fong, Shereen <Shereen.YeeFong@dot.state.fl.us>

Cc: Sung-Ryong Han <shan@bcceng.com>
Subject: RE: I-195 CPS: Existing Conditions VISSIM Report and Files (Response to Comments)

Good Evening Phil,

See attached for our responses to the VISSIM comments indicating the approach we are taking to revise the report and update the VISSIM model. We've also attached the SYNCHRO files.

Thank you,

Lorin Brissett, PE

Planning Division Manager

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4901 NW 17th Way, Suite 506, Fort Lauderdale, FL 33309

t. 954.928.1828 | www.bcceng.com

From: Steinmiller, Phil <Phil.Steinmiller@dot.state.fl.us>
Sent: Wednesday, February 20, 2019 8:41 AM
To: Lorin Brissett <lbrissett@bcceng.com>; Yee Fong, Shereen <Shereen.YeeFong@dot.state.fl.us>
Cc: SungRyong Han <shan@bcceng.com>
Subject: RE: I-195 CPS: Existing Conditions VISSIM Report and Files

Okay, thanks Lorin.

Phil Steinmiller
In-House Consultant - AECOM
Planning and Environmental Management Office
Florida Department of Transportation District 6
Adam Leigh Cann Building
1000 NW 111th Avenue
Miami, FL 33172
Phone: 305-470-5208
Email: phil.steinmiller@dot.state.fl.us

From: Lorin Brissett [mailto:lbrissett@bcceng.com]
Sent: Tuesday, February 19, 2019 2:55 PM
To: Steinmiller, Phil <Phil.Steinmiller@dot.state.fl.us>; Yee Fong, Shereen <Shereen.YeeFong@dot.state.fl.us>

Cc: Sung-Ryong Han <shan@bcceng.com>
Subject: RE: I-195 CPS: Existing Conditions VISSIM Report and Files

Good Afternoon Phil,

We plan to submit a memo summarizing our proposed responses to the VISSIM comments by Thursday. If our proposed responses are acceptable to the Department, we will submit the revised report by the third week in March.

In the meantime, we are planning to submit the revised December 2018 report addressing your other comments with updated design traffic, Synchro and HCS by the end of next week.

I'm going into another meeting now but can call you to discuss further when I'm done.

Thanks,

Lorin Brissett, PE

Planning Division Manager

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Miami | Fort Lauderdale | Orlando | Tampa | Panama City

4901 NW 17th Way, Suite 506, Fort Lauderdale, FL 33309

t. 954.928.1828 |

www.bcceng.com

From: Steinmiller, Phil <Phil.Steinmiller@dot.state.fl.us>
Sent: Tuesday, February 19, 2019 10:00 AM
To: Lorin Brissett <lbrissett@bcceng.com>; Yee Fong, Shereen <Shereen.YeeFong@dot.state.fl.us>
Subject: RE: I-195 CPS: Existing Conditions VISSIM Report and Files

Lorin,
Can you give me an idea of how much time you will need to complete any Vissim changes?

I need to provide an update to the team working on the westbound on-ramp.

Thanks.
Phil Steinmiller
In-House Consultant - AECOM
Planning and Environmental Management Office
Florida Department of Transportation District 6
Adam Leigh Cann Building
1000 NW 111 th Avenue
Miami, FL 33172
Phone: 305-470-5208
Email: phil.steinmiller@dot.state.fl.us

From: Lorin Brissett [mailto:lbrissett@bcceng.com]
Sent: Thursday, February 14, 2019 10:05 AM
To: Steinmiller, Phil < Phil.Steinmiller@dot.state.fl.us>; Yee Fong, Shereen < Shereen.YeeFong@dot.state.fl.us>
Cc: Sung-Ryong Han < shan@bcceng.com>; Jose Muñoz < jmunoz@bcceng.com>; Tanzina Atique (tanzina.atique@aecom.com) < tanzina.atique@aecom.com>; Gu, Kevin < kevin.gu@aecom.com>
Subject: RE: I-195 CPS: Existing Conditions VISSIM Report and Files

Thank you Phil. We are reviewing the comments and will let you know soon if we need to set up a conference call.

Lorin Brissett, PE

Planning Division Manager

Miami | Fort Lauderdale | Orlando | Tampa | Panama City
4901 NW 17th Way, Suite 506, Fort Lauderdale, FL 33309
t. 954.928.1828 |
www.bcceng.com

From: Steinmiller, Phil < Phil.Steinmiller@dot.state.fl.us>
Sent: Thursday, February 14, 2019 9:50 AM
To: Lorin Brissett < lbrissett@bcceng.com>; Yee Fong, Shereen < Shereen.YeeFong@dot.state.fl.us>
Cc: SungRyong Han < shan@bcceng.com>; Jose Muñoz < jmunoz@bcceng.com>; Tanzina Atique (tanzina.atique@aecom.com) < tanzina.atique@aecom.com>; Gu, Kevin < kevin.gu@aecom.com>
Subject: RE: I-195 CPS: Existing Conditions VISSIM Report and Files

Hi Lorin,

Please see attached Vissim review comments.

This was reviewed by the AECOM Tampa office. Please let me know if you have any questions and I can set up a GoTo meeting to discuss.

Thanks.

Phil Steinmiller
In-House Consultant - AECOM
Planning and Environmental Management Office
Florida Department of Transportation District 6
Adam Leigh Cann Building
1000 NW 111 th Avenue
Miami, FL 33172
Phone: 305-470-5208
Email: phil.steinmiller@dot.state.fl.us

Memorandum

To: Shereen Yee-Fong | FDOT Project Manager
Cc: Phil Steinmiller | In-House Consultant to FDOT

From: Lorin Brissett, P.E. | Consultant Deputy Project Manager
Cc: Jose Muñoz, P.E. | Consultant Project Manager
Sung-Ryong Han | Task Leader – Traffic Microsimulation Analysis

Date: February 20, 2019

Subject: Existing & Future No-Build Traffic Report Addendum – Microsimulation Analysis– Response to Comments
Contract Name: I-195 Corridor Planning Study | From I-95/NW 12th Avenue to Alton Road
Financial Management Number: 440228-1-22-01

Here are our responses to the Department's comments dated February 13, 2019 concerning the subject report:

1. Note that Existing and Future No-Build Traffic Analysis report submitted to the department in December 2018 was not reviewed by AECOM Tampa office.

   Acknowledged.

2. It is noticed that volumes are coded in 15-minute intervals in a customary way; however, within the same analysis hour, there is no variation in volume. It does not seem to be necessary to separate volume inputs in 15-minuteintervals if no variation exists within the same hour. Please verify.

   Guidelines from the FDOT Traffic Analysis Handbook (March 2014) were followed in using 15-minute intervals for the input volumes (See *Table 7-4* excerpt below of the Handbook).

Route decision and O-D data	▪ Use O-D tables from adopted (and validated) regional model. When traffic assignment is used over a model, it should be calibrated and validated. ▪ Freeway lane change distance on freeways should be located on per lane basis. Code location of routing decision points to match sign location or field observations and user demographics to allow for accurate weaving and/or merging and lane utilization. ▪ For closely spaced intersections, Combine Routes tool should be used to combine static routes. ▪ Vehicle routes should be coded in 15-minute demand increments. Hourly increments may be acceptable when volumes are consistent throughout the hour (PHF =1). ▪ Dynamic traffic assignment is preferred on large networks or when actual route behavior is of interest to solve the problem. ▪ Routing decision must be reviewed to verify correct route paths have been defined accurately in the network.
Traffic demand	▪ Input balanced demand (15-minute) volumes including traffic composition for all links entering the network. ▪ Default vehicles in the NorthAmerican Default.inp should be used instead of VISSIM standard default.

   To satisfy these guidelines in an efficient manner, a uniform distribution of the 15-minute volumes was used. It should also be noted that the use of 15-minute interval input volumes is

consistent with the I-95 VISSIM model developed for the I-95 CPS (the other planning study of the I-95 corridor overlapping the study area).

3. It is not clear why multiple time intervals were coded for routing decisions. Multiple intervals may not be necessary (depending on response to comment #2 above). Please verify and remove other intervals if necessary.

   Please refer to response to question #2.

4. It is understood that both I-195 and I-95 are congested urban facilities; however, the nature of these freeways is uninterrupted traffic flow. It may not be appropriate to use the facility type of interrupted traffic flow to code both freeways. There are no signals stopping traffic flow on both freeways. The congestion is caused by merge, diverge, weaving, and lane-drop. Please elaborate on the decision to use the facility type of interrupted traffic flow to code freeways.

   Acknowledged. The facility types used to code freeway segments are being reviewed and will be adjusted as appropriate.

5. It is noticed that the offset Reference for coordinated phases in Ring Barrier Controllers is pointed at Lead Green. In most cases in SE Florida, the reference point of coordinated phases is the beginning of yellow time, please verify.

   The VISSIM signal timing files (*.rbc) were developed by importing the Synchro files. In the Synchro models, the offset reference is pointed at the beginning of yellow. However, during the import process, the signal timing defaulted to an offset reference which is pointed at the beginning of green. This condition is being reviewed to ensure that the offset is referenced appropriately and adjustments ot the extent warranted, will be reflected in the updated models.

6. Please add reduced speed zones on sharp curves, such as Links 17, 106, 82, 260, and 170.

   Link 17 & 170: The reduced speed zone was set at adjacent connector and therefore is anticipated to reflect the effect of this geometric condition on traffic operations at these locations. See Figure 4 & 5.

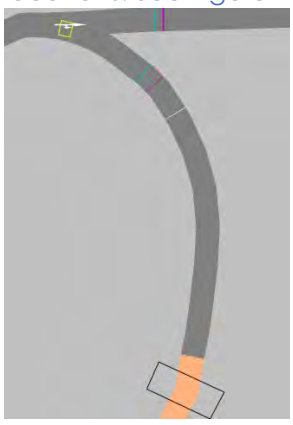

Figure 1 Reduced Speed Zone for Link 17

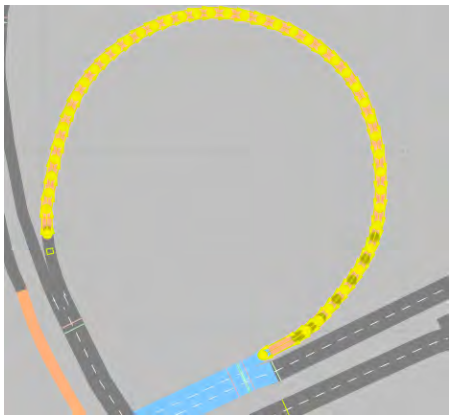

Figure 2 Reduced Speed Zone for Link 170

Link 106, 82, 260: Thank you for the comment. We will modify these links accordingly.

7. Please provide balanced period counts used as control totals to convert O-D matrices to turning movement volumes.

   Balanced peak hour volumes are depicted in Exhibits 3-1, 3-2 & 3-3 of the microsimulation addendum report. Balanced peak period volumes were derived by dividing the balanced peak hour volumes by the % Hourly Distribution (during the peak hours) noted in Table 3-1 of the microsimulation report.

8. It is noticed vehicles' running over each other frequently ever since the 2nd hour. For example, after 8900 seconds in the AM, vehicles on Link 10131 run over the queue along Link 10146. Vehicles on Link 10156 run over the queue along Link 10157. This abnormal phenomenon can be prevented by coding priority rules at congested intersections. Please add priority rules accordingly.

   Thank you for the comment. The operations for these locations are being reviewed and priority rules for these conflict areas will be added as appropriate.

9. Please verify the geometry and ensure that opposite approaches do not overlap with each other. For example, Links 74 stays on top of 79. In simulation, vehicles on the SB approach drive on top of the vehicles on the NB approach. Please revise.

   Thank you for the comment. The geometries for the subject locations are being reviewed and will be modified as appropriate.

10. In terms of the calibration of processed volumes, the GEH of Link ID F007 is 10.1, the unmet demand number is 644 vph, and the unmet demand percentage is 15%. Customarily, 85% of GEHs should be less than 5 and any GEH should not exceed 10. Is there any explanation from the field observation that the GEH of Link ID F007 is over 10?

    It should be noted that four out of the 71 links (or approximately 6% of total links simulated) summarized in Tables 3-8A and 3-8B, report a GEH value that is greater than 5. This means that approximately 94% of the link volumes simulated met the calibration requirement that *"Simulated and measured link volumes for more than 85% of links to have a GEH* statistic value*

of five (5) or lower" - per Table 7-7 FDOT Traffic Analysis Handbook March 2014). Notwithstanding, for Link ID F007, it is noted that actual field conditions indicate significant congestion during the AM Peak particularly within the influence area of the diverge point upstream the eastbound off ramp (Link ID R032) to Alton Road.

11. It is noticed that no off/on ramp is coded along I-95 outside of the system interchange with I-195. Also, no off-ramp terminal is coded on I-195 west of I-95. The lack of ramp terminals will cause simulated travel speeds to be considerably higher than field conditions. As displayed in Table 3-13 - 2017 Vissim Model PM Peak Hour Travel Time Summary - during the PM peak hour, VISSIM simulated speeds are much higher than the field speeds (AM 18% and PM 49%). In terms of the calibration of travel times, the target is not really satisfied. Please elaborate on this issue.

    VISSIM model travel times and speeds will be compared again to field data to the extent adjustments noted in the response to Comment# 4 are made. HERE data will also be reviewed to supplement field data used as a benchmark to review model performance.

12. During the AM peak hour, a major bottle neck exists along I-195 EB where 2 lanes drop to 1 lane within the interchange. The queue extends beyond the westernmost intersection of NW 12th Ave. The queue continues to grow till the end of simulation, corresponding to 10AM. Does this extremely long queue exist in the field after 10AM? If that is the case, it might be necessary to extend the AM analysis period.

    The AM analysis period included four hours from 6 AM to 10 AM. Extending the analysis period will require Department approval and will have an impact on project schedule. Improving the bottleneck to add an extra lane, is among the list of improvements that are being considered in the study. It is anticipated that this improvement will help mitigate the long queue build up as part of the VISSIM modeling for the build analysis to be submitted at a later date.

13. According to the HCM Vol.1, Page 7-34, alternative tools (Vissim etc.) that report a performance measure with the same name as an HCM service measure, but with a different method of computation, should not be used to estimate LOS for HCM procedure. Please remove or clarify level of service in the intersection analysis output.

    VISSIM reported LOS for each simulation run but not for average result. HCM procedures were used to independently calculate the LOS using averages of the simulation runs. It should be noted that the FDOT Traffic Analysis Handbook recommends using the reference "estimated LOS", as shown in the excerpt below when attempting to report LOS results from microsimulation analyses. This consideration is acknowledged in Section 3.5.1 of the Addendum Report with the term "Estimated LOS" used to label all LOS values reported in Tables 3-15A and 3-15B in the Intersection Analysis summaries. Notwithstanding, the "LOS (ALL)" column will be removed from the VISSIM INTERSECTION OUTPUT sheets included in Appendix A.

> As such, LOS computed from microsimulation analysis should be reported as an "estimated LOS". Moreover, HCM precludes the use of the travel speed from microsimulation for LOS assessment of urban streets because microsimulation methods used to calculate delays and running speeds differ from HCM methodologies.

Figure 3 Screenshot of FDOT Traffic Analysis Handbook Page 86

14. Please document the source of average peak period truck percentage of 2% used for the I-95 and I-195 mainline. Please provide the truck percentages used for the arterials and ramps.

    Daily truck percentages compiled from volume classification counts (taken along the study corridor) were averaged then halved to determine the average truck percentages during the peak periods (consistent with Design Traffic Estimating Procedures from the FDOT Project Forecasting Handbook). A global network average truck percentage of 2 % was used to streamline the truck origin-destination development that would otherwise become an unwieldly and time-consuming process if different truck percentages were used for the arterials and ramps. Additional information is being added to the revised report documenting the data used to determine the truck percentage used.

15. Note that the intersection signal controllers were not able to be verified at this time as Synchro files\Signal timing plans were not included in the Addendum.

    Thank you for the comment. Synchro files will be provided separately.

16. Transit services are available along I-195 and within the area of influence based on the Miami-Dade County Transit System map. Please document if any transit system service was included in the Vissim network.

    Modeling of transit services was not included in the VISSIM network and is consistent with the VISSIM modeling developed for the I-95 CPS (the other study overlapping the study area). Additional modeling of transit services will require Department approval and have an impact on project schedule.

17. Please explain why no summary results were provided for I-95 and I-195 system-to-system interchanges.

    Summary results for the I-95 and I-195 system interchange are reflected in the statistics reported for the I-195 ramps to and from I-95 as depicted in Exhibits 3-13 and 3-15 for the AM and PM Peak periods respectively.

18. Please provide Model Speed vs. field Collected Speed profile for I-195 AM and PM peak hours.

    A comparison of model speed versus field speeds will be provided in the revised report.

19. The Vissim analysis should include typical AM peak hour (8:00) congestion (from Google map) showing speed reduction (Figure 1) and additional congestion observed within the study area as stated in page- 48 and 54:
    - Figure 1 shows speed reduction along westbound I-195 from NE 2nd Avenue to I-95 off-ramp.
    - East and Westbound I-195 to southbound I-95 system-to-system ramps shows speed reduction.
    - I-95 southbound mainline shows congestion.

    Thank you for the comment. VISUM speed figures will be prepared to visualize the congestion condition based on speed.

20. The Vissim analysis should include typical PM peak hour (3:00) congestion (from Google map) showing speed reduction (Figure 2) and additional congestion observed within the study area as stated in page- 48 and 55:
    - I-195 access/exist ramps to and from N. Miami Avenue illustrates slower speed.
    - Westbound I-195 to I-95 off-ramp shows congestion.

    Please refer to response to Question 19.

APPENDIX B – EXISTING CONDITIONS TRAFFIC ANALYSIS SUPPORTING INFORMATION

- HOURLY VOLUME DISTRIBUTION

- HERE TRAVEL TIME & SPEED DATA

- VISSIM INTERSECTION OUTPUT

- VISSIM FREEWAY OUTPUT

VOLUME HOURLY DISTRIBUTION

Table A-1: Hourly Distribution Calculation Using Raw Volumes

Data Source	ID/FTI Station/RITIS Detector	Hourly Volume Distribution (Average over 3 days)									
		AM Peak Period					PM Peak Period				
		6 AM to 7 AM	7 AM to 8 AM	8 AM to 9 AM	9 AM to 10 AM	Total	3 PM to 4 PM	4 PM to 5 PM	5 PM to 6 PM	6 PM to 7 PM	Total
Caltran Data	F004	4332	5055	5009	4748	19143	4110	4051	4297	4857	17316
	F006	3197	3262	2984	2714	12157	2424	2653	2598	2923	10597
	F007	3849	4134	3985	3523	15491	3155	3386	3347	3753	13641
	F008	1646	1732	1343	1420	6141	1297	1440	1387	1526	5650
	F010	583	1446	1486	1304	4819	1686	1785	1652	1219	6343
	F011	1287	2655	3010	2637	9590	3977	4112	3863	2924	14876
	F012	1169	2311	2537	2232	8249	3357	3313	3154	2395	12219
	F014	2566	4636	4888	4127	16217	4667	4134	3986	3559	16346
	R041	318	716	757	697	2488	1567	1612	1493	1246	5918
	R044	693	1168	1361	1153	4375	1199	1125	1080	819	4224
	R040	386	909	1060	1004	3359	1990	2093	1967	1670	7720
	R039	156	251	366	428	1201	370	420	462	410	1662
	R038	1014	1253	1263	1070	4600	892	944	1105	1289	4231
	R032	1968	2474	2547	2310	9299	1835	1800	1857	2167	7660
	R031	528	795	875	788	2986	885	889	908	902	3584
	R028	598	698	754	823	2873	694	646	699	795	2835
	R027	683	1301	1290	941	4215	1191	979	972	977	4118
	R026	695	917	976	1148	3735	1081	983	1093	1188	4345
FTI	872023 - EB	2017	4119	4657	3650	14442	3931	3659	3315	2851	13756
	872023 - WB	2969	4234	4808	4130	16140	4550	4751	4693	6544	20538
	876019	56	100	132	120	407	72	70	56	51	248
	876020	953	1056	1085	1049	4143	1347	1490	1357	1237	5430
	876021	673	965	814	792	3243	547	454	455	525	1980
	876022	213	437	573	554	1776	1181	1408	1388	1087	5062
	876023	1116	2212	1715	1628	6670	1587	1845	2006	1738	7174
	876025	650	957	1056	1053	3714	918	762	991	1037	3707
	876026	553	961	942	797	3252	739	733	658	665	2794
	876027	504	576	515	497	2091	591	618	632	299	2140
	876029	532	700	782	802	2816	905	855	923	901	3584
	876032	174	179	113	149	614	111	111	110	86	417
I-95 (RITIS DATA)	DS-0029N GPL	3804	4834	4852	4241	17731	5923	5759	5399	5230	22312
	DS-0029N EL	1065	1694	1872	1448	6079	2404	2446	2329	2150	9329
	DS-0032N GPL	2580	3209	3150	2720	11659	3694	3325	3029	3198	13247
	DS-0032N EL	841	1314	1506	1153	4814	1836	1714	1380	1471	6401
	DS-0044BN	4272	5720	5849	5084	20925	6264	5083	4555	5014	20916
	DS-0044AN	1273	1940	2123	1644	6979	2838	2890	2511	2574	10813
	DS-0045AS-ML	7139	6423	6012	5483	25056	6279	6429	6193	6239	25140
	DS-0045BS-EL	2845	3165	3004	3249	12263	1931	2008	2180	2318	8437
	DS-0035S-ML	4168	3901	3586	3140	14794	3184	3289	3400	3425	13298
	DS-0035S-EL	2242	2186	1949	1964	8342	1250	1343	1584	1700	5877
	DS-0046S-ML	6232	5465	5212	4819	21728	5354	5511	5360	5452	21677
	DS-0046S-EL	2736	2930	2747	2825	11238	1950	2015	2203	2297	8465
Totals		**75272**	**94987**	**95538**	**86058**	**351853**	**95760**	**94932**	**92626**	**92706**	**376024**
		21.39%	**27.00%**	**27.15%**	**24.46%**	**100%**	**25.47%**	**25.25%**	**24.63%**	**24.65%**	**100%**

HERE TRAVEL TIME & SPEED DATA

HERE Travel Time and Speed Data from RITIS

AM Peak Hour (8:00 - 9:00) and PM Peak Hour (3:00 - 4:00)

Facility Direction	2017 Existing Conditions (Month of October)				
	Segment Description	Length (mi)	Peak Hour	Travel Time (min)	Speed (MPH)
EASTBOUND	**Between** Off-Ramp from NW 12th Avenue **and** Off-Ramp to I-95 NB / SB	0.31	AM	0.64	28.61
			PM	0.32	56.81
	Between Off-Ramp to I-95 NB / I-95 SB **and** On-Ramps from NB / SB I-95	0.93	AM	4.22	13.16
			PM	1.03	54.21
	Between On-Ramps from NB / SB I-95 **and** Off-Ramp to N Miami Ave	0.12	AM	0.26	27.13
			PM	0.15	48.18
	Between Off-Ramp to N Miami Ave **and** Off-Ramp to Biscayne Blvd	0.59	AM	1.16	30.80
			PM	0.93	38.29
	Between Off-Ramp to Biscayne Blvd **and** On-Ramp from Biscayne Blvd	0.45	AM	0.82	32.52
			PM	0.76	35.44
	Between On-Ramp from Biscayne Blvd **and** Off-Ramp to Alton Road	2.33	AM	4.29	32.65
			PM	2.56	54.72
	East of Off-Ramp to Alton Road	0.43	AM	0.79	32.65
			PM	0.47	54.72
	Overall	**5.16**	**AM**	**12.18**	
			PM	**6.22**	
WESTBOUND	**Between** On-Ramp from NB Alton Road **and** On-Ramp from SB Alton Road	0.31	AM	0.34	54.11
			PM	0.53	35.08
	Between On-Ramp from SB Alton Road **and** Off-Ramp to Biscayne Blvd	2.50	AM	2.61	57.38
			PM	3.34	44.88
	Between Off-Ramp to Biscayne Blvd **and** On-ramp from Biscayne Blvd	0.52	AM	0.55	57.38
			PM	0.70	44.88
	Between On-ramp from Biscayne Blvd **and** On-Ramp from N Miami Ave	0.45	AM	0.70	38.09
			PM	0.67	39.82
	Between On-ramp from N Miami Ave **and** Off-Ramp to I-95 NB/SB	0.17	AM	0.23	43.59
			PM	0.34	29.81
	Between Off-Ramp to I-95 NB/SB **and** On-Ramp from I-95 NB/SB	0.75	AM	1.03	43.59
			PM	1.51	29.81
	Between On-Ramp from I-95 NB/SB **and** West of NW 12th Avenue Exit	0.41	AM	0.47	52.10
			PM	0.56	44.02
	Overall	**5.11**	**AM**	**5.93**	
			PM	**7.65**	

Performance Summaries for SR-112 Eastbound between 17Th Ave and SR-933/12Th Ave/John Peavy Ave and I-195 using HERE data
October 03, 2017 through October 31, 2017 (Every Tuesday, Wednesday, and Thursday) Eastbound

	Speed (mph)		Buffer time (minutes)		Buffer index		Planning time (minutes)		Planning time index		Travel time (minutes)		Travel time index	
Day of Week	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM
Monday														
Tuesday	21.29	56.77	1.5	0.04	2.78	0.12	2.04	0.36	6.11	1.08	0.86	0.32	2.58	0.97
Wednesday	37.06	56.14	0.13	0.07	0.25	0.21	0.66	0.39	1.96	1.17	0.5	0.33	1.48	0.98
Thursday	36	57.48	0.18	0.03	0.37	0.1	0.68	0.35	2.04	1.06	0.51	0.32	1.53	0.96
Friday														
Saturday														
Sunday														
Weekends														
Weekdays	28.61	56.81	0.63	0.05	1.2	0.14	1.15	0.37	3.44	1.1	0.64	0.32	1.92	0.97
All Days	28.61	56.81	0.63	0.05	1.2	0.14	1.15	0.37	3.44	1.1	0.64	0.32	1.92	0.97

Performance Summaries for SR-112 between 17Th Ave and SR-933/12Th Ave/John Peavy Ave and I-195 Westbound between Alton Rd/Exit 5 and Alton Rd/Exit 5 using HERE data

October 03, 2017 through October 31, 2017 (Every Tuesday, Wednesday, and Thursday) Westbound

	Speed (mph)		Buffer time (minutes)		Buffer index		Planning time (minutes)		Planning time index		Travel time (minutes)		Travel time index	
Day of Week	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM
Monday														
Tuesday	54.54	35.99	0.03	0.93	0.08	1.85	0.38	1.43	1.12	4.23	0.34	0.52	1.01	1.53
Wednesday	53.69	34.06	0.04	0.46	0.13	0.89	0.4	0.98	1.17	2.89	0.35	0.55	1.02	1.61
Thursday	54.01	34.96	0.03	0.61	0.08	1.13	0.37	1.16	1.1	3.44	0.34	0.53	1.02	1.57
Friday														
Saturday														
Sunday														
Weekends														
Weekdays	54.11	35.08	0.04	0.64	0.11	1.23	0.39	1.16	1.15	3.44	0.34	0.53	1.02	1.57
All Days	54.11	35.08	0.04	0.64	0.11	1.23	0.39	1.16	1.15	3.44	0.34	0.53	1.02	1.57

Performance Summaries for SR-112 between 17Th Ave and SR-933/12Th Ave/John Peavy Ave and I-195 Eastbound between I-95/Exit 1 and Miami Ave/Exit 2 using HERE data

October 03, 2017 through October 31, 2017 (Every Tuesday, Wednesday, and Thursday) Eastbound

	Speed (mph)		Buffer time (minutes)		Buffer index		Planning time (minutes)		Planning time index		Travel time (minutes)		Travel time index	
Day of Week	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM
Monday														
Tuesday	9.89	52.35	10.19	1.15	2.75	1.15	13.89	2.14	13.75	2.12	5.62	1.06	5.56	1.05
Wednesday	14.3	55.13	2.08	0.17	0.6	0.17	5.56	1.18	5.5	1.17	3.89	1.01	3.85	1
Thursday	19.87	55.79	1.96	0.12	0.64	0.12	5.05	1.13	5	1.12	2.8	1	2.77	0.99
Friday														
Saturday														
Sunday														
Weekends														
Weekdays	13.16	54.21	5.82	0.15	1.69	0.15	9.26	1.16	9.17	1.15	4.22	1.03	4.18	1.01
All Days	13.16	54.21	5.82	0.15	1.69	0.15	9.26	1.16	9.17	1.15	4.22	1.03	4.18	1.01

Performance Summaries for SR-112 between 17Th Ave and SR-933/12Th Ave/John Peavy Ave and I-195 Westbound between Alton Rd/Exit 5 and US-1/Biscayne Blvd/Exit 2 using HERE data

October 03, 2017 through October 31, 2017 (Every Tuesday, Wednesday, and Thursday) Westbound

	Speed (mph)		Buffer time (minutes)		Buffer index		Planning time (minutes)		Planning time index		Travel time (minutes)		Travel time index	
Day of Week	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM
Monday														
Tuesday	59.75	46.63	0.19	1.28	0.07	0.38	2.77	4.68	1.02	1.72	2.51	3.21	0.92	1.18
Wednesday	55.49	44.19	1.03	1.18	0.39	0.32	3.65	4.83	1.34	1.77	2.7	3.39	0.99	1.24
Thursday	56.5	43.51	0.47	1.51	0.18	0.43	3.06	4.99	1.12	1.83	2.65	3.44	0.97	1.26
Friday														
Saturday														
Sunday														
Weekends														
Weekdays	57.38	44.88	0.52	1.33	0.2	0.38	3.12	4.83	1.15	1.77	2.61	3.34	0.96	1.23
All Days	57.38	44.88	0.52	1.33	0.2	0.38	3.12	4.83	1.15	1.77	2.61	3.34	0.96	1.23

Performance Summaries for SR-112 between 17Th Ave and SR-933/12Th Ave/John Peavy Ave and I-195 Eastbound between I-95/Exit 1 and Miami Ave/Exit 2 using HERE data

October 03, 2017 through October 31, 2017 (Every Tuesday, Wednesday, and Thursday) Eastbound

	Speed (mph)		Buffer time (minutes)		Buffer index		Planning time (minutes)		Planning time index		Travel time (minutes)		Travel time index	
Day of Week	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM
Monday														
Tuesday	19.82	49.54	0.92	0.05	3.33	0.35	1.2	0.19	9.17	1.49	0.36	0.15	2.77	1.11
Wednesday	34.51	47.66	0.06	0.05	0.25	0.33	0.3	0.2	2.29	1.53	0.21	0.15	1.59	1.15
Thursday	36.25	47.06	0.05	0.1	0.26	0.67	0.27	0.24	2.04	1.83	0.2	0.15	1.52	1.17
Friday														
Saturday														
Sunday														
Weekends														
Weekdays	27.13	48.18	0.31	0.06	1.25	0.41	0.55	0.21	4.23	1.57	0.26	0.15	2.03	1.14
All Days	27.13	48.18	0.31	0.06	1.25	0.41	0.55	0.21	4.23	1.57	0.26	0.15	2.03	1.14

Performance Summaries for SR-112 between 17Th Ave and SR-933/12Th Ave/John Peavy Ave and I-195 Westbound between Alton Rd/Exit 5 and US-1/Biscayne Blvd/Exit 2 using HERE data

October 03, 2017 through October 31, 2017 (Every Tuesday, Wednesday, and Thursday) Westbound

	Speed (mph)		Buffer time (minutes)		Buffer index		Planning time (minutes)		Planning time index		Travel time (minutes)		Travel time index	
Day of Week	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM
Monday														
Tuesday	59.75	46.63	0.04	0.27	0.07	0.38	0.58	0.98	1.02	1.72	0.52	0.67	0.92	1.18
Wednesday	55.49	44.19	0.21	0.25	0.39	0.32	0.76	1.01	1.34	1.77	0.56	0.71	0.99	1.24
Thursday	56.5	43.51	0.1	0.32	0.18	0.43	0.64	1.04	1.12	1.83	0.55	0.72	0.97	1.26
Friday														
Saturday														
Sunday														
Weekends														
Weekdays	57.38	44.88	0.11	0.28	0.2	0.38	0.65	1.01	1.15	1.77	0.55	0.7	0.96	1.23
All Days	57.38	44.88	0.11	0.28	0.2	0.38	0.65	1.01	1.15	1.77	0.55	0.7	0.96	1.23

Performance Summaries for SR-112 between 17Th Ave and SR-933/12Th Ave/John Peavy Ave and I-195 Eastbound between Miami Ave/Exit 2 and US-1/Biscayne Blvd/Exit 2 using HERE data

October 03, 2017 through October 31, 2017 (Every Tuesday, Wednesday, and Thursday) Eastbound

	Speed (mph)		Buffer time (minutes)		Buffer index		Planning time (minutes)		Planning time index		Travel time (minutes)		Travel time index	
Day of Week	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM
Monday														
Tuesday	23.59	42.59	2.87	1.69	2.09	2.37	4.24	2.41	6.53	3.71	1.51	0.84	2.33	1.29
Wednesday	37.56	34.64	0.12	1.5	0.09	1.98	1.4	2.25	2.17	3.47	0.95	1.03	1.46	1.59
Thursday	38.73	37.33	0.13	1.44	0.12	1.99	1.26	2.17	1.94	3.34	0.92	0.96	1.42	1.47
Friday														
Saturday														
Sunday														
Weekends														
Weekdays	30.8	38.29	1.64	1.53	1.29	2.1	2.91	2.26	4.48	3.48	1.16	0.93	1.79	1.44
All Days	30.8	38.29	1.64	1.53	1.29	2.1	2.91	2.26	4.48	3.48	1.16	0.93	1.79	1.44

Performance Summaries for SR-112 between 17Th Ave and SR-933/12Th Ave/John Peavy Ave and I-195 Westbound between Miami Ave/Exit 2 and US-1/Biscayne Blvd/Exit 2 using HERE data

October 03, 2017 through October 31, 2017 (Every Tuesday, Wednesday, and Thursday) Westbound

	Speed (mph)		Buffer time (minutes)		Buffer index		Planning time (minutes)		Planning time index		Travel time (minutes)		Travel time index	
Day of Week	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM
Monday														
Tuesday	45.7	39.71	0.56	0.59	1	0.86	1.12	1.28	2.29	2.62	0.59	0.67	1.2	1.39
Wednesday	32.84	39.21	1.3	0.85	2.14	1.18	1.91	1.58	3.93	3.24	0.82	0.68	1.67	1.4
Thursday	36.3	40.53	1.12	0.77	2	1.21	1.67	1.41	3.44	2.89	0.74	0.66	1.52	1.36
Friday														
Saturday														
Sunday														
Weekends														
Weekdays	38.09	39.82	1	0.73	1.75	1.07	1.58	1.41	3.24	2.89	0.7	0.67	1.44	1.38
All Days	38.09	39.82	1	0.73	1.75	1.07	1.58	1.41	3.24	2.89	0.7	0.67	1.44	1.38

Performance Summaries for SR-112 between 17Th Ave and SR-933/12Th Ave/John Peavy Ave and I-195 Eastbound between US-1/Biscayne Blvd/Exit 2 and US-1/Biscayne Blvd/Exit 2 using HERE data

October 03, 2017 through October 31, 2017 (Every Tuesday, Wednesday, and Thursday) Eastbound

	Speed (mph)		Buffer time (minutes)		Buffer index		Planning time (minutes)		Planning time index		Travel time (minutes)		Travel time index	
Day of Week	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM
Monday														
Tuesday	25.5	40.37	1.65	1.7	1.6	3.17	2.68	2.23	5.5	4.58	1.05	0.66	2.16	1.36
Wednesday	38.91	31.28	0.04	1.49	0.04	2.62	1.03	2.06	2.12	4.23	0.69	0.86	1.41	1.76
Thursday	39.8	34.53	0.06	1.37	0.07	2.5	0.92	1.91	1.9	3.93	0.67	0.78	1.38	1.59
Friday														
Saturday														
Sunday														
Weekends														
Weekdays	32.52	35.44	1.26	1.51	1.31	2.75	2.23	2.06	4.58	4.23	0.82	0.76	1.69	1.55
All Days	32.52	35.44	1.26	1.51	1.31	2.75	2.23	2.06	4.58	4.23	0.82	0.76	1.69	1.55

Performance Summaries for SR-112 between 17Th Ave and SR-933/12Th Ave/John Peavy Ave and I-195 Westbound between Miami Ave/Exit 2 and I-95/Exit 1 using HERE data

October 03, 2017 through October 31, 2017 (Every Tuesday, Wednesday, and Thursday) Westbound

	Speed (mph)		Buffer time (minutes)		Buffer index		Planning time (minutes)		Planning time index		Travel time (minutes)		Travel time index	
Day of Week	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM
Monday														
Tuesday	49.24	29.19	0.09	0.48	0.44	1.62	0.28	0.78	1.53	4.23	0.21	0.35	1.12	1.88
Wednesday	37.43	28.22	0.43	0.44	2.13	1.31	0.63	0.78	3.44	4.23	0.27	0.36	1.47	1.95
Thursday	44.47	32.34	0.13	0.39	0.65	1.4	0.33	0.68	1.77	3.67	0.23	0.31	1.24	1.7
Friday														
Saturday														
Sunday														
Weekends														
Weekdays	43.59	29.81	0.18	0.48	0.89	1.56	0.38	0.78	2.04	4.23	0.23	0.34	1.26	1.84
All Days	43.59	29.81	0.18	0.48	0.89	1.56	0.38	0.78	2.04	4.23	0.23	0.34	1.26	1.84

Performance Summaries for SR-112 between 17Th Ave and SR-933/12Th Ave/John Peavy Ave and I-195 Eastbound between US-1/Biscayne Blvd/Exit 2 and Alton Rd/Exit 5 using HERE data

October 03, 2017 through October 31, 2017 (Every Tuesday, Wednesday, and Thursday) Eastbound

	Speed (mph)		Buffer time (minutes)		Buffer index		Planning time (minutes)		Planning time index		Travel time (minutes)		Travel time index	
Day of Week	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM
Monday														
Tuesday	33.54	54.55	2.33	0.06	0.5	0.02	7	2.98	2.4	1.02	4.17	2.56	1.43	0.88
Wednesday	35.04	55.49	0.7	0	0.13	0	6.08	2.69	2.09	0.92	3.99	2.52	1.37	0.87
Thursday	29.62	54.22	1.81	0	0.35	0	7	2.91	2.4	1	4.72	2.58	1.62	0.89
Friday														
Saturday														
Sunday														
Weekends														
Weekdays	32.65	54.72	1.95	0	0.39	0	7	2.91	2.4	1	4.29	2.56	1.47	0.88
All Days	32.65	54.72	1.95	0	0.39	0	7	2.91	2.4	1	4.29	2.56	1.47	0.88

Performance Summaries for SR-112 between 17Th Ave and SR-933/12Th Ave/John Peavy Ave and I-195 Westbound between Miami Ave/Exit 2 and I-95/Exit 1 using HERE data

October 03, 2017 through October 31, 2017 (Every Tuesday, Wednesday, and Thursday) Westbound

	Speed (mph)		Buffer time (minutes)		Buffer index		Planning time (minutes)		Planning time index		Travel time (minutes)		Travel time index	
Day of Week	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM
Monday														
Tuesday	49.24	29.19	0.38	2.14	0.44	1.62	1.25	3.46	1.53	4.23	0.91	1.54	1.12	1.88
Wednesday	37.43	28.22	1.91	1.96	2.13	1.31	2.81	3.46	3.44	4.23	1.2	1.59	1.47	1.95
Thursday	44.47	32.34	0.57	1.75	0.65	1.4	1.45	3	1.77	3.67	1.01	1.39	1.24	1.7
Friday														
Saturday														
Sunday														
Weekends														
Weekdays	43.59	29.81	0.79	2.11	0.89	1.56	1.67	3.46	2.04	4.23	1.03	1.51	1.26	1.84
All Days	43.59	29.81	0.79	2.11	0.89	1.56	1.67	3.46	2.04	4.23	1.03	1.51	1.26	1.84

Performance Summaries for SR-112 between 17Th Ave and SR-933/12Th Ave/John Peavy Ave and I-195 Eastbound between US-1/Biscayne Blvd/Exit 2 and Alton Rd/Exit 5 using HERE data

October 03, 2017 through October 31, 2017 (Every Tuesday, Wednesday, and Thursday) Eastbound

	Speed (mph)		Buffer time (minutes)		Buffer index		Planning time (minutes)		Planning time index		Travel time (minutes)		Travel time index	
Day of Week	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM
Monday														
Tuesday	33.54	54.55	0.43	0.01	0.5	0.02	1.29	0.55	2.4	1.02	0.77	0.47	1.43	0.88
Wednesday	35.04	55.49	0.13	0	0.13	0	1.12	0.5	2.09	0.92	0.74	0.47	1.37	0.87
Thursday	29.62	54.22	0.33	0	0.35	0	1.29	0.54	2.4	1	0.87	0.48	1.62	0.89
Friday														
Saturday														
Sunday														
Weekends														
Weekdays	32.65	54.72	0.36	0	0.39	0	1.29	0.54	2.4	1	0.79	0.47	1.47	0.88
All Days	32.65	54.72	0.36	0	0.39	0	1.29	0.54	2.4	1	0.79	0.47	1.47	0.88

Performance Summaries for SR-112 Westbound between 17Th Ave and SR-933/12Th Ave/John Peavy Ave and I-195 between Miami Ave/Exit 2 and I-95/Exit 1 using HERE data

October 03, 2017 through October 31, 2017 (Every Tuesday, Wednesday, and Thursday) Westbound

	Speed (mph)		Buffer time (minutes)		Buffer index		Planning time (minutes)		Planning time index		Travel time (minutes)		Travel time index	
Day of Week	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM	8:00 AM - 9:00 AM	3:00 PM - 4:00 PM
Monday														
Tuesday	51.75	47.13	0.11	0.13	0.24	0.26	0.57	0.65	1.28	1.44	0.48	0.52	1.06	1.17
Wednesday	52.71	46.42	0.1	0.12	0.23	0.23	0.56	0.65	1.24	1.44	0.47	0.53	1.04	1.18
Thursday	51.93	39	0.16	0.59	0.35	1.13	0.61	1.12	1.37	2.49	0.48	0.63	1.06	1.41
Friday														
Saturday														
Sunday														
Weekends														
Weekdays	52.1	44.02	0.11	0.23	0.25	0.44	0.57	0.75	1.28	1.67	0.47	0.56	1.06	1.25
All Days	52.1	44.02	0.11	0.23	0.25	0.44	0.57	0.75	1.28	1.67	0.47	0.56	1.06	1.25

VISSIM INTERSECTION OUTPUT

(AM PEAK PERIOD)

Hour 1

VISSIM INTERSECTION OUTPUT
AM HOUR 1

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
3-SBT	SBT	3	AVG	1800-5400	3-4: NW 12th Ave@826.5-8: NW 12th Ave@1.7	645		4.85	9.03	146.03
3-SBR	SBR	3	AVG	1800-5400	3-4: NW 12th Ave@826.5-10: NW 40th St@29.2	7		2.76	9.57	148.7
3-WBL	WBL	3	AVG	1800-5400	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-8: NW	126		31.17	21.21	146.94
3-WBT	WBT	3	AVG	1800-5400	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-10: NW	12		34.57	20.91	147.53
3-WBR	WBR	3	AVG	1800-5400	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-10035@	31		8.58	20.44	146.89
3-NBT	NBT	3	AVG	1800-5400	3-10034@1.9-1: NW 12th Ave@13.7	478		3.13	4.72	93.57
3-NBL	NBL	3	AVG	1800-5400	3-10036@3.3-10: NW 40th St@29.2	36		6.36	2.86	93.58
3-Overall	Overall	3	AVG	1800-5400	3	1335		7.1	12.68	158.51
4-NBT	NBT	4	AVG	1800-5400	4-7: NW 12th Ave@671.4-3: NW 12th Ave@24.5	439		6.39	9.25	132.3
4-NBR	NBR	4	AVG	1800-5400	4-7: NW 12th Ave@671.4-159: NW 39th St@17.7	20		4.84	9.04	132.59
4-SBT	SBT	4	AVG	1800-5400	4-8: NW 12th Ave@183.1-2: NW 12th Ave@16.5	741		6.14	15.2	226.68
4-SBL	SBL	4	AVG	1800-5400	4-8: NW 12th Ave@183.1-159: NW 39th St@17.7	30		6.57	15.03	226.32
4-EBR	EBR	4	AVG	1800-5400	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-2: NW 12th Ave@	354		10.76	32.35	221.74
4-EBL	EBL	4	AVG	1800-5400	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-3: NW 12th Ave@	74		28.75	27.79	221.32
4-EBT	EBT	4	AVG	1800-5400	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-159: NW 39th St@	94		28.44	33.03	221.86
4-Overall	Overall	4	AVG	1800-5400	4	1753		9.3	20.24	247.84
35-NBT	NBT	35	AVG	1800-5400	35-37: N Miami Ave@117.5-15: N Miami Ave@41.4	408		8.3	35.9	251.29
35-NBL (On-Ramp)	NBL (On-Ramp)	35	AVG	1800-5400	35-37: N Miami Ave@117.5-22: I-195 WB On-Ramp@14.9	290		11.39	35.9	251.29
35-NBL	NBL	35	AVG	1800-5400	35-37: N Miami Ave@117.5-23: NW 38th St@17.0	7		18.64	35.9	251.29
35-NBR	NBR	35	AVG	1800-5400	35-37: N Miami Ave@117.5-55: NE 38th St@30.6	111		6.09	35.9	251.29
35-SBR (On-Ramp)	SBR (On-Ramp)	35	AVG	1800-5400	35-38: N Miami Ave@1597.7-22: I-195 WB On-Ramp@14.9	655		11.76	45.26	437.08
35-SBR	SBR	35	AVG	1800-5400	35-38: N Miami Ave@1597.7-23: NW 38th St@17.0	7		9.93	44.81	436.32
35-SBT	SBT	35	AVG	1800-5400	35-38: N Miami Ave@1597.7-41: N Miami Ave@22.6	397		8.9	44.65	435.78
35-WBR	WBR	35	AVG	1800-5400	35-39: NE 38th St@541.1-15: N Miami Ave@41.4	12		59.37	69.79	298.27
35-WBT (On-Ramp	WBT (On-Ramp	35	AVG	1800-5400	35-39: NE 38th St@541.1-22: I-195 WB On-Ramp@14.9	120		79.14	70.1	298.68
35-WBT	WBT	35	AVG	1800-5400	35-39: NE 38th St@541.1-23: NW 38th St@17.0	1		42.8	70.67	299.43
35-WBL	WBL	35	AVG	1800-5400	35-39: NE 38th St@541.1-41: N Miami Ave@22.6	7		72.45	70.41	299.09
35-Overall	Overall	35	AVG	1800-5400	35	2013		14.67	56.45	439.18
36-NBT (10064)	NBT (10064)	36	AVG	1800-5400	36-40: N Miami Ave@171.9-10064@80.2	147		30.66	70.24	312.26
36-NBT (10139)	NBT (10139)	36	AVG	1800-5400	36-40: N Miami Ave@171.9-10139@80.8	289		35.19	70.24	312.26
36-EBR	EBR	36	AVG	1800-5400	36-43: I-195 EB Off-Ramp (from I-95)@460.4-47: N Miami Ave@	455		31.54	106.41	374.49
36-EBL	EBL	36	AVG	1800-5400	36-43: I-195 EB Off-Ramp (from I-95)@460.4-10065@83.5	377		64.61	106.63	374.86
36-SBT	SBT	36	AVG	1800-5400	36-10066@6.4-47: N Miami Ave@13.8	405		22.08	25.24	244.82
36-Overall	Overall	36	AVG	1800-5400	36	1673		37.25	77.13	377.22
37-NBL	NBL	37	AVG	1800-5400	37-45: N Miami Ave@208.2-18: NW 36th St@64.1	11		72.21	56.81	234.07
37-NBT	NBT	37	AVG	1800-5400	37-45: N Miami Ave@208.2-40: N Miami Ave@25.7	304		59.37	60.08	234.07
37-NBR	NBR	37	AVG	1800-5400	37-45: N Miami Ave@208.2-59: NE 36th St@45.6	45		4.79	59.61	234.07
37-SBT	SBT	37	AVG	1800-5400	37-47: N Miami Ave@157.3-16: N Miami Ave@41.5	449		39.57	137.19	319.82
37-SBR	SBR	37	AVG	1800-5400	37-47: N Miami Ave@157.3-18: NW 36th St@64.1	176		31.66	136.81	322.17
37-SBL	SBL	37	AVG	1800-5400	37-47: N Miami Ave@157.3-59: NE 36th St@45.6	231		46	137.41	321.76
37-EBR	EBR	37	AVG	1800-5400	37-50: NW 36th St@207.7-16: N Miami Ave@41.5	18		14.55	32.03	204.22
37-EBL	EBL	37	AVG	1800-5400	37-50: NW 36th St@207.7-40: N Miami Ave@25.7	76		29.63	32.84	204.22
37-EBT	EBT	37	AVG	1800-5400	37-50: NW 36th St@207.7-59: NE 36th St@45.6	280		27.53	32.88	204.22
37-WBL	WBL	37	AVG	1800-5400	37-52: NE 36th St@194.9-16: N Miami Ave@41.5	58		26.22	34.56	261.78
37-WBT	WBT	37	AVG	1800-5400	37-52: NE 36th St@194.9-18: NW 36th St@64.1	169		31.27	34.48	261.54
37-WBR	WBR	37	AVG	1800-5400	37-52: NE 36th St@194.9-40: N Miami Ave@25.7	60		15.31	33.68	261.3

VISSIM INTERSECTION OUTPUT
AM HOUR 1

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)		LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
37-Overall	Overall	37	AVG	1800-5400		37	1877		37.81	65.7	322.17
38-NBT	NBT	38	AVG	1800-5400	38-53: NE 1st Ave@395.5-26: NE 1st Ave@6.9		17		8.29	0.1	45.02
38-NBR	NBR	38	AVG	1800-5400	38-53: NE 1st Ave@395.5-70: NE 38th St@10.3		18		6.52	1.15	77.19
38-NBL	NBL	38	AVG	1800-5400	38-53: NE 1st Ave@395.5-10083@85.1		30		6.76	1.91	88.75
38-SBT	SBT	38	AVG	1800-5400	38-54: NE 1st Ave@1159.7-58: NE 1st Ave@2.0		42		8.6	0.35	56.3
38-SBL	SBL	38	AVG	1800-5400	38-54: NE 1st Ave@1159.7-70: NE 38th St@10.3		15		7.52	1.96	95.92
38-SBR	SBR	38	AVG	1800-5400	38-54: NE 1st Ave@1159.7-10084@43.8		31		5.73	2.27	90.82
38-EBL	EBL	38	AVG	1800-5400	38-55: NE 38th St@570.9-26: NE 1st Ave@6.9		24		11.81	7.44	157.92
38-EBR	EBR	38	AVG	1800-5400	38-55: NE 38th St@570.9-58: NE 1st Ave@2.0		13		10.86	6.54	151.24
38-EBT	EBT	38	AVG	1800-5400	38-55: NE 38th St@570.9-70: NE 38th St@10.3		74		13.82	9.54	165.97
38-WBR	WBR	38	AVG	1800-5400	38-56: NE 38th St@580.8-26: NE 1st Ave@6.9		6		7.25	1.65	95.15
38-WBL	WBL	38	AVG	1800-5400	38-56: NE 38th St@580.8-58: NE 1st Ave@2.0		6		8.06	0.41	60.98
38-WBT	WBT	38	AVG	1800-5400	38-56: NE 38th St@580.8-10085@82.0		79		9.11	6.46	127.12
38-Overall	Overall	38	AVG	1800-5400		38	354		9.52	3.32	165.97
39-NBL	NBL	39	AVG	1800-5400	39-57: NE 1st Ave@1113.9-51: NE 36th St@5.8		10		7.26	1.26	88.18
39-NBT	NBT	39	AVG	1800-5400	39-57: NE 1st Ave@1113.9-53: NE 1st Ave@26.0		32		8.84	0.21	49.71
39-NBR	NBR	39	AVG	1800-5400	39-57: NE 1st Ave@1113.9-75: NE 36th St@7.4		19		6.99	1.21	73.62
39-SBT	SBT	39	AVG	1800-5400	39-58: NE 1st Ave@368.5-27: NE 1st Ave@6.8		7		8.72	0	2.55
39-SBR	SBR	39	AVG	1800-5400	39-58: NE 1st Ave@368.5-51: NE 36th St@5.8		23		6.33	1.02	64.67
39-SBL	SBL	39	AVG	1800-5400	39-58: NE 1st Ave@368.5-75: NE 36th St@7.4		32		7.7	1.63	76.63
39-EBR	EBR	39	AVG	1800-5400	39-60: NE 36th St@298.5-27: NE 1st Ave@6.8		7		0.62	0	4.35
39-EBL	EBL	39	AVG	1800-5400	39-60: NE 36th St@298.5-53: NE 1st Ave@26.0		13		2.51	0.07	25.13
39-EBT	EBT	39	AVG	1800-5400	39-60: NE 36th St@298.5-75: NE 36th St@7.4		536		0.24	0.01	4.87
39-WBL	WBL	39	AVG	1800-5400	39-62: NE 36th St@119.0-27: NE 1st Ave@6.8		7		1.38	0	2.52
39-WBT	WBT	39	AVG	1800-5400	39-62: NE 36th St@119.0-51: NE 36th St@5.8		255		0.09	0.01	8.44
39-WBR	WBR	39	AVG	1800-5400	39-62: NE 36th St@119.0-53: NE 1st Ave@26.0		20		0.75	0	6.49
39-Overall	Overall	39	AVG	1800-5400		39	959		1.2	0.45	90.53
40-NBL	NBL	40	AVG	1800-5400	40-64: NE 2nd Ave@120.9-33: NE 39th St@20.8		8		17.06	11.47	159.02
40-NBT	NBT	40	AVG	1800-5400	40-64: NE 2nd Ave@120.9-36: NE 2nd Ave@71.2		117		15.58	11.78	159.02
40-NBR	NBR	40	AVG	1800-5400	40-64: NE 2nd Ave@120.9-81: NE 39th St@39.0		36		9.05	11.46	159.02
40-SBR	SBR	40	AVG	1800-5400	40-65: NE 2nd Ave@752.3-33: NE 39th St@20.8		27		6.91	17.89	241.08
40-SBT	SBT	40	AVG	1800-5400	40-65: NE 2nd Ave@752.3-69: NE 2nd Ave@48.4		312		10.24	18.33	241.08
40-SBL	SBL	40	AVG	1800-5400	40-65: NE 2nd Ave@752.3-81: NE 39th St@39.0		58		9.17	17.85	240.81
40-EBL	EBL	40	AVG	1800-5400	40-66: NE 39th St@103.0-36: NE 2nd Ave@71.2		14		26.13	8.65	137.63
40-EBR	EBR	40	AVG	1800-5400	40-66: NE 39th St@103.0-69: NE 2nd Ave@48.4		21		12.43	8.61	137.63
40-EBT	EBT	40	AVG	1800-5400	40-66: NE 39th St@103.0-81: NE 39th St@39.0		48		26.33	9.21	137.63
40-WBT	WBT	40	AVG	1800-5400	40-67: NE 39th St@171.9-33: NE 39th St@20.8		68		19.2	11.52	223.4
40-WBR	WBR	40	AVG	1800-5400	40-67: NE 39th St@171.9-36: NE 2nd Ave@71.2		41		8.87	11.15	223.4
40-WBL	WBL	40	AVG	1800-5400	40-67: NE 39th St@171.9-69: NE 2nd Ave@48.4		35		19.36	11.26	223.4
40-Overall	Overall	40	AVG	1800-5400		40	785		13.3	12.43	262.53
41-NBL	NBL	41	AVG	1800-5400	41-68: NE 2nd Ave@247.3-56: NE 38th St@8.5		21		1.12	0.04	20.78
41-NBT	NBT	41	AVG	1800-5400	41-68: NE 2nd Ave@247.3-63: NE 2nd Ave@7.0		83		0.34	0.01	2.86
41-SBT	SBT	41	AVG	1800-5400	41-69: NE 2nd Ave@247.3-21: NE 2nd Ave@4.5		298		0.54	0	0
41-SBR	SBR	41	AVG	1800-5400	41-69: NE 2nd Ave@247.3-56: NE 38th St@8.5		71		0.8	0	1.63
41-EBR	EBR	41	AVG	1800-5400	41-70: NE 38th St@582.2-21: NE 2nd Ave@4.5		29		6.16	0.33	53.62
41-EBL	EBL	41	AVG	1800-5400	41-70: NE 38th St@582.2-63: NE 2nd Ave@7.0		77		7.11	4.2	94.07

VISSIM INTERSECTION OUTPUT
AM HOUR 1

ID	Movement	Node		SIMRUN	TIMEINT	MOVEMENT		VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
41-EBT	EBT	41		AVG	1800-5400	41-70: NE 38th St@582.2-188@5.1		0			0.33	53.62
41-WBL	WBL	41		AVG	1800-5400	41-71@192.3-21: NE 2nd Ave@4.5		0			0	0
41-WBT	WBT	41		AVG	1800-5400	41-71@192.3-56: NE 38th St@8.5		0			0	0
41-WBR	WBR	41		AVG	1800-5400	41-71@192.3-63: NE 2nd Ave@7.0		0			0	0
41-Overall	Overall		41	AVG	1800-5400		41	580		1.72	0.51	94.07
42-SEBT	SEBT	42		AVG	1800-5400	42-21: NE 2nd Ave@278.6-29: NE 2nd Ave@36.0		245		72.95	85.14	272.83
42-SEBR	SEBR	42		AVG	1800-5400	42-21: NE 2nd Ave@278.6-61: NE 36th St@21.7		41		19.34	27.64	193.32
42-SEBL (79)	SEBL (79)	42		AVG	1800-5400	42-21: NE 2nd Ave@278.6-79: Federal Hwy@47.8		1		65.52	83.24	272.18
42-SEBL	SEBL	42		AVG	1800-5400	42-21: NE 2nd Ave@278.6-94: NE 36th St@39.9		43		83.67	83.33	272.18
42-NBL	NBL	42		AVG	1800-5400	42-72: NE 2nd Ave@1267.8-61: NE 36th St@21.7		39		72.46	76.22	293.45
42-NBT	NBT	42		AVG	1800-5400	42-72: NE 2nd Ave@1267.8-79: Federal Hwy@47.8		116		72.04	76.46	293.45
42-NBR	NBR	42		AVG	1800-5400	42-72: NE 2nd Ave@1267.8-94: NE 36th St@39.9		18		51.28	76.2	293.45
42-NBT (10048)	NBT (10048)	42		AVG	1800-5400	42-72: NE 2nd Ave@1267.8-10048@5.8		67		75.23	76.36	293.45
42-SBT	SBT	42		AVG	1800-5400	42-74: Federal Hwy@23.5-29: NE 2nd Ave@36.0		269		165.81	344.36	618
42-SBR	SBR	42		AVG	1800-5400	42-74: Federal Hwy@23.5-61: NE 36th St@21.7		38		144.91	343.86	617.53
42-SBL	SBL	42		AVG	1800-5400	42-74: Federal Hwy@23.5-94: NE 36th St@39.9		27		178.17	345.26	618.95
42-SBR (10048)	SBR (10048)	42		AVG	1800-5400	42-74: Federal Hwy@23.5-10048@5.8		4		151.31	343.82	617.49
42-EBR	EBR	42		AVG	1800-5400	42-76: NE 36th St@312.0-29: NE 2nd Ave@36.0		197		24.03	52.87	329.34
42-EBL	EBL	42		AVG	1800-5400	42-76: NE 36th St@312.0-79: Federal Hwy@47.8		67		31.43	51.06	326.34
42-EBT	EBT	42		AVG	1800-5400	42-76: NE 36th St@312.0-94: NE 36th St@39.9		307		32.59	53.59	329.34
42-EBL (10048)	EBL (10048)	42		AVG	1800-5400	42-76: NE 36th St@312.0-10048@5.8		14		27.68	52.61	329.34
42-WBT	WBT	42		AVG	1800-5400	42-77: NE 36th St@309.5-61: NE 36th St@21.7		163		23.77	18.43	125.65
42-WBR	WBR	42		AVG	1800-5400	42-77: NE 36th St@309.5-79: Federal Hwy@47.8		28		11.98	17.74	125.65
42-WBR (10048)	WBR (10048)	42		AVG	1800-5400	42-77: NE 36th St@309.5-10048@5.8		20		24.1	17.83	125.65
42-Overall	Overall		42	AVG	1800-5400		42	1704		68.43	117.16	618.95
43-SBL	SBL	43		AVG	1800-5400	43-80: Federal Hwy@191.5-34: NE 39th St@42.3		9		5.56	2.12	97.02
43-SBR	SBR	43		AVG	1800-5400	43-80: Federal Hwy@191.5-67: NE 39th St@13.6		61		5.43	7.9	132.3
43-SBT	SBT	43		AVG	1800-5400	43-80: Federal Hwy@191.5-73: Federal Hwy@17.9		294		8.11	8.11	132.3
43-EBL	EBL	43		AVG	1800-5400	43-81: NE 39th St@196.0-30: Federal Hwy@31.2		58		74.14	45.9	219.17
43-EBT	EBT	43		AVG	1800-5400	43-81: NE 39th St@196.0-34: NE 39th St@42.3		38		74.77	43.82	218.28
43-EBR	EBR	43		AVG	1800-5400	43-81: NE 39th St@196.0-73: Federal Hwy@17.9		46		7.74	45.77	219.44
43-WBR	WBR	43		AVG	1800-5400	43-82: NE 38th St@237.4-30: Federal Hwy@31.2		13		65.44	35.8	176.71
43-WBT	WBT	43		AVG	1800-5400	43-82: NE 38th St@237.4-67: NE 39th St@13.6		66		74.53	36.31	176.67
43-WBL	WBL	43		AVG	1800-5400	43-82: NE 38th St@237.4-73: Federal Hwy@17.9		17		72.09	33.61	175.67
43-NBT	NBT	43		AVG	1800-5400	43-83: Federal Hwy@535.5-30: Federal Hwy@31.2		183		4.56	4.79	109.46
43-NBR	NBR	43		AVG	1800-5400	43-83: Federal Hwy@535.5-34: NE 39th St@42.3		11		2.93	4.31	109.28
43-NBL	NBL	43		AVG	1800-5400	43-83: Federal Hwy@535.5-67: NE 39th St@13.6		18		6.95	4.39	109.74
43-WBR (34)	WBR (34)	43		AVG	1800-5400	43-10153@3.3-34: NE 39th St@42.3		1		27.67	0	0
43-Overall	Overall		43	AVG	1800-5400		43	815		22.43	20.99	221.85
44-NBT	NBT	44		AVG	1800-5400	44-85: Biscayne Blvd@133.6-24: Biscayne Blvd@23.4		494		16.74	73.19	483.65
44-NBL	NBL	44		AVG	1800-5400	44-85: Biscayne Blvd@133.6-82: NE 38th St@42.0		22		14.39	65.02	482.6
44-NBR	NBR	44		AVG	1800-5400	44-85: Biscayne Blvd@133.6-161: NE 38th St@79.2		449		17.95	72.59	482.6
44-SBR	SBR	44		AVG	1800-5400	44-87: Biscayne Blvd@344.4-82: NE 38th St@42.0		18		7.27	37.15	369.52
44-SBT	SBT	44		AVG	1800-5400	44-87: Biscayne Blvd@344.4-92: Biscayne Blvd@30.4		964		7.83	42.83	369.32
44-SBL	SBL	44		AVG	1800-5400	44-87: Biscayne Blvd@344.4-161: NE 38th St@79.2		411		17.53	42.58	369.11
44-WBR	WBR	44		AVG	1800-5400	44-89: NE 38th St@26.9-24: Biscayne Blvd@23.4		147		11.32	83.29	341.27

VISSIM INTERSECTION OUTPUT
AM HOUR 1

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
44-WBT	WBT	44	AVG	1800-5400	44-89: NE 38th St@26.9-82: NE 38th St@42.0	59		69.48	83.29	341.27
44-WBL	WBL	44	AVG	1800-5400	44-89: NE 38th St@26.9-92: Biscayne Blvd@30.4	199		66.51	83.29	341.27
44-Overall	Overall	44	AVG	1800-5400	44	2763		18.32	64.8	489.98
45-NBL	NBL	45	AVG	1800-5400	45-91: Biscayne Blvd@200.0-77: NE 36th St@20.3	32		26.44	93.28	399.38
45-NBT	NBT	45	AVG	1800-5400	45-91: Biscayne Blvd@200.0-84: Biscayne Blvd@42.1	647		39.53	96.18	399.38
45-NBR	NBR	45	AVG	1800-5400	45-91: Biscayne Blvd@200.0-104: NE 36th St@54.2	147		12.37	95.97	399.38
45-SBT	SBT	45	AVG	1800-5400	45-93: Biscayne Blvd@288.0-25: Biscayne Blvd@32.5	777		22.91	86.03	530.56
45-SBR	SBR	45	AVG	1800-5400	45-93: Biscayne Blvd@288.0-77: NE 36th St@20.3	69		20.16	81.59	530.56
45-SBL	SBL	45	AVG	1800-5400	45-93: Biscayne Blvd@288.0-104: NE 36th St@54.2	316		24.92	85.64	530.56
45-EBR	EBR	45	AVG	1800-5400	45-95: NE 36th St@227.6-25: Biscayne Blvd@32.5	114		13.69	181.36	452.64
45-EBL	EBL	45	AVG	1800-5400	45-95: NE 36th St@227.6-84: Biscayne Blvd@42.1	42		99.41	181.23	452.64
45-EBT	EBT	45	AVG	1800-5400	45-95: NE 36th St@227.6-104: NE 36th St@54.2	239		101.89	181.48	452.64
45-WBL	WBL	45	AVG	1800-5400	45-97: NE 36th St@236.9-25: Biscayne Blvd@32.5	366		72.51	154.78	440.97
45-WBT	WBT	45	AVG	1800-5400	45-97: NE 36th St@236.9-77: NE 36th St@20.3	109		77.06	154.63	440.97
45-WBR	WBR	45	AVG	1800-5400	45-97: NE 36th St@236.9-84: Biscayne Blvd@42.1	273		33.67	154.59	440.97
45-Overall	Overall	45	AVG	1800-5400	45	3130		41.38	128.9	538.24
46-SBR	SBR	46	AVG	1800-5400	46-98: NE 6th Ave@724.9-162: NE 38th St@34.9	20		6.86	1.03	65.39
46-EBR	EBR	46	AVG	1800-5400	46-99: NE 38th St@568.3-103@19.6	10		0.68	0	0
46-WBL	WBL	46	AVG	1800-5400	46-100: I-195 WB Off-Ramp@323.1-103@19.6	2		0.65	0	0
46-WBT	WBT	46	AVG	1800-5400	46-100: I-195 WB Off-Ramp@323.1-162: NE 38th St@34.9	386		0.07	0	0
46-WBR	WBR	46	AVG	1800-5400	46-100: I-195 WB Off-Ramp@323.1-10183@47.9	30		0.78	0	0
46-Overall	Overall	46	AVG	1800-5400	46	447		0.44	0.34	65.39
49-EBT	EBT	49	AVG	1800-5400	49-104: NE 36th St@325.6-109: NE 36th St@65.7	701		0.62	0	0
49-WBT	WBT	49	AVG	1800-5400	49-105: NE 36th St@104.7-96: NE 36th St@85.2	152		15.99	10.64	137.58
49-SBR	SBR	49	AVG	1800-5400	49-106: I-195 EB Off-Ramp@145.5-96: NE 36th St@85.2	609		2.3	2.21	203.15
49-Overall	Overall	49	AVG	1800-5400	49	1462		2.93	4.28	239.07
52-NBR	NBR	52	AVG	1800-5400	52-107@640.1-19: NE 36th St (To I-195 EB)@1.4	92		15.12	10.53	157.4
52-NBT	NBT	52	AVG	1800-5400	52-107@640.1-28: NE 5th Ave@11.9	1		9.19	18.68	186.68
52-NBL	NBL	52	AVG	1800-5400	52-107@640.1-105: NE 36th St@40.9	49		15.27	12.65	164.47
52-SBL	SBL	52	AVG	1800-5400	52-108: NE 5th Ave@135.2-19: NE 36th St (To I-195 EB)@1.4	0			0.11	35.8
52-SBT	SBT	52	AVG	1800-5400	52-108: NE 5th Ave@135.2-102@10.7	1		10.06	0.28	81.75
52-SBR	SBR	52	AVG	1800-5400	52-108: NE 5th Ave@135.2-105: NE 36th St@40.9	3		8.24	0.19	49.49
52-EBT	EBT	52	AVG	1800-5400	52-109: NE 36th St@135.4-19: NE 36th St (To I-195 EB)@1.4	693		0.5	0	0
52-EBL	EBL	52	AVG	1800-5400	52-109: NE 36th St@135.4-28: NE 5th Ave@11.9	4		0.52	0	1.91
52-EBR	EBR	52	AVG	1800-5400	52-109: NE 36th St@135.4-102@10.7	4		0.53	0	0
52-WBR	WBR	52	AVG	1800-5400	52-110: NE 36th St (To I-195 EB)@764.6-28: NE 5th Ave@11.9	0			0.27	13.32
52-WBL	WBL	52	AVG	1800-5400	52-110: NE 36th St (To I-195 EB)@764.6-102@10.7	1		2.59	0.38	22.81
52-WBT	WBT	52	AVG	1800-5400	52-110: NE 36th St (To I-195 EB)@764.6-105: NE 36th St@40.9	100		1.89	0.14	7.45
52-Overall	Overall	52	AVG	1800-5400	52	947		2.89	3.6	186.68
57-NBT	NBT	57	AVG	1800-5400	57-115: Alton Road@150.4-177: Alton Road@63.8	740		0.06	0	0
57-SBT	SBT	57	AVG	1800-5400	57-116: Alton Road@1341.5-121: Alton Road@19.9	1146		7.24	12.74	282.74
57-SBR	SBR	57	AVG	1800-5400	57-116: Alton Road@1341.5-179: N Bay Road North@24.4	1		11.16	12.74	282.74
57-EBR	EBR	57	AVG	1800-5400	57-117: N Bay Road North@435.3-121: Alton Road@19.9	100		29.21	18.34	133.53
57-Overall	Overall	57	AVG	1800-5400	57	1987		5.67	10.36	282.74
58-NBT	NBT	58	AVG	1800-5400	58-119@313.9-115: Alton Road@14.5	706		6.89	111.19	322.97
58-NBR	NBR	58	AVG	1800-5400	58-119@313.9-175: 43rd Street@22.8	24		11.3	80.27	323.69

VISSIM INTERSECTION OUTPUT
AM HOUR 1

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
58-NBL	NBL	58	AVG	1800-5400	58-119@313.9-187: Ed Sullivan Dr@53.5	462		66.37	111.13	322.83
58-SBL	SBL	58	AVG	1800-5400	58-123: Alton Road@93.1-175: 43rd Street@22.8	26		9.14	75.48	281.8
58-SBT	SBT	58	AVG	1800-5400	58-123: Alton Road@93.1-183@60.1	1084		14.75	79.34	281.8
58-SBR	SBR	58	AVG	1800-5400	58-123: Alton Road@93.1-187: Ed Sullivan Dr@53.5	136		12.76	79.02	281.8
58-EBL	EBL	58	AVG	1800-5400	58-124: Ed Sullivan Dr@790.9-115: Alton Road@14.5	27		73.74	20.07	134.78
58-EBT	EBT	58	AVG	1800-5400	58-124: Ed Sullivan Dr@790.9-175: 43rd Street@22.8	34		72.32	21.87	138.34
58-EBR	EBR	58	AVG	1800-5400	58-124: Ed Sullivan Dr@790.9-183@60.1	94		11.78	8.81	123.77
58-WBL	WBL	58	AVG	1800-5400	58-125: 43rd Street@131.1-183@60.1	6		265.25	308.54	606.05
58-WBT	WBT	58	AVG	1800-5400	58-125: 43rd Street@131.1-187: Ed Sullivan Dr@53.5	137		255.93	307.04	604.51
58-NWBT	NWBT	58	AVG	1800-5400	58-184: N Bay Rd@266.4-115: Alton Road@14.5	7		18.05	111.19	322.97
58-NWBR	NWBR	58	AVG	1800-5400	58-184: N Bay Rd@266.4-175: 43rd Street@22.8	1		14.75	80.27	323.69
58-NWBL	NWBL	58	AVG	1800-5400	58-184: N Bay Rd@266.4-187: Ed Sullivan Dr@53.5	0			111.13	322.83
58-Overall	Overall	58	AVG	1800-5400	58	2744		34.83	109.34	606.05
61-SBT	SBT	61	AVG	1800-5400	61-130@220.9-172: Unnamed Road@7.9	143		9.7	2.2	95.91
61-SBR	SBR	61	AVG	1800-5400	61-130@220.9-176: Alton Road@20.2	20		8.67	7.65	122.96
61-WBT	WBT	61	AVG	1800-5400	61-10220@0.6-176: Alton Road@20.2	708		0.14	0	0
61-Overall	Overall	61	AVG	1800-5400	61	872		1.91	3.28	122.96
63-NBL	NBL	63	AVG	1800-5400	63-132: Alton Road@140.5-12@13.5	60		46.59	33.06	167.96
63-NBT	NBT	63	AVG	1800-5400	63-132: Alton Road@140.5-163: Alton Road@28.9	96		45.92	33.06	167.96
63-NBR	NBR	63	AVG	1800-5400	63-132: Alton Road@140.5-168: 41 Street/ Art Godfrey Road@	38		24.85	33.06	167.96
63-SBR	SBR	63	AVG	1800-5400	63-134: Alton Road@43.1-12@13.5	229		6.79	23.27	137.58
63-SBT	SBT	63	AVG	1800-5400	63-134: Alton Road@43.1-141: Alton Road@4.7	85		27.57	24.1	137.69
63-SBL	SBL	63	AVG	1800-5400	63-134: Alton Road@43.1-168: 41 Street/ Art Godfrey Road@1	42		31.32	23.2	137.69
63-EBL	EBL	63	AVG	1800-5400	63-136: 41 Street/ Art Godfrey Road@324.2-163: Alton Road@	242		26.42	147.27	701.31
63-EBT	EBT	63	AVG	1800-5400	63-136: 41 Street/ Art Godfrey Road@324.2-168: 41 Street/ Ar	1064		29.78	147.48	701.07
63-WBT	WBT	63	AVG	1800-5400	63-139: 41 Street/ Art Godfrey Road@83.8-12@13.5	778		23.33	71.23	394.04
63-WBL	WBL	63	AVG	1800-5400	63-139: 41 Street/ Art Godfrey Road@83.8-141: Alton Road@4	31		38.38	70.79	394.04
63-WBR	WBR	63	AVG	1800-5400	63-139: 41 Street/ Art Godfrey Road@83.8-163: Alton Road@2	55		10.65	71.08	395.66
63-EBR	EBR	63	AVG	1800-5400	63-10223@17.2-141: Alton Road@4.7	64		26.33	125.36	724.85
63-Overall	Overall	63	AVG	1800-5400	63	2785		26.26	66.92	724.85
64-NBR	NBR	64	AVG	1800-5400	64-140: Alton Road@213.9-111: W 39th St@6.6	32		0.95	0.26	27.02
64-NBL	NBL	64	AVG	1800-5400	64-140: Alton Road@213.9-112@14.6	0			0.25	24.58
64-NBT	NBT	64	AVG	1800-5400	64-140: Alton Road@213.9-132: Alton Road@10.8	128		0.77	0.17	18.06
64-SBL	SBL	64	AVG	1800-5400	64-141: Alton Road@121.3-111: W 39th St@6.6	41		0.89	0.05	32.61
64-SBR	SBR	64	AVG	1800-5400	64-141: Alton Road@121.3-112@14.6	0			0.01	20.41
64-SBT	SBT	64	AVG	1800-5400	64-141: Alton Road@121.3-145: Alton Road@33.5	139		0.2	0	8.08
64-EBT	EBT	64	AVG	1800-5400	64-142@109.2-111: W 39th St@6.6	2		9.93	0.26	43.58
64-EBL	EBL	64	AVG	1800-5400	64-142@109.2-132: Alton Road@10.8	7		8.4	0.01	8.79
64-EBR	EBR	64	AVG	1800-5400	64-142@109.2-145: Alton Road@33.5	3		6.71	0.27	44.03
64-WBR	WBR	64	AVG	1800-5400	64-10241@65.4-132: Alton Road@10.8	59		6.1	0.1	39.46
64-WBL	WBL	64	AVG	1800-5400	64-10244@63.1-145: Alton Road@33.5	45		8.26	1.34	61.95
64-Overall	Overall	64	AVG	1800-5400	64	455		2.24	0.25	78.39
65-NBR	NBR	65	AVG	1800-5400	65-144: Alton Road@360.8-113: Barry St@24.6	15		0.75	0.01	6.8
65-NBT	NBT	65	AVG	1800-5400	65-144: Alton Road@360.8-140: Alton Road@20.5	131		0.24	0	0
65-NBL	NBL	65	AVG	1800-5400	65-144: Alton Road@360.8-171@30.9	11		0.18	0	2.72
65-SBL	SBL	65	AVG	1800-5400	65-145: Alton Road@221.1-113: Barry St@24.6	55		0.55	0	0

VISSIM INTERSECTION OUTPUT
AM HOUR 1

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
65-SBT	SBT	65	AVG	1800-5400	65-145: Alton Road@221.1-130@14.0	121		0.27	0	0
65-SBR	SBR	65	AVG	1800-5400	65-145: Alton Road@221.1-171@30.9	12		0.65	0	0
65-EBT	EBT	65	AVG	1800-5400	65-146@347.6-113: Barry St@24.6	0			0.05	33.8
65-EBR	EBR	65	AVG	1800-5400	65-146@347.6-130@14.0	9		6.64	1.06	75.54
65-EBL	EBL	65	AVG	1800-5400	65-146@347.6-140: Alton Road@20.5	11		6.98	0.89	66.14
65-WBL	WBL	65	AVG	1800-5400	65-147: Barry St@870.8-130@14.0	34		7.51	0.08	33.73
65-WBR	WBR	65	AVG	1800-5400	65-147: Barry St@870.8-140: Alton Road@20.5	18		7.13	2.72	92.13
65-WBT	WBT	65	AVG	1800-5400	65-147: Barry St@870.8-171@30.9	0			0.08	33.73
65-Overall	Overall	65	AVG	1800-5400	65	416		1.54	0.48	94.07
66-NBR	NBR	66	AVG	1800-5400	66-148: Alton Road@359.0-128: W 34th St@36.0	3		0.12	0.15	54.87
66-NBL	NBL	66	AVG	1800-5400	66-148: Alton Road@359.0-129@139.7	709		0.5	0.15	54.87
66-NBT	NBT	66	AVG	1800-5400	66-148: Alton Road@359.0-144: Alton Road@27.8	153		0.67	0.15	54.87
66-WBR	WBR	66	AVG	1800-5400	66-181: W 34th St@645.8-144: Alton Road@27.8	4		4.77	0	0
66-Overall	Overall	66	AVG	1800-5400	66	869		0.55	0.08	54.87
67-NBT	NBT	67	AVG	1800-5400	67-150: Alton Rd@108.5-148: Alton Road@8.6	704		16.88	41.88	253.05
67-NBR	NBR	67	AVG	1800-5400	67-150: Alton Rd@108.5-169: Chase Ave@18.0	35		6	41.27	253.05
67-SBT	SBT	67	AVG	1800-5400	67-151: Alton Road@330.6-173: Alton Rd@9.9	1431		19.05	115.99	826.82
67-WBR	WBR	67	AVG	1800-5400	67-155: Chase Ave@27.1-148: Alton Road@8.6	115		6.45	3.83	98.96
67-WBL	WBL	67	AVG	1800-5400	67-155: Chase Ave@27.1-173: Alton Rd@9.9	25		20.57	3.83	98.96
67-EBL	EBL	67	AVG	1800-5400	67-10260@0.4-148: Alton Road@8.6	45		14.62	4.25	72.32
67-EBT	EBT	67	AVG	1800-5400	67-10263@0.0-169: Chase Ave@18.0	15		19.95	4.18	71.89
67-EBR	EBR	67	AVG	1800-5400	67-10265@0.0-173: Alton Rd@9.9	4		10.94	9.19	101.64
67-Overall	Overall	67	AVG	1800-5400	67	2373		17.52	28.05	826.82
68-NBR	NBR	68	AVG	1800-5400	68-157: NW 10th Ave@55.2-11: To I-95 N Express lanes@36.0	121		2.87	0.11	29.54
68-NBT	NBT	68	AVG	1800-5400	68-157: NW 10th Ave@55.2-13: NW 10th Ave@21.8	183		0.43	0	0
68-SBL	SBL	68	AVG	1800-5400	68-158: NW 10th Ave@1120.0-11: To I-95 N Express lanes@36	18		0.55	0	0
68-SBT	SBT	68	AVG	1800-5400	68-158: NW 10th Ave@1120.0-14: NW 10th Ave@35.5	335		0.18	0	0
68-EBT	EBT	68	AVG	1800-5400	68-159: NW 39th St@1216.3-11: To I-95 N Express lanes@36.0	63		10.24	0.48	69.3
68-EBL	EBL	68	AVG	1800-5400	68-159: NW 39th St@1216.3-13: NW 10th Ave@21.8	36		8.93	0.48	69.3
68-EBR	EBR	68	AVG	1800-5400	68-159: NW 39th St@1216.3-14: NW 10th Ave@35.5	46		7.53	6.85	128.92
68-Overall	Overall	68	AVG	1800-5400	68	801		2.26	1.49	128.92
71-NBR	NBR	71	AVG	1800-5400	71-163: Alton Road@53.7-131: Nautilus Rd/ Michigan Ave@8.4	106		0.02	0.17	79.39
71-NB - U	NB - U	71	AVG	1800-5400	71-163: Alton Road@53.7-134: Alton Road@22.3	3		7.46	0.43	86.95
71-NBT	NBT	71	AVG	1800-5400	71-163: Alton Road@53.7-174: 43rd Street@25.8	285		0.34	0.17	79.39
71-SBL	SBL	71	AVG	1800-5400	71-165: 43rd Street@48.2-131: Nautilus Rd/ Michigan Ave@8.4	14		4.91	0.13	32.57
71-SBT	SBT	71	AVG	1800-5400	71-165: 43rd Street@48.2-134: Alton Road@22.3	71		4.77	0	0
71-WBL	WBL	71	AVG	1800-5400	71-166: Nautilus Rd/ Michigan Ave@593.8-134: Alton Road@2	279		32.93	64.68	312.21
71-WBR	WBR	71	AVG	1800-5400	71-166: Nautilus Rd/ Michigan Ave@593.8-174: 43rd Street@2	18		24.14	62.28	312.04
71-Overall	Overall	71	AVG	1800-5400	71	776		13.09	21.28	312.21
88-EBT	EBT	88	AVG	1800-5400	88-124: Ed Sullivan Dr@388.0-124: Ed Sullivan Dr@525.9	155		0.18	0	0
88-WBT	WBT	88	AVG	1800-5400	88-187: Ed Sullivan Dr@344.1-114@19.8	501		5.7	9.76	244.95
88-WBL	WBL	88	AVG	1800-5400	88-187: Ed Sullivan Dr@344.1-178: Ed Sullivan Dr@16.3	232		7.62	9.76	244.95
88-Overall	Overall	88	AVG	1800-5400	88	888		5.24	4.88	244.95

Hour 2

VISSIM INTERSECTION OUTPUT
AM HOUR 2

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
3-SBT	SBT	3	AVG	5400-9000	3-4: NW 12th Ave@826.5-8: NW 12th Ave@1.7	814		6.88	16.62	209.9
3-SBR	SBR	3	AVG	5400-9000	3-4: NW 12th Ave@826.5-10: NW 40th St@29.2	8		5.87	17.33	212.57
3-WBL	WBL	3	AVG	5400-9000	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-8: NW	161		32.82	28.29	155.75
3-WBT	WBT	3	AVG	5400-9000	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-10: NW	16		34.2	27.93	156.34
3-WBR	WBR	3	AVG	5400-9000	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-10035@	39		8.7	27.33	155.7
3-NBT	NBT	3	AVG	5400-9000	3-10034@1.9-1: NW 12th Ave@13.7	596		3.71	6.95	129.79
3-NBL	NBL	3	AVG	5400-9000	3-10036@3.3-10: NW 40th St@29.2	48		8.42	5.24	129.8
3-Overall	Overall	3	AVG	5400-9000	3	1683		8.59	18.53	213.53
4-NBT	NBT	4	AVG	5400-9000	4-7: NW 12th Ave@671.4-3: NW 12th Ave@24.5	555		9.36	17.84	183.64
4-NBR	NBR	4	AVG	5400-9000	4-7: NW 12th Ave@671.4-159: NW 39th St@17.7	25		7.32	17.66	183.92
4-SBT	SBT	4	AVG	5400-9000	4-8: NW 12th Ave@183.1-2: NW 12th Ave@16.5	930		8	26.91	302.14
4-SBL	SBL	4	AVG	5400-9000	4-8: NW 12th Ave@183.1-159: NW 39th St@17.7	44		9.66	26.72	302.07
4-EBR	EBR	4	AVG	5400-9000	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-2: NW 12th Ave@	446		15.17	49.62	337.12
4-EBL	EBL	4	AVG	5400-9000	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-3: NW 12th Ave@	92		25.5	43.89	336.7
4-EBT	EBT	4	AVG	5400-9000	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-159: NW 39th St@	116		26.52	49.91	337.24
4-Overall	Overall	4	AVG	5400-9000	4	2207		11.53	33.22	351.85
35-NBT	NBT	35	AVG	5400-9000	35-37: N Miami Ave@117.5-15: N Miami Ave@41.4	496		8.11	68.16	249.96
35-NBL (On-Ramp)	NBL (On-Ramp)	35	AVG	5400-9000	35-37: N Miami Ave@117.5-22: I-195 WB On-Ramp@14.9	351		17.14	68.16	249.96
35-NBL	NBL	35	AVG	5400-9000	35-37: N Miami Ave@117.5-23: NW 38th St@17.0	8		29.81	68.16	249.96
35-NBR	NBR	35	AVG	5400-9000	35-37: N Miami Ave@117.5-55: NE 38th St@30.6	140		6.08	68.16	249.96
35-SBR (On-Ramp)	SBR (On-Ramp)	35	AVG	5400-9000	35-38: N Miami Ave@1597.7-22: I-195 WB On-Ramp@14.9	808		29.78	252.73	927.43
35-SBR	SBR	35	AVG	5400-9000	35-38: N Miami Ave@1597.7-23: NW 38th St@17.0	7		26.7	252.13	926.67
35-SBT	SBT	35	AVG	5400-9000	35-38: N Miami Ave@1597.7-41: N Miami Ave@22.6	511		32.48	251.77	926.13
35-WBR	WBR	35	AVG	5400-9000	35-39: NE 38th St@541.1-15: N Miami Ave@41.4	15		61.31	89.31	374.79
35-WBT (On-Ramp	WBT (On-Ramp	35	AVG	5400-9000	35-39: NE 38th St@541.1-22: I-195 WB On-Ramp@14.9	154		75.95	89.63	375.2
35-WBT	WBT	35	AVG	5400-9000	35-39: NE 38th St@541.1-23: NW 38th St@17.0	1		43.21	90.22	375.96
35-WBL	WBL	35	AVG	5400-9000	35-39: NE 38th St@541.1-41: N Miami Ave@22.6	9		72.48	89.96	375.61
35-Overall	Overall	35	AVG	5400-9000	35	2498		26.14	147.99	927.43
36-NBT (10064)	NBT (10064)	36	AVG	5400-9000	36-40: N Miami Ave@171.9-10064@80.2	181		37.57	127.34	323.25
36-NBT (10139)	NBT (10139)	36	AVG	5400-9000	36-40: N Miami Ave@171.9-10139@80.8	355		46.56	127.34	323.25
36-EBR	EBR	36	AVG	5400-9000	36-43: I-195 EB Off-Ramp (from I-95)@460.4-47: N Miami Ave@	569		36.23	143.4	501.39
36-EBL	EBL	36	AVG	5400-9000	36-43: I-195 EB Off-Ramp (from I-95)@460.4-10065@83.5	461		66.85	143.73	501.76
36-SBT	SBT	36	AVG	5400-9000	36-10066@6.4-47: N Miami Ave@13.8	519		26.49	50.56	269.35
36-Overall	Overall	36	AVG	5400-9000	36	2084		42.45	116.26	501.76
37-NBL	NBL	37	AVG	5400-9000	37-45: N Miami Ave@208.2-18: NW 36th St@64.1	16		57.19	75.94	308.62
37-NBT	NBT	37	AVG	5400-9000	37-45: N Miami Ave@208.2-40: N Miami Ave@25.7	386		68.96	78.56	308.62
37-NBR	NBR	37	AVG	5400-9000	37-45: N Miami Ave@208.2-59: NE 36th St@45.6	51		4.81	77.87	308.62
37-SBT	SBT	37	AVG	5400-9000	37-47: N Miami Ave@157.3-16: N Miami Ave@41.5	579		27.67	131.48	315.99
37-SBR	SBR	37	AVG	5400-9000	37-47: N Miami Ave@157.3-18: NW 36th St@64.1	214		21.95	130.98	318.34
37-SBL	SBL	37	AVG	5400-9000	37-47: N Miami Ave@157.3-59: NE 36th St@45.6	286		36.67	132.07	317.93
37-EBR	EBR	37	AVG	5400-9000	37-50: NW 36th St@207.7-16: N Miami Ave@41.5	24		26.85	60.8	346.91
37-EBL	EBL	37	AVG	5400-9000	37-50: NW 36th St@207.7-40: N Miami Ave@25.7	93		49.52	62.12	346.91
37-EBT	EBT	37	AVG	5400-9000	37-50: NW 36th St@207.7-59: NE 36th St@45.6	355		40.32	62.28	346.91
37-WBL	WBL	37	AVG	5400-9000	37-52: NE 36th St@194.9-16: N Miami Ave@41.5	64		41.62	72.26	424.22
37-WBT	WBT	37	AVG	5400-9000	37-52: NE 36th St@194.9-18: NW 36th St@64.1	199		51.36	72.27	423.98
37-WBR	WBR	37	AVG	5400-9000	37-52: NE 36th St@194.9-40: N Miami Ave@25.7	69		29.55	71.3	423.75

VISSIM INTERSECTION OUTPUT
AM HOUR 2

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
37-Overall	Overall	37	AVG	5400-9000		2335		39.99	85.66	433.22
38-NBT	NBT	38	AVG	5400-9000	38-53: NE 1st Ave@395.5-26: NE 1st Ave@6.9	21		8.46	0.31	46.9
38-NBR	NBR	38	AVG	5400-9000	38-53: NE 1st Ave@395.5-70: NE 38th St@10.3	20		11.35	1.95	77.38
38-NBL	NBL	38	AVG	5400-9000	38-53: NE 1st Ave@395.5-10083@85.1	40		7.29	2.86	88.82
38-SBT	SBT	38	AVG	5400-9000	38-54: NE 1st Ave@1159.7-58: NE 1st Ave@2.0	56		8.83	0.59	63.72
38-SBL	SBL	38	AVG	5400-9000	38-54: NE 1st Ave@1159.7-70: NE 38th St@10.3	17		10.06	2.91	103.24
38-SBR	SBR	38	AVG	5400-9000	38-54: NE 1st Ave@1159.7-10084@43.8	40		6.07	3.17	98.14
38-EBL	EBL	38	AVG	5400-9000	38-55: NE 38th St@570.9-26: NE 1st Ave@6.9	30		17.6	18.64	246.5
38-EBR	EBR	38	AVG	5400-9000	38-55: NE 38th St@570.9-58: NE 1st Ave@2.0	15		21.69	17.21	239.83
38-EBT	EBT	38	AVG	5400-9000	38-55: NE 38th St@570.9-70: NE 38th St@10.3	92		22.5	21.58	254.56
38-WBR	WBR	38	AVG	5400-9000	38-56: NE 38th St@580.8-26: NE 1st Ave@6.9	7		7.41	2.32	102.56
38-WBL	WBL	38	AVG	5400-9000	38-56: NE 38th St@580.8-58: NE 1st Ave@2.0	10		7.73	0.61	70.98
38-WBT	WBT	38	AVG	5400-9000	38-56: NE 38th St@580.8-10085@82.0	99		9.55	8.62	138.04
38-Overall	Overall	38	AVG	5400-9000		445		12.63	6.73	254.56
39-NBL	NBL	39	AVG	5400-9000	39-57: NE 1st Ave@1113.9-51: NE 36th St@5.8	14		7.61	1.73	87.33
39-NBT	NBT	39	AVG	5400-9000	39-57: NE 1st Ave@1113.9-53: NE 1st Ave@26.0	41		8.89	0.3	49.57
39-NBR	NBR	39	AVG	5400-9000	39-57: NE 1st Ave@1113.9-75: NE 36th St@7.4	21		7.81	1.56	73.11
39-SBT	SBT	39	AVG	5400-9000	39-58: NE 1st Ave@368.5-27: NE 1st Ave@6.8	7		8.39	0.01	10.24
39-SBR	SBR	39	AVG	5400-9000	39-58: NE 1st Ave@368.5-51: NE 36th St@5.8	31		6.52	1.35	74.45
39-SBL	SBL	39	AVG	5400-9000	39-58: NE 1st Ave@368.5-75: NE 36th St@7.4	43		7.79	2.25	85.69
39-EBR	EBR	39	AVG	5400-9000	39-60: NE 36th St@298.5-27: NE 1st Ave@6.8	8		0.63	0	1.73
39-EBL	EBL	39	AVG	5400-9000	39-60: NE 36th St@298.5-53: NE 1st Ave@26.0	16		1.53	0.03	18.05
39-EBT	EBT	39	AVG	5400-9000	39-60: NE 36th St@298.5-75: NE 36th St@7.4	667		0.42	0.01	24.76
39-WBL	WBL	39	AVG	5400-9000	39-62: NE 36th St@119.0-27: NE 1st Ave@6.8	7		1.33	0	0
39-WBT	WBT	39	AVG	5400-9000	39-62: NE 36th St@119.0-51: NE 36th St@5.8	291		0.24	0	0
39-WBR	WBR	39	AVG	5400-9000	39-62: NE 36th St@119.0-53: NE 1st Ave@26.0	24		1.02	0.02	15.03
39-Overall	Overall	39	AVG	5400-9000		1169		1.4	0.61	95.69
40-NBL	NBL	40	AVG	5400-9000	40-64: NE 2nd Ave@120.9-33: NE 39th St@20.8	11		20.74	59.03	289.02
40-NBT	NBT	40	AVG	5400-9000	40-64: NE 2nd Ave@120.9-36: NE 2nd Ave@71.2	135		35.62	59.32	289.02
40-NBR	NBR	40	AVG	5400-9000	40-64: NE 2nd Ave@120.9-81: NE 39th St@39.0	40		75.42	59.04	289.02
40-SBR	SBR	40	AVG	5400-9000	40-65: NE 2nd Ave@752.3-33: NE 39th St@20.8	30		9.63	76.76	395.83
40-SBT	SBT	40	AVG	5400-9000	40-65: NE 2nd Ave@752.3-69: NE 2nd Ave@48.4	388		11.7	76.99	395.83
40-SBL	SBL	40	AVG	5400-9000	40-65: NE 2nd Ave@752.3-81: NE 39th St@39.0	59		90.88	76.68	395.56
40-EBL	EBL	40	AVG	5400-9000	40-66: NE 39th St@103.0-36: NE 2nd Ave@71.2	15		62.39	37.02	151.13
40-EBR	EBR	40	AVG	5400-9000	40-66: NE 39th St@103.0-69: NE 2nd Ave@48.4	21		39.44	36.97	151.13
40-EBT	EBT	40	AVG	5400-9000	40-66: NE 39th St@103.0-81: NE 39th St@39.0	50		99.21	37.5	151.13
40-WBT	WBT	40	AVG	5400-9000	40-67: NE 39th St@171.9-33: NE 39th St@20.8	73		20.96	17.94	352.1
40-WBR	WBR	40	AVG	5400-9000	40-67: NE 39th St@171.9-36: NE 2nd Ave@71.2	44		14.08	17.77	352.1
40-WBL	WBL	40	AVG	5400-9000	40-67: NE 39th St@171.9-69: NE 2nd Ave@48.4	39		22.69	17.87	352.1
40-Overall	Overall	40	AVG	5400-9000		904		30	47.74	425.93
41-NBL	NBL	41	AVG	5400-9000	41-68: NE 2nd Ave@247.3-56: NE 38th St@8.5	23		10.74	19.38	217.06
41-NBT	NBT	41	AVG	5400-9000	41-68: NE 2nd Ave@247.3-63: NE 2nd Ave@7.0	104		23.46	17.77	177.45
41-SBT	SBT	41	AVG	5400-9000	41-69: NE 2nd Ave@247.3-21: NE 2nd Ave@4.5	356		0.75	0.12	38.95
41-SBR	SBR	41	AVG	5400-9000	41-69: NE 2nd Ave@247.3-56: NE 38th St@8.5	92		0.85	0.16	48.55
41-EBR	EBR	41	AVG	5400-9000	41-70: NE 38th St@582.2-21: NE 2nd Ave@4.5	34		32.59	44.76	231.75
41-EBL	EBL	41	AVG	5400-9000	41-70: NE 38th St@582.2-63: NE 2nd Ave@7.0	90		39.23	53.42	271.1

VISSIM INTERSECTION OUTPUT
AM HOUR 2

ID	Movement	Node		SIMRUN	TIMEINT	MOVEMENT		VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
41-EBT	EBT	41		AVG	5400-9000	41-70: NE 38th St@582.2-188@5.1		0			44.76	231.75
41-WBL	WBL	41		AVG	5400-9000	41-71@192.3-21: NE 2nd Ave@4.5		0			0	0
41-WBT	WBT	41		AVG	5400-9000	41-71@192.3-56: NE 38th St@8.5		0			0	0
41-WBR	WBR	41		AVG	5400-9000	41-71@192.3-63: NE 2nd Ave@7.0		0			0	0
41-Overall	Overall		41	AVG	5400-9000		41	699		11.32	15.07	312.88
42-SEBT	SEBT	42		AVG	5400-9000	42-21: NE 2nd Ave@278.6-29: NE 2nd Ave@36.0		290		65.44	91.05	352.82
42-SEBR	SEBR	42		AVG	5400-9000	42-21: NE 2nd Ave@278.6-61: NE 36th St@21.7		47		21.51	36.09	273.3
42-SEBL (79)	SEBL (79)	42		AVG	5400-9000	42-21: NE 2nd Ave@278.6-79: Federal Hwy@47.8		2		77.51	88.81	352.17
42-SEBL	SEBL	42		AVG	5400-9000	42-21: NE 2nd Ave@278.6-94: NE 36th St@39.9		52		78	88.97	352.16
42-NBL	NBL	42		AVG	5400-9000	42-72: NE 2nd Ave@1267.8-61: NE 36th St@21.7		49		73.29	91.79	299.26
42-NBT	NBT	42		AVG	5400-9000	42-72: NE 2nd Ave@1267.8-79: Federal Hwy@47.8		141		73.21	91.87	299.26
42-NBR	NBR	42		AVG	5400-9000	42-72: NE 2nd Ave@1267.8-94: NE 36th St@39.9		22		54.9	91.7	299.26
42-NBT (10048)	NBT (10048)	42		AVG	5400-9000	42-72: NE 2nd Ave@1267.8-10048@5.8		86		74.95	91.76	299.26
42-SBT	SBT	42		AVG	5400-9000	42-74: Federal Hwy@23.5-29: NE 2nd Ave@36.0		261		258.33	741	883.71
42-SBR	SBR	42		AVG	5400-9000	42-74: Federal Hwy@23.5-61: NE 36th St@21.7		37		292.98	740.54	883.25
42-SBL	SBL	42		AVG	5400-9000	42-74: Federal Hwy@23.5-94: NE 36th St@39.9		24		305.38	741.94	884.67
42-SBR (10048)	SBR (10048)	42		AVG	5400-9000	42-74: Federal Hwy@23.5-10048@5.8		5		300.89	740.5	883.21
42-EBR	EBR	42		AVG	5400-9000	42-76: NE 36th St@312.0-29: NE 2nd Ave@36.0		235		27.47	76.89	454.45
42-EBL	EBL	42		AVG	5400-9000	42-76: NE 36th St@312.0-79: Federal Hwy@47.8		90		36.79	75.66	451.45
42-EBT	EBT	42		AVG	5400-9000	42-76: NE 36th St@312.0-94: NE 36th St@39.9		387		47.55	78.08	454.45
42-EBL (10048)	EBL (10048)	42		AVG	5400-9000	42-76: NE 36th St@312.0-10048@5.8		19		38.01	77.4	454.45
42-WBT	WBT	42		AVG	5400-9000	42-77: NE 36th St@309.5-61: NE 36th St@21.7		190		27.54	23.63	171.13
42-WBR	WBR	42		AVG	5400-9000	42-77: NE 36th St@309.5-79: Federal Hwy@47.8		31		14.98	22.82	171.13
42-WBR (10048)	WBR (10048)	42		AVG	5400-9000	42-77: NE 36th St@309.5-10048@5.8		22		31.09	22.8	171.13
42-Overall	Overall		42	AVG	5400-9000		42	1989		84.46	211.23	884.67
43-SBL	SBL	43		AVG	5400-9000	43-80: Federal Hwy@191.5-34: NE 39th St@42.3		6		98.15	117.34	230.74
43-SBR	SBR	43		AVG	5400-9000	43-80: Federal Hwy@191.5-67: NE 39th St@13.6		55		83.49	143.69	266.02
43-SBT	SBT	43		AVG	5400-9000	43-80: Federal Hwy@191.5-73: Federal Hwy@17.9		291		145.66	143.87	266.02
43-EBL	EBL	43		AVG	5400-9000	43-81: NE 39th St@196.0-30: Federal Hwy@31.2		60		81.35	145.38	324.15
43-EBT	EBT	43		AVG	5400-9000	43-81: NE 39th St@196.0-34: NE 39th St@42.3		36		87.24	143.4	323.26
43-EBR	EBR	43		AVG	5400-9000	43-81: NE 39th St@196.0-73: Federal Hwy@17.9		40		359.94	145.52	324.42
43-WBR	WBR	43		AVG	5400-9000	43-82: NE 38th St@237.4-30: Federal Hwy@31.2		15		109.31	68.62	247.14
43-WBT	WBT	43		AVG	5400-9000	43-82: NE 38th St@237.4-67: NE 39th St@13.6		75		136.56	68.97	247.1
43-WBL	WBL	43		AVG	5400-9000	43-82: NE 38th St@237.4-73: Federal Hwy@17.9		21		154.27	67.05	246.1
43-NBT	NBT	43		AVG	5400-9000	43-83: Federal Hwy@535.5-30: Federal Hwy@31.2		227		15.27	24.71	237.52
43-NBR	NBR	43		AVG	5400-9000	43-83: Federal Hwy@535.5-34: NE 39th St@42.3		14		11.1	24.17	237.34
43-NBL	NBL	43		AVG	5400-9000	43-83: Federal Hwy@535.5-67: NE 39th St@13.6		20		21.61	24.42	237.8
43-WBR (34)	WBR (34)	43		AVG	5400-9000	43-10153@3.3-34: NE 39th St@42.3		1		33.48	0	0
43-Overall	Overall		43	AVG	5400-9000		43	861		101.99	85.93	351.26
44-NBT	NBT	44		AVG	5400-9000	44-85: Biscayne Blvd@133.6-24: Biscayne Blvd@23.4		589		38.67	276.59	691.98
44-NBL	NBL	44		AVG	5400-9000	44-85: Biscayne Blvd@133.6-82: NE 38th St@42.0		25		43.31	257.5	690.65
44-NBR	NBR	44		AVG	5400-9000	44-85: Biscayne Blvd@133.6-161: NE 38th St@79.2		537		46.39	275.75	690.93
44-SBR	SBR	44		AVG	5400-9000	44-87: Biscayne Blvd@344.4-82: NE 38th St@42.0		22		12.18	107.98	735.39
44-SBT	SBT	44		AVG	5400-9000	44-87: Biscayne Blvd@344.4-92: Biscayne Blvd@30.4		1219		12.89	120.18	735.18
44-SBL	SBL	44		AVG	5400-9000	44-87: Biscayne Blvd@344.4-161: NE 38th St@79.2		505		32.84	119.82	734.98
44-WBR	WBR	44		AVG	5400-9000	44-89: NE 38th St@26.9-24: Biscayne Blvd@23.4		176		14.34	101.87	407.27

VISSIM INTERSECTION OUTPUT
AM HOUR 2

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
44-WBT	WBT	44	AVG	5400-9000	44-89: NE 38th St@26.9-82: NE 38th St@42.0	75		69.95	101.88	407.27
44-WBL	WBL	44	AVG	5400-9000	44-89: NE 38th St@26.9-92: Biscayne Blvd@30.4	242		62.99	101.88	407.27
44-Overall	Overall	44	AVG	5400-9000	44	3391		30.81	162.6	771.54
45-NBL	NBL	45	AVG	5400-9000	45-91: Biscayne Blvd@200.0-77: NE 36th St@20.3	34		35.93	198.06	624.88
45-NBT	NBT	45	AVG	5400-9000	45-91: Biscayne Blvd@200.0-84: Biscayne Blvd@42.1	821		55.23	200.89	624.88
45-NBR	NBR	45	AVG	5400-9000	45-91: Biscayne Blvd@200.0-104: NE 36th St@54.2	177		22.37	200.68	624.88
45-SBT	SBT	45	AVG	5400-9000	45-93: Biscayne Blvd@288.0-25: Biscayne Blvd@32.5	974		26.43	186.66	690.17
45-SBR	SBR	45	AVG	5400-9000	45-93: Biscayne Blvd@288.0-77: NE 36th St@20.3	89		23.1	173.44	690.17
45-SBL	SBL	45	AVG	5400-9000	45-93: Biscayne Blvd@288.0-104: NE 36th St@54.2	373		50.09	186.63	690.17
45-EBR	EBR	45	AVG	5400-9000	45-95: NE 36th St@227.6-25: Biscayne Blvd@32.5	144		27.65	242	533.19
45-EBL	EBL	45	AVG	5400-9000	45-95: NE 36th St@227.6-84: Biscayne Blvd@42.1	49		105.83	242.24	533.19
45-EBT	EBT	45	AVG	5400-9000	45-95: NE 36th St@227.6-104: NE 36th St@54.2	291		95.97	242.44	533.19
45-WBL	WBL	45	AVG	5400-9000	45-97: NE 36th St@236.9-25: Biscayne Blvd@32.5	426		97.1	264.27	464.49
45-WBT	WBT	45	AVG	5400-9000	45-97: NE 36th St@236.9-77: NE 36th St@20.3	121		99.25	264.22	464.49
45-WBR	WBR	45	AVG	5400-9000	45-97: NE 36th St@236.9-84: Biscayne Blvd@42.1	303		56.36	264.22	464.49
45-Overall	Overall	45	AVG	5400-9000	45	3801		53.85	222.15	721.81
46-SBR	SBR	46	AVG	5400-9000	46-98: NE 6th Ave@724.9-162: NE 38th St@34.9	24		7.51	1.33	70.19
46-EBR	EBR	46	AVG	5400-9000	46-99: NE 38th St@568.3-103@19.6	10		0.65	0	0
46-WBL	WBL	46	AVG	5400-9000	46-100: I-195 WB Off-Ramp@323.1-103@19.6	2		0.63	0	0
46-WBT	WBT	46	AVG	5400-9000	46-100: I-195 WB Off-Ramp@323.1-162: NE 38th St@34.9	470		0.11	0	0
46-WBR	WBR	46	AVG	5400-9000	46-100: I-195 WB Off-Ramp@323.1-10183@47.9	39		0.96	0	0
46-Overall	Overall	46	AVG	5400-9000	46	546		0.51	0.44	70.19
49-EBT	EBT	49	AVG	5400-9000	49-104: NE 36th St@325.6-109: NE 36th St@65.7	839		0.71	0.01	7.38
49-WBT	WBT	49	AVG	5400-9000	49-105: NE 36th St@104.7-96: NE 36th St@85.2	160		79.72	134.25	254.34
49-SBR	SBR	49	AVG	5400-9000	49-106: I-195 EB Off-Ramp@145.5-96: NE 36th St@85.2	712		20.06	82.52	632.86
49-Overall	Overall	49	AVG	5400-9000	49	1712		15.92	72.26	632.86
52-NBR	NBR	52	AVG	5400-9000	52-107@640.1-19: NE 36th St (To I-195 EB)@1.4	95		120.38	210.08	582.88
52-NBT	NBT	52	AVG	5400-9000	52-107@640.1-28: NE 5th Ave@11.9	1		179.09	230.95	612.16
52-NBL	NBL	52	AVG	5400-9000	52-107@640.1-105: NE 36th St@40.9	55		148.21	215.4	589.95
52-SBL	SBL	52	AVG	5400-9000	52-108: NE 5th Ave@135.2-19: NE 36th St (To I-195 EB)@1.4	0			0.21	42.69
52-SBT	SBT	52	AVG	5400-9000	52-108: NE 5th Ave@135.2-102@10.7	2		15.75	0.69	88.55
52-SBR	SBR	52	AVG	5400-9000	52-108: NE 5th Ave@135.2-105: NE 36th St@40.9	6		70.32	0.75	56.38
52-EBT	EBT	52	AVG	5400-9000	52-109: NE 36th St@135.4-19: NE 36th St (To I-195 EB)@1.4	828		0.62	0	0
52-EBL	EBL	52	AVG	5400-9000	52-109: NE 36th St@135.4-28: NE 5th Ave@11.9	4		6.96	0.13	9.28
52-EBR	EBR	52	AVG	5400-9000	52-109: NE 36th St@135.4-102@10.7	7		0.4	0	2.03
52-WBR	WBR	52	AVG	5400-9000	52-110: NE 36th St (To I-195 EB)@764.6-28: NE 5th Ave@11.9	0			163.06	545.06
52-WBL	WBL	52	AVG	5400-9000	52-110: NE 36th St (To I-195 EB)@764.6-102@10.7	1		63.78	174.12	565.45
52-WBT	WBT	52	AVG	5400-9000	52-110: NE 36th St (To I-195 EB)@764.6-105: NE 36th St@40.9	104		161.62	149.76	520.9
52-Overall	Overall	52	AVG	5400-9000	52	1102		33.12	95.43	637.9
57-NBT	NBT	57	AVG	5400-9000	57-115: Alton Road@150.4-177: Alton Road@63.8	887		0.07	0	0
57-SBT	SBT	57	AVG	5400-9000	57-116: Alton Road@1341.5-121: Alton Road@19.9	1447		13.9	59.9	548.21
57-SBR	SBR	57	AVG	5400-9000	57-116: Alton Road@1341.5-179: N Bay Road North@24.4	2		6.19	59.9	548.21
57-EBR	EBR	57	AVG	5400-9000	57-117: N Bay Road North@435.3-121: Alton Road@19.9	117		170.52	148.03	352.57
57-Overall	Overall	57	AVG	5400-9000	57	2453		16.23	69.31	548.21
58-NBT	NBT	58	AVG	5400-9000	58-119@313.9-115: Alton Road@14.5	848		8.65	152.09	401.67
58-NBR	NBR	58	AVG	5400-9000	58-119@313.9-175: 43rd Street@22.8	37		12.06	129.67	402.39

VISSIM INTERSECTION OUTPUT
AM HOUR 2

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
58-NBL	NBL	58	AVG	5400-9000	58-119@313.9-187: Ed Sullivan Dr@53.5	552		75.85	152.05	401.53
58-SBL	SBL	58	AVG	5400-9000	58-123: Alton Road@93.1-175: 43rd Street@22.8	29		11.99	95.08	280.06
58-SBT	SBT	58	AVG	5400-9000	58-123: Alton Road@93.1-183@60.1	1367		14.62	101.31	280.06
58-SBR	SBR	58	AVG	5400-9000	58-123: Alton Road@93.1-187: Ed Sullivan Dr@53.5	167		13.04	100.94	280.06
58-EBL	EBL	58	AVG	5400-9000	58-124: Ed Sullivan Dr@790.9-115: Alton Road@14.5	34		74.09	29.92	145.08
58-EBT	EBT	58	AVG	5400-9000	58-124: Ed Sullivan Dr@790.9-175: 43rd Street@22.8	44		80.08	32.16	156.79
58-EBR	EBR	58	AVG	5400-9000	58-124: Ed Sullivan Dr@790.9-183@60.1	117		16.78	19.73	148.32
58-WBL	WBL	58	AVG	5400-9000	58-125: 43rd Street@131.1-183@60.1	5		348.67	598.53	884.07
58-WBT	WBT	58	AVG	5400-9000	58-125: 43rd Street@131.1-187: Ed Sullivan Dr@53.5	132		332.47	597.01	882.53
58-NWBT	NWBT	58	AVG	5400-9000	58-184: N Bay Rd@266.4-115: Alton Road@14.5	6		19.99	152.09	401.67
58-NWBR	NWBR	58	AVG	5400-9000	58-184: N Bay Rd@266.4-175: 43rd Street@22.8	2		14.69	129.67	402.39
58-NWBL	NWBL	58	AVG	5400-9000	58-184: N Bay Rd@266.4-187: Ed Sullivan Dr@53.5	0			152.05	401.53
58-Overall	Overall	58	AVG	5400-9000	58	3341		37.77	182.59	884.07
61-SBT	SBT	61	AVG	5400-9000	61-130@220.9-172: Unnamed Road@7.9	164		10.25	3.31	113.94
61-SBR	SBR	61	AVG	5400-9000	61-130@220.9-176: Alton Road@20.2	23		9.6	9.68	135.29
61-WBT	WBT	61	AVG	5400-9000	61-10220@0.6-176: Alton Road@20.2	882		0.16	0	0
61-Overall	Overall	61	AVG	5400-9000	61	1069		1.91	4.33	135.29
63-NBL	NBL	63	AVG	5400-9000	63-132: Alton Road@140.5-12@13.5	74		50.05	46.21	255.05
63-NBT	NBT	63	AVG	5400-9000	63-132: Alton Road@140.5-163: Alton Road@28.9	117		55.77	46.21	255.05
63-NBR	NBR	63	AVG	5400-9000	63-132: Alton Road@140.5-168: 41 Street/ Art Godfrey Road@	45		29.25	46.21	255.05
63-SBR	SBR	63	AVG	5400-9000	63-134: Alton Road@43.1-12@13.5	262		9.33	32.09	140.17
63-SBT	SBT	63	AVG	5400-9000	63-134: Alton Road@43.1-141: Alton Road@4.7	97		28.83	32.48	140.17
63-SBL	SBL	63	AVG	5400-9000	63-134: Alton Road@43.1-168: 41 Street/ Art Godfrey Road@1	54		32.76	31.57	140.17
63-EBL	EBL	63	AVG	5400-9000	63-136: 41 Street/ Art Godfrey Road@324.2-163: Alton Road@	261		96.33	485.42	1335.18
63-EBT	EBT	63	AVG	5400-9000	63-136: 41 Street/ Art Godfrey Road@324.2-168: 41 Street/ Ar	1213		36.09	485.33	1335
63-WBT	WBT	63	AVG	5400-9000	63-139: 41 Street/ Art Godfrey Road@83.8-12@13.5	1004		26.61	116.21	630.14
63-WBL	WBL	63	AVG	5400-9000	63-139: 41 Street/ Art Godfrey Road@83.8-141: Alton Road@4	37		51.57	115.53	630.14
63-WBR	WBR	63	AVG	5400-9000	63-139: 41 Street/ Art Godfrey Road@83.8-163: Alton Road@2	74		21.76	115.77	631.76
63-EBR	EBR	63	AVG	5400-9000	63-10223@17.2-141: Alton Road@4.7	69		26.84	482.71	1351.56
63-Overall	Overall	63	AVG	5400-9000	63	3309		36.09	169.64	1369.55
64-NBR	NBR	64	AVG	5400-9000	64-140: Alton Road@213.9-111: W 39th St@6.6	41		1.18	0.52	76.06
64-NBL	NBL	64	AVG	5400-9000	64-140: Alton Road@213.9-112@14.6	0			0.5	74.39
64-NBT	NBT	64	AVG	5400-9000	64-140: Alton Road@213.9-132: Alton Road@10.8	162		1.41	0.27	47.64
64-SBL	SBL	64	AVG	5400-9000	64-141: Alton Road@121.3-111: W 39th St@6.6	48		1.42	0.15	39.62
64-SBR	SBR	64	AVG	5400-9000	64-141: Alton Road@121.3-112@14.6	0			0.06	34.89
64-SBT	SBT	64	AVG	5400-9000	64-141: Alton Road@121.3-145: Alton Road@33.5	154		0.21	0.02	14.34
64-EBT	EBT	64	AVG	5400-9000	64-142@109.2-111: W 39th St@6.6	3		9.61	0.34	44.48
64-EBL	EBL	64	AVG	5400-9000	64-142@109.2-132: Alton Road@10.8	9		8.82	0.01	9.61
64-EBR	EBR	64	AVG	5400-9000	64-142@109.2-145: Alton Road@33.5	5		6.88	0.36	44.93
64-WBR	WBR	64	AVG	5400-9000	64-10241@65.4-132: Alton Road@10.8	74		6.52	0.28	53.94
64-WBL	WBL	64	AVG	5400-9000	64-10244@63.1-145: Alton Road@33.5	59		8.42	1.87	70.22
64-Overall	Overall	64	AVG	5400-9000	64	553		2.7	0.4	100.35
65-NBR	NBR	65	AVG	5400-9000	65-144: Alton Road@360.8-113: Barry St@24.6	20		1.18	0.06	38.17
65-NBT	NBT	65	AVG	5400-9000	65-144: Alton Road@360.8-140: Alton Road@20.5	167		0.3	0.02	15.5
65-NBL	NBL	65	AVG	5400-9000	65-144: Alton Road@360.8-171@30.9	11		0.5	0.05	38.43
65-SBL	SBL	65	AVG	5400-9000	65-145: Alton Road@221.1-113: Barry St@24.6	68		0.57	0.02	9.67

VISSIM INTERSECTION OUTPUT
AM HOUR 2

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
65-SBT	SBT	65	AVG	5400-9000	65-145: Alton Road@221.1-130@14.0	135		0.34	0.02	9.67
65-SBR	SBR	65	AVG	5400-9000	65-145: Alton Road@221.1-171@30.9	13		0.72	0.02	13.96
65-EBT	EBT	65	AVG	5400-9000	65-146@347.6-113: Barry St@24.6	0			0.05	29.25
65-EBR	EBR	65	AVG	5400-9000	65-146@347.6-130@14.0	11		6.88	1.25	71
65-EBL	EBL	65	AVG	5400-9000	65-146@347.6-140: Alton Road@20.5	13		7.02	1.04	61.59
65-WBL	WBL	65	AVG	5400-9000	65-147: Barry St@870.8-130@14.0	41		7.78	0.17	36.7
65-WBR	WBR	65	AVG	5400-9000	65-147: Barry St@870.8-140: Alton Road@20.5	23		7.02	3.48	93.38
65-WBT	WBT	65	AVG	5400-9000	65-147: Barry St@870.8-171@30.9	0			0.17	36.7
65-Overall	Overall	65	AVG	5400-9000	65	502		1.63	0.61	94.43
66-NBR	NBR	66	AVG	5400-9000	66-148: Alton Road@359.0-128: W 34th St@36.0	5		0.28	0.14	42.27
66-NBL	NBL	66	AVG	5400-9000	66-148: Alton Road@359.0-129@139.7	883		0.52	0.14	42.27
66-NBT	NBT	66	AVG	5400-9000	66-148: Alton Road@359.0-144: Alton Road@27.8	194		0.66	0.14	42.27
66-WBR	WBR	66	AVG	5400-9000	66-181: W 34th St@645.8-144: Alton Road@27.8	4		4.74	0	0
66-Overall	Overall	66	AVG	5400-9000	66	1085		0.56	0.07	42.27
67-NBT	NBT	67	AVG	5400-9000	67-150: Alton Rd@108.5-148: Alton Road@8.6	879		15.48	49.33	323.09
67-NBR	NBR	67	AVG	5400-9000	67-150: Alton Rd@108.5-169: Chase Ave@18.0	44		7.09	48.85	323.09
67-SBT	SBT	67	AVG	5400-9000	67-151: Alton Road@330.6-173: Alton Rd@9.9	1696		16.81	192.68	1411.83
67-WBR	WBR	67	AVG	5400-9000	67-155: Chase Ave@27.1-148: Alton Road@8.6	147		8.29	7.65	117.36
67-WBL	WBL	67	AVG	5400-9000	67-155: Chase Ave@27.1-173: Alton Rd@9.9	32		28.47	7.65	117.36
67-EBL	EBL	67	AVG	5400-9000	67-10260@0.4-148: Alton Road@8.6	57		22.58	8.29	104.56
67-EBT	EBT	67	AVG	5400-9000	67-10263@0.0-169: Chase Ave@18.0	18		25.7	8.17	104.13
67-EBR	EBR	67	AVG	5400-9000	67-10265@0.0-173: Alton Rd@9.9	4		23.11	16.5	133.88
67-Overall	Overall	67	AVG	5400-9000	67	2877		16.12	42.39	1411.83
68-NBR	NBR	68	AVG	5400-9000	68-157: NW 10th Ave@55.2-11: To I-95 N Express lanes@36.0	149		3.03	0.19	58.94
68-NBT	NBT	68	AVG	5400-9000	68-157: NW 10th Ave@55.2-13: NW 10th Ave@21.8	235		0.55	0	3.71
68-SBL	SBL	68	AVG	5400-9000	68-158: NW 10th Ave@1120.0-11: To I-95 N Express lanes@36	21		0.66	0	0
68-SBT	SBT	68	AVG	5400-9000	68-158: NW 10th Ave@1120.0-14: NW 10th Ave@35.5	422		0.25	0	0
68-EBT	EBT	68	AVG	5400-9000	68-159: NW 39th St@1216.3-11: To I-95 N Express lanes@36.0	77		10.96	1.14	91.89
68-EBL	EBL	68	AVG	5400-9000	68-159: NW 39th St@1216.3-13: NW 10th Ave@21.8	49		9.54	1.14	91.89
68-EBR	EBR	68	AVG	5400-9000	68-159: NW 39th St@1216.3-14: NW 10th Ave@35.5	57		8.49	9.98	151
68-Overall	Overall	68	AVG	5400-9000	68	1010		2.47	2.26	151
71-NBR	NBR	71	AVG	5400-9000	71-163: Alton Road@53.7-131: Nautilus Rd/ Michigan Ave@8.4	112		1.98	22.12	249.58
71-NB - U	NB - U	71	AVG	5400-9000	71-163: Alton Road@53.7-134: Alton Road@22.3	3		20.86	28.05	289.39
71-NBT	NBT	71	AVG	5400-9000	71-163: Alton Road@53.7-174: 43rd Street@25.8	332		8.98	22.12	249.58
71-SBL	SBL	71	AVG	5400-9000	71-165: 43rd Street@48.2-131: Nautilus Rd/ Michigan Ave@8.4	19		7.89	0.6	44.47
71-SBT	SBT	71	AVG	5400-9000	71-165: 43rd Street@48.2-134: Alton Road@22.3	93		6.05	0.07	15.01
71-WBL	WBL	71	AVG	5400-9000	71-166: Nautilus Rd/ Michigan Ave@593.8-134: Alton Road@2	318		101.25	383.98	659.5
71-WBR	WBR	71	AVG	5400-9000	71-166: Nautilus Rd/ Michigan Ave@593.8-174: 43rd Street@2	21		107.63	383.25	659.33
71-Overall	Overall	71	AVG	5400-9000	71	898		42.64	136.35	659.5
88-EBT	EBT	88	AVG	5400-9000	88-124: Ed Sullivan Dr@388.0-124: Ed Sullivan Dr@525.9	196		0.23	0.02	34.14
88-WBT	WBT	88	AVG	5400-9000	88-187: Ed Sullivan Dr@344.1-114@19.8	581		6.58	17.78	303.15
88-WBL	WBL	88	AVG	5400-9000	88-187: Ed Sullivan Dr@344.1-178: Ed Sullivan Dr@16.3	269		9.11	17.78	303.15
88-Overall	Overall	88	AVG	5400-9000	88	1046		6.04	8.9	303.15

Hour 3

VISSIM INTERSECTION OUTPUT
AM HOUR 3

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
3-SBT	SBT	3	AVG	9000-12600	3-4: NW 12th Ave@826.5-8: NW 12th Ave@1.7	820		6.9	16.23	214.51
3-SBR	SBR	3	AVG	9000-12600	3-4: NW 12th Ave@826.5-10: NW 40th St@29.2	9		5.98	16.95	217.18
3-WBL	WBL	3	AVG	9000-12600	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-8: NW	161		30.78	26.43	163.58
3-WBT	WBT	3	AVG	9000-12600	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-10: NW	15		33.68	26.11	164.17
3-WBR	WBR	3	AVG	9000-12600	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-10035@	41		9.39	25.57	163.53
3-NBT	NBT	3	AVG	9000-12600	3-10034@1.9-1: NW 12th Ave@13.7	610		3.74	7.18	139.49
3-NBL	NBL	3	AVG	9000-12600	3-10036@3.3-10: NW 40th St@29.2	44		7.72	5.31	139.49
3-Overall	Overall	3	AVG	9000-12600	3	1700		8.35	17.68	217.9
4-NBT	NBT	4	AVG	9000-12600	4-7: NW 12th Ave@671.4-3: NW 12th Ave@24.5	561		9.41	18.26	198.6
4-NBR	NBR	4	AVG	9000-12600	4-7: NW 12th Ave@671.4-159: NW 39th St@17.7	23		8.24	18.09	198.88
4-SBT	SBT	4	AVG	9000-12600	4-8: NW 12th Ave@183.1-2: NW 12th Ave@16.5	936		8.03	26.9	286.77
4-SBL	SBL	4	AVG	9000-12600	4-8: NW 12th Ave@183.1-159: NW 39th St@17.7	44		8.61	26.74	286.41
4-EBR	EBR	4	AVG	9000-12600	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-2: NW 12th Ave@	447		14.2	46.31	309.14
4-EBL	EBL	4	AVG	9000-12600	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-3: NW 12th Ave@	91		24.55	40	308.73
4-EBT	EBT	4	AVG	9000-12600	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-159: NW 39th St@	121		25.54	46.45	309.26
4-Overall	Overall	4	AVG	9000-12600	4	2224		11.27	31.82	327.65
35-NBT	NBT	35	AVG	9000-12600	35-37: N Miami Ave@117.5-15: N Miami Ave@41.4	502		7.85	66.22	246.61
35-NBL (On-Ramp)	NBL (On-Ramp)	35	AVG	9000-12600	35-37: N Miami Ave@117.5-22: I-195 WB On-Ramp@14.9	363		15.76	66.22	246.61
35-NBL	NBL	35	AVG	9000-12600	35-37: N Miami Ave@117.5-23: NW 38th St@17.0	7		37.35	66.22	246.61
35-NBR	NBR	35	AVG	9000-12600	35-37: N Miami Ave@117.5-55: NE 38th St@30.6	138		10.78	66.22	246.61
35-SBR (On-Ramp)	SBR (On-Ramp)	35	AVG	9000-12600	35-38: N Miami Ave@1597.7-22: I-195 WB On-Ramp@14.9	791		39.78	606.71	1305.76
35-SBR	SBR	35	AVG	9000-12600	35-38: N Miami Ave@1597.7-23: NW 38th St@17.0	7		41.57	606.04	1305.01
35-SBT	SBT	35	AVG	9000-12600	35-38: N Miami Ave@1597.7-41: N Miami Ave@22.6	504		46.67	605.6	1304.46
35-WBR	WBR	35	AVG	9000-12600	35-39: NE 38th St@541.1-15: N Miami Ave@41.4	16		56.39	82.48	357.34
35-WBT (On-Ramp	WBT (On-Ramp	35	AVG	9000-12600	35-39: NE 38th St@541.1-22: I-195 WB On-Ramp@14.9	146		74.58	82.79	357.75
35-WBT	WBT	35	AVG	9000-12600	35-39: NE 38th St@541.1-23: NW 38th St@17.0	1		73.45	83.37	358.5
35-WBL	WBL	35	AVG	9000-12600	35-39: NE 38th St@541.1-41: N Miami Ave@22.6	9		77.18	83.11	358.16
35-Overall	Overall	35	AVG	9000-12600	35	2484		31.83	277.04	1305.76
36-NBT (10064)	NBT (10064)	36	AVG	9000-12600	36-40: N Miami Ave@171.9-10064@80.2	187		37.33	127.8	324.59
36-NBT (10139)	NBT (10139)	36	AVG	9000-12600	36-40: N Miami Ave@171.9-10139@80.8	364		44.98	127.8	324.59
36-EBR	EBR	36	AVG	9000-12600	36-43: I-195 EB Off-Ramp (from I-95)@460.4-47: N Miami Ave@	582		41.7	155.37	555.66
36-EBL	EBL	36	AVG	9000-12600	36-43: I-195 EB Off-Ramp (from I-95)@460.4-10065@83.5	459		66.37	155.64	556.02
36-SBT	SBT	36	AVG	9000-12600	36-10066@6.4-47: N Miami Ave@13.8	511		30.73	59.52	263.82
36-Overall	Overall	36	AVG	9000-12600	36	2104		44.58	124.58	556.02
37-NBL	NBL	37	AVG	9000-12600	37-45: N Miami Ave@208.2-18: NW 36th St@64.1	15		54.22	76.89	330.1
37-NBT	NBT	37	AVG	9000-12600	37-45: N Miami Ave@208.2-40: N Miami Ave@25.7	393		68.76	79.47	330.1
37-NBR	NBR	37	AVG	9000-12600	37-45: N Miami Ave@208.2-59: NE 36th St@45.6	51		4.61	78.93	330.1
37-SBT	SBT	37	AVG	9000-12600	37-47: N Miami Ave@157.3-16: N Miami Ave@41.5	575		28.4	144.09	315.94
37-SBR	SBR	37	AVG	9000-12600	37-47: N Miami Ave@157.3-18: NW 36th St@64.1	216		23.14	143.66	318.29
37-SBL	SBL	37	AVG	9000-12600	37-47: N Miami Ave@157.3-59: NE 36th St@45.6	298		38.45	144.52	317.88
37-EBR	EBR	37	AVG	9000-12600	37-50: NW 36th St@207.7-16: N Miami Ave@41.5	27		26.82	64.86	332.09
37-EBL	EBL	37	AVG	9000-12600	37-50: NW 36th St@207.7-40: N Miami Ave@25.7	101		57.87	66.88	332.09
37-EBT	EBT	37	AVG	9000-12600	37-50: NW 36th St@207.7-59: NE 36th St@45.6	349		41.39	66.77	332.09
37-WBL	WBL	37	AVG	9000-12600	37-52: NE 36th St@194.9-16: N Miami Ave@41.5	67		41.27	74.14	378.07
37-WBT	WBT	37	AVG	9000-12600	37-52: NE 36th St@194.9-18: NW 36th St@64.1	197		55.09	74.17	377.84
37-WBR	WBR	37	AVG	9000-12600	37-52: NE 36th St@194.9-40: N Miami Ave@25.7	68		31.08	72.8	377.6

VISSIM INTERSECTION OUTPUT
AM HOUR 3

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
37-Overall	Overall	37	AVG	9000-12600		2355		41.4	90.6	415.5
38-NBT	NBT	38	AVG	9000-12600	38-53: NE 1st Ave@395.5-26: NE 1st Ave@6.9	24		17.08	4.11	91.26
38-NBR	NBR	38	AVG	9000-12600	38-53: NE 1st Ave@395.5-70: NE 38th St@10.3	19		28.92	7.13	118.96
38-NBL	NBL	38	AVG	9000-12600	38-53: NE 1st Ave@395.5-10083@85.1	38		11.53	8.12	133.31
38-SBT	SBT	38	AVG	9000-12600	38-54: NE 1st Ave@1159.7-58: NE 1st Ave@2.0	55		9.26	1.03	65.02
38-SBL	SBL	38	AVG	9000-12600	38-54: NE 1st Ave@1159.7-70: NE 38th St@10.3	17		28.7	4.25	101.14
38-SBR	SBR	38	AVG	9000-12600	38-54: NE 1st Ave@1159.7-10084@43.8	40		6.4	3.86	96.04
38-EBL	EBL	38	AVG	9000-12600	38-55: NE 38th St@570.9-26: NE 1st Ave@6.9	32		33.94	64.17	327.23
38-EBR	EBR	38	AVG	9000-12600	38-55: NE 38th St@570.9-58: NE 1st Ave@2.0	16		43.73	62.26	320.56
38-EBT	EBT	38	AVG	9000-12600	38-55: NE 38th St@570.9-70: NE 38th St@10.3	90		57.03	67.56	335.29
38-WBR	WBR	38	AVG	9000-12600	38-56: NE 38th St@580.8-26: NE 1st Ave@6.9	6		7.41	2.76	111.97
38-WBL	WBL	38	AVG	9000-12600	38-56: NE 38th St@580.8-58: NE 1st Ave@2.0	8		8.94	0.98	85.44
38-WBT	WBT	38	AVG	9000-12600	38-56: NE 38th St@580.8-10085@82.0	94		9.96	8.69	148.89
38-Overall	Overall	38	AVG	9000-12600		439		24.62	19.58	337.46
39-NBL	NBL	39	AVG	9000-12600	39-57: NE 1st Ave@1113.9-51: NE 36th St@5.8	13		7.71	1.71	89.83
39-NBT	NBT	39	AVG	9000-12600	39-57: NE 1st Ave@1113.9-53: NE 1st Ave@26.0	40		8.96	0.34	53.57
39-NBR	NBR	39	AVG	9000-12600	39-57: NE 1st Ave@1113.9-75: NE 36th St@7.4	24		7.96	1.71	76.77
39-SBT	SBT	39	AVG	9000-12600	39-58: NE 1st Ave@368.5-27: NE 1st Ave@6.8	8		8.42	0.01	6.63
39-SBR	SBR	39	AVG	9000-12600	39-58: NE 1st Ave@368.5-51: NE 36th St@5.8	29		6.36	1.24	64.14
39-SBL	SBL	39	AVG	9000-12600	39-58: NE 1st Ave@368.5-75: NE 36th St@7.4	42		7.58	2.12	73.96
39-EBR	EBR	39	AVG	9000-12600	39-60: NE 36th St@298.5-27: NE 1st Ave@6.8	10		0.74	0.02	10.79
39-EBL	EBL	39	AVG	9000-12600	39-60: NE 36th St@298.5-53: NE 1st Ave@26.0	20		2.12	0.08	27.97
39-EBT	EBT	39	AVG	9000-12600	39-60: NE 36th St@298.5-75: NE 36th St@7.4	668		0.45	0.02	16.14
39-WBL	WBL	39	AVG	9000-12600	39-62: NE 36th St@119.0-27: NE 1st Ave@6.8	8		1.24	0	0
39-WBT	WBT	39	AVG	9000-12600	39-62: NE 36th St@119.0-51: NE 36th St@5.8	291		0.22	0	0
39-WBR	WBR	39	AVG	9000-12600	39-62: NE 36th St@119.0-53: NE 1st Ave@26.0	22		1	0.02	15.75
39-Overall	Overall	39	AVG	9000-12600		1174		1.41	0.6	97.26
40-NBL	NBL	40	AVG	9000-12600	40-64: NE 2nd Ave@120.9-33: NE 39th St@20.8	9		38.25	164.72	371.33
40-NBT	NBT	40	AVG	9000-12600	40-64: NE 2nd Ave@120.9-36: NE 2nd Ave@71.2	137		102.75	164.91	371.33
40-NBR	NBR	40	AVG	9000-12600	40-64: NE 2nd Ave@120.9-81: NE 39th St@39.0	44		260.16	164.72	371.33
40-SBR	SBR	40	AVG	9000-12600	40-65: NE 2nd Ave@752.3-33: NE 39th St@20.8	32		31.74	378.34	679.76
40-SBT	SBT	40	AVG	9000-12600	40-65: NE 2nd Ave@752.3-69: NE 2nd Ave@48.4	363		38.08	378.39	679.76
40-SBL	SBL	40	AVG	9000-12600	40-65: NE 2nd Ave@752.3-81: NE 39th St@39.0	53		674.99	378.21	679.5
40-EBL	EBL	40	AVG	9000-12600	40-66: NE 39th St@103.0-36: NE 2nd Ave@71.2	14		178.05	96.53	155.55
40-EBR	EBR	40	AVG	9000-12600	40-66: NE 39th St@103.0-69: NE 2nd Ave@48.4	19		135.31	96.52	155.55
40-EBT	EBT	40	AVG	9000-12600	40-66: NE 39th St@103.0-81: NE 39th St@39.0	47		389.27	96.7	155.55
40-WBT	WBT	40	AVG	9000-12600	40-67: NE 39th St@171.9-33: NE 39th St@20.8	67		28.57	29.06	356.2
40-WBR	WBR	40	AVG	9000-12600	40-67: NE 39th St@171.9-36: NE 2nd Ave@71.2	47		20.47	29.07	356.2
40-WBL	WBL	40	AVG	9000-12600	40-67: NE 39th St@171.9-69: NE 2nd Ave@48.4	39		39.34	29.09	356.2
40-Overall	Overall	40	AVG	9000-12600		870		117.74	167.19	689.22
41-NBL	NBL	41	AVG	9000-12600	41-68: NE 2nd Ave@247.3-56: NE 38th St@8.5	25		68.05	96.09	460.79
41-NBT	NBT	41	AVG	9000-12600	41-68: NE 2nd Ave@247.3-63: NE 2nd Ave@7.0	104		109.86	82.02	421.1
41-SBT	SBT	41	AVG	9000-12600	41-69: NE 2nd Ave@247.3-21: NE 2nd Ave@4.5	337		3.33	5.83	163.89
41-SBR	SBR	41	AVG	9000-12600	41-69: NE 2nd Ave@247.3-56: NE 38th St@8.5	84		2.61	6.85	190
41-EBR	EBR	41	AVG	9000-12600	41-70: NE 38th St@582.2-21: NE 2nd Ave@4.5	33		114.83	150.88	490.89
41-EBL	EBL	41	AVG	9000-12600	41-70: NE 38th St@582.2-63: NE 2nd Ave@7.0	88		155.08	169.96	526.95

VISSIM INTERSECTION OUTPUT
AM HOUR 3

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
41-EBT	EBT	41	AVG	9000-12600	41-70: NE 38th St@582.2-188@5.1	0			150.88	490.89
41-WBL	WBL	41	AVG	9000-12600	41-71@192.3-21: NE 2nd Ave@4.5	0			0	0
41-WBT	WBT	41	AVG	9000-12600	41-71@192.3-56: NE 38th St@8.5	0			0	0
41-WBR	WBR	41	AVG	9000-12600	41-71@192.3-63: NE 2nd Ave@7.0	0			0	0
41-Overall	Overall	41	AVG	9000-12600	41	670		48.85	56.85	543.37
42-SEBT	SEBT	42	AVG	9000-12600	42-21: NE 2nd Ave@278.6-29: NE 2nd Ave@36.0	271		78.34	104.09	403
42-SEBR	SEBR	42	AVG	9000-12600	42-21: NE 2nd Ave@278.6-61: NE 36th St@21.7	46		33.51	52.3	323.48
42-SEBL (79)	SEBL (79)	42	AVG	9000-12600	42-21: NE 2nd Ave@278.6-79: Federal Hwy@47.8	1		74.25	101.94	402.35
42-SEBL	SEBL	42	AVG	9000-12600	42-21: NE 2nd Ave@278.6-94: NE 36th St@39.9	49		87.39	102.1	402.35
42-NBL	NBL	42	AVG	9000-12600	42-72: NE 2nd Ave@1267.8-61: NE 36th St@21.7	52		74.1	94.32	333.67
42-NBT	NBT	42	AVG	9000-12600	42-72: NE 2nd Ave@1267.8-79: Federal Hwy@47.8	147		71.95	94.5	333.67
42-NBR	NBR	42	AVG	9000-12600	42-72: NE 2nd Ave@1267.8-94: NE 36th St@39.9	22		57.98	94.26	333.67
42-NBT (10048)	NBT (10048)	42	AVG	9000-12600	42-72: NE 2nd Ave@1267.8-10048@5.8	88		94.6	94.4	333.67
42-SBT	SBT	42	AVG	9000-12600	42-74: Federal Hwy@23.5-29: NE 2nd Ave@36.0	266		274.34	825.88	878.43
42-SBR	SBR	42	AVG	9000-12600	42-74: Federal Hwy@23.5-61: NE 36th St@21.7	38		332.11	825.42	877.96
42-SBL	SBL	42	AVG	9000-12600	42-74: Federal Hwy@23.5-94: NE 36th St@39.9	24		308.76	826.84	879.38
42-SBR (10048)	SBR (10048)	42	AVG	9000-12600	42-74: Federal Hwy@23.5-10048@5.8	3		327.63	825.38	877.92
42-EBR	EBR	42	AVG	9000-12600	42-76: NE 36th St@312.0-29: NE 2nd Ave@36.0	236		28.37	82.28	465.06
42-EBL	EBL	42	AVG	9000-12600	42-76: NE 36th St@312.0-79: Federal Hwy@47.8	85		37.1	81.04	462.06
42-EBT	EBT	42	AVG	9000-12600	42-76: NE 36th St@312.0-94: NE 36th St@39.9	391		53.25	83.3	465.06
42-EBL (10048)	EBL (10048)	42	AVG	9000-12600	42-76: NE 36th St@312.0-10048@5.8	17		53.71	82.82	465.06
42-WBT	WBT	42	AVG	9000-12600	42-77: NE 36th St@309.5-61: NE 36th St@21.7	185		31.64	27.38	196.39
42-WBR	WBR	42	AVG	9000-12600	42-77: NE 36th St@309.5-79: Federal Hwy@47.8	34		20.97	26.84	196.39
42-WBR (10048)	WBR (10048)	42	AVG	9000-12600	42-77: NE 36th St@309.5-10048@5.8	24		64.7	26.9	196.39
42-Overall	Overall	42	AVG	9000-12600	42	1978		93.39	234.31	879.38
43-SBL	SBL	43	AVG	9000-12600	43-80: Federal Hwy@191.5-34: NE 39th St@42.3	6		163.99	182.82	235.51
43-SBR	SBR	43	AVG	9000-12600	43-80: Federal Hwy@191.5-67: NE 39th St@13.6	46		159.95	217.34	270.79
43-SBT	SBT	43	AVG	9000-12600	43-80: Federal Hwy@191.5-73: Federal Hwy@17.9	244		244.53	217.35	270.79
43-EBL	EBL	43	AVG	9000-12600	43-81: NE 39th St@196.0-30: Federal Hwy@31.2	60		166.37	278.28	335.39
43-EBT	EBT	43	AVG	9000-12600	43-81: NE 39th St@196.0-34: NE 39th St@42.3	35		155	277.38	334.5
43-EBR	EBR	43	AVG	9000-12600	43-81: NE 39th St@196.0-73: Federal Hwy@17.9	42		859.75	278.57	335.66
43-WBR	WBR	43	AVG	9000-12600	43-82: NE 38th St@237.4-30: Federal Hwy@31.2	15		128.02	78.01	247.95
43-WBT	WBT	43	AVG	9000-12600	43-82: NE 38th St@237.4-67: NE 39th St@13.6	77		176.57	78.16	247.92
43-WBL	WBL	43	AVG	9000-12600	43-82: NE 38th St@237.4-73: Federal Hwy@17.9	19		194.6	76.58	246.92
43-NBT	NBT	43	AVG	9000-12600	43-83: Federal Hwy@535.5-30: Federal Hwy@31.2	229		35.86	59.61	348.56
43-NBR	NBR	43	AVG	9000-12600	43-83: Federal Hwy@535.5-34: NE 39th St@42.3	14		26.99	59.01	348.37
43-NBL	NBL	43	AVG	9000-12600	43-83: Federal Hwy@535.5-67: NE 39th St@13.6	21		43.71	59.26	348.83
43-WBR (34)	WBR (34)	43	AVG	9000-12600	43-10153@3.3-34: NE 39th St@42.3	1		75.51	0	0
43-Overall	Overall	43	AVG	9000-12600	43	809		181.71	143.26	385.9
44-NBT	NBT	44	AVG	9000-12600	44-85: Biscayne Blvd@133.6-24: Biscayne Blvd@23.4	596		43.86	344.47	689.96
44-NBL	NBL	44	AVG	9000-12600	44-85: Biscayne Blvd@133.6-82: NE 38th St@42.0	24		46.01	327.45	688.91
44-NBR	NBR	44	AVG	9000-12600	44-85: Biscayne Blvd@133.6-161: NE 38th St@79.2	540		51.36	343.6	688.91
44-SBR	SBR	44	AVG	9000-12600	44-87: Biscayne Blvd@344.4-82: NE 38th St@42.0	21		14.02	143.71	898.64
44-SBT	SBT	44	AVG	9000-12600	44-87: Biscayne Blvd@344.4-92: Biscayne Blvd@30.4	1217		15.57	155.33	898.44
44-SBL	SBL	44	AVG	9000-12600	44-87: Biscayne Blvd@344.4-161: NE 38th St@79.2	521		34.7	155.01	898.23
44-WBR	WBR	44	AVG	9000-12600	44-89: NE 38th St@26.9-24: Biscayne Blvd@23.4	183		13.49	107.85	407.91

VISSIM INTERSECTION OUTPUT
AM HOUR 3

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
44-WBT	WBT	44	AVG	9000-12600	44-89: NE 38th St@26.9-82: NE 38th St@42.0	69		69.95	107.87	407.91
44-WBL	WBL	44	AVG	9000-12600	44-89: NE 38th St@26.9-92: Biscayne Blvd@30.4	245		66.14	107.87	407.91
44-Overall	Overall	44	AVG	9000-12600	44	3416		33.89	199.24	900.71
45-NBL	NBL	45	AVG	9000-12600	45-91: Biscayne Blvd@200.0-77: NE 36th St@20.3	33		42.91	257.73	742.38
45-NBT	NBT	45	AVG	9000-12600	45-91: Biscayne Blvd@200.0-84: Biscayne Blvd@42.1	803		68.48	259.54	742.38
45-NBR	NBR	45	AVG	9000-12600	45-91: Biscayne Blvd@200.0-104: NE 36th St@54.2	181		27.73	259.42	742.38
45-SBT	SBT	45	AVG	9000-12600	45-93: Biscayne Blvd@288.0-25: Biscayne Blvd@32.5	982		28.57	229.74	744.45
45-SBR	SBR	45	AVG	9000-12600	45-93: Biscayne Blvd@288.0-77: NE 36th St@20.3	85		26.89	218.15	744.45
45-SBL	SBL	45	AVG	9000-12600	45-93: Biscayne Blvd@288.0-104: NE 36th St@54.2	368		64.49	229.75	744.45
45-EBR	EBR	45	AVG	9000-12600	45-95: NE 36th St@227.6-25: Biscayne Blvd@32.5	149		27.36	242.82	550.93
45-EBL	EBL	45	AVG	9000-12600	45-95: NE 36th St@227.6-84: Biscayne Blvd@42.1	47		136.45	242.93	550.93
45-EBT	EBT	45	AVG	9000-12600	45-95: NE 36th St@227.6-104: NE 36th St@54.2	279		93.94	243.22	550.93
45-WBL	WBL	45	AVG	9000-12600	45-97: NE 36th St@236.9-25: Biscayne Blvd@32.5	442		102.47	286.71	472.46
45-WBT	WBT	45	AVG	9000-12600	45-97: NE 36th St@236.9-77: NE 36th St@20.3	131		107.08	286.71	472.46
45-WBR	WBR	45	AVG	9000-12600	45-97: NE 36th St@236.9-84: Biscayne Blvd@42.1	306		66.16	286.69	472.46
45-Overall	Overall	45	AVG	9000-12600	45	3803		60.85	253.62	806.75
46-SBR	SBR	46	AVG	9000-12600	46-98: NE 6th Ave@724.9-162: NE 38th St@34.9	24		7.64	1.36	72.16
46-EBR	EBR	46	AVG	9000-12600	46-99: NE 38th St@568.3-103@19.6	12		0.69	0	0
46-WBL	WBL	46	AVG	9000-12600	46-100: I-195 WB Off-Ramp@323.1-103@19.6	3		0.64	0	0
46-WBT	WBT	46	AVG	9000-12600	46-100: I-195 WB Off-Ramp@323.1-162: NE 38th St@34.9	483		0.12	0	0
46-WBR	WBR	46	AVG	9000-12600	46-100: I-195 WB Off-Ramp@323.1-10183@47.9	41		0.93	0	0
46-Overall	Overall	46	AVG	9000-12600	46	562		0.51	0.45	72.16
49-EBT	EBT	49	AVG	9000-12600	49-104: NE 36th St@325.6-109: NE 36th St@65.7	827		2.5	11.64	117.79
49-WBT	WBT	49	AVG	9000-12600	49-105: NE 36th St@104.7-96: NE 36th St@85.2	168		101.69	174.71	262.74
49-SBR	SBR	49	AVG	9000-12600	49-106: I-195 EB Off-Ramp@145.5-96: NE 36th St@85.2	709		22.79	102.87	848.3
49-Overall	Overall	49	AVG	9000-12600	49	1704		20.24	96.4	866.75
52-NBR	NBR	52	AVG	9000-12600	52-107@640.1-19: NE 36th St (To I-195 EB)@1.4	91		246.5	451.69	672.04
52-NBT	NBT	52	AVG	9000-12600	52-107@640.1-28: NE 5th Ave@11.9	0		603.51	477.58	701.33
52-NBL	NBL	52	AVG	9000-12600	52-107@640.1-105: NE 36th St@40.9	51		285.48	458.06	679.12
52-SBL	SBL	52	AVG	9000-12600	52-108: NE 5th Ave@135.2-19: NE 36th St (To I-195 EB)@1.4	0			0.21	43.46
52-SBT	SBT	52	AVG	9000-12600	52-108: NE 5th Ave@135.2-102@10.7	2		14.98	0.63	89.31
52-SBR	SBR	52	AVG	9000-12600	52-108: NE 5th Ave@135.2-105: NE 36th St@40.9	6		75.71	0.89	57.14
52-EBT	EBT	52	AVG	9000-12600	52-109: NE 36th St@135.4-19: NE 36th St (To I-195 EB)@1.4	815		1.51	9.92	65.39
52-EBL	EBL	52	AVG	9000-12600	52-109: NE 36th St@135.4-28: NE 5th Ave@11.9	6		3.16	8.65	65.92
52-EBR	EBR	52	AVG	9000-12600	52-109: NE 36th St@135.4-102@10.7	7		1.31	8.64	61.34
52-WBR	WBR	52	AVG	9000-12600	52-110: NE 36th St (To I-195 EB)@764.6-28: NE 5th Ave@11.9	0			367.37	657.79
52-WBL	WBL	52	AVG	9000-12600	52-110: NE 36th St (To I-195 EB)@764.6-102@10.7	1		491.88	383.19	680.45
52-WBT	WBT	52	AVG	9000-12600	52-110: NE 36th St (To I-195 EB)@764.6-105: NE 36th St@40.9	110		319.6	348.52	630.95
52-Overall	Overall	52	AVG	9000-12600	52	1089		62.16	209.61	764.71
57-NBT	NBT	57	AVG	9000-12600	57-115: Alton Road@150.4-177: Alton Road@63.8	824		0.08	0	0
57-SBT	SBT	57	AVG	9000-12600	57-116: Alton Road@1341.5-121: Alton Road@19.9	1461		13.74	60.11	566.88
57-SBR	SBR	57	AVG	9000-12600	57-116: Alton Road@1341.5-179: N Bay Road North@24.4	3		8.88	60.11	566.88
57-EBR	EBR	57	AVG	9000-12600	57-117: N Bay Road North@435.3-121: Alton Road@19.9	126		177.93	161.17	345.77
57-Overall	Overall	57	AVG	9000-12600	57	2413		17.56	73.76	566.88
58-NBT	NBT	58	AVG	9000-12600	58-119@313.9-115: Alton Road@14.5	783		8.24	125.04	374.07
58-NBR	NBR	58	AVG	9000-12600	58-119@313.9-175: 43rd Street@22.8	33		12.23	100.08	374.79

VISSIM INTERSECTION OUTPUT
AM HOUR 3

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
58-NBL	NBL	58	AVG	9000-12600	58-119@313.9-187: Ed Sullivan Dr@53.5	487		70.43	124.98	373.93
58-SBL	SBL	58	AVG	9000-12600	58-123: Alton Road@93.1-175: 43rd Street@22.8	28		12	94.39	280.65
58-SBT	SBT	58	AVG	9000-12600	58-123: Alton Road@93.1-183@60.1	1388		14.1	101.07	280.65
58-SBR	SBR	58	AVG	9000-12600	58-123: Alton Road@93.1-187: Ed Sullivan Dr@53.5	170		13.46	100.73	280.65
58-EBL	EBL	58	AVG	9000-12600	58-124: Ed Sullivan Dr@790.9-115: Alton Road@14.5	33		71.93	27.16	174.61
58-EBT	EBT	58	AVG	9000-12600	58-124: Ed Sullivan Dr@790.9-175: 43rd Street@22.8	43		77.61	30.38	184.2
58-EBR	EBR	58	AVG	9000-12600	58-124: Ed Sullivan Dr@790.9-183@60.1	120		16.15	16.23	175.57
58-WBL	WBL	58	AVG	9000-12600	58-125: 43rd Street@131.1-183@60.1	6		375.48	800.83	916.28
58-WBT	WBT	58	AVG	9000-12600	58-125: 43rd Street@131.1-187: Ed Sullivan Dr@53.5	137		358.4	799.3	914.74
58-NWBT	NWBT	58	AVG	9000-12600	58-184: N Bay Rd@266.4-115: Alton Road@14.5	7		17.33	125.04	374.07
58-NWBR	NWBR	58	AVG	9000-12600	58-184: N Bay Rd@266.4-175: 43rd Street@22.8	1		14.23	100.08	374.79
58-NWBL	NWBL	58	AVG	9000-12600	58-184: N Bay Rd@266.4-187: Ed Sullivan Dr@53.5	0			124.98	373.93
58-Overall	Overall	58	AVG	9000-12600	58	3236		37.78	210.93	916.28
61-SBT	SBT	61	AVG	9000-12600	61-130@220.9-172: Unnamed Road@7.9	166		10.52	3.78	112.2
61-SBR	SBR	61	AVG	9000-12600	61-130@220.9-176: Alton Road@20.2	23		10.12	10.32	134.99
61-WBT	WBT	61	AVG	9000-12600	61-10220@0.6-176: Alton Road@20.2	899		0.17	0	0
61-Overall	Overall	61	AVG	9000-12600	61	1087		1.96	4.7	134.99
63-NBL	NBL	63	AVG	9000-12600	63-132: Alton Road@140.5-12@13.5	78		52.92	49	256.45
63-NBT	NBT	63	AVG	9000-12600	63-132: Alton Road@140.5-163: Alton Road@28.9	113		74.96	49	256.45
63-NBR	NBR	63	AVG	9000-12600	63-132: Alton Road@140.5-168: 41 Street/ Art Godfrey Road@	51		30.84	49	256.45
63-SBR	SBR	63	AVG	9000-12600	63-134: Alton Road@43.1-12@13.5	258		8.84	29.37	139.19
63-SBT	SBT	63	AVG	9000-12600	63-134: Alton Road@43.1-141: Alton Road@4.7	96		26.32	29.74	139.19
63-SBL	SBL	63	AVG	9000-12600	63-134: Alton Road@43.1-168: 41 Street/ Art Godfrey Road@1	53		30.57	28.66	139.19
63-EBL	EBL	63	AVG	9000-12600	63-136: 41 Street/ Art Godfrey Road@324.2-163: Alton Road@	237		222.58	1246.95	1637.68
63-EBT	EBT	63	AVG	9000-12600	63-136: 41 Street/ Art Godfrey Road@324.2-168: 41 Street/ Ar	1042		44.59	1246.8	1637.6
63-WBT	WBT	63	AVG	9000-12600	63-139: 41 Street/ Art Godfrey Road@83.8-12@13.5	1009		27.05	119.04	612.23
63-WBL	WBL	63	AVG	9000-12600	63-139: 41 Street/ Art Godfrey Road@83.8-141: Alton Road@4	35		49.17	118.07	612.23
63-WBR	WBR	63	AVG	9000-12600	63-139: 41 Street/ Art Godfrey Road@83.8-163: Alton Road@2	74		39.24	119.3	613.85
63-EBR	EBR	63	AVG	9000-12600	63-10223@17.2-141: Alton Road@4.7	56		28.52	1250.83	1637.49
63-Overall	Overall	63	AVG	9000-12600	63	3102		49.14	361.31	1642.67
64-NBR	NBR	64	AVG	9000-12600	64-140: Alton Road@213.9-111: W 39th St@6.6	38		1.5	1.39	70.95
64-NBL	NBL	64	AVG	9000-12600	64-140: Alton Road@213.9-112@14.6	0			1.35	69.7
64-NBT	NBT	64	AVG	9000-12600	64-140: Alton Road@213.9-132: Alton Road@10.8	161		2.4	0.84	50.12
64-SBL	SBL	64	AVG	9000-12600	64-141: Alton Road@121.3-111: W 39th St@6.6	45		1.25	0.11	41.86
64-SBR	SBR	64	AVG	9000-12600	64-141: Alton Road@121.3-112@14.6	0			0.04	34.01
64-SBT	SBT	64	AVG	9000-12600	64-141: Alton Road@121.3-145: Alton Road@33.5	144		0.21	0.01	13.45
64-EBT	EBT	64	AVG	9000-12600	64-142@109.2-111: W 39th St@6.6	3		9.61	0.34	43.33
64-EBL	EBL	64	AVG	9000-12600	64-142@109.2-132: Alton Road@10.8	9		8.9	0.01	5.61
64-EBR	EBR	64	AVG	9000-12600	64-142@109.2-145: Alton Road@33.5	5		7.05	0.36	43.77
64-WBR	WBR	64	AVG	9000-12600	64-10241@65.4-132: Alton Road@10.8	70		7.3	0.28	52.04
64-WBL	WBL	64	AVG	9000-12600	64-10244@63.1-145: Alton Road@33.5	62		8.42	1.97	71.82
64-Overall	Overall	64	AVG	9000-12600	64	536		3.17	0.61	105.22
65-NBR	NBR	65	AVG	9000-12600	65-144: Alton Road@360.8-113: Barry St@24.6	18		1.09	0.05	26.43
65-NBT	NBT	65	AVG	9000-12600	65-144: Alton Road@360.8-140: Alton Road@20.5	166		0.23	0.01	8.45
65-NBL	NBL	65	AVG	9000-12600	65-144: Alton Road@360.8-171@30.9	14		0.22	0.02	19.59
65-SBL	SBL	65	AVG	9000-12600	65-145: Alton Road@221.1-113: Barry St@24.6	64		0.56	0	0

VISSIM INTERSECTION OUTPUT
AM HOUR 3

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
65-SBT	SBT	65	AVG	9000-12600	65-145: Alton Road@221.1-130@14.0	134		0.31	0	0
65-SBR	SBR	65	AVG	9000-12600	65-145: Alton Road@221.1-171@30.9	12		0.63	0	5.49
65-EBT	EBT	65	AVG	9000-12600	65-146@347.6-113: Barry St@24.6	0			0.05	30.26
65-EBR	EBR	65	AVG	9000-12600	65-146@347.6-130@14.0	10		6.99	1.27	72
65-EBL	EBL	65	AVG	9000-12600	65-146@347.6-140: Alton Road@20.5	14		6.95	1.04	62.59
65-WBL	WBL	65	AVG	9000-12600	65-147: Barry St@870.8-130@14.0	44		7.72	0.15	36.5
65-WBR	WBR	65	AVG	9000-12600	65-147: Barry St@870.8-140: Alton Road@20.5	20		7.3	3.49	94.92
65-WBT	WBT	65	AVG	9000-12600	65-147: Barry St@870.8-171@30.9	0			0.15	36.5
65-Overall	Overall	65	AVG	9000-12600	65	497		1.62	0.61	94.92
66-NBR	NBR	66	AVG	9000-12600	66-148: Alton Road@359.0-128: W 34th St@36.0	5		-0.14	0.13	55.37
66-NBL	NBL	66	AVG	9000-12600	66-148: Alton Road@359.0-129@139.7	898		0.53	0.13	55.37
66-NBT	NBT	66	AVG	9000-12600	66-148: Alton Road@359.0-144: Alton Road@27.8	194		0.64	0.13	55.37
66-WBR	WBR	66	AVG	9000-12600	66-181: W 34th St@645.8-144: Alton Road@27.8	4		4.72	0	0
66-Overall	Overall	66	AVG	9000-12600	66	1100		0.56	0.07	55.37
67-NBT	NBT	67	AVG	9000-12600	67-150: Alton Rd@108.5-148: Alton Road@8.6	890		16.32	52.85	314.36
67-NBR	NBR	67	AVG	9000-12600	67-150: Alton Rd@108.5-169: Chase Ave@18.0	47		7.73	52.34	314.36
67-SBT	SBT	67	AVG	9000-12600	67-151: Alton Road@330.6-173: Alton Rd@9.9	1589		17.36	188.88	1443.67
67-WBR	WBR	67	AVG	9000-12600	67-155: Chase Ave@27.1-148: Alton Road@8.6	147		8.4	7.45	120.87
67-WBL	WBL	67	AVG	9000-12600	67-155: Chase Ave@27.1-173: Alton Rd@9.9	34		26.52	7.45	120.87
67-EBL	EBL	67	AVG	9000-12600	67-10260@0.4-148: Alton Road@8.6	59		21.65	8.04	93.85
67-EBT	EBT	67	AVG	9000-12600	67-10263@0.0-169: Chase Ave@18.0	18		23.84	7.92	93.42
67-EBR	EBR	67	AVG	9000-12600	67-10265@0.0-173: Alton Rd@9.9	3		15.19	15.61	123.17
67-Overall	Overall	67	AVG	9000-12600	67	2786		16.64	42.57	1443.67
68-NBR	NBR	68	AVG	9000-12600	68-157: NW 10th Ave@55.2-11: To I-95 N Express lanes@36.0	148		3.1	0.22	51.46
68-NBT	NBT	68	AVG	9000-12600	68-157: NW 10th Ave@55.2-13: NW 10th Ave@21.8	236		0.57	0	0
68-SBL	SBL	68	AVG	9000-12600	68-158: NW 10th Ave@1120.0-11: To I-95 N Express lanes@36	21		0.7	0	0
68-SBT	SBT	68	AVG	9000-12600	68-158: NW 10th Ave@1120.0-14: NW 10th Ave@35.5	427		0.25	0	0
68-EBT	EBT	68	AVG	9000-12600	68-159: NW 39th St@1216.3-11: To I-95 N Express lanes@36.0	78		10.7	0.98	93.16
68-EBL	EBL	68	AVG	9000-12600	68-159: NW 39th St@1216.3-13: NW 10th Ave@21.8	50		9.29	0.98	93.16
68-EBR	EBR	68	AVG	9000-12600	68-159: NW 39th St@1216.3-14: NW 10th Ave@35.5	62		8.43	10	152.41
68-Overall	Overall	68	AVG	9000-12600	68	1021		2.48	2.24	152.41
71-NBR	NBR	71	AVG	9000-12600	71-163: Alton Road@53.7-131: Nautilus Rd/ Michigan Ave@8.4	107		6.31	67.09	363.15
71-NB - U	NB - U	71	AVG	9000-12600	71-163: Alton Road@53.7-134: Alton Road@22.3	3		23.27	82.88	402.96
71-NBT	NBT	71	AVG	9000-12600	71-163: Alton Road@53.7-174: 43rd Street@25.8	314		28.46	67.09	363.15
71-SBL	SBL	71	AVG	9000-12600	71-165: 43rd Street@48.2-131: Nautilus Rd/ Michigan Ave@8.4	19		13.46	1.18	53.38
71-SBT	SBT	71	AVG	9000-12600	71-165: 43rd Street@48.2-134: Alton Road@22.3	87		5.59	0.36	22.54
71-WBL	WBL	71	AVG	9000-12600	71-166: Nautilus Rd/ Michigan Ave@593.8-134: Alton Road@2	320		134.65	601.56	676.89
71-WBR	WBR	71	AVG	9000-12600	71-166: Nautilus Rd/ Michigan Ave@593.8-174: 43rd Street@2	19		163.25	601.39	676.72
71-Overall	Overall	71	AVG	9000-12600	71	868		64.99	225.74	676.89
88-EBT	EBT	88	AVG	9000-12600	88-124: Ed Sullivan Dr@388.0-124: Ed Sullivan Dr@525.9	196		0.23	0.04	33.93
88-WBT	WBT	88	AVG	9000-12600	88-187: Ed Sullivan Dr@344.1-114@19.8	541		5.79	12.34	263.33
88-WBL	WBL	88	AVG	9000-12600	88-187: Ed Sullivan Dr@344.1-178: Ed Sullivan Dr@16.3	254		7.66	12.34	263.33
88-Overall	Overall	88	AVG	9000-12600	88	990		5.18	6.19	263.33

Hour 4

VISSIM INTERSECTION OUTPUT
AM HOUR 4

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
3-SBT	SBT	3	AVG	12600-16200	3-4: NW 12th Ave@826.5-8: NW 12th Ave@1.7	738		6.26	13.55	181.12
3-SBR	SBR	3	AVG	12600-16200	3-4: NW 12th Ave@826.5-10: NW 40th St@29.2	7		5.36	14.19	183.79
3-WBL	WBL	3	AVG	12600-16200	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-8: NW	146		30.69	24.67	157.82
3-WBT	WBT	3	AVG	12600-16200	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-10: NW	15		32.35	24.38	158.4
3-WBR	WBR	3	AVG	12600-16200	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-10035@	35		8.09	23.84	157.77
3-NBT	NBT	3	AVG	12600-16200	3-10034@1.9-1: NW 12th Ave@13.7	542		3.49	5.88	111.78
3-NBL	NBL	3	AVG	12600-16200	3-10036@3.3-10: NW 40th St@29.2	43		5.85	4.1	111.78
3-Overall	Overall	3	AVG	12600-16200	3	1527		7.9	15.8	184.73
4-NBT	NBT	4	AVG	12600-16200	4-7: NW 12th Ave@671.4-3: NW 12th Ave@24.5	501		7.53	12.58	155.82
4-NBR	NBR	4	AVG	12600-16200	4-7: NW 12th Ave@671.4-159: NW 39th St@17.7	22		5.54	12.41	156.1
4-SBT	SBT	4	AVG	12600-16200	4-8: NW 12th Ave@183.1-2: NW 12th Ave@16.5	850		7.02	20.35	279.74
4-SBL	SBL	4	AVG	12600-16200	4-8: NW 12th Ave@183.1-159: NW 39th St@17.7	37		6.86	20.2	279.38
4-EBR	EBR	4	AVG	12600-16200	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-2: NW 12th Ave@	402		12.97	40.8	249.89
4-EBL	EBL	4	AVG	12600-16200	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-3: NW 12th Ave@	84		27.72	34.65	248.95
4-EBT	EBT	4	AVG	12600-16200	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-159: NW 39th St@	109		27.19	41.21	250.01
4-Overall	Overall	4	AVG	12600-16200	4	2005		10.28	26.03	288.46
35-NBT	NBT	35	AVG	12600-16200	35-37: N Miami Ave@117.5-15: N Miami Ave@41.4	444		7.52	63.27	243.13
35-NBL (On-Ramp)	NBL (On-Ramp)	35	AVG	12600-16200	35-37: N Miami Ave@117.5-22: I-195 WB On-Ramp@14.9	337		16.04	63.27	243.13
35-NBL	NBL	35	AVG	12600-16200	35-37: N Miami Ave@117.5-23: NW 38th St@17.0	6		41.24	63.27	243.13
35-NBR	NBR	35	AVG	12600-16200	35-37: N Miami Ave@117.5-55: NE 38th St@30.6	117		17.59	63.27	243.13
35-SBR (On-Ramp)	SBR (On-Ramp)	35	AVG	12600-16200	35-38: N Miami Ave@1597.7-22: I-195 WB On-Ramp@14.9	753		33.73	540.47	1375.2
35-SBR	SBR	35	AVG	12600-16200	35-38: N Miami Ave@1597.7-23: NW 38th St@17.0	6		31.7	539.85	1374.45
35-SBT	SBT	35	AVG	12600-16200	35-38: N Miami Ave@1597.7-41: N Miami Ave@22.6	467		42.38	539.51	1373.91
35-WBR	WBR	35	AVG	12600-16200	35-39: NE 38th St@541.1-15: N Miami Ave@41.4	11		55.63	73.28	362.9
35-WBT (On-Ramp	WBT (On-Ramp	35	AVG	12600-16200	35-39: NE 38th St@541.1-22: I-195 WB On-Ramp@14.9	128		76.46	73.58	363.31
35-WBT	WBT	35	AVG	12600-16200	35-39: NE 38th St@541.1-23: NW 38th St@17.0	1		92.62	74.13	364.07
35-WBL	WBL	35	AVG	12600-16200	35-39: NE 38th St@541.1-41: N Miami Ave@22.6	8		73.21	73.88	363.73
35-Overall	Overall	35	AVG	12600-16200	35	2278		29.52	247.25	1375.2
36-NBT (10064)	NBT (10064)	36	AVG	12600-16200	36-40: N Miami Ave@171.9-10064@80.2	163		38.26	115.61	318.18
36-NBT (10139)	NBT (10139)	36	AVG	12600-16200	36-40: N Miami Ave@171.9-10139@80.8	338		45.99	115.61	318.18
36-EBR	EBR	36	AVG	12600-16200	36-43: I-195 EB Off-Ramp (from I-95)@460.4-47: N Miami Ave@	505		53.86	238.89	761.53
36-EBL	EBL	36	AVG	12600-16200	36-43: I-195 EB Off-Ramp (from I-95)@460.4-10065@83.5	402		75.88	238.99	761.89
36-SBT	SBT	36	AVG	12600-16200	36-10066@6.4-47: N Miami Ave@13.8	474		35.71	63.6	276.09
36-Overall	Overall	36	AVG	12600-16200	36	1882		50.77	164.27	761.89
37-NBL	NBL	37	AVG	12600-16200	37-45: N Miami Ave@208.2-18: NW 36th St@64.1	15		52.7	73.97	309.28
37-NBT	NBT	37	AVG	12600-16200	37-45: N Miami Ave@208.2-40: N Miami Ave@25.7	349		70.65	76.46	309.28
37-NBR	NBR	37	AVG	12600-16200	37-45: N Miami Ave@208.2-59: NE 36th St@45.6	50		24.23	75.94	309.28
37-SBT	SBT	37	AVG	12600-16200	37-47: N Miami Ave@157.3-16: N Miami Ave@41.5	514		34.37	152.92	324.21
37-SBR	SBR	37	AVG	12600-16200	37-47: N Miami Ave@157.3-18: NW 36th St@64.1	191		25.3	152.86	326.56
37-SBL	SBL	37	AVG	12600-16200	37-47: N Miami Ave@157.3-59: NE 36th St@45.6	261		55.72	153.52	326.15
37-EBR	EBR	37	AVG	12600-16200	37-50: NW 36th St@207.7-16: N Miami Ave@41.5	21		49.41	82.24	333.8
37-EBL	EBL	37	AVG	12600-16200	37-50: NW 36th St@207.7-40: N Miami Ave@25.7	86		55.57	83.16	333.8
37-EBT	EBT	37	AVG	12600-16200	37-50: NW 36th St@207.7-59: NE 36th St@45.6	316		64.16	83.17	333.8
37-WBL	WBL	37	AVG	12600-16200	37-52: NE 36th St@194.9-16: N Miami Ave@41.5	57		43.12	60.7	350.67
37-WBT	WBT	37	AVG	12600-16200	37-52: NE 36th St@194.9-18: NW 36th St@64.1	184		50.02	60.95	350.43
37-WBR	WBR	37	AVG	12600-16200	37-52: NE 36th St@194.9-40: N Miami Ave@25.7	68		30.85	59.56	350.19

VISSIM INTERSECTION OUTPUT
AM HOUR 4

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
37-Overall	Overall	37	AVG	12600-16200		2110		48.97	92.95	414.59
38-NBT	NBT	38	AVG	12600-16200	38-53: NE 1st Ave@395.5-26: NE 1st Ave@6.9	17		18.06	3.77	91.7
38-NBR	NBR	38	AVG	12600-16200	38-53: NE 1st Ave@395.5-70: NE 38th St@10.3	19		32.9	6.45	125.04
38-NBL	NBL	38	AVG	12600-16200	38-53: NE 1st Ave@395.5-10083@85.1	33		14.52	7	136.6
38-SBT	SBT	38	AVG	12600-16200	38-54: NE 1st Ave@1159.7-58: NE 1st Ave@2.0	48		14.13	4.25	100.5
38-SBL	SBL	38	AVG	12600-16200	38-54: NE 1st Ave@1159.7-70: NE 38th St@10.3	16		41.08	8.18	138.83
38-SBR	SBR	38	AVG	12600-16200	38-54: NE 1st Ave@1159.7-10084@43.8	36		11.77	7.47	133.74
38-EBL	EBL	38	AVG	12600-16200	38-55: NE 38th St@570.9-26: NE 1st Ave@6.9	26		72.83	68.28	299.15
38-EBR	EBR	38	AVG	12600-16200	38-55: NE 38th St@570.9-58: NE 1st Ave@2.0	14		61.58	66.43	292.48
38-EBT	EBT	38	AVG	12600-16200	38-55: NE 38th St@570.9-70: NE 38th St@10.3	75		83	71.83	307.21
38-WBR	WBR	38	AVG	12600-16200	38-56: NE 38th St@580.8-26: NE 1st Ave@6.9	7		8.15	3.16	122.12
38-WBL	WBL	38	AVG	12600-16200	38-56: NE 38th St@580.8-58: NE 1st Ave@2.0	9		11.04	1.23	90.43
38-WBT	WBT	38	AVG	12600-16200	38-56: NE 38th St@580.8-10085@82.0	80		10.55	8.32	154.84
38-Overall	Overall	38	AVG	12600-16200		379		33.76	21.36	312.08
39-NBL	NBL	39	AVG	12600-16200	39-57: NE 1st Ave@1113.9-51: NE 36th St@5.8	11		160.09	96.76	311.14
39-NBT	NBT	39	AVG	12600-16200	39-57: NE 1st Ave@1113.9-53: NE 1st Ave@26.0	31		115.16	88.08	273.42
39-NBR	NBR	39	AVG	12600-16200	39-57: NE 1st Ave@1113.9-75: NE 36th St@7.4	16		173.04	93.57	296.58
39-SBT	SBT	39	AVG	12600-16200	39-58: NE 1st Ave@368.5-27: NE 1st Ave@6.8	7		10.4	0.14	19.33
39-SBR	SBR	39	AVG	12600-16200	39-58: NE 1st Ave@368.5-51: NE 36th St@5.8	27		7.54	1.77	74.82
39-SBL	SBL	39	AVG	12600-16200	39-58: NE 1st Ave@368.5-75: NE 36th St@7.4	37		26.68	3.77	86.7
39-EBR	EBR	39	AVG	12600-16200	39-60: NE 36th St@298.5-27: NE 1st Ave@6.8	7		31.79	132.17	306.91
39-EBL	EBL	39	AVG	12600-16200	39-60: NE 36th St@298.5-53: NE 1st Ave@26.0	17		3.86	125.52	322.44
39-EBT	EBT	39	AVG	12600-16200	39-60: NE 36th St@298.5-75: NE 36th St@7.4	587		48.17	121.34	307.44
39-WBL	WBL	39	AVG	12600-16200	39-62: NE 36th St@119.0-27: NE 1st Ave@6.8	5		1.53	0	0
39-WBT	WBT	39	AVG	12600-16200	39-62: NE 36th St@119.0-51: NE 36th St@5.8	267		0.2	0	0
39-WBR	WBR	39	AVG	12600-16200	39-62: NE 36th St@119.0-53: NE 1st Ave@26.0	19		0.88	0.01	10.4
39-Overall	Overall	39	AVG	12600-16200		1031		34	55.26	401.53
40-NBL	NBL	40	AVG	12600-16200	40-64: NE 2nd Ave@120.9-33: NE 39th St@20.8	10		83.26	244.97	381.02
40-NBT	NBT	40	AVG	12600-16200	40-64: NE 2nd Ave@120.9-36: NE 2nd Ave@71.2	121		176.7	245.03	381.02
40-NBR	NBR	40	AVG	12600-16200	40-64: NE 2nd Ave@120.9-81: NE 39th St@39.0	44		380.14	244.95	381.02
40-SBR	SBR	40	AVG	12600-16200	40-65: NE 2nd Ave@752.3-33: NE 39th St@20.8	23		52.98	627.37	832.27
40-SBT	SBT	40	AVG	12600-16200	40-65: NE 2nd Ave@752.3-69: NE 2nd Ave@48.4	324		58	627.36	832.26
40-SBL	SBL	40	AVG	12600-16200	40-65: NE 2nd Ave@752.3-81: NE 39th St@39.0	53		1102.98	627.11	832
40-EBL	EBL	40	AVG	12600-16200	40-66: NE 39th St@103.0-36: NE 2nd Ave@71.2	15		181.3	118.15	152.6
40-EBR	EBR	40	AVG	12600-16200	40-66: NE 39th St@103.0-69: NE 2nd Ave@48.4	20		224.89	118.16	152.6
40-EBT	EBT	40	AVG	12600-16200	40-66: NE 39th St@103.0-81: NE 39th St@39.0	40		498.07	118.18	152.6
40-WBT	WBT	40	AVG	12600-16200	40-67: NE 39th St@171.9-33: NE 39th St@20.8	63		19.75	16.05	335.3
40-WBR	WBR	40	AVG	12600-16200	40-67: NE 39th St@171.9-36: NE 2nd Ave@71.2	46		13.32	15.72	320.78
40-WBL	WBL	40	AVG	12600-16200	40-67: NE 39th St@171.9-69: NE 2nd Ave@48.4	32		25.34	15.73	320.78
40-Overall	Overall	40	AVG	12600-16200		790		183.4	251.57	832.27
41-NBL	NBL	41	AVG	12600-16200	41-68: NE 2nd Ave@247.3-56: NE 38th St@8.5	21		92.77	136.48	542.19
41-NBT	NBT	41	AVG	12600-16200	41-68: NE 2nd Ave@247.3-63: NE 2nd Ave@7.0	94		192.95	117.37	500.48
41-SBT	SBT	41	AVG	12600-16200	41-69: NE 2nd Ave@247.3-21: NE 2nd Ave@4.5	302		5.15	8.58	304.5
41-SBR	SBR	41	AVG	12600-16200	41-69: NE 2nd Ave@247.3-56: NE 38th St@8.5	75		3.61	9.58	336.21
41-EBR	EBR	41	AVG	12600-16200	41-70: NE 38th St@582.2-21: NE 2nd Ave@4.5	31		256.79	248.64	602.29
41-EBL	EBL	41	AVG	12600-16200	41-70: NE 38th St@582.2-63: NE 2nd Ave@7.0	80		312.22	276.2	638.36

VISSIM INTERSECTION OUTPUT
AM HOUR 4

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
41-EBT	EBT	41	AVG	12600-16200	41-70: NE 38th St@582.2-188@5.1	0			248.64	602.29
41-WBL	WBL	41	AVG	12600-16200	41-71@192.3-21: NE 2nd Ave@4.5	0			0	0
41-WBT	WBT	41	AVG	12600-16200	41-71@192.3-56: NE 38th St@8.5	0			0	0
41-WBR	WBR	41	AVG	12600-16200	41-71@192.3-63: NE 2nd Ave@7.0	0			0	0
41-Overall	Overall	41	AVG	12600-16200	41	603		90.38	88.54	666.8
42-SEBT	SEBT	42	AVG	12600-16200	42-21: NE 2nd Ave@278.6-29: NE 2nd Ave@36.0	242		92.89	115.21	482.63
42-SEBR	SEBR	42	AVG	12600-16200	42-21: NE 2nd Ave@278.6-61: NE 36th St@21.7	40		39.94	65.4	403.11
42-SEBL (79)	SEBL (79)	42	AVG	12600-16200	42-21: NE 2nd Ave@278.6-79: Federal Hwy@47.8	1		118.56	113.78	481.98
42-SEBL	SEBL	42	AVG	12600-16200	42-21: NE 2nd Ave@278.6-94: NE 36th St@39.9	42		146.02	113.82	481.98
42-NBL	NBL	42	AVG	12600-16200	42-72: NE 2nd Ave@1267.8-61: NE 36th St@21.7	43		101.78	115.07	410.73
42-NBT	NBT	42	AVG	12600-16200	42-72: NE 2nd Ave@1267.8-79: Federal Hwy@47.8	129		75.78	115.34	410.73
42-NBR	NBR	42	AVG	12600-16200	42-72: NE 2nd Ave@1267.8-94: NE 36th St@39.9	21		75.74	115.03	410.73
42-NBT (10048)	NBT (10048)	42	AVG	12600-16200	42-72: NE 2nd Ave@1267.8-10048@5.8	78		135.83	115.16	410.73
42-SBT	SBT	42	AVG	12600-16200	42-74: Federal Hwy@23.5-29: NE 2nd Ave@36.0	240		303.65	823.31	878.23
42-SBR	SBR	42	AVG	12600-16200	42-74: Federal Hwy@23.5-61: NE 36th St@21.7	35		348.46	822.85	877.76
42-SBL	SBL	42	AVG	12600-16200	42-74: Federal Hwy@23.5-94: NE 36th St@39.9	21		327.98	824.27	879.18
42-SBR (10048)	SBR (10048)	42	AVG	12600-16200	42-74: Federal Hwy@23.5-10048@5.8	2		381.15	822.81	877.72
42-EBR	EBR	42	AVG	12600-16200	42-76: NE 36th St@312.0-29: NE 2nd Ave@36.0	211		53.57	236.67	569.6
42-EBL	EBL	42	AVG	12600-16200	42-76: NE 36th St@312.0-79: Federal Hwy@47.8	71		43.47	234.66	566.6
42-EBT	EBT	42	AVG	12600-16200	42-76: NE 36th St@312.0-94: NE 36th St@39.9	331		131.45	237.36	569.6
42-EBL (10048)	EBL (10048)	42	AVG	12600-16200	42-76: NE 36th St@312.0-10048@5.8	14		85.88	236.73	569.6
42-WBT	WBT	42	AVG	12600-16200	42-77: NE 36th St@309.5-61: NE 36th St@21.7	174		37.3	29.65	198.99
42-WBR	WBR	42	AVG	12600-16200	42-77: NE 36th St@309.5-79: Federal Hwy@47.8	31		24.99	28.95	198.99
42-WBR (10048)	WBR (10048)	42	AVG	12600-16200	42-77: NE 36th St@309.5-10048@5.8	22		109.34	28.99	198.99
42-Overall	Overall	42	AVG	12600-16200	42	1746		123.93	273.42	879.18
43-SBL	SBL	43	AVG	12600-16200	43-80: Federal Hwy@191.5-34: NE 39th St@42.3	4		184.68	185.1	232.44
43-SBR	SBR	43	AVG	12600-16200	43-80: Federal Hwy@191.5-67: NE 39th St@13.6	41		179.7	219.78	267.73
43-SBT	SBT	43	AVG	12600-16200	43-80: Federal Hwy@191.5-73: Federal Hwy@17.9	213		266.13	219.8	267.73
43-EBL	EBL	43	AVG	12600-16200	43-81: NE 39th St@196.0-30: Federal Hwy@31.2	57		157.65	299.95	345.36
43-EBT	EBT	43	AVG	12600-16200	43-81: NE 39th St@196.0-34: NE 39th St@42.3	32		134.35	299.06	344.47
43-EBR	EBR	43	AVG	12600-16200	43-81: NE 39th St@196.0-73: Federal Hwy@17.9	40		951.14	300.29	345.63
43-WBR	WBR	43	AVG	12600-16200	43-82: NE 38th St@237.4-30: Federal Hwy@31.2	12		132.09	72	217.34
43-WBT	WBT	43	AVG	12600-16200	43-82: NE 38th St@237.4-67: NE 39th St@13.6	76		159.71	72.39	217.3
43-WBL	WBL	43	AVG	12600-16200	43-82: NE 38th St@237.4-73: Federal Hwy@17.9	23		223.56	70.48	216.3
43-NBT	NBT	43	AVG	12600-16200	43-83: Federal Hwy@535.5-30: Federal Hwy@31.2	202		55.53	92.83	482.8
43-NBR	NBR	43	AVG	12600-16200	43-83: Federal Hwy@535.5-34: NE 39th St@42.3	14		49.1	92.45	482.61
43-NBL	NBL	43	AVG	12600-16200	43-83: Federal Hwy@535.5-67: NE 39th St@13.6	16		70.77	92.71	483.07
43-WBR (34)	WBR (34)	43	AVG	12600-16200	43-10153@3.3-34: NE 39th St@42.3	2		55.72	0	0
43-Overall	Overall	43	AVG	12600-16200	43	731		199	155.14	486.91
44-NBT	NBT	44	AVG	12600-16200	44-85: Biscayne Blvd@133.6-24: Biscayne Blvd@23.4	584		33.27	242.74	665.49
44-NBL	NBL	44	AVG	12600-16200	44-85: Biscayne Blvd@133.6-82: NE 38th St@42.0	26		40.86	228.84	664.44
44-NBR	NBR	44	AVG	12600-16200	44-85: Biscayne Blvd@133.6-161: NE 38th St@79.2	533		38.76	241.95	664.44
44-SBR	SBR	44	AVG	12600-16200	44-87: Biscayne Blvd@344.4-82: NE 38th St@42.0	22		16.95	309.72	791.3
44-SBT	SBT	44	AVG	12600-16200	44-87: Biscayne Blvd@344.4-92: Biscayne Blvd@30.4	1038		31.98	318.95	791.1
44-SBL	SBL	44	AVG	12600-16200	44-87: Biscayne Blvd@344.4-161: NE 38th St@79.2	447		28.21	318.7	790.89
44-WBR	WBR	44	AVG	12600-16200	44-89: NE 38th St@26.9-24: Biscayne Blvd@23.4	163		13.19	94.54	383.31

VISSIM INTERSECTION OUTPUT
AM HOUR 4

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
44-WBT	WBT	44	AVG	12600-16200	44-89: NE 38th St@26.9-82: NE 38th St@42.0	66		69.89	94.54	383.31
44-WBL	WBL	44	AVG	12600-16200	44-89: NE 38th St@26.9-92: Biscayne Blvd@30.4	221		68.57	94.54	383.31
44-Overall	Overall	44	AVG	12600-16200	44	3099		34.61	216.06	870.48
45-NBL	NBL	45	AVG	12600-16200	45-91: Biscayne Blvd@200.0-77: NE 36th St@20.3	31		40.13	245.07	700.08
45-NBT	NBT	45	AVG	12600-16200	45-91: Biscayne Blvd@200.0-84: Biscayne Blvd@42.1	765		63.07	247.37	700.08
45-NBR	NBR	45	AVG	12600-16200	45-91: Biscayne Blvd@200.0-104: NE 36th St@54.2	161		42.9	247.13	700.08
45-SBT	SBT	45	AVG	12600-16200	45-93: Biscayne Blvd@288.0-25: Biscayne Blvd@32.5	872		33.67	288.74	783.63
45-SBR	SBR	45	AVG	12600-16200	45-93: Biscayne Blvd@288.0-77: NE 36th St@20.3	76		32.08	283.32	783.63
45-SBL	SBL	45	AVG	12600-16200	45-93: Biscayne Blvd@288.0-104: NE 36th St@54.2	320		110.81	288.77	783.63
45-EBR	EBR	45	AVG	12600-16200	45-95: NE 36th St@227.6-25: Biscayne Blvd@32.5	126		28.6	271.25	556.71
45-EBL	EBL	45	AVG	12600-16200	45-95: NE 36th St@227.6-84: Biscayne Blvd@42.1	45		133.11	271.49	556.71
45-EBT	EBT	45	AVG	12600-16200	45-95: NE 36th St@227.6-104: NE 36th St@54.2	238		120.4	271.7	556.71
45-WBL	WBL	45	AVG	12600-16200	45-97: NE 36th St@236.9-25: Biscayne Blvd@32.5	419		95.76	257.55	463.36
45-WBT	WBT	45	AVG	12600-16200	45-97: NE 36th St@236.9-77: NE 36th St@20.3	117		103.25	257.53	463.36
45-WBR	WBR	45	AVG	12600-16200	45-97: NE 36th St@236.9-84: Biscayne Blvd@42.1	316		57.66	257.38	463.36
45-Overall	Overall	45	AVG	12600-16200	45	3485		66.44	265.61	848.71
46-SBR	SBR	46	AVG	12600-16200	46-98: NE 6th Ave@724.9-162: NE 38th St@34.9	24		6.89	1.24	72.2
46-EBR	EBR	46	AVG	12600-16200	46-99: NE 38th St@568.3-103@19.6	9		0.7	0	0
46-WBL	WBL	46	AVG	12600-16200	46-100: I-195 WB Off-Ramp@323.1-103@19.6	2		0.67	0	0
46-WBT	WBT	46	AVG	12600-16200	46-100: I-195 WB Off-Ramp@323.1-162: NE 38th St@34.9	433		0.09	0	0
46-WBR	WBR	46	AVG	12600-16200	46-100: I-195 WB Off-Ramp@323.1-10183@47.9	41		0.94	0	0
46-Overall	Overall	46	AVG	12600-16200	46	510		0.49	0.41	72.2
49-EBT	EBT	49	AVG	12600-16200	49-104: NE 36th St@325.6-109: NE 36th St@65.7	714		17.49	79.96	231.03
49-WBT	WBT	49	AVG	12600-16200	49-105: NE 36th St@104.7-96: NE 36th St@85.2	189		79.97	155.35	265.73
49-SBR	SBR	49	AVG	12600-16200	49-106: I-195 EB Off-Ramp@145.5-96: NE 36th St@85.2	678		19	269.51	1045.07
49-Overall	Overall	49	AVG	12600-16200	49	1581		25.4	168.27	1045.07
52-NBR	NBR	52	AVG	12600-16200	52-107@640.1-19: NE 36th St (To I-195 EB)@1.4	88		503.25	569.62	705.76
52-NBT	NBT	52	AVG	12600-16200	52-107@640.1-28: NE 5th Ave@11.9	1		200.43	597.36	735.05
52-NBL	NBL	52	AVG	12600-16200	52-107@640.1-105: NE 36th St@40.9	53		606.33	576.37	712.84
52-SBL	SBL	52	AVG	12600-16200	52-108: NE 5th Ave@135.2-19: NE 36th St (To I-195 EB)@1.4	0			0.21	41.32
52-SBT	SBT	52	AVG	12600-16200	52-108: NE 5th Ave@135.2-102@10.7	2		15.25	0.66	87.22
52-SBR	SBR	52	AVG	12600-16200	52-108: NE 5th Ave@135.2-105: NE 36th St@40.9	6		52.79	0.59	55.01
52-EBT	EBT	52	AVG	12600-16200	52-109: NE 36th St@135.4-19: NE 36th St (To I-195 EB)@1.4	703		7.27	60.3	169.32
52-EBL	EBL	52	AVG	12600-16200	52-109: NE 36th St@135.4-28: NE 5th Ave@11.9	5		2.11	51.72	154.32
52-EBR	EBR	52	AVG	12600-16200	52-109: NE 36th St@135.4-102@10.7	5		8.32	52.02	150.12
52-WBR	WBR	52	AVG	12600-16200	52-110: NE 36th St (To I-195 EB)@764.6-28: NE 5th Ave@11.9	0			327.84	637.66
52-WBL	WBL	52	AVG	12600-16200	52-110: NE 36th St (To I-195 EB)@764.6-102@10.7	1		496.34	341.66	660.32
52-WBT	WBT	52	AVG	12600-16200	52-110: NE 36th St (To I-195 EB)@764.6-105: NE 36th St@40.9	127		263.85	311.45	610.82
52-Overall	Overall	52	AVG	12600-16200	52	990		93.71	240.82	780.76
57-NBT	NBT	57	AVG	12600-16200	57-115: Alton Road@150.4-177: Alton Road@63.8	820		0.07	0	0
57-SBT	SBT	57	AVG	12600-16200	57-116: Alton Road@1341.5-121: Alton Road@19.9	1318		10.37	31.29	450.63
57-SBR	SBR	57	AVG	12600-16200	57-116: Alton Road@1341.5-179: N Bay Road North@24.4	1		6.93	31.29	450.63
57-EBR	EBR	57	AVG	12600-16200	57-117: N Bay Road North@435.3-121: Alton Road@19.9	117		68.52	51.72	236.22
57-Overall	Overall	57	AVG	12600-16200	57	2256		9.72	27.67	456.28
58-NBT	NBT	58	AVG	12600-16200	58-119@313.9-115: Alton Road@14.5	781		7.98	135.54	402.17
58-NBR	NBR	58	AVG	12600-16200	58-119@313.9-175: 43rd Street@22.8	33		11.08	106.26	402.89

VISSIM INTERSECTION OUTPUT
AM HOUR 4

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
58-NBL	NBL	58	AVG	12600-16200	58-119@313.9-187: Ed Sullivan Dr@53.5	496		76.06	135.56	402.03
58-SBL	SBL	58	AVG	12600-16200	58-123: Alton Road@93.1-175: 43rd Street@22.8	26		11.38	85.13	285.25
58-SBT	SBT	58	AVG	12600-16200	58-123: Alton Road@93.1-183@60.1	1251		14.48	90.27	285.25
58-SBR	SBR	58	AVG	12600-16200	58-123: Alton Road@93.1-187: Ed Sullivan Dr@53.5	158		12.63	89.91	285.25
58-EBL	EBL	58	AVG	12600-16200	58-124: Ed Sullivan Dr@790.9-115: Alton Road@14.5	32		71.6	23.91	141.37
58-EBT	EBT	58	AVG	12600-16200	58-124: Ed Sullivan Dr@790.9-175: 43rd Street@22.8	38		70.93	25.63	149.7
58-EBR	EBR	58	AVG	12600-16200	58-124: Ed Sullivan Dr@790.9-183@60.1	107		14.24	11.96	138.7
58-WBL	WBL	58	AVG	12600-16200	58-125: 43rd Street@131.1-183@60.1	6		371.39	789.96	916.09
58-WBT	WBT	58	AVG	12600-16200	58-125: 43rd Street@131.1-187: Ed Sullivan Dr@53.5	135		363.08	788.42	914.56
58-NWBT	NWBT	58	AVG	12600-16200	58-184: N Bay Rd@266.4-115: Alton Road@14.5	7		17.44	135.54	402.17
58-NWBR	NWBR	58	AVG	12600-16200	58-184: N Bay Rd@266.4-175: 43rd Street@22.8	1		14.62	106.26	402.89
58-NWBL	NWBL	58	AVG	12600-16200	58-184: N Bay Rd@266.4-187: Ed Sullivan Dr@53.5	0			135.56	402.03
58-Overall	Overall	58	AVG	12600-16200	58	3070		39.95	207.51	916.09
61-SBT	SBT	61	AVG	12600-16200	61-130@220.9-172: Unnamed Road@7.9	154		10.32	3.27	118.06
61-SBR	SBR	61	AVG	12600-16200	61-130@220.9-176: Alton Road@20.2	22		9.18	9.28	139.41
61-WBT	WBT	61	AVG	12600-16200	61-10220@0.6-176: Alton Road@20.2	819		0.17	0	0
61-Overall	Overall	61	AVG	12600-16200	61	995		1.94	4.18	139.41
63-NBL	NBL	63	AVG	12600-16200	63-132: Alton Road@140.5-12@13.5	74		54.09	43.29	236.2
63-NBT	NBT	63	AVG	12600-16200	63-132: Alton Road@140.5-163: Alton Road@28.9	105		64	43.29	236.2
63-NBR	NBR	63	AVG	12600-16200	63-132: Alton Road@140.5-168: 41 Street/ Art Godfrey Road@	42		28.84	43.29	236.2
63-SBR	SBR	63	AVG	12600-16200	63-134: Alton Road@43.1-12@13.5	258		7.87	30.03	142.64
63-SBT	SBT	63	AVG	12600-16200	63-134: Alton Road@43.1-141: Alton Road@4.7	102		26.93	30.42	142.64
63-SBL	SBL	63	AVG	12600-16200	63-134: Alton Road@43.1-168: 41 Street/ Art Godfrey Road@1	52		30.51	29.46	142.64
63-EBL	EBL	63	AVG	12600-16200	63-136: 41 Street/ Art Godfrey Road@324.2-163: Alton Road@	260		180.12	1358.62	1636.98
63-EBT	EBT	63	AVG	12600-16200	63-136: 41 Street/ Art Godfrey Road@324.2-168: 41 Street/ Ar	1136		42.99	1358.58	1636.87
63-WBT	WBT	63	AVG	12600-16200	63-139: 41 Street/ Art Godfrey Road@83.8-12@13.5	890		26.8	103.64	528.92
63-WBL	WBL	63	AVG	12600-16200	63-139: 41 Street/ Art Godfrey Road@83.8-141: Alton Road@4	30		51.9	102.84	528.92
63-WBR	WBR	63	AVG	12600-16200	63-139: 41 Street/ Art Godfrey Road@83.8-163: Alton Road@2	67		33.73	103.8	530.54
63-EBR	EBR	63	AVG	12600-16200	63-10223@17.2-141: Alton Road@4.7	67		29.37	1357.38	1636.71
63-Overall	Overall	63	AVG	12600-16200	63	3082		46.35	383.72	1642.86
64-NBR	NBR	64	AVG	12600-16200	64-140: Alton Road@213.9-111: W 39th St@6.6	34		1.43	1.27	94.03
64-NBL	NBL	64	AVG	12600-16200	64-140: Alton Road@213.9-112@14.6	0			1.25	92.15
64-NBT	NBT	64	AVG	12600-16200	64-140: Alton Road@213.9-132: Alton Road@10.8	144		1.92	0.96	68.59
64-SBL	SBL	64	AVG	12600-16200	64-141: Alton Road@121.3-111: W 39th St@6.6	48		1.19	0.1	39.73
64-SBR	SBR	64	AVG	12600-16200	64-141: Alton Road@121.3-112@14.6	0			0.03	25.3
64-SBT	SBT	64	AVG	12600-16200	64-141: Alton Road@121.3-145: Alton Road@33.5	152		0.21	0.01	12.96
64-EBT	EBT	64	AVG	12600-16200	64-142@109.2-111: W 39th St@6.6	2		9.83	0.35	46.41
64-EBL	EBL	64	AVG	12600-16200	64-142@109.2-132: Alton Road@10.8	9		8.42	0.01	9.92
64-EBR	EBR	64	AVG	12600-16200	64-142@109.2-145: Alton Road@33.5	5		6.85	0.37	46.85
64-WBR	WBR	64	AVG	12600-16200	64-10241@65.4-132: Alton Road@10.8	69		6.32	0.21	45.93
64-WBL	WBL	64	AVG	12600-16200	64-10244@63.1-145: Alton Road@33.5	51		8.15	1.49	65.56
64-Overall	Overall	64	AVG	12600-16200	64	513		2.73	0.55	114.16
65-NBR	NBR	65	AVG	12600-16200	65-144: Alton Road@360.8-113: Barry St@24.6	19		1.15	0.08	35.66
65-NBT	NBT	65	AVG	12600-16200	65-144: Alton Road@360.8-140: Alton Road@20.5	140		0.43	0.02	16.98
65-NBL	NBL	65	AVG	12600-16200	65-144: Alton Road@360.8-171@30.9	11		0.47	0.07	35.54
65-SBL	SBL	65	AVG	12600-16200	65-145: Alton Road@221.1-113: Barry St@24.6	65		0.57	0	0

VISSIM INTERSECTION OUTPUT
AM HOUR 4

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
65-SBT	SBT	65	AVG	12600-16200	65-145: Alton Road@221.1-130@14.0	129		0.36	0	0
65-SBR	SBR	65	AVG	12600-16200	65-145: Alton Road@221.1-171@30.9	14		0.65	0.01	7.79
65-EBT	EBT	65	AVG	12600-16200	65-146@347.6-113: Barry St@24.6	0			0.06	32.72
65-EBR	EBR	65	AVG	12600-16200	65-146@347.6-130@14.0	9		7.48	1.28	74.46
65-EBL	EBL	65	AVG	12600-16200	65-146@347.6-140: Alton Road@20.5	16		6.89	1.07	65.05
65-WBL	WBL	65	AVG	12600-16200	65-147: Barry St@870.8-130@14.0	38		7.68	0.15	39.49
65-WBR	WBR	65	AVG	12600-16200	65-147: Barry St@870.8-140: Alton Road@20.5	22		8.12	3.4	100.12
65-WBT	WBT	65	AVG	12600-16200	65-147: Barry St@870.8-171@30.9	0			0.15	39.49
65-Overall	Overall	65	AVG	12600-16200	65	462		1.78	0.61	100.12
66-NBR	NBR	66	AVG	12600-16200	66-148: Alton Road@359.0-128: W 34th St@36.0	4		0.65	0.05	40.09
66-NBL	NBL	66	AVG	12600-16200	66-148: Alton Road@359.0-129@139.7	819		0.5	0.05	40.09
66-NBT	NBT	66	AVG	12600-16200	66-148: Alton Road@359.0-144: Alton Road@27.8	166		0.58	0.05	40.09
66-WBR	WBR	66	AVG	12600-16200	66-181: W 34th St@645.8-144: Alton Road@27.8	4		4.81	0	0
66-Overall	Overall	66	AVG	12600-16200	66	993		0.53	0.03	40.09
67-NBT	NBT	67	AVG	12600-16200	67-150: Alton Rd@108.5-148: Alton Road@8.6	806		16.04	45.88	284.16
67-NBR	NBR	67	AVG	12600-16200	67-150: Alton Rd@108.5-169: Chase Ave@18.0	39		7.01	45.37	284.16
67-SBT	SBT	67	AVG	12600-16200	67-151: Alton Road@330.6-173: Alton Rd@9.9	1572		17.78	205.39	1393.31
67-WBR	WBR	67	AVG	12600-16200	67-155: Chase Ave@27.1-148: Alton Road@8.6	130		7.69	6.02	106.31
67-WBL	WBL	67	AVG	12600-16200	67-155: Chase Ave@27.1-173: Alton Rd@9.9	29		25.72	6.02	106.31
67-EBL	EBL	67	AVG	12600-16200	67-10260@0.4-148: Alton Road@8.6	52		20.07	6.37	96.63
67-EBT	EBT	67	AVG	12600-16200	67-10263@0.0-169: Chase Ave@18.0	17		20.77	6.28	96.2
67-EBR	EBR	67	AVG	12600-16200	67-10265@0.0-173: Alton Rd@9.9	3		15.04	12.63	125.95
67-Overall	Overall	67	AVG	12600-16200	67	2648		16.75	41.75	1393.31
68-NBR	NBR	68	AVG	12600-16200	68-157: NW 10th Ave@55.2-11: To I-95 N Express lanes@36.0	146		2.94	0.14	36.13
68-NBT	NBT	68	AVG	12600-16200	68-157: NW 10th Ave@55.2-13: NW 10th Ave@21.8	202		0.56	0	0
68-SBL	SBL	68	AVG	12600-16200	68-158: NW 10th Ave@1120.0-11: To I-95 N Express lanes@36	21		0.66	0	0
68-SBT	SBT	68	AVG	12600-16200	68-158: NW 10th Ave@1120.0-14: NW 10th Ave@35.5	383		0.21	0	0
68-EBT	EBT	68	AVG	12600-16200	68-159: NW 39th St@1216.3-11: To I-95 N Express lanes@36.0	66		10.73	0.98	89.29
68-EBL	EBL	68	AVG	12600-16200	68-159: NW 39th St@1216.3-13: NW 10th Ave@21.8	50		9.27	0.98	89.29
68-EBR	EBR	68	AVG	12600-16200	68-159: NW 39th St@1216.3-14: NW 10th Ave@35.5	51		7.98	8.66	147.63
68-Overall	Overall	68	AVG	12600-16200	68	919		2.41	1.96	147.63
71-NBR	NBR	71	AVG	12600-16200	71-163: Alton Road@53.7-131: Nautilus Rd/ Michigan Ave@8.4	117		6.02	58.56	313.78
71-NB - U	NB - U	71	AVG	12600-16200	71-163: Alton Road@53.7-134: Alton Road@22.3	3		15.53	72.78	353.58
71-NBT	NBT	71	AVG	12600-16200	71-163: Alton Road@53.7-174: 43rd Street@25.8	312		24.68	58.56	313.78
71-SBL	SBL	71	AVG	12600-16200	71-165: 43rd Street@48.2-131: Nautilus Rd/ Michigan Ave@8.4	17		7.75	0.87	53.41
71-SBT	SBT	71	AVG	12600-16200	71-165: 43rd Street@48.2-134: Alton Road@22.3	82		6.46	0.08	15.01
71-WBL	WBL	71	AVG	12600-16200	71-166: Nautilus Rd/ Michigan Ave@593.8-134: Alton Road@2	325		131.07	601.67	677.41
71-WBR	WBR	71	AVG	12600-16200	71-166: Nautilus Rd/ Michigan Ave@593.8-174: 43rd Street@2	22		146.06	601.5	677.24
71-Overall	Overall	71	AVG	12600-16200	71	878		62.59	222.58	677.41
88-EBT	EBT	88	AVG	12600-16200	88-124: Ed Sullivan Dr@388.0-124: Ed Sullivan Dr@525.9	176		0.2	0.01	10.99
88-WBT	WBT	88	AVG	12600-16200	88-187: Ed Sullivan Dr@344.1-114@19.8	539		6.02	13.67	305.7
88-WBL	WBL	88	AVG	12600-16200	88-187: Ed Sullivan Dr@344.1-178: Ed Sullivan Dr@16.3	250		8.03	13.67	305.7
88-Overall	Overall	88	AVG	12600-16200	88	965		5.48	6.84	305.7

VISSIM INTERSECTION OUTPUT

(PM PEAK PERIOD)

Hour 1

VISSIM INTERSECTION OUTPUT
PM HOUR 1

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
3-SBT	SBT	3	AVG	1800-5400	3-4: NW 12th Ave@826.5-8: NW 12th Ave@1.7	507		5.33	8.74	144.58
3-SBR	SBR	3	AVG	1800-5400	3-4: NW 12th Ave@826.5-10: NW 40th St@29.2	16		3.74	9.29	147.25
3-WBL	WBL	3	AVG	1800-5400	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-8: NW 12th Ave@1.	123		37.7	29.49	157.04
3-WBT	WBT	3	AVG	1800-5400	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-10: NW 40th St@29	39		40.25	29.82	157.62
3-WBR	WBR	3	AVG	1800-5400	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-10035@64.5	62		12.02	28.81	156.98
3-NBT	NBT	3	AVG	1800-5400	3-10034@1.9-1: NW 12th Ave@13.7	1335		2.67	10.81	211.26
3-NBL	NBL	3	AVG	1800-5400	3-10036@3.3-10: NW 40th St@29.2	77		4.32	9.35	209.5
3-Overall	Overall	3	AVG	1800-5400	3	2160		6.3	18.04	220.31
4-NBT	NBT	4	AVG	1800-5400	4-7: NW 12th Ave@671.4-3: NW 12th Ave@24.5	1188		9.31	39.75	359.29
4-NBR	NBR	4	AVG	1800-5400	4-7: NW 12th Ave@671.4-159: NW 39th St@17.7	47		9.74	39.73	359.58
4-SBT	SBT	4	AVG	1800-5400	4-8: NW 12th Ave@183.1-2: NW 12th Ave@16.5	590		4.92	9.45	142.07
4-SBL	SBL	4	AVG	1800-5400	4-8: NW 12th Ave@183.1-159: NW 39th St@17.7	41		10.44	8.74	141.43
4-EBR	EBR	4	AVG	1800-5400	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-2: NW 12th Ave@16.5	184		7.37	50.64	269.69
4-EBL	EBL	4	AVG	1800-5400	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-3: NW 12th Ave@24.5	224		35.49	54.75	269.27
4-EBT	EBT	4	AVG	1800-5400	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-159: NW 39th St@17.7	84		31.93	55.94	269.81
4-Overall	Overall	4	AVG	1800-5400	4	2358		11.38	37	359.58
35-NBT	NBT	35	AVG	1800-5400	35-37: N Miami Ave@117.5-15: N Miami Ave@41.4	1372		3.69	30.75	247.68
35-NBL (On-Ramp)	NBL (On-Ramp)	35	AVG	1800-5400	35-37: N Miami Ave@117.5-22: I-195 WB On-Ramp@14.9	375		5.66	30.75	247.68
35-NBL	NBL	35	AVG	1800-5400	35-37: N Miami Ave@117.5-23: NW 38th St@17.0	7		11.63	30.75	247.68
35-NBR	NBR	35	AVG	1800-5400	35-37: N Miami Ave@117.5-55: NE 38th St@30.6	94		3.05	30.75	247.68
35-SBR (On-Ramp)	SBR (On-Ramp)	35	AVG	1800-5400	35-38: N Miami Ave@1597.7-22: I-195 WB On-Ramp@14.9	362		8.13	16.16	242.56
35-SBR	SBR	35	AVG	1800-5400	35-38: N Miami Ave@1597.7-23: NW 38th St@17.0	11		6.92	15.73	241.8
35-SBT	SBT	35	AVG	1800-5400	35-38: N Miami Ave@1597.7-41: N Miami Ave@22.6	284		5.99	15.75	241.26
35-WBR	WBR	35	AVG	1800-5400	35-39: NE 38th St@541.1-15: N Miami Ave@41.4	29		46.15	62.02	313.27
35-WBT (On-Ramp)	WBT (On-Ramp)	35	AVG	1800-5400	35-39: NE 38th St@541.1-22: I-195 WB On-Ramp@14.9	114		63.29	62.31	313.68
35-WBT	WBT	35	AVG	1800-5400	35-39: NE 38th St@541.1-23: NW 38th St@17.0	4		60.45	62.84	314.44
35-WBL	WBL	35	AVG	1800-5400	35-39: NE 38th St@541.1-41: N Miami Ave@22.6	14		65.42	62.6	314.1
35-Overall	Overall	35	AVG	1800-5400	35	2666		8.23	41.02	318.74
36-NBT (10064)	NBT (10064)	36	AVG	1800-5400	36-40: N Miami Ave@171.9-10064@80.2	946		8.17	60.75	311.43
36-NBT (10139)	NBT (10139)	36	AVG	1800-5400	36-40: N Miami Ave@171.9-10139@80.8	380		10.2	60.75	311.43
36-EBR	EBR	36	AVG	1800-5400	36-43: I-195 EB Off-Ramp (from I-95)@460.4-47: N Miami Ave@13.8	608		20.96	122.68	426.75
36-EBL	EBL	36	AVG	1800-5400	36-43: I-195 EB Off-Ramp (from I-95)@460.4-10065@83.5	522		54.86	122.88	427.12
36-SBT	SBT	36	AVG	1800-5400	36-10066@6.4-47: N Miami Ave@13.8	298		12.98	13.21	165.47
36-Overall	Overall	36	AVG	1800-5400	36	2753		20.65	79.88	427.12
37-NBL	NBL	37	AVG	1800-5400	37-45: N Miami Ave@208.2-18: NW 36th St@64.1	55		45.72	164.93	597.09
37-NBT	NBT	37	AVG	1800-5400	37-45: N Miami Ave@208.2-40: N Miami Ave@25.7	1085		37.08	166.06	597.09
37-NBR	NBR	37	AVG	1800-5400	37-45: N Miami Ave@208.2-59: NE 36th St@45.6	102		8.47	165.38	597.09
37-SBT	SBT	37	AVG	1800-5400	37-47: N Miami Ave@157.3-16: N Miami Ave@41.5	476		20.32	91.07	315.98
37-SBR	SBR	37	AVG	1800-5400	37-47: N Miami Ave@157.3-18: NW 36th St@64.1	257		16.85	87.05	318.33
37-SBL	SBL	37	AVG	1800-5400	37-47: N Miami Ave@157.3-59: NE 36th St@45.6	168		55.35	91.45	317.92
37-EBR	EBR	37	AVG	1800-5400	37-50: NW 36th St@207.7-16: N Miami Ave@41.5	78		27.67	64.28	285.1
37-EBL	EBL	37	AVG	1800-5400	37-50: NW 36th St@207.7-40: N Miami Ave@25.7	95		41.02	65.26	285.1
37-EBT	EBT	37	AVG	1800-5400	37-50: NW 36th St@207.7-59: NE 36th St@45.6	341		42.95	65.42	285.1
37-WBL	WBL	37	AVG	1800-5400	37-52: NE 36th St@194.9-16: N Miami Ave@41.5	82		52.06	155.31	591.33
37-WBT	WBT	37	AVG	1800-5400	37-52: NE 36th St@194.9-18: NW 36th St@64.1	351		55.16	155.33	591.09
37-WBR	WBR	37	AVG	1800-5400	37-52: NE 36th St@194.9-40: N Miami Ave@25.7	148		26.86	154.7	590.85
37-Overall	Overall	37	AVG	1800-5400	37	3237		35.59	118.85	618.8
38-NBT	NBT	38	AVG	1800-5400	38-53: NE 1st Ave@395.5-26: NE 1st Ave@6.9	77		9.15	1.18	71.53
38-NBR	NBR	38	AVG	1800-5400	38-53: NE 1st Ave@395.5-70: NE 38th St@10.3	33		7.14	4.11	100.39

VISSIM INTERSECTION OUTPUT
PM HOUR 1

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
38-NBL	NBL	38	AVG	1800-5400	38-53: NE 1st Ave@395.5-10083@85.1	60		7.95	5.98	111.95
38-SBT	SBT	38	AVG	1800-5400	38-54: NE 1st Ave@1159.7-58: NE 1st Ave@2.0	39		8.58	0.35	57.64
38-SBL	SBL	38	AVG	1800-5400	38-54: NE 1st Ave@1159.7-70: NE 38th St@10.3	20		7.42	2.16	93.57
38-SBR	SBR	38	AVG	1800-5400	38-54: NE 1st Ave@1159.7-10084@43.8	33		5.92	2.35	88.53
38-EBL	EBL	38	AVG	1800-5400	38-55: NE 38th St@570.9-26: NE 1st Ave@6.9	22		7.42	2.04	89.35
38-EBR	EBR	38	AVG	1800-5400	38-55: NE 38th St@570.9-58: NE 1st Ave@2.0	16		7	1.58	82.68
38-EBT	EBT	38	AVG	1800-5400	38-55: NE 38th St@570.9-70: NE 38th St@10.3	56		9.2	3.58	98.97
38-WBR	WBR	38	AVG	1800-5400	38-56: NE 38th St@580.8-26: NE 1st Ave@6.9	36		6.9	2.8	94.94
38-WBL	WBL	38	AVG	1800-5400	38-56: NE 38th St@580.8-58: NE 1st Ave@2.0	6		7.42	0.47	65.8
38-WBT	WBT	38	AVG	1800-5400	38-56: NE 38th St@580.8-10085@82.0	67		9.34	6.21	133.33
38-Overall	Overall	38	AVG	1800-5400		38 464		8.19	2.73	139.27
39-NBL	NBL	39	AVG	1800-5400	39-57: NE 1st Ave@1113.9-51: NE 36th St@5.8	37		19.52	41.08	337.15
39-NBT	NBT	39	AVG	1800-5400	39-57: NE 1st Ave@1113.9-53: NE 1st Ave@26.0	93		22.35	30.39	302.29
39-NBR	NBR	39	AVG	1800-5400	39-57: NE 1st Ave@1113.9-75: NE 36th St@7.4	105		21.88	38.41	322.59
39-SBT	SBT	39	AVG	1800-5400	39-58: NE 1st Ave@368.5-27: NE 1st Ave@6.8	19		8.44	0.01	12.65
39-SBR	SBR	39	AVG	1800-5400	39-58: NE 1st Ave@368.5-51: NE 36th St@5.8	21		7.69	1.08	67.52
39-SBL	SBL	39	AVG	1800-5400	39-58: NE 1st Ave@368.5-75: NE 36th St@7.4	21		11.93	1.47	77.57
39-EBR	EBR	39	AVG	1800-5400	39-60: NE 36th St@298.5-27: NE 1st Ave@6.8	71		3	4.8	127.3
39-EBL	EBL	39	AVG	1800-5400	39-60: NE 36th St@298.5-53: NE 1st Ave@26.0	44		4.87	4.7	127.3
39-EBT	EBT	39	AVG	1800-5400	39-60: NE 36th St@298.5-75: NE 36th St@7.4	494		4.87	3.66	106.7
39-WBL	WBL	39	AVG	1800-5400	39-62: NE 36th St@119.0-27: NE 1st Ave@6.8	60		2.43	0.05	32.9
39-WBT	WBT	39	AVG	1800-5400	39-62: NE 36th St@119.0-51: NE 36th St@5.8	532		0.93	0.49	121.82
39-WBR	WBR	39	AVG	1800-5400	39-62: NE 36th St@119.0-53: NE 1st Ave@26.0	33		2.43	0.17	53.66
39-Overall	Overall	39	AVG	1800-5400		39 1530		5.99	10.53	351.35
40-NBL	NBL	40	AVG	1800-5400	40-64: NE 2nd Ave@120.9-33: NE 39th St@20.8	13		20.22	50.69	371.08
40-NBT	NBT	40	AVG	1800-5400	40-64: NE 2nd Ave@120.9-36: NE 2nd Ave@71.2	308		19.76	50.76	371.08
40-NBR	NBR	40	AVG	1800-5400	40-64: NE 2nd Ave@120.9-81: NE 39th St@39.0	52		16.72	50.67	371.08
40-SBR	SBR	40	AVG	1800-5400	40-65: NE 2nd Ave@752.3-33: NE 39th St@20.8	42		6.97	16.39	257.27
40-SBT	SBT	40	AVG	1800-5400	40-65: NE 2nd Ave@752.3-69: NE 2nd Ave@48.4	261		9.42	16.65	257.26
40-SBL	SBL	40	AVG	1800-5400	40-65: NE 2nd Ave@752.3-81: NE 39th St@39.0	64		12.14	16.37	257
40-EBL	EBL	40	AVG	1800-5400	40-66: NE 39th St@103.0-36: NE 2nd Ave@71.2	41		66.17	52.92	167.36
40-EBR	EBR	40	AVG	1800-5400	40-66: NE 39th St@103.0-69: NE 2nd Ave@48.4	48		40.82	52.7	167.36
40-EBT	EBT	40	AVG	1800-5400	40-66: NE 39th St@103.0-81: NE 39th St@39.0	67		63.48	52.96	167.36
40-WBT	WBT	40	AVG	1800-5400	40-67: NE 39th St@171.9-33: NE 39th St@20.8	81		39.12	41.1	356.55
40-WBR	WBR	40	AVG	1800-5400	40-67: NE 39th St@171.9-36: NE 2nd Ave@71.2	76		24.61	40.65	356.55
40-WBL	WBL	40	AVG	1800-5400	40-67: NE 39th St@171.9-69: NE 2nd Ave@48.4	31		44.09	40.57	356.55
40-Overall	Overall	40	AVG	1800-5400		40 1084		24.06	40.2	376.77
41-NBL	NBL	41	AVG	1800-5400	41-68: NE 2nd Ave@247.3-56: NE 38th St@8.5	29		2.34	2.47	154.08
41-NBT	NBT	41	AVG	1800-5400	41-68: NE 2nd Ave@247.3-63: NE 2nd Ave@7.0	292		3.24	1.47	108.64
41-SBT	SBT	41	AVG	1800-5400	41-69: NE 2nd Ave@247.3-21: NE 2nd Ave@4.5	259		0.5	0.08	20.43
41-SBR	SBR	41	AVG	1800-5400	41-69: NE 2nd Ave@247.3-56: NE 38th St@8.5	81		1.33	0.14	33.34
41-EBR	EBR	41	AVG	1800-5400	41-70: NE 38th St@582.2-21: NE 2nd Ave@4.5	25		6.29	0.31	57.27
41-EBL	EBL	41	AVG	1800-5400	41-70: NE 38th St@582.2-63: NE 2nd Ave@7.0	84		8.76	4.99	96.13
41-EBT	EBT	41	AVG	1800-5400	41-70: NE 38th St@582.2-188@5.1	0			0.31	57.27
41-WBL	WBL	41	AVG	1800-5400	41-71@192.3-21: NE 2nd Ave@4.5	0			0	0
41-WBT	WBT	41	AVG	1800-5400	41-71@192.3-56: NE 38th St@8.5	0			0	0
41-WBR	WBR	41	AVG	1800-5400	41-71@192.3-63: NE 2nd Ave@7.0	0			0	0
41-Overall	Overall	41	AVG	1800-5400		41 770		2.78	1.05	155.68
42-SEBT	SEBT	42	AVG	1800-5400	42-21: NE 2nd Ave@278.6-29: NE 2nd Ave@36.0	149		74.92	69.46	257.84

VISSIM INTERSECTION OUTPUT
PM HOUR 1

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
42-SEBR	SEBR	42	AVG	1800-5400	42-21: NE 2nd Ave@278.6-61: NE 36th St@21.7	78		15.23	19.24	178.32
42-SEBL (79)	SEBL (79)	42	AVG	1800-5400	42-21: NE 2nd Ave@278.6-79: Federal Hwy@47.9	3		99.43	66.87	257.19
42-SEBL	SEBL	42	AVG	1800-5400	42-21: NE 2nd Ave@278.6-94: NE 36th St@39.9	56		140.07	67.15	257.18
42-NBL	NBL	42	AVG	1800-5400	42-72: NE 2nd Ave@1267.8-61: NE 36th St@21.7	89		75.75	377.04	1012.97
42-NBT	NBT	42	AVG	1800-5400	42-72: NE 2nd Ave@1267.8-79: Federal Hwy@47.9	417		76.5	377.07	1012.97
42-NBR	NBR	42	AVG	1800-5400	42-72: NE 2nd Ave@1267.8-94: NE 36th St@39.9	43		88.38	377.04	1012.97
42-NBT (10048)	NBT (10048)	42	AVG	1800-5400	42-72: NE 2nd Ave@1267.8-10048@5.8	230		76.43	377.06	1012.97
42-SBT	SBT	42	AVG	1800-5400	42-74: Federal Hwy@23.7-29: NE 2nd Ave@36.0	100		121.91	100	329.97
42-SBR	SBR	42	AVG	1800-5400	42-74: Federal Hwy@23.7-61: NE 36th St@21.7	98		74.11	99.26	329.46
42-SBL	SBL	42	AVG	1800-5400	42-74: Federal Hwy@23.7-94: NE 36th St@39.9	22		134.86	98.2	331.08
42-SBR (10048)	SBR (10048)	42	AVG	1800-5400	42-74: Federal Hwy@23.7-10048@5.8	12		70.54	99.24	329.44
42-EBR	EBR	42	AVG	1800-5400	42-76: NE 36th St@312.0-29: NE 2nd Ave@36.0	122		76.26	227.81	613.44
42-EBL	EBL	42	AVG	1800-5400	42-76: NE 36th St@312.0-79: Federal Hwy@47.9	104		55.38	225.7	610.44
42-EBT	EBT	42	AVG	1800-5400	42-76: NE 36th St@312.0-94: NE 36th St@39.9	325		167.9	228.58	613.44
42-EBL (10048)	EBL (10048)	42	AVG	1800-5400	42-76: NE 36th St@312.0-10048@5.8	46		42.43	228.42	613.44
42-WBT	WBT	42	AVG	1800-5400	42-77: NE 36th St@309.5-61: NE 36th St@21.7	356		61.82	94.56	370.63
42-WBR	WBR	42	AVG	1800-5400	42-77: NE 36th St@309.5-79: Federal Hwy@47.9	29		51.07	94.41	370.63
42-WBR (10048)	WBR (10048)	42	AVG	1800-5400	42-77: NE 36th St@309.5-10048@5.8	33		60.94	94.45	370.63
42-Overall	Overall	42	AVG	1800-5400		42 2310		86.74	174.82	1014.06
43-SBL	SBL	43	AVG	1800-5400	43-80: Federal Hwy@191.5-34: NE 39th St@42.3	2		2.6	0.96	70.33
43-SBR	SBR	43	AVG	1800-5400	43-80: Federal Hwy@191.5-67: NE 39th St@13.6	50		7.39	6.24	105.37
43-SBT	SBT	43	AVG	1800-5400	43-80: Federal Hwy@191.5-73: Federal Hwy@18.4	169		10.87	6.82	105.61
43-EBL	EBL	43	AVG	1800-5400	43-81: NE 39th St@196.0-30: Federal Hwy@31.2	105		77.17	74.72	300.49
43-EBT	EBT	43	AVG	1800-5400	43-81: NE 39th St@196.0-34: NE 39th St@42.3	37		75.2	72.46	299.59
43-EBR	EBR	43	AVG	1800-5400	43-81: NE 39th St@196.0-73: Federal Hwy@18.4	37		7.12	74.55	300.76
43-WBR	WBR	43	AVG	1800-5400	43-82: NE 38th St@237.4-30: Federal Hwy@31.2	33		71.93	64.2	252.28
43-WBT	WBT	43	AVG	1800-5400	43-82: NE 38th St@237.4-67: NE 39th St@13.6	113		75.49	64.5	252.24
43-WBL	WBL	43	AVG	1800-5400	43-82: NE 38th St@237.4-73: Federal Hwy@18.4	27		60.48	61.63	251.25
43-NBT	NBT	43	AVG	1800-5400	43-83: Federal Hwy@535.6-30: Federal Hwy@31.2	516		27.38	197.05	748.09
43-NBR	NBR	43	AVG	1800-5400	43-83: Federal Hwy@535.6-34: NE 39th St@42.3	11		27.61	196.89	747.83
43-NBL	NBL	43	AVG	1800-5400	43-83: Federal Hwy@535.6-67: NE 39th St@13.6	25		30.04	197.18	748.49
43-WBR (34)	WBR (34)	43	AVG	1800-5400	43-10153@3.3-34: NE 39th St@42.3	3		31.18	0	0
43-Overall	Overall	43	AVG	1800-5400		43 1128		36.5	78.25	748.49
44-NBT	NBT	44	AVG	1800-5400	44-85: Biscayne Blvd@133.6-24: Biscayne Blvd@23.4	882		39.17	332.63	708.57
44-NBL	NBL	44	AVG	1800-5400	44-85: Biscayne Blvd@133.6-82: NE 38th St@42.0	26		36.3	322.66	707.52
44-NBR	NBR	44	AVG	1800-5400	44-85: Biscayne Blvd@133.6-161: NE 38th St@79.2	250		32.31	331.71	707.52
44-SBR	SBR	44	AVG	1800-5400	44-87: Biscayne Blvd@344.4-82: NE 38th St@42.0	54		14.48	87.81	557.7
44-SBT	SBT	44	AVG	1800-5400	44-87: Biscayne Blvd@344.4-92: Biscayne Blvd@30.4	939		15.11	106.64	557.5
44-SBL	SBL	44	AVG	1800-5400	44-87: Biscayne Blvd@344.4-161: NE 38th St@79.2	276		59.22	106.44	557.29
44-WBR	WBR	44	AVG	1800-5400	44-89: NE 38th St@26.9-24: Biscayne Blvd@23.4	396		25.28	170.48	540.86
44-WBT	WBT	44	AVG	1800-5400	44-89: NE 38th St@26.9-82: NE 38th St@42.0	97		63.51	170.48	540.86
44-WBL	WBL	44	AVG	1800-5400	44-89: NE 38th St@26.9-92: Biscayne Blvd@30.4	320		62.43	170.48	540.86
44-Overall	Overall	44	AVG	1800-5400		44 3240		34.29	199.93	708.57
45-NBL	NBL	45	AVG	1800-5400	45-91: Biscayne Blvd@200.0-77: NE 36th St@20.3	46		37.08	223.17	646.76
45-NBT	NBT	45	AVG	1800-5400	45-91: Biscayne Blvd@200.0-84: Biscayne Blvd@42.1	687		75.54	224.71	646.76
45-NBR	NBR	45	AVG	1800-5400	45-91: Biscayne Blvd@200.0-104: NE 36th St@54.2	170		24.16	224.18	646.76
45-SBT	SBT	45	AVG	1800-5400	45-93: Biscayne Blvd@288.0-25: Biscayne Blvd@32.5	665		16.49	83.8	519.87
45-SBR	SBR	45	AVG	1800-5400	45-93: Biscayne Blvd@288.0-77: NE 36th St@20.3	267		15.38	73.96	519.87
45-SBL	SBL	45	AVG	1800-5400	45-93: Biscayne Blvd@288.0-104: NE 36th St@54.2	325		32.6	83.38	519.87

VISSIM INTERSECTION OUTPUT
PM HOUR 1

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
45-EBR	EBR	45	AVG	1800-5400	45-95: NE 36th St@227.6-25: Biscayne Blvd@32.5	103		32.35	393.36	579.86
45-EBL	EBL	45	AVG	1800-5400	45-95: NE 36th St@227.6-84: Biscayne Blvd@42.1	81		146.48	393.49	579.86
45-EBT	EBT	45	AVG	1800-5400	45-95: NE 36th St@227.6-104: NE 36th St@54.2	247		148.25	393.49	579.86
45-WBL	WBL	45	AVG	1800-5400	45-97: NE 36th St@236.9-25: Biscayne Blvd@32.5	288		89.98	191.32	457.97
45-WBT	WBT	45	AVG	1800-5400	45-97: NE 36th St@236.9-77: NE 36th St@20.3	106		95.53	191.28	457.97
45-WBR	WBR	45	AVG	1800-5400	45-97: NE 36th St@236.9-84: Biscayne Blvd@42.1	396		45.08	191.24	457.97
45-Overall	Overall	45	AVG	1800-5400		45 3380		55.93	222.28	683.12
46-SBR	SBR	46	AVG	1800-5400	46-98: NE 6th Ave@724.9-162: NE 38th St@34.9	20		8.5	1.26	63.95
46-EBR	EBR	46	AVG	1800-5400	46-99: NE 38th St@568.3-103@19.6	62		0.9	0.01	12.04
46-WBL	WBL	46	AVG	1800-5400	46-100: I-195 WB Off-Ramp@323.1-103@19.6	1		0.63	0	0
46-WBT	WBT	46	AVG	1800-5400	46-100: I-195 WB Off-Ramp@323.1-162: NE 38th St@34.9	805		0.25	0	0
46-WBR	WBR	46	AVG	1800-5400	46-100: I-195 WB Off-Ramp@323.1-10183@47.9	166		1.25	0	0
46-Overall	Overall	46	AVG	1800-5400		46 1053		0.61	0.42	63.95
49-EBT	EBT	49	AVG	1800-5400	49-104: NE 36th St@325.6-109: NE 36th St@65.7	742		0.69	0.04	13.29
49-WBT	WBT	49	AVG	1800-5400	49-105: NE 36th St@104.7-96: NE 36th St@85.2	94		28.34	16.53	145.35
49-SBR	SBR	49	AVG	1800-5400	49-106: I-195 EB Off-Ramp@145.5-96: NE 36th St@85.2	706		7.16	21.05	494.56
49-Overall	Overall	49	AVG	1800-5400		49 1542		5.39	12.54	494.56
52-NBR	NBR	52	AVG	1800-5400	52-107@640.1-19: NE 36th St (To I-195 EB)@1.4	127		21.45	21.76	189.24
52-NBT	NBT	52	AVG	1800-5400	52-107@640.1-28: NE 5th Ave@11.9	1		16.46	33.32	218.52
52-NBL	NBL	52	AVG	1800-5400	52-107@640.1-105: NE 36th St@40.9	32		22.22	24.63	196.31
52-SBL	SBL	52	AVG	1800-5400	52-108: NE 5th Ave@135.2-19: NE 36th St (To I-195 EB)@1.4	1		8.54	0.22	41.98
52-SBT	SBT	52	AVG	1800-5400	52-108: NE 5th Ave@135.2-102@10.7	0			0.52	87.84
52-SBR	SBR	52	AVG	1800-5400	52-108: NE 5th Ave@135.2-105: NE 36th St@40.9	7		14.42	0.36	55.66
52-EBT	EBT	52	AVG	1800-5400	52-109: NE 36th St@135.4-19: NE 36th St (To I-195 EB)@1.4	730		0.59	0.15	38.93
52-EBL	EBL	52	AVG	1800-5400	52-109: NE 36th St@135.4-28: NE 5th Ave@11.9	6		0.56	0.12	32.44
52-EBR	EBR	52	AVG	1800-5400	52-109: NE 36th St@135.4-102@10.7	7		0.42	0.12	34.93
52-WBR	WBR	52	AVG	1800-5400	52-110: NE 36th St (To I-195 EB)@764.6-28: NE 5th Ave@11.9	0			2.08	17.23
52-WBL	WBL	52	AVG	1800-5400	52-110: NE 36th St (To I-195 EB)@764.6-102@10.7	2		3.23	2.55	28.22
52-WBT	WBT	52	AVG	1800-5400	52-110: NE 36th St (To I-195 EB)@764.6-105: NE 36th St@40.9	54		8.37	1.56	14.54
52-Overall	Overall	52	AVG	1800-5400		52 966		4.64	7.28	231.32
57-NBT	NBT	57	AVG	1800-5400	57-115: Alton Road@150.4-177: Alton Road@63.8	1389		0.11	0	0
57-SBT	SBT	57	AVG	1800-5400	57-116: Alton Road@1341.5-121: Alton Road@19.9	1216		6.03	11.63	319.61
57-SBR	SBR	57	AVG	1800-5400	57-116: Alton Road@1341.5-179: N Bay Road North@24.4	4		2.78	11.63	319.61
57-EBR	EBR	57	AVG	1800-5400	57-117: N Bay Road North@435.3-121: Alton Road@19.9	76		23.73	11.37	117.94
57-Overall	Overall	57	AVG	1800-5400		57 2685		3.47	7.67	319.61
58-NBT	NBT	58	AVG	1800-5400	58-119@313.9-115: Alton Road@14.5	1285		7.56	73.76	415.44
58-NBR	NBR	58	AVG	1800-5400	58-119@313.9-175: 43rd Street@22.8	42		12.95	59.98	416.16
58-NBL	NBL	58	AVG	1800-5400	58-119@313.9-187: Ed Sullivan Dr@53.5	210		66.8	73.37	415.3
58-SBL	SBL	58	AVG	1800-5400	58-123: Alton Road@93.1-175: 43rd Street@22.8	52		14.03	65.38	280.34
58-SBT	SBT	58	AVG	1800-5400	58-123: Alton Road@93.1-183@61.3	1179		12.31	66.73	280.34
58-SBR	SBR	58	AVG	1800-5400	58-123: Alton Road@93.1-187: Ed Sullivan Dr@53.5	50		10.15	66.3	280.34
58-EBL	EBL	58	AVG	1800-5400	58-124: Ed Sullivan Dr@766.5-115: Alton Road@14.5	84		674.2	483.06	535.04
58-EBT	EBT	58	AVG	1800-5400	58-124: Ed Sullivan Dr@766.5-175: 43rd Street@22.8	49		549.22	482.51	534.49
58-EBR	EBR	58	AVG	1800-5400	58-124: Ed Sullivan Dr@766.5-183@61.3	164		114.68	472.13	524.1
58-WBL	WBL	58	AVG	1800-5400	58-125: 43rd Street@131.1-183@61.3	15		92.24	49.65	214.49
58-WBT	WBT	58	AVG	1800-5400	58-125: 43rd Street@131.1-187: Ed Sullivan Dr@53.5	74		88.63	48.55	212.96
58-NWBT	NWBT	58	AVG	1800-5400	58-184: N Bay Rd@266.4-115: Alton Road@14.5	18		22.25	73.76	415.44
58-NWBR	NWBR	58	AVG	1800-5400	58-184: N Bay Rd@266.4-175: 43rd Street@22.8	2		17.95	59.98	416.16
58-NWBL	NWBL	58	AVG	1800-5400	58-184: N Bay Rd@266.4-187: Ed Sullivan Dr@53.5	0			73.37	415.3

VISSIM INTERSECTION OUTPUT
PM HOUR 1

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)		LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
58-Overall	Overall	58	AVG	1800-5400		58	3226		46.81	176.49	535.04
61-SBT	SBT	61	AVG	1800-5400	61-130@220.9-172: Unnamed Road@7.9		129		19.45	18.12	195.98
61-SBR	SBR	61	AVG	1800-5400	61-130@220.9-176: Alton Road@20.2		44		32.23	26.95	217.33
61-WBT	WBT	61	AVG	1800-5400	61-10220@0.6-176: Alton Road@20.2		1879		1.03	5.22	208
61-Overall	Overall	61	AVG	1800-5400		61	2052		2.84	16.76	249.62
63-NBL	NBL	63	AVG	1800-5400	63-132: Alton Road@140.5-12@13.5		109		61.98	76.26	285.93
63-NBT	NBT	63	AVG	1800-5400	63-132: Alton Road@140.5-163: Alton Road@28.9		139		57.67	76.26	285.93
63-NBR	NBR	63	AVG	1800-5400	63-132: Alton Road@140.5-168: 41 Street/ Art Godfrey Road@11.2		92		36.68	76.26	285.93
63-SBR	SBR	63	AVG	1800-5400	63-134: Alton Road@43.1-12@13.5		206		11.78	42.76	148.74
63-SBT	SBT	63	AVG	1800-5400	63-134: Alton Road@43.1-141: Alton Road@4.7		90		34.09	43.38	148.74
63-SBL	SBL	63	AVG	1800-5400	63-134: Alton Road@43.1-168: 41 Street/ Art Godfrey Road@11.2		81		39.99	42.88	148.74
63-EBL	EBL	63	AVG	1800-5400	63-136: 41 Street/ Art Godfrey Road@324.2-163: Alton Road@28.9		182		38.28	119.21	697.84
63-EBT	EBT	63	AVG	1800-5400	63-136: 41 Street/ Art Godfrey Road@324.2-168: 41 Street/ Art Godfrey Ro		1253		19.09	119.31	697.6
63-WBT	WBT	63	AVG	1800-5400	63-139: 41 Street/ Art Godfrey Road@83.8-12@13.5		1166		19.81	108.61	671.89
63-WBL	WBL	63	AVG	1800-5400	63-139: 41 Street/ Art Godfrey Road@83.8-141: Alton Road@4.7		45		32.87	108.29	671.89
63-WBR	WBR	63	AVG	1800-5400	63-139: 41 Street/ Art Godfrey Road@83.8-163: Alton Road@28.9		66		13.51	108.76	673.51
63-EBR	EBR	63	AVG	1800-5400	63-10223@17.2-141: Alton Road@4.7		42		14.8	101.12	684.78
63-Overall	Overall	63	AVG	1800-5400		63	3469		24.16	85.26	750.67
64-NBR	NBR	64	AVG	1800-5400	64-140: Alton Road@213.9-111: W 39th St@6.6		67		3.04	6.55	223.66
64-NBL	NBL	64	AVG	1800-5400	64-140: Alton Road@213.9-112@14.6		3		0.84	6.44	221.58
64-NBT	NBT	64	AVG	1800-5400	64-140: Alton Road@213.9-132: Alton Road@10.8		254		5.25	4.75	188.93
64-SBL	SBL	64	AVG	1800-5400	64-141: Alton Road@121.3-111: W 39th St@6.6		54		1.91	0.29	49.11
64-SBR	SBR	64	AVG	1800-5400	64-141: Alton Road@121.3-112@14.6		0			0.06	39.83
64-SBT	SBT	64	AVG	1800-5400	64-141: Alton Road@121.3-145: Alton Road@33.5		122		0.17	0.02	19.27
64-EBT	EBT	64	AVG	1800-5400	64-142@109.2-111: W 39th St@6.6		2		9.42	0.16	33.17
64-EBL	EBL	64	AVG	1800-5400	64-142@109.2-132: Alton Road@10.8		3		8.78	0	0
64-EBR	EBR	64	AVG	1800-5400	64-142@109.2-145: Alton Road@33.5		3		6.99	0.17	33.61
64-WBR	WBR	64	AVG	1800-5400	64-10241@65.4-132: Alton Road@10.8		78		7.44	0.25	49.71
64-WBL	WBL	64	AVG	1800-5400	64-10244@63.1-145: Alton Road@33.5		41		8.15	1.2	55.76
64-Overall	Overall	64	AVG	1800-5400		64	628		4.23	1.81	223.66
65-NBR	NBR	65	AVG	1800-5400	65-144: Alton Road@360.8-113: Barry St@24.6		9		0.66	0.01	11.43
65-NBT	NBT	65	AVG	1800-5400	65-144: Alton Road@360.8-140: Alton Road@20.5		279		0.3	0	1.66
65-NBL	NBL	65	AVG	1800-5400	65-144: Alton Road@360.8-171@30.9		12		0.29	0.02	17.31
65-SBL	SBL	65	AVG	1800-5400	65-145: Alton Road@221.1-113: Barry St@24.6		18		0.51	1.64	45.77
65-SBT	SBT	65	AVG	1800-5400	65-145: Alton Road@221.1-130@14.0		136		3.38	1.64	45.77
65-SBR	SBR	65	AVG	1800-5400	65-145: Alton Road@221.1-171@30.9		12		4.72	2.25	61.73
65-EBT	EBT	65	AVG	1800-5400	65-146@347.6-113: Barry St@24.6		0			0.1	39.31
65-EBR	EBR	65	AVG	1800-5400	65-146@347.6-130@14.0		10		10.56	1.69	81.05
65-EBL	EBL	65	AVG	1800-5400	65-146@347.6-140: Alton Road@20.5		18		7.03	1.33	71.65
65-WBL	WBL	65	AVG	1800-5400	65-147: Barry St@870.8-130@14.0		27		9.25	0.07	29.5
65-WBR	WBR	65	AVG	1800-5400	65-147: Barry St@870.8-140: Alton Road@20.5		26		8.06	2.91	90.07
65-WBT	WBT	65	AVG	1800-5400	65-147: Barry St@870.8-171@30.9		0			0.07	29.5
65-Overall	Overall	65	AVG	1800-5400		65	547		2.38	1	113.8
66-NBR	NBR	66	AVG	1800-5400	66-148: Alton Road@359.0-128: W 34th St@36.0		5		1.25	18.13	757.59
66-NBL	NBL	66	AVG	1800-5400	66-148: Alton Road@359.0-129@139.7		1879		2.08	18.13	757.59
66-NBT	NBT	66	AVG	1800-5400	66-148: Alton Road@359.0-144: Alton Road@27.8		297		1.84	18.13	757.59
66-WBR	WBR	66	AVG	1800-5400	66-181: W 34th St@645.8-144: Alton Road@27.8		4		4.8	0	0
66-Overall	Overall	66	AVG	1800-5400		66	2185		2.05	9.07	757.59
67-NBT	NBT	67	AVG	1800-5400	67-150: Alton Rd@108.5-148: Alton Road@8.6		1884		16.51	222.32	1026.28

VISSIM INTERSECTION OUTPUT
PM HOUR 1

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
67-NBR	NBR	67	AVG	1800-5400	67-150: Alton Rd@108.5-169: Chase Ave@18.0	41		12.55	222.05	1026.28
67-SBT	SBT	67	AVG	1800-5400	67-151: Alton Road@330.6-173: Alton Rd@9.9	1442		13.51	76.9	659.64
67-WBR	WBR	67	AVG	1800-5400	67-155: Chase Ave@27.1-148: Alton Road@8.6	164		24.68	24.04	232.67
67-WBL	WBL	67	AVG	1800-5400	67-155: Chase Ave@27.1-173: Alton Rd@9.9	60		34.03	24.04	232.67
67-EBL	EBL	67	AVG	1800-5400	67-10260@0.4-148: Alton Road@8.6	137		31.51	26.39	207.84
67-EBT	EBT	67	AVG	1800-5400	67-10263@0.0-169: Chase Ave@18.0	19		32.72	26.17	207.41
67-EBR	EBR	67	AVG	1800-5400	67-10265@0.0-173: Alton Rd@9.9	3		15.06	41.04	237.16
67-Overall	Overall	67	AVG	1800-5400		67 3749		16.58	82.87	1026.28
68-NBR	NBR	68	AVG	1800-5400	68-157: NW 10th Ave@55.2-11: To I-95 N Express lanes@36.0	138		3.05	0.1	46.49
68-NBT	NBT	68	AVG	1800-5400	68-157: NW 10th Ave@55.2-13: NW 10th Ave@21.8	621		0.94	0	0
68-SBL	SBL	68	AVG	1800-5400	68-158: NW 10th Ave@1120.0-11: To I-95 N Express lanes@36.0	18		0.59	0	0
68-SBT	SBT	68	AVG	1800-5400	68-158: NW 10th Ave@1120.0-14: NW 10th Ave@35.5	194		0.12	0	0
68-EBT	EBT	68	AVG	1800-5400	68-159: NW 39th St@1216.3-11: To I-95 N Express lanes@36.0	50		9.8	0.52	71.76
68-EBL	EBL	68	AVG	1800-5400	68-159: NW 39th St@1216.3-13: NW 10th Ave@21.8	69		8.71	0.52	71.76
68-EBR	EBR	68	AVG	1800-5400	68-159: NW 39th St@1216.3-14: NW 10th Ave@35.5	53		6.92	7.26	131.13
68-Overall	Overall	68	AVG	1800-5400		68 1142		2.18	1.58	131.13
71-NBR	NBR	71	AVG	1800-5400	71-163: Alton Road@53.7-131: Nautilus Rd/ Michigan Ave@8.4	117		-0.04	0.07	71.19
71-NB - U	NB - U	71	AVG	1800-5400	71-163: Alton Road@53.7-134: Alton Road@22.3	2		8.34	0.19	79.65
71-NBT	NBT	71	AVG	1800-5400	71-163: Alton Road@53.7-174: 43rd Street@25.8	267		0.18	0.07	71.19
71-SBL	SBL	71	AVG	1800-5400	71-165: 43rd Street@48.2-131: Nautilus Rd/ Michigan Ave@8.4	19		3.97	1.44	77.45
71-SBT	SBT	71	AVG	1800-5400	71-165: 43rd Street@48.2-134: Alton Road@22.3	125		11.8	0.27	37.59
71-WBL	WBL	71	AVG	1800-5400	71-166: Nautilus Rd/ Michigan Ave@593.8-134: Alton Road@22.3	252		85.87	163.7	444.82
71-WBR	WBR	71	AVG	1800-5400	71-166: Nautilus Rd/ Michigan Ave@593.8-174: 43rd Street@25.8	3		80.76	162.5	444.8
71-Overall	Overall	71	AVG	1800-5400		71 785		29.93	54.69	444.82
88-EBT	EBT	88	AVG	1800-5400	88-124: Ed Sullivan Dr@362.6-124: Ed Sullivan Dr@500.7	321		476.68	358.72	425.64
88-WBT	WBT	88	AVG	1800-5400	88-187: Ed Sullivan Dr@344.1-114@19.8	146		2.61	2.03	144.26
88-WBL	WBL	88	AVG	1800-5400	88-187: Ed Sullivan Dr@344.1-178: Ed Sullivan Dr@16.3	186		4.96	2.03	144.26
88-Overall	Overall	88	AVG	1800-5400		88 653		235.3	180.37	425.64

Hour 2

VISSIM INTERSECTION OUTPUT
PM HOUR 2

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
3-SBT	SBT	3	AVG	5400-9000	3-4: NW 12th Ave@826.5-8: NW 12th Ave@1.7	505		5.42	8.9	147.32
3-SBR	SBR	3	AVG	5400-9000	3-4: NW 12th Ave@826.5-10: NW 40th St@29.2	15		4.49	9.44	149.99
3-WBL	WBL	3	AVG	5400-9000	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-8: NW 12th Ave@1.	128		37.84	30.7	166.95
3-WBT	WBT	3	AVG	5400-9000	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-10: NW 40th St@29	41		38.82	30.6	167.53
3-WBR	WBR	3	AVG	5400-9000	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-10035@64.5	65		11.78	29.97	166.9
3-NBT	NBT	3	AVG	5400-9000	3-10034@1.9-1: NW 12th Ave@13.7	1317		2.72	11.21	240.87
3-NBL	NBL	3	AVG	5400-9000	3-10036@3.3-10: NW 40th St@29.2	76		5.57	9.92	240.88
3-Overall	Overall	3	AVG	5400-9000	3	2148		6.53	18.68	244.57
4-NBT	NBT	4	AVG	5400-9000	4-7: NW 12th Ave@671.4-3: NW 12th Ave@24.5	1178		9.06	37.59	359
4-NBR	NBR	4	AVG	5400-9000	4-7: NW 12th Ave@671.4-159: NW 39th St@17.7	47		7.62	37.6	359.28
4-SBT	SBT	4	AVG	5400-9000	4-8: NW 12th Ave@183.1-2: NW 12th Ave@16.5	592		4.86	9.32	147.26
4-SBL	SBL	4	AVG	5400-9000	4-8: NW 12th Ave@183.1-159: NW 39th St@17.7	41		11.15	8.45	146.91
4-EBR	EBR	4	AVG	5400-9000	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-2: NW 12th Ave@16.5	193		7.4	49.35	281.16
4-EBL	EBL	4	AVG	5400-9000	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-3: NW 12th Ave@24.5	217		36.12	53.41	280.75
4-EBT	EBT	4	AVG	5400-9000	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-159: NW 39th St@17.7	78		31.05	54.43	281.29
4-Overall	Overall	4	AVG	5400-9000	4	2346		11.1	35.74	361.1
35-NBT	NBT	35	AVG	5400-9000	35-37: N Miami Ave@117.5-15: N Miami Ave@41.4	1366		3.71	30.16	242.24
35-NBL (On-Ramp)	NBL (On-Ramp)	35	AVG	5400-9000	35-37: N Miami Ave@117.5-22: I-195 WB On-Ramp@14.9	376		5.43	30.16	242.24
35-NBL	NBL	35	AVG	5400-9000	35-37: N Miami Ave@117.5-23: NW 38th St@17.0	5		8.31	30.16	242.24
35-NBR	NBR	35	AVG	5400-9000	35-37: N Miami Ave@117.5-55: NE 38th St@30.6	94		3.31	30.16	242.24
35-SBR (On-Ramp)	SBR (On-Ramp)	35	AVG	5400-9000	35-38: N Miami Ave@1597.7-22: I-195 WB On-Ramp@14.9	362		8.29	16.43	224.43
35-SBR	SBR	35	AVG	5400-9000	35-38: N Miami Ave@1597.7-23: NW 38th St@17.0	10		6.38	16	223.67
35-SBT	SBT	35	AVG	5400-9000	35-38: N Miami Ave@1597.7-41: N Miami Ave@22.6	280		6.47	16.07	223.13
35-WBR	WBR	35	AVG	5400-9000	35-39: NE 38th St@541.1-15: N Miami Ave@41.4	27		48.84	66.88	314.01
35-WBT (On-Ramp)	WBT (On-Ramp)	35	AVG	5400-9000	35-39: NE 38th St@541.1-22: I-195 WB On-Ramp@14.9	121		65.77	67.18	314.42
35-WBT	WBT	35	AVG	5400-9000	35-39: NE 38th St@541.1-23: NW 38th St@17.0	4		73.06	67.73	315.18
35-WBL	WBL	35	AVG	5400-9000	35-39: NE 38th St@541.1-41: N Miami Ave@22.6	12		68.82	67.48	314.84
35-Overall	Overall	35	AVG	5400-9000	35	2657		8.55	43.49	315.18
36-NBT (10064)	NBT (10064)	36	AVG	5400-9000	36-40: N Miami Ave@171.9-10064@80.2	942		8.28	61.46	316.56
36-NBT (10139)	NBT (10139)	36	AVG	5400-9000	36-40: N Miami Ave@171.9-10139@80.8	380		10.76	61.46	316.56
36-EBR	EBR	36	AVG	5400-9000	36-43: I-195 EB Off-Ramp (from I-95)@460.4-47: N Miami Ave@13.8	600		21.05	118.21	401.86
36-EBL	EBL	36	AVG	5400-9000	36-43: I-195 EB Off-Ramp (from I-95)@460.4-10065@83.5	520		53	118.42	402.22
36-SBT	SBT	36	AVG	5400-9000	36-10066@6.4-47: N Miami Ave@13.8	292		13.84	13.84	159.78
36-Overall	Overall	36	AVG	5400-9000	36	2734		20.54	77.98	402.92
37-NBL	NBL	37	AVG	5400-9000	37-45: N Miami Ave@208.2-18: NW 36th St@64.1	55		42.4	168.09	597.98
37-NBT	NBT	37	AVG	5400-9000	37-45: N Miami Ave@208.2-40: N Miami Ave@25.7	1075		38.14	169.2	597.98
37-NBR	NBR	37	AVG	5400-9000	37-45: N Miami Ave@208.2-59: NE 36th St@45.6	95		8.22	168.53	597.98
37-SBT	SBT	37	AVG	5400-9000	37-47: N Miami Ave@157.3-16: N Miami Ave@41.5	473		22.44	96.39	312.94
37-SBR	SBR	37	AVG	5400-9000	37-47: N Miami Ave@157.3-18: NW 36th St@64.1	253		18.03	92.53	315.29
37-SBL	SBL	37	AVG	5400-9000	37-47: N Miami Ave@157.3-59: NE 36th St@45.6	161		53.45	97.09	314.88
37-EBR	EBR	37	AVG	5400-9000	37-50: NW 36th St@207.7-16: N Miami Ave@41.5	75		25.36	60.2	304.69
37-EBL	EBL	37	AVG	5400-9000	37-50: NW 36th St@207.7-40: N Miami Ave@25.7	97		38.1	61.32	304.69
37-EBT	EBT	37	AVG	5400-9000	37-50: NW 36th St@207.7-59: NE 36th St@45.6	341		40.87	61.41	304.69
37-WBL	WBL	37	AVG	5400-9000	37-52: NE 36th St@194.9-16: N Miami Ave@41.5	77		49.38	147.44	565.49
37-WBT	WBT	37	AVG	5400-9000	37-52: NE 36th St@194.9-18: NW 36th St@64.1	345		53.03	147.53	565.25
37-WBR	WBR	37	AVG	5400-9000	37-52: NE 36th St@194.9-40: N Miami Ave@25.7	148		26.81	146.78	565.01
37-Overall	Overall	37	AVG	5400-9000	37	3195		35.55	118.04	614.91
38-NBT	NBT	38	AVG	5400-9000	38-53: NE 1st Ave@395.5-26: NE 1st Ave@6.9	70		9.3	1.13	72.92
38-NBR	NBR	38	AVG	5400-9000	38-53: NE 1st Ave@395.5-70: NE 38th St@10.3	37		7.09	4.16	104.55

VISSIM INTERSECTION OUTPUT
PM HOUR 2

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
38-NBL	NBL	38	AVG	5400-9000	38-53: NE 1st Ave@395.5-10083@85.1	59		7.74	5.85	116.11
38-SBT	SBT	38	AVG	5400-9000	38-54: NE 1st Ave@1159.7-58: NE 1st Ave@2.0	39		8.63	0.36	56.43
38-SBL	SBL	38	AVG	5400-9000	38-54: NE 1st Ave@1159.7-70: NE 38th St@10.3	20		7.46	2.18	93.97
38-SBR	SBR	38	AVG	5400-9000	38-54: NE 1st Ave@1159.7-10084@43.8	34		5.77	2.43	86.02
38-EBL	EBL	38	AVG	5400-9000	38-55: NE 38th St@570.9-26: NE 1st Ave@6.9	21		7.91	2.08	84.47
38-EBR	EBR	38	AVG	5400-9000	38-55: NE 38th St@570.9-58: NE 1st Ave@2.0	17		6.82	1.69	78.46
38-EBT	EBT	38	AVG	5400-9000	38-55: NE 38th St@570.9-70: NE 38th St@10.3	56		9.21	3.64	93.41
38-WBR	WBR	38	AVG	5400-9000	38-56: NE 38th St@580.8-26: NE 1st Ave@6.9	36		7.19	3.11	107.8
38-WBL	WBL	38	AVG	5400-9000	38-56: NE 38th St@580.8-58: NE 1st Ave@2.0	9		7.65	0.62	73.14
38-WBT	WBT	38	AVG	5400-9000	38-56: NE 38th St@580.8-10085@82.0	70		9.34	6.53	137.27
38-Overall	Overall	38	AVG	5400-9000		38 467		8.2	2.82	138.1
39-NBL	NBL	39	AVG	5400-9000	39-57: NE 1st Ave@1113.9-51: NE 36th St@5.8	34		47.87	168.77	467.7
39-NBT	NBT	39	AVG	5400-9000	39-57: NE 1st Ave@1113.9-53: NE 1st Ave@26.0	95		62.46	154.16	432.85
39-NBR	NBR	39	AVG	5400-9000	39-57: NE 1st Ave@1113.9-75: NE 36th St@7.4	105		58.48	164.2	453.15
39-SBT	SBT	39	AVG	5400-9000	39-58: NE 1st Ave@368.5-27: NE 1st Ave@6.8	20		8.67	0.03	9.38
39-SBR	SBR	39	AVG	5400-9000	39-58: NE 1st Ave@368.5-51: NE 36th St@5.8	22		7.32	1.24	68.78
39-SBL	SBL	39	AVG	5400-9000	39-58: NE 1st Ave@368.5-75: NE 36th St@7.4	23		16.46	1.93	81.28
39-EBR	EBR	39	AVG	5400-9000	39-60: NE 36th St@298.5-27: NE 1st Ave@6.8	66		7.56	15.23	183.81
39-EBL	EBL	39	AVG	5400-9000	39-60: NE 36th St@298.5-53: NE 1st Ave@26.0	42		3.83	13.05	184.29
39-EBT	EBT	39	AVG	5400-9000	39-60: NE 36th St@298.5-75: NE 36th St@7.4	490		12.67	11.35	189.27
39-WBL	WBL	39	AVG	5400-9000	39-62: NE 36th St@119.0-27: NE 1st Ave@6.8	57		1.93	0.03	25.52
39-WBT	WBT	39	AVG	5400-9000	39-62: NE 36th St@119.0-51: NE 36th St@5.8	521		0.71	0.1	46.38
39-WBR	WBR	39	AVG	5400-9000	39-62: NE 36th St@119.0-53: NE 1st Ave@26.0	29		1.86	0.07	34.34
39-Overall	Overall	39	AVG	5400-9000		39 1503		13.74	44.18	470.92
40-NBL	NBL	40	AVG	5400-9000	40-64: NE 2nd Ave@120.9-33: NE 39th St@20.8	15		15.77	50.28	371.97
40-NBT	NBT	40	AVG	5400-9000	40-64: NE 2nd Ave@120.9-36: NE 2nd Ave@71.2	300		18.66	50.35	371.97
40-NBR	NBR	40	AVG	5400-9000	40-64: NE 2nd Ave@120.9-81: NE 39th St@39.0	55		17.09	50.27	371.97
40-SBR	SBR	40	AVG	5400-9000	40-65: NE 2nd Ave@752.3-33: NE 39th St@20.8	40		6.31	14.99	254.86
40-SBT	SBT	40	AVG	5400-9000	40-65: NE 2nd Ave@752.3-69: NE 2nd Ave@48.4	265		8.79	15.21	254.86
40-SBL	SBL	40	AVG	5400-9000	40-65: NE 2nd Ave@752.3-81: NE 39th St@39.0	62		12.81	14.93	254.59
40-EBL	EBL	40	AVG	5400-9000	40-66: NE 39th St@103.0-36: NE 2nd Ave@71.2	42		68.24	52.49	160.6
40-EBR	EBR	40	AVG	5400-9000	40-66: NE 39th St@103.0-69: NE 2nd Ave@48.4	50		38.85	52.03	160.6
40-EBT	EBT	40	AVG	5400-9000	40-66: NE 39th St@103.0-81: NE 39th St@39.0	63		63.52	52.28	160.6
40-WBT	WBT	40	AVG	5400-9000	40-67: NE 39th St@171.9-33: NE 39th St@20.8	79		38.07	38.97	355.4
40-WBR	WBR	40	AVG	5400-9000	40-67: NE 39th St@171.9-36: NE 2nd Ave@71.2	76		24.28	38.65	355.4
40-WBL	WBL	40	AVG	5400-9000	40-67: NE 39th St@171.9-69: NE 2nd Ave@48.4	29		47	38.7	355.4
40-Overall	Overall	40	AVG	5400-9000		40 1075		23.39	39.1	379.04
41-NBL	NBL	41	AVG	5400-9000	41-68: NE 2nd Ave@247.3-56: NE 38th St@8.5	28		2.95	6.11	259.69
41-NBT	NBT	41	AVG	5400-9000	41-68: NE 2nd Ave@247.3-63: NE 2nd Ave@7.0	282		5.95	3.93	217.98
41-SBT	SBT	41	AVG	5400-9000	41-69: NE 2nd Ave@247.3-21: NE 2nd Ave@4.5	258		0.45	0.01	11.44
41-SBR	SBR	41	AVG	5400-9000	41-69: NE 2nd Ave@247.3-56: NE 38th St@8.5	87		1.22	0.05	31.67
41-EBR	EBR	41	AVG	5400-9000	41-70: NE 38th St@582.2-21: NE 2nd Ave@4.5	26		6.12	0.43	54.46
41-EBL	EBL	41	AVG	5400-9000	41-70: NE 38th St@582.2-63: NE 2nd Ave@7.0	87		8.95	5.3	98.77
41-EBT	EBT	41	AVG	5400-9000	41-70: NE 38th St@582.2-188@5.1	0			0.43	54.46
41-WBL	WBL	41	AVG	5400-9000	41-71@192.3-21: NE 2nd Ave@4.5	0			0	0
41-WBT	WBT	41	AVG	5400-9000	41-71@192.3-56: NE 38th St@8.5	0			0	0
41-WBR	WBR	41	AVG	5400-9000	41-71@192.3-63: NE 2nd Ave@7.0	0			0	0
41-Overall	Overall	41	AVG	5400-9000		41 768		3.8	1.76	259.69
42-SEBT	SEBT	42	AVG	5400-9000	42-21: NE 2nd Ave@278.6-29: NE 2nd Ave@36.0	144		77.86	72.22	261.24

VISSIM INTERSECTION OUTPUT
PM HOUR 2

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
42-SEBR	SEBR	42	AVG	5400-9000	42-21: NE 2nd Ave@278.6-61: NE 36th St@21.7	75		15.37	20.95	181.72
42-SEBL (79)	SEBL (79)	42	AVG	5400-9000	42-21: NE 2nd Ave@278.6-79: Federal Hwy@47.9	3		72.97	70.01	260.59
42-SEBL	SEBL	42	AVG	5400-9000	42-21: NE 2nd Ave@278.6-94: NE 36th St@39.9	61		197.34	70.5	260.59
42-NBL	NBL	42	AVG	5400-9000	42-72: NE 2nd Ave@1267.8-61: NE 36th St@21.7	82		97.54	880.25	1340.48
42-NBT	NBT	42	AVG	5400-9000	42-72: NE 2nd Ave@1267.8-79: Federal Hwy@47.9	371		113.42	880.25	1340.48
42-NBR	NBR	42	AVG	5400-9000	42-72: NE 2nd Ave@1267.8-94: NE 36th St@39.9	38		158.99	880.25	1340.48
42-NBT (10048)	NBT (10048)	42	AVG	5400-9000	42-72: NE 2nd Ave@1267.8-10048@5.8	214		93.73	880.25	1340.48
42-SBT	SBT	42	AVG	5400-9000	42-74: Federal Hwy@23.7-29: NE 2nd Ave@36.0	96		80.49	72.93	267.92
42-SBR	SBR	42	AVG	5400-9000	42-74: Federal Hwy@23.7-61: NE 36th St@21.7	97		74.73	72.09	267.41
42-SBL	SBL	42	AVG	5400-9000	42-74: Federal Hwy@23.7-94: NE 36th St@39.9	23		213.78	69.43	269.03
42-SBR (10048)	SBR (10048)	42	AVG	5400-9000	42-74: Federal Hwy@23.7-10048@5.8	13		80.82	72.07	267.39
42-EBR	EBR	42	AVG	5400-9000	42-76: NE 36th St@312.0-29: NE 2nd Ave@36.0	118		97.01	294.06	626.84
42-EBL	EBL	42	AVG	5400-9000	42-76: NE 36th St@312.0-79: Federal Hwy@47.9	110		68.33	291.88	623.84
42-EBT	EBT	42	AVG	5400-9000	42-76: NE 36th St@312.0-94: NE 36th St@39.9	338		213.78	294.91	626.84
42-EBL (10048)	EBL (10048)	42	AVG	5400-9000	42-76: NE 36th St@312.0-10048@5.8	52		60.79	294.7	626.84
42-WBT	WBT	42	AVG	5400-9000	42-77: NE 36th St@309.5-61: NE 36th St@21.7	352		68.34	100.42	328.15
42-WBR	WBR	42	AVG	5400-9000	42-77: NE 36th St@309.5-79: Federal Hwy@47.9	31		60.04	100.25	328.15
42-WBR (10048)	WBR (10048)	42	AVG	5400-9000	42-77: NE 36th St@309.5-10048@5.8	33		67.69	100.24	328.15
42-Overall	Overall	42	AVG	5400-9000		42 2250		108.38	290.4	1340.48
43-SBL	SBL	43	AVG	5400-9000	43-80: Federal Hwy@191.5-34: NE 39th St@42.3	5		6.48	1.03	68.47
43-SBR	SBR	43	AVG	5400-9000	43-80: Federal Hwy@191.5-67: NE 39th St@13.6	48		6.87	6.36	103.76
43-SBT	SBT	43	AVG	5400-9000	43-80: Federal Hwy@191.5-73: Federal Hwy@18.4	167		10.51	6.85	103.76
43-EBL	EBL	43	AVG	5400-9000	43-81: NE 39th St@196.0-30: Federal Hwy@31.2	104		82.46	81.08	307.1
43-EBT	EBT	43	AVG	5400-9000	43-81: NE 39th St@196.0-34: NE 39th St@42.3	37		86.72	79.22	306.21
43-EBR	EBR	43	AVG	5400-9000	43-81: NE 39th St@196.0-73: Federal Hwy@18.4	38		6.02	80.99	307.37
43-WBR	WBR	43	AVG	5400-9000	43-82: NE 38th St@237.4-30: Federal Hwy@31.2	28		72.37	69.2	277.59
43-WBT	WBT	43	AVG	5400-9000	43-82: NE 38th St@237.4-67: NE 39th St@13.6	113		81.3	69.81	277.55
43-WBL	WBL	43	AVG	5400-9000	43-82: NE 38th St@237.4-73: Federal Hwy@18.4	24		74.72	67.19	276.55
43-NBT	NBT	43	AVG	5400-9000	43-83: Federal Hwy@535.6-30: Federal Hwy@31.2	487		16.72	118.15	767.72
43-NBR	NBR	43	AVG	5400-9000	43-83: Federal Hwy@535.6-34: NE 39th St@42.3	10		16.16	117.86	767.47
43-NBL	NBL	43	AVG	5400-9000	43-83: Federal Hwy@535.6-67: NE 39th St@13.6	23		18.13	118.06	768.12
43-WBR (34)	WBR (34)	43	AVG	5400-9000	43-10153@3.3-34: NE 39th St@42.3	4		42.11	0	0
43-Overall	Overall	43	AVG	5400-9000		43 1087		33.16	62.75	768.12
44-NBT	NBT	44	AVG	5400-9000	44-85: Biscayne Blvd@133.6-24: Biscayne Blvd@23.4	872		37.94	324.62	710.49
44-NBL	NBL	44	AVG	5400-9000	44-85: Biscayne Blvd@133.6-82: NE 38th St@42.0	25		44.78	318.24	709.44
44-NBR	NBR	44	AVG	5400-9000	44-85: Biscayne Blvd@133.6-161: NE 38th St@79.2	253		33.17	323.74	709.44
44-SBR	SBR	44	AVG	5400-9000	44-87: Biscayne Blvd@344.4-82: NE 38th St@42.0	56		15.17	88.54	621.4
44-SBT	SBT	44	AVG	5400-9000	44-87: Biscayne Blvd@344.4-92: Biscayne Blvd@30.4	932		15.01	108	621.19
44-SBL	SBL	44	AVG	5400-9000	44-87: Biscayne Blvd@344.4-161: NE 38th St@79.2	269		59.47	107.8	620.99
44-WBR	WBR	44	AVG	5400-9000	44-89: NE 38th St@26.9-24: Biscayne Blvd@23.4	388		25.09	169.32	582.57
44-WBT	WBT	44	AVG	5400-9000	44-89: NE 38th St@26.9-82: NE 38th St@42.0	91		66.63	169.32	582.57
44-WBL	WBL	44	AVG	5400-9000	44-89: NE 38th St@26.9-92: Biscayne Blvd@30.4	324		61.98	169.32	582.57
44-Overall	Overall	44	AVG	5400-9000		44 3209		34	197.65	748.38
45-NBL	NBL	45	AVG	5400-9000	45-91: Biscayne Blvd@200.0-77: NE 36th St@20.3	38		44.05	290.68	781.97
45-NBT	NBT	45	AVG	5400-9000	45-91: Biscayne Blvd@200.0-84: Biscayne Blvd@42.1	685		87.18	292.6	781.97
45-NBR	NBR	45	AVG	5400-9000	45-91: Biscayne Blvd@200.0-104: NE 36th St@54.2	156		30.22	292.14	781.97
45-SBT	SBT	45	AVG	5400-9000	45-93: Biscayne Blvd@288.0-25: Biscayne Blvd@32.5	661		16.79	86.53	504.46
45-SBR	SBR	45	AVG	5400-9000	45-93: Biscayne Blvd@288.0-77: NE 36th St@20.3	270		15.87	77.12	504.46
45-SBL	SBL	45	AVG	5400-9000	45-93: Biscayne Blvd@288.0-104: NE 36th St@54.2	322		33.48	86.13	504.46

VISSIM INTERSECTION OUTPUT
PM HOUR 2

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
45-EBR	EBR	45	AVG	5400-9000	45-95: NE 36th St@227.6-25: Biscayne Blvd@32.5	114		45.08	475.69	598.91
45-EBL	EBL	45	AVG	5400-9000	45-95: NE 36th St@227.6-84: Biscayne Blvd@42.1	80		161.24	475.69	598.91
45-EBT	EBT	45	AVG	5400-9000	45-95: NE 36th St@227.6-104: NE 36th St@54.2	249		161.89	475.69	598.91
45-WBL	WBL	45	AVG	5400-9000	45-97: NE 36th St@236.9-25: Biscayne Blvd@32.5	295		88.33	193.94	463.8
45-WBT	WBT	45	AVG	5400-9000	45-97: NE 36th St@236.9-77: NE 36th St@20.3	104		94.83	193.82	463.8
45-WBR	WBR	45	AVG	5400-9000	45-97: NE 36th St@236.9-84: Biscayne Blvd@42.1	391		45.96	193.77	463.8
45-Overall	Overall	45	AVG	5400-9000		45 3365		60.64	261.15	799.02
46-SBR	SBR	46	AVG	5400-9000	46-98: NE 6th Ave@724.9-162: NE 38th St@34.9	20		8.82	1.25	65.43
46-EBR	EBR	46	AVG	5400-9000	46-99: NE 38th St@568.3-103@19.6	64		0.87	0	0
46-WBL	WBL	46	AVG	5400-9000	46-100: I-195 WB Off-Ramp@323.1-103@19.6	1		0.69	0	0
46-WBT	WBT	46	AVG	5400-9000	46-100: I-195 WB Off-Ramp@323.1-162: NE 38th St@34.9	787		0.29	0	0
46-WBR	WBR	46	AVG	5400-9000	46-100: I-195 WB Off-Ramp@323.1-10183@47.9	174		1.28	0	0
46-Overall	Overall	46	AVG	5400-9000		46 1046		0.65	0.42	65.43
49-EBT	EBT	49	AVG	5400-9000	49-104: NE 36th St@325.6-109: NE 36th St@65.7	727		0.76	0	0
49-WBT	WBT	49	AVG	5400-9000	49-105: NE 36th St@104.7-96: NE 36th St@85.2	94		32.26	17.04	150.14
49-SBR	SBR	49	AVG	5400-9000	49-106: I-195 EB Off-Ramp@145.5-96: NE 36th St@85.2	706		7.9	23.07	478.32
49-Overall	Overall	49	AVG	5400-9000		49 1527		5.99	13.37	478.32
52-NBR	NBR	52	AVG	5400-9000	52-107@640.1-19: NE 36th St (To I-195 EB)@1.4	126		26.88	31.41	227.47
52-NBT	NBT	52	AVG	5400-9000	52-107@640.1-28: NE 5th Ave@11.9	1		23.46	43.15	256.76
52-NBL	NBL	52	AVG	5400-9000	52-107@640.1-105: NE 36th St@40.9	33		25.29	34.31	234.55
52-SBL	SBL	52	AVG	5400-9000	52-108: NE 5th Ave@135.2-19: NE 36th St (To I-195 EB)@1.4	2		8.83	0.22	42.69
52-SBT	SBT	52	AVG	5400-9000	52-108: NE 5th Ave@135.2-102@10.7	0			0.51	88.55
52-SBR	SBR	52	AVG	5400-9000	52-108: NE 5th Ave@135.2-105: NE 36th St@40.9	7		14.08	0.35	56.38
52-EBT	EBT	52	AVG	5400-9000	52-109: NE 36th St@135.4-19: NE 36th St (To I-195 EB)@1.4	715		0.63	0.17	67.5
52-EBL	EBL	52	AVG	5400-9000	52-109: NE 36th St@135.4-28: NE 5th Ave@11.9	5		0.45	0.12	42.77
52-EBR	EBR	52	AVG	5400-9000	52-109: NE 36th St@135.4-102@10.7	7		0.55	0.12	43.19
52-WBR	WBR	52	AVG	5400-9000	52-110: NE 36th St (To I-195 EB)@764.6-28: NE 5th Ave@11.9	0			0.85	23.09
52-WBL	WBL	52	AVG	5400-9000	52-110: NE 36th St (To I-195 EB)@764.6-102@10.7	3		7.18	1.24	36.06
52-WBT	WBT	52	AVG	5400-9000	52-110: NE 36th St (To I-195 EB)@764.6-105: NE 36th St@40.9	54		5.5	0.45	17.72
52-Overall	Overall	52	AVG	5400-9000		52 952		5.4	9.41	264.79
57-NBT	NBT	57	AVG	5400-9000	57-115: Alton Road@150.4-177: Alton Road@63.8	1419		0.11	0	0
57-SBT	SBT	57	AVG	5400-9000	57-116: Alton Road@1341.5-121: Alton Road@19.9	1212		5.86	10.75	281.85
57-SBR	SBR	57	AVG	5400-9000	57-116: Alton Road@1341.5-179: N Bay Road North@24.4	2		2.64	10.75	281.85
57-EBR	EBR	57	AVG	5400-9000	57-117: N Bay Road North@435.3-121: Alton Road@19.9	71		24.39	11.25	105.79
57-Overall	Overall	57	AVG	5400-9000		57 2703		3.33	7.33	281.85
58-NBT	NBT	58	AVG	5400-9000	58-119@313.9-115: Alton Road@14.5	1323		7.91	76.24	457.67
58-NBR	NBR	58	AVG	5400-9000	58-119@313.9-175: 43rd Street@22.8	44		13.12	64.09	458.39
58-NBL	NBL	58	AVG	5400-9000	58-119@313.9-187: Ed Sullivan Dr@53.5	225		66.67	76.06	457.54
58-SBL	SBL	58	AVG	5400-9000	58-123: Alton Road@93.1-175: 43rd Street@22.8	50		14.33	66.05	278.03
58-SBT	SBT	58	AVG	5400-9000	58-123: Alton Road@93.1-183@61.3	1185		12.61	67.39	278.03
58-SBR	SBR	58	AVG	5400-9000	58-123: Alton Road@93.1-187: Ed Sullivan Dr@53.5	52		10.56	66.93	278.03
58-EBL	EBL	58	AVG	5400-9000	58-124: Ed Sullivan Dr@766.5-115: Alton Road@14.5	80		634.72	483.28	534.63
58-EBT	EBT	58	AVG	5400-9000	58-124: Ed Sullivan Dr@766.5-175: 43rd Street@22.8	50		570.92	482.73	534.08
58-EBR	EBR	58	AVG	5400-9000	58-124: Ed Sullivan Dr@766.5-183@61.3	172		116.67	472.34	523.69
58-WBL	WBL	58	AVG	5400-9000	58-125: 43rd Street@131.1-183@61.3	17		90.48	49.64	197.16
58-WBT	WBT	58	AVG	5400-9000	58-125: 43rd Street@131.1-187: Ed Sullivan Dr@53.5	68		90.81	48.52	195.62
58-NWBT	NWBT	58	AVG	5400-9000	58-184: N Bay Rd@266.4-115: Alton Road@14.5	18		20.64	76.24	457.67
58-NWBR	NWBR	58	AVG	5400-9000	58-184: N Bay Rd@266.4-175: 43rd Street@22.8	2		14.99	64.09	458.39
58-NWBL	NWBL	58	AVG	5400-9000	58-184: N Bay Rd@266.4-187: Ed Sullivan Dr@53.5	0			76.06	457.54

VISSIM INTERSECTION OUTPUT
PM HOUR 2

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
58-Overall	Overall	58	AVG	5400-9000		3286		45.55	177.57	582.49
61-SBT	SBT	61	AVG	5400-9000	61-130@220.9-172: Unnamed Road@7.9	125		14.73	9.23	150.26
61-SBR	SBR	61	AVG	5400-9000	61-130@220.9-176: Alton Road@20.2	43		22.68	17.42	171.61
61-WBT	WBT	61	AVG	5400-9000	61-10220@0.6-176: Alton Road@20.2	1873		0.63	1.16	139.46
61-Overall	Overall	61	AVG	5400-9000		2041		1.96	9.27	196.05
63-NBL	NBL	63	AVG	5400-9000	63-132: Alton Road@140.5-12@13.5	104		60.2	75.75	282.86
63-NBT	NBT	63	AVG	5400-9000	63-132: Alton Road@140.5-163: Alton Road@28.9	125		57.24	75.75	282.86
63-NBR	NBR	63	AVG	5400-9000	63-132: Alton Road@140.5-168: 41 Street/ Art Godfrey Road@11.2	93		38.16	75.75	282.86
63-SBR	SBR	63	AVG	5400-9000	63-134: Alton Road@43.1-12@13.5	205		11.52	41.14	147.59
63-SBT	SBT	63	AVG	5400-9000	63-134: Alton Road@43.1-141: Alton Road@4.7	82		32.25	41.82	147.59
63-SBL	SBL	63	AVG	5400-9000	63-134: Alton Road@43.1-168: 41 Street/ Art Godfrey Road@11.2	82		38.83	41.18	147.59
63-EBL	EBL	63	AVG	5400-9000	63-136: 41 Street/ Art Godfrey Road@324.2-163: Alton Road@28.9	182		37.09	111.63	626.19
63-EBT	EBT	63	AVG	5400-9000	63-136: 41 Street/ Art Godfrey Road@324.2-168: 41 Street/ Art Godfrey Ro	1265		19.18	111.78	625.95
63-WBT	WBT	63	AVG	5400-9000	63-139: 41 Street/ Art Godfrey Road@83.8-12@13.5	1204		19.59	103.96	665.78
63-WBL	WBL	63	AVG	5400-9000	63-139: 41 Street/ Art Godfrey Road@83.8-141: Alton Road@4.7	44		31.32	103.74	665.78
63-WBR	WBR	63	AVG	5400-9000	63-139: 41 Street/ Art Godfrey Road@83.8-163: Alton Road@28.9	69		13.14	104.11	667.4
63-EBR	EBR	63	AVG	5400-9000	63-10223@17.2-141: Alton Road@4.7	41		15.28	92.55	636.25
63-Overall	Overall	63	AVG	5400-9000		3494		23.64	81.6	713.52
64-NBR	NBR	64	AVG	5400-9000	64-140: Alton Road@213.9-111: W 39th St@6.6	62		2.67	5.43	196.69
64-NBL	NBL	64	AVG	5400-9000	64-140: Alton Road@213.9-112@14.6	2		0.72	5.32	194.61
64-NBT	NBT	64	AVG	5400-9000	64-140: Alton Road@213.9-132: Alton Road@10.8	248		5.18	3.69	162.24
64-SBL	SBL	64	AVG	5400-9000	64-141: Alton Road@121.3-111: W 39th St@6.6	50		1.59	0.19	42.49
64-SBR	SBR	64	AVG	5400-9000	64-141: Alton Road@121.3-112@14.6	0			0.06	35.45
64-SBT	SBT	64	AVG	5400-9000	64-141: Alton Road@121.3-145: Alton Road@33.5	116		0.15	0.02	14.89
64-EBT	EBT	64	AVG	5400-9000	64-142@109.2-111: W 39th St@6.6	2		9.52	0.17	34.57
64-EBL	EBL	64	AVG	5400-9000	64-142@109.2-132: Alton Road@10.8	3		11.28	0	0
64-EBR	EBR	64	AVG	5400-9000	64-142@109.2-145: Alton Road@33.5	3		6.75	0.18	35.01
64-WBR	WBR	64	AVG	5400-9000	64-10241@65.4-132: Alton Road@10.8	77		7.14	0.23	47.39
64-WBL	WBL	64	AVG	5400-9000	64-10244@63.1-145: Alton Road@33.5	43		8.17	1.27	63.2
64-Overall	Overall	64	AVG	5400-9000		607		4.18	1.5	196.69
65-NBR	NBR	65	AVG	5400-9000	65-144: Alton Road@360.8-113: Barry St@24.6	8		0.76	0	5.37
65-NBT	NBT	65	AVG	5400-9000	65-144: Alton Road@360.8-140: Alton Road@20.5	268		0.22	0	0
65-NBL	NBL	65	AVG	5400-9000	65-144: Alton Road@360.8-171@30.9	14		0.25	0	8.46
65-SBL	SBL	65	AVG	5400-9000	65-145: Alton Road@221.1-113: Barry St@24.6	19		0.6	0.03	14.33
65-SBT	SBT	65	AVG	5400-9000	65-145: Alton Road@221.1-130@14.0	134		0.38	0.03	14.33
65-SBR	SBR	65	AVG	5400-9000	65-145: Alton Road@221.1-171@30.9	10		0.6	0.06	19.47
65-EBT	EBT	65	AVG	5400-9000	65-146@347.6-113: Barry St@24.6	0			0.06	33.53
65-EBR	EBR	65	AVG	5400-9000	65-146@347.6-130@14.0	10		7.24	1.45	74.88
65-EBL	EBL	65	AVG	5400-9000	65-146@347.6-140: Alton Road@20.5	18		6.98	1.24	65.18
65-WBL	WBL	65	AVG	5400-9000	65-147: Barry St@870.8-130@14.0	26		7.73	0.1	31.33
65-WBR	WBR	65	AVG	5400-9000	65-147: Barry St@870.8-140: Alton Road@20.5	26		8.25	3.01	93.72
65-WBT	WBT	65	AVG	5400-9000	65-147: Barry St@870.8-171@30.9	0			0.1	31.33
65-Overall	Overall	65	AVG	5400-9000		532		1.41	0.6	94.47
66-NBR	NBR	66	AVG	5400-9000	66-148: Alton Road@359.0-128: W 34th St@36.0	6		0.76	18.72	652.33
66-NBL	NBL	66	AVG	5400-9000	66-148: Alton Road@359.0-129@139.7	1873		1.67	18.72	652.33
66-NBT	NBT	66	AVG	5400-9000	66-148: Alton Road@359.0-144: Alton Road@27.8	285		1.73	18.72	652.33
66-WBR	WBR	66	AVG	5400-9000	66-181: W 34th St@645.8-144: Alton Road@27.8	4		4.78	0	0
66-Overall	Overall	66	AVG	5400-9000		2168		1.68	9.36	652.33
67-NBT	NBT	67	AVG	5400-9000	67-150: Alton Rd@108.5-148: Alton Road@8.6	1877		16.59	227.77	1063.48

VISSIM INTERSECTION OUTPUT
PM HOUR 2

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
67-NBR	NBR	67	AVG	5400-9000	67-150: Alton Rd@108.5-169: Chase Ave@18.0	42		12.81	227.4	1063.48
67-SBT	SBT	67	AVG	5400-9000	67-151: Alton Road@330.6-173: Alton Rd@9.9	1423		13.69	86.01	807.45
67-WBR	WBR	67	AVG	5400-9000	67-155: Chase Ave@27.1-148: Alton Road@8.6	154		24.41	24.79	224.39
67-WBL	WBL	67	AVG	5400-9000	67-155: Chase Ave@27.1-173: Alton Rd@9.9	64		37.04	24.79	224.39
67-EBL	EBL	67	AVG	5400-9000	67-10260@0.4-148: Alton Road@8.6	129		29.67	23.76	186.48
67-EBT	EBT	67	AVG	5400-9000	67-10263@0.0-169: Chase Ave@18.0	23		35.5	23.55	186.05
67-EBR	EBR	67	AVG	5400-9000	67-10265@0.0-173: Alton Rd@9.9	3		10.5	37.88	215.8
67-Overall	Overall	67	AVG	5400-9000		3716	67	16.68	84.49	1066.27
68-NBR	NBR	68	AVG	5400-9000	68-157: NW 10th Ave@55.2-11: To I-95 N Express lanes@36.0	140		3.07	0.1	35.37
68-NBT	NBT	68	AVG	5400-9000	68-157: NW 10th Ave@55.2-13: NW 10th Ave@21.8	617		0.98	0	0
68-SBL	SBL	68	AVG	5400-9000	68-158: NW 10th Ave@1120.0-11: To I-95 N Express lanes@36.0	15		0.81	0	0
68-SBT	SBT	68	AVG	5400-9000	68-158: NW 10th Ave@1120.0-14: NW 10th Ave@35.5	197		0.13	0	0
68-EBT	EBT	68	AVG	5400-9000	68-159: NW 39th St@1216.3-11: To I-95 N Express lanes@36.0	46		9.83	0.52	71.22
68-EBL	EBL	68	AVG	5400-9000	68-159: NW 39th St@1216.3-13: NW 10th Ave@21.8	70		8.66	0.52	71.22
68-EBR	EBR	68	AVG	5400-9000	68-159: NW 39th St@1216.3-14: NW 10th Ave@35.5	50		6.99	7	125.88
68-Overall	Overall	68	AVG	5400-9000		1135	68	2.19	1.52	125.88
71-NBR	NBR	71	AVG	5400-9000	71-163: Alton Road@53.7-131: Nautilus Rd/ Michigan Ave@8.4	111		-0.04	0.07	85.21
71-NB - U	NB - U	71	AVG	5400-9000	71-163: Alton Road@53.7-134: Alton Road@22.3	2		16.13	0.28	89.76
71-NBT	NBT	71	AVG	5400-9000	71-163: Alton Road@53.7-174: 43rd Street@25.8	265		0.25	0.07	85.21
71-SBL	SBL	71	AVG	5400-9000	71-165: 43rd Street@48.2-131: Nautilus Rd/ Michigan Ave@8.4	20		5.7	2.08	92.88
71-SBT	SBT	71	AVG	5400-9000	71-165: 43rd Street@48.2-134: Alton Road@22.3	127		10.26	0.65	54.86
71-WBL	WBL	71	AVG	5400-9000	71-166: Nautilus Rd/ Michigan Ave@593.8-134: Alton Road@22.3	246		69.37	122.49	442.64
71-WBR	WBR	71	AVG	5400-9000	71-166: Nautilus Rd/ Michigan Ave@593.8-174: 43rd Street@25.8	3		50.56	121.05	442.62
71-Overall	Overall	71	AVG	5400-9000		774	71	24.25	41.1	442.64
88-EBT	EBT	88	AVG	5400-9000	88-124: Ed Sullivan Dr@362.6-124: Ed Sullivan Dr@500.7	326		484.96	372.07	423.8
88-WBT	WBT	88	AVG	5400-9000	88-187: Ed Sullivan Dr@344.1-114@19.8	150		2.46	2.42	159.81
88-WBL	WBL	88	AVG	5400-9000	88-187: Ed Sullivan Dr@344.1-178: Ed Sullivan Dr@16.3	192		5.03	2.42	159.81
88-Overall	Overall	88	AVG	5400-9000		669	88	238.23	187.24	423.8

Hour 3

VISSIM INTERSECTION OUTPUT
PM HOUR 3

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
3-SBT	SBT	3	AVG	9000-12600	3-4: NW 12th Ave@826.5-8: NW 12th Ave@1.7	494		5.42	8.5	140.33
3-SBR	SBR	3	AVG	9000-12600	3-4: NW 12th Ave@826.5-10: NW 40th St@29.2	15		4.36	9.03	143
3-WBL	WBL	3	AVG	9000-12600	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-8: NW 12th Ave@1.	119		36.99	27.77	177.15
3-WBT	WBT	3	AVG	9000-12600	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-10: NW 40th St@29	38		37.49	27.92	177.74
3-WBR	WBR	3	AVG	9000-12600	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-10035@64.5	60		11.94	27.02	177.1
3-NBT	NBT	3	AVG	9000-12600	3-10034@1.9-1: NW 12th Ave@13.7	1294		2.78	10.93	245.8
3-NBL	NBL	3	AVG	9000-12600	3-10036@3.3-10: NW 40th St@29.2	74		4.85	9.77	245.8
3-Overall	Overall	3	AVG	9000-12600	3	2094		6.32	17.28	245.8
4-NBT	NBT	4	AVG	9000-12600	4-7: NW 12th Ave@671.4-3: NW 12th Ave@24.5	1149		8.99	35.98	327.78
4-NBR	NBR	4	AVG	9000-12600	4-7: NW 12th Ave@671.4-159: NW 39th St@17.7	46		7.99	36.01	328.06
4-SBT	SBT	4	AVG	9000-12600	4-8: NW 12th Ave@183.1-2: NW 12th Ave@16.5	569		4.8	8.92	131.02
4-SBL	SBL	4	AVG	9000-12600	4-8: NW 12th Ave@183.1-159: NW 39th St@17.7	44		10.47	8.11	130.66
4-EBR	EBR	4	AVG	9000-12600	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-2: NW 12th Ave@16.5	182		7.16	48.26	264.61
4-EBL	EBL	4	AVG	9000-12600	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-3: NW 12th Ave@24.5	219		35.68	53.05	264.19
4-EBT	EBT	4	AVG	9000-12600	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-159: NW 39th St@17.7	76		31.66	53.81	264.73
4-Overall	Overall	4	AVG	9000-12600	4	2284		11.12	34.88	339.66
35-NBT	NBT	35	AVG	9000-12600	35-37: N Miami Ave@117.5-15: N Miami Ave@41.4	1338		3.76	29.38	252.51
35-NBL (On-Ramp)	NBL (On-Ramp)	35	AVG	9000-12600	35-37: N Miami Ave@117.5-22: I-195 WB On-Ramp@14.9	365		5.1	29.38	252.51
35-NBL	NBL	35	AVG	9000-12600	35-37: N Miami Ave@117.5-23: NW 38th St@17.0	6		8.99	29.38	252.51
35-NBR	NBR	35	AVG	9000-12600	35-37: N Miami Ave@117.5-55: NE 38th St@30.6	97		2.94	29.38	252.51
35-SBR (On-Ramp)	SBR (On-Ramp)	35	AVG	9000-12600	35-38: N Miami Ave@1597.7-22: I-195 WB On-Ramp@14.9	347		7.52	13.78	203.95
35-SBR	SBR	35	AVG	9000-12600	35-38: N Miami Ave@1597.7-23: NW 38th St@17.0	10		5.92	13.31	203.19
35-SBT	SBT	35	AVG	9000-12600	35-38: N Miami Ave@1597.7-41: N Miami Ave@22.6	280		5.82	13.38	202.65
35-WBR	WBR	35	AVG	9000-12600	35-39: NE 38th St@541.1-15: N Miami Ave@41.4	29		48.78	66.56	307.57
35-WBT (On-Ramp)	WBT (On-Ramp)	35	AVG	9000-12600	35-39: NE 38th St@541.1-22: I-195 WB On-Ramp@14.9	118		68	66.86	307.98
35-WBT	WBT	35	AVG	9000-12600	35-39: NE 38th St@541.1-23: NW 38th St@17.0	4		60.46	67.43	308.74
35-WBL	WBL	35	AVG	9000-12600	35-39: NE 38th St@541.1-41: N Miami Ave@22.6	12		58.1	67.17	308.4
35-Overall	Overall	35	AVG	9000-12600	35	2604		8.4	42.23	311.32
36-NBT (10064)	NBT (10064)	36	AVG	9000-12600	36-40: N Miami Ave@171.9-10064@80.2	925		8.12	59.55	322.58
36-NBT (10139)	NBT (10139)	36	AVG	9000-12600	36-40: N Miami Ave@171.9-10139@80.8	369		9.97	59.55	322.58
36-EBR	EBR	36	AVG	9000-12600	36-43: I-195 EB Off-Ramp (from I-95)@460.4-47: N Miami Ave@13.8	589		26.37	125.87	427.54
36-EBL	EBL	36	AVG	9000-12600	36-43: I-195 EB Off-Ramp (from I-95)@460.4-10065@83.5	511		53.75	126.09	427.91
36-SBT	SBT	36	AVG	9000-12600	36-10066@6.4-47: N Miami Ave@13.8	291		14.98	15.07	169.31
36-Overall	Overall	36	AVG	9000-12600	36	2684		21.81	81.65	428.65
37-NBL	NBL	37	AVG	9000-12600	37-45: N Miami Ave@208.2-18: NW 36th St@64.1	48		44.41	163.53	593.16
37-NBT	NBT	37	AVG	9000-12600	37-45: N Miami Ave@208.2-40: N Miami Ave@25.7	1055		37.91	164.69	593.16
37-NBR	NBR	37	AVG	9000-12600	37-45: N Miami Ave@208.2-59: NE 36th St@45.6	99		7.67	164.27	593.16
37-SBT	SBT	37	AVG	9000-12600	37-47: N Miami Ave@157.3-16: N Miami Ave@41.5	465		23.32	101.53	305.56
37-SBR	SBR	37	AVG	9000-12600	37-47: N Miami Ave@157.3-18: NW 36th St@64.1	241		18.58	98.65	307.91
37-SBL	SBL	37	AVG	9000-12600	37-47: N Miami Ave@157.3-59: NE 36th St@45.6	164		55.84	102.11	307.5
37-EBR	EBR	37	AVG	9000-12600	37-50: NW 36th St@207.7-16: N Miami Ave@41.5	75		27.32	60.76	314.7
37-EBL	EBL	37	AVG	9000-12600	37-50: NW 36th St@207.7-40: N Miami Ave@25.7	94		38.49	61.78	314.7
37-EBT	EBT	37	AVG	9000-12600	37-50: NW 36th St@207.7-59: NE 36th St@45.6	331		41.71	61.88	314.7
37-WBL	WBL	37	AVG	9000-12600	37-52: NE 36th St@194.9-16: N Miami Ave@41.5	82		46.84	130.91	531.95
37-WBT	WBT	37	AVG	9000-12600	37-52: NE 36th St@194.9-18: NW 36th St@64.1	343		49.98	130.96	531.71
37-WBR	WBR	37	AVG	9000-12600	37-52: NE 36th St@194.9-40: N Miami Ave@25.7	143		24.66	130.06	531.47
37-Overall	Overall	37	AVG	9000-12600	37	3140		35.48	114.26	603.39
38-NBT	NBT	38	AVG	9000-12600	38-53: NE 1st Ave@395.5-26: NE 1st Ave@6.9	74		9.32	1.49	94.19
38-NBR	NBR	38	AVG	9000-12600	38-53: NE 1st Ave@395.5-70: NE 38th St@10.3	36		7.44	4.68	119.46

VISSIM INTERSECTION OUTPUT
PM HOUR 3

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
38-NBL	NBL	38	AVG	9000-12600	38-53: NE 1st Ave@395.5-10083@85.1	62		8.1	6.56	130.68
38-SBT	SBT	38	AVG	9000-12600	38-54: NE 1st Ave@1159.7-58: NE 1st Ave@2.0	39		8.73	0.37	53.04
38-SBL	SBL	38	AVG	9000-12600	38-54: NE 1st Ave@1159.7-70: NE 38th St@10.3	18		7.64	2.12	91.08
38-SBR	SBR	38	AVG	9000-12600	38-54: NE 1st Ave@1159.7-10084@43.8	31		5.84	2.33	85.98
38-EBL	EBL	38	AVG	9000-12600	38-55: NE 38th St@570.9-26: NE 1st Ave@6.9	23		8.05	2.19	85.35
38-EBR	EBR	38	AVG	9000-12600	38-55: NE 38th St@570.9-58: NE 1st Ave@2.0	16		6.91	1.73	83.2
38-EBT	EBT	38	AVG	9000-12600	38-55: NE 38th St@570.9-70: NE 38th St@10.3	57		9.18	3.71	93.41
38-WBR	WBR	38	AVG	9000-12600	38-56: NE 38th St@580.8-26: NE 1st Ave@6.9	33		7	3.05	99.29
38-WBL	WBL	38	AVG	9000-12600	38-56: NE 38th St@580.8-58: NE 1st Ave@2.0	7		8.11	0.63	69.3
38-WBT	WBT	38	AVG	9000-12600	38-56: NE 38th St@580.8-10085@82.0	71		9.39	6.7	128.55
38-Overall	Overall	38	AVG	9000-12600		38 467		8.36	2.96	140.36
39-NBL	NBL	39	AVG	9000-12600	39-57: NE 1st Ave@1113.9-51: NE 36th St@5.8	37		16.86	52.62	288.71
39-NBT	NBT	39	AVG	9000-12600	39-57: NE 1st Ave@1113.9-53: NE 1st Ave@26.0	98		17.29	43.82	253.86
39-NBR	NBR	39	AVG	9000-12600	39-57: NE 1st Ave@1113.9-75: NE 36th St@7.4	107		15.23	50.72	274.16
39-SBT	SBT	39	AVG	9000-12600	39-58: NE 1st Ave@368.5-27: NE 1st Ave@6.8	19		8.54	0.05	17.51
39-SBR	SBR	39	AVG	9000-12600	39-58: NE 1st Ave@368.5-51: NE 36th St@5.8	20		7.58	1.19	67.87
39-SBL	SBL	39	AVG	9000-12600	39-58: NE 1st Ave@368.5-75: NE 36th St@7.4	22		8.48	1.63	79.83
39-EBR	EBR	39	AVG	9000-12600	39-60: NE 36th St@298.5-27: NE 1st Ave@6.8	72		1.42	0.32	47.5
39-EBL	EBL	39	AVG	9000-12600	39-60: NE 36th St@298.5-53: NE 1st Ave@26.0	48		4.44	0.78	64.98
39-EBT	EBT	39	AVG	9000-12600	39-60: NE 36th St@298.5-75: NE 36th St@7.4	473		0.97	0.34	62.11
39-WBL	WBL	39	AVG	9000-12600	39-62: NE 36th St@119.0-27: NE 1st Ave@6.8	60		2.07	0.01	19.14
39-WBT	WBT	39	AVG	9000-12600	39-62: NE 36th St@119.0-51: NE 36th St@5.8	512		0.58	0.27	86.74
39-WBR	WBR	39	AVG	9000-12600	39-62: NE 36th St@119.0-53: NE 1st Ave@26.0	27		1.62	0.05	31.6
39-Overall	Overall	39	AVG	9000-12600		39 1495		3.98	12.65	293.66
40-NBL	NBL	40	AVG	9000-12600	40-64: NE 2nd Ave@120.9-33: NE 39th St@20.8	16		11.24	25.2	364.25
40-NBT	NBT	40	AVG	9000-12600	40-64: NE 2nd Ave@120.9-36: NE 2nd Ave@71.2	296		10.73	25.31	364.25
40-NBR	NBR	40	AVG	9000-12600	40-64: NE 2nd Ave@120.9-81: NE 39th St@39.0	51		8.2	25.15	364.25
40-SBR	SBR	40	AVG	9000-12600	40-65: NE 2nd Ave@752.3-33: NE 39th St@20.8	37		6.06	13.68	244.01
40-SBT	SBT	40	AVG	9000-12600	40-65: NE 2nd Ave@752.3-69: NE 2nd Ave@48.4	257		8.33	13.86	244.01
40-SBL	SBL	40	AVG	9000-12600	40-65: NE 2nd Ave@752.3-81: NE 39th St@39.0	63		10.49	13.69	243.74
40-EBL	EBL	40	AVG	9000-12600	40-66: NE 39th St@103.0-36: NE 2nd Ave@71.2	43		65.13	50.27	164.26
40-EBR	EBR	40	AVG	9000-12600	40-66: NE 39th St@103.0-69: NE 2nd Ave@48.4	49		39.42	50.12	164.26
40-EBT	EBT	40	AVG	9000-12600	40-66: NE 39th St@103.0-81: NE 39th St@39.0	58		63.66	50.74	164.26
40-WBT	WBT	40	AVG	9000-12600	40-67: NE 39th St@171.9-33: NE 39th St@20.8	79		38.74	38.25	349.87
40-WBR	WBR	40	AVG	9000-12600	40-67: NE 39th St@171.9-36: NE 2nd Ave@71.2	74		23.5	37.91	349.87
40-WBL	WBL	40	AVG	9000-12600	40-67: NE 39th St@171.9-69: NE 2nd Ave@48.4	28		45.52	37.86	349.87
40-Overall	Overall	40	AVG	9000-12600		40 1051		20.27	31.84	372.41
41-NBL	NBL	41	AVG	9000-12600	41-68: NE 2nd Ave@247.3-56: NE 38th St@8.5	28		2.38	1.83	174.62
41-NBT	NBT	41	AVG	9000-12600	41-68: NE 2nd Ave@247.3-63: NE 2nd Ave@7.0	274		2.6	1.12	132.91
41-SBT	SBT	41	AVG	9000-12600	41-69: NE 2nd Ave@247.3-21: NE 2nd Ave@4.5	251		0.45	0.03	18.91
41-SBR	SBR	41	AVG	9000-12600	41-69: NE 2nd Ave@247.3-56: NE 38th St@8.5	83		1.29	0.07	32.47
41-EBR	EBR	41	AVG	9000-12600	41-70: NE 38th St@582.2-21: NE 2nd Ave@4.5	25		6.18	0.29	59.62
41-EBL	EBL	41	AVG	9000-12600	41-70: NE 38th St@582.2-63: NE 2nd Ave@7.0	86		7.35	4.65	100.35
41-EBT	EBT	41	AVG	9000-12600	41-70: NE 38th St@582.2-188@5.1	0			0.29	59.62
41-WBL	WBL	41	AVG	9000-12600	41-71@192.3-21: NE 2nd Ave@4.5	0			0	0
41-WBT	WBT	41	AVG	9000-12600	41-71@192.3-56: NE 38th St@8.5	0			0	0
41-WBR	WBR	41	AVG	9000-12600	41-71@192.3-63: NE 2nd Ave@7.0	0			0	0
41-Overall	Overall	41	AVG	9000-12600		41 747		2.39	0.89	176.17
42-SEBT	SEBT	42	AVG	9000-12600	42-21: NE 2nd Ave@278.6-29: NE 2nd Ave@36.0	143		81.78	71.63	242.67

VISSIM INTERSECTION OUTPUT
PM HOUR 3

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
42-SEBR	SEBR	42	AVG	9000-12600	42-21: NE 2nd Ave@278.6-61: NE 36th St@21.7	74		15.13	19.96	163.15
42-SEBL (79)	SEBL (79)	42	AVG	9000-12600	42-21: NE 2nd Ave@278.6-79: Federal Hwy@47.9	2		80.66	69.81	242.02
42-SEBL	SEBL	42	AVG	9000-12600	42-21: NE 2nd Ave@278.6-94: NE 36th St@39.9	61		153.82	69.99	242.02
42-NBL	NBL	42	AVG	9000-12600	42-72: NE 2nd Ave@1267.8-61: NE 36th St@21.7	82		105.33	1223.26	1334.83
42-NBT	NBT	42	AVG	9000-12600	42-72: NE 2nd Ave@1267.8-79: Federal Hwy@47.9	379		114.67	1223.26	1334.83
42-NBR	NBR	42	AVG	9000-12600	42-72: NE 2nd Ave@1267.8-94: NE 36th St@39.9	43		150.59	1223.26	1334.83
42-NBT (10048)	NBT (10048)	42	AVG	9000-12600	42-72: NE 2nd Ave@1267.8-10048@5.8	210		100.24	1223.26	1334.83
42-SBT	SBT	42	AVG	9000-12600	42-74: Federal Hwy@23.7-29: NE 2nd Ave@36.0	100		83.41	77.74	272.35
42-SBR	SBR	42	AVG	9000-12600	42-74: Federal Hwy@23.7-61: NE 36th St@21.7	99		82.3	76.96	271.84
42-SBL	SBL	42	AVG	9000-12600	42-74: Federal Hwy@23.7-94: NE 36th St@39.9	22		183.82	74.41	273.46
42-SBR (10048)	SBR (10048)	42	AVG	9000-12600	42-74: Federal Hwy@23.7-10048@5.8	13		81.15	76.96	271.82
42-EBR	EBR	42	AVG	9000-12600	42-76: NE 36th St@312.0-29: NE 2nd Ave@36.0	116		56.97	151.26	522.8
42-EBL	EBL	42	AVG	9000-12600	42-76: NE 36th St@312.0-79: Federal Hwy@47.9	112		65.35	151.8	519.8
42-EBT	EBT	42	AVG	9000-12600	42-76: NE 36th St@312.0-94: NE 36th St@39.9	336		165.49	154.64	522.8
42-EBL (10048)	EBL (10048)	42	AVG	9000-12600	42-76: NE 36th St@312.0-10048@5.8	45		57.83	154.35	522.8
42-WBT	WBT	42	AVG	9000-12600	42-77: NE 36th St@309.5-61: NE 36th St@21.7	345		51.92	74.66	286.36
42-WBR	WBR	42	AVG	9000-12600	42-77: NE 36th St@309.5-79: Federal Hwy@47.9	32		44.32	74.53	286.36
42-WBR (10048)	WBR (10048)	42	AVG	9000-12600	42-77: NE 36th St@309.5-10048@5.8	32		52.81	74.52	286.36
42-Overall	Overall	42	AVG	9000-12600		42 2245		96.69	329.8	1334.83
43-SBL	SBL	43	AVG	9000-12600	43-80: Federal Hwy@191.5-34: NE 39th St@42.3	2		3.19	0.64	64.3
43-SBR	SBR	43	AVG	9000-12600	43-80: Federal Hwy@191.5-67: NE 39th St@13.6	47		5.54	5.41	99.96
43-SBT	SBT	43	AVG	9000-12600	43-80: Federal Hwy@191.5-73: Federal Hwy@18.4	168		9.56	5.92	99.96
43-EBL	EBL	43	AVG	9000-12600	43-81: NE 39th St@196.0-30: Federal Hwy@31.2	96		87.38	74.97	301.17
43-EBT	EBT	43	AVG	9000-12600	43-81: NE 39th St@196.0-34: NE 39th St@42.3	36		75.27	72.77	300.28
43-EBR	EBR	43	AVG	9000-12600	43-81: NE 39th St@196.0-73: Federal Hwy@18.4	39		6.17	74.84	301.44
43-WBR	WBR	43	AVG	9000-12600	43-82: NE 38th St@237.4-30: Federal Hwy@31.2	28		86.43	75.41	276.76
43-WBT	WBT	43	AVG	9000-12600	43-82: NE 38th St@237.4-67: NE 39th St@13.6	109		89.71	75.6	276.72
43-WBL	WBL	43	AVG	9000-12600	43-82: NE 38th St@237.4-73: Federal Hwy@18.4	26		81.98	73.02	275.72
43-NBT	NBT	43	AVG	9000-12600	43-83: Federal Hwy@535.6-30: Federal Hwy@31.2	495		7.23	46.05	752.13
43-NBR	NBR	43	AVG	9000-12600	43-83: Federal Hwy@535.6-34: NE 39th St@42.3	10		5.23	45.74	751.87
43-NBL	NBL	43	AVG	9000-12600	43-83: Federal Hwy@535.6-67: NE 39th St@13.6	25		8.36	45.83	752.53
43-WBR (34)	WBR (34)	43	AVG	9000-12600	43-10153@3.3-34: NE 39th St@42.3	4		34.84	0	0
43-Overall	Overall	43	AVG	9000-12600		43 1085		29.06	45.86	752.53
44-NBT	NBT	44	AVG	9000-12600	44-85: Biscayne Blvd@133.6-24: Biscayne Blvd@23.4	884		33.81	287.51	707.44
44-NBL	NBL	44	AVG	9000-12600	44-85: Biscayne Blvd@133.6-82: NE 38th St@42.0	22		33.84	280.38	706.39
44-NBR	NBR	44	AVG	9000-12600	44-85: Biscayne Blvd@133.6-161: NE 38th St@79.2	258		26.9	286.65	706.39
44-SBR	SBR	44	AVG	9000-12600	44-87: Biscayne Blvd@344.4-82: NE 38th St@42.0	54		13.41	74.43	525.96
44-SBT	SBT	44	AVG	9000-12600	44-87: Biscayne Blvd@344.4-92: Biscayne Blvd@30.4	905		13.96	92.93	525.76
44-SBL	SBL	44	AVG	9000-12600	44-87: Biscayne Blvd@344.4-161: NE 38th St@79.2	272		54.15	92.75	525.55
44-WBR	WBR	44	AVG	9000-12600	44-89: NE 38th St@26.9-24: Biscayne Blvd@23.4	382		24.79	160.35	537.86
44-WBT	WBT	44	AVG	9000-12600	44-89: NE 38th St@26.9-82: NE 38th St@42.0	93		67.01	160.38	537.86
44-WBL	WBL	44	AVG	9000-12600	44-89: NE 38th St@26.9-92: Biscayne Blvd@30.4	302		63.46	160.38	537.86
44-Overall	Overall	44	AVG	9000-12600		44 3172		31.68	177.31	720.53
45-NBL	NBL	45	AVG	9000-12600	45-91: Biscayne Blvd@200.0-77: NE 36th St@20.3	41		37.24	212.45	732.62
45-NBT	NBT	45	AVG	9000-12600	45-91: Biscayne Blvd@200.0-84: Biscayne Blvd@42.1	690		65.84	214.37	732.62
45-NBR	NBR	45	AVG	9000-12600	45-91: Biscayne Blvd@200.0-104: NE 36th St@54.2	165		22.28	213.61	732.62
45-SBT	SBT	45	AVG	9000-12600	45-93: Biscayne Blvd@288.0-25: Biscayne Blvd@32.5	645		17.02	78.92	478.78
45-SBR	SBR	45	AVG	9000-12600	45-93: Biscayne Blvd@288.0-77: NE 36th St@20.3	253		15.21	70.18	478.78
45-SBL	SBL	45	AVG	9000-12600	45-93: Biscayne Blvd@288.0-104: NE 36th St@54.2	303		30.48	78.4	478.78

VISSIM INTERSECTION OUTPUT
PM HOUR 3

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
45-EBR	EBR	45	AVG	9000-12600	45-95: NE 36th St@227.6-25: Biscayne Blvd@32.5	108		39.17	454.81	592.41
45-EBL	EBL	45	AVG	9000-12600	45-95: NE 36th St@227.6-84: Biscayne Blvd@42.1	86		155.82	454.85	592.41
45-EBT	EBT	45	AVG	9000-12600	45-95: NE 36th St@227.6-104: NE 36th St@54.2	258		153.06	454.88	592.41
45-WBL	WBL	45	AVG	9000-12600	45-97: NE 36th St@236.9-25: Biscayne Blvd@32.5	278		85.63	182.06	460.09
45-WBT	WBT	45	AVG	9000-12600	45-97: NE 36th St@236.9-77: NE 36th St@20.3	108		97.69	181.96	460.09
45-WBR	WBR	45	AVG	9000-12600	45-97: NE 36th St@236.9-84: Biscayne Blvd@42.1	391		41.87	181.93	460.09
45-Overall	Overall	45	AVG	9000-12600		45 3326		54.98	231.53	784.72
46-SBR	SBR	46	AVG	9000-12600	46-98: NE 6th Ave@724.9-162: NE 38th St@34.9	16		8.29	1.01	69.91
46-EBR	EBR	46	AVG	9000-12600	46-99: NE 38th St@568.3-103@19.6	64		0.9	0	4.04
46-WBL	WBL	46	AVG	9000-12600	46-100: I-195 WB Off-Ramp@323.1-103@19.6	1		0.69	0	0
46-WBT	WBT	46	AVG	9000-12600	46-100: I-195 WB Off-Ramp@323.1-162: NE 38th St@34.9	770		0.26	0	0
46-WBR	WBR	46	AVG	9000-12600	46-100: I-195 WB Off-Ramp@323.1-10183@47.9	165		1.21	0	0
46-Overall	Overall	46	AVG	9000-12600		46 1015		0.58	0.34	69.91
49-EBT	EBT	49	AVG	9000-12600	49-104: NE 36th St@325.6-109: NE 36th St@65.7	723		0.71	0	0
49-WBT	WBT	49	AVG	9000-12600	49-105: NE 36th St@104.7-96: NE 36th St@85.2	89		25.87	15.04	148.94
49-SBR	SBR	49	AVG	9000-12600	49-106: I-195 EB Off-Ramp@145.5-96: NE 36th St@85.2	693		6.7	19.41	431.82
49-Overall	Overall	49	AVG	9000-12600		49 1505		5	11.48	431.82
52-NBR	NBR	52	AVG	9000-12600	52-107@640.1-19: NE 36th St (To I-195 EB)@1.4	123		21.84	21.8	214.38
52-NBT	NBT	52	AVG	9000-12600	52-107@640.1-28: NE 5th Ave@11.9	1		11.4	33.03	243.67
52-NBL	NBL	52	AVG	9000-12600	52-107@640.1-105: NE 36th St@40.9	32		25.32	24.58	221.45
52-SBL	SBL	52	AVG	9000-12600	52-108: NE 5th Ave@135.2-19: NE 36th St (To I-195 EB)@1.4	1		8.45	0.22	43.46
52-SBT	SBT	52	AVG	9000-12600	52-108: NE 5th Ave@135.2-102@10.7	0			0.51	89.31
52-SBR	SBR	52	AVG	9000-12600	52-108: NE 5th Ave@135.2-105: NE 36th St@40.9	7		10.3	0.35	57.14
52-EBT	EBT	52	AVG	9000-12600	52-109: NE 36th St@135.4-19: NE 36th St (To I-195 EB)@1.4	706		0.6	0	5.01
52-EBL	EBL	52	AVG	9000-12600	52-109: NE 36th St@135.4-28: NE 5th Ave@11.9	7		0.97	0.01	2.65
52-EBR	EBR	52	AVG	9000-12600	52-109: NE 36th St@135.4-102@10.7	8		0.43	0	0
52-WBR	WBR	52	AVG	9000-12600	52-110: NE 36th St (To I-195 EB)@764.6-28: NE 5th Ave@11.9	0			1.64	27.21
52-WBL	WBL	52	AVG	9000-12600	52-110: NE 36th St (To I-195 EB)@764.6-102@10.7	2		11.46	2.17	40.68
52-WBT	WBT	52	AVG	9000-12600	52-110: NE 36th St (To I-195 EB)@764.6-105: NE 36th St@40.9	50		7.04	1.1	21.84
52-Overall	Overall	52	AVG	9000-12600		52 937		4.75	7.12	243.67
57-NBT	NBT	57	AVG	9000-12600	57-115: Alton Road@150.4-177: Alton Road@63.8	1357		0.12	0	0
57-SBT	SBT	57	AVG	9000-12600	57-116: Alton Road@1341.5-121: Alton Road@19.9	1187		5.24	8.78	272.74
57-SBR	SBR	57	AVG	9000-12600	57-116: Alton Road@1341.5-179: N Bay Road North@24.4	4		1.5	8.78	272.74
57-EBR	EBR	57	AVG	9000-12600	57-117: N Bay Road North@435.3-121: Alton Road@19.9	72		21.21	9.54	103.89
57-Overall	Overall	57	AVG	9000-12600		57 2620		3.02	6.11	272.74
58-NBT	NBT	58	AVG	9000-12600	58-119@313.9-115: Alton Road@14.5	1264		7.43	71.51	391.35
58-NBR	NBR	58	AVG	9000-12600	58-119@313.9-175: 43rd Street@22.8	41		12.96	55.37	392.07
58-NBL	NBL	58	AVG	9000-12600	58-119@313.9-187: Ed Sullivan Dr@53.5	211		65.08	71.18	391.21
58-SBL	SBL	58	AVG	9000-12600	58-123: Alton Road@93.1-175: 43rd Street@22.8	50		12.21	60.99	276.9
58-SBT	SBT	58	AVG	9000-12600	58-123: Alton Road@93.1-183@61.3	1164		12.19	62.31	276.9
58-SBR	SBR	58	AVG	9000-12600	58-123: Alton Road@93.1-187: Ed Sullivan Dr@53.5	51		10.28	61.9	276.9
58-EBL	EBL	58	AVG	9000-12600	58-124: Ed Sullivan Dr@766.5-115: Alton Road@14.5	78		666.49	483.03	534.72
58-EBT	EBT	58	AVG	9000-12600	58-124: Ed Sullivan Dr@766.5-175: 43rd Street@22.8	46		586.07	482.48	534.17
58-EBR	EBR	58	AVG	9000-12600	58-124: Ed Sullivan Dr@766.5-183@61.3	160		115.57	472.09	523.78
58-WBL	WBL	58	AVG	9000-12600	58-125: 43rd Street@131.1-183@61.3	15		91.1	51.91	208.04
58-WBT	WBT	58	AVG	9000-12600	58-125: 43rd Street@131.1-187: Ed Sullivan Dr@53.5	69		97.17	50.78	206.5
58-NWBT	NWBT	58	AVG	9000-12600	58-184: N Bay Rd@266.4-115: Alton Road@14.5	14		20.17	71.51	391.35
58-NWBR	NWBR	58	AVG	9000-12600	58-184: N Bay Rd@266.4-175: 43rd Street@22.8	2		14.64	55.37	392.07
58-NWBL	NWBL	58	AVG	9000-12600	58-184: N Bay Rd@266.4-187: Ed Sullivan Dr@53.5	0			71.18	391.21

VISSIM INTERSECTION OUTPUT
PM HOUR 3

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT		VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
58-Overall	Overall	58	AVG	9000-12600		58	3164		45.45	174.87	535.21
61-SBT	SBT	61	AVG	9000-12600	61-130@220.9-172: Unnamed Road@7.9		117		13.87	7.29	142.91
61-SBR	SBR	61	AVG	9000-12600	61-130@220.9-176: Alton Road@20.2		42		19.08	14.59	164.26
61-WBT	WBT	61	AVG	9000-12600	61-10220@0.6-176: Alton Road@20.2		1828		0.62	0.87	115.55
61-Overall	Overall	61	AVG	9000-12600		61	1987		1.8	7.58	203.31
63-NBL	NBL	63	AVG	9000-12600	63-132: Alton Road@140.5-12@13.5		106		55.75	68.38	283.18
63-NBT	NBT	63	AVG	9000-12600	63-132: Alton Road@140.5-163: Alton Road@28.9		135		56.01	68.38	283.18
63-NBR	NBR	63	AVG	9000-12600	63-132: Alton Road@140.5-168: 41 Street/ Art Godfrey Road@11.2		83		34.16	68.38	283.18
63-SBR	SBR	63	AVG	9000-12600	63-134: Alton Road@43.1-12@13.5		194		11.21	41.28	145.53
63-SBT	SBT	63	AVG	9000-12600	63-134: Alton Road@43.1-141: Alton Road@4.7		85		35.84	42.3	145.53
63-SBL	SBL	63	AVG	9000-12600	63-134: Alton Road@43.1-168: 41 Street/ Art Godfrey Road@11.2		87		39.37	41.7	145.53
63-EBL	EBL	63	AVG	9000-12600	63-136: 41 Street/ Art Godfrey Road@324.2-163: Alton Road@28.9		179		34.02	106.63	639.23
63-EBT	EBT	63	AVG	9000-12600	63-136: 41 Street/ Art Godfrey Road@324.2-168: 41 Street/ Art Godfrey Ro		1201		18.81	106.76	638.99
63-WBT	WBT	63	AVG	9000-12600	63-139: 41 Street/ Art Godfrey Road@83.8-12@13.5		1134		19.68	102.47	619.74
63-WBL	WBL	63	AVG	9000-12600	63-139: 41 Street/ Art Godfrey Road@83.8-141: Alton Road@4.7		37		30.99	102.11	619.74
63-WBR	WBR	63	AVG	9000-12600	63-139: 41 Street/ Art Godfrey Road@83.8-163: Alton Road@28.9		66		13.91	102.58	621.36
63-EBR	EBR	63	AVG	9000-12600	63-10223@17.2-141: Alton Road@4.7		37		15.28	88.38	657.18
63-Overall	Overall	63	AVG	9000-12600		63	3344		23.48	78.28	679.32
64-NBR	NBR	64	AVG	9000-12600	64-140: Alton Road@213.9-111: W 39th St@6.6		63		2.62	4.36	182.8
64-NBL	NBL	64	AVG	9000-12600	64-140: Alton Road@213.9-112@14.6		2		0.55	4.26	180.72
64-NBT	NBT	64	AVG	9000-12600	64-140: Alton Road@213.9-132: Alton Road@10.8		241		4.44	2.86	148.07
64-SBL	SBL	64	AVG	9000-12600	64-141: Alton Road@121.3-111: W 39th St@6.6		50		1.96	0.23	38.08
64-SBR	SBR	64	AVG	9000-12600	64-141: Alton Road@121.3-112@14.6		0			0.03	20.4
64-SBT	SBT	64	AVG	9000-12600	64-141: Alton Road@121.3-145: Alton Road@33.5		108		0.17	0	8.06
64-EBT	EBT	64	AVG	9000-12600	64-142@109.2-111: W 39th St@6.6		1		9.39	0.16	36.52
64-EBL	EBL	64	AVG	9000-12600	64-142@109.2-132: Alton Road@10.8		4		13.05	0	0
64-EBR	EBR	64	AVG	9000-12600	64-142@109.2-145: Alton Road@33.5		3		7.57	0.18	36.96
64-WBR	WBR	64	AVG	9000-12600	64-10241@65.4-132: Alton Road@10.8		73		7.02	0.22	48.39
64-WBL	WBL	64	AVG	9000-12600	64-10244@63.1-145: Alton Road@33.5		43		8.16	1.26	64.42
64-Overall	Overall	64	AVG	9000-12600		64	589		3.9	1.23	183.34
65-NBR	NBR	65	AVG	9000-12600	65-144: Alton Road@360.8-113: Barry St@24.6		9		0.67	0	0
65-NBT	NBT	65	AVG	9000-12600	65-144: Alton Road@360.8-140: Alton Road@20.5		263		0.24	0	0
65-NBL	NBL	65	AVG	9000-12600	65-144: Alton Road@360.8-171@30.9		10		0.28	0	6.1
65-SBL	SBL	65	AVG	9000-12600	65-145: Alton Road@221.1-113: Barry St@24.6		17		0.51	0	0
65-SBT	SBT	65	AVG	9000-12600	65-145: Alton Road@221.1-130@14.0		126		0.29	0	0
65-SBR	SBR	65	AVG	9000-12600	65-145: Alton Road@221.1-171@30.9		12		0.6	0	0
65-EBT	EBT	65	AVG	9000-12600	65-146@347.6-113: Barry St@24.6		0			0.07	38.39
65-EBR	EBR	65	AVG	9000-12600	65-146@347.6-130@14.0		8		6.76	1.46	79.43
65-EBL	EBL	65	AVG	9000-12600	65-146@347.6-140: Alton Road@20.5		20		7.03	1.27	70.03
65-WBL	WBL	65	AVG	9000-12600	65-147: Barry St@870.8-130@14.0		24		7.54	0.09	33.21
65-WBR	WBR	65	AVG	9000-12600	65-147: Barry St@870.8-140: Alton Road@20.5		24		8.05	2.74	97.13
65-WBT	WBT	65	AVG	9000-12600	65-147: Barry St@870.8-171@30.9		0			0.09	33.21
65-Overall	Overall	65	AVG	9000-12600		65	513		1.36	0.56	97.4
66-NBR	NBR	66	AVG	9000-12600	66-148: Alton Road@359.0-128: W 34th St@36.0		6		1.22	4.35	357.26
66-NBL	NBL	66	AVG	9000-12600	66-148: Alton Road@359.0-129@139.7		1828		1.47	4.35	357.26
66-NBT	NBT	66	AVG	9000-12600	66-148: Alton Road@359.0-144: Alton Road@27.8		279		1.62	4.35	357.26
66-WBR	WBR	66	AVG	9000-12600	66-181: W 34th St@645.8-144: Alton Road@27.8		4		4.75	0	0
66-Overall	Overall	66	AVG	9000-12600		66	2116		1.5	2.17	357.26
67-NBT	NBT	67	AVG	9000-12600	67-150: Alton Rd@108.5-148: Alton Road@8.6		1827		16.76	198.48	959.32

VISSIM INTERSECTION OUTPUT
PM HOUR 3

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
67-NBR	NBR	67	AVG	9000-12600	67-150: Alton Rd@108.5-169: Chase Ave@18.0	38		11.39	198.17	959.32
67-SBT	SBT	67	AVG	9000-12600	67-151: Alton Road@330.6-173: Alton Rd@9.9	1392		13.65	76.35	669.18
67-WBR	WBR	67	AVG	9000-12600	67-155: Chase Ave@27.1-148: Alton Road@8.6	156		22.98	22.41	208.64
67-WBL	WBL	67	AVG	9000-12600	67-155: Chase Ave@27.1-173: Alton Rd@9.9	62		33.64	22.41	208.64
67-EBL	EBL	67	AVG	9000-12600	67-10260@0.4-148: Alton Road@8.6	130		29.6	22.62	197.62
67-EBT	EBT	67	AVG	9000-12600	67-10263@0.0-169: Chase Ave@18.0	19		30.88	22.42	197.18
67-EBR	EBR	67	AVG	9000-12600	67-10265@0.0-173: Alton Rd@9.9	3		16.34	36.51	226.93
67-Overall	Overall	67	AVG	9000-12600		67 3628		16.6	74.92	959.32
68-NBR	NBR	68	AVG	9000-12600	68-157: NW 10th Ave@55.2-11: To I-95 N Express lanes@36.0	132		3.03	0.09	41.38
68-NBT	NBT	68	AVG	9000-12600	68-157: NW 10th Ave@55.2-13: NW 10th Ave@21.8	604		0.88	0	0
68-SBL	SBL	68	AVG	9000-12600	68-158: NW 10th Ave@1120.0-11: To I-95 N Express lanes@36.0	17		0.55	0	0
68-SBT	SBT	68	AVG	9000-12600	68-158: NW 10th Ave@1120.0-14: NW 10th Ave@35.5	188		0.12	0	0
68-EBT	EBT	68	AVG	9000-12600	68-159: NW 39th St@1216.3-11: To I-95 N Express lanes@36.0	43		9.77	0.46	68.03
68-EBL	EBL	68	AVG	9000-12600	68-159: NW 39th St@1216.3-13: NW 10th Ave@21.8	69		8.28	0.46	68.03
68-EBR	EBR	68	AVG	9000-12600	68-159: NW 39th St@1216.3-14: NW 10th Ave@35.5	54		6.92	6.69	130.39
68-Overall	Overall	68	AVG	9000-12600		68 1106		2.11	1.45	130.39
71-NBR	NBR	71	AVG	9000-12600	71-163: Alton Road@53.7-131: Nautilus Rd/ Michigan Ave@8.4	111		-0.08	0.11	61.19
71-NB - U	NB - U	71	AVG	9000-12600	71-163: Alton Road@53.7-134: Alton Road@22.3	2		13.52	0.25	49.89
71-NBT	NBT	71	AVG	9000-12600	71-163: Alton Road@53.7-174: 43rd Street@25.8	267		0.26	0.11	61.19
71-SBL	SBL	71	AVG	9000-12600	71-165: 43rd Street@48.2-131: Nautilus Rd/ Michigan Ave@8.4	20		4.28	1.29	72.62
71-SBT	SBT	71	AVG	9000-12600	71-165: 43rd Street@48.2-134: Alton Road@22.3	119		10.5	0.34	34.42
71-WBL	WBL	71	AVG	9000-12600	71-166: Nautilus Rd/ Michigan Ave@593.8-134: Alton Road@22.3	249		77.76	132.19	439.85
71-WBR	WBR	71	AVG	9000-12600	71-166: Nautilus Rd/ Michigan Ave@593.8-174: 43rd Street@25.8	3		61.69	130.75	439.83
71-Overall	Overall	71	AVG	9000-12600		71 770		27.19	44.15	439.85
88-EBT	EBT	88	AVG	9000-12600	88-124: Ed Sullivan Dr@362.6-124: Ed Sullivan Dr@500.7	309		521.61	372.15	424.4
88-WBT	WBT	88	AVG	9000-12600	88-187: Ed Sullivan Dr@344.1-114@19.8	146		2.35	2.21	142.06
88-WBL	WBL	88	AVG	9000-12600	88-187: Ed Sullivan Dr@344.1-178: Ed Sullivan Dr@16.3	189		5.06	2.21	142.06
88-Overall	Overall	88	AVG	9000-12600		88 644		250.98	187.18	424.4

Hour 4

VISSIM INTERSECTION OUTPUT
PM HOUR 4

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
3-SBT	SBT	3	AVG	12600-1620	3-4: NW 12th Ave@826.5-8: NW 12th Ave@1.7	495		5.2	8.19	139.9
3-SBR	SBR	3	AVG	12600-1620	3-4: NW 12th Ave@826.5-10: NW 40th St@29.2	15		3.65	8.71	142.57
3-WBL	WBL	3	AVG	12600-1620	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-8: NW 12th Ave@1.	119		35.72	25.96	156.94
3-WBT	WBT	3	AVG	12600-1620	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-10: NW 40th St@29	33		39.56	26.01	157.52
3-WBR	WBR	3	AVG	12600-1620	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-10035@64.5	62		11.79	24.98	156.89
3-NBT	NBT	3	AVG	12600-1620	3-10034@1.9-1: NW 12th Ave@13.7	1289		2.65	10.3	206.93
3-NBL	NBL	3	AVG	12600-1620	3-10036@3.3-10: NW 40th St@29.2	73		4.63	9.1	206.97
3-Overall	Overall	3	AVG	12600-1620	3	2085		6.06	16.18	216.26
4-NBT	NBT	4	AVG	12600-1620	4-7: NW 12th Ave@671.4-3: NW 12th Ave@24.5	1144		8.82	35.94	360
4-NBR	NBR	4	AVG	12600-1620	4-7: NW 12th Ave@671.4-159: NW 39th St@17.7	52		8.33	35.99	360.28
4-SBT	SBT	4	AVG	12600-1620	4-8: NW 12th Ave@183.1-2: NW 12th Ave@16.5	569		4.83	8.91	130.96
4-SBL	SBL	4	AVG	12600-1620	4-8: NW 12th Ave@183.1-159: NW 39th St@17.7	44		9.5	8.11	130.61
4-EBR	EBR	4	AVG	12600-1620	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-2: NW 12th Ave@16.5	184		7.23	46.84	248.24
4-EBL	EBL	4	AVG	12600-1620	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-3: NW 12th Ave@24.5	218		34.87	51.18	247.83
4-EBT	EBT	4	AVG	12600-1620	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-159: NW 39th St@17.7	74		32.89	52.13	248.36
4-Overall	Overall	4	AVG	12600-1620	4	2285		10.96	34.16	360.28
35-NBT	NBT	35	AVG	12600-1620	35-37: N Miami Ave@117.5-15: N Miami Ave@41.4	1321		3.74	27.97	247.43
35-NBL (On-Ramp)	NBL (On-Ramp)	35	AVG	12600-1620	35-37: N Miami Ave@117.5-22: I-195 WB On-Ramp@14.9	364		4.95	27.97	247.43
35-NBL	NBL	35	AVG	12600-1620	35-37: N Miami Ave@117.5-23: NW 38th St@17.0	6		9.29	27.97	247.43
35-NBR	NBR	35	AVG	12600-1620	35-37: N Miami Ave@117.5-55: NE 38th St@30.6	94		2.82	27.97	247.43
35-SBR (On-Ramp)	SBR (On-Ramp)	35	AVG	12600-1620	35-38: N Miami Ave@1597.7-22: I-195 WB On-Ramp@14.9	341		7.68	14.45	254.13
35-SBR	SBR	35	AVG	12600-1620	35-38: N Miami Ave@1597.7-23: NW 38th St@17.0	9		4.64	14.02	253.37
35-SBT	SBT	35	AVG	12600-1620	35-38: N Miami Ave@1597.7-41: N Miami Ave@22.6	285		5.96	14.13	252.83
35-WBR	WBR	35	AVG	12600-1620	35-39: NE 38th St@541.1-15: N Miami Ave@41.4	26		46.62	62.13	309.24
35-WBT (On-Ramp)	WBT (On-Ramp)	35	AVG	12600-1620	35-39: NE 38th St@541.1-22: I-195 WB On-Ramp@14.9	116		64.65	62.43	309.65
35-WBT	WBT	35	AVG	12600-1620	35-39: NE 38th St@541.1-23: NW 38th St@17.0	4		61.12	62.98	310.41
35-WBL	WBL	35	AVG	12600-1620	35-39: NE 38th St@541.1-41: N Miami Ave@22.6	12		63.43	62.73	310.07
35-Overall	Overall	35	AVG	12600-1620	35	2577		8.19	40.11	322.3
36-NBT (10064)	NBT (10064)	36	AVG	12600-1620	36-40: N Miami Ave@171.9-10064@80.2	916		7.81	56.94	323.12
36-NBT (10139)	NBT (10139)	36	AVG	12600-1620	36-40: N Miami Ave@171.9-10139@80.8	369		9.63	56.94	323.12
36-EBR	EBR	36	AVG	12600-1620	36-43: I-195 EB Off-Ramp (from I-95)@460.4-47: N Miami Ave@13.8	588		21.85	115.52	407.62
36-EBL	EBL	36	AVG	12600-1620	36-43: I-195 EB Off-Ramp (from I-95)@460.4-10065@83.5	500		52.51	115.73	407.99
36-SBT	SBT	36	AVG	12600-1620	36-10066@6.4-47: N Miami Ave@13.8	297		14.1	14.2	159.7
36-Overall	Overall	36	AVG	12600-1620	36	2670		20.22	75.6	407.99
37-NBL	NBL	37	AVG	12600-1620	37-45: N Miami Ave@208.2-18: NW 36th St@64.1	54		46.89	156.44	586.76
37-NBT	NBT	37	AVG	12600-1620	37-45: N Miami Ave@208.2-40: N Miami Ave@25.7	1047		37.1	157.75	586.76
37-NBR	NBR	37	AVG	12600-1620	37-45: N Miami Ave@208.2-59: NE 36th St@45.6	100		7.89	157.26	586.76
37-SBT	SBT	37	AVG	12600-1620	37-47: N Miami Ave@157.3-16: N Miami Ave@41.5	471		23.22	97.66	311.67
37-SBR	SBR	37	AVG	12600-1620	37-47: N Miami Ave@157.3-18: NW 36th St@64.1	244		18.55	94.11	314.02
37-SBL	SBL	37	AVG	12600-1620	37-47: N Miami Ave@157.3-59: NE 36th St@45.6	168		55.71	98.33	313.61
37-EBR	EBR	37	AVG	12600-1620	37-50: NW 36th St@207.7-16: N Miami Ave@41.5	71		28.28	59.86	304.27
37-EBL	EBL	37	AVG	12600-1620	37-50: NW 36th St@207.7-40: N Miami Ave@25.7	95		39.94	61.09	304.27
37-EBT	EBT	37	AVG	12600-1620	37-50: NW 36th St@207.7-59: NE 36th St@45.6	334		40.32	61.13	304.27
37-WBL	WBL	37	AVG	12600-1620	37-52: NE 36th St@194.9-16: N Miami Ave@41.5	74		45	135.38	548.28
37-WBT	WBT	37	AVG	12600-1620	37-52: NE 36th St@194.9-18: NW 36th St@64.1	345		51.51	135.44	548.04
37-WBR	WBR	37	AVG	12600-1620	37-52: NE 36th St@194.9-40: N Miami Ave@25.7	145		24.13	134.73	547.8
37-Overall	Overall	37	AVG	12600-1620	37	3147		35.19	112.43	605.22
38-NBT	NBT	38	AVG	12600-1620	38-53: NE 1st Ave@395.5-26: NE 1st Ave@6.9	74		9.67	1.96	99.8
38-NBR	NBR	38	AVG	12600-1620	38-53: NE 1st Ave@395.5-70: NE 38th St@10.3	34		7.77	5.26	126.86

VISSIM INTERSECTION OUTPUT
PM HOUR 4

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
38-NBL	NBL	38	AVG	12600-1620	38-53: NE 1st Ave@395.5-10083@85.1	59		8.6	7.13	139.11
38-SBT	SBT	38	AVG	12600-1620	38-54: NE 1st Ave@1159.7-58: NE 1st Ave@2.0	37		8.55	0.3	50.21
38-SBL	SBL	38	AVG	12600-1620	38-54: NE 1st Ave@1159.7-70: NE 38th St@10.3	17		7.44	1.91	92.31
38-SBR	SBR	38	AVG	12600-1620	38-54: NE 1st Ave@1159.7-10084@43.8	33		5.69	2.26	87.21
38-EBL	EBL	38	AVG	12600-1620	38-55: NE 38th St@570.9-26: NE 1st Ave@6.9	23		8.13	2.41	99.59
38-EBR	EBR	38	AVG	12600-1620	38-55: NE 38th St@570.9-58: NE 1st Ave@2.0	17		7.34	1.96	93.41
38-EBT	EBT	38	AVG	12600-1620	38-55: NE 38th St@570.9-70: NE 38th St@10.3	54		9.39	3.9	108.33
38-WBR	WBR	38	AVG	12600-1620	38-56: NE 38th St@580.8-26: NE 1st Ave@6.9	35		7.19	2.99	108.06
38-WBL	WBL	38	AVG	12600-1620	38-56: NE 38th St@580.8-58: NE 1st Ave@2.0	8		8.38	0.7	76.39
38-WBT	WBT	38	AVG	12600-1620	38-56: NE 38th St@580.8-10085@82.0	65		9.45	6.33	141.52
38-Overall	Overall	38	AVG	12600-1620	38	455		8.5	3.09	159.72
39-NBL	NBL	39	AVG	12600-1620	39-57: NE 1st Ave@1113.9-51: NE 36th St@5.8	32		44.26	148.09	364.31
39-NBT	NBT	39	AVG	12600-1620	39-57: NE 1st Ave@1113.9-53: NE 1st Ave@26.0	87		53.65	136.2	331.09
39-NBR	NBR	39	AVG	12600-1620	39-57: NE 1st Ave@1113.9-75: NE 36th St@7.4	98		56.34	144.78	351.39
39-SBT	SBT	39	AVG	12600-1620	39-58: NE 1st Ave@368.5-27: NE 1st Ave@6.8	18		8.48	0.09	7.31
39-SBR	SBR	39	AVG	12600-1620	39-58: NE 1st Ave@368.5-51: NE 36th St@5.8	21		7.68	1.1	65.8
39-SBL	SBL	39	AVG	12600-1620	39-58: NE 1st Ave@368.5-75: NE 36th St@7.4	22		13.79	1.83	77.76
39-EBR	EBR	39	AVG	12600-1620	39-60: NE 36th St@298.5-27: NE 1st Ave@6.8	65		7	15.58	133.63
39-EBL	EBL	39	AVG	12600-1620	39-60: NE 36th St@298.5-53: NE 1st Ave@26.0	47		4.91	14.14	131.01
39-EBT	EBT	39	AVG	12600-1620	39-60: NE 36th St@298.5-75: NE 36th St@7.4	487		11.57	12.19	137.25
39-WBL	WBL	39	AVG	12600-1620	39-62: NE 36th St@119.0-27: NE 1st Ave@6.8	57		1.93	0.02	25.58
39-WBT	WBT	39	AVG	12600-1620	39-62: NE 36th St@119.0-51: NE 36th St@5.8	514		0.64	0.08	48.66
39-WBR	WBR	39	AVG	12600-1620	39-62: NE 36th St@119.0-53: NE 1st Ave@26.0	32		2.3	0.12	46.3
39-Overall	Overall	39	AVG	12600-1620	39	1479		11.5	39.52	370.34
40-NBL	NBL	40	AVG	12600-1620	40-64: NE 2nd Ave@120.9-33: NE 39th St@20.8	16		7.74	12.31	349.64
40-NBT	NBT	40	AVG	12600-1620	40-64: NE 2nd Ave@120.9-36: NE 2nd Ave@71.2	330		6.06	12.65	349.64
40-NBR	NBR	40	AVG	12600-1620	40-64: NE 2nd Ave@120.9-81: NE 39th St@39.0	55		4.78	12.27	349.64
40-SBR	SBR	40	AVG	12600-1620	40-65: NE 2nd Ave@752.3-33: NE 39th St@20.8	41		6.08	13.2	216.72
40-SBT	SBT	40	AVG	12600-1620	40-65: NE 2nd Ave@752.3-69: NE 2nd Ave@48.4	256		8.26	13.45	216.72
40-SBL	SBL	40	AVG	12600-1620	40-65: NE 2nd Ave@752.3-81: NE 39th St@39.0	59		11.85	13.2	216.45
40-EBL	EBL	40	AVG	12600-1620	40-66: NE 39th St@103.0-36: NE 2nd Ave@71.2	43		66.09	51.19	159.31
40-EBR	EBR	40	AVG	12600-1620	40-66: NE 39th St@103.0-69: NE 2nd Ave@48.4	47		39.14	51.02	159.31
40-EBT	EBT	40	AVG	12600-1620	40-66: NE 39th St@103.0-81: NE 39th St@39.0	60		63.81	51.71	159.31
40-WBT	WBT	40	AVG	12600-1620	40-67: NE 39th St@171.9-33: NE 39th St@20.8	78		41.97	44.13	373.59
40-WBR	WBR	40	AVG	12600-1620	40-67: NE 39th St@171.9-36: NE 2nd Ave@71.2	77		26.55	43.6	373.59
40-WBL	WBL	40	AVG	12600-1620	40-67: NE 39th St@171.9-69: NE 2nd Ave@48.4	31		44.87	43.53	373.59
40-Overall	Overall	40	AVG	12600-1620	40	1091		18.86	30.19	375.27
41-NBL	NBL	41	AVG	12600-1620	41-68: NE 2nd Ave@247.3-56: NE 38th St@8.5	30		1.9	0.67	128.26
41-NBT	NBT	41	AVG	12600-1620	41-68: NE 2nd Ave@247.3-63: NE 2nd Ave@7.0	316		1.3	0.35	87.55
41-SBT	SBT	41	AVG	12600-1620	41-69: NE 2nd Ave@247.3-21: NE 2nd Ave@4.5	257		0.53	0.15	48.48
41-SBR	SBR	41	AVG	12600-1620	41-69: NE 2nd Ave@247.3-56: NE 38th St@8.5	77		1.69	0.26	75.11
41-EBR	EBR	41	AVG	12600-1620	41-70: NE 38th St@582.2-21: NE 2nd Ave@4.5	24		6.08	0.29	58.07
41-EBL	EBL	41	AVG	12600-1620	41-70: NE 38th St@582.2-63: NE 2nd Ave@7.0	82		7.13	4.34	98.06
41-EBT	EBT	41	AVG	12600-1620	41-70: NE 38th St@582.2-188@5.1	0			0.29	58.07
41-WBL	WBL	41	AVG	12600-1620	41-71@192.3-21: NE 2nd Ave@4.5	0			0	0
41-WBT	WBT	41	AVG	12600-1620	41-71@192.3-56: NE 38th St@8.5	0			0	0
41-WBR	WBR	41	AVG	12600-1620	41-71@192.3-63: NE 2nd Ave@7.0	0			0	0
41-Overall	Overall	41	AVG	12600-1620	41	785		1.87	0.67	159.06
42-SEBT	SEBT	42	AVG	12600-1620	42-21: NE 2nd Ave@278.6-29: NE 2nd Ave@36.0	141		88.5	79.88	251.2

VISSIM INTERSECTION OUTPUT
PM HOUR 4

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
42-SEBR	SEBR	42	AVG	12600-1620(	42-21: NE 2nd Ave@278.6-61: NE 36th St@21.7	75		15.36	23.22	171.39
42-SEBL (79)	SEBL (79)	42	AVG	12600-1620(	42-21: NE 2nd Ave@278.6-79: Federal Hwy@47.9	3		88.12	78.35	250.55
42-SEBL	SEBL	42	AVG	12600-1620(	42-21: NE 2nd Ave@278.6-94: NE 36th St@39.9	62		120.14	78.41	250.55
42-NBL	NBL	42	AVG	12600-1620(	42-72: NE 2nd Ave@1267.8-61: NE 36th St@21.7	91		86.51	1090.24	1335.22
42-NBT	NBT	42	AVG	12600-1620(	42-72: NE 2nd Ave@1267.8-79: Federal Hwy@47.9	450		86.87	1090.25	1335.22
42-NBR	NBR	42	AVG	12600-1620(	42-72: NE 2nd Ave@1267.8-94: NE 36th St@39.9	46		96.6	1090.24	1335.22
42-NBT (10048)	NBT (10048)	42	AVG	12600-1620(	42-72: NE 2nd Ave@1267.8-10048@5.8	252		89.33	1090.24	1335.22
42-SBT	SBT	42	AVG	12600-1620(	42-74: Federal Hwy@23.7-29: NE 2nd Ave@36.0	100		83.66	77.3	271.47
42-SBR	SBR	42	AVG	12600-1620(	42-74: Federal Hwy@23.7-61: NE 36th St@21.7	92		81.26	76.76	270.96
42-SBL	SBL	42	AVG	12600-1620(	42-74: Federal Hwy@23.7-94: NE 36th St@39.9	25		172.41	75.59	272.59
42-SBR (10048)	SBR (10048)	42	AVG	12600-1620(	42-74: Federal Hwy@23.7-10048@5.8	11		85.27	76.7	270.94
42-EBR	EBR	42	AVG	12600-1620(	42-76: NE 36th St@312.0-29: NE 2nd Ave@36.0	118		63.57	202.56	502.71
42-EBL	EBL	42	AVG	12600-1620(	42-76: NE 36th St@312.0-79: Federal Hwy@47.9	107		69.62	204.18	499.71
42-EBT	EBT	42	AVG	12600-1620(	42-76: NE 36th St@312.0-94: NE 36th St@39.9	336		159.78	206.95	502.71
42-EBL (10048)	EBL (10048)	42	AVG	12600-1620(	42-76: NE 36th St@312.0-10048@5.8	47		58.19	206.71	502.71
42-WBT	WBT	42	AVG	12600-1620(	42-77: NE 36th St@309.5-61: NE 36th St@21.7	343		40.74	60.22	329.9
42-WBR	WBR	42	AVG	12600-1620(	42-77: NE 36th St@309.5-79: Federal Hwy@47.9	31		31.56	59.82	329.9
42-WBR (10048)	WBR (10048)	42	AVG	12600-1620(	42-77: NE 36th St@309.5-10048@5.8	33		45.69	59.84	329.9
42-Overall	Overall	42	AVG	12600-1620(		2362	42	86.18	311.97	1335.22
43-SBL	SBL	43	AVG	12600-1620(	43-80: Federal Hwy@191.5-34: NE 39th St@42.3	3		5.15	0.75	65.92
43-SBR	SBR	43	AVG	12600-1620(	43-80: Federal Hwy@191.5-67: NE 39th St@13.6	48		6.72	5.76	107.19
43-SBT	SBT	43	AVG	12600-1620(	43-80: Federal Hwy@191.5-73: Federal Hwy@18.4	166		10.04	6.34	107.19
43-EBL	EBL	43	AVG	12600-1620(	43-81: NE 39th St@196.0-30: Federal Hwy@31.2	97		79.44	72.3	302.48
43-EBT	EBT	43	AVG	12600-1620(	43-81: NE 39th St@196.0-34: NE 39th St@42.3	38		76.8	70.22	301.59
43-EBR	EBR	43	AVG	12600-1620(	43-81: NE 39th St@196.0-73: Federal Hwy@18.4	39		5.65	72.15	302.75
43-WBR	WBR	43	AVG	12600-1620(	43-82: NE 38th St@237.4-30: Federal Hwy@31.2	28		92.38	82.63	262.72
43-WBT	WBT	43	AVG	12600-1620(	43-82: NE 38th St@237.4-67: NE 39th St@13.6	110		97.59	82.88	262.69
43-WBL	WBL	43	AVG	12600-1620(	43-82: NE 38th St@237.4-73: Federal Hwy@18.4	24		88.73	81.3	261.69
43-NBT	NBT	43	AVG	12600-1620(	43-83: Federal Hwy@535.6-30: Federal Hwy@31.2	559		3.49	15.24	602.42
43-NBR	NBR	43	AVG	12600-1620(	43-83: Federal Hwy@535.6-34: NE 39th St@42.3	11		2.12	14.63	602.17
43-NBL	NBL	43	AVG	12600-1620(	43-83: Federal Hwy@535.6-67: NE 39th St@13.6	27		5.83	14.79	602.82
43-WBR (34)	WBR (34)	43	AVG	12600-1620(	43-10153@3.3-34: NE 39th St@42.3	4		34.66	0	3.34
43-Overall	Overall	43	AVG	12600-1620(		1151	43	26.48	39.92	612.62
44-NBT	NBT	44	AVG	12600-1620(	44-85: Biscayne Blvd@133.6-24: Biscayne Blvd@23.4	840		32.27	263.48	704.55
44-NBL	NBL	44	AVG	12600-1620(	44-85: Biscayne Blvd@133.6-82: NE 38th St@42.0	25		35.38	256.36	703.5
44-NBR	NBR	44	AVG	12600-1620(	44-85: Biscayne Blvd@133.6-161: NE 38th St@79.2	256		23.39	262.65	703.5
44-SBR	SBR	44	AVG	12600-1620(	44-87: Biscayne Blvd@344.4-82: NE 38th St@42.0	51		13.22	74.62	483.53
44-SBT	SBT	44	AVG	12600-1620(	44-87: Biscayne Blvd@344.4-92: Biscayne Blvd@30.4	897		13.86	91.41	483.33
44-SBL	SBL	44	AVG	12600-1620(	44-87: Biscayne Blvd@344.4-161: NE 38th St@79.2	278		51.36	91.22	483.12
44-WBR	WBR	44	AVG	12600-1620(	44-89: NE 38th St@26.9-24: Biscayne Blvd@23.4	365		25.34	159.12	517.09
44-WBT	WBT	44	AVG	12600-1620(	44-89: NE 38th St@26.9-82: NE 38th St@42.0	94		68.03	159.14	517.09
44-WBL	WBL	44	AVG	12600-1620(	44-89: NE 38th St@26.9-92: Biscayne Blvd@30.4	317		62.38	159.14	517.09
44-Overall	Overall	44	AVG	12600-1620(		3122	44	30.98	168.57	704.55
45-NBL	NBL	45	AVG	12600-1620(	45-91: Biscayne Blvd@200.0-77: NE 36th St@20.3	40		30.43	133.76	570.27
45-NBT	NBT	45	AVG	12600-1620(	45-91: Biscayne Blvd@200.0-84: Biscayne Blvd@42.1	667		54.46	136.71	570.27
45-NBR	NBR	45	AVG	12600-1620(	45-91: Biscayne Blvd@200.0-104: NE 36th St@54.2	160		15.78	136.05	570.27
45-SBT	SBT	45	AVG	12600-1620(	45-93: Biscayne Blvd@288.0-25: Biscayne Blvd@32.5	641		16.85	79.19	476.85
45-SBR	SBR	45	AVG	12600-1620(	45-93: Biscayne Blvd@288.0-77: NE 36th St@20.3	261		15.31	70.03	476.85
45-SBL	SBL	45	AVG	12600-1620(	45-93: Biscayne Blvd@288.0-104: NE 36th St@54.2	302		29.74	78.76	476.85

VISSIM INTERSECTION OUTPUT
PM HOUR 4

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
45-EBR	EBR	45	AVG	12600-1620(	45-95: NE 36th St@227.6-25: Biscayne Blvd@32.5	113		33.15	391.89	584.97
45-EBL	EBL	45	AVG	12600-1620(	45-95: NE 36th St@227.6-84: Biscayne Blvd@42.1	84		143.76	392.04	584.97
45-EBT	EBT	45	AVG	12600-1620(	45-95: NE 36th St@227.6-104: NE 36th St@54.2	253		137.98	392.11	584.97
45-WBL	WBL	45	AVG	12600-1620(	45-97: NE 36th St@236.9-25: Biscayne Blvd@32.5	292		88.63	180.44	456.79
45-WBT	WBT	45	AVG	12600-1620(	45-97: NE 36th St@236.9-77: NE 36th St@20.3	106		93.3	180.33	456.79
45-WBR	WBR	45	AVG	12600-1620(	45-97: NE 36th St@236.9-84: Biscayne Blvd@42.1	376		41.12	180.26	456.79
45-Overall	Overall	45	AVG	12600-1620(		3292		50.32	195.96	642.52
46-SBR	SBR	46	AVG	12600-1620(	46-98: NE 6th Ave@724.9-162: NE 38th St@34.9	16		7.95	0.91	63.13
46-EBR	EBR	46	AVG	12600-1620(	46-99: NE 38th St@568.3-103@19.6	65		0.85	0	2.07
46-WBL	WBL	46	AVG	12600-1620(	46-100: I-195 WB Off-Ramp@323.1-103@19.6	1		0.64	0	0
46-WBT	WBT	46	AVG	12600-1620(	46-100: I-195 WB Off-Ramp@323.1-162: NE 38th St@34.9	754		0.24	0	0
46-WBR	WBR	46	AVG	12600-1620(	46-100: I-195 WB Off-Ramp@323.1-10183@47.9	159		1.25	0	0
46-Overall	Overall	46	AVG	12600-1620(		994		0.57	0.31	63.13
49-EBT	EBT	49	AVG	12600-1620(	49-104: NE 36th St@325.6-109: NE 36th St@65.7	718		0.67	0	0
49-WBT	WBT	49	AVG	12600-1620(	49-105: NE 36th St@104.7-96: NE 36th St@85.2	89		25.6	13.98	128.81
49-SBR	SBR	49	AVG	12600-1620(	49-106: I-195 EB Off-Ramp@145.5-96: NE 36th St@85.2	686		6.64	24.79	467.89
49-Overall	Overall	49	AVG	12600-1620(		1493		4.87	12.92	467.89
52-NBR	NBR	52	AVG	12600-1620(	52-107@640.1-19: NE 36th St (To I-195 EB)@1.4	122		19.37	19.58	205.07
52-NBT	NBT	52	AVG	12600-1620(	52-107@640.1-28: NE 5th Ave@11.9	1		12.81	30.12	234.36
52-NBL	NBL	52	AVG	12600-1620(	52-107@640.1-105: NE 36th St@40.9	32		20.94	22.22	212.14
52-SBL	SBL	52	AVG	12600-1620(	52-108: NE 5th Ave@135.2-19: NE 36th St (To I-195 EB)@1.4	0		8.27	0.21	41.32
52-SBT	SBT	52	AVG	12600-1620(	52-108: NE 5th Ave@135.2-102@10.7	0			0.5	87.22
52-SBR	SBR	52	AVG	12600-1620(	52-108: NE 5th Ave@135.2-105: NE 36th St@40.9	8		13.55	0.54	55.01
52-EBT	EBT	52	AVG	12600-1620(	52-109: NE 36th St@135.4-19: NE 36th St (To I-195 EB)@1.4	708		0.58	0.18	60.88
52-EBL	EBL	52	AVG	12600-1620(	52-109: NE 36th St@135.4-28: NE 5th Ave@11.9	5		0.4	0.14	46.24
52-EBR	EBR	52	AVG	12600-1620(	52-109: NE 36th St@135.4-102@10.7	7		0.36	0.14	46.66
52-WBR	WBR	52	AVG	12600-1620(	52-110: NE 36th St (To I-195 EB)@764.6-28: NE 5th Ave@11.9	0			1.22	12.36
52-WBL	WBL	52	AVG	12600-1620(	52-110: NE 36th St (To I-195 EB)@764.6-102@10.7	2		2.41	1.53	20.86
52-WBT	WBT	52	AVG	12600-1620(	52-110: NE 36th St (To I-195 EB)@764.6-105: NE 36th St@40.9	49		1.91	0.88	9.68
52-Overall	Overall	52	AVG	12600-1620(		933		3.88	6.44	247.68
57-NBT	NBT	57	AVG	12600-1620(	57-115: Alton Road@150.4-177: Alton Road@63.8	1346		0.11	0	0
57-SBT	SBT	57	AVG	12600-1620(	57-116: Alton Road@1341.5-121: Alton Road@19.9	1185		5	7.55	240.06
57-SBR	SBR	57	AVG	12600-1620(	57-116: Alton Road@1341.5-179: N Bay Road North@24.4	3		3.03	7.55	240.06
57-EBR	EBR	57	AVG	12600-1620(	57-117: N Bay Road North@435.3-121: Alton Road@19.9	72		20.61	9.03	107.59
57-Overall	Overall	57	AVG	12600-1620(		2605		2.91	5.53	240.06
58-NBT	NBT	58	AVG	12600-1620(	58-119@313.9-115: Alton Road@14.5	1253		7.52	70.52	396.5
58-NBR	NBR	58	AVG	12600-1620(	58-119@313.9-175: 43rd Street@22.8	42		12.64	56.49	397.22
58-NBL	NBL	58	AVG	12600-1620(	58-119@313.9-187: Ed Sullivan Dr@53.5	203		66.22	70.15	396.36
58-SBL	SBL	58	AVG	12600-1620(	58-123: Alton Road@93.1-175: 43rd Street@22.8	52		12.7	61.25	274.47
58-SBT	SBT	58	AVG	12600-1620(	58-123: Alton Road@93.1-183@61.3	1156		12.08	62.57	274.47
58-SBR	SBR	58	AVG	12600-1620(	58-123: Alton Road@93.1-187: Ed Sullivan Dr@53.5	50		9.75	62.14	274.47
58-EBL	EBL	58	AVG	12600-1620(	58-124: Ed Sullivan Dr@766.5-115: Alton Road@14.5	80		666.65	482.56	531.14
58-EBT	EBT	58	AVG	12600-1620(	58-124: Ed Sullivan Dr@766.5-175: 43rd Street@22.8	49		535.68	482.01	530.59
58-EBR	EBR	58	AVG	12600-1620(	58-124: Ed Sullivan Dr@766.5-183@61.3	166		107.13	471.62	520.2
58-WBL	WBL	58	AVG	12600-1620(	58-125: 43rd Street@131.1-183@61.3	15		81.96	43.18	189.69
58-WBT	WBT	58	AVG	12600-1620(	58-125: 43rd Street@131.1-187: Ed Sullivan Dr@53.5	67		82.34	42.08	188.16
58-NWBT	NWBT	58	AVG	12600-1620(	58-184: N Bay Rd@266.4-115: Alton Road@14.5	13		19.77	70.52	396.5
58-NWBR	NWBR	58	AVG	12600-1620(	58-184: N Bay Rd@266.4-175: 43rd Street@22.8	3		15.13	56.49	397.22
58-NWBL	NWBL	58	AVG	12600-1620(	58-184: N Bay Rd@266.4-187: Ed Sullivan Dr@53.5	0			70.15	396.36

VISSIM INTERSECTION OUTPUT
PM HOUR 4

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
58-Overall	Overall	58	AVG	12600-1620(		3148		45.18	173.14	531.14
61-SBT	SBT	61	AVG	12600-1620(	61-130@220.9-172: Unnamed Road@7.9	122		13.33	7.11	141.45
61-SBR	SBR	61	AVG	12600-1620(	61-130@220.9-176: Alton Road@20.2	41		20.03	14.6	162.8
61-WBT	WBT	61	AVG	12600-1620(	61-10220@0.6-176: Alton Road@20.2	1835		0.59	0.44	100.05
61-Overall	Overall	61	AVG	12600-1620(		1997		1.78	7.39	189.52
63-NBL	NBL	63	AVG	12600-1620(	63-132: Alton Road@140.5-12@13.5	98		59.22	68.99	282.74
63-NBT	NBT	63	AVG	12600-1620(	63-132: Alton Road@140.5-163: Alton Road@28.9	128		54.07	68.99	282.74
63-NBR	NBR	63	AVG	12600-1620(	63-132: Alton Road@140.5-168: 41 Street/ Art Godfrey Road@11.2	85		34.92	68.99	282.74
63-SBR	SBR	63	AVG	12600-1620(	63-134: Alton Road@43.1-12@13.5	196		11.18	43.01	154.31
63-SBT	SBT	63	AVG	12600-1620(	63-134: Alton Road@43.1-141: Alton Road@4.7	82		34.8	43.88	154.31
63-SBL	SBL	63	AVG	12600-1620(	63-134: Alton Road@43.1-168: 41 Street/ Art Godfrey Road@11.2	83		38.26	43.45	154.31
63-EBL	EBL	63	AVG	12600-1620(	63-136: 41 Street/ Art Godfrey Road@324.2-163: Alton Road@28.9	176		36.24	105.05	621.11
63-EBT	EBT	63	AVG	12600-1620(	63-136: 41 Street/ Art Godfrey Road@324.2-168: 41 Street/ Art Godfrey Ro	1232		18.89	105.22	620.87
63-WBT	WBT	63	AVG	12600-1620(	63-139: 41 Street/ Art Godfrey Road@83.8-12@13.5	1172		19.53	99.76	643.36
63-WBL	WBL	63	AVG	12600-1620(	63-139: 41 Street/ Art Godfrey Road@83.8-141: Alton Road@4.7	40		31.32	99.45	643.36
63-WBR	WBR	63	AVG	12600-1620(	63-139: 41 Street/ Art Godfrey Road@83.8-163: Alton Road@28.9	70		13.11	100.03	644.98
63-EBR	EBR	63	AVG	12600-1620(	63-10223@17.2-141: Alton Road@4.7	40		16.07	95.24	630.04
63-Overall	Overall	63	AVG	12600-1620(		3400		23.29	78.5	688.17
64-NBR	NBR	64	AVG	12600-1620(	64-140: Alton Road@213.9-111: W 39th St@6.6	62		3.12	5.58	198.44
64-NBL	NBL	64	AVG	12600-1620(	64-140: Alton Road@213.9-112@14.6	3		0.54	5.47	196.36
64-NBT	NBT	64	AVG	12600-1620(	64-140: Alton Road@213.9-132: Alton Road@10.8	240		4.86	4	163.71
64-SBL	SBL	64	AVG	12600-1620(	64-141: Alton Road@121.3-111: W 39th St@6.6	51		1.79	0.22	41.06
64-SBR	SBR	64	AVG	12600-1620(	64-141: Alton Road@121.3-112@14.6	0			0.04	30.7
64-SBT	SBT	64	AVG	12600-1620(	64-141: Alton Road@121.3-145: Alton Road@33.5	111		0.15	0.01	12.8
64-EBT	EBT	64	AVG	12600-1620(	64-142@109.2-111: W 39th St@6.6	2		9.43	0.17	36.85
64-EBL	EBL	64	AVG	12600-1620(	64-142@109.2-132: Alton Road@10.8	2		12.85	0	0
64-EBR	EBR	64	AVG	12600-1620(	64-142@109.2-145: Alton Road@33.5	4		6.88	0.18	37.29
64-WBR	WBR	64	AVG	12600-1620(	64-10241@65.4-132: Alton Road@10.8	74		6.66	0.16	43.93
64-WBL	WBL	64	AVG	12600-1620(	64-10244@63.1-145: Alton Road@33.5	41		8.13	1.22	60.02
64-Overall	Overall	64	AVG	12600-1620(		590		4.05	1.55	198.49
65-NBR	NBR	65	AVG	12600-1620(	65-144: Alton Road@360.8-113: Barry St@24.6	8		0.74	0.05	11.22
65-NBT	NBT	65	AVG	12600-1620(	65-144: Alton Road@360.8-140: Alton Road@20.5	262		0.28	0.04	6.82
65-NBL	NBL	65	AVG	12600-1620(	65-144: Alton Road@360.8-171@30.9	12		0.41	0.07	12.42
65-SBL	SBL	65	AVG	12600-1620(	65-145: Alton Road@221.1-113: Barry St@24.6	18		0.48	0	0
65-SBT	SBT	65	AVG	12600-1620(	65-145: Alton Road@221.1-130@14.0	129		0.26	0	0
65-SBR	SBR	65	AVG	12600-1620(	65-145: Alton Road@221.1-171@30.9	9		0.58	0	3.58
65-EBT	EBT	65	AVG	12600-1620(	65-146@347.6-113: Barry St@24.6	0			0.06	31.42
65-EBR	EBR	65	AVG	12600-1620(	65-146@347.6-130@14.0	10		7.12	1.43	73.16
65-EBL	EBL	65	AVG	12600-1620(	65-146@347.6-140: Alton Road@20.5	18		6.92	1.23	63.75
65-WBL	WBL	65	AVG	12600-1620(	65-147: Barry St@870.8-130@14.0	24		7.62	0.09	41.18
65-WBR	WBR	65	AVG	12600-1620(	65-147: Barry St@870.8-140: Alton Road@20.5	24		7.83	2.7	103.04
65-WBT	WBT	65	AVG	12600-1620(	65-147: Barry St@870.8-171@30.9	0			0.09	41.18
65-Overall	Overall	65	AVG	12600-1620(		515		1.36	0.57	104.14
66-NBR	NBR	66	AVG	12600-1620(	66-148: Alton Road@359.0-128: W 34th St@36.0	4		1.89	10.36	550.9
66-NBL	NBL	66	AVG	12600-1620(	66-148: Alton Road@359.0-129@139.7	1833		1.47	10.36	550.9
66-NBT	NBT	66	AVG	12600-1620(	66-148: Alton Road@359.0-144: Alton Road@27.8	278		1.57	10.36	550.9
66-WBR	WBR	66	AVG	12600-1620(	66-181: W 34th St@645.8-144: Alton Road@27.8	4		4.82	0	0
66-Overall	Overall	66	AVG	12600-1620(		2120		1.49	5.18	550.9
67-NBT	NBT	67	AVG	12600-1620(	67-150: Alton Rd@108.5-148: Alton Road@8.6	1831		16.86	197.15	910.42

VISSIM INTERSECTION OUTPUT
PM HOUR 4

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
67-NBR	NBR	67	AVG	12600-1620(	67-150: Alton Rd@108.5-169: Chase Ave@18.0	41		13.37	196.86	910.42
67-SBT	SBT	67	AVG	12600-1620(	67-151: Alton Road@330.6-173: Alton Rd@9.9	1395		14.44	80.17	671.51
67-WBR	WBR	67	AVG	12600-1620(	67-155: Chase Ave@27.1-148: Alton Road@8.6	154		22.84	22.73	227.08
67-WBL	WBL	67	AVG	12600-1620(	67-155: Chase Ave@27.1-173: Alton Rd@9.9	61		33.47	22.73	227.08
67-EBL	EBL	67	AVG	12600-1620(	67-10260@0.4-148: Alton Road@8.6	129		30.87	24.46	204.75
67-EBT	EBT	67	AVG	12600-1620(	67-10263@0.0-169: Chase Ave@18.0	21		34.06	24.26	204.32
67-EBR	EBR	67	AVG	12600-1620(	67-10265@0.0-173: Alton Rd@9.9	2		12.83	38.21	234.07
67-Overall	Overall	67	AVG	12600-1620(		3633		17.02	75.82	934.5
68-NBR	NBR	68	AVG	12600-1620(	68-157: NW 10th Ave@55.2-11: To I-95 N Express lanes@36.0	133		2.98	0.06	26.23
68-NBT	NBT	68	AVG	12600-1620(	68-157: NW 10th Ave@55.2-13: NW 10th Ave@21.8	603		0.9	0	0
68-SBL	SBL	68	AVG	12600-1620(	68-158: NW 10th Ave@1120.0-11: To I-95 N Express lanes@36.0	15		0.51	0	0
68-SBT	SBT	68	AVG	12600-1620(	68-158: NW 10th Ave@1120.0-14: NW 10th Ave@35.5	189		0.11	0	0
68-EBT	EBT	68	AVG	12600-1620(	68-159: NW 39th St@1216.3-11: To I-95 N Express lanes@36.0	43		9.74	0.49	65.87
68-EBL	EBL	68	AVG	12600-1620(	68-159: NW 39th St@1216.3-13: NW 10th Ave@21.8	75		8.45	0.49	65.87
68-EBR	EBR	68	AVG	12600-1620(	68-159: NW 39th St@1216.3-14: NW 10th Ave@35.5	52		6.76	6.68	124.14
68-Overall	Overall	68	AVG	12600-1620(		1108		2.13	1.44	124.14
71-NBR	NBR	71	AVG	12600-1620(	71-163: Alton Road@53.7-131: Nautilus Rd/ Michigan Ave@8.4	117		-0.05	0.05	78.67
71-NB - U	NB - U	71	AVG	12600-1620(	71-163: Alton Road@53.7-134: Alton Road@22.3	2		17.49	0.31	65.95
71-NBT	NBT	71	AVG	12600-1620(	71-163: Alton Road@53.7-174: 43rd Street@25.8	254		0.2	0.05	78.67
71-SBL	SBL	71	AVG	12600-1620(	71-165: 43rd Street@48.2-131: Nautilus Rd/ Michigan Ave@8.4	19		4.91	2.15	85.99
71-SBT	SBT	71	AVG	12600-1620(	71-165: 43rd Street@48.2-134: Alton Road@22.3	126		11.98	0.44	54.81
71-WBL	WBL	71	AVG	12600-1620(	71-166: Nautilus Rd/ Michigan Ave@593.8-134: Alton Road@22.3	239		80.57	142.01	468.77
71-WBR	WBR	71	AVG	12600-1620(	71-166: Nautilus Rd/ Michigan Ave@593.8-174: 43rd Street@25.8	3		67.55	140.53	468.76
71-Overall	Overall	71	AVG	12600-1620(		760		27.75	47.58	468.77
88-EBT	EBT	88	AVG	12600-1620(	88-124: Ed Sullivan Dr@362.6-124: Ed Sullivan Dr@500.7	315		498.11	371.42	424.85
88-WBT	WBT	88	AVG	12600-1620(	88-187: Ed Sullivan Dr@344.1-114@19.8	139		2.28	1.68	145.28
88-WBL	WBL	88	AVG	12600-1620(	88-187: Ed Sullivan Dr@344.1-178: Ed Sullivan Dr@16.3	181		4.45	1.68	145.28
88-Overall	Overall	88	AVG	12600-1620(		636		245.59	186.55	424.85

VISSIM FREEWAY OUTPUT

(AM PEAK PERIOD)

VISSIM AM PEAK PERIOD
FREEWAY SUMMARY

# of lanes	Distance	Measurement #	Description	Hour 1 (1800-5400)					Hour 2 (5400-9000)					Hour 3 (9000-12600)					Hour 4 (12600-16200)				
				Vol	Travel Time	Density	Speed	LOS	Vol	Travel Time	Density	Speed	LOS	Vol	Travel Time	Density	Speed	LOS	Vol	Travel Time	Density	Speed	LOS
4	1109.9	301	**E2-E3**	3438	13.530	15.37	55.93	B	4283	16.19172	22.91	46.74	C	4045	57.59107	76.96	13.14	F	3761	88.31091	109.72	8.57	F
2	3629.82	302	**E3-E4**	1995	54.775	22.08	45.18	C	2371	123.6446	59.23	20.02	F	2303	260.8479	121.37	9.49	F	2175	300.0952	131.87	8.25	F
1	1201.63	303	**E4-E5**	1995	19.490	47.46	42.04	F	2355	24.17822	69.50	33.89	F	2279	26.67734	74.21	30.71	F	2157	32.05039	84.38	25.56	F
4	575.03	304	**E5-E6**	4262	8.730	23.73	44.91	C	5183	9.054995	29.93	43.30	D	5112	9.652177	31.46	40.62	D	4653	15.18538	45.05	25.82	F
3	1696.78	305	**E6-E7**	3427	25.295	24.98	45.74	C	4139	25.48491	30.39	45.40	D	4054	29.14889	34.05	39.69	D	3736	42.33131	45.57	27.33	F
3	918.93	306	**E7-E78**	3426	13.720	25.01	45.67	C	4138	13.79997	30.38	45.40	D	4035	16.53211	35.49	37.90	E	3745	26.61385	53.03	23.54	F
4	601.08	307	**E78-E8**	3424	8.960	18.71	45.74	C	4135	9.931778	25.05	41.26	C	4022	12.37195	30.35	33.13	D	3753	20.65893	47.30	19.84	F
3	2174.44	308	**E8-E9**	2813	32.355	20.46	45.82	C	3412	32.54495	24.97	45.55	C	3263	47.13325	34.58	31.45	D	3100	96.10429	66.98	15.43	F
4	596.4	309	**E9-E910**	3449	7.925	16.80	51.31	B	4155	8.02	20.49	50.70	C	3951	15.88365	38.58	25.60	E	3750	34.6792	79.95	11.73	F
3	872.9	310	**E910-E10**	3451	10.620	20.53	56.04	C	4156	10.7	24.91	55.62	C	3929	20.45196	45.01	29.10	F	3747	35.10154	73.66	16.96	F
3	9397.94	311	**E10-E11**	3448	115.035	20.63	55.70	C	4096	119.6575	25.50	53.55	C	3674	301.07	57.54	21.28	F	3725	473.14	91.68	13.54	F
3	1501.67	312	**E11-E12**	3447	18.715	21.00	54.71	C	4079	24.2862	32.25	42.16	D	3618	77.2087	90.94	13.26	F	3719	81.62808	98.83	12.54	F
2	499.97	313	**E12-E13**	1376	6.360	12.84	53.60	B	1593	11.83362	27.65	28.81	D	1411	55.1304	114.10	6.18	F	1467	59.07883	127.12	5.77	F
2	524.74	314	**W1-W2**	1075	11.985	18.01	29.85	C	1340	12.055	22.58	29.68	C	1340	12.04504	22.56	29.70	C	1226	12.04	20.63	29.72	C
3	1493.1	315	**W2-W3**	1647	23.205	12.51	43.87	B	2035	23.26503	15.50	43.76	B	2038	23.27	15.53	43.75	B	1890	23.24498	14.39	43.80	B
3	81.28	316	**W3-W4**	1647	1.190	11.79	46.57	B	2035	1.19	14.57	46.57	B	2038	1.19	14.59	46.57	B	1890	1.19	13.53	46.57	B
4	452.74	317	**W4-W45**	2695	5.925	12.93	52.10	B	3351	6.029997	16.36	51.19	B	3377	6.080065	16.63	50.77	B	3095	5.984998	15.00	51.58	B
3	1064.11	318	**W45-W5**	2695	12.970	16.06	55.94	B	3339	13.07499	20.06	55.49	C	3387	13.13007	20.43	55.26	C	3092	13.04504	18.53	55.62	C
3	10215.8	319	**W5-W6**	2694	124.385	16.04	56.00	B	3327	124.9804	19.90	55.73	C	3378	125.1151	20.23	55.67	C	3105	124.7902	18.54	55.82	C
3	1497.69	320	**W6-W7**	2695	18.410	16.20	55.47	B	3311	18.63047	20.14	54.81	C	3389	18.75957	20.75	54.43	C	3106	18.52518	18.78	55.12	C
3	2243.92	321	**W7-W8**	2271	29.535	14.61	51.80	B	2790	29.72022	18.07	51.48	C	2874	29.77997	18.65	51.37	C	2626	29.66498	16.97	51.57	B
4	801.83	322	**W8-W89**	3121	11.600	16.56	47.13	B	3822	11.73015	20.50	46.61	C	3924	11.755	21.09	46.51	C	3593	11.69496	19.22	46.75	C
3	687.88	323	**W89-W9**	3119	10.245	22.71	45.78	C	3827	10.34508	28.14	45.34	D	3921	10.355	28.86	45.29	D	3591	10.30505	26.30	45.51	D
3	1095.75	324	**W9-W10**	3118	16.440	22.87	45.44	C	3828	16.66549	28.46	44.83	D	3918	16.71003	29.21	44.71	D	3589	16.58527	26.56	45.05	D
4	1166.07	325	**W10-W11**	4190	18.005	23.72	44.16	C	5132	18.69545	30.17	42.53	D	5214	19.16144	31.42	41.49	D	4813	18.39138	27.83	43.23	D
2	3160.43	326	**W11-W12**	1752	47.845	19.45	45.04	C	2106	50.84245	24.85	42.38	C	2161	51.80602	25.98	41.59	C	1989	49.36475	22.78	43.65	C
1	827.26	327	**W12-W13**	1748	12.810	39.70	44.03	E	2104	13.06095	48.72	43.19	F	2162	13.14475	50.38	42.91	F	1990	13.00946	45.90	43.36	F
4	486.47	328	**W13-W14**	3184	6.945	16.67	47.76	B	3883	6.955058	20.36	47.69	C	3994	6.96	20.95	47.66	C	3626	6.954926	19.01	47.69	C
5	500	329	**W14-W15**	3403	6.370	12.72	53.52	B	4151	6.385057	15.55	53.39	B	4276	6.384986	16.02	53.39	B	3872	6.384923	14.50	53.39	B
3	732.47	401	**To NB & SB I-95 and I-95 Express**	1440	8.855	8.51	56.40	A	1796	8.930067	10.70	55.92	A	1722	9.272131	10.66	53.86	A	1566	9.639974	10.08	51.81	A
3	543.52	402	**From I-95 NB & SB**	2270	8.090	16.52	45.81	B	2828	8.13	20.68	45.58	C	2836	8.385719	21.39	44.19	C	2508	14.26395	32.18	25.98	D
2	394.55	403	**To N Miami Ave**	834	6.155	9.54	43.71	A	1038	6.310462	12.17	42.63	B	1047	6.853142	13.34	39.25	B	921	19.10596	32.71	14.08	D
1	228.08	404	**EB To Biscayne Blvd**	610	4.305	16.89	36.12	B	716	12.7036	58.49	12.24	F	706	13.66014	62.02	11.38	F	677	12.04313	52.43	12.91	F
1	640.5	405	**EB From Biscayne Blvd**	638	13.571	19.83	32.18	C	745	13.66483	23.31	31.96	C	713	24.23094	39.56	18.02	E	645	65.25482	96.38	6.69	F
2	1230.8	406	**To Alton Rd**	2072	21.725	26.82	38.63	D	2473	22.91645	33.77	36.62	D	2201	23.03902	30.21	36.42	D	2248	23.59	31.60	35.57	D
1	745.2	407	**From Alton Road NB**	563	19.895	22.05	25.54	C	701	19.92508	27.49	25.50	D	712	19.93451	27.93	25.49	D	645	19.92	25.29	25.51	C
1	1057.63	408	**From Alton Road SB**	1048	17.610	25.59	40.95	C	1321	17.70979	32.44	40.72	D	1341	17.77492	33.05	40.57	D	1200	17.65508	29.38	40.84	D
1	841.38	409	**WB To Biscayne Blvd**	418	12.465	9.08	46.02	A	513	12.57589	11.25	45.62	B	525	12.59	11.52	45.57	B	477	12.50075	10.39	45.89	A
1	370.08	410	**WB From Biscayne Blvd**	851	7.730	26.07	32.64	D	1031	7.729816	31.58	32.64	D	1051	7.74	32.24	32.60	D	970	7.734928	29.73	32.62	D
1	527.14	411	**From N Miami Ave**	1065	11.980	35.50	30.00	E	1312	12.02018	43.88	29.90	E	1299	12.01493	43.42	29.91	E	1220	11.99967	40.73	29.95	E
3	596.82	412	**To I-95 NB & SB**	2436	9.855	19.67	41.29	C	3012	10.4495	25.78	38.94	C	3053	10.35027	25.88	39.32	C	2831	10.13631	23.51	40.15	C
3	730.95	413	**From I-95 NB/SB General Purpose Lanes**	1435	10.685	10.26	46.64	A	1781	10.725	12.78	46.47	B	1833	10.73	13.15	46.45	B	1637	10.71506	11.73	46.51	B
1	974.51	414	**From I-95 SB Express Lanes**	219	16.110	5.31	41.24	A	269	16.11955	6.53	41.22	A	281	16.15021	6.83	41.14	A	247	16.03939	5.96	41.43	A

FREEWAY VISSIM
AM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
2:1800-3600	AVG	1800-3600	2	1717	97.36	8027.56
3:1800-3600	AVG	1800-3600	3	998	76.86	5037.28
4:1800-3600	AVG	1800-3600	4	2134	8.3	546.7
5:1800-3600	AVG	1800-3600	5	1713	48.2	3232.23
6:1800-3600	AVG	1800-3600	6	1407	34.83	2340.62
7:1800-3600	AVG	1800-3600	7	1726	152.39	12379.07
8:1800-3600	AVG	1800-3600	8	684	32.84	1981.08
9:1800-3600	AVG	1800-3600	9	528	9.9	443.85
10:1800-3600	AVG	1800-3600	10	820	24.2	1572.51
11:1800-3600	AVG	1800-3600	11	1352	161.44	13201.56
12:1800-3600	AVG	1800-3600	12	1147	30.59	2323.4
13:1800-3600	AVG	1800-3600	13	1568	41.28	2786.99
14:1800-3600	AVG	1800-3600	14	2099	11.57	767.16
15:1800-3600	AVG	1800-3600	15	872	72.69	4762.7
16:1800-3600	AVG	1800-3600	16	1594	5.35	378.08
17:1800-3600	AVG	1800-3600	17	1704	9.36	750.69
18:1800-3600	AVG	1800-3600	18	2576	95.62	7925.11
19:1800-3600	AVG	1800-3600	19	1908	15.61	1273.94
20:1800-3600	AVG	1800-3600	20	1254	50.27	4132.53
21:1800-3600	AVG	1800-3600	21	2099	30.66	2748.94
23:1800-3600	AVG	1800-3600	23	668	81.93	6932.69
24:1800-3600	AVG	1800-3600	24	841	12.23	1055.15
26:1800-3600	AVG	1800-3600	26	2625	87.15	7790.62
27:1800-3600	AVG	1800-3600	27	1421	48.56	4347.41
28:1800-3600	AVG	1800-3600	28	2438	7.45	632.34
29:1800-3600	AVG	1800-3600	29	3485	97.53	8518.76
30:1800-3600	AVG	1800-3600	30	1216	58.17	5162.12
31:1800-3600	AVG	1800-3600	31	1044	85.4	7615.31
101:1800-3600	AVG	1800-3600	101	654	8.23	619.46
102:1800-3600	AVG	1800-3600	102	454	22.6	1549.76
103:1800-3600	AVG	1800-3600	103	1136	9.69	651.02
104:1800-3600	AVG	1800-3600	104	1219	11.94	738.08
105:1800-3600	AVG	1800-3600	105	484	37.02	2164.36
106:1800-3600	AVG	1800-3600	106	847	14.54	924.9
107:1800-3600	AVG	1800-3600	107	1204	6.42	528.29
108:1800-3600	AVG	1800-3600	108	524	33.27	2317.59
109:1800-3600	AVG	1800-3600	109	180	93.9	5680.36
110:1800-3600	AVG	1800-3600	110	68	10.86	661.51
111:1800-3600	AVG	1800-3600	111	111	19.95	1213.6
112:1800-3600	AVG	1800-3600	112	722	13.62	940.31
113:1800-3600	AVG	1800-3600	113	721	12.86	1058.23
114:1800-3600	AVG	1800-3600	114	651	5.4	449.36
115:1800-3600	AVG	1800-3600	115	287	38.82	2766.3
116:1800-3600	AVG	1800-3600	116	1019	10.59	654.45
117:1800-3600	AVG	1800-3600	117	198	44.52	3032.32
118:1800-3600	AVG	1800-3600	118	732	45.23	2718.35
119:1800-3600	AVG	1800-3600	119	684	40.54	2686.25
120:1800-3600	AVG	1800-3600	120	70	25.17	1656.68
121:1800-3600	AVG	1800-3600	121	103	22.27	1316.7
122:1800-3600	AVG	1800-3600	122	363	35.24	2490.33
126:1800-3600	AVG	1800-3600	126	420	4.19	277.01
127:1800-3600	AVG	1800-3600	127	531	10	485.28
128:1800-3600	AVG	1800-3600	128	306	3.15	194.96
129:1800-3600	AVG	1800-3600	129	422	4.86	272.92
130:1800-3600	AVG	1800-3600	130	205	12.95	885.04
131:1800-3600	AVG	1800-3600	131	324	23.35	1122.76
132:1800-3600	AVG	1800-3600	132	1037	25.36	1466.71
133:1800-3600	AVG	1800-3600	133	521	27.93	1230.73

FREEWAY VISSIM
AM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
134:1800-3600	AVG	1800-3600	134	721	21.87	316.64
135:1800-3600	AVG	1800-3600	135	353	7.05	318.84
136:1800-3600	AVG	1800-3600	136	83	7.37	191.63
138:1800-3600	AVG	1800-3600	138	516	35.15	1730.9
139:1800-3600	AVG	1800-3600	139	130	54.27	2535.1
140:1800-3600	AVG	1800-3600	140	363	18.65	795.17
141:1800-3600	AVG	1800-3600	141	289	28.27	1047.34
142:1800-3600	AVG	1800-3600	142	596	17.78	431.88
143:1800-3600	AVG	1800-3600	143	595	4.63	141.75
144:1800-3600	AVG	1800-3600	144	467	19.56	727.75
145:1800-3600	AVG	1800-3600	145	171	60.82	3689.46
146:1800-3600	AVG	1800-3600	146	60	18.04	267.93
147:1800-3600	AVG	1800-3600	147	527	20.78	1237.03
201:1800-3600	AVG	1800-3600	201	997	54.05	3862.04
202:1800-3600	AVG	1800-3600	202	968	45.86	2850.14
203:1800-3600	AVG	1800-3600	203	1713	48.07	3223.5
204:1800-3600	AVG	1800-3600	204	1407	35.18	2364.3
205:1800-3600	AVG	1800-3600	205	1724	33.07	2676.78
206:1800-3600	AVG	1800-3600	206	1727	91.46	7466.89
207:1800-3600	AVG	1800-3600	207	1727	24.29	1966.03
208:1800-3600	AVG	1800-3600	208	647	76.31	2907.28
209:1800-3600	AVG	1800-3600	209	537	46.25	2885.82
210:1800-3600	AVG	1800-3600	210	1346	24.01	1977.5
211:1800-3600	AVG	1800-3600	211	1349	90.97	7465.79
212:1800-3600	AVG	1800-3600	212	1352	35.61	2907.63
213:1800-3600	AVG	1800-3600	213	1147	30.54	2318.81
214:1800-3600	AVG	1800-3600	214	1568	41.09	2773.18
215:1800-3600	AVG	1800-3600	215	879	41.1	2752.44
216:1800-3600	AVG	1800-3600	216	871	57.92	3881.13
301:1800-3600	AVG	1800-3600	301	1717	13.53	1109.9
302:1800-3600	AVG	1800-3600	302	998	54.68	3629.82
303:1800-3600	AVG	1800-3600	303	998	19.48	1201.63
304:1800-3600	AVG	1800-3600	304	2134	8.72	575.03
305:1800-3600	AVG	1800-3600	305	1713	25.28	1696.78
306:1800-3600	AVG	1800-3600	306	1713	13.72	918.93
307:1800-3600	AVG	1800-3600	307	1713	8.97	601.08
308:1800-3600	AVG	1800-3600	308	1406	32.36	2174.44
309:1800-3600	AVG	1800-3600	309	1728	7.92	596.4
310:1800-3600	AVG	1800-3600	310	1728	10.61	872.9
311:1800-3600	AVG	1800-3600	311	1726	115.05	9397.94
312:1800-3600	AVG	1800-3600	312	1726	18.73	1501.67
313:1800-3600	AVG	1800-3600	313	687	6.38	499.97
314:1800-3600	AVG	1800-3600	314	527	11.99	524.74
315:1800-3600	AVG	1800-3600	315	820	23.21	1493.1
316:1800-3600	AVG	1800-3600	316	820	1.19	81.28
317:1800-3600	AVG	1800-3600	317	1347	5.94	452.74
318:1800-3600	AVG	1800-3600	318	1347	12.98	1064.11
319:1800-3600	AVG	1800-3600	319	1351	124.43	10215.8
320:1800-3600	AVG	1800-3600	320	1352	18.41	1497.69
321:1800-3600	AVG	1800-3600	321	1147	29.55	2243.92
322:1800-3600	AVG	1800-3600	322	1568	11.59	801.83
323:1800-3600	AVG	1800-3600	323	1566	10.25	687.88
324:1800-3600	AVG	1800-3600	324	1566	16.44	1095.75
325:1800-3600	AVG	1800-3600	325	2098	17.94	1166.07
326:1800-3600	AVG	1800-3600	326	873	47.81	3160.43
327:1800-3600	AVG	1800-3600	327	872	12.79	827.26
328:1800-3600	AVG	1800-3600	328	1593	6.94	486.47
329:1800-3600	AVG	1800-3600	329	1704	6.37	500

FREEWAY VISSIM
AM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
401:1800-3600	AVG	1800-3600	401	720	8.85	732.47
402:1800-3600	AVG	1800-3600	402	1136	8.09	543.52
403:1800-3600	AVG	1800-3600	403	420	6.16	394.55
404:1800-3600	AVG	1800-3600	404	306	4.35	228.08
405:1800-3600	AVG	1800-3600	405	324	13.63	640.5
406:1800-3600	AVG	1800-3600	406	1037	21.64	1230.8
407:1800-3600	AVG	1800-3600	407	284	19.91	745.2
408:1800-3600	AVG	1800-3600	408	527	17.65	1057.63
409:1800-3600	AVG	1800-3600	409	205	12.49	841.38
410:1800-3600	AVG	1800-3600	410	422	7.73	370.08
411:1800-3600	AVG	1800-3600	411	531	11.97	527.14
412:1800-3600	AVG	1800-3600	412	1219	9.91	596.82
413:1800-3600	AVG	1800-3600	413	721	10.69	730.95
414:1800-3600	AVG	1800-3600	414	111	16.14	974.51
501:1800-3600	AVG	1800-3600	501	1717	19.57	1607.36
502:1800-3600	AVG	1800-3600	502	998	75.38	4928.34
503:1800-3600	AVG	1800-3600	503	2134	8.33	549
504:1800-3600	AVG	1800-3600	504	1713	47.56	3189.51
505:1800-3600	AVG	1800-3600	505	1406	33.72	2265.78
506:1800-3600	AVG	1800-3600	506	1726	152.36	12375.75
507:1800-3600	AVG	1800-3600	507	685	37.88	2215.37
508:1800-3600	AVG	1800-3600	508	820	23.14	1495.14
509:1800-3600	AVG	1800-3600	509	1352	160.8	13154.77
510:1800-3600	AVG	1800-3600	510	1147	29.09	2208
511:1800-3600	AVG	1800-3600	511	1567	39.14	2643.56
512:1800-3600	AVG	1800-3600	512	2099	13.08	864.78
513:1800-3600	AVG	1800-3600	513	872	63.43	4161.49
514:1800-3600	AVG	1800-3600	514	1704	11.44	921.39
2:3600-5400	AVG	3600-5400	2	1721	97.43	8027.56
3:3600-5400	AVG	3600-5400	3	997	77.03	5037.28
4:3600-5400	AVG	3600-5400	4	2128	8.31	546.7
5:3600-5400	AVG	3600-5400	5	1711	48.22	3232.23
6:3600-5400	AVG	3600-5400	6	1407	34.87	2341.23
7:3600-5400	AVG	3600-5400	7	1721	152.38	12379.07
8:3600-5400	AVG	3600-5400	8	691	32.74	1981.08
9:3600-5400	AVG	3600-5400	9	548	9.9	443.85
10:3600-5400	AVG	3600-5400	10	827	24.19	1572.51
11:3600-5400	AVG	3600-5400	11	1343	161.31	13201.56
12:3600-5400	AVG	3600-5400	12	1124	30.62	2323.65
13:3600-5400	AVG	3600-5400	13	1551	41.28	2786.99
14:3600-5400	AVG	3600-5400	14	2090	11.58	767.16
15:3600-5400	AVG	3600-5400	15	876	72.88	4762.7
16:3600-5400	AVG	3600-5400	16	1591	5.35	378.08
17:3600-5400	AVG	3600-5400	17	1698	9.36	750.69
18:3600-5400	AVG	3600-5400	18	2571	95.62	7925.11
19:3600-5400	AVG	3600-5400	19	1912	15.61	1273.94
20:3600-5400	AVG	3600-5400	20	1264	50.28	4135.73
21:3600-5400	AVG	3600-5400	21	2097	30.66	2748.94
23:3600-5400	AVG	3600-5400	23	661	81.91	6932.69
24:3600-5400	AVG	3600-5400	24	832	12.25	1055.15
26:3600-5400	AVG	3600-5400	26	2614	87.15	7790.62
27:3600-5400	AVG	3600-5400	27	1415	48.67	4352.52
28:3600-5400	AVG	3600-5400	28	2441	7.45	632.34
29:3600-5400	AVG	3600-5400	29	3468	97.51	8518.76
30:3600-5400	AVG	3600-5400	30	1214	58.18	5162.12
31:3600-5400	AVG	3600-5400	31	1032	85.3	7615.31
101:3600-5400	AVG	3600-5400	101	655	8.24	619.46
102:3600-5400	AVG	3600-5400	102	458	22.64	1549.76

FREEWAY VISSIM
AM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
103:3600-5400	AVG	3600-5400	103	1134	9.7	651.02
104:3600-5400	AVG	3600-5400	104	1216	12.06	738.08
105:3600-5400	AVG	3600-5400	105	470	36.72	2164.36
106:3600-5400	AVG	3600-5400	106	834	14.5	924.9
107:3600-5400	AVG	3600-5400	107	1196	6.41	528.29
108:3600-5400	AVG	3600-5400	108	516	33.24	2317.59
109:3600-5400	AVG	3600-5400	109	177	93.87	5680.36
110:3600-5400	AVG	3600-5400	110	69	10.89	661.51
111:3600-5400	AVG	3600-5400	111	108	19.88	1213.6
112:3600-5400	AVG	3600-5400	112	714	13.61	940.31
113:3600-5400	AVG	3600-5400	113	720	12.87	1058.23
114:3600-5400	AVG	3600-5400	114	645	5.41	449.36
115:3600-5400	AVG	3600-5400	115	281	38.78	2766.3
116:3600-5400	AVG	3600-5400	116	1026	10.59	654.45
117:3600-5400	AVG	3600-5400	117	198	44.54	3032.32
118:3600-5400	AVG	3600-5400	118	746	45.1	2718.35
119:3600-5400	AVG	3600-5400	119	675	40.45	2686.25
120:3600-5400	AVG	3600-5400	120	74	25.19	1656.68
121:3600-5400	AVG	3600-5400	121	98	22.23	1316.7
122:3600-5400	AVG	3600-5400	122	365	35.33	2490.33
126:3600-5400	AVG	3600-5400	126	414	4.2	277.01
127:3600-5400	AVG	3600-5400	127	533	10.01	485.28
128:3600-5400	AVG	3600-5400	128	303	3.17	194.96
129:3600-5400	AVG	3600-5400	129	429	4.86	272.92
130:3600-5400	AVG	3600-5400	130	213	12.9	885.04
131:3600-5400	AVG	3600-5400	131	314	23.1	1122.76
132:3600-5400	AVG	3600-5400	132	1036	25.47	1463.13
133:3600-5400	AVG	3600-5400	133	509	28.04	1230.73
134:3600-5400	AVG	3600-5400	134	709	22.18	316.64
135:3600-5400	AVG	3600-5400	135	356	7.04	318.84
136:3600-5400	AVG	3600-5400	136	80	7.43	191.63
138:3600-5400	AVG	3600-5400	138	527	35.32	1730.9
139:3600-5400	AVG	3600-5400	139	132	55.3	2623.58
140:3600-5400	AVG	3600-5400	140	363	18.5	795.17
141:3600-5400	AVG	3600-5400	141	287	28.43	1054.84
142:3600-5400	AVG	3600-5400	142	610	18.91	431.88
143:3600-5400	AVG	3600-5400	143	590	4.58	141.75
144:3600-5400	AVG	3600-5400	144	460	18.94	727.75
145:3600-5400	AVG	3600-5400	145	171	60.79	3689.46
146:3600-5400	AVG	3600-5400	146	60	17.32	267.93
147:3600-5400	AVG	3600-5400	147	521	20.67	1237.03
201:3600-5400	AVG	3600-5400	201	998	54.12	3862.04
202:3600-5400	AVG	3600-5400	202	963	45.93	2850.14
203:3600-5400	AVG	3600-5400	203	1712	48.09	3223.5
204:3600-5400	AVG	3600-5400	204	1406	35.22	2364.91
205:3600-5400	AVG	3600-5400	205	1724	33.1	2676.78
206:3600-5400	AVG	3600-5400	206	1721	91.43	7466.89
207:3600-5400	AVG	3600-5400	207	1720	24.28	1966.03
208:3600-5400	AVG	3600-5400	208	659	75.87	2907.28
209:3600-5400	AVG	3600-5400	209	546	46.26	2885.82
210:3600-5400	AVG	3600-5400	210	1346	23.97	1977.5
211:3600-5400	AVG	3600-5400	211	1345	90.88	7465.79
212:3600-5400	AVG	3600-5400	212	1343	35.61	2907.63
213:3600-5400	AVG	3600-5400	213	1124	30.57	2319.07
214:3600-5400	AVG	3600-5400	214	1551	41.09	2773.18
215:3600-5400	AVG	3600-5400	215	879	41.28	2752.44
216:3600-5400	AVG	3600-5400	216	877	57.96	3881.13
301:3600-5400	AVG	3600-5400	301	1721	13.53	1109.9

FREEWAY VISSIM
AM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
302:3600-5400	AVG	3600-5400	302	997	54.87	3629.82
303:3600-5400	AVG	3600-5400	303	997	19.5	1201.63
304:3600-5400	AVG	3600-5400	304	2128	8.74	575.03
305:3600-5400	AVG	3600-5400	305	1714	25.31	1696.78
306:3600-5400	AVG	3600-5400	306	1713	13.72	918.93
307:3600-5400	AVG	3600-5400	307	1711	8.95	601.08
308:3600-5400	AVG	3600-5400	308	1407	32.35	2174.44
309:3600-5400	AVG	3600-5400	309	1721	7.93	596.4
310:3600-5400	AVG	3600-5400	310	1723	10.63	872.9
311:3600-5400	AVG	3600-5400	311	1722	115.02	9397.94
312:3600-5400	AVG	3600-5400	312	1721	18.7	1501.67
313:3600-5400	AVG	3600-5400	313	689	6.34	499.97
314:3600-5400	AVG	3600-5400	314	548	11.98	524.74
315:3600-5400	AVG	3600-5400	315	827	23.2	1493.1
316:3600-5400	AVG	3600-5400	316	827	1.19	81.28
317:3600-5400	AVG	3600-5400	317	1348	5.91	452.74
318:3600-5400	AVG	3600-5400	318	1348	12.96	1064.11
319:3600-5400	AVG	3600-5400	319	1343	124.34	10215.8
320:3600-5400	AVG	3600-5400	320	1343	18.41	1497.69
321:3600-5400	AVG	3600-5400	321	1124	29.52	2243.92
322:3600-5400	AVG	3600-5400	322	1553	11.61	801.83
323:3600-5400	AVG	3600-5400	323	1553	10.24	687.88
324:3600-5400	AVG	3600-5400	324	1552	16.44	1095.75
325:3600-5400	AVG	3600-5400	325	2092	18.07	1166.07
326:3600-5400	AVG	3600-5400	326	879	47.88	3160.43
327:3600-5400	AVG	3600-5400	327	876	12.83	827.26
328:3600-5400	AVG	3600-5400	328	1591	6.95	486.47
329:3600-5400	AVG	3600-5400	329	1699	6.37	500
401:3600-5400	AVG	3600-5400	401	720	8.86	732.47
402:3600-5400	AVG	3600-5400	402	1134	8.09	543.52
403:3600-5400	AVG	3600-5400	403	414	6.15	394.55
404:3600-5400	AVG	3600-5400	404	304	4.26	228.08
405:3600-5400	AVG	3600-5400	405	314	13.51	640.5
406:3600-5400	AVG	3600-5400	406	1035	21.81	1230.8
407:3600-5400	AVG	3600-5400	407	279	19.88	745.2
408:3600-5400	AVG	3600-5400	408	521	17.57	1057.63
409:3600-5400	AVG	3600-5400	409	213	12.44	841.38
410:3600-5400	AVG	3600-5400	410	429	7.73	370.08
411:3600-5400	AVG	3600-5400	411	534	11.99	527.14
412:3600-5400	AVG	3600-5400	412	1217	9.8	596.82
413:3600-5400	AVG	3600-5400	413	714	10.68	730.95
414:3600-5400	AVG	3600-5400	414	108	16.08	974.51
501:3600-5400	AVG	3600-5400	501	1721	19.58	1607.36
502:3600-5400	AVG	3600-5400	502	997	75.55	4928.34
503:3600-5400	AVG	3600-5400	503	2128	8.34	549
504:3600-5400	AVG	3600-5400	504	1711	47.58	3189.51
505:3600-5400	AVG	3600-5400	505	1407	33.71	2265.78
506:3600-5400	AVG	3600-5400	506	1721	152.35	12375.75
507:3600-5400	AVG	3600-5400	507	691	37.81	2215.37
508:3600-5400	AVG	3600-5400	508	827	23.12	1495.14
509:3600-5400	AVG	3600-5400	509	1343	160.68	13154.77
510:3600-5400	AVG	3600-5400	510	1124	29.07	2208
511:3600-5400	AVG	3600-5400	511	1552	39.15	2643.56
512:3600-5400	AVG	3600-5400	512	2090	13.09	864.78
513:3600-5400	AVG	3600-5400	513	876	63.52	4161.49
514:3600-5400	AVG	3600-5400	514	1698	11.44	921.39
2:5400-7200	AVG	5400-7200	2	2141	98.07	8027.56
3:5400-7200	AVG	5400-7200	3	1185	110.38	5037.28

FREEWAY VISSIM
AM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
4:5400-7200	AVG	5400-7200	4	2591	8.64	546.7
5:5400-7200	AVG	5400-7200	5	2060	48.97	3232.23
6:5400-7200	AVG	5400-7200	6	1689	35.17	2341.01
7:5400-7200	AVG	5400-7200	7	2039	153.99	12379.07
8:5400-7200	AVG	5400-7200	8	798	34.58	1981.08
9:5400-7200	AVG	5400-7200	9	670	9.96	443.85
10:5400-7200	AVG	5400-7200	10	1021	24.27	1572.51
11:5400-7200	AVG	5400-7200	11	1640	162.31	13201.56
12:5400-7200	AVG	5400-7200	12	1380	30.7	2320.03
13:5400-7200	AVG	5400-7200	13	1886	41.69	2786.99
14:5400-7200	AVG	5400-7200	14	2535	11.78	767.16
15:5400-7200	AVG	5400-7200	15	1031	75.9	4762.7
16:5400-7200	AVG	5400-7200	16	1919	5.35	378.08
17:5400-7200	AVG	5400-7200	17	2051	9.38	750.69
18:5400-7200	AVG	5400-7200	18	3210	96.05	7925.11
19:5400-7200	AVG	5400-7200	19	2380	15.97	1273.94
20:5400-7200	AVG	5400-7200	20	1562	50.57	4130.37
21:5400-7200	AVG	5400-7200	21	2580	30.78	2748.94
23:5400-7200	AVG	5400-7200	23	817	82.17	6932.69
24:5400-7200	AVG	5400-7200	24	1031	12.54	1055.15
26:5400-7200	AVG	5400-7200	26	3267	88.33	7790.62
27:5400-7200	AVG	5400-7200	27	1757	49.1	4342.72
28:5400-7200	AVG	5400-7200	28	2994	7.48	632.34
29:5400-7200	AVG	5400-7200	29	4231	97.93	8518.76
30:5400-7200	AVG	5400-7200	30	1522	58.62	5162.12
31:5400-7200	AVG	5400-7200	31	1288	85.93	7615.31
101:5400-7200	AVG	5400-7200	101	807	8.35	619.46
102:5400-7200	AVG	5400-7200	102	560	22.69	1549.76
103:5400-7200	AVG	5400-7200	103	1406	9.75	651.02
104:5400-7200	AVG	5400-7200	104	1491	12.89	738.08
105:5400-7200	AVG	5400-7200	105	584	37.49	2164.36
106:5400-7200	AVG	5400-7200	106	1031	14.62	924.9
107:5400-7200	AVG	5400-7200	107	1501	6.91	528.29
108:5400-7200	AVG	5400-7200	108	650	33.4	2317.59
109:5400-7200	AVG	5400-7200	109	225	93.98	5680.36
110:5400-7200	AVG	5400-7200	110	88	10.94	661.51
111:5400-7200	AVG	5400-7200	111	136	19.88	1213.6
112:5400-7200	AVG	5400-7200	112	890	13.65	940.31
113:5400-7200	AVG	5400-7200	113	896	12.94	1058.23
114:5400-7200	AVG	5400-7200	114	802	5.41	449.36
115:5400-7200	AVG	5400-7200	115	348	38.86	2766.3
116:5400-7200	AVG	5400-7200	116	1240	10.72	654.45
117:5400-7200	AVG	5400-7200	117	244	44.76	3032.32
118:5400-7200	AVG	5400-7200	118	897	45.77	2718.35
119:5400-7200	AVG	5400-7200	119	849	41.08	2686.25
120:5400-7200	AVG	5400-7200	120	93	25.16	1656.68
121:5400-7200	AVG	5400-7200	121	126	22.31	1316.7
122:5400-7200	AVG	5400-7200	122	451	35.5	2490.33
126:5400-7200	AVG	5400-7200	126	522	4.24	277.01
127:5400-7200	AVG	5400-7200	127	652	10.01	485.28
128:5400-7200	AVG	5400-7200	128	365	6.57	194.96
129:5400-7200	AVG	5400-7200	129	506	4.87	272.92
130:5400-7200	AVG	5400-7200	130	250	13.02	885.04
131:5400-7200	AVG	5400-7200	131	370	23.44	1122.76
132:5400-7200	AVG	5400-7200	132	1229	26.49	1463.13
133:5400-7200	AVG	5400-7200	133	602	31.08	1230.73
134:5400-7200	AVG	5400-7200	134	835	20.43	316.64
135:5400-7200	AVG	5400-7200	135	440	7.09	318.84

FREEWAY VISSIM
AM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
136:5400-7200	AVG	5400-7200	136	94	8	191.63
138:5400-7200	AVG	5400-7200	138	622	36.64	1730.9
139:5400-7200	AVG	5400-7200	139	157	52.67	2390.59
140:5400-7200	AVG	5400-7200	140	455	19.25	795.17
141:5400-7200	AVG	5400-7200	141	365	28.99	1060.29
142:5400-7200	AVG	5400-7200	142	721	24.64	431.88
143:5400-7200	AVG	5400-7200	143	738	5.07	141.75
144:5400-7200	AVG	5400-7200	144	583	21.56	727.75
145:5400-7200	AVG	5400-7200	145	217	61.19	3689.46
146:5400-7200	AVG	5400-7200	146	76	29.13	267.93
147:5400-7200	AVG	5400-7200	147	657	20.89	1237.03
201:5400-7200	AVG	5400-7200	201	1210	72.63	3862.04
202:5400-7200	AVG	5400-7200	202	1145	62.06	2850.14
203:5400-7200	AVG	5400-7200	203	2060	48.82	3223.5
204:5400-7200	AVG	5400-7200	204	1690	35.52	2364.69
205:5400-7200	AVG	5400-7200	205	2052	33.35	2676.78
206:5400-7200	AVG	5400-7200	206	2037	92.04	7466.89
207:5400-7200	AVG	5400-7200	207	2040	24.74	1966.03
208:5400-7200	AVG	5400-7200	208	752	92.02	2907.28
209:5400-7200	AVG	5400-7200	209	668	46.48	2885.82
210:5400-7200	AVG	5400-7200	210	1660	24.09	1977.5
211:5400-7200	AVG	5400-7200	211	1653	91.32	7465.79
212:5400-7200	AVG	5400-7200	212	1640	35.86	2907.63
213:5400-7200	AVG	5400-7200	213	1380	30.64	2315.45
214:5400-7200	AVG	5400-7200	214	1886	41.51	2773.18
215:5400-7200	AVG	5400-7200	215	1040	41.86	2752.44
216:5400-7200	AVG	5400-7200	216	1027	60.64	3881.13
301:5400-7200	AVG	5400-7200	301	2140	13.74	1109.9
302:5400-7200	AVG	5400-7200	302	1194	85.51	3629.82
303:5400-7200	AVG	5400-7200	303	1185	23.12	1201.63
304:5400-7200	AVG	5400-7200	304	2591	9.08	575.03
305:5400-7200	AVG	5400-7200	305	2062	25.51	1696.78
306:5400-7200	AVG	5400-7200	306	2062	13.81	918.93
307:5400-7200	AVG	5400-7200	307	2060	9.44	601.08
308:5400-7200	AVG	5400-7200	308	1690	32.55	2174.44
309:5400-7200	AVG	5400-7200	309	2059	8.02	596.4
310:5400-7200	AVG	5400-7200	310	2057	10.7	872.9
311:5400-7200	AVG	5400-7200	311	2036	115.79	9397.94
312:5400-7200	AVG	5400-7200	312	2039	19.41	1501.67
313:5400-7200	AVG	5400-7200	313	807	6.49	499.97
314:5400-7200	AVG	5400-7200	314	670	12.04	524.74
315:5400-7200	AVG	5400-7200	315	1023	23.27	1493.1
316:5400-7200	AVG	5400-7200	316	1022	1.19	81.28
317:5400-7200	AVG	5400-7200	317	1675	6.04	452.74
318:5400-7200	AVG	5400-7200	318	1667	13.08	1064.11
319:5400-7200	AVG	5400-7200	319	1652	124.92	10215.8
320:5400-7200	AVG	5400-7200	320	1640	18.58	1497.69
321:5400-7200	AVG	5400-7200	321	1380	29.7	2243.92
322:5400-7200	AVG	5400-7200	322	1883	11.72	801.83
323:5400-7200	AVG	5400-7200	323	1884	10.34	687.88
324:5400-7200	AVG	5400-7200	324	1887	16.63	1095.75
325:5400-7200	AVG	5400-7200	325	2533	18.66	1166.07
326:5400-7200	AVG	5400-7200	326	1034	50.14	3160.43
327:5400-7200	AVG	5400-7200	327	1032	13.01	827.26
328:5400-7200	AVG	5400-7200	328	1919	6.95	486.47
329:5400-7200	AVG	5400-7200	329	2052	6.38	500
401:5400-7200	AVG	5400-7200	401	896	8.9	732.47
402:5400-7200	AVG	5400-7200	402	1407	8.13	543.52

FREEWAY VISSIM

AM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
403:5400-7200	AVG	5400-7200	403	522	6.39	394.55
404:5400-7200	AVG	5400-7200	404	363	10.84	228.08
405:5400-7200	AVG	5400-7200	405	370	13.69	640.5
406:5400-7200	AVG	5400-7200	406	1230	22.64	1230.8
407:5400-7200	AVG	5400-7200	407	356	19.93	745.2
408:5400-7200	AVG	5400-7200	408	657	17.75	1057.63
409:5400-7200	AVG	5400-7200	409	250	12.54	841.38
410:5400-7200	AVG	5400-7200	410	506	7.74	370.08
411:5400-7200	AVG	5400-7200	411	652	11.99	527.14
412:5400-7200	AVG	5400-7200	412	1491	10.5	596.82
413:5400-7200	AVG	5400-7200	413	891	10.72	730.95
414:5400-7200	AVG	5400-7200	414	136	16.08	974.51
501:5400-7200	AVG	5400-7200	501	2141	19.8	1607.36
502:5400-7200	AVG	5400-7200	502	1185	108.89	4928.34
503:5400-7200	AVG	5400-7200	503	2591	8.68	549
504:5400-7200	AVG	5400-7200	504	2060	48.29	3189.51
505:5400-7200	AVG	5400-7200	505	1690	33.92	2265.78
506:5400-7200	AVG	5400-7200	506	2039	153.92	12375.75
507:5400-7200	AVG	5400-7200	507	793	42.22	2215.37
508:5400-7200	AVG	5400-7200	508	1023	23.2	1495.14
509:5400-7200	AVG	5400-7200	509	1640	161.67	13154.77
510:5400-7200	AVG	5400-7200	510	1380	29.25	2208
511:5400-7200	AVG	5400-7200	511	1887	39.55	2643.56
512:5400-7200	AVG	5400-7200	512	2535	13.31	864.78
513:5400-7200	AVG	5400-7200	513	1032	66.25	4161.49
514:5400-7200	AVG	5400-7200	514	2051	11.46	921.39
2:7200-9000	AVG	7200-9000	2	2143	103.56	8027.56
3:7200-9000	AVG	7200-9000	3	1169	187.98	5037.28
4:7200-9000	AVG	7200-9000	4	2593	8.59	546.7
5:7200-9000	AVG	7200-9000	5	2076	49.84	3232.23
6:7200-9000	AVG	7200-9000	6	1722	35.06	2340.87
7:7200-9000	AVG	7200-9000	7	2040	170.2	12379.07
8:7200-9000	AVG	7200-9000	8	768	88.91	1981.08
9:7200-9000	AVG	7200-9000	9	670	10	443.85
10:7200-9000	AVG	7200-9000	10	1013	24.25	1572.51
11:7200-9000	AVG	7200-9000	11	1671	162.54	13201.56
12:7200-9000	AVG	7200-9000	12	1410	30.86	2322.79
13:7200-9000	AVG	7200-9000	13	1941	41.82	2786.99
14:7200-9000	AVG	7200-9000	14	2600	11.83	767.16
15:7200-9000	AVG	7200-9000	15	1072	77.78	4762.7
16:7200-9000	AVG	7200-9000	16	1965	5.36	378.08
17:7200-9000	AVG	7200-9000	17	2099	9.39	750.69
18:7200-9000	AVG	7200-9000	18	3249	96.18	7925.11
19:7200-9000	AVG	7200-9000	19	2422	15.98	1273.94
20:7200-9000	AVG	7200-9000	20	1613	50.46	4126.92
21:7200-9000	AVG	7200-9000	21	2663	30.8	2748.94
23:7200-9000	AVG	7200-9000	23	828	82.28	6932.69
24:7200-9000	AVG	7200-9000	24	1034	12.57	1055.15
26:7200-9000	AVG	7200-9000	26	3303	88.32	7790.62
27:7200-9000	AVG	7200-9000	27	1805	49.5	4353.92
28:7200-9000	AVG	7200-9000	28	3090	7.5	632.34
29:7200-9000	AVG	7200-9000	29	4408	98.04	8518.76
30:7200-9000	AVG	7200-9000	30	1534	58.62	5162.12
31:7200-9000	AVG	7200-9000	31	1312	85.88	7615.31
101:7200-9000	AVG	7200-9000	101	812	8.32	619.46
102:7200-9000	AVG	7200-9000	102	573	22.69	1549.76
103:7200-9000	AVG	7200-9000	103	1422	9.75	651.02
104:7200-9000	AVG	7200-9000	104	1522	12.82	738.08

FREEWAY VISSIM
AM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
105:7200-9000	AVG	7200-9000	105	592	37.42	2164.36
106:7200-9000	AVG	7200-9000	106	1055	14.62	924.9
107:7200-9000	AVG	7200-9000	107	1497	7.02	528.29
108:7200-9000	AVG	7200-9000	108	648	33.42	2317.59
109:7200-9000	AVG	7200-9000	109	217	94.18	5680.36
110:7200-9000	AVG	7200-9000	110	85	10.94	661.51
111:7200-9000	AVG	7200-9000	111	133	19.97	1213.6
112:7200-9000	AVG	7200-9000	112	890	13.66	940.31
113:7200-9000	AVG	7200-9000	113	899	13.05	1058.23
114:7200-9000	AVG	7200-9000	114	816	5.42	449.36
115:7200-9000	AVG	7200-9000	115	354	38.97	2766.3
116:7200-9000	AVG	7200-9000	116	1288	10.78	654.45
117:7200-9000	AVG	7200-9000	117	239	44.74	3032.32
118:7200-9000	AVG	7200-9000	118	932	45.86	2718.35
119:7200-9000	AVG	7200-9000	119	848	40.98	2686.25
120:7200-9000	AVG	7200-9000	120	82	25.21	1656.68
121:7200-9000	AVG	7200-9000	121	122	22.24	1316.7
122:7200-9000	AVG	7200-9000	122	462	35.5	2490.33
126:7200-9000	AVG	7200-9000	126	516	4.22	277.01
127:7200-9000	AVG	7200-9000	127	660	10.06	485.28
128:7200-9000	AVG	7200-9000	128	354	9.51	194.96
129:7200-9000	AVG	7200-9000	129	525	4.86	272.92
130:7200-9000	AVG	7200-9000	130	263	13.11	885.04
131:7200-9000	AVG	7200-9000	131	375	23.33	1122.76
132:7200-9000	AVG	7200-9000	132	1242	27.16	1463.13
133:7200-9000	AVG	7200-9000	133	614	32.51	1230.73
134:7200-9000	AVG	7200-9000	134	861	20.48	316.64
135:7200-9000	AVG	7200-9000	135	442	7.09	318.84
136:7200-9000	AVG	7200-9000	136	93	7.74	191.63
138:7200-9000	AVG	7200-9000	138	630	36.7	1730.9
139:7200-9000	AVG	7200-9000	139	167	56.55	2588.61
140:7200-9000	AVG	7200-9000	140	453	18.75	795.17
141:7200-9000	AVG	7200-9000	141	355	28.77	1059.08
142:7200-9000	AVG	7200-9000	142	739	22.99	431.88
143:7200-9000	AVG	7200-9000	143	751	5.41	141.75
144:7200-9000	AVG	7200-9000	144	588	20.95	727.75
145:7200-9000	AVG	7200-9000	145	206	61.2	3689.46
146:7200-9000	AVG	7200-9000	146	76	27.15	267.93
147:7200-9000	AVG	7200-9000	147	664	20.81	1237.03
201:7200-9000	AVG	7200-9000	201	1184	146.95	3862.04
202:7200-9000	AVG	7200-9000	202	1134	76.05	2850.14
203:7200-9000	AVG	7200-9000	203	2076	49.66	3223.5
204:7200-9000	AVG	7200-9000	204	1722	35.41	2364.55
205:7200-9000	AVG	7200-9000	205	2105	33.33	2676.78
206:7200-9000	AVG	7200-9000	206	2066	97.65	7466.89
207:7200-9000	AVG	7200-9000	207	2043	35.73	1966.03
208:7200-9000	AVG	7200-9000	208	724	182.64	2907.28
209:7200-9000	AVG	7200-9000	209	665	46.48	2885.82
210:7200-9000	AVG	7200-9000	210	1667	24.09	1977.5
211:7200-9000	AVG	7200-9000	211	1680	91.42	7465.79
212:7200-9000	AVG	7200-9000	212	1671	35.97	2907.63
213:7200-9000	AVG	7200-9000	213	1410	30.8	2318.2
214:7200-9000	AVG	7200-9000	214	1940	41.63	2773.18
215:7200-9000	AVG	7200-9000	215	1072	41.96	2752.44
216:7200-9000	AVG	7200-9000	216	1072	62.33	3881.13
301:7200-9000	AVG	7200-9000	301	2143	18.64	1109.9
302:7200-9000	AVG	7200-9000	302	1177	162.33	3629.82
303:7200-9000	AVG	7200-9000	303	1170	25.25	1201.63

FREEWAY VISSIM
AM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
304:7200-9000	AVG	7200-9000	304	2592	9.03	575.03
305:7200-9000	AVG	7200-9000	305	2077	25.46	1696.78
306:7200-9000	AVG	7200-9000	306	2076	13.79	918.93
307:7200-9000	AVG	7200-9000	307	2075	10.42	601.08
308:7200-9000	AVG	7200-9000	308	1722	32.54	2174.44
309:7200-9000	AVG	7200-9000	309	2096	8.02	596.4
310:7200-9000	AVG	7200-9000	310	2099	10.7	872.9
311:7200-9000	AVG	7200-9000	311	2060	123.48	9397.94
312:7200-9000	AVG	7200-9000	312	2040	29.16	1501.67
313:7200-9000	AVG	7200-9000	313	786	17.32	499.97
314:7200-9000	AVG	7200-9000	314	670	12.07	524.74
315:7200-9000	AVG	7200-9000	315	1012	23.26	1493.1
316:7200-9000	AVG	7200-9000	316	1013	1.19	81.28
317:7200-9000	AVG	7200-9000	317	1676	6.02	452.74
318:7200-9000	AVG	7200-9000	318	1672	13.07	1064.11
319:7200-9000	AVG	7200-9000	319	1675	125.04	10215.8
320:7200-9000	AVG	7200-9000	320	1671	18.68	1497.69
321:7200-9000	AVG	7200-9000	321	1410	29.74	2243.92
322:7200-9000	AVG	7200-9000	322	1939	11.74	801.83
323:7200-9000	AVG	7200-9000	323	1943	10.35	687.88
324:7200-9000	AVG	7200-9000	324	1941	16.7	1095.75
325:7200-9000	AVG	7200-9000	325	2599	18.73	1166.07
326:7200-9000	AVG	7200-9000	326	1072	51.52	3160.43
327:7200-9000	AVG	7200-9000	327	1072	13.11	827.26
328:7200-9000	AVG	7200-9000	328	1964	6.96	486.47
329:7200-9000	AVG	7200-9000	329	2099	6.39	500
401:7200-9000	AVG	7200-9000	401	900	8.96	732.47
402:7200-9000	AVG	7200-9000	402	1421	8.13	543.52
403:7200-9000	AVG	7200-9000	403	516	6.23	394.55
404:7200-9000	AVG	7200-9000	404	353	14.62	228.08
405:7200-9000	AVG	7200-9000	405	375	13.64	640.5
406:7200-9000	AVG	7200-9000	406	1243	23.19	1230.8
407:7200-9000	AVG	7200-9000	407	345	19.92	745.2
408:7200-9000	AVG	7200-9000	408	664	17.67	1057.63
409:7200-9000	AVG	7200-9000	409	263	12.61	841.38
410:7200-9000	AVG	7200-9000	410	525	7.72	370.08
411:7200-9000	AVG	7200-9000	411	660	12.05	527.14
412:7200-9000	AVG	7200-9000	412	1521	10.4	596.82
413:7200-9000	AVG	7200-9000	413	890	10.73	730.95
414:7200-9000	AVG	7200-9000	414	133	16.16	974.51
501:7200-9000	AVG	7200-9000	501	2143	25	1607.36
502:7200-9000	AVG	7200-9000	502	1170	186	4928.34
503:7200-9000	AVG	7200-9000	503	2593	8.63	549
504:7200-9000	AVG	7200-9000	504	2076	49.14	3189.51
505:7200-9000	AVG	7200-9000	505	1721	33.91	2265.78
506:7200-9000	AVG	7200-9000	506	2041	170.03	12375.75
507:7200-9000	AVG	7200-9000	507	765	107.85	2215.37
508:7200-9000	AVG	7200-9000	508	1012	23.18	1495.14
509:7200-9000	AVG	7200-9000	509	1671	161.9	13154.77
510:7200-9000	AVG	7200-9000	510	1410	29.28	2208
511:7200-9000	AVG	7200-9000	511	1941	39.66	2643.56
512:7200-9000	AVG	7200-9000	512	2600	13.36	864.78
513:7200-9000	AVG	7200-9000	513	1072	67.96	4161.49
514:7200-9000	AVG	7200-9000	514	2099	11.47	921.39
2:9000-10800	AVG	9000-1080(	2	2084	151.39	8027.56
3:9000-10800	AVG	9000-1080(	3	1158	279.35	5037.28
4:9000-10800	AVG	9000-1080(	4	2569	8.66	546.7
5:9000-10800	AVG	9000-1080(	5	2046	49.46	3232.23

FREEWAY VISSIM
AM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
6:9000-10800	AVG	9000-10800	6	1670	37.46	2341.07
7:9000-10800	AVG	9000-10800	7	1841	272.5	12379.07
8:9000-10800	AVG	9000-10800	8	668	197.52	1981.08
9:9000-10800	AVG	9000-10800	9	668	9.96	443.85
10:9000-10800	AVG	9000-10800	10	1013	24.26	1572.51
11:9000-10800	AVG	9000-10800	11	1679	162.84	13201.56
12:9000-10800	AVG	9000-10800	12	1434	30.84	2320.28
13:9000-10800	AVG	9000-10800	13	1963	41.87	2786.99
14:9000-10800	AVG	9000-10800	14	2622	12.06	767.16
15:9000-10800	AVG	9000-10800	15	1086	78.52	4762.7
16:9000-10800	AVG	9000-10800	16	2004	5.36	378.08
17:9000-10800	AVG	9000-10800	17	2144	9.38	750.69
18:9000-10800	AVG	9000-10800	18	3258	96.15	7925.11
19:9000-10800	AVG	9000-10800	19	2427	16	1273.94
20:9000-10800	AVG	9000-10800	20	1608	50.56	4122.55
21:9000-10800	AVG	9000-10800	21	2653	30.8	2748.94
23:9000-10800	AVG	9000-10800	23	824	82.29	6932.69
24:9000-10800	AVG	9000-10800	24	1037	12.56	1055.15
26:9000-10800	AVG	9000-10800	26	3326	88.53	7790.62
27:9000-10800	AVG	9000-10800	27	1815	49.29	4341.6
28:9000-10800	AVG	9000-10800	28	3113	7.5	632.34
29:9000-10800	AVG	9000-10800	29	4414	98.04	8518.76
30:9000-10800	AVG	9000-10800	30	1535	58.62	5162.12
31:9000-10800	AVG	9000-10800	31	1309	85.97	7615.31
101:9000-10800	AVG	9000-10800	101	825	8.33	619.46
102:9000-10800	AVG	9000-10800	102	570	22.71	1549.76
103:9000-10800	AVG	9000-10800	103	1414	9.75	651.02
104:9000-10800	AVG	9000-10800	104	1540	13.51	738.08
105:9000-10800	AVG	9000-10800	105	593	37.48	2164.36
106:9000-10800	AVG	9000-10800	106	1045	14.63	924.9
107:9000-10800	AVG	9000-10800	107	1511	7.03	528.29
108:9000-10800	AVG	9000-10800	108	669	33.45	2317.59
109:9000-10800	AVG	9000-10800	109	224	94.2	5680.36
110:9000-10800	AVG	9000-10800	110	85	10.96	661.51
111:9000-10800	AVG	9000-10800	111	139	19.94	1213.6
112:9000-10800	AVG	9000-10800	112	920	13.66	940.31
113:9000-10800	AVG	9000-10800	113	887	13.47	1058.23
114:9000-10800	AVG	9000-10800	114	802	5.41	449.36
115:9000-10800	AVG	9000-10800	115	350	38.84	2766.3
116:9000-10800	AVG	9000-10800	116	1297	10.74	654.45
117:9000-10800	AVG	9000-10800	117	254	44.82	3032.32
118:9000-10800	AVG	9000-10800	118	945	45.75	2718.35
119:9000-10800	AVG	9000-10800	119	844	41.01	2686.25
120:9000-10800	AVG	9000-10800	120	87	25.06	1656.68
121:9000-10800	AVG	9000-10800	121	125	22.33	1316.7
122:9000-10800	AVG	9000-10800	122	454	35.53	2490.33
126:9000-10800	AVG	9000-10800	126	527	4.8	277.01
127:9000-10800	AVG	9000-10800	127	659	10.03	485.28
128:9000-10800	AVG	9000-10800	128	360	7.97	194.96
129:9000-10800	AVG	9000-10800	129	530	4.87	272.92
130:9000-10800	AVG	9000-10800	130	256	13.09	885.04
131:9000-10800	AVG	9000-10800	131	377	24.87	1122.76
132:9000-10800	AVG	9000-10800	132	1122	27.13	1463.13
133:9000-10800	AVG	9000-10800	133	558	31.87	1230.73
134:9000-10800	AVG	9000-10800	134	813	20.71	316.64
135:9000-10800	AVG	9000-10800	135	451	7.11	318.84
136:9000-10800	AVG	9000-10800	136	95	8.02	191.63
138:9000-10800	AVG	9000-10800	138	565	36.14	1730.9

FREEWAY VISSIM
AM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
139:9000-10800	AVG	9000-1080(	139	167	55.26	2410.25
140:9000-10800	AVG	9000-1080(	140	460	19.31	795.17
141:9000-10800	AVG	9000-1080(	141	359	28.89	1056.22
142:9000-10800	AVG	9000-1080(	142	672	20.63	431.88
143:9000-10800	AVG	9000-1080(	143	759	5.03	141.75
144:9000-10800	AVG	9000-1080(	144	594	21.05	727.75
145:9000-10800	AVG	9000-1080(	145	213	61.33	3689.46
146:9000-10800	AVG	9000-1080(	146	76	27.71	267.93
147:9000-10800	AVG	9000-1080(	147	672	20.87	1237.03
201:9000-10800	AVG	9000-1080(	201	1177	246.73	3862.04
202:9000-10800	AVG	9000-1080(	202	1119	89.24	2850.14
203:9000-10800	AVG	9000-1080(	203	2046	49.3	3223.5
204:9000-10800	AVG	9000-1080(	204	1670	37.87	2364.75
205:9000-10800	AVG	9000-1080(	205	2020	43.04	2676.78
206:9000-10800	AVG	9000-1080(	206	1896	164.91	7466.89
207:9000-10800	AVG	9000-1080(	207	1845	76.87	1966.03
208:9000-10800	AVG	9000-1080(	208	631	336.15	2907.28
209:9000-10800	AVG	9000-1080(	209	658	46.44	2885.82
210:9000-10800	AVG	9000-1080(	210	1686	24.13	1977.5
211:9000-10800	AVG	9000-1080(	211	1682	91.44	7465.79
212:9000-10800	AVG	9000-1080(	212	1680	36.12	2907.63
213:9000-10800	AVG	9000-1080(	213	1434	30.78	2315.69
214:9000-10800	AVG	9000-1080(	214	1963	41.68	2773.18
215:9000-10800	AVG	9000-1080(	215	1080	42.3	2752.44
216:9000-10800	AVG	9000-1080(	216	1087	62.88	3881.13
301:9000-10800	AVG	9000-1080(	301	2082	42.78	1109.9
302:9000-10800	AVG	9000-1080(	302	1170	246.94	3629.82
303:9000-10800	AVG	9000-1080(	303	1158	25.91	1201.63
304:9000-10800	AVG	9000-1080(	304	2569	9.1	575.03
305:9000-10800	AVG	9000-1080(	305	2044	25.47	1696.78
306:9000-10800	AVG	9000-1080(	306	2045	13.79	918.93
307:9000-10800	AVG	9000-1080(	307	2047	10.01	601.08
308:9000-10800	AVG	9000-1080(	308	1672	34.69	2174.44
309:9000-10800	AVG	9000-1080(	309	2038	10.18	596.4
310:9000-10800	AVG	9000-1080(	310	2029	13.44	872.9
311:9000-10800	AVG	9000-1080(	311	1876	202.41	9397.94
312:9000-10800	AVG	9000-1080(	312	1841	61.31	1501.67
313:9000-10800	AVG	9000-1080(	313	708	42.59	499.97
314:9000-10800	AVG	9000-1080(	314	668	12.03	524.74
315:9000-10800	AVG	9000-1080(	315	1013	23.27	1493.1
316:9000-10800	AVG	9000-1080(	316	1013	1.19	81.28
317:9000-10800	AVG	9000-1080(	317	1683	6.06	452.74
318:9000-10800	AVG	9000-1080(	318	1681	13.12	1064.11
319:9000-10800	AVG	9000-1080(	319	1682	125.08	10215.8
320:9000-10800	AVG	9000-1080(	320	1680	18.81	1497.69
321:9000-10800	AVG	9000-1080(	321	1433	29.79	2243.92
322:9000-10800	AVG	9000-1080(	322	1962	11.76	801.83
323:9000-10800	AVG	9000-1080(	323	1961	10.35	687.88
324:9000-10800	AVG	9000-1080(	324	1962	16.73	1095.75
325:9000-10800	AVG	9000-1080(	325	2622	19.41	1166.07
326:9000-10800	AVG	9000-1080(	326	1084	52.12	3160.43
327:9000-10800	AVG	9000-1080(	327	1086	13.09	827.26
328:9000-10800	AVG	9000-1080(	328	2005	6.96	486.47
329:9000-10800	AVG	9000-1080(	329	2144	6.38	500
401:9000-10800	AVG	9000-1080(	401	887	9.18	732.47
402:9000-10800	AVG	9000-1080(	402	1414	8.13	543.52
403:9000-10800	AVG	9000-1080(	403	527	7.32	394.55
404:9000-10800	AVG	9000-1080(	404	362	12.71	228.08

FREEWAY VISSIM
AM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
405:9000-10800	AVG	9000-1080(	405	377	14.74	640.5
406:9000-10800	AVG	9000-1080(	406	1122	22.99	1230.8
407:9000-10800	AVG	9000-1080(	407	351	19.97	745.2
408:9000-10800	AVG	9000-1080(	408	672	17.74	1057.63
409:9000-10800	AVG	9000-1080(	409	256	12.59	841.38
410:9000-10800	AVG	9000-1080(	410	531	7.74	370.08
411:9000-10800	AVG	9000-1080(	411	659	12.01	527.14
412:9000-10800	AVG	9000-1080(	412	1540	10.38	596.82
413:9000-10800	AVG	9000-1080(	413	920	10.73	730.95
414:9000-10800	AVG	9000-1080(	414	139	16.13	974.51
501:9000-10800	AVG	9000-1080(	501	2084	58.05	1607.36
502:9000-10800	AVG	9000-1080(	502	1158	275.53	4928.34
503:9000-10800	AVG	9000-1080(	503	2569	8.7	549
504:9000-10800	AVG	9000-1080(	504	2046	48.78	3189.51
505:9000-10800	AVG	9000-1080(	505	1671	36.21	2265.78
506:9000-10800	AVG	9000-1080(	506	1841	272.12	12375.75
507:9000-10800	AVG	9000-1080(	507	668	230.78	2215.37
508:9000-10800	AVG	9000-1080(	508	1013	23.2	1495.14
509:9000-10800	AVG	9000-1080(	509	1679	162.19	13154.77
510:9000-10800	AVG	9000-1080(	510	1433	29.33	2208
511:9000-10800	AVG	9000-1080(	511	1962	39.71	2643.56
512:9000-10800	AVG	9000-1080(	512	2622	13.6	864.78
513:9000-10800	AVG	9000-1080(	513	1086	68.52	4161.49
514:9000-10800	AVG	9000-1080(	514	2144	11.46	921.39
2:10800-12600	AVG	10800-126(	2	1964	270.07	8027.56
3:10800-12600	AVG	10800-126(	3	1122	312.73	5037.28
4:10800-12600	AVG	10800-126(	4	2543	9.71	546.7
5:10800-12600	AVG	10800-126(	5	1977	66.63	3232.23
6:10800-12600	AVG	10800-126(	6	1592	64.91	2341.03
7:10800-12600	AVG	10800-126(	7	1777	515.72	12379.07
8:10800-12600	AVG	10800-126(	8	681	285.79	1981.08
9:10800-12600	AVG	10800-126(	9	672	9.99	443.85
10:10800-12600	AVG	10800-126(	10	1025	24.27	1572.51
11:10800-12600	AVG	10800-126(	11	1709	162.87	13201.56
12:10800-12600	AVG	10800-126(	12	1441	30.77	2320.03
13:10800-12600	AVG	10800-126(	13	1955	41.83	2786.99
14:10800-12600	AVG	10800-126(	14	2593	11.84	767.16
15:10800-12600	AVG	10800-126(	15	1076	77.8	4762.7
16:10800-12600	AVG	10800-126(	16	1989	5.36	378.08
17:10800-12600	AVG	10800-126(	17	2132	9.38	750.69
18:10800-12600	AVG	10800-126(	18	3265	96.15	7925.11
19:10800-12600	AVG	10800-126(	19	2420	16.03	1273.94
20:10800-12600	AVG	10800-126(	20	1598	50.82	4128.51
21:10800-12600	AVG	10800-126(	21	2622	30.78	2748.94
23:10800-12600	AVG	10800-126(	23	849	82.31	6932.69
24:10800-12600	AVG	10800-126(	24	1049	12.55	1055.15
26:10800-12600	AVG	10800-126(	26	3330	88.27	7790.62
27:10800-12600	AVG	10800-126(	27	1815	49.65	4351.16
28:10800-12600	AVG	10800-126(	28	3066	7.48	632.34
29:10800-12600	AVG	10800-126(	29	4397	97.96	8518.76
30:10800-12600	AVG	10800-126(	30	1544	58.65	5162.12
31:10800-12600	AVG	10800-126(	31	1319	85.98	7615.31
101:10800-12600	AVG	10800-126(	101	821	8.32	619.46
102:10800-12600	AVG	10800-126(	102	566	22.72	1549.76
103:10800-12600	AVG	10800-126(	103	1422	10.38	651.02
104:10800-12600	AVG	10800-126(	104	1514	13.07	738.08
105:10800-12600	AVG	10800-126(	105	596	37.37	2164.36
106:10800-12600	AVG	10800-126(	106	1032	14.65	924.9

FREEWAY VISSIM
AM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
107:10800-12600	AVG	10800-126(	107	1516	6.93	528.29
108:10800-12600	AVG	10800-126(	108	655	33.4	2317.59
109:10800-12600	AVG	10800-126(	109	231	94.17	5680.36
110:10800-12600	AVG	10800-126(	110	88	10.88	661.51
111:10800-12600	AVG	10800-126(	111	142	19.99	1213.6
112:10800-12600	AVG	10800-126(	112	913	13.66	940.31
113:10800-12600	AVG	10800-126(	113	836	13.83	1058.23
114:10800-12600	AVG	10800-126(	114	760	5.41	449.36
115:10800-12600	AVG	10800-126(	115	333	38.89	2766.3
116:10800-12600	AVG	10800-126(	116	1252	10.74	654.45
117:10800-12600	AVG	10800-126(	117	256	44.85	3032.32
118:10800-12600	AVG	10800-126(	118	921	45.72	2718.35
119:10800-12600	AVG	10800-126(	119	857	41.45	2686.25
120:10800-12600	AVG	10800-126(	120	77	25.09	1656.68
121:10800-12600	AVG	10800-126(	121	122	22.33	1316.7
122:10800-12600	AVG	10800-126(	122	433	35.51	2490.33
126:10800-12600	AVG	10800-126(	126	520	4.24	277.01
127:10800-12600	AVG	10800-126(	127	640	10.03	485.28
128:10800-12600	AVG	10800-126(	128	346	9.01	194.96
129:10800-12600	AVG	10800-126(	129	521	4.87	272.92
130:10800-12600	AVG	10800-126(	130	269	13.09	885.04
131:10800-12600	AVG	10800-126(	131	335	60.37	1122.76
132:10800-12600	AVG	10800-126(	132	1080	27.45	1463.13
133:10800-12600	AVG	10800-126(	133	540	31.45	1230.73
134:10800-12600	AVG	10800-126(	134	776	20.92	316.64
135:10800-12600	AVG	10800-126(	135	448	7.08	318.84
136:10800-12600	AVG	10800-126(	136	94	8.24	191.63
138:10800-12600	AVG	10800-126(	138	545	36.4	1730.9
139:10800-12600	AVG	10800-126(	139	164	58.23	2473.11
140:10800-12600	AVG	10800-126(	140	462	19.21	795.17
141:10800-12600	AVG	10800-126(	141	369	28.64	1052.96
142:10800-12600	AVG	10800-126(	142	644	20.77	431.88
143:10800-12600	AVG	10800-126(	143	755	5.03	141.75
144:10800-12600	AVG	10800-126(	144	593	21.18	727.75
145:10800-12600	AVG	10800-126(	145	198	61.12	3689.46
146:10800-12600	AVG	10800-126(	146	76	29.48	267.93
147:10800-12600	AVG	10800-126(	147	669	20.95	1237.03
201:10800-12600	AVG	10800-126(	201	1127	311.44	3862.04
202:10800-12600	AVG	10800-126(	202	1090	94.79	2850.14
203:10800-12600	AVG	10800-126(	203	1977	66.4	3223.5
204:10800-12600	AVG	10800-126(	204	1591	65.57	2364.71
205:10800-12600	AVG	10800-126(	205	1881	90.93	2676.78
206:10800-12600	AVG	10800-126(	206	1808	337.75	7466.89
207:10800-12600	AVG	10800-126(	207	1777	120.54	1966.03
208:10800-12600	AVG	10800-126(	208	650	450.5	2907.28
209:10800-12600	AVG	10800-126(	209	668	46.55	2885.82
210:10800-12600	AVG	10800-126(	210	1713	24.13	1977.5
211:10800-12600	AVG	10800-126(	211	1700	91.47	7465.79
212:10800-12600	AVG	10800-126(	212	1709	36.04	2907.63
213:10800-12600	AVG	10800-126(	213	1441	30.72	2315.45
214:10800-12600	AVG	10800-126(	214	1955	41.64	2773.18
215:10800-12600	AVG	10800-126(	215	1079	42.11	2752.44
216:10800-12600	AVG	10800-126(	216	1075	62.28	3881.13
301:10800-12600	AVG	10800-126(	301	1963	73.3	1109.9
302:10800-12600	AVG	10800-126(	302	1133	275.21	3629.82
303:10800-12600	AVG	10800-126(	303	1121	27.47	1201.63
304:10800-12600	AVG	10800-126(	304	2543	10.21	575.03
305:10800-12600	AVG	10800-126(	305	2010	32.89	1696.78

FREEWAY VISSIM
AM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
306:10800-12600	AVG	10800-126(	306	1990	19.35	918.93
307:10800-12600	AVG	10800-126(	307	1975	14.82	601.08
308:10800-12600	AVG	10800-126(	308	1591	60.21	2174.44
309:10800-12600	AVG	10800-126(	309	1913	21.96	596.4
310:10800-12600	AVG	10800-126(	310	1900	27.94	872.9
311:10800-12600	AVG	10800-126(	311	1798	404.01	9397.94
312:10800-12600	AVG	10800-126(	312	1777	93.68	1501.67
313:10800-12600	AVG	10800-126(	313	703	67.76	499.97
314:10800-12600	AVG	10800-126(	314	672	12.06	524.74
315:10800-12600	AVG	10800-126(	315	1025	23.27	1493.1
316:10800-12600	AVG	10800-126(	316	1025	1.19	81.28
317:10800-12600	AVG	10800-126(	317	1694	6.1	452.74
318:10800-12600	AVG	10800-126(	318	1706	13.14	1064.11
319:10800-12600	AVG	10800-126(	319	1696	125.15	10215.8
320:10800-12600	AVG	10800-126(	320	1709	18.71	1497.69
321:10800-12600	AVG	10800-126(	321	1441	29.77	2243.92
322:10800-12600	AVG	10800-126(	322	1962	11.75	801.83
323:10800-12600	AVG	10800-126(	323	1960	10.36	687.88
324:10800-12600	AVG	10800-126(	324	1956	16.69	1095.75
325:10800-12600	AVG	10800-126(	325	2592	18.91	1166.07
326:10800-12600	AVG	10800-126(	326	1077	51.49	3160.43
327:10800-12600	AVG	10800-126(	327	1076	13.2	827.26
328:10800-12600	AVG	10800-126(	328	1989	6.96	486.47
329:10800-12600	AVG	10800-126(	329	2132	6.39	500
401:10800-12600	AVG	10800-126(	401	835	9.37	732.47
402:10800-12600	AVG	10800-126(	402	1422	8.64	543.52
403:10800-12600	AVG	10800-126(	403	520	6.38	394.55
404:10800-12600	AVG	10800-126(	404	344	14.66	228.08
405:10800-12600	AVG	10800-126(	405	336	34.88	640.5
406:10800-12600	AVG	10800-126(	406	1079	23.09	1230.8
407:10800-12600	AVG	10800-126(	407	361	19.9	745.2
408:10800-12600	AVG	10800-126(	408	669	17.81	1057.63
409:10800-12600	AVG	10800-126(	409	269	12.59	841.38
410:10800-12600	AVG	10800-126(	410	520	7.74	370.08
411:10800-12600	AVG	10800-126(	411	640	12.02	527.14
412:10800-12600	AVG	10800-126(	412	1513	10.32	596.82
413:10800-12600	AVG	10800-126(	413	913	10.73	730.95
414:10800-12600	AVG	10800-126(	414	142	16.17	974.51
501:10800-12600	AVG	10800-126(	501	1964	104.01	1607.36
502:10800-12600	AVG	10800-126(	502	1122	307.12	4928.34
503:10800-12600	AVG	10800-126(	503	2543	9.76	549
504:10800-12600	AVG	10800-126(	504	1977	65.76	3189.51
505:10800-12600	AVG	10800-126(	505	1591	62.85	2265.78
506:10800-12600	AVG	10800-126(	506	1778	515.09	12375.75
507:10800-12600	AVG	10800-126(	507	676	323.06	2215.37
508:10800-12600	AVG	10800-126(	508	1025	23.2	1495.14
509:10800-12600	AVG	10800-126(	509	1709	162.23	13154.77
510:10800-12600	AVG	10800-126(	510	1442	29.31	2208
511:10800-12600	AVG	10800-126(	511	1955	39.67	2643.56
512:10800-12600	AVG	10800-126(	512	2592	13.37	864.78
513:10800-12600	AVG	10800-126(	513	1076	67.98	4161.49
514:10800-12600	AVG	10800-126(	514	2133	11.47	921.39
2:12600-14400	AVG	12600-144(	2	1881	442.91	8027.56
3:12600-14400	AVG	12600-144(	3	1076	334.87	5037.28
4:12600-14400	AVG	12600-144(	4	2362	12.91	546.7
5:12600-14400	AVG	12600-144(	5	1900	101.07	3232.23
6:12600-14400	AVG	12600-144(	6	1556	102.32	2341.52
7:12600-14400	AVG	12600-144(	7	1805	630.82	12379.07

FREEWAY VISSIM
AM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
8:12600-14400	AVG	12600-144(	8	726	267.2	1981.08
9:12600-14400	AVG	12600-144(	9	612	9.95	443.85
10:12600-14400	AVG	12600-144(	10	943	24.24	1572.51
11:12600-14400	AVG	12600-144(	11	1564	162.14	13201.56
12:12600-14400	AVG	12600-144(	12	1318	30.65	2320.03
13:12600-14400	AVG	12600-144(	13	1814	41.62	2786.99
14:12600-14400	AVG	12600-144(	14	2446	11.72	767.16
15:12600-14400	AVG	12600-144(	15	1014	75.37	4762.7
16:12600-14400	AVG	12600-144(	16	1840	5.35	378.08
17:12600-14400	AVG	12600-144(	17	1965	9.37	750.69
18:12600-14400	AVG	12600-144(	18	2960	95.92	7925.11
19:12600-14400	AVG	12600-144(	19	2212	15.87	1273.94
20:12600-14400	AVG	12600-144(	20	1468	50.93	4134.98
21:12600-14400	AVG	12600-144(	21	2451	30.76	2748.94
23:12600-14400	AVG	12600-144(	23	752	82.11	6932.69
24:12600-14400	AVG	12600-144(	24	949	12.4	1055.15
26:12600-14400	AVG	12600-144(	26	2996	88.71	7790.62
27:12600-14400	AVG	12600-144(	27	1637	49.59	4356.05
28:12600-14400	AVG	12600-144(	28	2808	7.48	632.34
29:12600-14400	AVG	12600-144(	29	4012	97.77	8518.76
30:12600-14400	AVG	12600-144(	30	1391	58.47	5162.12
31:12600-14400	AVG	12600-144(	31	1189	85.71	7615.31
101:12600-14400	AVG	12600-144(	101	752	8.29	619.46
102:12600-14400	AVG	12600-144(	102	518	23.49	1549.76
103:12600-14400	AVG	12600-144(	103	1287	13.34	651.02
104:12600-14400	AVG	12600-144(	104	1442	12.57	738.08
105:12600-14400	AVG	12600-144(	105	581	37.4	2164.36
106:12600-14400	AVG	12600-144(	106	978	14.67	924.9
107:12600-14400	AVG	12600-144(	107	1361	8.05	528.29
108:12600-14400	AVG	12600-144(	108	593	33.36	2317.59
109:12600-14400	AVG	12600-144(	109	205	93.75	5680.36
110:12600-14400	AVG	12600-144(	110	79	10.9	661.51
111:12600-14400	AVG	12600-144(	111	126	19.79	1213.6
112:12600-14400	AVG	12600-144(	112	828	13.65	940.31
113:12600-14400	AVG	12600-144(	113	785	14.22	1058.23
114:12600-14400	AVG	12600-144(	114	706	5.41	449.36
115:12600-14400	AVG	12600-144(	115	306	38.91	2766.3
116:12600-14400	AVG	12600-144(	116	1174	10.72	654.45
117:12600-14400	AVG	12600-144(	117	236	44.76	3032.32
118:12600-14400	AVG	12600-144(	118	867	45.57	2718.35
119:12600-14400	AVG	12600-144(	119	769	48.41	2686.25
120:12600-14400	AVG	12600-144(	120	79	25.2	1656.68
121:12600-14400	AVG	12600-144(	121	117	22.35	1316.7
122:12600-14400	AVG	12600-144(	122	396	35.6	2490.33
126:12600-14400	AVG	12600-144(	126	478	4.25	277.01
127:12600-14400	AVG	12600-144(	127	630	10.01	485.28
128:12600-14400	AVG	12600-144(	128	347	9.03	194.96
129:12600-14400	AVG	12600-144(	129	492	4.86	272.92
130:12600-14400	AVG	12600-144(	130	243	13.02	885.04
131:12600-14400	AVG	12600-144(	131	325	114.87	1122.76
132:12600-14400	AVG	12600-144(	132	1092	28.01	1463.13
133:12600-14400	AVG	12600-144(	133	532	31.34	1230.73
134:12600-14400	AVG	12600-144(	134	760	21.1	316.64
135:12600-14400	AVG	12600-144(	135	407	7.11	318.84
136:12600-14400	AVG	12600-144(	136	86	7.68	191.63
138:12600-14400	AVG	12600-144(	138	557	36.53	1730.9
139:12600-14400	AVG	12600-144(	139	152	68.87	2629.43
140:12600-14400	AVG	12600-144(	140	418	19.08	795.17

FREEWAY VISSIM
AM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
141:12600-14400	AVG	12600-144(	141	329	28.6	1053.96
142:12600-14400	AVG	12600-144(	142	655	21.16	431.88
143:12600-14400	AVG	12600-144(	143	681	4.94	141.75
144:12600-14400	AVG	12600-144(	144	531	20.19	727.75
145:12600-14400	AVG	12600-144(	145	196	61.36	3689.46
146:12600-14400	AVG	12600-144(	146	68	23.77	267.93
147:12600-14400	AVG	12600-144(	147	598	20.75	1237.03
201:12600-14400	AVG	12600-144(	201	1087	337.39	3862.04
202:12600-14400	AVG	12600-144(	202	1043	108.56	2850.14
203:12600-14400	AVG	12600-144(	203	1901	100.7	3223.5
204:12600-14400	AVG	12600-144(	204	1556	103.53	2365.2
205:12600-14400	AVG	12600-144(	205	1843	117.31	2676.78
206:12600-14400	AVG	12600-144(	206	1784	393.52	7466.89
207:12600-14400	AVG	12600-144(	207	1805	113.91	1966.03
208:12600-14400	AVG	12600-144(	208	681	423.29	2907.28
209:12600-14400	AVG	12600-144(	209	627	46.4	2885.82
210:12600-14400	AVG	12600-144(	210	1549	24.07	1977.5
211:12600-14400	AVG	12600-144(	211	1548	91.24	7465.79
212:12600-14400	AVG	12600-144(	212	1564	35.82	2907.63
213:12600-14400	AVG	12600-144(	213	1318	30.6	2315.45
214:12600-14400	AVG	12600-144(	214	1814	41.43	2773.18
215:12600-14400	AVG	12600-144(	215	1008	41.57	2752.44
216:12600-14400	AVG	12600-144(	216	1014	60.26	3881.13
301:12600-14400	AVG	12600-144(	301	1879	87.17	1109.9
302:12600-14400	AVG	12600-144(	302	1084	293.81	3629.82
303:12600-14400	AVG	12600-144(	303	1076	31.88	1201.63
304:12600-14400	AVG	12600-144(	304	2361	13.55	575.03
305:12600-14400	AVG	12600-144(	305	1879	50.15	1696.78
306:12600-14400	AVG	12600-144(	306	1892	29.83	918.93
307:12600-14400	AVG	12600-144(	307	1901	22.09	601.08
308:12600-14400	AVG	12600-144(	308	1558	94.04	2174.44
309:12600-14400	AVG	12600-144(	309	1870	33.1	596.4
310:12600-14400	AVG	12600-144(	310	1859	34.25	872.9
311:12600-14400	AVG	12600-144(	311	1797	484.03	9397.94
312:12600-14400	AVG	12600-144(	312	1804	87.56	1501.67
313:12600-14400	AVG	12600-144(	313	713	62.8	499.97
314:12600-14400	AVG	12600-144(	314	613	12.04	524.74
315:12600-14400	AVG	12600-144(	315	942	23.25	1493.1
316:12600-14400	AVG	12600-144(	316	943	1.19	81.28
317:12600-14400	AVG	12600-144(	317	1547	5.99	452.74
318:12600-14400	AVG	12600-144(	318	1550	13.06	1064.11
319:12600-14400	AVG	12600-144(	319	1560	124.83	10215.8
320:12600-14400	AVG	12600-144(	320	1564	18.55	1497.69
321:12600-14400	AVG	12600-144(	321	1318	29.66	2243.92
322:12600-14400	AVG	12600-144(	322	1812	11.69	801.83
323:12600-14400	AVG	12600-144(	323	1814	10.31	687.88
324:12600-14400	AVG	12600-144(	324	1814	16.61	1095.75
325:12600-14400	AVG	12600-144(	325	2448	18.47	1166.07
326:12600-14400	AVG	12600-144(	326	1012	49.63	3160.43
327:12600-14400	AVG	12600-144(	327	1013	12.98	827.26
328:12600-14400	AVG	12600-144(	328	1840	6.95	486.47
329:12600-14400	AVG	12600-144(	329	1966	6.38	500
401:12600-14400	AVG	12600-144(	401	785	9.63	732.47
402:12600-14400	AVG	12600-144(	402	1287	11.08	543.52
403:12600-14400	AVG	12600-144(	403	478	6.22	394.55
404:12600-14400	AVG	12600-144(	404	348	13.71	228.08
405:12600-14400	AVG	12600-144(	405	326	59.77	640.5
406:12600-14400	AVG	12600-144(	406	1092	23.59	1230.8

FREEWAY VISSIM
AM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
407:12600-14400	AVG	12600-144(	407	322	19.92	745.2
408:12600-14400	AVG	12600-144(	408	598	17.63	1057.63
409:12600-14400	AVG	12600-144(	409	243	12.54	841.38
410:12600-14400	AVG	12600-144(	410	492	7.73	370.08
411:12600-14400	AVG	12600-144(	411	630	11.99	527.14
412:12600-14400	AVG	12600-144(	412	1444	10.2	596.82
413:12600-14400	AVG	12600-144(	413	828	10.72	730.95
414:12600-14400	AVG	12600-144(	414	126	16.01	974.51
501:12600-14400	AVG	12600-144(	501	1881	126.5	1607.36
502:12600-14400	AVG	12600-144(	502	1076	329.08	4928.34
503:12600-14400	AVG	12600-144(	503	2361	12.97	549
504:12600-14400	AVG	12600-144(	504	1901	99.91	3189.51
505:12600-14400	AVG	12600-144(	505	1557	98.62	2265.78
506:12600-14400	AVG	12600-144(	506	1805	630.47	12375.75
507:12600-14400	AVG	12600-144(	507	722	302.62	2215.37
508:12600-14400	AVG	12600-144(	508	942	23.17	1495.14
509:12600-14400	AVG	12600-144(	509	1564	161.5	13154.77
510:12600-14400	AVG	12600-144(	510	1318	29.2	2208
511:12600-14400	AVG	12600-144(	511	1814	39.47	2643.56
512:12600-14400	AVG	12600-144(	512	2446	13.25	864.78
513:12600-14400	AVG	12600-144(	513	1013	65.77	4161.49
514:12600-14400	AVG	12600-144(	514	1964	11.45	921.39
2:14400-16200	AVG	14400-162(	2	1884	494.8	8027.56
3:14400-16200	AVG	14400-162(	3	1081	352.08	5037.28
4:14400-16200	AVG	14400-162(	4	2292	16.06	546.7
5:14400-16200	AVG	14400-162(	5	1851	77.17	3232.23
6:14400-16200	AVG	14400-162(	6	1544	106.4	2340.62
7:14400-16200	AVG	14400-162(	7	1915	612.63	12379.07
8:14400-16200	AVG	14400-162(	8	766	245.46	1981.08
9:14400-16200	AVG	14400-162(	9	614	9.94	443.85
10:14400-16200	AVG	14400-162(	10	947	24.23	1572.51
11:14400-16200	AVG	14400-162(	11	1542	161.97	13201.56
12:14400-16200	AVG	14400-162(	12	1307	30.88	2323.23
13:14400-16200	AVG	14400-162(	13	1775	41.57	2786.99
14:14400-16200	AVG	14400-162(	14	2364	11.67	767.16
15:14400-16200	AVG	14400-162(	15	977	74.69	4762.7
16:14400-16200	AVG	14400-162(	16	1786	5.36	378.08
17:14400-16200	AVG	14400-162(	17	1907	9.38	750.69
18:14400-16200	AVG	14400-162(	18	2943	95.88	7925.11
19:14400-16200	AVG	14400-162(	19	2174	16.07	1273.94
20:14400-16200	AVG	14400-162(	20	1449	50.73	4126.31
21:14400-16200	AVG	14400-162(	21	2388	30.75	2748.94
23:14400-16200	AVG	14400-162(	23	759	82.07	6932.69
24:14400-16200	AVG	14400-162(	24	950	12.43	1055.15
26:14400-16200	AVG	14400-162(	26	2950	91.1	7790.62
27:14400-16200	AVG	14400-162(	27	1638	49.26	4350.94
28:14400-16200	AVG	14400-162(	28	2784	7.47	632.34
29:14400-16200	AVG	14400-162(	29	3971	97.75	8518.76
30:14400-16200	AVG	14400-162(	30	1390	58.39	5162.12
31:14400-16200	AVG	14400-162(	31	1193	85.72	7615.31
101:14400-16200	AVG	14400-162(	101	728	11.06	619.46
102:14400-16200	AVG	14400-162(	102	497	41.81	1549.76
103:14400-16200	AVG	14400-162(	103	1220	21.2	651.02
104:14400-16200	AVG	14400-162(	104	1387	12.31	738.08
105:14400-16200	AVG	14400-162(	105	544	37.19	2164.36
106:14400-16200	AVG	14400-162(	106	944	14.62	924.9
107:14400-16200	AVG	14400-162(	107	1317	10.34	528.29
108:14400-16200	AVG	14400-162(	108	588	33.35	2317.59

FREEWAY VISSIM
AM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
109:14400-16200	AVG	14400-162(	109	199	93.7	5680.36
110:14400-16200	AVG	14400-162(	110	77	10.85	661.51
111:14400-16200	AVG	14400-162(	111	121	19.87	1213.6
112:14400-16200	AVG	14400-162(	112	809	13.64	940.31
113:14400-16200	AVG	14400-162(	113	781	14.28	1058.23
114:14400-16200	AVG	14400-162(	114	703	5.41	449.36
115:14400-16200	AVG	14400-162(	115	303	38.87	2766.3
116:14400-16200	AVG	14400-162(	116	1146	10.68	654.45
117:14400-16200	AVG	14400-162(	117	219	44.74	3032.32
118:14400-16200	AVG	14400-162(	118	843	45.49	2718.35
119:14400-16200	AVG	14400-162(	119	730	58.16	2686.25
120:14400-16200	AVG	14400-162(	120	78	25.16	1656.68
121:14400-16200	AVG	14400-162(	121	116	22.33	1316.7
122:14400-16200	AVG	14400-162(	122	401	35.69	2490.33
126:14400-16200	AVG	14400-162(	126	445	21.56	277.01
127:14400-16200	AVG	14400-162(	127	590	10.02	485.28
128:14400-16200	AVG	14400-162(	128	328	6.09	194.96
129:14400-16200	AVG	14400-162(	129	478	4.88	272.92
130:14400-16200	AVG	14400-162(	130	234	12.94	885.04
131:14400-16200	AVG	14400-162(	131	320	134.59	1122.76
132:14400-16200	AVG	14400-162(	132	1156	27.97	1463.13
133:14400-16200	AVG	14400-162(	133	582	33.56	1230.73
134:14400-16200	AVG	14400-162(	134	812	21.2	316.64
135:14400-16200	AVG	14400-162(	135	412	7.07	318.84
136:14400-16200	AVG	14400-162(	136	90	8.22	191.63
138:14400-16200	AVG	14400-162(	138	573	36.3	1730.9
139:14400-16200	AVG	14400-162(	139	152	60.91	2341.98
140:14400-16200	AVG	14400-162(	140	422	18.68	795.17
141:14400-16200	AVG	14400-162(	141	333	28.84	1061.78
142:14400-16200	AVG	14400-162(	142	671	23.54	431.88
143:14400-16200	AVG	14400-162(	143	682	4.79	141.75
144:14400-16200	AVG	14400-162(	144	533	20.32	727.75
145:14400-16200	AVG	14400-162(	145	192	61.12	3689.46
146:14400-16200	AVG	14400-162(	146	68	24.68	267.93
147:14400-16200	AVG	14400-162(	147	602	20.81	1237.03
201:14400-16200	AVG	14400-162(	201	1089	350.05	3862.04
202:14400-16200	AVG	14400-162(	202	1049	109.27	2850.14
203:14400-16200	AVG	14400-162(	203	1851	76.86	3223.5
204:14400-16200	AVG	14400-162(	204	1545	107.7	2364.3
205:14400-16200	AVG	14400-162(	205	1895	124.52	2676.78
206:14400-16200	AVG	14400-162(	206	1929	371.01	7466.89
207:14400-16200	AVG	14400-162(	207	1922	99.15	1966.03
208:14400-16200	AVG	14400-162(	208	713	382.61	2907.28
209:14400-16200	AVG	14400-162(	209	621	46.37	2885.82
210:14400-16200	AVG	14400-162(	210	1542	24.05	1977.5
211:14400-16200	AVG	14400-162(	211	1545	91.2	7465.79
212:14400-16200	AVG	14400-162(	212	1542	35.76	2907.63
213:14400-16200	AVG	14400-162(	213	1307	30.83	2318.64
214:14400-16200	AVG	14400-162(	214	1775	41.38	2773.18
215:14400-16200	AVG	14400-162(	215	980	41.55	2752.44
216:14400-16200	AVG	14400-162(	216	975	59.56	3881.13
301:14400-16200	AVG	14400-162(	301	1882	89.45	1109.9
302:14400-16200	AVG	14400-162(	302	1091	306.34	3629.82
303:14400-16200	AVG	14400-162(	303	1081	32.22	1201.63
304:14400-16200	AVG	14400-162(	304	2292	16.87	575.03
305:14400-16200	AVG	14400-162(	305	1857	34.42	1696.78
306:14400-16200	AVG	14400-162(	306	1853	23.33	918.93
307:14400-16200	AVG	14400-162(	307	1852	19.19	601.08

FREEWAY VISSIM
AM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
308:14400-16200	AVG	14400-162(	308	1542	98.19	2174.44
309:14400-16200	AVG	14400-162(	309	1880	36.25	596.4
310:14400-16200	AVG	14400-162(	310	1888	35.94	872.9
311:14400-16200	AVG	14400-162(	311	1928	462.99	9397.94
312:14400-16200	AVG	14400-162(	312	1915	76.04	1501.67
313:14400-16200	AVG	14400-162(	313	754	55.56	499.97
314:14400-16200	AVG	14400-162(	314	613	12.04	524.74
315:14400-16200	AVG	14400-162(	315	948	23.24	1493.1
316:14400-16200	AVG	14400-162(	316	947	1.19	81.28
317:14400-16200	AVG	14400-162(	317	1548	5.98	452.74
318:14400-16200	AVG	14400-162(	318	1542	13.03	1064.11
319:14400-16200	AVG	14400-162(	319	1545	124.75	10215.8
320:14400-16200	AVG	14400-162(	320	1542	18.5	1497.69
321:14400-16200	AVG	14400-162(	321	1308	29.67	2243.92
322:14400-16200	AVG	14400-162(	322	1781	11.7	801.83
323:14400-16200	AVG	14400-162(	323	1777	10.3	687.88
324:14400-16200	AVG	14400-162(	324	1775	16.56	1095.75
325:14400-16200	AVG	14400-162(	325	2365	18.31	1166.07
326:14400-16200	AVG	14400-162(	326	977	49.09	3160.43
327:14400-16200	AVG	14400-162(	327	977	13.04	827.26
328:14400-16200	AVG	14400-162(	328	1786	6.96	486.47
329:14400-16200	AVG	14400-162(	329	1906	6.39	500
401:14400-16200	AVG	14400-162(	401	781	9.65	732.47
402:14400-16200	AVG	14400-162(	402	1221	17.62	543.52
403:14400-16200	AVG	14400-162(	403	443	33.01	394.55
404:14400-16200	AVG	14400-162(	404	329	10.28	228.08
405:14400-16200	AVG	14400-162(	405	319	70.86	640.5
406:14400-16200	AVG	14400-162(	406	1156	23.59	1230.8
407:14400-16200	AVG	14400-162(	407	323	19.92	745.2
408:14400-16200	AVG	14400-162(	408	602	17.68	1057.63
409:14400-16200	AVG	14400-162(	409	234	12.46	841.38
410:14400-16200	AVG	14400-162(	410	478	7.74	370.08
411:14400-16200	AVG	14400-162(	411	590	12.01	527.14
412:14400-16200	AVG	14400-162(	412	1387	10.07	596.82
413:14400-16200	AVG	14400-162(	413	809	10.71	730.95
414:14400-16200	AVG	14400-162(	414	121	16.07	974.51
501:14400-16200	AVG	14400-162(	501	1883	130.1	1607.36
502:14400-16200	AVG	14400-162(	502	1081	345.78	4928.34
503:14400-16200	AVG	14400-162(	503	2292	16.12	549
504:14400-16200	AVG	14400-162(	504	1851	76.24	3189.51
505:14400-16200	AVG	14400-162(	505	1544	103.07	2265.78
506:14400-16200	AVG	14400-162(	506	1916	612.47	12375.75
507:14400-16200	AVG	14400-162(	507	763	276.75	2215.37
508:14400-16200	AVG	14400-162(	508	948	23.17	1495.14
509:14400-16200	AVG	14400-162(	509	1542	161.33	13154.77
510:14400-16200	AVG	14400-162(	510	1308	29.21	2208
511:14400-16200	AVG	14400-162(	511	1775	39.43	2643.56
512:14400-16200	AVG	14400-162(	512	2364	13.19	864.78
513:14400-16200	AVG	14400-162(	513	976	65.18	4161.49
514:14400-16200	AVG	14400-162(	514	1907	11.46	921.39

VISSIM FREEWAY OUTPUT

(PM PEAK PERIOD)

VISSIM PM PEAK PERIOD
FREEWAY SUMMARY

# of lanes	Distance	Measurement #	Description	Hour 1 (1800-5400)					Hour 2 (5400-9000)					Hour 3 (9000-12600)					Hour 4 (12600-16200)				
				Vol	Travel Time	Density	Speed	LOS	Vol	Travel Time	Density	Speed	LOS	Vol	Travel Time	Density	Speed	LOS	Vol	Travel Time	Density	Speed	LOS
4	1109.9	301	**E2-E3**	3477	13.535	15.55	55.91	B	3451	13.550	15.45	55.85	B	3381	13.550	15.13	55.85	B	3372	13.525	15.07	55.95	B
2	3629.82	302	**E3-E4**	1918	54.290	21.04	45.59	C	1902	54.340	20.88	45.54	C	1882	54.295	20.64	45.58	C	1854	54.120	20.27	45.73	C
1	1201.63	303	**E4-E5**	1913	19.336	45.15	42.37	F	1904	19.360	44.99	42.32	E	1882	19.190	44.08	42.69	E	1857	19.210	43.54	42.65	E
4	575.03	304	**E5-E6**	4592	9.000	26.35	43.56	D	4547	8.920	25.86	43.95	C	4459	8.815	25.06	44.48	C	4405	8.900	25.00	44.05	C
3	1696.78	305	**E6-E7**	3460	25.370	25.29	45.60	C	3424	25.330	24.99	45.67	C	3354	25.340	24.49	45.65	C	3314	25.350	24.21	45.64	C
3	918.93	306	**E7-E78**	3460	13.740	25.29	45.60	C	3425	13.720	25.00	45.67	C	3353	13.740	24.51	45.60	C	3311	13.735	24.19	45.62	C
4	601.08	307	**E78-E8**	3458	9.170	19.34	44.69	C	3426	9.185	19.20	44.62	C	3354	9.174	18.77	44.67	C	3310	9.410	19.00	43.55	C
3	2174.44	308	**E8-E9**	2751	32.310	19.98	45.89	C	2718	32.260	19.71	45.96	C	2665	32.295	19.35	45.91	C	2622	32.295	19.04	45.91	C
4	596.4	309	**E9-E910**	3610	7.960	17.67	51.08	B	3563	7.940	17.39	51.21	B	3490	7.945	17.05	51.18	B	3448	7.955	16.86	51.12	B
3	872.9	310	**E910-E10**	3611	10.655	21.55	55.86	C	3562	10.630	21.21	55.99	C	3491	10.635	20.79	55.96	C	3447	10.635	20.53	55.96	C
3	9397.94	311	**E10-E11**	3607	115.210	21.62	55.62	C	3571	115.105	21.38	55.67	C	3484	115.115	20.86	55.66	C	3459	115.105	20.71	55.67	C
3	1501.67	312	**E11-E12**	3609	18.875	22.18	54.24	C	3570	18.885	21.95	54.22	C	3481	18.810	21.32	54.43	C	3462	18.765	21.15	54.56	C
2	499.97	313	**E12-E13**	1497	6.395	14.04	53.31	B	1468	6.420	13.82	53.10	B	1431	6.375	13.38	53.47	B	1432	6.365	13.37	53.56	B
2	524.74	314	**W1-W2**	1484	12.010	24.91	29.79	C	1510	12.010	25.34	29.79	C	1438	11.990	24.10	29.84	C	1463	11.995	24.52	29.83	C
3	1493.1	315	**W2-W3**	3043	23.545	23.46	43.24	C	3034	23.550	23.40	43.23	C	2957	23.540	22.79	43.25	C	2965	23.520	22.83	43.28	C
3	81.28	316	**W3-W4**	3043	1.200	21.96	46.18	C	3034	1.200	21.90	46.18	C	2957	1.200	21.34	46.18	C	2964	1.200	21.39	46.18	C
4	452.74	317	**W4-W45**	4534	6.275	23.04	49.19	C	4524	6.365	23.32	48.50	C	4400	6.364	22.68	48.50	C	4406	6.200	22.12	49.79	C
3	1064.11	318	**W45-W5**	4544	13.285	27.73	54.61	D	4514	13.290	27.56	54.59	D	4409	13.255	26.85	54.74	D	4393	13.200	26.64	54.96	D
3	10215.8	319	**W5-W6**	4532	126.050	27.34	55.26	D	4529	126.070	27.32	55.25	D	4399	125.899	26.50	55.32	D	4405	125.835	26.53	55.35	D
3	1497.69	320	**W6-W7**	4548	19.730	29.29	51.76	D	4520	19.690	29.05	51.86	D	4409	19.780	28.47	51.62	D	4393	19.445	27.88	52.52	D
3	2243.92	321	**W7-W8**	3586	30.080	23.50	50.86	C	3551	30.060	23.26	50.90	C	3490	30.045	22.85	50.92	C	3463	29.985	22.62	51.02	C
4	801.83	322	**W8-W89**	4050	11.635	21.55	46.99	C	4011	11.635	21.34	46.99	C	3954	11.625	21.02	47.03	C	3934	11.630	20.92	47.01	C
3	687.88	323	**W89-W9**	4044	10.395	29.88	45.12	D	4016	10.390	29.66	45.14	D	3953	10.385	29.18	45.16	D	3937	10.370	29.02	45.23	D
3	1095.75	324	**W9-W10**	4042	16.765	30.23	44.56	D	4020	16.765	30.07	44.56	D	3945	16.780	29.53	44.52	D	3946	16.720	29.44	44.68	D
4	1166.07	325	**W10-W11**	4881	18.164	27.88	43.77	D	4890	18.280	28.11	43.49	D	4768	18.075	27.10	43.99	D	4773	18.115	27.19	43.89	D
2	3160.43	326	**W11-W12**	1728	48.255	19.35	44.66	C	1712	48.023	19.08	44.87	C	1700	48.260	19.04	44.65	C	1694	48.091	18.90	44.81	C
1	827.26	327	**W12-W13**	1729	12.840	39.36	43.93	E	1714	12.830	38.99	43.96	E	1702	12.825	38.70	43.98	E	1691	12.825	38.45	43.98	E
4	486.47	328	**W13-W14**	4591	6.825	23.62	48.60	C	4558	6.820	23.43	48.63	C	4495	6.825	23.12	48.60	C	4484	6.810	23.02	48.71	C
5	500	329	**W14-W15**	4909	6.365	18.33	53.56	C	4869	6.355	18.15	53.64	C	4787	6.360	17.86	53.60	B	4787	6.350	17.83	53.69	B
3	732.47	401	**To NB & SB I-95 and I-95 Express**	1558	8.875	9.23	56.27	A	1549	8.880	9.18	56.24	A	1504	8.875	8.91	56.27	A	1515	8.870	8.97	56.30	A
3	543.52	402	**From I-95 NB & SB**	2679	8.130	19.59	45.58	C	2641	8.120	19.29	45.64	C	2578	8.110	18.81	45.69	C	2546	8.120	18.60	45.64	C
2	394.55	403	**To N Miami Ave**	1134	6.305	13.29	42.67	B	1122	6.285	13.11	42.80	B	1104	6.315	12.96	42.60	B	1089	6.280	12.71	42.84	B
1	228.08	404	**EB To Biscayne Blvd**	706	6.456	29.31	24.09	D	707	6.903	31.39	22.53	D	693	6.369	28.38	24.42	D	687	6.311	27.88	24.64	D
1	640.5	405	**EB From Biscayne Blvd**	858	13.785	27.08	31.68	D	842	13.780	26.57	31.69	D	828	13.735	26.04	31.79	D	824	13.735	25.92	31.80	C
2	1230.8	406	**To Alton Rd**	2112	21.989	27.67	38.16	D	2104	21.910	27.47	38.30	D	2047	21.755	26.53	38.57	D	2028	21.840	26.39	38.42	D
1	745.2	407	**From Alton Road NB**	1553	20.125	61.51	25.25	F	1530	20.145	60.66	25.22	F	1511	20.125	59.85	25.25	F	1509	20.115	59.74	25.26	F
1	1057.63	408	**From Alton Road SB**	1486	17.560	36.19	41.07	E	1491	17.545	36.28	41.10	E	1441	17.520	35.01	41.16	E	1447	17.500	35.12	41.21	E
1	841.38	409	**WB To Biscayne Blvd**	972	12.945	21.93	44.32	C	964	12.945	21.75	44.32	C	934	12.935	21.06	44.35	C	915	12.895	20.57	44.49	C
1	370.08	410	**WB From Biscayne Blvd**	464	7.720	14.20	32.68	B	458	7.690	13.96	32.81	B	464	7.705	14.17	32.75	B	471	7.705	14.38	32.75	B
1	527.14	411	**From N Miami Ave**	853	11.950	28.36	30.08	D	859	11.930	28.51	30.13	D	829	11.925	27.51	30.14	D	822	11.905	27.23	30.19	D
3	596.82	412	**To I-95 NB & SB**	3151	11.071	28.58	36.75	D	3178	11.074	28.83	36.75	D	3068	10.805	27.15	37.66	D	3076	10.81497	27.25	37.63	D
3	730.95	413	**From I-95 NB/SB General Purpose Lanes**	2865	10.865	20.82	45.87	C	2844	10.850	20.64	45.93	C	2791	10.855	20.26	45.91	C	2797	10.85012	20.30	45.93	C
1	974.51	414	**From I-95 SB Express Lanes**	315	16.213	7.69	40.98	A	312	16.120	7.57	41.22	A	294	16.166	7.15	41.10	A	302	16.16	7.35	41.12	A

FREEWAY VISSIM
PM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
2:1800-3600	AVG	1800-3600	2	1735	97.41	8027.56
3:1800-3600	AVG	1800-3600	3	951	76.1	5037.28
4:1800-3600	AVG	1800-3600	4	2298	8.56	546.7
5:1800-3600	AVG	1800-3600	5	1739	48.55	3232.38
6:1800-3600	AVG	1800-3600	6	1386	34.98	2341.75
7:1800-3600	AVG	1800-3600	7	1816	152.83	12379.07
8:1800-3600	AVG	1800-3600	8	753	32.99	1981.08
9:1800-3600	AVG	1800-3600	9	742	9.99	443.85
10:1800-3600	AVG	1800-3600	10	1521	24.53	1572.51
11:1800-3600	AVG	1800-3600	11	2277	165.3	13201.56
12:1800-3600	AVG	1800-3600	12	1788	31.2	2324.44
13:1800-3600	AVG	1800-3600	13	1999	41.77	2786.99
14:1800-3600	AVG	1800-3600	14	2420	11.68	767.16
15:1800-3600	AVG	1800-3600	15	865	73.5	4766.45
16:1800-3600	AVG	1800-3600	16	2302	5.24	374.7
17:1800-3600	AVG	1800-3600	17	2464	9.37	750.69
18:1800-3600	AVG	1800-3600	18	4063	97.07	7925.11
19:1800-3600	AVG	1800-3600	19	2861	17.43	1273.94
20:1800-3600	AVG	1800-3600	20	1835	50.5	4107.64
21:1800-3600	AVG	1800-3600	21	2771	30.8	2748.94
23:1800-3600	AVG	1800-3600	23	1193	83.07	6932.69
24:1800-3600	AVG	1800-3600	24	1398	13.08	1055.15
26:1800-3600	AVG	1800-3600	26	3240	87.94	7790.62
27:1800-3600	AVG	1800-3600	27	1480	50.31	4409.25
28:1800-3600	AVG	1800-3600	28	2775	7.52	632.34
29:1800-3600	AVG	1800-3600	29	3578	98.13	8518.76
30:1800-3600	AVG	1800-3600	30	1089	58.35	5162.12
31:1800-3600	AVG	1800-3600	31	822	84.9	7615.31
101:1800-3600	AVG	1800-3600	101	1022	8.85	619.46
102:1800-3600	AVG	1800-3600	102	454	22.7	1549.76
103:1800-3600	AVG	1800-3600	103	1346	9.75	651.02
104:1800-3600	AVG	1800-3600	104	1559	12.51	738.08
105:1800-3600	AVG	1800-3600	105	656	38.19	2164.36
106:1800-3600	AVG	1800-3600	106	939	14.76	924.9
107:1800-3600	AVG	1800-3600	107	1763	7.14	528.29
108:1800-3600	AVG	1800-3600	108	870	33.76	2317.59
109:1800-3600	AVG	1800-3600	109	274	94.81	5680.36
110:1800-3600	AVG	1800-3600	110	112	11	661.51
111:1800-3600	AVG	1800-3600	111	163	19.97	1213.72
112:1800-3600	AVG	1800-3600	112	1438	13.87	944.63
113:1800-3600	AVG	1800-3600	113	783	12.91	1058.23
114:1800-3600	AVG	1800-3600	114	679	5.41	449.36
115:1800-3600	AVG	1800-3600	115	396	38.85	2766.3
116:1800-3600	AVG	1800-3600	116	1302	10.73	654.45
117:1800-3600	AVG	1800-3600	117	568	45.83	3032.32
118:1800-3600	AVG	1800-3600	118	907	46.32	2718.35
119:1800-3600	AVG	1800-3600	119	892	41.36	2686.25
120:1800-3600	AVG	1800-3600	120	103	25.21	1656.68
121:1800-3600	AVG	1800-3600	121	102	22.26	1316.7
122:1800-3600	AVG	1800-3600	122	282	35.1	2490.33
126:1800-3600	AVG	1800-3600	126	560	4.2	273.15
127:1800-3600	AVG	1800-3600	127	425	9.97	485.28
128:1800-3600	AVG	1800-3600	128	353	4.34	194.96
129:1800-3600	AVG	1800-3600	129	225	4.84	272.92
130:1800-3600	AVG	1800-3600	130	494	13.36	875.79

FREEWAY VISSIM
PM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
131:1800-3600	AVG	1800-3600	131	434	23.47	1122.76
132:1800-3600	AVG	1800-3600	132	1061	25.58	1463.13
133:1800-3600	AVG	1800-3600	133	474	26.78	1230.73
134:1800-3600	AVG	1800-3600	134	726	17.3	316.64
135:1800-3600	AVG	1800-3600	135	940	8.26	318.84
136:1800-3600	AVG	1800-3600	136	83	15.31	191.63
138:1800-3600	AVG	1800-3600	138	587	35.91	1730.9
139:1800-3600	AVG	1800-3600	139	190	51.86	2418.67
140:1800-3600	AVG	1800-3600	140	960	33.94	795.17
141:1800-3600	AVG	1800-3600	141	783	28.98	1039.56
142:1800-3600	AVG	1800-3600	142	770	12.06	431.88
143:1800-3600	AVG	1800-3600	143	676	4.9	141.75
144:1800-3600	AVG	1800-3600	144	481	18.64	728.93
145:1800-3600	AVG	1800-3600	145	204	61.12	3689.46
146:1800-3600	AVG	1800-3600	146	258	26.91	267.93
147:1800-3600	AVG	1800-3600	147	737	20.75	1237.03
201:1800-3600	AVG	1800-3600	201	953	54	3862.04
202:1800-3600	AVG	1800-3600	202	898	45.47	2850.26
203:1800-3600	AVG	1800-3600	203	1739	48.41	3223.65
204:1800-3600	AVG	1800-3600	204	1386	35.33	2365.43
205:1800-3600	AVG	1800-3600	205	1819	33.18	2676.78
206:1800-3600	AVG	1800-3600	206	1816	91.63	7466.89
207:1800-3600	AVG	1800-3600	207	1816	24.4	1966.03
208:1800-3600	AVG	1800-3600	208	724	68.85	2907.28
209:1800-3600	AVG	1800-3600	209	751	46.78	2885.82
210:1800-3600	AVG	1800-3600	210	2280	24.3	1977.5
211:1800-3600	AVG	1800-3600	211	2257	92.15	7465.79
212:1800-3600	AVG	1800-3600	212	2277	37.24	2907.63
213:1800-3600	AVG	1800-3600	213	1788	31.13	2319.85
214:1800-3600	AVG	1800-3600	214	1999	41.58	2773.18
215:1800-3600	AVG	1800-3600	215	861	41.39	2752.44
216:1800-3600	AVG	1800-3600	216	865	58.54	3881.49
301:1800-3600	AVG	1800-3600	301	1735	13.55	1109.9
302:1800-3600	AVG	1800-3600	302	955	54.19	3629.82
303:1800-3600	AVG	1800-3600	303	951	19.22	1201.63
304:1800-3600	AVG	1800-3600	304	2299	8.99	575.03
305:1800-3600	AVG	1800-3600	305	1739	25.4	1696.32
306:1800-3600	AVG	1800-3600	306	1739	13.76	918.93
307:1800-3600	AVG	1800-3600	307	1739	9.15	601.11
308:1800-3600	AVG	1800-3600	308	1385	32.36	2173.18
309:1800-3600	AVG	1800-3600	309	1820	7.96	596.4
310:1800-3600	AVG	1800-3600	310	1822	10.66	872.9
311:1800-3600	AVG	1800-3600	311	1815	115.26	9397.94
312:1800-3600	AVG	1800-3600	312	1816	18.89	1501.67
313:1800-3600	AVG	1800-3600	313	754	6.39	499.97
314:1800-3600	AVG	1800-3600	314	741	12	524.74
315:1800-3600	AVG	1800-3600	315	1520	23.55	1493.1
316:1800-3600	AVG	1800-3600	316	1520	1.2	81.28
317:1800-3600	AVG	1800-3600	317	2261	6.32	452.74
318:1800-3600	AVG	1800-3600	318	2272	13.31	1064.11
319:1800-3600	AVG	1800-3600	319	2260	126.07	10215.8
320:1800-3600	AVG	1800-3600	320	2277	19.77	1497.69
321:1800-3600	AVG	1800-3600	321	1788	30.07	2244.25
322:1800-3600	AVG	1800-3600	322	2009	11.63	801.83
323:1800-3600	AVG	1800-3600	323	2004	10.39	687.88

FREEWAY VISSIM
PM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
324:1800-3600	AVG	1800-3600	324	2000	16.73	1095.75
325:1800-3600	AVG	1800-3600	325	2417	18.23	1166.07
326:1800-3600	AVG	1800-3600	326	863	48.24	3160.43
327:1800-3600	AVG	1800-3600	327	866	12.84	827.26
328:1800-3600	AVG	1800-3600	328	2302	6.82	483.12
329:1800-3600	AVG	1800-3600	329	2465	6.36	500
401:1800-3600	AVG	1800-3600	401	783	8.87	732.47
402:1800-3600	AVG	1800-3600	402	1347	8.14	543.52
403:1800-3600	AVG	1800-3600	403	560	6.33	398.58
404:1800-3600	AVG	1800-3600	404	354	6.65	228.08
405:1800-3600	AVG	1800-3600	405	434	13.77	640.5
406:1800-3600	AVG	1800-3600	406	1061	21.88	1230.8
407:1800-3600	AVG	1800-3600	407	773	20.12	745.2
408:1800-3600	AVG	1800-3600	408	737	17.58	1057.63
409:1800-3600	AVG	1800-3600	409	494	12.93	841.38
410:1800-3600	AVG	1800-3600	410	225	7.71	370.08
411:1800-3600	AVG	1800-3600	411	425	11.96	527.14
412:1800-3600	AVG	1800-3600	412	1559	10.93	596.82
413:1800-3600	AVG	1800-3600	413	1437	10.86	730.95
414:1800-3600	AVG	1800-3600	414	163	16.15	974.51
501:1800-3600	AVG	1800-3600	501	1736	19.41	1591.91
502:1800-3600	AVG	1800-3600	502	952	73.72	4856.68
503:1800-3600	AVG	1800-3600	503	2298	8.6	548.93
504:1800-3600	AVG	1800-3600	504	1739	48.03	3198.76
505:1800-3600	AVG	1800-3600	505	1385	33.73	2265.44
506:1800-3600	AVG	1800-3600	506	1816	152.66	12367.83
507:1800-3600	AVG	1800-3600	507	754	37.89	2207.65
508:1800-3600	AVG	1800-3600	508	1521	23.35	1487.34
509:1800-3600	AVG	1800-3600	509	2277	164.68	13157.52
510:1800-3600	AVG	1800-3600	510	1787	29.63	2211.71
511:1800-3600	AVG	1800-3600	511	2000	39.45	2632.37
512:1800-3600	AVG	1800-3600	512	2418	18.02	1152.88
513:1800-3600	AVG	1800-3600	513	866	64.53	4196.15
514:1800-3600	AVG	1800-3600	514	2465	12.88	1042.97
2:3600-5400	AVG	3600-5400	2	1742	97.44	8027.56
3:3600-5400	AVG	3600-5400	3	962	76.48	5037.28
4:3600-5400	AVG	3600-5400	4	2293	8.58	546.7
5:3600-5400	AVG	3600-5400	5	1719	48.49	3232.38
6:3600-5400	AVG	3600-5400	6	1366	34.84	2341.14
7:3600-5400	AVG	3600-5400	7	1793	152.7	12379.07
8:3600-5400	AVG	3600-5400	8	743	32.83	1981.08
9:3600-5400	AVG	3600-5400	9	743	10	443.85
10:3600-5400	AVG	3600-5400	10	1523	24.52	1572.51
11:3600-5400	AVG	3600-5400	11	2270	164.91	13201.56
12:3600-5400	AVG	3600-5400	12	1798	31.16	2320.45
13:3600-5400	AVG	3600-5400	13	2042	41.85	2786.99
14:3600-5400	AVG	3600-5400	14	2466	11.65	767.16
15:3600-5400	AVG	3600-5400	15	863	73.48	4766.45
16:3600-5400	AVG	3600-5400	16	2290	5.24	374.7
17:3600-5400	AVG	3600-5400	17	2446	9.38	750.69
18:3600-5400	AVG	3600-5400	18	4071	97.11	7925.11
19:3600-5400	AVG	3600-5400	19	2870	17.35	1273.94
20:3600-5400	AVG	3600-5400	20	1860	50.53	4109.09
21:3600-5400	AVG	3600-5400	21	2809	30.83	2748.94
23:3600-5400	AVG	3600-5400	23	1207	83.2	6932.69

FREEWAY VISSIM
PM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
24:3600-5400	AVG	3600-5400	24	1417	13.12	1055.15
26:3600-5400	AVG	3600-5400	26	3226	88.12	7790.62
27:3600-5400	AVG	3600-5400	27	1480	50.57	4408.53
28:3600-5400	AVG	3600-5400	28	2782	7.53	632.34
29:3600-5400	AVG	3600-5400	29	3604	98.14	8518.76
30:3600-5400	AVG	3600-5400	30	1087	58.37	5162.12
31:3600-5400	AVG	3600-5400	31	821	84.89	7615.31
101:3600-5400	AVG	3600-5400	101	1014	8.81	619.46
102:3600-5400	AVG	3600-5400	102	441	22.65	1549.76
103:3600-5400	AVG	3600-5400	103	1331	9.73	651.02
104:3600-5400	AVG	3600-5400	104	1594	12.5	738.08
105:3600-5400	AVG	3600-5400	105	671	38.29	2164.36
106:3600-5400	AVG	3600-5400	106	949	14.79	924.9
107:3600-5400	AVG	3600-5400	107	1751	7.43	528.29
108:3600-5400	AVG	3600-5400	108	856	33.74	2317.59
109:3600-5400	AVG	3600-5400	109	263	95.03	5680.36
110:3600-5400	AVG	3600-5400	110	109	10.93	661.51
111:3600-5400	AVG	3600-5400	111	152	20.13	1213.72
112:3600-5400	AVG	3600-5400	112	1427	13.89	944.63
113:3600-5400	AVG	3600-5400	113	774	12.94	1058.23
114:3600-5400	AVG	3600-5400	114	665	5.41	449.36
115:3600-5400	AVG	3600-5400	115	387	38.91	2766.3
116:3600-5400	AVG	3600-5400	116	1309	10.74	654.45
117:3600-5400	AVG	3600-5400	117	572	45.94	3032.32
118:3600-5400	AVG	3600-5400	118	922	46.41	2718.35
119:3600-5400	AVG	3600-5400	119	893	41.2	2686.25
120:3600-5400	AVG	3600-5400	120	109	25.12	1656.68
121:3600-5400	AVG	3600-5400	121	103	22.2	1316.7
122:3600-5400	AVG	3600-5400	122	279	35.22	2490.33
126:3600-5400	AVG	3600-5400	126	574	4.19	273.15
127:3600-5400	AVG	3600-5400	127	428	9.94	485.28
128:3600-5400	AVG	3600-5400	128	353	4.36	194.96
129:3600-5400	AVG	3600-5400	129	239	4.86	272.92
130:3600-5400	AVG	3600-5400	130	478	13.41	875.79
131:3600-5400	AVG	3600-5400	131	425	23.55	1122.76
132:3600-5400	AVG	3600-5400	132	1051	25.87	1466.82
133:3600-5400	AVG	3600-5400	133	451	26.61	1230.73
134:3600-5400	AVG	3600-5400	134	715	17.57	316.64
135:3600-5400	AVG	3600-5400	135	939	7.98	318.84
136:3600-5400	AVG	3600-5400	136	90	16.72	191.63
138:3600-5400	AVG	3600-5400	138	597	36.35	1730.9
139:3600-5400	AVG	3600-5400	139	199	51.08	2326.25
140:3600-5400	AVG	3600-5400	140	964	33.2	795.17
141:3600-5400	AVG	3600-5400	141	792	28.93	1040.48
142:3600-5400	AVG	3600-5400	142	775	12.24	431.88
143:3600-5400	AVG	3600-5400	143	683	5.07	141.75
144:3600-5400	AVG	3600-5400	144	497	18.74	728.93
145:3600-5400	AVG	3600-5400	145	212	61.15	3689.46
146:3600-5400	AVG	3600-5400	146	250	27.94	267.93
147:3600-5400	AVG	3600-5400	147	749	20.69	1237.03
201:3600-5400	AVG	3600-5400	201	964	53.98	3862.04
202:3600-5400	AVG	3600-5400	202	901	45.85	2850.26
203:3600-5400	AVG	3600-5400	203	1719	48.36	3223.65
204:3600-5400	AVG	3600-5400	204	1366	35.19	2364.82
205:3600-5400	AVG	3600-5400	205	1790	33.16	2676.78

FREEWAY VISSIM
PM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
206:3600-5400	AVG	3600-5400	206	1790	91.54	7466.89
207:3600-5400	AVG	3600-5400	207	1792	24.37	1966.03
208:3600-5400	AVG	3600-5400	208	710	68.39	2907.28
209:3600-5400	AVG	3600-5400	209	745	46.74	2885.82
210:3600-5400	AVG	3600-5400	210	2273	24.27	1977.5
211:3600-5400	AVG	3600-5400	211	2270	92.12	7465.79
212:3600-5400	AVG	3600-5400	212	2271	37.16	2907.63
213:3600-5400	AVG	3600-5400	213	1798	31.1	2315.86
214:3600-5400	AVG	3600-5400	214	2042	41.67	2773.18
215:3600-5400	AVG	3600-5400	215	867	41.39	2752.44
216:3600-5400	AVG	3600-5400	216	865	58.51	3881.49
301:3600-5400	AVG	3600-5400	301	1742	13.52	1109.9
302:3600-5400	AVG	3600-5400	302	963	54.39	3629.82
303:3600-5400	AVG	3600-5400	303	962	19.45	1201.63
304:3600-5400	AVG	3600-5400	304	2293	9.01	575.03
305:3600-5400	AVG	3600-5400	305	1721	25.34	1696.32
306:3600-5400	AVG	3600-5400	306	1721	13.72	918.93
307:3600-5400	AVG	3600-5400	307	1719	9.19	601.11
308:3600-5400	AVG	3600-5400	308	1366	32.26	2173.18
309:3600-5400	AVG	3600-5400	309	1790	7.96	596.4
310:3600-5400	AVG	3600-5400	310	1789	10.65	872.9
311:3600-5400	AVG	3600-5400	311	1792	115.16	9397.94
312:3600-5400	AVG	3600-5400	312	1793	18.86	1501.67
313:3600-5400	AVG	3600-5400	313	743	6.4	499.97
314:3600-5400	AVG	3600-5400	314	743	12.02	524.74
315:3600-5400	AVG	3600-5400	315	1523	23.54	1493.1
316:3600-5400	AVG	3600-5400	316	1523	1.2	81.28
317:3600-5400	AVG	3600-5400	317	2273	6.23	452.74
318:3600-5400	AVG	3600-5400	318	2272	13.26	1064.11
319:3600-5400	AVG	3600-5400	319	2272	126.03	10215.8
320:3600-5400	AVG	3600-5400	320	2271	19.69	1497.69
321:3600-5400	AVG	3600-5400	321	1798	30.09	2244.25
322:3600-5400	AVG	3600-5400	322	2041	11.64	801.83
323:3600-5400	AVG	3600-5400	323	2040	10.4	687.88
324:3600-5400	AVG	3600-5400	324	2042	16.8	1095.75
325:3600-5400	AVG	3600-5400	325	2464	18.1	1166.07
326:3600-5400	AVG	3600-5400	326	865	48.27	3160.43
327:3600-5400	AVG	3600-5400	327	863	12.84	827.26
328:3600-5400	AVG	3600-5400	328	2289	6.83	483.12
329:3600-5400	AVG	3600-5400	329	2444	6.37	500
401:3600-5400	AVG	3600-5400	401	775	8.88	732.47
402:3600-5400	AVG	3600-5400	402	1332	8.12	543.52
403:3600-5400	AVG	3600-5400	403	574	6.28	398.58
404:3600-5400	AVG	3600-5400	404	352	6.26	228.08
405:3600-5400	AVG	3600-5400	405	424	13.8	640.5
406:3600-5400	AVG	3600-5400	406	1051	22.1	1230.8
407:3600-5400	AVG	3600-5400	407	780	20.13	745.2
408:3600-5400	AVG	3600-5400	408	749	17.54	1057.63
409:3600-5400	AVG	3600-5400	409	478	12.96	841.38
410:3600-5400	AVG	3600-5400	410	239	7.73	370.08
411:3600-5400	AVG	3600-5400	411	428	11.94	527.14
412:3600-5400	AVG	3600-5400	412	1592	11.21	596.82
413:3600-5400	AVG	3600-5400	413	1428	10.87	730.95
414:3600-5400	AVG	3600-5400	414	152	16.28	974.51
501:3600-5400	AVG	3600-5400	501	1742	19.39	1591.91

FREEWAY VISSIM
PM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
502:3600-5400	AVG	3600-5400	502	962	74.12	4856.68
503:3600-5400	AVG	3600-5400	503	2293	8.62	548.93
504:3600-5400	AVG	3600-5400	504	1718	47.97	3198.76
505:3600-5400	AVG	3600-5400	505	1366	33.63	2265.44
506:3600-5400	AVG	3600-5400	506	1792	152.53	12367.83
507:3600-5400	AVG	3600-5400	507	744	37.5	2207.65
508:3600-5400	AVG	3600-5400	508	1523	23.33	1487.34
509:3600-5400	AVG	3600-5400	509	2270	164.28	13157.52
510:3600-5400	AVG	3600-5400	510	1798	29.65	2211.71
511:3600-5400	AVG	3600-5400	511	2042	39.53	2632.37
512:3600-5400	AVG	3600-5400	512	2463	17.89	1152.88
513:3600-5400	AVG	3600-5400	513	863	64.5	4196.15
514:3600-5400	AVG	3600-5400	514	2446	12.89	1042.97
2:5400-7200	AVG	5400-7200	2	1726	97.45	8027.56
3:5400-7200	AVG	5400-7200	3	954	76.51	5037.28
4:5400-7200	AVG	5400-7200	4	2282	8.43	546.7
5:5400-7200	AVG	5400-7200	5	1721	48.52	3232.38
6:5400-7200	AVG	5400-7200	6	1366	34.76	2340.63
7:5400-7200	AVG	5400-7200	7	1790	152.65	12379.07
8:5400-7200	AVG	5400-7200	8	740	32.9	1981.08
9:5400-7200	AVG	5400-7200	9	756	10.02	443.85
10:5400-7200	AVG	5400-7200	10	1510	24.52	1572.51
11:5400-7200	AVG	5400-7200	11	2259	165.25	13201.56
12:5400-7200	AVG	5400-7200	12	1780	31.14	2322.27
13:5400-7200	AVG	5400-7200	13	2033	41.82	2786.99
14:5400-7200	AVG	5400-7200	14	2461	11.69	767.16
15:5400-7200	AVG	5400-7200	15	864	73.21	4766.45
16:5400-7200	AVG	5400-7200	16	2285	5.23	374.7
17:5400-7200	AVG	5400-7200	17	2440	9.36	750.69
18:5400-7200	AVG	5400-7200	18	4034	96.88	7925.11
19:5400-7200	AVG	5400-7200	19	2841	17.33	1273.94
20:5400-7200	AVG	5400-7200	20	1842	50.46	4112.04
21:5400-7200	AVG	5400-7200	21	2788	30.83	2748.94
23:5400-7200	AVG	5400-7200	23	1196	82.95	6932.69
24:5400-7200	AVG	5400-7200	24	1396	13.17	1055.15
26:5400-7200	AVG	5400-7200	26	3216	87.97	7790.62
27:5400-7200	AVG	5400-7200	27	1479	50.52	4405.42
28:5400-7200	AVG	5400-7200	28	2784	7.53	632.34
29:5400-7200	AVG	5400-7200	29	3593	98.15	8518.76
30:5400-7200	AVG	5400-7200	30	1079	58.28	5162.12
31:5400-7200	AVG	5400-7200	31	812	84.79	7615.31
101:5400-7200	AVG	5400-7200	101	997	8.77	619.46
102:5400-7200	AVG	5400-7200	102	437	22.63	1549.76
103:5400-7200	AVG	5400-7200	103	1328	9.74	651.02
104:5400-7200	AVG	5400-7200	104	1596	12.57	738.08
105:5400-7200	AVG	5400-7200	105	661	38.02	2164.36
106:5400-7200	AVG	5400-7200	106	948	14.8	924.9
107:5400-7200	AVG	5400-7200	107	1747	7.16	528.29
108:5400-7200	AVG	5400-7200	108	860	33.68	2317.59
109:5400-7200	AVG	5400-7200	109	271	94.78	5680.36
110:5400-7200	AVG	5400-7200	110	116	11	661.51
111:5400-7200	AVG	5400-7200	111	156	19.94	1213.72
112:5400-7200	AVG	5400-7200	112	1421	13.85	944.63
113:5400-7200	AVG	5400-7200	113	775	12.94	1058.23
114:5400-7200	AVG	5400-7200	114	672	5.41	449.36

FREEWAY VISSIM
PM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
115:5400-7200	AVG	5400-7200	115	385	38.9	2766.3
116:5400-7200	AVG	5400-7200	116	1311	10.75	654.45
117:5400-7200	AVG	5400-7200	117	559	45.81	3032.32
118:5400-7200	AVG	5400-7200	118	926	46.22	2718.35
119:5400-7200	AVG	5400-7200	119	889	41.21	2686.25
120:5400-7200	AVG	5400-7200	120	103	25.15	1656.68
121:5400-7200	AVG	5400-7200	121	98	22.35	1316.7
122:5400-7200	AVG	5400-7200	122	286	35.23	2490.33
126:5400-7200	AVG	5400-7200	126	562	4.18	273.15
127:5400-7200	AVG	5400-7200	127	427	9.95	485.28
128:5400-7200	AVG	5400-7200	128	357	5.23	194.96
129:5400-7200	AVG	5400-7200	129	237	4.83	272.92
130:5400-7200	AVG	5400-7200	130	483	13.36	875.79
131:5400-7200	AVG	5400-7200	131	425	23.5	1122.76
132:5400-7200	AVG	5400-7200	132	1050	25.61	1463.13
133:5400-7200	AVG	5400-7200	133	453	27.25	1230.73
134:5400-7200	AVG	5400-7200	134	707	17.31	316.64
135:5400-7200	AVG	5400-7200	135	946	7.72	318.84
136:5400-7200	AVG	5400-7200	136	84	10.83	191.63
138:5400-7200	AVG	5400-7200	138	600	36.32	1730.9
139:5400-7200	AVG	5400-7200	139	194	49.35	2266.9
140:5400-7200	AVG	5400-7200	140	963	32.49	795.17
141:5400-7200	AVG	5400-7200	141	783	28.9	1038.46
142:5400-7200	AVG	5400-7200	142	798	12.31	431.88
143:5400-7200	AVG	5400-7200	143	695	5.04	141.75
144:5400-7200	AVG	5400-7200	144	493	18.47	728.93
145:5400-7200	AVG	5400-7200	145	201	61.34	3689.46
146:5400-7200	AVG	5400-7200	146	250	27.64	267.93
147:5400-7200	AVG	5400-7200	147	742	20.71	1237.03
201:5400-7200	AVG	5400-7200	201	953	54.02	3862.04
202:5400-7200	AVG	5400-7200	202	895	45.75	2850.26
203:5400-7200	AVG	5400-7200	203	1721	48.38	3223.65
204:5400-7200	AVG	5400-7200	204	1366	35.12	2364.31
205:5400-7200	AVG	5400-7200	205	1793	33.12	2676.78
206:5400-7200	AVG	5400-7200	206	1791	91.49	7466.89
207:5400-7200	AVG	5400-7200	207	1790	24.39	1966.03
208:5400-7200	AVG	5400-7200	208	740	68.51	2912.52
209:5400-7200	AVG	5400-7200	209	737	46.79	2885.82
210:5400-7200	AVG	5400-7200	210	2251	24.29	1977.5
211:5400-7200	AVG	5400-7200	211	2279	92.16	7465.79
212:5400-7200	AVG	5400-7200	212	2259	37.11	2907.63
213:5400-7200	AVG	5400-7200	213	1780	31.08	2317.68
214:5400-7200	AVG	5400-7200	214	2033	41.63	2773.18
215:5400-7200	AVG	5400-7200	215	863	41.5	2752.44
216:5400-7200	AVG	5400-7200	216	865	58.2	3881.49
301:5400-7200	AVG	5400-7200	301	1725	13.56	1109.9
302:5400-7200	AVG	5400-7200	302	951	54.42	3629.82
303:5400-7200	AVG	5400-7200	303	954	19.41	1201.63
304:5400-7200	AVG	5400-7200	304	2282	8.86	575.03
305:5400-7200	AVG	5400-7200	305	1719	25.34	1696.32
306:5400-7200	AVG	5400-7200	306	1719	13.73	918.93
307:5400-7200	AVG	5400-7200	307	1721	9.22	601.11
308:5400-7200	AVG	5400-7200	308	1366	32.28	2173.18
309:5400-7200	AVG	5400-7200	309	1791	7.94	596.4
310:5400-7200	AVG	5400-7200	310	1792	10.63	872.9

FREEWAY VISSIM
PM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
311:5400-7200	AVG	5400-7200	311	1793	115.11	9397.94
312:5400-7200	AVG	5400-7200	312	1790	18.88	1501.67
313:5400-7200	AVG	5400-7200	313	740	6.42	499.97
314:5400-7200	AVG	5400-7200	314	757	12.02	524.74
315:5400-7200	AVG	5400-7200	315	1511	23.54	1493.1
316:5400-7200	AVG	5400-7200	316	1510	1.2	81.28
317:5400-7200	AVG	5400-7200	317	2251	6.45	452.74
318:5400-7200	AVG	5400-7200	318	2250	13.3	1064.11
319:5400-7200	AVG	5400-7200	319	2265	126.05	10215.8
320:5400-7200	AVG	5400-7200	320	2259	19.63	1497.69
321:5400-7200	AVG	5400-7200	321	1779	30.06	2244.25
322:5400-7200	AVG	5400-7200	322	2020	11.64	801.83
323:5400-7200	AVG	5400-7200	323	2027	10.39	687.88
324:5400-7200	AVG	5400-7200	324	2031	16.77	1095.75
325:5400-7200	AVG	5400-7200	325	2461	18.31	1166.07
326:5400-7200	AVG	5400-7200	326	863	47.81	3160.43
327:5400-7200	AVG	5400-7200	327	863	12.8	827.26
328:5400-7200	AVG	5400-7200	328	2285	6.81	483.12
329:5400-7200	AVG	5400-7200	329	2440	6.35	500
401:5400-7200	AVG	5400-7200	401	774	8.88	732.47
402:5400-7200	AVG	5400-7200	402	1328	8.13	543.52
403:5400-7200	AVG	5400-7200	403	561	6.28	398.58
404:5400-7200	AVG	5400-7200	404	357	7.74	228.08
405:5400-7200	AVG	5400-7200	405	425	13.77	640.5
406:5400-7200	AVG	5400-7200	406	1050	21.91	1230.8
407:5400-7200	AVG	5400-7200	407	773	20.11	745.2
408:5400-7200	AVG	5400-7200	408	741	17.55	1057.63
409:5400-7200	AVG	5400-7200	409	483	12.92	841.38
410:5400-7200	AVG	5400-7200	410	236	7.69	370.08
411:5400-7200	AVG	5400-7200	411	426	11.94	527.14
412:5400-7200	AVG	5400-7200	412	1596	10.86	596.82
413:5400-7200	AVG	5400-7200	413	1421	10.84	730.95
414:5400-7200	AVG	5400-7200	414	155	16.12	974.51
501:5400-7200	AVG	5400-7200	501	1726	19.41	1591.91
502:5400-7200	AVG	5400-7200	502	954	74.14	4856.68
503:5400-7200	AVG	5400-7200	503	2282	8.47	548.93
504:5400-7200	AVG	5400-7200	504	1721	48	3198.76
505:5400-7200	AVG	5400-7200	505	1366	33.65	2265.44
506:5400-7200	AVG	5400-7200	506	1790	152.48	12367.83
507:5400-7200	AVG	5400-7200	507	740	37.62	2207.65
508:5400-7200	AVG	5400-7200	508	1511	23.34	1487.34
509:5400-7200	AVG	5400-7200	509	2260	164.63	13157.52
510:5400-7200	AVG	5400-7200	510	1780	29.62	2211.71
511:5400-7200	AVG	5400-7200	511	2031	39.5	2632.37
512:5400-7200	AVG	5400-7200	512	2461	18.1	1152.88
513:5400-7200	AVG	5400-7200	513	863	64.08	4196.15
514:5400-7200	AVG	5400-7200	514	2439	12.86	1042.97
2:7200-9000	AVG	7200-9000	2	1726	97.42	8027.56
3:7200-9000	AVG	7200-9000	3	950	76.24	5037.28
4:7200-9000	AVG	7200-9000	4	2265	8.54	546.7
5:7200-9000	AVG	7200-9000	5	1705	48.42	3232.38
6:7200-9000	AVG	7200-9000	6	1353	34.78	2340.96
7:7200-9000	AVG	7200-9000	7	1780	152.65	12379.07
8:7200-9000	AVG	7200-9000	8	728	32.9	1981.08
9:7200-9000	AVG	7200-9000	9	753	9.99	443.85

FREEWAY VISSIM
PM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
10:7200-9000	AVG	7200-9000	10	1524	24.54	1572.51
11:7200-9000	AVG	7200-9000	11	2261	165.16	13201.56
12:7200-9000	AVG	7200-9000	12	1772	31.09	2320.16
13:7200-9000	AVG	7200-9000	13	1989	41.8	2786.99
14:7200-9000	AVG	7200-9000	14	2427	11.69	767.16
15:7200-9000	AVG	7200-9000	15	851	73.59	4766.45
16:7200-9000	AVG	7200-9000	16	2272	5.24	374.7
17:7200-9000	AVG	7200-9000	17	2429	9.37	750.69
18:7200-9000	AVG	7200-9000	18	4038	97.09	7925.11
19:7200-9000	AVG	7200-9000	19	2842	17.1	1273.94
20:7200-9000	AVG	7200-9000	20	1837	50.58	4111.79
21:7200-9000	AVG	7200-9000	21	2795	30.84	2748.94
23:7200-9000	AVG	7200-9000	23	1191	83.13	6932.69
24:7200-9000	AVG	7200-9000	24	1401	13.16	1055.15
26:7200-9000	AVG	7200-9000	26	3205	87.94	7790.62
27:7200-9000	AVG	7200-9000	27	1482	50.61	4410.34
28:7200-9000	AVG	7200-9000	28	2769	7.52	632.34
29:7200-9000	AVG	7200-9000	29	3591	98.18	8518.76
30:7200-9000	AVG	7200-9000	30	1078	58.3	5162.12
31:7200-9000	AVG	7200-9000	31	807	84.84	7615.31
101:7200-9000	AVG	7200-9000	101	1009	8.67	619.46
102:7200-9000	AVG	7200-9000	102	442	22.66	1549.76
103:7200-9000	AVG	7200-9000	103	1313	9.72	651.02
104:7200-9000	AVG	7200-9000	104	1582	12.69	738.08
105:7200-9000	AVG	7200-9000	105	677	38.38	2164.36
106:7200-9000	AVG	7200-9000	106	956	14.81	924.9
107:7200-9000	AVG	7200-9000	107	1728	7.12	528.29
108:7200-9000	AVG	7200-9000	108	857	33.76	2317.59
109:7200-9000	AVG	7200-9000	109	272	94.78	5680.36
110:7200-9000	AVG	7200-9000	110	116	10.98	661.51
111:7200-9000	AVG	7200-9000	111	157	19.95	1213.72
112:7200-9000	AVG	7200-9000	112	1424	13.88	944.63
113:7200-9000	AVG	7200-9000	113	774	12.93	1058.23
114:7200-9000	AVG	7200-9000	114	668	5.4	449.36
115:7200-9000	AVG	7200-9000	115	389	38.91	2766.3
116:7200-9000	AVG	7200-9000	116	1299	10.72	654.45
117:7200-9000	AVG	7200-9000	117	564	45.79	3032.32
118:7200-9000	AVG	7200-9000	118	909	46.46	2718.35
119:7200-9000	AVG	7200-9000	119	873	41.06	2686.25
120:7200-9000	AVG	7200-9000	120	104	25.09	1656.68
121:7200-9000	AVG	7200-9000	121	103	22.26	1316.7
122:7200-9000	AVG	7200-9000	122	280	35.25	2490.33
126:7200-9000	AVG	7200-9000	126	561	4.19	273.15
127:7200-9000	AVG	7200-9000	127	432	9.94	485.28
128:7200-9000	AVG	7200-9000	128	350	4.02	194.96
129:7200-9000	AVG	7200-9000	129	222	4.83	272.92
130:7200-9000	AVG	7200-9000	130	480	13.4	875.79
131:7200-9000	AVG	7200-9000	131	417	23.52	1122.76
132:7200-9000	AVG	7200-9000	132	1053	25.68	1466.83
133:7200-9000	AVG	7200-9000	133	455	27.23	1230.73
134:7200-9000	AVG	7200-9000	134	716	17.87	316.64
135:7200-9000	AVG	7200-9000	135	928	7.65	318.84
136:7200-9000	AVG	7200-9000	136	85	11.79	191.63
138:7200-9000	AVG	7200-9000	138	600	35.99	1730.9
139:7200-9000	AVG	7200-9000	139	201	54.94	2546.1

FREEWAY VISSIM
PM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
140:7200-9000	AVG	7200-9000	140	943	30.85	795.17
141:7200-9000	AVG	7200-9000	141	767	29.18	1043.01
142:7200-9000	AVG	7200-9000	142	786	12.63	431.88
143:7200-9000	AVG	7200-9000	143	674	4.88	141.75
144:7200-9000	AVG	7200-9000	144	485	18.62	728.93
145:7200-9000	AVG	7200-9000	145	207	61.1	3689.46
146:7200-9000	AVG	7200-9000	146	259	29.04	267.93
147:7200-9000	AVG	7200-9000	147	750	20.7	1237.03
201:7200-9000	AVG	7200-9000	201	950	53.96	3862.04
202:7200-9000	AVG	7200-9000	202	897	45.57	2850.26
203:7200-9000	AVG	7200-9000	203	1705	48.29	3223.65
204:7200-9000	AVG	7200-9000	204	1353	35.13	2364.64
205:7200-9000	AVG	7200-9000	205	1773	33.12	2676.78
206:7200-9000	AVG	7200-9000	206	1776	91.49	7466.89
207:7200-9000	AVG	7200-9000	207	1781	24.35	1966.03
208:7200-9000	AVG	7200-9000	208	706	68.1	2907.28
209:7200-9000	AVG	7200-9000	209	762	46.74	2885.82
210:7200-9000	AVG	7200-9000	210	2254	24.29	1977.5
211:7200-9000	AVG	7200-9000	211	2253	92.15	7465.79
212:7200-9000	AVG	7200-9000	212	2261	37.22	2907.63
213:7200-9000	AVG	7200-9000	213	1772	31.03	2315.57
214:7200-9000	AVG	7200-9000	214	1989	41.62	2773.18
215:7200-9000	AVG	7200-9000	215	849	41.53	2752.44
216:7200-9000	AVG	7200-9000	216	848	58.55	3881.49
301:7200-9000	AVG	7200-9000	301	1726	13.54	1109.9
302:7200-9000	AVG	7200-9000	302	951	54.26	3629.82
303:7200-9000	AVG	7200-9000	303	950	19.31	1201.63
304:7200-9000	AVG	7200-9000	304	2265	8.98	575.03
305:7200-9000	AVG	7200-9000	305	1705	25.32	1696.32
306:7200-9000	AVG	7200-9000	306	1706	13.71	918.93
307:7200-9000	AVG	7200-9000	307	1705	9.15	601.11
308:7200-9000	AVG	7200-9000	308	1352	32.24	2173.18
309:7200-9000	AVG	7200-9000	309	1772	7.94	596.4
310:7200-9000	AVG	7200-9000	310	1770	10.63	872.9
311:7200-9000	AVG	7200-9000	311	1778	115.1	9397.94
312:7200-9000	AVG	7200-9000	312	1780	18.89	1501.67
313:7200-9000	AVG	7200-9000	313	728	6.42	499.97
314:7200-9000	AVG	7200-9000	314	753	12	524.74
315:7200-9000	AVG	7200-9000	315	1523	23.56	1493.1
316:7200-9000	AVG	7200-9000	316	1524	1.2	81.28
317:7200-9000	AVG	7200-9000	317	2273	6.28	452.74
318:7200-9000	AVG	7200-9000	318	2264	13.28	1064.11
319:7200-9000	AVG	7200-9000	319	2264	126.09	10215.8
320:7200-9000	AVG	7200-9000	320	2261	19.75	1497.69
321:7200-9000	AVG	7200-9000	321	1772	30.06	2244.25
322:7200-9000	AVG	7200-9000	322	1991	11.63	801.83
323:7200-9000	AVG	7200-9000	323	1989	10.39	687.88
324:7200-9000	AVG	7200-9000	324	1989	16.76	1095.75
325:7200-9000	AVG	7200-9000	325	2429	18.25	1166.07
326:7200-9000	AVG	7200-9000	326	849	48.24	3160.43
327:7200-9000	AVG	7200-9000	327	851	12.86	827.26
328:7200-9000	AVG	7200-9000	328	2273	6.83	483.12
329:7200-9000	AVG	7200-9000	329	2429	6.36	500
401:7200-9000	AVG	7200-9000	401	775	8.88	732.47
402:7200-9000	AVG	7200-9000	402	1313	8.11	543.52

FREEWAY VISSIM
PM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
403:7200-9000	AVG	7200-9000	403	561	6.29	398.58
404:7200-9000	AVG	7200-9000	404	350	6.05	228.08
405:7200-9000	AVG	7200-9000	405	417	13.79	640.5
406:7200-9000	AVG	7200-9000	406	1054	21.91	1230.8
407:7200-9000	AVG	7200-9000	407	757	20.18	745.2
408:7200-9000	AVG	7200-9000	408	750	17.54	1057.63
409:7200-9000	AVG	7200-9000	409	481	12.97	841.38
410:7200-9000	AVG	7200-9000	410	222	7.69	370.08
411:7200-9000	AVG	7200-9000	411	433	11.92	527.14
412:7200-9000	AVG	7200-9000	412	1582	11.29	596.82
413:7200-9000	AVG	7200-9000	413	1423	10.86	730.95
414:7200-9000	AVG	7200-9000	414	157	16.12	974.51
501:7200-9000	AVG	7200-9000	501	1726	19.4	1591.91
502:7200-9000	AVG	7200-9000	502	950	73.87	4856.68
503:7200-9000	AVG	7200-9000	503	2265	8.58	548.93
504:7200-9000	AVG	7200-9000	504	1705	47.9	3198.76
505:7200-9000	AVG	7200-9000	505	1353	33.61	2265.44
506:7200-9000	AVG	7200-9000	506	1780	152.48	12367.83
507:7200-9000	AVG	7200-9000	507	728	37.6	2207.65
508:7200-9000	AVG	7200-9000	508	1523	23.36	1487.34
509:7200-9000	AVG	7200-9000	509	2261	164.54	13157.52
510:7200-9000	AVG	7200-9000	510	1772	29.62	2211.71
511:7200-9000	AVG	7200-9000	511	1989	39.48	2632.37
512:7200-9000	AVG	7200-9000	512	2429	18.03	1152.88
513:7200-9000	AVG	7200-9000	513	851	64.51	4196.15
514:7200-9000	AVG	7200-9000	514	2429	12.88	1042.97
2:9000-10800	AVG	9000-10800	2	1695	97.44	8027.56
3:9000-10800	AVG	9000-10800	3	943	76.2	5037.28
4:9000-10800	AVG	9000-10800	4	2222	8.37	546.7
5:9000-10800	AVG	9000-10800	5	1671	48.68	3232.38
6:9000-10800	AVG	9000-10800	6	1327	34.83	2340.93
7:9000-10800	AVG	9000-10800	7	1743	152.6	12379.07
8:9000-10800	AVG	9000-10800	8	724	32.84	1981.08
9:9000-10800	AVG	9000-10800	9	722	9.97	443.85
10:9000-10800	AVG	9000-10800	10	1485	24.5	1572.51
11:9000-10800	AVG	9000-10800	11	2215	164.89	13201.56
12:9000-10800	AVG	9000-10800	12	1750	31.23	2326.82
13:9000-10800	AVG	9000-10800	13	1974	41.75	2786.99
14:9000-10800	AVG	9000-10800	14	2389	11.64	767.16
15:9000-10800	AVG	9000-10800	15	851	73.33	4766.45
16:9000-10800	AVG	9000-10800	16	2265	5.24	374.7
17:9000-10800	AVG	9000-10800	17	2406	9.36	750.69
18:9000-10800	AVG	9000-10800	18	3935	96.96	7925.11
19:9000-10800	AVG	9000-10800	19	2776	17.27	1273.94
20:9000-10800	AVG	9000-10800	20	1787	50.39	4107.65
21:9000-10800	AVG	9000-10800	21	2724	30.81	2748.94
23:9000-10800	AVG	9000-10800	23	1152	82.95	6932.69
24:9000-10800	AVG	9000-10800	24	1351	13.08	1055.15
26:9000-10800	AVG	9000-10800	26	3138	87.76	7790.62
27:9000-10800	AVG	9000-10800	27	1449	50.41	4410.17
28:9000-10800	AVG	9000-10800	28	2711	7.52	632.34
29:9000-10800	AVG	9000-10800	29	3514	98.08	8518.76
30:9000-10800	AVG	9000-10800	30	1050	58.19	5162.12
31:9000-10800	AVG	9000-10800	31	799	84.86	7615.31
101:9000-10800	AVG	9000-10800	101	990	8.81	619.46

FREEWAY VISSIM
PM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
102:9000-10800	AVG	9000-10800	102	423	22.64	1549.76
103:9000-10800	AVG	9000-10800	103	1280	9.72	651.02
104:9000-10800	AVG	9000-10800	104	1543	12.26	738.08
105:9000-10800	AVG	9000-10800	105	660	38.01	2164.36
106:9000-10800	AVG	9000-10800	106	937	14.78	924.9
107:9000-10800	AVG	9000-10800	107	1697	7.02	528.29
108:9000-10800	AVG	9000-10800	108	843	33.67	2317.59
109:9000-10800	AVG	9000-10800	109	247	94.78	5680.36
110:9000-10800	AVG	9000-10800	110	107	11	661.51
111:9000-10800	AVG	9000-10800	111	142	19.95	1213.72
112:9000-10800	AVG	9000-10800	112	1412	13.86	944.63
113:9000-10800	AVG	9000-10800	113	755	12.91	1058.23
114:9000-10800	AVG	9000-10800	114	652	5.4	449.36
115:9000-10800	AVG	9000-10800	115	378	38.83	2766.3
116:9000-10800	AVG	9000-10800	116	1267	10.7	654.45
117:9000-10800	AVG	9000-10800	117	570	45.88	3032.32
118:9000-10800	AVG	9000-10800	118	888	46.12	2718.35
119:9000-10800	AVG	9000-10800	119	854	41.06	2686.25
120:9000-10800	AVG	9000-10800	120	104	25.33	1656.68
121:9000-10800	AVG	9000-10800	121	96	22.26	1316.7
122:9000-10800	AVG	9000-10800	122	276	35.16	2490.33
126:9000-10800	AVG	9000-10800	126	552	4.17	273.15
127:9000-10800	AVG	9000-10800	127	415	9.91	485.28
128:9000-10800	AVG	9000-10800	128	348	4.82	194.96
129:9000-10800	AVG	9000-10800	129	235	4.83	272.92
130:9000-10800	AVG	9000-10800	130	464	13.33	875.79
131:9000-10800	AVG	9000-10800	131	422	23.44	1122.76
132:9000-10800	AVG	9000-10800	132	1021	25.67	1474.16
133:9000-10800	AVG	9000-10800	133	450	27	1230.73
134:9000-10800	AVG	9000-10800	134	702	17.27	316.64
135:9000-10800	AVG	9000-10800	135	914	7.68	318.84
136:9000-10800	AVG	9000-10800	136	79	10.57	191.63
138:9000-10800	AVG	9000-10800	138	570	35.87	1730.9
139:9000-10800	AVG	9000-10800	139	195	50.43	2330.92
140:9000-10800	AVG	9000-10800	140	942	31.8	795.17
141:9000-10800	AVG	9000-10800	141	767	28.96	1040.52
142:9000-10800	AVG	9000-10800	142	752	11.79	431.88
143:9000-10800	AVG	9000-10800	143	688	5.15	141.75
144:9000-10800	AVG	9000-10800	144	495	18.3	728.93
145:9000-10800	AVG	9000-10800	145	200	61.35	3689.46
146:9000-10800	AVG	9000-10800	146	243	27.02	267.93
147:9000-10800	AVG	9000-10800	147	734	20.67	1237.03
201:9000-10800	AVG	9000-10800	201	942	54.01	3862.04
202:9000-10800	AVG	9000-10800	202	888	45.34	2850.26
203:9000-10800	AVG	9000-10800	203	1671	48.54	3223.65
204:9000-10800	AVG	9000-10800	204	1327	35.18	2364.61
205:9000-10800	AVG	9000-10800	205	1750	33.13	2676.78
206:9000-10800	AVG	9000-10800	206	1748	91.5	7466.89
207:9000-10800	AVG	9000-10800	207	1743	24.34	1966.03
208:9000-10800	AVG	9000-10800	208	700	67	2907.28
209:9000-10800	AVG	9000-10800	209	729	46.68	2885.82
210:9000-10800	AVG	9000-10800	210	2226	24.23	1977.5
211:9000-10800	AVG	9000-10800	211	2212	91.97	7465.79
212:9000-10800	AVG	9000-10800	212	2215	37.31	2907.63
213:9000-10800	AVG	9000-10800	213	1750	31.17	2322.24

FREEWAY VISSIM
PM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
214:9000-10800	AVG	9000-10800	214	1974	41.56	2773.18
215:9000-10800	AVG	9000-10800	215	848	41.3	2752.44
216:9000-10800	AVG	9000-10800	216	850	58.44	3881.49
301:9000-10800	AVG	9000-10800	301	1695	13.54	1109.9
302:9000-10800	AVG	9000-10800	302	943	54.33	3629.82
303:9000-10800	AVG	9000-10800	303	943	19.2	1201.63
304:9000-10800	AVG	9000-10800	304	2222	8.8	575.03
305:9000-10800	AVG	9000-10800	305	1669	25.35	1696.32
306:9000-10800	AVG	9000-10800	306	1667	13.74	918.93
307:9000-10800	AVG	9000-10800	307	1670	9.37	601.11
308:9000-10800	AVG	9000-10800	308	1327	32.29	2173.18
309:9000-10800	AVG	9000-10800	309	1748	7.95	596.4
310:9000-10800	AVG	9000-10800	310	1750	10.64	872.9
311:9000-10800	AVG	9000-10800	311	1746	115.13	9397.94
312:9000-10800	AVG	9000-10800	312	1743	18.82	1501.67
313:9000-10800	AVG	9000-10800	313	723	6.39	499.97
314:9000-10800	AVG	9000-10800	314	721	11.97	524.74
315:9000-10800	AVG	9000-10800	315	1485	23.52	1493.1
316:9000-10800	AVG	9000-10800	316	1485	1.2	81.28
317:9000-10800	AVG	9000-10800	317	2220	6.28	452.74
318:9000-10800	AVG	9000-10800	318	2223	13.2	1064.11
319:9000-10800	AVG	9000-10800	319	2216	125.82	10215.8
320:9000-10800	AVG	9000-10800	320	2215	19.87	1497.69
321:9000-10800	AVG	9000-10800	321	1750	30.01	2244.25
322:9000-10800	AVG	9000-10800	322	1982	11.62	801.83
323:9000-10800	AVG	9000-10800	323	1980	10.37	687.88
324:9000-10800	AVG	9000-10800	324	1974	16.74	1095.75
325:9000-10800	AVG	9000-10800	325	2389	18.07	1166.07
326:9000-10800	AVG	9000-10800	326	851	48.16	3160.43
327:9000-10800	AVG	9000-10800	327	851	12.82	827.26
328:9000-10800	AVG	9000-10800	328	2265	6.82	483.12
329:9000-10800	AVG	9000-10800	329	2406	6.36	500
401:9000-10800	AVG	9000-10800	401	754	8.87	732.47
402:9000-10800	AVG	9000-10800	402	1280	8.11	543.52
403:9000-10800	AVG	9000-10800	403	552	6.28	398.58
404:9000-10800	AVG	9000-10800	404	348	7.37	228.08
405:9000-10800	AVG	9000-10800	405	422	13.75	640.5
406:9000-10800	AVG	9000-10800	406	1021	21.77	1230.8
407:9000-10800	AVG	9000-10800	407	758	20.12	745.2
408:9000-10800	AVG	9000-10800	408	734	17.52	1057.63
409:9000-10800	AVG	9000-10800	409	464	12.9	841.38
410:9000-10800	AVG	9000-10800	410	235	7.69	370.08
411:9000-10800	AVG	9000-10800	411	415	11.9	527.14
412:9000-10800	AVG	9000-10800	412	1544	10.74	596.82
413:9000-10800	AVG	9000-10800	413	1412	10.85	730.95
414:9000-10800	AVG	9000-10800	414	142	16.13	974.51
501:9000-10800	AVG	9000-10800	501	1695	19.4	1591.91
502:9000-10800	AVG	9000-10800	502	943	73.83	4856.68
503:9000-10800	AVG	9000-10800	503	2222	8.4	548.93
504:9000-10800	AVG	9000-10800	504	1671	48.17	3198.76
505:9000-10800	AVG	9000-10800	505	1327	33.66	2265.44
506:9000-10800	AVG	9000-10800	506	1743	152.42	12367.83
507:9000-10800	AVG	9000-10800	507	724	37.51	2207.65
508:9000-10800	AVG	9000-10800	508	1485	23.32	1487.34
509:9000-10800	AVG	9000-10800	509	2215	164.27	13157.52

FREEWAY VISSIM
PM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
510:9000-10800	AVG	9000-10800	510	1750	29.58	2211.71
511:9000-10800	AVG	9000-10800	511	1974	39.43	2632.37
512:9000-10800	AVG	9000-10800	512	2389	17.87	1152.88
513:9000-10800	AVG	9000-10800	513	851	64.42	4196.15
514:9000-10800	AVG	9000-10800	514	2405	12.88	1042.97
2:10800-12600	AVG	10800-12600	2	1687	97.37	8027.56
3:10800-12600	AVG	10800-12600	3	939	76.11	5037.28
4:10800-12600	AVG	10800-12600	4	2237	8.39	546.7
5:10800-12600	AVG	10800-12600	5	1684	48.29	3232.38
6:10800-12600	AVG	10800-12600	6	1337	34.79	2340.63
7:10800-12600	AVG	10800-12600	7	1737	152.54	12379.07
8:10800-12600	AVG	10800-12600	8	709	32.71	1981.08
9:10800-12600	AVG	10800-12600	9	717	9.99	443.85
10:10800-12600	AVG	10800-12600	10	1472	24.54	1572.51
11:10800-12600	AVG	10800-12600	11	2194	165.23	13201.56
12:10800-12600	AVG	10800-12600	12	1740	31.12	2320.16
13:10800-12600	AVG	10800-12600	13	1970	41.87	2786.99
14:10800-12600	AVG	10800-12600	14	2380	11.65	767.16
15:10800-12600	AVG	10800-12600	15	851	73.62	4766.45
16:10800-12600	AVG	10800-12600	16	2231	5.24	374.7
17:10800-12600	AVG	10800-12600	17	2380	9.37	750.69
18:10800-12600	AVG	10800-12600	18	3935	97.05	7925.11
19:10800-12600	AVG	10800-12600	19	2769	17.24	1273.94
20:10800-12600	AVG	10800-12600	20	1791	50.57	4113.48
21:10800-12600	AVG	10800-12600	21	2689	30.81	2748.94
23:10800-12600	AVG	10800-12600	23	1172	82.97	6932.69
24:10800-12600	AVG	10800-12600	24	1373	12.94	1055.15
26:10800-12600	AVG	10800-12600	26	3138	87.97	7790.62
27:10800-12600	AVG	10800-12600	27	1442	50.18	4397.09
28:10800-12600	AVG	10800-12600	28	2704	7.53	632.34
29:10800-12600	AVG	10800-12600	29	3496	98.09	8518.76
30:10800-12600	AVG	10800-12600	30	1055	58.29	5162.12
31:10800-12600	AVG	10800-12600	31	802	84.83	7615.31
101:10800-12600	AVG	10800-12600	101	973	8.75	619.46
102:10800-12600	AVG	10800-12600	102	427	22.65	1549.76
103:10800-12600	AVG	10800-12600	103	1298	9.72	651.02
104:10800-12600	AVG	10800-12600	104	1525	12.32	738.08
105:10800-12600	AVG	10800-12600	105	631	37.96	2164.36
106:10800-12600	AVG	10800-12600	106	895	14.76	924.9
107:10800-12600	AVG	10800-12600	107	1705	7.1	528.29
108:10800-12600	AVG	10800-12600	108	832	33.67	2317.59
109:10800-12600	AVG	10800-12600	109	257	94.96	5680.36
110:10800-12600	AVG	10800-12600	110	106	10.98	661.51
111:10800-12600	AVG	10800-12600	111	152	20.03	1213.72
112:10800-12600	AVG	10800-12600	112	1378	13.87	944.63
113:10800-12600	AVG	10800-12600	113	750	12.93	1058.23
114:10800-12600	AVG	10800-12600	114	643	5.39	449.36
115:10800-12600	AVG	10800-12600	115	379	38.9	2766.3
116:10800-12600	AVG	10800-12600	116	1267	10.74	654.45
117:10800-12600	AVG	10800-12600	117	548	45.81	3032.32
118:10800-12600	AVG	10800-12600	118	889	46.27	2718.35
119:10800-12600	AVG	10800-12600	119	872	41.16	2686.25
120:10800-12600	AVG	10800-12600	120	107	25.15	1656.68
121:10800-12600	AVG	10800-12600	121	96	22.22	1316.7
122:10800-12600	AVG	10800-12600	122	264	35.11	2490.33

FREEWAY VISSIM
PM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
126:10800-12600	AVG	10800-12600	126	552	4.19	273.15
127:10800-12600	AVG	10800-12600	127	414	9.96	485.28
128:10800-12600	AVG	10800-12600	128	346	3.65	194.96
129:10800-12600	AVG	10800-12600	129	229	4.85	272.92
130:10800-12600	AVG	10800-12600	130	470	13.41	875.79
131:10800-12600	AVG	10800-12600	131	406	23.4	1122.76
132:10800-12600	AVG	10800-12600	132	1026	25.4	1463.13
133:10800-12600	AVG	10800-12600	133	450	26.64	1230.73
134:10800-12600	AVG	10800-12600	134	690	17.6	316.64
135:10800-12600	AVG	10800-12600	135	913	7.65	318.84
136:10800-12600	AVG	10800-12600	136	80	10.11	191.63
138:10800-12600	AVG	10800-12600	138	580	35.91	1730.9
139:10800-12600	AVG	10800-12600	139	182	54.45	2544.97
140:10800-12600	AVG	10800-12600	140	934	31.41	795.17
141:10800-12600	AVG	10800-12600	141	761	28.86	1036.96
142:10800-12600	AVG	10800-12600	142	765	12.34	431.88
143:10800-12600	AVG	10800-12600	143	654	4.73	141.75
144:10800-12600	AVG	10800-12600	144	464	18.54	728.93
145:10800-12600	AVG	10800-12600	145	203	61.35	3689.46
146:10800-12600	AVG	10800-12600	146	246	26.31	267.93
147:10800-12600	AVG	10800-12600	147	706	20.69	1237.03
201:10800-12600	AVG	10800-12600	201	939	54.02	3862.04
202:10800-12600	AVG	10800-12600	202	881	45.28	2850.26
203:10800-12600	AVG	10800-12600	203	1684	48.16	3223.65
204:10800-12600	AVG	10800-12600	204	1337	35.14	2364.31
205:10800-12600	AVG	10800-12600	205	1740	33.11	2676.78
206:10800-12600	AVG	10800-12600	206	1738	91.5	7466.89
207:10800-12600	AVG	10800-12600	207	1737	24.34	1966.03
208:10800-12600	AVG	10800-12600	208	681	67.48	2907.28
209:10800-12600	AVG	10800-12600	209	720	46.76	2885.82
210:10800-12600	AVG	10800-12600	210	2195	24.29	1977.5
211:10800-12600	AVG	10800-12600	211	2185	92.08	7465.79
212:10800-12600	AVG	10800-12600	212	2194	37.15	2907.63
213:10800-12600	AVG	10800-12600	213	1740	31.05	2315.57
214:10800-12600	AVG	10800-12600	214	1970	41.68	2773.18
215:10800-12600	AVG	10800-12600	215	850	41.41	2752.44
216:10800-12600	AVG	10800-12600	216	853	58.68	3881.49
301:10800-12600	AVG	10800-12600	301	1686	13.56	1109.9
302:10800-12600	AVG	10800-12600	302	939	54.26	3629.82
303:10800-12600	AVG	10800-12600	303	939	19.18	1201.63
304:10800-12600	AVG	10800-12600	304	2237	8.83	575.03
305:10800-12600	AVG	10800-12600	305	1685	25.33	1696.32
306:10800-12600	AVG	10800-12600	306	1686	13.74	918.93
307:10800-12600	AVG	10800-12600	307	1684	8.98	601.11
308:10800-12600	AVG	10800-12600	308	1338	32.3	2173.18
309:10800-12600	AVG	10800-12600	309	1742	7.94	596.4
310:10800-12600	AVG	10800-12600	310	1741	10.63	872.9
311:10800-12600	AVG	10800-12600	311	1738	115.1	9397.94
312:10800-12600	AVG	10800-12600	312	1738	18.8	1501.67
313:10800-12600	AVG	10800-12600	313	708	6.36	499.97
314:10800-12600	AVG	10800-12600	314	717	12.01	524.74
315:10800-12600	AVG	10800-12600	315	1472	23.56	1493.1
316:10800-12600	AVG	10800-12600	316	1472	1.2	81.28
317:10800-12600	AVG	10800-12600	317	2180	6.45	452.74
318:10800-12600	AVG	10800-12600	318	2186	13.31	1064.11

FREEWAY VISSIM
PM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
319:10800-12600	AVG	10800-12600	319	2183	125.98	10215.8
320:10800-12600	AVG	10800-12600	320	2194	19.69	1497.69
321:10800-12600	AVG	10800-12600	321	1740	30.08	2244.25
322:10800-12600	AVG	10800-12600	322	1972	11.63	801.83
323:10800-12600	AVG	10800-12600	323	1973	10.4	687.88
324:10800-12600	AVG	10800-12600	324	1971	16.82	1095.75
325:10800-12600	AVG	10800-12600	325	2379	18.08	1166.07
326:10800-12600	AVG	10800-12600	326	849	48.36	3160.43
327:10800-12600	AVG	10800-12600	327	851	12.83	827.26
328:10800-12600	AVG	10800-12600	328	2230	6.83	483.12
329:10800-12600	AVG	10800-12600	329	2381	6.36	500
401:10800-12600	AVG	10800-12600	401	750	8.88	732.47
402:10800-12600	AVG	10800-12600	402	1298	8.11	543.52
403:10800-12600	AVG	10800-12600	403	552	6.35	398.58
404:10800-12600	AVG	10800-12600	404	345	5.36	228.08
405:10800-12600	AVG	10800-12600	405	406	13.72	640.5
406:10800-12600	AVG	10800-12600	406	1026	21.74	1230.8
407:10800-12600	AVG	10800-12600	407	753	20.13	745.2
408:10800-12600	AVG	10800-12600	408	707	17.52	1057.63
409:10800-12600	AVG	10800-12600	409	470	12.97	841.38
410:10800-12600	AVG	10800-12600	410	229	7.72	370.08
411:10800-12600	AVG	10800-12600	411	414	11.95	527.14
412:10800-12600	AVG	10800-12600	412	1524	10.87	596.82
413:10800-12600	AVG	10800-12600	413	1379	10.86	730.95
414:10800-12600	AVG	10800-12600	414	152	16.2	974.51
501:10800-12600	AVG	10800-12600	501	1686	19.41	1591.91
502:10800-12600	AVG	10800-12600	502	939	73.75	4856.68
503:10800-12600	AVG	10800-12600	503	2237	8.43	548.93
504:10800-12600	AVG	10800-12600	504	1684	47.78	3198.76
505:10800-12600	AVG	10800-12600	505	1337	33.67	2265.44
506:10800-12600	AVG	10800-12600	506	1738	152.36	12367.83
507:10800-12600	AVG	10800-12600	507	709	37.36	2207.65
508:10800-12600	AVG	10800-12600	508	1472	23.36	1487.34
509:10800-12600	AVG	10800-12600	509	2193	164.6	13157.52
510:10800-12600	AVG	10800-12600	510	1740	29.64	2211.71
511:10800-12600	AVG	10800-12600	511	1971	39.55	2632.37
512:10800-12600	AVG	10800-12600	512	2378	17.87	1152.88
513:10800-12600	AVG	10800-12600	513	850	64.66	4196.15
514:10800-12600	AVG	10800-12600	514	2380	12.88	1042.97
2:12600-14400	AVG	12600-14400	2	1687	97.43	8027.56
3:12600-14400	AVG	12600-14400	3	927	76.06	5037.28
4:12600-14400	AVG	12600-14400	4	2201	8.44	546.7
5:12600-14400	AVG	12600-14400	5	1658	48.6	3232.38
6:12600-14400	AVG	12600-14400	6	1314	34.81	2340.92
7:12600-14400	AVG	12600-14400	7	1733	152.39	12379.07
8:12600-14400	AVG	12600-14400	8	717	32.81	1981.08
9:12600-14400	AVG	12600-14400	9	728	9.97	443.85
10:12600-14400	AVG	12600-14400	10	1470	24.49	1572.51
11:12600-14400	AVG	12600-14400	11	2195	164.56	13201.56
12:12600-14400	AVG	12600-14400	12	1738	31.07	2320.32
13:12600-14400	AVG	12600-14400	13	1985	41.78	2786.99
14:12600-14400	AVG	12600-14400	14	2394	11.64	767.16
15:12600-14400	AVG	12600-14400	15	848	73.49	4766.45
16:12600-14400	AVG	12600-14400	16	2227	5.23	374.7
17:12600-14400	AVG	12600-14400	17	2380	9.36	750.69

FREEWAY VISSIM
PM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
18:12600-14400	AVG	12600-14400	18	3945	96.94	7925.11
19:12600-14400	AVG	12600-14400	19	2764	16.99	1273.94
20:12600-14400	AVG	12600-14400	20	1794	50.5	4115.52
21:12600-14400	AVG	12600-14400	21	2702	30.81	2748.94
23:12600-14400	AVG	12600-14400	23	1181	82.98	6932.69
24:12600-14400	AVG	12600-14400	24	1384	13.09	1055.15
26:12600-14400	AVG	12600-14400	26	3127	87.88	7790.62
27:12600-14400	AVG	12600-14400	27	1438	50.2	4405.3
28:12600-14400	AVG	12600-14400	28	2709	7.52	632.34
29:12600-14400	AVG	12600-14400	29	3507	98.11	8518.76
30:12600-14400	AVG	12600-14400	30	1052	58.32	5162.12
31:12600-14400	AVG	12600-14400	31	796	84.96	7615.31
101:12600-14400	AVG	12600-14400	101	974	8.74	619.46
102:12600-14400	AVG	12600-14400	102	425	22.66	1549.76
103:12600-14400	AVG	12600-14400	103	1273	9.74	651.02
104:12600-14400	AVG	12600-14400	104	1541	12.3	738.08
105:12600-14400	AVG	12600-14400	105	638	37.98	2164.36
106:12600-14400	AVG	12600-14400	106	913	14.78	924.9
107:12600-14400	AVG	12600-14400	107	1688	6.98	528.29
108:12600-14400	AVG	12600-14400	108	836	33.61	2317.59
109:12600-14400	AVG	12600-14400	109	253	94.58	5680.36
110:12600-14400	AVG	12600-14400	110	103	10.91	661.51
111:12600-14400	AVG	12600-14400	111	149	19.98	1213.72
112:12600-14400	AVG	12600-14400	112	1381	13.85	944.63
113:12600-14400	AVG	12600-14400	113	760	12.92	1058.23
114:12600-14400	AVG	12600-14400	114	655	5.4	449.36
115:12600-14400	AVG	12600-14400	115	379	38.9	2766.3
116:12600-14400	AVG	12600-14400	116	1281	10.73	654.45
117:12600-14400	AVG	12600-14400	117	547	45.82	3032.32
118:12600-14400	AVG	12600-14400	118	900	46.12	2718.35
119:12600-14400	AVG	12600-14400	119	849	41.13	2686.25
120:12600-14400	AVG	12600-14400	120	104	25.19	1656.68
121:12600-14400	AVG	12600-14400	121	97	22.35	1316.7
122:12600-14400	AVG	12600-14400	122	276	35.1	2490.33
126:12600-14400	AVG	12600-14400	126	541	4.18	273.15
127:12600-14400	AVG	12600-14400	127	410	9.91	485.28
128:12600-14400	AVG	12600-14400	128	341	4.28	194.96
129:12600-14400	AVG	12600-14400	129	237	4.83	272.92
130:12600-14400	AVG	12600-14400	130	453	13.34	875.79
131:12600-14400	AVG	12600-14400	131	413	23.44	1122.76
132:12600-14400	AVG	12600-14400	132	1013	25.4	1463.13
133:12600-14400	AVG	12600-14400	133	441	26.52	1230.73
134:12600-14400	AVG	12600-14400	134	692	17.98	316.64
135:12600-14400	AVG	12600-14400	135	913	7.62	318.84
136:12600-14400	AVG	12600-14400	136	83	10.76	191.63
138:12600-14400	AVG	12600-14400	138	571	35.86	1730.9
139:12600-14400	AVG	12600-14400	139	198	50.36	2315.11
140:12600-14400	AVG	12600-14400	140	937	32.1	795.17
141:12600-14400	AVG	12600-14400	141	769	28.79	1037.85
142:12600-14400	AVG	12600-14400	142	743	11.92	431.88
143:12600-14400	AVG	12600-14400	143	660	4.87	141.75
144:12600-14400	AVG	12600-14400	144	476	18.32	728.93
145:12600-14400	AVG	12600-14400	145	201	61.37	3689.46
146:12600-14400	AVG	12600-14400	146	246	26.33	267.93
147:12600-14400	AVG	12600-14400	147	728	20.66	1237.03

FREEWAY VISSIM
PM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
201:12600-14400	AVG	12600-14400	201	927	53.97	3862.04
202:12600-14400	AVG	12600-14400	202	876	45.26	2850.26
203:12600-14400	AVG	12600-14400	203	1658	48.46	3223.65
204:12600-14400	AVG	12600-14400	204	1313	35.16	2364.6
205:12600-14400	AVG	12600-14400	205	1725	33.12	2676.78
206:12600-14400	AVG	12600-14400	206	1733	91.43	7466.89
207:12600-14400	AVG	12600-14400	207	1734	24.28	1966.03
208:12600-14400	AVG	12600-14400	208	713	68.06	2907.28
209:12600-14400	AVG	12600-14400	209	712	46.63	2885.82
210:12600-14400	AVG	12600-14400	210	2193	24.22	1977.5
211:12600-14400	AVG	12600-14400	211	2209	92.04	7465.79
212:12600-14400	AVG	12600-14400	212	2195	37	2907.63
213:12600-14400	AVG	12600-14400	213	1738	31	2315.74
214:12600-14400	AVG	12600-14400	214	1985	41.6	2773.18
215:12600-14400	AVG	12600-14400	215	855	41.28	2752.44
216:12600-14400	AVG	12600-14400	216	850	58.63	3881.49
301:12600-14400	AVG	12600-14400	301	1687	13.54	1109.9
302:12600-14400	AVG	12600-14400	302	926	54.13	3629.82
303:12600-14400	AVG	12600-14400	303	927	19.26	1201.63
304:12600-14400	AVG	12600-14400	304	2201	8.87	575.03
305:12600-14400	AVG	12600-14400	305	1658	25.35	1696.32
306:12600-14400	AVG	12600-14400	306	1658	13.74	918.93
307:12600-14400	AVG	12600-14400	307	1658	9.28	601.11
308:12600-14400	AVG	12600-14400	308	1313	32.29	2173.18
309:12600-14400	AVG	12600-14400	309	1728	7.95	596.4
310:12600-14400	AVG	12600-14400	310	1727	10.63	872.9
311:12600-14400	AVG	12600-14400	311	1731	115.02	9397.94
312:12600-14400	AVG	12600-14400	312	1732	18.71	1501.67
313:12600-14400	AVG	12600-14400	313	718	6.35	499.97
314:12600-14400	AVG	12600-14400	314	730	11.97	524.74
315:12600-14400	AVG	12600-14400	315	1471	23.51	1493.1
316:12600-14400	AVG	12600-14400	316	1470	1.2	81.28
317:12600-14400	AVG	12600-14400	317	2197	6.17	452.74
318:12600-14400	AVG	12600-14400	318	2196	13.2	1064.11
319:12600-14400	AVG	12600-14400	319	2201	125.88	10215.8
320:12600-14400	AVG	12600-14400	320	2195	19.56	1497.69
321:12600-14400	AVG	12600-14400	321	1738	30.01	2244.25
322:12600-14400	AVG	12600-14400	322	1978	11.63	801.83
323:12600-14400	AVG	12600-14400	323	1978	10.37	687.88
324:12600-14400	AVG	12600-14400	324	1983	16.75	1095.75
325:12600-14400	AVG	12600-14400	325	2393	18.07	1166.07
326:12600-14400	AVG	12600-14400	326	850	48.25	3160.43
327:12600-14400	AVG	12600-14400	327	848	12.87	827.26
328:12600-14400	AVG	12600-14400	328	2227	6.81	483.12
329:12600-14400	AVG	12600-14400	329	2378	6.35	500
401:12600-14400	AVG	12600-14400	401	759	8.88	732.47
402:12600-14400	AVG	12600-14400	402	1273	8.12	543.52
403:12600-14400	AVG	12600-14400	403	540	6.26	398.58
404:12600-14400	AVG	12600-14400	404	342	5.98	228.08
405:12600-14400	AVG	12600-14400	405	413	13.73	640.5
406:12600-14400	AVG	12600-14400	406	1013	21.77	1230.8
407:12600-14400	AVG	12600-14400	407	759	20.11	745.2
408:12600-14400	AVG	12600-14400	408	727	17.51	1057.63
409:12600-14400	AVG	12600-14400	409	453	12.91	841.38
410:12600-14400	AVG	12600-14400	410	237	7.7	370.08

FREEWAY VISSIM
PM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
411:12600-14400	AVG	12600-14400	411	411	11.91	527.14
412:12600-14400	AVG	12600-14400	412	1540	10.79	596.82
413:12600-14400	AVG	12600-14400	413	1382	10.84	730.95
414:12600-14400	AVG	12600-14400	414	149	16.16	974.51
501:12600-14400	AVG	12600-14400	501	1687	19.41	1591.91
502:12600-14400	AVG	12600-14400	502	927	73.69	4856.68
503:12600-14400	AVG	12600-14400	503	2201	8.48	548.93
504:12600-14400	AVG	12600-14400	504	1658	48.09	3198.76
505:12600-14400	AVG	12600-14400	505	1314	33.66	2265.44
506:12600-14400	AVG	12600-14400	506	1733	152.21	12367.83
507:12600-14400	AVG	12600-14400	507	717	37.39	2207.65
508:12600-14400	AVG	12600-14400	508	1471	23.31	1487.34
509:12600-14400	AVG	12600-14400	509	2195	163.94	13157.52
510:12600-14400	AVG	12600-14400	510	1738	29.57	2211.71
511:12600-14400	AVG	12600-14400	511	1983	39.46	2632.37
512:12600-14400	AVG	12600-14400	512	2393	17.86	1152.88
513:12600-14400	AVG	12600-14400	513	848	64.59	4196.15
514:12600-14400	AVG	12600-14400	514	2382	12.87	1042.97
2:14400-16200	AVG	14400-16200	2	1685	97.4	8027.56
3:14400-16200	AVG	14400-16200	3	930	75.96	5037.28
4:14400-16200	AVG	14400-16200	4	2204	8.5	546.7
5:14400-16200	AVG	14400-16200	5	1652	48.85	3232.38
6:14400-16200	AVG	14400-16200	6	1310	34.83	2341.07
7:14400-16200	AVG	14400-16200	7	1729	152.68	12379.07
8:14400-16200	AVG	14400-16200	8	716	32.88	1981.08
9:14400-16200	AVG	14400-16200	9	733	10.01	443.85
10:14400-16200	AVG	14400-16200	10	1494	24.51	1572.51
11:14400-16200	AVG	14400-16200	11	2198	164.21	13201.56
12:14400-16200	AVG	14400-16200	12	1725	31.09	2320.73
13:14400-16200	AVG	14400-16200	13	1962	41.71	2786.99
14:14400-16200	AVG	14400-16200	14	2378	11.64	767.16
15:14400-16200	AVG	14400-16200	15	842	73.08	4766.45
16:14400-16200	AVG	14400-16200	16	2256	5.23	374.7
17:14400-16200	AVG	14400-16200	17	2407	9.36	750.69
18:14400-16200	AVG	14400-16200	18	3940	96.82	7925.11
19:14400-16200	AVG	14400-16200	19	2779	17	1273.94
20:14400-16200	AVG	14400-16200	20	1794	50.4	4111.97
21:14400-16200	AVG	14400-16200	21	2708	30.79	2748.94
23:14400-16200	AVG	14400-16200	23	1158	82.93	6932.69
24:14400-16200	AVG	14400-16200	24	1357	12.86	1055.15
26:14400-16200	AVG	14400-16200	26	3138	87.76	7790.62
27:14400-16200	AVG	14400-16200	27	1451	50.54	4408.84
28:14400-16200	AVG	14400-16200	28	2706	7.52	632.34
29:14400-16200	AVG	14400-16200	29	3510	98.05	8518.76
30:14400-16200	AVG	14400-16200	30	1056	58.29	5162.12
31:14400-16200	AVG	14400-16200	31	800	84.91	7615.31
101:14400-16200	AVG	14400-16200	101	983	8.69	619.46
102:14400-16200	AVG	14400-16200	102	418	22.64	1549.76
103:14400-16200	AVG	14400-16200	103	1274	9.73	651.02
104:14400-16200	AVG	14400-16200	104	1538	12.44	738.08
105:14400-16200	AVG	14400-16200	105	641	38.06	2164.36
106:14400-16200	AVG	14400-16200	106	916	14.74	924.9
107:14400-16200	AVG	14400-16200	107	1702	6.9	528.29
108:14400-16200	AVG	14400-16200	108	850	33.7	2317.59
109:14400-16200	AVG	14400-16200	109	260	94.66	5680.36

FREEWAY VISSIM
PM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
110:14400-16200	AVG	14400-16200	110	108	10.98	661.51
111:14400-16200	AVG	14400-16200	111	153	19.98	1213.72
112:14400-16200	AVG	14400-16200	112	1415	13.87	944.63
113:14400-16200	AVG	14400-16200	113	756	12.9	1058.23
114:14400-16200	AVG	14400-16200	114	650	5.4	449.36
115:14400-16200	AVG	14400-16200	115	373	38.91	2766.3
116:14400-16200	AVG	14400-16200	116	1263	10.7	654.45
117:14400-16200	AVG	14400-16200	117	565	45.79	3032.32
118:14400-16200	AVG	14400-16200	118	892	46.15	2718.35
119:14400-16200	AVG	14400-16200	119	854	41.06	2686.25
120:14400-16200	AVG	14400-16200	120	106	25.19	1656.68
121:14400-16200	AVG	14400-16200	121	94	22.2	1316.7
122:14400-16200	AVG	14400-16200	122	276	35.05	2490.33
126:14400-16200	AVG	14400-16200	126	549	4.19	273.15
127:14400-16200	AVG	14400-16200	127	411	9.91	485.28
128:14400-16200	AVG	14400-16200	128	345	4.76	194.96
129:14400-16200	AVG	14400-16200	129	234	4.85	272.92
130:14400-16200	AVG	14400-16200	130	462	13.3	875.79
131:14400-16200	AVG	14400-16200	131	411	23.45	1122.76
132:14400-16200	AVG	14400-16200	132	1015	25.67	1467.03
133:14400-16200	AVG	14400-16200	133	449	26.77	1230.73
134:14400-16200	AVG	14400-16200	134	703	18.47	316.64
135:14400-16200	AVG	14400-16200	135	921	7.61	318.84
136:14400-16200	AVG	14400-16200	136	81	9.7	191.63
138:14400-16200	AVG	14400-16200	138	564	35.9	1730.9
139:14400-16200	AVG	14400-16200	139	196	51.11	2402.58
140:14400-16200	AVG	14400-16200	140	941	30.69	795.17
141:14400-16200	AVG	14400-16200	141	760	28.79	1038.41
142:14400-16200	AVG	14400-16200	142	759	11.95	431.88
143:14400-16200	AVG	14400-16200	143	678	4.78	141.75
144:14400-16200	AVG	14400-16200	144	479	18.23	728.93
145:14400-16200	AVG	14400-16200	145	200	61.03	3689.46
146:14400-16200	AVG	14400-16200	146	244	26.56	267.93
147:14400-16200	AVG	14400-16200	147	719	20.64	1237.03
201:14400-16200	AVG	14400-16200	201	929	53.94	3862.04
202:14400-16200	AVG	14400-16200	202	876	45.31	2850.26
203:14400-16200	AVG	14400-16200	203	1652	48.71	3223.65
204:14400-16200	AVG	14400-16200	204	1311	35.18	2364.75
205:14400-16200	AVG	14400-16200	205	1721	33.15	2676.78
206:14400-16200	AVG	14400-16200	206	1727	91.56	7466.89
207:14400-16200	AVG	14400-16200	207	1729	24.36	1966.03
208:14400-16200	AVG	14400-16200	208	694	66.78	2907.28
209:14400-16200	AVG	14400-16200	209	741	46.7	2885.82
210:14400-16200	AVG	14400-16200	210	2183	24.21	1977.5
211:14400-16200	AVG	14400-16200	211	2200	91.95	7465.79
212:14400-16200	AVG	14400-16200	212	2198	36.76	2907.63
213:14400-16200	AVG	14400-16200	213	1725	31.03	2316.14
214:14400-16200	AVG	14400-16200	214	1962	41.53	2773.18
215:14400-16200	AVG	14400-16200	215	840	41.27	2752.44
216:14400-16200	AVG	14400-16200	216	838	58.21	3881.49
301:14400-16200	AVG	14400-16200	301	1685	13.51	1109.9
302:14400-16200	AVG	14400-16200	302	928	54.11	3629.82
303:14400-16200	AVG	14400-16200	303	930	19.16	1201.63
304:14400-16200	AVG	14400-16200	304	2204	8.93	575.03
305:14400-16200	AVG	14400-16200	305	1656	25.35	1696.32

FREEWAY VISSIM
PM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
306:14400-16200	AVG	14400-16200	306	1653	13.73	918.93
307:14400-16200	AVG	14400-16200	307	1652	9.54	601.11
308:14400-16200	AVG	14400-16200	308	1309	32.3	2173.18
309:14400-16200	AVG	14400-16200	309	1720	7.96	596.4
310:14400-16200	AVG	14400-16200	310	1720	10.64	872.9
311:14400-16200	AVG	14400-16200	311	1728	115.19	9397.94
312:14400-16200	AVG	14400-16200	312	1730	18.82	1501.67
313:14400-16200	AVG	14400-16200	313	714	6.38	499.97
314:14400-16200	AVG	14400-16200	314	733	12.02	524.74
315:14400-16200	AVG	14400-16200	315	1494	23.53	1493.1
316:14400-16200	AVG	14400-16200	316	1494	1.2	81.28
317:14400-16200	AVG	14400-16200	317	2209	6.23	452.74
318:14400-16200	AVG	14400-16200	318	2197	13.2	1064.11
319:14400-16200	AVG	14400-16200	319	2204	125.79	10215.8
320:14400-16200	AVG	14400-16200	320	2198	19.33	1497.69
321:14400-16200	AVG	14400-16200	321	1725	29.96	2244.25
322:14400-16200	AVG	14400-16200	322	1956	11.63	801.83
323:14400-16200	AVG	14400-16200	323	1959	10.37	687.88
324:14400-16200	AVG	14400-16200	324	1963	16.69	1095.75
325:14400-16200	AVG	14400-16200	325	2380	18.16	1166.07
326:14400-16200	AVG	14400-16200	326	844	47.93	3160.43
327:14400-16200	AVG	14400-16200	327	843	12.78	827.26
328:14400-16200	AVG	14400-16200	328	2257	6.81	483.12
329:14400-16200	AVG	14400-16200	329	2409	6.35	500
401:14400-16200	AVG	14400-16200	401	756	8.86	732.47
402:14400-16200	AVG	14400-16200	402	1273	8.12	543.52
403:14400-16200	AVG	14400-16200	403	549	6.3	398.58
404:14400-16200	AVG	14400-16200	404	345	6.64	228.08
405:14400-16200	AVG	14400-16200	405	411	13.74	640.5
406:14400-16200	AVG	14400-16200	406	1015	21.91	1230.8
407:14400-16200	AVG	14400-16200	407	750	20.12	745.2
408:14400-16200	AVG	14400-16200	408	720	17.49	1057.63
409:14400-16200	AVG	14400-16200	409	462	12.88	841.38
410:14400-16200	AVG	14400-16200	410	234	7.71	370.08
411:14400-16200	AVG	14400-16200	411	411	11.9	527.14
412:14400-16200	AVG	14400-16200	412	1536	10.84	596.82
413:14400-16200	AVG	14400-16200	413	1415	10.86	730.95
414:14400-16200	AVG	14400-16200	414	153	16.16	974.51
501:14400-16200	AVG	14400-16200	501	1685	19.38	1591.91
502:14400-16200	AVG	14400-16200	502	931	73.6	4856.68
503:14400-16200	AVG	14400-16200	503	2204	8.53	548.93
504:14400-16200	AVG	14400-16200	504	1652	48.34	3198.76
505:14400-16200	AVG	14400-16200	505	1310	33.68	2265.44
506:14400-16200	AVG	14400-16200	506	1729	152.51	12367.83
507:14400-16200	AVG	14400-16200	507	715	37.56	2207.65
508:14400-16200	AVG	14400-16200	508	1494	23.33	1487.34
509:14400-16200	AVG	14400-16200	509	2198	163.59	13157.52
510:14400-16200	AVG	14400-16200	510	1725	29.53	2211.71
511:14400-16200	AVG	14400-16200	511	1963	39.4	2632.37
512:14400-16200	AVG	14400-16200	512	2380	17.95	1152.88
513:14400-16200	AVG	14400-16200	513	843	64.15	4196.15
514:14400-16200	AVG	14400-16200	514	2406	12.87	1042.97

APPENDIX C 2045 NO-BUILD CONDITIONS TRAFFIC ANALYSIS SUPPORTING INFORMATION

- VISSIM INTERSECTION OUTPUT

- VISSIM FREEWAY OUTPUT

VISSIM INTERSECTION OUTPUT

(AM PEAK PERIOD)

Hour 1

VISSIM INTERSECTION OUTPUT
AM HOUR 1

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
3-SBT	SBT	3	AVG	1800-5400	3-4: NW 12th Ave@826.5-8: NW 12th Ave@1.7	940		8.56	23.85	279.28
3-SBR	SBR	3	AVG	1800-5400	3-4: NW 12th Ave@826.5-10: NW 40th St@29.2	12		6.76	24.71	281.95
3-WBL	WBL	3	AVG	1800-5400	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-8: NW 1	176		30.25	30.08	176.69
3-WBT	WBT	3	AVG	1800-5400	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-10: NW 4	19		32.94	29.77	177.28
3-WBR	WBR	3	AVG	1800-5400	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-10035@	50		9.31	29.26	176.64
3-NBT	NBT	3	AVG	1800-5400	3-10034@1.9-1: NW 12th Ave@13.7	682		4.33	9.44	134.83
3-NBL	NBL	3	AVG	1800-5400	3-10036@3.3-10: NW 40th St@29.2	53		9.75	7.56	134.83
3-Overall	Overall	3	AVG	1800-5400	3	1932		9.34	22.1	281.95
4-NBT	NBT	4	AVG	1800-5400	4-7: NW 12th Ave@671.4-3: NW 12th Ave@24.5	630		11.07	24.57	219.43
4-NBR	NBR	4	AVG	1800-5400	4-7: NW 12th Ave@671.4-159: NW 39th St@17.7	27		9.73	24.41	219.71
4-SBT	SBT	4	AVG	1800-5400	4-8: NW 12th Ave@183.1-2: NW 12th Ave@16.5	1070		8.51	35.31	313.28
4-SBL	SBL	4	AVG	1800-5400	4-8: NW 12th Ave@183.1-159: NW 39th St@17.7	47		9.42	35.13	312.92
4-EBR	EBR	4	AVG	1800-5400	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-2: NW 12th Ave@1	489		16.4	56.4	365.75
4-EBL	EBL	4	AVG	1800-5400	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-3: NW 12th Ave@2	104		23.98	51.02	365.34
4-EBT	EBT	4	AVG	1800-5400	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-159: NW 39th St@1	145		24.81	56.62	365.87
4-Overall	Overall	4	AVG	1800-5400	4	2513		12.3	40.5	380.76
35-NBT	NBT	35	AVG	1800-5400	35-37: N Miami Ave@117.5-15: N Miami Ave@41.4	661		7.37	142.6	245.15
35-NBL (On-Ramp)	NBL (On-Ramp)	35	AVG	1800-5400	35-37: N Miami Ave@117.5-22: I-195 WB On-Ramp@14.9	182		25.75	142.6	245.15
35-NBL	NBL	35	AVG	1800-5400	35-37: N Miami Ave@117.5-23: NW 38th St@17.0	4		119.77	142.6	245.15
35-NBR	NBR	35	AVG	1800-5400	35-37: N Miami Ave@117.5-55: NE 38th St@30.6	115		104.66	142.6	245.15
35-SBR (On-Ramp)	SBR (On-Ramp)	35	AVG	1800-5400	35-38: N Miami Ave@1597.7-22: I-195 WB On-Ramp@14.9	621		51.15	1555.29	1671.64
35-SBR	SBR	35	AVG	1800-5400	35-38: N Miami Ave@1597.7-23: NW 38th St@17.0	6		44.6	1554.53	1670.89
35-SBT	SBT	35	AVG	1800-5400	35-38: N Miami Ave@1597.7-41: N Miami Ave@22.6	613		82.92	1553.99	1670.35
35-WBR	WBR	35	AVG	1800-5400	35-39: NE 38th St@541.1-15: N Miami Ave@41.4	8		61.45	54.86	311.78
35-WBT (On-Ramp	WBT (On-Ramp	35	AVG	1800-5400	35-39: NE 38th St@541.1-22: I-195 WB On-Ramp@14.9	85		86.73	55.12	312.19
35-WBT	WBT	35	AVG	1800-5400	35-39: NE 38th St@541.1-23: NW 38th St@17.0	0		102.18	55.6	312.95
35-WBL	WBL	35	AVG	1800-5400	35-39: NE 38th St@541.1-41: N Miami Ave@22.6	8		108.64	55.38	312.61
35-Overall	Overall	35	AVG	1800-5400	35	2304		48.45	628.42	1671.64
36-NBT (10064)	NBT (10064)	36	AVG	1800-5400	36-40: N Miami Ave@171.9-10064@80.2	489		62.3	215.33	329.74
36-NBT (10139)	NBT (10139)	36	AVG	1800-5400	36-40: N Miami Ave@171.9-10139@80.8	181		50.18	215.33	329.74
36-EBR	EBR	36	AVG	1800-5400	36-43: I-195 EB Off-Ramp (from I-95)@460.4-47: N Miami Ave@	471		119.76	1089.8	1698.14
36-EBL	EBL	36	AVG	1800-5400	36-43: I-195 EB Off-Ramp (from I-95)@460.4-10065@83.5	300		130.82	1089.93	1698.26
36-SBT	SBT	36	AVG	1800-5400	36-10066@6.4-47: N Miami Ave@13.8	623		45.76	147.2	291.61
36-Overall	Overall	36	AVG	1800-5400	36	2063		76.88	635.57	1698.29
37-NBL	NBL	37	AVG	1800-5400	37-45: N Miami Ave@208.2-18: NW 36th St@64.1	12		155.19	1244.6	1327.93
37-NBT	NBT	37	AVG	1800-5400	37-45: N Miami Ave@208.2-40: N Miami Ave@25.7	465		239.53	1244.6	1327.93
37-NBR	NBR	37	AVG	1800-5400	37-45: N Miami Ave@208.2-59: NE 36th St@45.6	47		105.84	1244.6	1327.93
37-SBT	SBT	37	AVG	1800-5400	37-47: N Miami Ave@157.3-16: N Miami Ave@41.5	629		26.26	172.35	335.37
37-SBR	SBR	37	AVG	1800-5400	37-47: N Miami Ave@157.3-18: NW 36th St@64.1	198		20.74	172.75	337.72
37-SBL	SBL	37	AVG	1800-5400	37-47: N Miami Ave@157.3-59: NE 36th St@45.6	257		46.92	173.18	337.31
37-EBR	EBR	37	AVG	1800-5400	37-50: NW 36th St@207.7-16: N Miami Ave@41.5	32		71.66	363.05	483.69
37-EBL	EBL	37	AVG	1800-5400	37-50: NW 36th St@207.7-40: N Miami Ave@25.7	113		332.26	364.1	483.69
37-EBT	EBT	37	AVG	1800-5400	37-50: NW 36th St@207.7-59: NE 36th St@45.6	436		82.56	364.02	483.69
37-WBL	WBL	37	AVG	1800-5400	37-52: NE 36th St@194.9-16: N Miami Ave@41.5	105		117.11	521.61	724.27
37-WBT	WBT	37	AVG	1800-5400	37-52: NE 36th St@194.9-18: NW 36th St@64.1	286		130.63	521.39	724.04
37-WBR	WBR	37	AVG	1800-5400	37-52: NE 36th St@194.9-40: N Miami Ave@25.7	101		243.85	520.97	723.8

VISSIM INTERSECTION OUTPUT
AM HOUR 1

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT		VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
37-Overall	Overall	37	AVG	1800-5400		37	2681		108.42	575.6	1327.93
38-NBT	NBT	38	AVG	1800-5400	38-53: NE 1st Ave@395.5-26: NE 1st Ave@6.9		31		103.7	89.13	427.87
38-NBR	NBR	38	AVG	1800-5400	38-53: NE 1st Ave@395.5-70: NE 38th St@10.3		23		227.83	102.28	455.06
38-NBL	NBL	38	AVG	1800-5400	38-53: NE 1st Ave@395.5-10083@85.1		31		108.8	104.3	466.62
38-SBT	SBT	38	AVG	1800-5400	38-54: NE 1st Ave@1159.7-58: NE 1st Ave@2.0		91		155.41	453.99	1060.88
38-SBL	SBL	38	AVG	1800-5400	38-54: NE 1st Ave@1159.7-70: NE 38th St@10.3		25		273.37	479.67	1097.01
38-SBR	SBR	38	AVG	1800-5400	38-54: NE 1st Ave@1159.7-10084@43.8		34		175.5	475.04	1091.91
38-EBL	EBL	38	AVG	1800-5400	38-55: NE 38th St@570.9-26: NE 1st Ave@6.9		18		205.56	424.99	683.22
38-EBR	EBR	38	AVG	1800-5400	38-55: NE 38th St@570.9-58: NE 1st Ave@2.0		10		282.74	419.73	676.55
38-EBT	EBT	38	AVG	1800-5400	38-55: NE 38th St@570.9-70: NE 38th St@10.3		68		356.38	432.41	691.28
38-WBR	WBR	38	AVG	1800-5400	38-56: NE 38th St@580.8-26: NE 1st Ave@6.9		6		7.33	8.04	133.56
38-WBL	WBL	38	AVG	1800-5400	38-56: NE 38th St@580.8-58: NE 1st Ave@2.0		6		34.29	6.23	96.74
38-WBT	WBT	38	AVG	1800-5400	38-56: NE 38th St@580.8-10085@82.0		34		11.8	3.97	133.29
38-Overall	Overall	38	AVG	1800-5400		38	376		181.54	249.98	1134.99
39-NBL	NBL	39	AVG	1800-5400	39-57: NE 1st Ave@1113.9-51: NE 36th St@5.8		26		178.88	216.48	747.19
39-NBT	NBT	39	AVG	1800-5400	39-57: NE 1st Ave@1113.9-53: NE 1st Ave@26.0		47		144.25	198.17	712.33
39-NBR	NBR	39	AVG	1800-5400	39-57: NE 1st Ave@1113.9-75: NE 36th St@7.4		45		125.45	209.44	732.63
39-SBT	SBT	39	AVG	1800-5400	39-58: NE 1st Ave@368.5-27: NE 1st Ave@6.8		18		149.28	102.5	404.93
39-SBR	SBR	39	AVG	1800-5400	39-58: NE 1st Ave@368.5-51: NE 36th St@5.8		65		154.81	122.31	448.37
39-SBL	SBL	39	AVG	1800-5400	39-58: NE 1st Ave@368.5-75: NE 36th St@7.4		15		98.24	126.43	460.33
39-EBR	EBR	39	AVG	1800-5400	39-60: NE 36th St@298.5-27: NE 1st Ave@6.8		9		8.43	58.22	480.02
39-EBL	EBL	39	AVG	1800-5400	39-60: NE 36th St@298.5-53: NE 1st Ave@26.0		15		39.64	54.5	455.67
39-EBT	EBT	39	AVG	1800-5400	39-60: NE 36th St@298.5-75: NE 36th St@7.4		711		22.05	50.24	436.83
39-WBL	WBL	39	AVG	1800-5400	39-62: NE 36th St@119.0-27: NE 1st Ave@6.8		10		20.45	192.83	650.91
39-WBT	WBT	39	AVG	1800-5400	39-62: NE 36th St@119.0-51: NE 36th St@5.8		420		80.2	176.16	608.94
39-WBR	WBR	39	AVG	1800-5400	39-62: NE 36th St@119.0-53: NE 1st Ave@26.0		30		72.85	194.99	650.27
39-Overall	Overall	39	AVG	1800-5400		39	1410		57.03	141.86	902.28
40-NBL	NBL	40	AVG	1800-5400	40-64: NE 2nd Ave@120.9-33: NE 39th St@20.8		6		38.44	298.83	388.44
40-NBT	NBT	40	AVG	1800-5400	40-64: NE 2nd Ave@120.9-36: NE 2nd Ave@71.2		162		153.45	298.89	388.44
40-NBR	NBR	40	AVG	1800-5400	40-64: NE 2nd Ave@120.9-81: NE 39th St@39.0		44		334.82	298.85	388.44
40-SBR	SBR	40	AVG	1800-5400	40-65: NE 2nd Ave@752.3-33: NE 39th St@20.8		19		131.56	777.86	870.24
40-SBT	SBT	40	AVG	1800-5400	40-65: NE 2nd Ave@752.3-69: NE 2nd Ave@48.4		192		112.33	777.86	870.24
40-SBL	SBL	40	AVG	1800-5400	40-65: NE 2nd Ave@752.3-81: NE 39th St@39.0		40		1244.56	777.6	869.98
40-EBL	EBL	40	AVG	1800-5400	40-66: NE 39th St@103.0-36: NE 2nd Ave@71.2		14		224.11	117.62	160.88
40-EBR	EBR	40	AVG	1800-5400	40-66: NE 39th St@103.0-69: NE 2nd Ave@48.4		12		179.35	117.6	160.88
40-EBT	EBT	40	AVG	1800-5400	40-66: NE 39th St@103.0-81: NE 39th St@39.0		50		413.88	117.63	160.88
40-WBT	WBT	40	AVG	1800-5400	40-67: NE 39th St@171.9-33: NE 39th St@20.8		69		24.92	21.93	202.68
40-WBR	WBR	40	AVG	1800-5400	40-67: NE 39th St@171.9-36: NE 2nd Ave@71.2		48		16.85	21.82	202.68
40-WBL	WBL	40	AVG	1800-5400	40-67: NE 39th St@171.9-69: NE 2nd Ave@48.4		35		35.78	21.94	202.68
40-Overall	Overall	40	AVG	1800-5400		40	691		202.83	304.04	870.24
41-NBL	NBL	41	AVG	1800-5400	41-68: NE 2nd Ave@247.3-56: NE 38th St@8.5		17		184.8	389.97	617.49
41-NBT	NBT	41	AVG	1800-5400	41-68: NE 2nd Ave@247.3-63: NE 2nd Ave@7.0		133		270.49	355.47	575.78
41-SBT	SBT	41	AVG	1800-5400	41-69: NE 2nd Ave@247.3-21: NE 2nd Ave@4.5		211		4.61	6.46	182.19
41-SBR	SBR	41	AVG	1800-5400	41-69: NE 2nd Ave@247.3-56: NE 38th St@8.5		30		2.07	7.47	213.99
41-EBR	EBR	41	AVG	1800-5400	41-70: NE 38th St@582.2-21: NE 2nd Ave@4.5		23		313.47	481.79	659.62
41-EBL	EBL	41	AVG	1800-5400	41-70: NE 38th St@582.2-63: NE 2nd Ave@7.0		80		448.44	515.53	695.69

VISSIM INTERSECTION OUTPUT
AM HOUR 1

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT		VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
41-EBT	EBT	41	AVG	1800-5400	41-70: NE 38th St@582.2-188@5.1		0			481.79	659.62
41-WBL	WBL	41	AVG	1800-5400	41-71@192.3-21: NE 2nd Ave@4.5		0			0	0
41-WBT	WBT	41	AVG	1800-5400	41-71@192.3-56: NE 38th St@8.5		0			0	0
41-WBR	WBR	41	AVG	1800-5400	41-71@192.3-63: NE 2nd Ave@7.0		0			0	0
41-Overall	Overall	41	AVG	1800-5400		41	493		163.22	195.19	695.69
42-SEBT	SEBT	42	AVG	1800-5400	42-21: NE 2nd Ave@278.6-29: NE 2nd Ave@36.0		172		79.34	81	473.42
42-SEBR	SEBR	42	AVG	1800-5400	42-21: NE 2nd Ave@278.6-61: NE 36th St@21.7		33		71.22	43.51	393.9
42-SEBL (79)	SEBL (79)	42	AVG	1800-5400	42-21: NE 2nd Ave@278.6-79: Federal Hwy@48.2		1		56.49	78.13	472.77
42-SEBL	SEBL	42	AVG	1800-5400	42-21: NE 2nd Ave@278.6-94: NE 36th St@39.9		35		94.59	78.45	472.77
42-NBL	NBL	42	AVG	1800-5400	42-72: NE 2nd Ave@1267.8-61: NE 36th St@21.7		61		259.16	816.46	1329.39
42-NBT	NBT	42	AVG	1800-5400	42-72: NE 2nd Ave@1267.8-79: Federal Hwy@48.2		175		141.42	816.48	1329.39
42-NBR	NBR	42	AVG	1800-5400	42-72: NE 2nd Ave@1267.8-94: NE 36th St@39.9		27		133.31	816.46	1329.39
42-NBT (10048)	NBT (10048)	42	AVG	1800-5400	42-72: NE 2nd Ave@1267.8-10048@5.8		101		381.89	816.46	1329.39
42-SBT	SBT	42	AVG	1800-5400	42-74: Federal Hwy@24.8-29: NE 2nd Ave@36.0		306		226.74	823.16	878.54
42-SBR	SBR	42	AVG	1800-5400	42-74: Federal Hwy@24.8-61: NE 36th St@21.7		50		345.88	822.71	878.09
42-SBL	SBL	42	AVG	1800-5400	42-74: Federal Hwy@24.8-94: NE 36th St@39.9		31		270.51	823.95	879.34
42-SBR (10048)	SBR (10048)	42	AVG	1800-5400	42-74: Federal Hwy@24.8-10048@5.8		5		511.96	822.66	878.04
42-EBR	EBR	42	AVG	1800-5400	42-76: NE 36th St@312.0-29: NE 2nd Ave@36.0		235		53.05	334.23	707.52
42-EBL	EBL	42	AVG	1800-5400	42-76: NE 36th St@312.0-79: Federal Hwy@48.2		71		146.61	332.83	704.52
42-EBT	EBT	42	AVG	1800-5400	42-76: NE 36th St@312.0-94: NE 36th St@39.9		441		109.45	335.68	707.52
42-EBL (10048)	EBL (10048)	42	AVG	1800-5400	42-76: NE 36th St@312.0-10048@5.8		14		430.21	335.59	707.52
42-WBT	WBT	42	AVG	1800-5400	42-77: NE 36th St@309.5-61: NE 36th St@21.7		349		91.98	139.1	429.57
42-WBR	WBR	42	AVG	1800-5400	42-77: NE 36th St@309.5-79: Federal Hwy@48.2		54		91.53	139.04	429.57
42-WBR (10048)	WBR (10048)	42	AVG	1800-5400	42-77: NE 36th St@309.5-10048@5.8		35		283.83	139.01	429.57
42-Overall	Overall	42	AVG	1800-5400		42	2197		145.52	452.36	1329.39
43-SBL	SBL	43	AVG	1800-5400	43-80: Federal Hwy@191.5-34: NE 39th St@42.3		8		141.34	181.47	230.8
43-SBR	SBR	43	AVG	1800-5400	43-80: Federal Hwy@191.5-67: NE 39th St@13.6		47		140.47	215.64	266.09
43-SBT	SBT	43	AVG	1800-5400	43-80: Federal Hwy@191.5-73: Federal Hwy@18.3		322		217.82	215.66	266.09
43-EBL	EBL	43	AVG	1800-5400	43-81: NE 39th St@196.0-30: Federal Hwy@31.2		52		172.96	302.37	338.79
43-EBT	EBT	43	AVG	1800-5400	43-81: NE 39th St@196.0-34: NE 39th St@42.3		36		164.62	301.47	337.89
43-EBR	EBR	43	AVG	1800-5400	43-81: NE 39th St@196.0-73: Federal Hwy@18.3		43		826.85	302.65	339.05
43-WBR	WBR	43	AVG	1800-5400	43-82: NE 38th St@237.4-30: Federal Hwy@31.2		19		148.51	98.38	254.01
43-WBT	WBT	43	AVG	1800-5400	43-82: NE 38th St@237.4-67: NE 39th St@13.6		82		174.88	98.62	253.98
43-WBL	WBL	43	AVG	1800-5400	43-82: NE 38th St@237.4-73: Federal Hwy@18.3		28		169.04	97.24	252.98
43-NBT	NBT	43	AVG	1800-5400	43-83: Federal Hwy@533.6-30: Federal Hwy@31.2		261		23.61	57.32	535.33
43-NBR	NBR	43	AVG	1800-5400	43-83: Federal Hwy@533.6-34: NE 39th St@42.3		16		17.41	56.99	535.33
43-NBL	NBL	43	AVG	1800-5400	43-83: Federal Hwy@533.6-67: NE 39th St@13.6		22		45.28	57	535.33
43-WBR (34)	WBR (34)	43	AVG	1800-5400	43-10153@3.3-34: NE 39th St@42.3		3		79.45	0	0
43-Overall	Overall	43	AVG	1800-5400		43	938		167.84	152.68	556.51
44-NBT	NBT	44	AVG	1800-5400	44-85: Biscayne Blvd@133.6-24: Biscayne Blvd@23.4		903		38.07	325.46	696.27
44-NBL	NBL	44	AVG	1800-5400	44-85: Biscayne Blvd@133.6-82: NE 38th St@42.0		26		75.08	315.95	695.22
44-NBR	NBR	44	AVG	1800-5400	44-85: Biscayne Blvd@133.6-161: NE 38th St@79.2		312		35.53	324.18	695.22
44-SBR	SBR	44	AVG	1800-5400	44-87: Biscayne Blvd@344.4-82: NE 38th St@42.0		21		36	899.67	1178.32
44-SBT	SBT	44	AVG	1800-5400	44-87: Biscayne Blvd@344.4-92: Biscayne Blvd@30.4		1358		42.12	899.51	1178.11
44-SBL	SBL	44	AVG	1800-5400	44-87: Biscayne Blvd@344.4-161: NE 38th St@79.2		339		70.13	899.31	1177.91
44-WBR	WBR	44	AVG	1800-5400	44-89: NE 38th St@26.9-24: Biscayne Blvd@23.4		258		100.95	993.42	1095.28

VISSIM INTERSECTION OUTPUT
AM HOUR 1

ID	Movement	Node		SIMRUN	TIMEINT	MOVEMENT		VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
44-WBT	WBT	44		AVG	1800-5400	44-89: NE 38th St@26.9-82: NE 38th St@42.0		95		144.08	993.42	1095.28
44-WBL	WBL	44		AVG	1800-5400	44-89: NE 38th St@26.9-92: Biscayne Blvd@30.4		376		144.05	993.42	1095.28
44-Overall	Overall		44	AVG	1800-5400		44	3688		60.39	738.26	1178.32
45-NBL	NBL	45		AVG	1800-5400	45-91: Biscayne Blvd@200.0-77: NE 36th St@20.3		87		132.75	1614.01	1689.59
45-NBT	NBT	45		AVG	1800-5400	45-91: Biscayne Blvd@200.0-84: Biscayne Blvd@42.1		852		102.44	1614	1689.54
45-NBR	NBR	45		AVG	1800-5400	45-91: Biscayne Blvd@200.0-104: NE 36th St@54.2		125		67.98	1614.01	1689.59
45-SBT	SBT	45		AVG	1800-5400	45-93: Biscayne Blvd@288.0-25: Biscayne Blvd@32.5		1201		36.33	1532.28	1689.09
45-SBR	SBR	45		AVG	1800-5400	45-93: Biscayne Blvd@288.0-77: NE 36th St@20.3		256		42.65	1531.7	1689.09
45-SBL	SBL	45		AVG	1800-5400	45-93: Biscayne Blvd@288.0-104: NE 36th St@54.2		267		68.05	1532.29	1689.09
45-EBR	EBR	45		AVG	1800-5400	45-95: NE 36th St@227.6-25: Biscayne Blvd@32.5		194		36.04	306.42	583.11
45-EBL	EBL	45		AVG	1800-5400	45-95: NE 36th St@227.6-84: Biscayne Blvd@42.1		75		107.19	306.54	583.11
45-EBT	EBT	45		AVG	1800-5400	45-95: NE 36th St@227.6-104: NE 36th St@54.2		265		105.91	306.84	583.11
45-WBL	WBL	45		AVG	1800-5400	45-97: NE 36th St@236.9-25: Biscayne Blvd@32.5		381		98.8	272.86	474.51
45-WBT	WBT	45		AVG	1800-5400	45-97: NE 36th St@236.9-77: NE 36th St@20.3		117		120.57	272.85	474.51
45-WBR	WBR	45		AVG	1800-5400	45-97: NE 36th St@236.9-84: Biscayne Blvd@42.1		327		57.45	272.8	474.51
45-Overall	Overall		45	AVG	1800-5400		45	4147		70.56	931.38	1695.34
46-SBR	SBR	46		AVG	1800-5400	46-98: NE 6th Ave@724.9-162: NE 38th St@34.9		4		2128.54	630.01	790.15
46-EBR	EBR	46		AVG	1800-5400	46-99: NE 38th St@568.3-103@19.6		9		0.69	0	2.25
46-WBL	WBL	46		AVG	1800-5400	46-100: I-195 WB Off-Ramp@323.1-103@19.6		4		79.19	1351.28	1688.41
46-WBT	WBT	46		AVG	1800-5400	46-100: I-195 WB Off-Ramp@323.1-162: NE 38th St@34.9		741		161.58	1351.28	1688.41
46-WBR	WBR	46		AVG	1800-5400	46-100: I-195 WB Off-Ramp@323.1-10183@47.9		60		87.43	1351.28	1688.41
46-Overall	Overall		46	AVG	1800-5400		46	818		163.41	660.43	1688.41
49-EBT	EBT	49		AVG	1800-5400	49-104: NE 36th St@325.6-109: NE 36th St@65.7		655		0.84	0.01	9.32
49-WBT	WBT	49		AVG	1800-5400	49-105: NE 36th St@104.7-96: NE 36th St@85.2		169		119.32	208.7	262.33
49-SBR	SBR	49		AVG	1800-5400	49-106: I-195 EB Off-Ramp@145.5-96: NE 36th St@85.2		660		33.47	390.41	1505.45
49-Overall	Overall		49	AVG	1800-5400		49	1484		28.41	199.71	1505.45
52-NBR	NBR	52		AVG	1800-5400	52-107@640.1-19: NE 36th St (To I-195 EB)@1.4		63		502.16	634.77	710.96
52-NBT	NBT	52		AVG	1800-5400	52-107@640.1-28: NE 5th Ave@11.9		1		354.55	616.25	740.24
52-NBL	NBL	52		AVG	1800-5400	52-107@640.1-105: NE 36th St@40.9		45		594.57	641.87	718.03
52-SBL	SBL	52		AVG	1800-5400	52-108: NE 5th Ave@135.2-19: NE 36th St (To I-195 EB)@1.4		0			3.06	47.63
52-SBT	SBT	52		AVG	1800-5400	52-108: NE 5th Ave@135.2-102@10.7		2		59.65	5.06	91.38
52-SBR	SBR	52		AVG	1800-5400	52-108: NE 5th Ave@135.2-105: NE 36th St@40.9		7		502.72	7.24	61.31
52-EBT	EBT	52		AVG	1800-5400	52-109: NE 36th St@135.4-19: NE 36th St (To I-195 EB)@1.4		642		0.65	0	0
52-EBL	EBL	52		AVG	1800-5400	52-109: NE 36th St@135.4-28: NE 5th Ave@11.9		6		0.95	0.01	5.81
52-EBR	EBR	52		AVG	1800-5400	52-109: NE 36th St@135.4-102@10.7		8		0.38	0	0
52-WBR	WBR	52		AVG	1800-5400	52-110: NE 36th St (To I-195 EB)@764.6-28: NE 5th Ave@11.9		0			676.45	821.67
52-WBL	WBL	52		AVG	1800-5400	52-110: NE 36th St (To I-195 EB)@764.6-102@10.7		2		272.1	697.54	844.33
52-WBT	WBT	52		AVG	1800-5400	52-110: NE 36th St (To I-195 EB)@764.6-105: NE 36th St@40.9		117		509.23	651.45	794.82
52-Overall	Overall		52	AVG	1800-5400		52	892		128.46	327.81	844.33
57-NBT	NBT	57		AVG	1800-5400	57-115: Alton Road@150.4-177: Alton Road@63.8		1102		0.15	0	0
57-SBT	SBT	57		AVG	1800-5400	57-116: Alton Road@1341.5-121: Alton Road@19.9		1572		42.47	1097.48	1378.15
57-SBR	SBR	57		AVG	1800-5400	57-116: Alton Road@1341.5-179: N Bay Road North@24.4		2		36.97	1097.48	1378.15
57-EBR	EBR	57		AVG	1800-5400	57-117: N Bay Road North@435.3-121: Alton Road@19.9		3		3080.65	478.46	493.77
57-Overall	Overall		57	AVG	1800-5400		57	2679		28.32	525.31	1378.15
58-NBT	NBT	58		AVG	1800-5400	58-119@313.9-115: Alton Road@14.5		1047		14.93	157.72	571.3
58-NBR	NBR	58		AVG	1800-5400	58-119@313.9-175: 43rd Street@22.8		64		17.02	145.93	572.02

VISSIM INTERSECTION OUTPUT
AM HOUR 1

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
58-NBL	NBL	58	AVG	1800-5400	58-119@313.9-187: Ed Sullivan Dr@53.5	524		75.27	157.72	571.16
58-SBL	SBL	58	AVG	1800-5400	58-123: Alton Road@93.1-175: 43rd Street@22.8	41		18.25	143.2	293.53
58-SBT	SBT	58	AVG	1800-5400	58-123: Alton Road@93.1-183@60.1	1348		20.95	152.94	293.53
58-SBR	SBR	58	AVG	1800-5400	58-123: Alton Road@93.1-187: Ed Sullivan Dr@53.5	186		17.39	152.46	293.53
58-EBL	EBL	58	AVG	1800-5400	58-124: Ed Sullivan Dr@790.9-115: Alton Road@14.5	42		71.46	35.6	165.62
58-EBT	EBT	58	AVG	1800-5400	58-124: Ed Sullivan Dr@790.9-175: 43rd Street@22.8	59		72.04	39.2	178.52
58-EBR	EBR	58	AVG	1800-5400	58-124: Ed Sullivan Dr@790.9-183@60.1	115		21.57	23.9	169.86
58-WBL	WBL	58	AVG	1800-5400	58-125: 43rd Street@131.1-183@60.1	9		79.79	93.11	354.09
58-WBT	WBT	58	AVG	1800-5400	58-125: 43rd Street@131.1-187: Ed Sullivan Dr@53.5	161		82.01	91.89	352.56
58-NWBT	NWBT	58	AVG	1800-5400	58-184: N Bay Rd@266.4-115: Alton Road@14.5	11		25.07	157.72	571.3
58-NWBR	NWBR	58	AVG	1800-5400	58-184: N Bay Rd@266.4-175: 43rd Street@22.8	1		15.3	145.93	572.02
58-NWBL	NWBL	58	AVG	1800-5400	58-184: N Bay Rd@266.4-187: Ed Sullivan Dr@53.5	0			157.72	571.16
58-Overall	Overall	58	AVG	1800-5400	58	3608		31.16	108.52	572.02
61-SBT	SBT	61	AVG	1800-5400	61-130@220.9-172: Unnamed Road@7.9	222		11.63	6.39	139.13
61-SBR	SBR	61	AVG	1800-5400	61-130@220.9-176: Alton Road@20.2	12		13.81	14.6	160.49
61-WBT	WBT	61	AVG	1800-5400	61-10220@0.6-176: Alton Road@20.2	1470		0.23	0	0
61-Overall	Overall	61	AVG	1800-5400	61	1704		1.81	7	160.49
63-NBL	NBL	63	AVG	1800-5400	63-132: Alton Road@140.5-12@13.5	108		50.3	63.41	277.67
63-NBT	NBT	63	AVG	1800-5400	63-132: Alton Road@140.5-163: Alton Road@28.9	137		48.87	63.41	277.67
63-NBR	NBR	63	AVG	1800-5400	63-132: Alton Road@140.5-168: 41 Street/ Art Godfrey Road@1	89		29.62	63.41	277.67
63-SBR	SBR	63	AVG	1800-5400	63-134: Alton Road@43.1-12@13.5	262		13.27	35.85	143.14
63-SBT	SBT	63	AVG	1800-5400	63-134: Alton Road@43.1-141: Alton Road@4.7	105		27.67	36.74	143.14
63-SBL	SBL	63	AVG	1800-5400	63-134: Alton Road@43.1-168: 41 Street/ Art Godfrey Road@11	57		38.05	35.92	143.14
63-EBL	EBL	63	AVG	1800-5400	63-136: 41 Street/ Art Godfrey Road@324.2-163: Alton Road@2	274		55.58	197.57	1111.54
63-EBT	EBT	63	AVG	1800-5400	63-136: 41 Street/ Art Godfrey Road@324.2-168: 41 Street/ Art (	1186		20.86	197.7	1111.3
63-WBT	WBT	63	AVG	1800-5400	63-139: 41 Street/ Art Godfrey Road@83.8-12@13.5	1195		37.97	264.52	883.05
63-WBL	WBL	63	AVG	1800-5400	63-139: 41 Street/ Art Godfrey Road@83.8-141: Alton Road@4.7	43		50.01	264.21	883.05
63-WBR	WBR	63	AVG	1800-5400	63-139: 41 Street/ Art Godfrey Road@83.8-163: Alton Road@28	71		24.79	265.48	884.67
63-EBR	EBR	63	AVG	1800-5400	63-10223@17.2-141: Alton Road@4.7	73		17.19	192.73	1135.09
63-Overall	Overall	63	AVG	1800-5400	63	3600		31.63	140.08	1142.33
64-NBR	NBR	64	AVG	1800-5400	64-140: Alton Road@213.9-111: W 39th St@6.6	88		2.05	2.01	134.02
64-NBL	NBL	64	AVG	1800-5400	64-140: Alton Road@213.9-112@14.6	0			1.96	131.93
64-NBT	NBT	64	AVG	1800-5400	64-140: Alton Road@213.9-132: Alton Road@10.8	243		2.7	1.23	99.29
64-SBL	SBL	64	AVG	1800-5400	64-141: Alton Road@121.3-111: W 39th St@6.6	51		2.39	0.37	44.54
64-SBR	SBR	64	AVG	1800-5400	64-141: Alton Road@121.3-112@14.6	0			0.16	41.24
64-SBT	SBT	64	AVG	1800-5400	64-141: Alton Road@121.3-145: Alton Road@33.5	170		0.22	0.04	16.75
64-EBT	EBT	64	AVG	1800-5400	64-142@109.2-111: W 39th St@6.6	5		9.62	0.53	51.52
64-EBL	EBL	64	AVG	1800-5400	64-142@109.2-132: Alton Road@10.8	13		9.81	0.02	20.93
64-EBR	EBR	64	AVG	1800-5400	64-142@109.2-145: Alton Road@33.5	7		6.95	0.55	51.97
64-WBR	WBR	64	AVG	1800-5400	64-10241@65.4-132: Alton Road@10.8	84		6.88	0.35	61.04
64-WBL	WBL	64	AVG	1800-5400	64-10244@63.1-145: Alton Road@33.5	79		8.65	2.6	70.66
64-Overall	Overall	64	AVG	1800-5400	64	739		3.36	0.89	135.98
65-NBR	NBR	65	AVG	1800-5400	65-144: Alton Road@360.8-113: Barry St@24.6	33		1.13	0.09	47.97
65-NBT	NBT	65	AVG	1800-5400	65-144: Alton Road@360.8-140: Alton Road@20.5	282		0.38	0.03	24.53
65-NBL	NBL	65	AVG	1800-5400	65-144: Alton Road@360.8-171@30.9	20		0.4	0.08	61.84
65-SBL	SBL	65	AVG	1800-5400	65-145: Alton Road@221.1-113: Barry St@24.6	75		0.61	0	0

VISSIM INTERSECTION OUTPUT
AM HOUR 1

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
65-SBT	SBT	65	AVG	1800-5400	65-145: Alton Road@221.1-130@14.0	163		0.32	0	0
65-SBR	SBR	65	AVG	1800-5400	65-145: Alton Road@221.1-171@30.9	16		0.69	0.01	7.17
65-EBT	EBT	65	AVG	1800-5400	65-146@347.6-113: Barry St@24.6	0			0.08	42.7
65-EBR	EBR	65	AVG	1800-5400	65-146@347.6-130@14.0	16		7.6	1.94	84.45
65-EBL	EBL	65	AVG	1800-5400	65-146@347.6-140: Alton Road@20.5	20		6.97	1.57	75.04
65-WBL	WBL	65	AVG	1800-5400	65-147: Barry St@870.8-130@14.0	55		7.69	0.23	47.23
65-WBR	WBR	65	AVG	1800-5400	65-147: Barry St@870.8-140: Alton Road@20.5	30		8.18	4.72	101.8
65-WBT	WBT	65	AVG	1800-5400	65-147: Barry St@870.8-171@30.9	0			0.23	47.23
65-Overall	Overall	65	AVG	1800-5400	65	710		1.67	0.87	103.7
66-NBR	NBR	66	AVG	1800-5400	66-148: Alton Road@359.0-128: W 34th St@36.0	7		0.71	2.78	256.16
66-NBL	NBL	66	AVG	1800-5400	66-148: Alton Road@359.0-129@139.7	1470		1.08	2.78	256.16
66-NBT	NBT	66	AVG	1800-5400	66-148: Alton Road@359.0-144: Alton Road@27.8	320		1.25	2.78	256.16
66-WBR	WBR	66	AVG	1800-5400	66-181: W 34th St@645.8-144: Alton Road@27.8	16		4.97	0	0
66-Overall	Overall	66	AVG	1800-5400	66	1812		1.14	1.39	256.16
67-NBT	NBT	67	AVG	1800-5400	67-150: Alton Rd@108.5-148: Alton Road@8.6	1458		16.11	108.52	632.68
67-NBR	NBR	67	AVG	1800-5400	67-150: Alton Rd@108.5-169: Chase Ave@18.0	73		11.37	108.17	632.68
67-SBT	SBT	67	AVG	1800-5400	67-151: Alton Road@330.6-173: Alton Rd@9.9	1803		14.64	187.87	1338.37
67-WBR	WBR	67	AVG	1800-5400	67-155: Chase Ave@27.1-148: Alton Road@8.6	241		17.7	24.7	253.16
67-WBL	WBL	67	AVG	1800-5400	67-155: Chase Ave@27.1-173: Alton Rd@9.9	51		32.44	24.7	253.16
67-EBL	EBL	67	AVG	1800-5400	67-10260@0.4-148: Alton Road@8.6	96		30.26	18.65	166.18
67-EBT	EBT	67	AVG	1800-5400	67-10263@0.0-169: Chase Ave@18.0	29		31.26	18.46	165.75
67-EBR	EBR	67	AVG	1800-5400	67-10265@0.0-173: Alton Rd@9.9	5		22.46	31.7	195.5
67-Overall	Overall	67	AVG	1800-5400	67	3757		16.12	65.35	1338.37
68-NBR	NBR	68	AVG	1800-5400	68-157: NW 10th Ave@55.2-11: To I-95 N Express lanes@36.0	175		3.29	0.34	57.04
68-NBT	NBT	68	AVG	1800-5400	68-157: NW 10th Ave@55.2-13: NW 10th Ave@21.8	285		0.73	0	0
68-SBL	SBL	68	AVG	1800-5400	68-158: NW 10th Ave@1120.0-11: To I-95 N Express lanes@36.0	25		0.66	0	0
68-SBT	SBT	68	AVG	1800-5400	68-158: NW 10th Ave@1120.0-14: NW 10th Ave@35.5	494		0.3	0	0
68-EBT	EBT	68	AVG	1800-5400	68-159: NW 39th St@1216.3-11: To I-95 N Express lanes@36.0	93		11.69	2.01	120.39
68-EBL	EBL	68	AVG	1800-5400	68-159: NW 39th St@1216.3-13: NW 10th Ave@21.8	58		10.34	2.01	120.39
68-EBR	EBR	68	AVG	1800-5400	68-159: NW 39th St@1216.3-14: NW 10th Ave@35.5	67		9.42	13.17	179.64
68-Overall	Overall	68	AVG	1800-5400	68	1197		2.73	3.1	179.64
71-NBR	NBR	71	AVG	1800-5400	71-163: Alton Road@53.7-131: Nautilus Rd/ Michigan Ave@8.4	137		-0.03	0.01	75.17
71-NB - U	NB - U	71	AVG	1800-5400	71-163: Alton Road@53.7-134: Alton Road@22.3	0			0.01	20.95
71-NBT	NBT	71	AVG	1800-5400	71-163: Alton Road@53.7-174: 43rd Street@25.8	344		0.26	0.01	75.17
71-SBL	SBL	71	AVG	1800-5400	71-165: 43rd Street@48.2-131: Nautilus Rd/ Michigan Ave@8.4	29		5.64	0.7	50.82
71-SBT	SBT	71	AVG	1800-5400	71-165: 43rd Street@48.2-134: Alton Road@22.3	135		7.74	0.08	19.26
71-WBL	WBL	71	AVG	1800-5400	71-166: Nautilus Rd/ Michigan Ave@593.8-134: Alton Road@22.	289		145.88	604.56	675.5
71-WBR	WBR	71	AVG	1800-5400	71-166: Nautilus Rd/ Michigan Ave@593.8-174: 43rd Street@25.	27		130.64	604.8	675.74
71-Overall	Overall	71	AVG	1800-5400	71	961		48.84	201.69	675.74
88-EBT	EBT	88	AVG	1800-5400	88-124: Ed Sullivan Dr@388.0-124: Ed Sullivan Dr@525.9	215		0.21	0.04	48.95
88-WBT	WBT	88	AVG	1800-5400	88-187: Ed Sullivan Dr@344.1-114@19.8	601		6.92	20.09	353.61
88-WBL	WBL	88	AVG	1800-5400	88-187: Ed Sullivan Dr@344.1-178: Ed Sullivan Dr@16.3	281		9.02	20.09	353.61
88-Overall	Overall	88	AVG	1800-5400	88	1097		6.15	10.07	353.61

Hour 2

VISSIM INTERSECTION OUTPUT
AM HOUR 2

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
3-SBT	SBT	3	AVG	5400-9000	3-4: NW 12th Ave@826.5-8: NW 12th Ave@1.7	1175		16.48	63.95	403.1
3-SBR	SBR	3	AVG	5400-9000	3-4: NW 12th Ave@826.5-10: NW 40th St@29.2	17		12.2	65.39	405.77
3-WBL	WBL	3	AVG	5400-9000	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-8: NW 1	225		30.56	38.08	198.25
3-WBT	WBT	3	AVG	5400-9000	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-10: NW	26		32.92	37.93	198.84
3-WBR	WBR	3	AVG	5400-9000	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-10035@	64		9.33	37.39	198.2
3-NBT	NBT	3	AVG	5400-9000	3-10034@1.9-1: NW 12th Ave@13.7	860		6.47	19.18	226.99
3-NBL	NBL	3	AVG	5400-9000	3-10036@3.3-10: NW 40th St@29.2	65		14.26	17.68	227
3-Overall	Overall	3	AVG	5400-9000	3	2433		14.14	39.94	405.77
4-NBT	NBT	4	AVG	5400-9000	4-7: NW 12th Ave@671.4-3: NW 12th Ave@24.5	800		17.88	52.46	303.63
4-NBR	NBR	4	AVG	5400-9000	4-7: NW 12th Ave@671.4-159: NW 39th St@17.7	34		15.33	52.43	303.91
4-SBT	SBT	4	AVG	5400-9000	4-8: NW 12th Ave@183.1-2: NW 12th Ave@16.5	1334		11.3	66.69	325.41
4-SBL	SBL	4	AVG	5400-9000	4-8: NW 12th Ave@183.1-159: NW 39th St@17.7	63		14.24	66.46	325.05
4-EBR	EBR	4	AVG	5400-9000	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-2: NW 12th Ave@1	613		26.85	109.92	491.53
4-EBL	EBL	4	AVG	5400-9000	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-3: NW 12th Ave@2	126		18.18	101.77	491.12
4-EBT	EBT	4	AVG	5400-9000	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-159: NW 39th St@1	185		22.25	109.79	491.65
4-Overall	Overall	4	AVG	5400-9000	4	3155		17.02	79.93	491.65
35-NBT	NBT	35	AVG	5400-9000	35-37: N Miami Ave@117.5-15: N Miami Ave@41.4	363		21.7	189.45	245.27
35-NBL (On-Ramp)	NBL (On-Ramp)	35	AVG	5400-9000	35-37: N Miami Ave@117.5-22: I-195 WB On-Ramp@14.9	102		24.25	189.45	245.27
35-NBL	NBL	35	AVG	5400-9000	35-37: N Miami Ave@117.5-23: NW 38th St@17.0	2		99.35	189.45	245.27
35-NBR	NBR	35	AVG	5400-9000	35-37: N Miami Ave@117.5-55: NE 38th St@30.6	61		491.79	189.45	245.27
35-SBR (On-Ramp)	SBR (On-Ramp)	35	AVG	5400-9000	35-38: N Miami Ave@1597.7-22: I-195 WB On-Ramp@14.9	558		50.72	1556.2	1676.09
35-SBR	SBR	35	AVG	5400-9000	35-38: N Miami Ave@1597.7-23: NW 38th St@17.0	5		52.29	1555.45	1675.33
35-SBT	SBT	35	AVG	5400-9000	35-38: N Miami Ave@1597.7-41: N Miami Ave@22.6	589		78.05	1554.9	1674.79
35-WBR	WBR	35	AVG	5400-9000	35-39: NE 38th St@541.1-15: N Miami Ave@41.4	6		63.59	34.38	282.1
35-WBT (On-Ramp	WBT (On-Ramp	35	AVG	5400-9000	35-39: NE 38th St@541.1-22: I-195 WB On-Ramp@14.9	50		94.09	34.56	282.51
35-WBT	WBT	35	AVG	5400-9000	35-39: NE 38th St@541.1-23: NW 38th St@17.0	0			34.88	283.27
35-WBL	WBL	35	AVG	5400-9000	35-39: NE 38th St@541.1-41: N Miami Ave@22.6	5		98.48	34.74	282.93
35-Overall	Overall	35	AVG	5400-9000	35	1740		57.4	624.32	1676.09
36-NBT (10064)	NBT (10064)	36	AVG	5400-9000	36-40: N Miami Ave@171.9-10064@80.2	271		229.55	259.32	323.07
36-NBT (10139)	NBT (10139)	36	AVG	5400-9000	36-40: N Miami Ave@171.9-10139@80.8	101		84.95	259.32	323.07
36-EBR	EBR	36	AVG	5400-9000	36-43: I-195 EB Off-Ramp (from I-95)@460.4-47: N Miami Ave@	249		305.61	1572.34	1690.92
36-EBL	EBL	36	AVG	5400-9000	36-43: I-195 EB Off-Ramp (from I-95)@460.4-10065@83.5	160		378.72	1572.33	1691.09
36-SBT	SBT	36	AVG	5400-9000	36-10066@6.4-47: N Miami Ave@13.8	594		39.93	149.99	279.92
36-Overall	Overall	36	AVG	5400-9000	36	1375		110.24	888.5	1691.11
37-NBL	NBL	37	AVG	5400-9000	37-45: N Miami Ave@208.2-18: NW 36th St@64.1	6		100.98	1278.1	1319.22
37-NBT	NBT	37	AVG	5400-9000	37-45: N Miami Ave@208.2-40: N Miami Ave@25.7	260		544.45	1278.1	1319.22
37-NBR	NBR	37	AVG	5400-9000	37-45: N Miami Ave@208.2-59: NE 36th St@45.6	27		188.47	1278.1	1319.22
37-SBT	SBT	37	AVG	5400-9000	37-47: N Miami Ave@157.3-16: N Miami Ave@41.5	487		26.19	152.87	319.13
37-SBR	SBR	37	AVG	5400-9000	37-47: N Miami Ave@157.3-18: NW 36th St@64.1	150		22.64	153.2	321.48
37-SBL	SBL	37	AVG	5400-9000	37-47: N Miami Ave@157.3-59: NE 36th St@45.6	201		56.81	153.64	321.07
37-EBR	EBR	37	AVG	5400-9000	37-50: NW 36th St@207.7-16: N Miami Ave@41.5	18		78.88	411.25	481.05
37-EBL	EBL	37	AVG	5400-9000	37-50: NW 36th St@207.7-40: N Miami Ave@25.7	54		990.45	411.55	481.05
37-EBT	EBT	37	AVG	5400-9000	37-50: NW 36th St@207.7-59: NE 36th St@45.6	213		112.81	411.52	481.05
37-WBL	WBL	37	AVG	5400-9000	37-52: NE 36th St@194.9-16: N Miami Ave@41.5	60		165.21	666.14	724.73
37-WBT	WBT	37	AVG	5400-9000	37-52: NE 36th St@194.9-18: NW 36th St@64.1	158		326.39	665.91	724.49
37-WBR	WBR	37	AVG	5400-9000	37-52: NE 36th St@194.9-40: N Miami Ave@25.7	60		730.98	665.63	724.25

VISSIM INTERSECTION OUTPUT
AM HOUR 2

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
37-Overall	Overall	37	AVG	5400-9000		1694		147.41	627.17	1319.22
38-NBT	NBT	38	AVG	5400-9000	38-53: NE 1st Ave@395.5-26: NE 1st Ave@6.9	22		192.58	120.75	345.69
38-NBR	NBR	38	AVG	5400-9000	38-53: NE 1st Ave@395.5-70: NE 38th St@10.3	15		372.53	134.81	374.57
38-NBL	NBL	38	AVG	5400-9000	38-53: NE 1st Ave@395.5-10083@85.1	19		203.93	138.89	386.13
38-SBT	SBT	38	AVG	5400-9000	38-54: NE 1st Ave@1159.7-58: NE 1st Ave@2.0	40		555.69	1131.51	1194.86
38-SBL	SBL	38	AVG	5400-9000	38-54: NE 1st Ave@1159.7-70: NE 38th St@10.3	11		595.65	1167.52	1230.99
38-SBR	SBR	38	AVG	5400-9000	38-54: NE 1st Ave@1159.7-10084@43.8	16		473.45	1162.4	1225.89
38-EBL	EBL	38	AVG	5400-9000	38-55: NE 38th St@570.9-26: NE 1st Ave@6.9	14		978.62	602.24	690.93
38-EBR	EBR	38	AVG	5400-9000	38-55: NE 38th St@570.9-58: NE 1st Ave@2.0	6		600.91	595.66	684.26
38-EBT	EBT	38	AVG	5400-9000	38-55: NE 38th St@570.9-70: NE 38th St@10.3	40		940.9	610.46	698.99
38-WBR	WBR	38	AVG	5400-9000	38-56: NE 38th St@580.8-26: NE 1st Ave@6.9	5		8.21	12.97	124.75
38-WBL	WBL	38	AVG	5400-9000	38-56: NE 38th St@580.8-58: NE 1st Ave@2.0	3		125.8	9.66	92.53
38-WBT	WBT	38	AVG	5400-9000	38-56: NE 38th St@580.8-10085@82.0	26		28.46	15.11	156.93
38-Overall	Overall	38	AVG	5400-9000		217		439.95	475.17	1230.99
39-NBL	NBL	39	AVG	5400-9000	39-57: NE 1st Ave@1113.9-51: NE 36th St@5.8	18		604.98	745.35	1016.55
39-NBT	NBT	39	AVG	5400-9000	39-57: NE 1st Ave@1113.9-53: NE 1st Ave@26.0	31		282.19	716.11	981.69
39-NBR	NBR	39	AVG	5400-9000	39-57: NE 1st Ave@1113.9-75: NE 36th St@7.4	31		446.93	733.01	1002
39-SBT	SBT	39	AVG	5400-9000	39-58: NE 1st Ave@368.5-27: NE 1st Ave@6.8	9		602.08	320.94	480.75
39-SBR	SBR	39	AVG	5400-9000	39-58: NE 1st Ave@368.5-51: NE 36th St@5.8	35		743.79	359.52	524.19
39-SBL	SBL	39	AVG	5400-9000	39-58: NE 1st Ave@368.5-75: NE 36th St@7.4	6		710.63	369.99	536.15
39-EBR	EBR	39	AVG	5400-9000	39-60: NE 36th St@298.5-27: NE 1st Ave@6.8	6		8.71	205.72	604.91
39-EBL	EBL	39	AVG	5400-9000	39-60: NE 36th St@298.5-53: NE 1st Ave@26.0	10		52.92	197.03	580.56
39-EBT	EBT	39	AVG	5400-9000	39-60: NE 36th St@298.5-75: NE 36th St@7.4	406		56.53	188.13	560.37
39-WBL	WBL	39	AVG	5400-9000	39-62: NE 36th St@119.0-27: NE 1st Ave@6.8	5		200.96	671.43	825.98
39-WBT	WBT	39	AVG	5400-9000	39-62: NE 36th St@119.0-51: NE 36th St@5.8	227		270.86	632.42	784.02
39-WBR	WBR	39	AVG	5400-9000	39-62: NE 36th St@119.0-53: NE 1st Ave@26.0	15		317.85	671.02	825.34
39-Overall	Overall	39	AVG	5400-9000		798		156.48	484.22	1097.89
40-NBL	NBL	40	AVG	5400-9000	40-64: NE 2nd Ave@120.9-33: NE 39th St@20.8	4		106.71	250.22	377.9
40-NBT	NBT	40	AVG	5400-9000	40-64: NE 2nd Ave@120.9-36: NE 2nd Ave@71.2	107		173.98	250.22	377.9
40-NBR	NBR	40	AVG	5400-9000	40-64: NE 2nd Ave@120.9-81: NE 39th St@39.0	30		379.12	250.24	377.9
40-SBR	SBR	40	AVG	5400-9000	40-65: NE 2nd Ave@752.3-33: NE 39th St@20.8	11		114.92	829.48	875.49
40-SBT	SBT	40	AVG	5400-9000	40-65: NE 2nd Ave@752.3-69: NE 2nd Ave@48.4	116		164.97	829.48	875.48
40-SBL	SBL	40	AVG	5400-9000	40-65: NE 2nd Ave@752.3-81: NE 39th St@39.0	34		1718.08	829.21	875.22
40-EBL	EBL	40	AVG	5400-9000	40-66: NE 39th St@103.0-36: NE 2nd Ave@71.2	8		239.05	124.24	152.51
40-EBR	EBR	40	AVG	5400-9000	40-66: NE 39th St@103.0-69: NE 2nd Ave@48.4	8		218.46	124.24	152.51
40-EBT	EBT	40	AVG	5400-9000	40-66: NE 39th St@103.0-81: NE 39th St@39.0	32		516.04	124.26	152.51
40-WBT	WBT	40	AVG	5400-9000	40-67: NE 39th St@171.9-33: NE 39th St@20.8	45		28.23	38.29	215.67
40-WBR	WBR	40	AVG	5400-9000	40-67: NE 39th St@171.9-36: NE 2nd Ave@71.2	33		17.85	38.18	215.67
40-WBL	WBL	40	AVG	5400-9000	40-67: NE 39th St@171.9-69: NE 2nd Ave@48.4	23		31.55	38.23	215.67
40-Overall	Overall	40	AVG	5400-9000		451		292.52	310.52	875.49
41-NBL	NBL	41	AVG	5400-9000	41-68: NE 2nd Ave@247.3-56: NE 38th St@8.5	11		267.95	328.6	547.82
41-NBT	NBT	41	AVG	5400-9000	41-68: NE 2nd Ave@247.3-63: NE 2nd Ave@7.0	83		298.85	299.72	510.28
41-SBT	SBT	41	AVG	5400-9000	41-69: NE 2nd Ave@247.3-21: NE 2nd Ave@4.5	126		8.3	41.2	217.83
41-SBR	SBR	41	AVG	5400-9000	41-69: NE 2nd Ave@247.3-56: NE 38th St@8.5	19		8.14	43.66	241.29
41-EBR	EBR	41	AVG	5400-9000	41-70: NE 38th St@582.2-21: NE 2nd Ave@4.5	14		467.04	453.28	649.05
41-EBL	EBL	41	AVG	5400-9000	41-70: NE 38th St@582.2-63: NE 2nd Ave@7.0	56		540.51	483.1	685.11

VISSIM INTERSECTION OUTPUT
AM HOUR 2

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT		VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
41-EBT	EBT	41	AVG	5400-9000	41-70: NE 38th St@582.2-188@5.1		0			453.28	649.05
41-WBL	WBL	41	AVG	5400-9000	41-71@192.3-21: NE 2nd Ave@4.5		0			4.33	43.35
41-WBT	WBT	41	AVG	5400-9000	41-71@192.3-56: NE 38th St@8.5		3		38.43	1.47	7.3
41-WBR	WBR	41	AVG	5400-9000	41-71@192.3-63: NE 2nd Ave@7.0		0			4.38	44.15
41-Overall	Overall	41	AVG	5400-9000		41	312		204.28	184.41	685.11
42-SEBT	SEBT	42	AVG	5400-9000	42-21: NE 2nd Ave@278.6-29: NE 2nd Ave@36.0		99		126.39	183.39	454.53
42-SEBR	SEBR	42	AVG	5400-9000	42-21: NE 2nd Ave@278.6-61: NE 36th St@21.7		16		561.13	128.66	375.01
42-SEBL (79)	SEBL (79)	42	AVG	5400-9000	42-21: NE 2nd Ave@278.6-79: Federal Hwy@48.2		0		62.55	181.93	453.88
42-SEBL	SEBL	42	AVG	5400-9000	42-21: NE 2nd Ave@278.6-94: NE 36th St@39.9		20		103.47	181.97	453.88
42-NBL	NBL	42	AVG	5400-9000	42-72: NE 2nd Ave@1267.8-61: NE 36th St@21.7		33		547.83	1285.84	1334.83
42-NBT	NBT	42	AVG	5400-9000	42-72: NE 2nd Ave@1267.8-79: Federal Hwy@48.2		91		226.03	1285.84	1334.83
42-NBR	NBR	42	AVG	5400-9000	42-72: NE 2nd Ave@1267.8-94: NE 36th St@39.9		16		168.94	1285.84	1334.83
42-NBT (10048)	NBT (10048)	42	AVG	5400-9000	42-72: NE 2nd Ave@1267.8-10048@5.8		61		632.65	1285.84	1334.83
42-SBT	SBT	42	AVG	5400-9000	42-74: Federal Hwy@24.8-29: NE 2nd Ave@36.0		231		202.95	804.8	885.5
42-SBR	SBR	42	AVG	5400-9000	42-74: Federal Hwy@24.8-61: NE 36th St@21.7		31		641.65	804.34	885.04
42-SBL	SBL	42	AVG	5400-9000	42-74: Federal Hwy@24.8-94: NE 36th St@39.9		22		231.75	805.59	886.29
42-SBR (10048)	SBR (10048)	42	AVG	5400-9000	42-74: Federal Hwy@24.8-10048@5.8		4		553.22	804.3	885
42-EBR	EBR	42	AVG	5400-9000	42-76: NE 36th St@312.0-29: NE 2nd Ave@36.0		132		40.27	426.6	705.55
42-EBL	EBL	42	AVG	5400-9000	42-76: NE 36th St@312.0-79: Federal Hwy@48.2		36		793.24	424.65	702.55
42-EBT	EBT	42	AVG	5400-9000	42-76: NE 36th St@312.0-94: NE 36th St@39.9		257		63.8	427.86	705.55
42-EBL (10048)	EBL (10048)	42	AVG	5400-9000	42-76: NE 36th St@312.0-10048@5.8		8		780.55	427.56	705.55
42-WBT	WBT	42	AVG	5400-9000	42-77: NE 36th St@309.5-61: NE 36th St@21.7		175		378.86	363.1	481.32
42-WBR	WBR	42	AVG	5400-9000	42-77: NE 36th St@309.5-79: Federal Hwy@48.2		27		232.61	363.08	481.32
42-WBR (10048)	WBR (10048)	42	AVG	5400-9000	42-77: NE 36th St@309.5-10048@5.8		18		505.45	363.12	481.32
42-Overall	Overall	42	AVG	5400-9000		42	1277		225.89	622.86	1334.83
43-SBL	SBL	43	AVG	5400-9000	43-80: Federal Hwy@191.5-34: NE 39th St@42.3		3		122.56	182.82	234.75
43-SBR	SBR	43	AVG	5400-9000	43-80: Federal Hwy@191.5-67: NE 39th St@13.6		30		133.98	217.3	270.04
43-SBT	SBT	43	AVG	5400-9000	43-80: Federal Hwy@191.5-73: Federal Hwy@18.3		208		209.41	217.32	270.04
43-EBL	EBL	43	AVG	5400-9000	43-81: NE 39th St@196.0-30: Federal Hwy@31.2		38		170.92	288.87	340.82
43-EBT	EBT	43	AVG	5400-9000	43-81: NE 39th St@196.0-34: NE 39th St@42.3		25		156.27	287.94	339.92
43-EBR	EBR	43	AVG	5400-9000	43-81: NE 39th St@196.0-73: Federal Hwy@18.3		31		869.17	289.15	341.08
43-WBR	WBR	43	AVG	5400-9000	43-82: NE 38th St@237.4-30: Federal Hwy@31.2		9		131.73	80.06	270.85
43-WBT	WBT	43	AVG	5400-9000	43-82: NE 38th St@237.4-67: NE 39th St@13.6		53		178.58	80.02	270.81
43-WBL	WBL	43	AVG	5400-9000	43-82: NE 38th St@237.4-73: Federal Hwy@18.3		17		203.41	78.77	269.81
43-NBT	NBT	43	AVG	5400-9000	43-83: Federal Hwy@533.6-30: Federal Hwy@31.2		135		28.09	56.31	490.97
43-NBR	NBR	43	AVG	5400-9000	43-83: Federal Hwy@533.6-34: NE 39th St@42.3		8		39.92	56.15	490.97
43-NBL	NBL	43	AVG	5400-9000	43-83: Federal Hwy@533.6-67: NE 39th St@13.6		12		40.81	56.27	490.97
43-WBR (34)	WBR (34)	43	AVG	5400-9000	43-10153@3.3-34: NE 39th St@42.3		3		57.66	0	0
43-Overall	Overall	43	AVG	5400-9000		43	572		190.38	145.46	555.37
44-NBT	NBT	44	AVG	5400-9000	44-85: Biscayne Blvd@133.6-24: Biscayne Blvd@23.4		649		31.14	211.04	665.37
44-NBL	NBL	44	AVG	5400-9000	44-85: Biscayne Blvd@133.6-82: NE 38th St@42.0		19		56.52	201.24	646.57
44-NBR	NBR	44	AVG	5400-9000	44-85: Biscayne Blvd@133.6-161: NE 38th St@79.2		231		29.17	210.34	664.33
44-SBR	SBR	44	AVG	5400-9000	44-87: Biscayne Blvd@344.4-82: NE 38th St@42.0		9		93.93	1043.85	1163.86
44-SBT	SBT	44	AVG	5400-9000	44-87: Biscayne Blvd@344.4-92: Biscayne Blvd@30.4		663		98.48	1043.65	1163.66
44-SBL	SBL	44	AVG	5400-9000	44-87: Biscayne Blvd@344.4-161: NE 38th St@79.2		177		56.74	1043.44	1163.45
44-WBR	WBR	44	AVG	5400-9000	44-89: NE 38th St@26.9-24: Biscayne Blvd@23.4		170		103.79	1018.14	1099.93

VISSIM INTERSECTION OUTPUT
AM HOUR 2

ID	Movement	Node		SIMRUN	TIMEINT	MOVEMENT		VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
44-WBT	WBT	44		AVG	5400-9000	44-89: NE 38th St@26.9-82: NE 38th St@42.0		57		177.2	1018.14	1099.93
44-WBL	WBL	44		AVG	5400-9000	44-89: NE 38th St@26.9-92: Biscayne Blvd@30.4		245		175.9	1018.14	1099.93
44-Overall	Overall		44	AVG	5400-9000		44	2218		72.69	756.44	1163.86
45-NBL	NBL	45		AVG	5400-9000	45-91: Biscayne Blvd@200.0-77: NE 36th St@20.3		49		473.66	1625.88	1687.73
45-NBT	NBT	45		AVG	5400-9000	45-91: Biscayne Blvd@200.0-84: Biscayne Blvd@42.1		687		77.36	1625.88	1687.73
45-NBR	NBR	45		AVG	5400-9000	45-91: Biscayne Blvd@200.0-104: NE 36th St@54.2		102		48.4	1625.88	1687.73
45-SBT	SBT	45		AVG	5400-9000	45-93: Biscayne Blvd@288.0-25: Biscayne Blvd@32.5		618		61.67	1607.42	1679.51
45-SBR	SBR	45		AVG	5400-9000	45-93: Biscayne Blvd@288.0-77: NE 36th St@20.3		126		165.7	1607.42	1679.51
45-SBL	SBL	45		AVG	5400-9000	45-93: Biscayne Blvd@288.0-104: NE 36th St@54.2		142		69.68	1607.42	1679.51
45-EBR	EBR	45		AVG	5400-9000	45-95: NE 36th St@227.6-25: Biscayne Blvd@32.5		117		18.29	118.26	476.26
45-EBL	EBL	45		AVG	5400-9000	45-95: NE 36th St@227.6-84: Biscayne Blvd@42.1		44		85.71	118.97	476.26
45-EBT	EBT	45		AVG	5400-9000	45-95: NE 36th St@227.6-104: NE 36th St@54.2		161		80.81	119.6	476.26
45-WBL	WBL	45		AVG	5400-9000	45-97: NE 36th St@236.9-25: Biscayne Blvd@32.5		204		91.12	334.16	457.44
45-WBT	WBT	45		AVG	5400-9000	45-97: NE 36th St@236.9-77: NE 36th St@20.3		54		379.81	334.16	457.44
45-WBR	WBR	45		AVG	5400-9000	45-97: NE 36th St@236.9-84: Biscayne Blvd@42.1		173		94.49	334.16	457.44
45-Overall	Overall		45	AVG	5400-9000		45	2475		84.49	921.6	1692.89
46-SBR	SBR	46		AVG	5400-9000	46-98: NE 6th Ave@724.9-162: NE 38th St@34.9		3		5407.03	755.32	772.13
46-EBR	EBR	46		AVG	5400-9000	46-99: NE 38th St@568.3-103@19.6		7		0.7	0	0
46-WBL	WBL	46		AVG	5400-9000	46-100: I-195 WB Off-Ramp@323.1-103@19.6		3		81.02	1549.08	1692.79
46-WBT	WBT	46		AVG	5400-9000	46-100: I-195 WB Off-Ramp@323.1-162: NE 38th St@34.9		479		185.43	1549.08	1692.79
46-WBR	WBR	46		AVG	5400-9000	46-100: I-195 WB Off-Ramp@323.1-10183@47.9		42		83.59	1549.08	1692.79
46-Overall	Overall		46	AVG	5400-9000		46	533		195.58	768.13	1692.79
49-EBT	EBT	49		AVG	5400-9000	49-104: NE 36th St@325.6-109: NE 36th St@65.7		407		0.68	0	3.98
49-WBT	WBT	49		AVG	5400-9000	49-105: NE 36th St@104.7-96: NE 36th St@85.2		126		97.91	206.3	263
49-SBR	SBR	49		AVG	5400-9000	49-106: I-195 EB Off-Ramp@145.5-96: NE 36th St@85.2		308		55.78	480.11	1316.34
49-Overall	Overall		49	AVG	5400-9000		49	841		32.65	228.8	1326.74
52-NBR	NBR	52		AVG	5400-9000	52-107@640.1-19: NE 36th St (To I-195 EB)@1.4		56		766.03	654.65	704.59
52-NBT	NBT	52		AVG	5400-9000	52-107@640.1-28: NE 5th Ave@11.9		1		127.11	683.94	733.87
52-NBL	NBL	52		AVG	5400-9000	52-107@640.1-105: NE 36th St@40.9		39		873.59	661.73	711.66
52-SBL	SBL	52		AVG	5400-9000	52-108: NE 5th Ave@135.2-19: NE 36th St (To I-195 EB)@1.4		0			25.92	110.08
52-SBT	SBT	52		AVG	5400-9000	52-108: NE 5th Ave@135.2-102@10.7		3		36.18	25.3	138.55
52-SBR	SBR	52		AVG	5400-9000	52-108: NE 5th Ave@135.2-105: NE 36th St@40.9		5		270.16	32.44	123.76
52-EBT	EBT	52		AVG	5400-9000	52-109: NE 36th St@135.4-19: NE 36th St (To I-195 EB)@1.4		396		0.5	8.41	14.25
52-EBL	EBL	52		AVG	5400-9000	52-109: NE 36th St@135.4-28: NE 5th Ave@11.9		4		1.32	5.7	14.94
52-EBR	EBR	52		AVG	5400-9000	52-109: NE 36th St@135.4-102@10.7		5		0.44	5.78	7.71
52-WBR	WBR	52		AVG	5400-9000	52-110: NE 36th St (To I-195 EB)@764.6-28: NE 5th Ave@11.9		0			618.61	825.89
52-WBL	WBL	52		AVG	5400-9000	52-110: NE 36th St (To I-195 EB)@764.6-102@10.7		2		181.99	599.12	848.55
52-WBT	WBT	52		AVG	5400-9000	52-110: NE 36th St (To I-195 EB)@764.6-105: NE 36th St@40.9		83		272.01	594.65	799.04
52-Overall	Overall		52	AVG	5400-9000		52	594		92.72	326.35	848.55
57-NBT	NBT	57		AVG	5400-9000	57-115: Alton Road@150.4-177: Alton Road@63.8		951		0.14	0	0
57-SBT	SBT	57		AVG	5400-9000	57-116: Alton Road@1341.5-121: Alton Road@19.9		1119		60.52	1179.95	1378.42
57-SBR	SBR	57		AVG	5400-9000	57-116: Alton Road@1341.5-179: N Bay Road North@24.4		1		43.67	1179.95	1378.42
57-EBR	EBR	57		AVG	5400-9000	57-117: N Bay Road North@435.3-121: Alton Road@19.9		2		5743.17	476.37	489.45
57-Overall	Overall		57	AVG	5400-9000		57	2073		37.58	552.11	1378.42
58-NBT	NBT	58		AVG	5400-9000	58-119@313.9-115: Alton Road@14.5		891		10.94	97.6	483.5
58-NBR	NBR	58		AVG	5400-9000	58-119@313.9-175: 43rd Street@22.8		60		16.89	85.44	484.22

VISSIM INTERSECTION OUTPUT
AM HOUR 2

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
58-NBL	NBL	58	AVG	5400-9000	58-119@313.9-187: Ed Sullivan Dr@53.5	296		74.13	97.15	483.36
58-SBL	SBL	58	AVG	5400-9000	58-123: Alton Road@93.1-175: 43rd Street@22.8	28		19.14	180.09	291.13
58-SBT	SBT	58	AVG	5400-9000	58-123: Alton Road@93.1-183@60.1	947		39.48	187.42	291.13
58-SBR	SBR	58	AVG	5400-9000	58-123: Alton Road@93.1-187: Ed Sullivan Dr@53.5	136		18.66	186.98	291.13
58-EBL	EBL	58	AVG	5400-9000	58-124: Ed Sullivan Dr@790.9-115: Alton Road@14.5	45		76.67	212.71	498.98
58-EBT	EBT	58	AVG	5400-9000	58-124: Ed Sullivan Dr@790.9-175: 43rd Street@22.8	64		103.68	215.86	499.3
58-EBR	EBR	58	AVG	5400-9000	58-124: Ed Sullivan Dr@790.9-183@60.1	88		114.66	205.09	491.05
58-WBL	WBL	58	AVG	5400-9000	58-125: 43rd Street@131.1-183@60.1	7		113.03	61.72	273.23
58-WBT	WBT	58	AVG	5400-9000	58-125: 43rd Street@131.1-187: Ed Sullivan Dr@53.5	123		73.43	60.65	271.7
58-NWBT	NWBT	58	AVG	5400-9000	58-184: N Bay Rd@266.4-115: Alton Road@14.5	15		23.43	97.6	483.5
58-NWBR	NWBR	58	AVG	5400-9000	58-184: N Bay Rd@266.4-175: 43rd Street@22.8	1		15.81	85.44	484.22
58-NWBL	NWBL	58	AVG	5400-9000	58-184: N Bay Rd@266.4-187: Ed Sullivan Dr@53.5	0			97.15	483.36
58-Overall	Overall	58	AVG	5400-9000	58	2701		37.47	144.61	547.46
61-SBT	SBT	61	AVG	5400-9000	61-130@220.9-172: Unnamed Road@7.9	186		12.15	62.41	282.43
61-SBR	SBR	61	AVG	5400-9000	61-130@220.9-176: Alton Road@20.2	10		16.47	73.76	303.78
61-WBT	WBT	61	AVG	5400-9000	61-10220@0.6-176: Alton Road@20.2	1514		4.27	77.66	292.42
61-Overall	Overall	61	AVG	5400-9000	61	1710		5.22	71.28	331.59
63-NBL	NBL	63	AVG	5400-9000	63-132: Alton Road@140.5-12@13.5	115		63.41	101.56	285.33
63-NBT	NBT	63	AVG	5400-9000	63-132: Alton Road@140.5-163: Alton Road@28.9	141		50.6	101.56	285.33
63-NBR	NBR	63	AVG	5400-9000	63-132: Alton Road@140.5-168: 41 Street/ Art Godfrey Road@1	98		29.38	101.56	285.33
63-SBR	SBR	63	AVG	5400-9000	63-134: Alton Road@43.1-12@13.5	213		18.91	53.23	147.79
63-SBT	SBT	63	AVG	5400-9000	63-134: Alton Road@43.1-141: Alton Road@4.7	85		30.29	53.78	147.79
63-SBL	SBL	63	AVG	5400-9000	63-134: Alton Road@43.1-168: 41 Street/ Art Godfrey Road@11	56		36.84	53.01	147.79
63-EBL	EBL	63	AVG	5400-9000	63-136: 41 Street/ Art Godfrey Road@324.2-163: Alton Road@2	160		39.71	72.97	613.02
63-EBT	EBT	63	AVG	5400-9000	63-136: 41 Street/ Art Godfrey Road@324.2-168: 41 Street/ Art (	631		19.71	73.64	612.78
63-WBT	WBT	63	AVG	5400-9000	63-139: 41 Street/ Art Godfrey Road@83.8-12@13.5	1057		53.99	829.98	1055.25
63-WBL	WBL	63	AVG	5400-9000	63-139: 41 Street/ Art Godfrey Road@83.8-141: Alton Road@4.7	37		58.2	829.98	1055.25
63-WBR	WBR	63	AVG	5400-9000	63-139: 41 Street/ Art Godfrey Road@83.8-163: Alton Road@28	63		38.07	831.58	1056.87
63-EBR	EBR	63	AVG	5400-9000	63-10223@17.2-141: Alton Road@4.7	38		14.32	67.23	636.57
63-Overall	Overall	63	AVG	5400-9000	63	2693		40.09	264.17	1074.08
64-NBR	NBR	64	AVG	5400-9000	64-140: Alton Road@213.9-111: W 39th St@6.6	93		4.25	35.24	278.68
64-NBL	NBL	64	AVG	5400-9000	64-140: Alton Road@213.9-112@14.6	0			34.83	276.59
64-NBT	NBT	64	AVG	5400-9000	64-140: Alton Road@213.9-132: Alton Road@10.8	248		7.5	28.5	243.95
64-SBL	SBL	64	AVG	5400-9000	64-141: Alton Road@121.3-111: W 39th St@6.6	37		2.09	10.01	96.88
64-SBR	SBR	64	AVG	5400-9000	64-141: Alton Road@121.3-112@14.6	0			10.57	95.77
64-SBT	SBT	64	AVG	5400-9000	64-141: Alton Road@121.3-145: Alton Road@33.5	118		0.17	8.75	68.96
64-EBT	EBT	64	AVG	5400-9000	64-142@109.2-111: W 39th St@6.6	6		9.58	8.95	88.51
64-EBL	EBL	64	AVG	5400-9000	64-142@109.2-132: Alton Road@10.8	16		21.29	6.03	64.16
64-EBR	EBR	64	AVG	5400-9000	64-142@109.2-145: Alton Road@33.5	7		6.89	9.07	88.96
64-WBR	WBR	64	AVG	5400-9000	64-10241@65.4-132: Alton Road@10.8	94		12.1	36.49	262.54
64-WBL	WBL	64	AVG	5400-9000	64-10244@63.1-145: Alton Road@33.5	92		9.13	45.71	311.33
64-Overall	Overall	64	AVG	5400-9000	64	711		6.8	21.29	418.79
65-NBR	NBR	65	AVG	5400-9000	65-144: Alton Road@360.8-113: Barry St@24.6	34		1.19	2.62	88.57
65-NBT	NBT	65	AVG	5400-9000	65-144: Alton Road@360.8-140: Alton Road@20.5	285		0.9	1.89	64.91
65-NBL	NBL	65	AVG	5400-9000	65-144: Alton Road@360.8-171@30.9	23		0.45	2.95	98.32
65-SBL	SBL	65	AVG	5400-9000	65-145: Alton Road@221.1-113: Barry St@24.6	65		1.05	31.61	186.07

VISSIM INTERSECTION OUTPUT
AM HOUR 2

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
65-SBT	SBT	65	AVG	5400-9000	65-145: Alton Road@221.1-130@14.0	130		0.54	31.61	186.07
65-SBR	SBR	65	AVG	5400-9000	65-145: Alton Road@221.1-171@30.9	13		0.9	35.5	210.18
65-EBT	EBT	65	AVG	5400-9000	65-146@347.6-113: Barry St@24.6	0			8.58	86.8
65-EBR	EBR	65	AVG	5400-9000	65-146@347.6-130@14.0	15		7.64	16	128.54
65-EBL	EBL	65	AVG	5400-9000	65-146@347.6-140: Alton Road@20.5	29		7.21	13.56	119.14
65-WBL	WBL	65	AVG	5400-9000	65-147: Barry St@870.8-130@14.0	58		8.44	58.33	372.98
65-WBR	WBR	65	AVG	5400-9000	65-147: Barry St@870.8-140: Alton Road@20.5	32		9.07	70.36	422.58
65-WBT	WBT	65	AVG	5400-9000	65-147: Barry St@870.8-171@30.9	0			58.33	372.98
65-Overall	Overall	65	AVG	5400-9000	65	684		2.28	24.14	453.3
66-NBR	NBR	66	AVG	5400-9000	66-148: Alton Road@359.0-128: W 34th St@36.0	7		4.51	355.6	1411.39
66-NBL	NBL	66	AVG	5400-9000	66-148: Alton Road@359.0-129@139.7	1524		10.24	355.6	1411.39
66-NBT	NBT	66	AVG	5400-9000	66-148: Alton Road@359.0-144: Alton Road@27.8	324		5.31	355.6	1411.39
66-WBR	WBR	66	AVG	5400-9000	66-181: W 34th St@645.8-144: Alton Road@27.8	20		4.95	0	0
66-Overall	Overall	66	AVG	5400-9000	66	1875		9.34	177.8	1411.39
67-NBT	NBT	67	AVG	5400-9000	67-150: Alton Rd@108.5-148: Alton Road@8.6	1519		22.7	479.74	1350.69
67-NBR	NBR	67	AVG	5400-9000	67-150: Alton Rd@108.5-169: Chase Ave@18.0	79		16.22	479.53	1350.69
67-SBT	SBT	67	AVG	5400-9000	67-151: Alton Road@330.6-173: Alton Rd@9.9	1146		13.19	74.36	862.88
67-WBR	WBR	67	AVG	5400-9000	67-155: Chase Ave@27.1-148: Alton Road@8.6	248		41.91	161.07	571.56
67-WBL	WBL	67	AVG	5400-9000	67-155: Chase Ave@27.1-173: Alton Rd@9.9	58		49.52	161.07	571.56
67-EBL	EBL	67	AVG	5400-9000	67-10260@0.4-148: Alton Road@8.6	108		44.18	57.13	260.87
67-EBT	EBT	67	AVG	5400-9000	67-10263@0.0-169: Chase Ave@18.0	35		41.18	56.89	260.44
67-EBR	EBR	67	AVG	5400-9000	67-10265@0.0-173: Alton Rd@9.9	6		20.35	73.85	290.19
67-Overall	Overall	67	AVG	5400-9000	67	3198		22.16	192.95	1398.42
68-NBR	NBR	68	AVG	5400-9000	68-157: NW 10th Ave@55.2-11: To I-95 N Express lanes@36.0	220		3.65	0.54	82.48
68-NBT	NBT	68	AVG	5400-9000	68-157: NW 10th Ave@55.2-13: NW 10th Ave@21.8	359		1.05	0.02	16.42
68-SBL	SBL	68	AVG	5400-9000	68-158: NW 10th Ave@1120.0-11: To I-95 N Express lanes@36.0	32		0.72	0	0
68-SBT	SBT	68	AVG	5400-9000	68-158: NW 10th Ave@1120.0-14: NW 10th Ave@35.5	623		0.41	0	0
68-EBT	EBT	68	AVG	5400-9000	68-159: NW 39th St@1216.3-11: To I-95 N Express lanes@36.0	115		12.56	3.44	124.94
68-EBL	EBL	68	AVG	5400-9000	68-159: NW 39th St@1216.3-13: NW 10th Ave@21.8	78		10.66	3.44	124.94
68-EBR	EBR	68	AVG	5400-9000	68-159: NW 39th St@1216.3-14: NW 10th Ave@35.5	89		10.51	19.06	184.02
68-Overall	Overall	68	AVG	5400-9000	68	1515		3.08	4.61	184.66
71-NBR	NBR	71	AVG	5400-9000	71-163: Alton Road@53.7-131: Nautilus Rd/ Michigan Ave@8.4	99		-0.09	0.02	63.77
71-NB - U	NB - U	71	AVG	5400-9000	71-163: Alton Road@53.7-134: Alton Road@22.3	0			0.05	34
71-NBT	NBT	71	AVG	5400-9000	71-163: Alton Road@53.7-174: 43rd Street@25.8	267		0.29	0.02	63.77
71-SBL	SBL	71	AVG	5400-9000	71-165: 43rd Street@48.2-131: Nautilus Rd/ Michigan Ave@8.4	28		5.26	19.98	108.91
71-SBT	SBT	71	AVG	5400-9000	71-165: 43rd Street@48.2-134: Alton Road@22.3	121		13.94	16.97	70.8
71-WBL	WBL	71	AVG	5400-9000	71-166: Nautilus Rd/ Michigan Ave@593.8-134: Alton Road@22.	240		153.39	606.87	677.6
71-WBR	WBR	71	AVG	5400-9000	71-166: Nautilus Rd/ Michigan Ave@593.8-174: 43rd Street@25.	25		137.55	607.1	677.83
71-Overall	Overall	71	AVG	5400-9000	71	779		54.62	208.5	677.83
88-EBT	EBT	88	AVG	5400-9000	88-124: Ed Sullivan Dr@388.0-124: Ed Sullivan Dr@525.9	224		22.94	66.3	324.64
88-WBT	WBT	88	AVG	5400-9000	88-187: Ed Sullivan Dr@344.1-114@19.8	384		3.86	7.17	240.52
88-WBL	WBL	88	AVG	5400-9000	88-187: Ed Sullivan Dr@344.1-178: Ed Sullivan Dr@16.3	175		5.91	7.17	240.52
88-Overall	Overall	88	AVG	5400-9000	88	783		9.83	36.73	361.63

Hour 3

VISSIM INTERSECTION OUTPUT
AM HOUR 3

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
3-SBT	SBT	3	AVG	9000-12600	3-4: NW 12th Ave@826.5-8: NW 12th Ave@1.7	1195		16.85	65.82	413.89
3-SBR	SBR	3	AVG	9000-12600	3-4: NW 12th Ave@826.5-10: NW 40th St@29.2	16		12.87	67.32	416.56
3-WBL	WBL	3	AVG	9000-12600	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-8: NW 1	219		30.76	38.34	197.9
3-WBT	WBT	3	AVG	9000-12600	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-10: NW	27		31.44	38.14	198.49
3-WBR	WBR	3	AVG	9000-12600	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-10035@	61		10.45	37.67	197.85
3-NBT	NBT	3	AVG	9000-12600	3-10034@1.9-1: NW 12th Ave@13.7	865		6.01	18.01	210.52
3-NBL	NBL	3	AVG	9000-12600	3-10036@3.3-10: NW 40th St@29.2	68		14.61	16.71	210.52
3-Overall	Overall	3	AVG	9000-12600	3	2450		14.19	40.29	416.56
4-NBT	NBT	4	AVG	9000-12600	4-7: NW 12th Ave@671.4-3: NW 12th Ave@24.5	805		17.54	51.75	310.63
4-NBR	NBR	4	AVG	9000-12600	4-7: NW 12th Ave@671.4-159: NW 39th St@17.7	35		13.81	51.8	310.92
4-SBT	SBT	4	AVG	9000-12600	4-8: NW 12th Ave@183.1-2: NW 12th Ave@16.5	1356		11.02	67.76	320.9
4-SBL	SBL	4	AVG	9000-12600	4-8: NW 12th Ave@183.1-159: NW 39th St@17.7	58		13.5	67.49	320.54
4-EBR	EBR	4	AVG	9000-12600	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-2: NW 12th Ave@1	620		25.55	104.99	457.92
4-EBL	EBL	4	AVG	9000-12600	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-3: NW 12th Ave@2	127		18.82	98.88	457.51
4-EBT	EBT	4	AVG	9000-12600	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-159: NW 39th St@1	182		21.72	104.88	458.04
4-Overall	Overall	4	AVG	9000-12600	4	3183		16.51	78.22	458.04
35-NBT	NBT	35	AVG	9000-12600	35-37: N Miami Ave@117.5-15: N Miami Ave@41.4	139		13.45	211.81	238.29
35-NBL (On-Ramp)	NBL (On-Ramp)	35	AVG	9000-12600	35-37: N Miami Ave@117.5-22: I-195 WB On-Ramp@14.9	46		16.1	211.81	238.29
35-NBL	NBL	35	AVG	9000-12600	35-37: N Miami Ave@117.5-23: NW 38th St@17.0	1		28.82	211.81	238.29
35-NBR	NBR	35	AVG	9000-12600	35-37: N Miami Ave@117.5-55: NE 38th St@30.6	27		745.18	211.81	238.29
35-SBR (On-Ramp)	SBR (On-Ramp)	35	AVG	9000-12600	35-38: N Miami Ave@1597.7-22: I-195 WB On-Ramp@14.9	391		50.49	1561.81	1661.42
35-SBR	SBR	35	AVG	9000-12600	35-38: N Miami Ave@1597.7-23: NW 38th St@17.0	4		38.64	1561.06	1660.67
35-SBT	SBT	35	AVG	9000-12600	35-38: N Miami Ave@1597.7-41: N Miami Ave@22.6	402		106.76	1560.52	1660.13
35-WBR	WBR	35	AVG	9000-12600	35-39: NE 38th St@541.1-15: N Miami Ave@41.4	3		48.6	17.07	167.12
35-WBT (On-Ramp	WBT (On-Ramp	35	AVG	9000-12600	35-39: NE 38th St@541.1-22: I-195 WB On-Ramp@14.9	28		76.08	17.15	167.4
35-WBT	WBT	35	AVG	9000-12600	35-39: NE 38th St@541.1-23: NW 38th St@17.0	0		143.37	17.3	167.93
35-WBL	WBL	35	AVG	9000-12600	35-39: NE 38th St@541.1-41: N Miami Ave@22.6	2		110.39	17.23	167.69
35-Overall	Overall	35	AVG	9000-12600	35	1043		66.47	620.49	1661.42
36-NBT (10064)	NBT (10064)	36	AVG	9000-12600	36-40: N Miami Ave@171.9-10064@80.2	117		241.12	284.22	310.95
36-NBT (10139)	NBT (10139)	36	AVG	9000-12600	36-40: N Miami Ave@171.9-10139@80.8	47		146.72	284.22	310.95
36-EBR	EBR	36	AVG	9000-12600	36-43: I-195 EB Off-Ramp (from I-95)@460.4-47: N Miami Ave@	84		419.75	1647.67	1675.86
36-EBL	EBL	36	AVG	9000-12600	36-43: I-195 EB Off-Ramp (from I-95)@460.4-10065@83.5	52		465.03	1647.93	1676.1
36-SBT	SBT	36	AVG	9000-12600	36-10066@6.4-47: N Miami Ave@13.8	399		54.66	185.57	277.08
36-Overall	Overall	36	AVG	9000-12600	36	698		119.84	941.35	1676.12
37-NBL	NBL	37	AVG	9000-12600	37-45: N Miami Ave@208.2-18: NW 36th St@64.1	3		90.5	1285.32	1310.69
37-NBT	NBT	37	AVG	9000-12600	37-45: N Miami Ave@208.2-40: N Miami Ave@25.7	112		675.79	1285.32	1310.69
37-NBR	NBR	37	AVG	9000-12600	37-45: N Miami Ave@208.2-59: NE 36th St@45.6	10		349.63	1285.32	1310.69
37-SBT	SBT	37	AVG	9000-12600	37-47: N Miami Ave@157.3-16: N Miami Ave@41.5	279		29.96	200.52	305.91
37-SBR	SBR	37	AVG	9000-12600	37-47: N Miami Ave@157.3-18: NW 36th St@64.1	87		24.26	201.45	308.26
37-SBL	SBL	37	AVG	9000-12600	37-47: N Miami Ave@157.3-59: NE 36th St@45.6	109		86.45	201.61	307.85
37-EBR	EBR	37	AVG	9000-12600	37-50: NW 36th St@207.7-16: N Miami Ave@41.5	9		83.61	424.38	455.25
37-EBL	EBL	37	AVG	9000-12600	37-50: NW 36th St@207.7-40: N Miami Ave@25.7	28		851.28	425.99	455.25
37-EBT	EBT	37	AVG	9000-12600	37-50: NW 36th St@207.7-59: NE 36th St@45.6	111		101.49	425.97	455.25
37-WBL	WBL	37	AVG	9000-12600	37-52: NE 36th St@194.9-16: N Miami Ave@41.5	24		116.63	693.11	716.58
37-WBT	WBT	37	AVG	9000-12600	37-52: NE 36th St@194.9-18: NW 36th St@64.1	64		318.72	692.87	716.34
37-WBR	WBR	37	AVG	9000-12600	37-52: NE 36th St@194.9-40: N Miami Ave@25.7	27		835.79	692.62	716.1

VISSIM INTERSECTION OUTPUT
AM HOUR 3

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)		LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
37-Overall	Overall	37	AVG	9000-12600		37	861		121.32	651.21	1310.69
38-NBT	NBT	38	AVG	9000-12600	38-53: NE 1st Ave@395.5-26: NE 1st Ave@6.9		10		498.53	195.35	337.92
38-NBR	NBR	38	AVG	9000-12600	38-53: NE 1st Ave@395.5-70: NE 38th St@10.3		8		739.04	213.67	359.67
38-NBL	NBL	38	AVG	9000-12600	38-53: NE 1st Ave@395.5-10083@85.1		11		370.05	220.82	368.91
38-SBT	SBT	38	AVG	9000-12600	38-54: NE 1st Ave@1159.7-58: NE 1st Ave@2.0		20		634.14	1158.45	1174.98
38-SBL	SBL	38	AVG	9000-12600	38-54: NE 1st Ave@1159.7-70: NE 38th St@10.3		7		795.8	1194.58	1211.1
38-SBR	SBR	38	AVG	9000-12600	38-54: NE 1st Ave@1159.7-10084@43.8		9		638.83	1189.48	1206
38-EBL	EBL	38	AVG	9000-12600	38-55: NE 38th St@570.9-26: NE 1st Ave@6.9		5		1166.83	649.74	679.91
38-EBR	EBR	38	AVG	9000-12600	38-55: NE 38th St@570.9-58: NE 1st Ave@2.0		2		860.03	643.1	673.23
38-EBT	EBT	38	AVG	9000-12600	38-55: NE 38th St@570.9-70: NE 38th St@10.3		17		1245.73	657.81	687.96
38-WBR	WBR	38	AVG	9000-12600	38-56: NE 38th St@580.8-26: NE 1st Ave@6.9		3		66.52	27.85	115.97
38-WBL	WBL	38	AVG	9000-12600	38-56: NE 38th St@580.8-58: NE 1st Ave@2.0		2		126.53	23.6	91.17
38-WBT	WBT	38	AVG	9000-12600	38-56: NE 38th St@580.8-10085@82.0		11		42.28	32.74	139.94
38-Overall	Overall	38	AVG	9000-12600		38	106		395.09	517.27	1211.1
39-NBL	NBL	39	AVG	9000-12600	39-57: NE 1st Ave@1113.9-51: NE 36th St@5.8		11		457.59	1084.84	1165.63
39-NBT	NBT	39	AVG	9000-12600	39-57: NE 1st Ave@1113.9-53: NE 1st Ave@26.0		16		421.61	1050.02	1130.78
39-NBR	NBR	39	AVG	9000-12600	39-57: NE 1st Ave@1113.9-75: NE 36th St@7.4		18		403.29	1070.28	1151.08
39-SBT	SBT	39	AVG	9000-12600	39-58: NE 1st Ave@368.5-27: NE 1st Ave@6.8		4		513.73	266.98	330.72
39-SBR	SBR	39	AVG	9000-12600	39-58: NE 1st Ave@368.5-51: NE 36th St@5.8		13		584.61	306.51	373.5
39-SBL	SBL	39	AVG	9000-12600	39-58: NE 1st Ave@368.5-75: NE 36th St@7.4		3		529.93	314.49	385.46
39-EBR	EBR	39	AVG	9000-12600	39-60: NE 36th St@298.5-27: NE 1st Ave@6.8		3		67.66	426.36	657.99
39-EBL	EBL	39	AVG	9000-12600	39-60: NE 36th St@298.5-53: NE 1st Ave@26.0		7		90.51	410.64	633.64
39-EBT	EBT	39	AVG	9000-12600	39-60: NE 36th St@298.5-75: NE 36th St@7.4		205		41.88	395.27	613.46
39-WBL	WBL	39	AVG	9000-12600	39-62: NE 36th St@119.0-27: NE 1st Ave@6.8		1		54.24	750.72	788.85
39-WBT	WBT	39	AVG	9000-12600	39-62: NE 36th St@119.0-51: NE 36th St@5.8		91		362.37	708.76	746.88
39-WBR	WBR	39	AVG	9000-12600	39-62: NE 36th St@119.0-53: NE 1st Ave@26.0		6		315.42	750.08	788.21
39-Overall	Overall	39	AVG	9000-12600		39	377		148.43	627.91	1165.63
40-NBL	NBL	40	AVG	9000-12600	40-64: NE 2nd Ave@120.9-33: NE 39th St@20.8		2		86.2	210.86	261.15
40-NBT	NBT	40	AVG	9000-12600	40-64: NE 2nd Ave@120.9-36: NE 2nd Ave@71.2		49		199.01	210.86	261.15
40-NBR	NBR	40	AVG	9000-12600	40-64: NE 2nd Ave@120.9-81: NE 39th St@39.0		15		548.68	210.86	261.15
40-SBR	SBR	40	AVG	9000-12600	40-65: NE 2nd Ave@752.3-33: NE 39th St@20.8		5		128.89	829.87	854.36
40-SBT	SBT	40	AVG	9000-12600	40-65: NE 2nd Ave@752.3-69: NE 2nd Ave@48.4		46		170.43	829.86	854.36
40-SBL	SBL	40	AVG	9000-12600	40-65: NE 2nd Ave@752.3-81: NE 39th St@39.0		15		1734.65	829.6	854.09
40-EBL	EBL	40	AVG	9000-12600	40-66: NE 39th St@103.0-36: NE 2nd Ave@71.2		6		168.51	128.09	141.79
40-EBR	EBR	40	AVG	9000-12600	40-66: NE 39th St@103.0-69: NE 2nd Ave@48.4		4		272.96	128.09	141.79
40-EBT	EBT	40	AVG	9000-12600	40-66: NE 39th St@103.0-81: NE 39th St@39.0		16		519.5	128.1	141.79
40-WBT	WBT	40	AVG	9000-12600	40-67: NE 39th St@171.9-33: NE 39th St@20.8		19		34.58	47.67	158.85
40-WBR	WBR	40	AVG	9000-12600	40-67: NE 39th St@171.9-36: NE 2nd Ave@71.2		16		18.87	47.63	158.85
40-WBL	WBL	40	AVG	9000-12600	40-67: NE 39th St@171.9-69: NE 2nd Ave@48.4		9		62.59	47.62	158.85
40-Overall	Overall	40	AVG	9000-12600		40	200		312.52	304.09	854.36
41-NBL	NBL	41	AVG	9000-12600	41-68: NE 2nd Ave@247.3-56: NE 38th St@8.5		6		323.45	248.02	416.68
41-NBT	NBT	41	AVG	9000-12600	41-68: NE 2nd Ave@247.3-63: NE 2nd Ave@7.0		38		420.68	224.24	387.48
41-SBT	SBT	41	AVG	9000-12600	41-69: NE 2nd Ave@247.3-21: NE 2nd Ave@4.5		50		29.68	93.35	162.6
41-SBR	SBR	41	AVG	9000-12600	41-69: NE 2nd Ave@247.3-56: NE 38th St@8.5		8		7.85	100.84	181.8
41-EBR	EBR	41	AVG	9000-12600	41-70: NE 38th St@582.2-21: NE 2nd Ave@4.5		5		796.71	469.97	499.14
41-EBL	EBL	41	AVG	9000-12600	41-70: NE 38th St@582.2-63: NE 2nd Ave@7.0		26		899.17	498.82	528

VISSIM INTERSECTION OUTPUT
AM HOUR 3

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT		VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
41-EBT	EBT	41	AVG	9000-12600	41-70: NE 38th St@582.2-188@5.1		0			469.97	499.14
41-WBL	WBL	41	AVG	9000-12600	41-71@192.3-21: NE 2nd Ave@4.5		0			22.42	71.01
41-WBT	WBT	41	AVG	9000-12600	41-71@192.3-56: NE 38th St@8.5		3		52.35	17.42	33.27
41-WBR	WBR	41	AVG	9000-12600	41-71@192.3-63: NE 2nd Ave@7.0		0			22.59	71.81
41-Overall	Overall	41	AVG	9000-12600		41	136		199.38	188.63	551.16
42-SEBT	SEBT	42	AVG	9000-12600	42-21: NE 2nd Ave@278.6-29: NE 2nd Ave@36.0		41		147.05	257.87	354.96
42-SEBR	SEBR	42	AVG	9000-12600	42-21: NE 2nd Ave@278.6-61: NE 36th St@21.7		5		886.02	198.38	291.35
42-SEBL (79)	SEBL (79)	42	AVG	9000-12600	42-21: NE 2nd Ave@278.6-79: Federal Hwy@48.2		0			257.2	354.44
42-SEBL	SEBL	42	AVG	9000-12600	42-21: NE 2nd Ave@278.6-94: NE 36th St@39.9		7		106.21	257.22	354.44
42-NBL	NBL	42	AVG	9000-12600	42-72: NE 2nd Ave@1267.8-61: NE 36th St@21.7		16		563.64	1288.88	1313.48
42-NBT	NBT	42	AVG	9000-12600	42-72: NE 2nd Ave@1267.8-79: Federal Hwy@48.2		43		177.08	1288.88	1313.48
42-NBR	NBR	42	AVG	9000-12600	42-72: NE 2nd Ave@1267.8-94: NE 36th St@39.9		8		202.14	1288.88	1313.48
42-NBT (10048)	NBT (10048)	42	AVG	9000-12600	42-72: NE 2nd Ave@1267.8-10048@5.8		30		701.09	1288.88	1313.48
42-SBT	SBT	42	AVG	9000-12600	42-74: Federal Hwy@24.8-29: NE 2nd Ave@36.0		113		206.36	781.68	801.7
42-SBR	SBR	42	AVG	9000-12600	42-74: Federal Hwy@24.8-61: NE 36th St@21.7		14		765.21	781.22	801.24
42-SBL	SBL	42	AVG	9000-12600	42-74: Federal Hwy@24.8-94: NE 36th St@39.9		11		225.52	782.47	802.49
42-SBR (10048)	SBR (10048)	42	AVG	9000-12600	42-74: Federal Hwy@24.8-10048@5.8		1		782.53	781.18	801.2
42-EBR	EBR	42	AVG	9000-12600	42-76: NE 36th St@312.0-29: NE 2nd Ave@36.0		62		36.56	569.45	685.21
42-EBL	EBL	42	AVG	9000-12600	42-76: NE 36th St@312.0-79: Federal Hwy@48.2		18		750.28	566.5	682.21
42-EBT	EBT	42	AVG	9000-12600	42-76: NE 36th St@312.0-94: NE 36th St@39.9		128		51.43	569.5	685.21
42-EBL (10048)	EBL (10048)	42	AVG	9000-12600	42-76: NE 36th St@312.0-10048@5.8		4		974.47	569.5	685.21
42-WBT	WBT	42	AVG	9000-12600	42-77: NE 36th St@309.5-61: NE 36th St@21.7		65		463.16	430.43	482.11
42-WBR	WBR	42	AVG	9000-12600	42-77: NE 36th St@309.5-79: Federal Hwy@48.2		12		255.54	430.35	482.11
42-WBR (10048)	WBR (10048)	42	AVG	9000-12600	42-77: NE 36th St@309.5-10048@5.8		8		520.04	430.35	482.11
42-Overall	Overall	42	AVG	9000-12600		42	585		207.31	674.68	1313.48
43-SBL	SBL	43	AVG	9000-12600	43-80: Federal Hwy@191.5-34: NE 39th St@42.3		1		147.23	187.02	214.13
43-SBR	SBR	43	AVG	9000-12600	43-80: Federal Hwy@191.5-67: NE 39th St@13.6		15		154.1	221.93	249.41
43-SBT	SBT	43	AVG	9000-12600	43-80: Federal Hwy@191.5-73: Federal Hwy@18.3		104		225.03	221.94	249.41
43-EBL	EBL	43	AVG	9000-12600	43-81: NE 39th St@196.0-30: Federal Hwy@31.2		19		181.22	270.53	291.42
43-EBT	EBT	43	AVG	9000-12600	43-81: NE 39th St@196.0-34: NE 39th St@42.3		11		142.24	269.74	290.62
43-EBR	EBR	43	AVG	9000-12600	43-81: NE 39th St@196.0-73: Federal Hwy@18.3		15		1150.08	270.79	291.66
43-WBR	WBR	43	AVG	9000-12600	43-82: NE 38th St@237.4-30: Federal Hwy@31.2		5		157.96	112.98	186.81
43-WBT	WBT	43	AVG	9000-12600	43-82: NE 38th St@237.4-67: NE 39th St@13.6		22		209.23	112.98	186.79
43-WBL	WBL	43	AVG	9000-12600	43-82: NE 38th St@237.4-73: Federal Hwy@18.3		8		227.89	112.21	186.09
43-NBT	NBT	43	AVG	9000-12600	43-83: Federal Hwy@533.6-30: Federal Hwy@31.2		64		39.39	104.31	341.46
43-NBR	NBR	43	AVG	9000-12600	43-83: Federal Hwy@533.6-34: NE 39th St@42.3		3		54.68	104.26	341.46
43-NBL	NBL	43	AVG	9000-12600	43-83: Federal Hwy@533.6-67: NE 39th St@13.6		5		48.96	104.26	341.46
43-WBR (34)	WBR (34)	43	AVG	9000-12600	43-10153@3.3-34: NE 39th St@42.3		1		19.82	0	0
43-Overall	Overall	43	AVG	9000-12600		43	273		211.87	161	476.39
44-NBT	NBT	44	AVG	9000-12600	44-85: Biscayne Blvd@133.6-24: Biscayne Blvd@23.4		316		31.51	161.78	420.58
44-NBL	NBL	44	AVG	9000-12600	44-85: Biscayne Blvd@133.6-82: NE 38th St@42.0		7		61.81	159.5	419.85
44-NBR	NBR	44	AVG	9000-12600	44-85: Biscayne Blvd@133.6-161: NE 38th St@79.2		110		29.13	161.26	419.85
44-SBR	SBR	44	AVG	9000-12600	44-87: Biscayne Blvd@344.4-82: NE 38th St@42.0		4		160.01	1103.36	1149.76
44-SBT	SBT	44	AVG	9000-12600	44-87: Biscayne Blvd@344.4-92: Biscayne Blvd@30.4		238		131.21	1103.15	1149.56
44-SBL	SBL	44	AVG	9000-12600	44-87: Biscayne Blvd@344.4-161: NE 38th St@79.2		63		50.95	1102.95	1149.35
44-WBR	WBR	44	AVG	9000-12600	44-89: NE 38th St@26.9-24: Biscayne Blvd@23.4		70		135.02	1042.7	1071.85

VISSIM INTERSECTION OUTPUT
AM HOUR 3

ID	Movement	Node		SIMRUN	TIMEINT	MOVEMENT		VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
44-WBT	WBT	44		AVG	9000-12600	44-89: NE 38th St@26.9-82: NE 38th St@42.0		25		211.59	1042.7	1071.85
44-WBL	WBL	44		AVG	9000-12600	44-89: NE 38th St@26.9-92: Biscayne Blvd@30.4		99		225.96	1042.7	1071.85
44-Overall	Overall		44	AVG	9000-12600		44	932		72.81	768.9	1149.76
45-NBL	NBL	45		AVG	9000-12600	45-91: Biscayne Blvd@200.0-77: NE 36th St@20.3		22		446.51	1638.33	1676.98
45-NBT	NBT	45		AVG	9000-12600	45-91: Biscayne Blvd@200.0-84: Biscayne Blvd@42.1		331		79.55	1638.32	1676.98
45-NBR	NBR	45		AVG	9000-12600	45-91: Biscayne Blvd@200.0-104: NE 36th St@54.2		46		51.95	1638.33	1676.98
45-SBT	SBT	45		AVG	9000-12600	45-93: Biscayne Blvd@288.0-25: Biscayne Blvd@32.5		238		83.35	1634.13	1669.95
45-SBR	SBR	45		AVG	9000-12600	45-93: Biscayne Blvd@288.0-77: NE 36th St@20.3		45		187.5	1634.13	1669.95
45-SBL	SBL	45		AVG	9000-12600	45-93: Biscayne Blvd@288.0-104: NE 36th St@54.2		50		63.72	1634.13	1669.95
45-EBR	EBR	45		AVG	9000-12600	45-95: NE 36th St@227.6-25: Biscayne Blvd@32.5		63		12.8	40.9	241.64
45-EBL	EBL	45		AVG	9000-12600	45-95: NE 36th St@227.6-84: Biscayne Blvd@42.1		20		110	41.69	241.64
45-EBT	EBT	45		AVG	9000-12600	45-95: NE 36th St@227.6-104: NE 36th St@54.2		72		62.87	42.16	241.64
45-WBL	WBL	45		AVG	9000-12600	45-97: NE 36th St@236.9-25: Biscayne Blvd@32.5		91		97.67	386.49	441.99
45-WBT	WBT	45		AVG	9000-12600	45-97: NE 36th St@236.9-77: NE 36th St@20.3		24		335.32	386.48	441.99
45-WBR	WBR	45		AVG	9000-12600	45-97: NE 36th St@236.9-84: Biscayne Blvd@42.1		73		94.27	386.48	441.99
45-Overall	Overall		45	AVG	9000-12600		45	1074		82.37	925.13	1680.99
46-SBR	SBR	46		AVG	9000-12600	46-98: NE 6th Ave@724.9-162: NE 38th St@34.9		1		8176.63	752.43	761.2
46-EBR	EBR	46		AVG	9000-12600	46-99: NE 38th St@568.3-103@19.6		2		0.61	0	0
46-WBL	WBL	46		AVG	9000-12600	46-100: I-195 WB Off-Ramp@323.1-103@19.6		1		89.92	1608.78	1681.39
46-WBT	WBT	46		AVG	9000-12600	46-100: I-195 WB Off-Ramp@323.1-162: NE 38th St@34.9		210		229.03	1608.78	1681.39
46-WBR	WBR	46		AVG	9000-12600	46-100: I-195 WB Off-Ramp@323.1-10183@47.9		21		125.07	1608.78	1681.39
46-Overall	Overall		46	AVG	9000-12600		46	235		267.05	787.07	1681.39
49-EBT	EBT	49		AVG	9000-12600	49-104: NE 36th St@325.6-109: NE 36th St@65.7		169		0.62	0	0
49-WBT	WBT	49		AVG	9000-12600	49-105: NE 36th St@104.7-96: NE 36th St@85.2		72		89.41	224.51	247.87
49-SBR	SBR	49		AVG	9000-12600	49-106: I-195 EB Off-Ramp@145.5-96: NE 36th St@85.2		118		54.55	437.51	801.24
49-Overall	Overall		49	AVG	9000-12600		49	359		23.96	220.67	870.72
52-NBR	NBR	52		AVG	9000-12600	52-107@640.1-19: NE 36th St (To I-195 EB)@1.4		23		412.82	655.2	678.94
52-NBT	NBT	52		AVG	9000-12600	52-107@640.1-28: NE 5th Ave@11.9		0		1235.51	684.49	708.22
52-NBL	NBL	52		AVG	9000-12600	52-107@640.1-105: NE 36th St@40.9		19		446.53	662.28	686.01
52-SBL	SBL	52		AVG	9000-12600	52-108: NE 5th Ave@135.2-19: NE 36th St (To I-195 EB)@1.4		0			93	158.01
52-SBT	SBT	52		AVG	9000-12600	52-108: NE 5th Ave@135.2-102@10.7		1		250.66	77.94	143.4
52-SBR	SBR	52		AVG	9000-12600	52-108: NE 5th Ave@135.2-105: NE 36th St@40.9		4		421	103.07	171.69
52-EBT	EBT	52		AVG	9000-12600	52-109: NE 36th St@135.4-19: NE 36th St (To I-195 EB)@1.4		166		0.43	10.51	10.51
52-EBL	EBL	52		AVG	9000-12600	52-109: NE 36th St@135.4-28: NE 5th Ave@11.9		2		1.77	7.27	11.55
52-EBR	EBR	52		AVG	9000-12600	52-109: NE 36th St@135.4-102@10.7		2		0.47	7.4	7.4
52-WBR	WBR	52		AVG	9000-12600	52-110: NE 36th St (To I-195 EB)@764.6-28: NE 5th Ave@11.9		0			767.91	811.41
52-WBL	WBL	52		AVG	9000-12600	52-110: NE 36th St (To I-195 EB)@764.6-102@10.7		1		101.77	790.36	834.07
52-WBT	WBT	52		AVG	9000-12600	52-110: NE 36th St (To I-195 EB)@764.6-105: NE 36th St@40.9		50		417.4	741.3	784.57
52-Overall	Overall		52	AVG	9000-12600		52	268		107.49	383.39	834.07
57-NBT	NBT	57		AVG	9000-12600	57-115: Alton Road@150.4-177: Alton Road@63.8		401		0.1	0	0
57-SBT	SBT	57		AVG	9000-12600	57-116: Alton Road@1341.5-121: Alton Road@19.9		244		205.91	1328.28	1364.34
57-SBR	SBR	57		AVG	9000-12600	57-116: Alton Road@1341.5-179: N Bay Road North@24.4		0		186.27	1328.28	1364.34
57-EBR	EBR	57		AVG	9000-12600	57-117: N Bay Road North@435.3-121: Alton Road@19.9		0		10119.49	475.39	476.08
57-Overall	Overall		57	AVG	9000-12600		57	645		51.97	601.22	1364.34
58-NBT	NBT	58		AVG	9000-12600	58-119@313.9-115: Alton Road@14.5		376		10.15	42.99	366.4
58-NBR	NBR	58		AVG	9000-12600	58-119@313.9-175: 43rd Street@22.8		29		15.8	36.8	367.12

VISSIM INTERSECTION OUTPUT
AM HOUR 3

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
58-NBL	NBL	58	AVG	9000-12600	58-119@313.9-187: Ed Sullivan Dr@53.5	111		73.43	42.48	357.34
58-SBL	SBL	58	AVG	9000-12600	58-123: Alton Road@93.1-175: 43rd Street@22.8	6		39.66	243.15	276.1
58-SBT	SBT	58	AVG	9000-12600	58-123: Alton Road@93.1-183@60.1	210		164.77	243.67	276.1
58-SBR	SBR	58	AVG	9000-12600	58-123: Alton Road@93.1-187: Ed Sullivan Dr@53.5	28		57.22	243.61	276.1
58-EBL	EBL	58	AVG	9000-12600	58-124: Ed Sullivan Dr@790.9-115: Alton Road@14.5	9		400.73	480.05	496.84
58-EBT	EBT	58	AVG	9000-12600	58-124: Ed Sullivan Dr@790.9-175: 43rd Street@22.8	10		631.5	480.37	497.17
58-EBR	EBR	58	AVG	9000-12600	58-124: Ed Sullivan Dr@790.9-183@60.1	21		1225.74	472.12	488.92
58-WBL	WBL	58	AVG	9000-12600	58-125: 43rd Street@131.1-183@60.1	2		109.68	26.22	167.33
58-WBT	WBT	58	AVG	9000-12600	58-125: 43rd Street@131.1-187: Ed Sullivan Dr@53.5	53		79.05	25.66	166.1
58-NWBT	NWBT	58	AVG	9000-12600	58-184: N Bay Rd@266.4-115: Alton Road@14.5	14		16.89	42.99	366.4
58-NWBR	NWBR	58	AVG	9000-12600	58-184: N Bay Rd@266.4-175: 43rd Street@22.8	2		15.29	36.8	367.12
58-NWBL	NWBL	58	AVG	9000-12600	58-184: N Bay Rd@266.4-187: Ed Sullivan Dr@53.5	0			42.48	357.34
58-Overall	Overall	58	AVG	9000-12600	58	871		70.38	212.47	591.81
61-SBT	SBT	61	AVG	9000-12600	61-130@220.9-172: Unnamed Road@7.9	67		185.29	291.02	342.56
61-SBR	SBR	61	AVG	9000-12600	61-130@220.9-176: Alton Road@20.2	5		581.25	311.43	363.91
61-WBT	WBT	61	AVG	9000-12600	61-10220@0.6-176: Alton Road@20.2	660		32.33	263.94	368
61-Overall	Overall	61	AVG	9000-12600	61	732		47.16	288.79	374.59
63-NBL	NBL	63	AVG	9000-12600	63-132: Alton Road@140.5-12@13.5	55		64.98	135.9	264.16
63-NBT	NBT	63	AVG	9000-12600	63-132: Alton Road@140.5-163: Alton Road@28.9	77		49.53	135.9	264.16
63-NBR	NBR	63	AVG	9000-12600	63-132: Alton Road@140.5-168: 41 Street/ Art Godfrey Road@1	50		30.04	135.9	264.16
63-SBR	SBR	63	AVG	9000-12600	63-134: Alton Road@43.1-12@13.5	72		22.77	95.4	135.8
63-SBT	SBT	63	AVG	9000-12600	63-134: Alton Road@43.1-141: Alton Road@4.7	26		95.19	95.55	135.8
63-SBL	SBL	63	AVG	9000-12600	63-134: Alton Road@43.1-168: 41 Street/ Art Godfrey Road@11	20		46.64	95.34	135.8
63-EBL	EBL	63	AVG	9000-12600	63-136: 41 Street/ Art Godfrey Road@324.2-163: Alton Road@2	50		32.91	140.49	456.68
63-EBT	EBT	63	AVG	9000-12600	63-136: 41 Street/ Art Godfrey Road@324.2-168: 41 Street/ Art (	206		26.08	141.4	456.51
63-WBT	WBT	63	AVG	9000-12600	63-139: 41 Street/ Art Godfrey Road@83.8-12@13.5	492		67.71	960.86	1046.12
63-WBL	WBL	63	AVG	9000-12600	63-139: 41 Street/ Art Godfrey Road@83.8-141: Alton Road@4.7	11		154.4	960.86	1046.12
63-WBR	WBR	63	AVG	9000-12600	63-139: 41 Street/ Art Godfrey Road@83.8-163: Alton Road@28	32		46.96	962.48	1047.74
63-EBR	EBR	63	AVG	9000-12600	63-10223@17.2-141: Alton Road@4.7	9		38.22	142.68	466.16
63-Overall	Overall	63	AVG	9000-12600	63	1099		51.91	333.56	1168.01
64-NBR	NBR	64	AVG	9000-12600	64-140: Alton Road@213.9-111: W 39th St@6.6	45		8.23	88.59	263.22
64-NBL	NBL	64	AVG	9000-12600	64-140: Alton Road@213.9-112@14.6	0			87.86	261.39
64-NBT	NBT	64	AVG	9000-12600	64-140: Alton Road@213.9-132: Alton Road@10.8	129		12.6	76.67	228.74
64-SBL	SBL	64	AVG	9000-12600	64-141: Alton Road@121.3-111: W 39th St@6.6	9		41.42	134.96	191.66
64-SBR	SBR	64	AVG	9000-12600	64-141: Alton Road@121.3-112@14.6	0			143.91	204.43
64-SBT	SBT	64	AVG	9000-12600	64-141: Alton Road@121.3-145: Alton Road@33.5	34		547.04	121.17	171.8
64-EBT	EBT	64	AVG	9000-12600	64-142@109.2-111: W 39th St@6.6	3		103.66	77.04	136
64-EBL	EBL	64	AVG	9000-12600	64-142@109.2-132: Alton Road@10.8	6		141.14	63.13	112.94
64-EBR	EBR	64	AVG	9000-12600	64-142@109.2-145: Alton Road@33.5	3		596.58	77.39	136.45
64-WBR	WBR	64	AVG	9000-12600	64-10241@65.4-132: Alton Road@10.8	47		42.15	438.1	654.84
64-WBL	WBL	64	AVG	9000-12600	64-10244@63.1-145: Alton Road@33.5	30		651.15	592.46	904.41
64-Overall	Overall	64	AVG	9000-12600	64	306		46.9	172.84	904.41
65-NBR	NBR	65	AVG	9000-12600	65-144: Alton Road@360.8-113: Barry St@24.6	15		2.01	44.33	89
65-NBT	NBT	65	AVG	9000-12600	65-144: Alton Road@360.8-140: Alton Road@20.5	138		1.85	39.22	75.14
65-NBL	NBL	65	AVG	9000-12600	65-144: Alton Road@360.8-171@30.9	8		1.52	47.04	88.33
65-SBL	SBL	65	AVG	9000-12600	65-145: Alton Road@221.1-113: Barry St@24.6	21		386.48	243.05	303.17

VISSIM INTERSECTION OUTPUT
AM HOUR 3

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
65-SBT	SBT	65	AVG	9000-12600	65-145: Alton Road@221.1-130@14.0	38		737.32	243.05	303.17
65-SBR	SBR	65	AVG	9000-12600	65-145: Alton Road@221.1-171@30.9	3		270.86	265.92	328.85
65-EBT	EBT	65	AVG	9000-12600	65-146@347.6-113: Barry St@24.6	0			169.28	279.63
65-EBR	EBR	65	AVG	9000-12600	65-146@347.6-130@14.0	7		603.84	203.85	321.38
65-EBL	EBL	65	AVG	9000-12600	65-146@347.6-140: Alton Road@20.5	20		15.23	194.26	311.97
65-WBL	WBL	65	AVG	9000-12600	65-147: Barry St@870.8-130@14.0	28		272.94	560.02	858.35
65-WBR	WBR	65	AVG	9000-12600	65-147: Barry St@870.8-140: Alton Road@20.5	17		175.06	591.95	907.32
65-WBT	WBT	65	AVG	9000-12600	65-147: Barry St@870.8-171@30.9	0			560.02	858.35
65-Overall	Overall	65	AVG	9000-12600	65	295		66.59	235.89	907.32
66-NBR	NBR	66	AVG	9000-12600	66-148: Alton Road@359.0-128: W 34th St@36.0	3		11.92	1313.62	1663.32
66-NBL	NBL	66	AVG	9000-12600	66-148: Alton Road@359.0-129@139.7	660		70.35	1313.62	1663.32
66-NBT	NBT	66	AVG	9000-12600	66-148: Alton Road@359.0-144: Alton Road@27.8	144		36.74	1313.62	1663.32
66-WBR	WBR	66	AVG	9000-12600	66-181: W 34th St@645.8-144: Alton Road@27.8	20		4.91	0	0
66-Overall	Overall	66	AVG	9000-12600	66	827		42.85	656.81	1663.32
67-NBT	NBT	67	AVG	9000-12600	67-150: Alton Rd@108.5-148: Alton Road@8.6	638		79.69	1313.02	1472.12
67-NBR	NBR	67	AVG	9000-12600	67-150: Alton Rd@108.5-169: Chase Ave@18.0	39		71.32	1313.01	1472.12
67-SBT	SBT	67	AVG	9000-12600	67-151: Alton Road@330.6-173: Alton Rd@9.9	358		12.2	19.01	297.38
67-WBR	WBR	67	AVG	9000-12600	67-155: Chase Ave@27.1-148: Alton Road@8.6	118		154.35	502.03	603.29
67-WBL	WBL	67	AVG	9000-12600	67-155: Chase Ave@27.1-173: Alton Rd@9.9	26		165.27	502.03	603.29
67-EBL	EBL	67	AVG	9000-12600	67-10260@0.4-148: Alton Road@8.6	59		112.61	176.42	299.75
67-EBT	EBT	67	AVG	9000-12600	67-10263@0.0-169: Chase Ave@18.0	20		75.16	176.06	299.32
67-EBR	EBR	67	AVG	9000-12600	67-10265@0.0-173: Alton Rd@9.9	4		71.61	200.78	329.07
67-Overall	Overall	67	AVG	9000-12600	67	1262		71.23	525.29	1472.12
68-NBR	NBR	68	AVG	9000-12600	68-157: NW 10th Ave@55.2-11: To I-95 N Express lanes@36.0	232		3.6	0.48	75.76
68-NBT	NBT	68	AVG	9000-12600	68-157: NW 10th Ave@55.2-13: NW 10th Ave@21.8	352		1.04	0.02	17.44
68-SBL	SBL	68	AVG	9000-12600	68-158: NW 10th Ave@1120.0-11: To I-95 N Express lanes@36.0	34		0.67	0	0
68-SBT	SBT	68	AVG	9000-12600	68-158: NW 10th Ave@1120.0-14: NW 10th Ave@35.5	627		0.4	0	0
68-EBT	EBT	68	AVG	9000-12600	68-159: NW 39th St@1216.3-11: To I-95 N Express lanes@36.0	107		12.24	3	123.16
68-EBL	EBL	68	AVG	9000-12600	68-159: NW 39th St@1216.3-13: NW 10th Ave@21.8	83		10.65	3	123.16
68-EBR	EBR	68	AVG	9000-12600	68-159: NW 39th St@1216.3-14: NW 10th Ave@35.5	87		9.73	17.66	182.41
68-Overall	Overall	68	AVG	9000-12600	68	1522		2.97	4.23	182.41
71-NBR	NBR	71	AVG	9000-12600	71-163: Alton Road@53.7-131: Nautilus Rd/ Michigan Ave@8.4	42		-0.26	0.01	30.27
71-NB - U	NB - U	71	AVG	9000-12600	71-163: Alton Road@53.7-134: Alton Road@22.3	0			0.02	19.26
71-NBT	NBT	71	AVG	9000-12600	71-163: Alton Road@53.7-174: 43rd Street@25.8	117		0.15	0.01	30.27
71-SBL	SBL	71	AVG	9000-12600	71-165: 43rd Street@48.2-131: Nautilus Rd/ Michigan Ave@8.4	6		14.13	121.52	227.1
71-SBT	SBT	71	AVG	9000-12600	71-165: 43rd Street@48.2-134: Alton Road@22.3	33		23.19	104.9	191.19
71-WBL	WBL	71	AVG	9000-12600	71-166: Nautilus Rd/ Michigan Ave@593.8-134: Alton Road@22.	85		190.8	614.48	643.81
71-WBR	WBR	71	AVG	9000-12600	71-166: Nautilus Rd/ Michigan Ave@593.8-174: 43rd Street@25.	7		147.93	614.71	644.05
71-Overall	Overall	71	AVG	9000-12600	71	289		50.39	242.61	644.05
88-EBT	EBT	88	AVG	9000-12600	88-124: Ed Sullivan Dr@388.0-124: Ed Sullivan Dr@525.9	48		815.45	387.79	432.37
88-WBT	WBT	88	AVG	9000-12600	88-187: Ed Sullivan Dr@344.1-114@19.8	134		2.33	1.77	106.73
88-WBL	WBL	88	AVG	9000-12600	88-187: Ed Sullivan Dr@344.1-178: Ed Sullivan Dr@16.3	62		4.06	1.77	106.73
88-Overall	Overall	88	AVG	9000-12600	88	244		104.89	194.78	432.37

Hour 4

VISSIM INTERSECTION OUTPUT
AM HOUR 4

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
3-SBT	SBT	3	AVG	12600-16200	3-4: NW 12th Ave@826.5-8: NW 12th Ave@1.7	1078		12.34	40.63	340.66
3-SBR	SBR	3	AVG	12600-16200	3-4: NW 12th Ave@826.5-10: NW 40th St@29.2	14		10	41.78	343.34
3-WBL	WBL	3	AVG	12600-16200	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-8: NW 12	201		31.58	35.48	190.32
3-WBT	WBT	3	AVG	12600-16200	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-10: NW 4	25		31.48	35.19	190.91
3-WBR	WBR	3	AVG	12600-16200	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-10035@	58		9.69	34.7	190.27
3-NBT	NBT	3	AVG	12600-16200	3-10034@1.9-1: NW 12th Ave@13.7	780		4.96	12.83	182.82
3-NBL	NBL	3	AVG	12600-16200	3-10036@3.3-10: NW 40th St@29.2	62		12.28	11.09	182.83
3-Overall	Overall	3	AVG	12600-16200	3	2217		11.62	30.24	343.34
4-NBT	NBT	4	AVG	12600-16200	4-7: NW 12th Ave@671.4-3: NW 12th Ave@24.5	723		14.32	37.29	260.45
4-NBR	NBR	4	AVG	12600-16200	4-7: NW 12th Ave@671.4-159: NW 39th St@17.7	33		13.09	37.25	260.73
4-SBT	SBT	4	AVG	12600-16200	4-8: NW 12th Ave@183.1-2: NW 12th Ave@16.5	1228		10.31	54.02	316.55
4-SBL	SBL	4	AVG	12600-16200	4-8: NW 12th Ave@183.1-159: NW 39th St@17.7	52		11.4	53.81	316.19
4-EBR	EBR	4	AVG	12600-16200	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-2: NW 12th Ave@1	558		21.63	80.61	448.31
4-EBL	EBL	4	AVG	12600-16200	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-3: NW 12th Ave@2	119		20.21	72.22	436.56
4-EBT	EBT	4	AVG	12600-16200	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-159: NW 39th St@1	168		22.63	80.59	448.43
4-Overall	Overall	4	AVG	12600-16200	4	2882		14.7	59.4	448.43
35-NBT	NBT	35	AVG	12600-16200	35-37: N Miami Ave@117.5-15: N Miami Ave@41.4	168		6.93	202.93	228
35-NBL (On-Ramp)	NBL (On-Ramp)	35	AVG	12600-16200	35-37: N Miami Ave@117.5-22: I-195 WB On-Ramp@14.9	47		16.41	202.93	228
35-NBL	NBL	35	AVG	12600-16200	35-37: N Miami Ave@117.5-23: NW 38th St@17.0	1		54.98	202.93	228
35-NBR	NBR	35	AVG	12600-16200	35-37: N Miami Ave@117.5-55: NE 38th St@30.6	31		84.01	202.93	228
35-SBR (On-Ramp)	SBR (On-Ramp)	35	AVG	12600-16200	35-38: N Miami Ave@1597.7-22: I-195 WB On-Ramp@14.9	166		49.08	1609.02	1648.4
35-SBR	SBR	35	AVG	12600-16200	35-38: N Miami Ave@1597.7-23: NW 38th St@17.0	1		44.27	1608.27	1647.64
35-SBT	SBT	35	AVG	12600-16200	35-38: N Miami Ave@1597.7-41: N Miami Ave@22.6	160		77.4	1607.72	1647.1
35-WBR	WBR	35	AVG	12600-16200	35-39: NE 38th St@541.1-15: N Miami Ave@41.4	1		32.64	14.06	89.46
35-WBT (On-Ramp	WBT (On-Ramp	35	AVG	12600-16200	35-39: NE 38th St@541.1-22: I-195 WB On-Ramp@14.9	22		79.7	14.13	89.75
35-WBT	WBT	35	AVG	12600-16200	35-39: NE 38th St@541.1-23: NW 38th St@17.0	0			14.26	90.28
35-WBL	WBL	35	AVG	12600-16200	35-39: NE 38th St@541.1-41: N Miami Ave@22.6	2		94.82	14.2	90.04
35-Overall	Overall	35	AVG	12600-16200	35	600		58.96	635.57	1648.4
36-NBT (10064)	NBT (10064)	36	AVG	12600-16200	36-40: N Miami Ave@171.9-10064@80.2	128		41.19	277.6	304.79
36-NBT (10139)	NBT (10139)	36	AVG	12600-16200	36-40: N Miami Ave@171.9-10139@80.8	47		41.59	277.6	304.79
36-EBR	EBR	36	AVG	12600-16200	36-43: I-195 EB Off-Ramp (from I-95)@460.4-47: N Miami Ave@	115		138.07	1613.03	1664.7
36-EBL	EBL	36	AVG	12600-16200	36-43: I-195 EB Off-Ramp (from I-95)@460.4-10065@83.5	71		113.3	1613.38	1664.96
36-SBT	SBT	36	AVG	12600-16200	36-10066@6.4-47: N Miami Ave@13.8	159		43.41	222.36	264.31
36-Overall	Overall	36	AVG	12600-16200	36	520		54.86	931.59	1664.99
37-NBL	NBL	37	AVG	12600-16200	37-45: N Miami Ave@208.2-18: NW 36th St@64.1	3		88.14	1284.09	1300.67
37-NBT	NBT	37	AVG	12600-16200	37-45: N Miami Ave@208.2-40: N Miami Ave@25.7	128		177.33	1284.09	1300.67
37-NBR	NBR	37	AVG	12600-16200	37-45: N Miami Ave@208.2-59: NE 36th St@45.6	12		83.55	1284.09	1300.67
37-SBT	SBT	37	AVG	12600-16200	37-47: N Miami Ave@157.3-16: N Miami Ave@41.5	158		26.6	261.59	304.72
37-SBR	SBR	37	AVG	12600-16200	37-47: N Miami Ave@157.3-18: NW 36th St@64.1	52		17.92	263.58	307.07
37-SBL	SBL	37	AVG	12600-16200	37-47: N Miami Ave@157.3-59: NE 36th St@45.6	57		35.05	263.15	306.66
37-EBR	EBR	37	AVG	12600-16200	37-50: NW 36th St@207.7-16: N Miami Ave@41.5	6		85.8	426.1	451.77
37-EBL	EBL	37	AVG	12600-16200	37-50: NW 36th St@207.7-40: N Miami Ave@25.7	24		268.25	426.29	451.77
37-EBT	EBT	37	AVG	12600-16200	37-50: NW 36th St@207.7-59: NE 36th St@45.6	88		83.37	426.29	451.77
37-WBL	WBL	37	AVG	12600-16200	37-52: NE 36th St@194.9-16: N Miami Ave@41.5	23		132.99	691.6	707.51
37-WBT	WBT	37	AVG	12600-16200	37-52: NE 36th St@194.9-18: NW 36th St@64.1	61		127.04	691.37	707.27
37-WBR	WBR	37	AVG	12600-16200	37-52: NE 36th St@194.9-40: N Miami Ave@25.7	22		229.94	691.12	707.03

VISSIM INTERSECTION OUTPUT
AM HOUR 4

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT		VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
37-Overall	Overall	37	AVG	12600-16200		37	634		63.32	666.11	1300.67
38-NBT	NBT	38	AVG	12600-16200	38-53: NE 1st Ave@395.5-26: NE 1st Ave@6.9		9		70.95	180.17	229.12
38-NBR	NBR	38	AVG	12600-16200	38-53: NE 1st Ave@395.5-70: NE 38th St@10.3		7		103.3	195.8	248.15
38-NBL	NBL	38	AVG	12600-16200	38-53: NE 1st Ave@395.5-10083@85.1		8		58.8	202.12	256.24
38-SBT	SBT	38	AVG	12600-16200	38-54: NE 1st Ave@1159.7-58: NE 1st Ave@2.0		17		401.14	1162.44	1172.61
38-SBL	SBL	38	AVG	12600-16200	38-54: NE 1st Ave@1159.7-70: NE 38th St@10.3		5		455.57	1198.56	1208.74
38-SBR	SBR	38	AVG	12600-16200	38-54: NE 1st Ave@1159.7-10084@43.8		7		323.6	1193.46	1203.64
38-EBL	EBL	38	AVG	12600-16200	38-55: NE 38th St@570.9-26: NE 1st Ave@6.9		7		232.67	627.35	667.95
38-EBR	EBR	38	AVG	12600-16200	38-55: NE 38th St@570.9-58: NE 1st Ave@2.0		5		314.22	620.81	661.27
38-EBT	EBT	38	AVG	12600-16200	38-55: NE 38th St@570.9-70: NE 38th St@10.3		23		269.67	635.31	676
38-WBR	WBR	38	AVG	12600-16200	38-56: NE 38th St@580.8-26: NE 1st Ave@6.9		1		52.64	34.02	111.56
38-WBL	WBL	38	AVG	12600-16200	38-56: NE 38th St@580.8-58: NE 1st Ave@2.0		2		145.29	34.58	82.12
38-WBT	WBT	38	AVG	12600-16200	38-56: NE 38th St@580.8-10085@82.0		11		18.67	37.84	130.36
38-Overall	Overall	38	AVG	12600-16200		38	101		72.68	510.21	1208.74
39-NBL	NBL	39	AVG	12600-16200	39-57: NE 1st Ave@1113.9-51: NE 36th St@5.8		8		270.23	1065.44	1149.79
39-NBT	NBT	39	AVG	12600-16200	39-57: NE 1st Ave@1113.9-53: NE 1st Ave@26.0		14		194.06	1031.64	1114.94
39-NBR	NBR	39	AVG	12600-16200	39-57: NE 1st Ave@1113.9-75: NE 36th St@7.4		13		210.36	1051.36	1135.24
39-SBT	SBT	39	AVG	12600-16200	39-58: NE 1st Ave@368.5-27: NE 1st Ave@6.8		5		380.07	303.84	323.94
39-SBR	SBR	39	AVG	12600-16200	39-58: NE 1st Ave@368.5-51: NE 36th St@5.8		14		503.61	345.29	365.39
39-SBL	SBL	39	AVG	12600-16200	39-58: NE 1st Ave@368.5-75: NE 36th St@7.4		5		476.3	353.7	373.8
39-EBR	EBR	39	AVG	12600-16200	39-60: NE 36th St@298.5-27: NE 1st Ave@6.8		2		14.94	602.85	740.71
39-EBL	EBL	39	AVG	12600-16200	39-60: NE 36th St@298.5-53: NE 1st Ave@26.0		3		75.77	582.96	716.36
39-EBT	EBT	39	AVG	12600-16200	39-60: NE 36th St@298.5-75: NE 36th St@7.4		142		30.34	564.21	696.17
39-WBL	WBL	39	AVG	12600-16200	39-62: NE 36th St@119.0-27: NE 1st Ave@6.8		2		102.18	759.08	784.69
39-WBT	WBT	39	AVG	12600-16200	39-62: NE 36th St@119.0-51: NE 36th St@5.8		88		230.45	717.12	742.72
39-WBR	WBR	39	AVG	12600-16200	39-62: NE 36th St@119.0-53: NE 1st Ave@26.0		6		170.51	758.44	784.05
39-Overall	Overall	39	AVG	12600-16200		39	301		104.95	677.99	1149.79
40-NBL	NBL	40	AVG	12600-16200	40-64: NE 2nd Ave@120.9-33: NE 39th St@20.8		2		26.32	163.33	189.11
40-NBT	NBT	40	AVG	12600-16200	40-64: NE 2nd Ave@120.9-36: NE 2nd Ave@71.2		46		92.14	163.36	189.11
40-NBR	NBR	40	AVG	12600-16200	40-64: NE 2nd Ave@120.9-81: NE 39th St@39.0		17		189.87	163.34	189.11
40-SBR	SBR	40	AVG	12600-16200	40-65: NE 2nd Ave@752.3-33: NE 39th St@20.8		4		86.06	828.46	840.89
40-SBT	SBT	40	AVG	12600-16200	40-65: NE 2nd Ave@752.3-69: NE 2nd Ave@48.4		44		137.61	828.45	840.89
40-SBL	SBL	40	AVG	12600-16200	40-65: NE 2nd Ave@752.3-81: NE 39th St@39.0		16		1090.36	828.19	840.62
40-EBL	EBL	40	AVG	12600-16200	40-66: NE 39th St@103.0-36: NE 2nd Ave@71.2		5		151.64	128.41	136.71
40-EBR	EBR	40	AVG	12600-16200	40-66: NE 39th St@103.0-69: NE 2nd Ave@48.4		5		140.77	128.41	136.71
40-EBT	EBT	40	AVG	12600-16200	40-66: NE 39th St@103.0-81: NE 39th St@39.0		14		284.28	128.41	136.71
40-WBT	WBT	40	AVG	12600-16200	40-67: NE 39th St@171.9-33: NE 39th St@20.8		12		18.23	39.69	66.53
40-WBR	WBR	40	AVG	12600-16200	40-67: NE 39th St@171.9-36: NE 2nd Ave@71.2		10		10.52	39.57	66.53
40-WBL	WBL	40	AVG	12600-16200	40-67: NE 39th St@171.9-69: NE 2nd Ave@48.4		6		14.29	39.54	66.53
40-Overall	Overall	40	AVG	12600-16200		40	181		202.52	289.93	840.89
41-NBL	NBL	41	AVG	12600-16200	41-68: NE 2nd Ave@247.3-56: NE 38th St@8.5		5		82.02	169.91	255.81
41-NBT	NBT	41	AVG	12600-16200	41-68: NE 2nd Ave@247.3-63: NE 2nd Ave@7.0		34		132.52	152.95	234.95
41-SBT	SBT	41	AVG	12600-16200	41-69: NE 2nd Ave@247.3-21: NE 2nd Ave@4.5		49		17.11	122.1	182.86
41-SBR	SBR	41	AVG	12600-16200	41-69: NE 2nd Ave@247.3-56: NE 38th St@8.5		6		9.22	135.55	201.97
41-EBR	EBR	41	AVG	12600-16200	41-70: NE 38th St@582.2-21: NE 2nd Ave@4.5		7		217.34	450.43	487.93
41-EBL	EBL	41	AVG	12600-16200	41-70: NE 38th St@582.2-63: NE 2nd Ave@7.0		29		280.11	478.86	516.79

VISSIM INTERSECTION OUTPUT
AM HOUR 4

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
41-EBT	EBT	41	AVG	12600-16200	41-70: NE 38th St@582.2-188@5.1	0			450.43	487.93
41-WBL	WBL	41	AVG	12600-16200	41-71@192.3-21: NE 2nd Ave@4.5	0			37.61	76.47
41-WBT	WBT	41	AVG	12600-16200	41-71@192.3-56: NE 38th St@8.5	3		25.24	32.97	41.65
41-WBR	WBR	41	AVG	12600-16200	41-71@192.3-63: NE 2nd Ave@7.0	0			37.77	77.27
41-Overall	Overall	41	AVG	12600-16200	41	133		36.53	179.79	535.96
42-SEBT	SEBT	42	AVG	12600-16200	42-21: NE 2nd Ave@278.6-29: NE 2nd Ave@36.0	39		140.17	275.01	332.63
42-SEBR	SEBR	42	AVG	12600-16200	42-21: NE 2nd Ave@278.6-61: NE 36th St@21.7	6		579.86	215.35	269.02
42-SEBL (79)	SEBL (79)	42	AVG	12600-16200	42-21: NE 2nd Ave@278.6-79: Federal Hwy@48.2	0		107.17	274.17	332.11
42-SEBL	SEBL	42	AVG	12600-16200	42-21: NE 2nd Ave@278.6-94: NE 36th St@39.9	8		128.68	274.17	332.11
42-NBL	NBL	42	AVG	12600-16200	42-72: NE 2nd Ave@1267.8-61: NE 36th St@21.7	14		321.08	1286.63	1299.87
42-NBT	NBT	42	AVG	12600-16200	42-72: NE 2nd Ave@1267.8-79: Federal Hwy@48.2	37		160.86	1286.63	1299.87
42-NBR	NBR	42	AVG	12600-16200	42-72: NE 2nd Ave@1267.8-94: NE 36th St@39.9	6		158.28	1286.63	1299.87
42-NBT (10048)	NBT (10048)	42	AVG	12600-16200	42-72: NE 2nd Ave@1267.8-10048@5.8	26		274.6	1286.63	1299.87
42-SBT	SBT	42	AVG	12600-16200	42-74: Federal Hwy@24.8-29: NE 2nd Ave@36.0	57		248.53	784.3	799.67
42-SBR	SBR	42	AVG	12600-16200	42-74: Federal Hwy@24.8-61: NE 36th St@21.7	10		405.81	783.85	799.21
42-SBL	SBL	42	AVG	12600-16200	42-74: Federal Hwy@24.8-94: NE 36th St@39.9	6		237.54	785.09	800.46
42-SBR (10048)	SBR (10048)	42	AVG	12600-16200	42-74: Federal Hwy@24.8-10048@5.8	1		256.76	783.8	799.17
42-EBR	EBR	42	AVG	12600-16200	42-76: NE 36th St@312.0-29: NE 2nd Ave@36.0	50		60.32	628.11	692.56
42-EBL	EBL	42	AVG	12600-16200	42-76: NE 36th St@312.0-79: Federal Hwy@48.2	13		409.8	625.49	689.56
42-EBT	EBT	42	AVG	12600-16200	42-76: NE 36th St@312.0-94: NE 36th St@39.9	93		87.58	628.47	692.56
42-EBL (10048)	EBL (10048)	42	AVG	12600-16200	42-76: NE 36th St@312.0-10048@5.8	3		461.71	628.47	692.56
42-WBT	WBT	42	AVG	12600-16200	42-77: NE 36th St@309.5-61: NE 36th St@21.7	65		289.78	442.28	472.41
42-WBR	WBR	42	AVG	12600-16200	42-77: NE 36th St@309.5-79: Federal Hwy@48.2	9		169.59	442.27	472.41
42-WBR (10048)	WBR (10048)	42	AVG	12600-16200	42-77: NE 36th St@309.5-10048@5.8	7		252.54	442.27	472.41
42-Overall	Overall	42	AVG	12600-16200	42	448		154.82	692.61	1299.87
43-SBL	SBL	43	AVG	12600-16200	43-80: Federal Hwy@191.5-34: NE 39th St@42.3	1		211.71	188.75	199.59
43-SBR	SBR	43	AVG	12600-16200	43-80: Federal Hwy@191.5-67: NE 39th St@13.6	7		168.5	223.94	234.88
43-SBT	SBT	43	AVG	12600-16200	43-80: Federal Hwy@191.5-73: Federal Hwy@18.3	46		246.68	223.94	234.88
43-EBL	EBL	43	AVG	12600-16200	43-81: NE 39th St@196.0-30: Federal Hwy@31.2	17		103.94	245.64	255.66
43-EBT	EBT	43	AVG	12600-16200	43-81: NE 39th St@196.0-34: NE 39th St@42.3	11		129.41	244.91	254.95
43-EBR	EBR	43	AVG	12600-16200	43-81: NE 39th St@196.0-73: Federal Hwy@18.3	17		478.05	245.85	255.88
43-WBR	WBR	43	AVG	12600-16200	43-82: NE 38th St@237.4-30: Federal Hwy@31.2	3		131.13	108.36	135.95
43-WBT	WBT	43	AVG	12600-16200	43-82: NE 38th St@237.4-67: NE 39th St@13.6	15		192.83	108.39	135.93
43-WBL	WBL	43	AVG	12600-16200	43-82: NE 38th St@237.4-73: Federal Hwy@18.3	6		223.33	107.73	135.43
43-NBT	NBT	43	AVG	12600-16200	43-83: Federal Hwy@533.6-30: Federal Hwy@31.2	52		55.19	111.4	220.08
43-NBR	NBR	43	AVG	12600-16200	43-83: Federal Hwy@533.6-34: NE 39th St@42.3	4		47.6	111.39	220.08
43-NBL	NBL	43	AVG	12600-16200	43-83: Federal Hwy@533.6-67: NE 39th St@13.6	4		51.96	111.39	220.08
43-WBR (34)	WBR (34)	43	AVG	12600-16200	43-10153@3.3-34: NE 39th St@42.3	1		79.25	0	0
43-Overall	Overall	43	AVG	12600-16200	43	184		173.81	156.28	440.11
44-NBT	NBT	44	AVG	12600-16200	44-85: Biscayne Blvd@133.6-24: Biscayne Blvd@23.4	177		24.65	146.15	212.69
44-NBL	NBL	44	AVG	12600-16200	44-85: Biscayne Blvd@133.6-82: NE 38th St@42.0	6		48.97	145.05	212.27
44-NBR	NBR	44	AVG	12600-16200	44-85: Biscayne Blvd@133.6-161: NE 38th St@79.2	67		28.48	145.78	212.27
44-SBR	SBR	44	AVG	12600-16200	44-87: Biscayne Blvd@344.4-82: NE 38th St@42.0	3		73.68	1103.52	1144.15
44-SBT	SBT	44	AVG	12600-16200	44-87: Biscayne Blvd@344.4-92: Biscayne Blvd@30.4	184		89.99	1103.32	1143.95
44-SBL	SBL	44	AVG	12600-16200	44-87: Biscayne Blvd@344.4-161: NE 38th St@79.2	44		66.25	1103.11	1143.74
44-WBR	WBR	44	AVG	12600-16200	44-89: NE 38th St@26.9-24: Biscayne Blvd@23.4	49		99.03	1047.17	1066.93

VISSIM INTERSECTION OUTPUT
AM HOUR 4

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
44-WBT	WBT	44	AVG	12600-16200	44-89: NE 38th St@26.9-82: NE 38th St@42.0	17		144.23	1047.17	1066.93
44-WBL	WBL	44	AVG	12600-16200	44-89: NE 38th St@26.9-92: Biscayne Blvd@30.4	74		151.33	1047.17	1066.93
44-Overall	Overall	44	AVG	12600-16200	44	620		51.34	765.38	1144.15
45-NBL	NBL	45	AVG	12600-16200	45-91: Biscayne Blvd@200.0-77: NE 36th St@20.3	19		255.11	1638.24	1654.9
45-NBT	NBT	45	AVG	12600-16200	45-91: Biscayne Blvd@200.0-84: Biscayne Blvd@42.1	179		91.47	1638.24	1654.9
45-NBR	NBR	45	AVG	12600-16200	45-91: Biscayne Blvd@200.0-104: NE 36th St@54.2	26		65.12	1638.24	1654.9
45-SBT	SBT	45	AVG	12600-16200	45-93: Biscayne Blvd@288.0-25: Biscayne Blvd@32.5	185		56.14	1639.42	1660.1
45-SBR	SBR	45	AVG	12600-16200	45-93: Biscayne Blvd@288.0-77: NE 36th St@20.3	40		126.25	1639.42	1660.1
45-SBL	SBL	45	AVG	12600-16200	45-93: Biscayne Blvd@288.0-104: NE 36th St@54.2	35		60.98	1639.42	1660.1
45-EBR	EBR	45	AVG	12600-16200	45-95: NE 36th St@227.6-25: Biscayne Blvd@32.5	43		12.38	55.02	131.95
45-EBL	EBL	45	AVG	12600-16200	45-95: NE 36th St@227.6-84: Biscayne Blvd@42.1	13		245.93	55.16	131.95
45-EBT	EBT	45	AVG	12600-16200	45-95: NE 36th St@227.6-104: NE 36th St@54.2	53		69.13	55.15	131.95
45-WBL	WBL	45	AVG	12600-16200	45-97: NE 36th St@236.9-25: Biscayne Blvd@32.5	64		109.81	404.43	436.84
45-WBT	WBT	45	AVG	12600-16200	45-97: NE 36th St@236.9-77: NE 36th St@20.3	22		203.03	404.43	436.84
45-WBR	WBR	45	AVG	12600-16200	45-97: NE 36th St@236.9-84: Biscayne Blvd@42.1	56		83.69	404.43	436.84
45-Overall	Overall	45	AVG	12600-16200	45	733		67.9	934.3	1661.8
46-SBR	SBR	46	AVG	12600-16200	46-98: NE 6th Ave@724.9-162: NE 38th St@34.9	1		12603.65	751.66	755.47
46-EBR	EBR	46	AVG	12600-16200	46-99: NE 38th St@568.3-103@19.6	2		0.64	0	0
46-WBL	WBL	46	AVG	12600-16200	46-100: I-195 WB Off-Ramp@323.1-103@19.6	0		55.44	1620.23	1667.49
46-WBT	WBT	46	AVG	12600-16200	46-100: I-195 WB Off-Ramp@323.1-162: NE 38th St@34.9	143		169.81	1620.23	1667.49
46-WBR	WBR	46	AVG	12600-16200	46-100: I-195 WB Off-Ramp@323.1-10183@47.9	14		82.31	1620.23	1667.49
46-Overall	Overall	46	AVG	12600-16200	46	160		206.56	790.63	1667.49
49-EBT	EBT	49	AVG	12600-16200	49-104: NE 36th St@325.6-109: NE 36th St@65.7	113		0.61	0	0
49-WBT	WBT	49	AVG	12600-16200	49-105: NE 36th St@104.7-96: NE 36th St@85.2	25		164.37	228.19	243.22
49-SBR	SBR	49	AVG	12600-16200	49-106: I-195 EB Off-Ramp@145.5-96: NE 36th St@85.2	118		50.05	658.28	864.53
49-Overall	Overall	49	AVG	12600-16200	49	256		24.32	295.49	932.16
52-NBR	NBR	52	AVG	12600-16200	52-107@640.1-19: NE 36th St (To I-195 EB)@1.4	10		301.69	655.89	667.77
52-NBT	NBT	52	AVG	12600-16200	52-107@640.1-28: NE 5th Ave@11.9	0			685.17	697.06
52-NBL	NBL	52	AVG	12600-16200	52-107@640.1-105: NE 36th St@40.9	7		398.08	662.96	674.85
52-SBL	SBL	52	AVG	12600-16200	52-108: NE 5th Ave@135.2-19: NE 36th St (To I-195 EB)@1.4	0			129.56	147.14
52-SBT	SBT	52	AVG	12600-16200	52-108: NE 5th Ave@135.2-102@10.7	0		19.15	85.04	105.77
52-SBR	SBR	52	AVG	12600-16200	52-108: NE 5th Ave@135.2-105: NE 36th St@40.9	1		893.95	143.48	160.82
52-EBT	EBT	52	AVG	12600-16200	52-109: NE 36th St@135.4-19: NE 36th St (To I-195 EB)@1.4	110		0.39	10.51	10.51
52-EBL	EBL	52	AVG	12600-16200	52-109: NE 36th St@135.4-28: NE 5th Ave@11.9	2		0.4	7.26	7.26
52-EBR	EBR	52	AVG	12600-16200	52-109: NE 36th St@135.4-102@10.7	1		0.37	7.4	7.4
52-WBR	WBR	52	AVG	12600-16200	52-110: NE 36th St (To I-195 EB)@764.6-28: NE 5th Ave@11.9	0			784.47	795.43
52-WBL	WBL	52	AVG	12600-16200	52-110: NE 36th St (To I-195 EB)@764.6-102@10.7	0		114.59	807.13	818.09
52-WBT	WBT	52	AVG	12600-16200	52-110: NE 36th St (To I-195 EB)@764.6-105: NE 36th St@40.9	17		357.91	757.63	768.59
52-Overall	Overall	52	AVG	12600-16200	52	148		62.81	394.71	818.09
57-NBT	NBT	57	AVG	12600-16200	57-115: Alton Road@150.4-177: Alton Road@63.8	247		0.09	0	0
57-SBT	SBT	57	AVG	12600-16200	57-116: Alton Road@1341.5-121: Alton Road@19.9	110		386.94	1337.32	1356.46
57-SBR	SBR	57	AVG	12600-16200	57-116: Alton Road@1341.5-179: N Bay Road North@24.4	0		139.43	1337.32	1356.46
57-EBR	EBR	57	AVG	12600-16200	57-117: N Bay Road North@435.3-121: Alton Road@19.9	0			475.2	475.48
57-Overall	Overall	57	AVG	12600-16200	57	357		40.1	604.17	1356.46
58-NBT	NBT	58	AVG	12600-16200	58-119@313.9-115: Alton Road@14.5	230		13.08	36.98	298.12
58-NBR	NBR	58	AVG	12600-16200	58-119@313.9-175: 43rd Street@22.8	16		19.16	34.8	298.3

VISSIM INTERSECTION OUTPUT
AM HOUR 4

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT		VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
58-NBL	NBL	58	AVG	12600-16200	58-119@313.9-187: Ed Sullivan Dr@53.5		89		89.16	36.67	284.27
58-SBL	SBL	58	AVG	12600-16200	58-123: Alton Road@93.1-175: 43rd Street@22.8		3		30.09	247.46	262.5
58-SBT	SBT	58	AVG	12600-16200	58-123: Alton Road@93.1-183@60.1		91		359.78	247.75	262.5
58-SBR	SBR	58	AVG	12600-16200	58-123: Alton Road@93.1-187: Ed Sullivan Dr@53.5		14		47.06	247.73	262.5
58-EBL	EBL	58	AVG	12600-16200	58-124: Ed Sullivan Dr@790.9-115: Alton Road@14.5		5		230.34	483.43	489.98
58-EBT	EBT	58	AVG	12600-16200	58-124: Ed Sullivan Dr@790.9-175: 43rd Street@22.8		7		669.34	483.76	490.31
58-EBR	EBR	58	AVG	12600-16200	58-124: Ed Sullivan Dr@790.9-183@60.1		10		1091.71	475.51	482.06
58-WBL	WBL	58	AVG	12600-16200	58-125: 43rd Street@131.1-183@60.1		2		158.74	21.61	104.54
58-WBT	WBT	58	AVG	12600-16200	58-125: 43rd Street@131.1-187: Ed Sullivan Dr@53.5		35		86.39	21.32	103.77
58-NWBT	NWBT	58	AVG	12600-16200	58-184: N Bay Rd@266.4-115: Alton Road@14.5		11		16.78	36.98	298.12
58-NWBR	NWBR	58	AVG	12600-16200	58-184: N Bay Rd@266.4-175: 43rd Street@22.8		1		14.42	34.8	298.3
58-NWBL	NWBL	58	AVG	12600-16200	58-184: N Bay Rd@266.4-187: Ed Sullivan Dr@53.5		0			36.67	284.27
58-Overall	Overall	58	AVG	12600-16200		58	513		43.86	212.46	622.87
61-SBT	SBT	61	AVG	12600-16200	61-130@220.9-172: Unnamed Road@7.9		50		167.7	318.81	340.06
61-SBR	SBR	61	AVG	12600-16200	61-130@220.9-176: Alton Road@20.2		3		446.49	340.09	361.42
61-WBT	WBT	61	AVG	12600-16200	61-10220@0.6-176: Alton Road@20.2		353		235.5	300.27	353.89
61-Overall	Overall	61	AVG	12600-16200		61	406		257.79	319.72	365.56
63-NBL	NBL	63	AVG	12600-16200	63-132: Alton Road@140.5-12@13.5		30		145.49	169.34	239.08
63-NBT	NBT	63	AVG	12600-16200	63-132: Alton Road@140.5-163: Alton Road@28.9		37		47.31	169.34	239.08
63-NBR	NBR	63	AVG	12600-16200	63-132: Alton Road@140.5-168: 41 Street/ Art Godfrey Road@1		22		21.52	169.34	239.08
63-SBR	SBR	63	AVG	12600-16200	63-134: Alton Road@43.1-12@13.5		40		53.33	98.97	134.06
63-SBT	SBT	63	AVG	12600-16200	63-134: Alton Road@43.1-141: Alton Road@4.7		16		548.33	99.1	134.06
63-SBL	SBL	63	AVG	12600-16200	63-134: Alton Road@43.1-168: 41 Street/ Art Godfrey Road@11		11		30.32	98.99	134.06
63-EBL	EBL	63	AVG	12600-16200	63-136: 41 Street/ Art Godfrey Road@324.2-163: Alton Road@2		53		50.3	94.27	268.59
63-EBT	EBT	63	AVG	12600-16200	63-136: 41 Street/ Art Godfrey Road@324.2-168: 41 Street/ Art (		227		26.41	94.33	268.47
63-WBT	WBT	63	AVG	12600-16200	63-139: 41 Street/ Art Godfrey Road@83.8-12@13.5		241		135.24	994.91	1033.18
63-WBL	WBL	63	AVG	12600-16200	63-139: 41 Street/ Art Godfrey Road@83.8-141: Alton Road@4.7		10		726.49	994.91	1033.18
63-WBR	WBR	63	AVG	12600-16200	63-139: 41 Street/ Art Godfrey Road@83.8-163: Alton Road@28		15		55.11	996.53	1034.8
63-EBR	EBR	63	AVG	12600-16200	63-10223@17.2-141: Alton Road@4.7		16		485.13	90.61	272.21
63-Overall	Overall	63	AVG	12600-16200		63	719		103.78	339.22	1098.82
64-NBR	NBR	64	AVG	12600-16200	64-140: Alton Road@213.9-111: W 39th St@6.6		21		7.32	157.51	253.56
64-NBL	NBL	64	AVG	12600-16200	64-140: Alton Road@213.9-112@14.6		0			156.37	251.68
64-NBT	NBT	64	AVG	12600-16200	64-140: Alton Road@213.9-132: Alton Road@10.8		62		9.65	137.11	222.3
64-SBL	SBL	64	AVG	12600-16200	64-141: Alton Road@121.3-111: W 39th St@6.6		11		340.93	160.28	205.8
64-SBR	SBR	64	AVG	12600-16200	64-141: Alton Road@121.3-112@14.6		0			170.43	217.2
64-SBT	SBT	64	AVG	12600-16200	64-141: Alton Road@121.3-145: Alton Road@33.5		29		855.72	144.7	188.42
64-EBT	EBT	64	AVG	12600-16200	64-142@109.2-111: W 39th St@6.6		2		85.17	108.32	133.24
64-EBL	EBL	64	AVG	12600-16200	64-142@109.2-132: Alton Road@10.8		5		437.79	89.77	111.44
64-EBR	EBR	64	AVG	12600-16200	64-142@109.2-145: Alton Road@33.5		2		890.17	108.46	133.68
64-WBR	WBR	64	AVG	12600-16200	64-10241@65.4-132: Alton Road@10.8		24		835.2	667.04	724.03
64-WBL	WBL	64	AVG	12600-16200	64-10244@63.1-145: Alton Road@33.5		23		1246.86	884.55	930.76
64-Overall	Overall	64	AVG	12600-16200		64	179		176.18	253.14	930.76
65-NBR	NBR	65	AVG	12600-16200	65-144: Alton Road@360.8-113: Barry St@24.6		9		2.15	101.87	179.34
65-NBT	NBT	65	AVG	12600-16200	65-144: Alton Road@360.8-140: Alton Road@20.5		70		2.29	91.95	162.46
65-NBL	NBL	65	AVG	12600-16200	65-144: Alton Road@360.8-171@30.9		6		20.66	107.17	188.44
65-SBL	SBL	65	AVG	12600-16200	65-145: Alton Road@221.1-113: Barry St@24.6		14		289.73	274.31	292.12

VISSIM INTERSECTION OUTPUT
AM HOUR 4

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
65-SBT	SBT	65	AVG	12600-16200	65-145: Alton Road@221.1-130@14.0	32		967.54	274.31	292.12
65-SBR	SBR	65	AVG	12600-16200	65-145: Alton Road@221.1-171@30.9	4		821.11	299.72	317.81
65-EBT	EBT	65	AVG	12600-16200	65-146@347.6-113: Barry St@24.6	0			256.58	299.9
65-EBR	EBR	65	AVG	12600-16200	65-146@347.6-130@14.0	5		827.17	293.39	341.65
65-EBL	EBL	65	AVG	12600-16200	65-146@347.6-140: Alton Road@20.5	10		10.34	284.67	332.24
65-WBL	WBL	65	AVG	12600-16200	65-147: Barry St@870.8-130@14.0	17		386.03	701.69	804.61
65-WBR	WBR	65	AVG	12600-16200	65-147: Barry St@870.8-140: Alton Road@20.5	9		214.82	745.61	853.58
65-WBT	WBT	65	AVG	12600-16200	65-147: Barry St@870.8-171@30.9	0			701.69	804.61
65-Overall	Overall	65	AVG	12600-16200	65	175		88.32	315.7	853.58
66-NBR	NBR	66	AVG	12600-16200	66-148: Alton Road@359.0-128: W 34th St@36.0	2		10.7	1458.13	1657.56
66-NBL	NBL	66	AVG	12600-16200	66-148: Alton Road@359.0-129@139.7	356		261.73	1458.13	1657.56
66-NBT	NBT	66	AVG	12600-16200	66-148: Alton Road@359.0-144: Alton Road@27.8	74		185.94	1458.13	1657.56
66-WBR	WBR	66	AVG	12600-16200	66-181: W 34th St@645.8-144: Alton Road@27.8	15		5	3.08	15.78
66-Overall	Overall	66	AVG	12600-16200	66	447		62.74	730.61	1657.56
67-NBT	NBT	67	AVG	12600-16200	67-150: Alton Rd@108.5-148: Alton Road@8.6	348		274.27	1385.61	1450.15
67-NBR	NBR	67	AVG	12600-16200	67-150: Alton Rd@108.5-169: Chase Ave@18.0	17		245.77	1385.61	1450.15
67-SBT	SBT	67	AVG	12600-16200	67-151: Alton Road@330.6-173: Alton Rd@9.9	270		12.18	22.2	273.18
67-WBR	WBR	67	AVG	12600-16200	67-155: Chase Ave@27.1-148: Alton Road@8.6	66		540.45	570.41	592.63
67-WBL	WBL	67	AVG	12600-16200	67-155: Chase Ave@27.1-173: Alton Rd@9.9	16		123.39	570.41	592.63
67-EBL	EBL	67	AVG	12600-16200	67-10260@0.4-148: Alton Road@8.6	24		226.35	227.68	276.59
67-EBT	EBT	67	AVG	12600-16200	67-10263@0.0-169: Chase Ave@18.0	9		194.62	227.29	276.15
67-EBR	EBR	67	AVG	12600-16200	67-10265@0.0-173: Alton Rd@9.9	1		36.59	253.95	305.9
67-Overall	Overall	67	AVG	12600-16200	67	750		186.06	580.4	1468.66
68-NBR	NBR	68	AVG	12600-16200	68-157: NW 10th Ave@55.2-11: To I-95 N Express lanes@36.0	201		3.42	0.35	54.23
68-NBT	NBT	68	AVG	12600-16200	68-157: NW 10th Ave@55.2-13: NW 10th Ave@21.8	323		0.93	0	0
68-SBL	SBL	68	AVG	12600-16200	68-158: NW 10th Ave@1120.0-11: To I-95 N Express lanes@36.0	31		0.76	0	0
68-SBT	SBT	68	AVG	12600-16200	68-158: NW 10th Ave@1120.0-14: NW 10th Ave@35.5	561		0.34	0	0
68-EBT	EBT	68	AVG	12600-16200	68-159: NW 39th St@1216.3-11: To I-95 N Express lanes@36.0	101		11.78	2.54	120.69
68-EBL	EBL	68	AVG	12600-16200	68-159: NW 39th St@1216.3-13: NW 10th Ave@21.8	74		10.6	2.54	120.69
68-EBR	EBR	68	AVG	12600-16200	68-159: NW 39th St@1216.3-14: NW 10th Ave@35.5	78		9.51	15.6	179.93
68-Overall	Overall	68	AVG	12600-16200	68	1369		2.87	3.7	179.93
71-NBR	NBR	71	AVG	12600-16200	71-163: Alton Road@53.7-131: Nautilus Rd/ Michigan Ave@8.4	30		-0.13	0.01	16.97
71-NB - U	NB - U	71	AVG	12600-16200	71-163: Alton Road@53.7-134: Alton Road@22.3	0			0.01	13.79
71-NBT	NBT	71	AVG	12600-16200	71-163: Alton Road@53.7-174: 43rd Street@25.8	75		0.24	0.01	16.97
71-SBL	SBL	71	AVG	12600-16200	71-165: 43rd Street@48.2-131: Nautilus Rd/ Michigan Ave@8.4	7		523.16	108.94	214.26
71-SBT	SBT	71	AVG	12600-16200	71-165: 43rd Street@48.2-134: Alton Road@22.3	24		456.91	96.04	187.54
71-WBL	WBL	71	AVG	12600-16200	71-166: Nautilus Rd/ Michigan Ave@593.8-134: Alton Road@22.	44		927.7	616	633.25
71-WBR	WBR	71	AVG	12600-16200	71-166: Nautilus Rd/ Michigan Ave@593.8-174: 43rd Street@25.	5		219.56	616.24	633.49
71-Overall	Overall	71	AVG	12600-16200	71	185		228.81	239.54	633.49
88-EBT	EBT	88	AVG	12600-16200	88-124: Ed Sullivan Dr@388.0-124: Ed Sullivan Dr@525.9	26		1520.85	406.66	416.41
88-WBT	WBT	88	AVG	12600-16200	88-187: Ed Sullivan Dr@344.1-114@19.8	92		2.85	2.18	58.41
88-WBL	WBL	88	AVG	12600-16200	88-187: Ed Sullivan Dr@344.1-178: Ed Sullivan Dr@16.3	47		4.03	2.18	58.41
88-Overall	Overall	88	AVG	12600-16200	88	164		100.49	204.42	416.41

VISSIM INTERSECTION OUTPUT

(PM PEAK PERIOD)

Hour 1

VISSIM INTERSECTION OUTPUT
PM HOUR 1

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
3-SBT	SBT	3	AVG	1800-5400	3-4: NW 12th Ave@826.5-8: NW 12th Ave@1.7	710		6.43	14.58	198.01
3-SBR	SBR	3	AVG	1800-5400	3-4: NW 12th Ave@826.5-10: NW 40th St@29.2	22		4.45	15.26	200.68
3-WBL	WBL	3	AVG	1800-5400	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-8: NW 12th Ave@1.7	137		36.49	31.37	175.74
3-WBT	WBT	3	AVG	1800-5400	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-10: NW 40th St@29.2	42		38.49	31.64	176.33
3-WBR	WBR	3	AVG	1800-5400	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-10035@64.5	68		15.57	30.77	175.69
3-NBT	NBT	3	AVG	1800-5400	3-10034@1.9-1: NW 12th Ave@13.7	1767		2.84	15.74	243.08
3-NBL	NBL	3	AVG	1800-5400	3-10036@3.3-10: NW 40th St@29.2	103		6.6	14.43	243.08
3-Overall	Overall	3	AVG	1800-5400	3	2848		6.33	21.97	244.3
4-NBT	NBT	4	AVG	1800-5400	4-7: NW 12th Ave@671.4-3: NW 12th Ave@24.5	1578		12.92	91.33	596.04
4-NBR	NBR	4	AVG	1800-5400	4-7: NW 12th Ave@671.4-159: NW 39th St@17.7	60		12.6	91.44	596.32
4-SBT	SBT	4	AVG	1800-5400	4-8: NW 12th Ave@183.1-2: NW 12th Ave@16.5	793		5.64	14.83	196
4-SBL	SBL	4	AVG	1800-5400	4-8: NW 12th Ave@183.1-159: NW 39th St@17.7	54		18.67	14.16	195.64
4-EBR	EBR	4	AVG	1800-5400	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-2: NW 12th Ave@16.5	249		9.16	70.17	321.28
4-EBL	EBL	4	AVG	1800-5400	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-3: NW 12th Ave@24.5	293		35.87	72.81	320.87
4-EBT	EBT	4	AVG	1800-5400	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-159: NW 39th St@17.7	111		30.48	74.03	321.4
4-Overall	Overall	4	AVG	1800-5400	4	3138		13.64	61.25	596.32
35-NBT	NBT	35	AVG	1800-5400	35-37: N Miami Ave@117.5-15: N Miami Ave@41.4	950		3.54	98.69	244.6
35-NBL (On-Ramp)	NBL (On-Ramp)	35	AVG	1800-5400	35-37: N Miami Ave@117.5-22: I-195 WB On-Ramp@14.9	357		25.58	98.69	244.6
35-NBL	NBL	35	AVG	1800-5400	35-37: N Miami Ave@117.5-23: NW 38th St@17.0	6		95.3	98.69	244.6
35-NBR	NBR	35	AVG	1800-5400	35-37: N Miami Ave@117.5-55: NE 38th St@30.6	119		3.09	98.69	244.6
35-SBR (On-Ramp)	SBR (On-Ramp)	35	AVG	1800-5400	35-38: N Miami Ave@1597.7-22: I-195 WB On-Ramp@14.9	522		72.06	1565.11	1668.57
35-SBR	SBR	35	AVG	1800-5400	35-38: N Miami Ave@1597.7-23: NW 38th St@17.0	14		65.69	1564.36	1667.81
35-SBT	SBT	35	AVG	1800-5400	35-38: N Miami Ave@1597.7-41: N Miami Ave@22.6	444		106.92	1563.82	1667.27
35-WBR	WBR	35	AVG	1800-5400	35-39: NE 38th St@541.1-15: N Miami Ave@41.4	26		48.37	77.64	345.8
35-WBT (On-Ramp)	WBT (On-Ramp)	35	AVG	1800-5400	35-39: NE 38th St@541.1-22: I-195 WB On-Ramp@14.9	155		62.34	77.94	346.21
35-WBT	WBT	35	AVG	1800-5400	35-39: NE 38th St@541.1-23: NW 38th St@17.0	3		75.55	78.5	346.97
35-WBL	WBL	35	AVG	1800-5400	35-39: NE 38th St@541.1-41: N Miami Ave@22.6	13		88.95	78.25	346.63
35-Overall	Overall	35	AVG	1800-5400	35	2608		42.04	638.04	1668.57
36-NBT (10064)	NBT (10064)	36	AVG	1800-5400	36-40: N Miami Ave@171.9-10064@80.2	695		19.81	163.28	330
36-NBT (10139)	NBT (10139)	36	AVG	1800-5400	36-40: N Miami Ave@171.9-10139@80.8	360		38.32	163.28	330
36-EBR	EBR	36	AVG	1800-5400	36-43: I-195 EB Off-Ramp (from I-95)@460.4-47: N Miami Ave@13.8	473		174.86	1517.57	1703.38
36-EBL	EBL	36	AVG	1800-5400	36-43: I-195 EB Off-Ramp (from I-95)@460.4-10065@83.5	376		100.4	1517.69	1703.47
36-SBT	SBT	36	AVG	1800-5400	36-10066@6.4-47: N Miami Ave@13.8	456		64.06	136.24	275.49
36-Overall	Overall	36	AVG	1800-5400	36	2360		74.18	833.7	1703.49
37-NBL	NBL	37	AVG	1800-5400	37-45: N Miami Ave@208.2-18: NW 36th St@64.1	40		91.73	1264.19	1326.37
37-NBT	NBT	37	AVG	1800-5400	37-45: N Miami Ave@208.2-40: N Miami Ave@25.7	785		135.54	1264.19	1326.37
37-NBR	NBR	37	AVG	1800-5400	37-45: N Miami Ave@208.2-59: NE 36th St@45.6	57		160.8	1264.19	1326.37
37-SBT	SBT	37	AVG	1800-5400	37-47: N Miami Ave@157.3-16: N Miami Ave@41.5	471		44.11	238.81	333.38
37-SBR	SBR	37	AVG	1800-5400	37-47: N Miami Ave@157.3-18: NW 36th St@64.1	305		29.05	240.01	335.73
37-SBL	SBL	37	AVG	1800-5400	37-47: N Miami Ave@157.3-59: NE 36th St@45.6	127		161.67	240.49	335.32
37-EBR	EBR	37	AVG	1800-5400	37-50: NW 36th St@207.7-16: N Miami Ave@41.5	119		111.72	358.47	488.32
37-EBL	EBL	37	AVG	1800-5400	37-50: NW 36th St@207.7-40: N Miami Ave@25.7	103		210.78	358.73	488.32
37-EBT	EBT	37	AVG	1800-5400	37-50: NW 36th St@207.7-59: NE 36th St@45.6	369		175.47	358.77	488.32
37-WBL	WBL	37	AVG	1800-5400	37-52: NE 36th St@194.9-16: N Miami Ave@41.5	94		113.86	614.08	742.66
37-WBT	WBT	37	AVG	1800-5400	37-52: NE 36th St@194.9-18: NW 36th St@64.1	476		87.68	613.86	742.42
37-WBR	WBR	37	AVG	1800-5400	37-52: NE 36th St@194.9-40: N Miami Ave@25.7	168		119.3	613.59	742.18
37-Overall	Overall	37	AVG	1800-5400	37	3113		109.01	619.12	1326.37
38-NBT	NBT	38	AVG	1800-5400	38-53: NE 1st Ave@395.5-26: NE 1st Ave@6.9	43		10.33	1.49	124.53

VISSIM INTERSECTION OUTPUT
PM HOUR 1

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
38-NBR	NBR	38	AVG	1800-5400	38-53: NE 1st Ave@395.5-70: NE 38th St@10.3	17		8.79	3.43	154.44
38-NBL	NBL	38	AVG	1800-5400	38-53: NE 1st Ave@395.5-10083@85.1	27		9.17	4.38	166
38-SBT	SBT	38	AVG	1800-5400	38-54: NE 1st Ave@1159.7-58: NE 1st Ave@2.0	82		9.85	2.17	88.05
38-SBL	SBL	38	AVG	1800-5400	38-54: NE 1st Ave@1159.7-70: NE 38th St@10.3	40		8.45	7.23	125.07
38-SBR	SBR	38	AVG	1800-5400	38-54: NE 1st Ave@1159.7-10084@43.8	70		6.85	7.41	114.85
38-EBL	EBL	38	AVG	1800-5400	38-55: NE 38th St@570.9-26: NE 1st Ave@6.9	31		9.01	4.62	135.98
38-EBR	EBR	38	AVG	1800-5400	38-55: NE 38th St@570.9-58: NE 1st Ave@2.0	18		8.97	3.79	129.31
38-EBT	EBT	38	AVG	1800-5400	38-55: NE 38th St@570.9-70: NE 38th St@10.3	70		10.61	6.44	144.04
38-WBR	WBR	38	AVG	1800-5400	38-56: NE 38th St@580.8-26: NE 1st Ave@6.9	59		8.87	8.14	153.58
38-WBL	WBL	38	AVG	1800-5400	38-56: NE 38th St@580.8-58: NE 1st Ave@2.0	10		9.97	3.25	123.28
38-WBT	WBT	38	AVG	1800-5400	38-56: NE 38th St@580.8-10085@82.0	99		11.42	13.41	185.56
38-Overall	Overall	38	AVG	1800-5400		38 565		9.56	5.48	199.03
39-NBL	NBL	39	AVG	1800-5400	39-57: NE 1st Ave@1113.9-51: NE 36th St@5.8	4		1954.83	1144.34	1180.96
39-NBT	NBT	39	AVG	1800-5400	39-57: NE 1st Ave@1113.9-53: NE 1st Ave@26.0	10		1829.98	1109.48	1146.11
39-NBR	NBR	39	AVG	1800-5400	39-57: NE 1st Ave@1113.9-75: NE 36th St@7.4	11		1813.36	1129.79	1166.41
39-SBT	SBT	39	AVG	1800-5400	39-58: NE 1st Ave@368.5-27: NE 1st Ave@6.8	36		60.53	27.13	195.16
39-SBR	SBR	39	AVG	1800-5400	39-58: NE 1st Ave@368.5-51: NE 36th St@5.8	36		94.04	48.15	238.6
39-SBL	SBL	39	AVG	1800-5400	39-58: NE 1st Ave@368.5-75: NE 36th St@7.4	39		123.87	55.77	250.56
39-EBR	EBR	39	AVG	1800-5400	39-60: NE 36th St@298.5-27: NE 1st Ave@6.8	62		139.31	611.39	796.06
39-EBL	EBL	39	AVG	1800-5400	39-60: NE 36th St@298.5-53: NE 1st Ave@26.0	40		94.22	585.23	771.7
39-EBT	EBT	39	AVG	1800-5400	39-60: NE 36th St@298.5-75: NE 36th St@7.4	450		219.38	567.13	751.52
39-WBL	WBL	39	AVG	1800-5400	39-62: NE 36th St@119.0-27: NE 1st Ave@6.8	80		58.01	530.15	836.59
39-WBT	WBT	39	AVG	1800-5400	39-62: NE 36th St@119.0-51: NE 36th St@5.8	712		109.38	494.74	794.63
39-WBR	WBR	39	AVG	1800-5400	39-62: NE 36th St@119.0-53: NE 1st Ave@26.0	37		79.61	534.13	835.95
39-Overall	Overall	39	AVG	1800-5400		39 1515		163.45	569.79	1180.96
40-NBL	NBL	40	AVG	1800-5400	40-64: NE 2nd Ave@120.9-33: NE 39th St@20.8	13		31.03	91.45	374.07
40-NBT	NBT	40	AVG	1800-5400	40-64: NE 2nd Ave@120.9-36: NE 2nd Ave@71.2	321		31.74	92.11	374.07
40-NBR	NBR	40	AVG	1800-5400	40-64: NE 2nd Ave@120.9-81: NE 39th St@39.0	53		29.47	91.25	374.07
40-SBR	SBR	40	AVG	1800-5400	40-65: NE 2nd Ave@752.3-33: NE 39th St@20.8	105		47.69	280.6	791.63
40-SBT	SBT	40	AVG	1800-5400	40-65: NE 2nd Ave@752.3-69: NE 2nd Ave@48.4	494		55.48	280.65	791.63
40-SBL	SBL	40	AVG	1800-5400	40-65: NE 2nd Ave@752.3-81: NE 39th St@39.0	111		71.71	280.45	791.36
40-EBL	EBL	40	AVG	1800-5400	40-66: NE 39th St@103.0-36: NE 2nd Ave@71.2	68		59.34	90.63	153.51
40-EBR	EBR	40	AVG	1800-5400	40-66: NE 39th St@103.0-69: NE 2nd Ave@48.4	52		46.1	90.65	153.51
40-EBT	EBT	40	AVG	1800-5400	40-66: NE 39th St@103.0-81: NE 39th St@39.0	148		63.07	90.7	153.51
40-WBT	WBT	40	AVG	1800-5400	40-67: NE 39th St@171.9-33: NE 39th St@20.8	111		37.24	64.94	388.04
40-WBR	WBR	40	AVG	1800-5400	40-67: NE 39th St@171.9-36: NE 2nd Ave@71.2	100		28.06	64.65	388.04
40-WBL	WBL	40	AVG	1800-5400	40-67: NE 39th St@171.9-69: NE 2nd Ave@48.4	36		50.23	64.58	388.04
40-Overall	Overall	40	AVG	1800-5400		40 1612		47.75	131.89	791.63
41-NBL	NBL	41	AVG	1800-5400	41-68: NE 2nd Ave@247.3-56: NE 38th St@8.5	25		5.03	9.51	258.73
41-NBT	NBT	41	AVG	1800-5400	41-68: NE 2nd Ave@247.3-63: NE 2nd Ave@7.0	289		9.72	6.03	217.02
41-SBT	SBT	41	AVG	1800-5400	41-69: NE 2nd Ave@247.3-21: NE 2nd Ave@4.5	439		15.83	59.06	354.06
41-SBR	SBR	41	AVG	1800-5400	41-69: NE 2nd Ave@247.3-56: NE 38th St@8.5	143		11.61	63.59	386.06
41-EBR	EBR	41	AVG	1800-5400	41-70: NE 38th St@582.2-21: NE 2nd Ave@4.5	30		10.63	2.59	109.45
41-EBL	EBL	41	AVG	1800-5400	41-70: NE 38th St@582.2-63: NE 2nd Ave@7.0	98		15.16	10.28	145.38
41-EBT	EBT	41	AVG	1800-5400	41-70: NE 38th St@582.2-188@5.1	0			2.59	109.45
41-WBL	WBL	41	AVG	1800-5400	41-71@192.3-21: NE 2nd Ave@4.5	0			0	0
41-WBT	WBT	41	AVG	1800-5400	41-71@192.3-56: NE 38th St@8.5	0			0	0
41-WBR	WBR	41	AVG	1800-5400	41-71@192.3-63: NE 2nd Ave@7.0	0			0	0

VISSIM INTERSECTION OUTPUT
PM HOUR 1

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
41-Overall	Overall	41	AVG	1800-5400		1024		13.01	16.79	389.34
42-SEBT	SEBT	42	AVG	1800-5400	42-21: NE 2nd Ave@278.6-29: NE 2nd Ave@36.0	235		135.72	263.17	509.37
42-SEBR	SEBR	42	AVG	1800-5400	42-21: NE 2nd Ave@278.6-61: NE 36th St@21.7	123		138.34	190.47	429.85
42-SEBL (79)	SEBL (79)	42	AVG	1800-5400	42-21: NE 2nd Ave@278.6-79: Federal Hwy@48.2	4		140.42	262.23	508.72
42-SEBL	SEBL	42	AVG	1800-5400	42-21: NE 2nd Ave@278.6-94: NE 36th St@39.9	94		275.12	262.26	508.72
42-NBL	NBL	42	AVG	1800-5400	42-72: NE 2nd Ave@1267.8-61: NE 36th St@21.7	83		120.2	1228.64	1339.79
42-NBT	NBT	42	AVG	1800-5400	42-72: NE 2nd Ave@1267.8-79: Federal Hwy@48.2	393		109.58	1228.64	1339.79
42-NBR	NBR	42	AVG	1800-5400	42-72: NE 2nd Ave@1267.8-94: NE 36th St@39.9	44		144.83	1228.64	1339.79
42-NBT (10048)	NBT (10048)	42	AVG	1800-5400	42-72: NE 2nd Ave@1267.8-10048@5.8	217		108.13	1228.64	1339.79
42-SBT	SBT	42	AVG	1800-5400	42-74: Federal Hwy@23.7-29: NE 2nd Ave@36.0	148		238.69	559.24	805.85
42-SBR	SBR	42	AVG	1800-5400	42-74: Federal Hwy@23.7-61: NE 36th St@21.7	148		290.42	558.81	805.42
42-SBL	SBL	42	AVG	1800-5400	42-74: Federal Hwy@23.7-94: NE 36th St@39.9	35		255.13	559.66	806.67
42-SBR (10048)	SBR (10048)	42	AVG	1800-5400	42-74: Federal Hwy@23.7-10048@5.8	20		259.01	558.75	805.37
42-EBR	EBR	42	AVG	1800-5400	42-76: NE 36th St@312.0-29: NE 2nd Ave@36.0	102		169.5	658.12	734.27
42-EBL	EBL	42	AVG	1800-5400	42-76: NE 36th St@312.0-79: Federal Hwy@48.2	81		154.01	655.12	731.27
42-EBT	EBT	42	AVG	1800-5400	42-76: NE 36th St@312.0-94: NE 36th St@39.9	270		387.81	658.12	734.27
42-EBL (10048)	EBL (10048)	42	AVG	1800-5400	42-76: NE 36th St@312.0-10048@5.8	36		120.33	658.12	734.27
42-WBT	WBT	42	AVG	1800-5400	42-77: NE 36th St@309.5-61: NE 36th St@21.7	477		135.26	260.03	470.2
42-WBR	WBR	42	AVG	1800-5400	42-77: NE 36th St@309.5-79: Federal Hwy@48.2	36		100.08	259.92	470.2
42-WBR (10048)	WBR (10048)	42	AVG	1800-5400	42-77: NE 36th St@309.5-10048@5.8	41		103.34	259.91	470.2
42-Overall	Overall	42	AVG	1800-5400		2587		178.28	607.29	1339.79
43-SBL	SBL	43	AVG	1800-5400	43-80: Federal Hwy@191.5-34: NE 39th St@42.3	7		59.38	58.42	216.95
43-SBR	SBR	43	AVG	1800-5400	43-80: Federal Hwy@191.5-67: NE 39th St@13.6	83		52.5	78.38	252.24
43-SBT	SBT	43	AVG	1800-5400	43-80: Federal Hwy@191.5-73: Federal Hwy@18.3	282		71.33	78.8	252.24
43-EBL	EBL	43	AVG	1800-5400	43-81: NE 39th St@196.0-30: Federal Hwy@31.2	182		66.39	137.1	332.11
43-EBT	EBT	43	AVG	1800-5400	43-81: NE 39th St@196.0-34: NE 39th St@42.3	65		63.93	135.67	331.22
43-EBR	EBR	43	AVG	1800-5400	43-81: NE 39th St@196.0-73: Federal Hwy@18.3	64		69.11	136.97	332.38
43-WBR	WBR	43	AVG	1800-5400	43-82: NE 38th St@237.4-30: Federal Hwy@31.2	36		71.23	77.35	276.08
43-WBT	WBT	43	AVG	1800-5400	43-82: NE 38th St@237.4-67: NE 39th St@13.6	139		80.41	77.63	276.05
43-WBL	WBL	43	AVG	1800-5400	43-82: NE 38th St@237.4-73: Federal Hwy@18.3	30		75.03	75.29	275.05
43-NBT	NBT	43	AVG	1800-5400	43-83: Federal Hwy@536.8-30: Federal Hwy@31.2	477		40.12	268.88	792.98
43-NBR	NBR	43	AVG	1800-5400	43-83: Federal Hwy@536.8-34: NE 39th St@42.3	15		36.09	268.85	792.98
43-NBL	NBL	43	AVG	1800-5400	43-83: Federal Hwy@536.8-67: NE 39th St@13.6	23		51.12	268.85	792.98
43-WBR (34)	WBR (34)	43	AVG	1800-5400	43-10153@3.3-34: NE 39th St@42.3	4		43.08	0	0
43-Overall	Overall	43	AVG	1800-5400		1404		58.46	127.86	792.98
44-NBT	NBT	44	AVG	1800-5400	44-85: Biscayne Blvd@133.6-24: Biscayne Blvd@23.4	1008		36.53	353.2	708.82
44-NBL	NBL	44	AVG	1800-5400	44-85: Biscayne Blvd@133.6-82: NE 38th St@42.0	29		67.03	341.62	707.78
44-NBR	NBR	44	AVG	1800-5400	44-85: Biscayne Blvd@133.6-161: NE 38th St@79.2	306		34.73	352.17	707.78
44-SBR	SBR	44	AVG	1800-5400	44-87: Biscayne Blvd@344.4-82: NE 38th St@42.0	80		50.78	927.68	1179.36
44-SBT	SBT	44	AVG	1800-5400	44-87: Biscayne Blvd@344.4-92: Biscayne Blvd@30.4	1124		56.8	927.59	1179.16
44-SBL	SBL	44	AVG	1800-5400	44-87: Biscayne Blvd@344.4-161: NE 38th St@79.2	298		77.57	927.39	1178.95
44-WBR	WBR	44	AVG	1800-5400	44-89: NE 38th St@26.9-24: Biscayne Blvd@23.4	282		30.93	180.13	551.74
44-WBT	WBT	44	AVG	1800-5400	44-89: NE 38th St@26.9-82: NE 38th St@42.0	99		90.42	180.16	551.74
44-WBL	WBL	44	AVG	1800-5400	44-89: NE 38th St@26.9-92: Biscayne Blvd@30.4	241		102.05	180.16	551.74
44-Overall	Overall	44	AVG	1800-5400		3466		52.34	485.57	1179.36
45-NBL	NBL	45	AVG	1800-5400	45-91: Biscayne Blvd@200.0-77: NE 36th St@20.3	65		101.86	1616.76	1691.56
45-NBT	NBT	45	AVG	1800-5400	45-91: Biscayne Blvd@200.0-84: Biscayne Blvd@42.1	847		110.88	1616.76	1691.56
45-NBR	NBR	45	AVG	1800-5400	45-91: Biscayne Blvd@200.0-104: NE 36th St@54.2	114		71.45	1616.76	1691.56

VISSIM INTERSECTION OUTPUT
PM HOUR 1

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
45-SBT	SBT	45	AVG	1800-5400	45-93: Biscayne Blvd@288.0-25: Biscayne Blvd@32.5	667		51.01	638.61	1139.85
45-SBR	SBR	45	AVG	1800-5400	45-93: Biscayne Blvd@288.0-77: NE 36th St@20.3	350		90.55	637.28	1139.85
45-SBL	SBL	45	AVG	1800-5400	45-93: Biscayne Blvd@288.0-104: NE 36th St@54.2	339		68.49	637.04	1139.85
45-EBR	EBR	45	AVG	1800-5400	45-95: NE 36th St@227.6-25: Biscayne Blvd@32.5	101		44.2	495.35	595.51
45-EBL	EBL	45	AVG	1800-5400	45-95: NE 36th St@227.6-84: Biscayne Blvd@42.1	78		167.99	495.35	595.51
45-EBT	EBT	45	AVG	1800-5400	45-95: NE 36th St@227.6-104: NE 36th St@54.2	244		167.74	495.35	595.51
45-WBL	WBL	45	AVG	1800-5400	45-97: NE 36th St@236.9-25: Biscayne Blvd@32.5	304		108.59	300.96	467.97
45-WBT	WBT	45	AVG	1800-5400	45-97: NE 36th St@236.9-77: NE 36th St@20.3	141		142.23	300.91	467.97
45-WBR	WBR	45	AVG	1800-5400	45-97: NE 36th St@236.9-84: Biscayne Blvd@42.1	424		61.79	300.9	467.97
45-Overall	Overall	45	AVG	1800-5400		3672	45	90.89	762.67	1691.56
46-SBR	SBR	46	AVG	1800-5400	46-98: NE 6th Ave@724.9-162: NE 38th St@34.9	76		7.98	4.55	90.64
46-EBR	EBR	46	AVG	1800-5400	46-99: NE 38th St@568.3-103@19.6	38		0.75	0	0
46-WBL	WBL	46	AVG	1800-5400	46-100: I-195 WB Off-Ramp@323.1-103@19.6	1		0.66	0	0
46-WBT	WBT	46	AVG	1800-5400	46-100: I-195 WB Off-Ramp@323.1-162: NE 38th St@34.9	550		0.19	0	0
46-WBR	WBR	46	AVG	1800-5400	46-100: I-195 WB Off-Ramp@323.1-10183@47.9	111		1.04	0	0
46-Overall	Overall	46	AVG	1800-5400		776	46	1.1	1.52	90.64
49-EBT	EBT	49	AVG	1800-5400	49-104: NE 36th St@325.6-109: NE 36th St@65.7	697		0.81	0.07	21.62
49-WBT	WBT	49	AVG	1800-5400	49-105: NE 36th St@104.7-96: NE 36th St@85.2	96		335.16	224.03	258.97
49-SBR	SBR	49	AVG	1800-5400	49-106: I-195 EB Off-Ramp@145.5-96: NE 36th St@85.2	772		38.43	622.22	1568.69
49-Overall	Overall	49	AVG	1800-5400		1565	49	32.68	282.11	1568.69
52-NBR	NBR	52	AVG	1800-5400	52-107@640.1-19: NE 36th St (To I-195 EB)@1.4	56		873.39	658.49	700.26
52-NBT	NBT	52	AVG	1800-5400	52-107@640.1-28: NE 5th Ave@11.9	1		781.67	687.78	729.55
52-NBL	NBL	52	AVG	1800-5400	52-107@640.1-105: NE 36th St@40.9	24		1091.01	665.56	707.34
52-SBL	SBL	52	AVG	1800-5400	52-108: NE 5th Ave@135.2-19: NE 36th St (To I-195 EB)@1.4	4		463.63	94.58	179.17
52-SBT	SBT	52	AVG	1800-5400	52-108: NE 5th Ave@135.2-102@10.7	0			115.2	224.47
52-SBR	SBR	52	AVG	1800-5400	52-108: NE 5th Ave@135.2-105: NE 36th St@40.9	25		821.38	104.76	192.86
52-EBT	EBT	52	AVG	1800-5400	52-109: NE 36th St@135.4-19: NE 36th St (To I-195 EB)@1.4	685		0.64	0.46	117.64
52-EBL	EBL	52	AVG	1800-5400	52-109: NE 36th St@135.4-28: NE 5th Ave@11.9	6		12.51	0.9	110.67
52-EBR	EBR	52	AVG	1800-5400	52-109: NE 36th St@135.4-102@10.7	7		0.37	0.34	105.2
52-WBR	WBR	52	AVG	1800-5400	52-110: NE 36th St (To I-195 EB)@764.6-28: NE 5th Ave@11.9	0		968.82	785.99	820.52
52-WBL	WBL	52	AVG	1800-5400	52-110: NE 36th St (To I-195 EB)@764.6-102@10.7	2		1750.99	808.65	843.18
52-WBT	WBT	52	AVG	1800-5400	52-110: NE 36th St (To I-195 EB)@764.6-105: NE 36th St@40.9	46		1964.98	759.14	793.68
52-Overall	Overall	52	AVG	1800-5400		856	52	153.28	390.15	843.18
57-NBT	NBT	57	AVG	1800-5400	57-115: Alton Road@150.4-177: Alton Road@63.8	1094		0.15	0	0
57-SBT	SBT	57	AVG	1800-5400	57-116: Alton Road@1341.5-121: Alton Road@19.9	1051		73.83	1215.36	1383.93
57-SBR	SBR	57	AVG	1800-5400	57-116: Alton Road@1341.5-179: N Bay Road North@24.4	4		91.73	1215.36	1383.93
57-EBR	EBR	57	AVG	1800-5400	57-117: N Bay Road North@435.3-121: Alton Road@19.9	12		3344.32	475.52	498.97
57-Overall	Overall	57	AVG	1800-5400		2160	57	49.02	563.63	1383.93
58-NBT	NBT	58	AVG	1800-5400	58-119@313.9-115: Alton Road@14.5	951		28.76	268.08	1256.1
58-NBR	NBR	58	AVG	1800-5400	58-119@313.9-175: 43rd Street@22.8	38		192.37	265.27	1256.63
58-NBL	NBL	58	AVG	1800-5400	58-119@313.9-187: Ed Sullivan Dr@53.5	154		72.42	267.64	1256.01
58-SBL	SBL	58	AVG	1800-5400	58-123: Alton Road@93.1-175: 43rd Street@22.8	49		205.35	199.97	293.57
58-SBT	SBT	58	AVG	1800-5400	58-123: Alton Road@93.1-183@61.3	958		27.37	201.76	293.57
58-SBR	SBR	58	AVG	1800-5400	58-123: Alton Road@93.1-187: Ed Sullivan Dr@53.5	48		15.62	201.26	293.57
58-EBL	EBL	58	AVG	1800-5400	58-124: Ed Sullivan Dr@766.5-115: Alton Road@14.5	125		142.54	467.37	534.43
58-EBT	EBT	58	AVG	1800-5400	58-124: Ed Sullivan Dr@766.5-175: 43rd Street@22.8	90		376.71	467.03	533.88
58-EBR	EBR	58	AVG	1800-5400	58-124: Ed Sullivan Dr@766.5-183@61.3	209		121.18	456.66	523.5
58-WBL	WBL	58	AVG	1800-5400	58-125: 43rd Street@131.1-183@61.3	11		99.62	49.12	244.64

VISSIM INTERSECTION OUTPUT
PM HOUR 1

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
58-WBT	WBT	58	AVG	1800-5400	58-125: 43rd Street@131.1-187: Ed Sullivan Dr@53.5	73		92.1	48.09	243.11
58-NWBT	NWBT	58	AVG	1800-5400	58-184: N Bay Rd@266.4-115: Alton Road@14.5	17		66.69	268.08	1256.1
58-NWBR	NWBR	58	AVG	1800-5400	58-184: N Bay Rd@266.4-175: 43rd Street@22.8	2		195.79	265.27	1256.63
58-NWBL	NWBL	58	AVG	1800-5400	58-184: N Bay Rd@266.4-187: Ed Sullivan Dr@53.5	0			267.64	1256.01
58-Overall	Overall	58	AVG	1800-5400	58	2725		61.43	262.93	1262.14
61-SBT	SBT	61	AVG	1800-5400	61-130@220.9-172: Unnamed Road@7.9	99		246.86	312.54	363.62
61-SBR	SBR	61	AVG	1800-5400	61-130@220.9-176: Alton Road@20.2	41		293.49	333.89	384.98
61-WBT	WBT	61	AVG	1800-5400	61-10220@0.6-176: Alton Road@20.2	2026		6.45	77.13	374.03
61-Overall	Overall	61	AVG	1800-5400	61	2166		21.96	241.19	386.18
63-NBL	NBL	63	AVG	1800-5400	63-132: Alton Road@140.5-12@13.5	103		76.1	110.97	298.19
63-NBT	NBT	63	AVG	1800-5400	63-132: Alton Road@140.5-163: Alton Road@28.9	172		61.81	110.97	298.19
63-NBR	NBR	63	AVG	1800-5400	63-132: Alton Road@140.5-168: 41 Street/ Art Godfrey Road@11.2	106		44.05	110.97	298.19
63-SBR	SBR	63	AVG	1800-5400	63-134: Alton Road@43.1-12@13.5	57		13.1	128.56	169.68
63-SBT	SBT	63	AVG	1800-5400	63-134: Alton Road@43.1-141: Alton Road@4.7	26		806.88	128.62	169.68
63-SBL	SBL	63	AVG	1800-5400	63-134: Alton Road@43.1-168: 41 Street/ Art Godfrey Road@11.2	31		27.17	128.55	169.68
63-EBL	EBL	63	AVG	1800-5400	63-136: 41 Street/ Art Godfrey Road@324.2-163: Alton Road@28.9	111		36.3	630.82	1361.22
63-EBT	EBT	63	AVG	1800-5400	63-136: 41 Street/ Art Godfrey Road@324.2-168: 41 Street/ Art Godfrey Roa	731		28.48	631.92	1361
63-WBT	WBT	63	AVG	1800-5400	63-139: 41 Street/ Art Godfrey Road@83.8-12@13.5	818		56.06	911.18	1070.45
63-WBL	WBL	63	AVG	1800-5400	63-139: 41 Street/ Art Godfrey Road@83.8-141: Alton Road@4.7	19		1308.21	911.16	1070.45
63-WBR	WBR	63	AVG	1800-5400	63-139: 41 Street/ Art Godfrey Road@83.8-163: Alton Road@28.9	60		33.3	912.71	1072.07
63-EBR	EBR	63	AVG	1800-5400	63-10223@17.2-141: Alton Road@4.7	28		982.73	644.43	1377.37
63-Overall	Overall	63	AVG	1800-5400	63	2260		70.98	446.74	1439.63
64-NBR	NBR	64	AVG	1800-5400	64-140: Alton Road@213.9-111: W 39th St@6.6	94		14.59	46.43	300.06
64-NBL	NBL	64	AVG	1800-5400	64-140: Alton Road@213.9-112@14.6	0			45.95	297.98
64-NBT	NBT	64	AVG	1800-5400	64-140: Alton Road@213.9-132: Alton Road@10.8	292		24.3	39.02	270.95
64-SBL	SBL	64	AVG	1800-5400	64-141: Alton Road@121.3-111: W 39th St@6.6	22		459.27	301.12	343.14
64-SBR	SBR	64	AVG	1800-5400	64-141: Alton Road@121.3-112@14.6	0			317.01	359.43
64-SBT	SBT	64	AVG	1800-5400	64-141: Alton Road@121.3-145: Alton Road@33.5	51		911.56	276.84	318.31
64-EBT	EBT	64	AVG	1800-5400	64-142@109.2-111: W 39th St@6.6	3		132.19	13.67	81.34
64-EBL	EBL	64	AVG	1800-5400	64-142@109.2-132: Alton Road@10.8	5		149.61	8.29	58.86
64-EBR	EBR	64	AVG	1800-5400	64-142@109.2-145: Alton Road@33.5	5		455.61	14.21	81.78
64-WBR	WBR	64	AVG	1800-5400	64-10241@65.4-132: Alton Road@10.8	80		41.21	416.02	732.19
64-WBL	WBL	64	AVG	1800-5400	64-10244@63.1-145: Alton Road@33.5	29		1306.51	450.5	748.14
64-Overall	Overall	64	AVG	1800-5400	64	580		147.47	175.37	748.14
65-NBR	NBR	65	AVG	1800-5400	65-144: Alton Road@360.8-113: Barry St@24.6	11		4.43	24.14	150.7
65-NBT	NBT	65	AVG	1800-5400	65-144: Alton Road@360.8-140: Alton Road@20.5	317		17.48	22.05	133.81
65-NBL	NBL	65	AVG	1800-5400	65-144: Alton Road@360.8-171@30.9	14		13.81	25.55	167.57
65-SBL	SBL	65	AVG	1800-5400	65-145: Alton Road@221.1-113: Barry St@24.6	10		531.25	304.66	333.66
65-SBT	SBT	65	AVG	1800-5400	65-145: Alton Road@221.1-130@14.0	64		956.53	304.66	333.66
65-SBR	SBR	65	AVG	1800-5400	65-145: Alton Road@221.1-171@30.9	5		749.63	330.34	359.34
65-EBT	EBT	65	AVG	1800-5400	65-146@347.6-113: Barry St@24.6	0			34.71	142.5
65-EBR	EBR	65	AVG	1800-5400	65-146@347.6-130@14.0	17		576.57	63.46	184.24
65-EBL	EBL	65	AVG	1800-5400	65-146@347.6-140: Alton Road@20.5	30		15.82	52.25	174.83
65-WBL	WBL	65	AVG	1800-5400	65-147: Barry St@870.8-130@14.0	58		247.53	120.41	445.08
65-WBR	WBR	65	AVG	1800-5400	65-147: Barry St@870.8-140: Alton Road@20.5	41		119.81	148.27	494.04
65-WBT	WBT	65	AVG	1800-5400	65-147: Barry St@870.8-171@30.9	0			120.41	445.08
65-Overall	Overall	65	AVG	1800-5400	65	567		147.24	112.58	538.79
66-NBR	NBR	66	AVG	1800-5400	66-148: Alton Road@359.0-128: W 34th St@36.0	6		6.87	481.88	1665.09

VISSIM INTERSECTION OUTPUT
PM HOUR 1

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
66-NBL	NBL	66	AVG	1800-5400	66-148: Alton Road@359.0-129@139.7	2028		10.38	481.88	1665.09
66-NBT	NBT	66	AVG	1800-5400	66-148: Alton Road@359.0-144: Alton Road@27.8	317		11.39	481.88	1665.09
66-WBR	WBR	66	AVG	1800-5400	66-181: W 34th St@645.8-144: Alton Road@27.8	28		6.61	0	0
66-Overall	Overall	66	AVG	1800-5400		66 2378		10.39	240.94	1665.09
67-NBT	NBT	67	AVG	1800-5400	67-150: Alton Rd@108.5-148: Alton Road@8.6	1989		21.45	1115.7	1480.83
67-NBR	NBR	67	AVG	1800-5400	67-150: Alton Rd@108.5-169: Chase Ave@18.0	42		16.8	1115.7	1480.83
67-SBT	SBT	67	AVG	1800-5400	67-151: Alton Road@330.6-173: Alton Rd@9.9	1706		13.75	327.94	1599.74
67-WBR	WBR	67	AVG	1800-5400	67-155: Chase Ave@27.1-148: Alton Road@8.6	194		40.59	65.95	379.36
67-WBL	WBL	67	AVG	1800-5400	67-155: Chase Ave@27.1-173: Alton Rd@9.9	74		43.92	65.95	379.36
67-EBL	EBL	67	AVG	1800-5400	67-10260@0.4-148: Alton Road@8.6	167		36.85	41.73	286.95
67-EBT	EBT	67	AVG	1800-5400	67-10263@0.0-169: Chase Ave@18.0	25		37.21	41.48	286.52
67-EBR	EBR	67	AVG	1800-5400	67-10265@0.0-173: Alton Rd@9.9	3		25.43	58.69	316.27
67-Overall	Overall	67	AVG	1800-5400		67 4201		20.32	354.14	1603.57
68-NBR	NBR	68	AVG	1800-5400	68-157: NW 10th Ave@55.2-11: To I-95 N Express lanes@36.0	173		3.52	0.32	88.74
68-NBT	NBT	68	AVG	1800-5400	68-157: NW 10th Ave@55.2-13: NW 10th Ave@21.8	826		1.62	0.12	41.88
68-SBL	SBL	68	AVG	1800-5400	68-158: NW 10th Ave@1120.0-11: To I-95 N Express lanes@36.0	21		0.71	0.01	7.32
68-SBT	SBT	68	AVG	1800-5400	68-158: NW 10th Ave@1120.0-14: NW 10th Ave@35.5	259		0.17	0.01	7.32
68-EBT	EBT	68	AVG	1800-5400	68-159: NW 39th St@1216.3-11: To I-95 N Express lanes@36.0	59		10.72	1.24	94.27
68-EBL	EBL	68	AVG	1800-5400	68-159: NW 39th St@1216.3-13: NW 10th Ave@21.8	96		9.5	1.24	94.27
68-EBR	EBR	68	AVG	1800-5400	68-159: NW 39th St@1216.3-14: NW 10th Ave@35.5	71		7.42	11.04	153.52
68-Overall	Overall	68	AVG	1800-5400		68 1505		2.72	2.55	168.04
71-NBR	NBR	71	AVG	1800-5400	71-163: Alton Road@53.7-131: Nautilus Rd/ Michigan Ave@8.4	98		-0.15	0.86	68.45
71-NB - U	NB - U	71	AVG	1800-5400	71-163: Alton Road@53.7-134: Alton Road@22.3	1		794.58	11.45	77.38
71-NBT	NBT	71	AVG	1800-5400	71-163: Alton Road@53.7-174: 43rd Street@25.8	242		0.43	0.86	68.45
71-SBL	SBL	71	AVG	1800-5400	71-165: 43rd Street@48.2-131: Nautilus Rd/ Michigan Ave@8.4	35		462.58	748.53	972.48
71-SBT	SBT	71	AVG	1800-5400	71-165: 43rd Street@48.2-134: Alton Road@22.3	101		532.23	712.63	934.46
71-WBL	WBL	71	AVG	1800-5400	71-166: Nautilus Rd/ Michigan Ave@593.8-134: Alton Road@22.3	15		1415.31	612.76	640.1
71-WBR	WBR	71	AVG	1800-5400	71-166: Nautilus Rd/ Michigan Ave@593.8-174: 43rd Street@25.8	2		639.3	612.92	640.26
71-Overall	Overall	71	AVG	1800-5400		71 493		157.09	449.86	972.48
88-EBT	EBT	88	AVG	1800-5400	88-124: Ed Sullivan Dr@362.6-124: Ed Sullivan Dr@500.7	431		266.02	334.34	424.7
88-WBT	WBT	88	AVG	1800-5400	88-187: Ed Sullivan Dr@344.1-114@19.8	122		1.76	1.2	122.52
88-WBL	WBL	88	AVG	1800-5400	88-187: Ed Sullivan Dr@344.1-178: Ed Sullivan Dr@16.3	155		3.6	1.2	122.52
88-Overall	Overall	88	AVG	1800-5400		88 707		157.89	167.77	424.7

Hour 2

VISSIM INTERSECTION OUTPUT
PM HOUR 2

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
3-SBT	SBT	3	AVG	5400-9000	3-4: NW 12th Ave@826.5-8: NW 12th Ave@1.7	701		6.15	13.66	183.22
3-SBR	SBR	3	AVG	5400-9000	3-4: NW 12th Ave@826.5-10: NW 40th St@29.2	22		4.68	14.33	185.89
3-WBL	WBL	3	AVG	5400-9000	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-8: NW 12th Ave@1.7	136		36.63	31.82	166.26
3-WBT	WBT	3	AVG	5400-9000	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-10: NW 40th St@29.2	41		39.13	31.88	166.88
3-WBR	WBR	3	AVG	5400-9000	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-10035@64.5	66		15.05	31.07	166.24
3-NBT	NBT	3	AVG	5400-9000	3-10034@1.9-1: NW 12th Ave@13.7	1755		2.82	15.8	237.82
3-NBL	NBL	3	AVG	5400-9000	3-10036@3.3-10: NW 40th St@29.2	100		6.56	14.55	237.82
3-Overall	Overall	3	AVG	5400-9000		3	2821	6.23	21.87	252.21
4-NBT	NBT	4	AVG	5400-9000	4-7: NW 12th Ave@671.4-3: NW 12th Ave@24.5	1566		12.89	89.26	601.21
4-NBR	NBR	4	AVG	5400-9000	4-7: NW 12th Ave@671.4-159: NW 39th St@17.7	64		11.58	89.36	601.49
4-SBT	SBT	4	AVG	5400-9000	4-8: NW 12th Ave@183.1-2: NW 12th Ave@16.5	778		5.85	15.68	219.88
4-SBL	SBL	4	AVG	5400-9000	4-8: NW 12th Ave@183.1-159: NW 39th St@17.7	58		20.98	14.98	219.55
4-EBR	EBR	4	AVG	5400-9000	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-2: NW 12th Ave@16.5	253		9.14	71.97	354.63
4-EBL	EBL	4	AVG	5400-9000	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-3: NW 12th Ave@24.5	289		37.18	75.18	354.22
4-EBT	EBT	4	AVG	5400-9000	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-159: NW 39th St@17.7	99		29.49	76.4	354.76
4-Overall	Overall	4	AVG	5400-9000		4	3107	13.74	61.83	601.49
35-NBT	NBT	35	AVG	5400-9000	35-37: N Miami Ave@117.5-15: N Miami Ave@41.4	903		3.04	86.79	239.73
35-NBL (On-Ramp)	NBL (On-Ramp)	35	AVG	5400-9000	35-37: N Miami Ave@117.5-22: I-195 WB On-Ramp@14.9	351		22.34	86.79	239.73
35-NBL	NBL	35	AVG	5400-9000	35-37: N Miami Ave@117.5-23: NW 38th St@17.0	5		78.63	86.79	239.73
35-NBR	NBR	35	AVG	5400-9000	35-37: N Miami Ave@117.5-55: NE 38th St@30.6	106		3.06	86.79	239.73
35-SBR (On-Ramp)	SBR (On-Ramp)	35	AVG	5400-9000	35-38: N Miami Ave@1597.7-22: I-195 WB On-Ramp@14.9	450		76.74	1584.19	1672.45
35-SBR	SBR	35	AVG	5400-9000	35-38: N Miami Ave@1597.7-23: NW 38th St@17.0	12		83.78	1583.44	1671.69
35-SBT	SBT	35	AVG	5400-9000	35-38: N Miami Ave@1597.7-41: N Miami Ave@22.6	401		129.65	1582.89	1671.15
35-WBR	WBR	35	AVG	5400-9000	35-39: NE 38th St@541.1-15: N Miami Ave@41.4	25		49.59	74.25	393.41
35-WBT (On-Ramp)	WBT (On-Ramp)	35	AVG	5400-9000	35-39: NE 38th St@541.1-22: I-195 WB On-Ramp@14.9	145		62.41	74.54	393.82
35-WBT	WBT	35	AVG	5400-9000	35-39: NE 38th St@541.1-23: NW 38th St@17.0	4		73.34	75.08	394.58
35-WBL	WBL	35	AVG	5400-9000	35-39: NE 38th St@541.1-41: N Miami Ave@22.6	13		104.88	74.84	394.24
35-Overall	Overall	35	AVG	5400-9000		35	2416	44.05	642	1672.45
36-NBT (10064)	NBT (10064)	36	AVG	5400-9000	36-40: N Miami Ave@171.9-10064@80.2	671		17.88	148.72	328.54
36-NBT (10139)	NBT (10139)	36	AVG	5400-9000	36-40: N Miami Ave@171.9-10139@80.8	355		35.39	148.72	328.54
36-EBR	EBR	36	AVG	5400-9000	36-43: I-195 EB Off-Ramp (from I-95)@460.4-47: N Miami Ave@13.8	430		189.17	1554.16	1697.9
36-EBL	EBL	36	AVG	5400-9000	36-43: I-195 EB Off-Ramp (from I-95)@460.4-10065@83.5	342		98.1	1554.26	1698.02
36-SBT	SBT	36	AVG	5400-9000	36-10066@6.4-47: N Miami Ave@13.8	412		74.47	158.2	281.99
36-Overall	Overall	36	AVG	5400-9000		36	2209	74.47	853.83	1698.03
37-NBL	NBL	37	AVG	5400-9000	37-45: N Miami Ave@208.2-18: NW 36th St@64.1	38		94.73	1261.76	1335.21
37-NBT	NBT	37	AVG	5400-9000	37-45: N Miami Ave@208.2-40: N Miami Ave@25.7	778		129.69	1261.76	1335.21
37-NBR	NBR	37	AVG	5400-9000	37-45: N Miami Ave@208.2-59: NE 36th St@45.6	51		177.03	1261.76	1335.21
37-SBT	SBT	37	AVG	5400-9000	37-47: N Miami Ave@157.3-16: N Miami Ave@41.5	427		47.69	251.04	325.36
37-SBR	SBR	37	AVG	5400-9000	37-47: N Miami Ave@157.3-18: NW 36th St@64.1	273		32.04	252.7	327.72
37-SBL	SBL	37	AVG	5400-9000	37-47: N Miami Ave@157.3-59: NE 36th St@45.6	116		169.12	252.82	327.31
37-EBR	EBR	37	AVG	5400-9000	37-50: NW 36th St@207.7-16: N Miami Ave@41.5	107		129.72	363.95	489.21
37-EBL	EBL	37	AVG	5400-9000	37-50: NW 36th St@207.7-40: N Miami Ave@25.7	91		175.33	364.02	489.21
37-EBT	EBT	37	AVG	5400-9000	37-50: NW 36th St@207.7-59: NE 36th St@45.6	325		203.26	364.09	489.21
37-WBL	WBL	37	AVG	5400-9000	37-52: NE 36th St@194.9-16: N Miami Ave@41.5	86		102.9	581.63	739.16
37-WBT	WBT	37	AVG	5400-9000	37-52: NE 36th St@194.9-18: NW 36th St@64.1	455		81.05	581.5	738.92
37-WBR	WBR	37	AVG	5400-9000	37-52: NE 36th St@194.9-40: N Miami Ave@25.7	162		129.15	581.24	738.68
37-Overall	Overall	37	AVG	5400-9000		37	2910	108.45	614.86	1335.21
38-NBT	NBT	38	AVG	5400-9000	38-53: NE 1st Ave@395.5-26: NE 1st Ave@6.9	38		9.92	1.25	88.82

VISSIM INTERSECTION OUTPUT
PM HOUR 2

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
38-NBR	NBR	38	AVG	5400-9000	38-53: NE 1st Ave@395.5-70: NE 38th St@10.3	15		7.76	2.88	117.08
38-NBL	NBL	38	AVG	5400-9000	38-53: NE 1st Ave@395.5-10083@85.1	23		8.86	3.66	128.64
38-SBT	SBT	38	AVG	5400-9000	38-54: NE 1st Ave@1159.7-58: NE 1st Ave@2.0	77		9.7	37.51	193.25
38-SBL	SBL	38	AVG	5400-9000	38-54: NE 1st Ave@1159.7-70: NE 38th St@10.3	40		8.51	43.83	228.05
38-SBR	SBR	38	AVG	5400-9000	38-54: NE 1st Ave@1159.7-10084@43.8	67		6.84	43.83	223.98
38-EBL	EBL	38	AVG	5400-9000	38-55: NE 38th St@570.9-26: NE 1st Ave@6.9	28		9.06	4.11	134.35
38-EBR	EBR	38	AVG	5400-9000	38-55: NE 38th St@570.9-58: NE 1st Ave@2.0	16		8.92	3.38	130.38
38-EBT	EBT	38	AVG	5400-9000	38-55: NE 38th St@570.9-70: NE 38th St@10.3	61		10.46	5.69	139.92
38-WBR	WBR	38	AVG	5400-9000	38-56: NE 38th St@580.8-26: NE 1st Ave@6.9	54		8.63	7.01	122.52
38-WBL	WBL	38	AVG	5400-9000	38-56: NE 38th St@580.8-58: NE 1st Ave@2.0	8		10.84	2.47	92.42
38-WBT	WBT	38	AVG	5400-9000	38-56: NE 38th St@580.8-10085@82.0	95		11.28	12.13	154.69
38-Overall	Overall	38	AVG	5400-9000		38 523		9.43	13.98	282.7
39-NBL	NBL	39	AVG	5400-9000	39-57: NE 1st Ave@1113.9-51: NE 36th St@5.8	4		2348.66	1144.49	1180.57
39-NBT	NBT	39	AVG	5400-9000	39-57: NE 1st Ave@1113.9-53: NE 1st Ave@26.0	10		2206.48	1109.64	1145.71
39-NBR	NBR	39	AVG	5400-9000	39-57: NE 1st Ave@1113.9-75: NE 36th St@7.4	12		2323.23	1129.94	1166.01
39-SBT	SBT	39	AVG	5400-9000	39-58: NE 1st Ave@368.5-27: NE 1st Ave@6.8	30		61.46	63.17	280.82
39-SBR	SBR	39	AVG	5400-9000	39-58: NE 1st Ave@368.5-51: NE 36th St@5.8	31		118.64	87.18	324.26
39-SBL	SBL	39	AVG	5400-9000	39-58: NE 1st Ave@368.5-75: NE 36th St@7.4	35		142.23	94.08	336.22
39-EBR	EBR	39	AVG	5400-9000	39-60: NE 36th St@298.5-27: NE 1st Ave@6.8	52		154.74	607.45	792.29
39-EBL	EBL	39	AVG	5400-9000	39-60: NE 36th St@298.5-53: NE 1st Ave@26.0	36		89.11	583.62	767.94
39-EBT	EBT	39	AVG	5400-9000	39-60: NE 36th St@298.5-75: NE 36th St@7.4	405		234.44	563.82	747.76
39-WBL	WBL	39	AVG	5400-9000	39-62: NE 36th St@119.0-27: NE 1st Ave@6.8	76		43.17	406.73	777.63
39-WBT	WBT	39	AVG	5400-9000	39-62: NE 36th St@119.0-51: NE 36th St@5.8	686		91.14	375.22	735.66
39-WBR	WBR	39	AVG	5400-9000	39-62: NE 36th St@119.0-53: NE 1st Ave@26.0	31		67.45	406.51	776.99
39-Overall	Overall	39	AVG	5400-9000		39 1408		161.8	547.65	1180.57
40-NBL	NBL	40	AVG	5400-9000	40-64: NE 2nd Ave@120.9-33: NE 39th St@20.8	14		24.59	66.52	371.67
40-NBT	NBT	40	AVG	5400-9000	40-64: NE 2nd Ave@120.9-36: NE 2nd Ave@71.2	298		24.93	66.44	371.67
40-NBR	NBR	40	AVG	5400-9000	40-64: NE 2nd Ave@120.9-81: NE 39th St@39.0	50		22.89	66.27	371.67
40-SBR	SBR	40	AVG	5400-9000	40-65: NE 2nd Ave@752.3-33: NE 39th St@20.8	105		76.22	521.38	846.84
40-SBT	SBT	40	AVG	5400-9000	40-65: NE 2nd Ave@752.3-69: NE 2nd Ave@48.4	472		88.52	521.37	846.83
40-SBL	SBL	40	AVG	5400-9000	40-65: NE 2nd Ave@752.3-81: NE 39th St@39.0	113		100.61	521.14	846.57
40-EBL	EBL	40	AVG	5400-9000	40-66: NE 39th St@103.0-36: NE 2nd Ave@71.2	70		49.18	89.65	163.9
40-EBR	EBR	40	AVG	5400-9000	40-66: NE 39th St@103.0-69: NE 2nd Ave@48.4	50		41.45	89.65	163.9
40-EBT	EBT	40	AVG	5400-9000	40-66: NE 39th St@103.0-81: NE 39th St@39.0	130		59.88	89.77	163.9
40-WBT	WBT	40	AVG	5400-9000	40-67: NE 39th St@171.9-33: NE 39th St@20.8	83		42.15	68.46	376.08
40-WBR	WBR	40	AVG	5400-9000	40-67: NE 39th St@171.9-36: NE 2nd Ave@71.2	76		30.08	68.13	376.08
40-WBL	WBL	40	AVG	5400-9000	40-67: NE 39th St@171.9-69: NE 2nd Ave@48.4	27		48.16	68.03	376.08
40-Overall	Overall	40	AVG	5400-9000		40 1487		60.32	186.4	846.84
41-NBL	NBL	41	AVG	5400-9000	41-68: NE 2nd Ave@247.3-56: NE 38th St@8.5	23		5.16	8.48	251.78
41-NBT	NBT	41	AVG	5400-9000	41-68: NE 2nd Ave@247.3-63: NE 2nd Ave@7.0	267		8.33	5.74	210.07
41-SBT	SBT	41	AVG	5400-9000	41-69: NE 2nd Ave@247.3-21: NE 2nd Ave@4.5	417		20.21	102.66	363.56
41-SBR	SBR	41	AVG	5400-9000	41-69: NE 2nd Ave@247.3-56: NE 38th St@8.5	133		15.11	113.04	395.18
41-EBR	EBR	41	AVG	5400-9000	41-70: NE 38th St@582.2-21: NE 2nd Ave@4.5	26		9.8	1.46	84.93
41-EBL	EBL	41	AVG	5400-9000	41-70: NE 38th St@582.2-63: NE 2nd Ave@7.0	91		11.88	7.36	122.41
41-EBT	EBT	41	AVG	5400-9000	41-70: NE 38th St@582.2-188@5.1	0			1.46	84.93
41-WBL	WBL	41	AVG	5400-9000	41-71@192.3-21: NE 2nd Ave@4.5	0			0	0
41-WBT	WBT	41	AVG	5400-9000	41-71@192.3-56: NE 38th St@8.5	0			0	0
41-WBR	WBR	41	AVG	5400-9000	41-71@192.3-63: NE 2nd Ave@7.0	0			0	0

VISSIM INTERSECTION OUTPUT
PM HOUR 2

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
41-Overall	Overall	41	AVG	5400-9000		957		14.6	26.53	395.18
42-SEBT	SEBT	42	AVG	5400-9000	42-21: NE 2nd Ave@278.6-29: NE 2nd Ave@36.0	230		137.25	299.45	496.39
42-SEBR	SEBR	42	AVG	5400-9000	42-21: NE 2nd Ave@278.6-61: NE 36th St@21.7	125		111.41	224.21	416.88
42-SEBL (79)	SEBL (79)	42	AVG	5400-9000	42-21: NE 2nd Ave@278.6-79: Federal Hwy@48.2	4		193.54	298.64	495.74
42-SEBL	SEBL	42	AVG	5400-9000	42-21: NE 2nd Ave@278.6-94: NE 36th St@39.9	92		351.91	298.68	495.74
42-NBL	NBL	42	AVG	5400-9000	42-72: NE 2nd Ave@1267.8-61: NE 36th St@21.7	77		122.65	1235.63	1331.9
42-NBT	NBT	42	AVG	5400-9000	42-72: NE 2nd Ave@1267.8-79: Federal Hwy@48.2	338		116.97	1235.63	1331.9
42-NBR	NBR	42	AVG	5400-9000	42-72: NE 2nd Ave@1267.8-94: NE 36th St@39.9	38		152.22	1235.63	1331.9
42-NBT (10048)	NBT (10048)	42	AVG	5400-9000	42-72: NE 2nd Ave@1267.8-10048@5.8	196		113.27	1235.63	1331.9
42-SBT	SBT	42	AVG	5400-9000	42-74: Federal Hwy@23.7-29: NE 2nd Ave@36.0	121		403.51	764.53	864.36
42-SBR	SBR	42	AVG	5400-9000	42-74: Federal Hwy@23.7-61: NE 36th St@21.7	120		310.04	764.1	863.92
42-SBL	SBL	42	AVG	5400-9000	42-74: Federal Hwy@23.7-94: NE 36th St@39.9	25		400.39	765.36	865.18
42-SBR (10048)	SBR (10048)	42	AVG	5400-9000	42-74: Federal Hwy@23.7-10048@5.8	17		298.22	764.05	863.87
42-EBR	EBR	42	AVG	5400-9000	42-76: NE 36th St@312.0-29: NE 2nd Ave@36.0	85		174.02	661.17	732.43
42-EBL	EBL	42	AVG	5400-9000	42-76: NE 36th St@312.0-79: Federal Hwy@48.2	80		149.66	658.17	729.43
42-EBT	EBT	42	AVG	5400-9000	42-76: NE 36th St@312.0-94: NE 36th St@39.9	248		406.95	661.17	732.43
42-EBL (10048)	EBL (10048)	42	AVG	5400-9000	42-76: NE 36th St@312.0-10048@5.8	36		125.94	661.17	732.43
42-WBT	WBT	42	AVG	5400-9000	42-77: NE 36th St@309.5-61: NE 36th St@21.7	463		117.53	227.57	458.57
42-WBR	WBR	42	AVG	5400-9000	42-77: NE 36th St@309.5-79: Federal Hwy@48.2	39		88.32	227.47	458.57
42-WBR (10048)	WBR (10048)	42	AVG	5400-9000	42-77: NE 36th St@309.5-10048@5.8	39		96.76	227.48	458.57
42-Overall	Overall	42	AVG	5400-9000		2373		185.79	655.04	1331.9
43-SBL	SBL	43	AVG	5400-9000	43-80: Federal Hwy@191.5-34: NE 39th St@42.3	2		173.48	179.37	227.1
43-SBR	SBR	43	AVG	5400-9000	43-80: Federal Hwy@191.5-67: NE 39th St@13.6	44		203.56	213.39	262.39
43-SBT	SBT	43	AVG	5400-9000	43-80: Federal Hwy@191.5-73: Federal Hwy@18.3	169		282.24	213.41	262.39
43-EBL	EBL	43	AVG	5400-9000	43-81: NE 39th St@196.0-30: Federal Hwy@31.2	164		65.81	123.06	331.09
43-EBT	EBT	43	AVG	5400-9000	43-81: NE 39th St@196.0-34: NE 39th St@42.3	62		65.36	121.53	330.2
43-EBR	EBR	43	AVG	5400-9000	43-81: NE 39th St@196.0-73: Federal Hwy@18.3	66		97.22	123.26	331.36
43-WBR	WBR	43	AVG	5400-9000	43-82: NE 38th St@237.4-30: Federal Hwy@31.2	28		77.6	79.93	250.88
43-WBT	WBT	43	AVG	5400-9000	43-82: NE 38th St@237.4-67: NE 39th St@13.6	114		90.84	80.18	250.85
43-WBL	WBL	43	AVG	5400-9000	43-82: NE 38th St@237.4-73: Federal Hwy@18.3	28		88.12	78.09	249.85
43-NBT	NBT	43	AVG	5400-9000	43-83: Federal Hwy@536.8-30: Federal Hwy@31.2	437		31.2	202.74	812.67
43-NBR	NBR	43	AVG	5400-9000	43-83: Federal Hwy@536.8-34: NE 39th St@42.3	14		28.34	202.63	812.67
43-NBL	NBL	43	AVG	5400-9000	43-83: Federal Hwy@536.8-67: NE 39th St@13.6	22		42.32	202.63	812.67
43-WBR (34)	WBR (34)	43	AVG	5400-9000	43-10153@3.3-34: NE 39th St@42.3	3		44.66	0	0
43-Overall	Overall	43	AVG	5400-9000		1153		92.58	140.02	812.67
44-NBT	NBT	44	AVG	5400-9000	44-85: Biscayne Blvd@133.6-24: Biscayne Blvd@23.4	1007		31.82	318.94	719.73
44-NBL	NBL	44	AVG	5400-9000	44-85: Biscayne Blvd@133.6-82: NE 38th St@42.0	27		61.69	303.17	717.55
44-NBR	NBR	44	AVG	5400-9000	44-85: Biscayne Blvd@133.6-161: NE 38th St@79.2	298		32.23	317.84	718.68
44-SBR	SBR	44	AVG	5400-9000	44-87: Biscayne Blvd@344.4-82: NE 38th St@42.0	72		47.41	933.24	1175.6
44-SBT	SBT	44	AVG	5400-9000	44-87: Biscayne Blvd@344.4-92: Biscayne Blvd@30.4	1064		60.06	933.05	1175.39
44-SBL	SBL	44	AVG	5400-9000	44-87: Biscayne Blvd@344.4-161: NE 38th St@79.2	270		74.06	932.84	1175.19
44-WBR	WBR	44	AVG	5400-9000	44-89: NE 38th St@26.9-24: Biscayne Blvd@23.4	238		33.53	212.42	673.76
44-WBT	WBT	44	AVG	5400-9000	44-89: NE 38th St@26.9-82: NE 38th St@42.0	77		109.53	212.45	673.76
44-WBL	WBL	44	AVG	5400-9000	44-89: NE 38th St@26.9-92: Biscayne Blvd@30.4	199		124.11	212.45	673.76
44-Overall	Overall	44	AVG	5400-9000		3250		52.18	486.27	1175.6
45-NBL	NBL	45	AVG	5400-9000	45-91: Biscayne Blvd@200.0-77: NE 36th St@20.3	64		85.6	1613.1	1691.77
45-NBT	NBT	45	AVG	5400-9000	45-91: Biscayne Blvd@200.0-84: Biscayne Blvd@42.1	867		99.97	1613.1	1691.77
45-NBR	NBR	45	AVG	5400-9000	45-91: Biscayne Blvd@200.0-104: NE 36th St@54.2	103		74.15	1613.1	1691.77

VISSIM INTERSECTION OUTPUT
PM HOUR 2

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT		VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
45-SBT	SBT	45	AVG	5400-9000	45-93: Biscayne Blvd@288.0-25: Biscayne Blvd@32.5		623		52.65	771.28	1331.11
45-SBR	SBR	45	AVG	5400-9000	45-93: Biscayne Blvd@288.0-77: NE 36th St@20.3		332		87.56	769.95	1331.11
45-SBL	SBL	45	AVG	5400-9000	45-93: Biscayne Blvd@288.0-104: NE 36th St@54.2		299		84.5	770.83	1331.11
45-EBR	EBR	45	AVG	5400-9000	45-95: NE 36th St@227.6-25: Biscayne Blvd@32.5		98		42.31	500.83	601.16
45-EBL	EBL	45	AVG	5400-9000	45-95: NE 36th St@227.6-84: Biscayne Blvd@42.1		72		167.55	500.83	601.16
45-EBT	EBT	45	AVG	5400-9000	45-95: NE 36th St@227.6-104: NE 36th St@54.2		217		171.3	500.83	601.16
45-WBL	WBL	45	AVG	5400-9000	45-97: NE 36th St@236.9-25: Biscayne Blvd@32.5		308		102.75	265.05	470.66
45-WBT	WBT	45	AVG	5400-9000	45-97: NE 36th St@236.9-77: NE 36th St@20.3		140		119.42	265.02	470.66
45-WBR	WBR	45	AVG	5400-9000	45-97: NE 36th St@236.9-84: Biscayne Blvd@42.1		405		53.22	265.01	470.66
45-Overall	Overall	45	AVG	5400-9000		45	3526		86.94	787.41	1691.77
46-SBR	SBR	46	AVG	5400-9000	46-98: NE 6th Ave@724.9-162: NE 38th St@34.9		76		9.99	5.47	92.89
46-EBR	EBR	46	AVG	5400-9000	46-99: NE 38th St@568.3-103@19.6		35		0.73	0	0
46-WBL	WBL	46	AVG	5400-9000	46-100: I-195 WB Off-Ramp@323.1-103@19.6		1		0.67	0	3.24
46-WBT	WBT	46	AVG	5400-9000	46-100: I-195 WB Off-Ramp@323.1-162: NE 38th St@34.9		451		1.33	0	3.24
46-WBR	WBR	46	AVG	5400-9000	46-100: I-195 WB Off-Ramp@323.1-10183@47.9		94		1.03	0	3.24
46-Overall	Overall	46	AVG	5400-9000		46	656		2.3	1.82	92.89
49-EBT	EBT	49	AVG	5400-9000	49-104: NE 36th St@325.6-109: NE 36th St@65.7		613		3.47	51.75	134.61
49-WBT	WBT	49	AVG	5400-9000	49-105: NE 36th St@104.7-96: NE 36th St@85.2		193		128.61	217.79	267.72
49-SBR	SBR	49	AVG	5400-9000	49-106: I-195 EB Off-Ramp@145.5-96: NE 36th St@85.2		664		29.47	433.44	1477.28
49-Overall	Overall	49	AVG	5400-9000		49	1470		27.57	234.33	1477.28
52-NBR	NBR	52	AVG	5400-9000	52-107@640.1-19: NE 36th St (To I-195 EB)@1.4		87		442.1	657.63	709.21
52-NBT	NBT	52	AVG	5400-9000	52-107@640.1-28: NE 5th Ave@11.9		1		436.08	686.91	738.5
52-NBL	NBL	52	AVG	5400-9000	52-107@640.1-105: NE 36th St@40.9		36		600.12	664.7	716.28
52-SBL	SBL	52	AVG	5400-9000	52-108: NE 5th Ave@135.2-19: NE 36th St (To I-195 EB)@1.4		4		52.79	50.82	150.46
52-SBT	SBT	52	AVG	5400-9000	52-108: NE 5th Ave@135.2-102@10.7		0			46.67	171.35
52-SBR	SBR	52	AVG	5400-9000	52-108: NE 5th Ave@135.2-105: NE 36th St@40.9		24		348.46	58.35	164.14
52-EBT	EBT	52	AVG	5400-9000	52-109: NE 36th St@135.4-19: NE 36th St (To I-195 EB)@1.4		601		1.86	37.47	190.72
52-EBL	EBL	52	AVG	5400-9000	52-109: NE 36th St@135.4-28: NE 5th Ave@11.9		4		4.23	33.19	165.96
52-EBR	EBR	52	AVG	5400-9000	52-109: NE 36th St@135.4-102@10.7		5		0.63	33.25	164.86
52-WBR	WBR	52	AVG	5400-9000	52-110: NE 36th St (To I-195 EB)@764.6-28: NE 5th Ave@11.9		1		1147.31	780.95	831.94
52-WBL	WBL	52	AVG	5400-9000	52-110: NE 36th St (To I-195 EB)@764.6-102@10.7		6		386.56	803.61	854.6
52-WBT	WBT	52	AVG	5400-9000	52-110: NE 36th St (To I-195 EB)@764.6-105: NE 36th St@40.9		133		1023.3	754.11	805.09
52-Overall	Overall	52	AVG	5400-9000		52	901		146.46	383.97	854.6
57-NBT	NBT	57	AVG	5400-9000	57-115: Alton Road@150.4-177: Alton Road@63.8		877		0.13	0	0
57-SBT	SBT	57	AVG	5400-9000	57-116: Alton Road@1341.5-121: Alton Road@19.9		704		100.29	1274.61	1378.97
57-SBR	SBR	57	AVG	5400-9000	57-116: Alton Road@1341.5-179: N Bay Road North@24.4		2		31.26	1274.61	1378.97
57-EBR	EBR	57	AVG	5400-9000	57-117: N Bay Road North@435.3-121: Alton Road@19.9		12		5515.16	474.11	494.99
57-Overall	Overall	57	AVG	5400-9000		57	1595		64.31	582.91	1378.97
58-NBT	NBT	58	AVG	5400-9000	58-119@313.9-115: Alton Road@14.5		799		32.56	566.44	1490.56
58-NBR	NBR	58	AVG	5400-9000	58-119@313.9-175: 43rd Street@22.8		36		425.51	566.09	1488.96
58-NBL	NBL	58	AVG	5400-9000	58-119@313.9-187: Ed Sullivan Dr@53.5		132		71.72	565.82	1490.44
58-SBL	SBL	58	AVG	5400-9000	58-123: Alton Road@93.1-175: 43rd Street@22.8		33		542.25	228.78	283.54
58-SBT	SBT	58	AVG	5400-9000	58-123: Alton Road@93.1-183@61.3		646		27.72	229.63	283.54
58-SBR	SBR	58	AVG	5400-9000	58-123: Alton Road@93.1-187: Ed Sullivan Dr@53.5		34		13.79	228.74	283.54
58-EBL	EBL	58	AVG	5400-9000	58-124: Ed Sullivan Dr@766.5-115: Alton Road@14.5		68		231.63	479.69	517.67
58-EBT	EBT	58	AVG	5400-9000	58-124: Ed Sullivan Dr@766.5-175: 43rd Street@22.8		55		796	479.18	517.12
58-EBR	EBR	58	AVG	5400-9000	58-124: Ed Sullivan Dr@766.5-183@61.3		106		170.73	468.8	506.73
58-WBL	WBL	58	AVG	5400-9000	58-125: 43rd Street@131.1-183@61.3		10		83.24	34.38	183.34

VISSIM INTERSECTION OUTPUT
PM HOUR 2

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
58-WBT	WBT	58	AVG	5400-9000	58-125: 43rd Street@131.1-187: Ed Sullivan Dr@53.5	55		86.64	33.53	181.81
58-NWBT	NWBT	58	AVG	5400-9000	58-184: N Bay Rd@266.4-115: Alton Road@14.5	13		203.79	566.44	1490.56
58-NWBR	NWBR	58	AVG	5400-9000	58-184: N Bay Rd@266.4-175: 43rd Street@22.8	3		483.14	566.09	1488.96
58-NWBL	NWBL	58	AVG	5400-9000	58-184: N Bay Rd@266.4-187: Ed Sullivan Dr@53.5	0			565.82	1490.44
58-Overall	Overall	58	AVG	5400-9000	58	1990		78.25	352.83	1490.99
61-SBT	SBT	61	AVG	5400-9000	61-130@220.9-172: Unnamed Road@7.9	86		200.57	313.62	356.88
61-SBR	SBR	61	AVG	5400-9000	61-130@220.9-176: Alton Road@20.2	35		260.74	334.97	378.23
61-WBT	WBT	61	AVG	5400-9000	61-10220@0.6-176: Alton Road@20.2	1692		8.11	123.44	371.09
61-Overall	Overall	61	AVG	5400-9000	61	1813		20.46	257.34	385.55
63-NBL	NBL	63	AVG	5400-9000	63-132: Alton Road@140.5-12@13.5	86		70.32	110.92	252.13
63-NBT	NBT	63	AVG	5400-9000	63-132: Alton Road@140.5-163: Alton Road@28.9	140		64.66	110.92	252.13
63-NBR	NBR	63	AVG	5400-9000	63-132: Alton Road@140.5-168: 41 Street/ Art Godfrey Road@11.2	91		39.8	110.92	252.13
63-SBR	SBR	63	AVG	5400-9000	63-134: Alton Road@43.1-12@13.5	46		9.55	131.01	167.24
63-SBT	SBT	63	AVG	5400-9000	63-134: Alton Road@43.1-141: Alton Road@4.7	21		765.87	131.06	167.24
63-SBL	SBL	63	AVG	5400-9000	63-134: Alton Road@43.1-168: 41 Street/ Art Godfrey Road@11.2	26		22.91	131.03	167.24
63-EBL	EBL	63	AVG	5400-9000	63-136: 41 Street/ Art Godfrey Road@324.2-163: Alton Road@28.9	80		40.55	1385.67	1679.7
63-EBT	EBT	63	AVG	5400-9000	63-136: 41 Street/ Art Godfrey Road@324.2-168: 41 Street/ Art Godfrey Roa	595		28.87	1386.13	1679.58
63-WBT	WBT	63	AVG	5400-9000	63-139: 41 Street/ Art Godfrey Road@83.8-12@13.5	633		53.14	984.43	1074.06
63-WBL	WBL	63	AVG	5400-9000	63-139: 41 Street/ Art Godfrey Road@83.8-141: Alton Road@4.7	18		1797.86	984.42	1074.06
63-WBR	WBR	63	AVG	5400-9000	63-139: 41 Street/ Art Godfrey Road@83.8-163: Alton Road@28.9	49		36.56	986.05	1075.68
63-EBR	EBR	63	AVG	5400-9000	63-10223@17.2-141: Alton Road@4.7	26		1291.9	1388.95	1678.26
63-Overall	Overall	63	AVG	5400-9000	63	1811		82.41	653.46	1683.05
64-NBR	NBR	64	AVG	5400-9000	64-140: Alton Road@213.9-111: W 39th St@6.6	80		16.22	54.75	262.79
64-NBL	NBL	64	AVG	5400-9000	64-140: Alton Road@213.9-112@14.6	0			54.21	261.13
64-NBT	NBT	64	AVG	5400-9000	64-140: Alton Road@213.9-132: Alton Road@10.8	250		23.85	45.93	235.01
64-SBL	SBL	64	AVG	5400-9000	64-141: Alton Road@121.3-111: W 39th St@6.6	18		313.24	311.65	338.45
64-SBR	SBR	64	AVG	5400-9000	64-141: Alton Road@121.3-112@14.6	0			327.88	354.73
64-SBT	SBT	64	AVG	5400-9000	64-141: Alton Road@121.3-145: Alton Road@33.5	46		713.01	286.91	313.62
64-EBT	EBT	64	AVG	5400-9000	64-142@109.2-111: W 39th St@6.6	2		55.8	28.61	88.06
64-EBL	EBL	64	AVG	5400-9000	64-142@109.2-132: Alton Road@10.8	3		42.19	20.97	65.35
64-EBR	EBR	64	AVG	5400-9000	64-142@109.2-145: Alton Road@33.5	3		302.12	29.54	88.51
64-WBR	WBR	64	AVG	5400-9000	64-10241@65.4-132: Alton Road@10.8	69		174.24	721.33	906.13
64-WBL	WBL	64	AVG	5400-9000	64-10244@63.1-145: Alton Road@33.5	29		1406.95	749.83	922.09
64-Overall	Overall	64	AVG	5400-9000	64	500		161.12	239.24	922.09
65-NBR	NBR	65	AVG	5400-9000	65-144: Alton Road@360.8-113: Barry St@24.6	9		9.46	15.17	192.28
65-NBT	NBT	65	AVG	5400-9000	65-144: Alton Road@360.8-140: Alton Road@20.5	270		10.02	12.87	172.99
65-NBL	NBL	65	AVG	5400-9000	65-144: Alton Road@360.8-171@30.9	12		5.75	16.54	202.68
65-SBL	SBL	65	AVG	5400-9000	65-145: Alton Road@221.1-113: Barry St@24.6	8		440.68	305.14	333.35
65-SBT	SBT	65	AVG	5400-9000	65-145: Alton Road@221.1-130@14.0	58		576.5	305.14	333.35
65-SBR	SBR	65	AVG	5400-9000	65-145: Alton Road@221.1-171@30.9	5		555.88	330.82	359.03
65-EBT	EBT	65	AVG	5400-9000	65-146@347.6-113: Barry St@24.6	0			59.14	144.85
65-EBR	EBR	65	AVG	5400-9000	65-146@347.6-130@14.0	13		343.19	84.25	186.6
65-EBL	EBL	65	AVG	5400-9000	65-146@347.6-140: Alton Road@20.5	31		9.19	73.69	177.19
65-WBL	WBL	65	AVG	5400-9000	65-147: Barry St@870.8-130@14.0	50		232.4	285.7	511.87
65-WBR	WBR	65	AVG	5400-9000	65-147: Barry St@870.8-140: Alton Road@20.5	33		151.56	316.46	560.84
65-WBT	WBT	65	AVG	5400-9000	65-147: Barry St@870.8-171@30.9	0			285.7	511.87
65-Overall	Overall	65	AVG	5400-9000	65	486		107.95	149.98	588.43
66-NBR	NBR	66	AVG	5400-9000	66-148: Alton Road@359.0-128: W 34th St@36.0	6		5.14	550.36	1661.6

VISSIM INTERSECTION OUTPUT
PM HOUR 2

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
66-NBL	NBL	66	AVG	5400-9000	66-148: Alton Road@359.0-129@139.7	1692		12.7	550.36	1661.6
66-NBT	NBT	66	AVG	5400-9000	66-148: Alton Road@359.0-144: Alton Road@27.8	263		8.44	550.36	1661.6
66-WBR	WBR	66	AVG	5400-9000	66-181: W 34th St@645.8-144: Alton Road@27.8	28		5	0	0
66-Overall	Overall	66	AVG	5400-9000		66 1989		10.94	275.18	1661.6
67-NBT	NBT	67	AVG	5400-9000	67-150: Alton Rd@108.5-148: Alton Road@8.6	1673		21.83	1161.01	1469.37
67-NBR	NBR	67	AVG	5400-9000	67-150: Alton Rd@108.5-169: Chase Ave@18.0	38		16.63	1161.01	1469.37
67-SBT	SBT	67	AVG	5400-9000	67-151: Alton Road@330.6-173: Alton Rd@9.9	1217		12.53	170.44	1052
67-WBR	WBR	67	AVG	5400-9000	67-155: Chase Ave@27.1-148: Alton Road@8.6	162		37.07	145.18	369.38
67-WBL	WBL	67	AVG	5400-9000	67-155: Chase Ave@27.1-173: Alton Rd@9.9	63		46.77	145.18	369.38
67-EBL	EBL	67	AVG	5400-9000	67-10260@0.4-148: Alton Road@8.6	134		39.62	83.89	258.73
67-EBT	EBT	67	AVG	5400-9000	67-10263@0.0-169: Chase Ave@18.0	22		38.47	83.6	258.29
67-EBR	EBR	67	AVG	5400-9000	67-10265@0.0-173: Alton Rd@9.9	4		23.77	103.42	288.04
67-Overall	Overall	67	AVG	5400-9000		67 3311		19.5	381.72	1507.45
68-NBR	NBR	68	AVG	5400-9000	68-157: NW 10th Ave@55.2-11: To I-95 N Express lanes@36.0	175		3.45	0.16	42.21
68-NBT	NBT	68	AVG	5400-9000	68-157: NW 10th Ave@55.2-13: NW 10th Ave@21.8	819		1.62	0	0
68-SBL	SBL	68	AVG	5400-9000	68-158: NW 10th Ave@1120.0-11: To I-95 N Express lanes@36.0	23		0.67	0.01	7.38
68-SBT	SBT	68	AVG	5400-9000	68-158: NW 10th Ave@1120.0-14: NW 10th Ave@35.5	257		0.18	0.01	7.38
68-EBT	EBT	68	AVG	5400-9000	68-159: NW 39th St@1216.3-11: To I-95 N Express lanes@36.0	55		10.54	0.97	82.89
68-EBL	EBL	68	AVG	5400-9000	68-159: NW 39th St@1216.3-13: NW 10th Ave@21.8	95		9.1	0.97	82.89
68-EBR	EBR	68	AVG	5400-9000	68-159: NW 39th St@1216.3-14: NW 10th Ave@35.5	72		7.68	10.26	141.37
68-Overall	Overall	68	AVG	5400-9000		68 1495		2.66	2.28	141.37
71-NBR	NBR	71	AVG	5400-9000	71-163: Alton Road@53.7-131: Nautilus Rd/ Michigan Ave@8.4	72		-0.17	7.3	119.51
71-NB - U	NB - U	71	AVG	5400-9000	71-163: Alton Road@53.7-134: Alton Road@22.3	1		1302.61	28.66	147.41
71-NBT	NBT	71	AVG	5400-9000	71-163: Alton Road@53.7-174: 43rd Street@25.8	195		0.74	7.3	119.51
71-SBL	SBL	71	AVG	5400-9000	71-165: 43rd Street@48.2-131: Nautilus Rd/ Michigan Ave@8.4	34		470.6	865.22	966.85
71-SBT	SBT	71	AVG	5400-9000	71-165: 43rd Street@48.2-134: Alton Road@22.3	88		584.04	828.09	928.83
71-WBL	WBL	71	AVG	5400-9000	71-166: Nautilus Rd/ Michigan Ave@593.8-134: Alton Road@22.3	8		4570	617.54	632.2
71-WBR	WBR	71	AVG	5400-9000	71-166: Nautilus Rd/ Michigan Ave@593.8-174: 43rd Street@25.8	1		2654.12	617.7	632.37
71-Overall	Overall	71	AVG	5400-9000		71 399		166.32	494.08	966.85
88-EBT	EBT	88	AVG	5400-9000	88-124: Ed Sullivan Dr@362.6-124: Ed Sullivan Dr@500.7	238		559.86	366.47	410.9
88-WBT	WBT	88	AVG	5400-9000	88-187: Ed Sullivan Dr@344.1-114@19.8	95		1.73	0.93	132.04
88-WBL	WBL	88	AVG	5400-9000	88-187: Ed Sullivan Dr@344.1-178: Ed Sullivan Dr@16.3	119		3.5	0.93	132.04
88-Overall	Overall	88	AVG	5400-9000		88 452		216.22	183.7	410.9

Hour 3

VISSIM INTERSECTION OUTPUT
PM HOUR 3

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
3-SBT	SBT	3	AVG	9000-12600	3-4: NW 12th Ave@826.5-8: NW 12th Ave@1.7	687		6.52	14.34	196.32
3-SBR	SBR	3	AVG	9000-12600	3-4: NW 12th Ave@826.5-10: NW 40th St@29.2	22		5.15	15.03	198.99
3-WBL	WBL	3	AVG	9000-12600	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-8: NW 12th Ave@1.7	132		36.06	29.86	166.01
3-WBT	WBT	3	AVG	9000-12600	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-10: NW 40th St@29.2	41		37.98	30.07	166.6
3-WBR	WBR	3	AVG	9000-12600	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-10035@64.5	65		16	29.31	165.96
3-NBT	NBT	3	AVG	9000-12600	3-10034@1.9-1: NW 12th Ave@13.7	1711		2.85	15.25	236.06
3-NBL	NBL	3	AVG	9000-12600	3-10036@3.3-10: NW 40th St@29.2	98		6.41	14.07	236.07
3-Overall	Overall	3	AVG	9000-12600	3	2754		6.32	21.13	247.03
4-NBT	NBT	4	AVG	9000-12600	4-7: NW 12th Ave@671.4-3: NW 12th Ave@24.5	1520		12.62	83.74	561.84
4-NBR	NBR	4	AVG	9000-12600	4-7: NW 12th Ave@671.4-159: NW 39th St@17.7	68		12.26	83.83	562.12
4-SBT	SBT	4	AVG	9000-12600	4-8: NW 12th Ave@183.1-2: NW 12th Ave@16.5	760		5.64	14.47	189.12
4-SBL	SBL	4	AVG	9000-12600	4-8: NW 12th Ave@183.1-159: NW 39th St@17.7	57		18.78	13.7	188.77
4-EBR	EBR	4	AVG	9000-12600	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-2: NW 12th Ave@16.5	242		8.77	68.8	339.08
4-EBL	EBL	4	AVG	9000-12600	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-3: NW 12th Ave@24.5	288		36.67	72.07	338.67
4-EBT	EBT	4	AVG	9000-12600	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-159: NW 39th St@17.7	99		29.11	73.06	339.21
4-Overall	Overall	4	AVG	9000-12600	4	3033		13.5	58.52	562.12
35-NBT	NBT	35	AVG	9000-12600	35-37: N Miami Ave@117.5-15: N Miami Ave@41.4	767		2.58	88.53	213.9
35-NBL (On-Ramp)	NBL (On-Ramp)	35	AVG	9000-12600	35-37: N Miami Ave@117.5-22: I-195 WB On-Ramp@14.9	292		18.02	88.53	213.9
35-NBL	NBL	35	AVG	9000-12600	35-37: N Miami Ave@117.5-23: NW 38th St@17.0	3		76.16	88.53	213.9
35-NBR	NBR	35	AVG	9000-12600	35-37: N Miami Ave@117.5-55: NE 38th St@30.6	91		2.82	88.53	213.9
35-SBR (On-Ramp)	SBR (On-Ramp)	35	AVG	9000-12600	35-38: N Miami Ave@1597.7-22: I-195 WB On-Ramp@14.9	368		89.39	1598.78	1671.22
35-SBR	SBR	35	AVG	9000-12600	35-38: N Miami Ave@1597.7-23: NW 38th St@17.0	10		68.49	1598.02	1670.46
35-SBT	SBT	35	AVG	9000-12600	35-38: N Miami Ave@1597.7-41: N Miami Ave@22.6	325		159.13	1597.48	1669.92
35-WBR	WBR	35	AVG	9000-12600	35-39: NE 38th St@541.1-15: N Miami Ave@41.4	18		46.88	58.09	294.06
35-WBT (On-Ramp)	WBT (On-Ramp)	35	AVG	9000-12600	35-39: NE 38th St@541.1-22: I-195 WB On-Ramp@14.9	120		66.26	58.34	294.47
35-WBT	WBT	35	AVG	9000-12600	35-39: NE 38th St@541.1-23: NW 38th St@17.0	3		66.04	58.79	295.23
35-WBL	WBL	35	AVG	9000-12600	35-39: NE 38th St@541.1-41: N Miami Ave@22.6	9		97.1	58.59	294.89
35-Overall	Overall	35	AVG	9000-12600	35	2006		44.04	639.58	1671.22
36-NBT (10064)	NBT (10064)	36	AVG	9000-12600	36-40: N Miami Ave@171.9-10064@80.2	577		15.29	141.88	296.23
36-NBT (10139)	NBT (10139)	36	AVG	9000-12600	36-40: N Miami Ave@171.9-10139@80.8	295		30.39	141.88	296.23
36-EBR	EBR	36	AVG	9000-12600	36-43: I-195 EB Off-Ramp (from I-95)@460.4-47: N Miami Ave@13.8	358		217.83	1575.92	1695.54
36-EBL	EBL	36	AVG	9000-12600	36-43: I-195 EB Off-Ramp (from I-95)@460.4-10065@83.5	279		100.59	1576.08	1695.75
36-SBT	SBT	36	AVG	9000-12600	36-10066@6.4-47: N Miami Ave@13.8	330		101.79	181.05	277.87
36-Overall	Overall	36	AVG	9000-12600	36	1839		72.05	868.73	1695.75
37-NBL	NBL	37	AVG	9000-12600	37-45: N Miami Ave@208.2-18: NW 36th St@64.1	32		88.74	1267.48	1319.9
37-NBT	NBT	37	AVG	9000-12600	37-45: N Miami Ave@208.2-40: N Miami Ave@25.7	663		121.31	1267.48	1319.9
37-NBR	NBR	37	AVG	9000-12600	37-45: N Miami Ave@208.2-59: NE 36th St@45.6	39		163.62	1267.48	1319.9
37-SBT	SBT	37	AVG	9000-12600	37-47: N Miami Ave@157.3-16: N Miami Ave@41.5	348		57.57	261.37	330.42
37-SBR	SBR	37	AVG	9000-12600	37-47: N Miami Ave@157.3-18: NW 36th St@64.1	222		38.56	262.78	332.77
37-SBL	SBL	37	AVG	9000-12600	37-47: N Miami Ave@157.3-59: NE 36th St@45.6	94		178.83	263.06	332.36
37-EBR	EBR	37	AVG	9000-12600	37-50: NW 36th St@207.7-16: N Miami Ave@41.5	96		111.78	365.31	480.75
37-EBL	EBL	37	AVG	9000-12600	37-50: NW 36th St@207.7-40: N Miami Ave@25.7	81		135.92	365.59	480.75
37-EBT	EBT	37	AVG	9000-12600	37-50: NW 36th St@207.7-59: NE 36th St@45.6	301		166.69	365.6	480.75
37-WBL	WBL	37	AVG	9000-12600	37-52: NE 36th St@194.9-16: N Miami Ave@41.5	69		108.08	544.92	725.42
37-WBT	WBT	37	AVG	9000-12600	37-52: NE 36th St@194.9-18: NW 36th St@64.1	382		78.29	545.59	725.18
37-WBR	WBR	37	AVG	9000-12600	37-52: NE 36th St@194.9-40: N Miami Ave@25.7	134		86.58	545.27	724.94
37-Overall	Overall	37	AVG	9000-12600	37	2459		94.75	610.16	1319.9
38-NBT	NBT	38	AVG	9000-12600	38-53: NE 1st Ave@395.5-26: NE 1st Ave@6.9	35		9.98	1.32	94.18

VISSIM INTERSECTION OUTPUT
PM HOUR 3

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
38-NBR	NBR	38	AVG	9000-12600	38-53: NE 1st Ave@395.5-70: NE 38th St@10.3	15		8.64	2.95	125.39
38-NBL	NBL	38	AVG	9000-12600	38-53: NE 1st Ave@395.5-10083@85.1	22		9.27	3.67	136.95
38-SBT	SBT	38	AVG	9000-12600	38-54: NE 1st Ave@1159.7-58: NE 1st Ave@2.0	65		9.9	205.34	300.6
38-SBL	SBL	38	AVG	9000-12600	38-54: NE 1st Ave@1159.7-70: NE 38th St@10.3	34		8.88	216.17	336.73
38-SBR	SBR	38	AVG	9000-12600	38-54: NE 1st Ave@1159.7-10084@43.8	53		6.9	215.25	331.63
38-EBL	EBL	38	AVG	9000-12600	38-55: NE 38th St@570.9-26: NE 1st Ave@6.9	24		8.95	27.78	131.87
38-EBR	EBR	38	AVG	9000-12600	38-55: NE 38th St@570.9-58: NE 1st Ave@2.0	13		8.62	26.56	124.93
38-EBT	EBT	38	AVG	9000-12600	38-55: NE 38th St@570.9-70: NE 38th St@10.3	53		9.52	29.87	138.9
38-WBR	WBR	38	AVG	9000-12600	38-56: NE 38th St@580.8-26: NE 1st Ave@6.9	42		8.25	5.44	97.52
38-WBL	WBL	38	AVG	9000-12600	38-56: NE 38th St@580.8-58: NE 1st Ave@2.0	7		9.6	1.89	75.26
38-WBT	WBT	38	AVG	9000-12600	38-56: NE 38th St@580.8-10085@82.0	74		11.13	9.21	123.92
38-Overall	Overall	38	AVG	9000-12600		38 437		9.02	62.12	389.14
39-NBL	NBL	39	AVG	9000-12600	39-57: NE 1st Ave@1113.9-51: NE 36th St@5.8	2		2062.32	1144.77	1171.87
39-NBT	NBT	39	AVG	9000-12600	39-57: NE 1st Ave@1113.9-53: NE 1st Ave@26.0	8		2092.92	1109.91	1137.01
39-NBR	NBR	39	AVG	9000-12600	39-57: NE 1st Ave@1113.9-75: NE 36th St@7.4	10		2344.89	1130.22	1157.31
39-SBT	SBT	39	AVG	9000-12600	39-58: NE 1st Ave@368.5-27: NE 1st Ave@6.8	22		69.9	116.9	272.11
39-SBR	SBR	39	AVG	9000-12600	39-58: NE 1st Ave@368.5-51: NE 36th St@5.8	30		102	141.83	315.55
39-SBL	SBL	39	AVG	9000-12600	39-58: NE 1st Ave@368.5-75: NE 36th St@7.4	32		118.35	148.68	327.51
39-EBR	EBR	39	AVG	9000-12600	39-60: NE 36th St@298.5-27: NE 1st Ave@6.8	50		137.64	643.31	785.03
39-EBL	EBL	39	AVG	9000-12600	39-60: NE 36th St@298.5-53: NE 1st Ave@26.0	34		112.84	619.01	760.68
39-EBT	EBT	39	AVG	9000-12600	39-60: NE 36th St@298.5-75: NE 36th St@7.4	352		215.16	598.86	740.49
39-WBL	WBL	39	AVG	9000-12600	39-62: NE 36th St@119.0-27: NE 1st Ave@6.8	63		34.75	323.86	644.74
39-WBT	WBT	39	AVG	9000-12600	39-62: NE 36th St@119.0-51: NE 36th St@5.8	574		75.24	296.87	600.99
39-WBR	WBR	39	AVG	9000-12600	39-62: NE 36th St@119.0-53: NE 1st Ave@26.0	29		51.61	323.92	644.1
39-Overall	Overall	39	AVG	9000-12600		39 1207		130.46	549.84	1171.87
40-NBL	NBL	40	AVG	9000-12600	40-64: NE 2nd Ave@120.9-33: NE 39th St@20.8	13		21.09	31.77	296.6
40-NBT	NBT	40	AVG	9000-12600	40-64: NE 2nd Ave@120.9-36: NE 2nd Ave@71.2	235		13.8	31.74	296.6
40-NBR	NBR	40	AVG	9000-12600	40-64: NE 2nd Ave@120.9-81: NE 39th St@39.0	38		11.37	31.49	296.6
40-SBR	SBR	40	AVG	9000-12600	40-65: NE 2nd Ave@752.3-33: NE 39th St@20.8	82		62.19	498.33	755.7
40-SBT	SBT	40	AVG	9000-12600	40-65: NE 2nd Ave@752.3-69: NE 2nd Ave@48.4	385		76.19	498.35	755.7
40-SBL	SBL	40	AVG	9000-12600	40-65: NE 2nd Ave@752.3-81: NE 39th St@39.0	89		85	498.11	755.43
40-EBL	EBL	40	AVG	9000-12600	40-66: NE 39th St@103.0-36: NE 2nd Ave@71.2	51		51.1	95.74	152.26
40-EBR	EBR	40	AVG	9000-12600	40-66: NE 39th St@103.0-69: NE 2nd Ave@48.4	37		50.19	95.68	152.26
40-EBT	EBT	40	AVG	9000-12600	40-66: NE 39th St@103.0-81: NE 39th St@39.0	112		62.78	95.76	152.26
40-WBT	WBT	40	AVG	9000-12600	40-67: NE 39th St@171.9-33: NE 39th St@20.8	77		52.96	117.85	368.51
40-WBR	WBR	40	AVG	9000-12600	40-67: NE 39th St@171.9-36: NE 2nd Ave@71.2	75		35.44	117.72	368.51
40-WBL	WBL	40	AVG	9000-12600	40-67: NE 39th St@171.9-69: NE 2nd Ave@48.4	24		60.16	117.68	368.51
40-Overall	Overall	40	AVG	9000-12600		40 1217		47.45	185.85	755.7
41-NBL	NBL	41	AVG	9000-12600	41-68: NE 2nd Ave@247.3-56: NE 38th St@8.5	19		4.07	3.01	143.76
41-NBT	NBT	41	AVG	9000-12600	41-68: NE 2nd Ave@247.3-63: NE 2nd Ave@7.0	202		3.34	2	112.99
41-SBT	SBT	41	AVG	9000-12600	41-69: NE 2nd Ave@247.3-21: NE 2nd Ave@4.5	340		25.83	154.23	359.47
41-SBR	SBR	41	AVG	9000-12600	41-69: NE 2nd Ave@247.3-56: NE 38th St@8.5	104		16.07	170.86	391.47
41-EBR	EBR	41	AVG	9000-12600	41-70: NE 38th St@582.2-21: NE 2nd Ave@4.5	22		9.07	1.61	66.89
41-EBL	EBL	41	AVG	9000-12600	41-70: NE 38th St@582.2-63: NE 2nd Ave@7.0	79		8.83	6.31	108.86
41-EBT	EBT	41	AVG	9000-12600	41-70: NE 38th St@582.2-188@5.1	0			1.61	66.89
41-WBL	WBL	41	AVG	9000-12600	41-71@192.3-21: NE 2nd Ave@4.5	0			0	0
41-WBT	WBT	41	AVG	9000-12600	41-71@192.3-56: NE 38th St@8.5	0			0	0
41-WBR	WBR	41	AVG	9000-12600	41-71@192.3-63: NE 2nd Ave@7.0	0			0	0

VISSIM INTERSECTION OUTPUT
PM HOUR 3

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
41-Overall	Overall	41	AVG	9000-12600		41 766		13.74	37.56	391.47
42-SEBT	SEBT	42	AVG	9000-12600	42-21: NE 2nd Ave@278.6-29: NE 2nd Ave@36.0	185		156.06	324.85	490.78
42-SEBR	SEBR	42	AVG	9000-12600	42-21: NE 2nd Ave@278.6-61: NE 36th St@21.7	95		135.42	249.38	411.26
42-SEBL (79)	SEBL (79)	42	AVG	9000-12600	42-21: NE 2nd Ave@278.6-79: Federal Hwy@48.2	3		206.65	323.97	490.12
42-SEBL	SEBL	42	AVG	9000-12600	42-21: NE 2nd Ave@278.6-94: NE 36th St@39.9	76		346.86	324.01	490.12
42-NBL	NBL	42	AVG	9000-12600	42-72: NE 2nd Ave@1267.8-61: NE 36th St@21.7	53		139.58	1253.42	1329.19
42-NBT	NBT	42	AVG	9000-12600	42-72: NE 2nd Ave@1267.8-79: Federal Hwy@48.2	251		141.52	1253.42	1329.19
42-NBR	NBR	42	AVG	9000-12600	42-72: NE 2nd Ave@1267.8-94: NE 36th St@39.9	30		171.84	1253.42	1329.19
42-NBT (10048)	NBT (10048)	42	AVG	9000-12600	42-72: NE 2nd Ave@1267.8-10048@5.8	141		124.06	1253.42	1329.19
42-SBT	SBT	42	AVG	9000-12600	42-74: Federal Hwy@23.7-29: NE 2nd Ave@36.0	130		275.88	758.35	858.95
42-SBR	SBR	42	AVG	9000-12600	42-74: Federal Hwy@23.7-61: NE 36th St@21.7	118		295.51	757.92	858.52
42-SBL	SBL	42	AVG	9000-12600	42-74: Federal Hwy@23.7-94: NE 36th St@39.9	29		403.31	759.18	859.77
42-SBR (10048)	SBR (10048)	42	AVG	9000-12600	42-74: Federal Hwy@23.7-10048@5.8	15		274.12	757.87	858.47
42-EBR	EBR	42	AVG	9000-12600	42-76: NE 36th St@312.0-29: NE 2nd Ave@36.0	74		170.99	668.67	725.95
42-EBL	EBL	42	AVG	9000-12600	42-76: NE 36th St@312.0-79: Federal Hwy@48.2	72		161.14	665.67	722.95
42-EBT	EBT	42	AVG	9000-12600	42-76: NE 36th St@312.0-94: NE 36th St@39.9	212		374.44	668.67	725.95
42-EBL (10048)	EBL (10048)	42	AVG	9000-12600	42-76: NE 36th St@312.0-10048@5.8	31		134.53	668.67	725.95
42-WBT	WBT	42	AVG	9000-12600	42-77: NE 36th St@309.5-61: NE 36th St@21.7	398		114.69	205.38	398.81
42-WBR	WBR	42	AVG	9000-12600	42-77: NE 36th St@309.5-79: Federal Hwy@48.2	32		78.36	205.17	398.81
42-WBR (10048)	WBR (10048)	42	AVG	9000-12600	42-77: NE 36th St@309.5-10048@5.8	34		101.76	205.21	398.81
42-Overall	Overall	42	AVG	9000-12600		42 1979		176.24	660.87	1329.19
43-SBL	SBL	43	AVG	9000-12600	43-80: Federal Hwy@191.5-34: NE 39th St@42.3	3		164.85	185.22	224.4
43-SBR	SBR	43	AVG	9000-12600	43-80: Federal Hwy@191.5-67: NE 39th St@13.6	56		158.57	219.46	259.68
43-SBT	SBT	43	AVG	9000-12600	43-80: Federal Hwy@191.5-73: Federal Hwy@18.3	194		213.83	219.48	259.68
43-EBL	EBL	43	AVG	9000-12600	43-81: NE 39th St@196.0-30: Federal Hwy@31.2	136		65.2	96.75	275.68
43-EBT	EBT	43	AVG	9000-12600	43-81: NE 39th St@196.0-34: NE 39th St@42.3	51		68.06	95.34	274.87
43-EBR	EBR	43	AVG	9000-12600	43-81: NE 39th St@196.0-73: Federal Hwy@18.3	54		66.1	96.62	275.92
43-WBR	WBR	43	AVG	9000-12600	43-82: NE 38th St@237.4-30: Federal Hwy@31.2	26		78.47	87.41	240.19
43-WBT	WBT	43	AVG	9000-12600	43-82: NE 38th St@237.4-67: NE 39th St@13.6	95		88.38	87.53	240.16
43-WBL	WBL	43	AVG	9000-12600	43-82: NE 38th St@237.4-73: Federal Hwy@18.3	21		76.36	85.62	239.16
43-NBT	NBT	43	AVG	9000-12600	43-83: Federal Hwy@536.8-30: Federal Hwy@31.2	335		21.31	95.14	622.95
43-NBR	NBR	43	AVG	9000-12600	43-83: Federal Hwy@536.8-34: NE 39th St@42.3	10		15.92	94.92	622.95
43-NBL	NBL	43	AVG	9000-12600	43-83: Federal Hwy@536.8-67: NE 39th St@13.6	18		35.01	94.92	622.95
43-WBR (34)	WBR (34)	43	AVG	9000-12600	43-10153@3.3-34: NE 39th St@42.3	4		41.5	0	0
43-Overall	Overall	43	AVG	9000-12600		43 1003		86.96	112.19	674.24
44-NBT	NBT	44	AVG	9000-12600	44-85: Biscayne Blvd@133.6-24: Biscayne Blvd@23.4	847		30.32	287.36	605.37
44-NBL	NBL	44	AVG	9000-12600	44-85: Biscayne Blvd@133.6-82: NE 38th St@42.0	23		62.05	278.86	603.5
44-NBR	NBR	44	AVG	9000-12600	44-85: Biscayne Blvd@133.6-161: NE 38th St@79.2	258		28.83	286.44	604.32
44-SBR	SBR	44	AVG	9000-12600	44-87: Biscayne Blvd@344.4-82: NE 38th St@42.0	63		38.44	935.25	1166.79
44-SBT	SBT	44	AVG	9000-12600	44-87: Biscayne Blvd@344.4-92: Biscayne Blvd@30.4	957		48.35	935.52	1166.58
44-SBL	SBL	44	AVG	9000-12600	44-87: Biscayne Blvd@344.4-161: NE 38th St@79.2	258		78.37	935.29	1166.38
44-WBR	WBR	44	AVG	9000-12600	44-89: NE 38th St@26.9-24: Biscayne Blvd@23.4	167		52.65	421.69	794.02
44-WBT	WBT	44	AVG	9000-12600	44-89: NE 38th St@26.9-82: NE 38th St@42.0	60		128.72	421.71	794.02
44-WBL	WBL	44	AVG	9000-12600	44-89: NE 38th St@26.9-92: Biscayne Blvd@30.4	152		150.13	421.71	794.02
44-Overall	Overall	44	AVG	9000-12600		44 2784		45.92	547.09	1166.79
45-NBL	NBL	45	AVG	9000-12600	45-91: Biscayne Blvd@200.0-77: NE 36th St@20.3	53		84.34	1625.6	1689.85
45-NBT	NBT	45	AVG	9000-12600	45-91: Biscayne Blvd@200.0-84: Biscayne Blvd@42.1	708		104.07	1625.6	1689.85
45-NBR	NBR	45	AVG	9000-12600	45-91: Biscayne Blvd@200.0-104: NE 36th St@54.2	81		74.18	1625.6	1689.85

VISSIM INTERSECTION OUTPUT
PM HOUR 3

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
45-SBT	SBT	45	AVG	9000-12600	45-93: Biscayne Blvd@288.0-25: Biscayne Blvd@32.5	560		44.65	940.46	1405.16
45-SBR	SBR	45	AVG	9000-12600	45-93: Biscayne Blvd@288.0-77: NE 36th St@20.3	283		71.29	938.42	1405.16
45-SBL	SBL	45	AVG	9000-12600	45-93: Biscayne Blvd@288.0-104: NE 36th St@54.2	256		68.04	940.26	1405.16
45-EBR	EBR	45	AVG	9000-12600	45-95: NE 36th St@227.6-25: Biscayne Blvd@32.5	82		44.61	516.75	587.53
45-EBL	EBL	45	AVG	9000-12600	45-95: NE 36th St@227.6-84: Biscayne Blvd@42.1	65		170	516.75	587.53
45-EBT	EBT	45	AVG	9000-12600	45-95: NE 36th St@227.6-104: NE 36th St@54.2	184		163.62	516.75	587.53
45-WBL	WBL	45	AVG	9000-12600	45-97: NE 36th St@236.9-25: Biscayne Blvd@32.5	261		96	226.24	417.69
45-WBT	WBT	45	AVG	9000-12600	45-97: NE 36th St@236.9-77: NE 36th St@20.3	125		101.65	226.13	417.69
45-WBR	WBR	45	AVG	9000-12600	45-97: NE 36th St@236.9-84: Biscayne Blvd@42.1	356		47.28	226.1	417.69
45-Overall	Overall	45	AVG	9000-12600		45 3012		76.83	827.05	1689.92
46-SBR	SBR	46	AVG	9000-12600	46-98: NE 6th Ave@724.9-162: NE 38th St@34.9	56		9.89	123.7	301.27
46-EBR	EBR	46	AVG	9000-12600	46-99: NE 38th St@568.3-103@19.6	32		0.69	0	0
46-WBL	WBL	46	AVG	9000-12600	46-100: I-195 WB Off-Ramp@323.1-103@19.6	0		0.65	182.26	367.88
46-WBT	WBT	46	AVG	9000-12600	46-100: I-195 WB Off-Ramp@323.1-162: NE 38th St@34.9	335		18.4	182.26	367.88
46-WBR	WBR	46	AVG	9000-12600	46-100: I-195 WB Off-Ramp@323.1-10183@47.9	76		8.73	182.26	367.88
46-Overall	Overall	46	AVG	9000-12600		46 499		14.38	101.99	477.92
49-EBT	EBT	49	AVG	9000-12600	49-104: NE 36th St@325.6-109: NE 36th St@65.7	516		1.96	105.93	300.57
49-WBT	WBT	49	AVG	9000-12600	49-105: NE 36th St@104.7-96: NE 36th St@85.2	240		105.96	193.44	265.9
49-SBR	SBR	49	AVG	9000-12600	49-106: I-195 EB Off-Ramp@145.5-96: NE 36th St@85.2	502		26.78	487.04	1120.46
49-Overall	Overall	49	AVG	9000-12600		49 1258		24.18	262.14	1120.46
52-NBR	NBR	52	AVG	9000-12600	52-107@640.1-19: NE 36th St (To I-195 EB)@1.4	76		392.67	655.89	697.83
52-NBT	NBT	52	AVG	9000-12600	52-107@640.1-28: NE 5th Ave@11.9	2		247.17	685.17	727.12
52-NBL	NBL	52	AVG	9000-12600	52-107@640.1-105: NE 36th St@40.9	35		560.58	662.96	704.91
52-SBL	SBL	52	AVG	9000-12600	52-108: NE 5th Ave@135.2-19: NE 36th St (To I-195 EB)@1.4	2		21.69	47.71	113.62
52-SBT	SBT	52	AVG	9000-12600	52-108: NE 5th Ave@135.2-102@10.7	0			17.34	110.51
52-SBR	SBR	52	AVG	9000-12600	52-108: NE 5th Ave@135.2-105: NE 36th St@40.9	20		273.66	55.43	127.31
52-EBT	EBT	52	AVG	9000-12600	52-109: NE 36th St@135.4-19: NE 36th St (To I-195 EB)@1.4	504		1.23	74.56	248.99
52-EBL	EBL	52	AVG	9000-12600	52-109: NE 36th St@135.4-28: NE 5th Ave@11.9	4		10.12	66.06	221.71
52-EBR	EBR	52	AVG	9000-12600	52-109: NE 36th St@135.4-102@10.7	6		0.56	66.37	223.05
52-WBR	WBR	52	AVG	9000-12600	52-110: NE 36th St (To I-195 EB)@764.6-28: NE 5th Ave@11.9	2		520.83	695.15	828.01
52-WBL	WBL	52	AVG	9000-12600	52-110: NE 36th St (To I-195 EB)@764.6-102@10.7	9		371.98	715.6	850.68
52-WBT	WBT	52	AVG	9000-12600	52-110: NE 36th St (To I-195 EB)@764.6-105: NE 36th St@40.9	184		492.53	670.92	801.17
52-Overall	Overall	52	AVG	9000-12600		52 844		105.19	367.76	850.68
57-NBT	NBT	57	AVG	9000-12600	57-115: Alton Road@150.4-177: Alton Road@63.8	631		0.13	0	0
57-SBT	SBT	57	AVG	9000-12600	57-116: Alton Road@1341.5-121: Alton Road@19.9	595		84.3	1280.67	1371.29
57-SBR	SBR	57	AVG	9000-12600	57-116: Alton Road@1341.5-179: N Bay Road North@24.4	1		55.38	1280.67	1371.29
57-EBR	EBR	57	AVG	9000-12600	57-117: N Bay Road North@435.3-121: Alton Road@19.9	11		5488.11	473.67	489.15
57-Overall	Overall	57	AVG	9000-12600		57 1238		59.02	584.78	1371.29
58-NBT	NBT	58	AVG	9000-12600	58-119@313.9-115: Alton Road@14.5	563		29.31	820.16	1531.66
58-NBR	NBR	58	AVG	9000-12600	58-119@313.9-175: 43rd Street@22.8	25		416.73	819.64	1532.03
58-NBL	NBL	58	AVG	9000-12600	58-119@313.9-187: Ed Sullivan Dr@53.5	84		74.57	819.69	1531.61
58-SBL	SBL	58	AVG	9000-12600	58-123: Alton Road@93.1-175: 43rd Street@22.8	25		416.72	226.48	282.19
58-SBT	SBT	58	AVG	9000-12600	58-123: Alton Road@93.1-183@61.3	550		26.29	227.91	282.19
58-SBR	SBR	58	AVG	9000-12600	58-123: Alton Road@93.1-187: Ed Sullivan Dr@53.5	27		12.29	227.13	282.19
58-EBL	EBL	58	AVG	9000-12600	58-124: Ed Sullivan Dr@766.5-115: Alton Road@14.5	57		202.08	485.33	515.44
58-EBT	EBT	58	AVG	9000-12600	58-124: Ed Sullivan Dr@766.5-175: 43rd Street@22.8	44		748.49	484.83	514.89
58-EBR	EBR	58	AVG	9000-12600	58-124: Ed Sullivan Dr@766.5-183@61.3	82		235.04	474.45	504.5
58-WBL	WBL	58	AVG	9000-12600	58-125: 43rd Street@131.1-183@61.3	7		92.92	27.76	138.74

VISSIM INTERSECTION OUTPUT
PM HOUR 3

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
58-WBT	WBT	58	AVG	9000-12600	58-125: 43rd Street@131.1-187: Ed Sullivan Dr@53.5	42		76	27.06	137.2
58-NWBT	NWBT	58	AVG	9000-12600	58-184: N Bay Rd@266.4-115: Alton Road@14.5	9		200.14	820.16	1531.66
58-NWBR	NWBR	58	AVG	9000-12600	58-184: N Bay Rd@266.4-175: 43rd Street@22.8	1		341.12	819.64	1532.03
58-NWBL	NWBL	58	AVG	9000-12600	58-184: N Bay Rd@266.4-187: Ed Sullivan Dr@53.5	0			819.69	1531.61
58-Overall	Overall	58	AVG	9000-12600	58	1515		65.84	421.86	1532.06
61-SBT	SBT	61	AVG	9000-12600	61-130@220.9-172: Unnamed Road@7.9	59		250.16	317.24	350.29
61-SBR	SBR	61	AVG	9000-12600	61-130@220.9-176: Alton Road@20.2	22		330.48	338.59	371.64
61-WBT	WBT	61	AVG	9000-12600	61-10220@0.6-176: Alton Road@20.2	1329		8.79	180.8	361.81
61-Overall	Overall	61	AVG	9000-12600	61	1410		22.85	278.88	375.91
63-NBL	NBL	63	AVG	9000-12600	63-132: Alton Road@140.5-12@13.5	64		66.14	117.12	236.22
63-NBT	NBT	63	AVG	9000-12600	63-132: Alton Road@140.5-163: Alton Road@28.9	115		63.73	117.12	236.22
63-NBR	NBR	63	AVG	9000-12600	63-132: Alton Road@140.5-168: 41 Street/ Art Godfrey Road@11.2	66		33.29	117.12	236.22
63-SBR	SBR	63	AVG	9000-12600	63-134: Alton Road@43.1-12@13.5	31		9.43	130.94	153.96
63-SBT	SBT	63	AVG	9000-12600	63-134: Alton Road@43.1-141: Alton Road@4.7	12		916.32	130.98	153.96
63-SBL	SBL	63	AVG	9000-12600	63-134: Alton Road@43.1-168: 41 Street/ Art Godfrey Road@11.2	19		27.65	130.95	153.96
63-EBL	EBL	63	AVG	9000-12600	63-136: 41 Street/ Art Godfrey Road@324.2-163: Alton Road@28.9	53		46.19	1576.99	1673.27
63-EBT	EBT	63	AVG	9000-12600	63-136: 41 Street/ Art Godfrey Road@324.2-168: 41 Street/ Art Godfrey Roa	358		31.39	1576.84	1673.12
63-WBT	WBT	63	AVG	9000-12600	63-139: 41 Street/ Art Godfrey Road@83.8-12@13.5	507		57.51	987.44	1050.18
63-WBL	WBL	63	AVG	9000-12600	63-139: 41 Street/ Art Godfrey Road@83.8-141: Alton Road@4.7	8		1837.9	987.44	1050.18
63-WBR	WBR	63	AVG	9000-12600	63-139: 41 Street/ Art Godfrey Road@83.8-163: Alton Road@28.9	36		30.18	989.06	1051.8
63-EBR	EBR	63	AVG	9000-12600	63-10223@17.2-141: Alton Road@4.7	11		1430.65	1576.21	1671
63-Overall	Overall	63	AVG	9000-12600	63	1279		70.68	703.18	1673.88
64-NBR	NBR	64	AVG	9000-12600	64-140: Alton Road@213.9-111: W 39th St@6.6	61		12.49	38.29	222.22
64-NBL	NBL	64	AVG	9000-12600	64-140: Alton Road@213.9-112@14.6	0			37.94	220.76
64-NBT	NBT	64	AVG	9000-12600	64-140: Alton Road@213.9-132: Alton Road@10.8	206		17.3	32.43	197.91
64-SBL	SBL	64	AVG	9000-12600	64-141: Alton Road@121.3-111: W 39th St@6.6	8		260.79	314.16	324.64
64-SBR	SBR	64	AVG	9000-12600	64-141: Alton Road@121.3-112@14.6	0			330.44	340.93
64-SBT	SBT	64	AVG	9000-12600	64-141: Alton Road@121.3-145: Alton Road@33.5	25		865.14	289.33	299.81
64-EBT	EBT	64	AVG	9000-12600	64-142@109.2-111: W 39th St@6.6	1		237.73	60.98	103.49
64-EBL	EBL	64	AVG	9000-12600	64-142@109.2-132: Alton Road@10.8	2		105.71	48.44	78.25
64-EBR	EBR	64	AVG	9000-12600	64-142@109.2-145: Alton Road@33.5	3		607.56	61.5	103.93
64-WBR	WBR	64	AVG	9000-12600	64-10241@65.4-132: Alton Road@10.8	32		316.57	882.72	966.69
64-WBL	WBL	64	AVG	9000-12600	64-10244@63.1-145: Alton Road@33.5	16		1455.89	898.68	982.64
64-Overall	Overall	64	AVG	9000-12600	64	355		109.99	272.26	982.64
65-NBR	NBR	65	AVG	9000-12600	65-144: Alton Road@360.8-113: Barry St@24.6	6		15.57	12.5	165.9
65-NBT	NBT	65	AVG	9000-12600	65-144: Alton Road@360.8-140: Alton Road@20.5	216		8.74	10.35	151.43
65-NBL	NBL	65	AVG	9000-12600	65-144: Alton Road@360.8-171@30.9	10		12.79	13.68	173.7
65-SBL	SBL	65	AVG	9000-12600	65-145: Alton Road@221.1-113: Barry St@24.6	5		593.41	308.26	321.76
65-SBT	SBT	65	AVG	9000-12600	65-145: Alton Road@221.1-130@14.0	33		782.32	308.26	321.76
65-SBR	SBR	65	AVG	9000-12600	65-145: Alton Road@221.1-171@30.9	3		715.38	333.95	347.45
65-EBT	EBT	65	AVG	9000-12600	65-146@347.6-113: Barry St@24.6	0			115.29	193.23
65-EBR	EBR	65	AVG	9000-12600	65-146@347.6-130@14.0	10		489.21	145.39	234.98
65-EBL	EBL	65	AVG	9000-12600	65-146@347.6-140: Alton Road@20.5	24		11.33	135.27	225.57
65-WBL	WBL	65	AVG	9000-12600	65-147: Barry St@870.8-130@14.0	40		281.19	364.02	680.73
65-WBR	WBR	65	AVG	9000-12600	65-147: Barry St@870.8-140: Alton Road@20.5	29		173.9	401	729.7
65-WBT	WBT	65	AVG	9000-12600	65-147: Barry St@870.8-171@30.9	0			364.02	680.73
65-Overall	Overall	65	AVG	9000-12600	65	375		101.99	183.97	732.38
66-NBR	NBR	66	AVG	9000-12600	66-148: Alton Road@359.0-128: W 34th St@36.0	4		6.47	883	1664.3

VISSIM INTERSECTION OUTPUT
PM HOUR 3

ID	Movement	Node		SIMRUN	TIMEINT	MOVEMENT		VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
66-NBL	NBL	66		AVG	9000-12600	66-148: Alton Road@359.0-129@139.7		1332		14.34	883	1664.3
66-NBT	NBT	66		AVG	9000-12600	66-148: Alton Road@359.0-144: Alton Road@27.8		202		8.34	883	1664.3
66-WBR	WBR	66		AVG	9000-12600	66-181: W 34th St@645.8-144: Alton Road@27.8		28		5.01	0	0
66-Overall	Overall		66	AVG	9000-12600		66	1566		11.65	441.5	1664.3
67-NBT	NBT	67		AVG	9000-12600	67-150: Alton Rd@108.5-148: Alton Road@8.6		1314		23.96	1230.87	1467.21
67-NBR	NBR	67		AVG	9000-12600	67-150: Alton Rd@108.5-169: Chase Ave@18.0		29		16.29	1230.87	1467.21
67-SBT	SBT	67		AVG	9000-12600	67-151: Alton Road@330.6-173: Alton Rd@9.9		917		12.54	130.51	788.13
67-WBR	WBR	67		AVG	9000-12600	67-155: Chase Ave@27.1-148: Alton Road@8.6		123		39.82	226.67	472.12
67-WBL	WBL	67		AVG	9000-12600	67-155: Chase Ave@27.1-173: Alton Rd@9.9		51		42.9	226.67	472.12
67-EBL	EBL	67		AVG	9000-12600	67-10260@0.4-148: Alton Road@8.6		108		40.05	119.28	264.32
67-EBT	EBT	67		AVG	9000-12600	67-10263@0.0-169: Chase Ave@18.0		16		38.47	118.97	263.89
67-EBR	EBR	67		AVG	9000-12600	67-10265@0.0-173: Alton Rd@9.9		2		22.31	140.19	293.64
67-Overall	Overall		67	AVG	9000-12600		67	2559		20.69	428	1484.96
68-NBR	NBR	68		AVG	9000-12600	68-157: NW 10th Ave@55.2-11: To I-95 N Express lanes@36.0		165		3.5	0.13	41.34
68-NBT	NBT	68		AVG	9000-12600	68-157: NW 10th Ave@55.2-13: NW 10th Ave@21.8		802		1.55	0	0
68-SBL	SBL	68		AVG	9000-12600	68-158: NW 10th Ave@1120.0-11: To I-95 N Express lanes@36.0		20		0.53	0	0
68-SBT	SBT	68		AVG	9000-12600	68-158: NW 10th Ave@1120.0-14: NW 10th Ave@35.5		253		0.17	0	0
68-EBT	EBT	68		AVG	9000-12600	68-159: NW 39th St@1216.3-11: To I-95 N Express lanes@36.0		54		10.26	1.01	87.05
68-EBL	EBL	68		AVG	9000-12600	68-159: NW 39th St@1216.3-13: NW 10th Ave@21.8		99		9.17	1.01	87.05
68-EBR	EBR	68		AVG	9000-12600	68-159: NW 39th St@1216.3-14: NW 10th Ave@35.5		70		7.47	10.27	146.3
68-Overall	Overall		68	AVG	9000-12600		68	1463		2.64	2.28	146.3
71-NBR	NBR	71		AVG	9000-12600	71-163: Alton Road@53.7-131: Nautilus Rd/ Michigan Ave@8.4		52		-0.23	12.84	84.98
71-NB - U	NB - U	71		AVG	9000-12600	71-163: Alton Road@53.7-134: Alton Road@22.3		1		1197.73	36.6	124.68
71-NBT	NBT	71		AVG	9000-12600	71-163: Alton Road@53.7-174: 43rd Street@25.8		150		0.62	12.84	84.98
71-SBL	SBL	71		AVG	9000-12600	71-165: 43rd Street@48.2-131: Nautilus Rd/ Michigan Ave@8.4		20		501.47	886.53	961.1
71-SBT	SBT	71		AVG	9000-12600	71-165: 43rd Street@48.2-134: Alton Road@22.3		62		672.27	848.52	923.08
71-WBL	WBL	71		AVG	9000-12600	71-166: Nautilus Rd/ Michigan Ave@593.8-134: Alton Road@22.3		2		8788.46	620.33	627.75
71-WBR	WBR	71		AVG	9000-12600	71-166: Nautilus Rd/ Michigan Ave@593.8-174: 43rd Street@25.8		0			620.5	627.91
71-Overall	Overall		71	AVG	9000-12600		71	287		123.96	504.22	961.1
88-EBT	EBT	88		AVG	9000-12600	88-124: Ed Sullivan Dr@362.6-124: Ed Sullivan Dr@500.7		185		589.29	366.31	398.93
88-WBT	WBT	88		AVG	9000-12600	88-187: Ed Sullivan Dr@344.1-114@19.8		68		1.63	0.88	97.89
88-WBL	WBL	88		AVG	9000-12600	88-187: Ed Sullivan Dr@344.1-178: Ed Sullivan Dr@16.3		93		3.11	0.88	97.89
88-Overall	Overall		88	AVG	9000-12600		88	345		148.07	183.59	398.93

Hour 4

VISSIM INTERSECTION OUTPUT
PM HOUR 4

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
3-SBT	SBT	3	AVG	12600-1620(	3-4: NW 12th Ave@826.5-8: NW 12th Ave@1.7	687		6.19	13.41	210.69
3-SBR	SBR	3	AVG	12600-1620(	3-4: NW 12th Ave@826.5-10: NW 40th St@29.2	23		4.58	14.08	213.36
3-WBL	WBL	3	AVG	12600-1620(	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-8: NW 12th Ave@1.7	131		35.25	28.74	163.98
3-WBT	WBT	3	AVG	12600-1620(	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-10: NW 40th St@29.2	38		36.77	28.94	164.57
3-WBR	WBR	3	AVG	12600-1620(	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-10035@64.5	68		14.28	28.3	163.93
3-NBT	NBT	3	AVG	12600-1620(	3-10034@1.9-1: NW 12th Ave@13.7	1703		2.85	15.33	268.24
3-NBL	NBL	3	AVG	12600-1620(	3-10036@3.3-10: NW 40th St@29.2	106		6.42	14.01	268.29
3-Overall	Overall	3	AVG	12600-1620(		2754		6.12	20.4	282.72
4-NBT	NBT	4	AVG	12600-1620(	4-7: NW 12th Ave@671.4-3: NW 12th Ave@24.5	1524		12.37	81.32	569.84
4-NBR	NBR	4	AVG	12600-1620(	4-7: NW 12th Ave@671.4-159: NW 39th St@17.7	64		12.17	81.42	570.12
4-SBT	SBT	4	AVG	12600-1620(	4-8: NW 12th Ave@183.1-2: NW 12th Ave@16.5	767		5.47	14.03	193.44
4-SBL	SBL	4	AVG	12600-1620(	4-8: NW 12th Ave@183.1-159: NW 39th St@17.7	52		19.05	13.29	193.08
4-EBR	EBR	4	AVG	12600-1620(	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-2: NW 12th Ave@16.5	245		8.84	69.61	326.89
4-EBL	EBL	4	AVG	12600-1620(	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-3: NW 12th Ave@24.5	285		36.83	73.11	326.48
4-EBT	EBT	4	AVG	12600-1620(	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-159: NW 39th St@17.7	99		30	74.16	327.01
4-Overall	Overall	4	AVG	12600-1620(		3035		13.32	58.13	570.12
35-NBT	NBT	35	AVG	12600-1620(	35-37: N Miami Ave@117.5-15: N Miami Ave@41.4	452		2.37	99.39	202.35
35-NBL (On-Ramp)	NBL (On-Ramp)	35	AVG	12600-1620(	35-37: N Miami Ave@117.5-22: I-195 WB On-Ramp@14.9	182		15.92	99.39	202.35
35-NBL	NBL	35	AVG	12600-1620(	35-37: N Miami Ave@117.5-23: NW 38th St@17.0	2		76.63	99.39	202.35
35-NBR	NBR	35	AVG	12600-1620(	35-37: N Miami Ave@117.5-55: NE 38th St@30.6	53		1.81	99.39	202.35
35-SBR (On-Ramp)	SBR (On-Ramp)	35	AVG	12600-1620(	35-38: N Miami Ave@1597.7-22: I-195 WB On-Ramp@14.9	211		104.68	1609.89	1654.76
35-SBR	SBR	35	AVG	12600-1620(	35-38: N Miami Ave@1597.7-23: NW 38th St@17.0	5		102.1	1609.14	1654
35-SBT	SBT	35	AVG	12600-1620(	35-38: N Miami Ave@1597.7-41: N Miami Ave@22.6	188		156.56	1608.59	1653.46
35-WBR	WBR	35	AVG	12600-1620(	35-39: NE 38th St@541.1-15: N Miami Ave@41.4	11		47.78	33.26	241.56
35-WBT (On-Ramp)	WBT (On-Ramp)	35	AVG	12600-1620(	35-39: NE 38th St@541.1-22: I-195 WB On-Ramp@14.9	65		72.8	33.4	241.88
35-WBT	WBT	35	AVG	12600-1620(	35-39: NE 38th St@541.1-23: NW 38th St@17.0	2		64.79	33.67	242.49
35-WBL	WBL	35	AVG	12600-1620(	35-39: NE 38th St@541.1-41: N Miami Ave@22.6	4		73.28	33.55	242.22
35-Overall	Overall	35	AVG	12600-1620(		1175		42.32	632.61	1654.76
36-NBT (10064)	NBT (10064)	36	AVG	12600-1620(	36-40: N Miami Ave@171.9-10064@80.2	357		14.93	148	285.26
36-NBT (10139)	NBT (10139)	36	AVG	12600-1620(	36-40: N Miami Ave@171.9-10139@80.8	182		27.32	148	285.26
36-EBR	EBR	36	AVG	12600-1620(	36-43: I-195 EB Off-Ramp (from I-95)@460.4-47: N Miami Ave@13.8	186		233.62	1616.3	1673.37
36-EBL	EBL	36	AVG	12600-1620(	36-43: I-195 EB Off-Ramp (from I-95)@460.4-10065@83.5	147		115.67	1616.45	1673.52
36-SBT	SBT	36	AVG	12600-1620(	36-10066@6.4-47: N Miami Ave@13.8	195		116.68	212.46	275.61
36-Overall	Overall	36	AVG	12600-1620(		1067		66.32	898.3	1673.56
37-NBL	NBL	37	AVG	12600-1620(	37-45: N Miami Ave@208.2-18: NW 36th St@64.1	20		75.96	1272.1	1310.21
37-NBT	NBT	37	AVG	12600-1620(	37-45: N Miami Ave@208.2-40: N Miami Ave@25.7	428		104.88	1272.1	1310.21
37-NBR	NBR	37	AVG	12600-1620(	37-45: N Miami Ave@208.2-59: NE 36th St@45.6	21		177.78	1272.1	1310.21
37-SBT	SBT	37	AVG	12600-1620(	37-47: N Miami Ave@157.3-16: N Miami Ave@41.5	198		57.85	269.84	310.38
37-SBR	SBR	37	AVG	12600-1620(	37-47: N Miami Ave@157.3-18: NW 36th St@64.1	124		31.43	271.63	312.73
37-SBL	SBL	37	AVG	12600-1620(	37-47: N Miami Ave@157.3-59: NE 36th St@45.6	48		155.26	271.67	312.32
37-EBR	EBR	37	AVG	12600-1620(	37-50: NW 36th St@207.7-16: N Miami Ave@41.5	38		110.06	416.08	461.39
37-EBL	EBL	37	AVG	12600-1620(	37-50: NW 36th St@207.7-40: N Miami Ave@25.7	39		199.28	416.07	461.39
37-EBT	EBT	37	AVG	12600-1620(	37-50: NW 36th St@207.7-59: NE 36th St@45.6	130		174.79	416.09	461.39
37-WBL	WBL	37	AVG	12600-1620(	37-52: NE 36th St@194.9-16: N Miami Ave@41.5	37		80.16	491.83	688.65
37-WBT	WBT	37	AVG	12600-1620(	37-52: NE 36th St@194.9-18: NW 36th St@64.1	210		73.85	491.71	688.41
37-WBR	WBR	37	AVG	12600-1620(	37-52: NE 36th St@194.9-40: N Miami Ave@25.7	72		97.83	491.37	688.17
37-Overall	Overall	37	AVG	12600-1620(		1365		83.48	612.72	1310.21
38-NBT	NBT	38	AVG	12600-1620(	38-53: NE 1st Ave@395.5-26: NE 1st Ave@6.9	16		8.87	0.44	42.1

VISSIM INTERSECTION OUTPUT
PM HOUR 4

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
38-NBR	NBR	38	AVG	12600-1620(	38-53: NE 1st Ave@395.5-70: NE 38th St@10.3	7		7.68	1.1	63.8
38-NBL	NBL	38	AVG	12600-1620(	38-53: NE 1st Ave@395.5-10083@85.1	12		8.07	1.51	71.89
38-SBT	SBT	38	AVG	12600-1620(	38-54: NE 1st Ave@1159.7-58: NE 1st Ave@2.0	37		9.67	532.42	754.25
38-SBL	SBL	38	AVG	12600-1620(	38-54: NE 1st Ave@1159.7-70: NE 38th St@10.3	19		7.91	553.31	790.37
38-SBR	SBR	38	AVG	12600-1620(	38-54: NE 1st Ave@1159.7-10084@43.8	34		6.63	550.77	785.27
38-EBL	EBL	38	AVG	12600-1620(	38-55: NE 38th St@570.9-26: NE 1st Ave@6.9	13		8.7	49.3	119.41
38-EBR	EBR	38	AVG	12600-1620(	38-55: NE 38th St@570.9-58: NE 1st Ave@2.0	8		8.17	47.62	114.07
38-EBT	EBT	38	AVG	12600-1620(	38-55: NE 38th St@570.9-70: NE 38th St@10.3	30		9.56	51.88	125.86
38-WBR	WBR	38	AVG	12600-1620(	38-56: NE 38th St@580.8-26: NE 1st Ave@6.9	20		8.89	2.51	71.72
38-WBL	WBL	38	AVG	12600-1620(	38-56: NE 38th St@580.8-58: NE 1st Ave@2.0	3		9.47	0.86	52.72
38-WBT	WBT	38	AVG	12600-1620(	38-56: NE 38th St@580.8-10085@82.0	36		11.21	4.37	89.81
38-Overall	Overall	38	AVG	12600-1620(		38 234		8.41	149.67	803.39
39-NBL	NBL	39	AVG	12600-1620(	39-57: NE 1st Ave@1113.9-51: NE 36th St@5.8	1		2494.96	1146.25	1156.41
39-NBT	NBT	39	AVG	12600-1620(	39-57: NE 1st Ave@1113.9-53: NE 1st Ave@26.0	4		2284.65	1111.4	1121.55
39-NBR	NBR	39	AVG	12600-1620(	39-57: NE 1st Ave@1113.9-75: NE 36th St@7.4	4		2163.12	1131.7	1141.86
39-SBT	SBT	39	AVG	12600-1620(	39-58: NE 1st Ave@368.5-27: NE 1st Ave@6.8	13		86.08	267.43	390.35
39-SBR	SBR	39	AVG	12600-1620(	39-58: NE 1st Ave@368.5-51: NE 36th St@5.8	14		122.75	300.62	433.8
39-SBL	SBL	39	AVG	12600-1620(	39-58: NE 1st Ave@368.5-75: NE 36th St@7.4	16		92.31	310.63	445.75
39-EBR	EBR	39	AVG	12600-1620(	39-60: NE 36th St@298.5-27: NE 1st Ave@6.8	21		148.05	649.13	724.24
39-EBL	EBL	39	AVG	12600-1620(	39-60: NE 36th St@298.5-53: NE 1st Ave@26.0	16		96.53	624.84	699.89
39-EBT	EBT	39	AVG	12600-1620(	39-60: NE 36th St@298.5-75: NE 36th St@7.4	164		218.49	604.76	679.7
39-WBL	WBL	39	AVG	12600-1620(	39-62: NE 36th St@119.0-27: NE 1st Ave@6.8	36		32.97	342.02	620.16
39-WBT	WBT	39	AVG	12600-1620(	39-62: NE 36th St@119.0-51: NE 36th St@5.8	304		75.57	316.1	582.4
39-WBR	WBR	39	AVG	12600-1620(	39-62: NE 36th St@119.0-53: NE 1st Ave@26.0	15		52.55	341.73	619.59
39-Overall	Overall	39	AVG	12600-1620(		39 607		97.06	595.55	1156.41
40-NBL	NBL	40	AVG	12600-1620(	40-64: NE 2nd Ave@120.9-33: NE 39th St@20.8	7		12.88	10.03	179.75
40-NBT	NBT	40	AVG	12600-1620(	40-64: NE 2nd Ave@120.9-36: NE 2nd Ave@71.2	121		11.66	10.14	179.75
40-NBR	NBR	40	AVG	12600-1620(	40-64: NE 2nd Ave@120.9-81: NE 39th St@39.0	19		10.37	9.86	179.75
40-SBR	SBR	40	AVG	12600-1620(	40-65: NE 2nd Ave@752.3-33: NE 39th St@20.8	37		106.75	733.08	853.23
40-SBT	SBT	40	AVG	12600-1620(	40-65: NE 2nd Ave@752.3-69: NE 2nd Ave@48.4	187		135.3	733.1	853.22
40-SBL	SBL	40	AVG	12600-1620(	40-65: NE 2nd Ave@752.3-81: NE 39th St@39.0	37		133.55	732.83	852.96
40-EBL	EBL	40	AVG	12600-1620(	40-66: NE 39th St@103.0-36: NE 2nd Ave@71.2	25		62.11	115.09	139.15
40-EBR	EBR	40	AVG	12600-1620(	40-66: NE 39th St@103.0-69: NE 2nd Ave@48.4	18		77.53	115.1	139.15
40-EBT	EBT	40	AVG	12600-1620(	40-66: NE 39th St@103.0-81: NE 39th St@39.0	51		67.53	115.11	139.15
40-WBT	WBT	40	AVG	12600-1620(	40-67: NE 39th St@171.9-33: NE 39th St@20.8	38		47.85	130.68	307.92
40-WBR	WBR	40	AVG	12600-1620(	40-67: NE 39th St@171.9-36: NE 2nd Ave@71.2	37		25.93	130.64	307.92
40-WBL	WBL	40	AVG	12600-1620(	40-67: NE 39th St@171.9-69: NE 2nd Ave@48.4	13		68.34	130.62	307.92
40-Overall	Overall	40	AVG	12600-1620(		40 588		52	247.19	853.23
41-NBL	NBL	41	AVG	12600-1620(	41-68: NE 2nd Ave@247.3-56: NE 38th St@8.5	9		2.41	0.89	110.61
41-NBT	NBT	41	AVG	12600-1620(	41-68: NE 2nd Ave@247.3-63: NE 2nd Ave@7.0	101		1.17	0.62	93.92
41-SBT	SBT	41	AVG	12600-1620(	41-69: NE 2nd Ave@247.3-21: NE 2nd Ave@4.5	165		57.12	272.27	356.2
41-SBR	SBR	41	AVG	12600-1620(	41-69: NE 2nd Ave@247.3-56: NE 38th St@8.5	50		51.62	295.09	387.77
41-EBR	EBR	41	AVG	12600-1620(	41-70: NE 38th St@582.2-21: NE 2nd Ave@4.5	12		10	35.05	65.06
41-EBL	EBL	41	AVG	12600-1620(	41-70: NE 38th St@582.2-63: NE 2nd Ave@7.0	44		6.83	40.88	98.25
41-EBT	EBT	41	AVG	12600-1620(	41-70: NE 38th St@582.2-188@5.1	0			35.05	65.06
41-WBL	WBL	41	AVG	12600-1620(	41-71@192.3-21: NE 2nd Ave@4.5	0			0	0
41-WBT	WBT	41	AVG	12600-1620(	41-71@192.3-56: NE 38th St@8.5	0			0	0
41-WBR	WBR	41	AVG	12600-1620(	41-71@192.3-63: NE 2nd Ave@7.0	0			0	0

VISSIM INTERSECTION OUTPUT
PM HOUR 4

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
41-Overall	Overall	41	AVG	12600-1620(		41	380	19.68	71.64	394.13
42-SEBT	SEBT	42	AVG	12600-1620(	42-21: NE 2nd Ave@278.6-29: NE 2nd Ave@36.0		89	188	413.84	477.73
42-SEBR	SEBR	42	AVG	12600-1620(	42-21: NE 2nd Ave@278.6-61: NE 36th St@21.7		51	145.24	335.4	398.21
42-SEBL (79)	SEBL (79)	42	AVG	12600-1620(	42-21: NE 2nd Ave@278.6-79: Federal Hwy@48.2		2	190.79	412.92	477.08
42-SEBL	SEBL	42	AVG	12600-1620(	42-21: NE 2nd Ave@278.6-94: NE 36th St@39.9		33	384.35	412.92	477.08
42-NBL	NBL	42	AVG	12600-1620(	42-72: NE 2nd Ave@1267.8-61: NE 36th St@21.7		27	145.36	1280.53	1315.1
42-NBT	NBT	42	AVG	12600-1620(	42-72: NE 2nd Ave@1267.8-79: Federal Hwy@48.2		113	160.43	1280.53	1315.1
42-NBR	NBR	42	AVG	12600-1620(	42-72: NE 2nd Ave@1267.8-94: NE 36th St@39.9		12	170.7	1280.53	1315.1
42-NBT (10048)	NBT (10048)	42	AVG	12600-1620(	42-72: NE 2nd Ave@1267.8-10048@5.8		69	131.6	1280.53	1315.1
42-SBT	SBT	42	AVG	12600-1620(	42-74: Federal Hwy@23.7-29: NE 2nd Ave@36.0		73	242.67	775.66	840.66
42-SBR	SBR	42	AVG	12600-1620(	42-74: Federal Hwy@23.7-61: NE 36th St@21.7		67	298.34	775.22	840.23
42-SBL	SBL	42	AVG	12600-1620(	42-74: Federal Hwy@23.7-94: NE 36th St@39.9		14	434.01	776.48	841.48
42-SBR (10048)	SBR (10048)	42	AVG	12600-1620(	42-74: Federal Hwy@23.7-10048@5.8		8	290.97	775.17	840.18
42-EBR	EBR	42	AVG	12600-1620(	42-76: NE 36th St@312.0-29: NE 2nd Ave@36.0		32	169.92	686.9	716.63
42-EBL	EBL	42	AVG	12600-1620(	42-76: NE 36th St@312.0-79: Federal Hwy@48.2		33	190.5	683.9	713.63
42-EBT	EBT	42	AVG	12600-1620(	42-76: NE 36th St@312.0-94: NE 36th St@39.9		103	415.68	686.9	716.63
42-EBL (10048)	EBL (10048)	42	AVG	12600-1620(	42-76: NE 36th St@312.0-10048@5.8		14	139.23	686.9	716.63
42-WBT	WBT	42	AVG	12600-1620(	42-77: NE 36th St@309.5-61: NE 36th St@21.7		208	82.65	185.19	350.75
42-WBR	WBR	42	AVG	12600-1620(	42-77: NE 36th St@309.5-79: Federal Hwy@48.2		19	52.67	184.86	350.75
42-WBR (10048)	WBR (10048)	42	AVG	12600-1620(	42-77: NE 36th St@309.5-10048@5.8		17	67.81	184.85	350.75
42-Overall	Overall	42	AVG	12600-1620(		42	982	184.68	689.43	1315.1
43-SBL	SBL	43	AVG	12600-1620(	43-80: Federal Hwy@191.5-34: NE 39th St@42.3		2	146.91	188.09	216.85
43-SBR	SBR	43	AVG	12600-1620(	43-80: Federal Hwy@191.5-67: NE 39th St@13.6		30	145.83	222.75	252.13
43-SBT	SBT	43	AVG	12600-1620(	43-80: Federal Hwy@191.5-73: Federal Hwy@18.3		106	202.67	222.76	252.13
43-EBL	EBL	43	AVG	12600-1620(	43-81: NE 39th St@196.0-30: Federal Hwy@31.2		63	72.83	57.62	188.44
43-EBT	EBT	43	AVG	12600-1620(	43-81: NE 39th St@196.0-34: NE 39th St@42.3		24	78.59	54.47	185.92
43-EBR	EBR	43	AVG	12600-1620(	43-81: NE 39th St@196.0-73: Federal Hwy@18.3		24	74.49	55.68	186.74
43-WBR	WBR	43	AVG	12600-1620(	43-82: NE 38th St@237.4-30: Federal Hwy@31.2		14	92.94	87.87	204.12
43-WBT	WBT	43	AVG	12600-1620(	43-82: NE 38th St@237.4-67: NE 39th St@13.6		46	107.76	88.12	204.09
43-WBL	WBL	43	AVG	12600-1620(	43-82: NE 38th St@237.4-73: Federal Hwy@18.3		11	109.52	86.55	203.19
43-NBT	NBT	43	AVG	12600-1620(	43-83: Federal Hwy@536.8-30: Federal Hwy@31.2		157	17.42	48.98	420.2
43-NBR	NBR	43	AVG	12600-1620(	43-83: Federal Hwy@536.8-34: NE 39th St@42.3		4	32.84	48.9	420.2
43-NBL	NBL	43	AVG	12600-1620(	43-83: Federal Hwy@536.8-67: NE 39th St@13.6		8	65.35	48.9	420.2
43-WBR (34)	WBR (34)	43	AVG	12600-1620(	43-10153@3.3-34: NE 39th St@42.3		1	45.38	0	0
43-Overall	Overall	43	AVG	12600-1620(		43	488	86.29	93.13	534.26
44-NBT	NBT	44	AVG	12600-1620(	44-85: Biscayne Blvd@133.6-24: Biscayne Blvd@23.4		511	20.58	164.08	551.92
44-NBL	NBL	44	AVG	12600-1620(	44-85: Biscayne Blvd@133.6-82: NE 38th St@42.0		13	37.6	157.79	547.31
44-NBR	NBR	44	AVG	12600-1620(	44-85: Biscayne Blvd@133.6-161: NE 38th St@79.2		152	16.48	163.41	550.87
44-SBR	SBR	44	AVG	12600-1620(	44-87: Biscayne Blvd@344.4-82: NE 38th St@42.0		30	53.25	1048.46	1157.24
44-SBT	SBT	44	AVG	12600-1620(	44-87: Biscayne Blvd@344.4-92: Biscayne Blvd@30.4		444	143.82	1048.44	1157.04
44-SBL	SBL	44	AVG	12600-1620(	44-87: Biscayne Blvd@344.4-161: NE 38th St@79.2		116	57.05	1048.24	1156.83
44-WBR	WBR	44	AVG	12600-1620(	44-89: NE 38th St@26.9-24: Biscayne Blvd@23.4		100	32.8	534.2	814.08
44-WBT	WBT	44	AVG	12600-1620(	44-89: NE 38th St@26.9-82: NE 38th St@42.0		31	176.28	534.21	814.08
44-WBL	WBL	44	AVG	12600-1620(	44-89: NE 38th St@26.9-92: Biscayne Blvd@30.4		71	182.32	534.21	814.08
44-Overall	Overall	44	AVG	12600-1620(		44	1468	39.11	581.45	1157.24
45-NBL	NBL	45	AVG	12600-1620(	45-91: Biscayne Blvd@200.0-77: NE 36th St@20.3		33	85.68	1633.06	1677.65
45-NBT	NBT	45	AVG	12600-1620(	45-91: Biscayne Blvd@200.0-84: Biscayne Blvd@42.1		426	85.8	1633.06	1677.65
45-NBR	NBR	45	AVG	12600-1620(	45-91: Biscayne Blvd@200.0-104: NE 36th St@54.2		41	66.46	1633.06	1677.65

VISSIM INTERSECTION OUTPUT
PM HOUR 4

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
45-SBT	SBT	45	AVG	12600-1620(	45-93: Biscayne Blvd@288.0-25: Biscayne Blvd@32.5	263		49.3	1064.75	1404.98
45-SBR	SBR	45	AVG	12600-1620(	45-93: Biscayne Blvd@288.0-77: NE 36th St@20.3	135		63.26	1062.85	1404.98
45-SBL	SBL	45	AVG	12600-1620(	45-93: Biscayne Blvd@288.0-104: NE 36th St@54.2	109		72.36	1064.75	1404.98
45-EBR	EBR	45	AVG	12600-1620(	45-95: NE 36th St@227.6-25: Biscayne Blvd@32.5	36		60.44	495.47	581.89
45-EBL	EBL	45	AVG	12600-1620(	45-95: NE 36th St@227.6-84: Biscayne Blvd@42.1	29		187.35	495.47	581.89
45-EBT	EBT	45	AVG	12600-1620(	45-95: NE 36th St@227.6-104: NE 36th St@54.2	89		196.55	495.47	581.89
45-WBL	WBL	45	AVG	12600-1620(	45-97: NE 36th St@236.9-25: Biscayne Blvd@32.5	164		86.3	209.54	360.67
45-WBT	WBT	45	AVG	12600-1620(	45-97: NE 36th St@236.9-77: NE 36th St@20.3	73		118.05	209.3	360.67
45-WBR	WBR	45	AVG	12600-1620(	45-97: NE 36th St@236.9-84: Biscayne Blvd@42.1	217		30.07	209.18	360.67
45-Overall	Overall	45	AVG	12600-1620(		45 1615		65.78	850.5	1677.95
46-SBR	SBR	46	AVG	12600-1620(	46-98: NE 6th Ave@724.9-162: NE 38th St@34.9	44		343.38	272.86	418.62
46-EBR	EBR	46	AVG	12600-1620(	46-99: NE 38th St@568.3-103@19.6	18		0.74	0	2.75
46-WBL	WBL	46	AVG	12600-1620(	46-100: I-195 WB Off-Ramp@323.1-103@19.6	0		0.38	503.98	716.04
46-WBT	WBT	46	AVG	12600-1620(	46-100: I-195 WB Off-Ramp@323.1-162: NE 38th St@34.9	187		81.42	503.98	716.04
46-WBR	WBR	46	AVG	12600-1620(	46-100: I-195 WB Off-Ramp@323.1-10183@47.9	44		34.33	503.98	716.04
46-Overall	Overall	46	AVG	12600-1620(		46 293		61.92	258.95	770.96
49-EBT	EBT	49	AVG	12600-1620(	49-104: NE 36th St@325.6-109: NE 36th St@65.7	238		13.42	238.21	383.54
49-WBT	WBT	49	AVG	12600-1620(	49-105: NE 36th St@104.7-96: NE 36th St@85.2	213		69.56	162.81	247.95
49-SBR	SBR	49	AVG	12600-1620(	49-106: I-195 EB Off-Ramp@145.5-96: NE 36th St@85.2	245		34.71	769.4	1173.44
49-Overall	Overall	49	AVG	12600-1620(		49 695		25.85	390.14	1254.58
52-NBR	NBR	52	AVG	12600-1620(	52-107@640.1-19: NE 36th St (To I-195 EB)@1.4	30		389.09	658.93	677.37
52-NBT	NBT	52	AVG	12600-1620(	52-107@640.1-28: NE 5th Ave@11.9	1		336.59	688.21	706.66
52-NBL	NBL	52	AVG	12600-1620(	52-107@640.1-105: NE 36th St@40.9	14		462.22	666	684.45
52-SBL	SBL	52	AVG	12600-1620(	52-108: NE 5th Ave@135.2-19: NE 36th St (To I-195 EB)@1.4	1		168.69	98.93	150.78
52-SBT	SBT	52	AVG	12600-1620(	52-108: NE 5th Ave@135.2-102@10.7	0			41.58	115.92
52-SBR	SBR	52	AVG	12600-1620(	52-108: NE 5th Ave@135.2-105: NE 36th St@40.9	10		81.37	109.05	164.47
52-EBT	EBT	52	AVG	12600-1620(	52-109: NE 36th St@135.4-19: NE 36th St (To I-195 EB)@1.4	233		6.41	171.15	276.06
52-EBL	EBL	52	AVG	12600-1620(	52-109: NE 36th St@135.4-28: NE 5th Ave@11.9	2		11.02	152.04	244.16
52-EBR	EBR	52	AVG	12600-1620(	52-109: NE 36th St@135.4-102@10.7	2		19.61	152.8	245.34
52-WBR	WBR	52	AVG	12600-1620(	52-110: NE 36th St (To I-195 EB)@764.6-28: NE 5th Ave@11.9	1		144.78	583.66	662.43
52-WBL	WBL	52	AVG	12600-1620(	52-110: NE 36th St (To I-195 EB)@764.6-102@10.7	9		266.3	600.83	680.56
52-WBT	WBT	52	AVG	12600-1620(	52-110: NE 36th St (To I-195 EB)@764.6-105: NE 36th St@40.9	190		285.84	563.31	640.96
52-Overall	Overall	52	AVG	12600-1620(		52 493		75.13	373.88	817.6
57-NBT	NBT	57	AVG	12600-1620(	57-115: Alton Road@150.4-177: Alton Road@63.8	355		0.15	0	0
57-SBT	SBT	57	AVG	12600-1620(	57-116: Alton Road@1341.5-121: Alton Road@19.9	284		178.34	1317.9	1367.91
57-SBR	SBR	57	AVG	12600-1620(	57-116: Alton Road@1341.5-179: N Bay Road North@24.4	1		22.23	1317.9	1367.91
57-EBR	EBR	57	AVG	12600-1620(	57-117: N Bay Road North@435.3-121: Alton Road@19.9	7		4819.81	474.52	485.77
57-Overall	Overall	57	AVG	12600-1620(		57 647		91.62	597.47	1367.91
58-NBT	NBT	58	AVG	12600-1620(	58-119@313.9-115: Alton Road@14.5	325		30.09	1063.73	1534.56
58-NBR	NBR	58	AVG	12600-1620(	58-119@313.9-175: 43rd Street@22.8	15		580.24	1063.88	1535.08
58-NBL	NBL	58	AVG	12600-1620(	58-119@313.9-187: Ed Sullivan Dr@53.5	49		72.62	1063.5	1534.48
58-SBL	SBL	58	AVG	12600-1620(	58-123: Alton Road@93.1-175: 43rd Street@22.8	12		1032.87	243.95	272.74
58-SBT	SBT	58	AVG	12600-1620(	58-123: Alton Road@93.1-183@61.3	262		27.15	244.4	272.74
58-SBR	SBR	58	AVG	12600-1620(	58-123: Alton Road@93.1-187: Ed Sullivan Dr@53.5	14		16.74	244.32	272.74
58-EBL	EBL	58	AVG	12600-1620(	58-124: Ed Sullivan Dr@766.5-115: Alton Road@14.5	23		389.14	488.24	502.36
58-EBT	EBT	58	AVG	12600-1620(	58-124: Ed Sullivan Dr@766.5-175: 43rd Street@22.8	19		1472.75	487.69	501.81
58-EBR	EBR	58	AVG	12600-1620(	58-124: Ed Sullivan Dr@766.5-183@61.3	35		223.12	477.21	491.42
58-WBL	WBL	58	AVG	12600-1620(	58-125: 43rd Street@131.1-183@61.3	6		93.56	16.5	116.85

VISSIM INTERSECTION OUTPUT
PM HOUR 4

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
58-WBT	WBT	58	AVG	12600-1620(	58-125: 43rd Street@131.1-187: Ed Sullivan Dr@53.5	29		63.01	15.96	115.31
58-NWBT	NWBT	58	AVG	12600-1620(	58-184: N Bay Rd@266.4-115: Alton Road@14.5	6		399.47	1063.73	1534.56
58-NWBR	NWBR	58	AVG	12600-1620(	58-184: N Bay Rd@266.4-175: 43rd Street@22.8	1		693.4	1063.88	1535.08
58-NWBL	NWBL	58	AVG	12600-1620(	58-184: N Bay Rd@266.4-187: Ed Sullivan Dr@53.5	0			1063.5	1534.48
58-Overall	Overall	58	AVG	12600-1620(	58	797		92.53	491.76	1535.08
61-SBT	SBT	61	AVG	12600-1620(	61-130@220.9-172: Unnamed Road@7.9	37		283.86	320.55	347.57
61-SBR	SBR	61	AVG	12600-1620(	61-130@220.9-176: Alton Road@20.2	14		391.04	341.9	368.92
61-WBT	WBT	61	AVG	12600-1620(	61-10220@0.6-176: Alton Road@20.2	862		7.24	235.97	358.51
61-Overall	Overall	61	AVG	12600-1620(	61	913		22.04	299.47	371.69
63-NBL	NBL	63	AVG	12600-1620(	63-132: Alton Road@140.5-12@13.5	47		62.03	102.68	209
63-NBT	NBT	63	AVG	12600-1620(	63-132: Alton Road@140.5-163: Alton Road@28.9	75		60.39	102.68	209
63-NBR	NBR	63	AVG	12600-1620(	63-132: Alton Road@140.5-168: 41 Street/ Art Godfrey Road@11.2	44		23.22	102.68	209
63-SBR	SBR	63	AVG	12600-1620(	63-134: Alton Road@43.1-12@13.5	19		10.27	131.94	146.35
63-SBT	SBT	63	AVG	12600-1620(	63-134: Alton Road@43.1-141: Alton Road@4.7	9		1399.12	131.97	146.35
63-SBL	SBL	63	AVG	12600-1620(	63-134: Alton Road@43.1-168: 41 Street/ Art Godfrey Road@11.2	9		15.54	131.78	146.35
63-EBL	EBL	63	AVG	12600-1620(	63-136: 41 Street/ Art Godfrey Road@324.2-163: Alton Road@28.9	33		42.45	1600.22	1672.23
63-EBT	EBT	63	AVG	12600-1620(	63-136: 41 Street/ Art Godfrey Road@324.2-168: 41 Street/ Art Godfrey Roa	230		28.62	1600.06	1672.1
63-WBT	WBT	63	AVG	12600-1620(	63-139: 41 Street/ Art Godfrey Road@83.8-12@13.5	443		77.28	985.57	1048.18
63-WBL	WBL	63	AVG	12600-1620(	63-139: 41 Street/ Art Godfrey Road@83.8-141: Alton Road@4.7	8		2178.01	985.57	1048.18
63-WBR	WBR	63	AVG	12600-1620(	63-139: 41 Street/ Art Godfrey Road@83.8-163: Alton Road@28.9	33		147.68	987.19	1049.8
63-EBR	EBR	63	AVG	12600-1620(	63-10223@17.2-141: Alton Road@4.7	9		2153.61	1598.95	1671.18
63-Overall	Overall	63	AVG	12600-1620(	63	959		78.18	705.11	1673.98
64-NBR	NBR	64	AVG	12600-1620(	64-140: Alton Road@213.9-111: W 39th St@6.6	43		9.4	26.36	162.38
64-NBL	NBL	64	AVG	12600-1620(	64-140: Alton Road@213.9-112@14.6	0			26.09	161.33
64-NBT	NBT	64	AVG	12600-1620(	64-140: Alton Road@213.9-132: Alton Road@10.8	145		13.03	21.75	145.01
64-SBL	SBL	64	AVG	12600-1620(	64-141: Alton Road@121.3-111: W 39th St@6.6	8		487.4	315.74	327.05
64-SBR	SBR	64	AVG	12600-1620(	64-141: Alton Road@121.3-112@14.6	0			332.02	343.34
64-SBT	SBT	64	AVG	12600-1620(	64-141: Alton Road@121.3-145: Alton Road@33.5	17		1216.25	290.91	302.22
64-EBT	EBT	64	AVG	12600-1620(	64-142@109.2-111: W 39th St@6.6	1		64.18	76.91	122.33
64-EBL	EBL	64	AVG	12600-1620(	64-142@109.2-132: Alton Road@10.8	2		201.45	62.42	98.27
64-EBR	EBR	64	AVG	12600-1620(	64-142@109.2-145: Alton Road@33.5	2		558.04	77.79	122.77
64-WBR	WBR	64	AVG	12600-1620(	64-10241@65.4-132: Alton Road@10.8	19		318.47	944.55	955.67
64-WBL	WBL	64	AVG	12600-1620(	64-10244@63.1-145: Alton Road@33.5	9		2286.9	960.51	971.63
64-Overall	Overall	64	AVG	12600-1620(	64	245		100.87	285	971.63
65-NBR	NBR	65	AVG	12600-1620(	65-144: Alton Road@360.8-113: Barry St@24.6	4		7.93	10.48	115.14
65-NBT	NBT	65	AVG	12600-1620(	65-144: Alton Road@360.8-140: Alton Road@20.5	150		8.03	9.27	103.08
65-NBL	NBL	65	AVG	12600-1620(	65-144: Alton Road@360.8-171@30.9	7		6.31	11.19	121.64
65-SBL	SBL	65	AVG	12600-1620(	65-145: Alton Road@221.1-113: Barry St@24.6	3		651.98	308.27	317.4
65-SBT	SBT	65	AVG	12600-1620(	65-145: Alton Road@221.1-130@14.0	20		1170.33	308.27	317.4
65-SBR	SBR	65	AVG	12600-1620(	65-145: Alton Road@221.1-171@30.9	2		564.02	333.95	343.08
65-EBT	EBT	65	AVG	12600-1620(	65-146@347.6-113: Barry St@24.6	0			188.1	272.79
65-EBR	EBR	65	AVG	12600-1620(	65-146@347.6-130@14.0	6		523.88	223.42	314.54
65-EBL	EBL	65	AVG	12600-1620(	65-146@347.6-140: Alton Road@20.5	19		13.55	213	305.13
65-WBL	WBL	65	AVG	12600-1620(	65-147: Barry St@870.8-130@14.0	26		343.07	542.47	737.27
65-WBR	WBR	65	AVG	12600-1620(	65-147: Barry St@870.8-140: Alton Road@20.5	17		250.82	582.61	786.24
65-WBT	WBT	65	AVG	12600-1620(	65-147: Barry St@870.8-171@30.9	0			542.47	737.27
65-Overall	Overall	65	AVG	12600-1620(	65	253		78.04	242.27	786.24
66-NBR	NBR	66	AVG	12600-1620(	66-148: Alton Road@359.0-128: W 34th St@36.0	2		8.26	1108.93	1659.54

VISSIM INTERSECTION OUTPUT
PM HOUR 4

ID	Movement	Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	LOS (ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
66-NBL	NBL	66	AVG	12600-1620(	66-148: Alton Road@359.0-129@139.7	864		10.96	1108.93	1659.54
66-NBT	NBT	66	AVG	12600-1620(	66-148: Alton Road@359.0-144: Alton Road@27.8	131		7.63	1108.93	1659.54
66-WBR	WBR	66	AVG	12600-1620(	66-181: W 34th St@645.8-144: Alton Road@27.8	28		4.96	0	2.33
66-Overall	Overall	66	AVG	12600-1620(		1025		7.68	554.47	1659.54
67-NBT	NBT	67	AVG	12600-1620(	67-150: Alton Rd@108.5-148: Alton Road@8.6	857		21.67	1298.07	1452.58
67-NBR	NBR	67	AVG	12600-1620(	67-150: Alton Rd@108.5-169: Chase Ave@18.0	19		17	1298.07	1452.58
67-SBT	SBT	67	AVG	12600-1620(	67-151: Alton Road@330.6-173: Alton Rd@9.9	471		9.26	67.26	508.62
67-WBR	WBR	67	AVG	12600-1620(	67-155: Chase Ave@27.1-148: Alton Road@8.6	82		36.49	347.52	540.93
67-WBL	WBL	67	AVG	12600-1620(	67-155: Chase Ave@27.1-173: Alton Rd@9.9	31		45.7	347.52	540.93
67-EBL	EBL	67	AVG	12600-1620(	67-10260@0.4-148: Alton Road@8.6	69		36.74	174.68	277.58
67-EBT	EBT	67	AVG	12600-1620(	67-10263@0.0-169: Chase Ave@18.0	12		38.16	174.33	277.15
67-EBR	EBR	67	AVG	12600-1620(	67-10265@0.0-173: Alton Rd@9.9	2		13.39	198.41	306.9
67-Overall	Overall	67	AVG	12600-1620(		1541		14.38	488.23	1485.01
68-NBR	NBR	68	AVG	12600-1620(	68-157: NW 10th Ave@55.2-11: To I-95 N Express lanes@36.0	160		3.49	0.18	50.13
68-NBT	NBT	68	AVG	12600-1620(	68-157: NW 10th Ave@55.2-13: NW 10th Ave@21.8	809		1.49	0	0
68-SBL	SBL	68	AVG	12600-1620(	68-158: NW 10th Ave@1120.0-11: To I-95 N Express lanes@36.0	21		0.62	0	0
68-SBT	SBT	68	AVG	12600-1620(	68-158: NW 10th Ave@1120.0-14: NW 10th Ave@35.5	250		0.17	0	0
68-EBT	EBT	68	AVG	12600-1620(	68-159: NW 39th St@1216.3-11: To I-95 N Express lanes@36.0	51		10.42	1.25	94.72
68-EBL	EBL	68	AVG	12600-1620(	68-159: NW 39th St@1216.3-13: NW 10th Ave@21.8	94		9.38	1.25	94.72
68-EBR	EBR	68	AVG	12600-1620(	68-159: NW 39th St@1216.3-14: NW 10th Ave@35.5	71		7.62	10.42	153.93
68-Overall	Overall	68	AVG	12600-1620(		1456		2.59	2.37	153.93
71-NBR	NBR	71	AVG	12600-1620(	71-163: Alton Road@53.7-131: Nautilus Rd/ Michigan Ave@8.4	38		-0.23	17.38	83.86
71-NB - U	NB - U	71	AVG	12600-1620(	71-163: Alton Road@53.7-134: Alton Road@22.3	1		914.96	47.56	108.56
71-NBT	NBT	71	AVG	12600-1620(	71-163: Alton Road@53.7-174: 43rd Street@25.8	102		0.4	17.38	83.86
71-SBL	SBL	71	AVG	12600-1620(	71-165: 43rd Street@48.2-131: Nautilus Rd/ Michigan Ave@8.4	12		987.51	915.06	968.01
71-SBT	SBT	71	AVG	12600-1620(	71-165: 43rd Street@48.2-134: Alton Road@22.3	34		1032.12	877.63	929.99
71-WBL	WBL	71	AVG	12600-1620(	71-166: Nautilus Rd/ Michigan Ave@593.8-134: Alton Road@22.3	3		10144.86	617.27	627.24
71-WBR	WBR	71	AVG	12600-1620(	71-166: Nautilus Rd/ Michigan Ave@593.8-174: 43rd Street@25.8	0		2061.68	617.44	627.4
71-Overall	Overall	71	AVG	12600-1620(		191		164.77	515.39	968.01
88-EBT	EBT	88	AVG	12600-1620(	88-124: Ed Sullivan Dr@362.6-124: Ed Sullivan Dr@500.7	83		1001.25	366.82	388.67
88-WBT	WBT	88	AVG	12600-1620(	88-187: Ed Sullivan Dr@344.1-114@19.8	44		0.84	0.43	54.6
88-WBL	WBL	88	AVG	12600-1620(	88-187: Ed Sullivan Dr@344.1-178: Ed Sullivan Dr@16.3	49		2.15	0.43	54.6
88-Overall	Overall	88	AVG	12600-1620(		175		200.91	183.62	388.67

VISSIM FREEWAY OUTPUT

(AM PEAK PERIOD)

VISSIM AM PEAK PERIOD
FREEWAY SUMMARY

# of lanes	Distance	Measurement #	Description	Hour 1 (1800-5400)					Hour 2 (5400-9000)					Hour 3 (9000-12600)					Hour 4 (12600-16200)				
				Vol	Travel Time	Density	Speed	LOS	Vol	Travel Time	Density	Speed	LOS	Vol	Travel Time	Density	Speed	LOS	Vol	Travel Time	Density	Speed	LOS
4	1109.9	301	**E2-E3**	3769	55.760	69.43	13.57	F	1913	228.2889	144.27	3.31	F	774	247.8898	63.39	3.05	F	606	134.5468	26.94	5.62	D
2	3629.82	302	**E3-E4**	1712	289.886	100.26	8.54	F	933	791.1497	149.13	3.13	F	377	966.3349	73.60	2.56	F	297	524.0406	31.44	4.72	D
1	1201.63	303	**E4-E5**	1688	53.179	109.57	15.41	F	912	125.4725	139.67	6.53	F	374	157.2921	71.80	5.21	F	293	69.78051	24.96	11.74	C
4	575.03	304	**E5-E6**	4005	43.512	111.12	9.01	F	2042	106.8154	139.08	3.67	F	736	182.8752	85.82	2.14	F	775	53.162	26.27	7.37	D
3	1696.78	305	**E6-E7**	3186	26.375	24.21	43.86	C	1622	28.4326	13.29	40.69	B	600	25.73953	4.45	44.95	A	587	26.11566	4.42	44.30	A
3	918.93	306	**E7-E78**	3202	17.183	29.27	36.46	D	1619	44.7094	38.51	14.01	E	599	14.61082	4.66	42.88	A	586	15.72352	4.90	39.85	A
4	601.08	307	**E78-E8**	3217	21.458	42.11	19.10	E	1607	56.23492	55.13	7.29	F	596	16.11735	5.86	25.43	A	581	24.16043	8.56	16.96	A
3	2174.44	308	**E8-E9**	2580	32.448	18.82	45.69	C	1311	32.1348	9.47	46.14	A	473	32.03951	3.41	46.27	A	469	32.44744	3.42	45.69	A
4	596.4	309	**E9-E910**	3247	7.988	15.95	50.91	B	1736	7.815242	8.34	52.03	A	656	7.735091	3.12	52.57	A	581	7.957762	2.84	51.10	A
3	872.9	310	**E910-E10**	3255	10.661	19.44	55.82	C	1743	10.54	10.29	56.47	A	654	10.49546	3.84	56.71	A	584	10.65151	3.48	55.88	A
3	9397.94	311	**E10-E11**	3297	115.397	19.79	55.53	C	1801	114.0952	10.69	56.16	A	666	128.9952	4.47	49.67	A	600	142.142	4.44	45.08	A
3	1501.67	312	**E11-E12**	3306	19.249	20.72	53.19	C	1807	18.54313	10.91	55.22	A	656	29.74451	6.35	34.42	A	614	34.87919	6.97	29.35	A
2	499.97	313	**E12-E13**	1497	6.488	14.25	52.54	B	809	6.318986	7.50	53.95	A	283	12.7523	5.29	26.73	A	288	16.90087	7.14	20.17	A
2	524.74	314	**W1-W2**	1563	12.165	26.57	29.41	D	1360	26.19414	49.79	13.66	F	618	54.67175	47.22	6.54	F	301	65.71336	27.64	5.44	D
3	1493.1	315	**W2-W3**	2290	23.330	17.49	43.64	B	1951	102.1825	65.28	9.96	F	922	242.7721	73.29	4.19	F	451	291.3263	43.02	3.49	E
3	81.28	316	**W3-W4**	2290	1.200	16.53	46.18	B	1944	7.317155	85.56	7.57	F	922	16.54117	91.73	3.35	F	450	14.75036	39.92	3.76	E
4	452.74	317	**W4-W45**	3250	6.035	15.88	51.15	B	2472	44.36791	88.83	6.96	F	1059	96.80765	83.03	3.19	F	509	98.44827	40.58	3.14	E
3	1064.11	318	**W45-W5**	3233	13.125	19.50	55.28	C	2386	82.80258	90.77	8.76	F	1039	165.1208	78.82	4.39	F	504	169.9439	39.35	4.27	E
3	10215.8	319	**W5-W6**	2908	213.391	29.70	32.64	D	1858	929.003	82.60	7.50	F	844	1386.275	55.99	5.02	F	500	1293.332	30.95	5.39	D
3	1497.69	320	**W6-W7**	2800	104.275	95.31	9.79	F	1832	173.8141	103.94	5.87	F	810	221.0131	58.44	4.62	F	490	169.0928	27.05	6.04	D
3	2243.92	321	**W7-W8**	1988	30.035	13.01	50.94	B	1295	29.9591	8.45	51.07	A	581	29.9352	3.79	51.11	A	336	30.00768	2.20	50.99	A
4	801.83	322	**W8-W89**	2633	11.447	13.78	47.76	B	1703	11.41888	8.89	47.88	A	755	11.42607	3.94	47.85	A	444	11.37514	2.31	48.06	A
3	687.88	323	**W89-W9**	2637	10.167	19.05	46.13	C	1707	10.1167	12.27	46.36	B	757	10.08823	5.43	46.49	A	445	10.04173	3.18	46.71	A
3	1095.75	324	**W9-W10**	2635	16.354	19.23	45.68	C	1714	16.22896	12.41	46.04	B	761	16.18658	5.50	46.16	A	446	16.12892	3.21	46.32	A
4	1166.07	325	**W10-W11**	3523	17.669	19.57	45.00	C	2428	17.49683	13.36	45.44	B	1236	17.34898	6.74	45.83	A	684	17.16789	3.69	46.31	A
2	3160.43	326	**W11-W12**	1352	47.077	14.77	45.77	B	939	46.71719	10.18	46.13	A	497	46.27658	5.34	46.56	A	269	46.45825	2.90	46.38	A
1	827.26	327	**W12-W13**	1352	12.643	30.30	44.61	D	940	12.51036	20.85	45.09	C	498	12.34767	10.90	45.68	A	271	12.41531	5.97	45.43	A
4	486.47	328	**W13-W14**	2667	6.892	13.85	48.12	B	1515	6.971597	7.96	47.58	A	667	7.051514	3.55	47.04	A	512	7.068867	2.73	46.92	A
5	500	329	**W14-W15**	2933	6.342	10.91	53.75	A	1838	6.360664	6.86	53.60	A	1005	6.357512	3.75	53.62	A	803	6.30939	2.97	54.03	A
3	732.47	401	**To NB & SB I-95 and I-95 Express**	1904	9.212	11.71	54.22	B	938	9.909296	6.20	50.40	A	381	9.884882	2.51	50.52	A	301	9.89392	1.99	50.48	A
3	543.52	402	**From I-95 NB & SB**	2373	87.633	187.05	4.23	F	1162	200.8111	209.89	1.85	F	369	342.135	113.56	1.08	F	482	60.94992	26.42	6.08	D
2	394.55	403	**To N Miami Ave**	812	101.911	153.81	2.64	F	418	325.5734	252.94	0.83	F	139	551.1589	142.39	0.49	F	184	96.95728	33.16	2.77	D
1	228.08	404	**EB To Biscayne Blvd**	659	19.452	82.43	7.99	F	308	43.11753	85.40	3.61	F	119	31.66857	24.23	4.91	C	117	27.4106	20.62	5.67	C
1	640.5	405	**EB From Biscayne Blvd**	662	13.755	20.85	31.75	C	421	13.52843	13.04	32.28	B	184	13.43935	5.66	32.49	A	111	13.32189	3.39	32.78	A
2	1230.8	406	**To Alton Rd**	1820	22.168	24.04	37.86	C	1002	21.16287	12.63	39.65	B	370	20.92524	4.61	40.10	A	331	22.52375	4.44	37.26	A
1	745.2	407	**From Alton Road NB**	733	19.916	28.73	25.51	D	721	46.7825	66.39	10.86	F	322	155.8127	98.75	3.26	F	163	196.2814	62.97	2.59	F
1	1057.63	408	**From Alton Road SB**	963	17.501	23.37	41.20	C	591	114.7763	94.07	6.28	F	140	531.7771	103.24	1.36	F	63	577.3557	50.44	1.25	F
1	841.38	409	**WB To Biscayne Blvd**	827	96.045	138.46	5.97	F	524	120.0646	109.67	4.78	F	229	177.8295	70.99	3.23	F	161	104.0698	29.21	5.51	D
1	370.08	410	**WB From Biscayne Blvd**	641	7.740	19.66	32.60	C	403	7.751712	12.38	32.55	B	172	7.726628	5.27	32.66	A	109	7.735963	3.34	32.62	A
1	527.14	411	**From N Miami Ave**	888	11.953	29.53	30.07	D	710	11.83852	23.39	30.36	C	466	11.73056	15.21	30.64	B	237	11.4846	7.57	31.30	A
3	596.82	412	**To I-95 NB & SB**	2170	9.648	17.15	42.18	B	1496	9.549445	11.70	42.61	B	749	9.502043	5.83	42.82	A	417	9.202758	3.14	44.22	A
3	730.95	413	**From I-95 NB/SB General Purpose Lanes**	1313	10.713	9.41	46.52	A	572	10.67	4.08	46.71	A	169	10.63799	1.20	46.85	A	240	10.72354	1.72	46.47	A
1	974.51	414	**From I-95 SB Express Lanes**	262	16.095	6.35	41.28	A	323	16.17498	7.86	41.08	A	337	16.25006	8.24	40.89	A	289	16.13609	7.02	41.18	A

FREEWAY VISSIM
AM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
2:1800-3600	AVG	1800-3600	2	2394	101.68	8027.56
3:1800-3600	AVG	1800-3600	3	1083	163.54	5037.28
4:1800-3600	AVG	1800-3600	4	2611	14.58	546.7
5:1800-3600	AVG	1800-3600	5	2105	70.95	3232.23
6:1800-3600	AVG	1800-3600	6	1705	35.17	2341.03
7:1800-3600	AVG	1800-3600	7	2093	153.84	12379.07
8:1800-3600	AVG	1800-3600	8	946	35.18	1981.08
9:1800-3600	AVG	1800-3600	9	778	10.14	443.85
10:1800-3600	AVG	1800-3600	10	1153	24.34	1572.51
11:1800-3600	AVG	1800-3600	11	1494	213.41	13201.56
12:1800-3600	AVG	1800-3600	12	1076	31.47	2324.41
13:1800-3600	AVG	1800-3600	13	1410	41.04	2786.99
14:1800-3600	AVG	1800-3600	14	1895	11.53	767.16
15:1800-3600	AVG	1800-3600	15	721	71.8	4762.7
16:1800-3600	AVG	1800-3600	16	1590	5.28	378.08
17:1800-3600	AVG	1800-3600	17	1724	9.32	750.69
18:1800-3600	AVG	1800-3600	18	3826	96.75	7925.11
19:1800-3600	AVG	1800-3600	19	2797	16.59	1273.94
20:1800-3600	AVG	1800-3600	20	1762	51.16	4130.5
21:1800-3600	AVG	1800-3600	21	2722	30.8	2748.94
23:1800-3600	AVG	1800-3600	23	1028	82.65	6932.69
24:1800-3600	AVG	1800-3600	24	1288	13.12	1055.15
26:1800-3600	AVG	1800-3600	26	3713	89.82	7790.62
27:1800-3600	AVG	1800-3600	27	2150	50.19	4354.18
28:1800-3600	AVG	1800-3600	28	3414	7.45	632.34
29:1800-3600	AVG	1800-3600	29	4541	98	8518.76
30:1800-3600	AVG	1800-3600	30	1318	58.33	5162.12
31:1800-3600	AVG	1800-3600	31	1122	85.55	7615.31
101:1800-3600	AVG	1800-3600	101	1028	8.49	619.46
102:1800-3600	AVG	1800-3600	102	788	25.45	1549.76
103:1800-3600	AVG	1800-3600	103	1581	15.54	651.02
104:1800-3600	AVG	1800-3600	104	1166	11.65	738.08
105:1800-3600	AVG	1800-3600	105	472	36.63	2164.36
106:1800-3600	AVG	1800-3600	106	967	14.47	924.9
107:1800-3600	AVG	1800-3600	107	1561	7.75	528.29
108:1800-3600	AVG	1800-3600	108	667	33.52	2317.59
109:1800-3600	AVG	1800-3600	109	207	94.24	5680.36
110:1800-3600	AVG	1800-3600	110	72	10.96	661.51
111:1800-3600	AVG	1800-3600	111	135	19.91	1213.6
112:1800-3600	AVG	1800-3600	112	870	13.64	940.31
113:1800-3600	AVG	1800-3600	113	1179	13.18	1058.23
114:1800-3600	AVG	1800-3600	114	1069	5.47	449.36
115:1800-3600	AVG	1800-3600	115	576	39.07	2766.3
116:1800-3600	AVG	1800-3600	116	1266	10.54	654.45
117:1800-3600	AVG	1800-3600	117	203	44.49	3032.32
118:1800-3600	AVG	1800-3600	118	687	45.14	2718.35
119:1800-3600	AVG	1800-3600	119	848	46.34	2686.25
120:1800-3600	AVG	1800-3600	120	109	25.34	1656.68
121:1800-3600	AVG	1800-3600	121	147	22.32	1316.7
122:1800-3600	AVG	1800-3600	122	494	35.61	2490.33
126:1800-3600	AVG	1800-3600	126	524	18.23	277.01
127:1800-3600	AVG	1800-3600	127	487	10.01	485.28
128:1800-3600	AVG	1800-3600	128	420	18.72	194.96
129:1800-3600	AVG	1800-3600	129	325	4.85	272.92
130:1800-3600	AVG	1800-3600	130	409	92.96	885.04

FREEWAY VISSIM
AM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
131:1800-3600	AVG	1800-3600	131	328	23.55	1122.76
132:1800-3600	AVG	1800-3600	132	1147	26.32	1466.36
133:1800-3600	AVG	1800-3600	133	595	32.66	1230.73
134:1800-3600	AVG	1800-3600	134	1016	18.58	316.64
135:1800-3600	AVG	1800-3600	135	736	7.26	318.84
136:1800-3600	AVG	1800-3600	136	122	9.59	191.63
138:1800-3600	AVG	1800-3600	138	561	35.86	1730.9
139:1800-3600	AVG	1800-3600	139	302	57.95	2229.04
140:1800-3600	AVG	1800-3600	140	741	19.88	795.17
141:1800-3600	AVG	1800-3600	141	392	30.13	1082.65
142:1800-3600	AVG	1800-3600	142	931	30.89	431.88
143:1800-3600	AVG	1800-3600	143	698	6.83	141.75
144:1800-3600	AVG	1800-3600	144	401	17.61	727.75
145:1800-3600	AVG	1800-3600	145	258	61.76	3689.46
146:1800-3600	AVG	1800-3600	146	66	12.57	267.93
147:1800-3600	AVG	1800-3600	147	467	20.59	1237.03
201:1800-3600	AVG	1800-3600	201	1117	115.47	3862.04
202:1800-3600	AVG	1800-3600	202	1047	84.28	2850.14
203:1800-3600	AVG	1800-3600	203	2105	70.68	3223.5
204:1800-3600	AVG	1800-3600	204	1705	35.52	2364.71
205:1800-3600	AVG	1800-3600	205	2038	33.29	2676.78
206:1800-3600	AVG	1800-3600	206	2086	91.96	7466.89
207:1800-3600	AVG	1800-3600	207	2092	24.69	1966.03
208:1800-3600	AVG	1800-3600	208	917	87.72	2911.33
209:1800-3600	AVG	1800-3600	209	775	46.76	2885.82
210:1800-3600	AVG	1800-3600	210	1608	24.1	1977.5
211:1800-3600	AVG	1800-3600	211	1611	92.05	7465.79
212:1800-3600	AVG	1800-3600	212	1494	86.93	2907.63
213:1800-3600	AVG	1800-3600	213	1076	31.38	2319.82
214:1800-3600	AVG	1800-3600	214	1410	40.86	2773.18
215:1800-3600	AVG	1800-3600	215	722	40.92	2752.44
216:1800-3600	AVG	1800-3600	216	719	57.13	3881.13
301:1800-3600	AVG	1800-3600	301	2392	17.11	1109.9
302:1800-3600	AVG	1800-3600	302	1100	134.52	3629.82
303:1800-3600	AVG	1800-3600	303	1083	29.61	1201.63
304:1800-3600	AVG	1800-3600	304	2611	15.2	575.03
305:1800-3600	AVG	1800-3600	305	2089	26.64	1696.78
306:1800-3600	AVG	1800-3600	306	2098	18.59	918.93
307:1800-3600	AVG	1800-3600	307	2106	26.01	601.08
308:1800-3600	AVG	1800-3600	308	1705	32.55	2174.44
309:1800-3600	AVG	1800-3600	309	2033	8.01	596.4
310:1800-3600	AVG	1800-3600	310	2036	10.68	872.9
311:1800-3600	AVG	1800-3600	311	2088	115.69	9397.94
312:1800-3600	AVG	1800-3600	312	2093	19.37	1501.67
313:1800-3600	AVG	1800-3600	313	946	6.54	499.97
314:1800-3600	AVG	1800-3600	314	778	12.18	524.74
315:1800-3600	AVG	1800-3600	315	1152	23.35	1493.1
316:1800-3600	AVG	1800-3600	316	1153	1.2	81.28
317:1800-3600	AVG	1800-3600	317	1619	6.03	452.74
318:1800-3600	AVG	1800-3600	318	1610	13.07	1064.11
319:1800-3600	AVG	1800-3600	319	1567	132.35	10215.8
320:1800-3600	AVG	1800-3600	320	1494	65.37	1497.69
321:1800-3600	AVG	1800-3600	321	1076	30.09	2243.92
322:1800-3600	AVG	1800-3600	322	1403	11.47	801.83
323:1800-3600	AVG	1800-3600	323	1408	10.19	687.88

FREEWAY VISSIM
AM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
324:1800-3600	AVG	1800-3600	324	1410	16.4	1095.75
325:1800-3600	AVG	1800-3600	325	1893	17.78	1166.07
326:1800-3600	AVG	1800-3600	326	720	47.17	3160.43
327:1800-3600	AVG	1800-3600	327	720	12.68	827.26
328:1800-3600	AVG	1800-3600	328	1590	6.86	486.47
329:1800-3600	AVG	1800-3600	329	1724	6.33	500
401:1800-3600	AVG	1800-3600	401	1178	9.04	732.47
402:1800-3600	AVG	1800-3600	402	1585	13.15	543.52
403:1800-3600	AVG	1800-3600	403	510	28.81	394.55
404:1800-3600	AVG	1800-3600	404	422	23.16	228.08
405:1800-3600	AVG	1800-3600	405	329	13.76	640.5
406:1800-3600	AVG	1800-3600	406	1147	22.39	1230.8
407:1800-3600	AVG	1800-3600	407	375	19.94	745.2
408:1800-3600	AVG	1800-3600	408	467	17.48	1057.63
409:1800-3600	AVG	1800-3600	409	408	89.22	841.38
410:1800-3600	AVG	1800-3600	410	325	7.73	370.08
411:1800-3600	AVG	1800-3600	411	487	11.98	527.14
412:1800-3600	AVG	1800-3600	412	1165	9.69	596.82
413:1800-3600	AVG	1800-3600	413	869	10.71	730.95
414:1800-3600	AVG	1800-3600	414	135	16.11	974.51
501:1800-3600	AVG	1800-3600	501	2395	23.08	1607.36
502:1800-3600	AVG	1800-3600	502	1083	161.64	4928.34
503:1800-3600	AVG	1800-3600	503	2611	14.61	549
504:1800-3600	AVG	1800-3600	504	2106	70.16	3189.51
505:1800-3600	AVG	1800-3600	505	1705	33.91	2265.78
506:1800-3600	AVG	1800-3600	506	2093	153.76	12375.75
507:1800-3600	AVG	1800-3600	507	949	44.03	2215.37
508:1800-3600	AVG	1800-3600	508	1152	23.27	1495.14
509:1800-3600	AVG	1800-3600	509	1494	212.55	13154.77
510:1800-3600	AVG	1800-3600	510	1076	29.55	2208
511:1800-3600	AVG	1800-3600	511	1410	38.92	2643.56
512:1800-3600	AVG	1800-3600	512	1895	13.03	864.78
513:1800-3600	AVG	1800-3600	513	720	62.6	4161.49
514:1800-3600	AVG	1800-3600	514	1724	11.39	921.39
2:3600-5400	AVG	3600-5400	2	1381	374.24	8027.56
3:3600-5400	AVG	3600-5400	3	605	661.67	5037.28
4:3600-5400	AVG	3600-5400	4	1395	91.98	546.7
5:3600-5400	AVG	3600-5400	5	1111	54.14	3232.23
6:3600-5400	AVG	3600-5400	6	875	34.79	2340.96
7:3600-5400	AVG	3600-5400	7	1212	152.59	12379.07
8:3600-5400	AVG	3600-5400	8	558	32.94	1981.08
9:3600-5400	AVG	3600-5400	9	785	10.1	443.85
10:3600-5400	AVG	3600-5400	10	1137	24.3	1572.51
11:3600-5400	AVG	3600-5400	11	1305	446.89	13201.56
12:3600-5400	AVG	3600-5400	12	912	31.25	2320.38
13:3600-5400	AVG	3600-5400	13	1225	40.81	2786.99
14:3600-5400	AVG	3600-5400	14	1628	11.45	767.16
15:3600-5400	AVG	3600-5400	15	632	71.32	4762.7
16:3600-5400	AVG	3600-5400	16	1078	5.35	378.08
17:3600-5400	AVG	3600-5400	17	1211	9.34	750.69
18:3600-5400	AVG	3600-5400	18	2739	201.54	7925.11
19:3600-5400	AVG	3600-5400	19	1856	80.33	1273.94
20:3600-5400	AVG	3600-5400	20	1247	51.39	4119.21
21:3600-5400	AVG	3600-5400	21	1987	30.73	2748.94
23:3600-5400	AVG	3600-5400	23	794	82.53	6932.69

FREEWAY VISSIM
AM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
24:3600-5400	AVG	3600-5400	24	1006	12.8	1055.15
26:3600-5400	AVG	3600-5400	26	1719	327.6	7790.62
27:3600-5400	AVG	3600-5400	27	1074	50.66	4352.8
28:3600-5400	AVG	3600-5400	28	2053	7.49	632.34
29:3600-5400	AVG	3600-5400	29	3276	97.64	8518.76
30:3600-5400	AVG	3600-5400	30	1320	58.35	5162.12
31:3600-5400	AVG	3600-5400	31	1120	85.55	7615.31
101:3600-5400	AVG	3600-5400	101	602	91.43	619.46
102:3600-5400	AVG	3600-5400	102	445	433.88	1549.76
103:3600-5400	AVG	3600-5400	103	788	273.9	651.02
104:3600-5400	AVG	3600-5400	104	1004	11.4	738.08
105:3600-5400	AVG	3600-5400	105	402	36.46	2164.36
106:3600-5400	AVG	3600-5400	106	719	14.48	924.9
107:3600-5400	AVG	3600-5400	107	663	96.65	528.29
108:3600-5400	AVG	3600-5400	108	319	34.01	2317.59
109:3600-5400	AVG	3600-5400	109	197	93.72	5680.36
110:3600-5400	AVG	3600-5400	110	70	10.84	661.51
111:3600-5400	AVG	3600-5400	111	127	19.88	1213.6
112:3600-5400	AVG	3600-5400	112	444	13.64	940.31
113:3600-5400	AVG	3600-5400	113	726	14.07	1058.23
114:3600-5400	AVG	3600-5400	114	668	5.41	449.36
115:3600-5400	AVG	3600-5400	115	364	38.97	2766.3
116:3600-5400	AVG	3600-5400	116	972	10.51	654.45
117:3600-5400	AVG	3600-5400	117	123	47.43	3032.32
118:3600-5400	AVG	3600-5400	118	607	44.95	2718.35
119:3600-5400	AVG	3600-5400	119	337	455.35	2686.25
120:3600-5400	AVG	3600-5400	120	60	25.22	1656.68
121:3600-5400	AVG	3600-5400	121	146	22.33	1316.7
122:3600-5400	AVG	3600-5400	122	315	35.43	2490.33
126:3600-5400	AVG	3600-5400	126	300	161.02	277.01
127:3600-5400	AVG	3600-5400	127	401	9.97	485.28
128:3600-5400	AVG	3600-5400	128	238	8.86	194.96
129:3600-5400	AVG	3600-5400	129	317	4.88	272.92
130:3600-5400	AVG	3600-5400	130	419	107.52	885.04
131:3600-5400	AVG	3600-5400	131	334	23.54	1122.76
132:3600-5400	AVG	3600-5400	132	674	25.48	1463.13
133:3600-5400	AVG	3600-5400	133	340	28.81	1230.73
134:3600-5400	AVG	3600-5400	134	787	19.11	316.64
135:3600-5400	AVG	3600-5400	135	734	7.29	318.84
136:3600-5400	AVG	3600-5400	136	111	8.39	191.63
138:3600-5400	AVG	3600-5400	138	337	34.76	1730.9
139:3600-5400	AVG	3600-5400	139	340	54.29	2138.73
140:3600-5400	AVG	3600-5400	140	737	19.94	795.17
141:3600-5400	AVG	3600-5400	141	373	29.88	1081.22
142:3600-5400	AVG	3600-5400	142	714	19.53	431.88
143:3600-5400	AVG	3600-5400	143	771	7.24	141.75
144:3600-5400	AVG	3600-5400	144	431	17.7	727.75
145:3600-5400	AVG	3600-5400	145	207	61.54	3689.46
146:3600-5400	AVG	3600-5400	146	66	14.41	267.93
147:3600-5400	AVG	3600-5400	147	496	20.63	1237.03
201:3600-5400	AVG	3600-5400	201	612	596.7	3862.04
202:3600-5400	AVG	3600-5400	202	588	266.98	2850.14
203:3600-5400	AVG	3600-5400	203	1111	53.94	3223.5
204:3600-5400	AVG	3600-5400	204	876	35.14	2364.64
205:3600-5400	AVG	3600-5400	205	1219	33.11	2676.78

FREEWAY VISSIM
AM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
206:3600-5400	AVG	3600-5400	206	1208	91.31	7466.89
207:3600-5400	AVG	3600-5400	207	1211	24.46	1966.03
208:3600-5400	AVG	3600-5400	208	540	69.09	2907.28
209:3600-5400	AVG	3600-5400	209	772	46.68	2885.82
210:3600-5400	AVG	3600-5400	210	1613	24.84	1977.5
211:3600-5400	AVG	3600-5400	211	1405	191.96	7465.79
212:3600-5400	AVG	3600-5400	212	1306	257.5	2907.63
213:3600-5400	AVG	3600-5400	213	912	31.16	2315.8
214:3600-5400	AVG	3600-5400	214	1225	40.63	2773.18
215:3600-5400	AVG	3600-5400	215	630	40.76	2752.44
216:3600-5400	AVG	3600-5400	216	634	56.74	3881.13
301:3600-5400	AVG	3600-5400	301	1377	122.9	1109.9
302:3600-5400	AVG	3600-5400	302	612	569.14	3629.82
303:3600-5400	AVG	3600-5400	303	605	95.37	1201.63
304:3600-5400	AVG	3600-5400	304	1394	96.54	575.03
305:3600-5400	AVG	3600-5400	305	1097	25.87	1696.78
306:3600-5400	AVG	3600-5400	306	1104	14.51	918.93
307:3600-5400	AVG	3600-5400	307	1111	12.83	601.08
308:3600-5400	AVG	3600-5400	308	875	32.25	2174.44
309:3600-5400	AVG	3600-5400	309	1214	7.95	596.4
310:3600-5400	AVG	3600-5400	310	1219	10.63	872.9
311:3600-5400	AVG	3600-5400	311	1209	114.89	9397.94
312:3600-5400	AVG	3600-5400	312	1213	19.04	1501.67
313:3600-5400	AVG	3600-5400	313	551	6.4	499.97
314:3600-5400	AVG	3600-5400	314	785	12.15	524.74
315:3600-5400	AVG	3600-5400	315	1138	23.31	1493.1
316:3600-5400	AVG	3600-5400	316	1137	1.2	81.28
317:3600-5400	AVG	3600-5400	317	1631	6.04	452.74
318:3600-5400	AVG	3600-5400	318	1623	13.18	1064.11
319:3600-5400	AVG	3600-5400	319	1341	308.09	10215.8
320:3600-5400	AVG	3600-5400	320	1306	148.78	1497.69
321:3600-5400	AVG	3600-5400	321	912	29.97	2243.92
322:3600-5400	AVG	3600-5400	322	1230	11.42	801.83
323:3600-5400	AVG	3600-5400	323	1229	10.14	687.88
324:3600-5400	AVG	3600-5400	324	1225	16.3	1095.75
325:3600-5400	AVG	3600-5400	325	1630	17.54	1166.07
326:3600-5400	AVG	3600-5400	326	632	46.97	3160.43
327:3600-5400	AVG	3600-5400	327	632	12.6	827.26
328:3600-5400	AVG	3600-5400	328	1077	6.94	486.47
329:3600-5400	AVG	3600-5400	329	1209	6.36	500
401:3600-5400	AVG	3600-5400	401	726	9.49	732.47
402:3600-5400	AVG	3600-5400	402	788	237.45	543.52
403:3600-5400	AVG	3600-5400	403	302	225.36	394.55
404:3600-5400	AVG	3600-5400	404	237	12.85	228.08
405:3600-5400	AVG	3600-5400	405	333	13.75	640.5
406:3600-5400	AVG	3600-5400	406	673	21.79	1230.8
407:3600-5400	AVG	3600-5400	407	358	19.89	745.2
408:3600-5400	AVG	3600-5400	408	496	17.52	1057.63
409:3600-5400	AVG	3600-5400	409	419	102.69	841.38
410:3600-5400	AVG	3600-5400	410	316	7.75	370.08
411:3600-5400	AVG	3600-5400	411	401	11.92	527.14
412:3600-5400	AVG	3600-5400	412	1005	9.6	596.82
413:3600-5400	AVG	3600-5400	413	444	10.72	730.95
414:3600-5400	AVG	3600-5400	414	127	16.08	974.51
501:3600-5400	AVG	3600-5400	501	1383	169.7	1607.36

FREEWAY VISSIM
AM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
502:3600-5400	AVG	3600-5400	502	605	652.6	4928.34
503:3600-5400	AVG	3600-5400	503	1394	92.01	549
504:3600-5400	AVG	3600-5400	504	1110	53.22	3189.51
505:3600-5400	AVG	3600-5400	505	876	33.61	2265.78
506:3600-5400	AVG	3600-5400	506	1212	152.54	12375.75
507:3600-5400	AVG	3600-5400	507	559	38.3	2215.37
508:3600-5400	AVG	3600-5400	508	1138	23.23	1495.14
509:3600-5400	AVG	3600-5400	509	1305	445.98	13154.77
510:3600-5400	AVG	3600-5400	510	912	29.43	2208
511:3600-5400	AVG	3600-5400	511	1225	38.7	2643.56
512:3600-5400	AVG	3600-5400	512	1628	12.94	864.78
513:3600-5400	AVG	3600-5400	513	632	62.25	4161.49
514:3600-5400	AVG	3600-5400	514	1211	11.42	921.39
2:5400-7200	AVG	5400-7200	2	1014	1227.25	8027.56
3:5400-7200	AVG	5400-7200	3	485	1034.89	5037.28
4:5400-7200	AVG	5400-7200	4	1074	128.39	546.7
5:5400-7200	AVG	5400-7200	5	838	56.79	3232.23
6:5400-7200	AVG	5400-7200	6	683	34.6	2340.62
7:5400-7200	AVG	5400-7200	7	941	151.07	12379.07
8:5400-7200	AVG	5400-7200	8	427	32.87	1981.08
9:5400-7200	AVG	5400-7200	9	822	11.02	443.85
10:5400-7200	AVG	5400-7200	10	1210	37.97	1572.51
11:5400-7200	AVG	5400-7200	11	1003	779.76	13201.56
12:5400-7200	AVG	5400-7200	12	717	31.19	2320.48
13:5400-7200	AVG	5400-7200	13	954	40.76	2786.99
14:5400-7200	AVG	5400-7200	14	1361	11.42	767.16
15:5400-7200	AVG	5400-7200	15	527	71.02	4762.7
16:5400-7200	AVG	5400-7200	16	818	5.4	378.08
17:5400-7200	AVG	5400-7200	17	981	9.35	750.69
18:5400-7200	AVG	5400-7200	18	1719	883.1	7925.11
19:5400-7200	AVG	5400-7200	19	1196	350.95	1273.94
20:5400-7200	AVG	5400-7200	20	775	51.83	4114.99
21:5400-7200	AVG	5400-7200	21	1348	30.73	2748.94
23:5400-7200	AVG	5400-7200	23	495	82.57	6932.69
24:5400-7200	AVG	5400-7200	24	725	13.16	1055.15
26:5400-7200	AVG	5400-7200	26	1063	1311.86	7790.62
27:5400-7200	AVG	5400-7200	27	578	52.32	4363.96
28:5400-7200	AVG	5400-7200	28	1319	7.63	632.34
29:5400-7200	AVG	5400-7200	29	2700	97.58	8518.76
30:5400-7200	AVG	5400-7200	30	1652	58.88	5162.12
31:5400-7200	AVG	5400-7200	31	1383	86.22	7615.31
101:5400-7200	AVG	5400-7200	101	430	320.22	619.46
102:5400-7200	AVG	5400-7200	102	340	764.45	1549.76
103:5400-7200	AVG	5400-7200	103	604	310.25	651.02
104:5400-7200	AVG	5400-7200	104	842	11.39	738.08
105:5400-7200	AVG	5400-7200	105	359	36.38	2164.36
106:5400-7200	AVG	5400-7200	106	569	14.59	924.9
107:5400-7200	AVG	5400-7200	107	488	258.19	528.29
108:5400-7200	AVG	5400-7200	108	205	34.2	2317.59
109:5400-7200	AVG	5400-7200	109	257	94.29	5680.36
110:5400-7200	AVG	5400-7200	110	94	10.87	661.51
111:5400-7200	AVG	5400-7200	111	161	20	1213.6
112:5400-7200	AVG	5400-7200	112	291	13.58	940.31
113:5400-7200	AVG	5400-7200	113	502	15.13	1058.23
114:5400-7200	AVG	5400-7200	114	455	5.4	449.36

FREEWAY VISSIM
AM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
115:5400-7200	AVG	5400-7200	115	250	38.9	2766.3
116:5400-7200	AVG	5400-7200	116	742	10.45	654.45
117:5400-7200	AVG	5400-7200	117	85	53.65	3032.32
118:5400-7200	AVG	5400-7200	118	489	44.78	2718.35
119:5400-7200	AVG	5400-7200	119	281	816.53	2686.25
120:5400-7200	AVG	5400-7200	120	48	25.15	1656.68
121:5400-7200	AVG	5400-7200	121	181	22.35	1316.7
122:5400-7200	AVG	5400-7200	122	209	35.34	2490.33
126:5400-7200	AVG	5400-7200	126	223	289.31	277.01
127:5400-7200	AVG	5400-7200	127	405	9.92	485.28
128:5400-7200	AVG	5400-7200	128	158	19.48	194.96
129:5400-7200	AVG	5400-7200	129	228	4.86	272.92
130:5400-7200	AVG	5400-7200	130	269	112.69	885.04
131:5400-7200	AVG	5400-7200	131	227	23.07	1122.76
132:5400-7200	AVG	5400-7200	132	516	25.08	1469.01
133:5400-7200	AVG	5400-7200	133	260	27.55	1230.73
134:5400-7200	AVG	5400-7200	134	708	17.71	316.64
135:5400-7200	AVG	5400-7200	135	912	7.42	318.84
136:5400-7200	AVG	5400-7200	136	124	9.02	191.63
138:5400-7200	AVG	5400-7200	138	260	33.99	1730.9
139:5400-7200	AVG	5400-7200	139	335	54.39	2129.69
140:5400-7200	AVG	5400-7200	140	914	22.26	795.17
141:5400-7200	AVG	5400-7200	141	470	32.5	1071.92
142:5400-7200	AVG	5400-7200	142	716	18.05	431.88
143:5400-7200	AVG	5400-7200	143	776	9.03	141.75
144:5400-7200	AVG	5400-7200	144	422	38.22	727.75
145:5400-7200	AVG	5400-7200	145	229	66.82	3689.46
146:5400-7200	AVG	5400-7200	146	74	43.28	267.93
147:5400-7200	AVG	5400-7200	147	470	51.42	1237.03
201:5400-7200	AVG	5400-7200	201	500	973.88	3862.04
202:5400-7200	AVG	5400-7200	202	467	377.39	2850.14
203:5400-7200	AVG	5400-7200	203	839	56.59	3223.5
204:5400-7200	AVG	5400-7200	204	683	34.94	2364.3
205:5400-7200	AVG	5400-7200	205	912	32.81	2676.78
206:5400-7200	AVG	5400-7200	206	936	90.68	7466.89
207:5400-7200	AVG	5400-7200	207	940	24.06	1966.03
208:5400-7200	AVG	5400-7200	208	416	69.31	2907.28
209:5400-7200	AVG	5400-7200	209	760	70.63	2885.82
210:5400-7200	AVG	5400-7200	210	1490	68.57	1977.5
211:5400-7200	AVG	5400-7200	211	1043	488.31	7465.79
212:5400-7200	AVG	5400-7200	212	1003	313.4	2907.63
213:5400-7200	AVG	5400-7200	213	717	31.1	2315.89
214:5400-7200	AVG	5400-7200	214	954	40.57	2773.18
215:5400-7200	AVG	5400-7200	215	521	40.62	2752.44
216:5400-7200	AVG	5400-7200	216	529	56.52	3881.13
301:5400-7200	AVG	5400-7200	301	1014	264.7	1109.9
302:5400-7200	AVG	5400-7200	302	494	880.78	3629.82
303:5400-7200	AVG	5400-7200	303	485	142	1201.63
304:5400-7200	AVG	5400-7200	304	1073	134.03	575.03
305:5400-7200	AVG	5400-7200	305	852	26.04	1696.78
306:5400-7200	AVG	5400-7200	306	849	14.58	918.93
307:5400-7200	AVG	5400-7200	307	838	16	601.08
308:5400-7200	AVG	5400-7200	308	682	32.13	2174.44
309:5400-7200	AVG	5400-7200	309	910	7.82	596.4
310:5400-7200	AVG	5400-7200	310	912	10.54	872.9

FREEWAY VISSIM
AM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
311:5400-7200	AVG	5400-7200	311	937	114.1	9397.94
312:5400-7200	AVG	5400-7200	312	941	18.5	1501.67
313:5400-7200	AVG	5400-7200	313	425	6.3	499.97
314:5400-7200	AVG	5400-7200	314	823	13.01	524.74
315:5400-7200	AVG	5400-7200	315	1215	35.52	1493.1
316:5400-7200	AVG	5400-7200	316	1211	2.57	81.28
317:5400-7200	AVG	5400-7200	317	1634	16.36	452.74
318:5400-7200	AVG	5400-7200	318	1568	33.87	1064.11
319:5400-7200	AVG	5400-7200	319	1024	641.87	10215.8
320:5400-7200	AVG	5400-7200	320	1002	154.6	1497.69
321:5400-7200	AVG	5400-7200	321	717	29.91	2243.92
322:5400-7200	AVG	5400-7200	322	947	11.41	801.83
323:5400-7200	AVG	5400-7200	323	950	10.13	687.88
324:5400-7200	AVG	5400-7200	324	954	16.26	1095.75
325:5400-7200	AVG	5400-7200	325	1362	17.51	1166.07
326:5400-7200	AVG	5400-7200	326	524	46.81	3160.43
327:5400-7200	AVG	5400-7200	327	526	12.55	827.26
328:5400-7200	AVG	5400-7200	328	818	6.99	486.47
329:5400-7200	AVG	5400-7200	329	980	6.37	500
401:5400-7200	AVG	5400-7200	401	502	9.9	732.47
402:5400-7200	AVG	5400-7200	402	606	259.55	543.52
403:5400-7200	AVG	5400-7200	403	222	358.87	394.55
404:5400-7200	AVG	5400-7200	404	156	27.35	228.08
405:5400-7200	AVG	5400-7200	405	227	13.51	640.5
406:5400-7200	AVG	5400-7200	406	517	21.25	1230.8
407:5400-7200	AVG	5400-7200	407	454	22.06	745.2
408:5400-7200	AVG	5400-7200	408	472	43.92	1057.63
409:5400-7200	AVG	5400-7200	409	269	108.03	841.38
410:5400-7200	AVG	5400-7200	410	228	7.73	370.08
411:5400-7200	AVG	5400-7200	411	405	11.86	527.14
412:5400-7200	AVG	5400-7200	412	843	9.58	596.82
413:5400-7200	AVG	5400-7200	413	290	10.67	730.95
414:5400-7200	AVG	5400-7200	414	161	16.18	974.51
501:5400-7200	AVG	5400-7200	501	1016	384.48	1607.36
502:5400-7200	AVG	5400-7200	502	484	1020.2	4928.34
503:5400-7200	AVG	5400-7200	503	1073	128.21	549
504:5400-7200	AVG	5400-7200	504	839	55.9	3189.51
505:5400-7200	AVG	5400-7200	505	683	33.48	2265.78
506:5400-7200	AVG	5400-7200	506	941	151.04	12375.75
507:5400-7200	AVG	5400-7200	507	428	38.3	2215.37
508:5400-7200	AVG	5400-7200	508	1215	35.63	1495.14
509:5400-7200	AVG	5400-7200	509	1003	778.96	13154.77
510:5400-7200	AVG	5400-7200	510	717	29.38	2208
511:5400-7200	AVG	5400-7200	511	954	38.65	2643.56
512:5400-7200	AVG	5400-7200	512	1361	12.93	864.78
513:5400-7200	AVG	5400-7200	513	526	62.02	4161.49
514:5400-7200	AVG	5400-7200	514	980	11.43	921.39
2:7200-9000	AVG	7200-9000	2	902	1622.47	8027.56
3:7200-9000	AVG	7200-9000	3	427	851.55	5037.28
4:7200-9000	AVG	7200-9000	4	968	73.63	546.7
5:7200-9000	AVG	7200-9000	5	769	157.5	3232.23
6:7200-9000	AVG	7200-9000	6	630	34.61	2340.62
7:7200-9000	AVG	7200-9000	7	866	151.14	12379.07
8:7200-9000	AVG	7200-9000	8	388	32.83	1981.08
9:7200-9000	AVG	7200-9000	9	536	41.28	443.85

FREEWAY VISSIM
AM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
10:7200-9000	AVG	7200-9000	10	733	226.92	1572.51
11:7200-9000	AVG	7200-9000	11	830	1495.02	13201.56
12:7200-9000	AVG	7200-9000	12	578	31.13	2320.03
13:7200-9000	AVG	7200-9000	13	760	40.67	2786.99
14:7200-9000	AVG	7200-9000	14	1067	11.36	767.16
15:7200-9000	AVG	7200-9000	15	414	70.71	4762.7
16:7200-9000	AVG	7200-9000	16	697	5.36	378.08
17:7200-9000	AVG	7200-9000	17	858	9.32	750.69
18:7200-9000	AVG	7200-9000	18	1752	1269.57	7925.11
19:7200-9000	AVG	7200-9000	19	1261	174.46	1273.94
20:7200-9000	AVG	7200-9000	20	824	53.07	4121.14
21:7200-9000	AVG	7200-9000	21	1288	30.69	2748.94
23:7200-9000	AVG	7200-9000	23	465	82.87	6932.69
24:7200-9000	AVG	7200-9000	24	692	13.21	1055.15
26:7200-9000	AVG	7200-9000	26	1102	1916.42	7790.62
27:7200-9000	AVG	7200-9000	27	625	50.89	4346.13
28:7200-9000	AVG	7200-9000	28	1217	7.57	632.34
29:7200-9000	AVG	7200-9000	29	2634	96.97	8518.76
30:7200-9000	AVG	7200-9000	30	1664	58.87	5162.12
31:7200-9000	AVG	7200-9000	31	1411	86.19	7615.31
101:7200-9000	AVG	7200-9000	101	429	114.21	619.46
102:7200-9000	AVG	7200-9000	102	317	421.11	1549.76
103:7200-9000	AVG	7200-9000	103	556	160.38	651.02
104:7200-9000	AVG	7200-9000	104	652	11.43	738.08
105:7200-9000	AVG	7200-9000	105	272	36.17	2164.36
106:7200-9000	AVG	7200-9000	106	458	14.49	924.9
107:7200-9000	AVG	7200-9000	107	456	97.55	528.29
108:7200-9000	AVG	7200-9000	108	194	33.92	2317.59
109:7200-9000	AVG	7200-9000	109	249	94.3	5680.36
110:7200-9000	AVG	7200-9000	110	89	10.9	661.51
111:7200-9000	AVG	7200-9000	111	162	19.99	1213.6
112:7200-9000	AVG	7200-9000	112	282	13.58	940.31
113:7200-9000	AVG	7200-9000	113	437	14.88	1058.23
114:7200-9000	AVG	7200-9000	114	394	5.4	449.36
115:7200-9000	AVG	7200-9000	115	210	39.13	2766.3
116:7200-9000	AVG	7200-9000	116	592	10.43	654.45
117:7200-9000	AVG	7200-9000	117	86	51.58	3032.32
118:7200-9000	AVG	7200-9000	118	381	44.53	2718.35
119:7200-9000	AVG	7200-9000	119	239	432.17	2686.25
120:7200-9000	AVG	7200-9000	120	44	24.99	1656.68
121:7200-9000	AVG	7200-9000	121	186	22.41	1316.7
122:7200-9000	AVG	7200-9000	122	185	35.23	2490.33
126:7200-9000	AVG	7200-9000	126	197	265.62	277.01
127:7200-9000	AVG	7200-9000	127	305	9.92	485.28
128:7200-9000	AVG	7200-9000	128	151	47.33	194.96
129:7200-9000	AVG	7200-9000	129	175	4.89	272.92
130:7200-9000	AVG	7200-9000	130	256	139.61	885.04
131:7200-9000	AVG	7200-9000	131	194	23.13	1122.76
132:7200-9000	AVG	7200-9000	132	486	24.61	1463.13
133:7200-9000	AVG	7200-9000	133	251	26.08	1230.73
134:7200-9000	AVG	7200-9000	134	438	14.42	316.64
135:7200-9000	AVG	7200-9000	135	606	23.62	318.84
136:7200-9000	AVG	7200-9000	136	74	11.1	191.63
138:7200-9000	AVG	7200-9000	138	242	33.63	1730.9
139:7200-9000	AVG	7200-9000	139	114	86.11	2491.24

FREEWAY VISSIM
AM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
140:7200-9000	AVG	7200-9000	140	577	61.86	795.17
141:7200-9000	AVG	7200-9000	141	278	119.34	1081.36
142:7200-9000	AVG	7200-9000	142	536	19.02	431.88
143:7200-9000	AVG	7200-9000	143	256	47.99	141.75
144:7200-9000	AVG	7200-9000	144	123	358.95	727.75
145:7200-9000	AVG	7200-9000	145	229	62.18	3689.46
146:7200-9000	AVG	7200-9000	146	14	632.69	267.93
147:7200-9000	AVG	7200-9000	147	118	451.46	1237.03
201:7200-9000	AVG	7200-9000	201	449	817.12	3862.04
202:7200-9000	AVG	7200-9000	202	411	281.04	2850.14
203:7200-9000	AVG	7200-9000	203	769	156.89	3223.5
204:7200-9000	AVG	7200-9000	204	630	34.95	2364.3
205:7200-9000	AVG	7200-9000	205	840	32.82	2676.78
206:7200-9000	AVG	7200-9000	206	863	90.67	7466.89
207:7200-9000	AVG	7200-9000	207	866	24.09	1966.03
208:7200-9000	AVG	7200-9000	208	374	64.4	2907.28
209:7200-9000	AVG	7200-9000	209	489	329.67	2885.82
210:7200-9000	AVG	7200-9000	210	813	332.46	1977.5
211:7200-9000	AVG	7200-9000	211	856	1029.99	7465.79
212:7200-9000	AVG	7200-9000	212	830	402.28	2907.63
213:7200-9000	AVG	7200-9000	213	578	31.04	2315.45
214:7200-9000	AVG	7200-9000	214	760	40.48	2773.18
215:7200-9000	AVG	7200-9000	215	415	40.5	2752.44
216:7200-9000	AVG	7200-9000	216	414	56.2	3881.13
301:7200-9000	AVG	7200-9000	301	899	187.22	1109.9
302:7200-9000	AVG	7200-9000	302	439	690.29	3629.82
303:7200-9000	AVG	7200-9000	303	427	106.7	1201.63
304:7200-9000	AVG	7200-9000	304	969	76.68	575.03
305:7200-9000	AVG	7200-9000	305	770	31.08	1696.78
306:7200-9000	AVG	7200-9000	306	770	77.93	918.93
307:7200-9000	AVG	7200-9000	307	769	100.08	601.08
308:7200-9000	AVG	7200-9000	308	629	32.14	2174.44
309:7200-9000	AVG	7200-9000	309	826	7.81	596.4
310:7200-9000	AVG	7200-9000	310	831	10.54	872.9
311:7200-9000	AVG	7200-9000	311	864	114.09	9397.94
312:7200-9000	AVG	7200-9000	312	866	18.59	1501.67
313:7200-9000	AVG	7200-9000	313	384	6.34	499.97
314:7200-9000	AVG	7200-9000	314	537	46.4	524.74
315:7200-9000	AVG	7200-9000	315	736	212.23	1493.1
316:7200-9000	AVG	7200-9000	316	733	15.16	81.28
317:7200-9000	AVG	7200-9000	317	838	98.98	452.74
318:7200-9000	AVG	7200-9000	318	818	176.6	1064.11
319:7200-9000	AVG	7200-9000	319	834	1281.55	10215.8
320:7200-9000	AVG	7200-9000	320	830	197.01	1497.69
321:7200-9000	AVG	7200-9000	321	578	30.02	2243.92
322:7200-9000	AVG	7200-9000	322	756	11.43	801.83
323:7200-9000	AVG	7200-9000	323	757	10.1	687.88
324:7200-9000	AVG	7200-9000	324	760	16.19	1095.75
325:7200-9000	AVG	7200-9000	325	1066	17.48	1166.07
326:7200-9000	AVG	7200-9000	326	415	46.6	3160.43
327:7200-9000	AVG	7200-9000	327	414	12.46	827.26
328:7200-9000	AVG	7200-9000	328	697	6.95	486.47
329:7200-9000	AVG	7200-9000	329	858	6.35	500
401:7200-9000	AVG	7200-9000	401	436	9.92	732.47
402:7200-9000	AVG	7200-9000	402	556	136.79	543.52

FREEWAY VISSIM
AM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
403:7200-9000	AVG	7200-9000	403	196	287.86	394.55
404:7200-9000	AVG	7200-9000	404	152	59.3	228.08
405:7200-9000	AVG	7200-9000	405	194	13.55	640.5
406:7200-9000	AVG	7200-9000	406	485	21.07	1230.8
407:7200-9000	AVG	7200-9000	407	267	88.82	745.2
408:7200-9000	AVG	7200-9000	408	119	395.82	1057.63
409:7200-9000	AVG	7200-9000	409	255	132.76	841.38
410:7200-9000	AVG	7200-9000	410	175	7.78	370.08
411:7200-9000	AVG	7200-9000	411	305	11.81	527.14
412:7200-9000	AVG	7200-9000	412	653	9.51	596.82
413:7200-9000	AVG	7200-9000	413	282	10.67	730.95
414:7200-9000	AVG	7200-9000	414	162	16.17	974.51
501:7200-9000	AVG	7200-9000	501	902	280.93	1607.36
502:7200-9000	AVG	7200-9000	502	427	834.02	4928.34
503:7200-9000	AVG	7200-9000	503	969	73.51	549
504:7200-9000	AVG	7200-9000	504	769	156.47	3189.51
505:7200-9000	AVG	7200-9000	505	630	33.48	2265.78
506:7200-9000	AVG	7200-9000	506	866	151.11	12375.75
507:7200-9000	AVG	7200-9000	507	389	37.66	2215.37
508:7200-9000	AVG	7200-9000	508	734	213.75	1495.14
509:7200-9000	AVG	7200-9000	509	830	1492.78	13154.77
510:7200-9000	AVG	7200-9000	510	578	29.48	2208
511:7200-9000	AVG	7200-9000	511	760	38.56	2643.56
512:7200-9000	AVG	7200-9000	512	1067	12.86	864.78
513:7200-9000	AVG	7200-9000	513	414	61.69	4161.49
514:7200-9000	AVG	7200-9000	514	858	11.39	921.39
2:9000-10800	AVG	9000-1080	2	417	1435.66	8027.56
3:9000-10800	AVG	9000-1080	3	188	1071.09	5037.28
4:9000-10800	AVG	9000-1080	4	336	167.15	546.7
5:9000-10800	AVG	9000-1080	5	294	64.39	3232.23
6:9000-10800	AVG	9000-1080	6	225	34.51	2340.62
7:9000-10800	AVG	9000-1080	7	312	150.39	12379.07
8:9000-10800	AVG	9000-1080	8	123	32.46	1981.08
9:9000-10800	AVG	9000-1080	9	415	42.51	443.85
10:9000-10800	AVG	9000-1080	10	607	221.02	1572.51
11:9000-10800	AVG	9000-1080	11	487	1563.23	13201.56
12:9000-10800	AVG	9000-1080	12	356	30.94	2320.03
13:9000-10800	AVG	9000-1080	13	465	40.83	2786.99
14:9000-10800	AVG	9000-1080	14	748	11.29	767.16
15:9000-10800	AVG	9000-1080	15	307	70.15	4762.7
16:9000-10800	AVG	9000-1080	16	384	5.46	378.08
17:9000-10800	AVG	9000-1080	17	554	9.36	750.69
18:9000-10800	AVG	9000-1080	18	475	1397.4	7925.11
19:9000-10800	AVG	9000-1080	19	323	510.29	1273.94
20:9000-10800	AVG	9000-1080	20	220	55.02	4121.56
21:9000-10800	AVG	9000-1080	21	507	30.74	2748.94
23:9000-10800	AVG	9000-1080	23	152	83.13	6932.69
24:9000-10800	AVG	9000-1080	24	364	12.89	1055.15
26:9000-10800	AVG	9000-1080	26	344	1373.84	7790.62
27:9000-10800	AVG	9000-1080	27	236	49.96	4342.1
28:9000-10800	AVG	9000-1080	28	610	7.68	632.34
29:9000-10800	AVG	9000-1080	29	2069	96.5	8518.76
30:9000-10800	AVG	9000-1080	30	1671	58.94	5162.12
31:9000-10800	AVG	9000-1080	31	1413	86.13	7615.31
101:9000-10800	AVG	9000-1080	101	107	397.98	619.46

FREEWAY VISSIM
AM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
102:9000-10800	AVG	9000-1080	102	85	1108.17	1549.76
103:9000-10800	AVG	9000-1080	103	154	371.47	651.02
104:9000-10800	AVG	9000-1080	104	451	11.25	738.08
105:9000-10800	AVG	9000-1080	105	191	36.21	2164.36
106:9000-10800	AVG	9000-1080	106	281	14.7	924.9
107:9000-10800	AVG	9000-1080	107	126	440.18	528.29
108:9000-10800	AVG	9000-1080	108	56	34.35	2317.59
109:9000-10800	AVG	9000-1080	109	253	94.82	5680.36
110:9000-10800	AVG	9000-1080	110	83	10.93	661.51
111:9000-10800	AVG	9000-1080	111	169	20.12	1213.6
112:9000-10800	AVG	9000-1080	112	77	13.43	940.31
113:9000-10800	AVG	9000-1080	113	211	14.92	1058.23
114:9000-10800	AVG	9000-1080	114	191	5.41	449.36
115:9000-10800	AVG	9000-1080	115	105	38.92	2766.3
116:9000-10800	AVG	9000-1080	116	371	10.49	654.45
117:9000-10800	AVG	9000-1080	117	21	49.47	3032.32
118:9000-10800	AVG	9000-1080	118	267	44.6	2718.35
119:9000-10800	AVG	9000-1080	119	71	1046.07	2686.25
120:9000-10800	AVG	9000-1080	120	21	25.16	1656.68
121:9000-10800	AVG	9000-1080	121	188	22.37	1316.7
122:9000-10800	AVG	9000-1080	122	90	35.28	2490.33
126:9000-10800	AVG	9000-1080	126	54	749.97	277.01
127:9000-10800	AVG	9000-1080	127	278	9.81	485.28
128:9000-10800	AVG	9000-1080	128	70	24.18	194.96
129:9000-10800	AVG	9000-1080	129	102	4.84	272.92
130:9000-10800	AVG	9000-1080	130	137	169.39	885.04
131:9000-10800	AVG	9000-1080	131	110	23.15	1122.76
132:9000-10800	AVG	9000-1080	132	176	24.37	1463.13
133:9000-10800	AVG	9000-1080	133	93	25	1230.73
134:9000-10800	AVG	9000-1080	134	199	14.81	316.64
135:9000-10800	AVG	9000-1080	135	426	51.48	318.84
136:9000-10800	AVG	9000-1080	136	44	207.46	191.63
138:9000-10800	AVG	9000-1080	138	86	33.84	1730.9
139:9000-10800	AVG	9000-1080	139	64	58.58	2136.08
140:9000-10800	AVG	9000-1080	140	420	110.19	795.17
141:9000-10800	AVG	9000-1080	141	208	158.32	1123.93
142:9000-10800	AVG	9000-1080	142	304	16.12	431.88
143:9000-10800	AVG	9000-1080	143	145	66.78	141.75
144:9000-10800	AVG	9000-1080	144	80	472.9	727.75
145:9000-10800	AVG	9000-1080	145	209	61.34	3689.46
146:9000-10800	AVG	9000-1080	146	9	979.29	267.93
147:9000-10800	AVG	9000-1080	147	86	490.25	1237.03
201:9000-10800	AVG	9000-1080	201	191	1012.1	3862.04
202:9000-10800	AVG	9000-1080	202	183	435.11	2850.14
203:9000-10800	AVG	9000-1080	203	294	64.05	3223.5
204:9000-10800	AVG	9000-1080	204	225	34.85	2364.3
205:9000-10800	AVG	9000-1080	205	333	32.67	2676.78
206:9000-10800	AVG	9000-1080	206	331	90.31	7466.89
207:9000-10800	AVG	9000-1080	207	312	23.91	1966.03
208:9000-10800	AVG	9000-1080	208	111	65.67	2907.28
209:9000-10800	AVG	9000-1080	209	408	329.33	2885.82
210:9000-10800	AVG	9000-1080	210	656	236.51	1977.5
211:9000-10800	AVG	9000-1080	211	519	822.7	7465.79
212:9000-10800	AVG	9000-1080	212	487	318	2907.63
213:9000-10800	AVG	9000-1080	213	356	30.85	2315.45

FREEWAY VISSIM
AM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
214:9000-10800	AVG	9000-1080	214	465	40.65	2773.18
215:9000-10800	AVG	9000-1080	215	304	40.15	2752.44
216:9000-10800	AVG	9000-1080	216	308	55.78	3881.13
301:9000-10800	AVG	9000-1080	301	416	203.94	1109.9
302:9000-10800	AVG	9000-1080	302	190	911.47	3629.82
303:9000-10800	AVG	9000-1080	303	188	154.89	1201.63
304:9000-10800	AVG	9000-1080	304	336	174.56	575.03
305:9000-10800	AVG	9000-1080	305	286	25.75	1696.78
306:9000-10800	AVG	9000-1080	306	289	15.62	918.93
307:9000-10800	AVG	9000-1080	307	294	21.98	601.08
308:9000-10800	AVG	9000-1080	308	225	32.05	2174.44
309:9000-10800	AVG	9000-1080	309	334	7.74	596.4
310:9000-10800	AVG	9000-1080	310	333	10.52	872.9
311:9000-10800	AVG	9000-1080	311	325	113.64	9397.94
312:9000-10800	AVG	9000-1080	312	312	18.36	1501.67
313:9000-10800	AVG	9000-1080	313	134	6.25	499.97
314:9000-10800	AVG	9000-1080	314	414	45.67	524.74
315:9000-10800	AVG	9000-1080	315	607	210.09	1493.1
316:9000-10800	AVG	9000-1080	316	608	13.66	81.28
317:9000-10800	AVG	9000-1080	317	690	81.41	452.74
318:9000-10800	AVG	9000-1080	318	676	133.74	1064.11
319:9000-10800	AVG	9000-1080	319	516	1181.24	10215.8
320:9000-10800	AVG	9000-1080	320	487	167.75	1497.69
321:9000-10800	AVG	9000-1080	321	356	29.85	2243.92
322:9000-10800	AVG	9000-1080	322	458	11.43	801.83
323:9000-10800	AVG	9000-1080	323	460	10.1	687.88
324:9000-10800	AVG	9000-1080	324	464	16.21	1095.75
325:9000-10800	AVG	9000-1080	325	750	17.29	1166.07
326:9000-10800	AVG	9000-1080	326	305	46.18	3160.43
327:9000-10800	AVG	9000-1080	327	307	12.34	827.26
328:9000-10800	AVG	9000-1080	328	384	7.06	486.47
329:9000-10800	AVG	9000-1080	329	553	6.38	500
401:9000-10800	AVG	9000-1080	401	210	9.84	732.47
402:9000-10800	AVG	9000-1080	402	154	307.77	543.52
403:9000-10800	AVG	9000-1080	403	55	789.87	394.55
404:9000-10800	AVG	9000-1080	404	71	33.52	228.08
405:9000-10800	AVG	9000-1080	405	110	13.56	640.5
406:9000-10800	AVG	9000-1080	406	176	20.92	1230.8
407:9000-10800	AVG	9000-1080	407	199	125.12	745.2
408:9000-10800	AVG	9000-1080	408	86	419.38	1057.63
409:9000-10800	AVG	9000-1080	409	137	160.92	841.38
410:9000-10800	AVG	9000-1080	410	102	7.69	370.08
411:9000-10800	AVG	9000-1080	411	277	11.69	527.14
412:9000-10800	AVG	9000-1080	412	451	9.51	596.82
413:9000-10800	AVG	9000-1080	413	77	10.54	730.95
414:9000-10800	AVG	9000-1080	414	169	16.27	974.51
501:9000-10800	AVG	9000-1080	501	418	290.95	1607.36
502:9000-10800	AVG	9000-1080	502	188	1054.14	4928.34
503:9000-10800	AVG	9000-1080	503	336	166.71	549
504:9000-10800	AVG	9000-1080	504	294	63.43	3189.51
505:9000-10800	AVG	9000-1080	505	225	33.39	2265.78
506:9000-10800	AVG	9000-1080	506	312	150.37	12375.75
507:9000-10800	AVG	9000-1080	507	120	37.06	2215.37
508:9000-10800	AVG	9000-1080	508	608	211.27	1495.14
509:9000-10800	AVG	9000-1080	509	487	1556.87	13154.77

FREEWAY VISSIM
AM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
510:9000-10800	AVG	9000-1080	510	356	29.33	2208
511:9000-10800	AVG	9000-1080	511	464	38.6	2643.56
512:9000-10800	AVG	9000-1080	512	748	12.82	864.78
513:9000-10800	AVG	9000-1080	513	307	61.28	4161.49
514:9000-10800	AVG	9000-1080	514	554	11.44	921.39
2:10800-12600	AVG	10800-126	2	359	2007.15	8027.56
3:10800-12600	AVG	10800-126	3	186	1204.49	5037.28
4:10800-12600	AVG	10800-126	4	400	181.24	546.7
5:10800-12600	AVG	10800-126	5	302	50.09	3232.23
6:10800-12600	AVG	10800-126	6	248	34.48	2340.62
7:10800-12600	AVG	10800-126	7	344	197.56	12379.07
8:10800-12600	AVG	10800-126	8	150	81.17	1981.08
9:10800-12600	AVG	10800-126	9	204	66.83	443.85
10:10800-12600	AVG	10800-126	10	314	321.32	1572.51
11:10800-12600	AVG	10800-126	11	323	2112.2	13201.56
12:10800-12600	AVG	10800-126	12	225	31.21	2320.03
13:10800-12600	AVG	10800-126	13	297	40.59	2786.99
14:10800-12600	AVG	10800-126	14	486	11.34	767.16
15:10800-12600	AVG	10800-126	15	191	70.32	4762.7
16:10800-12600	AVG	10800-126	16	283	5.45	378.08
17:10800-12600	AVG	10800-126	17	452	9.3	750.69
18:10800-12600	AVG	10800-126	18	523	2383.61	7925.11
19:10800-12600	AVG	10800-126	19	385	559.18	1273.94
20:10800-12600	AVG	10800-126	20	248	51.83	4108.96
21:10800-12600	AVG	10800-126	21	448	30.7	2748.94
23:10800-12600	AVG	10800-126	23	136	82.19	6932.69
24:10800-12600	AVG	10800-126	24	335	12.88	1055.15
26:10800-12600	AVG	10800-126	26	356	2526.68	7790.62
27:10800-12600	AVG	10800-126	27	196	50.02	4335.68
28:10800-12600	AVG	10800-126	28	452	7.71	632.34
29:10800-12600	AVG	10800-126	29	1854	96.28	8518.76
30:10800-12600	AVG	10800-126	30	1676	59.04	5162.12
31:10800-12600	AVG	10800-126	31	1426	86.24	7615.31
101:10800-12600	AVG	10800-126	101	142	442.73	619.46
102:10800-12600	AVG	10800-126	102	122	1116.04	1549.76
103:10800-12600	AVG	10800-126	103	215	439.03	651.02
104:10800-12600	AVG	10800-126	104	297	11.27	738.08
105:10800-12600	AVG	10800-126	105	127	36.01	2164.36
106:10800-12600	AVG	10800-126	106	199	14.59	924.9
107:10800-12600	AVG	10800-126	107	154	304.12	528.29
108:10800-12600	AVG	10800-126	108	62	34.22	2317.59
109:10800-12600	AVG	10800-126	109	261	94.6	5680.36
110:10800-12600	AVG	10800-126	110	93	10.89	661.51
111:10800-12600	AVG	10800-126	111	169	20.07	1213.6
112:10800-12600	AVG	10800-126	112	92	13.65	940.31
113:10800-12600	AVG	10800-126	113	171	15.32	1058.23
114:10800-12600	AVG	10800-126	114	155	5.39	449.36
115:10800-12600	AVG	10800-126	115	84	38.99	2766.3
116:10800-12600	AVG	10800-126	116	257	10.48	654.45
117:10800-12600	AVG	10800-126	117	30	88.92	3032.32
118:10800-12600	AVG	10800-126	118	173	44.79	2718.35
119:10800-12600	AVG	10800-126	119	93	1035.64	2686.25
120:10800-12600	AVG	10800-126	120	16	25.24	1656.68
121:10800-12600	AVG	10800-126	121	185	22.36	1316.7
122:10800-12600	AVG	10800-126	122	71	35.38	2490.33

FREEWAY VISSIM
AM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
126:10800-12600	AVG	10800-126	126	86	289.23	277.01
127:10800-12600	AVG	10800-126	127	189	9.93	485.28
128:10800-12600	AVG	10800-126	128	50	20	194.96
129:10800-12600	AVG	10800-126	129	71	4.9	272.92
130:10800-12600	AVG	10800-126	130	92	207.82	885.04
131:10800-12600	AVG	10800-126	131	74	22.66	1122.76
132:10800-12600	AVG	10800-126	132	194	24.45	1463.13
133:10800-12600	AVG	10800-126	133	97	25.59	1230.73
134:10800-12600	AVG	10800-126	134	159	13.17	316.64
135:10800-12600	AVG	10800-126	135	233	63.61	318.84
136:10800-12600	AVG	10800-126	136	28	510.11	191.63
138:10800-12600	AVG	10800-126	138	96	33.73	1730.9
139:10800-12600	AVG	10800-126	139	37	120.47	2529.34
140:10800-12600	AVG	10800-126	140	239	173.15	795.17
141:10800-12600	AVG	10800-126	141	128	255.06	1197.07
142:10800-12600	AVG	10800-126	142	212	15.77	431.88
143:10800-12600	AVG	10800-126	143	89	107.07	141.75
144:10800-12600	AVG	10800-126	144	50	728.52	727.75
145:10800-12600	AVG	10800-126	145	200	61.77	3689.46
146:10800-12600	AVG	10800-126	146	5	1396.17	267.93
147:10800-12600	AVG	10800-126	147	55	802.32	1237.03
201:10800-12600	AVG	10800-126	201	188	1160.53	3862.04
202:10800-12600	AVG	10800-126	202	182	433.71	2850.14
203:10800-12600	AVG	10800-126	203	302	49.93	3223.5
204:10800-12600	AVG	10800-126	204	248	34.83	2364.3
205:10800-12600	AVG	10800-126	205	321	32.55	2676.78
206:10800-12600	AVG	10800-126	206	340	113.59	7466.89
207:10800-12600	AVG	10800-126	207	344	50.9	1966.03
208:10800-12600	AVG	10800-126	208	144	130.15	2907.28
209:10800-12600	AVG	10800-126	209	200	443.59	2885.82
210:10800-12600	AVG	10800-126	210	360	402.33	1977.5
211:10800-12600	AVG	10800-126	211	333	1336.26	7465.79
212:10800-12600	AVG	10800-126	212	323	629.95	2907.63
213:10800-12600	AVG	10800-126	213	225	31.11	2315.45
214:10800-12600	AVG	10800-126	214	297	40.4	2773.18
215:10800-12600	AVG	10800-126	215	191	40.4	2752.44
216:10800-12600	AVG	10800-126	216	192	55.9	3881.13
301:10800-12600	AVG	10800-126	301	358	298.96	1109.9
302:10800-12600	AVG	10800-126	302	187	1022.08	3629.82
303:10800-12600	AVG	10800-126	303	186	159.72	1201.63
304:10800-12600	AVG	10800-126	304	400	189.86	575.03
305:10800-12600	AVG	10800-126	305	314	25.73	1696.78
306:10800-12600	AVG	10800-126	306	310	13.67	918.93
307:10800-12600	AVG	10800-126	307	302	10.41	601.08
308:10800-12600	AVG	10800-126	308	248	32.03	2174.44
309:10800-12600	AVG	10800-126	309	322	7.73	596.4
310:10800-12600	AVG	10800-126	310	321	10.47	872.9
311:10800-12600	AVG	10800-126	311	341	143.63	9397.94
312:10800-12600	AVG	10800-126	312	344	40.07	1501.67
313:10800-12600	AVG	10800-126	313	149	18.6	499.97
314:10800-12600	AVG	10800-126	314	204	72.94	524.74
315:10800-12600	AVG	10800-126	315	315	305.75	1493.1
316:10800-12600	AVG	10800-126	316	314	22.12	81.28
317:10800-12600	AVG	10800-126	317	369	125.6	452.74
318:10800-12600	AVG	10800-126	318	363	223.56	1064.11

FREEWAY VISSIM
AM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
319:10800-12600	AVG	10800-126	319	328	1708.83	10215.8
320:10800-12600	AVG	10800-126	320	323	301.32	1497.69
321:10800-12600	AVG	10800-126	321	225	30.07	2243.92
322:10800-12600	AVG	10800-126	322	297	11.42	801.83
323:10800-12600	AVG	10800-126	323	297	10.07	687.88
324:10800-12600	AVG	10800-126	324	297	16.15	1095.75
325:10800-12600	AVG	10800-126	325	486	17.44	1166.07
326:10800-12600	AVG	10800-126	326	192	46.43	3160.43
327:10800-12600	AVG	10800-126	327	191	12.36	827.26
328:10800-12600	AVG	10800-126	328	283	7.04	486.47
329:10800-12600	AVG	10800-126	329	452	6.33	500
401:10800-12600	AVG	10800-126	401	171	9.94	732.47
402:10800-12600	AVG	10800-126	402	215	366.75	543.52
403:10800-12600	AVG	10800-126	403	84	394.86	394.55
404:10800-12600	AVG	10800-126	404	48	28.93	228.08
405:10800-12600	AVG	10800-126	405	74	13.26	640.5
406:10800-12600	AVG	10800-126	406	194	20.93	1230.8
407:10800-12600	AVG	10800-126	407	123	205.47	745.2
408:10800-12600	AVG	10800-126	408	54	710.78	1057.63
409:10800-12600	AVG	10800-126	409	92	203.01	841.38
410:10800-12600	AVG	10800-126	410	70	7.78	370.08
411:10800-12600	AVG	10800-126	411	189	11.79	527.14
412:10800-12600	AVG	10800-126	412	298	9.49	596.82
413:10800-12600	AVG	10800-126	413	92	10.72	730.95
414:10800-12600	AVG	10800-126	414	168	16.23	974.51
501:10800-12600	AVG	10800-126	501	360	444.81	1607.36
502:10800-12600	AVG	10800-126	502	186	1184.33	4928.34
503:10800-12600	AVG	10800-126	503	400	181.62	549
504:10800-12600	AVG	10800-126	504	302	49.22	3189.51
505:10800-12600	AVG	10800-126	505	248	33.37	2265.78
506:10800-12600	AVG	10800-126	506	344	197.42	12375.75
507:10800-12600	AVG	10800-126	507	150	91.47	2215.37
508:10800-12600	AVG	10800-126	508	314	306.65	1495.14
509:10800-12600	AVG	10800-126	509	323	2104.81	13154.77
510:10800-12600	AVG	10800-126	510	225	29.52	2208
511:10800-12600	AVG	10800-126	511	297	38.49	2643.56
512:10800-12600	AVG	10800-126	512	486	12.89	864.78
513:10800-12600	AVG	10800-126	513	191	61.37	4161.49
514:10800-12600	AVG	10800-126	514	452	11.38	921.39
2:12600-14400	AVG	12600-144	2	233	1433.35	8027.56
3:12600-14400	AVG	12600-144	3	114	836.6	5037.28
4:12600-14400	AVG	12600-144	4	310	75.8	546.7
5:12600-14400	AVG	12600-144	5	220	58.52	3232.23
6:12600-14400	AVG	12600-144	6	176	34.8	2340.62
7:12600-14400	AVG	12600-144	7	248	252.53	12379.07
8:12600-14400	AVG	12600-144	8	131	126.77	1981.08
9:12600-14400	AVG	12600-144	9	158	88.11	443.85
10:12600-14400	AVG	12600-144	10	224	401.51	1572.51
11:12600-14400	AVG	12600-144	11	244	1838.53	13201.56
12:12600-14400	AVG	12600-144	12	165	32.35	2322.2
13:12600-14400	AVG	12600-144	13	216	40.3	2786.99
14:12600-14400	AVG	12600-144	14	361	11.2	767.16
15:12600-14400	AVG	12600-144	15	148	70.45	4762.7
16:12600-14400	AVG	12600-144	16	227	5.47	378.08
17:12600-14400	AVG	12600-144	17	377	9.29	750.69

FREEWAY VISSIM
AM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
18:12600-14400	AVG	12600-144	18	446	1069.21	7925.11
19:12600-14400	AVG	12600-144	19	335	150.63	1273.94
20:12600-14400	AVG	12600-144	20	209	52.73	4125.11
21:12600-14400	AVG	12600-144	21	349	30.56	2748.94
23:12600-14400	AVG	12600-144	23	124	82.61	6932.69
24:12600-14400	AVG	12600-144	24	301	12.88	1055.15
26:12600-14400	AVG	12600-144	26	305	1265.99	7790.62
27:12600-14400	AVG	12600-144	27	181	49.56	4335.68
28:12600-14400	AVG	12600-144	28	360	7.65	632.34
29:12600-14400	AVG	12600-144	29	1667	95.91	8518.76
30:12600-14400	AVG	12600-144	30	1511	58.73	5162.12
31:12600-14400	AVG	12600-144	31	1284	86.02	7615.31
101:12600-14400	AVG	12600-144	101	125	93.07	619.46
102:12600-14400	AVG	12600-144	102	109	307.87	1549.76
103:12600-14400	AVG	12600-144	103	191	116.31	651.02
104:12600-14400	AVG	12600-144	104	216	10.84	738.08
105:12600-14400	AVG	12600-144	105	94	35.82	2164.36
106:12600-14400	AVG	12600-144	106	144	14.67	924.9
107:12600-14400	AVG	12600-144	107	126	98.27	528.29
108:12600-14400	AVG	12600-144	108	54	34.08	2317.59
109:12600-14400	AVG	12600-144	109	230	94.17	5680.36
110:12600-14400	AVG	12600-144	110	81	10.93	661.51
111:12600-14400	AVG	12600-144	111	149	19.99	1213.6
112:12600-14400	AVG	12600-144	112	79	13.62	940.31
113:12600-14400	AVG	12600-144	113	118	14.85	1058.23
114:12600-14400	AVG	12600-144	114	106	5.38	449.36
115:12600-14400	AVG	12600-144	115	55	38.66	2766.3
116:12600-14400	AVG	12600-144	116	178	10.21	654.45
117:12600-14400	AVG	12600-144	117	24	47.5	3032.32
118:12600-14400	AVG	12600-144	118	122	43.13	2718.35
119:12600-14400	AVG	12600-144	119	75	399.03	2686.25
120:12600-14400	AVG	12600-144	120	12	25.02	1656.68
121:12600-14400	AVG	12600-144	121	163	22.44	1316.7
122:12600-14400	AVG	12600-144	122	50	35.24	2490.33
126:12600-14400	AVG	12600-144	126	83	80.58	277.01
127:12600-14400	AVG	12600-144	127	146	9.77	485.28
128:12600-14400	AVG	12600-144	128	46	17.97	194.96
129:12600-14400	AVG	12600-144	129	51	4.85	272.92
130:12600-14400	AVG	12600-144	130	83	106.41	885.04
131:12600-14400	AVG	12600-144	131	57	22.89	1122.76
132:12600-14400	AVG	12600-144	132	132	26.43	1463.13
133:12600-14400	AVG	12600-144	133	66	28.38	1230.73
134:12600-14400	AVG	12600-144	134	110	12.53	316.64
135:12600-14400	AVG	12600-144	135	175	263.34	318.84
136:12600-14400	AVG	12600-144	136	24	176.98	191.63
138:12600-14400	AVG	12600-144	138	63	36.64	1730.9
139:12600-14400	AVG	12600-144	139	20	55.87	2062.39
140:12600-14400	AVG	12600-144	140	172	341.23	795.17
141:12600-14400	AVG	12600-144	141	83	377.56	1073.41
142:12600-14400	AVG	12600-144	142	151	14.7	431.88
143:12600-14400	AVG	12600-144	143	44	244.15	141.75
144:12600-14400	AVG	12600-144	144	24	876.13	727.75
145:12600-14400	AVG	12600-144	145	176	61.36	3689.46
146:12600-14400	AVG	12600-144	146	4	1508.37	267.93
147:12600-14400	AVG	12600-144	147	27	900.11	1237.03

FREEWAY VISSIM
AM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
201:12600-14400	AVG	12600-144	201	115	802.21	3862.04
202:12600-14400	AVG	12600-144	202	111	307.71	2850.14
203:12600-14400	AVG	12600-144	203	220	58.29	3223.5
204:12600-14400	AVG	12600-144	204	176	35.14	2364.3
205:12600-14400	AVG	12600-144	205	237	32.87	2676.78
206:12600-14400	AVG	12600-144	206	227	146.7	7466.89
207:12600-14400	AVG	12600-144	207	246	74.99	1966.03
208:12600-14400	AVG	12600-144	208	123	188.59	2907.28
209:12600-14400	AVG	12600-144	209	147	593.63	2885.82
210:12600-14400	AVG	12600-144	210	246	391.09	1977.5
211:12600-14400	AVG	12600-144	211	248	1010.35	7465.79
212:12600-14400	AVG	12600-144	212	244	368.03	2907.63
213:12600-14400	AVG	12600-144	213	165	32.25	2317.62
214:12600-14400	AVG	12600-144	214	216	40.11	2773.18
215:12600-14400	AVG	12600-144	215	145	40.55	2752.44
216:12600-14400	AVG	12600-144	216	148	56.01	3881.13
301:12600-14400	AVG	12600-144	301	233	187.21	1109.9
302:12600-14400	AVG	12600-144	302	115	715.11	3629.82
303:12600-14400	AVG	12600-144	303	114	109.02	1201.63
304:12600-14400	AVG	12600-144	304	310	79.37	575.03
305:12600-14400	AVG	12600-144	305	224	26.06	1696.78
306:12600-14400	AVG	12600-144	306	221	13.83	918.93
307:12600-14400	AVG	12600-144	307	220	18.5	601.08
308:12600-14400	AVG	12600-144	308	176	32.31	2174.44
309:12600-14400	AVG	12600-144	309	233	7.82	596.4
310:12600-14400	AVG	12600-144	310	236	10.58	872.9
311:12600-14400	AVG	12600-144	311	233	184.61	9397.94
312:12600-14400	AVG	12600-144	312	248	58.24	1501.67
313:12600-14400	AVG	12600-144	313	121	31.38	499.97
314:12600-14400	AVG	12600-144	314	158	99.43	524.74
315:12600-14400	AVG	12600-144	315	225	385.64	1493.1
316:12600-14400	AVG	12600-144	316	224	18.06	81.28
317:12600-14400	AVG	12600-144	317	247	121.39	452.74
318:12600-14400	AVG	12600-144	318	247	222.17	1064.11
319:12600-14400	AVG	12600-144	319	246	1386.54	10215.8
320:12600-14400	AVG	12600-144	320	244	175.79	1497.69
321:12600-14400	AVG	12600-144	321	165	30.14	2243.92
322:12600-14400	AVG	12600-144	322	216	11.37	801.83
323:12600-14400	AVG	12600-144	323	217	9.97	687.88
324:12600-14400	AVG	12600-144	324	216	16	1095.75
325:12600-14400	AVG	12600-144	325	360	17.22	1166.07
326:12600-14400	AVG	12600-144	326	146	46.6	3160.43
327:12600-14400	AVG	12600-144	327	148	12.32	827.26
328:12600-14400	AVG	12600-144	328	227	7.08	486.47
329:12600-14400	AVG	12600-144	329	377	6.32	500
401:12600-14400	AVG	12600-144	401	118	9.9	732.47
402:12600-14400	AVG	12600-144	402	190	97.25	543.52
403:12600-14400	AVG	12600-144	403	85	114.25	394.55
404:12600-14400	AVG	12600-144	404	46	23.63	228.08
405:12600-14400	AVG	12600-144	405	57	13.21	640.5
406:12600-14400	AVG	12600-144	406	132	22.65	1230.8
407:12600-14400	AVG	12600-144	407	80	326.79	745.2
408:12600-14400	AVG	12600-144	408	27	820.43	1057.63
409:12600-14400	AVG	12600-144	409	83	101.41	841.38
410:12600-14400	AVG	12600-144	410	51	7.72	370.08

FREEWAY VISSIM
AM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
411:12600-14400	AVG	12600-144	411	145	11.57	527.14
412:12600-14400	AVG	12600-144	412	217	9.15	596.82
413:12600-14400	AVG	12600-144	413	79	10.69	730.95
414:12600-14400	AVG	12600-144	414	149	16.17	974.51
501:12600-14400	AVG	12600-144	501	233	256.09	1607.36
502:12600-14400	AVG	12600-144	502	114	822.04	4928.34
503:12600-14400	AVG	12600-144	503	310	75.43	549
504:12600-14400	AVG	12600-144	504	220	57.55	3189.51
505:12600-14400	AVG	12600-144	505	176	33.67	2265.78
506:12600-14400	AVG	12600-144	506	248	252.09	12375.75
507:12600-14400	AVG	12600-144	507	133	141.66	2215.37
508:12600-14400	AVG	12600-144	508	225	384.43	1495.14
509:12600-14400	AVG	12600-144	509	244	1829.7	13154.77
510:12600-14400	AVG	12600-144	510	165	29.59	2208
511:12600-14400	AVG	12600-144	511	216	38.18	2643.56
512:12600-14400	AVG	12600-144	512	361	12.78	864.78
513:12600-14400	AVG	12600-144	513	148	61.52	4161.49
514:12600-14400	AVG	12600-144	514	378	11.37	921.39
2:14400-16200	AVG	14400-162	2	373	1131.91	8027.56
3:14400-16200	AVG	14400-162	3	179	483.13	5037.28
4:14400-16200	AVG	14400-162	4	465	34.17	546.7
5:14400-16200	AVG	14400-162	5	362	70.59	3232.23
6:14400-16200	AVG	14400-162	6	293	35.07	2340.62
7:14400-16200	AVG	14400-162	7	366	153.09	12379.07
8:14400-16200	AVG	14400-162	8	166	35.52	1981.08
9:14400-16200	AVG	14400-162	9	143	27.57	443.85
10:14400-16200	AVG	14400-162	10	226	209.38	1572.51
11:14400-16200	AVG	14400-162	11	246	1598.02	13201.56
12:14400-16200	AVG	14400-162	12	171	30.99	2320.03
13:14400-16200	AVG	14400-162	13	230	40.7	2786.99
14:14400-16200	AVG	14400-162	14	323	11.14	767.16
15:14400-16200	AVG	14400-162	15	123	71.33	4762.7
16:14400-16200	AVG	14400-162	16	285	5.46	378.08
17:14400-16200	AVG	14400-162	17	425	9.27	750.69
18:14400-16200	AVG	14400-162	18	893	594.79	7925.11
19:14400-16200	AVG	14400-162	19	630	49.41	1273.94
20:14400-16200	AVG	14400-162	20	410	52.37	4124.54
21:14400-16200	AVG	14400-162	21	566	30.48	2748.94
23:14400-16200	AVG	14400-162	23	246	83.61	6932.69
24:14400-16200	AVG	14400-162	24	433	13.24	1055.15
26:14400-16200	AVG	14400-162	26	651	636.16	7790.62
27:14400-16200	AVG	14400-162	27	383	52.62	4357.46
28:14400-16200	AVG	14400-162	28	594	7.66	632.34
29:14400-16200	AVG	14400-162	29	1871	95.82	8518.76
30:14400-16200	AVG	14400-162	30	1511	58.55	5162.12
31:14400-16200	AVG	14400-162	31	1291	85.86	7615.31
101:14400-16200	AVG	14400-162	101	213	16.65	619.46
102:14400-16200	AVG	14400-162	102	156	62.76	1549.76
103:14400-16200	AVG	14400-162	103	292	44.32	651.02
104:14400-16200	AVG	14400-162	104	200	10.93	738.08
105:14400-16200	AVG	14400-162	105	78	35.1	2164.36
106:14400-16200	AVG	14400-162	106	152	14.46	924.9
107:14400-16200	AVG	14400-162	107	265	29.93	528.29
108:14400-16200	AVG	14400-162	108	117	34.06	2317.59
109:14400-16200	AVG	14400-162	109	223	94.25	5680.36

FREEWAY VISSIM
AM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
110:14400-16200	AVG	14400-162	110	82	10.95	661.51
111:14400-16200	AVG	14400-162	111	141	19.92	1213.6
112:14400-16200	AVG	14400-162	112	161	13.68	940.31
113:14400-16200	AVG	14400-162	113	183	14.63	1058.23
114:14400-16200	AVG	14400-162	114	165	5.4	449.36
115:14400-16200	AVG	14400-162	115	90	38.98	2766.3
116:14400-16200	AVG	14400-162	116	211	10.42	654.45
117:14400-16200	AVG	14400-162	117	45	45.08	3032.32
118:14400-16200	AVG	14400-162	118	122	44	2718.35
119:14400-16200	AVG	14400-162	119	141	106.55	2686.25
120:14400-16200	AVG	14400-162	120	18	25.33	1656.68
121:14400-16200	AVG	14400-162	121	170	22.31	1316.7
122:14400-16200	AVG	14400-162	122	74	35.17	2490.33
126:14400-16200	AVG	14400-162	126	101	53.91	277.01
127:14400-16200	AVG	14400-162	127	92	9.67	485.28
128:14400-16200	AVG	14400-162	128	71	23.95	194.96
129:14400-16200	AVG	14400-162	129	58	4.87	272.92
130:14400-16200	AVG	14400-162	130	78	110.99	885.04
131:14400-16200	AVG	14400-162	131	54	22.95	1122.76
132:14400-16200	AVG	14400-162	132	199	26.16	1463.13
133:14400-16200	AVG	14400-162	133	104	31	1230.73
134:14400-16200	AVG	14400-162	134	159	16.08	316.64
135:14400-16200	AVG	14400-162	135	179	20.9	318.84
136:14400-16200	AVG	14400-162	136	30	77.79	191.63
138:14400-16200	AVG	14400-162	138	96	37.05	1730.9
139:14400-16200	AVG	14400-162	139	26	49.57	1981.52
140:14400-16200	AVG	14400-162	140	173	59.62	795.17
141:14400-16200	AVG	14400-162	141	87	95.56	1085.17
142:14400-16200	AVG	14400-162	142	186	33.36	431.88
143:14400-16200	AVG	14400-162	143	58	56.41	141.75
144:14400-16200	AVG	14400-162	144	32	464.36	727.75
145:14400-16200	AVG	14400-162	145	189	61.14	3689.46
146:14400-16200	AVG	14400-162	146	4	820.22	267.93
147:14400-16200	AVG	14400-162	147	36	468.74	1237.03
201:14400-16200	AVG	14400-162	201	182	477.11	3862.04
202:14400-16200	AVG	14400-162	202	173	138.1	2850.14
203:14400-16200	AVG	14400-162	203	362	70.26	3223.5
204:14400-16200	AVG	14400-162	204	293	35.41	2364.3
205:14400-16200	AVG	14400-162	205	347	33.31	2676.78
206:14400-16200	AVG	14400-162	206	367	91.54	7466.89
207:14400-16200	AVG	14400-162	207	366	24.54	1966.03
208:14400-16200	AVG	14400-162	208	158	84.53	2907.28
209:14400-16200	AVG	14400-162	209	139	275.42	2885.82
210:14400-16200	AVG	14400-162	210	255	225	1977.5
211:14400-16200	AVG	14400-162	211	251	859.44	7465.79
212:14400-16200	AVG	14400-162	212	246	327.78	2907.63
213:14400-16200	AVG	14400-162	213	171	30.9	2315.45
214:14400-16200	AVG	14400-162	214	230	40.52	2773.18
215:14400-16200	AVG	14400-162	215	123	40.27	2752.44
216:14400-16200	AVG	14400-162	216	123	56.73	3881.13
301:14400-16200	AVG	14400-162	301	373	101.65	1109.9
302:14400-16200	AVG	14400-162	302	182	403.31	3629.82
303:14400-16200	AVG	14400-162	303	179	44.79	1201.63
304:14400-16200	AVG	14400-162	304	465	35.69	575.03
305:14400-16200	AVG	14400-162	305	363	26.15	1696.78

FREEWAY VISSIM
AM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
306:14400-16200	AVG	14400-162	306	365	16.87	918.93
307:14400-16200	AVG	14400-162	307	361	27.61	601.08
308:14400-16200	AVG	14400-162	308	293	32.53	2174.44
309:14400-16200	AVG	14400-162	309	348	8.05	596.4
310:14400-16200	AVG	14400-162	310	348	10.7	872.9
311:14400-16200	AVG	14400-162	311	367	115.18	9397.94
312:14400-16200	AVG	14400-162	312	366	19.05	1501.67
313:14400-16200	AVG	14400-162	313	167	6.41	499.97
314:14400-16200	AVG	14400-162	314	143	28.46	524.74
315:14400-16200	AVG	14400-162	315	226	197.43	1493.1
316:14400-16200	AVG	14400-162	316	226	11.47	81.28
317:14400-16200	AVG	14400-162	317	262	76.82	452.74
318:14400-16200	AVG	14400-162	318	257	119.75	1064.11
319:14400-16200	AVG	14400-162	319	254	1203.06	10215.8
320:14400-16200	AVG	14400-162	320	246	162.45	1497.69
321:14400-16200	AVG	14400-162	321	171	29.88	2243.92
322:14400-16200	AVG	14400-162	322	228	11.38	801.83
323:14400-16200	AVG	14400-162	323	228	10.11	687.88
324:14400-16200	AVG	14400-162	324	230	16.25	1095.75
325:14400-16200	AVG	14400-162	325	324	17.11	1166.07
326:14400-16200	AVG	14400-162	326	123	46.29	3160.43
327:14400-16200	AVG	14400-162	327	123	12.53	827.26
328:14400-16200	AVG	14400-162	328	285	7.06	486.47
329:14400-16200	AVG	14400-162	329	426	6.3	500
401:14400-16200	AVG	14400-162	401	183	9.89	732.47
402:14400-16200	AVG	14400-162	402	292	37.33	543.52
403:14400-16200	AVG	14400-162	403	99	82.11	394.55
404:14400-16200	AVG	14400-162	404	71	29.86	228.08
405:14400-16200	AVG	14400-162	405	54	13.44	640.5
406:14400-16200	AVG	14400-162	406	199	22.44	1230.8
407:14400-16200	AVG	14400-162	407	83	70.49	745.2
408:14400-16200	AVG	14400-162	408	36	395.05	1057.63
409:14400-16200	AVG	14400-162	409	78	106.9	841.38
410:14400-16200	AVG	14400-162	410	58	7.75	370.08
411:14400-16200	AVG	14400-162	411	92	11.35	527.14
412:14400-16200	AVG	14400-162	412	200	9.26	596.82
413:14400-16200	AVG	14400-162	413	161	10.74	730.95
414:14400-16200	AVG	14400-162	414	140	16.1	974.51
501:14400-16200	AVG	14400-162	501	374	161.1	1607.36
502:14400-16200	AVG	14400-162	502	179	472.13	4928.34
503:14400-16200	AVG	14400-162	503	465	34.24	549
504:14400-16200	AVG	14400-162	504	362	69.63	3189.51
505:14400-16200	AVG	14400-162	505	293	33.89	2265.78
506:14400-16200	AVG	14400-162	506	366	153.05	12375.75
507:14400-16200	AVG	14400-162	507	165	43.27	2215.37
508:14400-16200	AVG	14400-162	508	226	198.21	1495.14
509:14400-16200	AVG	14400-162	509	246	1590.12	13154.77
510:14400-16200	AVG	14400-162	510	171	29.35	2208
511:14400-16200	AVG	14400-162	511	230	38.59	2643.56
512:14400-16200	AVG	14400-162	512	323	12.7	864.78
513:14400-16200	AVG	14400-162	513	123	62.31	4161.49
514:14400-16200	AVG	14400-162	514	425	11.34	921.39

VISSIM FREEWAY OUTPUT

(PM PEAK PERIOD)

VISSIM PM PEAK PERIOD
FREEWAY SUMMARY

				Hour 1 (1800-5400)					Hour 2 (5400-9000)					Hour 3 (9000-12600)					Hour 4 (12600-16200)				
# of lanes	Distance	Measurement #	Description	Vol	Travel Time	Density	Speed	LOS	Vol	Travel Time	Density	Speed	LOS	Vol	Travel Time	Density	Speed	LOS	Vol	Travel Time	Density	Speed	LOS
4	1109.9	301	**E2-E3**	3412	90.944	102.51	8.32	F	2795	146.894	135.64	5.15	F	2252	154.437	114.90	4.90	F	1260	135.476	56.39	5.59	F
2	3629.82	302	**E3-E4**	1423	478.206	137.48	5.18	F	1277	598.565	154.43	4.13	F	1057	627.979	134.10	3.94	F	541	613.670	67.07	4.03	F
1	1201.63	303	**E4-E5**	1416	73.773	127.50	11.11	F	1268	87.065	134.75	9.41	F	1044	93.269	118.85	8.78	F	530	84.830	54.88	9.66	F
4	575.03	304	**E5-E6**	3531	62.037	139.68	6.32	F	3154	72.387	145.58	5.42	F	2586	77.930	128.50	5.03	F	1306	88.806	73.96	4.41	F
3	1696.78	305	**E6-E7**	2678	34.745	26.81	33.30	D	2356	28.747	19.51	40.24	C	1906	26.192	14.38	44.17	B	919	26.638	7.05	43.43	A
3	918.93	306	**E7-E78**	2686	23.238	33.21	26.96	D	2345	17.488	21.82	35.83	C	1876	14.474	14.45	43.29	B	900	15.866	7.60	39.49	A
4	601.08	307	**E78-E8**	2692	31.025	50.95	13.21	F	2340	20.497	29.26	19.99	D	1854	14.866	16.81	27.57	B	882	18.536	9.97	22.11	A
3	2174.44	308	**E8-E9**	1925	32.160	13.92	46.10	B	1626	45.393	16.59	32.66	B	1286	40.444	11.69	36.66	B	584	119.467	15.69	12.41	B
4	596.4	309	**E9-E910**	2674	7.870	12.94	51.67	B	2256	16.544	22.95	24.58	C	1806	15.542	17.26	26.16	B	813	62.938	31.46	6.46	D
3	872.9	310	**E910-E10**	2678	10.575	15.86	56.28	B	2229	20.535	25.64	28.98	C	1772	21.635	21.47	27.51	C	789	76.699	33.89	7.76	D
3	9397.94	311	**E10-E11**	2500	147.500	19.18	43.44	C	2054	351.769	37.59	18.22	E	1313	520.913	35.58	12.30	E	704	997.917	36.55	6.42	E
3	1501.67	312	**E11-E12**	2470	56.099	45.11	18.25	F	2000	105.535	68.72	9.70	F	1249	166.159	67.56	6.16	F	701	299.939	68.45	3.41	F
2	499.97	313	**E12-E13**	945	40.557	56.22	8.41	F	761	82.263	91.82	4.14	F	439	105.281	67.79	3.24	F	270	179.932	71.26	1.89	F
2	524.74	314	**W1-W2**	985	11.766	16.20	30.41	B	763	11.723	12.50	30.52	B	604	11.841	10.00	30.21	A	504	11.921	8.40	30.01	A
3	1493.1	315	**W2-W3**	2693	23.541	20.76	43.24	C	2167	23.402	16.60	43.50	B	1731	23.298	13.20	43.70	B	1177	23.267	8.97	43.75	A
3	81.28	316	**W3-W4**	2694	1.195	19.37	46.37	C	2167	1.190	15.51	46.57	B	1732	1.186	12.35	46.74	B	1175	1.194	8.44	46.42	A
4	452.74	317	**W4-W45**	3552	5.996	17.25	51.48	B	2906	5.911	13.91	52.23	B	2424	5.840	11.47	52.86	B	1721	5.772	8.05	53.48	A
3	1064.11	318	**W45-W5**	3546	13.017	21.21	55.74	C	2915	12.945	17.34	56.05	B	2425	12.913	14.39	56.19	B	1697	12.888	10.05	56.29	A
3	10215.8	319	**W5-W6**	3575	125.125	21.41	55.67	C	2941	124.480	17.52	55.96	B	2423	124.259	14.41	56.05	B	1510	127.950	9.25	54.44	A
3	1497.69	320	**W6-W7**	3585	18.833	22.04	54.22	C	2939	18.583	17.83	54.95	B	2408	18.961	14.90	53.86	B	1492	22.721	11.07	44.94	B
3	2243.92	321	**W7-W8**	2916	29.764	18.91	51.40	C	2407	29.596	15.52	51.69	B	1980	29.535	12.74	51.80	B	1252	29.437	8.03	51.97	A
4	801.83	322	**W8-W89**	3479	11.612	18.47	47.08	C	2945	11.546	15.55	47.35	B	2466	11.511	12.98	47.49	B	1507	11.387	7.85	48.01	A
3	687.88	323	**W89-W9**	3475	10.316	25.48	45.46	C	2951	10.251	21.50	45.75	C	2467	10.197	17.88	45.99	B	1510	10.077	10.81	46.54	A
3	1095.75	324	**W9-W10**	3475	16.650	25.81	44.87	C	2960	16.512	21.81	45.25	C	2470	16.381	18.05	45.61	C	1518	16.128	10.92	46.32	A
4	1166.07	325	**W10-W11**	4535	19.490	27.79	40.79	D	3910	18.469	22.71	43.05	C	3258	18.008	18.45	44.15	C	1983	17.461	10.89	45.53	A
2	3160.43	326	**W11-W12**	1514	47.334	16.63	45.52	B	1315	47.054	14.36	45.80	B	1098	46.776	11.92	46.07	B	671	46.068	7.17	46.78	A
1	827.26	327	**W12-W13**	1516	12.712	34.17	44.37	D	1315	12.610	29.40	44.73	D	1099	12.496	24.35	45.14	C	674	12.243	14.63	46.07	B
4	486.47	328	**W13-W14**	3555	6.831	18.30	48.56	C	3135	6.804	16.08	48.75	B	2636	6.820	13.55	48.63	B	1489	6.831	7.67	48.55	A
5	500	329	**W14-W15**	4018	6.355	14.98	53.64	B	3582	6.345	13.33	53.73	B	3076	6.345	11.45	53.73	B	1917	6.340	7.13	53.77	A
3	732.47	401	**To NB & SB I-95 and I-95 Express**	1872	9.654	12.06	51.73	B	1508	9.907	9.97	50.41	A	1187	9.975	7.90	50.07	A	693	9.881	4.57	50.54	A
3	543.52	402	**From I-95 NB & SB**	2129	70.001	134.05	5.29	F	1905	87.025	149.12	4.26	F	1569	90.320	127.47	4.10	F	786	107.500	76.00	3.45	F
2	394.55	403	**To N Miami Ave**	864	111.640	179.28	2.41	F	781	120.234	174.53	2.24	F	642	130.195	155.36	2.07	F	338	149.550	93.95	1.80	F
1	228.08	404	**EB To Biscayne Blvd**	770	22.317	110.50	6.97	F	664	17.110	73.06	9.09	F	502	15.957	51.51	9.75	F	244	19.743	30.98	7.88	D
1	640.5	405	**EB From Biscayne Blvd**	747	13.785	23.58	31.68	C	662	26.593	40.31	16.42	E	552	19.766	24.98	22.09	C	252	68.400	39.47	6.38	E
2	1230.8	406	**To Alton Rd**	1521	22.414	20.31	37.44	C	1223	22.507	16.40	37.28	B	806	23.173	11.13	36.21	B	436	23.108	6.00	36.32	A
1	745.2	407	**From Alton Road NB**	1688	20.171	67.01	25.19	F	1412	20.165	56.04	25.20	F	1113	20.147	44.13	25.22	E	710	20.130	28.13	25.24	D
1	1057.63	408	**From Alton Road SB**	857	17.098	20.32	42.17	C	737	17.040	17.42	42.32	B	693	17.035	16.37	42.33	B	562	17.007	13.25	42.40	B
1	841.38	409	**WB To Biscayne Blvd**	663	12.625	14.59	45.44	B	545	12.541	11.91	45.74	B	426	16.062	11.93	35.72	B	238	35.473	14.72	16.17	B
1	370.08	410	**WB From Biscayne Blvd**	565	7.715	17.28	32.71	B	533	7.710	16.29	32.73	B	484	7.715	14.80	32.71	B	251	7.717	7.68	32.70	A
1	527.14	411	**From N Miami Ave**	1034	12.011	34.55	29.92	D	948	12.005	31.66	29.94	D	780	11.924	25.88	30.14	C	459	11.938	15.25	30.11	B
3	596.82	412	**To I-95 NB & SB**	3031	11.025	27.37	36.91	D	2599	10.380	22.10	39.20	C	2166	10.168	18.04	40.02	C	1318	9.687	10.46	42.01	A
3	730.95	413	**From I-95 NB/SB General Purpose Lanes**	2035	10.801	14.70	46.14	B	1821	10.775	13.12	46.25	B	1536	10.780	11.07	46.23	B	813	10.776	5.86	46.25	A
1	974.51	414	**From I-95 SB Express Lanes**	459	16.370	11.31	40.59	B	445	16.326	10.93	40.70	A	441	16.350	10.85	40.64	A	425	16.350	10.46	40.64	A

FREEWAY VISSIM
PM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
2:1800-3600	AVG	1800-3600	2	1912	178.12	8027.56
3:1800-3600	AVG	1800-3600	3	710	463.86	5037.28
4:1800-3600	AVG	1800-3600	4	1778	58.36	546.7
5:1800-3600	AVG	1800-3600	5	1377	109.71	3232.38
6:1800-3600	AVG	1800-3600	6	975	34.77	2341.12
7:1800-3600	AVG	1800-3600	7	1317	153.01	12379.07
8:1800-3600	AVG	1800-3600	8	461	45.3	1981.08
9:1800-3600	AVG	1800-3600	9	516	9.87	443.85
10:1800-3600	AVG	1800-3600	10	1404	24.54	1572.51
11:1800-3600	AVG	1800-3600	11	1910	163.15	13201.56
12:1800-3600	AVG	1800-3600	12	1548	30.93	2320.55
13:1800-3600	AVG	1800-3600	13	1842	41.77	2786.99
14:1800-3600	AVG	1800-3600	14	2390	12.67	767.16
15:1800-3600	AVG	1800-3600	15	798	73.3	4766.45
16:1800-3600	AVG	1800-3600	16	1871	5.25	374.7
17:1800-3600	AVG	1800-3600	17	2108	9.37	750.69
18:1800-3600	AVG	1800-3600	18	4470	318.68	7925.11
19:1800-3600	AVG	1800-3600	19	3269	45.96	1273.94
20:1800-3600	AVG	1800-3600	20	2171	52.4	4120.68
21:1800-3600	AVG	1800-3600	21	3263	30.97	2748.94
23:1800-3600	AVG	1800-3600	23	1189	83.32	6932.69
24:1800-3600	AVG	1800-3600	24	1476	13.67	1055.15
26:1800-3600	AVG	1800-3600	26	2242	420.71	7790.62
27:1800-3600	AVG	1800-3600	27	1175	54.82	4411.91
28:1800-3600	AVG	1800-3600	28	2634	7.63	632.34
29:1800-3600	AVG	1800-3600	29	4015	98.63	8518.76
30:1800-3600	AVG	1800-3600	30	1653	59.07	5162.12
31:1800-3600	AVG	1800-3600	31	1308	85.87	7615.31
101:1800-3600	AVG	1800-3600	101	1102	11.6	619.46
102:1800-3600	AVG	1800-3600	102	528	105.95	1549.76
103:1800-3600	AVG	1800-3600	103	1076	79.15	651.02
104:1800-3600	AVG	1800-3600	104	1611	14.35	738.08
105:1800-3600	AVG	1800-3600	105	711	38.55	2164.36
106:1800-3600	AVG	1800-3600	106	1091	14.78	924.9
107:1800-3600	AVG	1800-3600	107	1095	55.45	528.29
108:1800-3600	AVG	1800-3600	108	524	34.3	2317.59
109:1800-3600	AVG	1800-3600	109	353	95.88	5680.36
110:1800-3600	AVG	1800-3600	110	121	10.96	661.51
111:1800-3600	AVG	1800-3600	111	233	20.29	1213.72
112:1800-3600	AVG	1800-3600	112	1070	13.8	944.63
113:1800-3600	AVG	1800-3600	113	1080	13.93	1058.23
114:1800-3600	AVG	1800-3600	114	925	5.43	449.36
115:1800-3600	AVG	1800-3600	115	553	39.12	2766.3
116:1800-3600	AVG	1800-3600	116	1461	10.8	654.45
117:1800-3600	AVG	1800-3600	117	543	45.72	3032.32
118:1800-3600	AVG	1800-3600	118	907	46.42	2718.35
119:1800-3600	AVG	1800-3600	119	554	211.25	2686.25
120:1800-3600	AVG	1800-3600	120	155	25.3	1656.68
121:1800-3600	AVG	1800-3600	121	128	22.36	1316.7
122:1800-3600	AVG	1800-3600	122	378	35.37	2490.33
126:1800-3600	AVG	1800-3600	126	444	73.97	273.15
127:1800-3600	AVG	1800-3600	127	532	10.1	485.28
128:1800-3600	AVG	1800-3600	128	410	19.82	194.96
129:1800-3600	AVG	1800-3600	129	284	4.85	272.92
130:1800-3600	AVG	1800-3600	130	357	13.06	875.79

FREEWAY VISSIM
PM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
131:1800-3600	AVG	1800-3600	131	372	23.51	1122.76
132:1800-3600	AVG	1800-3600	132	824	25.27	1463.13
133:1800-3600	AVG	1800-3600	133	397	29.53	1230.73
134:1800-3600	AVG	1800-3600	134	962	18.35	316.64
135:1800-3600	AVG	1800-3600	135	1052	15.47	318.84
136:1800-3600	AVG	1800-3600	136	60	280.63	191.63
138:1800-3600	AVG	1800-3600	138	431	36.59	1730.9
139:1800-3600	AVG	1800-3600	139	517	59.34	2039.24
140:1800-3600	AVG	1800-3600	140	1073	47.15	795.17
141:1800-3600	AVG	1800-3600	141	879	29.84	1025.76
142:1800-3600	AVG	1800-3600	142	622	24.53	431.88
143:1800-3600	AVG	1800-3600	143	692	8.66	141.75
144:1800-3600	AVG	1800-3600	144	191	16.54	728.93
145:1800-3600	AVG	1800-3600	145	286	62.55	3689.46
146:1800-3600	AVG	1800-3600	146	266	8.74	267.93
147:1800-3600	AVG	1800-3600	147	462	20.22	1237.03
201:1800-3600	AVG	1800-3600	201	732	368.72	3862.04
202:1800-3600	AVG	1800-3600	202	669	205.49	2850.26
203:1800-3600	AVG	1800-3600	203	1377	109.28	3223.65
204:1800-3600	AVG	1800-3600	204	976	35.11	2364.8
205:1800-3600	AVG	1800-3600	205	1353	32.91	2676.78
206:1800-3600	AVG	1800-3600	206	1358	90.98	7466.89
207:1800-3600	AVG	1800-3600	207	1321	25.49	1966.03
208:1800-3600	AVG	1800-3600	208	434	96.06	2907.28
209:1800-3600	AVG	1800-3600	209	527	46.36	2885.82
210:1800-3600	AVG	1800-3600	210	1856	24.11	1977.5
211:1800-3600	AVG	1800-3600	211	1894	91.61	7465.79
212:1800-3600	AVG	1800-3600	212	1910	36.38	2907.63
213:1800-3600	AVG	1800-3600	213	1548	30.87	2315.96
214:1800-3600	AVG	1800-3600	214	1842	41.58	2773.18
215:1800-3600	AVG	1800-3600	215	796	42.6	2752.44
216:1800-3600	AVG	1800-3600	216	800	57.61	3881.49
301:1800-3600	AVG	1800-3600	301	1908	53.26	1109.9
302:1800-3600	AVG	1800-3600	302	718	396.44	3629.82
303:1800-3600	AVG	1800-3600	303	709	72.14	1201.63
304:1800-3600	AVG	1800-3600	304	1778	60.97	575.03
305:1800-3600	AVG	1800-3600	305	1351	39.74	1696.32
306:1800-3600	AVG	1800-3600	306	1364	28.77	918.93
307:1800-3600	AVG	1800-3600	307	1377	39.28	601.11
308:1800-3600	AVG	1800-3600	308	975	32.18	2173.18
309:1800-3600	AVG	1800-3600	309	1350	7.87	596.4
310:1800-3600	AVG	1800-3600	310	1354	10.57	872.9
311:1800-3600	AVG	1800-3600	311	1352	114.58	9397.94
312:1800-3600	AVG	1800-3600	312	1316	20.04	1501.67
313:1800-3600	AVG	1800-3600	313	487	6.35	499.97
314:1800-3600	AVG	1800-3600	314	516	11.78	524.74
315:1800-3600	AVG	1800-3600	315	1404	23.57	1493.1
316:1800-3600	AVG	1800-3600	316	1404	1.2	81.28
317:1800-3600	AVG	1800-3600	317	1865	6.02	452.74
318:1800-3600	AVG	1800-3600	318	1862	13.05	1064.11
319:1800-3600	AVG	1800-3600	319	1904	125.34	10215.8
320:1800-3600	AVG	1800-3600	320	1910	19.02	1497.69
321:1800-3600	AVG	1800-3600	321	1548	29.82	2244.25
322:1800-3600	AVG	1800-3600	322	1830	11.64	801.83
323:1800-3600	AVG	1800-3600	323	1832	10.34	687.88

FREEWAY VISSIM
PM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
324:1800-3600	AVG	1800-3600	324	1841	16.73	1095.75
325:1800-3600	AVG	1800-3600	325	2402	20.36	1166.07
326:1800-3600	AVG	1800-3600	326	798	47.5	3160.43
327:1800-3600	AVG	1800-3600	327	797	12.75	827.26
328:1800-3600	AVG	1800-3600	328	1871	6.84	483.12
329:1800-3600	AVG	1800-3600	329	2107	6.36	500
401:1800-3600	AVG	1800-3600	401	1080	9.4	732.47
402:1800-3600	AVG	1800-3600	402	1075	66.11	543.52
403:1800-3600	AVG	1800-3600	403	442	108.9	398.58
404:1800-3600	AVG	1800-3600	404	410	24	228.08
405:1800-3600	AVG	1800-3600	405	372	13.76	640.5
406:1800-3600	AVG	1800-3600	406	824	21.63	1230.8
407:1800-3600	AVG	1800-3600	407	875	20.19	745.2
408:1800-3600	AVG	1800-3600	408	461	17.14	1057.63
409:1800-3600	AVG	1800-3600	409	357	12.68	841.38
410:1800-3600	AVG	1800-3600	410	284	7.71	370.08
411:1800-3600	AVG	1800-3600	411	531	12.03	527.14
412:1800-3600	AVG	1800-3600	412	1612	11.39	596.82
413:1800-3600	AVG	1800-3600	413	1069	10.81	730.95
414:1800-3600	AVG	1800-3600	414	232	16.41	974.51
501:1800-3600	AVG	1800-3600	501	1911	71.9	1591.91
502:1800-3600	AVG	1800-3600	502	710	454.97	4856.68
503:1800-3600	AVG	1800-3600	503	1778	58.44	548.93
504:1800-3600	AVG	1800-3600	504	1377	109.08	3198.76
505:1800-3600	AVG	1800-3600	505	975	33.53	2265.44
506:1800-3600	AVG	1800-3600	506	1316	152.84	12367.83
507:1800-3600	AVG	1800-3600	507	456	56.64	2207.65
508:1800-3600	AVG	1800-3600	508	1404	23.36	1487.34
509:1800-3600	AVG	1800-3600	509	1910	162.53	13157.52
510:1800-3600	AVG	1800-3600	510	1548	29.39	2211.71
511:1800-3600	AVG	1800-3600	511	1841	39.41	2632.37
512:1800-3600	AVG	1800-3600	512	2402	20.14	1152.88
513:1800-3600	AVG	1800-3600	513	797	63.56	4196.15
514:1800-3600	AVG	1800-3600	514	2110	12.87	1042.97
2:3600-5400	AVG	3600-5400	2	1506	715.26	8027.56
3:3600-5400	AVG	3600-5400	3	706	664.63	5037.28
4:3600-5400	AVG	3600-5400	4	1753	60.44	546.7
5:3600-5400	AVG	3600-5400	5	1315	68.93	3232.38
6:3600-5400	AVG	3600-5400	6	950	34.79	2341.31
7:3600-5400	AVG	3600-5400	7	1154	270.09	12379.07
8:3600-5400	AVG	3600-5400	8	446	260.28	1981.08
9:3600-5400	AVG	3600-5400	9	469	9.8	443.85
10:3600-5400	AVG	3600-5400	10	1290	24.47	1572.51
11:3600-5400	AVG	3600-5400	11	1674	162.12	13201.56
12:3600-5400	AVG	3600-5400	12	1369	30.94	2323.08
13:3600-5400	AVG	3600-5400	13	1633	41.44	2786.99
14:3600-5400	AVG	3600-5400	14	2134	11.78	767.16
15:3600-5400	AVG	3600-5400	15	718	72.1	4766.45
16:3600-5400	AVG	3600-5400	16	1684	5.24	374.7
17:3600-5400	AVG	3600-5400	17	1911	9.35	750.69
18:3600-5400	AVG	3600-5400	18	4525	367.48	7925.11
19:3600-5400	AVG	3600-5400	19	3307	45.38	1273.94
20:3600-5400	AVG	3600-5400	20	2206	52.33	4119.79
21:3600-5400	AVG	3600-5400	21	3098	30.91	2748.94
23:3600-5400	AVG	3600-5400	23	1229	83.37	6932.69

FREEWAY VISSIM
PM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
24:3600-5400	AVG	3600-5400	24	1483	13.97	1055.15
26:3600-5400	AVG	3600-5400	26	1926	1014.01	7790.62
27:3600-5400	AVG	3600-5400	27	1002	55.41	4403.69
28:3600-5400	AVG	3600-5400	28	2189	7.58	632.34
29:3600-5400	AVG	3600-5400	29	3461	98.12	8518.76
30:3600-5400	AVG	3600-5400	30	1654	59.36	5162.12
31:3600-5400	AVG	3600-5400	31	1293	86.04	7615.31
101:3600-5400	AVG	3600-5400	101	1090	11.84	619.46
102:3600-5400	AVG	3600-5400	102	557	127.69	1549.76
103:3600-5400	AVG	3600-5400	103	1054	88.46	651.02
104:3600-5400	AVG	3600-5400	104	1419	12.67	738.08
105:3600-5400	AVG	3600-5400	105	620	38.04	2164.36
106:3600-5400	AVG	3600-5400	106	899	14.79	924.9
107:3600-5400	AVG	3600-5400	107	916	54.74	528.29
108:3600-5400	AVG	3600-5400	108	424	34.01	2317.59
109:3600-5400	AVG	3600-5400	109	355	95.64	5680.36
110:3600-5400	AVG	3600-5400	110	126	10.97	661.51
111:3600-5400	AVG	3600-5400	111	227	20.19	1213.72
112:3600-5400	AVG	3600-5400	112	966	13.78	944.63
113:3600-5400	AVG	3600-5400	113	793	15.16	1058.23
114:3600-5400	AVG	3600-5400	114	661	5.41	449.36
115:3600-5400	AVG	3600-5400	115	387	39.02	2766.3
116:3600-5400	AVG	3600-5400	116	1192	10.68	654.45
117:3600-5400	AVG	3600-5400	117	540	45.76	3032.32
118:3600-5400	AVG	3600-5400	118	802	45.84	2718.35
119:3600-5400	AVG	3600-5400	119	495	266.91	2686.25
120:3600-5400	AVG	3600-5400	120	131	25.36	1656.68
121:3600-5400	AVG	3600-5400	121	126	22.27	1316.7
122:3600-5400	AVG	3600-5400	122	277	35.31	2490.33
126:3600-5400	AVG	3600-5400	126	423	77.46	273.15
127:3600-5400	AVG	3600-5400	127	503	10.02	485.28
128:3600-5400	AVG	3600-5400	128	360	15.66	194.96
129:3600-5400	AVG	3600-5400	129	281	4.85	272.92
130:3600-5400	AVG	3600-5400	130	306	12.93	875.79
131:3600-5400	AVG	3600-5400	131	374	23.58	1122.76
132:3600-5400	AVG	3600-5400	132	697	27.35	1463.13
133:3600-5400	AVG	3600-5400	133	329	29.07	1230.73
134:3600-5400	AVG	3600-5400	134	744	17.83	316.64
135:3600-5400	AVG	3600-5400	135	976	15.29	318.84
136:3600-5400	AVG	3600-5400	136	79	162.26	191.63
138:3600-5400	AVG	3600-5400	138	365	46.47	1730.9
139:3600-5400	AVG	3600-5400	139	363	53.31	1998.44
140:3600-5400	AVG	3600-5400	140	986	47.63	795.17
141:3600-5400	AVG	3600-5400	141	820	37.55	1032.16
142:3600-5400	AVG	3600-5400	142	528	31.02	431.88
143:3600-5400	AVG	3600-5400	143	490	7	141.75
144:3600-5400	AVG	3600-5400	144	132	16.25	728.93
145:3600-5400	AVG	3600-5400	145	253	64.45	3689.46
146:3600-5400	AVG	3600-5400	146	265	7.56	267.93
147:3600-5400	AVG	3600-5400	147	396	20.08	1237.03
201:3600-5400	AVG	3600-5400	201	705	625.91	3862.04
202:3600-5400	AVG	3600-5400	202	664	222.42	2850.26
203:3600-5400	AVG	3600-5400	203	1315	68.67	3223.65
204:3600-5400	AVG	3600-5400	204	950	35.14	2364.99
205:3600-5400	AVG	3600-5400	205	1313	32.94	2676.78

FREEWAY VISSIM
PM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
206:3600-5400	AVG	3600-5400	206	1155	142.12	7466.89
207:3600-5400	AVG	3600-5400	207	1151	117.74	1966.03
208:3600-5400	AVG	3600-5400	208	407	356.53	2907.28
209:3600-5400	AVG	3600-5400	209	477	46.16	2885.82
210:3600-5400	AVG	3600-5400	210	1684	24.02	1977.5
211:3600-5400	AVG	3600-5400	211	1669	91.29	7465.79
212:3600-5400	AVG	3600-5400	212	1675	35.92	2907.63
213:3600-5400	AVG	3600-5400	213	1369	30.88	2318.49
214:3600-5400	AVG	3600-5400	214	1633	41.25	2773.18
215:3600-5400	AVG	3600-5400	215	715	41.41	2752.44
216:3600-5400	AVG	3600-5400	216	718	57.14	3881.49
301:3600-5400	AVG	3600-5400	301	1504	138.75	1109.9
302:3600-5400	AVG	3600-5400	302	705	561.48	3629.82
303:3600-5400	AVG	3600-5400	303	707	75.41	1201.63
304:3600-5400	AVG	3600-5400	304	1753	63.12	575.03
305:3600-5400	AVG	3600-5400	305	1327	29.66	1696.32
306:3600-5400	AVG	3600-5400	306	1322	17.53	918.93
307:3600-5400	AVG	3600-5400	307	1315	22.38	601.11
308:3600-5400	AVG	3600-5400	308	950	32.14	2173.18
309:3600-5400	AVG	3600-5400	309	1324	7.87	596.4
310:3600-5400	AVG	3600-5400	310	1324	10.58	872.9
311:3600-5400	AVG	3600-5400	311	1148	186.27	9397.94
312:3600-5400	AVG	3600-5400	312	1154	97.22	1501.67
313:3600-5400	AVG	3600-5400	313	458	76.93	499.97
314:3600-5400	AVG	3600-5400	314	469	11.75	524.74
315:3600-5400	AVG	3600-5400	315	1289	23.51	1493.1
316:3600-5400	AVG	3600-5400	316	1290	1.19	81.28
317:3600-5400	AVG	3600-5400	317	1687	5.97	452.74
318:3600-5400	AVG	3600-5400	318	1684	12.98	1064.11
319:3600-5400	AVG	3600-5400	319	1671	124.88	10215.8
320:3600-5400	AVG	3600-5400	320	1675	18.62	1497.69
321:3600-5400	AVG	3600-5400	321	1368	29.7	2244.25
322:3600-5400	AVG	3600-5400	322	1649	11.58	801.83
323:3600-5400	AVG	3600-5400	323	1643	10.29	687.88
324:3600-5400	AVG	3600-5400	324	1634	16.56	1095.75
325:3600-5400	AVG	3600-5400	325	2133	18.51	1166.07
326:3600-5400	AVG	3600-5400	326	716	47.15	3160.43
327:3600-5400	AVG	3600-5400	327	719	12.67	827.26
328:3600-5400	AVG	3600-5400	328	1684	6.82	483.12
329:3600-5400	AVG	3600-5400	329	1911	6.35	500
401:3600-5400	AVG	3600-5400	401	792	10	732.47
402:3600-5400	AVG	3600-5400	402	1054	73.97	543.52
403:3600-5400	AVG	3600-5400	403	422	114.51	398.58
404:3600-5400	AVG	3600-5400	404	360	20.4	228.08
405:3600-5400	AVG	3600-5400	405	375	13.81	640.5
406:3600-5400	AVG	3600-5400	406	697	23.34	1230.8
407:3600-5400	AVG	3600-5400	407	813	20.15	745.2
408:3600-5400	AVG	3600-5400	408	396	17.05	1057.63
409:3600-5400	AVG	3600-5400	409	306	12.56	841.38
410:3600-5400	AVG	3600-5400	410	281	7.72	370.08
411:3600-5400	AVG	3600-5400	411	503	11.99	527.14
412:3600-5400	AVG	3600-5400	412	1419	10.61	596.82
413:3600-5400	AVG	3600-5400	413	966	10.79	730.95
414:3600-5400	AVG	3600-5400	414	227	16.33	974.51
501:3600-5400	AVG	3600-5400	501	1506	200.47	1591.91

FREEWAY VISSIM
PM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
502:3600-5400	AVG	3600-5400	502	706	642.33	4856.68
503:3600-5400	AVG	3600-5400	503	1754	60.41	548.93
504:3600-5400	AVG	3600-5400	504	1315	68.26	3198.76
505:3600-5400	AVG	3600-5400	505	950	33.5	2265.44
506:3600-5400	AVG	3600-5400	506	1154	269.98	12367.83
507:3600-5400	AVG	3600-5400	507	443	295.28	2207.65
508:3600-5400	AVG	3600-5400	508	1289	23.3	1487.34
509:3600-5400	AVG	3600-5400	509	1674	161.51	13157.52
510:3600-5400	AVG	3600-5400	510	1368	29.27	2211.71
511:3600-5400	AVG	3600-5400	511	1634	39.12	2632.37
512:3600-5400	AVG	3600-5400	512	2133	18.3	1152.88
513:3600-5400	AVG	3600-5400	513	719	63.05	4196.15
514:3600-5400	AVG	3600-5400	514	1910	12.85	1042.97
2:5400-7200	AVG	5400-7200	2	1485	1024.51	8027.56
3:5400-7200	AVG	5400-7200	3	673	665.19	5037.28
4:5400-7200	AVG	5400-7200	4	1657	65.63	546.7
5:5400-7200	AVG	5400-7200	5	1244	73.72	3232.38
6:5400-7200	AVG	5400-7200	6	853	46.14	2341
7:5400-7200	AVG	5400-7200	7	942	322.19	12379.07
8:5400-7200	AVG	5400-7200	8	280	291.74	1981.08
9:5400-7200	AVG	5400-7200	9	401	9.73	443.85
10:5400-7200	AVG	5400-7200	10	1118	24.41	1572.51
11:5400-7200	AVG	5400-7200	11	1520	161.87	13201.56
12:5400-7200	AVG	5400-7200	12	1244	30.75	2320.62
13:5400-7200	AVG	5400-7200	13	1530	41.41	2786.99
14:5400-7200	AVG	5400-7200	14	2009	11.95	767.16
15:5400-7200	AVG	5400-7200	15	669	71.81	4766.45
16:5400-7200	AVG	5400-7200	16	1623	5.22	374.7
17:5400-7200	AVG	5400-7200	17	1843	9.33	750.69
18:5400-7200	AVG	5400-7200	18	4308	383.05	7925.11
19:5400-7200	AVG	5400-7200	19	3139	50.32	1273.94
20:5400-7200	AVG	5400-7200	20	2107	52.53	4119.93
21:5400-7200	AVG	5400-7200	21	2960	30.85	2748.94
23:5400-7200	AVG	5400-7200	23	1168	83.19	6932.69
24:5400-7200	AVG	5400-7200	24	1426	13.52	1055.15
26:5400-7200	AVG	5400-7200	26	1941	906.39	7790.62
27:5400-7200	AVG	5400-7200	27	1046	54.67	4400.1
28:5400-7200	AVG	5400-7200	28	2211	7.56	632.34
29:5400-7200	AVG	5400-7200	29	3535	98.02	8518.76
30:5400-7200	AVG	5400-7200	30	1638	59.14	5162.12
31:5400-7200	AVG	5400-7200	31	1299	85.91	7615.31
101:5400-7200	AVG	5400-7200	101	1044	14.74	619.46
102:5400-7200	AVG	5400-7200	102	518	129.07	1549.76
103:5400-7200	AVG	5400-7200	103	996	92.34	651.02
104:5400-7200	AVG	5400-7200	104	1342	12.85	738.08
105:5400-7200	AVG	5400-7200	105	577	37.75	2164.36
106:5400-7200	AVG	5400-7200	106	851	14.71	924.9
107:5400-7200	AVG	5400-7200	107	908	59.57	528.29
108:5400-7200	AVG	5400-7200	108	430	33.98	2317.59
109:5400-7200	AVG	5400-7200	109	342	95.41	5680.36
110:5400-7200	AVG	5400-7200	110	124	10.95	661.51
111:5400-7200	AVG	5400-7200	111	220	20.14	1213.72
112:5400-7200	AVG	5400-7200	112	954	13.76	944.63
113:5400-7200	AVG	5400-7200	113	807	15.03	1058.23
114:5400-7200	AVG	5400-7200	114	683	5.41	449.36

FREEWAY VISSIM
PM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
115:5400-7200	AVG	5400-7200	115	402	39.01	2766.3
116:5400-7200	AVG	5400-7200	116	1168	10.62	654.45
117:5400-7200	AVG	5400-7200	117	523	45.77	3032.32
118:5400-7200	AVG	5400-7200	118	767	45.81	2718.35
119:5400-7200	AVG	5400-7200	119	484	267.86	2686.25
120:5400-7200	AVG	5400-7200	120	127	25.24	1656.68
121:5400-7200	AVG	5400-7200	121	129	22.27	1316.7
122:5400-7200	AVG	5400-7200	122	273	35.24	2490.33
126:5400-7200	AVG	5400-7200	126	403	82.85	273.15
127:5400-7200	AVG	5400-7200	127	479	10.02	485.28
128:5400-7200	AVG	5400-7200	128	358	14.22	194.96
129:5400-7200	AVG	5400-7200	129	275	4.84	272.92
130:5400-7200	AVG	5400-7200	130	284	12.92	875.79
131:5400-7200	AVG	5400-7200	131	345	39.54	1122.76
132:5400-7200	AVG	5400-7200	132	595	25.94	1463.13
133:5400-7200	AVG	5400-7200	133	285	28.49	1230.73
134:5400-7200	AVG	5400-7200	134	619	17.46	316.64
135:5400-7200	AVG	5400-7200	135	855	18.2	318.84
136:5400-7200	AVG	5400-7200	136	58	216.55	191.63
138:5400-7200	AVG	5400-7200	138	322	50.53	1730.9
139:5400-7200	AVG	5400-7200	139	290	52	2050.78
140:5400-7200	AVG	5400-7200	140	880	51.46	795.17
141:5400-7200	AVG	5400-7200	141	721	34.77	1028.08
142:5400-7200	AVG	5400-7200	142	498	35.24	431.88
143:5400-7200	AVG	5400-7200	143	405	6.26	141.75
144:5400-7200	AVG	5400-7200	144	110	16.18	728.93
145:5400-7200	AVG	5400-7200	145	259	62.03	3689.46
146:5400-7200	AVG	5400-7200	146	264	7.43	267.93
147:5400-7200	AVG	5400-7200	147	373	20.08	1237.03
201:5400-7200	AVG	5400-7200	201	676	623.65	3862.04
202:5400-7200	AVG	5400-7200	202	626	237.7	2850.26
203:5400-7200	AVG	5400-7200	203	1243	73.41	3223.65
204:5400-7200	AVG	5400-7200	204	853	46.71	2364.68
205:5400-7200	AVG	5400-7200	205	1147	64.21	2676.78
206:5400-7200	AVG	5400-7200	206	1042	200.21	7466.89
207:5400-7200	AVG	5400-7200	207	949	75.9	1966.03
208:5400-7200	AVG	5400-7200	208	262	395.46	2907.28
209:5400-7200	AVG	5400-7200	209	401	46	2885.82
210:5400-7200	AVG	5400-7200	210	1505	23.98	1977.5
211:5400-7200	AVG	5400-7200	211	1512	91.08	7465.79
212:5400-7200	AVG	5400-7200	212	1520	35.92	2907.63
213:5400-7200	AVG	5400-7200	213	1244	30.7	2316.04
214:5400-7200	AVG	5400-7200	214	1530	41.23	2773.18
215:5400-7200	AVG	5400-7200	215	667	41.33	2752.44
216:5400-7200	AVG	5400-7200	216	669	56.91	3881.49
301:5400-7200	AVG	5400-7200	301	1482	133.82	1109.9
302:5400-7200	AVG	5400-7200	302	677	563.26	3629.82
303:5400-7200	AVG	5400-7200	303	673	82.8	1201.63
304:5400-7200	AVG	5400-7200	304	1657	68.49	575.03
305:5400-7200	AVG	5400-7200	305	1250	30.78	1696.32
306:5400-7200	AVG	5400-7200	306	1244	19.22	918.93
307:5400-7200	AVG	5400-7200	307	1244	22.83	601.11
308:5400-7200	AVG	5400-7200	308	856	42.41	2173.18
309:5400-7200	AVG	5400-7200	309	1179	14.31	596.4
310:5400-7200	AVG	5400-7200	310	1161	18.58	872.9

FREEWAY VISSIM
PM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
311:5400-7200	AVG	5400-7200	311	1014	243.06	9397.94
312:5400-7200	AVG	5400-7200	312	942	66.04	1501.67
313:5400-7200	AVG	5400-7200	313	328	61.25	499.97
314:5400-7200	AVG	5400-7200	314	400	11.69	524.74
315:5400-7200	AVG	5400-7200	315	1118	23.45	1493.1
316:5400-7200	AVG	5400-7200	316	1119	1.19	81.28
317:5400-7200	AVG	5400-7200	317	1491	5.93	452.74
318:5400-7200	AVG	5400-7200	318	1498	12.96	1064.11
319:5400-7200	AVG	5400-7200	319	1517	124.63	10215.8
320:5400-7200	AVG	5400-7200	320	1520	18.66	1497.69
321:5400-7200	AVG	5400-7200	321	1243	29.63	2244.25
322:5400-7200	AVG	5400-7200	322	1522	11.56	801.83
323:5400-7200	AVG	5400-7200	323	1527	10.27	687.88
324:5400-7200	AVG	5400-7200	324	1531	16.57	1095.75
325:5400-7200	AVG	5400-7200	325	2010	18.77	1166.07
326:5400-7200	AVG	5400-7200	326	668	46.98	3160.43
327:5400-7200	AVG	5400-7200	327	668	12.6	827.26
328:5400-7200	AVG	5400-7200	328	1623	6.79	483.12
329:5400-7200	AVG	5400-7200	329	1844	6.34	500
401:5400-7200	AVG	5400-7200	401	807	9.93	732.47
402:5400-7200	AVG	5400-7200	402	998	76.95	543.52
403:5400-7200	AVG	5400-7200	403	404	122.02	398.58
404:5400-7200	AVG	5400-7200	404	359	18.81	228.08
405:5400-7200	AVG	5400-7200	405	345	22.92	640.5
406:5400-7200	AVG	5400-7200	406	595	22.04	1230.8
407:5400-7200	AVG	5400-7200	407	716	20.13	745.2
408:5400-7200	AVG	5400-7200	408	373	17.05	1057.63
409:5400-7200	AVG	5400-7200	409	284	12.56	841.38
410:5400-7200	AVG	5400-7200	410	275	7.71	370.08
411:5400-7200	AVG	5400-7200	411	478	11.99	527.14
412:5400-7200	AVG	5400-7200	412	1342	10.68	596.82
413:5400-7200	AVG	5400-7200	413	954	10.77	730.95
414:5400-7200	AVG	5400-7200	414	220	16.28	974.51
501:5400-7200	AVG	5400-7200	501	1484	192.79	1591.91
502:5400-7200	AVG	5400-7200	502	673	644.16	4856.68
503:5400-7200	AVG	5400-7200	503	1657	65.63	548.93
504:5400-7200	AVG	5400-7200	504	1244	73.01	3198.76
505:5400-7200	AVG	5400-7200	505	854	44.55	2265.44
506:5400-7200	AVG	5400-7200	506	942	322.29	12367.83
507:5400-7200	AVG	5400-7200	507	273	333.63	2207.65
508:5400-7200	AVG	5400-7200	508	1119	23.24	1487.34
509:5400-7200	AVG	5400-7200	509	1521	161.26	13157.52
510:5400-7200	AVG	5400-7200	510	1243	29.2	2211.71
511:5400-7200	AVG	5400-7200	511	1531	39.1	2632.37
512:5400-7200	AVG	5400-7200	512	2010	18.55	1152.88
513:5400-7200	AVG	5400-7200	513	668	62.79	4196.15
514:5400-7200	AVG	5400-7200	514	1843	12.82	1042.97
2:7200-9000	AVG	7200-9000	2	1315	1153.91	8027.56
3:7200-9000	AVG	7200-9000	3	595	754.07	5037.28
4:7200-9000	AVG	7200-9000	4	1497	73.29	546.7
5:7200-9000	AVG	7200-9000	5	1096	60.06	3232.38
6:7200-9000	AVG	7200-9000	6	768	53.33	2340.63
7:7200-9000	AVG	7200-9000	7	1058	621.79	12379.07
8:7200-9000	AVG	7200-9000	8	428	422.57	1981.08
9:7200-9000	AVG	7200-9000	9	363	9.74	443.85

FREEWAY VISSIM
PM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
10:7200-9000	AVG	7200-9000	10	1049	24.32	1572.51
11:7200-9000	AVG	7200-9000	11	1418	161.29	13201.56
12:7200-9000	AVG	7200-9000	12	1163	30.64	2320.4
13:7200-9000	AVG	7200-9000	13	1429	41.21	2786.99
14:7200-9000	AVG	7200-9000	14	1901	11.63	767.16
15:7200-9000	AVG	7200-9000	15	646	71.9	4766.45
16:7200-9000	AVG	7200-9000	16	1513	5.24	374.7
17:7200-9000	AVG	7200-9000	17	1740	9.34	750.69
18:7200-9000	AVG	7200-9000	18	4048	411.51	7925.11
19:7200-9000	AVG	7200-9000	19	2930	63.82	1273.94
20:7200-9000	AVG	7200-9000	20	1953	52.08	4117.35
21:7200-9000	AVG	7200-9000	21	2734	30.82	2748.94
23:7200-9000	AVG	7200-9000	23	1103	83.25	6932.69
24:7200-9000	AVG	7200-9000	24	1340	13.18	1055.15
26:7200-9000	AVG	7200-9000	26	1712	1056.52	7790.62
27:7200-9000	AVG	7200-9000	27	898	56.76	4420.73
28:7200-9000	AVG	7200-9000	28	1974	7.58	632.34
29:7200-9000	AVG	7200-9000	29	3264	97.89	8518.76
30:7200-9000	AVG	7200-9000	30	1638	59.11	5162.12
31:7200-9000	AVG	7200-9000	31	1296	85.92	7615.31
101:7200-9000	AVG	7200-9000	101	980	34.98	619.46
102:7200-9000	AVG	7200-9000	102	478	173.8	1549.76
103:7200-9000	AVG	7200-9000	103	908	117.56	651.02
104:7200-9000	AVG	7200-9000	104	1256	12.11	738.08
105:7200-9000	AVG	7200-9000	105	533	37.33	2164.36
106:7200-9000	AVG	7200-9000	106	775	14.7	924.9
107:7200-9000	AVG	7200-9000	107	806	66.66	528.29
108:7200-9000	AVG	7200-9000	108	368	33.96	2317.59
109:7200-9000	AVG	7200-9000	109	342	95.71	5680.36
110:7200-9000	AVG	7200-9000	110	117	10.97	661.51
111:7200-9000	AVG	7200-9000	111	225	20.25	1213.72
112:7200-9000	AVG	7200-9000	112	867	13.77	944.63
113:7200-9000	AVG	7200-9000	113	700	14.98	1058.23
114:7200-9000	AVG	7200-9000	114	591	5.4	449.36
115:7200-9000	AVG	7200-9000	115	356	38.94	2766.3
116:7200-9000	AVG	7200-9000	116	1082	10.61	654.45
117:7200-9000	AVG	7200-9000	117	498	46.53	3032.32
118:7200-9000	AVG	7200-9000	118	726	45.36	2718.35
119:7200-9000	AVG	7200-9000	119	432	340.26	2686.25
120:7200-9000	AVG	7200-9000	120	109	25.27	1656.68
121:7200-9000	AVG	7200-9000	121	122	22.32	1316.7
122:7200-9000	AVG	7200-9000	122	242	35.24	2490.33
126:7200-9000	AVG	7200-9000	126	377	81.25	273.15
127:7200-9000	AVG	7200-9000	127	470	10.03	485.28
128:7200-9000	AVG	7200-9000	128	305	11.2	194.96
129:7200-9000	AVG	7200-9000	129	258	4.84	272.92
130:7200-9000	AVG	7200-9000	130	261	12.87	875.79
131:7200-9000	AVG	7200-9000	131	316	61.33	1122.76
132:7200-9000	AVG	7200-9000	132	627	27.28	1463.13
133:7200-9000	AVG	7200-9000	133	283	29.58	1230.73
134:7200-9000	AVG	7200-9000	134	598	14.98	316.64
135:7200-9000	AVG	7200-9000	135	837	14.29	318.84
136:7200-9000	AVG	7200-9000	136	63	171.83	191.63
138:7200-9000	AVG	7200-9000	138	326	45.34	1730.9
139:7200-9000	AVG	7200-9000	139	269	51.56	1995.54

FREEWAY VISSIM
PM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
140:7200-9000	AVG	7200-9000	140	850	46.97	795.17
141:7200-9000	AVG	7200-9000	141	701	41.89	1032.52
142:7200-9000	AVG	7200-9000	142	468	41.24	431.88
143:7200-9000	AVG	7200-9000	143	356	6.13	141.75
144:7200-9000	AVG	7200-9000	144	97	16.31	728.93
145:7200-9000	AVG	7200-9000	145	233	63.05	3689.46
146:7200-9000	AVG	7200-9000	146	265	7.18	267.93
147:7200-9000	AVG	7200-9000	147	364	20.06	1237.03
201:7200-9000	AVG	7200-9000	201	605	711.55	3862.04
202:7200-9000	AVG	7200-9000	202	559	294.62	2850.26
203:7200-9000	AVG	7200-9000	203	1096	59.84	3223.65
204:7200-9000	AVG	7200-9000	204	768	54.15	2364.31
205:7200-9000	AVG	7200-9000	205	1060	73.17	2676.78
206:7200-9000	AVG	7200-9000	206	1044	376.23	7466.89
207:7200-9000	AVG	7200-9000	207	1058	177.36	1966.03
208:7200-9000	AVG	7200-9000	208	414	593.38	2907.28
209:7200-9000	AVG	7200-9000	209	356	46.06	2885.82
210:7200-9000	AVG	7200-9000	210	1419	23.94	1977.5
211:7200-9000	AVG	7200-9000	211	1430	90.89	7465.79
212:7200-9000	AVG	7200-9000	212	1419	35.71	2907.63
213:7200-9000	AVG	7200-9000	213	1163	30.59	2315.81
214:7200-9000	AVG	7200-9000	214	1429	41.02	2773.18
215:7200-9000	AVG	7200-9000	215	645	41.19	2752.44
216:7200-9000	AVG	7200-9000	216	646	57.06	3881.49
301:7200-9000	AVG	7200-9000	301	1313	161.65	1109.9
302:7200-9000	AVG	7200-9000	302	600	638.4	3629.82
303:7200-9000	AVG	7200-9000	303	595	91.89	1201.63
304:7200-9000	AVG	7200-9000	304	1497	76.7	575.03
305:7200-9000	AVG	7200-9000	305	1106	26.45	1696.32
306:7200-9000	AVG	7200-9000	306	1101	15.53	918.93
307:7200-9000	AVG	7200-9000	307	1096	17.85	601.11
308:7200-9000	AVG	7200-9000	308	770	48.71	2173.18
309:7200-9000	AVG	7200-9000	309	1077	18.99	596.4
310:7200-9000	AVG	7200-9000	310	1068	22.66	872.9
311:7200-9000	AVG	7200-9000	311	1040	457.76	9397.94
312:7200-9000	AVG	7200-9000	312	1058	140.7	1501.67
313:7200-9000	AVG	7200-9000	313	433	98.18	499.97
314:7200-9000	AVG	7200-9000	314	363	11.76	524.74
315:7200-9000	AVG	7200-9000	315	1049	23.35	1493.1
316:7200-9000	AVG	7200-9000	316	1048	1.19	81.28
317:7200-9000	AVG	7200-9000	317	1415	5.89	452.74
318:7200-9000	AVG	7200-9000	318	1417	12.93	1064.11
319:7200-9000	AVG	7200-9000	319	1424	124.32	10215.8
320:7200-9000	AVG	7200-9000	320	1419	18.5	1497.69
321:7200-9000	AVG	7200-9000	321	1164	29.56	2244.25
322:7200-9000	AVG	7200-9000	322	1423	11.53	801.83
323:7200-9000	AVG	7200-9000	323	1424	10.23	687.88
324:7200-9000	AVG	7200-9000	324	1429	16.45	1095.75
325:7200-9000	AVG	7200-9000	325	1900	18.15	1166.07
326:7200-9000	AVG	7200-9000	326	647	47.13	3160.43
327:7200-9000	AVG	7200-9000	327	647	12.62	827.26
328:7200-9000	AVG	7200-9000	328	1512	6.82	483.12
329:7200-9000	AVG	7200-9000	329	1738	6.35	500
401:7200-9000	AVG	7200-9000	401	701	9.88	732.47
402:7200-9000	AVG	7200-9000	402	907	98.11	543.52

FREEWAY VISSIM
PM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
403:7200-9000	AVG	7200-9000	403	377	118.32	398.58
404:7200-9000	AVG	7200-9000	404	305	15.11	228.08
405:7200-9000	AVG	7200-9000	405	317	30.59	640.5
406:7200-9000	AVG	7200-9000	406	628	22.95	1230.8
407:7200-9000	AVG	7200-9000	407	696	20.2	745.2
408:7200-9000	AVG	7200-9000	408	364	17.03	1057.63
409:7200-9000	AVG	7200-9000	409	261	12.52	841.38
410:7200-9000	AVG	7200-9000	410	258	7.71	370.08
411:7200-9000	AVG	7200-9000	411	470	12.02	527.14
412:7200-9000	AVG	7200-9000	412	1257	10.06	596.82
413:7200-9000	AVG	7200-9000	413	867	10.78	730.95
414:7200-9000	AVG	7200-9000	414	225	16.37	974.51
501:7200-9000	AVG	7200-9000	501	1315	227.68	1591.91
502:7200-9000	AVG	7200-9000	502	596	728.37	4856.68
503:7200-9000	AVG	7200-9000	503	1497	73.36	548.93
504:7200-9000	AVG	7200-9000	504	1096	59.34	3198.76
505:7200-9000	AVG	7200-9000	505	769	51.63	2265.44
506:7200-9000	AVG	7200-9000	506	1058	621.64	12367.83
507:7200-9000	AVG	7200-9000	507	430	477.2	2207.65
508:7200-9000	AVG	7200-9000	508	1049	23.14	1487.34
509:7200-9000	AVG	7200-9000	509	1418	160.69	13157.52
510:7200-9000	AVG	7200-9000	510	1163	29.13	2211.71
511:7200-9000	AVG	7200-9000	511	1428	38.9	2632.37
512:7200-9000	AVG	7200-9000	512	1900	17.94	1152.88
513:7200-9000	AVG	7200-9000	513	647	62.98	4196.15
514:7200-9000	AVG	7200-9000	514	1742	12.84	1042.97
2:9000-10800	AVG	9000-10800	2	1097	1249.15	8027.56
3:9000-10800	AVG	9000-10800	3	515	796.25	5037.28
4:9000-10800	AVG	9000-10800	4	1268	89.65	546.7
5:9000-10800	AVG	9000-10800	5	937	53.67	3232.38
6:9000-10800	AVG	9000-10800	6	690	35.23	2341.46
7:9000-10800	AVG	9000-10800	7	772	507.82	12379.07
8:9000-10800	AVG	9000-10800	8	257	368.71	1981.08
9:9000-10800	AVG	9000-10800	9	336	9.74	443.85
10:9000-10800	AVG	9000-10800	10	974	24.39	1572.51
11:9000-10800	AVG	9000-10800	11	1344	161.48	13201.56
12:9000-10800	AVG	9000-10800	12	1091	30.57	2320.16
13:9000-10800	AVG	9000-10800	13	1336	41.18	2786.99
14:9000-10800	AVG	9000-10800	14	1732	11.58	767.16
15:9000-10800	AVG	9000-10800	15	574	71.31	4766.45
16:9000-10800	AVG	9000-10800	16	1339	5.25	374.7
17:9000-10800	AVG	9000-10800	17	1557	9.34	750.69
18:9000-10800	AVG	9000-10800	18	3621	411.52	7925.11
19:9000-10800	AVG	9000-10800	19	2641	52.64	1273.94
20:9000-10800	AVG	9000-10800	20	1767	52.52	4120.36
21:9000-10800	AVG	9000-10800	21	2470	30.82	2748.94
23:9000-10800	AVG	9000-10800	23	987	83.09	6932.69
24:9000-10800	AVG	9000-10800	24	1197	13.1	1055.15
26:9000-10800	AVG	9000-10800	26	1404	1082.48	7790.62
27:9000-10800	AVG	9000-10800	27	735	56.91	4427.12
28:9000-10800	AVG	9000-10800	28	1682	7.6	632.34
29:9000-10800	AVG	9000-10800	29	2968	97.62	8518.76
30:9000-10800	AVG	9000-10800	30	1596	59.04	5162.12
31:9000-10800	AVG	9000-10800	31	1255	85.83	7615.31
101:9000-10800	AVG	9000-10800	101	868	15.3	619.46

FREEWAY VISSIM
PM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
102:9000-10800	AVG	9000-10800	102	404	179.08	1549.76
103:9000-10800	AVG	9000-10800	103	757	133.37	651.02
104:9000-10800	AVG	9000-10800	104	1166	12.17	738.08
105:9000-10800	AVG	9000-10800	105	503	37.16	2164.36
106:9000-10800	AVG	9000-10800	106	704	14.73	924.9
107:9000-10800	AVG	9000-10800	107	680	69.26	528.29
108:9000-10800	AVG	9000-10800	108	324	34.14	2317.59
109:9000-10800	AVG	9000-10800	109	339	95.29	5680.36
110:9000-10800	AVG	9000-10800	110	118	10.92	661.51
111:9000-10800	AVG	9000-10800	111	220	20.2	1213.72
112:9000-10800	AVG	9000-10800	112	765	13.77	944.63
113:9000-10800	AVG	9000-10800	113	568	15.43	1058.23
114:9000-10800	AVG	9000-10800	114	478	5.41	449.36
115:9000-10800	AVG	9000-10800	115	282	39.01	2766.3
116:9000-10800	AVG	9000-10800	116	949	10.6	654.45
117:9000-10800	AVG	9000-10800	117	442	46.05	3032.32
118:9000-10800	AVG	9000-10800	118	665	45.41	2718.35
119:9000-10800	AVG	9000-10800	119	358	349.49	2686.25
120:9000-10800	AVG	9000-10800	120	90	25.25	1656.68
121:9000-10800	AVG	9000-10800	121	121	22.24	1316.7
122:9000-10800	AVG	9000-10800	122	199	35.15	2490.33
126:9000-10800	AVG	9000-10800	126	322	101.47	273.15
127:9000-10800	AVG	9000-10800	127	396	9.96	485.28
128:9000-10800	AVG	9000-10800	128	255	11.37	194.96
129:9000-10800	AVG	9000-10800	129	240	4.85	272.92
130:9000-10800	AVG	9000-10800	130	243	13	875.79
131:9000-10800	AVG	9000-10800	131	323	26.41	1122.76
132:9000-10800	AVG	9000-10800	132	510	27.33	1463.13
133:9000-10800	AVG	9000-10800	133	252	30.65	1230.73
134:9000-10800	AVG	9000-10800	134	538	15.61	316.64
135:9000-10800	AVG	9000-10800	135	756	18.29	318.84
136:9000-10800	AVG	9000-10800	136	43	226.37	191.63
138:9000-10800	AVG	9000-10800	138	277	49.8	1730.9
139:9000-10800	AVG	9000-10800	139	253	53.58	2031.66
140:9000-10800	AVG	9000-10800	140	760	51.88	795.17
141:9000-10800	AVG	9000-10800	141	636	33.94	1026.99
142:9000-10800	AVG	9000-10800	142	413	38.24	431.88
143:9000-10800	AVG	9000-10800	143	352	6.84	141.75
144:9000-10800	AVG	9000-10800	144	97	16.2	728.93
145:9000-10800	AVG	9000-10800	145	211	61.55	3689.46
146:9000-10800	AVG	9000-10800	146	258	7.34	267.93
147:9000-10800	AVG	9000-10800	147	353	20.05	1237.03
201:9000-10800	AVG	9000-10800	201	523	747.23	3862.04
202:9000-10800	AVG	9000-10800	202	477	267.05	2850.26
203:9000-10800	AVG	9000-10800	203	938	53.43	3223.65
204:9000-10800	AVG	9000-10800	204	690	35.63	2365.14
205:9000-10800	AVG	9000-10800	205	1027	37.59	2676.78
206:9000-10800	AVG	9000-10800	206	823	276.57	7466.89
207:9000-10800	AVG	9000-10800	207	776	164.54	1966.03
208:9000-10800	AVG	9000-10800	208	245	511.46	2907.28
209:9000-10800	AVG	9000-10800	209	337	46.05	2885.82
210:9000-10800	AVG	9000-10800	210	1320	23.94	1977.5
211:9000-10800	AVG	9000-10800	211	1341	90.9	7465.79
212:9000-10800	AVG	9000-10800	212	1343	35.83	2907.63
213:9000-10800	AVG	9000-10800	213	1091	30.51	2315.57

FREEWAY VISSIM
PM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
214:9000-10800	AVG	9000-10800	214	1336	41	2773.18
215:9000-10800	AVG	9000-10800	215	571	40.96	2752.44
216:9000-10800	AVG	9000-10800	216	573	56.61	3881.49
301:9000-10800	AVG	9000-10800	301	1094	166.85	1109.9
302:9000-10800	AVG	9000-10800	302	523	671.81	3629.82
303:9000-10800	AVG	9000-10800	303	515	108.43	1201.63
304:9000-10800	AVG	9000-10800	304	1268	92.97	575.03
305:9000-10800	AVG	9000-10800	305	941	26.04	1696.32
306:9000-10800	AVG	9000-10800	306	939	13.7	918.93
307:9000-10800	AVG	9000-10800	307	937	13.58	601.11
308:9000-10800	AVG	9000-10800	308	689	32.38	2173.18
309:9000-10800	AVG	9000-10800	309	1020	9.17	596.4
310:9000-10800	AVG	9000-10800	310	1026	11.43	872.9
311:9000-10800	AVG	9000-10800	311	813	351.56	9397.94
312:9000-10800	AVG	9000-10800	312	771	131.96	1501.67
313:9000-10800	AVG	9000-10800	313	262	83.96	499.97
314:9000-10800	AVG	9000-10800	314	336	11.85	524.74
315:9000-10800	AVG	9000-10800	315	974	23.42	1493.1
316:9000-10800	AVG	9000-10800	316	974	1.19	81.28
317:9000-10800	AVG	9000-10800	317	1326	5.89	452.74
318:9000-10800	AVG	9000-10800	318	1323	12.94	1064.11
319:9000-10800	AVG	9000-10800	319	1346	124.37	10215.8
320:9000-10800	AVG	9000-10800	320	1343	18.62	1497.69
321:9000-10800	AVG	9000-10800	321	1091	29.58	2244.25
322:9000-10800	AVG	9000-10800	322	1330	11.52	801.83
323:9000-10800	AVG	9000-10800	323	1332	10.22	687.88
324:9000-10800	AVG	9000-10800	324	1335	16.45	1095.75
325:9000-10800	AVG	9000-10800	325	1733	18.05	1166.07
326:9000-10800	AVG	9000-10800	326	571	46.8	3160.43
327:9000-10800	AVG	9000-10800	327	573	12.52	827.26
328:9000-10800	AVG	9000-10800	328	1339	6.82	483.12
329:9000-10800	AVG	9000-10800	329	1558	6.35	500
401:9000-10800	AVG	9000-10800	401	567	9.97	732.47
402:9000-10800	AVG	9000-10800	402	757	111.13	543.52
403:9000-10800	AVG	9000-10800	403	322	146.29	398.58
404:9000-10800	AVG	9000-10800	404	255	16.05	228.08
405:9000-10800	AVG	9000-10800	405	321	14.56	640.5
406:9000-10800	AVG	9000-10800	406	509	22.97	1230.8
407:9000-10800	AVG	9000-10800	407	631	20.16	745.2
408:9000-10800	AVG	9000-10800	408	354	17.02	1057.63
409:9000-10800	AVG	9000-10800	409	243	12.72	841.38
410:9000-10800	AVG	9000-10800	410	240	7.71	370.08
411:9000-10800	AVG	9000-10800	411	396	11.85	527.14
412:9000-10800	AVG	9000-10800	412	1166	10.27	596.82
413:9000-10800	AVG	9000-10800	413	766	10.78	730.95
414:9000-10800	AVG	9000-10800	414	220	16.34	974.51
501:9000-10800	AVG	9000-10800	501	1098	242.66	1591.91
502:9000-10800	AVG	9000-10800	502	515	770.78	4856.68
503:9000-10800	AVG	9000-10800	503	1268	89.27	548.93
504:9000-10800	AVG	9000-10800	504	937	52.88	3198.76
505:9000-10800	AVG	9000-10800	505	689	33.88	2265.44
506:9000-10800	AVG	9000-10800	506	771	507.86	12367.83
507:9000-10800	AVG	9000-10800	507	253	413.89	2207.65
508:9000-10800	AVG	9000-10800	508	974	23.22	1487.34
509:9000-10800	AVG	9000-10800	509	1344	160.88	13157.52

FREEWAY VISSIM
PM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
510:9000-10800	AVG	9000-10800	510	1091	29.15	2211.71
511:9000-10800	AVG	9000-10800	511	1335	38.88	2632.37
512:9000-10800	AVG	9000-10800	512	1733	17.85	1152.88
513:9000-10800	AVG	9000-10800	513	573	62.5	4196.15
514:9000-10800	AVG	9000-10800	514	1557	12.83	1042.97
2:10800-12600	AVG	10800-12600	2	1159	1198.33	8027.56
3:10800-12600	AVG	10800-12600	3	528	695.01	5037.28
4:10800-12600	AVG	10800-12600	4	1319	60.79	546.7
5:10800-12600	AVG	10800-12600	5	918	57.95	3232.38
6:10800-12600	AVG	10800-12600	6	593	54.59	2340.63
7:10800-12600	AVG	10800-12600	7	478	964.9	12379.07
8:10800-12600	AVG	10800-12600	8	174	553	1981.08
9:10800-12600	AVG	10800-12600	9	268	9.61	443.85
10:10800-12600	AVG	10800-12600	10	758	24.12	1572.51
11:10800-12600	AVG	10800-12600	11	1065	161.68	13201.56
12:10800-12600	AVG	10800-12600	12	889	30.46	2320.16
13:10800-12600	AVG	10800-12600	13	1135	40.94	2786.99
14:10800-12600	AVG	10800-12600	14	1524	11.52	767.16
15:10800-12600	AVG	10800-12600	15	525	71.2	4766.45
16:10800-12600	AVG	10800-12600	16	1297	5.25	374.7
17:10800-12600	AVG	10800-12600	17	1518	9.33	750.69
18:10800-12600	AVG	10800-12600	18	3433	397.15	7925.11
19:10800-12600	AVG	10800-12600	19	2493	50.82	1273.94
20:10800-12600	AVG	10800-12600	20	1672	52.07	4115.76
21:10800-12600	AVG	10800-12600	21	2321	30.82	2748.94
23:10800-12600	AVG	10800-12600	23	936	83.26	6932.69
24:10800-12600	AVG	10800-12600	24	1152	13.44	1055.15
26:10800-12600	AVG	10800-12600	26	1652	1120.34	7790.62
27:10800-12600	AVG	10800-12600	27	889	55.21	4402.36
28:10800-12600	AVG	10800-12600	28	1766	7.6	632.34
29:10800-12600	AVG	10800-12600	29	3026	97.45	8518.76
30:10800-12600	AVG	10800-12600	30	1600	59.03	5162.12
31:10800-12600	AVG	10800-12600	31	1271	85.92	7615.31
101:10800-12600	AVG	10800-12600	101	823	16.15	619.46
102:10800-12600	AVG	10800-12600	102	429	151.78	1549.76
103:10800-12600	AVG	10800-12600	103	809	84.91	651.02
104:10800-12600	AVG	10800-12600	104	999	12.03	738.08
105:10800-12600	AVG	10800-12600	105	433	36.85	2164.36
106:10800-12600	AVG	10800-12600	106	641	14.68	924.9
107:10800-12600	AVG	10800-12600	107	755	48.45	528.29
108:10800-12600	AVG	10800-12600	108	361	34.01	2317.59
109:10800-12600	AVG	10800-12600	109	340	95.44	5680.36
110:10800-12600	AVG	10800-12600	110	120	10.97	661.51
111:10800-12600	AVG	10800-12600	111	221	20.24	1213.72
112:10800-12600	AVG	10800-12600	112	771	13.77	944.63
113:10800-12600	AVG	10800-12600	113	619	15.16	1058.23
114:10800-12600	AVG	10800-12600	114	520	5.46	449.36
115:10800-12600	AVG	10800-12600	115	305	39.01	2766.3
116:10800-12600	AVG	10800-12600	116	882	10.55	654.45
117:10800-12600	AVG	10800-12600	117	410	46	3032.32
118:10800-12600	AVG	10800-12600	118	576	45.13	2718.35
119:10800-12600	AVG	10800-12600	119	388	263.84	2686.25
120:10800-12600	AVG	10800-12600	120	99	25.31	1656.68
121:10800-12600	AVG	10800-12600	121	118	22.25	1316.7
122:10800-12600	AVG	10800-12600	122	209	35.29	2490.33

FREEWAY VISSIM
PM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
126:10800-12600	AVG	10800-12600	126	320	77.47	273.15
127:10800-12600	AVG	10800-12600	127	384	9.86	485.28
128:10800-12600	AVG	10800-12600	128	247	11.78	194.96
129:10800-12600	AVG	10800-12600	129	244	4.85	272.92
130:10800-12600	AVG	10800-12600	130	183	20.57	875.79
131:10800-12600	AVG	10800-12600	131	228	41.69	1122.76
132:10800-12600	AVG	10800-12600	132	297	27.98	1463.13
133:10800-12600	AVG	10800-12600	133	139	29.07	1230.73
134:10800-12600	AVG	10800-12600	134	378	15.88	316.64
135:10800-12600	AVG	10800-12600	135	574	17.88	318.84
136:10800-12600	AVG	10800-12600	136	39	239.08	191.63
138:10800-12600	AVG	10800-12600	138	155	37.54	1730.9
139:10800-12600	AVG	10800-12600	139	211	52.63	2046.94
140:10800-12600	AVG	10800-12600	140	584	49.69	795.17
141:10800-12600	AVG	10800-12600	141	486	38.34	1032.46
142:10800-12600	AVG	10800-12600	142	258	31.01	431.88
143:10800-12600	AVG	10800-12600	143	289	5.95	141.75
144:10800-12600	AVG	10800-12600	144	80	16.3	728.93
145:10800-12600	AVG	10800-12600	145	216	61.58	3689.46
146:10800-12600	AVG	10800-12600	146	259	7.08	267.93
147:10800-12600	AVG	10800-12600	147	339	20.08	1237.03
201:10800-12600	AVG	10800-12600	201	539	651.5	3862.04
202:10800-12600	AVG	10800-12600	202	496	233.73	2850.26
203:10800-12600	AVG	10800-12600	203	918	57.74	3223.65
204:10800-12600	AVG	10800-12600	204	592	55.45	2364.31
205:10800-12600	AVG	10800-12600	205	690	117.06	2676.78
206:10800-12600	AVG	10800-12600	206	512	712.1	7466.89
207:10800-12600	AVG	10800-12600	207	483	294.83	1966.03
208:10800-12600	AVG	10800-12600	208	164	782.03	2907.28
209:10800-12600	AVG	10800-12600	209	277	45.81	2885.82
210:10800-12600	AVG	10800-12600	210	1104	23.88	1977.5
211:10800-12600	AVG	10800-12600	211	1091	90.55	7465.79
212:10800-12600	AVG	10800-12600	212	1065	36.64	2907.63
213:10800-12600	AVG	10800-12600	213	889	30.41	2315.57
214:10800-12600	AVG	10800-12600	214	1135	40.76	2773.18
215:10800-12600	AVG	10800-12600	215	526	40.94	2752.44
216:10800-12600	AVG	10800-12600	216	528	56.45	3881.49
301:10800-12600	AVG	10800-12600	301	1158	142.71	1109.9
302:10800-12600	AVG	10800-12600	302	534	585.05	3629.82
303:10800-12600	AVG	10800-12600	303	529	78.51	1201.63
304:10800-12600	AVG	10800-12600	304	1318	63.46	575.03
305:10800-12600	AVG	10800-12600	305	965	26.34	1696.32
306:10800-12600	AVG	10800-12600	306	937	15.25	918.93
307:10800-12600	AVG	10800-12600	307	917	16.18	601.11
308:10800-12600	AVG	10800-12600	308	597	49.75	2173.18
309:10800-12600	AVG	10800-12600	309	786	23.81	596.4
310:10800-12600	AVG	10800-12600	310	746	35.67	872.9
311:10800-12600	AVG	10800-12600	311	500	796.28	9397.94
312:10800-12600	AVG	10800-12600	312	478	221.32	1501.67
313:10800-12600	AVG	10800-12600	313	177	136.84	499.97
314:10800-12600	AVG	10800-12600	314	268	11.83	524.74
315:10800-12600	AVG	10800-12600	315	757	23.14	1493.1
316:10800-12600	AVG	10800-12600	316	758	1.18	81.28
317:10800-12600	AVG	10800-12600	317	1098	5.78	452.74
318:10800-12600	AVG	10800-12600	318	1102	12.88	1064.11

FREEWAY VISSIM
PM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
319:10800-12600	AVG	10800-12600	319	1077	124.12	10215.8
320:10800-12600	AVG	10800-12600	320	1065	19.39	1497.69
321:10800-12600	AVG	10800-12600	321	889	29.48	2244.25
322:10800-12600	AVG	10800-12600	322	1136	11.5	801.83
323:10800-12600	AVG	10800-12600	323	1135	10.17	687.88
324:10800-12600	AVG	10800-12600	324	1135	16.3	1095.75
325:10800-12600	AVG	10800-12600	325	1525	17.96	1166.07
326:10800-12600	AVG	10800-12600	326	527	46.75	3160.43
327:10800-12600	AVG	10800-12600	327	526	12.47	827.26
328:10800-12600	AVG	10800-12600	328	1297	6.82	483.12
329:10800-12600	AVG	10800-12600	329	1518	6.34	500
401:10800-12600	AVG	10800-12600	401	620	9.98	732.47
402:10800-12600	AVG	10800-12600	402	812	70.92	543.52
403:10800-12600	AVG	10800-12600	403	320	114	398.58
404:10800-12600	AVG	10800-12600	404	247	15.86	228.08
405:10800-12600	AVG	10800-12600	405	231	27	640.5
406:10800-12600	AVG	10800-12600	406	297	23.52	1230.8
407:10800-12600	AVG	10800-12600	407	482	20.13	745.2
408:10800-12600	AVG	10800-12600	408	339	17.05	1057.63
409:10800-12600	AVG	10800-12600	409	183	20.5	841.38
410:10800-12600	AVG	10800-12600	410	244	7.72	370.08
411:10800-12600	AVG	10800-12600	411	384	12	527.14
412:10800-12600	AVG	10800-12600	412	1000	10.05	596.82
413:10800-12600	AVG	10800-12600	413	770	10.78	730.95
414:10800-12600	AVG	10800-12600	414	221	16.36	974.51
501:10800-12600	AVG	10800-12600	501	1159	206.17	1591.91
502:10800-12600	AVG	10800-12600	502	528	671.21	4856.68
503:10800-12600	AVG	10800-12600	503	1318	60.79	548.93
504:10800-12600	AVG	10800-12600	504	917	57.21	3198.76
505:10800-12600	AVG	10800-12600	505	594	52.85	2265.44
506:10800-12600	AVG	10800-12600	506	478	964.92	12367.83
507:10800-12600	AVG	10800-12600	507	174	751.24	2207.65
508:10800-12600	AVG	10800-12600	508	757	22.95	1487.34
509:10800-12600	AVG	10800-12600	509	1065	161.09	13157.52
510:10800-12600	AVG	10800-12600	510	889	29.05	2211.71
511:10800-12600	AVG	10800-12600	511	1135	38.66	2632.37
512:10800-12600	AVG	10800-12600	512	1524	17.75	1152.88
513:10800-12600	AVG	10800-12600	513	526	62.36	4196.15
514:10800-12600	AVG	10800-12600	514	1518	12.82	1042.97
2:12600-14400	AVG	12600-14400	2	729	1064.44	8027.56
3:12600-14400	AVG	12600-14400	3	282	676.85	5037.28
4:12600-14400	AVG	12600-14400	4	684	94.64	546.7
5:12600-14400	AVG	12600-14400	5	481	56.69	3232.38
6:12600-14400	AVG	12600-14400	6	314	90.69	2342.78
7:12600-14400	AVG	12600-14400	7	485	1364.78	12379.07
8:12600-14400	AVG	12600-14400	8	186	808.54	1981.08
9:12600-14400	AVG	12600-14400	9	280	9.85	443.85
10:12600-14400	AVG	12600-14400	10	711	24.36	1572.51
11:12600-14400	AVG	12600-14400	11	841	172.52	13201.56
12:12600-14400	AVG	12600-14400	12	701	30.85	2323.05
13:12600-14400	AVG	12600-14400	13	849	40.59	2786.99
14:12600-14400	AVG	12600-14400	14	1108	11.37	767.16
15:12600-14400	AVG	12600-14400	15	384	70.17	4766.45
16:12600-14400	AVG	12600-14400	16	854	5.24	374.7
17:12600-14400	AVG	12600-14400	17	1065	9.32	750.69

FREEWAY VISSIM
PM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
18:12600-14400	AVG	12600-14400	18	2437	440.55	7925.11
19:12600-14400	AVG	12600-14400	19	1704	61.48	1273.94
20:12600-14400	AVG	12600-14400	20	1189	51.63	4110.32
21:12600-14400	AVG	12600-14400	21	1657	30.81	2748.94
23:12600-14400	AVG	12600-14400	23	713	83.16	6932.69
24:12600-14400	AVG	12600-14400	24	896	12.82	1055.15
26:12600-14400	AVG	12600-14400	26	935	1000.26	7790.62
27:12600-14400	AVG	12600-14400	27	516	53.22	4383.43
28:12600-14400	AVG	12600-14400	28	1151	7.63	632.34
29:12600-14400	AVG	12600-14400	29	2440	97.1	8518.76
30:12600-14400	AVG	12600-14400	30	1600	59.03	5162.12
31:12600-14400	AVG	12600-14400	31	1260	85.91	7615.31
101:12600-14400	AVG	12600-14400	101	518	10.36	619.46
102:12600-14400	AVG	12600-14400	102	220	121.34	1549.76
103:12600-14400	AVG	12600-14400	103	411	134.14	651.02
104:12600-14400	AVG	12600-14400	104	733	11.56	738.08
105:12600-14400	AVG	12600-14400	105	315	36.57	2164.36
106:12600-14400	AVG	12600-14400	106	455	14.69	924.9
107:12600-14400	AVG	12600-14400	107	419	52.79	528.29
108:12600-14400	AVG	12600-14400	108	200	34.14	2317.59
109:12600-14400	AVG	12600-14400	109	334	95.63	5680.36
110:12600-14400	AVG	12600-14400	110	121	10.98	661.51
111:12600-14400	AVG	12600-14400	111	210	20.22	1213.72
112:12600-14400	AVG	12600-14400	112	467	13.77	944.63
113:12600-14400	AVG	12600-14400	113	406	14.71	1058.23
114:12600-14400	AVG	12600-14400	114	349	5.42	449.36
115:12600-14400	AVG	12600-14400	115	217	38.93	2766.3
116:12600-14400	AVG	12600-14400	116	635	10.45	654.45
117:12600-14400	AVG	12600-14400	117	264	45.66	3032.32
118:12600-14400	AVG	12600-14400	118	418	44.72	2718.35
119:12600-14400	AVG	12600-14400	119	196	286.72	2686.25
120:12600-14400	AVG	12600-14400	120	58	25.17	1656.68
121:12600-14400	AVG	12600-14400	121	118	22.23	1316.7
122:12600-14400	AVG	12600-14400	122	138	35.38	2490.33
126:12600-14400	AVG	12600-14400	126	177	121.68	273.15
127:12600-14400	AVG	12600-14400	127	258	9.97	485.28
128:12600-14400	AVG	12600-14400	128	133	12.2	194.96
129:12600-14400	AVG	12600-14400	129	146	4.87	272.92
130:12600-14400	AVG	12600-14400	130	136	54.32	875.79
131:12600-14400	AVG	12600-14400	131	148	82.65	1122.76
132:12600-14400	AVG	12600-14400	132	298	27.32	1463.13
133:12600-14400	AVG	12600-14400	133	144	27.29	1230.73
134:12600-14400	AVG	12600-14400	134	286	12.72	316.64
135:12600-14400	AVG	12600-14400	135	522	15.36	318.84
136:12600-14400	AVG	12600-14400	136	34	247.32	191.63
138:12600-14400	AVG	12600-14400	138	158	38.99	1730.9
139:12600-14400	AVG	12600-14400	139	119	50.53	2042.11
140:12600-14400	AVG	12600-14400	140	533	48.34	795.17
141:12600-14400	AVG	12600-14400	141	435	38.43	1027.27
142:12600-14400	AVG	12600-14400	142	252	46.62	431.88
143:12600-14400	AVG	12600-14400	143	160	4.84	141.75
144:12600-14400	AVG	12600-14400	144	44	16.17	728.93
145:12600-14400	AVG	12600-14400	145	179	61.12	3689.46
146:12600-14400	AVG	12600-14400	146	258	6.3	267.93
147:12600-14400	AVG	12600-14400	147	302	19.97	1237.03

FREEWAY VISSIM
PM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
201:12600-14400	AVG	12600-14400	201	295	645.4	3862.04
202:12600-14400	AVG	12600-14400	202	256	213.75	2850.26
203:12600-14400	AVG	12600-14400	203	481	56.39	3223.65
204:12600-14400	AVG	12600-14400	204	314	92.22	2366.46
205:12600-14400	AVG	12600-14400	205	448	224.84	2676.78
206:12600-14400	AVG	12600-14400	206	489	976	7466.89
207:12600-14400	AVG	12600-14400	207	484	425.29	1966.03
208:12600-14400	AVG	12600-14400	208	173	1042.67	2907.28
209:12600-14400	AVG	12600-14400	209	278	46.38	2885.82
210:12600-14400	AVG	12600-14400	210	1011	23.87	1977.5
211:12600-14400	AVG	12600-14400	211	866	93.63	7465.79
212:12600-14400	AVG	12600-14400	212	841	46.96	2907.63
213:12600-14400	AVG	12600-14400	213	701	30.79	2318.46
214:12600-14400	AVG	12600-14400	214	849	40.4	2773.18
215:12600-14400	AVG	12600-14400	215	378	40.31	2752.44
216:12600-14400	AVG	12600-14400	216	385	55.7	3881.49
301:12600-14400	AVG	12600-14400	301	728	120.88	1109.9
302:12600-14400	AVG	12600-14400	302	292	583.56	3629.82
303:12600-14400	AVG	12600-14400	303	282	79.73	1201.63
304:12600-14400	AVG	12600-14400	304	684	99.67	575.03
305:12600-14400	AVG	12600-14400	305	485	26.01	1696.32
306:12600-14400	AVG	12600-14400	306	486	15.07	918.93
307:12600-14400	AVG	12600-14400	307	481	15.79	601.11
308:12600-14400	AVG	12600-14400	308	316	82.7	2173.18
309:12600-14400	AVG	12600-14400	309	457	48.54	596.4
310:12600-14400	AVG	12600-14400	310	450	60.14	872.9
311:12600-14400	AVG	12600-14400	311	493	1116.61	9397.94
312:12600-14400	AVG	12600-14400	312	485	326.62	1501.67
313:12600-14400	AVG	12600-14400	313	190	212.27	499.97
314:12600-14400	AVG	12600-14400	314	280	11.97	524.74
315:12600-14400	AVG	12600-14400	315	711	23.37	1493.1
316:12600-14400	AVG	12600-14400	316	711	1.19	81.28
317:12600-14400	AVG	12600-14400	317	1013	5.76	452.74
318:12600-14400	AVG	12600-14400	318	1013	12.86	1064.11
319:12600-14400	AVG	12600-14400	319	851	131.45	10215.8
320:12600-14400	AVG	12600-14400	320	841	26.05	1497.69
321:12600-14400	AVG	12600-14400	321	702	29.52	2244.25
322:12600-14400	AVG	12600-14400	322	848	11.4	801.83
323:12600-14400	AVG	12600-14400	323	847	10.09	687.88
324:12600-14400	AVG	12600-14400	324	849	16.15	1095.75
325:12600-14400	AVG	12600-14400	325	1109	17.54	1166.07
326:12600-14400	AVG	12600-14400	326	381	46.18	3160.43
327:12600-14400	AVG	12600-14400	327	383	12.29	827.26
328:12600-14400	AVG	12600-14400	328	853	6.81	483.12
329:12600-14400	AVG	12600-14400	329	1065	6.34	500
401:12600-14400	AVG	12600-14400	401	405	9.81	732.47
402:12600-14400	AVG	12600-14400	402	411	116.15	543.52
403:12600-14400	AVG	12600-14400	403	176	169.91	398.58
404:12600-14400	AVG	12600-14400	404	133	17.2	228.08
405:12600-14400	AVG	12600-14400	405	148	42.28	640.5
406:12600-14400	AVG	12600-14400	406	298	22.88	1230.8
407:12600-14400	AVG	12600-14400	407	432	20.13	745.2
408:12600-14400	AVG	12600-14400	408	302	16.97	1057.63
409:12600-14400	AVG	12600-14400	409	136	52.68	841.38
410:12600-14400	AVG	12600-14400	410	146	7.73	370.08

FREEWAY VISSIM
PM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
411:12600-14400	AVG	12600-14400	411	258	11.92	527.14
412:12600-14400	AVG	12600-14400	412	733	9.7	596.82
413:12600-14400	AVG	12600-14400	413	467	10.78	730.95
414:12600-14400	AVG	12600-14400	414	210	16.35	974.51
501:12600-14400	AVG	12600-14400	501	729	180.75	1591.91
502:12600-14400	AVG	12600-14400	502	282	656.45	4856.68
503:12600-14400	AVG	12600-14400	503	684	95.72	548.93
504:12600-14400	AVG	12600-14400	504	481	55.93	3198.76
505:12600-14400	AVG	12600-14400	505	315	87.87	2265.44
506:12600-14400	AVG	12600-14400	506	485	1364.74	12367.83
507:12600-14400	AVG	12600-14400	507	186	896.81	2207.65
508:12600-14400	AVG	12600-14400	508	711	23.18	1487.34
509:12600-14400	AVG	12600-14400	509	841	171.95	13157.52
510:12600-14400	AVG	12600-14400	510	701	29.09	2211.71
511:12600-14400	AVG	12600-14400	511	849	38.32	2632.37
512:12600-14400	AVG	12600-14400	512	1109	17.34	1152.88
513:12600-14400	AVG	12600-14400	513	383	61.59	4196.15
514:12600-14400	AVG	12600-14400	514	1067	12.81	1042.97
2:14400-16200	AVG	14400-16200	2	533	1193.34	8027.56
3:14400-16200	AVG	14400-16200	3	248	763.43	5037.28
4:14400-16200	AVG	14400-16200	4	622	73.34	546.7
5:14400-16200	AVG	14400-16200	5	402	64.39	3232.38
6:14400-16200	AVG	14400-16200	6	266	177.08	2340.63
7:14400-16200	AVG	14400-16200	7	216	1237.26	12379.07
8:14400-16200	AVG	14400-16200	8	87	464.88	1981.08
9:14400-16200	AVG	14400-16200	9	223	9.64	443.85
10:14400-16200	AVG	14400-16200	10	463	24.1	1572.51
11:14400-16200	AVG	14400-16200	11	651	160.1	13201.56
12:14400-16200	AVG	14400-16200	12	550	30.3	2320.16
13:14400-16200	AVG	14400-16200	13	670	40.45	2786.99
14:14400-16200	AVG	14400-16200	14	873	11.3	767.16
15:14400-16200	AVG	14400-16200	15	290	69.66	4766.45
16:14400-16200	AVG	14400-16200	16	636	5.29	374.7
17:14400-16200	AVG	14400-16200	17	853	9.33	750.69
18:14400-16200	AVG	14400-16200	18	1697	488.21	7925.11
19:14400-16200	AVG	14400-16200	19	1236	53.13	1273.94
20:14400-16200	AVG	14400-16200	20	832	53.08	4126.08
21:14400-16200	AVG	14400-16200	21	1189	30.89	2748.94
23:14400-16200	AVG	14400-16200	23	462	82.36	6932.69
24:14400-16200	AVG	14400-16200	24	623	13.05	1055.15
26:14400-16200	AVG	14400-16200	26	634	1008.11	7790.62
27:14400-16200	AVG	14400-16200	27	345	53.69	4383.52
28:14400-16200	AVG	14400-16200	28	824	7.76	632.34
29:14400-16200	AVG	14400-16200	29	2112	96.55	8518.76
30:14400-16200	AVG	14400-16200	30	1602	59.01	5162.12
31:14400-16200	AVG	14400-16200	31	1274	85.91	7615.31
101:14400-16200	AVG	14400-16200	101	404	20.49	619.46
102:14400-16200	AVG	14400-16200	102	202	203.75	1549.76
103:14400-16200	AVG	14400-16200	103	375	116.95	651.02
104:14400-16200	AVG	14400-16200	104	585	11.48	738.08
105:14400-16200	AVG	14400-16200	105	254	36.27	2164.36
106:14400-16200	AVG	14400-16200	106	356	14.85	924.9
107:14400-16200	AVG	14400-16200	107	292	83.82	528.29
108:14400-16200	AVG	14400-16200	108	142	34.11	2317.59
109:14400-16200	AVG	14400-16200	109	329	95.41	5680.36

FREEWAY VISSIM
PM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
110:14400-16200	AVG	14400-16200	110	115	10.98	661.51
111:14400-16200	AVG	14400-16200	111	215	20.22	1213.72
112:14400-16200	AVG	14400-16200	112	347	13.76	944.63
113:14400-16200	AVG	14400-16200	113	289	15.26	1058.23
114:14400-16200	AVG	14400-16200	114	242	5.41	449.36
115:14400-16200	AVG	14400-16200	115	143	38.99	2766.3
116:14400-16200	AVG	14400-16200	116	481	10.51	654.45
117:14400-16200	AVG	14400-16200	117	204	46.2	3032.32
118:14400-16200	AVG	14400-16200	118	337	44.42	2718.35
119:14400-16200	AVG	14400-16200	119	165	362.44	2686.25
120:14400-16200	AVG	14400-16200	120	47	25.28	1656.68
121:14400-16200	AVG	14400-16200	121	114	22.18	1316.7
122:14400-16200	AVG	14400-16200	122	102	35.43	2490.33
126:14400-16200	AVG	14400-16200	126	162	86.69	273.15
127:14400-16200	AVG	14400-16200	127	201	9.95	485.28
128:14400-16200	AVG	14400-16200	128	111	16.95	194.96
129:14400-16200	AVG	14400-16200	129	105	4.84	272.92
130:14400-16200	AVG	14400-16200	130	102	12.82	875.79
131:14400-16200	AVG	14400-16200	131	103	189.89	1122.76
132:14400-16200	AVG	14400-16200	132	138	28.28	1463.13
133:14400-16200	AVG	14400-16200	133	65	32.26	1230.73
134:14400-16200	AVG	14400-16200	134	184	12.78	316.64
135:14400-16200	AVG	14400-16200	135	341	18.89	318.84
136:14400-16200	AVG	14400-16200	136	18	256.18	191.63
138:14400-16200	AVG	14400-16200	138	76	38.37	1730.9
139:14400-16200	AVG	14400-16200	139	104	47.29	1997.54
140:14400-16200	AVG	14400-16200	140	336	53	795.17
141:14400-16200	AVG	14400-16200	141	279	31.63	1024.97
142:14400-16200	AVG	14400-16200	142	138	28.23	431.88
143:14400-16200	AVG	14400-16200	143	143	4.67	141.75
144:14400-16200	AVG	14400-16200	144	35	15.76	728.93
145:14400-16200	AVG	14400-16200	145	161	61.06	3689.46
146:14400-16200	AVG	14400-16200	146	234	6.42	267.93
147:14400-16200	AVG	14400-16200	147	259	20.06	1237.03
201:14400-16200	AVG	14400-16200	201	248	723.44	3862.04
202:14400-16200	AVG	14400-16200	202	228	267.62	2850.26
203:14400-16200	AVG	14400-16200	203	402	64.08	3223.65
204:14400-16200	AVG	14400-16200	204	266	179.35	2364.31
205:14400-16200	AVG	14400-16200	205	315	203.3	2676.78
206:14400-16200	AVG	14400-16200	206	214	549.67	7466.89
207:14400-16200	AVG	14400-16200	207	217	318.55	1966.03
208:14400-16200	AVG	14400-16200	208	89	683.36	2907.28
209:14400-16200	AVG	14400-16200	209	186	45.86	2885.82
210:14400-16200	AVG	14400-16200	210	662	23.87	1977.5
211:14400-16200	AVG	14400-16200	211	660	90.23	7465.79
212:14400-16200	AVG	14400-16200	212	651	35.49	2907.63
213:14400-16200	AVG	14400-16200	213	550	30.25	2315.57
214:14400-16200	AVG	14400-16200	214	669	40.27	2773.18
215:14400-16200	AVG	14400-16200	215	291	40.04	2752.44
216:14400-16200	AVG	14400-16200	216	291	55.31	3881.49
301:14400-16200	AVG	14400-16200	301	532	155.45	1109.9
302:14400-16200	AVG	14400-16200	302	249	648.98	3629.82
303:14400-16200	AVG	14400-16200	303	248	90.63	1201.63
304:14400-16200	AVG	14400-16200	304	622	76.86	575.03
305:14400-16200	AVG	14400-16200	305	434	27.34	1696.32

FREEWAY VISSIM
PM RAW PEAK PERIOD OUTPUT

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
306:14400-16200	AVG	14400-16200	306	414	16.8	918.93
307:14400-16200	AVG	14400-16200	307	401	21.83	601.11
308:14400-16200	AVG	14400-16200	308	268	162.82	2173.18
309:14400-16200	AVG	14400-16200	309	356	81.42	596.4
310:14400-16200	AVG	14400-16200	310	339	98.68	872.9
311:14400-16200	AVG	14400-16200	311	211	720.59	9397.94
312:14400-16200	AVG	14400-16200	312	216	240.03	1501.67
313:14400-16200	AVG	14400-16200	313	80	103.13	499.97
314:14400-16200	AVG	14400-16200	314	224	11.86	524.74
315:14400-16200	AVG	14400-16200	315	466	23.11	1493.1
316:14400-16200	AVG	14400-16200	316	464	1.2	81.28
317:14400-16200	AVG	14400-16200	317	708	5.79	452.74
318:14400-16200	AVG	14400-16200	318	684	12.93	1064.11
319:14400-16200	AVG	14400-16200	319	659	123.43	10215.8
320:14400-16200	AVG	14400-16200	320	651	18.42	1497.69
321:14400-16200	AVG	14400-16200	321	550	29.33	2244.25
322:14400-16200	AVG	14400-16200	322	659	11.37	801.83
323:14400-16200	AVG	14400-16200	323	663	10.06	687.88
324:14400-16200	AVG	14400-16200	324	669	16.1	1095.75
325:14400-16200	AVG	14400-16200	325	874	17.36	1166.07
326:14400-16200	AVG	14400-16200	326	290	45.92	3160.43
327:14400-16200	AVG	14400-16200	327	291	12.18	827.26
328:14400-16200	AVG	14400-16200	328	636	6.86	483.12
329:14400-16200	AVG	14400-16200	329	852	6.34	500
401:14400-16200	AVG	14400-16200	401	288	9.98	732.47
402:14400-16200	AVG	14400-16200	402	375	98.02	543.52
403:14400-16200	AVG	14400-16200	403	162	127.43	398.58
404:14400-16200	AVG	14400-16200	404	111	22.79	228.08
405:14400-16200	AVG	14400-16200	405	104	105.57	640.5
406:14400-16200	AVG	14400-16200	406	138	23.6	1230.8
407:14400-16200	AVG	14400-16200	407	278	20.13	745.2
408:14400-16200	AVG	14400-16200	408	260	17.05	1057.63
409:14400-16200	AVG	14400-16200	409	102	12.53	841.38
410:14400-16200	AVG	14400-16200	410	105	7.7	370.08
411:14400-16200	AVG	14400-16200	411	201	11.96	527.14
412:14400-16200	AVG	14400-16200	412	585	9.67	596.82
413:14400-16200	AVG	14400-16200	413	346	10.77	730.95
414:14400-16200	AVG	14400-16200	414	215	16.35	974.51
501:14400-16200	AVG	14400-16200	501	533	224.88	1591.91
502:14400-16200	AVG	14400-16200	502	248	739.36	4856.68
503:14400-16200	AVG	14400-16200	503	622	73.43	548.93
504:14400-16200	AVG	14400-16200	504	402	63.69	3198.76
505:14400-16200	AVG	14400-16200	505	267	172.58	2265.44
506:14400-16200	AVG	14400-16200	506	216	1236.77	12367.83
507:14400-16200	AVG	14400-16200	507	89	524.67	2207.65
508:14400-16200	AVG	14400-16200	508	465	22.92	1487.34
509:14400-16200	AVG	14400-16200	509	651	159.52	13157.52
510:14400-16200	AVG	14400-16200	510	550	28.91	2211.71
511:14400-16200	AVG	14400-16200	511	669	38.2	2632.37
512:14400-16200	AVG	14400-16200	512	874	17.16	1152.88
513:14400-16200	AVG	14400-16200	513	291	61.2	4196.15
514:14400-16200	AVG	14400-16200	514	853	12.81	1042.97

APPENDIX B – TRAFFIC ANALYSIS SUPPORTING INFORMATION

- ORIGIN-DESTINATION FLOWS

Table 1 — **2045 O-D (AM Peak Hour)**

Origin \ Destination			Off-Ramp to NW 12th Ave From I-195 EB	Off-Ramp to NB & SB I-95/I-95 Express From I-195 EB	Off-ramp to N Miami Ave from EB I-195	Off-ramp to Biscayne Blvd from EB I-195	EB I-195 Mainline W of Off-Ramp to Alton Road	Off-ramp to Biscayne Blvd from WB I-195	Off-Ramp to NB I-95/SB I-95 from WB I-195	WB I-195 Mainline W of NW 12th Ave	NB I-95 Mainline near GGI (Potential Express Lanes Volume)
			D-1	D-2	D-3	D-4	D-5	D-6	D-7	D-8	D-9
			-	2,985	1,636	1,237	5,723[5]	1,367	3,520	4,793	-
EB I-195 Mainline W of NW 12th Ave	O-1	6,276	628 10%[1]	2,985 48%[2]	410 7%[3]	556 9%	1,698 27%	-	-	-	894 14%
On-Ramp from NB I-95/SB I-95 to EB I-195	O-2	4,397	-	-	1,226 28%[4]	681 15%[4]	2,490 57%	-	-	-	-
On-ramp from Biscayne Blvd to EB I-195	O-3	1,024	-	-	-	-	1,024 100%	-	-	-	-
WB I-195 Mainline W of On-Ramp from Alton Road	O-4	4,370	-	-	-	-	-	1,367 31%[6]	1,884 43%	1,119 26%	578 13%
On-ramp from Biscayne Blvd to WB I-195	O-5	1,201	-	-	-	-	-	-	580 46%	621 54%	108 9%
On-ramp from N Miami Ave to WB I-195	O-6	1,578	-	-	-	-	-	-	1,055 64%	523 36%	256 16%
On-Ramp from NB I-95/SB I-95 to WB I-195	O-7	2,196	-	-	-	-	-	-	-	2,196 100%	-
On-Ramp from SB I-95 Express to WB I-195	O-8	334	-	-	-	-	-	-	-	334 100%	-
SB I-95 Mainline near GGI (Potential Express Lanes Volume)	O-9	8,096[7]	-	-	244 3%	81 1%	570 7%	-	-	733 9%	-

Notes:

General: Streetlight data has a limitation, it is a location-based trip data while FTI (Florida Traffic Online database) is volume data. Streetlight data considers all the devices in a vehicle as each separate trip. For example, three (3) persons in one car will be counted as three (3) trips instead of 1.

1) This value was adjusted based on the FTI data, the maximum ratio of ramp volume/I-195 EB mainline is 10% based on the FTI 2018 synopsis reports. The value of 23% reported from the streetlight data was adjusted to 10%

2) The projected volume of 2,985 vph destined to I-95 NB/SB from I-195 EB was preserved and the percentage was adjusted as needed.

3) Streetlight data calculated 9% from I-195 EB to N Miami Avenue Off-Ramp, this is an illegal movement. So, a minor adjustment was made to this percentage to destine some of these vehicles to US-1 Off-Ramp and to achieve the projected destined volumes.

4) These percentages were adjusted to equate the O-1 + O-2 to D-3/D-4 to projected 2045 No-Build volumes.

5) The sum of the volumes in this column will be lower than the projected volumes destined to D-5 since the volumes from O-1 destined to D-1 turned out to be higher in the streetlight data than estimated in the No-Build scenario.

6) The volume projected for the design year was preserved, so the streetlight percentage of 28% was adjusted to 31%.

7) Since this I-195 Corridor Planning Study (CPS) study area does not include I-95 at GGI interchange, this volume was taken from Kimley Horn's I-95 CPS contract .

Table 2 — **2045 O-D (PM Peak Hour)**

Origin \ Destination			Off-Ramp to NW 12th Ave From I-195 EB	Off-Ramp to NB & SB I-95/I-95 Express From I-195 EB	Off-ramp to N Miami Ave from EB I-195	Off-ramp to Biscayne Blvd from EB I-195	EB I-195 Mainline W of Off-Ramp to Alton Road	Off-ramp to Biscayne Blvd from WB I-195	Off-Ramp to NB I-95/SB I-95 from WB I-195	WB I-195 Mainline W of NW 12th Ave	NB I-95 Mainline near GGI (Potential Express Lanes Volume)
			D-1	D-2	D-3	D-4	D-5	D-6	D-7	D-8	D-9
			-	2,503	1,530	1,221	4,370[5]	1,050	5,024	6,276	-
EB I-195 Mainline W of NW 12th Ave	O-1	4,793	288 6%[1]	2,503 52%[2]	339 7%[3]	609 13%	1,045 22%	-	-	-	744 16%
On-Ramp from NB I-95/SB I-95 to EB I-195	O-2	3,567	-	-	1,191 33%[4]	612 17%[4]	1,787 50%	-	-	-	-
On-ramp from Biscayne Blvd to EB I-195	O-3	1,339	-	-	-	-	1,339 100%	-	-	-	-
WB I-195 Mainline W of On-Ramp from Alton Road	O-4	5,723	-	-	-	-	-	1,050 18%[6]	2,931 51%[7,8]	1,742 30%	586 10%
On-ramp from Biscayne Blvd to WB I-195	O-5	1,087	-	-	-	-	-	-	690 63%[8]	397 37%	143 13%
On-ramp from N Miami Ave to WB I-195	O-6	1,812	-	-	-	-	-	-	1,401 77%[8]	411 23%	225 12%
On-Ramp from NB I-95/SB I-95 to WB I-195	O-7	3,275	-	-	-	-	-	-	-	3,275 100%	-
On-Ramp from SB I-95 Express to WB I-195	O-8	453	-	-	-	-	-	-	-	453 100%	-
SB I-95 Mainline near GGI (Potential Express Lanes Volume)	O-9	8,064[9]	-	-	240 3%	80 1%	479 6%	-	-	1,071 13%	-

Notes:

General: Streetlight data has a limitation, it is a location-based trip data while FTI (Florida Traffic Online database) is volume data. Streetlight data considers all the devices in a vehicle as each separate trip. For example, three (3) persons in one car will be counted as three (3) trips instead of 1.

1) This value was adjusted based on the FTI data, the maximum ratio of ramp volume/I-195 EB mainline is 6% based on the FTI 2018 synopsis reports. The value of 19% reported from the streetlight data was adjusted to 6%

2) The projected volume of 2,503 vph destined to I-95 NB/SB from I-195 EB was preserved and the percentage was adjusted as needed.

3) Streetlight data calculated 9% from I-195 EB to N Miami Avenue Off-Ramp, this is an illegal movement. So, a minor adjustment was made to this percentage to destine some of these vehicles to US-1 Off-Ramp and to achieve the projected destined volumes.

4) These percentages were adjusted to equate the O-1 + O-2 to D-3/D-4 to projected 2045 No-Build volumes.

5) The sum of the volumes in this column will be lower than the projected volumes destined to D-5 since the volumes from O-1 destined to D-1 turned out to be higher in the streetlight data than estimated in the No-Build scenario.

6) The volume projected for the design year was preserved, so the streetlight percentage of 33% was adjusted to 18%. Also, the ratio of ramp volume/I-195 WB mainline is close to 20% based on the FTI 2018 synopsis reports

7) The value of 40% is adjusted to 51% based to achieve the O-4 to D-7 volumes.

8) The percentages in this column were generally increased to achieve the projected 2045 No-Build volumes destined to D-7 from O-4, O-5 and O-6.

9) Since this I-195 Corridor Planning Study (CPS) study area does not include I-95 at GGI interchange, this volume was taken from Kimley Horn's I-95 CPS contract .

APPENDIX C – 2045 BUILD CONDITIONS TRAFFIC ANALYSIS SUPPORTING INFORMATION

- VISSIM INTERSECTION OUTPUT

- VISSIM FREEWAY OUTPUT

No-Build VISSIM Intersection Output

No-Build AM Peak Intersection Output Data

Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
3	AVG	9000-12600	3-4: NW 12th Ave@826.5-8: NW 12th Ave@1.7	1192	16.5	65.7	419.47
3	AVG	9000-12600	3-4: NW 12th Ave@826.5-10: NW 40th St@29.2	16	13.96	67.16	422.14
3	AVG	9000-12600	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-8: NW 12th Ave@1	219	30.11	39.04	224.6
3	AVG	9000-12600	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-10: NW 40th St@29	27	32.52	38.83	225.19
3	AVG	9000-12600	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-10035@64.5	62	10.66	38.4	224.55
3	AVG	9000-12600	3-10034@1.9-1: NW 12th Ave@13.7	865	5.97	18.11	201.42
3	AVG	9000-12600	3-10036@3.3-10: NW 40th St@29.2	68	14.91	16.81	201.43
3	AVG	9000-12600	3	2448	13.97	40.58	422.14
4	AVG	9000-12600	4-7: NW 12th Ave@671.4-3: NW 12th Ave@24.5	808	17.5	51.51	301.32
4	AVG	9000-12600	4-7: NW 12th Ave@671.4-159: NW 39th St@17.7	35	13.86	51.55	301.6
4	AVG	9000-12600	4-8: NW 12th Ave@183.1-2: NW 12th Ave@16.5	1353	10.73	64.7	312.45
4	AVG	9000-12600	4-8: NW 12th Ave@183.1-159: NW 39th St@17.7	58	13.28	64.44	312.09
4	AVG	9000-12600	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-2: NW 12th Ave@16.5	620	25.46	104.41	477.76
4	AVG	9000-12600	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-3: NW 12th Ave@24.5	127	19.05	97.66	477.34
4	AVG	9000-12600	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-159: NW 39th St@17.7	182	21.53	104.28	477.88
4	AVG	9000-12600	4	3183	16.35	76.94	477.88
35	AVG	9000-12600	35-37: N Miami Ave@117.5-15: N Miami Ave@41.4	118	14.85	210.43	230.19
35	AVG	9000-12600	35-37: N Miami Ave@117.5-22: I-195 WB On-Ramp@14.9	41	16.34	210.43	230.19
35	AVG	9000-12600	35-37: N Miami Ave@117.5-23: NW 38th St@17.0	1	26.42	210.43	230.19
35	AVG	9000-12600	35-37: N Miami Ave@117.5-55: NE 38th St@30.6	19	756.47	210.43	230.19
35	AVG	9000-12600	35-38: N Miami Ave@1597.7-22: I-195 WB On-Ramp@14.9	377	35.74	1567.26	1658.24
35	AVG	9000-12600	35-38: N Miami Ave@1597.7-23: NW 38th St@17.0	3	22.3	1566.51	1657.48
35	AVG	9000-12600	35-38: N Miami Ave@1597.7-41: N Miami Ave@22.6	372	58.64	1565.97	1656.94
35	AVG	9000-12600	35-39: NE 38th St@541.1-15: N Miami Ave@41.4	3	57.26	19.79	173.65
35	AVG	9000-12600	35-39: NE 38th St@541.1-22: I-195 WB On-Ramp@14.9	32	69.48	19.89	173.98
35	AVG	9000-12600	35-39: NE 38th St@541.1-23: NW 38th St@17.0	0	106.68	20.06	174.58
35	AVG	9000-12600	35-39: NE 38th St@541.1-41: N Miami Ave@22.6	3	87.04	19.98	174.31
35	AVG	9000-12600	35	968	43.61	623.73	1658.24
36	AVG	9000-12600	36-40: N Miami Ave@171.9-10064@80.2	111	322.86	287.02	313.7
36	AVG	9000-12600	36-40: N Miami Ave@171.9-10139@80.8	41	289.49	287.02	313.7
36	AVG	9000-12600	36-43: I-195 EB Off-Ramp (from I-95)@460.4-47: N Miami Ave@13.8	75	368.23	644.34	664.85
36	AVG	9000-12600	36-43: I-195 EB Off-Ramp (from I-95)@460.4-10065@83.5	29	779.11	644.71	665.21
36	AVG	9000-12600	36-10066@6.4-47: N Miami Ave@13.8	371	29.3	191.08	276.88
36	AVG	9000-12600	36	628	80.57	441.79	665.21
37	AVG	9000-12600	37-45: N Miami Ave@208.2-18: NW 36th St@64.1	4	154.4	1274.91	1303.6
37	AVG	9000-12600	37-45: N Miami Ave@208.2-40: N Miami Ave@25.7	108	575.06	1274.91	1303.6
37	AVG	9000-12600	37-45: N Miami Ave@208.2-59: NE 36th St@45.6	9	263.77	1274.91	1303.6
37	AVG	9000-12600	37-47: N Miami Ave@157.3-16: N Miami Ave@41.5	259	22.17	199.03	306.97
37	AVG	9000-12600	37-47: N Miami Ave@157.3-18: NW 36th St@64.1	81	15.5	199.93	309.32
37	AVG	9000-12600	37-47: N Miami Ave@157.3-59: NE 36th St@45.6	106	33.85	199.89	308.91
37	AVG	9000-12600	37-50: NW 36th St@207.7-16: N Miami Ave@41.5	8	69.23	430.26	463.72
37	AVG	9000-12600	37-50: NW 36th St@207.7-40: N Miami Ave@25.7	21	758.89	430.3	463.72
37	AVG	9000-12600	37-50: NW 36th St@207.7-59: NE 36th St@45.6	87	119.12	430.3	463.72
37	AVG	9000-12600	37-52: NE 36th St@194.9-16: N Miami Ave@41.5	29	116.76	676.46	711.06
37	AVG	9000-12600	37-52: NE 36th St@194.9-18: NW 36th St@64.1	77	141.3	676.23	710.82
37	AVG	9000-12600	37-52: NE 36th St@194.9-40: N Miami Ave@25.7	27	411.04	675.99	710.58
37	AVG	9000-12600	37	816	108.62	645.26	1303.6
38	AVG	9000-12600	38-53: NE 1st Ave@395.5-26: NE 1st Ave@6.9	10	374.26	222.79	332.48
38	AVG	9000-12600	38-53: NE 1st Ave@395.5-70: NE 38th St@10.3	8	549.79	241.61	358.67
38	AVG	9000-12600	38-53: NE 1st Ave@395.5-10083@85.1	12	363.06	247.98	369.07
38	AVG	9000-12600	38-54: NE 1st Ave@1159.7-58: NE 1st Ave@2.0	28	361.02	1155.06	1180.11
38	AVG	9000-12600	38-54: NE 1st Ave@1159.7-70: NE 38th St@10.3	9	684.87	1191.18	1216.24
38	AVG	9000-12600	38-54: NE 1st Ave@1159.7-10084@43.8	12	319.38	1186.08	1211.14
38	AVG	9000-12600	38-55: NE 38th St@570.9-26: NE 1st Ave@6.9	3	1258.08	649.46	671.4
38	AVG	9000-12600	38-55: NE 38th St@570.9-58: NE 1st Ave@2.0	1	1208.33	642.78	664.72
38	AVG	9000-12600	38-55: NE 38th St@570.9-70: NE 38th St@10.3	13	1288.29	657.51	679.46
38	AVG	9000-12600	38-56: NE 38th St@580.8-26: NE 1st Ave@6.9	4	6.53	52.85	146.22
38	AVG	9000-12600	38-56: NE 38th St@580.8-58: NE 1st Ave@2.0	3	26.5	45.05	109.94
38	AVG	9000-12600	38-56: NE 38th St@580.8-10085@82.0	15	11.15	45.09	136.6
38	AVG	9000-12600	38	117	309.57	528.12	1216.24

Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
39	AVG	9000-12600	39-57: NE 1st Ave@1113.9-51: NE 36th St@5.8	8	451.6	1034.59	1115.6
39	AVG	9000-12600	39-57: NE 1st Ave@1113.9-53: NE 1st Ave@26.0	17	459.04	1001	1080.74
39	AVG	9000-12600	39-57: NE 1st Ave@1113.9-75: NE 36th St@7.4	17	397.07	1020.6	1101.04
39	AVG	9000-12600	39-58: NE 1st Ave@368.5-27: NE 1st Ave@6.8	6	270.58	330.13	401.54
39	AVG	9000-12600	39-58: NE 1st Ave@368.5-51: NE 36th St@5.8	19	347.93	371.33	444.98
39	AVG	9000-12600	39-58: NE 1st Ave@368.5-75: NE 36th St@7.4	6	333.72	382.46	456.94
39	AVG	9000-12600	39-60: NE 36th St@298.5-27: NE 1st Ave@6.8	3	21.93	374.49	640.29
39	AVG	9000-12600	39-60: NE 36th St@298.5-53: NE 1st Ave@26.0	5	191.84	376.46	623.11
39	AVG	9000-12600	39-60: NE 36th St@298.5-75: NE 36th St@7.4	195	39.07	360.19	602.92
39	AVG	9000-12600	39-62: NE 36th St@119.0-27: NE 1st Ave@6.8	1	130.89	731.68	818.45
39	AVG	9000-12600	39-62: NE 36th St@119.0-51: NE 36th St@5.8	108	231.08	691.82	776.48
39	AVG	9000-12600	39-62: NE 36th St@119.0-53: NE 1st Ave@26.0	6	240.03	731.09	817.81
39	AVG	9000-12600		39	391	120.96	617.15	1124.37
40	AVG	9000-12600	40-64: NE 2nd Ave@120.9-33: NE 39th St@20.8	3	143.32	235.97	302.08
40	AVG	9000-12600	40-64: NE 2nd Ave@120.9-36: NE 2nd Ave@71.2	52	236.06	235.97	302.08
40	AVG	9000-12600	40-64: NE 2nd Ave@120.9-81: NE 39th St@39.0	17	603.37	235.98	302.08
40	AVG	9000-12600	40-65: NE 2nd Ave@752.3-33: NE 39th St@20.8	5	155.6	827.79	853.45
40	AVG	9000-12600	40-65: NE 2nd Ave@752.3-69: NE 2nd Ave@48.4	59	226.93	827.79	853.45
40	AVG	9000-12600	40-65: NE 2nd Ave@752.3-81: NE 39th St@39.0	16	2044.31	827.52	853.18
40	AVG	9000-12600	40-66: NE 39th St@103.0-36: NE 2nd Ave@71.2	3	428	120.86	142.64
40	AVG	9000-12600	40-66: NE 39th St@103.0-69: NE 2nd Ave@48.4	3	270.69	120.86	142.64
40	AVG	9000-12600	40-66: NE 39th St@103.0-81: NE 39th St@39.0	15	624.36	120.87	142.64
40	AVG	9000-12600	40-67: NE 39th St@171.9-33: NE 39th St@20.8	23	15.63	71.8	171.26
40	AVG	9000-12600	40-67: NE 39th St@171.9-36: NE 2nd Ave@71.2	24	10.5	71.79	171.26
40	AVG	9000-12600	40-67: NE 39th St@171.9-69: NE 2nd Ave@48.4	15	20.78	71.78	171.26
40	AVG	9000-12600		40	235	333.31	314.08	853.45
41	AVG	9000-12600	41-68: NE 2nd Ave@247.3-56: NE 38th St@8.5	7	378.59	302.94	417.43
41	AVG	9000-12600	41-68: NE 2nd Ave@247.3-63: NE 2nd Ave@7.0	42	510.02	275.29	384.06
41	AVG	9000-12600	41-69: NE 2nd Ave@247.3-21: NE 2nd Ave@4.5	65	11.47	110.64	186.62
41	AVG	9000-12600	41-69: NE 2nd Ave@247.3-56: NE 38th St@8.5	13	4.75	119.8	209.02
41	AVG	9000-12600	41-70: NE 38th St@582.2-21: NE 2nd Ave@4.5	7	828.1	512.16	568.72
41	AVG	9000-12600	41-70: NE 38th St@582.2-63: NE 2nd Ave@7.0	26	771.27	544.2	606.41
41	AVG	9000-12600	41-70: NE 38th St@582.2-188@5.1	0		512.16	568.72
41	AVG	9000-12600	41-71@192.3-21: NE 2nd Ave@4.5	0		14.16	61.41
41	AVG	9000-12600	41-71@192.3-56: NE 38th St@8.5	4	50.7	11.61	20.82
41	AVG	9000-12600	41-71@192.3-63: NE 2nd Ave@7.0	0		14.24	62.21
41	AVG	9000-12600		41	164	206.35	211.67	606.41
42	AVG	9000-12600	42-21: NE 2nd Ave@278.6-29: NE 2nd Ave@36.0	52	107.53	206.48	362.7
42	AVG	9000-12600	42-21: NE 2nd Ave@278.6-61: NE 36th St@21.7	8	622.9	156.15	291.14
42	AVG	9000-12600	42-21: NE 2nd Ave@278.6-79: Federal Hwy@48.5	0	148.19	205.46	362.12
42	AVG	9000-12600	42-21: NE 2nd Ave@278.6-94: NE 36th St@39.9	10	92.13	205.54	362.12
42	AVG	9000-12600	42-72: NE 2nd Ave@1267.8-61: NE 36th St@21.7	15	582.92	1292.03	1317.54
42	AVG	9000-12600	42-72: NE 2nd Ave@1267.8-79: Federal Hwy@48.5	53	214.85	1292.03	1317.54
42	AVG	9000-12600	42-72: NE 2nd Ave@1267.8-94: NE 36th St@39.9	8	204.89	1292.03	1317.54
42	AVG	9000-12600	42-72: NE 2nd Ave@1267.8-10048@5.8	29	733.84	1292.03	1317.54
42	AVG	9000-12600	42-74: Federal Hwy@24.1-29: NE 2nd Ave@36.0	143	216.54	763.81	793.44
42	AVG	9000-12600	42-74: Federal Hwy@24.1-61: NE 36th St@21.7	16	408.89	763.81	793.44
42	AVG	9000-12600	42-74: Federal Hwy@24.1-94: NE 36th St@39.9	12	261.11	763.81	793.44
42	AVG	9000-12600	42-74: Federal Hwy@24.1-10048@5.8	1	472.86	763.81	793.44
42	AVG	9000-12600	42-76: NE 36th St@312.0-29: NE 2nd Ave@36.0	65	46.87	506.39	652.24
42	AVG	9000-12600	42-76: NE 36th St@312.0-79: Federal Hwy@48.5	18	574.25	503.7	649.24
42	AVG	9000-12600	42-76: NE 36th St@312.0-94: NE 36th St@39.9	129	84.84	506.66	652.24
42	AVG	9000-12600	42-76: NE 36th St@312.0-10048@5.8	4	1018.14	506.66	652.24
42	AVG	9000-12600	42-77: NE 36th St@309.5-61: NE 36th St@21.7	80	314.33	408.87	473.88
42	AVG	9000-12600	42-77: NE 36th St@309.5-79: Federal Hwy@48.5	15	193.36	408.83	473.88
42	AVG	9000-12600	42-77: NE 36th St@309.5-10048@5.8	11	511.29	408.89	473.88
42	AVG	9000-12600		42	668	205.02	644.58	1317.54
43	AVG	9000-12600	43-80: Federal Hwy@191.5-34: NE 39th St@42.3	3	144.35	189.08	217.23
43	AVG	9000-12600	43-80: Federal Hwy@191.5-67: NE 39th St@13.6	22	149.86	223.81	252.51
43	AVG	9000-12600	43-80: Federal Hwy@191.5-73: Federal Hwy@18.3	131	235.58	223.82	252.51
43	AVG	9000-12600	43-81: NE 39th St@196.0-30: Federal Hwy@31.2	18	158.57	257.64	294.12
43	AVG	9000-12600	43-81: NE 39th St@196.0-34: NE 39th St@42.3	11	197.14	256.84	293.31
43	AVG	9000-12600	43-81: NE 39th St@196.0-73: Federal Hwy@18.3	15	1207.24	257.89	294.36
43	AVG	9000-12600	43-82: NE 38th St@237.4-30: Federal Hwy@31.2	5	107.28	49.41	126.14
43	AVG	9000-12600	43-82: NE 38th St@237.4-67: NE 39th St@13.6	32	110.01	49.49	126.12
43	AVG	9000-12600	43-82: NE 38th St@237.4-73: Federal Hwy@18.3	10	216.71	51.2	127.85
43	AVG	9000-12600	43-83: Federal Hwy@535.4-30: Federal Hwy@31.2	75	23.01	22.67	202.32
43	AVG	9000-12600	43-83: Federal Hwy@535.4-34: NE 39th St@42.3	6	20.01	22.53	202.32
43	AVG	9000-12600	43-83: Federal Hwy@535.4-67: NE 39th St@13.6	6	22.14	22.53	202.32
43	AVG	9000-12600	43-10153@3.3-34: NE 39th St@42.3	1	33.67	0	0
43	AVG	9000-12600		43	333	210.33	125.15	377.36
44	AVG	9000-12600	44-85: Biscayne Blvd@133.6-24: Biscayne Blvd@23.4	380	30.14	134.26	383.35

Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
44	AVG	9000-12600	44-85: Biscayne Blvd@133.6-82: NE 38th St@42.0	11	46.72	132.24	382.72
44	AVG	9000-12600	44-85: Biscayne Blvd@133.6-161: NE 38th St@79.2	130	28.38	133.89	382.72
44	AVG	9000-12600	44-87: Biscayne Blvd@344.4-82: NE 38th St@42.0	5	83.34	1089.6	1151.65
44	AVG	9000-12600	44-87: Biscayne Blvd@344.4-92: Biscayne Blvd@30.4	326	115.82	1089.4	1151.45
44	AVG	9000-12600	44-87: Biscayne Blvd@344.4-161: NE 38th St@79.2	93	57.62	1089.19	1151.24
44	AVG	9000-12600	44-89: NE 38th St@26.9-24: Biscayne Blvd@23.4	99	98.36	1041.41	1086.35
44	AVG	9000-12600	44-89: NE 38th St@26.9-82: NE 38th St@42.0	34	163.16	1041.41	1086.35
44	AVG	9000-12600	44-89: NE 38th St@26.9-92: Biscayne Blvd@30.4	125	165.3	1041.41	1086.35
44	AVG	9000-12600		1202	60.11	754.76	1151.65
45	AVG	9000-12600	45-91: Biscayne Blvd@200.0-77: NE 36th St@20.3	26	341.66	1630.78	1672.75
45	AVG	9000-12600	45-91: Biscayne Blvd@200.0-84: Biscayne Blvd@42.1	402	78.7	1630.78	1672.75
45	AVG	9000-12600	45-91: Biscayne Blvd@200.0-104: NE 36th St@54.2	79	51.4	1630.78	1672.75
45	AVG	9000-12600	45-93: Biscayne Blvd@288.0-25: Biscayne Blvd@32.5	293	76.8	1625.36	1665.78
45	AVG	9000-12600	45-93: Biscayne Blvd@288.0-77: NE 36th St@20.3	59	147.86	1625.36	1665.78
45	AVG	9000-12600	45-93: Biscayne Blvd@288.0-104: NE 36th St@54.2	95	72.44	1625.36	1665.78
45	AVG	9000-12600	45-95: NE 36th St@227.6-25: Biscayne Blvd@32.5	51	15.18	74.15	270.37
45	AVG	9000-12600	45-95: NE 36th St@227.6-84: Biscayne Blvd@42.1	18	151.18	74.29	270.37
45	AVG	9000-12600	45-95: NE 36th St@227.6-104: NE 36th St@54.2	90	85.7	74.54	270.37
45	AVG	9000-12600	45-97: NE 36th St@236.9-25: Biscayne Blvd@32.5	124	119.8	415.55	455.85
45	AVG	9000-12600	45-97: NE 36th St@236.9-77: NE 36th St@20.3	29	337.33	415.55	455.85
45	AVG	9000-12600	45-97: NE 36th St@236.9-84: Biscayne Blvd@42.1	92	173.61	415.55	455.85
45	AVG	9000-12600		1358	78.43	936.5	1674.86
46	AVG	9000-12600	46-98: NE 6th Ave@724.9-162: NE 38th St@34.9	1	8818.16	750.9	757.72
46	AVG	9000-12600	46-99: NE 38th St@568.3-103@19.6	3	0.69	0	0
46	AVG	9000-12600	46-100: I-195 WB Off-Ramp@323.1-103@19.6	1	93.62	306.09	344.33
46	AVG	9000-12600	46-100: I-195 WB Off-Ramp@323.1-162: NE 38th St@34.9	254	201.25	306.09	344.33
46	AVG	9000-12600	46-100: I-195 WB Off-Ramp@323.1-10183@47.9	22	120.63	306.09	344.33
46	AVG	9000-12600		282	220.89	352.33	757.72
49	AVG	9000-12600	49-104: NE 36th St@325.6-109: NE 36th St@65.7	265	0.55	0	0
49	AVG	9000-12600	49-105: NE 36th St@104.7-96: NE 36th St@85.2	2	4544.21	228.81	228.81
49	AVG	9000-12600	49-106: I-195 EB Off-Ramp@145.5-96: NE 36th St@85.2	240	105.93	124.38	158.63
49	AVG	9000-12600		507	36.29	117.73	228.81
52	AVG	9000-12600	52-107@640.1-19: NE 36th St (To I-195 EB)@1.4	0	4742.67	662.01	666.23
52	AVG	9000-12600	52-107@640.1-28: NE 5th Ave@11.9	0		691.29	695.51
52	AVG	9000-12600	52-107@640.1-105: NE 36th St@40.9	1	8385.65	669.08	673.3
52	AVG	9000-12600	52-108: NE 5th Ave@135.2-19: NE 36th St (To I-195 EB)@1.4	0		160.43	166.96
52	AVG	9000-12600	52-108: NE 5th Ave@135.2-102@10.7	1	5539.36	185.49	192.02
52	AVG	9000-12600	52-108: NE 5th Ave@135.2-105: NE 36th St@40.9	1	6998.61	174.12	180.65
52	AVG	9000-12600	52-109: NE 36th St@135.4-19: NE 36th St (To I-195 EB)@1.4	260	0.4	0	0
52	AVG	9000-12600	52-109: NE 36th St@135.4-28: NE 5th Ave@11.9	2	0.4	0	0
52	AVG	9000-12600	52-109: NE 36th St@135.4-102@10.7	4	0.37	0	0
52	AVG	9000-12600	52-110: NE 36th St (To I-195 EB)@764.6-28: NE 5th Ave@11.9	0		790.76	790.76
52	AVG	9000-12600	52-110: NE 36th St (To I-195 EB)@764.6-102@10.7	0		732.44	732.44
52	AVG	9000-12600	52-110: NE 36th St (To I-195 EB)@764.6-105: NE 36th St@40.9	0		763.92	763.92
52	AVG	9000-12600		269	69.8	402.46	811.16
57	AVG	9000-12600	57-115: Alton Road@150.4-177: Alton Road@63.8	1440	0.39	0	0
57	AVG	9000-12600	57-116: Alton Road@1341.5-121: Alton Road@19.9	1498	46.14	1127.61	1374.81
57	AVG	9000-12600	57-116: Alton Road@1341.5-179: N Bay Road North@24.4	2	27.55	1127.61	1374.81
57	AVG	9000-12600	57-117: N Bay Road North@435.3-121: Alton Road@19.9	4	10410.08	476.84	491.92
57	AVG	9000-12600		2943	36.29	534.82	1374.81
58	AVG	9000-12600	58-119@313.9-115: Alton Road@14.5	1374	28.7	1056.85	1678.09
58	AVG	9000-12600	58-119@313.9-175: 43rd Street@22.8	79	22.42	1056.91	1677.98
58	AVG	9000-12600	58-119@313.9-187: Ed Sullivan Dr@53.5	684	129.41	1056.86	1678.06
58	AVG	9000-12600	58-123: Alton Road@93.1-175: 43rd Street@22.8	39	26.76	148.79	284.42
58	AVG	9000-12600	58-123: Alton Road@93.1-183@60.1	1281	22.39	157.22	284.42
58	AVG	9000-12600	58-123: Alton Road@93.1-187: Ed Sullivan Dr@53.5	181	16.93	156.95	284.42
58	AVG	9000-12600	58-124: Ed Sullivan Dr@790.9-115: Alton Road@14.5	54	68.55	57.56	226.73
58	AVG	9000-12600	58-124: Ed Sullivan Dr@790.9-175: 43rd Street@22.8	81	87.48	60.32	227.06
58	AVG	9000-12600	58-124: Ed Sullivan Dr@790.9-183@60.1	143	20.39	44.34	218.81
58	AVG	9000-12600	58-125: 43rd Street@131.1-183@60.1	10	102.23	159.64	443.92
58	AVG	9000-12600	58-125: 43rd Street@131.1-187: Ed Sullivan Dr@53.5	194	104.8	158.29	442.39
58	AVG	9000-12600	58-184: N Bay Rd@266.4-115: Alton Road@14.5	13	31.51	1056.85	1678.09
58	AVG	9000-12600	58-184: N Bay Rd@266.4-175: 43rd Street@22.8	2	15.21	1056.91	1677.98
58	AVG	9000-12600	58-184: N Bay Rd@266.4-187: Ed Sullivan Dr@53.5	0		1056.86	1678.06
58	AVG	9000-12600		4132	48.01	373.98	1678.43
61	AVG	9000-12600	61-130@220.9-172: Unnamed Road@7.9	255	13	10.97	165.79
61	AVG	9000-12600	61-130@220.9-176: Alton Road@20.2	17	18.44	21.08	187.14
61	AVG	9000-12600	61-10220@0.6-176: Alton Road@20.2	1870	0.31	0.19	49.99
61	AVG	9000-12600		2142	1.96	10.75	194.59

Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
63	AVG	9000-12600	63-132: Alton Road@140.5-12@13.5	141	52.58	86.82	292.01
63	AVG	9000-12600	63-132: Alton Road@140.5-163: Alton Road@28.9	181	47.51	86.82	292.01
63	AVG	9000-12600	63-132: Alton Road@140.5-168: 41 Street/ Art Godfrey Road@11.2	112	35.02	86.82	292.01
63	AVG	9000-12600	63-134: Alton Road@43.1-12@13.5	260	13.14	36.12	148.81
63	AVG	9000-12600	63-134: Alton Road@43.1-141: Alton Road@4.7	105	26.13	36.85	148.81
63	AVG	9000-12600	63-134: Alton Road@43.1-168: 41 Street/ Art Godfrey Road@11.2	63	37.36	36.09	148.81
63	AVG	9000-12600	63-136: 41 Street/ Art Godfrey Road@324.2-163: Alton Road@28.9	364	77.7	551.46	806.55
63	AVG	9000-12600	63-136: 41 Street/ Art Godfrey Road@324.2-168: 41 Street/ Art Godfrey Ro	1558	30.54	551.42	806.31
63	AVG	9000-12600	63-139: 41 Street/ Art Godfrey Road@83.8-12@13.5	1268	46.73	831.96	1052.27
63	AVG	9000-12600	63-139: 41 Street/ Art Godfrey Road@83.8-141: Alton Road@4.7	41	75.72	831.96	1052.27
63	AVG	9000-12600	63-139: 41 Street/ Art Godfrey Road@83.8-163: Alton Road@28.9	81	32.97	833.58	1053.89
63	AVG	9000-12600	63-10223@17.2-141: Alton Road@4.7	93	24.1	552.41	830.09
63	AVG	9000-12600	63	4268	40.2	376.86	1053.89
64	AVG	9000-12600	64-140: Alton Road@213.9-111: W 39th St@6.6	110	3.54	10.08	265.5
64	AVG	9000-12600	64-140: Alton Road@213.9-112@14.6	0		9.9	263.41
64	AVG	9000-12600	64-140: Alton Road@213.9-132: Alton Road@10.8	306	6.65	7.26	230.77
64	AVG	9000-12600	64-141: Alton Road@121.3-111: W 39th St@6.6	56	1.92	0.24	37.68
64	AVG	9000-12600	64-141: Alton Road@121.3-112@14.6	0		0.08	34.55
64	AVG	9000-12600	64-141: Alton Road@121.3-145: Alton Road@33.5	183	0.22	0.02	13.99
64	AVG	9000-12600	64-142@109.2-111: W 39th St@6.6	7	9.73	0.72	54.19
64	AVG	9000-12600	64-142@109.2-132: Alton Road@10.8	16	11.35	0.03	20.56
64	AVG	9000-12600	64-142@109.2-145: Alton Road@33.5	9	7.33	0.77	54.63
64	AVG	9000-12600	64-10241@65.4-132: Alton Road@10.8	108	7.56	0.53	65.59
64	AVG	9000-12600	64-10244@63.1-145: Alton Road@33.5	100	8.71	3.29	80.45
64	AVG	9000-12600	64	894	5.13	2.99	265.5
65	AVG	9000-12600	65-144: Alton Road@360.8-113: Barry St@24.6	38	1.29	0.28	68.38
65	AVG	9000-12600	65-144: Alton Road@360.8-140: Alton Road@20.5	349	0.59	0.12	44.66
65	AVG	9000-12600	65-144: Alton Road@360.8-171@30.9	26	0.36	0.31	78.07
65	AVG	9000-12600	65-145: Alton Road@221.1-113: Barry St@24.6	90	0.63	0	1.65
65	AVG	9000-12600	65-145: Alton Road@221.1-130@14.0	182	0.41	0	1.65
65	AVG	9000-12600	65-145: Alton Road@221.1-171@30.9	20	0.78	0.02	19.53
65	AVG	9000-12600	65-146@347.6-113: Barry St@24.6	0		0.11	42.83
65	AVG	9000-12600	65-146@347.6-130@14.0	20	7.55	2.57	84.57
65	AVG	9000-12600	65-146@347.6-140: Alton Road@20.5	28	7.08	2.12	75.16
65	AVG	9000-12600	65-147: Barry St@870.8-130@14.0	70	8.3	0.66	67
65	AVG	9000-12600	65-147: Barry St@870.8-140: Alton Road@20.5	38	9.64	6.9	115.92
65	AVG	9000-12600	65-147: Barry St@870.8-171@30.9	0		0.66	67
65	AVG	9000-12600	65	860	1.99	1.31	119.92
66	AVG	9000-12600	66-148: Alton Road@359.0-128: W 34th St@36.0	7	1.52	15.66	607.16
66	AVG	9000-12600	66-148: Alton Road@359.0-129@139.7	1871	1.72	15.66	607.16
66	AVG	9000-12600	66-148: Alton Road@359.0-144: Alton Road@27.8	391	2	15.66	607.16
66	AVG	9000-12600	66-181: W 34th St@645.8-144: Alton Road@27.8	20	4.95	0	0
66	AVG	9000-12600	66	2290	1.8	7.83	607.16
67	AVG	9000-12600	67-150: Alton Rd@108.5-148: Alton Road@8.6	1845	15.4	215.19	1065.22
67	AVG	9000-12600	67-150: Alton Rd@108.5-169: Chase Ave@18.0	102	12.87	214.86	1065.22
67	AVG	9000-12600	67-151: Alton Road@330.6-173: Alton Rd@9.9	2239	14.99	895.84	1650.85
67	AVG	9000-12600	67-155: Chase Ave@27.1-148: Alton Road@8.6	304	30.57	61.25	367.82
67	AVG	9000-12600	67-155: Chase Ave@27.1-173: Alton Rd@9.9	67	42.78	61.25	367.82
67	AVG	9000-12600	67-10260@0.4-148: Alton Road@8.6	122	33.5	26.9	200.44
67	AVG	9000-12600	67-10263@0.0-169: Chase Ave@18.0	39	34.91	26.68	200.01
67	AVG	9000-12600	67-10265@0.0-173: Alton Rd@9.9	7	28.87	42.37	229.76
67	AVG	9000-12600	67	4724	17.16	193.04	1650.85
68	AVG	9000-12600	68-157: NW 10th Ave@55.2-11: To I-95 N Express lanes@36.0	232	3.57	0.42	60.03
68	AVG	9000-12600	68-157: NW 10th Ave@55.2-13: NW 10th Ave@21.8	352	1.02	0	3.97
68	AVG	9000-12600	68-158: NW 10th Ave@1120.0-11: To I-95 N Express lanes@36.0	34	0.7	0	0
68	AVG	9000-12600	68-158: NW 10th Ave@1120.0-14: NW 10th Ave@35.5	627	0.39	0	0
68	AVG	9000-12600	68-159: NW 39th St@1216.3-11: To I-95 N Express lanes@36.0	106	12.17	2.91	127.84
68	AVG	9000-12600	68-159: NW 39th St@1216.3-13: NW 10th Ave@21.8	83	10.71	2.91	127.84
68	AVG	9000-12600	68-159: NW 39th St@1216.3-14: NW 10th Ave@35.5	88	10.28	17.78	187.08
68	AVG	9000-12600	68	1522	2.99	4.22	187.08
71	AVG	9000-12600	71-163: Alton Road@53.7-131: Nautilus Rd/ Michigan Ave@8.4	179	0.01	0.04	62.53
71	AVG	9000-12600	71-163: Alton Road@53.7-134: Alton Road@22.3	0		0.07	67.25
71	AVG	9000-12600	71-163: Alton Road@53.7-174: 43rd Street@25.8	448	0.28	0.04	62.53
71	AVG	9000-12600	71-165: 43rd Street@48.2-131: Nautilus Rd/ Michigan Ave@8.4	38	6.34	1.65	84.42
71	AVG	9000-12600	71-165: 43rd Street@48.2-134: Alton Road@22.3	164	8.19	0.42	51.16
71	AVG	9000-12600	71-166: Nautilus Rd/ Michigan Ave@593.8-134: Alton Road@22.3	263	168.2	606.5	671.05
71	AVG	9000-12600	71-166: Nautilus Rd/ Michigan Ave@593.8-174: 43rd Street@25.8	24	146.87	606.39	670.95
71	AVG	9000-12600	71	1114	44.25	202.51	671.05
88	AVG	9000-12600	88-124: Ed Sullivan Dr@388.0-124: Ed Sullivan Dr@525.9	277	0.26	0.04	41.51
88	AVG	9000-12600	88-187: Ed Sullivan Dr@344.1-114@19.8	723	7.87	28.53	355.94
88	AVG	9000-12600	88-187: Ed Sullivan Dr@344.1-178: Ed Sullivan Dr@16.3	335	10.37	28.53	355.94
88	AVG	9000-12600	88	1335	6.93	14.28	355.94

No-Build PM Peak Intersection Output Data

Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
3	AVG	1800-5400	3-4: NW 12th Ave@826.5-8: NW 12th Ave@1.7	704	6.45	14.41	192.06
3	AVG	1800-5400	3-4: NW 12th Ave@826.5-10: NW 40th St@29.2	21	5.71	15.09	194.73
3	AVG	1800-5400	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-8: NW 12th Ave@1	134	35.36	30.19	179.61
3	AVG	1800-5400	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-10: NW 40th St@29	40	35.93	30.39	180.19
3	AVG	1800-5400	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-10035@64.5	65	15.73	29.56	179.56
3	AVG	1800-5400	3-10034@1.9-1: NW 12th Ave@13.7	1753	3.01	17.19	263.25
3	AVG	1800-5400	3-10036@3.3-10: NW 40th St@29.2	102	6.51	15.68	263.25
3	AVG	1800-5400	3	2820	6.31	21.79	270.54
4	AVG	1800-5400	4-7: NW 12th Ave@671.4-3: NW 12th Ave@24.5	1565	12.95	89.39	586.29
4	AVG	1800-5400	4-7: NW 12th Ave@671.4-159: NW 39th St@17.7	60	12.32	89.51	586.57
4	AVG	1800-5400	4-8: NW 12th Ave@183.1-2: NW 12th Ave@16.5	785	5.51	14.64	200.75
4	AVG	1800-5400	4-8: NW 12th Ave@183.1-159: NW 39th St@17.7	54	19.52	13.94	200.4
4	AVG	1800-5400	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-2: NW 12th Ave@16.5	247	9.65	70.57	333.98
4	AVG	1800-5400	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-3: NW 12th Ave@24.5	290	36.42	72.5	333.57
4	AVG	1800-5400	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-159: NW 39th St@17.7	110	30.86	73.63	334.1
4	AVG	1800-5400	4	3110	13.75	60.6	586.57
35	AVG	1800-5400	35-37: N Miami Ave@117.5-15: N Miami Ave@41.4	937	3.22	84.82	251.65
35	AVG	1800-5400	35-37: N Miami Ave@117.5-22: I-195 WB On-Ramp@14.9	369	22.92	84.82	251.65
35	AVG	1800-5400	35-37: N Miami Ave@117.5-23: NW 38th St@17.0	7	55.5	84.82	251.65
35	AVG	1800-5400	35-37: N Miami Ave@117.5-55: NE 38th St@30.6	116	3.18	84.82	251.65
35	AVG	1800-5400	35-38: N Miami Ave@1597.7-22: I-195 WB On-Ramp@14.9	548	67.48	1560.84	1681.38
35	AVG	1800-5400	35-38: N Miami Ave@1597.7-23: NW 38th St@17.0	15	68.03	1560.09	1680.63
35	AVG	1800-5400	35-38: N Miami Ave@1597.7-41: N Miami Ave@22.6	467	100.57	1559.55	1680.09
35	AVG	1800-5400	35-39: NE 38th St@541.1-15: N Miami Ave@41.4	26	44.14	76.24	333.66
35	AVG	1800-5400	35-39: NE 38th St@541.1-22: I-195 WB On-Ramp@14.9	152	63.56	76.55	334.07
35	AVG	1800-5400	35-39: NE 38th St@541.1-23: NW 38th St@17.0	3	75.52	77.11	334.82
35	AVG	1800-5400	35-39: NE 38th St@541.1-41: N Miami Ave@22.6	12	87.04	76.86	334.48
35	AVG	1800-5400	35	2653	40.61	634.01	1681.38
36	AVG	1800-5400	36-40: N Miami Ave@171.9-10064@80.2	717	17.31	147.51	331.08
36	AVG	1800-5400	36-40: N Miami Ave@171.9-10139@80.8	372	33.51	147.51	331.08
36	AVG	1800-5400	36-43: I-195 EB Off-Ramp (from I-95)@460.4-47: N Miami Ave@13.8	428	196.22	610.67	697.84
36	AVG	1800-5400	36-43: I-195 EB Off-Ramp (from I-95)@460.4-10065@83.5	340	98.6	611.04	698.2
36	AVG	1800-5400	36-10066@6.4-47: N Miami Ave@13.8	479	59.5	130.41	284.82
36	AVG	1800-5400	36	2335	72.52	374.91	698.2
37	AVG	1800-5400	37-45: N Miami Ave@208.2-18: NW 36th St@64.1	40	97.82	1261.18	1330.91
37	AVG	1800-5400	37-45: N Miami Ave@208.2-40: N Miami Ave@25.7	818	129.2	1261.18	1330.91
37	AVG	1800-5400	37-45: N Miami Ave@208.2-59: NE 36th St@45.6	60	167.19	1261.18	1330.91
37	AVG	1800-5400	37-47: N Miami Ave@157.3-16: N Miami Ave@41.5	460	43.56	240.85	335.45
37	AVG	1800-5400	37-47: N Miami Ave@157.3-18: NW 36th St@64.1	299	30.12	242.12	337.8
37	AVG	1800-5400	37-47: N Miami Ave@157.3-59: NE 36th St@45.6	123	179.73	242.61	337.39
37	AVG	1800-5400	37-50: NW 36th St@207.7-16: N Miami Ave@41.5	116	117.33	355.43	492.57
37	AVG	1800-5400	37-50: NW 36th St@207.7-40: N Miami Ave@25.7	102	158.71	355.7	492.57
37	AVG	1800-5400	37-50: NW 36th St@207.7-59: NE 36th St@45.6	358	185.72	355.84	492.57
37	AVG	1800-5400	37-52: NE 36th St@194.9-16: N Miami Ave@41.5	96	109.23	602.19	742.65
37	AVG	1800-5400	37-52: NE 36th St@194.9-18: NW 36th St@64.1	484	85.49	602	742.42
37	AVG	1800-5400	37-52: NE 36th St@194.9-40: N Miami Ave@25.7	168	113.02	601.76	742.18
37	AVG	1800-5400	37	3125	107.8	615.17	1330.91
38	AVG	1800-5400	38-53: NE 1st Ave@395.5-26: NE 1st Ave@6.9	41	10.31	1.43	110.06
38	AVG	1800-5400	38-53: NE 1st Ave@395.5-70: NE 38th St@10.3	17	8.78	3.27	137.24
38	AVG	1800-5400	38-53: NE 1st Ave@395.5-10083@85.1	26	8.99	4.16	148.8
38	AVG	1800-5400	38-54: NE 1st Ave@1159.7-58: NE 1st Ave@2.0	81	9.79	2.14	87.42
38	AVG	1800-5400	38-54: NE 1st Ave@1159.7-70: NE 38th St@10.3	40	8.63	7.09	124.5
38	AVG	1800-5400	38-54: NE 1st Ave@1159.7-10084@43.8	69	6.95	7.33	114.28
38	AVG	1800-5400	38-55: NE 38th St@570.9-26: NE 1st Ave@6.9	31	8.63	4.28	124.72
38	AVG	1800-5400	38-55: NE 38th St@570.9-58: NE 1st Ave@2.0	17	8.04	3.45	118.04
38	AVG	1800-5400	38-55: NE 38th St@570.9-70: NE 38th St@10.3	68	10.77	6.05	134.43
38	AVG	1800-5400	38-56: NE 38th St@580.8-26: NE 1st Ave@6.9	59	8.6	7.74	145.31
38	AVG	1800-5400	38-56: NE 38th St@580.8-58: NE 1st Ave@2.0	10	10.32	2.92	116.82
38	AVG	1800-5400	38-56: NE 38th St@580.8-10085@82.0	99	11.2	12.97	178.59
38	AVG	1800-5400	38	559	9.46	5.23	188.76
39	AVG	1800-5400	39-57: NE 1st Ave@1113.9-51: NE 36th St@5.8	3	1563.3	1144.6	1181.75
39	AVG	1800-5400	39-57: NE 1st Ave@1113.9-53: NE 1st Ave@26.0	8	2050.3	1109.74	1146.89
39	AVG	1800-5400	39-57: NE 1st Ave@1113.9-75: NE 36th St@7.4	11	2105.25	1130.04	1167.2
39	AVG	1800-5400	39-58: NE 1st Ave@368.5-27: NE 1st Ave@6.8	35	65.73	33.15	216.92
39	AVG	1800-5400	39-58: NE 1st Ave@368.5-51: NE 36th St@5.8	35	98.63	54.49	260.37
39	AVG	1800-5400	39-58: NE 1st Ave@368.5-75: NE 36th St@7.4	38	126.9	61.68	272.32
39	AVG	1800-5400	39-60: NE 36th St@298.5-27: NE 1st Ave@6.8	60	147.2	630.06	795.77
39	AVG	1800-5400	39-60: NE 36th St@298.5-53: NE 1st Ave@26.0	39	100.34	605.83	771.42
39	AVG	1800-5400	39-60: NE 36th St@298.5-75: NE 36th St@7.4	440	224.1	585.76	751.23
39	AVG	1800-5400	39-62: NE 36th St@119.0-27: NE 1st Ave@6.8	81	49.72	487.78	803.2
39	AVG	1800-5400	39-62: NE 36th St@119.0-51: NE 36th St@5.8	726	100.01	453.94	761.23

Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
39	AVG	1800-5400	39-62: NE 36th St@119.0-53: NE 1st Ave@26.0	37	69.86	490.97	802.56
39	AVG	1800-5400		1514	160.82	565.67	1181.75
40	AVG	1800-5400	40-64: NE 2nd Ave@120.9-33: NE 39th St@20.8	13	36.68	86.04	374.49
40	AVG	1800-5400	40-64: NE 2nd Ave@120.9-36: NE 2nd Ave@71.2	315	30.22	85.91	374.49
40	AVG	1800-5400	40-64: NE 2nd Ave@120.9-81: NE 39th St@39.0	51	26.15	85.85	374.49
40	AVG	1800-5400	40-65: NE 2nd Ave@752.3-33: NE 39th St@20.8	105	51.66	296.06	769.68
40	AVG	1800-5400	40-65: NE 2nd Ave@752.3-69: NE 2nd Ave@48.4	494	57.84	296.13	769.68
40	AVG	1800-5400	40-65: NE 2nd Ave@752.3-81: NE 39th St@39.0	111	68.05	295.92	769.41
40	AVG	1800-5400	40-66: NE 39th St@103.0-36: NE 2nd Ave@71.2	68	58.89	89.97	166.93
40	AVG	1800-5400	40-66: NE 39th St@103.0-69: NE 2nd Ave@48.4	53	48.17	89.9	166.93
40	AVG	1800-5400	40-66: NE 39th St@103.0-81: NE 39th St@39.0	145	61.2	89.96	166.93
40	AVG	1800-5400	40-67: NE 39th St@171.9-33: NE 39th St@20.8	119	38.3	71.3	383.36
40	AVG	1800-5400	40-67: NE 39th St@171.9-36: NE 2nd Ave@71.2	110	30.71	71.15	383.36
40	AVG	1800-5400	40-67: NE 39th St@171.9-69: NE 2nd Ave@48.4	38	48.35	71.07	383.36
40	AVG	1800-5400		1620	47.84	135.77	769.68
41	AVG	1800-5400	41-68: NE 2nd Ave@247.3-56: NE 38th St@8.5	25	4.5	7.86	223.91
41	AVG	1800-5400	41-68: NE 2nd Ave@247.3-63: NE 2nd Ave@7.0	285	8.63	4.96	182.2
41	AVG	1800-5400	41-69: NE 2nd Ave@247.3-21: NE 2nd Ave@4.5	441	16.53	60.38	336.39
41	AVG	1800-5400	41-69: NE 2nd Ave@247.3-56: NE 38th St@8.5	143	12.29	65.74	368.39
41	AVG	1800-5400	41-70: NE 38th St@582.2-21: NE 2nd Ave@4.5	29	9.28	1.58	89.78
41	AVG	1800-5400	41-70: NE 38th St@582.2-63: NE 2nd Ave@7.0	96	12.51	8.21	126.69
41	AVG	1800-5400	41-70: NE 38th St@582.2-188@5.1	0		1.58	89.78
41	AVG	1800-5400	41-71@192.3-21: NE 2nd Ave@4.5	0		0	0
41	AVG	1800-5400	41-71@192.3-56: NE 38th St@8.5	0		0	0
41	AVG	1800-5400	41-71@192.3-63: NE 2nd Ave@7.0	0		0	0
41	AVG	1800-5400		1019	12.79	16.53	368.49
42	AVG	1800-5400	42-21: NE 2nd Ave@278.6-29: NE 2nd Ave@36.0	235	137.11	275.07	498.99
42	AVG	1800-5400	42-21: NE 2nd Ave@278.6-61: NE 36th St@21.7	122	132.73	200.19	419.47
42	AVG	1800-5400	42-21: NE 2nd Ave@278.6-79: Federal Hwy@48.5	4	154.52	273.94	498.34
42	AVG	1800-5400	42-21: NE 2nd Ave@278.6-94: NE 36th St@39.9	95	310.7	273.99	498.34
42	AVG	1800-5400	42-72: NE 2nd Ave@1267.8-61: NE 36th St@21.7	82	124.09	1230.22	1336.63
42	AVG	1800-5400	42-72: NE 2nd Ave@1267.8-79: Federal Hwy@48.5	380	112.08	1230.22	1336.63
42	AVG	1800-5400	42-72: NE 2nd Ave@1267.8-94: NE 36th St@39.9	43	177.11	1230.22	1336.63
42	AVG	1800-5400	42-72: NE 2nd Ave@1267.8-10048@5.8	215	109.55	1230.22	1336.63
42	AVG	1800-5400	42-74: Federal Hwy@24.1-29: NE 2nd Ave@36.0	167	161.69	445.13	710.97
42	AVG	1800-5400	42-74: Federal Hwy@24.1-61: NE 36th St@21.7	151	272.64	445.12	710.97
42	AVG	1800-5400	42-74: Federal Hwy@24.1-94: NE 36th St@39.9	40	207.76	444.19	710.97
42	AVG	1800-5400	42-74: Federal Hwy@24.1-10048@5.8	21	235.57	445.11	710.97
42	AVG	1800-5400	42-76: NE 36th St@312.0-29: NE 2nd Ave@36.0	98	165.12	660.52	734.05
42	AVG	1800-5400	42-76: NE 36th St@312.0-79: Federal Hwy@48.5	79	158.77	657.52	731.05
42	AVG	1800-5400	42-76: NE 36th St@312.0-94: NE 36th St@39.9	265	425.95	660.52	734.05
42	AVG	1800-5400	42-76: NE 36th St@312.0-10048@5.8	35	120.62	660.52	734.05
42	AVG	1800-5400	42-77: NE 36th St@309.5-61: NE 36th St@21.7	488	126.54	248.86	478.47
42	AVG	1800-5400	42-77: NE 36th St@309.5-79: Federal Hwy@48.5	37	92.16	248.75	478.47
42	AVG	1800-5400	42-77: NE 36th St@309.5-10048@5.8	41	94.37	248.75	478.47
42	AVG	1800-5400		2598	175.93	584.69	1336.63
43	AVG	1800-5400	43-80: Federal Hwy@191.5-34: NE 39th St@42.3	7	39.53	33.31	207.59
43	AVG	1800-5400	43-80: Federal Hwy@191.5-67: NE 39th St@13.6	88	33.58	50.41	242.87
43	AVG	1800-5400	43-80: Federal Hwy@191.5-73: Federal Hwy@18.3	302	45.7	50.78	242.87
43	AVG	1800-5400	43-81: NE 39th St@196.0-30: Federal Hwy@31.2	178	66.07	128.41	332.06
43	AVG	1800-5400	43-81: NE 39th St@196.0-34: NE 39th St@42.3	64	61.94	126.97	331.17
43	AVG	1800-5400	43-81: NE 39th St@196.0-73: Federal Hwy@18.3	64	34.18	128.43	332.33
43	AVG	1800-5400	43-82: NE 38th St@237.4-30: Federal Hwy@31.2	41	66.76	80.31	263.6
43	AVG	1800-5400	43-82: NE 38th St@237.4-67: NE 39th St@13.6	155	81.11	80.54	263.57
43	AVG	1800-5400	43-82: NE 38th St@237.4-73: Federal Hwy@18.3	34	74.68	78.21	262.57
43	AVG	1800-5400	43-83: Federal Hwy@535.4-30: Federal Hwy@31.2	471	37.14	240.76	778.05
43	AVG	1800-5400	43-83: Federal Hwy@535.4-34: NE 39th St@42.3	13	36.26	240.69	778.05
43	AVG	1800-5400	43-83: Federal Hwy@535.4-67: NE 39th St@13.6	23	47.39	240.69	778.05
43	AVG	1800-5400	43-10153@3.3-34: NE 39th St@42.3	4	38.59	0	0
43	AVG	1800-5400		1443	49.74	113.81	778.05
44	AVG	1800-5400	44-85: Biscayne Blvd@133.6-24: Biscayne Blvd@23.4	951	39.46	370.6	707.69
44	AVG	1800-5400	44-85: Biscayne Blvd@133.6-82: NE 38th St@42.0	28	59.9	358.14	706.64
44	AVG	1800-5400	44-85: Biscayne Blvd@133.6-161: NE 38th St@79.2	285	39.29	369.47	706.64
44	AVG	1800-5400	44-87: Biscayne Blvd@344.4-82: NE 38th St@42.0	84	46.07	910.47	1175.83
44	AVG	1800-5400	44-87: Biscayne Blvd@344.4-92: Biscayne Blvd@30.4	1175	52.19	910.39	1175.62
44	AVG	1800-5400	44-87: Biscayne Blvd@344.4-161: NE 38th St@79.2	303	77.88	910.17	1175.42
44	AVG	1800-5400	44-89: NE 38th St@26.9-24: Biscayne Blvd@23.4	348	87.6	947.06	1099.55
44	AVG	1800-5400	44-89: NE 38th St@26.9-82: NE 38th St@42.0	123	148.58	947.06	1099.55
44	AVG	1800-5400	44-89: NE 38th St@26.9-92: Biscayne Blvd@30.4	296	162.44	947.06	1099.55
44	AVG	1800-5400		3591	65.56	741.16	1175.83
45	AVG	1800-5400	45-91: Biscayne Blvd@200.0-77: NE 36th St@20.3	61	98.36	1616.18	1692.7
45	AVG	1800-5400	45-91: Biscayne Blvd@200.0-84: Biscayne Blvd@42.1	763	119.65	1616.18	1692.7

Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
45	AVG	1800-5400	45-91: Biscayne Blvd@200.0-104: NE 36th St@54.2	182	71.27	1616.18	1692.7
45	AVG	1800-5400	45-93: Biscayne Blvd@288.0-25: Biscayne Blvd@32.5	718	47.14	1466.52	1686.35
45	AVG	1800-5400	45-93: Biscayne Blvd@288.0-77: NE 36th St@20.3	376	79.05	1466.34	1686.35
45	AVG	1800-5400	45-93: Biscayne Blvd@288.0-104: NE 36th St@54.2	365	63.26	1466.13	1686.35
45	AVG	1800-5400	45-95: NE 36th St@227.6-25: Biscayne Blvd@32.5	101	48.81	513.46	594.94
45	AVG	1800-5400	45-95: NE 36th St@227.6-84: Biscayne Blvd@42.1	78	175.72	513.46	594.94
45	AVG	1800-5400	45-95: NE 36th St@227.6-104: NE 36th St@54.2	244	168.22	513.46	594.94
45	AVG	1800-5400	45-97: NE 36th St@236.9-25: Biscayne Blvd@32.5	322	118.73	338.13	478.62
45	AVG	1800-5400	45-97: NE 36th St@236.9-77: NE 36th St@20.3	132	147.33	338.11	478.62
45	AVG	1800-5400	45-97: NE 36th St@236.9-84: Biscayne Blvd@42.1	432	64.91	338.09	478.62
45	AVG	1800-5400		45 3772	90.48	983.52	1694.92
46	AVG	1800-5400	46-98: NE 6th Ave@724.9-162: NE 38th St@34.9	20	1100.31	516.89	777.94
46	AVG	1800-5400	46-99: NE 38th St@568.3-103@19.6	38	0.74	0	0
46	AVG	1800-5400	46-100: I-195 WB Off-Ramp@323.1-103@19.6	1	57.84	192.74	362.39
46	AVG	1800-5400	46-100: I-195 WB Off-Ramp@323.1-162: NE 38th St@34.9	748	127.83	192.74	362.39
46	AVG	1800-5400	46-100: I-195 WB Off-Ramp@323.1-10183@47.9	153	68.56	192.74	362.39
46	AVG	1800-5400		46 959	130.7	236.54	777.94
49	AVG	1800-5400	49-104: NE 36th St@325.6-109: NE 36th St@65.7	792	0.81	0	0
49	AVG	1800-5400	49-105: NE 36th St@104.7-96: NE 36th St@85.2	5	2987.15	232.93	232.93
49	AVG	1800-5400	49-106: I-195 EB Off-Ramp@145.5-96: NE 36th St@85.2	888	30.52	81.51	177.97
49	AVG	1800-5400		49 1684	24.34	104.82	232.93
52	AVG	1800-5400	52-107@640.1-19: NE 36th St (To I-195 EB)@1.4	5	2930.1	661.61	682.46
52	AVG	1800-5400	52-107@640.1-28: NE 5th Ave@11.9	0		690.9	711.74
52	AVG	1800-5400	52-107@640.1-105: NE 36th St@40.9	2	3481.32	668.69	689.53
52	AVG	1800-5400	52-108: NE 5th Ave@135.2-19: NE 36th St (To I-195 EB)@1.4	0	2262.24	159.11	180.97
52	AVG	1800-5400	52-108: NE 5th Ave@135.2-102@10.7	0		168.12	206.2
52	AVG	1800-5400	52-108: NE 5th Ave@135.2-105: NE 36th St@40.9	3	2812.9	172.79	194.66
52	AVG	1800-5400	52-109: NE 36th St@135.4-19: NE 36th St (To I-195 EB)@1.4	777	0.58	0.09	32.32
52	AVG	1800-5400	52-109: NE 36th St@135.4-28: NE 5th Ave@11.9	7	0.39	0.07	24.12
52	AVG	1800-5400	52-109: NE 36th St@135.4-102@10.7	8	0.38	0.07	24.26
52	AVG	1800-5400	52-110: NE 36th St (To I-195 EB)@764.6-28: NE 5th Ave@11.9	0		793.58	793.58
52	AVG	1800-5400	52-110: NE 36th St (To I-195 EB)@764.6-102@10.7	0		653.72	653.72
52	AVG	1800-5400	52-110: NE 36th St (To I-195 EB)@764.6-105: NE 36th St@40.9	0	1639.88	766.74	766.74
52	AVG	1800-5400		52 802	35.85	394.62	811.71
57	AVG	1800-5400	57-115: Alton Road@150.4-177: Alton Road@63.8	1201	0.53	0	0
57	AVG	1800-5400	57-116: Alton Road@1341.5-121: Alton Road@19.9	646	100.88	1279.99	1389.33
57	AVG	1800-5400	57-116: Alton Road@1341.5-179: N Bay Road North@24.4	3	44.68	1279.99	1389.33
57	AVG	1800-5400	57-117: N Bay Road North@435.3-121: Alton Road@19.9	21	2633.66	475.84	503.69
57	AVG	1800-5400		57 1871	53.92	585.28	1389.33
58	AVG	1800-5400	58-119@313.9-115: Alton Road@14.5	1134	39.81	1051.35	1676.73
58	AVG	1800-5400	58-119@313.9-175: 43rd Street@22.8	19	330.79	1050.63	1676.87
58	AVG	1800-5400	58-119@313.9-187: Ed Sullivan Dr@53.5	212	76.59	1051.24	1676.71
58	AVG	1800-5400	58-123: Alton Road@93.1-175: 43rd Street@22.8	17	361.03	231.6	290.01
58	AVG	1800-5400	58-123: Alton Road@93.1-183@61.3	609	28.13	232.28	290.01
58	AVG	1800-5400	58-123: Alton Road@93.1-187: Ed Sullivan Dr@53.5	33	13.65	231.69	290.01
58	AVG	1800-5400	58-124: Ed Sullivan Dr@766.5-115: Alton Road@14.5	56	133.06	475.39	515.74
58	AVG	1800-5400	58-124: Ed Sullivan Dr@766.5-175: 43rd Street@22.8	32	365.96	474.87	515.19
58	AVG	1800-5400	58-124: Ed Sullivan Dr@766.5-183@61.3	107	126.97	464.48	504.8
58	AVG	1800-5400	58-125: 43rd Street@131.1-183@61.3	8	104.13	33.48	221.66
58	AVG	1800-5400	58-125: 43rd Street@131.1-187: Ed Sullivan Dr@53.5	48	96.07	32.83	220.12
58	AVG	1800-5400	58-184: N Bay Rd@266.4-115: Alton Road@14.5	9	236.76	1051.35	1676.73
58	AVG	1800-5400	58-184: N Bay Rd@266.4-175: 43rd Street@22.8	1	491.94	1050.63	1676.87
58	AVG	1800-5400	58-184: N Bay Rd@266.4-187: Ed Sullivan Dr@53.5	0		1051.24	1676.71
58	AVG	1800-5400		58 2284	59.91	484.53	1676.93
61	AVG	1800-5400	61-130@220.9-172: Unnamed Road@7.9	47	637.01	322.3	363.59
61	AVG	1800-5400	61-130@220.9-176: Alton Road@20.2	19	664.87	343.66	384.94
61	AVG	1800-5400	61-10220@0.6-176: Alton Road@20.2	1798	9.58	135.84	386.61
61	AVG	1800-5400		61 1864	27.25	267.27	393.82
63	AVG	1800-5400	63-132: Alton Road@140.5-12@13.5	85	62.66	104.26	287.39
63	AVG	1800-5400	63-132: Alton Road@140.5-163: Alton Road@28.9	140	59.25	104.26	287.39
63	AVG	1800-5400	63-132: Alton Road@140.5-168: 41 Street/ Art Godfrey Road@11.2	87	39.07	104.26	287.39
63	AVG	1800-5400	63-134: Alton Road@43.1-12@13.5	13	11.08	137.52	154
63	AVG	1800-5400	63-134: Alton Road@43.1-141: Alton Road@4.7	6	1830.88	137.59	154.01
63	AVG	1800-5400	63-134: Alton Road@43.1-168: 41 Street/ Art Godfrey Road@11.2	7	28.27	137.56	154.01
63	AVG	1800-5400	63-136: 41 Street/ Art Godfrey Road@324.2-163: Alton Road@28.9	49	43.33	743.72	806.21
63	AVG	1800-5400	63-136: 41 Street/ Art Godfrey Road@324.2-168: 41 Street/ Art Godfrey Ro	315	26.82	744.47	805.97
63	AVG	1800-5400	63-139: 41 Street/ Art Godfrey Road@83.8-12@13.5	516	59.59	989.54	1068.96
63	AVG	1800-5400	63-139: 41 Street/ Art Godfrey Road@83.8-141: Alton Road@4.7	5	2361.77	989.54	1068.96
63	AVG	1800-5400	63-139: 41 Street/ Art Godfrey Road@83.8-163: Alton Road@28.9	37	26.01	991.14	1070.58
63	AVG	1800-5400	63-10223@17.2-141: Alton Road@4.7	7	1844.11	768.2	829.76
63	AVG	1800-5400		63 1266	66.77	496	1070.58
64	AVG	1800-5400	64-140: Alton Road@213.9-111: W 39th St@6.6	82	7.25	25.06	280.08

Node		SIMRUN	TIMEINT	MOVEMENT		VEHS(ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
64		AVG	1800-5400	64-140: Alton Road@213.9-112@14.6		0		24.77	277.99
64		AVG	1800-5400	64-140: Alton Road@213.9-132: Alton Road@10.8		262	12.32	20.57	245.35
64		AVG	1800-5400	64-141: Alton Road@121.3-111: W 39th St@6.6		5	1214.61	318.43	325.65
64		AVG	1800-5400	64-141: Alton Road@121.3-112@14.6		0		334.72	341.93
64		AVG	1800-5400	64-141: Alton Road@121.3-145: Alton Road@33.5		13	1600	293.6	300.82
64		AVG	1800-5400	64-142@109.2-111: W 39th St@6.6		2	277.47	53.75	120.24
64		AVG	1800-5400	64-142@109.2-132: Alton Road@10.8		3	225.01	40.71	96.59
64		AVG	1800-5400	64-142@109.2-145: Alton Road@33.5		3	1157.62	54.91	120.68
64		AVG	1800-5400	64-10241@65.4-132: Alton Road@10.8		41	185.17	636.94	954.87
64		AVG	1800-5400	64-10244@63.1-145: Alton Road@33.5		9	2343.19	676.27	970.82
	64	AVG	1800-5400		64	420	99.35	225.43	970.82
65		AVG	1800-5400	65-144: Alton Road@360.8-113: Barry St@24.6		10	3.32	9	107.93
65		AVG	1800-5400	65-144: Alton Road@360.8-140: Alton Road@20.5		287	4.21	7.55	95.08
65		AVG	1800-5400	65-144: Alton Road@360.8-171@30.9		12	49.71	10.47	114.44
65		AVG	1800-5400	65-145: Alton Road@221.1-113: Barry St@24.6		3	791.83	305.76	312.39
65		AVG	1800-5400	65-145: Alton Road@221.1-130@14.0		17	1957.9	305.76	312.39
65		AVG	1800-5400	65-145: Alton Road@221.1-171@30.9		2	1785.92	331.44	338.08
65		AVG	1800-5400	65-146@347.6-113: Barry St@24.6		0		157.92	285.42
65		AVG	1800-5400	65-146@347.6-130@14.0		7	1557.44	195.6	327.17
65		AVG	1800-5400	65-146@347.6-140: Alton Road@20.5		29	10.54	186.24	317.76
65		AVG	1800-5400	65-147: Barry St@870.8-130@14.0		41	704.67	510.97	757.01
65		AVG	1800-5400	65-147: Barry St@870.8-140: Alton Road@20.5		31	486.25	554.72	805.97
65		AVG	1800-5400	65-147: Barry St@870.8-171@30.9		0		510.97	757.01
	65	AVG	1800-5400		65	438	164.96	226.97	810.73
66		AVG	1800-5400	66-148: Alton Road@359.0-128: W 34th St@36.0		6	7.54	680.59	1668.05
66		AVG	1800-5400	66-148: Alton Road@359.0-129@139.7		1804	17.03	680.59	1668.05
66		AVG	1800-5400	66-148: Alton Road@359.0-144: Alton Road@27.8		283	9.87	680.59	1668.05
66		AVG	1800-5400	66-181: W 34th St@645.8-144: Alton Road@27.8		28	4.98	0	0
	66	AVG	1800-5400		66	2120	15.91	340.29	1668.05
67		AVG	1800-5400	67-150: Alton Rd@108.5-148: Alton Road@8.6		1788	24.61	1153.74	1483.98
67		AVG	1800-5400	67-150: Alton Rd@108.5-169: Chase Ave@18.0		37	18.67	1153.74	1483.98
67		AVG	1800-5400	67-151: Alton Road@330.6-173: Alton Rd@9.9		2045	14.82	567.47	1650.6
67		AVG	1800-5400	67-155: Chase Ave@27.1-148: Alton Road@8.6		175	52.69	115.91	493.85
67		AVG	1800-5400	67-155: Chase Ave@27.1-173: Alton Rd@9.9		66	59.54	115.91	493.85
67		AVG	1800-5400	67-10260@0.4-148: Alton Road@8.6		153	44.89	61.54	282.21
67		AVG	1800-5400	67-10263@0.0-169: Chase Ave@18.0		23	42.64	61.26	281.77
67		AVG	1800-5400	67-10265@0.0-173: Alton Rd@9.9		3	49.1	80.67	311.52
	67	AVG	1800-5400		67	4290	22.31	413.78	1650.6
68		AVG	1800-5400	68-157: NW 10th Ave@55.2-11: To I-95 N Express lanes@36.0		172	3.57	0.19	56.86
68		AVG	1800-5400	68-157: NW 10th Ave@55.2-13: NW 10th Ave@21.8		819	1.62	0.02	13.29
68		AVG	1800-5400	68-158: NW 10th Ave@1120.0-11: To I-95 N Express lanes@36.0		21	0.6	0	0
68		AVG	1800-5400	68-158: NW 10th Ave@1120.0-14: NW 10th Ave@35.5		257	0.16	0	0
68		AVG	1800-5400	68-159: NW 39th St@1216.3-11: To I-95 N Express lanes@36.0		59	10.98	1.2	89.13
68		AVG	1800-5400	68-159: NW 39th St@1216.3-13: NW 10th Ave@21.8		95	9.58	1.2	89.13
68		AVG	1800-5400	68-159: NW 39th St@1216.3-14: NW 10th Ave@35.5		70	7.51	11.15	148.05
	68	AVG	1800-5400		68	1493	2.73	2.51	149.87
71		AVG	1800-5400	71-163: Alton Road@53.7-131: Nautilus Rd/ Michigan Ave@8.4		65	-0.25	0.3	57.39
71		AVG	1800-5400	71-163: Alton Road@53.7-134: Alton Road@22.3		0	750.36	17.08	74.26
71		AVG	1800-5400	71-163: Alton Road@53.7-174: 43rd Street@25.8		159	0.52	0.3	57.39
71		AVG	1800-5400	71-165: 43rd Street@48.2-131: Nautilus Rd/ Michigan Ave@8.4		10	1334.38	862.66	966.57
71		AVG	1800-5400	71-165: 43rd Street@48.2-134: Alton Road@22.3		24	1353.38	858.08	928.77
71		AVG	1800-5400	71-166: Nautilus Rd/ Michigan Ave@593.8-134: Alton Road@22.3		2	1658.44	619.14	625.34
71		AVG	1800-5400	71-166: Nautilus Rd/ Michigan Ave@593.8-174: 43rd Street@25.8		0		619.16	625.36
	71	AVG	1800-5400		71	260	103.34	496.07	966.57
88		AVG	1800-5400	88-124: Ed Sullivan Dr@362.6-124: Ed Sullivan Dr@500.7		191	259.53	347.5	418.63
88		AVG	1800-5400	88-187: Ed Sullivan Dr@344.1-114@19.8		129	2.53	2.57	161.42
88		AVG	1800-5400	88-187: Ed Sullivan Dr@344.1-178: Ed Sullivan Dr@16.3		165	5.13	2.57	161.42
	88	AVG	1800-5400		88	485	107.77	175.03	418.63

Build VISSIM Intersection Output

Build AM Peak Intersection Output Data

Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
3	AVG	9000-12600	3-4: NW 12th Ave@826.5-8: NW 12th Ave@1.7	1195	14.25	57.29	418.28
3	AVG	9000-12600	3-4: NW 12th Ave@826.5-10: NW 40th St@29.2	16	10.97	58.62	420.95
3	AVG	9000-12600	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-8: NW 12th Ave@1	219	29.82	36.83	224.14
3	AVG	9000-12600	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-10: NW 40th St@29	27	29.42	36.81	224.72
3	AVG	9000-12600	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-10035@64.5	62	10.17	36.19	224.09
3	AVG	9000-12600	3-10034@1.9-1: NW 12th Ave@13.7	865	5.31	15.94	204.01
3	AVG	9000-12600	3-10036@3.3-10: NW 40th St@29.2	68	14.32	14.41	204.01
3	AVG	9000-12600		3 2451	12.54	36.58	420.95
4	AVG	9000-12600	4-7: NW 12th Ave@671.4-3: NW 12th Ave@24.5	807	14.52	42.38	291.72
4	AVG	9000-12600	4-7: NW 12th Ave@671.4-159: NW 39th St@17.7	35	11.93	42.37	292.01
4	AVG	9000-12600	4-8: NW 12th Ave@183.1-2: NW 12th Ave@16.5	1356	8.95	52.05	314.09
4	AVG	9000-12600	4-8: NW 12th Ave@183.1-159: NW 39th St@17.7	59	11.91	51.83	313.73
4	AVG	9000-12600	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-2: NW 12th Ave@16.5	620	14.88	54.37	285.46
4	AVG	9000-12600	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-3: NW 12th Ave@24.5	127	22.5	53.52	285.05
4	AVG	9000-12600	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-159: NW 39th St@17.7	182	23.01	54.09	285.58
4	AVG	9000-12600		4 3186	12.95	50.09	319.16
35	AVG	9000-12600	35-37: N Miami Ave@117.6-15: N Miami Ave@41.4	668	19.74	184.43	251.23
35	AVG	9000-12600	35-37: N Miami Ave@117.6-22: I-195 WB On-Ramp@14.9	137	171.25	184.43	251.23
35	AVG	9000-12600	35-37: N Miami Ave@117.6-23: NW 38th St@17.0	3	201.42	184.43	251.23
35	AVG	9000-12600	35-294: NE 38th St@114.8-15: N Miami Ave@41.4	96	99.93	399.84	535.74
35	AVG	9000-12600	35-294: NE 38th St@114.8-22: I-195 WB On-Ramp@14.9	101	56.95	396.22	532.1
35	AVG	9000-12600	35-294: NE 38th St@114.8-23: NW 38th St@17.0	0	53.93	397.94	533.83
35	AVG	9000-12600	35-294: NE 38th St@114.8-10062@86.6	84	334.38	398.91	534.81
35	AVG	9000-12600	35-311: N Miami Ave@76.1-22: I-195 WB On-Ramp@14.9	675	72.9	1599.29	1680.41
35	AVG	9000-12600	35-311: N Miami Ave@76.1-23: NW 38th St@17.0	5	103.64	1599.09	1680.2
35	AVG	9000-12600	35-311: N Miami Ave@76.1-10061@118.1	655	94.82	1598.13	1679.25
35	AVG	9000-12600	35-10061@121.8-41: N Miami Ave@2.0	655	0.59	1611.78	1700.21
35	AVG	9000-12600		35 3079	62.37	909.52	1700.21
36	AVG	9000-12600	36-40: N Miami Ave@172.5-10064@83.1	491	59.22	265.95	340.67
36	AVG	9000-12600	36-40: N Miami Ave@172.5-10139@83.4	139	154.26	264.38	339.24
36	AVG	9000-12600	36-40: N Miami Ave@172.5-10364@25.1	98	44.77	266.13	341.89
36	AVG	9000-12600	36-297: I-195 EB Off-Ramp (from I-95)@368.7-47: N Miami Ave@16.3	290	181.73	459.19	497.13
36	AVG	9000-12600	36-297: I-195 EB Off-Ramp (from I-95)@368.7-10065@96.2	178	398.38	460.23	498.17
36	AVG	9000-12600	36-297: I-195 EB Off-Ramp (from I-95)@368.7-10363@117.8	0		460.91	498.85
36	AVG	9000-12600	36-10066@6.0-47: N Miami Ave@16.3	543	33.5	162.46	246.65
36	AVG	9000-12600	36-10362@12.0-10362@95.2	189	69.02	188.11	274.7
36	AVG	9000-12600		36 1928	108.29	315.92	498.85
37	AVG	9000-12600	37-45: N Miami Ave@208.2-18: NW 36th St@53.8	12	157.45	1272.75	1325.29
37	AVG	9000-12600	37-45: N Miami Ave@208.2-40: N Miami Ave@25.5	505	301.68	1274.05	1326.59
37	AVG	9000-12600	37-45: N Miami Ave@208.2-59: NE 36th St@45.6	41	200.83	1272.75	1325.29
37	AVG	9000-12600	37-47: N Miami Ave@158.9-16: N Miami Ave@41.5	500	50.86	146.66	308.07
37	AVG	9000-12600	37-47: N Miami Ave@158.9-18: NW 36th St@53.8	160	34.33	146.39	310.19
37	AVG	9000-12600	37-47: N Miami Ave@158.9-59: NE 36th St@45.6	136	121.49	146.96	308.63
37	AVG	9000-12600	37-50: NW 36th St@207.2-16: N Miami Ave@41.5	36	48.19	374.47	484.12
37	AVG	9000-12600	37-50: NW 36th St@207.2-40: N Miami Ave@25.5	154	561.23	372.84	480.68
37	AVG	9000-12600	37-50: NW 36th St@207.2-59: NE 36th St@45.6	453	52.38	372.39	480.29
37	AVG	9000-12600	37-52: NE 36th St@189.6-16: N Miami Ave@41.5	98	97.57	638.79	712.83
37	AVG	9000-12600	37-52: NE 36th St@189.6-18: NW 36th St@53.8	262	120.22	638.69	712.73
37	AVG	9000-12600	37-52: NE 36th St@189.6-40: N Miami Ave@25.5	102	515.85	639.13	713.17
37	AVG	9000-12600		37 2459	163.48	607.99	1326.59
38	AVG	9000-12600	38-53: NE 1st Ave@395.5-26: NE 1st Ave@6.9	30	80.95	119.26	330.27
38	AVG	9000-12600	38-53: NE 1st Ave@395.5-70: NE 38th St@10.3	25	151.3	131.95	357.46
38	AVG	9000-12600	38-53: NE 1st Ave@395.5-10083@85.1	33	60.86	136.43	369.02
38	AVG	9000-12600	38-54: NE 1st Ave@1159.7-58: NE 1st Ave@2.0	100	229.8	960.96	1156.49
38	AVG	9000-12600	38-54: NE 1st Ave@1159.7-70: NE 38th St@10.3	28	270.49	994.5	1192.62
38	AVG	9000-12600	38-54: NE 1st Ave@1159.7-10084@43.8	37	183.05	989.78	1187.52
38	AVG	9000-12600	38-55: NE 38th St@351.6-26: NE 1st Ave@6.9	38	181.04	486.88	686.81
38	AVG	9000-12600	38-55: NE 38th St@351.6-58: NE 1st Ave@2.0	19	213.75	481.39	680.13
38	AVG	9000-12600	38-55: NE 38th St@351.6-70: NE 38th St@10.3	126	193.3	510.32	694.86
38	AVG	9000-12600	38-56: NE 38th St@580.8-26: NE 1st Ave@6.9	8	11.85	7.38	141.86
38	AVG	9000-12600	38-56: NE 38th St@580.8-58: NE 1st Ave@2.0	10	83.93	4.55	108.79
38	AVG	9000-12600	38-56: NE 38th St@580.8-10085@82.0	50	15.3	9.21	167.24
38	AVG	9000-12600		38 505	144.01	402.72	1192.62
39	AVG	9000-12600	39-57: NE 1st Ave@1113.9-51: NE 36th St@5.8	31	151.84	280.78	694.09
39	AVG	9000-12600	39-57: NE 1st Ave@1113.9-53: NE 1st Ave@26.0	55	111.26	280.78	694.09
39	AVG	9000-12600	39-57: NE 1st Ave@1113.9-75: NE 36th St@7.4	59	98.67	293.03	708.73

Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
39	AVG	9000-12600	39-58: NE 1st Ave@368.5-27: NE 1st Ave@6.8	25	253.46	315.74	474.72
39	AVG	9000-12600	39-58: NE 1st Ave@368.5-51: NE 36th St@5.8	82	278.38	328.81	488.81
39	AVG	9000-12600	39-58: NE 1st Ave@368.5-75: NE 36th St@7.4	21	262.69	315.74	474.72
39	AVG	9000-12600	39-60: NE 36th St@297.2-27: NE 1st Ave@6.8	8	24.19	127.71	625.23
39	AVG	9000-12600	39-60: NE 36th St@297.2-53: NE 1st Ave@26.0	15	106.72	109.93	587.12
39	AVG	9000-12600	39-60: NE 36th St@297.2-75: NE 36th St@7.4	605	30.84	110.49	587.77
39	AVG	9000-12600	39-62: NE 36th St@118.8-27: NE 1st Ave@6.8	7	120.06	685.09	807.86
39	AVG	9000-12600	39-62: NE 36th St@118.8-51: NE 36th St@5.8	366	226	685.75	808.48
39	AVG	9000-12600	39-62: NE 36th St@118.8-53: NE 1st Ave@26.0	22	210.92	710.06	832.97
39	AVG	9000-12600		39 1295	114.89	364.74	929.53
40	AVG	9000-12600	40-64: NE 2nd Ave@120.9-33: NE 39th St@20.8	11	50.26	37.6	321.8
40	AVG	9000-12600	40-64: NE 2nd Ave@120.9-36: NE 2nd Ave@71.2	228	16.88	37.21	321.8
40	AVG	9000-12600	40-64: NE 2nd Ave@120.9-81: NE 39th St@39.0	70	13.76	37.16	321.8
40	AVG	9000-12600	40-65: NE 2nd Ave@752.3-33: NE 39th St@20.8	20	289.27	775.69	868.36
40	AVG	9000-12600	40-65: NE 2nd Ave@752.3-69: NE 2nd Ave@48.4	246	347.48	775.69	868.36
40	AVG	9000-12600	40-65: NE 2nd Ave@752.3-81: NE 39th St@39.0	79	271.3	775.43	868.09
40	AVG	9000-12600	40-66: NE 39th St@103.0-36: NE 2nd Ave@71.2	30	52.28	70.97	159.8
40	AVG	9000-12600	40-66: NE 39th St@103.0-69: NE 2nd Ave@48.4	24	174.6	70.98	159.8
40	AVG	9000-12600	40-66: NE 39th St@103.0-81: NE 39th St@39.0	86	54.2	71.12	159.8
40	AVG	9000-12600	40-67: NE 39th St@171.9-33: NE 39th St@20.8	65	75.83	171.84	379.15
40	AVG	9000-12600	40-67: NE 39th St@171.9-36: NE 2nd Ave@71.2	54	84.9	171.64	379.15
40	AVG	9000-12600	40-67: NE 39th St@171.9-69: NE 2nd Ave@48.4	31	239.9	171.66	379.15
40	AVG	9000-12600		40 943	112.7	263.92	868.36
41	AVG	9000-12600	41-68: NE 2nd Ave@247.3-56: NE 38th St@8.5	22	13.81	12.54	337.54
41	AVG	9000-12600	41-68: NE 2nd Ave@247.3-63: NE 2nd Ave@7.0	168	11.72	12.54	337.54
41	AVG	9000-12600	41-69: NE 2nd Ave@247.3-21: NE 2nd Ave@4.5	261	112.9	264.88	375.56
41	AVG	9000-12600	41-69: NE 2nd Ave@247.3-56: NE 38th St@8.5	39	101.94	278.22	397.18
41	AVG	9000-12600	41-70: NE 38th St@582.2-21: NE 2nd Ave@4.5	35	262.44	378.89	620.38
41	AVG	9000-12600	41-70: NE 38th St@582.2-63: NE 2nd Ave@7.0	139	176.65	385.17	626.89
41	AVG	9000-12600	41-70: NE 38th St@582.2-188@5.1	0		385.17	626.89
41	AVG	9000-12600	41-71@192.3-21: NE 2nd Ave@4.5	0		1.9	34.46
41	AVG	9000-12600	41-71@192.3-56: NE 38th St@8.5	4	83.66	1.9	34.46
41	AVG	9000-12600	41-71@192.3-63: NE 2nd Ave@7.0	0		3.22	49.85
41	AVG	9000-12600		41 669	88.29	189.26	626.89
42	AVG	9000-12600	42-21: NE 2nd Ave@278.6-29: NE 2nd Ave@35.9	213	207.2	405.64	503.34
42	AVG	9000-12600	42-21: NE 2nd Ave@278.6-61: NE 36th St@21.7	43	826.44	319.02	423.82
42	AVG	9000-12600	42-21: NE 2nd Ave@278.6-79: Federal Hwy@48.2	1	634.26	405.75	503.61
42	AVG	9000-12600	42-21: NE 2nd Ave@278.6-94: NE 36th St@39.9	32	155.83	392.42	502.41
42	AVG	9000-12600	42-74: Federal Hwy@24.8-29: NE 2nd Ave@35.9	504	80.77	463.15	782.65
42	AVG	9000-12600	42-74: Federal Hwy@24.8-61: NE 36th St@21.7	69	390.14	462.33	782.24
42	AVG	9000-12600	42-74: Federal Hwy@24.8-94: NE 36th St@39.9	36	105.14	462.98	783.37
42	AVG	9000-12600	42-74: Federal Hwy@24.8-10048@5.8	6	219.54	462.15	782.2
42	AVG	9000-12600	42-299: NE 36th St@196.8-29: NE 2nd Ave@35.9	227	18.94	188.03	563.98
42	AVG	9000-12600	42-299: NE 36th St@196.8-79: Federal Hwy@48.2	77	290.25	187.44	557.21
42	AVG	9000-12600	42-299: NE 36th St@196.8-94: NE 36th St@39.9	359	52.84	193.68	563.59
42	AVG	9000-12600	42-299: NE 36th St@196.8-10048@5.8	13	275.45	192.29	563.34
42	AVG	9000-12600	42-300: NE 36th St@23.2-61: NE 36th St@21.7	212	422.52	355.33	487.15
42	AVG	9000-12600	42-300: NE 36th St@23.2-79: Federal Hwy@48.2	34	179.44	360.09	492.81
42	AVG	9000-12600	42-300: NE 36th St@23.2-10048@5.8	25	213.04	357.25	489.84
42	AVG	9000-12600	42-301: NE 2nd Ave@26.0-61: NE 36th St@21.7	78	301.25	1227.29	1331.57
42	AVG	9000-12600	42-301: NE 2nd Ave@26.0-79: Federal Hwy@48.2	221	141.64	1228.27	1332.55
42	AVG	9000-12600	42-301: NE 2nd Ave@26.0-94: NE 36th St@39.9	35	117.93	1228.6	1332.89
42	AVG	9000-12600	42-301: NE 2nd Ave@26.0-10048@5.8	144	179.87	1228.98	1333.27
42	AVG	9000-12600		42 2327	153.83	532.67	1333.27
43	AVG	9000-12600	43-80: Federal Hwy@191.5-34: NE 39th St@42.3	10	54.2	171	234.48
43	AVG	9000-12600	43-80: Federal Hwy@191.5-67: NE 39th St@13.6	58	176.08	203.65	269.76
43	AVG	9000-12600	43-80: Federal Hwy@191.5-73: Federal Hwy@18.3	445	79.44	203.66	269.76
43	AVG	9000-12600	43-81: NE 39th St@195.7-30: Federal Hwy@31.2	90	78.67	52.54	271.16
43	AVG	9000-12600	43-81: NE 39th St@195.7-34: NE 39th St@42.3	59	74.17	53.43	271.45
43	AVG	9000-12600	43-81: NE 39th St@195.7-73: Federal Hwy@18.3	85	47.84	51.33	271.55
43	AVG	9000-12600	43-303: Federal Hwy@29.7-30: Federal Hwy@31.2	290	16.52	79.55	668.1
43	AVG	9000-12600	43-303: Federal Hwy@29.7-34: NE 39th St@42.3	19	21.83	78.94	666.6
43	AVG	9000-12600	43-303: Federal Hwy@29.7-67: NE 39th St@13.6	23	124	78.99	666.71
43	AVG	9000-12600	43-304: NE 38th St@9.4-30: Federal Hwy@31.2	11	110.36	104.98	269.47
43	AVG	9000-12600	43-304: NE 38th St@9.4-34: NE 39th St@42.3	3	98.2	104.23	269.18
43	AVG	9000-12600	43-304: NE 38th St@9.4-67: NE 39th St@13.6	58	211.43	106.57	267.08
43	AVG	9000-12600	43-304: NE 38th St@9.4-73: Federal Hwy@18.3	17	89.75	103.14	265.43

Node	SIMRUN	TIMEINT	MOVEMENT		VEHS(ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
43	AVG	9000-12600		43	1169	65.85	107.08	695.11
44	AVG	9000-12600	44-85: Biscayne Blvd@133.8-24: Biscayne Blvd@20.2		889	5.9	23.22	464.93
44	AVG	9000-12600	44-85: Biscayne Blvd@133.8-82: NE 38th St@42.0		27	41.99	17.03	458.72
44	AVG	9000-12600	44-85: Biscayne Blvd@133.8-161: NE 38th St@76.5		321	6.03	18.74	467.55
44	AVG	9000-12600	44-87: Biscayne Blvd@345.4-82: NE 38th St@42.0		19	84.59	904.9	1183.59
44	AVG	9000-12600	44-87: Biscayne Blvd@345.4-92: Biscayne Blvd@30.4		1016	75.84	903.65	1182.23
44	AVG	9000-12600	44-89: NE 38th St@26.1-24: Biscayne Blvd@20.2		141	261.32	1040.44	1099.13
44	AVG	9000-12600	44-89: NE 38th St@26.1-82: NE 38th St@42.0		49	520.01	1041.34	1100.02
44	AVG	9000-12600	44-89: NE 38th St@26.1-92: Biscayne Blvd@30.4		174	602.52	1037.49	1096.17
44	AVG	9000-12600	44-305: NE 38th St@252.0-161: NE 38th St@76.5		287	44.22	53.01	383.88
44	AVG	9000-12600		44	2923	85.11	559.98	1183.59
45	AVG	9000-12600	45-91: Biscayne Blvd@200.0-77: NE 36th St@20.3		87	341.63	1607.94	1689.91
45	AVG	9000-12600	45-91: Biscayne Blvd@200.0-84: Biscayne Blvd@42.1		938	56.63	1607.94	1689.91
45	AVG	9000-12600	45-91: Biscayne Blvd@200.0-104: NE 36th St@54.2		72	40.8	1607.98	1689.9
45	AVG	9000-12600	45-95: NE 36th St@227.6-25: Biscayne Blvd@32.5		229	18.77	55.98	417.48
45	AVG	9000-12600	45-95: NE 36th St@227.6-84: Biscayne Blvd@42.1		86	30.3	51.76	410.3
45	AVG	9000-12600	45-95: NE 36th St@227.6-104: NE 36th St@54.2		154	31.23	57.47	417.45
45	AVG	9000-12600	45-307: Biscayne Blvd@67.4-25: Biscayne Blvd@32.5		1007	56.15	563.73	718.87
45	AVG	9000-12600	45-307: Biscayne Blvd@67.4-77: NE 36th St@20.3		104	173.86	565.28	720.96
45	AVG	9000-12600	45-307: Biscayne Blvd@67.4-104: NE 36th St@54.2		76	51.75	563.41	719.11
45	AVG	9000-12600	45-308: NE 36th St@101.9-25: Biscayne Blvd@32.5		265	89.73	347.07	470
45	AVG	9000-12600	45-308: NE 36th St@101.9-77: NE 36th St@20.3		85	330.62	347.97	470.89
45	AVG	9000-12600	45-308: NE 36th St@101.9-84: Biscayne Blvd@42.1		216	116.05	348.87	471.77
45	AVG	9000-12600		45	3319	67.8	643.78	1689.94
46	AVG	9000-12600	46-98: NE 6th Ave@724.9-162: NE 38th St@34.7		2	5864.08	754.9	768.98
46	AVG	9000-12600	46-99: NE 38th St@569.9-103@19.6		9	0.7	0	0
46	AVG	9000-12600	46-100: I-195 WB Off-Ramp@323.1-103@19.6		2	137.16	301.53	361.04
46	AVG	9000-12600	46-100: I-195 WB Off-Ramp@323.1-162: NE 38th St@34.7		344	327.06	301.53	361.04
46	AVG	9000-12600	46-100: I-195 WB Off-Ramp@323.1-10183@47.9		33	192.94	301.53	361.04
46	AVG	9000-12600		46	390	337.78	352.14	768.98
49	AVG	9000-12600	49-104: NE 36th St@325.6-10186@86.7		302	0.64	0	0
49	AVG	9000-12600	49-105: NE 36th St@104.0-96: NE 36th St@70.1		129	59.77	80.47	197.26
49	AVG	9000-12600	49-10188@28.6-96: NE 36th St@70.1		370	88.89	142.23	201.51
49	AVG	9000-12600	49-10376@27.1-10376@74.7		135	45.83	154.7	217.23
49	AVG	9000-12600		49	936	40.49	94.35	223.36
52	AVG	9000-12600	52-107@640.1-28: NE 5th Ave@11.9		1	14.44	11.61	135.26
52	AVG	9000-12600	52-107@640.1-105: NE 36th St@41.1		0		7.37	118.16
52	AVG	9000-12600	52-107@640.1-10191@41.4		140	8.87	5.88	110.42
52	AVG	9000-12600	52-108: NE 5th Ave@135.2-102@10.7		2	9.46	17.73	103.18
52	AVG	9000-12600	52-108: NE 5th Ave@135.2-105: NE 36th St@41.1		8	47.86	16.08	75.54
52	AVG	9000-12600	52-108: NE 5th Ave@135.2-10189@69.1		0		13.24	61.65
52	AVG	9000-12600	52-109: NE 36th St@55.9-28: NE 5th Ave@11.9		7	1.13	0.22	59.1
52	AVG	9000-12600	52-109: NE 36th St@55.9-102@10.7		8	1.12	0.22	58.19
52	AVG	9000-12600	52-109: NE 36th St@55.9-10190@69.8		450	0.85	0.12	51.63
52	AVG	9000-12600	52-110: NE 36th St (To I-195 EB)@764.6-28: NE 5th Ave@11.9		0		174.64	378.42
52	AVG	9000-12600	52-110: NE 36th St (To I-195 EB)@764.6-102@10.7		2	48.32	173.75	375.61
52	AVG	9000-12600	52-110: NE 36th St (To I-195 EB)@764.6-105: NE 36th St@41.1		121	61.48	132.04	272.48
52	AVG	9000-12600		52	739	13.35	46.07	418.84
57	AVG	9000-12600	57-115: Alton Road@150.4-177: Alton Road@63.8		1570	0.16	0	0
57	AVG	9000-12600	57-116: Alton Road@1341.5-121: Alton Road@19.9		1583	40.78	1102.84	1380.52
57	AVG	9000-12600	57-116: Alton Road@1341.5-179: N Bay Road North@24.4		2	27.86	1102.84	1380.52
57	AVG	9000-12600	57-117: N Bay Road North@435.3-121: Alton Road@19.9		2	8313.31	478.13	488.25
57	AVG	9000-12600		57	3157	26.47	526.99	1380.52
58	AVG	9000-12600	58-119@313.9-115: Alton Road@14.5		1503	11.59	153.01	665.15
58	AVG	9000-12600	58-119@313.9-175: 43rd Street@22.8		79	15.62	127.31	669.74
58	AVG	9000-12600	58-119@313.9-187: Ed Sullivan Dr@53.5		888	56.6	152.72	664.16
58	AVG	9000-12600	58-123: Alton Road@93.1-175: 43rd Street@22.8		42	20.22	144.9	278.28
58	AVG	9000-12600	58-123: Alton Road@93.1-183@60.0		1353	26.8	145.22	278.37
58	AVG	9000-12600	58-123: Alton Road@93.1-187: Ed Sullivan Dr@53.5		191	17.95	144.65	279.16
58	AVG	9000-12600	58-124: Ed Sullivan Dr@790.9-115: Alton Road@14.5		54	91.53	145.99	337.78
58	AVG	9000-12600	58-124: Ed Sullivan Dr@790.9-175: 43rd Street@22.8		80	223.62	146.84	338.1
58	AVG	9000-12600	58-124: Ed Sullivan Dr@790.9-183@60.0		143	23.09	132.39	329.57
58	AVG	9000-12600	58-125: 43rd Street@131.1-183@60.0		9	288.26	656.76	890.52
58	AVG	9000-12600	58-125: 43rd Street@131.1-187: Ed Sullivan Dr@53.5		159	295.01	652.53	886.29
58	AVG	9000-12600	58-184: N Bay Rd@266.4-115: Alton Road@14.5		14	25.67	153.01	665.15
58	AVG	9000-12600	58-184: N Bay Rd@266.4-175: 43rd Street@22.8		2	14.15	127.31	669.74
58	AVG	9000-12600	58-184: N Bay Rd@266.4-187: Ed Sullivan Dr@53.5		0		152.72	664.16

Node	SIMRUN	TIMEINT	MOVEMENT		VEHS(ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
58	AVG	9000-12600		58	4515	41.11	236.58	931.81
61	AVG	9000-12600	61-129@265.4-176: Alton Road@13.7		1867	5.13	59.03	383.48
61	AVG	9000-12600	61-310@65.3-172: Unnamed Road@7.9		241	32.67	50.17	306.27
61	AVG	9000-12600	61-310@65.3-176: Alton Road@13.7		16	20.19	44.22	302.41
61	AVG	9000-12600		61	2124	8.37	51.14	383.48
63	AVG	9000-12600	63-132: Alton Road@140.5-12@13.5		140	55.55	104.78	292.62
63	AVG	9000-12600	63-132: Alton Road@140.5-163: Alton Road@28.9		179	59.68	104.78	292.62
63	AVG	9000-12600	63-132: Alton Road@140.5-168: 41 Street/ Art Godfrey Road@11.2		111	41.85	104.78	292.62
63	AVG	9000-12600	63-134: Alton Road@43.1-12@13.5		234	16.17	45.27	142.66
63	AVG	9000-12600	63-134: Alton Road@43.1-141: Alton Road@4.7		97	32.29	46.33	142.54
63	AVG	9000-12600	63-134: Alton Road@43.1-168: 41 Street/ Art Godfrey Road@11.2		55	40.89	44.98	142.54
63	AVG	9000-12600	63-136: 41 Street/ Art Godfrey Road@546.0-141: Alton Road@4.7		76	32.65	545.74	635.18
63	AVG	9000-12600	63-136: 41 Street/ Art Godfrey Road@546.0-163: Alton Road@28.9		288	112.47	535.87	612.96
63	AVG	9000-12600	63-136: 41 Street/ Art Godfrey Road@546.0-168: 41 Street/ Art Godfrey Rc		1258	54.84	536.24	612.91
63	AVG	9000-12600	63-139: 41 Street/ Art Godfrey Road@83.8-12@13.5		1255	50.41	834.1	1062.05
63	AVG	9000-12600	63-139: 41 Street/ Art Godfrey Road@83.8-141: Alton Road@4.7		39	62.57	833.98	1062.05
63	AVG	9000-12600	63-139: 41 Street/ Art Godfrey Road@83.8-163: Alton Road@28.9		80	42.33	835.64	1063.67
63	AVG	9000-12600		63	3810	53.75	381.04	1063.67
64	AVG	9000-12600	64-140: Alton Road@213.9-111: W 39th St@6.6		110	6.62	21.61	296.12
64	AVG	9000-12600	64-140: Alton Road@213.9-112@14.6		0		21.26	294.03
64	AVG	9000-12600	64-140: Alton Road@213.9-132: Alton Road@10.8		306	11.17	15.95	261.39
64	AVG	9000-12600	64-141: Alton Road@121.3-111: W 39th St@6.6		51	2.19	0.35	54.98
64	AVG	9000-12600	64-141: Alton Road@121.3-112@14.6		0		0.11	58.99
64	AVG	9000-12600	64-141: Alton Road@121.3-145: Alton Road@33.5		160	0.23	0.04	30.21
64	AVG	9000-12600	64-142@109.2-111: W 39th St@6.6		7	9.55	0.7	53.9
64	AVG	9000-12600	64-142@109.2-132: Alton Road@10.8		16	14.73	0.03	20.34
64	AVG	9000-12600	64-142@109.2-145: Alton Road@33.5		9	6.84	0.74	54.35
64	AVG	9000-12600	64-10241@65.4-132: Alton Road@10.8		108	9.29	0.8	70.09
64	AVG	9000-12600	64-10244@63.1-145: Alton Road@33.5		100	8.33	3.18	80.44
64	AVG	9000-12600		64	866	7.52	5.89	296.12
65	AVG	9000-12600	65-144: Alton Road@360.8-113: Barry St@24.6		37	1.23	0.57	71.19
65	AVG	9000-12600	65-144: Alton Road@360.8-140: Alton Road@20.5		348	0.94	0.36	47.55
65	AVG	9000-12600	65-144: Alton Road@360.8-171@30.9		25	0.41	0.62	76.17
65	AVG	9000-12600	65-145: Alton Road@221.1-113: Barry St@24.6		84	0.67	0.16	16.69
65	AVG	9000-12600	65-145: Alton Road@221.1-130@14.0		167	0.91	0.16	16.69
65	AVG	9000-12600	65-145: Alton Road@221.1-171@30.9		18	0.98	0.3	32.32
65	AVG	9000-12600	65-146@347.6-113: Barry St@24.6		0		0.09	45.4
65	AVG	9000-12600	65-146@347.6-130@14.0		20	7.94	1.36	88.79
65	AVG	9000-12600	65-146@347.6-140: Alton Road@20.5		28	6.95	1.96	93.18
65	AVG	9000-12600	65-147: Barry St@870.8-130@14.0		70	8.08	0.53	62.65
65	AVG	9000-12600	65-147: Barry St@870.8-140: Alton Road@20.5		38	8.75	6.47	113.2
65	AVG	9000-12600	65-147: Barry St@870.8-171@30.9		0		0.53	62.65
65	AVG	9000-12600		65	836	2.24	1.24	124.75
66	AVG	9000-12600	66-148: Alton Road@359.0-128: W 34th St@36.0		8	2.04	30.45	800.71
66	AVG	9000-12600	66-148: Alton Road@359.0-129@139.7		1866	5.2	30.45	800.71
66	AVG	9000-12600	66-148: Alton Road@359.0-144: Alton Road@27.8		390	2.89	30.45	800.71
66	AVG	9000-12600	66-181: W 34th St@645.8-144: Alton Road@27.8		20	4.59	0	0
66	AVG	9000-12600		66	2284	4.79	15.23	800.71
67	AVG	9000-12600	67-150: Alton Rd@108.5-148: Alton Road@8.6		1836	15.75	217.24	1058.06
67	AVG	9000-12600	67-150: Alton Rd@108.5-169: Chase Ave@18.0		101	12.62	216.68	1058.06
67	AVG	9000-12600	67-151: Alton Road@330.6-173: Alton Rd@9.9		2393	14.63	972.41	1574.64
67	AVG	9000-12600	67-155: Chase Ave@27.1-148: Alton Road@8.6		306	33.92	70.14	438.09
67	AVG	9000-12600	67-155: Chase Ave@27.1-173: Alton Rd@9.9		67	45.73	70.14	438.09
67	AVG	9000-12600	67-10260@0.4-148: Alton Road@8.6		122	33.57	28.01	206.91
67	AVG	9000-12600	67-10263@0.0-169: Chase Ave@18.0		39	39.17	27.77	206.48
67	AVG	9000-12600	67-10265@0.0-173: Alton Rd@9.9		7	28.58	43.97	236.23
67	AVG	9000-12600		67	4872	17.34	205.8	1574.64
68	AVG	9000-12600	68-157: NW 10th Ave@55.2-11: To I-95 N Express lanes@36.0		232	5.24	8.39	222.61
68	AVG	9000-12600	68-157: NW 10th Ave@55.2-13: NW 10th Ave@21.8		352	5.26	8.59	223.65
68	AVG	9000-12600	68-158: NW 10th Ave@1120.0-11: To I-95 N Express lanes@36.0		34	4.42	18.55	307.16
68	AVG	9000-12600	68-158: NW 10th Ave@1120.0-14: NW 10th Ave@35.5		628	6.18	18.55	307.16
68	AVG	9000-12600	68-159: NW 39th St@1216.3-11: To I-95 N Express lanes@36.0		106	25.07	28.16	209.27
68	AVG	9000-12600	68-159: NW 39th St@1216.3-13: NW 10th Ave@21.8		83	24.81	28.16	209.27
68	AVG	9000-12600	68-159: NW 39th St@1216.3-14: NW 10th Ave@35.5		88	7.93	28.16	209.27
68	AVG	9000-12600		68	1523	8.21	15.92	316.53
71	AVG	9000-12600	71-163: Alton Road@53.7-131: Nautilus Rd/ Michigan Ave@8.4		158	2.07	20.67	316.81
71	AVG	9000-12600	71-163: Alton Road@53.7-134: Alton Road@22.3		0		25.89	341.07

Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
71	AVG	9000-12600	71-163: Alton Road@53.7-174: 43rd Street@25.8	388	7.71	20.67	316.81
71	AVG	9000-12600	71-165: 43rd Street@48.2-131: Nautilus Rd/ Michigan Ave@8.4	39	9.32	2.25	70.65
71	AVG	9000-12600	71-165: 43rd Street@48.2-134: Alton Road@22.3	164	11.7	0.37	26.88
71	AVG	9000-12600	71-166: Nautilus Rd/ Michigan Ave@593.8-134: Alton Road@22.3	223	200.12	607.76	674.46
71	AVG	9000-12600	71-166: Nautilus Rd/ Michigan Ave@593.8-174: 43rd Street@25.8	23	181.7	608	674.69
71	AVG	9000-12600	71	994	54.48	210.82	674.69
88	AVG	9000-12600	88-124: Ed Sullivan Dr@388.0-124: Ed Sullivan Dr@525.9	277	0.97	0.05	38.6
88	AVG	9000-12600	88-187: Ed Sullivan Dr@344.1-114@19.8	849	13.5	79.38	450.17
88	AVG	9000-12600	88-187: Ed Sullivan Dr@344.1-178: Ed Sullivan Dr@16.3	390	16.78	79.38	450.17
88	AVG	9000-12600	88	1517	12.07	39.71	450.17

Build PM Peak Intersection Output Data

Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
3	AVG	1800-5400	3-4: NW 12th Ave@826.5-8: NW 12th Ave@1.7	710	6.66	15.56	203.61
3	AVG	1800-5400	3-4: NW 12th Ave@826.5-10: NW 40th St@29.2	22	5.05	16.26	206.28
3	AVG	1800-5400	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-8: NW 12th Ave@1	134	35.35	31.49	167.86
3	AVG	1800-5400	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-10: NW 40th St@29	41	37.75	31.44	168.45
3	AVG	1800-5400	3-6: I-95 SB Express lanes off-ramp/NW 40th St@129.8-10035@64.5	65	16.27	30.73	167.81
3	AVG	1800-5400	3-10034@1.9-1: NW 12th Ave@13.7	1768	2.96	16.88	262.53
3	AVG	1800-5400	3-10036@3.3-10: NW 40th St@29.2	103	6.4	15.59	262.53
3	AVG	1800-5400	3	2842	6.35	22.56	270.6
4	AVG	1800-5400	4-7: NW 12th Ave@671.4-3: NW 12th Ave@24.5	1578	12.64	88.55	596.28
4	AVG	1800-5400	4-7: NW 12th Ave@671.4-159: NW 39th St@17.7	60	12.67	88.66	596.56
4	AVG	1800-5400	4-8: NW 12th Ave@183.1-2: NW 12th Ave@16.5	791	5.57	14.9	184.06
4	AVG	1800-5400	4-8: NW 12th Ave@183.1-159: NW 39th St@17.7	54	19.19	14.18	183.7
4	AVG	1800-5400	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-2: NW 12th Ave@16.5	248	8.64	73.48	328.61
4	AVG	1800-5400	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-3: NW 12th Ave@24.5	293	35.39	73.07	328.19
4	AVG	1800-5400	4-9: I-195 EB Off-Ramp/NW 39th St@1429.3-159: NW 39th St@17.7	111	30.5	73.6	328.73
4	AVG	1800-5400	4	3135	13.41	60.92	596.56
35	AVG	1800-5400	35-37: N Miami Ave@117.6-15: N Miami Ave@41.4	709	23.71	200.34	259.94
35	AVG	1800-5400	35-37: N Miami Ave@117.6-22: I-195 WB On-Ramp@14.9	166	101.59	200.34	259.94
35	AVG	1800-5400	35-37: N Miami Ave@117.6-23: NW 38th St@17.0	3	120.5	200.34	259.94
35	AVG	1800-5400	35-294: NE 38th St@111.0-15: N Miami Ave@41.4	79	318.26	593.74	654.97
35	AVG	1800-5400	35-294: NE 38th St@111.0-22: I-195 WB On-Ramp@14.9	65	346.24	593.93	655.16
35	AVG	1800-5400	35-294: NE 38th St@111.0-23: NW 38th St@17.0	1	256.97	594.31	655.53
35	AVG	1800-5400	35-294: NE 38th St@111.0-41: N Miami Ave@3.4	68	488.79	599.21	660.43
35	AVG	1800-5400	35-311: N Miami Ave@76.1-22: I-195 WB On-Ramp@14.9	646	30.67	904.58	1397.96
35	AVG	1800-5400	35-311: N Miami Ave@76.1-23: NW 38th St@17.0	18	32.15	903.97	1399.84
35	AVG	1800-5400	35-311: N Miami Ave@76.1-10061@118.3	524	96.9	906.53	1399.94
35	AVG	1800-5400	35-10061@120.2-41: N Miami Ave@3.4	524	0.65	965.09	1456.93
35	AVG	1800-5400	35	2801	61.02	695.74	1460.11
36	AVG	1800-5400	36-40: N Miami Ave@172.6-10064@80.8	394	48.43	259.61	331.84
36	AVG	1800-5400	36-40: N Miami Ave@172.6-10139@82.2	166	106.57	259.3	331.8
36	AVG	1800-5400	36-40: N Miami Ave@172.6-10364@25.4	98	40	259.95	333.04
36	AVG	1800-5400	36-297: I-195 EB Off-Ramp (from I-95)@382.8-47: N Miami Ave@17.5	402	102.69	467.7	513.9
36	AVG	1800-5400	36-297: I-195 EB Off-Ramp (from I-95)@382.8-10065@97.3	325	267.82	467.67	513.87
36	AVG	1800-5400	36-297: I-195 EB Off-Ramp (from I-95)@382.8-10363@119.2	0		467.82	514.01
36	AVG	1800-5400	36-10066@6.7-47: N Miami Ave@17.5	370	18.96	132.19	223.91
36	AVG	1800-5400	36-10362@11.2-10362@95.8	217	81.62	159.96	253.29
36	AVG	1800-5400	36	1972	105.93	309.28	514.01
37	AVG	1800-5400	37-45: N Miami Ave@208.2-18: NW 36th St@53.4	11	100.2	1273.2	1325.81
37	AVG	1800-5400	37-45: N Miami Ave@208.2-40: N Miami Ave@25.5	448	286.03	1274.54	1327.15
37	AVG	1800-5400	37-45: N Miami Ave@208.2-59: NE 36th St@45.6	40	203.1	1273.2	1325.81
37	AVG	1800-5400	37-47: N Miami Ave@160.1-16: N Miami Ave@41.5	415	29.96	73.33	265.94
37	AVG	1800-5400	37-47: N Miami Ave@160.1-18: NW 36th St@53.4	274	18.05	69.75	266.37
37	AVG	1800-5400	37-47: N Miami Ave@160.1-59: NE 36th St@45.6	66	111.96	74.15	265.55
37	AVG	1800-5400	37-50: NW 36th St@208.7-16: N Miami Ave@41.5	123	44.33	378.97	483.17
37	AVG	1800-5400	37-50: NW 36th St@208.7-40: N Miami Ave@25.5	112	565.25	374.17	477.98
37	AVG	1800-5400	37-50: NW 36th St@208.7-59: NE 36th St@45.6	367	54.67	376.83	480.65
37	AVG	1800-5400	37-52: NE 36th St@193.4-16: N Miami Ave@41.5	73	62.82	357.37	705.89
37	AVG	1800-5400	37-52: NE 36th St@193.4-18: NW 36th St@53.4	363	73.47	362.03	709.61
37	AVG	1800-5400	37-52: NE 36th St@193.4-40: N Miami Ave@25.5	132	162.36	360.61	709.9
37	AVG	1800-5400	37	2424	112.83	520.68	1327.15
38	AVG	1800-5400	38-53: NE 1st Ave@395.5-26: NE 1st Ave@6.9	78	190.31	368.11	499.59
38	AVG	1800-5400	38-53: NE 1st Ave@395.5-70: NE 38th St@10.3	32	223.62	394.8	526.77
38	AVG	1800-5400	38-53: NE 1st Ave@395.5-10083@85.1	52	289.78	406.45	538.33
38	AVG	1800-5400	38-54: NE 1st Ave@1159.7-58: NE 1st Ave@2.0	42	372.27	862.83	1149.13
38	AVG	1800-5400	38-54: NE 1st Ave@1159.7-70: NE 38th St@10.3	22	317.34	898.54	1185.26
38	AVG	1800-5400	38-54: NE 1st Ave@1159.7-10084@43.8	36	442.43	893.58	1180.16
38	AVG	1800-5400	38-55: NE 38th St@358.2-26: NE 1st Ave@6.9	5	47.14	1.75	89.39
38	AVG	1800-5400	38-55: NE 38th St@358.2-58: NE 1st Ave@2.0	2	12.95	1.4	83.38
38	AVG	1800-5400	38-55: NE 38th St@358.2-70: NE 38th St@10.3	11	18.09	2	96.64
38	AVG	1800-5400	38-56: NE 38th St@580.8-26: NE 1st Ave@6.9	19	722.25	617.95	699.7
38	AVG	1800-5400	38-56: NE 38th St@580.8-58: NE 1st Ave@2.0	2	445.27	587.86	669.6
38	AVG	1800-5400	38-56: NE 38th St@580.8-10085@82.0	32	810.12	650.67	732.41
38	AVG	1800-5400	38	333	340.85	473.83	1185.26
39	AVG	1800-5400	39-57: NE 1st Ave@1113.9-51: NE 36th St@5.8	36	136.44	962.93	1150.61
39	AVG	1800-5400	39-57: NE 1st Ave@1113.9-53: NE 1st Ave@26.0	106	165.37	962.93	1150.61
39	AVG	1800-5400	39-57: NE 1st Ave@1113.9-75: NE 36th St@7.4	138	136.19	977.96	1165.9

Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
39	AVG	1800-5400	39-58: NE 1st Ave@368.5-27: NE 1st Ave@6.8	15	28.75	9.04	139.1
39	AVG	1800-5400	39-58: NE 1st Ave@368.5-51: NE 36th St@5.8	16	41.52	11.51	151.49
39	AVG	1800-5400	39-58: NE 1st Ave@368.5-75: NE 36th St@7.4	15	46.45	9.04	139.1
39	AVG	1800-5400	39-60: NE 36th St@296.5-27: NE 1st Ave@6.8	65	25.14	122.62	465.08
39	AVG	1800-5400	39-60: NE 36th St@296.5-53: NE 1st Ave@26.0	35	166.33	99.18	426.37
39	AVG	1800-5400	39-60: NE 36th St@296.5-75: NE 36th St@7.4	369	38.92	100.47	430.8
39	AVG	1800-5400	39-62: NE 36th St@118.9-27: NE 1st Ave@6.8	62	32.98	282.18	702.54
39	AVG	1800-5400	39-62: NE 36th St@118.9-51: NE 36th St@5.8	523	54.05	282.77	701.83
39	AVG	1800-5400	39-62: NE 36th St@118.9-53: NE 1st Ave@26.0	26	141	284.29	703.94
39	AVG	1800-5400		39 1405	62.89	313.29	1165.9
40	AVG	1800-5400	40-64: NE 2nd Ave@120.9-33: NE 39th St@20.8	10	23.33	33.44	301.59
40	AVG	1800-5400	40-64: NE 2nd Ave@120.9-36: NE 2nd Ave@71.2	213	18.7	33.41	301.59
40	AVG	1800-5400	40-64: NE 2nd Ave@120.9-81: NE 39th St@38.6	34	16.56	33.3	301.59
40	AVG	1800-5400	40-65: NE 2nd Ave@752.3-33: NE 39th St@20.8	33	373.84	675.72	872.75
40	AVG	1800-5400	40-65: NE 2nd Ave@752.3-69: NE 2nd Ave@48.4	154	353.69	675.71	872.75
40	AVG	1800-5400	40-65: NE 2nd Ave@752.3-81: NE 39th St@38.6	36	334.01	675.45	872.48
40	AVG	1800-5400	40-66: NE 39th St@103.0-36: NE 2nd Ave@71.2	42	60.41	99.63	165.66
40	AVG	1800-5400	40-66: NE 39th St@103.0-69: NE 2nd Ave@48.4	30	208.08	99.6	165.66
40	AVG	1800-5400	40-66: NE 39th St@103.0-81: NE 39th St@38.6	93	65.13	99.65	165.66
40	AVG	1800-5400	40-67: NE 39th St@171.9-33: NE 39th St@20.8	86	52.02	168.45	379.39
40	AVG	1800-5400	40-67: NE 39th St@171.9-36: NE 2nd Ave@71.2	78	39.35	168.36	379.39
40	AVG	1800-5400	40-67: NE 39th St@171.9-69: NE 2nd Ave@48.4	26	249.58	168.43	379.39
40	AVG	1800-5400		40 833	98.72	244.26	872.75
41	AVG	1800-5400	41-68: NE 2nd Ave@247.3-56: NE 38th St@8.5	19	254.72	288.64	554.3
41	AVG	1800-5400	41-68: NE 2nd Ave@247.3-63: NE 2nd Ave@7.0	205	76.77	288.64	554.3
41	AVG	1800-5400	41-69: NE 2nd Ave@247.3-21: NE 2nd Ave@4.5	157	117.66	276.42	372.21
41	AVG	1800-5400	41-69: NE 2nd Ave@247.3-56: NE 38th St@8.5	47	254.11	297.94	397.28
41	AVG	1800-5400	41-70: NE 38th St@582.2-21: NE 2nd Ave@4.5	14	33.1	18.18	189.77
41	AVG	1800-5400	41-70: NE 38th St@582.2-63: NE 2nd Ave@7.0	51	56.45	21.58	195.37
41	AVG	1800-5400	41-70: NE 38th St@582.2-188@5.1	0		21.58	195.37
41	AVG	1800-5400	41-71@192.3-21: NE 2nd Ave@4.5	0		0	0
41	AVG	1800-5400	41-71@192.3-56: NE 38th St@8.5	0		0	0
41	AVG	1800-5400	41-71@192.3-63: NE 2nd Ave@7.0	0		0	0
41	AVG	1800-5400		41 493	101.83	128.97	569.59
42	AVG	1800-5400	42-21: NE 2nd Ave@278.6-29: NE 2nd Ave@35.9	105	115.75	118.27	424.88
42	AVG	1800-5400	42-21: NE 2nd Ave@278.6-61: NE 36th St@21.7	56	88.28	78.25	345.36
42	AVG	1800-5400	42-21: NE 2nd Ave@278.6-79: Federal Hwy@48.2	2	86.06	116.93	424.23
42	AVG	1800-5400	42-21: NE 2nd Ave@278.6-94: NE 36th St@39.9	22	193.46	114.11	424.23
42	AVG	1800-5400	42-74: Federal Hwy@23.7-29: NE 2nd Ave@35.9	124	56.06	190.96	449.73
42	AVG	1800-5400	42-74: Federal Hwy@23.7-61: NE 36th St@21.7	100	137.47	190.41	449.29
42	AVG	1800-5400	42-74: Federal Hwy@23.7-94: NE 36th St@39.9	18	152.36	189.74	450.55
42	AVG	1800-5400	42-74: Federal Hwy@23.7-10048@5.8	13	234.23	190.34	449.24
42	AVG	1800-5400	42-299: NE 36th St@198.5-29: NE 2nd Ave@35.9	117	19.87	255.34	657.9
42	AVG	1800-5400	42-299: NE 36th St@198.5-79: Federal Hwy@48.2	98	162.56	256.97	652.57
42	AVG	1800-5400	42-299: NE 36th St@198.5-94: NE 36th St@39.9	265	133.82	257.22	652.5
42	AVG	1800-5400	42-299: NE 36th St@198.5-10048@5.8	39	236.24	257.08	653.1
42	AVG	1800-5400	42-300: NE 36th St@24.3-61: NE 36th St@21.7	389	88.24	218.5	475.8
42	AVG	1800-5400	42-300: NE 36th St@24.3-79: Federal Hwy@48.2	28	75.35	224.84	484.37
42	AVG	1800-5400	42-300: NE 36th St@24.3-10048@5.8	30	187.14	219.96	478.75
42	AVG	1800-5400	42-301: NE 2nd Ave@27.3-61: NE 36th St@21.7	56	124.32	1247.1	1338.24
42	AVG	1800-5400	42-301: NE 2nd Ave@27.3-79: Federal Hwy@48.2	278	100.97	1250.33	1341.47
42	AVG	1800-5400	42-301: NE 2nd Ave@27.3-94: NE 36th St@39.9	31	121.25	1252.12	1343.26
42	AVG	1800-5400	42-301: NE 2nd Ave@27.3-10048@5.8	149	227.44	1248.92	1340.07
42	AVG	1800-5400		42 1920	114.73	414.6	1343.26
43	AVG	1800-5400	43-80: Federal Hwy@191.5-34: NE 39th St@42.3	5	34.62	46.9	170.4
43	AVG	1800-5400	43-80: Federal Hwy@191.5-67: NE 39th St@13.6	73	63.96	63.13	205.69
43	AVG	1800-5400	43-80: Federal Hwy@191.5-73: Federal Hwy@18.3	214	15.92	63.23	205.69
43	AVG	1800-5400	43-81: NE 39th St@195.2-30: Federal Hwy@31.2	100	61.21	33.94	236.66
43	AVG	1800-5400	43-81: NE 39th St@195.2-34: NE 39th St@42.3	34	61.55	32.99	236.55
43	AVG	1800-5400	43-81: NE 39th St@195.2-73: Federal Hwy@18.3	32	7.35	31.18	237.55
43	AVG	1800-5400	43-303: Federal Hwy@34.7-30: Federal Hwy@31.2	374	12.44	54.21	706.45
43	AVG	1800-5400	43-303: Federal Hwy@34.7-34: NE 39th St@42.3	11	8.02	53.14	705.07
43	AVG	1800-5400	43-303: Federal Hwy@34.7-67: NE 39th St@13.6	19	66.23	53.45	705.2
43	AVG	1800-5400	43-304: NE 38th St@9.9-30: Federal Hwy@31.2	29	113.24	172.4	377.88
43	AVG	1800-5400	43-304: NE 38th St@9.9-34: NE 39th St@42.3	3	88	150.11	350.56
43	AVG	1800-5400	43-304: NE 38th St@9.9-67: NE 39th St@13.6	103	136.14	154.71	354.39
43	AVG	1800-5400	43-304: NE 38th St@9.9-73: Federal Hwy@18.3	25	84.71	154.25	354.56

Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
43	AVG	1800-5400		1021	42.29	81.82	730.9
44	AVG	1800-5400	44-85: Biscayne Blvd@133.8-24: Biscayne Blvd@22.2	1131	13.58	110.03	632.67
44	AVG	1800-5400	44-85: Biscayne Blvd@133.8-82: NE 38th St@42.0	31	40.13	108	631.31
44	AVG	1800-5400	44-85: Biscayne Blvd@133.8-161: NE 38th St@72.3	340	13.77	111.71	639.83
44	AVG	1800-5400	44-87: Biscayne Blvd@341.0-82: NE 38th St@42.0	77	81.83	935.98	1184.83
44	AVG	1800-5400	44-87: Biscayne Blvd@341.0-92: Biscayne Blvd@30.4	992	61.37	932.65	1181.5
44	AVG	1800-5400	44-89: NE 38th St@27.0-24: Biscayne Blvd@22.2	201	4.42	172.95	475.44
44	AVG	1800-5400	44-89: NE 38th St@27.0-82: NE 38th St@42.0	65	83.37	174.29	476.09
44	AVG	1800-5400	44-89: NE 38th St@27.0-92: Biscayne Blvd@30.4	170	72.18	173.67	474.33
44	AVG	1800-5400	44-305@248.6-161: NE 38th St@72.3	320	78.39	103.28	614.75
44	AVG	1800-5400		3326	37.71	313.62	1184.83
45	AVG	1800-5400	45-91: Biscayne Blvd@200.0-77: NE 36th St@20.3	85	96.54	1400.7	1673.44
45	AVG	1800-5400	45-91: Biscayne Blvd@200.0-84: Biscayne Blvd@42.1	1123	60.51	1400.7	1673.44
45	AVG	1800-5400	45-91: Biscayne Blvd@200.0-104: NE 36th St@54.2	74	44.52	1400.7	1673.44
45	AVG	1800-5400	45-95: NE 36th St@226.5-25: Biscayne Blvd@32.5	113	29.35	260.02	568.21
45	AVG	1800-5400	45-95: NE 36th St@226.5-84: Biscayne Blvd@42.1	85	62.21	260.44	568.39
45	AVG	1800-5400	45-95: NE 36th St@226.5-104: NE 36th St@54.2	138	187.52	260.05	567.85
45	AVG	1800-5400	45-307: Biscayne Blvd@68.2-25: Biscayne Blvd@32.5	785	52.59	453.33	704.93
45	AVG	1800-5400	45-307: Biscayne Blvd@68.2-77: NE 36th St@20.3	269	55.47	452.75	704.93
45	AVG	1800-5400	45-307: Biscayne Blvd@68.2-104: NE 36th St@54.2	112	79.25	450.88	705.11
45	AVG	1800-5400	45-308: NE 36th St@95.8-25: Biscayne Blvd@32.5	219	214.54	366.81	473.86
45	AVG	1800-5400	45-308: NE 36th St@95.8-77: NE 36th St@20.3	97	151.61	368.84	475.89
45	AVG	1800-5400	45-308: NE 36th St@95.8-84: Biscayne Blvd@42.1	296	79.01	370.14	477.18
45	AVG	1800-5400		3396	76.46	620.45	1673.44
46	AVG	1800-5400	46-98: NE 6th Ave@724.9-162: NE 38th St@34.7	69	6.22	42.86	199.4
46	AVG	1800-5400	46-99: NE 38th St@572.6-103@19.6	42	0.84	0	0
46	AVG	1800-5400	46-100: I-195 WB Off-Ramp@323.1-103@19.6	1	0.49	23.62	68.16
46	AVG	1800-5400	46-100: I-195 WB Off-Ramp@323.1-162: NE 38th St@34.7	396	0.06	23.62	68.16
46	AVG	1800-5400	46-100: I-195 WB Off-Ramp@323.1-10183@47.9	81	0.72	23.62	68.16
46	AVG	1800-5400		588	0.93	22.16	199.4
49	AVG	1800-5400	49-104: NE 36th St@325.6-10186@87.3	324	0.99	0	0
49	AVG	1800-5400	49-105: NE 36th St@104.1-96: NE 36th St@54.3	188	63.03	118.9	196.59
49	AVG	1800-5400	49-10188@28.4-96: NE 36th St@54.3	407	69.19	145.99	208.42
49	AVG	1800-5400	49-10376@24.8-10376@72.5	113	42.45	162.5	227.25
49	AVG	1800-5400		1032	41.69	106.85	228.66
52	AVG	1800-5400	52-107@640.1-19: NE 36th St (To I-195 EB)@1.3	170	9.92	9.04	125.84
52	AVG	1800-5400	52-107@640.1-28: NE 5th Ave@11.9	2	10.82	16.56	154.82
52	AVG	1800-5400	52-107@640.1-105: NE 36th St@41.6	0		10.93	133.41
52	AVG	1800-5400	52-108: NE 5th Ave@135.2-102@10.7	0		9.26	130.51
52	AVG	1800-5400	52-108: NE 5th Ave@135.2-105: NE 36th St@41.6	22	42.41	21.47	107.74
52	AVG	1800-5400	52-108: NE 5th Ave@135.2-10189@69.3	3	8.39	18.03	95.33
52	AVG	1800-5400	52-109: NE 36th St@57.7-19: NE 36th St (To I-195 EB)@1.3	434	1.22	0	3.78
52	AVG	1800-5400	52-109: NE 36th St@57.7-28: NE 5th Ave@11.9	5	1.25	0.02	15.37
52	AVG	1800-5400	52-109: NE 36th St@57.7-102@10.7	5	0.68	0.01	12.29
52	AVG	1800-5400	52-110: NE 36th St (To I-195 EB)@764.6-28: NE 5th Ave@11.9	1	82.66	263.82	560.7
52	AVG	1800-5400	52-110: NE 36th St (To I-195 EB)@764.6-102@10.7	9	83.31	260.81	555.79
52	AVG	1800-5400	52-110: NE 36th St (To I-195 EB)@764.6-105: NE 36th St@41.6	168	105.8	247.22	533.86
52	AVG	1800-5400		818	26.65	71.43	560.7
57	AVG	1800-5400	57-115: Alton Road@150.4-177: Alton Road@63.8	1621	0.18	0	0
57	AVG	1800-5400	57-116: Alton Road@1341.5-121: Alton Road@19.9	1500	44.47	1123.85	1375.98
57	AVG	1800-5400	57-116: Alton Road@1341.5-179: N Bay Road North@24.4	5	42	1123.85	1375.98
57	AVG	1800-5400	57-117: N Bay Road North@435.3-121: Alton Road@19.9	4	3347.57	473.05	492.6
57	AVG	1800-5400		3130	26	532.3	1375.98
58	AVG	1800-5400	58-119@314.0-115: Alton Road@14.5	1463	21.78	222.89	1422.45
58	AVG	1800-5400	58-119@314.0-175: 43rd Street@22.8	51	24.93	218.42	1422.89
58	AVG	1800-5400	58-119@314.0-187: Ed Sullivan Dr@53.5	280	64.38	219.79	1419.77
58	AVG	1800-5400	58-123: Alton Road@93.1-175: 43rd Street@22.8	86	35.81	153.47	279.75
58	AVG	1800-5400	58-123: Alton Road@93.1-183@61.4	1350	33.5	154.05	279.91
58	AVG	1800-5400	58-123: Alton Road@93.1-187: Ed Sullivan Dr@53.5	68	18.03	150.41	280.26
58	AVG	1800-5400	58-124: Ed Sullivan Dr@766.5-115: Alton Road@14.5	137	140.59	467.46	519.08
58	AVG	1800-5400	58-124: Ed Sullivan Dr@766.5-175: 43rd Street@22.8	114	223.91	468.45	520.07
58	AVG	1800-5400	58-124: Ed Sullivan Dr@766.5-183@61.4	202	254.75	470.43	522.05
58	AVG	1800-5400	58-125: 43rd Street@131.1-183@61.4	17	71.55	59.61	269
58	AVG	1800-5400	58-125: 43rd Street@131.1-187: Ed Sullivan Dr@53.5	101	78.63	58.01	266.84
58	AVG	1800-5400	58-184: N Bay Rd@266.4-115: Alton Road@14.5	21	33.63	222.89	1422.45
58	AVG	1800-5400	58-184: N Bay Rd@266.4-175: 43rd Street@22.8	2	15.37	218.42	1422.89
58	AVG	1800-5400	58-184: N Bay Rd@266.4-187: Ed Sullivan Dr@53.5	0		219.79	1419.77

Node	SIMRUN	TIMEINT	MOVEMENT		VEHS(ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
58	AVG	1800-5400		58	3890	53.08	240.27	1422.89
61	AVG	1800-5400	61-129@265.4-176: Alton Road@11.8		2073	8.77	126.99	399.95
61	AVG	1800-5400	61-310@68.4-172: Unnamed Road@7.9		155	152.11	243.57	376.31
61	AVG	1800-5400	61-310@68.4-176: Alton Road@11.8		65	95.82	239.6	373.29
61	AVG	1800-5400		61	2293	20.8	203.39	401.38
63	AVG	1800-5400	63-132: Alton Road@140.5-12@13.5		112	62.97	105.66	292.89
63	AVG	1800-5400	63-132: Alton Road@140.5-163: Alton Road@28.9		186	59.41	105.66	292.89
63	AVG	1800-5400	63-132: Alton Road@140.5-168: 41 Street/ Art Godfrey Road@11.2		116	41.07	105.66	292.89
63	AVG	1800-5400	63-134: Alton Road@43.1-12@13.5		178	14.78	58.08	166.75
63	AVG	1800-5400	63-134: Alton Road@43.1-141: Alton Road@4.7		91	61.74	59.17	166.23
63	AVG	1800-5400	63-134: Alton Road@43.1-168: 41 Street/ Art Godfrey Road@11.2		104	30.93	57.88	166.23
63	AVG	1800-5400	63-136: 41 Street/ Art Godfrey Road@543.6-141: Alton Road@4.7		80	43.97	241.06	579.2
63	AVG	1800-5400	63-136: 41 Street/ Art Godfrey Road@543.6-163: Alton Road@28.9		185	74.77	245.14	575.34
63	AVG	1800-5400	63-136: 41 Street/ Art Godfrey Road@543.6-168: 41 Street/ Art Godfrey Rc		1394	30.32	245.21	575.08
63	AVG	1800-5400	63-139: 41 Street/ Art Godfrey Road@83.8-12@13.5		1355	35.04	450.77	1046.73
63	AVG	1800-5400	63-139: 41 Street/ Art Godfrey Road@83.8-141: Alton Road@4.7		62	109.12	450.62	1046.73
63	AVG	1800-5400	63-139: 41 Street/ Art Godfrey Road@83.8-163: Alton Road@28.9		100	22.63	451.32	1048.35
63	AVG	1800-5400		63	3961	37.88	214.69	1048.35
64	AVG	1800-5400	64-140: Alton Road@213.9-111: W 39th St@6.6		96	7.74	25.44	319.42
64	AVG	1800-5400	64-140: Alton Road@213.9-112@14.6		0		25.08	317.33
64	AVG	1800-5400	64-140: Alton Road@213.9-132: Alton Road@10.8		306	12.25	19.79	284.69
64	AVG	1800-5400	64-141: Alton Road@121.3-111: W 39th St@6.6		69	28.51	74.04	276
64	AVG	1800-5400	64-141: Alton Road@121.3-112@14.6		0		79.57	292.29
64	AVG	1800-5400	64-141: Alton Road@121.3-145: Alton Road@33.5		154	86.32	64.87	251.17
64	AVG	1800-5400	64-142@109.2-111: W 39th St@6.6		3	11.42	1.7	48.35
64	AVG	1800-5400	64-142@109.2-132: Alton Road@10.8		5	19.5	0.66	17.76
64	AVG	1800-5400	64-142@109.2-145: Alton Road@33.5		4	101.61	1.9	48.8
64	AVG	1800-5400	64-10241@65.4-132: Alton Road@10.8		100	8.9	9.37	152.09
64	AVG	1800-5400	64-10244@63.1-145: Alton Road@33.5		51	88.3	33	190.91
64	AVG	1800-5400		64	788	31.83	30.49	344.93
65	AVG	1800-5400	65-144: Alton Road@360.8-113: Barry St@24.6		11	1.11	1.1	78.32
65	AVG	1800-5400	65-144: Alton Road@360.8-140: Alton Road@20.5		329	1.33	0.7	49.37
65	AVG	1800-5400	65-144: Alton Road@360.8-171@30.9		15	1.75	1.33	91.32
65	AVG	1800-5400	65-145: Alton Road@221.1-113: Barry St@24.6		23	107.14	167.23	331.11
65	AVG	1800-5400	65-145: Alton Road@221.1-130@14.0		148	158.42	167.23	331.11
65	AVG	1800-5400	65-145: Alton Road@221.1-171@30.9		13	144.28	184.53	356.79
65	AVG	1800-5400	65-146@347.6-113: Barry St@24.6		0		4.94	75.46
65	AVG	1800-5400	65-146@347.6-130@14.0		17	117.25	13.91	117.98
65	AVG	1800-5400	65-146@347.6-140: Alton Road@20.5		30	19.7	8.89	125.09
65	AVG	1800-5400	65-147: Barry St@870.8-130@14.0		59	54.34	3.91	109.28
65	AVG	1800-5400	65-147: Barry St@870.8-140: Alton Road@20.5		44	14.94	12.57	158.25
65	AVG	1800-5400	65-147: Barry St@870.8-171@30.9		0		3.91	109.28
65	AVG	1800-5400		65	688	48.76	39.91	356.79
66	AVG	1800-5400	66-148: Alton Road@359.0-128: W 34th St@36.0		6	8.69	659.6	1674.42
66	AVG	1800-5400	66-148: Alton Road@359.0-129@139.7		2073	14.81	659.6	1674.42
66	AVG	1800-5400	66-148: Alton Road@359.0-144: Alton Road@27.8		326	7.96	659.6	1674.42
66	AVG	1800-5400	66-181: W 34th St@645.8-144: Alton Road@27.8		28	4.64	0	0
66	AVG	1800-5400		66	2433	13.76	329.8	1674.42
67	AVG	1800-5400	67-150: Alton Rd@108.5-148: Alton Road@8.6		2030	21.48	1111.34	1486.93
67	AVG	1800-5400	67-150: Alton Rd@108.5-169: Chase Ave@18.0		44	16.62	1111.34	1486.93
67	AVG	1800-5400	67-151: Alton Road@330.6-173: Alton Rd@9.9		2555	13.96	708.65	1578.61
67	AVG	1800-5400	67-155: Chase Ave@27.1-148: Alton Road@8.6		200	50.98	71.77	395.13
67	AVG	1800-5400	67-155: Chase Ave@27.1-173: Alton Rd@9.9		75	53.16	71.77	395.13
67	AVG	1800-5400	67-10260@0.4-148: Alton Road@8.6		170	39.58	41.69	254.63
67	AVG	1800-5400	67-10263@0.0-169: Chase Ave@18.0		26	37.52	41.43	254.2
67	AVG	1800-5400	67-10265@0.0-173: Alton Rd@9.9		3	45.6	59.11	283.95
67	AVG	1800-5400		67	5102	19.99	402.14	1585.36
68	AVG	1800-5400	68-157: NW 10th Ave@55.2-11: To I-95 N Express lanes@36.0		173	6.92	41.99	657.25
68	AVG	1800-5400	68-157: NW 10th Ave@55.2-13: NW 10th Ave@21.8		826	7.31	42.32	658.35
68	AVG	1800-5400	68-158: NW 10th Ave@1120.0-11: To I-95 N Express lanes@36.0		21	3.52	4.07	116.36
68	AVG	1800-5400	68-158: NW 10th Ave@1120.0-14: NW 10th Ave@35.5		258	3.93	4.07	116.36
68	AVG	1800-5400	68-159: NW 39th St@1216.3-11: To I-95 N Express lanes@36.0		59	29.67	27.09	188.92
68	AVG	1800-5400	68-159: NW 39th St@1216.3-13: NW 10th Ave@21.8		96	28.26	27.09	188.92
68	AVG	1800-5400	68-159: NW 39th St@1216.3-14: NW 10th Ave@35.5		71	6.17	27.09	188.92
68	AVG	1800-5400		68	1505	8.8	28.87	658.35
71	AVG	1800-5400	71-163: Alton Road@53.7-131: Nautilus Rd/ Michigan Ave@8.4		132	-0.05	0.17	68.41
71	AVG	1800-5400	71-163: Alton Road@53.7-134: Alton Road@22.3		2	31.83	0.78	84.81

Node	SIMRUN	TIMEINT	MOVEMENT	VEHS(ALL)	VEHDELAY(ALL)	QLEN	QLENMAX
71	AVG	1800-5400	71-163: Alton Road@53.7-174: 43rd Street@25.8	335	0.29	0.17	68.41
71	AVG	1800-5400	71-165: 43rd Street@48.2-131: Nautilus Rd/ Michigan Ave@8.4	69	18.88	24.85	285.79
71	AVG	1800-5400	71-165: 43rd Street@48.2-134: Alton Road@22.3	180	29.39	27.1	248.97
71	AVG	1800-5400	71-166: Nautilus Rd/ Michigan Ave@593.8-134: Alton Road@22.3	198	212.01	571.83	672.14
71	AVG	1800-5400	71-166: Nautilus Rd/ Michigan Ave@593.8-174: 43rd Street@25.8	20	182.05	572	672.31
71	AVG	1800-5400	71	935	55.1	199.45	672.31
88	AVG	1800-5400	88-124: Ed Sullivan Dr@362.6-124: Ed Sullivan Dr@500.7	473	329.77	370.11	429.79
88	AVG	1800-5400	88-187: Ed Sullivan Dr@344.1-114@19.8	198	3.77	5.97	190.93
88	AVG	1800-5400	88-187: Ed Sullivan Dr@344.1-178: Ed Sullivan Dr@16.3	250	6.42	5.97	190.93
88	AVG	1800-5400	88	921	171.56	188.04	429.79

No-Build VISSIM Freeway Summary Output

NO-BUILD ALTERNATIVE FREEWAY VISSIM AM SUMMARY

				Hour 1 (1800-5400)					Hour 2 (5400-9000)					Hour 3 (9000-12600)					Hour 4 (12600-16200)				
# of lanes	Distance	Measurement #	Description	Vol	Travel Time	Density	Speed	LOS	Vol	Travel Time	Density	Speed	LOS	Vol	Travel Time	Density	Speed	LOS	Vol	Travel Time	Density	Speed	LOS
4	1109.9	301	**E2-E3**	4800	21.731303	34.46	34.82	D	4634	49.71608	76.11	15.22	F	4537	53.96322	80.88	14.02	F	4474	54.62795	80.74	13.85	F
2	3629.82	302	**E3-E4**	2407	133.09893	64.72	18.59	F	2336	242.0126	114.22	10.23	F	2318	264.2107	123.73	9.37	F	2320	265.6697	124.52	9.32	F
1	1201.63	303	**E4-E5**	2388	25.258867	73.62	32.44	F	2318	25.83628	73.10	31.71	F	2295	25.91033	72.58	31.62	F	2297	25.89372	72.60	31.64	F
4	575.03	304	**E5-E6**	5339	8.9854433	30.59	43.63	D	5228	9.007612	30.03	43.53	D	5196	9.044736	29.97	43.35	D	5213	9.007748	29.94	43.53	D
3	1696.78	305	**E6-E7**	4261	26.109556	32.05	44.31	D	4157	26.04944	31.20	44.41	D	4132	26.10687	31.08	44.31	D	4118	26.10614	30.98	44.32	D
3	918.93	306	**E7-E78**	4260	13.920242	31.55	45.01	D	4160	13.91129	30.79	45.04	D	4131	13.90112	30.55	45.07	D	4119	13.90961	30.48	45.04	D
4	601.08	307	**E78-E8**	4259	9.1741235	23.83	44.67	C	4163	9.140139	23.21	44.84	C	4132	9.089684	22.91	45.09	C	4118	9.124579	22.92	44.91	C
3	2174.44	308	**E8-E9**	2966	29.67544	19.79	49.96	C	2892	29.65764	19.28	49.99	C	2875	29.64458	19.16	50.01	C	2845	29.62999	18.95	50.04	C
4	596.4	309	**E9-E910**	4206	7.3905538	19.11	55.02	C	4439	7.456144	20.35	54.54	C	4416	7.424931	20.16	54.77	C	4306	7.410998	19.62	54.87	C
3	872.9	310	**E910-E10**	4205	10.797347	25.43	55.12	C	4437	10.84308	26.95	54.89	D	4414	10.82156	26.75	55.00	D	4310	10.80886	26.09	55.06	D
3	9397.94	311	**E10-E11**	4209	116.29428	25.46	55.10	C	4430	116.4665	26.84	55.02	D	4403	116.4095	26.66	55.04	D	4317	116.391	26.14	55.05	D
3	1501.67	312	**E11-E12**	4211	22.669937	31.08	45.16	D	4426	23.24498	33.49	44.05	D	4406	23.14418	33.20	44.24	D	4314	23.03015	32.35	44.46	D
2	499.97	313	**E12-E13**	1904	6.0035079	16.77	56.78	B	2000	5.986447	17.56	56.94	B	1984	6.041059	17.58	56.43	B	1986	5.985758	17.44	56.95	B
3	1493.1	315	**W2-W3**	2326	19.695467	15.00	51.69	B	2930	19.80462	19.00	51.40	C	2952	19.78473	19.12	51.45	C	2658	19.75456	17.19	51.53	B
3	81.28	316	**W3-W4**	2326	0.7908015	11.06	70.08	B	2929	0.795342	14.01	69.68	B	2952	0.794349	14.10	69.77	B	2658	0.79294	12.68	69.89	B
4	452.74	317	**W4-W45**	3441	5.5368455	15.43	55.75	B	4333	5.682193	19.94	54.33	C	4370	5.669169	20.06	54.45	C	3930	5.585598	17.78	55.26	B
3	1064.11	318	**W45-W5**	3443	12.944715	20.48	56.05	C	4325	13.12802	26.09	55.27	D	4370	13.13068	26.36	55.25	D	3933	13.03057	23.55	55.68	C
3	10215.8	319	**W5-W6**	3443	125.09001	20.61	55.68	C	4289	126.3802	25.94	55.11	C	4375	127.2637	26.65	54.73	D	3942	125.6897	23.71	55.42	C
3	1497.69	320	**W6-W7**	3434	19.932545	22.34	51.23	C	4271	25.88567	36.09	39.45	E	4382	27.94344	39.97	36.54	E	3944	22.64635	29.16	45.09	D
3	2243.92	321	**W7-W8**	2367	29.512818	15.22	51.84	B	2938	33.93888	21.72	45.08	C	3033	38.94366	25.73	39.29	C	2718	30.17686	17.87	50.70	B
4	801.83	322	**W8-W89**	3310	10.726391	16.24	50.97	B	4098	14.2414	26.69	38.39	D	4207	16.72708	32.18	32.68	D	3857	13.51852	23.84	40.44	C
3	687.88	323	**W89-W9**	3310	9.3036368	21.89	50.41	C	4092	11.38083	33.10	41.21	D	4202	12.08646	36.10	38.80	E	3865	10.98604	30.18	42.69	D
3	1095.75	324	**W9-W10**	3313	14.917074	22.05	50.08	C	4087	18.00959	32.84	41.48	D	4195	18.65807	34.92	40.04	D	3877	17.06445	29.52	43.78	D
4	1166.07	325	**W10-W11**	4551	16.430938	23.51	48.39	C	5618	25.19049	44.50	31.56	E	5776	27.79552	50.48	28.60	F	5319	21.90606	36.64	36.29	E
2	3160.43	326	**W11-W12**	1784	42.829706	17.73	50.31	B	2177	46.40848	23.44	46.43	C	2257	52.12528	27.30	41.34	D	2091	57.04049	27.68	37.78	D
1	827.26	327	**W12-W13**	1786	11.475669	36.34	49.15	E	2173	11.8648	45.71	47.54	F	2254	12.00444	47.97	46.99	F	2089	11.73551	43.46	48.06	E
4	486.47	328	**W13-W14**	3287	6.5768603	16.29	50.43	B	3677	6.602755	18.30	50.23	C	3763	6.600578	18.72	50.25	C	3616	6.589972	17.96	50.33	B
5	500	329	**W14-W15**	3551	6.5892486	13.73	51.74	B	3996	6.605789	15.49	51.61	B	4102	6.607396	15.90	51.60	B	3909	6.599831	15.14	51.65	B
3	732.47	401	**To NB & SB I-95 and I-95 Express**	2352	11.028162	17.31	45.29	B	2255	11.18102	16.83	44.67	B	2202	11.18721	16.44	44.64	B	2165	11.158	16.12	44.76	B
3	543.52	402	**From I-95 NB & SB**	2953	8.0821124	21.47	45.85	C	2909	8.079301	21.14	45.87	C	2900	8.08681	21.09	45.83	C	2916	8.084046	21.20	45.84	C
2	394.55	403	**To N Miami Ave**	1077	3.046747	6.10	88.29	A	1069	3.048498	6.06	88.24	A	1071	3.051125	6.07	88.17	A	1089	3.053607	6.18	88.10	A
1	228.08	404	**To Biscayne Blvd**	895	18.142053	104.41	8.57	F	534	29.24843	100.44	5.32	F	243	57.59282	90.00	2.70	F	84	21.25411	11.48	7.32	B
1	640.5	405	**From Biscayne Blvd**	1240	9.638907	27.37	45.31	D	1545	10.13216	35.85	43.10	E	1543	10.47775	37.02	41.68	E	1462	10.15878	34.01	42.99	D
2	1230.8	406	**To Alton Rd**	2307	21.603596	29.70	38.84	D	2425	21.62962	31.25	38.80	D	2422	21.66662	31.27	38.73	D	2329	21.5963	29.97	38.86	D
1	745.2	407	**From Alton Road NB**	724	4.6945235	6.69	108.23	A	915	4.723318	8.51	107.57	A	921	4.721318	8.56	107.62	A	828	4.710942	7.68	107.85	A
1	1057.63	408	**From Alton Road SB**	1116	13.922286	21.55	51.80	C	1406	14.06483	27.42	51.27	D	1418	14.06692	27.66	51.26	D	1272	13.99519	24.69	51.53	C
1	841.38	409	**To Biscayne Blvd**	1066	13.33045	24.77	43.03	C	1315	13.95732	31.99	41.10	D	1363	14.02337	33.32	40.91	D	1230	13.75028	29.48	41.72	D
1	370.08	410	**From Biscayne Blvd**	944	3.4510965	12.91	73.12	B	1171	4.740524	22.00	53.23	C	1170	5.891318	27.32	42.83	D	1131	4.023033	18.03	62.72	C
1	527.14	411	**From N Miami Ave**	1240	5.988634	20.66	60.02	C	1549	7.33966	31.63	48.97	D	1593	7.624433	33.79	47.14	D	1422	6.580262	26.03	54.62	D
3	596.82	412	**To I-95 NB & SB**	2767	10.410573	23.60	39.09	C	3430	13.95991	39.22	29.15	E	3507	13.56195	38.96	30.00	E	3239	12.53824	33.27	32.45	D
3	730.95	413	**From I-95 NB/SB General Purpose Lanes**	1502	10.688607	10.74	46.63	A	1508	10.69277	10.78	46.61	A	1507	10.68235	10.77	46.65	A	1527	10.68106	10.91	46.66	A
1	974.51	414	**From I-95 SB Express Lanes**	262	16.134812	6.36	41.18	A	321	16.19659	7.82	41.02	A	339	16.25366	8.29	40.88	A	295	16.18094	7.18	41.06	A

FREEWAY VISSIM AM RAW PEAK DATA

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIME MEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
2:1800-3600	Average	1800-3600	2	2415	123.450321	8027.564788
3:1800-3600	Average	1800-3600	3	1209	134.604294	5037.281645
4:1800-3600	Average	1800-3600	4	2679	8.575722	546.704801
5:1800-3600	Average	1800-3600	5	2143	49.379756	3232.228446
6:1800-3600	Average	1800-3600	6	1497	31.811586	2340.624378
7:1800-3600	Average	1800-3600	7	2120	157.042323	12379.06757
8:1800-3600	Average	1800-3600	8	951	31.585985	1903.672996
9:1800-3600	Average	1800-3600	9	775	8.08189	358.557901
10:1800-3600	Average	1800-3600	10	1164	20.253562	1544.902904
11:1800-3600	Average	1800-3600	11	1720	163.064128	13201.56169
12:1800-3600	Average	1800-3600	12	1184	30.490483	2320.033746
13:1800-3600	Average	1800-3600	13	1659	37.663656	2786.988251
14:1800-3600	Average	1800-3600	14	2279	10.384801	767.157114
15:1800-3600	Average	1800-3600	15	907	65.57049	4762.703786
16:1800-3600	Average	1800-3600	16	1664	5.074277	378.084248
17:1800-3600	Average	1800-3600	17	1801	9.86742	750.69392
18:1800-3600	Average	1800-3600	18	3836	468.097181	7925.106835
19:1800-3600	Average	1800-3600	19	3096	28.533496	1273.940392
20:1800-3600	Average	1800-3600	20	2274	50.746475	4106.977359
21:1800-3600	Average	1800-3600	21	3336	31.000051	2748.93521
23:1800-3600	Average	1800-3600	23	743	82.289282	6932.692696
24:1800-3600	Average	1800-3600	24	999	12.889784	1055.154661
26:1800-3600	Average	1800-3600	26	3852	191.231282	7790.61524
27:1800-3600	Average	1800-3600	27	2448	49.782284	4335.676901
28:1800-3600	Average	1800-3600	28	3833	7.520206	632.340079
29:1800-3600	Average	1800-3600	29	4922	98.54687	8518.762411
30:1800-3600	Average	1800-3600	30	1284	58.651061	5162.116103
31:1800-3600	Average	1800-3600	31	1089	85.737736	7615.310366
101:1800-3600	Average	1800-3600	101	827	8.546664	619.459769
102:1800-3600	Average	1800-3600	102	663	22.793773	1549.762686
103:1800-3600	Average	1800-3600	103	1471	9.686629	651.021139
104:1800-3600	Average	1800-3600	104	1372	11.828088	738.082224
105:1800-3600	Average	1800-3600	105	575	37.691405	2164.35574
106:1800-3600	Average	1800-3600	106	1070	14.616888	924.901801
107:1800-3600	Average	1800-3600	107	1402	7.449459	528.290886
108:1800-3600	Average	1800-3600	108	593	33.446333	2317.59383
109:1800-3600	Average	1800-3600	109	206	94.321869	5680.35525
110:1800-3600	Average	1800-3600	110	70	10.917665	661.505072
111:1800-3600	Average	1800-3600	111	136	19.872897	1213.596759
112:1800-3600	Average	1800-3600	112	757	13.603686	940.309674
113:1800-3600	Average	1800-3600	113	1182	16.091004	1058.231528
114:1800-3600	Average	1800-3600	114	1073	6.774257	449.359837
115:1800-3600	Average	1800-3600	115	579	40.795185	2766.300099

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIME MEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
116:1800-3600	Average	1800-3600	116	1386	10.937386	654.447633
117:1800-3600	Average	1800-3600	117	164	44.400991	3032.323708
118:1800-3600	Average	1800-3600	118	806	45.789001	2718.35295
119:1800-3600	Average	1800-3600	119	809	42.365637	2686.250324
120:1800-3600	Average	1800-3600	120	111	26.561538	1656.679779
121:1800-3600	Average	1800-3600	121	143	20.999999	1316.701458
122:1800-3600	Average	1800-3600	122	494	37.390419	2490.331498
126:1800-3600	Average	1800-3600	126	533	4.21067	277.008332
127:1800-3600	Average	1800-3600	127	620	7.036328	485.276846
128:1800-3600	Average	1800-3600	128	646	3.091855	194.961507
129:1800-3600	Average	1800-3600	129	472	3.780901	272.920337
130:1800-3600	Average	1800-3600	130	535	13.947094	885.035575
131:1800-3600	Average	1800-3600	131	620	17.028045	1122.755903
132:1800-3600	Average	1800-3600	132	1164	21.685327	1235.46437
133:1800-3600	Average	1800-3600	133	616	27.953995	1192.99033
134:1800-3600	Average	1800-3600	134	1035	18.176852	316.638538
135:1800-3600	Average	1800-3600	135	736	7.275524	318.84065
136:1800-3600	Average	1800-3600	136	125	8.839689	191.627015
138:1800-3600	Average	1800-3600	138	605	43.049631	1698.709883
139:1800-3600	Average	1800-3600	139	304	51.114394	1981.522974
140:1800-3600	Average	1800-3600	140	740	20.352296	795.168508
141:1800-3600	Average	1800-3600	141	361	12.803339	878.038424
142:1800-3600	Average	1800-3600	142	967	53.621241	431.882575
143:1800-3600	Average	1800-3600	143	711	6.829487	141.752892
144:1800-3600	Average	1800-3600	144	406	18.872445	727.747273
145:1800-3600	Average	1800-3600	145	255	61.902475	3689.463704
146:1800-3600	Average	1800-3600	146	66	16.1534	267.933764
147:1800-3600	Average	1800-3600	147	558	13.953051	1070.395547
201:1800-3600	Average	1800-3600	201	1229	24.128038	1249.973567
202:1800-3600	Average	1800-3600	202	1171	77.088781	3160.352567
203:1800-3600	Average	1800-3600	203	2142	41.636267	2722.983081
204:1800-3600	Average	1800-3600	204	0		
205:1800-3600	Average	1800-3600	205	2117	125.8873	10188.25419
206:1800-3600	Average	1800-3600	206	2119	119.536167	9447.031433
207:1800-3600	Average	1800-3600	207	0		
208:1800-3600	Average	1800-3600	208	0		
209:1800-3600	Average	1800-3600	209	0		
210:1800-3600	Average	1800-3600	210	1724	115.958245	9481.447306
211:1800-3600	Average	1800-3600	211	1720	129.148865	10420.87749
212:1800-3600	Average	1800-3600	212	0		
213:1800-3600	Average	1800-3600	213	1184	31.699347	2411.092094
214:1800-3600	Average	1800-3600	214	0		
215:1800-3600	Average	1800-3600	215	908	26.245678	1909.773381
216:1800-3600	Average	1800-3600	216	908	53.321268	3881.134886
301:1800-3600	Average	1800-3600	301	2414	19.614036	1109.903005
302:1800-3600	Average	1800-3600	302	1217	107.378065	3629.81681

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIME MEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
303:1800-3600	Average	1800-3600	303	1209	24.525454	1201.632793
304:1800-3600	Average	1800-3600	304	2678	9.010729	575.033916
305:1800-3600	Average	1800-3600	305	2145	26.088364	1696.780548
306:1800-3600	Average	1800-3600	306	2142	13.908209	918.93336
307:1800-3600	Average	1800-3600	307	2143	9.131339	601.080625
308:1800-3600	Average	1800-3600	308	1497	29.66342	2174.435933
309:1800-3600	Average	1800-3600	309	2118	7.380858	596.404378
310:1800-3600	Average	1800-3600	310	2115	10.78813	872.901686
311:1800-3600	Average	1800-3600	311	2116	116.225764	9397.941928
312:1800-3600	Average	1800-3600	312	2120	22.435797	1492.816353
313:1800-3600	Average	1800-3600	313	955	5.987493	446.632961
314:1800-3600	Average	1800-3600	314	0		
315:1800-3600	Average	1800-3600	315	1164	19.685203	1493.10188
316:1800-3600	Average	1800-3600	316	1164	0.790236	66.113791
317:1800-3600	Average	1800-3600	317	1721	5.536981	452.735677
318:1800-3600	Average	1800-3600	318	1722	12.949418	1059.742554
319:1800-3600	Average	1800-3600	319	1724	125.07925	10215.79693
320:1800-3600	Average	1800-3600	320	1720	19.795169	1497.691695
321:1800-3600	Average	1800-3600	321	1184	29.474963	2243.917141
322:1800-3600	Average	1800-3600	322	1656	10.723121	801.828863
323:1800-3600	Average	1800-3600	323	1657	9.304286	687.882954
324:1800-3600	Average	1800-3600	324	1659	14.917383	1095.745081
325:1800-3600	Average	1800-3600	325	2279	16.402343	1166.067646
326:1800-3600	Average	1800-3600	326	907	42.839858	3160.429415
327:1800-3600	Average	1800-3600	327	908	11.470874	827.256538
328:1800-3600	Average	1800-3600	328	1663	6.580673	486.474879
329:1800-3600	Average	1800-3600	329	1800	6.589686	500
401:1800-3600	Average	1800-3600	401	1182	11.031598	732.473986
402:1800-3600	Average	1800-3600	402	1472	8.079686	543.515191
403:1800-3600	Average	1800-3600	403	533	3.048971	199.407058
404:1800-3600	Average	1800-3600	404	450	18.14539	149.932418
405:1800-3600	Average	1800-3600	405	620	9.605513	640.503365
406:1800-3600	Average	1800-3600	406	1164	21.600543	1230.801038
407:1800-3600	Average	1800-3600	407	362	4.690931	318.838594
408:1800-3600	Average	1800-3600	408	558	13.929214	1068.698572
409:1800-3600	Average	1800-3600	409	535	13.339769	841.384359
410:1800-3600	Average	1800-3600	410	472	3.453565	248.057398
411:1800-3600	Average	1800-3600	411	620	5.994912	405.608198
412:1800-3600	Average	1800-3600	412	1373	10.286184	596.81517
413:1800-3600	Average	1800-3600	413	756	10.683154	730.945225
414:1800-3600	Average	1800-3600	414	136	16.073851	974.507479
2:3600-5400	Average	3600-5400	2	2387	137.350295	8027.564788
3:3600-5400	Average	3600-5400	3	1179	188.590786	5037.281645
4:3600-5400	Average	3600-5400	4	2661	8.525489	546.704801
5:3600-5400	Average	3600-5400	5	2116	49.522263	3232.228446
6:3600-5400	Average	3600-5400	6	1469	31.838065	2340.624378

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIME MEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
7:3600-5400	Average	3600-5400	7	2091	157.723899	12379.06757
8:3600-5400	Average	3600-5400	8	950	31.668624	1903.672996
9:3600-5400	Average	3600-5400	9	783	8.080654	358.557901
10:3600-5400	Average	3600-5400	10	1162	20.275139	1544.902904
11:3600-5400	Average	3600-5400	11	1714	163.349642	13201.56169
12:3600-5400	Average	3600-5400	12	1183	30.574643	2320.033746
13:3600-5400	Average	3600-5400	13	1653	37.662647	2786.988251
14:3600-5400	Average	3600-5400	14	2273	10.392859	767.157114
15:3600-5400	Average	3600-5400	15	878	65.558649	4762.703786
16:3600-5400	Average	3600-5400	16	1624	5.067465	378.084248
17:3600-5400	Average	3600-5400	17	1750	9.866717	750.69392
18:3600-5400	Average	3600-5400	18	3858	468.270571	7925.106835
19:3600-5400	Average	3600-5400	19	3102	28.409198	1273.940392
20:3600-5400	Average	3600-5400	20	2287	50.73878	4106.977359
21:3600-5400	Average	3600-5400	21	3349	30.994763	2748.93521
23:3600-5400	Average	3600-5400	23	752	82.576097	6932.692696
24:3600-5400	Average	3600-5400	24	1004	12.891424	1055.154661
26:3600-5400	Average	3600-5400	26	3809	198.730593	7790.61524
27:3600-5400	Average	3600-5400	27	2410	50.00306	4335.676901
28:3600-5400	Average	3600-5400	28	3791	7.523826	632.340079
29:3600-5400	Average	3600-5400	29	4872	98.547447	8518.762411
30:3600-5400	Average	3600-5400	30	1285	58.646992	5162.116103
31:3600-5400	Average	3600-5400	31	1083	85.706826	7615.310366
101:3600-5400	Average	3600-5400	101	817	8.552389	619.459769
102:3600-5400	Average	3600-5400	102	660	22.821056	1549.762686
103:3600-5400	Average	3600-5400	103	1482	9.692722	651.021139
104:3600-5400	Average	3600-5400	104	1395	12.075552	738.082224
105:3600-5400	Average	3600-5400	105	577	38.015401	2164.35574
106:3600-5400	Average	3600-5400	106	1062	14.63396	924.901801
107:3600-5400	Average	3600-5400	107	1403	7.882728	528.290886
108:3600-5400	Average	3600-5400	108	586	33.492145	2317.59383
109:3600-5400	Average	3600-5400	109	198	94.14105	5680.35525
110:3600-5400	Average	3600-5400	110	72	10.819685	661.505072
111:3600-5400	Average	3600-5400	111	126	20.019471	1213.596759
112:3600-5400	Average	3600-5400	112	746	13.617009	940.309674
113:3600-5400	Average	3600-5400	113	1171	16.091129	1058.231528
114:3600-5400	Average	3600-5400	114	1056	6.697178	449.359837
115:3600-5400	Average	3600-5400	115	568	40.777362	2766.300099
116:3600-5400	Average	3600-5400	116	1380	10.971042	654.447633
117:3600-5400	Average	3600-5400	117	158	44.388167	3032.323708
118:3600-5400	Average	3600-5400	118	814	46.049398	2718.35295
119:3600-5400	Average	3600-5400	119	820	42.210228	2686.250324
120:3600-5400	Average	3600-5400	120	112	26.473534	1656.679779
121:3600-5400	Average	3600-5400	121	144	21.041235	1316.701458
122:3600-5400	Average	3600-5400	122	486	37.299205	2490.331498
126:3600-5400	Average	3600-5400	126	544	4.202891	277.008332

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIME MEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
127:3600-5400	Average	3600-5400	127	620	7.022548	485.276846
128:3600-5400	Average	3600-5400	128	647	3.10404	194.961507
129:3600-5400	Average	3600-5400	129	472	3.775761	272.920337
130:3600-5400	Average	3600-5400	130	531	13.956218	885.035575
131:3600-5400	Average	3600-5400	131	621	17.190357	1122.755903
132:3600-5400	Average	3600-5400	132	1143	21.691581	1235.46437
133:3600-5400	Average	3600-5400	133	629	28.612383	1192.99033
134:3600-5400	Average	3600-5400	134	1049	18.151621	316.638538
135:3600-5400	Average	3600-5400	135	731	7.250213	318.84065
136:3600-5400	Average	3600-5400	136	119	8.841852	191.627015
138:3600-5400	Average	3600-5400	138	604	53.939434	1698.709883
139:3600-5400	Average	3600-5400	139	313	51.26992	1981.522974
140:3600-5400	Average	3600-5400	140	742	20.222108	795.168508
141:3600-5400	Average	3600-5400	141	363	12.826228	878.038424
142:3600-5400	Average	3600-5400	142	980	62.046656	431.882575
143:3600-5400	Average	3600-5400	143	714	6.70556	141.752892
144:3600-5400	Average	3600-5400	144	401	19.110929	727.747273
145:3600-5400	Average	3600-5400	145	254	61.697346	3689.463704
146:3600-5400	Average	3600-5400	146	66	16.755681	267.933764
147:3600-5400	Average	3600-5400	147	558	13.939148	1070.395547
201:3600-5400	Average	3600-5400	201	1216	33.0006	1249.973567
202:3600-5400	Average	3600-5400	202	1144	88.194148	3160.352567
203:3600-5400	Average	3600-5400	203	2118	41.698401	2722.983081
204:3600-5400	Average	3600-5400	204	0		
205:3600-5400	Average	3600-5400	205	2091	126.018515	10188.25419
206:3600-5400	Average	3600-5400	206	2091	120.056093	9447.031433
207:3600-5400	Average	3600-5400	207	0		
208:3600-5400	Average	3600-5400	208	0		
209:3600-5400	Average	3600-5400	209	0		
210:3600-5400	Average	3600-5400	210	1720	115.964128	9481.447306
211:3600-5400	Average	3600-5400	211	1714	129.446642	10420.87749
212:3600-5400	Average	3600-5400	212	0		
213:3600-5400	Average	3600-5400	213	1183	31.782404	2411.092094
214:3600-5400	Average	3600-5400	214	0		
215:3600-5400	Average	3600-5400	215	876	26.234145	1909.773381
216:3600-5400	Average	3600-5400	216	878	53.348365	3881.134886
301:3600-5400	Average	3600-5400	301	2386	23.873416	1109.903005
302:3600-5400	Average	3600-5400	302	1190	159.403368	3629.81681
303:3600-5400	Average	3600-5400	303	1179	26.010942	1201.632793
304:3600-5400	Average	3600-5400	304	2661	8.959996	575.033916
305:3600-5400	Average	3600-5400	305	2116	26.131039	1696.780548
306:3600-5400	Average	3600-5400	306	2118	13.932411	918.93336
307:3600-5400	Average	3600-5400	307	2116	9.217454	601.080625
308:3600-5400	Average	3600-5400	308	1469	29.68769	2174.435933
309:3600-5400	Average	3600-5400	309	2088	7.400389	596.404378
310:3600-5400	Average	3600-5400	310	2090	10.806675	872.901686

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIME MEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
311:3600-5400	Average	3600-5400	311	2093	116.363545	9397.941928
312:3600-5400	Average	3600-5400	312	2091	22.907324	1492.816353
313:3600-5400	Average	3600-5400	313	949	6.019624	446.632961
314:3600-5400	Average	3600-5400	314	0		
315:3600-5400	Average	3600-5400	315	1162	19.705748	1493.10188
316:3600-5400	Average	3600-5400	316	1162	0.791368	66.113791
317:3600-5400	Average	3600-5400	317	1720	5.53671	452.735677
318:3600-5400	Average	3600-5400	318	1721	12.94001	1059.742554
319:3600-5400	Average	3600-5400	319	1719	125.100795	10215.79693
320:3600-5400	Average	3600-5400	320	1714	20.070402	1497.691695
321:3600-5400	Average	3600-5400	321	1183	29.550705	2243.917141
322:3600-5400	Average	3600-5400	322	1654	10.729665	801.828863
323:3600-5400	Average	3600-5400	323	1653	9.302986	687.882954
324:3600-5400	Average	3600-5400	324	1654	14.916764	1095.745081
325:3600-5400	Average	3600-5400	325	2272	16.459621	1166.067646
326:3600-5400	Average	3600-5400	326	877	42.819207	3160.429415
327:3600-5400	Average	3600-5400	327	878	11.480627	827.256538
328:3600-5400	Average	3600-5400	328	1624	6.572956	486.474879
329:3600-5400	Average	3600-5400	329	1751	6.588799	500
401:3600-5400	Average	3600-5400	401	1170	11.024691	732.473986
402:3600-5400	Average	3600-5400	402	1481	8.084524	543.515191
403:3600-5400	Average	3600-5400	403	544	3.044568	199.407058
404:3600-5400	Average	3600-5400	404	445	18.138679	149.932418
405:3600-5400	Average	3600-5400	405	620	9.672301	640.503365
406:3600-5400	Average	3600-5400	406	1143	21.606706	1230.801038
407:3600-5400	Average	3600-5400	407	362	4.698116	318.838594
408:3600-5400	Average	3600-5400	408	558	13.915357	1068.698572
409:3600-5400	Average	3600-5400	409	531	13.32106	841.384359
410:3600-5400	Average	3600-5400	410	472	3.448628	248.057398
411:3600-5400	Average	3600-5400	411	620	5.982356	405.608198
412:3600-5400	Average	3600-5400	412	1394	10.533088	596.81517
413:3600-5400	Average	3600-5400	413	746	10.694133	730.945225
414:3600-5400	Average	3600-5400	414	126	16.200611	974.507479
2:5400-7200	Average	5400-7200	2	2443	276.744308	8027.564788
3:5400-7200	Average	5400-7200	3	1177	250.377504	5037.281645
4:5400-7200	Average	5400-7200	4	2635	8.596059	546.704801
5:5400-7200	Average	5400-7200	5	2109	49.499147	3232.228446
6:5400-7200	Average	5400-7200	6	1467	31.83514	2340.624378
7:5400-7200	Average	5400-7200	7	2227	158.823648	12379.06757
8:5400-7200	Average	5400-7200	8	1009	31.741831	1903.672996
9:5400-7200	Average	5400-7200	9	833	8.091742	358.557901
10:5400-7200	Average	5400-7200	10	1465	20.378131	1544.902904
11:5400-7200	Average	5400-7200	11	2111	169.974677	13201.56169
12:5400-7200	Average	5400-7200	12	1455	31.2454	2320.033746
13:5400-7200	Average	5400-7200	13	2044	38.14922	2786.988251
14:5400-7200	Average	5400-7200	14	2817	11.859298	767.157114

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIME MEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
15:5400-7200	Average	5400-7200	15	1095	70.182221	4762.703786
16:5400-7200	Average	5400-7200	16	1844	5.090947	378.084248
17:5400-7200	Average	5400-7200	17	2002	9.884751	750.69392
18:5400-7200	Average	5400-7200	18	3823	476.676469	7925.106835
19:5400-7200	Average	5400-7200	19	3078	29.199123	1273.940392
20:5400-7200	Average	5400-7200	20	2266	50.726248	4106.977359
21:5400-7200	Average	5400-7200	21	3482	31.021566	2748.93521
23:5400-7200	Average	5400-7200	23	743	82.442201	6932.692696
24:5400-7200	Average	5400-7200	24	1036	13.059607	1055.154661
26:5400-7200	Average	5400-7200	26	3849	193.990997	7790.61524
27:5400-7200	Average	5400-7200	27	2439	50.02281	4335.676901
28:5400-7200	Average	5400-7200	28	3988	7.580034	632.340079
29:5400-7200	Average	5400-7200	29	5301	98.928635	8518.762411
30:5400-7200	Average	5400-7200	30	1606	60.772068	5162.116103
31:5400-7200	Average	5400-7200	31	1333	86.444618	7615.310366
101:5400-7200	Average	5400-7200	101	811	8.559184	619.459769
102:5400-7200	Average	5400-7200	102	650	22.81629	1549.762686
103:5400-7200	Average	5400-7200	103	1456	9.700443	651.021139
104:5400-7200	Average	5400-7200	104	1699	17.862668	738.082224
105:5400-7200	Average	5400-7200	105	710	39.891187	2164.35574
106:5400-7200	Average	5400-7200	106	1212	14.765475	924.901801
107:5400-7200	Average	5400-7200	107	1403	7.616798	528.290886
108:5400-7200	Average	5400-7200	108	593	33.540472	2317.59383
109:5400-7200	Average	5400-7200	109	257	94.721276	5680.35525
110:5400-7200	Average	5400-7200	110	94	10.938906	661.505072
111:5400-7200	Average	5400-7200	111	161	19.983766	1213.596759
112:5400-7200	Average	5400-7200	112	751	13.611667	940.309674
113:5400-7200	Average	5400-7200	113	1196	16.439685	1058.231528
114:5400-7200	Average	5400-7200	114	1087	6.678058	449.359837
115:5400-7200	Average	5400-7200	115	580	46.171278	2766.300099
116:5400-7200	Average	5400-7200	116	1549	11.422944	654.447633
117:5400-7200	Average	5400-7200	117	161	44.219238	3032.323708
118:5400-7200	Average	5400-7200	118	972	51.308158	2718.35295
119:5400-7200	Average	5400-7200	119	806	42.213917	2686.250324
120:5400-7200	Average	5400-7200	120	111	26.412822	1656.679779
121:5400-7200	Average	5400-7200	121	182	21.102212	1316.701458
122:5400-7200	Average	5400-7200	122	502	37.287333	2490.331498
126:5400-7200	Average	5400-7200	126	532	4.211578	277.008332
127:5400-7200	Average	5400-7200	127	782	7.111019	485.276846
128:5400-7200	Average	5400-7200	128	642	3.08373	194.961507
129:5400-7200	Average	5400-7200	129	596	3.802084	272.920337
130:5400-7200	Average	5400-7200	130	650	14.812584	885.035575
131:5400-7200	Average	5400-7200	131	778	21.379034	1122.755903
132:5400-7200	Average	5400-7200	132	1220	21.779618	1235.46437
133:5400-7200	Average	5400-7200	133	678	48.278604	1192.99033
134:5400-7200	Average	5400-7200	134	1110	18.5852	316.638538

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIME MEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
135:5400-7200	Average	5400-7200	135	912	7.327947	318.84065
136:5400-7200	Average	5400-7200	136	135	10.463419	191.627015
138:5400-7200	Average	5400-7200	138	572	100.855438	1698.709883
139:5400-7200	Average	5400-7200	139	303	52.187885	1981.522974
140:5400-7200	Average	5400-7200	140	917	23.057444	795.168508
141:5400-7200	Average	5400-7200	141	457	12.891547	878.038424
142:5400-7200	Average	5400-7200	142	1027	64.378893	431.882575
143:5400-7200	Average	5400-7200	143	715	6.925517	141.752892
144:5400-7200	Average	5400-7200	144	410	18.585377	727.747273
145:5400-7200	Average	5400-7200	145	294	62.002252	3689.463704
146:5400-7200	Average	5400-7200	146	84	16.82088	267.933764
147:5400-7200	Average	5400-7200	147	702	14.068192	1070.395547
201:5400-7200	Average	5400-7200	201	1236	66.089415	1249.973567
202:5400-7200	Average	5400-7200	202	1147	86.359017	3160.352567
203:5400-7200	Average	5400-7200	203	2107	41.678829	2722.983081
204:5400-7200	Average	5400-7200	204	0		
205:5400-7200	Average	5400-7200	205	2235	126.269583	10188.25419
206:5400-7200	Average	5400-7200	206	2229	121.038563	9447.031433
207:5400-7200	Average	5400-7200	207	0		
208:5400-7200	Average	5400-7200	208	0		
209:5400-7200	Average	5400-7200	209	0		
210:5400-7200	Average	5400-7200	210	2126	116.83274	9481.447306
211:5400-7200	Average	5400-7200	211	2111	135.67847	10420.87749
212:5400-7200	Average	5400-7200	212	0		
213:5400-7200	Average	5400-7200	213	1454	32.431359	2411.092094
214:5400-7200	Average	5400-7200	214	0		
215:5400-7200	Average	5400-7200	215	1102	29.030631	1909.773381
216:5400-7200	Average	5400-7200	216	1092	56.060082	3881.134886
301:5400-7200	Average	5400-7200	301	2441	43.415724	1109.903005
302:5400-7200	Average	5400-7200	302	1187	220.302612	3629.81681
303:5400-7200	Average	5400-7200	303	1177	25.742704	1201.632793
304:5400-7200	Average	5400-7200	304	2634	9.032527	575.033916
305:5400-7200	Average	5400-7200	305	2103	26.108718	1696.780548
306:5400-7200	Average	5400-7200	306	2106	13.924013	918.93336
307:5400-7200	Average	5400-7200	307	2109	9.206878	601.080625
308:5400-7200	Average	5400-7200	308	1467	29.681718	2174.435933
309:5400-7200	Average	5400-7200	309	2244	7.460813	596.404378
310:5400-7200	Average	5400-7200	310	2243	10.848705	872.901686
311:5400-7200	Average	5400-7200	311	2234	116.533463	9397.941928
312:5400-7200	Average	5400-7200	312	2227	23.763836	1492.816353
313:5400-7200	Average	5400-7200	313	1008	6.015048	446.632961
314:5400-7200	Average	5400-7200	314	0		
315:5400-7200	Average	5400-7200	315	1465	19.805894	1493.10188
316:5400-7200	Average	5400-7200	316	1465	0.795161	66.113791
317:5400-7200	Average	5400-7200	317	2166	5.675353	452.735677
318:5400-7200	Average	5400-7200	318	2162	13.121084	1059.742554

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIME MEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
319:5400-7200	Average	5400-7200	319	2126	126.111861	10215.79693
320:5400-7200	Average	5400-7200	320	2111	25.420742	1497.691695
321:5400-7200	Average	5400-7200	321	1455	30.125546	2243.917141
322:5400-7200	Average	5400-7200	322	2049	10.810726	801.828863
323:5400-7200	Average	5400-7200	323	2047	9.402609	687.882954
324:5400-7200	Average	5400-7200	324	2044	15.187022	1095.745081
325:5400-7200	Average	5400-7200	325	2809	20.668184	1166.067646
326:5400-7200	Average	5400-7200	326	1098	45.015256	3160.429415
327:5400-7200	Average	5400-7200	327	1096	11.840667	827.256538
328:5400-7200	Average	5400-7200	328	1845	6.604363	486.474879
329:5400-7200	Average	5400-7200	329	2002	6.603916	500
401:5400-7200	Average	5400-7200	401	1197	11.187634	732.473986
402:5400-7200	Average	5400-7200	402	1456	8.086688	543.515191
403:5400-7200	Average	5400-7200	403	532	3.050157	199.407058
404:5400-7200	Average	5400-7200	404	323	24.049008	149.932418
405:5400-7200	Average	5400-7200	405	778	10.066586	640.503365
406:5400-7200	Average	5400-7200	406	1220	21.69446	1230.801038
407:5400-7200	Average	5400-7200	407	457	4.72366	318.838594
408:5400-7200	Average	5400-7200	408	702	14.044207	1068.698572
409:5400-7200	Average	5400-7200	409	650	13.943628	841.384359
410:5400-7200	Average	5400-7200	410	596	3.4731	248.057398
411:5400-7200	Average	5400-7200	411	783	6.051737	405.608198
412:5400-7200	Average	5400-7200	412	1698	12.754231	596.81517
413:5400-7200	Average	5400-7200	413	751	10.68779	730.945225
414:5400-7200	Average	5400-7200	414	161	16.167733	974.507479
2:7200-9000	Average	7200-9000	2	2193	488.035461	8027.564788
3:7200-9000	Average	7200-9000	3	1141	297.439734	5037.281645
4:7200-9000	Average	7200-9000	4	2593	8.548154	546.704801
5:7200-9000	Average	7200-9000	5	2054	49.201286	3232.228446
6:7200-9000	Average	7200-9000	6	1426	31.778568	2340.624378
7:7200-9000	Average	7200-9000	7	2199	157.633112	12379.06757
8:7200-9000	Average	7200-9000	8	993	31.650632	1903.672996
9:7200-9000	Average	7200-9000	9	824	8.093251	358.557901
10:7200-9000	Average	7200-9000	10	1464	20.375912	1544.902904
11:7200-9000	Average	7200-9000	11	2161	171.276391	13201.56169
12:7200-9000	Average	7200-9000	12	1483	39.060247	2320.033746
13:7200-9000	Average	7200-9000	13	2042	55.771593	2786.988251
14:7200-9000	Average	7200-9000	14	2809	17.94638	767.157114
15:7200-9000	Average	7200-9000	15	1076	74.571713	4762.703786
16:7200-9000	Average	7200-9000	16	1832	5.090555	378.084248
17:7200-9000	Average	7200-9000	17	1996	9.891702	750.69392
18:7200-9000	Average	7200-9000	18	3841	476.343917	7925.106835
19:7200-9000	Average	7200-9000	19	3100	29.782694	1273.940392
20:7200-9000	Average	7200-9000	20	2277	50.863211	4106.977359
21:7200-9000	Average	7200-9000	21	3430	31.029042	2748.93521
23:7200-9000	Average	7200-9000	23	739	82.444701	6932.692696

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIME MEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
24:7200-9000	Average	7200-9000	24	1019	13.08929	1055.154661
26:7200-9000	Average	7200-9000	26	3852	191.475173	7790.61524
27:7200-9000	Average	7200-9000	27	2460	49.980795	4335.676901
28:7200-9000	Average	7200-9000	28	4011	7.577541	632.340079
29:7200-9000	Average	7200-9000	29	5384	98.894914	8518.762411
30:7200-9000	Average	7200-9000	30	1620	60.74611	5162.116103
31:7200-9000	Average	7200-9000	31	1369	86.464933	7615.310366
101:7200-9000	Average	7200-9000	101	820	8.614607	619.459769
102:7200-9000	Average	7200-9000	102	649	22.811378	1549.762686
103:7200-9000	Average	7200-9000	103	1453	9.676822	651.021139
104:7200-9000	Average	7200-9000	104	1730	22.894133	738.082224
105:7200-9000	Average	7200-9000	105	711	40.78493	2164.35574
106:7200-9000	Average	7200-9000	106	1157	14.76063	924.901801
107:7200-9000	Average	7200-9000	107	1395	7.835823	528.290886
108:7200-9000	Average	7200-9000	108	588	33.471205	2317.59383
109:7200-9000	Average	7200-9000	109	250	94.716683	5680.35525
110:7200-9000	Average	7200-9000	110	90	10.90589	661.505072
111:7200-9000	Average	7200-9000	111	160	20.05297	1213.596759
112:7200-9000	Average	7200-9000	112	756	13.621499	940.309674
113:7200-9000	Average	7200-9000	113	1058	16.452187	1058.231528
114:7200-9000	Average	7200-9000	114	960	6.641561	449.359837
115:7200-9000	Average	7200-9000	115	522	48.287007	2766.300099
116:7200-9000	Average	7200-9000	116	1553	11.401599	654.447633
117:7200-9000	Average	7200-9000	117	168	44.515959	3032.323708
118:7200-9000	Average	7200-9000	118	1028	63.46155	2718.35295
119:7200-9000	Average	7200-9000	119	806	42.017036	2686.250324
120:7200-9000	Average	7200-9000	120	97	26.484434	1656.679779
121:7200-9000	Average	7200-9000	121	182	21.101967	1316.701458
122:7200-9000	Average	7200-9000	122	447	37.199235	2490.331498
126:7200-9000	Average	7200-9000	126	537	4.210023	277.008332
127:7200-9000	Average	7200-9000	127	766	10.233072	485.276846
128:7200-9000	Average	7200-9000	128	627	3.05384	194.961507
129:7200-9000	Average	7200-9000	129	575	6.647443	272.920337
130:7200-9000	Average	7200-9000	130	665	14.860802	885.035575
131:7200-9000	Average	7200-9000	131	767	26.225206	1122.755903
132:7200-9000	Average	7200-9000	132	1205	21.648757	1235.46437
133:7200-9000	Average	7200-9000	133	675	51.912486	1192.99033
134:7200-9000	Average	7200-9000	134	1122	18.753894	316.638538
135:7200-9000	Average	7200-9000	135	930	7.356979	318.84065
136:7200-9000	Average	7200-9000	136	138	11.683708	191.627015
138:7200-9000	Average	7200-9000	138	612	91.202956	1698.709883
139:7200-9000	Average	7200-9000	139	318	54.179315	1981.522974
140:7200-9000	Average	7200-9000	140	936	23.826909	795.168508
141:7200-9000	Average	7200-9000	141	457	12.885831	878.038424
142:7200-9000	Average	7200-9000	142	1084	59.318093	431.882575
143:7200-9000	Average	7200-9000	143	730	7.141038	141.752892

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIME MEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
144:7200-9000	Average	7200-9000	144	413	18.631292	727.747273
145:7200-9000	Average	7200-9000	145	280	62.136253	3689.463704
146:7200-9000	Average	7200-9000	146	84	16.320232	267.933764
147:7200-9000	Average	7200-9000	147	704	14.109463	1070.395547
201:7200-9000	Average	7200-9000	201	1140	86.488067	1249.973567
202:7200-9000	Average	7200-9000	202	1108	92.117266	3160.352567
203:7200-9000	Average	7200-9000	203	2054	41.515732	2722.983081
204:7200-9000	Average	7200-9000	204	0		
205:7200-9000	Average	7200-9000	205	2195	126.056869	10188.25419
206:7200-9000	Average	7200-9000	206	2198	120.065304	9447.031433
207:7200-9000	Average	7200-9000	207	0		
208:7200-9000	Average	7200-9000	208	0		
209:7200-9000	Average	7200-9000	209	0		
210:7200-9000	Average	7200-9000	210	2166	117.000871	9481.447306
211:7200-9000	Average	7200-9000	211	2160	136.941293	10420.87749
212:7200-9000	Average	7200-9000	212	0		
213:7200-9000	Average	7200-9000	213	1483	40.874619	2411.092094
214:7200-9000	Average	7200-9000	214	0		
215:7200-9000	Average	7200-9000	215	1082	34.214377	1909.773381
216:7200-9000	Average	7200-9000	216	1077	59.012073	3881.134886
301:7200-9000	Average	7200-9000	301	2193	56.728922	1109.903005
302:7200-9000	Average	7200-9000	302	1149	264.44049	3629.81681
303:7200-9000	Average	7200-9000	303	1141	25.932802	1201.632793
304:7200-9000	Average	7200-9000	304	2594	8.982313	575.033916
305:7200-9000	Average	7200-9000	305	2054	25.988755	1696.780548
306:7200-9000	Average	7200-9000	306	2054	13.898239	918.93336
307:7200-9000	Average	7200-9000	307	2054	9.071612	601.080625
308:7200-9000	Average	7200-9000	308	1425	29.632859	2174.435933
309:7200-9000	Average	7200-9000	309	2195	7.45137	596.404378
310:7200-9000	Average	7200-9000	310	2194	10.837324	872.901686
311:7200-9000	Average	7200-9000	311	2196	116.398437	9397.941928
312:7200-9000	Average	7200-9000	312	2199	22.719523	1492.816353
313:7200-9000	Average	7200-9000	313	992	5.957385	446.632961
314:7200-9000	Average	7200-9000	314	0		
315:7200-9000	Average	7200-9000	315	1465	19.803336	1493.10188
316:7200-9000	Average	7200-9000	316	1464	0.795524	66.113791
317:7200-9000	Average	7200-9000	317	2167	5.68903	452.735677
318:7200-9000	Average	7200-9000	318	2163	13.134943	1059.742554
319:7200-9000	Average	7200-9000	319	2163	126.643985	10215.79693
320:7200-9000	Average	7200-9000	320	2160	26.340054	1497.691695
321:7200-9000	Average	7200-9000	321	1483	37.680215	2243.917141
322:7200-9000	Average	7200-9000	322	2049	17.672076	801.828863
323:7200-9000	Average	7200-9000	323	2045	13.360989	687.882954
324:7200-9000	Average	7200-9000	324	2043	20.833531	1095.745081
325:7200-9000	Average	7200-9000	325	2809	29.712801	1166.067646
326:7200-9000	Average	7200-9000	326	1079	47.826231	3160.429415

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIME MEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
327:7200-9000	Average	7200-9000	327	1077	11.889351	827.256538
328:7200-9000	Average	7200-9000	328	1832	6.601135	486.474879
329:7200-9000	Average	7200-9000	329	1994	6.60767	500
401:7200-9000	Average	7200-9000	401	1058	11.173544	732.473986
402:7200-9000	Average	7200-9000	402	1453	8.071899	543.515191
403:7200-9000	Average	7200-9000	403	537	3.046854	199.407058
404:7200-9000	Average	7200-9000	404	211	37.207731	149.932418
405:7200-9000	Average	7200-9000	405	767	10.198672	640.503365
406:7200-9000	Average	7200-9000	406	1205	21.563972	1230.801038
407:7200-9000	Average	7200-9000	407	458	4.722976	318.838594
408:7200-9000	Average	7200-9000	408	704	14.085398	1068.698572
409:7200-9000	Average	7200-9000	409	665	13.97071	841.384359
410:7200-9000	Average	7200-9000	410	575	6.054236	248.057398
411:7200-9000	Average	7200-9000	411	766	8.656167	405.608198
412:7200-9000	Average	7200-9000	412	1732	15.141927	596.81517
413:7200-9000	Average	7200-9000	413	757	10.697718	730.945225
414:7200-9000	Average	7200-9000	414	160	16.22563	974.507479
2:9000-10800	Average	9000-1080	2	2286	488.757041	8027.564788
3:9000-10800	Average	9000-1080	3	1158	292.937518	5037.281645
4:9000-10800	Average	9000-1080	4	2628	8.634466	546.704801
5:9000-10800	Average	9000-1080	5	2084	49.403837	3232.228446
6:9000-10800	Average	9000-1080	6	1440	31.814559	2340.624378
7:9000-10800	Average	9000-1080	7	2203	157.986126	12379.06757
8:9000-10800	Average	9000-1080	8	984	31.685929	1903.672996
9:9000-10800	Average	9000-1080	9	842	8.091083	358.557901
10:9000-10800	Average	9000-1080	10	1476	20.359016	1544.902904
11:9000-10800	Average	9000-1080	11	2198	174.92879	13201.56169
12:9000-10800	Average	9000-1080	12	1517	44.198393	2320.033746
13:9000-10800	Average	9000-1080	13	2099	51.101823	2786.988251
14:9000-10800	Average	9000-1080	14	2876	16.248709	767.157114
15:9000-10800	Average	9000-1080	15	1127	76.713064	4762.703786
16:9000-10800	Average	9000-1080	16	1877	5.089263	378.084248
17:9000-10800	Average	9000-1080	17	2046	9.886269	750.69392
18:9000-10800	Average	9000-1080	18	3858	471.192891	7925.106835
19:9000-10800	Average	9000-1080	19	3113	28.418693	1273.940392
20:9000-10800	Average	9000-1080	20	2290	50.778498	4106.977359
21:9000-10800	Average	9000-1080	21	3471	31.018118	2748.93521
23:9000-10800	Average	9000-1080	23	749	82.391026	6932.692696
24:9000-10800	Average	9000-1080	24	1038	13.098659	1055.154661
26:9000-10800	Average	9000-1080	26	3863	192.596166	7790.61524
27:9000-10800	Average	9000-1080	27	2473	49.95938	4335.676901
28:9000-10800	Average	9000-1080	28	4029	7.585359	632.340079
29:9000-10800	Average	9000-1080	29	5384	98.946753	8518.762411
30:9000-10800	Average	9000-1080	30	1628	60.165093	5162.116103
31:9000-10800	Average	9000-1080	31	1374	86.550414	7615.310366
101:9000-10800	Average	9000-1080	101	819	8.561921	619.459769

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIME MEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
102:9000-10800	Average	9000-1080	102	655	22.813705	1549.762686
103:9000-10800	Average	9000-1080	103	1470	9.706232	651.021139
104:9000-10800	Average	9000-1080	104	1736	20.876605	738.082224
105:9000-10800	Average	9000-1080	105	720	39.872209	2164.35574
106:9000-10800	Average	9000-1080	106	1177	14.768642	924.901801
107:9000-10800	Average	9000-1080	107	1392	7.387416	528.290886
108:9000-10800	Average	9000-1080	108	581	33.446821	2317.59383
109:9000-10800	Average	9000-1080	109	254	94.557812	5680.35525
110:9000-10800	Average	9000-1080	110	84	10.855653	661.505072
111:9000-10800	Average	9000-1080	111	170	20.096614	1213.596759
112:9000-10800	Average	9000-1080	112	749	13.598199	940.309674
113:9000-10800	Average	9000-1080	113	1102	16.458467	1058.231528
114:9000-10800	Average	9000-1080	114	998	6.664084	449.359837
115:9000-10800	Average	9000-1080	115	536	40.735689	2766.300099
116:9000-10800	Average	9000-1080	116	1553	11.254889	654.447633
117:9000-10800	Average	9000-1080	117	166	44.349042	3032.323708
118:9000-10800	Average	9000-1080	118	1017	46.702357	2718.35295
119:9000-10800	Average	9000-1080	119	815	42.068463	2686.250324
120:9000-10800	Average	9000-1080	120	104	26.440079	1656.679779
121:9000-10800	Average	9000-1080	121	183	21.127118	1316.701458
122:9000-10800	Average	9000-1080	122	455	37.124941	2490.331498
126:9000-10800	Average	9000-1080	126	543	4.21185	277.008332
127:9000-10800	Average	9000-1080	127	790	9.071913	485.276846
128:9000-10800	Average	9000-1080	128	641	3.062358	194.961507
129:9000-10800	Average	9000-1080	129	582	6.670931	272.920337
130:9000-10800	Average	9000-1080	130	684	14.972424	885.035575
131:9000-10800	Average	9000-1080	131	769	31.428972	1122.755903
132:9000-10800	Average	9000-1080	132	1218	21.760856	1235.46437
133:9000-10800	Average	9000-1080	133	680	50.646192	1192.99033
134:9000-10800	Average	9000-1080	134	1123	18.503729	316.638538
135:9000-10800	Average	9000-1080	135	934	7.372833	318.84065
136:9000-10800	Average	9000-1080	136	135	9.940633	191.627015
138:9000-10800	Average	9000-1080	138	611	95.156043	1698.709883
139:9000-10800	Average	9000-1080	139	315	53.353237	1981.522974
140:9000-10800	Average	9000-1080	140	939	23.878999	795.168508
141:9000-10800	Average	9000-1080	141	461	12.902083	878.038424
142:9000-10800	Average	9000-1080	142	1081	58.757108	431.882575
143:9000-10800	Average	9000-1080	143	720	6.675088	141.752892
144:9000-10800	Average	9000-1080	144	407	18.766792	727.747273
145:9000-10800	Average	9000-1080	145	288	62.077201	3689.463704
146:9000-10800	Average	9000-1080	146	84	16.847506	267.933764
147:9000-10800	Average	9000-1080	147	709	14.075053	1070.395547
201:9000-10800	Average	9000-1080	201	1181	81.148926	1249.973567
202:9000-10800	Average	9000-1080	202	1127	93.484781	3160.352567
203:9000-10800	Average	9000-1080	203	2083	41.702506	2722.983081
204:9000-10800	Average	9000-1080	204	0		

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIME MEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
205:9000-10800	Average	9000-1080	205	2207	126.213207	10188.25419
206:9000-10800	Average	9000-1080	206	2203	120.244732	9447.031433
207:9000-10800	Average	9000-1080	207	0		
208:9000-10800	Average	9000-1080	208	0		
209:9000-10800	Average	9000-1080	209	0		
210:9000-10800	Average	9000-1080	210	2193	117.341749	9481.447306
211:9000-10800	Average	9000-1080	211	2198	140.645927	10420.87749
212:9000-10800	Average	9000-1080	212	0		
213:9000-10800	Average	9000-1080	213	1517	46.052451	2411.092094
214:9000-10800	Average	9000-1080	214	0		
215:9000-10800	Average	9000-1080	215	1132	32.820894	1909.773381
216:9000-10800	Average	9000-1080	216	1127	61.561313	3881.134886
301:9000-10800	Average	9000-1080	301	2285	53.4377	1109.903005
302:9000-10800	Average	9000-1080	302	1170	260.383822	3629.81681
303:9000-10800	Average	9000-1080	303	1158	25.656791	1201.632793
304:9000-10800	Average	9000-1080	304	2628	9.071156	575.033916
305:9000-10800	Average	9000-1080	305	2085	26.154984	1696.780548
306:9000-10800	Average	9000-1080	306	2083	13.920401	918.93336
307:9000-10800	Average	9000-1080	307	2084	9.092194	601.080625
308:9000-10800	Average	9000-1080	308	1442	29.66796	2174.435933
309:9000-10800	Average	9000-1080	309	2209	7.427447	596.404378
310:9000-10800	Average	9000-1080	310	2211	10.826922	872.901686
311:9000-10800	Average	9000-1080	311	2204	116.507374	9397.941928
312:9000-10800	Average	9000-1080	312	2203	22.992349	1492.816353
313:9000-10800	Average	9000-1080	313	985	6.029246	446.632961
314:9000-10800	Average	9000-1080	314	0		
315:9000-10800	Average	9000-1080	315	1476	19.787442	1493.10188
316:9000-10800	Average	9000-1080	316	1476	0.794518	66.113791
317:9000-10800	Average	9000-1080	317	2186	5.67105	452.735677
318:9000-10800	Average	9000-1080	318	2186	13.119223	1059.742554
319:9000-10800	Average	9000-1080	319	2195	127.901442	10215.79693
320:9000-10800	Average	9000-1080	320	2198	28.480817	1497.691695
321:9000-10800	Average	9000-1080	321	1517	42.696844	2243.917141
322:9000-10800	Average	9000-1080	322	2105	17.107674	801.828863
323:9000-10800	Average	9000-1080	323	2102	12.113935	687.882954
324:9000-10800	Average	9000-1080	324	2099	18.366924	1095.745081
325:9000-10800	Average	9000-1080	325	2870	27.034898	1166.067646
326:9000-10800	Average	9000-1080	326	1129	50.028099	3160.429415
327:9000-10800	Average	9000-1080	327	1127	12.047086	827.256538
328:9000-10800	Average	9000-1080	328	1877	6.599419	486.474879
329:9000-10800	Average	9000-1080	329	2046	6.604838	500
401:9000-10800	Average	9000-1080	401	1102	11.183996	732.473986
402:9000-10800	Average	9000-1080	402	1470	8.095937	543.515191
403:9000-10800	Average	9000-1080	403	543	3.049313	199.407058
404:9000-10800	Average	9000-1080	404	136	76.68073	149.932418
405:9000-10800	Average	9000-1080	405	769	10.393634	640.503365

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIME MEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
406:9000-10800	Average	9000-1080	406	1218	21.675499	1230.801038
407:9000-10800	Average	9000-1080	407	461	4.726656	318.838594
408:9000-10800	Average	9000-1080	408	709	14.051068	1068.698572
409:9000-10800	Average	9000-1080	409	684	14.048862	841.384359
410:9000-10800	Average	9000-1080	410	582	6.104024	248.057398
411:9000-10800	Average	9000-1080	411	791	7.67485	405.608198
412:9000-10800	Average	9000-1080	412	1735	13.263212	596.81517
413:9000-10800	Average	9000-1080	413	749	10.678066	730.945225
414:9000-10800	Average	9000-1080	414	169	16.262557	974.507479
2:10800-12600	Average	10800-126	2	2252	488.903058	8027.564788
3:10800-12600	Average	10800-126	3	1137	302.037735	5037.281645
4:10800-12600	Average	10800-126	4	2568	8.581814	546.704801
5:10800-12600	Average	10800-126	5	2047	49.286901	3232.228446
6:10800-12600	Average	10800-126	6	1434	31.768678	2340.624378
7:10800-12600	Average	10800-126	7	2203	158.07622	12379.06757
8:10800-12600	Average	10800-126	8	997	31.763059	1903.672996
9:10800-12600	Average	10800-126	9	837	8.099356	358.557901
10:10800-12600	Average	10800-126	10	1476	20.353062	1544.902904
11:10800-12600	Average	10800-126	11	2184	172.490722	13201.56169
12:10800-12600	Average	10800-126	12	1516	36.518376	2320.033746
13:10800-12600	Average	10800-126	13	2095	51.107175	2786.988251
14:10800-12600	Average	10800-126	14	2902	17.41975	767.157114
15:10800-12600	Average	10800-126	15	1128	80.653504	4762.703786
16:10800-12600	Average	10800-126	16	1886	5.092373	378.084248
17:10800-12600	Average	10800-126	17	2056	9.893703	750.69392
18:10800-12600	Average	10800-126	18	3826	471.463267	7925.106835
19:10800-12600	Average	10800-126	19	3085	29.183078	1273.940392
20:10800-12600	Average	10800-126	20	2285	50.803791	4106.977359
21:10800-12600	Average	10800-126	21	3488	31.030675	2748.93521
23:10800-12600	Average	10800-126	23	742	82.392431	6932.692696
24:10800-12600	Average	10800-126	24	1026	13.152303	1055.154661
26:10800-12600	Average	10800-126	26	3838	195.523871	7790.61524
27:10800-12600	Average	10800-126	27	2454	49.84736	4335.676901
28:10800-12600	Average	10800-126	28	4008	7.581631	632.340079
29:10800-12600	Average	10800-126	29	5392	98.906686	8518.762411
30:10800-12600	Average	10800-126	30	1634	60.184656	5162.116103
31:10800-12600	Average	10800-126	31	1376	86.599803	7615.310366
101:10800-12600	Average	10800-126	101	804	8.599107	619.459769
102:10800-12600	Average	10800-126	102	639	22.794321	1549.762686
103:10800-12600	Average	10800-126	103	1430	9.686307	651.021139
104:10800-12600	Average	10800-126	104	1773	21.868742	738.082224
105:10800-12600	Average	10800-126	105	742	40.325268	2164.35574
106:10800-12600	Average	10800-126	106	1206	14.788716	924.901801
107:10800-12600	Average	10800-126	107	1384	7.221981	528.290886
108:10800-12600	Average	10800-126	108	594	33.482397	2317.59383
109:10800-12600	Average	10800-126	109	262	94.359245	5680.35525

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIME MEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
110:10800-12600	Average	10800-126	110	93	10.797196	661.505072
111:10800-12600	Average	10800-126	111	170	20.069593	1213.596759
112:10800-12600	Average	10800-126	112	758	13.60892	940.309674
113:10800-12600	Average	10800-126	113	1101	16.495197	1058.231528
114:10800-12600	Average	10800-126	114	998	6.656712	449.359837
115:10800-12600	Average	10800-126	115	536	41.821892	2766.300099
116:10800-12600	Average	10800-126	116	1556	11.331817	654.447633
117:10800-12600	Average	10800-126	117	165	44.17763	3032.323708
118:10800-12600	Average	10800-126	118	1021	48.647308	2718.35295
119:10800-12600	Average	10800-126	119	791	41.664125	2686.250324
120:10800-12600	Average	10800-126	120	104	26.38144	1656.679779
121:10800-12600	Average	10800-126	121	181	21.071832	1316.701458
122:10800-12600	Average	10800-126	122	466	37.250816	2490.331498
126:10800-12600	Average	10800-126	126	528	4.216287	277.008332
127:10800-12600	Average	10800-126	127	802	9.037926	485.276846
128:10800-12600	Average	10800-126	128	617	3.069368	194.961507
129:10800-12600	Average	10800-126	129	588	6.246784	272.920337
130:10800-12600	Average	10800-126	130	679	14.874774	885.035575
131:10800-12600	Average	10800-126	131	774	35.424061	1122.755903
132:10800-12600	Average	10800-126	132	1204	21.742134	1235.46437
133:10800-12600	Average	10800-126	133	680	50.812071	1192.99033
134:10800-12600	Average	10800-126	134	1116	18.360075	316.638538
135:10800-12600	Average	10800-126	135	937	7.389599	318.84065
136:10800-12600	Average	10800-126	136	137	10.553256	191.627015
138:10800-12600	Average	10800-126	138	611	93.226345	1698.709883
139:10800-12600	Average	10800-126	139	310	52.794111	1981.522974
140:10800-12600	Average	10800-126	140	949	24.565503	795.168508
141:10800-12600	Average	10800-126	141	459	12.866936	878.038424
142:10800-12600	Average	10800-126	142	1092	58.415501	431.882575
143:10800-12600	Average	10800-126	143	715	7.117022	141.752892
144:10800-12600	Average	10800-126	144	402	18.72539	727.747273
145:10800-12600	Average	10800-126	145	285	61.801257	3689.463704
146:10800-12600	Average	10800-126	146	84	16.804085	267.933764
147:10800-12600	Average	10800-126	147	709	14.106819	1070.395547
201:10800-12600	Average	10800-126	201	1151	83.597378	1249.973567
202:10800-12600	Average	10800-126	202	1104	96.095193	3160.352567
203:10800-12600	Average	10800-126	203	2048	41.585174	2722.983081
204:10800-12600	Average	10800-126	204	0		
205:10800-12600	Average	10800-126	205	2199	126.002673	10188.25419
206:10800-12600	Average	10800-126	206	2203	120.230087	9447.031433
207:10800-12600	Average	10800-126	207	0		
208:10800-12600	Average	10800-126	208	0		
209:10800-12600	Average	10800-126	209	0		
210:10800-12600	Average	10800-126	210	2183	116.973892	9481.447306
211:10800-12600	Average	10800-126	211	2184	138.146242	10420.87749
212:10800-12600	Average	10800-126	212	0		

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIME MEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
213:10800-12600	Average	10800-126	213	1515	38.265068	2411.092094
214:10800-12600	Average	10800-126	214	0		
215:10800-12600	Average	10800-126	215	1130	33.896159	1909.773381
216:10800-12600	Average	10800-126	216	1129	64.128607	3881.134886
301:10800-12600	Average	10800-126	301	2252	54.496434	1109.903005
302:10800-12600	Average	10800-126	302	1148	268.110976	3629.81681
303:10800-12600	Average	10800-126	303	1137	26.168543	1201.632793
304:10800-12600	Average	10800-126	304	2568	9.017698	575.033916
305:10800-12600	Average	10800-126	305	2047	26.057869	1696.780548
306:10800-12600	Average	10800-126	306	2048	13.881512	918.93336
307:10800-12600	Average	10800-126	307	2048	9.08713	601.080625
308:10800-12600	Average	10800-126	308	1433	29.621046	2174.435933
309:10800-12600	Average	10800-126	309	2207	7.422412	596.404378
310:10800-12600	Average	10800-126	310	2203	10.816181	872.901686
311:10800-12600	Average	10800-126	311	2199	116.311312	9397.941928
312:10800-12600	Average	10800-126	312	2203	23.296001	1492.816353
313:10800-12600	Average	10800-126	313	999	6.052707	446.632961
314:10800-12600	Average	10800-126	314	0		
315:10800-12600	Average	10800-126	315	1476	19.782019	1493.10188
316:10800-12600	Average	10800-126	316	1476	0.79418	66.113791
317:10800-12600	Average	10800-126	317	2184	5.667286	452.735677
318:10800-12600	Average	10800-126	318	2184	13.142142	1059.742554
319:10800-12600	Average	10800-126	319	2180	126.621571	10215.79693
320:10800-12600	Average	10800-126	320	2184	27.402619	1497.691695
321:10800-12600	Average	10800-126	321	1516	35.188004	2243.917141
322:10800-12600	Average	10800-126	322	2102	16.345942	801.828863
323:10800-12600	Average	10800-126	323	2100	12.058963	687.882954
324:10800-12600	Average	10800-126	324	2096	18.949629	1095.745081
325:10800-12600	Average	10800-126	325	2906	28.546715	1166.067646
326:10800-12600	Average	10800-126	326	1128	54.224324	3160.429415
327:10800-12600	Average	10800-126	327	1127	11.961788	827.256538
328:10800-12600	Average	10800-126	328	1886	6.601732	486.474879
329:10800-12600	Average	10800-126	329	2056	6.609941	500
401:10800-12600	Average	10800-126	401	1100	11.190438	732.473986
402:10800-12600	Average	10800-126	402	1430	8.077428	543.515191
403:10800-12600	Average	10800-126	403	528	3.052989	199.407058
404:10800-12600	Average	10800-126	404	107	33.331555	149.932418
405:10800-12600	Average	10800-126	405	774	10.561326	640.503365
406:10800-12600	Average	10800-126	406	1204	21.657647	1230.801038
407:10800-12600	Average	10800-126	407	460	4.715969	318.838594
408:10800-12600	Average	10800-126	408	709	14.082769	1068.698572
409:10800-12600	Average	10800-126	409	679	13.9977	841.384359
410:10800-12600	Average	10800-126	410	588	5.680783	248.057398
411:10800-12600	Average	10800-126	411	802	7.574707	405.608198
412:10800-12600	Average	10800-126	412	1772	13.854454	596.81517
413:10800-12600	Average	10800-126	413	758	10.686592	730.945225

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIME MEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
414:10800-12600	Average	10800-126	414	170	16.244817	974.507479
2:12600-14400	Average	12600-144	2	2254	481.981955	8027.564788
3:12600-14400	Average	12600-144	3	1136	295.090011	5037.281645
4:12600-14400	Average	12600-144	4	2594	8.582685	546.704801
5:12600-14400	Average	12600-144	5	2043	49.364253	3232.228446
6:12600-14400	Average	12600-144	6	1412	31.769352	2340.624378
7:12600-14400	Average	12600-144	7	2171	158.557753	12379.06757
8:12600-14400	Average	12600-144	8	999	31.649659	1903.672996
9:12600-14400	Average	12600-144	9	832	8.093113	358.557901
10:12600-14400	Average	12600-144	10	1329	20.344695	1544.902904
11:12600-14400	Average	12600-144	11	1984	166.863288	13201.56169
12:12600-14400	Average	12600-144	12	1367	31.491746	2320.033746
13:12600-14400	Average	12600-144	13	1961	47.420939	2786.988251
14:12600-14400	Average	12600-144	14	2677	14.53837	767.157114
15:12600-14400	Average	12600-144	15	1047	82.753945	4762.703786
16:12600-14400	Average	12600-144	16	1808	5.082768	378.084248
17:12600-14400	Average	12600-144	17	1960	9.875565	750.69392
18:12600-14400	Average	12600-144	18	3843	473.550065	7925.106835
19:12600-14400	Average	12600-144	19	3089	29.480994	1273.940392
20:12600-14400	Average	12600-144	20	2261	50.833057	4106.977359
21:12600-14400	Average	12600-144	21	3416	31.010271	2748.93521
23:12600-14400	Average	12600-144	23	744	82.368138	6932.692696
24:12600-14400	Average	12600-144	24	1010	12.974491	1055.154661
26:12600-14400	Average	12600-144	26	3841	190.309922	7790.61524
27:12600-14400	Average	12600-144	27	2443	49.9089	4335.676901
28:12600-14400	Average	12600-144	28	3935	7.556514	632.340079
29:12600-14400	Average	12600-144	29	5194	98.842792	8518.762411
30:12600-14400	Average	12600-144	30	1471	59.328593	5162.116103
31:12600-14400	Average	12600-144	31	1248	86.207431	7615.310366
101:12600-14400	Average	12600-144	101	826	8.624101	619.459769
102:12600-14400	Average	12600-144	102	660	22.884917	1549.762686
103:12600-14400	Average	12600-144	103	1456	9.7019	651.021139
104:12600-14400	Average	12600-144	104	1638	18.3749	738.082224
105:12600-14400	Average	12600-144	105	691	39.862283	2164.35574
106:12600-14400	Average	12600-144	106	1152	14.748344	924.901801
107:12600-14400	Average	12600-144	107	1391	7.323619	528.290886
108:12600-14400	Average	12600-144	108	595	33.428709	2317.59383
109:12600-14400	Average	12600-144	109	230	94.342903	5680.35525
110:12600-14400	Average	12600-144	110	77	10.909765	661.505072
111:12600-14400	Average	12600-144	111	153	19.99821	1213.596759
112:12600-14400	Average	12600-144	112	761	13.5989	940.309674
113:12600-14400	Average	12600-144	113	1100	16.447081	1058.231528
114:12600-14400	Average	12600-144	114	996	6.631672	449.359837
115:12600-14400	Average	12600-144	115	534	44.518503	2766.300099
116:12600-14400	Average	12600-144	116	1492	11.366486	654.447633
117:12600-14400	Average	12600-144	117	166	44.282883	3032.323708

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIME MEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
118:12600-14400	Average	12600-144	118	958	62.038358	2718.35295
119:12600-14400	Average	12600-144	119	794	41.942051	2686.250324
120:12600-14400	Average	12600-144	120	103	26.432967	1656.679779
121:12600-14400	Average	12600-144	121	165	21.073608	1316.701458
122:12600-14400	Average	12600-144	122	461	37.089953	2490.331498
126:12600-14400	Average	12600-144	126	548	4.222212	277.008332
127:12600-14400	Average	12600-144	127	713	7.999234	485.276846
128:12600-14400	Average	12600-144	128	630	3.072489	194.961507
129:12600-14400	Average	12600-144	129	578	4.545195	272.920337
130:12600-14400	Average	12600-144	130	618	14.530558	885.035575
131:12600-14400	Average	12600-144	131	742	30.46174	1122.755903
132:12600-14400	Average	12600-144	132	1173	21.700099	1235.46437
133:12600-14400	Average	12600-144	133	681	50.234779	1192.99033
134:12600-14400	Average	12600-144	134	1116	18.771331	316.638538
135:12600-14400	Average	12600-144	135	846	7.322387	318.84065
136:12600-14400	Average	12600-144	136	130	10.385711	191.627015
138:12600-14400	Average	12600-144	138	609	93.25351	1698.709883
139:12600-14400	Average	12600-144	139	314	52.870164	1981.522974
140:12600-14400	Average	12600-144	140	858	21.996491	795.168508
141:12600-14400	Average	12600-144	141	415	12.876349	878.038424
142:12600-14400	Average	12600-144	142	1053	60.702361	431.882575
143:12600-14400	Average	12600-144	143	707	7.51581	141.752892
144:12600-14400	Average	12600-144	144	395	18.975797	727.747273
145:12600-14400	Average	12600-144	145	266	61.976834	3689.463704
146:12600-14400	Average	12600-144	146	76	16.248271	267.933764
147:12600-14400	Average	12600-144	147	636	14.029719	1070.395547
201:12600-14400	Average	12600-144	201	1151	83.456	1249.973567
202:12600-14400	Average	12600-144	202	1105	93.412716	3160.352567
203:12600-14400	Average	12600-144	203	2043	41.632574	2722.983081
204:12600-14400	Average	12600-144	204	0		
205:12600-14400	Average	12600-144	205	2172	125.997358	10188.25419
206:12600-14400	Average	12600-144	206	2170	120.812899	9447.031433
207:12600-14400	Average	12600-144	207	0		
208:12600-14400	Average	12600-144	208	0		
209:12600-14400	Average	12600-144	209	0		
210:12600-14400	Average	12600-144	210	1978	116.567808	9481.447306
211:12600-14400	Average	12600-144	211	1984	132.729666	10420.87749
212:12600-14400	Average	12600-144	212	0		
213:12600-14400	Average	12600-144	213	1367	32.965749	2411.092094
214:12600-14400	Average	12600-144	214	0		
215:12600-14400	Average	12600-144	215	1046	31.510755	1909.773381
216:12600-14400	Average	12600-144	216	1046	64.289804	3881.134886
301:12600-14400	Average	12600-144	301	2254	54.426303	1109.903005
302:12600-14400	Average	12600-144	302	1145	263.326778	3629.81681
303:12600-14400	Average	12600-144	303	1136	26.035142	1201.632793
304:12600-14400	Average	12600-144	304	2594	9.017953	575.033916

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIME MEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
305:12600-14400	Average	12600-144	305	2042	26.089097	1696.780548
306:12600-14400	Average	12600-144	306	2043	13.909619	918.93336
307:12600-14400	Average	12600-144	307	2043	9.119219	601.080625
308:12600-14400	Average	12600-144	308	1413	29.624203	2174.435933
309:12600-14400	Average	12600-144	309	2157	7.410978	596.404378
310:12600-14400	Average	12600-144	310	2158	10.807392	872.901686
311:12600-14400	Average	12600-144	311	2172	116.507604	9397.941928
312:12600-14400	Average	12600-144	312	2171	23.582002	1492.816353
313:12600-14400	Average	12600-144	313	997	5.982211	446.632961
314:12600-14400	Average	12600-144	314	0		
315:12600-14400	Average	12600-144	315	1329	19.773993	1493.10188
316:12600-14400	Average	12600-144	316	1329	0.793582	66.113791
317:12600-14400	Average	12600-144	317	1964	5.60433	452.735677
318:12600-14400	Average	12600-144	318	1966	13.039512	1059.742554
319:12600-14400	Average	12600-144	319	1979	125.773802	10215.79693
320:12600-14400	Average	12600-144	320	1984	22.767743	1497.691695
321:12600-14400	Average	12600-144	321	1367	30.309338	2243.917141
322:12600-14400	Average	12600-144	322	1950	14.605124	801.828863
323:12600-14400	Average	12600-144	323	1956	11.683994	687.882954
324:12600-14400	Average	12600-144	324	1962	17.668473	1095.745081
325:12600-14400	Average	12600-144	325	2679	23.647331	1166.067646
326:12600-14400	Average	12600-144	326	1048	57.900405	3160.429415
327:12600-14400	Average	12600-144	327	1048	11.799112	827.256538
328:12600-14400	Average	12600-144	328	1808	6.591506	486.474879
329:12600-14400	Average	12600-144	329	1960	6.596939	500
401:12600-14400	Average	12600-144	401	1100	11.166498	732.473986
402:12600-14400	Average	12600-144	402	1455	8.092984	543.515191
403:12600-14400	Average	12600-144	403	548	3.056413	199.407058
404:12600-14400	Average	12600-144	404	45	17.625141	149.932418
405:12600-14400	Average	12600-144	405	742	10.326942	640.503365
406:12600-14400	Average	12600-144	406	1173	21.615281	1230.801038
407:12600-14400	Average	12600-144	407	414	4.71723	318.838594
408:12600-14400	Average	12600-144	408	636	14.005788	1068.698572
409:12600-14400	Average	12600-144	409	618	13.74839	841.384359
410:12600-14400	Average	12600-144	410	578	4.148316	248.057398
411:12600-14400	Average	12600-144	411	713	6.698965	405.608198
412:12600-14400	Average	12600-144	412	1638	13.285629	596.81517
413:12600-14400	Average	12600-144	413	761	10.677675	730.945225
414:12600-14400	Average	12600-144	414	154	16.184311	974.507479
2:14400-16200	Average	14400-162	2	2221	493.914551	8027.564788
3:14400-16200	Average	14400-162	3	1161	303.487494	5037.281645
4:14400-16200	Average	14400-162	4	2620	8.562698	546.704801
5:14400-16200	Average	14400-162	5	2075	49.406951	3232.228446
6:14400-16200	Average	14400-162	6	1431	31.781866	2340.624378
7:14400-16200	Average	14400-162	7	2143	157.174311	12379.06757
8:14400-16200	Average	14400-162	8	988	31.653181	1903.672996

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIME MEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
9:14400-16200	Average	14400-162	9	832	8.108736	358.557901
10:14400-16200	Average	14400-162	10	1329	20.305158	1544.902904
11:14400-16200	Average	14400-162	11	1960	166.378967	13201.56169
12:14400-16200	Average	14400-162	12	1351	31.150536	2320.033746
13:14400-16200	Average	14400-162	13	1917	42.28227	2786.988251
14:14400-16200	Average	14400-162	14	2637	12.280355	767.157114
15:14400-16200	Average	14400-162	15	1041	80.667228	4762.703786
16:14400-16200	Average	14400-162	16	1807	5.080609	378.084248
17:14400-16200	Average	14400-162	17	1949	9.885438	750.69392
18:14400-16200	Average	14400-162	18	3843	472.71708	7925.106835
19:14400-16200	Average	14400-162	19	3107	28.402943	1273.940392
20:14400-16200	Average	14400-162	20	2293	50.767224	4106.977359
21:14400-16200	Average	14400-162	21	3400	30.994889	2748.93521
23:14400-16200	Average	14400-162	23	743	82.413746	6932.692696
24:14400-16200	Average	14400-162	24	1010	12.944099	1055.154661
26:14400-16200	Average	14400-162	26	3888	186.347815	7790.61524
27:14400-16200	Average	14400-162	27	2473	50.035245	4335.676901
28:14400-16200	Average	14400-162	28	3944	7.547828	632.340079
29:14400-16200	Average	14400-162	29	5197	98.756431	8518.762411
30:14400-16200	Average	14400-162	30	1470	59.330387	5162.116103
31:14400-16200	Average	14400-162	31	1250	86.156073	7615.310366
101:14400-16200	Average	14400-162	101	820	8.560511	619.459769
102:14400-16200	Average	14400-162	102	651	22.788869	1549.762686
103:14400-16200	Average	14400-162	103	1461	9.680735	651.021139
104:14400-16200	Average	14400-162	104	1602	15.340163	738.082224
105:14400-16200	Average	14400-162	105	660	38.905844	2164.35574
106:14400-16200	Average	14400-162	106	1106	14.72836	924.901801
107:14400-16200	Average	14400-162	107	1411	7.489596	528.290886
108:14400-16200	Average	14400-162	108	598	33.48896	2317.59383
109:14400-16200	Average	14400-162	109	223	94.500174	5680.35525
110:14400-16200	Average	14400-162	110	81	10.894897	661.505072
111:14400-16200	Average	14400-162	111	141	19.996631	1213.596759
112:14400-16200	Average	14400-162	112	766	13.605796	940.309674
113:14400-16200	Average	14400-162	113	1066	16.413538	1058.231528
114:14400-16200	Average	14400-162	114	966	6.64241	449.359837
115:14400-16200	Average	14400-162	115	525	40.640803	2766.300099
116:14400-16200	Average	14400-162	116	1470	11.083407	654.447633
117:14400-16200	Average	14400-162	117	169	44.203432	3032.323708
118:14400-16200	Average	14400-162	118	944	46.358426	2718.35295
119:14400-16200	Average	14400-162	119	811	42.037672	2686.250324
120:14400-16200	Average	14400-162	120	101	26.570205	1656.679779
121:14400-16200	Average	14400-162	121	164	21.040048	1316.701458
122:14400-16200	Average	14400-162	122	444	37.061385	2490.331498
126:14400-16200	Average	14400-162	126	541	4.213688	277.008332
127:14400-16200	Average	14400-162	127	710	7.638661	485.276846
128:14400-16200	Average	14400-162	128	642	3.0921	194.961507

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIME MEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
129:14400-16200	Average	14400-162	129	553	4.270294	272.920337
130:14400-16200	Average	14400-162	130	612	14.539313	885.035575
131:14400-16200	Average	14400-162	131	721	22.753277	1122.755903
132:14400-16200	Average	14400-162	132	1156	21.661856	1235.46437
133:14400-16200	Average	14400-162	133	674	51.227742	1192.99033
134:14400-16200	Average	14400-162	134	1112	18.769967	316.638538
135:14400-16200	Average	14400-162	135	842	7.301375	318.84065
136:14400-16200	Average	14400-162	136	133	10.31337	191.627015
138:14400-16200	Average	14400-162	138	606	95.595087	1698.709883
139:14400-16200	Average	14400-162	139	306	52.954823	1981.522974
140:14400-16200	Average	14400-162	140	842	22.360574	795.168508
141:14400-16200	Average	14400-162	141	414	12.841881	878.038424
142:14400-16200	Average	14400-162	142	1022	62.138405	431.882575
143:14400-16200	Average	14400-162	143	719	7.129432	141.752892
144:14400-16200	Average	14400-162	144	414	18.941259	727.747273
145:14400-16200	Average	14400-162	145	266	61.893518	3689.463704
146:14400-16200	Average	14400-162	146	76	17.418842	267.933764
147:14400-16200	Average	14400-162	147	636	14.008494	1070.395547
201:14400-16200	Average	14400-162	201	1159	84.576401	1249.973567
202:14400-16200	Average	14400-162	202	1123	94.755566	3160.352567
203:14400-16200	Average	14400-162	203	2076	41.665554	2722.983081
204:14400-16200	Average	14400-162	204	0		
205:14400-16200	Average	14400-162	205	2145	125.972791	10188.25419
206:14400-16200	Average	14400-162	206	2145	119.611459	9447.031433
207:14400-16200	Average	14400-162	207	0		
208:14400-16200	Average	14400-162	208	0		
209:14400-16200	Average	14400-162	209	0		
210:14400-16200	Average	14400-162	210	1962	116.429666	9481.447306
211:14400-16200	Average	14400-162	211	1960	132.340434	10420.87749
212:14400-16200	Average	14400-162	212	0		
213:14400-16200	Average	14400-162	213	1351	32.435603	2411.092094
214:14400-16200	Average	14400-162	214	0		
215:14400-16200	Average	14400-162	215	1041	30.517712	1909.773381
216:14400-16200	Average	14400-162	216	1043	62.352555	3881.134886
301:14400-16200	Average	14400-162	301	2220	54.832692	1109.903005
302:14400-16200	Average	14400-162	302	1175	267.952849	3629.81681
303:14400-16200	Average	14400-162	303	1161	25.755334	1201.632793
304:14400-16200	Average	14400-162	304	2619	8.997641	575.033916
305:14400-16200	Average	14400-162	305	2076	26.122905	1696.780548
306:14400-16200	Average	14400-162	306	2076	13.909608	918.93336
307:14400-16200	Average	14400-162	307	2075	9.129856	601.080625
308:14400-16200	Average	14400-162	308	1432	29.635694	2174.435933
309:14400-16200	Average	14400-162	309	2149	7.411019	596.404378
310:14400-16200	Average	14400-162	310	2152	10.81033	872.901686
311:14400-16200	Average	14400-162	311	2145	116.272934	9397.941928
312:14400-16200	Average	14400-162	312	2143	22.471089	1492.816353

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIME MEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
313:14400-16200	Average	14400-162	313	989	5.989333	446.632961
314:14400-16200	Average	14400-162	314	0		
315:14400-16200	Average	14400-162	315	1329	19.735134	1493.10188
316:14400-16200	Average	14400-162	316	1329	0.792298	66.113791
317:14400-16200	Average	14400-162	317	1966	5.566886	452.735677
318:14400-16200	Average	14400-162	318	1967	13.021642	1059.742554
319:14400-16200	Average	14400-162	319	1963	125.604978	10215.79693
320:14400-16200	Average	14400-162	320	1960	22.523476	1497.691695
321:14400-16200	Average	14400-162	321	1351	30.042804	2243.917141
322:14400-16200	Average	14400-162	322	1907	12.407408	801.828863
323:14400-16200	Average	14400-162	323	1909	10.270903	687.882954
324:14400-16200	Average	14400-162	324	1915	16.445598	1095.745081
325:14400-16200	Average	14400-162	325	2640	20.139072	1166.067646
326:14400-16200	Average	14400-162	326	1043	56.17646	3160.429415
327:14400-16200	Average	14400-162	327	1041	11.671479	827.256538
328:14400-16200	Average	14400-162	328	1808	6.588438	486.474879
329:14400-16200	Average	14400-162	329	1949	6.60274	500
401:14400-16200	Average	14400-162	401	1065	11.149222	732.473986
402:14400-16200	Average	14400-162	402	1461	8.075144	543.515191
403:14400-16200	Average	14400-162	403	541	3.050765	199.407058
404:14400-16200	Average	14400-162	404	39	25.441382	149.932418
405:14400-16200	Average	14400-162	405	720	9.985482	640.503365
406:14400-16200	Average	14400-162	406	1156	21.577033	1230.801038
407:14400-16200	Average	14400-162	407	414	4.704654	318.838594
408:14400-16200	Average	14400-162	408	636	13.984597	1068.698572
409:14400-16200	Average	14400-162	409	612	13.752184	841.384359
410:14400-16200	Average	14400-162	410	553	3.892087	248.057398
411:14400-16200	Average	14400-162	411	709	6.460889	405.608198
412:14400-16200	Average	14400-162	412	1601	11.773573	596.81517
413:14400-16200	Average	14400-162	413	766	10.684417	730.945225
414:14400-16200	Average	14400-162	414	141	16.177255	974.507479

NO-BUILD ALTERNATIVE FREEWAY VISSIM PM SUMMARY

				Hour 1 (1800-5400)					Hour 2 (5400-9000)					Hour 3 (9000-12600)					Hour 4 (12600-16200)				
# of lanes	Distance	Measurement #	Description	Vol	Travel Time	Density	Speed	LOS	Vol	Travel Time	Density	Speed	LOS	Vol	Travel Time	Density	Speed	LOS	Vol	Travel Time	Density	Speed	LOS
4	1109.9	301	**E2-E3**	4674	18.063576	27.89	41.89	D	4664	17.92456	27.62	42.22	D	4574	18.04263	27.26	41.94	D	4523	21.57079	32.23	35.08	D
2	3629.82	302	**E3-E4**	2181	58.748174	25.89	42.13	C	2204	58.88936	26.22	42.03	D	2143	57.85661	25.05	42.78	C	2121	58.52004	25.08	42.29	C
1	1201.63	303	**E4-E5**	2178	20.43023	54.31	40.10	F	2202	20.52855	55.17	39.91	F	2141	20.177	52.73	40.61	F	2121	20.22221	52.35	40.51	F
4	575.03	304	**E5-E6**	4752	8.9922244	27.25	43.60	D	4719	8.988324	27.05	43.62	D	4653	8.930843	26.50	43.90	D	4647	8.976368	26.60	43.68	D
3	1696.78	305	**E6-E7**	3607	25.810907	26.82	44.82	D	3589	25.77059	26.65	44.89	D	3530	25.69854	26.14	45.02	D	3505	25.7361	25.99	44.95	C
3	918.93	306	**E7-E78**	3607	13.823385	26.53	45.32	D	3587	13.82275	26.38	45.33	D	3530	13.80919	25.93	45.37	C	3507	13.81499	25.78	45.35	C
4	601.08	307	**E78-E8**	3610	9.0419693	19.91	45.33	C	3586	9.046597	19.79	45.30	C	3531	9.02391	19.44	45.42	C	3506	9.035921	19.33	45.36	C
3	2174.44	308	**E8-E9**	2424	29.508821	16.08	50.24	B	2426	29.49925	16.09	50.26	B	2379	29.48323	15.77	50.29	B	2352	29.4873	15.59	50.28	B
4	596.4	309	**E9-E910**	3906	7.3775788	17.72	55.12	B	3897	7.36491	17.65	55.21	B	3819	7.356027	17.27	55.28	B	3787	7.348682	17.11	55.33	B
3	872.9	310	**E910-E10**	3904	10.744699	23.49	55.39	C	3897	10.73154	23.42	55.46	C	3819	10.7224	22.93	55.51	C	3789	10.72099	22.75	55.51	C
3	9397.94	311	**E10-E11**	3901	115.79439	23.50	55.34	C	3898	115.7351	23.47	55.37	C	3815	115.6596	22.95	55.40	C	3794	115.6996	22.84	55.38	C
3	1501.67	312	**E11-E12**	3903	20.518628	26.07	49.90	D	3895	20.47644	25.97	50.00	C	3818	20.08605	24.97	50.97	C	3794	20.51057	25.33	49.92	C
2	499.97	313	**E12-E13**	1530	5.820335	13.06	58.57	B	1491	5.820016	12.73	58.57	B	1474	5.785393	12.51	58.92	B	1486	5.821037	12.69	58.56	B
3	1493.1	315	**W2-W3**	3069	105.80478	106.32	9.62	F	2948	127.1768	122.76	8.00	F	2981	125.8052	122.80	8.09	F	2922	129.5261	123.92	7.86	F
3	81.28	316	**W3-W4**	3065	5.296709	97.65	10.46	F	2948	6.003445	106.45	9.23	F	2982	5.942798	106.59	9.33	F	2922	6.144608	107.99	9.02	F
4	452.74	317	**W4-W45**	3591	48.221231	140.24	6.40	F	3418	53.52201	148.16	5.77	F	3470	52.96998	148.86	5.83	F	3397	54.60605	150.23	5.65	F
3	1064.11	318	**W45-W5**	3549	66.850618	109.00	10.85	F	3412	73.77047	115.64	9.83	F	3427	71.72762	112.93	10.12	F	3430	74.20476	116.94	9.78	F
3	10215.8	319	**W5-W6**	3536	607.76084	102.84	11.46	F	3417	667.7977	109.20	10.43	F	3418	665.6845	108.89	10.46	F	3423	671.3585	109.98	10.37	F
3	1497.69	320	**W6-W7**	3528	88.998592	102.49	11.47	F	3422	94.47534	105.53	10.81	F	3422	94.61978	105.69	10.79	F	3419	94.50269	105.47	10.81	F
3	2243.92	321	**W7-W8**	2859	194.20399	120.97	7.88	F	2802	204.1778	124.65	7.49	F	2798	203.0681	123.79	7.53	F	2804	202.724	123.85	7.55	F
4	801.83	322	**W8-W89**	3532	88.020359	142.17	6.21	F	3448	91.45133	144.19	5.98	F	3427	91.64745	143.62	5.97	F	3436	91.81336	144.26	5.95	F
3	687.88	323	**W89-W9**	3533	45.514351	114.29	10.30	F	3444	47.62189	116.56	9.85	F	3431	47.86616	116.72	9.80	F	3431	47.97642	116.99	9.78	F
3	1095.75	324	**W9-W10**	3529	57.441451	90.44	13.01	F	3452	60.43824	93.09	12.36	F	3429	60.76769	92.97	12.29	F	3435	61.2011	93.80	12.21	F
4	1166.07	325	**W10-W11**	4931	64.661968	100.26	12.30	F	4823	67.6183	102.55	11.76	F	4796	67.65297	102.03	11.75	F	4785	69.17709	104.09	11.49	F
2	3160.43	326	**W11-W12**	1735	43.775891	17.62	49.22	B	1678	43.72936	17.03	49.28	B	1683	43.38374	16.94	49.67	B	1682	43.63651	17.03	49.38	B
1	827.26	327	**W12-W13**	1734	11.583981	35.61	48.69	E	1678	11.57324	34.43	48.74	D	1684	11.53417	34.44	48.90	D	1682	11.53437	34.40	48.90	D
4	486.47	328	**W13-W14**	4054	6.5667042	20.07	50.51	C	3998	6.56013	19.77	50.56	C	3997	6.563019	19.77	50.54	C	4005	6.563716	19.81	50.53	C
5	500	329	**W14-W15**	4510	6.6136004	17.50	51.55	B	4443	6.608165	17.22	51.59	B	4437	6.611495	17.21	51.56	B	4437	6.612634	17.21	51.55	B
3	732.47	401	**To NB & SB I-95 and I-95 Express**	2488	10.988406	18.25	45.45	C	2460	10.98891	18.04	45.45	C	2434	11.23024	18.24	44.47	C	2406	17.83027	28.63	28.01	D
3	543.52	402	**From I-95 NB & SB**	2573	8.0690281	18.67	45.93	C	2518	8.059303	18.25	45.98	C	2512	8.058387	18.21	45.99	C	2525	8.05786	18.30	45.99	C
2	394.55	403	**To N Miami Ave**	1142	3.0558282	6.49	88.03	A	1131	3.055099	6.42	88.05	A	1128	3.052395	6.40	88.13	A	1141	3.053092	6.47	88.11	A
1	228.08	404	**To Biscayne Blvd**	890	18.151235	103.88	8.57	F	913	17.71573	104.01	8.78	F	905	17.85395	103.90	8.71	F	870	18.80806	105.22	8.27	F
1	640.5	405	**From Biscayne Blvd**	1481	9.9986845	33.91	43.68	D	1475	9.940321	33.57	43.93	D	1437	9.854168	32.43	44.32	D	1435	9.854452	32.38	44.32	D
2	1230.8	406	**To Alton Rd**	2370	21.43044	30.26	39.16	D	2408	21.39046	30.69	39.23	D	2340	21.33205	29.74	39.34	D	2309	21.3636	29.39	39.28	D
1	745.2	407	**From Alton Road NB**	1348	21.294717	56.50	23.86	F	1215	28.74096	68.73	17.68	F	1224	28.71535	69.18	17.69	F	1191	29.35796	68.82	17.31	F
1	1057.63	408	**From Alton Road SB**	567	203.20816	159.78	3.55	F	469	268.5186	174.64	2.69	F	495	257.7705	176.94	2.80	F	467	268.2543	173.72	2.69	F
1	841.38	409	**To Biscayne Blvd**	656	14.252304	16.30	40.25	B	631	14.21967	15.64	40.34	B	622	14.25905	15.46	40.23	B	619	14.25948	15.39	40.23	B
1	370.08	410	**From Biscayne Blvd**	671	42.10495	111.97	5.99	F	655	43.71443	113.48	5.77	F	634	44.99767	113.06	5.61	F	629	46.39965	115.66	5.44	F
1	527.14	411	**From N Miami Ave**	1404	23.589898	92.15	15.24	F	1376	24.50917	93.83	14.66	F	1372	24.30613	92.78	14.79	F	1347	25.20141	94.45	14.26	F
3	596.82	412	**To I-95 NB & SB**	3198	18.347924	48.07	22.18	F	3143	19.45276	50.08	20.92	F	3116	19.02094	48.55	21.39	F	3098	18.83709	47.80	21.60	F
3	730.95	413	**From I-95 NB/SB General Purpose Lanes**	2319	10.784328	16.73	46.21	B	2322	10.77448	16.73	46.26	B	2312	10.77278	16.66	46.26	B	2323	10.78007	16.75	46.23	B
1	974.51	414	**From I-95 SB Express Lanes**	454	16.301643	11.14	40.76	B	447	16.32567	10.98	40.70	A	440	16.31651	10.81	40.72	A	430	16.31211	10.56	40.73	A

FREEWAY VISSIM PM RAW PEAK DATA

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
2:1800-3600	AVG	1800-3600	2	2315	121.379887	8027.564788
3:1800-3600	AVG	1800-3600	3	1072	81.515602	5037.281645
4:1800-3600	AVG	1800-3600	4	2364	8.49563	546.704801
5:1800-3600	AVG	1800-3600	5	1796	48.892858	3232.38246
6:1800-3600	AVG	1800-3600	6	1207	31.655718	2340.625048
7:1800-3600	AVG	1800-3600	7	1934	154.609148	12379.06757
8:1800-3600	AVG	1800-3600	8	758	31.253959	1903.672996
9:1800-3600	AVG	1800-3600	9	364	8.252611	377.468502
10:1800-3600	AVG	1800-3600	10	1531	95.54428	1541.435348
11:1800-3600	AVG	1800-3600	11	1771	734.342319	13201.56169
12:1800-3600	AVG	1800-3600	12	1443	199.121043	2320.159295
13:1800-3600	AVG	1800-3600	13	1789	200.593578	2786.988251
14:1800-3600	AVG	1800-3600	14	2485	42.033539	767.157114
15:1800-3600	AVG	1800-3600	15	874	73.400993	4766.445019
16:1800-3600	AVG	1800-3600	16	2030	5.054577	374.697853
17:1800-3600	AVG	1800-3600	17	2260	9.894345	750.69392
18:1800-3600	AVG	1800-3600	18	3789	477.743746	7925.106835
19:1800-3600	AVG	1800-3600	19	3049	31.395479	1273.940392
20:1800-3600	AVG	1800-3600	20	2292	50.926996	4106.977359
21:1800-3600	AVG	1800-3600	21	3407	30.983089	2748.93521
23:1800-3600	AVG	1800-3600	23	736	82.460006	6932.692696
24:1800-3600	AVG	1800-3600	24	1053	13.167083	1055.154661
26:1800-3600	AVG	1800-3600	26	3983	187.530638	7790.61524
27:1800-3600	AVG	1800-3600	27	2285	49.924474	4335.6769
28:1800-3600	AVG	1800-3600	28	3821	7.580336	632.340079
29:1800-3600	AVG	1800-3600	29	4946	98.823747	8518.762411
30:1800-3600	AVG	1800-3600	30	1478	60.236242	5162.116102
31:1800-3600	AVG	1800-3600	31	1136	85.9151	7615.310366
101:1800-3600	AVG	1800-3600	101	758	8.87514	619.459769
102:1800-3600	AVG	1800-3600	102	381	22.703436	1549.762686
103:1800-3600	AVG	1800-3600	103	1292	9.679199	651.021072
104:1800-3600	AVG	1800-3600	104	1611	33.778962	738.082224
105:1800-3600	AVG	1800-3600	105	689	40.531004	2164.35574
106:1800-3600	AVG	1800-3600	106	1110	14.733841	924.901801
107:1800-3600	AVG	1800-3600	107	1690	8.526616	528.290885
108:1800-3600	AVG	1800-3600	108	780	33.721862	2317.59383
109:1800-3600	AVG	1800-3600	109	349	95.850723	5680.35525
110:1800-3600	AVG	1800-3600	110	120	10.908477	661.505073
111:1800-3600	AVG	1800-3600	111	228	20.221421	1213.719229
112:1800-3600	AVG	1800-3600	112	1158	13.762905	944.633605
113:1800-3600	AVG	1800-3600	113	1234	16.015823	1058.231528
114:1800-3600	AVG	1800-3600	114	1034	6.694734	449.359837
115:1800-3600	AVG	1800-3600	115	611	47.717897	2766.300099

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
116:1800-3600	AVG	1800-3600	116	1537	11.402475	654.447634
117:1800-3600	AVG	1800-3600	117	377	45.157483	3032.323708
118:1800-3600	AVG	1800-3600	118	925	74.811157	2718.35295
119:1800-3600	AVG	1800-3600	119	911	43.721	2686.250324
120:1800-3600	AVG	1800-3600	120	198	26.802301	1656.679779
121:1800-3600	AVG	1800-3600	121	121	20.95837	1316.701458
122:1800-3600	AVG	1800-3600	122	422	37.01909	2490.331498
126:1800-3600	AVG	1800-3600	126	569	4.162826	273.147705
127:1800-3600	AVG	1800-3600	127	703	27.228233	485.276845
128:1800-3600	AVG	1800-3600	128	585	3.072808	194.961507
129:1800-3600	AVG	1800-3600	129	341	45.607833	272.920337
130:1800-3600	AVG	1800-3600	130	332	15.554237	875.794189
131:1800-3600	AVG	1800-3600	131	741	21.03527	1122.755903
132:1800-3600	AVG	1800-3600	132	1179	21.406644	1234.103866
133:1800-3600	AVG	1800-3600	133	665	43.144941	1195.871197
134:1800-3600	AVG	1800-3600	134	1103	18.655024	316.638538
135:1800-3600	AVG	1800-3600	135	1048	16.185794	318.84065
136:1800-3600	AVG	1800-3600	136	38	583.653454	191.627015
138:1800-3600	AVG	1800-3600	138	609	61.895946	1698.709883
139:1800-3600	AVG	1800-3600	139	400	73.545179	1985.866263
140:1800-3600	AVG	1800-3600	140	1059	47.75722	795.168507
141:1800-3600	AVG	1800-3600	141	738	21.71595	425.425657
142:1800-3600	AVG	1800-3600	142	782	43.477427	431.882575
143:1800-3600	AVG	1800-3600	143	518	7.709637	141.752892
144:1800-3600	AVG	1800-3600	144	146	16.578027	728.92815
145:1800-3600	AVG	1800-3600	145	316	62.529066	3689.463704
146:1800-3600	AVG	1800-3600	146	263	8.657695	267.933764
147:1800-3600	AVG	1800-3600	147	312	169.83259	1070.395547
201:1800-3600	AVG	1800-3600	201	1077	60.512813	3862.036937
202:1800-3600	AVG	1800-3600	202	1007	48.4312	2850.264714
203:1800-3600	AVG	1800-3600	203	1796	48.759999	3223.651166
204:1800-3600	AVG	1800-3600	204	1207	31.936832	2364.30566
205:1800-3600	AVG	1800-3600	205	1945	32.874351	2676.779163
206:1800-3600	AVG	1800-3600	206	1936	91.979341	7466.889241
207:1800-3600	AVG	1800-3600	207	1935	25.560611	1966.030054
208:1800-3600	AVG	1800-3600	208	0		
209:1800-3600	AVG	1800-3600	209	0		
210:1800-3600	AVG	1800-3600	210	1760	120.12761	1977.504081
211:1800-3600	AVG	1800-3600	211	1792	446.644621	7465.790821
212:1800-3600	AVG	1800-3600	212	1771	172.876579	2907.632266
213:1800-3600	AVG	1800-3600	213	1442	198.957622	2315.571869
214:1800-3600	AVG	1800-3600	214	1789	199.010639	2773.18362
215:1800-3600	AVG	1800-3600	215	877	64.400337	2752.444709
216:1800-3600	AVG	1800-3600	216	877	54.084044	3881.489723
301:1800-3600	AVG	1800-3600	301	2314	17.934774	1109.903005
302:1800-3600	AVG	1800-3600	302	1075	58.062772	3629.81681

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
303:1800-3600	AVG	1800-3600	303	1073	20.177716	1201.632793
304:1800-3600	AVG	1800-3600	304	2364	8.92975	575.033916
305:1800-3600	AVG	1800-3600	305	1794	25.78002	1696.31525
306:1800-3600	AVG	1800-3600	306	1795	13.81452	918.93336
307:1800-3600	AVG	1800-3600	307	1796	9.041909	601.109105
308:1800-3600	AVG	1800-3600	308	1207	29.501227	2173.176335
309:1800-3600	AVG	1800-3600	309	1948	7.379434	596.404378
310:1800-3600	AVG	1800-3600	310	1947	10.74329	872.901686
311:1800-3600	AVG	1800-3600	311	1936	115.734092	9397.941928
312:1800-3600	AVG	1800-3600	312	1934	20.538618	1492.816353
313:1800-3600	AVG	1800-3600	313	757	5.818065	446.632961
314:1800-3600	AVG	1800-3600	314	0		
315:1800-3600	AVG	1800-3600	315	1536	91.497502	1493.10188
316:1800-3600	AVG	1800-3600	316	1531	4.909668	66.113791
317:1800-3600	AVG	1800-3600	317	1796	45.418762	452.735677
318:1800-3600	AVG	1800-3600	318	1756	66.904563	1059.742554
319:1800-3600	AVG	1800-3600	319	1781	587.527284	10215.79693
320:1800-3600	AVG	1800-3600	320	1771	87.709495	1497.691695
321:1800-3600	AVG	1800-3600	321	1443	193.085991	2244.248894
322:1800-3600	AVG	1800-3600	322	1786	87.00878	801.828863
323:1800-3600	AVG	1800-3600	323	1792	44.701991	687.882954
324:1800-3600	AVG	1800-3600	324	1789	56.763039	1095.745081
325:1800-3600	AVG	1800-3600	325	2485	63.588225	1166.067646
326:1800-3600	AVG	1800-3600	326	877	43.511838	3160.429415
327:1800-3600	AVG	1800-3600	327	874	11.596102	827.256538
328:1800-3600	AVG	1800-3600	328	2030	6.567824	483.119578
329:1800-3600	AVG	1800-3600	329	2260	6.61266	500
401:1800-3600	AVG	1800-3600	401	1234	10.989227	732.473986
402:1800-3600	AVG	1800-3600	402	1292	8.072427	543.515191
403:1800-3600	AVG	1800-3600	403	569	3.051902	199.407058
404:1800-3600	AVG	1800-3600	404	435	18.601296	149.932418
405:1800-3600	AVG	1800-3600	405	741	9.986825	640.503365
406:1800-3600	AVG	1800-3600	406	1179	21.347999	1230.801038
407:1800-3600	AVG	1800-3600	407	740	16.533914	318.838594
408:1800-3600	AVG	1800-3600	408	312	169.651505	1068.698572
409:1800-3600	AVG	1800-3600	409	332	14.270804	841.384359
410:1800-3600	AVG	1800-3600	410	341	41.401293	248.057398
411:1800-3600	AVG	1800-3600	411	703	23.404983	405.608198
412:1800-3600	AVG	1800-3600	412	1609	17.823732	596.81517
413:1800-3600	AVG	1800-3600	413	1158	10.771143	730.945225
414:1800-3600	AVG	1800-3600	414	228	16.357064	974.507479
2:3600-5400	AVG	3600-5400	2	2359	121.772368	8027.564788
3:3600-5400	AVG	3600-5400	3	1105	83.424688	5037.281645
4:3600-5400	AVG	3600-5400	4	2388	8.617932	546.704801
5:3600-5400	AVG	3600-5400	5	1814	48.974318	3232.38246
6:3600-5400	AVG	3600-5400	6	1217	31.67078	2340.625048

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
7:3600-5400	AVG	3600-5400	7	1969	154.73526	12379.06757
8:3600-5400	AVG	3600-5400	8	773	31.296089	1903.672996
9:3600-5400	AVG	3600-5400	9	255	8.177878	377.468502
10:3600-5400	AVG	3600-5400	10	1534	124.585361	1541.435348
11:3600-5400	AVG	3600-5400	11	1757	837.260754	13201.56169
12:3600-5400	AVG	3600-5400	12	1415	201.468531	2320.159295
13:3600-5400	AVG	3600-5400	13	1739	204.906734	2786.988251
14:3600-5400	AVG	3600-5400	14	2448	43.569606	767.157114
15:3600-5400	AVG	3600-5400	15	861	74.432821	4766.445019
16:3600-5400	AVG	3600-5400	16	2024	5.053151	374.697853
17:3600-5400	AVG	3600-5400	17	2250	9.89677	750.69392
18:3600-5400	AVG	3600-5400	18	3790	485.571172	7925.106835
19:3600-5400	AVG	3600-5400	19	3040	31.964742	1273.940392
20:3600-5400	AVG	3600-5400	20	2294	51.058489	4106.977359
21:3600-5400	AVG	3600-5400	21	3389	31.003438	2748.93521
23:3600-5400	AVG	3600-5400	23	755	82.546046	6932.692696
24:3600-5400	AVG	3600-5400	24	1078	13.413505	1055.154661
26:3600-5400	AVG	3600-5400	26	4013	182.541113	7790.61524
27:3600-5400	AVG	3600-5400	27	2323	49.814581	4335.6769
28:3600-5400	AVG	3600-5400	28	3843	7.559764	632.340079
29:3600-5400	AVG	3600-5400	29	4991	98.771458	8518.762411
30:3600-5400	AVG	3600-5400	30	1499	60.367081	5162.116102
31:3600-5400	AVG	3600-5400	31	1143	86.022552	7615.310366
101:3600-5400	AVG	3600-5400	101	751	8.865766	619.459769
102:3600-5400	AVG	3600-5400	102	371	22.66803	1549.762686
103:3600-5400	AVG	3600-5400	103	1281	9.672554	651.021072
104:3600-5400	AVG	3600-5400	104	1589	34.94189	738.082224
105:3600-5400	AVG	3600-5400	105	669	41.018417	2164.35574
106:3600-5400	AVG	3600-5400	106	1100	14.724166	924.901801
107:3600-5400	AVG	3600-5400	107	1696	8.282898	528.290885
108:3600-5400	AVG	3600-5400	108	787	33.824988	2317.59383
109:3600-5400	AVG	3600-5400	109	350	95.579756	5680.35525
110:3600-5400	AVG	3600-5400	110	126	10.917695	661.505073
111:3600-5400	AVG	3600-5400	111	225	20.088591	1213.719229
112:3600-5400	AVG	3600-5400	112	1161	13.795104	944.633605
113:3600-5400	AVG	3600-5400	113	1253	16.030813	1058.231528
114:3600-5400	AVG	3600-5400	114	1052	6.692535	449.359837
115:3600-5400	AVG	3600-5400	115	615	62.860775	2766.300099
116:3600-5400	AVG	3600-5400	116	1520	11.427848	654.447634
117:3600-5400	AVG	3600-5400	117	376	45.336127	3032.323708
118:3600-5400	AVG	3600-5400	118	906	85.646535	2718.35295
119:3600-5400	AVG	3600-5400	119	909	43.160819	2686.250324
120:3600-5400	AVG	3600-5400	120	202	26.764013	1656.679779
121:3600-5400	AVG	3600-5400	121	122	20.97836	1316.701458
122:3600-5400	AVG	3600-5400	122	433	37.025947	2490.331498
126:3600-5400	AVG	3600-5400	126	573	4.177249	273.147705

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
127:3600-5400	AVG	3600-5400	127	701	27.676594	485.276845
128:3600-5400	AVG	3600-5400	128	600	3.073245	194.961507
129:3600-5400	AVG	3600-5400	129	330	46.964254	272.920337
130:3600-5400	AVG	3600-5400	130	324	15.521662	875.794189
131:3600-5400	AVG	3600-5400	131	740	20.817322	1122.755903
132:3600-5400	AVG	3600-5400	132	1191	21.570546	1234.103866
133:3600-5400	AVG	3600-5400	133	762	36.329398	1195.871197
134:3600-5400	AVG	3600-5400	134	942	17.260484	316.638538
135:3600-5400	AVG	3600-5400	135	753	27.954124	318.84065
136:3600-5400	AVG	3600-5400	136	27	537.533504	191.627015
138:3600-5400	AVG	3600-5400	138	487	155.920151	1698.709883
139:3600-5400	AVG	3600-5400	139	161	52.17356	1985.866263
140:3600-5400	AVG	3600-5400	140	745	69.258865	795.168507
141:3600-5400	AVG	3600-5400	141	608	35.468589	425.425657
142:3600-5400	AVG	3600-5400	142	595	52.135436	431.882575
143:3600-5400	AVG	3600-5400	143	210	3.974862	141.752892
144:3600-5400	AVG	3600-5400	144	56	16.234935	728.92815
145:3600-5400	AVG	3600-5400	145	324	62.570177	3689.463704
146:3600-5400	AVG	3600-5400	146	266	6.632174	267.933764
147:3600-5400	AVG	3600-5400	147	255	244.657377	1070.395547
201:3600-5400	AVG	3600-5400	201	1107	61.233909	3862.036937
202:3600-5400	AVG	3600-5400	202	1033	50.176655	2850.264714
203:3600-5400	AVG	3600-5400	203	1814	48.841768	3223.651166
204:3600-5400	AVG	3600-5400	204	1217	31.951735	2364.30566
205:3600-5400	AVG	3600-5400	205	1957	32.881403	2676.779163
206:3600-5400	AVG	3600-5400	206	1962	92.061786	7466.889241
207:3600-5400	AVG	3600-5400	207	1970	25.497206	1966.030054
208:3600-5400	AVG	3600-5400	208	0		
209:3600-5400	AVG	3600-5400	209	0		
210:3600-5400	AVG	3600-5400	210	1788	121.266424	1977.504081
211:3600-5400	AVG	3600-5400	211	1752	458.268282	7465.790821
212:3600-5400	AVG	3600-5400	212	1757	175.588313	2907.632266
213:3600-5400	AVG	3600-5400	213	1416	201.300438	2315.571869
214:3600-5400	AVG	3600-5400	214	1739	203.299887	2773.18362
215:3600-5400	AVG	3600-5400	215	860	66.149231	2752.444709
216:3600-5400	AVG	3600-5400	216	861	54.573435	3881.489723
301:3600-5400	AVG	3600-5400	301	2360	18.189868	1109.903005
302:3600-5400	AVG	3600-5400	302	1106	59.414364	3629.81681
303:3600-5400	AVG	3600-5400	303	1105	20.675431	1201.632793
304:3600-5400	AVG	3600-5400	304	2388	9.054071	575.033916
305:3600-5400	AVG	3600-5400	305	1813	25.84147	1696.31525
306:3600-5400	AVG	3600-5400	306	1812	13.832167	918.93336
307:3600-5400	AVG	3600-5400	307	1814	9.042029	601.109105
308:3600-5400	AVG	3600-5400	308	1217	29.516353	2173.176335
309:3600-5400	AVG	3600-5400	309	1958	7.375733	596.404378
310:3600-5400	AVG	3600-5400	310	1957	10.7461	872.901686

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
311:3600-5400	AVG	3600-5400	311	1965	115.853796	9397.941928
312:3600-5400	AVG	3600-5400	312	1969	20.498993	1492.816353
313:3600-5400	AVG	3600-5400	313	773	5.822558	446.632961
314:3600-5400	AVG	3600-5400	314	0		
315:3600-5400	AVG	3600-5400	315	1533	120.140059	1493.10188
316:3600-5400	AVG	3600-5400	316	1534	5.682993	66.113791
317:3600-5400	AVG	3600-5400	317	1795	51.025261	452.735677
318:3600-5400	AVG	3600-5400	318	1793	66.797787	1059.742554
319:3600-5400	AVG	3600-5400	319	1755	628.29416	10215.79693
320:3600-5400	AVG	3600-5400	320	1757	90.29796	1497.691695
321:3600-5400	AVG	3600-5400	321	1416	195.343306	2244.248894
322:3600-5400	AVG	3600-5400	322	1746	89.055113	801.828863
323:3600-5400	AVG	3600-5400	323	1741	46.350508	687.882954
324:3600-5400	AVG	3600-5400	324	1740	58.138968	1095.745081
325:3600-5400	AVG	3600-5400	325	2446	65.752831	1166.067646
326:3600-5400	AVG	3600-5400	326	858	44.045792	3160.429415
327:3600-5400	AVG	3600-5400	327	860	11.571662	827.256538
328:3600-5400	AVG	3600-5400	328	2024	6.565581	483.119578
329:3600-5400	AVG	3600-5400	329	2250	6.614545	500
401:3600-5400	AVG	3600-5400	401	1254	10.987598	732.473986
402:3600-5400	AVG	3600-5400	402	1281	8.0656	543.515191
403:3600-5400	AVG	3600-5400	403	573	3.059727	199.407058
404:3600-5400	AVG	3600-5400	404	455	17.720956	149.932418
405:3600-5400	AVG	3600-5400	405	740	10.01056	640.503365
406:3600-5400	AVG	3600-5400	406	1191	21.51205	1230.801038
407:3600-5400	AVG	3600-5400	407	608	27.089115	318.838594
408:3600-5400	AVG	3600-5400	408	255	244.265705	1068.698572
409:3600-5400	AVG	3600-5400	409	324	14.233347	841.384359
410:3600-5400	AVG	3600-5400	410	330	42.832062	248.057398
411:3600-5400	AVG	3600-5400	411	701	23.77534	405.608198
412:3600-5400	AVG	3600-5400	412	1589	18.878713	596.81517
413:3600-5400	AVG	3600-5400	413	1161	10.797478	730.945225
414:3600-5400	AVG	3600-5400	414	226	16.245731	974.507479
2:5400-7200	AVG	5400-7200	2	2334	121.657841	8027.564788
3:5400-7200	AVG	5400-7200	3	1105	82.66494	5037.281645
4:5400-7200	AVG	5400-7200	4	2356	8.615622	546.704801
5:5400-7200	AVG	5400-7200	5	1795	48.926775	3232.38246
6:5400-7200	AVG	5400-7200	6	1207	31.644852	2340.625048
7:5400-7200	AVG	5400-7200	7	1946	154.455413	12379.06757
8:5400-7200	AVG	5400-7200	8	750	31.305868	1903.672996
9:5400-7200	AVG	5400-7200	9	223	8.164999	377.468502
10:5400-7200	AVG	5400-7200	10	1487	129.83521	1541.435348
11:5400-7200	AVG	5400-7200	11	1720	876.308902	13201.56169
12:5400-7200	AVG	5400-7200	12	1410	208.920088	2320.159295
13:5400-7200	AVG	5400-7200	13	1724	212.765828	2786.988251
14:5400-7200	AVG	5400-7200	14	2411	44.552424	767.157114

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
15:5400-7200	AVG	5400-7200	15	839	74.274584	4766.445019
16:5400-7200	AVG	5400-7200	16	2001	5.0464	374.697853
17:5400-7200	AVG	5400-7200	17	2225	9.883519	750.69392
18:5400-7200	AVG	5400-7200	18	3823	478.996527	7925.106835
19:5400-7200	AVG	5400-7200	19	3068	31.060577	1273.940392
20:5400-7200	AVG	5400-7200	20	2313	50.987345	4106.977359
21:5400-7200	AVG	5400-7200	21	3405	30.992229	2748.93521
23:5400-7200	AVG	5400-7200	23	749	82.294711	6932.692696
24:5400-7200	AVG	5400-7200	24	1066	13.327835	1055.154661
26:5400-7200	AVG	5400-7200	26	3974	184.514786	7790.61524
27:5400-7200	AVG	5400-7200	27	2302	50.144405	4335.6769
28:5400-7200	AVG	5400-7200	28	3820	7.560733	632.340079
29:5400-7200	AVG	5400-7200	29	4950	98.746736	8518.762411
30:5400-7200	AVG	5400-7200	30	1486	60.181056	5162.116102
31:5400-7200	AVG	5400-7200	31	1136	85.967745	7615.310366
101:5400-7200	AVG	5400-7200	101	747	8.815651	619.459769
102:5400-7200	AVG	5400-7200	102	370	22.642571	1549.762686
103:5400-7200	AVG	5400-7200	103	1253	9.672764	651.021072
104:5400-7200	AVG	5400-7200	104	1574	35.458638	738.082224
105:5400-7200	AVG	5400-7200	105	668	40.637133	2164.35574
106:5400-7200	AVG	5400-7200	106	1089	14.722469	924.901801
107:5400-7200	AVG	5400-7200	107	1668	9.508562	528.290885
108:5400-7200	AVG	5400-7200	108	783	33.822329	2317.59383
109:5400-7200	AVG	5400-7200	109	352	95.816067	5680.35525
110:5400-7200	AVG	5400-7200	110	125	10.954131	661.505073
111:5400-7200	AVG	5400-7200	111	226	20.142604	1213.719229
112:5400-7200	AVG	5400-7200	112	1162	13.764277	944.633605
113:5400-7200	AVG	5400-7200	113	1227	16.020393	1058.231528
114:5400-7200	AVG	5400-7200	114	1033	6.684712	449.359837
115:5400-7200	AVG	5400-7200	115	613	71.742174	2766.300099
116:5400-7200	AVG	5400-7200	116	1517	11.476284	654.447634
117:5400-7200	AVG	5400-7200	117	378	45.174994	3032.323708
118:5400-7200	AVG	5400-7200	118	905	100.645561	2718.35295
119:5400-7200	AVG	5400-7200	119	883	43.438065	2686.250324
120:5400-7200	AVG	5400-7200	120	193	26.597003	1656.679779
121:5400-7200	AVG	5400-7200	121	120	20.992049	1316.701458
122:5400-7200	AVG	5400-7200	122	420	37.05984	2490.331498
126:5400-7200	AVG	5400-7200	126	562	4.178636	273.147705
127:5400-7200	AVG	5400-7200	127	688	28.368276	485.276845
128:5400-7200	AVG	5400-7200	128	585	3.069334	194.961507
129:5400-7200	AVG	5400-7200	129	319	49.903525	272.920337
130:5400-7200	AVG	5400-7200	130	317	15.500891	875.794189
131:5400-7200	AVG	5400-7200	131	740	20.615905	1122.755903
132:5400-7200	AVG	5400-7200	132	1203	21.415936	1234.103866
133:5400-7200	AVG	5400-7200	133	799	30.668914	1195.871197
134:5400-7200	AVG	5400-7200	134	851	16.65908	316.638538

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
135:5400-7200	AVG	5400-7200	135	305	91.282078	318.84065
136:5400-7200	AVG	5400-7200	136	7	654.613048	191.627015
138:5400-7200	AVG	5400-7200	138	550	118.949068	1698.709883
139:5400-7200	AVG	5400-7200	139	45	51.428936	1985.866263
140:5400-7200	AVG	5400-7200	140	300	158.202668	795.168507
141:5400-7200	AVG	5400-7200	141	621	36.414999	425.425657
142:5400-7200	AVG	5400-7200	142	619	38.409546	431.882575
143:5400-7200	AVG	5400-7200	143	58	3.905279	141.752892
144:5400-7200	AVG	5400-7200	144	15	16.088376	728.92815
145:5400-7200	AVG	5400-7200	145	315	62.282698	3689.463704
146:5400-7200	AVG	5400-7200	146	264	6.083772	267.933764
147:5400-7200	AVG	5400-7200	147	237	261.50602	1070.395547
201:5400-7200	AVG	5400-7200	201	1104	60.79068	3862.036937
202:5400-7200	AVG	5400-7200	202	1035	49.560525	2850.264714
203:5400-7200	AVG	5400-7200	203	1795	48.793901	3223.651166
204:5400-7200	AVG	5400-7200	204	1207	31.925153	2364.30566
205:5400-7200	AVG	5400-7200	205	1948	32.828012	2676.779163
206:5400-7200	AVG	5400-7200	206	1952	91.927	7466.889241
207:5400-7200	AVG	5400-7200	207	1947	25.497942	1966.030054
208:5400-7200	AVG	5400-7200	208	0		
209:5400-7200	AVG	5400-7200	209	0		
210:5400-7200	AVG	5400-7200	210	1703	131.755171	1977.504081
211:5400-7200	AVG	5400-7200	211	1728	486.780467	7465.790821
212:5400-7200	AVG	5400-7200	212	1720	184.612071	2907.632266
213:5400-7200	AVG	5400-7200	213	1410	208.758601	2315.571869
214:5400-7200	AVG	5400-7200	214	1724	211.039825	2773.18362
215:5400-7200	AVG	5400-7200	215	835	67.410174	2752.444709
216:5400-7200	AVG	5400-7200	216	839	54.065545	3881.489723
301:5400-7200	AVG	5400-7200	301	2333	18.109196	1109.903005
302:5400-7200	AVG	5400-7200	302	1107	58.74667	3629.81681
303:5400-7200	AVG	5400-7200	303	1105	20.559401	1201.632793
304:5400-7200	AVG	5400-7200	304	2356	9.051546	575.033916
305:5400-7200	AVG	5400-7200	305	1798	25.793566	1696.31525
306:5400-7200	AVG	5400-7200	306	1795	13.822174	918.93336
307:5400-7200	AVG	5400-7200	307	1795	9.052662	601.109105
308:5400-7200	AVG	5400-7200	308	1207	29.491679	2173.176335
309:5400-7200	AVG	5400-7200	309	1946	7.354873	596.404378
310:5400-7200	AVG	5400-7200	310	1946	10.72572	872.901686
311:5400-7200	AVG	5400-7200	311	1950	115.683578	9397.941928
312:5400-7200	AVG	5400-7200	312	1946	20.448761	1492.816353
313:5400-7200	AVG	5400-7200	313	747	5.811599	446.632961
314:5400-7200	AVG	5400-7200	314	0		
315:5400-7200	AVG	5400-7200	315	1486	125.282374	1493.10188
316:5400-7200	AVG	5400-7200	316	1487	5.966088	66.113791
317:5400-7200	AVG	5400-7200	317	1726	52.766016	452.735677
318:5400-7200	AVG	5400-7200	318	1717	72.942619	1059.742554

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
319:5400-7200	AVG	5400-7200	319	1712	661.005148	10215.79693
320:5400-7200	AVG	5400-7200	320	1719	94.698903	1497.691695
321:5400-7200	AVG	5400-7200	321	1411	202.575306	2244.248894
322:5400-7200	AVG	5400-7200	322	1716	91.687008	801.828863
323:5400-7200	AVG	5400-7200	323	1718	47.619938	687.882954
324:5400-7200	AVG	5400-7200	324	1723	60.294234	1095.745081
325:5400-7200	AVG	5400-7200	325	2412	67.319717	1166.067646
326:5400-7200	AVG	5400-7200	326	840	43.603647	3160.429415
327:5400-7200	AVG	5400-7200	327	839	11.548196	827.256538
328:5400-7200	AVG	5400-7200	328	2001	6.558368	483.119578
329:5400-7200	AVG	5400-7200	329	2225	6.605174	500
401:5400-7200	AVG	5400-7200	401	1227	10.984204	732.473986
402:5400-7200	AVG	5400-7200	402	1253	8.06717	543.515191
403:5400-7200	AVG	5400-7200	403	562	3.06207	199.407058
404:5400-7200	AVG	5400-7200	404	458	17.5581	149.932418
405:5400-7200	AVG	5400-7200	405	740	9.92143	640.503365
406:5400-7200	AVG	5400-7200	406	1202	21.356807	1230.801038
407:5400-7200	AVG	5400-7200	407	621	27.671336	318.838594
408:5400-7200	AVG	5400-7200	408	237	261.128837	1068.698572
409:5400-7200	AVG	5400-7200	409	317	14.18383	841.384359
410:5400-7200	AVG	5400-7200	410	319	45.403628	248.057398
411:5400-7200	AVG	5400-7200	411	688	24.34593	405.608198
412:5400-7200	AVG	5400-7200	412	1573	19.005141	596.81517
413:5400-7200	AVG	5400-7200	413	1163	10.772752	730.945225
414:5400-7200	AVG	5400-7200	414	226	16.286877	974.507479
2:7200-9000	AVG	7200-9000	2	2331	121.293029	8027.564788
3:7200-9000	AVG	7200-9000	3	1097	82.856487	5037.281645
4:7200-9000	AVG	7200-9000	4	2363	8.491766	546.704801
5:7200-9000	AVG	7200-9000	5	1791	48.862736	3232.38246
6:7200-9000	AVG	7200-9000	6	1219	31.661615	2340.625048
7:7200-9000	AVG	7200-9000	7	1949	154.613814	12379.06757
8:7200-9000	AVG	7200-9000	8	742	31.240304	1903.672996
9:7200-9000	AVG	7200-9000	9	216	8.190697	377.468502
10:7200-9000	AVG	7200-9000	10	1461	133.798606	1541.435348
11:7200-9000	AVG	7200-9000	11	1703	892.4219	13201.56169
12:7200-9000	AVG	7200-9000	12	1391	212.289294	2320.159295
13:7200-9000	AVG	7200-9000	13	1729	212.599014	2786.988251
14:7200-9000	AVG	7200-9000	14	2414	44.892394	767.157114
15:7200-9000	AVG	7200-9000	15	839	74.561055	4766.445019
16:7200-9000	AVG	7200-9000	16	1997	5.049708	374.697853
17:7200-9000	AVG	7200-9000	17	2217	9.892763	750.69392
18:7200-9000	AVG	7200-9000	18	3793	485.143956	7925.106835
19:7200-9000	AVG	7200-9000	19	3053	31.098167	1273.940392
20:7200-9000	AVG	7200-9000	20	2309	51.044605	4106.977359
21:7200-9000	AVG	7200-9000	21	3372	31.000504	2748.93521
23:7200-9000	AVG	7200-9000	23	744	82.429507	6932.692696

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
24:7200-9000	AVG	7200-9000	24	1063	13.365654	1055.154661
26:7200-9000	AVG	7200-9000	26	3983	185.086937	7790.61524
27:7200-9000	AVG	7200-9000	27	2315	49.93947	4335.6769
28:7200-9000	AVG	7200-9000	28	3843	7.567855	632.340079
29:7200-9000	AVG	7200-9000	29	4989	98.775561	8518.762411
30:7200-9000	AVG	7200-9000	30	1487	60.34995	5162.116102
31:7200-9000	AVG	7200-9000	31	1150	85.963044	7615.310366
101:7200-9000	AVG	7200-9000	101	745	8.840937	619.459769
102:7200-9000	AVG	7200-9000	102	367	22.628443	1549.762686
103:7200-9000	AVG	7200-9000	103	1265	9.654386	651.021072
104:7200-9000	AVG	7200-9000	104	1569	36.461564	738.082224
105:7200-9000	AVG	7200-9000	105	641	41.073793	2164.35574
106:7200-9000	AVG	7200-9000	106	1065	14.691231	924.901801
107:7200-9000	AVG	7200-9000	107	1674	8.308057	528.290885
108:7200-9000	AVG	7200-9000	108	781	33.84625	2317.59383
109:7200-9000	AVG	7200-9000	109	339	96.028053	5680.35525
110:7200-9000	AVG	7200-9000	110	118	10.972727	661.505073
111:7200-9000	AVG	7200-9000	111	222	20.22987	1213.719229
112:7200-9000	AVG	7200-9000	112	1158	13.769769	944.633605
113:7200-9000	AVG	7200-9000	113	1233	16.025932	1058.231528
114:7200-9000	AVG	7200-9000	114	1034	6.882578	449.359837
115:7200-9000	AVG	7200-9000	115	598	93.134807	2766.300099
116:7200-9000	AVG	7200-9000	116	1527	11.563821	654.447634
117:7200-9000	AVG	7200-9000	117	379	45.066989	3032.323708
118:7200-9000	AVG	7200-9000	118	928	102.314036	2718.35295
119:7200-9000	AVG	7200-9000	119	897	42.85332	2686.250324
120:7200-9000	AVG	7200-9000	120	200	26.731528	1656.679779
121:7200-9000	AVG	7200-9000	121	121	20.91772	1316.701458
122:7200-9000	AVG	7200-9000	122	424	36.975518	2490.331498
126:7200-9000	AVG	7200-9000	126	569	4.157052	273.147705
127:7200-9000	AVG	7200-9000	127	688	28.72634	485.276845
128:7200-9000	AVG	7200-9000	128	574	3.066273	194.961507
129:7200-9000	AVG	7200-9000	129	336	46.444017	272.920337
130:7200-9000	AVG	7200-9000	130	314	15.585154	875.794189
131:7200-9000	AVG	7200-9000	131	734	20.458521	1122.755903
132:7200-9000	AVG	7200-9000	132	1206	21.482834	1234.103866
133:7200-9000	AVG	7200-9000	133	817	26.56729	1195.871197
134:7200-9000	AVG	7200-9000	134	821	15.767794	316.638538
135:7200-9000	AVG	7200-9000	135	177	23.50094	318.84065
136:7200-9000	AVG	7200-9000	136	5	249.709756	191.627015
138:7200-9000	AVG	7200-9000	138	520	126.483689	1698.709883
139:7200-9000	AVG	7200-9000	139	1	43.301761	1985.866263
140:7200-9000	AVG	7200-9000	140	170	55.69972	795.168507
141:7200-9000	AVG	7200-9000	141	594	39.089417	425.425657
142:7200-9000	AVG	7200-9000	142	536	40.018919	431.882575
143:7200-9000	AVG	7200-9000	143	1	3.019325	141.752892

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
144:7200-9000	AVG	7200-9000	144	0		
145:7200-9000	AVG	7200-9000	145	320	62.431848	3689.463704
146:7200-9000	AVG	7200-9000	146	264	5.741395	267.933764
147:7200-9000	AVG	7200-9000	147	232	276.713949	1070.395547
201:7200-9000	AVG	7200-9000	201	1099	60.720716	3862.036937
202:7200-9000	AVG	7200-9000	202	1031	49.198378	2850.264714
203:7200-9000	AVG	7200-9000	203	1791	48.730383	3223.651166
204:7200-9000	AVG	7200-9000	204	1219	31.942238	2364.30566
205:7200-9000	AVG	7200-9000	205	1950	32.864279	2676.779163
206:7200-9000	AVG	7200-9000	206	1947	92.015565	7466.889241
207:7200-9000	AVG	7200-9000	207	1947	25.508095	1966.030054
208:7200-9000	AVG	7200-9000	208	0		
209:7200-9000	AVG	7200-9000	209	0		
210:7200-9000	AVG	7200-9000	210	1700	133.055231	1977.504081
211:7200-9000	AVG	7200-9000	211	1712	497.51337	7465.790821
212:7200-9000	AVG	7200-9000	212	1702	185.889125	2907.632266
213:7200-9000	AVG	7200-9000	213	1391	212.159133	2315.571869
214:7200-9000	AVG	7200-9000	214	1728	210.907296	2773.18362
215:7200-9000	AVG	7200-9000	215	842	67.359111	2752.444709
216:7200-9000	AVG	7200-9000	216	837	54.345199	3881.489723
301:7200-9000	AVG	7200-9000	301	2331	17.739772	1109.903005
302:7200-9000	AVG	7200-9000	302	1097	59.03336	3629.81681
303:7200-9000	AVG	7200-9000	303	1097	20.497483	1201.632793
304:7200-9000	AVG	7200-9000	304	2363	8.92529	575.033916
305:7200-9000	AVG	7200-9000	305	1791	25.747516	1696.31525
306:7200-9000	AVG	7200-9000	306	1792	13.823327	918.93336
307:7200-9000	AVG	7200-9000	307	1791	9.040519	601.109105
308:7200-9000	AVG	7200-9000	308	1219	29.506744	2173.176335
309:7200-9000	AVG	7200-9000	309	1951	7.374921	596.404378
310:7200-9000	AVG	7200-9000	310	1951	10.737352	872.901686
311:7200-9000	AVG	7200-9000	311	1948	115.786662	9397.941928
312:7200-9000	AVG	7200-9000	312	1949	20.504084	1492.816353
313:7200-9000	AVG	7200-9000	313	744	5.828466	446.632961
314:7200-9000	AVG	7200-9000	314	0		
315:7200-9000	AVG	7200-9000	315	1462	129.102375	1493.10188
316:7200-9000	AVG	7200-9000	316	1461	6.041467	66.113791
317:7200-9000	AVG	7200-9000	317	1692	54.293203	452.735677
318:7200-9000	AVG	7200-9000	318	1695	74.609061	1059.742554
319:7200-9000	AVG	7200-9000	319	1705	674.618139	10215.79693
320:7200-9000	AVG	7200-9000	320	1703	94.249671	1497.691695
321:7200-9000	AVG	7200-9000	321	1391	205.803331	2244.248894
322:7200-9000	AVG	7200-9000	322	1732	91.217832	801.828863
323:7200-9000	AVG	7200-9000	323	1726	47.623832	687.882954
324:7200-9000	AVG	7200-9000	324	1729	60.581749	1095.745081
325:7200-9000	AVG	7200-9000	325	2411	67.917005	1166.067646
326:7200-9000	AVG	7200-9000	326	838	43.855371	3160.429415

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
327:7200-9000	AVG	7200-9000	327	839	11.598281	827.256538
328:7200-9000	AVG	7200-9000	328	1997	6.561896	483.119578
329:7200-9000	AVG	7200-9000	329	2218	6.611166	500
401:7200-9000	AVG	7200-9000	401	1233	10.993601	732.473986
402:7200-9000	AVG	7200-9000	402	1265	8.051511	543.515191
403:7200-9000	AVG	7200-9000	403	569	3.048214	199.407058
404:7200-9000	AVG	7200-9000	404	455	17.8744	149.932418
405:7200-9000	AVG	7200-9000	405	735	9.95934	640.503365
406:7200-9000	AVG	7200-9000	406	1206	21.423996	1230.801038
407:7200-9000	AVG	7200-9000	407	594	29.859213	318.838594
408:7200-9000	AVG	7200-9000	408	232	276.067535	1068.698572
409:7200-9000	AVG	7200-9000	409	314	14.255847	841.384359
410:7200-9000	AVG	7200-9000	410	336	42.1107	248.057398
411:7200-9000	AVG	7200-9000	411	688	24.672415	405.608198
412:7200-9000	AVG	7200-9000	412	1570	19.901228	596.81517
413:7200-9000	AVG	7200-9000	413	1159	10.776216	730.945225
414:7200-9000	AVG	7200-9000	414	221	16.365333	974.507479
2:9000-10800	AVG	9000-10800	2	2295	121.502072	8027.564788
3:9000-10800	AVG	9000-10800	3	1084	81.487716	5037.281645
4:9000-10800	AVG	9000-10800	4	2331	8.447763	546.704801
5:9000-10800	AVG	9000-10800	5	1770	48.795147	3232.38246
6:9000-10800	AVG	9000-10800	6	1185	31.654668	2340.625048
7:9000-10800	AVG	9000-10800	7	1909	154.154668	12379.06757
8:9000-10800	AVG	9000-10800	8	740	31.262204	1903.672996
9:9000-10800	AVG	9000-10800	9	211	8.293374	377.468502
10:9000-10800	AVG	9000-10800	10	1498	129.047461	1541.435348
11:9000-10800	AVG	9000-10800	11	1714	888.134193	13201.56169
12:9000-10800	AVG	9000-10800	12	1396	211.086511	2320.159295
13:9000-10800	AVG	9000-10800	13	1711	214.724499	2786.988251
14:9000-10800	AVG	9000-10800	14	2396	44.975516	767.157114
15:9000-10800	AVG	9000-10800	15	850	74.761124	4766.445019
16:9000-10800	AVG	9000-10800	16	1991	5.050877	374.697853
17:9000-10800	AVG	9000-10800	17	2208	9.889865	750.69392
18:9000-10800	AVG	9000-10800	18	3820	476.456312	7925.106835
19:9000-10800	AVG	9000-10800	19	3060	31.623547	1273.940392
20:9000-10800	AVG	9000-10800	20	2314	51.084825	4106.977359
21:9000-10800	AVG	9000-10800	21	3395	31.004765	2748.93521
23:9000-10800	AVG	9000-10800	23	760	82.475995	6932.692696
24:9000-10800	AVG	9000-10800	24	1066	13.112921	1055.154661
26:9000-10800	AVG	9000-10800	26	3937	194.47771	7790.61524
27:9000-10800	AVG	9000-10800	27	2281	50.059773	4335.6769
28:9000-10800	AVG	9000-10800	28	3776	7.556001	632.340079
29:9000-10800	AVG	9000-10800	29	4904	98.712485	8518.762411
30:9000-10800	AVG	9000-10800	30	1448	59.682903	5162.116102
31:9000-10800	AVG	9000-10800	31	1119	85.87634	7615.310366
101:9000-10800	AVG	9000-10800	101	745	8.915337	619.459769

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
102:9000-10800	AVG	9000-10800	102	368	22.662131	1549.762686
103:9000-10800	AVG	9000-10800	103	1247	9.65983	651.021072
104:9000-10800	AVG	9000-10800	104	1551	35.107663	738.082224
105:9000-10800	AVG	9000-10800	105	660	40.571843	2164.35574
106:9000-10800	AVG	9000-10800	106	1077	14.722362	924.901801
107:9000-10800	AVG	9000-10800	107	1646	9.502307	528.290885
108:9000-10800	AVG	9000-10800	108	760	33.735825	2317.59383
109:9000-10800	AVG	9000-10800	109	328	95.49371	5680.35525
110:9000-10800	AVG	9000-10800	110	113	10.921104	661.505073
111:9000-10800	AVG	9000-10800	111	216	20.157272	1213.719229
112:9000-10800	AVG	9000-10800	112	1141	13.743325	944.633605
113:9000-10800	AVG	9000-10800	113	1215	16.493127	1058.231528
114:9000-10800	AVG	9000-10800	114	1025	9.20353	449.359837
115:9000-10800	AVG	9000-10800	115	602	118.345034	2766.300099
116:9000-10800	AVG	9000-10800	116	1495	11.530878	654.447634
117:9000-10800	AVG	9000-10800	117	379	45.186981	3032.323708
118:9000-10800	AVG	9000-10800	118	892	99.840643	2718.35295
119:9000-10800	AVG	9000-10800	119	879	43.52362	2686.250324
120:9000-10800	AVG	9000-10800	120	187	26.666155	1656.679779
121:9000-10800	AVG	9000-10800	121	118	21.008248	1316.701458
122:9000-10800	AVG	9000-10800	122	417	37.075543	2490.331498
126:9000-10800	AVG	9000-10800	126	566	4.158798	273.147705
127:9000-10800	AVG	9000-10800	127	687	28.44101	485.276845
128:9000-10800	AVG	9000-10800	128	583	3.047328	194.961507
129:9000-10800	AVG	9000-10800	129	314	50.166538	272.920337
130:9000-10800	AVG	9000-10800	130	318	15.445239	875.794189
131:9000-10800	AVG	9000-10800	131	720	19.375694	1122.755903
132:9000-10800	AVG	9000-10800	132	1171	21.374986	1234.103866
133:9000-10800	AVG	9000-10800	133	801	26.396908	1195.871197
134:9000-10800	AVG	9000-10800	134	803	15.971876	316.638538
135:9000-10800	AVG	9000-10800	135	11	77.019113	318.84065
136:9000-10800	AVG	9000-10800	136	0		
138:9000-10800	AVG	9000-10800	138	556	118.32441	1698.709883
139:9000-10800	AVG	9000-10800	139	1	41.112417	1985.866263
140:9000-10800	AVG	9000-10800	140	12	165.501365	795.168507
141:9000-10800	AVG	9000-10800	141	615	38.081897	425.425657
142:9000-10800	AVG	9000-10800	142	553	35.448186	431.882575
143:9000-10800	AVG	9000-10800	143	1	2.962195	141.752892
144:9000-10800	AVG	9000-10800	144	0	15.358303	728.92815
145:9000-10800	AVG	9000-10800	145	306	62.404394	3689.463704
146:9000-10800	AVG	9000-10800	146	258	5.731367	267.933764
147:9000-10800	AVG	9000-10800	147	241	263.135104	1070.395547
201:9000-10800	AVG	9000-10800	201	1082	60.443064	3862.036937
202:9000-10800	AVG	9000-10800	202	1016	48.420423	2850.264714
203:9000-10800	AVG	9000-10800	203	1770	48.663036	3223.651166
204:9000-10800	AVG	9000-10800	204	1185	31.935575	2364.30566

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
205:9000-10800	AVG	9000-10800	205	1906	32.801567	2676.779163
206:9000-10800	AVG	9000-10800	206	1904	91.926676	7466.889241
207:9000-10800	AVG	9000-10800	207	1909	25.287747	1966.030054
208:9000-10800	AVG	9000-10800	208	0		
209:9000-10800	AVG	9000-10800	209	0		
210:9000-10800	AVG	9000-10800	210	1721	129.685485	1977.504081
211:9000-10800	AVG	9000-10800	211	1694	487.291686	7465.790821
212:9000-10800	AVG	9000-10800	212	1713	186.201897	2907.632266
213:9000-10800	AVG	9000-10800	213	1396	210.88937	2315.571869
214:9000-10800	AVG	9000-10800	214	1711	213.023995	2773.18362
215:9000-10800	AVG	9000-10800	215	849	67.961973	2752.444709
216:9000-10800	AVG	9000-10800	216	850	54.202636	3881.489723
301:9000-10800	AVG	9000-10800	301	2294	18.052212	1109.903005
302:9000-10800	AVG	9000-10800	302	1085	58.029704	3629.81681
303:9000-10800	AVG	9000-10800	303	1084	20.115983	1201.632793
304:9000-10800	AVG	9000-10800	304	2331	8.880251	575.033916
305:9000-10800	AVG	9000-10800	305	1768	25.685856	1696.31525
306:9000-10800	AVG	9000-10800	306	1770	13.818997	918.93336
307:9000-10800	AVG	9000-10800	307	1770	9.034727	601.109105
308:9000-10800	AVG	9000-10800	308	1185	29.500227	2173.176335
309:9000-10800	AVG	9000-10800	309	1907	7.339849	596.404378
310:9000-10800	AVG	9000-10800	310	1907	10.715901	872.901686
311:9000-10800	AVG	9000-10800	311	1905	115.668043	9397.941928
312:9000-10800	AVG	9000-10800	312	1909	20.200996	1492.816353
313:9000-10800	AVG	9000-10800	313	738	5.797528	446.632961
314:9000-10800	AVG	9000-10800	314	0		
315:9000-10800	AVG	9000-10800	315	1499	124.542388	1493.10188
316:9000-10800	AVG	9000-10800	316	1498	5.873245	66.113791
317:9000-10800	AVG	9000-10800	317	1727	52.998069	452.735677
318:9000-10800	AVG	9000-10800	318	1718	71.753791	1059.742554
319:9000-10800	AVG	9000-10800	319	1706	666.604196	10215.79693
320:9000-10800	AVG	9000-10800	320	1713	94.892971	1497.691695
321:9000-10800	AVG	9000-10800	321	1395	204.625948	2244.248894
322:9000-10800	AVG	9000-10800	322	1710	91.806875	801.828863
323:9000-10800	AVG	9000-10800	323	1714	48.179414	687.882954
324:9000-10800	AVG	9000-10800	324	1711	61.045758	1095.745081
325:9000-10800	AVG	9000-10800	325	2397	67.872891	1166.067646
326:9000-10800	AVG	9000-10800	326	852	43.639197	3160.429415
327:9000-10800	AVG	9000-10800	327	850	11.578233	827.256538
328:9000-10800	AVG	9000-10800	328	1991	6.564532	483.119578
329:9000-10800	AVG	9000-10800	329	2206	6.609181	500
401:9000-10800	AVG	9000-10800	401	1216	11.037175	732.473986
402:9000-10800	AVG	9000-10800	402	1247	8.056069	543.515191
403:9000-10800	AVG	9000-10800	403	566	3.049731	199.407058
404:9000-10800	AVG	9000-10800	404	455	17.714947	149.932418
405:9000-10800	AVG	9000-10800	405	719	9.851787	640.503365

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
406:9000-10800	AVG	9000-10800	406	1171	21.316493	1230.801038
407:9000-10800	AVG	9000-10800	407	616	28.950873	318.838594
408:9000-10800	AVG	9000-10800	408	241	262.635645	1068.698572
409:9000-10800	AVG	9000-10800	409	318	14.241046	841.384359
410:9000-10800	AVG	9000-10800	410	314	45.640874	248.057398
411:9000-10800	AVG	9000-10800	411	687	24.287636	405.608198
412:9000-10800	AVG	9000-10800	412	1551	18.579319	596.81517
413:9000-10800	AVG	9000-10800	413	1141	10.754186	730.945225
414:9000-10800	AVG	9000-10800	414	216	16.304611	974.507479
2:10800-12600	AVG	10800-12600	2	2279	121.364089	8027.564788
3:10800-12600	AVG	10800-12600	3	1057	81.229168	5037.281645
4:10800-12600	AVG	10800-12600	4	2322	8.547323	546.704801
5:10800-12600	AVG	10800-12600	5	1761	48.780785	3232.38246
6:10800-12600	AVG	10800-12600	6	1193	31.616602	2340.625048
7:10800-12600	AVG	10800-12600	7	1909	153.930341	12379.06757
8:10800-12600	AVG	10800-12600	8	735	31.197952	1903.672996
9:10800-12600	AVG	10800-12600	9	202	7.955176	377.468502
10:10800-12600	AVG	10800-12600	10	1484	131.905552	1541.435348
11:10800-12600	AVG	10800-12600	11	1708	886.894011	13201.56169
12:10800-12600	AVG	10800-12600	12	1402	207.800762	2320.159295
13:10800-12600	AVG	10800-12600	13	1717	212.332667	2786.988251
14:10800-12600	AVG	10800-12600	14	2404	44.609642	767.157114
15:10800-12600	AVG	10800-12600	15	834	73.576649	4766.445019
16:10800-12600	AVG	10800-12600	16	2005	5.051159	374.697853
17:10800-12600	AVG	10800-12600	17	2229	9.894528	750.69392
18:10800-12600	AVG	10800-12600	18	3836	472.558792	7925.106835
19:10800-12600	AVG	10800-12600	19	3077	30.970878	1273.940392
20:10800-12600	AVG	10800-12600	20	2337	50.996116	4106.977359
21:10800-12600	AVG	10800-12600	21	3426	30.995351	2748.93521
23:10800-12600	AVG	10800-12600	23	760	82.400008	6932.692696
24:10800-12600	AVG	10800-12600	24	1070	13.335625	1055.154661
26:10800-12600	AVG	10800-12600	26	4029	182.577192	7790.61524
27:10800-12600	AVG	10800-12600	27	2336	50.242719	4335.6769
28:10800-12600	AVG	10800-12600	28	3827	7.543119	632.340079
29:10800-12600	AVG	10800-12600	29	4947	98.712401	8518.762411
30:10800-12600	AVG	10800-12600	30	1453	59.825494	5162.116102
31:10800-12600	AVG	10800-12600	31	1117	85.953372	7615.310366
101:10800-12600	AVG	10800-12600	101	741	8.849887	619.459769
102:10800-12600	AVG	10800-12600	102	368	22.611674	1549.762686
103:10800-12600	AVG	10800-12600	103	1265	9.665123	651.021072
104:10800-12600	AVG	10800-12600	104	1564	35.729697	738.082224
105:10800-12600	AVG	10800-12600	105	671	41.014902	2164.35574
106:10800-12600	AVG	10800-12600	106	1093	14.712583	924.901801
107:10800-12600	AVG	10800-12600	107	1692	8.952097	528.290885
108:10800-12600	AVG	10800-12600	108	796	33.871351	2317.59383
109:10800-12600	AVG	10800-12600	109	340	95.841211	5680.35525

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
110:10800-12600	AVG	10800-12600	110	115	10.972221	661.505073
111:10800-12600	AVG	10800-12600	111	224	20.185072	1213.719229
112:10800-12600	AVG	10800-12600	112	1172	13.78665	944.633605
113:10800-12600	AVG	10800-12600	113	1217	18.081498	1058.231528
114:10800-12600	AVG	10800-12600	114	1029	11.878351	449.359837
115:10800-12600	AVG	10800-12600	115	604	129.129651	2766.300099
116:10800-12600	AVG	10800-12600	116	1492	11.480594	654.447634
117:10800-12600	AVG	10800-12600	117	375	45.181582	3032.323708
118:10800-12600	AVG	10800-12600	118	890	101.870098	2718.35295
119:10800-12600	AVG	10800-12600	119	899	43.439893	2686.250324
120:10800-12600	AVG	10800-12600	120	190	26.633051	1656.679779
121:10800-12600	AVG	10800-12600	121	117	20.999977	1316.701458
122:10800-12600	AVG	10800-12600	122	422	37.094588	2490.331498
126:10800-12600	AVG	10800-12600	126	562	4.16857	273.147705
127:10800-12600	AVG	10800-12600	127	685	28.366535	485.276845
128:10800-12600	AVG	10800-12600	128	571	3.05107	194.961507
129:10800-12600	AVG	10800-12600	129	320	48.787876	272.920337
130:10800-12600	AVG	10800-12600	130	304	15.536908	875.794189
131:10800-12600	AVG	10800-12600	131	718	19.037472	1122.755903
132:10800-12600	AVG	10800-12600	132	1169	21.406249	1234.103866
133:10800-12600	AVG	10800-12600	133	772	25.032627	1195.871197
134:10800-12600	AVG	10800-12600	134	772	15.926486	316.638538
135:10800-12600	AVG	10800-12600	135	0		
136:10800-12600	AVG	10800-12600	136	0		
138:10800-12600	AVG	10800-12600	138	515	121.661888	1698.709883
139:10800-12600	AVG	10800-12600	139	1	41.308956	1985.866263
140:10800-12600	AVG	10800-12600	140	0		
141:10800-12600	AVG	10800-12600	141	609	37.415754	425.425657
142:10800-12600	AVG	10800-12600	142	527	38.491798	431.882575
143:10800-12600	AVG	10800-12600	143	1	3.066405	141.752892
144:10800-12600	AVG	10800-12600	144	0	16.242361	728.92815
145:10800-12600	AVG	10800-12600	145	308	62.346537	3689.463704
146:10800-12600	AVG	10800-12600	146	258	5.74072	267.933764
147:10800-12600	AVG	10800-12600	147	254	253.510855	1070.395547
201:10800-12600	AVG	10800-12600	201	1059	60.458143	3862.036937
202:10800-12600	AVG	10800-12600	202	994	48.403341	2850.264714
203:10800-12600	AVG	10800-12600	203	1761	48.649278	3223.651166
204:10800-12600	AVG	10800-12600	204	1194	31.896948	2364.30566
205:10800-12600	AVG	10800-12600	205	1914	32.846096	2676.779163
206:10800-12600	AVG	10800-12600	206	1911	91.909784	7466.889241
207:10800-12600	AVG	10800-12600	207	1908	25.101918	1966.030054
208:10800-12600	AVG	10800-12600	208	0		
209:10800-12600	AVG	10800-12600	209	0		
210:10800-12600	AVG	10800-12600	210	1721	128.976303	1977.504081
211:10800-12600	AVG	10800-12600	211	1719	484.891984	7465.790821
212:10800-12600	AVG	10800-12600	212	1708	183.898454	2907.632266

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
213:10800-12600	AVG	10800-12600	213	1402	207.612705	2315.571869
214:10800-12600	AVG	10800-12600	214	1717	210.612857	2773.18362
215:10800-12600	AVG	10800-12600	215	833	67.1416	2752.444709
216:10800-12600	AVG	10800-12600	216	833	53.423699	3881.489723
301:10800-12600	AVG	10800-12600	301	2280	18.032998	1109.903005
302:10800-12600	AVG	10800-12600	302	1058	57.679097	3629.81681
303:10800-12600	AVG	10800-12600	303	1057	20.239578	1201.632793
304:10800-12600	AVG	10800-12600	304	2322	8.981632	575.033916
305:10800-12600	AVG	10800-12600	305	1762	25.711271	1696.31525
306:10800-12600	AVG	10800-12600	306	1760	13.79933	918.93336
307:10800-12600	AVG	10800-12600	307	1761	9.013038	601.109105
308:10800-12600	AVG	10800-12600	308	1194	29.466371	2173.176335
309:10800-12600	AVG	10800-12600	309	1912	7.372163	596.404378
310:10800-12600	AVG	10800-12600	310	1912	10.728876	872.901686
311:10800-12600	AVG	10800-12600	311	1910	115.651091	9397.941928
312:10800-12600	AVG	10800-12600	312	1909	19.971113	1492.816353
313:10800-12600	AVG	10800-12600	313	736	5.773226	446.632961
314:10800-12600	AVG	10800-12600	314	0		
315:10800-12600	AVG	10800-12600	315	1482	127.082473	1493.10188
316:10800-12600	AVG	10800-12600	316	1484	6.013008	66.113791
317:10800-12600	AVG	10800-12600	317	1743	52.942143	452.735677
318:10800-12600	AVG	10800-12600	318	1709	71.701314	1059.742554
319:10800-12600	AVG	10800-12600	319	1712	664.767947	10215.79693
320:10800-12600	AVG	10800-12600	320	1709	94.345942	1497.691695
321:10800-12600	AVG	10800-12600	321	1403	201.519162	2244.248894
322:10800-12600	AVG	10800-12600	322	1717	91.488675	801.828863
323:10800-12600	AVG	10800-12600	323	1717	47.553461	687.882954
324:10800-12600	AVG	10800-12600	324	1718	60.490755	1095.745081
325:10800-12600	AVG	10800-12600	325	2399	67.433242	1166.067646
326:10800-12600	AVG	10800-12600	326	831	43.121833	3160.429415
327:10800-12600	AVG	10800-12600	327	834	11.489258	827.256538
328:10800-12600	AVG	10800-12600	328	2006	6.561517	483.119578
329:10800-12600	AVG	10800-12600	329	2231	6.613784	500
401:10800-12600	AVG	10800-12600	401	1218	11.422996	732.473986
402:10800-12600	AVG	10800-12600	402	1265	8.060672	543.515191
403:10800-12600	AVG	10800-12600	403	562	3.055077	199.407058
404:10800-12600	AVG	10800-12600	404	450	17.994491	149.932418
405:10800-12600	AVG	10800-12600	405	718	9.856552	640.503365
406:10800-12600	AVG	10800-12600	406	1169	21.347634	1230.801038
407:10800-12600	AVG	10800-12600	407	608	28.476733	318.838594
408:10800-12600	AVG	10800-12600	408	254	253.15435	1068.698572
409:10800-12600	AVG	10800-12600	409	304	14.277876	841.384359
410:10800-12600	AVG	10800-12600	410	320	44.366532	248.057398
411:10800-12600	AVG	10800-12600	411	685	24.324684	405.608198
412:10800-12600	AVG	10800-12600	412	1565	19.458613	596.81517
413:10800-12600	AVG	10800-12600	413	1171	10.790894	730.945225

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
414:10800-12600	AVG	10800-12600	414	224	16.327986	974.507479
2:12600-14400	AVG	12600-14400	2	2281	121.869917	8027.564788
3:12600-14400	AVG	12600-14400	3	1066	82.311263	5037.281645
4:12600-14400	AVG	12600-14400	4	2330	8.531528	546.704801
5:12600-14400	AVG	12600-14400	5	1758	48.850114	3232.38246
6:12600-14400	AVG	12600-14400	6	1175	31.644906	2340.625048
7:12600-14400	AVG	12600-14400	7	1901	154.632317	12379.06757
8:12600-14400	AVG	12600-14400	8	739	31.265897	1903.672996
9:12600-14400	AVG	12600-14400	9	204	8.000828	377.468502
10:12600-14400	AVG	12600-14400	10	1434	135.477703	1541.435348
11:12600-14400	AVG	12600-14400	11	1700	892.707177	13201.56169
12:12600-14400	AVG	12600-14400	12	1388	210.970792	2320.159295
13:12600-14400	AVG	12600-14400	13	1700	216.019083	2786.988251
14:12600-14400	AVG	12600-14400	14	2378	46.078353	767.157114
15:12600-14400	AVG	12600-14400	15	823	74.372673	4766.445019
16:12600-14400	AVG	12600-14400	16	1993	5.04837	374.697853
17:12600-14400	AVG	12600-14400	17	2210	9.886599	750.69392
18:12600-14400	AVG	12600-14400	18	3823	479.048514	7925.106835
19:12600-14400	AVG	12600-14400	19	3067	30.992406	1273.940392
20:12600-14400	AVG	12600-14400	20	2315	51.001315	4106.977359
21:12600-14400	AVG	12600-14400	21	3384	30.980932	2748.93521
23:12600-14400	AVG	12600-14400	23	751	82.495722	6932.692696
24:12600-14400	AVG	12600-14400	24	1060	13.224037	1055.154661
26:12600-14400	AVG	12600-14400	26	3985	188.474901	7790.61524
27:12600-14400	AVG	12600-14400	27	2304	49.880151	4335.6769
28:12600-14400	AVG	12600-14400	28	3812	7.555271	632.340079
29:12600-14400	AVG	12600-14400	29	4915	98.780841	8518.762411
30:12600-14400	AVG	12600-14400	30	1448	59.864987	5162.116102
31:12600-14400	AVG	12600-14400	31	1111	85.970254	7615.310366
101:12600-14400	AVG	12600-14400	101	747	8.828515	619.459769
102:12600-14400	AVG	12600-14400	102	361	22.650968	1549.762686
103:12600-14400	AVG	12600-14400	103	1262	9.669294	651.021072
104:12600-14400	AVG	12600-14400	104	1556	35.962912	738.082224
105:12600-14400	AVG	12600-14400	105	650	40.467608	2164.35574
106:12600-14400	AVG	12600-14400	106	1065	14.689463	924.901801
107:12600-14400	AVG	12600-14400	107	1686	8.094559	528.290885
108:12600-14400	AVG	12600-14400	108	786	33.747209	2317.59383
109:12600-14400	AVG	12600-14400	109	335	95.663062	5680.35525
110:12600-14400	AVG	12600-14400	110	118	10.888623	661.505073
111:12600-14400	AVG	12600-14400	111	216	20.170169	1213.719229
112:12600-14400	AVG	12600-14400	112	1169	13.765031	944.633605
113:12600-14400	AVG	12600-14400	113	1211	23.847996	1058.231528
114:12600-14400	AVG	12600-14400	114	1016	12.517084	449.359837
115:12600-14400	AVG	12600-14400	115	598	135.08137	2766.300099
116:12600-14400	AVG	12600-14400	116	1507	11.52595	654.447634
117:12600-14400	AVG	12600-14400	117	382	45.087881	3032.323708

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
118:12600-14400	AVG	12600-14400	118	909	101.487365	2718.35295
119:12600-14400	AVG	12600-14400	119	901	43.005564	2686.250324
120:12600-14400	AVG	12600-14400	120	192	26.775773	1656.679779
121:12600-14400	AVG	12600-14400	121	118	20.960468	1316.701458
122:12600-14400	AVG	12600-14400	122	419	37.118228	2490.331498
126:12600-14400	AVG	12600-14400	126	569	4.173637	273.147705
127:12600-14400	AVG	12600-14400	127	673	29.31436	485.276845
128:12600-14400	AVG	12600-14400	128	583	3.059186	194.961507
129:12600-14400	AVG	12600-14400	129	318	50.226854	272.920337
130:12600-14400	AVG	12600-14400	130	306	15.540569	875.794189
131:12600-14400	AVG	12600-14400	131	716	19.345955	1122.755903
132:12600-14400	AVG	12600-14400	132	1161	21.450312	1234.103866
133:12600-14400	AVG	12600-14400	133	774	23.231345	1195.871197
134:12600-14400	AVG	12600-14400	134	775	15.572531	316.638538
135:12600-14400	AVG	12600-14400	135	0		
136:12600-14400	AVG	12600-14400	136	0		
138:12600-14400	AVG	12600-14400	138	553	111.217851	1698.709883
139:12600-14400	AVG	12600-14400	139	0	46.652808	1985.866263
140:12600-14400	AVG	12600-14400	140	0		
141:12600-14400	AVG	12600-14400	141	584	39.496002	425.425657
142:12600-14400	AVG	12600-14400	142	538	34.676312	431.882575
143:12600-14400	AVG	12600-14400	143	1	3.212259	141.752892
144:12600-14400	AVG	12600-14400	144	0	16.752639	728.92815
145:12600-14400	AVG	12600-14400	145	310	62.383119	3689.463704
146:12600-14400	AVG	12600-14400	146	257	5.727885	267.933764
147:12600-14400	AVG	12600-14400	147	237	258.074378	1070.395547
201:12600-14400	AVG	12600-14400	201	1066	60.933016	3862.036937
202:12600-14400	AVG	12600-14400	202	1003	48.995512	2850.264714
203:12600-14400	AVG	12600-14400	203	1758	48.717646	3223.651166
204:12600-14400	AVG	12600-14400	204	1175	31.925564	2364.30566
205:12600-14400	AVG	12600-14400	205	1891	32.805766	2676.779163
206:12600-14400	AVG	12600-14400	206	1903	91.930193	7466.889241
207:12600-14400	AVG	12600-14400	207	1901	25.524146	1966.030054
208:12600-14400	AVG	12600-14400	208	0		
209:12600-14400	AVG	12600-14400	209	0		
210:12600-14400	AVG	12600-14400	210	1684	134.471968	1977.504081
211:12600-14400	AVG	12600-14400	211	1695	494.575697	7465.790821
212:12600-14400	AVG	12600-14400	212	1700	185.300577	2907.632266
213:12600-14400	AVG	12600-14400	213	1388	210.816427	2315.571869
214:12600-14400	AVG	12600-14400	214	1700	214.296592	2773.18362
215:12600-14400	AVG	12600-14400	215	823	68.29918	2752.444709
216:12600-14400	AVG	12600-14400	216	826	53.642925	3881.489723
301:12600-14400	AVG	12600-14400	301	2280	18.46915	1109.903005
302:12600-14400	AVG	12600-14400	302	1066	58.579578	3629.81681
303:12600-14400	AVG	12600-14400	303	1066	20.330654	1201.632793
304:12600-14400	AVG	12600-14400	304	2329	8.966314	575.033916

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
305:12600-14400	AVG	12600-14400	305	1758	25.748814	1696.31525
306:12600-14400	AVG	12600-14400	306	1757	13.819428	918.93336
307:12600-14400	AVG	12600-14400	307	1758	9.026929	601.109105
308:12600-14400	AVG	12600-14400	308	1174	29.492289	2173.176335
309:12600-14400	AVG	12600-14400	309	1891	7.352445	596.404378
310:12600-14400	AVG	12600-14400	310	1891	10.718633	872.901686
311:12600-14400	AVG	12600-14400	311	1901	115.679376	9397.941928
312:12600-14400	AVG	12600-14400	312	1901	20.627287	1492.816353
313:12600-14400	AVG	12600-14400	313	739	5.831036	446.632961
314:12600-14400	AVG	12600-14400	314	0		
315:12600-14400	AVG	12600-14400	315	1434	130.841488	1493.10188
316:12600-14400	AVG	12600-14400	316	1434	6.228646	66.113791
317:12600-14400	AVG	12600-14400	317	1677	55.027198	452.735677
318:12600-14400	AVG	12600-14400	318	1692	75.142947	1059.742554
319:12600-14400	AVG	12600-14400	319	1696	672.77335	10215.79693
320:12600-14400	AVG	12600-14400	320	1700	95.218061	1497.691695
321:12600-14400	AVG	12600-14400	321	1388	204.541997	2244.248894
322:12600-14400	AVG	12600-14400	322	1704	92.546836	801.828863
323:12600-14400	AVG	12600-14400	323	1699	48.507444	687.882954
324:12600-14400	AVG	12600-14400	324	1699	62.11081	1095.745081
325:12600-14400	AVG	12600-14400	325	2383	69.707384	1166.067646
326:12600-14400	AVG	12600-14400	326	826	43.335665	3160.429415
327:12600-14400	AVG	12600-14400	327	823	11.476148	827.256538
328:12600-14400	AVG	12600-14400	328	1992	6.560098	483.119578
329:12600-14400	AVG	12600-14400	329	2208	6.607376	500
401:12600-14400	AVG	12600-14400	401	1211	16.167406	732.473986
402:12600-14400	AVG	12600-14400	402	1262	8.063726	543.515191
403:12600-14400	AVG	12600-14400	403	568	3.058124	199.407058
404:12600-14400	AVG	12600-14400	404	466	17.379221	149.932418
405:12600-14400	AVG	12600-14400	405	716	9.857257	640.503365
406:12600-14400	AVG	12600-14400	406	1161	21.391646	1230.801038
407:12600-14400	AVG	12600-14400	407	585	29.996958	318.838594
408:12600-14400	AVG	12600-14400	408	237	257.690401	1068.698572
409:12600-14400	AVG	12600-14400	409	306	14.239622	841.384359
410:12600-14400	AVG	12600-14400	410	318	45.70789	248.057398
411:12600-14400	AVG	12600-14400	411	674	25.186081	405.608198
412:12600-14400	AVG	12600-14400	412	1552	18.759813	596.81517
413:12600-14400	AVG	12600-14400	413	1168	10.772024	730.945225
414:12600-14400	AVG	12600-14400	414	216	16.315768	974.507479
2:14400-16200	AVG	14400-16200	2	2243	136.642831	8027.564788
3:14400-16200	AVG	14400-16200	3	1056	81.94139	5037.281645
4:14400-16200	AVG	14400-16200	4	2318	8.552756	546.704801
5:14400-16200	AVG	14400-16200	5	1748	48.839278	3232.38246
6:14400-16200	AVG	14400-16200	6	1178	31.635319	2340.625048
7:14400-16200	AVG	14400-16200	7	1893	154.418156	12379.06757
8:14400-16200	AVG	14400-16200	8	747	31.324326	1903.672996

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
9:14400-16200	AVG	14400-16200	9	192	8.036443	377.468502
10:14400-16200	AVG	14400-16200	10	1488	132.940767	1541.435348
11:14400-16200	AVG	14400-16200	11	1720	894.806567	13201.56169
12:14400-16200	AVG	14400-16200	12	1415	207.314951	2320.159295
13:14400-16200	AVG	14400-16200	13	1734	213.366537	2786.988251
14:14400-16200	AVG	14400-16200	14	2404	45.485532	767.157114
15:14400-16200	AVG	14400-16200	15	860	75.11258	4766.445019
16:14400-16200	AVG	14400-16200	16	2013	5.053867	374.697853
17:14400-16200	AVG	14400-16200	17	2229	9.902469	750.69392
18:14400-16200	AVG	14400-16200	18	3819	480.660606	7925.106835
19:14400-16200	AVG	14400-16200	19	3056	32.306462	1273.940392
20:14400-16200	AVG	14400-16200	20	2318	51.084231	4106.977359
21:14400-16200	AVG	14400-16200	21	3372	30.978054	2748.93521
23:14400-16200	AVG	14400-16200	23	759	82.422945	6932.692696
24:14400-16200	AVG	14400-16200	24	1069	13.305128	1055.154661
26:14400-16200	AVG	14400-16200	26	3971	186.626672	7790.61524
27:14400-16200	AVG	14400-16200	27	2295	49.941855	4335.6769
28:14400-16200	AVG	14400-16200	28	3783	7.554104	632.340079
29:14400-16200	AVG	14400-16200	29	4901	98.717355	8518.762411
30:14400-16200	AVG	14400-16200	30	1452	59.823035	5162.116102
31:14400-16200	AVG	14400-16200	31	1120	85.930333	7615.310366
101:14400-16200	AVG	14400-16200	101	745	8.87296	619.459769
102:14400-16200	AVG	14400-16200	102	374	22.628535	1549.762686
103:14400-16200	AVG	14400-16200	103	1263	9.654922	651.021072
104:14400-16200	AVG	14400-16200	104	1544	35.531032	738.082224
105:14400-16200	AVG	14400-16200	105	655	40.698414	2164.35574
106:14400-16200	AVG	14400-16200	106	1054	14.719157	924.901801
107:14400-16200	AVG	14400-16200	107	1674	8.46063	528.290885
108:14400-16200	AVG	14400-16200	108	781	33.842548	2317.59383
109:14400-16200	AVG	14400-16200	109	332	95.736061	5680.35525
110:14400-16200	AVG	14400-16200	110	120	10.964142	661.505073
111:14400-16200	AVG	14400-16200	111	214	20.166283	1213.719229
112:14400-16200	AVG	14400-16200	112	1154	13.783312	944.633605
113:14400-16200	AVG	14400-16200	113	1195	28.39032	1058.231528
114:14400-16200	AVG	14400-16200	114	1000	15.189443	449.359837
115:14400-16200	AVG	14400-16200	115	600	136.493645	2766.300099
116:14400-16200	AVG	14400-16200	116	1487	11.579212	654.447634
117:14400-16200	AVG	14400-16200	117	375	45.17316	3032.323708
118:14400-16200	AVG	14400-16200	118	886	102.369117	2718.35295
119:14400-16200	AVG	14400-16200	119	890	43.000204	2686.250324
120:14400-16200	AVG	14400-16200	120	194	26.906486	1656.679779
121:14400-16200	AVG	14400-16200	121	118	20.976443	1316.701458
122:14400-16200	AVG	14400-16200	122	397	37.120069	2490.331498
126:14400-16200	AVG	14400-16200	126	573	4.157632	273.147705
127:14400-16200	AVG	14400-16200	127	673	29.397161	485.276845
128:14400-16200	AVG	14400-16200	128	571	3.068865	194.961507

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
129:14400-16200	AVG	14400-16200	129	311	51.940124	272.920337
130:14400-16200	AVG	14400-16200	130	313	15.621718	875.794189
131:14400-16200	AVG	14400-16200	131	719	19.438901	1122.755903
132:14400-16200	AVG	14400-16200	132	1148	21.393964	1234.103866
133:14400-16200	AVG	14400-16200	133	755	22.29317	1195.871197
134:14400-16200	AVG	14400-16200	134	755	15.365987	316.638538
135:14400-16200	AVG	14400-16200	135	0		
136:14400-16200	AVG	14400-16200	136	0		
138:14400-16200	AVG	14400-16200	138	542	112.973116	1698.709883
139:14400-16200	AVG	14400-16200	139	1	46.501074	1985.866263
140:14400-16200	AVG	14400-16200	140	0		
141:14400-16200	AVG	14400-16200	141	606	37.699026	425.425657
142:14400-16200	AVG	14400-16200	142	554	36.446671	431.882575
143:14400-16200	AVG	14400-16200	143	1	3.195609	141.752892
144:14400-16200	AVG	14400-16200	144	0	14.577516	728.92815
145:14400-16200	AVG	14400-16200	145	310	62.544467	3689.463704
146:14400-16200	AVG	14400-16200	146	258	5.744791	267.933764
147:14400-16200	AVG	14400-16200	147	230	279.645072	1070.395547
201:14400-16200	AVG	14400-16200	201	1053	62.868042	3862.036937
202:14400-16200	AVG	14400-16200	202	992	48.671589	2850.264714
203:14400-16200	AVG	14400-16200	203	1748	48.706941	3223.651166
204:14400-16200	AVG	14400-16200	204	1178	31.915662	2364.30566
205:14400-16200	AVG	14400-16200	205	1897	32.819033	2676.779163
206:14400-16200	AVG	14400-16200	206	1891	91.961638	7466.889241
207:14400-16200	AVG	14400-16200	207	1895	25.418795	1966.030054
208:14400-16200	AVG	14400-16200	208	0		
209:14400-16200	AVG	14400-16200	209	0		
210:14400-16200	AVG	14400-16200	210	1742	130.543173	1977.504081
211:14400-16200	AVG	14400-16200	211	1714	489.033763	7465.790821
212:14400-16200	AVG	14400-16200	212	1720	185.380414	2907.632266
213:14400-16200	AVG	14400-16200	213	1416	207.105943	2315.571869
214:14400-16200	AVG	14400-16200	214	1734	211.652614	2773.18362
215:14400-16200	AVG	14400-16200	215	859	68.12277	2752.444709
216:14400-16200	AVG	14400-16200	216	859	54.470318	3881.489723
301:14400-16200	AVG	14400-16200	301	2243	24.723594	1109.903005
302:14400-16200	AVG	14400-16200	302	1055	58.459875	3629.81681
303:14400-16200	AVG	14400-16200	303	1055	20.112631	1201.632793
304:14400-16200	AVG	14400-16200	304	2318	8.98647	575.033916
305:14400-16200	AVG	14400-16200	305	1747	25.723299	1696.31525
306:14400-16200	AVG	14400-16200	306	1750	13.810533	918.93336
307:14400-16200	AVG	14400-16200	307	1748	9.044964	601.109105
308:14400-16200	AVG	14400-16200	308	1178	29.482332	2173.176335
309:14400-16200	AVG	14400-16200	309	1896	7.344928	596.404378
310:14400-16200	AVG	14400-16200	310	1898	10.723338	872.901686
311:14400-16200	AVG	14400-16200	311	1893	115.71988	9397.941928
312:14400-16200	AVG	14400-16200	312	1893	20.39336	1492.816353

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIMEMEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
313:14400-16200	AVG	14400-16200	313	747	5.811145	446.632961
314:14400-16200	AVG	14400-16200	314	0		
315:14400-16200	AVG	14400-16200	315	1488	128.258462	1493.10188
316:14400-16200	AVG	14400-16200	316	1488	6.063619	66.113791
317:14400-16200	AVG	14400-16200	317	1720	54.195439	452.735677
318:14400-16200	AVG	14400-16200	318	1738	73.291395	1059.742554
319:14400-16200	AVG	14400-16200	319	1727	669.969111	10215.79693
320:14400-16200	AVG	14400-16200	320	1719	93.795234	1497.691695
321:14400-16200	AVG	14400-16200	321	1416	200.941897	2244.248894
322:14400-16200	AVG	14400-16200	322	1732	91.09175	801.828863
323:14400-16200	AVG	14400-16200	323	1732	47.455507	687.882954
324:14400-16200	AVG	14400-16200	324	1736	60.310787	1095.745081
325:14400-16200	AVG	14400-16200	325	2402	68.65099	1166.067646
326:14400-16200	AVG	14400-16200	326	856	43.926818	3160.429415
327:14400-16200	AVG	14400-16200	327	859	11.590145	827.256538
328:14400-16200	AVG	14400-16200	328	2013	6.567296	483.119578
329:14400-16200	AVG	14400-16200	329	2229	6.617843	500
401:14400-16200	AVG	14400-16200	401	1195	19.515391	732.473986
402:14400-16200	AVG	14400-16200	402	1263	8.051999	543.515191
403:14400-16200	AVG	14400-16200	403	573	3.048104	199.407058
404:14400-16200	AVG	14400-16200	404	404	20.456173	149.932418
405:14400-16200	AVG	14400-16200	405	719	9.851659	640.503365
406:14400-16200	AVG	14400-16200	406	1148	21.335227	1230.801038
407:14400-16200	AVG	14400-16200	407	606	28.741113	318.838594
408:14400-16200	AVG	14400-16200	408	230	279.139729	1068.698572
409:14400-16200	AVG	14400-16200	409	313	14.278887	841.384359
410:14400-16200	AVG	14400-16200	410	311	47.106972	248.057398
411:14400-16200	AVG	14400-16200	411	673	25.216752	405.608198
412:14400-16200	AVG	14400-16200	412	1546	18.914666	596.81517
413:14400-16200	AVG	14400-16200	413	1155	10.788205	730.945225
414:14400-16200	AVG	14400-16200	414	214	16.308425	974.507479

Build VISSIM Freeway Summary Output

BUILD ALTERNATIVE FREEWAY VISSIM AM SUMMARY

				Hour 1 (1800-5400)					Hour 2 (5400-9000)					Hour 3 (9000-12600)					Hour 4 (12600-16200)				
# of lanes	Distance	Measurement #	Description	Vol	Travel Time	Density	Speed	LOS	Vol	Travel Time	Density	Speed	LOS	Vol	Travel Time	Density	Speed	LOS	Vol	Travel Time	Density	Speed	LOS
4	1108.478942	301	**E2-E3**	4849	13.81997	22.17	54.69	C	6070	14.85978	29.84	50.86	D	6158	14.67997	29.90	51.48	D	5562	14.14047	26.02	53.45	D
2	5490.944072	302	**E3-E4**	2484	81.36518	26.99	46.01	D	3117	82.39985	34.30	45.43	D	3167	82.45996	34.88	45.40	D	2881	81.99517	31.55	45.66	D
3	988.360255	303	**E4-E5**	3289	15.29996	24.89	44.04	C	4023	16.13997	32.12	41.75	D	4087	16.1653	32.68	41.69	D	3757	15.74081	29.25	42.81	D
2	559.972286	304	**E5-E6**	3290	8.555021	36.86	44.63	E	4022	8.77004	46.19	43.53	F	4085	8.750073	46.81	43.63	F	3759	8.665065	42.66	44.06	E
3	1600.910226	305	**E6-E7**	3688	24.74517	27.87	44.11	D	4522	26.42585	36.49	41.31	E	4594	26.43507	37.09	41.29	E	4221	25.39699	32.74	42.98	D
2	1857.086348	307	**E7-E8**	2401	27.85501	26.41	45.46	D	2989	28.18539	33.27	44.92	D	3043	28.13509	33.81	45.00	D	2758	28.0351	30.53	45.16	D
3	718.440885	308	**E8-E85**	2796	9.520021	18.11	51.45	C	3495	9.860778	23.45	49.68	C	3556	9.745112	23.58	50.27	C	3222	9.615261	21.08	50.94	C
2	813.303503	309	**E85-E9**	2798	9.965014	25.14	55.65	C	3491	10.22552	32.19	54.23	D	3556	10.10508	32.40	54.88	D	3223	10.03509	29.16	55.26	D
4	1246.358061	310	**E9-E10**	4526	15.05503	20.05	56.45	C	5516	16.73021	27.15	50.79	D	5564	16.11	26.37	52.75	D	5098	15.53662	23.30	54.70	C
3	6801.456607	311	**E10-E11**	4527	81.04	26.37	57.22	D	5484	81.87546	32.27	56.64	D	5570	81.89502	32.79	56.63	D	5108	81.58653	29.96	56.84	D
4	2787.318605	312	**E11-E12**	4523	33.50985	19.94	56.71	C	5476	34.5023	24.85	55.08	C	5563	34.38496	25.16	55.27	C	5113	34.04594	22.90	55.82	C
3	2004.951535	313	**E12-E13**	2045	32.23503	16.07	42.41	B	2466	32.62185	19.62	41.90	C	2535	32.65497	20.19	41.86	C	2345	32.48634	18.58	42.08	C
2	3555.411838	314	**W1-W2**	1599	47.39498	15.63	51.15	B	2011	47.60506	19.75	50.92	C	2030	47.615	19.94	50.91	C	1830	47.66958	17.99	50.85	B
4	1036.959578	315	**W2-W3**	3436	12.66501	15.39	55.82	B	4320	12.82498	19.59	55.13	C	4364	12.835	19.81	55.09	C	3931	14.88448	20.69	47.50	C
3	7321.080868	316	**W3-W4**	3436	89.63504	20.57	55.69	C	4297	90.43527	25.95	55.20	C	4338	91.51864	26.51	54.54	D	3962	115.7475	30.62	43.13	D
4	1264.610391	318	**W4-W5**	3437	15.38499	15.33	56.04	B	4288	15.49022	19.26	55.66	C	4335	16.83848	21.16	51.21	C	3964	23.16144	26.62	37.23	D
2	1470.504351	319	**W5-W6**	1958	17.91498	17.49	55.97	B	2427	18.03009	21.82	55.61	C	2486	18.03994	22.37	55.58	C	2257	18.0096	20.27	55.67	C
3	276.32001	320	**W6-W7**	1958	3.41	11.81	55.25	B	2425	3.475303	14.91	54.21	B	2488	3.469944	15.27	54.29	B	2257	3.454023	13.79	54.55	B
2	1789.794463	321	**W7-W8**	1416	23.49515	13.63	51.94	B	1755	23.62015	16.98	51.66	B	1815	23.62	17.57	51.66	B	1621	23.57488	15.66	51.76	B
3	490	322	**W8-W9**	2363	6.89	16.24	48.49	B	2944	6.935051	20.37	48.17	C	3016	6.93497	20.87	48.17	C	2701	6.91	18.62	48.35	C
3	504.110468	324	**W9-W10**	2362	7.645373	17.51	44.96	B	2942	7.930816	22.63	43.34	C	3015	7.895032	23.08	43.54	C	2701	7.725794	20.24	44.49	C
2	1716.70368	325	**W10-W11**	1825	25.49992	19.88	45.90	C	2269	25.73046	24.94	45.49	C	2343	25.73993	25.76	45.47	C	2089	25.62509	22.87	45.68	C
3	938.942395	326	**W11-W12**	3063	14.13495	22.54	45.29	C	3834	14.52496	29.00	44.08	D	3919	14.75008	30.10	43.40	D	3512	14.36992	26.28	44.55	D
2	4304.470761	327	**W12-W13**	1774	63.83559	19.29	45.98	C	2206	64.23529	24.14	45.69	C	2270	64.38042	24.90	45.59	C	2034	64.08473	22.21	45.80	C
5	129.19582	328	**W13-W14**	3502	1.84	14.63	47.87	B	4330	1.85	18.19	47.62	C	4388	1.86	18.53	47.36	C	4005	1.85	16.82	47.62	B
6	945.352872	329	**W14-W15**	3765	11.67505	11.37	55.21	B	4652	11.72	14.10	55.00	B	4724	11.73	14.33	54.95	B	4298	11.69995	13.00	55.09	B
5	505.293512	330	**W15-W16**	3766	6.07	13.27	56.76	B	4650	6.09	16.44	56.57	B	4722	6.1	16.72	56.48	B	4300	6.08	15.18	56.66	B
1	2764.278672	331	**EL1-EL2**	460	32.47461	7.93	58.04	A	570	32.63053	9.87	57.76	A	572	32.5949	9.89	57.82	A	513	32.6101	8.88	57.80	A
2	6013.079038	332	**EL2-EL3**	1734	67.72495	14.32	60.54	B	2038	67.95507	16.89	60.33	B	2018	67.84536	16.70	60.43	B	1871	67.76018	15.46	60.50	B
1	669.537267	333	**WCD1-WCD2**	724	9.804959	15.55	46.56	B	915	9.85	19.74	46.35	C	921	9.850011	19.87	46.35	C	827	9.824994	17.80	46.46	B
4	192.575884	334	**WCD2-WCD3**	1836	2.995005	10.47	43.84	A	2319	3.035011	13.40	43.26	B	2332	3.03	13.45	43.33	B	2099	3.014993	12.05	43.55	B
3	620.762331	335	**WCD3-WCD4**	1836	8.165	11.81	51.84	B	2316	8.255009	15.06	51.27	B	2334	8.26	15.18	51.24	B	2100	8.279933	13.69	51.12	B
2	1957.288297	336	**WCD4-WCD5**	1836	23.645	16.27	56.44	B	2314	23.76506	20.60	56.15	C	2333	23.77	20.78	56.14	C	2100	25.56678	20.12	52.20	C
2	7151.613701	337	**WL1-WL2**	1475	79.87996	12.08	61.04	B	1851	80.40232	15.26	60.65	B	1770	153.6195	27.88	31.74	D	1774	187.438	34.10	26.01	D
2	1404.855486	338	**WL2-WL3**	534	18.22015	5.08	52.57	A	671	18.35224	6.43	52.19	A	638	19.97367	6.65	47.96	A	644	18.86894	6.34	50.76	A
3	721.36327	401	**To NB & SB I-95 and I-95 Express**	2363	8.834998	14.15	55.67	B	2930	9.055287	17.98	54.32	B	2997	9.035002	18.35	54.44	C	2691	8.930007	16.29	55.08	B
2	727.394087	402	**From I-95 NB & SB**	3038	12.66476	38.79	39.16	E	3514	15.36787	54.44	32.27	F	3486	15.06062	52.93	32.93	F	3297	14.38417	47.81	34.48	F
2	309.302727	403	**I-195 EB To N Miami Ave**	963	4.735005	10.81	44.54	A	1126	4.74	12.65	44.49	B	1120	4.735009	12.57	44.54	B	1066	4.73	11.95	44.59	B
2	87.881166	404	**I-195 EB To Biscayne Blvd**	1286	1.34	14.38	44.72	B	1526	1.39	17.70	43.11	B	1546	1.389948	17.93	43.11	B	1471	1.36501	16.76	43.90	B
1	416.861023	405	**From Biscayne Blvd to I-195 EB**	396	6.110101	8.51	46.52	A	506	6.145119	10.94	46.25	A	510	6.13498	11.01	46.33	B	464	6.149914	10.04	46.22	A
2	1230.801037	406	**To Alton Rd**	2474	20.76981	30.62	40.40	D	3005	21.25552	38.06	39.48	E	3020	21.22982	38.20	39.53	E	2777	21.04615	34.82	39.87	D
1	731.240624	407	**From Alton Road NB**	734	19.50554	28.72	25.56	D	922	19.55489	36.16	25.50	E	932	19.59501	36.63	25.44	E	850	19.53	33.30	25.53	D
3	361.294193	408	**From Alton Road SB**	1112	5.765009	8.67	42.73	A	1404	5.820014	11.06	42.33	B	1411	5.824996	11.12	42.29	B	1273	5.789992	9.97	42.55	A
2	505.828112	409	**I-195 WB To Biscayne Blvd**	545	6.92	5.47	49.84	A	666	6.92509	6.69	49.80	A	673	6.925037	6.76	49.80	A	637	6.904929	6.38	49.95	A
1	175.738623	410	**From Biscayne Blvd to I-195 WB**	944	2.455	19.34	48.81	C	1191	2.47	24.55	48.51	C	1200	2.47	24.74	48.51	C	1080	2.46	22.17	48.71	C
1	195.33304	411	**From N Miami Ave to I-195 WB**	1240	2.73	25.42	48.78	C	1567	2.75	32.36	48.43	D	1576	2.755006	32.60	48.34	D	1420	2.74	29.21	48.61	D
2	639.959984	412	**To I-95 NB & SB**	1292	10.2598	15.19	42.53	B	1619	10.37506	19.25	42.06	C	1649	10.37505	19.60	42.06	C	1479	10.31502	17.48	42.30	B
3	630.248268	413	**From I-95 NB/SB General Purpose Lanes**	1729	9.24	12.39	46.51	B	2124	9.27	15.27	46.36	B	2118	9.275047	15.24	46.33	B	1970	9.26	14.15	46.41	B
1	558.416595	414	**From I-95 SB Express Lanes**	264	7.480455	5.19	50.90	A	327	7.509572	6.45	50.70	A	334	7.53	6.61	50.56	A	293	7.495461	5.77	50.80	A
2	344.63626	415	**From I-95 GP to Lower Level**	1766	5.284977	19.86	44.46	C	2040	5.375221	23.33	43.72	C	2042	5.364995	23.31	43.80	C	1940	5.34	22.04	44.00	C
1	1445.792474	416	**From I-95 GP to Viaduct**	1273	21.84504	28.21	45.13	D	1474	21.95497	32.83	44.90	D	1442	21.88503	32.01	45.04	D	1360	21.83482	30.12	45.15	D
1	392.013077	417	**From N Miami Ave to I-195 EB**	399	5.64995	8.43	47.31	A	508	5.675	10.79	47.10	A	512	5.67	10.86	47.14	A	460	5.67	9.76	47.14	A
1	665.708479	418	**I-195 WB to N Miami Ave**	535	10.53551	12.42	43.08	B	670	10.69531	15.79	42.44	B	674	10.69496	15.88	42.44	B	613	10.62643	14.35	42.71	B
1	1965.075011	419	**Viaduct to I-95 SB GPL**	942	31.10004	21.87	43.08	C	1175	31.45532	27.59	42.59	D	1123	68.53513	57.44	19.55	F	1137	45.98215	39.02	29.14	E

FREEWAY VISSIM AM RAW PEAK DATA

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIME MEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
301:1800-3600	AVG	1800-3600	301	2422	13.85	1108.48
302:1800-3600	AVG	1800-3600	302	1238	81.31	5490.94
303:1800-3600	AVG	1800-3600	303	1638	15.31	988.36
304:1800-3600	AVG	1800-3600	304	1638	8.55	559.97
305:1800-3600	AVG	1800-3600	305	1835	24.71	1600.91
307:1800-3600	AVG	1800-3600	307	1200	27.83	1857.09
308:1800-3600	AVG	1800-3600	308	1401	9.53	718.44
309:1800-3600	AVG	1800-3600	309	1403	9.97	813.3
310:1800-3600	AVG	1800-3600	310	2275	15.06	1246.36
311:1800-3600	AVG	1800-3600	311	2280	81.04	6801.46
312:1800-3600	AVG	1800-3600	312	2279	33.49	2787.32
313:1800-3600	AVG	1800-3600	313	1029	32.24	2004.95
314:1800-3600	AVG	1800-3600	314	800	47.37	3555.41
315:1800-3600	AVG	1800-3600	315	1720	12.67	1036.96
316:1800-3600	AVG	1800-3600	316	1723	89.65	7321.08
318:1800-3600	AVG	1800-3600	318	1723	15.38	1264.61
319:1800-3600	AVG	1800-3600	319	982	17.91	1470.5
320:1800-3600	AVG	1800-3600	320	982	3.41	276.32
321:1800-3600	AVG	1800-3600	321	701	23.48	1789.79
322:1800-3600	AVG	1800-3600	322	1175	6.89	490
324:1800-3600	AVG	1800-3600	324	1173	7.59	504.11
325:1800-3600	AVG	1800-3600	325	909	25.52	1716.7
326:1800-3600	AVG	1800-3600	326	1526	14.15	938.94
327:1800-3600	AVG	1800-3600	327	895	63.9	4304.47
328:1800-3600	AVG	1800-3600	328	1766	1.84	129.2
329:1800-3600	AVG	1800-3600	329	1900	11.68	945.35
330:1800-3600	AVG	1800-3600	330	1901	6.07	505.29
331:1800-3600	AVG	1800-3600	331	232	32.43	2764.28
332:1800-3600	AVG	1800-3600	332	875	67.72	6013.08
333:1800-3600	AVG	1800-3600	333	361	9.82	669.54
334:1800-3600	AVG	1800-3600	334	919	3	192.58
335:1800-3600	AVG	1800-3600	335	918	8.17	620.76
336:1800-3600	AVG	1800-3600	336	918	23.66	1957.29
337:1800-3600	AVG	1800-3600	337	736	79.9	7151.61
338:1800-3600	AVG	1800-3600	338	268	18.26	1404.86
401:1800-3600	AVG	1800-3600	401	1181	8.84	721.36
402:1800-3600	AVG	1800-3600	402	1517	12.85	727.39
403:1800-3600	AVG	1800-3600	403	481	4.73	309.3
404:1800-3600	AVG	1800-3600	404	634	1.34	87.88
405:1800-3600	AVG	1800-3600	405	200	6.12	416.86
406:1800-3600	AVG	1800-3600	406	1243	20.73	1230.8
407:1800-3600	AVG	1800-3600	407	375	19.53	731.24
408:1800-3600	AVG	1800-3600	408	557	5.77	361.29
409:1800-3600	AVG	1800-3600	409	281	6.92	505.83
410:1800-3600	AVG	1800-3600	410	472	2.46	175.74
411:1800-3600	AVG	1800-3600	411	620	2.73	195.33
412:1800-3600	AVG	1800-3600	412	633	10.27	639.96
413:1800-3600	AVG	1800-3600	413	872	9.24	630.25
414:1800-3600	AVG	1800-3600	414	135	7.5	558.42
415:1800-3600	AVG	1800-3600	415	879	5.29	344.64
416:1800-3600	AVG	1800-3600	416	638	21.86	1445.79
417:1800-3600	AVG	1800-3600	417	200	5.63	392.01
418:1800-3600	AVG	1800-3600	418	265	10.48	665.71
419:1800-3600	AVG	1800-3600	419	469	31.09	1965.08

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIME MEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
301:3600-5400	AVG	3600-5400	301	2427	13.79	1108.48
302:3600-5400	AVG	3600-5400	302	1246	81.42	5490.94
303:3600-5400	AVG	3600-5400	303	1651	15.29	988.36
304:3600-5400	AVG	3600-5400	304	1652	8.56	559.97
305:3600-5400	AVG	3600-5400	305	1853	24.78	1600.91
307:3600-5400	AVG	3600-5400	307	1201	27.88	1857.09
308:3600-5400	AVG	3600-5400	308	1395	9.51	718.44
309:3600-5400	AVG	3600-5400	309	1395	9.96	813.3
310:3600-5400	AVG	3600-5400	310	2251	15.05	1246.36
311:3600-5400	AVG	3600-5400	311	2247	81.04	6801.46
312:3600-5400	AVG	3600-5400	312	2244	33.53	2787.32
313:3600-5400	AVG	3600-5400	313	1016	32.23	2004.95
314:3600-5400	AVG	3600-5400	314	799	47.42	3555.41
315:3600-5400	AVG	3600-5400	315	1716	12.66	1036.96
316:3600-5400	AVG	3600-5400	316	1713	89.62	7321.08
318:3600-5400	AVG	3600-5400	318	1714	15.39	1264.61
319:3600-5400	AVG	3600-5400	319	976	17.92	1470.5
320:3600-5400	AVG	3600-5400	320	976	3.41	276.32
321:3600-5400	AVG	3600-5400	321	715	23.51	1789.79
322:3600-5400	AVG	3600-5400	322	1188	6.89	490
324:3600-5400	AVG	3600-5400	324	1189	7.7	504.11
325:3600-5400	AVG	3600-5400	325	916	25.48	1716.7
326:3600-5400	AVG	3600-5400	326	1537	14.12	938.94
327:3600-5400	AVG	3600-5400	327	879	63.77	4304.47
328:3600-5400	AVG	3600-5400	328	1736	1.84	129.2
329:3600-5400	AVG	3600-5400	329	1865	11.67	945.35
330:3600-5400	AVG	3600-5400	330	1865	6.07	505.29
331:3600-5400	AVG	3600-5400	331	228	32.52	2764.28
332:3600-5400	AVG	3600-5400	332	859	67.73	6013.08
333:3600-5400	AVG	3600-5400	333	363	9.79	669.54
334:3600-5400	AVG	3600-5400	334	917	2.99	192.58
335:3600-5400	AVG	3600-5400	335	918	8.16	620.76
336:3600-5400	AVG	3600-5400	336	918	23.63	1957.29
337:3600-5400	AVG	3600-5400	337	739	79.86	7151.61
338:3600-5400	AVG	3600-5400	338	266	18.18	1404.86
401:3600-5400	AVG	3600-5400	401	1182	8.83	721.36
402:3600-5400	AVG	3600-5400	402	1521	12.48	727.39
403:3600-5400	AVG	3600-5400	403	482	4.74	309.3
404:3600-5400	AVG	3600-5400	404	652	1.34	87.88
405:3600-5400	AVG	3600-5400	405	196	6.1	416.86
406:3600-5400	AVG	3600-5400	406	1231	20.81	1230.8
407:3600-5400	AVG	3600-5400	407	359	19.48	731.24
408:3600-5400	AVG	3600-5400	408	555	5.76	361.29
409:3600-5400	AVG	3600-5400	409	264	6.92	505.83
410:3600-5400	AVG	3600-5400	410	472	2.45	175.74
411:3600-5400	AVG	3600-5400	411	620	2.73	195.33
412:3600-5400	AVG	3600-5400	412	659	10.25	639.96
413:3600-5400	AVG	3600-5400	413	857	9.24	630.25
414:3600-5400	AVG	3600-5400	414	129	7.46	558.42
415:3600-5400	AVG	3600-5400	415	887	5.28	344.64
416:3600-5400	AVG	3600-5400	416	635	21.83	1445.79
417:3600-5400	AVG	3600-5400	417	199	5.67	392.01
418:3600-5400	AVG	3600-5400	418	270	10.59	665.71
419:3600-5400	AVG	3600-5400	419	473	31.11	1965.08
301:5400-7200	AVG	5400-7200	301	3018	14.9	1108.48
302:5400-7200	AVG	5400-7200	302	1547	82.42	5490.94

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIME MEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
303:5400-7200	AVG	5400-7200	303	2006	16.15	988.36
304:5400-7200	AVG	5400-7200	304	2003	8.76	559.97
305:5400-7200	AVG	5400-7200	305	2250	26.25	1600.91
307:5400-7200	AVG	5400-7200	307	1484	28.13	1857.09
308:5400-7200	AVG	5400-7200	308	1739	9.7	718.44
309:5400-7200	AVG	5400-7200	309	1736	10.13	813.3
310:5400-7200	AVG	5400-7200	310	2739	16.7	1246.36
311:5400-7200	AVG	5400-7200	311	2714	81.83	6801.46
312:5400-7200	AVG	5400-7200	312	2703	34.32	2787.32
313:5400-7200	AVG	5400-7200	313	1214	32.5	2004.95
314:5400-7200	AVG	5400-7200	314	1003	47.58	3555.41
315:5400-7200	AVG	5400-7200	315	2151	12.83	1036.96
316:5400-7200	AVG	5400-7200	316	2132	90.4	7321.08
318:5400-7200	AVG	5400-7200	318	2128	15.46	1264.61
319:5400-7200	AVG	5400-7200	319	1202	18.02	1470.5
320:5400-7200	AVG	5400-7200	320	1202	3.44	276.32
321:5400-7200	AVG	5400-7200	321	864	23.61	1789.79
322:5400-7200	AVG	5400-7200	322	1457	6.93	490
324:5400-7200	AVG	5400-7200	324	1456	7.85	504.11
325:5400-7200	AVG	5400-7200	325	1124	25.68	1716.7
326:5400-7200	AVG	5400-7200	326	1903	14.53	938.94
327:5400-7200	AVG	5400-7200	327	1096	64.19	4304.47
328:5400-7200	AVG	5400-7200	328	2148	1.85	129.2
329:5400-7200	AVG	5400-7200	329	2303	11.72	945.35
330:5400-7200	AVG	5400-7200	330	2302	6.09	505.29
331:5400-7200	AVG	5400-7200	331	280	32.6	2764.28
332:5400-7200	AVG	5400-7200	332	1017	67.92	6013.08
333:5400-7200	AVG	5400-7200	333	457	9.85	669.54
334:5400-7200	AVG	5400-7200	334	1157	3.03	192.58
335:5400-7200	AVG	5400-7200	335	1156	8.25	620.76
336:5400-7200	AVG	5400-7200	336	1152	23.75	1957.29
337:5400-7200	AVG	5400-7200	337	909	80.27	7151.61
338:5400-7200	AVG	5400-7200	338	323	18.29	1404.86
401:5400-7200	AVG	5400-7200	401	1453	9.02	721.36
402:5400-7200	AVG	5400-7200	402	1776	15.63	727.39
403:5400-7200	AVG	5400-7200	403	571	4.74	309.3
404:5400-7200	AVG	5400-7200	404	761	1.39	87.88
405:5400-7200	AVG	5400-7200	405	255	6.16	416.86
406:5400-7200	AVG	5400-7200	406	1480	21.22	1230.8
407:5400-7200	AVG	5400-7200	407	463	19.53	731.24
408:5400-7200	AVG	5400-7200	408	701	5.81	361.29
409:5400-7200	AVG	5400-7200	409	331	6.91	505.83
410:5400-7200	AVG	5400-7200	410	595	2.47	175.74
411:5400-7200	AVG	5400-7200	411	783	2.75	195.33
412:5400-7200	AVG	5400-7200	412	799	10.37	639.96
413:5400-7200	AVG	5400-7200	413	1052	9.27	630.25
414:5400-7200	AVG	5400-7200	414	160	7.53	558.42
415:5400-7200	AVG	5400-7200	415	1035	5.39	344.64
416:5400-7200	AVG	5400-7200	416	741	21.95	1445.79
417:5400-7200	AVG	5400-7200	417	254	5.68	392.01
418:5400-7200	AVG	5400-7200	418	328	10.68	665.71
419:5400-7200	AVG	5400-7200	419	580	31.43	1965.08
301:7200-9000	AVG	7200-9000	301	3052	14.82	1108.48
302:7200-9000	AVG	7200-9000	302	1570	82.38	5490.94
303:7200-9000	AVG	7200-9000	303	2017	16.13	988.36
304:7200-9000	AVG	7200-9000	304	2019	8.78	559.97

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIME MEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
305:7200-9000	AVG	7200-9000	305	2272	26.6	1600.91
307:7200-9000	AVG	7200-9000	307	1505	28.24	1857.09
308:7200-9000	AVG	7200-9000	308	1756	10.02	718.44
309:7200-9000	AVG	7200-9000	309	1755	10.32	813.3
310:7200-9000	AVG	7200-9000	310	2777	16.76	1246.36
311:7200-9000	AVG	7200-9000	311	2770	81.92	6801.46
312:7200-9000	AVG	7200-9000	312	2773	34.68	2787.32
313:7200-9000	AVG	7200-9000	313	1252	32.74	2004.95
314:7200-9000	AVG	7200-9000	314	1008	47.63	3555.41
315:7200-9000	AVG	7200-9000	315	2169	12.82	1036.96
316:7200-9000	AVG	7200-9000	316	2165	90.47	7321.08
318:7200-9000	AVG	7200-9000	318	2160	15.52	1264.61
319:7200-9000	AVG	7200-9000	319	1225	18.04	1470.5
320:7200-9000	AVG	7200-9000	320	1223	3.51	276.32
321:7200-9000	AVG	7200-9000	321	891	23.63	1789.79
322:7200-9000	AVG	7200-9000	322	1487	6.94	490
324:7200-9000	AVG	7200-9000	324	1486	8.01	504.11
325:7200-9000	AVG	7200-9000	325	1145	25.78	1716.7
326:7200-9000	AVG	7200-9000	326	1931	14.52	938.94
327:7200-9000	AVG	7200-9000	327	1110	64.28	4304.47
328:7200-9000	AVG	7200-9000	328	2182	1.85	129.2
329:7200-9000	AVG	7200-9000	329	2349	11.72	945.35
330:7200-9000	AVG	7200-9000	330	2348	6.09	505.29
331:7200-9000	AVG	7200-9000	331	290	32.66	2764.28
332:7200-9000	AVG	7200-9000	332	1021	67.99	6013.08
333:7200-9000	AVG	7200-9000	333	458	9.85	669.54
334:7200-9000	AVG	7200-9000	334	1162	3.04	192.58
335:7200-9000	AVG	7200-9000	335	1160	8.26	620.76
336:7200-9000	AVG	7200-9000	336	1162	23.78	1957.29
337:7200-9000	AVG	7200-9000	337	942	80.53	7151.61
338:7200-9000	AVG	7200-9000	338	348	18.41	1404.86
401:7200-9000	AVG	7200-9000	401	1477	9.09	721.36
402:7200-9000	AVG	7200-9000	402	1738	15.1	727.39
403:7200-9000	AVG	7200-9000	403	555	4.74	309.3
404:7200-9000	AVG	7200-9000	404	765	1.39	87.88
405:7200-9000	AVG	7200-9000	405	251	6.13	416.86
406:7200-9000	AVG	7200-9000	406	1525	21.29	1230.8
407:7200-9000	AVG	7200-9000	407	459	19.58	731.24
408:7200-9000	AVG	7200-9000	408	703	5.83	361.29
409:7200-9000	AVG	7200-9000	409	335	6.94	505.83
410:7200-9000	AVG	7200-9000	410	596	2.47	175.74
411:7200-9000	AVG	7200-9000	411	784	2.75	195.33
412:7200-9000	AVG	7200-9000	412	820	10.38	639.96
413:7200-9000	AVG	7200-9000	413	1072	9.27	630.25
414:7200-9000	AVG	7200-9000	414	167	7.49	558.42
415:7200-9000	AVG	7200-9000	415	1005	5.36	344.64
416:7200-9000	AVG	7200-9000	416	733	21.96	1445.79
417:7200-9000	AVG	7200-9000	417	254	5.67	392.01
418:7200-9000	AVG	7200-9000	418	342	10.71	665.71
419:7200-9000	AVG	7200-9000	419	595	31.48	1965.08
301:9000-10800	AVG	9000-10800	301	3084	14.66	1108.48
302:9000-10800	AVG	9000-10800	302	1590	82.45	5490.94
303:9000-10800	AVG	9000-10800	303	2050	16.26	988.36
304:9000-10800	AVG	9000-10800	304	2050	8.77	559.97
305:9000-10800	AVG	9000-10800	305	2307	26.45	1600.91
307:9000-10800	AVG	9000-10800	307	1531	28.15	1857.09

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIME MEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
308:9000-10800	AVG	9000-10800	308	1786	9.77	718.44
309:9000-10800	AVG	9000-10800	309	1787	10.12	813.3
310:9000-10800	AVG	9000-10800	310	2782	15.94	1246.36
311:9000-10800	AVG	9000-10800	311	2782	81.88	6801.46
312:9000-10800	AVG	9000-10800	312	2783	34.32	2787.32
313:9000-10800	AVG	9000-10800	313	1260	32.66	2004.95
314:9000-10800	AVG	9000-10800	314	1016	47.61	3555.41
315:9000-10800	AVG	9000-10800	315	2182	12.85	1036.96
316:9000-10800	AVG	9000-10800	316	2183	90.54	7321.08
318:9000-10800	AVG	9000-10800	318	2186	15.5	1264.61
319:9000-10800	AVG	9000-10800	319	1251	18.03	1470.5
320:9000-10800	AVG	9000-10800	320	1251	3.46	276.32
321:9000-10800	AVG	9000-10800	321	917	23.62	1789.79
322:9000-10800	AVG	9000-10800	322	1517	6.93	490
324:9000-10800	AVG	9000-10800	324	1517	7.9	504.11
325:9000-10800	AVG	9000-10800	325	1180	25.73	1716.7
326:9000-10800	AVG	9000-10800	326	1967	14.77	938.94
327:9000-10800	AVG	9000-10800	327	1147	64.42	4304.47
328:9000-10800	AVG	9000-10800	328	2196	1.86	129.2
329:9000-10800	AVG	9000-10800	329	2364	11.73	945.35
330:9000-10800	AVG	9000-10800	330	2363	6.1	505.29
331:9000-10800	AVG	9000-10800	331	280	32.6	2764.28
332:9000-10800	AVG	9000-10800	332	1001	67.8	6013.08
333:9000-10800	AVG	9000-10800	333	460	9.84	669.54
334:9000-10800	AVG	9000-10800	334	1165	3.03	192.58
335:9000-10800	AVG	9000-10800	335	1167	8.26	620.76
336:9000-10800	AVG	9000-10800	336	1164	23.77	1957.29
337:9000-10800	AVG	9000-10800	337	904	100.27	7151.61
338:9000-10800	AVG	9000-10800	338	325	18.6	1404.86
401:9000-10800	AVG	9000-10800	401	1498	9.03	721.36
402:9000-10800	AVG	9000-10800	402	1749	15.24	727.39
403:9000-10800	AVG	9000-10800	403	561	4.74	309.3
404:9000-10800	AVG	9000-10800	404	777	1.38	87.88
405:9000-10800	AVG	9000-10800	405	254	6.14	416.86
406:9000-10800	AVG	9000-10800	406	1519	21.2	1230.8
407:9000-10800	AVG	9000-10800	407	467	19.6	731.24
408:9000-10800	AVG	9000-10800	408	705	5.83	361.29
409:9000-10800	AVG	9000-10800	409	334	6.92	505.83
410:9000-10800	AVG	9000-10800	410	600	2.47	175.74
411:9000-10800	AVG	9000-10800	411	787	2.75	195.33
412:9000-10800	AVG	9000-10800	412	816	10.37	639.96
413:9000-10800	AVG	9000-10800	413	1049	9.27	630.25
414:9000-10800	AVG	9000-10800	414	168	7.53	558.42
415:9000-10800	AVG	9000-10800	415	1022	5.36	344.64
416:9000-10800	AVG	9000-10800	416	725	21.89	1445.79
417:9000-10800	AVG	9000-10800	417	256	5.67	392.01
418:9000-10800	AVG	9000-10800	418	336	10.71	665.71
419:9000-10800	AVG	9000-10800	419	569	60.05	1965.08
301:10800-12600	AVG	10800-1260	301	3074	14.7	1108.48
302:10800-12600	AVG	10800-1260	302	1577	82.47	5490.94
303:10800-12600	AVG	10800-1260	303	2037	16.07	988.36
304:10800-12600	AVG	10800-1260	304	2035	8.73	559.97
305:10800-12600	AVG	10800-1260	305	2287	26.42	1600.91
307:10800-12600	AVG	10800-1260	307	1512	28.12	1857.09
308:10800-12600	AVG	10800-1260	308	1770	9.72	718.44
309:10800-12600	AVG	10800-1260	309	1769	10.09	813.3

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIME MEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
310:10800-12600	AVG	10800-1260	310	2782	16.28	1246.36
311:10800-12600	AVG	10800-1260	311	2788	81.91	6801.46
312:10800-12600	AVG	10800-1260	312	2780	34.45	2787.32
313:10800-12600	AVG	10800-1260	313	1275	32.65	2004.95
314:10800-12600	AVG	10800-1260	314	1014	47.62	3555.41
315:10800-12600	AVG	10800-1260	315	2182	12.82	1036.96
316:10800-12600	AVG	10800-1260	316	2155	92.51	7321.08
318:10800-12600	AVG	10800-1260	318	2149	18.2	1264.61
319:10800-12600	AVG	10800-1260	319	1235	18.05	1470.5
320:10800-12600	AVG	10800-1260	320	1237	3.48	276.32
321:10800-12600	AVG	10800-1260	321	898	23.62	1789.79
322:10800-12600	AVG	10800-1260	322	1499	6.94	490
324:10800-12600	AVG	10800-1260	324	1498	7.89	504.11
325:10800-12600	AVG	10800-1260	325	1163	25.75	1716.7
326:10800-12600	AVG	10800-1260	326	1952	14.73	938.94
327:10800-12600	AVG	10800-1260	327	1123	64.34	4304.47
328:10800-12600	AVG	10800-1260	328	2192	1.86	129.2
329:10800-12600	AVG	10800-1260	329	2360	11.73	945.35
330:10800-12600	AVG	10800-1260	330	2359	6.1	505.29
331:10800-12600	AVG	10800-1260	331	292	32.59	2764.28
332:10800-12600	AVG	10800-1260	332	1017	67.89	6013.08
333:10800-12600	AVG	10800-1260	333	461	9.86	669.54
334:10800-12600	AVG	10800-1260	334	1167	3.03	192.58
335:10800-12600	AVG	10800-1260	335	1167	8.26	620.76
336:10800-12600	AVG	10800-1260	336	1169	23.77	1957.29
337:10800-12600	AVG	10800-1260	337	866	209.31	7151.61
338:10800-12600	AVG	10800-1260	338	313	21.4	1404.86
401:10800-12600	AVG	10800-1260	401	1499	9.04	721.36
402:10800-12600	AVG	10800-1260	402	1737	14.88	727.39
403:10800-12600	AVG	10800-1260	403	559	4.73	309.3
404:10800-12600	AVG	10800-1260	404	769	1.4	87.88
405:10800-12600	AVG	10800-1260	405	256	6.13	416.86
406:10800-12600	AVG	10800-1260	406	1501	21.26	1230.8
407:10800-12600	AVG	10800-1260	407	465	19.59	731.24
408:10800-12600	AVG	10800-1260	408	706	5.82	361.29
409:10800-12600	AVG	10800-1260	409	339	6.93	505.83
410:10800-12600	AVG	10800-1260	410	600	2.47	175.74
411:10800-12600	AVG	10800-1260	411	789	2.76	195.33
412:10800-12600	AVG	10800-1260	412	833	10.38	639.96
413:10800-12600	AVG	10800-1260	413	1069	9.28	630.25
414:10800-12600	AVG	10800-1260	414	166	7.53	558.42
415:10800-12600	AVG	10800-1260	415	1020	5.37	344.64
416:10800-12600	AVG	10800-1260	416	717	21.88	1445.79
417:10800-12600	AVG	10800-1260	417	256	5.67	392.01
418:10800-12600	AVG	10800-1260	418	338	10.68	665.71
419:10800-12600	AVG	10800-1260	419	554	77.25	1965.08
301:12600-14400	AVG	12600-1440	301	2794	14.24	1108.48
302:12600-14400	AVG	12600-1440	302	1457	82.01	5490.94
303:12600-14400	AVG	12600-1440	303	1904	15.8	988.36
304:12600-14400	AVG	12600-1440	304	1904	8.67	559.97
305:12600-14400	AVG	12600-1440	305	2136	25.56	1600.91
307:12600-14400	AVG	12600-1440	307	1407	28.04	1857.09
308:12600-14400	AVG	12600-1440	308	1639	9.63	718.44
309:12600-14400	AVG	12600-1440	309	1639	10.04	813.3
310:12600-14400	AVG	12600-1440	310	2585	15.65	1246.36
311:12600-14400	AVG	12600-1440	311	2595	81.68	6801.46

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIME MEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
312:12600-14400	AVG	12600-1440	312	2600	34.1	2787.32
313:12600-14400	AVG	12600-1440	313	1191	32.57	2004.95
314:12600-14400	AVG	12600-1440	314	913	47.86	3555.41
315:12600-14400	AVG	12600-1440	315	1965	16.93	1036.96
316:12600-14400	AVG	12600-1440	316	1961	129.5	7321.08
318:12600-14400	AVG	12600-1440	318	1962	26.02	1264.61
319:12600-14400	AVG	12600-1440	319	1106	18.03	1470.5
320:12600-14400	AVG	12600-1440	320	1104	3.5	276.32
321:12600-14400	AVG	12600-1440	321	791	23.58	1789.79
322:12600-14400	AVG	12600-1440	322	1331	6.91	490
324:12600-14400	AVG	12600-1440	324	1331	7.67	504.11
325:12600-14400	AVG	12600-1440	325	1038	25.61	1716.7
326:12600-14400	AVG	12600-1440	326	1749	14.39	938.94
327:12600-14400	AVG	12600-1440	327	1012	64.14	4304.47
328:12600-14400	AVG	12600-1440	328	1998	1.85	129.2
329:12600-14400	AVG	12600-1440	329	2139	11.71	945.35
330:12600-14400	AVG	12600-1440	330	2142	6.08	505.29
331:12600-14400	AVG	12600-1440	331	257	32.66	2764.28
332:12600-14400	AVG	12600-1440	332	944	67.78	6013.08
333:12600-14400	AVG	12600-1440	333	413	9.83	669.54
334:12600-14400	AVG	12600-1440	334	1048	3.02	192.58
335:12600-14400	AVG	12600-1440	335	1049	8.35	620.76
336:12600-14400	AVG	12600-1440	336	1051	27.43	1957.29
337:12600-14400	AVG	12600-1440	337	906	224.58	7151.61
338:12600-14400	AVG	12600-1440	338	331	19.18	1404.86
401:12600-14400	AVG	12600-1440	401	1346	8.95	721.36
402:12600-14400	AVG	12600-1440	402	1670	14.7	727.39
403:12600-14400	AVG	12600-1440	403	539	4.73	309.3
404:12600-14400	AVG	12600-1440	404	737	1.37	87.88
405:12600-14400	AVG	12600-1440	405	234	6.14	416.86
406:12600-14400	AVG	12600-1440	406	1413	21.11	1230.8
407:12600-14400	AVG	12600-1440	407	424	19.53	731.24
408:12600-14400	AVG	12600-1440	408	636	5.8	361.29
409:12600-14400	AVG	12600-1440	409	314	6.91	505.83
410:12600-14400	AVG	12600-1440	410	541	2.46	175.74
411:12600-14400	AVG	12600-1440	411	710	2.74	195.33
412:12600-14400	AVG	12600-1440	412	737	10.31	639.96
413:12600-14400	AVG	12600-1440	413	985	9.27	630.25
414:12600-14400	AVG	12600-1440	414	142	7.48	558.42
415:12600-14400	AVG	12600-1440	415	983	5.34	344.64
416:12600-14400	AVG	12600-1440	416	688	21.82	1445.79
417:12600-14400	AVG	12600-1440	417	230	5.67	392.01
418:12600-14400	AVG	12600-1440	418	294	10.59	665.71
419:12600-14400	AVG	12600-1440	419	580	50.93	1965.08
301:14400-16200	AVG	14400-1620	301	2768	14.04	1108.48
302:14400-16200	AVG	14400-1620	302	1424	81.98	5490.94
303:14400-16200	AVG	14400-1620	303	1853	15.68	988.36
304:14400-16200	AVG	14400-1620	304	1855	8.66	559.97
305:14400-16200	AVG	14400-1620	305	2085	25.23	1600.91
307:14400-16200	AVG	14400-1620	307	1351	28.03	1857.09
308:14400-16200	AVG	14400-1620	308	1583	9.6	718.44
309:14400-16200	AVG	14400-1620	309	1584	10.03	813.3
310:14400-16200	AVG	14400-1620	310	2513	15.42	1246.36
311:14400-16200	AVG	14400-1620	311	2513	81.49	6801.46
312:14400-16200	AVG	14400-1620	312	2513	33.99	2787.32
313:14400-16200	AVG	14400-1620	313	1154	32.4	2004.95

ID	SIMRUN	TIMEINT	VEHICLETRAVELTIME MEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
314:14400-16200	AVG	14400-1620	314	917	47.48	3555.41
315:14400-16200	AVG	14400-1620	315	1966	12.84	1036.96
316:14400-16200	AVG	14400-1620	316	2001	102.27	7321.08
318:14400-16200	AVG	14400-1620	318	2002	20.36	1264.61
319:14400-16200	AVG	14400-1620	319	1151	17.99	1470.5
320:14400-16200	AVG	14400-1620	320	1153	3.41	276.32
321:14400-16200	AVG	14400-1620	321	830	23.57	1789.79
322:14400-16200	AVG	14400-1620	322	1370	6.91	490
324:14400-16200	AVG	14400-1620	324	1370	7.78	504.11
325:14400-16200	AVG	14400-1620	325	1051	25.64	1716.7
326:14400-16200	AVG	14400-1620	326	1763	14.35	938.94
327:14400-16200	AVG	14400-1620	327	1022	64.03	4304.47
328:14400-16200	AVG	14400-1620	328	2007	1.85	129.2
329:14400-16200	AVG	14400-1620	329	2159	11.69	945.35
330:14400-16200	AVG	14400-1620	330	2158	6.08	505.29
331:14400-16200	AVG	14400-1620	331	256	32.56	2764.28
332:14400-16200	AVG	14400-1620	332	927	67.74	6013.08
333:14400-16200	AVG	14400-1620	333	414	9.82	669.54
334:14400-16200	AVG	14400-1620	334	1051	3.01	192.58
335:14400-16200	AVG	14400-1620	335	1051	8.21	620.76
336:14400-16200	AVG	14400-1620	336	1049	23.7	1957.29
337:14400-16200	AVG	14400-1620	337	868	148.67	7151.61
338:14400-16200	AVG	14400-1620	338	313	18.54	1404.86
401:14400-16200	AVG	14400-1620	401	1345	8.91	721.36
402:14400-16200	AVG	14400-1620	402	1627	14.06	727.39
403:14400-16200	AVG	14400-1620	403	527	4.73	309.3
404:14400-16200	AVG	14400-1620	404	734	1.36	87.88
405:14400-16200	AVG	14400-1620	405	230	6.16	416.86
406:14400-16200	AVG	14400-1620	406	1364	20.98	1230.8
407:14400-16200	AVG	14400-1620	407	426	19.53	731.24
408:14400-16200	AVG	14400-1620	408	637	5.78	361.29
409:14400-16200	AVG	14400-1620	409	323	6.9	505.83
410:14400-16200	AVG	14400-1620	410	539	2.46	175.74
411:14400-16200	AVG	14400-1620	411	710	2.74	195.33
412:14400-16200	AVG	14400-1620	412	742	10.32	639.96
413:14400-16200	AVG	14400-1620	413	985	9.25	630.25
414:14400-16200	AVG	14400-1620	414	151	7.51	558.42
415:14400-16200	AVG	14400-1620	415	957	5.34	344.64
416:14400-16200	AVG	14400-1620	416	672	21.85	1445.79
417:14400-16200	AVG	14400-1620	417	230	5.67	392.01
418:14400-16200	AVG	14400-1620	418	319	10.66	665.71
419:14400-16200	AVG	14400-1620	419	557	40.83	1965.08

BUILD ALTERNATIVE FREEWAY VISSIM PM SUMMARY

				Hour 1 (1800-5400)					Hour 2 (5400-9000)					Hour 3 (9000-12600)					Hour 4 (12600-16200)				
# of lanes	Distance	Measurement #	Description	Vol	Travel Time	Density	Speed	LOS	Vol	Travel Time	Density	Speed	LOS	Vol	Travel Time	Density	Speed	LOS	Vol	Travel Time	Density	Speed	LOS
4	1109.903005	301	**E2-E3**	4712	13.804989	21.49	54.82	C	4668	13.84503	21.35	54.66	C	4571	13.76005	20.78	55.00	C	4562	13.79502	20.79	54.86	C
2	5472.725605	302	**E3-E4**	2200	80.675414	23.78	46.25	C	2206	80.76013	23.87	46.20	C	2142	80.6001	23.13	46.30	C	2134	80.64	23.06	46.27	C
3	1003.248664	303	**E4-E5**	3011	15.34997	22.52	44.56	C	3006	15.34501	22.48	44.58	C	2910	15.27	21.65	44.80	C	2882	15.30503	21.49	44.69	C
2	565.875623	304	**E5-E6**	3010	8.5750166	33.45	44.99	D	3005	8.58	33.41	44.97	D	2910	8.554969	32.26	45.10	D	2884	8.565024	32.01	45.05	D
3	1594.779228	305	**E6-E7**	3675	24.905265	28.06	43.66	D	3663	24.83003	27.88	43.79	D	3562	24.67508	26.94	44.07	D	3533	24.74027	26.80	43.95	D
2	1871.777468	307	**E7-E8**	2175	27.960018	23.83	45.64	C	2184	27.97005	23.93	45.63	C	2119	27.91	23.17	45.73	C	2112	27.93509	23.11	45.68	C
3	695.951437	308	**E8-E85**	2844	9.235	18.45	51.38	C	2849	9.245016	18.50	51.33	C	2758	9.209985	17.84	51.52	B	2762	9.229986	17.91	51.41	B
2	819.373276	309	**E85-E9**	2846	10.050014	25.60	55.59	C	2846	10.055	25.61	55.56	C	2757	10.03	24.75	55.70	C	2764	10.03999	24.84	55.64	C
4	1247.460713	310	**E9-E10**	4197	15.094958	18.62	56.35	C	4195	15.10497	18.63	56.31	C	4064	15.07994	18.01	56.40	C	4070	15.08498	18.05	56.38	C
3	6805	311	**E10-E11**	4195	81.249828	24.49	57.11	C	4190	81.25503	24.46	57.10	C	4071	81.12498	23.73	57.19	C	4068	81.21992	23.74	57.13	C
4	2787.734082	312	**E11-E12**	4191	33.604994	18.52	56.56	C	4190	33.57513	18.50	56.61	C	4073	33.53502	17.97	56.68	B	4070	33.55494	17.96	56.65	B
3	2005	313	**E12-E13**	1636	32.03	12.78	42.68	B	1614	32.00507	12.60	42.71	B	1571	31.94001	12.24	42.80	B	1602	32.01011	12.50	42.71	B
2	3878.82085	314	**W1-W2**	1794	52.255	17.72	50.61	B	1781	52.25499	17.60	50.61	B	1739	52.22	17.17	50.64	B	1738	52.21	17.16	50.65	B
4	1034.721165	315	**W2-W3**	5684	20.09007	40.47	35.12	E	5647	20.17489	40.37	34.97	E	5515	18.80487	36.75	37.52	E	5493	19.5961	38.14	36.00	E
3	7321	316	**W3-W4**	5678	92.059771	34.91	54.22	D	5627	93.22995	35.03	53.54	E	5542	91.85056	33.99	54.34	D	5495	91.54501	33.59	54.53	D
4	1246.301537	318	**W4-W5**	5676	15.585097	26.03	54.52	D	5621	16.11712	26.65	52.72	D	5544	15.48009	25.25	54.89	C	5497	15.53002	25.12	54.72	C
2	1455.367867	319	**W5-W6**	2765	17.81	24.81	55.72	C	2744	17.82501	24.65	55.67	C	2710	17.815	24.33	55.70	C	2668	17.80501	23.94	55.73	C
3	283.033709	320	**W6-W7**	2765	3.5100108	16.76	54.98	B	2743	3.519945	16.68	54.82	B	2710	3.53	16.52	54.67	B	2668	3.504989	16.15	55.06	B
2	1790	321	**W7-W8**	2249	23.67	21.81	51.56	C	2232	23.67504	21.65	51.55	C	2189	23.67017	21.23	51.56	C	2171	23.65501	21.04	51.59	C
3	490	322	**W8-W9**	3330	6.964994	23.14	47.97	C	3309	6.970009	23.01	47.93	C	3237	6.965029	22.49	47.97	C	3222	6.96	22.37	48.00	C
3	504	324	**W9-W10**	3331	7.92	25.59	43.39	C	3309	7.880027	25.29	43.61	C	3237	7.965026	25.01	43.14	C	3224	7.919957	24.77	43.39	C
2	1712.057861	325	**W10-W11**	2798	25.935054	31.08	45.01	D	2801	25.99506	31.19	44.91	D	2735	25.95505	30.41	44.97	D	2728	25.93002	30.30	45.02	D
3	950	326	**W11-W12**	4612	16.179996	38.40	40.03	E	4595	16.23499	38.39	39.90	E	4487	16.13506	37.26	40.14	E	4486	16.20489	37.41	39.97	E
2	4318.298315	327	**W12-W13**	2549	64.895265	28.09	45.37	D	2534	64.87	27.92	45.39	D	2469	64.73546	27.14	45.48	D	2489	64.79496	27.39	45.44	D
5	132.838486	328	**W13-W14**	5465	1.93	23.29	46.93	C	5456	1.93	23.25	46.93	C	5382	1.93	22.94	46.93	C	5370	1.93	22.89	46.93	C
6	945.73274	329	**W14-W15**	5917	11.82	18.08	54.55	C	5897	11.81501	18.01	54.58	C	5817	11.80002	17.74	54.65	B	5807	11.8	17.71	54.65	B
5	500.028279	330	**W15-W16**	5914	6.0649848	21.04	56.21	C	5897	6.065004	20.98	56.21	C	5817	6.06	20.68	56.26	C	5804	6.06	20.63	56.26	C
1	2756.423774	331	**EL1-EL2**	489	32.37998	8.43	58.04	A	483	32.37	8.32	58.06	A	467	32.2651	8.02	58.25	A	463	32.31486	7.96	58.16	A
2	5994.035971	332	**EL2-EL3**	1353	67.229468	11.13	60.79	B	1348	67.16502	11.08	60.85	B	1308	67.06049	10.73	60.94	A	1306	67.11989	10.72	60.89	A
1	679.040132	333	**WCD1-WCD2**	1976	10.455071	44.62	44.28	E	1959	10.415	44.07	44.45	E	1912	10.34	42.70	44.78	E	1913	10.37002	42.85	44.65	E
4	191.715639	334	**WCD2-WCD3**	3918	3.425	25.66	38.17	C	3888	3.399995	25.28	38.45	C	3798	3.375003	24.52	38.73	C	3794	3.39	24.60	38.56	C
3	586.31641	335	**WCD3-WCD4**	3917	8.7399694	28.55	45.74	D	3889	8.690023	28.18	46.00	D	3798	8.504997	26.93	47.00	D	3796	8.585013	27.17	46.57	D
2	1965.46261	336	**WCD4-WCD5**	3921	29.379972	42.98	45.61	E	3892	28.84157	41.88	46.46	E	3799	26.9612	38.22	49.70	E	3786	27.99015	39.54	47.88	E
2	7137.214474	337	**WL1-WL2**	2899	91.458158	27.24	53.21	D	2874	111.8966	33.04	43.49	D	2848	93.10466	27.24	52.27	D	2833	83.44553	24.29	58.32	C
2	1449.078944	338	**WL2-WL3**	1233	19.97	12.46	49.47	B	1230	20.08176	12.50	49.20	B	1220	19.79594	12.22	49.91	B	1215	19.87002	12.22	49.72	B
3	718.936753	401	**To NB & SB I-95 and I-95 Express**	2507	8.825014	15.04	55.54	B	2462	8.834996	14.79	55.48	B	2432	8.804992	14.56	55.67	B	2427	8.82	14.56	55.58	B
2	717.232575	402	**From I-95 NB & SB**	2757	11.245499	31.70	43.49	D	2740	11.21474	31.42	43.61	D	2683	11.12459	30.52	43.96	D	2659	11.13983	30.29	43.90	D
2	329.139636	403	**I-195 EB To N Miami Ave**	1080	5.045037	12.14	44.48	B	1082	5.045065	12.16	44.48	B	1070	5.05	12.04	44.44	B	1068	5.045	12.00	44.48	B
2	86.193418	404	**I-195 EB To Biscayne Blvd**	1496	1.3250334	16.86	44.35	B	1484	1.32	16.67	44.52	B	1440	1.32	16.17	44.52	B	1421	1.315039	15.90	44.69	B
1	431.886976	405	**From Biscayne Blvd to I-195 EB**	668	6.3950898	14.51	46.05	B	665	6.389985	14.43	46.08	B	638	6.374937	13.81	46.19	B	652	6.385031	14.14	46.12	B
2	1230.801038	406	**To Alton Rd**	2552	20.809953	31.64	40.33	D	2580	20.81492	32.00	40.32	D	2498	20.76512	30.91	40.41	D	2473	20.80508	30.66	40.34	D
1	745.589962	407	**From Alton Road NB**	1747	20.15	69.25	25.23	F	1752	20.15014	69.45	25.23	F	1744	20.13016	69.06	25.25	F	1730	20.16005	68.61	25.22	F
3	367.188717	408	**From Alton Road SB**	1943	6.5150077	16.85	38.43	B	1929	6.509995	16.72	38.46	B	1885	6.5	16.31	38.52	B	1883	6.504997	16.31	38.49	B
2	460.597453	409	**I-195 WB To Biscayne Blvd**	514	6.33	5.18	49.61	A	512	6.339961	5.17	49.53	A	523	6.344818	5.28	49.50	A	497	6.34	5.02	49.53	A
1	155.486833	410	**From Biscayne Blvd to I-195 WB**	1084	2.19	22.39	48.41	C	1076	2.19	22.23	48.41	C	1048	2.19	21.65	48.41	C	1052	2.19	21.73	48.41	C
1	168.82513	411	**From N Miami Ave to I-195 WB**	1812	2.415	38.02	47.66	E	1796	2.414994	37.68	47.66	E	1753	2.425003	36.93	47.47	E	1753	2.414991	36.78	47.66	E
2	615.26991	412	**To I-95 NB & SB**	2063	10.129908	24.91	41.41	C	2065	10.21041	25.13	41.09	C	2016	10.14464	24.38	41.35	C	2003	10.135	24.20	41.39	C
3	632.084673	413	**From I-95 NB/SB General Purpose Lanes**	2916	9.38	21.16	45.95	C	2921	9.374998	21.18	45.97	C	2915	9.385057	21.16	45.92	C	2881	9.37008	20.88	45.99	C
1	525.269221	414	**From I-95 SB Express Lanes**	450	7.18	9.02	49.88	A	447	7.165503	8.94	49.98	A	432	7.16	8.64	50.02	A	436	7.170413	8.73	49.95	A
2	349.94192	415	**From I-95 GP to Lower Level**	1887	5.2850344	20.90	45.15	C	1882	5.29	20.86	45.10	C	1837	5.274992	20.31	45.23	C	1818	5.274967	20.10	45.23	C
1	1432.488284	416	**From I-95 GP to Viaduct**	870	21.414759	19.08	45.61	C	859	21.35999	18.79	45.73	C	846	21.31981	18.47	45.81	C	841	21.37501	18.41	45.69	C
1	392.013077	417	**From N Miami Ave to I-195 EB**	667	5.699985	14.22	46.89	B	665	5.704992	14.19	46.85	B	648	5.7	13.82	46.89	B	648	5.7	13.82	46.89	B
1	628.894791	418	**I-195 WB to N Miami Ave**	530	10.000226	12.36	42.88	B	508	9.985118	11.83	42.94	B	501	10.03535	11.73	42.73	B	495	9.979879	11.52	42.97	B
1	2038.560459	419	**Viaduct to I-95 SB GPL**	1662	38.748478	46.33	35.87	F	1634	48.37314	56.87	28.73	F	1636	38.02094	44.75	36.56	E	1623	33.80028	39.47	41.12	E

FREEWAY VISSIM PM RAW PEAK DATA

ID	SIMRUN	TIMEINT	VEHICLETRAVEL TIME MEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
301:1800-3600	AVG	1800-3600	301	2351	13.81	1109.9
302:1800-3600	AVG	1800-3600	302	1093	80.61	5472.73
303:1800-3600	AVG	1800-3600	303	1501	15.36	1003.25
304:1800-3600	AVG	1800-3600	304	1500	8.57	565.88
305:1800-3600	AVG	1800-3600	305	1831	24.83	1594.78
307:1800-3600	AVG	1800-3600	307	1087	27.92	1871.78
308:1800-3600	AVG	1800-3600	308	1422	9.21	695.95
309:1800-3600	AVG	1800-3600	309	1422	10.03	819.37
310:1800-3600	AVG	1800-3600	310	2101	15.06	1247.46
311:1800-3600	AVG	1800-3600	311	2102	81.17	6805
312:1800-3600	AVG	1800-3600	312	2096	33.58	2787.73
313:1800-3600	AVG	1800-3600	313	815	32.03	2005
314:1800-3600	AVG	1800-3600	314	897	52.23	3878.82
315:1800-3600	AVG	1800-3600	315	2837	20.05	1034.72
316:1800-3600	AVG	1800-3600	316	2844	91.93	7321
318:1800-3600	AVG	1800-3600	318	2843	15.64	1246.3
319:1800-3600	AVG	1800-3600	319	1382	17.81	1455.37
320:1800-3600	AVG	1800-3600	320	1381	3.5	283.03
321:1800-3600	AVG	1800-3600	321	1123	23.67	1790
322:1800-3600	AVG	1800-3600	322	1663	6.97	490
324:1800-3600	AVG	1800-3600	324	1663	7.92	504
325:1800-3600	AVG	1800-3600	325	1402	25.96	1712.06
326:1800-3600	AVG	1800-3600	326	2307	16.17	950
327:1800-3600	AVG	1800-3600	327	1282	64.94	4318.3
328:1800-3600	AVG	1800-3600	328	2742	1.93	132.84
329:1800-3600	AVG	1800-3600	329	2966	11.82	945.73
330:1800-3600	AVG	1800-3600	330	2966	6.06	500.03
331:1800-3600	AVG	1800-3600	331	245	32.37	2756.42
332:1800-3600	AVG	1800-3600	332	681	67.15	5994.04
333:1800-3600	AVG	1800-3600	333	986	10.42	679.04
334:1800-3600	AVG	1800-3600	334	1959	3.43	191.72
335:1800-3600	AVG	1800-3600	335	1958	8.86	586.32
336:1800-3600	AVG	1800-3600	336	1961	29.27	1965.46
337:1800-3600	AVG	1800-3600	337	1458	86.06	7137.21
338:1800-3600	AVG	1800-3600	338	622	19.97	1449.08
401:1800-3600	AVG	1800-3600	401	1257	8.83	718.94
402:1800-3600	AVG	1800-3600	402	1391	11.3	717.23
403:1800-3600	AVG	1800-3600	403	544	5.05	329.14
404:1800-3600	AVG	1800-3600	404	743	1.32	86.19
405:1800-3600	AVG	1800-3600	405	336	6.41	431.89
406:1800-3600	AVG	1800-3600	406	1279	20.79	1230.8
407:1800-3600	AVG	1800-3600	407	876	20.15	745.59
408:1800-3600	AVG	1800-3600	408	973	6.52	367.19
409:1800-3600	AVG	1800-3600	409	257	6.33	460.6
410:1800-3600	AVG	1800-3600	410	542	2.19	155.49

ID	SIMRUN	TIMEINT	VEHICLETRAVEL TIME MEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
411:1800-3600	AVG	1800-3600	411	906	2.42	168.83
412:1800-3600	AVG	1800-3600	412	1022	10.14	615.27
413:1800-3600	AVG	1800-3600	413	1461	9.38	632.08
414:1800-3600	AVG	1800-3600	414	225	7.16	525.27
415:1800-3600	AVG	1800-3600	415	950	5.29	349.94
416:1800-3600	AVG	1800-3600	416	442	21.4	1432.49
417:1800-3600	AVG	1800-3600	417	334	5.69	392.01
418:1800-3600	AVG	1800-3600	418	259	9.99	628.89
419:1800-3600	AVG	1800-3600	419	829	37.3	2038.56
301:3600-5400	AVG	3600-5400	301	2361	13.8	1109.9
302:3600-5400	AVG	3600-5400	302	1107	80.74	5472.73
303:3600-5400	AVG	3600-5400	303	1510	15.34	1003.25
304:3600-5400	AVG	3600-5400	304	1510	8.58	565.88
305:3600-5400	AVG	3600-5400	305	1844	24.98	1594.78
307:3600-5400	AVG	3600-5400	307	1088	28	1871.78
308:3600-5400	AVG	3600-5400	308	1422	9.26	695.95
309:3600-5400	AVG	3600-5400	309	1424	10.07	819.37
310:3600-5400	AVG	3600-5400	310	2096	15.13	1247.46
311:3600-5400	AVG	3600-5400	311	2093	81.33	6805
312:3600-5400	AVG	3600-5400	312	2095	33.63	2787.73
313:3600-5400	AVG	3600-5400	313	821	32.03	2005
314:3600-5400	AVG	3600-5400	314	897	52.28	3878.82
315:3600-5400	AVG	3600-5400	315	2847	20.13	1034.72
316:3600-5400	AVG	3600-5400	316	2834	92.19	7321
318:3600-5400	AVG	3600-5400	318	2833	15.53	1246.3
319:3600-5400	AVG	3600-5400	319	1383	17.81	1455.37
320:3600-5400	AVG	3600-5400	320	1384	3.52	283.03
321:3600-5400	AVG	3600-5400	321	1126	23.67	1790
322:3600-5400	AVG	3600-5400	322	1667	6.96	490
324:3600-5400	AVG	3600-5400	324	1668	7.92	504
325:3600-5400	AVG	3600-5400	325	1396	25.91	1712.06
326:3600-5400	AVG	3600-5400	326	2305	16.19	950
327:3600-5400	AVG	3600-5400	327	1267	64.85	4318.3
328:3600-5400	AVG	3600-5400	328	2723	1.93	132.84
329:3600-5400	AVG	3600-5400	329	2951	11.82	945.73
330:3600-5400	AVG	3600-5400	330	2948	6.07	500.03
331:3600-5400	AVG	3600-5400	331	244	32.39	2756.42
332:3600-5400	AVG	3600-5400	332	672	67.31	5994.04
333:3600-5400	AVG	3600-5400	333	990	10.49	679.04
334:3600-5400	AVG	3600-5400	334	1959	3.42	191.72
335:3600-5400	AVG	3600-5400	335	1959	8.62	586.32
336:3600-5400	AVG	3600-5400	336	1960	29.49	1965.46
337:3600-5400	AVG	3600-5400	337	1441	96.92	7137.21
338:3600-5400	AVG	3600-5400	338	611	19.97	1449.08
401:3600-5400	AVG	3600-5400	401	1250	8.82	718.94
402:3600-5400	AVG	3600-5400	402	1366	11.19	717.23
403:3600-5400	AVG	3600-5400	403	536	5.04	329.14
404:3600-5400	AVG	3600-5400	404	753	1.33	86.19

ID	SIMRUN	TIMEINT	VEHICLETRAVEL TIME MEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
405:3600-5400	AVG	3600-5400	405	332	6.38	431.89
406:3600-5400	AVG	3600-5400	406	1273	20.83	1230.8
407:3600-5400	AVG	3600-5400	407	871	20.15	745.59
408:3600-5400	AVG	3600-5400	408	970	6.51	367.19
409:3600-5400	AVG	3600-5400	409	257	6.33	460.6
410:3600-5400	AVG	3600-5400	410	542	2.19	155.49
411:3600-5400	AVG	3600-5400	411	906	2.41	168.83
412:3600-5400	AVG	3600-5400	412	1041	10.12	615.27
413:3600-5400	AVG	3600-5400	413	1455	9.38	632.08
414:3600-5400	AVG	3600-5400	414	225	7.2	525.27
415:3600-5400	AVG	3600-5400	415	937	5.28	349.94
416:3600-5400	AVG	3600-5400	416	428	21.43	1432.49
417:3600-5400	AVG	3600-5400	417	333	5.71	392.01
418:3600-5400	AVG	3600-5400	418	271	10.01	628.89
419:3600-5400	AVG	3600-5400	419	833	40.19	2038.56
301:5400-7200	AVG	5400-7200	301	2336	13.88	1109.9
302:5400-7200	AVG	5400-7200	302	1105	80.83	5472.73
303:5400-7200	AVG	5400-7200	303	1499	15.34	1003.25
304:5400-7200	AVG	5400-7200	304	1500	8.58	565.88
305:5400-7200	AVG	5400-7200	305	1831	24.72	1594.78
307:5400-7200	AVG	5400-7200	307	1095	27.99	1871.78
308:5400-7200	AVG	5400-7200	308	1426	9.26	695.95
309:5400-7200	AVG	5400-7200	309	1424	10.06	819.37
310:5400-7200	AVG	5400-7200	310	2093	15.12	1247.46
311:5400-7200	AVG	5400-7200	311	2097	81.29	6805
312:5400-7200	AVG	5400-7200	312	2103	33.61	2787.73
313:5400-7200	AVG	5400-7200	313	818	32.01	2005
314:5400-7200	AVG	5400-7200	314	892	52.25	3878.82
315:5400-7200	AVG	5400-7200	315	2820	20.26	1034.72
316:5400-7200	AVG	5400-7200	316	2823	91.74	7321
318:5400-7200	AVG	5400-7200	318	2824	15.52	1246.3
319:5400-7200	AVG	5400-7200	319	1370	17.82	1455.37
320:5400-7200	AVG	5400-7200	320	1369	3.55	283.03
321:5400-7200	AVG	5400-7200	321	1114	23.65	1790
322:5400-7200	AVG	5400-7200	322	1653	6.96	490
324:5400-7200	AVG	5400-7200	324	1653	7.85	504
325:5400-7200	AVG	5400-7200	325	1398	25.96	1712.06
326:5400-7200	AVG	5400-7200	326	2294	16.24	950
327:5400-7200	AVG	5400-7200	327	1267	64.78	4318.3
328:5400-7200	AVG	5400-7200	328	2726	1.93	132.84
329:5400-7200	AVG	5400-7200	329	2946	11.8	945.73
330:5400-7200	AVG	5400-7200	330	2946	6.06	500.03
331:5400-7200	AVG	5400-7200	331	242	32.37	2756.42
332:5400-7200	AVG	5400-7200	332	671	67.16	5994.04
333:5400-7200	AVG	5400-7200	333	979	10.42	679.04
334:5400-7200	AVG	5400-7200	334	1943	3.41	191.72
335:5400-7200	AVG	5400-7200	335	1945	8.78	586.32
336:5400-7200	AVG	5400-7200	336	1940	28.33	1965.46

ID	SIMRUN	TIMEINT	VEHICLETRAVEL TIME MEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
337:5400-7200	AVG	5400-7200	337	1416	101.37	7137.21
338:5400-7200	AVG	5400-7200	338	603	19.99	1449.08
401:5400-7200	AVG	5400-7200	401	1232	8.83	718.94
402:5400-7200	AVG	5400-7200	402	1360	11.25	717.23
403:5400-7200	AVG	5400-7200	403	534	5.04	329.14
404:5400-7200	AVG	5400-7200	404	738	1.32	86.19
405:5400-7200	AVG	5400-7200	405	332	6.4	431.89
406:5400-7200	AVG	5400-7200	406	1286	20.84	1230.8
407:5400-7200	AVG	5400-7200	407	872	20.12	745.59
408:5400-7200	AVG	5400-7200	408	964	6.52	367.19
409:5400-7200	AVG	5400-7200	409	255	6.35	460.6
410:5400-7200	AVG	5400-7200	410	537	2.19	155.49
411:5400-7200	AVG	5400-7200	411	897	2.42	168.83
412:5400-7200	AVG	5400-7200	412	1022	10.17	615.27
413:5400-7200	AVG	5400-7200	413	1461	9.37	632.08
414:5400-7200	AVG	5400-7200	414	219	7.14	525.27
415:5400-7200	AVG	5400-7200	415	931	5.29	349.94
416:5400-7200	AVG	5400-7200	416	430	21.35	1432.49
417:5400-7200	AVG	5400-7200	417	332	5.71	392.01
418:5400-7200	AVG	5400-7200	418	252	9.97	628.89
419:5400-7200	AVG	5400-7200	419	805	47.12	2038.56
301:7200-9000	AVG	7200-9000	301	2332	13.81	1109.9
302:7200-9000	AVG	7200-9000	302	1101	80.69	5472.73
303:7200-9000	AVG	7200-9000	303	1507	15.35	1003.25
304:7200-9000	AVG	7200-9000	304	1505	8.58	565.88
305:7200-9000	AVG	7200-9000	305	1832	24.94	1594.78
307:7200-9000	AVG	7200-9000	307	1089	27.95	1871.78
308:7200-9000	AVG	7200-9000	308	1423	9.23	695.95
309:7200-9000	AVG	7200-9000	309	1422	10.05	819.37
310:7200-9000	AVG	7200-9000	310	2102	15.09	1247.46
311:7200-9000	AVG	7200-9000	311	2093	81.22	6805
312:7200-9000	AVG	7200-9000	312	2087	33.54	2787.73
313:7200-9000	AVG	7200-9000	313	796	32	2005
314:7200-9000	AVG	7200-9000	314	889	52.26	3878.82
315:7200-9000	AVG	7200-9000	315	2827	20.09	1034.72
316:7200-9000	AVG	7200-9000	316	2804	94.73	7321
318:7200-9000	AVG	7200-9000	318	2797	16.72	1246.3
319:7200-9000	AVG	7200-9000	319	1374	17.83	1455.37
320:7200-9000	AVG	7200-9000	320	1374	3.49	283.03
321:7200-9000	AVG	7200-9000	321	1118	23.7	1790
322:7200-9000	AVG	7200-9000	322	1656	6.98	490
324:7200-9000	AVG	7200-9000	324	1656	7.91	504
325:7200-9000	AVG	7200-9000	325	1403	26.03	1712.06
326:7200-9000	AVG	7200-9000	326	2301	16.23	950
327:7200-9000	AVG	7200-9000	327	1267	64.96	4318.3
328:7200-9000	AVG	7200-9000	328	2730	1.93	132.84
329:7200-9000	AVG	7200-9000	329	2951	11.83	945.73
330:7200-9000	AVG	7200-9000	330	2951	6.07	500.03

ID	SIMRUN	TIMEINT	VEHICLETRAVEL TIME MEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
331:7200-9000	AVG	7200-9000	331	241	32.37	2756.42
332:7200-9000	AVG	7200-9000	332	677	67.17	5994.04
333:7200-9000	AVG	7200-9000	333	980	10.41	679.04
334:7200-9000	AVG	7200-9000	334	1945	3.39	191.72
335:7200-9000	AVG	7200-9000	335	1944	8.6	586.32
336:7200-9000	AVG	7200-9000	336	1952	29.35	1965.46
337:7200-9000	AVG	7200-9000	337	1458	122.12	7137.21
338:7200-9000	AVG	7200-9000	338	627	20.17	1449.08
401:7200-9000	AVG	7200-9000	401	1230	8.84	718.94
402:7200-9000	AVG	7200-9000	402	1380	11.18	717.23
403:7200-9000	AVG	7200-9000	403	548	5.05	329.14
404:7200-9000	AVG	7200-9000	404	746	1.32	86.19
405:7200-9000	AVG	7200-9000	405	333	6.38	431.89
406:7200-9000	AVG	7200-9000	406	1294	20.79	1230.8
407:7200-9000	AVG	7200-9000	407	880	20.18	745.59
408:7200-9000	AVG	7200-9000	408	965	6.5	367.19
409:7200-9000	AVG	7200-9000	409	257	6.33	460.6
410:7200-9000	AVG	7200-9000	410	539	2.19	155.49
411:7200-9000	AVG	7200-9000	411	899	2.41	168.83
412:7200-9000	AVG	7200-9000	412	1043	10.25	615.27
413:7200-9000	AVG	7200-9000	413	1460	9.38	632.08
414:7200-9000	AVG	7200-9000	414	228	7.19	525.27
415:7200-9000	AVG	7200-9000	415	951	5.29	349.94
416:7200-9000	AVG	7200-9000	416	429	21.37	1432.49
417:7200-9000	AVG	7200-9000	417	333	5.7	392.01
418:7200-9000	AVG	7200-9000	418	256	10	628.89
419:7200-9000	AVG	7200-9000	419	829	49.59	2038.56
301:9000-10800	AVG	9000-10800	301	2289	13.79	1109.9
302:9000-10800	AVG	9000-10800	302	1082	80.61	5472.73
303:9000-10800	AVG	9000-10800	303	1463	15.27	1003.25
304:9000-10800	AVG	9000-10800	304	1464	8.55	565.88
305:9000-10800	AVG	9000-10800	305	1790	24.69	1594.78
307:9000-10800	AVG	9000-10800	307	1067	27.91	1871.78
308:9000-10800	AVG	9000-10800	308	1381	9.2	695.95
309:9000-10800	AVG	9000-10800	309	1382	10.03	819.37
310:9000-10800	AVG	9000-10800	310	2038	15.06	1247.46
311:9000-10800	AVG	9000-10800	311	2043	81.12	6805
312:9000-10800	AVG	9000-10800	312	2044	33.54	2787.73
313:9000-10800	AVG	9000-10800	313	786	31.95	2005
314:9000-10800	AVG	9000-10800	314	871	52.22	3878.82
315:9000-10800	AVG	9000-10800	315	2754	18.91	1034.72
316:9000-10800	AVG	9000-10800	316	2776	92.16	7321
318:9000-10800	AVG	9000-10800	318	2784	15.5	1246.3
319:9000-10800	AVG	9000-10800	319	1355	17.81	1455.37
320:9000-10800	AVG	9000-10800	320	1355	3.54	283.03
321:9000-10800	AVG	9000-10800	321	1085	23.65	1790
322:9000-10800	AVG	9000-10800	322	1609	6.96	490
324:9000-10800	AVG	9000-10800	324	1610	7.96	504

ID	SIMRUN	TIMEINT	VEHICLETRAVEL TIME MEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
325:9000-10800	AVG	9000-10800	325	1363	25.94	1712.06
326:9000-10800	AVG	9000-10800	326	2242	16.04	950
327:9000-10800	AVG	9000-10800	327	1230	64.61	4318.3
328:9000-10800	AVG	9000-10800	328	2682	1.93	132.84
329:9000-10800	AVG	9000-10800	329	2904	11.79	945.73
330:9000-10800	AVG	9000-10800	330	2902	6.06	500.03
331:9000-10800	AVG	9000-10800	331	234	32.31	2756.42
332:9000-10800	AVG	9000-10800	332	658	67.14	5994.04
333:9000-10800	AVG	9000-10800	333	956	10.33	679.04
334:9000-10800	AVG	9000-10800	334	1898	3.37	191.72
335:9000-10800	AVG	9000-10800	335	1900	8.5	586.32
336:9000-10800	AVG	9000-10800	336	1893	26.61	1965.46
337:9000-10800	AVG	9000-10800	337	1435	101.41	7137.21
338:9000-10800	AVG	9000-10800	338	615	19.91	1449.08
401:9000-10800	AVG	9000-10800	401	1214	8.81	718.94
402:9000-10800	AVG	9000-10800	402	1348	11.04	717.23
403:9000-10800	AVG	9000-10800	403	535	5.05	329.14
404:9000-10800	AVG	9000-10800	404	724	1.32	86.19
405:9000-10800	AVG	9000-10800	405	315	6.38	431.89
406:9000-10800	AVG	9000-10800	406	1255	20.79	1230.8
407:9000-10800	AVG	9000-10800	407	879	20.15	745.59
408:9000-10800	AVG	9000-10800	408	942	6.5	367.19
409:9000-10800	AVG	9000-10800	409	271	6.34	460.6
410:9000-10800	AVG	9000-10800	410	524	2.19	155.49
411:9000-10800	AVG	9000-10800	411	876	2.42	168.83
412:9000-10800	AVG	9000-10800	412	1016	10.1	615.27
413:9000-10800	AVG	9000-10800	413	1452	9.37	632.08
414:9000-10800	AVG	9000-10800	414	220	7.16	525.27
415:9000-10800	AVG	9000-10800	415	920	5.27	349.94
416:9000-10800	AVG	9000-10800	416	427	21.3	1432.49
417:9000-10800	AVG	9000-10800	417	324	5.7	392.01
418:9000-10800	AVG	9000-10800	418	247	10.01	628.89
419:9000-10800	AVG	9000-10800	419	826	41.66	2038.56
301:10800-12600	AVG	10800-12600	301	2282	13.73	1109.9
302:10800-12600	AVG	10800-12600	302	1060	80.59	5472.73
303:10800-12600	AVG	10800-12600	303	1447	15.27	1003.25
304:10800-12600	AVG	10800-12600	304	1446	8.56	565.88
305:10800-12600	AVG	10800-12600	305	1772	24.66	1594.78
307:10800-12600	AVG	10800-12600	307	1052	27.91	1871.78
308:10800-12600	AVG	10800-12600	308	1377	9.22	695.95
309:10800-12600	AVG	10800-12600	309	1375	10.03	819.37
310:10800-12600	AVG	10800-12600	310	2026	15.1	1247.46
311:10800-12600	AVG	10800-12600	311	2028	81.13	6805
312:10800-12600	AVG	10800-12600	312	2029	33.53	2787.73
313:10800-12600	AVG	10800-12600	313	785	31.93	2005
314:10800-12600	AVG	10800-12600	314	868	52.22	3878.82
315:10800-12600	AVG	10800-12600	315	2761	18.7	1034.72
316:10800-12600	AVG	10800-12600	316	2766	91.54	7321

ID	SIMRUN	TIMEINT	VEHICLETRAVEL TIME MEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
318:10800-12600	AVG	10800-12600	318	2760	15.46	1246.3
319:10800-12600	AVG	10800-12600	319	1355	17.82	1455.37
320:10800-12600	AVG	10800-12600	320	1355	3.52	283.03
321:10800-12600	AVG	10800-12600	321	1104	23.69	1790
322:10800-12600	AVG	10800-12600	322	1628	6.97	490
324:10800-12600	AVG	10800-12600	324	1627	7.97	504
325:10800-12600	AVG	10800-12600	325	1372	25.97	1712.06
326:10800-12600	AVG	10800-12600	326	2245	16.23	950
327:10800-12600	AVG	10800-12600	327	1239	64.86	4318.3
328:10800-12600	AVG	10800-12600	328	2700	1.93	132.84
329:10800-12600	AVG	10800-12600	329	2913	11.81	945.73
330:10800-12600	AVG	10800-12600	330	2915	6.06	500.03
331:10800-12600	AVG	10800-12600	331	233	32.22	2756.42
332:10800-12600	AVG	10800-12600	332	650	66.98	5994.04
333:10800-12600	AVG	10800-12600	333	956	10.35	679.04
334:10800-12600	AVG	10800-12600	334	1900	3.38	191.72
335:10800-12600	AVG	10800-12600	335	1898	8.51	586.32
336:10800-12600	AVG	10800-12600	336	1906	27.31	1965.46
337:10800-12600	AVG	10800-12600	337	1413	84.67	7137.21
338:10800-12600	AVG	10800-12600	338	605	19.68	1449.08
401:10800-12600	AVG	10800-12600	401	1218	8.8	718.94
402:10800-12600	AVG	10800-12600	402	1335	11.21	717.23
403:10800-12600	AVG	10800-12600	403	535	5.05	329.14
404:10800-12600	AVG	10800-12600	404	716	1.32	86.19
405:10800-12600	AVG	10800-12600	405	323	6.37	431.89
406:10800-12600	AVG	10800-12600	406	1243	20.74	1230.8
407:10800-12600	AVG	10800-12600	407	865	20.11	745.59
408:10800-12600	AVG	10800-12600	408	943	6.5	367.19
409:10800-12600	AVG	10800-12600	409	252	6.35	460.6
410:10800-12600	AVG	10800-12600	410	524	2.19	155.49
411:10800-12600	AVG	10800-12600	411	877	2.43	168.83
412:10800-12600	AVG	10800-12600	412	1000	10.19	615.27
413:10800-12600	AVG	10800-12600	413	1463	9.4	632.08
414:10800-12600	AVG	10800-12600	414	212	7.16	525.27
415:10800-12600	AVG	10800-12600	415	917	5.28	349.94
416:10800-12600	AVG	10800-12600	416	419	21.34	1432.49
417:10800-12600	AVG	10800-12600	417	324	5.7	392.01
418:10800-12600	AVG	10800-12600	418	254	10.06	628.89
419:10800-12600	AVG	10800-12600	419	810	34.31	2038.56
301:12600-14400	AVG	12600-14400	301	2283	13.82	1109.9
302:12600-14400	AVG	12600-14400	302	1067	80.64	5472.73
303:12600-14400	AVG	12600-14400	303	1433	15.3	1003.25
304:12600-14400	AVG	12600-14400	304	1435	8.56	565.88
305:12600-14400	AVG	12600-14400	305	1757	24.69	1594.78
307:12600-14400	AVG	12600-14400	307	1052	27.91	1871.78
308:12600-14400	AVG	12600-14400	308	1379	9.24	695.95
309:12600-14400	AVG	12600-14400	309	1381	10.05	819.37
310:12600-14400	AVG	12600-14400	310	2025	15.09	1247.46

ID	SIMRUN	TIMEINT	VEHICLETRAVEL TIME MEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
311:12600-14400	AVG	12600-14400	311	2026	81.24	6805
312:12600-14400	AVG	12600-14400	312	2027	33.57	2787.73
313:12600-14400	AVG	12600-14400	313	792	32	2005
314:12600-14400	AVG	12600-14400	314	866	52.21	3878.82
315:12600-14400	AVG	12600-14400	315	2743	18.73	1034.72
316:12600-14400	AVG	12600-14400	316	2746	91.52	7321
318:12600-14400	AVG	12600-14400	318	2748	15.43	1246.3
319:12600-14400	AVG	12600-14400	319	1333	17.79	1455.37
320:12600-14400	AVG	12600-14400	320	1333	3.52	283.03
321:12600-14400	AVG	12600-14400	321	1084	23.65	1790
322:12600-14400	AVG	12600-14400	322	1608	6.96	490
324:12600-14400	AVG	12600-14400	324	1611	7.99	504
325:12600-14400	AVG	12600-14400	325	1365	25.96	1712.06
326:12600-14400	AVG	12600-14400	326	2242	16.45	950
327:12600-14400	AVG	12600-14400	327	1243	64.83	4318.3
328:12600-14400	AVG	12600-14400	328	2672	1.93	132.84
329:12600-14400	AVG	12600-14400	329	2885	11.8	945.73
330:12600-14400	AVG	12600-14400	330	2885	6.06	500.03
331:12600-14400	AVG	12600-14400	331	225	32.32	2756.42
332:12600-14400	AVG	12600-14400	332	646	67.13	5994.04
333:12600-14400	AVG	12600-14400	333	957	10.41	679.04
334:12600-14400	AVG	12600-14400	334	1897	3.39	191.72
335:12600-14400	AVG	12600-14400	335	1899	8.61	586.32
336:12600-14400	AVG	12600-14400	336	1895	28.13	1965.46
337:12600-14400	AVG	12600-14400	337	1420	83.66	7137.21
338:12600-14400	AVG	12600-14400	338	608	19.89	1449.08
401:12600-14400	AVG	12600-14400	401	1219	8.82	718.94
402:12600-14400	AVG	12600-14400	402	1324	11.18	717.23
403:12600-14400	AVG	12600-14400	403	534	5.05	329.14
404:12600-14400	AVG	12600-14400	404	705	1.31	86.19
405:12600-14400	AVG	12600-14400	405	328	6.39	431.89
406:12600-14400	AVG	12600-14400	406	1238	20.87	1230.8
407:12600-14400	AVG	12600-14400	407	869	20.17	745.59
408:12600-14400	AVG	12600-14400	408	941	6.51	367.19
409:12600-14400	AVG	12600-14400	409	249	6.34	460.6
410:12600-14400	AVG	12600-14400	410	527	2.19	155.49
411:12600-14400	AVG	12600-14400	411	876	2.43	168.83
412:12600-14400	AVG	12600-14400	412	1001	10.13	615.27
413:12600-14400	AVG	12600-14400	413	1429	9.36	632.08
414:12600-14400	AVG	12600-14400	414	215	7.14	525.27
415:12600-14400	AVG	12600-14400	415	903	5.28	349.94
416:12600-14400	AVG	12600-14400	416	421	21.38	1432.49
417:12600-14400	AVG	12600-14400	417	324	5.7	392.01
418:12600-14400	AVG	12600-14400	418	246	10	628.89
419:12600-14400	AVG	12600-14400	419	816	33.85	2038.56
301:14400-16200	AVG	14400-16200	301	2279	13.77	1109.9
302:14400-16200	AVG	14400-16200	302	1067	80.64	5472.73
303:14400-16200	AVG	14400-16200	303	1449	15.31	1003.25

ID	SIMRUN	TIMEINT	VEHICLETRAVEL TIME MEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
304:14400-16200	AVG	14400-16200	304	1449	8.57	565.88
305:14400-16200	AVG	14400-16200	305	1776	24.79	1594.78
307:14400-16200	AVG	14400-16200	307	1060	27.96	1871.78
308:14400-16200	AVG	14400-16200	308	1383	9.22	695.95
309:14400-16200	AVG	14400-16200	309	1383	10.03	819.37
310:14400-16200	AVG	14400-16200	310	2045	15.08	1247.46
311:14400-16200	AVG	14400-16200	311	2042	81.2	6805
312:14400-16200	AVG	14400-16200	312	2043	33.54	2787.73
313:14400-16200	AVG	14400-16200	313	810	32.02	2005
314:14400-16200	AVG	14400-16200	314	872	52.21	3878.82
315:14400-16200	AVG	14400-16200	315	2750	20.46	1034.72
316:14400-16200	AVG	14400-16200	316	2749	91.57	7321
318:14400-16200	AVG	14400-16200	318	2749	15.63	1246.3
319:14400-16200	AVG	14400-16200	319	1335	17.82	1455.37
320:14400-16200	AVG	14400-16200	320	1335	3.49	283.03
321:14400-16200	AVG	14400-16200	321	1087	23.66	1790
322:14400-16200	AVG	14400-16200	322	1614	6.96	490
324:14400-16200	AVG	14400-16200	324	1613	7.85	504
325:14400-16200	AVG	14400-16200	325	1363	25.9	1712.06
326:14400-16200	AVG	14400-16200	326	2244	15.96	950
327:14400-16200	AVG	14400-16200	327	1246	64.76	4318.3
328:14400-16200	AVG	14400-16200	328	2698	1.93	132.84
329:14400-16200	AVG	14400-16200	329	2922	11.8	945.73
330:14400-16200	AVG	14400-16200	330	2919	6.06	500.03
331:14400-16200	AVG	14400-16200	331	238	32.31	2756.42
332:14400-16200	AVG	14400-16200	332	660	67.11	5994.04
333:14400-16200	AVG	14400-16200	333	956	10.33	679.04
334:14400-16200	AVG	14400-16200	334	1897	3.39	191.72
335:14400-16200	AVG	14400-16200	335	1897	8.56	586.32
336:14400-16200	AVG	14400-16200	336	1891	27.85	1965.46
337:14400-16200	AVG	14400-16200	337	1413	83.23	7137.21
338:14400-16200	AVG	14400-16200	338	607	19.85	1449.08
401:14400-16200	AVG	14400-16200	401	1208	8.82	718.94
402:14400-16200	AVG	14400-16200	402	1335	11.1	717.23
403:14400-16200	AVG	14400-16200	403	534	5.04	329.14
404:14400-16200	AVG	14400-16200	404	716	1.32	86.19
405:14400-16200	AVG	14400-16200	405	324	6.38	431.89
406:14400-16200	AVG	14400-16200	406	1235	20.74	1230.8
407:14400-16200	AVG	14400-16200	407	861	20.15	745.59
408:14400-16200	AVG	14400-16200	408	942	6.5	367.19
409:14400-16200	AVG	14400-16200	409	248	6.34	460.6
410:14400-16200	AVG	14400-16200	410	525	2.19	155.49
411:14400-16200	AVG	14400-16200	411	877	2.4	168.83
412:14400-16200	AVG	14400-16200	412	1002	10.14	615.27
413:14400-16200	AVG	14400-16200	413	1452	9.38	632.08
414:14400-16200	AVG	14400-16200	414	221	7.2	525.27
415:14400-16200	AVG	14400-16200	415	915	5.27	349.94
416:14400-16200	AVG	14400-16200	416	420	21.37	1432.49

ID	SIMRUN	TIMEINT	VEHICLETRAVEL TIME MEASUREMENT	VEHS(ALL)	TRAVTM(ALL)	DISTTRAV(ALL)
417:14400-16200	AVG	14400-16200	417	324	5.7	392.01
418:14400-16200	AVG	14400-16200	418	249	9.96	628.89
419:14400-16200	AVG	14400-16200	419	807	33.75	2038.56

APPENDIX OCR-F: I-195 CPS, CONCEPT DEVELOPMENT & EVALUATION REPORT

CONCEPT DEVELOPMENT & EVALUATION 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:

FDOT

Prepared by:
BCC Engineering, LLC
6401 SW 87th Avenue, Suite 200
Miami, FL 33173

September 2020

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LIST OF EXHIBITS

LIST OF TABLES

1.0 INTRODUCTION

The purpose of the *I-195 Corridor Planning Study (CPS)* is to evaluate existing conditions and deficiencies, identify needs, and develop and evaluate improvement concepts. Study interchanges were evaluated along with interchange influence areas, and ramp junctions to identify deficiencies focusing on recurring bottlenecks. From this review, a series of base Improvements have been developed to address specific operational deficiencies and/or local issues raised by stakeholders as well as system improvement alternatives to address key study objectives related to improving system linkage, system capacity, accommodating future transportation demand, modal interrelationships, and provide better safety outcomes. The study has also evaluated the feasibility of providing protected bicycle/pedestrian connections between the City of Miami Beach and the City of Miami.

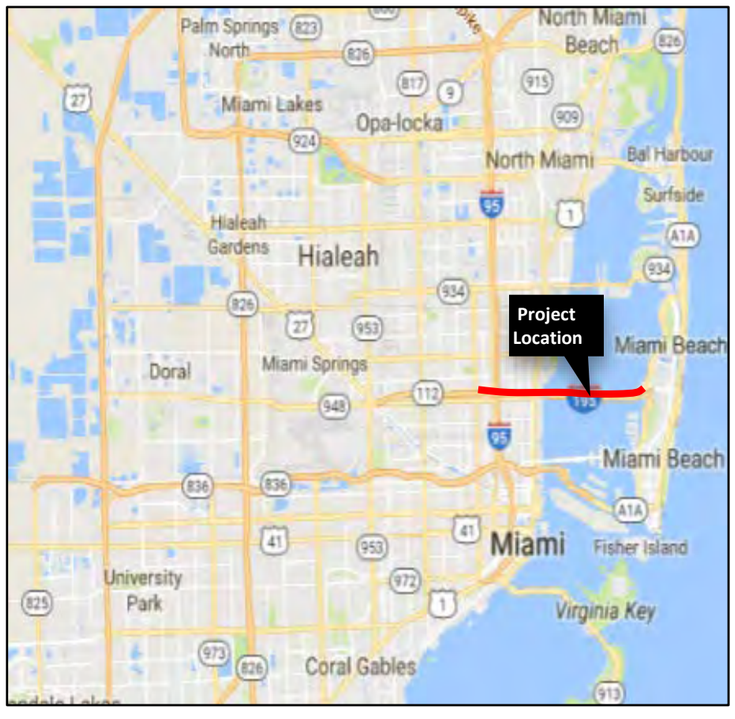
This report documents the identification, development and evaluation of the alternatives using a two-tiered approach including the criteria and performance measures used to develop and evaluate the improvements. This report also identifies and evaluates a refined build concept that can be further developed in the next Project Development & Environment (PD&E) phase of the project.

1.1 Project Description

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 (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, SR 112/I-195 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/ Julia Tuttle Causeway corridor from NW 12th Avenue (west of I-95) to the Alton Road interchange to the east in Miami Beach. The following interchanges exist within the study limits: NW 12th Avenue (partial), I-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-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 Location Map**	*Report Title:* **Concept Development & Evaluation Report**	*Exhibit No.* 1-1 *Page No.* *Date:* 9/19

2.0 PROJECT PURPOSE AND NEED

The purpose and need for a project provide the basis for identifying, developing, evaluating, and screening of alternatives. The purpose and need will help set the framework for the development and evaluation of alternatives identified in this report.

2.1 Project Purpose

The purpose of this project is to provide multimodal improvements within the I-195 study corridor to address current and future mobility, transportation demand and safety issues as well as improved access for multimodal users of the corridor including I-95 express lanes access for transportation users along I-195 east of I-95. Additionally, the project is intended to provide improved bicycle/pedestrian connectivity between the Cities of Miami and Miami Beach consistent with the vision of the Miami-Dade 2040 Long Range Transportation Plan (for non-motorized users) to create interconnected bicycle and pedestrian friendly communities throughout the county. This I-195 CPS is the first phase of the planning process. Alternatives identified will be further refined and developed in the subsequent Project Development and Environment (PD&E) phase.

2.2 Project Need

Per Part 2, Chapter 1, of the FDOT PD&E manual, the following elements of need for the project were considered.

2.2.1 Project Status

FDOT initiated a Planning Study in August 2017 for the SR 112/I-195 Corridor from NW 12th Avenue west of I-95 in the City of Miami to Alton Road in the City of Miami Beach. A Project Advisory Team comprising representative stakeholders from various governmental and quasigovernmental entities was formed and provided technical oversight to the project team. Additional stakeholder coordination included meetings with elected officials (representing constituents of the study area), public workshops, presentation to the Miami-Dade TPO Bicycle Pedestrian Action Committee (BPAC), meetings with representatives from the Miami Design District as well as meetings with the Biscayne Neighborhoods Association and the Miami Beach Chamber of Commerce. Top priorities gleaned from the initial stakeholder coordination included desires for:

- Improved access at the I-195 interchange with N Miami Avenue (i.e., conversion from partial to full interchange);
- Improved access at the terminal of the off-ramp from eastbound I-195 to Biscayne Boulevard to allow direct left-turn access to the high-density residential areas to the east along NE 36th Street;
- Multimodal improvements within the study area and,
- Development of a long-term plan to mitigate the anticipated impacts to the regional network due to the reconstruction of the I-395 corridor to the south.

The planning study identifies alternatives for further evaluation in the next project PD&E phase.

2.2.2 System Linkage

I-195 is a corridor on FDOT's Strategic Intermodal System (SIS) network which comprises Corridors, Hubs and Connectors. Each component of the SIS network is described as follows:

- ***Corridors*** on the SIS include - Highways, passenger and freight rail lines, urban fixed guideway transit, and waterways connecting regions within Florida or connecting Florida and other states or nations.
- ***Hubs*** within the SIS include - Airports, spaceports, seaports, rail terminals, and other types of freight and passenger terminals moving goods or people between Florida regions or between Florida and other states and nations.
- ***Connectors*** on the SIS include - Highways, passenger and freight rail lines, urban fixed guideway transit, and waterways linking hubs to corridors, linking hubs to other hubs, or linking corridors to major military facilities.

The SIS is Florida's high priority network of transportation facilities important to the State's economy and mobility. Within the FDOT D6 Planning area, the I-195 corridor intersects with I-95 (another major SIS corridor) and connects Miami Beach and areas east of I-95 to the Miami International Airport (a SIS Hub). This project aims to improve the System Linkage in two ways:

1. By providing direct connections between the I-95 express lanes and the population and major activity centers along I-195 to the east of I-95 which currently do not exist today. This has long been a source of critical concern for residents and businesses located in this area of the County. Existing transportation users from this area currently desiring to access the I-95 express lanes must travel along circuitous routes significant distances west of the I-195/I-95 Interchange enduring inconvenient increases in travel time and heavy congestion.
2. By providing improved bicycle/pedestrian connectivity between the City of Miami and Miami Beach consistent with the vision of the Miami-Dade 2040 Long Range Transportation Plan (for non-motorized users) thus contributing to an interconnected bicycle and pedestrian friendly system countywide. The improved bicycle/pedestrian connectivity would also help provide safe access to fishing spots along the causeway

It is anticipated that these improvements in System Linkages will greatly enhance the effective movement of people, goods, and services within this area of the County.

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2.2.3 Capacity

Roadway facilities on the Florida State Highway System located in urbanized areas (such as the SR 112/I-195 study corridor) are planned to maintain a minimum Level of Service (LOS) 'D' target according to FDOT *Topic No: 000-525-006-c Level of Service Targets for the State Highway System – Effective April 19, 2017*. Based on analyses conducted in the February 2019 *I-195 CPS Existing and Future No-Build Traffic Analysis Report*, several capacity and operational deficiencies were identified for the existing conditions and these are projected to be exacerbated in the future.

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 comprising basic, weaving, merge and diverge types, were combined to form continuous connected facilities in each direction so that the effects of downstream traffic operating conditions were considered in reporting the operations along a given facility. Traffic density (passenger cars per lane per mile) was used as the measure of effectiveness to estimate the LOS of facility segments.

Exhibits 2-1 through **2-3** on the following pages summarize the traffic operations for SR 112/I-195 freeway segment and ramp areas showing exacerbated operations for the future no-build planning horizon of year 2045. Traffic operations are projected to degrade across the freeway and ramp area network within the study area. Poor levels of service are projected (i.e., LOS 'E' and LOS 'F') on several segments during the AM and PM peak hours underscoring the need for future improvements to target these deficiencies.

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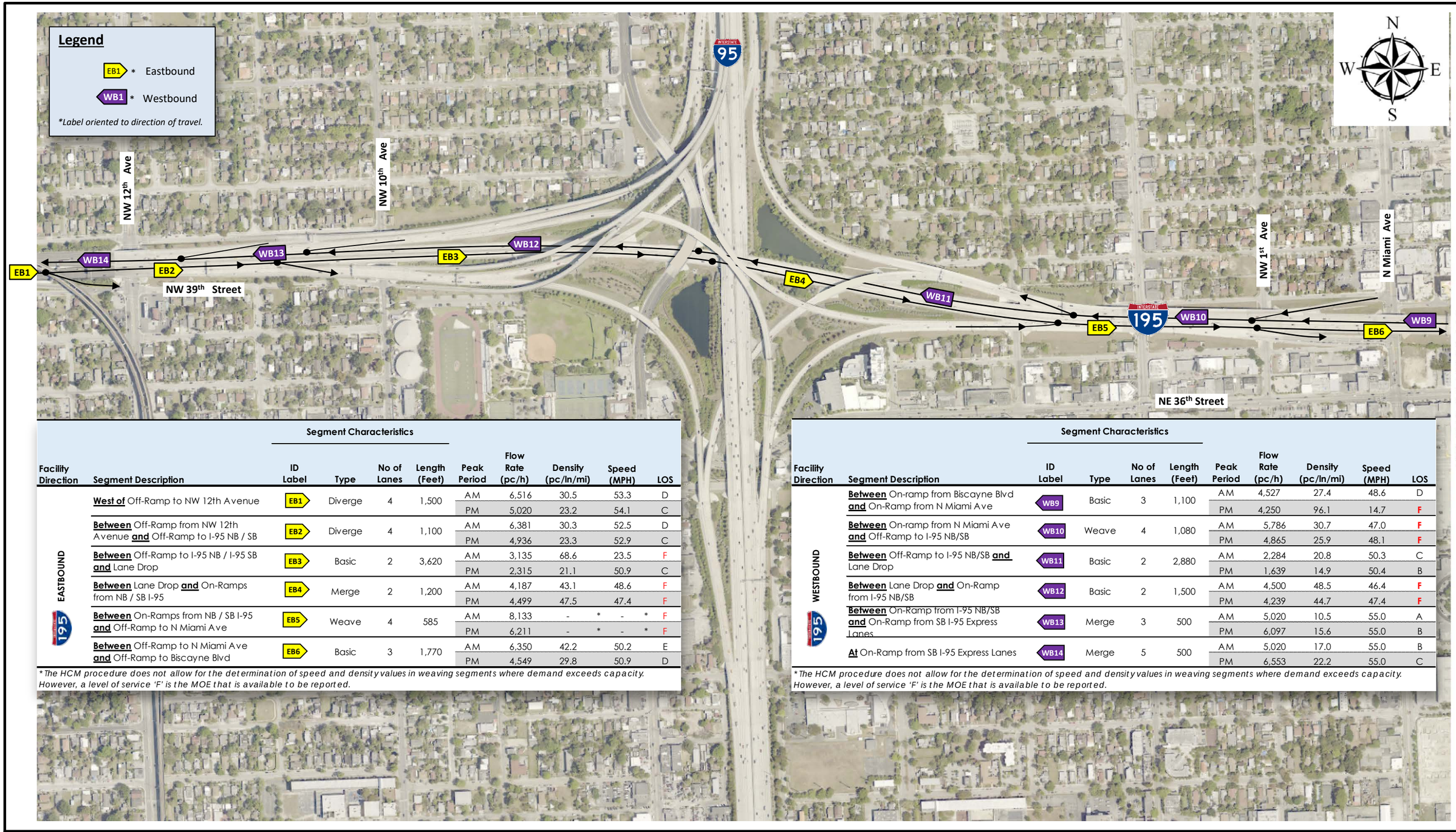


EASTBOUND

Facility Direction	Segment Description	ID Label	Type	No of Lanes	Length (Feet)	Peak Period	Flow Rate (pc/h)	Density (pc/ln/mi)	Speed (MPH)	LOS
	West of Off-Ramp to NW 12th Avenue	EB1	Diverge	4	1,500	AM	6,516	30.5	53.3	D
						PM	5,020	23.2	54.1	C
	Between Off-Ramp from NW 12th Avenue **and** Off-Ramp to I-95 NB / SB	EB2	Diverge	4	1,100	AM	6,381	30.3	52.5	D
						PM	4,936	23.3	52.9	C
	Between Off-Ramp to I-95 NB / I-95 SB **and** Lane Drop	EB3	Basic	2	3,620	AM	3,135	68.6	23.5	F
						PM	2,315	21.1	50.9	C
	Between Lane Drop **and** On-Ramps from NB / SB I-95	EB4	Merge	2	1,200	AM	4,187	43.1	48.6	F
						PM	4,499	47.5	47.4	F
I-195	**Between** On-Ramps from NB / SB I-95 **and** Off-Ramp to N Miami Ave	EB5	Weave	4	585	AM	8,133	- *	- *	F
						PM	6,211	- *	- *	F
	Between Off-Ramp to N Miami Ave **and** Off-Ramp to Biscayne Blvd	EB6	Basic	3	1,770	AM	6,350	42.2	50.2	E
						PM	4,549	29.8	50.9	D

** 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.*

WESTBOUND

Facility Direction	Segment Description	ID Label	Type	No of Lanes	Length (Feet)	Peak Period	Flow Rate (pc/h)	Density (pc/ln/mi)	Speed (MPH)	LOS
	Between On-ramp from Biscayne Blvd **and** On-Ramp from N Miami Ave	WB9	Basic	3	1,100	AM	4,527	27.4	48.6	D
						PM	4,250	96.1	14.7	F
	Between On-ramp from N Miami Ave **and** Off-Ramp to I-95 NB/SB	WB10	Weave	4	1,080	AM	5,786	30.7	47.0	F
						PM	4,865	25.9	48.1	F
	Between Off-Ramp to I-95 NB/SB **and** Lane Drop	WB11	Basic	2	2,880	AM	2,284	20.8	50.3	C
						PM	1,639	14.9	50.4	B
	Between Lane Drop **and** On-Ramp from I-95 NB/SB	WB12	Basic	2	1,500	AM	4,500	48.5	46.4	F
						PM	4,239	44.7	47.4	F
I-195	**Between** On-Ramp from I-95 NB/SB **and** On-Ramp from SB I-95 Express Lanes	WB13	Merge	3	500	AM	5,020	10.5	55.0	A
						PM	6,097	15.6	55.0	B
	At On-Ramp from SB I-95 Express Lanes	WB14	Merge	5	500	AM	5,020	17.0	55.0	B
						PM	6,553	22.2	55.0	C

** 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.*

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:

Future No-Build Freeway Traffic Operations Summary (Sheet 1 of 3)

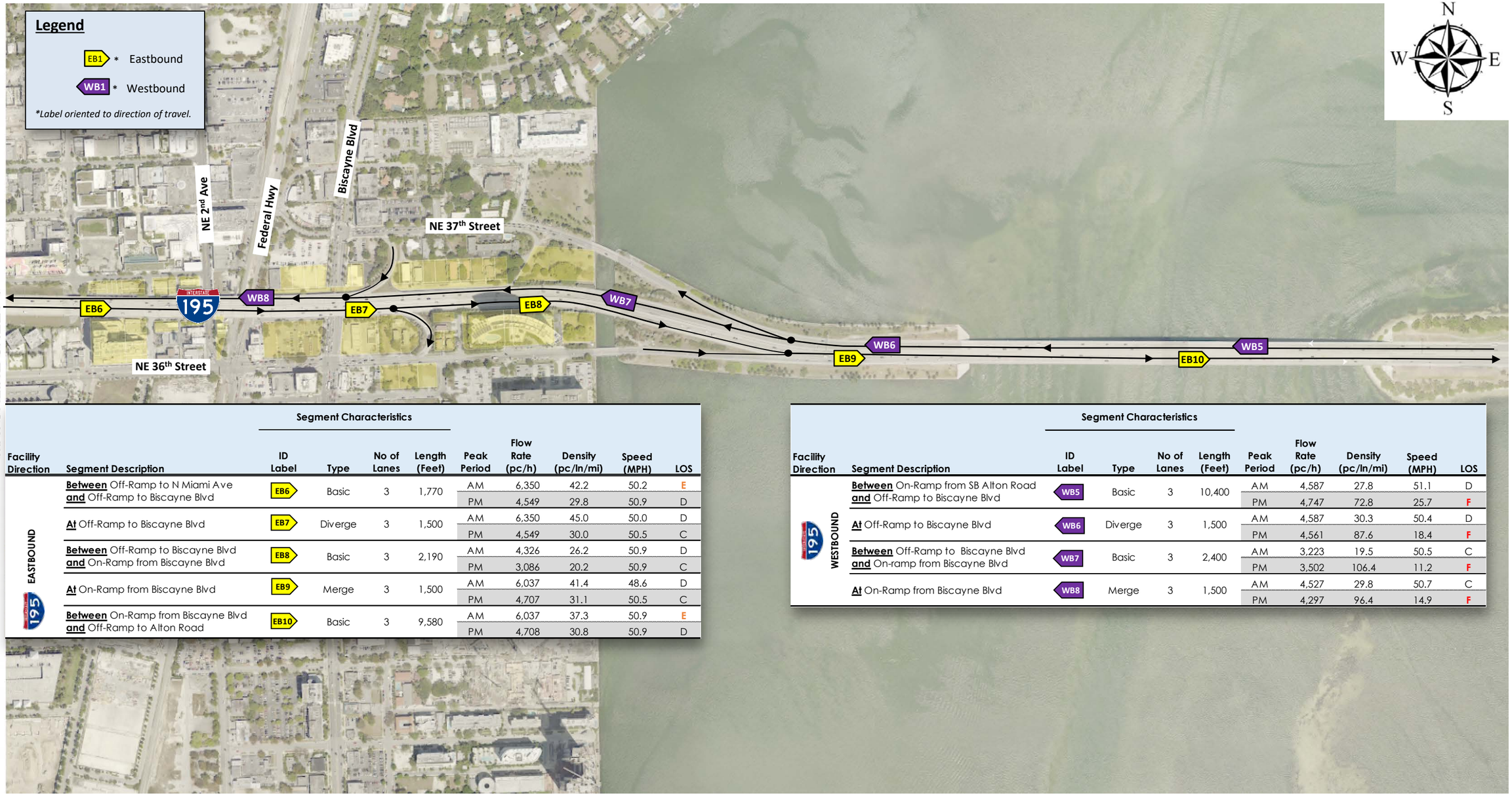
Report Title:

Concept Development & Evaluation Report

Exhibit No. 2-1

Page No.

Date: 9/19



Facility Direction	Segment Description	ID Label	Type	No of Lanes	Length (Feet)	Peak Period	Flow Rate (pc/h)	Density (pc/ln/mi)	Speed (MPH)	LOS
EASTBOUND I-195	**Between** Off-Ramp to N Miami Ave **and** Off-Ramp to Biscayne Blvd	EB6	Basic	3	1,770	AM	6,350	42.2	50.2	E
						PM	4,549	29.8	50.9	D
	At Off-Ramp to Biscayne Blvd	EB7	Diverge	3	1,500	AM	6,350	45.0	50.0	D
						PM	4,549	30.0	50.5	C
	Between Off-Ramp to Biscayne Blvd **and** On-Ramp from Biscayne Blvd	EB8	Basic	3	2,190	AM	4,326	26.2	50.9	D
						PM	3,086	20.2	50.9	C
	At On-Ramp from Biscayne Blvd	EB9	Merge	3	1,500	AM	6,037	41.4	48.6	D
						PM	4,707	31.1	50.5	C
	Between On-Ramp from Biscayne Blvd **and** Off-Ramp to Alton Road	EB10	Basic	3	9,580	AM	6,037	37.3	50.9	E
						PM	4,708	30.8	50.9	D

Facility Direction	Segment Description	ID Label	Type	No of Lanes	Length (Feet)	Peak Period	Flow Rate (pc/h)	Density (pc/ln/mi)	Speed (MPH)	LOS
WESTBOUND I-195	**Between** On-Ramp from SB Alton Road **and** Off-Ramp to Biscayne Blvd	WB5	Basic	3	10,400	AM	4,587	27.8	51.1	D
						PM	4,747	72.8	25.7	F
	At Off-Ramp to Biscayne Blvd	WB6	Diverge	3	1,500	AM	4,587	30.3	50.4	D
						PM	4,561	87.6	18.4	F
	Between Off-Ramp to Biscayne Blvd **and** On-ramp from Biscayne Blvd	WB7	Basic	3	2,400	AM	3,223	19.5	50.5	C
						PM	3,502	106.4	11.2	F
	At On-Ramp from Biscayne Blvd	WB8	Merge	3	1,500	AM	4,527	29.8	50.7	C
						PM	4,297	96.4	14.9	F

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:

Future No-Build Freeway Traffic Operations Summary (Sheet 2 of 3)

Report Title:

Concept Development & Evaluation Report

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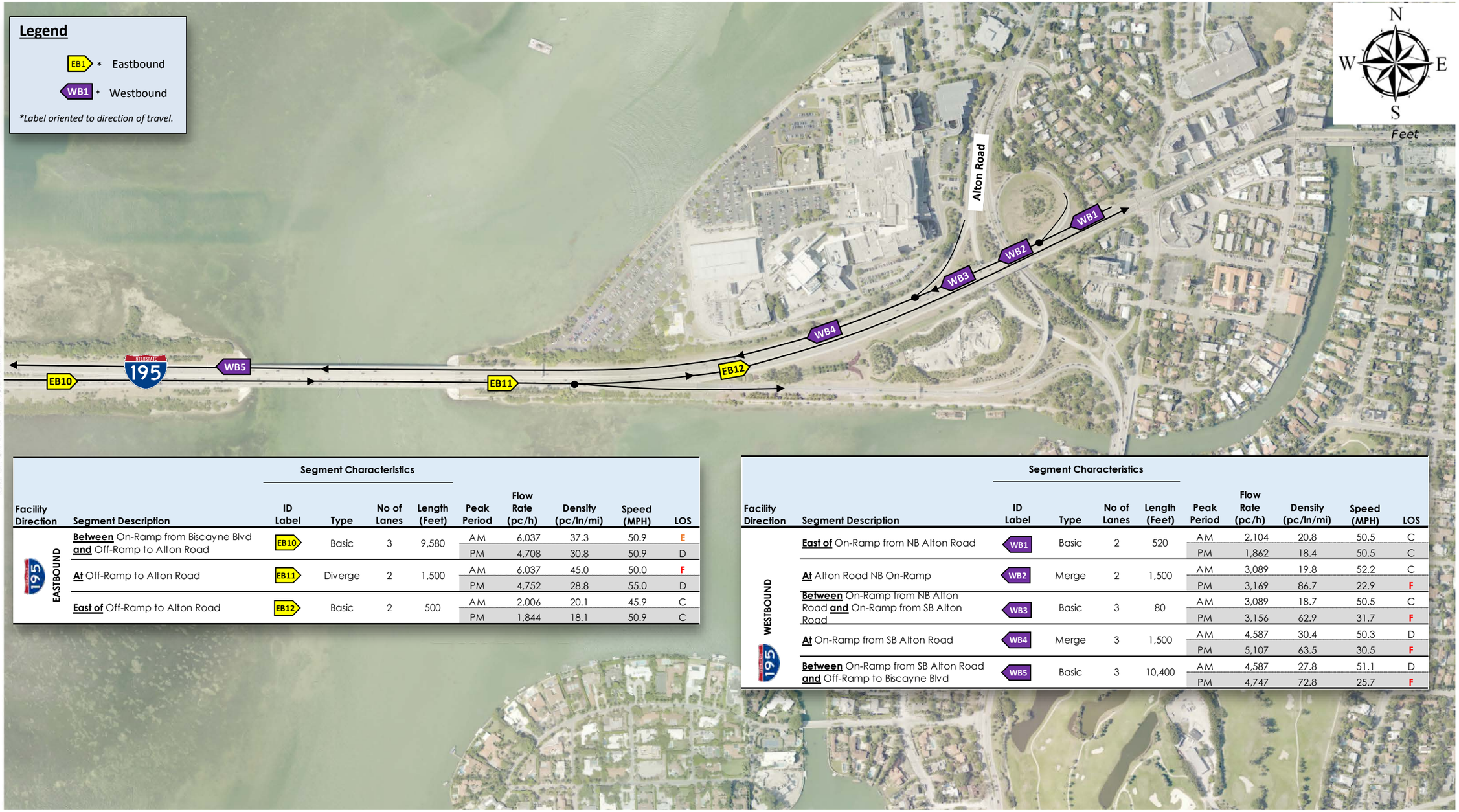
MATCHLINE SHEET 2



Facility Direction	Segment Description	ID Label	Type	No of Lanes	Length (Feet)	Peak Period	Flow Rate (pc/h)	Density (pc/ln/mi)	Speed (MPH)	LOS
EASTBOUND	**Between** On-Ramp from Biscayne Blvd **and** Off-Ramp to Alton Road	EB10	Basic	3	9,580	AM	6,037	37.3	50.9	E
						PM	4,708	30.8	50.9	D
	At Off-Ramp to Alton Road	EB11	Diverge	2	1,500	AM	6,037	45.0	50.0	F
						PM	4,752	28.8	55.0	D
	East of Off-Ramp to Alton Road	EB12	Basic	2	500	AM	2,006	20.1	45.9	C
						PM	1,844	18.1	50.9	C

Segment Characteristics

Facility Direction	Segment Description	ID Label	Type	No of Lanes	Length (Feet)	Peak Period	Flow Rate (pc/h)	Density (pc/ln/mi)	Speed (MPH)	LOS
WESTBOUND	**East of** On-Ramp from NB Alton Road	WB1	Basic	2	520	AM	2,104	20.8	50.5	C
						PM	1,862	18.4	50.5	C
	At Alton Road NB On-Ramp	WB2	Merge	2	1,500	AM	3,089	19.8	52.2	C
						PM	3,169	86.7	22.9	F
	Between On-Ramp from NB Alton Road **and** On-Ramp from SB Alton Road	WB3	Basic	3	80	AM	3,089	18.7	50.5	C
						PM	3,156	62.9	31.7	F
	At On-Ramp from SB Alton Road	WB4	Merge	3	1,500	AM	4,587	30.4	50.3	D
						PM	5,107	63.5	30.5	F
	Between On-Ramp from SB Alton Road **and** Off-Ramp to Biscayne Blvd	WB5	Basic	3	10,400	AM	4,587	27.8	51.1	D
						PM	4,747	72.8	25.7	F

Segment Characteristics

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:

Future No-Build Freeway Traffic Operations Summary (Sheet 3 of 3)

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Concept Development & Evaluation Report

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2.2.4 Transportation Demand

A review of the *Miami-Dade 2040 Long Range Transportation Plan (LRTP), October 2014* shows significant growth in population within the Project area. The growth in population between the year 2010 and the forecast year 2040 is depicted in **Exhibit 2-4** on the following page. The I-195 Study corridor either falls within or is bounded by the "North" and the "Beach/CBD" Planning areas. **Table 2-1** below presents a summary of the population growth in these planning areas.

Table 2-1: Miami-Dade County Population Summary

Planning Area	Population			% Growth
	2010	2040	Change	
North	513,938	712,036	198,098	39%
Beach/CBD	380,838	543,806	162,968	43%

Source: Miami-Dade 2040 LRTP Data Compilation Review and Development Report, October 23, 2014

Overall, the projected percentage in population growth is around 40% which underscores the increase in transportation demand projected for the study area and the associated improvements that will need to be made to the transportation infrastructure.

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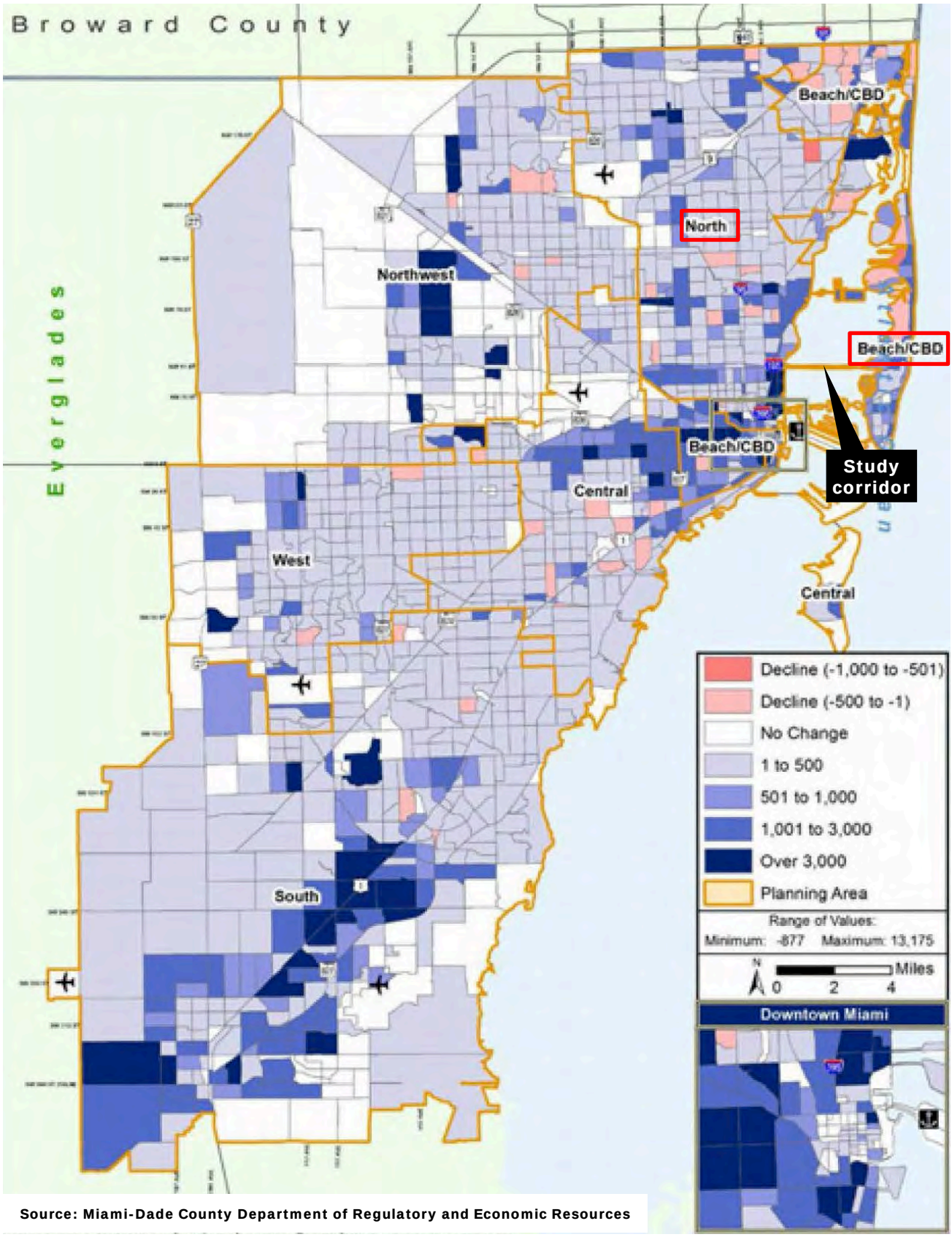

Source: Miami-Dade County Department of Regulatory and Economic Resources

Exhibit 2-4: 2010 To 2040 Miami-Dade County Change in Population

2.2.5 Modal Interrelationships

The proposed project will complement other modes of transportation beyond enhancing mobility for automobiles. It is anticipated this project will improve travel between Miami International Airport (MIA) and Miami Beach as well as result in improved transit and bicycle/pedestrian mobility within the study area.

- ***Miami International Airport*** - I-195 is an important limited access facility in Miami-Dade County providing a direct connection between Miami International Airport (via SR 112), I-95, and the densely populated areas of Miami Beach. The Miami-Dade County Board of County Commissioners recently adopted a new capital improvement program for MIA to fund up to $5 billion in airport-wide modernization projects over the next five to 15 years. It is anticipated this would pave the way for future growth in passenger and cargo traffic at MIA which is projected to reach 77 million travelers and more than four million tons of freight by the year 2040. A pertinent objective of the *Miami-Dade Comprehensive Development Master Plan (CDMP) October 2013*, requires a coordinated effort through the transportation planning and project review processes to make roadway access to airports compatible with the applicable Airport Master Plans, County and Florida Aviation Systems Plans, the Florida Department of Transportation Work Program, and consistent with the Transportation and Capital Improvement Elements of the Miami-Dade County Comprehensive Development Master Plan *(ref. Objective AV-4C, Aviation Sub element, Transportation Element, CDMP)*. The SR 112/I-195 improvement project will further this objective to the extent improvements are identified that improve mobility between the Miami-Beach and the Airport compatible with MIA future expansion plans.

- ***Proposed BERT Beach Express North Route/Miami Beach*** – The Strategic Miami Area Rapid Transit (SMART) Plan was adopted on April 21, 2016 by the Miami-Dade TPO Board as a top priority to promote the advancement of rapid transit corridors and transit supportive projects across the County. The SMART Plan will expand transit options in Miami-Dade County along six critical corridors that are linked to regional, state, national, and global economic markets. A critical component of the SMART Plan is a network of Express Buses, known as Bus Express Rapid Transit (BERT), that will connect the SMART rapid transit corridors on limited access facilities, thus promoting the active expansion of South Florida's Express Lanes network. The Beach Express North service will advance the SMART Plan as it is one of the three (3) BERT routes from the mainland to Miami Beach shown in the SMART Plan. BERT service will consist of enhanced branded buses operating limited stop service operating along roadway shoulders or within dedicated transit lanes, where feasible, to reduce travel time and help ensure service schedule reliability. Transit ridership is expected to increase as commuters will experience decreased travel time, decreased expense, and increased reliability. The Beach Express North service is planned to operate between the Park-and-Ride Lot at the Golden Glades Interchange to the north and Miami Beach via the I-95 Express Lanes and the SR 112/I-195/Julia Tuttle Causeway Corridor. New connections between the I-95 express lanes and I-195 to the east to be developed as part of this project, will be integral to the long-term successful operation of the Beach Express North service.

- ***Bicycle / Pedestrian Accommodations*** – The project is intended to fulfill a vision of the Miami-Dade 2040 Long Range Transportation Plan of creating interconnected bicycle and pedestrian friendly communities throughout the County. The development of a dedicated bicycle/pedestrian facility along the Causeway to provide a safe and improved bicycle/pedestrian connection between the City of Miami and Miami Beach is consistent with furthering this vision and fills a key gap that exists in the system today.

2.2.6 Safety

The October 2018 *I-195 CPS Existing Conditions Report* documents an analysis of the 5-year historical crash data (available at the time the report was prepared) along the I-195 study corridor from NW 12th Avenue to Alton Road. Based on five years of crash data (January 2011 to December 2015) obtained from FDOT's Crash Analysis Reporting System (CARS), a total of 2,395 crashes were reported. There was a year over year increase in the number of crashes with 371 crashes in 2011, 409 crashes in 2012, 459 crashes in 2013, 501 crashes in 2014, and 655 crashes in 2015. The leading crash types along the study corridor were rear end with 1,206 crashes (50 percent) and sideswipe with 336 crashes (14 percent).

Along the study corridor, a couple segments exhibited abnormally high crash characteristics within the five-year review period including:

- I-195 just east of the I-95 overpass that had an abnormally high number of crashes in year 2011; and
- SR 112/Julia Tuttle Causeway from Alton Road North/South Off-ramp (MP 4.351) to Alton Road (4.910)] which had an abnormally high number of crashes in years 2013, 2014 and 2015.

Several locations along the study corridor exhibited a concentration or clustering of crashes, indicative of potential safety issues that need to be assessed. Crash clusters were noted at:

- SR 112 at NW 12th Avenue
- SR 112/I-195 at I-95
- SR 112/I-195 at North Miami Avenue
- SR 112/I-195 at Exit Ramp to Alton Road
- SR 112/I-195 EB/WB at Alton Road

Most cluster locations had rear-end and sideswipe crashes as their leading frequency crash types during the five-year study period. These crash patterns are typical of highly congested roadways with frequent stop-and-go traffic conditions. Additionally, it should be noted that some locations are directly impacted by traffic within the influence area of on or off-ramps to I-195. **Table 2-2** on the following page summarizes the probable contributing causes for the crash clusters based on the review of the crash summaries and aerials.

Table 2-2: Crash Clusters Probable Causes

Cluster	Crash Pattern(s)	Probable Cause(s)
SR 112/I 195 at Exit Ramp To NW 12 Avenue	**Rear End (41%)** (Mostly eastbound)	• tourist) • Excessive speed • Ramp Traffic spillover • Lack of Deceleration lane • Construction • Aggressive driving
	Sideswipe (17%)	• Congestion • Sign Visibility issues • Abrupt lane changing • Construction • Ramp lane spillover
SR 112/I 195 Under I-95 Overpass	**Rear End (55%)** (Mostly eastbound)	• Congestion • Excessive speed • Narrowing of Lanes (merge lane related)
	Sideswipe (21%)	• Excessive speed • Narrowing of Lanes (merge lane related) • Abrupt lane changing
SR 112/I 195 at N Miami Avenue	**Rear End (60%)** (Mostly eastbound)	• Congestion (due to capacity constraints at the arterial level) • Excessive speed • Ramp Traffic spillover • Lack of Deceleration lane
	Sideswipe (16%) (Mostly during peak traffic periods)	• Congestion (due to capacity constraints at the arterial level) • Excessive speed • Ramp Traffic spillover
SR 112/I 195 at Gore Approaching Exit Ramp To Alton Road	**Rear End (68%)** (Mostly eastbound)	• Aggressive driving • Abrupt lane changing • Congestion (related to ramp spillover) • Excessive speed • Drivers not aware of access points • Poor Signage
	Sideswipe (7%) (Mostly eastbound)	• Congestion • Abrupt lane changing • Aggressive driving
SR 112/I 195 at Gore Approaching Exit Ramp To N/S Alton Road	**Rear End (73%)** (Mostly eastbound)	• Aggressive driving • Abrupt lane changing • Congestion
SR 112/I 195 at Alton Road	**Rear End (64%)** (Mostly eastbound)	• Congestion • Vertical grade differential • Drivers not aware of access points

These probable causes belie safety issues that will need to be addressed by the project.

3.0 FUTURE ORIGIN-DESTINATION TRAFFIC FLOWS

Understanding the future origin-destination traffic flows within the study area is essential to identifying alternative improvement concepts (including those that incorporate new connections between I-95 Express Lanes and I-195 to /from the east) and predicting the likely traffic demand to be served by them. A review of this information is also important in quantifying the likely benefits of separating longer trip pairs along the I-195 corridor between I-95 and Miami Beach from shorter trip pairs along the study corridor between I-95 and the Midtown Interchange Area.

3.1 StreetLight (Origin-Destination Data Source)

StreetLight is a service that provides on-demand access to state-of-the-art Big Data resources and processing software for transportation. It provides transportation data sets aggregated from a plethora of location-based devices including cell phones, connected cars, fleet management systems, smart phone applications, and more into trips and activities. Dozens of additional spatial and statistical data sets such as census and land-use information are also incorporated into the StreetLight data set to enhance its contextual richness. The sample sizes generally represent more than 10% of the personal and heavy vehicular traffic in the US.

Key processing steps for Streetlight data include:

- ***Anonymization:*** All data are anonymized where metrics describe groups not persons, thereby eliminating privacy concerns.
- ***Patternization:*** Data are grouped into trips and series of activities, including the identification of trip origins and destinations, and the route taken along the road network.
- ***Contextualization:*** Context is added to the metrics by incorporating information such as speed limits, road network presence, and census data.
- ***Metric Creation***: Users of the StreetLight database specify queries (i.e.: key Zones, time parameters, etc.), and StreetLight provides CSV files and visualizations. In this step, a study area is established in which various zones/gates are defined as either origins or destinations to capture the travel patterns between these zones.

StreetLight data were obtained for the study area and analyzed to quantify existing origin-destination traffic flows within the I-195 study area.

3.2 Existing Origin-Destination Pairs

Several origins and destinations were defined to capture existing travel flows entering and exiting the study area. StreetLight origin-destination data during the month of April 2018 were extracted and processed (and are anticipated to be representative of the traffic flows during the peak months according to the typical seasonal variations from the FDOT Florida Online Traffic Count database). **Exhibit 3-1** on the following page illustrates the locations of the origins and destinations used to capture the traffic flows.

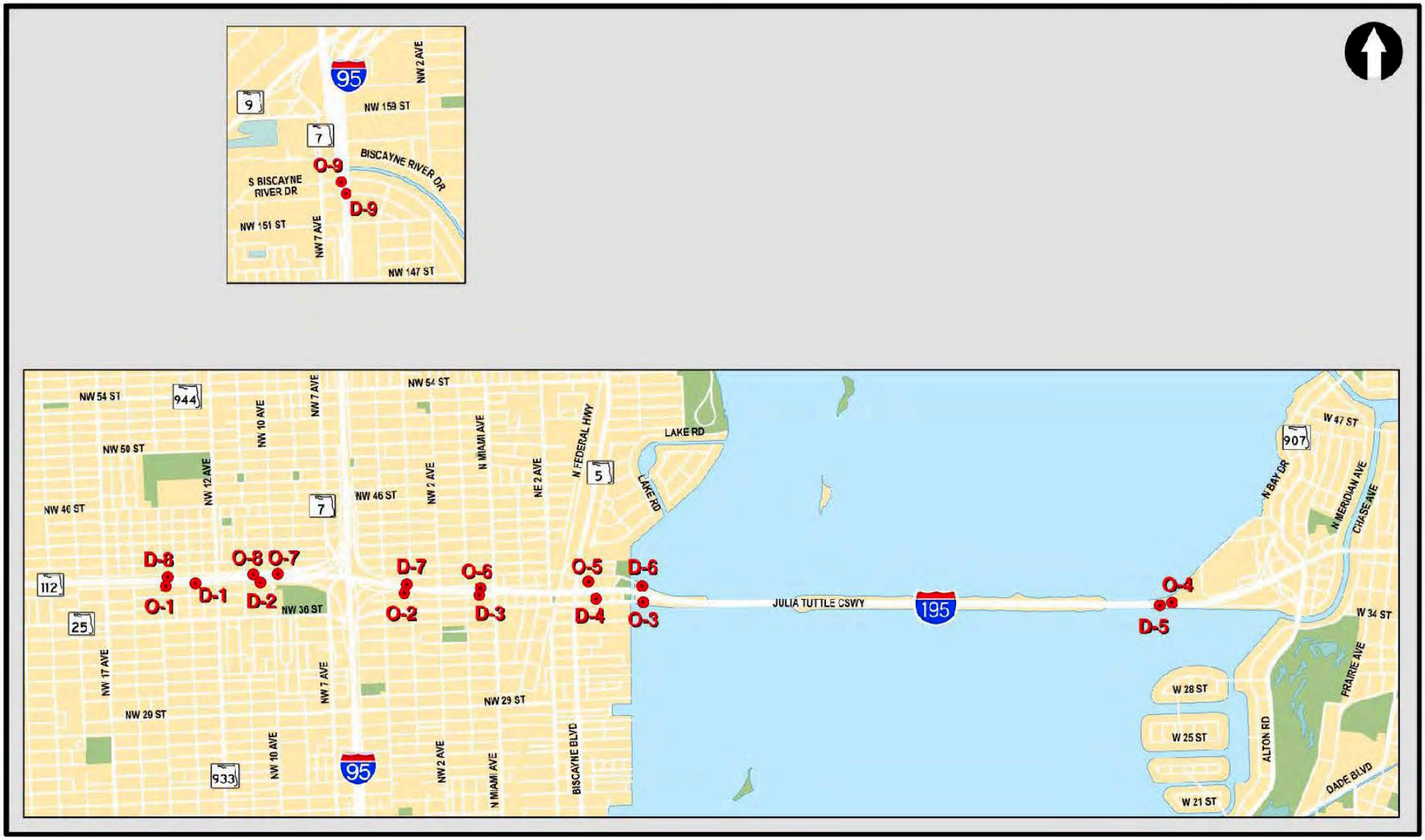

Exhibit 3-1: StreetLight Origin-Destination Stations

Descriptions of the origins and destinations illustrated in **Exhibit 3-1** are defined as follows:

Origins

- O - 1 Eastbound I-195 Mainline west of NW 12th Avenue
- O - 2 On-Ramp from northbound I-95/southbound I-95 to eastbound I-195
- O - 3 On-ramp from Biscayne Boulevard to eastbound I-195
- O - 4 Westbound I-195 Mainline west of On-Ramp from Alton Road
- O - 5 On-ramp from Biscayne Boulevard to westbound I-195
- O - 6 On-ramp from N Miami Avenue to westbound I-195
- O - 7 On-Ramp from northbound I-95/southbound I-95 to westbound I-195
- O - 8 On-Ramp from southbound I-95 Express to westbound I-195
- O - 9 Southbound I-95 Mainline *near the Golden Glades Interchange (GGI) just north of the existing southbound entrance to the I-95 southbound express lanes.* It is anticipated that this location would capture the origin of the likely southbound I-95 Express lanes to I-195 eastbound demand for any new connection between the I-95 southbound express lanes and I-195 eastbound.

Destinations

- D - 1 Off-Ramp to NW 12th Avenue from I-195 eastbound
- D - 2 Off-Ramp to northbound & southbound I-95/I-95 Express from SR 112/I-195 eastbound
- D - 3 Off-ramp to N Miami Avenue from eastbound I-195
- D - 4 Off-ramp to Biscayne Boulevard from eastbound I-195
- D - 5 Eastbound I-195 Mainline west of Off-Ramp to Alton Road
- D - 6 Off-ramp to Biscayne Boulevard from westbound I-195
- D - 7 Off-Ramp to northbound I-95/southbound I-95 from westbound I-195
- D - 8 Westbound I-195 Mainline west of NW 12th Avenue
- D - 9 Northbound I-95 Mainline *near the Golden Glades Interchange (GGI)* just south of the existing northbound entrance to the I-95 northbound express lanes. It is anticipated that this location would capture the destination of the likely I-195 westbound to I-95 northbound Express lanes demand for any new connection between I-195 westbound and the I-95 northbound express lanes.

Origin-Destination data from StreetLight for the month of April 2018 were processed for the 6:00 AM to 10:00 AM Period as well as the 3:00 PM to 8:00 PM period. This should provide a sufficient sampling of data that is representative of the travel patterns within the study area during the typical AM and PM peak periods. The data obtained from StreetLight was checked for reasonableness using independent data sources such as the FDOT Florida Traffic Online Traffic Counts Database. Existing Origin-Destination summaries are included in **Appendix A**.

3.3 Future Origin-Destination Summary

Existing Origin-Destination Percentages were used as a starting point to estimate future traffic flow patterns. Minor adjustments were made to establish Origin-Destination summaries that were consistent with the historical count trends in the study area. Additionally, since StreetLight gathers data that are location-based it was necessary to adjust for anomalies that result from the counting of multiple devices in one vehicle as separate trips. The data were examined to address O-D pairs where this phenomenon was likely, and adjustments were made as appropriate. **Appendix A** includes a summary of the adjustments made.

The adjusted Origin-Destination percentages were applied to the Design Hour Traffic peak-hour volumes for 2045 No-Build conditions (described in Section 5.0 of the February 2019 *I-195 CPS Existing and Future No-Build Traffic Analysis Report*), to estimate the future 2045 No-Build Origins-Destinations. **Exhibits 3-2** and **3-3** on the following pages summarize the predicted O-D Travel Patterns for the future 2045 No-Build conditions. **Appendix A** includes an excerpt of the 2045 Future No-Build Peak Hour Volumes developed as part of the February 2019 *I-195 CPS Existing and Future No-Build Traffic Analysis Report*.

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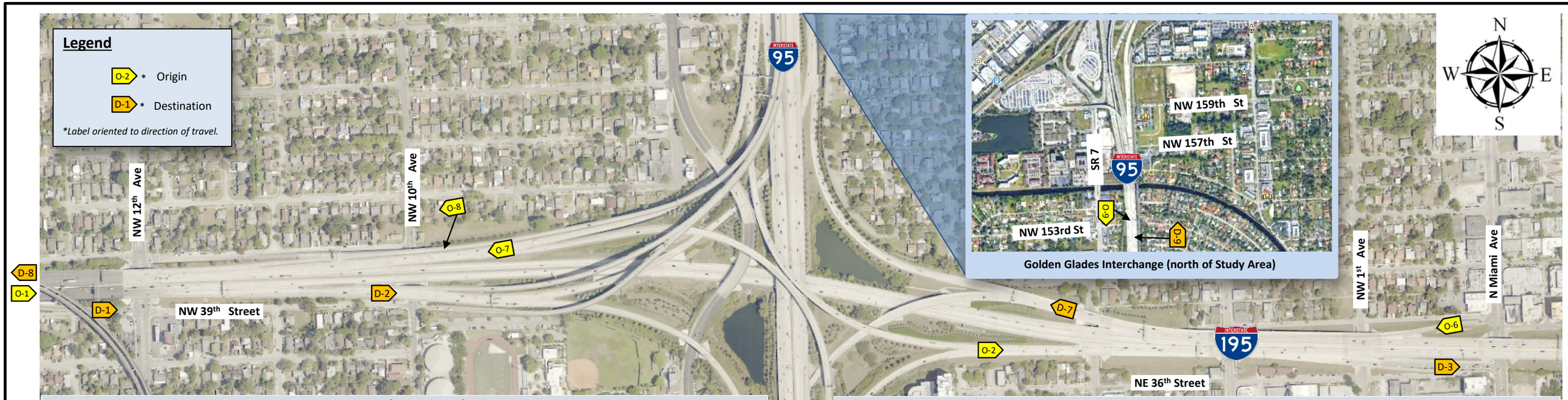

MATCHLINE SHEET 2

2045 O-D (AM Peak Hour)

ORIGINS \ DESTINATIONS			Location Description	Off-Ramp to NW 12th Ave From I-195 EB	Off-Ramp to NB & SB I-95/I-95 Express From I-195 EB	Off-ramp to N Miami Ave from EB I-195	Off-ramp to Biscayne Blvd from EB I-195	EB I-195 Mainline W of Off-Ramp to Alton Road	Off-ramp to Biscayne Blvd from WB I-195	Off-Ramp to NB I-95/SB I-95 from WB I-195	WB I-195 Mainline W of NW 12th Ave	NB I-95 Mainline near GGI (Potential Express Lanes Volume)
			ID	D-1	D-2	D-3	D-4	D-5	D-6	D-7	D-8	D-9
			Sheet No*	1	1	1	2	2	2	1	1	1
Location Description	ID	Sheet No*	Volume (vph)	-	2,985	1,636	1,237	5,211	1,367	3,520	4,793	-
EB I-195 Mainline W of NW 12th Ave	O-1	1	6,276	628 10%	2,985 48%	410 7%	556 9%	1,698 27%	-	-	-	894 14%
On-Ramp from NB I-95/SB I-95 to EB I-195	O-2	1	4,397	-	-	1,226 28%	681 15%	2,490 57%	-	-	-	-
On-ramp from Biscayne Blvd to EB I-195	O-3	2	1,024	-	-	-	-	1,024 100%	-	-	-	-
WB I-195 Mainline W of On-Ramp from Alton Road	O-4	2	4,370	-	-	-	-	-	1,367 31%	1,884 43%	1,119 26%	578 13%
On-ramp from Biscayne Blvd to WB I-195	O-5	2	1,201	-	-	-	-	-	-	580 46%	621 54%	108 9%
On-ramp from N Miami Ave to WB I-195	O-6	1	1,578	-	-	-	-	-	-	1,055 64%	523 36%	256 16%
On-Ramp from NB I-95/SB I-95 to WB I-195	O-7	1	2,196	-	-	-	-	-	-	-	2,196 100%	-
On-Ramp from SB I-95 Express to WB I-195	O-8	1	334	-	-	-	-	-	-	-	334 100%	-
SB I-95 Mainline near GGI (Potential Express Lanes Volume)	O-9	1	8,096	-	-	244 3%	81 1%	570 7%	-	-	733 9%	-

** See sheet number in Exhibit series for geographical depiction of Origin/Destination location*

2045 O-D (PM Peak Hour)

ORIGINS \ DESTINATIONS			Location Description	Off-Ramp to NW 12th Ave From I-195 EB	Off-Ramp to NB & SB I-95/I-95 Express From I-195 EB	Off-ramp to N Miami Ave from EB I-195	Off-ramp to Biscayne Blvd from EB I-195	EB I-195 Mainline W of Off-Ramp to Alton Road	Off-ramp to Biscayne Blvd from WB I-195	Off-Ramp to NB I-95/SB I-95 from WB I-195	WB I-195 Mainline W of NW 12th Ave	NB I-95 Mainline near GGI (Potential Express Lanes Volume)
			ID	D-1	D-2	D-3	D-4	D-5	D-6	D-7	D-8	D-9
			Sheet No*	1	1	1	2	2	2	1	1	1
Location Description	ID	Sheet No*	Volume (vph)	-	2,503	1,530	1,221	4,171	1,050	5,024	6,276	-
EB I-195 Mainline W of NW 12th Ave	O-1	1	4,793	288 6%	2,503 52%	339 7%	609 13%	1,045 22%	-	-	-	744 16%
On-Ramp from NB I-95/SB I-95 to EB I-195	O-2	1	3,567	-	-	1,191 33%	612 17%	1,787 50%	-	-	-	-
On-ramp from Biscayne Blvd to EB I-195	O-3	2	1,339	-	-	-	-	1,339 100%	-	-	-	-
WB I-195 Mainline W of On-Ramp from Alton Road	O-4	2	5,723	-	-	-	-	-	1,050 18%	2,931 51%	1,742 30%	586 10%
On-ramp from Biscayne Blvd to WB I-195	O-5	2	1,087	-	-	-	-	-	-	690 63%	397 37%	143 13%
On-ramp from N Miami Ave to WB I-195	O-6	1	1,812	-	-	-	-	-	-	1,401 77%	411 23%	225 12%
On-Ramp from NB I-95/SB I-95 to WB I-195	O-7	1	3,275	-	-	-	-	-	-	-	3,275 100%	-
On-Ramp from SB I-95 Express to WB I-195	O-8	1	453	-	-	-	-	-	-	-	453 100%	-
SB I-95 Mainline near GGI (Potential Express Lanes Volume)	O-9	1	8,064	-	-	240 3%	80 1%	479 6%	-	-	1,071 13%	-

** See sheet number in Exhibit series for geographical depiction of Origin/Destination 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:

Future No-Build Origin-Destination Travel Patterns (Sheet 1 of 2)

Report Title:

Concept Development & Evaluation Report

Exhibit No. 3-2

Page No.

Date: 9/19

MATCHLINE SHEET 1

2045 O-D (AM Peak Hour)

ORIGINS \ DESTINATIONS			Location Description	Off-Ramp to NW 12th Ave From I-195 EB	Off-Ramp to NB & SB I-95/I-95 Express From I-195 EB	Off-ramp to N Miami Ave from EB I-195	Off-ramp to Biscayne Blvd from EB I-195	EB I-195 Mainline W of Off-Ramp to Alton Road	Off-ramp to Biscayne Blvd from WB I-195	Off-Ramp to NB I-95/SB I-95 from WB I-195	WB I-195 Mainline W of NW 12th Ave	NB I-95 Mainline near GGI (Potential Express Lanes Volume)
			ID	D-1	D-2	D-3	D-4	D-5	D-6	D-7	D-8	D-9
			Sheet No*	1	1	1	2	2	2	1	1	1
Location Description	ID	Sheet No*	Volume (vph)	-	2,985	1,636	1,237	5,211	1,367	3,520	4,793	-
EB I-195 Mainline W of NW 12th Ave	O-1	1	6,276	628 10%	2,985 48%	410 7%	556 9%	1,698 27%	-	-	-	894 14%
On-Ramp from NB I-95/SB I-95 to EB I-195	O-2	1	4,397	-	-	1,226 28%	681 15%	2,490 57%	-	-	-	-
On-ramp from Biscayne Blvd to EB I-195	O-3	2	1,024	-	-	-	-	1,024 100%	-	-	-	-
WB I-195 Mainline W of On-Ramp from Alton Road	O-4	2	4,370	-	-	-	-	-	1,367 31%	1,884 43%	1,119 26%	578 13%
On-ramp from Biscayne Blvd to WB I-195	O-5	2	1,201	-	-	-	-	-	-	580 46%	621 54%	108 9%
On-ramp from N Miami Ave to WB I-195	O-6	1	1,578	-	-	-	-	-	-	1,055 64%	523 36%	256 16%
On-Ramp from NB I-95/SB I-95 to WB I-195	O-7	1	2,196	-	-	-	-	-	-	-	2,196 100%	-
On-Ramp from SB I-95 Express to WB I-195	O-8	1	334	-	-	-	-	-	-	-	334 100%	-
SB I-95 Mainline near GGI (Potential Express Lanes Volume)	O-9	1	8,096	-	-	244 3%	81 1%	570 7%	-	-	733 9%	-

** See sheet number in Exhibit series for geographical depiction of Origin/Destination location*

2045 O-D (PM Peak Hour)

ORIGINS \ DESTINATIONS			Location Description	Off-Ramp to NW 12th Ave From I-195 EB	Off-Ramp to NB & SB I-95/I-95 Express From I-195 EB	Off-ramp to N Miami Ave from EB I-195	Off-ramp to Biscayne Blvd from EB I-195	EB I-195 Mainline W of Off-Ramp to Alton Road	Off-ramp to Biscayne Blvd from WB I-195	Off-Ramp to NB I-95/SB I-95 from WB I-195	WB I-195 Mainline W of NW 12th Ave	NB I-95 Mainline near GGI (Potential Express Lanes Volume)
			ID	D-1	D-2	D-3	D-4	D-5	D-6	D-7	D-8	D-9
			Sheet No*	1	1	1	2	2	2	1	1	1
Location Description	ID	Sheet No*	Volume (vph)	-	2,503	1,530	1,221	4,171	1,050	5,024	6,276	-
EB I-195 Mainline W of NW 12th Ave	O-1	1	4,793	288 6%	2,503 52%	339 7%	609 13%	1,045 22%	-	-	-	744 16%
On-Ramp from NB I-95/SB I-95 to EB I-195	O-2	1	3,567	-	-	1,191 33%	612 17%	1,787 50%	-	-	-	-
On-ramp from Biscayne Blvd to EB I-195	O-3	2	1,339	-	-	-	-	1,339 100%	-	-	-	-
WB I-195 Mainline W of On-Ramp from Alton Road	O-4	2	5,723	-	-	-	-	-	1,050 18%	2,931 51%	1,742 30%	586 10%
On-ramp from Biscayne Blvd to WB I-195	O-5	2	1,087	-	-	-	-	-	-	690 63%	397 37%	143 13%
On-ramp from N Miami Ave to WB I-195	O-6	1	1,812	-	-	-	-	-	-	1,401 77%	411 23%	225 12%
On-Ramp from NB I-95/SB I-95 to WB I-195	O-7	1	3,275	-	-	-	-	-	-	-	3,275 100%	-
On-Ramp from SB I-95 Express to WB I-195	O-8	1	453	-	-	-	-	-	-	-	453 100%	-
SB I-95 Mainline near GGI (Potential Express Lanes Volume)	O-9	1	8,064	-	-	240 3%	80 1%	479 6%	-	-	1,071 13%	-

** See sheet number in Exhibit series for geographical depiction of Origin/Destination 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:

Future No-Build Origin-Destination Travel Patterns (Sheet 2 of 2)

Report Title:

Concept Development & Evaluation Report

Exhibit No. 3-3

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Based on the information summarized in **Exhibits 3-2** and **3-3**, the following key observations are made relative to the future O-D travel patterns projected throughout the study area:

1. For southbound I-95 traffic in the general use lanes originating near GGI (i.e., origin O-9):
    a. Of the total projected I-95 southbound volume of 8,096 vph during the AM Peak, 7% (i.e., 570 vehicles per hour) are destined to head eastbound along the Julia Tuttle Causeway into Miami Beach (destination D-5) compared to 3% (244 vph) that will exit at N Miami Avenue (destination D-3) and 1% (81 vph) that will exit at Biscayne Boulevard (destination D-4).
    b. Of the total projected southbound volume of 8,064 vph during the PM Peak, 6% (i.e., 479 vehicles per hour) are destined to head eastbound along the Julia Tuttle Causeway into Miami Beach (destination D-5) compared to 3% (240 vph) that will exit at N Miami Avenue (destination D-3) and 1% (80 vph) that will exit at Biscayne Boulevard (destination D-4).
    c. Based on the findings discussed in bullets a. and b., the potential total demand that could be satisfied by a new connection between the southbound 95 Express lanes and eastbound I-195 is 895 vph in the AM peak hour and 799 vph during the PM peak hour. It is noted that traffic using a new connection (between southbound I-95 express lanes and eastbound I-195) would be subject to tolls on the 95 southbound express lanes. Therefore, a lower volume of traffic may make use of this connection given the propensity of some portion of the traveling public for toll avoidance. Further evaluation of the phenomenon of toll avoidance would typically be captured in a Traffic and Revenue study which is outside the scope of this I-195 CPS. Accordingly, for the purpose of the I-195 CPS and identifying the requirements for a new connection, the full potential demand between these origin-destination pairs will be assumed.
2. For northbound I-95 traffic in the vicinity of the GGI (destination D-9):
    a. During the AM Peak, 13% (578 vph) of the total westbound traffic (4,370 vph) along the Causeway originating from Miami-Beach (Origin O-4) is destined towards the GGI compared to 16% (256 vph) of total traffic (1,578 vph) from the WB 1-195 On-Ramp from N Miami Avenue (Origin O-6) and 9% (108 vph) of total traffic (1,201 vph) from the WB I-195 On-Ramp from Biscayne Boulevard (Origin O-5).
    b. During the PM Peak, 10% (586 vph) of the total westbound traffic (5,723 vph) along the Causeway originating from Miami-Beach (Origin O-4) is destined towards the GGI compared to 12% (225 vph) of total traffic (1,812 vph) from the WB 1-195 On-Ramp from N Miami Avenue (Origin O-6) and 13% (143 vph) of total traffic (1,087 vph) from the WB I-195 On-Ramp from Biscayne Boulevard (Origin O-5).
    c. Based on the findings discussed in bullets a. and b., the potential total demand that could be satisfied by a new connection between westbound I-195 and the northbound 95 Express lanes is 942 vph in the AM peak hour and 954 vph during the PM peak hour. It is noted that traffic using a new connection (between westbound I-195 and northbound I-95 express lanes) would be subject to tolls on the 95 northbound express lanes. Therefore, a lower volume of traffic may make use of this new connection given the propensity of some portion of the traveling public for toll avoidance. Further evaluation of the phenomenon of toll avoidance would typically be captured in a Traffic and Revenue study which is outside the scope of this I-195 CPS. Accordingly, for the purpose of the I-195 CPS and identifying the requirements for a new connection, the full potential demand between these origin-destination pairs will be assumed.

3. For traffic originating from southbound I-95/northbound I-95 ramps (i.e., origin O-2):
    a. Of the total projected southbound I-95/northbound I-95 volume of 4,397 vph during the AM Peak, 57% (i.e., 2,490 vph) are destined to head eastbound along the Julia Tuttle Causeway into Miami Beach (destination D-5) compared to 28% (1,226 vph) that will exit at N Miami Avenue (destination D-3) and 15% (681 vph) that will exit at Biscayne Boulevard (destination D-4).
    b. Of the total projected southbound I-95/northbound I-95 volume of 3,567 vph during the PM Peak, 50% (i.e., 1,787 vph) are destined to head eastbound along the Julia Tuttle Causeway into Miami Beach (destination D-5) compared to 33% (1,191 vph) that will exit at N Miami Avenue (destination D-3) and 17% (612 vph) that will exit at Biscayne Boulevard (destination D-4).
    c. Based on the findings discussed in bullets a. and b., a majority to half of the trips coming from I-95 (during the AM and PM Peak Hours respectively) are projected to be longer trips headed into Miami Beach compared to the relatively shorter trips destined towards the areas surrounding the interchanges at N Miami Avenue and at Biscayne Boulevard. This distinct split in the volumes of traffic destined towards Miami Beach versus the Midtown area from I-95, allows long-term alternatives that separate these major traffic flows to be more viable given the severe operational deficiencies identified in **Section 2.2.3**.
4. For westbound I-195 traffic heading towards I-95 (destination D-7):
    a. During the AM Peak, 43% (1,884 vph) of the total westbound traffic (4,370 vph) along the Causeway originating from Miami-Beach (Origin O-4) are destined for I-95 compared to 64% (1,055 vph) of total traffic (1,578 vph) from the WB 1-195 On-Ramp from N Miami Avenue (Origin O-6) and 46% (580 vph) of total traffic (1,201 vph) from the WB I-195 On-Ramp from Biscayne Boulevard (Origin O-5).
    b. During the PM Peak, 51% (2,931 vph) of the total westbound traffic (5,723 vph) along the Causeway originating from Miami-Beach (Origin O-4) are destined for I-95 compared to 77% (1,401 vph) of total traffic (1,812 vph) from the WB 1-195 On-Ramp from N Miami Avenue (Origin O-6) and 63% (690 vph) of total traffic (1,087 vph) from the WB I-195 On-Ramp from Biscayne Boulevard (Origin O-5).
    c. Based on the findings discussed in bullets a. and b., most of the westbound trips on I-195 arriving at the northbound I-95/southbound I-95 ramps, during the AM and PM Peak Hours are projected to be longer trips coming from Miami Beach as compared to the relatively shorter trips coming from the areas surrounding the interchanges at N Miami Avenue and at Biscayne Boulevard. Like the eastbound direction along I-195, this distinct split in the volumes of traffic coming from Miami Beach versus the Midtown area, allows long term alternatives that separate these major traffic flows to be more viable given the severe operational deficiencies along westbound I-195 projected in **Section 2.2.3**.

4.0 IDENTIFICATION OF ALTERNATIVES

Several alternatives were identified to address the study objectives and stakeholder interests discussed in **Section 2.0**. The alternatives comprise:

- ***No Build Alternative*** – where no additional improvements are proposed beyond programmed improvements. This alternative serves as the benchmark for comparison of all the subsequent Build alternatives.
- ***Base Improvement Alternatives*** - to address operational deficiencies as well as specific local issues raised by stakeholders as summarized.
- ***System Improvement Alternatives*** - to address key study objectives relative to improving access and addressing major deficiencies that would facilitate systemwide performance.
- ***Bicycle and Pedestrian Alternatives*** - to improve non-motorized connections between the City of Miami Beach and the City of Miami.

The specific alternatives considered are described in the following **Sections 4.1** through **4.4**.

4.1 No-Build Alternative

This Alternative contemplates certain programmed and planned future transportation improvements will be in place prior to implementation of any long-term alternatives identified in this study as described in **Sections 4.2** through **4.4**. Following is a description of the programmed transportation improvements projected to have an operational impact on future travel demand. The improvements are also illustrated in **Exhibit 4-1** on the following pages.

1. **Golden Glades Interchange (GGI) Enhancement Project – aka GGI Ultimate, (FM# 428358-1, 428358-4, 428358-5, 428358-8, 437053-1, 437053-2, 437053-3, 437053-4 & 437053-5)** FDOT District Six and Florida's Turnpike Enterprise are developing and designing several roadway projects within the GGI in Miami-Dade County. The proposed enhancements to the GGI Interchange include several miles of roadway and ramps. It is anticipated the overall project will help increase regional connectivity to this major interchange. The project comprises five major facilities including State Road (SR) 9A/I- 95, SR 826/Palmetto Expressway, Florida's Turnpike, SR 9 and SR 7/US 441/NW 7 Avenue.
2. **SR 907/Alton Road to westbound SR 112/I-195/Julia Tuttle Causeway, (FM# 430444-3)** - This project addresses existing operational deficiencies along the southbound (SB) Alton Road to westbound (WB) I-195 single-lane on-ramp. Construction is underway and scheduled for completion in 2021.
3. **I-195 Frontage Road & Ramp Realignment** – **(FM# 435843-1)** This project involves the realignment of the I-195 westbound on-ramp from the N Miami Avenue & NW/NE 38 Street & extension of the I-195 Off-Ramp/ Frontage Road. Construction was scheduled for completion in 2022. However, this project is currently on hold pending the outcome of the Interchange Modification Report that is being coordinated by Miami-Dade County.
4. **SR 112/I-195/Julia Tuttle Causeway Bus On Shoulder (BOS) Project, (FM# 444622-1)** – This project is programmed for construction in Fiscal Year (FY) 2022. It will provide bus on shoulder operations along I-195/SR 112/Julia Tuttle Causeway from east of Biscayne Boulevard (MP 1.898) to Alton Road (MP 4.904) through the reconstruction of the inside shoulders as BOS lanes.

5. **I-95 Corridor Planning Study from US 1/SR 5 to Broward County Line, (FM# 414964-6)** – The FDOT D6 Planning Office recently completed a planning study for the I-95 corridor from US 1 to the Broward County line. A subsequent PD&E Phase is being initiated to further develop and refine the alternatives recommended from that planning study. The likely recommended concept developed from the I-95 Corridor Planning Study includes additional express lanes capacity from SR 112/I-195 to the Broward/Miami-Dade County line and mainline geometric and interchange improvements throughout the corridor. The additional express lanes capacity will be important to accommodate the increased express lanes demand from the new connections to and from I-195 to the east as discussed in **Section 4.3** of this report.

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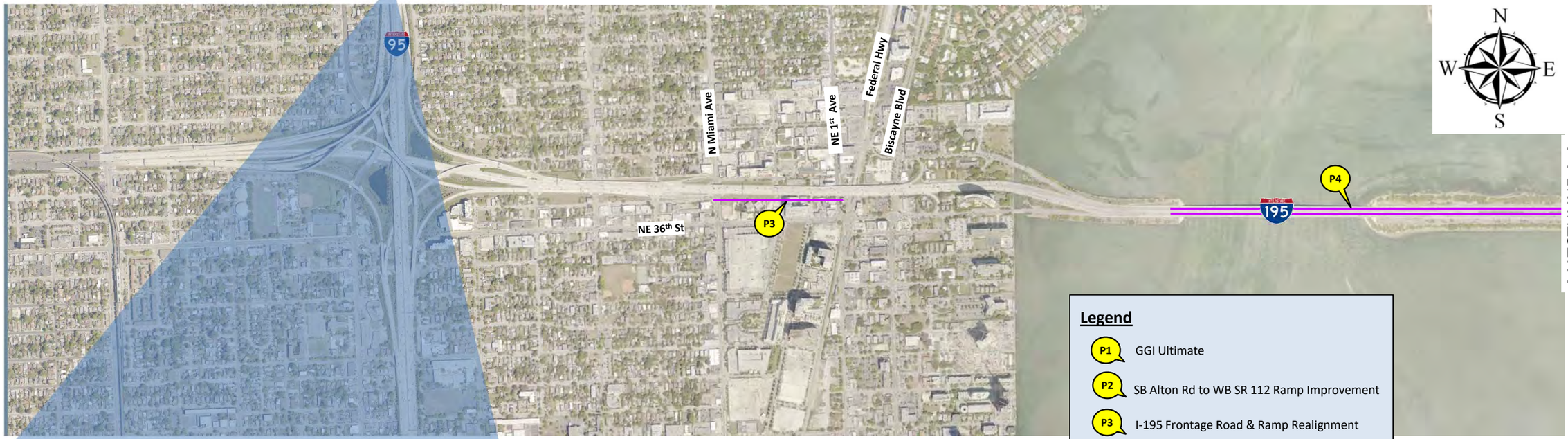
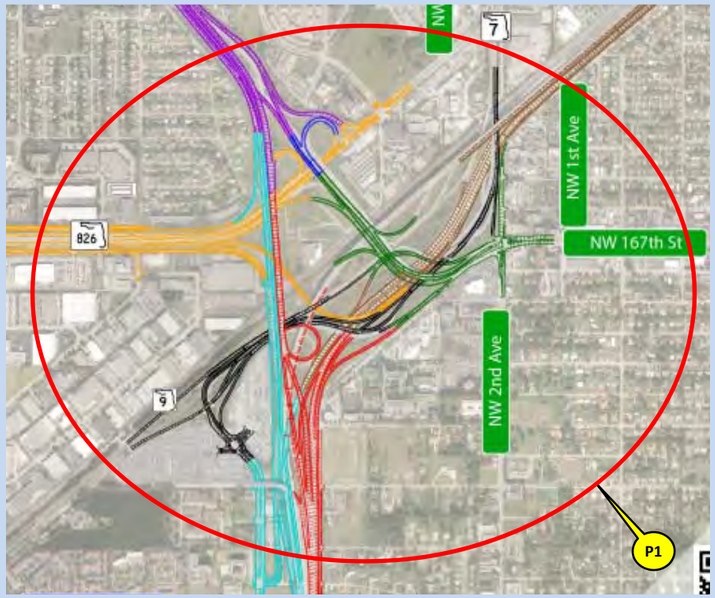


Legend

- P1 GGI Ultimate
- P2 SB Alton Rd to WB SR 112 Ramp Improvement
- P3 I-195 Frontage Road & Ramp Realignment
- P4 Julia Tuttle BOS Lanes



Golden Glades Interchange (north of Study Area)

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:

Programmed Improvements

Report Title:

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4.2 Base Improvement Alternatives

Base Improvement alternatives were identified to address operational deficiencies as well as specific local issues raised by stakeholders as summarized in **Section 2.0** of this report. **Exhibits 4-2** through **4-3** on the following pages illustrate the schematic layout of the improvements described in this section. These improvements can be implemented either in conjunction with or independent from the System Improvements described in **Section 4.3** of this report.

Base Improvement 1:

This improvement addresses the existing bottleneck deficiency on westbound SR 112 where the mainline drops to a single lane in the area of the I-195/I-95 interchange. This improvement will eliminate the existing westbound (WB) SR 112 merge from two lanes to one lane by maintaining two lanes.

Impacts:

- Requires realigning the existing off ramp from I-95 SB to SR 112 WB;
- Requires realigning the merge of SR 112 WB and the I-95 off ramps to SR 112 WB; and
- Accommodates the improvements with no right of way impacts anticipated.

Base Improvement 2:

This improvement addresses the existing bottleneck deficiency on eastbound I-195 where the mainline drops to a single lane in the area of the I-195/I-95 interchange. This improvement will eliminate the existing I-195 eastbound (EB) merge from two lanes to one lane by maintaining two lanes. The added lane would be terminated west of N Miami Avenue.

Impacts:

- Requires widening of existing I-195 EB bridge over NW 2nd Avenue;
- Requires realigning the existing off ramps from I-95 northbound (NB) and SB to I-195 EB;
- Requires reconstructing the I-195 EB bridge over NW 3rd Avenue; and
- Accommodates the improvements with no right of way impacts anticipated.

Base Improvement 3:

This improvement addresses a request by area residents for more direct access to the high-density condominiums located in the northeast quadrant of NE 36th Street and Biscayne Boulevard from the off-ramp from eastbound I -195. The proposed improvement would provide a partial signal at NE 36th Street and the I-195 eastbound to Biscayne Boulevard off-ramp. This improvement allows direct access for the residents of "601 Blue" and "The Charter Club" condominiums from the off ramp. It also maintains the existing free-flow movement of the off-ramp traffic from I-195 EB to Biscayne Boulevard.

Impacts:

- Significant right of way impacts are anticipated

Base Improvement 4:

This improvement modifies the relatively short taper for the on ramp from Biscayne Boulevard to I-195 eastbound to a longer parallel entrance. The improvement will lead to better operations and safety at this location. The modified entrance ramp terminates at the beginning of the Julia Tuttle Causeway.

Impacts:

- Requires widening of existing I-195 EB; and
- Accommodates the improvement with no right of way impacts anticipated.

Base Improvement 5:

This improvement addresses an existing bottleneck in the diverge area of the westbound off-ramp to Biscayne Boulevard. It would provide a two-lane exit from I-195 WB to Biscayne Boulevard increasing the capacity of the off-ramp. An auxiliary lane would be introduced 2500' east of the exit ramp.

Impacts:

- Requires widening of existing Julia Tuttle Causeway bridge; and
- Accommodates the improvement with no right of way impacts anticipated.

Base Improvement 6:

This improvement addresses existing operational deficiencies in the eastbound direction along the Julia Tuttle Causeway within the vicinity of the eastbound off-ramp to Alton Road. The improvement will widen existing Julia Tuttle Causeway in the EB direction to accommodate an additional lane. This additional lane would be carried along I-195 EB and terminate at the Alton Road intersection as a designated right-turn lane.

Impacts:

- Requires widening of the existing Julia Tuttle Causeway bridge in the EB direction;
- Requires widening of the existing I-195 EB bridge over Alton Road;
- Requires widening of the existing I-195 EB bridge over Alton Road on-ramp to I-195 WB;
- Accommodates the improvement with no right of way impacts anticipated.

Base Improvement 7:

Base Improvement 7 converts the existing unsignalized stop controlled intersection of Alton Road northbound and southbound to a signalized intersection. It addresses excessive delay on the minor street as well as sight distance issues resulting from the curved alignment along Alton Road.

Base Improvement 8:

This improvement combines the on-ramps from Alton Road northbound and southbound into a new Collector-Distributor (CD) Road system before merging with SR 112 westbound. It addresses existing issues associated with merging traffic from the on-ramp from northbound Alton Road to westbound SR 112 mainline. Westbound SR 112 traffic coming from the intersection with Arthur

Godfrey Road to the east travel in the two lanes upstream the merge point, tend to weave to the third right hand lane that opens up immediately downstream of the merge point. This third right hand westbound lane is also the receiving westbound lane for the on-ramp from Alton Road. The propensity for westbound traffic to make this early weaving maneuver, creates conflicts that result in frequent backup of on-ramp traffic creating queues on Alton Road northbound. It is anticipated that the CD road system would reduce speed differentials between Alton Road on-ramp merging traffic and westbound mainline traffic resulting in better operations and safety outcomes.

Exhibits 4-2 through **4-4** on the following pages illustrate the schematic layout of the improvements.

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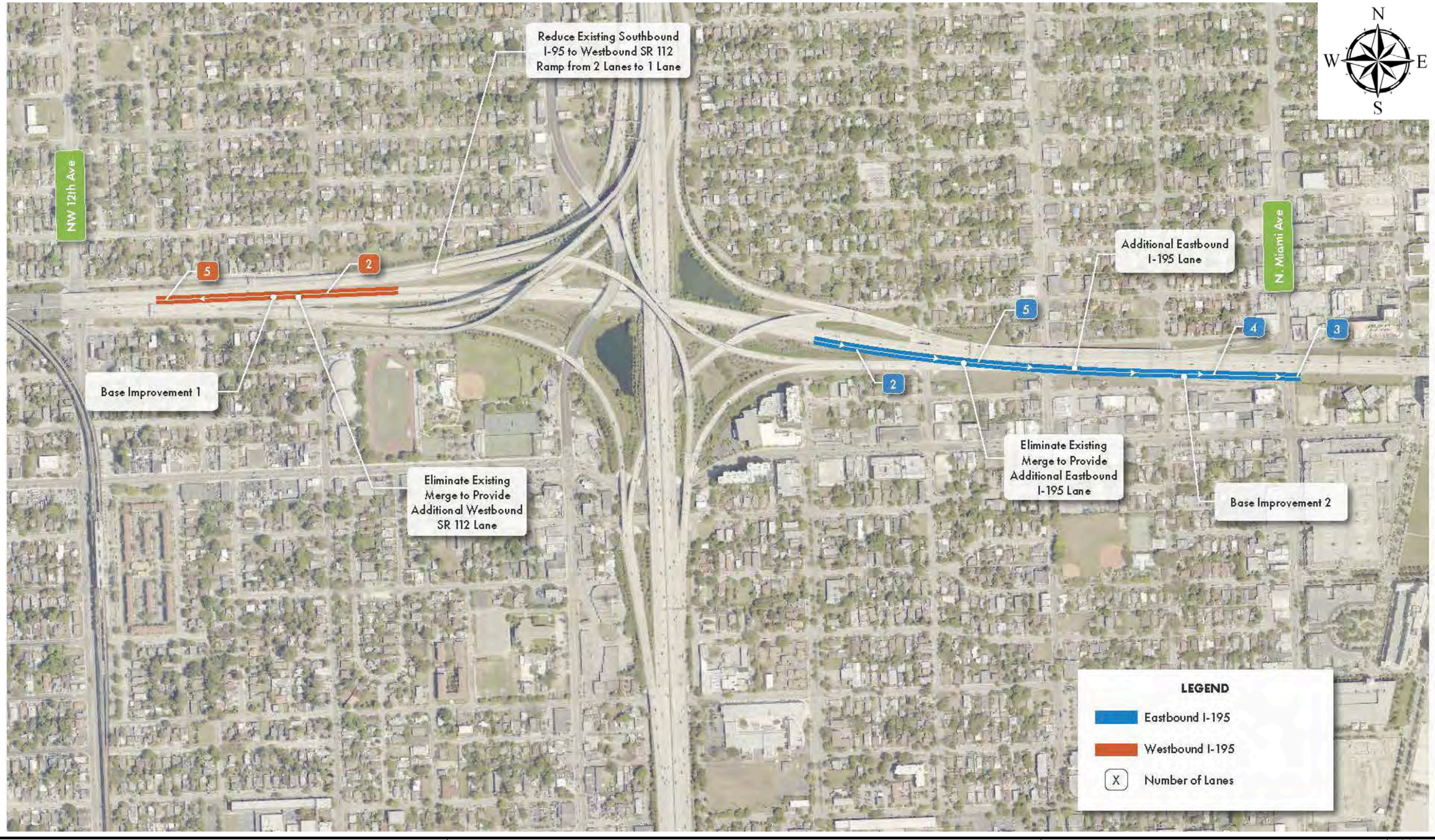


MATCHLINE SHEET 2

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:* **Base Improvements (Sheet 1 of 3)**	*Report Title:* **Concept Development & Evaluation Report**	*Exhibit No.* 4-2
			Page No.
			Date: 9/19

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:* **Base Improvements (Sheet 2 of 3)**	*Report Title:* **Concept Development & Evaluation Report**	*Exhibit No.* 4-3 *Page No.* *Date:* 9/19

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:* **Base Improvements (Sheet 3 of 3)**	*Report Title:* **Concept Development & Evaluation Report**	*Exhibit No.* 4-4 *Page No.* *Date:* 9/19

4.3 System Improvement Alternatives

The system improvement alternatives address key study objectives relative to improving system linkage, system capacity, accommodating future transportation demand, modal interrelationships, and addressing safety. Four alternatives were identified to address these objectives.

Alternative 1:

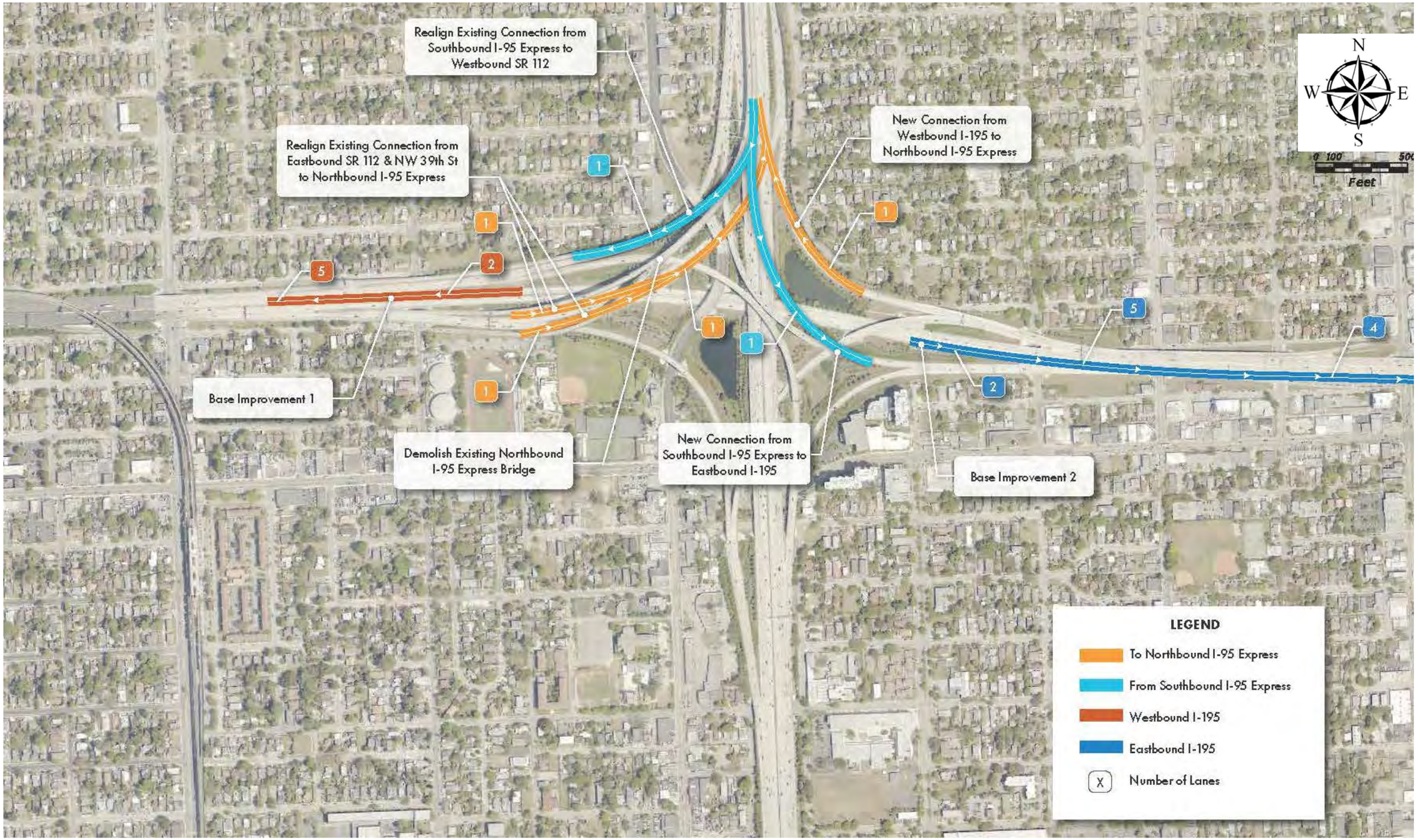
This alternative provides direct express lane connections to existing I-195 via new ramp structures to the existing general-purpose ramps. This maintains the existing access to/from the Design District and Miami Beach.

- The existing ramp from I-95 SB express lanes to SR 112 WB will be realigned and provide the option to access SR 112 WB or I-195 EB. The proposed I-95 SB Express lane to I-195 EB ramp ties to the existing ramp from I-95 SB general purpose (GP) lanes to I-195 EB; and
- The existing ramp from I-195 WB to I-95 NB GP lanes will provide the option to access I-95 NB Express lanes or I-95 NB GP lanes. The existing NB Express lane connections from SR 112 EB and NW 39th St to I-95 NB Express lanes will be realigned to tie in with the new Express lane connection from WB I-195.

Impacts:

- Requires demolition of existing SR 112 EB and NW 39th Street to I-95 NB Express lanes bridge;
- Requires reconstruction of existing I-95 SB Express to SR 112 WB bridge;
- Requires new construction of a bridge from I-95 SB Express lanes to I-195 EB;
- Requires new construction of a bridge from I-195 WB to I-95 NB Express lanes;
- Requires new construction of bridges from SR 112 EB and NW 39th Street to I-95 NB Express lanes;
- May impact ponds in the I-95 interchange due to new ramp connections;
- May require new drainage along bridges;
- All proposed improvements are expected to be constructed within the existing right of way.

Exhibit 4-5 on the following page illustrates the schematic layout of the improvements.



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:* **Alternative 1 – Direct Express Lanes Connections**	*Report Title:* **Concept Development & Evaluation Report**	*Exhibit No.* 4-5
			Page No.
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Alternative 2:

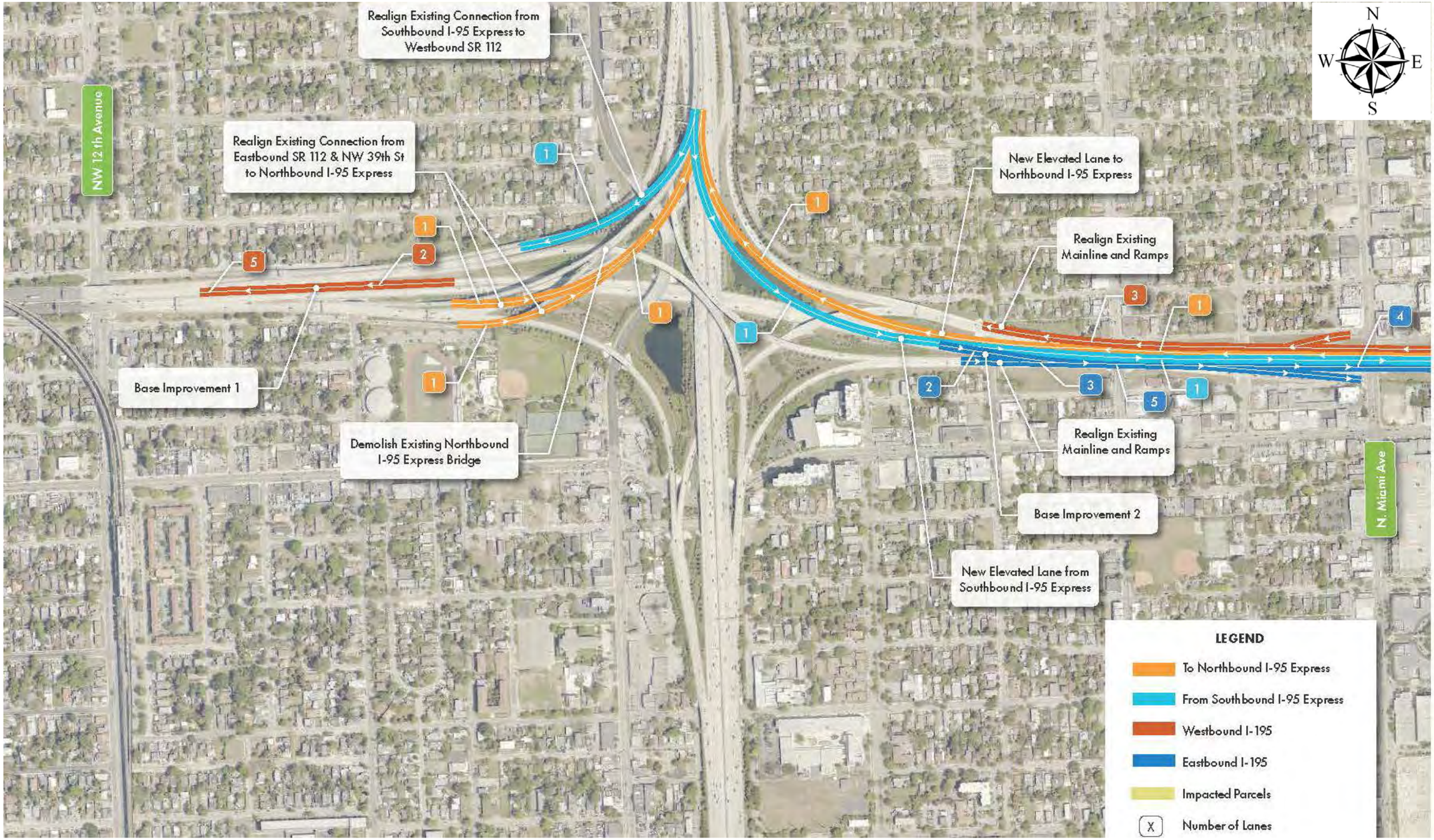
This alternative provides new connections to the I-95 NB and SB Express Lanes via a new grade separated viaduct along I-195 that would carry traffic to/from Miami Beach. This alternative does not provide express lane access to the Design District.

- The existing ramp from the I-95 SB express lanes to SR 112 WB will be realigned and provide the option to access SR 112 WB or to the proposed I-195 EB viaduct. The grade separated viaduct runs in the median of I-195 and touches down east of Biscayne Boulevard;
- The existing connection from SR 112 EB and NW 39th Street to I-95 NB Express lanes would be realigned and tie in with the new ramp from the viaduct to the I-95 NB Express lanes.
- The I-195 WB grade separated viaduct starts elevating east of Biscayne Boulevard and connects to the existing I-95 NB express lanes;
- The existing on-ramp connections from the I-95 NB and SB GP lanes to I-195 are maintained; and
- The existing interchanges at N Miami Avenue and Biscayne Boulevard would be maintained.

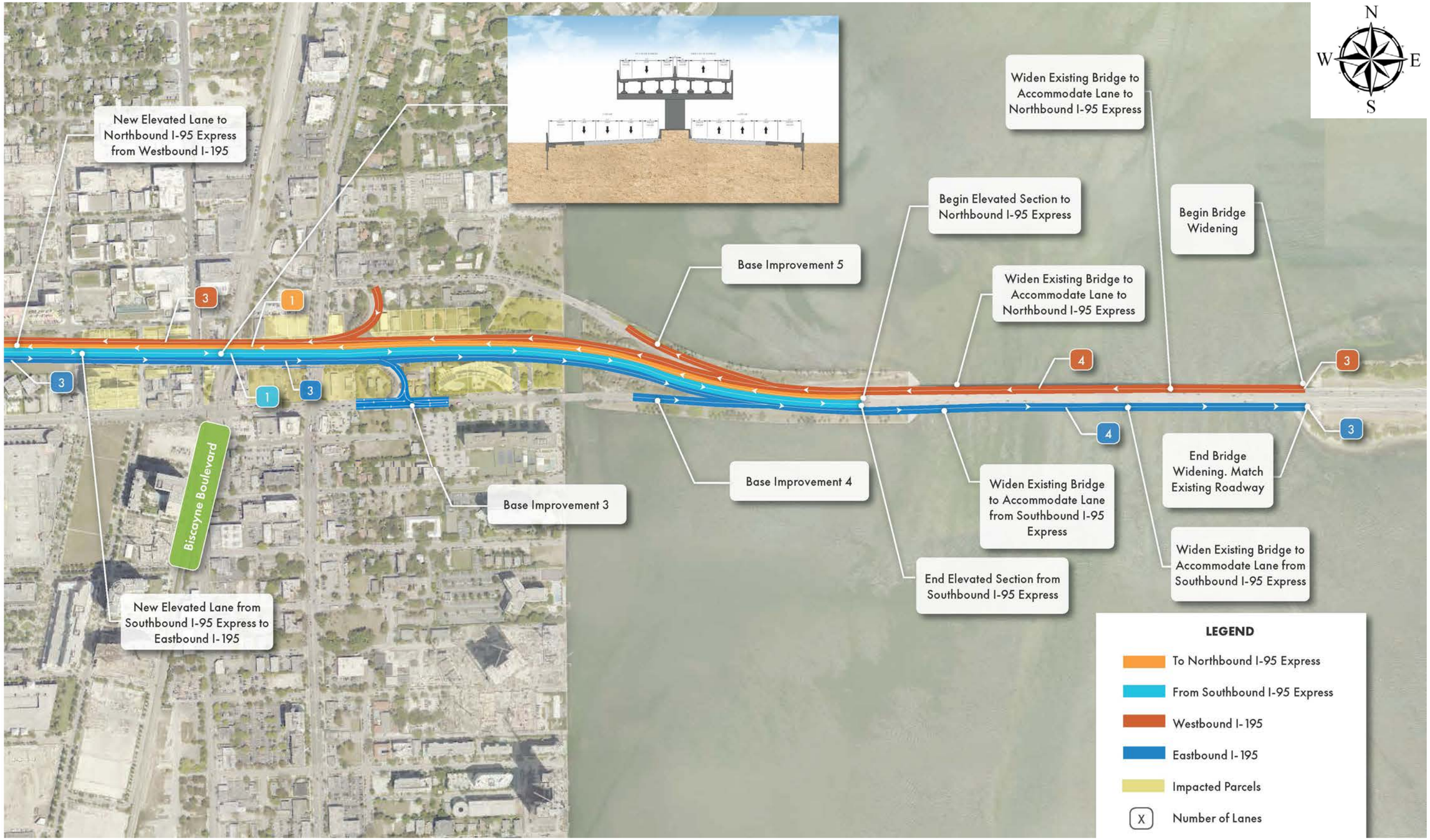
Impacts:

- Requires demolition of existing SR-112 EB and NW 39th Street to the I-95 NB Express lanes bridge;
- Requires reconstruction of the existing I-95 SB Express to SR 112 WB bridge;
- Requires new construction of bridges from SR 112 EB and NW 39th Street to I-95 NB Express Lanes;
- Requires two new bridges connecting I-95 NB and SB Express Lanes with a grade separated viaduct;
- Requires new construction of a two-lane two-way grade separated viaduct in the median of I-195;
- Requires widening of I-195 in both directions from the I-95 Interchange to the Julia Tuttle Causeway;
- Requires widening of the existing Julia Tuttle Bridge in the EB and WB directions for viaduct entrance/exit ramps;
- Requires reconstruction of I-195 bridges over all the surface streets from the I-95 interchange to the Julia Tuttle Causeway;
- May impact the ponds in I-95 interchange due to new ramp connections;
- May require new drainage along bridges;
- Significant right of way impacts are anticipated.

Exhibits 4-6 and **4-7** on the following pages illustrate the schematic layout of the improvements.



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:* **Alternative 2 – Direct Express Lanes Connections with New I-195 Viaduct (Sheet 1 of 2)**	*Report Title:* **Concept Development & Evaluation Report**	*Exhibit No.* 4-6 *Page No.* *Date:* 9/19



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:* **Alternative 2 – Direct Express Lanes Connections with New I-195 Viaduct (Sheet 2 of 2)**	*Report Title:* **Concept Development & Evaluation Report**	*Exhibit No.* 4-7 *Page No.* *Date:* 9/19

Alternative 3:

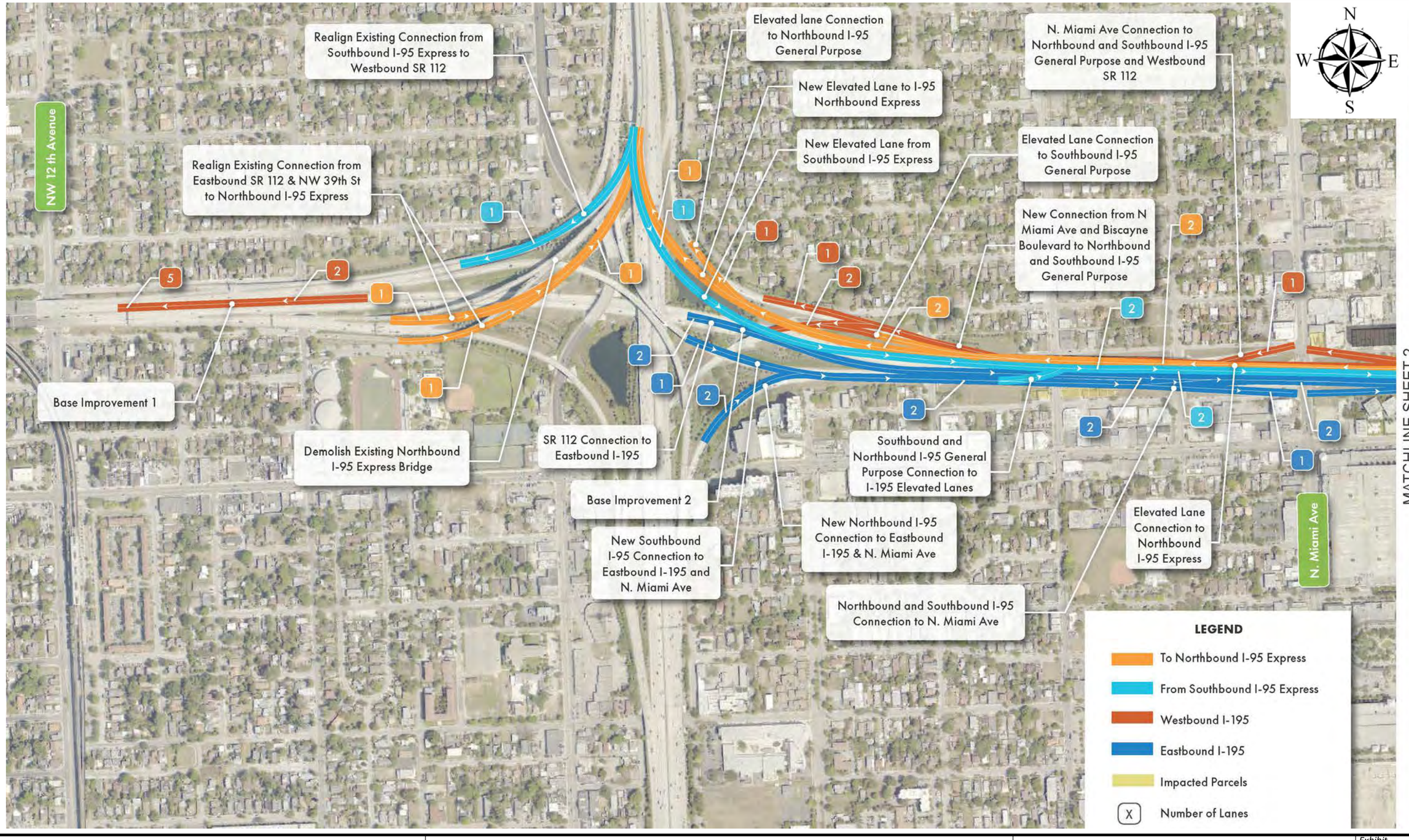
This alternative addresses widespread operational deficiencies along the I-195 corridor while facilitating direct connections between the I-95 express lanes and I-195 to the east. The alternative will provide express lanes connections via a new grade separated viaduct exclusively for Miami Beach traffic. The viaduct will also separate I-95 general purpose and express traffic heading to/from Miami Beach from local exit (Design District) traffic. This alternative does not provide direct access to the Design District from the express lanes, as these connections would require longer straddle piers to support braided ramps to and from the viaduct to N Miami Avenue and the acquisition of a high number of developed parcels.

- An elevated four- lane viaduct would be constructed in the median of I-195 to east of Biscayne Boulevard and it would touch down on the Julia Tuttle Causeway bridge. The viaduct separates I-95 (General Purpose and Express Lanes) traffic from I-195 traffic, thereby eliminating weaving and providing congestion relief to commuters. New ramp connections would allow I-95 express lanes and general-purpose lanes to access the viaduct;
- The existing ramp from I-95 SB express lanes to SR-112 WB will be realigned and provide the option to access SR-112 WB or the proposed I-195 EB viaduct via a new ramp structure that connects to the viaduct;
- The existing half interchange at N Miami Avenue would be converted to a full interchange, thus improving connections to and from the Design District.

Impacts:

- Requires demolition of existing SR-112 EB and NW 39th Street to the I-95 NB Express Lanes bridge;
- Requires reconstruction of the existing I-95 SB Express to SR 112 WB bridge;
- Requires two new bridges connecting I-95 NB and SB Express Lanes with the proposed grade separated viaduct;
- Requires new construction of a four-lane two-way grade separated viaduct in the median of I-195;
- Requires reconstruction of I-195 bridges over all surface streets from the I-95 interchange to the Julia Tuttle Causeway;
- Requires widening of the Julia Tuttle Causeway;
- May affect ponds in I-95 interchange due to new ramp connections;
- May be require new drainage along bridges; and
- Significant right of way impacts are anticipated.

Exhibits 4-8 and **4-9** on the following pages illustrate the schematic layout of the improvements.



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:* **Alternative 3 – Express Lanes to I-195 Viaduct Separating I-95/Miami Beach Traffic and I-95/Midtown Traffic (Sheet 1 of 2)**	*Report Title:* **Concept Development & Evaluation Report**	*Exhibit No.* 4-8 *Page No.* *Date:* 9/19

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:* **Alternative 3 – Express Lanes to I-195 Viaduct Separating I-95/Miami Beach Traffic and I-95/Midtown Traffic (Sheet 2 of 2)**	*Report Title:* **Concept Development & Evaluation Report**	*Exhibit No.* 4-9 *Page No.* *Date:* 9/19

Alternative 4:

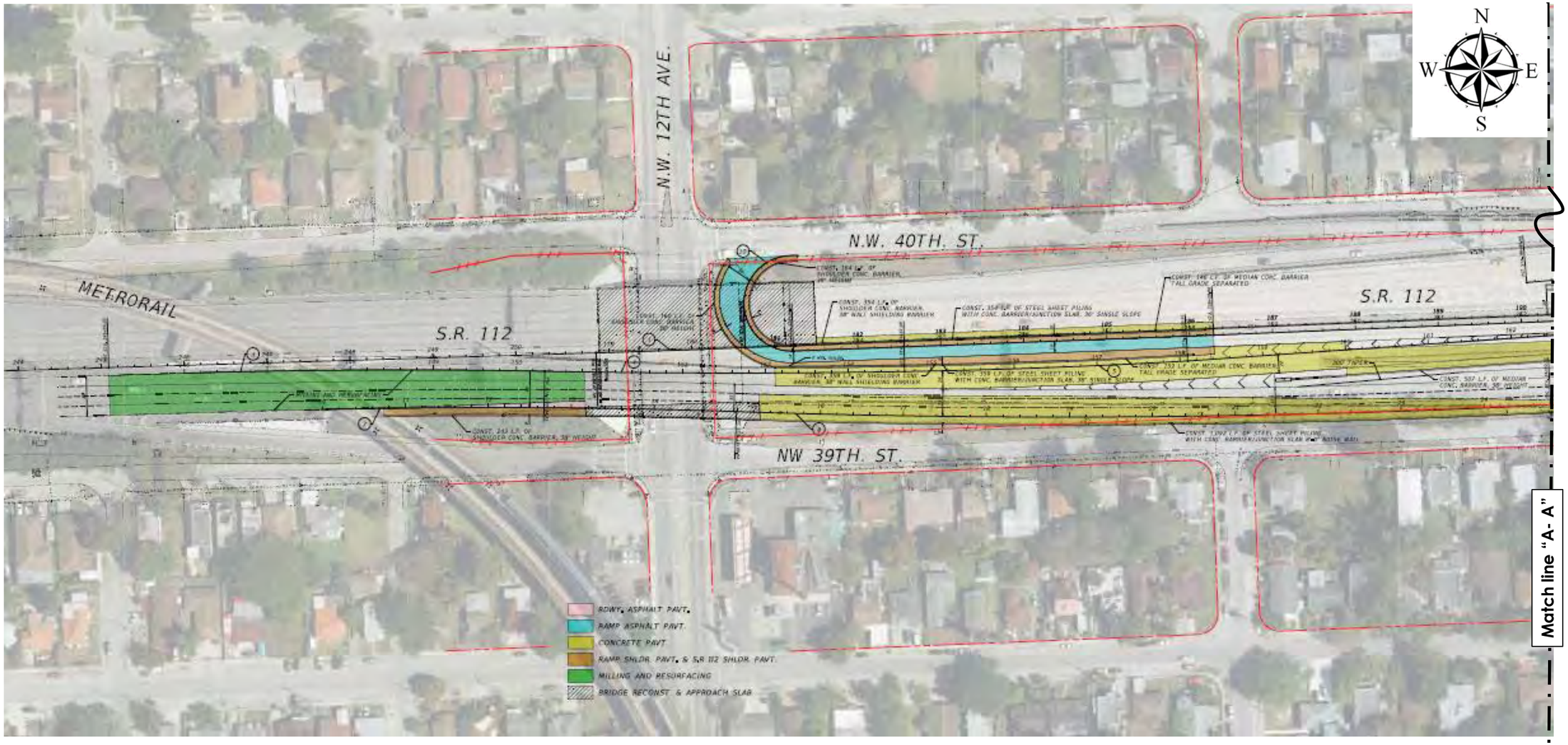
This alternative would implement new access connections between I-195 and I-95 Express Lanes (also known as the I-195 Texas U-Turn Improvements). The concept includes:

- ***Southbound I-95 express lanes Connection to Eastbound I-195*** via a new Texas U-Turn ramp between NW 40th Street and eastbound SR-112 near NW 12th Avenue; and
- ***Northbound I-95 express lanes Connection from Westbound I-195*** via a new Texas U-Turn ramp between westbound SR-112 and NW 39th Street near NW 10th Avenue.

Impacts:

- The minimum shoulder width provided for the NW 12th Street U-turn is 4-ft due to right-of-way limitations.
- The proposed modifications along eastbound SR-112 are constrained by the existing off-ramp to NW 12th Avenue and the Metrorail straddle bents;
- To minimize impacts to NW 39th Street, an 8-ft outside shoulder is being proposed along eastbound SR-112. This will require a right-of-way transfer to adjust the location of the Limited Access right-of-way line.

Exhibits 4-10 and **4-11** on the following pages illustrate the schematic layout of this System Improvement Alternative. It should be noted that this alternative was previously considered as an interim improvement until more long-term improvements to implement direct connections to the I-95 Express lanes are developed. As an interim improvement, the design of the Texas U-Turn connections would be constrained to limit the extent right-of-way impacts. A parallel effort to the I-195 CPS, reviewed the Design and Exceptions and Variation that would likely need to be approved as a result of the imperative to limit right-of-way impacts.



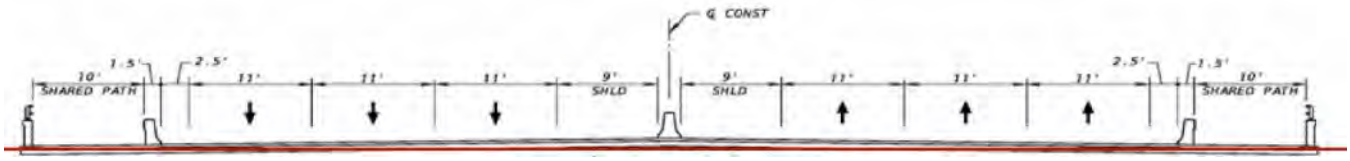
Project Name: **I-195 Corridor Planning Study from I-95/NW 12th Avenue to SR 907/Alton Road** FM No. 440228-1-22-01	*Exhibit Name:* **Alternative 4 – Texas U-Turn Connections (Sheet 1 of 2)**	*Report Title:* **Concept Development & Evaluation Report**	*Exhibit No.* 4-10 *Page No.* *Date:* 9/19

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:* **Alternative 4 – Texas U-Turn Connections (Sheet 2 of 2)**	*Report Title:* **Concept Development & Evaluation Report**	*Exhibit No.* 4-11 *Page No.* *Date:* 9/19

4.4 Bicycle & Pedestrian Improvement Alternatives

Since 2012, bicyclists have been allowed to travel within the outside shoulders in the eastbound and westbound directions along the Julia Tuttle Causeway. This was initially implemented as a two-year pilot project pursuant to Florida Statute 316.091. The pilot project which remains in effect today, will be replaced by long-term solutions identified in this Corridor Planning Study and further refined in a future PD&E study.

The Julia Tuttle Causeway was identified in the ***August 2017, Miami-Dade TPO Protected Bike Lanes Demonstration Plan*** as a candidate facility for the implementation of Protected Bike Lanes (PBLs) or Separated Bike Lanes. A necessary design element for a PBL is the need for a physical separation between the bicyclist and the motorized vehicle to provide enhanced safety. FDOT commissioned a study in December 2015 to determine the feasibility of implementing a separated shared use path along the causeway. The study recommended a directional shared use path along the north and south sides of I-195 behind the existing guardrail. At the bridge approaches, a break in the guardrail was proposed to allow the path to align with the existing paved shoulder along the roadway, transitioning onto the bridges. Where the path transitions onto the shoulder, a barrier was recommended to separate the motorists from the bicyclists and pedestrians. To accommodate a 10' shared path, 1.5' barrier wall, and 2.5' shoulder, the existing 12' lanes were proposed to be reduced to 11' in width and the inside shoulders were proposed to be reduced from 10' to 9'. **Exhibit 4-12** below, illustrates the candidate typical section that was recommended from that study.



Source: Feasibility Study to Include Shared Use Path Along SR 112 / I-195 / Julia Tuttle Causeway | CH Perez & Associates, December 17, 2015

Exhibit 4-12: Candidate Julia Tuttle Typical Section with Shared Use Path on Bridges

It should be noted that with the proposed reduction of the inside shoulders to 9', this concept would preclude the implementation of the Bus On Shoulder (BOS) project mentioned in **Section 4.1** (which requires an inside shoulder width of at least 11.5' on the bridges for BOS operations). As such, this concept was discarded from further evaluation. Long-term alternatives to improve non-motorized connections between the City of Miami Beach and the City of Miami were identified as follows:

Alternative A:

This alternative involves the implementation of new shared use path bridge structures from Biscayne Boulevard to Alton Road (that transition from the north to south side of the Causeway). This would provide a connection from Biscayne Boulevard to and from Miami Beach for pedestrians and bicyclists. The 14' shared use path would be physically separated from the mainline Causeway and allow for two-way non-motorized traffic within the path. The path was laid out to transition from the north side to the south side to show the flexibility of this concept in covering both sides of the Causeway. However, as this alternative is further considered, recommendations may be made along with stakeholder input to develop the concept for an exclusive southside alignment.

Impacts:

- No right-of-way impacts are anticipated;
- Requires new standalone shared use path bridges;
- Requires new shared path bridge over eastbound I-195 off-ramp to Alton Road; and
- Requires modifications to drainage to accommodate the new shared use path bridge.

Exhibits 4-13 through **4-15** on the following pages illustrate the schematic layout of the improvements.

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MATCHLINE SHEET 2

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:* **Alternative A – Single Shared Use Path (Sheet 1 of 3)**	*Report Title:* **Concept Development & Evaluation Report**	*Exhibit No.* 4-13 *Page No.* *Date:* 9/19

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:* **Alternative A – Single Shared Use Path (Sheet 2 of 3)**	*Report Title:* **Concept Development & Evaluation Report**	*Exhibit No.* 4-14 *Page No.* *Date:* 9/19

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:* **Alternative A – Single Shared Use Path (Sheet 3 of 3)**	*Report Title:* **Concept Development & Evaluation Report**	*Exhibit No.* 4-15 *Page No.* *Date:* 9/19

Alternative B:

This alternative involves the implementation of dual shared use paths to be located adjacent to both the eastbound and westbound mainline (12' on each side) of the Julia Tuttle Causeway. This improvement would involve the widening of the existing Causeway bridges to provide barrier separated shared use paths along eastbound and westbound sides of the Julia Tuttle Causeway from Biscayne Boulevard to Alton Road.

Impacts:

- No right-of-way impacts are anticipated;
- Requires widening of existing Julia Tuttle Causeway bridges; and
- Requires addition of drainage to accommodate new shared use paths.

Exhibits 4-16 through **4-18** on the following pages illustrate the schematic layout of the improvements.

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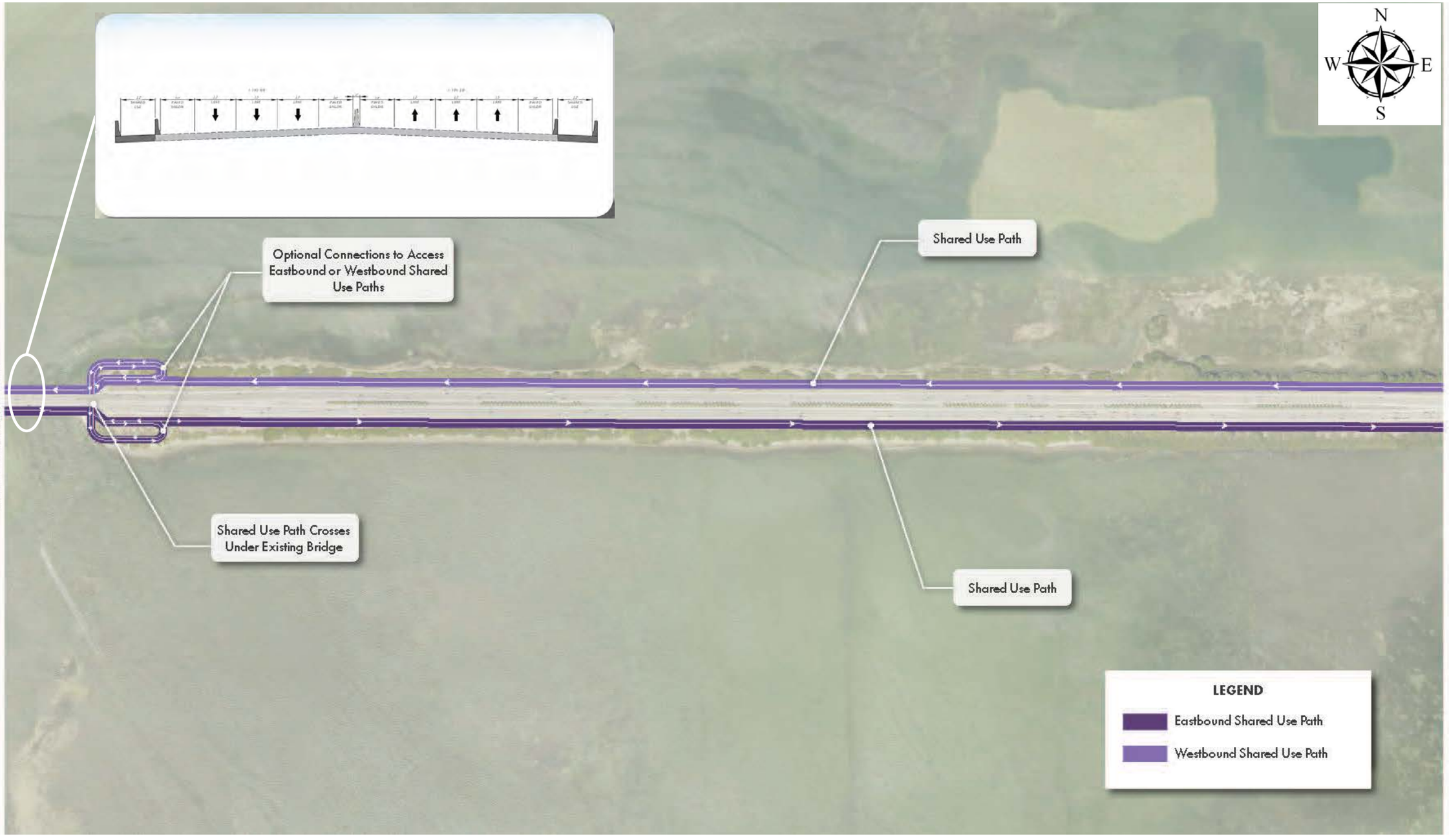
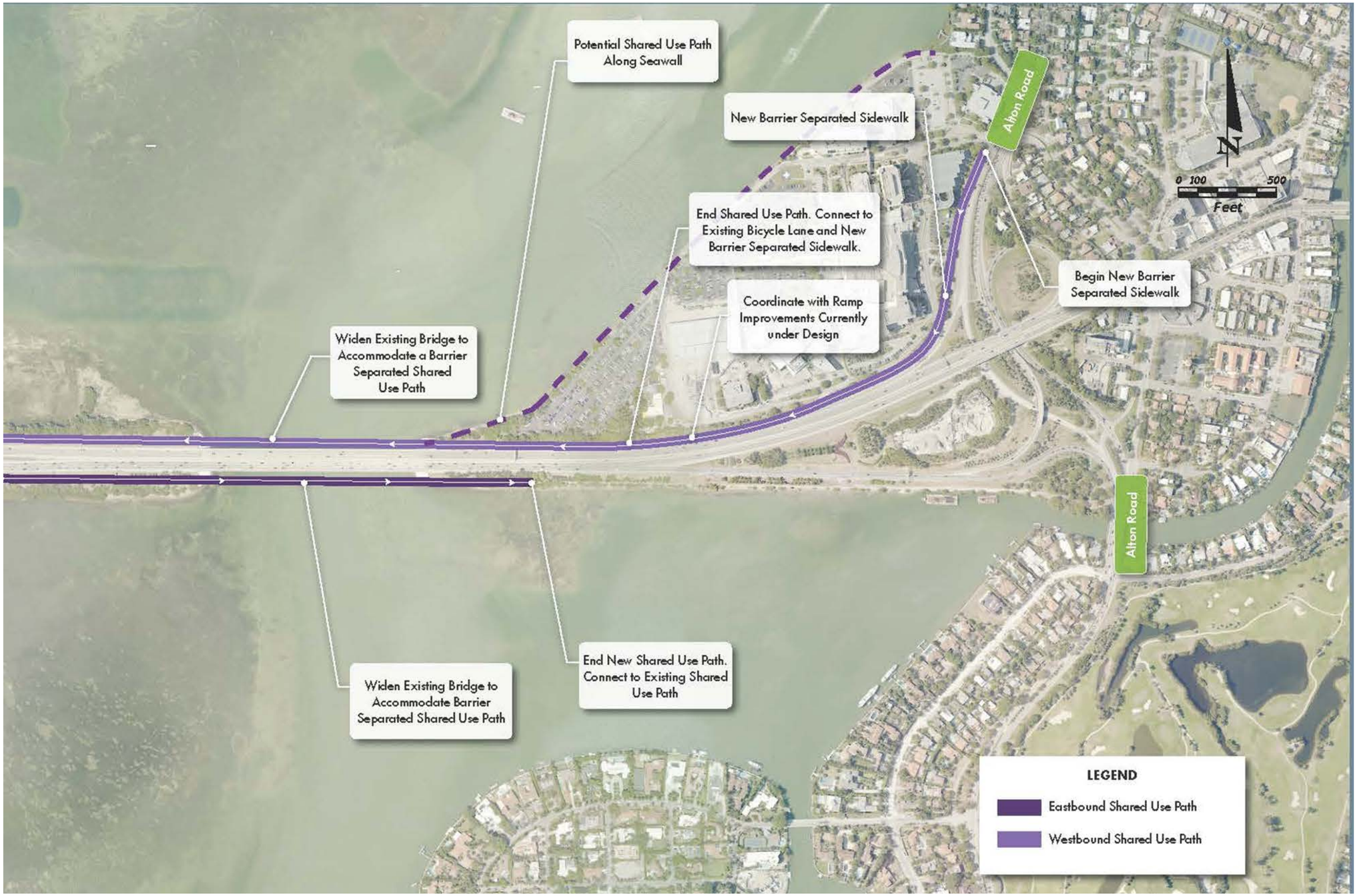
Project Name: I-195 Corridor Planning Study from I-95/NW 12th Avenue to SR 907/Alton Road FM No. 440228-1-22-01	*Exhibit Name:* **Alternative B – Dual Shared Use Paths (Sheet 1 of 3)**	*Report Title:* **Concept Development & Evaluation Report**	*Exhibit No.* 4-16 *Page No.* *Date:* 9/19



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:* **Alternative B – Dual Shared Use Paths (Sheet 2 of 3)**	*Report Title:* **Concept Development & Evaluation Report**	*Exhibit No.* 4-17 *Page No.* *Date:* 9/19



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:* **Alternative B – Dual Shared Use Paths (Sheet 3 of 3)**	*Report Title:* **Concept Development & Evaluation Report**	*Exhibit No.* 4-18 *Page No.* *Date:* 9/19

5.0 PRELIMINARY ASSESSMENT OF ALTERNATIVES

A preliminary quantitative and qualitative assessment of alternatives identified in **Section 4.0** of this report was performed considering likely traffic operations (for the system alternatives), order of magnitude construction costs, likely impacts on right-of-way/parcels affected, the environment and traffic operations. The results of this assessment together with the study objectives enunciated in **Section 2.0**, provide a basis for the evaluation of the alternatives described later in **Section 6.0**.

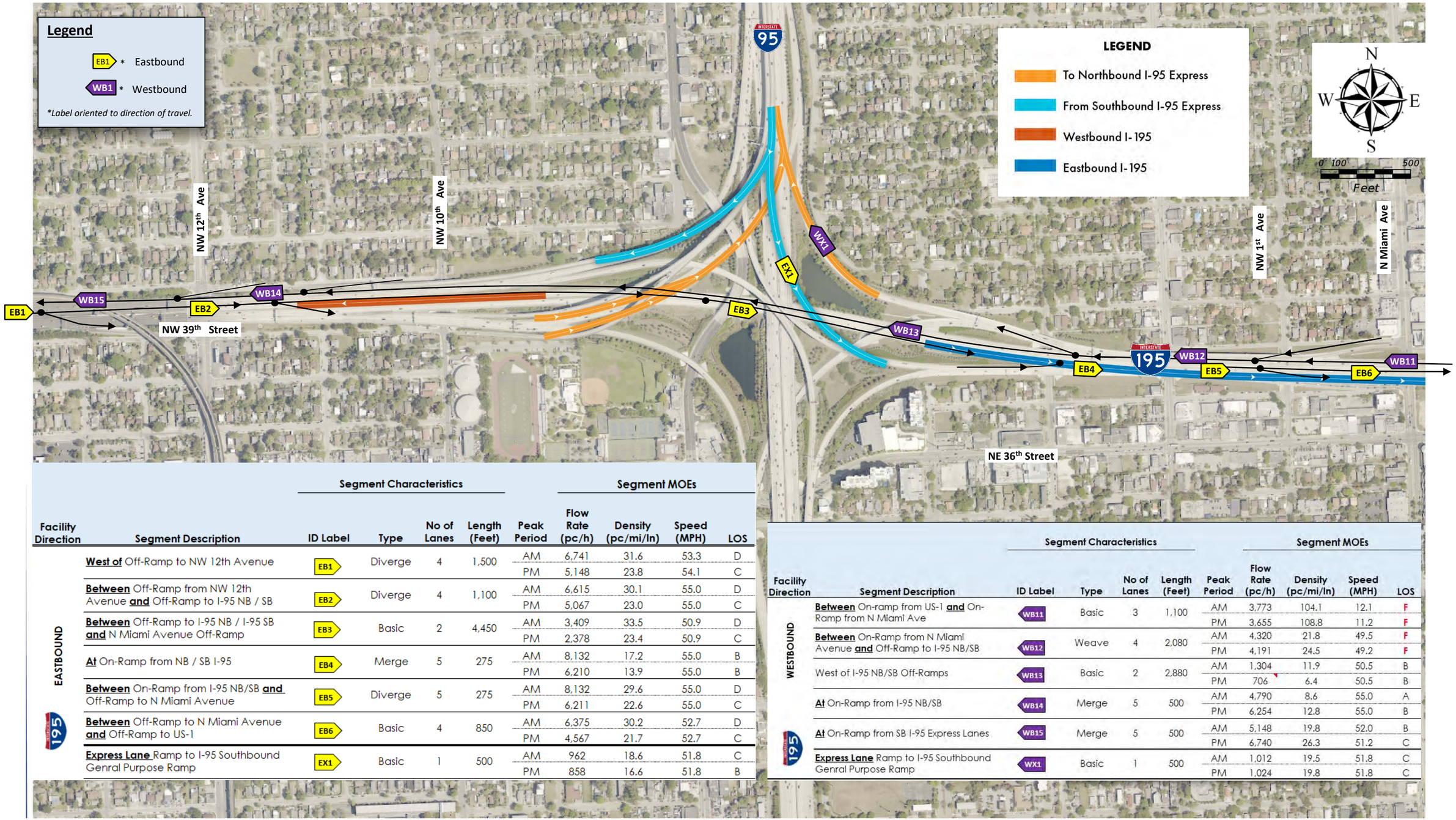
5.1 Quantitative Assessment - System Traffic Operations

Operational assessments of the System Improvement Alternatives presented in Section 4.3 were performed 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 (passenger cars per mile per lane) was used as the measure of effectiveness to estimate the LOS of facility segments.

5.1.1 Alternative 1

Design Hour Traffic peak-hour volumes for 2045 No-Build conditions developed and described in Section 5.0 of the February 2019 *I-195 CPS Existing and Future No-Build Traffic Analysis Report*, were logically rerouted to the new Express Lanes connections to develop new Design Hour Volumes based on this alternative. The demand from I-95 general-purpose lanes was redistributed to the I-95 express lanes north of I-195. The reassignment of traffic is documented in **Appendix B**.

Exhibits 5-1 through **5-3** on the following pages summarize the traffic operations for SR 112/I-195 freeway segment and ramp areas. As can be seen, while this alternative provides new connections between the I-95 Express lanes and I-195 to the east, operational deficiencies would persist in various locations along the corridor similar to No-Build conditions in the 2045 Horizon Year. HCS output sheets are provided in **Appendix B.**



Facility Direction	Segment Description	ID Label	Type	No of Lanes	Length (Feet)	Peak Period	Flow Rate (pc/h)	Density (pc/mi/ln)	Speed (MPH)	LOS
				Segment Characteristics			Segment MOEs			
EASTBOUND I-195	**West of** Off-Ramp to NW 12th Avenue	EB1	Diverge	4	1,500	AM	6,741	31.6	53.3	D
						PM	5,148	23.8	54.1	C
	Between Off-Ramp from NW 12th Avenue **and** Off-Ramp to I-95 NB / SB	EB2	Diverge	4	1,100	AM	6,615	30.1	55.0	D
						PM	5,067	23.0	55.0	C
	Between Off-Ramp to I-95 NB / I-95 SB **and** N Miami Avenue Off-Ramp	EB3	Basic	2	4,450	AM	3,409	33.5	50.9	D
						PM	2,378	23.4	50.9	C
	At On-Ramp from NB / SB I-95	EB4	Merge	5	275	AM	8,132	17.2	55.0	B
						PM	6,210	13.9	55.0	B
	Between On-Ramp from I-95 NB/SB **and** Off-Ramp to N Miami Avenue	EB5	Diverge	5	275	AM	8,132	29.6	55.0	D
						PM	6,211	22.6	55.0	C
	Between Off-Ramp to N Miami Avenue **and** Off-Ramp to US-1	EB6	Basic	4	850	AM	6,375	30.2	52.7	D
						PM	4,567	21.7	52.7	C
	Express Lane Ramp to I-95 Southbound Genral Purpose Ramp	EX1	Basic	1	500	AM	962	18.6	51.8	C
						PM	858	16.6	51.8	B

Facility Direction	Segment Description	ID Label	Type	No of Lanes	Length (Feet)	Peak Period	Flow Rate (pc/h)	Density (pc/mi/ln)	Speed (MPH)	LOS
				Segment Characteristics			Segment MOEs			
WESTBOUND I-195	**Between** On-ramp from US-1 **and** On-Ramp from N Miami Ave	WB11	Basic	3	1,100	AM	3,773	104.1	12.1	F
						PM	3,655	108.8	11.2	F
	Between On-Ramp from N Miami Avenue **and** Off-Ramp to I-95 NB/SB	WB12	Weave	4	2,080	AM	4,320	21.8	49.5	F
						PM	4,191	24.5	49.2	F
	West of I-95 NB/SB Off-Ramps	WB13	Basic	2	2,880	AM	1,304	11.9	50.5	B
						PM	706	6.4	50.5	B
	At On-Ramp from I-95 NB/SB	WB14	Merge	5	500	AM	4,790	8.6	55.0	A
						PM	6,254	12.8	55.0	B
	At On-Ramp from SB I-95 Express Lanes	WB15	Merge	5	500	AM	5,148	19.8	52.0	B
						PM	6,740	26.3	51.2	C
	Express Lane Ramp to I-95 Southbound Genral Purpose Ramp	WX1	Basic	1	500	AM	1,012	19.5	51.8	C
						PM	1,024	19.8	51.8	C

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:

2045 Build Alternative 1 Traffic Operations Summary (Sheet 1 of 3)

Report Title:

Concept Development & Evaluation Report

Exhibit No. 5-1

Page No.

Date: 9/19

Facility Direction	Segment Description	ID Label	Type	No of Lanes	Length (Feet)	Peak Period	Flow Rate (pc/h)	Density (pc/mi/ln)	Speed (MPH)	LOS
							Segment Characteristics		Segment MOEs	
EASTBOUND I-195	**Between** Off-Ramp to N Miami Avenue **and** Off-Ramp to US-1	EB7	Basic	3	850	AM	6,375	41.7	50.9	E
						PM	4,567	29.2	52.2	D
	At Off-Ramp to Biscayne Blvd	EB8	Diverge	3	1,500	AM	6,375	42.2	50.3	D
						PM	4,567	30.0	50.7	C
	Between Off-Ramp to Biscayne Blvd **and** On-Ramp from NE 36th Street	EB9	Basic	3	2,100	AM	5,046	32.2	52.2	D
						PM	3,256	20.8	52.2	C
	At NE 36th Street On-Ramp	EB10	Merge	3	1,500	AM	6,146	42.0	48.8	D
						PM	4,694	30.9	50.6	C
	Julia Tuttle Causeway	EB11	Basic	3	1,300	AM	6,146	39.7	51.6	E
						PM	4,694	30.0	52.2	D

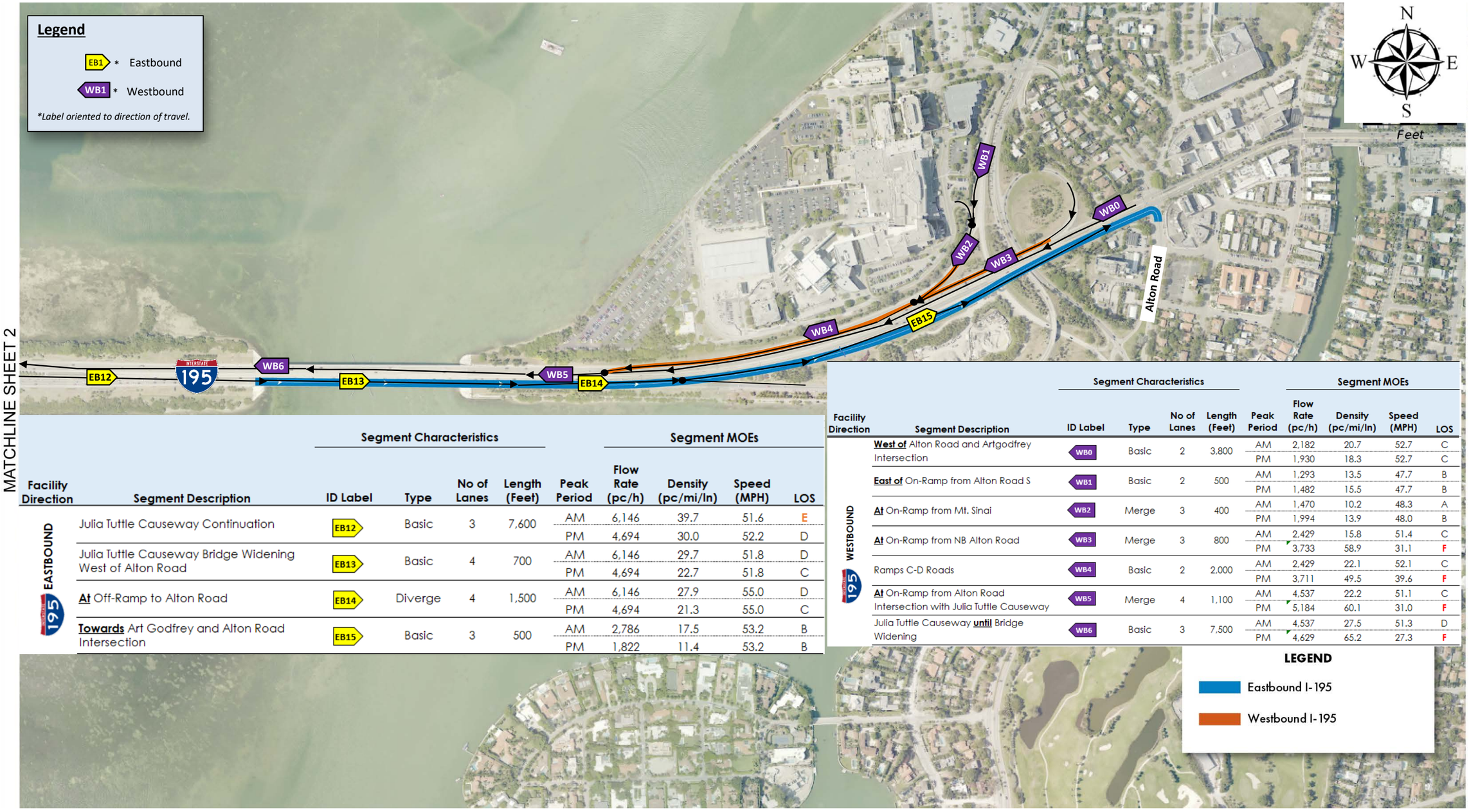
Facility Direction	Segment Description	ID Label	Type	No of Lanes	Length (Feet)	Peak Period	Flow Rate (pc/h)	Density (pc/mi/ln)	Speed (MPH)	LOS
							Segment Characteristics		Segment MOEs	
WESTBOUND I-195	**Between** Bridge Widening **and** Off-Ramp to Biscayne Blvd	WB7	Basic	4	1,500	AM	4,537	20.6	51.3	C
						PM	4,395	98.4	12.8	F
	At Off-Ramp to Biscayne Blvd	WB8	Diverge	4	1,500	AM	4,537	21.4	53.0	C
						PM	4,158	108.4	10.2	F
	Between Off-Ramp to Viaduct **and** On-ramp from Biscayne Blvd	WB9	Basic	3	900	AM	3,039	18.4	50.1	C
						PM	3,110	115.4	9.1	F
	At On-Ramp from US-1	WB10	Merge	3	1,500	AM	3,838	96.8	13.7	F
						PM	3,742	107.5	11.6	F

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:
2045 Build Alternative 1 Traffic Operations Summary (Sheet 2 of 3)

Report Title:
Concept Development & Evaluation Report

Exhibit No. 5-2
Page No.
Date: 9/19



MATCHLINE SHEET 2

EASTBOUND I-195

Facility Direction	Segment Description	ID Label	Type	No of Lanes	Length (Feet)	Peak Period	Flow Rate (pc/h)	Density (pc/mi/ln)	Speed (MPH)	LOS
	Julia Tuttle Causeway Continuation	EB12	Basic	3	7,600	AM	6,146	39.7	51.6	E
						PM	4,694	30.0	52.2	D
	Julia Tuttle Causeway Bridge Widening West of Alton Road	EB13	Basic	4	700	AM	6,146	29.7	51.8	D
						PM	4,694	22.7	51.8	C
	At Off-Ramp to Alton Road	EB14	Diverge	4	1,500	AM	6,146	27.9	55.0	D
						PM	4,694	21.3	55.0	C
	Towards Art Godfrey and Alton Road Intersection	EB15	Basic	3	500	AM	2,786	17.5	53.2	B
						PM	1,822	11.4	53.2	B

WESTBOUND I-195

Facility Direction	Segment Description	ID Label	Type	No of Lanes	Length (Feet)	Peak Period	Flow Rate (pc/h)	Density (pc/mi/ln)	Speed (MPH)	LOS
	West of Alton Road and Artgodfrey Intersection	WB0	Basic	2	3,800	AM	2,182	20.7	52.7	C
						PM	1,930	18.3	52.7	C
	East of On-Ramp from Alton Road S	WB1	Basic	2	500	AM	1,293	13.5	47.7	B
						PM	1,482	15.5	47.7	B
	At On-Ramp from Mt. Sinai	WB2	Merge	3	400	AM	1,470	10.2	48.3	A
						PM	1,994	13.9	48.0	B
	At On-Ramp from NB Alton Road	WB3	Merge	3	800	AM	2,429	15.8	51.4	C
						PM	3,733	58.9	31.1	F
	Ramps C-D Roads	WB4	Basic	2	2,000	AM	2,429	22.1	52.1	C
						PM	3,711	49.5	39.6	F
	At On-Ramp from Alton Road Intersection with Julia Tuttle Causeway	WB5	Merge	4	1,100	AM	4,537	22.2	51.1	C
						PM	5,184	60.1	31.0	F
	Julia Tuttle Causeway **until** Bridge Widening	WB6	Basic	3	7,500	AM	4,537	27.5	51.3	D
						PM	4,629	65.2	27.3	F

LEGEND

Eastbound I-195

Westbound I-195

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:

2045 Build Alternative 1 Traffic Operations Summary (Sheet 3 of 3)

Report Title:

Concept Development & Evaluation Report

Exhibit No. 5-3

Page No.

Date: 9/19

5.1.2 Alternative 2

Design Hour Traffic peak-hour volumes for 2045 No-Build conditions developed and described in Section 5.0 of the February 2019 *I-195 CPS Existing and Future No-Build Traffic Analysis Report*, were logically rerouted to the new Express Lanes connections and the new grade-separated viaduct (as described in **Section 4.3**) to develop new Design Hour Volumes based on this alternative. The demand from I-95 general-purpose lanes was redistributed to the I-95 express lanes north of I-195 via the new viaduct along I-195 to the east. The reassignment of traffic is documented in **Appendix B**.

Exhibits 5-4 through **5-6** on the following pages, summarize the traffic operations for SR 112/I-195 freeway segment and ramp areas. As can be seen, operations would improve with this alternative which provides new connections between the I-95 Express Lanes and the new I-195 viaduct to the east. Some operational deficiencies would still persist (particularly in the westbound direction) with this build alternative during the 2045 Horizon Year. HCS output sheets are provided in **Appendix B.**

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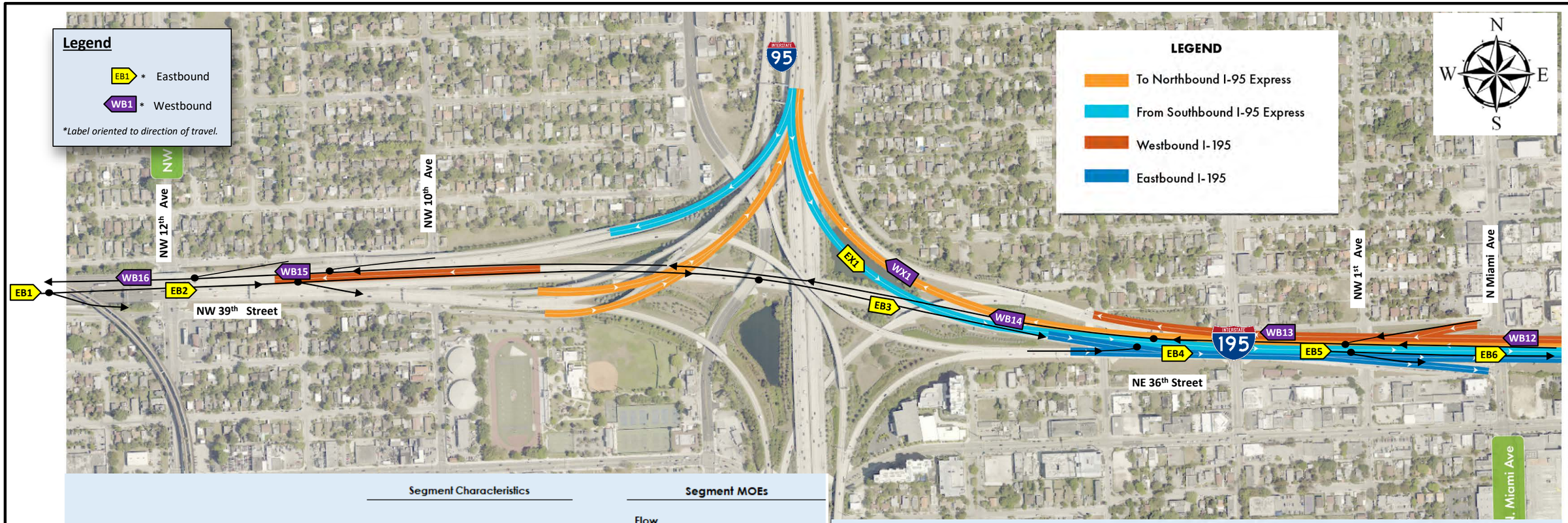


Facility Direction		Segment Description	ID Label	Type	No of Lanes	Length (Feet)	Peak Period	Flow Rate (pc/h)	Density (pc/mi/ln)	Speed (MPH)	LOS
					Segment Characteristics			Segment MOEs			
EASTBOUND	Lower-Level	**West of** Off-Ramp to NW 12th Avenue	EB1	Diverge	4	1,500	AM	6,741	31.6	53.3	D
							PM	5,148	23.8	54.1	C
		Between Off-Ramp from NW 12th Avenue **and** Off-Ramp to I-95 NB / SB	EB2	Diverge	4	1,100	AM	6,615	30.1	55.0	D
							PM	5,067	23.0	55.0	C
		Between Off-Ramp to I-95 NB / I-95 SB **and** On-Ramp from NB / SB I-95	EB3	Basic	2	4,450	AM	3,409	33.5	50.9	D
							PM	2,378	23.4	50.9	C
		At On-Ramp from NB / SB I-95	EB4	Merge	5	275	AM	7,520	14.9	55.0	B
							PM	5,695	12.1	55.0	B
		Between On-Ramp from I-95 NB/SB **and** Off-Ramp to N Miami Avenue	EB5	Diverge	5	275	AM	7,520	27.3	55.0	D
							PM	5,695	20.7	55.0	C
		Between Off-Ramp to N Miami Avenue **and** Off-Ramp to US-1	EB6	Basic	4	850	AM	5,763	27.6	52.2	D
							PM	4,052	19.4	52.2	C
	Express Lanes (Viaduct)	**From** I-95 Southbound Express Lane Exit	EX1	Basic	1	3,000	AM	1,224	12.4	49.2	B
							PM	1,029	10.4	49.2	A

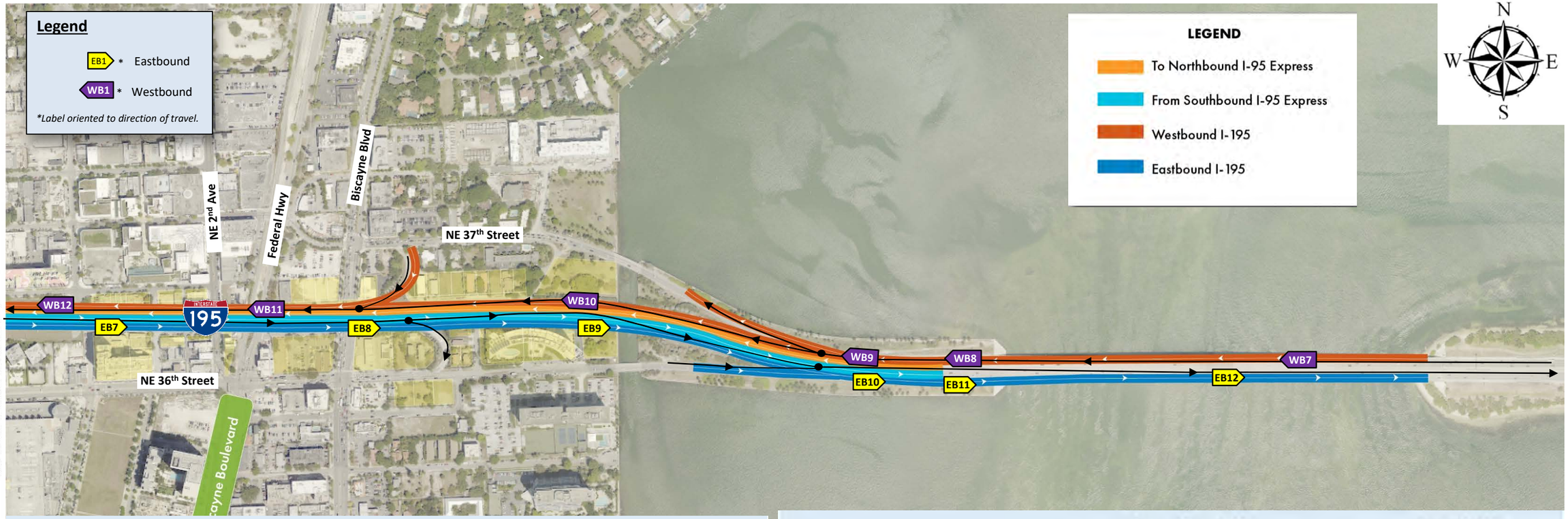
Facility Direction		Segment Description	ID Label	Type	No of Lanes	Length (Feet)	Peak Period	Flow Rate (pc/h)	Density (pc/mi/ln)	Speed (MPH)	LOS
					Segment Characteristics			Segment MOEs			
WESTBOUND	Lower Level	**Between** On-ramp from US-1 **and** On-Ramp from N Miami Ave	WB12	Basic	3	1,100	AM	3,738	24.4	51.3	C
							PM	3,947	102.4	12.9	F
		Between On-Ramp from N Miami Avenue **and** Off-Ramp to I-95 NB/SB	WB13	Weave	4	2,080	AM	5,180	28.9	45.0	F
							PM	4,520	23.4	49.3	F
		Between I-95 NB/SB Off-Ramps **and** On-Ramps	WB14	Basic	2	3,380	AM	2,131	19.4	50.5	C
							PM	1,100	10.0	50.5	B
		Between On-Ramp from I-95 NB/SB **and** On-Ramp from SB I-95 Express Lanes	WB15	Merge	5	500	AM	4,790	8.6	55.0	A
							PM	6,254	12.8	55.0	B
		At On-Ramp from SB I-95 Express Lanes	WB16	Merge	5	500	AM	5,148	19.8	52.0	B
							PM	6,740	26.3	51.2	C
	Express Lanes (Viaduct)	**From** I-195 Westbound Express Lane Exit	WX1	Basic	1	3,000	AM	1,242	12.3	50.5	B
							PM	1,259	12.5	50.5	B

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:
2045 Build Alternative 2 Traffic Operations Summary (Sheet 1 of 3)

Report Title:
Concept Development & Evaluation Report

Exhibit No. 5-4
Page No.
Date: 9/19



Facility Direction	Segment Description	ID Label	Type	No of Lanes	Length (Feet)	Peak Period	Flow Rate (pc/h)	Density (pc/mi/ln)	Speed (MPH)	LOS
				Segment Characteristics			Segment MOEs			
Lower-Level EASTBOUND I-195	**Between** Off-Ramp to N Miami Avenue **and** Off-Ramp to US-1	EB7	Basic	3	850	AM	5,763	37.1	51.8	E
						PM	4,052	26.1	51.8	D
	At Off-Ramp to Biscayne Blvd	EB8	Diverge	3	1,500	AM	5,763	38.0	50.5	D
						PM	4,052	26.6	50.7	C
	Between Off-Ramp to Biscayne Blvd **and** On-Ramp from NE 36th Street	EB9	Basic	3	2,100	AM	4,434	28.5	51.8	D
						PM	2,740	17.6	51.8	B
	At NE 36th Street On-Ramp	EB10	Merge	3	500	AM	5,534	26.9	55.0	D
						PM	4,178	16.6	55.0	B
	At Eastbound Express Lane Viaduct Entrance	EB11	Merge	4	1,500	AM	6,146	25.2	55.0	C
						PM	4,693	19.0	55.0	C
	Julia Tuttle Causeway Bridge Widening East of Viaduct Entrance	EB12	Basic	4	800	AM	6,146	29.7	51.8	D
						PM	4,693	22.6	51.8	C

Facility Direction	Segment Description	ID Label	Type	No of Lanes	Length (Feet)	Peak Period	Flow Rate (pc/h)	Density (pc/mi/ln)	Speed (MPH)	LOS
				Segment Characteristics			Segment MOEs			
Lower Level WESTBOUND I-195	**Between** Bridge Widening **and** Off-Ramp to Biscayne Blvd	WB7	Basic	4	1,500	AM	4,577	20.8	50.9	C
						PM	4,976	85.4	23.6	F
	At Off-Ramp to Express Lanes Viaduct	WB8	Diverge	4	1,000	AM	4,577	21.5	53.2	C
						PM	4,885	96.4	14.8	F
	At Off-Ramp to Biscayne Blvd	WB9	Diverge	4	500	AM	3,973	18.8	52.8	C
						PM	4,315	107.1	11.0	F
	Between Off-Ramp to Viaduct **and** On-ramp from Biscayne Blvd	WB10	Basic	3	900	AM	2,467	15.0	50.5	B
						PM	3,276	109.4	10.3	F
	At On-Ramp from US-1	WB11	Merge	3	1,500	AM	3,738	24.4	50.6	C
						PM	4,003	101.0	13.3	F
	Between On-ramp from US-1 **and** On-Ramp from N Miami Ave	WB12	Basic	3	1,100	AM	3,738	24.4	51.3	C
						PM	3,947	102.4	12.9	F

Project Name:

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

FM No. 440228-1-22-01

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2045 Build Alternative 2 Traffic Operations Summary (Sheet 2 of 3)

Report Title:

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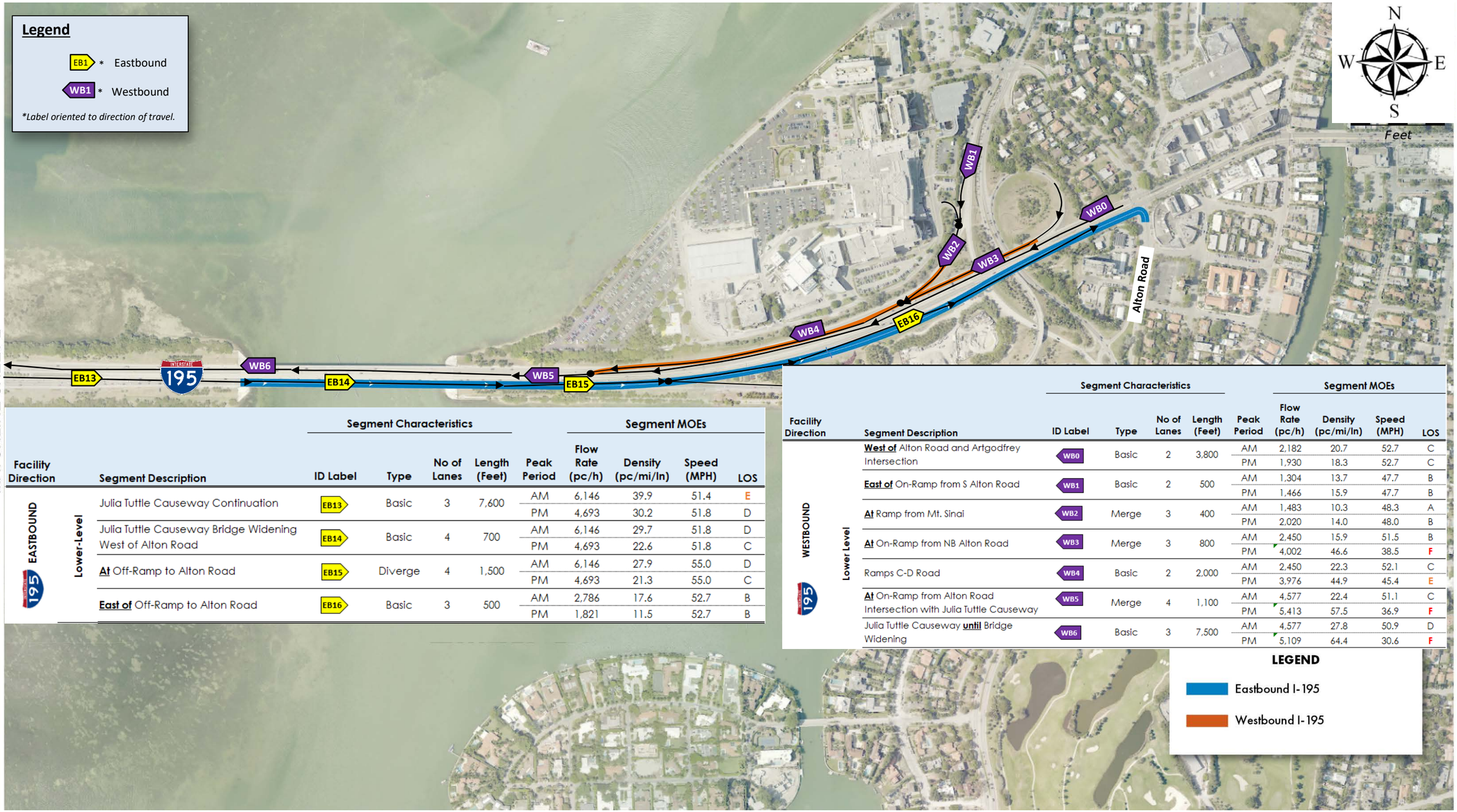

MATCHLINE SHEET 2

Facility Direction	Segment Description	ID Label	Type	No of Lanes	Length (Feet)	Peak Period	Flow Rate (pc/h)	Density (pc/mi/ln)	Speed (MPH)	LOS
EASTBOUND I-195 Lower-Level	Julia Tuttle Causeway Continuation	EB13	Basic	3	7,600	AM	6,146	39.9	51.4	E
						PM	4,693	30.2	51.8	D
	Julia Tuttle Causeway Bridge Widening West of Alton Road	EB14	Basic	4	700	AM	6,146	29.7	51.8	D
						PM	4,693	22.6	51.8	C
	At Off-Ramp to Alton Road	EB15	Diverge	4	1,500	AM	6,146	27.9	55.0	D
						PM	4,693	21.3	55.0	C
	East of Off-Ramp to Alton Road	EB16	Basic	3	500	AM	2,786	17.6	52.7	B
						PM	1,821	11.5	52.7	B

Facility Direction	Segment Description	ID Label	Type	No of Lanes	Length (Feet)	Peak Period	Flow Rate (pc/h)	Density (pc/mi/ln)	Speed (MPH)	LOS
WESTBOUND I-195 Lower Level	**West of** Alton Road and Artgodfrey Intersection	WB0	Basic	2	3,800	AM	2,182	20.7	52.7	C
						PM	1,930	18.3	52.7	C
	East of On-Ramp from S Alton Road	WB1	Basic	2	500	AM	1,304	13.7	47.7	B
						PM	1,466	15.9	47.7	B
	At Ramp from Mt. Sinai	WB2	Merge	3	400	AM	1,483	10.3	48.3	A
						PM	2,020	14.0	48.0	B
	At On-Ramp from NB Alton Road	WB3	Merge	3	800	AM	2,450	15.9	51.5	B
						PM	4,002	46.6	38.5	F
	Ramps C-D Road	WB4	Basic	2	2,000	AM	2,450	22.3	52.1	C
						PM	3,976	44.9	45.4	E
	At On-Ramp from Alton Road Intersection with Julia Tuttle Causeway	WB5	Merge	4	1,100	AM	4,577	22.4	51.1	C
						PM	5,413	57.5	36.9	F
	Julia Tuttle Causeway **until** Bridge Widening	WB6	Basic	3	7,500	AM	4,577	27.8	50.9	D
						PM	5,109	64.4	30.6	F

Project Name:

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

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Report Title:

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5.1.3 Alternative 3

Design Hour Traffic peak-hour volumes for 2045 No-Build conditions developed and described in Section 5.0 of the February 2019 *I-195 CPS Existing and Future No-Build Traffic Analysis Report*, were logically rerouted to the new Express Lanes connections and the new grade-separated viaduct (as described in **Section 4.3**) to develop new Design Hour Volumes based on this alternative. The demand from I-95 general-purpose lanes was distributed to the I-95 express lanes north of I-195 via the new viaduct along I-195 to the east. Viaduct traffic also reflects traffic diversions due to the separation of I-95 general purpose and express traffic heading to/from Miami Beach from local exit (Design District) traffic. The reassignment of traffic is documented in **Appendix B**.

Exhibits 5-7 through **5-9** on the following pages, summarize the traffic operations for SR 112/I-195 freeway segment and ramp areas. As can be seen, operations are projected to improve significantly with this alternative for both the eastbound and westbound directions of travel during the 2045 Horizon Year. HCS output sheets are provided in **Appendix B.**

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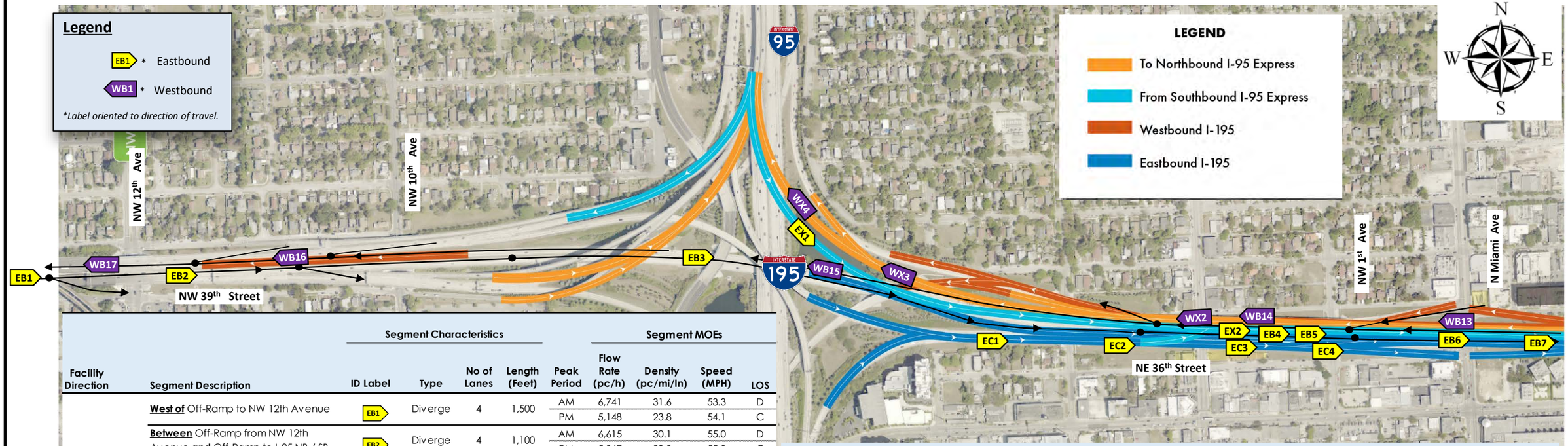

Facility Direction		Segment Description	ID Label	Segment Characteristics: Type	No of Lanes	Length (Feet)	Peak Period	Segment MOEs: Flow Rate (pc/h)	Density (pc/mi/ln)	Speed (MPH)	LOS
EASTBOUND I-195	Lower-Level	**West of** Off-Ramp to NW 12th Avenue	EB1	Diverge	4	1,500	AM	6,741	31.6	53.3	D
							PM	5,148	23.8	54.1	C
		Between Off-Ramp from NW 12th Avenue **and** Off-Ramp to I-95 NB / SB	EB2	Diverge	4	1,100	AM	6,615	30.1	55.0	D
							PM	5,067	23.0	55.0	C
		Between Off-Ramp to I-95 NB / I-95 SB **and** I-95 On-Ramp	EB3	Basic	2	4,000	AM	3,409	33.5	50.9	D
							PM	2,378	23.4	50.9	C
		At On-Ramp from NB / SB I-95	EB4	Merge	2	300	AM	5,810	15.5	55.0	B
							PM	4,584	10.8	55.0	A
		At Off-ramp to N Miami Ave	EB5	Diverge	4	300	AM	5,810	26.4	55.0	D
							PM	4,584	20.8	55.0	C
		Between Off-ramp to N Miami Ave **and** lane drop	EB6	Basic	3	900	AM	4,493	28.9	51.8	D
							PM	3,239	21.2	50.9	C
		Between lane drop **and** On-ramp from N Miami Ave	EB7	Basic	2	680	AM	4,268	42.7	50.0	E
							PM	3,239	31.8	50.9	D
	CD-Road	I-95 General Purpose On-Ramps	EC1	Basic	2	500	AM	4,111	40.1	51.3	E
							PM	3,317	32.0	51.8	D
		Between N Miami Ave On-Ramp and Off-Ramp to Viaduct	EC2	Diverge	2	250	AM	4,111	43.4	47.4	E
							PM	3,317	34.5	48.1	D
		Between Off-Ramp to Viaduct and Lower Level	EC3	Diverge	2	500	AM	2,401	24.7	48.7	C
							PM	2,190	22.4	48.8	B
		At Off-Ramp to I-195 EB to Miami Avenue	EC4	Basic	2	500	AM	1,756	16.4	53.7	B
							PM	1,643	15.3	53.7	B
	Express Lanes (Viaduct)	**From** I-95 Southbound Express Lane Exit	EX1	Basic	1	500	AM	1,224	12.4	49.2	B
							PM	1,029	10.4	49.2	A
		At On-Ramp from I-95 General Purpose Lanes	EX2	Merge	2	1,500	AM	2,934	7.4	55.0	A
							PM	2,156	6.2	55.0	A
		East of On-Ramp from I-95 GP	EX3	Basic	2	3,000	AM	2,934	18.9	51.8	C
							PM	2,156	13.9	51.8	B

Facility Direction		Segment Description	ID Label	Segment Characteristics: Type	No of Lanes	Length (Feet)	Peak Period	Segment MOEs: Flow Rate (pc/h)	Density (pc/mi/ln)	Speed (MPH)	LOS
WESTBOUND I-195	Lower Level	**Between** Off-ramp to N Miami Ave **and** On-Ramp from N Miami Ave	WB13	Basic	2	1,380	AM	2,499	25.7	48.6	C
							PM	3,048	31.4	48.6	D
		Between On-Ramp from N Miami Avenue **and** Off-Ramp to I-95 NB/SB	WB14	Weave	3	2,080	AM	4,201	30.8	45.4	D
							PM	5,003	37.3	44.7	E
		After Off-Ramp to I-95 NB/SB	WB15	Basic	2	1,380	AM	1,755	17.4	50.5	B
							PM	2,249	22.3	50.5	C
		At On-Ramps from I-95 NB/SB	WB16	Merge	5	500	AM	4,790	8.6	55.0	A
							PM	6,254	12.8	55.0	B
		At On-Ramp from SB I-95 Express Lanes	WB17	Merge	5	500	AM	5,148	19.8	52.0	B
							PM	6,740	26.3	51.2	C
	Express Lanes (Viaduct)	**At** Exit to I-95 SB General Purpose Ramp	WX2	Diverge	2	1,500	AM	2,024	21.0	48.1	C
							PM	3,148	33.3	47.3	D
		At Exit to I-95 NB General Purpose Ramp	WX3	Diverge	2	1,500	AM	842	8.6	49.2	B
							PM	1,353	13.9	48.6	B
		West of Off-Ramp to I-95 GP to Existing I-95 NB Express Lanes	WX4	Basic	1	500	AM	621	5.8	53.7	A
							PM	629	5.8	53.7	A

MATCHLINE SHEET 2

Project Name:
I-195 Corridor Planning Study from I-95/NW 12th Avenue to SR 907/Alton Road
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Facility Direction		Segment Description	ID Label	Type	No of Lanes	Length (Feet)	Peak Period	Flow Rate (pc/h)	Density (pc/mi/ln)	Speed (MPH)	LOS
								Segment Characteristics			Segment MOEs
EASTBOUND I-195	Lower-Level	**Between** On-Ramp from N Miami Ave **and** Off-Ramp to Biscayne Blvd	EB8	Weave	3	2,600	AM	5,044	36.8	45.7	E
							PM	4,025	28.5	47.0	D
		Between Off-Ramp to Biscayne Blvd **and** On-Ramp from Express Lanes	EB9	Basic	2	1,850	AM	3,275	32.4	50.5	D
							PM	2,349	23.2	50.5	C
		At On-Ramp from NE 36th Street	EB10	Merge	4	1,650	AM	3,825	19.9	55.0	C
							PM	3,069	14.2	55.0	B
		At On-Ramp from Express Lanes	EB11	Merge	4	850	AM	6,147	17.4	55.0	B
							PM	4,694	13.9	55.0	B
		Between On-Ramp from NE 36th Street **and** Bridge Widening End	EB12	Basic	4	1,300	AM	6,147	30.4	50.5	D
							PM	4,694	23.2	50.5	C

Facility Direction		Segment Description	ID Label	Type	No of Lanes	Length (Feet)	Peak Period	Flow Rate (pc/h)	Density (pc/mi/ln)	Speed (MPH)	LOS
								Segment Characteristics			Segment MOEs
WESTBOUND I-195	Lower Level	**Between** Bridge Widening **and** Off-Ramp to Biscayne Blvd	WB7	Basic	4	1,500	AM	4,694	23.2	50.5	C
							PM	6,147	30.4	50.5	D
		At Off-Ramp to Express Lanes Viaduct	WB8	Diverge	4	1,500	AM	4,689	21.3	55.0	C
							PM	6,141	27.9	55.0	D
		At Off-Ramp to Biscayne Blvd	WB9	Diverge	3	1,500	AM	2,670	16.2	55.0	B
							PM	2,999	18.2	55.0	C
		Between Off-Ramp to Biscayne Blvd **and** On-ramp from Biscayne Blvd	WB10	Basic	2	900	AM	1,934	19.1	50.5	C
							PM	2,433	24.1	50.5	C
		At On-Ramp from US-1	WB11	Merge	2	700	AM	3,239	32.4	50.0	C
							PM	3,614	36.6	49.4	D
		At Off-ramp to N Miami Avenue	WB12	Diverge	2	520	AM	3,226	33.2	48.6	D
							PM	3,603	36.9	48.8	D
	Express Lanes (Viaduct	**From** I-195 WB to Express Lanes Exit	WX1	Basic	2	3,750	AM	2,024	20.0	50.5	C
							PM	3,148	31.2	50.5	D

Project Name:

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

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Report Title:

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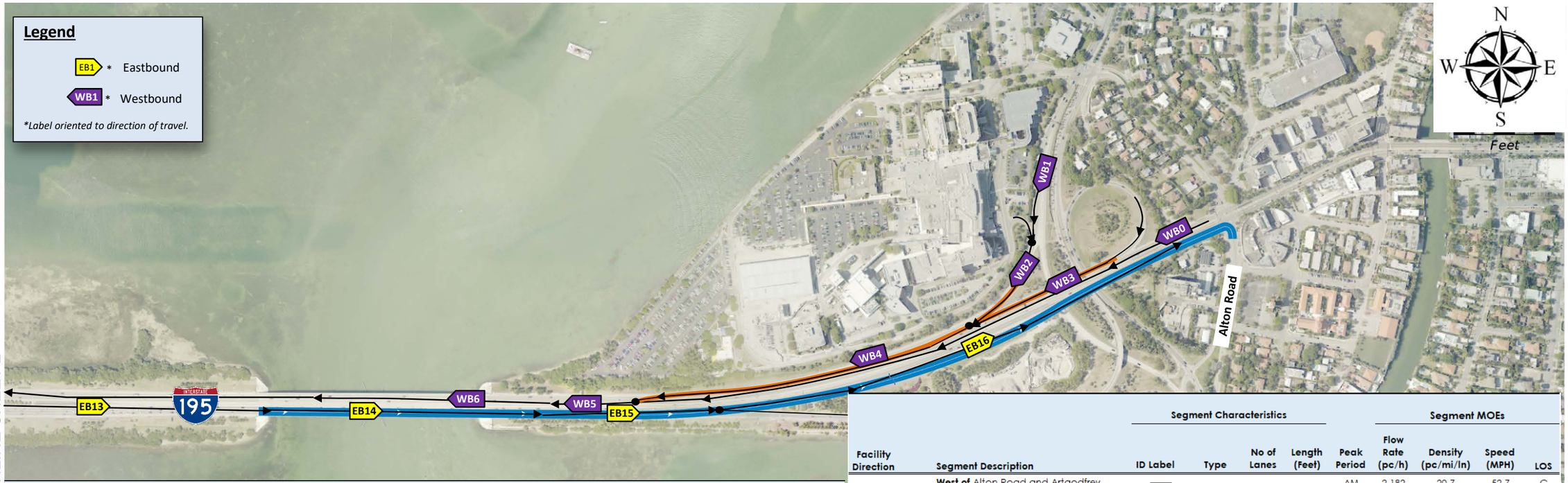

MATCHLINE SHEET 2

Facility Direction	Segment Description	ID Label	Type	No of Lanes	Length (Feet)	Peak Period	Flow Rate (pc/h)	Density (pc/mi/ln)	Speed (MPH)	LOS
EASTBOUND I-195 Lower-Level	**Between** Bridge Widening End **and** Bridge Widening Begin	EB13	Basic	3	7,600	AM	6,147	40.2	51.0	E
						PM	4,694	30.5	51.3	D
	Between Bridge Widening **and** Off-Ramp to Alton Road	EB14	Basic	4	700	AM	6,147	29.7	51.8	D
						PM	4,694	22.5	52.2	C
	At Off-Ramp to Alton Road	EB15	Diverge	4	1,500	AM	6,147	27.9	55.0	D
						PM	4,694	21.3	55.0	C
	East of Off-Ramp to Alton Road	EB16	Basic	2	500	AM	2,787	17.8	52.2	B
						PM	1,822	17.5	52.2	B

Facility Direction	Segment Description	ID Label	Type	No of Lanes	Length (Feet)	Peak Period	Flow Rate (pc/h)	Density (pc/mi/ln)	Speed (MPH)	LOS
WESTBOUND I-195 Lower Level	**West of** Alton Road and Artgodfrey Intersection	WB0	Basic	2	3,800	AM	2,182	20.7	52.7	C
						PM	1,930	18.3	52.7	C
	East of On-Ramp from SB Alton Road	WB1	Basic	2	500	AM	1,337	12.7	52.7	B
						PM	1,517	15.9	47.7	B
	At Ramp from Mt. Sinai	WB2	Merge	3	400	AM	1,521	8.9	50.0	A
						PM	2,094	10.1	50.0	A
	At On-Ramp from NB Alton Road	WB3	Merge	3	800	AM	2,523	16.3	51.5	B
						PM	4,213	28.0	50.2	D
	Ramps with C-D Road	WB4	Basic	2	2,000	AM	2,512	24.1	52.2	C
						PM	4,208	41.6	50.6	E
	Between On-Ramp from SB Alton Road **and** Julia Tuttle Causeway	WB5	Merge	4	1,100	AM	4,694	11.4	55.0	B
						PM	6,147	19.2	55.0	C
	Julia Tuttle Causeway **until** Bridge Widening	WB6	Basic	3	7,500	AM	4,689	31.0	50.5	D
						PM	6,141	40.6	50.4	E

LEGEND

Eastbound I-195

Westbound I-195

Project Name:

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

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5.1.4 Alternative 4

Design Hour Traffic peak-hour volumes for 2045 No-Build conditions developed and described in Section 5.0 of the February 2019 *I-195 CPS Existing and Future No-Build Traffic Analysis Report*, were logically rerouted to the proposed Texas U-Turn connections to develop new Design Hour Volumes based on this alternative. The demand from I-95 general-purpose lanes was redistributed to the I-95 Express Lanes north of I-195. The reassignment of traffic is documented in **Appendix B**.

Exhibits 5-10 through **5-12** on the following pages summarize the traffic operations for SR 112/I-195 freeway segment and ramp areas. As can be seen, while this alternative provides new connections between the I-95 Express lanes and I-195 to the east, operational deficiencies would persist in various locations along the corridor similar to No-Build conditions in the 2045 Horizon Year. HCS output sheets are provided in **Appendix B.**

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MATCHLINE SHEET 2

Facility Direction	Segment Description	ID Label	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	EB1	Diverge	4	1,500	AM	6,741	31.6	53.3	D
						PM	5,148	23.8	54.1	C
	Between Off-Ramp from NW 12th Avenue **and** Off-Ramp to I-95 NB / SB	EB2	Diverge	4	1,100	AM	6,615	30.1	55.0	D
						PM	5,067	23.0	55.0	C
	Between Off-Ramp to I-95 NB / I-95 SB **and** Texas U-Turn On-Ramp	EB3	Basic	2	600	AM	3,409	33.5	50.9	D
						PM	2,378	23.4	50.9	C
	At Texas U-Turn On-Ramp	EB4	Merge	2	550	AM	4,370	46.2	47.3	E
						PM	3,236	32.4	50.0	C
	At N Miami Avenue Off-Ramp	EB5	Diverge	2	1,500	AM	4,371	44.7	48.9	E
						PM	3,236	33.0	49.0	D
	Between N Miami Avenue Off-Ramp **and** On-Ramp from NB / SB I-95	EB6	Basic	2	1,800	AM	3,930	37.4	52.5	E
						PM	2,872	27.2	52.7	D
	At On-Ramp from NB / SB I-95	EB7	Merge	5	275	AM	8,132	15.3	55.0	B
						PM	6,210	12.1	55.0	B
	Between On-Ramp from I-95 NB/SB **and** Off-Ramp to N Miami Avenue	EB8	Diverge	5	275	AM	8,132	29.6	55.0	D
						PM	6,211	22.6	55.0	C
	Between Off-Ramp to N Miami Avenue **and** Off-Ramp to US-1	EB9	Basic	4	850	AM	6,375	30.2	52.7	D
						PM	4,567	21.7	52.7	C

Facility Direction	Segment Description	ID Label	Type	No of Lanes	Length (Feet)	Peak Period	Flow Rate (pc/h)	Density (pc/mi/ln)	Speed (MPH)	LOS
WESTBOUND	**Between** On-ramp from US-1 **and** On-Ramp from N Miami Ave	WB11	Basic	3	1,100	AM	4,335	34.4	42.0	D
						PM	4,183	97.4	14.3	F
	Between On-Ramp from N Miami Avenue **and** Off-Ramp to I-95 NB/SB	WB12	Weave	4	1,080	AM	5,236	27.9	47.0	F
						PM	4,793	24.5	49.0	F
	East of I-95 NB/SB Off-Ramps	WB13	Basic	2	1,380	AM	2,727	24.8	50.3	C
						PM	1,313	11.9	50.4	B
	At Texas U-Turn Off-Ramp	WB14	Diverge	2	1,500	AM	2,727	28.3	48.3	C
						PM	1,620	16.8	48.2	B
	Between Off-Ramp to I-95 Express **and** On-Ramp from I-95 NB/SB GP Lanes	WB15	Basic	2	500	AM	1,811	16.5	51.4	B
						PM	807	7.4	51.4	A
	Between On-Ramp from I-95 NB/SB **and** On-Ramp from SB I-95 Express Lanes	WB16	Merge	3	500	AM	4,790	8.6	55.0	A
						PM	6,254	12.8	55.0	B
	At On-Ramp from SB I-95 Express Lanes	WB17	Merge	5	500	AM	5,148	19.8	52.0	B
						PM	6,740	26.3	51.2	C

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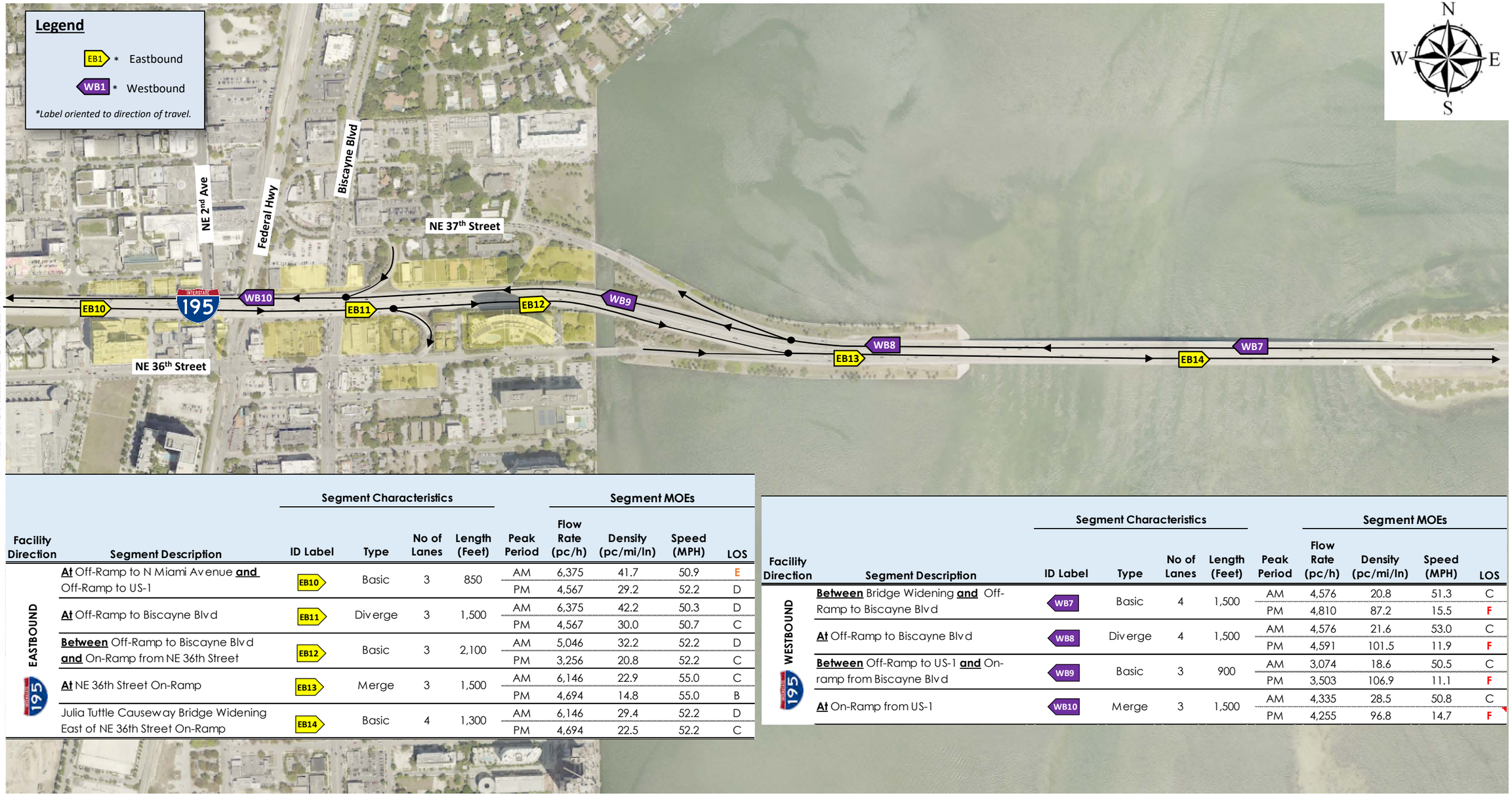

Facility Direction	Segment Description	ID Label	Type	No of Lanes	Length (Feet)	Peak Period	Flow Rate (pc/h)	Density (pc/mi/ln)	Speed (MPH)	LOS
				Segment Characteristics			Segment MOEs			
EASTBOUND I-195	**At** Off-Ramp to N Miami Avenue **and** Off-Ramp to US-1	EB10	Basic	3	850	AM	6,375	41.7	50.9	E
						PM	4,567	29.2	52.2	D
	At Off-Ramp to Biscayne Blvd	EB11	Diverge	3	1,500	AM	6,375	42.2	50.3	D
						PM	4,567	30.0	50.7	C
	Between Off-Ramp to Biscayne Blvd **and** On-Ramp from NE 36th Street	EB12	Basic	3	2,100	AM	5,046	32.2	52.2	D
						PM	3,256	20.8	52.2	C
	At NE 36th Street On-Ramp	EB13	Merge	3	1,500	AM	6,146	22.9	55.0	C
						PM	4,694	14.8	55.0	B
	Julia Tuttle Causeway Bridge Widening East of NE 36th Street On-Ramp	EB14	Basic	4	1,300	AM	6,146	29.4	52.2	D
						PM	4,694	22.5	52.2	C

Facility Direction	Segment Description	ID Label	Type	No of Lanes	Length (Feet)	Peak Period	Flow Rate (pc/h)	Density (pc/mi/ln)	Speed (MPH)	LOS
				Segment Characteristics			Segment MOEs			
WESTBOUND I-195	**Between** Bridge Widening **and** Off-Ramp to Biscayne Blvd	WB7	Basic	4	1,500	AM	4,576	20.8	51.3	C
						PM	4,810	87.2	15.5	F
	At Off-Ramp to Biscayne Blvd	WB8	Diverge	4	1,500	AM	4,576	21.6	53.0	C
						PM	4,591	101.5	11.9	F
	Between Off-Ramp to US-1 **and** On-ramp from Biscayne Blvd	WB9	Basic	3	900	AM	3,074	18.6	50.5	C
						PM	3,503	106.9	11.1	F
	At On-Ramp from US-1	WB10	Merge	3	1,500	AM	4,335	28.5	50.8	C
						PM	4,255	96.8	14.7	F

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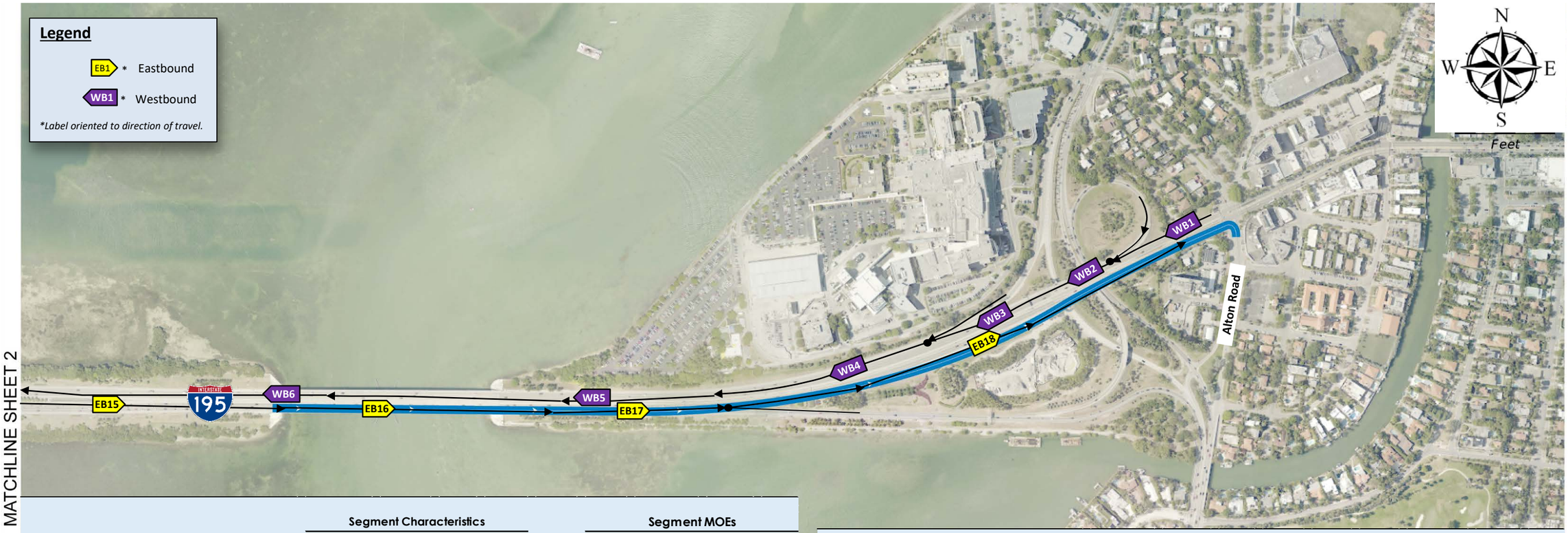

Facility Direction	Segment Description	ID Label	Type	No of Lanes	Length (Feet)	Peak Period	Flow Rate (pc/h)	Density (pc/mi/ln)	Speed (MPH)	LOS
EASTBOUND	Julia Tuttle Causeway Continuation	EB15	Basic	3	7,600	AM	6,146	39.7	51.6	E
						PM	4,694	30.0	52.2	D
	Julia Tuttle Causeway Bridge Widening West of Alton Road	EB16	Basic	4	700	AM	6,146	29.7	51.8	D
						PM	4,694	22.7	51.8	C
	At Off-Ramp to Alton Road	EB17	Diverge	4	1,500	AM	6,146	27.9	55.0	D
						PM	4,694	21.3	55.0	C
	East of Off-Ramp to Alton Road	EB18	Basic	2	500	AM	2,786	26.2	53.2	D
						PM	1,822	17.1	53.2	B

Facility Direction	Segment Description	ID Label	Type	No of Lanes	Length (Feet)	Peak Period	Flow Rate (pc/h)	Density (pc/mi/ln)	Speed (MPH)	LOS
WESTBOUND	**East of** On-Ramp from NB Alton Road	WB1	Basic	2	520	AM	2,104	20.8	50.5	C
						PM	1,879	18.6	50.5	C
	At Alton Road NB On-Ramp	WB2	Merge	3	1,500	AM	3,078	20.0	51.2	C
						PM	3,494	49.4	31.9	F
	Between On-Ramp from NB Alton Road **and** On-Ramp from SB Alton Road	WB3	Basic	3	80	AM	3,078	18.6	50.5	C
						PM	3,463	75.9	29.0	F
	At On-Ramp from SB Alton Road	WB4	Merge	4	1,500	AM	4,576	21.9	52.2	C
						PM	5,469	53.1	33.3	F
	Between On-Ramp from SB Alton Road **and** Julia Tuttle Causeway	WB5	Basic	4	600	AM	4,576	20.8	51.8	C
						PM	5,421	61.4	33.3	F
	Julia Tuttle Causeway **until** Bridge Widening	WB6	Basic	3	8,300	AM	4,576	27.8	51.3	D
						PM	5,023	47.4	37.6	F

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5.2 Qualitative Assessment

A qualitative assessment of the System Alternatives and Bicycle / Pedestrian Alternatives was performed using five primary criteria described in **Section 5.2.1**. Given the Base Improvements are proposed to address specific issues described in the **Section 4.0** of this report and that each improvement within this group represents a single alternative to address a specific issue, no qualitative assessments were performed for these improvements as it is anticipated they can be carried throughout the study process for ultimate refinement.

5.2.1 Criteria

Five primary criteria were considered for the initial qualitative assessment of the system and bicycle/pedestrian alternatives including: Socio-Economic Impact, Environmental Impact, Expected Performance, Implementation and Order of Magnitude Costs. These criteria are further described as follows:

- Socio-Economic Impact
  - *Community Cohesion* – This criterion takes into account the extent to which a proposed alternative may affect community cohesion including the potential for physical separation or degradation in connectivity between communities.
  - *Potential for Controversy* – This criterion evaluates the potential for stakeholder and/or constituent opposition, or controversy related to the alternative proposed.
- Environmental Impact
  - *Natural* – This criterion evaluates the potential impact of a proposed alternative on wetlands, critical waters, flood plains wildlife and habitat (endangered species).
  - *Physical* – This criterion evaluates the potential impact of a proposed alternative on noise and air quality as well as any interactions with potential contamination sites.
  - *Cultural / Historic / Archaeological* – This criterion evaluates the potential impact of a proposed alternative on other environmentally sensitive or restrictive areas such as parklands, recreation lands, historic and archaeological areas.
- Expected Performance
  - *System Linkage* – This criterion evaluates the extent to which the proposed alternative will lead to better connectivity and accessibility for all modes (i.e., multimodal) within the study area.
  - *Capacity / Operations* – This criterion evaluates the likely enhancements and improvements to capacity and operations within the study area as a result of the proposed alternative.
  - *Transportation Demand* – This criterion evaluates the extent to which the proposed alternative will accommodate future transportation demand within the study area.
  - *Modal Interrelationships* – This criterion evaluates the extent to which the proposed alternative will enhance the interaction between different transportation modes within the study area.
  - *Safety* – This criterion evaluates the likely improvement in safety within the study area as a result of the proposed alternative. Strategies that will lead to reductions in modal conflicts or overall congestion are generally regarded as having a positive effect on safety.

- Implementation
  - *Utility Conflicts* – This criterion evaluates the likely impact of alternative strategies on utilities within the study area.
  - *Constructability* – This criterion generally assesses potential constraints that could affect the design and construction of the alternative proposed.
- Order of Magnitude Cost
  - *Construction, Engineering & CEI* – This criterion contemplates the relative orders of magnitude of the construction, engineering & CEI engineering costs associated with the proposed alternative.
  - *Right of Way / Business Damages* – This criterion contemplates the relative cost potential of right-of-way and business damages due to the proposed alternative. For this Tier 1 evaluation, the number of parcels impacted as well as the average market value of potentially impacted parcels were used as surrogates in assessing potential Right-of-way impacts.

5.2.2 Results

The results of the qualitative assessment are summarized in **Table 5-1** on the following page.

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Table 5-1: Qualitative Assessment of Alternatives

Alternatives			CRITERIA												
			Socio-Economic[1]		Environmental[1]			Expected Performance[2]					Implementation[1]		Cost[1]	
Type	ID No.	Description Of Alternative	Community Cohesion	Potential for Controversy	Natural	Physical	Cultural / Historic / Archaeological	System Linkage	Capacity / Operations	Transportation Demand	Modal Interrelationships	Safety	Utility Conflicts	Constructability	Construction	Right of Way / Business Damages
NO-BUILD	NB	No Build Alternative	-	-	-	-	-	Poor	Poor	Poor	Poor	Poor	-	-	-	-
SYSTEM IMPROVEMENT ALTERNATIVES	SI-1	Alternative 1 - Direct Connections to 95 Express Lanes	Moderate	Moderate	Low	Low	High	Good	Fair	Fair	Fair	Fair	Moderate	Moderate	Moderate	Moderate
	SI-2	Alternative 2 - Direct Connections to 95 Express Lanes with Viaduct on I-195	High	High	High	High	High	Good	Good	Good	Good	Good	High	High	High	High
	SI-3	Alternative 3 - Direct Connections to 95 Express Lanes with Viaduct on I-195 (I-95/Miami Beach Traffic Separated)	High	High	High	High	High	Good	Good	Good	Good	Good	High	High	High	High
	SI-4	Alternative 1 - Texas U-Turn Connections to/from 95 Express Lanes	Moderate	High	High	High	High	Good	Fair	Fair	Fair	Poor	Moderate	Moderate	Low	Low
BICYCLE & PEDESTRIAN ALERNATIVE	BP-A	Alternative A - Shared Path Bridge Structures	Low	Low	High	Low	Low	Good	Good	Good	Good	Good	Low	Moderate	Moderate	Low
	BP-B	Alternative B - Dual Shared Path with Widening of Existing Causeway Bridges	Low	Low	High	Low	Low	Good	Good	Good	Good	Good	Low	Moderate	Moderate	Low

1. Criteria impact assessed using qualitative terms of Low (minimal impact), Medium (moderate impact), High (substantial Impact).

2. Criteria impact assessed using qualitative terms of Poor, Fair and Good where Poor represents worst expected performance and Good represents best expected performance.

6.0TIER 1 EVALUATION OF ALTERNATIVES

This section of the report documents the evaluation and Tier 1 ranking of the alternatives assessed in **Section 5.0** as well as a recommendation of the alternatives that should be considered for further evaluation.

6.1 Evaluation Scoring

For the purpose of the tiered evaluations, a scoring scale of 1 to 5 was developed to further evaluate the alternatives using the criteria defined in **Section 5.2.1** with 1 representing the most negative impact and 5 representing the most positive impact. Following is a brief description of the meaning of each score:

1. Substantial Negative Effect or Challenges
2. Generally Negative Effect or Challenges
3. Generally No Effect or Moderate Challenges
4. Generally Positive Effect
5. Substantial Positive Effect

In addition to the scoring scale, a weight was applied to each criterion based on its relative importance in evaluating the alternative considered. Criteria related to Expected Performance were assigned the highest weight indicative of the premium placed on addressing all elements of the Project's Purpose and Need (highlighted in **Section 2.0** of this report). Socio-Economic and Environmental impacts were weighted the second highest set of criteria given their critical influence on determining a project's viability and schedule for implementation. Implementation and cost criteria, while important, were rated relatively lower since they are more a function of availability of resources which when compared to Socio-Economic and Environmental factors, can be more easily addressed if the project is regarded as a high priority. The weights applied to all criteria sum to 100.

6.2 Ranking of Alternatives

A qualitative evaluation using the weighted scoring framework described in **Section 6.1** was performed to evaluate and rank the alternatives. **Table 6-1** on the following page summarize the rankings. Alternatives were grouped according to the categories established in **Section 4.0** (i.e., No-Build, System Improvements, Bicycle/Pedestrian Improvements). Each alternative was scored and compared to the other alternatives within their group and ranked accordingly. Given the Base Improvements are proposed to address specific issues described in the **Section 4.0** of this report and that each improvement within this group represents a single alternative to address a specific issue, no qualitative assessments were performed for these improvements as it is anticipated they can be carried throughout the study process for ultimate refinement.

Table 6-1: Alternatives Evaluation Comparison Matrix

SCORING SCALE

1 SUBSTANTIAL NEGATIVE EFFECT OR CHALLENGES
2 GENERALLY NEGATIVE EFFECT OR CHALLENGES
3 GENERALLY NO EFFECT OR MODERATE CHALLENGES
4 GENERALLY POSITIVE EFFECT
5 SUBSTANTIAL POSITIVE EFFECT

Alternatives (Criteria weight)			EVALUATION CRITERIA															
			Socio-Economic		Environmental			Expected Performance					Implementation		Cost		WEIGHTED SCORE (WS)[1]	RANK (Within Each Improvement Type)[2]
			7	7	7	7	7	9	9	9	9	9	6	6	4	4		
Type	ID No.	Description Of Alternative	Community Cohesion	Potential for Controversy	Natural	Physical	Cultural / Historic / Archaeological	System Linkage	Capacity / Operations	Transportation Demand	Modal Interrelationships	Safety	Utility Conflicts	Constructability	Construction	Right of Way / Business Damages		
NO-BUILD	NB	No Build Alternative	3	3	3	3	3	1	1	1	1	1	3	3	3	3	210	N/A
SYSTEM IMPROVEMENT ALTERNATIVES	SI-1	Alternative 1 - Direct Connections to 95 Express Lanes	3	3	3	3	3	4	2	2	3	2	3	3	3	3	282	3
	SI-2	Alternative 2 - Direct Connections to 95 Express Lanes with Viaduct on I-195	2	1	3	1	2	4	4	5	5	4	2	2	2	2	301	2
	SI-3	Alternative 3 - Direct Connections to 95 Express Lanes with Viaduct on I-195 (I-95/Miami Beach Traffic Separated)	2	1	3	1	2	5	5	5	5	5	2	2	1	1	320	1
	SI-4	Alternative 1 - Texas U-Turn Connections to/from 95 Express Lanes	3	1	3	2	2	4	2	2	3	2	3	3	3	3	254	4
BICYCLE & PEDESTRIAN ALERNATIVE	BP-A	Alternative A - Shared Path Bridge Structures	3	3	2	3	3	5	3	3	4	5	3	3	3	3	338	2
	BP-B	Alternative B - Dual Shared Path with Widening of Existing Causeway Bridges	3	3	2	3	3	5	3	3	5	5	3	3	2	3	343	1

1. The Weighted score (WS) of each alternative, is the sum of the product of the assigned weight (Wi) x the assigned score (Si) for each evaluation criterion, i.e. WS = Σ(Wi Si)*

2. Represents the rank of each alternative compared to all the alternatives considered within the Alternative Type (for No-Build, System Improvement, Bicycle and Pedestrians).

Following is a discussion of the scores and ranking of the alternatives based on the comparative evaluation in **Table 6-1**.

- ***No-Build Alternative*** – The No-Build alternative received the lowest score which underscores the necessity of the alternatives identified to address the project's Purpose and Need.

- ***System Improvement Alternatives*** – While the other alternative types address specific aspects of the project's Purpose and Need, the System Improvements alternatives have the potential to address all elements of the project's Purpose and Need. The following considerations are noted with respect to the scoring within each grouping of criteria:

    - *Socio-Economic* - Alternative 1 leads all alternatives in scoring in the socio-economic category where the impacts are anticipated to be neutral relative to these criteria. Alternative 4 scores second due to the anticipated negative impact with the criterion of Potential Controversy. Alternatives 2 & 3 are anticipated to have the highest negative impacts in this category and extensive public coordination would be needed to mitigate these impacts to the extent practicable.
    - *Environmental* - Alternative 1 leads all alternatives in scoring for the environmental criteria. Alternative 4 scores second with slightly negative impacts anticipated for Physical and Cultural / Historic criteria. The impacts are anticipated to be neutral relative to these criteria. Alternatives 2 & 3 scored lower than Alternative 1 in this category due to the highly negative impacts that are anticipated may need mitigation with respect to the Physical environmental factors described in **Section 5.3** of this report.
    - *Expected Performance* - Alternative 3 leads all alternatives in scoring relative to the level of expected performance with the highest scores for all five criteria. This alternative would satisfy key system linkage needs including direct connections to the express lanes and the conversion of the partial interchange at N Miami Avenue to a full interchange. With the separation of I-95 general purpose and express traffic to/from Miami Beach from local exit (Design District) traffic, substantial positive impacts on Capacity, Transportation Demand, Modal Interrelationships and Safety are anticipated. Alternative 2 scored second with slightly less positive impacts on System Linkage, Capacity and Safety. Alternatives 1 and 4 received lower scores for all criteria except System Linkage where the impact was anticipated to be generally positive.

      In regard to satisfying Capacity and Travel Demand, it is anticipated each of the build alternatives would reduce vehicular delay compared to the No-Build Alternative. Alternative 3, by virtue of providing the most seamless connections to the I-95 express lanes, is projected to accommodate more travel demand compared to the other alternatives.

    - *Implementation & Cost* – Alternatives 1and 4 were anticipated to have neutral impacts for all criteria whereas there are challenges that would need to be overcome for Alternatives 2 and 3.

With the weights applied to the criteria scores for the System Improvement Alternatives, Alternatives 3 and 2 emerged as the top ranked Tier 1 alternatives. It should be noted, preliminary findings from the review of the Design Exceptions and Variation that would be needed to minimize the footprint of the Texas U-Turn connections, indicated it was unlikely these exceptions and variation would be approved. Therefore, consideration of the Texas U-Turn alternative as an interim improvement was no longer considered as part of the I-195 CPS.

Accordingly, only Alternatives 1, 2 and 3 were further reviewed as part of the Tier 2 evaluation.

- ***Bicycle & Pedestrian Alternatives*** – The two alternatives proposed to provide separated bicycle/pedestrian paths across the Julia Tuttle Causeway, scored equally across all criteria groups except for Intermodal Relationships and Cost. The provision of bicycle/pedestrian paths on both sides of the causeway in Alternative B reduce total causeway crossing lengths, improve access to communities on both north and south sides at both ends of the causeway, and provide greater access to fishing spots along the causeway. Therefore, Alternative B received a higher score for improving Intermodal Relationships. Alternative B is an order of magnitude cost higher than Alternative A and ends up with a slightly lower weighted score for this criterion. Overall Alternative B is ranked higher than Alternative A. However, given there are only two alternatives identified for this alternative type, and that their scores are fairly similar, both will be carried forward for further review as part of the Tier 2 evaluation.

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7.0 TIER 2 EVALUATION OF ALTERNATIVES

This section of the report documents the Performance Measures used in the Tier 2 evaluation of the alternatives. These Performance Measures reflect a series of quantitative and qualitative comparisons of each Build Alternative as compared to the No-Build Alternative for the horizon year 2045. The following subsections briefly describe each of the measures followed by a summary comparison of the key performance measures for each Build Alternative and shared use path Option. The companion, *I-195 CPS, Performance Measures Report, June 2020* in **Appendix C,** contains additional information on the processes and assumptions used.

7.1 Performance Measures

The following performance measures were used to evaluate the above-mentioned alternatives as part of the Tier 2 assessment:

- **Vehicle Miles Traveled (VMT)** – This measure is the product of the length of a roadway segment and the number of vehicles. This measure was computed for regional facilities using outputs from the Southeast Regional Planning Model (SERPM)and for the I-195 project mainline and ramps using Highway Capacity Software. The assessment of total VMT as an indicator will be reviewed after initial build alternative analyses to define the most effective way of addressing latent demand (in which case increased VMT will be an indicator of greater accessibility choices). The conversion of VMT to Person Miles Traveled (PMT) could be developed using average vehicle occupancy factors for carpools and transit vehicles, although no conversion was made for this project as none of the alternatives are expected to have a substantive effect on mode share.
- **Average Peak Period Speed Increase (MPH)** – The average peak period speed increase uses the Highway Capacity Software analysis of the I-195 project to compare vehicle speeds for the 2045 AM and PM peak hours and compare the three build alternatives against the No-Build Condition for 2045. The average speed considers the total system vehicle miles of travel divided by the total system vehicle hours of travel reflecting a volume-weighted average speed for both AM and PM peak hours combined.
- **Daily Vehicle-Hours of Delay** – The daily vehicle hours of delay considers the Highway Capacity Software analysis of the I-195 project to compare vehicle hours of travel for 2045 AM and PM peak hours and compare them to the hours of travel that would accrue if there were no delay (in other words, if all freeway travel occurred at a 60 MPH target speed).
- **Change in Safety Performance** – The Safety Performance (SP) is a measure of the predicted crash frequency estimated using the procedures of the Highway Safety Manual 1st Edition, Supplement 2014 (American Association of State Highway and Transportation Officials – AASHTO). The Safety Performance of an alternative is estimated using Safety Performance Functions (SPFs). SPFs estimate the value of the dependent variable as a function of a set of independent variables. The independent variables for the freeway segment SPFs include the segment AADT volume, segment length, and area type (i.e., rural or urban). The SP of the alternative to be refined (i.e., System Alternative 3) will be compared to the SP of the No-Build alternative to determine the change in SP.
- **Job Accessibility – Auto** – Accessibility to jobs by highways measures how many jobs can be reached from a specified location within a given amount of travel time by car. The FDOT Source Book defines this measure more specifically as the number of jobs reached from a Census Block within 30-minutes assuming a departure time of 8:00 AM on a

weekday. Calculating accessibility requires travel times to compute a travel shed and jobs data, both of which are available from the SERPM model.

- **Job Accessibility – Transit** – Accessibility to jobs by transit measures how many jobs can be reached from a specified location within a given amount of travel time by transit. For the I-195 study this measure was evaluated qualitatively, as no single Build Alternative would provide a substantive advantage over the Base condition, given that transit vehicles would be presumed to utilize Bus on Shoulder treatments, and operations for each alternative would be tailored to maximize Bus on Shoulder use, given the need for transit vehicles to weave into and out of the shoulder use where auto travel speeds are low.
- **Percent Heavily Congested VMT** – The FDOT Sourcebook defines heavily congested as roadways operating at below 45 MPH. The percent of heavily congested VMT can be calculated by multiplying the number of auto trips made on heavily congested segments. These heavily congested segments and the number of trips traveling on them can be determined for the peak hour from the outputs for I-195 mainline segments from the freeway module of the Highway Capacity Software analysis.
- **Transit Travel Time** – The transit travel time measure focuses both the existing routes, MDT 110J and MDT 150 which both run between Miami International Airport and Miami Beach, as well as the potential for future routes to use the Julia Tuttle Causeway. MDT 110J operates on NW/NE 36th Street to the south of I-195 and MDT 150 operates on I-195. As noted in the discussion of transit accessibility, none of the alternatives is found to significantly affect transit travel times because it is expected that Bus on Shoulder treatments will allow transit vehicle to bypass significant congestion in all cases.
- **Quality of Access to Recreation** – This will be a qualitative measure of the access to points of interest along the Julia Tuttle Causeway as well as the value of the Causeway itself as a recreational resource.
- **I-195 System Connectivity** – The I-195 System Connectivity measure focuses on the degree to which connections are made between local ramps and freeway system destinations.
- **Return on Investment** – The benefits to be monetized will include reduction in crashes and travel time / delay associated with the Build Alternatives. These data are captured in the safety performance measure and travel time reductions. Additional benefits including recreational benefits will be investigated particularly for the shared use path options.

7.2 Evaluation

The Performance Measures were used to evaluate the System Alternatives and Bicycle/Pedestrian Alternatives. This section discusses how the performance measures were applied and the results of the evaluation.

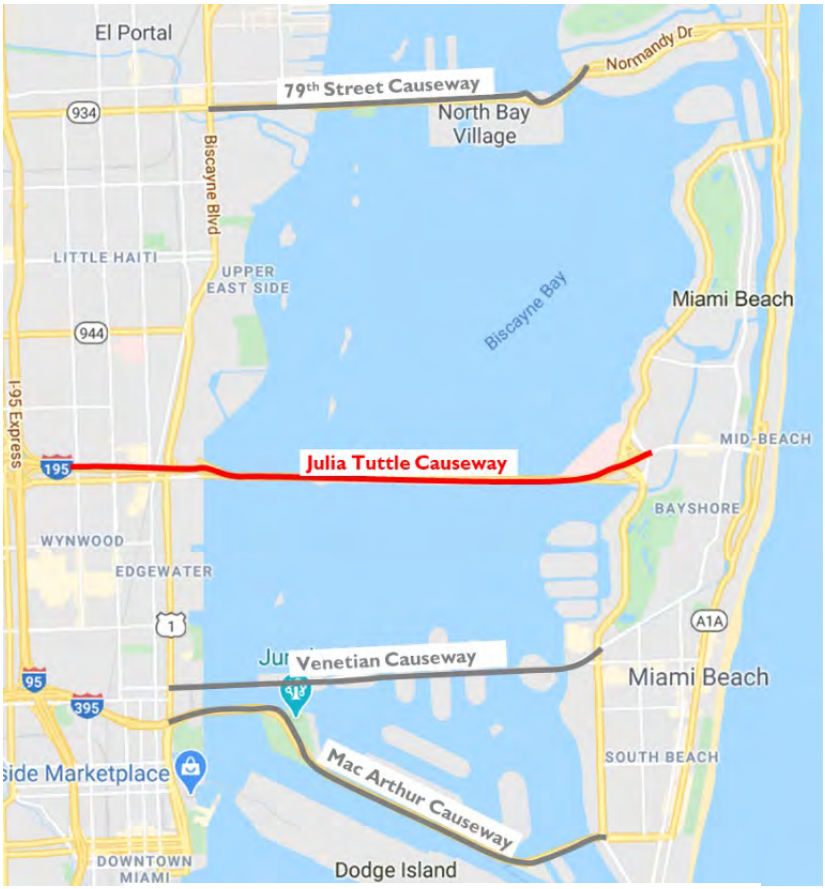
7.2.1 System Alternatives

Seven of the eleven performance measures discussed in **Section 7.1** were used to evaluate the System Alternatives and compare their performance against the Base condition. In general, most performance measures show a few common patterns:

- For quantitative measures relating to auto travel, Alternative 3 provides the greatest degree of improvement over the No-Build condition, with both Alternatives 1 and 2 also providing some benefits to a lesser degree than Alternative 3.

- For quantitative measures relating to transit performance, each of the Build alternatives provide only minimal advantages over the No-Build condition as buses are expected to be eligible for Bus on Shoulder treatments to bypass congested segments in any scenario
- For qualitative measures related to connectivity and non-motorized access to recreation, either shared path Alternative A or Alternative B provide substantial improvement over the No-Build condition, but none of the Build Alternatives has a substantial effect on No-build conditions.

Daily Vehicle Miles Traveled – The effect of each alternative on VMT considered both the effect on I-195 as well as the three parallel causeways (79th Street, Venetian, and MacArthur) providing connections between Miami and the Mid-Beach and South-Beach areas of Miami Beach as shown in the Exhibit to the right. **Table 7-1** shows that all three Build Alternatives have little effect on total VMT crossing Biscayne Bay. Additional information on the VMT on each causeway in each alternative is provided in **Appendix C.**



Parallel Causewavs Considered in VMT Evaluation

Table 7-1: System Alternatives - Daily Vehicle Miles Traveled (VMT)

	Comparison to No-Build Conditions		
Measure	Alt 1	Alt 2	Alt 3
Daily Vehicle Miles of Travel (VMT)	0.01%	0.02%	0.07%

Average peak period speed increase (MPH) – The increase in average speed was developed considering the combined AM and PM peak hours for the I-195 project as evaluated in HCS and represents the total mileage of travel (VMT) divided by the total hours of travel time (VHT). **Table 7-2** shows that Alternative 3 provides a substantial increase in average peak hour speeds over the No-Build Condition (where the average speed is 37.3 MPH) as well as over Alternatives 1 and 2.

Table 7-2: System Alternatives - Average peak period speed increase (MPH)

	Comparison to No-Build Conditions		
Measure	Alt 1	Alt 2	Alt 3
Average peak period speed increase (MPH)	1.1	4.5	13.5

Daily Vehicle-Hours of Delay – The reduction in daily vehicle hours of delay was developed considering the combined AM and PM peak hours for the I-195 project as evaluated in HCS. The hours of delay reflect the differences between VHT at congested speeds and VHT at free flow speeds and reflects an assumption that the peak hour delays (AM and PM combined) can be multiplied by a factor of four to reflect daily delays. **Table 7-3** shows that the benefit of Alternative 3 is more than twice that of either Alternative 1 or 2.

Table 7-3: System Alternatives - Daily Vehicle-Hours of Delay

	Comparison to No-Build Conditions		
Measure	Alt 1	Alt 2	Alt 3
Daily Vehicle-Hours of Delay	84	234	591

Job Accessibility - Auto – Jobs accessibility is established by considering the average number of jobs the typical County resident can reach within 30 minutes, with each Build Alternative compared to the No-Build Condition. The measure is calculated using SERPM 8 model analyses of the AM peak period condition. **Table 7-4** on the next page shows that Alternative 3 is more than ten times effective than Alternatives 1 or 2 at increasing countywide jobs accessibility. This is the metric for which the benefits of Alternative 3 most substantially outweigh those of Alternatives 1 and 2 and reflect the fact that the Julia Tuttle Causeway is a key connector between the dense residential development on Miami Beach and the robust job opportunities in downtown Miami. In other words, in considering a 30-minute cutoff as a definition of jobs accessibility, the value of the time saved on the causeway in Alternative 3 is of particular importance in linking jobs with potential employees.

Table 7-4: System Alternatives - Job Accessibility - Auto

	Comparison to No-Build Conditions		
Measure	Alt 1	Alt 2	Alt 3
Job Accessibility - Auto	736	501	7815

Job Accessibility - Transit – As noted in the discussion of transit accessibility and summarized in **Table 7-5**, none of the alternatives are found to significantly affect transit travel times because it is expected that Bus on Shoulder treatments will allow transit vehicle to bypass significant congestion in all cases.

Table 7-5: System Alternatives - Job Accessibility - Transit

	Comparison to No-Build Conditions		
Measure	Alt 1	Alt 2	Alt 3
Job Accessibility - Transit	Minimal	Minimal	Minimal

Percentage Heavily Congested VMT – Heavily congested travel is defined as that which occurs at less than 45 MPH on freeways. The HCS analysis for peak hours was used to identify the amount of VMT traveling at less than 45 MPH and compare that to the total VMT for the full project limits. As shown in **Table 7-6**, Alternative 3 provides the greatest reduction in congested VMT from the No-Build Condition (where 21.6% of the peak period VMT is congested).

Table 7-6: System Alternatives - Percentage Heavily Congested VMT

	Comparison to No-Build Conditions		
Measure	Alt 1	Alt 2	Alt 3
Percentage Heavily Congested VMT	5.0%	5.2%	15.7%

Transit Travel Time – As previously described and as noted in **Table 7-7,** none of the alternatives are expected to have a substantial effect on transit travel time due to the flexibility of Bus on Shoulder treatments.

Table 7-7: System Alternatives - Transit Travel Time

	Comparison to No-Build Conditions		
Measure	Alt 1	Alt 2	Alt 3
Transit Travel Time	Minimal	Minimal	Minimal

Quality of Pedestrian Connections – As previously described and as noted in **Table 7-8,** none of the Build Alternatives from a highway perspective are expected to have a substantial effect on the quality of pedestrian connections as they all maintain existing connections under I-195 and do not add any crossings locations.

Table 7-8: System Alternatives - Quality of Pedestrian Connections

	Comparison to No-Build Conditions		
Measure	Alt 1	Alt 2	Alt 3
Quality of Pedestrian Connections	Minimal	Minimal	Minimal

Quality of Access to Recreation – As previously described and as noted in **Table 7-9,** none of the Build Alternatives from a highway perspective are expected to have a substantial effect on the quality of pedestrian connections as they all maintain existing connections under I-195 and do not add any crossings locations.

Table 7-9: System Alternatives - Quality of Access to Recreation

	Comparison to No-Build Conditions		
Measure	Alt 1	Alt 2	Alt 3
Quality of Access to Recreation	Minimal	Minimal	Minimal

I-195 Access Points Connectivity – As noted in **Table 7-10** on the next page, the primary benefit of the access points connectivity metric relate to the value of I-95 Express Lanes connections, and the qualitative assessment is based in part on the findings of the quantitative analyses that reflect the value of the increased connectivity on travel performance measures.

Table 7-10: System Alternatives - I-195 Access Points Connectivity

	Comparison to No-Build Conditions		
Measure	Alt 1	Alt 2	Alt 3
I-195 Access Points Connectivity	Low	Low	Moderate

Return on Investment – The return on investment considers the ability to translate quantitative metrics regarding travel delays into a dollar value of benefits to compare against capital costs. This approach to monetizing benefits for the I-195 Build Alternatives is not a formal benefit-cost analysis, but rather a means to put some of the more readily and traditionally defined benefits into a common language with the estimated capital costs. **Table 7-11** shows the conversion of vehicular delays into a net-present value for a 20-year life cycle considering a 7% discount rate.

Table 7-11: System Alternatives - Return on Investment

	Comparison to No-Build Conditions		
Measure	Alt 1	Alt 2	Alt 3
Partial return on investment	$21M	$60M	$151M

7.2.2 Shared Use Path Alternatives

Two of the eleven performance measures discussed in **Section 7.1** were used to evaluate the Shared Use Path Alternatives. For the three performance measures below, both Alternative A and Alternative B have the same qualitative or quantitative findings. **Appendix C** provides additional details on the evaluations of the shared use path alternatives.

Quality of Pedestrian Connections – Both the Shared Path options provide improved connections to and across the Julia Tuttle Causeway.

Quality of Access to Recreation – The primary change to non-motorized access in each of the three Build Alternatives relates to the shared use path Options A and B across the causeway. The causeway provides access to recreational amenities associated with the views from the causeway bridges and the amenities that are both the causeway island for open space passive recreation and the shared use path itself as an active recreation resource.

Return on Investment – The return on investment considers the ability to translate quantitative metrics regarding the recreational resource provided by the shared use path into a dollar value of benefits to compare against capital costs. This approach to monetizing benefits for the shared use path is not a formal benefit-cost analysis, but rather a means to put some of the more readily and traditionally defined benefits into a common language with the estimated capital costs. Direct demand models were used to develop estimates that either Alternative A

or Alternative B would generate approximately 600 daily users (compared to approximately 20 daily users on the current freeway shoulder). The estimated net present value of the shared use path based on conventional techniques used to assess benefits associated with user health and reduced fuel consumption for those riders who shift modes.

7.3 Summary / Recommendations

Based on the results of the Tier 2 review, System Alternative 3, Shared Use Path Alternative A and all Base Improvements were carried forward and included as refinements to the build alternatives in the rest of this report.

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8.0 REFINED BUILD ALTERNATIVE

Based on the findings and recommendations from **Section 7.0** in this report, a refined build alternative was developed to include System Alternative 3, Shared Use Path Alternative A and all eight (8) Base Improvements identified in **Section 4.2**. As part of this refinement, additional improvements were identified at the ramp terminal intersections in order to improve their operations and facilitate better operations along the I-195 freeway segments to the extent possible. This section of the report documents the development and evaluation of the refined build alternative.

8.1 Design Criteria

Detailed design criteria for SR 112/I-195 and ramps, and the corresponding source for each design feature is listed in a table format and is included in **Appendix D**.

8.2 Alternative Alignment Analysis

The following sections analyzes the alignment of the alternatives which have been refined.

8.2.1 Base Improvement 1

Base Improvement 1 eliminates existing merge to provide additional westbound SR 112 lane. The three travel lanes coming from I-95 northbound and southbound to I-195 westbound, one lane ramp from the I-95 southbound express lanes to I-195 westbound are merged with proposed two I-195 westbound lanes to become six lanes over NW 12th Avenue quickly transitioning to five lanes to avoid impacts to the existing Metromover pier. **Exhibit 8-1** depicts the conceptual layout of this improvement. For further details on this improvement, see Sheet 14 of **Appendix D**.

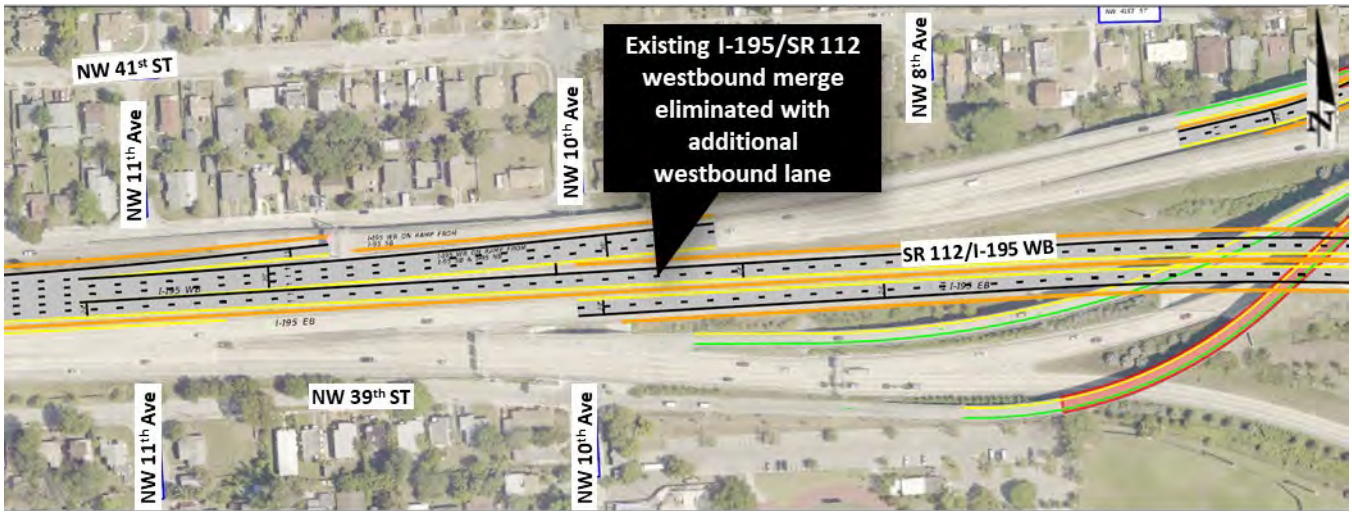

Exhibit 8-1: Refined Base Improvement 1 Alignment

8.2.2 Base Improvement 2

Base Improvement 2 eliminates existing merge to provide an additional eastbound SR 112 lane. The three travel lanes coming from I-95 northbound and southbound to I-195 eastbound, merges with proposed two I-195 eastbound lanes to become five lanes in the eastbound direction over NW 2nd Avenue. Base improvement 2 will maintain the existing restriction of not providing access to N Miami Avenue for eastbound I-195 traffic coming from west of I-95 based on the short weaving distance due to field constraints. **Exhibit 8-2** depicts the conceptual layout of this improvement. For further details on this improvement, see Sheet 17 of **Appendix D**.

Exhibit 8-2: Refined Base Improvement 2 Alignment

8.2.3 Base Improvement 3

Base improvement 3 provides access to the properties on NE 36th Street from I-195 eastbound. The existing off ramp from I-195 eastbound to Biscayne Boulevard is widened to provide a left turn lane at the ramp terminal intersection with NE 36th Street. The eastbound through lane on NE 36th Street is converted to a turbo lane. **Exhibit 8-3** depicts the conceptual layout of this improvement. For further details on this improvement, see Sheet 20 of **Appendix D**.

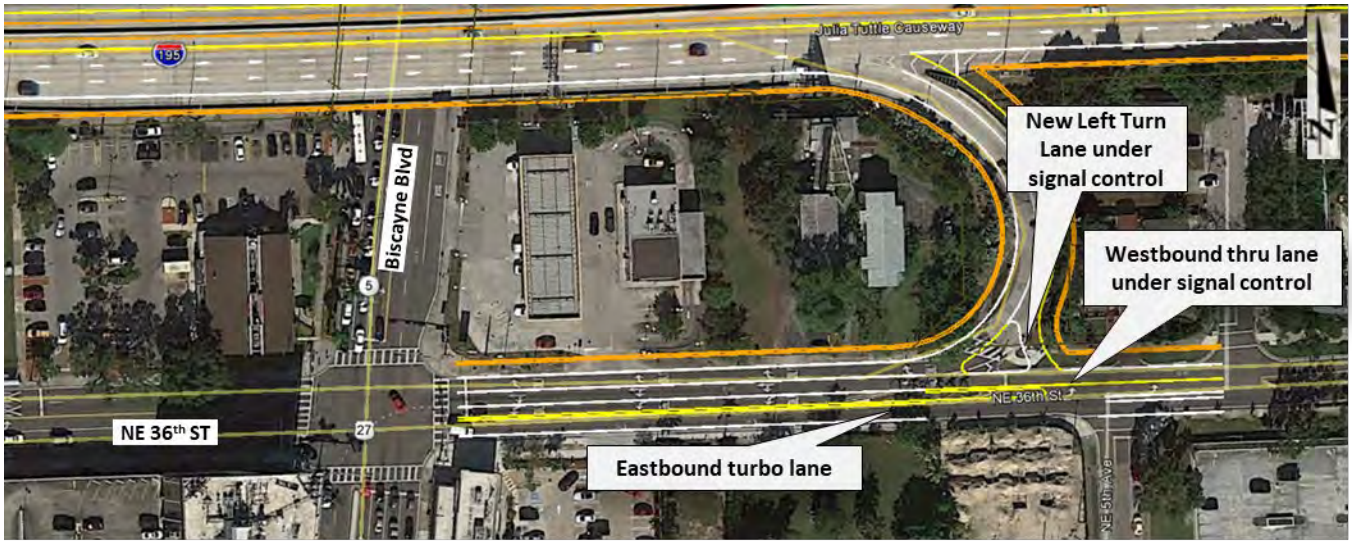

Exhibit 8-3: Refined Base Improvement 3 Alignment

8.2.4 Base Improvement 4

Base Improvement 4 provides parallel entrance from Biscayne Boulevard Ramp to I-195 eastbound. The existing on ramp to I-195 from Biscayne Boulevard is a tapered entrance ramp which causes safety issues for both mainline and the ramp traffic at the merge section. This base improvement converts the existing tapered entrance ramp to a parallel entrance ramp and terminates before Julia Tuttle Causeway. **Exhibit 8-4** depicts the conceptual layout of this improvement. For further details on this improvement, see Sheets 21 and 22 of **Appendix D**.

Exhibit 8-4: Refined Base Improvement 4 Alignment

8.2.5 Base Improvement 5

Base Improvement 5 provides a two-lane parallel exit from I-195 westbound to Biscayne Boulevard. Julia Tuttle Causeway is widened in the westbound direction to accommodate the additional lane. The proposed two-lane exit ramp from I-195 westbound ties into the existing two lanes at west of the bridge 870375. **Exhibit 8-5** depicts the conceptual layout of this improvement. For further details on this improvement, see Sheet 21 of **Appendix D**.

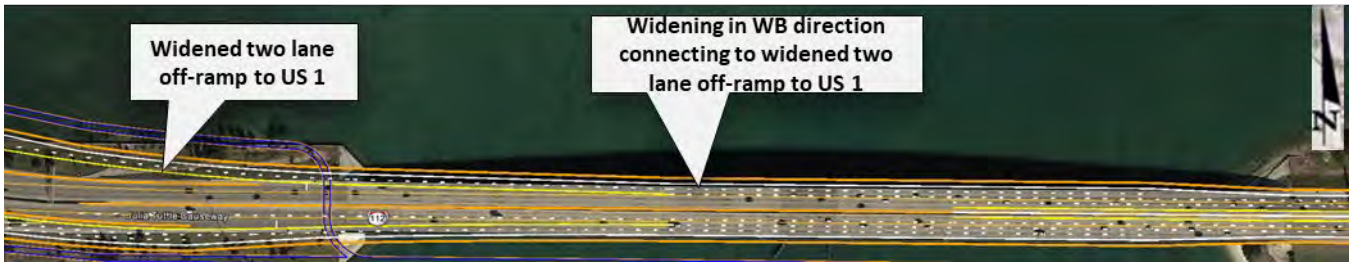

Exhibit 8-5: Refined Base Improvement 5 Alignment

8.2.6 Base Improvement 6

Base Improvement 6 provides additional I-195 eastbound lane west of the Alton Road exit ramp. The added lane becomes a designated right turn lane at Alton Road intersection with Arthur Godfrey Road. Existing bridges over Biscayne Bay and over Alton Road are widened to accommodate additional lane. The existing exit ramp from I-195 eastbound to Alton Road is also modified to accommodate the additional lane on I-195. **Exhibit 8-6** depicts the conceptual layout of this improvement. For further details on this improvement, see Sheet 30 of **Appendix D**.

Exhibit 8-6: Refined Base Improvement 6 Alignment

8.2.7 Base Improvement 7

Base Improvement 7 converts the existing unsignalized stop controlled intersection of Alton Road northbound and southbound to a signalized intersection.

Exhibit 8-7: Refined Base Improvement 7

8.2.8 Base Improvement 8

Base Improvement 8 combines the on-ramps from Alton Road northbound and southbound into a new Collector-Distributor (CD) Road system before merging with I-195 westbound. The existing loop ramp would be modified and the existing ramp from Alton Road southbound would be widened to accommodate additional lane that would be merged to create the new CD Road separated from I-195 westbound by a median concrete barrier wall. The CD Road would be continued until the speed reaches the design speed of the mainline terminating after the bridge over Biscayne Bay. Existing bridges over Alton Road and Biscayne Bay would need to be widened to accommodate the improvements. **Exhibit 8-8** depicts the conceptual layout of this improvement. For further details on this improvement, see Sheets 30 through 32 of **Appendix D**.

Exhibit 8-8: Refined Base Improvement 8 Alignment

8.2.9 System Alternative 3

This alternative comprises a new viaduct that would be implemented in the center of I-195 east of I-95 to allow traffic between I-95 and Miami Beach to bypass local interchanges at N Miami Avenue and at Biscayne Boulevard. The alternative also proposes converting the partial interchange at N Miami Avenue to a full interchange.

In the eastbound direction, this alternative proposes one elevated non-tolled express lane along I-195 between I-95 and N Miami Avenue and two elevated non-tolled express lanes between N Miami Avenue and Julia Tuttle Causeway. In the westbound direction, two elevated non-tolled express lanes would run between the Julia Tuttle Causeway and I-95. The elevated non-tolled express lanes running in each direction, would be constructed within the center of I-195 with major widening to the existing roadway and bridges along I-195. The following describes the access connections to and from the I-195 elevated non-tolled express lanes proposed in this alternative.

1. Eastbound Ingress East of I-95 – This is the beginning of the I-195 eastbound elevated non-tolled express lane system. This connection will serve traffic entering the non-tolled express lanes system from I-95 SB Express lanes.
2. Westbound Egress East of I-95 – This is the end of the I-195 elevated non-tolled express lane system. This connection will serve traffic to I-95 northbound Express and I-95 General Use lanes.
3. Westbound Egress East of NW 3rd Ave – This connection will serve traffic to I-95 southbound General Use lanes from I-195 westbound elevated non-tolled express lane system.
4. Eastbound Ingress East of NW 3rd Ave – This connection will serve traffic to I-195 eastbound elevated non-tolled express lane system from I-95 northbound and I-95 southbound General Use lanes
5. Connect to Julia Tuttle Causeway – This connection will combine the elevated non-tolled express lanes with the I-195 at grade traffic.

The proposed improvements are likely to impact properties adjacent to I-195. The following describes some important considerations about the additional weaving segments created between the proposed full interchange at N Miami Avenue and the existing interchange at Biscayne Boulevard on the lower level:

- In the eastbound direction, the recommended minimum ramp terminal spacing (per Figure 10-68, AASHTO 2011 and FDOT Design Manual Figure 211.12.1) of 1,600 feet for an entrance-exit weaving section was provided,
- In the westbound direction, the recommended 1,600 feet was not provided between the entrance ramp from Biscayne Boulevard and the exit ramp to N Miami Avenue due to design constraints. Notwithstanding, with the minimum 1,000 feet per lane change that was provided for the auxiliary lane serving the on-ramp vehicles from US-1 merging with I-195 westbound lower level, the projected traffic operations were found to be acceptable in both the AM and PM peak periods. See *I-195 CPS, Future Build Traffic Analysis Report, June 2020*.

Exhibit 8-9 on the following page depicts the conceptual layout of this improvement. See **Appendix D** for more details.

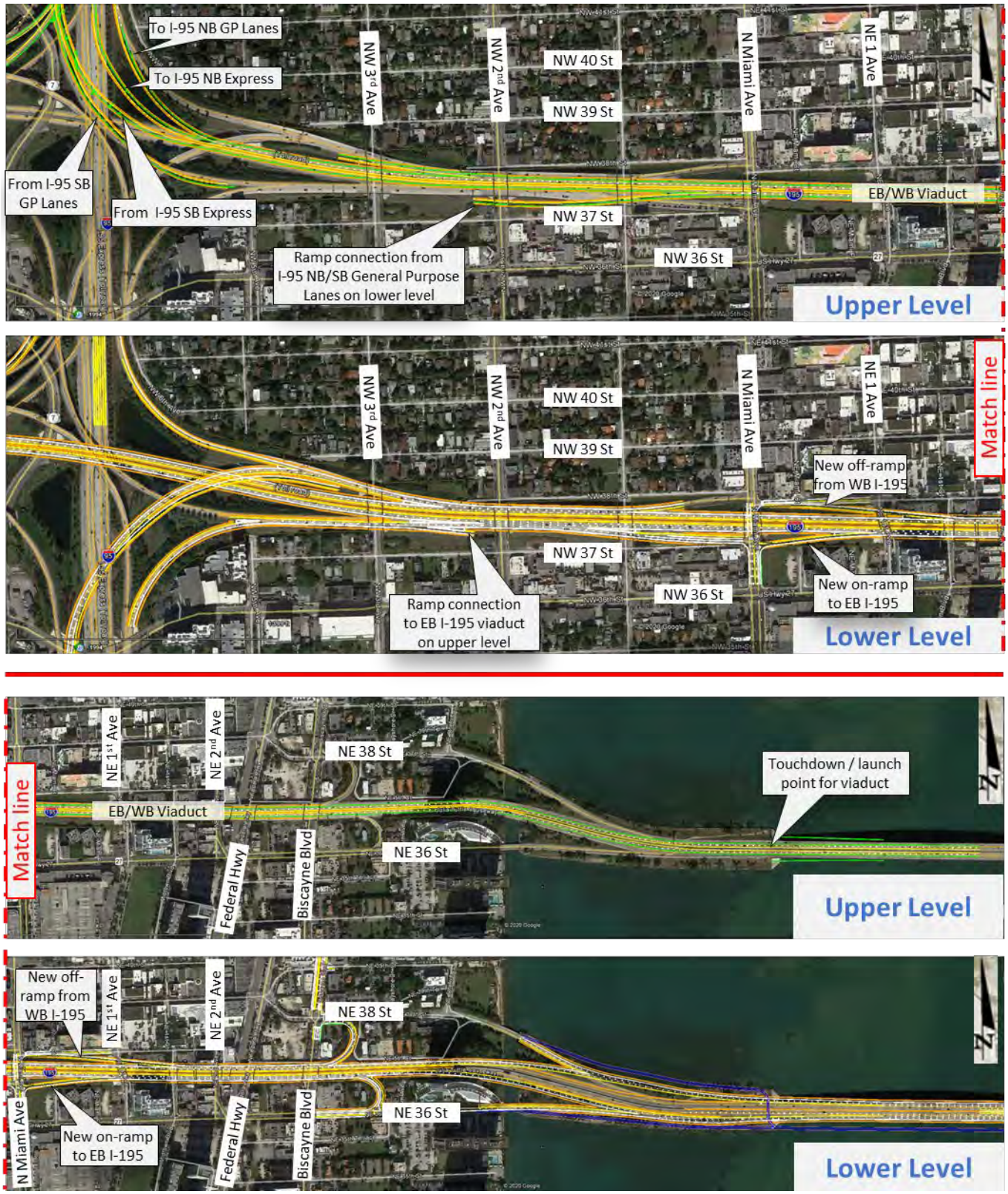

Exhibit 8-9: Refined System Alternative 3

8.2.10 Alternative A Shared Use Path

A new separated shared use path is proposed to provide a connection between the City of Miami and Miami Beach for pedestrians and bicyclists. The path comprises a 14' wide facility with two connections on the west and east ends with the main path running along the southside of the Julia Tuttle Causeway offset approximately 40'. There would be two locations at which the path will crossover between the north and south sides on the west and east ends respectively. The shared use path will cross over the intracoastal waterway via two separate bridge structures. On the east end, the new path will connect to the existing shared use path on the southside of I-195 and a proposed shared use path along the seawall behind the Mt. Sinai Hospital. **Exhibit 8-10** on the following page depicts the conceptual layout of this improvement. For further details on this improvement, see Sheets 21 through 30 of **Appendix D**.

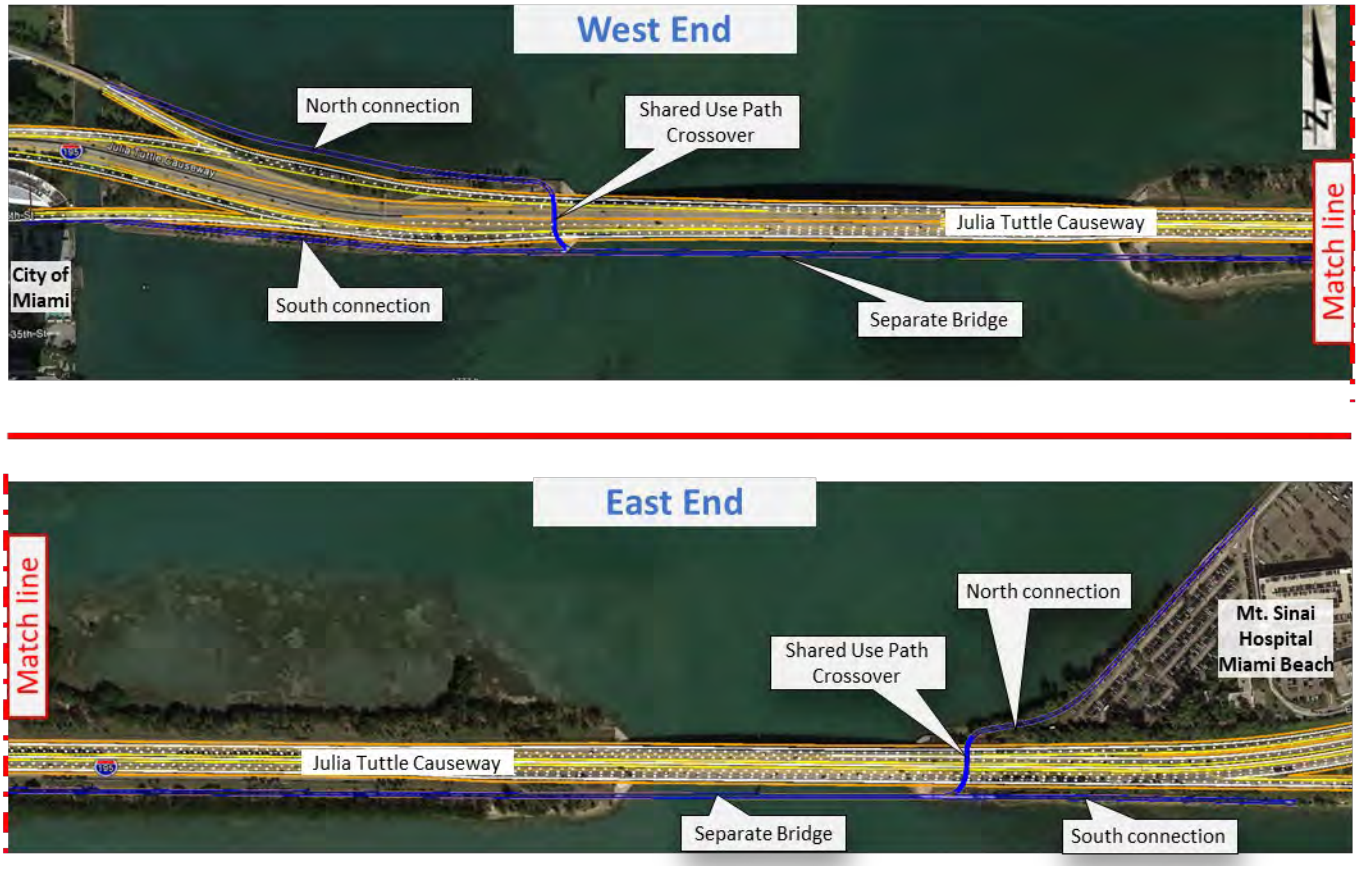

Exhibit 8-10: Refined Alternative A Shared Use Path

8.3 Proposed Typical Sections

The refined build alternative for the I-195 CPS involves the realignment of the existing lanes to accommodate elevated non-tolled express lanes in the median. Proposed typical sections along with plans are included in **Appendix D**.

8.3.1 I-195 from NW 14th Avenue to NW 10th Avenue

The segment of SR 112/I-195 from NW 14th Avenue to NW 10th Avenue will maintain the existing number of lanes in the eastbound direction. To avoid impacting the existing Metromover pier, the number of lanes are maintained in the westbound direction by merging the I-95 southbound Express lanes ramp to SR 112/I-195 WB and terminating the merge lane before the Metromover pier. The typical section in this location mostly resembles the existing with the exception that I-195 will have two lanes in the westbound direction. The section has 12-foot wide lanes in each direction, 12' paved outside shoulder and 5' to 8' paved inside shoulders in the westbound direction and maintain existing 10' paved outside shoulder and 8' to 10' paved inside shoulders in the eastbound direction. The travel lanes are separated by existing median concrete barrier wall. **Exhibit 8-11** on the next page depicts the typical section described in this section.

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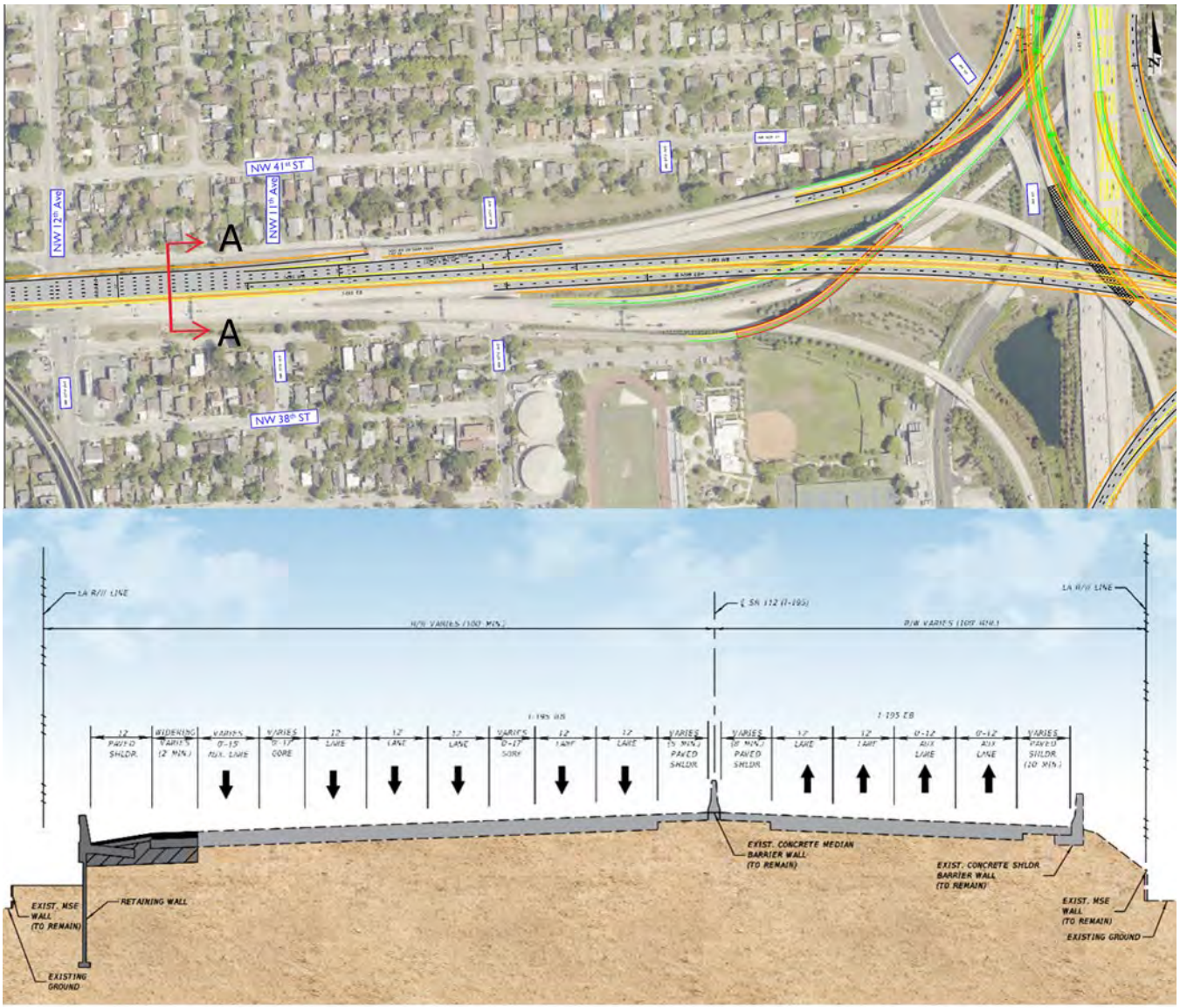

Section A-A: I-195 Mainline west of NW 11th Ave Looking East

Exhibit 8-11: Typical Section I-195 from NW 14th Avenue to NW 10th Avenue

8.3.2 I-195 from NW 10th Avenue to I-95 Interchange

To accommodate new viaduct piers in the median of SR 112/I-195 east of the interchange, the travel lanes in both directions would need to be realigned with varying degrees of widening to the outside. I-195 would have two 12' lanes in each direction with 8' paved inside shoulder and 12' paved outside shoulders. The travel lanes are separated by existing median concrete barrier wall. The outside roadside protection varies within the limits with the use of guardrail or concrete barrier wall throughout most of the limits and pier protection barrier wall at existing bridge column locations within the interchange.

8.3.3 I-195 from I-95 Interchange to N Miami Avenue

The segment of SR 112/I-195 from I-95 interchange to N Miami Avenue has two travel lanes with auxiliary lanes in both the eastbound and westbound directions on the lower level. The viaduct carries two lanes in the westbound direction connecting Miami Beach to I-95. Similarly, the viaduct carries one lane in this segment in the eastbound direction connecting I-95 to Miami Beach. The inside paved shoulders are 8' wide and the outside paved shoulders are 12' wide in both directions of at ground I-195. On the viaduct, the inside paved shoulders are 6' wide in both directions and 6' and 10' paved outside shoulders in the eastbound and westbound directions. All travel lanes including auxiliary lanes would be 12' wide with the exception of one 15' wide eastbound lane on the viaduct.

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8.3.4 I-195 from N Miami Avenue to Biscayne Boulevard

The segment of SR 112/I-195 from N Miami to Biscayne Boulevard has two travel lanes in both directions with auxiliary lanes on at ground and two travel lanes in both directions on viaduct. The inside paved shoulders are 8' wide and the outside paved shoulders are 12' wide in both directions of at ground I-195. On the viaduct, the inside paved shoulders would be 6' wide and the outside paved shoulders would be 10' wide in both directions. All travel lanes including the auxiliary lanes are 12' wide. **Exhibit 8-12** on the next page depicts the typical section described in this section.

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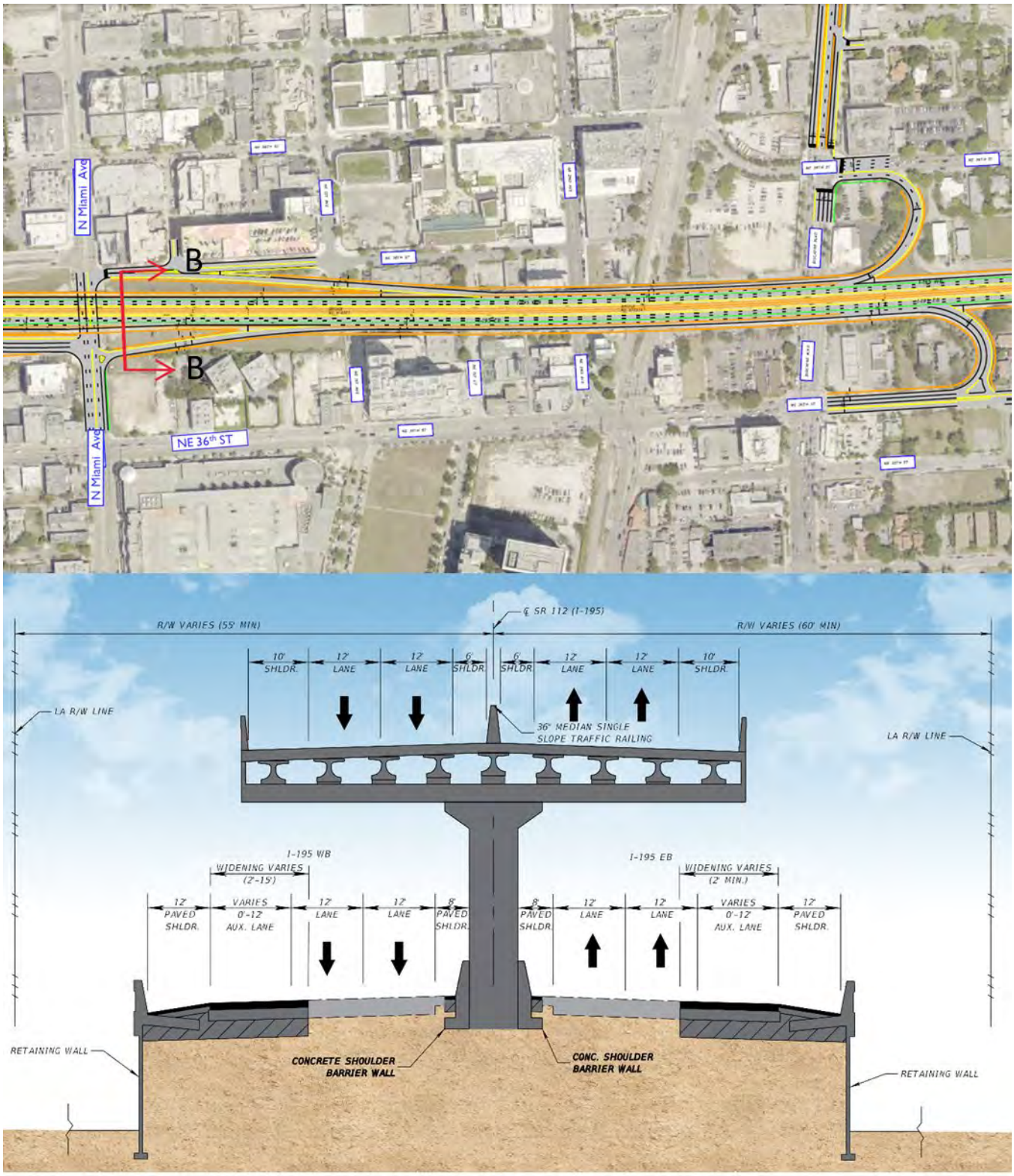


Section B-B: I-195 Mainline east of N Miami Ave Looking East

Exhibit 8-12: Typical Section I-195 from N Miami Avenue to Biscayne Boulevard

8.3.5 I-195 from Biscayne Boulevard to Bridge over Intracoastal Waterway

The segment of SR 112/I-195 from Biscayne Boulevard to Bridge over Intracoastal Waterway has two travel lanes in both directions with an auxiliary lane from NE 36th Street to I-195 in eastbound direction. At this location, the two travel lanes in each direction on viaduct would be either touching down (eastbound) or taking of (westbound) at Julia Tuttle Causeway. 14' wide Shared Use Path is provided to accommodate 4' bike lanes in both directions with a 4' pedestrian pathway on both sides of I-195. The travel lanes are 12' wide. **Exhibit 8-13** depicts the typical section described in this section.

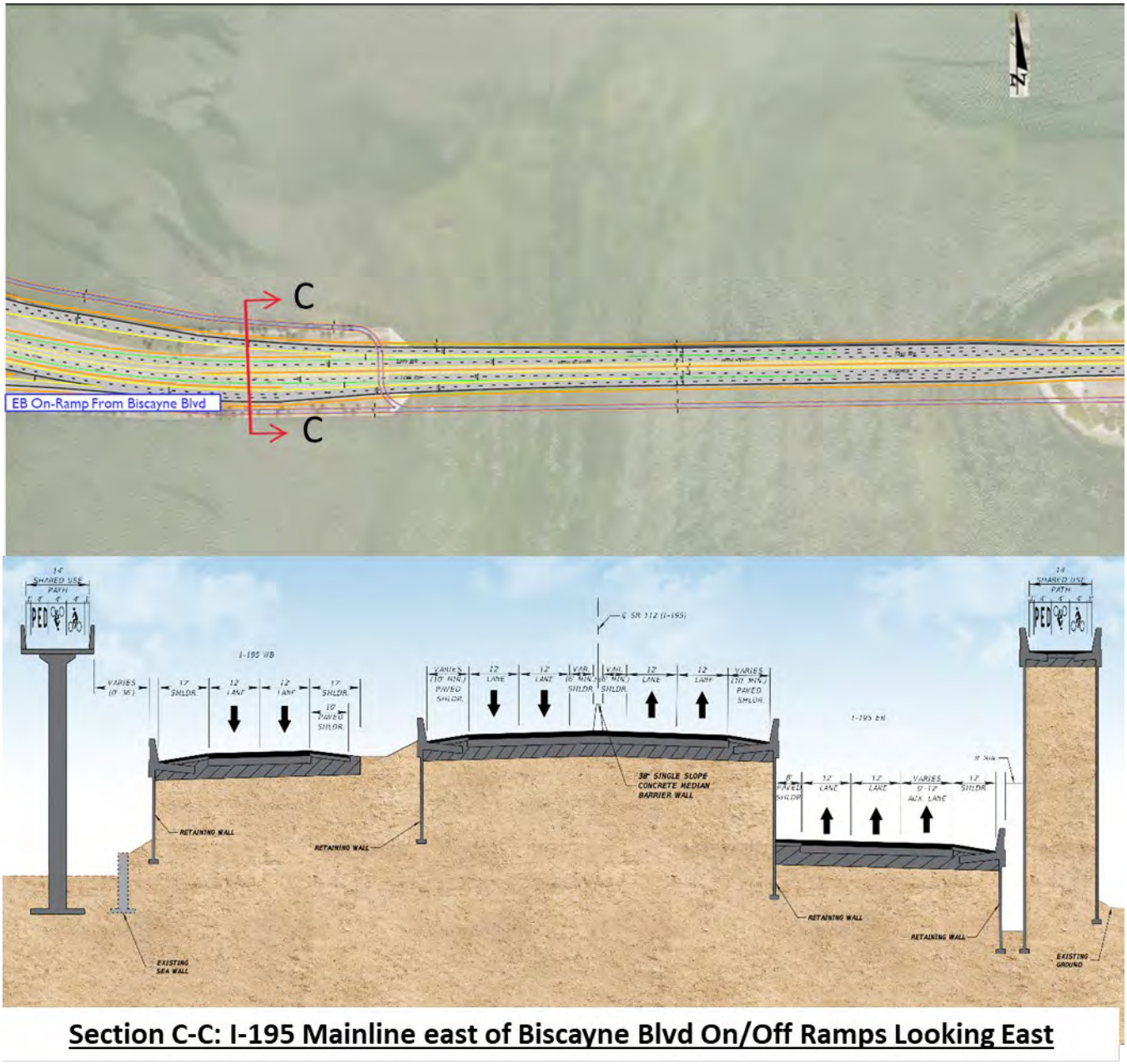
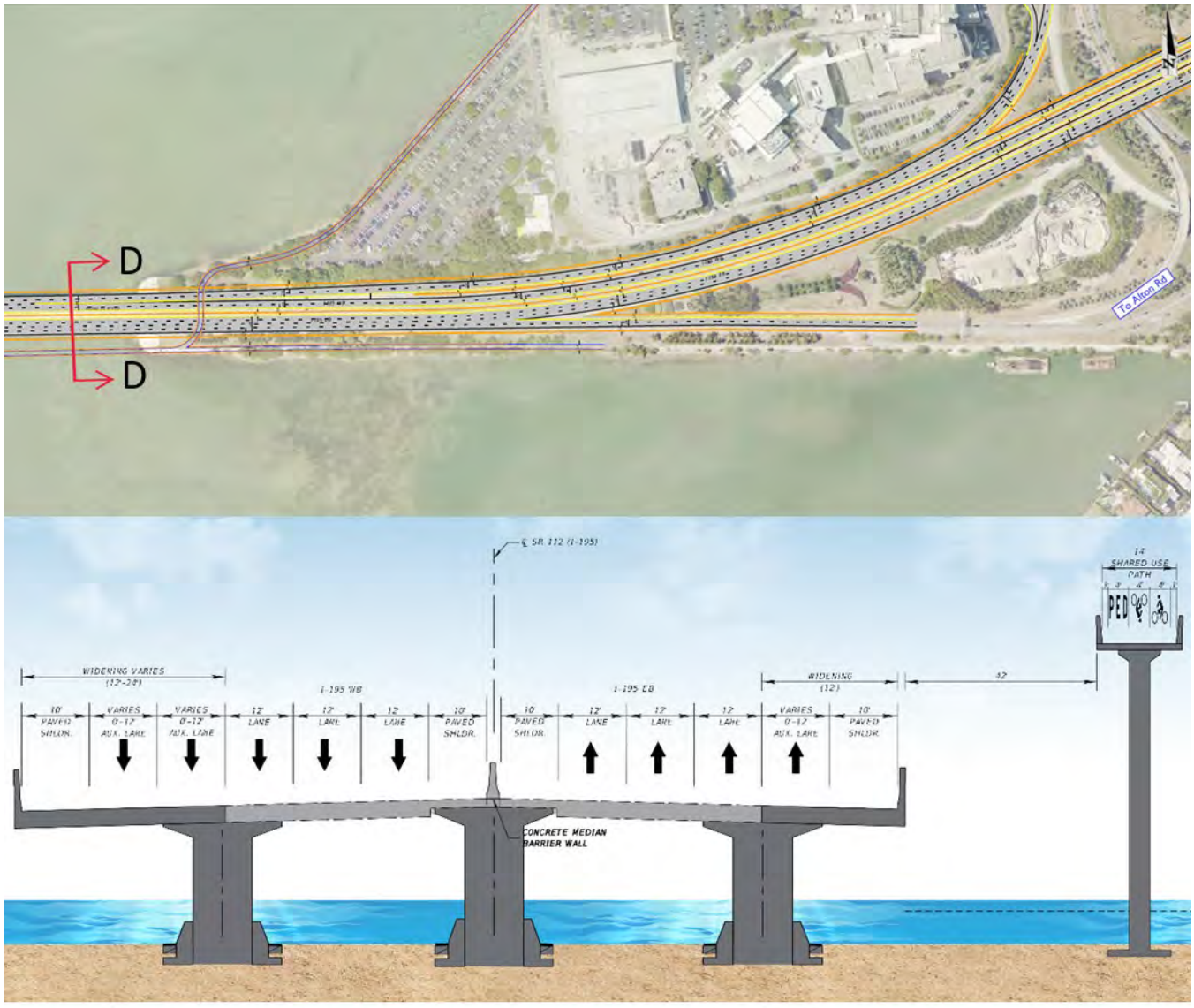


Exhibit 8-13: Typical Section I-195 East of Biscayne Boulevard

8.3.6 I-195 from Bridge over Intracoastal Waterway to Bridge over Biscayne Bay

The segment of SR 112/I-195 from bridge over Intracoastal Waterway to bridge over Biscayne Bay has three lanes in each direction with auxiliary lanes in both directions. 14' wide Shared Use Path would be on the southside of I-195 comprising a 4' pedestrian pathway and 4' bikes lanes in both directions. The travel lanes and the auxiliary lanes are 12' wide. The existing median is maintained with median concrete barrier wall for most of the limits of this sections and inside guardrail in both directions in the remaining section. **Exhibit 8-14** depicts the typical section described in this section.



Section D-D: Julia Tuttle Causeway Bridge west of off-ramp to Alton Road Looking East

Exhibit 8-14: Typical Section I-195 Bridge over Intracoastal Waterway

8.3.7 I-195 from Bridge over Biscayne Bay to Alton Road

The segment of SR 112/I-195 from bridge over Biscayne Bay to Alton Road has three lanes in each direction with auxiliary lanes in both directions. The existing median concrete barrier wall separates travel lanes in both directions. The on ramps from Alton Road northbound and southbound to I-195 westbound would combine to form a CD road (as previously described in Section 8.2.8) and are separated from I-195 by median concrete barrier wall. All travel lanes are 12' wide. The inside shoulders match the existing shoulder width of 10' and the outside paved shoulders are 12' wide.

8.3.8 I-95 from I-195 Interchange to NW 47th Terrace

The segment of I-95 from I-195 interchange to NW 47th Terrace has two express lanes and three general use lanes and two auxiliary lanes in each direction. The typical section matches the existing I-95 travel lanes lane width and shoulder width. The elevated express lane in southbound direction diverges to connect to I-195 eastbound viaduct lane. The proposed bridge has a 15' lane with 6' paved shoulders on both sides.

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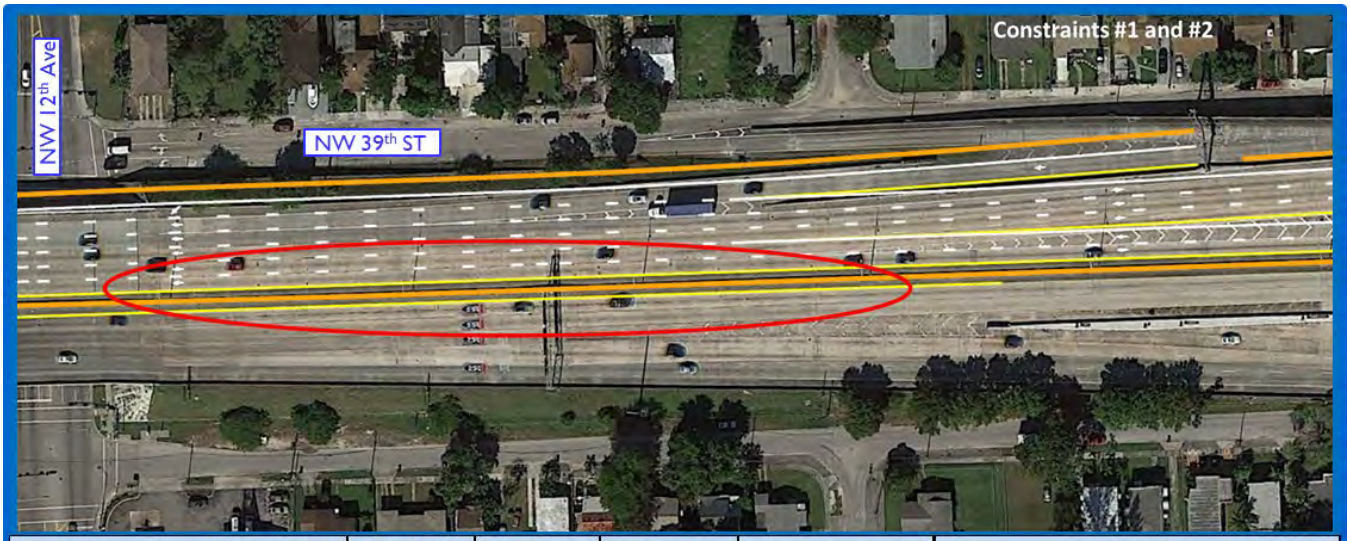
8.4 Horizontal Constraints

Due to the limited right of way and with developed properties adjacent to I-195, there are several locations where the improvements would not meet the design criteria. **Exhibits 8-15** through **8-18** below and on the following pages, summarize the preliminary horizontal constraints.



Location	Design Element	Existing	Required	Recommended	Reason for not addressing
SR 112 from NW 12th Ave to NW 10th Ave - South Side	Inside Shoulder Width	8' Min.	12' Min.	Match Existing	Require additional widening which may impact On-Ramps from I-95 SB Express to I-195 WB, I-95 SB to I-195 WB and I-95 NB to I-195 WB
SR 112 from NW 12th Ave to NW 10th Ave - North Side	Inside Shoulder Width	8' Min.	12' Min.	Match Existing	Require additional widening which may impact Off-Ramps from I-195 EB to I-95 NB Express, to I-95 SB and to I-95 NB

Exhibit 8-15: Constraints – Inside Shoulder Widths SR 112 Between NW 12th Ave and NW 10th Ave

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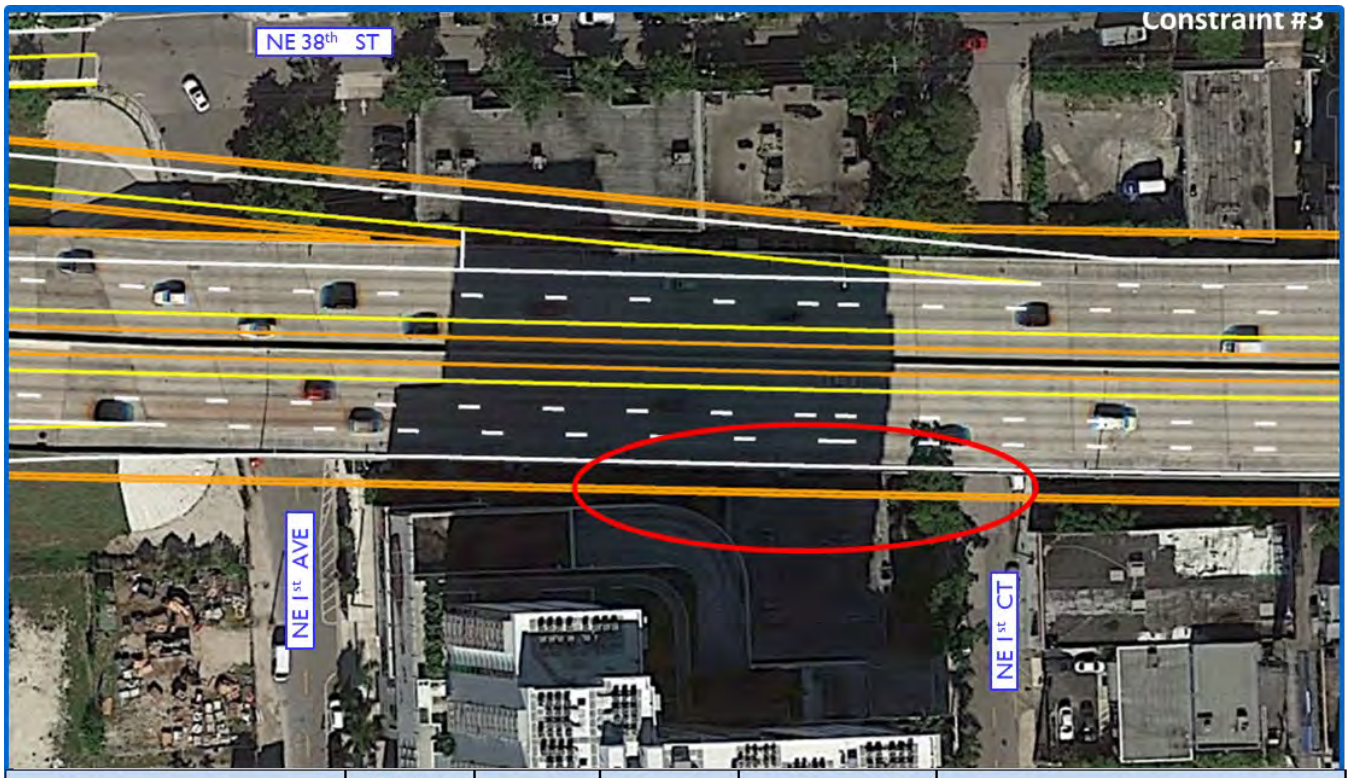

Location	Design Element	Existing	Required	Recommended	Reason for not addressing
I-195 EB at NE 1st Ct	Outside Shoulder Width	10' Min.	12' Min.	8'	Impacts to the building adjacent to I-195 EB at NE 1st Ct

Exhibit 8-16: Constraint – Outside Shoulder Width I-195 Eastbound at NE 1 Ct

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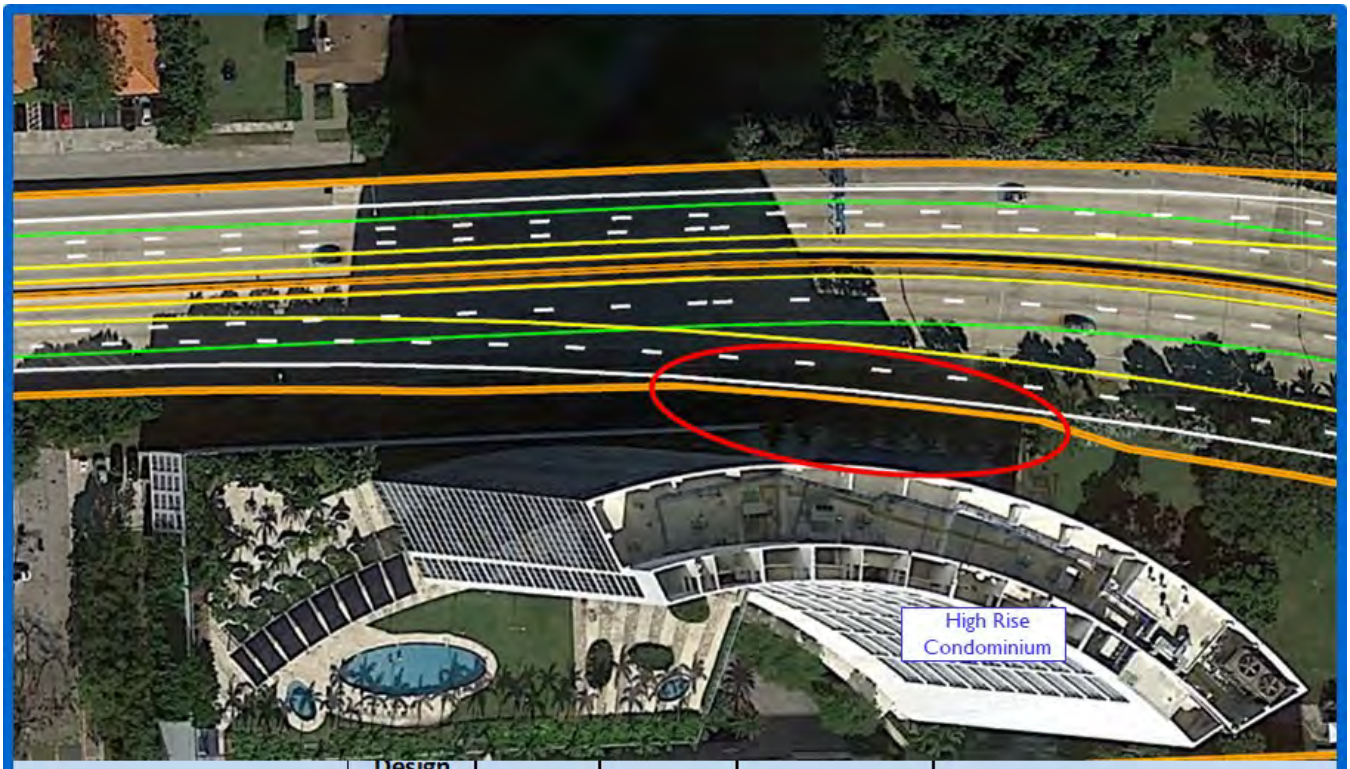

Location	Design Element	Existing	Required	Recommended	Reason for not addressing
I-195 EB, east of NE 36th St/ US-1 off-ramp	Outside Shoulder Width	10' Min.	12' Min.	6'	Impacts to the building adjacent to I-195 EB

Exhibit 8-17: Constraint – Outside Shoulder Width I-195 Eastbound of NE 36 ST

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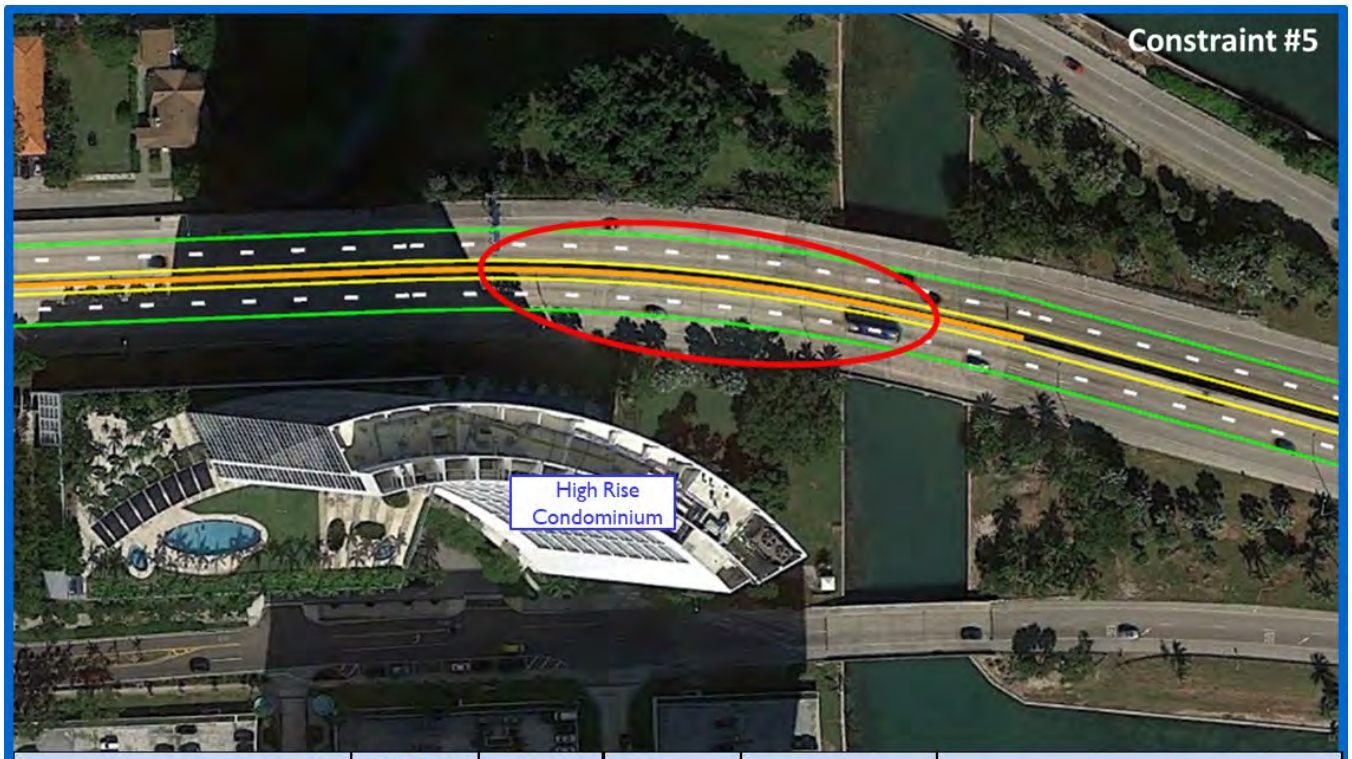

Location	Design Element	Existing	Required	Recommended	Reason for not addressing
Viaduct East of Biscayne Blvd	Horizontal Curve Length	N/A	900'	480'	Impacts to the building adjacent to I-195 EB

Exhibit 8-18: Constraint – Horizontal Curve Length Viaduct East of Biscayne Blvd

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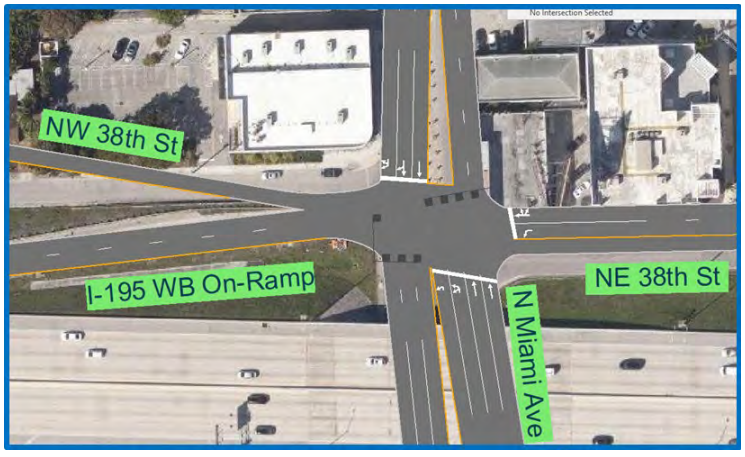
8.5 Other Intersection Improvements

Additional improvements were identified at the ramp terminal and adjacent intersections in order to improve their operations and facilitate better operations along the I-195 freeway segments to the extent possible.

1. ***NW 39th St & NW 10th Avenue*** – This intersection serves as a gateway to the I-95 Northbound Express Lanes for traffic entering from west of I-95. Existing and Future No-Build conditions analysis show excessive delay on the stop controlled eastbound approach during the typical weekday peak periods. Full signalization of the intersection is recommended to address congestion upon the completion of a signal warrant analysis study.

2. ***N Miami Avenue & I-195 WB On-Ramp*** – This four legged signalized intersection has served as one of the gateways to the I-195 westbound mainline for traffic originating from the Design District and its environs. A review of existing conditions shows heavy congestion at this intersection with further degradation expected by the future No-Build time frame. The refined Alternative 3 Build concept will modify the east leg of the intersection to accommodate a new off-bound ramp from westbound I-195. The east intersection leg would be converted from two-way to one-way traffic flow in the westbound direction between N Miami Avenue and N Miami Court approximately 200'. With this change, northbound right turn traffic would be diverted. The following intersection improvements were identified to improve traffic operations to offset the degradation due to future traffic demand and the reconfiguration of the intersection from the new ramp connection:



- Right turn lane to serve the I-195 westbound on-ramp/NW 38th Street on the southbound approach
- Exclusive left turn lane on the northbound approach
- New left turn lane on the westbound approach from the proposed westbound off-ramp to N Miami Avenue
- Modify the I-195 westbound on-ramp from a single lane to a two-lane entry ramp tapering to single lane before WB I-195
- Retime / Optimize signal timing

It should be noted that further improvements at this intersection would likely need to be investigated during the PD&E to further mitigate the effects of the increased future traffic demand on traffic operations affecting the ramp and the westbound I-195 mainline segment upstream the new off-ramp to N Miami Avenue.

3. ***N Miami Avenue & I-195 Eastbound Off-Ramp*** – This Three legged-signalized intersection serves as a gateway into the Design District for traffic coming from I-95 General Use lanes. A review of existing conditions shows heavy congestion at this intersection with further degradation expected by the future No-Build time frame. The refined Alternative 3 Build concept would introduce a new east leg at the intersection that would comprise a new on-ramp to eastbound I-195. The following intersection improvements were identified to improve traffic operations to offset the degradation due to future traffic demand and the reconfiguration of the intersection from the new ramp connection:

   - New left turn lane on the southbound approach for the proposed on-ramp from N Miami Avenue to I-195 Eastbound
   - Exclusive right turn lane on the eastbound approach
   - New shared through-right lane on the northbound approach for the proposed on-ramp from N Miami Avenue to I-195 Eastbound
   - Retime / Optimize signal timing.

   It should be noted that further improvements at this intersection would likely need to be investigated during the PD&E to further mitigate the effects of the increased future traffic demand on traffic operations affecting the ramp and the upstream mainline lower level segment upstream the eastbound off-ramp to N Miami Avenue.

4. ***N Miami Avenue & NE 36th Street*** – This Four legged-signalized intersection is significantly congested in its existing operations during the peak hours with further degradation expected by the future No-Build time frame. The operation of this intersection affects the aforementioned ramp terminal intersections along N Miami Avenue and any potential improvements at this location is critical to improving traffic flow that will positively affect ramp and mainline operations upstream the diverge areas. The following intersection improvements were identified to improve traffic operations to offset the degradation due to future traffic demand from growth in the area and from the new ramp I-195 connections at N Miami Avenue:

- Exclusive left turn lane on the eastbound approach
- Through lane on the westbound approach
- Modify northbound exclusive right turn lane to a shared through-right lane
- Retime / Optimize signal timing.

It should be noted that further improvements at this intersection would likely need to be investigated during the PD&E to further mitigate the effects of the increased future traffic demand on traffic operations affecting the ramp and the upstream mainline lower level segment upstream the eastbound off-ramp to N Miami Avenue.

5. ***NE 36th Street & NE 1st Avenue*** – Existing and Future No-Build conditions analysis show excessive delay on the stop controlled northbound and southbound approaches during the typical weekday peak periods. Full signalization of the intersection is recommended to address congestion upon the completion of a signal warrant analysis study. While this improvement would result in another opportunity to "interrupt" the flow on the NE 36th Street (a State Road) it is anticipated the new signal could be coordinated with the adjacent signals on either side of NE 1st Avenue to preserve mobility on NE 36th Street to the extent possible while creating safer opportunities for side street traffic to enter and exit NE 36th Street.

6. ***NE 36th St & NE 2nd Ave & Federal Highway*** – Existing and Future No-Build conditions analysis show excessive delay at this intersection during the typical weekday peak periods. Miami-Dade County Project No. 20180024 is scheduled to modify this intersection on the southeast bound and the northbound approaches. According to a 100% Submittal plans prepared in March 2020; the changes will include:

- Southeast bound: Modify to only allow southbound rights and restrict all other movements.
- Northbound: Modified to change the lane utilization to a shared left-through lane plus a shared through-right lane.

The restrictions on the southeast bound approach would lead to a diversion of traffic as analyzed in the NE 36th and 42nd Street - Traffic Impact Study Technical Memorandum, August 2016. It should be noted that the County improvements were identified to address a horizon year of 2020. However, with the additional traffic demand projected for 2045, the following additional improvements are proposed:

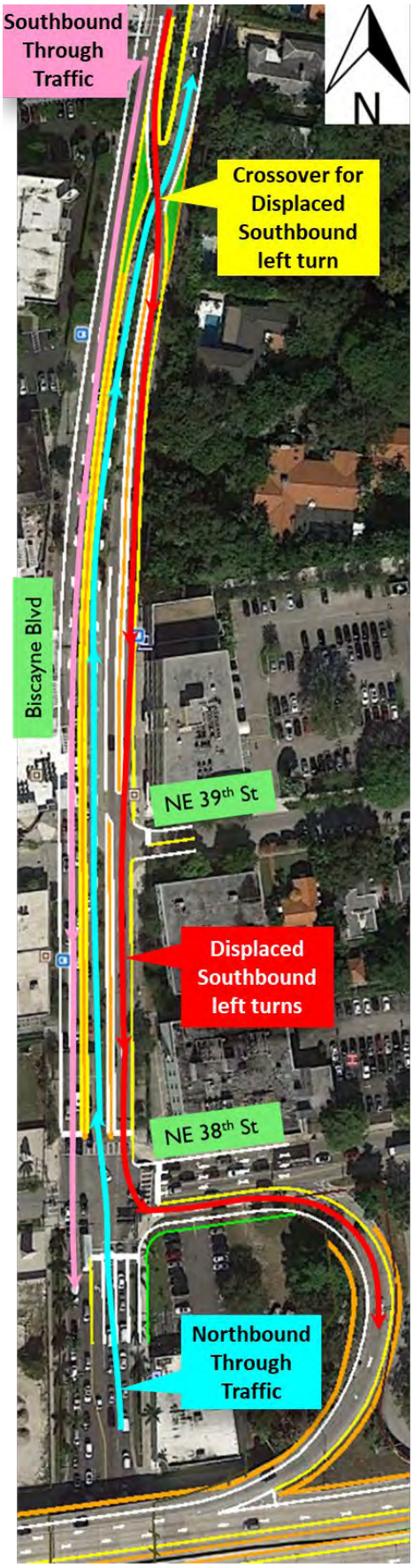
- Exclusive right-turn lane on the eastbound and northbound approaches with storage lengths of 250 feet and 50 feet respectively
- Modify the lane utilization on the northbound approach to an exclusive left-turn lane, a through lane and an exclusive right-turn lane
- Modify the lane utilization on the southbound approach from L-T-R to L-T-T+R because of increase in volume on southbound approach
- Northbound left-turn movement will not be a permissive plus protected but will be protected only for safety purposes.
- Retime / Optimize signal timing

Design plans and the traffic analysis associated with the County project is included in **Appendix E**.

7. ***NE 36th Street & Biscayne Boulevard*** – This Four legged-signalized intersection is significantly congested in its existing operations during the peak hours with further degradation expected by the future No-Build time frame. The operation of this intersection affects the eastbound I-195 off ramp terminal intersection just over 400 feet to the east of the subject intersection making and any potential improvements at this location critical to improving traffic flow that will positively affect ramp and eastbound i-195 mainline operations upstream the ramp diverge area. The following intersection improvements were identified to improve traffic operations to offset the degradation due to future traffic demand from the projected traffic growth in the area:

- Exclusive right turn lane on the southbound approach
- Exclusive left turn lane on the westbound approach
- Modify the lane utilization on the westbound approach to include two exclusive left turn lanes, a shared through-right lane and an exclusive right turn lane
- Retime / Optimize signal timing

8. ***NE 38th Street & Biscayne Boulevard*** – This Four legged-signalized intersection is significantly congested in its existing operations during the peak hours with further degradation expected by the future No-Build time frame. Heavy southbound left-turns and northbound through movements at the intersection are extenuating factors that lead to the poor operations at the intersection. The growth in demand from these conflicting movements are projected to exacerbate the poor intersection operations documented for the exiting conditions. The following intersection improvements were identified to improve traffic operations to offset the degradation due to future traffic demand from the projected traffic growth in the area:



- Implement a two-lane Displaced left turn concept on southbound approach. – The reconfiguration of the north leg of the intersection for the southbound displaced left turn would be accomplished via adjustments to the center median along Biscayne Boulevard to create the shift in lanes that would be necessary to implement this improvement. The displacement of the southbound left turn movement to the east side of Biscayne Boulevard, would begin a distance approximately 1,000 feet north of the intersection with the crossover controlled via a new two-phased traffic signal. The displaced left turn will start as a single lane from the crossover point then expand to two lanes just south of the intersection with Biscayne Boulevard at NE 39th Street. With the displacement of the southbound left turn movement, northbound traffic entering the north leg of the Biscayne Boulevard at NE 38th Street intersection would be shifted immediately to the west side of the displaced left turns thereby eliminating these conflicting movements from the intersection. Northbound traffic will cross back to the east side of Biscayne Boulevard at the crossover signal which given the simplified two phased operations, will better handle the (southbound left turn/northbound through conflicting movements) relocated from the subject Biscayne Boulevard at NE 38th Street intersection. Traffic destined to head

southbound through the subject intersection, would keep to the left of the northbound through and southbound displaced left turns and continue in separate lanes approaching the intersection.

- Add exclusive left turn lane on the westbound approach
- Add exclusive right-turn lane on northbound approach
- Retime / Optimize signal timing
- Westbound approach: two exclusive left turn lanes, a shared through-right lane and an exclusive right turn lane

9. ***Alton Road at 43rd Street*** – This Four legged-signalized intersection is significantly congested in its existing operations during the peak hours with further degradation expected by the future No-Build time frame. It is the gateway intersection into the Mt. Sinai Hospital on Miami Beach. In addition to the overall congested operations of this intersection, heavy northbound left turns into the hospital are projected to result in queues on the northbound Alton Road intersection approach that extends south past the entrance to the eastbound on-ramp thus affecting the operation of this on-ramp. The following intersection improvements were identified to improve traffic operations to offset the degradation due to future traffic demand from the projected traffic growth in the area:

- Additional northbound left turn lane into the hospital to create three (3) lanes.
- Modify lane utilization on southbound approach from an exclusive right-turn to a shared thru-right.
- Increase the storage lane on the northbound left turn lanes to 400 feet.
- Retime / Optimize signal timing

10. ***Alton Road at 41st Street / Arthur Godfrey Road*** – This Four legged-signalized intersection is significantly congested in its existing operations during the peak hours with further degradation expected by the future No-Build time frame. It is a gateway intersection into the Miami Beach and heavy queues on the eastbound approach are typical particularly during the AM peak hours. The following intersection improvements were identified to improve traffic operations to offset the degradation due to future traffic demand from the projected traffic growth in the area:

- Add additional lane coming from I-195 eastbound which will become an exclusive right-turn lane,
- Modify southbound right turn signal operation from permitted to permitted overlap,
- Retime / Optimize signal timing.

It should be noted that the additional lane on the eastbound approach is tied to Base Improvement #6.

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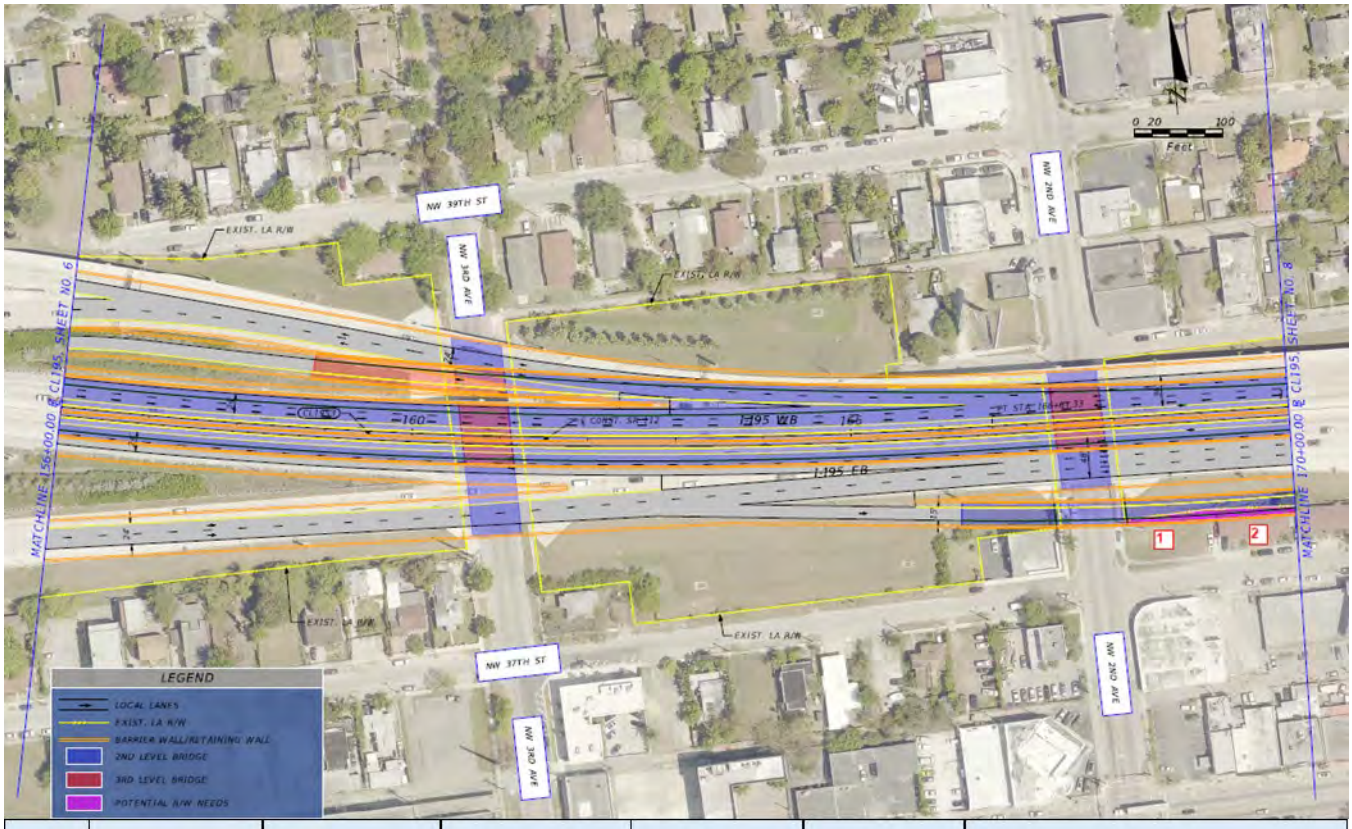
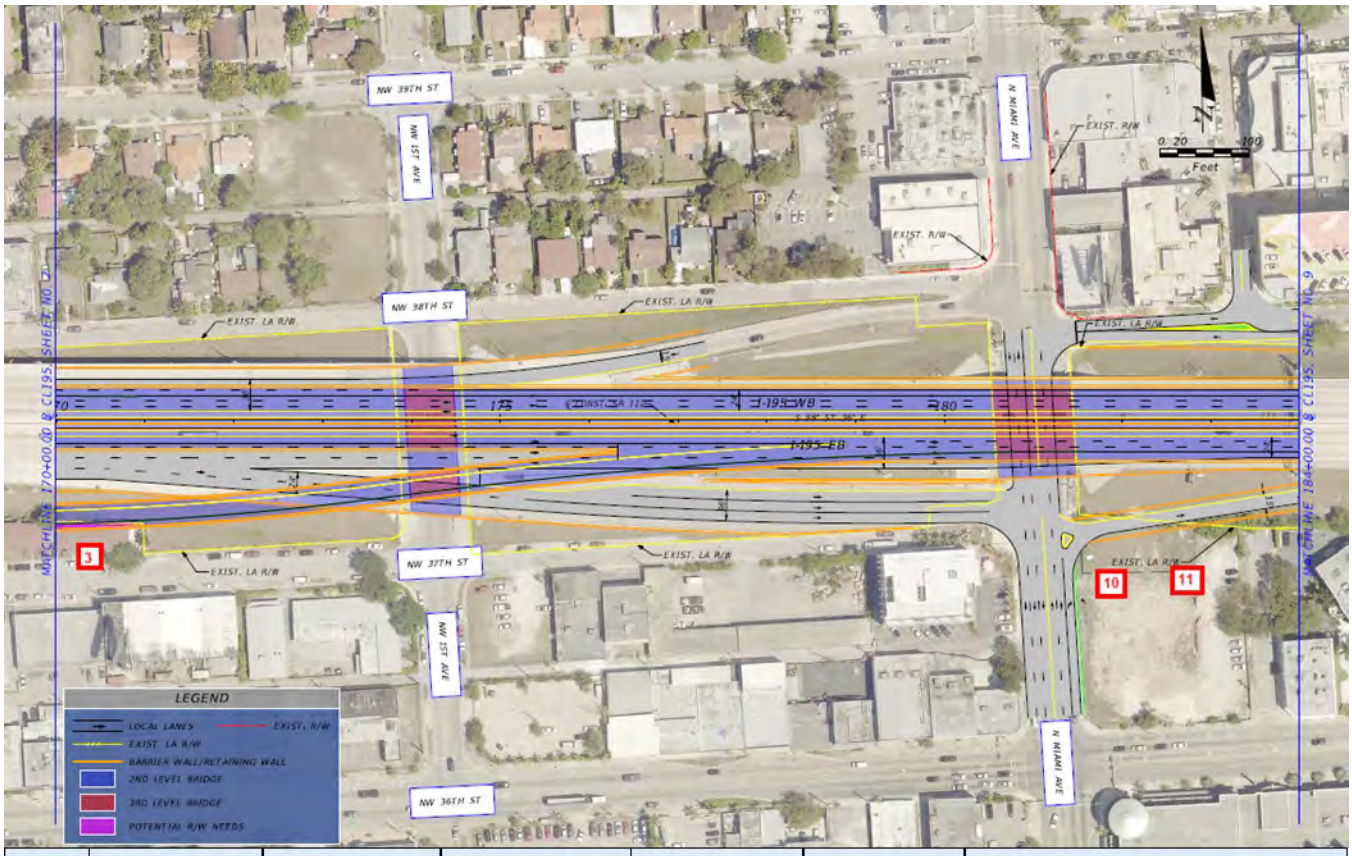
8.6 Potential Right of Way Impacts

Preliminary right-of-way impacts and levels of acquisition estimates were determined for Alternative 3. **Exhibits 8-19** through **21** below and on the following pages summarize the potential right-of-way impacts.



Sl. No.	Parcel ID	Total Parcel Area (Sq. ft)	Estimated Impacted Area (Sq. ft)	Percent of Parcel Impacted	Partial/Full Acquisition	Notes
1	01-3124-021-1371	5,000.00	1,877.19	38%	Partial	Parcel is currently a vacant lot. Partial take assumed based on current conditions
2	01-3124-021-1380	4,600.00	2,237.57	49%	Full	Substantial impacts to the residences are likely, full acquistion is assumed

Exhibit 8-19: Potential Right-of-Way Impacts – Parcels 1 & 2



Sl. No.	Parcel ID	Total Parcel Area (Sq. ft)	Estimated Impacted Area (Sq. ft)	Percent of Parcel Impacted	Partial/Full Acquisition	Notes
3	01-3124-021-1400	3,900.00	1,773.21	45%	Full	Substantial impacts to the residences are likely, full acquistion is assumed
10	01-3124-026-0070	4,457.00	2,983.17	67%	Partial	Parcel is currently a vacant lot. Partial take assumed based on current conditions
11	01-3124-026-0150	3,269.00	905.12	28%	Partial	Parcel is currently a vacant lot. Partial take assumed based on current conditions

Exhibit 8-20: Potential Right-of-Way Impacts – Parcels 3, 10 & 11

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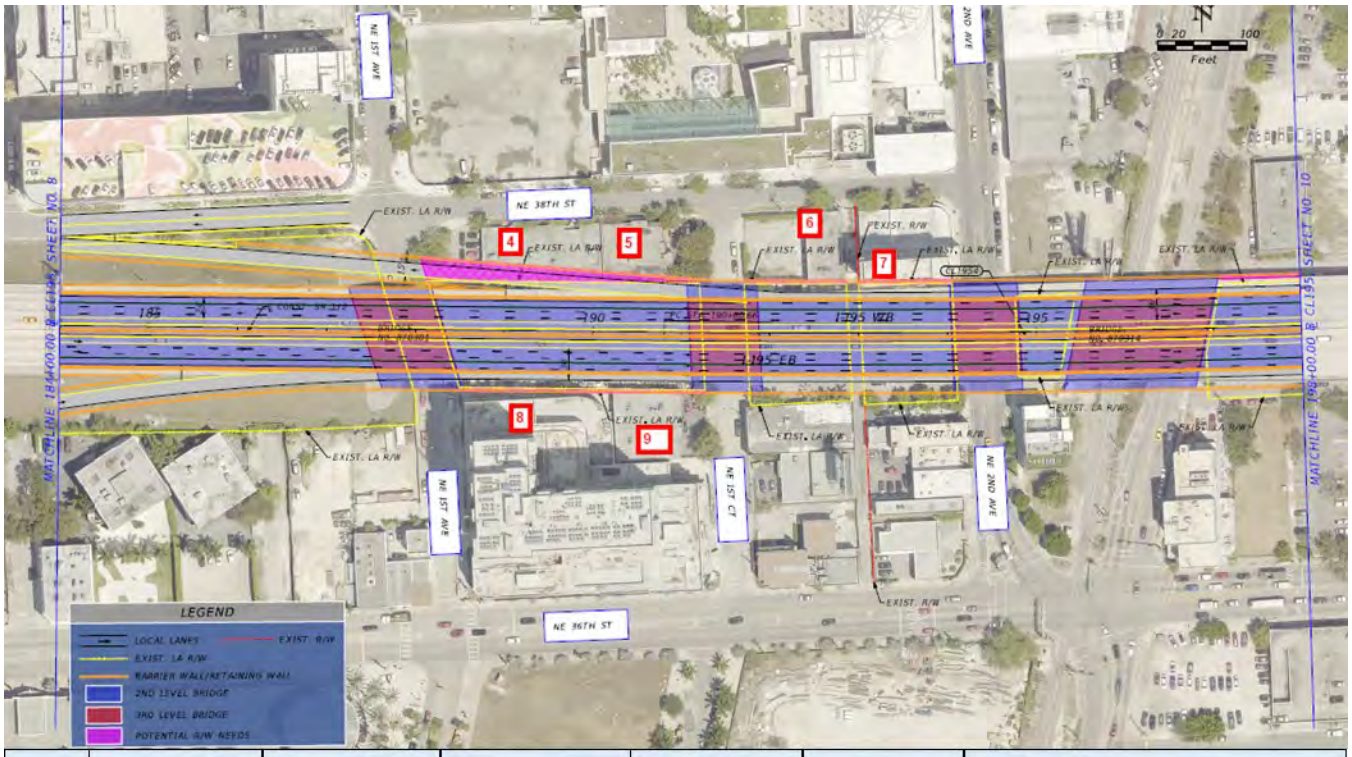

Sl. No.	Parcel ID	Total Parcel Area (Sq. ft)	Estimated Impacted Area (Sq. ft)	Percent of Parcel Impacted	Partial/Full Acquisition	Notes
4	01-3124-033-0430	11,620.00	5,715.16	49%	Full	Substantial impacts to the commercial buildings are likely, full acquistion is assumed
5	01-3124-022-0230	8,752.00	2,068.21	24%	Full	Substantial impacts to the commercial buildings are likely, full acquistion is assumed
6	01-3124-022-0120	10,250.00	1,637.05	16%	Partial	Partial acquisition is assumed based on relatively small area of impact to the existing building. However, the impacted area is such that the refinements in PD&E or final design could fully mitigate the estimated impacts.
7	01-3124-022-0090	1,860.00	1,494.47	80%	Partial	Partial acquisition is assumed based on relatively small area of impact to the existing building. However, the impacted area is such that the refinements in PD&E or final design could fully mitigate the estimated impacts.
8	01-3124-047-0010	56,229.00	2,449.73	4%	Partial	Partial acquisition is assumed based on relatively small area of impact to the existing building. However, the impacted area is such that the refinements in PD&E or final design could fully mitigate the estimated impacts.
9	01-3124-022-0210	9,300.00	1,457.57	16%	Partial	Partial acquisition is assumed based on relatively small area of impact to the existing building. However, the impacted area is such that the refinements in PD&E or final design could fully mitigate the estimated impacts.

Exhibit 8-21: Potential Right-of-Way Impacts – Parcels 4, 5, 6, 7, 8 & 9

In addition to the potential Right-of-Way Impacts estimated for System Alternative 3, **Table 8-1** summarizes the potential ROW impacts from the proposed improvements.

Table 8-1: Summary of Potential Right-Of-Way Impacts

Improvement Type	Improvement/Intersection	Potential Right-of-Way (ROW) Impact
System	Alternative 3 with Viaduct	Approximately 25,000 square feet
Shared Use Path	Alternative A (Separate Bridge)	No ROW impacts
Base Improvements	1. SR 112 WB widening to provide 2 lanes	No ROW impacts anticipated
	2. SR 112 / I-195 EB widening to provide 2 lanes	
	3. Partial Signalization at I-195 EB Off-Ramp to NE 36th Street	
	4. I-195 EB On-Ramp from NE 36th Street parallel entrance widening	
	5. I-195 WB to Biscayne Blvd off-ramp – widen to 2 lanes	
	6. I-195 EB widening to Alton Road Ramp	
	7. New traffic signal at Intersection of NB and SB Alton Road	
	8. I-195 WB CD from Alton Road	
Other Intersection Improvements	1. NW 39th Street at NW 10th Avenue	Minimal to no ROW impacts (Potential need for corner clips for signal mast arms)
	2. I-195 WB On-Ramp at N Miami Avenue	Potential for high ROW impact on the NW, NE and SE corners, potential need to widen bridge along I-195
	3. I-195 EB Off-Ramp to N Miami Avenue	Potential for low ROW impact to SW corner, potential need to widen bridge along I-195
	4. NE 36th Street at N Miami Avenue	Potential for medium ROW impacts to SW and SE corners
	5. NE 36th Street at NE 1st Avenue	Minimal to no ROW impacts (Potential need for corner clips for signal mast arms)
	6. NE 36th Street at Federal Hwy & NE 2nd Avenue	Low ROW impacts to SE and SW corners
	7. Biscayne Boulevard at NE 36th Street	Potential for medium ROW impacts to NE corner and Low impact to NW corner
	8. Biscayne Boulevard at NE 38th Street	Potential for high ROW impact to SE corner
	9. Alton Road at 43rd Street	Potentially low ROW impact to SW corner
	10. Alton Road at Arthur Godfrey Road	Potentially low ROW impact to SW corner

8.7 Estimated Construction Costs

Construction cost estimates for Alternative 3, Shared Use path alternative and the base improvements were developed using the FDOT Long Range Estimate (LRE) cost estimating system. The estimates include major bridge construction for ramp flyovers from System to System connecting I-95 express lanes with I-195. The costs for the Other intersection improvements were estimated using FDOT cost per mile model. **Table 8-2** summarizes the construction cost estimate for each segment analyzed. The costs are preliminary and will be refined during the PD&E phase.

Table 8-2: Summary of Cost Estimates

Improvement Type	Improvement/Intersection		Construction Cost Estimate
System	Alternative 3 with Viaduct	$	430,000,000
Shared Use Path	Alternative A (Separate Bridge)	$	41,600,000
Base Improvements	1. SR 112 WB widening to provide 2 lanes	$	550,000
	2. SR 112 / I-195 EB widening to provide 2 lanes	$	3,800,000
	3. Partial Signalization at I-195 EB Off-Ramp to NE 36th Street	$	1,100,000
	4. I-195 EB On-Ramp from NE 36th Street parallel entrance widening	$	450,000
	5. I-195 WB to Biscayne Blvd off-ramp – widen to 2 lanes	$	3,600,000
	6. I-195 EB widening to Alton Road Ramp	$	5,400,000
	7. New traffic signal at Intersection of NB and SB Alton Road	$	350,000
	8. I-195 WB CD from Alton Road	$	12,900,000
Other Intersection Improvements	1. NW 39th Street at NW 10th Avenue	$	300,000
	2. I-195 WB On-Ramp at N Miami Avenue	$	5,000,000
	3. I-195 EB Off-Ramp to N Miami Avenue	$	1,200,000
	4. NE 36th Street at N Miami Avenue	$	1,100,000
	5. NE 36th Street at NE 1st Avenue	$	300,000
	6. NE 36th Street at Federal Hwy & NE 2nd Avenue	$	1,000,000
	7. Biscayne Boulevard at NE 36th Street	$	1,100,000
	8. Biscayne Boulevard at NE 38th Street	$	4,200,000
	9. Alton Road at 43rd Street	$	900,000
	10. Alton Road at Arthur Godfrey Road	$	450,000
	Total Construction Costs	**$**	**515,300,000**

Cost estimates supporting information is included in **Appendix F.**

8.8 Operational Evaluation

An operational analysis of future year (2045) conditions was performed for the Refined Build Concept. Operational analyses of ramp-terminals and adjacent intersections within and surrounding the study interchanges, were performed using Synchro (Version 10.3) software, which applies methodologies of the 2000/2010/6th Editions of the Highway Capacity Manual. For the I-195/SR 112 mainline segments and ramp areas, a microsimulation analysis using VISSIM (Version 10.00-06) software was performed to evaluate the operations of these facilities. This microsimulation VISSIM analysis supplements the operational analysis undertaken using the Highway Capacity Software Facilities Module documented earlier in **Section 5.1** of this report for Alternative 3.

8.8.1 Intersection Capacity Operational Analysis

The projected traffic operations at the ramp terminals and intersections resulting from the anticipated future build conditions, were compared to the no-build operations (documented in the *I-195 CPS, Existing and No-Build Future No-Build Traffic Analysis Report, February 2019*). Comparisons of the projected overall intersection operations between Build and No-Build conditions are summarized in **Table 8-3** on the following page. **Appendix G** provides additional details of intersections operations by turning movement as well as the output SYNCHRO sheets.

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Table 8-3: Refined Build vs No-Build Intersection Operational Analysis Summary

Improvement Type	Intersection	Peak Period	No-Build Delay (sec/veh)	No-Build LOS	Build Delay (sec/veh)	Build LOS	Δ Change (Build vs No-Build) Delay (% Change)	Δ Change (Build vs No-Build) LOS	Comment
Base Improvements	3. Partial Signalization at I-195 EB Off-Ramp to NE 36th Street	AM	-	-	6.1	A	-	-	The existing off-ramp configuration is a free flowing movement
		PM	-	-	8.3	A	-	-	
	7. New traffic signal at Intersection of NB and SB Alton Road	AM	7.9	A	14.4	B	82%	Lower	The overall intersection delay in the No-Build shows lower delay because NB is free-flowing
		PM	70.8	F	51.0	D	-28%	Better	
Other Intersection Improvements	1. NW 39th Street at NW 10th Avenue	AM	34.6	D	10.7	B	-69%	Better	The overall intersection operations get better with the improvements
		PM	48.2	E	14.4	B	-70%	Better	
	2. I-195 WB On-Ramp at N Miami Avenue	AM	112.2	F	170.4	F	52%	Same	The overall intersection operations got worse because of the new off-ramp from I-195 WB
		PM	155.8	F	197.3	F	27%	Same	
	3. I-195 EB Off-Ramp to N Miami Avenue	AM	53.3	D	54.6	D	2%	Same	The overall intersection operations got worse because of the new on-ramp from N Miami Ave
		PM	58.1	E	69.5	E	20%	Same	
	4. NE 36th Street at N Miami Avenue	AM	125.1	F	66.0	E	-47%	Better	The overall intersection operations get better with the improvements
		PM	142.6	F	78.5	E	-45%	Better	
	5. NE 36th Street at NE 1st Avenue	AM	-	F	20.3	C	-	Better	Synchro reports an error for the stop-controlled intersection in the No-Build conditions
		PM	-	F	23.9	C	-	Better	
	6. NE 36th Street at Federal Hwy & NE 2nd Avenue	AM	360.9	F	65.6	E	-82%	Better	The overall intersection operations get better with the improvements
		PM	378.8	F	90.5	F	-76%	Same	
	7. Biscayne Boulevard at NE 36th Street	AM	441.1	F	181.0	F	-59%	Same	The overall intersection operations get better with the improvements
		PM	263.5	F	103.5	F	-61%	Same	
	8. Biscayne Boulevard at NE 38th Street	AM	219.5	F	85.1	F	-61%	Same	The overall intersection operations get better with the improvements
		PM	142.4	F	37.7	D	-74%	Better	
	9. Alton Road at 43rd Street	AM	135.5	F	69.4	E	-49%	Better	The overall intersection operations get better with the improvements
		PM	91.2	F	56.4	E	-38%	Better	
	10. Alton Road at Arthur Godfrey Road	AM	96.7	F	78.0	E	-19%	Better	The overall intersection operations get better with the improvements
		PM	48.4	D	47.5	D	-2%	Same	

8.8.2 Mainline Operational Analysis

A more detailed operational analysis was performed using the VISSIM microsimulation tool to assess the projected change in operations between the No-Build alternative and the Refined Build Alternative. The results from that analysis are documented in the *I-195 CPS, Future Build Traffic Analysis Report – Microsimulation Analysis, June 2020*. Unlike the intersection analysis summarized in Section 8.8.1 of this report where the measures of effectiveness (MOEs) were reported for a single hour for each of the AM and PM peak periods, the VISSIM microsimulation analysis reported MOEs for 4 hours within the AM and PM peak periods respectively. While segment based statistics are available and documented in the *I-195 CPS, Future Build Traffic Analysis Report – Microsimulation Analysis, June 2020* for the Refined Build and No-Build conditions, given the significant differences between the No-Build and Build network (with the presence of lower and upper level facilities in the refined build alternative), it is more appropriate to consider the change in networkwide statistics to evaluate the relative projected performances between the two alternatives. These statistics include average speeds, total delay time, latent delay time, latent demand, number of stops, number of vehicles in the network and that left the network. A comparison of these statistics is summarized in **Table 8-4** on the following pages for the AM and PM peak periods. As can be seen from the results in Table 8-4 the build alternative is projected to perform significantly better than the no-build by any of the measures reported.

Table 8-4: Refined Build vs No-Build Networkwide Mainline Operational Analysis Summary

Peak Hour	Parameter	No-Build				Refined Build				Difference				Percentage of Difference			
		Hour 1	Hour 2	Hour 3	Hour 4	Hour 1	Hour 2	Hour 3	Hour 4	Hour 1	Hour 2	Hour 3	Hour 4	Hour 1	Hour 2	Hour 3	Hour 4
AM Peak	Average speed [mph]	24	21	20	20	36	30	26	25	12	9	6	5	49%	42%	28%	26%
	Total delay time [h]	2,745	3,589	3,838	3,845	1,107	2,112	2,885	2,884	-1,638	-1,477	-953	-961	-60%	-41%	-25%	-25%
	Latent delay time [h]	5,260	20,330	45,325	69,985	1,844	7,016	17,054	27,176	-3,416	-13,314	-28,271	-42,809	-65%	-65%	-62%	-61%
	Latent demand [veh]	9,506	32,310	58,754	81,341	3,302	11,446	22,956	31,433	-6,204	-20,864	-35,798	-49,908	-65%	-65%	-61%	-61%
	Number of Stops	294,077	362,252	352,847	323,991	91,537	200,470	311,120	307,644	-202,540	-161,782	-41,727	-16,347	-69%	-45%	-12%	-5%
	Number of vehicles in the network	5,231	6,194	6,221	6,165	3,550	5,429	5,710	5,364	-1,681	-765	-511	-801	-32%	-12%	-8%	-13%
	Number of vehicles that have left the network	52,912	53,600	51,326	47,565	54,498	62,493	61,135	57,584	1,586	8,893	9,809	10,019	3%	17%	19%	21%
PM Peak	Average speed [mph]	18	17	17	17	27	25	24	24	8	8	8	8	47%	47%	45%	45%
	Total delay time [h]	4,375	4,725	4,785	4,812	2,652	2,967	3,058	3,070	-1,723	-1,758	-1,727	-1,742	-39%	-37%	-36%	-36%
	Latent delay time [h]	15,340	40,321	66,354	91,928	7,722	21,274	37,063	53,745	-7,618	-19,047	-29,291	-38,182	-50%	-47%	-44%	-42%
	Latent demand [veh]	27,390	53,516	79,017	104,825	13,956	29,003	45,232	62,626	-13,434	-24,513	-33,784	-42,199	-49%	-46%	-43%	-40%
	Number of Stops	470,433	465,100	463,597	465,947	286,885	271,502	246,693	240,998	-183,548	-193,598	-216,904	-224,949	-39%	-42%	-47%	-48%
	Number of vehicles in the network	6,872	7,007	7,022	6,944	5,558	5,711	5,647	5,662	-1,314	-1,296	-1,375	-1,282	-19%	-18%	-20%	-18%
	Number of vehicles that have left the network	52,683	49,554	48,457	48,302	59,840	56,391	53,687	52,500	7,157	6,837	5,230	4,198	14%	14%	11%	9%

8.8.3 Operational Summary

It should be noted that the results from the VISSIM models summarized in **Section 8.8.2** for the Refined Build and No-Build conditions, reflect operations based on a disconnected arterial network comprising ramp terminals and adjacent intersections surrounding the study interchanges. This modeling approach was taken in order to reasonably capture the effect of the build alternative on freeway operations.

However, as noted in **Section 8.8.1**, notwithstanding the improvements that have been identified for the intersections as documented in **Section 8.5**, heavy delays at the ramp terminal intersections would still persist which are likely to severely impact upstream mainline conditions along I-195. This suggests that additional intersection improvements beyond what has been presented in this report (particularly at the N Miami Avenue Ramp Terminals and adjacent intersections) will need to be evaluated as part of a future PD&E project phase.

8.9 Safety Performance Evaluation

The assessment of the projected change in safety performance utilized the Interchange Safety Analysis Tool Enhanced (ISATe) developed by the Federal Highway Administration (FHWA) to implement analysis procedures described in the Highway Safety Manual (HSM). This analysis was performed for the Refined Build Alternative. The estimated change in safety performance in the number of crashes in the 2045 horizon year within the project limits goes from 199.3 projected crashes in the No-Build Alternative to 173.6 projected crashes with the refined build alternative, a reduction of 25.7 crashes. More details of this analysis is contained in the companion *I-195 CPS, Future Safety Analysis Report, June 2020*.

APPENDIX A: ORIGIN-DESTINATION TRAFFIC FLOWS SUPPORTING INFORMATION

- EXISTING ORIGIN-DESTINATION REPORT
- ORIGIN-DESTINATION ADJUSTMENTS
- 2045 NO-BUILD DESIGN-HOUR TRAFFIC VOLUMES

EXISTING ORIGIN-DESTINATION REPORT

Interstate I-195

CORRIDOR PLANNING STUDY

Streetlight Data Analysis

From I-95/N.W. 12th Avenue to Alton Road

FM No. 440228-1-22-01

APRIL 2019

FDOT

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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. This memorandum explores the Origin – Destination pattern of traffic entering and exiting the study area. To perform the analysis, Streetlight data is used. Next section of this report provides an introduction to Streetlight data and section 3 presents the results. Raw data can be found in **Appendix A** with Origin – Destination maps shown in **Appendix B**. **Figure 1** shows the location map and Origin – Destination stations.

2. Streetlight Data

2.1. Introduction to Streetlight Data

As mentioned, Streetlight Data is used in this study to assess Origin – Destination pattern of traffic. This section provides an introduction to Streetlight database, how does it work and the method used in reducing raw data in trip matrixes. The information in this section is based on Streetlight data website.

Streetlight Data was founded in 2011 in order to convert existing data of how people commute, shop and travel in the real world to useful data/information. Streetlight Data sample size represents more than 10% of personal and commercial travel in the US. Three main data sources are being used to establish Streetlight Data database.

1. **Location based service data:** It comes from smartphone apps that track devices' locations to provide specific services. These services include weather forecasts, shopping deals, and restaurant reviews. These data points are used to describe activities and travel pattern around and between locations

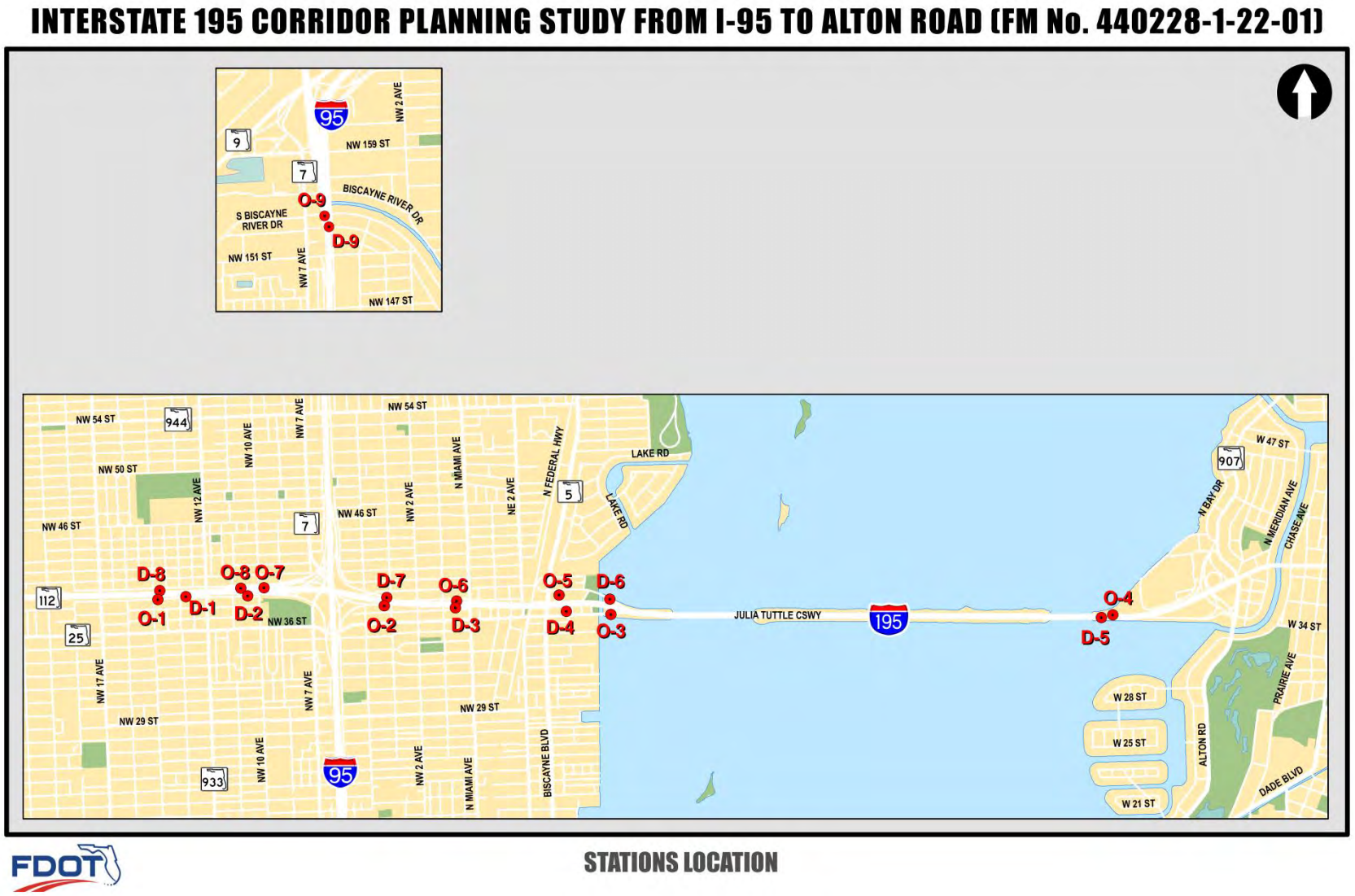


Figure 1. Location Map and Origin – Destination Stations

2. **Navigation-GPS data:** Connected cars and trucks, turn-by-turn route guidance apps, and commercial fleet management systems are used as GPS data sources. GPS data are used to describe trips and routes with extremely high spatial precision.
3. **Contextual Data:** Contextual data sets are mixed with the location data sets to enhance the existing data with additional layers of information. Census data, parcel data and road network data are used for demographic, trip purpose information and routing, respectively.

This data is transformed into aggregated and normalized travel patterns by machine learning methods. Streetlight Data software cleans and links locations records into trips and activities, organizes them temporally and blends in contextual information, and normalizes the trips and travel patterns. Cleaned and processed data is stored in a database that is designed to be queried.

Following steps are required to perform an Origin-Destination study using Streetlight data:

1. **Designate zones:** zones can be either drawn manually or uploaded as a shapefile into the system (**Figure 2**). Also, there is an option in order to ask for trips which are started in a specific zone or passes through them, and also define desired direction for pass through trips (**Figure 3**). Pass through zones capture all trips that pass via the designed zone and non-pass through zones capture only trips that generate or terminate within the designated zone.

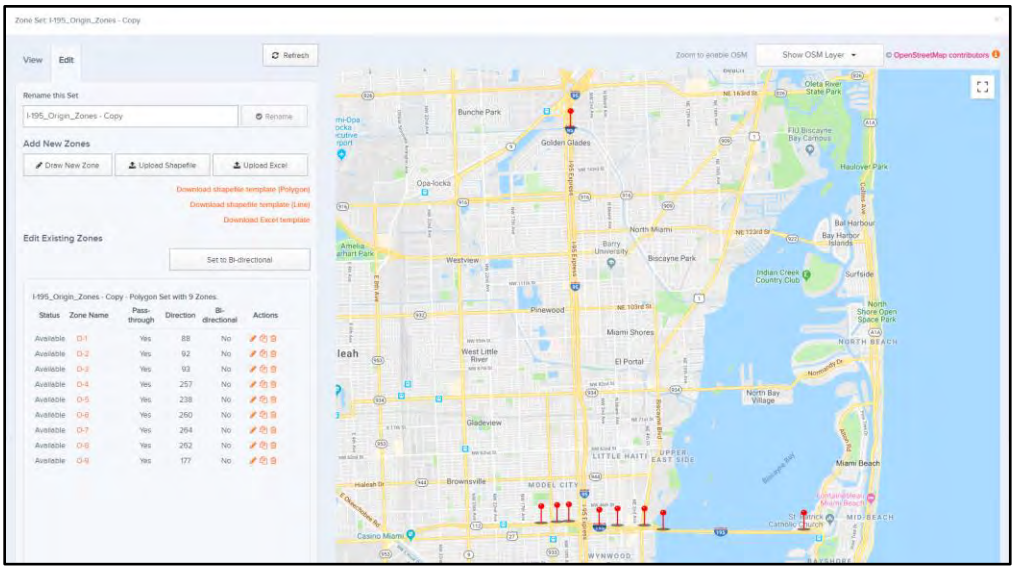


Figure 2. Zone set up drawn manually

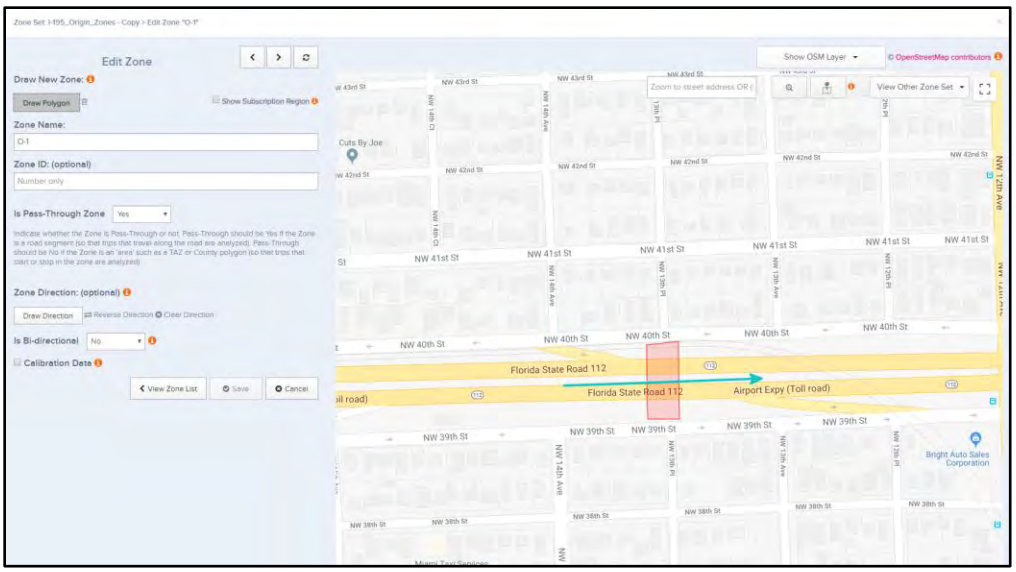


Figure 3. Drawn new zone with desired direction for pass through trips

2. **Create and Run Origin-Destination Project:** After zones are identified, Origin-Destination project can be defined and run. To create a project, origin zones and destination zones should be selected from the designated zones in the first step. Before running projects, data period (i.e. October 2017 & April 2018), day types (i.e. weekday, weekend, etc.) and vehicle classification (i.e. personal or commercial) can be selected. By confirming the project specifications, running procedure will start automatically and results can be viewed when run is complete (**Figure 4**).

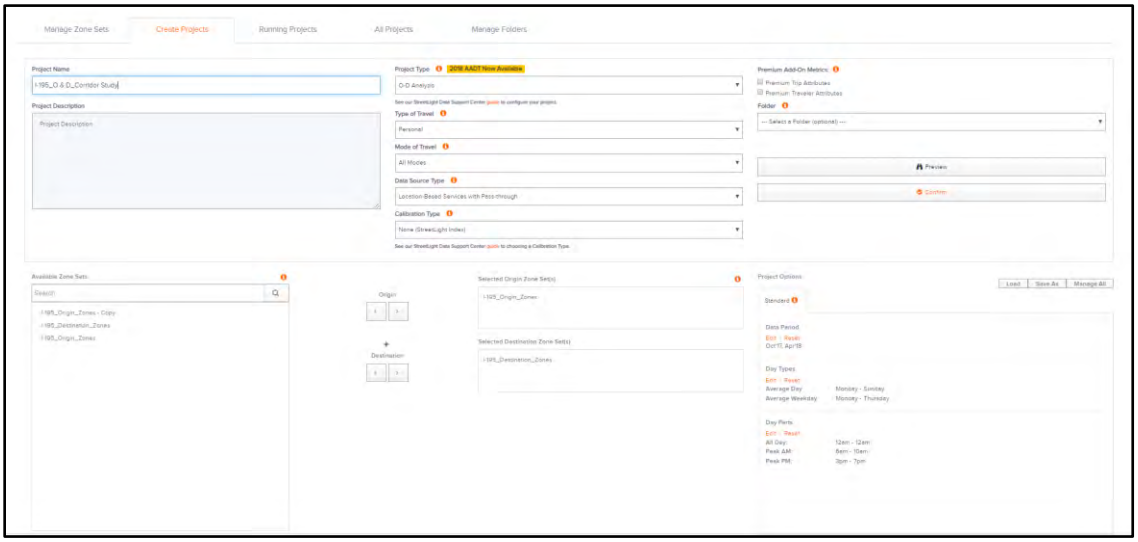


Figure 4. Create project tab

2.2.Data Processing

After results are ready, the user can either download them or visualize them in the online software. Origin-Destination data are represented by percentage or Streetlight Trip Index. Trip Indices are actually numbers that does not represent number of trips or vehicles. Rather, the values represent the relative amount of trips and are consistent for all projects by vehicle type within Streetlight system. Personal and commercial indices cannot be combined or compared. O-D data are extracted for weekdays of October 2017 and April 2018 for both personal and commercial vehicular traffic.

Running the project will provide raw data in excel spreadsheets. The most important variables in the raw database are: Type of Travel, Origin and Destination Zone, Day Type, Day Part, O-D Traffic (StL Index), Origin Zone Traffic (StL Index) and Destination Zone Traffic (StL Index).

Here, StL Index refers to a normalized value derived from the StreetLight Data's underlying data sample. StL Index is accounted for the variation based on the changes occurs in the sample size. StL Index values are comparable across Projects run in the same country and with same data source.

O-D percentage is obtained by dividing O-D Traffic (StL Index) by the total StL Index of traffic from that specific origin. An example for personal vehicle traffic for above said description can be viewed in **Figure 5**. For example, considering personal cars in October 17, during AM peak period, (Origin 1 or O-1) has O-D Traffic (StL Index) of 3,774. The total traffic index passing from this station in this period of time is 13,005 (3,774+4,538+1,155+513+3,025[(1)]). Dividing 3,774 by 13,005 will show the O-D Percentage of 29% (which can be found in **Table 1**, O-1 to D-1).

Type of Travel	Month-Year	Origin Zone Name	Destination Zone Name	Day Type	Day Part	O-D Traffic (StL Index)
Personal	Oct-17	O-1	D-1	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	3,774
Personal	Oct-17	O-1	D-2	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	4,538
Personal	Oct-17	O-1	D-3	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	1,155
Personal	Oct-17	O-1	D-4	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	513
Personal	Oct-17	O-1	D-5	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	3,025
Personal	Oct-17	O-1	D-6	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-
Personal	Oct-17	O-1	D-7	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-
Personal	Oct-17	O-1	D-8	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-
Personal	Oct-17	O-1	D-9	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	1,505

(1) The O-D Traffic from O-1 to D-9 (from I-195 to GGI) is not included in this, because this pair is already calculated in O-1 to D-2 (from I-195 to I-95)

Figure 5. Sample of Raw Data with Origin and Destination Zones & Data Reduction to O-D percentage

3. Origin – Destination Matrixes

Using the Streetlight data for two periods (October 2017 and April 2018), with the mentioned methodology and data processing, Origin – Destination matrixes can be viewed in **Table 1** to **Table 8**.

Table 1. Origin – Destination Matrix, October 2017, AM Peak Period (6-10 AM), Personal Cars

Origin \ Destination		Off-Ramp to NW 12th Ave From I-195 EB	Off-Ramp to NB & SB I-95/I-95 Express From I-195 EB	Off-ramp to N Miami Ave from EB I-195	Off-ramp to Biscayne Blvd from EB I-195	EB I-195 Mainline W of Off-Ramp to Alton Road	Off-ramp to Biscayne Blvd from WB I-195	Off-Ramp to NB I-95/SB I-95 from WB I-195	WB I-195 Mainline W of NW 12th Ave	NB I-95 Mainline near GGI (Potential Express Lanes Volume)
		D-1	D-2	D-3	D-4	D-5	D-6	D-7	D-8	D-9
EB I-195 Mainline W of NW 12th Ave	O-1	29%	35%	9%	4%	23%				12%
On-Ramp from NB I-95/SB I-95 to EB I-195	O-2			36%	10%	54%				
On-ramp from Biscayne Blvd to EB I-195	O-3					100%				
WB I-195 Mainline W of On-Ramp from Alton Road	O-4						40%	29%	31%	7%
On-ramp from Biscayne Blvd to WB I-195	O-5							38%	62%	7%
On-ramp from N Miami Ave to WB I-195	O-6							57%	43%	12%
On-Ramp from NB I-95/SB I-95 to WB I-195	O-7								100%	
On-Ramp from SB I-95 Express to WB I-195	O-8								100%	
SB I-95 Mainline near GGI (Potential Express Lanes Volume)	O-9			3%	1%	6%			8%	

Table 2. Origin – Destination Matrix, October 2017, PM Peak Period (3-8 PM), Personal Cars

Origin \ Destination		Off-Ramp to NW 12th Ave From I-195 EB	Off-Ramp to NB & SB I-95/I-95 Express From I-195 EB	Off-ramp to N Miami Ave from EB I-195	Off-ramp to Biscayne Blvd from EB I-195	EB I-195 Mainline W of Off-Ramp to Alton Road	Off-ramp to Biscayne Blvd from WB I-195	Off-Ramp to NB I-95/SB I-95 from WB I-195	WB I-195 Mainline W of NW 12th Ave	NB I-95 Mainline near GGI (Potential Express Lanes Volume)
		D-1	D-2	D-3	D-4	D-5	D-6	D-7	D-8	D-9
EB I-195 Mainline W of NW 12th Ave	O-1	25%	35%	11%	6%	23%				8%
On-Ramp from NB I-95/SB I-95 to EB I-195	O-2			43%	7%	50%				
On-ramp from Biscayne Blvd to EB I-195	O-3					100%				
WB I-195 Mainline W of On-Ramp from Alton Road	O-4						48%	27%	25%	5%
On-ramp from Biscayne Blvd to WB I-195	O-5							43%	57%	6%
On-ramp from N Miami Ave to WB I-195	O-6							56%	44%	9%
On-Ramp from NB I-95/SB I-95 to WB I-195	O-7								100%	
On-Ramp from SB I-95 Express to WB I-195	O-8								100%	
SB I-95 Mainline near GGI (Potential Express Lanes Volume)	O-9			3%	0%	5%			10%	

Table 3. Origin – Destination Matrix, October 2017, AM Peak Period (6-10 AM), Commercial Cars

Origin \ Destination		Off-Ramp to NW 12th Ave From I-195 EB	Off-Ramp to NB & SB I-95/I-95 Express From I-195 EB	Off-ramp to N Miami Ave from EB I-195	Off-ramp to Biscayne Blvd from EB I-195	EB I-195 Mainline W of Off-Ramp to Alton Road	Off-ramp to Biscayne Blvd from WB I-195	Off-Ramp to NB I-95/SB I-95 from WB I-195	WB I-195 Mainline W of NW 12th Ave	NB I-95 Mainline near GGI (Potential Express Lanes Volume)
		D-1	D-2	D-3	D-4	D-5	D-6	D-7	D-8	D-9
EB I-195 Mainline W of NW 12th Ave	O-1	11%	61%	3%	6%	19%				24%
On-Ramp from NB I-95/SB I-95 to EB I-195	O-2			28%	9%	63%				
On-ramp from Biscayne Blvd to EB I-195	O-3					100%				
WB I-195 Mainline W of On-Ramp from Alton Road	O-4						15%	46%	39%	22%
On-ramp from Biscayne Blvd to WB I-195	O-5							39%	61%	13%
On-ramp from N Miami Ave to WB I-195	O-6							50%	50%	16%
On-Ramp from NB I-95/SB I-95 to WB I-195	O-7								100%	
On-Ramp from SB I-95 Express to WB I-195	O-8								100%	
SB I-95 Mainline near GGI (Potential Express Lanes Volume)	O-9			3%	1%	6%			10%	

Table 4. Origin – Destination Matrix, October 2017, PM Peak Period (3-8 PM), Commercial Cars

Origin \ Destination		D-1 Off-Ramp to NW 12th Ave From I-195 EB	D-2 Off-Ramp to NB & SB I-95/I-95 Express From I-195 EB	D-3 Off-ramp to N Miami Ave from EB I-195	D-4 Off-ramp to Biscayne Blvd from EB I-195	D-5 EB I-195 Mainline W of Off-Ramp to Alton Road	D-6 Off-ramp to Biscayne Blvd from WB I-195	D-7 Off-Ramp to NB I-95/SB I-95 from WB I-195	D-8 WB I-195 Mainline W of NW 12th Ave	D-9 NB I-95 Mainline near GGI (Potential Express Lanes Volume)
EB I-195 Mainline W of NW 12th Ave	O-1	14%	68%	1%	3%	14%				34%
On-Ramp from NB I-95/SB I-95 to EB I-195	O-2			44%	6%	50%				
On-ramp from Biscayne Blvd to EB I-195	O-3					100%				
WB I-195 Mainline W of On-Ramp from Alton Road	O-4						7%	38%	54%	18%
On-ramp from Biscayne Blvd to WB I-195	O-5							45%	55%	19%
On-ramp from N Miami Ave to WB I-195	O-6							48%	52%	29%
On-Ramp from NB I-95/SB I-95 to WB I-195	O-7								100%	
On-Ramp from SB I-95 Express to WB I-195	O-8								100%	
SB I-95 Mainline near GGI (Potential Express Lanes Volume)	O-9			2%	0%	3%			28%	

Table 5. Origin – Destination Matrix, April 2018, AM Peak Period (6-10 AM), Personal Cars

Origin \ Destination		Off-Ramp to NW 12th Ave From I-195 EB	Off-Ramp to NB & SB I-95/I-95 Express From I-195 EB	Off-ramp to N Miami Ave from EB I-195	Off-ramp to Biscayne Blvd from EB I-195	EB I-195 Mainline W of Off-Ramp to Alton Road	Off-ramp to Biscayne Blvd from WB I-195	Off-Ramp to NB I-95/SB I-95 from WB I-195	WB I-195 Mainline W of NW 12th Ave	NB I-95 Mainline near GGI (Potential Express Lanes Volume)
		D-1	D-2	D-3	D-4	D-5	D-6	D-7	D-8	D-9
EB I-195 Mainline W of NW 12th Ave	O-1	23%	41%	9%	4%	24%				14%
On-Ramp from NB I-95/SB I-95 to EB I-195	O-2			38%	7%	55%				
On-ramp from Biscayne Blvd to EB I-195	O-3					100%				
WB I-195 Mainline W of On-Ramp from Alton Road	O-4						28%	43%	29%	13%
On-ramp from Biscayne Blvd to WB I-195	O-5							46%	54%	9%
On-ramp from N Miami Ave to WB I-195	O-6							64%	36%	16%
On-Ramp from NB I-95/SB I-95 to WB I-195	O-7								100%	
On-Ramp from SB I-95 Express to WB I-195	O-8								100%	
SB I-95 Mainline near GGI (Potential Express Lanes Volume)	O-9			3%	1%	7%			9%	

Table 6. Origin – Destination Matrix, April 2018, PM Peak Period (3-8 PM), Personal Cars

Origin \ Destination		Off-Ramp to NW 12th Ave From I-195 EB	Off-Ramp to NB & SB I-95/I-95 Express From I-195 EB	Off-ramp to N Miami Ave from EB I-195	Off-ramp to Biscayne Blvd from EB I-195	EB I-195 Mainline W of Off-Ramp to Alton Road	Off-ramp to Biscayne Blvd from WB I-195	Off-Ramp to NB I-95/SB I-95 from WB I-195	WB I-195 Mainline W of NW 12th Ave	NB I-95 Mainline near GGI (Potential Express Lanes Volume)
		D-1	D-2	D-3	D-4	D-5	D-6	D-7	D-8	D-9
EB I-195 Mainline W of NW 12th Ave	O-1	19%	44%	9%	6%	22%				15%
On-Ramp from NB I-95/SB I-95 to EB I-195	O-2			42%	8%	50%				
On-ramp from Biscayne Blvd to EB I-195	O-3					100%				
WB I-195 Mainline W of On-Ramp from Alton Road	O-4						33%	39%	28%	10%
On-ramp from Biscayne Blvd to WB I-195	O-5							54%	46%	13%
On-ramp from N Miami Ave to WB I-195	O-6							66%	34%	12%
On-Ramp from NB I-95/SB I-95 to WB I-195	O-7								100%	
On-Ramp from SB I-95 Express to WB I-195	O-8								100%	
SB I-95 Mainline near GGI (Potential Express Lanes Volume)	O-9			3%	1%	6%			13%	

Table 7. Origin – Destination Matrix, April 2018, AM Peak Period (6-10 AM), Commercial Cars

Origin \ Destination		D-1 Off-Ramp to NW 12th Ave From I-195 EB	D-2 Off-Ramp to NB & SB I-95/I-95 Express From I-195 EB	D-3 Off-ramp to N Miami Ave from EB I-195	D-4 Off-ramp to Biscayne Blvd from EB I-195	D-5 EB I-195 Mainline W of Off-Ramp to Alton Road	D-6 Off-ramp to Biscayne Blvd from WB I-195	D-7 Off-Ramp to NB I-95/SB I-95 from WB I-195	D-8 WB I-195 Mainline W of NW 12th Ave	D-9 NB I-95 Mainline near GGI (Potential Express Lanes Volume)
EB I-195 Mainline W of NW 12th Ave	O-1	11%	61%	3%	5%	20%				26%
On-Ramp from NB I-95/SB I-95 to EB I-195	O-2			28%	8%	64%				
On-ramp from Biscayne Blvd to EB I-195	O-3					100%				
WB I-195 Mainline W of On-Ramp from Alton Road	O-4						23%	52%	25%	24%
On-ramp from Biscayne Blvd to WB I-195	O-5							52%	48%	10%
On-ramp from N Miami Ave to WB I-195	O-6							56%	44%	27%
On-Ramp from NB I-95/SB I-95 to WB I-195	O-7								100%	
On-Ramp from SB I-95 Express to WB I-195	O-8								100%	
SB I-95 Mainline near GGI (Potential Express Lanes Volume)	O-9			4%	1%	9%			12%	

Table 8. Origin – Destination Matrix, April 2018, PM Peak Period (3-8 PM), Commercial Cars

Origin \ Destination		Off-Ramp to NW 12th Ave From I-195 EB	Off-Ramp to NB & SB I-95/I-95 Express From I-195 EB	Off-ramp to N Miami Ave from EB I-195	Off-ramp to Biscayne Blvd from EB I-195	EB I-195 Mainline W of Off-Ramp to Alton Road	Off-ramp to Biscayne Blvd from WB I-195	Off-Ramp to NB I-95/SB I-95 from WB I-195	WB I-195 Mainline W of NW 12th Ave	NB I-95 Mainline near GGI (Potential Express Lanes Volume)
		D-1	D-2	D-3	D-4	D-5	D-6	D-7	D-8	D-9
EB I-195 Mainline W of NW 12th Ave	O-1	13%	70%	3%	2%	12%				41%
On-Ramp from NB I-95/SB I-95 to EB I-195	O-2			38%	7%	55%				
On-ramp from Biscayne Blvd to EB I-195	O-3					100%				
WB I-195 Mainline W of On-Ramp from Alton Road	O-4						11%	48%	41%	22%
On-ramp from Biscayne Blvd to WB I-195	O-5							53%	47%	23%
On-ramp from N Miami Ave to WB I-195	O-6							56%	44%	32%
On-Ramp from NB I-95/SB I-95 to WB I-195	O-7								100%	
On-Ramp from SB I-95 Express to WB I-195	O-8								100%	
SB I-95 Mainline near GGI (Potential Express Lanes Volume)	O-9			2%	0%	3%			27%	

Appendix A

Raw Streetlight Data

Type of Travel	Month-Year	Origin Zone Name	Destination Zone Name	Day Type	Day Part	O-D Traffic (StL Index)	Origin Zone Traffic (StL Index)
Personal	Oct-17	O-1	D-1	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	3,774	12,653
Personal	Oct-17	O-1	D-2	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	4,538	12,653
Personal	Oct-17	O-1	D-3	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	1,155	12,653
Personal	Oct-17	O-1	D-4	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	513	12,653
Personal	Oct-17	O-1	D-5	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	3,025	12,653
Personal	Oct-17	O-1	D-6	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	12,653
Personal	Oct-17	O-1	D-7	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	12,653
Personal	Oct-17	O-1	D-8	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	12,653
Personal	Oct-17	O-1	D-9	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	1,505	12,653
Personal	Oct-17	O-1	D-1	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	2,517	9,893
Personal	Oct-17	O-1	D-2	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	3,430	9,893
Personal	Oct-17	O-1	D-3	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	1,115	9,893
Personal	Oct-17	O-1	D-4	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	563	9,893
Personal	Oct-17	O-1	D-5	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	2,300	9,893
Personal	Oct-17	O-1	D-6	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	9,893
Personal	Oct-17	O-1	D-7	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	9,893
Personal	Oct-17	O-1	D-8	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	9,893
Personal	Oct-17	O-1	D-9	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	784	9,893
Personal	Oct-17	O-2	D-3	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	2,145	5,840
Personal	Oct-17	O-2	D-4	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	578	5,840
Personal	Oct-17	O-2	D-5	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	3,169	5,840
Personal	Oct-17	O-2	D-6	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	5,840
Personal	Oct-17	O-2	D-7	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	5,840
Personal	Oct-17	O-2	D-8	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	5,840
Personal	Oct-17	O-2	D-9	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	22	5,840
Personal	Oct-17	O-2	D-1	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	3	4,781
Personal	Oct-17	O-2	D-2	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	3	4,781
Personal	Oct-17	O-2	D-3	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	1,933	4,781
Personal	Oct-17	O-2	D-4	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	298	4,781
Personal	Oct-17	O-2	D-5	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	2,208	4,781
Personal	Oct-17	O-2	D-6	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	4,781
Personal	Oct-17	O-2	D-7	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	4,781
Personal	Oct-17	O-2	D-8	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	4,781
Personal	Oct-17	O-2	D-9	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	59	4,781
Personal	Oct-17	O-3	D-1	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	5,392
Personal	Oct-17	O-3	D-2	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	5,392
Personal	Oct-17	O-3	D-3	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	5,392
Personal	Oct-17	O-3	D-4	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	5,392
Personal	Oct-17	O-3	D-5	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	5,108	5,392
Personal	Oct-17	O-3	D-6	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	5,392
Personal	Oct-17	O-3	D-7	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	5,392
Personal	Oct-17	O-3	D-8	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	5,392
Personal	Oct-17	O-3	D-9	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	5,392
Personal	Oct-17	O-3	D-1	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	4,660
Personal	Oct-17	O-3	D-2	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	4,660
Personal	Oct-17	O-3	D-3	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	4,660
Personal	Oct-17	O-3	D-4	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	4,660
Personal	Oct-17	O-3	D-5	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	4,293	4,660
Personal	Oct-17	O-3	D-6	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	4,660
Personal	Oct-17	O-3	D-7	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	4,660
Personal	Oct-17	O-3	D-8	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	4,660

Type of Travel	Month-Year	Origin Zone Name	Destination Zone Name	Day Type	Day Part	O-D Traffic (StL Index)	Origin Zone Traffic (StL Index)
Personal	Oct-17	O-3	D-9	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	4,660
Personal	Oct-17	O-4	D-1	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	6,387
Personal	Oct-17	O-4	D-2	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	6,387
Personal	Oct-17	O-4	D-3	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	6,387
Personal	Oct-17	O-4	D-4	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	6,387
Personal	Oct-17	O-4	D-5	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	6,387
Personal	Oct-17	O-4	D-6	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	2,505	6,387
Personal	Oct-17	O-4	D-7	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	1,852	6,387
Personal	Oct-17	O-4	D-8	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	1,943	6,387
Personal	Oct-17	O-4	D-9	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	425	6,387
Personal	Oct-17	O-4	D-1	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	11,488
Personal	Oct-17	O-4	D-2	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	11,488
Personal	Oct-17	O-4	D-3	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	11,488
Personal	Oct-17	O-4	D-4	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	11,488
Personal	Oct-17	O-4	D-5	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	11,488
Personal	Oct-17	O-4	D-6	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	5,549	11,488
Personal	Oct-17	O-4	D-7	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	3,131	11,488
Personal	Oct-17	O-4	D-8	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	2,958	11,488
Personal	Oct-17	O-4	D-9	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	540	11,488
Personal	Oct-17	O-5	D-3	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	1,101
Personal	Oct-17	O-5	D-4	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	1,101
Personal	Oct-17	O-5	D-5	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	1,101
Personal	Oct-17	O-5	D-7	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	377	1,101
Personal	Oct-17	O-5	D-8	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	616	1,101
Personal	Oct-17	O-5	D-9	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	67	1,101
Personal	Oct-17	O-5	D-1	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	972
Personal	Oct-17	O-5	D-2	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	972
Personal	Oct-17	O-5	D-3	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	972
Personal	Oct-17	O-5	D-5	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	972
Personal	Oct-17	O-5	D-7	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	383	972
Personal	Oct-17	O-5	D-8	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	507	972
Personal	Oct-17	O-5	D-9	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	57	972
Personal	Oct-17	O-6	D-1	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	2,801
Personal	Oct-17	O-6	D-2	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	2,801
Personal	Oct-17	O-6	D-3	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	2,801
Personal	Oct-17	O-6	D-4	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	2,801
Personal	Oct-17	O-6	D-5	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	2,801
Personal	Oct-17	O-6	D-6	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	2,801
Personal	Oct-17	O-6	D-7	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	1,420	2,801
Personal	Oct-17	O-6	D-8	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	1,083	2,801
Personal	Oct-17	O-6	D-9	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	308	2,801
Personal	Oct-17	O-6	D-1	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	3,819
Personal	Oct-17	O-6	D-2	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	3,819
Personal	Oct-17	O-6	D-3	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	3,819
Personal	Oct-17	O-6	D-4	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	3,819
Personal	Oct-17	O-6	D-5	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	3,819
Personal	Oct-17	O-6	D-6	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	3,819
Personal	Oct-17	O-6	D-7	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	1,929	3,819
Personal	Oct-17	O-6	D-8	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	1,536	3,819
Personal	Oct-17	O-6	D-9	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	321	3,819
Personal	Oct-17	O-7	D-1	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	2,903

Type of Travel	Month-Year	Origin Zone Name	Destination Zone Name	Day Type	Day Part	O-D Traffic (StL Index)	Origin Zone Traffic (StL Index)
Personal	Oct-17	O-7	D-2	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	2,903
Personal	Oct-17	O-7	D-3	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	2,903
Personal	Oct-17	O-7	D-4	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	2,903
Personal	Oct-17	O-7	D-5	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	2,903
Personal	Oct-17	O-7	D-6	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	2,903
Personal	Oct-17	O-7	D-7	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	2,903
Personal	Oct-17	O-7	D-8	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	2,656	2,903
Personal	Oct-17	O-7	D-9	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	2,903
Personal	Oct-17	O-7	D-1	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	6,508
Personal	Oct-17	O-7	D-2	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	6,508
Personal	Oct-17	O-7	D-3	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	6,508
Personal	Oct-17	O-7	D-4	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	6,508
Personal	Oct-17	O-7	D-5	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	6,508
Personal	Oct-17	O-7	D-6	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	6,508
Personal	Oct-17	O-7	D-7	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	6,508
Personal	Oct-17	O-7	D-8	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	6,015	6,508
Personal	Oct-17	O-7	D-9	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	6,508
Personal	Oct-17	O-8	D-4	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	256
Personal	Oct-17	O-8	D-5	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	256
Personal	Oct-17	O-8	D-8	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	237	256
Personal	Oct-17	O-8	D-1	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	270
Personal	Oct-17	O-8	D-2	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	270
Personal	Oct-17	O-8	D-8	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	263	270
Personal	Oct-17	O-9	D-1	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	12,030
Personal	Oct-17	O-9	D-2	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	12,030
Personal	Oct-17	O-9	D-3	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	375	12,030
Personal	Oct-17	O-9	D-4	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	108	12,030
Personal	Oct-17	O-9	D-5	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	714	12,030
Personal	Oct-17	O-9	D-7	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	12,030
Personal	Oct-17	O-9	D-8	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	950	12,030
Personal	Oct-17	O-9	D-1	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	14,022
Personal	Oct-17	O-9	D-2	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	14,022
Personal	Oct-17	O-9	D-3	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	428	14,022
Personal	Oct-17	O-9	D-4	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	61	14,022
Personal	Oct-17	O-9	D-5	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	683	14,022
Personal	Oct-17	O-9	D-6	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	14,022
Personal	Oct-17	O-9	D-7	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	14,022
Personal	Oct-17	O-9	D-8	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	1,420	14,022
Commercial	Oct-17	O-1	D-1	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	3,177	28,495
Commercial	Oct-17	O-1	D-2	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	17,271	28,495
Commercial	Oct-17	O-1	D-3	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	853	28,495
Commercial	Oct-17	O-1	D-4	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	1,609	28,495
Commercial	Oct-17	O-1	D-5	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	5,415	28,495
Commercial	Oct-17	O-1	D-6	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	28,495
Commercial	Oct-17	O-1	D-7	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	28,495
Commercial	Oct-17	O-1	D-8	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	28,495
Commercial	Oct-17	O-1	D-9	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	6,910	28,495
Commercial	Oct-17	O-1	D-1	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	1,498	11,938
Commercial	Oct-17	O-1	D-2	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	7,341	11,938
Commercial	Oct-17	O-1	D-3	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	128	11,938
Commercial	Oct-17	O-1	D-4	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	373	11,938

Type of Travel	Month-Year	Origin Zone Name	Destination Zone Name	Day Type	Day Part	O-D Traffic (StL Index)	Origin Zone Traffic (StL Index)
Commercial	Oct-17	O-1	D-5	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	1,491	11,938
Commercial	Oct-17	O-1	D-6	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	11,938
Commercial	Oct-17	O-1	D-7	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	11,938
Commercial	Oct-17	O-1	D-8	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	11,938
Commercial	Oct-17	O-1	D-9	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	3,697	11,938
Commercial	Oct-17	O-2	D-3	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	2,161	8,011
Commercial	Oct-17	O-2	D-4	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	692	8,011
Commercial	Oct-17	O-2	D-5	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	4,766	8,011
Commercial	Oct-17	O-2	D-6	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	8,011
Commercial	Oct-17	O-2	D-7	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	8,011
Commercial	Oct-17	O-2	D-8	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	8,011
Commercial	Oct-17	O-2	D-9	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	8,011
Commercial	Oct-17	O-2	D-3	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	1,525	3,855
Commercial	Oct-17	O-2	D-4	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	224	3,855
Commercial	Oct-17	O-2	D-5	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	1,745	3,855
Commercial	Oct-17	O-2	D-6	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	3,855
Commercial	Oct-17	O-2	D-7	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	3,855
Commercial	Oct-17	O-2	D-8	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	3,855
Commercial	Oct-17	O-2	D-9	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	3,855
Commercial	Oct-17	O-3	D-5	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	1,416	1,426
Commercial	Oct-17	O-3	D-7	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	1,426
Commercial	Oct-17	O-3	D-8	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	1,426
Commercial	Oct-17	O-3	D-9	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	1,426
Commercial	Oct-17	O-3	D-5	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	426	436
Commercial	Oct-17	O-3	D-6	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	436
Commercial	Oct-17	O-3	D-7	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	436
Commercial	Oct-17	O-3	D-9	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	436
Commercial	Oct-17	O-4	D-2	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	4,041
Commercial	Oct-17	O-4	D-4	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	4,041
Commercial	Oct-17	O-4	D-5	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	4,041
Commercial	Oct-17	O-4	D-6	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	571	4,041
Commercial	Oct-17	O-4	D-7	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	1,743	4,041
Commercial	Oct-17	O-4	D-8	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	1,503	4,041
Commercial	Oct-17	O-4	D-9	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	827	4,041
Commercial	Oct-17	O-4	D-2	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	10,113
Commercial	Oct-17	O-4	D-3	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	10,113
Commercial	Oct-17	O-4	D-4	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	10,113
Commercial	Oct-17	O-4	D-5	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	10,113
Commercial	Oct-17	O-4	D-6	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	725	10,113
Commercial	Oct-17	O-4	D-7	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	3,769	10,113
Commercial	Oct-17	O-4	D-8	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	5,321	10,113
Commercial	Oct-17	O-4	D-9	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	1,738	10,113
Commercial	Oct-17	O-5	D-2	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	701
Commercial	Oct-17	O-5	D-3	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	701
Commercial	Oct-17	O-5	D-4	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	701
Commercial	Oct-17	O-5	D-7	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	254	701
Commercial	Oct-17	O-5	D-8	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	403	701
Commercial	Oct-17	O-5	D-9	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	85	701
Commercial	Oct-17	O-5	D-7	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	980	2,163
Commercial	Oct-17	O-5	D-8	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	1,194	2,163
Commercial	Oct-17	O-5	D-9	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	404	2,163

Type of Travel	Month-Year	Origin Zone Name	Destination Zone Name	Day Type	Day Part	O-D Traffic (StL Index)	Origin Zone Traffic (StL Index)
Commercial	Oct-17	O-6	D-1	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	2,696
Commercial	Oct-17	O-6	D-3	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	2,696
Commercial	Oct-17	O-6	D-5	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	2,696
Commercial	Oct-17	O-6	D-7	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	1,223	2,696
Commercial	Oct-17	O-6	D-8	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	1,220	2,696
Commercial	Oct-17	O-6	D-9	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	393	2,696
Commercial	Oct-17	O-6	D-2	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	4,173
Commercial	Oct-17	O-6	D-3	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	4,173
Commercial	Oct-17	O-6	D-5	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	4,173
Commercial	Oct-17	O-6	D-7	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	1,942	4,173
Commercial	Oct-17	O-6	D-8	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	2,093	4,173
Commercial	Oct-17	O-6	D-9	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	1,187	4,173
Commercial	Oct-17	O-7	D-1	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	5,327
Commercial	Oct-17	O-7	D-2	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	5,327
Commercial	Oct-17	O-7	D-3	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	5,327
Commercial	Oct-17	O-7	D-4	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	5,327
Commercial	Oct-17	O-7	D-5	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	5,327
Commercial	Oct-17	O-7	D-7	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	5,327
Commercial	Oct-17	O-7	D-8	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	4,965	5,327
Commercial	Oct-17	O-7	D-9	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	5,327
Commercial	Oct-17	O-7	D-1	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	17,294
Commercial	Oct-17	O-7	D-2	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	17,294
Commercial	Oct-17	O-7	D-5	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	17,294
Commercial	Oct-17	O-7	D-8	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	17,039	17,294
Commercial	Oct-17	O-7	D-9	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	17,294
Commercial	Oct-17	O-8	D-1	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	1,462
Commercial	Oct-17	O-8	D-2	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	1,462
Commercial	Oct-17	O-8	D-3	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	1,462
Commercial	Oct-17	O-8	D-4	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	1,462
Commercial	Oct-17	O-8	D-5	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	1,462
Commercial	Oct-17	O-8	D-8	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	1,238	1,462
Commercial	Oct-17	O-8	D-9	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	1,462
Commercial	Oct-17	O-8	D-1	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	2,646
Commercial	Oct-17	O-8	D-2	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	2,646
Commercial	Oct-17	O-8	D-3	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	2,646
Commercial	Oct-17	O-8	D-5	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	2,646
Commercial	Oct-17	O-8	D-7	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	2,646
Commercial	Oct-17	O-8	D-8	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	2,508	2,646
Commercial	Oct-17	O-8	D-9	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	2,646
Commercial	Oct-17	O-9	D-1	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	36,287
Commercial	Oct-17	O-9	D-2	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	36,287
Commercial	Oct-17	O-9	D-3	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	1,077	36,287
Commercial	Oct-17	O-9	D-4	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	352	36,287
Commercial	Oct-17	O-9	D-5	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	2,251	36,287
Commercial	Oct-17	O-9	D-7	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	36,287
Commercial	Oct-17	O-9	D-8	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	3,554	36,287
Commercial	Oct-17	O-9	D-1	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	23,840
Commercial	Oct-17	O-9	D-2	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	23,840
Commercial	Oct-17	O-9	D-3	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	578	23,840
Commercial	Oct-17	O-9	D-4	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	64	23,840
Commercial	Oct-17	O-9	D-5	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	712	23,840

Type of Travel	Month-Year	Origin Zone Name	Destination Zone Name	Day Type	Day Part	O-D Traffic (StL Index)	Origin Zone Traffic (StL Index)
Commercial	Oct-17	O-9	D-6	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	23,840
Commercial	Oct-17	O-9	D-7	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	23,840
Commercial	Oct-17	O-9	D-8	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	6,687	23,840
Personal	Apr-18	O-1	D-1	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	1,744	7,694
Personal	Apr-18	O-1	D-2	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	3,160	7,694
Personal	Apr-18	O-1	D-3	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	658	7,694
Personal	Apr-18	O-1	D-4	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	289	7,694
Personal	Apr-18	O-1	D-5	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	1,805	7,694
Personal	Apr-18	O-1	D-6	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	7,694
Personal	Apr-18	O-1	D-7	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	7,694
Personal	Apr-18	O-1	D-8	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	7,694
Personal	Apr-18	O-1	D-9	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	1,086	7,694
Personal	Apr-18	O-1	D-1	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	1,235	6,700
Personal	Apr-18	O-1	D-2	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	2,925	6,700
Personal	Apr-18	O-1	D-3	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	589	6,700
Personal	Apr-18	O-1	D-4	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	385	6,700
Personal	Apr-18	O-1	D-5	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	1,462	6,700
Personal	Apr-18	O-1	D-6	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	6,700
Personal	Apr-18	O-1	D-7	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	6,700
Personal	Apr-18	O-1	D-8	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	6,700
Personal	Apr-18	O-1	D-9	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	1,016	6,700
Personal	Apr-18	O-2	D-3	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	1,710	4,559
Personal	Apr-18	O-2	D-4	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	311	4,559
Personal	Apr-18	O-2	D-5	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	2,480	4,559
Personal	Apr-18	O-2	D-6	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	4,559
Personal	Apr-18	O-2	D-7	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	4,559
Personal	Apr-18	O-2	D-8	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	4,559
Personal	Apr-18	O-2	D-9	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	4,559
Personal	Apr-18	O-2	D-2	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	4,468
Personal	Apr-18	O-2	D-3	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	1,810	4,468
Personal	Apr-18	O-2	D-4	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	361	4,468
Personal	Apr-18	O-2	D-5	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	2,156	4,468
Personal	Apr-18	O-2	D-6	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	4,468
Personal	Apr-18	O-2	D-7	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	4,468
Personal	Apr-18	O-2	D-8	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	4,468
Personal	Apr-18	O-2	D-9	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	4,468
Personal	Apr-18	O-3	D-1	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	1,832
Personal	Apr-18	O-3	D-3	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	1,832
Personal	Apr-18	O-3	D-5	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	1,657	1,832
Personal	Apr-18	O-3	D-6	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	1,832
Personal	Apr-18	O-3	D-7	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	1,832
Personal	Apr-18	O-3	D-8	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	1,832
Personal	Apr-18	O-3	D-9	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	1,832
Personal	Apr-18	O-3	D-1	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	2,319
Personal	Apr-18	O-3	D-2	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	2,319
Personal	Apr-18	O-3	D-3	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	2,319
Personal	Apr-18	O-3	D-5	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	2,017	2,319
Personal	Apr-18	O-3	D-6	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	2,319
Personal	Apr-18	O-3	D-7	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	2,319
Personal	Apr-18	O-3	D-8	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	2,319
Personal	Apr-18	O-3	D-9	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	2,319

Type of Travel	Month-Year	Origin Zone Name	Destination Zone Name	Day Type	Day Part	O-D Traffic (StL Index)	Origin Zone Traffic (StL Index)
Personal	Apr-18	O-4	D-1	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	3,518
Personal	Apr-18	O-4	D-2	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	3,518
Personal	Apr-18	O-4	D-4	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	3,518
Personal	Apr-18	O-4	D-5	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	3,518
Personal	Apr-18	O-4	D-6	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	953	3,518
Personal	Apr-18	O-4	D-7	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	1,438	3,518
Personal	Apr-18	O-4	D-8	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	955	3,518
Personal	Apr-18	O-4	D-9	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	443	3,518
Personal	Apr-18	O-4	D-1	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	7,501
Personal	Apr-18	O-4	D-2	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	7,501
Personal	Apr-18	O-4	D-3	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	7,501
Personal	Apr-18	O-4	D-4	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	7,501
Personal	Apr-18	O-4	D-5	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	7,501
Personal	Apr-18	O-4	D-6	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	2,285	7,501
Personal	Apr-18	O-4	D-7	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	2,726	7,501
Personal	Apr-18	O-4	D-8	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	1,997	7,501
Personal	Apr-18	O-4	D-9	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	732	7,501
Personal	Apr-18	O-5	D-1	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	652
Personal	Apr-18	O-5	D-2	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	652
Personal	Apr-18	O-5	D-5	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	652
Personal	Apr-18	O-5	D-6	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	652
Personal	Apr-18	O-5	D-7	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	259	652
Personal	Apr-18	O-5	D-8	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	308	652
Personal	Apr-18	O-5	D-9	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	49	652
Personal	Apr-18	O-5	D-1	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	828
Personal	Apr-18	O-5	D-2	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	828
Personal	Apr-18	O-5	D-3	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	828
Personal	Apr-18	O-5	D-4	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	828
Personal	Apr-18	O-5	D-7	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	386	828
Personal	Apr-18	O-5	D-8	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	335	828
Personal	Apr-18	O-5	D-9	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	94	828
Personal	Apr-18	O-6	D-1	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	1,600
Personal	Apr-18	O-6	D-3	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	1,600
Personal	Apr-18	O-6	D-5	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	1,600
Personal	Apr-18	O-6	D-6	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	1,600
Personal	Apr-18	O-6	D-7	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	892	1,600
Personal	Apr-18	O-6	D-8	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	507	1,600
Personal	Apr-18	O-6	D-9	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	221	1,600
Personal	Apr-18	O-6	D-1	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	2,706
Personal	Apr-18	O-6	D-2	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	2,706
Personal	Apr-18	O-6	D-3	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	2,706
Personal	Apr-18	O-6	D-4	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	2,706
Personal	Apr-18	O-6	D-5	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	2,706
Personal	Apr-18	O-6	D-6	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	2,706
Personal	Apr-18	O-6	D-7	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	1,564	2,706
Personal	Apr-18	O-6	D-8	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	813	2,706
Personal	Apr-18	O-6	D-9	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	296	2,706
Personal	Apr-18	O-7	D-1	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	2,545
Personal	Apr-18	O-7	D-2	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	2,545
Personal	Apr-18	O-7	D-3	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	2,545
Personal	Apr-18	O-7	D-5	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	2,545

Type of Travel	Month-Year	Origin Zone Name	Destination Zone Name	Day Type	Day Part	O-D Traffic (StL Index)	Origin Zone Traffic (StL Index)
Personal	Apr-18	O-7	D-6	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	2,545
Personal	Apr-18	O-7	D-7	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	2,545
Personal	Apr-18	O-7	D-8	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	2,398	2,545
Personal	Apr-18	O-7	D-9	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	2,545
Personal	Apr-18	O-7	D-1	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	5,098
Personal	Apr-18	O-7	D-2	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	5,098
Personal	Apr-18	O-7	D-3	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	5,098
Personal	Apr-18	O-7	D-4	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	5,098
Personal	Apr-18	O-7	D-5	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	5,098
Personal	Apr-18	O-7	D-7	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	5,098
Personal	Apr-18	O-7	D-8	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	4,894	5,098
Personal	Apr-18	O-7	D-9	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	5,098
Personal	Apr-18	O-8	D-8	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	3	6
Personal	Apr-18	O-8	D-8	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	16	52
Personal	Apr-18	O-9	D-1	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	10,992
Personal	Apr-18	O-9	D-2	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	10,992
Personal	Apr-18	O-9	D-3	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	344	10,992
Personal	Apr-18	O-9	D-4	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	112	10,992
Personal	Apr-18	O-9	D-5	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	726	10,992
Personal	Apr-18	O-9	D-6	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	10,992
Personal	Apr-18	O-9	D-7	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	10,992
Personal	Apr-18	O-9	D-8	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	981	10,992
Personal	Apr-18	O-9	D-1	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	10,791
Personal	Apr-18	O-9	D-2	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	10,791
Personal	Apr-18	O-9	D-3	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	348	10,791
Personal	Apr-18	O-9	D-4	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	88	10,791
Personal	Apr-18	O-9	D-5	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	640	10,791
Personal	Apr-18	O-9	D-6	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	10,791
Personal	Apr-18	O-9	D-7	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	10,791
Personal	Apr-18	O-9	D-8	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	1,412	10,791
Commercial	Apr-18	O-1	D-1	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	3,085	28,034
Commercial	Apr-18	O-1	D-2	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	16,776	28,034
Commercial	Apr-18	O-1	D-3	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	964	28,034
Commercial	Apr-18	O-1	D-4	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	1,298	28,034
Commercial	Apr-18	O-1	D-5	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	5,513	28,034
Commercial	Apr-18	O-1	D-6	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	28,034
Commercial	Apr-18	O-1	D-7	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	28,034
Commercial	Apr-18	O-1	D-8	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	28,034
Commercial	Apr-18	O-1	D-9	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	7,068	28,034
Commercial	Apr-18	O-1	D-1	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	1,303	10,618
Commercial	Apr-18	O-1	D-2	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	6,920	10,618
Commercial	Apr-18	O-1	D-3	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	250	10,618
Commercial	Apr-18	O-1	D-4	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	223	10,618
Commercial	Apr-18	O-1	D-5	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	1,196	10,618
Commercial	Apr-18	O-1	D-6	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	10,618
Commercial	Apr-18	O-1	D-7	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	10,618
Commercial	Apr-18	O-1	D-8	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	10,618
Commercial	Apr-18	O-1	D-9	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	4,042	10,618
Commercial	Apr-18	O-2	D-3	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	2,880	10,654
Commercial	Apr-18	O-2	D-4	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	825	10,654
Commercial	Apr-18	O-2	D-5	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	6,456	10,654

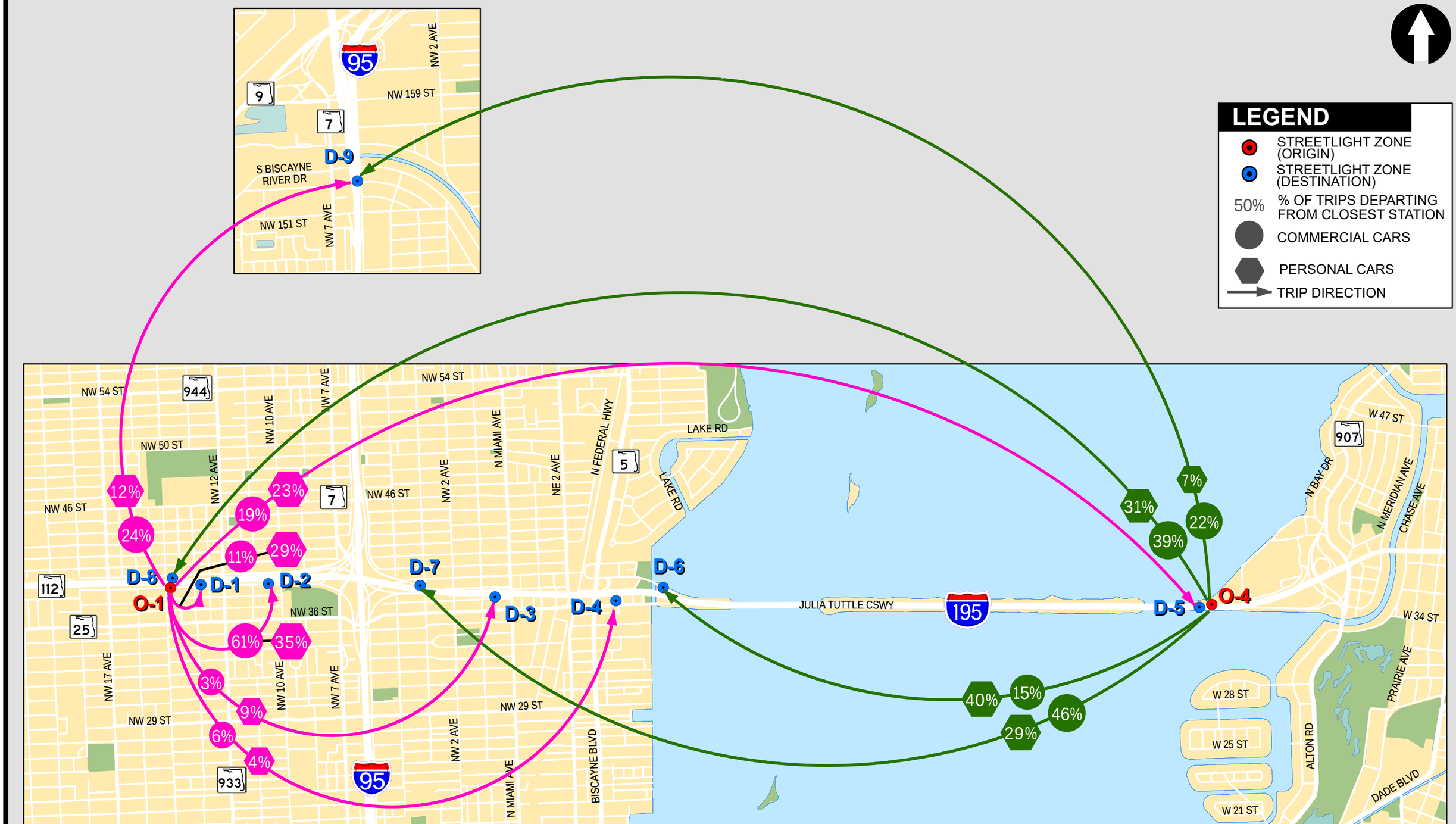
Type of Travel	Month-Year	Origin Zone Name	Destination Zone Name	Day Type	Day Part	O-D Traffic (StL Index)	Origin Zone Traffic (StL Index)
Commercial	Apr-18	O-2	D-6	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	10,654
Commercial	Apr-18	O-2	D-7	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	10,654
Commercial	Apr-18	O-2	D-8	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	10,654
Commercial	Apr-18	O-2	D-9	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	10,654
Commercial	Apr-18	O-2	D-3	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	1,228	3,529
Commercial	Apr-18	O-2	D-4	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	233	3,529
Commercial	Apr-18	O-2	D-5	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	1,776	3,529
Commercial	Apr-18	O-2	D-7	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	3,529
Commercial	Apr-18	O-2	D-8	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	3,529
Commercial	Apr-18	O-2	D-9	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	3,529
Commercial	Apr-18	O-3	D-5	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	1,112	1,145
Commercial	Apr-18	O-3	D-6	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	1,145
Commercial	Apr-18	O-3	D-7	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	1,145
Commercial	Apr-18	O-3	D-9	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	1,145
Commercial	Apr-18	O-3	D-5	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	525	550
Commercial	Apr-18	O-3	D-8	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	550
Commercial	Apr-18	O-4	D-2	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	4,536
Commercial	Apr-18	O-4	D-4	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	4,536
Commercial	Apr-18	O-4	D-6	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	997	4,536
Commercial	Apr-18	O-4	D-7	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	2,286	4,536
Commercial	Apr-18	O-4	D-8	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	1,093	4,536
Commercial	Apr-18	O-4	D-9	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	1,036	4,536
Commercial	Apr-18	O-4	D-1	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	9,491
Commercial	Apr-18	O-4	D-2	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	9,491
Commercial	Apr-18	O-4	D-5	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	9,491
Commercial	Apr-18	O-4	D-6	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	1,036	9,491
Commercial	Apr-18	O-4	D-7	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	4,487	9,491
Commercial	Apr-18	O-4	D-8	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	3,782	9,491
Commercial	Apr-18	O-4	D-9	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	2,090	9,491
Commercial	Apr-18	O-5	D-5	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	572
Commercial	Apr-18	O-5	D-7	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	260	572
Commercial	Apr-18	O-5	D-8	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	243	572
Commercial	Apr-18	O-5	D-9	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	50	572
Commercial	Apr-18	O-5	D-2	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	1,018
Commercial	Apr-18	O-5	D-7	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	535	1,018
Commercial	Apr-18	O-5	D-8	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	483	1,018
Commercial	Apr-18	O-5	D-9	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	235	1,018
Commercial	Apr-18	O-6	D-1	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	2,357
Commercial	Apr-18	O-6	D-2	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	2,357
Commercial	Apr-18	O-6	D-3	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	2,357
Commercial	Apr-18	O-6	D-5	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	2,357
Commercial	Apr-18	O-6	D-7	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	1,167	2,357
Commercial	Apr-18	O-6	D-8	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	900	2,357
Commercial	Apr-18	O-6	D-9	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	553	2,357
Commercial	Apr-18	O-6	D-2	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	4,046
Commercial	Apr-18	O-6	D-7	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	2,181	4,046
Commercial	Apr-18	O-6	D-8	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	1,719	4,046
Commercial	Apr-18	O-6	D-9	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	1,250	4,046
Commercial	Apr-18	O-7	D-1	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	6,514
Commercial	Apr-18	O-7	D-2	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	6,514
Commercial	Apr-18	O-7	D-4	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	6,514

Type of Travel	Month-Year	Origin Zone Name	Destination Zone Name	Day Type	Day Part	O-D Traffic (StL Index)	Origin Zone Traffic (StL Index)
Commercial	Apr-18	O-7	D-5	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	6,514
Commercial	Apr-18	O-7	D-7	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	6,514
Commercial	Apr-18	O-7	D-8	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	6,205	6,514
Commercial	Apr-18	O-7	D-9	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	6,514
Commercial	Apr-18	O-7	D-2	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	13,998
Commercial	Apr-18	O-7	D-5	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	13,998
Commercial	Apr-18	O-7	D-7	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	13,998
Commercial	Apr-18	O-7	D-8	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	13,763	13,998
Commercial	Apr-18	O-7	D-9	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	13,998
Commercial	Apr-18	O-8	D-1	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	1,770
Commercial	Apr-18	O-8	D-2	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	1,770
Commercial	Apr-18	O-8	D-5	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	1,770
Commercial	Apr-18	O-8	D-8	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	1,448	1,770
Commercial	Apr-18	O-8	D-9	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	1,770
Commercial	Apr-18	O-8	D-2	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	2,550
Commercial	Apr-18	O-8	D-5	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	2,550
Commercial	Apr-18	O-8	D-8	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	2,402	2,550
Commercial	Apr-18	O-8	D-9	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	2,550
Commercial	Apr-18	O-9	D-2	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	42,799
Commercial	Apr-18	O-9	D-3	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	1,666	42,799
Commercial	Apr-18	O-9	D-4	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	421	42,799
Commercial	Apr-18	O-9	D-5	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	3,836	42,799
Commercial	Apr-18	O-9	D-6	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	42,799
Commercial	Apr-18	O-9	D-7	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	-	42,799
Commercial	Apr-18	O-9	D-8	1: Average Weekday (Tu-Th)	1: Peak AM (6am-10am)	4,993	42,799
Commercial	Apr-18	O-9	D-1	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	24,604
Commercial	Apr-18	O-9	D-2	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	24,604
Commercial	Apr-18	O-9	D-3	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	549	24,604
Commercial	Apr-18	O-9	D-4	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	94	24,604
Commercial	Apr-18	O-9	D-5	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	642	24,604
Commercial	Apr-18	O-9	D-7	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	-	24,604
Commercial	Apr-18	O-9	D-8	1: Average Weekday (Tu-Th)	2: Peak PM (3pm-8pm)	6,640	24,604

Appendix B

Origin – Destination Maps

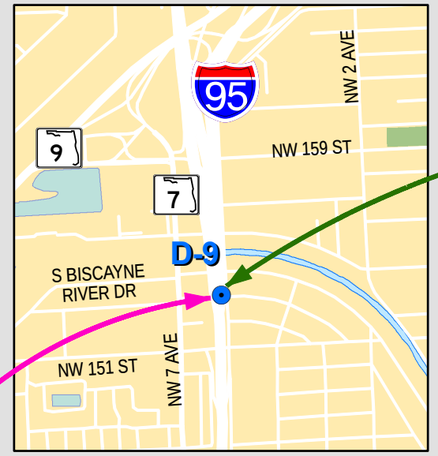
INTERSTATE 195 CORRIDOR PLANNING STUDY FROM I-95 TO ALTON ROAD (FM No. 440228-1-22-01)



Departing Trips (% of total trips passing through each station) from Stations O-1 and O-4

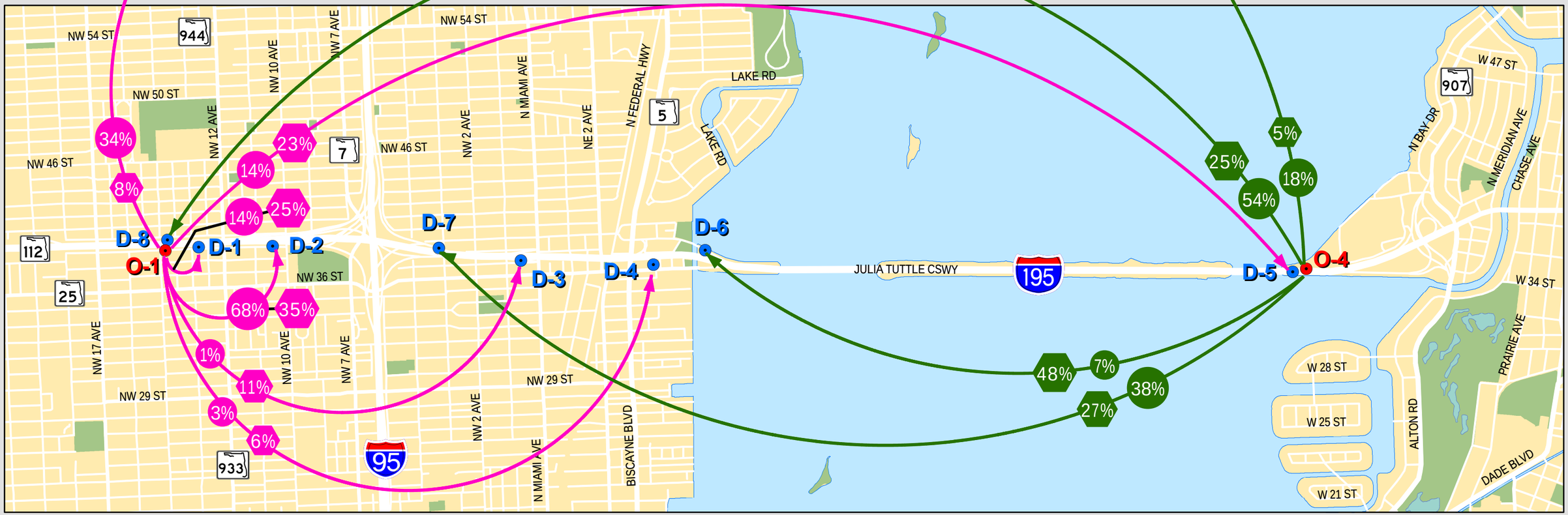
OCTOBER 2017 AM PEAK PERIOD

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



LEGEND

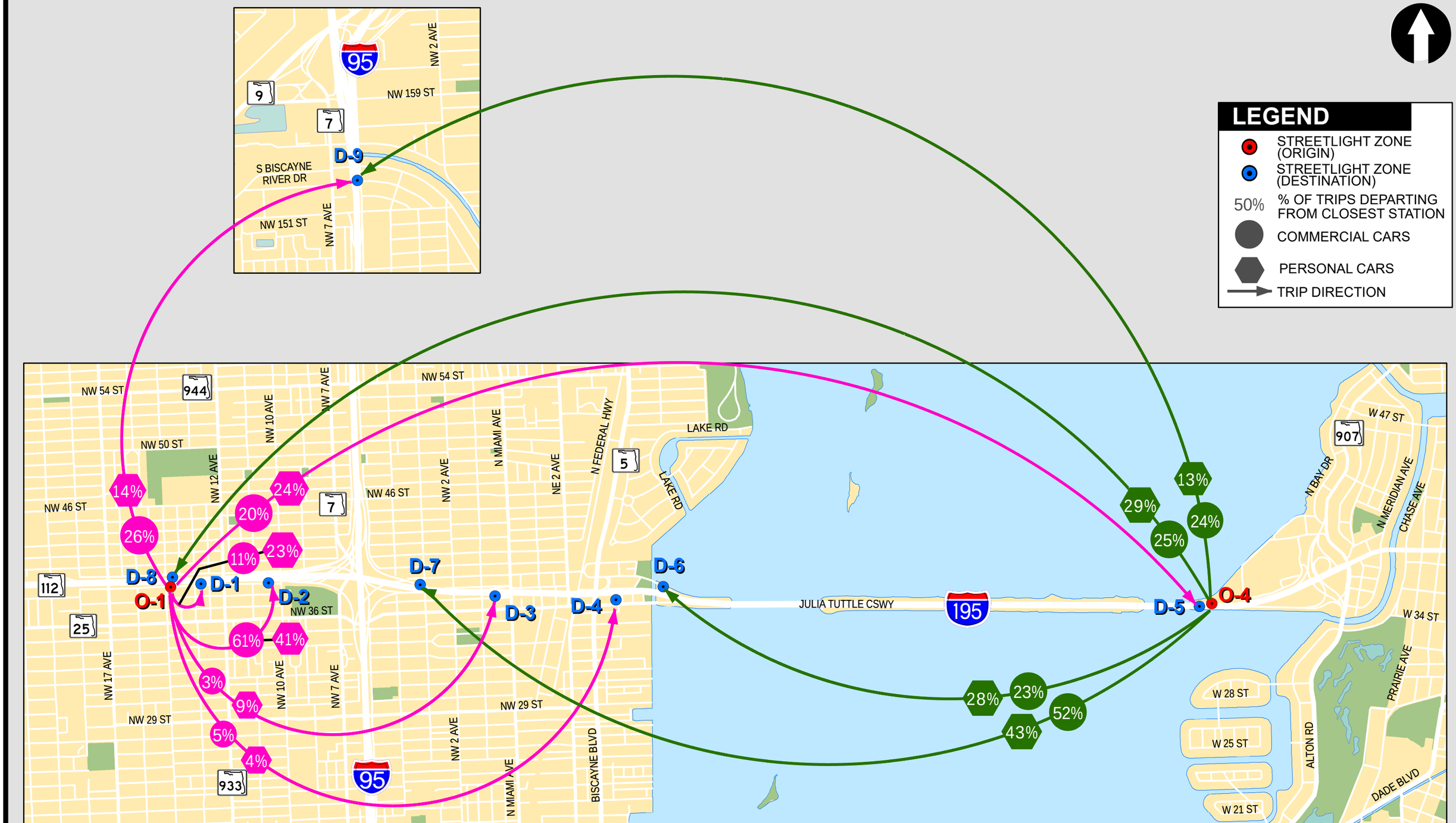
- STREETLIGHT ZONE (ORIGIN)
- STREETLIGHT ZONE (DESTINATION)
- 50% % OF TRIPS DEPARTING FROM CLOSEST STATION
- COMMERCIAL CARS
- PERSONAL CARS
- TRIP DIRECTION



Departing Trips (% of total trips passing through each station) from Stations O-1 and O-4

OCTOBER 2017 PM PEAK PERIOD

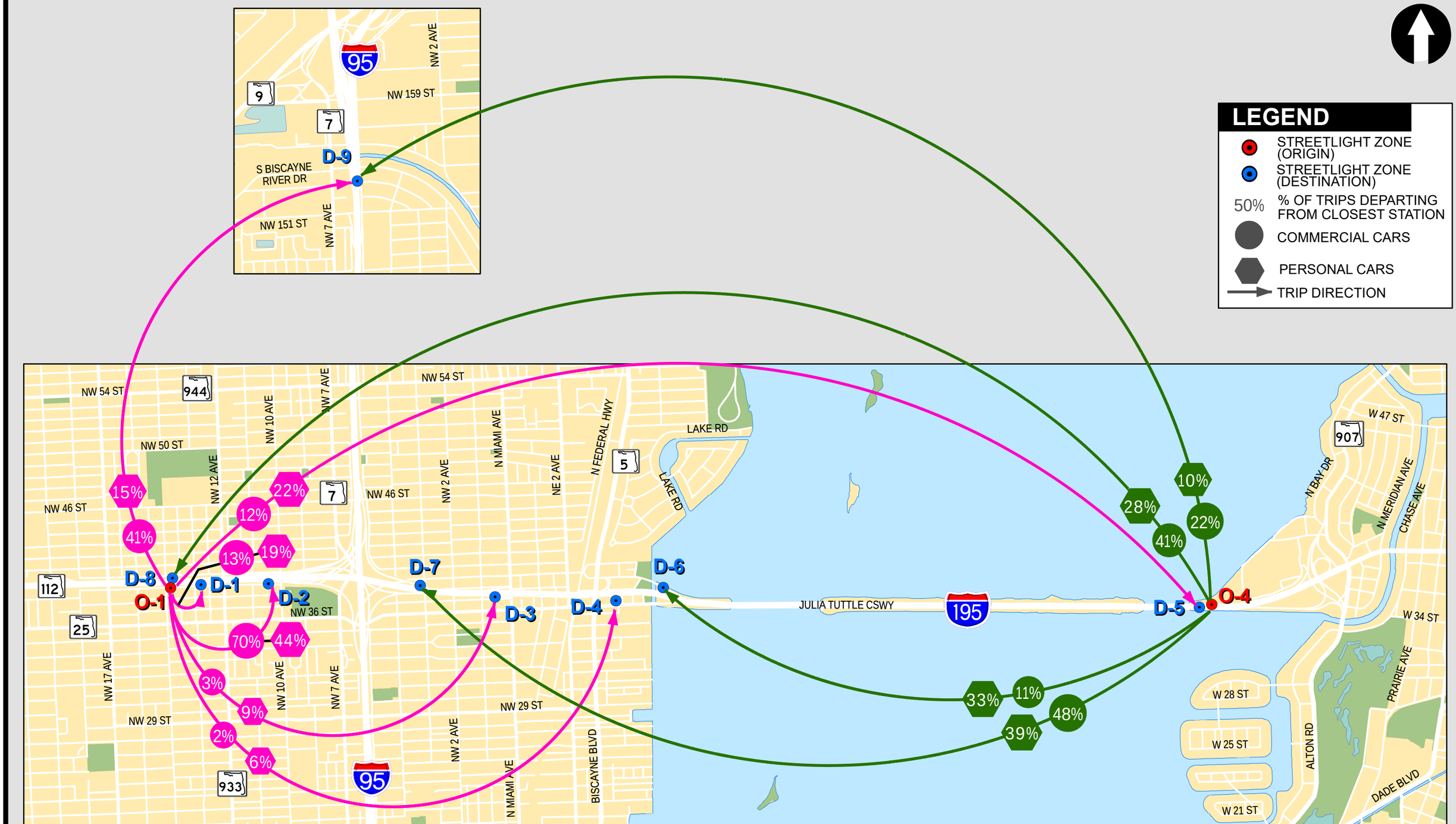
INTERSTATE 195 CORRIDOR PLANNING STUDY FROM I-95 TO ALTON ROAD (FM No. 440228-1-22-01)



Departing Trips (% of total trips passing through each station) from Stations O-1 and O-4

APRIL 2018 AM PEAK PERIOD

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



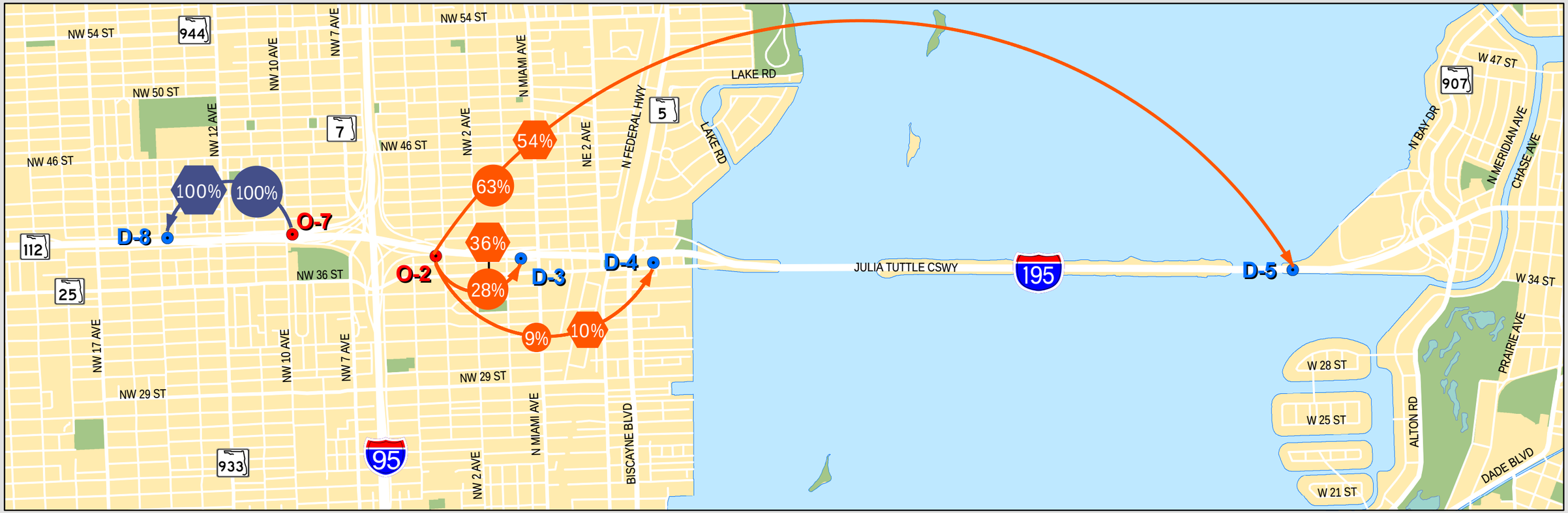
Departing Trips (% of total trips passing through each station) from Stations O-1 and O-4

APRIL 2018 PM PEAK PERIOD

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

LEGEND

- STREETLIGHT ZONE (ORIGIN)
- STREETLIGHT ZONE (DESTINATION)
- 50% % OF TRIPS DEPARTING FROM CLOSEST STATION
- COMMERCIAL CARS
- PERSONAL CARS
- TRIP DIRECTION



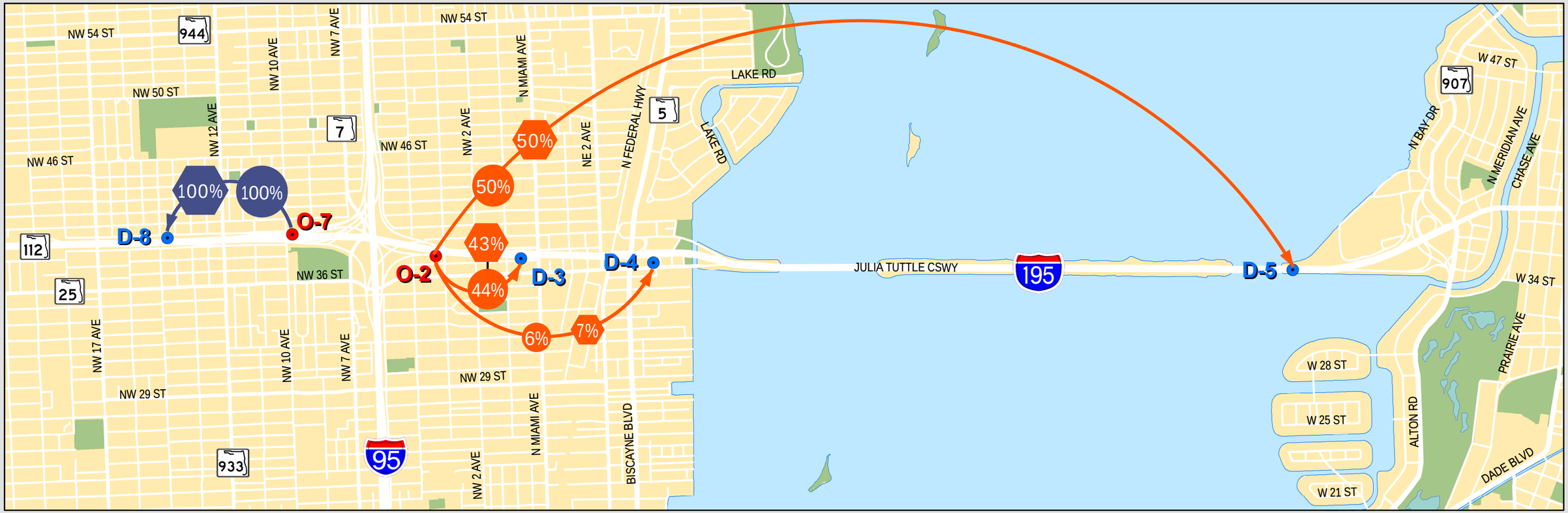
Departing Trips (% of total trips passing through each station) from Stations O-2 and O-7

OCTOBER 2017 AM PEAK PERIOD

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

LEGEND

- STREETLIGHT ZONE (ORIGIN)
- STREETLIGHT ZONE (DESTINATION)
- 50% % OF TRIPS DEPARTING FROM CLOSEST STATION
- COMMERCIAL CARS
- PERSONAL CARS
- TRIP DIRECTION



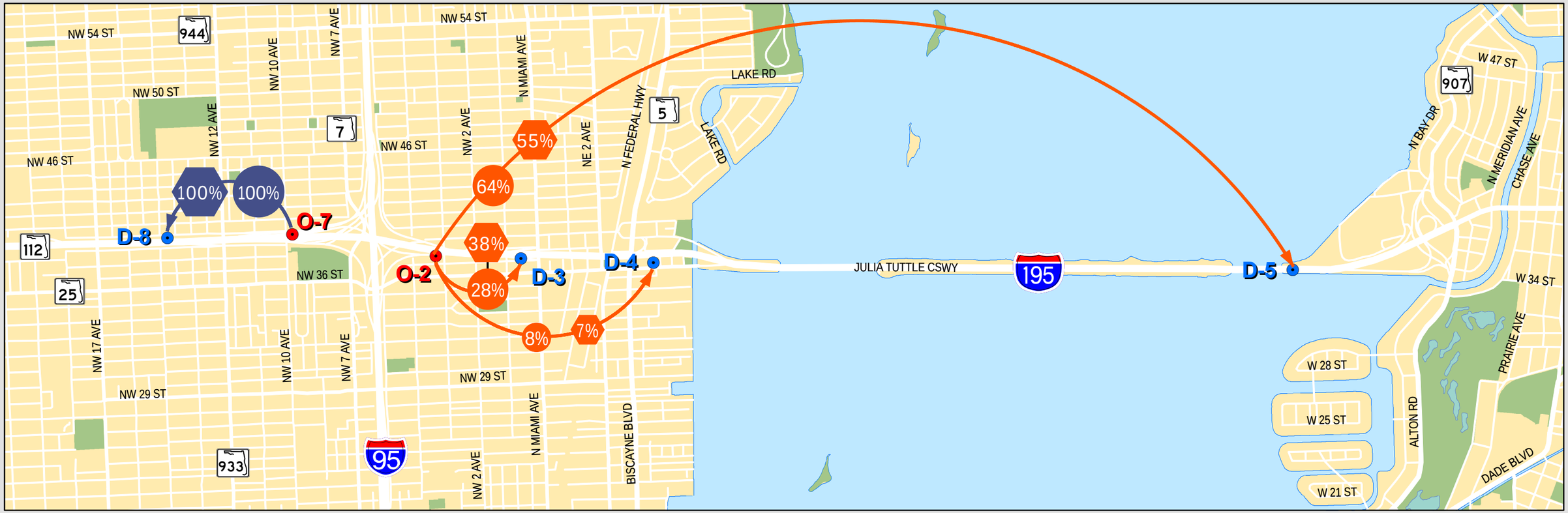
Departing Trips (% of total trips passing through each station) from Stations O-2 and O-7

OCTOBER 2017 PM PEAK PERIOD

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

LEGEND

- STREETLIGHT ZONE (ORIGIN)
- STREETLIGHT ZONE (DESTINATION)
- 50% % OF TRIPS DEPARTING FROM CLOSEST STATION
- COMMERCIAL CARS
- PERSONAL CARS
- TRIP DIRECTION



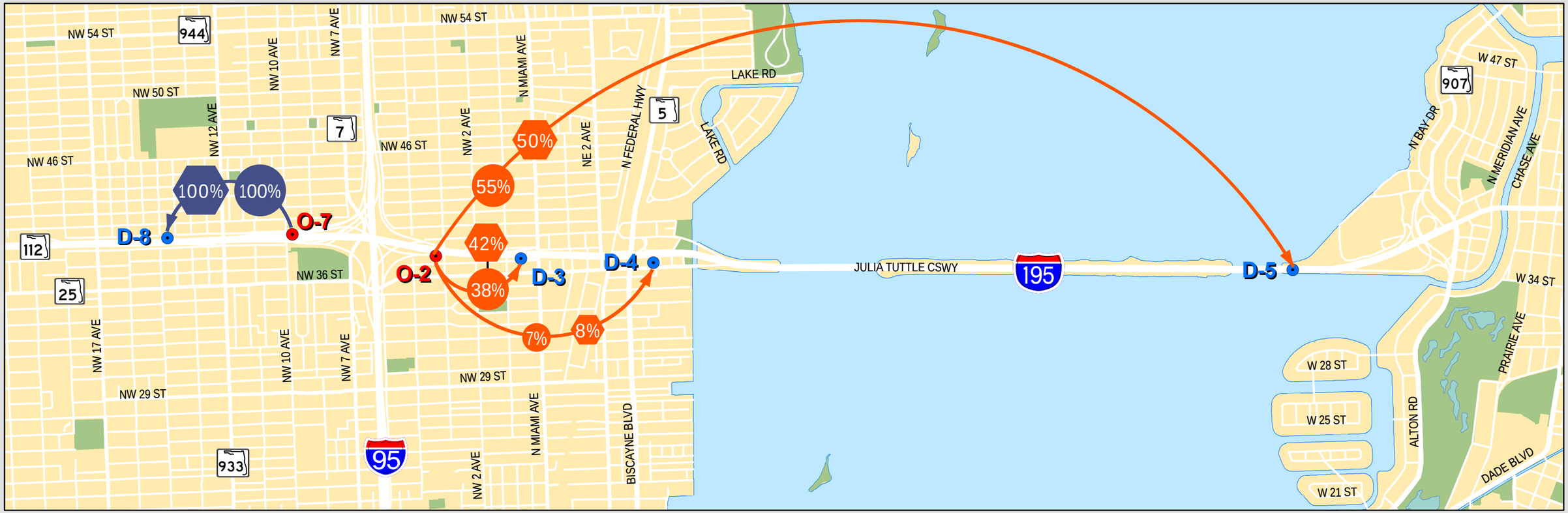
Departing Trips (% of total trips passing through each station) from Stations O-2 and O-7

APRIL 2018 AM PEAK PERIOD

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

LEGEND

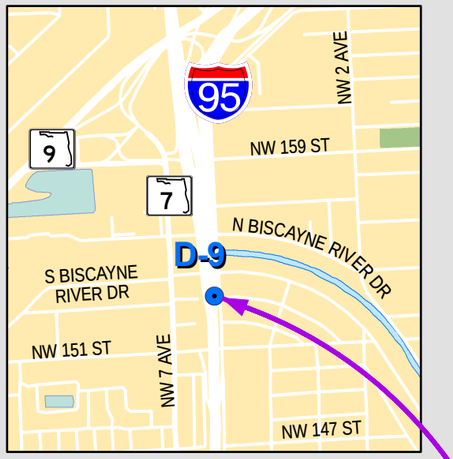
- STREETLIGHT ZONE (ORIGIN)
- STREETLIGHT ZONE (DESTINATION)
- 50% % OF TRIPS DEPARTING FROM CLOSEST STATION
- COMMERCIAL CARS
- PERSONAL CARS
- TRIP DIRECTION

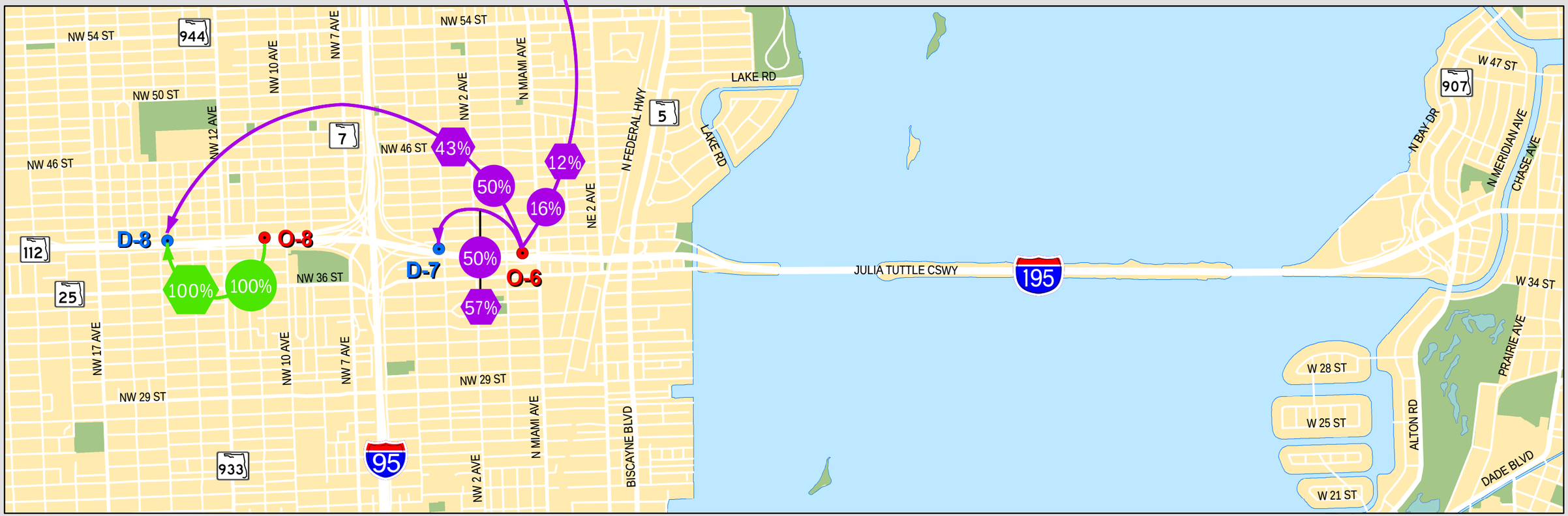


Departing Trips (% of total trips passing through each station) from Stations O-2 and O-7

APRIL 2018 PM PEAK PERIOD

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





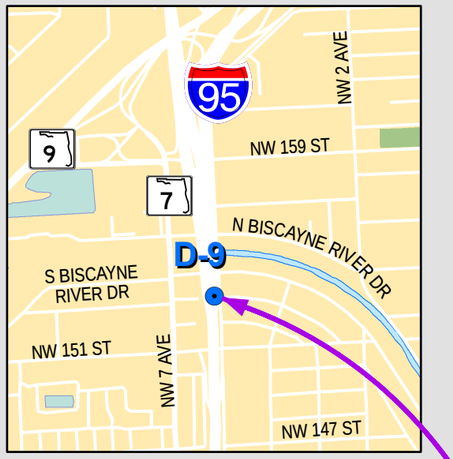
LEGEND

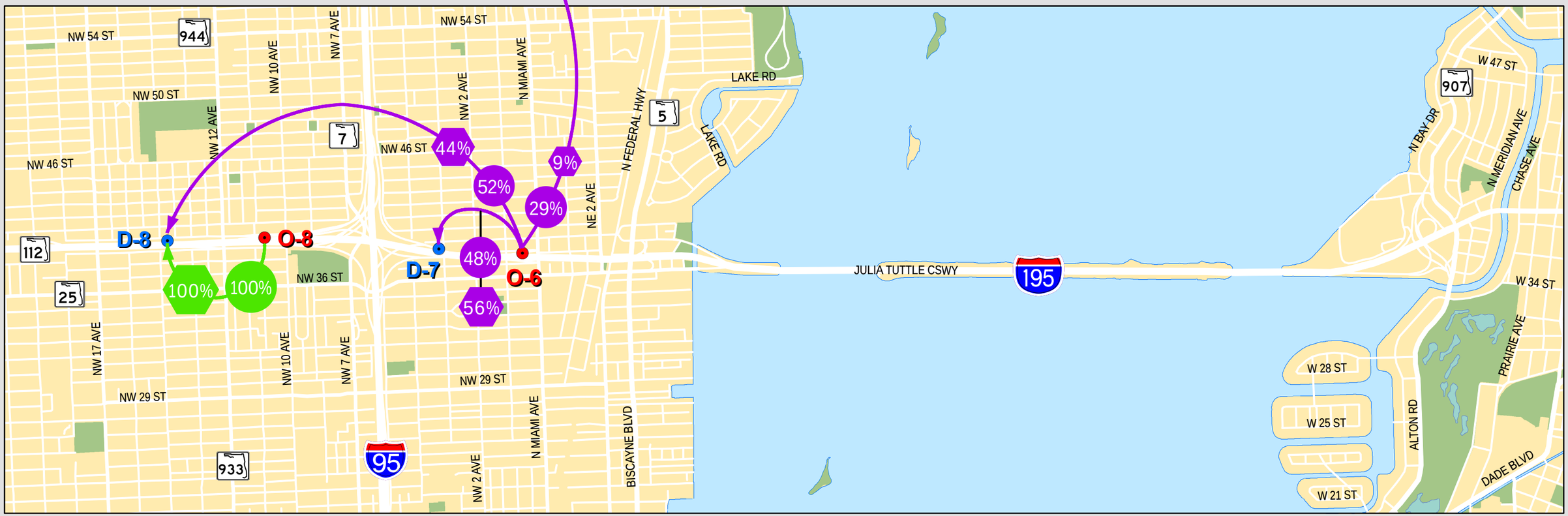
- STREETLIGHT ZONE (ORIGIN)
- STREETLIGHT ZONE (DESTINATION)
- 50% — % OF TRIPS DEPARTING FROM CLOSEST STATION
- COMMERCIAL CARS
- PERSONAL CARS
- TRIP DIRECTION

Departing Trips (% of total trips passing through each station) from Stations O-6 and O-8

OCTOBER 2017 AM PEAK PERIOD

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

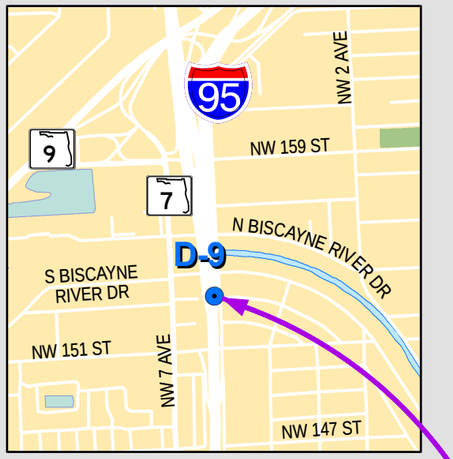


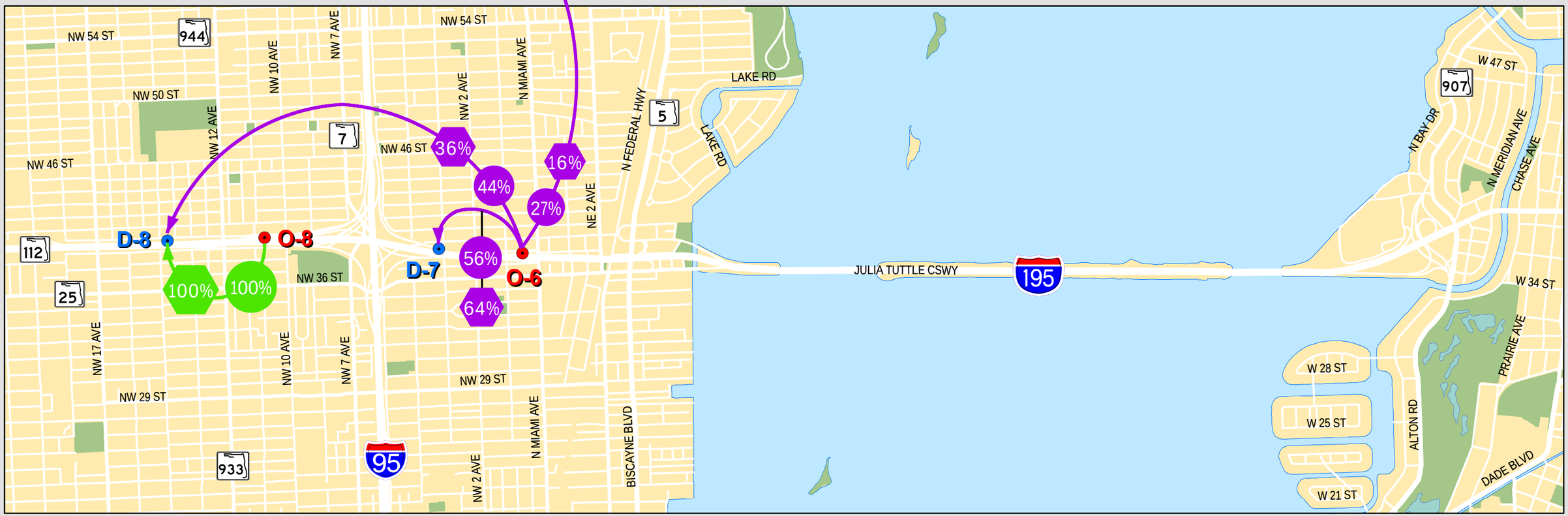


Departing Trips (% of total trips passing through each station) from Stations O-6 and O-8

OCTOBER 2017 PM PEAK PERIOD

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





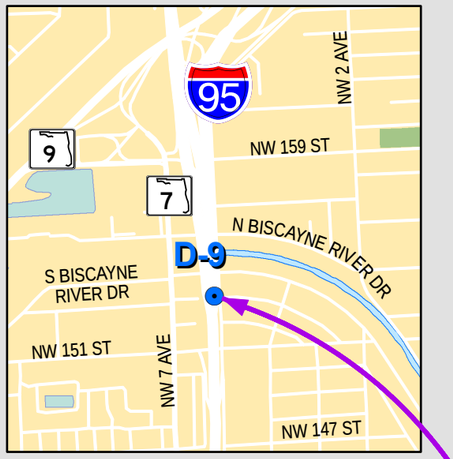
LEGEND

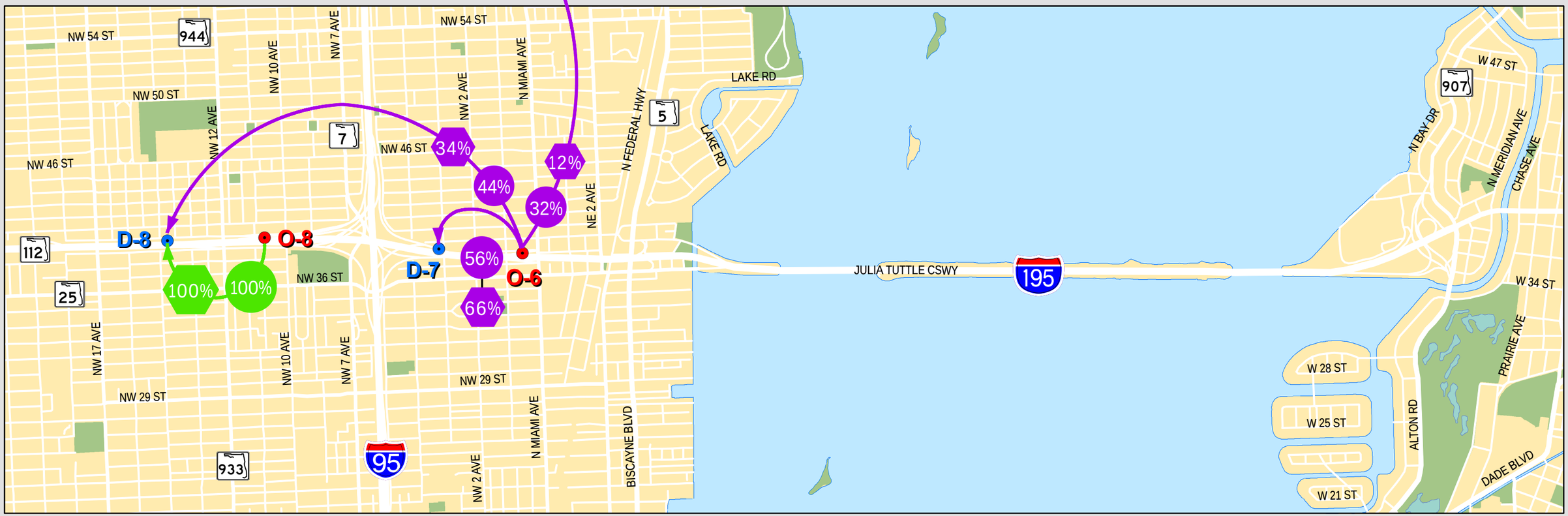
- STREETLIGHT ZONE (ORIGIN)
- STREETLIGHT ZONE (DESTINATION)
- 50% — % OF TRIPS DEPARTING FROM CLOSEST STATION
- COMMERCIAL CARS
- PERSONAL CARS
- TRIP DIRECTION

Departing Trips (% of total trips passing through each station) from Stations O-6 and O-8

APRIL 2018 AM PEAK PERIOD

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

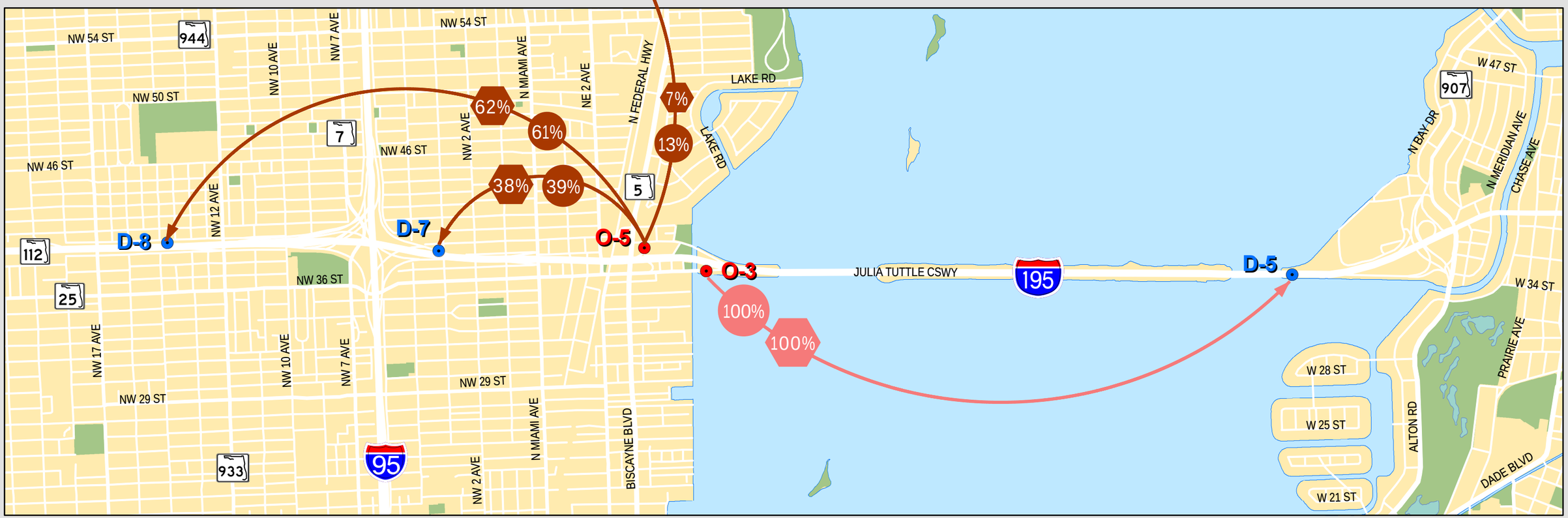




Departing Trips (% of total trips passing through each station) from Stations O-6 and O-8

APRIL 2018 PM PEAK PERIOD

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



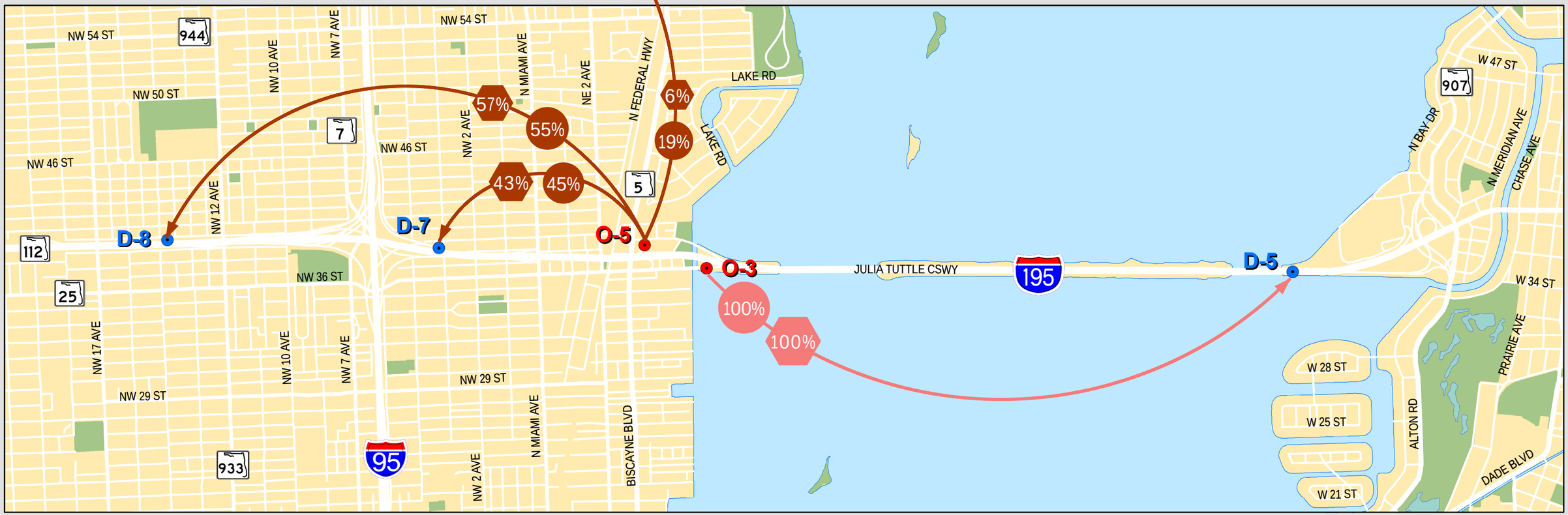
LEGEND

- STREETLIGHT ZONE (ORIGIN)
- STREETLIGHT ZONE (DESTINATION)
- 50% % OF TRIPS DEPARTING FROM CLOSEST STATION
- COMMERCIAL CARS
- PERSONAL CARS
- TRIP DIRECTION

Departing Trips (% of total trips passing through each station) from Stations O-3 and O-5

OCTOBER 2017 AM PEAK PERIOD

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



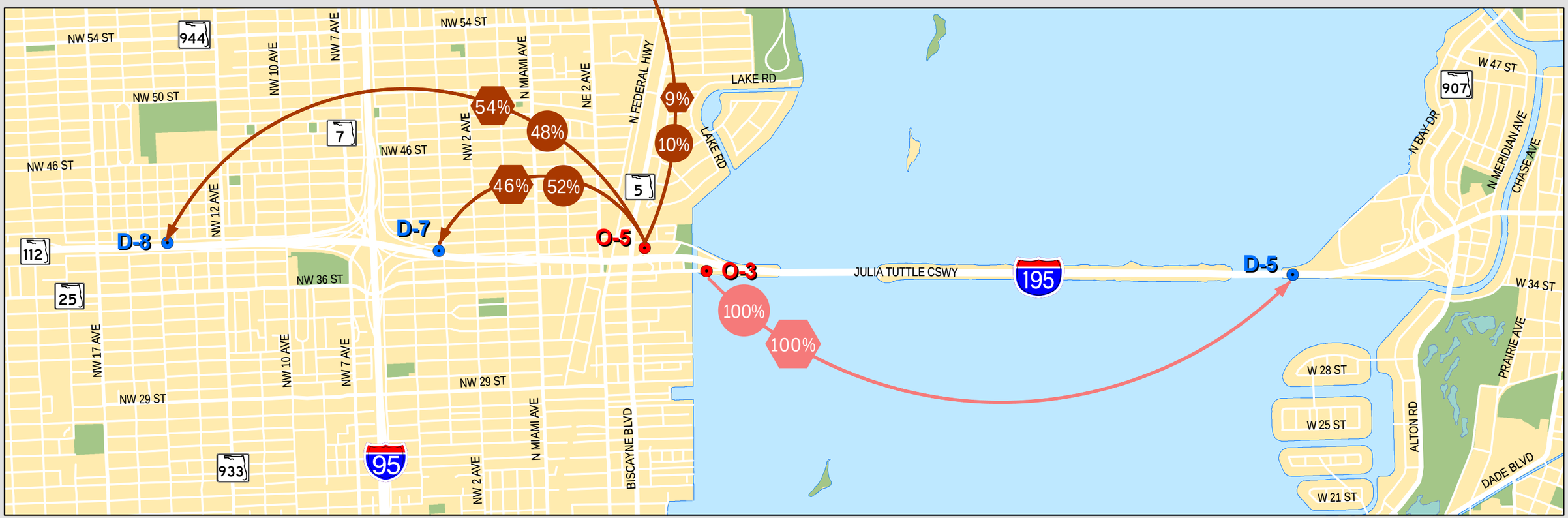
LEGEND

- STREETLIGHT ZONE (ORIGIN)
- STREETLIGHT ZONE (DESTINATION)
- 50% — % OF TRIPS DEPARTING FROM CLOSEST STATION
- COMMERCIAL CARS
- PERSONAL CARS
- TRIP DIRECTION

Departing Trips (% of total trips passing through each station) from Stations O-3 and O-5

OCTOBER 2017 PM PEAK PERIOD

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



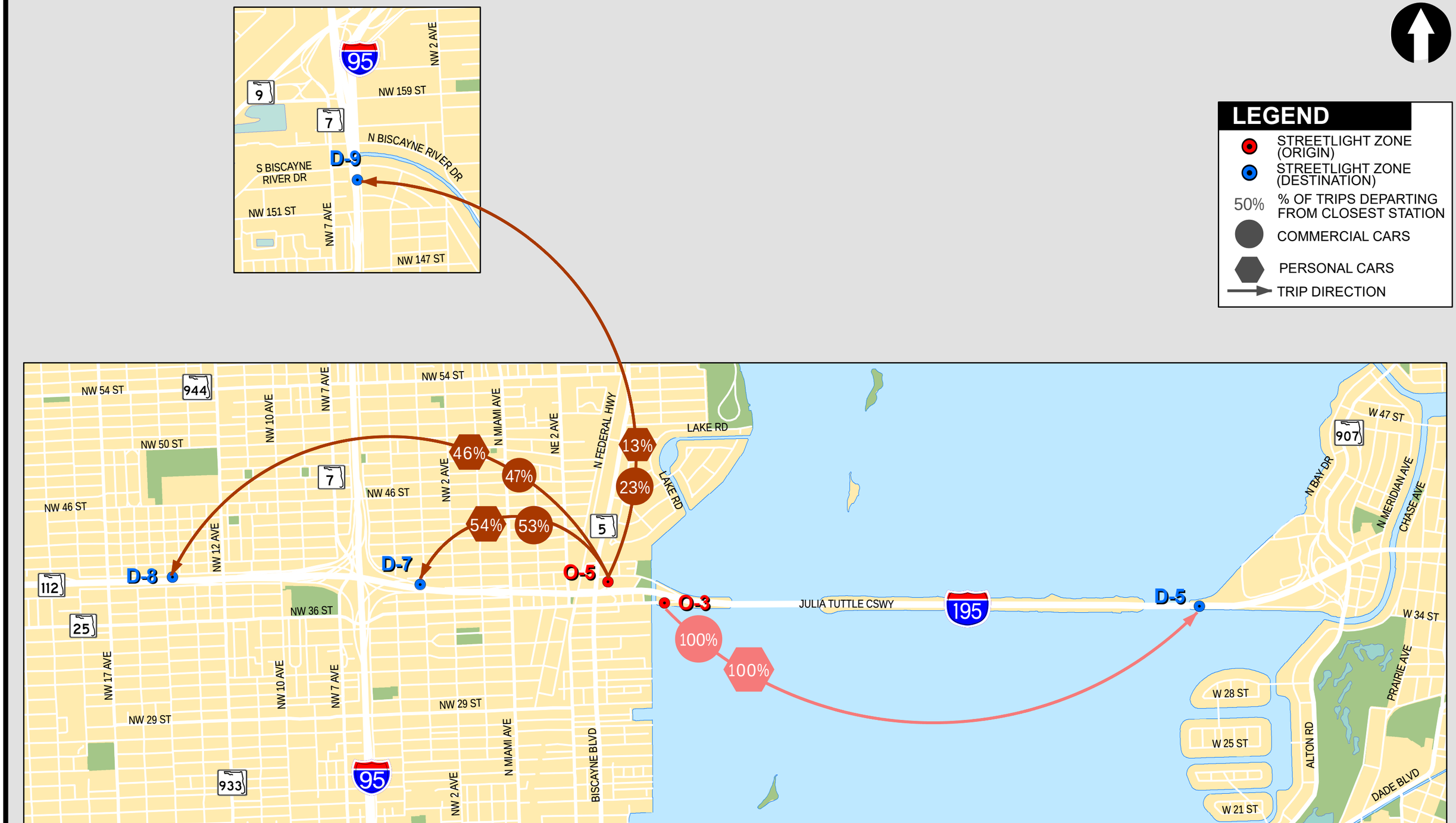
LEGEND

- STREETLIGHT ZONE (ORIGIN)
- STREETLIGHT ZONE (DESTINATION)
- 50% % OF TRIPS DEPARTING FROM CLOSEST STATION
- COMMERCIAL CARS
- PERSONAL CARS
- TRIP DIRECTION

Departing Trips (% of total trips passing through each station) from Stations O-3 and O-5

APRIL 2018 AM PEAK PERIOD

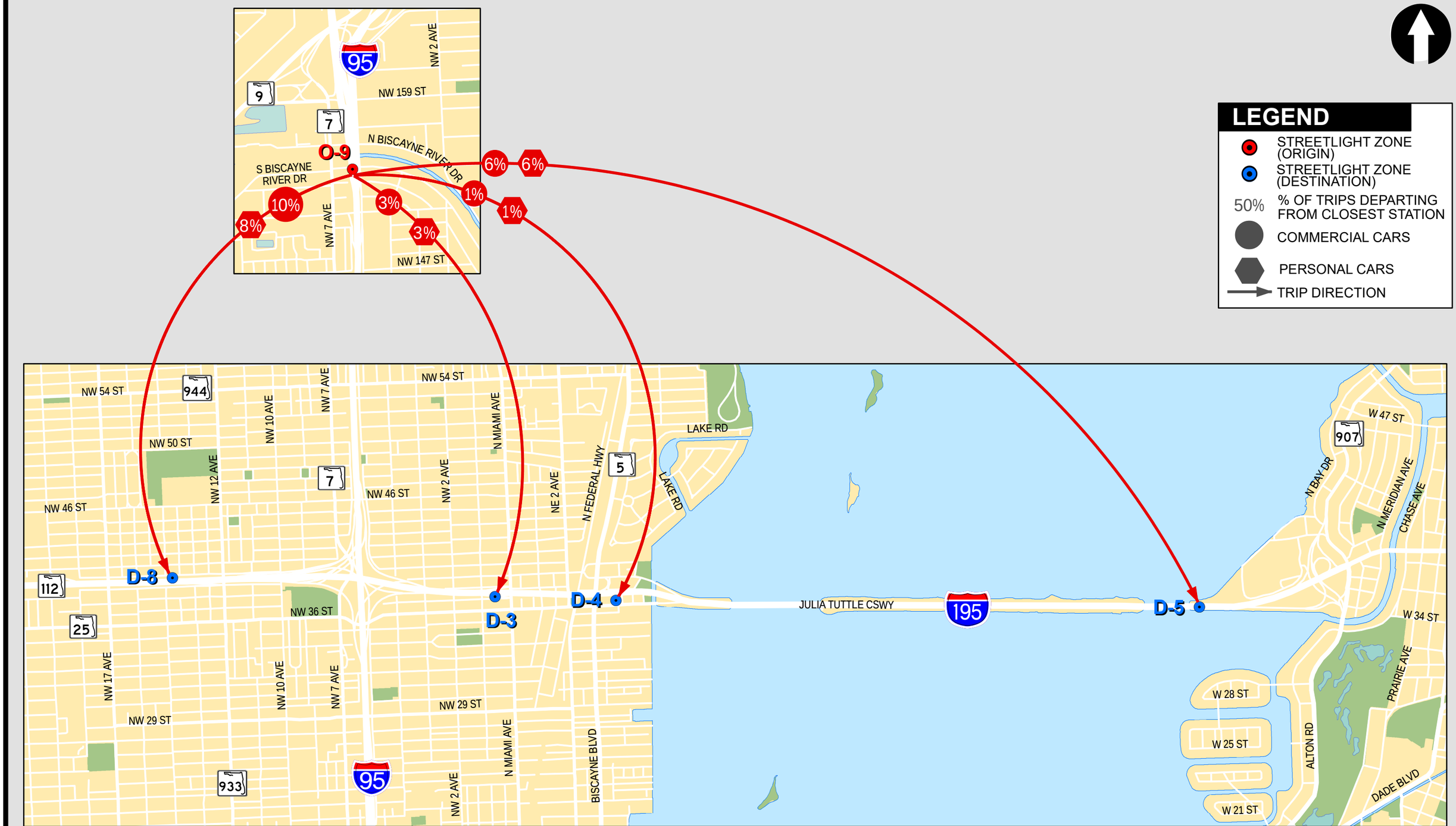
INTERSTATE 195 CORRIDOR PLANNING STUDY FROM I-95 TO ALTON ROAD (FM No. 440228-1-22-01)



Departing Trips (% of total trips passing through each station) from Stations O-3 and O-5

APRIL 2018 PM PEAK PERIOD

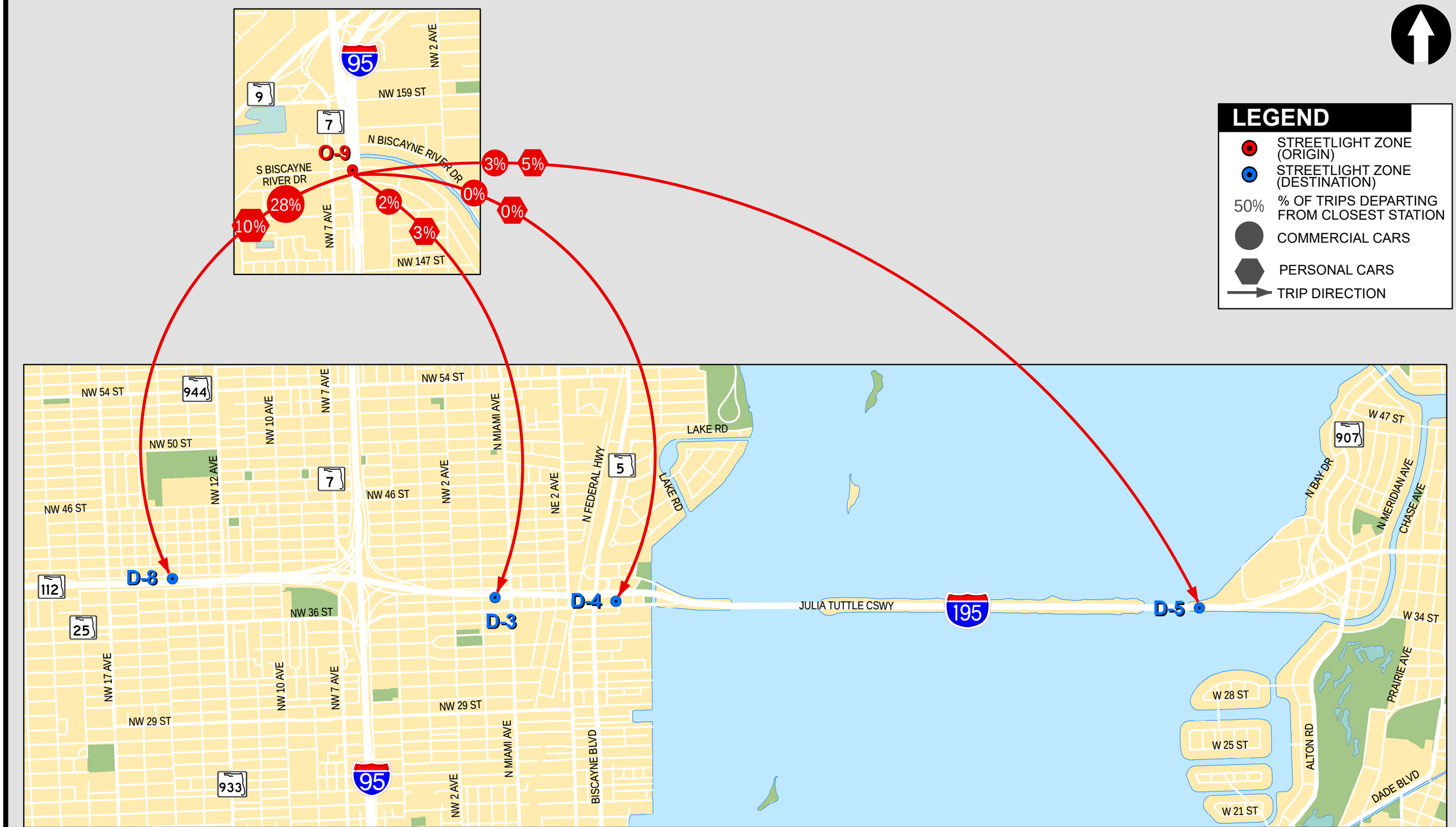
INTERSTATE 195 CORRIDOR PLANNING STUDY FROM I-95 TO ALTON ROAD (FM No. 440228-1-22-01)



Departing Trips (% of total trips passing through each station) from Station O-9

OCTOBER 2017 AM PEAK PERIOD

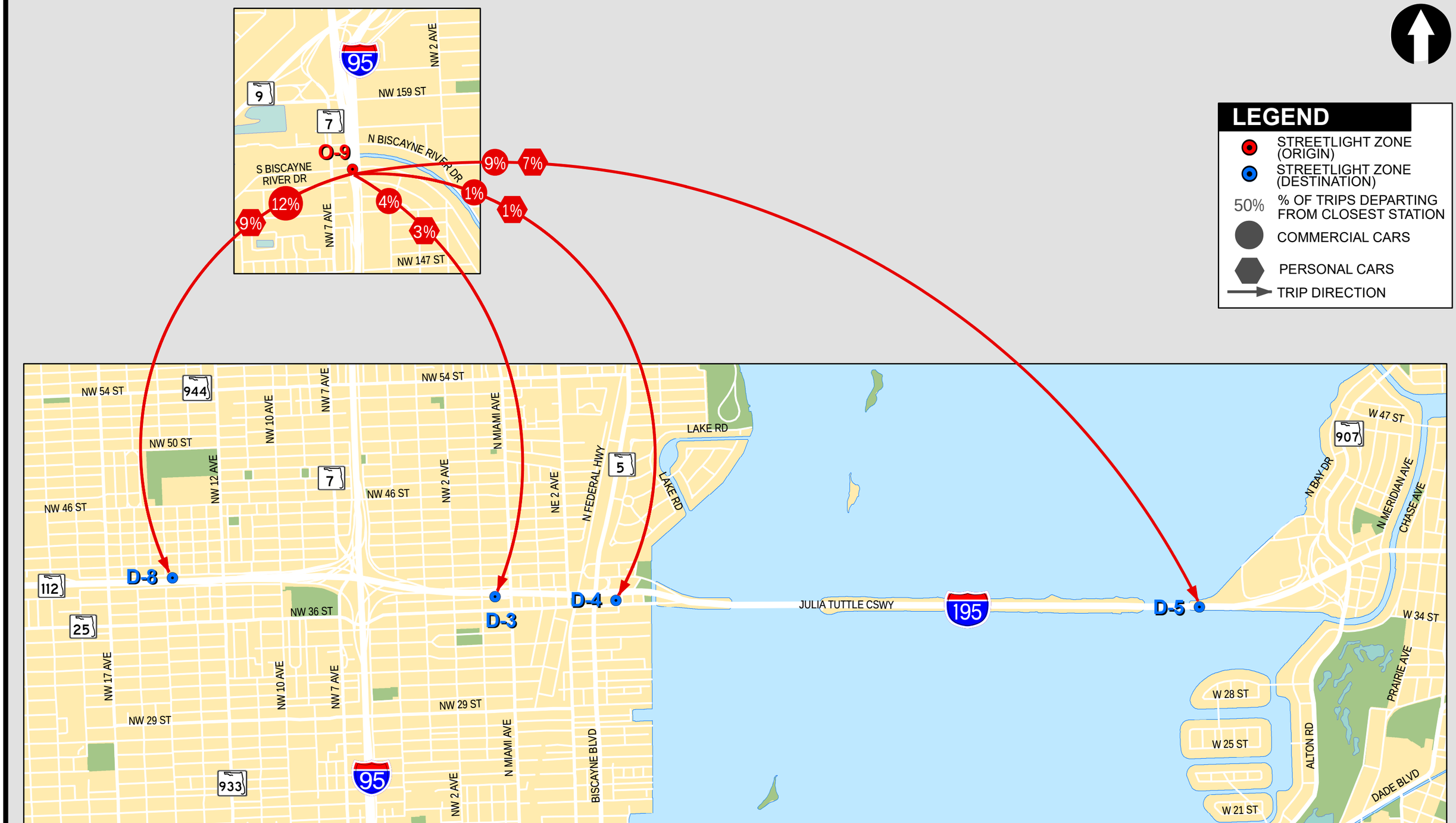
INTERSTATE 195 CORRIDOR PLANNING STUDY FROM I-95 TO ALTON ROAD (FM No. 440228-1-22-01)



Departing Trips (% of total trips passing through each station) from Station O-9

OCTOBER 2017 PM PEAK PERIOD

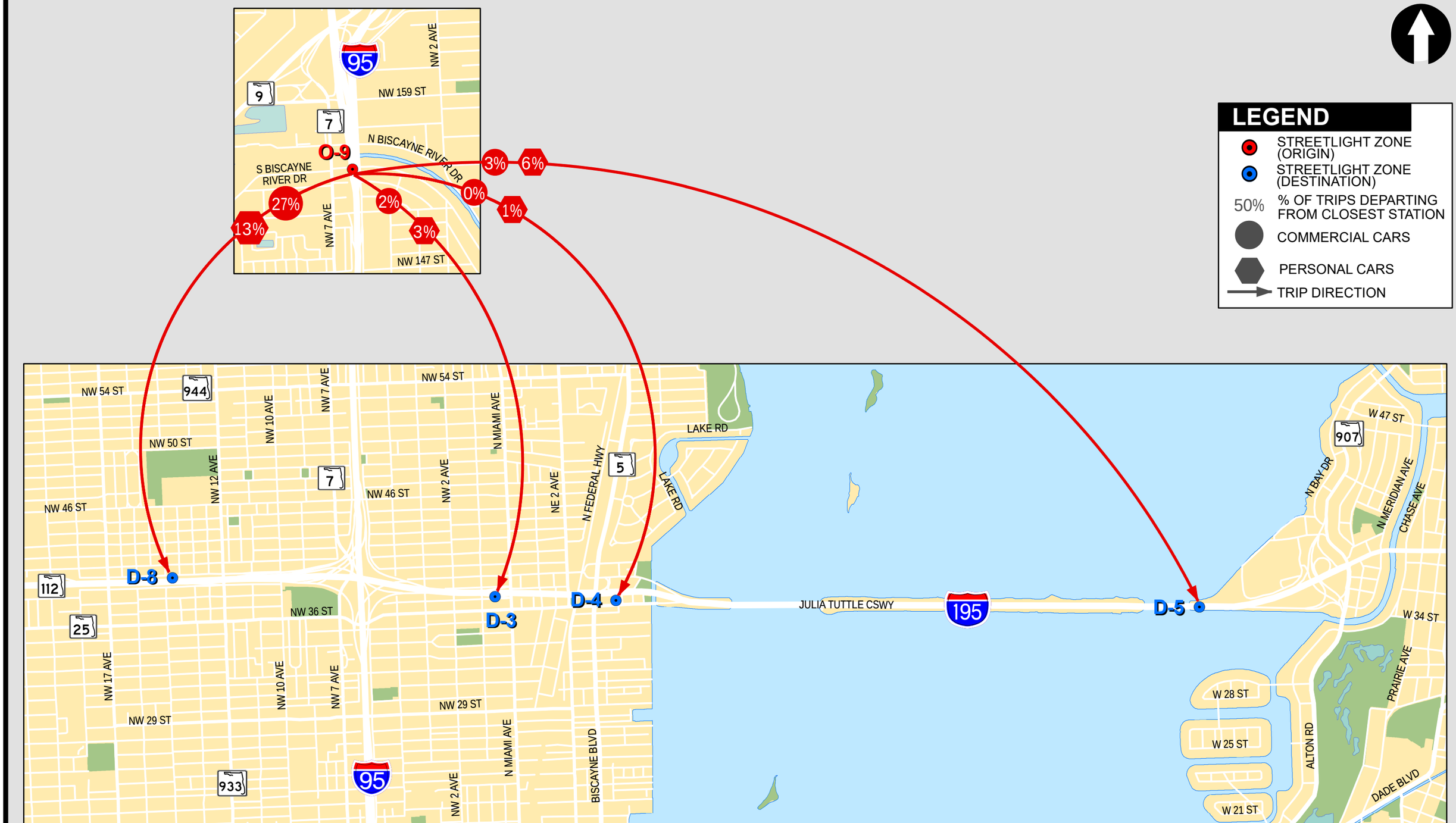
INTERSTATE 195 CORRIDOR PLANNING STUDY FROM I-95 TO ALTON ROAD (FM No. 440228-1-22-01)



Departing Trips (% of total trips passing through each station) from Station O-9

APRIL 2018 AM PEAK PERIOD

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 Station O-9

APRIL 2018 PM PEAK PERIOD

ORIGIN-DESTINATION ADJUSTMENTS

Table 1 — **2045 O-D (AM Peak Hour)**

Origin \ Destination			Off-Ramp to NW 12th Ave From I-195 EB	Off-Ramp to NB & SB I-95/I-95 Express From I-195 EB	Off-ramp to N Miami Ave from EB I-195	Off-ramp to Biscayne Blvd from EB I-195	EB I-195 Mainline W of Off-Ramp to Alton Road	Off-ramp to Biscayne Blvd from WB I-195	Off-Ramp to NB I-95/SB I-95 from WB I-195	WB I-195 Mainline W of NW 12th Ave	NB I-95 Mainline near GGI (Potential Express Lanes Volume)
			D-1	D-2	D-3	D-4	D-5	D-6	D-7	D-8	D-9
			-	2,985	1,636	1,237	5,211[5]	1,367	3,520	4,793	-
EB I-195 Mainline W of NW 12th Ave	O-1	6,276	628 10%[1]	2,985 48%[2]	410 7%[3]	556 9%	1,698 27%	-	-	-	894 14%
On-Ramp from NB I-95/SB I-95 to EB I-195	O-2	4,397	-	-	1,226 28%[4]	681 15%[4]	2,490 57%	-	-	-	-
On-ramp from Biscayne Blvd to EB I-195	O-3	1,024	-	-	-	-	1,024 100%	-	-	-	-
WB I-195 Mainline W of On-Ramp from Alton Road	O-4	4,370	-	-	-	-	-	1,367 31%[6]	1,884 43%	1,119 26%	578 13%
On-ramp from Biscayne Blvd to WB I-195	O-5	1,201	-	-	-	-	-	-	580 46%	621 54%	108 9%
On-ramp from N Miami Ave to WB I-195	O-6	1,578	-	-	-	-	-	-	1,055 64%	523 36%	256 16%
On-Ramp from NB I-95/SB I-95 to WB I-195	O-7	2,196	-	-	-	-	-	-	-	2,196 100%	-
On-Ramp from SB I-95 Express to WB I-195	O-8	334	-	-	-	-	-	-	-	334 100%	-
SB I-95 Mainline near GGI (Potential Express Lanes Volume)	O-9	8,096[7]	-	-	244 3%	81 1%	570 7%	-	-	733 9%	-

Notes:

General: Streetlight data has a limitation, given it is a location-based trip data while FTI (Florida Traffic Online database) is volume data. Streetlight data considers all the devices in a vehicle as separate trips. For example, three (3) persons in one car will be counted as three (3) trips instead of 1.

1) This value was adjusted based on the FTI data, the maximum ratio of ramp volume/I-195 EB mainline is 10% based on the FTI 2018 synopsis reports. The value of 23% reported from the streetlight data was adjusted to 10%

2) The projected balanced volume of 2,985 vph destined to I-95 NB/SB from I-195 EB was preserved and the percentage was adjusted.

3) Streetlight data reflected 9% from I-195 EB to N Miami Avenue Off-Ramp. This is an illegal movement. A minor adjustment was made to this percentage to reassign some of these vehicles to US-1 Off-Ramp and to preserve the projected balanced volumes.

4) These percentages were adjusted to equate the O-1 + O-2 to D-3 and D-4 considering the projected balanced 2045 No-Build volumes.

5) The sum of the volumes in this column is lower than the projected volume destined to D-5 (from the 2045 Future No-Build Peak Hour Volume development) since the volume from O-1 destined to D-1 turned out to be higher in the streetlight data than estimated in the No-Build scenario.

6) The streetlight percentage of 31% was adjusted to 28% consistent with percentage split from FTI data and to preserve the balanced volume projected for 2045 No-Build.

7) Since this I-195 Corridor Planning Study (CPS) study area does not include I-95 at GGI interchange, this volume was derived from the I-95 Corridor Planning Study which projected volumes along I-95 from US 1 to the Miami-Dade/Broward County line.

Table 2 — **2045 O-D (PM Peak Hour)**

Origin \ Destination			Off-Ramp to NW 12th Ave From I-195 EB	Off-Ramp to NB & SB I-95/I-95 Express From I-195 EB	Off-ramp to N Miami Ave from EB I-195	Off-ramp to Biscayne Blvd from EB I-195	EB I-195 Mainline W of Off-Ramp to Alton Road	Off-ramp to Biscayne Blvd from WB I-195	Off-Ramp to NB I-95/SB I-95 from WB I-195	WB I-195 Mainline W of NW 12th Ave	NB I-95 Mainline near GGI (Potential Express Lanes Volume)
			D-1	D-2	D-3	D-4	D-5	D-6	D-7	D-8	D-9
			-	2,503	1,530	1,221	4,171[5]	1,050	5,024	6,276	-
EB I-195 Mainline W of NW 12th Ave	O-1	4,793	288 6%[1]	2,503 52%[2]	339 7%[3]	609 13%	1,045 22%	-	-	-	744 16%
On-Ramp from NB I-95/SB I-95 to EB I-195	O-2	3,567	-	-	1,191 33%[4]	612 17%[4]	1,787 50%	-	-	-	-
On-ramp from Biscayne Blvd to EB I-195	O-3	1,339	-	-	-	-	1,339 100%	-	-	-	-
WB I-195 Mainline W of On-Ramp from Alton Road	O-4	5,723	-	-	-	-	-	1,050 18%[6]	2,931 51%[7,8]	1,742 30%	586 10%
On-ramp from Biscayne Blvd to WB I-195	O-5	1,087	-	-	-	-	-	-	690 63%[8]	397 37%	143 13%
On-ramp from N Miami Ave to WB I-195	O-6	1,812	-	-	-	-	-	-	1,401 77%[8]	411 23%	225 12%
On-Ramp from NB I-95/SB I-95 to WB I-195	O-7	3,275	-	-	-	-	-	-	-	3,275 100%	-
On-Ramp from SB I-95 Express to WB I-195	O-8	453	-	-	-	-	-	-	-	453 100%	-
SB I-95 Mainline near GGI (Potential Express Lanes Volume)	O-9	8,064[9]	-	-	240 3%	80 1%	479 6%	-	-	1,071 13%	-

Notes:

General: Streetlight data has a limitation, given it is a location-based trip data while FTI (Florida Traffic Online database) is volume data. Streetlight data considers all the devices in a vehicle as separate trips. For example, three (3) persons in one car will be counted as three (3) trips instead of 1.

1) This value was adjusted based on the FTI data, the maximum ratio of ramp volume/I-195 EB mainline is 6% based on the FTI 2018 synopsis reports. The value of 19% reported from the streetlight data was adjusted to 6%

2) The projected volume of 2,503 vph destined to I-95 NB/SB from I-195 EB was preserved and the percentage was adjusted.

3) Streetlight data reflected 9% from I-195 EB to N Miami Avenue Off-Ramp. This is an illegal movement. A minor adjustment was made to this percentage to reassign some of these vehicles to US-1 Off-Ramp and to preserve the projected balanced volumes.

4) These percentages were adjusted to equate the O-1 + O-2 to D-3 and D-4 considering the projected balanced 2045 No-Build volumes.

5) The sum of the volumes in this column is lower than the projected volume destined to D-5 (from the 2045 Future No-Build Peak Hour Volume development) since the volume from O-1 destined to D-1 turned out to be higher in the streetlight data than estimated in the No-Build scenario.

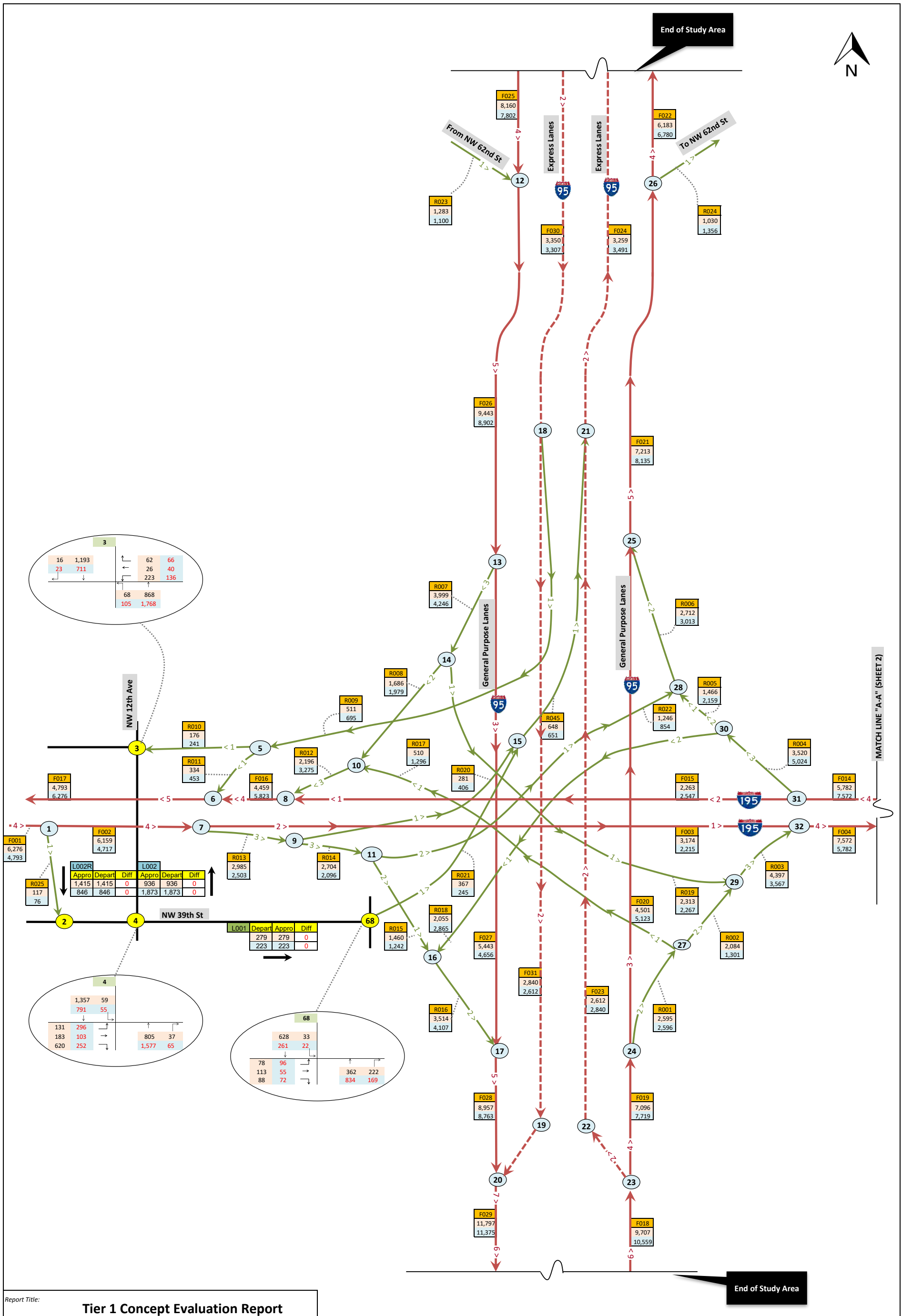
6) The streetlight percentage of 33% was adjusted to 18% consistent with percentage split from FTI data.

7) The value of 40% was adjusted to 51% as a result of the reassigment of traffic described in the preceding Note 6 for adjustments made between O-4 and D-6 volumes.

8) The percentages in this column were generally adjusted to preserve the projected 2045 No-Build volumes estimated to be destined for D-7 from O-4, O-5 and O-6.

9) Since this I-195 Corridor Planning Study (CPS) study area does not include I-95 at GGI interchange, this volume was derived from the I-95 Corridor Planning Study which projected volumes along I-95 from US 1 to the Miami-Dade/Broward County line.

2045 NO-BUILD DESIGN-HOUR TRAFFIC VOLUMES



Report Title: **Tier 1 Concept Evaluation Report**

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

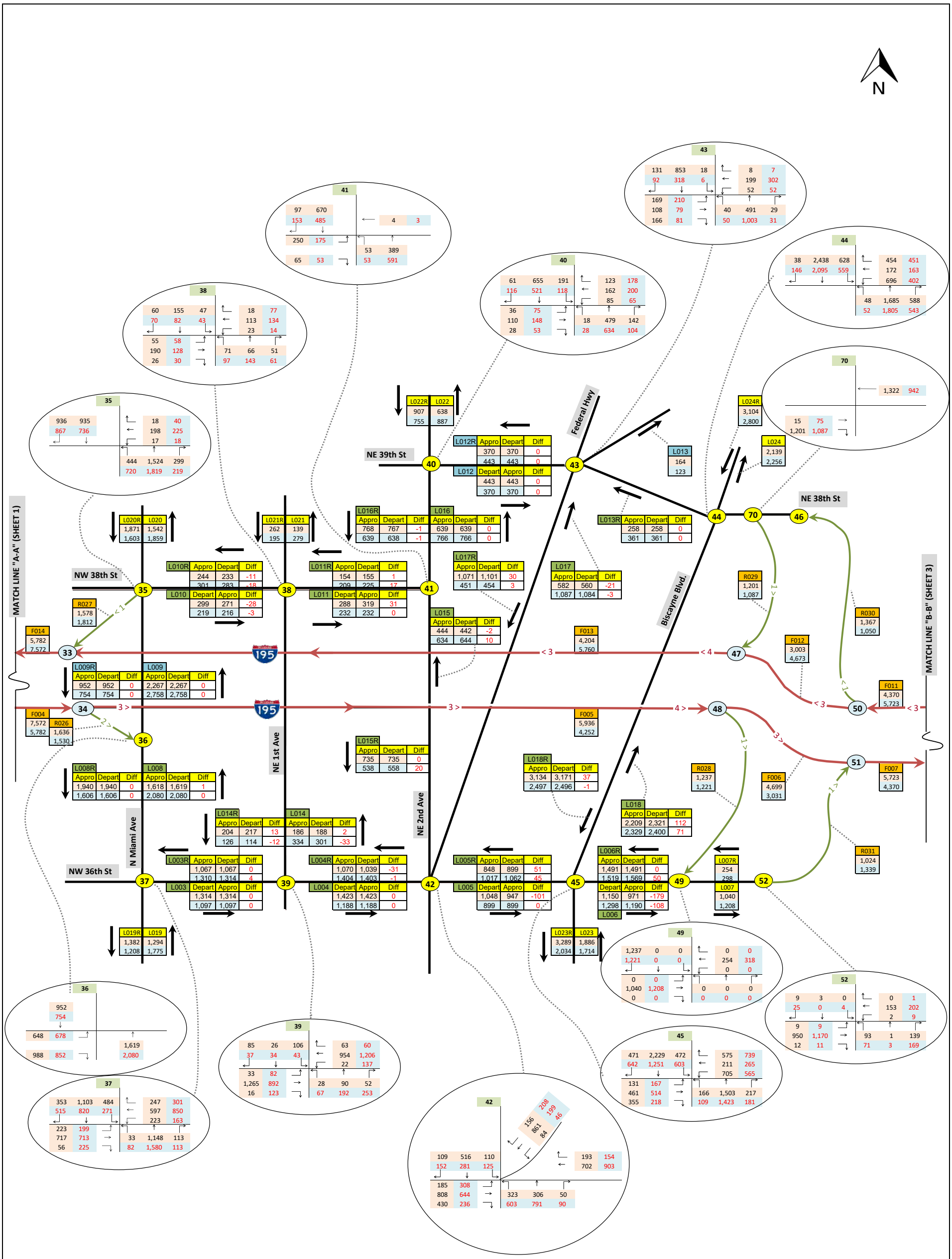
Network Legend

- 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: 9/18/19



Report Title: **Tier 1 Concept Evaluation 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

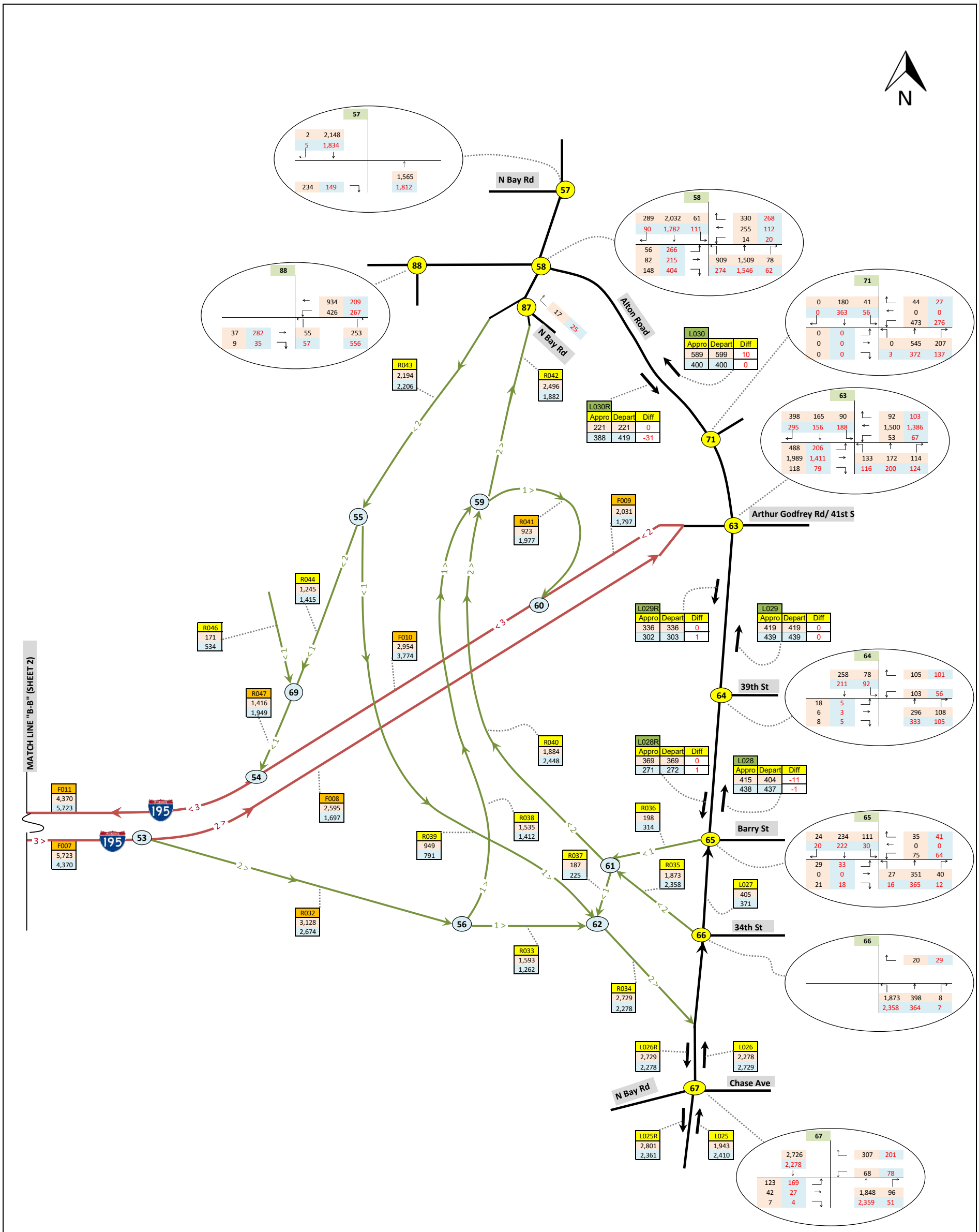
Attributes Legend

F001	Freeway / Ramp balanced segment
L99	Link that has access in between
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
- Ramp segment
- Arterial Segment
- 2 > Number of Lanes

Exhibit No: 5-7
Page no:
Date: 9/18/19



Report Title:	**Tier 1 Concept Evaluation 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
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
→	Ramp segment
—	Arterial Segment
2 >	Number of Lanes

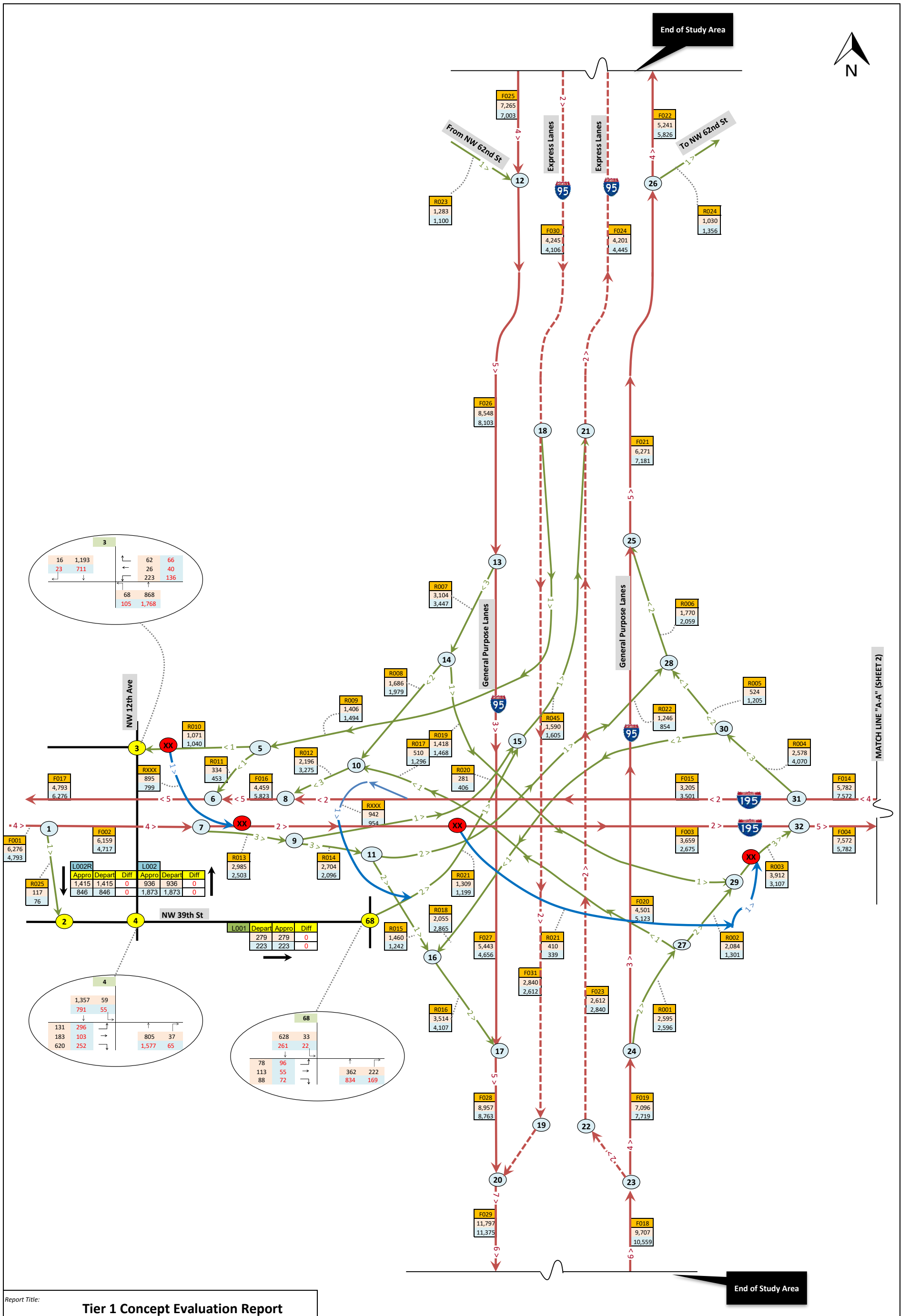
Exhibit No:	5-8
Page no:	
Date:	9/18/19

APPENDIX B: ASSESSMENT OF ALTERNATIVES SUPPORTING INFORMATION

- REASSIGNMENT OF TRAFFIC
- HCS OUTPUTS

REASSIGNMENT OF TRAFFIC

ALTERNATIVE 1



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
- New Link

Report Title: **Tier 1 Concept Evaluation Report**

Exhibit Name: **2045 Future Build Alternative 1 Peak Hour Volumes (Sheet 1 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

Exhibit No: 5-6
Page no:
Date: 9/18/19

N

MATCH LINE "A-A" (SHEET 1)

MATCH LINE "B-B" (SHEET 3)

NW 38th St

NW 36th St

NE 39th St

NE 38th St

N Miami Ave

NE 1st Ave

NE 2nd Ave

Biscayne Blvd.

Federal Hwy

I-195

L020R	L020
1,871	1,542
1,603	1,859

L021R	L021
262	139
195	279

L016R	Appro	Depart	Diff
	768	767	-1
	639	638	-1

L016	Appro	Depart	Diff
	639	639	0
	766	766	0

L022R	L022
907	638
755	887

L012R	Appro	Depart	Diff
	370	370	0
	443	443	0

L012	Depart	Appro	Diff
	443	443	0
	370	370	0

L010R	Appro	Depart	Diff
	244	233	-11
	301	283	-18

L010	Depart	Appro	Diff
	299	271	-28
	219	216	-3

L011R	Appro	Depart	Diff
	154	155	1
	209	225	17

L011	Depart	Appro	Diff
	288	319	31
	232	232	0

L017R	Appro	Depart	Diff
	1,071	1,101	30
	451	454	3

L017	Appro	Depart	Diff
	582	560	-21
	1,087	1,084	-3

L015	Appro	Depart	Diff
	444	442	-2
	634	644	10

L013R	Appro	Depart	Diff
	258	258	0
	361	361	0

L013
164
123

L024R
3,104
2,800

L024
2,139
2,256

L009R	Appro	Depart	Diff
	952	952	0
	754	754	0

L009	Appro	Depart	Diff
	2,267	2,267	0
	2,758	2,758	0

L008R	Appro	Depart	Diff
	1,940	1,940	0
	1,606	1,606	0

L008	Appro	Depart	Diff
	1,618	1,619	1
	2,080	2,080	0

L015R	Appro	Depart	Diff
	735	735	0
	538	558	20

L014R	Appro	Depart	Diff
	204	217	13
	126	114	-12

L014	Appro	Depart	Diff
	186	188	2
	334	301	-33

L003R	Appro	Depart	Diff
	1,067	1,067	0
	1,310	1,314	4

L003	Depart	Appro	Diff
	1,314	1,314	0
	1,097	1,097	0

L004R	Appro	Depart	Diff
	1,070	1,039	-31
	1,404	1,403	-1

L004	Depart	Appro	Diff
	1,423	1,423	0
	1,188	1,188	0

L005R	Appro	Depart	Diff
	848	899	51
	1,017	1,062	45

L005	Depart	Appro	Diff
	1,048	947	-101
	899	899	0

L006R	Appro	Depart	Diff
	1,491	1,491	0
	1,519	1,569	50

L006	Depart	Appro	Diff
	1,150	971	-179
	1,298	1,190	-108

L007R
254
298

L007
1,040
1,208

L018R	Appro	Depart	Diff
	3,134	3,171	37
	2,497	2,496	-1

L018	Appro	Depart	Diff
	2,209	2,321	112
	2,329	2,400	71

L019R	L019
1,382	1,294
1,208	1,775

L023R	L023
3,289	1,886
2,034	1,714

R027
1,578
1,812

R026
1,636
1,530

R029
1,201
1,087

R030
1,367
1,050

R028
1,237
1,221

R031
1,024
1,339

F014
5,782
7,572

F004
7,572
5,782

F013
4,204
5,760

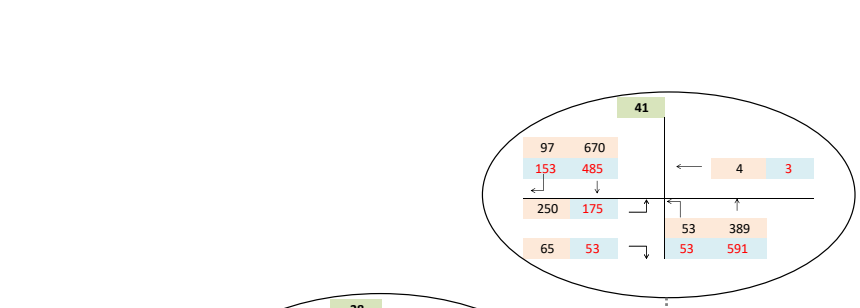
F012
3,003
4,673

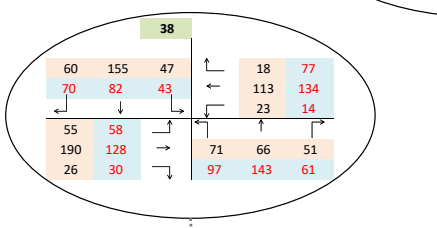
F011
4,370
5,723

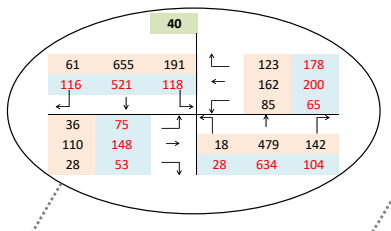
F005
5,936
4,252

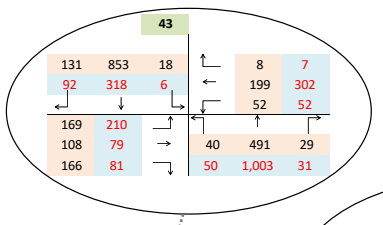
F006
4,699
3,031

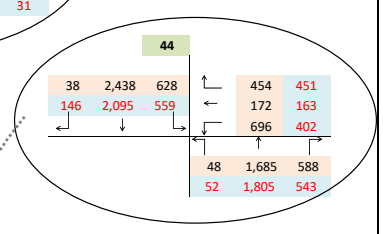
F007
5,723
4,370

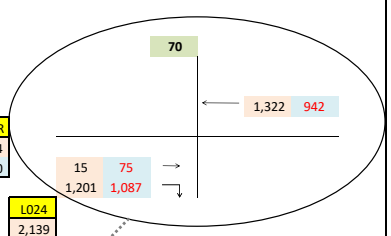


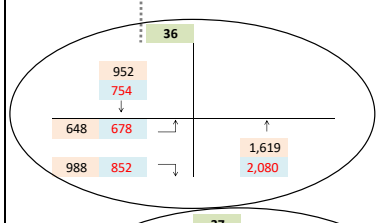


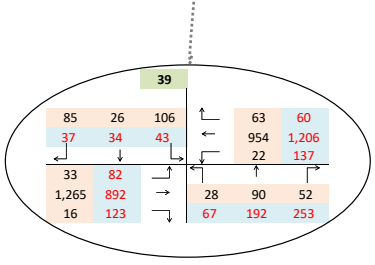


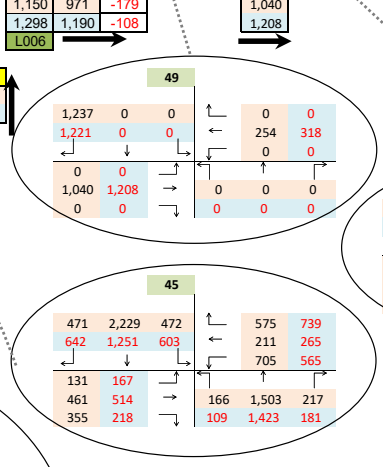


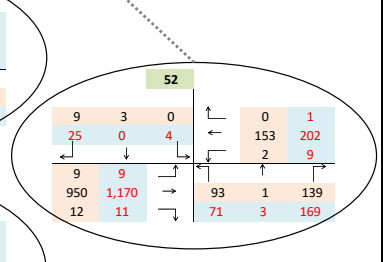


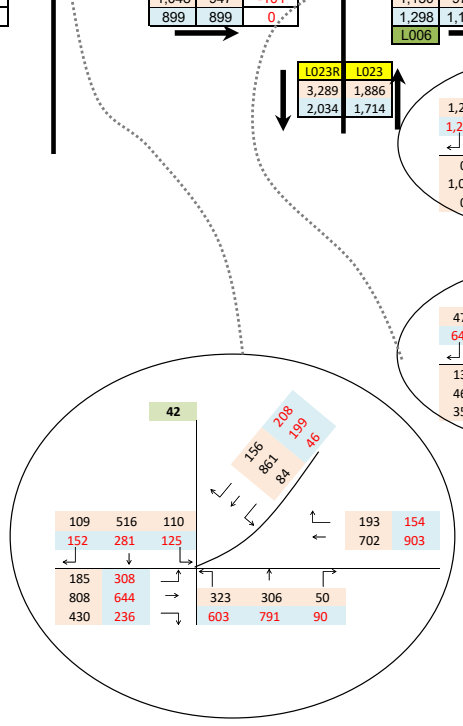












Report Title: **Tier 1 Concept Evaluation Report**

Exhibit Name: **2045 Future Build Alternative 1 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
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
- Ramp segment
- Arterial Segment
- 2 > Number of Lanes
- New Link

Exhibit No: 5-7

Page no:

Date: 9/18/19

N

MATCH LINE "B-B" (SHEET 2)

N Bay Rd

Alton Road

Arthur Godfrey Rd/ 41st S

39th St

Barry St

34th St

N Bay Rd

Chase Ave

57			
2	2,148		
5	1,834		
		1,565	
234	149	1,812	

58							
289	2,032	61			330	268	
90	1,782	111			255	112	
					14	20	
56	266						
82	215			909	1,509	78	
148	404			274	1,546	62	

88							
			934	209			
			426	267			
37	282		55		253		
9	35		57		556		

71							
0	180	41			44	27	
0	363	56			0	0	
					473	276	
0	0						
0	0			0	545	207	
0	0			3	372	137	

63							
398	165	90			92	103	
295	156	188			1,500	1,386	
					53	67	
488	206						
1,989	1,411			133	172	114	
118	79			116	200	124	

64							
	258	78			105	101	
	211	92					
					103	56	
18	5						
6	3			296	108		
8	5			333	105		

65							
24	234	111			35	41	
20	222	30			0	0	
					75	64	
29	33						
0	0			27	351	40	
21	18			16	365	12	

66							
					20	29	
				1,873	398	8	
				2,358	364	7	

67							
	2,726				307	201	
	2,278						
					68	78	
123	169						
42	27			1,848	96		
7	4			2,359	51		

L030		
Appro	Depart	Diff
589	599	10
400	400	0

L030R		
Appro	Depart	Diff
221	221	0
388	419	-31

L029R		
Appro	Depart	Diff
336	336	0
302	303	1

L029		
Appro	Depart	Diff
419	419	0
439	439	0

L028R		
Appro	Depart	Diff
369	369	0
271	272	1

L028		
Appro	Depart	Diff
415	404	-11
438	437	-1

L027	
405	
371	

L026R	
2,729	
2,278	

L026	
2,278	
2,729	

L025R	
2,801	
2,361	

L025	
1,943	
2,410	

R043	
2,194	
2,206	

R042	
2,496	
1,882	

R041	
923	
1,977	

F009	
2,031	
1,797	

R044	
1,245	
1,415	

R046	
171	
534	

F010	
2,954	
3,774	

R047	
1,416	
1,949	

R040	
1,884	
2,448	

F011	
4,370	
5,723	

F007	
5,723	
4,370	

F008	
2,595	
1,697	

R038	
1,535	
1,412	

R039	
949	
791	

R036	
198	
314	

R037	
187	
225	

R035	
1,873	
2,358	

R032	
3,128	
2,674	

R033	
1,593	
1,262	

R034	
2,729	
2,278	

17	25

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
- Ramp segment
- Arterial Segment
- 2 > Number of Lanes
- New Link

Report Title: **Tier 1 Concept Evaluation Report**

Exhibit Name: **2045 Future Build Alternative 1 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

Exhibit No: 5-8

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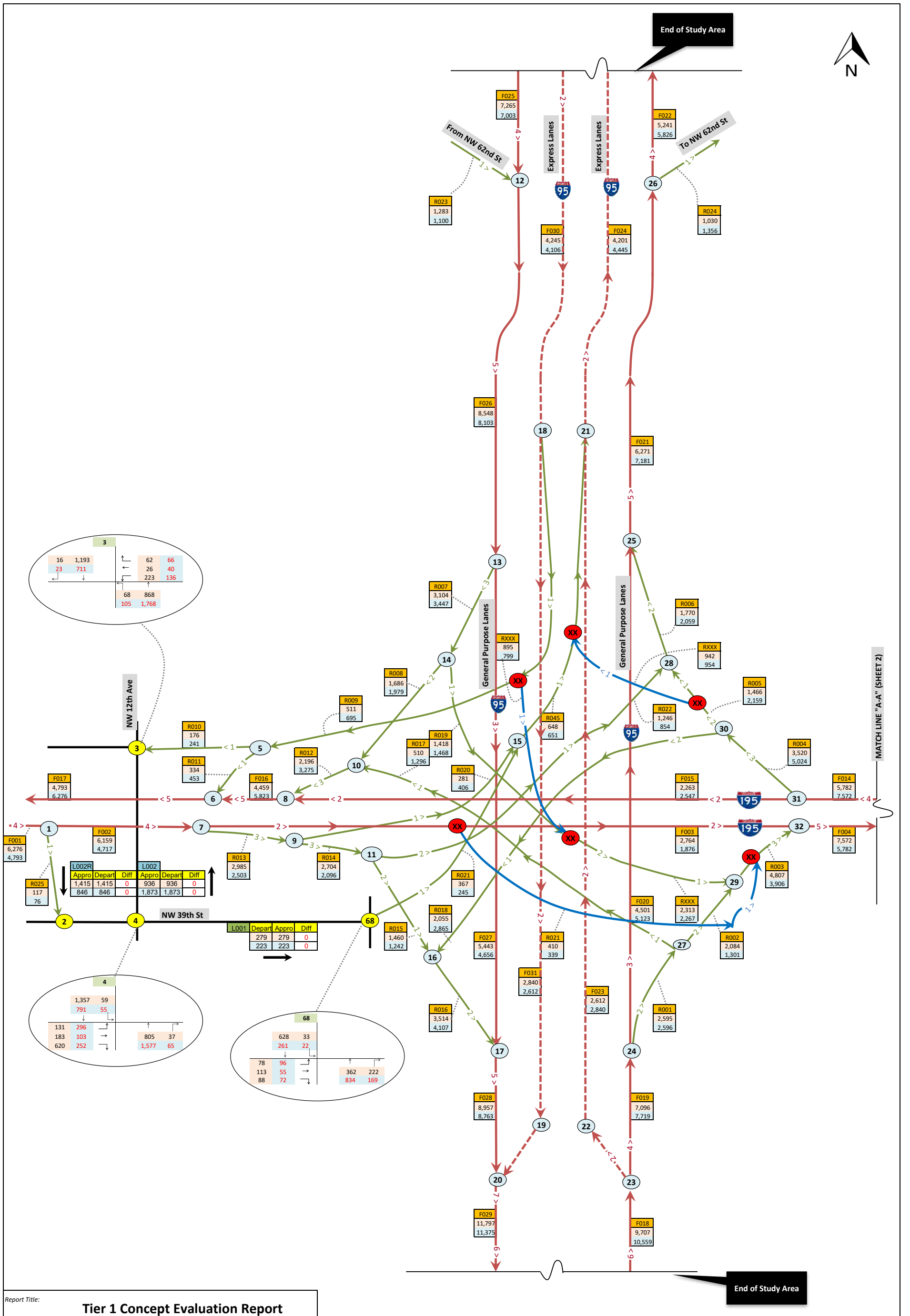
ALTERNATIVE 2



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
- New Link

Report Title: **Tier 1 Concept Evaluation Report**

Exhibit Name: **2045 Future Build Alternative 2 Peak Hour Volumes (Sheet 1 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

Exhibit No: 5-6
Page no:
Date: 9/18/19

N

MATCH LINE "A-A" (SHEET 1)

MATCH LINE "B-B" (SHEET 3)

NW 38th St

NW 36th St

NE 39th St

NE 38th St

N Miami Ave

NE 1st Ave

NE 2nd Ave

Federal Hwy

Biscayne Blvd.

I-195

L020R	L020
1,871	1,542
1,603	1,859

L021R	L021
262	139
195	279

L022R	L022
907	638
755	887

L024R
3,104
2,800

L024
2,139
2,256

L013
164
123

L012R	Appro	Depart	Diff
	370	370	0
	443	443	0

L012	Depart	Appro	Diff
	443	443	0
	370	370	0

L016R	Appro	Depart	Diff
	768	767	-1
	639	638	-1

L016	Appro	Depart	Diff
	639	639	0
	766	766	0

L013R	Appro	Depart	Diff
	258	258	0
	361	361	0

L017R	Appro	Depart	Diff
	1,071	1,101	30
	451	454	3

L017	Appro	Depart	Diff
	582	560	-21
	1,087	1,084	-3

L010R	Appro	Depart	Diff
	244	233	-11
	301	283	-18

L010	Depart	Appro	Diff
	299	271	-28
	219	216	-3

L011R	Appro	Depart	Diff
	154	155	1
	209	225	17

L011	Depart	Appro	Diff
	288	319	31
	232	232	0

L015	Appro	Depart	Diff
	444	442	-2
	634	644	10

L009R	Appro	Depart	Diff
	952	952	0
	754	754	0

L009	Appro	Depart	Diff
	2,267	2,267	0
	2,758	2,758	0

L008R	Appro	Depart	Diff
	1,940	1,940	0
	1,606	1,606	0

L008	Appro	Depart	Diff
	1,618	1,619	1
	2,080	2,080	0

L015R	Appro	Depart	Diff
	735	735	0
	538	558	20

L018R	Appro	Depart	Diff
	3,134	3,171	37
	2,497	2,496	-1

L018	Appro	Depart	Diff
	2,209	2,321	112
	2,329	2,400	71

L014R	Appro	Depart	Diff
	204	217	13
	126	114	-12

L014	Appro	Depart	Diff
	186	188	2
	334	301	-33

L003R	Appro	Depart	Diff
	1,067	1,067	0
	1,310	1,314	4

L003	Depart	Appro	Diff
	1,314	1,314	0
	1,097	1,097	0

L004R	Appro	Depart	Diff
	1,070	1,039	-31
	1,404	1,403	-1

L004	Depart	Appro	Diff
	1,423	1,423	0
	1,188	1,188	0

L005R	Appro	Depart	Diff
	848	899	51
	1,017	1,062	45

L005	Depart	Appro	Diff
	1,048	947	-101
	899	899	0

L006R	Appro	Depart	Diff
	1,491	1,491	0
	1,519	1,569	50

L006	Depart	Appro	Diff
	1,150	971	-179
	1,298	1,190	-108

L007R
254
298

L007
1,040
1,208

L019R	L019
1,382	1,294
1,208	1,775

L023R	L023
3,289	1,886
2,034	1,714

R027
1,578
1,812

R026
1,636
1,530

R029
1,201
1,087

R030
1,367
1,050

R028
1,237
1,221

R031
1,024
1,339

F014
5,782
7,572

F004
7,572
5,782

F013
4,204
5,760

F012
3,003
4,673

F011
4,370
5,723

F005
5,936
4,252

F006
4,699
3,031

F007
5,723
4,370

41

	97	670			
	153	485			
			←	4	3
	250	175			
				53	389
	65	53		53	591

43

	131	853	18		
	92	318	6		
				←	8	7
				←	199	302
					52	52
	169	210			
	108	79	→	40	491	29
	166	81		50	1,003	31

40

	61	655	191		
	116	521	118		
				←	123	178
				←	162	200
					85	65
	36	75			
	110	148	→	18	479	142
	28	53		28	634	104

44

	38	2,438	628		
	146	2,095	559		
				←	454	451
				←	172	163
					696	402
				48	1,685	588
				52	1,805	543

38

	60	155	47		
	70	82	43		
				←	18	77
				←	113	134
					23	14
	55	58			
	190	128	→	71	66	51
	26	30		97	143	61

70

				←	1,322	942
	15	75	→		
	1,201	1,087			

35

	936	935			
	867	736			
			←	18	40
			←	198	225
				17	18
	444	1,524	299		
	720	1,819	219		

36

	952				
	754				
	648	678			
				1,619	
	988	852		2,080	

39

	85	26	106		
	37	34	43		
				←	63	60
				←	954	1,206
					22	137
	33	82			
	1,265	892	→	28	90	52
	16	123		67	192	253

49

	1,237	0	0		
	1,221	0	0		
				←	0	0
				←	254	318
					0	0
	0	0			
	1,040	1,208	→	0	0	0
	0	0		0	0	0

52

	9	3	0		
	25	0	4		
				←	0	1
				←	153	202
					2	9
	9	9			
	950	1,170	→	93	1	139
	12	11		71	3	169

45

	471	2,229	472		
	642	1,251	603		
				←	575	739
				←	211	265
					705	565
	131	167			
	461	514	→	166	1,503	217
	355	218		109	1,423	181

37

	353	1,103	484		
	515	820	271		
				←	247	301
				←	597	850
					223	163
	223	199			
	717	713	→	33	1,148	113
	56	225		82	1,580	113

42

			208		
			199		
			46		
			156		
			861		
			84		
	109	516	110		
	152	281	125		
				←	193	154
				←	702	903
	185	308			
	808	644	→	323	306	50
	430	236		603	791	90

< 1 > < 3 > < 4 > 4 > 3 > 4 > 2 > 1 > 3 > 1 > 1 >

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
- Ramp segment
- Arterial Segment
- 2 > Number of Lanes
- New Link

Report Title: **Tier 1 Concept Evaluation Report**

Exhibit Name: **2045 Future Build Alternative 2 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

Exhibit No: 5-7

Page no:

Date: 9/18/19

N

N Bay Rd

Alton Road

Arthur Godfrey Rd/ 41st S

39th St

Barry St

34th St

N Bay Rd

Chase Ave

MATCH LINE "B-B" (SHEET 2)

57			
2	2,148		
5	1,834		
		1,565	
234	149	1,812	

58							
289	2,032	61		330	268		
90	1,782	111		255	112		
				14	20		
56	266						
82	215			909	1,509	78	
148	404			274	1,546	62	

88							
			934	209			
			426	267			
37	282		55		253		
9	35		57		556		

71							
0	180	41		44	27		
0	363	56		0	0		
				473	276		
0	0						
0	0		0	545	207		
0	0		3	372	137		

63							
398	165	90		92	103		
295	156	188		1,500	1,386		
				53	67		
488	206						
1,989	1,411			133	172	114	
118	79			116	200	124	

64							
		258	78		105	101	
		211	92				
					103	56	
18	5						
6	3				296	108	
8	5				333	105	

65							
24	234	111		35	41		
20	222	30		0	0		
				75	64		
29	33						
0	0			27	351	40	
21	18			16	365	12	

66							
				20	29		
				1,873	398	8	
				2,358	364	7	

67							
		2,726			307	201	
		2,278					
					68	78	
123	169						
42	27				1,848	96	
7	4				2,359	51	

L030		
Appro	Depart	Diff
589	599	10
400	400	0

L030R		
Appro	Depart	Diff
221	221	0
388	419	-31

L029R		
Appro	Depart	Diff
336	336	0
302	303	1

L029		
Appro	Depart	Diff
419	419	0
439	439	0

L028R		
Appro	Depart	Diff
369	369	0
271	272	1

L028		
Appro	Depart	Diff
415	404	-11
438	437	-1

L027
405
371

L026R
2,729
2,278

L026
2,278
2,729

L025R
2,801
2,361

L025
1,943
2,410

R043
2,194
2,206

R042
2,496
1,882

R041
923
1,977

F009
2,031
1,797

R044
1,245
1,415

R046
171
534

F010
2,954
3,774

R047
1,416
1,949

R040
1,884
2,448

F011
4,370
5,723

F007
5,723
4,370

F008
2,595
1,697

R038
1,535
1,412

R039
949
791

R036
198
314

R037
187
225

R035
1,873
2,358

R032
3,128
2,674

R033
1,593
1,262

R034
2,729
2,278

R025
2,801
2,361

R026
2,729
2,278

R027
2,278
2,729

R028
2,278
2,729

R029
2,278
2,729

R030
2,278
2,729

R031
2,278
2,729

R024
2,801
2,361

R023
2,801
2,361

R022
2,801
2,361

R021
2,801
2,361

R020
2,801
2,361

R019
2,801
2,361

R018
2,801
2,361

R017
2,801
2,361

R016
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R015
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R014
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R013
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R012
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R011
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R010
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2,361

R009
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2,361

R008
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2,361

R007
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2,361

R006
2,801
2,361

R005
2,801
2,361

R004
2,801
2,361

R003
2,801
2,361

R002
2,801
2,361

R001
2,801
2,361

L024R
2,801
2,361

L024
2,801
2,361

L023R
2,801
2,361

L023
2,801
2,361

L022R
2,801
2,361

L022
2,801
2,361

L021R
2,801
2,361

L021
2,801
2,361

L020R
2,801
2,361

L020
2,801
2,361

L019R
2,801
2,361

L019
2,801
2,361

L018R
2,801
2,361

L018
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2,361

L017R
2,801
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L017
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2,361

L016R
2,801
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L016
2,801
2,361

L015R
2,801
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L015
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2,361

L014R
2,801
2,361

L014
2,801
2,361

L013R
2,801
2,361

L013
2,801
2,361

L012R
2,801
2,361

L012
2,801
2,361

L011R
2,801
2,361

L011
2,801
2,361

L010R
2,801
2,361

L010
2,801
2,361

L009R
2,801
2,361

L009
2,801
2,361

L008R
2,801
2,361

L008
2,801
2,361

L007R
2,801
2,361

L007
2,801
2,361

L006R
2,801
2,361

L006
2,801
2,361

L005R
2,801
2,361

L005
2,801
2,361

L004R
2,801
2,361

L004
2,801
2,361

L003R
2,801
2,361

L003
2,801
2,361

L002R
2,801
2,361

L002
2,801
2,361

L001R
2,801
2,361

L001
2,801
2,361

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
- Ramp segment
- Arterial Segment
- 2 > Number of Lanes
- New Link

Report Title: **Tier 1 Concept Evaluation Report**

Exhibit Name: **2045 Future Build Alternative 2 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

Exhibit No: 5-8

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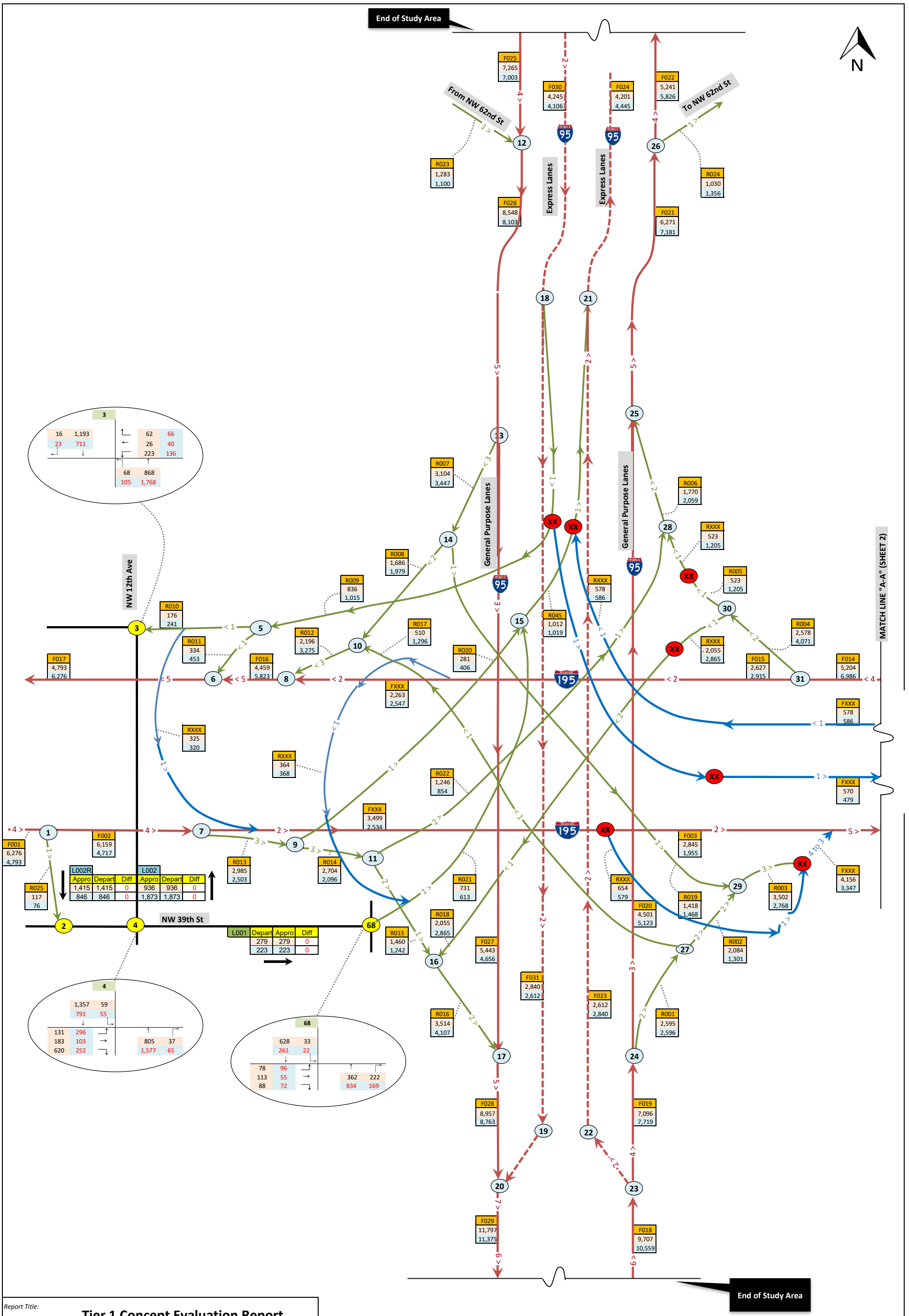
Date: 9/18/19

ALTERNATIVE 3


End of Study Area
N
F025 7,265 7,003
F030 4,245 4,106
F024 4,201 4,445
F022 5,241 5,826
From NW 62nd St
To NW 62nd St
R023 1,283 1,100
R024 1,030 1,356
F026 8,548 8,103
F021 6,271 7,181
Express Lanes
Express Lanes
General Purpose Lanes
General Purpose Lanes
NW 12th Ave
NW 39th St
MATCH LINE "A-A" (SHEET 2)
F001 6,276 4,793
F002 6,159 4,717
F017 4,793 6,276
F016 4,459 5,823
F015 2,627 2,915
F014 5,204 6,986
F003 2,845 1,955
F004 3,502 2,768
F020 4,501 5,123
F027 5,443 4,656
F031 2,840 2,612
F023 2,612 2,840
F028 8,957 8,763
F019 7,096 7,719
F029 11,797 11,375
F018 9,707 10,559
F013 2,985 2,503
F014 2,704 2,096
F015 4,459 5,823
F016 4,793 6,276
F017 4,793 6,276
F018 9,707 10,559
F019 7,096 7,719
F020 4,501 5,123
F021 6,271 7,181
F022 5,241 5,826
F023 2,612 2,840
F024 4,201 4,445
F025 7,265 7,003
F026 8,548 8,103
F027 5,443 4,656
F028 8,957 8,763
F029 11,797 11,375
F030 4,245 4,106
F031 2,840 2,612
R001 2,595 2,596
R002 2,084 1,301
R003 3,502 2,768
R004 2,578 4,071
R005 523 1,205
R006 1,770 2,059
R007 3,104 3,447
R008 1,686 1,979
R009 836 1,015
R010 176 241
R011 334 453
R012 2,196 3,275
R013 2,985 2,503
R014 2,704 2,096
R015 1,460 1,242
R016 3,514 4,107
R017 510 1,296
R018 2,055 2,865
R019 1,418 1,468
R020 281 406
R021 731 613
R022 1,246 854
R025 117 76
RXXX 523 1,205
RXXX 578 586
RXXX 2,055 2,865
RXXX 654 579
RXXX 325 320
RXXX 364 368
FXXX 2,263 2,547
FXXX 3,499 2,534
FXXX 578 586
FXXX 570 479
FXXX 4,156 3,347
R045 1,012 1,019
L002R Appro Depart Diff 1,415 1,415 0 846 846 0
L002 Appro Depart Diff 936 936 0 1,873 1,873 0
L001 Depart Appro Diff 279 279 0 223 223 0
3 16 1,193 23 711 62 66 26 40 223 136 68 868 105 1,768
4 1,357 59 791 55 131 296 183 103 620 252 805 37 1,577 65
68 628 33 261 22 78 96 113 55 88 72 362 222 834 169
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
New Link
Report Title: Tier 1 Concept Evaluation Report
Exhibit Name: 2045 Future Build Alternative 3 Peak Hour Volumes (Sheet 1 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
Exhibit No: 5-6
Page no:
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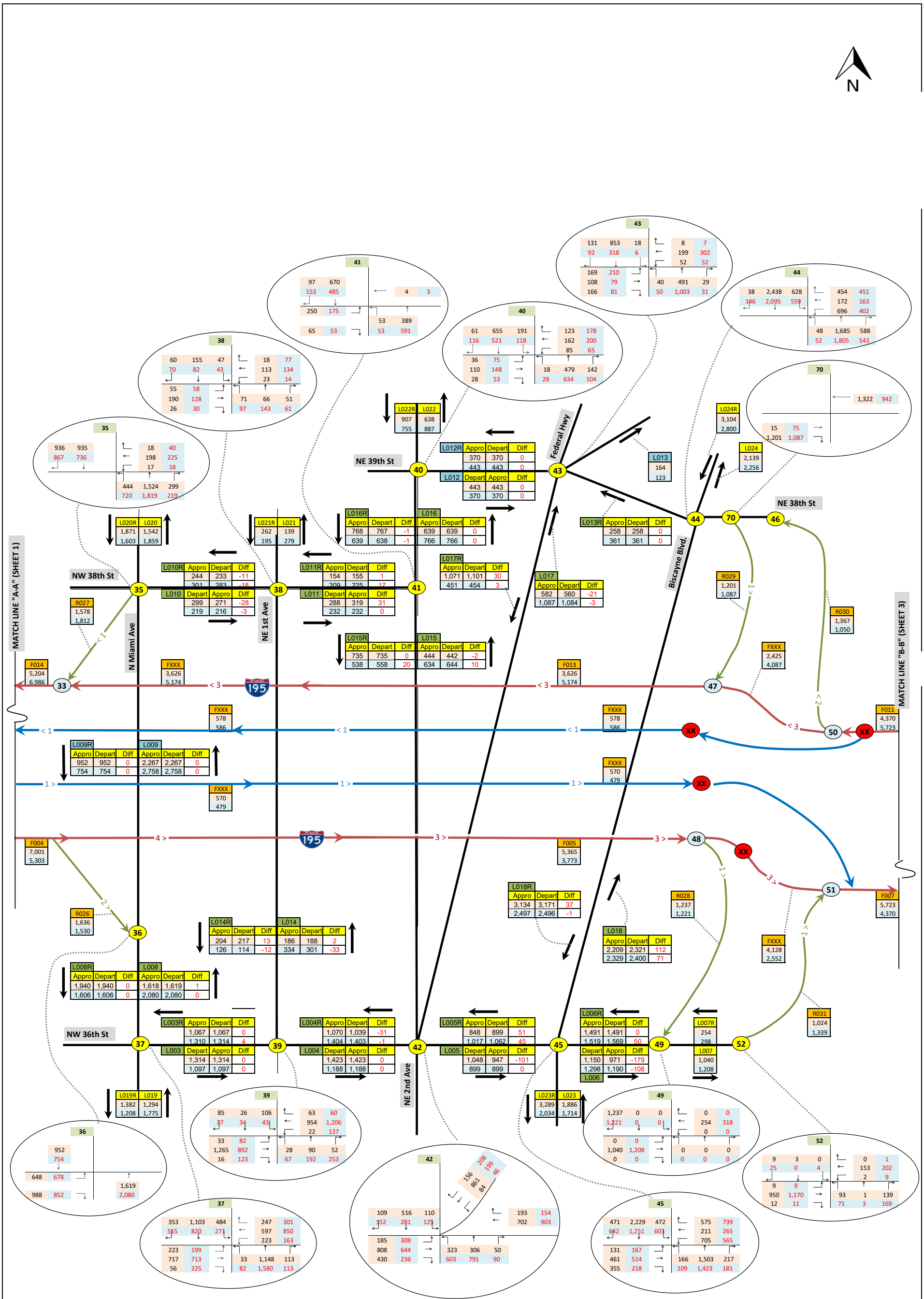
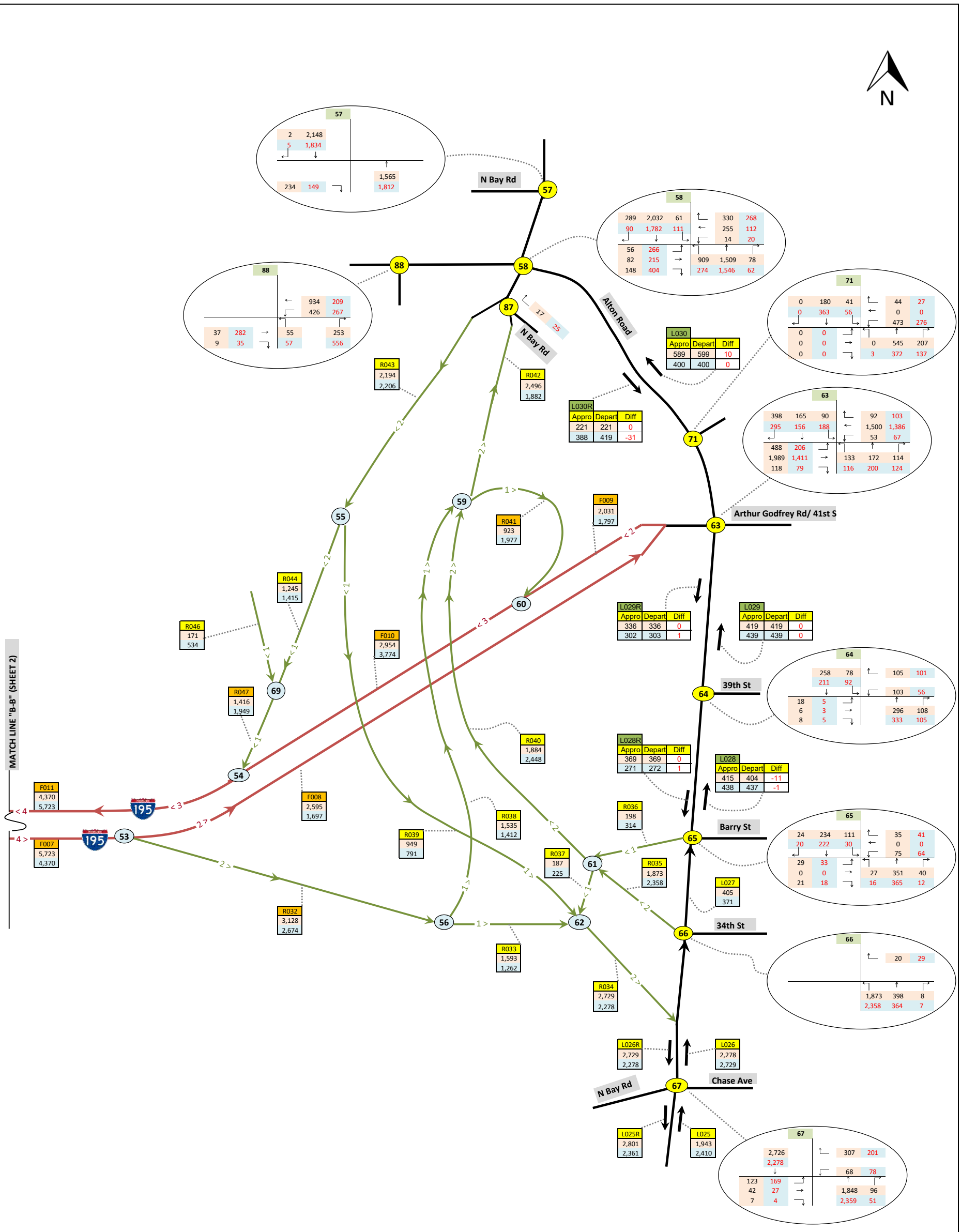

N
41
97 670
153 485
250 175
65 53
4 3
53 389
53 591
43
131 853 18
92 318 6
169 210
108 79
166 81
8 7
199 302
52 52
40 491 29
50 1,003 31
44
38 2,438 628
146 2,095 559
454 451
172 163
696 402
48 1,685 588
52 1,805 543
38
60 155 47
70 82 43
55 58
190 128
26 30
18 77
113 134
23 14
71 66 51
97 143 61
40
61 655 191
116 521 118
36 75
110 148
28 53
123 178
162 200
85 65
18 479 142
28 634 104
70
1,322 942
15 75
1,201 1,087
35
936 935
867 736
18 40
198 225
17 18
444 1,524 299
720 1,819 219
L022R L022
907 638
755 887
L012R Appro Depart Diff
370 370 0
443 443 0
L012 Depart Appro Diff
443 443 0
370 370 0
NE 39th St
Federal Hwy
L013
164
123
L024R
3,104
2,800
L024
2,139
2,256
NE 38th St
L020R L020
1,871 1,542
1,603 1,859
L021R L021
262 139
195 279
L016R Appro Depart Diff
768 767 -1
639 638 -1
L016 Appro Depart Diff
639 639 0
766 766 0
L013R Appro Depart Diff
258 258 0
361 361 0
L010R Appro Depart Diff
244 233 -11
301 283 -18
L010 Depart Appro Diff
299 271 -28
219 216 -3
L011R Appro Depart Diff
154 155 1
209 225 17
L011 Depart Appro Diff
288 319 31
232 232 0
L017R Appro Depart Diff
1,071 1,101 30
451 454 3
L017 Appro Depart Diff
582 560 -21
1,087 1,084 -3
Biscayne Blvd.
NW 38th St
NE 1st Ave
R029
1,201
1,087
R030
1,367
1,050
R027
1,578
1,812
L015R Appro Depart Diff
735 735 0
538 558 20
L015 Appro Depart Diff
444 442 -2
634 644 10
MATCH LINE "A-A" (SHEET 1)
N Miami Ave
MATCH LINE "B-B" (SHEET 3)
F014
5,204
6,986
FXXX
3,626
5,174
F013
3,626
5,174
FXXX
2,425
4,087
FXXX
578
586
FXXX
578
586
F011
4,370
5,723
L009R Appro Depart Diff
952 952 0
754 754 0
L009 Appro Depart Diff
2,267 2,267 0
2,758 2,758 0
FXXX
570
479
FXXX
570
479
F004
7,001
5,303
F005
5,365
3,773
L018R Appro Depart Diff
3,134 3,171 37
2,497 2,496 -1
R028
1,237
1,221
F007
5,723
4,370
R026
1,636
1,530
L014R Appro Depart Diff
204 217 13
126 114 -12
L014 Appro Depart Diff
186 188 2
334 301 -33
L018 Appro Depart Diff
2,209 2,321 112
2,329 2,400 71
FXXX
4,128
2,552
L008R Appro Depart Diff
1,940 1,940 0
1,606 1,606 0
L008 Appro Depart Diff
1,618 1,619 1
2,080 2,080 0
L006R Appro Depart Diff
1,491 1,491 0
1,519 1,569 50
Depart Appro Diff
1,150 971 -179
1,298 1,190 -108
L006
L007R
254
298
L007
1,040
1,208
R031
1,024
1,339
NW 36th St
L003R Appro Depart Diff
1,067 1,067 0
1,310 1,314 4
L003 Depart Appro Diff
1,314 1,314 0
1,097 1,097 0
L004R Appro Depart Diff
1,070 1,039 -31
1,404 1,403 -1
L004 Depart Appro Diff
1,423 1,423 0
1,188 1,188 0
L005R Appro Depart Diff
848 899 51
1,017 1,062 45
L005 Depart Appro Diff
1,048 947 -101
899 899 0
NE 2nd Ave
L019R L019
1,382 1,294
1,208 1,775
L023R L023
3,289 1,886
2,034 1,714
36
952
754
648 678
988 852
1,619
2,080
39
85 26 106
37 34 43
33 82
1,265 892
16 123
63 60
954 1,206
22 137
28 90 52
67 192 253
42
109 516 110
152 281 125
185 308
808 644
430 236
156 861 84
208 199 46
193 154
702 903
323 306 50
603 791 90
37
353 1,103 484
515 820 271
223 199
717 713
56 225
247 301
597 850
223 163
33 1,148 113
82 1,580 113
49
1,237 0 0
1,221 0 0
0 0
1,040 1,208
0 0
0 0
0 0
254 318
0 0
0 0 0
0 0 0
45
471 2,229 472
642 1,251 603
131 167
461 514
355 218
575 739
211 265
705 565
166 1,503 217
109 1,423 181
52
9 3 0
25 0 4
9 9
950 1,170
12 11
0 1
153 202
2 9
93 1 139
71 3 169
Report Title:
Tier 1 Concept Evaluation Report
Exhibit Name:
2045 Future Build Alternative 3 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
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
Ramp segment
Arterial Segment
2 > Number of Lanes
New Link
Exhibit No: 5-7
Page no:
Date: 9/18/19



Report Title: **Tier 1 Concept Evaluation Report**

Exhibit Name: **2045 Future Build Alternative 3 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

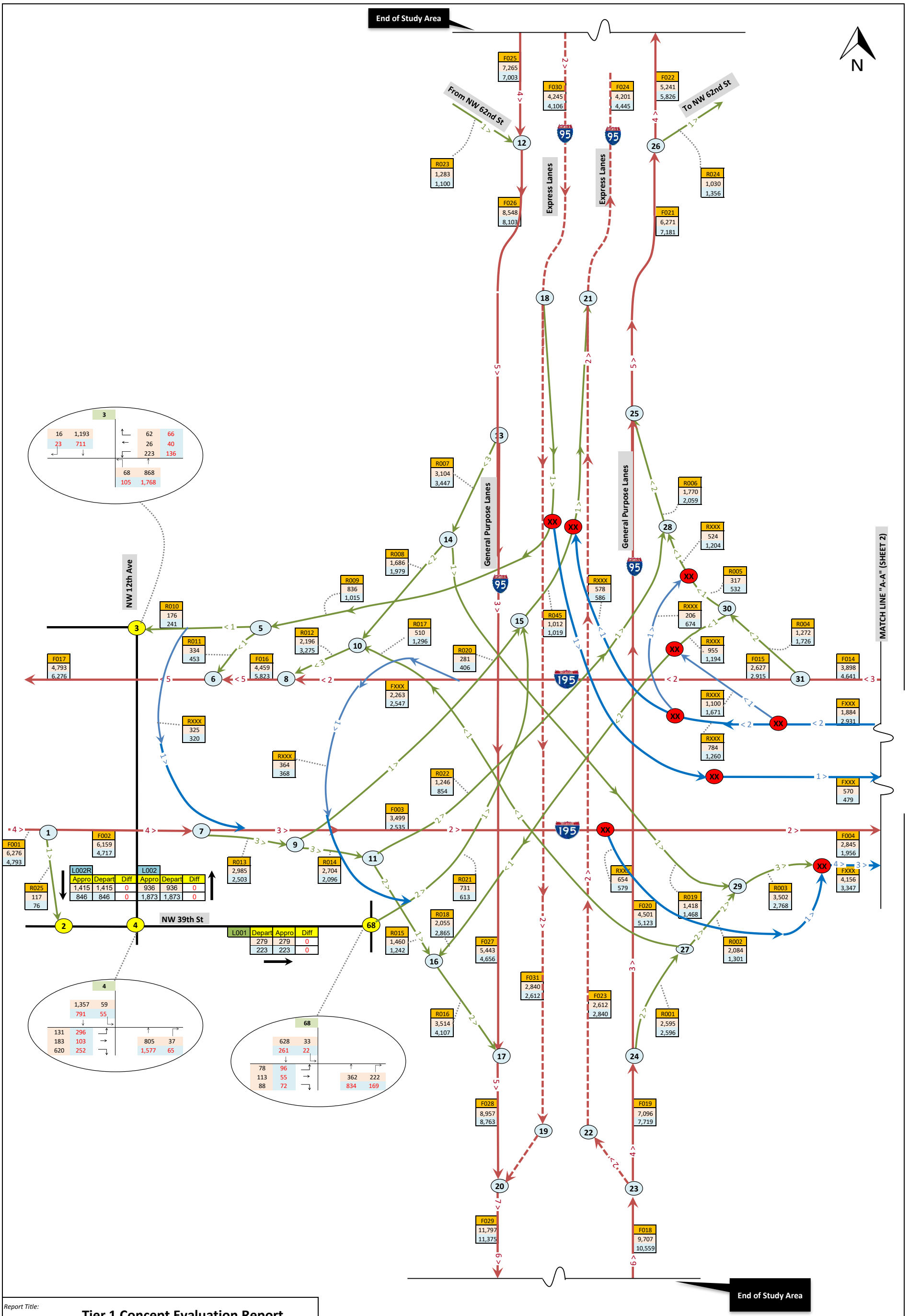
F001	Freeway / Ramp balanced segment
L99	Link that has access in between
L99	Link that has no access in between and should be balanced
Appr	Approach Link Volume
Depart	Departure Link Volume
Diff	Departure minus approach link volume difference
xxx	AM Link / TMV Volume
xxx	PM Link / TMV Volume

Network Legend

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

Exhibit No: 5-8
Page no:
Date: 9/18/19

ALTERNATIVE 4



Report Title: **Tier 1 Concept Evaluation Report**

Exhibit Name: **2045 Future Build Alternative 4 Peak Hour Volumes (Sheet 1 of 3)**

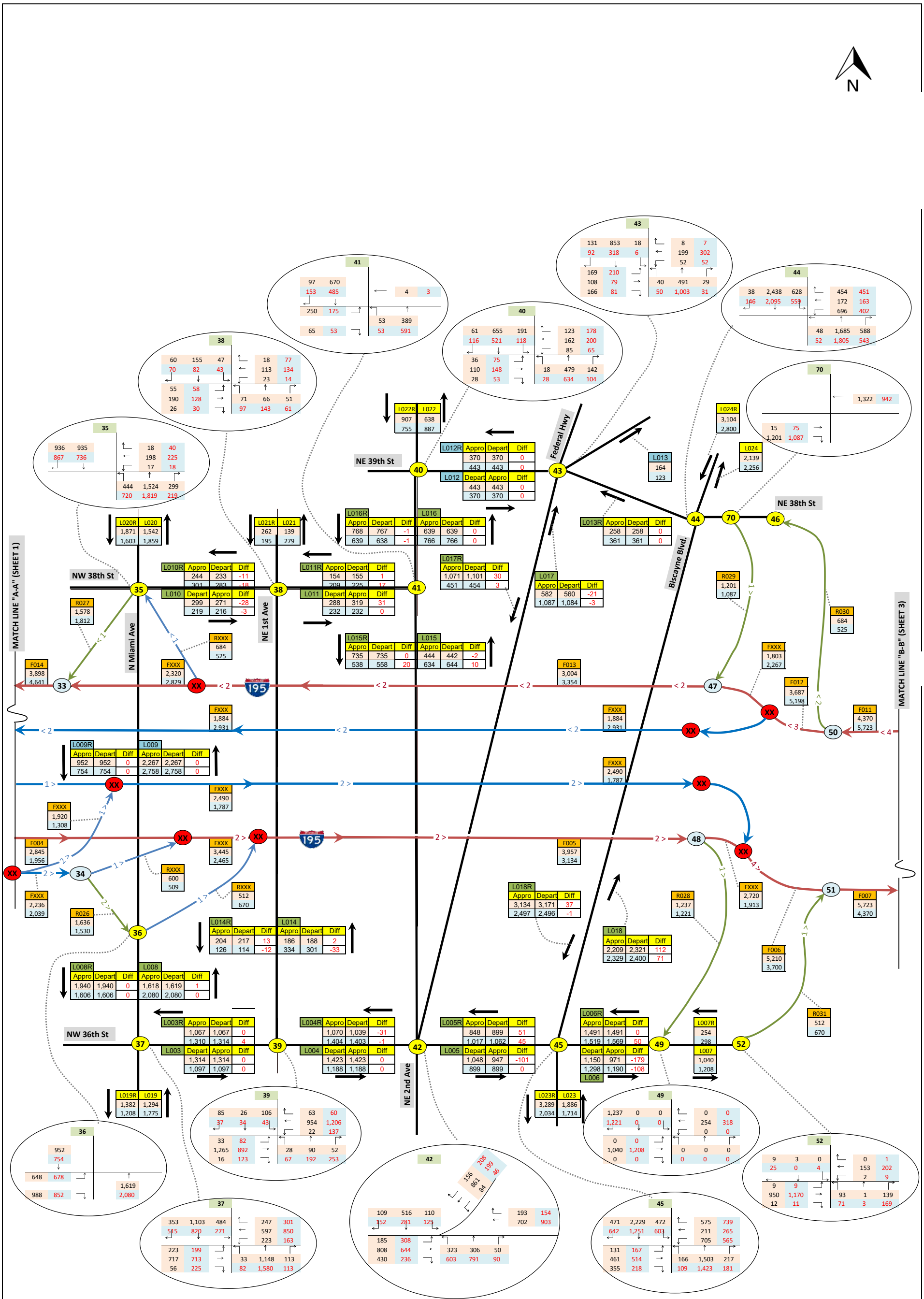
Project Name: **I-195 Corridor Planning Study from I-95/NW 12th Avenue to SR 907/Alton Road**

FM No. 440228-1-22-01

Exhibit No: 5-6

Page no:

Date: 9/18/19



Report Title: **Tier 1 Concept Evaluation Report**

Exhibit Name: **2045 Future Build Alternative 4 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
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

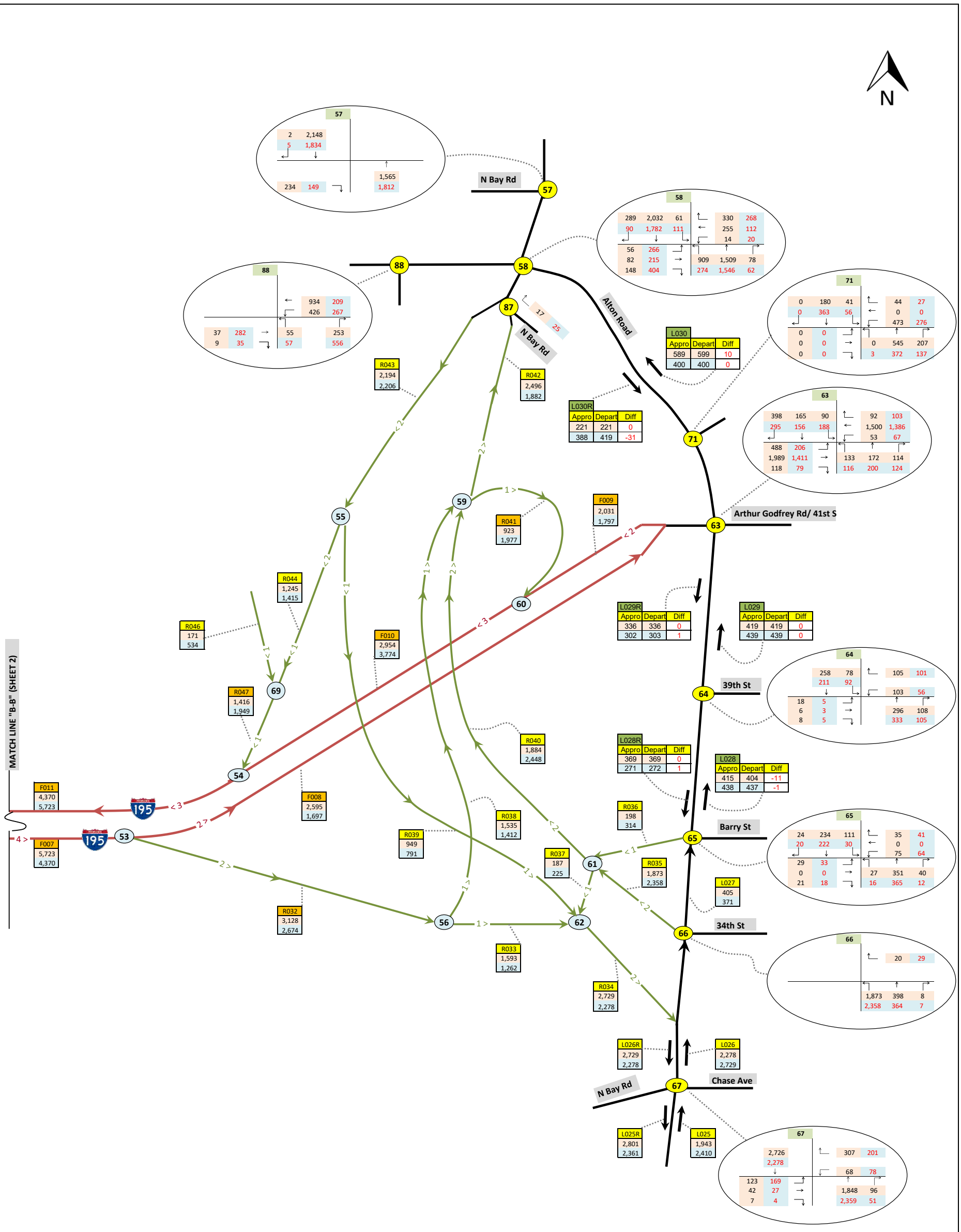
Network Legend

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

Exhibit No: 5-7

Page no:

Date: 9/18/19



Report Title:	**Tier 1 Concept Evaluation Report**
Exhibit Name:	**2045 Future Build Alternative 4 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
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
	Ramp segment
	Arterial Segment
2 >	Number of Lanes
	New Link

Exhibit No:	5-8
Page no:	
Date:	9/18/19

HCS OUTPUTS

ALTERNATIVE 1

I-195 EASTBOUND

AM PEAK

HCS7 Freeway Facilities Report

Project Information

Analyst	Revanth K	Date	8/26/2019
Agency	BCC Eng	Analysis Year	2045 Build Alternative 1
Jurisdiction	D6	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	4
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, west of 12th Ave	500	4
2	Diverge	Diverge	I-195 EB, to NW 12th Ave	1500	4
3	Diverge	Basic	I-195 EB, to I-95 OFR	1100	4
4	Basic	Basic	I-195 EB, from I-95 OFR to N Miami Ave OFR	4450	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	0.980	6741	8836	0.76	50.9	33.1	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	0.980	0.877	6741	140	9000	2000	0.75	0.07	53.3	49.3	31.6	30.2	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	0.95	0.95	0.980	0.962	6615	3266	9000	4400	0.74	0.74	55.0	-	30.1	-	D

Segment 4: Basic

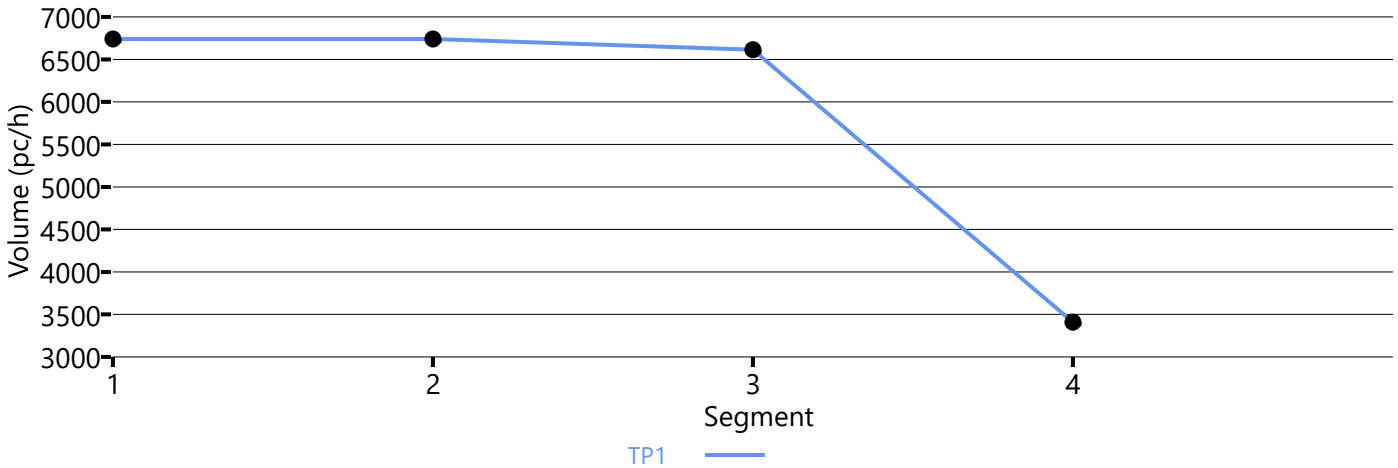
Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.980	3409	4418	0.77	50.9	33.5	D

Facility Time Period Results

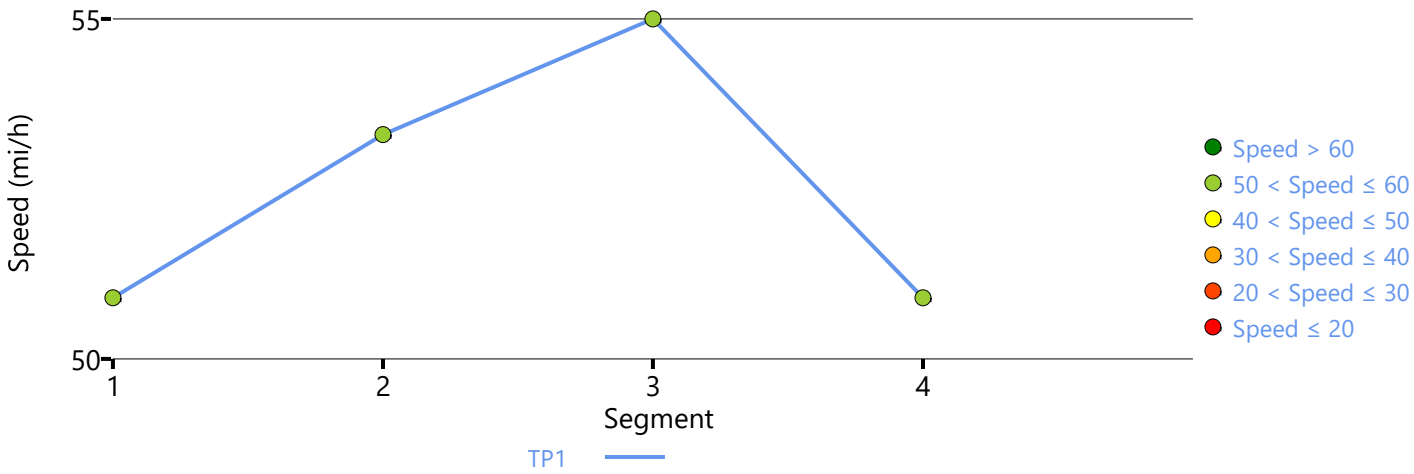
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	52.4	32.2	31.6	1.6	D

Facility Overall Results			
Space Mean Speed, mi/h	52.4	Density, veh/mi/ln	31.6
Average Travel Time, min	1.6	Density, pc/mi/ln	32.2

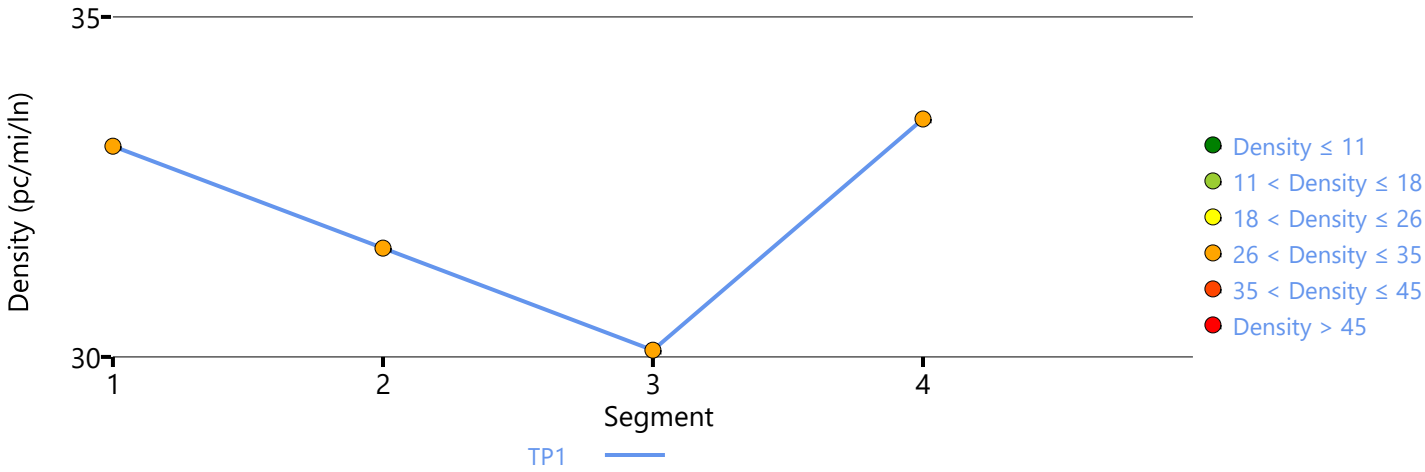
Volume Distribution



Speed Distribution



Density Distribution



HCS7 Freeway Facilities Report

Project Information

Analyst	Revanth K	Date	8/26/2019
Agency	BCC Eng	Analysis Year	2045 Build Alternative 1
Jurisdiction	D6	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	13
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-95 On-Ramps	500	3
2	Merge	Basic	I-95 GP ONR with I-195 EB	275	5
3	Diverge	Basic	Between I-95 ONR and N Miami Ave OFR	275	5
4	Basic	Basic	B/n N Miami Ave OFR and US-1 OFR	850	4
5	Basic	Basic	B/n N Miami Ave OFR and US-1 OFR	850	3
6	Diverge	Diverge	At US-1 OFR	1500	3
7	Basic	Basic	B/n US-1 OFR and NE 36th St ONR	2100	3
8	Merge	Merge	NE 36th Street ONR	1500	3
9	Basic	Basic	Julia Tuttle Causeway	1300	3
10	Basic	Basic	CSWY Continuation	7600	3
11	Basic	Basic	Bridge Widening	700	4
12	Diverge	Basic	At Alton Road	1500	4
13	Basic	Basic	Towards Art Godfrey and Alton Road intersection	500	3

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	4723	6681	0.71	52.7	29.9	D

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	8132	3409	11250	4400	0.42	0.77	55.0	-	17.2	-	B

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	0.95	0.95	0.980	0.980	8132	1757	11250	4000	0.72	0.44	55.0	-	29.6	-	D

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	0.95	0.980	6375	8908	0.72	52.7	30.2	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	0.95	0.980	6375	6666	0.96	50.9	41.7	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	0.95	0.95	0.980	0.980	6375	1329	6750	2000	0.94	0.66	50.3	47.9	42.2	31.9	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	0.980	5046	6666	0.76	52.2	32.2	D

Segment 8: 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	6146	1100	6750	2000	0.91	0.55	48.8	48.4	42.0	32.7	D

Segment 9: 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	6146	6666	0.92	51.6	39.7	E

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	0.95	0.980	6146	6666	0.92	51.6	39.7	E

Segment 11: 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	6146	8872	0.69	51.8	29.7	D

Segment 12: 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	0.980	0.980	6146	3360	9000	4000	0.68	0.84	55.0	-	27.9	-	D

Segment 13: 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	2786	6696	0.42	53.2	17.5	B

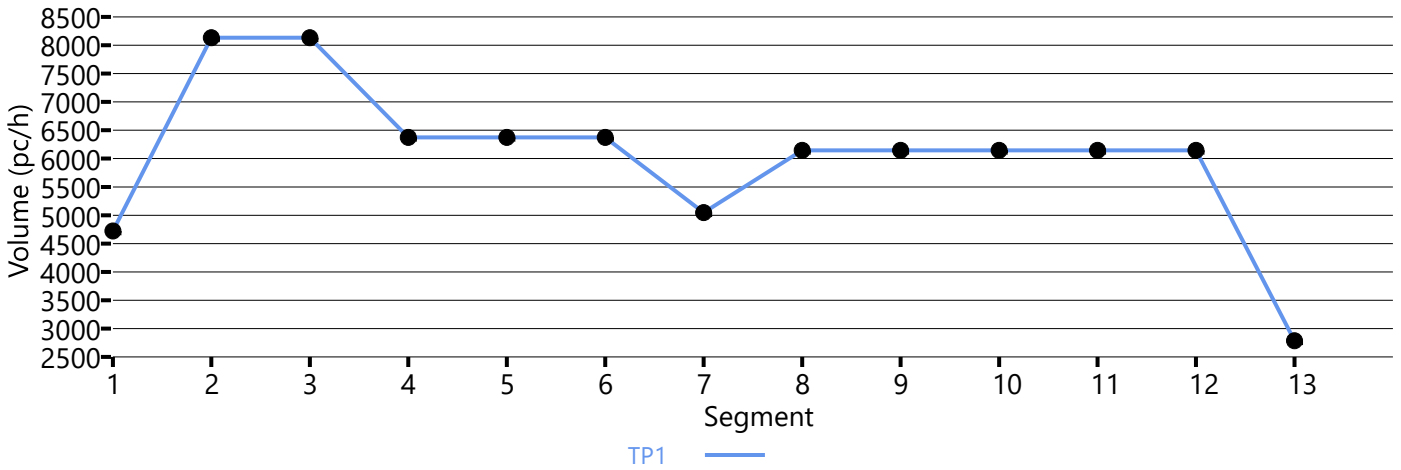
Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	51.8	35.8	35.1	4.3	E

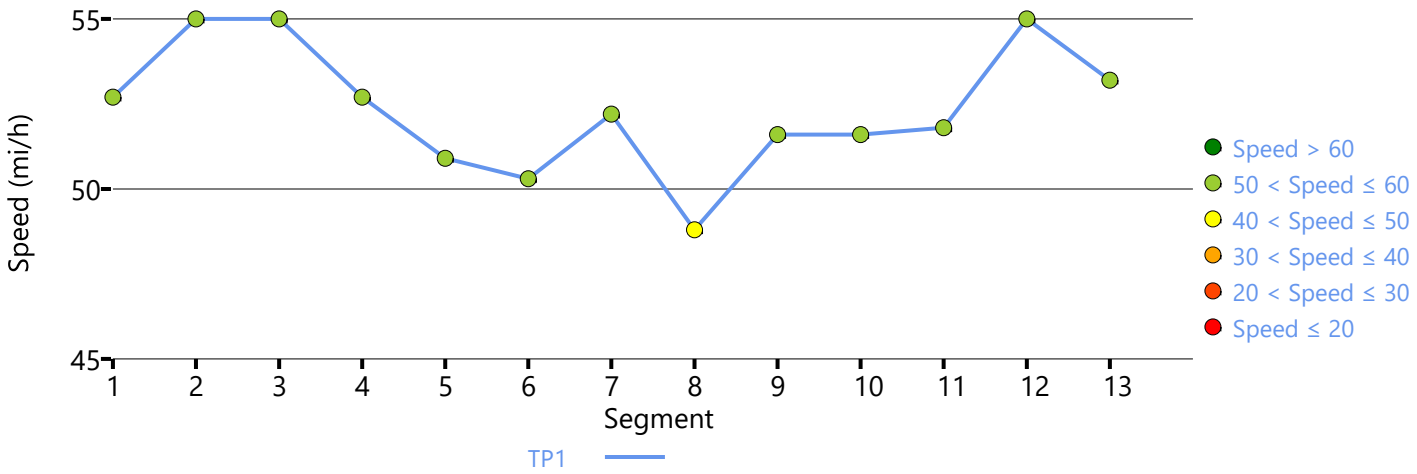
Facility Overall Results

Space Mean Speed, mi/h	51.8	Density, veh/mi/ln	35.1
Average Travel Time, min	4.3	Density, pc/mi/ln	35.8

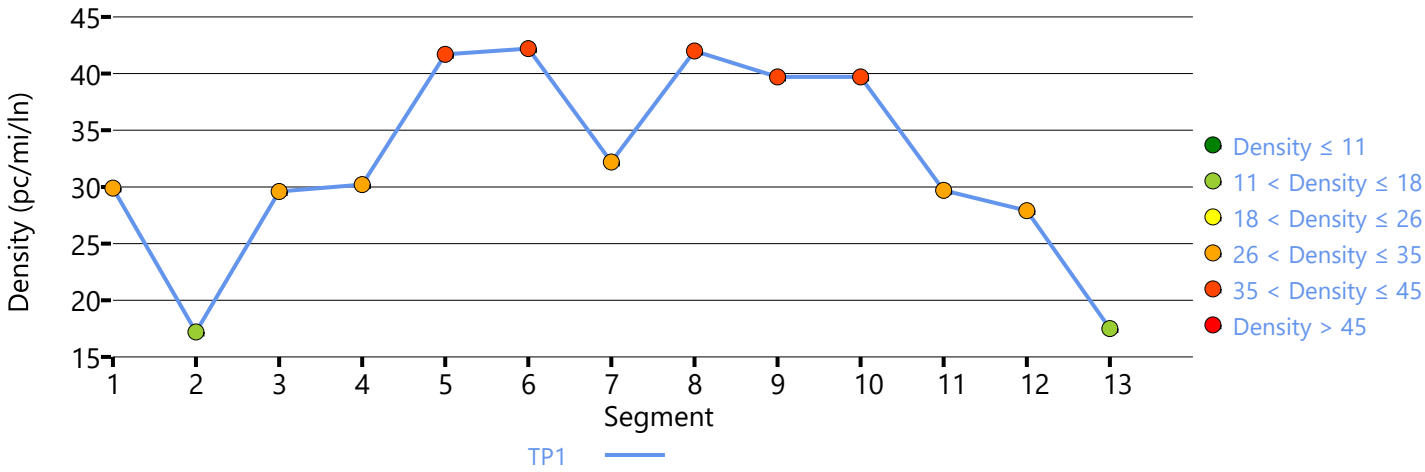
Volume Distribution



Speed Distribution



Density Distribution



HCS7 Basic Freeway Report

Project Information

Analyst	RK	Date	9/5/2019
Agency	BCC	Analysis Year	2045
Jurisdiction	D6	Time Period Analyzed	AM Peak
Project Description	I-195 Corridor PLanning Study		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	55.0	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	51.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1790	Heavy Vehicle Adjustment Factor (f_{HV})	0.980
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	962
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2218
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2218
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.43
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	51.8
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	18.6
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	51.8		

HCS7 Freeway Facilities Report

Project Information

Analyst	Revanth K	Date	8/26/2019
Agency	BCC Eng	Analysis Year	2045 Build Alternative 1
Jurisdiction	D6	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	4
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, west of 12th Ave	500	4
2	Diverge	Diverge	I-195 EB, to NW 12th Ave	1500	4
3	Diverge	Basic	I-195 EB, to I-95 OFR	1100	4
4	Basic	Basic	I-195 EB, from I-95 OFR to I-95 ONR	4450	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	0.980	5148	8836	0.58	50.9	25.3	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	0.980	0.877	5148	91	9000	2000	0.57	0.05	54.1	49.3	23.8	24.0	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	0.95	0.95	0.980	0.962	5067	2739	9000	4400	0.56	0.62	55.0	-	23.0	-	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	0.95	0.980	2378	4418	0.54	50.9	23.4	C

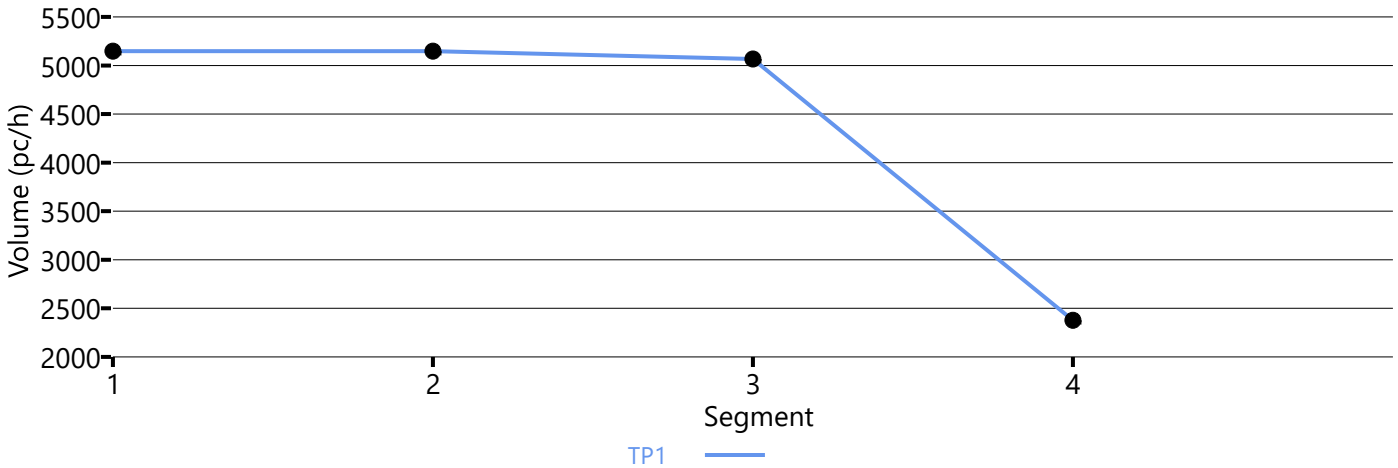
Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	52.6	23.6	23.1	1.6	C

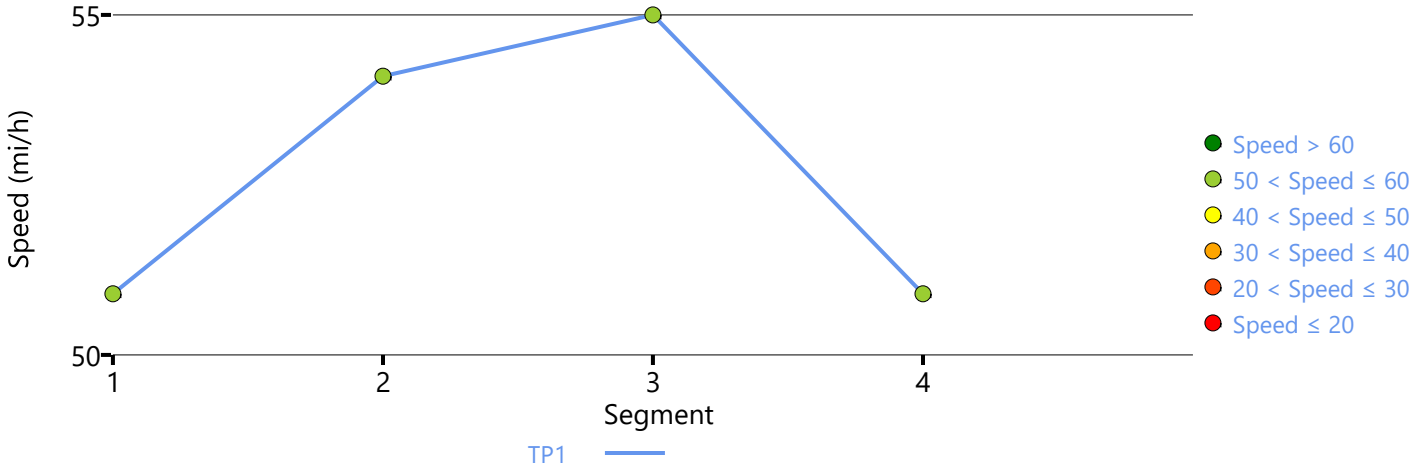
Facility Overall Results

Space Mean Speed, mi/h	52.6	Density, veh/mi/ln	23.1
Average Travel Time, min	1.6	Density, pc/mi/ln	23.6

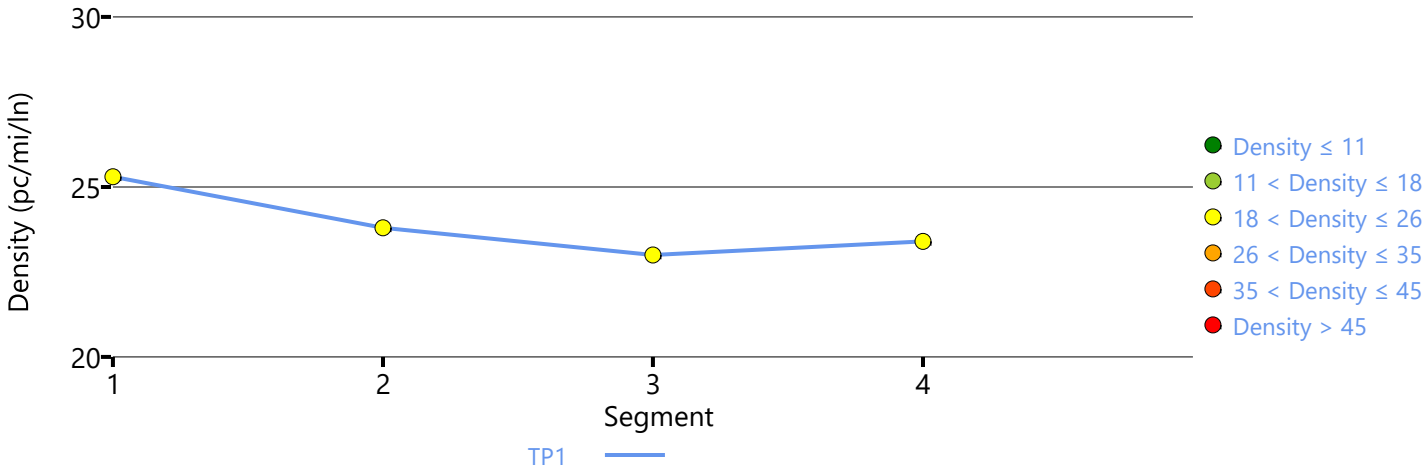
Volume Distribution



Speed Distribution



Density Distribution



PM PEAK

HCS7 Freeway Facilities Report

Project Information

Analyst	Revanth K	Date	8/26/2019
Agency	BCC Eng	Analysis Year	2045 Build Alternative 1
Jurisdiction	D6	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	13
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-95 On-Ramps	500	3
2	Merge	Basic	I-95 GP ONR with I-195 EB	275	5
3	Diverge	Basic	Between I-95 ONR and N Miami Ave OFR	275	5
4	Basic	Basic	B/n N Miami Ave OFR and US-1 OFR	850	4
5	Basic	Basic	B/n N Miami Ave OFR and US-1 OFR	850	3
6	Diverge	Diverge	At US-1 OFR	1500	3
7	Basic	Basic	B/n US-1 OFR and NE 36th St ONR	2100	3
8	Merge	Merge	NE 36th Street ONR	1500	3
9	Basic	Basic	Julia Tuttle Causeway	1300	3
10	Basic	Basic	CSWY Continuation	7600	3
11	Basic	Basic	Bridge Widening	700	4
12	Diverge	Basic	At Alton Road	1500	4
13	Basic	Basic	Towards Art Godfrey and Alton Road intersection	500	3

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	3831	6681	0.57	52.7	24.2	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	6210	2379	11250	4400	0.34	0.54	55.0	-	13.9	-	B

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	0.95	0.95	0.980	0.980	6211	1643	11250	4000	0.55	0.41	55.0	-	22.6	-	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	0.95	0.980	4567	8908	0.51	52.7	21.7	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
1	0.95	0.980	4567	6666	0.69	52.2	29.2	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	0.980	0.980	4567	1311	6750	2000	0.68	0.66	50.7	47.9	30.0	24.7	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	0.980	3256	6666	0.49	52.2	20.8	C

Segment 8: 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	4694	1438	6750	2000	0.70	0.72	50.6	50.0	30.9	26.9	C

Segment 9: 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	4694	6666	0.70	52.2	30.0	D

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	0.95	0.980	4694	6666	0.70	52.2	30.0	D

Segment 11: 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	4694	8872	0.53	51.8	22.7	C

Segment 12: 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	0.980	0.980	4694	2872	9000	4000	0.52	0.72	55.0	-	21.3	-	C

Segment 13: 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	1822	6696	0.27	53.2	11.4	B

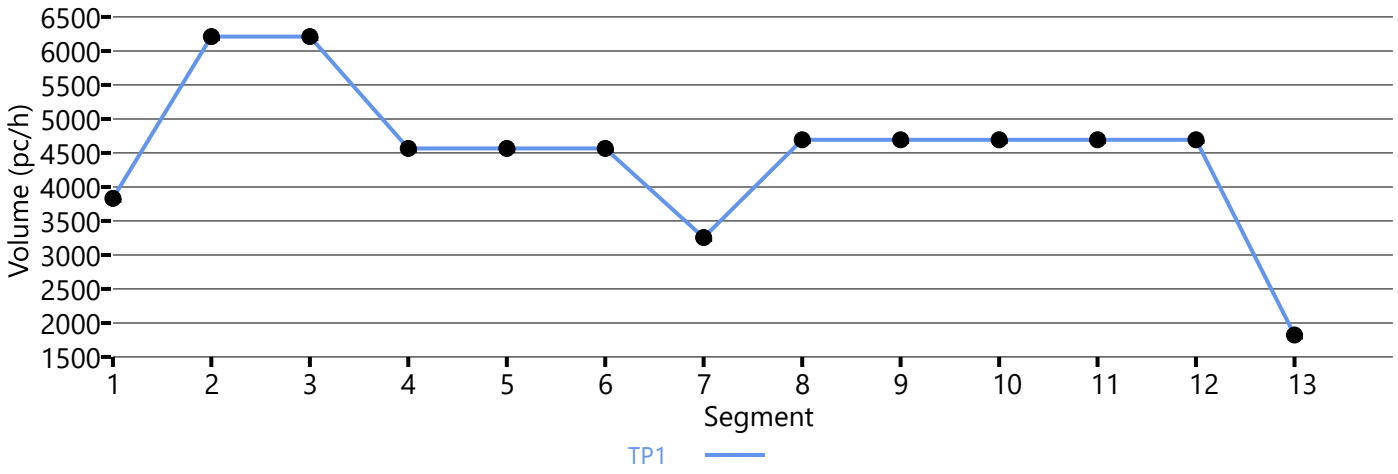
Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	52.3	26.4	25.9	4.2	D

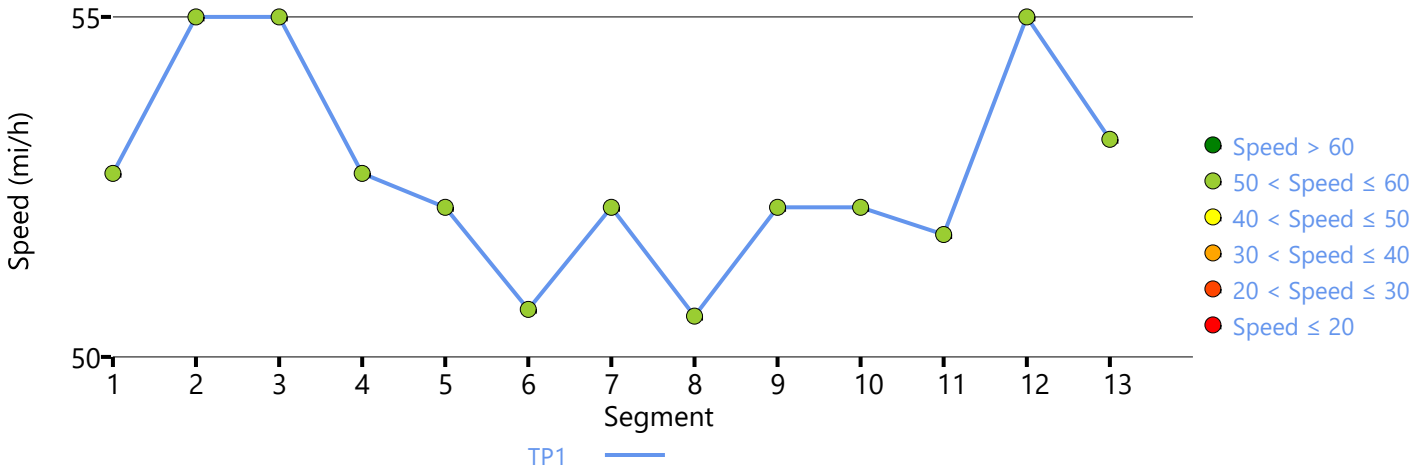
Facility Overall Results

Space Mean Speed, mi/h	52.3	Density, veh/mi/ln	25.9
Average Travel Time, min	4.2	Density, pc/mi/ln	26.4

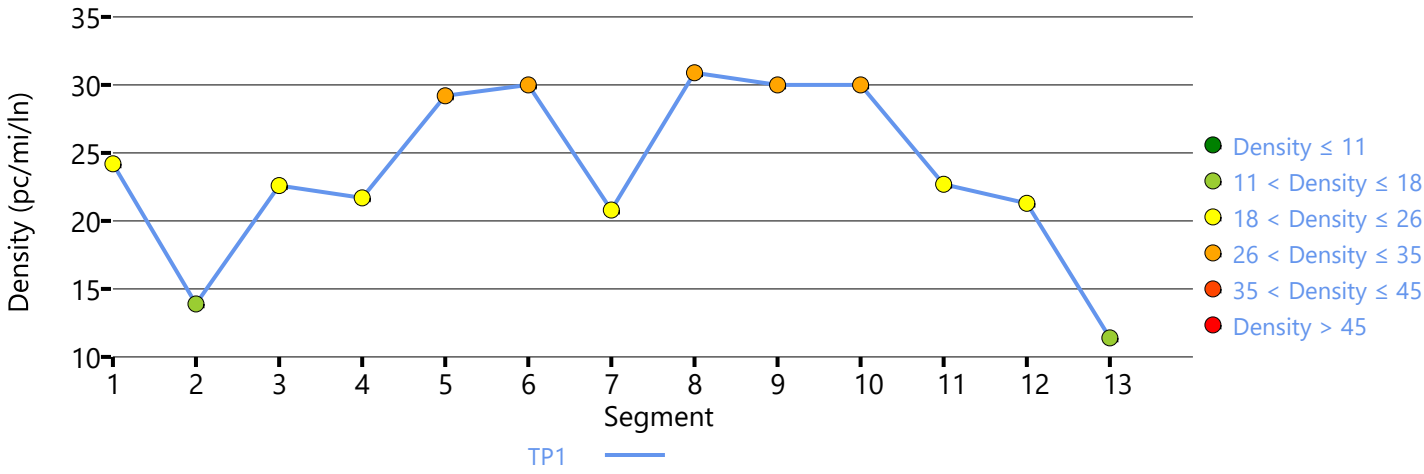
Volume Distribution



Speed Distribution



Density Distribution



HCS7 Basic Freeway Report

Project Information

Analyst	RK	Date	9/5/2019
Agency	BCC	Analysis Year	2045
Jurisdiction	D6	Time Period Analyzed	PM Peak
Project Description	I-195 Corridor PLanning Study		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	55.0	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	51.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1598	Heavy Vehicle Adjustment Factor (f_{HV})	0.980
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	858
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2218
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2218
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.39
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	51.8
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	16.6
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	51.8		

I-195 WESTBOUND

AM PEAK

HCS7 Freeway Facilities Report

Project Information

Analyst	Revanth K	Date	8/16/2019
Agency	BCC Eng	Analysis Year	2045 Build Alt 1
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	Alton Road S ONR from Intersection	500	2
2	Merge	Basic	Ramp from Mt. Sinai	400	3
3	Merge	Merge	Alton Road S ONR	800	3
4	Basic	Basic	Ramps C-D Road	2000	2
5	Merge	Basic	Merge with I-195 WB from Intersection	1100	4
6	Basic	Basic	Julia Tuttle CSWY	7500	3
7	Basic	Basic	Bridge Widening	1500	4
8	Diverge	Basic	OFR to US-1	1500	4
9	Basic	Basic	Between OFR to Viaduct and ONR from US-1	900	3
10	Merge	Merge	ONR from US-1	1500	3
11	Basic	Basic	--> ONR from N Miami Ave	1100	3
12	Weaving	Weaving	ONR from N Miami Ave to I-95 OFR	2080	4
13	Basic	Basic	After I-95 OFR	2880	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	1338	4400	0.30	47.7	14.0	B
2	1.00	0.980	1270	4400	0.29	47.7	13.3	B
3	1.00	0.980	1270	4400	0.29	47.7	13.3	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	0.980	1522	184	6750	1900	0.20	0.10	48.3	-	10.5	-	A
2	1.00	1.00	0.980	0.980	1444	174	6750	1900	0.19	0.09	48.3	-	10.0	-	A
3	1.00	1.00	0.980	0.980	1444	174	6750	1900	0.19	0.09	48.3	-	10.0	-	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	2514	992	6750	2000	0.37	0.50	51.4	50.5	16.3	20.5	C
2	1.00	1.00	0.980	0.980	2386	942	6750	2000	0.35	0.47	51.4	50.5	15.5	19.8	B
3	1.00	1.00	0.980	0.980	2386	942	6750	2000	0.35	0.47	51.4	50.5	15.5	19.8	B

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	2514	4444	0.57	52.1	22.9	C
2	1.00	0.980	2386	4444	0.54	52.1	21.7	C
3	1.00	0.980	2386	4444	0.54	52.1	21.7	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	4696	2182	9000	4400	0.28	0.50	51.0	-	23.0	-	C
2	1.00	1.00	0.980	0.980	4458	2072	9000	4400	0.27	0.47	51.1	-	21.8	-	C
3	1.00	1.00	0.980	0.980	4458	2072	9000	4400	0.27	0.47	51.1	-	21.8	-	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
1	1.00	0.981	4696	6639	0.71	51.3	28.5	D
2	1.00	0.981	4458	6639	0.67	51.3	27.0	D
3	1.00	0.981	4458	6639	0.67	51.3	27.0	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	1.00	0.980	4696	8852	0.53	51.3	21.3	C
2	1.00	0.980	4458	8852	0.50	51.3	20.3	C
3	1.00	0.980	4458	8852	0.50	51.3	20.3	C

Segment 8: 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	4696	1544	9000	4000	0.52	0.39	52.9	-	22.2	-	C
2	1.00	1.00	0.981	0.932	4458	1467	9000	4000	0.50	0.37	53.1	-	21.0	-	C
3	1.00	1.00	0.981	0.932	4458	1467	9000	4000	0.50	0.37	53.1	-	21.0	-	C

Segment 9: 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	3091	6615	0.49	50.5	18.7	C

2	1.00	0.981	3031	6615	0.46	50.5	18.4	C
3	1.00	0.981	2996	6615	0.46	50.5	18.2	C

Segment 10: 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	3954	1304	6750	2000	0.67	0.65	18.0	50.0	73.1	26.7	F
2	1.00	1.00	0.981	0.969	3782	1239	6750	2000	0.64	0.62	11.6	50.2	108.5	25.5	F
3	1.00	1.00	0.981	0.969	3778	1239	6750	2000	0.64	0.62	11.6	50.2	108.7	25.5	F

Segment 11: 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	3764	6600	0.69	12.7	98.4	F
2	1.00	0.977	3778	6600	0.65	11.8	106.9	F
3	1.00	0.977	3778	6600	0.65	11.8	107.0	F

Segment 12: 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	4323	4643	1.34	49.6	21.8	F
2	1.00	0.977	4318	4643	1.28	49.5	21.8	F
3	1.00	0.977	4318	4643	1.28	49.5	21.8	F

Segment 13: 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	530	4410	0.55	50.5	4.8	A
2	1.00	0.980	1691	4410	0.52	50.5	15.4	B
3	1.00	0.980	1691	4410	0.52	50.5	15.4	B

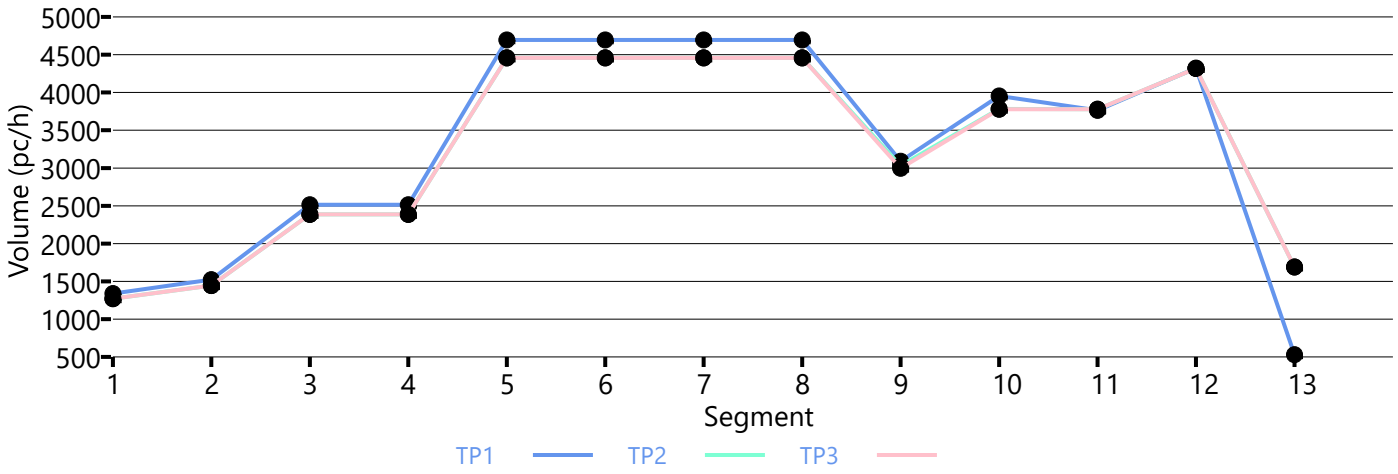
Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	40.3	28.8	28.2	6.7	F
2	36.9	31.4	30.7	7.3	F
3	36.9	31.4	30.7	7.3	F

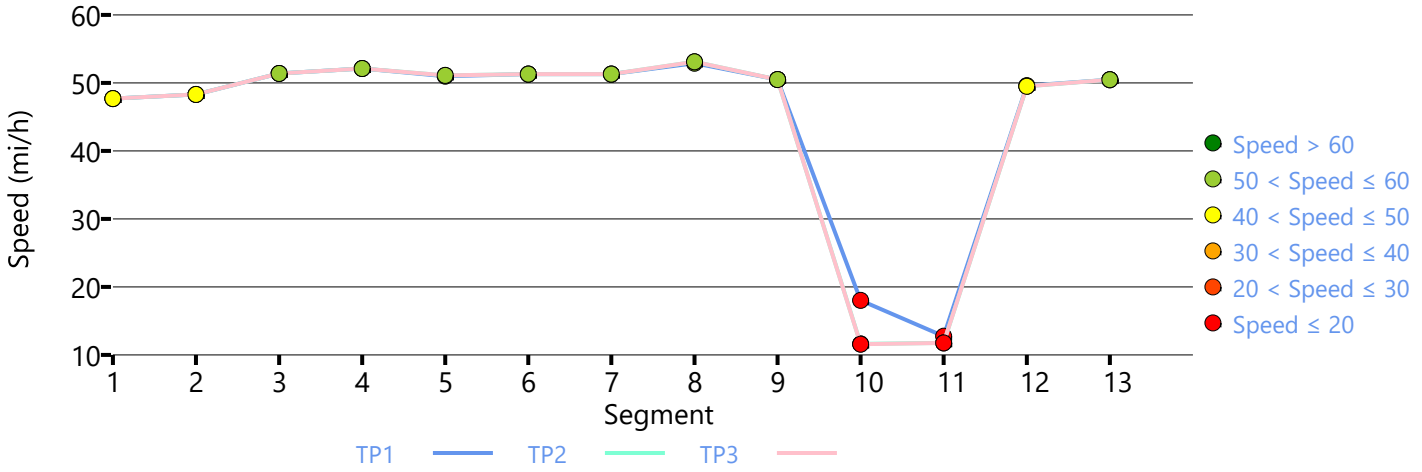
Facility Overall Results

Space Mean Speed, mi/h	38.0	Density, veh/mi/ln	29.9
Average Travel Time, min	7.1	Density, pc/mi/ln	30.5

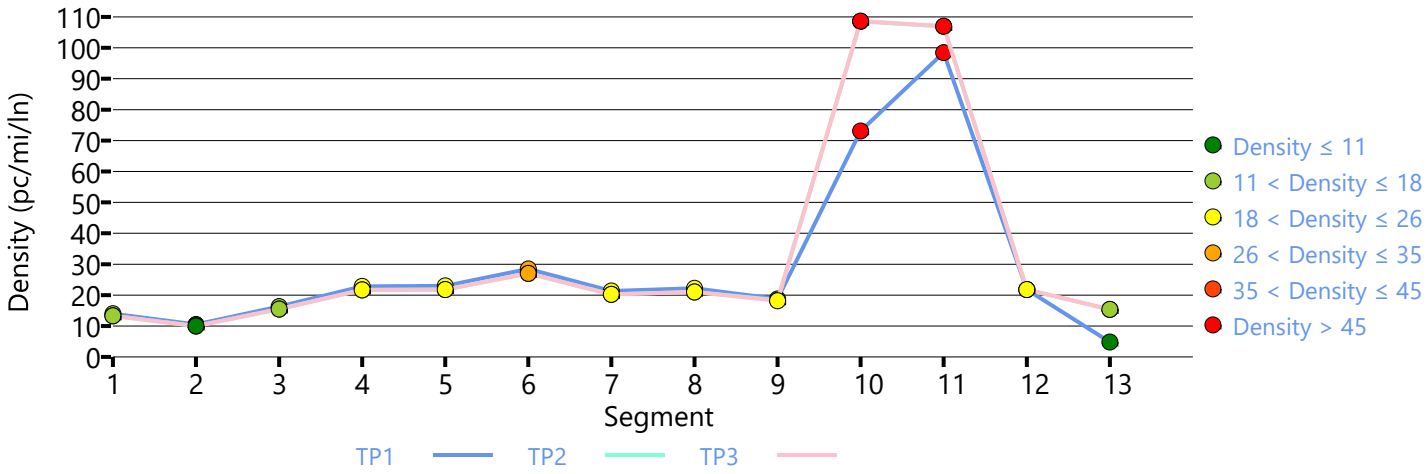
Volume Distribution



Speed Distribution



Density Distribution



HCS7 Freeway Facilities Report

Project Information

Analyst	Revanth K	Date	8/27/2019
Agency	BCC Engg	Analysis Year	2045 Build Alternative 1
Jurisdiction	D6	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	4
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	5
3	Merge	Merge	I-195 WB merge with I-95 Express Lanes ramp	500	5
4	Basic	Basic	East of Exp Lanes Merge	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	2359	6615	0.36	50.5	15.6	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	0.980	4790	2431	11250	4000	0.21	0.61	55.0	-	8.6	-	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	5148	359	11250	2000	0.46	0.18	52.0	51.0	19.8	16.7	B

Segment 4: Basic

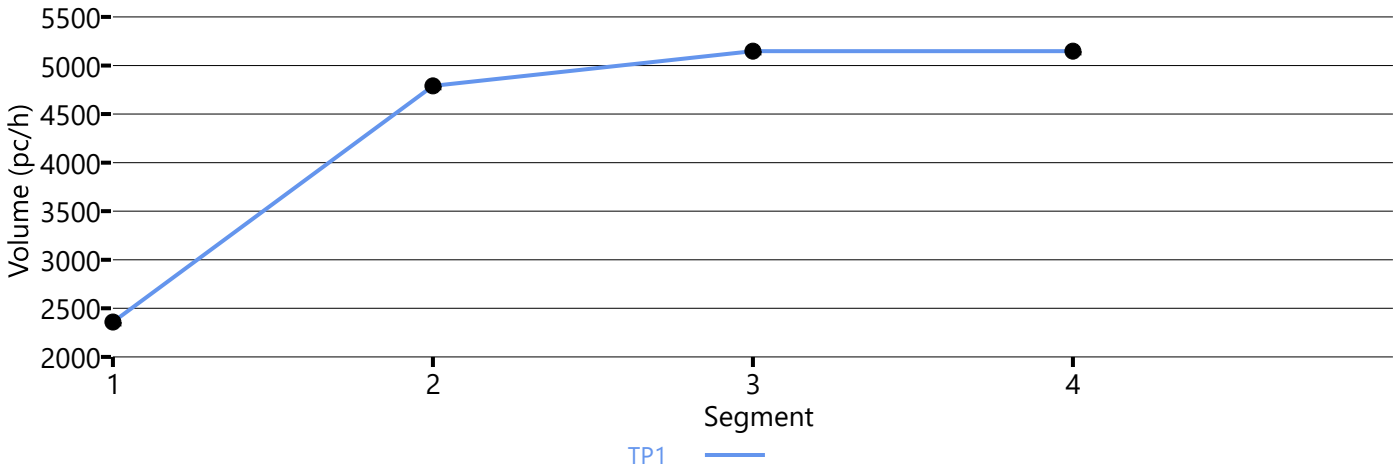
Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.980	5148	11090	0.46	51.8	19.9	C

Facility Time Period Results

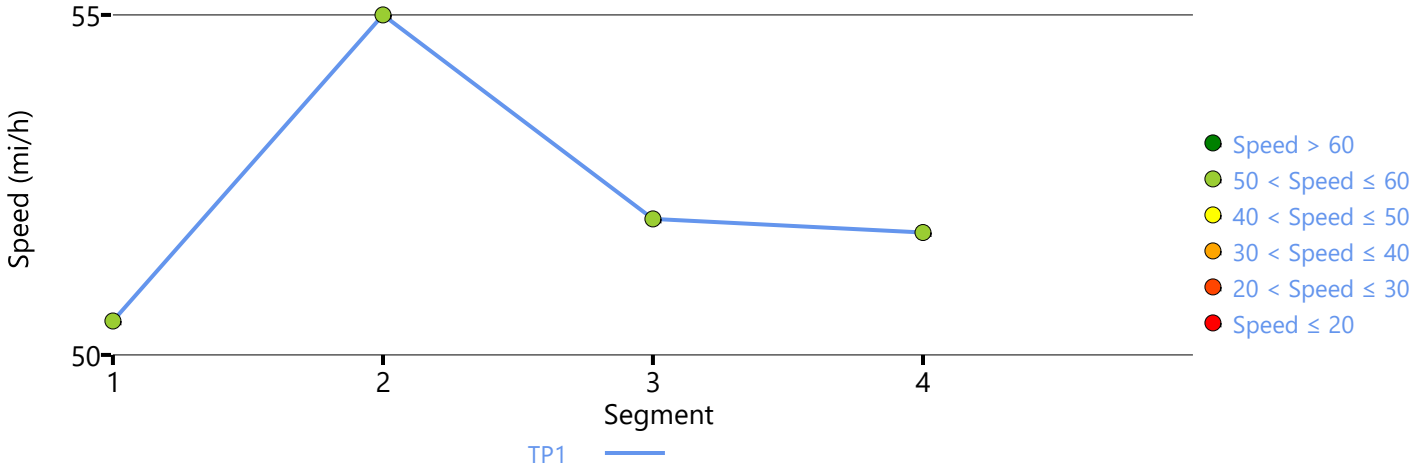
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	52.5	16.0	15.7	0.4	B

Facility Overall Results			
Space Mean Speed, mi/h	52.5	Density, veh/mi/ln	15.7
Average Travel Time, min	0.4	Density, pc/mi/ln	16.0

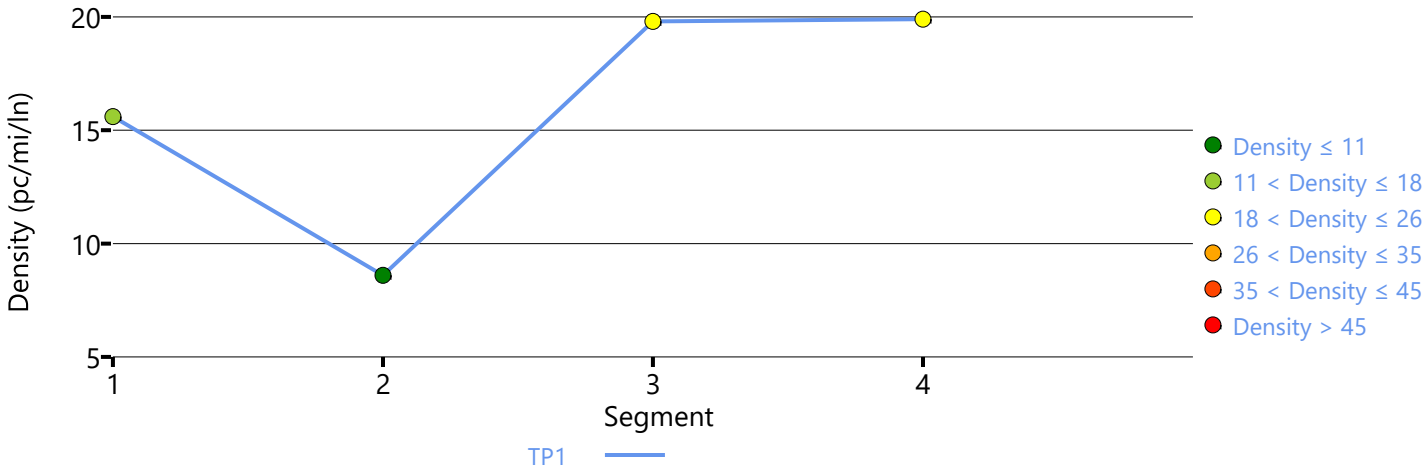
Volume Distribution



Speed Distribution



Density Distribution



HCS7 Basic Freeway Report

Project Information

Analyst	RK	Date	9/5/2019
Agency	BCC	Analysis Year	2045
Jurisdiction	D6	Time Period Analyzed	AM Peak
Project Description	I-195 Corridor PLanning Study		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	55.0	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	51.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1884	Heavy Vehicle Adjustment Factor (f_{HV})	0.980
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1012
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2218
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2218
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.46
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	51.8
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	19.5
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	51.8		

PM PEAK

HCS7 Freeway Facilities Report

Project Information

Analyst	Revanth K	Date	8/16/2019
Agency	BCC Eng	Analysis Year	2045 Build Alt 1
Jurisdiction	D6	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	2	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Alton Road S ONR from Intersection	500	2
2	Merge	Basic	Ramp from Mt. Sinai	400	3
3	Merge	Merge	Alton Rd S ONR	800	3
4	Basic	Basic	Ramps C-D Road	2000	2
5	Merge	Basic	Merge with I-195 WB from Intersection	1100	4
6	Basic	Basic	Julia Tuttle CSWY	7500	3
7	Basic	Basic	Bridge Widening	1500	4
8	Diverge	Basic	OFR to US-1	1500	4
9	Basic	Basic	Between OFR to Viaduct and ONR from US-1	900	3
10	Merge	Merge	ONR from US-1	1500	3
11	Basic	Basic	--> ONR from N Miami Ave	1100	3
12	Weaving	Weaving	ONR from N Miami Ave to I-95 OFR	2080	4
13	Basic	Basic	After I-95 OFR	2880	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	1519	4400	0.35	47.7	15.9	B
2	1.00	0.980	1444	4400	0.33	47.7	15.1	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	0.980	2092	573	6750	1900	0.23	0.30	48.0	-	14.5	-	B
2	1.00	1.00	0.980	0.980	1896	545	6750	1900	0.22	0.29	48.0	-	13.2	-	B

Segment 3: Merge

Time	PHF	fHV	Flow Rate	Capacity	d/c	Speed	Density	LOS

Period					(pc/h)		(pc/h)		Ratio		(mi/h)		(pc/mi/ln)		
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	1.00	1.00	0.980	0.980	4215	2123	6750	2000	0.62	1.06	50.0	49.2	28.1	31.7	D
2	1.00	1.00	0.980	0.980	3251	2017	6750	2000	0.59	1.01	12.1	49.4	89.6	30.4	F

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	4215	4444	0.95	52.0	40.0	E
2	1.00	0.980	3206	4444	0.90	27.1	59.0	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	0.980	6146	1931	9000	4400	0.47	0.44	50.2	-	30.6	-	D
2	1.00	1.00	0.980	0.980	4221	1834	9000	4400	0.45	0.42	11.8	-	89.5	-	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	5507	6639	0.92	39.6	46.3	F
2	1.00	0.981	3750	6639	0.88	14.9	84.0	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	1.00	0.980	5086	8852	0.69	18.3	69.5	F
2	1.00	0.980	3704	8852	0.66	7.3	127.2	F

Segment 8: 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	4651	1186	9000	4000	0.68	0.30	13.1	-	89.0	-	F
2	1.00	1.00	0.981	0.932	3664	1127	9000	4000	0.65	0.28	7.2	-	127.8	-	F

Segment 9: 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	3275	6615	0.76	10.3	106.5	F
2	1.00	0.981	2945	6615	0.72	7.9	124.2	F

Segment 10: 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	3813	1181	6750	2000	0.92	0.59	12.2	48.1	104.1	34.1	F
2	1.00	1.00	0.981	0.969	3670	1122	6750	2000	0.87	0.56	11.0	48.7	110.9	32.5	F

Segment 11: 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	3646	6600	0.94	11.2	108.2	F
2	1.00	0.977	3664	6600	0.89	11.2	109.4	F

Segment 12: 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	4193	4503	1.81	48.5	27.9	F
2	1.00	0.977	4188	4503	1.72	49.8	21.0	F

Segment 13: 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	50.5	0.0	A
2	1.00	0.980	1411	4410	0.59	50.5	12.8	B

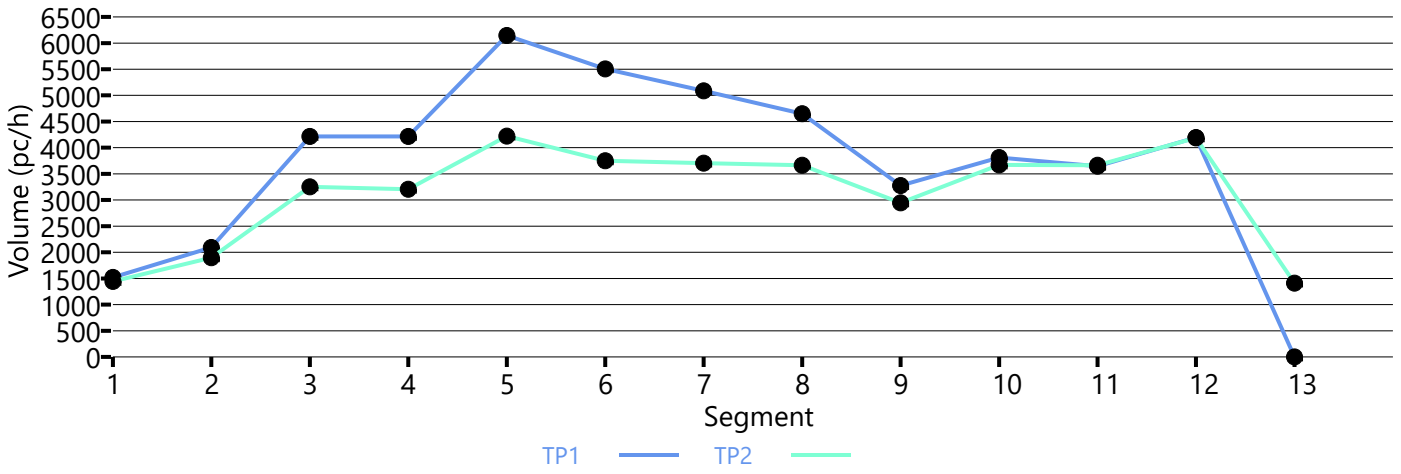
Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	26.5	51.8	50.8	10.2	F
2	13.8	79.6	78.1	19.6	F

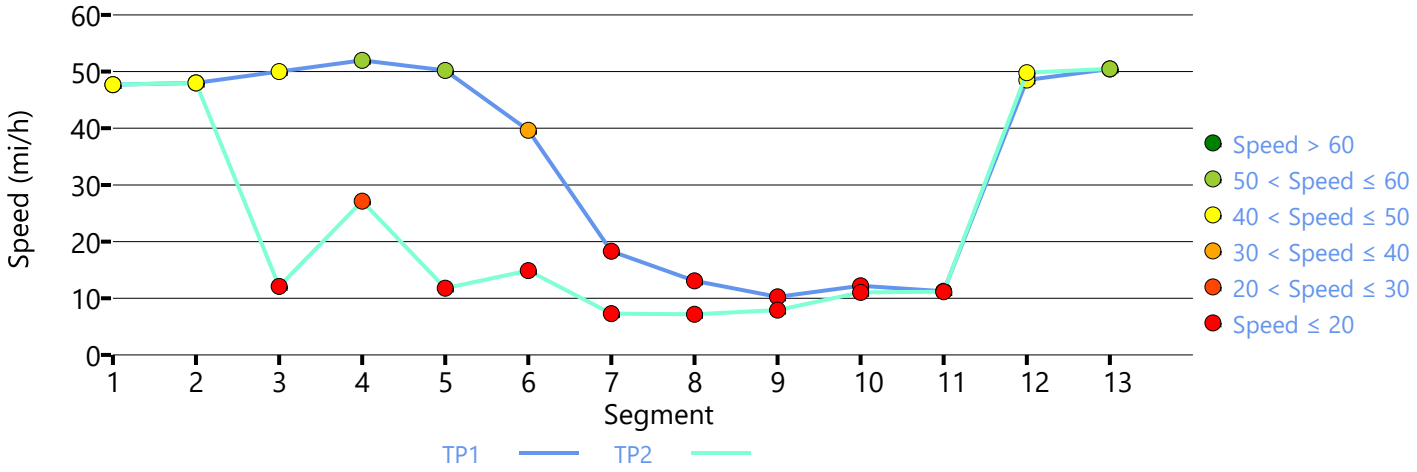
Facility Overall Results

Space Mean Speed, mi/h	18.7	Density, veh/mi/ln	64.4
Average Travel Time, min	14.4	Density, pc/mi/ln	65.7

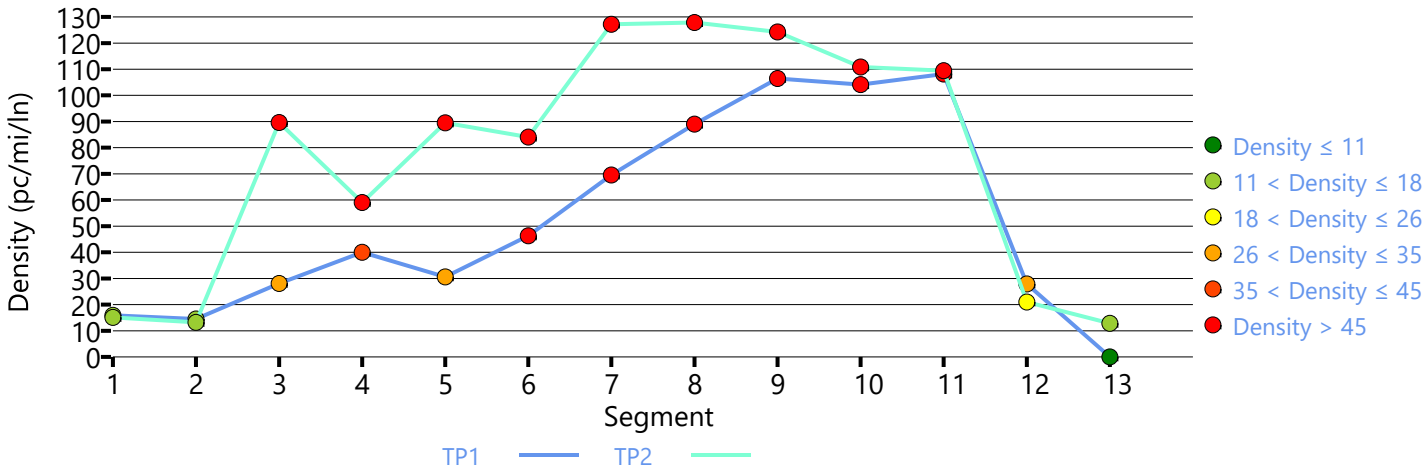
Volume Distribution



Speed Distribution



Density Distribution



HCS7 Freeway Facilities Report

Project Information

Analyst	Revanth K	Date	8/27/2019
Agency	BCC Engg	Analysis Year	2045 Build Alternative 1
Jurisdiction	D6	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	4
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	5
3	Merge	Merge	I-195 WB merge with I-95 Express Lanes ramp	500	5
4	Basic	Basic	East of Exp Lanes Merge	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	3518	6615	0.53	50.5	23.2	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	6254	2736	11250	4000	0.31	0.68	55.0	-	12.8	-	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	6740	487	11250	2000	0.60	0.24	51.2	50.7	26.3	20.8	C

Segment 4: Basic

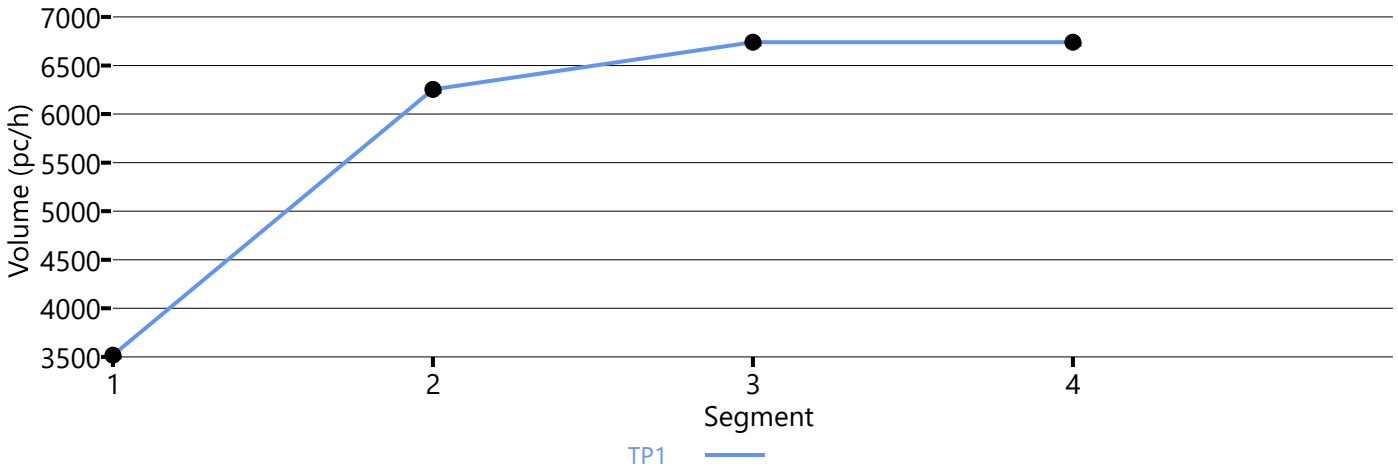
Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.980	6740	11090	0.61	51.8	26.0	C

Facility Time Period Results

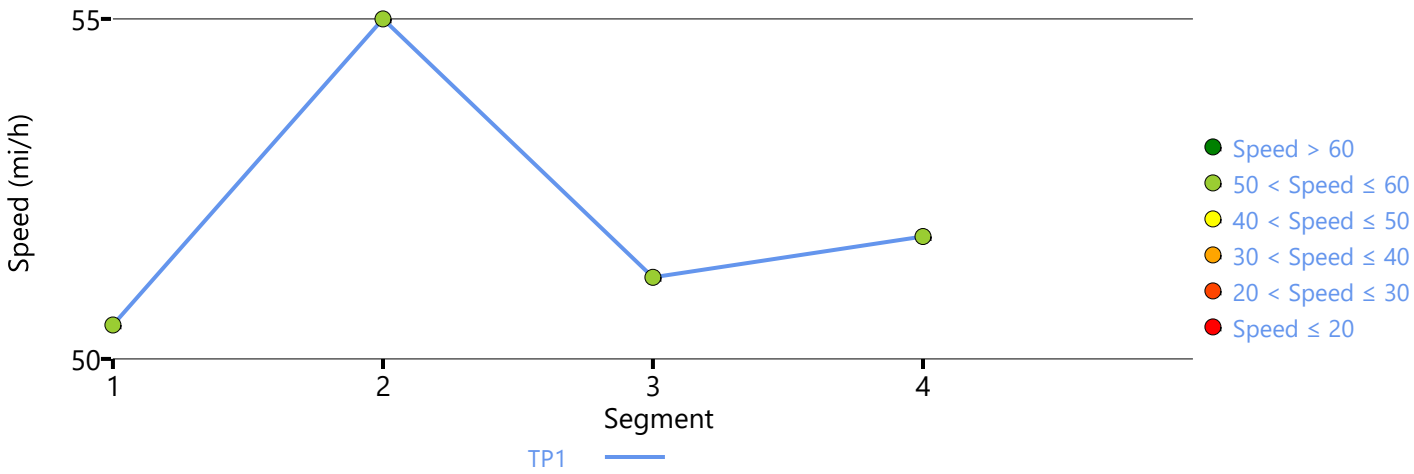
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	52.2	22.0	21.5	0.4	C

Facility Overall Results			
Space Mean Speed, mi/h	52.2	Density, veh/mi/ln	21.5
Average Travel Time, min	0.4	Density, pc/mi/ln	22.0

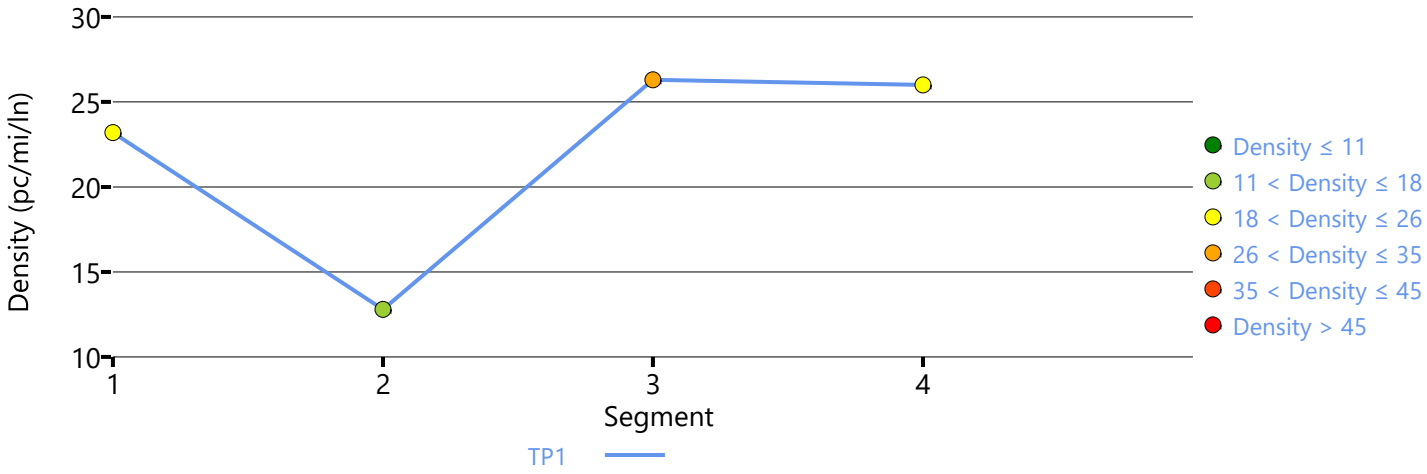
Volume Distribution



Speed Distribution



Density Distribution



HCS7 Basic Freeway Report

Project Information

Analyst	RK	Date	9/5/2019
Agency	BCC	Analysis Year	2045
Jurisdiction	D6	Time Period Analyzed	PM Peak
Project Description	I-195 Corridor PLanning Study		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	55.0	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	51.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1908	Heavy Vehicle Adjustment Factor (f_{HV})	0.980
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1024
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2218
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2218
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.46
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	51.8
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	19.8
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	51.8		

ALTERNATIVE 2

I-195 EASTBOUND

AM PEAK

HCS7 Freeway Facilities Report

Project Information

Analyst	Revanth K	Date	8/26/2019
Agency	BCC Eng	Analysis Year	2045 Build Alternative 2
Jurisdiction	D6	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	4
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, west of 12th Ave	500	4
2	Diverge	Diverge	I-195 EB, to NW 12th Ave	1500	4
3	Diverge	Basic	I-195 EB, to I-95 OFR	1100	4
4	Basic	Basic	I-195 EB, from I-95 OFR to I-95 ONR	4450	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	0.980	6741	8836	0.76	50.9	33.1	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	0.980	0.877	6741	140	9000	2000	0.75	0.07	53.3	49.3	31.6	30.2	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	0.95	0.95	0.980	0.962	6615	3266	9000	4400	0.74	0.74	55.0	-	30.1	-	D

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	0.95	0.980	3409	4418	0.77	50.9	33.5	D

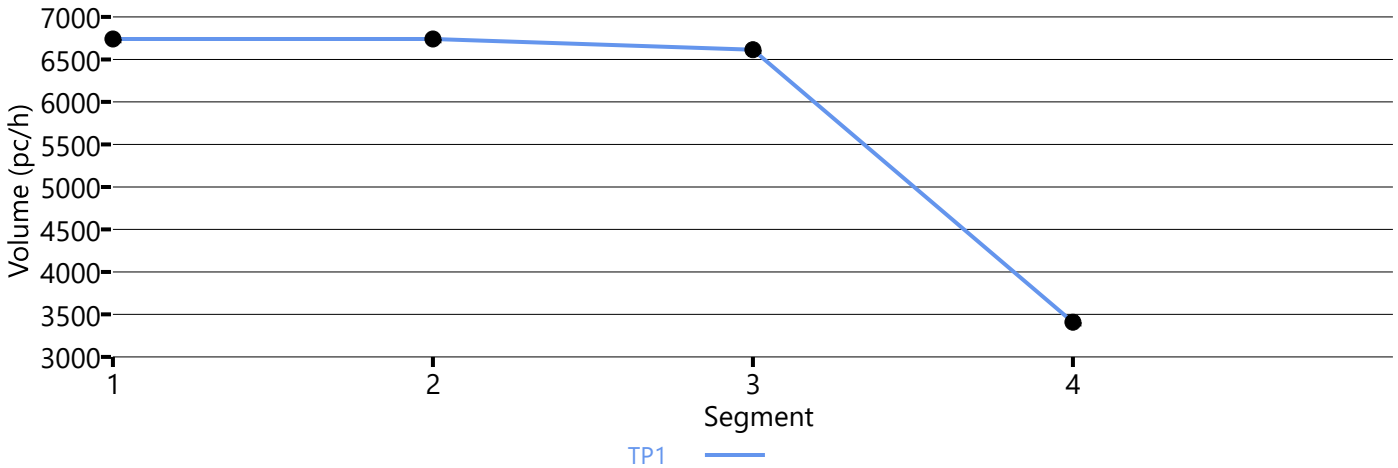
Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	52.4	32.2	31.6	1.6	D

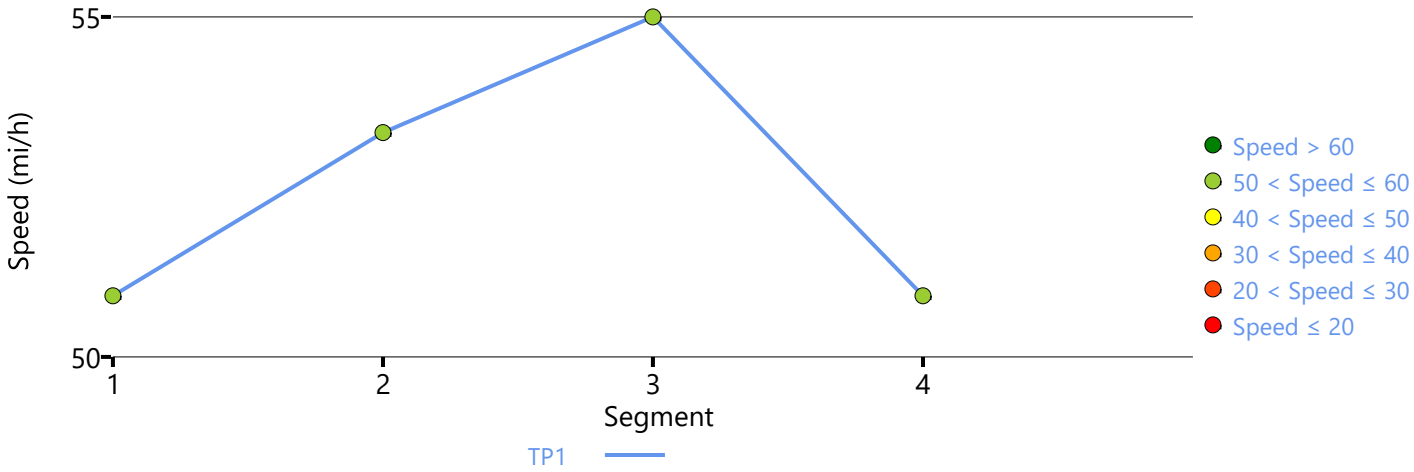
Facility Overall Results

Space Mean Speed, mi/h	52.4	Density, veh/mi/ln	31.6
Average Travel Time, min	1.6	Density, pc/mi/ln	32.2

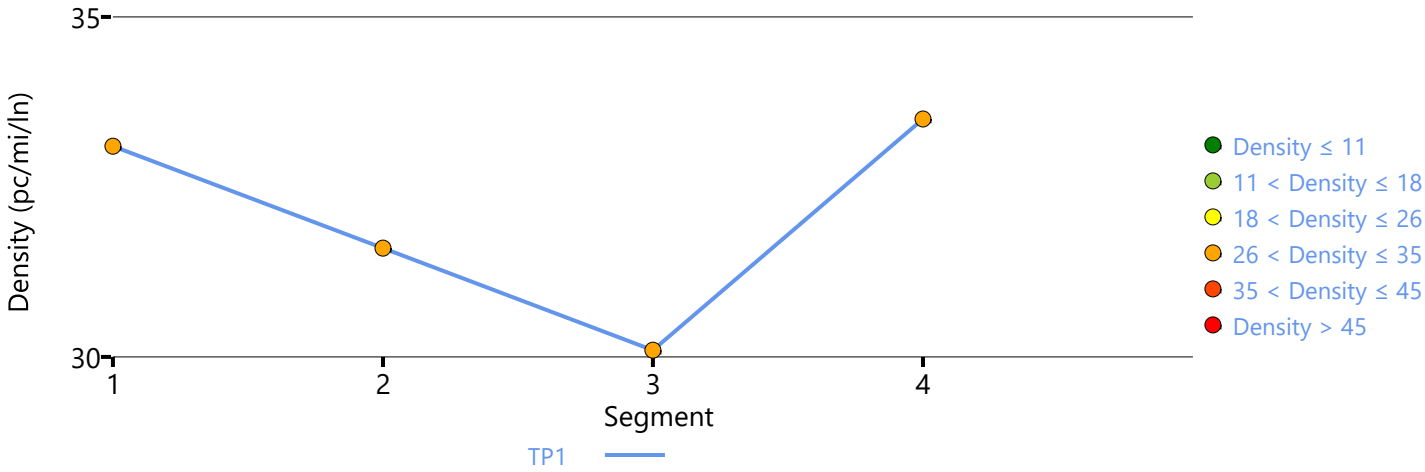
Volume Distribution



Speed Distribution



Density Distribution



HCS7 Freeway Facilities Report

Project Information

Analyst	Revanth K	Date	8/26/2019
Agency	BCC Eng	Analysis Year	2045 Build Alternative 2
Jurisdiction	D6	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	14
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-95 On-Ramps	500	3
2	Merge	Basic	I-95 GP ONR with I-195 EB	275	5
3	Diverge	Basic	Between I-95 ONR and N Miami Ave OFR	275	5
4	Basic	Basic	B/n N Miami Ave OFR and US-1 OFR	850	4
5	Basic	Basic	B/n N Miami Ave OFR and US-1 OFR	850	3
6	Diverge	Diverge	At US-1 OFR	1500	3
7	Basic	Basic	B/n US-1 OFR and NE 36th St ONR	2100	3
8	Merge	Basic	NE 36th Street ONR	500	3
9	Merge	Basic	EB Viaduct Entrance	1500	4
10	Basic	Basic	Julia Tuttle Causeway	800	4
11	Basic	Basic	CSWY Continuation	7600	3
12	Basic	Basic	Bridge Widening	700	4
13	Diverge	Basic	At Alton Road	1500	4
14	Basic	Basic	Towards Art Godfrey and Alton Road intersection	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	0.980	4111	6666	0.62	52.2	26.2	D

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	7520	3409	11250	4400	0.37	0.77	55.0	-	14.9	-	B

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	0.95	0.95	0.980	0.980	7520	1757	11250	4000	0.67	0.44	55.0	-	27.3	-	D

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	0.95	0.980	5763	8888	0.65	52.2	27.6	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	0.95	0.980	5763	6654	0.87	51.8	37.1	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	0.95	0.95	0.980	0.980	5763	1329	6750	2000	0.85	0.66	50.5	47.9	38.0	29.6	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	0.980	4434	6654	0.67	51.8	28.5	D

Segment 8: 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	5534	1100	6750	2000	0.66	0.55	55.0	-	26.9	-	D

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	0.980	0.980	6146	612	9000	2000	0.61	0.31	55.0	-	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
1	0.95	0.980	6146	8872	0.69	51.8	29.7	D

Segment 11: 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	6146	6654	0.92	51.4	39.9	E

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	0.95	0.980	6146	8872	0.69	51.8	29.7	D

Segment 13: 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	0.980	0.980	6146	3360	9000	4000	0.68	0.84	55.0	-	27.9	-	D

Segment 14: 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	2786	4454	0.63	52.7	26.4	D

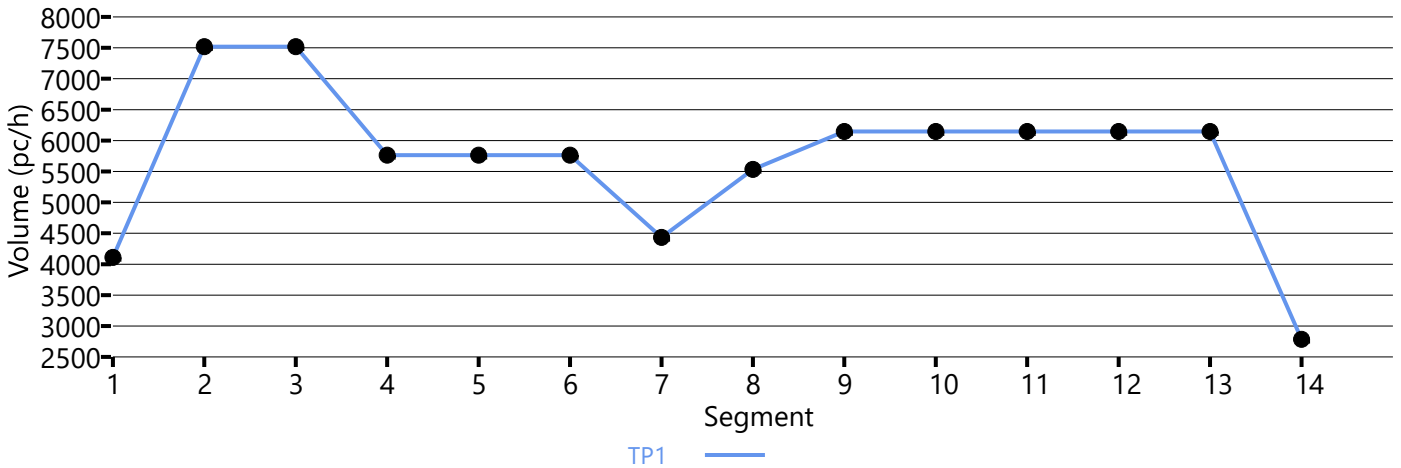
Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	52.3	32.8	32.1	4.2	D

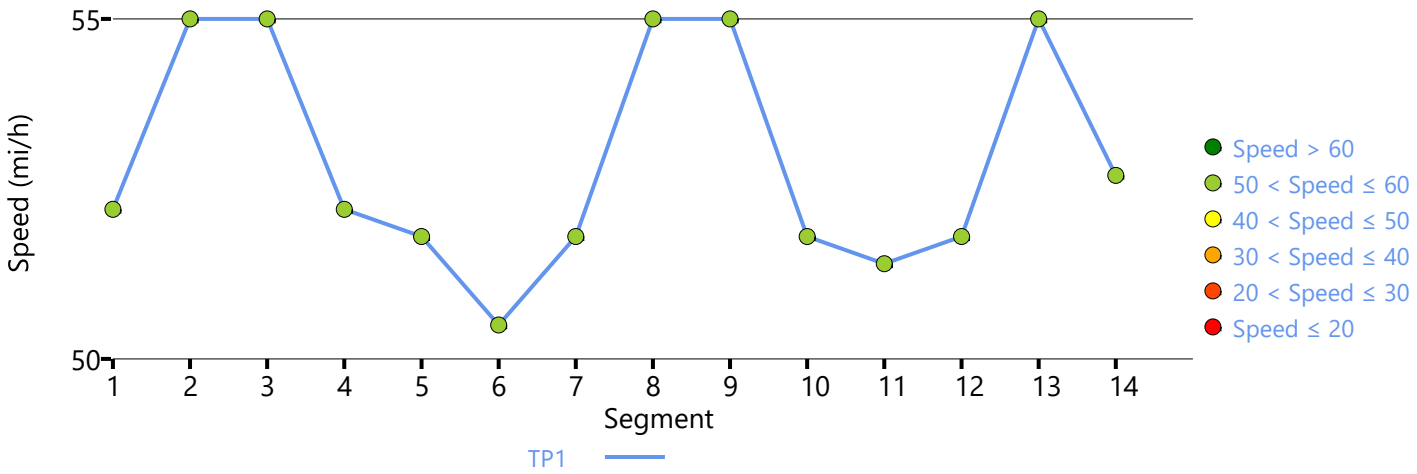
Facility Overall Results

Space Mean Speed, mi/h	52.3	Density, veh/mi/ln	32.1
Average Travel Time, min	4.2	Density, pc/mi/ln	32.8

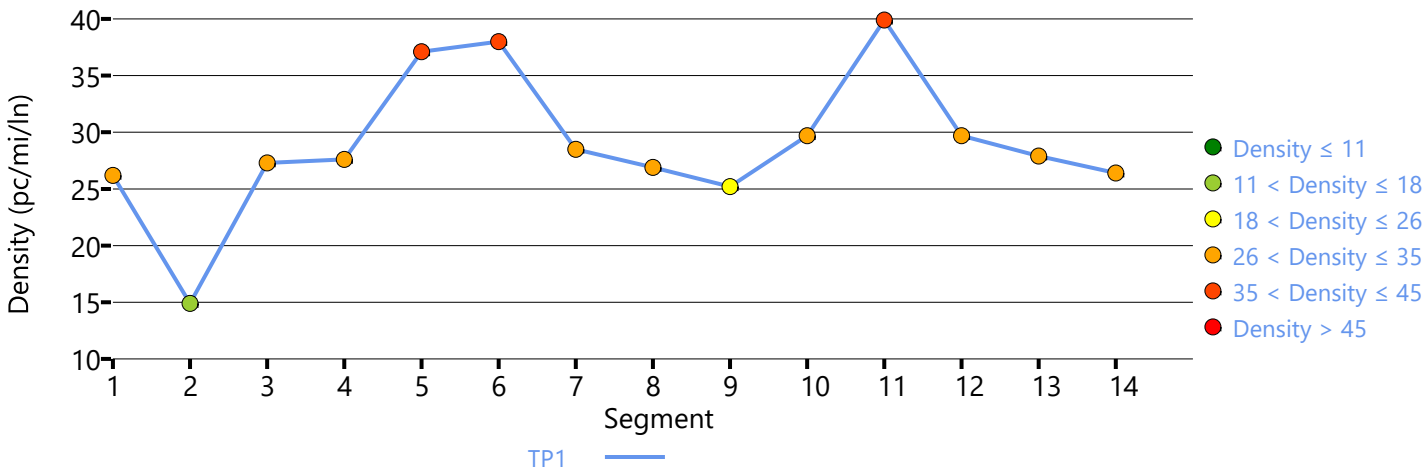
Volume Distribution



Speed Distribution



Density Distribution



HCS7 Freeway Facilities Report

Project Information

Analyst	Revanth K	Date	8/19/2019
Agency	BCC Eng	Analysis Year	2045 Build Alternative 2
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	1
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Off-Ramp from I-95 SB Express Lanes	3000	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	0.980	1224	4400	0.28	49.2	12.4	B

Facility Time Period Results

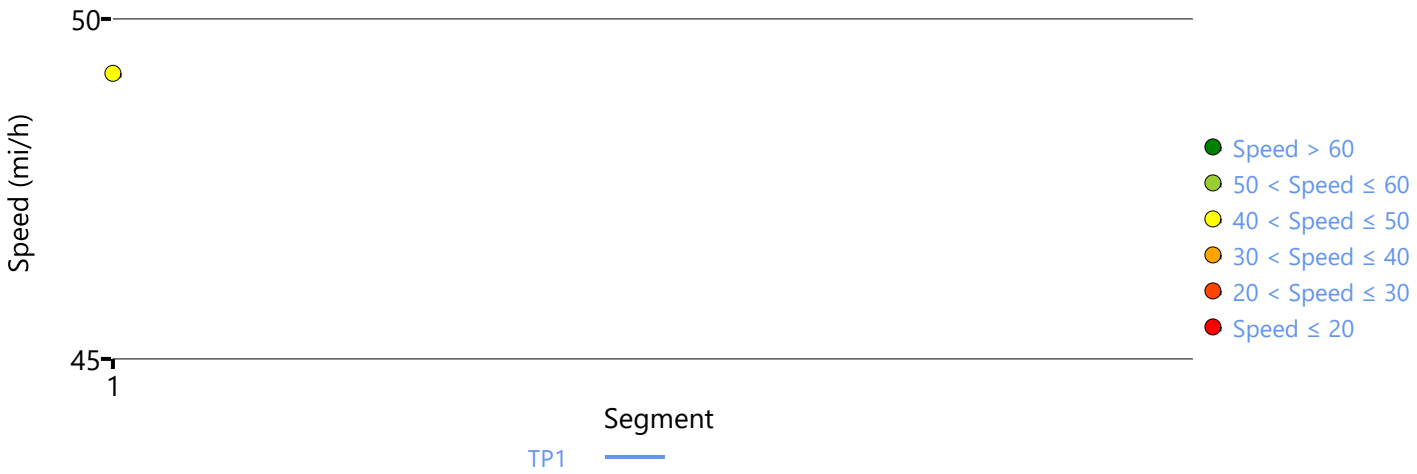
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	49.2	12.4	12.2	0.7	B

Facility Overall Results

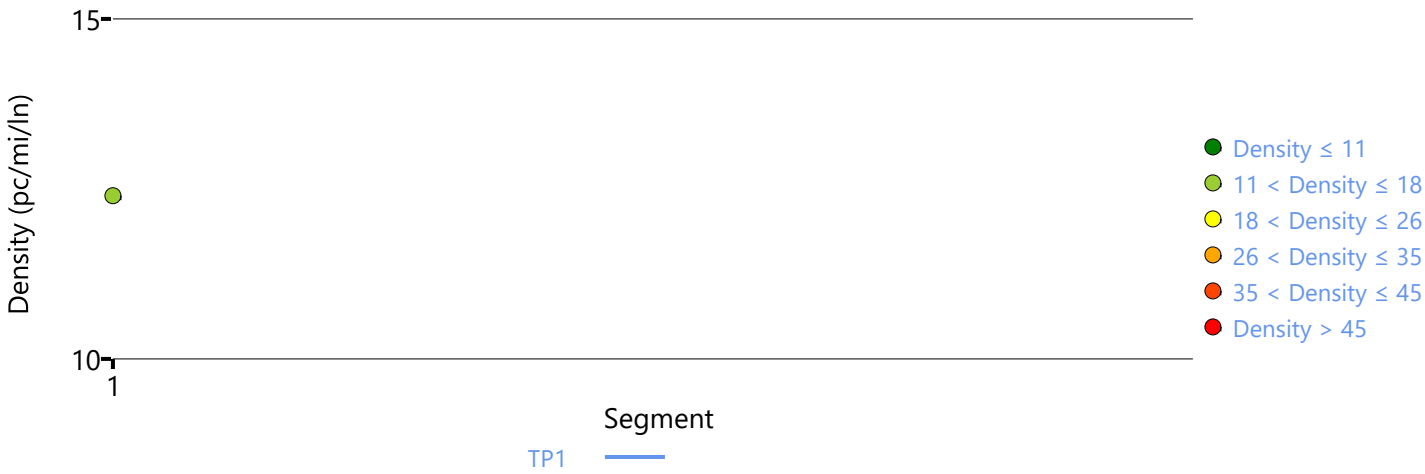
Space Mean Speed, mi/h	49.2	Density, veh/mi/ln	12.2
Average Travel Time, min	0.7	Density, pc/mi/ln	12.4

Volume Distribution

Speed Distribution



Density Distribution



PM PEAK

HCS7 Freeway Facilities Report

Project Information

Analyst	Revanth K	Date	8/26/2019
Agency	BCC Eng	Analysis Year	2045 Build Alternative 2
Jurisdiction	D6	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	4
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, west of 12th Ave	500	4
2	Diverge	Diverge	I-195 EB, to NW 12th Ave	1500	4
3	Diverge	Basic	I-195 EB, to I-95 OFR	1100	4
4	Basic	Basic	I-195 EB, from I-95 OFR to I-95 ONR	4450	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	0.980	5148	8836	0.58	50.9	25.3	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	0.980	0.877	5148	91	9000	2000	0.57	0.05	54.1	49.3	23.8	24.0	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	0.95	0.95	0.980	0.962	5067	2739	9000	4400	0.56	0.62	55.0	-	23.0	-	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	0.95	0.980	2378	4418	0.54	50.9	23.4	C

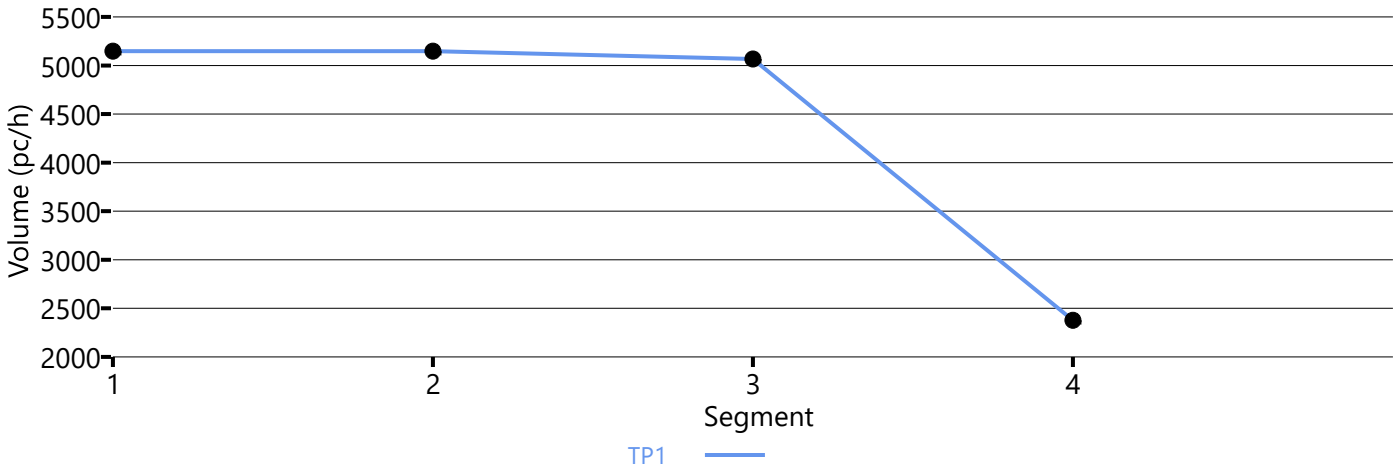
Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	52.6	23.6	23.1	1.6	C

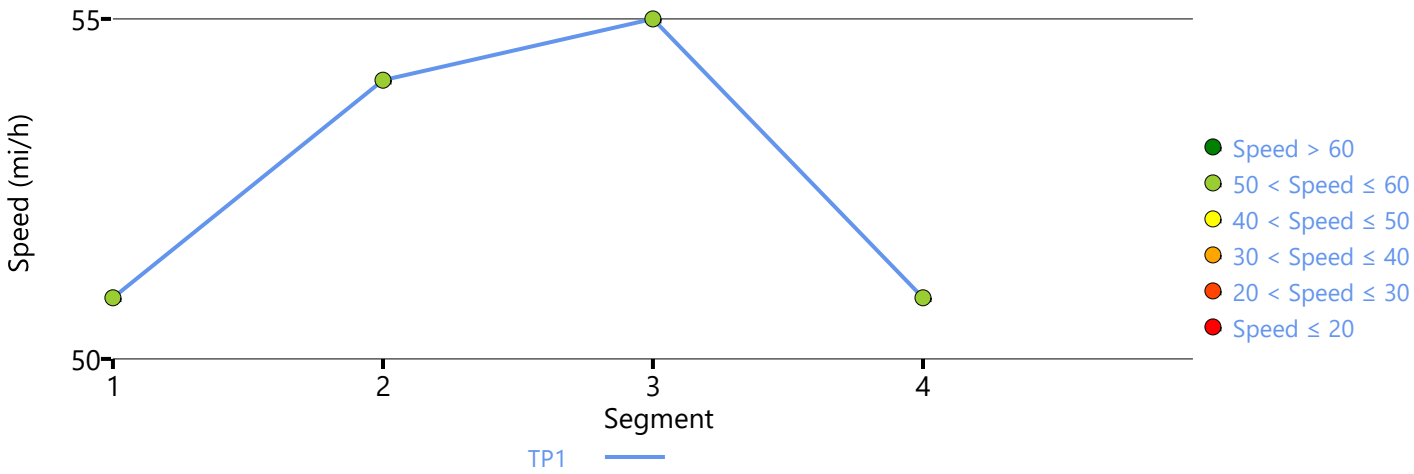
Facility Overall Results

Space Mean Speed, mi/h	52.6	Density, veh/mi/ln	23.1
Average Travel Time, min	1.6	Density, pc/mi/ln	23.6

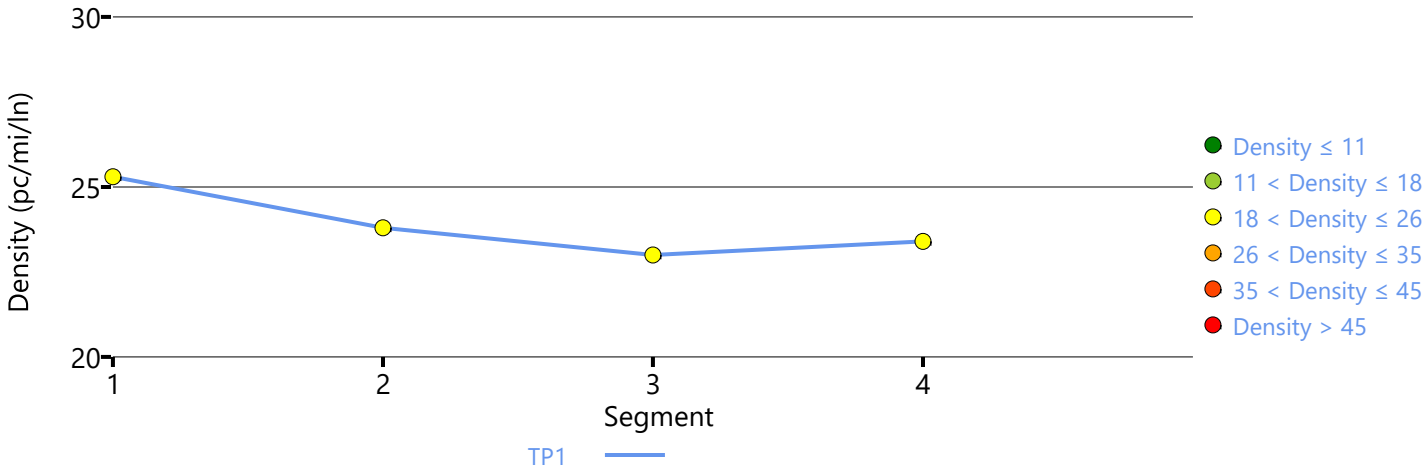
Volume Distribution



Speed Distribution



Density Distribution



HCS7 Freeway Facilities Report

Project Information

Analyst	Revanth K	Date	8/26/2019
Agency	BCC Eng	Analysis Year	2045 Build Alternative 2
Jurisdiction	D6	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	14
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-95 On-Ramps	500	3
2	Merge	Basic	I-95 GP ONR with I-195 EB	275	5
3	Diverge	Basic	Between I-95 ONR and N Miami Ave OFR	275	5
4	Basic	Basic	B/n N Miami Ave OFR and US-1 OFR	850	4
5	Basic	Basic	B/n N Miami Ave OFR and US-1 OFR	850	3
6	Diverge	Diverge	At US-1 OFR	1500	3
7	Basic	Basic	B/n US-1 OFR and NE 36th St ONR	2100	3
8	Merge	Basic	NE 36th Street ONR	500	3
9	Merge	Basic	EB Viaduct Entrance	1500	4
10	Basic	Basic	Julia Tuttle Causeway	800	4
11	Basic	Basic	CSWY Continuation	7600	3
12	Basic	Basic	Bridge Widening	700	4
13	Diverge	Basic	At Alton Road	1500	4
14	Basic	Basic	Towards Art Godfrey and Alton Road intersection	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	0.980	3317	6666	0.50	52.2	21.2	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	5695	2378	11250	4400	0.29	0.54	55.0	-	12.1	-	B

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	0.95	0.95	0.980	0.980	5695	1643	11250	4000	0.51	0.41	55.0	-	20.7	-	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	0.95	0.980	4052	8888	0.46	52.2	19.4	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
1	0.95	0.980	4052	6654	0.61	51.8	26.1	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	0.980	0.980	4052	1311	6750	2000	0.60	0.66	50.7	47.9	26.6	22.4	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	0.980	2740	6654	0.41	51.8	17.6	B

Segment 8: 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	4178	1438	6750	2000	0.41	0.72	55.0	-	16.6	-	B

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	0.980	0.980	4693	515	9000	2000	0.46	0.26	55.0	-	19.0	-	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	0.95	0.980	4693	8872	0.53	51.8	22.6	C

Segment 11: 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	4693	6654	0.71	51.8	30.2	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
1	0.95	0.980	4693	8872	0.53	51.8	22.6	C

Segment 13: 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	0.980	0.980	4693	2872	9000	4000	0.52	0.72	55.0	-	21.3	-	C

Segment 14: 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	1821	4454	0.41	52.7	17.3	B

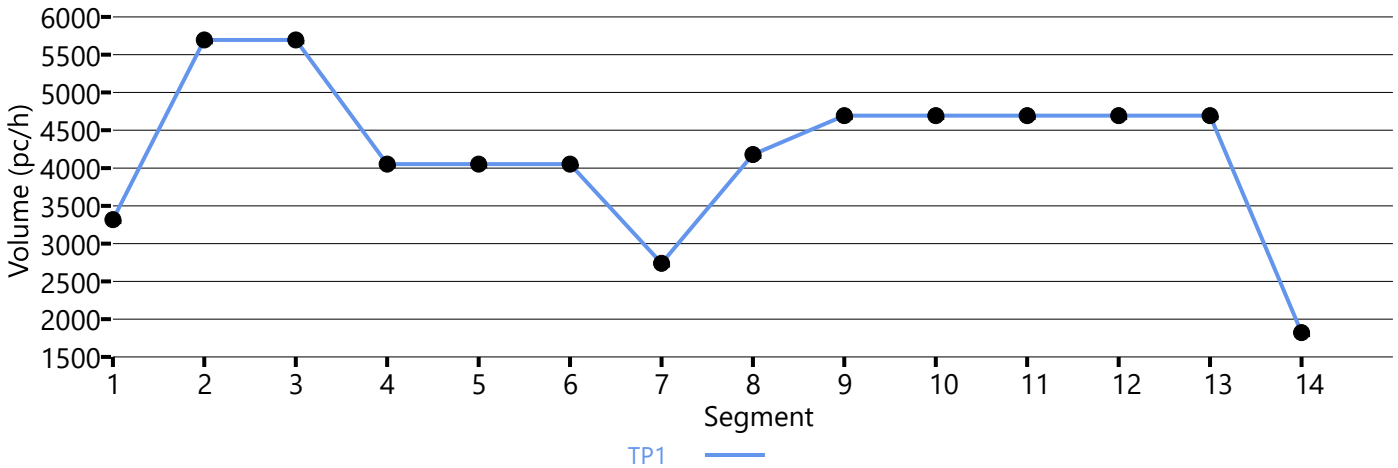
Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	52.5	24.1	23.6	4.2	C

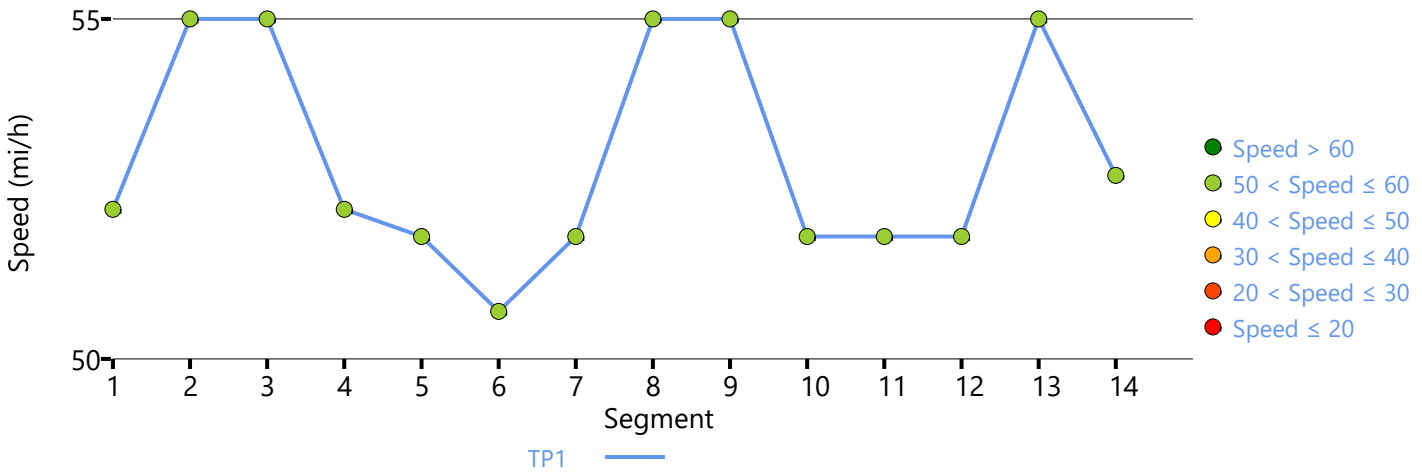
Facility Overall Results

Space Mean Speed, mi/h	52.5	Density, veh/mi/ln	23.6
Average Travel Time, min	4.2	Density, pc/mi/ln	24.1

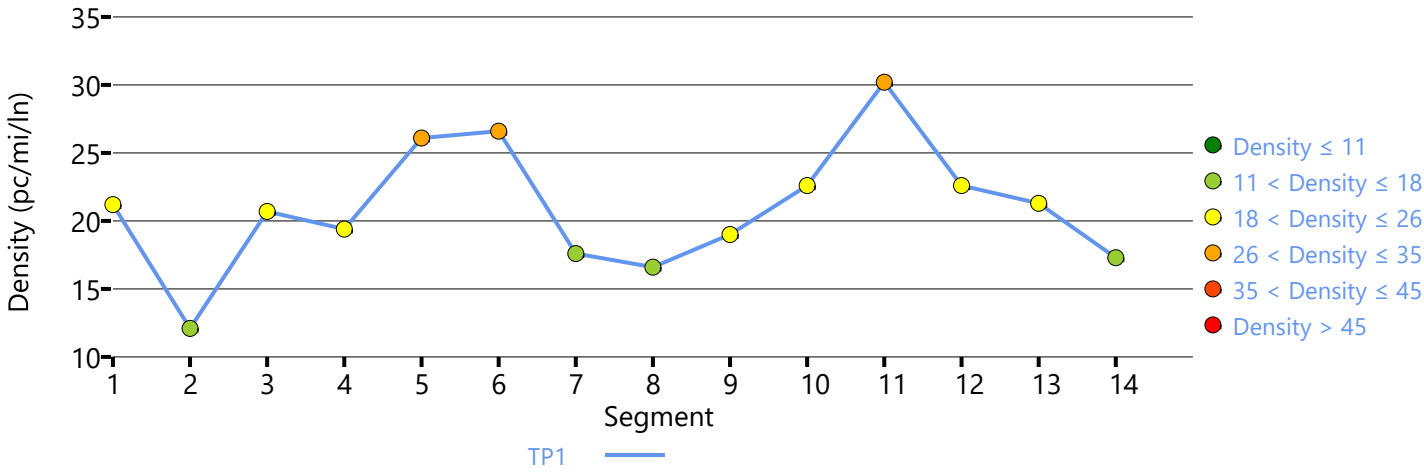
Volume Distribution



Speed Distribution



Density Distribution



HCS7 Freeway Facilities Report

Project Information

Analyst	Revanth K	Date	8/19/2019
Agency	BCC Eng	Analysis Year	2045 Build Alternative 2
Jurisdiction	D6	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	1
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Off-Ramp from I-95 SB Express Lanes	3000	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	0.980	1029	4400	0.23	49.2	10.4	A

Facility Time Period Results

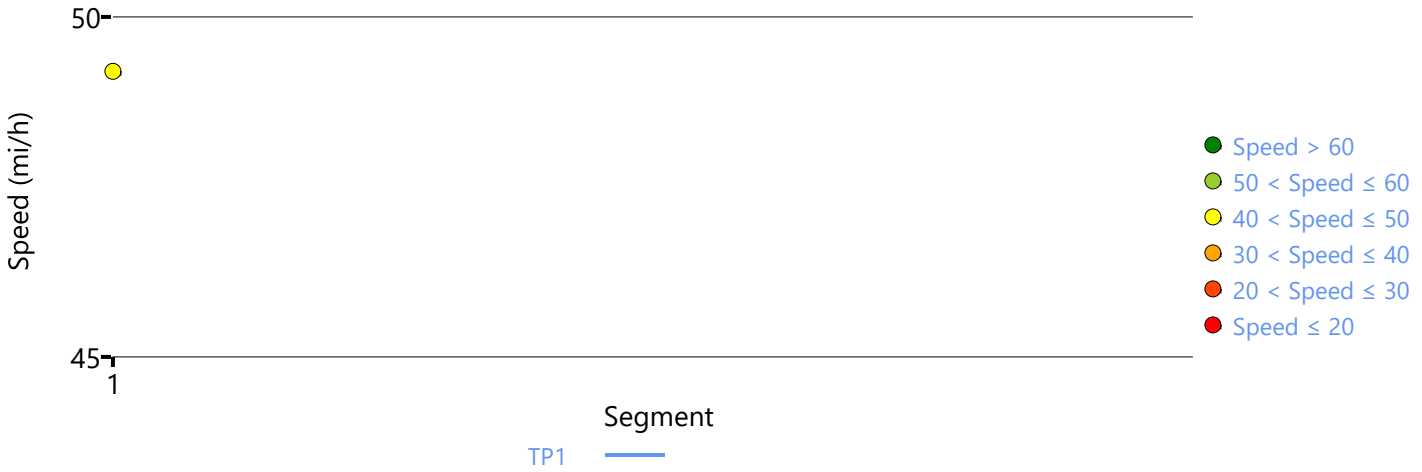
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	49.2	10.4	10.2	0.7	A

Facility Overall Results

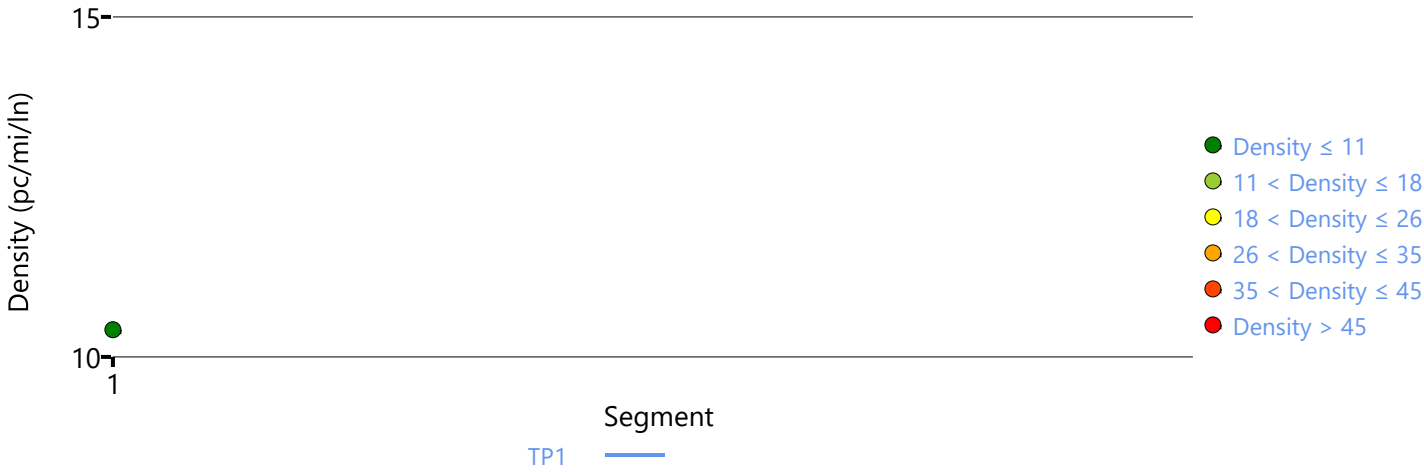
Space Mean Speed, mi/h	49.2	Density, veh/mi/ln	10.2
Average Travel Time, min	0.7	Density, pc/mi/ln	10.4

Volume Distribution

Speed Distribution



Density Distribution



I-195 WESTBOUND

AM PEAK

HCS7 Freeway Facilities Report

Project Information

Analyst	Revanth K	Date	8/16/2019
Agency	BCC Eng	Analysis Year	2045 Build Alt 2
Jurisdiction	D6	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	14
Total Time Periods	2	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Alton Road S ONR from Intersection	500	2
2	Merge	Basic	Ramp from Mt. Sinai	400	3
3	Merge	Merge	Alton Rd S ONR	800	3
4	Basic	Basic	Ramps C-D Road	2000	2
5	Merge	Basic	Merge with I-195 WB from Intersection	1100	4
6	Basic	Basic	Julia Tuttle CSWY	7500	3
7	Basic	Basic	Bridge Widening	1500	4
8	Diverge	Diverge	To viaduct	1000	4
9	Diverge	Basic	OFR to US-1	500	4
10	Basic	Basic	Between OFR to Viaduct and ONR from US-1	900	3
11	Merge	Merge	ONR from US-1	1500	3
12	Basic	Basic	--> ONR from N Miami Ave	1100	3
13	Weaving	Weaving	ONR from N Miami Ave to I-95 OFR	2080	4
14	Basic	Basic	After I-95 OFR	3380	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	1338	4400	0.30	47.7	14.0	B
2	1.00	0.980	1270	4400	0.29	47.7	13.3	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	0.980	1522	184	6750	1900	0.20	0.10	48.3	-	10.5	-	A
2	1.00	1.00	0.980	0.980	1444	174	6750	1900	0.19	0.09	48.3	-	10.0	-	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	2514	992	6750	2000	0.37	0.50	51.5	50.5	16.3	19.7	B
2	1.00	1.00	0.980	0.980	2386	942	6750	2000	0.35	0.47	51.5	50.5	15.4	19.0	B

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		2514		4444		0.57		52.1		22.9		C
2	1.00		0.980		2386		4444		0.54		52.1		21.7		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	4696	2182	9000	4400	0.28	0.50	51.0	-	23.0	-	C
2	1.00	1.00	0.980	0.980	4458	2072	9000	4400	0.27	0.47	51.1	-	21.8	-	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
1	1.00		0.981		4696		6627		0.71		50.9		28.5		D
2	1.00		0.981		4458		6627		0.67		50.9		27.0		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	1.00		0.980		4696		8836		0.53		50.9		21.3		C
2	1.00		0.980		4458		8836		0.50		50.9		20.3		C

Segment 8: 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	4696	620	9000	2000	0.52	0.31	53.2	48.7	22.1	26.9	C
2	1.00	1.00	0.980	0.980	4458	590	9000	2000	0.50	0.30	53.2	48.7	20.9	25.8	C

Segment 9: 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	4076	1544	9000	4000	0.45	0.39	52.7	-	19.3	-	C
2	1.00	1.00	0.981	0.932	3869	1467	9000	4000	0.43	0.37	52.8	-	18.3	-	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		0.981		2532		6615		0.39		50.5		15.3		B
2	1.00		0.981		2401		6615		0.37		50.5		14.6		B

Segment 11: 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	3836	1304	6750	2000	0.58	0.65	51.2	50.5	25.0	23.6	C
2	1.00	1.00	0.981	0.969	3640	1239	6750	2000	0.55	0.62	51.3	50.6	23.7	22.5	C

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	0.977	3836	6600	0.59	48.6	23.2	C
2	1.00	0.977	3640	6600	0.56	48.6	22.1	C

Segment 13: 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	5177	5183	1.08	46.4	27.9	F
2	1.00	0.977	5183	5183	1.03	43.5	29.8	F

Segment 14: 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	2007	4410	0.55	50.5	18.2	C
2	1.00	0.980	2254	4410	0.52	50.4	20.5	C

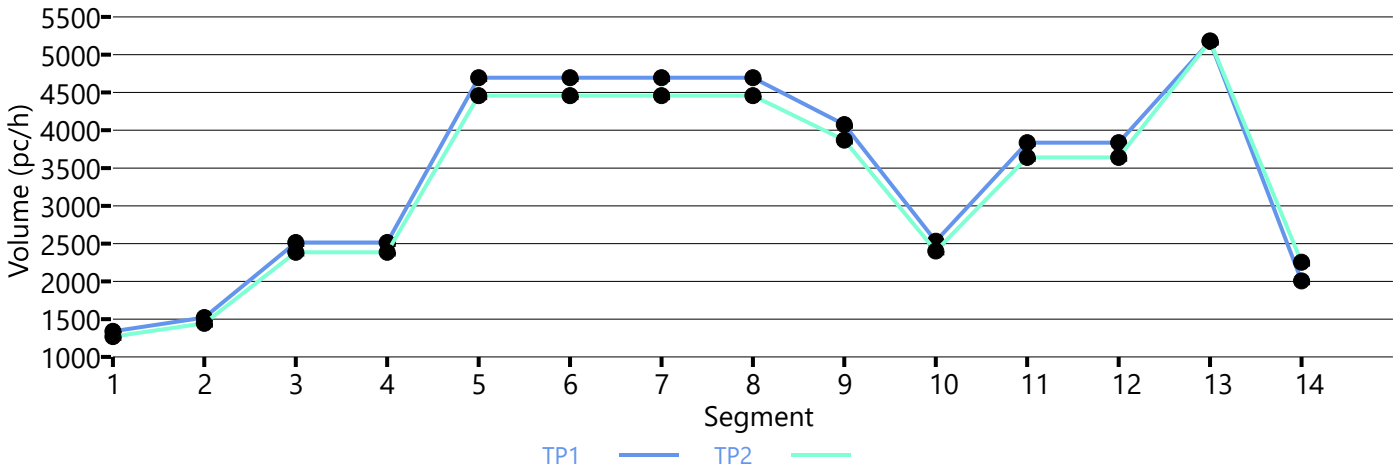
Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	50.4	23.8	23.3	5.5	F
2	49.9	23.3	22.8	5.5	F

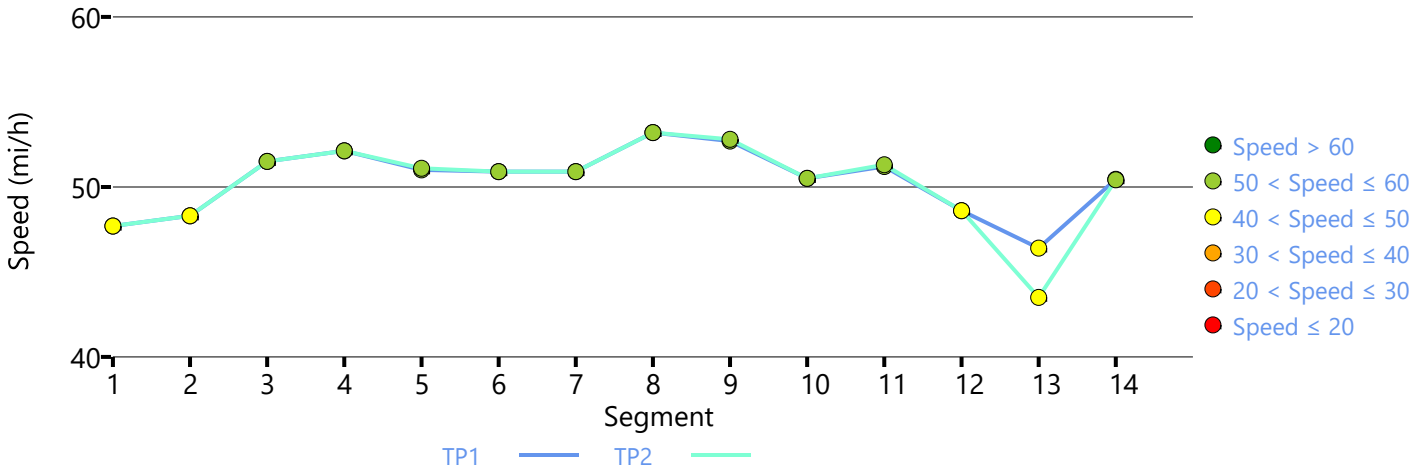
Facility Overall Results

Space Mean Speed, mi/h	50.2	Density, veh/mi/ln	23.1
Average Travel Time, min	5.5	Density, pc/mi/ln	23.5

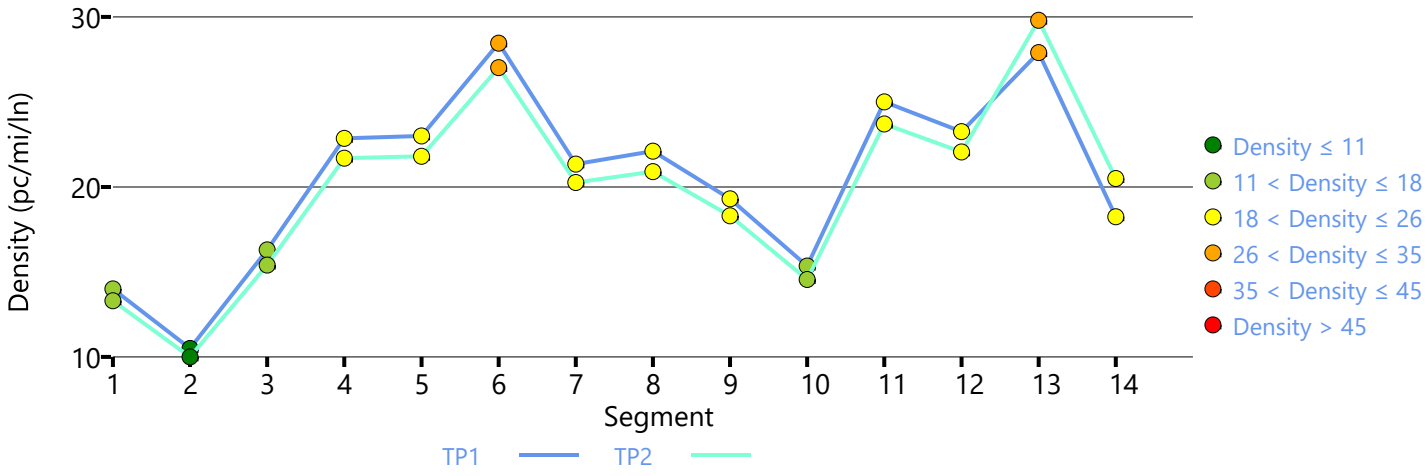
Volume Distribution



Speed Distribution



Density Distribution



HCS7 Freeway Facilities Report

Project Information

Analyst	Revanth K	Date	8/27/2019
Agency	BCC Engg	Analysis Year	2045 Build Alternative 2
Jurisdiction	D6	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	4
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	5
3	Merge	Merge	I-195 WB merge with I-95 Express Lanes ramp	500	5
4	Basic	Basic	East of Exp Lanes Merge	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	2359	6615	0.36	50.5	15.6	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	0.980	4790	2431	11250	4000	0.21	0.61	55.0	-	8.6	-	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	5148	359	11250	2000	0.46	0.18	52.0	51.0	19.8	16.7	B

Segment 4: Basic

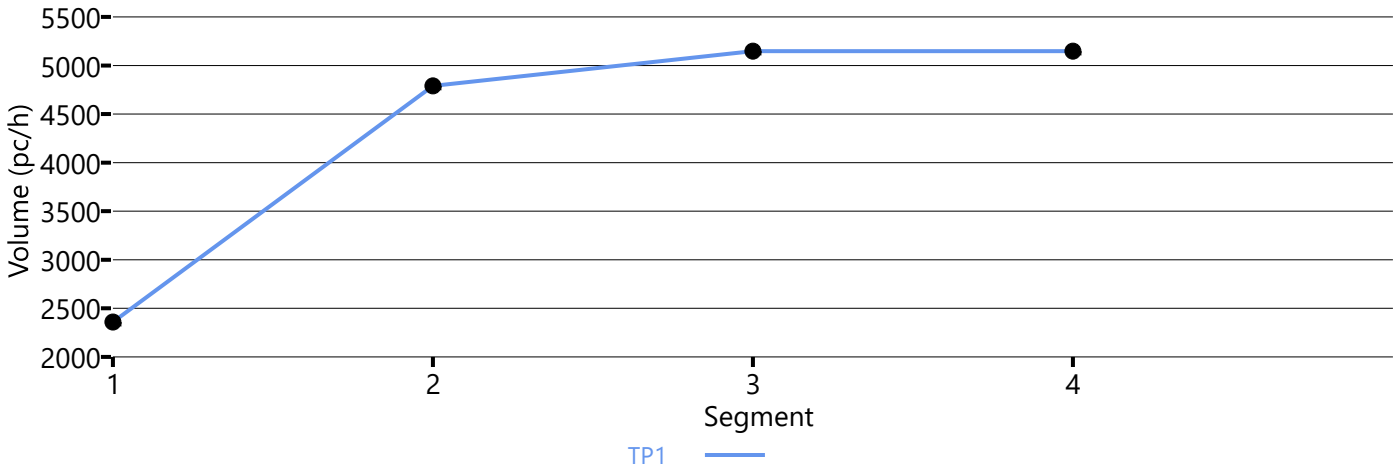
Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.980	5148	11090	0.46	51.8	19.9	C

Facility Time Period Results

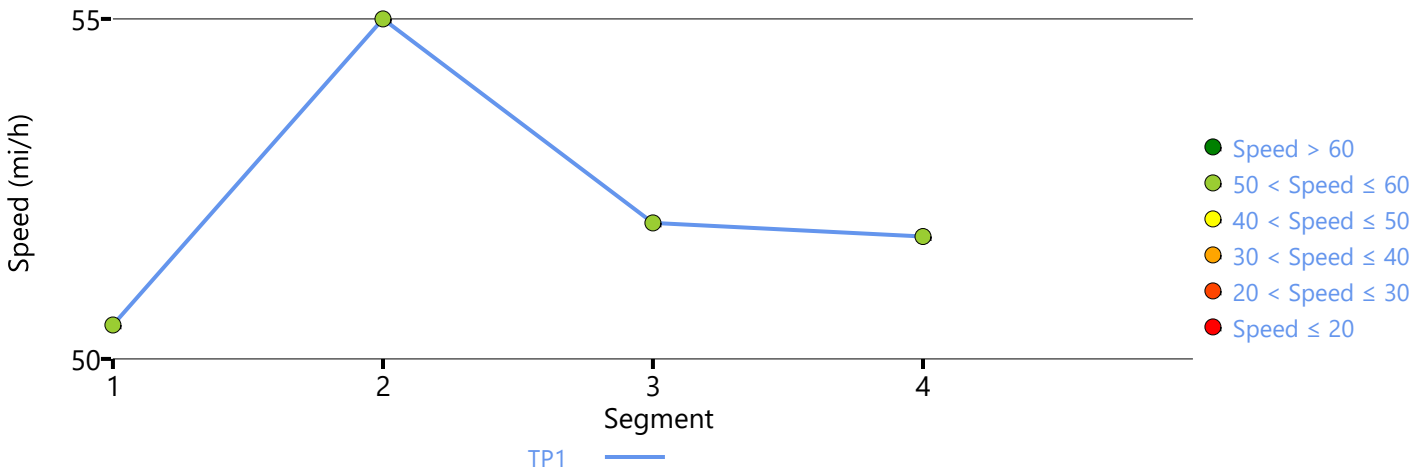
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	52.5	16.0	15.7	0.4	B

Facility Overall Results			
Space Mean Speed, mi/h	52.5	Density, veh/mi/ln	15.7
Average Travel Time, min	0.4	Density, pc/mi/ln	16.0

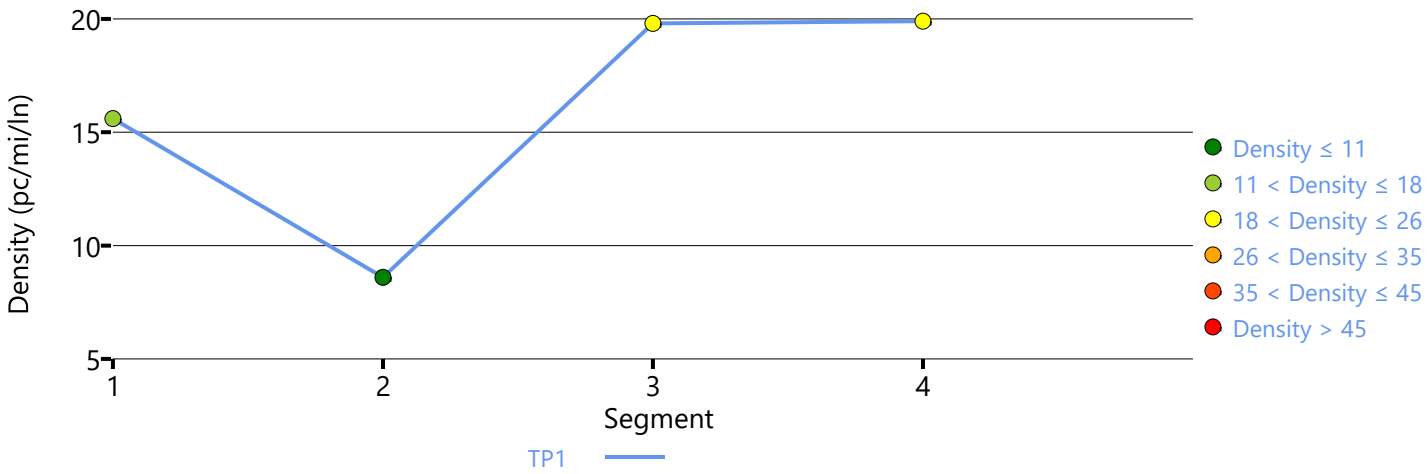
Volume Distribution



Speed Distribution



Density Distribution



HCS7 Freeway Facilities Report

Project Information

Analyst	Revanth K	Date	8/19/2019
Agency	BCC Eng	Analysis Year	2045 Build Alternative 2
Jurisdiction	D6	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	1
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Express Lanes Entrance	3000	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	0.980	1242	4410	0.28	50.5	12.3	B

Facility Time Period Results

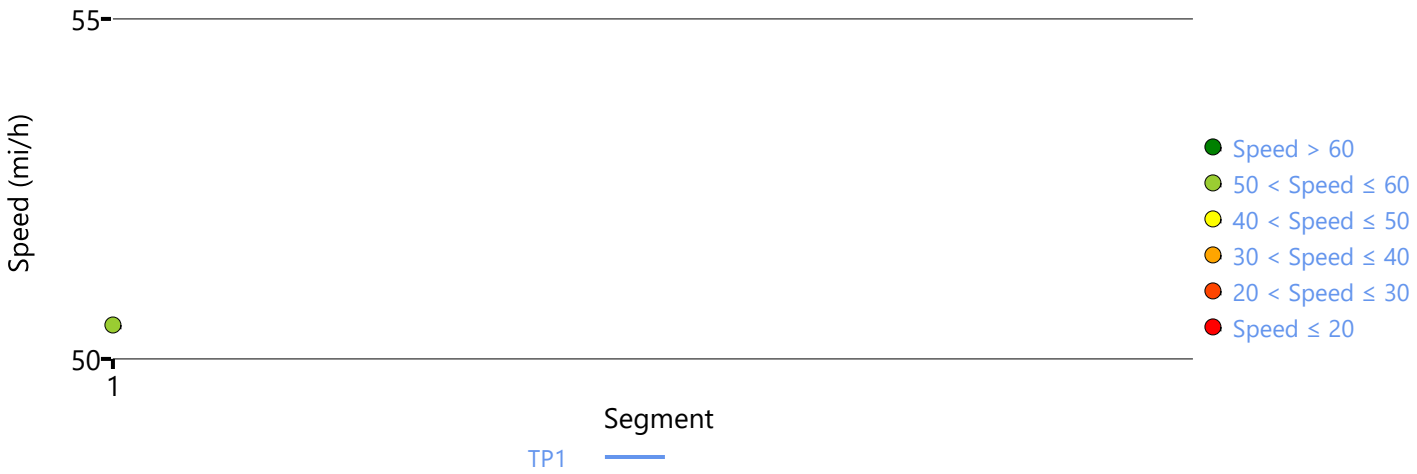
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	50.5	12.3	12.1	0.7	B

Facility Overall Results

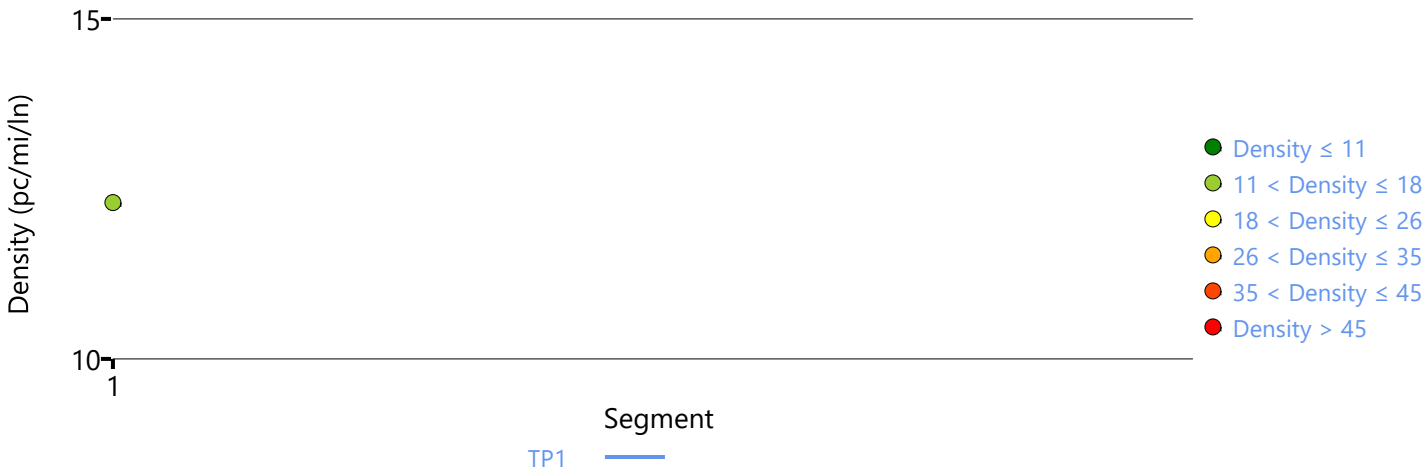
Space Mean Speed, mi/h	50.5	Density, veh/mi/ln	12.1
Average Travel Time, min	0.7	Density, pc/mi/ln	12.3

Volume Distribution

Speed Distribution



Density Distribution



PM PEAK

HCS7 Freeway Facilities Report

Project Information

Analyst	Revanth K	Date	8/16/2019
Agency	BCC Eng	Analysis Year	2045 Build Alt 2
Jurisdiction	D6	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	14
Total Time Periods	3	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Alton Road S ONR from Intersection	500	2
2	Merge	Basic	Ramp from Mt. Sinai	400	3
3	Merge	Merge	Alton Rd S ONR	800	3
4	Basic	Basic	Ramps from C-D Road	2000	2
5	Merge	Basic	Merge with I-195 WB from Intersection	1100	4
6	Basic	Basic	Julia Tuttle CSWY	7500	3
7	Basic	Basic	Bridge Widening	1500	4
8	Diverge	Diverge	To viaduct	1000	4
9	Diverge	Basic	OFR to US-1	500	4
10	Basic	Basic	Between OFR to Viaduct and ONR from US-1	900	3
11	Merge	Merge	ONR from US-1	1500	3
12	Basic	Basic	--> ONR from N Miami Ave	1100	3
13	Weaving	Weaving	ONR from N Miami Ave to I-95 OFR	2080	4
14	Basic	Basic	After I-95 OFR	3380	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	1516	4400	0.34	47.7	15.9	B
2	1.00	0.982	1441	4400	0.33	47.7	15.1	B
3	1.00	0.982	1441	4400	0.33	47.7	15.1	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	0.980	2089	573	6750	1900	0.23	0.30	48.0	-	14.5	-	B
2	1.00	1.00	0.980	0.980	1986	545	6750	1900	0.22	0.29	48.0	-	13.8	-	B

3	1.00	1.00	0.980	0.980	1986	545	6750	1900	0.22	0.29	48.0	-	13.8	-	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	4212	2123	6750	2000	0.62	1.06	50.2	49.4	28.0	30.5	D
2	1.00	1.00	0.980	0.980	4003	2017	6750	2000	0.59	1.01	50.4	49.6	26.5	29.3	D
3	1.00	1.00	0.980	0.980	3790	2017	6750	2000	0.59	1.01	14.8	49.6	85.3	29.3	F

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	4212	4444	0.95	52.0	40.0	E
2	1.00	0.980	4003	4444	0.90	52.0	37.1	E
3	1.00	0.980	3712	4444	0.90	32.2	57.6	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	0.980	6143	1931	9000	4400	0.47	0.44	50.2	-	30.6	-	D
2	1.00	1.00	0.980	0.980	5607	1834	9000	4400	0.45	0.42	50.7	-	27.6	-	D
3	1.00	1.00	0.980	0.980	4490	1834	9000	4400	0.45	0.42	9.8	-	114.4	-	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	6143	6627	0.93	50.9	38.3	E
2	1.00	0.981	4694	6627	0.88	24.7	63.2	F
3	1.00	0.981	4490	6627	0.88	16.3	91.8	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	1.00	0.980	5883	8836	0.70	50.9	26.7	D
2	1.00	0.980	4556	8836	0.66	10.1	113.1	F
3	1.00	0.980	4490	8836	0.66	9.7	116.3	F

Segment 8: 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	5638	630	9000	2000	0.68	0.32	25.1	48.7	56.3	33.0	F
2	1.00	1.00	0.980	0.980	4527	598	9000	2000	0.65	0.30	9.8	48.7	115.3	31.5	F
3	1.00	1.00	0.980	0.980	4490	598	9000	2000	0.65	0.30	9.5	48.7	117.7	31.5	F

Segment 9: 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	4865	1186	9000	4000	0.61	0.30	16.7	-	72.9	-	F
2	1.00	1.00	0.981	0.932	4051	1127	9000	4000	0.58	0.28	8.2	-	123.4	-	F
3	1.00	1.00	0.981	0.932	4030	1127	9000	4000	0.58	0.28	8.1	-	125.1	-	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	0.981	3491	6615	0.66	13.2	88.2	F
2	1.00	0.981	3174	6615	0.63	8.9	119.4	F
3	1.00	0.981	3163	6615	0.63	8.7	120.7	F

Segment 11: 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	4098	1181	6750	2000	0.82	0.59	14.7	49.1	93.2	31.2	F
2	1.00	1.00	0.981	0.969	3958	1122	6750	2000	0.78	0.56	12.6	49.5	104.7	29.8	F
3	1.00	1.00	0.981	0.969	3953	1122	6750	2000	0.78	0.56	12.5	49.5	105.1	29.8	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	0.977	3936	6600	0.84	13.0	100.9	F
2	1.00	0.977	3953	6600	0.80	12.8	103.1	F
3	1.00	0.977	3953	6600	0.80	12.8	103.1	F

Segment 13: 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	4524	4858	1.55	49.1	24.3	F
2	1.00	0.977	4518	4858	1.47	49.4	22.9	F
3	1.00	0.977	4518	4858	1.47	49.4	22.9	F

Segment 14: 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	1	4410	0.62	50.5	0.0	A
2	1.00	0.980	1650	4410	0.59	50.5	15.0	B
3	1.00	0.980	1650	4410	0.59	50.5	15.0	B

Facility Time Period Results

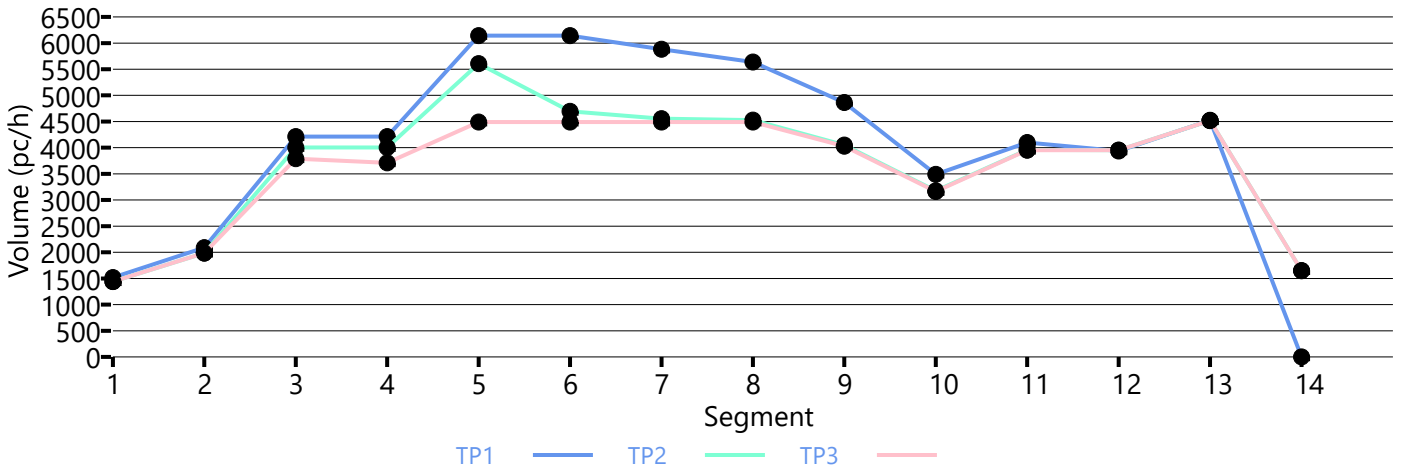
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	35.1	40.8	40.0	7.9	F
2	20.7	62.9	61.7	13.3	F
3	15.6	80.5	78.9	17.7	F

Facility Overall Results

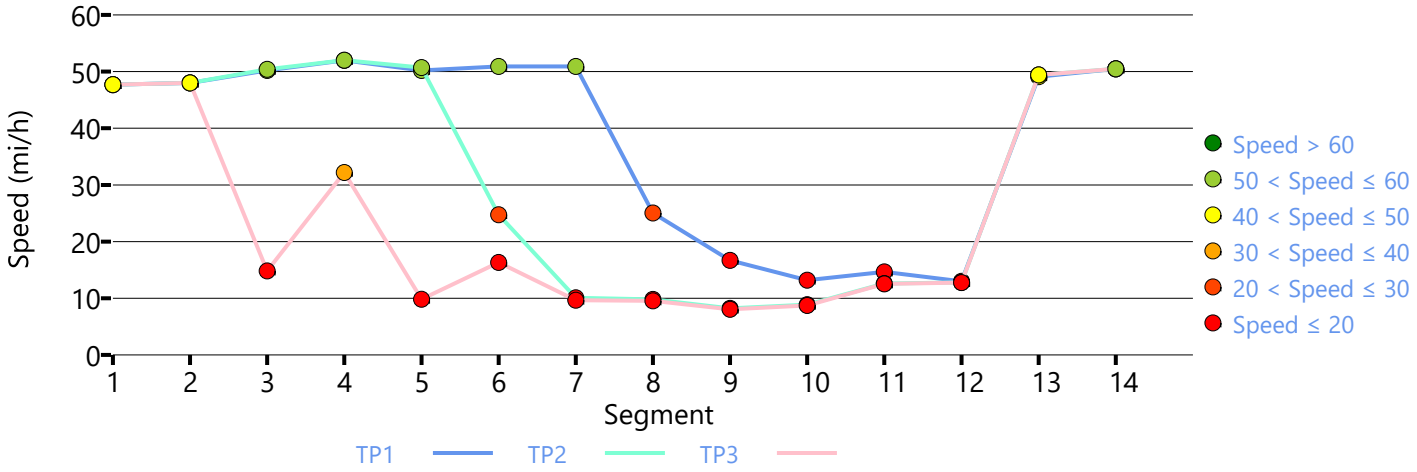
Space Mean Speed, mi/h	21.7	Density, veh/mi/ln	60.2

Average Travel Time, min	12.7	Density, pc/mi/ln	61.4

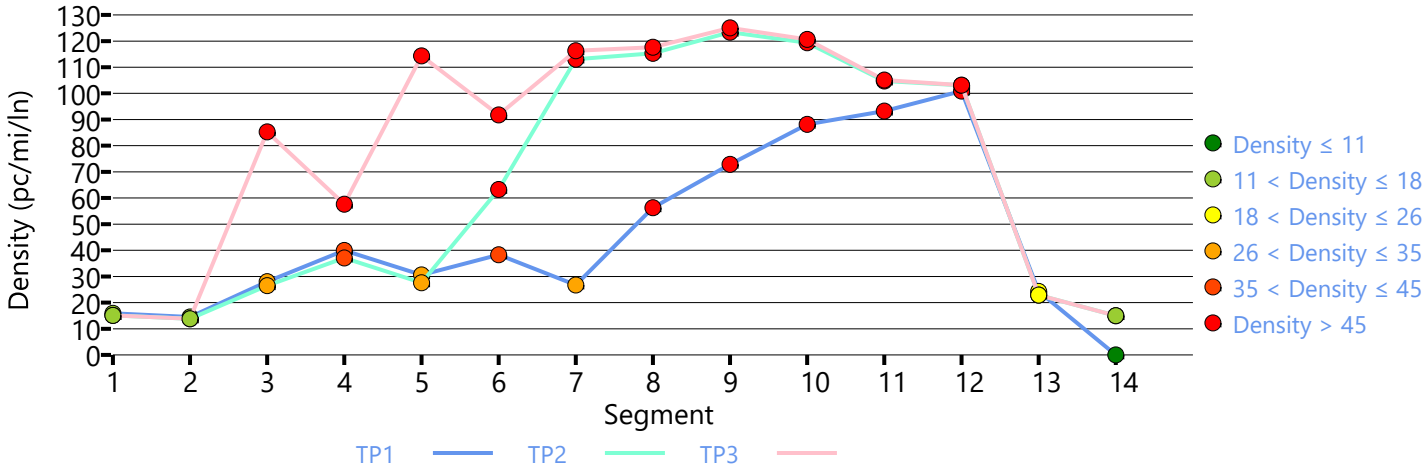
Volume Distribution



Speed Distribution



Density Distribution



HCS7 Freeway Facilities Report

Project Information

Analyst	Revanth K	Date	8/27/2019
Agency	BCC Engg	Analysis Year	2045 Build Alternative 2
Jurisdiction	D6	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	4
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	5
3	Merge	Merge	I-195 WB merge with I-95 Express Lanes ramp	500	5
4	Basic	Basic	East of Exp Lanes Merge	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	3518	6615	0.53	50.5	23.2	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	6254	2736	11250	4000	0.31	0.68	55.0	-	12.8	-	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	6740	487	11250	2000	0.60	0.24	51.2	50.7	26.3	20.8	C

Segment 4: Basic

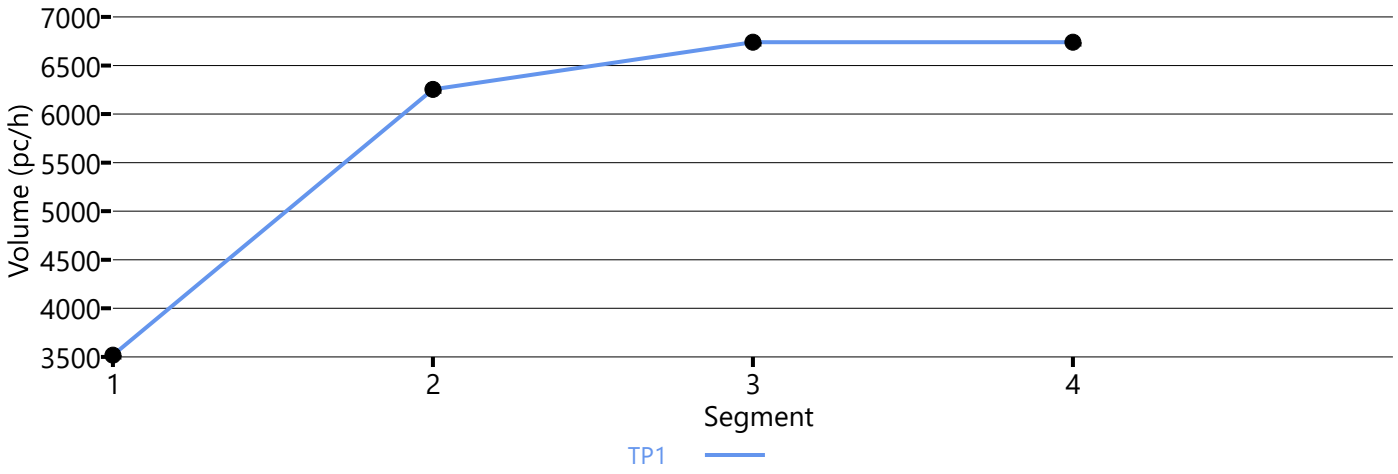
Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.980	6740	11090	0.61	51.8	26.0	C

Facility Time Period Results

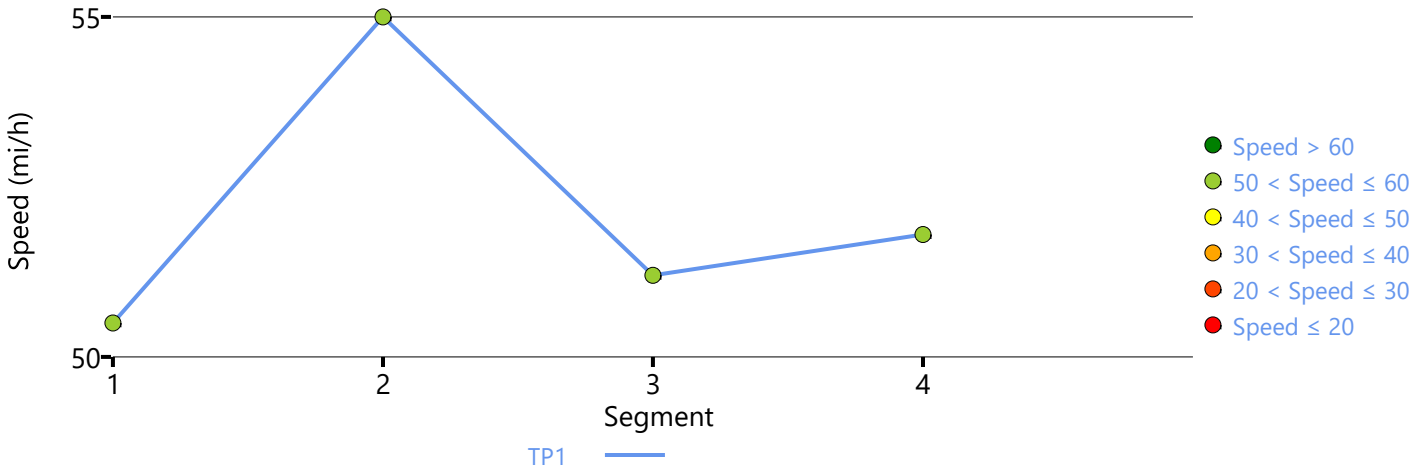
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	52.2	22.0	21.5	0.4	C

Facility Overall Results			
Space Mean Speed, mi/h	52.2	Density, veh/mi/ln	21.5
Average Travel Time, min	0.4	Density, pc/mi/ln	22.0

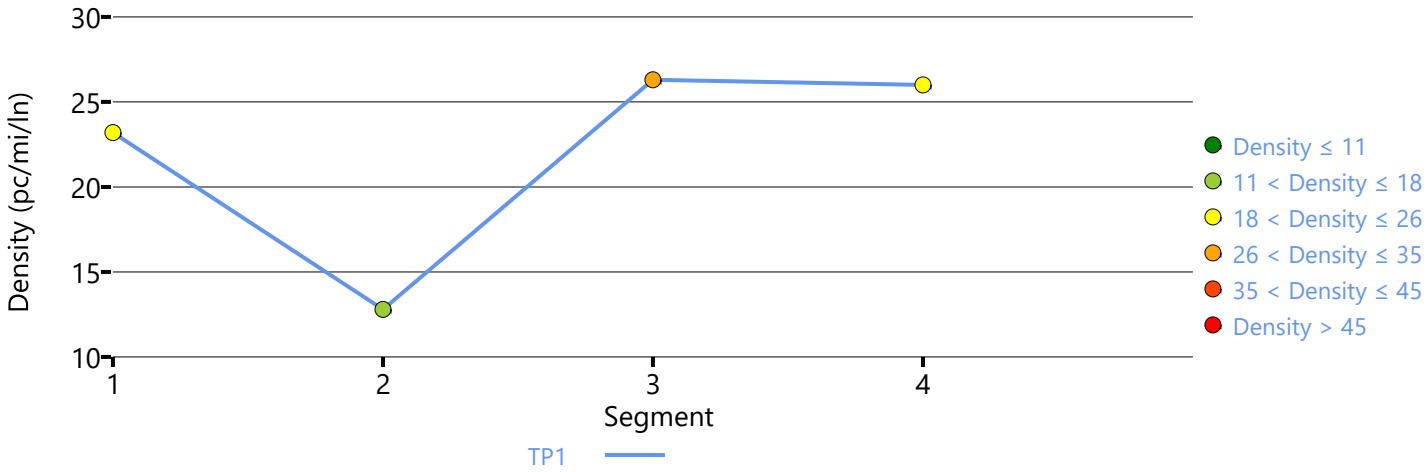
Volume Distribution



Speed Distribution



Density Distribution



HCS7 Freeway Facilities Report

Project Information

Analyst	Revanth K	Date	8/19/2019
Agency	BCC Eng	Analysis Year	2045 Build Alternative 2
Jurisdiction	D6	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	1
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Express Lanes Entrance	3000	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	0.980	1259	4410	0.29	50.5	12.5	B

Facility Time Period Results

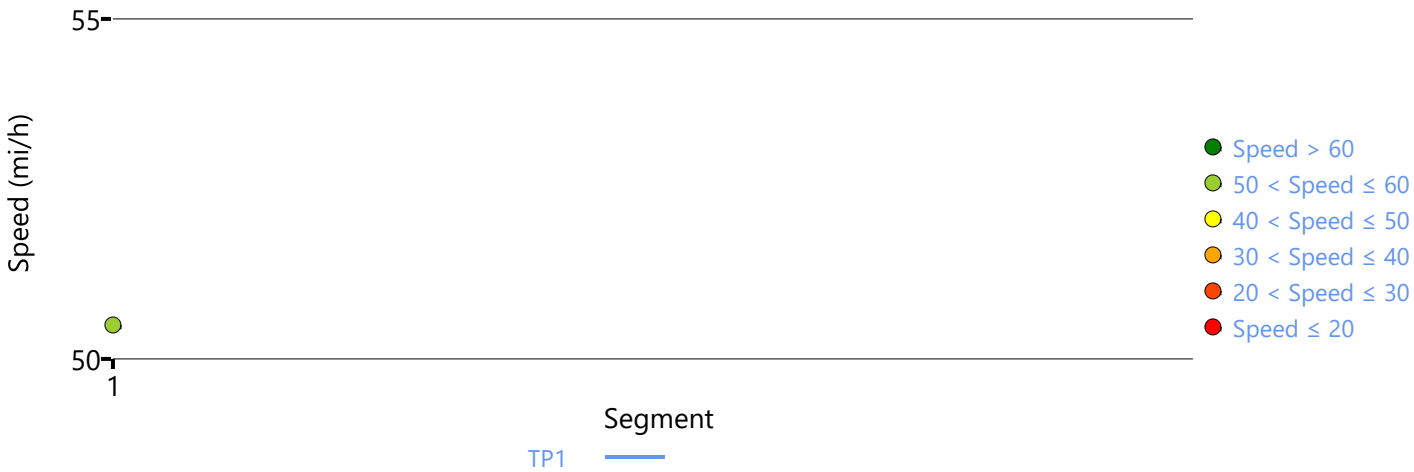
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	50.5	12.5	12.2	0.7	B

Facility Overall Results

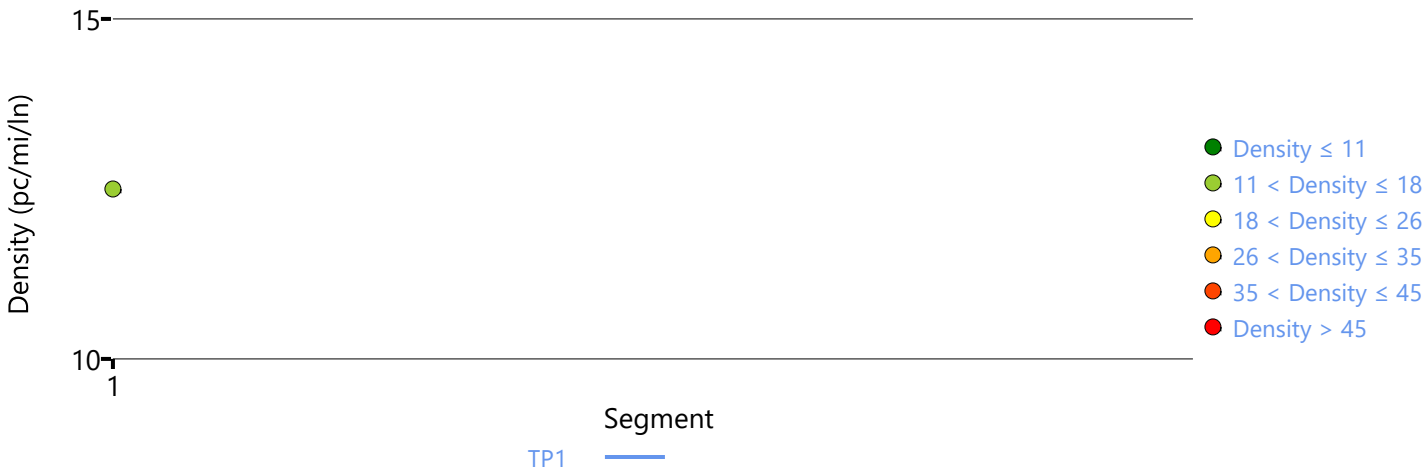
Space Mean Speed, mi/h	50.5	Density, veh/mi/ln	12.2
Average Travel Time, min	0.7	Density, pc/mi/ln	12.5

Volume Distribution

Speed Distribution



Density Distribution



ALTERNATIVE 3

I-195 EASTBOUND

AM PEAK

HCS7 Freeway Facilities Report

Project Information

Analyst	Revanth K	Date	8/26/2019
Agency	BCC Eng	Analysis Year	2045 Build Alternative 3
Jurisdiction	D6	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	17
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, west of 12th Ave	500	4
2	Diverge	Diverge	I-195 EB, to NW 12th Ave	1500	4
3	Diverge	Basic	I-195 EB, to I-95 OFR	1100	4
4	Basic	Basic	I-195 EB, from I-95 OFR to I-95 ONR	4000	2
5	Merge	Basic	I-195 EB, I-95 GP ONR	300	4
6	Diverge	Basic	I-195 EB, To N Miami Ave OFR	300	4
7	Basic	Basic	I-195 EB, east of N Miami Ave OFR	900	3
8	Basic	Basic	I-195 EB, towards N Miami Ave ONR	680	2
9	Weaving	Weaving	I-195 EB, between N Miami Ave ONR and US-1 OFR	2600	3
10	Basic	Basic	B/n US-1 OFR and viaduct TD	1850	2
11	Merge	Basic	NE 36th Street ONR	1650	3
12	Merge	Basic	Viaduct TD	850	4
13	Basic	Basic	Julia Tuttle Causeway	1300	4
14	Basic	Basic	CSWY Continuation	7600	3
15	Basic	Basic	Bridge Widening	700	4
16	Diverge	Basic	At Alton Road	1500	4
17	Basic	Basic	Towards Art Godfrey and Alton Road intersection	500	3

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	6741	8836	0.76	50.9	33.1	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	0.980	0.877	6741	140	9000	2000	0.75	0.07	53.3	49.3	31.6	30.2	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	0.95	0.95	0.980	0.962	6615	3266	9000	4400	0.74	0.74	55.0	-	30.1	-	D

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	0.95	0.980	3409	4418	0.77	50.9	33.5	D

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	0.95	0.95	0.980	0.980	5810	2401	9000	4200	0.38	0.57	55.0	-	15.5	-	B

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	0.980	0.980	5810	1317	9000	4000	0.65	0.33	55.0	-	26.4	-	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	0.980	4493	6654	0.68	51.8	28.9	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
1	1.00	0.980	4268	4418	0.97	50.0	42.7	E

Segment 9: Weaving

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	5044	5664	0.89	45.7	36.8	E

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	0.95	0.980	3275	4410	0.74	50.5	32.4	D

Segment 11: 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	3825	550	6750	2000	0.49	0.28	55.0	-	19.9	-	C

Segment 12: 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	6147	2322	9000	4400	0.43	0.53	55.0	-	17.4	-	B

Segment 13: 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	6147	8820	0.70	50.5	30.4	D

Segment 14: 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	6147	6639	0.93	51.0	40.2	E

Segment 15: 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	6147	8872	0.69	51.8	29.7	D

Segment 16: 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	0.980	0.980	6147	3360	9000	4000	0.68	0.84	55.0	-	27.9	-	D

Segment 17: 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	2787	6666	0.42	52.2	17.8	B

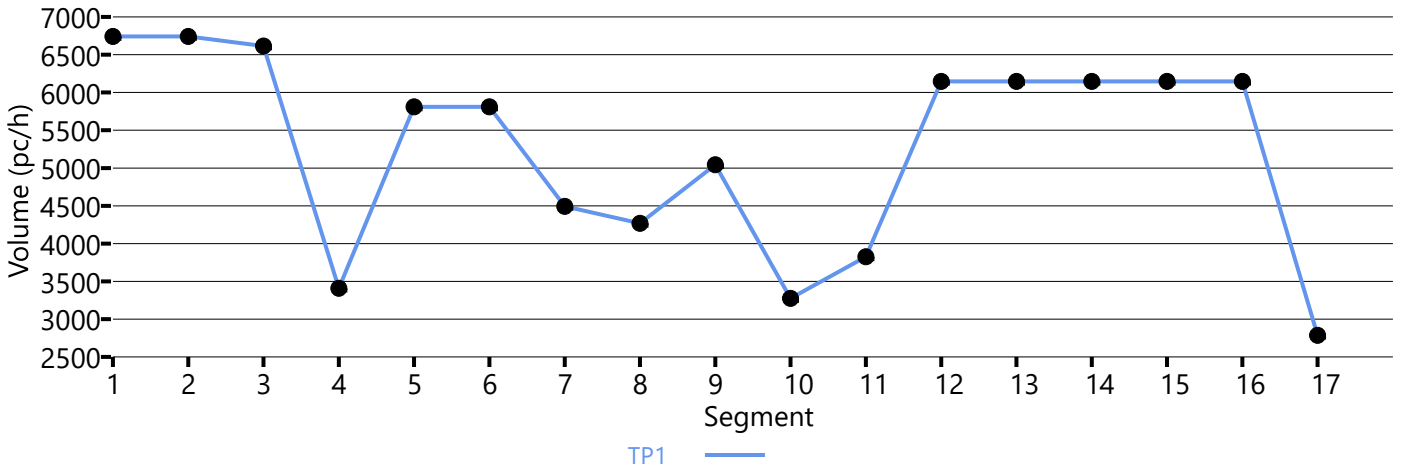
Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	51.4	32.5	31.6	6.2	D

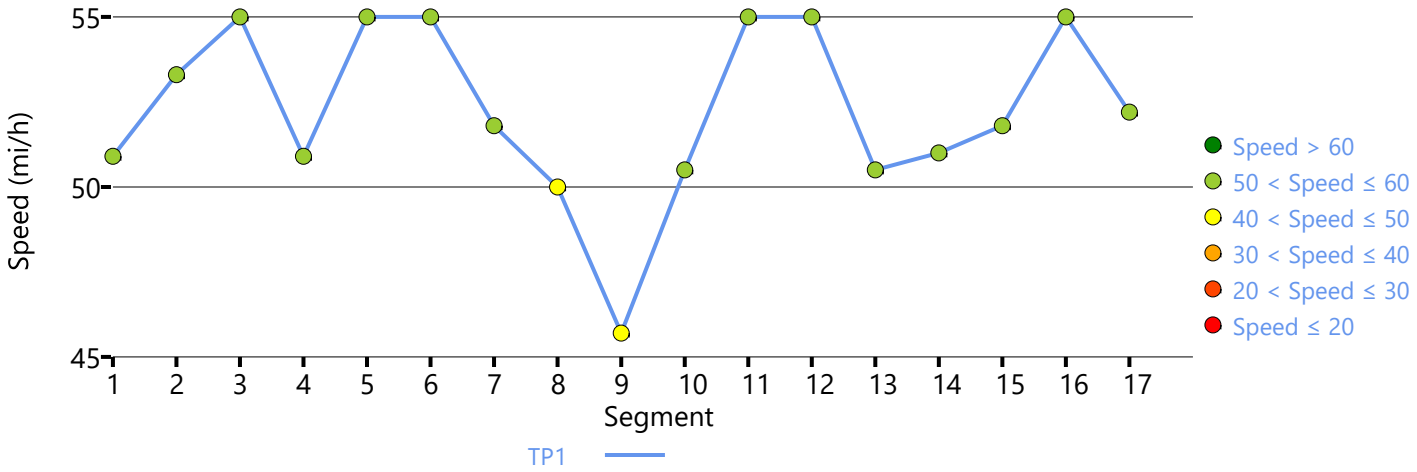
Facility Overall Results

Space Mean Speed, mi/h	51.4	Density, veh/mi/ln	31.6
Average Travel Time, min	6.2	Density, pc/mi/ln	32.5

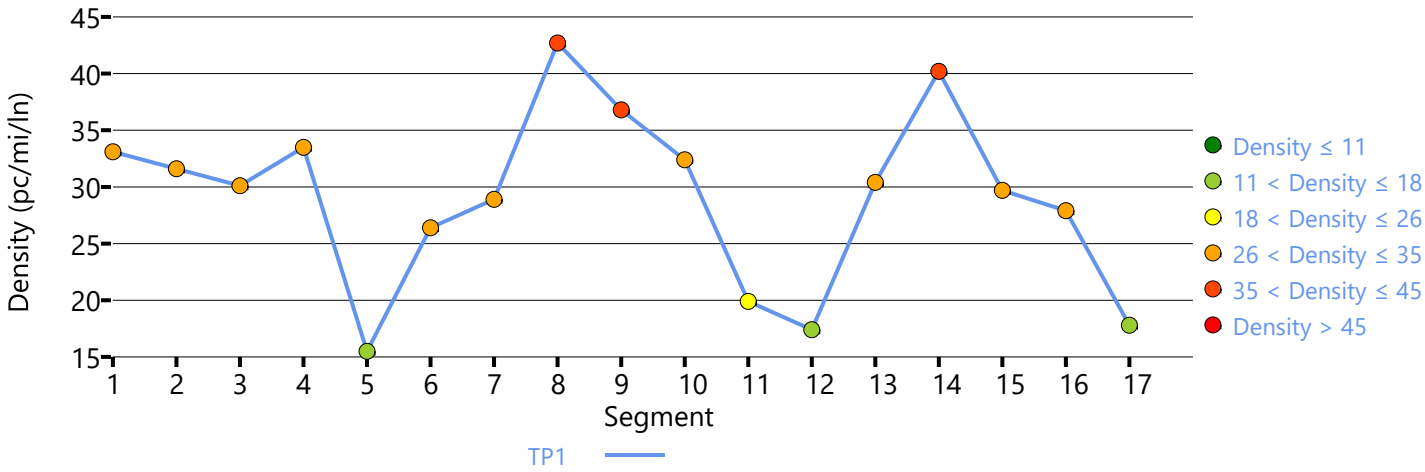
Volume Distribution



Speed Distribution



Density Distribution



HCS7 Freeway Facilities Report

Project Information

Analyst	RK	Date	8/26/2019
Agency	BCC	Analysis Year	2045 Build Alternative 3
Jurisdiction	D6	Time Period Analyzed	AM Peak
Project Description	I-195 Corridor Planning Study		

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	4
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-95 GP Ramps	500	2
2	Diverge	Diverge	Between N Miami Avenue ONR and OFR to Viaduct	250	2
3	Diverge	Diverge	Between OFR to viaduct and Lower Level	500	2
4	Basic	Basic	To Miami Avenue	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	0.980	4111	4436	0.93	51.3	40.1	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	0.980	0.980	4111	1710	4500	2000	0.91	0.86	47.4	47.4	43.4	37.4	E

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	0.95	0.95	0.980	0.980	2401	644	4500	2000	0.53	0.32	48.7	48.7	24.7	20.4	C

Segment 4: Basic

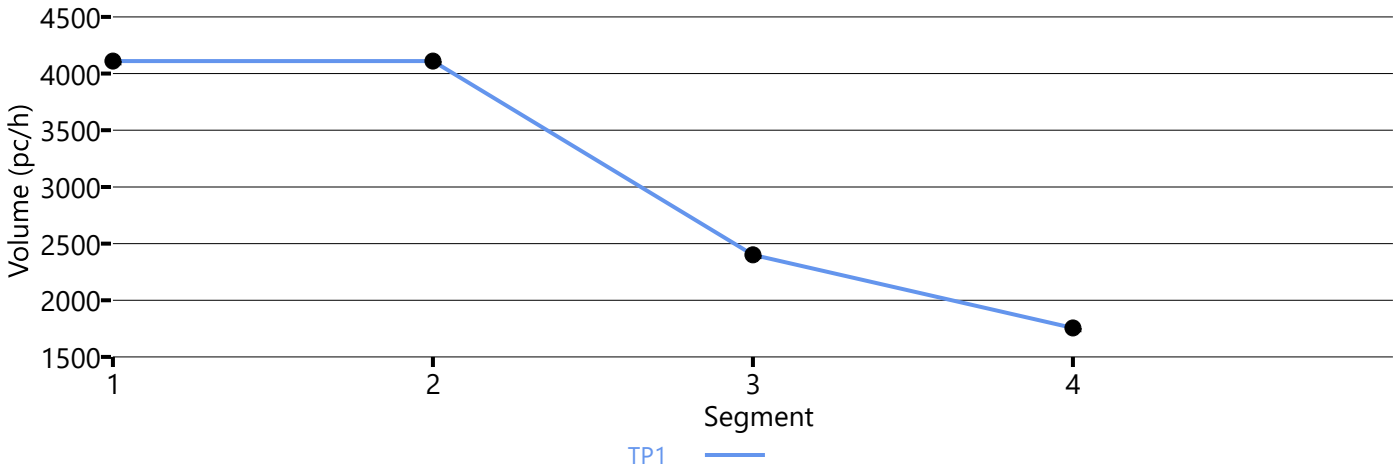
Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.980	1756	4474	0.39	53.7	16.4	B

Facility Time Period Results

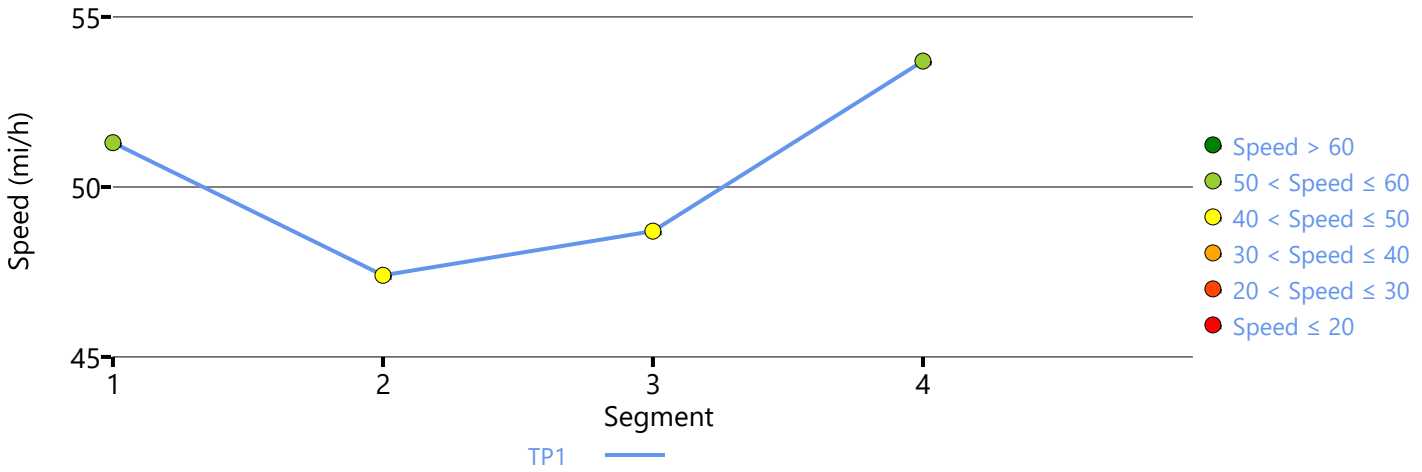
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	50.2	29.4	28.8	0.4	D

Facility Overall Results			
Space Mean Speed, mi/h	50.2	Density, veh/mi/ln	28.8
Average Travel Time, min	0.4	Density, pc/mi/ln	29.4

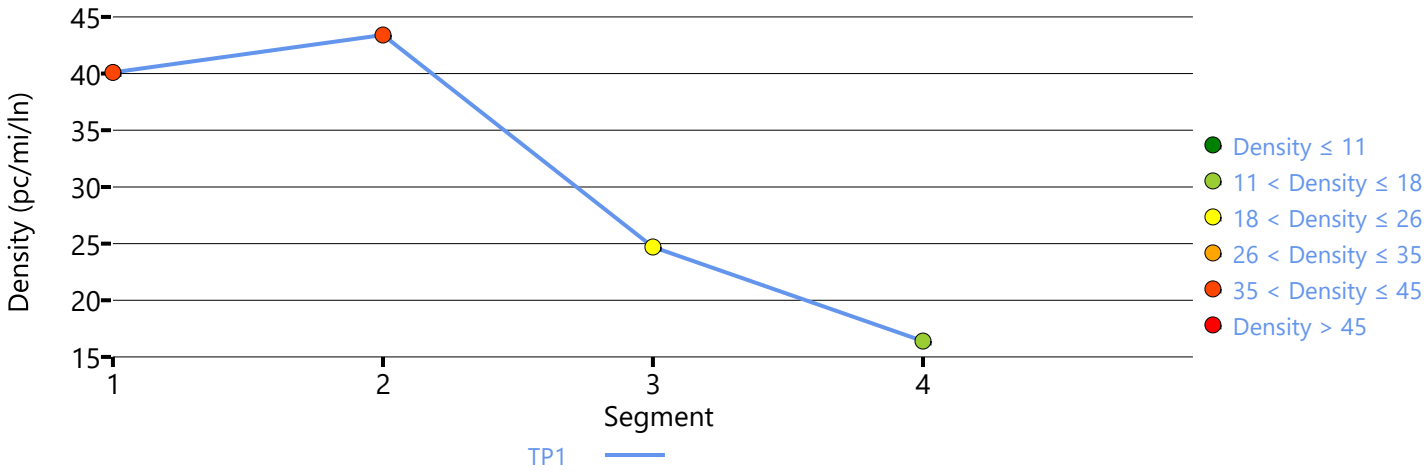
Volume Distribution



Speed Distribution



Density Distribution



HCS7 Freeway Facilities Report

Project Information

Analyst	Revanth K	Date	8/16/2018
Agency	BCC Eng	Analysis Year	2045 Build Alternative 3
Jurisdiction	D6	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	3
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Off-Ramp from I-95 SB Express Lanes	500	2
2	Merge	Basic	Viaduct merge with ramp from I-95 ramps	1500	3
3	Basic	Basic	Viaduct continuation	3000	3

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	1224	4400	0.28	49.2	12.4	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	0.980	2934	1710	6750	2100	0.18	0.81	55.0	-	7.4	-	A

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	0.980	2934	6654	0.44	51.8	18.9	C

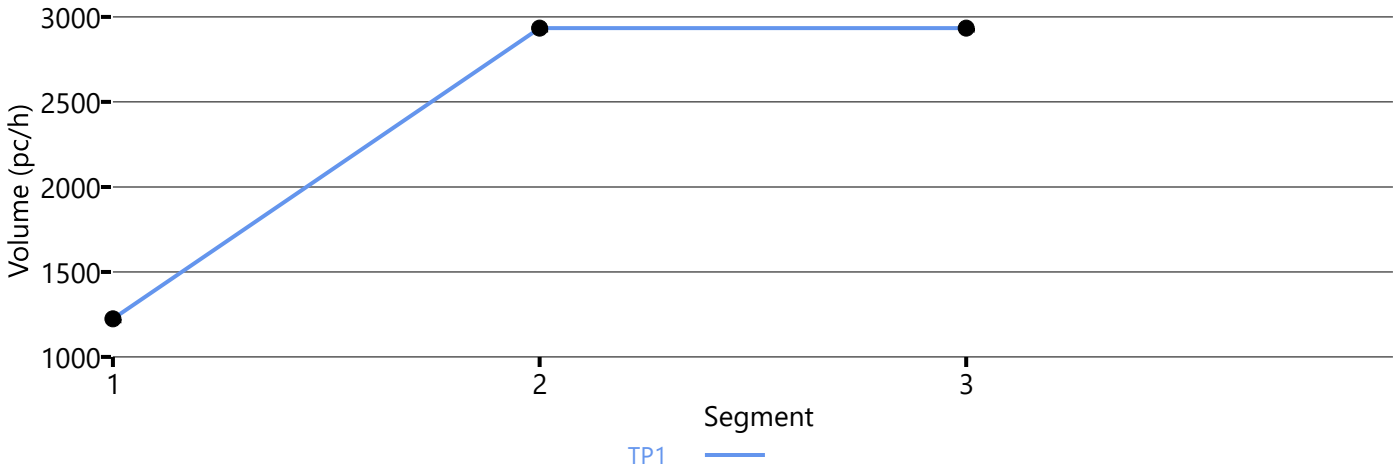
Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	52.7	14.9	14.6	1.1	B

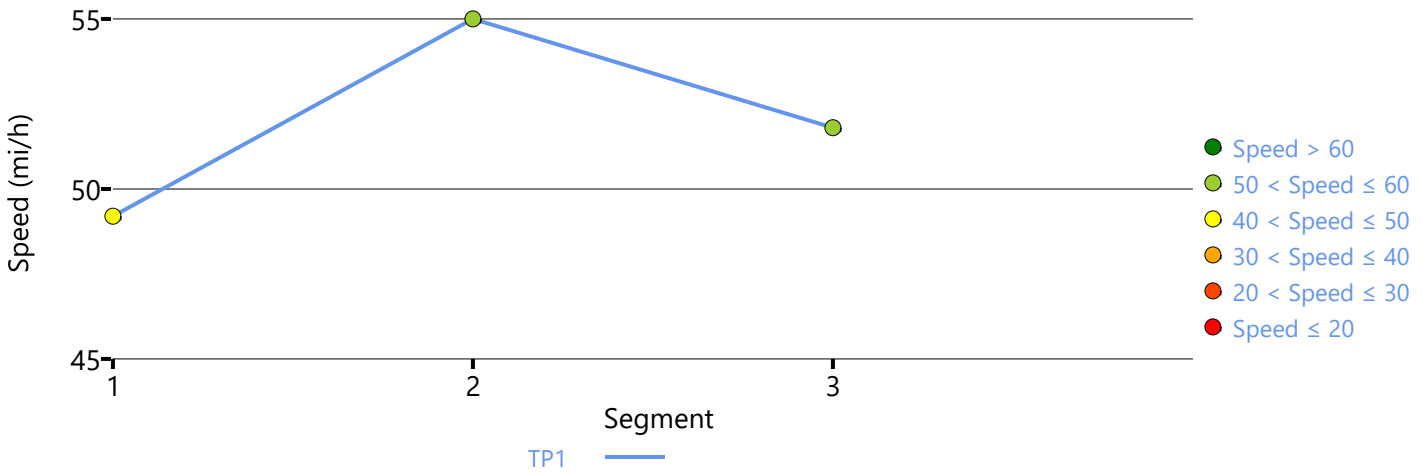
Facility Overall Results

Space Mean Speed, mi/h	52.7	Density, veh/mi/ln	14.6
Average Travel Time, min	1.1	Density, pc/mi/ln	14.9

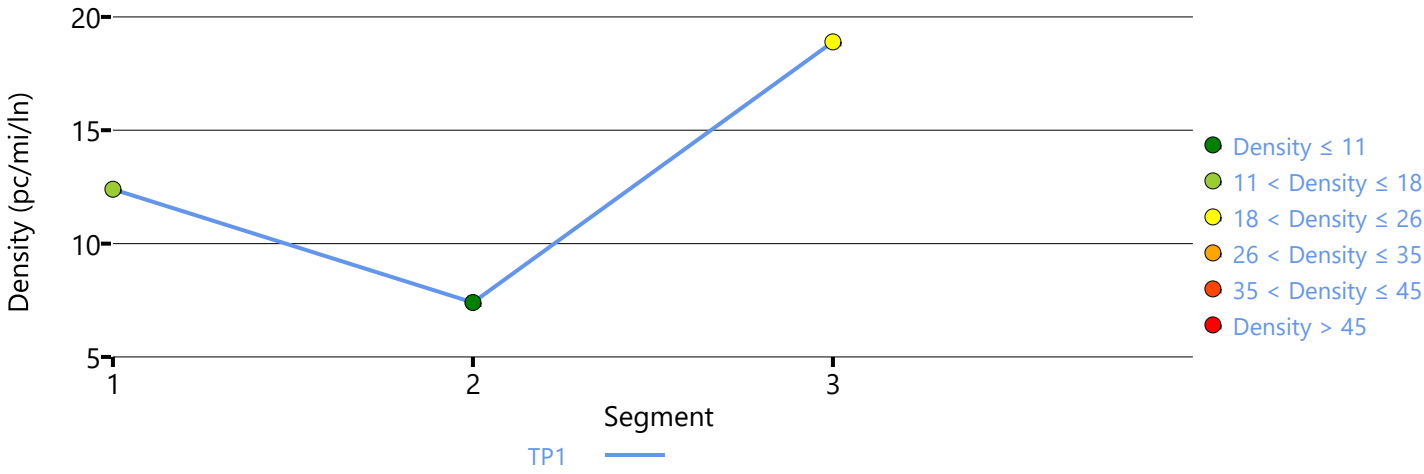
Volume Distribution



Speed Distribution



Density Distribution



PM PEAK

HCS7 Freeway Facilities Report

Project Information

Analyst	Revanth K	Date	8/26/2019
Agency	BCC Eng	Analysis Year	2045 Build Alternative 3
Jurisdiction	D6	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	17
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, west of 12th Ave	500	4
2	Diverge	Diverge	I-195 EB, to NW 12th Ave	1500	4
3	Diverge	Basic	I-195 EB, to I-95 OFR	1100	4
4	Basic	Basic	I-195 EB, from I-95 OFR to I-95 ONR	4000	2
5	Merge	Basic	I-195 EB, I-95 GP ONR	300	4
6	Diverge	Basic	I-195 EB, To N Miami Ave OFR	300	4
7	Basic	Basic	I-195 EB, east of N Miami Ave OFR	900	3
8	Basic	Basic	I-195 EB, towards N Miami Ave ONR	680	2
9	Weaving	Weaving	I-195 EB, between N Miami Ave ONR and US-1 OFR	2600	3
10	Basic	Basic	B/n US-1 OFR and viaduct TD	1850	2
11	Merge	Basic	NE 36th Street ONR	1650	3
12	Merge	Basic	Viaduct TD	850	4
13	Basic	Basic	Julia Tuttle Causeway	1300	4
14	Basic	Basic	CSWY Continuation	7600	3
15	Basic	Basic	At Bridge widening	700	4
16	Diverge	Basic	At Alton Road	1500	4
17	Basic	Basic	Towards Art Godfrey and Alton Road intersection	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	0.980	5148	8836	0.58	50.9	25.3	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	0.980	0.877	5148	91	9000	2000	0.57	0.05	54.1	49.3	23.8	24.0	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	0.95	0.95	0.980	0.962	5067	2739	9000	4400	0.56	0.62	55.0	-	23.0	-	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	0.95		0.980		2378		4418		0.54		50.9		23.4		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	0.95	0.95	0.980	0.980	4584	2206	9000	4200	0.26	0.53	55.0	-	10.8	-	A
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	0.980	0.980	4584	1279	9000	4000	0.51	0.32	55.0	-	20.8	-	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		1.000		3239		6627		0.49		50.9		21.2		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**
1	0.95		1.000		3239		4418		0.73		50.9		31.8		D
Segment 9: Weaving															
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		4025		5577		0.72		47.0		28.5		D
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	0.95		0.980		2349		4410		0.53		50.5		23.2		C
Segment 11: 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	3069	720	6750	2000	0.35	0.36	55.0	-	14.2	-	B
Segment 12: 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	4694	1625	9000	4400	0.34	0.37	55.0	-	13.9	-	B

Segment 13: 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	4694	8820	0.53	50.5	23.2	C

Segment 14: 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	4694	6639	0.71	51.3	30.5	D

Segment 15: 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	4694	8888	0.53	52.2	22.5	C

Segment 16: 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	0.980	0.980	4694	2872	9000	4000	0.52	0.72	55.0	-	21.3	-	C

Segment 17: 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	1822	4444	0.41	52.2	17.5	B

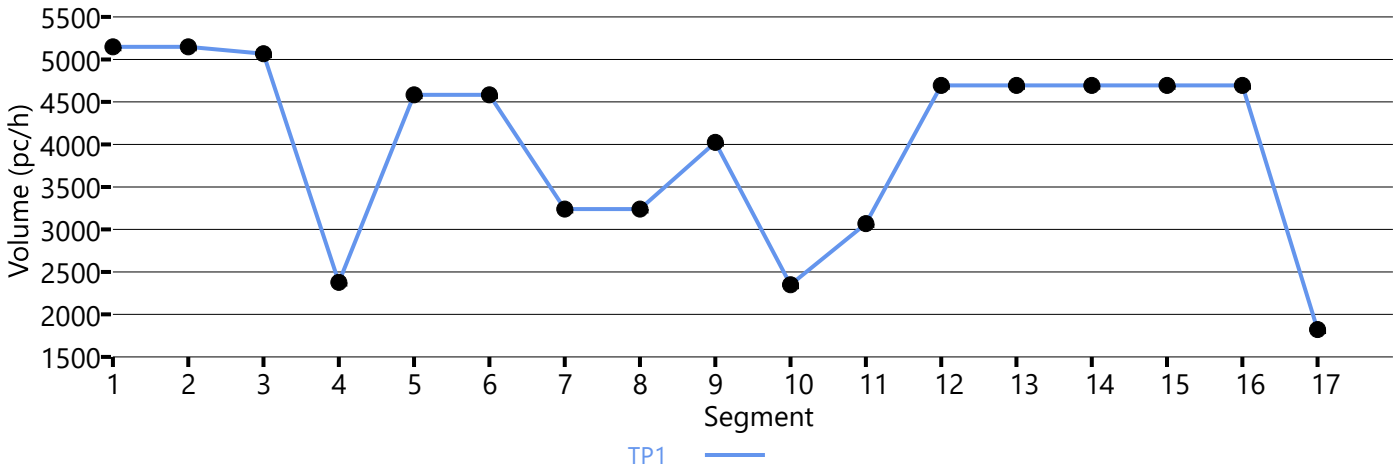
Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	51.7	24.5	23.9	6.1	C

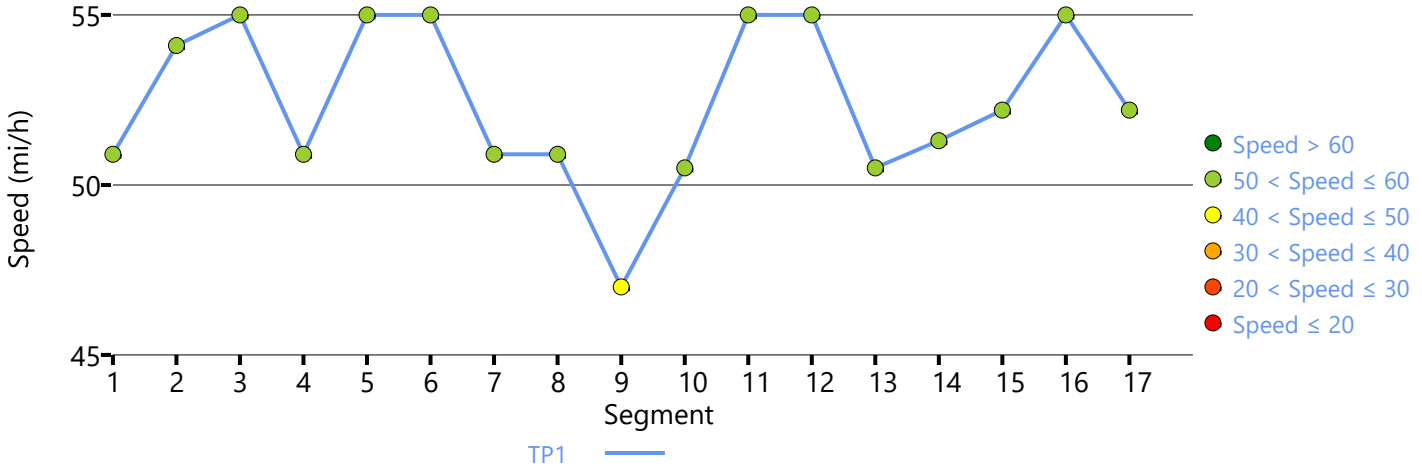
Facility Overall Results

Space Mean Speed, mi/h	51.7	Density, veh/mi/ln	23.9
Average Travel Time, min	6.1	Density, pc/mi/ln	24.5

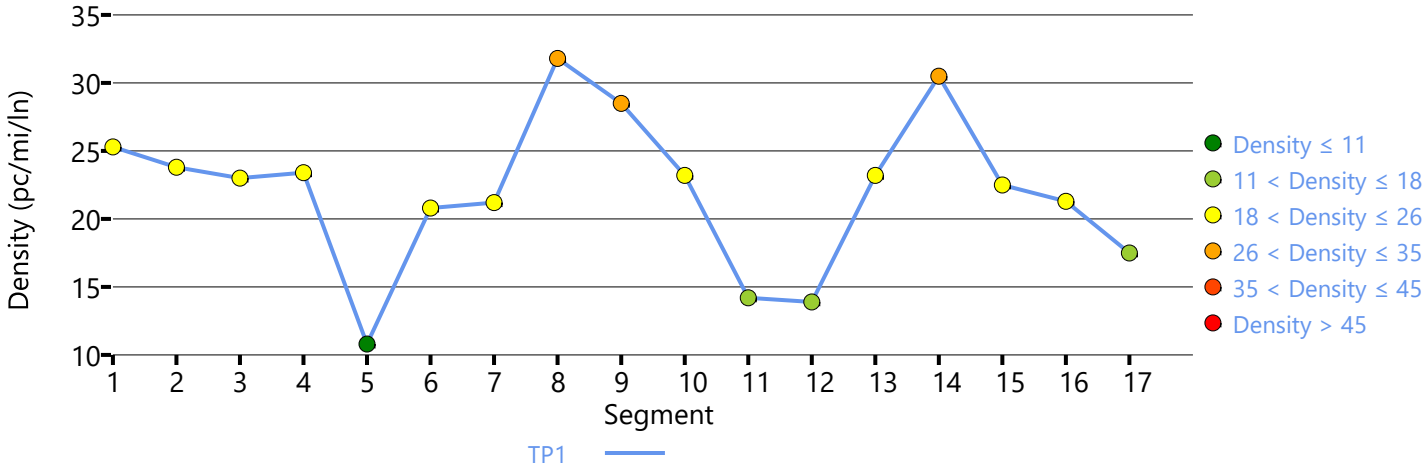
Volume Distribution



Speed Distribution



Density Distribution



HCS7 Freeway Facilities Report

Project Information

Analyst	RK	Date	8/26/2019
Agency	BCC	Analysis Year	2045 Build Alternative 3
Jurisdiction	D6	Time Period Analyzed	PM Peak
Project Description	I-195 Corridor Planning Study		

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	4
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-95 GP Ramps	500	2
2	Diverge	Diverge	Between N Miami Avenue ONR and OFR to Viaduct	250	2
3	Diverge	Diverge	Between OFR to viaduct and Lower Level	500	2
4	Basic	Basic	To Miami Avenue	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	0.980	3317	4436	0.75	51.8	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	0.95	0.95	0.980	1.000	3317	1104	4500	2000	0.74	0.55	48.1	48.1	34.5	30.5	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	0.95	0.95	0.980	0.980	2190	547	4500	2000	0.49	0.27	48.8	48.8	22.4	18.6	B

Segment 4: Basic

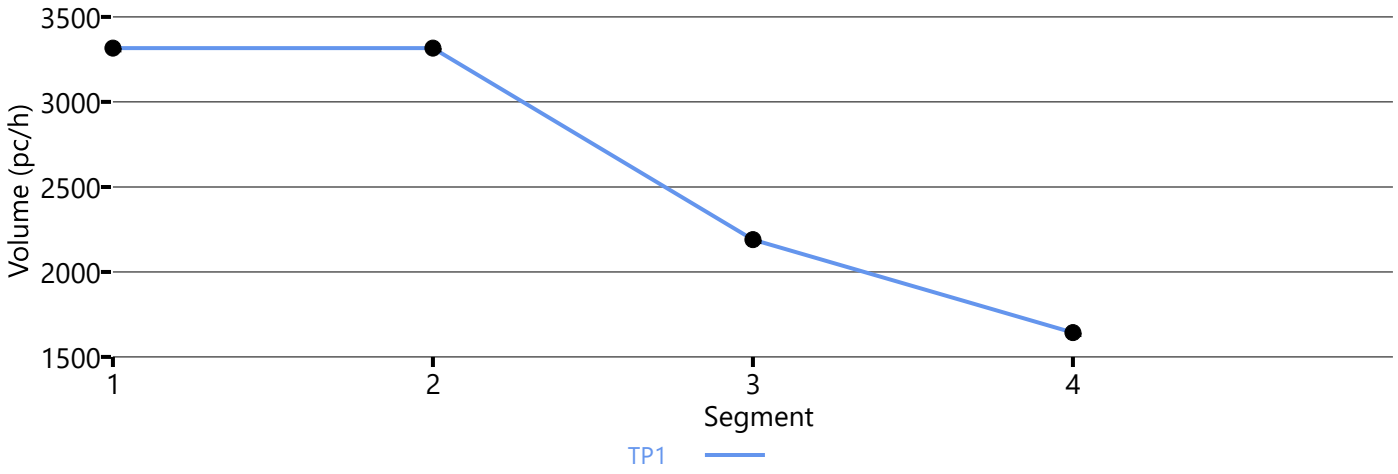
Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.980	1643	4474	0.37	53.7	15.3	B

Facility Time Period Results

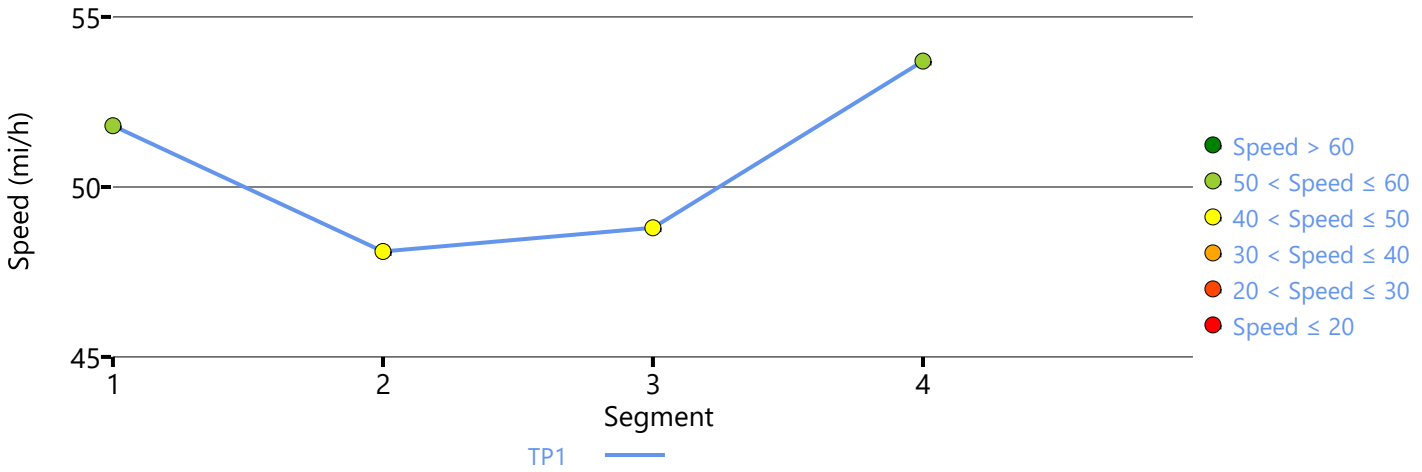
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	50.6	24.8	24.4	0.4	C

Facility Overall Results			
Space Mean Speed, mi/h	50.6	Density, veh/mi/ln	24.4
Average Travel Time, min	0.4	Density, pc/mi/ln	24.8

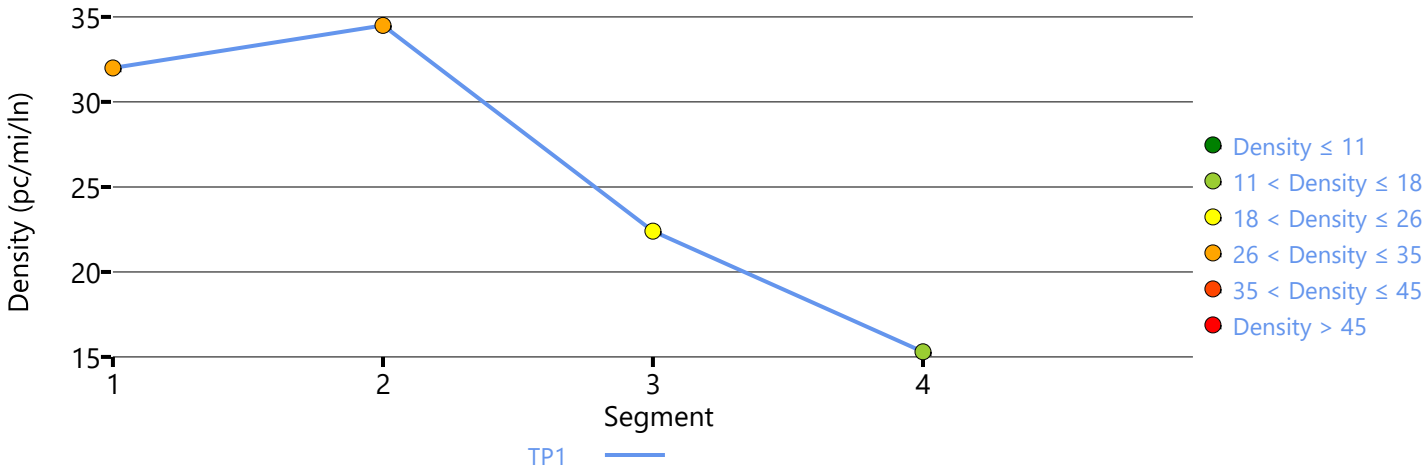
Volume Distribution



Speed Distribution



Density Distribution



HCS7 Freeway Facilities Report

Project Information

Analyst	Revanth K	Date	8/16/2018
Agency	BCC Eng	Analysis Year	2045 Build Alternative 3
Jurisdiction	D6	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	3
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Off-Ramp from I-95 SB Express Lanes	500	2
2	Merge	Basic	Viaduct merge with ramp from I-95 ramps	1500	3
3	Basic	Basic	Viaduct continuation	3000	3

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	1029	4400	0.23	49.2	10.4	A

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	2156	1127	6750	2100	0.15	0.54	55.0	-	6.2	-	A

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	0.980	2156	6654	0.32	51.8	13.9	B

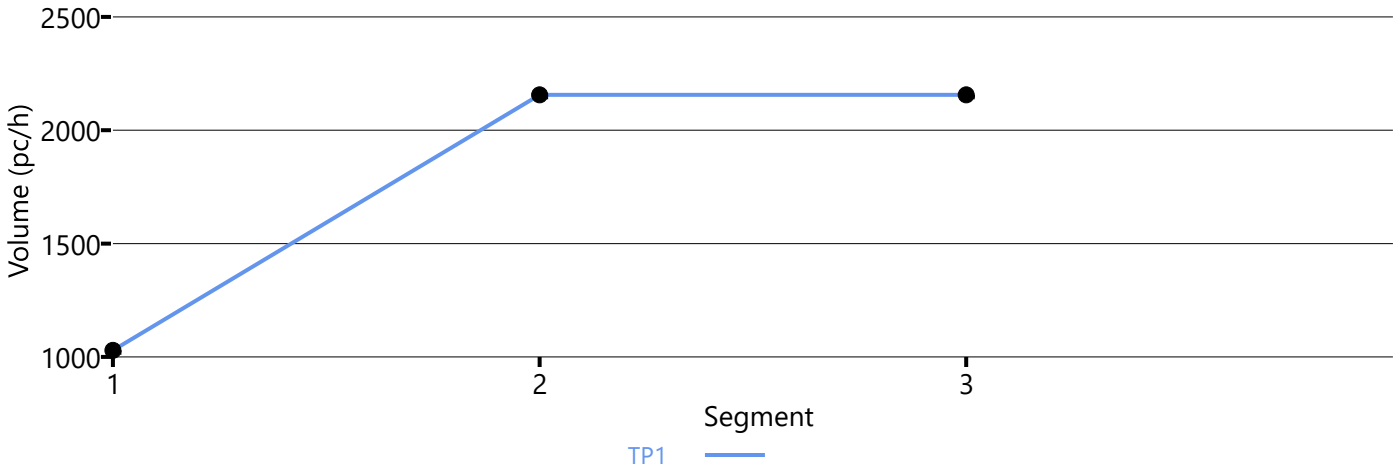
Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	52.6	11.3	11.0	1.1	B

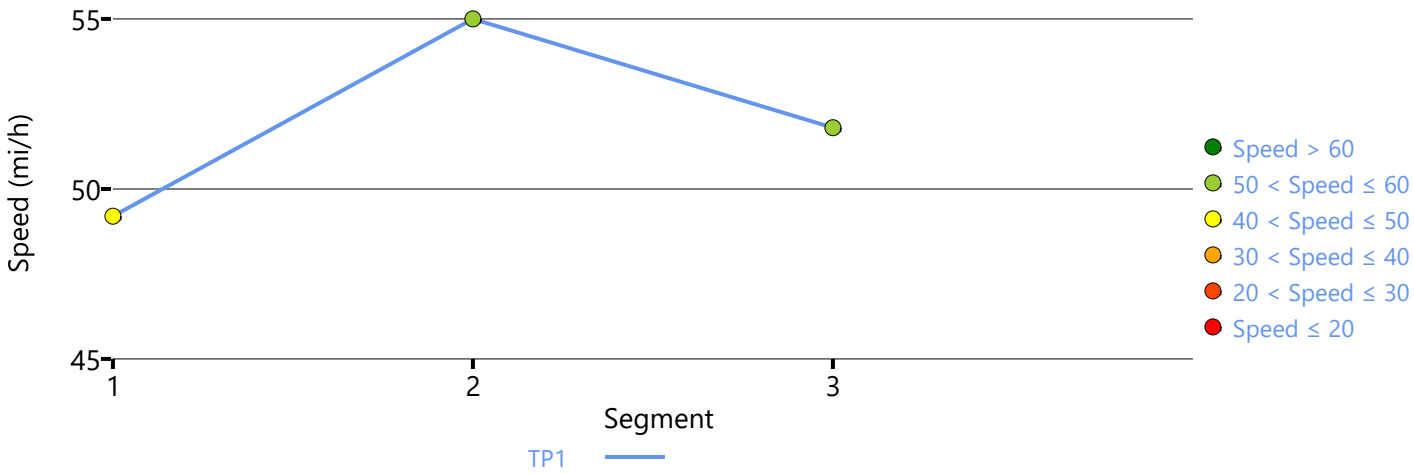
Facility Overall Results

Space Mean Speed, mi/h	52.6	Density, veh/mi/ln	11.0
Average Travel Time, min	1.1	Density, pc/mi/ln	11.3

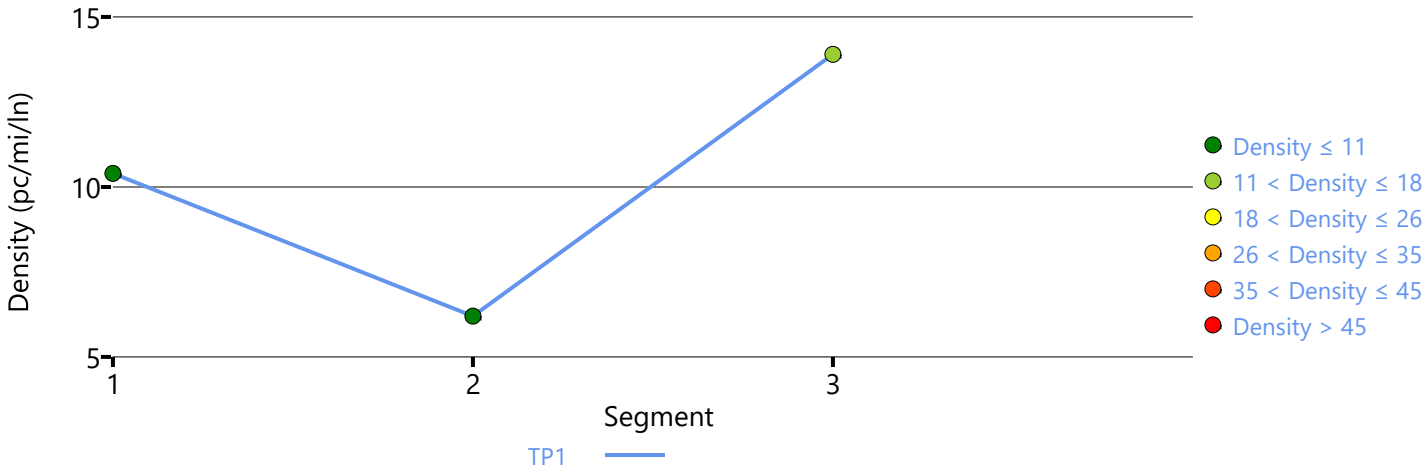
Volume Distribution



Speed Distribution



Density Distribution



HCS7 Basic Freeway Report

Project Information

Analyst	RK	Date	4/3/2020
Agency	BCC	Analysis Year	2045
Jurisdiction	D6	Time Period Analyzed	AM
Project Description	I-195 CPS - Alt 3		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	55.0	Total Ramp Density (TRD), ramps/mi	0.67
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	52.7
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2031	Heavy Vehicle Adjustment Factor (f_{HV})	0.980
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1091
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2227
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2227
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.49
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	52.7
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	20.7
Total Ramp Density Adjustment	2.3	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	52.7		

I-195 WESTBOUND

AM PEAK

HCS7 Freeway Facilities Report

Project Information

Analyst	Revanth K	Date	8/16/2019
Agency	BCC Eng	Analysis Year	2045 Build Alternative 3
Jurisdiction	D6	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	15
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Alton Road S ONR from Intersection	500	2
2	Merge	Basic	Ramp from Mt. Sinai	400	3
3	Merge	Merge	Alton Rd S ONR	800	3
4	Basic	Basic	Ramps C-D Road	2000	2
5	Merge	Basic	Merge with I-195 WB from Intersection	1100	4
6	Basic	Basic	Julia Tuttle CSWY	7500	3
7	Basic	Basic	Bridge Widening	1500	4
8	Diverge	Basic	OFR to Viaduct	1500	4
9	Diverge	Basic	Off-Ramp to US-1	1500	3
10	Basic	Basic	Between OFR to Viaduct and ONR from US-1	900	2
11	Merge	Merge	ONR from US-1	700	2
12	Diverge	Diverge	OFR to Miami Ave	520	2
13	Basic	Basic	--> ONR from N Miami Ave	1380	2
14	Weaving	Weaving	ONR from N Miami Ave to I-95 OFR	2080	3
15	Basic	Basic	After I-95 OFR	1380	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	0.980	1337	4454	0.30	52.7	12.7	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	0.980	1521	184	6600	1900	0.20	0.10	50.0	-	8.9	-	A

Segment 3: Merge

Time	PHF	fHV	Flow Rate	Capacity	d/c	Speed	Density	LOS

Period					(pc/h)		(pc/h)		Ratio		(mi/h)		(pc/mi/ln)		
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.94	0.980	0.980	2523	1002	6750	2000	0.37	0.50	51.5	50.5	16.3	19.8	B

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	0.95	0.980	2512	4444	0.57	52.2	24.1	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	0.95	0.95	0.980	0.980	4694	2182	9000	4400	0.28	0.50	55.0	-	11.4	-	B

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	0.95	0.981	4689	6615	0.71	50.5	31.0	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	0.980	4694	8820	0.53	50.5	23.2	C

Segment 8: 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	4689	2128	9000	4400	0.52	0.48	55.0	-	21.3	-	C

Segment 9: 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	0.980	0.980	2670	735	6750	4000	0.40	0.18	55.0	-	16.2	-	B

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	0.95	0.981	1934	4410	0.44	50.5	19.1	C

Segment 11: 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	3239	1305	4500	2000	0.72	0.65	50.0	50.0	32.4	27.0	C

Segment 12: 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	0.980	0.980	3226	735	4500	2000	0.72	0.37	48.6	48.6	33.2	29.7	D

Segment 13: 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	0.977	2499	4400	0.57	48.6	25.7	C

Segment 14: Weaving

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	0.977	4201	5709	0.74	45.4	30.8	D

Segment 15: 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	1755	4410	0.40	50.5	17.4	B

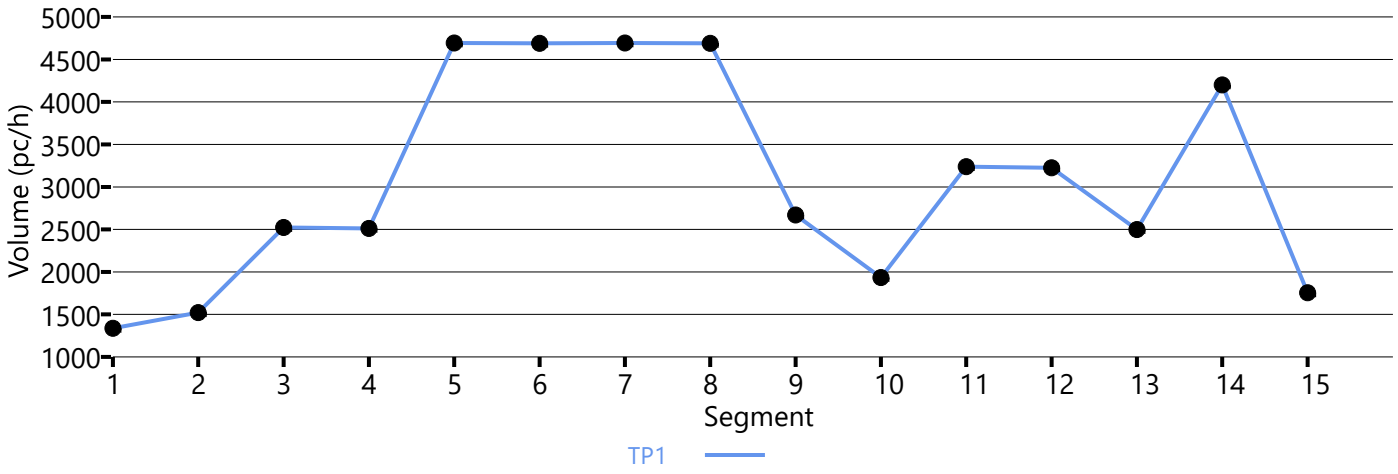
Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	50.7	24.6	24.0	5.3	C

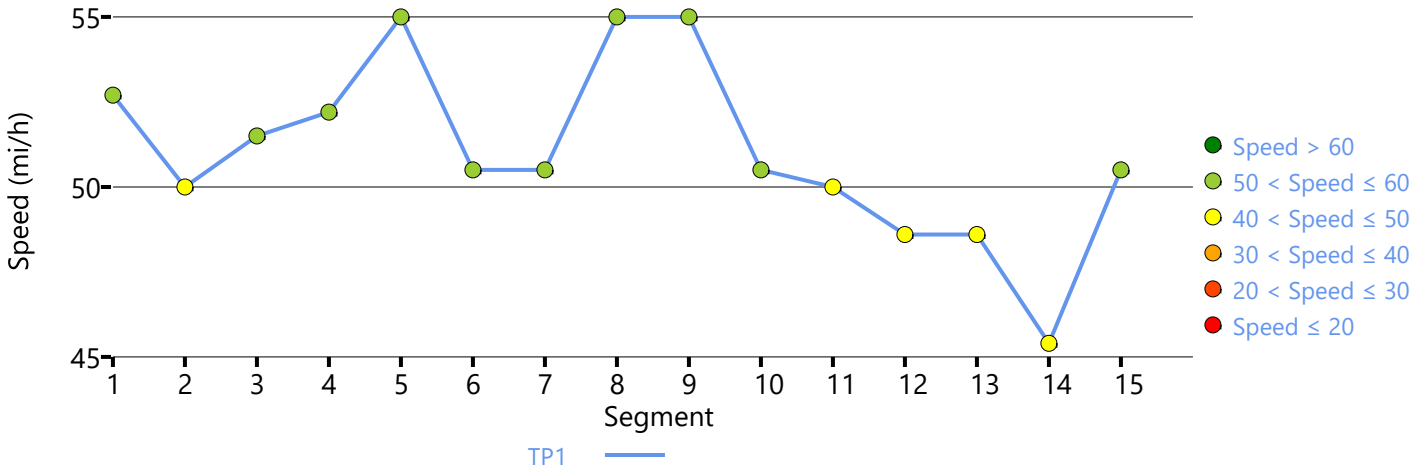
Facility Overall Results

Space Mean Speed, mi/h	50.7	Density, veh/mi/ln	24.0
Average Travel Time, min	5.3	Density, pc/mi/ln	24.6

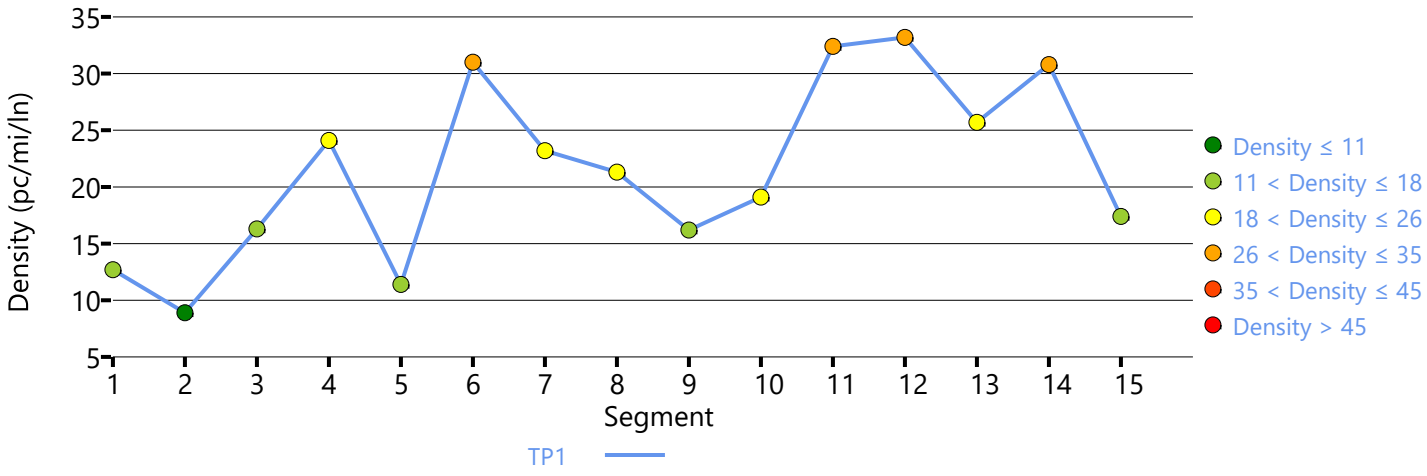
Volume Distribution



Speed Distribution



Density Distribution



HCS7 Freeway Facilities Report

Project Information

Analyst	Revanth K	Date	8/27/2019
Agency	BCC Engg	Analysis Year	2045 Build Alternative 3
Jurisdiction	D6	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	4
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	5
3	Merge	Merge	I-195 WB merge with I-95 Express Lanes ramp	500	5
4	Basic	Basic	East of Exp Lanes Merge	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	2359	6615	0.36	50.5	15.6	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	0.980	4790	2431	11250	4000	0.21	0.61	55.0	-	8.6	-	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	5148	359	11250	2000	0.46	0.18	52.0	51.0	19.8	16.7	B

Segment 4: Basic

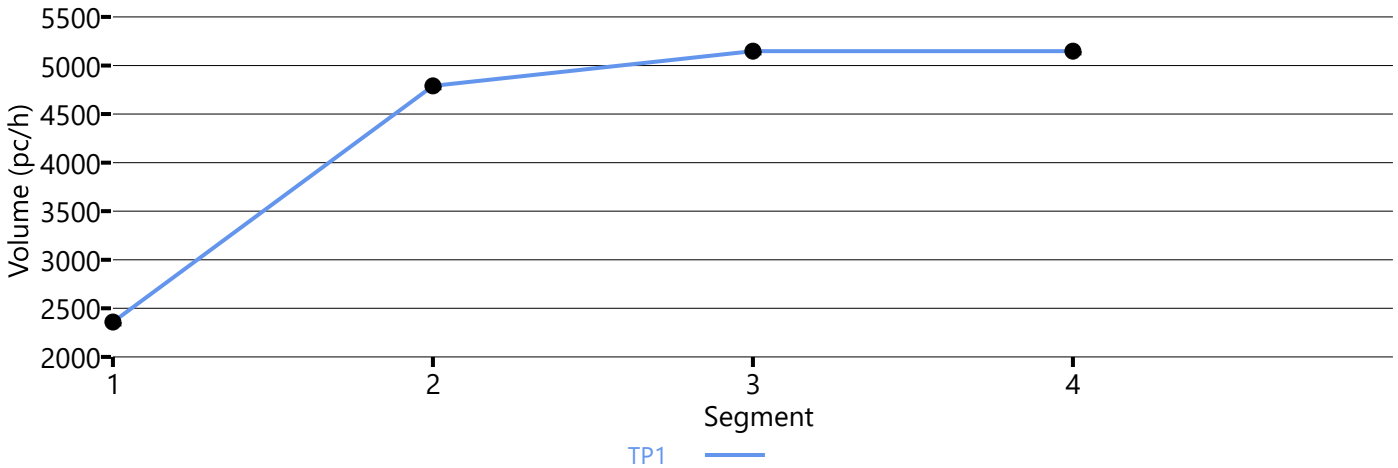
Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.980	5148	11090	0.46	51.8	19.9	C

Facility Time Period Results

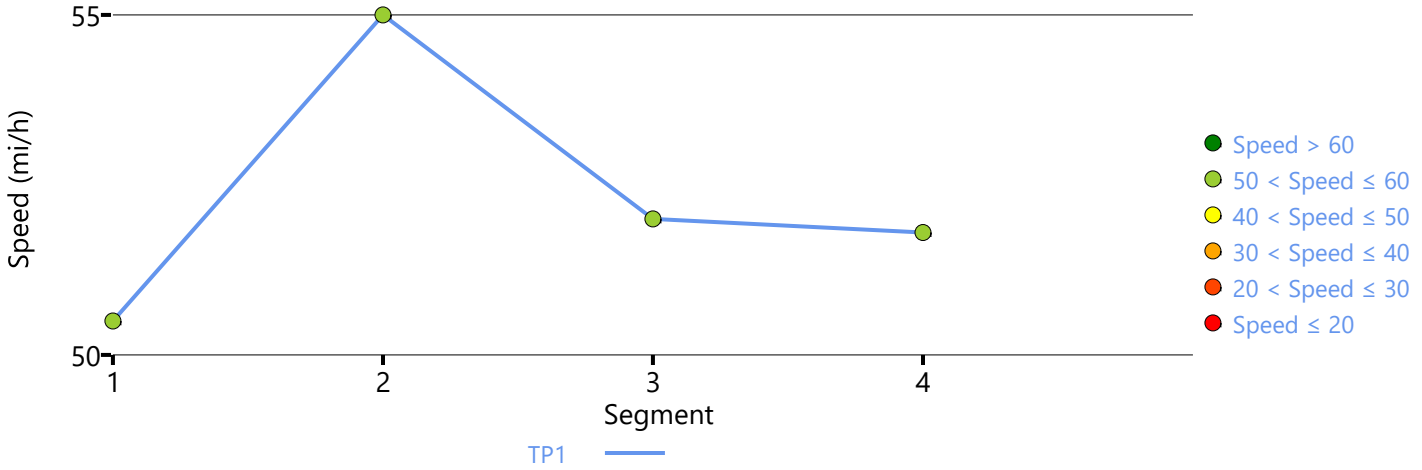
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	52.5	16.0	15.7	0.4	B

Facility Overall Results			
Space Mean Speed, mi/h	52.5	Density, veh/mi/ln	15.7
Average Travel Time, min	0.4	Density, pc/mi/ln	16.0

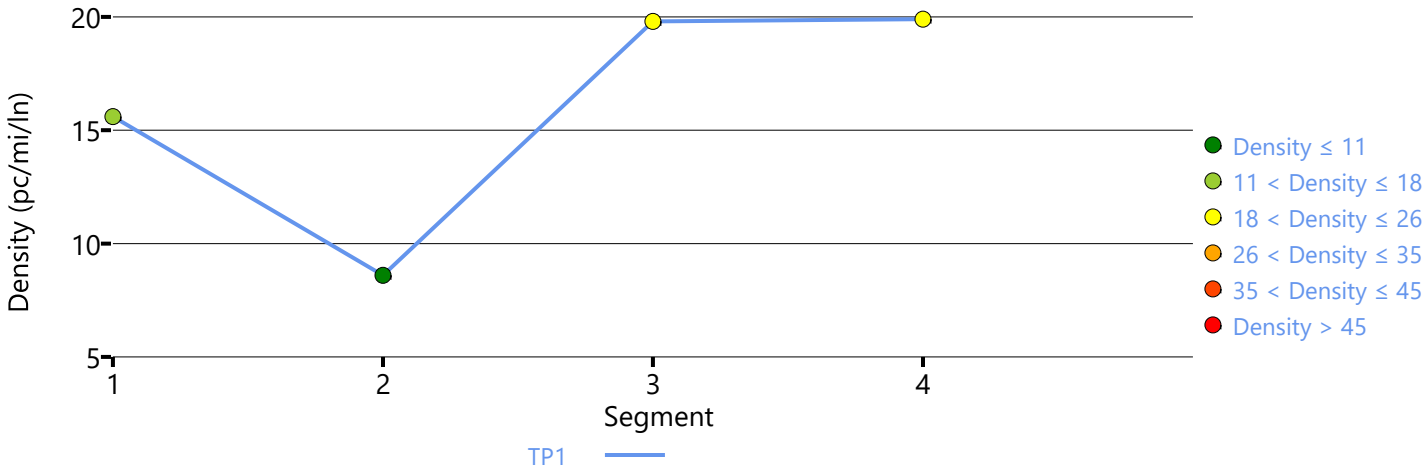
Volume Distribution



Speed Distribution



Density Distribution



HCS7 Freeway Facilities Report

Project Information

Analyst	Revanth K	Date	12/19/2018
Agency	BCC Eng	Analysis Year	2045 Build Alternative 3
Jurisdiction	D6	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	4
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Express Lanes Entrance	3750	2
2	Diverge	Diverge	Exit to I-95 SB GP Ramp	1500	2
3	Diverge	Diverge	Exit to I-95 NB GP Ramp	1500	2
4	Basic	Basic	West of Off-Ramps to I-95 GP	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	0.980	2024	4410	0.46	50.5	20.0	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	0.980	0.980	2024	1182	4500	2000	0.45	0.59	48.1	48.1	21.0	21.7	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	0.95	0.95	0.980	0.980	842	221	4500	2000	0.19	0.11	49.2	49.2	8.6	11.5	B

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	0.95	0.980	621	4474	0.14	53.7	5.8	A

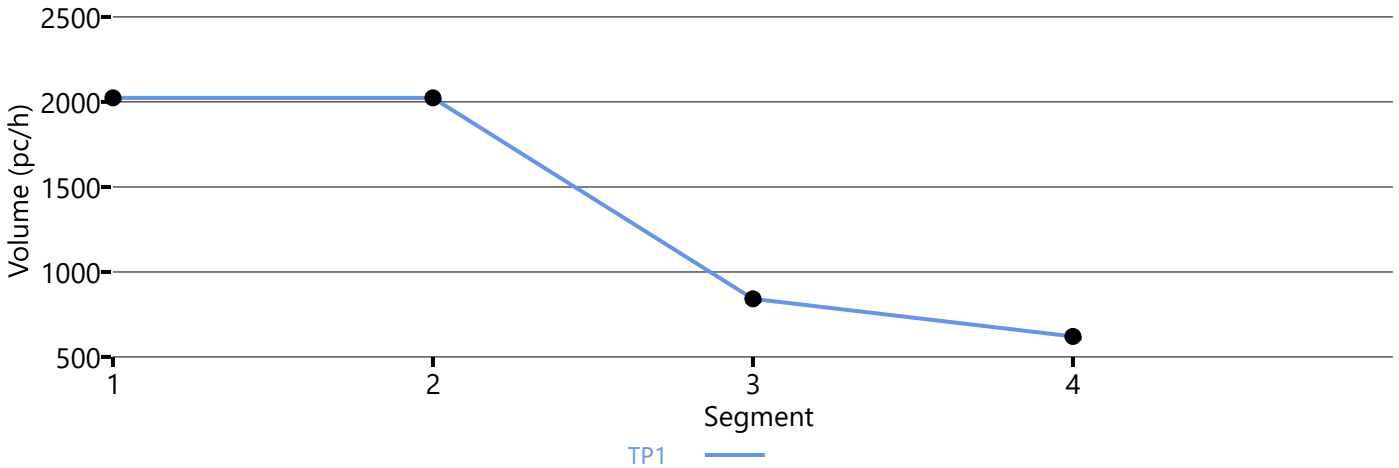
Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	49.8	16.9	16.5	1.7	B

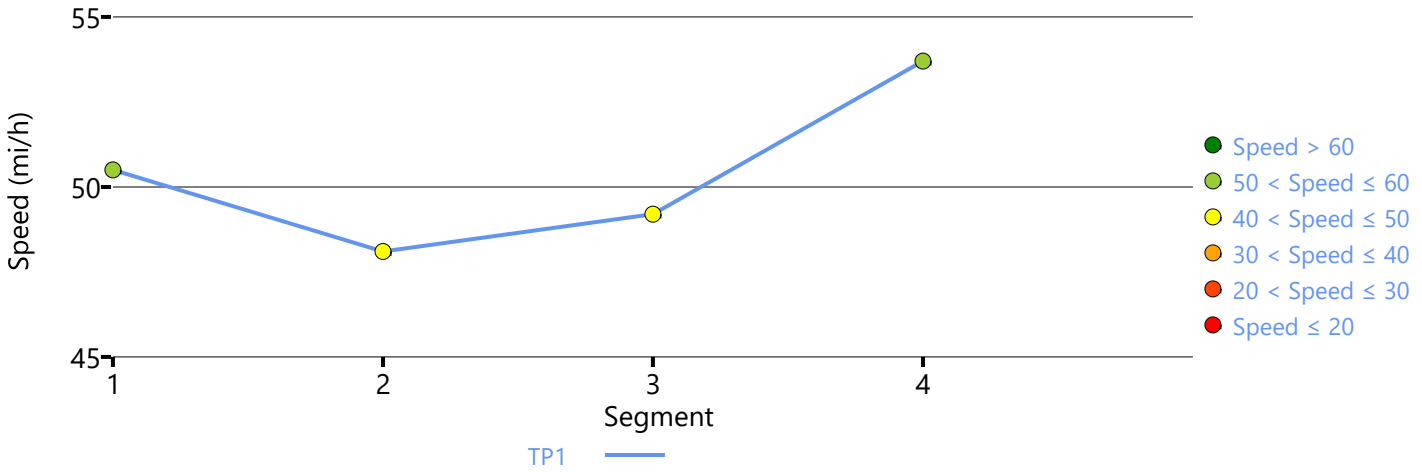
Facility Overall Results

Space Mean Speed, mi/h	49.8	Density, veh/mi/ln	16.5
Average Travel Time, min	1.7	Density, pc/mi/ln	16.9

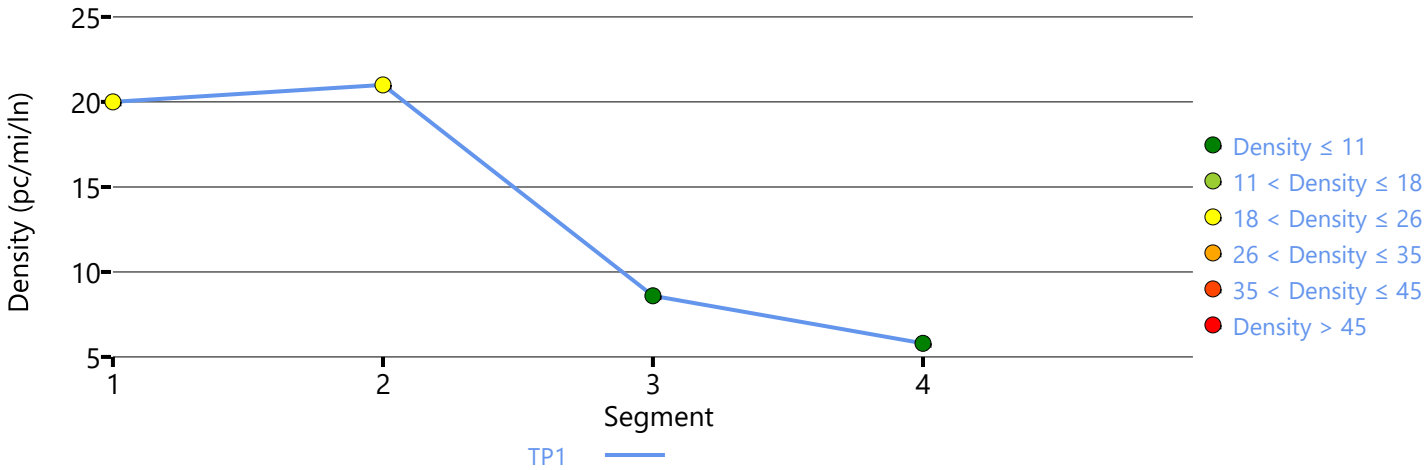
Volume Distribution



Speed Distribution



Density Distribution



HCS7 Basic Freeway Report

Project Information

Analyst	RK	Date	4/3/2020
Agency	BCC	Analysis Year	2045
Jurisdiction	D6	Time Period Analyzed	PM
Project Description	I-195 CPS - Alt 3		

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	55.0	Total Ramp Density (TRD), ramps/mi	0.67
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	52.7
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1797	Heavy Vehicle Adjustment Factor (f_{HV})	0.980
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	965
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2227
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2227
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.43
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	52.7
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	18.3
Total Ramp Density Adjustment	2.3	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	52.7		

PM PEAK

HCS7 Freeway Facilities Report

Project Information

Analyst	Revanth K	Date	8/16/2019
Agency	BCC Eng	Analysis Year	2045 Build Alternative 3
Jurisdiction	D6	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	15
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Alton Road S ONR from Intersection	500	2
2	Merge	Basic	Ramp from Mt. Sinai	400	3
3	Merge	Merge	Alton Rd S ONR	800	3
4	Basic	Basic	Ramps with C-D Road	2000	2
5	Merge	Basic	Merge with I-195 WB from intersection	1100	4
6	Basic	Basic	Julia Tuttle CSWY	7500	3
7	Basic	Basic	Bridge Widening	1500	4
8	Diverge	Basic	OFR to viaduct	1500	4
9	Diverge	Basic	Off-Ramp to US-1	1500	3
10	Basic	Basic	Between OFR to Viaduct and ONR from US-1	900	2
11	Merge	Merge	ONR from US-1	700	2
12	Diverge	Diverge	OFR to Miami Ave	520	2
13	Basic	Basic	--> ONR from N Miami Ave	1380	2
14	Weaving	Weaving	ONR from N Miami Ave to I-95 OFR	2080	3
15	Basic	Basic	After I-95 OFR	1380	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	1517	4400	0.34	47.7	15.9	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	0.980	2094	574	6600	1900	0.23	0.30	50.0	-	10.1	-	A

Segment 3: Merge

Time	PHF	fHV	Flow Rate	Capacity	d/c	Speed	Density	LOS

Period					(pc/h)		(pc/h)		Ratio		(mi/h)		(pc/mi/ln)		
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.95	0.95	0.982	0.980	4213	2124	6750	2000	0.62	1.06	50.2	49.4	28.0	30.6	D

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	0.95	0.982	4208	4426	0.95	50.6	41.6	E

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	0.95	0.95	0.980	0.980	6147	1930	9000	4400	0.47	0.44	55.0	-	19.2	-	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
1	0.95	0.981	6141	6615	0.93	50.4	40.6	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	0.980	6147	8820	0.70	50.5	30.4	D

Segment 8: 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	6141	3310	9000	4000	0.68	0.83	55.0	-	27.9	-	D

Segment 9: 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	0.980	0.980	2999	564	6750	4000	0.44	0.14	55.0	-	18.2	-	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
1	0.95	0.981	2433	4410	0.55	50.5	24.1	C

Segment 11: 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	3614	1181	4500	2000	0.80	0.59	49.4	49.4	36.6	29.9	D

Segment 12: 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	0.980	0.980	3603	564	4500	2000	0.80	0.28	48.8	48.8	36.9	33.0	D

Segment 13: 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	0.977	3048	4400	0.69	48.6	31.4	D

Segment 14: Weaving								
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	0.977	5003	5985	0.84	44.7	37.3	E

Segment 15: 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	2249	4410	0.51	50.5	22.3	C

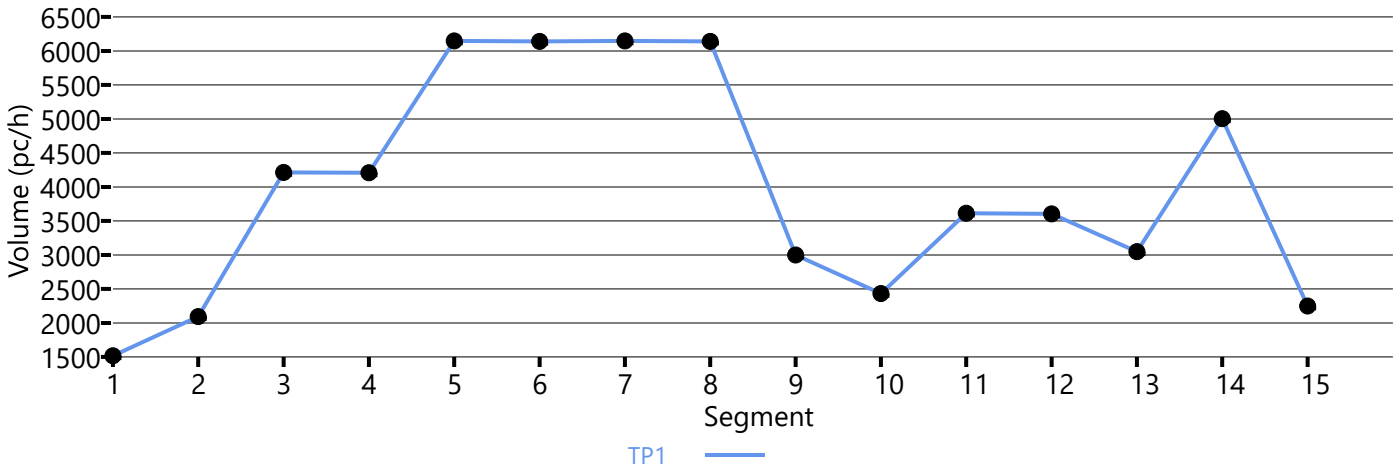
Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	50.5	32.4	31.6	5.4	D

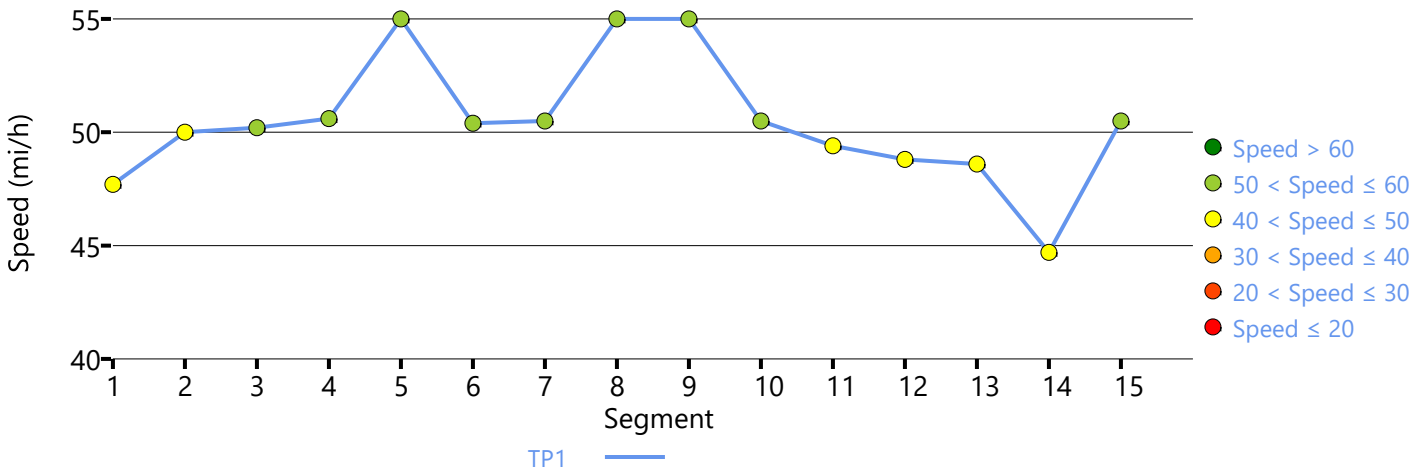
Facility Overall Results

Space Mean Speed, mi/h	50.5	Density, veh/mi/ln	31.6
Average Travel Time, min	5.4	Density, pc/mi/ln	32.4

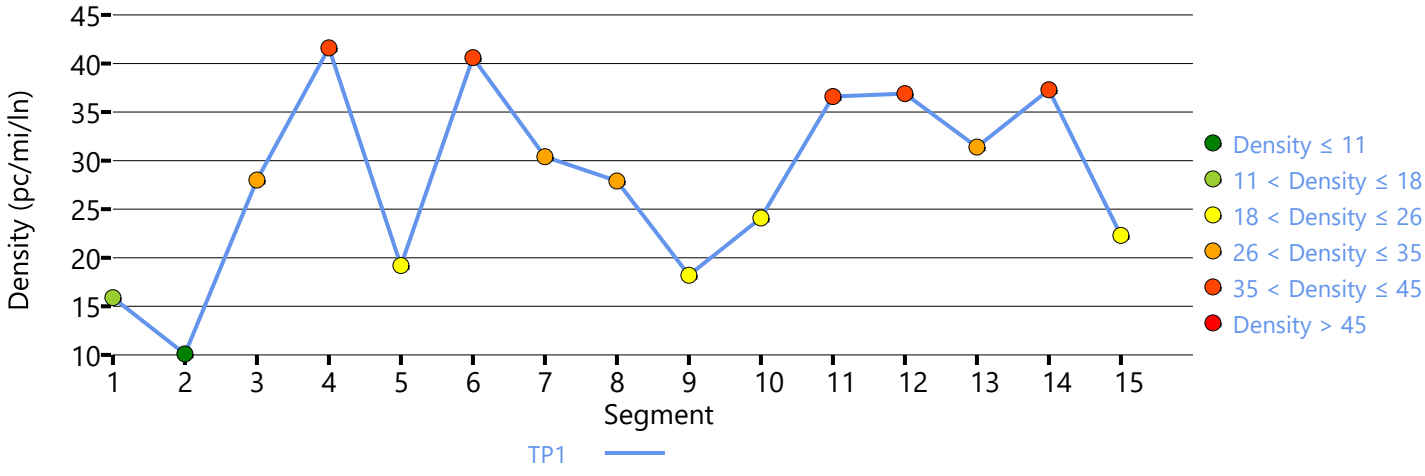
Volume Distribution



Speed Distribution



Density Distribution



HCS7 Freeway Facilities Report

Project Information

Analyst	Revanth K	Date	8/27/2019
Agency	BCC Engg	Analysis Year	2045 Build Alternative 3
Jurisdiction	D6	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	4
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	5
3	Merge	Merge	I-195 WB merge with I-95 Express Lanes ramp	500	5
4	Basic	Basic	East of Exp Lanes Merge	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	3518	6615	0.53	50.5	23.2	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	6254	2736	11250	4000	0.31	0.68	55.0	-	12.8	-	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	6740	487	11250	2000	0.60	0.24	51.2	50.7	26.3	20.8	C

Segment 4: Basic

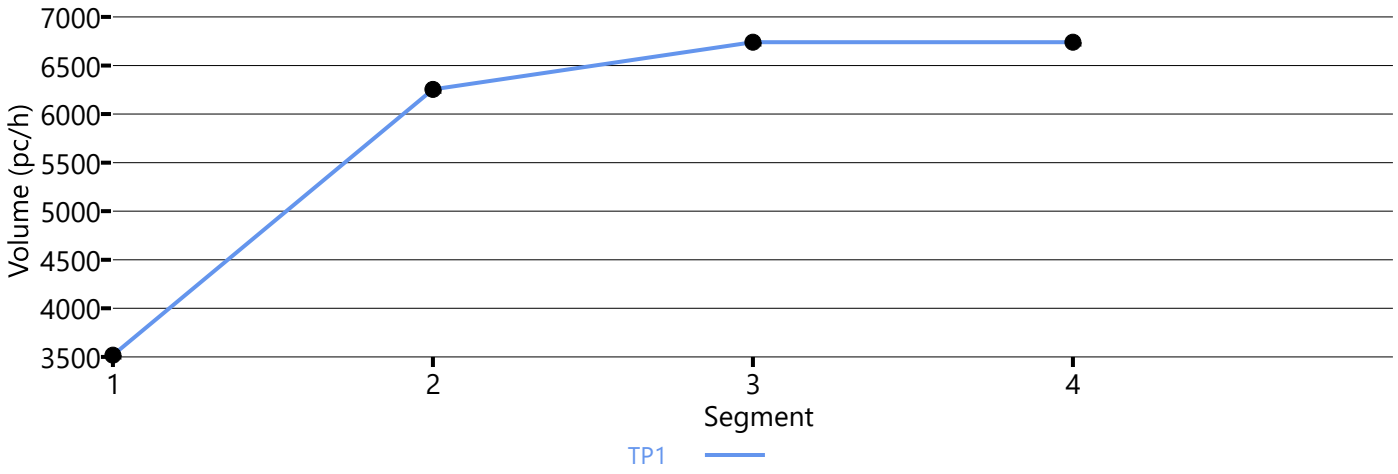
Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.980	6740	11090	0.61	51.8	26.0	C

Facility Time Period Results

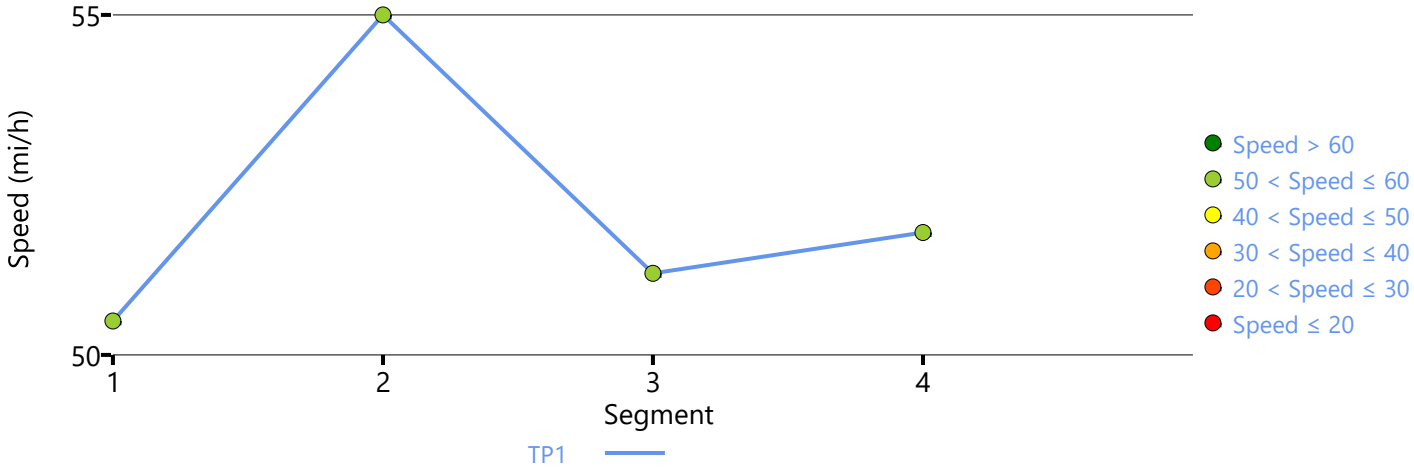
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	52.2	22.0	21.5	0.4	C

Facility Overall Results			
Space Mean Speed, mi/h	52.2	Density, veh/mi/ln	21.5
Average Travel Time, min	0.4	Density, pc/mi/ln	22.0

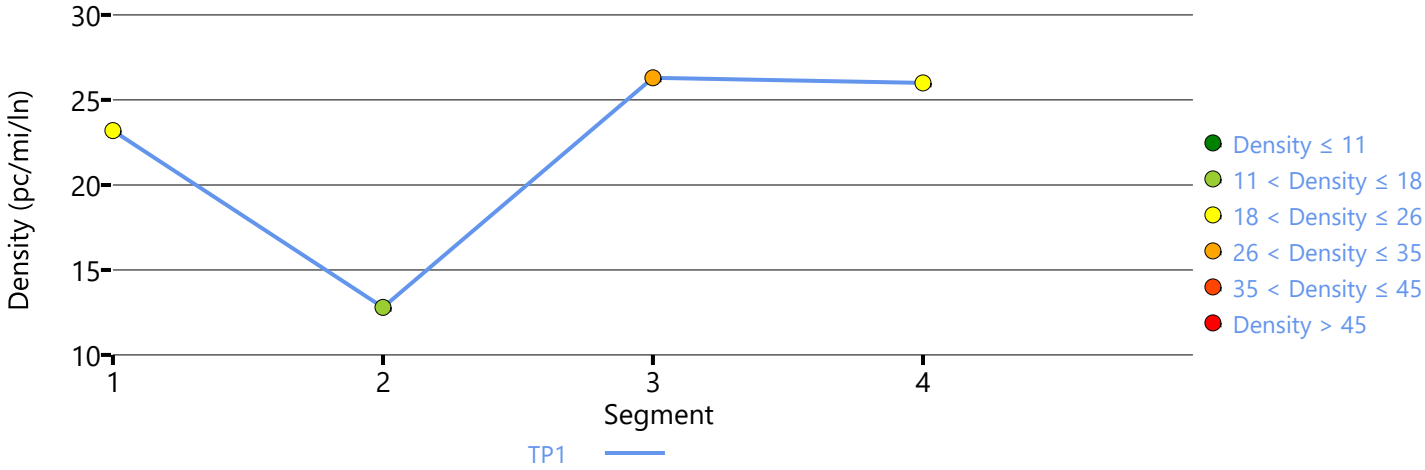
Volume Distribution



Speed Distribution



Density Distribution



HCS7 Freeway Facilities Report

Project Information

Analyst	Revanth K	Date	8/19/2019
Agency	BCC Eng	Analysis Year	2045 Build Alternative 3
Jurisdiction	D6	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	4
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Express Lanes Entrance	3750	2
2	Diverge	Diverge	Exit to I-95 SB GP Ramp	1500	2
3	Diverge	Diverge	Exit to I-95 NB GP Ramp	1500	2
4	Basic	Basic	West of Off-Ramps to I-95 GP	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	0.980	3148	4410	0.71	50.5	31.2	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	0.980	0.980	3148	1795	4500	2000	0.70	0.90	47.3	47.3	33.3	31.3	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	0.95	0.95	0.980	0.980	1353	724	4500	2000	0.30	0.36	48.6	48.6	13.9	15.9	B

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	0.95	0.980	629	4474	0.14	53.7	5.8	A

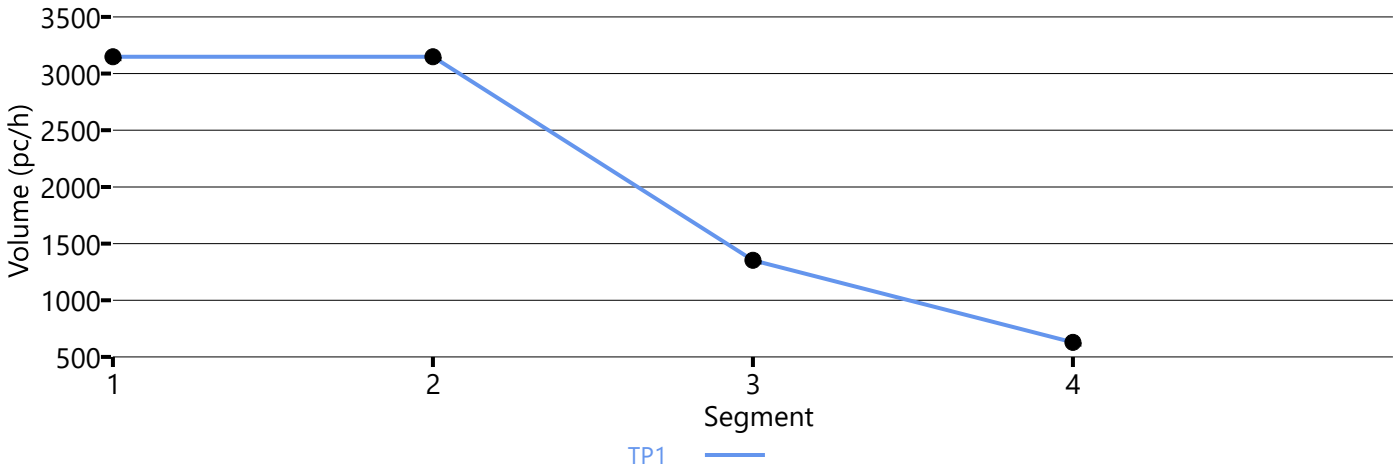
Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	49.5	26.3	25.8	1.7	D

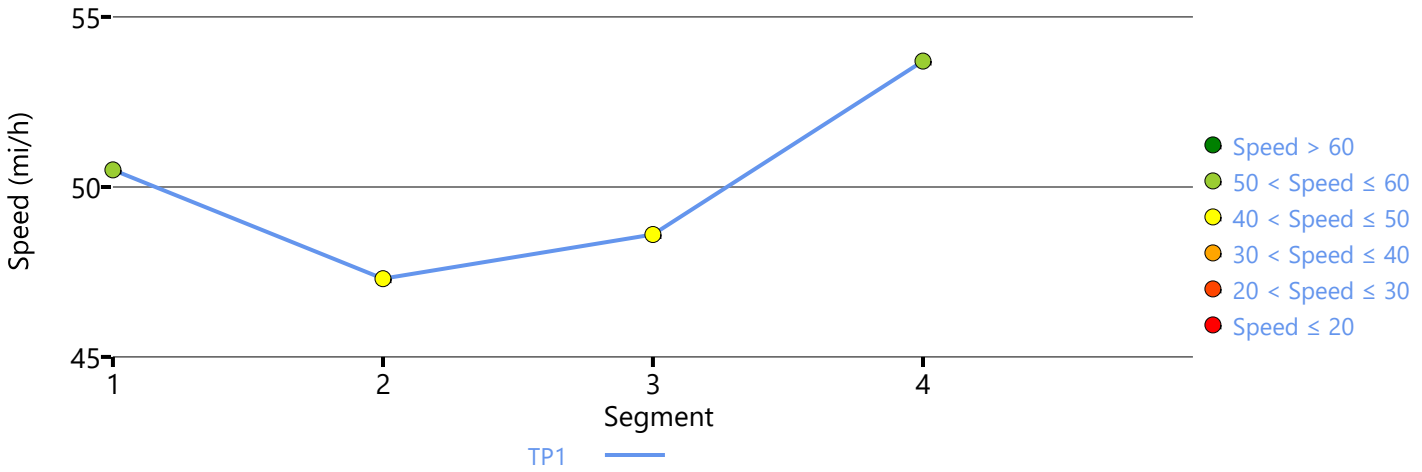
Facility Overall Results

Space Mean Speed, mi/h	49.5	Density, veh/mi/ln	25.8
Average Travel Time, min	1.7	Density, pc/mi/ln	26.3

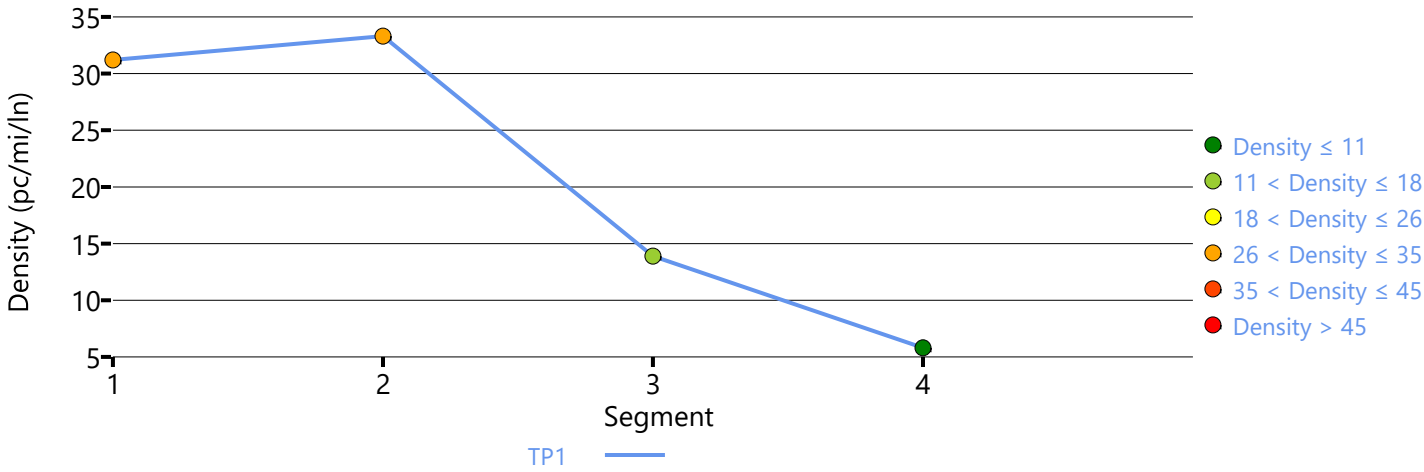
Volume Distribution



Speed Distribution



Density Distribution



ALTERNATIVE 4

AM PEAK

I-195 EASTBOUND

HCS7 Freeway Facilities Report

Project Information

Analyst	Revanth K	Date	8/26/2019
Agency	BCC Eng	Analysis Year	2045 Build Alternative 4
Jurisdiction	D6	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, west of 12th Ave	500	4
2	Diverge	Diverge	I-195 EB, to NW 12th Ave	1500	4
3	Diverge	Basic	I-195 EB, to I-95 OFR	1100	4
4	Basic	Basic	I-195 EB, from I-95 OFR to I-95 ONR	600	2
5	Merge	Merge	Merge with Texas U-Turn Ramp	550	2
6	Diverge	Diverge	I-195 EB to N Miami Avenue OFR	1500	2
7	Basic	Basic	I-195 EB, to ONR from I-95 GP On-ramp	1800	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	0.980	6741	8836	0.76	50.9	33.1	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	0.980	0.877	6741	140	9000	2000	0.75	0.07	53.3	49.3	31.6	30.2	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	0.95	0.95	0.980	0.962	6615	3266	9000	4400	0.74	0.74	55.0	-	30.1	-	D

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	0.95	0.980	3409	4418	0.77	50.9	33.5	D

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	0.95	0.95	0.980	0.980	4370	961	4500	2000	0.97	0.48	47.3	47.3	46.2	35.7	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	0.95	0.95	0.980	0.980	4371	440	4500	2000	0.97	0.22	48.9	48.9	44.7	41.8	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	0.980	3930	4454	0.88	52.5	37.4	E

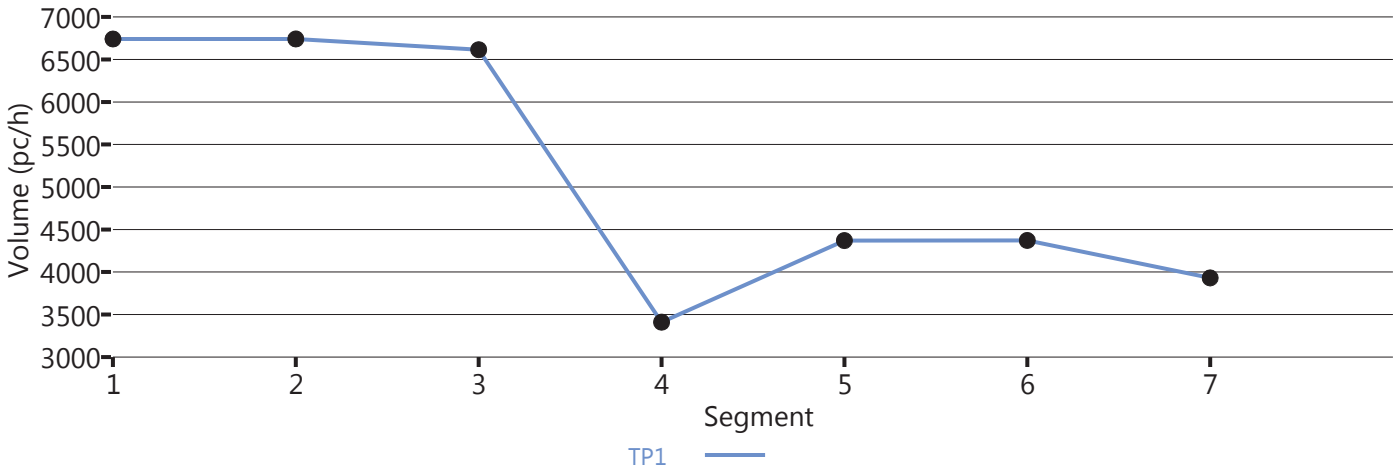
Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	51.9	35.1	34.4	1.7	E

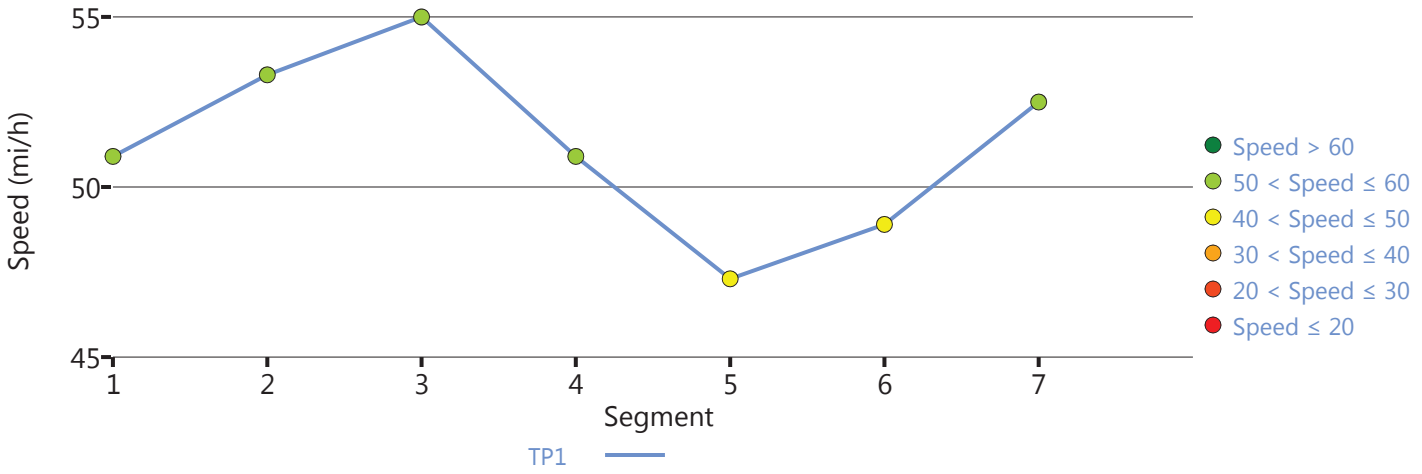
Facility Overall Results

Space Mean Speed, mi/h	51.9	Density, veh/mi/ln	34.4
Average Travel Time, min	1.7	Density, pc/mi/ln	35.1

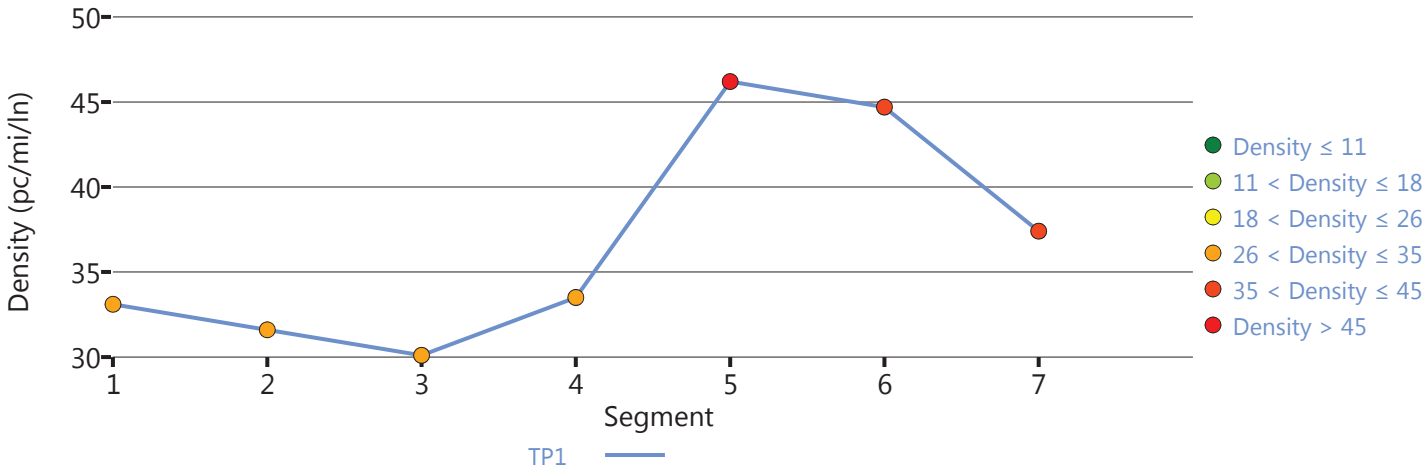
Volume Distribution



Speed Distribution



Density Distribution



HCS7 Freeway Facilities Report

Project Information

Analyst	Revanth K	Date	8/26/2019
Agency	BCC Eng	Analysis Year	2045 Build Alternative 4
Jurisdiction	D6	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	13
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-95 On-Ramps	500	3
2	Merge	Basic	I-95 GP ONR with I-195 EB	275	5
3	Diverge	Basic	Between I-95 ONR and N Miami Ave OFR	275	5
4	Basic	Basic	B/n N Miami Ave OFR and US-1 OFR	850	4
5	Basic	Basic	B/n N Miami Ave OFR and US-1 OFR	850	3
6	Diverge	Diverge	At US-1 OFR	1500	3
7	Basic	Basic	B/n US-1 OFR and NE 36th St ONR	2100	3
8	Merge	Basic	NE 36th Street ONR	1500	4
9	Basic	Basic	Julia Tuttle Causeway	1300	4
10	Basic	Basic	CSWY Continuation	7600	3
11	Basic	Basic	Bridge Widening	700	4
12	Diverge	Basic	At Alton Road	1500	4
13	Basic	Basic	Towards Art Godfrey and Alton Road intersection	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	0.980	4202	6681	0.63	52.7	26.6	D

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	8132	3930	11250	4400	0.37	0.89	55.0	-	15.3	-	B

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	0.95	0.95	0.980	0.980	8132	1757	11250	4000	0.72	0.44	55.0	-	29.6	-	D

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	0.95	0.980	6375	8908	0.72	52.7	30.2	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	0.95	0.980	6375	6666	0.96	50.9	41.7	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	0.95	0.95	0.980	0.980	6375	1329	6750	2000	0.94	0.66	50.3	47.9	42.2	31.9	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	0.980	5046	6666	0.76	52.2	32.2	D

Segment 8: 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	6146	1100	9000	2000	0.56	0.55	55.0	-	22.9	-	C

Segment 9: 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	6146	8888	0.69	52.2	29.4	D

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	0.95	0.980	6146	6666	0.92	51.6	39.7	E

Segment 11: 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	6146	8872	0.69	51.8	29.7	D

Segment 12: 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	0.980	0.980	6146	3360	9000	4000	0.68	0.84	55.0	-	27.9	-	D

Segment 13: 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	2786	4464	0.62	53.2	26.2	D

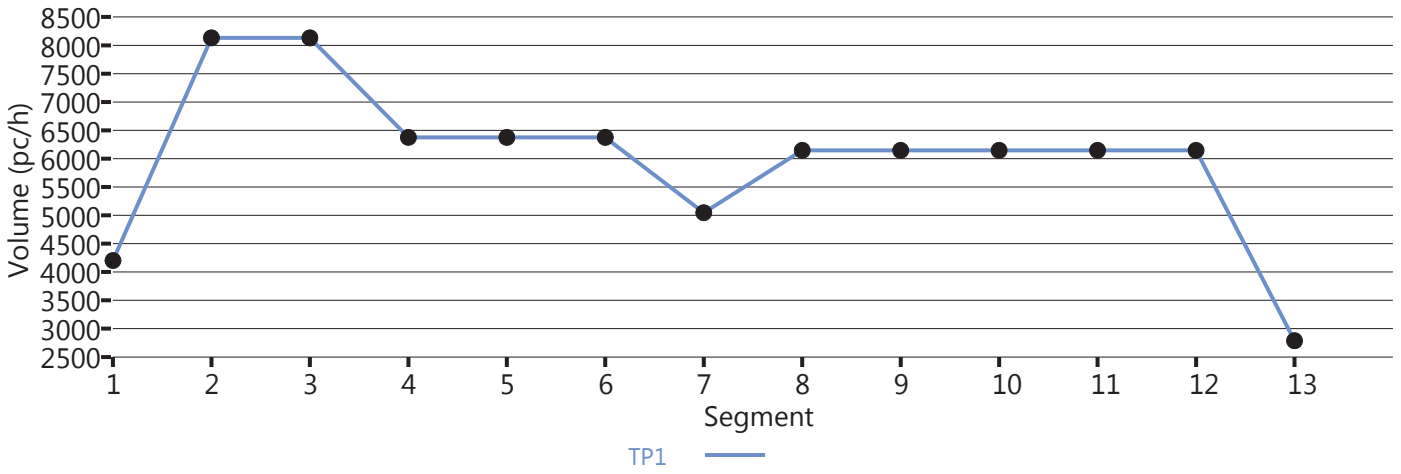
Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	52.3	33.6	32.9	4.2	D

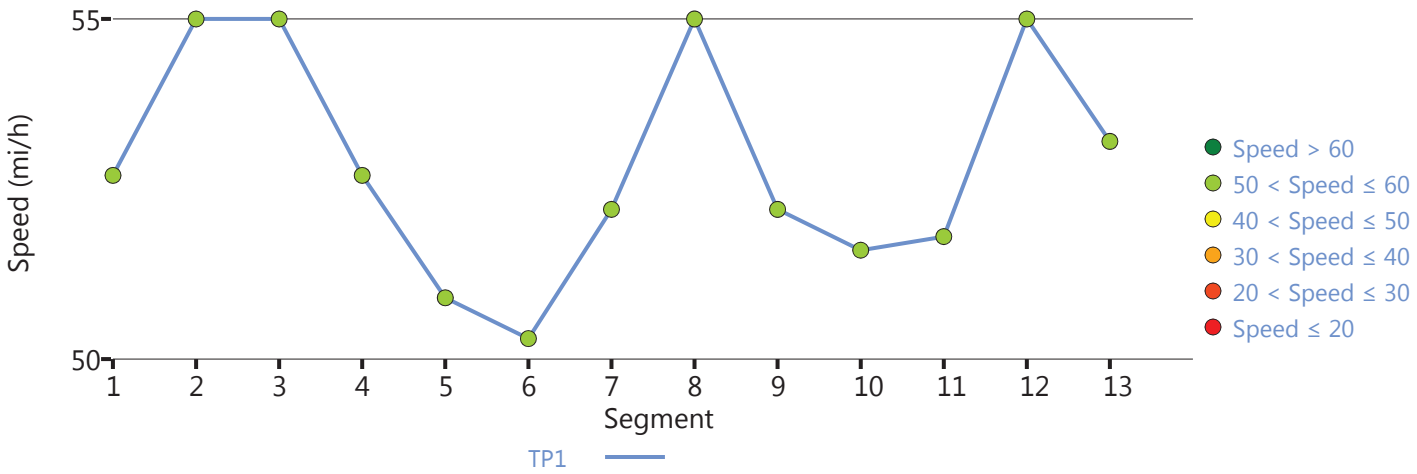
Facility Overall Results

Space Mean Speed, mi/h	52.3	Density, veh/mi/ln	32.9
Average Travel Time, min	4.2	Density, pc/mi/ln	33.6

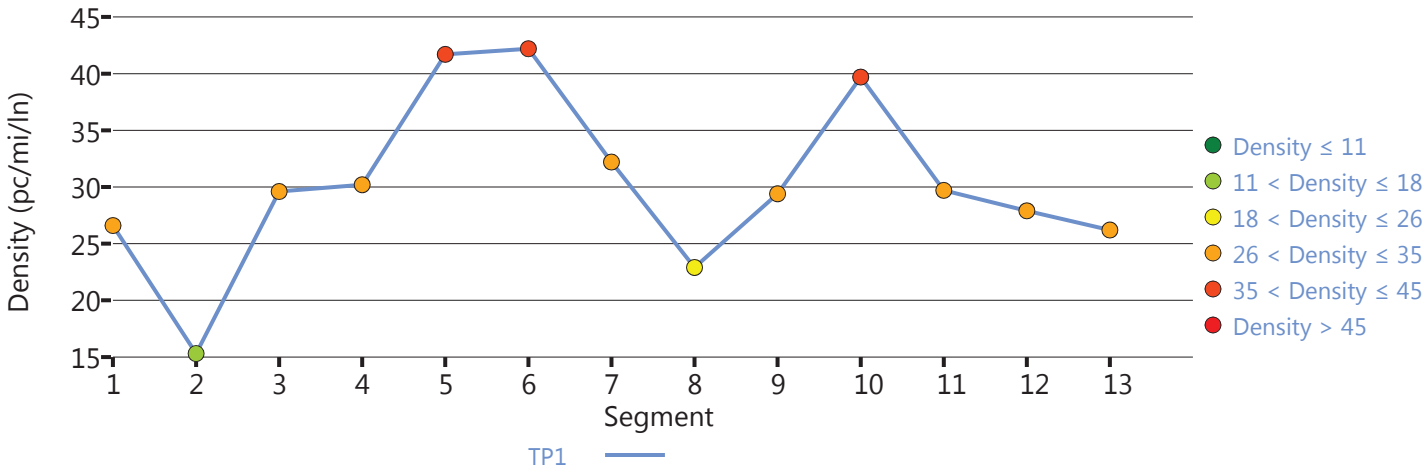
Volume Distribution



Speed Distribution



Density Distribution



I-195 WESTBOUND

HCS7 Freeway Facilities Report

Project Information

Analyst	Revanth K	Date	8/16/2019
Agency	BCC Eng	Analysis Year	2045 Build Alt 4
Jurisdiction	D6	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	15
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	Alton Road N ONR	1500	3
3	Basic	Basic	--> Alton Rd S ONR	80	3
4	Merge	Basic	Alton Road S ONR	1500	4
5	Basic	Basic	Julia Tuttle Cswy Improvement	600	4
6	Basic	Basic	Julia Tuttle CSWY	8300	3
7	Basic	Basic	Bridge Widening	1500	4
8	Diverge	Basic	OFR to US-1	1500	4
9	Basic	Basic	Between OFR to Viaduct and ONR from US-1	900	3
10	Merge	Merge	ONR from US-1	1500	3
11	Basic	Basic	--> ONR from N Miami Ave	1100	3
12	Weaving	Weaving	ONR from N Miami Ave to I-95 OFR	2080	4
13	Basic	Basic	After I-95 OFR	1380	2
14	Diverge	Diverge	At Texas U-Turn Off-Ramp	1500	2
15	Basic	Basic	Towards I-95 NB/SB On-Ramps	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	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	3185	1008	6750	2000	0.32	0.50	51.2	-	20.7	-	C
2	1.00	1.00	0.982	0.964	3025	957	6750	2000	0.31	0.48	51.3	-	19.7	-	C
3	1.00	1.00	0.982	0.964	3025	957	6750	2000	0.31	0.48	51.3	-	19.7	-	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	3185	6615	0.48	50.5	19.3	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	4735	1550	9000	4000	0.35	0.39	52.1	-	22.7	-	C
2	1.00	1.00	0.982	0.962	4497	1472	9000	4000	0.33	0.37	52.3	-	21.5	-	C
3	1.00	1.00	0.982	0.962	4497	1472	9000	4000	0.33	0.37	52.3	-	21.5	-	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
1	1.00	0.980	4735	8872	0.53	51.8	21.5	C
2	1.00	0.980	4497	8872	0.50	51.8	20.4	C
3	1.00	0.980	4497	8872	0.50	51.8	20.4	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
1	1.00	0.981	4735	6639	0.71	51.3	28.7	D
2	1.00	0.981	4497	6639	0.67	51.3	27.3	D
3	1.00	0.981	4497	6639	0.67	51.3	27.3	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	1.00	0.980	4735	8852	0.53	51.3	21.5	C
2	1.00	0.980	4497	8852	0.50	51.3	20.4	C
3	1.00	0.980	4497	8852	0.50	51.3	20.4	C

Segment 8: 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	4735	1544	9000	4000	0.52	0.39	52.9	-	22.4	-	C
2	1.00	1.00	0.981	0.932	4497	1467	9000	4000	0.50	0.37	53.1	-	21.2	-	C
3	1.00	1.00	0.981	0.932	4497	1467	9000	4000	0.50	0.37	53.1	-	21.2	-	C

Segment 9: 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	0.981	3191	6615	0.49	50.5	19.3	C
2	1.00	0.981	3016	6615	0.46	50.5	18.3	C
3	1.00	0.981	3016	6615	0.46	50.5	18.3	C

Segment 10: 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	4495	1304	6750	2000	0.67	0.65	50.7	50.1	29.6	26.6	C
2	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
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 11: 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	4407	6600	0.69	28.7	51.2	F
2	1.00	0.977	4343	6600	0.65	48.6	26.3	D
3	1.00	0.977	4255	6600	0.65	48.6	25.8	C

Segment 12: 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	5056	5430	1.15	48.8	25.9	F
2	1.00	0.977	5221	5430	1.09	47.9	27.2	F
3	1.00	0.977	5430	5430	1.09	44.2	30.7	F

Segment 13: 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	2278	4410	0.78	50.4	20.7	C
2	1.00	0.980	2894	4410	0.74	50.3	26.3	D
3	1.00	0.980	3010	4410	0.74	50.1	27.4	D

Segment 14: 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	2278	1012	4500	2000	0.76	0.51	48.3	48.3	23.6	16.6	B
2	1.00	1.00	0.980	0.980	2894	961	4500	2000	0.73	0.48	48.3	48.3	30.0	21.9	C
3	1.00	1.00	0.980	0.980	3010	961	4500	2000	0.73	0.48	48.3	48.3	31.2	22.9	C

Segment 15: Basic

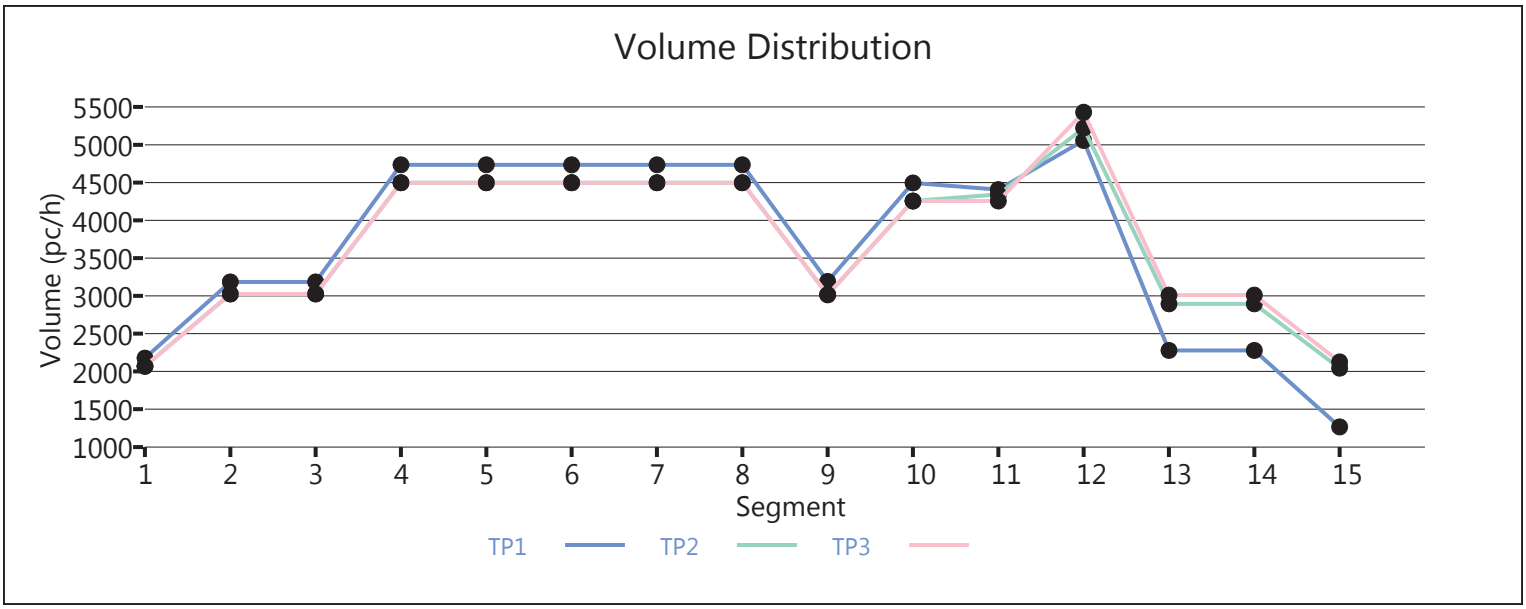
Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.980	1266	4444	0.55	51.4	11.5	B
2	1.00	0.980	2043	4444	0.52	51.4	18.6	C
3	1.00	0.980	2125	4444	0.52	51.4	19.3	C

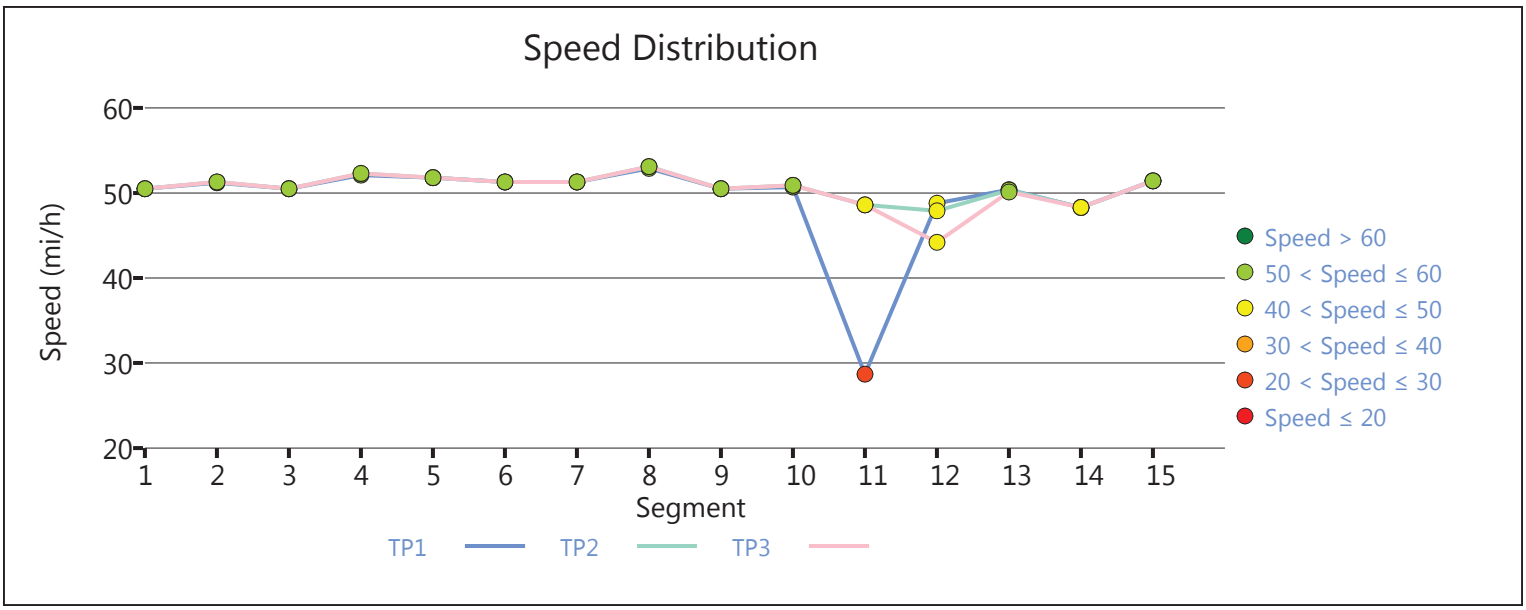
Facility Time Period Results

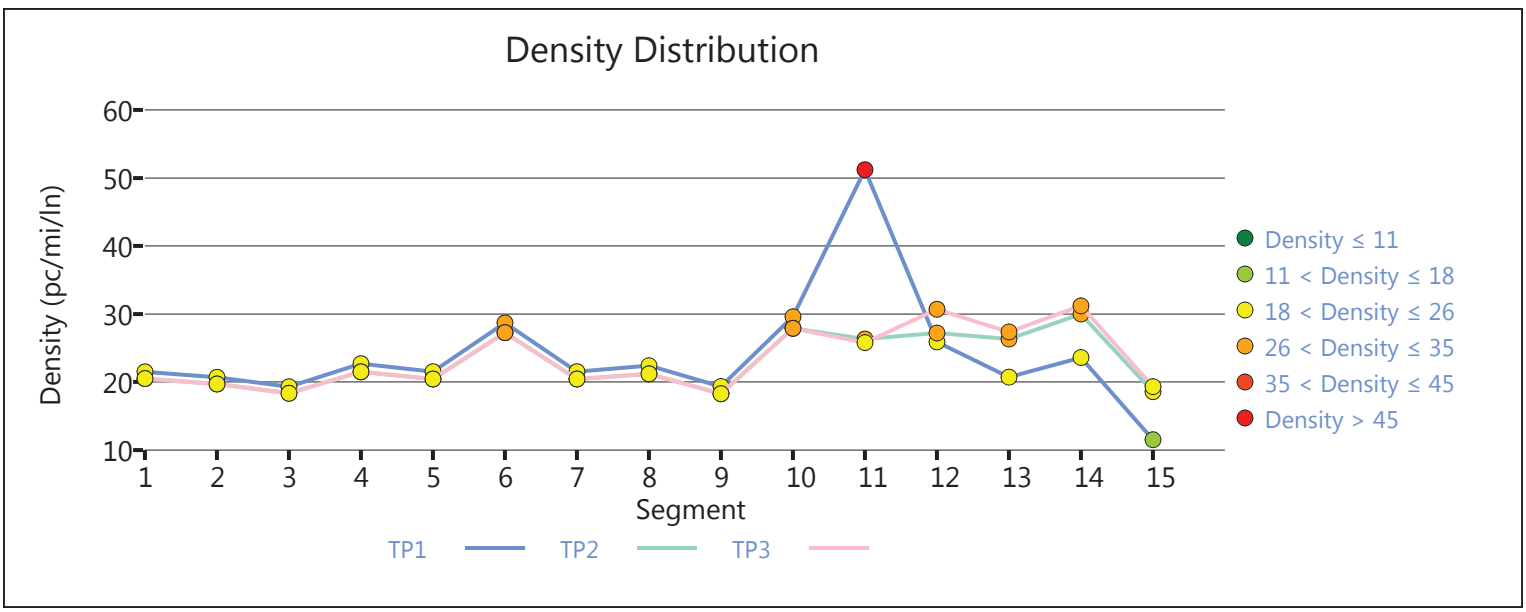
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	49.2	26.0	25.5	5.7	F
2	50.7	24.6	24.2	5.5	F
3	50.2	25.1	24.6	5.5	F

Facility Overall Results

Space Mean Speed, mi/h	50.0	Density, veh/mi/ln	24.7
Average Travel Time, min	5.6	Density, pc/mi/ln	25.2







HCS7 Freeway Facilities Report

Project Information

Analyst	Revanth K	Date	8/27/2019
Agency	BCC Engg	Analysis Year	2045 Build Alternative 4
Jurisdiction	D6	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	4
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	5
3	Merge	Merge	I-195 WB merge with I-95 Express Lanes ramp	500	5
4	Basic	Basic	East of Exp Lanes Merge	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	2359	6615	0.36	50.5	15.6	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	0.980	4790	2431	11250	4000	0.21	0.61	55.0	-	8.6	-	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	5148	359	11250	2000	0.46	0.18	52.0	51.0	19.8	16.7	B

Segment 4: Basic

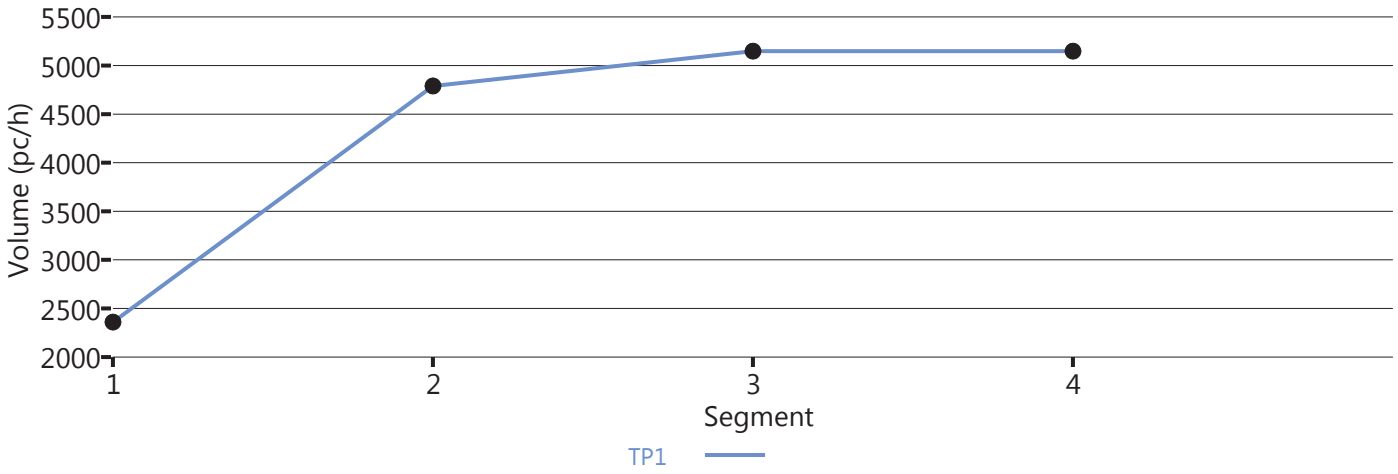
Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.980	5148	11090	0.46	51.8	19.9	C

Facility Time Period Results

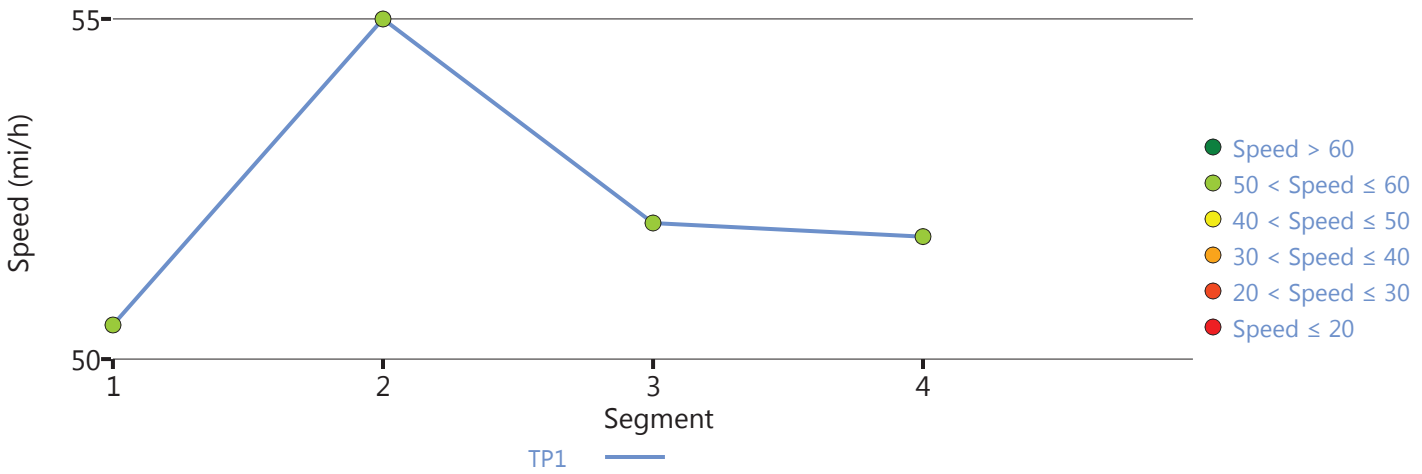
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	52.5	16.0	15.7	0.4	B

Facility Overall Results			
Space Mean Speed, mi/h	52.5	Density, veh/mi/ln	15.7
Average Travel Time, min	0.4	Density, pc/mi/ln	16.0

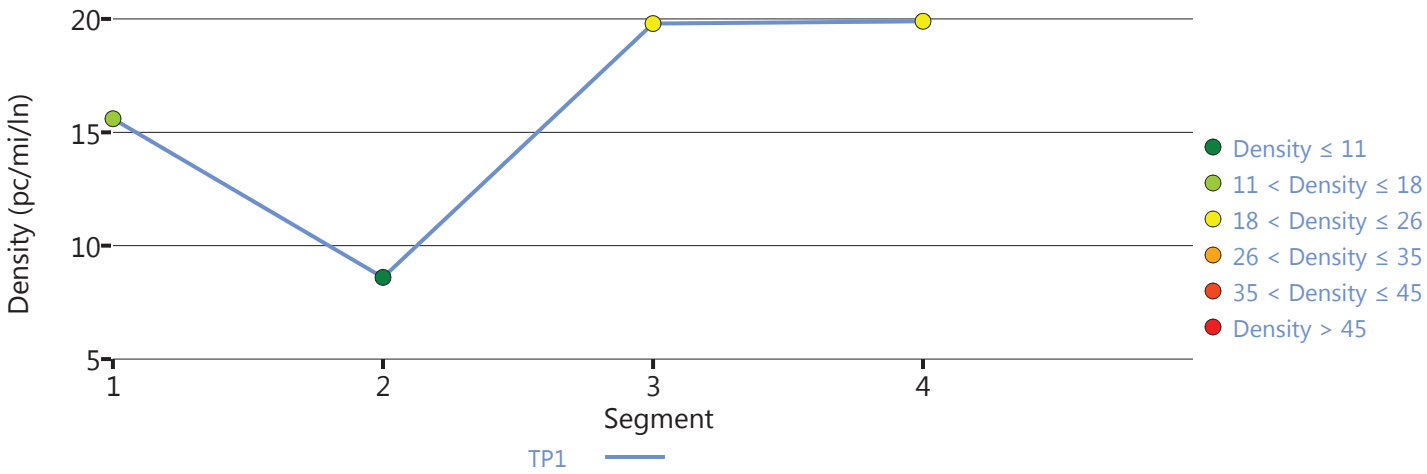
Volume Distribution



Speed Distribution



Density Distribution



PM PEAK

I-195 EASTBOUND

HCS7 Freeway Facilities Report

Project Information

Analyst	Revanth K	Date	8/26/2019
Agency	BCC Eng	Analysis Year	2045 Build Alternative 4
Jurisdiction	D6	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, west of 12th Ave	500	4
2	Diverge	Diverge	I-195 EB, to NW 12th Ave	1500	4
3	Diverge	Basic	I-195 EB, to I-95 OFR	1100	4
4	Basic	Basic	I-195 EB, from I-95 OFR to I-95 ONR	600	2
5	Merge	Merge	Merge with Texas U-Turn Ramp	550	2
6	Diverge	Diverge	I-195 EB to N Miami Avenue OFR	1500	2
7	Basic	Basic	I-195 EB, to ONR from I-95 GP On-ramp	1800	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	0.980	5148	8836	0.58	50.9	25.3	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	0.980	0.877	5148	91	9000	2000	0.57	0.05	54.1	49.3	23.8	24.0	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	0.95	0.95	0.980	0.962	5067	2739	9000	4400	0.56	0.62	55.0	-	23.0	-	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	0.95	0.980	2378	4418	0.54	50.9	23.4	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	0.95	0.95	0.980	0.980	3236	858	4500	2000	0.72	0.43	50.0	50.0	32.4	26.9	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	0.980	0.980	3236	364	4500	2000	0.72	0.18	49.0	49.0	33.0	32.1	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	0.980	2872	4454	0.64	52.7	27.2	D

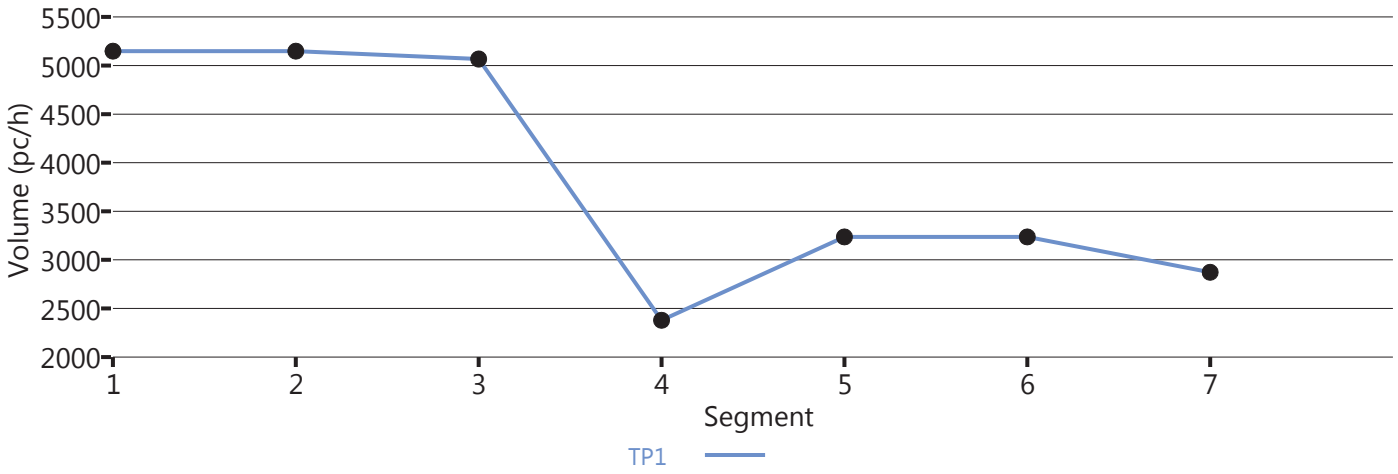
Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	52.4	26.1	25.5	1.6	D

Facility Overall Results

Space Mean Speed, mi/h	52.4	Density, veh/mi/ln	25.5
Average Travel Time, min	1.6	Density, pc/mi/ln	26.1

Volume Distribution



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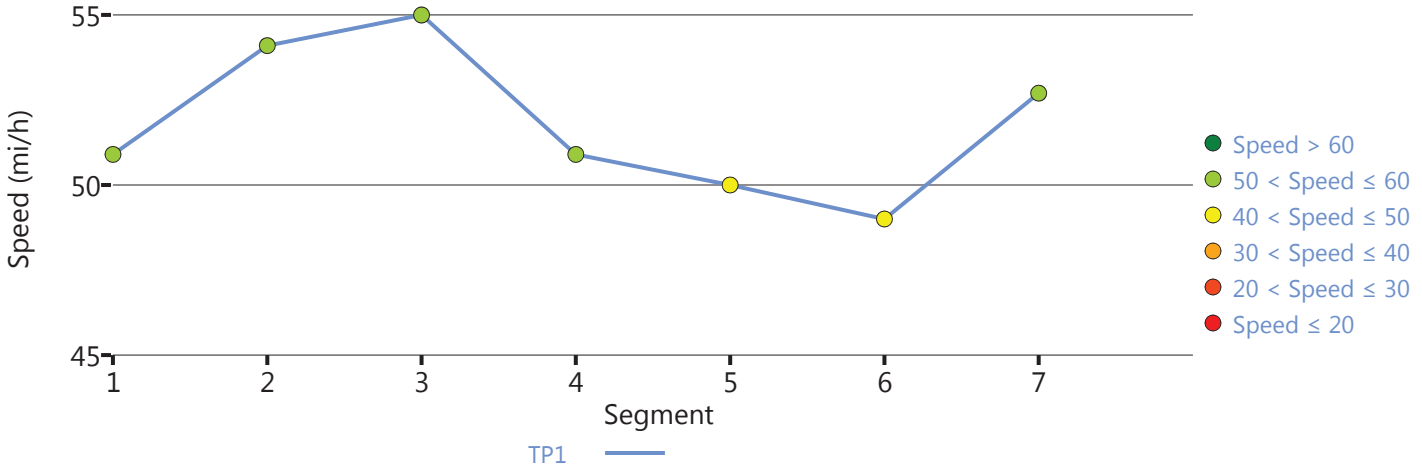
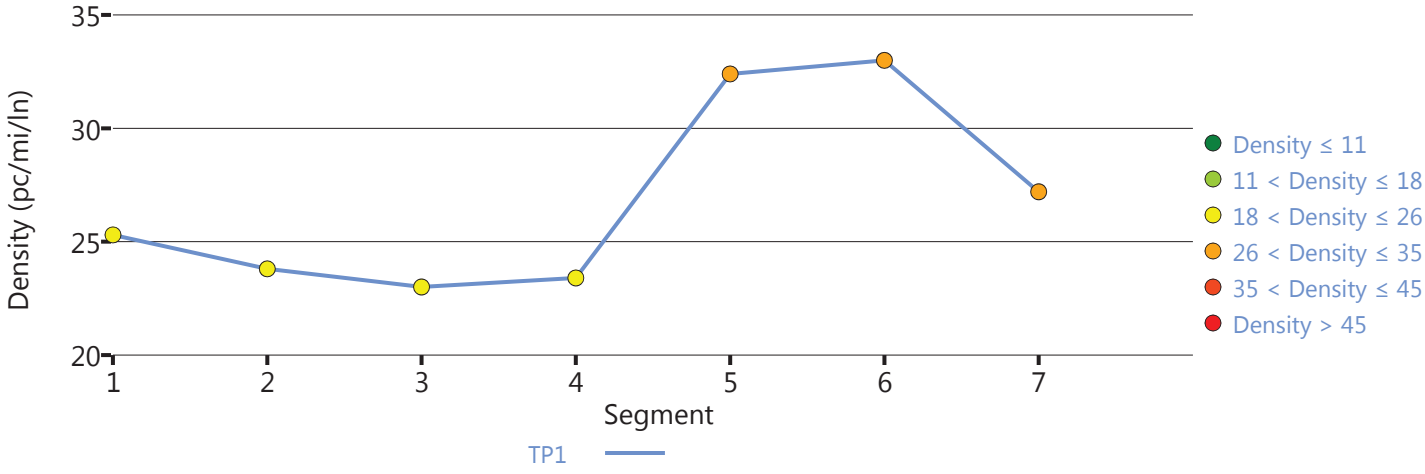


Density Distribution



HCS7 Freeway Facilities Report

Project Information

Analyst	Revanth K	Date	8/26/2019
Agency	BCC Eng	Analysis Year	2045 Build Alternative 4
Jurisdiction	D6	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	13
Total Time Periods	1	Time Period Duration, min	15

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-95 On-Ramps	500	3
2	Merge	Basic	I-95 GP ONR with I-195 EB	275	5
3	Diverge	Basic	Between I-95 ONR and N Miami Ave OFR	275	5
4	Basic	Basic	B/n N Miami Ave OFR and US-1 OFR	850	4
5	Basic	Basic	B/n N Miami Ave OFR and US-1 OFR	850	3
6	Diverge	Diverge	At US-1 OFR	1500	3
7	Basic	Basic	B/n US-1 OFR and NE 36th St ONR	2100	3
8	Merge	Basic	NE 36th Street ONR	1500	4
9	Basic	Basic	Julia Tuttle Causeway	1300	4
10	Basic	Basic	CSWY Continuation	7600	3
11	Basic	Basic	Bridge Widening	700	4
12	Diverge	Basic	At Alton Road	1500	4
13	Basic	Basic	Towards Art Godfrey and Alton Road intersection	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	0.980	3337	6681	0.50	52.7	21.1	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	0.95	0.95	0.980	0.980	6210	2873	11250	4400	0.30	0.65	55.0	-	12.1	-	B

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	0.95	0.95	0.980	0.980	6211	1643	11250	4000	0.55	0.41	55.0	-	22.6	-	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	0.95	0.980	4567	8908	0.51	52.7	21.7	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
1	0.95	0.980	4567	6666	0.69	52.2	29.2	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	0.980	0.980	4567	1311	6750	2000	0.68	0.66	50.7	47.9	30.0	24.7	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	0.980	3256	6666	0.49	52.2	20.8	C

Segment 8: 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	4694	1438	9000	2000	0.36	0.72	55.0	-	14.8	-	B

Segment 9: 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	4694	8888	0.53	52.2	22.5	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	0.95	0.980	4694	6666	0.70	52.2	30.0	D

Segment 11: 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	4694	8872	0.53	51.8	22.7	C

Segment 12: 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	0.980	0.980	4694	2872	9000	4000	0.52	0.72	55.0	-	21.3	-	C

Segment 13: 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	1822	4464	0.41	53.2	17.1	B

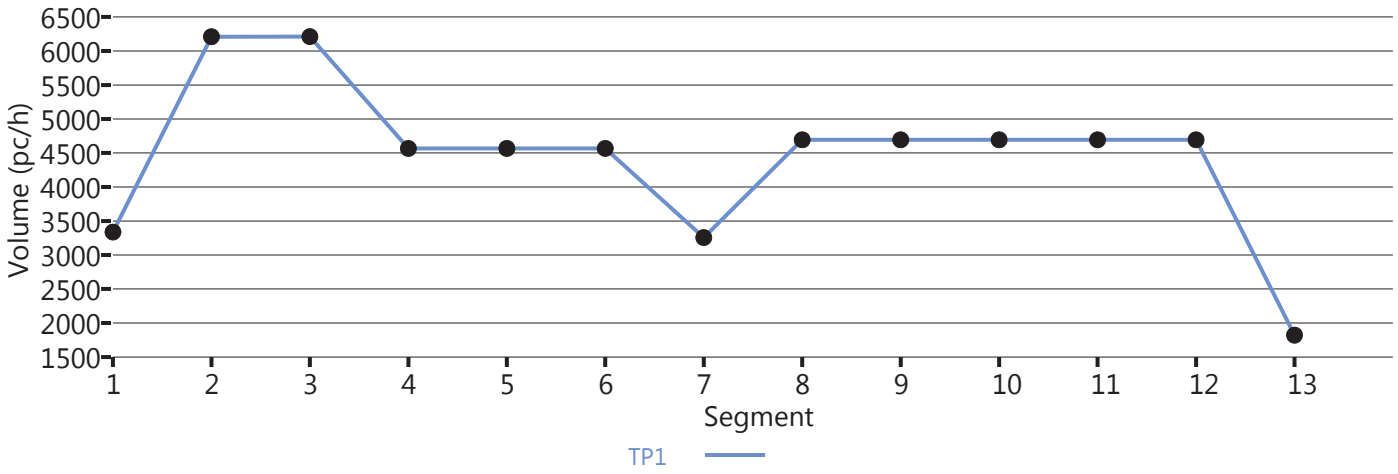
Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	52.7	24.6	24.1	4.2	C

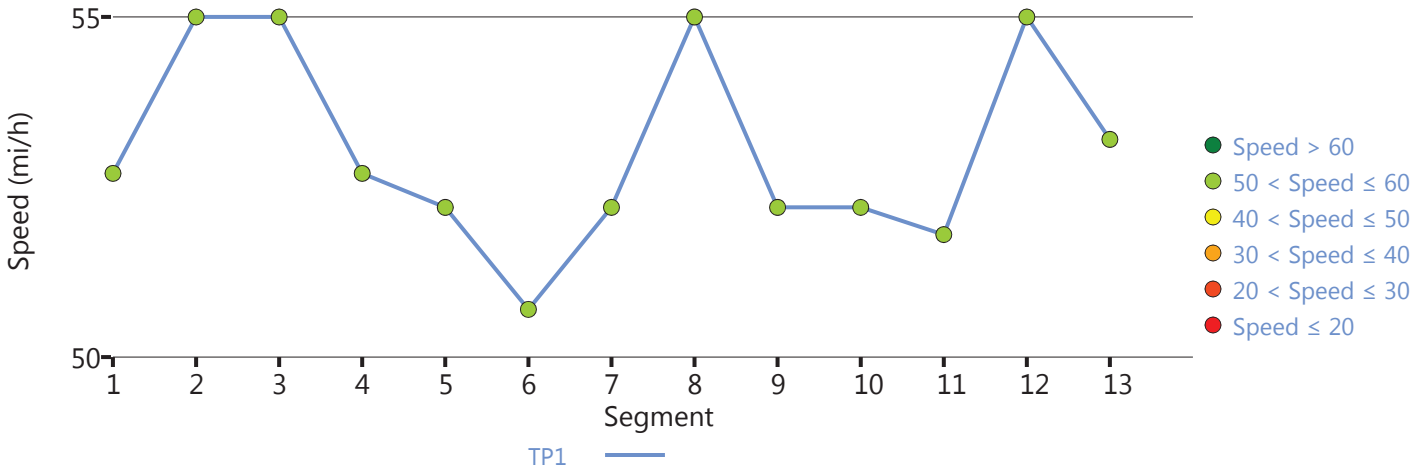
Facility Overall Results

Space Mean Speed, mi/h	52.7	Density, veh/mi/ln	24.1
Average Travel Time, min	4.2	Density, pc/mi/ln	24.6

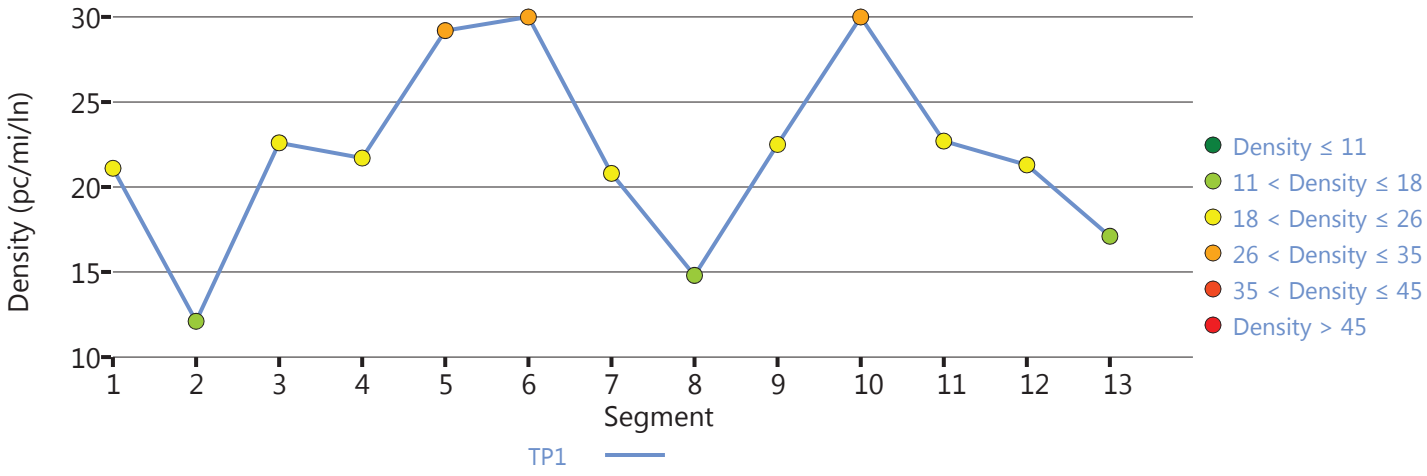
Volume Distribution



Speed Distribution



Density Distribution



I-195 WESTBOUND

HCS7 Freeway Facilities Report

Project Information

Analyst	Revanth K	Date	8/16/2019
Agency	BCC Eng	Analysis Year	2045 Build Alt 4
Jurisdiction	D6	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	15
Total Time Periods	2	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	Alton Road N ONR	1500	3
3	Basic	Basic	--> Alton Rd S ONR	80	3
4	Merge	Basic	Alton Road S ONR	1500	4
5	Basic	Basic	Julia Tuttle Causeway Improvement	600	4
6	Basic	Basic	Julia Tuttle CSWY	8300	3
7	Basic	Basic	Bridge Widening	1500	4
8	Diverge	Basic	OFR to US-1	1500	4
9	Basic	Basic	Between OFR to Viaduct and ONR from US-1	900	3
10	Merge	Merge	ONR from US-1	1500	3
11	Basic	Basic	--> ONR from N Miami Ave	1100	3
12	Weaving	Weaving	ONR from N Miami Ave to I-95 OFR	2080	4
13	Basic	Basic	After I-95 OFR	1380	2
14	Diverge	Diverge	At Texas U-Turn Off-Ramp	1500	2
15	Basic	Basic	Towards I-95 NB/SB On-Ramps	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	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

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	4086	2159	6750	2000	0.29	1.08	50.3	-	27.1	-	D

2	1.00	1.00	0.982	0.964	2902	2051	6750	2000	0.27	1.03	13.5	-	71.6	-	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	4086	6615	0.61	50.4	24.8	C
2	1.00	0.982	2840	6615	0.58	7.5	126.9	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	0.962	6219	2133	9000	4000	0.45	0.53	50.9	-	30.5	-	D
2	1.00	1.00	0.982	0.962	4718	2026	9000	4000	0.43	0.51	15.6	-	75.7	-	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	0.980	6219	8872	0.69	51.6	28.3	D
2	1.00	0.980	4622	8872	0.66	12.2	94.4	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	5791	6639	0.92	51.3	35.4	E
2	1.00	0.981	4255	6639	0.88	23.9	59.3	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	1.00	0.980	5401	8852	0.69	21.6	62.5	F
2	1.00	0.980	4218	8852	0.66	9.4	111.8	F

Segment 8: 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	4997	1186	9000	4000	0.68	0.30	15.1	-	82.6	-	F
2	1.00	1.00	0.981	0.932	4184	1127	9000	4000	0.65	0.28	8.7	-	120.3	-	F

Segment 9: 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	3640	6615	0.76	12.3	98.7	F
2	1.00	0.981	3366	6615	0.72	9.8	115.0	F

Segment 10: 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	4313	1181	6750	2000	0.92	0.59	15.3	48.1	93.9	34.1	F

2	1.00	1.00	0.981	0.969	4196	1122	6750	2000	0.87	0.56	14.0	48.7	99.6	32.5	F

Segment 11: 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	4174	6600	0.94	14.4	96.8	F
2	1.00	0.977	4191	6600	0.89	14.3	97.9	F

Segment 12: 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	4796	5150	1.58	49.0	24.5	F
2	1.00	0.977	4789	5150	1.51	49.1	24.4	F

Segment 13: 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	410	4410	0.85	50.4	3.7	A
2	1.00	0.980	2216	4410	0.81	50.4	20.1	C

Segment 14: 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	1024	1024	4500	2000	0.84	0.51	48.2	48.2	10.6	5.9	A
2	1.00	1.00	0.980	0.980	2216	973	4500	2000	0.79	0.49	48.3	48.3	22.9	16.1	B

Segment 15: 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	4444	0.62	51.4	0.0	A
2	1.00	0.980	1613	4444	0.59	51.4	14.7	B

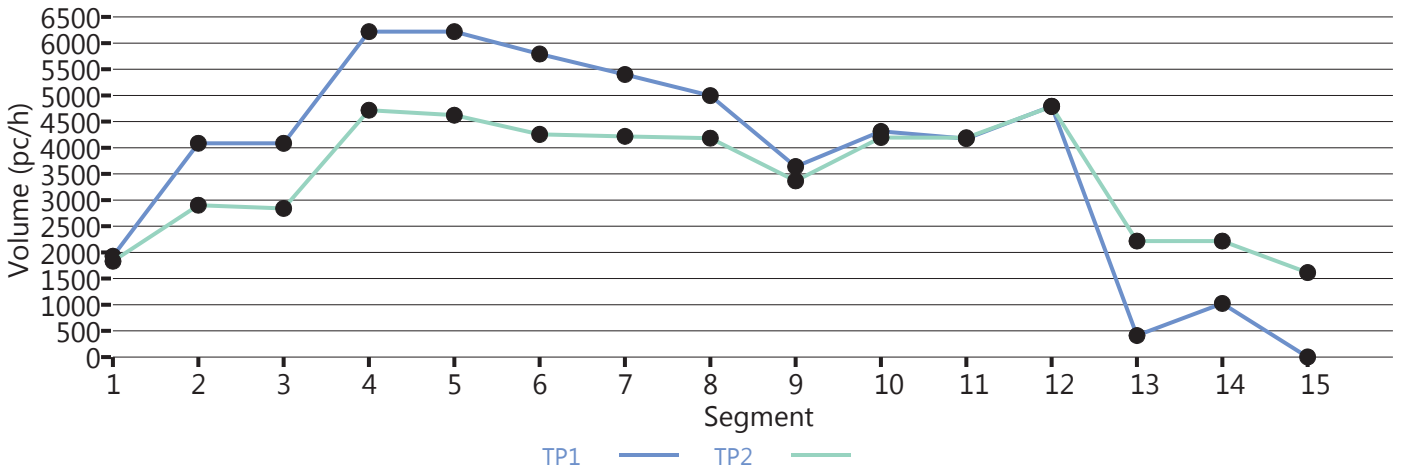
Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	31.9	44.4	43.5	8.7	F
2	17.5	70.4	69.0	15.9	F

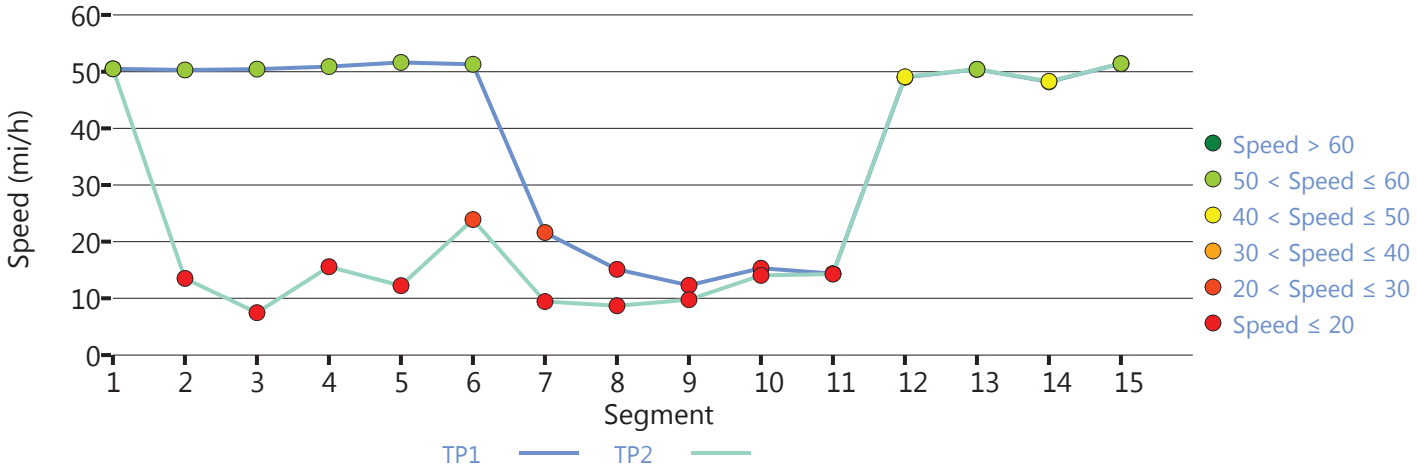
Facility Overall Results

Space Mean Speed, mi/h	23.1	Density, veh/mi/ln	56.3
Average Travel Time, min	12.0	Density, pc/mi/ln	57.4

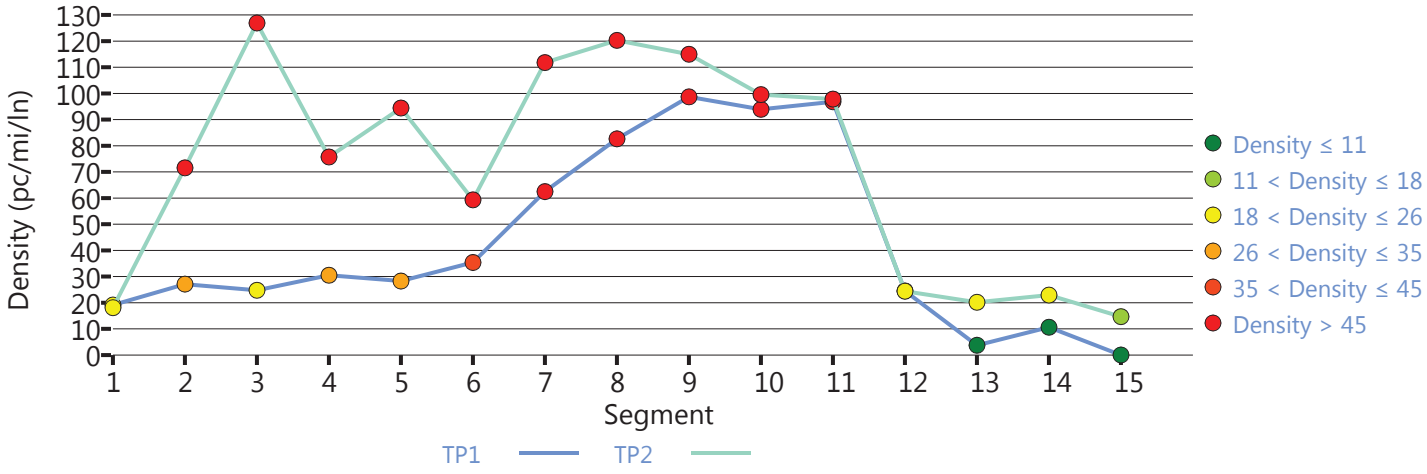
Volume Distribution



Speed Distribution



Density Distribution



HCS7 Freeway Facilities Report

Project Information

Analyst	Revanth K	Date	8/27/2019
Agency	BCC Engg	Analysis Year	2045 Build Alternative 4
Jurisdiction	D6	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	4
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	5
3	Merge	Merge	I-195 WB merge with I-95 Express Lanes ramp	500	5
4	Basic	Basic	East of Exp Lanes Merge	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	3518	6615	0.53	50.5	23.2	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	6254	2736	11250	4000	0.31	0.68	55.0	-	12.8	-	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	6740	487	11250	2000	0.60	0.24	51.2	50.7	26.3	20.8	C

Segment 4: Basic

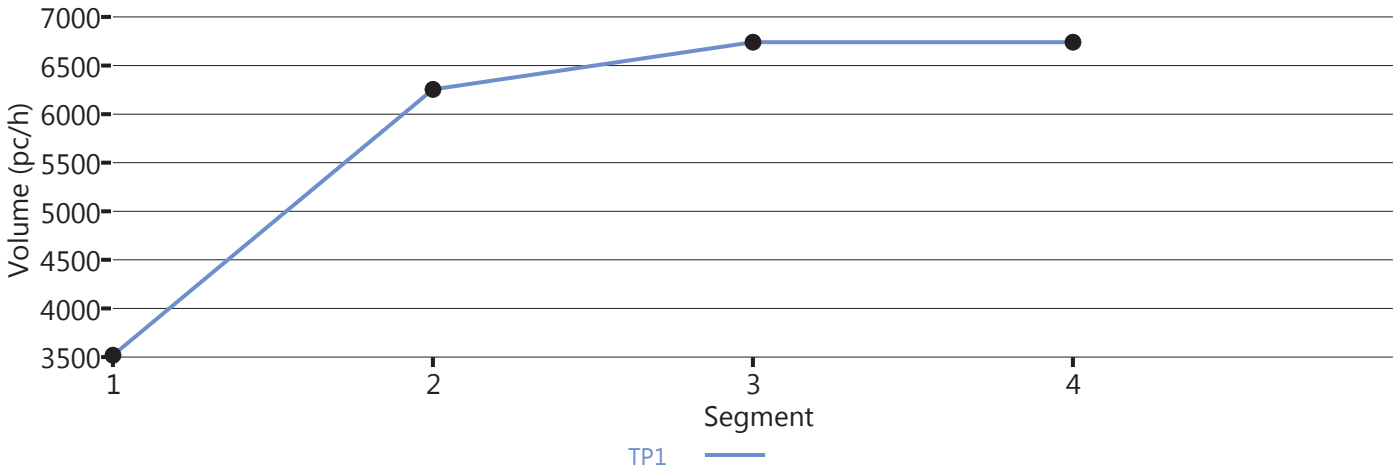
Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.980	6740	11090	0.61	51.8	26.0	C

Facility Time Period Results

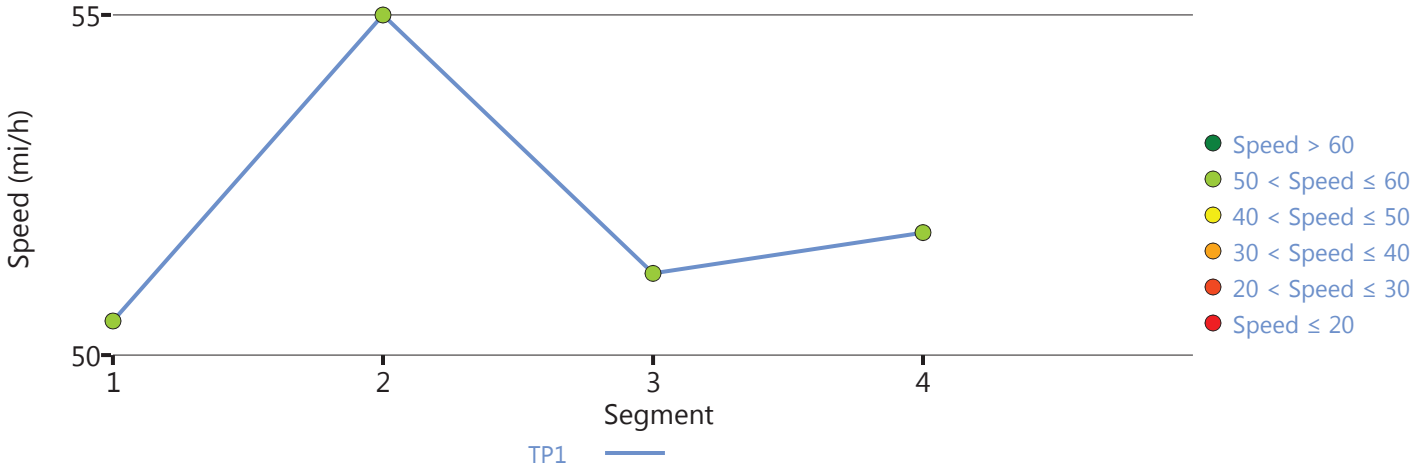
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	52.2	22.0	21.5	0.4	C

Facility Overall Results			
Space Mean Speed, mi/h	52.2	Density, veh/mi/ln	21.5
Average Travel Time, min	0.4	Density, pc/mi/ln	22.0

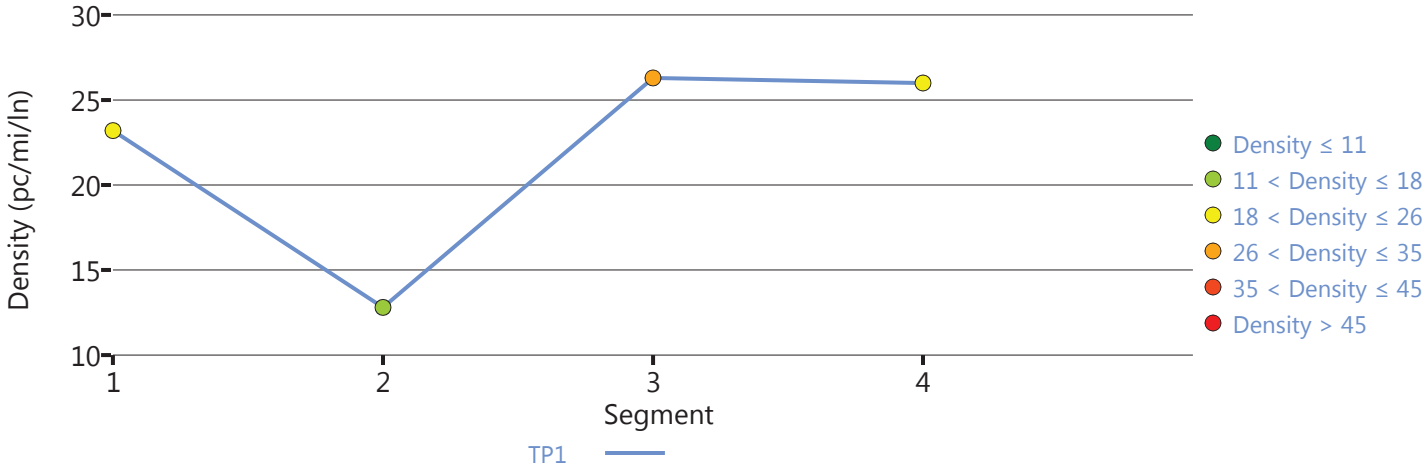
Volume Distribution



Speed Distribution



Density Distribution



APPENDIX C: PERFORMANCE MEASURES REPORT

PERFORMANCE MEASURES 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:

FDOT

Prepared by:
Renaissance Planning Group (In association with BCC Engineering, LLC)
1901 N. Moore Street, Suite 1204
Arlington, VA 22209

June 2020

TABLE OF CONTENTS

LIST OF TABLES

1.0 INTRODUCTION

The *Concept Development & Evaluation Report, June 2020* prepared as part of the I-195 Corridor Planning Study, defines three systems Alternatives 1, 2 and 3 to meet the projects purpose and need as well as two Alternatives (A and B) to provide protected shared use path connections along the Julia Tuttle Causeway between the City of Miami and Miami Beach. The study team assessed a wide range of transportation system performance measures to develop a comparison between No-Build conditions in 2045 and those of Alternatives 1, 2, and 3 with the Base set of improvements, as well as the benefits of the shared use path Alternatives A and B. This report documents the analysis processes used for each of the performance measures summarized in the Concept Development and Evaluation report.

Table 1-1 summarizes the effect of both the systems/highway alternatives and shared use path alternatives on the performance measures described in the remainder of this report.

Table 1-1: Summary of Alternative and Option Effects on Performance Measures

		Comparison to No-Build Conditions					
		System Alternatives			Bicycle / Pedestrian Alternatives		
Measure		Alt 1	Alt 2	Alt 3	A	B	Notes
1	Daily Vehicle Miles of Travel (VMT)	0.01%	0.02%	0.07%			Sum across four parallel causeways; VMT increases slightly on Julia Tuttle and decreases on each of the other causeways.
2a	Average peak period speed increase (MPH)	1.1	4.5	13.5			Base average speed of 37.3 MPH.
2b	Daily Vehicle-Hours of Delay	84	234	591			From I-195 operational analyses; benefits on parallel causeways not included.
3	Change in Safety Performance (annual crashes)	n/a	n/a	25.7			Performance assessed for Alt 3 only.
4	Job Accessibility - Auto	736	501	7815			Countywide change in average jobs accessible in 30 minutes.
5	Job Accessibility - Transit	Minimal	Minimal	Minimal			All support bus-on-shoulder treatments.
6	Percentage Heavily Congested VMT	5.0%	5.2%	15.7%			VMT at < 45 MPH; Base percentage is 21.6%.
7	Transit Travel Time	Minimal	Minimal	Minimal			All support bus-on-shoulder treatments.
8	Quality of Pedestrian Connections	Minimal	Minimal	Minimal	Low	Low	All provide similar design opportunities (repair, lighting, art, etc.).
9	Quality of Access to Recreation	Minimal	Minimal	Minimal	High	High	Both shared path options provide roughly equal improved access to views/recreation.
10	I-195 Access Points Connectivity	Low	Low	Moderate			Base conditions improve local street access; Alternatives improve connections to I-95.
11	Partial return on investment	$21M	$60M	$151M	$3.7M	$3.7M	Assessment based on highway delay and recreational benefits of shared use path. Alt 3 adds $18M for safety.

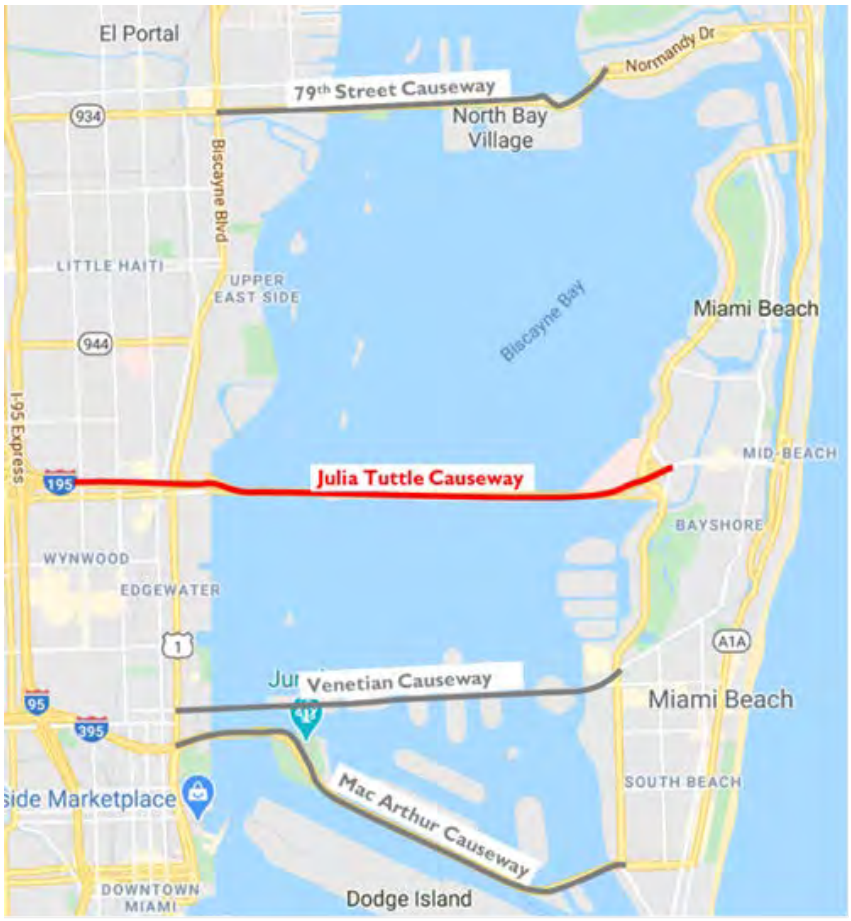
2.0 NETWORK TRAVEL PERFORMANCE MEASURES

The following sections describe the performance measures that are related to quantitative vehicular travel metrics including vehicle-miles of travel, vehicle-hours of travel, speed, and delay. These measures are derived from the results of network analysis tools, including the Southeast Florida Regional Planning Model, SERPM8 travel demand model forecasts for the 2045 horizon year and Highway Capacity Software (HCS) analyses for the I-195 project study area.

2.1 SERPM Network Analysis

The impact of the three system alternatives was assessed on the Julia Tuttle Causeway as well as three additional causeways (79th Street, MacArthur, and Venetian) to understand the traffic impacts of each scenario. In particular, the impact on VMT, free-flow VHT, congested VHT, and hours of delay were measured for the four causeways. The results are detailed in **Tables 2-1** through **2-4** on the following pages. These tables demonstrate that:

- The additional capacity provided on the approaches to the Julia Tuttle Causeway increases the attractiveness of the Julia Tuttle Causeway, increasing daily travel from roughly 300 VMT per day in Alternatives 1 and 2 to roughly 1300 VMT per day in Alternative 3, yet.
- Most of the additional travel on the Julia Tuttle Causeway represents a shift in traffic from one of the other parallel causeways.



Parallel Causeways Considered in VMT Evaluation

Table 2-1: Traffic impacts from No-Build to Alternatives for Julia Tuttle Causeway

		Alt. 1	Alt. 2	Alt. 3
VMT	**AM**	-22	44	490
	PM	163	81	360
	Off-peak	154	179	445
	Total	295	304	1296
Free-flow VHT	**AM**	0	1	9
	PM	3	1	6
	Off-peak	3	3	8
	Total	5	5	23
Congested VHT	**AM**	-4	7	93
	PM	56	32	132
	Off-peak	47	33	112
	Total	99	73	337
Hours of delay	**AM**	-4	7	84
	PM	54	31	126
	Off-peak	44	30	104
	Total	94	68	314

Table 2-2: Traffic Impacts from No-Build to Alternatives for 79th Street Causeway

		Alt. 1	Alt. 2	Alt. 3
VMT	**AM**	30	11	-85
	PM	-85	-108	20
	Off-peak	-68	-127	-104
	Total	-123	-224	-169
Free-flow VHT	**AM**	1	0	-3
	PM	-3	-4	1
	Off-peak	-2	-4	-4
	Total	-4	-8	-6
Congested VHT	**AM**	2	0	-10
	PM	-12	-15	3
	Off-peak	-3	-10	-11
	Total	-13	-26	-18
Hours of delay	**AM**	1	-1	-7
	PM	-9	-11	2
	Off-peak	-1	-6	-8
	Total	-9	-18	-12

Table 2-3: Traffic impacts from No-Build to Alternatives for MacArthur Causeway

		Alt. 1	Alt. 2	Alt. 3
VMT	**AM**	-23	-24	-148
	PM	-55	-8	-173
	Off-peak	-11	-21	-39
	Total	-90	-52	-361
Free-flow VHT	**AM**	-1	-1	-3
	PM	-1	0	-4
	Off-peak	0	0	-1
	Total	-2	-1	-8
Congested VHT	**AM**	-3	-4	-23
	PM	-13	-4	-59
	Off-peak	-19	15	-28
	Total	-35	7	-109
Hours of delay	**AM**	-3	-3	-19
	PM	-12	-4	-55
	Off-peak	-18	15	-27
	Total	-33	8	-102

Table 2-4: Traffic impacts from No-Build to Alternatives for Venetian Causeway

		Alt. 1	Alt. 2	Alt. 3
VMT	**AM**	-30	15	-127
	PM	16	34	-118
	Off-peak	-31	41	-248
	Total	-45	90	-493
Free-flow VHT	**AM**	-1	0	-4
	PM	1	1	-4
	Off-peak	-1	1	-8
	Total	-1	3	-16
Congested VHT	**AM**	-1	0	-4
	PM	4	7	-21
	Off-peak	-1	2	-11
	Total	2	10	-36
Hours of delay	**AM**	0	0	0
	PM	3	6	-17
	Off-peak	0	1	-4
	Total	3	7	-21

Table 2-5 presents a summary of the effect of total VMT across all four causeways in each of the alternatives. In Alternative 3, the additional capacity on the Julia Tuttle Causeway increased daily VMT by about 1300, yet about two-thirds of that increase was a shift in traffic from parallel routes and about one-third (the 428 VMT in Table 2-5) reflecting longer trip lengths. The overall increase in VMT across all causeways in total is less than one-tenth of one percent.

Table 2-5: VMT Effects

Metric	Base	Alt 1	Alt 2	Alt 3
Daily VMT	641853	641890	642008	642281
Change from Base		37	155	428
Percent Change from Base		0.01%	0.02%	0.07%

2.2 Highway Capacity Manual (HCM) Network Analysis

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 comprising basic, weaving, merge and diverge types, were combined to form continuous connected facilities in each direction so that the effects of downstream traffic operating conditions were 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 2-6 summarizes the traffic operations for SR 112/I-195 freeway segment and ramp areas for each future Build Alternative during the sum of the AM and PM peak hours. Each Build Alternative shows varying levels of service improvements on the I-195 network.

Table 2-6: I-195 Travel Measures by Alternative

Alt	Direction	Peak	VMT	Heavily Congested VMT	% Heavily Congested VMT	VHT	VHT at Free Flow Speed	VHD	Speed (MPH)
Base	Both	AM+PM	88852.9	19190.6	21.6%	2383.3	1480.9	902.4	37.3
1	Both	AM+PM	86952.3	14411.0	16.6%	2267.7	1449.2	818.5	38.3
2	Both	AM+PM	92233.6	15078.8	16.3%	2206.0	1537.2	668.8	41.8
3	Both	AM+PM	102843.3	6031.4	5.9%	2025.4	1714.1	311.3	50.8

For each of the travel measures, Build Alternative 3 provides the greatest effect on network performance:

- Vehicle miles of travel (VMT): Build Alternative 3 accommodates more demand, which as noted in the prior section consists mostly of traffic shifted from parallel causeways, but also some lengthening of vehicle trips.
- Heavily congested VMT: The No-Build and Build Alternatives 1 and 2 all have 14,000 to 20,000 VMT traveling at less than 45 MPH in the peak periods (or about 16% to 22% of all peak hour VMT) whereas Build Alternative 3 has about 6,000 VMT traveling at less than 45 MPH (about 6% of all peak hour VMT).
- Vehicle hours of travel (VHT): The consideration of total VHT and VHT at free flow speed (assumed to be 60 MPH) facilitate the calculation of total delay

- Vehicle hours of delay (VHD): Each of the three Build Alternatives provides successively lower hours of vehicular delay compared to the Base.
- Speed in miles per hour (MPH): Build Alternatives 1 and 2 provide overall levels of travel speed in the same general range as the No-Build. From a network-wide perspective, the average peak hour speed for Alternative 3 is above the 45 MPH threshold FDOT defines as heavily congested whereas the No-Build and Build Alternatives 1 and 2 are below the 45 MPH threshold.

Table 2-7 shows the effect of each Build Alternative on congestion, delay, and vehicle speeds. While Build Alternative 3 is projected to result in a 13,990-mile increase in overall VMT, it also projects a 13,159.2-mile decrease in heavily congested VMT as compared to the no-build option. Put another way, while VMT may be increasing overall, hardly any of that increase will be in heavily congested VMT, resulting in a projected increase in speed by 13.5 MPH as compared to the no-build alternative. Additionally, Build Alternative 3 is projected to result in more than double the decrease in VHD as compared to the other two alternatives.

Table 2-7: I-195 Effect of Alternatives on 2045 Travel Measures

Change from No-Build to Build Alternative	VMT	Heavily Congested VMT	% Heavily Congested VMT	VHT	VHT at Free Flow Speed		VHD	Speed (MPH)
1	-1900.6	-4779.5	-5.0%	-115.6	-31.7		-83.9	1.1
2	3380.7	-4111.7	-5.2%	-177.2	56.3		-233.6	4.5
3	13990.4	-13159.2	-15.7%	-357.9	233.2		-591.1	13.5

2.3 VISSIM Analysis

A more detailed operational analysis was performed using the VISSIM microsimulation tool to assess the differences in queuing and delay between the No-Build alternative and Alternative 3. The results from that analysis are documented in the *I-195 CPS, Future Build Traffic Analysis Report – Microsimulation Analysis, June 2020*. A key advantage of the VISSIM microsimulation analysis is that it provides a more detailed assessment of the effects of traffic cascading through a series of bottlenecks over a longer time period than a single hour, with explicit representation of the upstream effects of queueing spillback.

The VISSIM analysis demonstrated that the single-lane operation of SR 112 for roughly a quarter mile within the I-95 interchange would have significant upstream effects in the 2045 No-Build conditions, causing significant delays in the westbound direction during evening peak periods through most of the project study area. The widening of that short segment to two lanes as part of Alternative 3 (and its benefits) might thereby be separable from the overall Alternative 3 VISSIM results.

In summary, the benefits provided by the microsimulation VISSIM results demonstrate analytic value in helping to inform further detailed design and they also suggest that the travel time savings benefits of Alternative 3 might be shown to be substantially higher than described in this report. Yet the limitations of the microsimulation VISSIM results warrant greater reliance on the HCS analyses for evaluating the expected relative effects of the build alternatives on travel performance metrics.

3.0 SAFETY PERFORMANCE MEASURES

The development of alternative design treatments for the I-195 project address both capacity and safety concerns with the existing conditions. The assessment of safety performance utilized the Interchange Safety Analysis Tool Enhanced (ISATe) developed by the Federal Highway Administration (FHWA) to implement analysis procedures described in the Highway Safety Manual (HSM). This analysis was performed for Alternative 3 only.

Table 3-1 presents the estimated 2045 total number of crashes by level of severity for the No-Build and Alternative 3. Alternative 3 is expected to reduce the number of crashes by 25.7 compared to the No-Build alternative. This 13% reduction in crashes is expected to be relatively consistent across all five types of crashes: fatalities, the three types of injury crashes (A=incapacitating injury, B=non-incapacitating injury, C=possible injury), and property-damage only (PDO) crashes. Additional information on the crash analysis is provided in the companion *I-195 CPS, Future Safety Analysis Report, June 2020*.

Table 3-1: I-195 Effect of Alternative 3 on 2045 Crash Totals by Type

Type of crash	Fatal	Injury A	Injury B	Injury C	PDO	Total
No-Build	1.0	2.8	17.0	33.1	145.3	199.2
Alternative 3	0.9	2.3	14.9	30.6	124.8	173.5
Difference	0.1	0.5	2.1	2.5	20.5	25.7

4.0 TRANSIT TRAVEL TIME AND JOBS ACCESSIBILITY

Each Build Alternative reduces overall traffic congestion levels compared to the No-Build Scenario. These reductions in congestion might initially be expected to have a commensurate effect on transit travel time. However, the expected implementation of a Bus on Shoulder (BOS) design across the Julia Tuttle Causeway is expected to have a more substantial effect on transit service regardless of which I-195 project alternative is selected.

Greater investigation into BOS alternatives along I-195 is warranted as specific implementations and levels of success are variable among earlier BOS applications around the United States. The following sections describe current conditions for transit service across the Julia Tuttle Causeway, review the benefits of BOS improvements generally, and describe specifically how the Build Alternatives would facilitate BOS deployment.

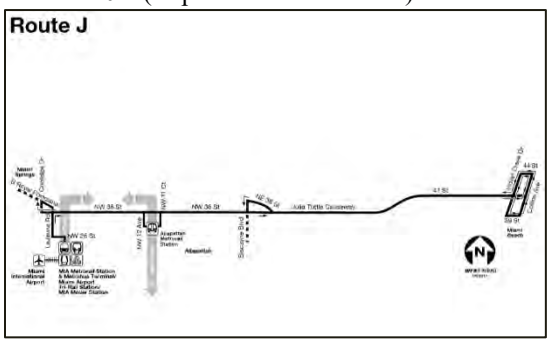
4.1 Current Transit Conditions

Miami-Dade Transit (MDT) routes 110J and 150 connect Miami Beach to the Miami Airport Station via I-195 (see embedded **Figures**). 110J runs from Mid-beach to the Miami Airport Station, serving 46 stops in between. Route 150 is longer, connecting South Beach to the Airport Station but serves only 18 stops as a limited-stop route. From the same starting point immediately due east of I-195 (Collins Ave & 43rd Street), a typical, non-peak trip to or from the airport takes approximately 45 minutes on Route 110J and 20 minutes via Route 150.

Route 150 (Reproduced from MDT)

Route 110 J has an average monthly ridership of about 71,000 and route 150 has an average monthly ridership of about 53,000, according to the 2019 MDT Major Transit Development Plan (TDP)[1]. The TDP also indicates that Route 110J was one of the "top 5" performers in 2019 for growth. The COVID-19 pandemic has negatively impacted these ridership numbers for the short- and medium-terms. These routes have no bus stops located along I-195, but there are stops immediately east of the causeway on Arthur Godfrey Rd (for both routes) and immediately west of the causeway serving Biscayne Boulevard (for the 110J).

Route 110-J (Reproduced from MDT)



Future premium transit has been planned along this segment. While not yet in operation, the Beach Express North Route of the Bus Express Rapid Transit (BERT) system proposed by The Miami-Dade TPO and its partners is predicated on bus on shoulder operation on the Julia Tuttle Causeway. BERT service proposes to connect the economic center of Miami Beach with the mainland. The BERT is a centerpiece of the Miami-Dade County SMART Plan. Separately, the Beach Corridor Rapid Transit study (2020) evaluated the potential for bus-rapid transit (BRT) routes partially carried on new lanes on I-195[2].

4.2 Bus on Shoulder Evaluation

BOS treatments take advantage of road shoulders for bus service. Different implementations have different rules for when buses are allowed to use the shoulder, such as when speeds tend to drop, or during certain times of day, and the maximum speed for operation, typically between 25 and 35 MPH. Whether the BOS operates on the inner or outer shoulder would affect the project success. Particularly among the alternatives along I-195, buses may have particular problems negotiating (weaving) traffic when conditions slow due to the complicated and varied ramp alignments.

[1] MDT TDP Major Update 2019 - https://www.miamidade.gov/transit/library/2019-mdt10-final-draft.pdf, *see page 100.*
[2] SMART BERT Plot – 2019 - https://www.miamidade.gov/transit/library/bus-rapid-transit-alternative-alignment-roll-plot.pdf.

Narrowing the focus area for BOS to only the causeway, the following discussion considers how BOS would interface with each alterantive. In sum, outer-shoulder service would benefit service with right-hand merges onto and off from the causeway at its termini (110J and most BERT options) whereas inner-shoulder service would better suit Route 150 which does not have right-hand entrances or exits along the causeway. Even if BOS operations were turned off prior to conflict points, these buses are still expected to operate in the travel lane closer to the BOS lane as they exit the shoulder. The direct connections to the I-95 Express Lanes present an opportunity for the proposed BERT service to connect directly between I-95 and I-195. The benefit of this direct connection for BERT service would be a faster trip for patrons traveling the full route length between the Golden Glades interchange and Miami Beach. However, the direct connection would preclude service to or from points west along SR 112 such as the Earlington Heights Metrorail station. The quality of service and operational cost tradeoffs between the shorter route that could be achieved with the direct connection and the loss of riders at the intermediate stops on the currently propsed route would require further study to conclude that the direct connections provide a meaningful benefit.

***Alternative 1*:** Traveling eastbound, Routes 150 and 110J would have few conflicts using either shoulder side. Outer shoulder use would make merging easier for Route 110J, which merges from NE 36th Street onto a particularly congested portion of the causeway. Traveling westbound, the Alton Road on-ramps have LOS grades ranging from C-F during AM/PM peak periods, which could result in some merging problems for bus service as the traffic enters I-195, depending on where BOS starts on the causeway's east end. At the west end of the causeway, outer-shoulder BOS would better enable 110J to exit I-195, but would result in weaving for Route 150. The BOS could provide time savings on the causeway section particularly westbound in the PM peak.

***Alternative 2*:** This alignment effectively presents the same issues as Alternative 1 for BOS operations. The main difference is that LOS conditions are improved along the causeway segements.

***Alternative 3*:** The left-hand entrances and exits in the Alternative 3 direction connections between the I-95 Express lanes and I-195 would create a conflict with inner-shoulder BOS. However, traffic speed projections in Alternative 3 are estimated to be consistently high enough that BOS operations may not be needed.

In summary, the effect of each alternative on transit speeds are highly dependent on the location of BOS operations (on the inside shoulder versus the outside shoulder) and the location and need for buses to weave between BOS and mixed-traffic operations. Because the BOS is expected to be avaialble for the No-Build conditions in addition to each of the Build Alternatives, the overall effect of the Build Alternatives on transit travel time is expected to be minimal. Thererfore the number of jobs accessible by transit is expected to be essentially constant across all alternatives, with the value of any Build Alternative on jobs accessible by transit also minimal.

Table 4-1 displays four earlier BOS implementations that had accompanying data reporting. Each implementation is from a large metropolitan area, although no study involves specfic evaluation of a shoulder implementation on a causeway bridge similar to I-195. The reporting reveals that BOS resulted in increases in ridership (except for San Diego which created new routes), no substantial evidence of traffic collisions associated with the BOS, evidence f improvements in on-time performance (OTP) particularly in San Diego, and a finding from

surveyed riders that they enjoyed BOS routes. Some studies noted that survey respondents routinely over-estimated their actual time savings using BOS routes.

MDT opened the 836-Express Route (836e) route along SR-836 in March 2020. The route provides non-stop service between Downtown Miami and MDX Dolphin Station Park. The shoulder lanes are striped red on the shoulder for the BOS designation and buses allowed to use the lanes when speeds drop below specified thresholds (generally described as either 25 or 30 MPH)[3]. Data is not yet available on route performance.

Table 4-1: Effect of Earlier Bus-on-Shoulder Implementations

System	BOS Period	Description	Ridership Change	Other notes
PACE, Chicago, IL	2011 - Now	Buses use the shoulder when traffic slows below 35 MPH, or under adverse circumstances, on Interstate corridors.	+600%	+20% OTP[4]
Metro Transit, Minneapolis-St. Paul, MI	1991/2 - Now	Operating throughout the Twin Cities, buses use the shoulder when traffic drops below 35 MPH or under adverse circumstances. The system is the largest BOS system in the United States[5].	+9.2% over a two-year period (1995-7).	1 fatal collision over a 24-year study period[6].
Metropolitan Transportation System / SANDAG, San Diego, CA	2005-7	Two-year pilot project where *new* bus routes travel in a "transit lane," available when traffic dropped below 35 MPH, or under adverse circumstances, on interstate corridors.	N/A. 91% of respondents felt BOS "saves time."	No transit-related collisions. 99% OTP[7]
Miami-Dade Transit, Miami, FL	2006-7	The pilot project between FDOT and MDT in the Dadeland area on three routes. Buses were able to use the shoulder when traffic dropped below 35 MPH, or under adverse circumstances, on interstate corridors. During the pilot period, MDT experienced systemwide service.	1% average; low of -14%, high of +10%.	0 transit-related collisions. 96% of riders thought that the BOS implementation was a "good idea."

[3] SR-836-E Corridor Categorial Exclusion Report – 2015 – https://www.miamidade.gov/transit/library/pdfs/misc/sr-836-express-bus-service-east-west-corridor.pdf.
[4] "Chicago Bus-on-shoulder results." PACE. 2020 Report from: https://www.pacebus.com/sub/vision2020/expressway_brt.asp.
[5] "Bus on Shoulder Memo." Minnesota DOT Bus on Shoulder memo. 2010 Memo from: https://www.dot.state.mn.us/metro/teamtransit/pdf/bus-only-shoulders-revised-mn.pdf
[6] "Peak Period Bus Use of Freeway Shoulders." University of Texas at Austin Center for Transportation Research. 2015 Report from: https://library.ctr.utexas.edu/ctr-publications/iac/bus_use_frwy_shoulders_201506.pdf.
[7] "Bus on Shoulders — Freeway Transit Lane Monitoring Program." SANDAG. 2009 Report from: https://www.sandag.org/uploads/projectid/projectid_283_27039.pdf.

5.0 HIGHWAY JOBS ACCESSIBILITY

Each alternative was compared in terms of the increase in job accessibility it offered to Miami-Dade County relative to current conditions. The FDOT definition of jobs accessibility within a 30-minute trip was used for the evaluation, and the SERPM 8 model was used to evaluate the No-Build Alternative and each of the three Build Alternatives for the 2045 horizon year.

First, a raw job accessibility, calculated as the number of jobs that can be reached within 30 minutes of a Traffic Analysis Zone (TAZ), was measured for each TAZ in the county. Then, a change in raw job accessibility was calculated by subtracting the current job accessibility from the job accessibility implied by an alternative. The jobs accessibility results for each TAZ were multiplied by the population of that TAZ, and the sum of these products were divided by total County population to obtain a population-weighted estimated of improved job accessibility for each alternative.

The SERPM 8 model equilibrium-based travel times contain small amounts of fluctuation in link-level speeds from alternative to alternative. To account for this fluctuation and separate the signal from the noise, only significant increases or decreases in raw job accessibility for a TAZ were considered in calculating a total change for each alternative. A significant change was defined as one that fell outside of the range defined by the median of all changes across all alternatives plus or minus the standard deviation of all changes across all alternatives. The median was 2,519 additional jobs accessible within 30 minutes, and the standard deviation was 10,409 jobs; thus, the excluded range was [-7,890, 12,928].

Once significant changes were identified, they were adjusted for population by multiplying the magnitude of change by the proportion of total county population in a TAZ (according to 2045 population forecasts). Finally, these significant TAZ-level weighted job accessibilities for each alternative were summed to achieve an alternative-level change in weighted job accessibility.

The results are summarized in **Table 5-1**. Alternative 3 offered the greatest increase in weighted job accessibility, with a weighted job accessibility increase of about 7,800. This value reflects the overall increased accessibility that the Alternative provides for all County residents. The time savings would allow residents in the TAZs with greatest benefits at the eastern end of the project to reach 97,000 more jobs in 30 minutes than the Base, although this savings is offset by the many TAZs (particularly in the western part of the County) that would not be affected by the project at all. Build Alternative 3 truly separated itself from the others with a total change over 10 times higher than that of Build Alternative 1 and over 15 times higher than that of Build Alternative 2.

Table 5-1: Estimated Change In Weighted Job Accessibility In Miami-Dade County

Alternative	Sum of significant increases in weighted job accessibility	Sum of significant decreases in weighted job accessibility	Total change in weighted job accessibility
1	794.7	58.9	735.8
2	504.1	3.2	501.0
3	7890.3	74.9	7815.4

6.0 QUALITY OF PEDESTRIAN CONNECTIONS

The measure of quality of pedestrian connections was generated through stakeholder feedback early in the study process at a time when there was a sense that resolving safe and efficient highway ramp connections might require closure of some local streets crossing I-195 in the Design District. Conversely, stakeholders saw some potential opportunities for additional pedestrian connections across I-195, particularly connecting local parks along the western edge of the Intracoastal Waterway.

Ultimately, each of the three Build Alternatives maintained the same basic level of connectivity across I-195. The only topological increase in pedestrian connectivity associated with the project is the provision for pedestrian access across the Julia Tuttle Causeway provided by the shared use path Alternatives A and B. Therefore, there is no meaningful differentiation among the alternatives in terms of the quality of pedestrian connections. Yet it should be noted that during subsequent project phases, the opportunity exists for the preferred alternative to notably improve pedestrian connections beneath I-195. Any of the alternatives would involve the replacement of some aging infrastructure such as sidewalks, pavement, signing and marking with new state-of-the-practice materials. This reconstruction would also provide opportunity to incorporate improved lighting (through both natural and artificial means) and to explore the inclusion of public art into the streetscape, particularly leveraging and celebrating the intellectual capital resources of the Design District stakeholders.

7.0 QUALITY OF ACCESS TO RECREATION

While the quality of pedestrian connections focused on the topological network of pedestrian paths for also purposes, the quality of access to recreation focuses on the ability to reach recreational resources. The primary change to non-motorized access in each of the three Build Alternatives relates to the shared use path Alternaitves A and B across the causeway. The causeway provides access to recreational amenities associated with the views from the causeway bridges and the amenities that are both the causeway island for open space passive recreation and the shared use path itself as an active recreation resource.

8.0I-195 ACCESS POINTS CONNECTIVITY

The consideration of I-195 access points was, like the review of the quality of pedestrian connections, established as a measure early in the study process, at a time when stakeholders held some expectations for substantial changes in I-195 and I-95 ramp termini. As the study progressed, these changes were generally either dropped from further study due to feasibility concerns or otherwise incorporated into the No-Build alternative (thereby not providing a differentiation across the Build Alternatives). Therefore, the only significant difference among the Build Alternatives relates to the connectivity to the I-95 Express lanes, and those effects are fairly well represented in the quantitative evaluation of travel metrics. The qualitative evaluation (which incorporates, for instance, the provision of choices for travelers during off peak time periods when time savings are lower) thereby reflects the observations of the travel time measures review, with Alternatives 1 and 2 both having minimal effect in comparison to Alternative 3.

9.0 RETURN ON INVESTMENT

The return on investment considers the ability to translate quantitative metrics regarding travel conditions into a dollar value of benefits to compare against capital costs. This approach to monetizing benefits for the I-195 Build Alternatives is not a formal benefit-cost analysis, but rather a means to put some of the more readily and traditionally defined benefits into a common language with the estimated capital costs. The assessment of highway delay and crash reduction benefits is based on the guidance from FHWA contained in *Benefit-Cost Analysis Guidance for Discretionary Grant Programs*. The assessment of shared use path benefits uses the same FHWA guidance augmented by guidance from sources including the Victoria Transport Policy Institute and the World Health Organization. The following paragraphs describe both a return on investment based on the monetization of highway delay and the value of the shared use path.

9.1 Highway Delay Benefit Cost Analysis

The benefit cost of reduced highway delay was calculated for each build alternative. The analysis is based on the comparison of vehicle hours of delay (VHD) presented in **Table 2-7** between each alternative and the no-build scenario. The VHD used in the analysis is derived from forecasted traffic volumes for 2045 for each alternative.

To monetize the benefit, the reduced VHD for each build alternative was converted to person hours and multiplied by an hourly rate representing the value of travel time. Both parameters are based on federally recommended values for benefit cost analyses. VHD was converted to person hours by assuming an average vehicle occupancy of 1.67. [8] Each person hour was monetized by applying a rate of $16.60. [9]

An annual benefit was calculated for 2026 through 2045, with each year's benefit based on a percentage of the annual benefit in 2045. The percentage benefit for interim years was linearly interpolated by assuming a 60 percent share in 2020 and a 100 percent share in 2045. A discount rate of 7 percent was applied to represent the present value of the savings.[10]

To compare results among alternatives, the annual benefits were aggregated to 20-year totals reflecting a conservative assessment of the project life cycle. **Table 9-1** summarizes the results. Alternative 3 has the largest potential for savings, with discounted totals of $151,020,957 for reduced delays on I-195.

[8] USDOT Benefit-Cost Analysis Guidance for Discretionary Grant Programs, pg. 32, Average Vehicle Occupancy Rates for Highway Passenger Vehicles

[9] USDOT Benefit-Cost Analysis Guidance, pg. 31, Recommended Hourly Values of Travel Time Savings

[10] USDOT Benefit-Cost Analysis Guidance, pg. 10, Discounting

Table 9-1: Discounted Value of Travel Time Savings

I-195 Savings Due to Vehicle Delays		
	Savings	**Discounted Savings (7%)**
Alternative 1	$39,446,837	$21,436,494
Alternative 2	$109,823,205	$59,680,943
Alternative 3	$277,904,547	$151,020,957

9.2 Highway Safety Benefit Cost Analysis

The assessment of highway safety benefits considered the number of crashes presented in **Table 3-1** for The No-Build Alternative and for Alternative 3 for the year 2045 conditions. The estimated crash reduction was monetized by applying a rate of $9,600,000 per fatal crash, $459,000 per capacitating injury crash, $125,000 per non-capacitating injury crash, $63,000 per possible injury crash, and $3,200 per property-damage only crash.[11]

The interpolation of benefits between an assumed open-to-traffic year of 2026 and the 7 percent discounting factor were applied to the safety benefits in the same manner as for the travel time savings benefit in **Table 9-2**. **Table 9-2** show the resulting savings due to crash reductions.

Table 9-2: Discounted Value of Crash Reductions

I-195 Savings Due to Crash Reductions		
	Savings	**Discounted Savings (7%)**
Alternative 3	$32,340,176	$17,574,539

9.3 Shared Use Path Benefit Cost Analysis

The following sections summarize the manner in which the shared use path was evaluated as a resource from the perspectives of utilization and an approach to the potential monetization of the shared use path as part of a potential future grant application.

9.3.1 Shared Use Path User Forecasts

Estimates for the utility of the shared use path were developed considering both the effect of the improved path in attracting new non-motorized travel for current year conditions as well as extrapolating demand over the 25-year project horizon.

Estimates of current bicycle-on-shoulder use were developed using Streetlight data as the best estimate, with about 40 users per day. Historic counts taken during 2017 estimated about 20 users per day. Anecdotal information suggests that even the Streetlight data may underestimate existing usage.

[11] USDOT Benefit-Cost Analysis Guidance, pg. 30, Value of Reduced Fatalities and Injuries

Two separate direct demand models were used to consider expanding the current use of the shoulder to an estimate of the number of users of the shared use path. "Model A" expanded the estimates considering bicyclist type. The primary element of this model utilized the City of Portland, Oregon's bicyclist market breakdown to estimate that making a facility only used by the "strong and fearless" accommodating for the "enthused and confident" would increase biking by a factor of about 8, yielding about 300 bikers per day. Evaluation of population growth within a 15-minute bicycle ride of both ends of the causeway showed a growth rate of 101% (basically a doubling of population) by 2045, which would yield about 600 bikers per day.

"Model B" considered comparable sites for shared use paths connecting centers of population separated by large water bodies. Available bike counts for comparable shared use paths on about two dozen bridges crossing water of generally comparable length facilities were used to develop a simple regression model for the populations of cities being connected and the length of the facility. **Table 9-2** on the following page, shows the observations compiled in developing Model B. Applying Model B to the 2045 populations for Miami and Miami Beach also (somewhat coincidentally, as the two models are not even indirectly related to each other) suggests a about 600 daily bikers. From Model B one can postulate that for the No-Build condition (without a shared use path), the doubling in population would lead to an expectation of about 80 bikers a day on the shoulder in 2045 rather than the 40 observed today, so the shared path itself attracts about 520 daily bikers.

This regression-based direct demand model linked the adjacent jurisdictional population density and the bridge length to predict weekday ridership. This model suggests that Julia Tuttle Causeway bridge would have approximately 610 weekday riders (reflecting the 2045 population for Miami and Miami Beaches)

9.3.2 Benefit Cost

The benefit of the shared use path was based on the ridership calculated in the regression-based model described in 5.6.1. Using the 2045 population forecast, 544 new riders per day were estimated on the shared use path: 612 total bikers estimated using the regression model, minus 68 estimated bikers that would ride regardless of the shared use path. With an estimated causeway length of 3.3 miles, this ridership equated to 1795.2 person-miles per day.

To monetize the health benefit of increased ridership, a value of $0.20 per person-mile was applied (Litman, 2019). This equated to a health benefit of $359.04 per day, or $131,049.60 per year. Applying a compound discount for growth (75%) and net value (51%), the discounted health benefit per year totaled $50,127. Over the 20-year evaluation horizon, this totals a final discounted health benefit of $1,002,529.

Research suggests that other models that are more inclusive of secondary and indirect benefits of active transportation might result in monetized benefits of the shared use path that are two to three times the order of magnitude presented here. In particular, the World Health Organization (WHO) has developed a series of Health Economic Assessment Tools (HEAT) with application reports suggesting a higher return on investment than Litman's work at the Victoria Transport Policy Institute. Further evaluation of alternative economic benefit tools and funding guidance would be beneficial at such time as the shared use path might be considered for discretionary funding.

Table 9-3: Shared Use Path Utilization for Comparable Facilities Nationwide

Metropolitan area	Waterways	Bridges	Range of Bridge Lengths	Range of Daily Bicycle Volumes
Louisville, KY	Ohio River	Big Four	0.9 miles	4,500*
Melbourne, FL	Intracoastal	Pineda	4.0 miles	20
Miami-Dade, FL	Intracoastal	79th Street, Lehman, Rickenbacker, Sunny Isles, Venetian	1.2 – 2.0 miles	20 – 900
New York City	East River	Brooklyn, Manhattan, Williamsburg, Queensboro	1.2 – 1.4 miles	1,900 – 5,600
Ocean City, NJ	Great Egg Harbor Bay	NJ 52	2.3 miles	150
Philadelphia, PA	Delaware River	Ben Franklin	1.5 miles	180
Portland, OR	Willamette River	Hawthorne	0.5 miles	5,500
Portland, OR	Columbia River	I-5	1.0 miles	200
Washington, DC	Potomac River	14th Street, Key, Roosevelt, Wilson	0.4 – 2.1 miles	400 – 1,700
Seattle, WA	Lake Washington	I-90 (Mountains to Sound Trail)	2.1 miles	900

*- includes pedestrian volumes

If the increase in bicycle ridership is considered in the context of a mode-shift from auto to bicycle, additional benefit is achieved. Assuming a 50% mode shift (i.e. half of the new riders were former drivers), a $0.54 per person-mile can be achieved. Because the total discounted health benefit is associated with 5,021,647 person-miles traveled over the 20-year evaluation horizon, an added benefit of $2,706,829 was estimated assuming the 50% mode shift.

Combining the health and mode-shift benefits, a total discounted benefit of $3,709,386 was estimated over the 20-year evaluation horizon. These estimates provide a fairly conventional assessment of benefits following current FHWA guidance for grant applications. Available literature suggests that more philosophical approaches toward measuring public health benefits might support a net present value of $6M to $10M.

APPENDIX D: REFINED BUILD DESIGN CRITERIA / TYPICAL SECTIONS & CONCEPTUAL PLANS

- DESIGN CRITERIA
- TYPICAL SECTIONS
- CONCEPTUAL PLANS

DESIGN CRITERIA

STATE RD 112 (I-195)	
DESIGN FEATURES	**Criteria**
Access Classification (FDM Table 201.4.1)	Class 1 (Area Type 2)
Functional Classification (FDOT Straight Line Diagram of Road Inventory)	Urban Principal Arterial Expressway(West of I-95 Interchange)/ Urban Principal Arterial Interstate (From East of I-95 Interchange)
Interchange Spacing (FDM Table 201.4.1) (miles)	2
Design Vehicle (FDM Section 201.6)	WB-62FL
Context Classification (FDM Table 200.4)	LA facility
Design Speed (V) (mph) (FDM Table 201.5.1) (FPID: 405578-1-52-02)	60
Posted Speed (mph) (FDM Section 201.5.1) (FPID: 405578-1-52-02)	55
Lane Width (FDM Table 211.2)	12'
Bridge Width (FDM Figure 260.1.1)	10' shoulder+Travel lanes +10' shoulder
Horizontal Alignment	
Normal Cross Slope - Roadway (Lanes One-Way) 2-Lane (FDM Figure 211.2.1)	-0.02 ft/ft (2)
Max change in cross slope between adjacent through lanes (FDM Figure 211.2.1)	0.04
Median Width (with Barrier) (FDM Table 211.3.1)	26'
Max Degree of Curve Using Normal Cross Slope (FDM Table 210.9.1)	0° 29' 21.59"
Max Degree of Curve (e) (FDM Table 210.9.1)	5° 15'
Max Deflection Without Curve (FDM Section 211.7.1)	0° 45' 00"
Desirable Min Length of Curve (FDM Table 211.7.1)	1800' (900' Min.)
Max Superelevation (FDM Section 211.8)	10%
Superelevation Runoff Rate (FDM Table 210.9.3)	1:225
Minimum length of full super within curve (FDM Section 210.9)	200'
Recoverable Terrain/Clear Zone (FDM Table 215.2.1)	36' (Travel lane), 24' (Aux lane)
Vertical Alignment	
Minimum Vertical Clearance (FDM Table 260.6.1) over Roadway	16.5'
Minimum Vertical Clearance over Intercoastal Waterway (FPID:413090-2-52-01)	55'
Minimum Vertical Clearance (FDM Table 260.6.1) over Railroad	24.25'
Minimum Vertical Clearance for Pedestrian Bridge (FDM Table 260.6.1) over Roadways	17.5'
Max Vertical Grade (FDM Table 211.9.1)	3.00%
Max Change In Grade Without Vertical Curve (FDM Table 210.10.2)	0.40%
Minimum Stopping Sight Distance (FDM Table 211.10.1)	645'
Minimum Lateral Offset Criteria (215.2.2)	
Light Poles	
Conventional	20' (Travel Lane), 14' (Aux Lane)
High Mast	Outside Clear Zone
Signal Poles	Outside Clear Zone
Trees	Outside Clear Zone
Aboveground Utilites	Outside Clear Zone
ITS Poles and Related Items	
Pole & Other Aboveground Fixed Objects	Outside Clear Zone
Equipment Shelters and Towers	Outside LA R/W
Breakaway Objects	As Close to R/W as Possible
Traffic Control Signs	
Single and Multi-Column	See Standards Plans
Overhead Sign Structures	Outside Clear Zone
K Value	
Sag Curve (FDM Table 211.9.2)	157
Crest Curve (FDM Table 211.9.2)	313
Minimum Length of Vertical Curve	
Sag Curve (FDM Table 211.9.3)	800'
Crest Curve / Within Interchanges) (FDM Table 211.9.3)	1000'/ 1800'
Border Widths (FDM 211.6) from outside edge of traveled way	94'
Shoulders (FDM Table 211.4.1)	
Inside	
Without Shoulder Gutter	8' Full Width (4' Paved)
With Shoulder Gutter	13.5' Full Width (6' Paved)

STATE RD 112 (I-195)	
DESIGN FEATURES	**Criteria**
Outside	
Without Shoulder Gutter	12' Full Width (10' Paved)
With Shoulder Gutter	15.5' Full Width (8' Paved)
Inside (Viaduct)	
2 Lanes (FDM Figure 260.1.1)	6'
Outside (Viaduct)	
2 Lanes (FDM Figure 260.1.1)	10'
Roadside Slopes (FDM Table 215.2.3)	
Front Slope	0-5' fill--> 1:6
	5-10' fill-->1:6 to CZ, then 1:4
	10-20' fill-->1:6 to CZ, then 1:3
	>20' fill (w/ guardrail)-->1:2 +10' berm at EOP &TOE
Back Slope	1:4 or 1:3 with a Trapezoidal Ditch & 1:6 Front Slope
Source	
FDM = FDOT Design Manual, Volume 2 (2020)	

RAMPS DESIGN CRITERIA					
DESIGN FEATURES	**Criteria**				
	45 MPH	**40 MPH**	**35 MPH**	**30 MPH**	**25 MPH**
Design Vehicle (FDM Section 201.6)	WB-62FL				
Design Speed (V) (mph) (FDM Table 201.5.2)	45	40	35	30	25
Lane Width (FDM Table 211.2.1) - One lane ramp	15'	15'	15'	15'	15'
Multi - Lane Ramps	12' each	12' each	12' each	12' each	12' each
Bridge Width (FDM Figure 260.1.1)	6'+24'+10'	6'+24'+10'	6'+15'+6'	6'+15'+6'	6'+15'+6'
Horizontal Alignment					
Normal Cross Slope - Roadway (Lanes One-Way) (FDM Figure 211.2.1)	-0.02 ft/ft	-0.02 ft/ft	-0.02 ft/ft	-0.02 ft/ft	-0.02 ft/ft
Max Algebraic Difference in Cross Slope at Crossover Line (FDM Table 211.2.2)	5%	5%	5%	6%	6%
Max Degree of Curve Using Normal Cross Slope (FDM Table 210.9.1)/AASHTO Table 3-11b	0° 49' 58.91"	1° 1' 49.8"	1° 18' 24.95"	1° 42' 39"	2° 22' 3.34"
Max Degree of Curve (e) (FDM Table 210.9.1)/AASHTO Table 3-11b	10° 15'	13° 15'	17° 45'	24° 45'	45° 28'
Max Deflection Without Curve (FDM Section 211.7.1)	0° 45' 00"	2° 00' 00"	2° 00' 00"	2° 00' 00"	2° 00' 00"
Desirable Min Length of Curve (FDM Table 211.7.1)	675' (400' Min.)	600' (400' Min.)	525' (400' Min.)	450' (400' Min.)	400' (400' Min.)
Max Superelevation (FDM Section 211.8)	10%	10%	10%	10%	10%
Superelevation Runoff Rate (FDM Table 210.9.3)	1:200	1:175	1:175	1:175	1:175
Minimum length of full super within curve (FDM Section 210.9)	100'	100'	100'	100'	100'
Ramp Terminal Spacing (FDM Figure 211.12.1)					
On-On or Off-Off	1000' (LA Facility)/800' (C-D Road)				
Off-On	500' (LA Facility)/400' (C-D Road)				
Turning Roadways	800' (System Interchange)/600' (Service Interchange)				
On-Off (Weaving)	2000'(System to service interchange)/1600' (service to service with Freeway)/1000' (C-D road)				
Recoverable Terrain/Clear Zone (FDM Table 215.2.1)	24'/14'	18'/10'	14'/10'	12'/10'	12'/10'
Vertical Alignment					
Minimum Vertical Clearance (FDM Table 260.6.1) over Roadway	16.5'	16.5'	16.5'	16.5'	16.5'
Minimum Vertical Clearance over Waterway (FDM Section 260.8.1) (above MHW)	12'	12'	12'	12'	12'
Minimum Vertical Clearance (FDM Table 260.6.1) over Railroad	24.25'	24.25'	24.25'	24.25'	24.25'
Max Vertical Grade (FDM Table 211.9.1)	5.00%	6.00%	6.00%	7.00%	7.00%
Max Change In Grade Without Vertical Curve (FDM Table 210.10.2)	0.70%	0.80%	0.90%	1.00%	1.00%
Minimum Stopping Sight Distance (FDM Table 211.10.1)	360'	305'	250'	200'	155'
Minimum Lateral Offset Criteria (215.2.2)					
Light Poles					
Conventional	20'/14'	18'/10'	14'/10'	12'/10'	12'/10'
High Mast	Outside CZ	Outside CZ	Outside CZ	Outside CZ	Outside CZ
Signal Poles	Outside CZ	Outside CZ	Outside CZ	Outside CZ	Outside CZ
Trees	Outside CZ	Outside CZ	Outside CZ	Outside CZ	Outside CZ
Aboveground Utilites	Outside CZ	Outside CZ	Outside CZ	Outside CZ	Outside CZ
ITS Poles and Related Items					
Pole & Other Aboveground Fixed Objects	Outside CZ	Outside CZ	Outside CZ	Outside CZ	Outside CZ
Equipment Shelters and Towers	Outside LA R/W	Outside LA R/W	Outside LA R/W	Outside LA R/W	Outside LA R/W
Breakaway Objects	Close to R/W	Close to R/W	Close to R/W	Close to R/W	Close to R/W
Traffic Control Signs					
Single and Multi-Column	See Standards Plans	See Standards Plans	See Standards Plans	See Standards Plans	See Standards Plans

RAMPS DESIGN CRITERIA					
DESIGN FEATURES	**Criteria**				
	45 MPH	**40 MPH**	**35 MPH**	**30 MPH**	**25 MPH**
Overhead Sign Structures	Outside CZ	Outside CZ	Outside CZ	Outside CZ	Outside CZ
K Value					
Sag Curve (FDM Table 211.9.2)	79	64	49	37	26
Crest Curve (FDM Table 211.9.2)	98	70	47	31	19
Minimum Length of Vertical Curve					
Sag Curve (FDM Table 211.9.3)	135'	120'	105'	90'	75'
Crest Curve / Within Interchanges) (FDM Table 211.9.3)	135'	120'	105'	90'	75'
Border Widths (FDM 211.16) from back of barrier or retaining wall	10'	10'	10'	10'	10'
Shoulders (FDM Table 211.4.1)					
Inside					
1 Lane	6' Full Width (2' Paved Width)				
2 Lanes or more	8' Full Width (4' Paved Width)				
Outside					
1 Lane	6' Full Width (4' Paved Width)				
2 Lanes or more	12' Full Width (10' Paved Width)				
Roadside Slopes (FDM Table 215.2.3)					
Front Slope	0-5' fill--> 1:6				
	5-10' fill-->1:6 to CZ, then 1:4				
	10-20' fill-->1:6 to CZ, then 1:3				
	>20' fill (w/ guardrail)-->1:2 +10' berm at EOP &TOE				
Back Slope	1:4 or 1:3 with a Trapezoidal Ditch & 1:6 Front Slope				
Source					
FDM = FDOT Design Manual, Volume 2 (2020)					

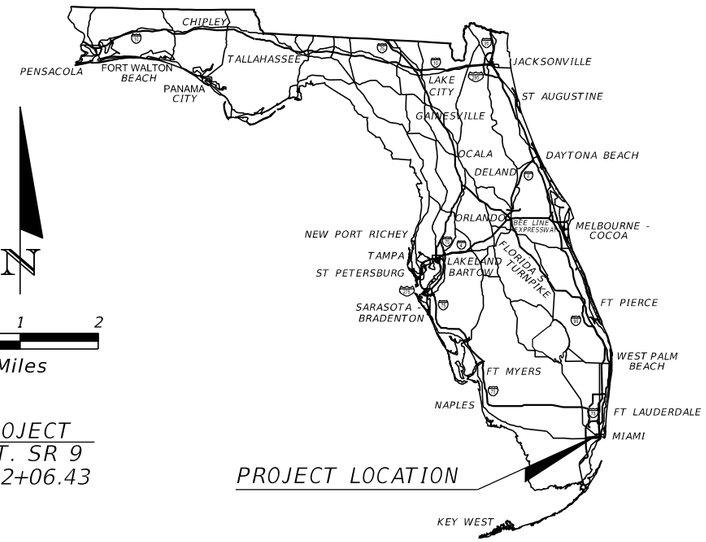
TYPICAL SECTIONS & CONCEPTUAL PLANS

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION
CONTRACT PLANS

FINANCIAL PROJECT ID 440228-1-22-01

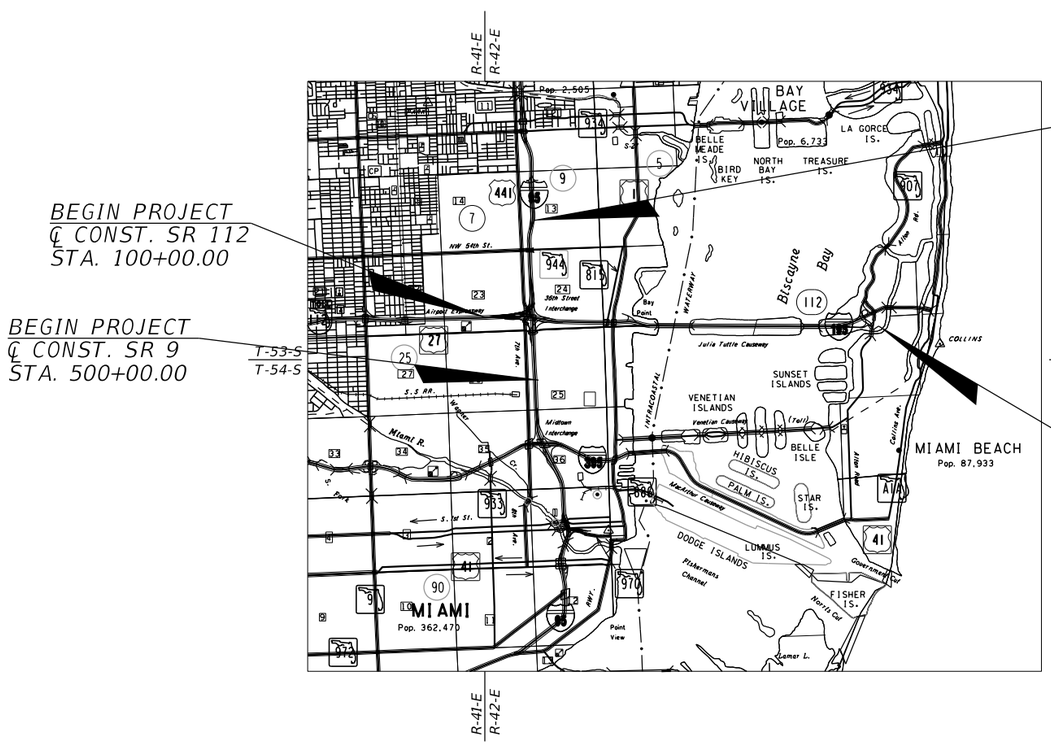
MIAMI-DADE COUNTY (87004)

I-195 CORRIDOR PLANNING STUDY FROM I-195/NW 12TH AVENUE TO SR 907/ALTON ROAD



A DETAILED INDEX APPEARS ON THE KEY SHEET OF EACH COMPONENT

INDEX OF ROADWAY PLANS



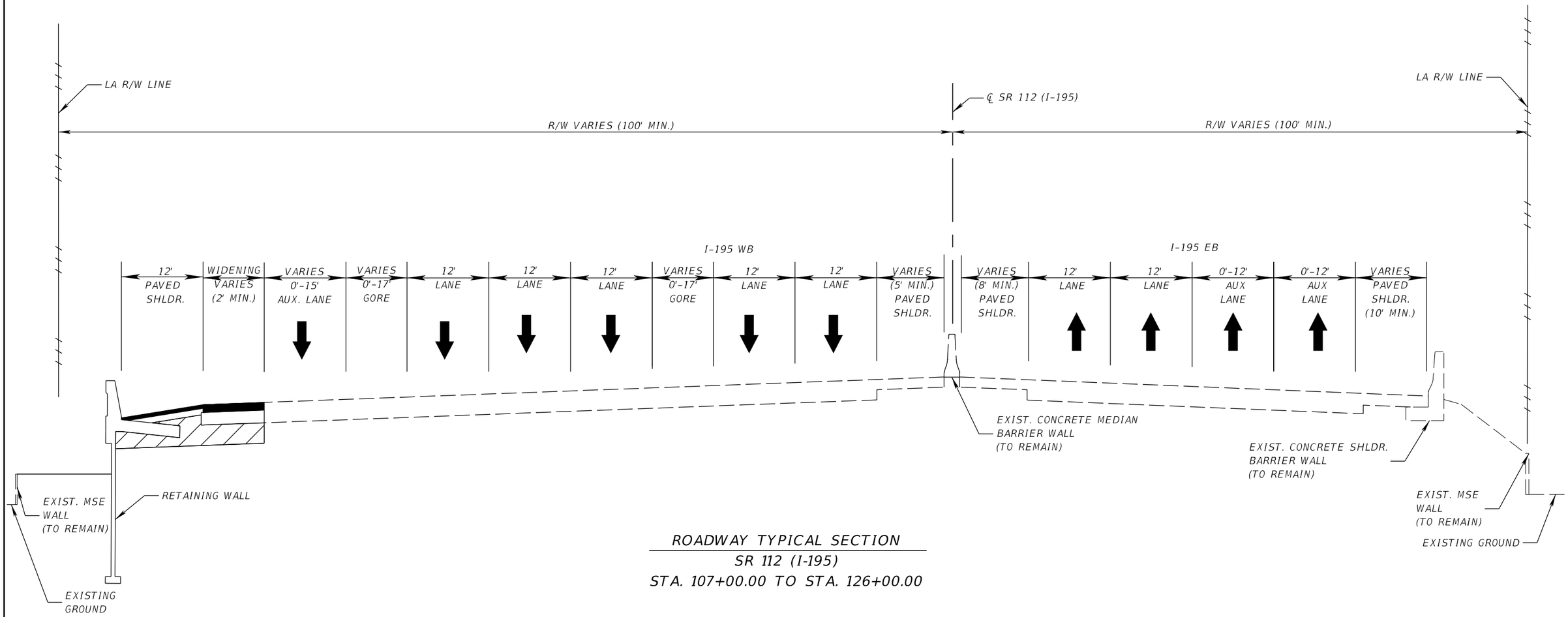
ROADWAY PLANS ENGINEER OF RECORD:

SUDHEER K. CHINTA, P.E.
P.E. LICENSE NUMBER 81219
BCC ENGINEERING, LLC.
4901 NW 17TH WAY, SUITE 506
FORT LAUDERDALE, FLORIDA 33309
P: (954) 928-1828 F: (954) 928-1551
CERTIFICATE OF AUTHORIZATION NO. 7184
CONTRACT NO.: C9W09
VENDOR NO.: F650540100001

FDOT PROJECT MANAGER:
SHEREEN YEE FONG

FISCAL YEAR	SHEET NO.
17	1

NOTE: THE SCALE OF THESE PLANS MAY HAVE CHANGED DUE TO REPRODUCTION.



ROADWAY TYPICAL SECTION
SR 112 (I-195)
STA. 107+00.00 TO STA. 126+00.00

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			Sheet No: 2

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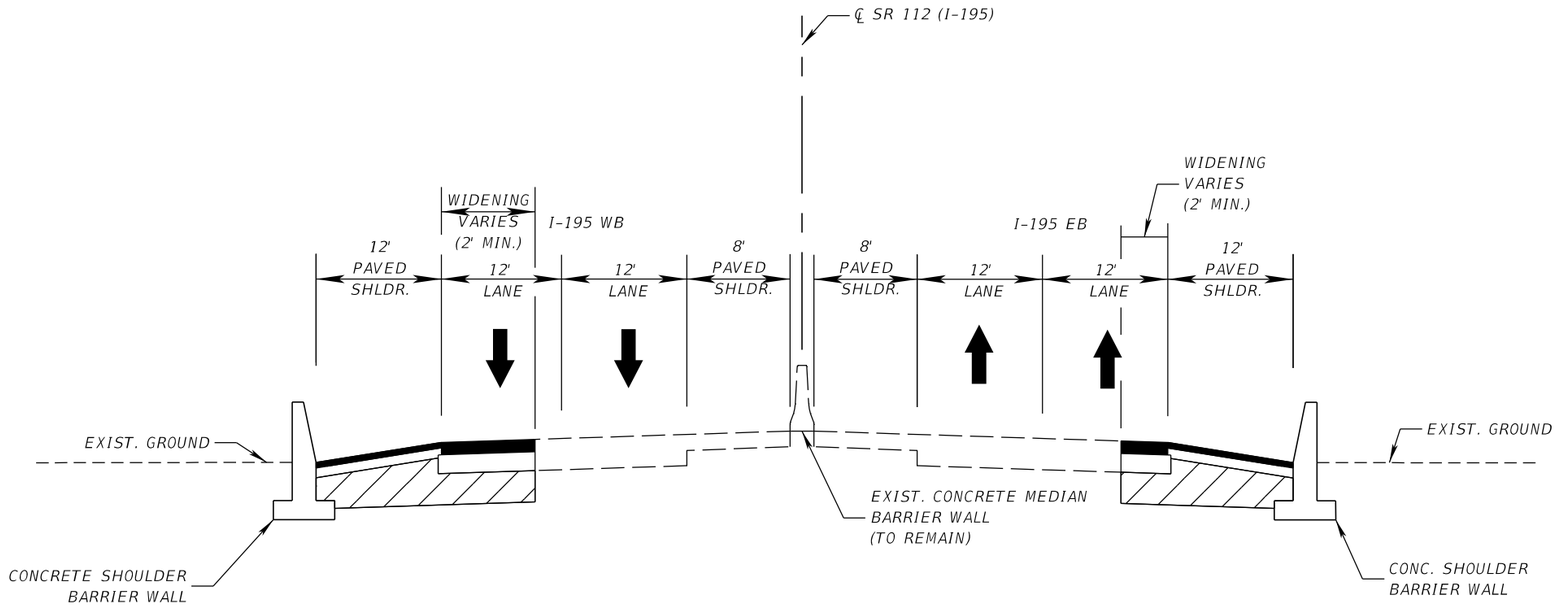

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SR 112 (I-195)

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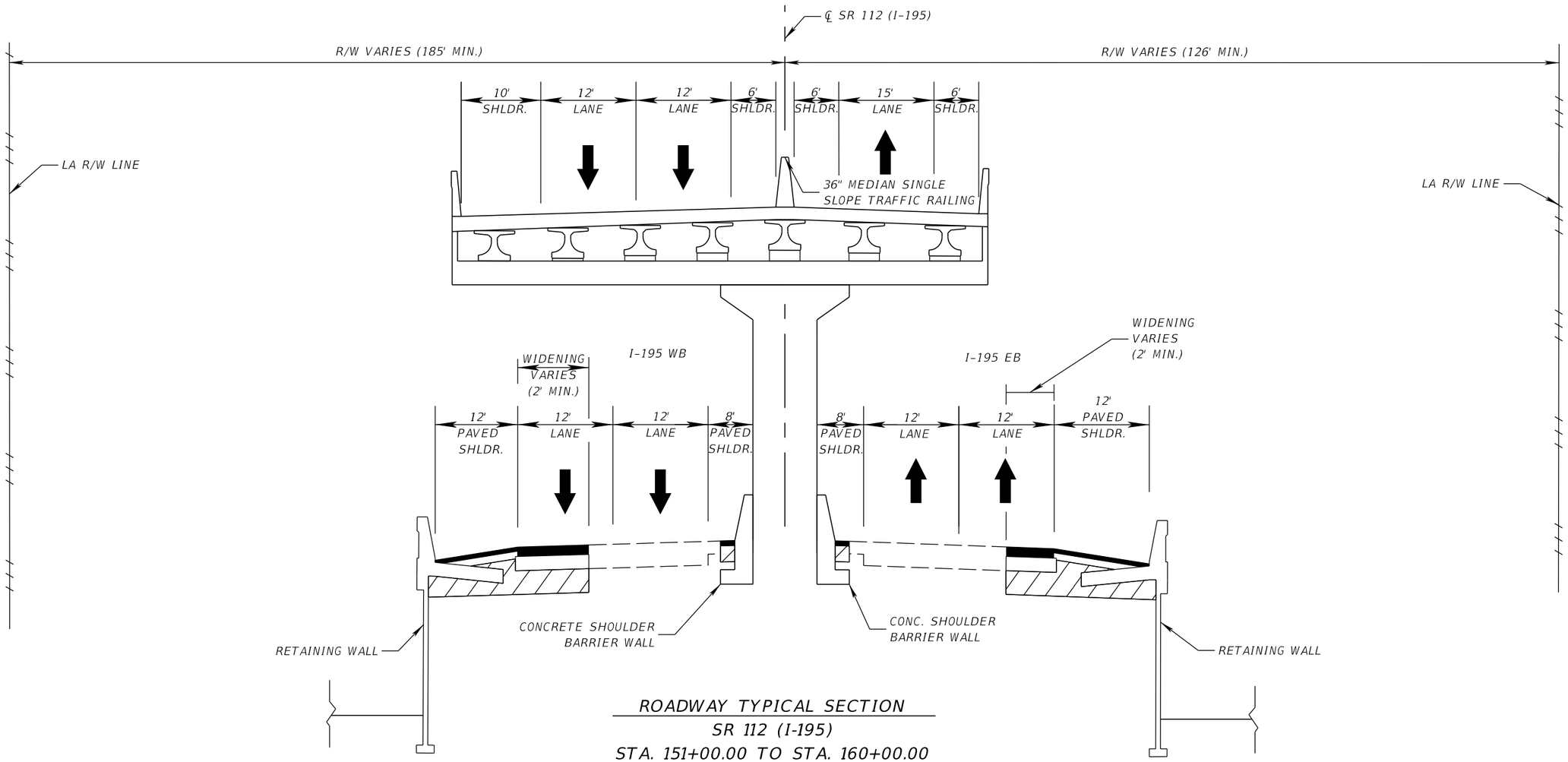

ROADWAY TYPICAL SECTION

SR 112 (I-195)

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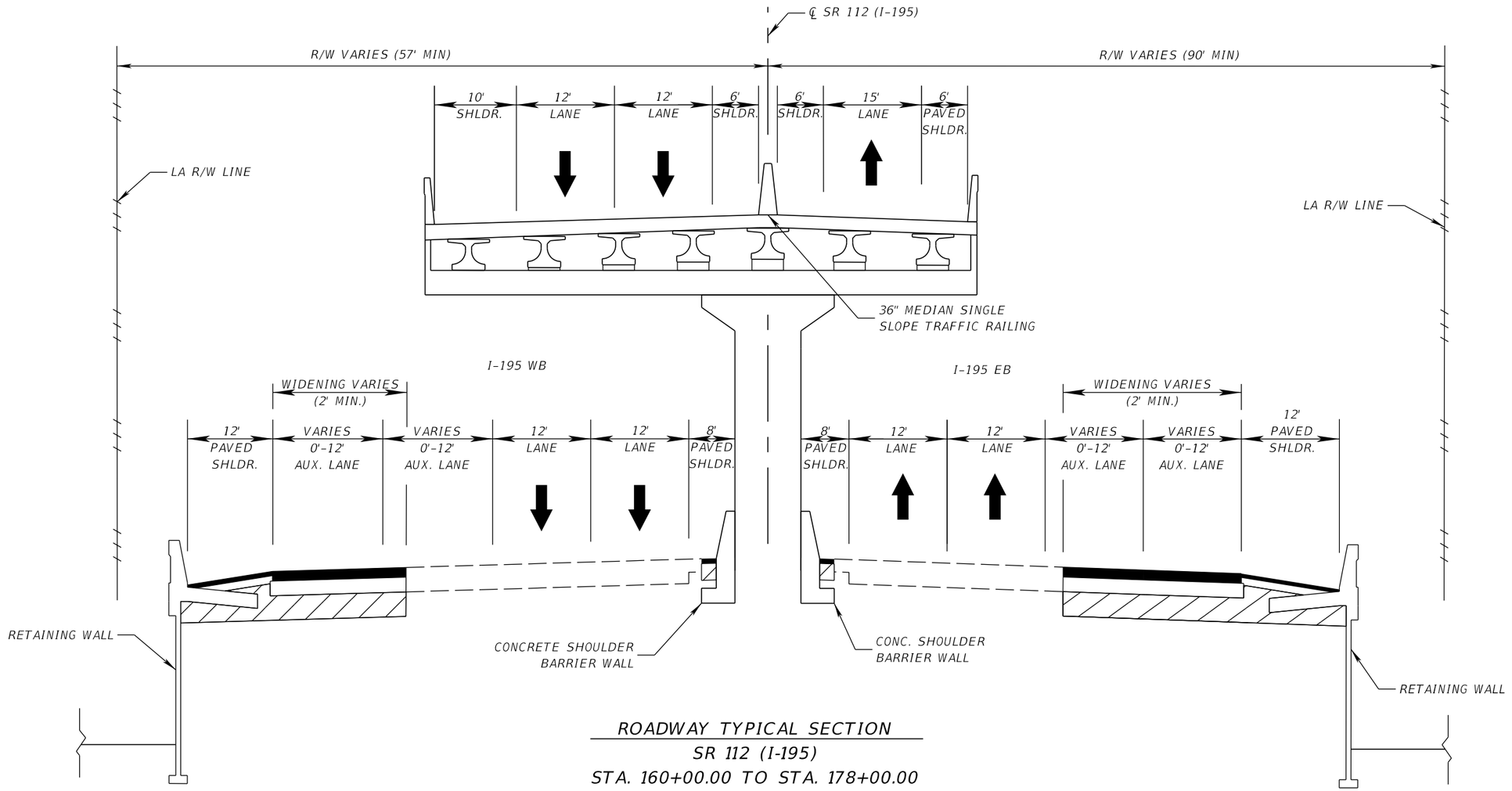

ROADWAY TYPICAL SECTION

SR 112 (I-195)

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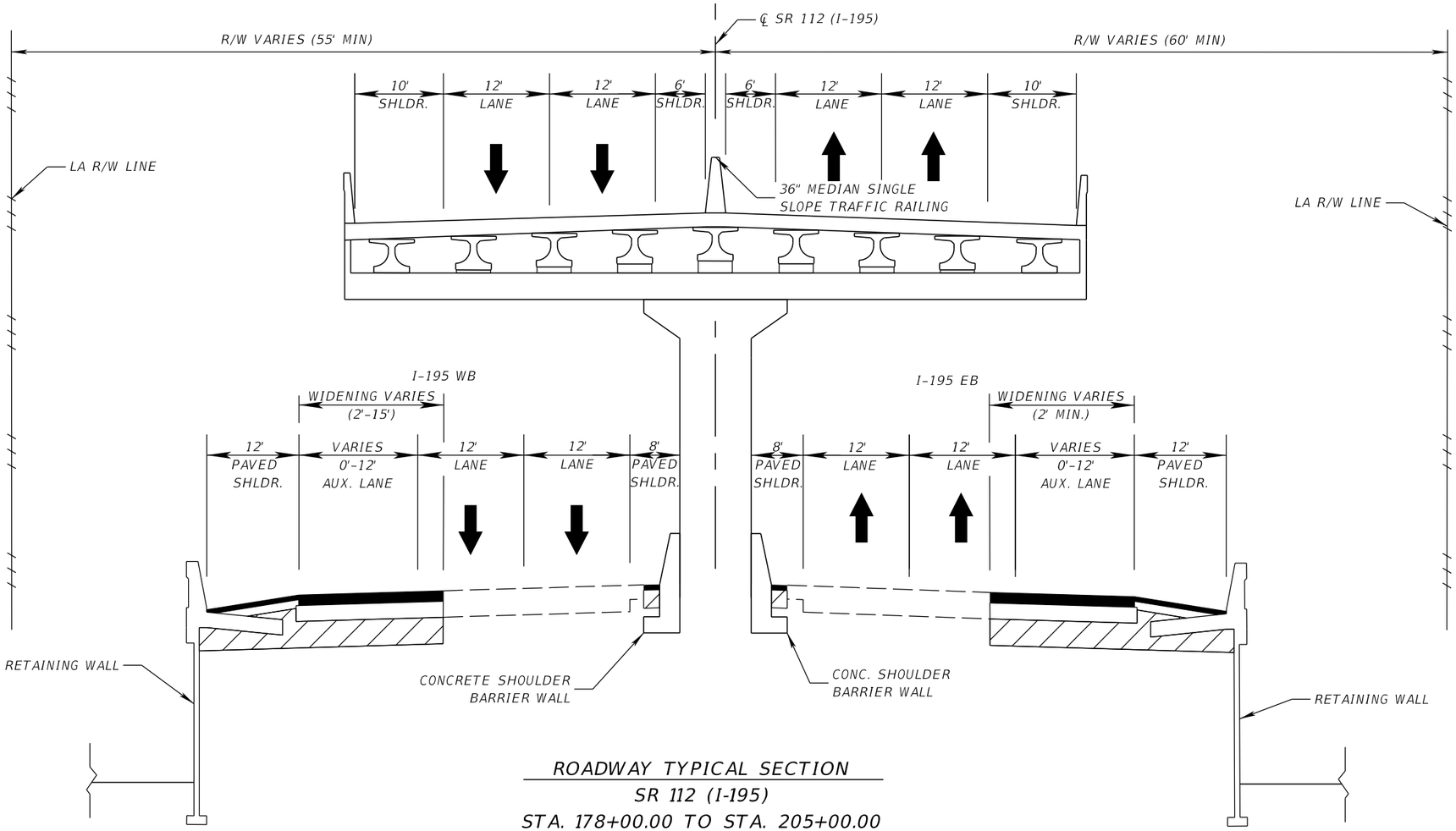

ROADWAY TYPICAL SECTION

SR 112 (I-195)

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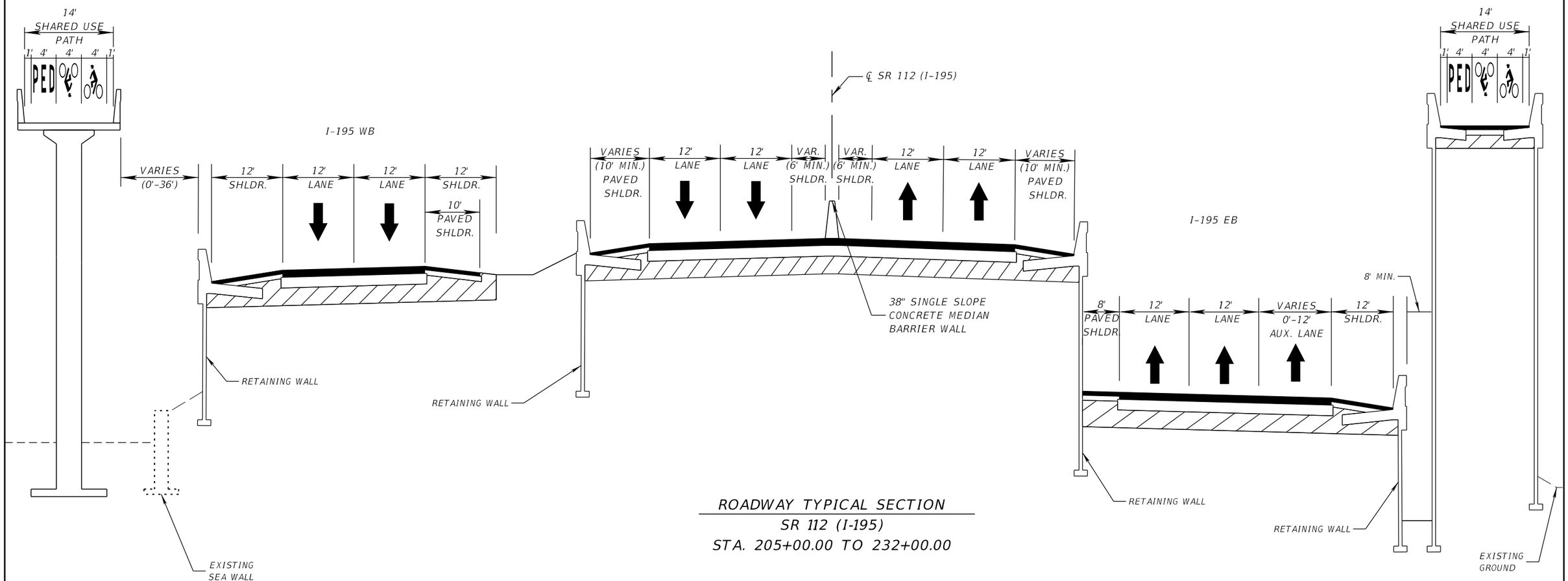

ROADWAY TYPICAL SECTION
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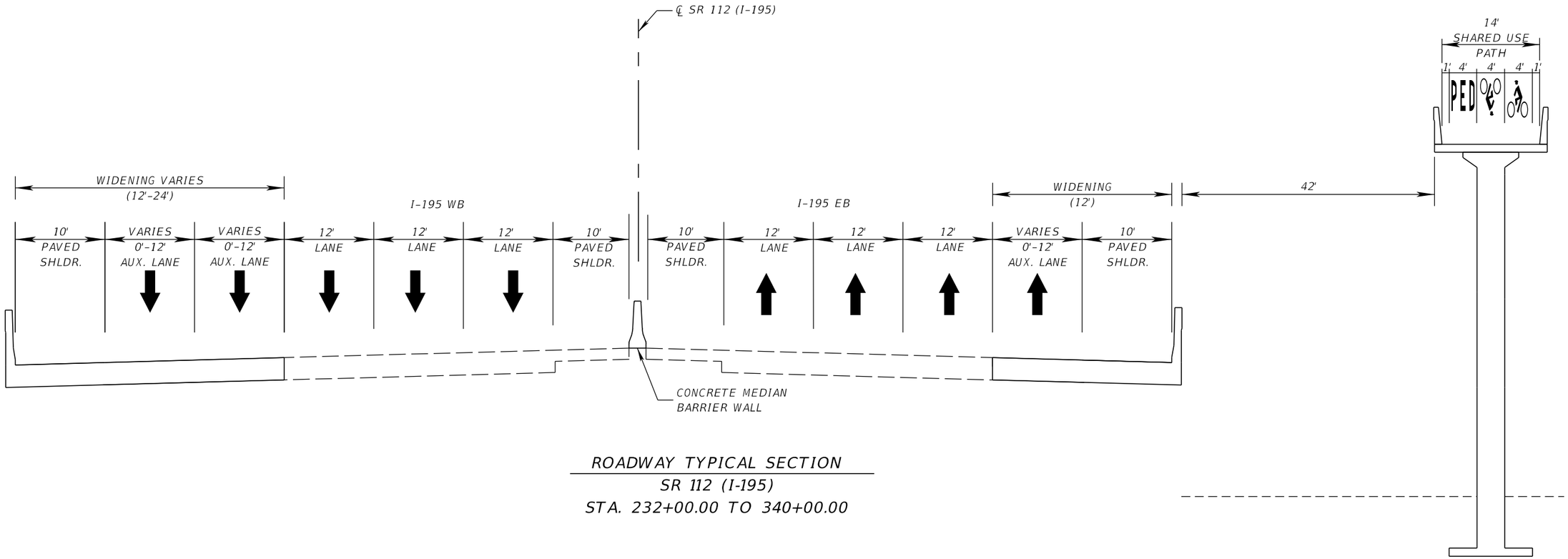

ROADWAY TYPICAL SECTION

SR 112 (I-195)

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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:* REFINED BUILD ALTERNATIVE	*Report Name:* CONCEPT DEVELOPMENT & EVALUATION REPORT	*Date:*
			Sheet No: 8

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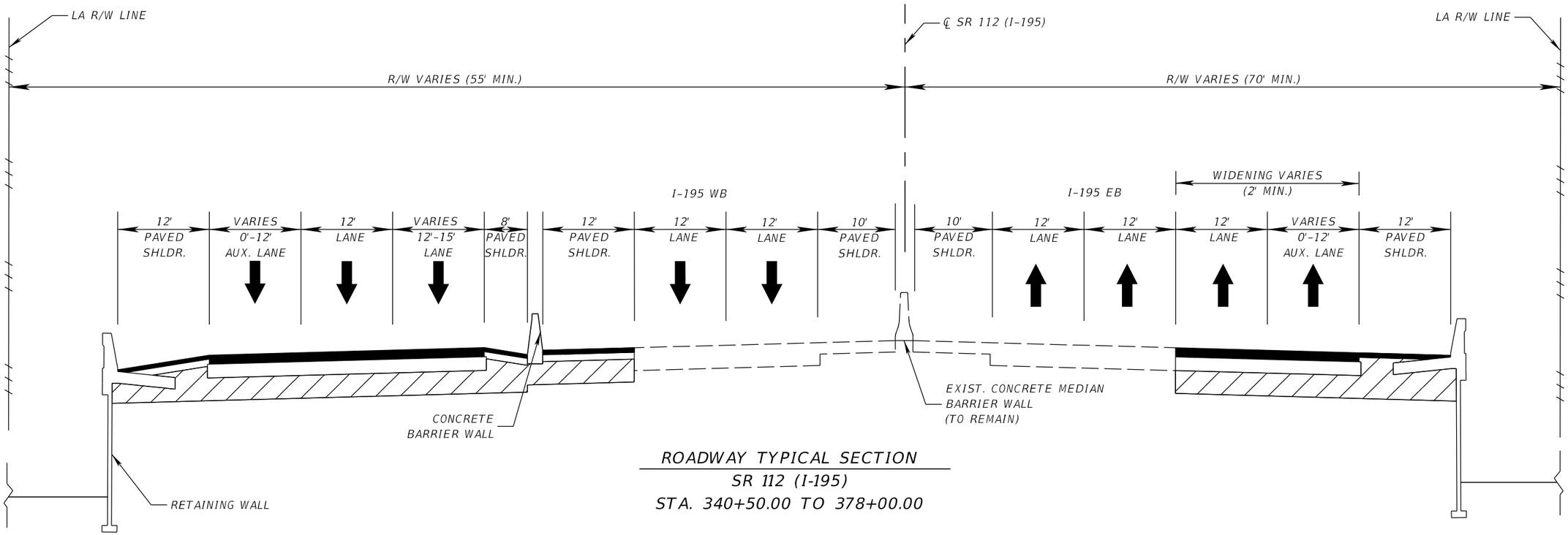
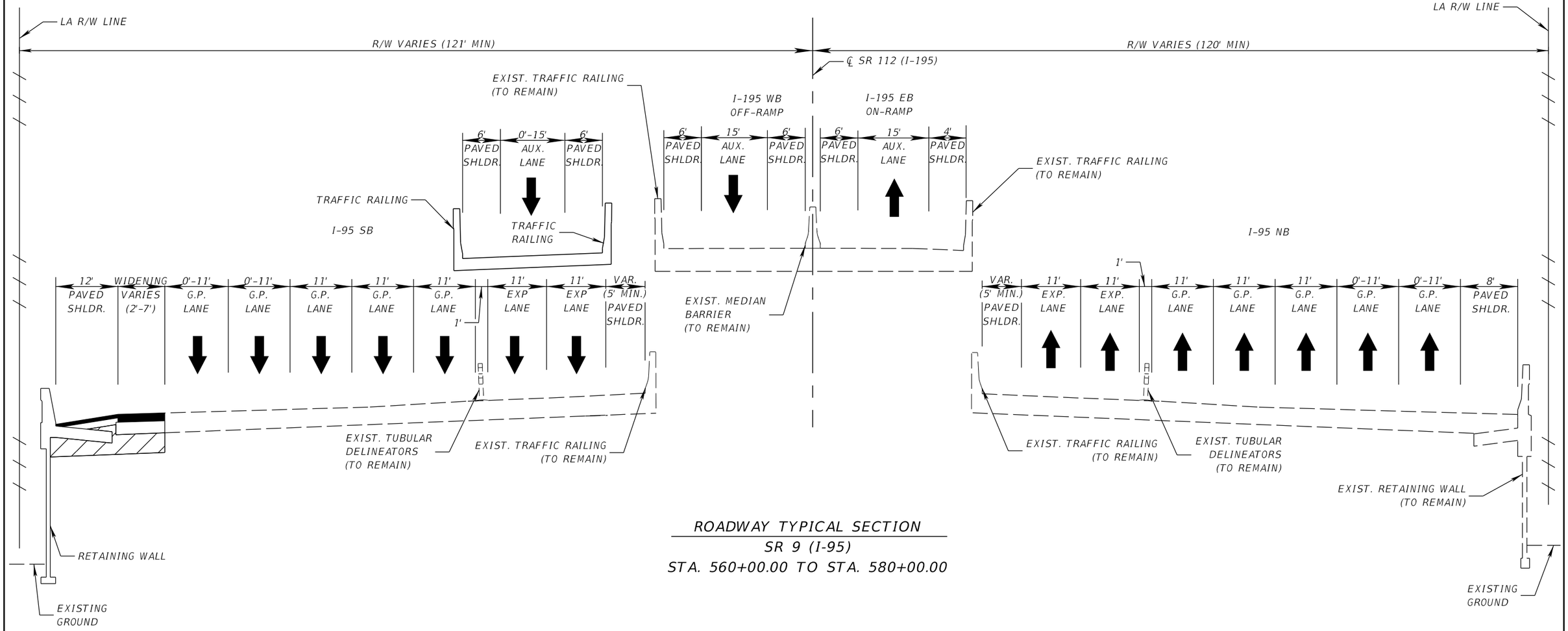


ROADWAY TYPICAL SECTION

SR 112 (I-195)

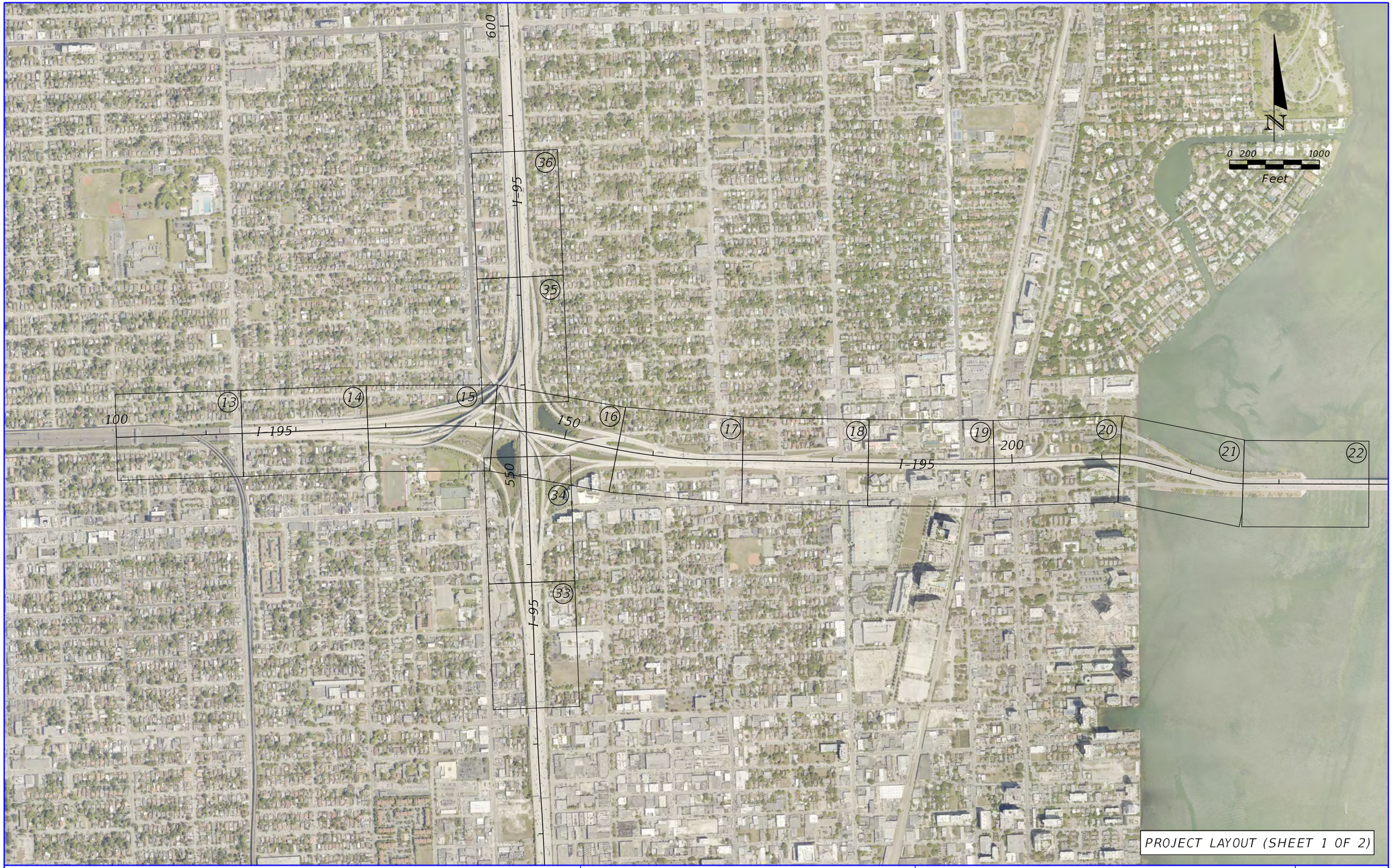
STA. 340+50.00 TO 378+00.00

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:* REFINED BUILD ALTERNATIVE	*Report Name:* CONCEPT DEVELOPMENT & EVALUATION REPORT	*Date:* *Sheet No:* 9



ROADWAY TYPICAL SECTION
SR 9 (I-95)
STA. 560+00.00 TO STA. 580+00.00

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:* REFINED BUILD ALTERNATIVE	*Report Name:* CONCEPT DEVELOPMENT & EVALUATION REPORT	*Date:* *Sheet No:* 10



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			Sheet No: 11

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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 LAYOUT AND BASE MAPS

Report Name:

CONCEPT DEVELOPMENT
& EVALUATION REPORT

Date:

Sheet No: 12

Project Name:	Exhibit Name:	Report Name:	Date:
I-195 Corridor Planning Study from I-95/NW 12th Avenue to SR 907/Alton Road FM No. 440228-1-22-01	REFINED BUILD ALTERNATIVE	CONCEPT DEVELOPMENT & EVALUATION REPORT	Sheet No: 13

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NW 41ST ST

NW 11TH AVE

NW 10TH AVE

0 20 100
Feet

MATCHLINE 114+00.00 ℄ CL195, SHEET NO. 3

MATCHLINE 128+00.00 ℄ CL195, SHEET NO. 5

EXIST. LA R/W

I-195 WB ON RAMP FROM
I-95 SB

I-195 WB ON RAMP FROM
I-95 SB & I-95 NB

I-195 WB

I-195 EB

℄ CONST. SR 112

PI STA. 116+12.59

POT STA. 126+85.43

N 87° 40' 17" E

72'

24'

15'

36'

36'

24'

115

120

125

EXIST. LA R/W

NW 38TH ST

LEGEND

LOCAL LANES

EXIST. LA R/W

BARRIER WALL/RETAINING WALL

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:

REFINED BUILD ALTERNATIVE

Report Name:

CONCEPT DEVELOPMENT
& EVALUATION REPORT

Date:

Sheet No: 14

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NW 41ST ST

NW 8TH AVE

N

0 20 100

Feet

24'

EXIST. LA R/W

MAINTAIN EXISTING
EXPRESS LANE
FLYOVERS

CL1951

℄ CONST. SR 112

N 87° 40' 17" E

130

I-195 WB

135

140 CLT952

PC STA. 134+01.92

PCC STA. 138+67.60

I-195 EB

MATCHLINE 128+00.00 ℄ CL195, SHEET NO. 4

MATCHLINE 142+00.00 ℄ CL195, SHEET NO. 6

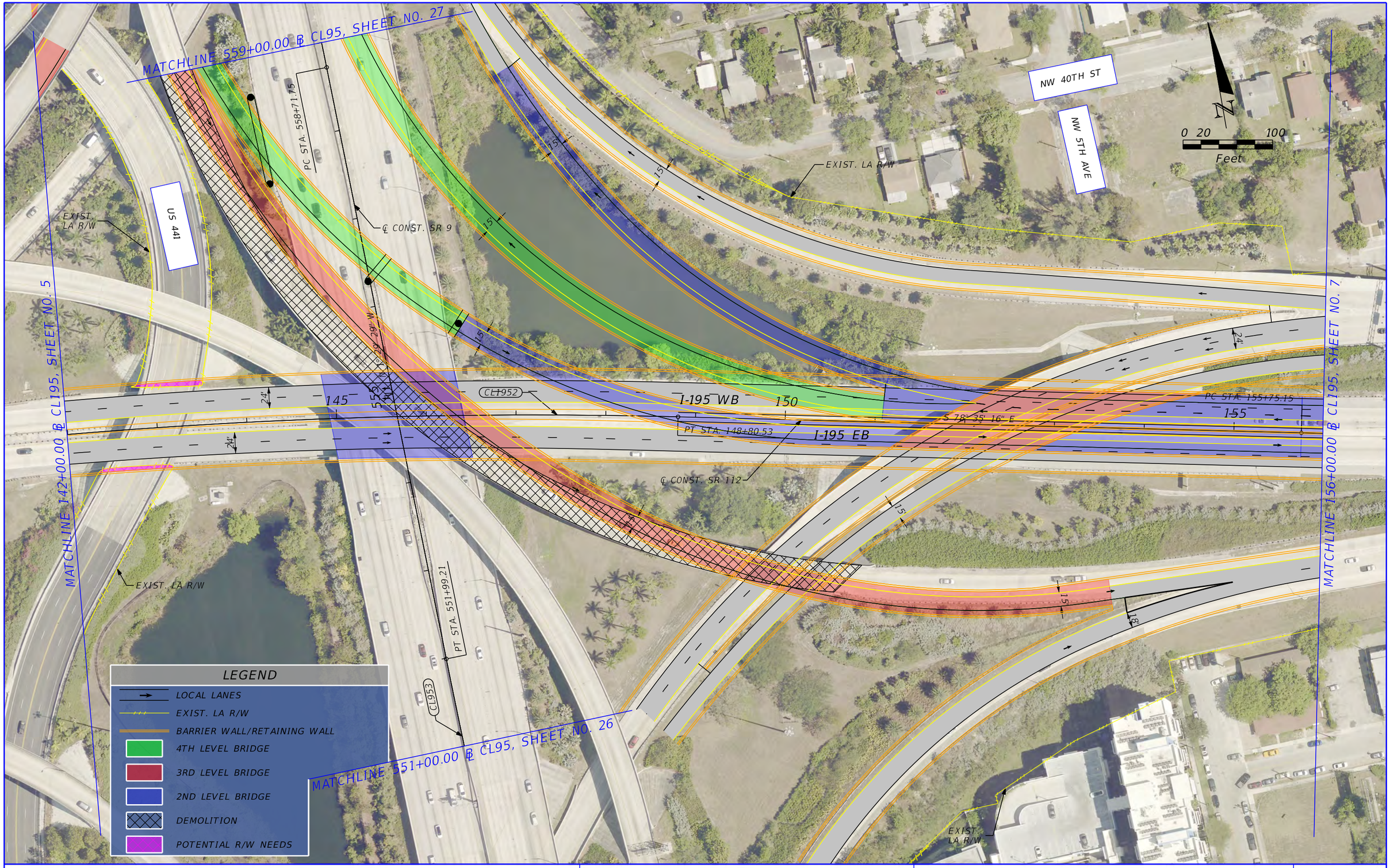
MAINTAIN EXISTING
EXPRESS LANE
FLYOVERS

EXIST. LA R/W

LEGEND

- LOCAL LANES
- EXIST. LA R/W
- BARRIER WALL/RETAINING WALL
- 3RD LEVEL BRIDGE
- 2ND LEVEL BRIDGE

Project Name:	Exhibit Name:	Report Name:	Date:
I-195 Corridor Planning Study from I-95/NW 12th Avenue to SR 907/Alton Road FM No. 440228-1-22-01	REFINED BUILD ALTERNATIVE	CONCEPT DEVELOPMENT & EVALUATION REPORT	Sheet No: 15



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:* REFINED BUILD ALTERNATIVE	*Report Name:* CONCEPT DEVELOPMENT & EVALUATION REPORT	*Date:*
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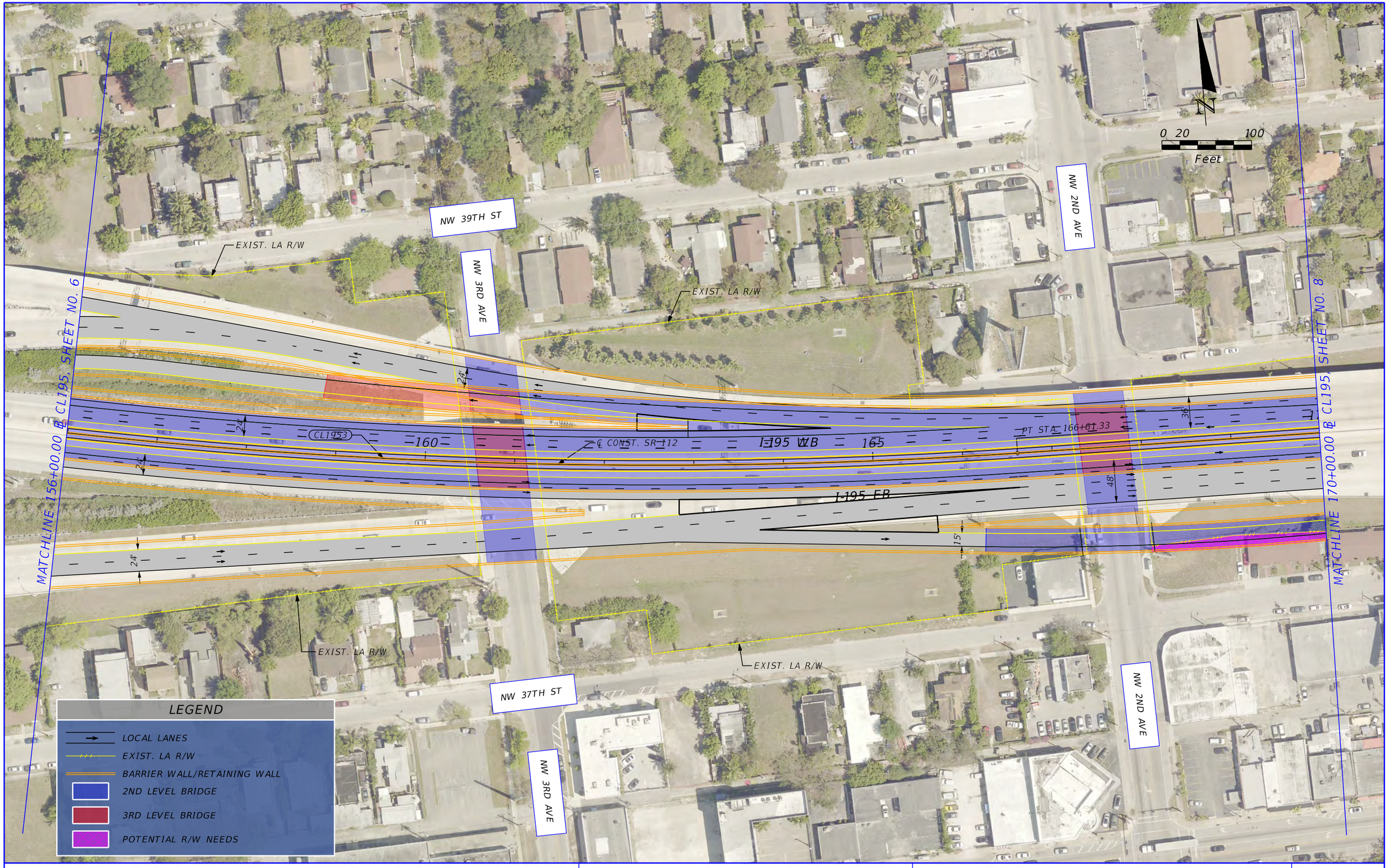

Project Name:

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

Exhibit Name:

REFINED BUILD ALTERNATIVE

Report Name:

CONCEPT DEVELOPMENT
& EVALUATION REPORT

Date:

Sheet No: 17

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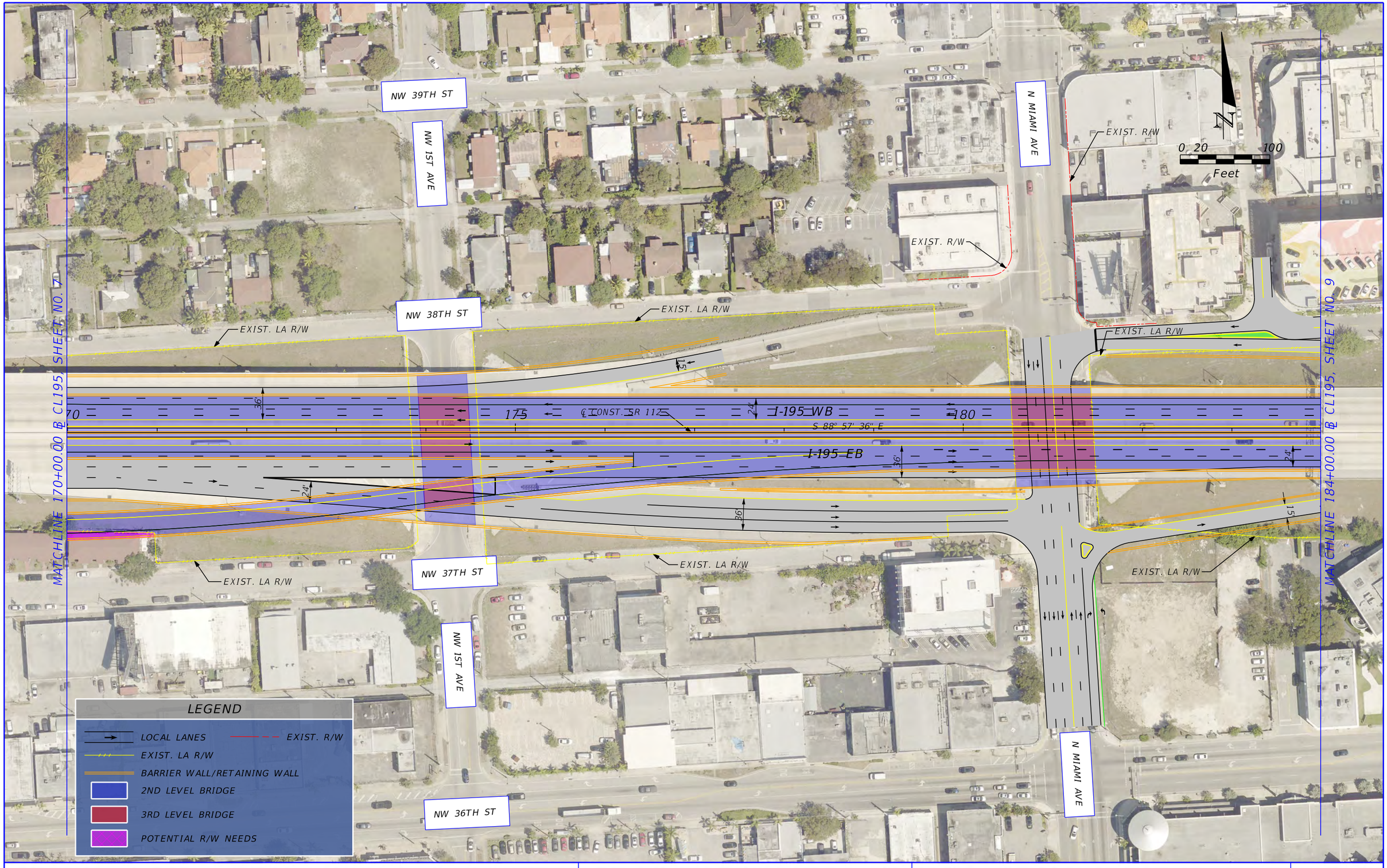

Project Name:

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

Exhibit Name:

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Report Name:

CONCEPT DEVELOPMENT
& EVALUATION REPORT

Date:

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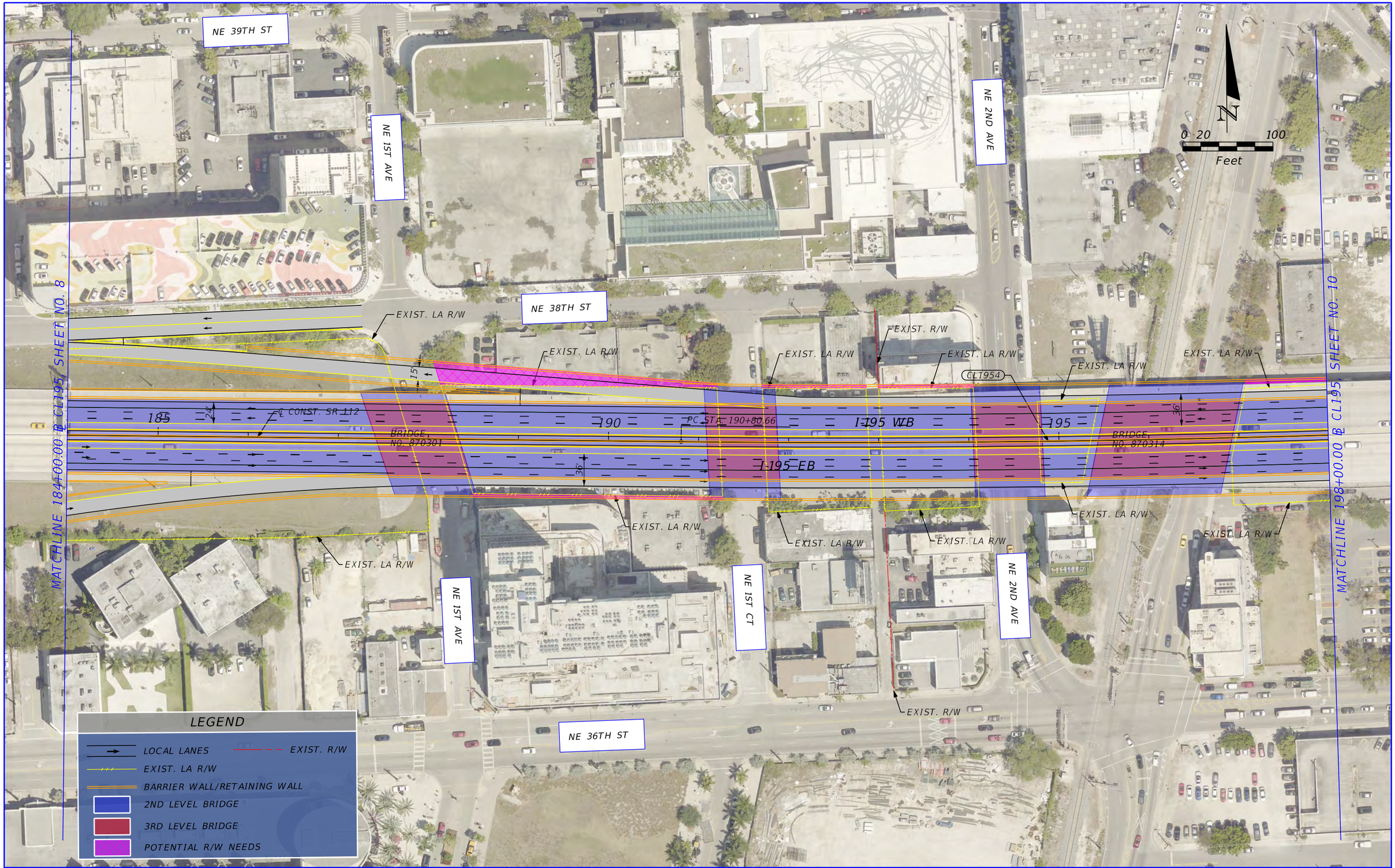

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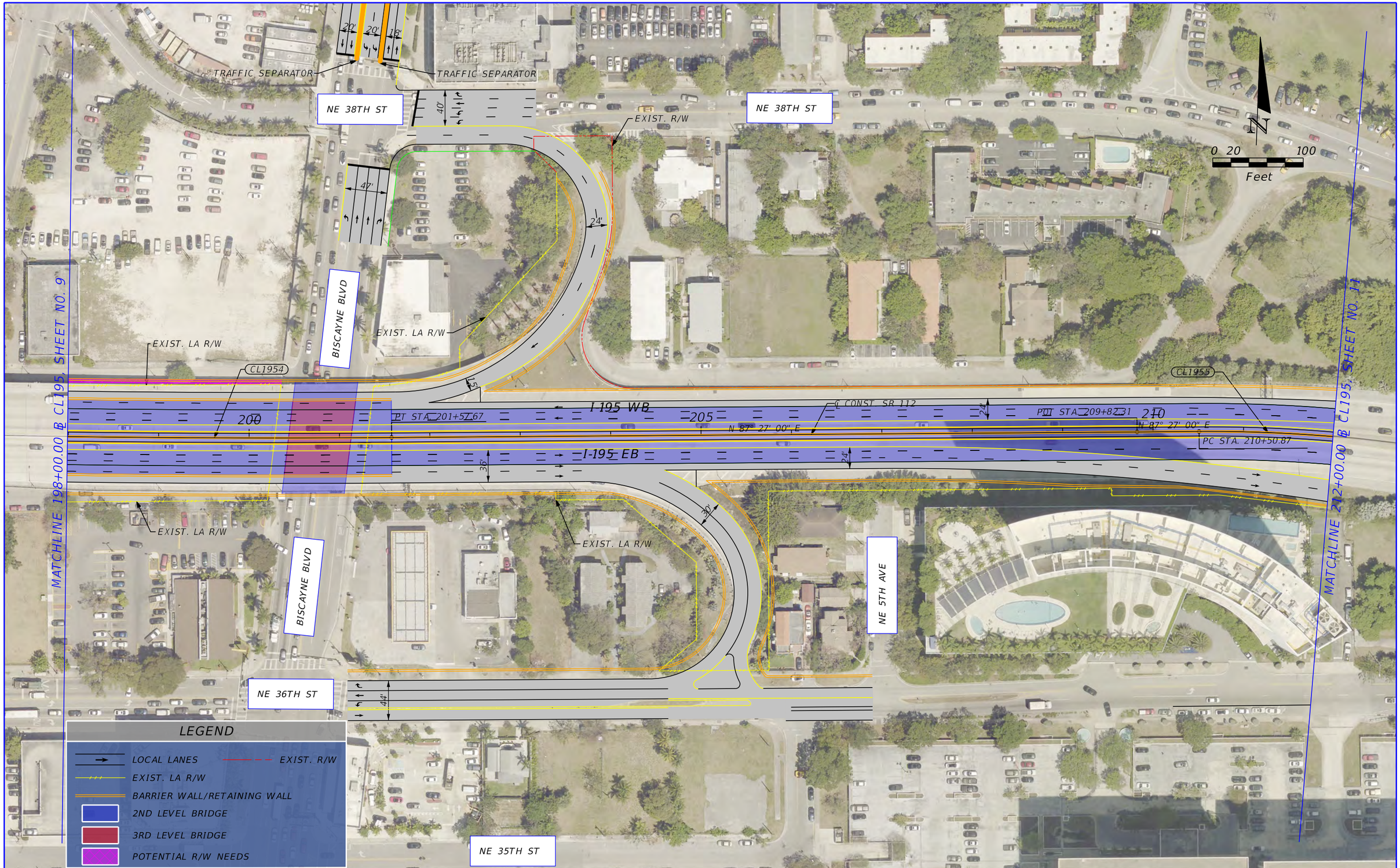

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I-195 Corridor Planning Study from
I-95/NW 12th Avenue to SR 907/Alton Road
FM No. 440228-1-22-01

Exhibit Name:

REFINED BUILD ALTERNATIVE

Report Name:

CONCEPT DEVELOPMENT
& EVALUATION REPORT

Date:

Sheet No: 20

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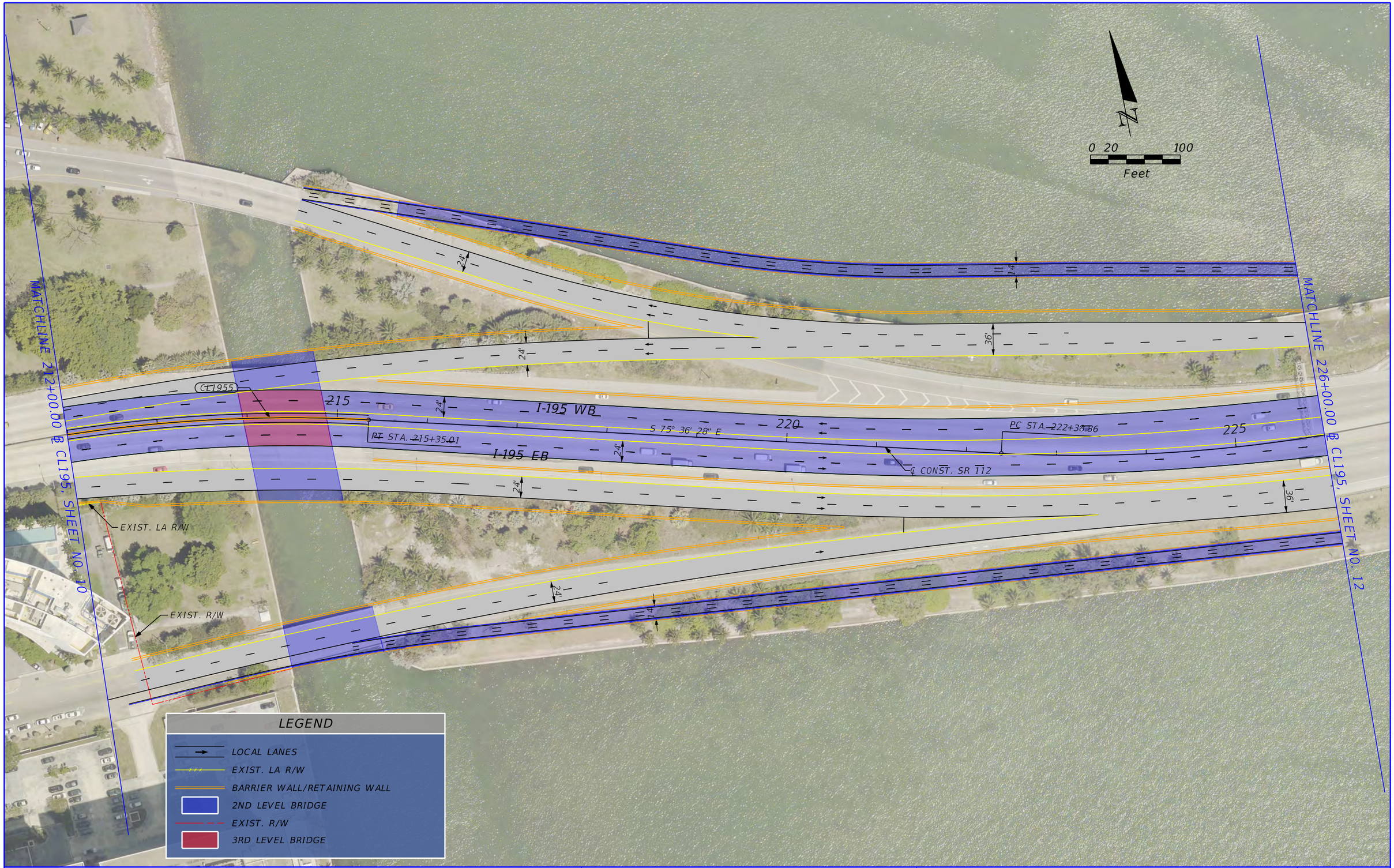

Project Name: I-195 Corridor Planning Study from I-95/NW 12th Avenue to SR 907/Alton Road FM No. 440228-1-22-01	*Exhibit Name:* REFINED BUILD ALTERNATIVE	*Report Name:* CONCEPT DEVELOPMENT & EVALUATION REPORT	*Date:* *Sheet No:* 21

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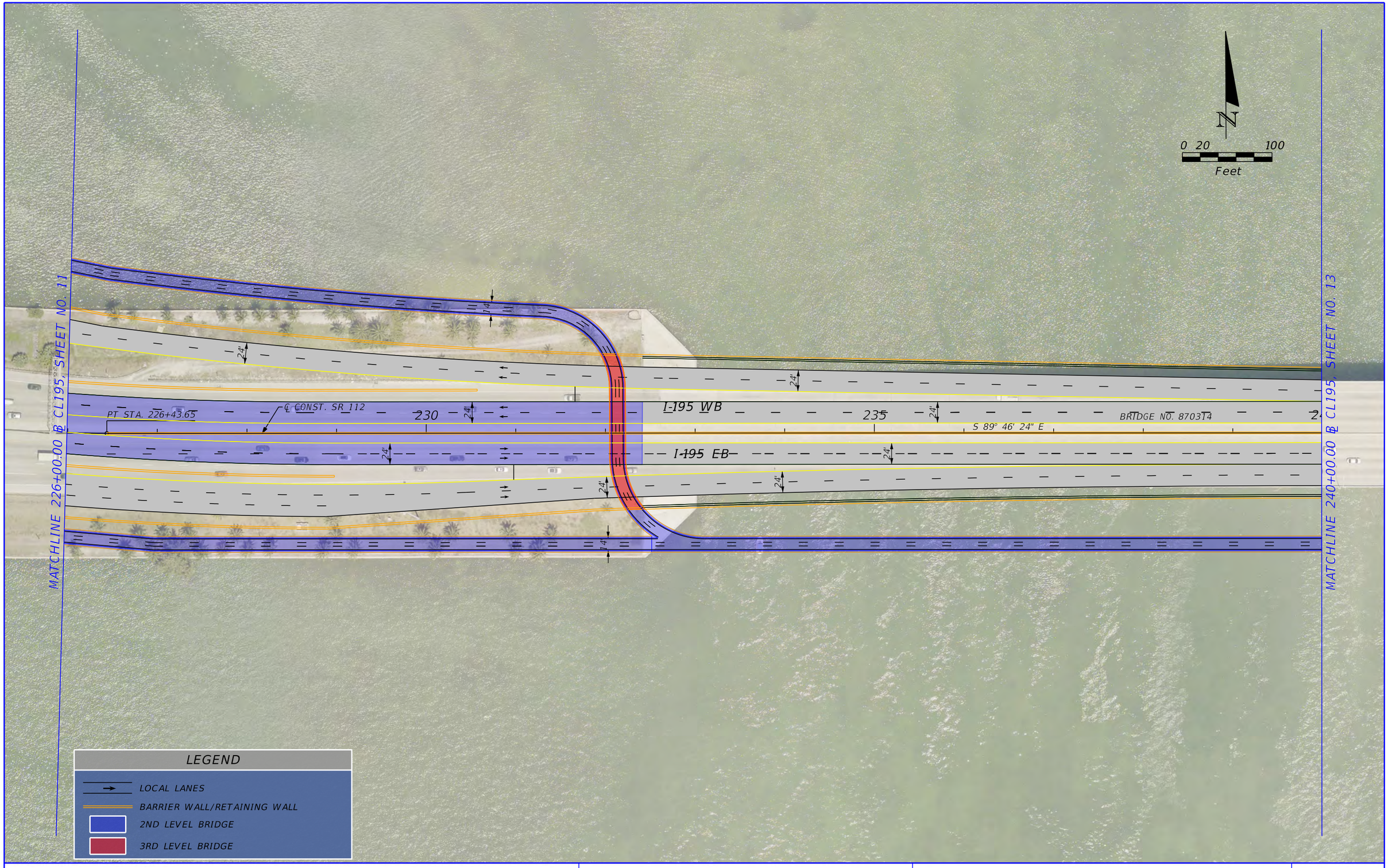

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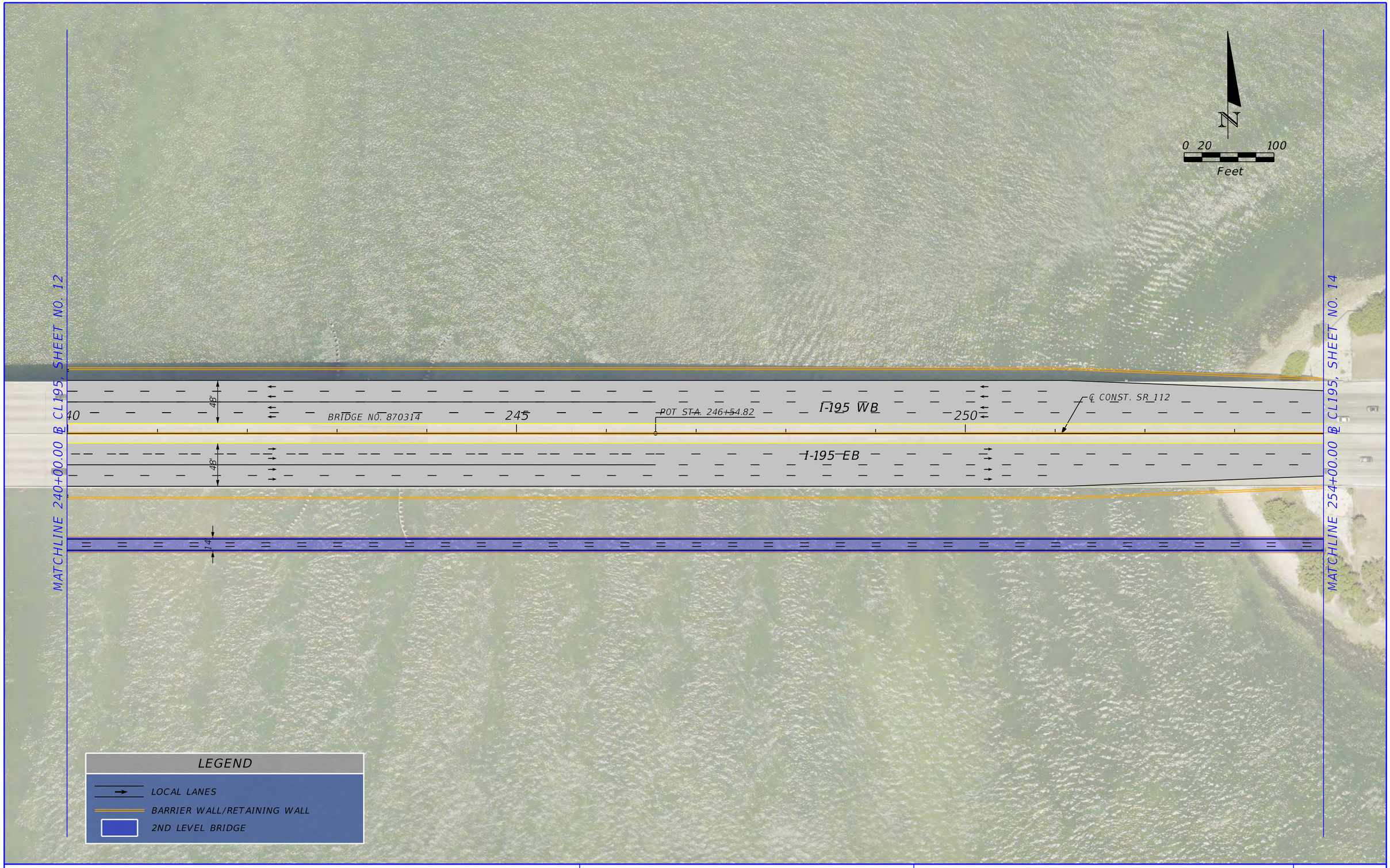

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I-195 Corridor Planning Study from
I-95/NW 12th Avenue to SR 907/Alton Road
FM No. 440228-1-22-01

Exhibit Name:

REFINED BUILD ALTERNATIVE

Report Name:

CONCEPT DEVELOPMENT
& EVALUATION REPORT

Date:

Sheet No: 23

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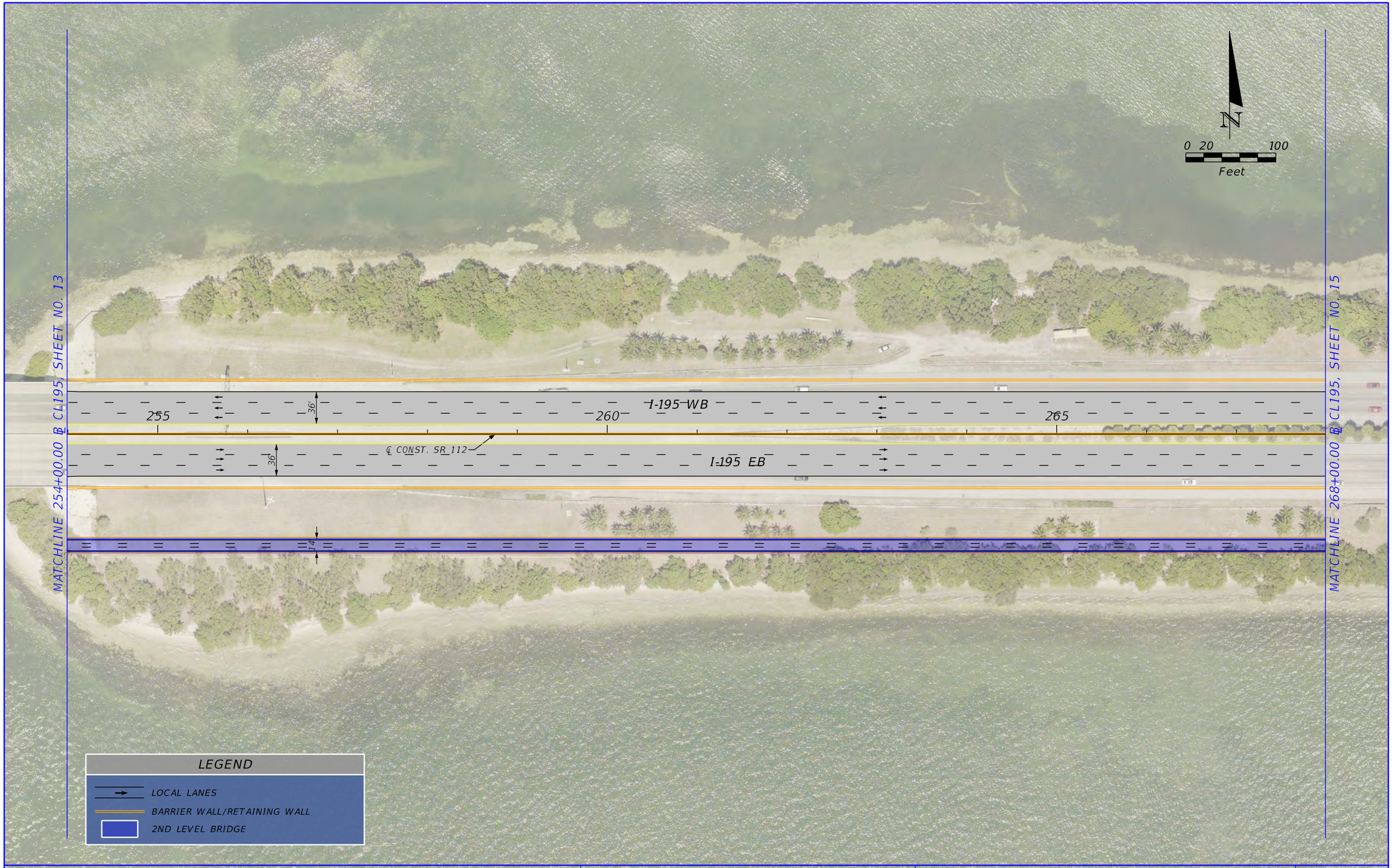

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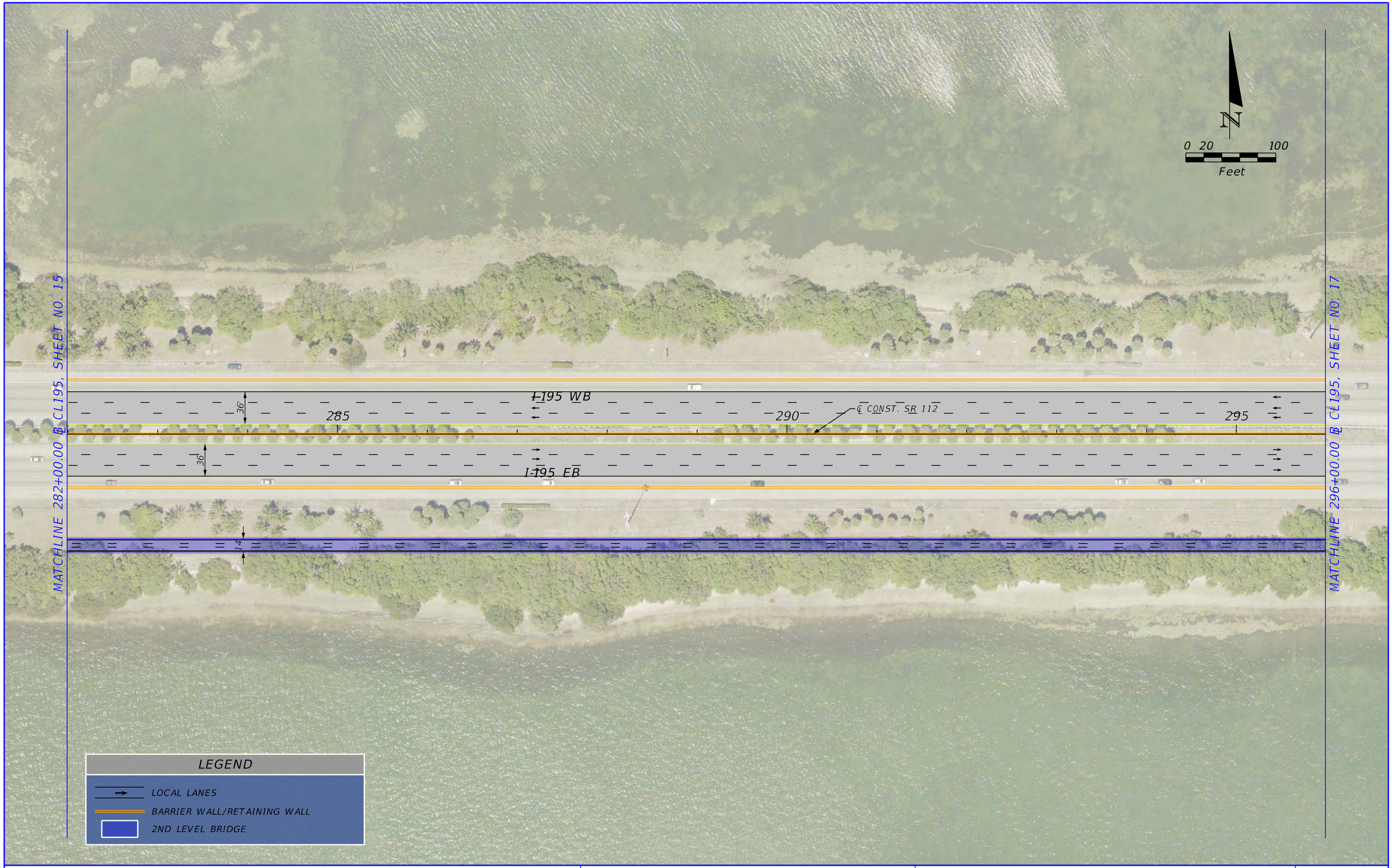

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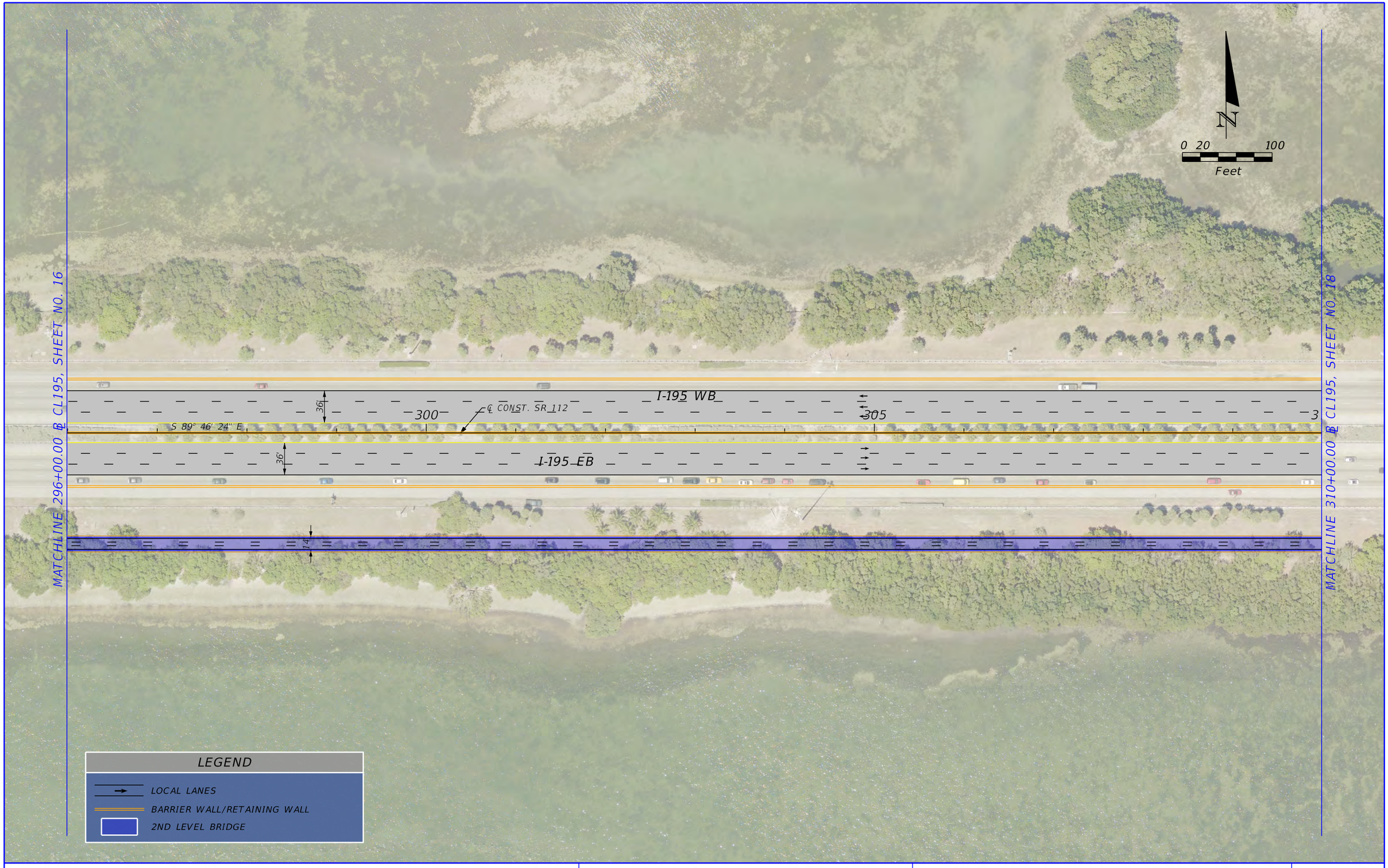

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I-195 Corridor Planning Study from I-95/NW 12th Avenue to SR 907/Alton Road FM No. 440228-1-22-01	REFINED BUILD ALTERNATIVE	CONCEPT DEVELOPMENT & EVALUATION REPORT	Sheet No: 27

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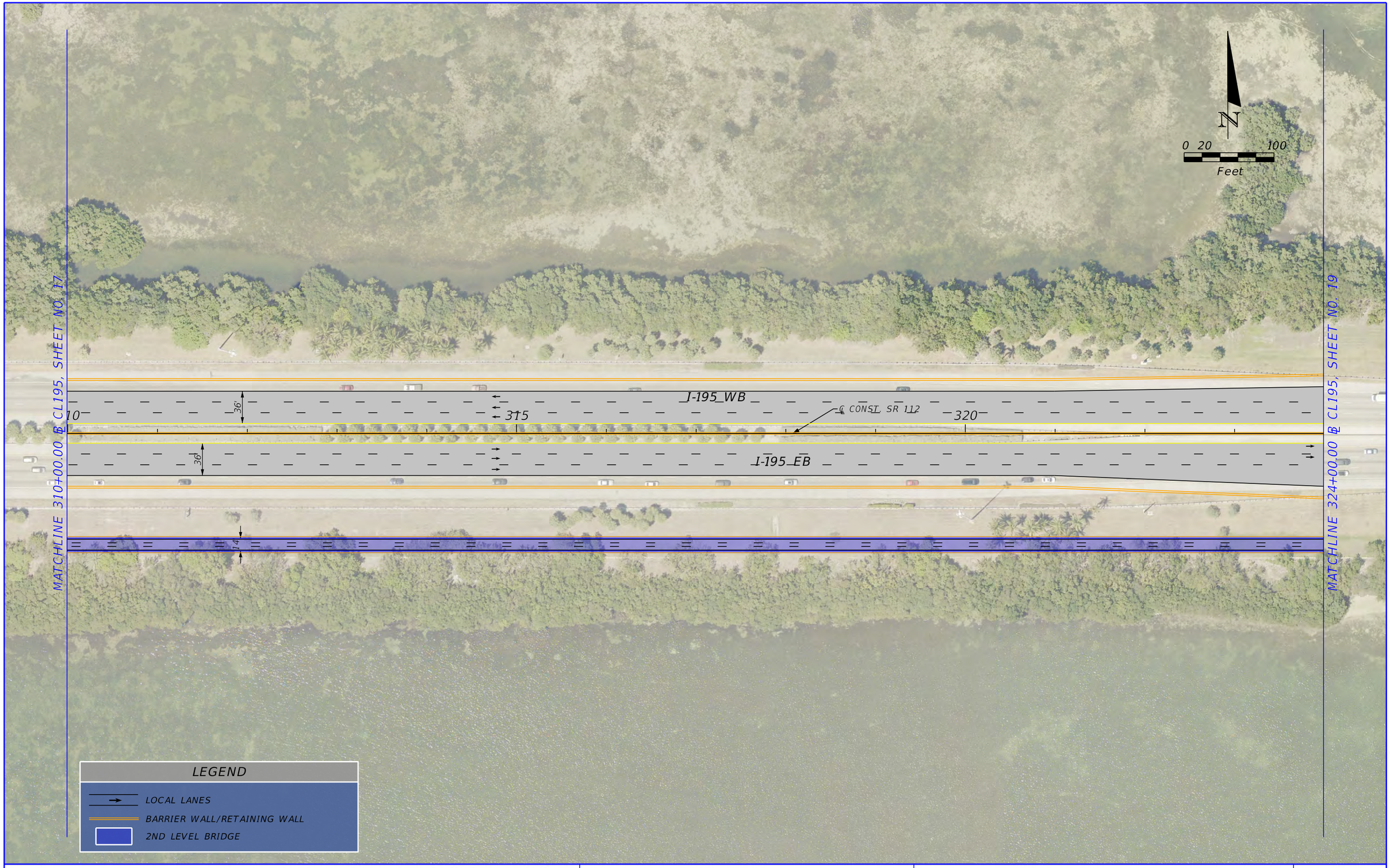

Project Name:

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

Exhibit Name:

REFINED BUILD ALTERNATIVE

Report Name:

CONCEPT DEVELOPMENT
& EVALUATION REPORT

Date:

Sheet No: 28

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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:

REFINED BUILD ALTERNATIVE

Report Name:

CONCEPT DEVELOPMENT
& EVALUATION REPORT

Date:

Sheet No: 29

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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:* REFINED BUILD ALTERNATIVE	*Report Name:* CONCEPT DEVELOPMENT & EVALUATION REPORT	*Date:*
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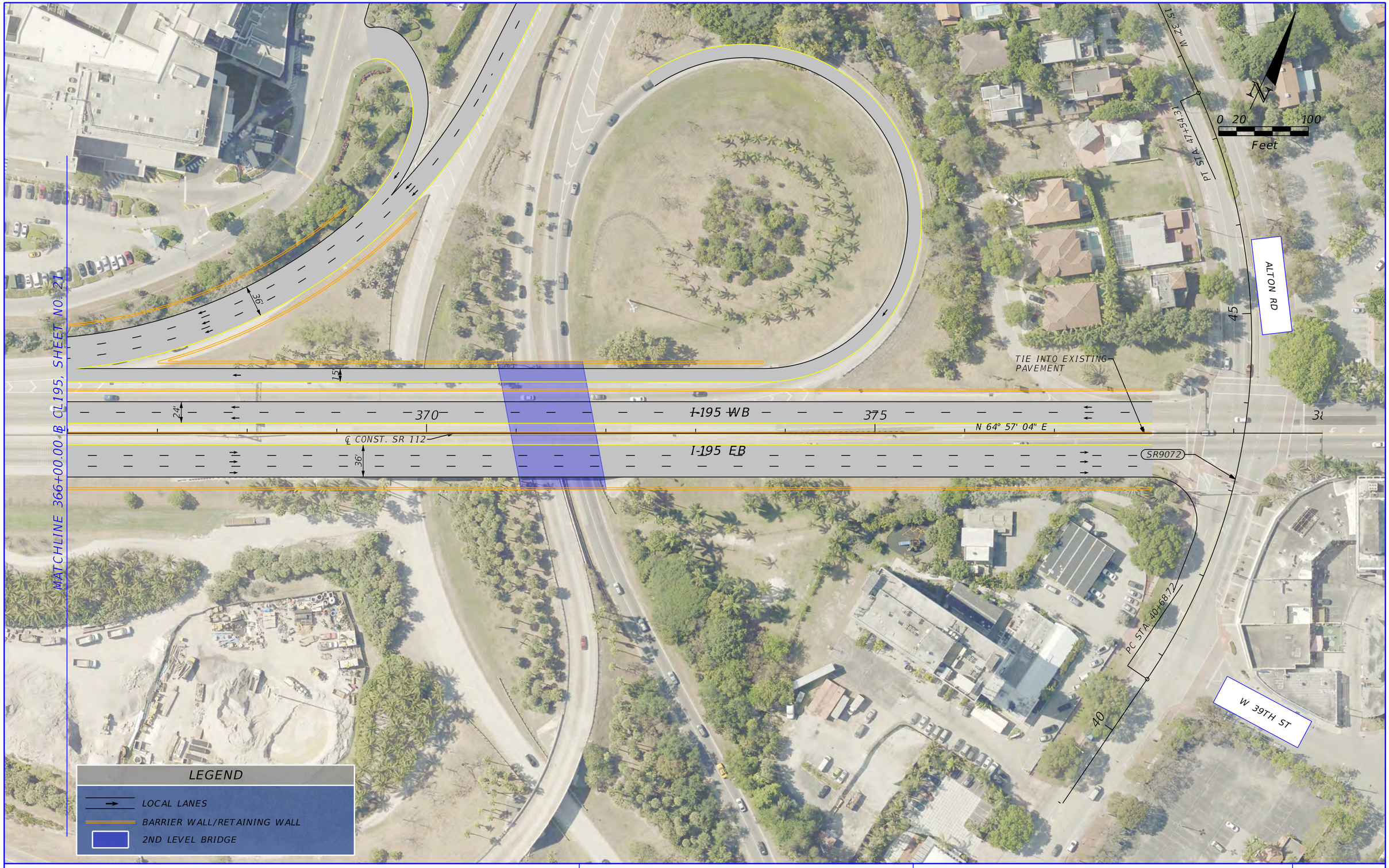

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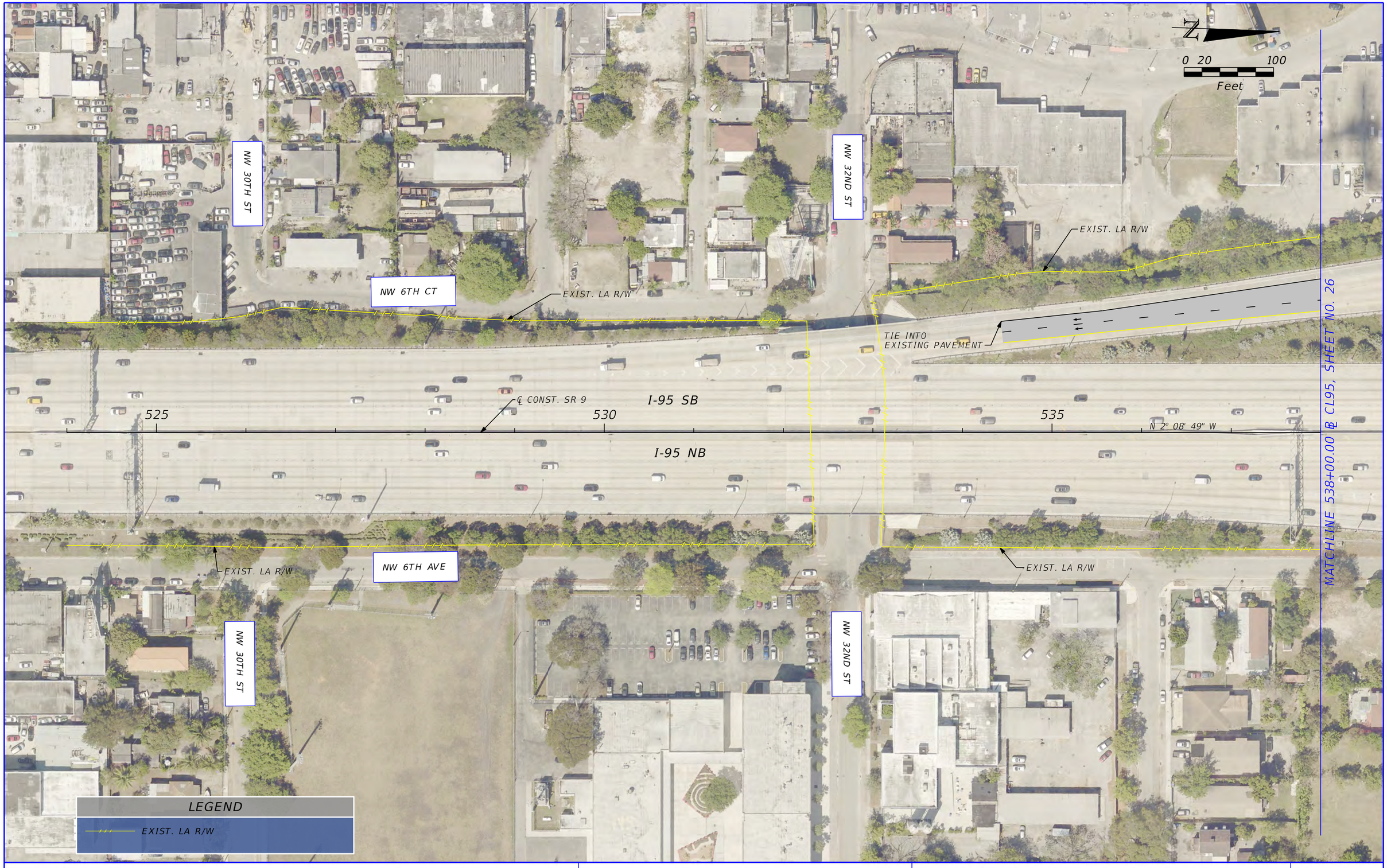

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			Sheet No: 33

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N

0 20 100

Feet

EXIST. LA R/W

NW 35TH ST

NW 36TH ST

EXIST. LA R/W

EXIST. LA R/W

24'

I-95 SB ON RAMP FROM
I-195 WB

36'

I-95 SB

℄ CONST. SR 9

540

545

550

PC STA. 550+84.79

I-95 NB

MATCHLINE 538+00.00 ℄ CL95, SHEET NO. 25

MATCHLINE 551+00.00 ℄ CL95, SHEET NO. 6

NW 6TH AVE

EXIST. LA R/W

EXIST. LA R/W

NW 35TH ST

NW 36TH ST

24'

I-95 NB OFF RAMP TO
I-195 EB

EXIST. LA R/W

LEGEND

LOCAL LANES

EXIST. LA R/W

BARRIER WALL/RETAINING WALL

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:

REFINED BUILD ALTERNATIVE

Report Name:

CONCEPT DEVELOPMENT
& EVALUATION REPORT

Date:

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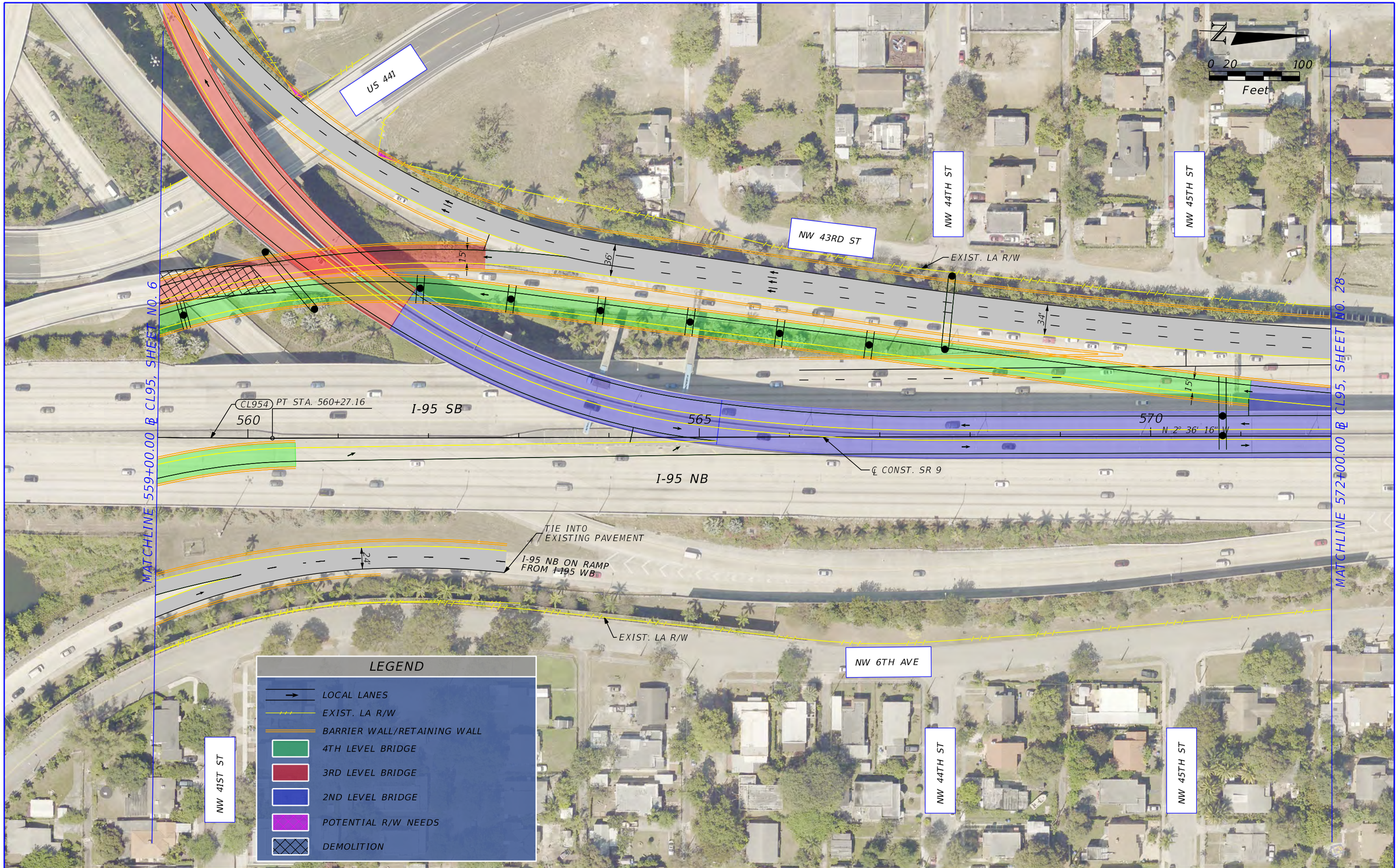

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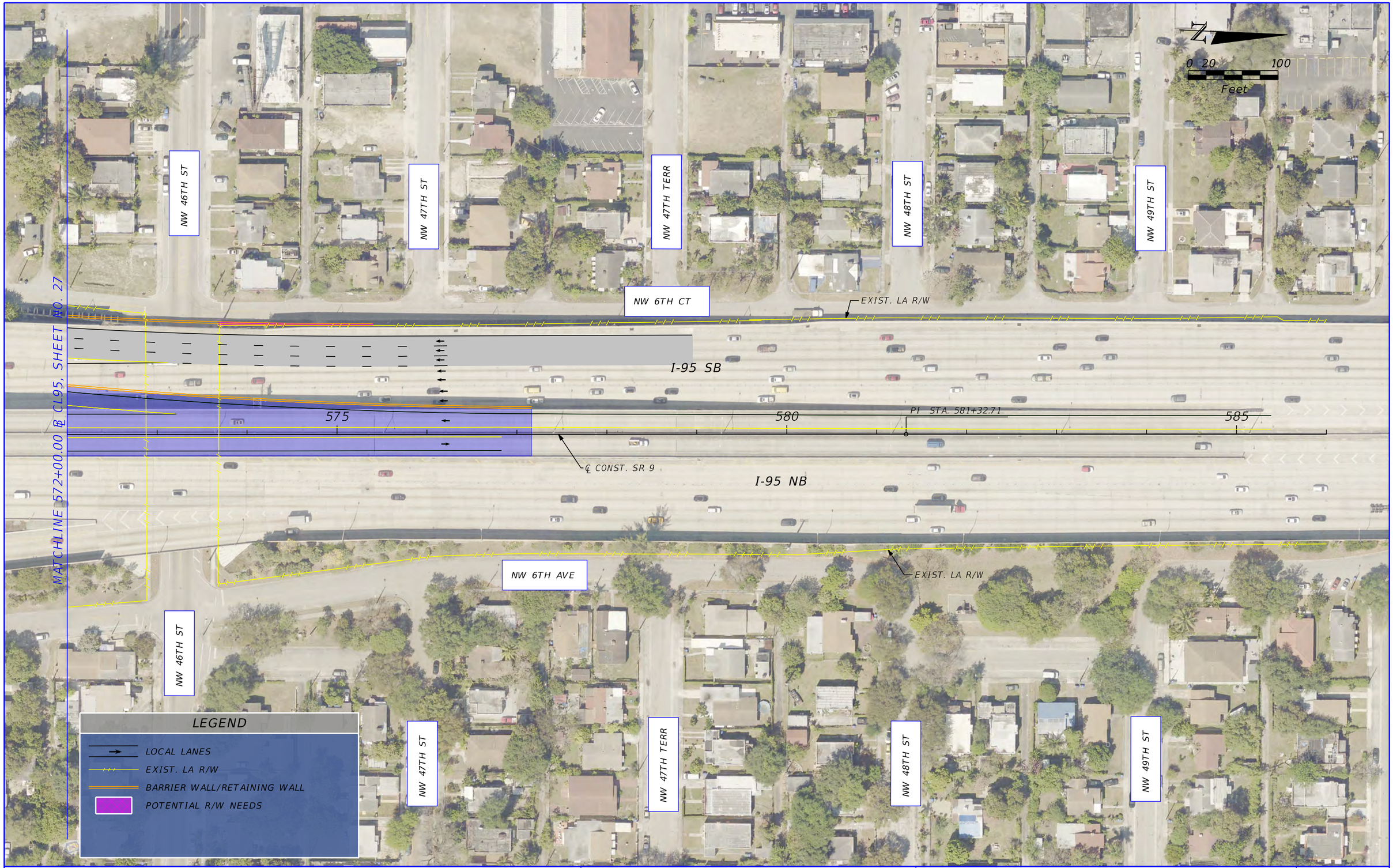

Project Name:

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

Exhibit Name:

REFINED BUILD ALTERNATIVE

Report Name:

CONCEPT DEVELOPMENT
& EVALUATION REPORT

Date:

Sheet No: 36

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APPENDIX E: NE 36TH ST & NE 2ND AVE & FEDERAL HIGHWAY MD COUNTY IMPROVEMENT PLANS

- DESIGN PLANS
- TRAFFIC ANALYSIS FOR IMPROVEMENTS

DESIGN PLANS

PLANS FOR PROPOSED

IMPROVEMENTS TO

NE 2nd AVE & NE 36th ST

INTERSECTION IMPROVEMENT

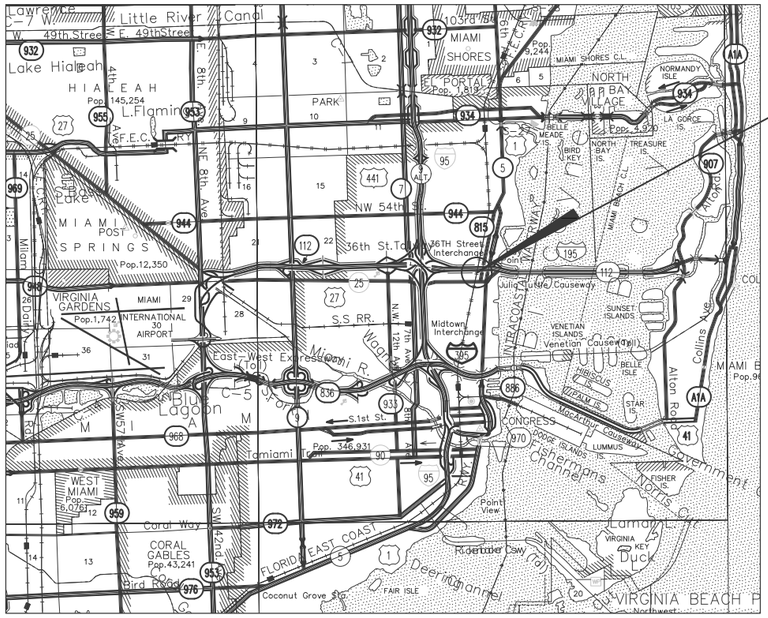
MIAMI–DADE COUNTY PROJECT NO. 20180024

ROAD IMPACT FEE (RIF)

INDEX OF SHEETS

STANDARD INDEX DRAWINGS

SHT. No.	SHEET DESCRIPTION



NOTE:

ATTENTION IS DIRECTED TO THE FACT THAT THESE PLANS MAY HAVE BEEN REDUCED IN SIZE BY REPRODUCTION. THIS MUST BE CONSIDERED WHEN OBTAINING SCALED DATA.

LENGTH OF JOB*		
	LIN. FT.	MILES
ROADWAY	1048.88	0.199
BRIDGE	N/A	N/A
GROSS LENGTH OF JOB	1048.88	0.199
EXCEPTIONS	N/A	N/A
NET LENGTH OF JOB	1048.88	0.199

* MEASURED ALONG BASELINES OF BOTH NE 2 AVE & NE 36 ST

PREPARED FOR

MIAMI–DADE COUNTY

MIAMI–DADE COUNTY DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
ROADWAY ENGINEERING & RIGHT OF WAY DIVISION

STEPHEN P. CLARK CENTER
111 NW 1 ST
MIAMI, FLORIDA 33128

100% SUBMITTAL
MARCH 2020

THESE PLANS HAVE BEEN PREPARED IN ACCORDANCE WITH AND ARE GOVERNED BY THE MIAMI–DADE COUNTY PUBLIC WORKS DEPARTMENT STANDARDS AND SPECIFICATIONS PARTS 1, 2 AND 3. THE MANUAL OF UNIFORM MINIMUM STANDARDS FOR DESIGN, CONSTRUCTION AND MAINTENANCE FOR STREETS AND HIGHWAYS, THE FLORIDA DEPARTMENT OF TRANSPORTATION ROADWAY AND TRAFFIC DESIGN STANDARDS, AND THE FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS, AS AMENDED BY CONTRACT DOCUMENTS.

Always call 811 two full business days before you dig
Sunshine811.com

BY

snubbs
SNUBBS CONSULTING INC.
9020 SW 137TH AVE, SUITE 250
MIAMI, FLORIDA 33186
PHONE: (305) 885–6400
C.A. NO. 30424

ENGINEER OF RECORD:

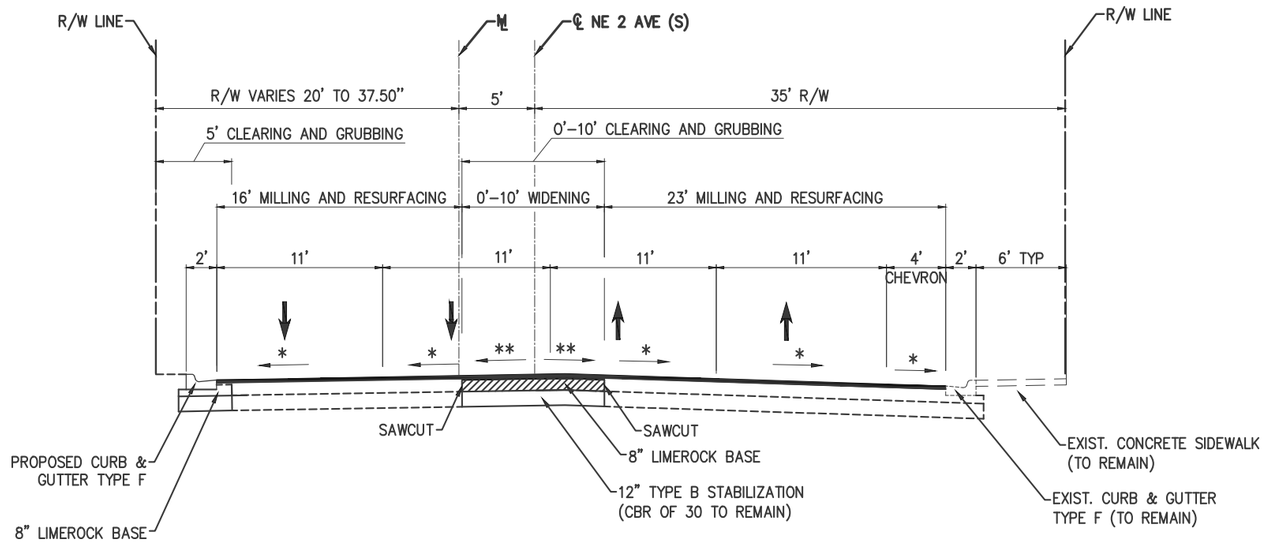
ERIK E SALGADO
FLORIDA REGISTRATION P.E. No. 72583

APPROVED _____ DIRECTOR OF PUBLIC WORKS

RECOMMENDED _____ ASSISTANT DIRECTOR

SUBMITTED _____ TRAFFIC ENGINEERING DIVISION

PROPOSED _____	CHECK _____
DESIGN _____	DRAWN _____
DATE _____	SHEET 1 OF 23

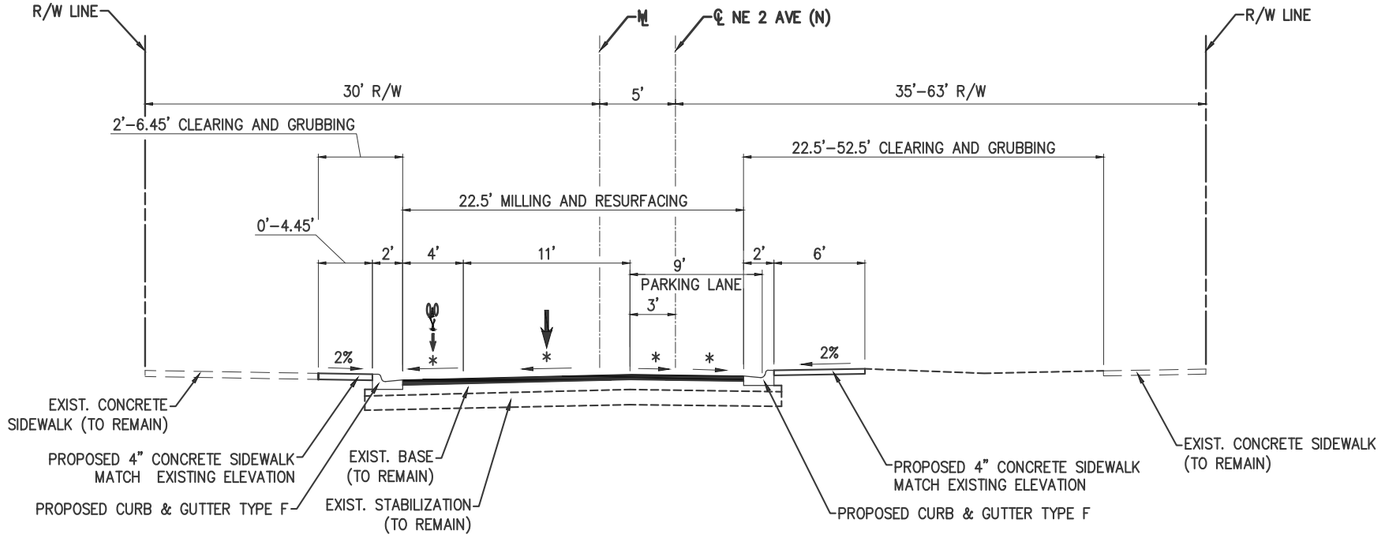


TYPICAL SECTION
NE 2ND AVE (S)
STA. 22+89.59 TO STA. 25+85.13

TYPICAL SECTION NOTES:

1. ALL EXISTING LIMEROCK BASE THAT IS REMOVED IS TO BE INCORPORATED INTO THE STABILIZED PORTION OF THE SUBGRADE AND IS NOT TO BE USED IN CONSTRUCTION OF THE PROPOSED BASE.
2. EXTEND LIMEROCK BASE (8" THICK) 6" OUTSIDE EDGES OF PAVEMENT AT ALL CONNECTIONS AND INTERSECTIONS TO COUNTY STREETS AND ROADS.
3. STABILIZE ALL TURNOUTS AND INTERSECTIONS TO COUNTY ROADS AND STREETS TO A DEPTH OF 12" (MIN CBR OF 30) AND 12" OUTSIDE EDGES OF PAVEMENT, 6" BACK OF CURB.
4. DROP CURB & DRIVEWAY CONNECTIONS SHALL BE PROVIDED FOR ACCESS TO ALL PRIVATE PROPERTIES ADJACENT TO THE PROJECT CONSTRUCTION. FINAL LOCATION OF DRIVEWAY ACCESS TO BE DETERMINED BY THE ENGINEER.
5. COST OF LIMEROCK BASE BENEATH CURB & GUTTER IS TO BE INCLUDED IN COST OF C & G (ITEM 520-1-10)

POSTED SPEED 30 MPH
DESIGN SPEED 35 MPH



TYPICAL SECTION
NE 2ND AVE (N)
STA. 50+27.00 TO STA. 53+49.03

WIDENING

CONSTRUCT LIMEROCK BASE (8" THICK) (PRIMED) SP-12.5 ASPHALTIC STRUCTURAL COURSE (2" THICK) (200 LB/SY) AND ASPHALTIC CONCRETE FRICTION COURSE (FC-9.5) (1" THICK) (110 LBS/SY)

MILLING AND RESURFACING

MILL EXIST. ASPH. PAVT. (1" AVG DEPTH), RESURFACE WITH ASPH. CONC. FRICTION COURSE (FC-9.5) (110 LBS/SY)

*MATCH EXISTING CROSS SLOPE
**MATCH ADJACENT CROSS SLOPE

C:\Users\keidy.guzman\Documents\WORK\MDC\10.0_CAD\20180024\02 TYP-SEC.dwg 3/13/20 Keidy Guzman

REVISIONS								
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

SNUBBS CONSULTING INC.
9020 SW 137TH AVE, SUITE 250
MIAMI, FLORIDA 33186
PHONE: (305) 885-6400
ERIK E. SALGADO. PE. NO. 72583

	NAME	DATE		NAME	DATE
DESIGNED BY			DRAWN BY		
CHECKED BY			CHECKED BY		
SUPERVISED BY:					

MIAMI-DADE COUNTY
DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
TRAFFIC ENGINEERING DIVISION
STEPHEN P. CLARK CENTER
111 NW 1 ST
MIAMI, FLORIDA 33128

TYPICAL SECTIONS

SUMMARY OF QUANTITIES

PAY ITEM NO.	ITEM	UNIT	TOTAL QUANTITY	* ADDITIONAL QUANTITY
110-1-1	CLEARING AND GRUBBING	A.C.	0.33	
160-4	TYPE 'B' STABILIZATION (12") (MIN. C.B.R. OF 30)	S.Y.	82.60	
210-1-2	LIMEROCK BASE (8") (PRIMED)	S.Y.	82.60	
327-70-1	MILLING EXISTING ASPHALT PAVEMENT (1" AVG. DEPTH)	S.Y.	6079	
331-2-1	TYPE S-1 ASPHALTIC CONCRETE (2")	TON	4.54	
337-7-82	ASPHALTIC CONCRETE FRICTION COURSE, TRAFFIC C, FC-9.5, PG 76-22	TON	334.31	
351-2A	CURB RAMP DETECTABLE WARNING SURFACE	S.F.	108.20	
425-1-351	INLETS (CURB) TYPE P-5 (<10')	EACH	2	
425-1-361	INLETS (CURB) TYPE P-6 (<10')	EACH	1	
425-1-461	INLETS (CURB) TYPE J-6 (<10')	EACH	1	
425-1-541	INLETS (DITCH BOTTOM) (TYPE D) (<10')	EACH	1	
425-5	ADJUST MANHOLE	EACH	1	
430-171-125	PIPE CULVERT - 18" DIAMETER	L.F.	107	
515-2211	PEDESTRIAN / BICYCLE RAILING, STEEL, 42" TYPE 1	L.F.	28	
515-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	L.F.	20	
520-1-7	CONCRETE CURB AND GUTTER (TYPE "E") INCLUDES COST OF LIMEROCK	L.F.	76	
520-1-10	CONCRETE CURB AND GUTTER (TYPE "F") INCLUDES COST OF LIMEROCK	L.F.	1030.50	
522-1	CONCRETE SIDEWALK (4" THICK) (INCLUDING PEDESTRIAN RAMP)	S.Y.	379.10	
522-2	CONCRETE SIDEWALK (6" THICK) (INCLUDES DRIVEWAYS)	S.Y.	224.00	
536-73	GUARDRAIL REMOVAL	L.F.	32.10	
575-1-1	SODDING (PENSACOLA BAHIA OR MATCH EXISTING) (INCLUDES WATERING AND MAINTENANCE)	S.Y.	718.40	

* ADDITIONAL QUANTITIES ARE CONTINGENT, TO BE USED AS DIRECTED BY THE ENGINEER AND HAVE BEEN INCLUDED IN THE TOTAL QUANTITY AMOUNT SHOWN ON THE SUMMARY OF PAY ITEMS.

PAY ITEM NOTES

110-1-1 INCLUDES REMOVAL OF EXISTING PAVEMENT, CONCRETE SIDEWALK, DRIVEWAYS, CURB AND GUTTER, DRAINAGE STRUCTURES AND PIPES, MISCELLANEOUS CONCRETE, VEGETATION, TREES AND DEBRIS TO BE DISPOSED OF IN LEGAL AREAS PROVIDED BY THE CONTRACTOR. INCLUDES THE COST OF CLEANING-OUT ALL EXISTING DRAINAGE STRUCTURES WHICH ARE TO REMAIN WITHIN THE LIMITS OF CONSTRUCTION.

522-1 INCLUDES THE COST OF PEDESTRIAN RAMPS.

522-2 ESTIMATED QUANTITY FOR DRIVEWAYS TO BE CONSTRUCTED AT LOCATIONS SHOWN IN THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.

575-1-1 INCLUDES SOD TO BE USED IN THE RESTORATION OF LAWNS AND MAY BE INCREASED OR DECREASED AS DIRECTED BY THE ENGINEER. PENSACOLA OR TO MATCH EXISTING SOD.

GENERAL NOTES

1. B.M. DATA IS NATIONAL GEODETIC VERTICAL DATUM OF 1929 (N.G.V.D.-29). COORDINATES SHOWN ARE PER STATE PLANE COORDINATE SYSTEM, FLORIDA, EAST ZONE, NATIONAL GEODETIC, SURVEY.

2. ANY N.G.V.D. BENCH MARK MONUMENTS WITHIN THE LIMITS OF CONSTRUCTION IS TO BE PROTECTED AND PROPERLY REFERENCED BY A REGISTERED-LAND SURVEYOR IN ACCORDANCE WITH THE MINIMUM TECHNICAL STANDARDS OF THE FLORIDA BOARD OF PROFESSIONAL LAND SURVEYORS PRIOR TO BEGINNING WORK AT THE SITE. IF ANY MONUMENT IS IN DANGER OF DAMAGE, THE PROJECT ENGINEER SHALL NOTIFY RON TAYLOR, FLORIDA DEPT. OF ENVIRONMENTAL PROTECTION (FDEP) SURVEYING AND MAPPING, 3900 COMMONWEALTH BLVD., MAIL STATION 105, TALLAHASSEE, FLORIDA 32399-3000 TELEPHONE (850) 245-2606.

3. ALL PUBLIC LAND CORNERS AND MONUMENTS WITHIN THE LIMITS OF CONSTRUCTION ARE TO BE PROTECTED BY THE CONTRACTOR AS FOLLOWS: CORNERS AND MONUMENTS IN CONFLICT WITH THE WORK AND IN DANGER OF BEING DAMAGED, DESTROYED, OR COVERED SHALL BE PROPERLY REFERENCED BY A REGISTERED-LAND SURVEYOR IN ACCORDANCE WITH THE MINIMUM TECHNICAL STANDARDS OF THE FLORIDA BOARD OF PROFESSIONAL LAND SURVEYORS PRIOR TO BEGINNING WORK AT THE SITE. THE CONTRACTOR SHALL RETAIN THE LAND SURVEYOR TO REFERENCE, AND RESTORE UPON COMPLETION OF THE WORK, ALL SUCH CORNERS AND MONUMENTS AND SHALL FURNISH TO MIAMI-DADE COUNTY PUBLIC WORKS DEPARTMENT A SIGNED AND SEALED COPY OF THE LAND SURVEYOR'S REFERENCE DRAWING.

4. ALL STATIONS AND OFFSETS REFER TO BASELINE OF SURVEY, UNLESS OTHERWISE STATED.

5. ALL GRADES SHOWN IN PLAN ARE FINISHED GRADES.

6. THE CONTRACTOR SHALL PAINT ALL STATIONS WITH STENCILED NUMBERS ON THE FACE OF CURB:
   A. FROM THE BEGINNING OF THE PROJECT WHERE THE CURB IS TO REMAIN.
   B. AT NEW CURB NOT LATER THAN 72 HOURS AFTER BEING POURED.
   C. WHERE CURB DOES NOT EXIST AND SHALL NOT BE CONSTRUCTED, THE CONTRACTOR SHALL MAINTAIN STATIONING WITH SURVEYING STAKES. CONTRACTOR SHALL MAINTAIN THE STATION MARKS VISIBLE UNTIL FINAL INSPECTION.

7. ALL CONSTRUCTION SHALL BE IN STRICT ACCORDANCE WITH THE REQUIREMENTS OF THE MIAMI-DADE COUNTY PUBLIC WORKS DEPARTMENT, AND ANY OTHER STATE OR LOCAL AGENCY WITH JURISDICTION. IT IS THE INTENT OF THESE PLANS TO BE IN ACCORDANCE WITH APPLICABLE CODES AND AUTHORITIES HAVING JURISDICTION. ANY DISCREPANCIES BETWEEN THESE PLANS AND APPLICABLE CODES SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE ENGINEER.

8. CONTRACTOR SHALL COMPLY WITH THE REQUIREMENTS OF THE EPA AND THE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES).

9. THE LOCATION AND SIZE OF THE UTILITIES SHOWN IN THE PLANS ARE BASED ON THE BEST AVAILABLE INFORMATION AND SHOULD BE CONSIDERED APPROXIMATE ONLY. ADDITIONAL UTILITIES MAY EXIST WHICH ARE NOT SHOWN ON THESE DRAWINGS. THE CONTRACTOR SHALL VERIFY ALL UTILITIES BY ELECTRONIC METHODS AND BY PRE-TRENCHING IN COORDINATION WITH ALL UTILITY COMPANIES, PRIOR TO BEGINNING ANY CONSTRUCTION OPERATION. ANY AND ALL CONFLICTS OF EXISTING UTILITIES WITH PROPOSED IMPROVEMENTS MUST BE RESOLVED BY THE ENGINEER AND THE OWNER. THIS WORK BY THE CONTRACTOR SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.

10. BASELINE CONTROL SURVEY CONDUCTED BY MIAMI-DADE COUNTY. PLEASE CALL MR. LUIS LACAU AT 305-375-5779 CONCERNING SURVEY RELATED QUESTIONS.

11. EXISTING TOPOGRAPHIC INFORMATION WAS OBTAINED FROM SURVEY PREPARED BY MIAMI-DADE COUNTY.

12. CONTRACTOR SHALL CONTACT SUNSHINE STATE ONE-CALL AT 1-(800)-432-4770 AT LEAST 48 HOURS PRIOR TO PERFORMING ANY DIGGING TO VERIFY THE EXACT LOCATION OF EXISTING UTILITIES. A CONTRACTOR'S REPRESENTATIVE MUST BE PRESENT WHEN UTILITY COMPANIES LOCATE THEIR FACILITIES.

13. THE CONTRACTOR IS TO USE CAUTION WHEN WORKING IN OR AROUND AREAS OF OVERHEAD AND UNDERGROUND UTILITIES.

14. MIAMI-DADE WATER AND SEWER DEPARTMENT REQUIRES THAT ACCESS TO ALL WATER AND SEWER VALVES, SANITARY MANHOLES, AND OTHER CONTROL MECHANISMS BE MAINTAINED THROUGHOUT CONSTRUCTION IN THE EVENT OF AN EMERGENCY TO ENSURE THE PUBLIC HEALTH AND SAFETY. COVERING VALVE BOXES AND MANHOLES CAN BE CONSIDERED UNAUTHORIZED OBSTRUCTION OF AND TAMPERING WITH DEPARTMENT UTILITIES. ALL REQUESTS FOR UTILITY ADJUSTMENTS MUST BE MADE IN WRITING AT LEAST TWO (2) WEEKS IN ADVANCE. FOR MANHOLE AND VALVES, CONTACT THE CONSTRUCTION MANAGEMENT SECTION, PUMP STATIONS UNIT, 3071 SW 38 AVENUE, FAX NO. 305-668-3626. THE DEPARTMENT WILL MAKE ONE FINAL AND PERMANENT ADJUSTMENT AT NO COST TO THE REQUESTING AGENCY. FOR THE ADJUSTMENT OF WATER METERS, CONTACT THE CHIEF OF METER OPERATIONS AND MAINTENANCE, FAX NO. 305-545-3482. FOR ANY FIRE HYDRANTS THAT ARE DAMAGED OR BUMPED DURING CONSTRUCTION, CONTACT THE MDWASD HYDRANT SHOP AT 305-805-4575 BEFORE POURING CONCRETE FOR THE SIDEWALK. IN THE EVENT OF A WATER OR SEWER EMERGENCY, CONTACT MIAMI DADE WATER AND SEWER DEPARTMENT AT 305-274-9272. THIS LINE IS OPEN 24 HOURS, 7 DAYS A WEEK.

15. KNOWN UTILITY COMPANIES IN THE PROJECT LIMITS INCLUDE, BUT ARE NOT LIMITED TO:

FLORIDA POWER & LIGHT DADE	386-586-6403
COMCAST CABLE	954-447-8405
AT&T DISTRIBUTION	561-997-0240
MIAMI DADE WATER & SEWER	786-268-5273
MIAMI DADE COUNTY PUBLIC WORKS & TRAFFIC	305-412-0891 EXT. 201
STROME NETWORKS	646-649-9301
ATLANTIC BROADBAND	305-861-8069
AMERICAN TRAFFIC SOLUTIONS	480-596-4595
AT&T	770-918-5424
WINDSTREAM COMMUNICATIONS	800-289-1901
FLORIDA DEPARTMENT OF TRANSPORTATION 6 ITS	305-470-5757
CROWN CASTLE FIBER	786-610-7073
LEVEL 3 COMMUNICATIONS	877-366-8344
MCI	469-886-4238
TECO PEOPLES GAS SOUTH FLORIDA	813-275-3783
CENTURYLINK (FORMER QWEST COMMUNICATIONS)	303-992-9931
SPRINT	352-409-5095
HOTWIRE COMMUNICATIONS	954-699-0900

16. THE CONTRACTOR IS ADVISED THAT PROPERTIES ADJACENT TO THE PROJECT HAVE ELECTRIC, TELEPHONE, GAS, WATER, AND/OR SEWER SERVICE LATERALS WHICH MAY NOT BE SHOWN IN PLANS. THE CONTRACTOR MUST REQUEST THE LOCATION OF THESE LATERAL SERVICES FROM THE UTILITY COMPANIES. THE ADDITIONAL COST OF EXCAVATING, INSTALLING, BACKFILLING, AND COMPACTING AROUND THESE LATERAL SERVICES MUST BE INCLUDED IN THE BID RELATED ITEM FOR THE WORK BEING DONE.

17. ANY DAMAGE TO PUBLIC OR PRIVATE PROPERTY SHALL BE RESTORED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.

18. ANY ENCROACHMENT WITHIN THE LIMITS OF CONSTRUCTION SHALL BE RELOCATED OR PROTECTED BY THE ADJACENT PROPERTY OWNER AT THEIR EXPENSE.

19. CLEARING AND GRUBBING, GRADING AND OTHER INCIDENTAL WORK NECESSARY FOR HARMONIZATION OUTSIDE R/W SHALL BE INCLUDED IN RELATED BID ITEMS.

20. ALL GRASS AREAS AFFECTED BY CONSTRUCTION SHALL BE RE-SODDED.

21. THE CONTRACTOR SHOULD TAKE SPECIAL NOTE OF SOIL CONDITIONS THROUGHOUT THIS PROJECT. ANY SPECIAL SHORING, SHEETING OR OTHER PROCEDURES NECESSARY TO PROTECT ADJACENT PROPERTY, PUBLIC OR PRIVATE, DURING THE EXCAVATION OF SUBSOIL MATERIAL AND EXFILTRATION TRENCH, OR FILLING OF ANY AREA, OR FOR ANY OPERATION DURING, CONSTRUCTION SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

22. IF SHEETING, SHORING, OR DEWATERING, INCLUDING WELL POINTS ARE NECESSARY, THE CONTRACTOR MUST MONITOR AND CONTROL ALL WORK THAT MAY CAUSE CRACKING TO ANY ADJACENT BUILDING, STRUCTURE, OR PROPERTY AREA. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGES CAUSED BY THESE OPERATIONS. COST OF SHEETING, SHORING, OR DEWATERING SHALL BE INCLUDED IN THE RELATED BID ITEM FOR THE WORK BEING DONE.

23. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING THE DEWATERING PERMIT. COST OF THE PERMIT AND DEWATERING SHALL BE INCLUDED IN THE THE RELATED BID ITEM FOR THE WORK BEING DONE.

24. THE CONTRACTOR WILL RESTRICT PERSONNEL, THE USE OF EQUIPMENT, AND THE STORAGE OF MATERIALS TO AREAS WITHIN THE LIMITS OF CONSTRUCTION AND DESIGNATED STAGING AREA.

25. EXPLORATORY OR PRE-TRENCHING IN THE ALIGNMENT AND GRADE OF PROPOSED PIPES, STRUCTURES, FRENCH DRAINS, BENDOUTSIDE POLE FOUNDATIONS AND/OR SUB-GRADE SHALL BE PERFORMED SEVEN DAYS IN ADVANCE OF ITS CONSTRUCTION AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE UNDERGROUND UTILITY OWNERS AND THE DEPARTMENT WITH IMMEDIATE NOTIFICATION OF ANY CONFLICT WITH PROPOSED CONSTRUCTION. THIS NOTIFICATION SHALL PROVIDE SURVEY INFORMATION ABOUT EXISTING UTILITY ALIGNMENT, GRADE AND POSSIBLE CONFLICTS. PAYMENT FOR EXPLORATORY OR PRE-TRENCHING, SURVEY AND BACKFILLING SHALL BE INCLUDED IN THE COST OF THE RELATED BID ITEM FOR THE WORK

26. ALL DITCH EXCAVATIONS SHALL BE PERFORMED IN FULL COMPLIANCE WITH THE PROVISIONS OF THE TRENCH SAFETY ACT.

27. ALL EXCESS MATERIAL, AS DESIGNATED BY THE ENGINEER, IS TO BE DISPOSED OF BY THE CONTRACTOR IN AREAS PROVIDED BY HIM WITHIN 72 HOURS OF BEING DEPOSITED IN THE CONSTRUCTION AREA AND AT THE CONTRACTOR'S EXPENSE.

28. ALL DISPOSAL OF MATERIALS, RUBBISH, AND DEBRIS SHALL BE MADE AT A LEGAL DISPOSAL SITE OR BY OTHER PRIOR APPROVED MANNER. MATERIAL CLEARED FROM THE SITE AND DEPOSITED ON ADJACENT OR NEARBY PROPERTY WILL NOT BE CONSIDERED AS HAVING BEEN DISPOSED OF SATISFACTORILY.

29. ANY KNOWN OR SUSPECTED HAZARDOUS MATERIAL FOUND ON THE PROJECT BY THE CONTRACTOR SHALL BE IMMEDIATELY REPORTED TO THE PROJECT ENGINEER, WHO SHALL DIRECT THE CONTRACTOR TO PROTECT THE AREA OF KNOWN OR SUSPECTED CONTAMINATION FROM FURTHER ACCESS. THE ENGINEER WILL ARRANGE FOR INVESTIGATION, IDENTIFICATION, AND REMEDIATION OF THE HAZARDOUS MATERIAL. THE CONTRACTOR SHALL NOT RETURN TO THE AREA OF CONTAMINATION UNTIL APPROVAL IS PROVIDED BY THE PROJECT ENGINEER.

30. EXISTING ABOVE GROUND FEATURES ARE SHOWN ACCORDING TO THE BEST AVAILABLE DATA AND MAY NOT ACCURATELY REFLECT PRESENT CONDITIONS. CONTRACTOR SHALL BE RESPONSIBLE FOR FAMILIARIZING HIMSELF WITH CURRENT SITE CONDITIONS, AND SHALL REPORT DISCREPANCIES TO THE ENGINEER PRIOR TO STARTING WORK.

31. CONTRACTOR IS TO VERIFY THE EXACT LOCATION OF ALL EXISTING TREES, STRUCTURES AND UTILITIES, WHICH MAY NOT BE SHOWN ON PLANS. ANY STRUCTURE, PAVEMENT, TREES OR OTHER EXISTING IMPROVEMENT NOT SPECIFIED FOR REMOVAL WHICH IS TEMPORARY DAMAGED, EXPOSED OR IN ANY WAY DISTURBED BY CONSTRUCTION PERFORMED UNDER THIS CONTRACT, SHALL BE REPAIRED, PATCHED OR REPLACED AT NO ADDITIONAL COST TO THE OWNER.

32. CONTRACTOR TO RELOCATE TREES AS DIRECTED BY THE ENGINEER. CONTRACTOR SHALL AVOID DAMAGE TO ANY EXISTING TREEWORK.REMAIN. EXISTING TREES SHALL BE REMOVED ONLY IF REQUIRED FOR CONSTRUCTION. THOSE TREES NOT INTERFERING WITH CONSTRUCTION SHALL BE PROTECTED IN PLACE.

33. THE CONTRACTOR SHALL USE A STREET SWEEPER (USING WATER) OR OTHER EQUIPMENT CAPABLE OF CONTROLLING AND REMOVING DUST. APPROVAL OF THE USE OF SUCH EQUIPMENT IS CONTINGENT UPON ITS DEMONSTRATED ABILITY TO DO

34. THE CONTRACTOR SHALL PREPARE AND SUBMIT SHOP DRAWINGS FOR ALL ITEMS USED IN THIS PROJECT.

35. WHEN DISSIMILAR MATERIAL CONNECTIONS ARE MADE, SUCH AS CONCRETE TO METAL, THE DISSIMILAR MATERIAL SHALL BE SEPARATED BY COATING THE CONTACT SURFACE WITH BITUMASTIC MATERIAL.

36. THE CONTRACTOR IS RESPONSIBLE FOR KEEPING EXISTING AND NEW INLETS CLEAN OF MILLING MATERIAL, LIMEROCK, DEBRIS, ETC. DURING THE CONSTRUCTION AT NO ADDITIONAL COST TO THE OWNER. ALL LINES AND STRUCTURES SHALL BE CLEANED PRIOR TO FINAL INSPECTION AND ACCEPTANCE.

37. CAST IRON PRODUCTS: HEAVY-DUTY CLASSIFICATION SUITABLE FOR HIGHWAY TRAFFIC LOADS OR 16,000 LBS WHEEL

38. STEEL GRATING AND COVERS: TRAFFIC CLASSIFICATION H-20; 16,000 LBS OVER 8"X20" AREA.

39. EXISTING DRAINAGE STRUCTURES WITHIN THE LIMITS OF CONSTRUCTION SHALL REMAIN, UNLESS OTHERWISE NOTED.

40. EXISTING MANHOLES AND INLETS SCHEDULED TO REMAIN SHALL BE THOROUGHLY CLEANED BY REMOVING ALL DEBRIS AND SEDIMENTS, AND THE INTERIOR SHALL BE SEALED WITH AN APPROVED NON-TOXIC BITUMASTIC SEALANT.

41. PRIOR TO CONSTRUCTION THE CONTRACTOR WILL INSPECT ALL EXISTING STRUCTURES WHICH ARE TO REMAIN AND NOTIFY THE ENGINEER OF ANY OBVIOUS STRUCTURAL DEFICIENCIES.

42. CONTRACTOR SHALL ADJUST ALL EXISTING CATCH BASINS, GRATES, AND STORM MANHOLE COVERS TO MEET NEW GRADES WHERE APPLICABLE.

43. ELEVATIONS AND OFFSETS SHOWN AT DRAINAGE STRUCTURES REFER TO EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.

44. RADII ON CURB RETURNS ARE TO THE EDGE OF PAVEMENT, UNLESS OTHERWISE NOTED.

45. PRIOR TO CONSTRUCTION THE CONTRACTOR WILL VERIFY INVERT ELEVATIONS OF ALL PIPES WHICH ARE TO REMAIN AND NOTIFY THE ENGINEER OF ANY ELEVATION DEVIATIONS.

46. THERE SHALL BE NO MORE THAN THREE LATERAL DRAINAGE INSTALLATIONS WITHOUT BACKFILLING. BACKFILLING OF LOWERSIDE LATERAL DRAINAGE SHALL NOT LAG MORE THAN 72 HOURS BEHIND THE START OF EXCAVATION.

47. SPECIAL ATTENTION IS DIRECTED TO THE FACT THAT PORTIONS OF SOME DRAINAGE STRUCTURES EXTEND INTO THE STABILIZED PORTION OF THE ROADBED AND EXTREME CAUTION SHOULD BE USED IN THE STABILIZING OPERATIONS AT THESE

48. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROVISION, INSTALLATION, AND MAINTENANCE OF ALL TRAFFIC CONTROL AND SAFETY DEVICES, IN ACCORDANCE WITH SPECIFICATIONS OUTLINED IN THE PUBLIC WORKS DEPARTMENT MANUAL, THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, AND THE FDOT DESIGN STANDARDS.

49. WHERE NEW PAVEMENT MEETS EXISTING, CONNECTION SHALL BE MADE IN A NEAT STRAIGHT LINE AND FLUSH WITH THE EXISTING PAVEMENT.

50. THE LOCATION OF SOME DRIVEWAYS IS APPROXIMATE. VERIFICATION OF EXACT LOCATION AND DIMENSIONS IS RECOMMENDED.

51. EXISTING DRIVEWAYS WITHIN THE LIMITS OF THIS PROJECT ARE TO BE REPLACED AT THE SAME LOCATION AND WIDTH, UNLESS OTHERWISE SHOWN IN PLANS.

52. WHERE CONNECTIONS TO EXISTING SIDEWALKS AND DRIVEWAYS ARE NOT INDICATED ON PLANS, PROPER CONNECTIONS ARE TO BE MADE AS DIRECTED BY THE ENGINEER. DROP CURB AND DRIVEWAY CONNECTIONS SHALL BE PROVIDED FOR ACCESS TO ALL PRIVATE PROPERTIES ADJACENT TO THE PROJECT. PAYMENT SHALL BE INCLUDED IN THE COST OF RELATED BID ITEMS.

53. CONTRACTOR TO INSTALL ½" PREFORMED EXPANSION JOINT WHEN PROPOSED SIDEWALK IMPROVEMENTS IS IMMEDIATELY ADJACENT TO EXISTING CONCRETE SLAB AND/OR BUILDING.

54. THE SIDEWALK AT DRIVEWAY TURNOUTS SHALL BE 6" CONCRETE.

55. ALL BUS STOP SIGNS TO BE FURNISHED BY MIAMI-DADE TRANSIT. ENGINEER TO CONTACT MIAMI-DADE COUNTY TRANSIT AT (305)637-3753 ONE (1) WEEK PRIOR TO POURING SIDEWALKS AND COORDINATE THE REMOVAL AND REPLACEMENT OF BUS STOP SIGNS AND BENCHES.

56. COMPLETE AS-BUILT INFORMATION RELATIVE TO LOCATION AND DEPTH OF PIPES, MANHOLES, ETC. SHALL BE ACCURATELY RECORDED BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER PRIOR TO FINAL ACCEPTANCE OF THE WORK. ALL ELEVATIONS SHALL BE TAKEN BY A FLORIDA REGISTERED SURVEYOR AND SHOWN ON THE RECORD DRAWINGS.

57. DESIGN WATER TABLE ELEVATION: 6.20 FT NGVD

58. MIAMI-DADE COUNTY FLOOD CRITERIA ELEVATION: BETWEEN 5' AND 6' NGVD

59. THE INFORMATION PROVIDED IN THESE DRAWINGS IS SOLELY TO ASSIST THE CONTRACTOR IN ASSESSING THE NATURE AND EXTENT OF CONDITIONS WHICH WILL BE ENCOUNTERED DURING THE COURSE OF WORK. THE CONTRACTORS ARE DIRECTED, PRIOR TO BIDDING, TO CONDUCT WHATEVER INVESTIGATIONS THEY DEEM NECESSARY TO ARRIVE AT THEIR OWN CONCLUSION REGARDING THE ACTUAL CONDITIONS THAT WILL BE ENCOUNTERED, AND UPON WHICH BIDS WILL BE BASED.

MIAMI-DADE COUNTY DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
ROADWAY ENGINEERING & RIGHT OF WAY DIVISION
NE 2ND AVE & NE 36TH ST
FROM WEST OF NE 35TH TER TO EAST OF NE 37TH ST ALLEY
PROJECT NO. 20180024 SHEET 5 OF 23

LEGEND:

- DENOTES 4" CONC. SIDEWALK
- DENOTES 6" CONC. SIDEWALK
- DENOTES ROADWAY WIDENING
- COR: DENOTES CENTER OF CURB RAMPS
- CR– DENOTES PROP. SIDEWALK CURB RAMPS
- G– DENOTES PROP. DRIVEWAY
- S– DENOTES PROP. DRAINAGE STRUCTURE
- DENOTES LIMITS OF MILLING & RESURFACING
- DENOTES PAVT./ CONC REMOVAL
- T–1 PROP. GATE STA. 64+07.17 (36.18' LT) (BY OTHERS)
- T–2 PROP. GATE STA. 63+46.47 (33.19' RT) (BY OTHERS)
- T–3 PROP. GATE STA. 64+01.00 (33.79' RT) (BY OTHERS)
- T–4 PROP. GATE STA. 63+46.63 (42.76' LT) (BY OTHERS)
- T–5 PROP. GATE STA. 63+83.87 (66.69' RT) (BY OTHERS)

BEGIN PROJECT
BEGIN MILLING AND
RESURFACING MATCH EXIST
62+26.09
℄ NE 36TH ST

BEGIN C&G TYPE F
BEGIN CONC. SWK
MATCH EXIST
PC STA 62+59.49
27.58' LT

℄ NE 2ND AVE (N)
STA 50+00.00
℄ NE 36TH ST
STA 63+04.67

BEGIN C&G TYPE F
BEGIN CONC. SWK
MATCH EXIST
STA 62+91.09
26.90' RT

END CONC. SWK
MATCH EXIST
STA 63+31.67
39.75' RT

END C&G TYPE F
MATCH EXIST
PC STA 63+46.34
27.85' RT

END C&G TYPE F
MATCH EXIST
STA 25+50.14
40.30' LT

COR +75.58
26.94' RT

PT +39.82
26.94' RT

COR +34.00
26.39' LT

PT +52.69
18.00' LT

+73.16
35.35' LT

+88.02
35.34' LT

RIM EL. 13.6'

EXIST. 18" PIPE
(TO REMAIN)

RIM EL. 14.3'

SEE DETAIL 1
(SHEET 6)

4' OF 18" PIPE
N 2° 27' 25" W

ABANDONED

+45.85

SAWCUT

+39.85
34.62' RT

+41.60

85' OF 18" PIPE

PROP. PEDESTRIAN/BICYCLE
STEEL HANDRAIL (TYPE 1)
FDOT INDEX 515-052

+57.57

+60.45

6" CONC SWK

END C&G TYPE F
MATCH EXIST
STA 63+62.42
27.00' LT

PROP. 6' FENCE (TYPE B)
FDOT INDEX 550-002

PROP. CURB RAMP DET.
WARNING SURFACE

END CONC. SWK
MATCH EXIST
STA 63+70.73
60.23' LT

END MILLING
STA. 63+66.05

BEGIN MILLING
STA. 63+88.92

SEE DETAIL 3
(SHEET 6)

EXIST PED GATE
(TO REMAIN)
EXIST VEH GATE
(TO BE REMOVED)

MATCH LINE STA. 51+60.00

NE 2ND AVE.

NE 36TH ST

F.E.C. RAILWAY

BEGIN C&G TYPE F
MATCH EXIST
STA 23+20.74
21.60 LT

EXIST. INLET
AND 18" PIPE
(TO BE REMOVED)

RIM EL. 13.7'

COR +40.33
37.46' LT

+38.06
49.96' LT

+34.42
49.30' LT

PC +87.99
18.93' LT

PCC +19.46
23.88' LT

BEGIN CONC. SWK
MATCH EXIST.
PCC STA 25+23.80
25.46' LT

SAWCUT ALONG EXISTING
EDGE OF PAVEMENT

4' OF 18" PIPE

EXIST. 18" PIPE
(TO REMAIN)

EXIST GATE
(TO BE REMOVED
BY OTHERS)

23 NE 2ND AVE

24

25

26

S 11° 29' 29" W

BEGIN PROJECT
BEGIN MILLING AND
RESURFACING MATCH EXIST
STA. 22+89.59
℄ NE 2ND AVE (S)

END MILLING AND
RESURFACING MATCH EXIST.
STA. 24+45.68
℄ NE 36TH ST

NE 35TH TERRACE

℄ FEDERAL HIGHWAY
STA 80+00.00
℄ NE 36TH ST
STA 64+37.77

BEGIN C&G TYPE F
BEGIN CONC. SWK
MATCH EXIST
PC STA 80+18.91
39.59' LT

END C&G TYPE F
END CONC. SWK
MATCH EXIST
STA 80+47.77
27.03 LT

N 11° 29' 29" E

FEDERAL HIGHWAY

COR +43.01
28.54' LT

PT +40.57
27.04' LT

℄ NE 2ND AVE (S)
STA 26+12.81
℄ NE 36TH ST
STA 64+48.08

END PROJECT
END MILLING AND
RESURFACING
MATCH EXIST
STA 81+48.46
℄ FEDERAL HIGHWAY

END PROJECT
END MILLING AND
RESURFACING MATCH EXIST.
STA. 65+42.79
℄ NE 36TH ST

N 87° 27' 14" E

0 20 40
FEET

REVISIONS								
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

SNUBBS CONSULTING INC.
9020 SW 137TH AVE, SUITE 250
MIAMI, FLORIDA 33186
PHONE: (305) 885-6400
ERIK E. SALGADO. PE. NO. 72583

	NAME	DATE		NAME	DATE
DESIGNED BY			DRAWN BY		
CHECKED BY			CHECKED BY		
SUPERVISED BY:					

MIAMI-DADE COUNTY
DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
TRAFFIC ENGINEERING DIVISION
STEPHEN P. CLARK CENTER
111 NW 1 ST
MIAMI, FLORIDA 33128

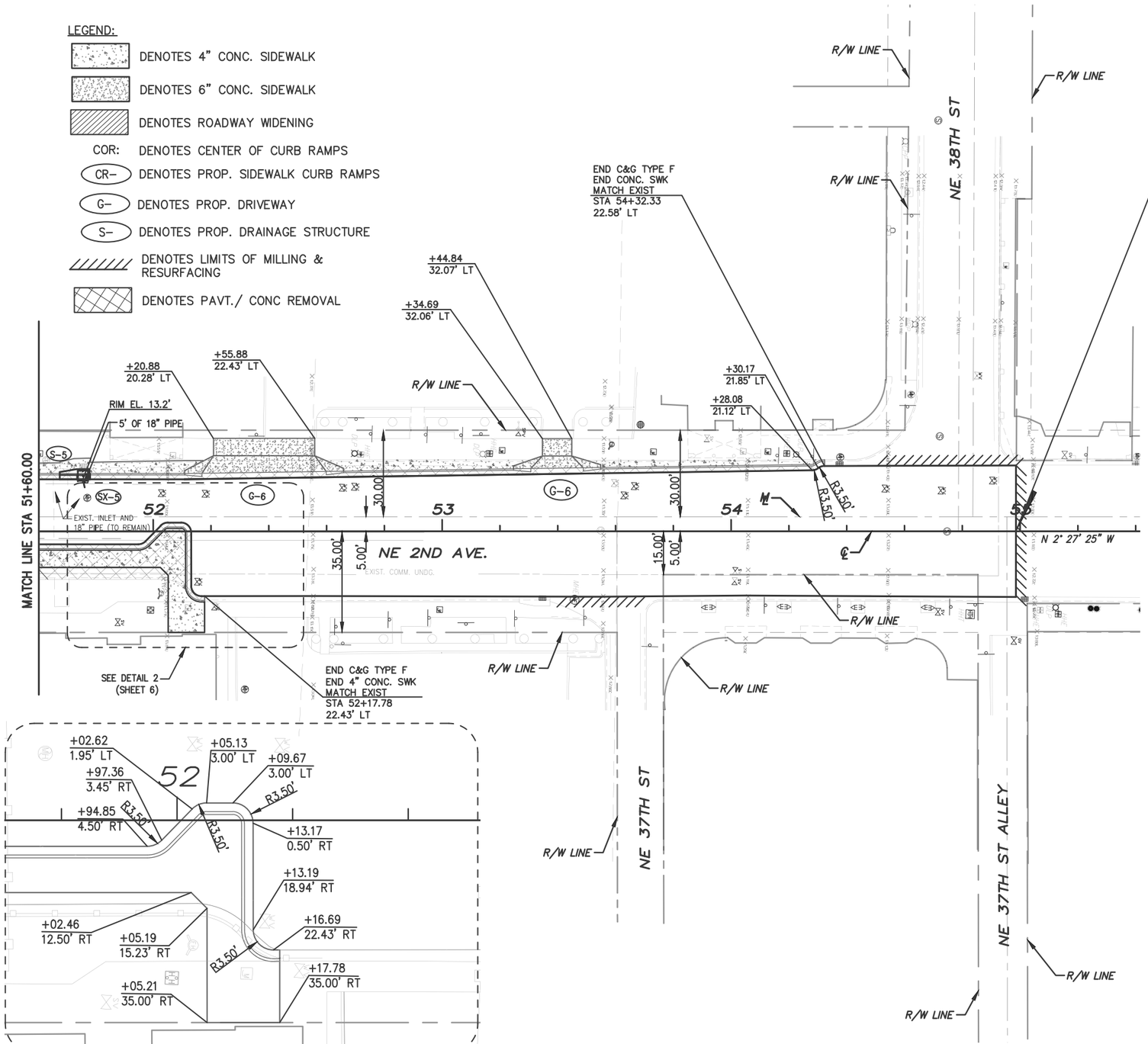
ROADWAY PLAN

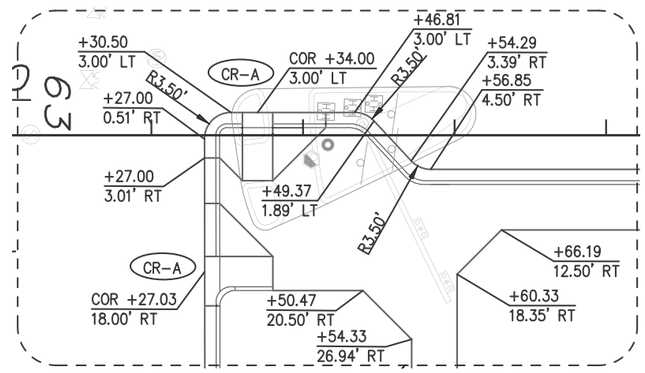
C:\Users\keldy.guzman\Documents\WORK\MDC\10.0_CAD\20180024\05-06 ROADWAY PLANS.dwg 3/13/20 Keldy Guzman

AeccDbFace (AeccLand110)

MIAMI-DADE COUNTY DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
ROADWAY ENGINEERING & RIGHT OF WAY DIVISION
NE 2ND AVE & NE 36TH ST
FROM WEST OF NE 35TH TER TO EAST OF NE 37TH ST ALLEY
PROJECT NO. 20180024 SHEET 6 OF 23

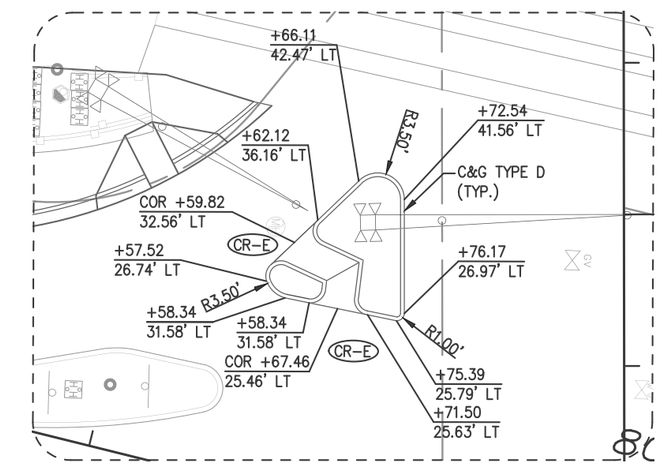
LEGEND:
- DENOTES 4" CONC. SIDEWALK
- DENOTES 6" CONC. SIDEWALK
- DENOTES ROADWAY WIDENING
- COR: DENOTES CENTER OF CURB RAMPS
- (CR-) DENOTES PROP. SIDEWALK CURB RAMPS
- (G-) DENOTES PROP. DRIVEWAY
- (S-) DENOTES PROP. DRAINAGE STRUCTURE
- DENOTES LIMITS OF MILLING & RESURFACING
- DENOTES PAVT./ CONC REMOVAL





DETAIL 1

DETAIL 2



DETAIL 3

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MIAMI-DADE COUNTY
DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
TRAFFIC ENGINEERING DIVISION
STEPHEN P. CLARK CENTER
111 NW 1 ST
MIAMI, FLORIDA 33128

ROADWAY PLAN

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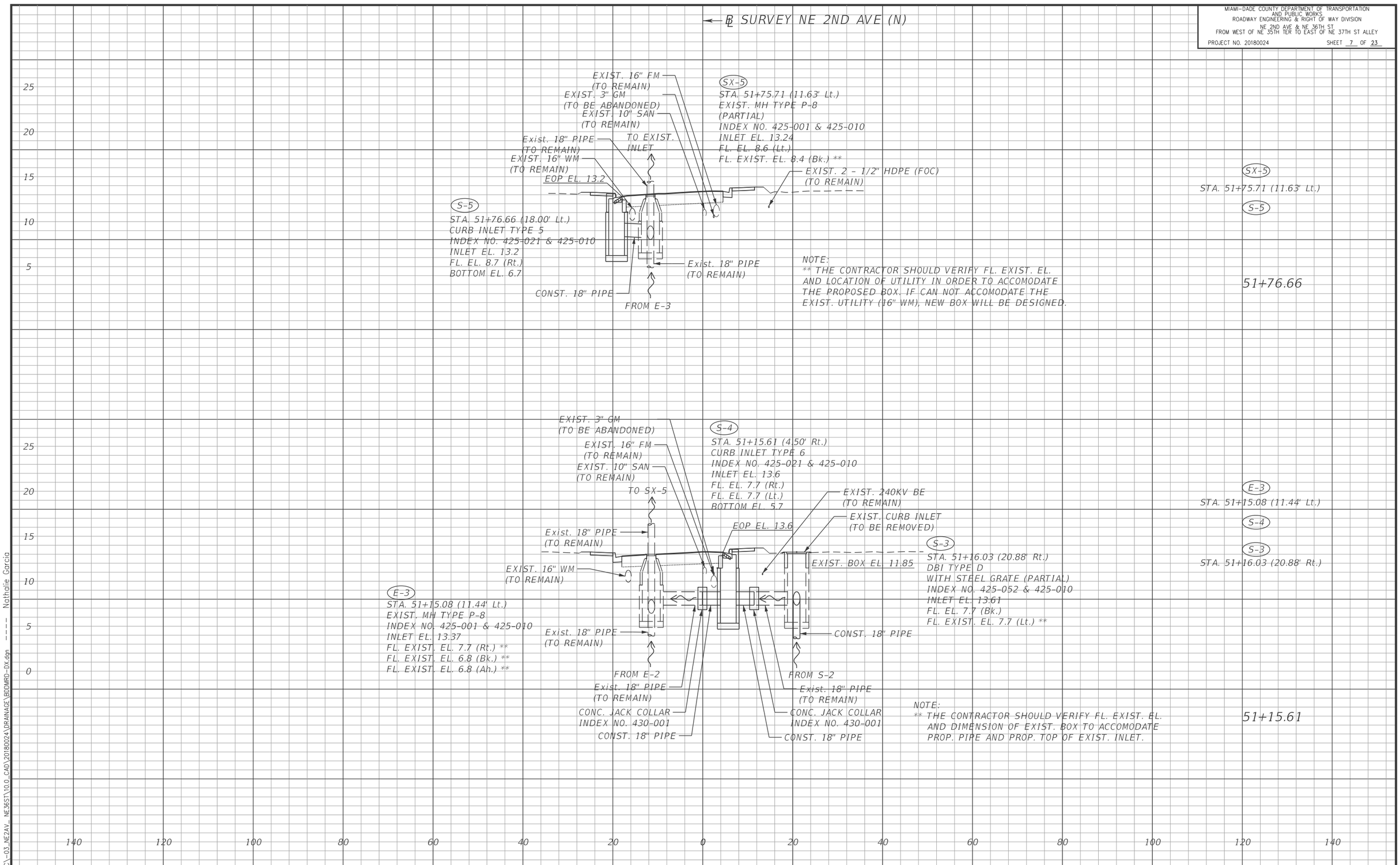

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REVISIONS								
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SNUBBS CONSULTING INC.
9020 SW 137TH AVE, SUITE 250
MIAMI, FLORIDA 33186
PHONE: (305) 885-6400
ERNESTO M. MEDINA. PE. NO. 81228

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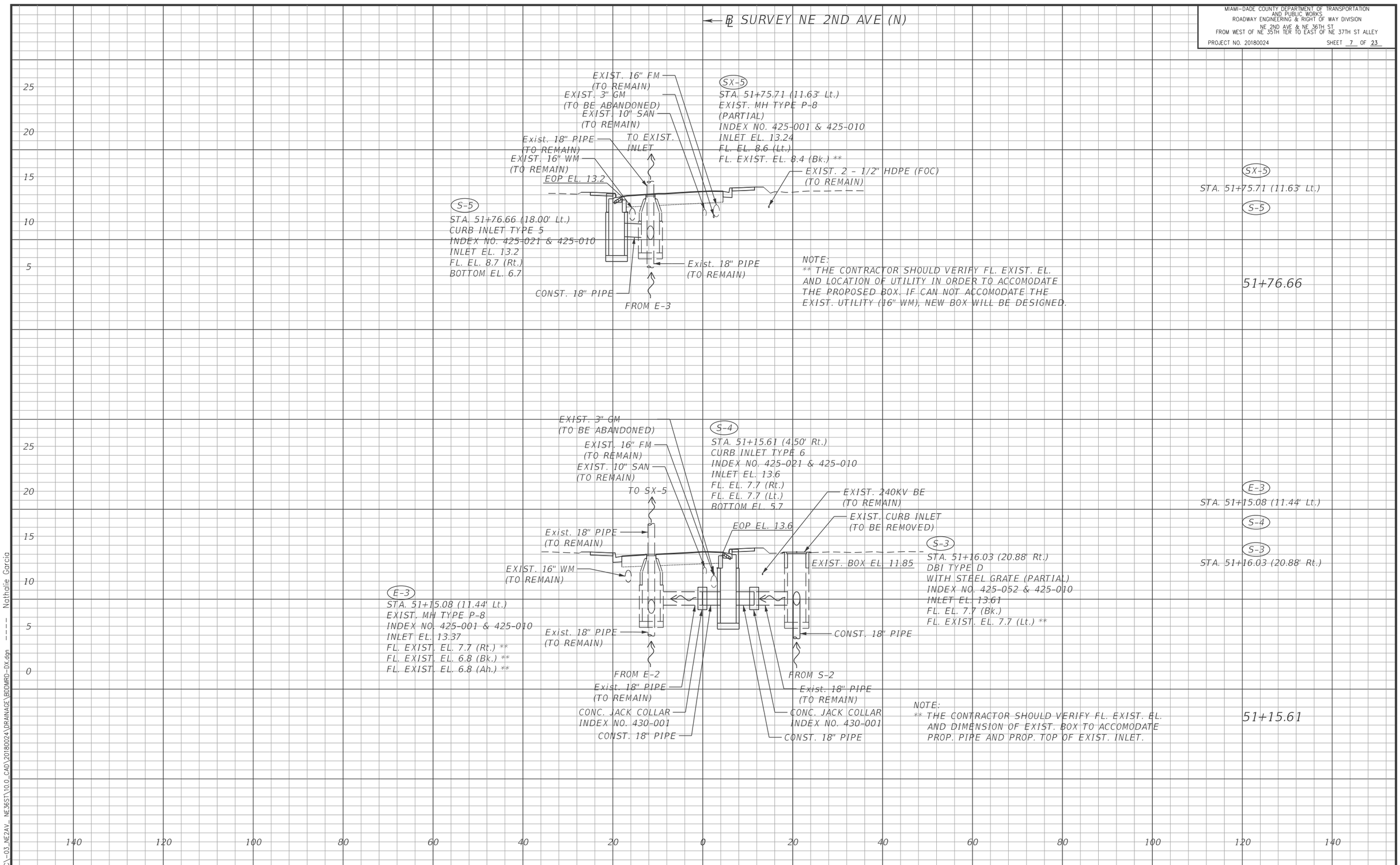
CHECKED BY			CHECKED BY		

SUPERVISED BY:

DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
TRAFFIC ENGINEERING DIVISION
STEPHEN P. CLARK CENTER
111 NW 1 ST
MIAMI, FLORIDA 33128

DRAINAGE STRUCTURES



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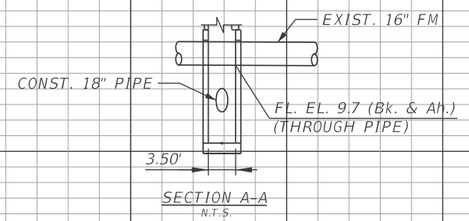
DRAINAGE STRUCTURES

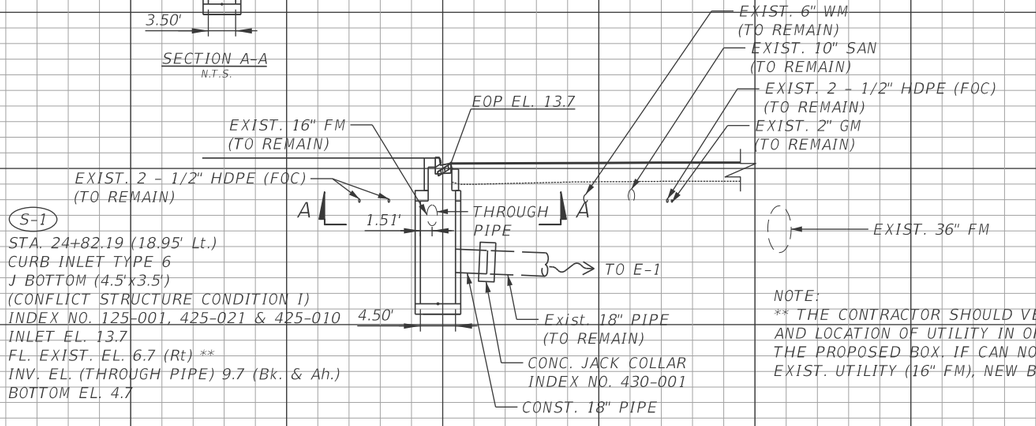
MIAMI-DADE COUNTY DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
ROADWAY ENGINEERING & RIGHT OF WAY DIVISION
NE 2ND AVE & NE 36TH ST
FROM WEST OF NE 35TH TER TO EAST OF NE 37TH ST ALLEY

PROJECT NO. 20180024 SHEET 8 OF 23

← ℄ SURVEY NE 2ND AVE (S)



SECTION A-A
N.T.S.



S-1

STA. 24+82.19 (18.95' Lt.)
CURB INLET TYPE 6
J BOTTOM (4.5'x3.5')
(CONFLICT STRUCTURE CONDITION 1)
INDEX NO. 125-001, 425-021 & 425-010
INLET EL. 13.7
FL. EXIST. EL. 6.7 (Rt) **
INV. EL. (THROUGH PIPE) 9.7 (Bk. & Ah.)
BOTTOM EL. 4.7

NOTE:
** THE CONTRACTOR SHOULD VERIFY FL. EXIST. EL. AND LOCATION OF UTILITY IN ORDER TO ACCOMODATE THE PROPOSED BOX. IF CAN NOT ACCOMODATE THE EXIST. UTILITY (16" FM), NEW BOX WILL BE DESIGNED.

S-1

24+82.19

15
10
5

140 120 100 80 60 40 20 0 20 40 60 80 100 120 140

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snubbs
SNUBBS CONSULTING INC.
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MIAMI, FLORIDA 33186
PHONE: (305) 885-6400
ERNESTO M. MEDINA. PE. NO. 81228

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DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
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STEPHEN P. CLARK CENTER
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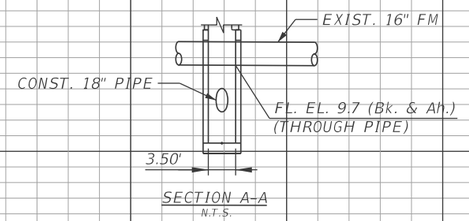
DRAINAGE STRUCTURES

MIAMI-DADE COUNTY DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
ROADWAY ENGINEERING & RIGHT OF WAY DIVISION
NE 2ND AVE & NE 36TH ST
FROM WEST OF NE 35TH TER TO EAST OF NE 37TH ST ALLEY

PROJECT NO. 20180024 SHEET 8 OF 23

← ℄ SURVEY NE 2ND AVE (S)



SECTION A-A
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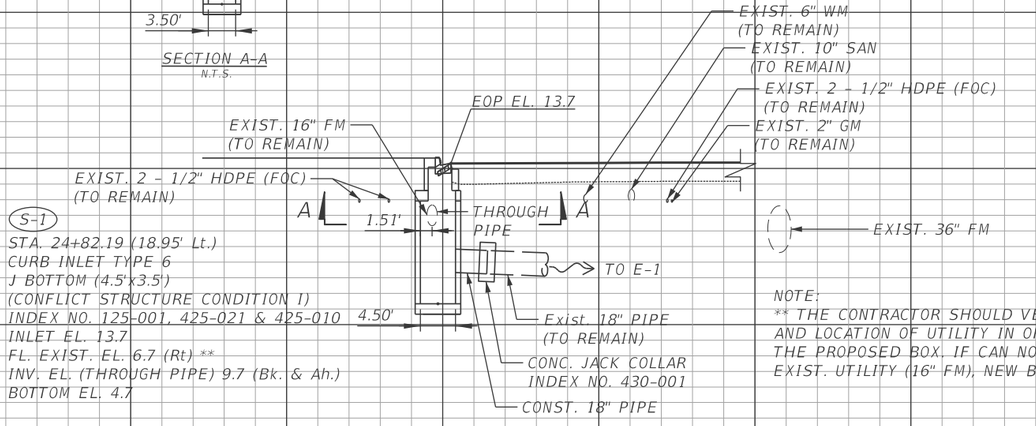

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S-1

24+82.19

15
10
5

140 120 100 80 60 40 20 0 20 40 60 80 100 120 140

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REVISIONS

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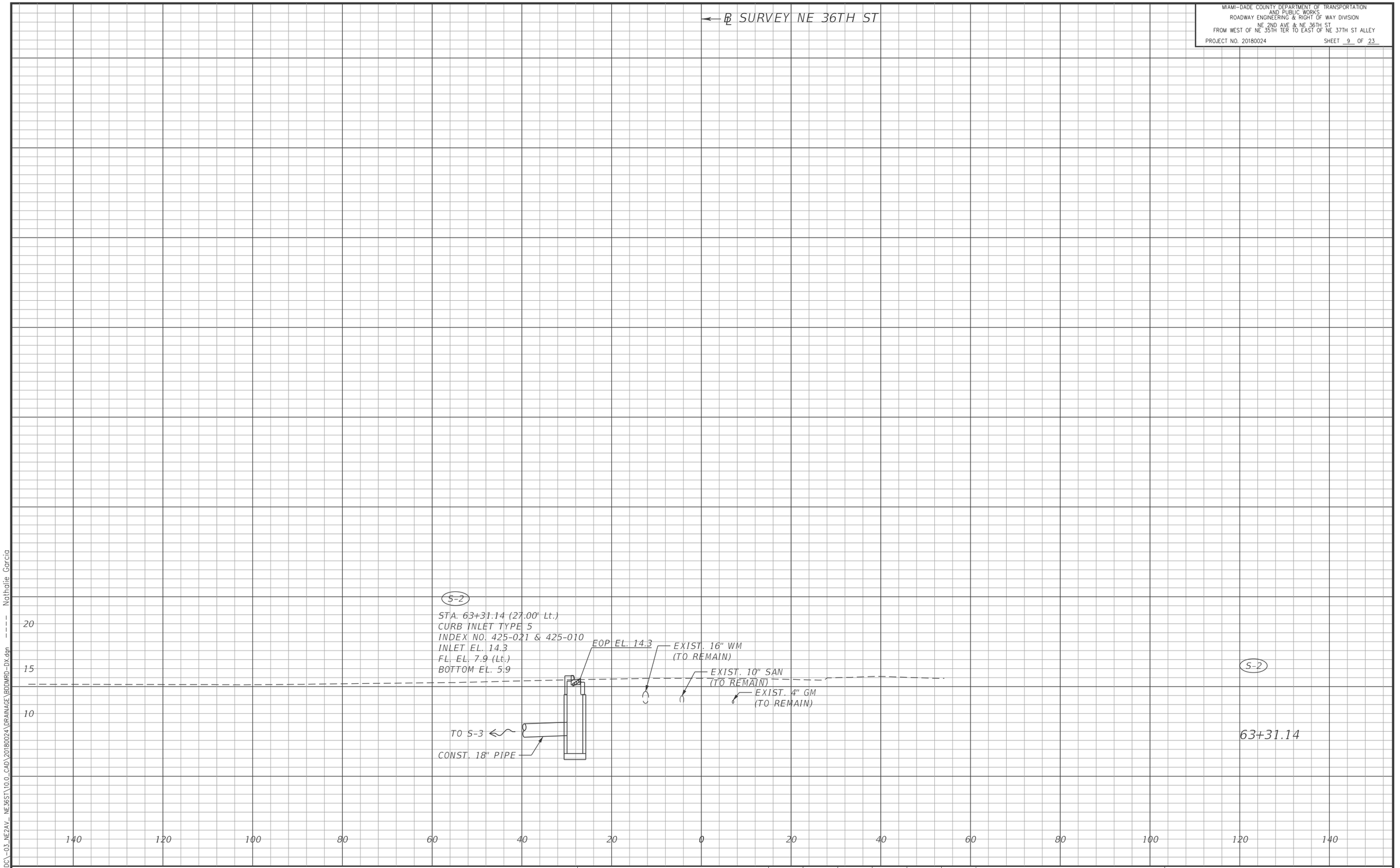
DRAINAGE STRUCTURES

MIAMI-DADE COUNTY DEPARTMENT OF TRANSPORTATION
AND PUBLIC WORKS
ROADWAY ENGINEERING & RIGHT OF WAY DIVISION
NE 2ND AVE & NE 36TH ST
FROM WEST OF NE 35TH TER TO EAST OF NE 37TH ST ALLEY

PROJECT NO. 20180024 SHEET 9 OF 23



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9020 SW 137TH AVE, SUITE 250
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MIAMI-DADE
DEPARTMENT OF TRANSPORTATION
AND PUBLIC WORKS
TRAFFIC ENGINEERING DIVISION
STEPHEN P. CLARK CENTER
111 NW 1 ST
MIAMI, FLORIDA 33128

DRAINAGE STRUCTURES

PAY ITEM NO.	DESCRIPTION	UNIT	SHEET NUMBER 10 ORIG.	FINAL	ORIG.	FINAL	ORIG.	FINAL	ORIG.	FINAL	TOTAL THIS SHEET ORIG.	FINAL	GRAND TOTAL ORIG.	FINAL
630-1-14	CONDUIT 2" PVC (UNDER GROUND DIRECTIONAL BORE)	LF	323								278		278	
635-1-11	PULL BOXES, METER TYPE (POLYMER)	EA	6								6		6	
653-179	PEDESTRIAN SIGNAL, NEON INTERNATIONAL SYMBOL LOW WATTAGE	AS	3								3		3	
659-107	ALUMINUM PEDESTAL	EA	3								3		3	
660-2-101	LOOP ASSEMBLY	AS	7								7		7	
665-11	PEDESTRIAN DETECTOR	EA	3								3		3	
671-2-42	MODIFY TRAFFIC CONTROLLER ASSEMBLY	EA	1								1		1	
690-10	REMOVE TRAFFIC SIGNAL HEAD ASSEMBLY	EA	2								2		2	
690-20	REMOVE PEDESTRIAN SIGNAL HEAD ASSEMBLY	EA	4								1		1	
690-32-2	REMOVE TRAFFIC POLES (SHALLOW) (BOLT ON ATTACHMENT)	EA	3								3		3	
690-40	REMOVE MAST ARM ASSEMBLY	EA	1											
690-70	REMOVE PEDESTRIAN DETECTOR ASSEMBLY	EA	1											
699-1-1	INTERNALLY ILLUMINATED SIGNS	EA	2								1		1	
700-46-11	REMOVE EXISTING SIGN (SINGLE POST)	AS.	2								1		1	
											2		2	
											2		2	

NOTES

1. ALL TRAFFIC SIGNALIZATION CONDUIT AND WIRING SHALL BE IN ACCORDANCE WITH SIGNALIZATION PLANS AND SHALL BE SUFFICIENT QUANTITY FOR COMPLETE INSTALLATION.

2. ALL HARDWARE INCIDENTAL TO THE COMPLETE SIGNALIZATION AS INDICATED ON PLAN SHEETS AND SUMMARY OF QUANTITIES SHEET SHALL BE INCLUDED IN THE COST OF ITEMS SUPPLIED.

3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING A COMPLETE ASSEMBLY WHEN SPECIFIED IN THE TABULATION OF QUANTITIES.

4. WHEN TWO, THREE, AND FOUR WAY SIGNAL HEAD BRACKETS ARE SPECIFIED, THE TOP BRACKET SHALL BE CONSTRUCTED OF HOLLOW CAST ALUMINUM AND THE BOTTOM BRACKET SHALL BE CAST ALUMINUM, BOTH WITH STAINLESS STEEL STUDS, WASHERS, AND NUTS.

5. SIGNAL HEADS SHALL BE OF CAST ALUMINUM AND SHALL HAVE FLAT BLACK BODIES WITH FLAT BLACK TUNNEL VISORS AND DOORS. THE SIGNAL LENSES SHALL BE GLASS.

6. ALL GROUND RODS SHALL BE COPPER CLAD ⅝" X10'-0" SECTIONS WITH BONDING WIRE AND CLAMP.

7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPENSATING AT&T FOR PROVIDING AND CONNECTING SERVICE PICK-UP. THE CONTRACTOR SHALL ALSO PROVIDE PULL WIRE FOR AT&T SERVICE CONDUIT.

8. THE CONTRACTOR SHALL CONTACT FP&L AND AT&T REPRESENTATIVE PRIOR TO INSTALLING CONDUITS TO THEIR MANHOLES. THE SERVICE CONDUIT SHALL BE BROUGHT TO THE MANHOLES FROM THE SIDES AND NOT THE TOP.

9. CONTRACTOR SHALL REPLACE ENTIRE SIDEWALK FLAG WHEN SIDEWALK IS DISTURBED BY CONSTRUCTION. CONTRACTOR SHALL RESTORE EXISTING PAVEMENT MARKINGS DISTURBED BY TRENCHING OR SAW CUTTING.

10. INSTALL SPARE CONDUIT OF EQUAL LENGTH TO SIGNAL CONDUIT WITHIN SAME TRENCH.

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MIAMI-DADE COUNTY
DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
TRAFFIC ENGINEERING DIVISION
STEPHEN P. CLARK CENTER
111 NW 1 ST
MIAMI, FLORIDA 33128

SIGNALIZATION SUMMARY OF QUANTITIES

GENERAL NOTES

1. THE CONTRACTOR SHALL PERFORM AN INVENTORY OF THE EXISTING INTERSECTIONS PRIOR TO BEGINNING CONSTRUCTION ACTIVITY. A WRITTEN REPORT WILL BE PREPARED LISTING ALL SIGNAL ITEMS OPERABLE AND INOPERABLE. THE COMPLETED REPORT WILL BE FORWARDED TO THE PROJECT ENGINEER WITH TWO COPIES TO THE MAINTAINING AGENCY PRIOR TO BEGINNING CONSTRUCTION.

2. INTERCONNECT CONDUIT, IF ANY, AT CROSSINGS INTERSECTIONS OR CORRIDORS SHALL BE TIED INTO THE NEW PROPOSED CONTROLLER CABINET.

3. GROUND ROD READINGS SHALL BE OBTAINED BY APPROVED METHODS AS PER SECTION 620 OF THE STANDARD SPECIFICATIONS, OR BY METHODS SUBMITTED AND APPROVED BY THE ENGINEER.

4. GOVERNING STANDARDS AND SPECIFICATIONS ARE: THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), THE FDOT DESIGN STANDARDS AND SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE MIAMI-DADE COUNTY TECHNICAL SPECIAL PROVISIONS FOR TRAFFIC SIGNALS.

5. THE CONTRACTOR SHALL BE ADVISED THAT OTHER PROJECTS MAY BE UNDER CONSTRUCTION CONCURRENTLY WITH THIS PROJECT AND THAT COORDINATION EFFORTS MAY BE NECESSARY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE CONSTRUCTION SCHEDULE AND FOR THE AMOUNT OF COORDINATION REQUIRED. THE COST SHALL BE INCLUDED IN HIS BID.

6. THE CONTRACTOR SHALL BE AWARE THAT EXISTING UNDERGROUND AND ABOVE GROUND FACILITIES WITHIN THE BOUNDS OF WORK MAY NOT BE SHOWN IN THE SIGNAL PLANS. THE CONTRACTOR IS FULLY RESPONSIBLE FOR LOCATING AND AVOIDING EXISTING UNDERGROUND AND ABOVEGROUND UTILITIES, STRUCTURES AND CURB CUT RAMPS.

7. FORTY-EIGHT (48) HOURS PRIOR TO DIGGING, THE CONTRACTOR SHALL CALL SUNSHINE STATE ONE CALL OF FLORIDA, TELEPHONE NUMBER 1-800-432-4770 AND THE UTILITY OWNER AND REQUEST UTILITY LOCATIONS. A CONTRACTOR'S REPRESENTATIVE MUST BE PRESENT DURING UTILITY COMPANY LOCATIONS OF THEIR FACILITIES. KNOWN UTILITY COMPANIES INCLUDE BUT ARE NOT LIMITED TO:

FLORIDA POWER & LIGHT DISTRIBUTION	305-378-2634
COMCAST CABLE	954-447-8405
AT&T DISTRIBUTION	305-222-8745
FIBERNET DIRECT FLORIDA	786-610-7073
MIAMI DADE WATER & SEWER	786-268-5320
MIAMI DADE COUNTY PUBLIC WORKS & TRAFFIC	305-412-0891 EXT. 201

8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE COMPANY PROVIDING ELECTRICAL POWER TO DETERMINE IF A SERVICE PROCESSING FEE IS REQUIRED. IF REQUIRED, FEE SHALL BE REFLECTED IN THE CONTRACTOR'S BID UNIT PRICE FOR ELECTRICAL POWER SERVICE ASSEMBLY.

9. THE CONTRACTOR SHALL NOTIFY THE DEPARTMENT IN WRITING, NO LESS THAN 14 WORKING DAYS IN ADVANCE OF THE NEED FOR ELECTRICAL POWER SERVICE HOOKUPS OF SIGNALIZATION/STREET LIGHTING FACILITIES. THE CONTRACTOR SHALL SUBMIT A LETTER OF REQUEST ALONG WITH AN AFFIDAVIT OF GENERAL ELECTRICAL WORK, SIGNED AND CERTIFIED BY A MASTER ELECTRICIAN.

10. CONTRACTOR SHALL COORDINATE WITH THE ENGINEER TO NOTIFY MIAMI-DADE COUNTY TRAFFIC SIGNAL AND SIGNS DIVISION 48 HOURS PRIOR TO ANY CONSTRUCTION THAT INTERFERES WITH THE NORMAL OPERATION OF THE EXISTING SIGNALS.

11. THE SIGNAL MAINTAINING AGENCY IS MIAMI-DADE COUNTY PUBLIC WORKS DEPARTMENT. SIGNAL OPERATION TIMINGS ARE TO BE PROVIDED BY MIAMI-DADE COUNTY PUBLIC WORKS DEPARTMENT, TRAFFIC SIGNALS AND SIGNS DIVISION. CONTACT SHOULD BE MADE WITH THE TRAFFIC CONTROL CENTER LOCATED AT:
MIAMI-DADE COUNTY TRAFFIC SIGNALS AND SIGNS DIVISION
ATTENTION: MS. EVELYN LEGCEVIC
7100 N.W. 36th STREET
MIAMI, FLORIDA 33166
TELEPHONE: (305) 592-8925

12. MAST ARM POLE CONCRETE FOUNDATION IS TO BE POURED IN ONE SINGLE POUR WITH ITS TOP AT THE GRADE AND SLOPE OF THE FINISHED SIDEWALK. FINISHED SIDEWALK GRADE WILL BE LAID OUT AND FORMED IN ORDER TO ACHIEVE THIS FINAL GRADE AND SLOPE. DISTANCES P1 AND P2 FOR ANCHOR BOLTS WILL BE STRICTLY ENFORCED. FOUNDATIONS NOT IN COMPLIANCE WITH THESE REQUIREMENTS WILL BE COMPLETELY REMOVED AND POURED AGAIN AT THE CONTRACTOR'S EXPENSE.

13. PULL BOXES, MAST ARM FOUNDATIONS, AND CONTROLLER FOUNDATIONS SHALL HAVE A MINIMUM OF 4" CLEARANCE FROM ALL JOINTS AND EDGES OF SIDEWALK. THERE SHALL BE NO EXPANSION MATERIAL AROUND PULL BOXES, MAST ARM FOUNDATIONS AND CONTROLLER FOUNDATIONS. PULL BOXES SHALL NOT BE PLACED IN PEDESTRIAN RAMPS.

14. THE CONTRACTOR RESPONSE TIME TO ALL REPORTED MALFUNCTIONS OF TRAFFIC SIGNAL WITHIN THE PROJECT LIMITS SHALL BE NO MORE THAN TWO (2) HOURS, AND SHALL RESTORE ALL MALFUNCTIONING TRAFFIC SIGNAL EQUIPMENT TO ITS LEVEL OF OPERATION WITHIN TWENTY-FOUR (24) HOURS. DURING THIS TIME THE CONTRACTOR SHALL PROVIDE, AT HIS EXPENSE, TEMPORARY TRAFFIC CONTROL DEVICES, FLAGMAN PERSONNEL, AND/OR LAW ENFORCEMENT PERSONNEL AS NECESSARY TO MAINTAIN A SAFE AND EFFICIENT FLOW OF TRAFFIC AT THE AFFECTED SIGNALIZED INTERSECTIONS. THIS WOULD INCLUDE EXCEPTION AREAS THAT NEED TO BE ADJUSTED FOR M.O.T. PHASING. THE ENGINEER SHALL APPROVE ALL MODIFICATIONS PRIOR TO THEIR IMPLEMENTATION.

15. ALL TRAFFIC SIGNAL EQUIPMENT (INCLUDING UNDAMAGED MAST ARMS) SHOWN OR NOTED ON THE PLAN SHEET IN CONFLICT WITH THE DESIGN SHALL BE REMOVED BY THE CONTRACTOR, TAGGED AS TO LOCATION AND DELIVERED AFTER DISASSEMBLY INTO COMPONENT PARTS, AT A TIME DESIGNATED BY THE MAINTAINING AGENCY, TO BE RECEIPTED BY THE STOREKEEPER OR HIS DESIGNEE. CONCRETE SIGNAL POLES SHALL BE DISPOSED OF BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER. ALL COST RELATED TO REMOVAL ITEMS SHALL BE INCLUDED UNDER PAY ITEMS (690-100). SAID EQUIPMENT SHALL BE UNLOADED BY THE CONTRACTOR AT:
MIAMI-DADE COUNTY MAINTENANCE YARD
7100 N.W. 36th STREET
MIAMI, FLORIDA 33166
TELEPHONE: (305) 592-3580

16. THE CONTRACTOR SHALL PROVIDE A TWO MAN BUCKET TRUCK AND ASSIST THE INSPECTOR IN PHYSICALLY EXAMINING EACH SIGNAL HEAD THE SAME DAY IT IS ERECTED.

17. THE CONTRACTOR SHALL USE CAUTION WHEN WORKING IN OR AROUND AREAS OF EXISTING LOOP AND LEAD-IN WIRES, OVERHEAD TRANSMISSION LINES, AND UNDERGROUND UTILITIES. ALL LOOP WIRES DAMAGED DURING CONSTRUCTION WILL BE REPLACED AS DIRECTED BY THE PROJECT ENGINEER AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL HAND EXCAVATE IN THE VICINITY OF UNDERGROUND UTILITIES. THE HAND EXCAVATING PAYMENT SHALL BE INCLUDED IN THE PRICE OF EQUIPMENT/CONDUIT.

18. THE LOCATION OF ALL POLES, PEDESTALS AND OTHER EXCAVATION SHALL BE CONSIDERED APPROXIMATE DUE TO THE POTENTIAL OF CONFLICT WITH UNDERGROUND UTILITIES. SLIGHT ADJUSTMENTS AS DIRECTED BY THE ENGINEER MAY BE NECESSARY TO SATISFY SAFETY CODE, OR CLEAR UTILITIES.

19. WHERE CONDUIT CROSSES AN EXPANSION JOINT OF A STRUCTURE, AN APPROPRIATE EXPANSION FITTING SHALL BE INSTALLED IN ACCORDANCE WITH FDOT DESIGN STANDARDS. ABOVEGROUND CONDUIT SHALL BE SECURELY ATTACHED TO THE SURFACE OF THE SUPPORTING STRUCTURE IN ACCORDANCE WITH THE FDOT STANDARDS AND THE FDOT UTILITY ACCOMMODATION MANUAL. PER THE UTILITY ACCOMMODATION MANUAL, THE USE OF EXPANSION ANCHORS IS PROHIBITED ON BRIDGES OR OTHER STRUCTURES. ALL SUPPORTING HARDWARE IS TO BE 316 STAINLESS STEEL.

20. ALL PULL BOXES HAVING METAL LIDS SHALL RECEIVE 20' OF GROUNDING ELECTRODES EXCEPT WHERE THOSE PULL BOXES ARE ASSOCIATED WITH A POLE, WHICH THEN CAN BE GROUNDED WITH THE POLE GROUNDING ELECTRODES.

21. PAVEMENT MARKINGS SHALL BE RESTORED TO THEIR ORIGINAL CONDITION IF DAMAGED OR DESTROYED BY THE CONTRACTOR'S ACTIVITIES. SUCH RESTORATION (TEMPORARY PAINT AND THERMOPLASTIC) SHALL BE IN ACCORDANCE WITH SECTION 710 AND 711 OF FDOT ROADWAY AND TRAFFIC DESIGN STANDARDS, CURRENT EDITION. COST SHALL BE INCLUDED IN THE ASSOCIATED PAY ITEM.

22. ALL CONDUIT SHALL BE 2 INCH MINIMUM UNLESS OTHERWISE SPECIFIED.

23. THE CONTRACTOR SHALL FURNISH AND INSTALL A DEDICATED AND CONTINUOUS RUN OF 2 INCH PVC CONDUIT AND TRAFFIC CONTROL CABLE FROM EACH INDIVIDUAL MAST ARM AND/OR PEDESTRIAN SIGNAL PEDESTAL TO THE TRAFFIC CONTROLLER CABINET. DOUBLE MAST ARMS SHALL REQUIRE TWO CONDUIT RUNS AND CONTROL CABLES PER INSTALLATION.

24. NO POLYCARBONATE HOUSING OR MOUNTING HARDWARE WILL BE PERMITTED FOR VEHICULAR OR PEDESTRIAN SIGNAL HEAD ASSEMBLIES. ALL LENSES FOR VEHICULAR OR PEDESTRIAN SIGNAL HEAD ASSEMBLIES SHALL BE GLASS.

25. STANDARD LENGTH TUNNEL VISORS SHALL BE USED ON ALL PROPOSED VEHICULAR SIGNAL INDICATORS UNLESS NOTED OTHERWISE INDICATED ON THE PLAN SHEET.

26. DELAY DETECTORS FOR RIGHT TURN LANES SHALL OPERATE IN THE NORMAL MODE DURING CORRESPONDING PHASE GREEN AND IN THE DELAY MODE DURING ALL OTHER INTERVALS. DELAY DETECTORS FOR LEFT TURN LANES SHALL OPERATE IN THE DELAY MODE DURING CORRESPONDING PHASE GREEN AND IN THE NORMAL MODE DURING ALL OTHER INTERVALS.

27. DIODE TO BE CONNECTED BETWEEN TIMING FUNCTION 6, ON, AND TIMING FUNCTION 5, OMIT.
DIODE TO BE CONNECTED BETWEEN TIMING FUNCTION 2, ON, AND TIMING FUNCTION 1, OMIT.
BACKDOWN DIODES SHALL BE PROVIDED FOR ALL MAIN STREET PROTECTED/PERMISSIVE PHASES, LEFT TURN PHASES AND DUAL ENTRY SHALL BE HARDWIRED FOR MINOR STREET PHASES NOT HAVING LEFT TURN PHASES.

28. INTERSECTIONS WITH EXCLUSIVE PEDESTRIAN FEATURES, PEDESTRIAN HEADS P2 AND P6 SHALL BE WIRED SEPARATELY FROM PEDESTRIAN HEADS P4 AND P8 TO THE CONTROLLER.

29. THE CONTRACTOR SHALL VERIFY ALL MAST ARM ELEVATIONS AND LOCATIONS INCLUDING POSSIBLE UTILITY CONFLICTS PRIOR TO ORDERING MAST ARMS. THE CONTRACTOR SHALL VERIFY MAST ARM ROADWAY ORIENTATION PRIOR TO PLACEMENT. MAST ARMS OF IMPROPER SIZE OR INCORRECT ORIENTATION SHALL BE REPLACED AT CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL VERIFY THAT ALL MAST ARM ELEVATIONS WILL MEET MUTCD AND MIAMI-DADE COUNTY REQUIREMENTS FOR LOW POINT OF CLEARANCE PRIOR TO ORDERING MAST ARMS.

30. THE CONTRACTOR IS PROHIBITED FROM DEWATERING INTO SURFACE WATER. STANDARD PRACTICES SHALL BE EMPLOYED TO PREVENT CONSTRUCTION DEBRIS FROM ENTERING INLETS.

31. WHEN NO RESURFACING IS ANTICIPATED WITHIN THE PROJECT LIMITS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE FINAL QUALITY OF ALL TRENCHING AND EXCAVATION RESTORATIONS.

32. WHEN FINAL INSPECTION OF THE PROJECT IS CONDUCTED, THE CONTRACTOR SHALL FURNISH THE INSPECTOR WITH TWO COMPLETE SETS OF AS-BUILT PLANS.

33. ALL TRAFFIC SIGNALS TO BE MAINTAINED ERECT AND IN GOOD CONDITION UNLESS TO BE REMOVED PER PLANS. STOP, YIELD, DO NOT ENTER, OR ONE WAY SIGNS SHALL BE RE-ERECTED IMMEDIATELY IF BENT OR KNOCKED DOWN. ALL OTHER SIGNS TO BE REPAIRED WITHIN 24 HOURS.

34. AS SOON AS THE CONTRACT IS AWARDED, THE CONTRACTOR WILL LAY OUT ARM POLES, REQUEST UTILITIES LOCATIONS IN THE MAST ARM AREA, CONTACT THE PROJECT ENGINEER AND JOINTLY DETERMINE THE POLE LOCATION AND THE MAST ARM LENGTH. CONTRACTOR SHALL THEN SUBMIT SHOP DRAWINGS.

35. CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL PERMITS REQUIRED FOR SIGNAL INSTALLATION.

C:\Users\keldy.guzman\Documents\WORK\MDC\10.0_CAD\20180024\11 SIGN-GNRL-NOTES.dwg 3/13/20 Keldy Guzman

REVISIONS								
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

SNUBBS CONSULTING INC.
9020 SW 137TH AVE., SUITE 250
MIAMI, FLORIDA 33186
PHONE: (305) 885-6400
ERIK E. SALGADO. PE. NO. 72583

	NAME	DATE		NAME	DATE
DESIGNED BY			DRAWN BY		
CHECKED BY			CHECKED BY		
SUPERVISED BY:					

MIAMI-DADE COUNTY
DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
TRAFFIC ENGINEERING DIVISION
STEPHEN P. CLARK CENTER
111 NW 1 ST
MIAMI, FLORIDA 33128

SIGNALIZATION GENERAL NOTES

MIAMI-DADE COUNTY DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
ROADWAY ENGINEERING & RIGHT OF WAY DIVISION
NE 2ND AVE & NE 36TH ST
FROM WEST OF NE 35TH TER TO EAST OF NE 37TH ST ALLEY
PROJECT NO. 20180024 SHEET 12 OF 23

SIGNAL HEAD AND SIGN DETAILS

1/6 — 1 EXISTING (TO REMAIN)

2 4 6 8A — 5 EXISTING (TO REMAIN)

8R — 2 EXISTING (TO REMAIN)

6S — 1 EXISTING (TO REMAIN)

P6 P8 — PED. SIGNAL COUNT-DOWN 1-SECT., 1-WAY PROPOSED
653-179 3 EA

P2 P4 P6 — PED. SIGNAL COUNT-DOWN 1-SECT., 1-WAY 5 EXISTING (TO REMAIN)

5A 8A 4/7 — 2 EXISTING (TO REMAIN)

N — R10-03E (PROPOSED) 9"x12" 2 EA
COST INCLUDED IN PAY ITEM 665-11

O — R10-03E (PROPOSED) 9"x12" 1 EA
COST INCLUDED IN PAY ITEM 665-11

P — R10-03E EXISTING (TO REMAIN) 9"x12" 2 EA

V — NO TURN ON RED
EXISTING (TO REMAIN)

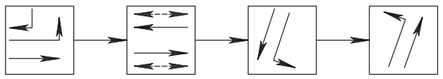
Z — EXISTING (TO REMAIN)

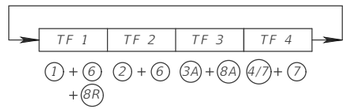
X — NE 36 ST
EXISTING (TO REMAIN)

M — Federal Hwy
D-1
18" X 75"
699-1-1 1 EA

W — Federal Hwy
D-2
18" X 73"
699-1-1 1 EA

SPECIAL S.O.P.





CONTROLLER OPERATIONS

1. MAJOR STREET: NW 36TH ST
   MINOR STREET: FEDERAL HWY/NE 2ND AVE
2. EXISTING SIGNAL OPERATING PLAN AS SHOWN
3. FLASHING OPERATION:
   2 & 6 YELLOW
   4, 8, 8A, 8R RED

NOTES:

1. SIGNAL TIMING IS TO BE PROVIDED BY MIAMI-DADE COUNTY TRAFFIC SIGNAL DIVISION.

G1	G2	G3
PROP PED SIGNAL	PROP PED SIGNAL	PROP PED SIGNAL
STA 63+22.94	STA 63+19.15	STA 25+70.18
33.97' RT	35.25' LT	29.24' LT
635-1-11 1 EA	635-1-11 1 EA	635-1-11 1 EA
659-107 1 EA	659-107 1 EA	659-107 1 EA
665-11 1 EA	665-11 1 EA	665-11 1 EA

REMOVAL ITEMS

690-10	2 EA
690-20	4 EA
690-32-2	3 EA
690-40	1 EA
690-70	1 EA
700-46-11	2 EA

CONTROLLER ITEMS

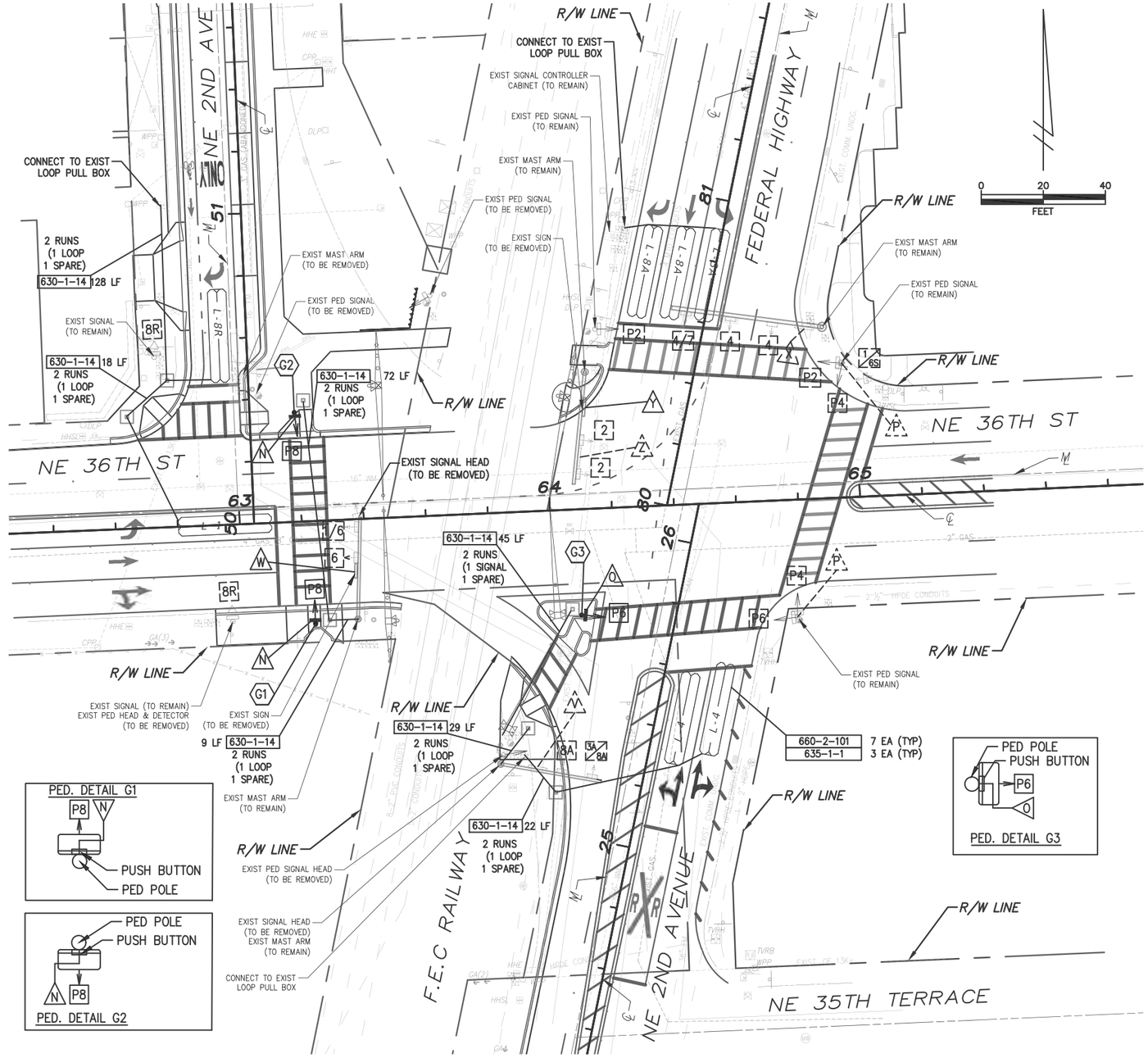
671-2-12	1 EA
632-7-1	1 PI

DETECTORS FOR LOOPS		
LOOP	NO. OF EXIST. DETS.	NO. OF LOOPS
L-1	1	1
L-3A	1	1
L-4	1	2
L-8A	1	2
L-8R	1	1

PED. DETAIL G1
P8 N
PUSH BUTTON
PED POLE

PED. DETAIL G2
PED POLE
PUSH BUTTON
N P8

PED. DETAIL G3
PED POLE
PUSH BUTTON
P6 O



ID# 2098: NE 2ND AVE & NE 36TH ST

REVISIONS								
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

SNUBBS CONSULTING INC.
9020 SW 137TH AVE, SUITE 250
MIAMI, FLORIDA 33186
PHONE: (305) 885-6400
ERIK E. SALGADO, PE. NO. 72583

	NAME	DATE		NAME	DATE
DESIGNED BY			DRAWN BY		
CHECKED BY			CHECKED BY		
SUPERVISED BY:					

MIAMI-DADE COUNTY
DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
TRAFFIC ENGINEERING DIVISION
STEPHEN P. CLARK CENTER
111 NW 1 ST
MIAMI, FLORIDA 33128

SIGNALIZATION PLAN

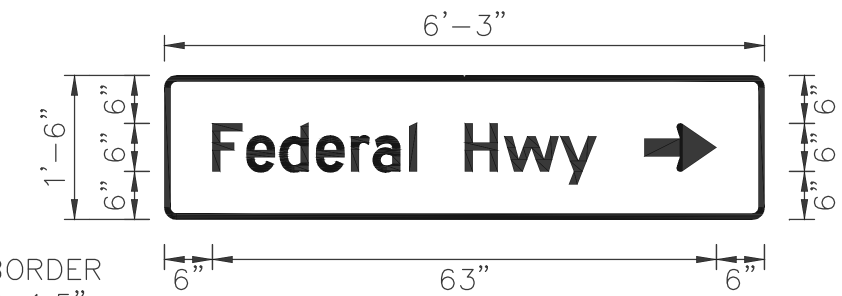
Sign D-1

SIGN NAME	D–1	QTY	1	SIGN NUMBER	STATION(S)
PANEL		BORDER			none
WIDTH	6'–3"	WIDTH	0.50"		
HEIGHT	1'–6"	RADII	1.5"		
LEGEND		COLOR			
COLOR	Green				

SYMBOL(S)	ANGLE	X	Y	WID	HT
AR_Type D	270	60	6	6	9

SIGN NUMBER	NUMBER OF POSTS	CLEARANCE Edge Of Lane	COLUMN SIZE		AVERAGE LENGTH

NO. OF LIGHT FIXTURES		FIXTURE SPACING		WATT	
PHOTOMETRIC CURVE			VOLTAGE		



BORDER
R=1.5"
TH=0.50"

Panel Style: guide_con_destination.ssi
M.U.T.C.D.: 2009 Edition

COPY	F	e	d	e	r	a	l		H	w	y		L					
SPACE	6	10.3	14.4	19	23.3	26	30.6	31.6	37.6	42.5	49.5		48					
COPY																		
SPACE																		
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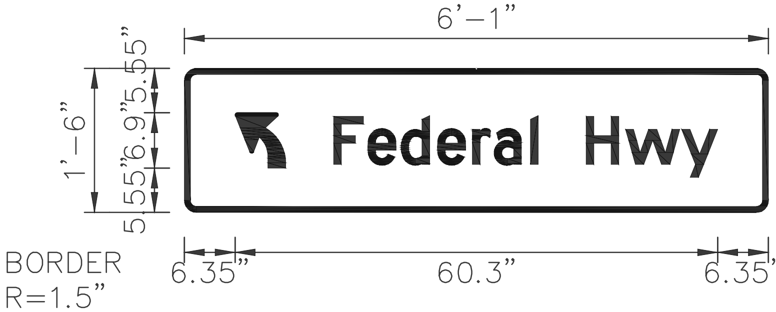
Sign D-2

SIGN NAME	D–2	QTY	1	SIGN NUMBER	STATION(S)
PANEL		BORDER			none
WIDTH	6'–1"	WIDTH	0.50"		
HEIGHT	1'–6"	RADII	1.5"		
LEGEND		COLOR			
COLOR	Green				

SYMBOL(S)	ANGLE	X	Y	WID	HT
AR45L2	0	6.3	5.5	6.3	6.9

SIGN NUMBER	NUMBER OF POSTS	CLEARANCE Edge Of Lane	COLUMN SIZE		AVERAGE LENGTH

NO. OF LIGHT FIXTURES		FIXTURE SPACING		WATT	
PHOTOMETRIC CURVE			VOLTAGE		



BORDER
R=1.5"
TH=0.50"

Panel Style: guide_con_destination.ssi
M.U.T.C.D.: 2009 Edition

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SPACE	18.7	22.9	27.1	31.6	36	38.7	43.3	44.2	50.2	55.1	62.2		48					
COPY																		
SPACE																		
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PAY ITEM NO.	DESCRIPTION	UNIT	SHEET NUMBERS 13 PLAN	13 FINAL	14 PLAN	14 FINAL							TOTAL THIS SHEET PLAN	TOTAL THIS SHEET FINAL	GRAND TOTAL PLAN	GRAND TOTAL FINAL
700-40-1	SIGN SINGLE POST (LESS THAN 12 SQ FT.)	AS.	5		1								4		4	
700-46-11	REMOVE EXISTING SIGN (SINGLE POST)	AS	4										4		4	
700-46-21	RELOCATE EXISTING SIGNS (SINGLE POST)	AS.	2										2		2	
700-3-603	SIGN PANEL REMOVE, 21-30 SF	AS.			3								3		3	
700-4-620	OVERHEAD STATIC SIGN STRUCTURE, REMOVE SPAN	AS.			1								1		1	
706-1-1	MARKER PAVEMENT RETRO-REFLECTIVE	EA	208		30								238		238	
711-11-121	THERMOPLASTIC (WHITE) (SOLID) (6")	GM	0.45		0.10								0.53		0.53	
711-11-123	THERMOPLASTIC (WHITE) (SOLID) (12")	LF	558 .10										560.10		560.10	
711-11-124	THERMOPLASTIC (WHITE) (SOLID) (18")	LF	28.70		388.20								414		414	
711-11-125	THERMOPLASTIC (WHITE) (SOLID) (24")	LF	807.50										810.50		810.50	
711-11-160	THERMOPLASTIC (WHITE) (MESSAGE)	EA	4		2								6		6	
711-11-170	THERMOPLASTIC (WHITE) (ARROWS)	EA	15		6								21		21	
711-11-221	THERMOPLASTIC (YELLOW) (SOLID) (6")	GM	0.34		0.07								0.41		0.41	
711-11-224	THERMOPLASTIC (YELLOW) (SOLID) (18")	LF	233.20										233.20		233.20	

NOTES

1. ALL SIGNING AND PAVEMENT MARKINGS SHALL CONFORM WITH THE CURRENT EDITION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS AND THE FLORIDA DEPARTMENT OF TRANSPORTATION DESIGN STANDARDS.
2. ALL EXISTING SIGNS ARE TO REMAIN UNLESS OTHERWISE SPECIFIED. BEFORE STARTING THE PROJECT, THE CONTRACTOR WILL REVIEW EXISTING SIGNS SHOWN ON THE PLANS TO BE RELOCATED OR TO REMAIN. THE CONTRACTOR WILL NOTIFY IN WRITING THE PROJECT ENGINEER OF ANY MISSING SIGNS BEFORE CONSTRUCTION STARTS. SIGNS DAMAGED BY THE CONTRACTOR'S OPERATIONS WILL BE REPLACED AT NO COST TO THE DEPARTMENT. IF EXISTING SIGNS TO BE RELOCATED HAVE A DAMAGED POLE OR A POLE NOT XX MEETING HEIGHT SPECIFICATION REQUIREMENTS, THE COST OF A NEW POLE WILL BE INCLUDED IN THE RELOCATION BID ITEM.
3. ALL PAVEMENT MARKINGS, MESSAGES, AND ARROWS SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED.
4. REFLECTIVE PAVEMENT MARKERS ARE TO BE PLACED ALONG THE ENTIRE LENGTH OF THE PROJECT.
5. MATCH EXISTING PAVEMENT MARKINGS AT THE BEGINNING AND AT THE END OF THE PROJECT AND AT ALL SIDE STREETS WITHOUT JOGS OR OFFSETS.
6. THE CONTRACTOR SHALL REMOVE EXISTING MARKINGS BY FDOT APPROVED METHOD WITHOUT DAMAGE TO THE FRICTION COURSE.
7. SIGN ASSEMBLY LOCATIONS SHOWN ON PLANS WHICH ARE IN CONFLICT WITH LIGHTING, UTILITIES, DRIVEWAYS, WHEELCHAIR RAMPS, ETC. MAY BE ADJUSTED SLIGHTLY AS DIRECTED BY THE ENGINEER. EXTREME LOCATION CHANGES MUST BE APPROVED BY MIAMI-DADE SIGNALS AND SIGNS DIVISION.
8. THE CONTRACTOR SHALL RELOCATE ALL EXISTING POST-MOUNTED STREET NAME AND STOP SIGNS TO A VISIBLE AREA UNDISTURBED BY THE CONSTRUCTION SO AS TO MINIMIZE DAMAGE TO THE SIGNS. NEW STREET NAME SIGNS WILL BE ATTACHED AT THE TOP OF THE NEW STOP SIGNS ON MINOR SIDE STREETS AT THE END OF CONSTRUCTION.
9. THE CONTRACTOR SHALL INSTALL ADVANCED WARNING SIGNS W3-1 (STOP AHEAD) AND W3-3A (SIGNAL AHEAD) ON RESPECTIVE SIDE STREETS ACCORDING TO STANDARDS AS DIRECTED BY THE ENGINEER.
10. EXTRUDED ALUMINUM SIGN SUPPORT CLAMPS ARE NOT ACCEPTABLE. ALL RELOCATED SIGNS MUST COMPLY WITH THE DESIGN STANDARDS AS IF THEY WERE NEW SIGNS. IF EXISTING CLAMPS, BRACKETS, POLES, ETC. NEED TO BE REPLACED THE COST SHALL BE INCLUDED IN THE RELOCATION PAY ITEM.
11. ANY SIGNING MATERIALS, INCLUDING SUPPORTS, TO BE REMOVED AS NOTED ON PLAN SHEETS, SHALL BE DELIVERED BY THE CONTRACTOR IN EXISTING CONDITION, IN CARE OF THE STOREKEEPER AT THE MIAMI-DADE COUNTY MAINTENANCE YARD, 7100 NW 36 STREET, MIAMI, FL 33166.
12. SCHOOL CROSSING SIGNAGE AND SCHOOL SPEED ZONE SIGNAGE TO CONFORM WITH MUTCD/FDOT STANDARDS (FLUORESCENT YELLOW-GREEN BACKGROUNDS).
13. REFLECTIVE PAVEMENT MARKERS AS PER FDOT STANDARD INDEX NO 17352.

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REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

SNUBBS CONSULTING INC.
9020 SW 137TH AVE, SUITE 250
MIAMI, FLORIDA 33186
PHONE: (305) 885-6400
ERIK E. SALGADO. PE. NO. 72583

	NAME	DATE		NAME	DATE
DESIGNED BY			DRAWN BY		
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SUPERVISED BY:					

MIAMI-DADE COUNTY
DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
TRAFFIC ENGINEERING DIVISION
STEPHEN P. CLARK CENTER
111 NW 1 ST
MIAMI, FLORIDA 33128

SIGNING & PAVEMENT MARKINGS SUMMARY OF QUANTITIES

MIAMI-DADE COUNTY DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
ROADWAY ENGINEERING & RIGHT OF WAY DIVISION
NE 2ND AVE & NE 36TH ST
FROM WEST OF NE 35TH TER TO EAST OF NE 37TH ST ALLEY
PROJECT NO. 20180024 SHEET 15 OF 23

1 OM4-2 18"X18" 700-40-1 STA.62+81.02 38.58' RT
2 R3-1 36"X36" 700-40-1 STA.63+10.65 30.15' LT
3 W4-2R 36"X36" 700-40-1 STA.80+82.84 30.41' RT
4 R1-2 36"X36"X36" 700-40-1 STA.25+24.94 34.24 LT
5 W11-2 36"X36" W16-7PL 24"X12" 700-40-1 STA.25+45.75 46.19' LT
6 W11-2 36"X36" W16-7PR 24"X12" 700-40-1 STA.25+64.49 35.38' RT

BEGIN SIGNING & PAVEMENT MARKING MATCH EXIST. PAVEMENT MARKING
STA. 62+26.09 ℄ NE 36TH ST

BEGIN SIGNING & PAVEMENT MARKING MATCH EXIST. PAVEMENT MARKING
STA. 22+89.59 ℄ NE 2ND AVE (S)

F.E.C. RAILWAY

NE 2ND AVE

NE 35TH TERRACE

NE 36TH ST

FEDERAL HIGHWAY

MATCH LINE STA. 51+60.00

END SIGNING & PAVEMENT MARKING MATCH EXIST. PAVEMENT MARKING
STA. 81+48.46 ℄ FEDERAL HIGHWAY

END SIGNING & PAVEMENT MARKING MATCH EXIST. PAVEMENT MARKING STA. 65+42.79 ℄ NE 36TH ST

0 20 40 FEET

REVISIONS								
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

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DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
TRAFFIC ENGINEERING DIVISION
STEPHEN P. CLARK CENTER
111 NW 1 ST
MIAMI, FLORIDA 33128

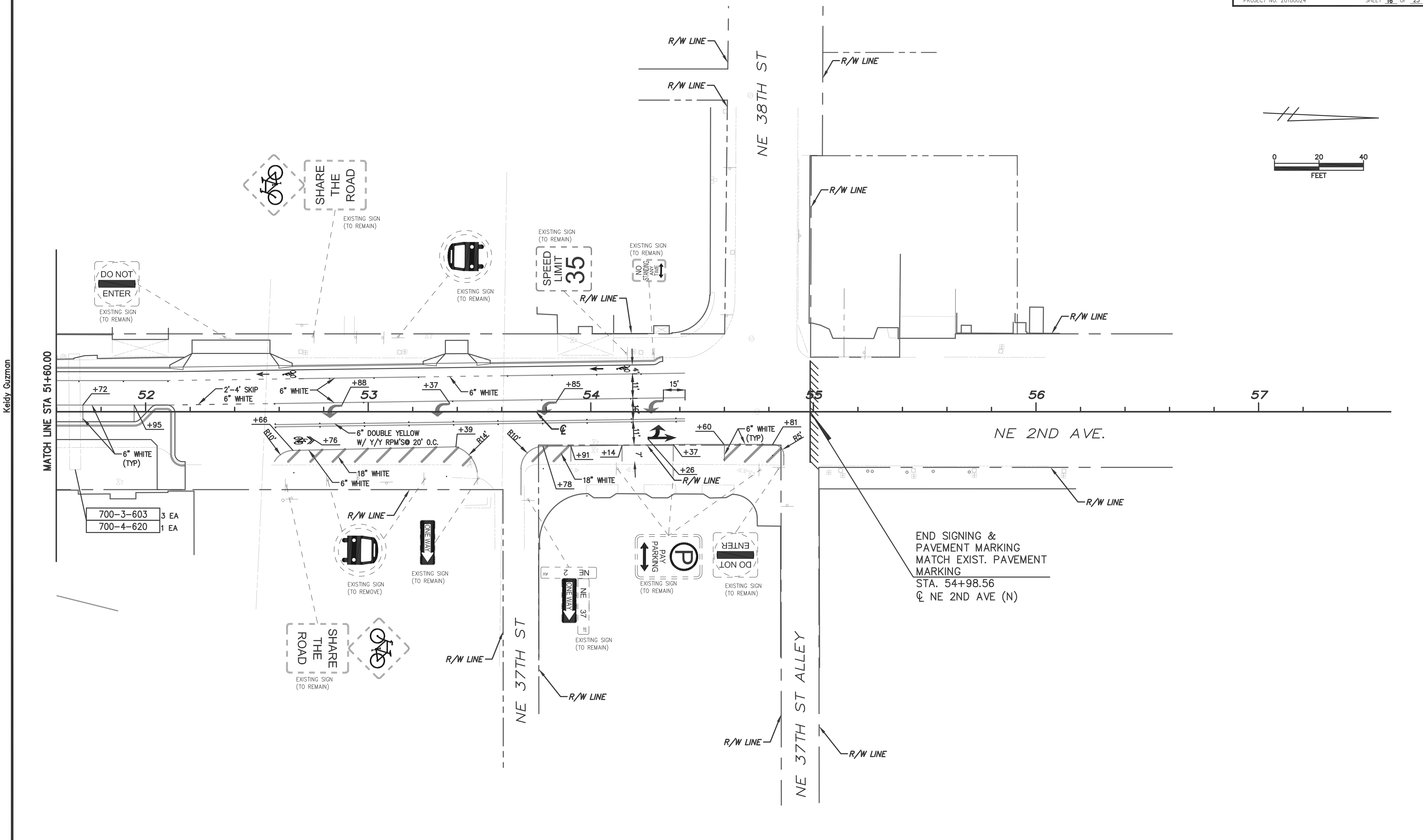
SIGNING AND PAVEMENT MARKING PLAN

Keidy Guzman
3/13/20
PLANS.dwg

MIAMI-DADE COUNTY DEPARTMENT OF TRANSPORTATION
AND PUBLIC WORKS
ROADWAY ENGINEERING & RIGHT OF WAY DIVISION

NE 2ND AVE & NE 36TH ST
FROM WEST OF NE 35TH TER TO EAST OF NE 37TH ST ALLEY

PROJECT NO. 20180024 SHEET 16 OF 23



Keidy Guzman

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
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MIAMI-DADE COUNTY
DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
TRAFFIC ENGINEERING DIVISION
STEPHEN P. CLARK CENTER
111 NW 1 ST
MIAMI, FLORIDA 33128

SIGNING AND PAVEMENT MARKING PLAN

PLANS.dwg 3/13/20

PAY ITEM NO.	DESCRIPTION	UNIT	SHEET NUMBER 16 ORIG.	16 FINAL	ORIG.	FINAL	ORIG.	FINAL	ORIG.	FINAL	TOTAL THIS SHEET ORIG.	TOTAL THIS SHEET FINAL	GRAND TOTAL ORIG.	GRAND TOTAL FINAL
630-2-12	CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE	LF	283	283							283	283	283	283
715-1-12	LIGHTING CONDUCTORS, F&I, INSULATED, NO.8 - 6	LF	900	900							900	900	900	900
715-5-50	LUMINAIRE, F&I- REPLACE EXISTING LUMINAIRE ON EXISTING POLE/ARM, ROADWAY, POLE TOP	EA	3	3							3	3	3	3
715-7-11	LOAD CENTER (INCLUDES ALL COMPONENTS AS LISTED IN THE STANDARDS)	EA	1	1							1	1	1	1
715-14-12	PULL BOX (F&I) (SIDEWALK)	EA	8	8							8	8	8	8
715-500-1	POLE CABLE DISTRIBUTION SYSTEM, FURNISH AND INSTALL, CONVENTIONAL	EA	3	3							3	3	3	3
715-516-615	LIGHT POLE COMPLETE-SPECIAL DESIGN, F&I, POLE TOP MOUNT,CAST IRON, 15'	EA	3	3							3	3	3	3

NOTES

1. ALL TRAFFIC SIGNALIZATION CONDUIT AND WIRING SHALL BE IN ACCORDANCE WITH SIGNALIZATION PLANS AND SHALL BE SUFFICIENT QUANTITY FOR COMPLETE INSTALLATION.

2. ALL HARDWARE INCIDENTAL TO THE COMPLETE SIGNALIZATION AS INDICATED ON PLAN SHEETS AND SUMMARY OF QUANTITIES SHEET SHALL BE INCLUDED IN THE COST OF ITEMS SUPPLIED.

3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING A COMPLETE ASSEMBLY WHEN SPECIFIED IN THE TABULATION OF QUANTITIES.

4. WHEN TWO, THREE, AND FOUR WAY SIGNAL HEAD BRACKETS ARE SPECIFIED, THE TOP BRACKET SHALL BE CONSTRUCTED OF HOLLOW CAST ALUMINUM AND THE BOTTOM BRACKET SHALL BE CAST ALUMINUM, BOTH WITH STAINLESS STEEL STUDS, WASHERS, AND NUTS.

5. SIGNAL HEADS SHALL BE OF CAST ALUMINUM AND SHALL HAVE FLAT BLACK BODIES WITH FLAT BLACK TUNNEL VISORS AND DOORS. THE SIGNAL LENSES SHALL BE GLASS.

6. ALL GROUND RODS SHALL BE COPPER CLAD 5/8" X10'-0" SECTIONS WITH BONDING WIRE AND CLAMP.

7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPENSATING AT&T FOR PROVIDING AND CONNECTING SERVICE PICK-UP. THE CONTRACTOR SHALL ALSO PROVIDE PULL WIRE FOR AT&T SERVICE CONDUIT.

8. THE CONTRACTOR SHALL CONTACT FP&L AND AT&T REPRESENTATIVE PRIOR TO INSTALLING CONDUITS TO THEIR MANHOLES. THE SERVICE CONDUIT SHALL BE BROUGHT TO THE MANHOLES FROM THE SIDES AND NOT THE TOP.

9. CONTRACTOR SHALL REPLACE ENTIRE SIDEWALK FLAG WHEN SIDEWALK IS DISTURBED BY CONSTRUCTION. CONTRACTOR SHALL RESTORE EXISTING PAVEMENT MARKINGS DISTURBED BY TRENCHING OR SAW CUTTING.

10. INSTALL SPARE CONDUIT OF EQUAL LENGTH TO SIGNAL CONDUIT WITHIN SAME TRENCH.

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REVISIONS								
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

SNUBBS CONSULTING INC.
9020 SW 137TH AVE, SUITE 250
MIAMI, FLORIDA 33186
PHONE: (305) 885-6400
ERIK E. SALGADO. PE. NO. 72583

	NAME	DATE		NAME	DATE
DESIGNED BY			DRAWN BY		
CHECKED BY			CHECKED BY		

SUPERVISED BY:

MIAMI-DADE COUNTY
DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
TRAFFIC ENGINEERING DIVISION
STEPHEN P. CLARK CENTER
111 NW 1 ST
MIAMI, FLORIDA 33128

LIGHTING SUMMARY OF QUANTITIES

MIAMI-DADE COUNTY DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
ROADWAY ENGINEERING & RIGHT OF WAY DIVISION
NE 2ND AVE & NE 36TH ST
FROM WEST OF NE 35TH TER TO EAST OF NE 37TH ST ALLEY
PROJECT NO. 20180024 SHEET 18 OF 23

0 20 40
FEET

R/W LINE
NE 38TH ST
EXIST LIGHT POLE (TO BE REMOVED BY FPL)
STA 52+69 POLE 4 CKT A1
CONNECT TO EXIST CONDUIT RUN NEW CONDUCTORS 2 #6, 1 #6GRD
STA 53+14 POLE 5 CKT A1
STA 54+22 POLE 6 CKT A1
EXIST CKT (TO BE REMOVED)
℄ NE 2ND AVE
51 52 53 54 55 56
CKT A1 2 #6 1 #6GRD
N 2° 27' 25" W
NE 2ND AVE
STA 50+67 POLE 1 CKT A1
STA 51+34 POLE 2 CKT A1
STA 52+00 POLE 3 CKT A1
NOTE 2
2 #2 1 #2GRD
EXIST LIGHT POLE (TO BE REMOVED BY FPL)
PROP METER AND DISCONNECT STA. 51+24.51 34.56' RT
NOTE 1
EXIST LIGHT POLE TO REMAIN
BEGIN LIGHTING PLAN STA. 50+48.27 ℄ NE 2ND AVE (N)
END LIGHTING PLAN STA. 55+13.32 ℄ NE 2ND AVE (N)
NE 37TH ST
NE 37TH ST ALLEY
81
N 11° 29' 29" E
℄ SURVEY FEDERAL HWY

NOTE 1
PROPOSED LOAD CENTER A
STA 51+13.29, 38.96' RT
120V / 240V, 1PH, 3 WIRES
CIRCUIT BREAKER
CKT A1 – 15 AMPS

NOTE 2
PROPOSED FPL SERVICE POINT
STA 51+41.85, 27.54' RT

REVISIONS								
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

snubbs
SNUBBS CONSULTING INC.
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MIAMI, FLORIDA 33186
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LIGHTING PLAN

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POLE DATA

POLE NO.	STATION	DIST. OR ARM	LUMINAIRE WATTAGE	M.H.	POLE SET BACK AND NOTES	FINAL
1	50+67.99	TOP MOUNT	65 W	15 FT	BACK OF SWK	
2	51+34.25	TOP MOUNT	65 W	15 FT	BACK OF SWK	
3	52+00.20	TOP MOUNT	65 W	15 FT	BACK OF SWK	
4	52+69.72	RETROFIT	65 W	EXIST	EXIST	
5	53+14.05	RETROFIT	65 W	EXIST	EXIST	
6	54+22.54	RETROFIT	65 W	EXIST	EXIST	

LEGEND

SYMBOLS	DESCRIPTION
	PROPOSED LED LUMANAIRE WITH 6100 LUMENS OUTPUT,DESIGNED FOR ROADWAY TYPE IV, COLOR TEMPERATURE 4000K, WIRED FOR 240V OPERATION INSTALED IN NEW TOP MOUNT POLE. USE GE LED LUMINAIRE WITH PHOTOMETRIC FILE EPAS02-06D40__B.IES
	EXISTING POLE TO BE RETROFITED WITH LED LUMINAIRE. USE GE LED LUMINAIRE WITH PHOTOMETRIC FILE EPAS02_06D40__B.IES
	PROPOSED LED LUMANAIRE WITH 6100 LUMENS OUTPUT,DESIGNED FOR ROADWAY TYPE VS, COLOR TEMPERATURE 4000K, WIRED FOR 240V OPERATION INSTALED IN NEW TOP MOUNT POLE. USE GE LED LUMINAIRE WITH PHOTOMETRIC FILE EPAS02-06C40__B.IES
	EXISTING LIGHT POLE TO BE REMAIN
	EXISTING LIGHT POLE TO BE REMOVED BY FPL
	2" SCHEDULE 40 PVC CONDUITS AT ROADWAY CROSSINGS WITH CONDUCTORS AS SHOWN ON PLAN SHEETS. EXTEND CONDUIT BEYOND EDGE OF PROPOSED PAVEMENT TO PULL BOXES. RUN 1 #6 AWG THW GREEN INSULATED GROUND INSIDE CONDUIT.
	SERVICE POINT
	PULL BOXES REQUIRED AT: 1. TWO (2) PULL BOXES AT BASE OF SERVICE POLE. 2. AT BASE AT EACH POLE. 3. AS NECESSARY FOR COMPLETION OF THE PROJECT.
	PROPOSED LOAD CENTER

LIGHTING DESIGN CRITERIA

1. AVERAGE MAINTAINED ILLUMINATION = 1.50 F.C.
2. UNIFORMITY RATIO (4.0 : 1)
3. MAXIMUM TO MINIMUM RATIO (LESS THAN 10 : 1)
4. LIGHT SOURCE = LED
5. WIND SPEED =160 M/H

GENERAL NOTES

1. POWER COMPANY SHALL PROVIDE INCOMING SERVICE AT LOCATION SPECIFIED IN ACCORDANCE WITH THE PLANS. THE DATE REQUIRED FOR INCOMING SERVICE TO BE COMPLETED MUST BE COORDINATED BY THE CONTRACTOR WITH THE POWER COMPANY AT THE PRE CONSTRUCTION MEETING.
2. ALL EXPOSED CONDUIT OR SURFACE MOUNTED CONDUIT SHALL BE GALVANIZED STEEL AND GROUNDED.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING AND AVOIDING ALL UNDERGROUND AND STRUCTURAL CONFLICTS IN COOPERATION WITH THE UTILITY COMPANY(S).
4. STATIONING MAY BE ADJUSTED AS DIRECTED TO AVOID UTILITY OR STRUCTURAL CONFLICTS NOT INDICATED IN THE PLANS.
5. SIDEWALK SLABS DAMAGED DURING CONSTRUCTION SHALL BE REPLACED IN FULL AND COLORED WHEN NECESSARY TO MATCH THE EXISTING SIDEWALK.
6. CONTRACTOR MUST MAINTAIN THE EXISTING LIGHTING SYSTEM IN OPERATION OR SUPPLY A TEMPORARY ONE UNTIL THE NEW LIGHTING SYSTEM CAN BE ACTIVATED. IF THE EXISTING LIGHTING SYSTEM IS OWNED BY F.P.&L, SEE FDOT SPECIFICATION FOR ROADWAY LIGHTING SPECIAL PROVISIONS, SECTION 715.
7. ALL MATERIAL, UNLESS OTHERWISE SPECIFIED, SHALL BE UNDERWRITERS LABORATORY APPROVED.
8. POLES, BRACKET ARMS, AND TRANSFORMER BASES SHALL BE ALUMINUM AND DESIGNED IN ACCORDANCE WITH LOCAL DESIGN CRITERIA USING THE APPLICABLE EQUATIONS FOUND IN THE AASHTO PUBLICATION "STANDARD SPECIFICATIONS FOR HIGHWAY, SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS," CURRENT EDITION.
9. THE WIRES AT THE POLE, HANDHOLE, AND PULL BOXES SHALL BE LOOPED AS INDICATED IN THE PLAN DETAIL WITH SUFFICIENT LENGTH TO COMPLETELY REMOVE CONNECTORS TO THE OUTSIDE, TO MAKE THEM ACCESSIBLE FOR CHANGING FUSES AND TROUBLE SHOOTING THE SYSTEM.
10. THE LUMINAIRE MANUFACTURER SHALL PLACE A PERMANENT TAG ON THE LUMINAIRE HOUSING ON WHICH IS IMPRINTED THE FOLLOWING INFORMATION: WATTAGE, BALLAST TYPE, LAMP SHOWN ON DESIGN PLANS, LAMP SETTING (POSITION IN LUMINAIRE), I.E.S., LIGHT DISTRIBUTION WITH THIS LAMP IN THE POSITION SPECIFIED, INPUT VOLTAGE AND POWER FACTOR, LUMINAIRE PHOTOMETRIC SUBMITTALS REQUIRED.
11. GROUND RODS SHALL HAVE A RESISTANCE TO GROUND NOT TO EXCEED 25 OHMS. WHERE THE RESISTANCE IS NOT AS LOW AS 25 OHMS, TWO OR MORE GROUND RODS CONNECTED IN PARALLEL SHALL BE USED.
12. CONTRACTOR WILL INCLUDE IN THE COST OF THE LIGHTING POLE ANY LEVELING AND GRADING REQUIRED TO INSURE THAT ALL POLES ARE INSTALLED AT THE PROPER ELEVATION.
13. ALL SALVAGEABLE MATERIALS AND ALL MATERIALS TO BE FURNISHED BY THE CONTRACTOR SHALL BE TRANSPORTED AND OFF LOADED TO THE FOLLOWING LOCATION FOR INSPECTION AND ACCEPTANCE BY THE COUNTY:
    MIAMI-DADE COUNTY MAINTENANCE YARD
    7100 NW 36th STREET
    MIAMI, FL 33166
    TELEPHONE: (305) 592-3580
14. CONTRACTOR MUST CONTACT BELL SOUTH, FP&L, AND OTHER UTILITY COMPANIES PRIOR TO THE COMMENCEMENT OF CONSTRUCTION AND MUST NOTIFY ENGINEER AND MIAMI-DADE COUNTY IF FIELD CONDITIONS DIFFER FROM CONDITIONS INDICATED ON THESE DRAWINGS.
15. IN ACCORDANCE WITH THE NATIONAL ELECTRIC CODE (N.E.C.) OR WITH THE MIAMI-DADE COUNTY STANDARDS, THE CONTRACTOR MUST IDENTIFY ALL CIRCUITS AND EQUIPMENT INCLUDING THE PROPOSED LIGHT POLE ASSEMBLIES.
16. PULL BOXES, JUNCTION BOXES, AND ALL ELECTRICAL WORK MUST CONFORM TO N.E.C. (LATEST REQUIREMENTS), THE NATIONAL ELECTRICAL SAFETY CODE AND MIAMI-DADE COUNTY STANDARDS.
17. USE PVC SCHEDULE 40 CONDUIT THROUGHOUT THE ENTIRE UNDERGROUND SYSTEM, AT STREET CROSSINGS THE CONDUIT SHOULD BE EMBEDDED IN 1:10 CONCRETE MIXTURE.
18. ANY INCIDENTAL ITEMS OR ACCESSORIES REQUIRED TO COMPLETE THE WORK FOR A GIVEN BID ITEM, SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE BID FOR THAT SPECIFIC ITEM AS INDICATED IN THE BID FORM. INCIDENTAL ITEMS MAY INCLUDE, BUT ARE NOT LIMITED TO: ELBOWS, SPLIT BOLT CONNECTORS, FUSES AND FUSE HOLDERS, ELECTRICAL TAPE, SCOTCHKOTE, PVC GLUE, TRENCHING, BACKFILLING, PAVEMENT RESTORATION, CONCRETE SLAB REPLACEMENT, ETC.
19. POLES SHALL HAVE A FRANGIBLE TRANSFORMER BASE.
20. ALL GROUNDING CONNECTIONS SHALL BE EXOTHERMICALLY WELDED FOLLOWING THE MANUFACTURER'S GUIDELINES.
21. CONTRACTOR MUST MINIMIZE TRENCHING ACROSS STREETS BY COORDINATING THE LIGHT PLANS WITH THE SIGNALIZATION INTERCONNECT CONDUIT/WIRING AS DEPICTED ON THESE DRAWINGS.
22. MAINTAINING AGENCY FOR LIGHTING IS MIAMI-DADE COUNTY. CONTRACTOR MUST CONTACT/COORDINATE WITH APPLICABLE COUNTY OFFICIALS AND INSPECTORS PRIOR TO CONSTRUCTION.
23. CONTRACTOR SHALL MAINTAIN SAFE ACCESS TO SIDE STREETS, PRIVATE, AND COMMERCIAL DRIVEWAYS AT ALL TIMES DURING CONSTRUCTION.
24. ALL CONDUIT TRENCHING MUST BE PROPERLY BACKFILLED TO PROVIDE SAFE CROSSING AT THE END OF EACH WORK DAY OR WHENEVER THE WORK ONE BECOMES INACTIVE.
25. THE CONTRACTOR MUST EXERCISE EXTREME CAUTION WHEN WORKING THE VICINITY OF EXISTING AND PROPOSED UNDERGROUND AND OVERHEAD UTILITIES.
26. STREET LIGHTS MUST COMPLY WITH OSHA REQUIRED MINIMUM CLARENCE SEPARATION FROM FPL LINES AND COMMUNICATION LINES

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REVISIONS								
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

SNUBBS CONSULTING INC.
9020 SW 137TH AVE, SUITE 250
MIAMI, FLORIDA 33186
PHONE: (305) 885-6400
ERIK E. SALGADO. PE. NO. 72583

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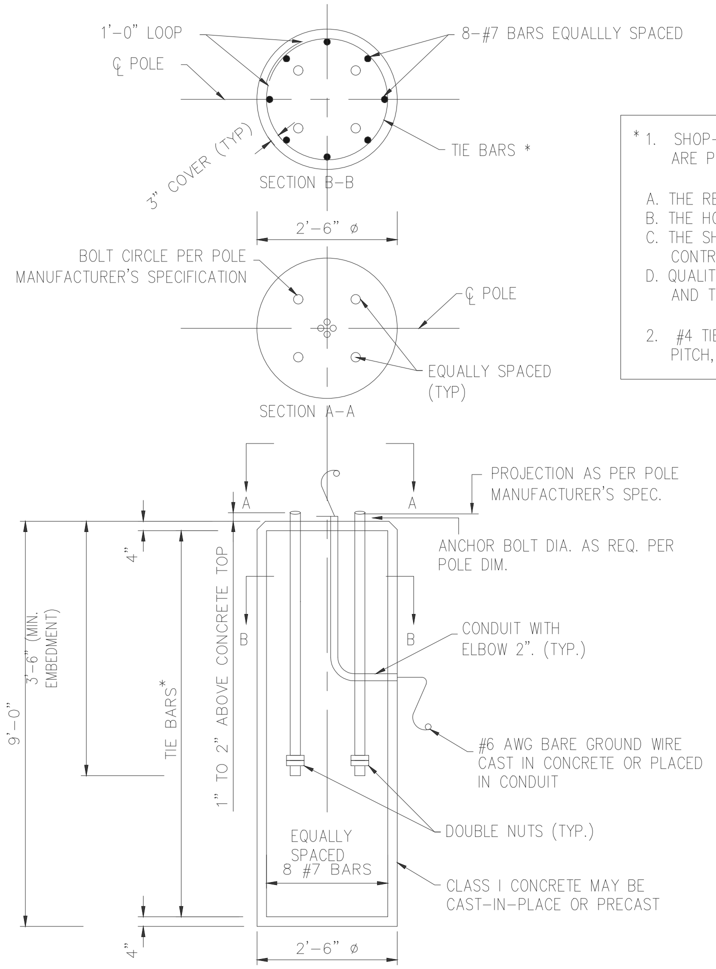
MIAMI-DADE COUNTY
DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
TRAFFIC ENGINEERING DIVISION
STEPHEN P. CLARK CENTER
111 NW 1 ST
MIAMI, FLORIDA 33128

LIGHTING
POLE DATA AND LEGEND



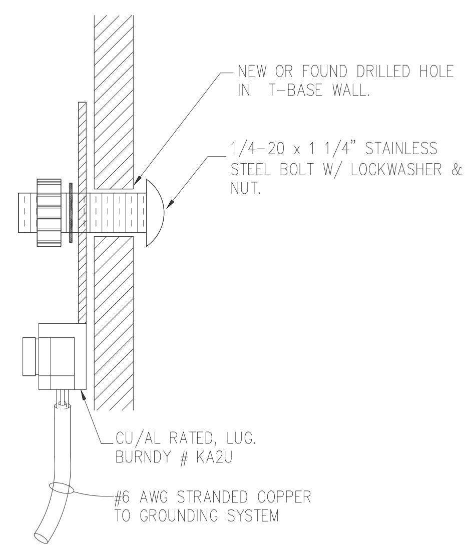
* #4 TIE BARS @ 12" CENTERS (MAX.) OR D10 (OR W10) SPIRAL @ 6" PITCH, 3 FLAT TURNS TOP AND 1 FLAT TURN BOTTOM.

FDOT INDEX 17515 – 150 MPH BASE DETAIL
N.T.S.

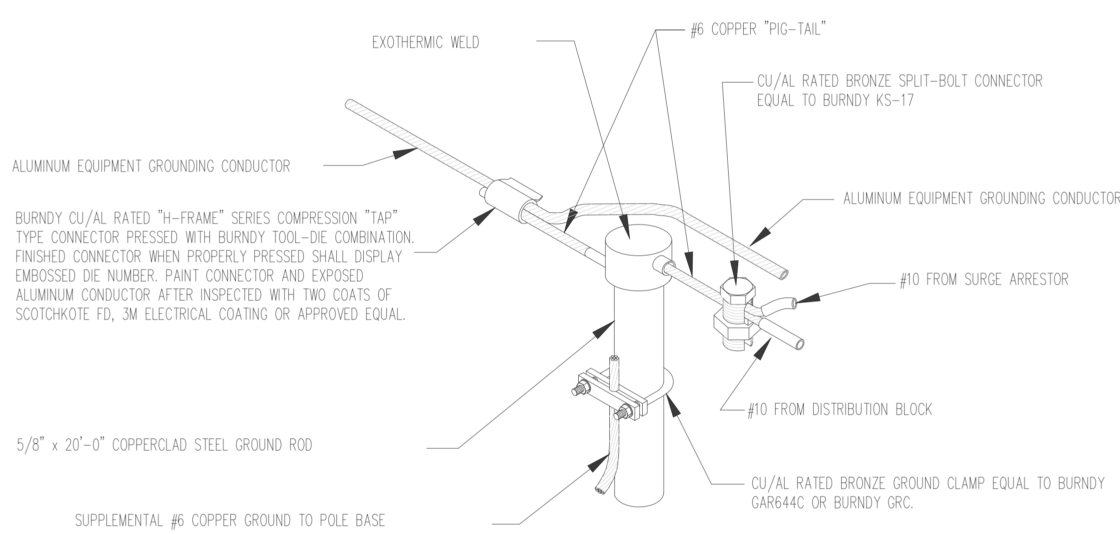
* 1. SHOP-WELD ASSEMBLIES OF FOUNDATION STIRRUP REINFORCING BARS ARE PERMITTED IN REINFORCED CONCRETE FOUNDATION PROVIDED THAT:

A. THE REINFORCING BARS CONFORM TO ASTM SPECIFICATION A706/706M.
B. THE HOLDING WIRES CONFORM TO ASTM SPECIFICATION A82 OR A496.
C. THE SHOP WELDING IS PERFORMED BY MACHINES UNDER A CONTINUOUS, CONTROLLED PROCESS, APPROVED BY THE ENGINEER.
D. QUALITY CONTROL TESTS ARE PERFORMED ON SHOP-WELDED SPECIMENS AND THE TEST RESULTS ARE AVAILABLE, UPON REQUEST, TO THE ENGINEER.

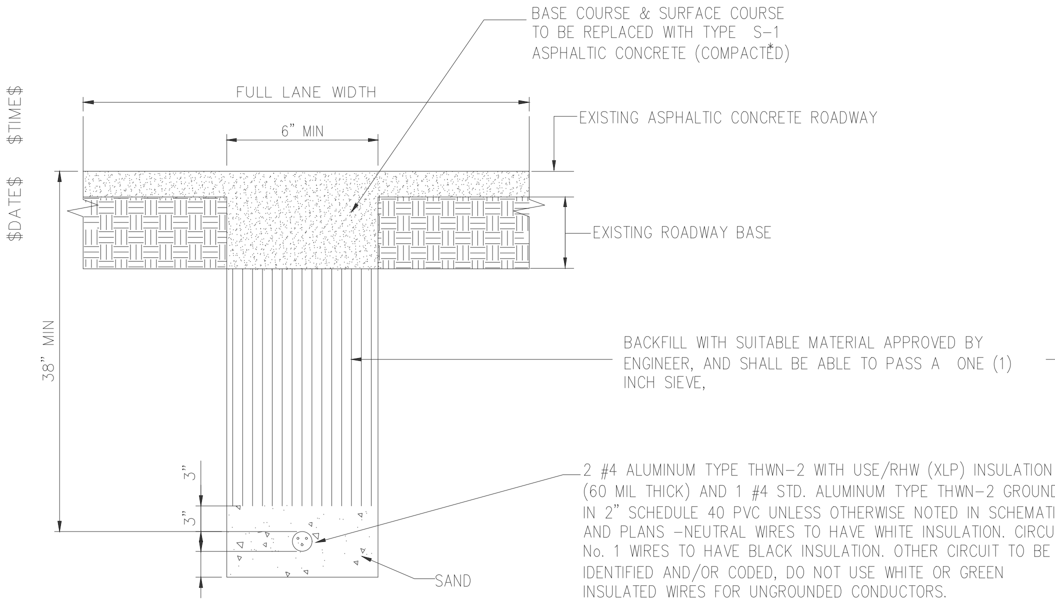
2. #4 TIE BARS @ 12" CENTERS (MAX.) OR D10 (OR W10) SPIRAL @ 6" PITCH, 3 FLAT TURNS TOP AND 1 FLAT TURN BOTTOM.



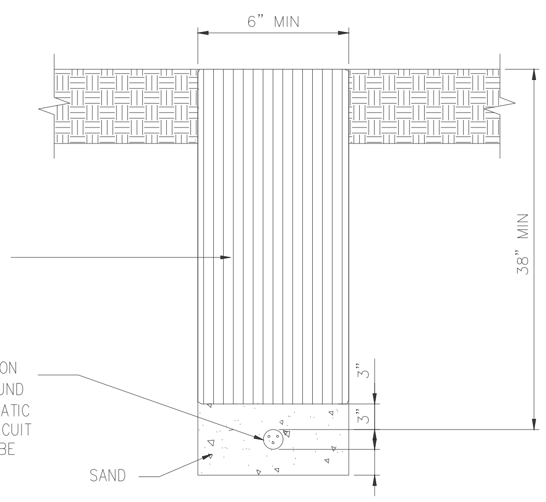
GROUND LUG DETAIL
N.T.S.



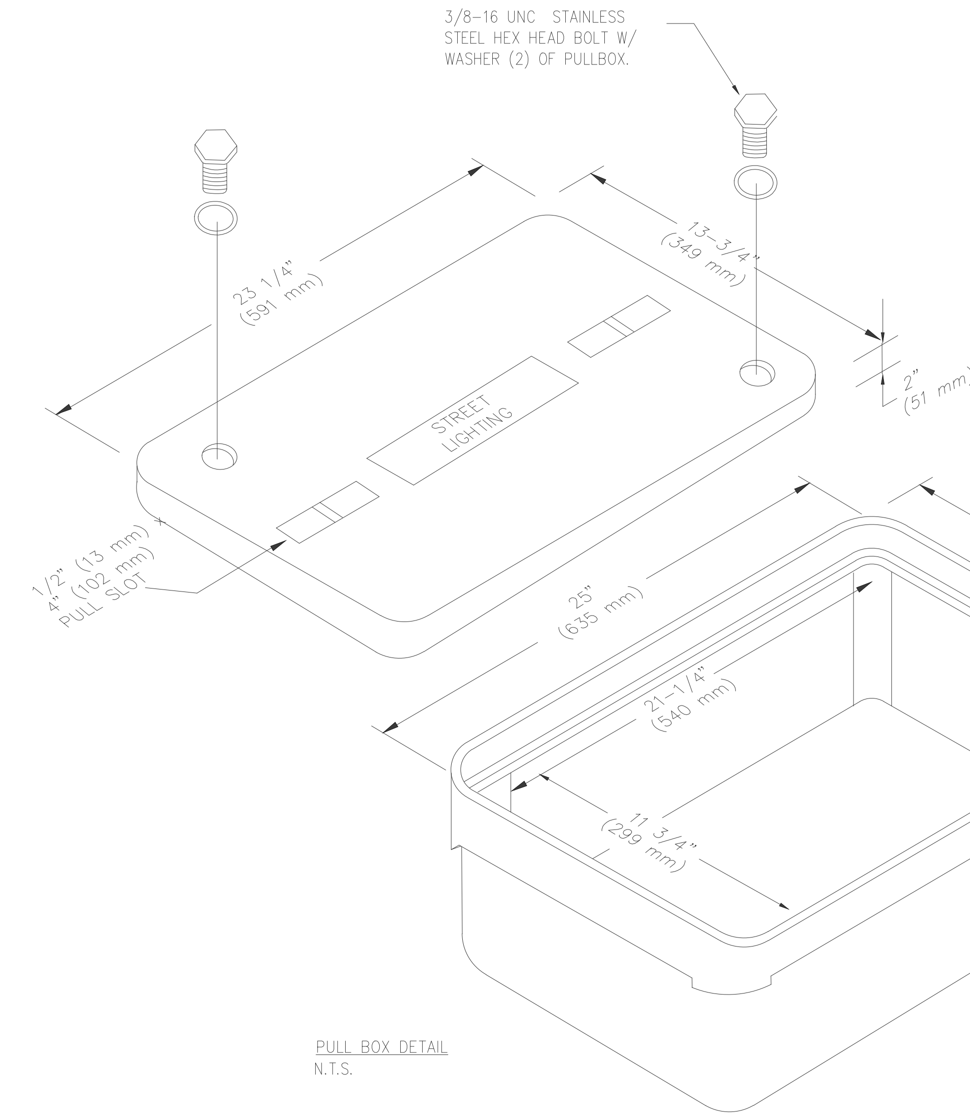
CABLE TO GROUND ROD DETAIL
N.T.S.



TRENCH DETAIL (ROAD)
N.T.S.



TRENCH DETAIL (SWALE)
N.T.S.



PULL BOX DETAIL
N.T.S.

PULL BOX SPECIFICATION.

1. ALL STREET LIGHT PULLBOXES SHALL HAVE AN OPEN-BOTTOM, QUAZITE POLYMER CONCRETE DESIGN OR PRECAST CONCRETE DESIGN CONSTRUCTED OF CLASS I CONCRETE HAVING A MINIMUM COMPRESSIVE STRENGTH OF 2,500 PSI AT TWENTY-EIGHT (28) DAYS. POLYMER CONCRETE PULLBOX SHALL BE QUAZITE PRODUCT NO. PG1324BA12 OR APPROVED EQUIVALENT. CONCRETE PULLBOX SHALL BE BROOKS 38 SERIES OR APPROVED EQUIVALENT. IN EITHER CASE, BOTH PULLBOXES SHALL BE CONSTRUCTED PER ABOVE SPECIFIED MANUFACTURERS SIZE, MATERIALS AND PERFORMANCE SPECIFICATIONS. THEREFORE, BELOW SPECIFIED PULLBOX COVER SHALL BE FULLY INTER- CHANGEABLE WITH EITHER PULLBOX. ALL PULLBOX COVERS FURNISHED AND INSTALLED SHALL BE POLYMER CONCRETE QUAZITE PRODUCT NO. PG1324HA00 OR APPROVED EQUIVALENT. NO OTHER DESIGN, SIZE, MODIFICATION OR MATERIALS SHALL BE ACCEPTABLE. PULLBOX COVERS SHALL BE MARKED "STREET LIGHTING" OR "ELECTRIC / MIAMI-DADE HD".

2. IN SITUATIONS WHERE PULLBOX IS LOCATED OUTSIDE OF SIDEWALK, i.e. SWALE AREA. THE PULLBOX IS TO HAVE A 5'x5'x6" CONCRETE APRON (6" THICK) PLACED AROUND IT. COST OF CONCRETE APRON IS TO BE INCLUDED IN THE PULLBOX INSTALLATION COST.

$TIME$ $DATE$

REVISIONS								
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

SNUBBS CONSULTING INC.
9020 SW 137TH AVE, SUITE 250
MIAMI, FLORIDA 33186
PHONE: (305) 885-6400
ERIK E. SALGADO, PE. NO. 72583

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MIAMI-DADE COUNTY
DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
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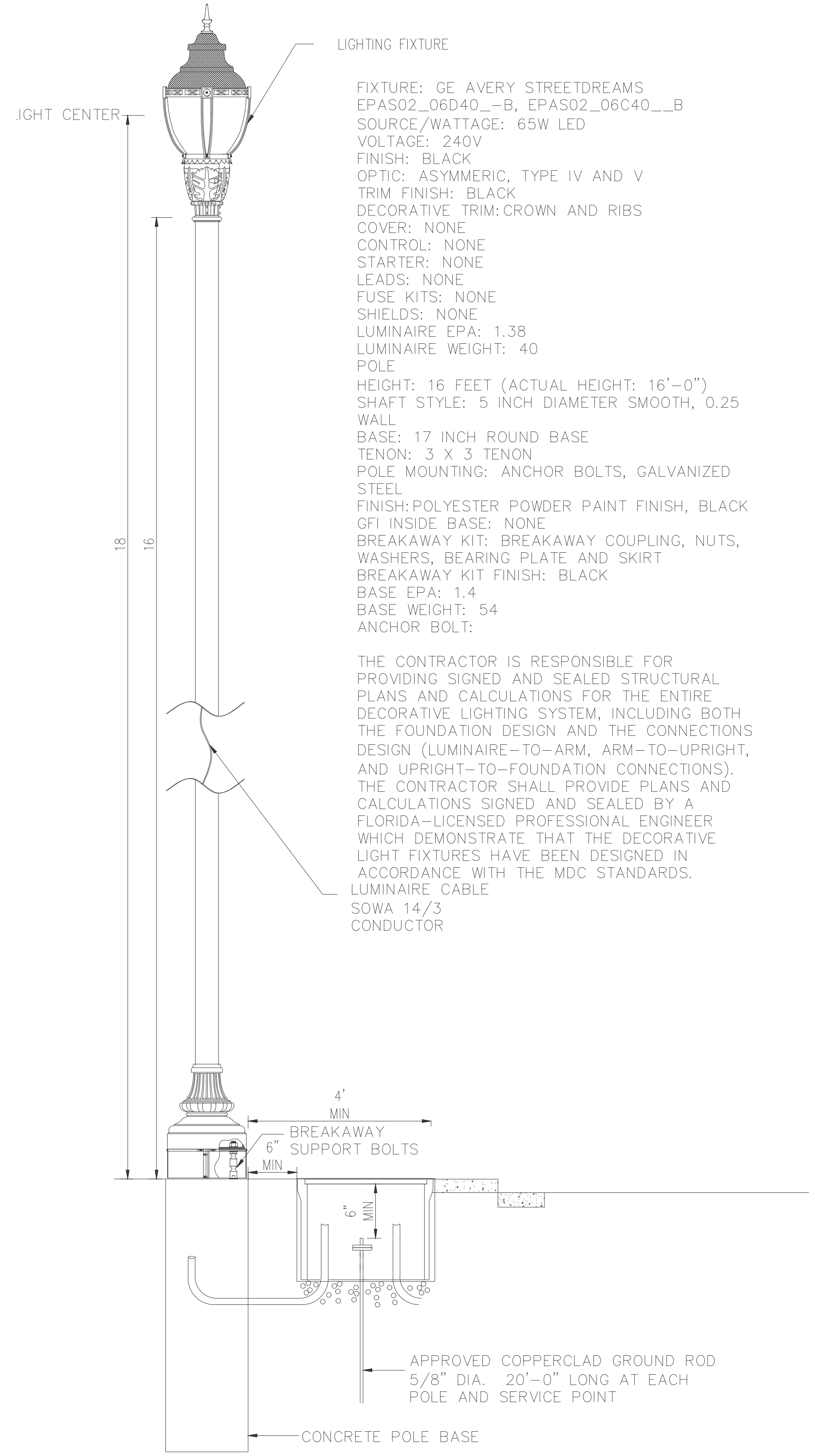
STEPHEN P. CLARK CENTER
111 NW 1 ST
MIAMI, FLORIDA 33128

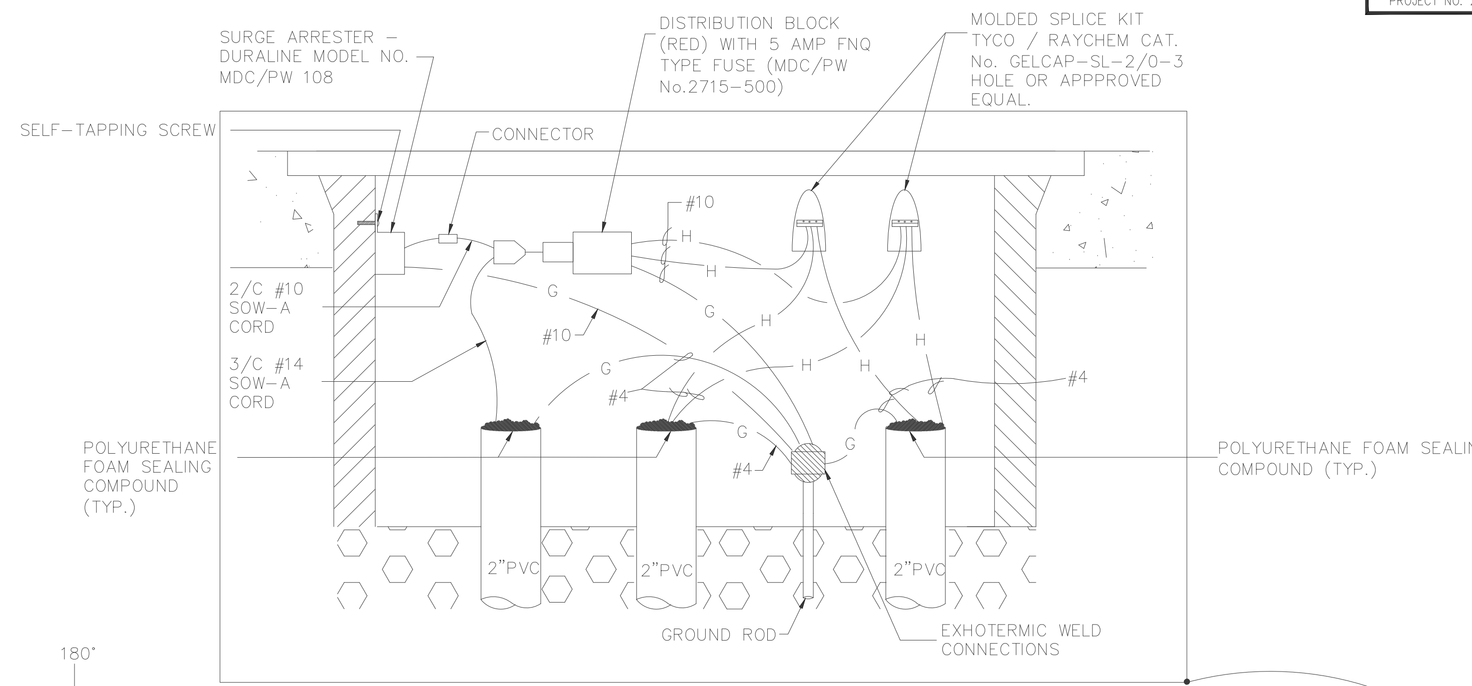
POLE DETAIL

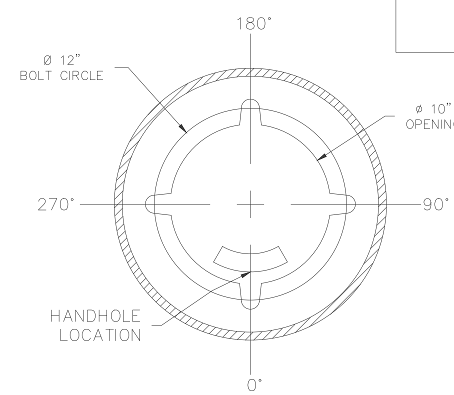


FIXTURE: GE AVERY STREETDREAMS
EPAS02_06D40_-B, EPAS02_06C40__B
SOURCE/WATTAGE: 65W LED
VOLTAGE: 240V
FINISH: BLACK
OPTIC: ASYMMERIC, TYPE IV AND V
TRIM FINISH: BLACK
DECORATIVE TRIM: CROWN AND RIBS
COVER: NONE
CONTROL: NONE
STARTER: NONE
LEADS: NONE
FUSE KITS: NONE
SHIELDS: NONE
LUMINAIRE EPA: 1.38
LUMINAIRE WEIGHT: 40
POLE
HEIGHT: 16 FEET (ACTUAL HEIGHT: 16'-0")
SHAFT STYLE: 5 INCH DIAMETER SMOOTH, 0.25 WALL
BASE: 17 INCH ROUND BASE
TENON: 3 X 3 TENON
POLE MOUNTING: ANCHOR BOLTS, GALVANIZED STEEL
FINISH: POLYESTER POWDER PAINT FINISH, BLACK
GFI INSIDE BASE: NONE
BREAKAWAY KIT: BREAKAWAY COUPLING, NUTS, WASHERS, BEARING PLATE AND SKIRT
BREAKAWAY KIT FINISH: BLACK
BASE EPA: 1.4
BASE WEIGHT: 54
ANCHOR BOLT:

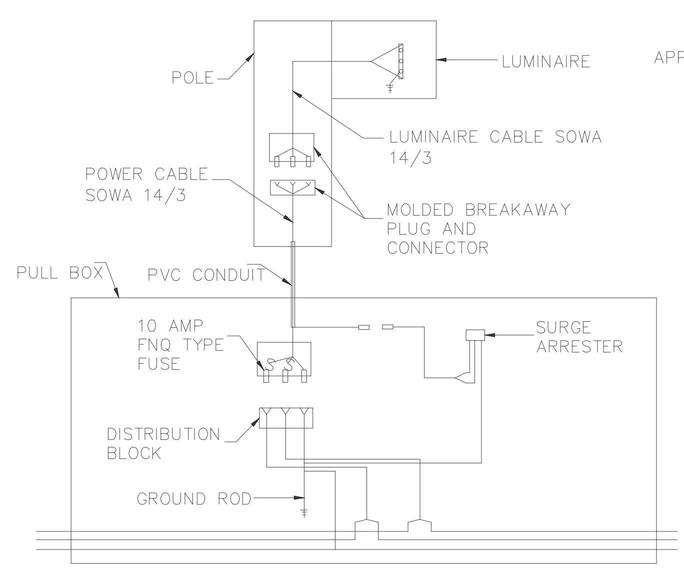
THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING SIGNED AND SEALED STRUCTURAL PLANS AND CALCULATIONS FOR THE ENTIRE DECORATIVE LIGHTING SYSTEM, INCLUDING BOTH THE FOUNDATION DESIGN AND THE CONNECTIONS DESIGN (LUMINAIRE-TO-ARM, ARM-TO-UPRIGHT, AND UPRIGHT-TO-FOUNDATION CONNECTIONS). THE CONTRACTOR SHALL PROVIDE PLANS AND CALCULATIONS SIGNED AND SEALED BY A FLORIDA-LICENSED PROFESSIONAL ENGINEER WHICH DEMONSTRATE THAT THE DECORATIVE LIGHT FIXTURES HAVE BEEN DESIGNED IN ACCORDANCE WITH THE MDC STANDARDS.

TYPICAL METAL POLE INSTALLATION DETAIL
N.T.S.

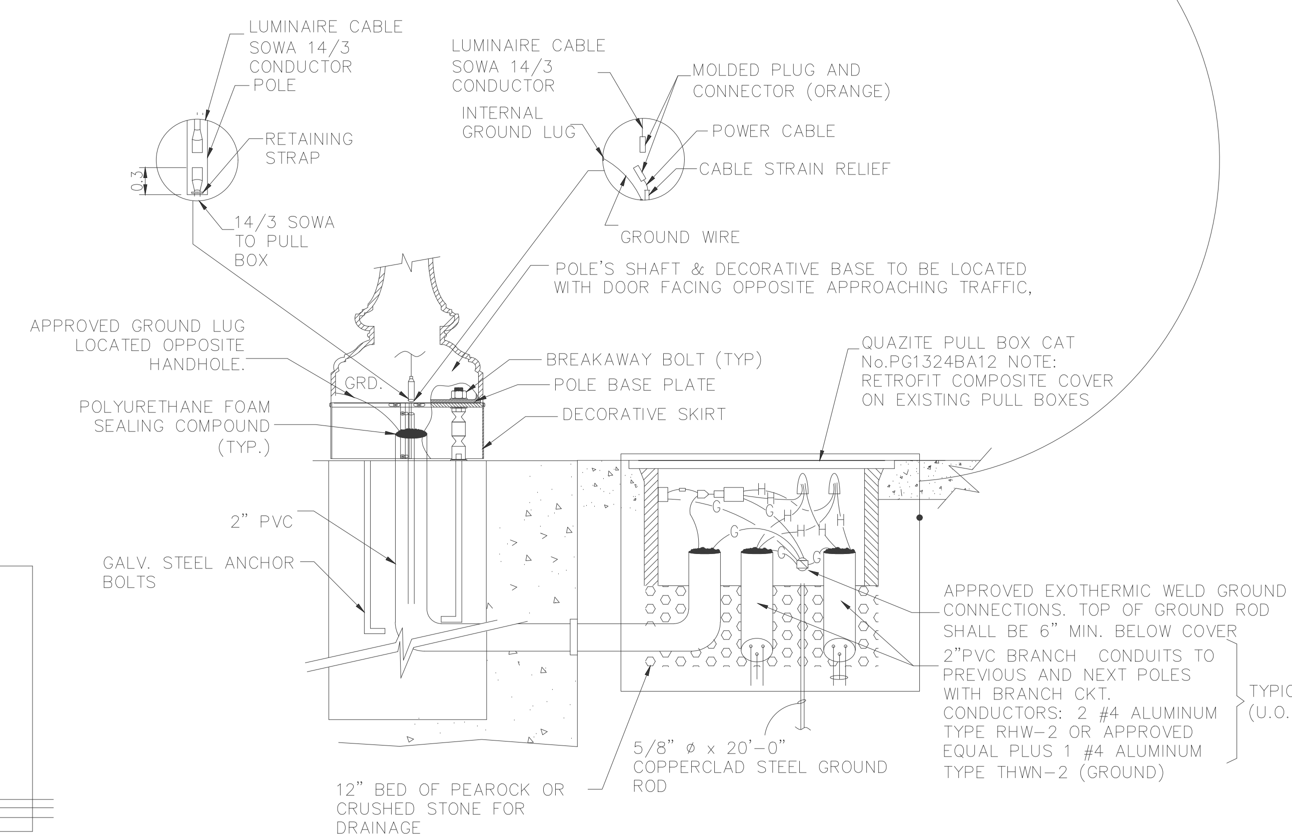




ANCHORAGE DETAIL
N.T.S.



WIRING DIAGRAM
N.T.S.



POLE WIRING DETAIL WITH PULL BOX
NTS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

REVISIONS

SNUBBS CONSULTING INC.
9020 SW 137TH AVE, SUITE 250
MIAMI, FLORIDA 33186
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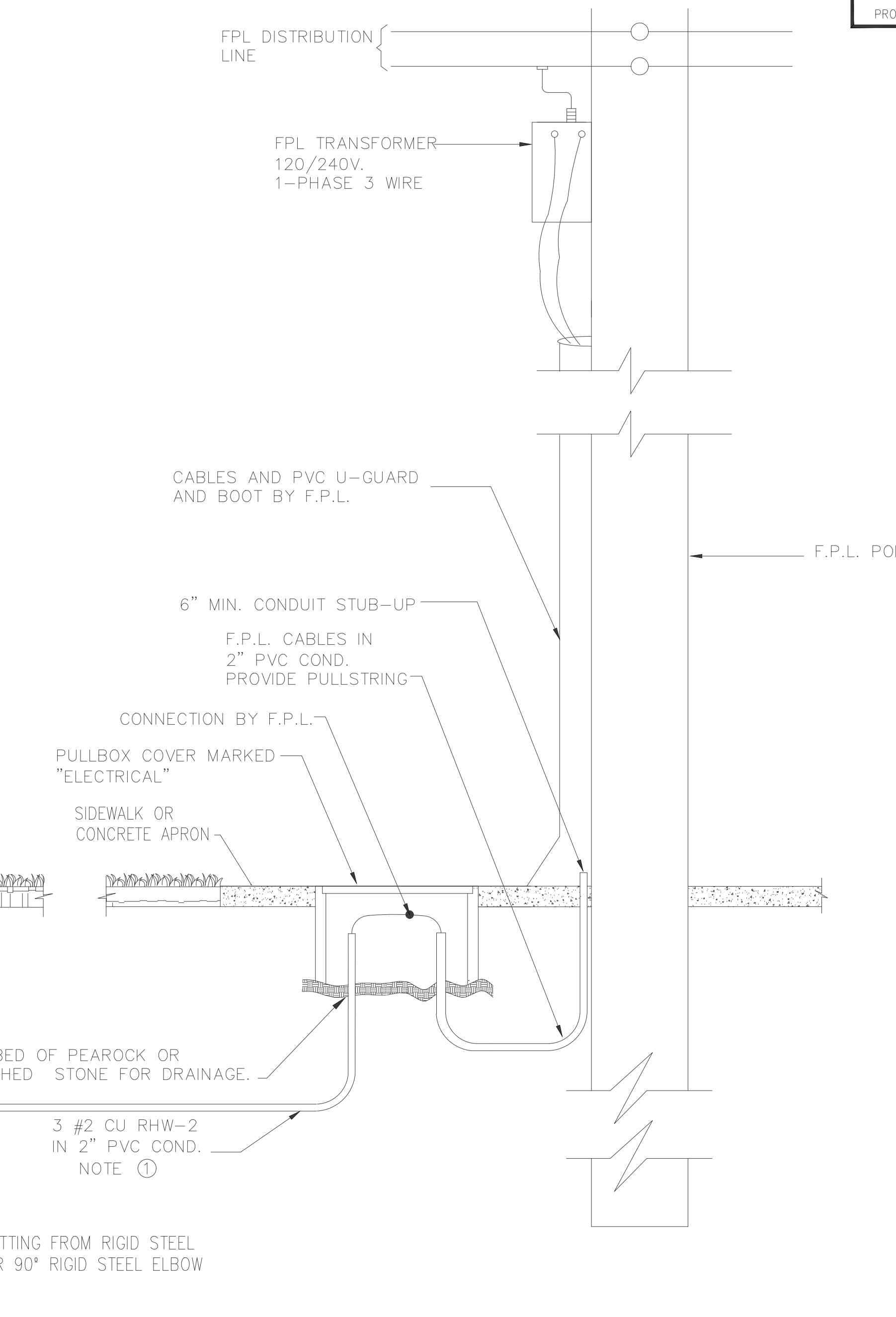
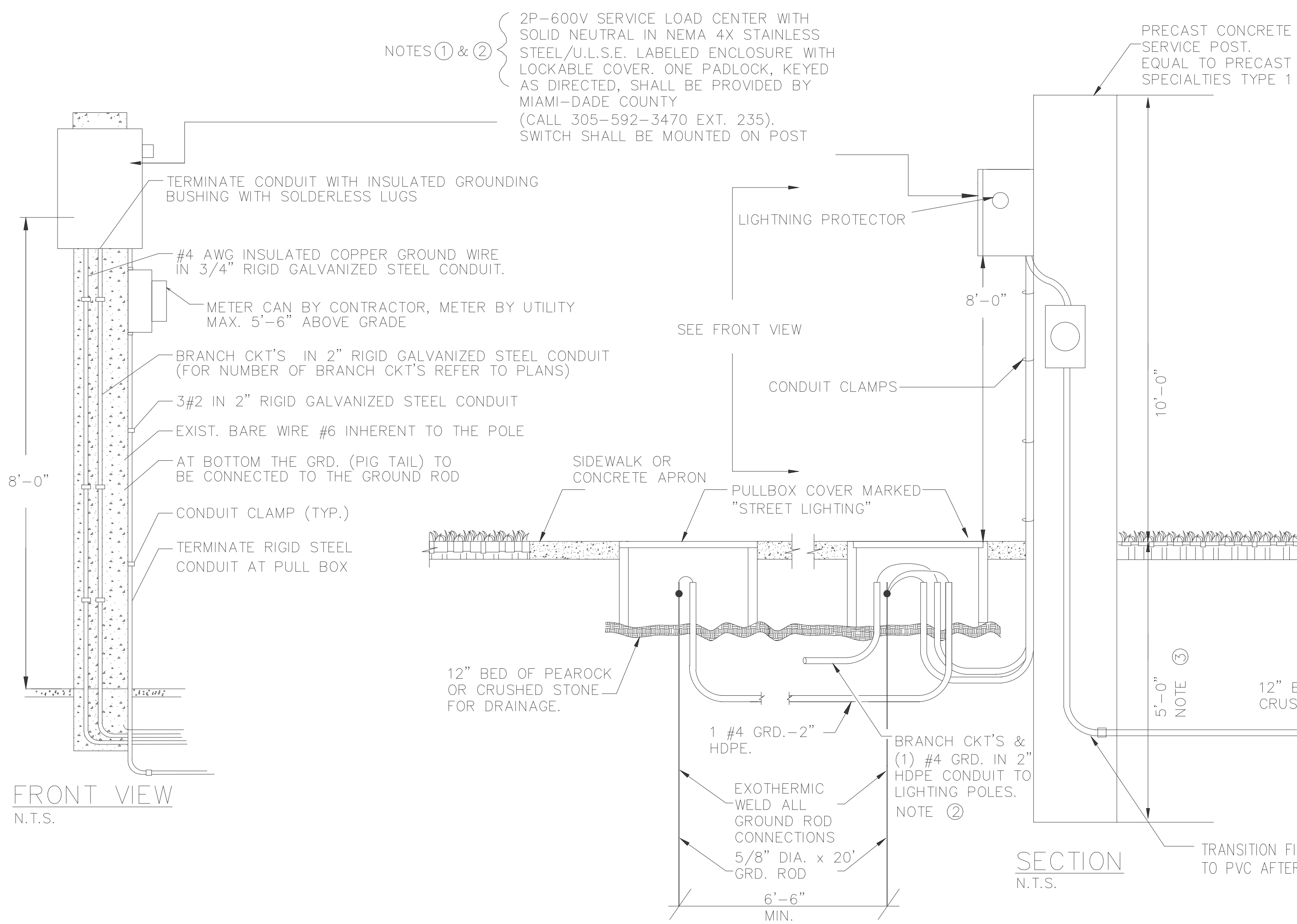
POLE DETAIL

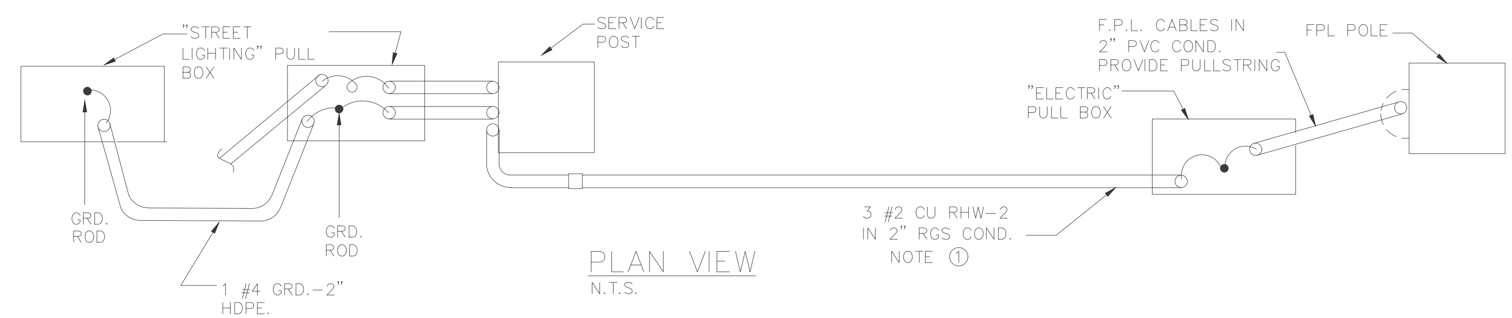
LOAD CENTER	ENCLOSURE SIZE & SERVICE COND.	CIRCUIT	CONDUCTORS	BREAKER SIZE	CONNECTED LOAD	MAINTAINING AGENCY
PROPOSED LOAD CENTER "A": STA. 51+13.29 (38.96' RT)	60 A, 120/240 V, 1 phase, 3 wire Service	A1	2 #6	20	3.84 A	MIAMI-DADE
		SPARE		20		





NOTES:

1. PROVIDE OVERSIZED NEUTRAL IF REQUIRED BY LOAD.
2. NUMBER & SIZE OF BRANCH CIRCUITS SHALL BE BASED ON ACTUAL JOB CONDITIONS.
3. MODIFY EMBEDMENT DEPTH AS REQUIRED BY FIELD CONDITIONS.



SERVICE POINT DETAILS
N.T.S.

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

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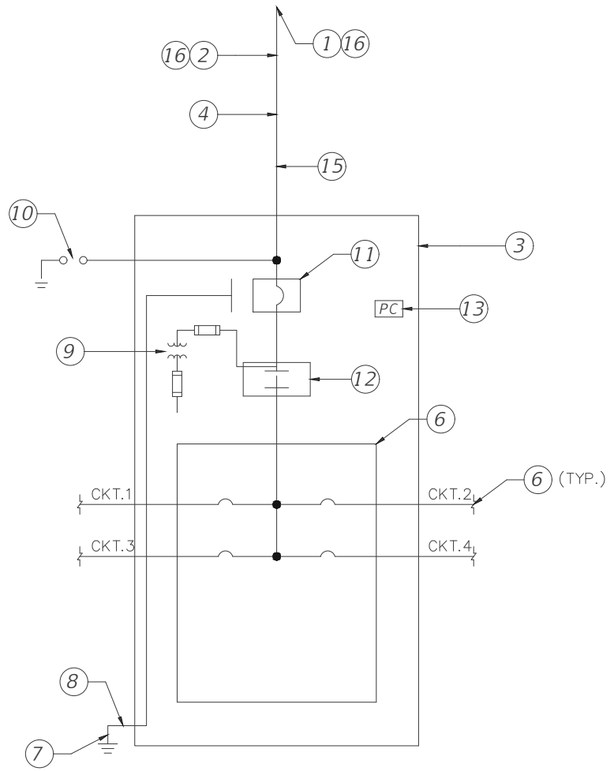
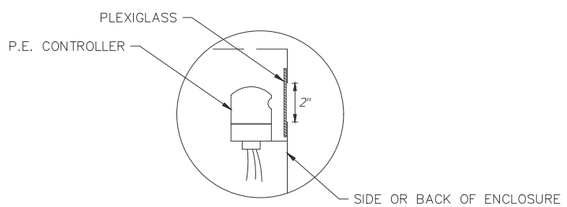
SERVICE POINT DETAIL

KEYED NOTES:

1. 120/240V, SINGLE PHASE 3 WIRE ELECTRIC DISTRIBUTION UNDERGROUND SERVICE.
2. SERVICE FEEDER IN RIGID GALVANIZED STEEL CONDUIT.
3. LIGHTING CONTROL PANEL ENCLOSURE. DIMENSIONS AS NECESSARY FOR EQUIPMENT INSIDE.
4. CONCRETE RISER POLE.
5. ELECTRICAL PANEL. NUMBER AND RATING OF BRANCH CIRCUIT BREAKERS SHALL BE AS INDICATED ON DISTRIBUTION POINT DESCRIPTION ON LIGHTING PLAN SHEETS.
6. BRANCH CIRCUIT TO ROADWAY LUMINAIRES.
7. 5/8" COPPER CLAD GROUND ROD, 40' LONG.
8. #4 INSULATED COOPER TYPE THWN-2 GROUND WIRE. BOND THE SERVICE NEUTRAL TO GROUND AT SERVICE MAIN DISCONNECT.
9. FUSED CONTROL POWER TRANSFORMER 0.5 KVA, SINGLE PHASE, 240V PRIMARY, 120V SECONDARY (PART OF LIGHTING CONTACTOR, SHOWN OUTSIDE FOR CLARITY).
10. LIGHTNING ARRESTER MOUNTED ON OUTSIDE OF ENCLOSURE.
11. LIGHTING CONTROL PANEL MAIN BREAKER.
12. 2 POLE ELECTRICAL LIGHTING CONTACTOR.
13. PHOTO ELECTRIC SWITCH-120V RATED.
14. HAND-OFF AUTOMATIC SELECTOR SWITCH (PART OF LIGHTING CONTACTOR, SHOWN OUTSIDE FOR CLARITY).
15. UNDERGROUND FEEDER CONDUIT.
16. MOUNT ON RISER POLE

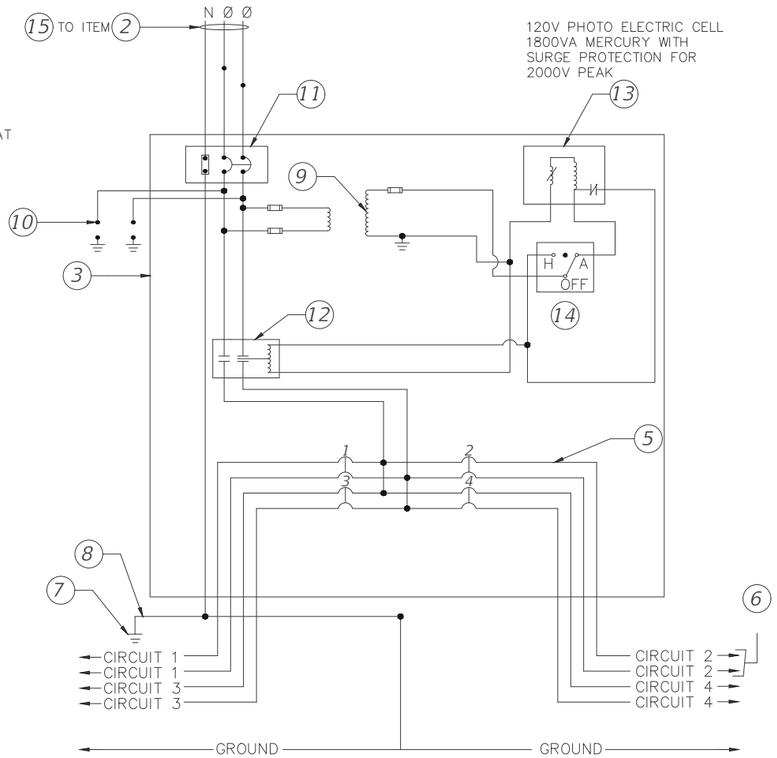


ONE LINE DIAGRAM DISTRIBUTION POINT



CUT A 2" HOLE IN THE SIDE OF THE LIGHTING CONTROL PANEL ENCLOSURE FOR THE OPERATION AND MOUNTING OF THE P.E. CONTROLLER. USE PLEXIGLASS AND A CLEAR SILICONE SEALANT TO COVER HOLE, INSTALL P.E. CONTROLLER.

PHOTO ELECTRIC CONTROLLER DETAIL



TYPICAL DISTRIBUTION POINT SCHEMATIC DETAIL

TRAFFIC ANALYSIS FOR IMPROVEMENTS

HNTB Corporation
Engineers Architects Planners

610 Crescent Executive Court
Suite 400
Lake Mary, FL 32746

Telephone (407) 805-0355
Facsimile (866)205-1648
www.hntb.com

TECHNICAL MEMORANDUM

To: Myra E. Patino Traffic Engineer
Miami-Dade County

From: Dan D'Antonio, P.E., PTOE

Cc: Alex Schapiro (Design District)

Date: August 16, 2016

Re: NE 36th and 42nd Street-Traffic Impact Study
Technical Memorandum

1.0 INTRODUCTION

HNTB Corp has been retained by the Miami Design District to prepare an operational analysis of roadway network modifications with in the vicinity of the Design District. An analysis was previously conducted of an interchange modification at I-195 and N. Miami Avenue that included an eastbound on-ramp and a westbound off-ramp. Other roadway modifications in that analysis included reconfiguring NE 2nd Avenue at NE 36th Street and an extension of NE 42nd Street from NE 2nd Avenue to US 1 (Biscayne Boulevard).

Miami-Dade County (MDC) has requested an analysis of the NE 2nd Avenue and NE 42nd Street improvements independent of the I-195 ramp modifications. As a basis for this study, HNTB will use the operational analysis of the interchange modification at I-195 and N. Miami Avenue.

2.0 STUDY AREA OF INFLUENCE

The area of study will be the same as for the operational analysis of the interchange modification at I-195 and N. Miami Avenue, excluding the I-195 ramps. The following list details all intersection in the study area:

- N. Miami Avenue at NW 36th Street (signalized)
- N. Miami Avenue at NW 39th Street (signalized)
- NE 2nd Avenue/Federal Highway at NE 36th Street (signalized)
- Federal Highway at NE 38th Street/NE 39th Street (signalized)
- NE 42nd Street Extension at Federal Highway (future - signalized)
- NE 2nd Avenue at NE 39th Street (signalized)
- NE 2nd Avenue at NE 42nd Street (unsignalized)

MIAMI DESIGN DISTRICT

NE 42nd St and NE 36th Street

Location Map

Figure 1

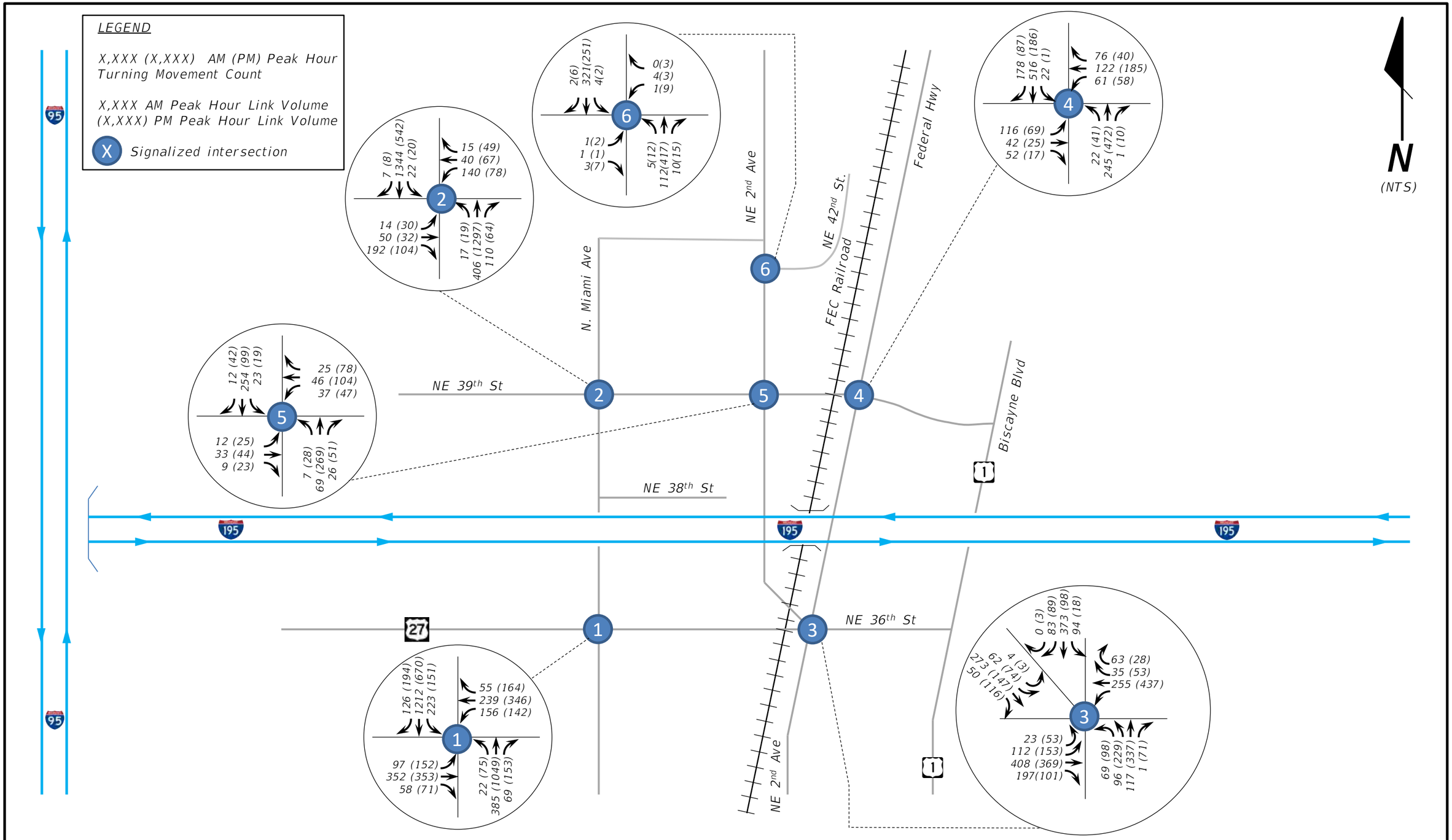
3.0 2015 EXISTING CONDITIONS

Existing traffic counts were collected at various locations within the study area in October 2015 and consisted of the data presented in Table 1. The raw traffic count data is contained in Exhibit A.

Table 1 – Traffic Count Locations

Turning Movement Counts (6:00 AM – 9:00 AM, 4:00 PM – 7:00 PM):
N. Miami Avenue at NW 36th Street
N. Miami Avenue at NW 39th Street
NE 2nd Avenue/Federal Highway at NE 36th Street
Federal Highway at NE 38th Street/NE 39th Street
US 1 at NE 36th Street/I-195 Eastbound Ramps
US 1 at NE 38th Street/I-195 Westbound Ramps
NE 2nd Avenue at NE 42nd Street
NE 2nd Avenue at NE 39th Street
72-Hour Vehicle Classification Counts:
N. Miami Avenue, north of NW 36th Street
NE 36th Street, east of Buena Vista Boulevard
Biscayne Boulevard, south of NE 36th Street
72-Hour Volume Counts:
N. Miami Avenue, south of NW 39th Street
Federal Highway, south of NE 39th Street
NE 39th Street, east of NE 1st Avenue
NE 2nd Avenue, north of NE 36th Street
Biscayne Boulevard, south of NE 36th Street
Biscayne Boulevard, north of NE 38th Street

The raw traffic counts were adjusted using seasonal factors provided by the Florida Department of Transportation (FDOT). Using FDOT's Florida Traffic Information (FTI) database, the peak season conversion factor was determined to be 1.00 for the surface streets. The peak season adjusted counts are graphically presented on Figure 2.



MIAMI DESIGN DISTRICT

NE 36th St. and NE 42nd St.

Existing Year 2015 Peak Hour Volumes – No Build

Figure 2

3.1 Intersections

The existing operating characteristics during AM and PM peak hour conditions were evaluated for the study area intersections using Synchro, Version 9. Synchro uses procedures outlined in the Highway Capacity Manual (HCM) to determine intersection level of service (LOS) and delay. Existing traffic signal timings were obtained from Miami-Dade County and used in the analysis. Table 2 presents a summary of the existing LOS and delay at the study area intersections.

Table 2 – Existing Intersection Level of Service – No-Build

Intersection	Existing – No Build			
	AM Peak Hour		PM Peak Hour	
	Delay	LOS	Delay	LOS
N Miami Ave. at NE 36th St.	27.3	C	32.8	C
N Miami Ave. at NE 39th St.	15.0	B	6.9	A
NE 2nd Ave. & NE 39th St.	12.7	B	17.4	B
NE 2nd Ave./Federal Hwy. at NE 36th St.	118.1	F	80.1	F
Federal Hwy. at NE 38th St./NE 39th St.	17.8	B	22.9	C
NE 42nd St. & NE 2nd Ave.	12.7	B	16.0	C

As indicated in the table, the study area intersections are currently operating acceptably with the exception of NE 2nd Avenue at NE 36th Avenue/Federal Highway during the AM and PM peak hour. This intersection currently has five approaches with the northbound, southbound, and southeastbound approaches operating as split phasing. The existing traffic signal timings are contained in Exhibit B and the Synchro summary reports are contained in Exhibit C.

4.0 Trip Distribution and Re-assignment

The analysis was performed for build and no-build conditions for the specific network changes. The proposed network changes include:

- Restrict NE 2nd Avenue at NE 36th Street to southbound right turns only and allow all other movements.
- Extend NE 42nd Street east to Federal Highway.

To represent the traffic assignment under Build conditions, future volumes were re-assigned for the following movements:

- Southeast through movement from NE 2nd Avenue to Federal Highway
- Southeast left turn movement from NE 2nd Avenue to Federal Highway and NE 36th Street
- Northbound left turn movement from Federal Highway to NE 2nd Avenue
- Westbound right turn movement from NE 36th Street to NE 2nd Avenue
- Eastbound left turn movement from NE 36th Street to NE 2nd Avenue
- Southbound right turn movement from Federal Highway to NE 2nd Avenue

Table 3 shows the distribution percentages for each movement.

Table 3 – Distribution Percentages

Intersection	Volumes to be Re-Distributed AM (PM)	To Federal	To N Miami	To US 1	29th St.
NE 2nd Ave. at NE 36th St./Federal Hwy.	SBT				
	273 (147)	70%	30%	0	0
	SBL1				
	62 (74)	40%	0	60%	0
	SBL2				
	4 (3)	100%	0	0	0
	EBL2				
	23 (53)	25%	60%	15%	0%
	NBL1				
	96 (229)	40%	30%	0	30%
	WBR1				
	35 (53)	55%		45%	0
	SBR2				
	0 (3)	100% at node 5 new NE 42th extension			

To determine 2020 volumes, an average annual growth rate of two percent per year was used. This is consistent with the growth rate that was used for the I-195 operational analysis. Table 4 presents the annual growth rates and growth factors by which the adjusted 2015 counts were multiplied to determine the 2020 no-build volumes.

Table 4 – Applied Growth Rates

Application	Average Annual Growth Rate	Years of Growth	Growth Factor
Area-wide	2.00%	5	1.1

5.0 Intersection Analysis- AM and PM Peak Hour (Existing and Build out Conditions)

Eight operational analyses were conducted to determine the changes in traffic distribution. These eight scenarios are 2015 AM, 2015 PM, 2020 AM, and 2020 PM with each performed under no-build and build conditions.

5.1 2015 Build Condition

Distributions percentages presented in Table 3 were used to establish the volumes that were added to existing volumes to analyze the impact of the roadway improvements under 2015 conditions. Exhibit D contains each individual movement distribution. Figure 3 show total peak hour volumes for the build condition.

The 2015 build operating characteristics during AM and PM peak hour conditions were evaluated for the study area intersections using Synchro, Version 9. Table 5 presents a summary of the LOS and delay at the study area intersection under build conditions.

Table 5 – Existing Intersection Level of Service – Build Condition

Intersection	Existing – Build			
	AM Peak Hour		PM Peak Hour	
	Delay	LOS	Delay	LOS
N Miami Ave. at NE 36th St.	30.7	C	39.0	D
N Miami Ave. at NE 39th St.	15.1	B	6.8	A
NE 2nd Ave. at NE 39th St.	14.4	B	19.3	B
NE 2nd Ave./Federal Hwy. at NE 36th St.	42.0	D	44.6	D
Federal Hwy. at NE 38th St./NE 39th St	18.2	B	16.5	B
NE 42nd St. at NE 2nd Ave.*	28.1	D	73.6	F
NE 42nd St. Extension at Federal Hwy.	14.2	B	9.3	A

**Unsignalized intersection. Worst-case STOP controlled approach is reported.*

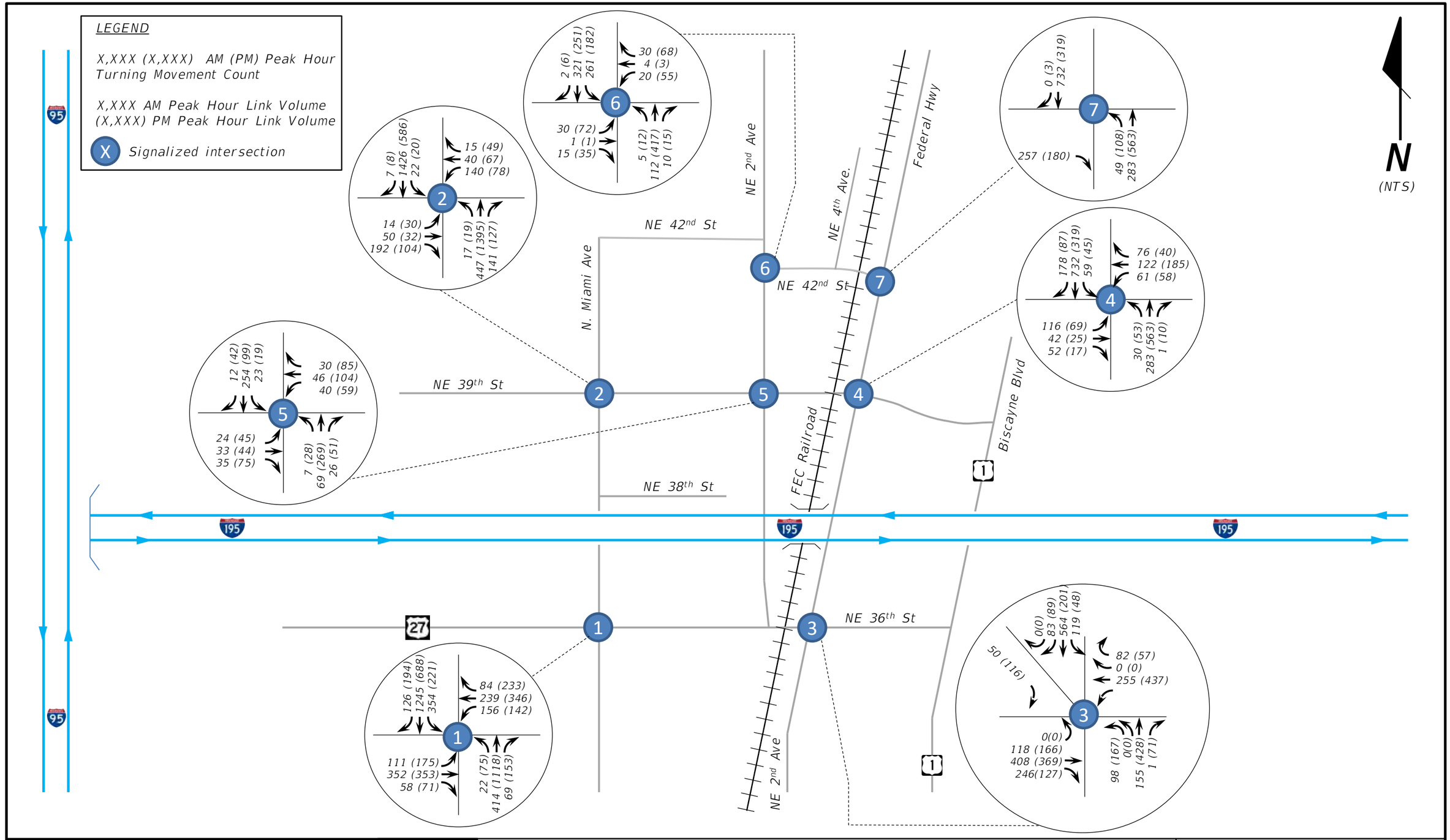
Under Build Conditions, all intersections are expected to operate at a level of service of D or better with the exception of NE 42nd Street and NE 2nd Avenue, which operates at

a level of service F during the PM peak. This intersection was assumed to be unsignalized with the east-west approaches coming to a STOP condition. A cursory comparison of the minor street volumes against traffic signal warrant thresholds was performed to determine is warrant thresholds will be met. The peak minor street approach is 106 vph in the PM peak hour, which is fewer than the threshold of 150 vph that would need to be met for eight hours to satisfy warrant 1A. As such, warranting thresholds likely will not be met.

The intersection of NE 36th Avenue and Federal Highway was analyzed as a four leg intersection with a protected-permissive (flashing yellow) left turn for all movements except the westbound left which is a prohibited movement. The proposed changes improve the level of service of this intersection from F to D for both the AM and PM time periods.

Geometry needs for the intersection of NE 42nd Avenue and Federal Highway was based on existing volumes of adjacent intersections and re-distribution volumes from NE 2nd/ Federal Highway at NE 36th Street. Geometrics characteristics are as follow:

- One shared through/right southbound lane
- One share left/right eastbound lane
- One exclusive northbound left turn lane
- One through northbound left turn lane



MIAMI DESIGN DISTRICT

NE 36th St. and NE 42nd St.

Existing Year 2015 Peak Hour Volumes - Build

Figure 3

5.2 2020 No Build and Build Condition

The 2020 no-build and build operating characteristics during AM and PM peak hour conditions were evaluated for the study area intersections using Synchro, Version 9. Synchro uses procedures outlined in the Highway Capacity Manual (HCM) to determine intersection level of service (LOS) and delay. Table 6 presents a summary of the LOS and delay at the study area intersections under no-build and build conditions.

Table 6 – 2020 Intersection Level of Service

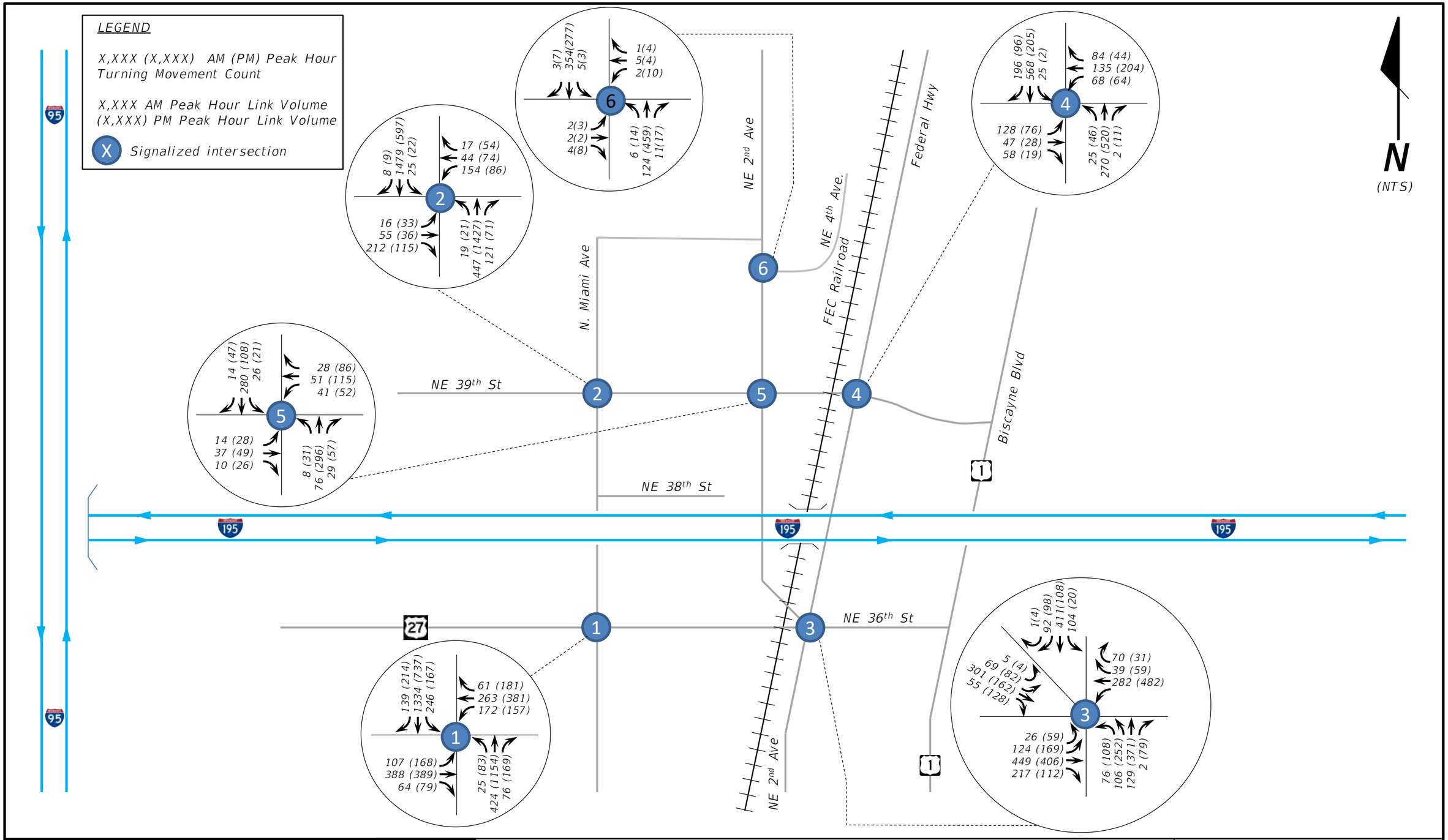
Intersection	2020 No Build				2020 Build			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
N Miami Ave. at NE 36th St.	27.0	C	36.5	D	32.5	C	50.0	D
N Miami Ave. at NE 39th St.	17.3	B	7.2	A	17.6	B	7.1	A
NE 2nd Ave. at NE 39th St.	12.8	B	17.5	B	14.6	B	19.5	B
NE 2nd Ave./Federal Hwy. at NE 36th St.	143.0	F	120.4	F	44.3	D	46.6	D
Federal Hwy. at NE 38th St./NE 39th St.	18.9	B	26.0	C	20.3	C	18.1	B
NE 42nd St. at NE 2nd Ave.*	12.9	B	17.4	C	37.8	E	166.2	F
NE 42nd Ave. Extension at Federal Hwy.	-	-	-	-	17.2	B	10.5	B

**Unsignalized intersection. Worst-case STOP controlled approach is reported.*

As previously stated, a growth factor of 1.1 was applied to 2015 volumes to forecast 2020 volumes.

As shown in the table, the study area intersections are expected to operate acceptably with the exception of NE 2nd Avenue at NE 36th Street/Federal Highway during the AM and PM peak hour. Level of Service is F is expected under no-build conditions for both time periods with a delay of 143.0 seconds and 120.4 seconds for the AM and PM, respectively. The existing traffic signal timings are contained in Exhibit B and the Synchro summary reports are contained in Exhibit C.

Under Build conditions, all intersections are expected to operate at a level of service of D or better with the exception of NE 42nd Street and NE 2nd Avenue which is expected to operate at a level of service F with a delay of 166.2 seconds on the eastbound approach. The intersection of NE 36th Avenue and Federal Highway was analyzed as a four leg intersection with a protected-permissive (flashing yellow) left turn phasing for all movements except the westbound left which is a prohibited movement. These changes improve the level of service of this intersection from F to D for both time periods. Figures 4 and 5 present 2020 No Build and 2020 Build volumes for the AM and PM peak periods.

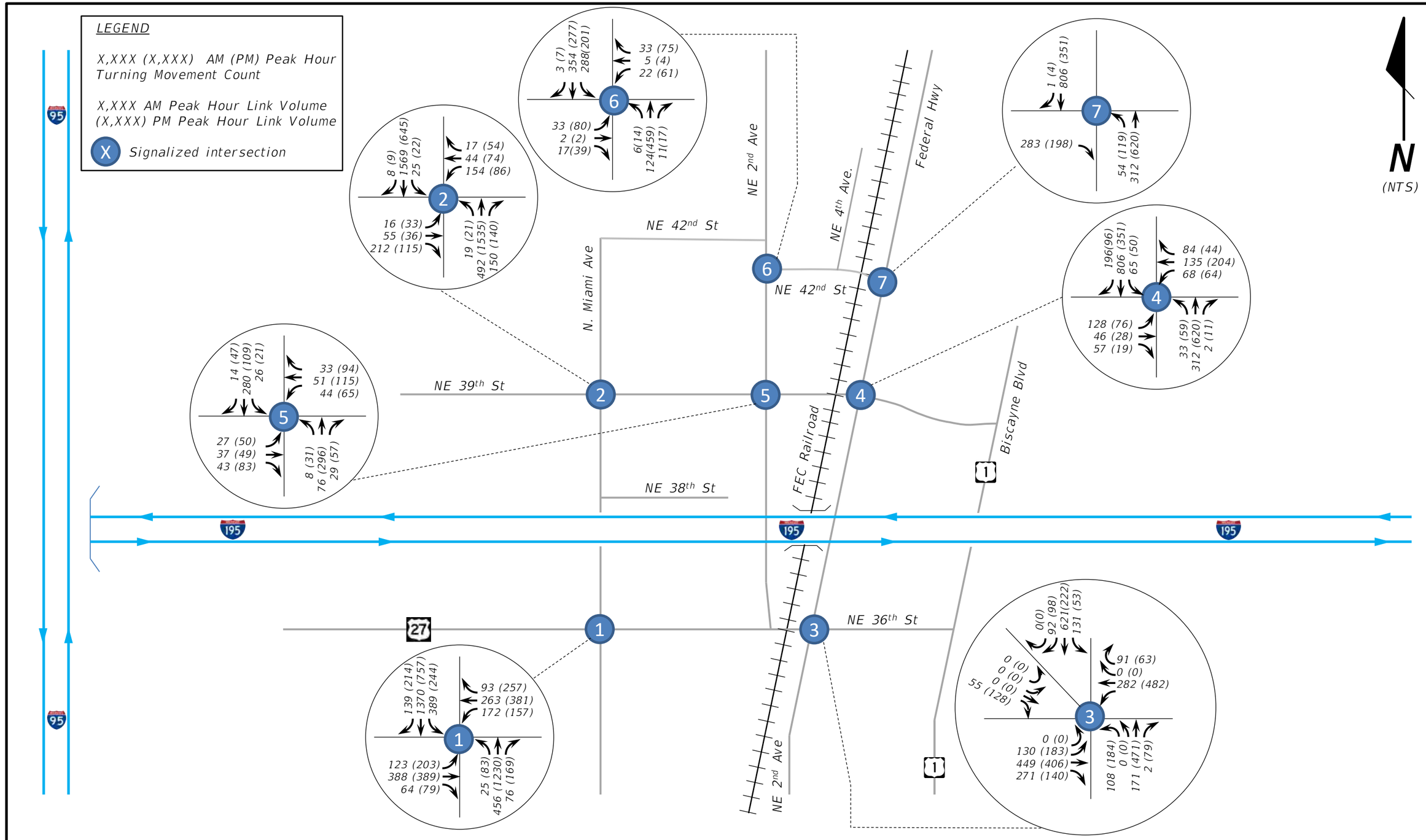


MIAMI DESIGN DISTRICT

NE 36th St. and NE 42nd St.

Future Year 2020 Peak Hour Volumes – No Build

Figure 4



MIAMI DESIGN DISTRICT

NE 36th St. and NE 42nd St.

Future Year 2020 Peak Hour Volumes - Build

Figure 5

6.0 SUMMARY

6.1 NE 2nd Avenue

The intersection of NE 2nd Avenue at NE 36th Street/Federal Highway is proposed to be reconstructed as a southbound right turn only under build conditions. This improvement removes the fifth leg of the intersection which reduces the overall delay at the intersection. Delay at this intersection is reduced by 70% during the morning peak and 61% during the evening peak.

6.2 NE 42nd Street Extension

Connection of NE 42nd Street to Federal Highway allows traffic to and from the north to use Federal Highway as an alternative to NE 2nd Avenue. This proposed improvement will help relieve the congestion at the NE 2nd Avenue and NE 36th Street/Federal Highway intersection. Level of service at the intersection of NE 42nd Street and Federal Highway is expected to be B for all time periods.

6.3 Network Measures of Effectiveness (MOE's)

With the improvements in the build alternative, the total vehicular delay for 2015 is reduced by 23% (15.8 veh-hr) in the AM peak hour and 28% (15.2 veh-hr) in the PM peak hour. Similarly, the total vehicular delay for 2020 is reduced by 32% (17.1 veh-hr) in the AM peak period and 18% (22.0 veh-hr) in the PM peak period.

I affirm, by affixing my signature and seal below, that the findings contained herein are, to my knowledge, accurate and truthful and were developed using current procedures standard to the practice of professional engineering.

Name: Daniel M. D'Antonio

Signature:

Florida PE License No.: 68399

Date: August 16, 2016

EXHIBIT A

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: N Miami Ave -- NE 36th St

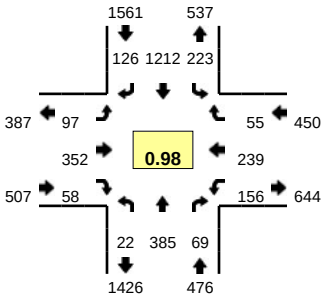
CITY/STATE: Miami, FL

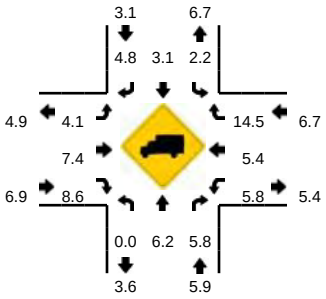
QC JOB #: 13543401

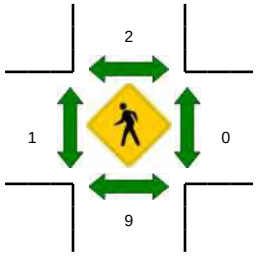
DATE: Thu, Oct 08 2015

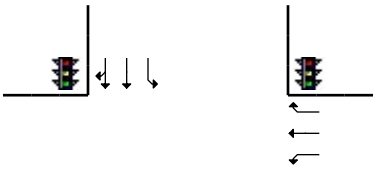
Peak-Hour: 8:00 AM -- 9:00 AM

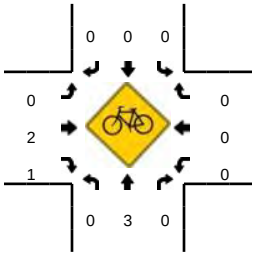
Peak 15-Min: 8:45 AM -- 9:00 AM

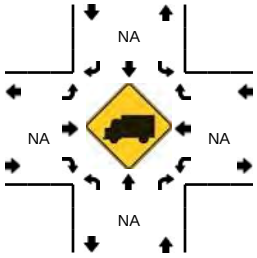


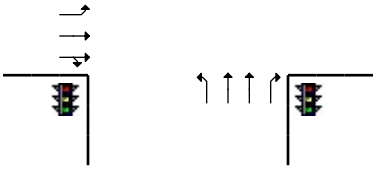


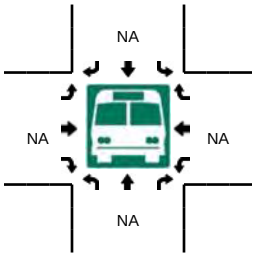












15-Min Count Period Beginning At	N Miami Ave (Northbound)				N Miami Ave (Southbound)				NE 36th St (Eastbound)				NE 36th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	1	19	2	0	36	64	16	0	22	69	6	0	3	19	5	0	262	
6:15 AM	1	25	2	0	25	63	20	0	34	81	5	0	7	21	6	0	290	
6:30 AM	2	33	4	0	33	141	22	0	30	98	9	0	12	28	10	0	422	
6:45 AM	2	39	9	0	51	172	35	0	32	105	11	0	19	42	12	0	529	1503
7:00 AM	5	69	2	0	41	178	31	0	30	82	8	0	24	43	15	0	528	1769
7:15 AM	7	73	9	0	56	243	24	0	32	102	5	0	15	50	15	0	631	2110
7:30 AM	4	85	13	0	47	266	51	0	32	112	9	0	14	62	15	0	710	2398
7:45 AM	8	77	11	0	57	314	26	0	26	96	12	0	35	62	25	0	749	2618
8:00 AM	3	94	14	0	54	316	28	0	29	90	19	0	40	61	14	0	762	2852
8:15 AM	5	106	20	0	52	300	27	0	29	79	14	0	43	56	16	0	747	2968
8:30 AM	5	101	23	0	60	269	39	0	17	89	12	0	32	58	16	0	721	2979
8:45 AM	9	84	12	0	57	327	32	0	22	94	13	0	41	64	9	0	764	2994

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	36	336	48	0	228	1308	128	0	88	376	52	0	164	256	36	0	3056
Heavy Trucks	0	24	0		8	36	4		4	24	4		0	24	8		136
Pedestrians		4				0				0				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/27/2015 8:55 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

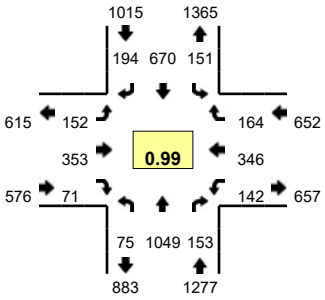
Method for determining peak hour: Total Entering Volume

LOCATION: N Miami Ave -- NE 36th St

QC JOB #: 13543402

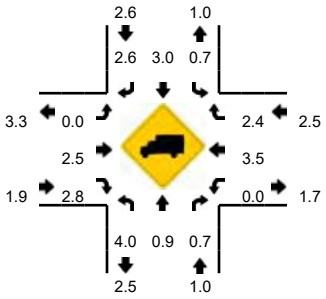
CITY/STATE: Miami, FL

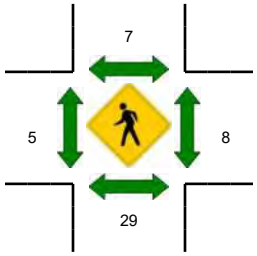
DATE: Thu, Oct 08 2015

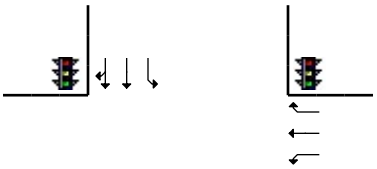


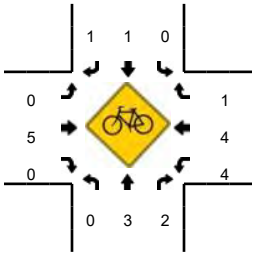
Peak-Hour: 5:30 PM -- 6:30 PM

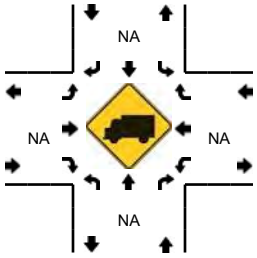
Peak 15-Min: 5:45 PM -- 6:00 PM

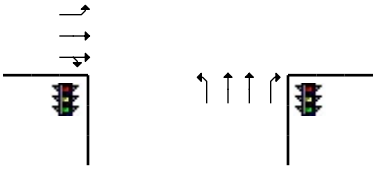


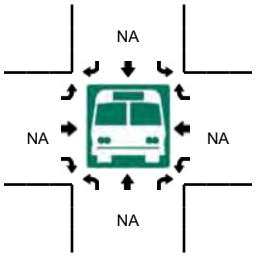












15-Min Count Period Beginning At	N Miami Ave (Northbound)				N Miami Ave (Southbound)				NE 36th St (Eastbound)				NE 36th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	28	250	38	0	40	154	35	0	36	108	14	0	36	84	40	0	863	
4:15 PM	19	275	33	0	32	150	50	0	35	95	10	0	32	83	48	0	862	
4:30 PM	22	284	31	0	35	152	40	0	32	114	16	0	38	77	33	0	874	
4:45 PM	17	277	40	0	32	179	36	0	32	85	13	0	42	96	58	0	907	3506
5:00 PM	17	270	36	0	41	138	47	0	31	82	17	0	32	95	42	0	848	3491
5:15 PM	15	277	32	0	29	141	48	0	41	88	22	0	31	81	39	1	845	3474
5:30 PM	27	300	31	0	36	158	49	0	36	73	13	0	28	90	30	0	871	3471
5:45 PM	20	273	33	0	44	175	49	0	33	93	15	0	36	88	31	0	890	3454
6:00 PM	9	246	42	0	40	163	46	0	45	98	14	0	38	85	51	0	877	3483
6:15 PM	19	230	47	0	31	174	50	0	38	89	29	0	40	83	52	0	882	3520
6:30 PM	18	205	48	0	36	152	37	0	42	89	19	0	45	74	43	0	808	3457
6:45 PM	17	196	48	0	49	161	46	0	32	96	25	0	49	71	44	0	834	3401

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	80	1092	132	0	176	700	196	0	132	372	60	0	144	352	124	0	3560
Heavy Trucks	0	20	0		0	24	12		0	12	8		0	8	8		92
Pedestrians		24				4				4				4			36
Bicycles	0	0	1		0	1	0		0	1	0		0	1	0		4
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/27/2015 8:55 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

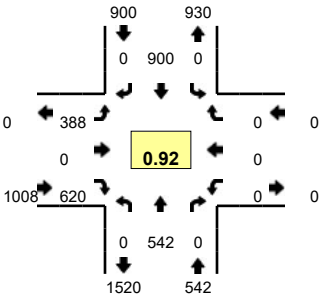
Method for determining peak hour: Total Entering Volume

LOCATION: N Miami Ave -- I- 195 EB Off-Ramp

QC JOB #: 13543407

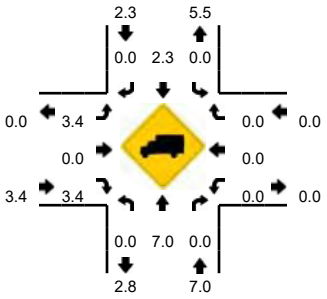
CITY/STATE: Miami, FL

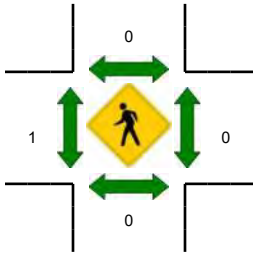
DATE: Thu, Oct 08 2015

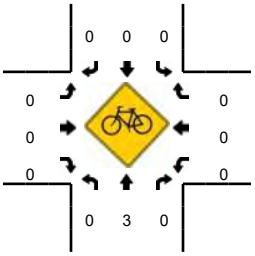


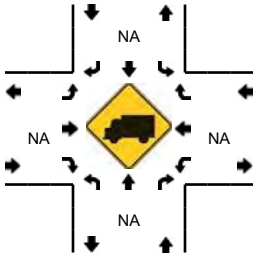
Peak-Hour: 8:00 AM -- 9:00 AM

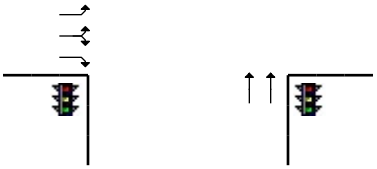
Peak 15-Min: 8:45 AM -- 9:00 AM

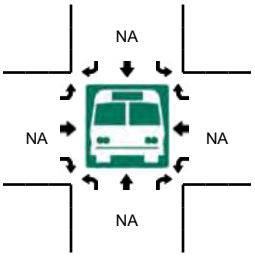












15-Min Count Period Beginning At	N Miami Ave (Northbound)				N Miami Ave (Southbound)				I- 195 EB Off-Ramp (Eastbound)				I- 195 EB Off-Ramp (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	46	0	0	0	53	0	0	17	0	74	0	0	0	0	0	190	
6:15 AM	0	64	0	0	0	46	0	0	24	0	67	0	0	0	0	0	201	
6:30 AM	0	75	0	0	0	112	0	0	23	0	88	0	0	0	0	0	298	
6:45 AM	0	83	0	0	0	160	0	0	63	0	108	0	0	0	0	0	414	1103
7:00 AM	0	111	0	0	0	136	0	0	91	0	112	0	0	0	0	0	450	1363
7:15 AM	0	123	0	0	0	190	0	0	84	0	136	0	0	0	0	0	533	1695
7:30 AM	0	122	0	0	0	213	0	0	99	0	125	0	0	0	0	0	559	1956
7:45 AM	0	133	0	0	0	232	0	0	108	0	177	0	0	0	0	0	650	2192
8:00 AM	0	138	0	0	0	231	0	0	86	0	154	0	0	0	0	0	609	2351
8:15 AM	0	149	0	0	0	231	0	0	82	0	164	0	0	0	0	0	626	2444
8:30 AM	0	139	0	0	0	201	0	0	92	0	118	0	0	0	0	0	550	2435
8:45 AM	0	116	0	0	0	237	0	0	128	0	184	0	0	0	0	0	665	2450

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	464	0	0	0	948	0	0	512	0	736	0	0	0	0	0	2660
Heavy Trucks	0	40	0		0	16	0		4	0	24		0	0	0		84
Pedestrians		0				0				4				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/27/2015 8:55 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

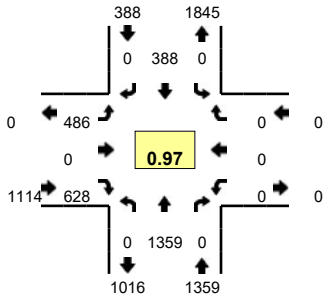
Method for determining peak hour: Total Entering Volume

LOCATION: N Miami Ave -- I- 195 EB Off-Ramp

CITY/STATE: Miami, FL

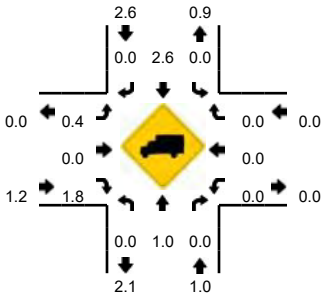
QC JOB #: 13543408

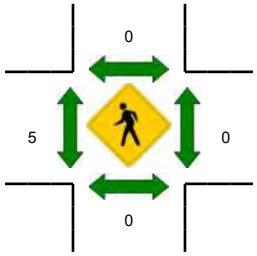
DATE: Thu, Oct 08 2015

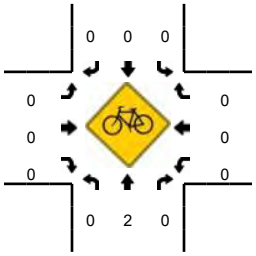


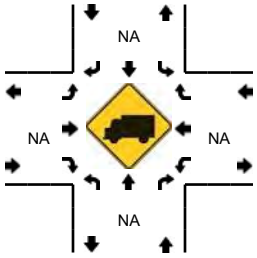
Peak-Hour: 5:30 PM -- 6:30 PM

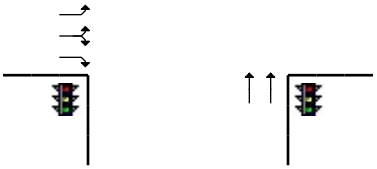
Peak 15-Min: 5:45 PM -- 6:00 PM

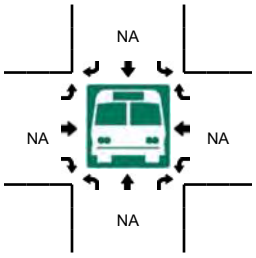












15-Min Count Period Beginning At	N Miami Ave (Northbound)				N Miami Ave (Southbound)				I- 195 EB Off-Ramp (Eastbound)				I- 195 EB Off-Ramp (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	331	0	0	0	92	0	0	93	0	139	0	0	0	0	0	655	
4:15 PM	0	347	0	1	0	93	0	0	129	0	140	0	0	0	0	0	710	
4:30 PM	0	347	0	0	0	97	0	0	109	0	134	0	0	0	0	0	687	
4:45 PM	0	367	0	0	0	97	0	0	114	0	152	0	0	0	0	0	730	2782
5:00 PM	0	336	0	0	0	82	0	1	91	0	140	0	0	0	0	0	650	2777
5:15 PM	0	365	0	0	0	85	0	0	104	0	128	0	0	0	0	0	682	2749
5:30 PM	0	366	0	0	0	99	0	0	106	0	143	0	0	0	0	0	714	2776
5:45 PM	0	340	0	0	0	103	0	0	123	0	171	0	0	0	0	0	737	2783
6:00 PM	0	337	0	0	0	88	0	0	131	0	158	0	0	0	0	0	714	2847
6:15 PM	0	316	0	0	0	98	0	0	126	0	156	0	0	0	0	0	696	2861
6:30 PM	0	297	0	0	0	81	0	0	116	0	139	0	0	0	0	0	633	2780
6:45 PM	0	272	0	0	0	87	0	0	114	0	171	0	0	0	0	0	644	2687

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	1360	0	0	0	412	0	0	492	0	684	0	0	0	0	0	2948
Heavy Trucks	0	28	0		0	16	0		8	0	16		0	0	0		68
Pedestrians		0				0				4				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/27/2015 8:55 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Location: N Miami Ave -- NE 38th St/I-195 WB On-Ramp
Date: 10/8/2015
Site Code: 13543409

	N Miami Ave Southbound					NE 38th St Westbound					N Miami Ave Northbound					I-195 WB On-Ramp From Southwest					NW 38th St Eastbound				
Start Time	Right	Right to I-195 WB On-Ramp	Thru	Left	U-Turns	Right	Thru	Left to I-195 WB On-Ramp	Left	Peds	Right	Thru	Left	Left to I-195 WB On-Ramp	Peds	Right to N Miami Ave	Right to NE 38th St	Left to N Miami Ave	Left to NW 38th St	Peds	Right to I-195 WB On-Ramp	Right	Thru	Left	Peds
06:00	1	51	54	0	0	0	0	0	0	0	4	25	0	34	0	0	0	0	0	0	0	0	0	0	0
06:15	0	73	43	1	0	0	0	0	0	0	4	33	0	50	0	0	0	0	0	0	0	0	0	0	0
06:30	0	114	115	0	0	1	1	0	0	0	6	46	1	46	0	0	0	0	0	0	0	0	0	0	0
06:45	2	119	161	0	0	0	1	1	0	0	24	70	0	54	0	0	0	0	0	0	0	0	0	0	0
07:00	1	148	142	0	0	1	3	0	0	0	21	104	0	69	0	0	0	0	0	0	0	0	0	0	0
07:15	1	193	197	0	0	0	2	1	0	0	19	110	0	80	0	0	0	0	0	0	0	0	0	0	0
07:30	0	232	206	0	0	0	3	1	0	0	18	142	0	64	0	0	0	0	0	0	0	0	0	0	0
07:45	0	188	235	0	0	1	10	0	0	0	23	150	0	74	0	0	0	0	0	0	0	0	0	0	0
08:00	1	184	224	0	0	0	15	3	0	0	17	139	1	69	0	0	0	0	0	0	0	0	0	0	0
08:15	0	200	232	0	0	0	14	2	0	0	24	128	1	80	0	0	0	0	0	0	0	0	0	0	0
08:30	0	160	196	0	0	0	26	1	0	0	24	134	1	77	0	0	0	0	0	0	0	0	0	0	0
08:45	3	144	234	0	0	0	8	2	0	0	31	145	1	72	0	0	0	0	0	0	0	0	0	0	0
Total	**9**	**1806**	**2039**	**1**	**0**	**3**	**83**	**11**	**0**	**0**	**215**	**1226**	**5**	**769**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak Hour	7:00:00 AM - 8:00:00 AM
Peak 15 Min	7:45:00 AM - 8:00:00 AM
PHF	**0.895374**

Location: Change These in The Preferences Window
Date: 10/8/2015
Site Code: 13543409

	N Miami Ave Southbound					NE 38th St Westbound					N Miami Ave Northbound					I-195 WB On-Ramp From Southwest					NW 38th St Eastbound				
Start Time	Right	Right to I-195 WB On-Ramp	Thru	Left	U-Turns	Right	Thru	Left to I-195 WB On-Ramp	Left	Peds	Right	Thru	Left	Left to I-195 WB On-Ramp	Peds	Right to N Miami Ave	Right to NE 38th St	Left to N Miami Ave	Left to NW 38th St	Peds	Right to I-195 WB On-Ramp	Right	Thru	Left	Peds
06:00	1	50	53	0	0	0	0	0	0	0	4	25	0	32	0	0	0	0	0	0	0	0	0	0	0
06:15	0	73	42	1	0	0	0	0	0	0	2	32	0	47	0	0	0	0	0	0	0	0	0	0	0
06:30	0	111	112	0	0	1	1	0	0	0	4	39	1	41	0	0	0	0	0	0	0	0	0	0	0
06:45	2	115	156	0	0	0	1	1	0	0	22	64	0	50	0	0	0	0	0	0	0	0	0	0	0
07:00	0	145	137	0	0	0	3	0	0	0	20	99	0	63	0	0	0	0	0	0	0	0	0	0	0
07:15	1	191	191	0	0	0	2	0	0	0	19	106	0	73	0	0	0	0	0	0	0	0	0	0	0
07:30	0	228	203	0	0	0	3	1	0	0	18	137	0	60	0	0	0	0	0	0	0	0	0	0	0
07:45	0	180	232	0	0	1	6	0	0	0	21	145	0	69	0	0	0	0	0	0	0	0	0	0	0
08:00	1	177	216	0	0	0	13	2	0	0	15	132	1	60	0	0	0	0	0	0	0	0	0	0	0
08:15	0	193	230	0	0	0	14	1	0	0	24	126	1	72	0	0	0	0	0	0	0	0	0	0	0
08:30	0	157	192	0	0	0	26	0	0	0	24	126	1	72	0	0	0	0	0	0	0	0	0	0	0
08:45	3	139	230	0	0	0	8	2	0	0	29	140	1	67	0	0	0	0	0	0	0	0	0	0	0
Total	**8**	**1759**	**1994**	**1**	**0**	**2**	**77**	**7**	**0**	**0**	**202**	**1171**	**5**	**706**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Location: Change These in The Preferences Window
Date: 10/8/2015
Site Code: 13543409

	N Miami Ave Southbound					NE 38th St Westbound					N Miami Ave Northbound					I-195 WB On-Ramp From Southwest					NW 38th St Eastbound				
Start Time	Right	Right to I-195 WB On-Ramp	Thru	Left		Right	Thru	Left to I-195 WB On-Ramp	Left		Right	Thru	Left	Left to I-195 WB On-Ramp		Right to N Miami Ave	Right to NE 38th St	Left to N Miami Ave	Left to NW 38th St		Right to I-195 WB On-Ramp	Right	Thru	Left	
06:00	0	1	1	0		0	0	0	0		0	0	0	2		0	0	0	0		0	0	0	0	
06:15	0	0	1	0		0	0	0	0		2	1	0	3		0	0	0	0		0	0	0	0	
06:30	0	3	3	0		0	0	0	0		2	7	0	5		0	0	0	0		0	0	0	0	
06:45	0	4	5	0		0	0	0	0		2	6	0	4		0	0	0	0		0	0	0	0	
07:00	1	3	5	0		1	0	0	0		1	5	0	6		0	0	0	0		0	0	0	0	
07:15	0	2	6	0		0	0	1	0		0	4	0	7		0	0	0	0		0	0	0	0	
07:30	0	4	3	0		0	0	0	0		0	5	0	4		0	0	0	0		0	0	0	0	
07:45	0	8	3	0		0	4	0	0		2	5	0	5		0	0	0	0		0	0	0	0	
08:00	0	7	8	0		0	2	1	0		2	7	0	9		0	0	0	0		0	0	0	0	
08:15	0	7	2	0		0	0	1	0		0	2	0	8		0	0	0	0		0	0	0	0	
08:30	0	3	4	0		0	0	1	0		0	8	0	5		0	0	0	0		0	0	0	0	
08:45	0	5	4	0		0	0	0	0		2	5	0	5		0	0	0	0		0	0	0	0	
Total	**1**	**47**	**45**	**0**	**0**	**1**	**6**	**4**	**0**	**0**	**13**	**55**	**0**	**63**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Location: Change These in The Preferences Window
Date: 10/8/2015
Site Code: 13543409

	N Miami Ave Southbound					NE 38th St Westbound					N Miami Ave Northbound					I-195 WB On-Ramp From Southwest					NW 38th St Eastbound				
Start Time	Right	Right to I-195 WB On-Ramp	Thru	Left	Peds	Right	Thru	Left to I-195 WB On-Ramp	Left	Peds	Right	Thru	Left	Left to I-195 WB On-Ramp	Peds	Right to N Miami Ave	Right to NE 38th St	Left to N Miami Ave	Left to NW 38th St	Peds	Right to I-195 WB On-Ramp	Right	Thru	Left	Peds
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	1	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Location: N Miami Ave -- NE 38th St/I-195 WB On-Ramp
Date: 10/8/2015
Site Code: 13543410

	N Miami Ave Southbound					NE 38th St Westbound					N Miami Ave Northbound					I-95 WB On-Ramp From Southwest					NW 38th St Eastbound				
Start Time	Right onto NW 38th St	Right onto I-195 WB On-Ramp	Thru	Left	U-Turns	Right	Thru	Left onto I-195 WB On-Ramp	Left	Peds	Right	Thru	Left	Hard Left onto I-195 WB On-Ramp	Peds	Hard Right	Bear Right	Bear Left	Hard Left	Peds	Hard Right	Right	Thru	Left	Peds
16:00	2	99	88	0	0	4	0	27	2	0	4	272	0	146	0	0	0	0	0	0	0	0	0	0	0
16:15	3	94	91	0	1	3	0	21	1	0	10	321	2	142	0	0	0	0	0	0	0	0	0	0	0
16:30	1	98	93	0	1	5	0	14	3	0	6	323	0	130	0	0	0	0	0	0	0	0	0	0	0
16:45	2	84	93	0	0	3	0	25	3	0	14	350	0	121	0	0	0	0	0	0	0	0	0	0	0
17:00	1	103	82	0	0	6	0	23	1	0	9	310	0	107	0	0	0	0	0	0	0	0	0	0	0
17:15	2	106	85	0	0	8	1	21	2	0	2	347	1	121	0	0	0	0	0	0	0	0	0	0	0
17:30	1	76	98	0	0	5	2	17	3	0	4	357	0	109	0	0	0	0	0	0	0	0	0	0	0
17:45	2	81	102	0	0	4	0	18	2	0	5	339	1	119	0	0	0	0	0	0	0	0	0	0	0
18:00	2	95	88	0	0	4	1	28	1	0	7	345	2	117	0	0	0	0	0	0	0	0	0	0	0
18:15	0	107	94	0	0	4	0	38	4	0	6	309	0	128	0	0	0	0	0	0	0	0	0	0	0
18:30	1	4:30:00 PM	78	0	0	4	1	33	1	0	9	280	0	138	0	0	0	0	0	0	0	0	0	0	0
18:45	1	5:15:00 PM	84	1	0	2	0	26	4	0	10	255	0	129	0	0	0	0	0	0	0	0	0	0	0
Total	**18**	**0.972342**	**1076**	**1**	**2**	**52**	**5**	**291**	**27**	**0**	**86**	**3808**	**6**	**1507**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak Hour	4:30:00 PM - 5:30:00 PM
Peak 15 Min	5:15:00 PM - 5:30:00 PM
PHF	**0.972342**

Location: Change These in The Preferences Window
Date: 10/8/2015
Site Code: 13543410

	N Miami Ave Southbound					NE 38th St Westbound					N Miami Ave Northbound					I-95 WB On-Ramp From Southwest					NW 38th St Eastbound				
Start Time	Right onto NW 38th St	Right onto I-195 WB On-Ramp	Thru	Left	U-Turns	Right	Thru	Left onto I-195 WB On-Ramp	Left	Peds	Right	Thru	Left	Hard Left onto I-195 WB On-Ramp	Peds	Hard Right	Bear Right	Bear Left	Hard Left	Peds	Hard Right	Right	Thru	Left	Peds
16:00	2	97	86	0	0	3	0	27	2	0	4	269	0	143	0	0	0	0	0	0	0	0	0	0	0
16:15	3	91	89	0	1	3	0	20	1	0	10	320	2	138	0	0	0	0	0	0	0	0	0	0	0
16:30	1	95	92	0	1	5	0	14	3	0	6	319	0	124	0	0	0	0	0	0	0	0	0	0	0
16:45	2	82	91	0	0	3	0	25	3	0	14	345	0	119	0	0	0	0	0	0	0	0	0	0	0
17:00	1	102	80	0	0	5	0	23	1	0	9	309	0	106	0	0	0	0	0	0	0	0	0	0	0
17:15	2	105	84	0	0	8	0	20	2	0	2	346	1	118	0	0	0	0	0	0	0	0	0	0	0
17:30	1	75	96	0	0	5	2	17	3	0	4	356	0	108	0	0	0	0	0	0	0	0	0	0	0
17:45	2	79	98	0	0	4	0	18	2	0	5	335	1	114	0	0	0	0	0	0	0	0	0	0	0
18:00	2	95	85	0	0	4	1	28	1	0	6	345	2	114	0	0	0	0	0	0	0	0	0	0	0
18:15	0	107	93	0	0	4	0	38	4	0	6	308	0	127	0	0	0	0	0	0	0	0	0	0	0
18:30	1	82	77	0	0	4	1	33	1	0	8	277	0	138	0	0	0	0	0	0	0	0	0	0	0
18:45	1	68	81	1	0	2	0	26	4	0	10	253	0	128	0	0	0	0	0	0	0	0	0	0	0
Total	**18**	**1078**	**1052**	**1**	**2**	**50**	**4**	**289**	**27**	**0**	**84**	**3782**	**6**	**1477**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Location: Change These in The Preferences Window
Date: 10/8/2015
Site Code: 13543410

	N Miami Ave Southbound					NE 38th St Westbound					N Miami Ave Northbound					I-95 WB On-Ramp From Southwest					NW 38th St Eastbound				
Start Time	Right onto NW 38th St	Right onto I-195 WB On-Ramp	Thru	Left		Right	Thru	Left onto I-195 WB On-Ramp	Left		Right	Thru	Left	Hard Left onto I-195 WB On-Ramp		Hard Right	Bear Right	Bear Left	Hard Left		Hard Right	Right	Thru	Left	
16:00	0	2	2	0		1	0	0	0		0	3	0	3		0	0	0	0		0	0	0	0	
16:15	0	3	2	0		0	0	1	0		0	1	0	4		0	0	0	0		0	0	0	0	
16:30	0	3	1	0		0	0	0	0		0	4	0	6		0	0	0	0		0	0	0	0	
16:45	0	2	2	0		0	0	0	0		0	5	0	2		0	0	0	0		0	0	0	0	
17:00	0	1	2	0		1	0	0	0		0	1	0	1		0	0	0	0		0	0	0	0	
17:15	0	1	1	0		0	1	1	0		0	1	0	3		0	0	0	0		0	0	0	0	
17:30	0	1	2	0		0	0	0	0		0	1	0	1		0	0	0	0		0	0	0	0	
17:45	0	2	4	0		0	0	0	0		0	4	0	5		0	0	0	0		0	0	0	0	
18:00	0	0	3	0		0	0	0	0		1	0	0	3		0	0	0	0		0	0	0	0	
18:15	0	0	1	0		0	0	0	0		0	1	0	1		0	0	0	0		0	0	0	0	
18:30	0	0	1	0		0	0	0	0		1	3	0	0		0	0	0	0		0	0	0	0	
18:45	0	0	3	0		0	0	0	0		0	2	0	1		0	0	0	0		0	0	0	0	
Total	**0**	**15**	**24**	**0**	**0**	**2**	**1**	**2**	**0**	**0**	**2**	**26**	**0**	**30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Location: Change These in The Preferences Window
Date: 10/8/2015
Site Code: 13543410

	N Miami Ave Southbound					NE 38th St Westbound					N Miami Ave Northbound					I-95 WB On-Ramp From Southwest					NW 38th St Eastbound				
Start Time	Right onto NW 38th St	Right onto I-195 WB On-Ramp	Thru	Left	Peds	Right	Thru	Left onto I-195 WB On-Ramp	Left	Peds	Right	Thru	Left	Hard Left onto I-195 WB On-Ramp	Peds	Hard Right	Bear Right	Bear Left	Hard Left	Peds	Hard Right	Right	Thru	Left	Peds
16:00	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
16:30	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	2	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
17:45	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
18:15	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**28**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

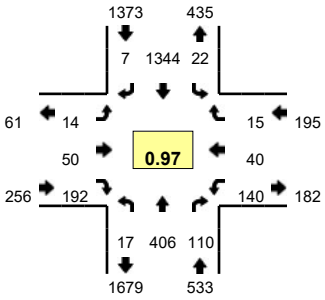
LOCATION: N Miami Ave -- NE 39th St

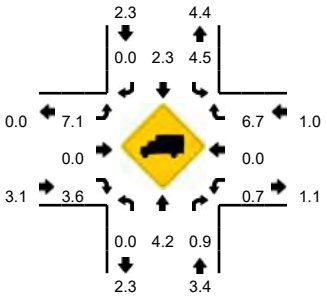
QC JOB #: 13543413

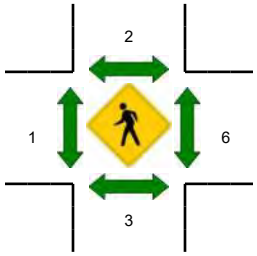
CITY/STATE: Miami, FL

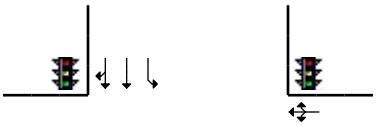
DATE: Thu, Oct 08 2015

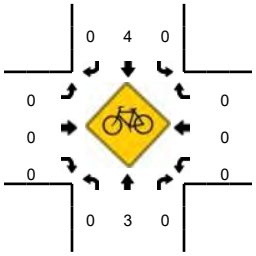
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

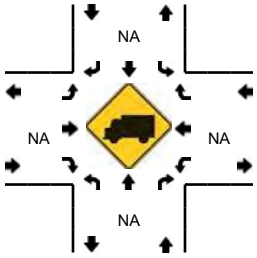


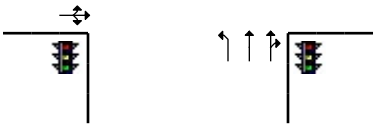


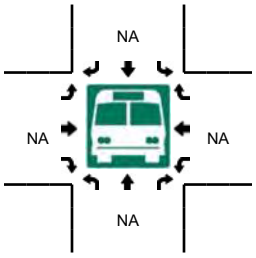












15-Min Count Period Beginning At	N Miami Ave (Northbound)				N Miami Ave (Southbound)				NE 39th St (Eastbound)				NE 39th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	1	22	3	0	1	93	0	0	0	0	12	0	0	0	0	0	132	
6:15 AM	3	24	6	0	1	97	1	0	0	0	17	0	0	0	1	0	150	
6:30 AM	3	32	9	0	1	190	2	0	0	2	35	0	2	1	1	0	278	
6:45 AM	0	56	15	0	4	243	3	0	1	3	31	0	8	0	0	0	364	924
7:00 AM	1	85	19	0	9	244	1	0	1	10	37	0	10	3	0	0	420	1212
7:15 AM	1	80	29	0	9	312	0	0	1	11	54	0	23	4	2	0	526	1588
7:30 AM	4	95	36	0	10	332	3	0	2	20	53	0	44	7	3	0	609	1919
7:45 AM	4	113	33	0	2	334	0	0	2	10	52	0	36	6	3	0	595	2150
8:00 AM	2	107	24	0	2	325	4	0	4	9	43	0	34	7	4	0	565	2295
8:15 AM	4	91	17	3	8	353	0	0	6	11	44	0	26	20	5	0	588	2357
8:30 AM	2	116	19	0	8	287	2	0	6	12	33	0	29	15	5	0	534	2282
8:45 AM	2	106	22	0	11	332	1	0	1	11	27	0	24	17	4	0	558	2245

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	16	380	144	0	40	1328	12	0	8	80	212	0	176	28	12	0	2436
Heavy Trucks	0	16	0		4	12	0		0	0	8		4	0	0		44
Pedestrians		4				0				4				8			16
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/28/2015 12:30 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: N Miami Ave -- NE 39th St

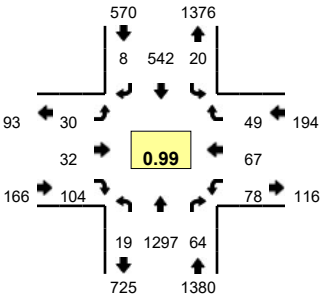
CITY/STATE: Miami, FL

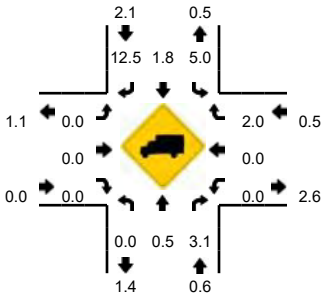
QC JOB #: 13543414

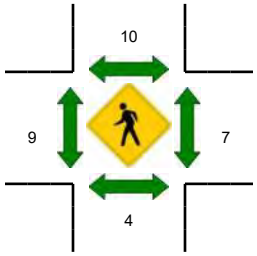
DATE: Thu, Oct 08 2015

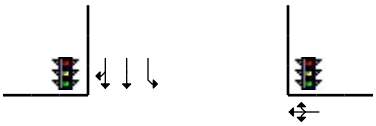
Peak-Hour: 4:45 PM -- 5:45 PM

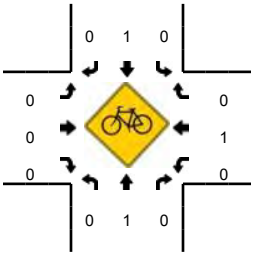
Peak 15-Min: 4:45 PM -- 5:00 PM

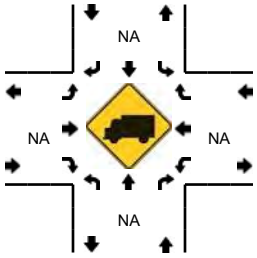


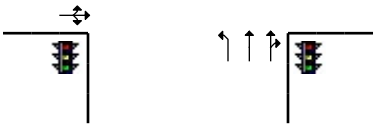


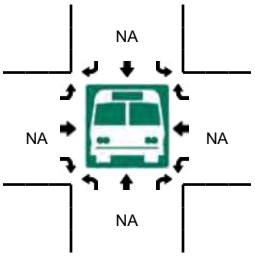












15-Min Count Period Beginning At	N Miami Ave (Northbound)				N Miami Ave (Southbound)				NE 39th St (Eastbound)				NE 39th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	3	261	10	0	3	139	0	0	7	17	25	0	19	10	12	0	506	
4:15 PM	2	304	14	1	7	144	3	0	6	8	19	0	23	15	12	0	558	
4:30 PM	5	302	18	1	5	141	2	0	4	5	23	0	25	17	13	0	561	
4:45 PM	10	327	10	0	7	135	2	0	12	9	28	0	16	14	13	0	583	2208
5:00 PM	3	304	18	0	0	130	2	0	6	5	32	0	24	25	13	0	562	2264
5:15 PM	3	329	18	1	4	143	1	0	3	4	23	0	22	17	14	0	582	2288
5:30 PM	2	337	18	0	9	134	3	0	9	14	21	0	16	11	9	0	583	2310
5:45 PM	8	333	11	0	5	133	3	0	3	9	22	0	18	15	14	0	574	2301
6:00 PM	4	316	22	1	2	122	4	0	6	7	32	0	28	8	13	0	565	2304
6:15 PM	11	289	15	0	3	140	2	0	10	4	32	0	28	7	3	0	544	2266
6:30 PM	5	257	21	0	4	116	8	0	6	6	22	0	19	14	6	0	484	2167
6:45 PM	6	245	7	0	4	120	6	0	4	3	13	0	14	7	5	0	434	2027

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	40	1308	40	0	28	540	8	0	48	36	112	0	64	56	52	0	2332
Heavy Trucks	0	12	4		0	16	4		0	0	0		0	0	4		40
Pedestrians		4				8				8				4			24
Bicycles	0	0	0		0	0	0		0	0	0		0	1	0		1
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/28/2015 12:30 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Location: N Federal Hwy -- NE 36th St

Date: 10/8/2015

Site Code: 13543403

All vehicles

	N Federal Hwy Southbound					NE 36th St Westbound					N Federal Hwy Northbound					NE 36th St Eastbound					NE 2nd Ave From Northwest				
Start Time	Right to NE 2nd Ave	Right to NE 36th St	Thru to N Federal Hwy	Left to NE 36th St	U-Turns	Right to N Federal Hwy	Right to NE 2nd Ave	Thru to NE 36th St	Left to N Federal Hwy	U-Turns	Right to NE 36th St	Thru to N Federal Hwy	Thru to NE 2nd Ave	Left to NE 36th St	U-Turns	Right to N Federal Hwy	Thru to NE 36th St	Left to N Federal Hwy	Left to NE 2nd Ave	U-Turns	Right to NE 36th St	Thru to N Federal Hwy	Left to NE 36th St	Left to N Federal Hwy	U-Turns
06:00	0	0	4	2	0	1	3	23	0	0	0	1	6	4	0	10	80	4	2	0	4	7	4	0	0
06:15	0	3	8	1	0	2	5	32	0	0	0	5	6	2	0	12	57	3	5	0	2	17	8	0	0
06:30	1	4	17	3	0	5	5	40	0	0	0	6	7	2	0	13	94	12	2	0	5	23	10	2	0
06:45	1	6	17	9	0	13	4	44	0	0	1	3	12	7	0	14	127	11	3	0	15	39	9	0	0
07:00	0	15	35	6	0	13	11	37	0	0	1	13	11	13	0	16	98	10	5	0	21	29	16	0	0
07:15	0	18	28	17	0	23	13	50	0	0	1	19	11	5	0	26	138	12	6	0	15	52	11	1	0
07:30	0	17	60	17	0	28	4	47	0	0	1	34	25	6	0	34	97	18	8	0	10	76	22	0	0
07:45	0	26	70	23	0	21	7	60	1	0	1	30	25	12	0	41	118	30	7	0	13	80	14	2	0
08:00	0	22	87	19	0	19	10	62	0	0	0	32	23	15	0	64	107	29	4	0	9	59	8	1	0
08:15	0	19	111	23	0	11	14	62	1	0	0	29	27	22	0	46	85	20	6	0	15	82	15	1	0
08:30	0	16	105	29	0	12	4	69	0	0	0	26	21	20	0	46	98	33	6	0	13	52	25	0	0
08:45	0	16	56	10	0	14	8	73	0	0	0	30	28	13	0	44	85	29	6	0	21	80	19	1	0
Total	**2**	**162**	**598**	**159**	**0**	**162**	**88**	**599**	**2**	**0**	**5**	**228**	**202**	**121**	**0**	**366**	**1184**	**211**	**60**	**0**	**143**	**596**	**161**	**8**	**0**

Peak Hour:	8:00:00 AM - 9:00:00 AM
Peak 15 Min:	7:45:00 AM - 8:00:00 AM
PHF:	**0.976094**

Location: N Federal Hwy -- NE 36th St

Date: 10/8/2015

Site Code: 13543403

Cars

	N Federal Hwy Southbound					NE 36th St Westbound					N Federal Hwy Northbound					NE 36th St Eastbound					NE 2nd Ave From Northwest				
Start Time	Right to NE 2nd Ave	Right to NE 36th St	Thru to N Federal Hwy	Left to NE 36th St	U-Turns	Right to N Federal Hwy	Right to NE 2nd Ave	Thru to NE 36th St	Left to N Federal Hwy	U-Turns	Right to NE 36th St	Thru to N Federal Hwy	Thru to NE 2nd Ave	Left to NE 36th St	U-Turns	Right to N Federal Hwy	Thru to NE 36th St	Left to N Federal Hwy	Left to NE 2nd Ave	U-Turns	Right to NE 36th St	Thru to N Federal Hwy	Left to NE 36th St	Left to N Federal Hwy	U-Turns
06:00	0	0	4	2	0	1	3	22	0	0	0	1	4	4	0	10	76	3	2	0	2	4	3	0	0
06:15	0	3	8	1	0	2	4	27	0	0	0	5	4	2	0	12	53	3	5	0	1	12	8	0	0
06:30	1	4	17	3	0	4	5	38	0	0	0	6	3	1	0	12	92	10	2	0	4	20	10	2	0
06:45	1	6	17	9	0	13	4	39	0	0	1	3	10	6	0	14	122	11	3	0	15	36	8	0	0
07:00	0	14	35	6	0	12	10	36	0	0	0	12	8	11	0	14	93	10	5	0	21	25	16	0	0
07:15	0	18	27	17	0	23	13	45	0	0	1	19	8	5	0	25	136	12	5	0	14	46	11	1	0
07:30	0	17	60	17	0	27	4	44	0	0	0	33	21	6	0	33	94	18	8	0	10	70	22	0	0
07:45	0	24	70	23	0	20	7	58	1	0	1	30	23	11	0	40	111	29	7	0	13	77	14	2	0
08:00	0	22	87	19	0	18	9	59	0	0	0	32	20	15	0	64	104	28	4	0	7	55	7	1	0
08:15	0	18	111	22	0	11	13	56	1	0	0	29	23	22	0	41	83	19	6	0	14	75	15	1	0
08:30	0	16	104	29	0	12	4	66	0	0	0	25	16	17	0	44	96	30	6	0	11	43	23	0	0
08:45	0	15	55	10	0	14	8	67	0	3	0	28	25	12	0	44	80	28	6	0	20	74	18	1	0
Total	**2**	**157**	**595**	**158**	**0**	**157**	**84**	**557**	**2**	**3**	**3**	**223**	**165**	**112**	**0**	**353**	**1140**	**201**	**59**	**0**	**132**	**537**	**155**	**8**	**0**

Location N Federal Hwy -- NE 36th St

Date: 10/8/2015

Site Code: 13543403

Heavy vehicles

	N Federal Hwy Southbound					NE 36th St Westbound					N Federal Hwy Northbound					NE 36th St Eastbound					NE 2nd Ave From Northwest				
Start Time	Right to NE 2nd Ave	Right to NE 36th St	Thru to N Federal Hwy	Left to NE 36th St	U-Turns	Right to N Federal Hwy	Right to NE 2nd Ave	Thru to NE 36th St	Left to N Federal Hwy	U-Turns	Right to NE 36th St	Thru to N Federal Hwy	Thru to NE 2nd Ave	Left to NE 36th St	U-Turns	Right to N Federal Hwy	Thru to NE 36th St	Left to N Federal Hwy	Left to NE 2nd Ave	U-Turns	Right to NE 36th St	Thru to N Federal Hwy	Left to NE 36th St	Left to N Federal Hwy	U-Turns
06:00	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	4	1	0	0	2	3	1	0	0
06:15	0	0	0	0	0	0	1	5	0	0	0	0	2	0	0	0	4	0	0	0	1	5	0	0	0
06:30	0	0	0	0	0	1	0	2	0	0	0	0	4	1	0	1	2	2	0	0	1	3	0	0	0
06:45	0	0	0	0	0	0	0	5	0	0	0	0	2	1	0	0	5	0	0	0	0	3	1	0	0
07:00	0	1	0	0	0	1	1	1	0	0	1	1	3	2	0	2	5	0	0	0	0	4	0	0	0
07:15	0	0	1	0	0	0	0	5	0	0	0	0	3	0	0	1	2	0	1	0	1	6	0	0	0
07:30	0	0	0	0	0	1	0	3	0	0	1	1	4	0	0	1	3	0	0	0	0	6	0	0	0
07:45	0	2	0	0	0	1	0	2	0	0	0	0	2	1	0	1	7	1	0	0	0	3	0	0	0
08:00	0	0	0	0	0	1	1	3	0	0	0	0	3	0	0	0	3	1	0	0	2	4	1	0	0
08:15	0	1	0	1	0	0	1	6	0	0	0	0	4	0	0	5	2	1	0	0	1	7	0	0	0
08:30	0	0	1	0	0	0	0	3	0	0	0	1	5	3	0	2	2	3	0	0	2	9	2	0	0
08:45	0	1	1	0	0	0	0	6	0	0	0	2	3	1	0	0	5	1	0	0	1	6	1	0	0
Total	**0**	**5**	**3**	**1**	**0**	**5**	**4**	**42**	**0**	**0**	**2**	**5**	**37**	**9**	**0**	**13**	**44**	**10**	**1**	**0**	**11**	**59**	**6**	**0**	**0**

Location: N Federal Hwy -- NE 36th St

Date: 10/8/2015

Site Code: 13543403

Peds

	N Federal Hwy Southbound					NE 36th St Westbound					N Federal Hwy Northbound					NE 36th St Eastbound					NE 2nd Ave From Northwest				
Start Time	Right to NE 2nd Ave	Right to NE 36th St	Thru to N Federal Hwy	Left to NE 36th St	Peds	Right to N Federal Hwy	Right to NE 2nd Ave	Thru to NE 36th St	Left to N Federal Hwy	Peds	Right to NE 36th St	Thru to N Federal Hwy	Thru to NE 2nd Ave	Left to NE 36th St	Peds	Right to N Federal Hwy	Thru to NE 36th St	Left to N Federal Hwy	Left to NE 2nd Ave	Peds	Right to NE 36th St	Thru to N Federal Hwy	Left to NE 36th St	Left to N Federal Hwy	Peds
06:00	0	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15	0	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	4
06:30	0	0	1	0	3	0	0	0	0	1	0	0	0	0	6	0	0	0	0	0	1	0	0	0	0
06:45	0	0	2	0	8	0	0	0	0	0	0	0	1	0	3	0	0	0	0	1	0	1	0	0	3
07:00	0	0	0	0	2	0	0	0	0	2	0	0	0	0	5	0	0	0	0	1	0	1	0	0	3
07:15	0	0	0	0	6	0	0	0	0	1	0	0	1	0	2	0	0	0	0	1	0	0	0	0	3
07:30	0	0	0	0	9	0	0	0	0	1	0	0	0	0	6	0	0	0	0	2	0	0	0	0	5
07:45	0	0	1	0	13	0	0	0	0	5	0	0	1	0	4	0	0	0	0	3	0	0	0	0	11
08:00	0	0	0	0	9	0	0	0	0	3	0	0	0	0	1	0	0	0	0	1	0	0	0	0	9
08:15	0	0	0	0	6	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2	0	0	0	0	2
08:30	0	0	0	0	9	0	0	0	0	2	0	0	0	0	6	0	0	0	0	1	0	0	0	0	5
08:45	0	0	0	0	9	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
Total	**0**	**1**	**5**	**0**	**82**	**0**	**0**	**0**	**0**	**19**	**0**	**0**	**3**	**0**	**37**	**0**	**0**	**0**	**0**	**15**	**1**	**2**	**0**	**0**	**49**

Location: N Federal Hwy -- NE 36th St
Date: 10/8/2015
Site Code: 13543404

	N Federal Hwy Southbound					NE 36th St Westbound					N Federal Hwy Northbound					NE 36th St Eastbound					NE 2nd Ave From Northwest				
Start Time	Right to NE 2nd Ave	Right to NE 36th St	Thru to N Federal Hwy	Left to NE 36th St	U-Turns	Right to N Federal Hwy	Right to NE 2nd Ave	Thru to NE 36th St	Left to N Federal Hwy	U-Turns	Right to NE 36th St	Thru to N Federal Hwy	Thru to NE 2nd Ave	Left to NE 36th St	U-Turns	Right to N Federal Hwy	Thru to NE 36th St	Left to N Federal Hwy	Left to NE 2nd Ave	U-Turns	Right to NE 36th St	Thru to N Federal Hwy	Left to NE 36th St	Left to N Federal Hwy	U-Turns
16:00	1	26	35	11	0	11	8	109	0	0	14	50	33	22	0	30	90	21	9	0	14	41	11	0	0
16:15	0	27	20	2	0	10	12	109	0	0	8	75	58	33	0	35	114	40	12	0	25	48	20	0	0
16:30	1	30	26	5	0	7	17	100	0	0	10	86	41	45	0	33	82	31	18	0	18	23	18	1	0
16:45	1	33	27	9	0	5	17	108	0	0	5	70	49	35	0	36	96	39	13	0	34	27	27	0	0
17:00	2	26	27	4	0	8	9	105	0	0	16	83	54	30	0	27	89	50	11	0	21	49	26	1	0
17:15	0	21	28	8	1	4	17	111	0	0	16	88	54	28	0	30	88	29	13	0	30	41	12	0	0
17:30	0	19	20	2	0	10	12	104	1	0	25	89	58	19	0	20	99	29	18	0	33	23	14	1	0
17:45	1	23	23	4	0	6	15	116	0	0	14	77	63	21	1	24	93	45	11	0	32	34	22	1	0
18:00	2	19	35	3	0	8	12	114	1	0	13	93	57	21	0	42	90	42	11	0	18	34	19	0	0
18:15	1	23	20	5	0	6	24	112	0	0	16	80	42	31	0	35	83	29	12	0	32	38	24	0	0
18:30	1	19	26	9	0	1	10	95	0	0	9	77	49	29	0	28	82	25	11	0	32	38	24	0	0
18:45	1	22	27	8	0	3	15	124	0	0	17	60	28	26	0	36	103	12	6	0	23	28	15	0	0
Total	**11**	**288**	**314**	**70**	**1**	**79**	**168**	**1307**	**2**	**0**	**163**	**928**	**586**	**340**	**1**	**376**	**1109**	**392**	**145**	**0**	**312**	**424**	**232**	**4**	**0**

Peak Hour	5:00:00 PM - 6:00:00 PM
Peak 15 Min	5:45:00 PM - 6:00:00 PM
PHF	**0.967978**

Location: Change These in The Preferences Window
Date: 10/8/2015
Site Code: 13543404

	N Federal Hwy Southbound					NE 36th St Westbound					N Federal Hwy Northbound					NE 36th St Eastbound					NE 2nd Ave From Northwest				
Start Time	Right to NE 2nd Ave	Right to NE 36th St	Thru to N Federal Hwy	Left to NE 36th St	U-Turns	Right to N Federal Hwy	Right to NE 2nd Ave	Thru to NE 36th St	Left to N Federal Hwy	U-Turns	Right to NE 36th St	Thru to N Federal Hwy	Thru to NE 2nd Ave	Left to NE 36th St	U-Turns	Right to N Federal Hwy	Thru to NE 36th St	Left to N Federal Hwy	Left to NE 2nd Ave	U-Turns	Right to NE 36th St	Thru to N Federal Hwy	Left to NE 36th St	Left to N Federal Hwy	U-Turns
16:00	1	26	35	11	0	10	7	107	0	0	13	50	33	22	0	30	86	21	9	0	14	37	10	0	0
16:15	0	27	20	2	0	10	12	105	0	0	8	75	58	32	0	35	109	39	10	0	25	45	20	0	0
16:30	1	30	25	5	0	7	16	97	0	0	10	86	41	45	0	32	80	30	17	0	17	23	17	1	0
16:45	1	33	26	9	0	3	14	104	0	0	5	69	49	35	0	33	91	39	11	0	33	26	27	0	0
17:00	2	25	26	4	0	6	9	103	0	0	16	83	54	29	0	27	88	50	10	0	21	44	26	1	0
17:15	0	21	28	8	1	4	16	105	0	0	15	88	54	28	0	30	87	29	13	0	30	41	12	0	0
17:30	0	19	20	2	0	10	12	98	1	0	25	89	55	19	0	20	96	29	16	0	33	20	14	1	0
17:45	1	23	23	4	0	6	15	114	0	0	14	77	61	21	1	24	92	45	10	0	30	31	21	1	0
18:00	2	19	35	3	0	8	12	109	1	0	13	93	55	21	0	41	89	42	10	0	18	31	19	0	0
18:15	1	23	20	5	0	6	24	109	0	0	16	80	41	31	0	35	79	29	12	0	32	34	24	0	0
18:30	1	19	26	9	0	1	10	90	0	0	9	76	45	28	0	27	82	25	10	0	32	35	23	0	0
18:45	1	22	27	8	0	3	15	123	0	0	17	60	24	26	0	36	98	12	6	0	23	28	14	0	0
Total	**11**	**287**	**311**	**70**	**1**	**74**	**162**	**1264**	**2**	**0**	**161**	**926**	**570**	**337**	**1**	**370**	**1077**	**390**	**134**	**0**	**308**	**395**	**227**	**4**	**0**

Location: Change These in The Preferences Window
Date: 10/8/2015
Site Code: 13543404

	N Federal Hwy Southbound					NE 36th St Westbound					N Federal Hwy Northbound					NE 36th St Eastbound					NE 2nd Ave From Northwest				
Start Time	Right to NE 2nd Ave	Right to NE 36th St	Thru to N Federal Hwy	Left to NE 36th St	U-Turns	Right to N Federal Hwy	Right to NE 2nd Ave	Thru to NE 36th St	Left to N Federal Hwy	U-Turns	Right to NE 36th St	Thru to N Federal Hwy	Thru to NE 2nd Ave	Left to NE 36th St	U-Turns	Right to N Federal Hwy	Thru to NE 36th St	Left to N Federal Hwy	Left to NE 2nd Ave	U-Turns	Right to NE 36th St	Thru to N Federal Hwy	Left to NE 36th St	Left to N Federal Hwy	U-Turns
16:00	0	0	0	0		1	1	2	0		1	0	0	0		0	4	0	0		0	4	1	0	
16:15	0	0	0	0		0	0	4	0		0	0	0	1		0	5	1	2		0	3	0	0	
16:30	0	0	1	0		0	1	3	0		0	0	0	0		1	2	1	1		1	0	1	0	
16:45	0	0	1	0		2	3	4	0		0	1	0	0		3	5	0	2		1	1	0	0	
17:00	0	1	1	0		2	0	2	0		0	0	0	1		0	1	0	1		0	5	0	0	
17:15	0	0	0	0		0	1	6	0		1	0	0	0		0	1	0	0		0	0	0	0	
17:30	0	0	0	0		0	0	6	0		0	0	3	0		0	3	0	2		0	3	0	0	
17:45	0	0	0	0		0	0	2	0		0	0	2	0		0	1	0	1		2	3	1	0	
18:00	0	0	0	0		0	0	5	0		0	0	2	0		1	1	0	1		0	3	0	0	
18:15	0	0	0	0		0	0	3	0		0	0	1	0		0	4	0	0		0	4	0	0	
18:30	0	0	0	0		0	0	5	0		0	1	4	1		1	0	0	1		0	3	1	0	
18:45	0	0	0	0		0	0	1	0		0	0	4	0		0	5	0	0		0	0	1	0	
Total	**0**	**1**	**3**	**0**	**0**	**5**	**6**	**43**	**0**	**0**	**2**	**2**	**16**	**3**	**0**	**6**	**32**	**2**	**11**	**0**	**4**	**29**	**5**	**0**	**0**

Location: Change These in The Preferences Window
Date: 10/8/2015
Site Code: 13543404

	N Federal Hwy Southbound					NE 36th St Westbound					N Federal Hwy Northbound					NE 36th St Eastbound					NE 2nd Ave From Northwest				
Start Time	Right to NE 2nd Ave	Right to NE 36th St	Thru to N Federal Hwy	Left to NE 36th St	Peds	Right to N Federal Hwy	Right to NE 2nd Ave	Thru to NE 36th St	Left to N Federal Hwy	Peds	Right to NE 36th St	Thru to N Federal Hwy	Thru to NE 2nd Ave	Left to NE 36th St	Peds	Right to N Federal Hwy	Thru to NE 36th St	Left to N Federal Hwy	Left to NE 2nd Ave	Peds	Right to NE 36th St	Thru to N Federal Hwy	Left to NE 36th St	Left to N Federal Hwy	Peds
16:00	0	1	0	0	20	0	0	0	0	2	0	0	0	0	3	0	0	0	0	7	0	0	0	0	15
16:15	0	2	1	0	11	0	0	0	0	1	0	0	0	0	5	0	0	0	0	2	0	0	0	0	4
16:30	0	0	0	0	12	0	0	0	0	6	0	1	0	0	5	0	0	0	0	7	0	0	0	0	10
16:45	0	0	0	0	14	0	0	0	0	3	0	1	1	1	4	0	0	0	0	2	0	0	0	0	7
17:00	0	0	0	0	4	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	8	0	0	1	0	5	0	0	0	1	10	0	0	0	0	0	0	0	0	0	1
17:30	0	0	0	0	9	0	0	0	0	1	0	1	0	0	11	0	0	0	0	8	0	0	0	0	6
17:45	0	0	0	0	10	0	0	0	0	2	0	0	0	0	5	0	0	0	0	1	0	0	0	0	4
18:00	0	0	1	0	16	0	0	0	0	3	0	1	0	0	12	0	0	0	0	3	0	0	0	0	3
18:15	0	0	0	0	11	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	14
18:30	0	0	0	0	4	0	0	0	0	2	0	0	0	0	23	0	0	0	0	9	0	0	0	0	7
18:45	0	0	1	0	7	0	0	0	0	0	0	0	0	0	17	0	0	0	0	12	0	0	0	0	5
Total	**0**	**3**	**3**	**0**	**126**	**0**	**0**	**1**	**0**	**25**	**0**	**5**	**1**	**2**	**101**	**0**	**0**	**0**	**0**	**51**	**0**	**0**	**0**	**0**	**76**

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

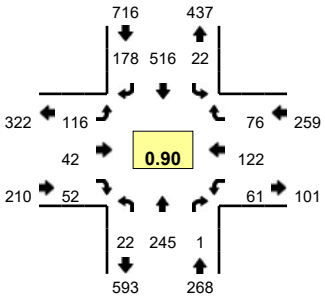
LOCATION: N Federal Hwy -- NE 38th St/NE 39th St

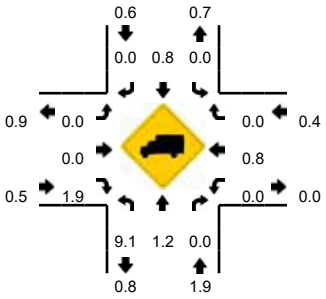
QC JOB #: 13543415

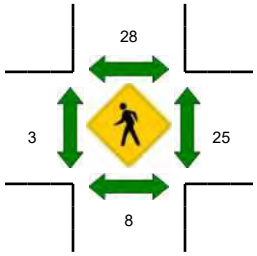
CITY/STATE: Miami, FL

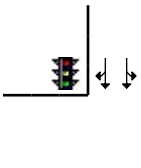
DATE: Thu, Oct 08 2015

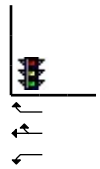
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

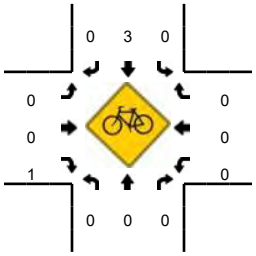


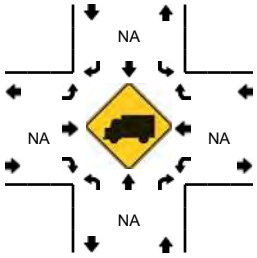


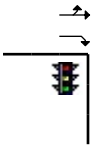


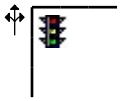


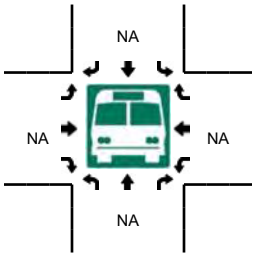












15-Min Count Period Beginning At	N Federal Hwy (Northbound)				N Federal Hwy (Southbound)				NE 38th St/NE 39th St (Eastbound)				NE 38th St/NE 39th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	7	0	0	1	6	0	0	1	2	1	0	0	4	4	0	26	
6:15 AM	0	8	0	0	1	10	4	0	1	2	0	0	3	3	4	1	37	
6:30 AM	3	16	0	0	2	21	5	0	4	2	2	0	0	8	4	0	67	
6:45 AM	3	26	0	0	2	40	11	0	6	5	5	0	0	6	6	1	111	241
7:00 AM	5	31	0	0	0	45	21	0	19	3	10	0	2	18	4	1	159	374
7:15 AM	11	40	0	0	0	58	24	0	19	4	12	0	3	42	11	2	226	563
7:30 AM	5	68	0	0	4	116	45	0	32	12	12	0	6	35	20	7	362	858
7:45 AM	4	58	1	0	5	107	28	0	37	14	12	0	8	28	38	24	364	1111
8:00 AM	9	67	0	0	3	171	51	0	29	11	13	0	6	28	11	4	403	1355
8:15 AM	4	52	0	0	10	122	54	0	18	5	15	0	5	31	7	1	324	1453
8:30 AM	5	61	0	0	5	130	47	0	20	3	6	0	7	30	9	3	326	1417
8:45 AM	3	68	0	0	2	143	49	0	28	7	13	0	9	36	8	0	366	1419

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	36	268	0	0	12	684	204	0	116	44	52	0	24	112	44	16	1612
Heavy Trucks	4	0	0		0	4	0		0	0	0		0	4	0		12
Pedestrians		16				28				4				24			72
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/27/2015 8:55 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: N Federal Hwy -- NE 38th St/NE 39th St

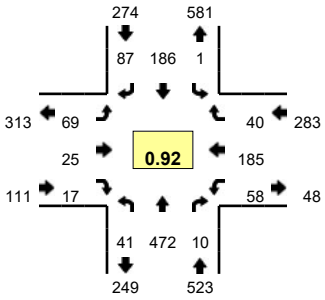
QC JOB #: 13543416

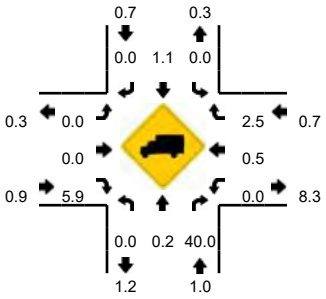
CITY/STATE: Miami, FL

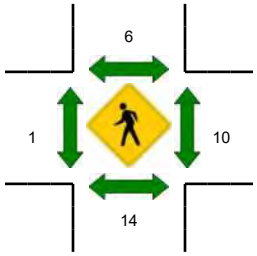
DATE: Thu, Oct 08 2015

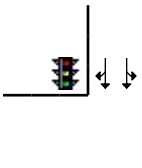
Peak-Hour: 4:30 PM -- 5:30 PM

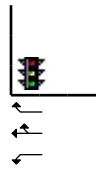
Peak 15-Min: 5:00 PM -- 5:15 PM

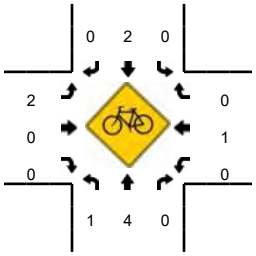


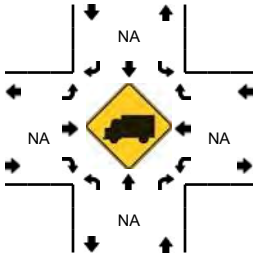


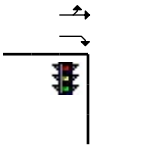


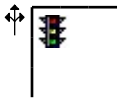


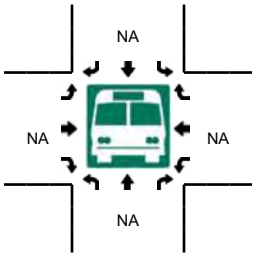












15-Min Count Period Beginning At	N Federal Hwy (Northbound)				N Federal Hwy (Southbound)				NE 38th St/NE 39th St (Eastbound)				NE 38th St/NE 39th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	7	78	2	0	0	57	20	0	14	6	9	0	9	45	8	5	260	
4:15 PM	10	103	1	0	0	34	20	0	18	4	3	0	6	45	5	4	253	
4:30 PM	15	113	3	0	0	52	21	0	23	5	2	0	9	45	13	3	304	
4:45 PM	9	102	2	0	0	55	16	0	15	5	5	0	10	47	7	3	276	1093
5:00 PM	9	131	5	0	1	44	27	0	19	9	7	0	16	45	10	2	325	1158
5:15 PM	8	126	0	0	0	35	23	0	12	6	3	0	11	48	10	4	286	1191
5:30 PM	13	124	1	0	2	25	15	0	21	6	3	0	8	51	10	4	283	1170
5:45 PM	12	114	2	0	2	43	18	1	23	3	2	0	4	47	5	3	279	1173
6:00 PM	15	135	3	0	0	40	20	0	29	12	9	0	9	43	5	0	320	1168
6:15 PM	8	107	1	0	0	29	19	0	22	9	4	0	13	50	6	2	270	1152
6:30 PM	10	95	0	0	2	41	27	0	22	11	9	0	1	45	4	2	269	1138
6:45 PM	7	83	0	0	1	38	16	0	22	11	9	0	7	42	4	1	241	1100

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	36	524	20	0	4	176	108	0	76	36	28	0	64	180	40	8	1300
Heavy Trucks	0	0	8		0	0	0		0	0	4		0	0	4		16
Pedestrians		12				4				0				12			28
Bicycles	0	0	0		0	1	0		1	0	0		0	1	0		3
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/27/2015 8:55 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

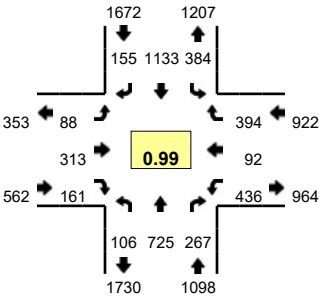
Type of peak hour being reported: Intersection Peak

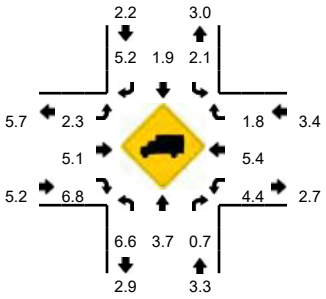
Method for determining peak hour: Total Entering Volume

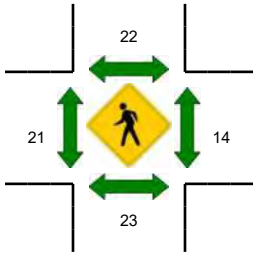
LOCATION: Biscayne Blvd -- NE 36th Ave
CITY/STATE: Miami, FL

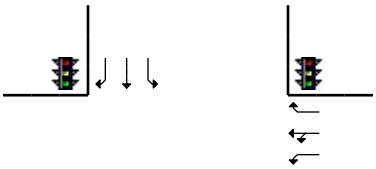
QC JOB #: 13543405
DATE: Thu, Oct 08 2015

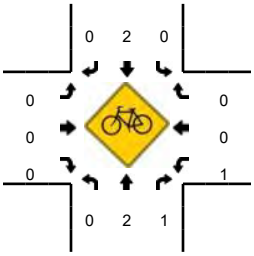
Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 8:15 AM -- 8:30 AM

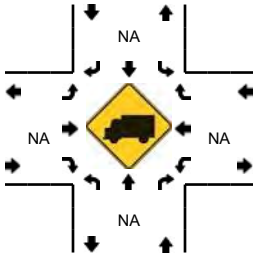


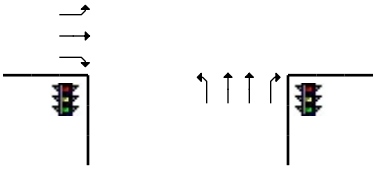


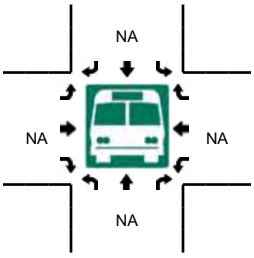












15-Min Count Period Beginning At	Biscayne Blvd (Northbound)				Biscayne Blvd (Southbound)				NE 36th Ave (Eastbound)				NE 36th Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	12	64	18	0	46	66	8	0	6	33	27	0	51	5	37	0	373	
6:15 AM	12	70	18	0	51	97	14	0	13	45	34	0	45	12	30	0	441	
6:30 AM	10	93	37	0	99	139	28	0	16	63	31	0	60	19	40	0	635	
6:45 AM	19	119	47	0	99	202	18	0	22	83	38	0	81	22	57	0	807	2256
7:00 AM	25	110	50	0	122	231	25	0	19	77	35	0	73	24	60	0	851	2734
7:15 AM	20	153	42	0	81	223	23	0	21	79	46	0	73	32	84	0	877	3170
7:30 AM	25	173	92	0	113	288	42	0	20	78	36	0	76	27	73	0	1043	3578
7:45 AM	35	141	60	0	108	286	26	0	23	72	54	0	123	27	103	0	1058	3829
8:00 AM	23	195	79	0	86	296	41	0	21	81	22	0	103	24	91	0	1062	4040
8:15 AM	22	216	69	0	100	287	48	0	14	72	42	0	98	19	92	0	1079	4242
8:30 AM	26	173	59	0	90	264	40	0	30	88	43	0	112	22	108	0	1055	4254
8:45 AM	25	186	70	0	64	306	49	1	15	72	31	0	103	20	98	0	1040	4236

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	88	864	276	0	400	1148	192	0	56	288	168	0	392	76	368	0	4316
Heavy Trucks	4	28	0		16	24	20		0	16	20		12	4	4		148
Pedestrians		20				4				48				16			88
Bicycles	0	0	1		0	0	0		0	0	0		0	0	0		1
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/27/2015 8:55 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

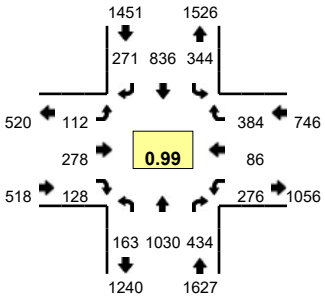
Type of peak hour being reported: Intersection Peak

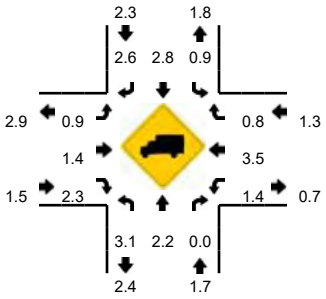
Method for determining peak hour: Total Entering Volume

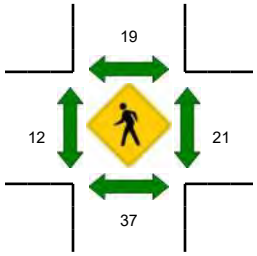
LOCATION: Biscayne Blvd -- NE 36th Ave
CITY/STATE: Miami, FL

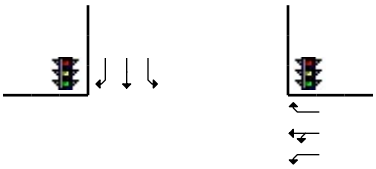
QC JOB #: 13543406
DATE: Thu, Oct 08 2015

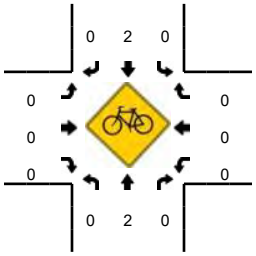
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:30 PM -- 5:45 PM

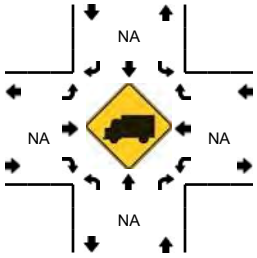


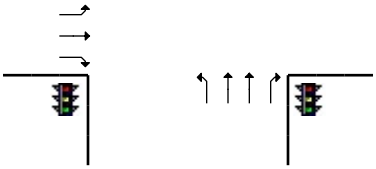


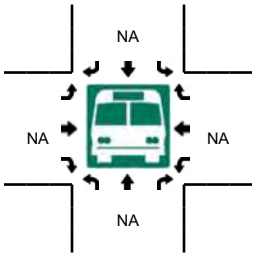












15-Min Count Period Beginning At	Biscayne Blvd (Northbound)				Biscayne Blvd (Southbound)				NE 36th Ave (Eastbound)				NE 36th Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	40	262	75	0	94	208	73	1	31	64	37	0	53	19	83	0	1040	
4:15 PM	49	274	79	0	88	214	50	0	25	72	32	0	62	16	87	0	1048	
4:30 PM	41	254	88	0	95	194	57	0	21	72	19	0	56	11	98	0	1006	
4:45 PM	42	255	108	0	73	187	67	0	26	76	30	0	65	27	85	0	1041	4135
5:00 PM	38	262	109	0	85	190	70	0	24	71	37	0	57	21	91	0	1055	4150
5:15 PM	42	249	102	0	80	227	73	0	31	73	28	0	67	19	105	0	1096	4198
5:30 PM	34	257	107	0	80	220	66	0	39	67	30	0	76	22	99	0	1097	4289
5:45 PM	49	262	116	0	99	199	62	0	18	67	33	0	76	24	89	0	1094	4342
6:00 PM	32	254	130	0	68	180	76	0	19	66	31	0	77	25	92	0	1050	4337
6:15 PM	38	273	121	0	85	182	72	0	23	71	31	0	75	25	105	0	1101	4342
6:30 PM	29	282	122	0	78	182	62	0	13	66	22	0	75	25	81	0	1037	4282
6:45 PM	38	203	88	0	88	201	71	0	29	75	31	0	88	18	88	0	1018	4206

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	136	1028	428	0	320	880	264	0	156	268	120	0	304	88	396	0	4388
Heavy Trucks	8	24	0		0	24	8		0	8	8		4	0	0		84
Pedestrians		24				32				20				40			116
Bicycles	0	1	0		0	1	0		0	0	0		0	0	0		2
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/27/2015 8:55 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Biscayne Blvd -- NE 38th St

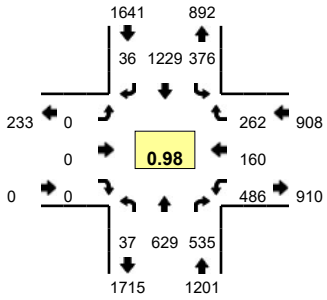
CITY/STATE: Miami, FL

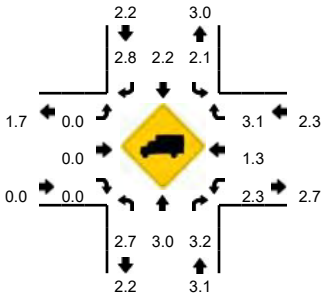
QC JOB #: 13543411

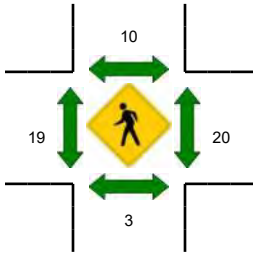
DATE: Thu, Oct 08 2015

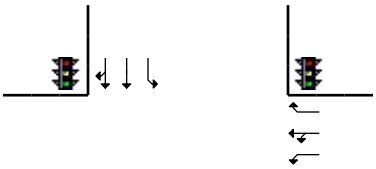
Peak-Hour: 7:45 AM -- 8:45 AM

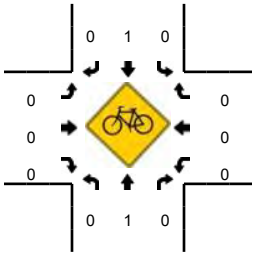
Peak 15-Min: 8:00 AM -- 8:15 AM

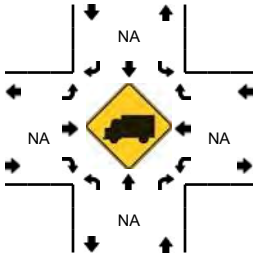


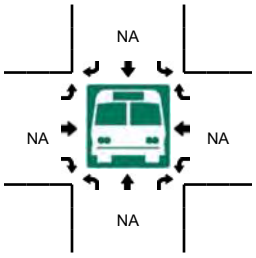












15-Min Count Period Beginning At	Biscayne Blvd (Northbound)				Biscayne Blvd (Southbound)				NE 38th St (Eastbound)				NE 38th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	2	60	41	0	35	118	3	0	0	0	0	0	21	3	10	0	293	
6:15 AM	4	59	56	0	37	171	2	0	0	0	0	0	23	4	13	0	369	
6:30 AM	5	79	67	0	67	227	3	0	0	0	0	0	28	4	22	0	502	
6:45 AM	4	97	98	0	92	314	2	0	0	0	0	0	45	9	25	0	686	1850
7:00 AM	3	107	80	0	150	291	3	0	0	0	0	0	46	20	34	0	734	2291
7:15 AM	11	140	112	0	125	284	12	0	0	0	0	0	87	40	35	0	846	2768
7:30 AM	11	155	97	0	130	343	23	0	0	0	0	0	81	35	54	0	929	3195
7:45 AM	16	136	119	0	96	311	22	0	0	0	0	0	114	61	62	0	937	3446
8:00 AM	8	172	136	0	95	326	9	1	0	0	0	0	114	28	66	0	955	3667
8:15 AM	5	170	131	0	98	292	1	0	0	0	0	0	118	35	61	0	911	3732
8:30 AM	8	151	149	0	86	300	4	0	0	0	0	0	140	36	73	0	947	3750
8:45 AM	7	196	129	1	84	271	4	0	0	0	0	0	125	41	64	0	922	3735

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	32	688	544	0	380	1304	36	4	0	0	0	0	456	112	264	0	3820
Heavy Trucks	4	32	16		4	32	0		0	0	0		16	0	8		112
Pedestrians		0				4				4				0			8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/27/2015 8:55 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

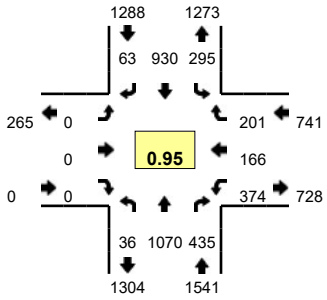
Type of peak hour being reported: Intersection Peak

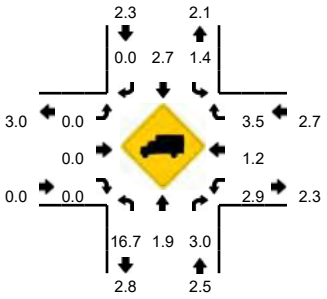
Method for determining peak hour: Total Entering Volume

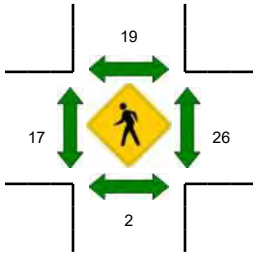
LOCATION: Biscayne Blvd -- NE 38th St
CITY/STATE: Miami, FL

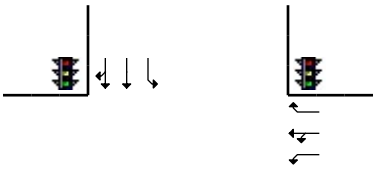
QC JOB #: 13543412
DATE: Tue, Oct 13 2015

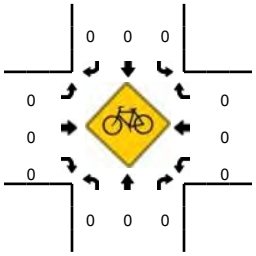
Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:15 PM -- 4:30 PM

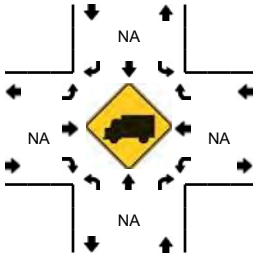


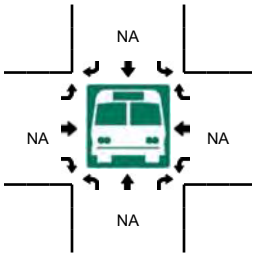












15-Min Count Period Beginning At	Biscayne Blvd (Northbound)				Biscayne Blvd (Southbound)				NE 38th St (Eastbound)				NE 38th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	9	259	111	0	67	263	17	1	0	0	0	0	95	44	53	0	919	
4:15 PM	10	285	113	0	84	219	18	1	0	0	0	0	103	45	60	0	938	
4:30 PM	14	266	116	0	68	203	12	0	0	0	0	0	96	38	49	0	862	
4:45 PM	3	260	95	0	74	245	16	0	0	0	0	0	80	39	39	0	851	3570
5:00 PM	2	235	93	0	88	254	15	0	0	0	0	0	104	30	51	0	872	3523
5:15 PM	4	223	77	0	84	251	15	3	0	0	0	0	98	30	52	0	837	3422
5:30 PM	5	222	77	0	59	218	14	2	0	0	0	0	89	35	51	0	772	3332
5:45 PM	5	234	71	0	70	222	11	0	0	0	0	0	104	30	44	0	791	3272
6:00 PM	3	259	85	2	60	229	15	0	0	0	0	0	94	35	48	0	830	3230
6:15 PM	7	306	66	0	72	230	25	0	0	0	0	0	101	34	61	0	902	3295
6:30 PM	13	281	72	0	87	237	13	0	0	0	0	0	111	31	51	0	896	3419
6:45 PM	5	300	84	1	48	221	8	1	0	0	0	0	108	36	44	0	856	3484

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	40	1140	452	0	336	876	72	4	0	0	0	0	412	180	240	0	3752
Heavy Trucks	8	20	20		8	24	0		0	0	0		4	0	0		84
Pedestrians		8				4				20				20			52
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/27/2015 8:55 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

TABLE A

TURNING MOVEMENT COUNT

NE 2nd Ave @ **NE 39TH**

		NE 2nd Ave				NE 2nd Ave				NE 39TH				NE 39TH				
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
TIME PERIOD		**LEFT**	**THRU**	**RIGHT**	**TOTAL**	**LEFT**	**THRU**	**RIGHT**	**TOTAL**	**LEFT**	**THRU**	**RIGHT**	**TOTAL**	**LEFT**	**THRU**	**RIGHT**	**TOTAL**	**GRAND TOTAL**
7:00 AM - 7:15 AM	Auto	0	4	6	10	1	16	0	17	1	6	0	7	6	6	2	14	48
	Comm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	4	6	10	1	16	0	17	1	6	0	7	6	6	2	14	48
7:15 AM - 7:30 AM	Auto	0	20	4	24	5	40	0	45	0	10	0	10	7	7	4	18	97
	Comm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	20	4	24	5	40	0	45	0	10	0	10	7	7	4	18	97
7:30 AM - 7:45 AM	Auto	2	17	6	25	1	41	3	45	1	8	1	10	4	9	8	21	101
	Comm	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
	Total	2	17	6	25	1	41	3	45	1	8	1	10	4	10	8	22	102
7:45 AM - 8:00 AM	Auto	1	11	4	16	7	60	1	68	5	6	5	16	7	10	5	22	122
	Comm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	1	11	4	16	7	60	1	68	5	6	5	16	7	10	5	22	122
8:00 AM - 8:15 AM	Auto	3	23	5	31	7	60	4	71	2	6	0	8	11	12	9	32	142
	Comm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	3	23	5	31	7	60	4	71	2	6	0	8	11	12	9	32	142
8:15 AM - 8:30 AM	Auto	2	21	13	36	4	72	6	82	1	14	4	19	11	16	9	36	173
	Comm	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
	Total	2	21	13	36	4	72	6	82	1	14	4	19	11	17	9	37	174
8:30 AM - 8:45 AM	Auto	1	12	4	17	5	62	1	68	4	7	0	11	8	7	2	17	113
	Comm	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	Total	1	14	4	19	5	62	1	68	4	7	0	11	8	7	2	17	115
8:45 AM - 9:00 AM	Auto	1	10	9	20	7	44	15	66	0	8	2	10	4	12	5	21	117
	Comm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	1	10	9	20	7	44	15	66	0	8	2	10	4	12	5	21	117
PEAK-HOUR																		
7:45 AM - 8:45 AM	**Auto**	**7**	**67**	**26**	**100**	**23**	**254**	**12**	**289**	**12**	**33**	**9**	**54**	**37**	**45**	**25**	**107**	**550**
	Comm	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**3**
	Total	**7**	**69**	**26**	**102**	**23**	**254**	**12**	**289**	**12**	**33**	**9**	**54**	**37**	**46**	**25**	**108**	**553**
Peak-Hour Factor					0.708				0.881				0.711				0.730	

TABLE A

TURNING MOVEMENT COUNT

NE 2nd Ave @ **NE 39th**

		NE 2nd Ave				NE 2nd Ave				NE 39th				NE 39th				
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
TIME PERIOD		**LEFT**	**THRU**	**RIGHT**	**TOTAL**	**LEFT**	**THRU**	**RIGHT**	**TOTAL**	**LEFT**	**THRU**	**RIGHT**	**TOTAL**	**LEFT**	**THRU**	**RIGHT**	**TOTAL**	**GRAND TOTAL**
4:00 PM - 4:15 PM	Auto	5	49	5	59	2	28	0	30	6	10	5	21	3	17	22	42	152
	Comm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	5	49	5	59	2	28	0	30	6	10	5	21	3	17	22	42	152
4:15 PM - 4:30 PM	Auto	5	60	11	76	5	21	4	30	12	10	12	34	16	18	14	48	188
	Comm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	5	60	11	76	5	21	4	30	12	10	12	34	16	18	14	48	188
4:30 PM - 4:45 PM	Auto	8	65	15	88	5	20	17	42	2	10	2	14	12	30	17	59	203
	Comm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	8	65	15	88	5	20	17	42	2	10	2	14	12	30	17	59	203
4:45 PM - 5:00 PM	Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Comm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Comm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Comm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Comm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Comm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK-HOUR																		
4:00 PM - 5:00 PM	**Auto**	**18**	**174**	**31**	**223**	**12**	**69**	**21**	**102**	**20**	**30**	**19**	**69**	**31**	**65**	**53**	**149**	**543**
	Comm	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	Total	**18**	**174**	**31**	**223**	**12**	**69**	**21**	**102**	**20**	**30**	**19**	**69**	**31**	**65**	**53**	**149**	**543**
Peak-Hour Factor					0.634				0.607				0.507				0.631	

TABLE A

TURNING MOVEMENT COUNT

NE 2nd Ave @ **NE 42nd St**

		NE 2nd Ave				NE 2nd Ave				NE 42nd St				NE 42nd St				
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
TIME PERIOD		**LEFT**	**THRU**	**RIGHT**	**TOTAL**	**LEFT**	**THRU**	**RIGHT**	**TOTAL**	**LEFT**	**THRU**	**RIGHT**	**TOTAL**	**LEFT**	**THRU**	**RIGHT**	**TOTAL**	**GRAND TOTAL**
7:00 AM - 7:15 AM	Auto	0	26	0	26	0	61	1	62	2	0	2	4	1	0	0	1	93
	Comm	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
	Total	0	26	0	26	0	62	1	63	2	0	2	4	1	0	0	1	94
7:15 AM - 7:30 AM	Auto	0	20	1	21	0	40	1	41	0	0	0	0	0	0	0	0	62
	Comm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	20	1	21	0	40	1	41	0	0	0	0	0	0	0	0	62
7:30 AM - 7:45 AM	Auto	1	16	5	22	1	80	1	82	0	0	1	1	0	0	0	0	105
	Comm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	1	16	5	22	1	80	1	82	0	0	1	1	0	0	0	0	105
7:45 AM - 8:00 AM	Auto	0	26	1	27	3	80	0	83	1	0	2	3	0	0	0	0	113
	Comm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	0	26	1	27	3	80	0	83	1	0	2	3	0	0	0	0	113
8:00 AM - 8:15 AM	Auto	4	29	1	34	1	75	2	78	0	0	0	0	1	0	0	1	113
	Comm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	4	29	1	34	1	75	2	78	0	0	0	0	1	0	0	1	113
8:15 AM - 8:30 AM	Auto	0	27	4	31	0	86	0	86	0	1	0	1	0	1	0	1	119
	Comm	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	Total	0	28	4	32	0	86	0	86	0	1	0	1	0	1	0	1	120
8:30 AM - 8:45 AM	Auto	1	29	4	34	0	80	0	80	0	0	1	1	0	3	0	3	118
	Comm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	1	29	4	34	0	80	0	80	0	0	1	1	0	3	0	3	118
8:45 AM - 9:00 AM	Auto	1	36	3	40	4	105	1	110	0	5	0	5	2	3	1	6	161
	Comm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	1	36	3	40	4	105	1	110	0	5	0	5	2	3	1	6	161
PEAK-HOUR																		
7:45 AM - 8:45 AM	**Auto**	**5**	**111**	**10**	**126**	**4**	**321**	**2**	**327**	**1**	**1**	**3**	**5**	**1**	**4**	**0**	**5**	**463**
	Comm	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
	Total	**5**	**112**	**10**	**127**	**4**	**321**	**2**	**327**	**1**	**1**	**3**	**5**	**1**	**4**	**0**	**5**	**464**
Peak-Hour Factor					0.934				0.951				0.417				0.417	

TABLE A

TURNING MOVEMENT COUNT

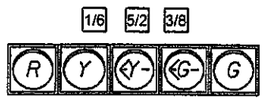
NE 2nd Ave @ **NE 42nd St**

		NE 2nd Ave				NE 2nd Ave				NE 42nd St				NE 42nd St				
		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
TIME PERIOD		**LEFT**	**THRU**	**RIGHT**	**TOTAL**	**LEFT**	**THRU**	**RIGHT**	**TOTAL**	**LEFT**	**THRU**	**RIGHT**	**TOTAL**	**LEFT**	**THRU**	**RIGHT**	**TOTAL**	**GRAND TOTAL**
4:00 PM - 4:15 PM	Auto	1	96	7	104	1	64	3	68	1	0	3	4	3	0	0	3	179
	Comm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	1	96	7	104	1	64	3	68	1	0	3	4	3	0	0	3	179
4:15 PM - 4:30 PM	Auto	4	77	1	82	0	37	0	37	0	0	0	0	1	0	0	1	120
	Comm	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	Total	4	78	1	83	0	37	0	37	0	0	0	0	1	0	0	1	121
4:30 PM - 4:45 PM	Auto	1	86	1	88	0	50	0	50	0	0	1	1	0	0	3	3	142
	Comm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	1	86	1	88	0	50	0	50	0	0	1	1	0	0	3	3	142
4:45 PM - 5:00 PM	Auto	2	95	3	100	1	62	1	64	1	0	4	5	3	0	0	3	172
	Comm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	2	95	3	100	1	62	1	64	1	0	4	5	3	0	0	3	172
5:00 PM - 5:15 PM	Auto	3	102	5	110	0	66	3	69	1	0	2	3	3	2	1	6	188
	Comm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	3	102	5	110	0	66	3	69	1	0	2	3	3	2	1	6	188
5:15 PM - 5:30 PM	Auto	5	114	3	122	1	56	1	58	0	1	0	1	3	0	1	4	185
	Comm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	5	114	3	122	1	56	1	58	0	1	0	1	3	0	1	4	185
5:30 PM - 5:45 PM	Auto	2	106	4	112	0	67	1	68	0	0	1	1	0	1	1	2	183
	Comm	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	2	106	4	112	0	67	1	68	0	0	1	1	0	1	1	2	183
5:45 PM - 6:00 PM	Auto	0	71	4	75	1	47	1	49	0	0	1	1	0	3	1	4	129
	Comm	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	Total	0	72	4	76	1	47	1	49	0	0	1	1	0	3	1	4	130
PEAK-HOUR																		
4:45 PM - 5:45 PM	**Auto**	**12**	**417**	**15**	**444**	**2**	**251**	**6**	**259**	**2**	**1**	**7**	**10**	**9**	**3**	**3**	**15**	**728**
	Comm	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	Total	**12**	**417**	**15**	**444**	**2**	**251**	**6**	**259**	**2**	**1**	**7**	**10**	**9**	**3**	**3**	**15**	**728**
Peak-Hour Factor					0.910				0.938				0.500				0.625	

EXHIBIT B

SIGNAL HEAD DETAILS

EXIST. 3-SECT., 1-WAY
5 (TO REMAIN)
3 (TO BE REMOVED)



S-SECT., 1-WAY
650-51-511 3 AS

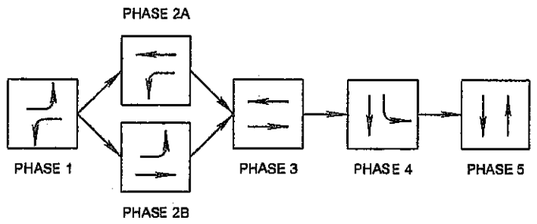
CONTROLLER OPERATION

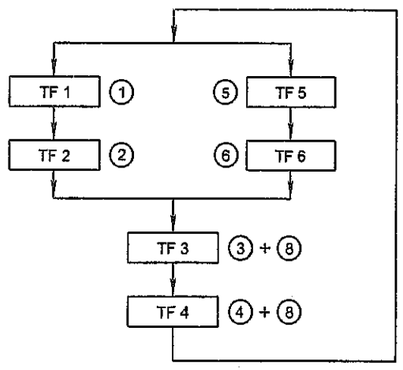
1. MAJOR STREET: N 36 ST.
   MINOR STREET: N. MIAMI AVE.
2. SOP. AS SHOWN
3. PHASES 1, 2 & 4 ACTUATED
   PHASES 3 & 5 RECALL
4. FLASHING OPERATION:
   MOVEMENTS 2 AND 6 YELLOW
   MOVEMENTS 4 AND 8 RED

EXISTING SIGN
(TO REMAIN)

EXISTING SIGN
(TO REMAIN)

SIGNAL OPERATING PLAN

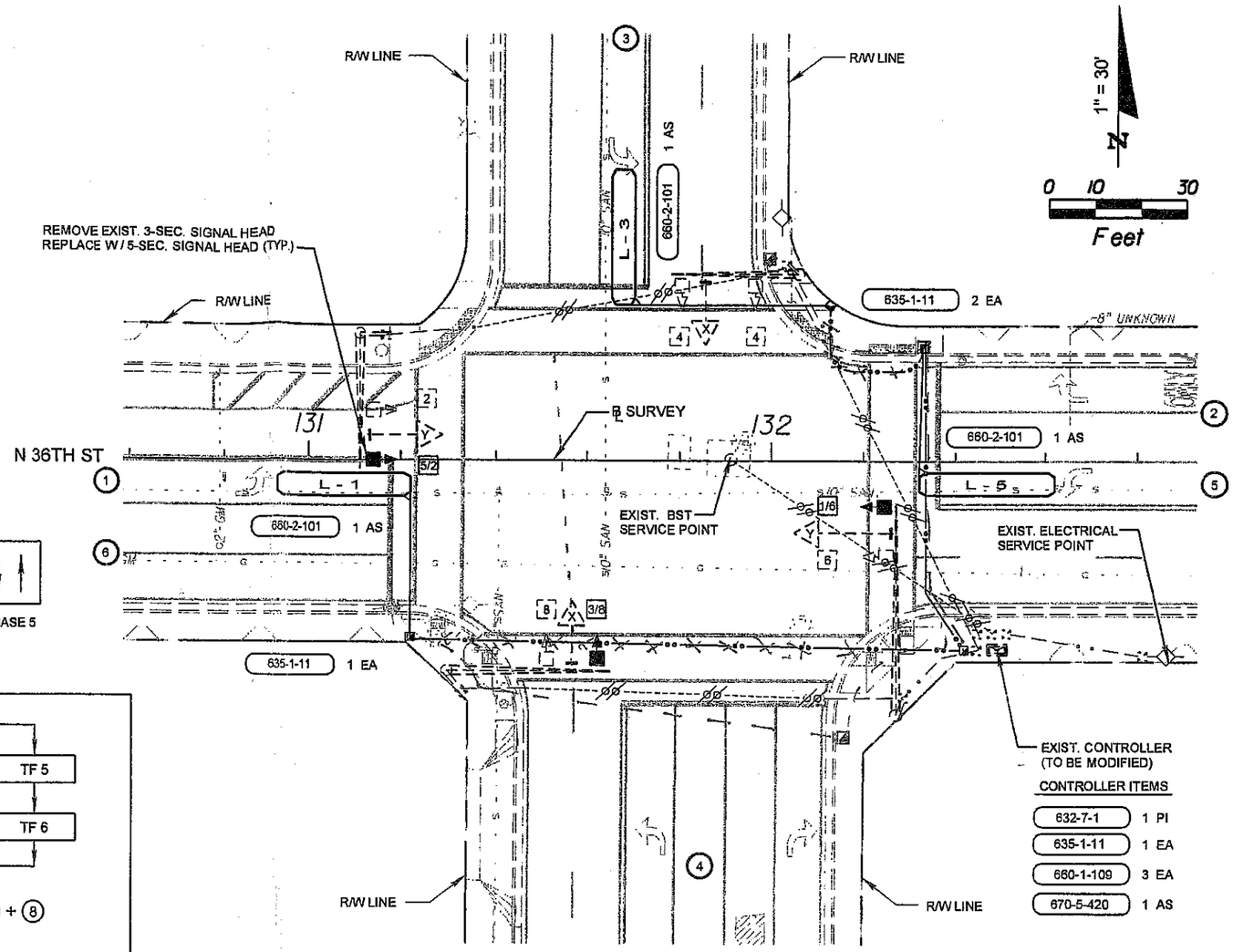




NOTES:

1. SIGNAL TIMING TO BE PROVIDED BY MIAMI-DADE COUNTY SIGNAL DIVISION.
2. LOOP ASSEMBLY 660-2-101 DEVIATES FROM F.D.O.T. STANDARDS AND SHALL BE 5' x 30' FOR LEFT TURNING LANES.
3. QUANTITY FOR CONDUIT HAS BEEN DUPLICATED FROM THE NEAREST PULL BOX TO CONTROLLER.
4. CONTRACTOR IS TO VERIFY THE EXACT LOCATIONS OF THE SERVICE POINTS.
5. PAY ITEM 690-100 INCLUDES THE REMOVAL OF THE EXISTING PULL BOXES IN THE INTERSECTIONS.

DETECTORS FOR LOOPS			
LOOP	NO. OF LOOPS	NO. OF NEW DETS.	NO. OF EXIST. DETS.
L-1	1	1	
L-3	1	1	
L-5	1	1	



AS-BUILD DRAWING
Southeast Underground utilities corp.
By 11-26-08

REMOVAL ITEMS		CONDUITS	
690-10	3 EA	630-1-13	230 LF
690-90	1 PI		
690-100	1 PI		

8/21/2008

N 36 ST AND N MIAMI AVE
INTERSECTION ID. No. 2047

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

CH PEREZ & ASSOCIATES CONSULTING ENGINEERS, INC
CERTIFICATE OF AUTHORIZATION NO. EB-25976
9594 NW 41 STREET, SUITE 201
MIAMI, FLORIDA 33178
(305)592-1070 / FAX: (305)592-1078
CARLOS H. PEREZ, P.E.
P.E. LICENSE NO. 52080

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-25	MIAMI-DADE	250629-2-32-01

SIGNALIZATION PLAN

SHEET NO. T-3

TOD Schedule Report

for 2047: N Miami Av&N 36 St

Print Date: 7/31/2015

Print Time: 9:25 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2047	N Miami Av&N 36 St	DOW-6		N/A	0	0	N/A	0	Max 0

Splits

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

Active Phase Bank: Phase Bank 1

Phase	Walk Phase Bank 1 2 3	Don't Walk 1 2 3	Min Initial 1 2 3	Veh Ext 1 2 3	Max Limit 1 2 3	Max 2 1 2 3	Yellow	Red
1 EBL	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2 - 2 - 2	10 - 10 - 10	26 - 26 - 26	3.7	2.6
2 WBT	0 - 0 - 0	0 - 0 - 0	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	0 - 0 - 0	0 - 0 - 0	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	0 - 0 - 0	0 - 0 - 0	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	0 - 0 - 0	0 - 0 - 0	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	-2-4-6-8
External Permit 1	-2-4-6-8
External Permit 2	-2-4-6-8

TOD Schedule Report

for 2047: N Miami Av&N 36 St

Print Date: 7/31/2015

Print Time: 9:25 AM

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 SBL	4 NBT	5 WBL	6 EBT	7 -	8 SBT	Ring Offset	Offset
	3	180	20	30	18	87	20	30	0	110	0	156
	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

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

2 | 4 | 6 | 8

R Y G

3-SECTION TRAFFIC SIGNAL
12" STD LENS, 8 REQUIRED

650-51-311

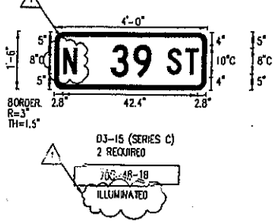
P2 | P4 | P6 | P8

PEDESTRIAN SIGNAL
1-SECTION 1-WAY
COUNT-DOWN
8 REQUIRED

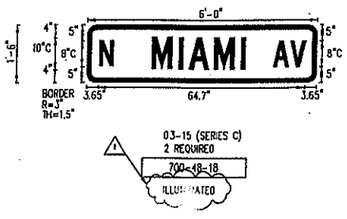
653-171A

SIGN DISPLAY

X



Y



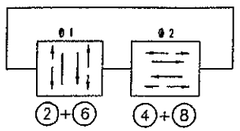
B1

(R10-3N) 9" X 12"
COST INCLUDED
4-REQ'D

665-11

DETECTORS FOR LOOPS		
MOVEMENT	NO. OF LOOPS	NO. OF DETECTORS
4	2	1
8		1

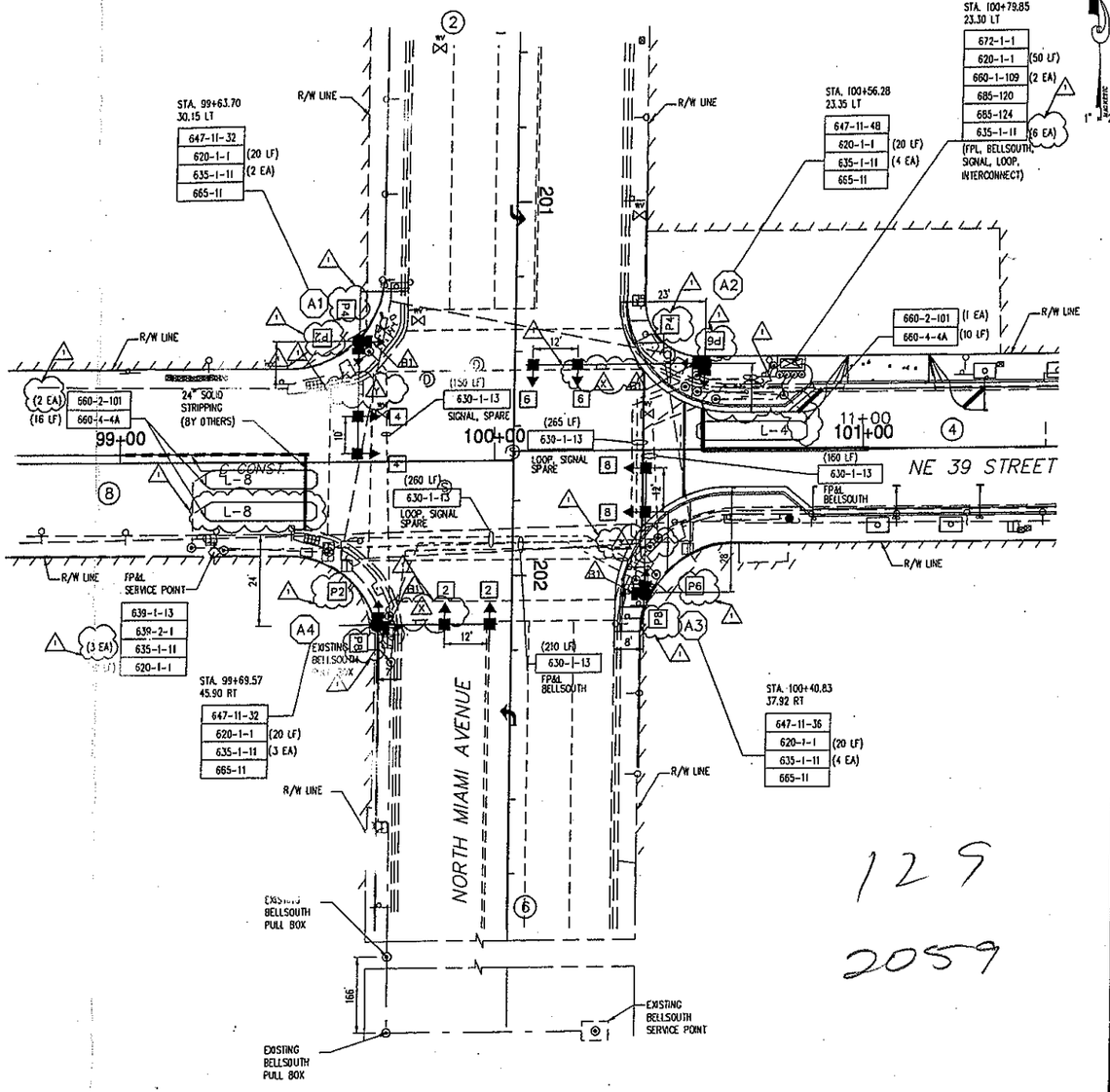
STANDARD SIGNAL OPERATION PLAN



SIGNALIZATION NOTES

1. MAJOR STREET: NORTH MIAMI AVENUE.
   MINOR STREET: NE 39TH STREET.
2. CONTROLLER MICROPROCESSOR MODEL 170 T TYPE, ITEM NUMBER 672-1-1. WHEN NO CONFLICT EXISTS WITH THE ADA GUIDELINES, THE CABINET SHALL BE INSTALLED WITH TELCO DOOR FACING NE 39 STREET.
3. FLASHING OPERATION: NORTH MIAMI AVENUE (YELLOW). NE 39 STREET, (RED).
4. LEFT TURN LOOPS SHALL BE 5' X 30'. ALL OTHERS 6' X 30', MAXIMUM 5 FEET IN ADVANCE OF STOP BAR. LOOP MUST BE PLACED CENTERED ON APPLICABLE TRAVEL LINE.
5. BELLSOUTH SERVICE POINT PER MR. STEVE MASSIE PHONE (305) 513-3592.
6. FP&L SERVICE POINT PER MR. TOM HODGDON PHONE (305) 442-5128.
7. FP&L AND BELLSOUTH SERVICE AT LOCATIONS AS SHOWN ON THE PLAN.
8. DEMAND WATTAGE FOR THIS INTERSECTION IS 1425 WATTS.
9. SIGNAL OPERATIONAL PLAN TO MATCH EXISTING CONDITIONS.

10.19.06



NORTH MIAMI AVENUE @ NE 39 STREET
I.D.#2059

129
2059

REV.	DATE	DESCRIPTION	BY	DESIGN	CHECK	DATE
1	09-07-06	PRE-CONSTRUCTION MTG & 90% MDPWD COMMENTS	RB			

SIGNALIZATION
NORTH MIAMI AVENUE AND NE 39 STREET
INTERSECTION ID NO. (AS SHOWN)

CITY OF MIAMI
FLORIDA
DEPARTMENT OF CAPITAL IMPROVEMENT & TRANSPORTATION

CITY OF MIAMI
N.E. 39 STREET
IMPROVEMENT PROJECT
N.E. 39 STREET BETWEEN NORTH MIAMI AVE. AND N.E. 2ND AVE.

SIGNALIZATION PLAN
NORTH MIAMI AVENUE & NE 39 STREET

EAC CONSULTING, INC
815 NW 57 AVE SUITE 402
MIAMI, FL 33126
CA# 7011

DATE: MARCH 2006
DESIGN: RB
DRAWN: CC
CHECKED: MA
REVISIONS:

PROJ NO. B-31208
JOB NO. 04020.01
SEAL

HORIZONTAL SCALE:
VERTICAL SCALE:

SHEET No. T-6
OF 7 SHEETS

TOD Schedule Report

for 2059: N Miami Av&N 39 St

Print Date: 8/3/2015

Print Time: 2:02 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2059	N Miami Av&N 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	-	WBT	-	NBT	-	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	40 - 25 - 40	0 - 25 - 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 - 7 - 7	15 - 15 - 15	7 - 7 - 7	2.5 - 2.5 - 2.5	10 - 23 - 7	44 - 23 - 30	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 - 7 - 7	10 - 10 - 10	7 - 7 - 7	1 - 1 - 1	40 - 25 - 40	0 - 25 - 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 EBT	7 - 7 - 7	15 - 15 - 15	7 - 7 - 7	2.5 - 2.5 - 2.5	10 - 23 - 7	44 - 23 - 30	4	2

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

TOD Schedule Report

for 2059: N Miami Av&N 39 St

Print Date: 8/3/2015

Print Time: 2:02 AM

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 SBT	3 -	4 WBT	5 -	6 NBT	7 -	8 EBT	Ring Offset	Offset
	3	90	0	56	0	22	0	56	0	22	0	48
	5	120	0	71	0	37	0	71	0	37	0	64
	9	130	0	89	0	29	0	89	0	29	0	66
	12	75	0	38	0	25	0	38	0	25	0	51
	13	110	0	67	0	31	0	67	0	31	0	6
	14	90	0	56	0	22	0	56	0	22	0	60
	19	90	0	56	0	22	0	56	0	22	0	84
	20	110	0	69	0	29	0	69	0	29	0	76
	21	120	0	70	0	38	0	70	0	38	0	66
	22	100	0	60	0	28	0	60	0	28	0	66

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

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

SIGNAL HEAD DETAIL

1/6 — R Y Y G G — 650-51-511 1 AS

2 4 6 8 8A — R Y G — 650-51-311 6 AS

BR — R Y G — 650-51-311 2 AS*

8S — R Y G — 650-51-311 1 AS

3/8 3/8A 4/7 — R Y G G — 650-51-411 3 AS

P2 P2A P4 P6 P8

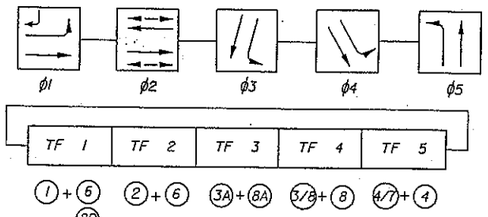
PED. SIGNAL COUNT-DOWN 1 SECT., 1-WAY
10 AS * 653-181

START CROSSING WATCH FOR TURNING CARS
DON'T START Finish Crossing If Started
DON'T CROSS
TO CROSS NW 36 ST PUSH BUTTON

R10-3B (9" X 12") 4 EA.
NOTE: COST OF SIGN IS INCLUDED IN ITEM 665-11

1/6S — R Y Y G G — 650-51-511 1 AS *

SIGNAL OPERATION PLAN



CONTROLLER OPERATION

MAJOR STREET: NW 36 ST.
MINOR STREET: FEDERAL HWY/NE 2 AVE.

SOP. AS SHOWN ABOVE
PHASE 1,3,4 & 5 ACTUATED
PHASE 2 RECALL
SIGNAL COORDINATION PHASE 2

FLASHING OPERATION:
MOVEMENTS 2 & 6 YELLOW
MOVEMENTS 4, 8, 8A & 8R RED

FROM NORMAL OPERATION → TO NORMAL OPERATION
(DWELL) *

* ALL MOVEMENTS HAVE TO STOP EXCEPT MOVEMENT 8R (TO NW 36 ST WESTBOUND AND MOVEMENT 4 (TO FEDERAL HIGHWAY NORTHBOUND AND NW 36 ST EASTBOUND)

FINAL PRE-EMPTION OPERATION PLAN (POP) TO BE PROVIDED BY MIAMI-DADE COUNTY SIGNAL DIVISION

NOTES:

1. SIGNAL TIMING TO BE PROVIDED BY MIAMI-DADE COUNTY SIGNAL DIVISION.
2. LOOP ASSEMBLY 660-2-101 DEVIATES FROM F.D.O.T. STANDARDS AND SHALL BE 6' X 30' FOR THRU LANES AND 5' X 30' FOR LEFT TURNING LANES.
3. MAST ARM POLE LOCATION SHALL BE VERIFIED BY THE CONTRACTOR. TO PREVENT DAMAGE TO EXISTING UNDERGROUND UTILITIES. ANY COST FROM DAMAGED SHALL BE BORNE BY THE CONTRACTOR.
4. THE SPACE BETWEEN LETTERS COULD BE REDUCED IN ORDER TO COMPLY WITH LETTER SIZE AND OVERALLL DIMENSION IN THE OVERHEAD STREET NAME SIGNS.
5. QUANTITY FOR CONDUIT HAS BEEN DUPLICATED FROM THE NEAREST PULL BOX TO POLE.
6. CONTRACTOR IS TO VERIFY THE EXACT LOCATIONS OF THE SERVICE POINTS.
7. PAY ITEM 690-100 INCLUDES THE REMOVAL OF THE EXISTING PULL BOXES IN THE INTERSECTIONS.
8. PAY ITEM 653-181 SHALL BE A COUNTDOWN PEDESTRIAN SIGNAL. TASSIMCO TECHNOLOGIES MODEL PSC 250 OVERLAY/FILLED 16" MODULE. "8" DIGITS WITH CLASS 3 MESSAGE SIZE (11"X17") OR MIAMI-DADE COUNTY TS&S DIVISION APPROVED EQUIVALENT.

X — **NE 36 ST** — D-3 18" X 60" — 700-48-18 2 EA
SERIES 'C' LETTERS 8" CAPITALS 10" NUMERALS

W — **FEDERAL HWY / NE 2 AV** — D-3 24" X 60" — 700-48-18 1 EA
SERIES 'C' LETTERS 6" CAPITALS 8" NUMERALS

Y — **NE 2 AV / FEDERAL HWY** — D-3 24" X 60" — 700-48-18 1 EA
SERIES 'C' LETTERS 6" CAPITALS 8" NUMERALS

Z — R3-2 24" X 24" — 700-48-18 1 EA

V — **NO TURN ON RED** — R10-11B 24" X 24" — 700-48-18 1 EA

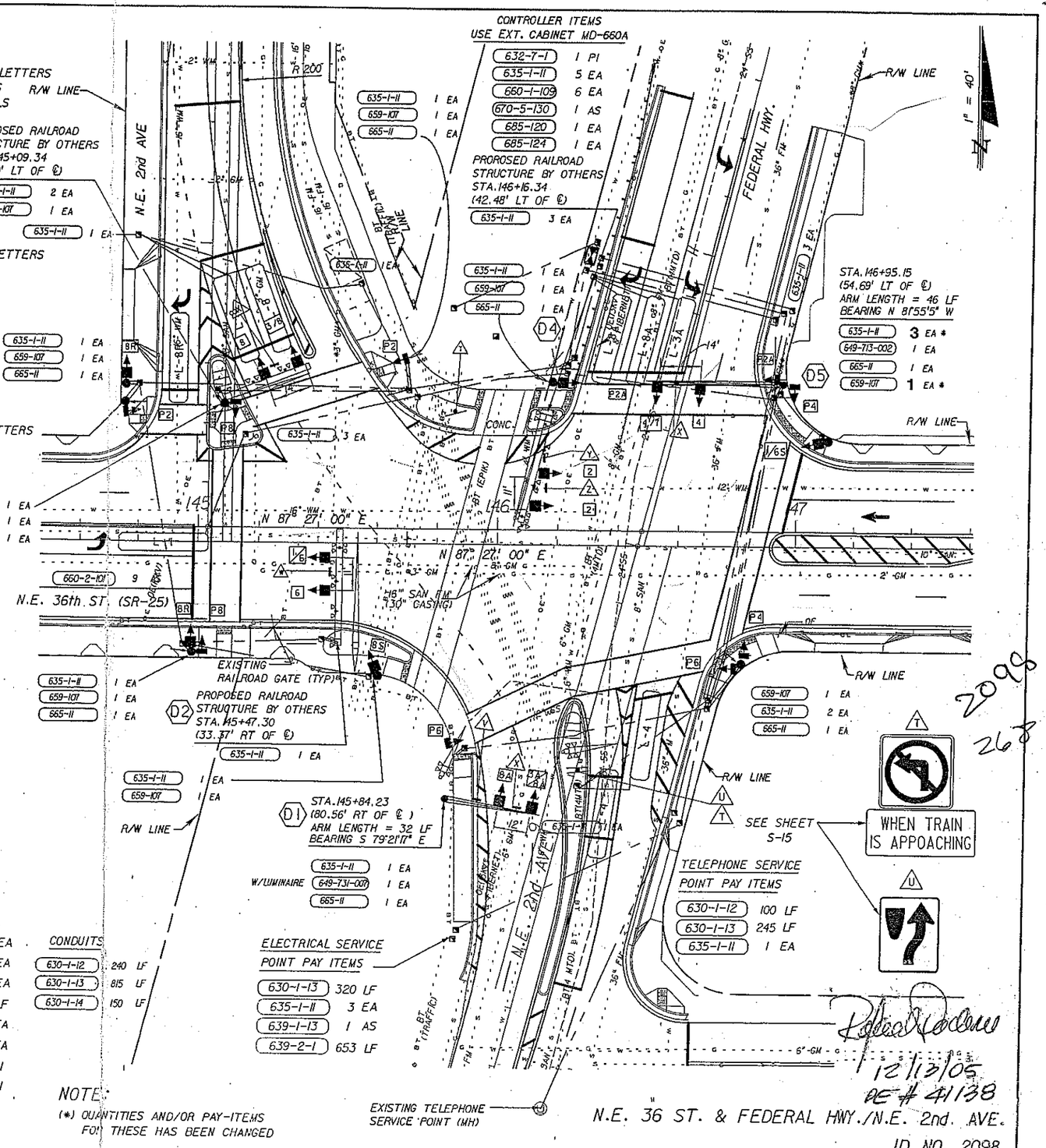
DETECTORS FOR LOOPS		
LOOP	NO. OF LOOPS	NO. OF DETS.
L-1	1	1
L-3A	1	1
L-4	2	1
L-8	2	1
L-8A	2	1
L-8R	1	1

REMOVAL ITEMS

690-10	13 EA
690-20	8 EA
690-31	1 EA
690-33-1	120 LF
690-50	1 EA
690-80	1 EA
690-90	1 PI
690-100	1 PI

CONDUITS

630-1-12	240 LF
630-1-13	815 LF
630-1-14	150 LF



NOTE:
(*) QUANTITIES AND/OR PAY-ITEMS FOR THESE HAS BEEN CHANGED

2098
268

12/13/05
PE # 41138

N.E. 36 ST. & FEDERAL HWY./N.E. 2nd. AVE.
ID NO. 2098

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
07/05	RDP	MOVE LOOPS L-8 10 FEET FORWARD. DRAFTING REVISIONS IN DIRECTIONAL ARROWS	12/05	RDP	ADD 2 SUPPLEMENTAL SIGNALS. CHANGE STD. PEDESTRIAN SIGNAL FOR COUNTDOWN

FDOT DISTRICT SIX
RAFAEL D. PADERNI, P.E.
1000 N.W. 111th AVENUE
MIAMI, FLORIDA 33172
P.E. NO. 41138

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR-25	MIAMI-DADE	249528-1-52-01

SIGNALIZATION PLAN
S.R. 25 / N.E. 36TH ST.

SHEET NO. T-7

TOD Schedule Report

for 2098: Federal Hwy&NE 36 St&NE 2 Av

Print Date: 7/31/2015

Print Time: 9:32 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2098	Federal Hwy&NE 36 St&NE 2 Av	DOW-6		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
EBL	WBT	SWT	SET	NBT	EBT	-	-
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase	Walk (Phase Bank 1 - 2 - 3)	Don't Walk (1 - 2 - 3)	Min Initial (1 - 2 - 3)	Veh Ext (1 - 2 - 3)	Max Limit (1 - 2 - 3)	Max 2 (1 - 2 - 3)	Yellow	Red
1 EBL	0 - 0 - 0	0 - 0 - 0	8 - 8 - 8	2 - 2 - 2	6 - 6 - 6	40 - 40 - 40	3.7	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	38 - 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	-23456--

TOD Schedule Report

for 2098: Federal Hwy&NE 36 St&NE 2 Av

Print Date: 7/31/2015

Print Time: 9:32 AM

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 SWT	4 SET	5 NBT	6 EBT	7 -	8 -	Ring Offset	Offset
	1	115	11	16	14	16	23	35	0	0	0	68
	2	130	9	27	13	21	25	44	0	0	0	74
	3	190	6	75	15	15	44	89	0	0	0	142
	4	140	13	31	15	21	25	52	0	0	0	49
	5	160	14	45	16	25	25	67	0	0	0	35
	6	120	10	21	12	18	24	39	0	0	0	35
	7	140	11	35	14	21	24	54	0	0	0	97
	9	160	12	39	24	21	29	59	0	0	0	100
	11	140	9	35	16	21	24	52	0	0	0	91
	16	180	9	45	34	19	38	62	0	0	0	130
	17	180	20	43	23	26	33	71	0	0	0	26
	18	120	10	22	11	17	25	40	0	0	0	67
	19	140	13	37	14	16	25	58	0	0	0	90
	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	21
	24	180	15	62	26	14	28	85	0	0	0	130

Local TOD Schedule

Time	Plan	DOW
0000	1	M T W Th F
0000	18	Su S
0115	23	M T W Th F
0500	2	M T W Th F
0600	19	Su S
0700	9	M T W Th F
1000	4	M T W Th F
1100	7	M T W Th F
1400	5	M T W Th F
1600	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

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

2 | 4 | 6 | 8

3-SECTION TRAFFIC SIGNAL
12" STD LENS, 8 REQUIRED

650-51-311

P2 | P4 | P6 | P8

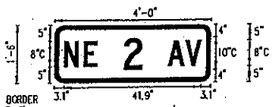
PEDESTRIAN SIGNAL
COUNT-DOWN
1-SECTION 1-WAY
8 REQUIRED

653-171A

SIGN DISPLAY

X

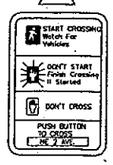
Y



D3-15 (SERIES C)
2 REQUIRED
700-48-18
ILLUMINATED

D3-15 (SERIES C)
2 REQUIRED
700-48-18
ILLUMINATED

B1

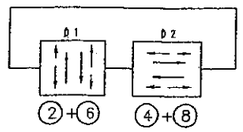


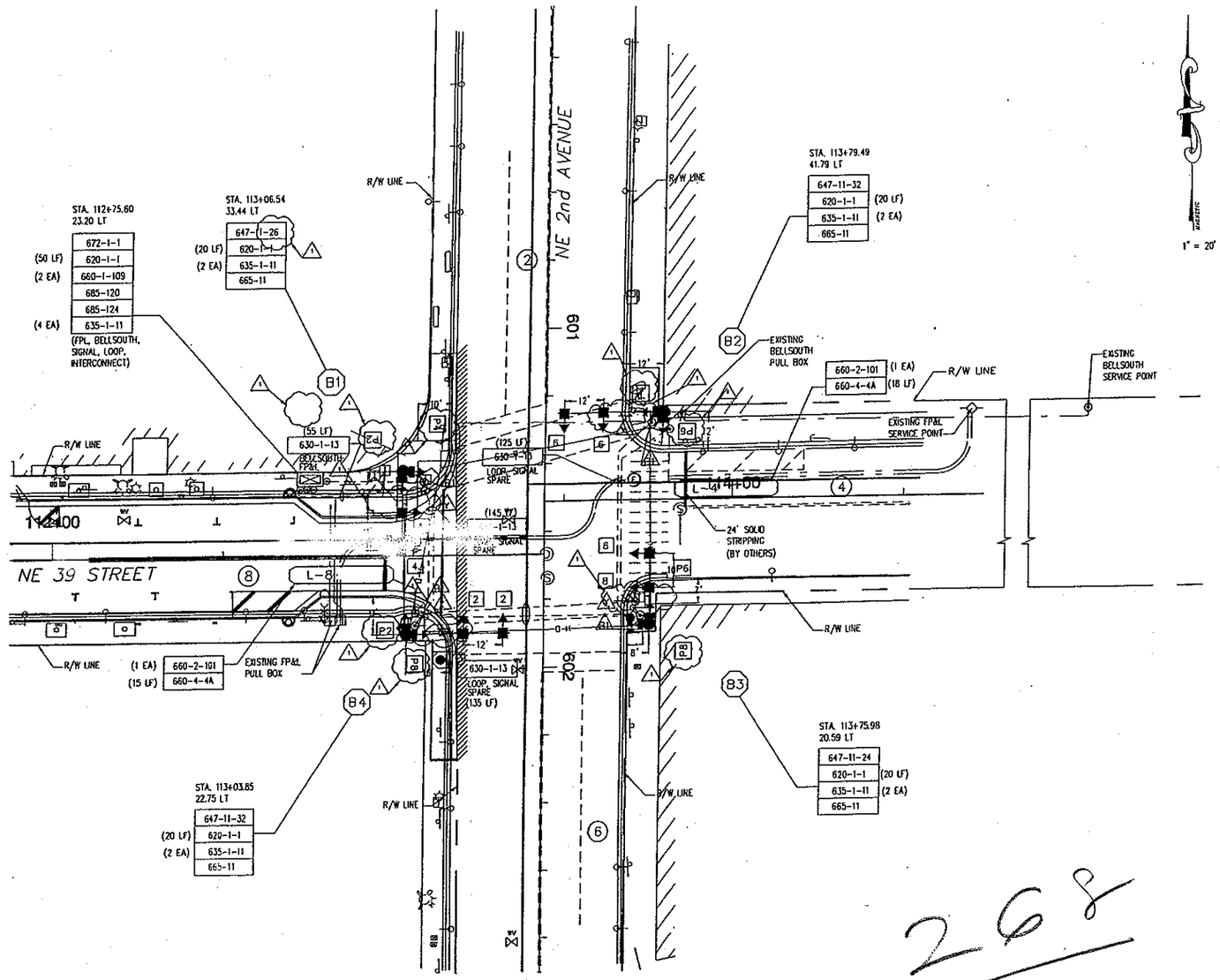
(R10-3e) 9" X 12"
COST INCLUDED
4-REQ'D

665-11

DETECTORS FOR LOOPS		
MOVEMENT	NO. OF LOOPS	NO. OF DETECTORS
4	1	1
8	1	1

STANDARD SIGNAL OPERATION PLAN





SIGNALIZATION NOTES

1. MAJOR STREET: NE 2NO AVENUE.
   MINOR STREET: NE 39TH STREET.
2. CONTROLLER MICROPROCESSOR MODEL 170 T TYPE, ITEM NUMBER 672-1-1. WHEN NO CONFLICT EXISTS WITH THE AOA GUIDELINES, THE CABINET SHALL BE INSTALLED WITH TELCO DOOR FACING NE 39 STREET.
3. FLASHING OPERATION: NE 2NO AVENUE, (YELLOW).
   NE 39 STREET, (REO).
4. LEFT TURN LOOPS SHALL BE 5' X 30'. ALL OTHERS 6' X 30', MAXIMUM 5 FEET IN ADVANCE OF STOP BAR. LOOPS MUST BE PLACED CENTERED ON THE TRAVEL APPLICABLE LANE.
5. BELLSOUTH SERVICE POINT PER MR. STEVE MASSIE PHONE (305) 513-3592.
6. FP&L SERVICE POINT PER MR. TOM HOGDON PHONE (305) 442-5128.
7. FP&L AND BELLSOUTH SERVICE AT LOCATIONS AS SHOWN ON THE PLAN.
8. DEMAND WATTAGE FOR THIS INTERSECTION IS 1425 WATTS.
9. SIGNAL OPERATIONAL PLAN TO MATCH EXISTING CONDITIONS.

CALL 48 HOURS BEFORE YOU DIG IN FLORIDA
IT'S THE LAW!
1-800-432-4770
SUNSHINE STATE ONE CALL OF FLORIDA, INC.

268

2102

NE 2ND AVENUE @ NE 39 STREET

I.D.#2102

REV.	DATE	DESCRIPTION	BY	DESIGN	CHECK	DATE
1	09-07-06	PRE-CONSTRUCTION MTG & 90% MDPWD COMMENTS	RB			

10-19-06

SIGNALIZATION
NE 2ND AVENUE AND NE 39 STREET
INTERSECTION ID NO. (AS SHOWN)

CITY OF MIAMI
FLORIDA
DEPARTMENT OF CAPITAL IMPROVEMENT & TRANSPORTATION

EAC CONSULTING, INC
815 NW 57 AVE. SUITE 402
MIAMI FL 33126
CA # 7011

CITY OF MIAMI
N.E. 39 STREET
IMPROVEMENT PROJECT
N.E. 39 STREET BETWEEN NORTH MIAMI AVE. AND N.E. 2ND AVE.

SIGNALIZATION PLANS
NE 2ND AVENUE & NE 39 STREET

DATE: MARCH 2006
DESIGN: RB
DRAWN: CC
CHECKED: NA
REVISIONS:

PROJ NO. B-31206
JOB NO. 04020.01
SEAL
HORIZONTAL SCALE:
VERTICAL SCALE:
SHEET No. 7-7
OF 7 SHEETS

TOD Schedule Report

for 2102: NE 2 Av&NE 39 St

Print Date: 8/13/2015

Print Time: 2:01 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
2102	NE 2 Av&NE 39 St	DOW-5		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	SBT	-	WBT	-	NBT	-	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	30	30	30	0	20	30	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	10	10	10	7	7	7	2.5	3.5	2.5	15	30	15	50	50	50	4	0.2
5 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 NBT	7	7	7	10	10	10	7	7	7	1	1	1	30	30	30	0	20	30	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	10	10	10	7	7	7	2.5	3.5	2.5	15	30	15	50	50	50	4	2

Last In Service Date: unknown

Permitted Phases

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

TOD Schedule Report

for 2102: NE 2 Av&NE 39 St

Print Date: 8/13/2015

Print Time: 2:01 AM

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 SBT	3 -	4 WBT	5 -	6 NBT	7 -	8 EBT	Ring Offset	Offset
	1	110	0	73	0	25	0	73	0	25	0	75
	2	65	0	28	0	25	0	28	0	25	0	31
	3	90	0	30	0	48	0	30	0	48	0	70
	4	80	0	24	0	44	0	24	0	44	0	17
	5	85	0	39	0	34	0	39	0	34	0	16
	6	70	0	19	0	39	0	19	0	39	0	0
	7	70	0	19	0	39	0	19	0	39	0	3
	8	80	0	29	0	39	0	29	0	39	0	48
	9	85	0	48	0	25	0	48	0	25	0	49
	11	70	0	34	0	24	0	34	0	24	0	10
	12	90	0	49	0	29	0	49	0	29	0	66
	14	70	0	34	0	24	0	34	0	24	0	3
	16	60	0	29	0	19	0	29	0	19	0	0
	17	60	0	29	0	19	0	29	0	19	0	36
	18	55	0	24	0	19	0	24	0	19	0	34
	19	70	0	34	0	24	0	34	0	24	0	32
	21	70	0	34	0	24	0	34	0	24	0	30
	22	60	0	26	0	22	0	26	0	22	0	35
	23	80	0	43	0	25	0	43	0	25	0	40

Local TOD Schedule

Time	Plan	DOW
0000	17	M T W Th F
0000	18	Su S
0230	Flash	M T W Th F
0300	Flash	Su S
0500	2	M T W Th F
0600	19	Su S
0700	4	M T W Th F
1000	6	M T W Th F
1100	7	M T W Th F
1400	8	M T W Th F
1600	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

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	------2-	SuM T W ThF S

Local Time of Day Function

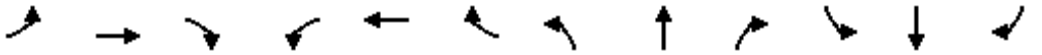
Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	------2-	SuM T W ThF S

*** 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

EXHIBIT C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	352	58	156	239	55	22	385	69	223	1212	126
Future Volume (veh/h)	97	352	58	156	239	55	22	385	69	223	1212	126
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	105	383	63	170	260	60	24	418	75	242	1317	137
Adj No. of Lanes	1	2	0	1	1	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	430	1116	182	424	726	617	137	1139	510	428	1474	153
Arrive On Green	0.05	0.37	0.37	0.07	0.39	0.39	0.32	0.32	0.32	0.20	0.91	0.91
Sat Flow, veh/h	1774	3047	497	1774	1863	1583	364	3539	1583	1774	3238	335
Grp Volume(v), veh/h	105	221	225	170	260	60	24	418	75	242	717	737
Grp Sat Flow(s),veh/h/ln	1774	1770	1775	1774	1863	1583	364	1770	1583	1774	1770	1804
Q Serve(g_s), s	6.6	16.3	16.6	10.7	17.8	4.3	9.3	16.3	6.1	17.0	34.5	35.9
Cycle Q Clear(g_c), s	6.6	16.3	16.6	10.7	17.8	4.3	19.2	16.3	6.1	17.0	34.5	35.9
Prop In Lane	1.00		0.28	1.00		1.00	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	430	648	650	424	726	617	137	1139	510	428	806	821
V/C Ratio(X)	0.24	0.34	0.35	0.40	0.36	0.10	0.17	0.37	0.15	0.57	0.89	0.90
Avail Cap(c_a), veh/h	538	648	650	490	726	617	195	1705	763	428	1078	1099
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	0.97	0.97	0.97	1.00	1.00	1.00	0.69	0.69	0.69
Uniform Delay (d), s/veh	33.4	41.3	41.4	32.4	39.0	34.8	51.8	46.9	43.4	31.0	5.9	6.0
Incr Delay (d2), s/veh	0.1	1.4	1.5	0.2	1.3	0.3	0.4	0.1	0.1	0.8	5.0	5.3
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	3.2	8.2	8.4	5.2	9.4	1.9	1.0	8.0	2.7	8.3	16.2	17.2
LnGrp Delay(d),s/veh	33.5	42.7	42.9	32.6	40.3	35.2	52.2	47.1	43.5	31.8	10.9	11.3
LnGrp LOS	C	D	D	C	D	D	D	D	D	C	B	B
Approach Vol, veh/h		551			490			517			1696	
Approach Delay, s/veh		41.0			37.0			46.8			14.1	
Approach LOS		D			D			D			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	15.0	85.2	24.0	55.8	19.2	81.0		79.8
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	30.4	18.0	* 87	* 20	30.4		* 1.1E2
Max Q Clear Time (g_c+I1), s	8.6	19.8	19.0	21.2	12.7	18.6		37.9
Green Ext Time (p_c), s	0.1	1.3	0.0	19.9	0.1	1.3		20.3

Intersection Summary	
HCM 2010 Ctrl Delay	27.3
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	50	192	140	40	15	17	406	110	22	1344	7
Future Volume (veh/h)	14	50	192	140	40	15	17	406	110	22	1344	7
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	15	54	209	152	43	16	18	441	120	24	1461	8
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	53	93	315	224	59	18	211	1715	463	606	2246	12
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	1.00	1.00	1.00	0.62	0.62	0.62
Sat Flow, veh/h	45	381	1288	634	239	72	359	2757	744	845	3609	20
Grp Volume(v), veh/h	278	0	0	211	0	0	18	282	279	24	716	753
Grp Sat Flow(s),veh/h/ln	1714	0	0	946	0	0	359	1770	1731	845	1770	1859
Q Serve(g_s), s	0.0	0.0	0.0	6.6	0.0	0.0	2.0	0.0	0.0	1.0	23.1	23.1
Cycle Q Clear(g_c), s	13.6	0.0	0.0	20.2	0.0	0.0	25.2	0.0	0.0	1.0	23.1	23.1
Prop In Lane	0.05		0.75	0.72		0.08	1.00		0.43	1.00		0.01
Lane Grp Cap(c), veh/h	461	0	0	300	0	0	211	1101	1077	606	1101	1157
V/C Ratio(X)	0.60	0.00	0.00	0.70	0.00	0.00	0.09	0.26	0.26	0.04	0.65	0.65
Avail Cap(c_a), veh/h	461	0	0	300	0	0	211	1101	1077	606	1101	1157
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.87	0.00	0.00	0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.9	0.0	0.0	34.2	0.0	0.0	5.2	0.0	0.0	6.6	10.8	10.8
Incr Delay (d2), s/veh	2.0	0.0	0.0	6.0	0.0	0.0	0.8	0.5	0.6	0.1	3.0	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	0.0	0.0	5.7	0.0	0.0	0.2	0.2	0.2	0.3	12.1	12.6
LnGrp Delay(d),s/veh	32.9	0.0	0.0	40.1	0.0	0.0	6.0	0.5	0.6	6.7	13.8	13.6
LnGrp LOS	C			D			A	A	A	A	B	B
Approach Vol, veh/h		278			211			579			1493	
Approach Delay, s/veh		32.9			40.1			0.7			13.6	
Approach LOS		C			D			A			B	

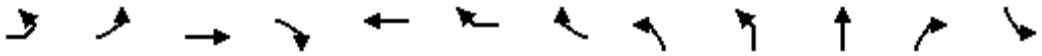
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		62.0		28.0		62.0		28.0
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		56.0		22.0		56.0		22.0
Max Q Clear Time (g_c+I1), s		25.1		22.2		27.2		15.6
Green Ext Time (p_c), s		6.3		0.0		6.3		1.5

Intersection Summary	
HCM 2010 Ctrl Delay	15.0
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	33	9	37	46	25	7	69	26	23	254	12
Future Volume (veh/h)	12	33	9	37	46	25	7	69	26	23	254	12
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	13	36	10	40	50	27	8	75	28	25	276	13
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	78	133	32	106	89	40	846	963	359	1026	1313	62
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.74	0.74	0.74	0.74	0.74	0.74
Sat Flow, veh/h	213	1249	298	434	837	381	1086	1294	483	1286	1765	83
Grp Volume(v), veh/h	59	0	0	117	0	0	8	0	103	25	0	289
Grp Sat Flow(s),veh/h/ln	1760	0	0	1652	0	0	1086	0	1777	1286	0	1848
Q Serve(g_s), s	0.0	0.0	0.0	2.9	0.0	0.0	0.2	0.0	1.3	0.4	0.0	3.8
Cycle Q Clear(g_c), s	2.4	0.0	0.0	5.3	0.0	0.0	4.0	0.0	1.3	1.7	0.0	3.8
Prop In Lane	0.22		0.17	0.34		0.23	1.00		0.27	1.00		0.04
Lane Grp Cap(c), veh/h	242	0	0	236	0	0	846	0	1322	1026	0	1375
V/C Ratio(X)	0.24	0.00	0.00	0.50	0.00	0.00	0.01	0.00	0.08	0.02	0.00	0.21
Avail Cap(c_a), veh/h	979	0	0	943	0	0	846	0	1322	1026	0	1375
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.00	0.00	0.98	0.00	0.00	0.54	0.00	0.54	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.0	0.0	0.0	34.3	0.0	0.0	3.7	0.0	2.8	3.0	0.0	3.1
Incr Delay (d2), s/veh	0.5	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.1	0.0	0.0	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	1.2	0.0	0.0	2.6	0.0	0.0	0.1	0.0	0.6	0.2	0.0	2.1
LnGrp Delay(d),s/veh	33.5	0.0	0.0	36.2	0.0	0.0	3.7	0.0	2.8	3.1	0.0	3.5
LnGrp LOS	C			D			A		A	A		A
Approach Vol, veh/h		59			117			111			314	
Approach Delay, s/veh		33.5			36.2			2.9			3.4	
Approach LOS		C			D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		65.5		14.5		65.5		14.5
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		24.0		44.0		24.0		44.0
Max Q Clear Time (g_c+I1), s		5.8		7.3		6.0		4.4
Green Ext Time (p_c), s		0.8		1.3		0.8		1.4

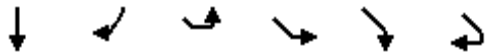
Intersection Summary	
HCM 2010 Ctrl Delay	12.7
HCM 2010 LOS	B



Movement	EBL2	EBL	EBT	EBR	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	23	112	408	197	255	35	63	69	96	117	1	94
Future Volume (vph)	23	112	408	197	255	35	63	69	96	117	1	94
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
Frt		1.00	0.95		0.96				1.00	1.00		1.00
Flt Protected		0.95	1.00		1.00				0.95	1.00		0.95
Satd. Flow (prot)		1770	3366		3392				1770	1861		1770
Flt Permitted		0.50	1.00		1.00				0.95	1.00		0.17
Satd. Flow (perm)		929	3366		3392				1770	1861		316
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	25	122	443	214	277	38	68	75	104	127	1	102
RTOR Reduction (vph)	0	0	34	0	9	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	147	623	0	374	0	0	0	179	128	0	102
Turn Type	pm+pt	Perm	NA		NA			Split	Split	NA		Perm
Protected Phases	1		6		2			5	5	5		
Permitted Phases	6	6										3
Actuated Green, G (s)		67.0	67.0		67.0				20.9	20.9		23.6
Effective Green, g (s)		67.0	67.0		67.0				20.9	20.9		23.6
Actuated g/C Ratio		0.42	0.42		0.42				0.13	0.13		0.15
Clearance Time (s)		8.4	8.4		8.4				6.3	6.3		6.4
Vehicle Extension (s)		1.0	1.0		1.0				2.5	2.5		2.5
Lane Grp Cap (vph)		389	1409		1420				231	243		46
v/s Ratio Prot			c0.19		0.11				c0.10	0.07		
v/s Ratio Perm		0.16										c0.32
v/c Ratio		0.38	0.44		0.26				0.77	0.53		2.22
Uniform Delay, d1		32.1	33.2		30.4				67.3	64.9		68.2
Progression Factor		1.00	1.00		1.00				1.00	1.00		0.90
Incremental Delay, d2		0.2	0.1		0.5				14.4	1.6		607.8
Delay (s)		32.3	33.3		30.8				81.7	66.5		669.3
Level of Service		C	C		C				F	E		F
Approach Delay (s)			33.1		30.8					75.3		
Approach LOS			C		C					E		

Intersection Summary			
HCM 2000 Control Delay	118.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	35.7
Intersection Capacity Utilization	96.4%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



Movement	SBT	SBR	SEL2	SEL	SER	SER2
Lane Configurations						
Traffic Volume (vph)	373	83	4	62	273	50
Future Volume (vph)	373	83	4	62	273	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	6.4		6.5	6.5	
Lane Util. Factor	1.00	1.00		1.00	1.00	
Frt	1.00	0.85		1.00	0.85	
Flt Protected	1.00	1.00		0.95	1.00	
Satd. Flow (prot)	1863	1583		1770	1583	
Flt Permitted	1.00	1.00		0.95	1.00	
Satd. Flow (perm)	1863	1583		1770	1583	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	405	90	4	67	297	54
RTOR Reduction (vph)	0	0	0	0	156	0
Lane Group Flow (vph)	405	90	0	71	195	0
Turn Type	NA	Perm	Perm	Prot	Perm	
Protected Phases	3			4		
Permitted Phases		3	4		4	
Actuated Green, G (s)	23.6	23.6		20.9	20.9	
Effective Green, g (s)	23.6	23.6		20.9	20.9	
Actuated g/C Ratio	0.15	0.15		0.13	0.13	
Clearance Time (s)	6.4	6.4		6.5	6.5	
Vehicle Extension (s)	2.5	2.5		3.0	3.0	
Lane Grp Cap (vph)	274	233		231	206	
v/s Ratio Prot	0.22					
v/s Ratio Perm		0.06		0.04	c0.12	
v/c Ratio	1.48	0.39		0.31	0.95	
Uniform Delay, d1	68.2	61.7		63.0	69.0	
Progression Factor	0.90	0.87		0.95	0.91	
Incremental Delay, d2	232.7	0.7		0.8	47.5	
Delay (s)	294.0	54.1		60.8	110.3	
Level of Service	F	D		E	F	
Approach Delay (s)	321.9			102.0		
Approach LOS	F			F		

Intersection Summary

Movement	EBL2	EBL	EBR2	NBL	NBT	NBR	SBL2	SBT	SBR	NWL2	NWL	NWR2
Lane Configurations												
Traffic Volume (vph)	116	42	52	22	245	1	22	516	178	61	122	76
Future Volume (vph)	116	42	52	22	245	1	22	516	178	61	122	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0			6.0		6.0	6.0	6.0
Lane Util. Factor		1.00	1.00		1.00			0.95		1.00	1.00	1.00
Frt		1.00	0.85		1.00			0.96		1.00	1.00	0.85
Flt Protected		0.95	1.00		1.00			1.00		0.95	0.95	1.00
Satd. Flow (prot)		1770	1583		1854			3402		1770	1770	1583
Flt Permitted		0.95	1.00		0.91			0.94		0.95	0.95	1.00
Satd. Flow (perm)		1770	1583		1699			3200		1770	1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	126	46	57	24	266	1	24	561	193	66	133	83
RTOR Reduction (vph)	0	0	48	0	0	0	0	28	0	0	0	56
Lane Group Flow (vph)	0	172	9	0	291	0	0	750	0	66	133	27
Turn Type	Perm	Perm	Perm	Perm	NA		Perm	NA		Prot	Perm	Perm
Protected Phases					6			2		7		
Permitted Phases	8	8	8	6			2				4	4
Actuated Green, G (s)		13.1	13.1		41.6			41.6		7.3	26.4	26.4
Effective Green, g (s)		13.1	13.1		41.6			41.6		7.3	26.4	26.4
Actuated g/C Ratio		0.16	0.16		0.52			0.52		0.09	0.33	0.33
Clearance Time (s)		6.0	6.0		6.0			6.0		6.0	6.0	6.0
Vehicle Extension (s)		3.0	3.0		3.0			3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		289	259		883			1664		161	584	522
v/s Ratio Prot										c0.04		
v/s Ratio Perm		c0.10	0.01		0.17			c0.23			0.08	0.02
v/c Ratio		0.60	0.04		0.33			0.45		0.41	0.23	0.05
Uniform Delay, d1		31.0	28.1		11.1			12.0		34.3	19.4	18.3
Progression Factor		0.93	1.00		1.28			1.00		1.00	1.00	1.00
Incremental Delay, d2		3.3	0.1		1.0			0.9		1.7	0.2	0.0
Delay (s)		32.0	28.2		15.2			12.9		36.0	19.6	18.3
Level of Service		C	C		B			B		D	B	B
Approach Delay (s)		31.1			15.2			12.9			23.1	
Approach LOS		C			B			B			C	

Intersection Summary			
HCM 2000 Control Delay	17.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	61.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

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	1	1	3	1	4	0	5	112	10	4	321	2
Future Vol, veh/h	1	1	3	1	4	0	5	112	10	4	321	2
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	-	-	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	1	1	3	1	4	0	5	122	11	4	349	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	499	502	350	499	498	127	351	0	0	133	0	0
Stage 1	359	359	-	138	138	-	-	-	-	-	-	-
Stage 2	140	143	-	361	360	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	482	471	693	482	474	923	1208	-	-	1452	-	-
Stage 1	659	627	-	865	782	-	-	-	-	-	-	-
Stage 2	863	779	-	657	626	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	476	468	693	476	471	923	1208	-	-	1452	-	-
Mov Cap-2 Maneuver	476	468	-	476	471	-	-	-	-	-	-	-
Stage 1	656	625	-	862	779	-	-	-	-	-	-	-
Stage 2	855	776	-	651	624	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.2	12.7	0.3	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1208	-	-	584	472	1452	-	-
HCM Lane V/C Ratio	0.004	-	-	0.009	0.012	0.003	-	-
HCM Control Delay (s)	8	0	-	11.2	12.7	7.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

2: NE 2nd St. & NE 39th St. Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.1	0.0	0.1	0.3

6: NE 42nd St. Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0

7: N Miami Ave. & NE 36th St. Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	1.4	0.9	0.7	3.6	6.6

10: NE 2nd Ave./Federal Highway & NE 36th St. & NE 2nd St. Performance by approach

Approach	EB	WB	NB	SB	SE	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.4	0.4
Total Delay (hr)	1.2	0.4	0.9	1.9	3.6	8.0

18: N Miami Ave. & NE 39th St. Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.2
Total Delay (hr)	0.5	0.4	0.2	1.0	2.0

20: NE 38th St. & Federal Highway & NE 39th St. Performance by approach

Approach	EB	NB	SB	NW	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.3	0.2	0.3	0.3	1.1

Total Network Performance

Denied Delay (hr)	0.6
Total Delay (hr)	20.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	353	71	142	346	164	75	1049	153	151	670	194
Future Volume (veh/h)	152	353	71	142	346	164	75	1049	153	151	670	194
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	165	384	77	154	376	178	82	1140	166	164	728	211
Adj No. of Lanes	1	2	0	1	1	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	282	870	173	354	543	461	282	1395	624	214	1362	395
Arrive On Green	0.08	0.30	0.30	0.07	0.29	0.29	0.39	0.39	0.39	0.14	1.00	1.00
Sat Flow, veh/h	1774	2944	585	1774	1863	1583	594	3539	1583	1774	2709	785
Grp Volume(v), veh/h	165	229	232	154	376	178	82	1140	166	164	476	463
Grp Sat Flow(s),veh/h/ln	1774	1770	1760	1774	1863	1583	594	1770	1583	1774	1770	1724
Q Serve(g_s), s	9.7	15.7	16.0	9.1	26.9	13.5	14.5	43.2	10.6	8.3	0.0	0.0
Cycle Q Clear(g_c), s	9.7	15.7	16.0	9.1	26.9	13.5	14.5	43.2	10.6	8.3	0.0	0.0
Prop In Lane	1.00		0.33	1.00		1.00	1.00		1.00	1.00		0.46
Lane Grp Cap(c), veh/h	282	523	520	354	543	461	282	1395	624	214	890	867
V/C Ratio(X)	0.59	0.44	0.45	0.44	0.69	0.39	0.29	0.82	0.27	0.77	0.53	0.53
Avail Cap(c_a), veh/h	282	523	520	361	543	461	308	1550	693	235	987	962
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	0.92	0.92	0.92	1.00	1.00	1.00	0.97	0.97	0.97
Uniform Delay (d), s/veh	35.9	42.8	42.9	34.1	47.2	42.4	31.9	40.6	30.8	30.4	0.0	0.0
Incr Delay (d2), s/veh	2.1	2.7	2.7	0.3	6.5	2.2	0.4	3.1	0.2	10.8	0.4	0.4
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	4.9	8.1	8.2	4.4	14.8	6.2	2.4	21.7	4.7	4.6	0.1	0.1
LnGrp Delay(d),s/veh	38.0	45.4	45.6	34.3	53.7	44.7	32.4	43.7	30.9	41.3	0.4	0.4
LnGrp LOS	D	D	D	C	D	D	C	D	C	D	A	A
Approach Vol, veh/h		626			708			1388			1103	
Approach Delay, s/veh		43.5			47.2			41.5			6.5	
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	18.0	50.3	16.3	65.4	17.3	50.9		81.7
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	35.4	12.0	* 66	* 12	35.4		* 84
Max Q Clear Time (g_c+I1), s	11.7	28.9	10.3	45.2	11.1	18.0		2.0
Green Ext Time (p_c), s	0.0	1.4	0.0	13.9	0.0	1.8		26.8

Intersection Summary	
HCM 2010 Ctrl Delay	32.8
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	32	104	78	67	49	19	1297	64	20	542	8
Future Volume (veh/h)	30	32	104	78	67	49	19	1297	64	20	542	8
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	33	35	113	85	73	53	21	1410	70	22	589	9
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	92	76	185	161	113	69	585	2280	113	332	2371	36
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	1.00	1.00	1.00	0.66	0.66	0.66
Sat Flow, veh/h	198	434	1051	532	644	394	817	3432	170	355	3568	55
Grp Volume(v), veh/h	181	0	0	211	0	0	21	725	755	22	292	306
Grp Sat Flow(s),veh/h/ln	1683	0	0	1570	0	0	817	1770	1833	355	1770	1853
Q Serve(g_s), s	0.0	0.0	0.0	2.1	0.0	0.0	0.2	0.0	0.0	1.7	5.0	5.0
Cycle Q Clear(g_c), s	7.3	0.0	0.0	9.4	0.0	0.0	5.2	0.0	0.0	1.7	5.0	5.0
Prop In Lane	0.18		0.62	0.40		0.25	1.00		0.09	1.00		0.03
Lane Grp Cap(c), veh/h	352	0	0	343	0	0	585	1176	1218	332	1176	1231
V/C Ratio(X)	0.51	0.00	0.00	0.61	0.00	0.00	0.04	0.62	0.62	0.07	0.25	0.25
Avail Cap(c_a), veh/h	598	0	0	578	0	0	585	1176	1218	332	1176	1231
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.71	0.00	0.00	0.60	0.60	0.60	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.5	0.0	0.0	29.2	0.0	0.0	0.3	0.0	0.0	4.5	5.1	5.1
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.9	0.0	0.0	0.1	1.5	1.4	0.4	0.5	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	3.6	0.0	0.0	4.3	0.0	0.0	0.1	0.5	0.5	0.2	2.5	2.6
LnGrp Delay(d),s/veh	29.4	0.0	0.0	30.2	0.0	0.0	0.3	1.5	1.4	4.9	5.6	5.5
LnGrp LOS	C			C			A	A	A	A	A	A
Approach Vol, veh/h		181			211			1501			620	
Approach Delay, s/veh		29.4			30.2			1.4			5.5	
Approach LOS		C			C			A			A	

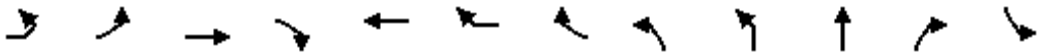
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		55.8		19.2		55.8		19.2
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		38.0		25.0		38.0		25.0
Max Q Clear Time (g_c+I1), s		7.0		11.4		7.2		9.3
Green Ext Time (p_c), s		6.6		1.8		6.6		1.9

Intersection Summary	
HCM 2010 Ctrl Delay	6.9
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	44	23	47	104	78	28	265	51	19	99	42
Future Volume (veh/h)	25	44	23	47	104	78	28	265	51	19	99	42
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		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	27	48	25	51	113	85	30	288	55	21	108	46
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	104	169	74	95	156	105	880	1037	198	707	846	360
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.68	0.68	0.68	0.68	0.68	0.68
Sat Flow, veh/h	286	911	399	252	844	568	1228	1521	290	1033	1241	529
Grp Volume(v), veh/h	100	0	0	249	0	0	30	0	343	21	0	154
Grp Sat Flow(s),veh/h/ln	1595	0	0	1663	0	0	1228	0	1811	1033	0	1769
Q Serve(g_s), s	0.0	0.0	0.0	8.5	0.0	0.0	0.8	0.0	6.7	0.7	0.0	2.7
Cycle Q Clear(g_c), s	4.4	0.0	0.0	12.8	0.0	0.0	3.5	0.0	6.7	7.4	0.0	2.7
Prop In Lane	0.27		0.25	0.20		0.34	1.00		0.16	1.00		0.30
Lane Grp Cap(c), veh/h	346	0	0	356	0	0	880	0	1235	707	0	1206
V/C Ratio(X)	0.29	0.00	0.00	0.70	0.00	0.00	0.03	0.00	0.28	0.03	0.00	0.13
Avail Cap(c_a), veh/h	559	0	0	579	0	0	880	0	1235	707	0	1206
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.00	0.00	0.90	0.00	0.00	0.54	0.00	0.54	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.7	0.0	0.0	35.0	0.0	0.0	5.6	0.0	5.6	7.1	0.0	5.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.3	0.1	0.0	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	2.2	0.0	0.0	6.2	0.0	0.0	0.3	0.0	3.4	0.2	0.0	1.4
LnGrp Delay(d),s/veh	32.1	0.0	0.0	37.2	0.0	0.0	5.7	0.0	5.9	7.2	0.0	5.2
LnGrp LOS	C			D			A		A	A		A
Approach Vol, veh/h		100			249			373			175	
Approach Delay, s/veh		32.1			37.2			5.9			5.5	
Approach LOS		C			D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		67.3		22.7		67.3		22.7
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		49.0		29.0		49.0		29.0
Max Q Clear Time (g_c+I1), s		8.7		6.4		9.4		14.8
Green Ext Time (p_c), s		3.6		2.2		3.6		1.8

Intersection Summary	
HCM 2010 Ctrl Delay	17.4
HCM 2010 LOS	B



Movement	EBL2	EBL	EBT	EBR	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	53	153	369	101	437	58	28	98	229	337	71	18
Future Volume (vph)	53	153	369	101	437	58	28	98	229	337	71	18
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
Frt		1.00	0.97		0.98				1.00	0.97		1.00
Flt Protected		0.95	1.00		1.00				0.95	1.00		0.95
Satd. Flow (prot)		1770	3425		3452				1770	1814		1770
Flt Permitted		0.36	1.00		1.00				0.95	1.00		0.24
Satd. Flow (perm)		663	3425		3452				1770	1814		449
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	58	166	401	110	475	63	30	107	249	366	77	20
RTOR Reduction (vph)	0	0	14	0	2	0	0	0	0	4	0	0
Lane Group Flow (vph)	0	224	497	0	566	0	0	0	356	439	0	20
Turn Type	pm+pt	Perm	NA		NA			Split	Split	NA		Perm
Protected Phases	1		6		2			5	5	5		
Permitted Phases	6	6										3
Actuated Green, G (s)		70.7	70.7		70.7				46.8	46.8		16.6
Effective Green, g (s)		70.7	70.7		70.7				46.8	46.8		16.6
Actuated g/C Ratio		0.39	0.39		0.39				0.26	0.26		0.09
Clearance Time (s)		8.4	8.4		8.4				6.3	6.3		6.4
Vehicle Extension (s)		1.0	1.0		1.0				2.5	2.5		2.5
Lane Grp Cap (vph)		260	1345		1355				460	471		41
v/s Ratio Prot			0.15		0.16				0.20	c0.24		
v/s Ratio Perm		c0.34										0.04
v/c Ratio		0.86	0.37		0.42				0.77	0.93		0.49
Uniform Delay, d1		50.2	38.8		39.7				61.7	65.1		77.7
Progression Factor		1.00	1.00		1.00				1.00	1.00		1.08
Incremental Delay, d2		23.4	0.1		1.0				7.6	25.5		6.5
Delay (s)		73.6	38.9		40.7				69.3	90.6		90.1
Level of Service		E	D		D				E	F		F
Approach Delay (s)			49.5		40.7					81.1		
Approach LOS			D		D					F		

Intersection Summary			
HCM 2000 Control Delay	80.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	33.7
Intersection Capacity Utilization	94.8%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR	SBR2	SEL2	SEL	SER	SER2
Lane Configurations							
Traffic Volume (vph)	98	89	3	3	74	147	116
Future Volume (vph)	98	89	3	3	74	147	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	6.4			4.5	4.5	
Lane Util. Factor	1.00	1.00			1.00	1.00	
Frt	1.00	0.85			1.00	0.85	
Flt Protected	1.00	1.00			0.95	1.00	
Satd. Flow (prot)	1863	1583			1770	1583	
Flt Permitted	1.00	1.00			0.95	1.00	
Satd. Flow (perm)	1863	1583			1770	1583	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	107	97	3	3	80	160	126
RTOR Reduction (vph)	0	91	0	0	0	141	0
Lane Group Flow (vph)	107	9	0	0	83	145	0
Turn Type	NA	Perm		Perm	Prot	Perm	
Protected Phases	3				4		
Permitted Phases		3		4		4	
Actuated Green, G (s)	16.6	16.6			20.3	20.3	
Effective Green, g (s)	16.6	16.6			20.3	20.3	
Actuated g/C Ratio	0.09	0.09			0.11	0.11	
Clearance Time (s)	6.4	6.4			4.5	4.5	
Vehicle Extension (s)	2.5	2.5			3.0	3.0	
Lane Grp Cap (vph)	171	145			199	178	
v/s Ratio Prot	c0.06						
v/s Ratio Perm		0.01			0.05	c0.09	
v/c Ratio	0.63	0.06			0.42	0.81	
Uniform Delay, d1	78.7	74.6			74.3	78.0	
Progression Factor	1.06	5.61			1.07	1.13	
Incremental Delay, d2	6.0	0.1			1.4	23.9	
Delay (s)	89.2	418.5			80.9	111.8	
Level of Service	F	F			F	F	
Approach Delay (s)	234.3				104.9		
Approach LOS	F				F		

Intersection Summary

Movement	EBL2	EBL	EBR2	NBL	NBT	NBR	SBL	SBT	SBR	NWL2	NWL	NWR2
Lane Configurations												
Traffic Volume (vph)	69	25	17	41	472	10	1	186	87	58	185	40
Future Volume (vph)	69	25	17	41	472	10	1	186	87	58	185	40
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	6.0
Lane Util. Factor		1.00	1.00		1.00			0.95		1.00	1.00	1.00
Frt		1.00	0.85		1.00			0.95		1.00	1.00	0.85
Flt Protected		0.95	1.00		1.00			1.00		0.95	0.95	1.00
Satd. Flow (prot)		1770	1583		1851			3369		1770	1770	1583
Flt Permitted		0.95	1.00		0.95			0.95		0.95	0.95	1.00
Satd. Flow (perm)		1770	1583		1769			3215		1770	1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	75	27	18	45	513	11	1	202	95	63	201	43
RTOR Reduction (vph)	0	0	16	0	0	0	0	36	0	0	0	28
Lane Group Flow (vph)	0	102	2	0	569	0	0	262	0	63	201	15
Turn Type	Perm	Perm	Perm	Perm	NA		Perm	NA		Prot	Perm	Perm
Protected Phases					6			2		7		
Permitted Phases	8	8	8	6			2				4	4
Actuated Green, G (s)		11.2	11.2		53.3			53.3		7.5	24.7	24.7
Effective Green, g (s)		11.2	11.2		53.3			53.3		7.5	24.7	24.7
Actuated g/C Ratio		0.12	0.12		0.59			0.59		0.08	0.27	0.27
Clearance Time (s)		6.0	6.0		6.0			6.0		6.0	6.0	6.0
Vehicle Extension (s)		3.0	3.0		3.0			3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		220	196		1047			1903		147	485	434
v/s Ratio Prot										0.04		
v/s Ratio Perm		0.06	0.00		c0.32			0.08			c0.11	0.01
v/c Ratio		0.46	0.01		0.54			0.14		0.43	0.41	0.03
Uniform Delay, d1		36.6	34.5		11.0			8.1		39.2	26.7	23.9
Progression Factor		1.01	1.00		2.07			1.00		1.00	1.00	1.00
Incremental Delay, d2		1.5	0.0		0.9			0.2		2.0	0.6	0.0
Delay (s)		38.4	34.6		23.8			8.3		41.2	27.3	23.9
Level of Service		D	C		C			A		D	C	C
Approach Delay (s)		37.8			23.8			8.3			29.7	
Approach LOS		D			C			A			C	

Intersection Summary			
HCM 2000 Control Delay	22.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	71.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	1	7	9	3	3	12	417	15	2	251	6
Future Vol, veh/h	2	1	7	9	3	3	12	417	15	2	251	6
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	-	-	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	2	1	8	10	3	3	13	453	16	2	273	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	771	776	276	773	772	461	279	0	0	470	0	0
Stage 1	280	280	-	488	488	-	-	-	-	-	-	-
Stage 2	491	496	-	285	284	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	317	328	763	316	330	600	1284	-	-	1092	-	-
Stage 1	727	679	-	561	550	-	-	-	-	-	-	-
Stage 2	559	545	-	722	676	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	309	323	763	308	325	600	1284	-	-	1092	-	-
Mov Cap-2 Maneuver	309	323	-	308	325	-	-	-	-	-	-	-
Stage 1	717	678	-	553	542	-	-	-	-	-	-	-
Stage 2	545	537	-	712	675	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.9	16	0.2	0.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1284	-	-	534	345	1092	-	-
HCM Lane V/C Ratio	0.01	-	-	0.02	0.047	0.002	-	-
HCM Control Delay (s)	7.8	0	-	11.9	16	8.3	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

2: NE 39th St. Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.3	0.1	0.0	0.5

7: N Miami Ave. & NE 36th St. Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	1.4	1.1	3.4	1.1	6.9

9: Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0

10: NE 2nd Ave./Federal Highway & NE 36th St. Performance by approach

Approach	EB	WB	NB	SB	SE	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	1.2	0.5	6.6	0.9	0.9	10.1

18: N Miami Ave. & NE 39th St. Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.3	0.9	0.2	1.6

20: NE 38th St. & Federal Highway & NE 39th St. Performance by approach

Approach	EB	NB	SB	NW	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	0.4	0.1	0.5	1.2

Total Network Performance

Denied Delay (hr)	0.1
Total Delay (hr)	21.0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	388	64	172	263	61	25	424	76	246	1334	139
Future Volume (veh/h)	107	388	64	172	263	61	25	424	76	246	1334	139
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	116	422	70	187	286	66	27	461	83	267	1450	151
Adj No. of Lanes	1	2	0	1	1	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	391	989	163	389	653	555	95	1262	564	425	1586	164
Arrive On Green	0.05	0.33	0.33	0.08	0.35	0.35	0.36	0.36	0.36	0.20	0.98	0.98
Sat Flow, veh/h	1774	3043	501	1774	1863	1583	316	3539	1583	1774	3238	335
Grp Volume(v), veh/h	116	244	248	187	286	66	27	461	83	267	788	813
Grp Sat Flow(s),veh/h/ln	1774	1770	1774	1774	1863	1583	316	1770	1583	1774	1770	1804
Q Serve(g_s), s	7.8	19.5	19.7	12.6	21.2	5.1	13.9	17.3	6.4	18.0	14.9	16.9
Cycle Q Clear(g_c), s	7.8	19.5	19.7	12.6	21.2	5.1	47.0	17.3	6.4	18.0	14.9	16.9
Prop In Lane	1.00		0.28	1.00		1.00	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	391	575	577	389	653	555	95	1262	564	425	867	883
V/C Ratio(X)	0.30	0.42	0.43	0.48	0.44	0.12	0.29	0.37	0.15	0.63	0.91	0.92
Avail Cap(c_a), veh/h	491	575	577	443	653	555	134	1705	763	425	1078	1099
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	0.96	0.96	0.96	1.00	1.00	1.00	0.60	0.60	0.60
Uniform Delay (d), s/veh	37.8	47.6	47.7	36.6	44.9	39.6	67.3	42.9	39.3	29.0	1.1	1.1
Incr Delay (d2), s/veh	0.2	2.3	2.3	0.3	2.1	0.4	1.2	0.1	0.1	1.3	5.9	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	3.9	9.9	10.1	6.2	11.3	2.3	1.2	8.5	2.8	8.9	4.9	5.7
LnGrp Delay(d),s/veh	38.0	49.9	50.0	37.0	46.9	40.0	68.6	43.0	39.4	30.4	7.0	7.9
LnGrp LOS	D	D	D	D	D	D	E	D	D	C	A	A
Approach Vol, veh/h		608			539			571			1868	
Approach Delay, s/veh		47.6			42.6			43.7			10.7	
Approach LOS		D			D			D			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	16.0	67.1	24.0	72.8	20.7	62.4		96.8
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	30.4	18.0	* 87	* 20	30.4		* 1.1E2
Max Q Clear Time (g_c+I1), s	9.8	23.2	20.0	49.0	14.6	21.7		18.9
Green Ext Time (p_c), s	0.1	1.2	0.0	19.9	0.1	1.4		26.6

Intersection Summary	
HCM 2010 Ctrl Delay	27.0
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	55	212	154	44	17	19	447	121	25	1479	8
Future Volume (veh/h)	16	55	212	154	44	17	19	447	121	25	1479	8
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	17	60	230	167	48	18	21	486	132	27	1608	9
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	54	94	317	209	53	16	179	1715	463	579	2245	13
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	1.00	1.00	1.00	0.62	0.62	0.62
Sat Flow, veh/h	49	386	1298	574	216	66	311	2757	744	802	3609	20
Grp Volume(v), veh/h	307	0	0	233	0	0	21	311	307	27	788	829
Grp Sat Flow(s),veh/h/ln	1733	0	0	856	0	0	311	1770	1731	802	1770	1859
Q Serve(g_s), s	0.0	0.0	0.0	6.9	0.0	0.0	3.3	0.0	0.0	1.2	27.3	27.3
Cycle Q Clear(g_c), s	15.1	0.0	0.0	22.0	0.0	0.0	30.7	0.0	0.0	1.2	27.3	27.3
Prop In Lane	0.06		0.75	0.72		0.08	1.00		0.43	1.00		0.01
Lane Grp Cap(c), veh/h	466	0	0	278	0	0	179	1101	1077	579	1101	1157
V/C Ratio(X)	0.66	0.00	0.00	0.84	0.00	0.00	0.12	0.28	0.29	0.05	0.72	0.72
Avail Cap(c_a), veh/h	466	0	0	278	0	0	179	1101	1077	579	1101	1157
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.85	0.00	0.00	0.96	0.96	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.5	0.0	0.0	36.2	0.0	0.0	7.5	0.0	0.0	6.6	11.6	11.6
Incr Delay (d2), s/veh	3.1	0.0	0.0	16.9	0.0	0.0	1.3	0.6	0.6	0.2	4.0	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	0.0	0.0	7.1	0.0	0.0	0.3	0.2	0.2	0.3	14.4	15.0
LnGrp Delay(d),s/veh	34.7	0.0	0.0	53.1	0.0	0.0	8.8	0.6	0.6	6.8	15.6	15.4
LnGrp LOS	C			D			A	A	A	A	B	B
Approach Vol, veh/h		307			233			639			1644	
Approach Delay, s/veh		34.7			53.1			0.9			15.3	
Approach LOS		C			D			A			B	

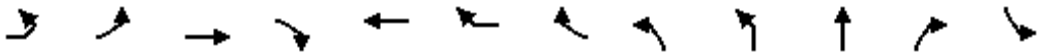
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		62.0		28.0		62.0		28.0
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		56.0		22.0		56.0		22.0
Max Q Clear Time (g_c+I1), s		29.3		24.0		32.7		17.1
Green Ext Time (p_c), s		7.4		0.0		7.2		1.4

Intersection Summary	
HCM 2010 Ctrl Delay	17.3
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	37	10	41	51	28	8	76	29	26	280	14
Future Volume (veh/h)	14	37	10	41	51	28	8	76	29	26	280	14
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		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	15	40	11	45	55	30	9	83	32	28	304	15
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	81	145	34	112	96	44	806	940	363	1000	1292	64
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.73	0.73	0.73	0.73	0.73	0.73
Sat Flow, veh/h	221	1245	293	442	827	381	1056	1281	494	1272	1761	87
Grp Volume(v), veh/h	66	0	0	130	0	0	9	0	115	28	0	319
Grp Sat Flow(s),veh/h/ln	1759	0	0	1650	0	0	1056	0	1776	1272	0	1847
Q Serve(g_s), s	0.0	0.0	0.0	3.2	0.0	0.0	0.2	0.0	1.5	0.5	0.0	4.4
Cycle Q Clear(g_c), s	2.7	0.0	0.0	5.9	0.0	0.0	4.7	0.0	1.5	2.0	0.0	4.4
Prop In Lane	0.23		0.17	0.35		0.23	1.00		0.28	1.00		0.05
Lane Grp Cap(c), veh/h	260	0	0	252	0	0	806	0	1303	1000	0	1356
V/C Ratio(X)	0.25	0.00	0.00	0.52	0.00	0.00	0.01	0.00	0.09	0.03	0.00	0.24
Avail Cap(c_a), veh/h	977	0	0	941	0	0	806	0	1303	1000	0	1356
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.69	0.00	0.00	0.98	0.00	0.00	0.50	0.00	0.50	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.4	0.0	0.0	33.8	0.0	0.0	4.2	0.0	3.0	3.3	0.0	3.4
Incr Delay (d2), s/veh	0.4	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.4
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	1.4	0.0	0.0	2.9	0.0	0.0	0.1	0.0	0.7	0.2	0.0	2.4
LnGrp Delay(d),s/veh	32.8	0.0	0.0	35.7	0.0	0.0	4.2	0.0	3.1	3.4	0.0	3.8
LnGrp LOS	C			D			A		A	A		A
Approach Vol, veh/h		66			130			124			347	
Approach Delay, s/veh		32.8			35.7			3.2			3.8	
Approach LOS		C			D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		64.7		15.3		64.7		15.3
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		24.0		44.0		24.0		44.0
Max Q Clear Time (g_c+I1), s		6.7		4.7		6.4		7.9
Green Ext Time (p_c), s		0.9		1.5		0.9		1.5

Intersection Summary	
HCM 2010 Ctrl Delay	12.8
HCM 2010 LOS	B



Movement	EBL2	EBL	EBT	EBR	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	26	124	449	217	282	39	70	76	106	129	2	104
Future Volume (vph)	26	124	449	217	282	39	70	76	106	129	2	104
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
Frt		1.00	0.95		0.96				1.00	1.00		1.00
Flt Protected		0.95	1.00		1.00				0.95	1.00		0.95
Satd. Flow (prot)		1770	3366		3392				1770	1859		1770
Flt Permitted		0.46	1.00		1.00				0.95	1.00		0.17
Satd. Flow (perm)		865	3366		3392				1770	1859		316
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	28	135	488	236	307	42	76	83	115	140	2	113
RTOR Reduction (vph)	0	0	34	0	9	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	163	690	0	416	0	0	0	198	142	0	113
Turn Type	pm+pt	Perm	NA		NA			Split	Split	NA		Perm
Protected Phases	1		6		2			5	5	5		
Permitted Phases	6	6										3
Actuated Green, G (s)		64.9	64.9		64.9				22.4	22.4		23.6
Effective Green, g (s)		64.9	64.9		64.9				22.4	22.4		23.6
Actuated g/C Ratio		0.41	0.41		0.41				0.14	0.14		0.15
Clearance Time (s)		8.4	8.4		8.4				6.3	6.3		6.4
Vehicle Extension (s)		1.0	1.0		1.0				2.5	2.5		2.5
Lane Grp Cap (vph)		350	1365		1375				247	260		46
v/s Ratio Prot			c0.20		0.12				c0.11	0.08		
v/s Ratio Perm		0.19										c0.36
v/c Ratio		0.47	0.51		0.30				0.80	0.55		2.46
Uniform Delay, d1		34.8	35.5		32.2				66.6	64.1		68.2
Progression Factor		1.00	1.00		1.00				1.00	1.00		0.89
Incremental Delay, d2		0.4	0.1		0.6				16.4	1.8		710.7
Delay (s)		35.2	35.7		32.8				83.1	65.9		771.2
Level of Service		D	D		C				F	E		F
Approach Delay (s)			35.6		32.8					75.9		
Approach LOS			D		C					E		

Intersection Summary			
HCM 2000 Control Delay	143.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.06		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	35.7
Intersection Capacity Utilization	103.3%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR	SBR2	SEL2	SEL	SER	SER2
Lane Configurations							
Traffic Volume (vph)	411	92	1	5	69	301	55
Future Volume (vph)	411	92	1	5	69	301	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	6.4			6.5	6.5	
Lane Util. Factor	1.00	1.00			1.00	1.00	
Frt	1.00	0.85			1.00	0.85	
Flt Protected	1.00	1.00			0.95	1.00	
Satd. Flow (prot)	1863	1583			1770	1583	
Flt Permitted	1.00	1.00			0.95	1.00	
Satd. Flow (perm)	1863	1583			1770	1583	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	447	100	1	5	75	327	60
RTOR Reduction (vph)	0	86	0	0	0	155	0
Lane Group Flow (vph)	447	15	0	0	80	232	0
Turn Type	NA	Perm		Perm	Prot	Perm	
Protected Phases	3				4		
Permitted Phases		3		4		4	
Actuated Green, G (s)	23.6	23.6			21.5	21.5	
Effective Green, g (s)	23.6	23.6			21.5	21.5	
Actuated g/C Ratio	0.15	0.15			0.13	0.13	
Clearance Time (s)	6.4	6.4			6.5	6.5	
Vehicle Extension (s)	2.5	2.5			3.0	3.0	
Lane Grp Cap (vph)	274	233			237	212	
v/s Ratio Prot	0.24						
v/s Ratio Perm		0.01			0.05	c0.15	
v/c Ratio	1.63	0.06			0.34	1.09	
Uniform Delay, d1	68.2	58.7			62.8	69.2	
Progression Factor	0.89	1.00			1.10	1.21	
Incremental Delay, d2	298.8	0.1			0.8	89.2	
Delay (s)	359.3	58.8			70.0	172.7	
Level of Service	F	E			E	F	
Approach Delay (s)	383.8				155.1		
Approach LOS	F				F		

Intersection Summary

Movement	EBL2	EBL	EBR2	NBL	NBT	NBR	SBL	SBT	SBR	NWL2	NWL	NWR2
Lane Configurations												
Traffic Volume (vph)	128	47	58	25	270	2	25	568	196	68	135	84
Future Volume (vph)	128	47	58	25	270	2	25	568	196	68	135	84
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	6.0
Lane Util. Factor		1.00	1.00		1.00			0.95		1.00	1.00	1.00
Frt		1.00	0.85		1.00			0.96		1.00	1.00	0.85
Flt Protected		0.95	1.00		1.00			1.00		0.95	0.95	1.00
Satd. Flow (prot)		1770	1583		1853			3402		1770	1770	1583
Flt Permitted		0.95	1.00		0.90			0.94		0.95	0.95	1.00
Satd. Flow (perm)		1770	1583		1670			3191		1770	1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	139	51	63	27	293	2	27	617	213	74	147	91
RTOR Reduction (vph)	0	0	52	0	0	0	0	29	0	0	0	60
Lane Group Flow (vph)	0	190	11	0	322	0	0	828	0	74	147	31
Turn Type	Perm	Perm	Perm	Perm	NA		Perm	NA		Prot	Perm	Perm
Protected Phases					6			2		7		
Permitted Phases	8	8	8	6			2				4	4
Actuated Green, G (s)		13.9	13.9		40.5			40.5		7.6	27.5	27.5
Effective Green, g (s)		13.9	13.9		40.5			40.5		7.6	27.5	27.5
Actuated g/C Ratio		0.17	0.17		0.51			0.51		0.09	0.34	0.34
Clearance Time (s)		6.0	6.0		6.0			6.0		6.0	6.0	6.0
Vehicle Extension (s)		3.0	3.0		3.0			3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		307	275		845			1615		168	608	544
v/s Ratio Prot										c0.04		
v/s Ratio Perm		c0.11	0.01		0.19			c0.26			0.08	0.02
v/c Ratio		0.62	0.04		0.38			0.51		0.44	0.24	0.06
Uniform Delay, d1		30.6	27.5		12.1			13.2		34.2	18.8	17.6
Progression Factor		0.98	1.00		1.33			1.00		1.00	1.00	1.00
Incremental Delay, d2		3.7	0.1		1.2			1.2		1.8	0.2	0.0
Delay (s)		33.6	27.6		17.2			14.3		36.0	19.0	17.6
Level of Service		C	C		B			B		D	B	B
Approach Delay (s)		32.1			17.2			14.3			22.6	
Approach LOS		C			B			B			C	

Intersection Summary			
HCM 2000 Control Delay	18.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	67.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↑	
Traffic Vol, veh/h	2	2	4	2	5	1	6	124	11	5	354	3
Future Vol, veh/h	2	2	4	2	5	1	6	124	11	5	354	3
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	-	-	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	2	2	4	2	5	1	7	135	12	5	385	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	554	557	386	555	553	141	388	0	0	147	0	0
Stage 1	397	397	-	154	154	-	-	-	-	-	-	-
Stage 2	157	160	-	401	399	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	443	439	662	442	441	907	1170	-	-	1435	-	-
Stage 1	629	603	-	848	770	-	-	-	-	-	-	-
Stage 2	845	766	-	626	602	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	435	434	662	434	436	907	1170	-	-	1435	-	-
Mov Cap-2 Maneuver	435	434	-	434	436	-	-	-	-	-	-	-
Stage 1	625	601	-	842	765	-	-	-	-	-	-	-
Stage 2	832	761	-	617	600	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12	12.9	0.3	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1170	-	-	525	466	1435	-	-
HCM Lane V/C Ratio	0.006	-	-	0.017	0.019	0.004	-	-
HCM Control Delay (s)	8.1	0	-	12	12.9	7.5	-	-
HCM Lane LOS	A	A	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

2: NE 39th St. & NE 2nd St. Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	0.4	0.1	1.3	1.9

7: N Miami Ave. & NE 36th St. Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	1.7	0.8	0.7	3.2	6.4

9: NE 2nd St. & NE 42nd St. Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0

10: NE 2nd Ave./Federal Highway & NE 36th St. Performance by approach

Approach	EB	WB	NB	SB	SE	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	1.2	1.2
Total Delay (hr)	1.8	0.6	1.2	2.0	4.4	10.0

18: N Miami Ave. & NE 39th St. Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.3	0.6	0.2	0.9	1.9

20: NE 38th St. & Federal Highway & NE 39th St. Performance by approach

Approach	EB	NB	SB	NW	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.3	0.5	1.0	0.3	2.2

Total Network Performance

Denied Delay (hr)	1.4
Total Delay (hr)	25.4

HCM 2010 Signalized Intersection Summary
7: N Miami Ave. & NE 36th St.

8/12/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	168	389	79	157	381	181	83	1154	169	167	737	214
Future Volume (veh/h)	168	389	79	157	381	181	83	1154	169	167	737	214
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	183	423	86	171	414	197	90	1254	184	182	801	233
Adj No. of Lanes	1	2	0	1	1	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	231	779	157	311	494	420	274	1472	658	212	1431	416
Arrive On Green	0.08	0.27	0.27	0.08	0.27	0.27	0.42	0.42	0.42	0.15	1.00	1.00
Sat Flow, veh/h	1774	2936	592	1774	1863	1583	543	3539	1583	1774	2706	787
Grp Volume(v), veh/h	183	254	255	171	414	197	90	1254	184	182	524	510
Grp Sat Flow(s),veh/h/ln	1774	1770	1758	1774	1863	1583	543	1770	1583	1774	1770	1724
Q Serve(g_s), s	11.3	18.4	18.7	10.5	31.5	15.7	17.4	48.1	11.5	8.9	0.0	0.0
Cycle Q Clear(g_c), s	11.3	18.4	18.7	10.5	31.5	15.7	17.4	48.1	11.5	8.9	0.0	0.0
Prop In Lane	1.00		0.34	1.00		1.00	1.00		1.00	1.00		0.46
Lane Grp Cap(c), veh/h	231	470	467	311	494	420	274	1472	658	212	935	911
V/C Ratio(X)	0.79	0.54	0.55	0.55	0.84	0.47	0.33	0.85	0.28	0.86	0.56	0.56
Avail Cap(c_a), veh/h	231	470	467	311	494	420	286	1550	693	225	987	962
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	0.90	0.90	0.90	1.00	1.00	1.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	40.3	47.2	47.3	37.2	52.0	46.2	30.7	39.6	29.0	30.5	0.0	0.0
Incr Delay (d2), s/veh	15.6	4.4	4.6	1.1	14.1	3.3	0.5	4.5	0.2	23.3	0.5	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	6.5	9.6	9.7	5.2	18.1	7.2	2.6	24.4	5.1	5.6	0.1	0.1
LnGrp Delay(d),s/veh	56.0	51.7	51.9	38.3	66.1	49.6	31.2	44.1	29.1	53.9	0.5	0.5
LnGrp LOS	E	D	D	D	E	D	C	D	C	D	A	A
Approach Vol, veh/h		692			782			1528			1216	
Approach Delay, s/veh		52.9			55.9			41.5			8.5	
Approach LOS		D			E			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	18.0	46.4	16.9	68.7	18.0	46.4		85.6
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	35.4	12.0	* 66	* 12	35.4		* 84
Max Q Clear Time (g_c+I1), s	13.3	33.5	10.9	50.1	12.5	20.7		2.0
Green Ext Time (p_c), s	0.0	0.6	0.0	12.3	0.0	2.0		33.3

Intersection Summary	
HCM 2010 Ctrl Delay	36.5
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	36	115	86	74	54	21	1427	71	22	597	9
Future Volume (veh/h)	33	36	115	86	74	54	21	1427	71	22	597	9
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	36	39	125	93	80	59	23	1551	77	24	649	10
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	94	84	203	168	121	76	534	2217	110	295	2305	36
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	1.00	1.00	1.00	0.65	0.65	0.65
Sat Flow, veh/h	195	432	1045	519	625	390	772	3433	170	308	3568	55
Grp Volume(v), veh/h	200	0	0	232	0	0	23	797	831	24	322	337
Grp Sat Flow(s),veh/h/ln	1671	0	0	1533	0	0	772	1770	1833	308	1770	1853
Q Serve(g_s), s	0.0	0.0	0.0	2.6	0.0	0.0	0.3	0.0	0.0	2.2	5.9	5.9
Cycle Q Clear(g_c), s	8.0	0.0	0.0	10.6	0.0	0.0	6.2	0.0	0.0	2.2	5.9	5.9
Prop In Lane	0.18		0.62	0.40		0.25	1.00		0.09	1.00		0.03
Lane Grp Cap(c), veh/h	381	0	0	365	0	0	534	1143	1184	295	1143	1197
V/C Ratio(X)	0.53	0.00	0.00	0.64	0.00	0.00	0.04	0.70	0.70	0.08	0.28	0.28
Avail Cap(c_a), veh/h	597	0	0	571	0	0	534	1143	1184	295	1143	1197
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.71	0.00	0.00	0.51	0.51	0.51	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.6	0.0	0.0	28.5	0.0	0.0	0.4	0.0	0.0	5.1	5.7	5.7
Incr Delay (d2), s/veh	0.8	0.0	0.0	1.0	0.0	0.0	0.1	1.8	1.8	0.5	0.6	0.6
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	3.9	0.0	0.0	4.6	0.0	0.0	0.1	0.6	0.6	0.2	3.1	3.2
LnGrp Delay(d),s/veh	28.5	0.0	0.0	29.5	0.0	0.0	0.5	1.8	1.8	5.6	6.4	6.3
LnGrp LOS	C			C			A	A	A	A	A	A
Approach Vol, veh/h		200			232			1651			683	
Approach Delay, s/veh		28.5			29.5			1.8			6.3	
Approach LOS		C			C			A			A	

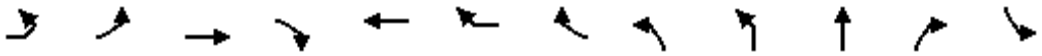
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		54.4		20.6		54.4		20.6
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		38.0		25.0		38.0		25.0
Max Q Clear Time (g_c+I1), s		7.9		12.6		8.2		10.0
Green Ext Time (p_c), s		7.9		1.9		7.9		2.1

Intersection Summary	
HCM 2010 Ctrl Delay	7.2
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	49	26	52	115	86	31	296	57	21	109	47
Future Volume (veh/h)	28	49	26	52	115	86	31	296	57	21	109	47
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		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	30	53	28	57	125	93	34	322	62	23	118	51
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	179	80	101	172	115	839	1006	194	648	818	353
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.66	0.66	0.66	0.66	0.66	0.66
Sat Flow, veh/h	286	875	392	259	840	562	1211	1519	292	995	1235	534
Grp Volume(v), veh/h	111	0	0	275	0	0	34	0	384	23	0	169
Grp Sat Flow(s),veh/h/ln	1554	0	0	1661	0	0	1211	0	1811	995	0	1769
Q Serve(g_s), s	0.0	0.0	0.0	9.3	0.0	0.0	1.0	0.0	8.2	0.9	0.0	3.2
Cycle Q Clear(g_c), s	4.8	0.0	0.0	14.1	0.0	0.0	4.2	0.0	8.2	9.1	0.0	3.2
Prop In Lane	0.27		0.25	0.21		0.34	1.00		0.16	1.00		0.30
Lane Grp Cap(c), veh/h	369	0	0	388	0	0	839	0	1199	648	0	1171
V/C Ratio(X)	0.30	0.00	0.00	0.71	0.00	0.00	0.04	0.00	0.32	0.04	0.00	0.14
Avail Cap(c_a), veh/h	550	0	0	579	0	0	839	0	1199	648	0	1171
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.00	0.00	0.89	0.00	0.00	0.09	0.00	0.09	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.4	0.0	0.0	34.0	0.0	0.0	6.5	0.0	6.5	8.5	0.0	5.7
Incr Delay (d2), s/veh	0.5	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.1	0.1	0.0	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	2.4	0.0	0.0	6.8	0.0	0.0	0.3	0.0	4.1	0.3	0.0	1.6
LnGrp Delay(d),s/veh	30.9	0.0	0.0	36.5	0.0	0.0	6.5	0.0	6.6	8.6	0.0	5.9
LnGrp LOS	C			D			A		A	A		A
Approach Vol, veh/h		111			275			418			192	
Approach Delay, s/veh		30.9			36.5			6.6			6.3	
Approach LOS		C			D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		65.6		24.4		65.6		24.4
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		49.0		29.0		49.0		29.0
Max Q Clear Time (g_c+I1), s		10.2		6.8		11.1		16.1
Green Ext Time (p_c), s		1.3		3.0		1.3		2.3

Intersection Summary	
HCM 2010 Ctrl Delay	17.5
HCM 2010 LOS	B



Movement	EBL2	EBL	EBT	EBR	WBT	WBR	WBR2	NBL2	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	59	169	406	112	482	59	31	108	252	371	79	20
Future Volume (vph)	59	169	406	112	482	59	31	108	252	371	79	20
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
Frt		1.00	0.97		0.98				1.00	0.97		1.00
Flt Protected		0.95	1.00		1.00				0.95	1.00		0.95
Satd. Flow (prot)		1770	3424		3456				1770	1814		1770
Flt Permitted		0.32	1.00		1.00				0.68	1.00		0.23
Satd. Flow (perm)		600	3424		3456				1270	1814		428
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	64	184	441	122	524	64	34	117	274	403	86	22
RTOR Reduction (vph)	0	0	14	0	2	0	0	0	0	4	0	0
Lane Group Flow (vph)	0	248	549	0	620	0	0	0	391	485	0	22
Turn Type	pm+pt	Perm	NA		NA			Split	Perm	NA		Perm
Protected Phases	1		6		2			5		5		
Permitted Phases	6	6							5			3
Actuated Green, G (s)		70.6	70.6		70.6				41.5	41.5		17.4
Effective Green, g (s)		70.6	70.6		70.6				41.5	41.5		17.4
Actuated g/C Ratio		0.39	0.39		0.39				0.23	0.23		0.10
Clearance Time (s)		8.4	8.4		8.4				6.3	6.3		6.4
Vehicle Extension (s)		1.0	1.0		1.0				2.5	2.5		2.5
Lane Grp Cap (vph)		235	1342		1355				292	418		41
v/s Ratio Prot			0.16		0.18					0.27		
v/s Ratio Perm		c0.41							c0.31			0.05
v/c Ratio		1.06	0.41		0.46				1.34	1.16		0.54
Uniform Delay, d1		54.7	39.6		40.5				69.2	69.2		77.5
Progression Factor		1.00	1.00		1.00				1.00	1.00		1.05
Incremental Delay, d2		74.0	0.1		1.1				173.9	95.8		10.0
Delay (s)		128.7	39.7		41.6				243.2	165.0		91.6
Level of Service		F	D		D				F	F		F
Approach Delay (s)			66.9		41.6					199.7		
Approach LOS			E		D					F		

Intersection Summary			
HCM 2000 Control Delay	120.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.12		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	35.7
Intersection Capacity Utilization	103.0%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR	SBR2	SEL2	SEL	SER	SER2
Lane Configurations							
Traffic Volume (vph)	108	98	4	4	82	162	128
Future Volume (vph)	108	98	4	4	82	162	128
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	6.4			6.5	6.5	
Lane Util. Factor	1.00	1.00			1.00	1.00	
Frt	1.00	0.85			1.00	0.85	
Flt Protected	1.00	1.00			0.95	1.00	
Satd. Flow (prot)	1863	1583			1770	1583	
Flt Permitted	1.00	1.00			0.95	1.00	
Satd. Flow (perm)	1863	1583			1770	1583	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	117	107	4	4	89	176	139
RTOR Reduction (vph)	0	100	0	0	0	139	0
Lane Group Flow (vph)	117	11	0	0	93	176	0
Turn Type	NA	Perm		Perm	Prot	Perm	
Protected Phases	3				4		
Permitted Phases		3		4		4	
Actuated Green, G (s)	17.4	17.4			22.9	22.9	
Effective Green, g (s)	17.4	17.4			22.9	22.9	
Actuated g/C Ratio	0.10	0.10			0.13	0.13	
Clearance Time (s)	6.4	6.4			6.5	6.5	
Vehicle Extension (s)	2.5	2.5			3.0	3.0	
Lane Grp Cap (vph)	180	153			225	201	
v/s Ratio Prot	c0.06						
v/s Ratio Perm		0.01			0.05	c0.11	
v/c Ratio	0.65	0.07			0.41	0.88	
Uniform Delay, d1	78.4	73.9			72.4	77.2	
Progression Factor	1.04	5.42			1.07	1.13	
Incremental Delay, d2	7.2	0.1			1.2	31.9	
Delay (s)	89.1	400.8			78.9	119.4	
Level of Service	F	F			E	F	
Approach Delay (s)	227.7				110.2		
Approach LOS	F				F		

Intersection Summary

Movement	EBL2	EBL	EBR2	NBL	NBT	NBR	SBL	SBT	SBR	NWL2	NWL	NWR2
Lane Configurations												
Traffic Volume (vph)	76	28	19	46	520	11	2	205	96	64	204	44
Future Volume (vph)	76	28	19	46	520	11	2	205	96	64	204	44
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	6.0
Lane Util. Factor		1.00	1.00		1.00			0.95		1.00	1.00	1.00
Frt		1.00	0.85		1.00			0.95		1.00	1.00	0.85
Flt Protected		0.95	1.00		1.00			1.00		0.95	0.95	1.00
Satd. Flow (prot)		1770	1583		1851			3370		1770	1770	1583
Flt Permitted		0.95	1.00		0.95			0.95		0.95	0.95	1.00
Satd. Flow (perm)		1770	1583		1759			3213		1770	1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	83	30	21	50	565	12	2	223	104	70	222	48
RTOR Reduction (vph)	0	0	18	0	0	0	0	36	0	0	0	29
Lane Group Flow (vph)	0	113	3	0	627	0	0	293	0	70	222	19
Turn Type	Perm	Perm	Perm	Perm	NA		Perm	NA		Prot	Perm	Perm
Protected Phases					6			2		7		
Permitted Phases	8	8	8	6			2				4	4
Actuated Green, G (s)		11.9	11.9		52.3			52.3		7.8	25.7	25.7
Effective Green, g (s)		11.9	11.9		52.3			52.3		7.8	25.7	25.7
Actuated g/C Ratio		0.13	0.13		0.58			0.58		0.09	0.29	0.29
Clearance Time (s)		6.0	6.0		6.0			6.0		6.0	6.0	6.0
Vehicle Extension (s)		3.0	3.0		3.0			3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		234	209		1022			1867		153	505	452
v/s Ratio Prot										0.04		
v/s Ratio Perm		0.06	0.00		c0.36			0.09			c0.13	0.01
v/c Ratio		0.48	0.01		0.61			0.16		0.46	0.44	0.04
Uniform Delay, d1		36.2	33.9		12.3			8.7		39.1	26.3	23.3
Progression Factor		0.98	1.00		2.51			1.00		1.00	1.00	1.00
Incremental Delay, d2		1.5	0.0		0.3			0.2		2.2	0.6	0.0
Delay (s)		37.0	34.0		31.0			8.9		41.3	26.9	23.3
Level of Service		D	C		C			A		D	C	C
Approach Delay (s)		36.5			31.0			8.9			29.3	
Approach LOS		D			C			A			C	

Intersection Summary			
HCM 2000 Control Delay	26.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	76.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

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	3	2	8	10	4	4	14	459	17	3	277	7
Future Vol, veh/h	3	2	8	10	4	4	14	459	17	3	277	7
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	-	-	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	3	2	9	11	4	4	15	499	18	3	301	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	854	859	305	856	854	508	309	0	0	517	0	0
Stage 1	311	311	-	539	539	-	-	-	-	-	-	-
Stage 2	543	548	-	317	315	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	279	294	735	278	296	565	1252	-	-	1049	-	-
Stage 1	699	658	-	527	522	-	-	-	-	-	-	-
Stage 2	524	517	-	694	656	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	270	288	735	269	290	565	1252	-	-	1049	-	-
Mov Cap-2 Maneuver	270	288	-	269	290	-	-	-	-	-	-	-
Stage 1	687	656	-	518	513	-	-	-	-	-	-	-
Stage 2	507	508	-	681	654	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.3	17.4	0.2	0.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1252	-	-	449	310	1049	-	-
HCM Lane V/C Ratio	0.012	-	-	0.031	0.063	0.003	-	-
HCM Control Delay (s)	7.9	0	-	13.3	17.4	8.4	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

2: NE 39th St. & NE 2nd St. Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	0.3	0.1	0.0	0.6

7: N Miami Ave. & NE 36th St. Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	1.2	2.8	2.5	1.4	7.9

9: NE 2nd St. & NE 42nd St. Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0

10: NE 2nd Ave./Federal Highway & NE 36th St. Performance by approach

Approach	EB	WB	NB	SB	SE	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	3.0	1.2	8.1	0.9	0.8	14.1

18: N Miami Ave. & NE 39th St. Performance by approach

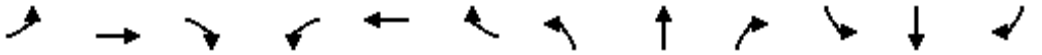
Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.3	1.4	0.3	2.1

20: NE 38th St. & Federal Highway & NE 39th St. Performance by approach

Approach	EB	NB	SB	NW	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.3	0.4	0.1	0.6	1.4

Total Network Performance

Denied Delay (hr)	0.2
Total Delay (hr)	26.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	352	58	156	239	84	22	414	69	354	1245	126
Future Volume (veh/h)	111	352	58	156	239	84	22	414	69	354	1245	126
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	121	383	63	170	260	91	24	450	75	385	1353	137
Adj No. of Lanes	1	2	0	1	1	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	416	1092	178	416	701	596	137	1164	521	423	1501	151
Arrive On Green	0.05	0.36	0.36	0.07	0.38	0.38	0.33	0.33	0.33	0.20	0.92	0.92
Sat Flow, veh/h	1774	3047	497	1774	1863	1583	352	3539	1583	1774	3247	327
Grp Volume(v), veh/h	121	221	225	170	260	91	24	450	75	385	734	756
Grp Sat Flow(s),veh/h/ln	1774	1770	1775	1774	1863	1583	352	1770	1583	1774	1770	1805
Q Serve(g_s), s	7.7	16.5	16.8	10.9	18.2	6.8	9.5	17.6	6.0	18.0	33.2	35.0
Cycle Q Clear(g_c), s	7.7	16.5	16.8	10.9	18.2	6.8	19.0	17.6	6.0	18.0	33.2	35.0
Prop In Lane	1.00		0.28	1.00		1.00	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	416	634	636	416	701	596	137	1164	521	423	818	834
V/C Ratio(X)	0.29	0.35	0.35	0.41	0.37	0.15	0.17	0.39	0.14	0.91	0.90	0.91
Avail Cap(c_a), veh/h	513	634	636	481	701	596	191	1705	763	423	1078	1100
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	0.64	0.64	0.64
Uniform Delay (d), s/veh	34.0	42.3	42.4	33.2	40.7	37.1	50.6	46.4	42.6	44.2	4.9	5.0
Incr Delay (d2), s/veh	0.1	1.5	1.5	0.2	1.5	0.5	0.4	0.2	0.1	16.5	5.2	5.6
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	3.8	8.3	8.5	5.3	9.7	3.1	0.9	8.7	2.6	12.3	15.4	16.4
LnGrp Delay(d),s/veh	34.2	43.8	44.0	33.5	42.2	37.7	51.0	46.6	42.6	60.6	10.1	10.5
LnGrp LOS	C	D	D	C	D	D	D	D	D	E	B	B
Approach Vol, veh/h		567			521			549			1875	
Approach Delay, s/veh		41.8			38.6			46.3			20.6	
Approach LOS		D			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	16.1	82.8	24.0	57.1	19.3	79.6		81.1
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	30.4	18.0	* 87	* 20	30.4		* 1.1E2
Max Q Clear Time (g_c+I1), s	9.7	20.2	20.0	21.0	12.9	18.8		37.0
Green Ext Time (p_c), s	0.1	1.3	0.0	21.4	0.1	1.4		21.8

Intersection Summary	
HCM 2010 Ctrl Delay	30.7
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	50	192	140	40	15	17	447	141	22	1426	7
Future Volume (veh/h)	14	50	192	140	40	15	17	447	141	22	1426	7
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	15	54	209	152	43	16	18	486	153	24	1550	8
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	53	93	315	224	59	18	191	1652	517	569	2246	12
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	1.00	1.00	1.00	0.62	0.62	0.62
Sat Flow, veh/h	45	381	1288	634	239	72	330	2655	831	786	3610	19
Grp Volume(v), veh/h	278	0	0	211	0	0	18	323	316	24	759	799
Grp Sat Flow(s),veh/h/ln	1714	0	0	946	0	0	330	1770	1716	786	1770	1859
Q Serve(g_s), s	0.0	0.0	0.0	6.6	0.0	0.0	2.5	0.0	0.0	1.1	25.6	25.6
Cycle Q Clear(g_c), s	13.6	0.0	0.0	20.2	0.0	0.0	28.1	0.0	0.0	1.1	25.6	25.6
Prop In Lane	0.05		0.75	0.72		0.08	1.00		0.48	1.00		0.01
Lane Grp Cap(c), veh/h	461	0	0	300	0	0	191	1101	1068	569	1101	1157
V/C Ratio(X)	0.60	0.00	0.00	0.70	0.00	0.00	0.09	0.29	0.30	0.04	0.69	0.69
Avail Cap(c_a), veh/h	461	0	0	300	0	0	191	1101	1068	569	1101	1157
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.86	0.00	0.00	0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.9	0.0	0.0	34.2	0.0	0.0	6.4	0.0	0.0	6.6	11.3	11.3
Incr Delay (d2), s/veh	2.0	0.0	0.0	5.9	0.0	0.0	0.9	0.7	0.7	0.1	3.5	3.4
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	6.5	0.0	0.0	5.6	0.0	0.0	0.3	0.2	0.2	0.3	13.3	14.0
LnGrp Delay(d),s/veh	32.9	0.0	0.0	40.1	0.0	0.0	7.4	0.7	0.7	6.8	14.8	14.6
LnGrp LOS	C			D			A	A	A	A	B	B
Approach Vol, veh/h		278			211			657			1582	
Approach Delay, s/veh		32.9			40.1			0.9			14.6	
Approach LOS		C			D			A			B	

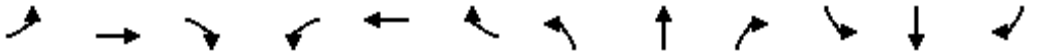
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		62.0		28.0		62.0		28.0
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		56.0		22.0		56.0		22.0
Max Q Clear Time (g_c+I1), s		27.6		22.2		30.1		15.6
Green Ext Time (p_c), s		7.2		0.0		7.1		1.5

Intersection Summary	
HCM 2010 Ctrl Delay	15.1
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	33	35	40	46	30	7	69	26	23	254	12
Future Volume (veh/h)	24	33	35	40	46	30	7	69	26	23	254	12
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		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	26	36	38	43	50	33	8	75	28	25	276	13
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	91	88	75	111	92	51	835	951	355	1014	1297	61
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.73	0.73	0.73	0.73	0.73	0.73
Sat Flow, veh/h	295	762	648	442	798	440	1086	1294	483	1286	1765	83
Grp Volume(v), veh/h	100	0	0	126	0	0	8	0	103	25	0	289
Grp Sat Flow(s),veh/h/ln	1705	0	0	1679	0	0	1086	0	1777	1286	0	1848
Q Serve(g_s), s	0.0	0.0	0.0	1.2	0.0	0.0	0.2	0.0	1.3	0.4	0.0	3.9
Cycle Q Clear(g_c), s	4.2	0.0	0.0	5.5	0.0	0.0	4.1	0.0	1.3	1.8	0.0	3.9
Prop In Lane	0.26		0.38	0.34		0.26	1.00		0.27	1.00		0.04
Lane Grp Cap(c), veh/h	253	0	0	254	0	0	835	0	1306	1014	0	1358
V/C Ratio(X)	0.40	0.00	0.00	0.50	0.00	0.00	0.01	0.00	0.08	0.02	0.00	0.21
Avail Cap(c_a), veh/h	941	0	0	936	0	0	835	0	1306	1014	0	1358
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.77	0.00	0.00	0.98	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.2	0.0	0.0	33.7	0.0	0.0	4.0	0.0	3.0	3.2	0.0	3.3
Incr Delay (d2), s/veh	0.9	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.4
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	2.1	0.0	0.0	2.8	0.0	0.0	0.1	0.0	0.7	0.2	0.0	2.1
LnGrp Delay(d),s/veh	34.1	0.0	0.0	35.5	0.0	0.0	4.0	0.0	3.1	3.3	0.0	3.7
LnGrp LOS	C			D			A		A	A		A
Approach Vol, veh/h		100			126			111			314	
Approach Delay, s/veh		34.1			35.5			3.2			3.7	
Approach LOS		C			D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		64.8		15.2		64.8		15.2
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		24.0		44.0		24.0		44.0
Max Q Clear Time (g_c+I1), s		6.1		6.2		5.9		7.5
Green Ext Time (p_c), s		0.8		1.8		0.8		1.8

Intersection Summary	
HCM 2010 Ctrl Delay	14.4
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	118	408	246	0	255	82	98	155	1	119	564	83
Future Volume (veh/h)	118	408	246	0	255	82	98	155	1	119	564	83
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	0	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	128	443	267	0	277	89	107	168	1	129	613	90
Adj No. of Lanes	1	2	0	0	2	0	1	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	426	983	588	0	935	294	166	680	4	483	663	563
Arrive On Green	0.06	0.46	0.46	0.00	0.35	0.35	0.05	0.37	0.37	0.04	0.36	0.36
Sat Flow, veh/h	1774	2132	1275	0	2744	834	1774	1850	11	1774	1863	1583
Grp Volume(v), veh/h	128	367	343	0	183	183	107	0	169	129	613	90
Grp Sat Flow(s),veh/h/ln	1774	1770	1638	0	1770	1716	1774	0	1861	1774	1863	1583
Q Serve(g_s), s	7.2	22.6	22.8	0.0	11.9	12.4	6.1	0.0	10.1	6.2	50.5	6.2
Cycle Q Clear(g_c), s	7.2	22.6	22.8	0.0	11.9	12.4	6.1	0.0	10.1	6.2	50.5	6.2
Prop In Lane	1.00		0.78	0.00		0.49	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	426	816	755	0	624	605	166	0	684	483	663	563
V/C Ratio(X)	0.30	0.45	0.45	0.00	0.29	0.30	0.65	0.00	0.25	0.27	0.92	0.16
Avail Cap(c_a), veh/h	456	816	755	0	624	605	271	0	943	483	810	689
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.5	29.3	29.4	0.0	37.4	37.5	39.2	0.0	35.2	32.9	49.5	35.2
Incr Delay (d2), s/veh	0.4	1.8	2.0	0.0	1.2	1.3	3.1	0.0	0.2	0.3	14.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	11.4	10.7	0.0	6.1	6.1	3.1	0.0	5.2	3.7	28.6	2.7
LnGrp Delay(d),s/veh	29.9	31.1	31.4	0.0	38.6	38.8	42.3	0.0	35.4	33.2	63.4	35.3
LnGrp LOS	C	C	C		D	D	D		D	C	E	D
Approach Vol, veh/h		838			366			276			832	
Approach Delay, s/veh		31.0			38.7			38.0			55.7	
Approach LOS		C			D			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	17.3	64.8	14.5	63.3		82.2	12.6	65.2
Change Period (Y+Rc), s	* 8.1	* 8.4	* 6.3	6.4		* 8.4	6.4	* 6.4
Max Green Setting (Gmax), s	* 12	* 32	* 18	69.6		* 52	6.2	* 81
Max Q Clear Time (g_c+I1), s	9.2	14.4	8.1	52.5		24.8	8.2	12.1
Green Ext Time (p_c), s	0.1	2.5	0.1	4.4		2.6	0.0	5.4

Intersection Summary	
HCM 2010 Ctrl Delay	42.0
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL2	EBL	EBR2	NBL	NBT	NBR	SBL2	SBT	SBR	NWL2	NWL	NWR2
Lane Configurations												
Traffic Volume (vph)	116	42	52	30	283	1	59	732	178	61	122	76
Future Volume (vph)	116	42	52	30	283	1	59	732	178	61	122	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0		6.0			6.0		6.0	6.0	6.0
Lane Util. Factor		1.00	1.00		1.00			0.95		1.00	1.00	1.00
Frt		1.00	0.85		1.00			0.97		1.00	1.00	0.85
Flt Protected		0.95	1.00		1.00			1.00		0.95	0.95	1.00
Satd. Flow (prot)		1770	1583		1853			3431		1770	1770	1583
Flt Permitted		0.95	1.00		0.85			0.90		0.95	0.95	1.00
Satd. Flow (perm)		1770	1583		1580			3110		1770	1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	126	46	57	33	308	1	64	796	193	66	133	83
RTOR Reduction (vph)	0	0	48	0	0	0	0	17	0	0	0	56
Lane Group Flow (vph)	0	172	9	0	342	0	0	1036	0	66	133	27
Turn Type	Perm	Perm	Perm	Perm	NA		Perm	NA		Prot	Perm	Perm
Protected Phases					6			2		7		
Permitted Phases	8	8	8	6			2				4	4
Actuated Green, G (s)		13.1	13.1		41.6			41.6		7.3	26.4	26.4
Effective Green, g (s)		13.1	13.1		41.6			41.6		7.3	26.4	26.4
Actuated g/C Ratio		0.16	0.16		0.52			0.52		0.09	0.33	0.33
Clearance Time (s)		6.0	6.0		6.0			6.0		6.0	6.0	6.0
Vehicle Extension (s)		3.0	3.0		3.0			3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		289	259		821			1617		161	584	522
v/s Ratio Prot										c0.04		
v/s Ratio Perm		c0.10	0.01		0.22			c0.33			0.08	0.02
v/c Ratio		0.60	0.04		0.42			0.64		0.41	0.23	0.05
Uniform Delay, d1		31.0	28.1		11.8			13.8		34.3	19.4	18.3
Progression Factor		0.97	1.00		0.94			1.00		1.00	1.00	1.00
Incremental Delay, d2		3.3	0.1		1.5			2.0		1.7	0.2	0.0
Delay (s)		33.3	28.2		12.5			15.8		36.0	19.6	18.3
Level of Service		C	C		B			B		D	B	B
Approach Delay (s)		32.0			12.5			15.8			23.1	
Approach LOS		C			B			B			C	

Intersection Summary			
HCM 2000 Control Delay	18.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	70.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

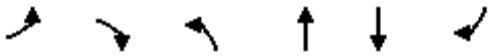
Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	30	1	15	20	4	30	5	112	10	261	321	2
Future Vol, veh/h	30	1	15	20	4	30	5	112	10	261	321	2
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	-	-	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	33	1	16	22	4	33	5	122	11	284	349	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1074	1060	350	1064	1056	127	351	0	0	133	0	0
Stage 1	917	917	-	138	138	-	-	-	-	-	-	-
Stage 2	157	143	-	926	918	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	198	224	693	201	225	923	1208	-	-	1452	-	-
Stage 1	326	351	-	865	782	-	-	-	-	-	-	-
Stage 2	845	779	-	322	350	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	152	169	693	158	170	923	1208	-	-	1452	-	-
Mov Cap-2 Maneuver	152	169	-	158	170	-	-	-	-	-	-	-
Stage 1	325	266	-	862	779	-	-	-	-	-	-	-
Stage 2	807	776	-	237	265	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	28.1	20.1	0.3	3.6
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1208	-	-	205	296	1452	-	-
HCM Lane V/C Ratio	0.004	-	-	0.244	0.198	0.195	-	-
HCM Control Delay (s)	8	0	-	28.1	20.1	8.1	0	-
HCM Lane LOS	A	A	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.9	0.7	0.7	-	-



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	257	0	49	283	732	0
Future Volume (vph)	257	0	49	283	732	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5		5.5	5.5	5.5	
Lane Util. Factor	1.00		1.00	1.00	1.00	
Frt	1.00		1.00	1.00	1.00	
Flt Protected	0.95		0.95	1.00	1.00	
Satd. Flow (prot)	1770		1770	1863	1863	
Flt Permitted	0.95		0.21	1.00	1.00	
Satd. Flow (perm)	1770		394	1863	1863	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	279	0	53	308	796	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	279	0	53	308	796	0
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Actuated Green, G (s)	13.8		33.7	33.7	33.7	
Effective Green, g (s)	13.8		33.7	33.7	33.7	
Actuated g/C Ratio	0.24		0.58	0.58	0.58	
Clearance Time (s)	5.5		5.5	5.5	5.5	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	417		226	1073	1073	
v/s Ratio Prot	c0.16			0.17	c0.43	
v/s Ratio Perm			0.13			
v/c Ratio	0.67		0.23	0.29	0.74	
Uniform Delay, d1	20.3		6.1	6.3	9.2	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	4.0		2.4	0.7	4.6	
Delay (s)	24.3		8.5	7.0	13.8	
Level of Service	C		A	A	B	
Approach Delay (s)	24.3			7.2	13.8	
Approach LOS	C			A	B	

Intersection Summary			
HCM 2000 Control Delay	14.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	58.5	Sum of lost time (s)	11.0
Intersection Capacity Utilization	64.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

7: N Miami Ave. & NE 36th St. Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	1.2	1.3	0.6	4.1	7.2

10: NE 2nd Ave./Federal Highway & NE 36th St. Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	1.2	0.0	0.0	0.0	1.2
Total Delay (hr)	0.3	0.6	0.5	1.1	2.5

11: Federal Highway Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Total Delay (hr)	0.3	0.2	0.4	0.9

13: NE 36th St. Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.1

18: N Miami Ave. & NE 39th St. Performance by approach

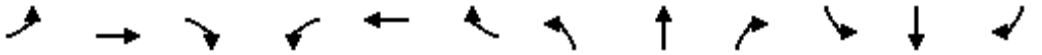
Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.3	0.2	0.2	1.2	2.0

20: Federal Highway & NE 38th St. & NE 39th St. Performance by approach

Approach	EB	NB	SB	NW	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	0.6	0.6	0.2	1.6

Total Network Performance

Denied Delay (hr)	1.5
Total Delay (hr)	15.8



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	353	71	142	346	233	75	1118	153	221	688	194
Future Volume (veh/h)	175	353	71	142	346	233	75	1118	153	221	688	194
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	190	384	77	154	376	253	82	1215	166	240	748	211
Adj No. of Lanes	1	2	0	1	1	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	250	790	157	328	496	421	286	1443	646	228	1440	406
Arrive On Green	0.08	0.27	0.27	0.08	0.27	0.27	0.41	0.41	0.41	0.16	1.00	1.00
Sat Flow, veh/h	1774	2944	585	1774	1863	1583	583	3539	1583	1774	2727	769
Grp Volume(v), veh/h	190	229	232	154	376	253	82	1215	166	240	485	474
Grp Sat Flow(s),veh/h/ln	1774	1770	1760	1774	1863	1583	583	1770	1583	1774	1770	1727
Q Serve(g_s), s	11.7	16.3	16.6	9.4	27.8	20.9	14.5	46.4	10.4	12.0	0.0	0.0
Cycle Q Clear(g_c), s	11.7	16.3	16.6	9.4	27.8	20.9	14.5	46.4	10.4	12.0	0.0	0.0
Prop In Lane	1.00		0.33	1.00		1.00	1.00		1.00	1.00		0.45
Lane Grp Cap(c), veh/h	250	475	472	328	496	421	286	1443	646	228	934	912
V/C Ratio(X)	0.76	0.48	0.49	0.47	0.76	0.60	0.29	0.84	0.26	1.05	0.52	0.52
Avail Cap(c_a), veh/h	250	475	472	332	496	421	303	1550	693	228	987	964
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	0.97	0.97	0.97
Uniform Delay (d), s/veh	39.7	46.1	46.2	36.6	50.6	48.1	30.6	40.0	29.4	31.2	0.0	0.0
Incr Delay (d2), s/veh	11.4	0.3	0.3	0.4	10.4	6.2	0.4	4.0	0.2	72.7	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	6.5	8.1	8.1	4.6	15.7	9.9	2.4	23.4	4.6	14.0	0.1	0.1
LnGrp Delay(d),s/veh	51.1	46.4	46.5	37.0	61.0	54.3	31.0	44.0	29.5	103.9	0.3	0.3
LnGrp LOS	D	D	D	D	E	D	C	D	C	F	A	A
Approach Vol, veh/h		651			783			1463			1199	
Approach Delay, s/veh		47.8			54.1			41.7			21.1	
Approach LOS		D			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	18.0	46.5	18.0	67.5	17.7	46.9		85.5
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	35.4	12.0	* 66	* 12	35.4		* 84
Max Q Clear Time (g_c+I1), s	13.7	29.8	14.0	48.4	11.4	18.6		2.0
Green Ext Time (p_c), s	0.0	1.3	0.0	12.7	0.0	1.9		29.4

Intersection Summary	
HCM 2010 Ctrl Delay	39.0
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	32	104	78	67	49	19	1395	127	20	586	8
Future Volume (veh/h)	30	32	104	78	67	49	19	1395	127	20	586	8
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	33	35	113	85	73	53	21	1516	138	22	637	9
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	92	76	185	161	113	69	558	2181	197	296	2374	34
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	1.00	1.00	1.00	0.66	0.66	0.66
Sat Flow, veh/h	198	434	1051	532	644	394	781	3283	297	300	3573	50
Grp Volume(v), veh/h	181	0	0	211	0	0	21	812	842	22	315	331
Grp Sat Flow(s),veh/h/ln	1683	0	0	1570	0	0	781	1770	1810	300	1770	1854
Q Serve(g_s), s	0.0	0.0	0.0	2.1	0.0	0.0	0.2	0.0	0.0	2.0	5.5	5.5
Cycle Q Clear(g_c), s	7.3	0.0	0.0	9.4	0.0	0.0	5.7	0.0	0.0	2.0	5.5	5.5
Prop In Lane	0.18		0.62	0.40		0.25	1.00		0.16	1.00		0.03
Lane Grp Cap(c), veh/h	352	0	0	343	0	0	558	1176	1203	296	1176	1232
V/C Ratio(X)	0.51	0.00	0.00	0.61	0.00	0.00	0.04	0.69	0.70	0.07	0.27	0.27
Avail Cap(c_a), veh/h	598	0	0	578	0	0	558	1176	1203	296	1176	1232
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.66	0.00	0.00	0.54	0.54	0.54	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.5	0.0	0.0	29.2	0.0	0.0	0.3	0.0	0.0	4.6	5.1	5.1
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.9	0.0	0.0	0.1	1.8	1.9	0.5	0.6	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	3.6	0.0	0.0	4.2	0.0	0.0	0.1	0.6	0.6	0.2	2.8	2.9
LnGrp Delay(d),s/veh	29.4	0.0	0.0	30.1	0.0	0.0	0.4	1.8	1.9	5.0	5.7	5.7
LnGrp LOS	C			C			A	A	A	A	A	A
Approach Vol, veh/h		181			211			1675			668	
Approach Delay, s/veh		29.4			30.1			1.8			5.7	
Approach LOS		C			C			A			A	

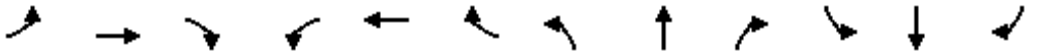
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		55.8		19.2		55.8		19.2
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		38.0		25.0		38.0		25.0
Max Q Clear Time (g_c+I1), s		7.5		11.4		7.7		9.3
Green Ext Time (p_c), s		8.0		1.8		8.0		1.9

Intersection Summary	
HCM 2010 Ctrl Delay	6.8
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	44	75	59	104	85	28	269	51	19	99	42
Future Volume (veh/h)	45	44	75	59	104	85	28	269	51	19	99	42
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		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	49	48	82	64	113	92	30	292	55	21	108	46
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	111	110	144	113	160	116	853	1009	190	679	821	350
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.66	0.66	0.66	0.66	0.66	0.66
Sat Flow, veh/h	295	539	705	308	783	567	1228	1525	287	1030	1241	529
Grp Volume(v), veh/h	179	0	0	269	0	0	30	0	347	21	0	154
Grp Sat Flow(s),veh/h/ln	1539	0	0	1658	0	0	1228	0	1812	1030	0	1769
Q Serve(g_s), s	0.0	0.0	0.0	4.6	0.0	0.0	0.8	0.0	7.2	0.8	0.0	2.9
Cycle Q Clear(g_c), s	9.0	0.0	0.0	13.6	0.0	0.0	3.7	0.0	7.2	8.0	0.0	2.9
Prop In Lane	0.27		0.46	0.24		0.34	1.00		0.16	1.00		0.30
Lane Grp Cap(c), veh/h	366	0	0	389	0	0	853	0	1199	679	0	1171
V/C Ratio(X)	0.49	0.00	0.00	0.69	0.00	0.00	0.04	0.00	0.29	0.03	0.00	0.13
Avail Cap(c_a), veh/h	542	0	0	575	0	0	853	0	1199	679	0	1171
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.00	0.00	0.90	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.9	0.0	0.0	33.7	0.0	0.0	6.3	0.0	6.4	8.0	0.0	5.6
Incr Delay (d2), s/veh	1.1	0.0	0.0	2.4	0.0	0.0	0.1	0.0	0.6	0.1	0.0	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	4.1	0.0	0.0	6.6	0.0	0.0	0.3	0.0	3.8	0.2	0.0	1.5
LnGrp Delay(d),s/veh	33.0	0.0	0.0	36.1	0.0	0.0	6.4	0.0	7.0	8.1	0.0	5.9
LnGrp LOS	C			D			A		A	A		A
Approach Vol, veh/h		179			269			377			175	
Approach Delay, s/veh		33.0			36.1			6.9			6.1	
Approach LOS		C			D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		65.6		24.4		65.6		24.4
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		49.0		29.0		49.0		29.0
Max Q Clear Time (g_c+I1), s		9.2		11.0		10.0		15.6
Green Ext Time (p_c), s		1.1		3.3		1.1		2.8

Intersection Summary	
HCM 2010 Ctrl Delay	19.3
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	166	369	127	0	437	57	167	428	71	48	201	89
Future Volume (veh/h)	166	369	127	0	437	57	167	428	71	48	201	89
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	0	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	180	401	138	0	475	62	182	465	77	52	218	97
Adj No. of Lanes	1	2	0	0	2	0	1	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	429	1365	464	0	1295	168	376	509	84	127	508	432
Arrive On Green	0.07	0.53	0.53	0.00	0.41	0.41	0.08	0.33	0.33	0.03	0.27	0.27
Sat Flow, veh/h	1774	2594	883	0	3244	409	1774	1559	258	1774	1863	1583
Grp Volume(v), veh/h	180	272	267	0	266	271	182	0	542	52	218	97
Grp Sat Flow(s),veh/h/ln	1774	1770	1707	0	1770	1790	1774	0	1817	1774	1863	1583
Q Serve(g_s), s	10.3	15.5	15.8	0.0	18.7	18.9	13.0	0.0	51.6	3.8	17.4	8.5
Cycle Q Clear(g_c), s	10.3	15.5	15.8	0.0	18.7	18.9	13.0	0.0	51.6	3.8	17.4	8.5
Prop In Lane	1.00		0.52	0.00		0.23	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	429	931	898	0	728	736	376	0	593	127	508	432
V/C Ratio(X)	0.42	0.29	0.30	0.00	0.37	0.37	0.48	0.00	0.91	0.41	0.43	0.22
Avail Cap(c_a), veh/h	511	931	898	0	728	736	401	0	774	140	680	578
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.4	23.9	23.9	0.0	36.7	36.8	41.4	0.0	58.2	50.3	53.9	50.7
Incr Delay (d2), s/veh	0.7	0.8	0.8	0.0	1.4	1.4	0.7	0.0	12.9	2.1	0.4	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	5.1	7.8	7.6	0.0	9.4	9.6	6.4	0.0	28.0	1.9	9.0	3.8
LnGrp Delay(d),s/veh	28.0	24.7	24.8	0.0	38.1	38.2	42.1	0.0	71.1	52.4	54.4	50.9
LnGrp LOS	C	C	C		D	D	D		E	D	D	D
Approach Vol, veh/h		719			537			724			367	
Approach Delay, s/veh		25.5			38.2			63.8			53.2	
Approach LOS		C			D			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	20.7	82.4	21.4	55.5		103.1	11.8	65.1
Change Period (Y+Rc), s	* 8.1	* 8.4	* 6.3	6.4		* 8.4	6.4	* 6.4
Max Green Setting (Gmax), s	* 21	* 47	* 18	65.7		* 76	6.7	* 77
Max Q Clear Time (g_c+I1), s	12.3	20.9	15.0	19.4		17.8	5.8	53.6
Green Ext Time (p_c), s	0.3	2.4	0.1	5.7		2.5	0.0	5.2

Intersection Summary	
HCM 2010 Ctrl Delay	44.6
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL2	EBL	EBR2	NBL	NBT	NBR	SBL2	SBT	SBR	NWL2	NWL	NWR2
Lane Configurations												
Traffic Volume (vph)	69	25	17	53	563	10	45	319	87	58	185	40
Future Volume (vph)	69	25	17	53	563	10	45	319	87	58	185	40
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	6.0
Lane Util. Factor		1.00	1.00		1.00			0.95		1.00	1.00	1.00
Frt		1.00	0.85		1.00			0.97		1.00	1.00	0.85
Flt Protected		0.95	1.00		1.00			1.00		0.95	0.95	1.00
Satd. Flow (prot)		1770	1583		1851			3419		1770	1770	1583
Flt Permitted		0.95	1.00		0.92			0.84		0.95	0.95	1.00
Satd. Flow (perm)		1770	1583		1711			2872		1770	1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	75	27	18	58	612	11	49	347	95	63	201	43
RTOR Reduction (vph)	0	0	16	0	0	0	0	13	0	0	0	28
Lane Group Flow (vph)	0	102	2	0	681	0	0	478	0	63	201	15
Turn Type	Perm	Perm	Perm	Perm	NA		Perm	NA		Prot	Perm	Perm
Protected Phases					6			2		7		
Permitted Phases	8	8	8	6			2				4	4
Actuated Green, G (s)		11.2	11.2		53.3			53.3		7.5	24.7	24.7
Effective Green, g (s)		11.2	11.2		53.3			53.3		7.5	24.7	24.7
Actuated g/C Ratio		0.12	0.12		0.59			0.59		0.08	0.27	0.27
Clearance Time (s)		6.0	6.0		6.0			6.0		6.0	6.0	6.0
Vehicle Extension (s)		3.0	3.0		3.0			3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		220	196		1013			1700		147	485	434
v/s Ratio Prot										0.04		
v/s Ratio Perm		0.06	0.00		c0.40			0.17			c0.11	0.01
v/c Ratio		0.46	0.01		0.67			0.28		0.43	0.41	0.03
Uniform Delay, d1		36.6	34.5		12.4			9.0		39.2	26.7	23.9
Progression Factor		1.06	1.00		0.70			1.00		1.00	1.00	1.00
Incremental Delay, d2		1.5	0.0		2.9			0.4		2.0	0.6	0.0
Delay (s)		40.2	34.6		11.6			9.4		41.2	27.3	23.9
Level of Service		D	C		B			A		D	C	C
Approach Delay (s)		39.3			11.6			9.4			29.7	
Approach LOS		D			B			A			C	

Intersection Summary			
HCM 2000 Control Delay	16.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	81.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

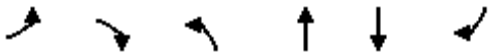
Intersection	
Int Delay, s/veh	13.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	72	1	35	55	3	68	12	417	15	182	251	6
Future Vol, veh/h	72	1	35	55	3	68	12	417	15	182	251	6
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	-	-	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	78	1	38	60	3	74	13	453	16	198	273	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1198	1168	276	1179	1163	461	279	0	0	470	0	0
Stage 1	672	672	-	488	488	-	-	-	-	-	-	-
Stage 2	526	496	-	691	675	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	162	193	763	167	195	600	1284	-	-	1092	-	-
Stage 1	445	454	-	561	550	-	-	-	-	-	-	-
Stage 2	535	545	-	435	453	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	115	149	763	130	151	600	1284	-	-	1092	-	-
Mov Cap-2 Maneuver	115	149	-	130	151	-	-	-	-	-	-	-
Stage 1	439	356	-	553	542	-	-	-	-	-	-	-
Stage 2	460	537	-	323	356	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	73.6	42.4	0.2	3.7
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1284	-	-	159	227	1092	-	-
HCM Lane V/C Ratio	0.01	-	-	0.738	0.603	0.181	-	-
HCM Control Delay (s)	7.8	0	-	73.6	42.4	9	0	-
HCM Lane LOS	A	A	-	F	E	A	A	-
HCM 95th %tile Q(veh)	0	-	-	4.5	3.5	0.7	-	-



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	180	0	108	563	319	3
Future Volume (vph)	180	0	108	563	319	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5		5.5	5.5	5.5	
Lane Util. Factor	1.00		1.00	1.00	1.00	
Frt	1.00		1.00	1.00	1.00	
Flt Protected	0.95		0.95	1.00	1.00	
Satd. Flow (prot)	1770		1770	1863	1861	
Flt Permitted	0.95		0.55	1.00	1.00	
Satd. Flow (perm)	1770		1027	1863	1861	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	196	0	117	612	347	3
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	196	0	117	612	350	0
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Actuated Green, G (s)	9.3		31.2	31.2	31.2	
Effective Green, g (s)	9.3		31.2	31.2	31.2	
Actuated g/C Ratio	0.18		0.61	0.61	0.61	
Clearance Time (s)	5.5		5.5	5.5	5.5	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	319		622	1128	1127	
v/s Ratio Prot	c0.11			c0.33	0.19	
v/s Ratio Perm			0.11			
v/c Ratio	0.61		0.19	0.54	0.31	
Uniform Delay, d1	19.4		4.5	6.0	4.9	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	3.5		0.7	1.9	0.7	
Delay (s)	22.9		5.2	7.8	5.6	
Level of Service	C		A	A	A	
Approach Delay (s)	22.9			7.4	5.6	
Approach LOS	C			A	A	

Intersection Summary			
HCM 2000 Control Delay	9.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	51.5	Sum of lost time (s)	11.0
Intersection Capacity Utilization	48.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

7: N Miami Ave. & NE 36th St. Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	1.6	1.5	2.9	1.5	7.6

10: NE 2nd Ave./Federal Highway & NE 36th St. Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.6	0.0	0.0	0.0	0.6
Total Delay (hr)	0.2	0.8	1.9	0.9	3.7

11: Federal Highway Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	0.3	0.1	0.5

13: NE 36th St. Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.1

18: N Miami Ave. & NE 39th St. Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.2	0.7	0.1	1.2

20: NE 38th St. & Federal Highway & NE 39th St. Performance by approach

Approach	EB	NB	SB	NW	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	0.5	0.3	0.3	1.3

Total Network Performance

Denied Delay (hr)	0.8
Total Delay (hr)	15.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	388	64	172	263	93	25	456	76	389	1370	139
Future Volume (veh/h)	123	388	64	172	263	93	25	456	76	389	1370	139
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	134	422	70	187	286	101	27	496	83	423	1489	151
Adj No. of Lanes	1	2	0	1	1	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	366	973	160	373	634	538	135	1264	566	432	1593	160
Arrive On Green	0.06	0.32	0.32	0.08	0.34	0.34	0.36	0.36	0.36	0.20	0.98	0.98
Sat Flow, veh/h	1774	3043	501	1774	1863	1583	304	3539	1583	1774	3248	327
Grp Volume(v), veh/h	134	244	248	187	286	101	27	496	83	423	806	834
Grp Sat Flow(s),veh/h/ln	1774	1770	1774	1774	1863	1583	304	1770	1583	1774	1770	1805
Q Serve(g_s), s	9.1	19.6	19.9	12.7	21.5	8.1	12.0	18.9	6.4	18.0	17.3	20.6
Cycle Q Clear(g_c), s	9.1	19.6	19.9	12.7	21.5	8.1	19.9	18.9	6.4	18.0	17.3	20.6
Prop In Lane	1.00		0.28	1.00		1.00	1.00		1.00	1.00		0.18
Lane Grp Cap(c), veh/h	366	566	567	373	634	538	135	1264	566	432	868	886
V/C Ratio(X)	0.37	0.43	0.44	0.50	0.45	0.19	0.20	0.39	0.15	0.98	0.93	0.94
Avail Cap(c_a), veh/h	449	566	567	420	634	538	173	1705	763	432	1078	1100
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	0.53	0.53	0.53
Uniform Delay (d), s/veh	38.3	48.3	48.4	37.4	46.3	41.9	46.5	43.2	39.2	45.0	1.0	1.1
Incr Delay (d2), s/veh	0.2	2.4	2.4	0.4	2.3	0.8	0.5	0.1	0.1	26.6	6.8	8.0
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	4.5	9.9	10.2	6.2	11.5	3.7	1.0	9.3	2.8	15.4	5.2	6.6
LnGrp Delay(d),s/veh	38.5	50.7	50.8	37.8	48.6	42.6	47.1	43.4	39.3	71.7	7.8	9.1
LnGrp LOS	D	D	D	D	D	D	D	D	D	E	A	A
Approach Vol, veh/h		626			574			606			2063	
Approach Delay, s/veh		48.1			44.0			43.0			21.4	
Approach LOS		D			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	17.5	75.8	24.0	62.6	21.2	72.2		86.6
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	30.4	18.0	* 87	* 20	30.4		* 1.1E2
Max Q Clear Time (g_c+I1), s	11.1	23.5	20.0	21.9	14.7	21.9		22.6
Green Ext Time (p_c), s	0.1	1.2	0.0	26.5	0.1	1.4		28.6

Intersection Summary	
HCM 2010 Ctrl Delay	32.5
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	55	212	154	44	17	19	492	155	25	1569	8
Future Volume (veh/h)	16	55	212	154	44	17	19	492	155	25	1569	8
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	17	60	230	167	48	18	21	535	168	27	1705	9
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	54	94	317	209	53	16	160	1652	517	541	2246	12
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	1.00	1.00	1.00	0.62	0.62	0.62
Sat Flow, veh/h	49	386	1298	574	216	66	283	2655	830	741	3610	19
Grp Volume(v), veh/h	307	0	0	233	0	0	21	356	347	27	835	879
Grp Sat Flow(s),veh/h/ln	1733	0	0	856	0	0	283	1770	1716	741	1770	1859
Q Serve(g_s), s	0.0	0.0	0.0	6.9	0.0	0.0	4.1	0.0	0.0	1.3	30.4	30.5
Cycle Q Clear(g_c), s	15.1	0.0	0.0	22.0	0.0	0.0	34.6	0.0	0.0	1.3	30.4	30.5
Prop In Lane	0.06		0.75	0.72		0.08	1.00		0.48	1.00		0.01
Lane Grp Cap(c), veh/h	466	0	0	278	0	0	160	1101	1068	541	1101	1157
V/C Ratio(X)	0.66	0.00	0.00	0.84	0.00	0.00	0.13	0.32	0.33	0.05	0.76	0.76
Avail Cap(c_a), veh/h	466	0	0	278	0	0	160	1101	1068	541	1101	1157
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.82	0.00	0.00	0.95	0.95	0.95	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.5	0.0	0.0	36.2	0.0	0.0	9.4	0.0	0.0	6.7	12.2	12.2
Incr Delay (d2), s/veh	3.1	0.0	0.0	16.4	0.0	0.0	1.6	0.7	0.8	0.2	4.9	4.7
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	7.4	0.0	0.0	7.0	0.0	0.0	0.4	0.2	0.2	0.3	16.1	16.9
LnGrp Delay(d),s/veh	34.7	0.0	0.0	52.6	0.0	0.0	11.0	0.7	0.8	6.8	17.1	16.9
LnGrp LOS	C			D			B	A	A	A	B	B
Approach Vol, veh/h		307			233			724			1741	
Approach Delay, s/veh		34.7			52.6			1.1			16.8	
Approach LOS		C			D			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		62.0		28.0		62.0		28.0
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		56.0		22.0		56.0		22.0
Max Q Clear Time (g_c+I1), s		32.5		24.0		36.6		17.1
Green Ext Time (p_c), s		8.2		0.0		7.7		1.4

Intersection Summary	
HCM 2010 Ctrl Delay	17.6
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	37	43	44	51	33	8	76	29	26	280	14
Future Volume (veh/h)	27	37	43	44	51	33	8	76	29	26	280	14
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		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	29	40	47	48	55	36	9	83	32	28	304	15
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	91	88	84	116	96	53	800	934	360	994	1284	63
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.73	0.73	0.73	0.73	0.73	0.73
Sat Flow, veh/h	291	726	693	459	792	437	1056	1281	494	1272	1761	87
Grp Volume(v), veh/h	116	0	0	139	0	0	9	0	115	28	0	319
Grp Sat Flow(s),veh/h/ln	1709	0	0	1688	0	0	1056	0	1776	1272	0	1847
Q Serve(g_s), s	0.0	0.0	0.0	1.1	0.0	0.0	0.2	0.0	1.5	0.5	0.0	4.5
Cycle Q Clear(g_c), s	4.9	0.0	0.0	6.0	0.0	0.0	4.7	0.0	1.5	2.0	0.0	4.5
Prop In Lane	0.25		0.41	0.35		0.26	1.00		0.28	1.00		0.05
Lane Grp Cap(c), veh/h	263	0	0	265	0	0	800	0	1295	994	0	1347
V/C Ratio(X)	0.44	0.00	0.00	0.53	0.00	0.00	0.01	0.00	0.09	0.03	0.00	0.24
Avail Cap(c_a), veh/h	940	0	0	934	0	0	800	0	1295	994	0	1347
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.68	0.00	0.00	0.98	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.1	0.0	0.0	33.5	0.0	0.0	4.3	0.0	3.1	3.4	0.0	3.5
Incr Delay (d2), s/veh	0.8	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.4
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	2.5	0.0	0.0	3.1	0.0	0.0	0.1	0.0	0.8	0.2	0.0	2.5
LnGrp Delay(d),s/veh	33.9	0.0	0.0	35.1	0.0	0.0	4.4	0.0	3.3	3.5	0.0	4.0
LnGrp LOS	C			D			A		A	A		A
Approach Vol, veh/h		116			139			124			347	
Approach Delay, s/veh		33.9			35.1			3.4			3.9	
Approach LOS		C			D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		64.3		15.7		64.3		15.7
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		24.0		44.0		24.0		44.0
Max Q Clear Time (g_c+I1), s		6.7		6.9		6.5		8.0
Green Ext Time (p_c), s		2.5		1.7		2.5		1.7

Intersection Summary	
HCM 2010 Ctrl Delay	14.6
HCM 2010 LOS	B

HCM 2010 Signalized Intersection Summary
10: NE 2nd Ave./Federal Highway & NE 36th St.

8/12/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	449	271	0	282	91	108	171	2	131	621	92
Future Volume (veh/h)	130	449	271	0	282	91	108	171	2	131	621	92
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	0	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	141	488	295	0	307	99	117	186	2	142	675	100
Adj No. of Lanes	1	2	0	0	2	0	1	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	375	909	547	0	824	261	166	734	8	512	722	614
Arrive On Green	0.07	0.43	0.43	0.00	0.31	0.31	0.05	0.40	0.40	0.04	0.39	0.39
Sat Flow, veh/h	1774	2126	1280	0	2740	838	1774	1839	20	1774	1863	1583
Grp Volume(v), veh/h	141	406	377	0	203	203	117	0	188	142	675	100
Grp Sat Flow(s),veh/h/ln	1774	1770	1637	0	1770	1715	1774	0	1859	1774	1863	1583
Q Serve(g_s), s	8.4	27.3	27.4	0.0	14.3	14.8	6.3	0.0	10.8	6.6	55.7	6.6
Cycle Q Clear(g_c), s	8.4	27.3	27.4	0.0	14.3	14.8	6.3	0.0	10.8	6.6	55.7	6.6
Prop In Lane	1.00		0.78	0.00		0.49	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	375	756	700	0	551	534	166	0	741	512	722	614
V/C Ratio(X)	0.38	0.54	0.54	0.00	0.37	0.38	0.70	0.00	0.25	0.28	0.93	0.16
Avail Cap(c_a), veh/h	389	756	700	0	551	534	269	0	949	512	822	699
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.4	34.0	34.1	0.0	42.8	43.0	38.1	0.0	32.2	29.7	47.0	32.0
Incr Delay (d2), s/veh	0.6	2.7	3.0	0.0	1.9	2.0	4.0	0.0	0.2	0.3	16.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	13.9	12.9	0.0	7.3	7.3	3.2	0.0	5.6	3.8	31.9	2.9
LnGrp Delay(d),s/veh	34.1	36.7	37.0	0.0	44.7	45.0	42.1	0.0	32.4	30.0	63.1	32.1
LnGrp LOS	C	D	D		D	D	D		C	C	E	C
Approach Vol, veh/h		924			406			305			917	
Approach Delay, s/veh		36.5			44.9			36.1			54.6	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	18.6	58.2	14.7	68.5		76.8	13.0	70.2
Change Period (Y+Rc), s	* 8.1	* 8.4	* 6.3	6.4		* 8.4	6.4	* 6.4
Max Green Setting (Gmax), s	* 12	* 31	* 18	70.6		* 51	6.6	* 82
Max Q Clear Time (g_c+I1), s	10.4	16.8	8.3	57.7		29.4	8.6	12.8
Green Ext Time (p_c), s	0.0	2.6	0.1	4.4		2.9	0.0	6.2

Intersection Summary	
HCM 2010 Ctrl Delay	44.3
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL2	EBL	EBR2	NBL	NBT	NBR	SBL2	SBT	SBR	NWL2	NWL	NWR2
Lane Configurations												
Traffic Volume (vph)	128	47	58	33	312	2	65	806	196	68	135	84
Future Volume (vph)	128	47	58	33	312	2	65	806	196	68	135	84
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	6.0
Lane Util. Factor		1.00	1.00		1.00			0.95		1.00	1.00	1.00
Frt		1.00	0.85		1.00			0.97		1.00	1.00	0.85
Flt Protected		0.95	1.00		1.00			1.00		0.95	0.95	1.00
Satd. Flow (prot)		1770	1583		1853			3431		1770	1770	1583
Flt Permitted		0.95	1.00		0.81			0.90		0.95	0.95	1.00
Satd. Flow (perm)		1770	1583		1503			3087		1770	1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	139	51	63	36	339	2	71	876	213	74	147	91
RTOR Reduction (vph)	0	0	52	0	0	0	0	17	0	0	0	60
Lane Group Flow (vph)	0	190	11	0	377	0	0	1143	0	74	147	31
Turn Type	Perm	Perm	Perm	Perm	NA		Perm	NA		Prot	Perm	Perm
Protected Phases					6			2		7		
Permitted Phases	8	8	8	6			2				4	4
Actuated Green, G (s)		13.9	13.9		40.5			40.5		7.6	27.5	27.5
Effective Green, g (s)		13.9	13.9		40.5			40.5		7.6	27.5	27.5
Actuated g/C Ratio		0.17	0.17		0.51			0.51		0.09	0.34	0.34
Clearance Time (s)		6.0	6.0		6.0			6.0		6.0	6.0	6.0
Vehicle Extension (s)		3.0	3.0		3.0			3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		307	275		760			1562		168	608	544
v/s Ratio Prot										c0.04		
v/s Ratio Perm		c0.11	0.01		0.25			c0.37			0.08	0.02
v/c Ratio		0.62	0.04		0.50			0.73		0.44	0.24	0.06
Uniform Delay, d1		30.6	27.5		13.0			15.5		34.2	18.8	17.6
Progression Factor		0.97	1.51		0.88			1.00		1.00	1.00	1.00
Incremental Delay, d2		3.7	0.1		2.2			3.1		1.8	0.2	0.0
Delay (s)		33.3	41.7		13.6			18.6		36.0	19.0	17.6
Level of Service		C	D		B			B		D	B	B
Approach Delay (s)		35.4			13.6			18.6			22.6	
Approach LOS		D			B			B			C	

Intersection Summary			
HCM 2000 Control Delay	20.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	76.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

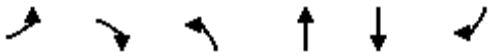
Intersection	
Int Delay, s/veh	6.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	33	2	17	22	5	33	6	124	11	288	354	3
Future Vol, veh/h	33	2	17	22	5	33	6	124	11	288	354	3
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	-	-	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	2	18	24	5	36	7	135	12	313	385	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1187	1173	386	1177	1168	141	388	0	0	147	0	0
Stage 1	1013	1013	-	154	154	-	-	-	-	-	-	-
Stage 2	174	160	-	1023	1014	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	165	192	662	168	193	907	1170	-	-	1435	-	-
Stage 1	288	316	-	848	770	-	-	-	-	-	-	-
Stage 2	828	766	-	284	316	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	120	138	662	126	138	907	1170	-	-	1435	-	-
Mov Cap-2 Maneuver	120	138	-	126	138	-	-	-	-	-	-	-
Stage 1	286	228	-	842	765	-	-	-	-	-	-	-
Stage 2	784	761	-	197	228	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	37.8	25.2	0.3	3.7
HCM LOS	E	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1170	-	-	165	243	1435	-	-
HCM Lane V/C Ratio	0.006	-	-	0.343	0.268	0.218	-	-
HCM Control Delay (s)	8.1	0	-	37.8	25.2	8.2	0	-
HCM Lane LOS	A	A	-	E	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.4	1.1	0.8	-	-



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	283	0	54	312	806	1
Future Volume (vph)	283	0	54	312	806	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5		5.5	5.5	5.5	
Lane Util. Factor	1.00		1.00	1.00	1.00	
Frt	1.00		1.00	1.00	1.00	
Flt Protected	0.95		0.95	1.00	1.00	
Satd. Flow (prot)	1770		1770	1863	1862	
Flt Permitted	0.95		0.15	1.00	1.00	
Satd. Flow (perm)	1770		273	1863	1862	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	308	0	59	339	876	1
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	308	0	59	339	877	0
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Actuated Green, G (s)	14.5		33.1	33.1	33.1	
Effective Green, g (s)	14.5		33.1	33.1	33.1	
Actuated g/C Ratio	0.25		0.56	0.56	0.56	
Clearance Time (s)	5.5		5.5	5.5	5.5	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	437		154	1052	1051	
v/s Ratio Prot	c0.17			0.18	c0.47	
v/s Ratio Perm			0.22			
v/c Ratio	0.70		0.38	0.32	0.83	
Uniform Delay, d1	20.1		7.1	6.8	10.5	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	5.1		7.1	0.8	7.8	
Delay (s)	25.2		14.2	7.6	18.3	
Level of Service	C		B	A	B	
Approach Delay (s)	25.2			8.6	18.3	
Approach LOS	C			A	B	

Intersection Summary			
HCM 2000 Control Delay	17.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	58.6	Sum of lost time (s)	11.0
Intersection Capacity Utilization	69.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

7: N Miami Ave. & NE 36th St. Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	1.8	1.7	0.6	3.5	7.7

10: NE 2nd Ave./Federal Highway & NE 36th St. Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	1.1	0.0	0.0	0.0	1.1
Total Delay (hr)	0.4	0.9	0.5	1.1	2.9

11: Federal Highway & NE 42nd St. Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.1
Total Delay (hr)	0.4	0.2	0.4	1.0

13: NE 36th St. Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.1

18: N Miami Ave. & NE 39th St. Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.3	0.3	0.2	1.0	1.8

20: NE 38th St. & Federal Highway & NE 39th St. Performance by approach

Approach	EB	NB	SB	NW	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.1
Total Delay (hr)	0.3	0.5	1.0	0.2	2.0

Total Network Performance

Denied Delay (hr)	1.4
Total Delay (hr)	17.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	203	389	79	157	381	257	83	1230	169	244	757	214
Future Volume (veh/h)	203	389	79	157	381	257	83	1230	169	244	757	214
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	221	423	86	171	414	279	90	1337	184	265	823	233
Adj No. of Lanes	1	2	0	1	1	1	1	2	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	211	727	147	293	461	392	275	1509	675	217	1489	421
Arrive On Green	0.08	0.25	0.25	0.08	0.25	0.25	0.43	0.43	0.43	0.16	1.00	1.00
Sat Flow, veh/h	1774	2936	592	1774	1863	1583	532	3539	1583	1774	2725	771
Grp Volume(v), veh/h	221	254	255	171	414	279	90	1337	184	265	534	522
Grp Sat Flow(s),veh/h/ln	1774	1770	1758	1774	1863	1583	532	1770	1583	1774	1770	1727
Q Serve(g_s), s	11.7	18.9	19.2	10.8	32.2	24.1	17.5	52.2	11.3	12.0	0.0	0.0
Cycle Q Clear(g_c), s	11.7	18.9	19.2	10.8	32.2	24.1	17.5	52.2	11.3	12.0	0.0	0.0
Prop In Lane	1.00		0.34	1.00		1.00	1.00		1.00	1.00		0.45
Lane Grp Cap(c), veh/h	211	438	436	293	461	392	275	1509	675	217	967	943
V/C Ratio(X)	1.05	0.58	0.59	0.58	0.90	0.71	0.33	0.89	0.27	1.22	0.55	0.55
Avail Cap(c_a), veh/h	211	438	436	293	461	392	281	1550	693	217	987	963
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	0.96	0.96	0.96
Uniform Delay (d), s/veh	46.5	49.5	49.7	39.3	54.6	51.5	29.7	39.7	27.9	35.4	0.0	0.0
Incr Delay (d2), s/veh	75.2	5.5	5.7	2.0	22.8	10.5	0.5	6.4	0.2	133.5	0.5	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	10.9	9.9	10.0	5.4	19.5	11.7	2.6	26.8	5.0	16.9	0.1	0.1
LnGrp Delay(d),s/veh	121.7	55.0	55.3	41.3	77.4	62.0	30.2	46.0	28.1	168.8	0.5	0.5
LnGrp LOS	F	E	E	D	E	E	C	D	C	F	A	A
Approach Vol, veh/h		730			864			1611			1321	
Approach Delay, s/veh		75.3			65.3			43.1			34.3	
Approach LOS		E			E			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	18.0	43.8	18.0	70.2	18.0	43.8		88.2
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	35.4	12.0	* 66	* 12	35.4		* 84
Max Q Clear Time (g_c+I1), s	13.7	34.2	14.0	54.2	12.8	21.2		2.0
Green Ext Time (p_c), s	0.0	0.4	0.0	9.7	0.0	2.0		36.5

Intersection Summary	
HCM 2010 Ctrl Delay	50.0
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	36	115	86	74	54	21	1535	140	22	645	9
Future Volume (veh/h)	33	36	115	86	74	54	21	1535	140	22	645	9
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	36	39	125	93	80	59	23	1668	152	24	701	10
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	94	84	203	168	121	76	508	2122	191	261	2308	33
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	1.00	1.00	1.00	0.65	0.65	0.65
Sat Flow, veh/h	195	432	1045	519	625	390	736	3284	296	256	3572	51
Grp Volume(v), veh/h	200	0	0	232	0	0	23	890	930	24	347	364
Grp Sat Flow(s),veh/h/ln	1671	0	0	1533	0	0	736	1770	1811	256	1770	1854
Q Serve(g_s), s	0.0	0.0	0.0	2.6	0.0	0.0	0.3	0.0	0.0	2.8	6.5	6.5
Cycle Q Clear(g_c), s	8.0	0.0	0.0	10.6	0.0	0.0	6.8	0.0	0.0	2.8	6.5	6.5
Prop In Lane	0.18		0.62	0.40		0.25	1.00		0.16	1.00		0.03
Lane Grp Cap(c), veh/h	381	0	0	365	0	0	508	1143	1170	261	1143	1198
V/C Ratio(X)	0.53	0.00	0.00	0.64	0.00	0.00	0.05	0.78	0.80	0.09	0.30	0.30
Avail Cap(c_a), veh/h	597	0	0	571	0	0	508	1143	1170	261	1143	1198
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.62	0.00	0.00	0.40	0.40	0.40	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.6	0.0	0.0	28.5	0.0	0.0	0.5	0.0	0.0	5.2	5.8	5.8
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.8	0.0	0.0	0.1	2.1	2.3	0.7	0.7	0.7
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	3.9	0.0	0.0	4.6	0.0	0.0	0.1	0.7	0.7	0.2	3.3	3.5
LnGrp Delay(d),s/veh	28.5	0.0	0.0	29.3	0.0	0.0	0.5	2.1	2.3	5.9	6.5	6.5
LnGrp LOS	C			C			A	A	A	A	A	A
Approach Vol, veh/h		200			232			1843			735	
Approach Delay, s/veh		28.5			29.3			2.2			6.5	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		54.4		20.6		54.4		20.6
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		38.0		25.0		38.0		25.0
Max Q Clear Time (g_c+I1), s		8.5		12.6		8.8		10.0
Green Ext Time (p_c), s		9.7		1.9		9.6		2.1

Intersection Summary	
HCM 2010 Ctrl Delay	7.1
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	49	83	65	115	94	31	296	57	21	109	47
Future Volume (veh/h)	50	49	83	65	115	94	31	296	57	21	109	47
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		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	54	53	90	71	125	102	34	322	62	23	118	51
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	117	117	154	119	173	126	811	974	188	622	792	342
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.64	0.64	0.64	0.64	0.64	0.64
Sat Flow, veh/h	291	521	683	309	766	559	1211	1519	292	995	1235	534
Grp Volume(v), veh/h	197	0	0	298	0	0	34	0	384	23	0	169
Grp Sat Flow(s),veh/h/ln	1495	0	0	1634	0	0	1211	0	1811	995	0	1769
Q Serve(g_s), s	0.0	0.0	0.0	5.2	0.0	0.0	1.0	0.0	8.7	1.0	0.0	3.4
Cycle Q Clear(g_c), s	10.1	0.0	0.0	15.3	0.0	0.0	4.4	0.0	8.7	9.7	0.0	3.4
Prop In Lane	0.27		0.46	0.24		0.34	1.00		0.16	1.00		0.30
Lane Grp Cap(c), veh/h	388	0	0	418	0	0	811	0	1162	622	0	1134
V/C Ratio(X)	0.51	0.00	0.00	0.71	0.00	0.00	0.04	0.00	0.33	0.04	0.00	0.15
Avail Cap(c_a), veh/h	532	0	0	571	0	0	811	0	1162	622	0	1134
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.00	0.00	0.89	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.7	0.0	0.0	32.8	0.0	0.0	7.3	0.0	7.3	9.5	0.0	6.4
Incr Delay (d2), s/veh	1.1	0.0	0.0	2.7	0.0	0.0	0.1	0.0	0.8	0.1	0.0	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	4.4	0.0	0.0	7.3	0.0	0.0	0.4	0.0	4.5	0.3	0.0	1.7
LnGrp Delay(d),s/veh	31.8	0.0	0.0	35.5	0.0	0.0	7.4	0.0	8.1	9.7	0.0	6.7
LnGrp LOS	C			D			A		A	A		A
Approach Vol, veh/h		197			298			418			192	
Approach Delay, s/veh		31.8			35.5			8.1			7.0	
Approach LOS		C			D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		63.7		26.3		63.7		26.3
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		49.0		29.0		49.0		29.0
Max Q Clear Time (g_c+I1), s		10.7		12.1		11.7		17.3
Green Ext Time (p_c), s		1.3		3.6		1.3		2.9

Intersection Summary	
HCM 2010 Ctrl Delay	19.5
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	183	406	140	0	482	63	184	471	79	53	222	98
Future Volume (veh/h)	183	406	140	0	482	63	184	471	79	53	222	98
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	0	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	199	441	152	0	524	68	200	512	86	58	241	107
Adj No. of Lanes	1	2	0	0	2	0	1	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	382	1279	437	0	1159	150	399	555	93	130	561	477
Arrive On Green	0.08	0.49	0.49	0.00	0.37	0.37	0.09	0.36	0.36	0.03	0.30	0.30
Sat Flow, veh/h	1774	2591	885	0	3246	408	1774	1555	261	1774	1863	1583
Grp Volume(v), veh/h	199	300	293	0	293	299	200	0	598	58	241	107
Grp Sat Flow(s),veh/h/ln	1774	1770	1707	0	1770	1791	1774	0	1817	1774	1863	1583
Q Serve(g_s), s	12.3	18.6	18.9	0.0	22.6	22.8	13.7	0.0	56.8	4.1	18.7	9.1
Cycle Q Clear(g_c), s	12.3	18.6	18.9	0.0	22.6	22.8	13.7	0.0	56.8	4.1	18.7	9.1
Prop In Lane	1.00		0.52	0.00		0.23	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	382	874	843	0	651	659	399	0	648	130	561	477
V/C Ratio(X)	0.52	0.34	0.35	0.00	0.45	0.45	0.50	0.00	0.92	0.45	0.43	0.22
Avail Cap(c_a), veh/h	450	874	843	0	651	659	408	0	774	144	695	591
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.8	27.8	27.8	0.0	43.1	43.2	38.0	0.0	55.5	47.9	50.4	47.1
Incr Delay (d2), s/veh	1.1	1.1	1.1	0.0	2.3	2.2	0.7	0.0	15.0	2.4	0.4	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	6.1	9.3	9.1	0.0	11.5	11.7	6.7	0.0	31.3	2.1	9.7	4.0
LnGrp Delay(d),s/veh	32.9	28.8	29.0	0.0	45.4	45.4	38.7	0.0	70.5	50.3	50.8	47.3
LnGrp LOS	C	C	C		D	D	D		E	D	D	D
Approach Vol, veh/h		792			592			798			406	
Approach Delay, s/veh		29.9			45.4			62.5			49.8	
Approach LOS		C			D			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	22.7	74.6	22.1	60.7		97.3	12.1	70.6
Change Period (Y+Rc), s	* 8.1	* 8.4	* 6.3	6.4		* 8.4	6.4	* 6.4
Max Green Setting (Gmax), s	* 22	* 45	* 17	67.2		* 75	7.2	* 77
Max Q Clear Time (g_c+I1), s	14.3	24.8	15.7	20.7		20.9	6.1	58.8
Green Ext Time (p_c), s	0.3	2.7	0.0	6.6		2.8	0.0	5.4

Intersection Summary	
HCM 2010 Ctrl Delay	46.6
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL2	EBL	EBR2	NBL	NBT	NBR	SBL2	SBT	SBR	NWL2	NWL	NWR2
Lane Configurations												
Traffic Volume (vph)	76	28	19	59	620	11	50	351	96	64	204	44
Future Volume (vph)	76	28	19	59	620	11	50	351	96	64	204	44
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	6.0
Lane Util. Factor		1.00	1.00		1.00			0.95		1.00	1.00	1.00
Frt		1.00	0.85		1.00			0.97		1.00	1.00	0.85
Flt Protected		0.95	1.00		1.00			1.00		0.95	0.95	1.00
Satd. Flow (prot)		1770	1583		1851			3420		1770	1770	1583
Flt Permitted		0.95	1.00		0.91			0.82		0.95	0.95	1.00
Satd. Flow (perm)		1770	1583		1694			2828		1770	1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	83	30	21	64	674	12	54	382	104	70	222	48
RTOR Reduction (vph)	0	0	18	0	0	0	0	14	0	0	0	29
Lane Group Flow (vph)	0	113	3	0	750	0	0	526	0	70	222	19
Turn Type	Perm	Perm	Perm	Perm	NA		Perm	NA		Prot	Perm	Perm
Protected Phases					6			2		7		
Permitted Phases	8	8	8	6			2				4	4
Actuated Green, G (s)		11.9	11.9		52.3			52.3		7.8	25.7	25.7
Effective Green, g (s)		11.9	11.9		52.3			52.3		7.8	25.7	25.7
Actuated g/C Ratio		0.13	0.13		0.58			0.58		0.09	0.29	0.29
Clearance Time (s)		6.0	6.0		6.0			6.0		6.0	6.0	6.0
Vehicle Extension (s)		3.0	3.0		3.0			3.0		3.0	3.0	3.0
Lane Grp Cap (vph)		234	209		984			1643		153	505	452
v/s Ratio Prot										0.04		
v/s Ratio Perm		0.06	0.00		c0.44			0.19			c0.13	0.01
v/c Ratio		0.48	0.01		0.76			0.32		0.46	0.44	0.04
Uniform Delay, d1		36.2	33.9		14.2			9.7		39.1	26.3	23.3
Progression Factor		1.18	1.00		0.72			1.00		1.00	1.00	1.00
Incremental Delay, d2		1.5	0.0		4.1			0.5		2.2	0.6	0.0
Delay (s)		44.1	34.0		14.3			10.2		41.3	26.9	23.3
Level of Service		D	C		B			B		D	C	C
Approach Delay (s)		42.6			14.3			10.2			29.3	
Approach LOS		D			B			B			C	

Intersection Summary			
HCM 2000 Control Delay	18.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	87.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

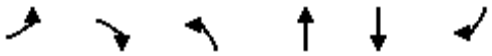
Intersection	
Int Delay, s/veh	27

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	80	2	39	61	4	75	14	459	17	201	277	7
Future Vol, veh/h	80	2	39	61	4	75	14	459	17	201	277	7
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	-	-	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	87	2	42	66	4	82	15	499	18	218	301	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1324	1290	305	1303	1285	508	309	0	0	517	0	0
Stage 1	742	742	-	539	539	-	-	-	-	-	-	-
Stage 2	582	548	-	764	746	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	133	163	735	138	165	565	1252	-	-	1049	-	-
Stage 1	408	422	-	527	522	-	-	-	-	-	-	-
Stage 2	499	517	-	396	421	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	88	120	735	102	121	565	1252	-	-	1049	-	-
Mov Cap-2 Maneuver	88	120	-	102	121	-	-	-	-	-	-	-
Stage 1	401	316	-	518	513	-	-	-	-	-	-	-
Stage 2	416	508	-	278	315	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	166.2	80.6	0.2	3.9
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1252	-	-	124	183	1049	-	-
HCM Lane V/C Ratio	0.012	-	-	1.061	0.832	0.208	-	-
HCM Control Delay (s)	7.9	0	-	166.2	80.6	9.3	0	-
HCM Lane LOS	A	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	7.5	5.9	0.8	-	-



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	198	0	119	620	351	4
Future Volume (vph)	198	0	119	620	351	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5		5.5	5.5	5.5	
Lane Util. Factor	1.00		1.00	1.00	1.00	
Frt	1.00		1.00	1.00	1.00	
Flt Protected	0.95		0.95	1.00	1.00	
Satd. Flow (prot)	1770		1770	1863	1860	
Flt Permitted	0.95		0.52	1.00	1.00	
Satd. Flow (perm)	1770		972	1863	1860	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	215	0	129	674	382	4
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	215	0	129	674	386	0
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Actuated Green, G (s)	11.5		30.5	30.5	30.5	
Effective Green, g (s)	11.5		30.5	30.5	30.5	
Actuated g/C Ratio	0.22		0.58	0.58	0.58	
Clearance Time (s)	5.5		5.5	5.5	5.5	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Lane Grp Cap (vph)	384		559	1072	1070	
v/s Ratio Prot	c0.12			c0.36	0.21	
v/s Ratio Perm			0.13			
v/c Ratio	0.56		0.23	0.63	0.36	
Uniform Delay, d1	18.5		5.5	7.5	6.0	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	1.8		1.0	2.8	0.9	
Delay (s)	20.3		6.5	10.3	7.0	
Level of Service	C		A	B	A	
Approach Delay (s)	20.3			9.7	7.0	
Approach LOS	C			A	A	

Intersection Summary			
HCM 2000 Control Delay	10.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	53.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	52.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

7: N Miami Ave. & NE 36th St. Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.2
Total Delay (hr)	2.3	3.0	4.1	3.2	12.6

10: NE 2nd Ave./Federal Highway & NE 36th St. Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.5	0.0	0.0	0.0	0.5
Total Delay (hr)	0.3	0.9	2.4	0.6	4.3

11: Federal Highway & NE 42nd St. Performance by approach

Approach	EB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.3	0.1	0.5

13: NE 36th St. & NE 2nd Ave. Performance by approach

Approach	EB	WB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.1

18: N Miami Ave. & NE 39th St. Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.3	0.3	1.7	0.2	2.5

20: NE 38th St. & Federal Highway & NE 39th St. Performance by approach

Approach	EB	NB	SB	NW	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	0.4	0.3	0.4	1.3

Total Network Performance

Denied Delay (hr)	0.8
Total Delay (hr)	22.0

EXHIBIT D

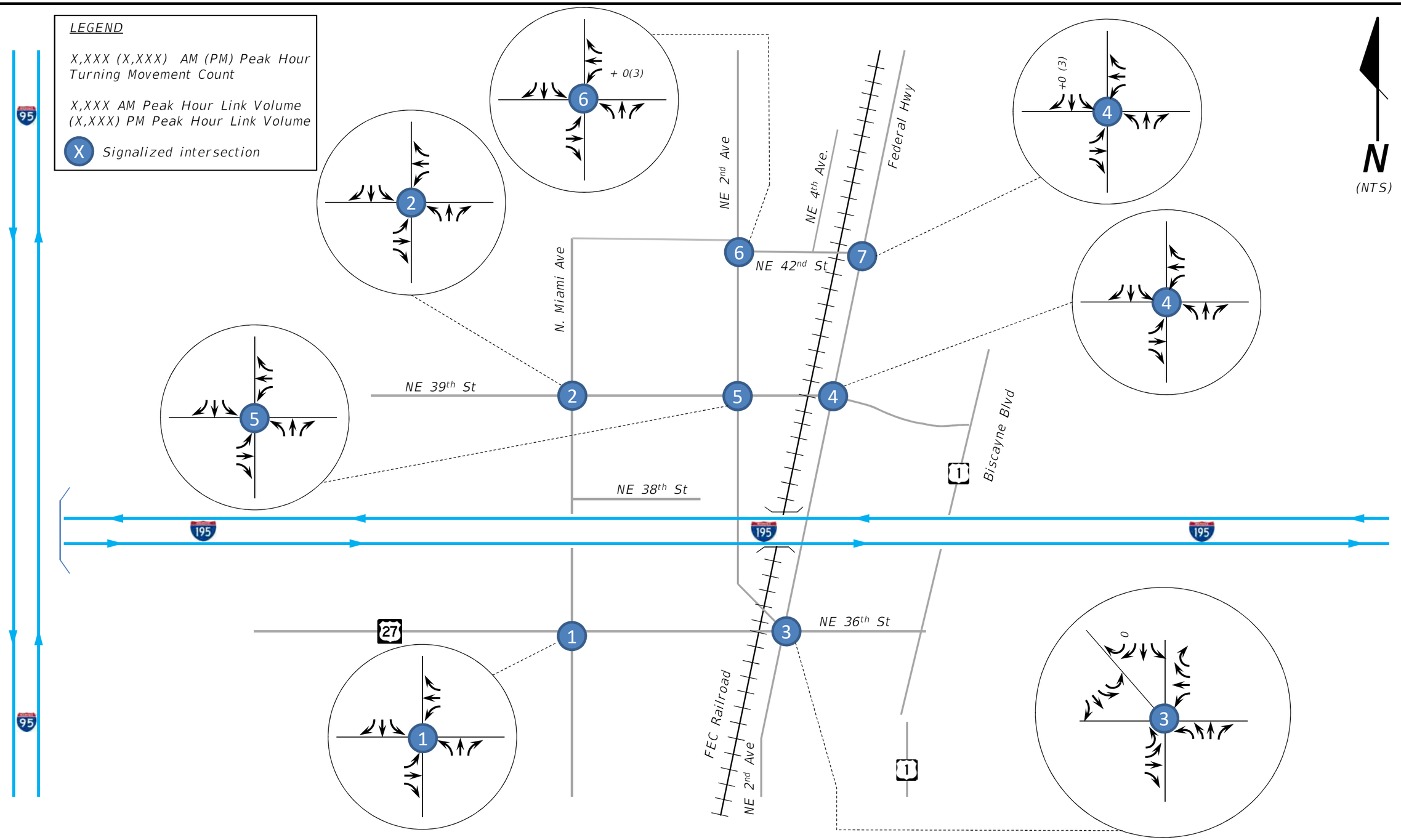
LEGEND

X,XXX (X,XXX) AM (PM) Peak Hour Turning Movement Count

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

X Signalized intersection

N
(NTS)



MIAMI DESIGN DISTRICT

NE 36th St. and NE 42nd St.

Distribution of SBR2 Volumes

Figure 1

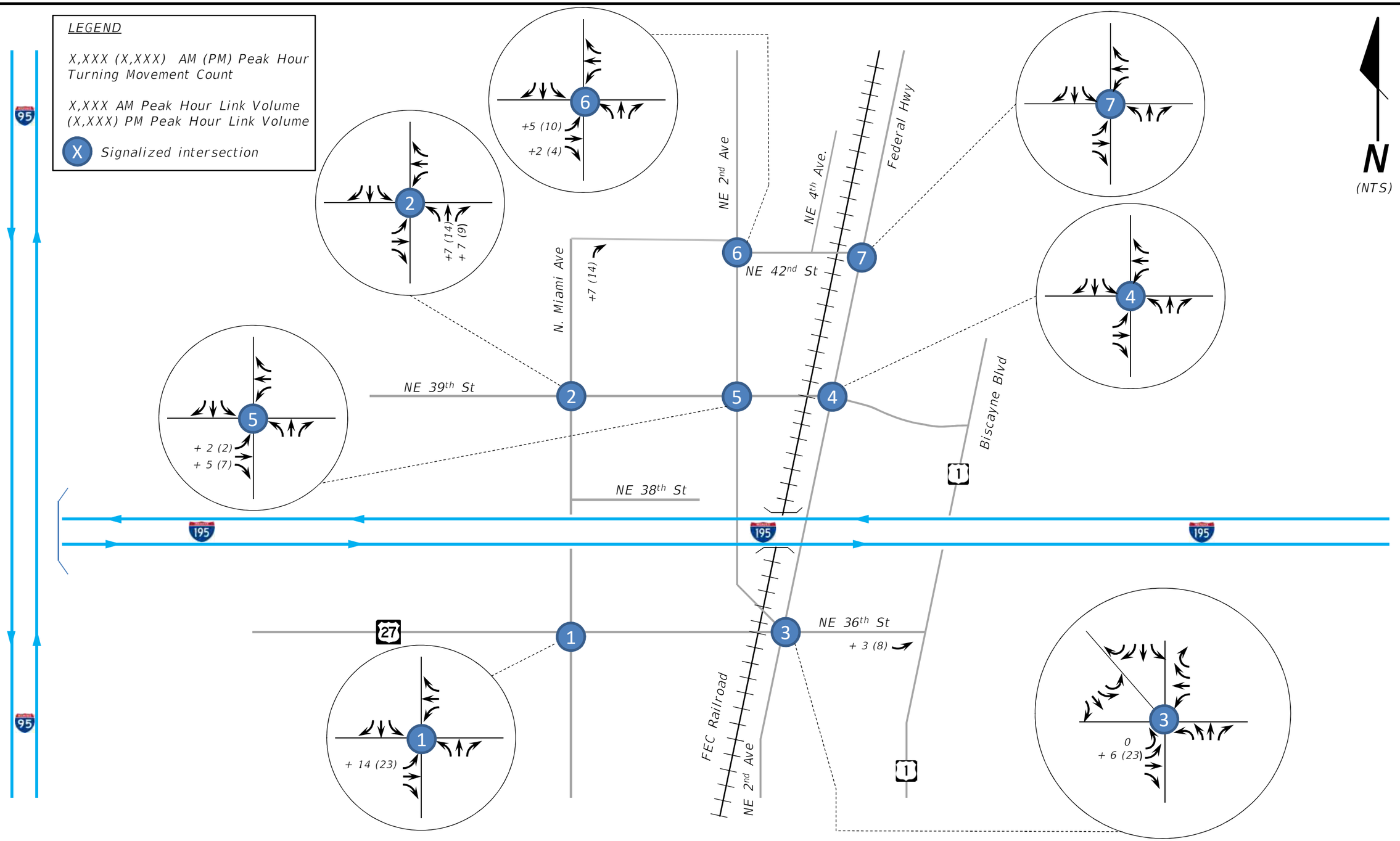
LEGEND

X,XXX (X,XXX) AM (PM) Peak Hour Turning Movement Count

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

X Signalized intersection

N
(NTS)



MIAMI DESIGN DISTRICT **NE 36th St. and NE 42nd St.**	**Distribution of EBL2 Volumes**	Figure 2

LEGEND

X,XXX (X,XXX) AM (PM) Peak Hour Turning Movement Count

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

X Signalized intersection

N
(NTS)

NE 2nd Ave
N. Miami Ave
NE 4th Ave.
Federal Hwy
NE 42nd St
NE 39th St
NE 38th St
Biscayne Blvd
NE 36th St
FEC Railroad
NE 29th St

+23 (55)
+15 (36)
+24 (60)
+10 (24)
+34 (84)
+ 24 (54)
+34 (84)
+38 (91)
+38 (91)
+ 8 (16)
+ 16 (38)
+ 29 (69)
+ 29 (69)
+ 29 (69)
+ 29 (69)
+29 (69)
+ 38 (91)

MIAMI DESIGN DISTRICT	NE 36th St. and NE 42nd St.	Distribution of NBL Volumes	Figure 3

LEGEND

X,XXX (X,XXX) AM (PM) Peak Hour Turning Movement Count

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

X Signalized intersection

N
(NTS)

NE 2nd Ave
N. Miami Ave
NE 4th Ave.
Federal Hwy
NE 42nd St
NE 39th St
NE 38th St
Biscayne Blvd
NE 36th St
NE 29th St
FEC Railroad
NE 2nd Ave

+7 (10)
+4 (7)
+ 5 (7)
+ 3 (12)
+11 (17)
+8 (12)
+16 (24)
+19 (29)
0

MIAMI DESIGN DISTRICT	**NE 36th St. and NE 42nd St.**	**Distribution of WBR Volumes**
		Figure 4

LEGEND

X,XXX (X,XXX) AM (PM) Peak Hour Turning Movement Count

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

X Signalized intersection

N
(NTS)

NE 2nd Ave
N. Miami Ave
NE 4th Ave.
Federal Hwy
NE 42nd St
NE 39th St
NE 38th St
Biscayne Blvd
NE 36th St
FEC Railroad
NE 29th St

+62 (74)
+ 62 (74)
+ 25 (30)
+37 (44)
+ 37 (44)
+ 25 (30)
0

MIAMI DESIGN DISTRICT	**NE 36th St. and NE 42nd St.**	**Distribution of SEBL Volumes**
		Figure 5

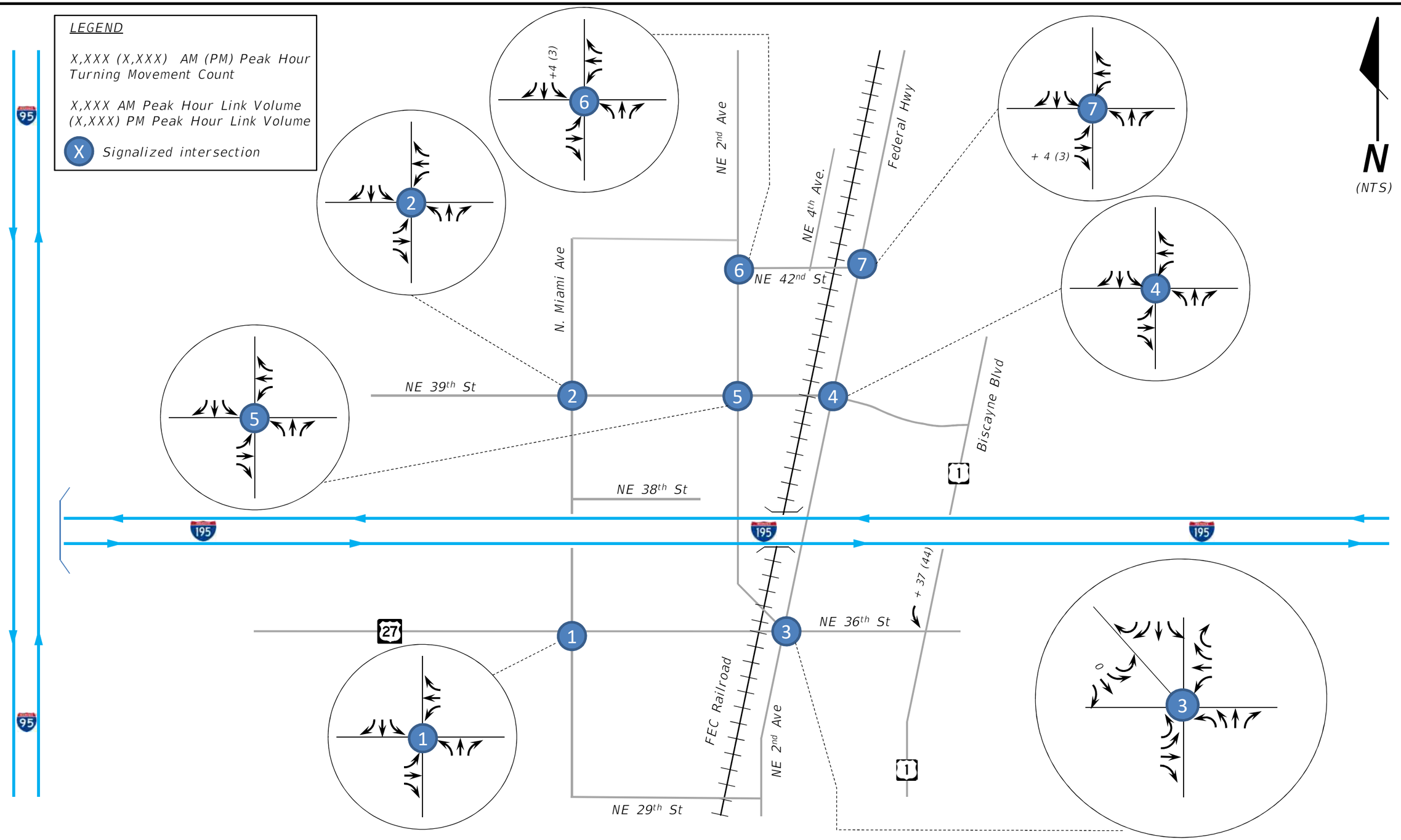
LEGEND

X,XXX (X,XXX) AM (PM) Peak Hour Turning Movement Count

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

X Signalized intersection

N
(NTS)



MIAMI DESIGN DISTRICT **NE 36th St. and NE 42nd St.**	**Distribution of SEBL 2 Volumes**	Figure 6

LEGEND

X,XXX (X,XXX) AM (PM) Peak Hour Turning Movement Count

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

X Signalized intersection

N
(NTS)

+191(103)

+ 82 (44)

+82 (44)

+ 82 (44)
+191 (103)

+191 (103)

+191 (103)

+ 2 (2)
+ 5 (7)

+ 33 (18)
+ 49 (26)

+ 33 (18)

+ 33 (18)

+ 49 (26)

+191 (103)

NE 2nd Ave

N. Miami Ave

NE 4th Ave.

Federal Hwy

NE 42nd St

NE 39th St

NE 38th St

Biscayne Blvd

NE 36th St

FEC Railroad

NE 2nd Ave

NE 29th St

95

195

27

1

NE 36th St. and NE 42nd St.

Distribution of SEBT Volumes

Figure 7

APPENDIX F: REFINED BUILD CONCEPT COST ESTIMATE

- LONG RANGE ESTIMATES
- COST PER MILE ESTIMATES

LONG RANGE ESTIMATES

BASE IMPROVEMENTS

Date: 5/29/2020 3:33:12 PM

FDOT Long Range Estimating System - Production

R3: Project Details by Sequence Report

Project: 440228-1-22-01 **Letting Date:** 01/2099

Description: I-195/SR 112 FROM NW 12 AVENUE TO SR 907/ALTON ROAD

District: 06 **County:** 87 MIAMI-DADE **Market Area:** 13 **Units:** English
Contract Class: 4 **Lump Sum Project:** N **Design/Build:** N **Project Length:** 13.660 MI

Project Manager: FONG YEE, SHEREEN

Version 12 Project Grand Total **$28,074,114.54**
Description: Base Improvements 5-29-20 For Internal Use only

Sequence: 1 WDR - Widen/Resurface, Divided, Rural **Net Length:** 0.152 MI
800 LF

Description: Base Improvement 1 SR 112 WB Widening/Reconstruction to eliminate existing merge and provide 2 lanes

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	12.00 / 12.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.495
Top of Structural Course For Begin Section	24.00
Top of Structural Course For End Section	24.00
Horizontal Elevation For Begin Section	22.00
Horizontal Elevation For End Section	22.00
Existing Front Slope L/R	6 to 1 / 6 to 1
Existing Median Slope L/R	6 to 1 / 6 to 1
Existing Median Shoulder Cross Slope L/R	5.00 % / 5.00 %
Existing Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Front Slope L/R	6 to 1 / 6 to 1
Median Slope L/R	6 to 1 / 6 to 1
Median Shoulder Cross Slope L/R	5.00 % / 5.00 %
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	0.44	AC	$88,222.23	$38,817.78
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	546.92	CY	$22.44	$12,272.88
	Earthwork Component Total				$51,090.67

ROADWAY COMPONENT

User Input Data

Description	Value

Number of Lanes	1
Existing Roadway Pavement Width L/R	24.00 / 0.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Widened Outside Pavement Width L/R	0.00 / 12.00
Widened Inside Pavement Width L/R	0.00 / 0.00
Widened Structural Spread Rate	220
Widened Friction Course Spread Rate	80

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	4,621.76	SY	$5.81	$26,852.43
285-709	OPTIONAL BASE,BASE GROUP 09	1,095.89	SY	$29.68	$32,526.02
327-70-5	MILLING EXIST ASPH PAVT, 2" AVG DEPTH	2,133.12	SY	$3.65	$7,785.89
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	234.64	TN	$129.61	$30,411.69
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	117.32	TN	$139.02	$16,309.83
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	85.32	TN	$160.02	$13,652.91
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	42.66	TN	$165.99	$7,081.13
350-3-12	PLAIN CEMENT CONC PAVT, 11.5"	1,066.56	SY	$89.27	$95,211.81
352-70	GRINDING CONCRETE PAVT	2,133.12	SY	$9.25	$19,731.36

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Concrete
Solid Stripe No. of Paint Applications	0
Solid Stripe No. of Stripes	4
Skip Stripe No. of Paint Applications	0
Skip Stripe No. of Stripes	0

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	0.61	GM	$4,841.67	$2,953.42
	Roadway Component Total				$252,516.48

SHOULDER COMPONENT

User Input Data

Description	Value
Existing Total Outside Shoulder Width L/R	10.00 / 10.00
New Total Outside Shoulder Width L/R	12.00 / 12.00
Total Outside Shoulder Perf. Turf Width L/R	0.00 / 0.00
Existing Paved Outside Shoulder Width L/R	8.00 / 8.00
New Paved Outside Shoulder Width L/R	12.00 / 12.00
Structural Spread Rate	110
Friction Course Spread Rate	80

Total Width (T) / 8" Overlap (O)	T
Rumble Strips ï¿½No. of Sides	1

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	2,191.78	SY	$13.72	$30,071.22
327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	1,422.08	SY	$3.83	$5,446.57
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	117.32	TN	$137.80	$16,166.70
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	85.32	TN	$250.05	$21,334.27
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	0.15	GM	$1,806.81	$271.02

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	1,839.82	LF	$2.44	$4,489.16
104-11	FLOATING TURBIDITY BARRIER	15.15	LF	$14.13	$214.07
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	15.15	LF	$8.64	$130.90
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	$2,858.80	$2,858.80
107-1	LITTER REMOVAL	1.10	AC	$47.17	$51.89
107-2	MOWING	1.10	AC	$61.65	$67.82
	Shoulder Component Total				$81,102.40

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	40.00
Performance Turf Width	5.34
New Total Median Shoulder Width L/R	8.00 / 8.00
New Paved Median Shoulder Width L/R	0.00 / 0.00
Existing Total Median Shoulder Width L/R	8.00 / 8.00
Existing Paved Median Shoulder Width L/R	0.00 / 0.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	T
Rumble Strips ï¿½No. of Sides	0

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
570-1-1	PERFORMANCE TURF	474.62	SY	$4.18	$1,983.91
	Median Component Total				$1,983.91

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	2.73	CY	$1,496.95	$4,086.67
430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD	128.00	LF	$107.67	$13,781.76
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	16.00	LF	$164.75	$2,636.00
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	7.00	EA	$1,567.22	$10,970.54
570-1-1	PERFORMANCE TURF	106.66	SY	$4.18	$445.84
	Drainage Component Total				$31,920.81

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	1.00	AS	$340.33	$340.33
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	4.00	AS	$1,083.96	$4,335.84
700-1-50	SINGLE POST SIGN, RELOCATE	1.00	AS	$286.77	$286.77
700-1-60	SINGLE POST SIGN, REMOVE	4.00	AS	$22.32	$89.28
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	1.00	AS	$4,511.80	$4,511.80
700-2-60	MULTI- POST SIGN, REMOVE	1.00	AS	$555.24	$555.24
	Signing Component Total				$10,119.26

Sequence 1 Total $428,733.53

Sequence: 2 WDR - Widen/Resurface, Divided, Rural **Net Length:** 0.502 MI
2,650 LF

Description: Base Improvement 2 - Widen I-195/SR-112 EB for additional Lane - Widen Existing Bridges

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	12.00 / 12.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.331
Top of Structural Course For Begin Section	22.00
Top of Structural Course For End Section	22.00
Horizontal Elevation For Begin Section	23.00
Horizontal Elevation For End Section	23.00
Existing Front Slope L/R	6 to 1 / 6 to 1
Existing Median Slope L/R	6 to 1 / 6 to 1
Existing Median Shoulder Cross Slope L/R	5.00 % / 5.00 %
Existing Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Front Slope L/R	6 to 1 / 6 to 1
Median Slope L/R	6 to 1 / 6 to 1
Median Shoulder Cross Slope L/R	5.00 % / 5.00 %
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	1.46	AC	$88,222.23	$128,804.46
	Earthwork Component Total				$128,804.46

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	1
Existing Roadway Pavement Width L/R	36.00 / 0.00
Structural Spread Rate	220
Friction Course Spread Rate	80
Widened Outside Pavement Width L/R	0.00 / 12.00
Widened Inside Pavement Width L/R	0.00 / 0.00
Widened Structural Spread Rate	330
Widened Friction Course Spread Rate	80

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	9,422.34	SY	$5.81	$54,743.80
285-709	OPTIONAL BASE,BASE GROUP 09	3,630.54	SY	$29.68	$107,754.43
350-3-12	PLAIN CEMENT CONC PAVT, 11.5"	3,533.38	SY	$89.27	$315,424.83
352-70	GRINDING CONCRETE PAVT	10,600.13	SY	$9.25	$98,051.20

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y

Pavement Type	Concrete
Solid Stripe No. of Paint Applications	0
Solid Stripe No. of Stripes	4
Skip Stripe No. of Paint Applications	0
Skip Stripe No. of Stripes	0

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	2.01	GM	$4,841.67	$9,731.76

Roadway Component Total $585,706.01

SHOULDER COMPONENT

User Input Data

Description	Value
Existing Total Outside Shoulder Width L/R	10.00 / 10.00
New Total Outside Shoulder Width L/R	10.00 / 10.00
Total Outside Shoulder Perf. Turf Width L/R	2.67 / 2.67
Existing Paved Outside Shoulder Width L/R	5.00 / 5.00
New Paved Outside Shoulder Width L/R	5.00 / 5.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	T
Rumble Strips ï¿½No. of Sides	0

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	3,138.82	SY	$13.72	$43,064.61
327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	2,944.48	SY	$3.83	$11,277.36
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	161.95	TN	$137.80	$22,316.71
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	117.78	TN	$250.05	$29,450.89
570-1-1	PERFORMANCE TURF	1,572.35	SY	$4.18	$6,572.42

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	6,095.07	LF	$2.44	$14,871.97
104-11	FLOATING TURBIDITY BARRIER	50.19	LF	$14.13	$709.18
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	50.19	LF	$8.64	$433.64
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	$2,858.80	$2,858.80
107-1	LITTER REMOVAL	3.65	AC	$47.17	$172.17
107-2	MOWING	3.65	AC	$61.65	$225.02

Shoulder Component Total $131,952.78

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	9.03	CY	$1,496.95	$13,517.46
430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD	408.00	LF	$107.67	$43,929.36
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	48.00	LF	$164.75	$7,908.00
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	21.00	EA	$1,567.22	$32,911.62
570-1-1	PERFORMANCE TURF	353.34	SY	$4.18	$1,476.96
	Drainage Component Total				$99,743.40

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	2.00	AS	$340.33	$680.66
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	13.00	AS	$1,083.96	$14,091.48
700-1-50	SINGLE POST SIGN, RELOCATE	2.00	AS	$286.77	$573.54
700-1-60	SINGLE POST SIGN, REMOVE	13.00	AS	$22.32	$290.16
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	2.00	AS	$4,511.80	$9,023.60
700-2-60	MULTI- POST SIGN, REMOVE	2.00	AS	$555.24	$1,110.48
	Signing Component Total				$25,769.92

LIGHTING COMPONENT

Rural Lighting Subcomponent

Description	Value
Multiplier (Number of Poles)	1

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	200.00	LF	$8.69	$1,738.00
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	1.00	EA	$642.30	$642.30
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	600.00	LF	$2.76	$1,656.00
715-4-14	LIGHT POLE COMPLETE, F&I-STD, 45'	1.00	EA	$6,164.09	$6,164.09
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	1.00	EA	$1,672.11	$1,672.11
	Subcomponent Total				$11,872.50
	Lighting Component Total				$11,872.50

BRIDGES COMPONENT

Bridge B2

Description	Value
Estimate Type	SF Estimate
Primary Estimate	YES
Length (LF)	491.00
Width (LF)	13.00

Type	Overpass Widening
Cost Factor	1.15
Structure No.	
Removal of Existing Structures area	0.00
Default Cost per SF	$140.00
Factored Cost per SF	$161.00
Final Cost per SF	**$163.70**
Basic Bridge Cost	**$1,027,663.00**
Description	

Bridge Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-10	CONC CLASS II, APPROACH SLABS	28.89 CY	$420.53	$12,149.11
415-1-9	REINF STEEL- APPROACH SLABS	5,055.75 LB	$1.01	$5,106.31
	Bridge B2 Total			$1,044,918.42
	Bridges Component Total			$1,044,918.42

RETAINING WALLS COMPONENT

Retaining Wall 1

Description	Value
Length	2,600.00
Begin height	4.00
End Height	25.00
Multiplier	1

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
548-12	RET WALL SYSTEM, PERM, EX BARRIER	37,700.00 SF	$28.95	$1,091,415.00
	Retaining Walls Component Total			$1,091,415.00

Sequence 2 Total $3,120,182.49

Sequence: 3 WUR - Widen/Resurface, Undivided, Rural **Net Length:** 0.095 MI
500 LF

Description: Base Improvement 4: I-195 On Ramp from Biscayne BLVD - Parallel Entrance Widening

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	30.00 / 30.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.095
Top of Structural Course For Begin Section	102.00
Top of Structural Course For End Section	102.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Existing Front Slope L/R	6 to 1 / 6 to 1
Existing Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	0.69 AC	$88,222.23	$60,873.34
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	84.71 CY	$22.44	$1,900.89
	Earthwork Component Total			$62,774.23

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	1
Existing Roadway Pavement Width L/R	15.00 / 0.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Widened Outside Pavement Width L/R	0.00 / 10.00
Widened Structural Spread Rate	275
Widened Friction Course Spread Rate	165

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	1,111.15 SY	$5.81	$6,455.78
285-709	OPTIONAL BASE,BASE GROUP 09	573.91 SY	$29.68	$17,033.65
327-70-5	MILLING EXIST ASPH PAVT, 2" AVG DEPTH	833.36 SY	$3.72	$3,100.10
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	68.75 TN	$137.80	$9,473.75
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	76.39 TN	$137.80	$10,526.54
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	33.33 TN	$156.06	$5,201.48

337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	45.83 TN	$156.06	$7,152.23

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	N
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	2
Solid Stripe No. of Stripes	2
Skip Stripe No. of Paint Applications	2
Skip Stripe No. of Stripes	0

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.38 GM	$793.56	$301.55
	Roadway Component Total			$59,245.08

SHOULDER COMPONENT

User Input Data

Description	Value
Existing Total Outside Shoulder Width L/R	0.00 / 10.00
New Total Outside Shoulder Width L/R	0.00 / 10.00
Total Outside Shoulder Perf. Turf Width L/R	0.00 / 0.00
Existing Paved Outside Shoulder Width L/R	0.00 / 8.00
New Paved Outside Shoulder Width L/R	0.00 / 8.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	T
Rumble Strips ï¿½No. of Sides	0

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	462.79 SY	$13.72	$6,349.48
327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	444.46 SY	$3.83	$1,702.28
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	24.45 TN	$137.80	$3,369.21
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	17.78 TN	$156.06	$2,774.75

X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
521-72-40	SHLDR CONC BARRIER,38" OR 44" HEIGHT	1,000.00 LF	$204.67	$204,670.00

Erosion Control

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount

104-10-3	SEDIMENT BARRIER	1,150.04 LF	$2.44	$2,806.10
104-11	FLOATING TURBIDITY BARRIER	9.47 LF	$14.13	$133.81
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	9.47 LF	$8.64	$81.82
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	$2,858.80	$2,858.80
104-18	INLET PROTECTION SYSTEM	1.00 EA	$107.69	$107.69
107-1	LITTER REMOVAL	0.23 AC	$47.17	$10.85
107-2	MOWING	0.23 AC	$61.65	$14.18
	Shoulder Component Total			$224,878.97

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	1.70	CY	$1,496.95	$2,544.82
430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD	16.00	LF	$107.67	$1,722.72
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	8.00	LF	$164.75	$1,318.00
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	1.00	EA	$1,567.22	$1,567.22
570-1-1	PERFORMANCE TURF	38.26	SY	$4.18	$159.93
	Drainage Component Total				$7,312.69

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	1.00	AS	$340.33	$340.33
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	2.00	AS	$1,083.96	$2,167.92
700-1-50	SINGLE POST SIGN, RELOCATE	1.00	AS	$286.77	$286.77
700-1-60	SINGLE POST SIGN, REMOVE	2.00	AS	$22.32	$44.64
700-2-13	MULTI- POST SIGN, F&I GM, 21-30 SF	1.00	AS	$4,010.68	$4,010.68
700-2-60	MULTI- POST SIGN, REMOVE	1.00	AS	$555.24	$555.24
	Signing Component Total				$7,405.58

Sequence 3 Total $361,616.55

Sequence: 4 WUR - Widen/Resurface, Undivided, Rural **Net Length:** 0.260 MI
1,373 LF

Description: Base Improvement 5 - I-195 WB to Biscayne BLVD Off ramp - Widen to 2 lanes - 1 lane Bridge Widening

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	30.00 / 30.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.508
Top of Structural Course For Begin Section	102.00
Top of Structural Course For End Section	102.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Existing Front Slope L/R	6 to 1 / 6 to 1
Existing Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	1.89	AC	$88,222.23	$166,740.01
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	496.71	CY	$22.44	$11,146.17
	Earthwork Component Total				$177,886.19

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	2
Existing Roadway Pavement Width L/R	12.00 / 0.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Widened Outside Pavement Width L/R	0.00 / 12.00
Widened Structural Spread Rate	275
Widened Friction Course Spread Rate	165

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	3,660.80	SY	$5.81	$21,269.25
285-709	OPTIONAL BASE,BASE GROUP 09	1,880.74	SY	$29.68	$55,820.36
327-70-5	MILLING EXIST ASPH PAVT, 2" AVG DEPTH	1,830.40	SY	$3.72	$6,809.09
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	151.01	TN	$137.80	$20,809.18
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	251.68	TN	$137.80	$34,681.50
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	73.22	TN	$156.06	$11,426.71
337-7-83		151.01	TN	$156.06	$23,566.62

ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	N
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	2
Solid Stripe No. of Stripes	2
Skip Stripe No. of Paint Applications	2
Skip Stripe No. of Stripes	1

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE/RAISED PAVEMENT MARKERS	35.00	EA	$4.54	$158.90
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.04	GM	$793.56	$825.30
710-11-231	PAINTED PAVT MARK,STD,YELLOW,SKIP,6"	0.52	GM	$377.19	$196.14
	Roadway Component Total				$175,563.06

SHOULDER COMPONENT

User Input Data

Description	Value
Existing Total Outside Shoulder Width L/R	0.00 / 12.00
New Total Outside Shoulder Width L/R	0.00 / 12.00
Total Outside Shoulder Perf. Turf Width L/R	0.00 / 2.00
Existing Paved Outside Shoulder Width L/R	0.00 / 10.00
New Paved Outside Shoulder Width L/R	0.00 / 10.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	T
Rumble Strips ï¿½No. of Sides	0

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	1,575.67	SY	$13.72	$21,618.19
327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	1,525.33	SY	$3.83	$5,842.01
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	83.89	TN	$137.80	$11,560.04
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	61.01	TN	$156.06	$9,521.22
570-1-1	PERFORMANCE TURF	305.07	SY	$4.18	$1,275.19

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	3,157.44	LF	$2.44	$7,704.15
104-11	FLOATING TURBIDITY BARRIER	26.00	LF	$14.13	$367.38
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	26.00	LF	$8.64	$224.64

104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	$2,858.80	$2,858.80
104-18	INLET PROTECTION SYSTEM	1.00 EA	$107.69	$107.69
107-1	LITTER REMOVAL	0.63 AC	$47.17	$29.72
107-2	MOWING	0.63 AC	$61.65	$38.84
	Shoulder Component Total			$61,147.88

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	4.68 CY	$1,496.95	$7,005.73
430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD	40.00 LF	$107.67	$4,306.80
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	16.00 LF	$164.75	$2,636.00
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	3.00 EA	$1,567.22	$4,701.66
570-1-1	PERFORMANCE TURF	105.04 SY	$4.18	$439.07
	Drainage Component Total			$19,089.26

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	1.00 AS	$340.33	$340.33
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	6.00 AS	$1,083.96	$6,503.76
700-1-50	SINGLE POST SIGN, RELOCATE	1.00 AS	$286.77	$286.77
700-1-60	SINGLE POST SIGN, REMOVE	6.00 AS	$22.32	$133.92
700-2-13	MULTI- POST SIGN, F&I GM, 21-30 SF	1.00 AS	$4,010.68	$4,010.68
700-2-60	MULTI- POST SIGN, REMOVE	1.00 AS	$555.24	$555.24
	Signing Component Total			$11,830.70

BRIDGES COMPONENT

Bridge BI5

Description	Value
Estimate Type	SF Estimate
Primary Estimate	YES
Length (LF)	1,294.00
Width (LF)	12.00
Type	Overpass Widening
Cost Factor	1.15
Structure No.	
Removal of Existing Structures area	0.00
Default Cost per SF	$140.00
Factored Cost per SF	$161.00
Final Cost per SF	**$162.03**
Basic Bridge Cost	**$2,500,008.00**
Description	

Bridge Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-10	CONC CLASS II, APPROACH SLABS	26.67	CY	$420.53	$11,215.54
415-1-9	REINF STEEL- APPROACH SLABS	4,667.25	LB	$1.01	$4,713.92
	Bridge BI5 Total				$2,515,937.46
	Bridges Component Total				$2,515,937.46
Sequence 4 Total					$2,961,454.55

Sequence: 5 WUR - Widen/Resurface, Undivided, Rural **Net Length:** 0.473 MI
2,497 LF

Description: Base Improvement 6 - I-195 EB Widening to Alton Road Ramp - 1 lane Bridge Widening

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	30.00 / 30.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.473
Top of Structural Course For Begin Section	102.00
Top of Structural Course For End Section	102.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Existing Front Slope L/R	6 to 1 / 6 to 1
Existing Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	3.44	AC	$88,222.23	$303,484.47
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	491.16	CY	$22.44	$11,021.63
	Earthwork Component Total				$314,506.10

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	2
Existing Roadway Pavement Width L/R	36.00 / 0.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Widened Outside Pavement Width L/R	0.00 / 12.00
Widened Structural Spread Rate	275
Widened Friction Course Spread Rate	165

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	8,877.91	SY	$5.81	$51,580.66
285-709	OPTIONAL BASE,BASE GROUP 09	3,420.77	SY	$29.68	$101,528.45
327-70-11	MILLING EXIST ASPH PAVT,2 1/4" AVG DEPTH	9,987.65	SY	$4.37	$43,646.03
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	823.98	TN	$137.80	$113,544.44
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	457.77	TN	$137.80	$63,080.71
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	399.51	TN	$156.06	$62,347.53
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	274.66	TN	$156.06	$42,863.44

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	N
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	2
Solid Stripe No. of Stripes	2
Skip Stripe No. of Paint Applications	2
Skip Stripe No. of Stripes	1

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE/RAISED PAVEMENT MARKERS	64.00	EA	$4.54	$290.56
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.89	GM	$793.56	$1,499.83
710-11-231	PAINTED PAVT MARK,STD,YELLOW,SKIP,6"	0.95	GM	$377.19	$358.33
	Roadway Component Total				$480,739.98

SHOULDER COMPONENT

User Input Data

Description	Value
Existing Total Outside Shoulder Width L/R	10.00 / 10.00
New Total Outside Shoulder Width L/R	10.00 / 10.00
Total Outside Shoulder Perf. Turf Width L/R	2.67 / 2.67
Existing Paved Outside Shoulder Width L/R	5.00 / 5.00
New Paved Outside Shoulder Width L/R	5.00 / 5.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	T
Rumble Strips ï¿½No. of Sides	0

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	2,957.45	SY	$13.72	$40,576.21
327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	2,774.35	SY	$3.83	$10,625.76
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	152.59	TN	$137.80	$21,026.90
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	110.97	TN	$156.06	$17,317.98
570-1-1	PERFORMANCE TURF	1,481.50	SY	$4.18	$6,192.67

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	5,742.90	LF	$2.44	$14,012.68
104-11	FLOATING TURBIDITY BARRIER	47.29	LF	$14.13	$668.21
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	47.29	LF	$8.64	$408.59
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	$2,858.80	$2,858.80

104-18	INLET PROTECTION SYSTEM	1.00 EA	$107.69	$107.69
107-1	LITTER REMOVAL	1.14 AC	$47.17	$53.77
107-2	MOWING	1.14 AC	$61.65	$70.28
	Shoulder Component Total			$113,919.54

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	8.51 CY	$1,496.95	$12,739.04
430-94-1	DESILTING PIPE, 0 - 24"	5,000.00 LF	$4.64	$23,200.00
430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD	5,000.00 LF	$107.67	$538,350.00
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	32.00 LF	$164.75	$5,272.00
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	5.00 EA	$1,567.22	$7,836.10
570-1-1	PERFORMANCE TURF	191.05 SY	$4.18	$798.59

X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
425-1-201	INLETS, CURB, TYPE 9, <10'	9.00 EA	$4,838.92	$43,550.28
	Drainage Component Total			$631,746.01

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	1.00 AS	$340.33	$340.33
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	10.00 AS	$1,083.96	$10,839.60
700-1-50	SINGLE POST SIGN, RELOCATE	1.00 AS	$286.77	$286.77
700-1-60	SINGLE POST SIGN, REMOVE	10.00 AS	$22.32	$223.20
700-2-13	MULTI- POST SIGN, F&I GM, 21-30 SF	1.00 AS	$4,010.68	$4,010.68
700-2-60	MULTI- POST SIGN, REMOVE	1.00 AS	$555.24	$555.24

X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-4-112	OH STATIC SIGN STR, F&I, C 21-30 FT	1.00 EA	$73,865.49	$73,865.49
	Signing Component Total			$90,121.31

BRIDGES COMPONENT

Bridge BI6

Description	Value
Estimate Type	SF Estimate
Primary Estimate	YES
Length (LF)	1,448.00
Width (LF)	12.00

Type	Medium Level, Widen
Cost Factor	1.15
Structure No.	
Removal of Existing Structures area	0.00
Default Cost per SF	$140.00
Factored Cost per SF	$161.00
Final Cost per SF	**$161.92**
Basic Bridge Cost	**$2,797,536.00**
Description	

Bridge Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-10	CONC CLASS II, APPROACH SLABS	26.67 CY	$420.53	$11,215.54
415-1-9	REINF STEEL- APPROACH SLABS	4,667.25 LB	$1.01	$4,713.92
	Bridge BI6 Total			$2,813,465.46
	Bridges Component Total			$2,813,465.46

Sequence 5 Total $4,444,498.40

Sequence: 6 NDR - New Construction, Divided, Rural **Net Length:** 1.131 MI
5,970 LF

Description: Base Improvement 8 - I-195 Westbound CD from Alton Road

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	100.00 / 100.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	1.131
Top of Structural Course For Begin Section	105.00
Top of Structural Course For End Section	105.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
Median Slope L/R	6 to 1 / 6 to 1
Median Shoulder Cross Slope L/R	5.00 % / 5.00 %
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	27.42	AC	$83,415.47	$2,287,252.19
120-6	EMBANKMENT	38,676.58	CY	$26.84	$1,038,079.41
	Earthwork Component Total				$3,325,331.59

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	2
Roadway Pavement Width L/R	24.00 / 0.00
Structural Spread Rate	330
Friction Course Spread Rate	80

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	29,187.14	SY	$6.69	$195,261.97
285-709	OPTIONAL BASE,BASE GROUP 09	16,358.06	SY	$28.54	$466,859.03
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	2,626.84	TN	$140.62	$369,386.24
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	636.81	TN	$167.34	$106,563.79

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
521-1-12	MEDIAN CONC BARRIER, SHORT GRADE SEP	2,240.00	LF	$166.05	$371,952.00
521-72-40	SHLDR CONC BARRIER,38" OR 44" HEIGHT	3,908.00	LF	$209.23	$817,670.84

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	4
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	0

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-1-1	RAISED PAVMT MARK, TYPE B W/O FINAL SURF	153.00	EA	$10.46	$1,600.38
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	4.52	GM	$796.03	$3,598.06
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	4.52	GM	$4,406.60	$19,917.83
	Roadway Component Total				$2,352,810.14

SHOULDER COMPONENT

User Input Data

Description	Value
Total Outside Shoulder Width L/R	12.00 / 8.00
Total Outside Shoulder Perf. Turf Width L/R	0.00 / 0.00
Paved Outside Shoulder Width L/R	12.00 / 8.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	T
Rumble Strips ï¿½No. of Sides	0

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	13,704.69	SY	$30.54	$418,541.23
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	729.68	TN	$140.62	$102,607.60
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	530.68	TN	$167.34	$88,803.99

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	15,522.25	LF	$1.98	$30,734.06
104-11	FLOATING TURBIDITY BARRIER	282.68	LF	$14.21	$4,016.88
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	282.68	LF	$5.74	$1,622.58
104-15	SOIL TRACKING PREVENTION DEVICE	2.00	EA	$1,486.86	$2,973.72
104-18	INLET PROTECTION SYSTEM	7.00	EA	$111.14	$777.98
107-1	LITTER REMOVAL	27.41	AC	$45.05	$1,234.82
107-2	MOWING	27.41	AC	$55.65	$1,525.37
	Shoulder Component Total				$652,838.23

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	20.35	CY	$1,540.03	$31,339.61
425-1-551	INLETS, DT BOT, TYPE E, <10'	7.00	EA	$4,273.60	$29,915.20
430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD	904.00	LF	$101.98	$92,189.92
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	392.00	LF	$104.29	$40,881.68
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	336.00	LF	$151.96	$51,058.56
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	46.00	EA	$1,663.67	$76,528.82
524-1-1	CONCRETE DITCH PAVT, NR, 3"	2,261.40	SY	$56.94	$128,764.12
570-1-1	PERFORMANCE TURF	796.01	SY	$1.57	$1,249.74
	Drainage Component Total				$451,927.65

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	3.00	AS	$342.58	$1,027.74
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	28.00	AS	$1,074.52	$30,086.56
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	3.00	AS	$4,807.21	$14,421.63
700-2-15	MULTI- POST SIGN, F&I GM, 51-100 SF	7.00	AS	$6,438.93	$45,072.51
	Signing Component Total				$90,608.44

LIGHTING COMPONENT

Rural Lighting Subcomponent

Description	Value
Multiplier (Number of Poles)	40

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	8,000.00	LF	$9.41	$75,280.00
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	40.00	EA	$655.17	$26,206.80
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	24,000.00	LF	$2.80	$67,200.00
715-4-14	LIGHT POLE COMPLETE, F&I-STD, 45'	40.00	EA	$6,231.95	$249,278.00
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	40.00	EA	$1,292.31	$51,692.40
	Subcomponent Total				$469,657.20
	Lighting Component Total				$469,657.20

BRIDGES COMPONENT

Bridge ALTON

Description	Value
Estimate Type	SF Estimate
Primary Estimate	YES
Length (LF)	320.00
Width (LF)	29.00
Type	Low Level
Cost Factor	1.25
Structure No.	
Removal of Existing Structures area	0.00
Default Cost per SF	$72.69
Factored Cost per SF	$90.86
Final Cost per SF	**$95.00**
Basic Bridge Cost	**$843,180.80**
Description	

Bridge Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-10	CONC CLASS II, APPROACH SLABS	64.44	CY	$414.64	$26,719.40
415-1-9	REINF STEEL- APPROACH SLABS	11,277.00	LB	$1.04	$11,728.08
	Bridge ALTON Total				$881,628.28

Bridge 195

Description	Value
Estimate Type	SF Estimate
Primary Estimate	YES
Length (LF)	1,140.00
Width (LF)	12.00
Type	Low Level, Widen
Cost Factor	1.25
Structure No.	
Removal of Existing Structures area	0.00
Default Cost per SF	$131.00
Factored Cost per SF	$163.75
Final Cost per SF	**$164.91**
Basic Bridge Cost	**$2,240,100.00**
Description	

Bridge Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-10	CONC CLASS II, APPROACH SLABS	26.67	CY	$414.64	$11,058.45
415-1-9	REINF STEEL- APPROACH SLABS	4,667.25	LB	$1.04	$4,853.94
	Bridge 195 Total				$2,256,012.39
	Bridges Component Total				$3,137,640.67

RETAINING WALLS COMPONENT

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
521-8-3	CONC TRAF RAIL BAR,JCT SLAB,32"V SHP	200.00	LF	$293.03	$58,606.00

Retaining Wall 1

Description	Value
Length	200.00
Begin height	16.00
End Height	5.00
Multiplier	1

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
548-12	RET WALL SYSTEM, PERM, EX BARRIER	2,100.00	SF	$26.76	$56,196.00
	Retaining Walls Component Total				$114,802.00

Sequence 6 Total $10,595,615.92

Sequence: 7 WUR - Widen/Resurface, Undivided, Rural **Net Length:** 0.208 MI 1,100 LF

Description: Base Improvement 3 - Signalized left turn from WB Biscayne Off-ramp

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	30.00 / 30.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.208
Top of Structural Course For Begin Section	102.00
Top of Structural Course For End Section	102.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Existing Front Slope L/R	6 to 1 / 6 to 1
Existing Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	1.51 AC	$83,415.47	$125,957.36
	Earthwork Component Total			$125,957.36

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	3
Existing Roadway Pavement Width L/R	12.00 / 24.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Widened Outside Pavement Width L/R	0.00 / 0.00
Widened Structural Spread Rate	275
Widened Friction Course Spread Rate	165

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	2,444.05 SY	$6.69	$16,350.69
327-70-5	MILLING EXIST ASPH PAVT, 2" AVG DEPTH	4,399.30 SY	$3.68	$16,189.42
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	362.94 TN	$140.62	$51,036.62
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	175.97 TN	$164.50	$28,947.06

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	N
Pavement Type	Asphalt

Solid Stripe No. of Paint Applications	2
Solid Stripe No. of Stripes	2
Skip Stripe No. of Paint Applications	2
Skip Stripe No. of Stripes	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-1-1	RAISED PAVMT MARK, TYPE B W/O FINAL SURF	112.00	EA	$10.46	$1,171.52
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.83	GM	$796.03	$660.70
710-11-231	PAINTED PAVT MARK,STD,YELLOW,SKIP,6"	0.83	GM	$379.05	$314.61
	Roadway Component Total				$114,670.63

SHOULDER COMPONENT

User Input Data

Description	Value
Existing Total Outside Shoulder Width L/R	10.00 / 10.00
New Total Outside Shoulder Width L/R	10.00 / 10.00
Total Outside Shoulder Perf. Turf Width L/R	2.67 / 2.67
Existing Paved Outside Shoulder Width L/R	5.00 / 5.00
New Paved Outside Shoulder Width L/R	5.00 / 5.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	T
Rumble Strips ï¿½No. of Sides	0

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	1,302.68	SY	$30.54	$39,783.85
327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	1,222.03	SY	$4.58	$5,596.90
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	67.21	TN	$140.62	$9,451.07
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	48.88	TN	$164.50	$8,040.76
570-1-1	PERFORMANCE TURF	652.56	SY	$1.57	$1,024.52

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	2,529.60	LF	$1.98	$5,008.61
104-11	FLOATING TURBIDITY BARRIER	20.83	LF	$14.21	$295.99
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	20.83	LF	$5.74	$119.56
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	$1,486.86	$1,486.86
104-18	INLET PROTECTION SYSTEM	1.00	EA	$111.14	$111.14
107-1	LITTER REMOVAL	0.50	AC	$45.05	$22.52

107-2	MOWING	0.50 AC	$55.65	$27.83
	Shoulder Component Total			$70,969.59

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	3.75	CY	$1,540.03	$5,775.11
430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD	32.00	LF	$101.98	$3,263.36
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	16.00	LF	$151.96	$2,431.36
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	3.00	EA	$1,663.67	$4,991.01
570-1-1	PERFORMANCE TURF	84.15	SY	$1.57	$132.12
	Drainage Component Total				$16,592.96

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	1.00	AS	$342.58	$342.58
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	5.00	AS	$1,074.52	$5,372.60
700-1-50	SINGLE POST SIGN, RELOCATE	1.00	AS	$285.60	$285.60
700-1-60	SINGLE POST SIGN, REMOVE	5.00	AS	$23.59	$117.95
700-2-13	MULTI- POST SIGN, F&I GM, 21-30 SF	1.00	AS	$4,120.45	$4,120.45
700-2-60	MULTI- POST SIGN, REMOVE	1.00	AS	$571.98	$571.98
	Signing Component Total				$10,811.16

SIGNALIZATIONS COMPONENT

Signalization 1

Description	Value
Type	2 Lane Mast Arm
Multiplier	1
Description	

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	800.00	LF	$9.41	$7,528.00
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	200.00	LF	$19.57	$3,914.00
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	1.00	PI	$5,869.96	$5,869.96
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	12.00	EA	$655.17	$7,862.04
639-1-112	ELECTRICAL POWER SRV,F&I,OH,M,PUR BY CON	1.00	AS	$3,418.90	$3,418.90

639-2-1	ELECTRICAL SERVICE WIRE, F&I	60.00 LF	$5.55	$333.00
649-21-4	STEEL MAST ARM ASSEMBLY, F&I, 40'- 30'	4.00 EA	$46,712.98	$186,851.92
650-1-14	VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W	8.00 AS	$994.58	$7,956.64
653-1-11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY	8.00 AS	$795.44	$6,363.52
660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	8.00 EA	$379.67	$3,037.36
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	8.00 AS	$1,163.23	$9,305.84
665-1-11	PEDESTRIAN DETECTOR, F&I, STANDARD	8.00 EA	$253.08	$2,024.64
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	1.00 AS	$28,855.43	$28,855.43
700-3-101	SIGN PANEL, F&I GM, UP TO 12 SF	4.00 EA	$498.01	$1,992.04

Signalization 2

Description	Value
Type	2 Lane Mast Arm
Multiplier	1
Description	

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	800.00	LF	$9.41	$7,528.00
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	200.00	LF	$19.57	$3,914.00
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	1.00	PI	$5,869.96	$5,869.96
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	12.00	EA	$655.17	$7,862.04
639-1-112	ELECTRICAL POWER SRV,F&I,OH,M,PUR BY CON	1.00	AS	$3,418.90	$3,418.90
639-2-1	ELECTRICAL SERVICE WIRE, F&I	60.00	LF	$5.55	$333.00
649-21-4	STEEL MAST ARM ASSEMBLY, F&I, 40'- 30'	4.00	EA	$46,712.98	$186,851.92
650-1-14	VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W	8.00	AS	$994.58	$7,956.64
653-1-11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY	8.00	AS	$795.44	$6,363.52
660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	8.00	EA	$379.67	$3,037.36
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	8.00	AS	$1,163.23	$9,305.84
665-1-11	PEDESTRIAN DETECTOR, F&I, STANDARD	8.00	EA	$253.08	$2,024.64
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	1.00	AS	$28,855.43	$28,855.43
700-3-101	SIGN PANEL, F&I GM, UP TO 12 SF	4.00	EA	$498.01	$1,992.04
	Signalizations Component Total				$550,626.58

Sequence 7 Total $889,628.28

Sequence: 8 MIS - Miscellaneous Construction **Net Length:** 0.000 MI 0 LF

Description: Base Improvement 7: New Traffic Signal at Intersection of NB and SB Alton Road

SIGNALIZATIONS COMPONENT

Signalization 1

Description	Value
Type	2 Lane Mast Arm
Multiplier	1
Description	

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	800.00	LF	$9.47	$7,576.00
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	200.00	LF	$19.57	$3,914.00
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	1.00	PI	$5,895.63	$5,895.63
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	12.00	EA	$656.74	$7,880.88
639-1-112	ELECTRICAL POWER SRV,F&I,OH,M,PUR BY CON	1.00	AS	$3,530.21	$3,530.21
639-2-1	ELECTRICAL SERVICE WIRE, F&I	60.00	LF	$5.64	$338.40
649-21-4	STEEL MAST ARM ASSEMBLY, F&I, 40'- 30'	4.00	EA	$46,712.98	$186,851.92
650-1-14	VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W	8.00	AS	$994.12	$7,952.96
653-1-11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY	8.00	AS	$794.12	$6,352.96
660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	8.00	EA	$379.67	$3,037.36
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	8.00	AS	$1,207.55	$9,660.40
665-1-11	PEDESTRIAN DETECTOR, F&I, STANDARD	8.00	EA	$256.24	$2,049.92
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	1.00	AS	$29,062.49	$29,062.49
700-3-101	SIGN PANEL, F&I GM, UP TO 12 SF	4.00	EA	$486.94	$1,947.76
	Signalizations Component Total				$276,050.89

Sequence 8 Total $276,050.89

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FDOT Long Range Estimating System - Production

R3: Project Details by Sequence Report

Project: 440228-1-22-01 **Letting Date:** 01/2099

Description: I-195/SR 112 FROM NW 12 AVENUE TO SR 907/ALTON ROAD

District: 06 **County:** 87 MIAMI-DADE **Market Area:** 13 **Units:** English
Contract Class: 4 **Lump Sum Project:** N **Design/Build:** N **Project Length:** 13.660 MI

Project Manager: FONG YEE, SHEREEN

Version 12 Project Grand Total **$28,074,114.54**
Description: Base Improvements 5-29-20 For Internal Use only

Project Sequences Subtotal **$23,077,780.61**

102-1	Maintenance of Traffic	10.00 %	$2,307,778.06
101-1	Mobilization	10.00 %	$2,538,555.87

Project Sequences Total **$27,924,114.54**

Project Unknowns	0.00 %	$0.00
Justification for high %:	Unknowns	
Design/Build	0.00 %	$0.00

Non-Bid Components:

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)		LS	$150,000.00	$150,000.00

Project Non-Bid Subtotal **$150,000.00**

Version 12 Project Grand Total **$28,074,114.54**

SYSTEM ALTERNATIVE

Date: 5/29/2020 2:25:33 PM

FDOT Long Range Estimating System - Production

R3: Project Details by Sequence Report

Project: 440228-1-22-01 **Letting Date:** 01/2099

Description: I-195/SR 112 FROM NW 12 AVENUE TO SR 907/ALTON ROAD

District: 06 **County:** 87 MIAMI-DADE **Market Area:** 13 **Units:** English
Contract Class: 4 **Lump Sum Project:** N **Design/Build:** N **Project Length:** 13.660 MI

Project Manager: FONG YEE, SHEREEN

Version 11 Project Grand Total **$424,491,417.40**
Description: ALT 6 Internal Use Only

Sequence: 2 MIS - Miscellaneous Construction **Net Length:** 3.187 MI
16,828 LF

Description: Bridge New Construction and Retaining Walls

BRIDGES COMPONENT

Bridge 11

Description	**Value**
Estimate Type	SF Estimate
Primary Estimate	YES
Length (LF)	1,561.42
Width (LF)	27.00
Type	High Level
Cost Factor	1.15
Structure No.	
Removal of Existing Structures area	14,298.20
Default Cost per SF	$160.00
Factored Cost per SF	$184.00
Final Cost per SF	**$184.85**
Basic Bridge Cost	**$7,757,134.56**
Description	I-95 SB GP TO I-195 EB GP

Bridge Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING STRUCTURES/BRIDGES	14,298.20	SF	$49.20	$703,471.44
400-2-10	CONC CLASS II, APPROACH SLABS	60.00	CY	$420.63	$25,237.80
415-1-9	REINF STEEL- APPROACH SLABS	10,500.00	LB	$1.02	$10,710.00
	Bridge 11 Total				$8,496,553.80

Bridge 12

Description	**Value**
Estimate Type	SF Estimate
Primary Estimate	YES
Length (LF)	2,200.00
Width (LF)	27.00
Type	High Level

Cost Factor	1.15
Structure No.	
Removal of Existing Structures area	0.00
Default Cost per SF	$160.00
Factored Cost per SF	$184.00
Final Cost per SF	**$184.61**
Basic Bridge Cost	**$10,929,600.00**
Description	I-95 SB EXPRESS LANES TO I-195 EB EXPRESS LANES

Bridge Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-10	CONC CLASS II, APPROACH SLABS	60.00	CY	$420.63	$25,237.80
415-1-9	REINF STEEL- APPROACH SLABS	10,500.00	LB	$1.02	$10,710.00
	Bridge 12 Total				$10,965,547.80

Bridge 13

Description	Value
Estimate Type	SF Estimate
Primary Estimate	YES
Length (LF)	898.00
Width (LF)	27.00
Type	High Level
Cost Factor	1.15
Structure No.	
Removal of Existing Structures area	0.00
Default Cost per SF	$160.00
Factored Cost per SF	$184.00
Final Cost per SF	**$185.48**
Basic Bridge Cost	**$4,461,264.00**
Description	I-195 WB TO I-95 NB EXPRESS LANES

Bridge Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-10	CONC CLASS II, APPROACH SLABS	60.00	CY	$420.63	$25,237.80
415-1-9	REINF STEEL- APPROACH SLABS	10,500.00	LB	$1.02	$10,710.00
	Bridge 13 Total				$4,497,211.80

Bridge 14

Description	Value
Estimate Type	SF Estimate
Primary Estimate	YES
Length (LF)	498.00
Width (LF)	27.00
Type	High Level
Cost Factor	1.15
Structure No.	
Removal of Existing Structures area	0.00
Default Cost per SF	$160.00
Factored Cost per SF	$184.00

Final Cost per SF	**$186.67**
Basic Bridge Cost	**$2,474,064.00**
Description	I-195 WB EXPRESS LANES TO I-95 NB GP

Bridge Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-10	CONC CLASS II, APPROACH SLABS	60.00 CY	$420.63	$25,237.80
415-1-9	REINF STEEL- APPROACH SLABS	10,500.00 LB	$1.02	$10,710.00
	Bridge 14 Total			$2,510,011.80

Bridge 15

Description	**Value**
Estimate Type	SF Estimate
Primary Estimate	YES
Length (LF)	741.00
Width (LF)	27.00
Type	High Level
Cost Factor	1.15
Structure No.	
Removal of Existing Structures area	0.00
Default Cost per SF	$160.00
Factored Cost per SF	$184.00
Final Cost per SF	**$185.80**
Basic Bridge Cost	**$3,681,288.00**
Description	I-195 EB EXPRESS LANES TO I-95 SB GP

Bridge Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-10	CONC CLASS II, APPROACH SLABS	60.00 CY	$420.63	$25,237.80
415-1-9	REINF STEEL- APPROACH SLABS	10,500.00 LB	$1.02	$10,710.00
	Bridge 15 Total			$3,717,235.80

Bridge 16

Description	**Value**
Estimate Type	SF Estimate
Primary Estimate	YES
Length (LF)	1,274.00
Width (LF)	27.00
Type	High Level
Cost Factor	1.15
Structure No.	
Removal of Existing Structures area	0.00
Default Cost per SF	$160.00
Factored Cost per SF	$184.00
Final Cost per SF	**$185.05**
Basic Bridge Cost	**$6,329,232.00**
Description	I-95 SB GP TO I-195 EXPRESS LANES

Bridge Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-10	CONC CLASS II, APPROACH SLABS	60.00	CY	$420.63	$25,237.80
415-1-9	REINF STEEL- APPROACH SLABS	10,500.00	LB	$1.02	$10,710.00
	Bridge 16 Total				$6,365,179.80

Bridge 17

Description	Value
Estimate Type	SF Estimate
Primary Estimate	YES
Length (LF)	9,542.00
Width (LF)	82.00
Type	High Level
Cost Factor	1.15
Structure No.	
Removal of Existing Structures area	0.00
Default Cost per SF	$160.00
Factored Cost per SF	$184.00
Final Cost per SF	**$184.14**
Basic Bridge Cost	**$143,969,696.00**
Description	I-195 EB/WB VIADUCT

Bridge Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-10	CONC CLASS II, APPROACH SLABS	182.22	CY	$414.64	$75,555.70
415-1-9	REINF STEEL- APPROACH SLABS	31,888.50	LB	$1.04	$33,164.04
	Bridge 17 Total				$144,078,415.74
	Bridges Component Total				$180,630,156.54

RETAINING WALLS COMPONENT

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
521-8-3	CONC TRAF RAIL BAR,JCT SLAB,32"V SHP	14,216.00	LF	$277.61	$3,946,503.76

Retaining Wall 1

Description	Value
Length	14,620.00
Begin height	4.00
End Height	25.00
Multiplier	1

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
548-12	RET WALL SYSTEM, PERM, EX BARRIER	211,990.00	SF	$28.95	$6,137,110.50

Retaining Walls Component Total	$10,083,614.26
Sequence 2 Total	$190,713,770.80

ALTERNATIVE A (SHARED-USE PATH)

Date: 5/29/2020 2:09:57 PM

FDOT Long Range Estimating System - Production

R3: Project Details by Sequence Report

Project: 440228-1-22-01 **Letting Date:** 01/2099

Description: I-195/SR 112 FROM NW 12 AVENUE TO SR 907/ALTON ROAD

District: 06 **County:** 87 MIAMI-DADE **Market Area:** 13 **Units:** English
Contract Class: 4 **Lump Sum Project:** N **Design/Build:** N **Project Length:** 13.660 MI

Project Manager: FONG YEE, SHEREEN

Version 11 Project Grand Total **$424,491,417.40**
Description: ALT 6 Internal Use Only

Sequence: 8 MIS - Miscellaneous Construction **Net Length:** 3.373 MI
17,811 LF

Description: Pedestrian Bridge

ROADWAY COMPONENT

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	18,389.00	SY	$8.47	$155,754.83
285-701	OPTIONAL BASE,BASE GROUP 01	18,389.00	SY	$15.75	$289,626.75
334-1-52	SUPERPAVE ASPH CONC, TRAF B, PG76-22	18,389.00	TN	$127.50	$2,344,597.50
521-72-40	SHLDR CONC BARRIER,38" OR 44" HEIGHT	19,109.84	LF	$284.44	$5,435,602.89
	Roadway Component Total				$8,225,581.97

LIGHTING COMPONENT

Conventional Lighting Subcomponent

Description	Value
Spacing	MIN

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	17,811.02	LF	$9.47	$168,670.36
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	3,535.22	LF	$19.57	$69,184.26
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	119.00	EA	$656.74	$78,152.06
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	65,050.72	LF	$2.73	$177,588.47
715-4-13	LIGHT POLE COMPLETE, F&I-STD, 40'	119.00	EA	$6,050.93	$720,060.67
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	119.00	EA	$1,231.08	$146,498.52
	Subcomponent Total				$1,360,154.33
	Lighting Component Total				$1,360,154.34

BRIDGES COMPONENT

Bridge PED

Description		**Value**
Estimate Type		SF Estimate
Primary Estimate		YES
Length (LF)		5,639.59
Width (LF)		14.00
Type		Pedestrian Overpass
Cost Factor		1.15
Structure No.		
Removal of Existing Structures area		0.00
Default Cost per SF		$273.00
Factored Cost per SF		$313.95
Final Cost per SF		**$313.95**
Basic Bridge Cost		**$24,787,689.93**
Description	PEDESTRIAN BRIDGE	

Bridge PED Total	$24,787,689.93
Bridges Component Total	$24,787,689.93
Sequence 8 Total	$34,373,426.24

COST PER MILE ESTIMATES

INTERSECTION IMPROVEMENTS

Date: 5/19/2020 11:13:50 AM

FDOT Long Range Estimating System - Production

R3: Project Details by Sequence Report

Project: ABCDEF-G-HI-01 **Letting Date:** 01/2099

Description: test

District: 04 **County:** 87 MIAMI-DADE - Adjacent **Market Area:** 13 **Units:** English
Contract Class: **Lump Sum Project:** N **Design/Build:** N **Project Length:** 1.000 MI

Project Manager:

Version 1-P Project Grand Total **$4,991,097.12**

Description: test

Sequence: 1 MIS - Miscellaneous Construction **Net Length:** 1.000 MI 5,280 LF

Description: NW 39th Street at NW 10th Avenue - New Signal

SIGNALIZATIONS COMPONENT

Signalization 1

Description	Value
Type	2 Lane Mast Arm
Multiplier	1
Description	

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	800.00	LF	$9.44	$7,552.00
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	200.00	LF	$19.56	$3,912.00
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	1.00	PI	$5,895.63	$5,895.63
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	12.00	EA	$656.74	$7,880.88
639-1-112	ELECTRICAL POWER SRV,F&I,OH,M,PUR BY CON	1.00	AS	$3,418.90	$3,418.90
639-2-1	ELECTRICAL SERVICE WIRE, F&I	60.00	LF	$5.64	$338.40
649-21-4	STEEL MAST ARM ASSEMBLY, F&I, 40'- 30'	3.00	EA	$46,712.98	$140,138.94
650-1-14	VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W	6.00	AS	$994.12	$5,964.72
660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	3.00	EA	$379.67	$1,139.01
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	3.00	AS	$1,207.55	$3,622.65
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	1.00	AS	$28,633.97	$28,633.97
700-3-101	SIGN PANEL, F&I GM, UP TO 12 SF	4.00	EA	$485.06	$1,940.24
	Signalizations Component Total				$210,437.34

Sequence 1 Total $210,437.34

Sequence: 2 WDU - Widen/Resurface, Divided, Urban **Net Length:** 0.062 MI 325 LF

Description: US-1 & NE 36th Street - Lane Additions and relocation of signals

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	10.00 / 10.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.062
Top of Structural Course For Begin Section	102.00
Top of Structural Course For End Section	102.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Existing Front Slope L/R	6 to 1 / 6 to 1
Existing Median Shoulder Cross Slope L/R	4.00 % / 4.00 %
Existing Outside Shoulder Cross Slope L/R	2.00 % / 2.00 %
Front Slope L/R	6 to 1 / 6 to 1
Median Shoulder Cross Slope L/R	4.00 % / 4.00 %
Outside Shoulder Cross Slope L/R	2.00 % / 2.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	0.15	AC	$72,849.34	$10,927.40
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	253.64	CY	$23.28	$5,904.74
	Earthwork Component Total				$16,832.14

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	6
Existing Roadway Pavement Width L/R	36.00 / 34.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Widened Outside Pavement Width L/R	0.00 / 12.00
Widened Inside Pavement Width L/R	0.00 / 0.00
Widened Structural Spread Rate	275
Widened Friction Course Spread Rate	165

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	526.90	SY	$6.70	$3,530.23
285-709	OPTIONAL BASE,BASE GROUP 09	445.59	SY	$27.95	$12,454.24
327-70-5	MILLING EXIST ASPH PAVT, 2" AVG DEPTH	2,529.71	SY	$3.33	$8,423.93
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	208.70	TN	$139.02	$29,013.47
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	59.63	TN	$139.02	$8,289.76
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	101.19	TN	$167.30	$16,929.09
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	35.78	TN	$167.30	$5,985.99

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	N
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	2
Solid Stripe No. of Stripes	4
Skip Stripe No. of Paint Applications	2
Skip Stripe No. of Stripes	4

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-1-1	RAISED PAVMT MARK, TYPE B W/O FINAL SURF	42.00	EA	$6.84	$287.28
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.49	GM	$785.93	$385.11
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.49	GM	$375.08	$183.79
	Roadway Component Total				$85,482.89

SHOULDER COMPONENT

User Input Data

Description	Value
Existing Total Outside Shoulder Width L/R	12.25 / 12.25
New Total Outside Shoulder Width L/R	12.25 / 7.25
Total Outside Shoulder Perf. Turf Width L/R	5.00 / 5.00
Sidewalk Width L/R	5.00 / 0.00

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-10	CONCRETE CURB & GUTTER, TYPE F	325.25	LF	$27.70	$9,009.43
520-1-10	CONCRETE CURB & GUTTER, TYPE F	325.25	LF	$27.70	$9,009.43
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	180.69	SY	$45.18	$8,163.57
570-1-1	PERFORMANCE TURF	361.39	SY	$1.50	$542.08

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	650.50	LF	$1.99	$1,294.50
104-11	FLOATING TURBIDITY BARRIER	6.16	LF	$14.46	$89.07
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	6.16	LF	$5.74	$35.36
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	$1,205.25	$1,205.25
104-18	INLET PROTECTION SYSTEM	3.00	EA	$110.37	$331.11
107-1	LITTER REMOVAL	0.54	AC	$44.00	$23.76
107-2	MOWING	0.54	AC	$53.68	$28.99
	Shoulder Component Total				$29,732.53

MEDIAN COMPONENT

User Input Data

Description	Value

Total Median Width	22.00
Performance Turf Width	5.34

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
570-1-1	PERFORMANCE TURF	192.98	SY	$1.50	$289.47
	Median Component Total				$289.47

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	1.11	CY	$1,540.03	$1,709.43
425-1-351	INLETS, CURB, TYPE P-5, <10'	3.00	EA	$5,727.10	$17,181.30
425-1-451	INLETS, CURB, TYPE J-5, <10'	1.00	EA	$8,318.00	$8,318.00
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	40.00	LF	$107.95	$4,318.00
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	16.00	LF	$155.41	$2,486.56
570-1-1	PERFORMANCE TURF	18.73	SY	$1.50	$28.10
	Drainage Component Total				$34,041.39

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	2.00	AS	$338.43	$676.86
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	1.00	AS	$1,063.37	$1,063.37
700-1-50	SINGLE POST SIGN, RELOCATE	1.00	AS	$290.08	$290.08
700-1-60	SINGLE POST SIGN, REMOVE	2.00	AS	$25.55	$51.10
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	1.00	AS	$4,699.23	$4,699.23
700-2-60	MULTI- POST SIGN, REMOVE	1.00	AS	$573.47	$573.47
	Signing Component Total				$7,354.11

SIGNALIZATIONS COMPONENT

Signalization 1

Description	Value
Type	4 Lane Mast Arm
Multiplier	1
Description	

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	750.00	LF	$9.44	$7,080.00
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	250.00	LF	$19.56	$4,890.00
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	1.00	PI	$5,895.63	$5,895.63
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	16.00	EA	$656.74	$10,507.84

639-1-112	ELECTRICAL POWER SRV,F&I,OH,M,PUR BY CON	1.00 AS	$3,418.90	$3,418.90
639-2-1	ELECTRICAL SERVICE WIRE, F&I	60.00 LF	$5.64	$338.40
649-21-10	STEEL MAST ARM ASSEMBLY, F&I, 60'	4.00 EA	$43,174.63	$172,698.52
650-1-14	VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W	12.00 AS	$994.12	$11,929.44
653-1-11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY	8.00 AS	$794.12	$6,352.96
660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	12.00 EA	$379.67	$4,556.04
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	12.00 AS	$1,207.55	$14,490.60
665-1-11	PEDESTRIAN DETECTOR, F&I, STANDARD	8.00 EA	$256.24	$2,049.92
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	1.00 AS	$28,633.97	$28,633.97
700-3-101	SIGN PANEL, F&I GM, UP TO 12 SF	4.00 EA	$485.06	$1,940.24
	Signalizations Component Total			$274,782.46

Sequence 2 Total $448,514.99

Sequence: 3 NDU - New Construction, Divided, Urban **Net Length:** 0.227 MI 1,200 LF

Description: Displaced Left-Turn conceptat US-1 & NE 38th Street

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	105.00 / 105.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.227
Top of Structural Course For Begin Section	105.00
Top of Structural Course For End Section	105.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Front Slope L/R	6 to 1 / 6 to 1
Median Shoulder Cross Slope L/R	4.00 % / 4.00 %
Outside Shoulder Cross Slope L/R	2.00 % / 2.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	5.78 AC	$72,849.34	$421,069.19
120-6	EMBANKMENT	26,032.72 CY	$23.05	$600,054.20
	Earthwork Component Total			$1,021,123.38

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	6
Roadway Pavement Width L/R	35.00 / 35.00

Structural Spread Rate	330
Friction Course Spread Rate	165

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	10,710.62	SY	$6.70	$71,761.15
285-709	OPTIONAL BASE,BASE GROUP 09	9,334.45	SY	$27.95	$260,897.88
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	1,540.18	TN	$139.02	$214,115.82
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	770.09	TN	$167.30	$128,836.06

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	N
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	2
Solid Stripe No. of Stripes	4
Skip Stripe No. of Paint Applications	2
Skip Stripe No. of Stripes	4

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-1-1	RAISED PAVMT MARK, TYPE B W/O FINAL SURF	153.00	EA	$6.84	$1,046.52
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	1.82	GM	$785.93	$1,430.39
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	1.82	GM	$375.08	$682.65
	Roadway Component Total				$678,770.47

SHOULDER COMPONENT

User Input Data

Description	Value
Total Outside Shoulder Width L/R	12.25 / 12.25
Total Outside Shoulder Perf. Turf Width L/R	5.00 / 5.00
Sidewalk Width L/R	5.00 / 5.00

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-10	CONCRETE CURB & GUTTER, TYPE F	1,200.14	LF	$27.70	$33,243.88
520-1-10	CONCRETE CURB & GUTTER, TYPE F	1,200.14	LF	$27.70	$33,243.88
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	1,333.49	SY	$45.18	$60,247.08
570-1-1	PERFORMANCE TURF	1,333.49	SY	$1.50	$2,000.24

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	2,400.29	LF	$1.99	$4,776.58
104-11	FLOATING TURBIDITY BARRIER	56.82	LF	$14.46	$821.62
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	56.82	LF	$5.74	$326.15

104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	$1,205.25	$1,205.25
104-18	INLET PROTECTION SYSTEM	12.00 EA	$110.37	$1,324.44
107-1	LITTER REMOVAL	5.78 AC	$44.00	$254.32
107-2	MOWING	5.78 AC	$53.68	$310.27
	Shoulder Component Total			$137,753.70

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	14.00
Performance Turf Width	5.34

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-7	CONCRETE CURB & GUTTER, TYPE E	2,400.29	LF	$22.79	$54,702.61
520-5-16	TRAF SEP CONC-TYPE I, 8.5' WIDE	1,680.00	LF	$76.90	$129,192.00
570-1-1	PERFORMANCE TURF	712.09	SY	$1.50	$1,068.14
	Median Component Total				$184,962.75

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	4.09	CY	$1,540.03	$6,298.72
425-1-351	INLETS, CURB, TYPE P-5, <10'	9.00	EA	$5,727.10	$51,543.90
425-1-451	INLETS, CURB, TYPE J-5, <10'	3.00	EA	$8,318.00	$24,954.00
425-1-521	INLETS, DT BOT, TYPE C, <10'	2.00	EA	$3,644.82	$7,289.64
425-2-41	MANHOLES, P-7, <10'	2.00	EA	$5,243.23	$10,486.46
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	608.00	LF	$107.95	$65,633.60
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	56.00	LF	$155.41	$8,702.96
430-175-148	PIPE CULV, OPT MATL, ROUND, 48"S/CD	1,144.00	LF	$252.66	$289,043.04
570-1-1	PERFORMANCE TURF	69.10	SY	$1.50	$103.65
	Drainage Component Total				$464,055.97

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	6.00	AS	$338.43	$2,030.58
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	1.00	AS	$1,063.37	$1,063.37
700-2-15	MULTI- POST SIGN, F&I GM, 51-100 SF	1.00	AS	$6,727.25	$6,727.25
700-2-16	MULTI- POST SIGN, F&I GM, 101-200 SF	1.00	AS	$10,213.94	$10,213.94

Signing Component Total	$20,035.14

SIGNALIZATIONS COMPONENT

Signalization 1

Description	Value
Type	2 Lane Mast Arm
Multiplier	1
Description	

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	800.00	LF	$9.44	$7,552.00
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	200.00	LF	$19.56	$3,912.00
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	1.00	PI	$5,895.63	$5,895.63
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	12.00	EA	$656.74	$7,880.88
639-1-112	ELECTRICAL POWER SRV,F&I,OH,M,PUR BY CON	1.00	AS	$3,418.90	$3,418.90
639-2-1	ELECTRICAL SERVICE WIRE, F&I	60.00	LF	$5.64	$338.40
649-21-4	STEEL MAST ARM ASSEMBLY, F&I, 40'- 30'	4.00	EA	$46,712.98	$186,851.92
650-1-14	VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W	8.00	AS	$994.12	$7,952.96
653-1-11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY	8.00	AS	$794.12	$6,352.96
660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	8.00	EA	$379.67	$3,037.36
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	8.00	AS	$1,207.55	$9,660.40
665-1-11	PEDESTRIAN DETECTOR, F&I, STANDARD	8.00	EA	$256.24	$2,049.92
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	1.00	AS	$28,633.97	$28,633.97
700-3-101	SIGN PANEL, F&I GM, UP TO 12 SF	4.00	EA	$485.06	$1,940.24

Signalization 2

Description	Value
Type	2 Lane Mast Arm
Multiplier	2
Description	

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	1,600.00	LF	$9.44	$15,104.00
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	400.00	LF	$19.56	$7,824.00
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	2.00	PI	$5,895.63	$11,791.26
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	24.00	EA	$656.74	$15,761.76
639-1-112	ELECTRICAL POWER SRV,F&I,OH,M,PUR BY CON	2.00	AS	$3,418.90	$6,837.80
639-2-1	ELECTRICAL SERVICE WIRE, F&I	120.00	LF	$5.64	$676.80
649-21-4	STEEL MAST ARM ASSEMBLY, F&I, 40'- 30'	8.00	EA	$46,712.98	$373,703.84
650-1-14	VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W	16.00	AS	$994.12	$15,905.92
653-1-11	PEDESTRIAN SIGNAL, F&I LED	16.00	AS	$794.12	$12,705.92

	COUNT, 1 WAY			
660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	16.00 EA	$379.67	$6,074.72
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	16.00 AS	$1,207.55	$19,320.80
665-1-11	PEDESTRIAN DETECTOR, F&I, STANDARD	16.00 EA	$256.24	$4,099.84
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	2.00 AS	$28,633.97	$57,267.94
700-3-101	SIGN PANEL, F&I GM, UP TO 12 SF	8.00 EA	$485.06	$3,880.48
	Signalizations Component Total			$826,432.62

LIGHTING COMPONENT

Conventional Lighting Subcomponent

Description	**Value**
Spacing	MIN

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	1,200.14	LF	$9.44	$11,329.32
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	238.21	LF	$19.56	$4,659.39
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	8.00	EA	$656.74	$5,253.92
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	4,383.25	LF	$2.73	$11,966.27
715-4-13	LIGHT POLE COMPLETE, F&I-STD, 40'	8.00	EA	$6,050.93	$48,407.44
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	8.00	EA	$1,231.08	$9,848.64
	Subcomponent Total				$91,464.98
	Lighting Component Total				$91,464.98

Sequence 3 Total $3,424,599.01

Date: 5/19/2020 11:13:51 AM

FDOT Long Range Estimating System - Production

R3: Project Details by Sequence Report

Project: ABCDEF-G-HI-01 **Letting Date:** 01/2099

Description: test

District: 04 **County:** 87 MIAMI-DADE - Adjacent **Market Area:** 13 **Units:** English

Contract Class: **Lump Sum Project:** N **Design/Build:** N **Project Length:** 1.000 MI

Project Manager:

Version 1-P Project Grand Total **$4,991,097.12**

Description: test

Project Sequences Subtotal			**$4,083,551.34**
102-1	Maintenance of Traffic	10.00 %	$408,355.13
101-1	Mobilization	10.00 %	$449,190.65

Project Sequences Total		**$4,941,097.12**
Project Unknowns	0.00 %	$0.00
Design/Build	0.00 %	$0.00

Non-Bid Components:

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)		LS	$50,000.00	$50,000.00
Project Non-Bid Subtotal					**$50,000.00**
Version 1-P Project Grand Total					**$4,991,097.12**

Note: The LRE was performed at a few locations for the lane additions and signal relocations and derived cost at locations or intersections not calculated in this PDF.

Date: 6/23/2020 8:54:26 AM

FDOT Long Range Estimating System - Production

R3: Project Details by Sequence Report

Project: ABCDEF-1-DF-01 **Letting Date:** 01/2099

Description: I-195 Intersection improvement # 2

District: 04 **County:** 87 MIAMI-DADE - Adjacent **Market Area:** 13 **Units:** English
Contract Class: **Lump Sum Project:** N **Design/Build:** N **Project Length:** 0.056 MI

Project Manager:

Version 1-P Project Grand Total **$4,981,490.38**
Description: I-195 Intersection improvement # 2 - N Miami Ave at I-195 WB On-Ramp

Sequence: 1 WUU - Widen/Resurface, Undivided, Urban **Net Length:** 0.056 MI
296 LF

Description:

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	19.00 / 19.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.056
Top of Structural Course For Begin Section	102.00
Top of Structural Course For End Section	102.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Existing Front Slope L/R	6 to 1 / 6 to 1
Existing Outside Shoulder Cross Slope L/R	2.00 % / 2.00 %
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	2.00 % / 2.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	0.26 AC	$71,418.84	$18,568.90
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	58.48 CY	$23.28	$1,361.41
	Earthwork Component Total			$19,930.31

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	5
Existing Roadway Pavement Width L/R	24.00 / 33.00
Structural Spread Rate	165
Friction Course Spread Rate	80
Widened Outside Pavement Width L/R	9.00 / 11.00

Widened Structural Spread Rate	275
Widened Friction Course Spread Rate	165

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	826.59	SY	$6.87	$5,678.67
285-709	OPTIONAL BASE,BASE GROUP 09	678.75	SY	$26.57	$18,034.39
327-70-5	MILLING EXIST ASPH PAVT, 2" AVG DEPTH	1,872.64	SY	$3.32	$6,217.16
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	154.49	TN	$139.95	$21,620.88
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	90.35	TN	$139.95	$12,644.48
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	74.91	TN	$167.30	$12,532.44
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	54.21	TN	$167.30	$9,069.33

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	N
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	2
Solid Stripe No. of Stripes	4
Skip Stripe No. of Paint Applications	2
Skip Stripe No. of Stripes	4

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-1-1	RAISED PAVMT MARK, TYPE B W/O FINAL SURF	45.00	EA	$6.97	$313.65
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.45	GM	$785.18	$353.33
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.45	GM	$374.79	$168.66
	Roadway Component Total				$86,633.00

SHOULDER COMPONENT

User Input Data

Description	Value
Existing Total Outside Shoulder Width L/R	12.25 / 12.25
New Total Outside Shoulder Width L/R	12.25 / 12.25
Total Outside Shoulder Perf. Turf Width L/R	5.00 / 5.00
Sidewalk Width L/R	5.00 / 5.00

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-10	CONCRETE CURB & GUTTER, TYPE F	295.68	LF	$27.71	$8,193.29
520-1-10	CONCRETE CURB & GUTTER, TYPE F	295.68	LF	$27.71	$8,193.29
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	328.53	SY	$45.25	$14,865.98

570-1-1	PERFORMANCE TURF	328.53 SY	$1.50	$492.80

Erosion Control

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	591.36 LF	$1.99	$1,176.81
104-11	FLOATING TURBIDITY BARRIER	5.60 LF	$14.45	$80.92
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	5.60 LF	$5.74	$32.14
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	$1,205.25	$1,205.25
104-18	INLET PROTECTION SYSTEM	3.00 EA	$110.99	$332.97
107-1	LITTER REMOVAL	0.26 AC	$44.09	$11.46
107-2	MOWING	0.26 AC	$53.76	$13.98
	Shoulder Component Total			$34,598.89

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
425-1-351	INLETS, CURB, TYPE P-5, <10'	3.00 EA	$5,710.18	$17,130.54
425-1-451	INLETS, CURB, TYPE J-5, <10'	1.00 EA	$8,318.00	$8,318.00
425-1-521	INLETS, DT BOT, TYPE C, <10'	1.00 EA	$3,644.82	$3,644.82
425-2-41	MANHOLES, P-7, <10'	1.00 EA	$5,243.23	$5,243.23
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	112.00 LF	$107.95	$12,090.40
430-175-148	PIPE CULV, OPT MATL, ROUND, 48"S/CD	280.00 LF	$252.66	$70,744.80
570-1-1	PERFORMANCE TURF	17.02 SY	$1.50	$25.53
	Drainage Component Total			$117,197.32

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	2.00 AS	$338.27	$676.54
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	1.00 AS	$1,067.96	$1,067.96
700-1-50	SINGLE POST SIGN, RELOCATE	1.00 AS	$289.73	$289.73
700-1-60	SINGLE POST SIGN, REMOVE	2.00 AS	$25.58	$51.16
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	1.00 AS	$4,915.21	$4,915.21
700-2-60	MULTI- POST SIGN, REMOVE	1.00 AS	$606.29	$606.29
	Signing Component Total			$7,606.89

BRIDGES COMPONENT

Bridge 1

Description	Value
Estimate Type	Detailed Estimate
Primary Estimate	YES

Structure No.	
Geographic District	04
Segment Count	1
Bridge Length (LF)	175.00
Average Bridge Width (LF)	120.00
Average Skew Angle	0.00
Construction Type	New/Replacement
Typical Section	Rural Undivided
Sidewalk Width Left	0.00
Sidewalk Width Right	0.00
Concrete Traffic Railing	Left/Right
Pedestrian/Bicycle Railing	
Total Design Load Demand Weight	13,300
Final Bridge Cost	**$2,943,917.47**
Calculated Final Cost per SF	**$140.19**

Description

Bridge Deck and Approach Slab Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING STRUCTURES/BRIDGES	16,200.00	SF	$53.44	$865,728.00
400-2-10	CONC CLASS II, APPROACH SLABS	270.50	CY	$414.64	$112,160.12
400-9	BRIDGE DECK GROOV &PLANING, DECK 8.5" GR	2,386.67	SY	$13.00	$31,026.71
415-1-9	REINF STEEL- APPROACH SLABS	51,600.00	LB	$1.04	$53,664.00
521-5-4	CONC TRAF RAIL- BRG, 32" VERT FACE	235.00	LF	$141.19	$33,179.65
521-5-4	CONC TRAF RAIL- BRG, 32" VERT FACE	235.00	LF	$141.19	$33,179.65

BRIDGE SEGMENTS

Segment 2

Segment Position	First/Last
Segment Over	Land
Segment Length (LF)	175
Segment Width (LF)	120
Average Clearance (LF)	16.5
End Bent Fill Height (LF)	18
Average Pile Length (LF)	75
No. of Intermediate Supports	0
Superstructure / Beam Type	I-Beam
Substructure / Pier Type	Multi Columns
Foundation Type	Pre-stressed Sq. Piles 18"
Design Load Demand Weight	13,300
Total Segment Cost	**$2,680,707.34**

Segment 2 Superstructure, Substructure and Foundation Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-4	CONC CLASS II, BRIDGE SUPERSTRUCTURE	679.47	CY	$859.54	$584,031.64
400-4-5	CONC CLASS IV, SUBSTRUCTURE	199.20	CY	$1,174.43	$233,946.46
400-147	COMPOSITE NEOPRENE PADS	24.78	CF	$914.59	$22,663.54

415-1-4	REINF STEEL-SUPERSTRUCTURE	156,278.10 LB	$1.05	$164,092.00
415-1-5	REINF STEEL- SUBSTRUCTURE	42,828.00 LB	$1.07	$45,825.96
450-2-78	PREST BEAMS: FLORIDA-I BEAM 78"	3,675.00 LF	$334.82	$1,230,463.50
455-34-3	PRESTRESSED CONCRETE PILING, 18" SQ	2,008.80 LF	$174.52	$350,575.78
455-143-3	TEST PILES-PREST CONCRETE,18" SQ	223.20 LF	$220.02	$49,108.46
	Bridge 1 Total			$3,809,645.47
	Bridges Component Total			$3,809,645.47
Sequence 1 Total				$4,075,611.88

Date: 6/23/2020 8:54:26 AM

FDOT Long Range Estimating System - Production

R3: Project Details by Sequence Report

Project: ABCDEF-1-DF-01 **Letting Date:** 01/2099

Description: I-195 Intersection improvement # 2

District: 04 **County:** 87 MIAMI-DADE - Adjacent **Market Area:** 13 **Units:** English

Contract Class: **Lump Sum Project:** N **Design/Build:** N **Project Length:** 0.056 MI

Project Manager:

Version 1-P Project Grand Total **$4,981,490.38**

Description: I-195 Intersection improvement # 2

Project Sequences Subtotal			**$4,075,611.88**
102-1	Maintenance of Traffic	10.00 %	$407,561.19
101-1	Mobilization	10.00 %	$448,317.31
Project Sequences Total			**$4,931,490.38**
Project Unknowns		0.00 %	$0.00
Design/Build		0.00 %	$0.00

Non-Bid Components:

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)		LS	$50,000.00	$50,000.00
Project Non-Bid Subtotal					**$50,000.00**
Version 1-P Project Grand Total					**$4,981,490.38**

APPENDIX G: REFINED BUILD CONCEPT OPERATIONAL ANALYSIS

- INTERSECTIONS SYNCHRO ANALYSIS

INTERSECTIONS SYNCHRO ANALYSIS SUMMARY

2045 Build Versus No-Build Conditions Intersection Traffic Operations Summary

Intersection	Lane Group	Movement	Future No-Build Conditions (2045) AM PEAK Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft)[1]	PM PEAK Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft)[1]	Future Build Conditions (2045) AM PEAK Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft)[1]	PM PEAK Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft)[1]	Future Build Conditons vs No-Build Conditions AM PEAK Delay % Δ	Δ LOS	Δ v/c	Δ 95% Queue (ft)[1]	PM PEAK Delay % Δ	Δ LOS	Δ v/c	Δ 95% Queue (ft)[1]
ID: 3 NW 12th Avenue at NW 40th Street	WB	L	223	34.3	C	0.61	112	136	39.7	D	0.57	93	223	34.3	C	0.61	112	136	39.7	D	0.57	93	0.0%	Same	0%	0%	0%	Same	0%	0%
		T	26	33.9	C	0.59	92	40	39.1	D	0.56	94	26	33.9	C	0.59	92	40	39.1	D	0.56	94	0%	Same	0%	0%	0%	Same	0%	0%
		R	62	28.2	C	0.06	6	66	34.3	C	0.07	12	62	28.2	C	0.06	6	66	34.3	C	0.07	12	0%	Same	0%	-	0%	Same	0%	0%
		Appr	-	32.9	C	-	-	-	37.9	D	-	-	-	32.9	C	-	-	-	37.9	D	-	-	0%	Same	-	-	0%	Same	-	-
	NB	L	68	31.7	C	0.38	45	105	3.3	A	0.26	17	68	28.1	C	0.38	49	105	3.3	A	0.26	17	-11%	Same	0%	9%	0%	Same	0%	0%
		T	868	16.4	B	0.39	227	1768	6.2	A	0.75	188	868	10.8	B	0.39	212	1768	5.9	A	0.75	176	-34%	Same	0%	-7%	-5%	Same	0%	-6%
		Appr	-	17.7	B	-	-	-	6.0	A	-	-	-	12.3	B	-	-	-	5.8	A	-	-	-31%	Same	-	-	-3%	Same	-	-
	SB	TR	1209	16.0	B	0.72	458	734	10.1	B	0.39	191	1209	16.0	B	0.72	458	734	10.1	B	0.39	191	0%	Same	0%	0%	0%	Same	0%	0%
		Appr	-	16.0	B	-	-	-	10.1	B	-	-	-	16.0	B	-	-	-	10.1	B	-	-	0%	Same	-	-	0%	Same	-	-
	Intersection			**19.0**	**B**	-	-		**10.4**	**B**	-	-		**17.0**	**B**	-	-		**10.2**	**B**	-	-	**-11%**	**Same**	-	-	**-2%**	**Same**	-	-
ID: 4 NW 12th Avenue at NW 39th Street	EB	L	131	14.8	B	0.23	78	296	48.8	D	0.87	291	131	18.2	B	0.27	80	296	48.0	D	0.85	**291**	23%	Same	17%	3%	-2%	Same	-2%	0%
		T	183	15.4	B	0.31	106	103	29.2	C	0.30	95	183	31.7	C	0.82	252	103	30.5	C	0.48	143	106%	Lower	165%	138%	4%	Same	60%	51%
		R	620	69.8	**F**	1.04	508	252	42.9	D	0.80	139	620	25.5	C	0.70	242	252	28.2	C	0.23	78	-63%	Better	-33%	-52%	-34%	Better	-71%	-44%
		Appr	-	49.4	D	-	-	-	43.3	D	-	-	-	27.1	C	-	-	-	37.9	D	-	-	-45%	Better	-	-	-12%	Same	-	-
	NB	TR	842	54.5	D	0.94	**374**	1642	40.0	D	0.96	744	842	28.8	C	0.80	**361**	1642	44.7	D	1.00	**744**	-47%	Better	-15%	-3%	12%	Same	4%	0%
		Appr	-	54.5	D	-	-	-	40.0	D	-	-	-	28.8	C	-	-	-	44.7	D	-	-	-47%	Better	-	-	12%	Same	-	-
	SB	L	59	19.6	B	0.39	11	55	20.5	C	0.49	36	59	12.0	B	0.41	11	55	44.7	D	0.48	36	-39%	Same	5%	0%	118%	Lower	-2%	0%
		T	1357	30.5	**F**	1.02	**555**	791	0.5	A	0.39	93	1357	19.4	B	0.89	**543**	791	6.2	A	0.40	93	-36%	Better	-13%	-2%	1140%	Same	3%	0%
		Appr	-	30.0	C	-	-	-	2.3	A	-	-	-	19.0	B	-	-	-	9.7	A	-	-	-37%	Better	-	-	322%	Same	-	-
	Intersection			**42.5**	**D**	-	-		**30.3**	**C**	-	-		**24.1**	**C**	-	-		**33.6**	**C**	-	-	**-43%**	**Better**	-	-	**11%**	**Same**	-	-
ID: 68 NW 10th Avenue at NW 39th Street	EB	LT	191	231.1	**F**	1.34	367.5	151	422.9	**F**	1.75	430	191	31.3	C	0.78	168	151	35.4	D	0.79	127	-86%	Better	-42%	-54%	-92%	Better	-55%	-70%
		R	88	15.2	C	0.22	20	72	10.5	B	0.12	10	88	25.8	C	0.35	32	72	28.3	C	0.35	28	70%	Same	58%	60%	170%	Lower	194%	180%
		Appr	-	170.7	**F**	-	-	-	308.4	**F**	-	-	-	29.8	C	-	-	-	33.4	C	-	-	-83%	Better	-	-	-89%	Better	-	-
	NB	T	362	-	-	-	-	834	-	-	-	-	362	5.3	A	0.36	140	834	14.2	B	0.84	413	-	Lower	-	-	-	Lower	-	-
		R	222	-	-	-	-	169	-	-	-	-	222	4.6	A	0.23	26	169	4.1	A	0.3	19	-	Lower	-	-	-	Lower	-	-
		Appr	-	-	-	-	-	-	-	-	-	-	-	5.0	A	-	-	-	12.2	B	-	-	-	Lower	-	-	-	Lower	-	-
	SB	L	33	8.4	A	0.04	2.5	22	11.1	B	0.05	5	33	6.6	A	0.08	18	22	22.1	C	0.15	14	-21%	Same	105%	16	99%	Lower	188%	180%
		T	628	-	-	-	-	261	-	-	-	-	628	6.8	A	0.52	287	261	3.9	A	0.22	81	-	Lower	-	-	-	Lower	-	-
		Appr	-	0.5	A	-	-	-	1.1	A	-	-	-	6.8	A	-	-	-	5.7	A	-	-	1260%	Same	-	-	418%	Same	-	-
	Intersection			**34.6**	**D**	-	-		**48.2**	**E**	-	-		**10.7**	**B**	-	-		**14.4**	**B**	-	-	**-69%**	**Better**	-	-	**-70%**	**Better**	-	-

2045 Build Versus No-Build Conditions Intersection Traffic Operations Summary

Intersection	Lane Group	Movement	Future No-Build Conditions (2045) AM PEAK Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft)[1]	PM PEAK Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft)[1]	Future Build Conditions (2045) AM PEAK Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft)[1]	PM PEAK Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft)[1]	Future Build Conditons vs No-Build Conditions AM PEAK Delay % Δ	Δ LOS	Δ v/c	Δ 95% Queue (ft)[1]	PM PEAK Delay % Δ	Δ LOS	Δ v/c	Δ 95% Queue (ft)[1]
ID: 37 N Miami Avenue at NE 36th Street	EB	L	223	141.0	F	1.08	464	199	168.5	F	1.18	382	258	100.2	F	0.89	**238**	231	185.2	F	1.17	**247**	-29%	Same	-18%	-49%	10%	Same	-1%	-35%
		TR	773	87.4	F	0.90	704	938	95.9	F	1.02	778	738	80.4	F	0.85	**654**	906	144.6	F	1.15	**737**	-8%	Same	-6%	-7%	51%	Same	13%	-5%
		Appr	-	99.9	F	-	-	-	107.2	F	-	-	-	85.8	F	-	-	-	151.7	F	-	-	-14%	Same	-	-	42%	Same	-	-
	WB	L	223	218.1	F	1.32	426	163	185.8	F	1.23	263	190	83.8	F	0.94	**282**	146	198.7	F	1.29	**247**	-62%	Same	-29%	-34%	7%	Same	5%	-6%
		T	597	266.5	F	1.42	1366	850	385.3	F	1.73	**1645**	507	71.3	E	0.55	385	760	66.1	E	0.94	498	-73%	Better	-61%	-72%	-83%	Better	-46%	-70%
		R	247	51.9	D	0.71	245	301	41.0	D	0.63	281	243	47.9	D	0.59	215	315	57.1	E	0.82	316	-8%	Same	-17%	-	39%	Lower	30%	12%
		Appr	-	190.7	F	-	-	-	276.9	F	-	-	-	66.3	E	-	-	-	81.9	F	-	-	-65%	Better	-	-	-70%	Same	-	-
	NB	L	33	43.2	D	0.38	102	82	47.2	D	0.63	192	33	50.1	D	0.39	**93**	82	177.9	F	1.08	**217**	16%	Same	3%	-9%	277%	Lower	71%	13%
		T	1148	85.5	F	1.02	866	1580	145.8	F	1.21	1203	1330	93.4	F	1.02	**775**	1835	48.3	D	0.92	**809**	9%	Same	0%	-11%	-67%	Better	-24%	-33%
		R	113	37.4	D	0.24	67	113	30.4	C	0.25	44	113	104.0	F	1.03	-	113	55.7	E	0.93	-	178%	Lower	329%	-	83%	Lower	272%	-
		Appr	-	79.6	E	-	-	-	130.9	F	-	-	-	95.6	F	-	-	-	57.3	E	-	-	20%	Lower	-	-	-56%	Better	-	-
	SB	L	484	490.8	F	1.96	**1162**	271	328.7	F	1.60	**568**	327	116.8	F	1.09	**638**	141	140.7	F	1.11	**289**	-76%	Same	-44%	-45%	-57%	Same	-31%	-49%
		TR	1456	6.7	A	0.88	919	1335	6.7	A	0.90	705	1366	6.1	A	0.85	860	1276	35.1	D	0.83	619	-9%	Same	-3%	-6%	424%	Lower	-8%	-12%
		Appr	-	126.9	F	-	-	-	10.5	B	-	-	-	27.0	C	-	-	-	44.3	D	-	-	-79%	Better	-	-	322%	Lower	-	-
	Intersection			**125.1**	F	-	-		**142.6**	F	-	-		**66.0**	E	-	-		**78.5**	E	-	-	**-47%**	**Better**	-	-	**-45%**	**Better**	-	-
ID: 36 N Miami Avenue at I-195 EB Off-Ramp	EB	L	648	73.1	E	0.98	765	678	79.2	E	1.00	703	486	51.5	D	0.63	483	528	50.3	D	0.72	412	-30%	Better	-36%	-37%	-36%	Better	-28%	-41%
		R	988	93.4	F	1.01	942	852	69.5	E	0.90	671	740	52.6	D	0.65	519	663	47.0	D	0.63	358	-44%	Better	-36%	-45%	-32%	Better	-30%	-47%
		Appr	-	79.6	E	-	-	-	76.1	E	-	-	-	48.5	D	-	-	-	43.9	D	-	-	-39%	Better	-	-	-42%	Better	-	-
	NB	T	1619	41.9	D	0.91	1026	2080	66.3	E	1.05	1370	1875	50.0	D	0.89	859	2415	72.5	E	1.06	**1023**	19%	Same	-2%	-16%	9%	Same	1%	-25%
		Appr	-	41.9	D	-	-	-	66.3	E	-	-	-	50.0	D	-	-	-	72.5	E	-	-	19%	Same	-	-	9%	Same	-	-
	SB	L	-	-	-	-	-	-	-	-	-	-	256	183.3	F	1.25	**236**	335	234.6	F	1.39	**418**	-	-	-	-	-	-	-	-
		T	952	24.9	C	0.52	426	754	1.4	A	0.41	8	952	37.0	D	0.66	309	754	28.3	C	0.60	**224**	49%	Lower	27%	-27%	1921%	Lower	46%	2700%
		Appr	-	24.9	C	-	-	-	1.4	A	-	-	-	68.5	E	-	-	-	90.3	F	-	-	175%	Lower	-	-	6350%	Lower	-	-
	Intersection			**53.3**	D	-	-		**58.1**	E	-	-		**54.6**	D	-	-		**69.5**	E	-	-	**2%**	**Same**	-	-	**20%**	**Same**	-	-
ID: 35 N Miami Avenue at NW 38th Street/I-195 WB On-Ramp	WB	L	-	-	-	-	-	-	-	-	-	-	352	274.8	F	1.46	456	360	87.0	F	0.99	478	-	-	-	-	-	-	-	-
		LTR	233	157.4	F	1.10	559	283	92.9	F	0.96	472	558	347.2	F	1.62	**1597**	607	642.8	F	2.30	**1565**	121%	Same	47%	186%	592%	Same	140%	232%
		Appr	-	157.4	F	-	-	-	92.9	F	-	-	-	312.6	F	-	-	-	474.5	F	-	-	99%	Same	-	-	411%	Same	-	-
	NB	L	444	150.9	F	1.14	417	720	336.1	F	1.61	706	413	222.9	F	1.20	**473**	670	207.4	F	1.26	**506**	48%	Same	5%	13%	-38%	Same	-22%	-28%
		TR	1823	15.1	B	0.80	795	2038	15.1	B	0.89	530	1695	103.1	F	1.15	**1488**	1928	102.7	F	1.18	**1090**	583%	Lower	44%	87%	580%	Lower	33%	106%
		Appr	-	40.1	D	-	-	-	104.5	F	-	-	-	123.9	F	-	-	-	129.4	F	-	-	209%	Lower	-	-	24%	Same	-	-
	SB	TR	1871	190.3	F	1.32	1631	1603	253.8	F	1.65	1418	1871	101.7	F	1.08	**1145**	1603	60.9	E	0.91	**776**	-47%	Same	-18%	-30%	-76%	Better	-45%	-45%
		Appr	-	190.3	F	-	-	-	253.8	F	-	-	-	101.7	F	-	-	-	60.9	E	-	-	-47%	Same	-	-	-76%	Better	-	-
	Intersection			**112.2**	F	-	-		**155.8**	F	-	-		**170.4**	F	-	-		**197.3**	F	-	-	**52%**	**Same**	-	-	**27%**	**Same**	-	-

2045 Build Versus No-Build Conditions Intersection Traffic Operations Summary

Intersection	Lane Group	Movement	Future No-Build Conditions (2045) AM PEAK Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft)[1]	PM PEAK Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft)[1]	Future Build Conditions (2045) AM PEAK Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft)[1]	PM PEAK Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft)[1]	Future Build Conditons vs No-Build Conditions AM PEAK Delay % Δ	Δ LOS	Δ v/c	Δ 95% Queue (ft)[1]	PM PEAK Delay % Δ	Δ LOS	Δ v/c	Δ 95% Queue (ft)[1]
ID: 39 NE 36th Street at NE 1st Avenue	EB	L	33	12.2	B	0.09	7.5	82	15.0	C	0.22	20	33	52.5	D	0.24	48	82	41.8	D	0.55	**151**	330%	Lower	179%	540%	179%	Lower	148%	655%
		TR	1281	-	-	-	-	1015	-	-	-	-	1110	37.2	D	0.69	589	860	20.3	C	0.55	315	-	Lower	-	-	-	Lower	-	-
		Appr	-	0.4	A	-	-	-	1.2	A	-	-	-	37.8	D	-	-	-	22.3	C	-	-	9350%	Lower	-	-	1758%	Lower	-	-
	WB	L	22	14.0	B	0.18	17.5	137	14.9	B	0.35	37.5	19	67.4	E	0.54	23	125	40.8	D	0.71	**191**	381%	Lower	200%	31%	174%	Lower	106%	409%
		TR	1017	-	-	-	-	1266	-	-	-	-	836	34.8	C	0.59	416	1112	22.0	C	0.65	419	-	Lower	-	-	-	Lower	-	-
		Appr	-	0.9	A	-	-	-	1.8	A	-	-	-	37.1	D	-	-	-	24.4	C	-	-	4022%	Lower	-	-	1256%	Lower	-	-
	NB	LTR	130	Error	F	-	-	512	Error	F	-	-	130	30.6	C	0.25	162	512	86.2	F	1.05	**704**	-	Better	-	-	-	Same	-	-
		Appr	-	Error	F	-	-	-	Error	F	-	-	-	30.6	C	-	-	-	86.2	F	-	-	-	Better	-	-	-	Same	-	-
	SB	LTR	131	Error	F			114	Error	F			131	32.1	C	0.32	47	114	29.6	C	0.47	66	-	Better	-	-	-	Better	-	-
		Appr	-	Error	F	-	-	-	Error	F	-	-	-	32.1	C	-	-	-	29.6	C	-	-	-	Better	-	-	-	Better	-	-
	Intersection			**0.6**		-	-		**1.2**		-	-		**36.5**	**D**	-	-		**36.7**	**D**	-	-	-	-	-	-	-	-	-	-
ID: 38 NE 38th Street at NE 1st Avenue	EB	LTR	271	23.0	C	0.68	127.5	216	23.0	C	0.65	117.5	271	23.0	C	0.68	127.5	216	23.0	C	0.65	117.5	0%	Same	0%	0%	0%	Same	0%	0%
		Appr	-	23.0	C	-	-	-	23.0	C	-	-	-	23.0	C	-	-	-	23.0	C	-	-	0%	Same	-	-	0%	Same	-	-
	WB	LTR	154	16.0	C	0.45	57.5	225	18.6	C	0.54	80	154	16.0	C	0.45	57.5	225	18.6	C	0.54	80	0%	Same	0%	0%	0%	Same	0%	0%
		Appr	-	16.0	C	-	-	-	18.6	C	-	-	-	16.0	C	-	-	-	18.6	C	-	-	0%	Same	-	-	0%	Same	-	-
	NB	LTR	188	17.1	C	0.52	72.5	301	31.1	D	0.79	182.5	188	17.1	C	0.52	72.5	301	31.1	D	0.79	182.5	0%	Same	0%	0%	0%	Same	0%	0%
		Appr	-	17.1	C	-	-	-	31.1	D	-	-	-	17.1	C	-	-	-	31.1	D	-	-	0%	Same	-	-	0%	Same	-	-
	SB	LTR	262	22.5	C	0.67	127.5	195	19.4	C	0.58	87.5	262	22.5	C	0.67	127.5	195	19.4	C	0.58	87.5	0%	Same	0%	0%	0%	Same	0%	0%
		Appr	-	22.5	C	-	-	-	19.4	C	-	-	-	22.5	C	-	-	-	19.4	C	-	-	0%	Same	-	-	0%	Same	-	-
	Intersection			**20.3**	**C**	-	-		**23.9**	**C**	-	-		**20.3**	**C**	-	-		**23.9**	**C**	-	-	**0%**	**Same**	-	-	**0%**	**Same**	-	-

2045 Build Versus No-Build Conditions Intersection Traffic Operations Summary

Intersection	Lane Group	Movement	Future No-Build Conditions (2045) AM PEAK Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft)[1]	PM PEAK Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft)[1]	Future Build Conditions (2045) AM PEAK Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft)[1]	PM PEAK Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft)[1]	Future Build Conditons vs No-Build Conditions AM PEAK Delay % Δ	Δ LOS	Δ v/c	Δ 95% Queue (ft)[1]	PM PEAK Delay % Δ	Δ LOS	Δ v/c	Δ 95% Queue (ft)[1]
ID: 42 NE 36th Street at NE 2nd Avenue and Federal Highway	EB	L	185	276.8	F	1.44	421	308	611.7	F	2.20	**764**	163	127.8	F	1.07	**273**	236	201.8	F	1.28	**416**	-54%	Same	-26%	-35%	-67%	Same	-42%	-46%
		TR	1238	110.4	F	1.10	987	880	78.0	E	0.96	760	672	47.9	D	0.69	403	521	33.9	C	0.42	267	-57%	Better	-37%	-59%	-57%	Better	-56%	-65%
		R	-	-	-	-	-	-	-	-	-	-	520	51.9	D	0.87	596	287	21.5	C	0.44	142	-	-	-	-	-	-	-	-
		Appr	-	134.8	F	-	-	-	219.5	F	-	-	-	59.9	E	-	-	-	68.8	E	-	-	-56%	Better	-	-	-69%	Better	-	-
	WB	TR	895	198.2	F	1.28	898	1057	416.1	F	1.75	1260	518	98.2	F	1.00	**436**	732	92.9	F	1.01	**568**	-50%	Same	-22%	-51%	-78%	Same	-42%	-55%
		R	-	-	-	-	-	-	-	-	-	-	115	98.2	F	1.00	**-**	96	92.9	F	1.01	-	-	-	-	-	-	-	-	-
		Appr	-	198.2	F	-	-	-	416.1	F	-	-	-	98.2	F	-	-	-	92.9	F	-	-	-50%	Same	-	-	-78%	Same	-	-
	NB	L	323	349.6	F	1.57	725	603	299.5	F	1.49	**1380**	117	80.7	F	0.75	195	168	86.5	F	0.85	258	-77%	Same	-52%	-73%	-71%	Same	-43%	-81%
		BL	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	-	-	-	-	**-**	-	-	-	-	-	-	-	-
		TR	356	416.2	F	1.73	858	881	712.9	F	2.42	**2049**	306	25.6	C	0.42	295	791	172.5	F	1.27	**1174**	-94%	Better	-76%	-66%	-76%	Same	-48%	-43%
		R	-	-	-	-	-	-	-	-	-	-	50	20.8	C	0.05	0	90	24.0	C	0.08	14	-	-	-	-	-	-	-	-
		Appr	-	385.0	F	-	-	-	558.5	F	-	-	-	38.0	D	-	-	-	146.9	F	-	-	-90%	Better	-	-	-74%	Same	-	-
	SB	L	84	60.4	E	0.29	151	46	480.9	F	1.71	**161**	92	19.5	B	0.21	72	53	67.4	E	0.74	48	-	-	-	-	-	-	-	-
		T	861	922.7	F	2.88	**2076**	199	175.4	F	1.13	410	1222	70.9	E	1.03	**986**	396	47.0	D	0.71	326	-92%	Better	-64%	-53%	-73%	Better	-37%	-20%
		R	156	86.2	F	0.83	281	208	328.5	F	1.50	**561**	143	70.9	E	1.03	-	182	47.0	D	0.71	**-**	-18%	Better	24%	-	-86%	Better	-53%	-
		Appr	-	715.5	F	-	-	-	278.5	F	-	-	-	67.7	E	-	-	-	48.9	D	-	-	-91%	Better	-	-	-82%	Better	-	-
	Southeast Bound	LT	626	494.7	F	1.90	**865**	406	351.8	F	1.55	**585**	-	-	-	-	**-**	-	-	-	-	**-**	-	-	-	-	-	-	-	-
		R	109	64.5	E	0.09	12	152	70.9	E	0.14	60	109	47.8	D	0.08	16	152	4.8	A	0.13	23	-26%	Better	-11%	-	-93%	Better	-7%	-
		Appr	-	428.1	F	-	-	-	260.9	F	-	-	-	47.8	D	-	-	-	4.8	A	-	-	-89%	Better	-	-	-98%	Better	-	-
	Intersection			**360.9**	F	-	-		**378.8**	F	-	-		**65.6**	E	-	-		**90.5**	F	-	-	**-82%**	**Better**	-	-	**-76%**	**Same**	-	-
ID: 41 NE 38th Street at NE 2nd Avenue	EB	LR	315	1778.6	F	4.77	1300	228	1130.4	F	3.29	737.5	315	229.7	F	1.34	105	228	71.8	E	0.91	118	-87%	Same	-72%	-92%	-94%	Better	-72%	-84%
		Appr	-	1778.6	F	-	-	-	1130.4	F	-	-	-	229.7	F	-	-	-	71.8	E	-	-	-87%	Same	-	-	-94%	Better	-	-
	WB	LTR	4	43.0	E	0.04	2.5	3	53.8	F	0.04	2.5	4	100.9	F	0.42	17	3	91.5	F	0.40	13	135%	Lower	855%	-	70%	Same	852%	-
		Appr	-	43.0	E	-	-	-	53.8	F	-	-	-	100.9	F	-	-	-	91.5	F	-	-	135%	Lower	-	-	70%	Same	-	-
	NB	LT	442	10.5	B	0.10	7.5	644	10.1	B	0.10	7.5	442	25.1	C	0.70	420	644	26.2	C	0.85	**729**	139%	Lower	614%	5500%	159%	Lower	750%	9620%
		Appr	-	1.4	A	-	-	-	1.0	A	-	-	-	25.1	C	-	-	-	26.2	C	-	-	1693%	Lower	-	-	2520%	Lower	-	-
	SB	TR	767	-	-	-	-	638	-	-	-	-	737	14.7	B	0.70	675	638	10.5	B	0.65	495	-	Lower	-	-	-	Lower	-	-
		Appr	-	-	-	-	-	-	-	-	-	-	-	14.7	B	-	-	-	10.5	B	-	-	-	Lower	-	-	-	Lower	-	-
	Intersection			**454.1**	F	-	-		**180.1**	F	-	-		**73.7**	E	-	-		**27.0**	C	-	-	**-84%**	**Better**	-	-	**-85%**	**Better**	-	-

2045 Build Versus No-Build Conditions Intersection Traffic Operations Summary

Intersection	Lane Group	Movement	Future No-Build Conditions (2045) AM PEAK Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft)[1]	PM PEAK Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft)[1]	Future Build Conditions (2045) AM PEAK Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft)[1]	PM PEAK Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft)[1]	Future Build Conditons vs No-Build Conditions AM PEAK Delay % Δ	Δ LOS	Δ v/c	Δ 95% Queue (ft)[1]	PM PEAK Delay % Δ	Δ LOS	Δ v/c	Δ 95% Queue (ft)[1]
ID: 40 NE 2nd Avenue at NE 39th Street	EB	LTR	174	26.7	C	0.56	154	276	286.6	F	1.45	527	174	26.6	C	0.55	154	276	100.2	F	1.03	295	0%	Same	-2%	0%	-65%	Same	-29%	-44%
		Appr	-	26.7	C	-	-	-	286.6	F	-	-	-	26.6	C	-	-	-	100.2	F	-	-	0%	Same	-	-	-65%	Same	-	-
	WB	LTR	370	108.4	F	1.14	507	443	354.6	F	1.63	827	370	110.3	F	1.14	**734**	443	129.0	F	1.17	**565**	2%	Same	0%	45%	-64%	Same	-28%	-32%
		Appr	-	108.4	F	-	-	-	354.6	F	-	-	-	110.3	F	-	-	-	129.0	F	-	-	2%	Same	-	-	-64%	Same	-	-
	NB	L	18	21.1	C	0.18	13	28	27.2	C	0.19	24	18	19.8	B	0.15	13	28	36.7	D	0.44	29	-6%	Better	-17%	0%	35%	Lower	132%	21%
		TR	621	115.2	F	1.16	567	738	52.0	D	0.93	1075	621	106.5	F	1.15	**567**	738	134.9	F	1.19	**1158**	-8%	Same	-1%	0%	159%	Lower	28%	8%
		Appr	-	112.2	F	-	-	-	50.8	D	-	-	-	103.7	F	-	-	-	130.3	F	-	-	-8%	Same	-	-	156%	Lower	-	-
	SB	L	191	117.0	F	1.12	175	118	45.3	D	0.75	79	191	114.7	F	1.12	**175**	118	128.4	F	1.02	**214**	-2%	Same	0%	0%	183%	Lower	36%	171%
		TR	716	50.9	D	0.99	716	637	35.3	D	0.81	793	716	41.5	D	0.94	**676**	637	82.6	F	1.04	**926**	-18%	Same	-5%	-6%	134%	Lower	28%	17%
		Appr	-	67.7	E	-	-	-	36.6	D	-	-	-	60.6	E	-	-	-	88.4	F	-	-	-10%	Same	-	-	142%	Lower	-	-
	Intersection			**84.6**	F	-	-		**141.3**	F	-	-		**79.8**	E	-	-		**111.7**	F	-	-	**-6%**	**Better**	-	-	**-21%**	**Same**	-	-
ID: 43 Federal Highway at NE 38th Street/NE 39th Street	EB	L	277	129.7	F	1.11	488	289	103.1	F	1.09	441	277	76.1	E	0.82	220	289	84.7	F	0.91	**188**	-41%	Better	-26%	-55%	-18%	Same	-17%	-57%
		R	166	53.7	D	0.38	42	81	31.6	C	0.36	12	166	75.6	E	0.18	19	81	68.8	E	0.16	0	41%	Lower	-53%	-55%	118%	Lower	-56%	-100%
		Appr	-	103.4	F	-	-	-	78.2	E	-	-	-	75.8	E	-	-	-	78.6	E	-	-	-27%	Better	-	-	1%	Same	-	-
	WB/NW	L	52	69.2	E	0.38	99	52	54.8	D	0.26	79	52	65.2	E	0.32	92	52	59.0	E	0.43	81	-6%	Same	-16%	-7%	8%	Lower	65%	3%
		T	199	118.4	F	0.94	311	302	88.1	F	0.90	459	199	84.3	F	0.79	268	302	141.5	F	1.08	433	-29%	Same	-16%	-14%	61%	Same	20%	-6%
		R	8	64.5	E	0.01	0	7	50.9	D	0.01	0	8	61.7	E	0.05	33	7	58.6	E	0.37	60	-4%	Same	0%	33	15%	Lower	3600%	60
		Appr	-	104.4	F	-	-	-	79.7	E	-	-	-	75.9	E	-	-	-	104.1	F	-	-	-27%	Better	-	-	31%	Lower	-	-
	NB	L	-	-	-	-	-	-	-	-	-	-	40	16.0	B	0.29	55	50	12.9	B	0.13	41	-	-	-	-	-	-	-	-
		LTR	560	110.8	F	1.12	974	1084	331.6	F	1.62	2333	520	24.4	C	0.61	614	1034	68.4	E	1.04	**1485**	-78%	Better	-46%	-37%	-79%	Better	-36%	-36%
		Appr	-	110.8	F	-	-	-	331.6	F	-	-	-	23.7	C	-	-	-	65.4	E	-	-	-79%	Better	-	-	-80%	Better	-	-
	SB	LTR	1002	27.4	C	0.61	485	416	32.4	C	0.40	227	972	22.8	C	0.57	522	362	14.9	B	0.33	117	-17%	Same	-7%	8%	-54%	Better	-18%	-48%
		Appr	-	27.4	C	-	-	-	32.4	C	-	-	-	22.8	C	-	-	-	14.9	B	-	-	-17%	Same	-	-	-54%	Better	-	-
	Intersection			**76.1**	E	-	-		**181.5**	F	-	-		**42.0**	D	-	-		**67.3**	E	-	-	**-45%**	**Better**	-	-	**-63%**	**Better**	-	-

2045 Build Versus No-Build Conditions Intersection Traffic Operations Summary

Intersection	Lane Group	Movement	Future No-Build Conditions (2045) AM PEAK Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft)[1]	PM PEAK Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft)[1]	Future Build Conditions (2045) AM PEAK Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft)[1]	PM PEAK Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft)[1]	Future Build Conditons vs No-Build Conditions AM PEAK Delay % Δ	Δ LOS	Δ v/c	Δ 95% Queue (ft)[1]	PM PEAK Delay % Δ	Δ LOS	Δ v/c	Δ 95% Queue (ft)[1]
ID: 45 US-1 at NE 36th Street	EB	L	111	64.5	E	0.48	189	167	89.3	F	0.78	336	131	101.1	F	0.79	135	167	115.2	F	0.85	245	57%	Lower	65%	-29%	29%	Same	9%	-27%
		T	551	605.5	F	2.17	**1275**	514	636.0	F	2.21	**1291**	231	90.7	F	1.05	**417**	257	43.5	D	0.74	397	-85%	Same	-52%	-67%	-93%	Better	-67%	-69%
		R	345	142.7	F	1.06	521	218	87.4	F	0.73	265	355	53.1	D	0.93	**472**	218	17.8	B	0.45	100	-63%	Better	-12%	-9%	-80%	Better	-38%	-62%
		Appr	-	392.8	F	-	-	-	394.2	F	-	-	-	75.0	E	-	-	-	52.9	D	-	-	-81%	Better	-	-	-87%	Better	-	-
	WB	L	1017	765.2	F	2.52	**1564**	615	538.0	F	1.99	**1162**	749	241.1	F	1.35	**718**	596	141.9	F	1.10	**576**	-68%	Same	-46%	-54%	-74%	Same	-45%	-50%
		T	253	766.4	F	2.52	**1530**	265	541.3	F	2.00	**1183**	224	217.9	F	1.29	**926**	281	264.6	F	1.41	**1311**	-72%	Same	-49%	-39%	-51%	Same	-30%	11%
		R	765	163.8	F	1.22	1261	789	317.2	F	1.56	1614	610	77.3	E	0.90	**548**	777	127.0	F	1.10	**814**	-53%	Better	-26%	-57%	-60%	Same	-29%	-50%
		Appr	-	539.4	F	-	-	-	430.7	F	-	-	-	192.4	F	-	-	-	178.7	F	-	-	-64%	Same	-	-	-59%	Same	-	-
	NB	L	166	282.7	F	1.46	270	109	66.3	E	0.76	140	166	325.2	F	1.54	**281**	109	114.0	F	0.96	**162**	15%	Same	5%	4%	72%	Lower	26%	16%
		T	1503	306.7	F	1.54	1446	1423	169.4	F	1.23	1317	1503	67.1	E	0.99	**1101**	1423	99.5	F	1.07	**1198**	-78%	Better	-36%	-24%	-41%	Same	-13%	-9%
		R	297	33.2	C	0.49	127	331	30.5	C	0.49	160	108	13.0	B	0.12	38	90	16.8	B	0.09	42	-61%	Better	-76%	-70%	-45%	Better	-82%	-74%
		Appr	-	257.8	F	-	-	-	136.1	F	-	-	-	100.5	F	-	-	-	96.1	F	-	-	-61%	Same	-	-	-29%	Same	-	-
	SB	L	706	393.0	F	1.73	**1490**	603	294.6	F	1.49	1290	170	119.1	F	0.99	**335**	165	131.5	F	1.02	**347**	-70%	Same	-43%	-78%	-55%	Same	-32%	-73%
		TR	2647	538.2	F	2.08	2898	1893	164.2	F	1.25	1742	2229	299.8	F	1.56	**2137**	1251	57.0	E	0.88	843	-44%	Same	-25%	-26%	-65%	Better	-30%	-52%
		R	-	-	-	-	-	-	-	-	-	-	235	21.0	C	0.33	117	441	30.0	C	0.54	316	-	-	-	-	-	-	-	-
		Appr	-	509.0	F	-	-	-	196.4	F	-	-	-	259.1	F	-	-	-	57.0	E	-	-	-49%	Same	-	-	-71%	Better	-	-
	Intersection			**441.1**	F	-	-		**263.5**	F	-	-		**181.0**	F	-	-		**103.5**	F	-	-	**-59%**	**Same**	-	-	**-61%**	**Same**	-	-
ID: 44 US-1 at NE 38th Street[3]	WB	L	696	238.2	F	1.34	955	402	89.9	F	0.87	573	348	602.5	F	-	1096	402	72.2	E	-	474	-	-	-	-	-	-	-	-
		T	172	241.7	F	1.35	951	163	104.8	F	0.95	503	86	520.0	F	-	1100	163	83.3	F	-	476	-	-	-	-	-	-	-	-
		R	454	50.5	D	0.83	533	451	46.7	D	0.70	529	227	261.3	F	-	1099	451	4.4	A	-	475	-	-	-	-	-	-	-	-
		Appr	-	168.6	F	-	-	-	77.0	E	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	NB	L	48	276.7	F	1.28	129	52	69.3	E	0.99	85	48	42.0	D	-	459	52	40.3	D	-	631	-	-	-	-	-	-	-	-
		TR	2273	394.0	F	1.77	2189	2348	249.6	F	1.54	1412	2273	6.0	A	-	465	2348	13.6	B	-	633	-	-	-	-	-	-	-	-
		Appr	-	391.6	F	-	-	-	215.6	F	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	SB	L	628	294.9	F	1.50	**1246**	559	365.3	F	1.65	1184	628	44.2	D	-	384	559	78.4	E	-	615	-	-	-	-	-	-	-	-
		TR	2476	49.9	D	1.03	1724	2241	30.6	C	0.91	1245	2476	75.8	E	-	1182	2241	61.4	E	-	1185	-	-	-	-	-	-	-	-
		Appr	-	100.4	F	-	-	-	106.6	F	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Intersection			**219.5**	F	-	-		**142.4**	F	-	-		**85.1**	F	-	-		**37.7**	D	-	-	**-61%**	**Same**	-	-	**-74%**	**Better**	-	-

2045 Build Versus No-Build Conditions Intersection Traffic Operations Summary

Intersection	Lane Group	Movement	Future No-Build Conditions (2045) AM PEAK Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft)[1]	PM PEAK Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft)[1]	Future Build Conditions (2045) AM PEAK Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft)[1]	PM PEAK Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft)[1]	Future Build Conditons vs No-Build Conditions AM PEAK Delay % Δ	Δ LOS	Δ v/c	Δ 95% Queue (ft)[1]	PM PEAK Delay % Δ	Δ LOS	Δ v/c	Δ 95% Queue (ft)[1]
ID: 49 NE 36th Street at I-195 EB Off-Ramp	EB	T	-	-	-	-	-	-	-	-	-	-	517	0.4	A	0.30	0	545	0.4	A	0.32	0	-	-	-	-	-	-	-	-
		Appr	-	-	-	-	-	-	-	-	-	-	-	0.4	A	-	-	-	0.4	A	-	-	-	-	-	-	-	-	-	-
	WB	T	-	-	-	-	-	-	-	-	-	-	160	28.6	C	0.63	**125**	247	40.5	D	0.83	**207**	-	-	-	-	-	-	-	-
		Appr	-	-	-	-	-	-	-	-	-	-	-	28.6	C	-	-	-	40.5	D	-	-	-	-	-	-	-	-	-	-
	SB	L	-	-	-	-	-	-	-	-	-	-	423	9.6	A	0.74	262	324	10.2	B	0.72	257	-	-	-	-	-	-	-	-
		R	-	-	-	-	-	-	-	-	-	-	1223	1.6	A	0.57	0	1235	1.5	A	0.55	0	-	-	-	-	-	-	-	-
		Appr	-	-	-	-	-	-	-	-	-	-	-	5.7	A	-	-	-	5.9	A	-	-	-	-	-	-	-	-	-	-
	Intersection			**-**	**-**	**-**	**-**		**-**	**-**	**-**	**-**		**6.1**	**A**	**-**	**-**		**8.3**	**A**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
ID: 52 NE 36th Street at NE 5th Avenue	EB	L	12	7.6	A	0.01	0	10	7.8	A	0.02	2.5	427	7.6	A	0.01	0	811	7.8	A	0.02	40	0%	Same	-25%	0	0%	Same	-9%	-
		TR	1442	-	-	-	-	1348	-	-	-	-	430	0.1	A	-	-	411	0.2	A	-	-	-	Lower	-	-	-	Lower	-	-
		Appr	-	0.1	A	-	-	-	0.2	A	-	-	-	0.2	A	-	-	-	0.4	A	-	-	100%	Same	-	-	100%	Same	-	-
	WB	LTR	160	13.4	B	0.02	2.5	185	13.4	B	0.02	2.5	155	9.7	A	0.00	0	212	9.8	A	0.01	0	-28%	Better	-83%	-	-27%	Better	-46%	-
		Appr	-	0.5	A	-	-	-	0.6	A	-	-	-	0.1	A	-	-	-	0.3	A	-	-	-80%	Same	-	-	-50%	Same	-	-
	NB	LTR	231	967.2	F	2.93	672.5	357	1729.0	F	4.63	1110	140	14.0	B	0.28	28	172	15.3	C	0.35	40	-99%	Better	-91%	-96%	-99%	Better	-92%	-96%
		Appr	-	967.2	F	-	-	-	1729.0	F	-	-	-	14.0	B	-	-	-	15.3	C	-	-	-99%	Better	-	-	-99%	Better	-	-
	SB	LTR	11	15.7	C	0.06	**125**	25	Error	F	-	-	12	11.5	B	0.04	3	29	12.2	B	0.14	13	-27%	Better	-38%	-98%	-	Better	-	-
		Appr	-	15.7	C	-	-	-	Error	F	-	-	-	11.5	B	-	-	-	12.2	B	-	-	-27%	Better	-	-	-	Better	-	-
	Intersection			**132.1**	**F**	**-**	**-**		**319.5**	**F**	**-**	**-**		**2.0**	**A**	**-**	**-**		**2.9**	**A**	**-**	**-**	**-98%**	**Better**	**-**	**-**	**-99%**	**Better**	**-**	**-**
ID: 46 NE 38th Street at NE 6th Avenue	EB	R	15	-	-	-	-	75	-	-	-	-	15	-	-	-	-	75	-	-	-	-	-	Same	-	-	-	Same	-	-
		Appr	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Same	-	-	-	Same	-	-
	WB	LT	1258	-	-	-	-	866	-	-	-	-	629	-	-	-	-	434	-	-	-	-	-	Same	-	-	-	Same	-	-
		R	109	-	-	-	-	184	-	-	-	-	55	-	-	-	-	92	-	-	-	-	-	Same	-	-	-	Same	-	-
		Appr	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Same	-	-	-	Same	-	-
	SB	R	70	21.7	C	0.36	40	77	12.9	B	0.18	18	70	12.4	B	0.20	20	77	10.3	B	0.13	13	-43%	Better	-45%	-50%	-20%	Same	-28%	-29%
		Appr	-	21.7	C	-	-	-	12.9	B	-	-	-	12.4	B	-	-	-	10.3	B	-	-	-43%	Better	-	-	-20%	Same	-	-
	Intersection			**1.6**	**A**	**-**	**-**		**1.3**	**A**	**-**	**-**		**1.7**	**A**	**-**	**-**		**1.9**	**A**	**-**	**-**	**6%**	**Same**	**-**	**-**	**46%**	**Same**	**-**	**-**

2045 Build Versus No-Build Conditions Intersection Traffic Operations Summary

Intersection	Lane Group	Movement	Future No-Build Conditions (2045) AM PEAK Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft)[1]	PM PEAK Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft)[1]	Future Build Conditions (2045) AM PEAK Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft)[1]	PM PEAK Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft)[1]	Future Build Conditons vs No-Build Conditions AM PEAK Delay % Δ	Δ LOS	Δ v/c	Δ 95% Queue (ft)[1]	PM PEAK Delay % Δ	Δ LOS	Δ v/c	Δ 95% Queue (ft)[1]
ID: 67 Alton Road at Chase Avenue	EB	L	132	35.8	D	0.29	143	169	37.2	D	0.37	178	132	35.8	D	0.29	143	169	37.2	D	0.37	178	0%	Same	0%	0%	0%	Same	0%	0%
		TR	49	32.9	C	0.10	62	31	32.3	C	0.06	42	49	32.9	C	0.10	62	31	32.3	C	0.06	42	0%	Same	0%	0%	0%	Same	0%	0%
		Appr	-	35.0	C	-	-	-	36.4	D	-	-	-	35.0	C	-	-	-	36.4	D	-	-	0%	Same	-	-	0%	Same	-	-
	WB	L	68	34.5	C	0.19	83	78	34.9	C	0.22	93	68	34.5	C	0.19	83	78	34.9	C	0.22	93	0%	Same	0%	0%	0%	Same	0%	0%
		R	307	49.0	D	0.71	320	201	39.2	D	0.44	193	307	49.0	D	0.71	320	201	39.2	D	0.44	193	0%	Same	0%	0%	0%	Same	0%	0%
		Appr	-	46.4	D	-	-	-	38.0	D	-	-	-	46.4	D	-	-	-	38.0	D	-	-	0%	Same	-	-	0%	Same	-	-
	NB	T	1848	25.6	C	0.90	785	2359	92.7	F	1.14	**1315**	1848	25.6	C	0.90	785	2359	92.7	F	1.14	**1315**	0%	Same	0%	0%	0%	Same	0%	0%
		R	96	9.4	A	0.09	43	51	9.1	A	0.04	21	96	9.4	A	0.09	43	51	9.1	A	0.04	21	0%	Same	0%	0%	0%	Same	0%	0%
		Appr	-	24.8	C	-	-	-	90.9	F	-	-	-	24.8	C	-	-	-	90.9	F	-	-	0%	Same	-	-	0%	Same	-	-
	SB	T	2726	176.1	F	1.33	1661	2278	76.7	E	1.10	1244	2726	176.1	F	1.33	1661	2278	76.7	E	1.10	1244	0%	Same	0%	0%	0%	Same	0%	0%
		Appr	-	176.1	F	-	-	-	76.7	E	-	-	-	176.1	F	-	-	-	76.7	E	-	-	0%	Same	-	-	0%	Same	-	-
	Intersection			**105.6**	**F**	-	-		**79.7**	**E**	-	-		**105.6**	**F**	-	-		**79.7**	**E**	-	-	**0%**	**Same**	-	-	**0%**	**Same**	-	-
ID: 66 Alton Road at W 34th Street	WB	R	20	11.2	B	0.04	2.5	29	10.9	B	0.05	5	20	11.2	B	0.04	2.5	29	10.9	B	0.05	5	0%	Same	0%	-	0%	Same	0%	0%
		Appr	-	11.2	B	-	-	-	10.9	B	-	-	-	11.2	B	-	-	-	10.9	B	-	-	0%	Same	-	-	0%	Same	-	-
	NB	TR	406	-	-	-	-	371	-	-	-	-	406	-	-	-	-	371	-	-	-	-	-	Same	-	-	-	Same	-	-
		Appr	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Same	-	-	-	Same	-	-
	Intersection			0.5	A	-	-		0.8	A	-	-		0.5	A	-	-		0.8	A	-	-	0%	Same	-	-	0%	Same	-	-
ID: 61 Alton Road at Unnamed Road	WB	TR	198	83.1	F	0.92	195	314	602.2	F	2.19	695	187	31.8	C	0.62	148	225	50.3	D	0.78	231	-62%	Better	-32%	-24%	-92%	Better	-64%	-67%
		R	-	-	-	-	-	-	-	-	-	-	11	34.6	C	0.01	8	89	36.5	D	0.31	91	-	-	-	-	-	-	-	-
		Appr	-	83.1	F	-	-	-	602.2	F	-	-	-	32.0	C	-	-	-	46.4	D	-	-	-61%	Better	-	-	-92%	Better	-	-
	NB	T	1873	-	-	-	-	2358	-	-	-	-	1873	12.5	B	0.86	**620**	2358	51.6	D	1.07	**1098**	-	Lower	-	-	-	Lower	-	-
		Appr	-	-	-	-	-	-	-	-	-	-	-	12.5	B	-	-	-	51.6	D	-	-	-	Lower	-	-	-	Lower	-	-
	Intersection			**7.9**	**A**	-	-		**70.8**	**F**	-	-		**14.4**	**B**	-	-		**51**	**D**	-	-	**82%**	**Lower**	-	-	**-28%**	**Better**	-	-
ID: 65 Alton Road at Barry Street	EB	LTR	50	16.6	C	0.15	13	51	13.5	B	0.12	10	50	16.6	C	0.15	13	51	13.5	B	0.12	10	0%	Same	0%	0%	0%	Same	0%	0%
		Appr	-	16.6	C	-	-	-	13.5	B	-	-	-	16.6	C	-	-	-	13.5	B	-	-	0%	Same	-	-	0%	Same	-	-
	WB	LTR	110	32.5	D	0.48	60	105	18.3	C	0.30	30	110	32.5	D	0.48	60	105	18.3	C	0.30	30	0%	Same	0%	0%	0%	Same	0%	0%
		Appr	-	32.5	D	-	-	-	18.3	C	-	-	-	32.5	D	-	-	-	18.3	C	-	-	0%	Same	-	-	0%	Same	-	-
	NB	LTR	418	7.9	A	0.02	2.5	393	7.8	A	0.01	0	418	7.9	A	0.02	2.5	393	7.8	A	0.01	0	0%	Same	0%	-	0%	Same	0%	0
		Appr	-	0.6	A	-	-	-	0.4	A	-	-	-	0.6	A	-	-	-	0.4	A	-	-	0%	Same	-	-	0%	Same	-	-
	SB	L	111	8.6	A	0.11	10	30	8.2	A	0.03	3	111	8.6	A	0.11	10	30	8.2	A	0.03	3	0%	Same	0%	0%	0%	Same	0%	0
		R	258	-	-	-	-	242	-	-	-	-	258	-	-	-	-	242	-	-	-	-	-	Same	-	-	-	Same	-	-
		Appr	-	2.6	A	-	-	-	0.9	A	-	-	-	2.6	A	-	-	-	0.9	A	-	-	0%	Same	-	-	0%	Same	-	-
	Intersection			**5.9**	**A**	-	-		**3.7**	**A**	-	-		**5.9**	**A**	-	-		**3.7**	**A**	-	-	**0%**	**Same**	-	-	**0%**	**Same**	-	-

2045 Build Versus No-Build Conditions Intersection Traffic Operations Summary

Intersection	Lane Group	Movement	Future No-Build Conditions (2045) AM PEAK Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft)[1]	PM PEAK Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft)[1]	Future Build Conditions (2045) AM PEAK Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft)[1]	PM PEAK Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft)[1]	Future Build Conditons vs No-Build Conditions AM PEAK Delay % Δ	Δ LOS	Δ v/c	Δ 95% Queue (ft)[1]	PM PEAK Delay % Δ	Δ LOS	Δ v/c	Δ 95% Queue (ft)[1]
ID: 64 Alton Road at W 39th Street	EB	LTR	32	29.4	D	0.21	20	13	20.5	C	0.06	5	32	29.4	D	0.21	20	13	20.5	C	0.06	5	0%	Same	0%	0%	0%	Same	0%	0
		Appr	-	29.4	D	-	-	-	20.5	C	-	-	-	29.4	D	-	-	-	20.5	C	-	-	0%	Same	-	-	0%	Same	-	-
	WB	L	103	31.9	D	0.49	62.5	56	23.8	C	0.25	25	103	31.9	D	0.49	62.5	56	23.8	C	0.25	25	0%	Same	0%	0%	0%	Same	0%	0%
		R	105	12.5	B	0.21	20	101	12.7	B	0.20	18	105	12.5	B	0.21	20	101	12.7	B	0.20	18	0%	Same	0%	0%	0%	Same	0%	0
		Appr	-	22.1	C	-	-	-	16.7	C	-	-	-	22.1	C	-	-	-	16.7	C	-	-	0%	Same	-	-	0%	Same	-	-
	NB	L	0	0.0	A	0.00	0	0	0.0	A	0.00	0	0	0.0	A	0.00	0	0	0.0	A	0.00	0	0	Same	-	0	#DIV/0!	Same	-	0
		TR	404	-	-	-	-	438	-	-	-	-	404	-	-	-	-	438	-	-	-	-	-	Same	-	-	-	Same	-	-
		Appr	-	0.0	A	-	-	-	0.0	A	-	-	-	0.0	A	-	-	-	0.0	A	-	-	-	Same	-	-	#DIV/0!	Same	-	-
	SB	LTR	336	8.8	A	0.09	7.5	303	8.9	A	0.10	8	336	8.8	A	0.09	7.5	303	8.9	A	0.10	8	0%	Same	0%	0	0%	Same	0%	0
		Appr	-	2.3	A	-	-	-	2.9	A	-	-	-	2.3	A	-	-	-	2.9	A	-	-	0%	Same	-	-	0%	Same	-	-
	Intersection			6.4	A	-	-		4.1	A	-	-		6.4	A	-	-		4.1	A	-	-	0%	Same	-	-	0%	Same	-	-
ID: 63 Alton Road at Artgodfrey Road/41st Street	EB	L	488	190.7	F	1.28	**760**	206	61.6	E	0.78	**315**	488	166.0	F	1.21	**788**	206	57.8	E	0.74	**298**	-13%	Same	-5%	4%	-6%	Same	-5%	-5%
		TR	2107	77.3	F	1.08	**1371**	1490	33.2	C	0.78	803	1989	56.3	F	1.02	**1260**	1411	34.9	C	0.79	746	-27%	Same	-6%	-8%	5%	Same	1%	-7%
		R	-	-	-	-	-	-	-	-	-	-	118	15.1	B	0.14	36	79	19.6	B	0.10	19	-	-	-	-	-	-	-	-
		Appr	-	99.6	F	-	-	-	36.8	D	-	-	-	75.0	E	-	-	-	37.0	D	-	-	-25%	Better	-	-	1%	Same	-	-
	WB	L	53	48.3	D	0.48	44	67	33.0	C	0.37	77	53	53.3	D	0.51	49	67	32.2	C	0.34	60	10%	Same	6%	11%	-2%	Same	-8%	-22%
		T	1500	119.9	F	1.15	1019	1386	47.3	D	0.89	828	1500	103.0	F	1.10	**1056**	1386	48.9	D	0.90	840	-14%	Same	-4%	4%	3%	Same	1%	1%
		R	92	28.9	C	0.16	1	103	25.6	C	0.15	17	92	29.5	C	0.15	6	103	26.2	C	0.15	17	2%	Same	-6%	500%	2%	Same	0%	0%
		Appr	-	112.5	F	-	-	-	45.3	D	-	-	-	97.3	F	-	-	-	46.7	D	-	-	-14%	Same	-	-	3%	Same	-	-
	NB	LT	219	74.6	E	0.78	246	216	93.1	F	0.85	320	219	88.9	F	0.84	267	216	92.6	F	0.85	**320**	19%	Lower	8%	9%	-1%	Same	0%	0%
		TR	200	64.8	E	0.73	246	224	87.7	F	0.84	320	200	75.1	E	0.74	268	224	87.3	F	0.84	**320**	16%	Same	1%	9%	0%	Same	0%	0%
		Appr	-	69.2	E	-	-	-	90.3	F	-	-	-	81.2	F	-	-	-	89.9	F	-	-	17%	Lower	-	-	0%	Same	-	-
	SB	L	90	53.8	D	0.50	112	188	73.8	E	0.82	263	90	65.7	E	0.58	120	188	75.9	E	0.83	**270**	22%	Lower	16%	7%	3%	Same	1%	3%
		T	165	40.3	D	0.32	190	156	42.6	D	0.28	196	165	45.7	D	0.34	205	156	42.9	D	0.28	197	13%	Same	6%	8%	1%	Same	0%	1%
		R	398	75.0	E	0.92	188	295	53.2	D	0.63	211	398	30.6	C	0.55	352	295	34.1	C	0.45	274	-59%	Better	-40%	164	-36%	Better	-29%	30%
		Appr	-	63.3	E	-	-	-	56.7	E	-	-	-	39.3	D	-	-	-	48.6	D	-	-	-38%	Better	-	-	-14%	Better	-	-
	Intersection			96.7	F	-	-		48.4	D	-	-		78.0	E	-	-		47.5	D	-	-	-19%	Better	-	-	-2%	Same	-	-
ID: 71 Alton Road at Nautilus Road	WB/SW	LR	517	436.9	F	1.88	933	303	128.4	F	1.13	350	517	436.9	F	1.88	933	303	128.4	F	1.13	350	0%	Same	0%	0%	0%	Same	0%	0%
		Appr	-	436.9	F	-	-	-	128.4	F	-	-	-	436.9	F	-	-	-	128.4	F	-	-	0%	Same	-	-	0%	Same	-	-
	NB	UTR	752	0.0	A	-	-	512	0.0	A	-	-	752	0.0	A	-	-	512	0.0	A	-	-	-	Same	-	-	-	Same	-	-
		Appr	-	0.0	A	-	-	-	0.1	A	-	-	-	0.0	A	-	-	-	0.1	A	-	-	-	Same	-	-	-	Same	-	-
	SB	L	41	9.6	A	0.05	5	56	8.9	A	0.06	5	41	9.6	A	0.05	5	56	8.9	A	0.06	5	0%	Same	0%	0%	0%	Same	0%	0%
		T	180	-	-	-	-	363	-	-	-	-	180	-	-	-	-	363	-	-	-	-	-	Same	-	-	-	Same	-	-
		Appr	-	1.8	A	-	-	-	1.2	A	-	-	-	1.8	A	-	-	-	1.2	A	-	-	0%	Same	-	-	0%	Same	-	-
	Intersection			151.9	F	-	-		32	D	-	-		151.9	F	-	-		32	D	-	-	0%	Same	-	-	0%	Same	-	-

2045 Build Versus No-Build Conditions Intersection Traffic Operations Summary

Intersection	Lane Group	Movement	Future No-Build Conditions (2045) AM PEAK Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft)[1]	PM PEAK Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft)[1]	Future Build Conditions (2045) AM PEAK Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft)[1]	PM PEAK Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft)[1]	Future Build Conditons vs No-Build Conditions AM PEAK Delay % Δ	Δ LOS	Δ v/c	Δ 95% Queue (ft)[1]	PM PEAK Delay % Δ	Δ LOS	Δ v/c	Δ 95% Queue (ft)[1]
ID: 58 Alton Road at 43rd Street	EB	L	56	70.6	E	0.51	105	266	115.6	F	0.99	**476**	56	82.1	F	0.63	**125**	266	85.1	F	0.91	**394**	16%	Lower	24%	19%	-26%	Same	-8%	-17%
		T	82	84.8	F	0.70	164	215	73.2	E	0.76	**337**	82	125.4	F	0.88	**189**	215	62.9	E	0.70	294	48%	Same	26%	15%	-14%	Same	-8%	-13%
		R	148	396.5	F	1.63	72	404	446.7	F	1.81	**457**	148	0.0	A	0.00	**77**	404	0.0	A	0.00	**370**	-100%	Better	-100%	7%	-100%	Better	-100%	-19%
		Appr	-	242.7	F	-	-	-	256.3	F	-	-	-	107.8	F	-	-	-	75.2	E	-	-	-56%	Same	-	-	-71%	Better	-	-
	WB	LT	269	254.8	F	1.35	**537**	132	123.0	F	0.92	**276**	269	505.8	F	1.91	**497**	132	97.5	F	0.86	**241**	99%	Same	41%	-7%	-21%	Same	-7%	-13%
		Appr	-	254.8	F	-	-	-	123.0	F	-	-	-	505.8	F	-	-	-	97.5	F	-	-	99%	Same	-	-	-21%	Same	-	-
	NB	L	909	256.1	F	1.41	**755**	274	111.3	F	0.95	245	909	57.5	E	0.79	**324**	274	82.4	F	0.80	**136**	-78%	Better	-44%	-57%	-26%	Same	-16%	-44%
		T	1509	18.6	B	0.67	560	1546	29.7	C	0.79	774	1509	14.1	B	0.62	468	1546	32.5	C	0.83	839	-24%	Same	-7%	-16%	9%	Same	5%	8%
		R	78	0.0	A	0.00	11	62	0.0	A	0.00	16	78	0.0	A	0.00	10	62	0.0	A	0.00	18	-	Same	-	-9%	-	Same	-	13%
		Appr	-	107.9	F	-	-	-	42.0	D	-	-	-	30.4	C	-	-	-	40.0	D	-	-	-72%	Better	-	-	-5%	Same	-	-
	SB	L	61	20.9	C	0.27	30	111	28.9	C	0.60	123	61	19.7	B	0.24	33	111	33.8	C	0.63	**178**	-6%	Better	-11%	10%	17%	Same	5%	45%
		TR	2032	157.2	F	1.25	1445	1782	65.2	F	1.02	1171	2321	53.9	D	0.96	**1074**	1872	68.2	F	1.03	**1228**	-66%	Better	-23%	-26%	5%	Same	1%	5%
		R	289	21.5	C	0.35	153	90	9.3	A	0.09	19	-	67.4	E	0.99	-	-	20.2	C	0.12	11	213%	Lower	183%	######	117%	Lower	33%	-42%
		Appr	-	137.2	F	-	-	-	60.6	E	-	-	-	57.5	E	-	-	-	64.1	E	-	-	-58%	Better	-	-	6%	Same	-	-
	Intersection			**135.5**	F	-	-		**91.2**	F	-	-		**69.4**	E	-	-		**56.4**	E	-	-	**-49%**	**Better**	-	-	**-38%**	**Better**	-	-
ID: 88 Ed Sullivan Drive at Hospital Driveway	EB	TR	46	-	-	-	-	317	-	-	-	-	46	-	-	-	-	317	-	-	-	-	-	Same	-	-	-	Same	-	-
		Appr	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Same	-	-	-	Same	-	-
	WB	L	426	8.4	A	0.31	35	267	9.0	A	0.24	25	426	8.4	A	0.31	35	267	9.0	A	0.24	25	0%	Same	0%	0%	0%	Same	0%	0
		T	934	-	-	-	-	209	-	-	-	-	934	-	-	-	-	209	-	-	-	-	-	Same	-	-	-	Same	-	-
		Appr	-	2.6	A	-	-	-	5.1	A	-	-	-	2.6	A	-	-	-	5.1	A	-	-	0%	Same	-	-	0%	Same	-	-
	NB	R	308	213.2	F	1.34	452.5	613	179.6	F	1.32	713	308	213.2	F	1.34	452.5	613	179.6	F	1.32	713	0%	Same	0%	0%	0%	Same	0%	0%
		Appr	-	213.2	F	-	-	-	179.6	F	-	-	-	213.2	F	-	-	-	179.6	F	-	-	0%	Same	-	-	0%	Same	-	-
	Intersection			**40.4**	E	-	-		**80.0**	F	-	-		**40.4**	E	-	-		**80.0**	F	-	-	**0%**	**Same**	-	-	**0%**	**Same**	-	-
ID: 57 Alton Road at N Bay Road (North)	SEB	R	234	188.2	F	1.23	320	149	37.3	E	0.59	88	234	188.2	F	1.23	320	149	37.3	E	0.59	88	0%	Same	0%	0%	0%	Same	0%	0%
		Appr	-	188.2	F	-	-	-	37.3	E	-	-	-	188.2	F	-	-	-	37.3	E	-	-	0%	Same	-	-	0%	Same	-	-
	NB	T	1565	-	-	-	-	1812	-	-	-	-	1565	-	-	-	-	1812	-	-	-	-	-	Same	-	-	-	Same	-	-
		Appr	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Same	-	-	-	Same	-	-
	SB	TR	2150	-	-	-	-	1839	-	-	-	-	2150	-	-	-	-	1839	-	-	-	-	-	Same	-	-	-	Same	-	-
		Appr	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Same	-	-	-	Same	-	-
	Intersection			**11.2**	B	-	-		**1.5**	A	-	-		**11.2**	B	-	-		**1.5**	A	-	-	**0%**	**Same**	-	-	**0%**	**Same**	-	-

2045 Build Versus No-Build Conditions Intersection Traffic Operations Summary

Intersection	Lane Group	Movement	Future No-Build Conditions (2045) AM PEAK Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft)[1]	PM PEAK Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft)[1]	Future Build Conditions (2045) AM PEAK Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft)[1]	PM PEAK Volume (vph)	Delay (s/veh)	LOS	v/c	95% Queue (ft)[1]	Future Build Conditons vs No-Build Conditions AM PEAK Delay % Δ	Δ LOS	Δ v/c	Δ 95% Queue (ft)[1]	PM PEAK Delay % Δ	Δ LOS	Δ v/c	Δ 95% Queue (ft)[1]
ID: 87 Alton Road at N Bay Road (South)	NWB	R	17	40.4	E	0.23	23	25	24.9	C	0.20	18	17	40.4	E	0.23	23	25	24.9	C	0.20	18	0%	Same	0%	0%	0%	Same	0%	0%
		Appr	-	40.4	E	-	-	-	24.9	C	-	-	-	40.4	E	-	-	-	24.9	C	-	-	0%	Same	-	-	0%	Same	-	-
	NB	T	2479	-	-	-	-	1857	-	-	-	-	2479	-	-	-	-	1857	-	-	-	-	-	Same	-	-	-	Same	-	-
		Appr	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Same	-	-	-	Same	-	-
	SB	T	2194	-	-	-	-	2206	-	-	-	-	2194	-	-	-	-	2206	-	-	-	-	-	Same	-	-	-	Same	-	-
		Appr	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Same	-	-	-	Same	-	-
	Intersection			**0.2**	**A**	-	-		**0.3**	**A**	-	-		**0.2**	**A**	-	-		**0.3**	**A**	-	-	**0%**	**Same**	-	-	**0%**	**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.

3. This intersection cannot be coded in Synchro because of the Displcaed Left-Turn concept. For the Build conditions, the MOEs were taken from VISSIM, so the comparison was not made for each movement. The overall intersection delays were compared.

** 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.*

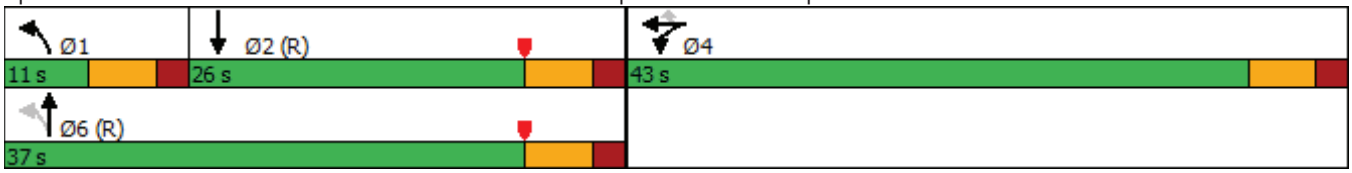
SYNCHRO OUTPUT SHEETS

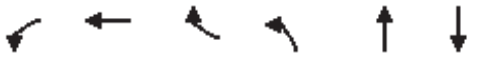
2045 AM Peak Hour

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
Act Effct Green (s)	13.2	13.2	13.2	54.8	54.8	44.9
Actuated g/C Ratio	0.16	0.16	0.16	0.68	0.68	0.56
v/c Ratio	0.61	0.59	0.24	0.35	0.39	0.70
Control Delay	40.0	39.3	3.6	19.4	12.2	17.8
Queue Delay	0.0	0.0	0.0	0.0	1.9	1.2
Total Delay	40.0	39.3	3.6	19.4	14.1	19.0
LOS	D	D	A	B	B	B
Approach Delay		32.3			14.6	19.0
Approach LOS		C			B	B

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	
Maximum v/c Ratio: 0.70	
Intersection Signal Delay: 19.3	Intersection LOS: B
Intersection Capacity Utilization 73.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: NW 12th Ave & NW 40th St/I-95 SB Express lanes off-ramp/NW 40th St





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	19.4	12.2	17.8
Queue Delay	0.0	0.0	0.0	0.0	1.9	1.2
Total Delay	40.0	39.3	3.6	19.4	14.1	19.0
Queue Length 50th (ft)	77	76	0	29	164	251
Queue Length 95th (ft)	112	92	6	m49	212	#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	1235	0
Spillback Cap Reductn	0	0	0	0	0	347
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.21	0.11	0.35	0.82	0.85

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.

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	
Frpb, 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	3.13	1.93			1.00	
Incremental Delay, d2				3.4	3.0	0.1	0.3	0.3			2.4	
Delay (s)				34.3	33.9	28.2	28.1	10.8			16.0	
Level of Service				C	C	C	C	B			B	
Approach Delay (s)		0.0			32.9			12.3			16.0	
Approach LOS		A			C			B			B	

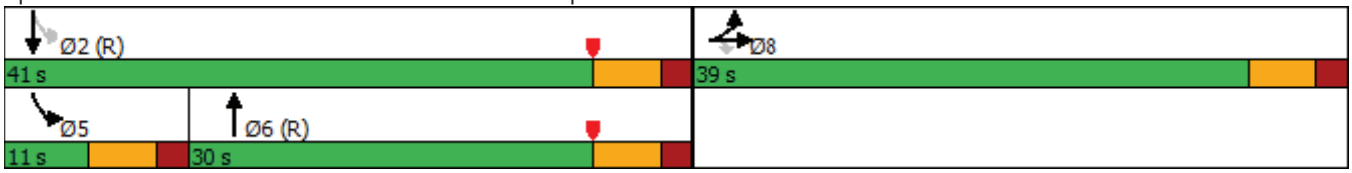
Intersection Summary			
HCM 2000 Control Delay	17.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	73.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

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)	39.0	39.0	39.0	30.0	11.0	41.0
Total Split (%)	48.8%	48.8%	48.8%	37.5%	13.8%	51.3%
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
Act Effct Green (s)	29.0	29.0	29.0	29.9	39.0	39.0
Actuated g/C Ratio	0.36	0.36	0.36	0.37	0.49	0.49
v/c Ratio	0.27	0.82	0.74	0.77	0.37	0.89
Control Delay	18.1	34.6	23.2	30.0	14.5	22.3
Queue Delay	0.1	0.0	0.0	0.0	0.0	5.4
Total Delay	18.3	34.6	23.2	30.0	14.5	27.7
LOS	B	C	C	C	B	C
Approach Delay		27.4		30.0		27.0
Approach LOS		C		C		C

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	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 27.9	Intersection LOS: C
Intersection Capacity Utilization 73.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 4: NW 12th Ave & I-195 EB Off-Ramp/NW 39th St/NW 39th St



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	170	473	443	999	75	1491
v/c Ratio	0.27	0.82	0.74	0.77	0.37	0.89
Control Delay	18.1	34.6	23.2	30.0	14.5	22.3
Queue Delay	0.1	0.0	0.0	0.0	0.0	5.4
Total Delay	18.3	34.6	23.2	30.0	14.5	27.7
Queue Length 50th (ft)	55	204	134	253	11	395
Queue Length 95th (ft)	80	252	242	#361	m11	#543
Internal Link Dist (ft)		210		209		198
Turn Bay Length (ft)						
Base Capacity (vph)	709	657	667	1295	203	1676
Starvation Cap Reductn	0	0	0	0	0	145
Spillback Cap Reductn	112	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.72	0.66	0.77	0.37	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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	131	183	620	0	0	0	0	805	37	59	1357	0
Future Volume (vph)	131	183	620	0	0	0	0	805	37	59	1357	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0					6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95	0.95					0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99	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	0.92	0.85					0.99		1.00	1.00	
Flt Protected	0.95	1.00	1.00					1.00		0.95	1.00	
Satd. Flow (prot)	1719	1579	1442					3452		1719	3438	
Flt Permitted	0.95	1.00	1.00					1.00		0.12	1.00	
Satd. Flow (perm)	1719	1579	1442					3452		209	3438	
Peak-hour factor, PHF	0.77	0.78	0.91	0.92	0.92	0.92	0.95	0.87	0.50	0.79	0.91	0.95
Adj. Flow (vph)	170	235	681	0	0	0	0	925	74	75	1491	0
RTOR Reduction (vph)	0	6	78	0	0	0	0	7	0	0	0	0
Lane Group Flow (vph)	170	467	365	0	0	0	0	992	0	75	1491	0
Confl. Peds. (#/hr)			1				17		31	31		17
Heavy Vehicles (%)	5%	5%	5%	2%	2%	2%	3%	3%	3%	5%	5%	5%
Turn Type	Split	NA	Perm					NA		pm+pt	NA	
Protected Phases	8	8						6		5	2	
Permitted Phases			8							2		
Actuated Green, G (s)	29.0	29.0	29.0					28.6		39.0	39.0	
Effective Green, g (s)	29.0	29.0	29.0					28.6		39.0	39.0	
Actuated g/C Ratio	0.36	0.36	0.36					0.36		0.49	0.49	
Clearance Time (s)	6.0	6.0	6.0					6.0		6.0	6.0	
Vehicle Extension (s)	2.5	2.5	2.5					1.0		2.0	1.0	
Lane Grp Cap (vph)	623	572	522					1234		184	1676	
v/s Ratio Prot	0.10	c0.30						0.29		0.02	c0.43	
v/s Ratio Perm			0.25							0.18		
v/c Ratio	0.27	0.82	0.70					0.80		0.41	0.89	
Uniform Delay, d1	18.0	23.1	21.8					23.2		14.3	18.6	
Progression Factor	1.00	1.00	1.00					1.00		0.81	0.72	
Incremental Delay, d2	0.2	8.6	3.7					5.6		0.4	6.1	
Delay (s)	18.2	31.7	25.5					28.8		12.0	19.4	
Level of Service	B	C	C					C		B	B	
Approach Delay (s)		27.1			0.0			28.8			19.0	
Approach LOS		C			A			C			B	

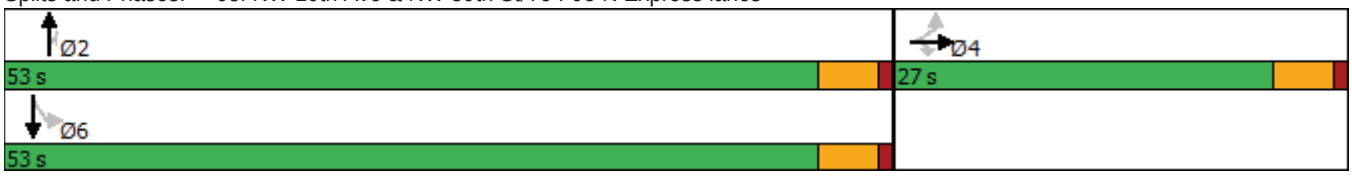
Intersection Summary			
HCM 2000 Control Delay	24.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	73.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	113	88	362	222	33	628
Future Volume (vph)	113	88	362	222	33	628
Turn Type	NA	Perm	NA	Perm	Perm	NA
Protected Phases	4		2			6
Permitted Phases		4		2	6	
Detector Phase	4	4	2	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	27.0	27.0	53.0	53.0	53.0	53.0
Total Split (%)	33.8%	33.8%	66.3%	66.3%	66.3%	66.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	Max	Max	Max	Max
Act Effct Green (s)	15.7	15.7	49.6	49.6	49.6	49.6
Actuated g/C Ratio	0.21	0.21	0.67	0.67	0.67	0.67
v/c Ratio	0.68	0.24	0.37	0.23	0.07	0.54
Control Delay	36.0	6.9	7.3	1.5	5.9	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.0	6.9	7.3	1.5	5.9	9.4
LOS	D	A	A	A	A	A
Approach Delay	27.8		5.3			9.2
Approach LOS	C		A			A

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 74.3	
Natural Cycle: 55	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 11.4	Intersection LOS: B
Intersection Capacity Utilization 50.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 68: NW 10th Ave & NW 39th St/To I-95 N Express lanes



Lane Group	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	257	100	453	247	42	675
v/c Ratio	0.68	0.24	0.37	0.23	0.07	0.54
Control Delay	36.0	6.9	7.3	1.5	5.9	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.0	6.9	7.3	1.5	5.9	9.4
Queue Length 50th (ft)	107	0	77	0	6	136
Queue Length 95th (ft)	168	32	140	26	18	287
Internal Link Dist (ft)	1255		181			254
Turn Bay Length (ft)				100		
Base Capacity (vph)	545	545	1219	1068	568	1243
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.18	0.37	0.23	0.07	0.54

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	113	88	0	0	0	0	362	222	33	628	0
Future Volume (veh/h)	78	113	88	0	0	0	0	362	222	33	628	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99	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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856				0	1841	1841	1870	1870	0
Adj Flow Rate, veh/h	126	131	100				0	452	247	42	675	0
Peak Hour Factor	0.62	0.86	0.88				0.92	0.80	0.90	0.78	0.93	0.92
Percent Heavy Veh, %	3	3	3				0	4	4	2	2	0
Cap, veh/h	162	169	288				0	1269	1065	541	1289	0
Arrive On Green	0.18	0.18	0.18				0.00	0.69	0.69	0.69	0.69	0.00
Sat Flow, veh/h	888	923	1572				0	1841	1545	745	1870	0
Grp Volume(v), veh/h	257	0	100				0	452	247	42	675	0
Grp Sat Flow(s),veh/h/ln	1811	0	1572				0	1841	1545	745	1870	0
Q Serve(g_s), s	9.5	0.0	3.9				0.0	7.1	4.2	1.7	12.3	0.0
Cycle Q Clear(g_c), s	9.5	0.0	3.9				0.0	7.1	4.2	8.8	12.3	0.0
Prop In Lane	0.49		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	331	0	288				0	1269	1065	541	1289	0
V/C Ratio(X)	0.78	0.00	0.35				0.00	0.36	0.23	0.08	0.52	0.00
Avail Cap(c_a), veh/h	579	0	503				0	1269	1065	541	1289	0
HCM Platoon Ratio	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	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	27.4	0.0	25.1				0.0	4.5	4.0	6.3	5.3	0.0
Incr Delay (d2), s/veh	3.9	0.0	0.7				0.0	0.8	0.5	0.3	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	4.3	0.0	1.5				0.0	2.0	1.0	0.3	3.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.3	0.0	25.8				0.0	5.3	4.6	6.6	6.8	0.0
LnGrp LOS	C	A	C				A	A	A	A	A	A
Approach Vol, veh/h		357						699			717	
Approach Delay, s/veh		29.8						5.0			6.8	
Approach LOS		C						A			A	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		53.0		17.4		53.0						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		48.5		22.5		48.5						
Max Q Clear Time (g_c+I1), s		9.1		11.5		14.3						
Green Ext Time (p_c), s		4.0		1.4		5.5						

Intersection Summary												
HCM 6th Ctrl Delay			10.7									
HCM 6th LOS			B									

Lane Group	WBL	WBT	NBL2	NBL	NBT	SBT	SBR	Ø5
Lane Configurations								
Traffic Volume (vph)	352	198	403	10	1695	935	928	
Future Volume (vph)	352	198	403	10	1695	935	928	
Turn Type	Perm	NA	Prot	Prot	NA	NA	Perm	
Protected Phases		4	1	1	6	2		5
Permitted Phases	4						2	
Detector Phase	4	4	1	1	6	2	2	
Switch Phase								
Minimum Initial (s)	10.0	10.0	5.0	5.0	12.0	12.0	12.0	5.0
Minimum Split (s)	22.5	22.5	11.0	11.0	22.5	22.5	22.5	9.5
Total Split (s)	68.0	68.0	27.0	27.0	89.0	85.0	85.0	23.0
Total Split (%)	37.8%	37.8%	15.0%	15.0%	49.4%	47.2%	47.2%	13%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0
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			Lead	Lead	Lag	Lag	Lag	Lead
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	None
Act Effct Green (s)	62.0	62.0	21.0	21.0	83.0	79.0	79.0	
Actuated g/C Ratio	0.34	0.34	0.12	0.12	0.46	0.44	0.44	
v/c Ratio	1.46	1.56	1.20	1.14	1.15	1.08	1.07	
Control Delay	256.4	295.5	196.0	177.5	102.7	95.9	98.9	
Queue Delay	5.0	0.0	12.4	13.1	0.0	8.2	0.0	
Total Delay	261.5	295.5	208.4	190.7	102.8	104.2	98.9	
LOS	F	F	F	F	F	F	F	
Approach Delay		279.2			121.4	102.5		
Approach LOS		F			F	F		

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 60 (33%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.56	
Intersection Signal Delay: 160.2	Intersection LOS: F
Intersection Capacity Utilization 98.3%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 35: N Miami Ave & I-195 WB On-Ramp/NE 38th St & NW 38th St

Lane Group	WBL	WBT	NBL2	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	880	961	225	224	1883	1539	692
v/c Ratio	1.46	1.56	1.20	1.14	1.15	1.08	1.07
Control Delay	256.4	295.5	196.0	177.5	102.7	95.9	98.9
Queue Delay	5.0	0.0	12.4	13.1	0.0	8.2	0.0
Total Delay	261.5	295.5	208.4	190.7	102.8	104.2	98.9
Queue Length 50th (ft)	~1414	~1533	~361	~331	~1384	~1110	~954
Queue Length 95th (ft)	456	#1597	m#473	#291	#1488	#1057	#1145
Internal Link Dist (ft)		221			131	162	
Turn Bay Length (ft)							
Base Capacity (vph)	603	615	187	196	1631	1424	648
Starvation Cap Reductn	0	0	87	96	25	0	0
Spillback Cap Reductn	260	0	0	0	0	88	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	2.57	1.56	2.25	2.24	1.17	1.15	1.07

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.

Movement	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	SBT	SBR	SBR2
Lane Configurations										
Traffic Volume (vph)	352	198	1	359	403	10	1695	935	928	8
Future Volume (vph)	352	198	1	359	403	10	1695	935	928	8
Ideal Flow (vphpl)	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	6.0	
Lane Util. Factor	1.00	1.00			0.91	0.95	0.95	0.91	0.91	
Frpb, ped/bikes	1.00	0.99			1.00	1.00	1.00	1.00	0.99	
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.89			1.00	1.00	1.00	0.96	0.85	
Flt Protected	0.95	1.00			0.95	0.95	1.00	1.00	1.00	
Satd. Flow (prot)	1752	1617			1610	1681	3539	3246	1420	
Flt Permitted	0.95	1.00			0.95	0.95	1.00	1.00	1.00	
Satd. Flow (perm)	1752	1617			1610	1681	3539	3246	1420	
Peak-hour factor, PHF	0.40	0.83	0.25	0.50	0.93	0.62	0.90	0.82	0.86	0.67
Adj. Flow (vph)	880	239	4	718	433	16	1883	1140	1079	12
RTOR Reduction (vph)	0	59	0	0	0	0	0	0	25	0
Lane Group Flow (vph)	880	902	0	0	225	224	1883	1539	667	0
Confl. Peds. (#/hr)			4	1		4			4	
Heavy Vehicles (%)	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Turn Type	Perm	NA			Prot	Prot	NA	NA	Perm	
Protected Phases		4			1	1	6	2		
Permitted Phases	4								2	
Actuated Green, G (s)	62.0	62.0			21.0	21.0	83.0	79.0	79.0	
Effective Green, g (s)	62.0	62.0			21.0	21.0	83.0	79.0	79.0	
Actuated g/C Ratio	0.34	0.34			0.12	0.12	0.46	0.44	0.44	
Clearance Time (s)	6.0	6.0			6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	2.5	2.5			3.0	3.0	1.0	1.0	1.0	
Lane Grp Cap (vph)	603	556			187	196	1631	1424	623	
v/s Ratio Prot		c0.56			c0.14	0.13	c0.53	0.47		
v/s Ratio Perm	0.50								0.47	
v/c Ratio	1.46	1.62			1.20	1.14	1.15	1.08	1.07	
Uniform Delay, d1	59.0	59.0			79.5	79.5	48.5	50.5	50.5	
Progression Factor	1.00	1.00			1.35	1.35	0.61	1.00	1.00	
Incremental Delay, d2	215.8	288.2			115.4	91.7	73.7	48.9	56.3	
Delay (s)	274.8	347.2			222.9	199.1	103.1	99.4	106.8	
Level of Service	F	F			F	F	F	F	F	
Approach Delay (s)		312.6					123.9	101.7		
Approach LOS		F					F	F		

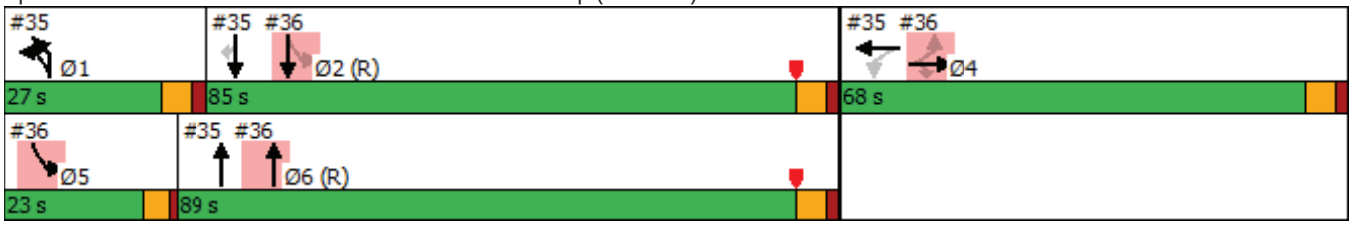
Intersection Summary			
HCM 2000 Control Delay	170.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.36		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	98.3%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	NBT	SBL	SBT	Ø1
Lane Configurations							
Traffic Volume (vph)	486	0	740	1619	256	952	
Future Volume (vph)	486	0	740	1619	256	952	
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	
Protected Phases		4		6	5	2	1
Permitted Phases	4		4		2		
Detector Phase	4	4	4	6	5	2	
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	12.0	5.0	12.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	11.0
Total Split (s)	68.0	68.0	68.0	89.0	23.0	85.0	27.0
Total Split (%)	37.8%	37.8%	37.8%	49.4%	12.8%	47.2%	15%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	1.0	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	4.5	6.0	
Lead/Lag				Lag	Lead	Lag	Lead
Lead-Lag Optimize?				Yes	Yes	Yes	Yes
Recall Mode	None	None	None	C-Max	None	C-Max	None
Act Effct Green (s)	62.0	62.0	62.0	83.0	99.0	79.0	
Actuated g/C Ratio	0.34	0.34	0.34	0.46	0.55	0.44	
v/c Ratio	0.63	0.67	0.52	0.89	1.24	0.66	
Control Delay	55.4	50.9	16.3	49.9	162.2	37.3	
Queue Delay	37.4	50.2	0.0	47.4	7.6	52.0	
Total Delay	92.9	101.1	16.3	97.3	169.8	89.2	
LOS	F	F	B	F	F	F	
Approach Delay		58.1		97.3		106.6	
Approach LOS		E		F		F	

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 60 (33%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.56	
Intersection Signal Delay: 88.3	Intersection LOS: F
Intersection Capacity Utilization 82.9%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 36: N Miami Ave & I-195 EB Off-Ramp (from I-95)



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	367	356	673	2038	278	1013
v/c Ratio	0.63	0.67	0.52	0.89	1.24	0.66
Control Delay	55.4	50.9	16.3	49.9	162.2	37.3
Queue Delay	37.4	50.2	0.0	47.4	7.6	52.0
Total Delay	92.9	101.1	16.3	97.3	169.8	89.2
Queue Length 50th (ft)	384	369	113	793	~362	417
Queue Length 95th (ft)	483	519	175	859	m#236	m309
Internal Link Dist (ft)		605		212		131
Turn Bay Length (ft)	400		350			
Base Capacity (vph)	579	530	1284	2290	224	1538
Starvation Cap Reductn	0	0	0	1025	82	872
Spillback Cap Reductn	228	201	0	293	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.05	1.08	0.52	1.61	1.96	1.52

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	486	0	740	0	0	0	0	1619	256	256	952	0
Future Volume (vph)	486	0	740	0	0	0	0	1619	256	256	952	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0					6.0		4.5	6.0	
Lane Util. Factor	0.95	0.86	0.91					0.91		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	1.00					1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00					1.00		1.00	1.00	
Frt	1.00	0.93	0.85					0.98		1.00	1.00	
Flt Protected	0.95	0.97	1.00					1.00		0.95	1.00	
Satd. Flow (prot)	1681	1455	2882					4939		1770	3505	
Flt Permitted	0.95	0.97	1.00					1.00		0.05	1.00	
Satd. Flow (perm)	1681	1455	2882					4939		94	3505	
Peak-hour factor, PHF	0.86	0.92	0.89	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.94	0.92
Adj. Flow (vph)	565	0	831	0	0	0	0	1760	278	278	1013	0
RTOR Reduction (vph)	0	30	292	0	0	0	0	12	0	0	0	0
Lane Group Flow (vph)	367	327	381	0	0	0	0	2026	0	278	1013	0
Confl. Peds. (#/hr)							10					10
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	2%	2%	3%	3%
Turn Type	Perm	NA	Perm					NA		pm+pt	NA	
Protected Phases		4						6		5	2	
Permitted Phases	4		4							2		
Actuated Green, G (s)	62.0	62.0	62.0					83.0		97.5	79.0	
Effective Green, g (s)	62.0	62.0	62.0					83.0		97.5	79.0	
Actuated g/C Ratio	0.34	0.34	0.34					0.46		0.54	0.44	
Clearance Time (s)	6.0	6.0	6.0					6.0		4.5	6.0	
Vehicle Extension (s)	2.5	2.5	2.5					1.0		3.0	1.0	
Lane Grp Cap (vph)	579	501	992					2277		223	1538	
v/s Ratio Prot								c0.41		c0.13	0.29	
v/s Ratio Perm	0.22	0.22	0.13							c0.54		
v/c Ratio	0.63	0.65	0.38					0.89		1.25	0.66	
Uniform Delay, d1	49.5	49.9	44.6					44.3		61.8	39.9	
Progression Factor	1.00	1.00	1.00					1.00		1.11	0.92	
Incremental Delay, d2	2.0	2.7	0.2					5.7		114.5	0.2	
Delay (s)	51.5	52.6	44.8					50.0		183.3	37.0	
Level of Service	D	D	D					D		F	D	
Approach Delay (s)		48.5			0.0			50.0			68.5	
Approach LOS		D			A			D			E	

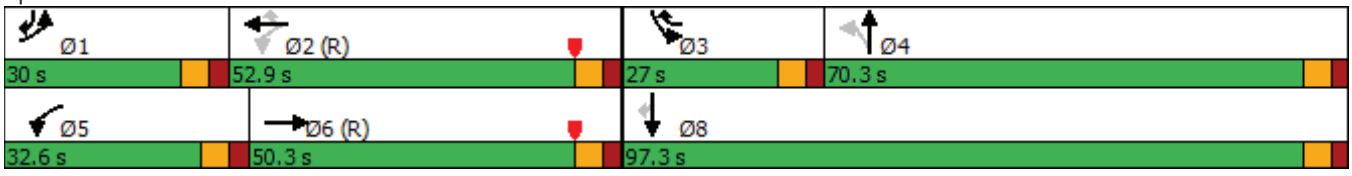
Intersection Summary			
HCM 2000 Control Delay	54.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	82.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	258	682	190	507	243	33	1330	327	1035	331
Future Volume (vph)	258	682	190	507	243	33	1330	327	1035	331
Turn Type	Prot	NA	pm+pt	NA	pm+ov	Perm	NA	Prot	NA	pm+ov
Protected Phases	1	6	5	2	3		4	3	8	1
Permitted Phases			2		2	4				8
Detector Phase	1	6	5	2	3	4	4	3	8	1
Switch Phase										
Minimum Initial (s)	7.0	16.0	7.0	16.0	7.0	16.0	16.0	7.0	16.0	7.0
Minimum Split (s)	13.3	32.6	24.3	32.6	13.0	32.3	32.3	13.0	32.3	13.3
Total Split (s)	30.0	50.3	32.6	52.9	27.0	70.3	70.3	27.0	97.3	30.0
Total Split (%)	16.6%	27.9%	18.1%	29.4%	15.0%	39.0%	39.0%	15.0%	54.0%	16.6%
Yellow Time (s)	3.7	4.0	3.7	4.0	3.7	4.0	4.0	3.7	4.0	3.7
All-Red Time (s)	2.6	2.6	2.6	2.6	2.3	2.3	2.3	2.3	2.3	2.6
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	6.0	6.3	6.3
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead		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
Act Effct Green (s)	19.7	43.8	75.4	50.3	71.9	64.0	64.0	21.0	91.0	110.7
Actuated g/C Ratio	0.11	0.24	0.42	0.28	0.40	0.36	0.36	0.12	0.50	0.61
v/c Ratio	0.80	0.95	0.98	0.60	0.67	0.48	0.99	0.95	0.67	0.39
Control Delay	94.3	86.5	101.8	59.7	40.8	61.1	75.3	111.8	35.8	13.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	43.5	50.6	2.1
Total Delay	94.3	86.5	101.8	59.7	40.8	61.1	75.3	155.4	86.4	15.6
LOS	F	F	F	E	D	E	E	F	F	B
Approach Delay		88.6		62.7			74.9		86.1	
Approach LOS		F		E			E		F	

Intersection Summary	
Cycle Length: 180.2	
Actuated Cycle Length: 180.2	
Offset: 51 (28%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow	
Natural Cycle: 135	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 78.2	Intersection LOS: E
Intersection Capacity Utilization 95.4%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 37: N Miami Ave & NW 36th St/NE 36th St



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	293	788	288	583	434	58	1767	376	1190	376
v/c Ratio	0.80	0.95	0.98	0.60	0.67	0.48	0.99	0.95	0.67	0.39
Control Delay	94.3	86.5	101.8	59.7	40.8	61.1	75.3	111.8	35.8	13.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	43.5	50.6	2.1
Total Delay	94.3	86.5	101.8	59.7	40.8	61.1	75.3	155.4	86.4	15.6
Queue Length 50th (ft)	177	485	292	317	346	53	760	231	547	167
Queue Length 95th (ft)	223	#616	275	381	236	61	717	#320	595	210
Internal Link Dist (ft)		587		637			318		212	
Turn Bay Length (ft)	340		220		300	250		175		
Base Capacity (vph)	442	832	296	978	650	121	1788	396	1770	1001
Starvation Cap Reductn	0	0	0	0	0	0	0	68	931	469
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	0.66	0.95	0.97	0.60	0.67	0.48	0.99	1.15	1.42	0.71

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	258	682	56	190	507	243	33	1330	113	327	1035	331
Future Volume (veh/h)	258	682	56	190	507	243	33	1330	113	327	1035	331
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		0.99	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1856	1856	1856	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	293	710	78	288	583	434	58	1622	145	376	1190	376
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	333	792	87	307	1024	633	102	1694	151	400	1781	946
Arrive On Green	0.10	0.25	0.25	0.05	0.10	0.10	0.36	0.36	0.36	0.04	0.17	0.17
Sat Flow, veh/h	3401	3172	348	1767	3526	1550	328	4770	426	3428	3526	1569
Grp Volume(v), veh/h	293	391	397	288	583	434	58	1157	610	376	1190	376
Grp Sat Flow(s),veh/h/ln	1700	1749	1771	1767	1763	1550	328	1702	1792	1714	1763	1569
Q Serve(g_s), s	15.3	38.9	39.0	22.8	28.5	42.0	31.3	59.8	59.9	19.7	57.0	31.3
Cycle Q Clear(g_c), s	15.3	38.9	39.0	22.8	28.5	42.0	61.3	59.8	59.9	19.7	57.0	31.3
Prop In Lane	1.00		0.20	1.00		1.00	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	333	437	442	307	1024	633	102	1209	636	400	1781	946
V/C Ratio(X)	0.88	0.90	0.90	0.94	0.57	0.69	0.57	0.96	0.96	0.94	0.67	0.40
Avail Cap(c_a), veh/h	448	437	442	321	1024	633	102	1210	637	400	1782	947
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	0.73	0.73	0.73	1.00	1.00	1.00	0.76	0.76	0.76
Uniform Delay (d), s/veh	80.1	65.2	65.3	58.7	70.6	56.2	72.0	56.7	56.8	85.9	60.9	34.3
Incr Delay (d2), s/veh	11.8	23.5	23.5	26.6	1.7	4.4	6.2	16.6	25.7	24.8	0.7	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	7.3	20.3	20.6	16.3	13.9	18.4	2.8	28.5	31.7	10.6	27.4	13.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	91.9	88.8	88.8	85.3	72.3	60.6	78.2	73.3	82.4	110.8	61.5	34.5
LnGrp LOS	F	F	F	F	E	E	E	E	F	F	E	C
Approach Vol, veh/h		1081			1305			1825			1942	
Approach Delay, s/veh		89.6			71.3			76.5			65.8	
Approach LOS		F			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	23.9	58.9	27.0	70.2	31.2	51.6		97.2
Change Period (Y+Rc), s	* 6.3	6.6	6.0	* 6.3	* 6.3	6.6		* 6.3
Max Green Setting (Gmax), s	* 24	46.3	21.0	* 64	* 26	43.7		* 91
Max Q Clear Time (g_c+I1), s	17.3	44.0	21.7	63.3	24.8	41.0		59.0
Green Ext Time (p_c), s	0.3	0.6	0.0	0.6	0.1	0.7		10.6

Intersection Summary	
HCM 6th Ctrl Delay	74.3
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

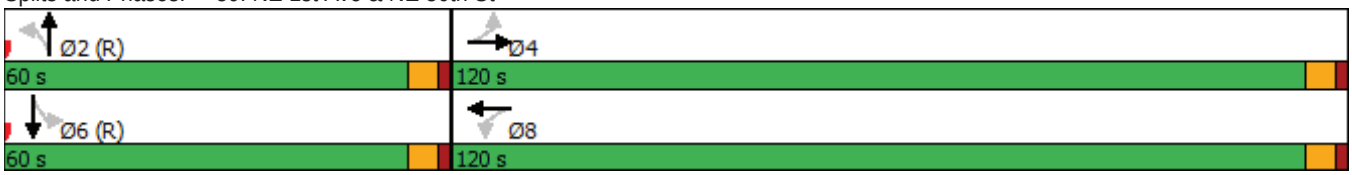
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	23	16	17.1	22.5
HCM LOS	C	C	C	C

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

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	33	1094	19	785	28	50	20	26
Future Volume (vph)	33	1094	19	785	28	50	20	26
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	120.0	120.0	120.0	120.0	60.0	60.0	60.0	60.0
Total Split (%)	66.7%	66.7%	66.7%	66.7%	33.3%	33.3%	33.3%	33.3%
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 Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	81.8	81.8	81.8	81.8		86.2		86.2
Actuated g/C Ratio	0.45	0.45	0.45	0.45		0.48		0.48
v/c Ratio	0.34	0.75	0.89	0.64		0.25		0.32
Control Delay	36.7	43.0	116.5	38.7		27.9		28.7
Queue Delay	0.0	0.3	0.0	0.2		0.0		0.0
Total Delay	36.7	43.4	116.5	38.9		27.9		28.7
LOS	D	D	F	D		C		C
Approach Delay		43.1		44.3		27.9		28.7
Approach LOS		D		D		C		C

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 41.3	Intersection LOS: D
Intersection Capacity Utilization 55.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 39: NE 1st Ave & NE 36th St



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	46	1196	76	1014	178	251
v/c Ratio	0.34	0.75	0.89	0.64	0.25	0.32
Control Delay	36.7	43.0	116.5	38.7	27.9	28.7
Queue Delay	0.0	0.3	0.0	0.2	0.0	0.0
Total Delay	36.7	43.4	116.5	38.9	27.9	28.7
Queue Length 50th (ft)	35	609	82	478	110	160
Queue Length 95th (ft)	48	589	23	416	162	47
Internal Link Dist (ft)		637		666	218	421
Turn Bay Length (ft)	370		220			
Base Capacity (vph)	188	2230	119	2208	726	785
Starvation Cap Reductn	0	441	0	435	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.67	0.64	0.57	0.25	0.32

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	1094	16	19	785	51	28	50	52	20	26	85
Future Volume (veh/h)	33	1094	16	19	785	51	28	50	52	20	26	85
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	1164	32	76	946	68	45	64	69	22	104	125
Peak Hour Factor	0.71	0.94	0.50	0.25	0.83	0.75	0.62	0.78	0.75	0.92	0.25	0.68
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	190	1679	46	142	1597	115	184	262	266	71	331	377
Arrive On Green	0.48	0.48	0.48	0.48	0.48	0.48	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	556	3531	97	468	3358	241	348	571	582	108	723	824
Grp Volume(v), veh/h	46	586	610	76	501	513	178	0	0	251	0	0
Grp Sat Flow(s),veh/h/ln	556	1777	1851	468	1777	1823	1502	0	0	1655	0	0
Q Serve(g_s), s	11.9	46.4	46.4	27.3	37.0	37.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	48.9	46.4	46.4	73.8	37.0	37.0	13.2	0.0	0.0	16.9	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.13	0.25		0.39	0.09		0.50
Lane Grp Cap(c), veh/h	190	845	880	142	845	867	712	0	0	779	0	0
V/C Ratio(X)	0.24	0.69	0.69	0.54	0.59	0.59	0.25	0.00	0.00	0.32	0.00	0.00
Avail Cap(c_a), veh/h	278	1125	1172	216	1125	1154	712	0	0	779	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.21	0.21	0.21	0.41	0.41	0.41	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	52.3	36.9	36.9	65.8	34.5	34.5	29.8	0.0	0.0	31.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.2	0.2	1.3	0.3	0.3	0.8	0.0	0.0	1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	20.4	21.3	3.3	16.3	16.7	5.1	0.0	0.0	7.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.4	37.2	37.2	67.1	34.7	34.7	30.6	0.0	0.0	32.1	0.0	0.0
LnGrp LOS	D	D	D	E	C	C	C	A	A	C	A	A
Approach Vol, veh/h		1242			1090			178			251	
Approach Delay, s/veh		37.7			37.0			30.6			32.1	
Approach LOS		D			D			C			C	

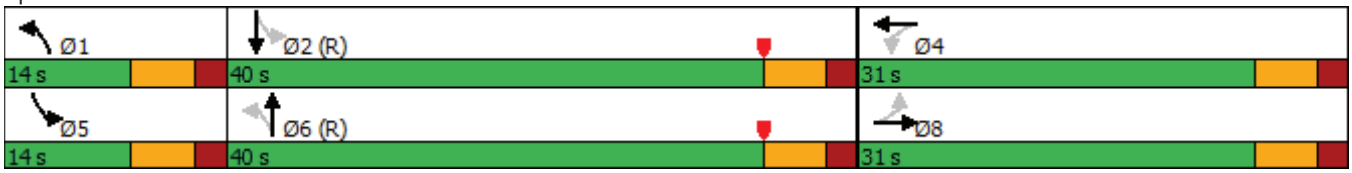
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		88.4		91.6		88.4		91.6				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		54.0		114.0		54.0		114.0				
Max Q Clear Time (g_c+I1), s		15.2		50.9		18.9		75.8				
Green Ext Time (p_c), s		1.2		12.3		1.7		9.8				

Intersection Summary												
HCM 6th Ctrl Delay			36.5									
HCM 6th LOS			D									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	36	110	85	162	18	479	191	625
Future Volume (vph)	36	110	85	162	18	479	191	625
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
Act Effct Green (s)		25.0		25.0	39.3	34.0	46.5	43.3
Actuated g/C Ratio		0.29		0.29	0.46	0.40	0.55	0.51
v/c Ratio		0.66		1.18	0.13	1.02	1.14	0.87
Control Delay		35.1		127.7	10.2	66.4	121.7	33.1
Queue Delay		0.0		0.0	0.0	29.7	0.5	0.0
Total Delay		35.1		127.7	10.2	96.1	122.2	33.1
LOS		D		F	B	F	F	C
Approach Delay		35.1		127.7		93.3		56.4
Approach LOS		D		F		F		E

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	
Maximum v/c Ratio: 1.18	
Intersection Signal Delay: 79.2	Intersection LOS: E
Intersection Capacity Utilization 89.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 40: NE 2nd Ave & NE 39th St



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	244	505	24	725	277	783
v/c Ratio	0.66	1.18	0.13	1.02	1.14	0.87
Control Delay	35.1	127.7	10.2	66.4	121.7	33.1
Queue Delay	0.0	0.0	0.0	29.7	0.5	0.0
Total Delay	35.1	127.7	10.2	96.1	122.2	33.1
Queue Length 50th (ft)	108	~402	5	~392	~122	299
Queue Length 95th (ft)	154	#723	13	#567	#175	#676
Internal Link Dist (ft)	93	266		246		85
Turn Bay Length (ft)			170			
Base Capacity (vph)	369	429	247	709	244	900
Starvation Cap Reductn	0	0	0	170	0	0
Spillback Cap Reductn	0	0	0	13	8	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.66	1.18	0.10	1.35	1.17	0.87

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.

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	625	61
Future Volume (veh/h)	36	110	28	85	162	123	18	479	142	191	625	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1856	1856	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	64	143	37	121	176	208	24	564	161	277	672	111
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	257	59	135	148	162	162	489	140	248	713	118
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	242	875	200	280	504	549	1739	1224	349	1739	1522	251
Grp Volume(v), veh/h	244	0	0	505	0	0	24	0	725	277	0	783
Grp Sat Flow(s),veh/h/ln	1316	0	0	1334	0	0	1739	0	1573	1739	0	1773
Q Serve(g_s), s	0.0	0.0	0.0	13.0	0.0	0.0	0.7	0.0	34.0	8.0	0.0	35.7
Cycle Q Clear(g_c), s	12.0	0.0	0.0	25.0	0.0	0.0	0.7	0.0	34.0	8.0	0.0	35.7
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	440	0	0	445	0	0	162	0	629	248	0	831
V/C Ratio(X)	0.55	0.00	0.00	1.14	0.00	0.00	0.15	0.00	1.15	1.12	0.00	0.94
Avail Cap(c_a), veh/h	440	0	0	445	0	0	281	0	629	248	0	831
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	0.69	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	19.7	0.0	25.5	23.1	0.0	21.5
Incr Delay (d2), s/veh	1.7	0.0	0.0	79.0	0.0	0.0	0.2	0.0	85.8	91.6	0.0	20.0
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	4.2	0.0	0.0	19.0	0.0	0.0	0.3	0.0	26.8	9.3	0.0	18.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.6	0.0	0.0	110.3	0.0	0.0	19.8	0.0	111.3	114.7	0.0	41.5
LnGrp LOS	C	A	A	F	A	A	B	A	F	F	A	D
Approach Vol, veh/h		244			505			749			1060	
Approach Delay, s/veh		26.6			110.3			108.4			60.6	
Approach LOS		C			F			F			E	

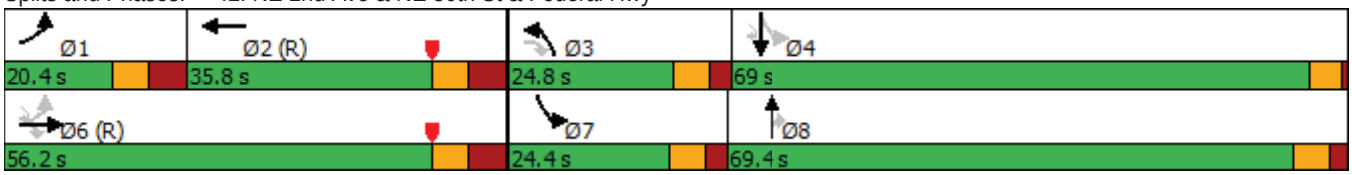
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	45.8		31.0	14.0	40.0		31.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	8.0	34.0		25.0	8.0	34.0		25.0				
Max Q Clear Time (g_c+I1), s	2.7	37.7		27.0	10.0	36.0		14.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		1.3				

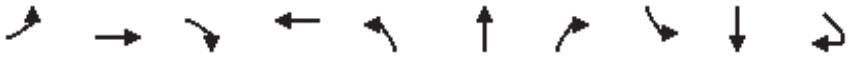
Intersection Summary												
HCM 6th Ctrl Delay			81.2									
HCM 6th LOS			F									

Lane Group	EBL	EBT	EBR	WBT	NBL2	NBT	NBR	SBL	SBT	SER2
Lane Configurations										
Traffic Volume (vph)	163	672	520	518	117	306	50	92	1222	109
Future Volume (vph)	163	672	520	518	117	306	50	92	1222	109
Turn Type	pm+pt	NA	custom	NA	Prot	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		2	3	8		7	4	
Permitted Phases	6		3 6				8	4		4 6
Detector Phase	1	6	3 6	2	3	8	8	7	4	4 6
Switch Phase										
Minimum Initial (s)	8.0	7.0		7.0	7.0	7.0	7.0	7.0	5.0	
Minimum Split (s)	16.4	34.4		34.4	24.4	30.3	30.3	24.4	22.5	
Total Split (s)	20.4	56.2		35.8	24.8	69.4	69.4	24.4	69.0	
Total Split (%)	13.6%	37.5%		23.9%	16.5%	46.3%	46.3%	16.3%	46.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	3.5	
All-Red Time (s)	4.4	4.4		4.4	2.4	2.3	2.3	2.4	1.0	
Lost Time Adjust (s)	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	6.4	6.3	6.3	6.4	4.5	
Lead/Lag	Lead			Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max		C-Max	None	None	None	None	None	
Act Effct Green (s)	47.8	47.8	71.7	27.4	15.5	72.0	72.0	74.6	67.4	123.6
Actuated g/C Ratio	0.32	0.32	0.48	0.18	0.10	0.48	0.48	0.50	0.45	0.82
v/c Ratio	1.07	0.69	0.77	1.00	0.76	0.42	0.09	0.21	1.03	0.10
Control Delay	124.0	48.3	40.3	83.1	90.1	27.5	0.2	15.7	69.9	1.4
Queue Delay	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	10.6	0.0
Total Delay	124.0	48.3	41.9	83.1	90.1	27.5	0.2	15.7	80.4	1.4
LOS	F	D	D	F	F	C	A	B	F	A
Approach Delay		55.9		83.1		38.8			76.4	
Approach LOS		E		F		D			E	

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay: 64.0	Intersection LOS: E
Intersection Capacity Utilization 108.7%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 42: NE 2nd Ave & NE 36th St & Federal Hwy





Lane Group	EBL	EBT	EBR	WBT	NBL2	NBT	NBR	SBL	SBT	SER2
Lane Group Flow (vph)	204	772	571	717	136	369	72	105	1598	128
v/c Ratio	1.07	0.69	0.77	1.00	0.76	0.42	0.09	0.21	1.03	0.10
Control Delay	124.0	48.3	40.3	83.1	90.1	27.5	0.2	15.7	69.9	1.4
Queue Delay	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	10.6	0.0
Total Delay	124.0	48.3	41.9	83.1	90.1	27.5	0.2	15.7	80.4	1.4
Queue Length 50th (ft)	~168	347	448	~314	131	230	0	44	~885	7
Queue Length 95th (ft)	#273	403	596	#436	195	295	0	72	#986	m16
Internal Link Dist (ft)		666		373		397			143	
Turn Bay Length (ft)	360		250				50	75		
Base Capacity (vph)	191	1127	771	716	214	885	791	597	1558	1287
Starvation Cap Reductn	0	0	80	0	0	0	0	0	43	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	1.07	0.69	0.83	1.00	0.64	0.42	0.09	0.18	1.05	0.10

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.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBT	WBR2	NBL2	NBT	NBR	SBL	SBT	SBR	SER2
Lane Configurations												
Traffic Volume (vph)	163	672	520	518	115	117	306	50	92	1222	143	109
Future Volume (vph)	163	672	520	518	115	117	306	50	92	1222	143	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	8.4	8.4	6.4	8.4		6.4	6.3	6.3	6.4	4.5		4.5
Lane Util. Factor	1.00	0.95	1.00	0.95		1.00	1.00	1.00	1.00	0.95		1.00
Frpb, ped/bikes	1.00	1.00	0.98	0.99		1.00	1.00	0.95	1.00	1.00		0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00		1.00	1.00	1.00	0.99	1.00		1.00
Frt	1.00	1.00	0.85	0.97		1.00	1.00	0.85	1.00	0.98		0.86
Flt Protected	0.95	1.00	1.00	1.00		0.95	1.00	1.00	0.95	1.00		1.00
Satd. Flow (prot)	1770	3539	1551	3333		1752	1845	1489	1754	3468		1524
Flt Permitted	0.11	1.00	1.00	1.00		0.95	1.00	1.00	0.48	1.00		1.00
Satd. Flow (perm)	208	3539	1551	3333		1752	1845	1489	890	3468		1524
Peak-hour factor, PHF	0.80	0.87	0.91	0.88	0.90	0.86	0.83	0.69	0.88	0.87	0.74	0.85
Adj. Flow (vph)	204	772	571	589	128	136	369	72	105	1405	193	128
RTOR Reduction (vph)	0	0	0	108	0	0	0	37	0	0	0	26
Lane Group Flow (vph)	204	772	571	609	0	136	369	35	105	1598	0	102
Confl. Peds. (#/hr)	37		12		37	2		21	21		2	2
Heavy Vehicles (%)	2%	2%	2%	4%	4%	3%	3%	3%	2%	2%	2%	6%
Turn Type	pm+pt	NA	custom	NA		Prot	NA	Perm	pm+pt	NA		Perm
Protected Phases	1	6		2		3	8		7	4		
Permitted Phases	6		3 6					8	4			4 6
Actuated Green, G (s)	47.8	47.8	71.7	27.4		15.5	72.0	72.0	76.5	67.4		119.7
Effective Green, g (s)	47.8	47.8	63.3	27.4		15.5	72.0	72.0	76.5	67.4		119.7
Actuated g/C Ratio	0.32	0.32	0.42	0.18		0.10	0.48	0.48	0.51	0.45		0.80
Clearance Time (s)	8.4	8.4		8.4		6.4	6.3	6.3	6.4	4.5		
Vehicle Extension (s)	2.0	1.0		1.0		2.5	2.5	2.5	2.5	3.0		
Lane Grp Cap (vph)	191	1127	654	608		181	885	714	506	1558		1216
v/s Ratio Prot	0.09	0.22		0.18		0.08	c0.20		0.01	c0.46		
v/s Ratio Perm	c0.25		c0.37					0.02	0.09			0.07
v/c Ratio	1.07	0.69	0.87	1.00		0.75	0.42	0.05	0.21	1.03		0.08
Uniform Delay, d1	43.5	44.5	39.7	61.3		65.4	25.4	20.8	19.4	41.3		3.3
Progression Factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00		14.57
Incremental Delay, d2	84.3	3.4	12.3	36.9		15.3	0.2	0.0	0.1	29.6		0.0
Delay (s)	127.8	47.9	51.9	98.2		80.7	25.6	20.8	19.5	70.9		47.8
Level of Service	F	D	D	F		F	C	C	B	E		D
Approach Delay (s)		59.9		98.2			38.0			67.7		
Approach LOS		E		F			D			E		

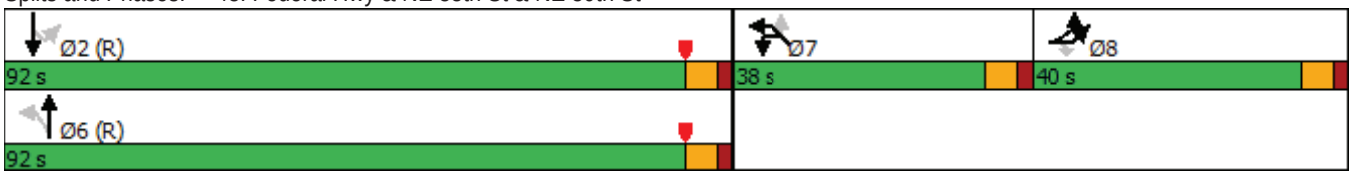
Intersection Summary			
HCM 2000 Control Delay	65.6	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	29.5
Intersection Capacity Utilization	108.7%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL2	EBL	EBR2	NBL	NBT	SBL2	SBT	NWL2	NWL	NWR
Lane Configurations										
Traffic Volume (vph)	169	108	166	40	491	18	823	52	165	34
Future Volume (vph)	169	108	166	40	491	18	823	52	165	34
Turn Type	Prot	Prot	Perm	Perm	NA	Perm	NA	Prot	Prot	Perm
Protected Phases	8	8			6		2	7	7	
Permitted Phases			8	6		2				7
Detector Phase	8	8	8	6	6	2	2	7	7	7
Switch Phase										
Minimum Initial (s)	10.0	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	24.0
Total Split (s)	40.0	40.0	40.0	92.0	92.0	92.0	92.0	38.0	38.0	38.0
Total Split (%)	23.5%	23.5%	23.5%	54.1%	54.1%	54.1%	54.1%	22.4%	22.4%	22.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lag					Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes					Yes	Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	25.8	25.8	25.8	100.3	100.3		100.3	25.9	25.9	25.9
Actuated g/C Ratio	0.15	0.15	0.15	0.59	0.59		0.59	0.15	0.15	0.15
v/c Ratio	0.82	0.82	0.60	0.29	0.61		0.57	0.32	0.79	0.23
Control Delay	78.5	78.2	11.0	25.3	27.7		24.3	66.1	89.1	15.9
Queue Delay	3.2	3.1	0.5	0.7	1.6		0.2	0.0	16.0	0.0
Total Delay	81.6	81.3	11.5	26.0	29.3		24.5	66.1	105.1	15.9
LOS	F	F	B	C	C		C	E	F	B
Approach Delay		57.3			29.0		24.5		80.7	
Approach LOS		E			C		C		F	

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: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 40.4	Intersection LOS: D
Intersection Capacity Utilization 78.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 43: Federal Hwy & NE 38th St & NE 39th St



Lane Group	EBL2	EBL	EBR2	NBL	NBT	SBT	NWL2	NWL	NWR
Lane Group Flow (vph)	207	206	218	66	665	1050	87	212	60
v/c Ratio	0.82	0.82	0.60	0.29	0.61	0.57	0.32	0.79	0.23
Control Delay	78.5	78.2	11.0	25.3	27.7	24.3	66.1	89.1	15.9
Queue Delay	3.2	3.1	0.5	0.7	1.6	0.2	0.0	16.0	0.0
Total Delay	81.6	81.3	11.5	26.0	29.3	24.5	66.1	105.1	15.9
Queue Length 50th (ft)	238	238	21	36	466	365	87	230	2
Queue Length 95th (ft)	m202	m220	m19	52	596	522	92	268	33
Internal Link Dist (ft)		266			533	151		312	
Turn Bay Length (ft)				50					50
Base Capacity (vph)	333	333	413	225	1082	1841	333	333	308
Starvation Cap Reductn	59	59	39	0	242	0	0	34	0
Spillback Cap Reductn	0	0	0	44	0	181	0	104	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.75	0.58	0.36	0.79	0.63	0.26	0.93	0.19

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

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	823	131	52	165	34
Future Volume (vph)	169	108	166	40	491	29	18	823	131	52	165	34
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		6.0	6.0	6.0
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00			0.95		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.85	1.00	1.00			0.99		1.00	1.00	0.88
Flpb, ped/bikes	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	0.99			0.98		1.00	1.00	0.85
Flt Protected	0.95	0.95	1.00	0.95	1.00			1.00		0.95	0.95	1.00
Satd. Flow (prot)	1665	1665	1197	1770	1837			3431		1770	1770	1389
Flt Permitted	0.95	0.95	1.00	0.21	1.00			0.90		0.95	0.95	1.00
Satd. Flow (perm)	1665	1665	1197	382	1837			3107		1770	1770	1389
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	857	168	87	212	44
RTOR Reduction (vph)	0	0	185	0	0	0	0	8	0	0	0	49
Lane Group Flow (vph)	207	206	33	66	665	0	0	1042	0	87	212	11
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	Perm
Protected Phases	8	8			6			2		7	7	
Permitted Phases			8	6			2					7
Actuated Green, G (s)	25.8	25.8	25.8	100.3	100.3			100.3		25.9	25.9	25.9
Effective Green, g (s)	25.8	25.8	25.8	100.3	100.3			100.3		25.9	25.9	25.9
Actuated g/C Ratio	0.15	0.15	0.15	0.59	0.59			0.59		0.15	0.15	0.15
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0			6.0		6.0	6.0	6.0
Vehicle Extension (s)	2.5	2.5	2.5	1.0	1.0			1.0		4.0	4.0	4.0
Lane Grp Cap (vph)	252	252	181	225	1083			1833		269	269	211
v/s Ratio Prot	c0.12	0.12			c0.36					0.05	c0.12	
v/s Ratio Perm			0.03	0.17				0.34				0.01
v/c Ratio	0.82	0.82	0.18	0.29	0.61			0.57		0.32	0.79	0.05
Uniform Delay, d1	69.9	69.8	62.9	17.3	22.4			21.5		64.2	69.4	61.6
Progression Factor	0.97	0.97	1.20	1.00	1.00			1.00		1.00	1.00	1.00
Incremental Delay, d2	8.3	7.9	0.1	3.3	2.6			1.3		1.0	14.9	0.1
Delay (s)	76.1	75.7	75.6	20.6	25.0			22.8		65.2	84.3	61.7
Level of Service	E	E	E	C	C			C		E	F	E
Approach Delay (s)		75.8			24.6			22.8			75.9	
Approach LOS		E			C			C			E	

Intersection Summary			
HCM 2000 Control Delay	42.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	78.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

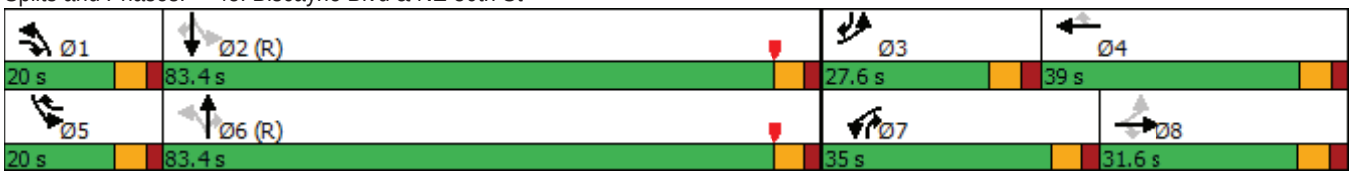
Movement	NWR2
Lane Configurations	
Traffic Volume (vph)	8
Future Volume (vph)	8
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.50
Adj. Flow (vph)	16
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	2
Heavy Vehicles (%)	2%
Parking (#/hr)	
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	131	231	355	749	224	610	166	1503	108	170	2229	235
Future Volume (vph)	131	231	355	749	224	610	166	1503	108	170	2229	235
Turn Type	pm+pt	NA	pm+ov	Prot	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6	7	5	2	3
Permitted Phases	8		8			4	6		6	2		2
Detector Phase	3	8	1	7	4	5	1	6	7	5	2	3
Switch Phase												
Minimum Initial (s)	7.0	7.0	5.0	7.0	7.0	5.0	5.0	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	27.6	27.6	11.0	24.2	24.2	11.0	11.0	27.1	24.2	11.0	27.1	27.6
Total Split (s)	27.6	31.6	20.0	35.0	39.0	20.0	20.0	83.4	35.0	20.0	83.4	27.6
Total Split (%)	16.2%	18.6%	11.8%	20.6%	22.9%	11.8%	11.8%	49.1%	20.6%	11.8%	49.1%	16.2%
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)	2.6	2.6	2.0	2.2	2.2	2.0	2.0	2.1	2.2	2.0	2.1	2.6
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	0.0
Total Lost Time (s)	6.6	6.6	6.0	6.2	6.2	6.0	6.0	6.1	6.2	6.0	6.1	6.6
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	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	None
Act Effct Green (s)	41.6	25.0	39.6	28.8	37.2	51.4	91.4	77.3	106.0	91.4	77.3	93.4
Actuated g/C Ratio	0.24	0.15	0.23	0.17	0.22	0.30	0.54	0.45	0.62	0.54	0.45	0.55
v/c Ratio	0.79	1.05	0.93	1.35	1.28	0.90	1.54	0.99	0.15	0.99	1.56	0.36
Control Delay	69.2	135.6	73.5	220.6	191.7	67.7	302.4	66.5	5.1	110.2	286.3	12.8
Queue Delay	0.0	0.0	0.0	0.3	1.3	3.5	0.0	0.0	0.0	0.0	0.4	0.0
Total Delay	69.2	135.6	73.5	220.9	193.0	71.2	302.4	66.5	5.1	110.2	286.7	12.8
LOS	E	F	E	F	F	E	F	E	A	F	F	B
Approach Delay		93.3			174.5			96.2			246.8	
Approach LOS		F			F			F			F	

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	
Maximum v/c Ratio: 1.56	
Intersection Signal Delay: 173.1	Intersection LOS: F
Intersection Capacity Utilization 127.2%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 45: Biscayne Blvd & NE 36th St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	168	285	403	780	471	435	291	1599	138	187	2504	318
v/c Ratio	0.79	1.05	0.93	1.35	1.28	0.90	1.54	0.99	0.15	0.99	1.56	0.36
Control Delay	69.2	135.6	73.5	220.6	191.7	67.7	302.4	66.5	5.1	110.2	286.3	12.8
Queue Delay	0.0	0.0	0.0	0.3	1.3	3.5	0.0	0.0	0.0	0.0	0.4	0.0
Total Delay	69.2	135.6	73.5	220.9	193.0	71.2	302.4	66.5	5.1	110.2	286.7	12.8
Queue Length 50th (ft)	134	~344	328	~585	~678	407	~403	924	22	159	~2062	115
Queue Length 95th (ft)	175	#460	#541	#718	#926	#548	#281	#1101	38	#335	#2137	117
Internal Link Dist (ft)		373			340			306			576	
Turn Bay Length (ft)	235			280		150	225			370		150
Base Capacity (vph)	259	271	432	576	369	482	189	1609	935	189	1609	911
Starvation Cap Reductn	0	0	0	20	42	18	0	0	0	0	167	0
Spillback Cap Reductn	0	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	0
Reduced v/c Ratio	0.65	1.05	0.93	1.40	1.44	0.94	1.54	0.99	0.15	0.99	1.74	0.35

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	131	231	355	749	224	610	166	1503	108	170	2229	235
Future Volume (vph)	131	231	355	749	224	610	166	1503	108	170	2229	235
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	6.2	6.2	6.0	6.0	6.1	6.2	6.0	6.1	6.6
Lane Util. Factor	1.00	1.00	1.00	0.97	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	0.98	0.98	1.00	1.00	0.92	1.00	1.00	0.95
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	1.00
Frt	1.00	1.00	0.85	1.00	0.93	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1752	1845	1520	3400	1608	1453	1770	3539	1453	1770	3539	1506
Flt Permitted	0.16	1.00	1.00	0.95	1.00	1.00	0.05	1.00	1.00	0.05	1.00	1.00
Satd. Flow (perm)	295	1845	1520	3400	1608	1453	96	3539	1453	96	3539	1506
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)	168	285	403	780	257	649	291	1599	138	187	2504	318
RTOR Reduction (vph)	0	0	79	0	17	43	0	0	29	0	0	45
Lane Group Flow (vph)	168	285	324	780	454	392	291	1599	109	187	2504	273
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	pm+pt	NA	pm+ov	Prot	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6	7	5	2	3
Permitted Phases	8		8			4	6		6	2		2
Actuated Green, G (s)	41.6	25.0	39.0	28.8	37.2	51.2	91.3	77.3	106.1	91.3	77.3	93.9
Effective Green, g (s)	41.6	25.0	39.0	28.8	37.2	51.2	91.3	77.3	106.1	91.3	77.3	93.9
Actuated g/C Ratio	0.24	0.15	0.23	0.17	0.22	0.30	0.54	0.45	0.62	0.54	0.45	0.55
Clearance Time (s)	6.6	6.6	6.0	6.2	6.2	6.0	6.0	6.1	6.2	6.0	6.1	6.6
Vehicle Extension (s)	2.5	2.5	3.0	3.0	3.0	3.0	3.0	1.0	3.0	3.0	1.0	2.5
Lane Grp Cap (vph)	214	271	348	576	351	437	189	1609	906	189	1609	831
v/s Ratio Prot	0.08	0.15	0.08	c0.23	c0.28	0.07	c0.13	0.45	0.02	0.08	c0.71	0.03
v/s Ratio Perm	0.12		0.14			0.20	0.70		0.05	0.45		0.15
v/c Ratio	0.79	1.05	0.93	1.35	1.29	0.90	1.54	0.99	0.12	0.99	1.56	0.33
Uniform Delay, d1	55.1	72.5	64.2	70.6	66.4	56.9	57.6	46.1	13.0	57.4	46.4	20.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	16.5	68.9	31.2	170.5	151.5	20.4	267.5	21.0	0.1	61.7	253.4	0.2
Delay (s)	71.5	141.4	95.4	241.1	217.9	77.3	325.2	67.1	13.0	119.1	299.8	21.0
Level of Service	E	F	F	F	F	E	F	E	B	F	F	C
Approach Delay (s)		106.0			192.4			100.5			259.1	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	184.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.50		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	24.9
Intersection Capacity Utilization	127.2%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	15	3	626	55	0	0	0	0	0	70
Future Vol, veh/h	0	0	15	3	626	55	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	12	783	93	0	0	0	0	0	123

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	-	-	392
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	607
Stage 1	-	-	0	0	0	-
Stage 2	-	-	0	0	0	-
Platoon blocked, %		-				
Mov Cap-1 Maneuver	-	-	-	-	0	607
Mov Cap-2 Maneuver	-	-	-	-	0	-
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s		12.4
HCM LOS		B

Minor Lane/Major Mvmt	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	607
HCM Lane V/C Ratio	-	-	0.202
HCM Control Delay (s)	-	-	12.4
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.8

Lane Group	EBT	WBT	SWL	SWR
Lane Configurations				
Traffic Volume (vph)	517	160	423	1223
Future Volume (vph)	517	160	423	1223
Turn Type	NA	NA	Prot	Free
Protected Phases	Free!	1	2!	
Permitted Phases				Free
Detector Phase		1	2	
Switch Phase				
Minimum Initial (s)		5.0	5.0	
Minimum Split (s)		13.0	22.5	
Total Split (s)		14.0	46.0	
Total Split (%)		23.3%	76.7%	
Yellow Time (s)		3.5	3.5	
All-Red Time (s)		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	
Total Lost Time (s)		4.5	4.5	
Lead/Lag		Lead	Lag	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode		None	C-Max	
Act Effct Green (s)	60.0	8.9	42.1	60.0
Actuated g/C Ratio	1.00	0.15	0.70	1.00
v/c Ratio	0.30	0.63	0.75	0.57
Control Delay	0.4	35.1	9.2	1.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	0.4	35.1	9.2	1.6
LOS	A	D	A	A
Approach Delay	0.4	35.1	5.5	
Approach LOS	A	D	A	

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:SWL and 6:, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 6.4	Intersection LOS: A
Intersection Capacity Utilization 82.7%	ICU Level of Service E
Analysis Period (min) 15	

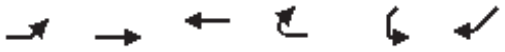
! Phase conflict between lane groups.

Splits and Phases: 49: NE 36th St & I-195 EB Off-Ramp

Lane Group	EBT	WBT	SWL	SWR
Lane Group Flow (vph)	562	174	925	864
v/c Ratio	0.30	0.63	0.75	0.57
Control Delay	0.4	35.1	9.2	1.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	0.4	35.1	9.2	1.6
Queue Length 50th (ft)	0	59	123	0
Queue Length 95th (ft)	0	#125	262	0
Internal Link Dist (ft)	340	134	184	
Turn Bay Length (ft)				
Base Capacity (vph)	1863	294	1238	1504
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.30	0.59	0.75	0.57

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	517	160	0	423	1223
Future Volume (vph)	0	517	160	0	423	1223
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.5		4.5	4.0
Lane Util. Factor		1.00	1.00		1.00	0.95
Frt		1.00	1.00		0.92	0.85
Flt Protected		1.00	1.00		0.98	1.00
Satd. Flow (prot)		1863	1863		1680	1504
Flt Permitted		1.00	1.00		0.98	1.00
Satd. Flow (perm)		1863	1863		1680	1504
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	562	174	0	460	1329
RTOR Reduction (vph)	0	0	0	0	59	0
Lane Group Flow (vph)	0	562	174	0	866	864
Turn Type		NA	NA		Prot	Free
Protected Phases		Free!	1		2!	
Permitted Phases						Free
Actuated Green, G (s)		60.0	8.9		42.1	60.0
Effective Green, g (s)		60.0	8.9		42.1	60.0
Actuated g/C Ratio		1.00	0.15		0.70	1.00
Clearance Time (s)			4.5		4.5	
Vehicle Extension (s)			3.0		3.0	
Lane Grp Cap (vph)		1863	276		1178	1504
v/s Ratio Prot		0.30	0.09		c0.52	
v/s Ratio Perm						c0.57
v/c Ratio		0.30	0.63		0.74	0.57
Uniform Delay, d1		0.0	24.0		5.5	0.0
Progression Factor		1.00	1.00		1.00	1.00
Incremental Delay, d2		0.4	4.6		4.1	1.6
Delay (s)		0.4	28.6		9.6	1.6
Level of Service		A	C		A	A
Approach Delay (s)		0.4	28.6		5.7	
Approach LOS		A	C		A	

Intersection Summary			
HCM 2000 Control Delay	6.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	82.7%	ICU Level of Service	E
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	835	12	2	153	0	0	1	139	0	3	9
Future Vol, veh/h	9	835	12	2	153	0	0	1	139	0	3	9
Conflicting Peds, #/hr	1	0	0	0	0	1	0	0	0	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	96	92	92	82	96	92	92	92	96	92	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	3	2	3
Mvmt Flow	12	870	13	2	187	0	0	1	151	0	3	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	188	0	0	883	0	0	-	1093	445	655	1099	189
Stage 1	-	-	-	-	-	-	-	901	-	192	192	-
Stage 2	-	-	-	-	-	-	-	192	-	463	907	-
Critical Hdwy	4.13	-	-	4.13	-	-	-	6.53	6.93	7.345	6.53	6.245
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.53	-	6.145	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.53	-	6.545	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	-	4.019	3.319	3.5285	4.019	3.3285
Pot Cap-1 Maneuver	1385	-	-	764	-	-	0	214	561	363	212	849
Stage 1	-	-	-	-	-	-	0	356	-	806	741	-
Stage 2	-	-	-	-	-	-	0	741	-	547	354	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1384	-	-	764	-	-	-	210	559	259	208	847
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	210	-	259	208	-
Stage 1	-	-	-	-	-	-	-	350	-	791	738	-
Stage 2	-	-	-	-	-	-	-	738	-	390	348	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.1	14	11.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	552	1384	-	-	764	-	-	576
HCM Lane V/C Ratio	0.276	0.009	-	-	0.003	-	-	0.037
HCM Control Delay (s)	14	7.6	0.1	-	9.7	0	-	11.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	1.1	0	-	-	0	-	-	0.1

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

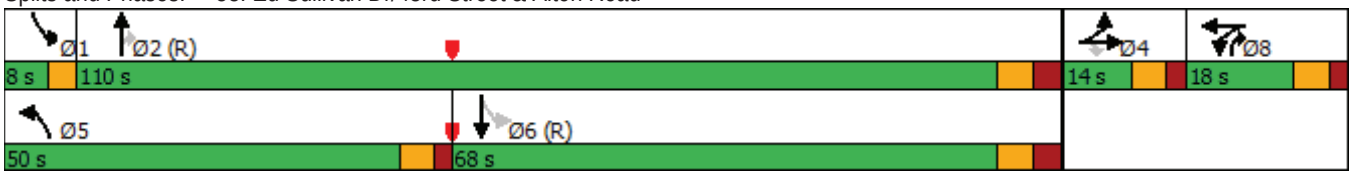
Minor Lane/Major Mvmt	NBT	SELn1	SBT	SBR
Capacity (veh/h)	-	198	-	-
HCM Lane V/C Ratio	-	1.231	-	-
HCM Control Delay (s)	-	188.2	-	-
HCM Lane LOS	-	F	-	-
HCM 95th %tile Q(veh)	-	12.8	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	56	82	148	255	909	1509	78	61	2032
Future Volume (vph)	56	82	148	255	909	1509	78	61	2032
Turn Type	Split	NA	Perm	NA	Prot	NA	pm+ov	pm+pt	NA
Protected Phases	4	4		8	5	2	8	1	6
Permitted Phases			4				2	6	
Detector Phase	4	4	4	8	5	2	8	1	6
Switch Phase									
Minimum Initial (s)	7.0	7.0	7.0	7.0	5.0	7.0	7.0	5.0	7.0
Minimum Split (s)	13.3	13.3	13.3	13.3	10.7	35.3	13.3	8.0	35.3
Total Split (s)	14.0	14.0	14.0	18.0	50.0	110.0	18.0	8.0	68.0
Total Split (%)	9.3%	9.3%	9.3%	12.0%	33.3%	73.3%	12.0%	5.3%	45.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.7	4.0	4.0	3.0	4.0
All-Red Time (s)	2.3	2.3	2.3	2.3	2.0	3.3	2.3	0.0	3.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	6.3	6.3	5.7	7.3	6.3	3.0	7.3
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
Act Effct Green (s)	7.7	7.7	7.7	11.7	37.7	104.3	117.0	76.6	67.3
Actuated g/C Ratio	0.05	0.05	0.05	0.08	0.25	0.70	0.78	0.51	0.45
v/c Ratio	0.64	0.89	0.68	1.94	0.73	0.62	0.06	0.30	1.04
Control Delay	100.1	136.3	25.9	478.7	55.0	13.9	1.1	15.7	70.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	100.1	136.3	25.9	478.7	55.0	13.9	1.1	15.7	70.6
LOS	F	F	C	F	D	B	A	B	E
Approach Delay		72.2		478.7		28.4			69.1
Approach LOS		E		F		C			E

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	
Maximum v/c Ratio: 1.94	
Intersection Signal Delay: 70.9	Intersection LOS: E
Intersection Capacity Utilization 104.3%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 58: Ed Sullivan Dr/43rd Street & Alton Road



Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	57	83	149	272	918	1524	79	62	2345
v/c Ratio	0.64	0.89	0.68	1.94	0.73	0.62	0.06	0.30	1.04
Control Delay	100.1	136.3	25.9	478.7	55.0	13.9	1.1	15.7	70.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	100.1	136.3	25.9	478.7	55.0	13.9	1.1	15.7	70.6
Queue Length 50th (ft)	56	82	0	~405	294	404	3	14	~904
Queue Length 95th (ft)	#125	#189	#77	m#497	324	468	10	33	#1074
Internal Link Dist (ft)		405		183		581			121
Turn Bay Length (ft)					400		50	80	
Base Capacity (vph)	89	93	219	140	1473	2461	1226	209	2251
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	0.64	0.89	0.68	1.94	0.62	0.62	0.06	0.30	1.04

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.

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
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1826	1826	0	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	57	83	0	14	258	0	918	1524	0	62	2053	292
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	90	94		7	135	0	1163	2442		258	2120	296
Arrive On Green	0.05	0.05	0.00	0.08	0.08	0.00	0.23	0.69	0.00	0.03	0.47	0.47
Sat Flow, veh/h	1753	1841	1560	94	1727	0	5023	3554	1585	1781	4526	633
Grp Volume(v), veh/h	57	83	0	272	0	0	918	1524	0	62	1535	810
Grp Sat Flow(s),veh/h/ln	1753	1841	1560	1821	0	0	1674	1777	1585	1781	1702	1755
Q Serve(g_s), s	4.8	6.7	0.0	11.7	0.0	0.0	25.8	35.2	0.0	2.7	65.5	68.3
Cycle Q Clear(g_c), s	4.8	6.7	0.0	11.7	0.0	0.0	25.8	35.2	0.0	2.7	65.5	68.3
Prop In Lane	1.00		1.00	0.05		0.00	1.00		1.00	1.00		0.36
Lane Grp Cap(c), veh/h	90	94		142	0	0	1163	2442		258	1594	822
V/C Ratio(X)	0.63	0.88		1.91	0.00	0.00	0.79	0.62		0.24	0.96	0.99
Avail Cap(c_a), veh/h	90	94		142	0	0	1484	2442		262	1594	822
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	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.8	70.7	0.0	69.2	0.0	0.0	54.2	12.8	0.0	19.5	38.6	39.4
Incr Delay (d2), s/veh	12.4	54.7	0.0	436.6	0.0	0.0	3.3	1.2	0.0	0.2	15.3	28.0
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	2.5	4.6	0.0	22.7	0.0	0.0	11.3	14.0	0.0	1.2	30.3	35.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.1	125.4	0.0	505.8	0.0	0.0	57.5	14.1	0.0	19.7	53.9	67.4
LnGrp LOS	F	F		F	A	A	E	B		B	D	E
Approach Vol, veh/h		140	A		272			2442	A		2407	
Approach Delay, s/veh		107.8			505.8			30.4			57.5	
Approach LOS		F			F			C			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.6	110.4		14.0	40.4	77.6		18.0				
Change Period (Y+Rc), s	3.0	* 7.3		* 6.3	* 5.7	* 7.3		6.3				
Max Green Setting (Gmax), s	5.0	* 1E2		* 7.7	* 44	* 61		11.7				
Max Q Clear Time (g_c+I1), s	4.7	37.2		8.7	27.8	70.3		13.7				
Green Ext Time (p_c), s	0.0	5.7		0.0	7.0	0.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		69.4
HCM 6th LOS		E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	NBL	SWT	SWR
Lane Configurations			
Traffic Volume (vph)	1873	187	11
Future Volume (vph)	1873	187	11
Turn Type	Prot	NA	Perm
Protected Phases	2	8	
Permitted Phases			8
Detector Phase	2	8	8
Switch Phase			
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5
Total Split (s)	52.5	22.5	22.5
Total Split (%)	70.0%	30.0%	30.0%
Yellow Time (s)	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	None	None
Act Effct Green (s)	52.6	13.4	13.4
Actuated g/C Ratio	0.70	0.18	0.18
v/c Ratio	0.85	0.62	0.04
Control Delay	14.4	36.2	5.4
Queue Delay	0.0	0.0	0.0
Total Delay	14.4	36.2	5.4
LOS	B	D	A
Approach Delay	14.4	34.5	
Approach LOS	B	C	

Intersection Summary	
Cycle Length: 75	
Actuated Cycle Length: 75	
Offset: 0 (0%), Referenced to phase 2:NBL and 6:, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 16.3	Intersection LOS: B
Intersection Capacity Utilization 70.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 61: Unnamed Road & Alton Road

Lane Group	NBL	SWT	SWR
Lane Group Flow (vph)	2058	205	12
v/c Ratio	0.85	0.62	0.04
Control Delay	14.4	36.2	5.4
Queue Delay	0.0	0.0	0.0
Total Delay	14.4	36.2	5.4
Queue Length 50th (ft)	302	109	1
Queue Length 95th (ft)	#620	148	m8
Internal Link Dist (ft)	322	194	
Turn Bay Length (ft)			75
Base Capacity (vph)	2409	447	396
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.85	0.46	0.03

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.

Movement	NBL	NBR	SEL	SER	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations										
Traffic Volume (veh/h)	1873	0	0	0	0	0	0	0	187	11
Future Volume (veh/h)	1873	0	0	0	0	0	0	0	187	11
Initial Q (Qb), veh	0	0						0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00						1.00		1.00
Parking Bus, Adj	1.00	1.00						1.00	1.00	1.00
Work Zone On Approach	No								No	
Adj Sat Flow, veh/h/ln	1870	0						0	1870	1870
Adj Flow Rate, veh/h	2058	0						0	205	12
Peak Hour Factor	0.91	0.91						0.91	0.91	0.91
Percent Heavy Veh, %	2	0						0	2	2
Cap, veh/h	0	0						0	262	222
Arrive On Green	0.00	0.00						0.00	0.14	0.14
Sat Flow, veh/h	0							0	1870	1585
Grp Volume(v), veh/h	0.0							0	205	12
Grp Sat Flow(s),veh/h/ln								0	1870	1585
Q Serve(g_s), s								0.0	7.9	0.5
Cycle Q Clear(g_c), s								0.0	7.9	0.5
Prop In Lane								0.00		1.00
Lane Grp Cap(c), veh/h								0	262	222
V/C Ratio(X)								0.00	0.78	0.05
Avail Cap(c_a), veh/h								0	449	380
HCM Platoon Ratio								1.00	1.00	1.00
Upstream Filter(I)								0.00	1.00	1.00
Uniform Delay (d), s/veh								0.0	31.2	28.0
Incr Delay (d2), s/veh								0.0	5.1	0.1
Initial Q Delay(d3),s/veh								0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln								0.0	3.8	0.2
Unsig. Movement Delay, s/veh										
LnGrp Delay(d),s/veh								0.0	36.3	28.1
LnGrp LOS								A	D	C
Approach Vol, veh/h									217	
Approach Delay, s/veh									35.8	
Approach LOS									D	

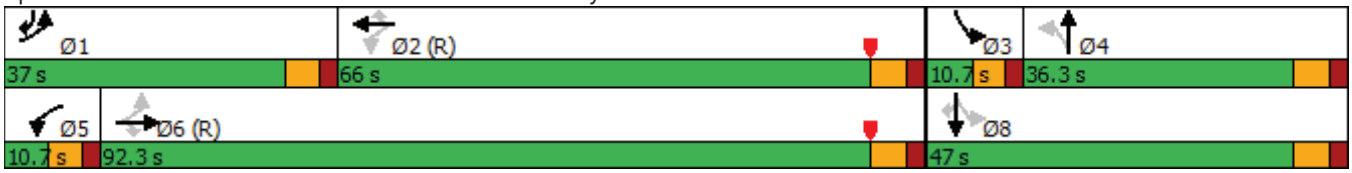
Timer - Assigned Phs	8
Phs Duration (G+Y+Rc), s	15.0
Change Period (Y+Rc), s	4.5
Max Green Setting (Gmax), s	18.0
Max Q Clear Time (g_c+I1), s	9.9
Green Ext Time (p_c), s	0.7

Intersection Summary	
HCM 6th Ctrl Delay	35.8
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	488	1989	118	53	1500	92	133	172	90	165	398
Future Volume (vph)	488	1989	118	53	1500	92	133	172	90	165	398
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	pm+pt	NA	pm+ov
Protected Phases	1	6		5	2			4	3	8	1
Permitted Phases	6		6	2		2	4		8		8
Detector Phase	1	6	6	5	2	2	4	4	3	8	1
Switch Phase											
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0	7.0	7.0	7.0	5.0	7.0	5.0
Minimum Split (s)	10.7	25.3	25.3	10.7	25.3	25.3	36.3	36.3	10.7	36.3	10.7
Total Split (s)	37.0	92.3	92.3	10.7	66.0	66.0	36.3	36.3	10.7	47.0	37.0
Total Split (%)	24.7%	61.5%	61.5%	7.1%	44.0%	44.0%	24.2%	24.2%	7.1%	31.3%	24.7%
Yellow Time (s)	3.7	4.0	4.0	3.7	4.0	4.0	4.0	4.0	3.7	4.0	3.7
All-Red Time (s)	2.0	2.3	2.3	2.0	2.3	2.3	2.3	2.3	2.0	2.3	2.0
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)	5.7	6.3	6.3	5.7	6.3	6.3		6.3	5.7	6.3	5.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lead		Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
Recall Mode	Max	C-Min	C-Min	Max	C-Min	C-Min	Max	Max	Max	Max	Max
Act Effct Green (s)	97.3	86.0	86.0	65.3	59.7	59.7		30.0	41.3	40.7	72.6
Actuated g/C Ratio	0.65	0.57	0.57	0.44	0.40	0.40		0.20	0.28	0.27	0.48
v/c Ratio	1.21	1.02	0.14	0.50	1.11	0.14		0.79	0.54	0.34	0.54
Control Delay	156.4	57.2	3.7	37.2	102.0	1.0		63.8	56.9	48.0	29.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay	156.4	57.2	3.7	37.2	102.0	1.0		63.8	56.9	48.0	29.5
LOS	F	E	A	D	F	A		E	E	D	C
Approach Delay		73.4			94.3			63.8		37.9	
Approach LOS		E			F			E		D	

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.21	
Intersection Signal Delay: 74.7	Intersection LOS: E
Intersection Capacity Utilization 139.0%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 63: Alton Road & 41 Street/ Art Godfrey Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	508	2072	123	55	1563	96	437	94	172	415
v/c Ratio	1.21	1.02	0.14	0.50	1.11	0.14	0.79	0.54	0.34	0.54
Control Delay	156.4	57.2	3.7	37.2	102.0	1.0	63.8	56.9	48.0	29.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	156.4	57.2	3.7	37.2	102.0	1.0	63.8	56.9	48.0	29.5
Queue Length 50th (ft)	~555	~1128	7	18	~916	0	201	73	137	260
Queue Length 95th (ft)	#788	#1260	36	49	#1056	6	268	m119	m204	m347
Internal Link Dist (ft)		757			325		177		103	
Turn Bay Length (ft)	550			125		70		70		
Base Capacity (vph)	419	2029	910	109	1408	702	556	175	505	770
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	1.21	1.02	0.14	0.50	1.11	0.14	0.79	0.54	0.34	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.

m Volume for 95th percentile queue is metered by upstream signal.

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
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	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	508	2072	123	55	1562	96	139	179	119	94	172	415
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	420	2037	902	107	1414	624	178	211	151	162	507	750
Arrive On Green	0.21	0.57	0.57	0.03	0.40	0.40	0.20	0.20	0.20	0.03	0.27	0.27
Sat Flow, veh/h	1781	3554	1573	1781	3554	1567	685	1057	757	1781	1870	1546
Grp Volume(v), veh/h	508	2072	123	55	1562	96	196	0	241	94	172	415
Grp Sat Flow(s),veh/h/ln	1781	1777	1573	1781	1777	1567	964	0	1535	1781	1870	1546
Q Serve(g_s), s	31.3	86.0	5.4	2.7	59.7	5.9	29.6	0.0	22.4	5.0	11.1	28.6
Cycle Q Clear(g_c), s	31.3	86.0	5.4	2.7	59.7	5.9	30.0	0.0	22.4	5.0	11.1	28.6
Prop In Lane	1.00		1.00	1.00		1.00	0.71		0.49	1.00		1.00
Lane Grp Cap(c), veh/h	420	2037	902	107	1414	624	234	0	307	162	507	750
V/C Ratio(X)	1.21	1.02	0.14	0.51	1.10	0.15	0.84	0.00	0.79	0.58	0.34	0.55
Avail Cap(c_a), veh/h	420	2037	902	107	1414	624	234	0	307	162	507	750
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.0	32.0	14.8	36.9	45.2	29.0	60.4	0.0	57.0	51.3	43.9	27.7
Incr Delay (d2), s/veh	115.0	24.3	0.3	16.4	57.9	0.5	28.5	0.0	18.1	14.3	1.8	2.9
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	28.7	42.4	2.1	1.7	37.4	0.1	9.3	0.0	10.3	1.7	5.5	11.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	166.0	56.3	15.1	53.3	103.0	29.5	88.9	0.0	75.1	65.7	45.7	30.6
LnGrp LOS	F	F	B	D	F	C	F	A	E	E	D	C
Approach Vol, veh/h		2703			1713			437			681	
Approach Delay, s/veh		75.0			97.3			81.2			39.3	
Approach LOS		E			F			F			D	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	37.0	66.0	10.7	36.3	10.7	92.3		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	* 31	* 60	* 5	* 30	* 5	* 86		* 41				
Max Q Clear Time (g_c+I1), s	33.3	61.7	7.0	32.0	4.7	88.0		30.6				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0		1.5				

Intersection Summary	
HCM 6th Ctrl Delay	78.0
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations														
Traffic Vol, veh/h	29	0	0	75	0	35	27	351	40	111	0	234	0	0
Future Vol, veh/h	29	0	0	75	0	35	27	351	40	111	0	234	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	6	0	5	5	0	6	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	-	-	-	None	-	-	None	-	-	-	-	-
Storage Length	-	-	-	-	-	-	-	-	-	0	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	17742	-	17742	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	37	0	0	95	0	44	34	444	51	141	0	296	0	0

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	28	484	6	0	40	0	6	0	0
Stage 1	6	6	-	0	34	-	-	-	-
Stage 2	22	478	-	0	6	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	-
Pot Cap-1 Maneuver	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-

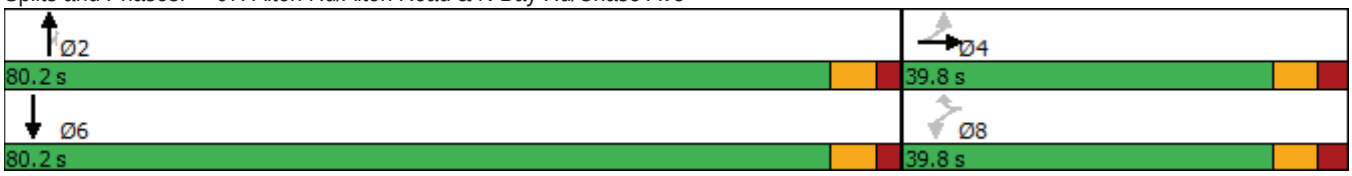
Approach	EB	WB	NB
HCM Control Delay, s			0
HCM LOS	-	-	

Minor Lane/Major Mvmt	NBL2	NBL	NBT	EBLn1	WBLn1
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	-
HCM Lane LOS	A	-	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-

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
Act Effct Green (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	0.62	0.62	0.62
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
LOS	D	C	D	D	C	A	F
Approach Delay		35.3			26.3		177.2
Approach LOS		D			C		F

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.33	
Intersection Signal Delay: 106.6	Intersection LOS: F
Intersection Capacity Utilization 102.6%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 67: Alton Rd/Alton Road & N Bay Rd/Chase Ave



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.

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 (vphpl)	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	
Frpb, 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	

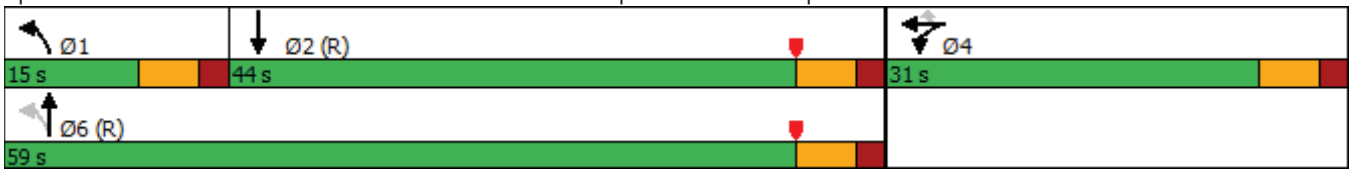
Intersection Summary			
HCM 2000 Control Delay	105.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.14		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	13.2
Intersection Capacity Utilization	102.6%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

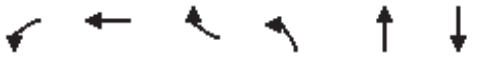
2045 PM Peak Hour

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
Act Effct Green (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
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	6.8	11.0
Queue Delay	0.0	0.0	0.0	0.0	8.8	0.0
Total Delay	46.6	45.9	8.9	3.6	15.6	11.0
LOS	D	D	A	A	B	B
Approach Delay		35.4			14.8	11.0
Approach LOS		D			B	B

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	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 16.0	Intersection LOS: B
Intersection Capacity Utilization 81.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: NW 12th Ave & NW 40th St/I-95 SB Express lanes off-ramp/NW 40th St





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	6.8	11.0
Queue Delay	0.0	0.0	0.0	0.0	8.8	0.0
Total Delay	46.6	45.9	8.9	3.6	15.6	11.0
Queue Length 50th (ft)	67	68	0	13	157	113
Queue Length 95th (ft)	93	94	12	m17	m176	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	611	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	0.99	0.39

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

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	
Frpb, 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	0.75	0.72			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	5.9			10.1	
Level of Service				D	D	C	A	A			B	
Approach Delay (s)		0.0			37.9			5.8			10.1	
Approach LOS		A			D			A			B	

Intersection Summary			
HCM 2000 Control Delay	10.2	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

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
Act Effct Green (s)	21.0	21.0	21.0	47.0	57.0	57.0
Actuated g/C Ratio	0.23	0.23	0.23	0.52	0.63	0.63
v/c Ratio	0.85	0.51	0.42	0.98	0.44	0.40
Control Delay	52.7	28.7	11.1	40.8	26.6	6.5
Queue Delay	6.3	0.0	0.0	0.0	0.0	0.2
Total Delay	59.1	28.7	11.1	40.8	26.6	6.7
LOS	E	C	B	D	C	A
Approach Delay		38.1		40.8		8.5
Approach LOS		D		D		A

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	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay: 31.3	Intersection LOS: C
Intersection Capacity Utilization 81.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 4: NW 12th Ave & I-195 EB Off-Ramp/NW 39th St/NW 39th St

Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	340	209	191	1770	86	869
v/c Ratio	0.85	0.51	0.42	0.98	0.44	0.40
Control Delay	52.7	28.7	11.1	40.8	26.6	6.5
Queue Delay	6.3	0.0	0.0	0.0	0.0	0.2
Total Delay	59.1	28.7	11.1	40.8	26.6	6.7
Queue Length 50th (ft)	180	85	20	~596	14	76
Queue Length 95th (ft)	#291	143	78	#744	36	93
Internal Link Dist (ft)		210		209		198
Turn Bay Length (ft)						
Base Capacity (vph)	439	440	483	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	0.47	0.40	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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	296	103	252	0	0	0	0	1577	65	55	791	0
Future Volume (vph)	296	103	252	0	0	0	0	1577	65	55	791	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0					6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95	0.95					0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00	1.00					0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00					1.00		1.00	1.00	
Frt	1.00	0.94	0.85					0.99		1.00	1.00	
Flt Protected	0.95	1.00	1.00					1.00		0.95	1.00	
Satd. Flow (prot)	1719	1613	1461					3454		1719	3438	
Flt Permitted	0.95	1.00	1.00					1.00		0.08	1.00	
Satd. Flow (perm)	1719	1613	1461					3454		140	3438	
Peak-hour factor, PHF	0.87	0.84	0.91	0.92	0.92	0.92	0.92	0.95	0.59	0.64	0.91	0.92
Adj. Flow (vph)	340	123	277	0	0	0	0	1660	110	86	869	0
RTOR Reduction (vph)	0	29	113	0	0	0	0	5	0	0	0	0
Lane Group Flow (vph)	340	180	78	0	0	0	0	1765	0	86	869	0
Confl. Peds. (#/hr)	8								46	46		29
Heavy Vehicles (%)	5%	5%	5%	2%	2%	2%	3%	3%	3%	5%	5%	5%
Turn Type	Split	NA	Perm					NA		pm+pt	NA	
Protected Phases	8	8						6		5	2	
Permitted Phases			8							2		
Actuated Green, G (s)	21.0	21.0	21.0					45.8		57.0	57.0	
Effective Green, g (s)	21.0	21.0	21.0					45.8		57.0	57.0	
Actuated g/C Ratio	0.23	0.23	0.23					0.51		0.63	0.63	
Clearance Time (s)	6.0	6.0	6.0					6.0		6.0	6.0	
Vehicle Extension (s)	2.5	2.5	2.5					1.0		2.0	1.0	
Lane Grp Cap (vph)	401	376	340					1757		179	2177	
v/s Ratio Prot	c0.20	0.11						c0.51		0.03	c0.25	
v/s Ratio Perm			0.05							0.28		
v/c Ratio	0.85	0.48	0.23					1.00		0.48	0.40	
Uniform Delay, d1	33.0	29.8	27.9					22.1		19.5	8.1	
Progression Factor	1.00	1.00	1.00					1.00		2.25	0.70	
Incremental Delay, d2	15.0	0.7	0.3					22.6		0.7	0.5	
Delay (s)	48.0	30.5	28.2					44.7		44.7	6.2	
Level of Service	D	C	C					D		D	A	
Approach Delay (s)		37.9			0.0			44.7			9.7	
Approach LOS		D			A			D			A	

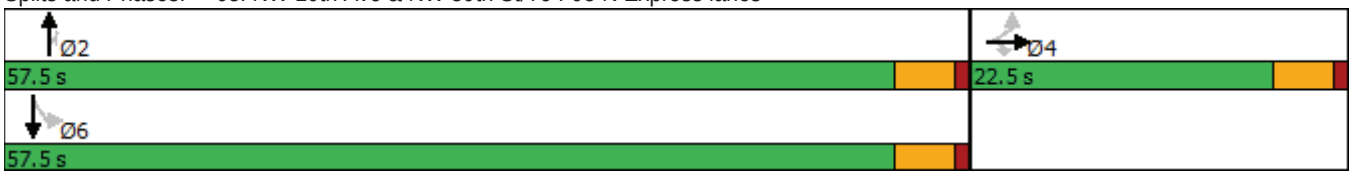
Intersection Summary			
HCM 2000 Control Delay	33.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	81.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	55	72	834	169	22	261
Future Volume (vph)	55	72	834	169	22	261
Turn Type	NA	Perm	NA	Perm	Perm	NA
Protected Phases	4		2			6
Permitted Phases		4		2	6	
Detector Phase	4	4	2	2	6	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	22.5	22.5	57.5	57.5	57.5	57.5
Total Split (%)	28.1%	28.1%	71.9%	71.9%	71.9%	71.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	Max	Max	Max	Max
Act Effct Green (s)	14.6	14.6	54.9	54.9	54.9	54.9
Actuated g/C Ratio	0.19	0.19	0.70	0.70	0.70	0.70
v/c Ratio	0.69	0.24	0.87	0.25	0.23	0.23
Control Delay	40.8	8.1	20.0	2.7	10.3	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.8	8.1	20.0	2.7	10.3	5.2
LOS	D	A	B	A	B	A
Approach Delay	31.8		16.5			5.7
Approach LOS	C		B			A

Intersection Summary	
Cycle Length: 80	
Actuated Cycle Length: 78.5	
Natural Cycle: 80	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 17.1	Intersection LOS: B
Intersection Capacity Utilization 59.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 68: NW 10th Ave & NW 39th St/To I-95 N Express lanes



Lane Group	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	229	88	1112	273	32	300
v/c Ratio	0.69	0.24	0.87	0.25	0.23	0.23
Control Delay	40.8	8.1	20.0	2.7	10.3	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.8	8.1	20.0	2.7	10.3	5.2
Queue Length 50th (ft)	102	0	354	15	5	45
Queue Length 95th (ft)	127	28	413	19	14	81
Internal Link Dist (ft)	1255		181			254
Turn Bay Length (ft)				100		
Base Capacity (vph)	410	427	1278	1073	137	1303
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.21	0.87	0.25	0.23	0.23

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	55	72	0	0	0	0	834	169	22	261	0
Future Volume (veh/h)	96	55	72	0	0	0	0	834	169	22	261	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99	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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856				0	1841	1841	1870	1870	0
Adj Flow Rate, veh/h	150	79	88				0	1112	273	32	300	0
Peak Hour Factor	0.64	0.70	0.82				0.92	0.75	0.62	0.69	0.87	0.94
Percent Heavy Veh, %	3	3	3				0	4	4	2	2	0
Cap, veh/h	190	100	254				0	1320	1105	209	1341	0
Arrive On Green	0.16	0.16	0.16				0.00	0.72	0.72	0.72	0.72	0.00
Sat Flow, veh/h	1177	620	1572				0	1841	1541	391	1870	0
Grp Volume(v), veh/h	229	0	88				0	1112	273	32	300	0
Grp Sat Flow(s),veh/h/ln	1797	0	1572				0	1841	1541	391	1870	0
Q Serve(g_s), s	9.1	0.0	3.7				0.0	31.9	4.5	4.7	4.0	0.0
Cycle Q Clear(g_c), s	9.1	0.0	3.7				0.0	31.9	4.5	36.7	4.0	0.0
Prop In Lane	0.66		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	290	0	254				0	1320	1105	209	1341	0
V/C Ratio(X)	0.79	0.00	0.35				0.00	0.84	0.25	0.15	0.22	0.00
Avail Cap(c_a), veh/h	437	0	383				0	1320	1105	209	1341	0
HCM Platoon Ratio	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	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	29.8	0.0	27.5				0.0	7.5	3.6	20.6	3.5	0.0
Incr Delay (d2), s/veh	5.6	0.0	0.8				0.0	6.7	0.5	1.6	0.4	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	4.2	0.0	1.4				0.0	10.1	1.1	0.5	1.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.4	0.0	28.3				0.0	14.2	4.1	22.1	3.9	0.0
LnGrp LOS	D	A	C				A	B	A	C	A	A
Approach Vol, veh/h		317						1385			332	
Approach Delay, s/veh		33.4						12.2			5.7	
Approach LOS		C						B			A	

Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		57.5		16.4		57.5						
Change Period (Y+Rc), s		4.5		4.5		4.5						
Max Green Setting (Gmax), s		53.0		18.0		53.0						
Max Q Clear Time (g_c+I1), s		33.9		11.1		38.7						
Green Ext Time (p_c), s		10.3		0.9		1.8						

Intersection Summary												
HCM 6th Ctrl Delay			14.4									
HCM 6th LOS			B									

Lane Group	WBL	WBT	NBL2	NBL	NBT	SBT	SBR	Ø5
Lane Configurations								
Traffic Volume (vph)	360	225	669	11	1928	736	844	
Future Volume (vph)	360	225	669	11	1928	736	844	
Turn Type	Perm	NA	Prot	Prot	NA	NA	Perm	
Protected Phases		4	1	1	6	2		5
Permitted Phases	4						2	
Detector Phase	4	4	1	1	6	2	2	
Switch Phase								
Minimum Initial (s)	10.0	10.0	5.0	5.0	12.0	12.0	12.0	5.0
Minimum Split (s)	22.5	22.5	11.0	11.0	22.5	22.5	22.5	9.5
Total Split (s)	45.0	45.0	33.0	33.0	74.0	62.0	62.0	21.0
Total Split (%)	32.1%	32.1%	23.6%	23.6%	52.9%	44.3%	44.3%	15%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0
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			Lead	Lead	Lag	Lag	Lag	Lead
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	None
Act Effct Green (s)	39.0	39.0	27.0	27.0	68.0	56.0	56.0	
Actuated g/C Ratio	0.28	0.28	0.19	0.19	0.49	0.40	0.40	
v/c Ratio	0.99	2.12	1.26	1.22	1.18	0.97	0.92	
Control Delay	87.3	533.0	186.2	170.1	105.0	61.0	53.6	
Queue Delay	39.8	0.0	12.6	13.1	0.3	32.3	0.0	
Total Delay	127.1	533.0	198.8	183.2	105.3	93.3	53.6	
LOS	F	F	F	F	F	F	D	
Approach Delay		410.1			129.3	80.8		
Approach LOS		F			F	F		

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 2.12	
Intersection Signal Delay: 186.7	Intersection LOS: F
Intersection Capacity Utilization 105.5%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 35: N Miami Ave & I-195 WB On-Ramp/NE 38th St & NW 38th St

Lane Group	WBL	WBT	NBL2	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	480	1105	392	396	2029	1248	570
v/c Ratio	0.99	2.12	1.26	1.22	1.18	0.97	0.92
Control Delay	87.3	533.0	186.2	170.1	105.0	61.0	53.6
Queue Delay	39.8	0.0	12.6	13.1	0.3	32.3	0.0
Total Delay	127.1	533.0	198.8	183.2	105.3	93.3	53.6
Queue Length 50th (ft)	436	~1538	~500	~472	~1149	608	459
Queue Length 95th (ft)	#478	#1565	m#506	#329	m#1090	#776	#646
Internal Link Dist (ft)		575			131	162	
Turn Bay Length (ft)							
Base Capacity (vph)	487	522	310	324	1718	1281	621
Starvation Cap Reductn	0	0	173	187	151	0	0
Spillback Cap Reductn	162	0	0	0	0	125	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.48	2.12	2.86	2.89	1.29	1.08	0.92

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.

Movement	WBL	WBT	WBR	WBR2	NBL2	NBL	NBT	SBT	SBR	SBR2
Lane Configurations										
Traffic Volume (vph)	360	225	5	377	669	11	1928	736	844	23
Future Volume (vph)	360	225	5	377	669	11	1928	736	844	23
Ideal Flow (vphpl)	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	6.0	
Lane Util. Factor	1.00	1.00			0.91	0.95	0.95	0.91	0.91	
Frpb, ped/bikes	1.00	0.98			1.00	1.00	1.00	1.00	0.97	
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.89			1.00	1.00	1.00	0.95	0.85	
Flt Protected	0.95	1.00			0.95	0.95	1.00	1.00	1.00	
Satd. Flow (prot)	1751	1610			1610	1681	3539	3204	1396	
Flt Permitted	0.95	1.00			0.95	0.95	1.00	1.00	1.00	
Satd. Flow (perm)	1751	1610			1610	1681	3539	3204	1396	
Peak-hour factor, PHF	0.75	0.81	0.67	0.46	0.87	0.58	0.95	0.93	0.85	0.67
Adj. Flow (vph)	480	278	7	820	769	19	2029	791	993	34
RTOR Reduction (vph)	0	74	0	0	0	0	0	0	63	0
Lane Group Flow (vph)	480	1031	0	0	392	396	2029	1248	507	0
Confl. Peds. (#/hr)	1		9	1		9				9
Heavy Vehicles (%)	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Turn Type	Perm	NA			Prot	Prot	NA	NA	Perm	
Protected Phases		4			1	1	6	2		
Permitted Phases	4								2	
Actuated Green, G (s)	39.0	39.0			27.0	27.0	68.0	56.0	56.0	
Effective Green, g (s)	39.0	39.0			27.0	27.0	68.0	56.0	56.0	
Actuated g/C Ratio	0.28	0.28			0.19	0.19	0.49	0.40	0.40	
Clearance Time (s)	6.0	6.0			6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	2.5	2.5			3.0	3.0	1.0	1.0	1.0	
Lane Grp Cap (vph)	487	448			310	324	1718	1281	558	
v/s Ratio Prot		c0.64			c0.24	0.24	c0.57	0.39		
v/s Ratio Perm	0.27								0.36	
v/c Ratio	0.99	2.30			1.26	1.22	1.18	0.97	0.91	
Uniform Delay, d1	50.2	50.5			56.5	56.5	36.0	41.3	39.6	
Progression Factor	1.00	1.00			1.44	1.43	0.54	1.00	1.00	
Incremental Delay, d2	36.7	592.3			126.3	107.8	83.3	19.7	21.2	
Delay (s)	87.0	642.8			207.4	188.9	102.7	61.0	60.8	
Level of Service	F	F			F	F	F	E	E	
Approach Delay (s)		474.5					129.4	60.9		
Approach LOS		F					F	E		

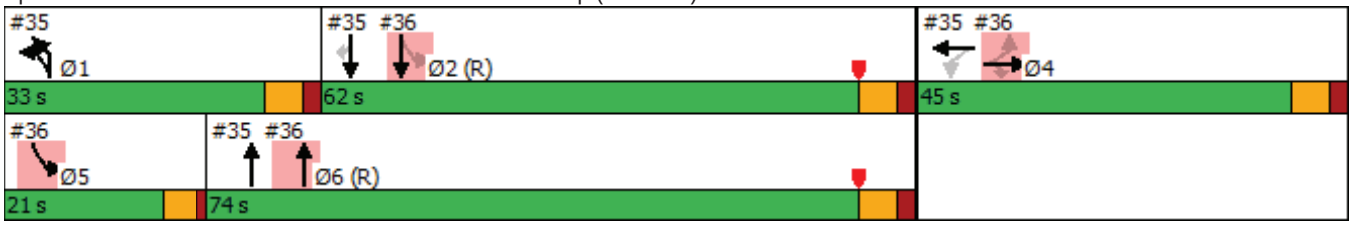
Intersection Summary			
HCM 2000 Control Delay	197.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.58		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	105.5%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	NBT	SBL	SBT	Ø1
Lane Configurations							
Traffic Volume (vph)	528	0	663	2080	335	754	
Future Volume (vph)	528	0	663	2080	335	754	
Turn Type	Perm	NA	Perm	NA	pm+pt	NA	
Protected Phases		4		6	5	2	1
Permitted Phases	4		4		2		
Detector Phase	4	4	4	6	5	2	
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	12.0	5.0	12.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	9.5	22.5	11.0
Total Split (s)	45.0	45.0	45.0	74.0	21.0	62.0	33.0
Total Split (%)	32.1%	32.1%	32.1%	52.9%	15.0%	44.3%	24%
Yellow Time (s)	4.0	4.0	4.0	4.0	3.5	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	1.0	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	4.5	6.0	
Lead/Lag				Lag	Lead	Lag	Lead
Lead-Lag Optimize?				Yes	Yes	Yes	Yes
Recall Mode	None	None	None	C-Max	None	C-Max	None
Act Effct Green (s)	39.0	39.0	39.0	68.0	74.0	56.0	
Actuated g/C Ratio	0.28	0.28	0.28	0.49	0.53	0.40	
v/c Ratio	0.72	0.69	0.50	1.06	1.39	0.60	
Control Delay	55.4	38.7	4.3	70.9	218.6	28.6	
Queue Delay	57.3	36.1	0.0	18.5	0.0	51.7	
Total Delay	112.7	74.9	4.3	89.4	218.6	80.3	
LOS	F	E	A	F	F	F	
Approach Delay		50.5		89.4		121.9	
Approach LOS		D		F		F	

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 2.12	
Intersection Signal Delay: 87.2	Intersection LOS: F
Intersection Capacity Utilization 98.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 36: N Miami Ave & I-195 EB Off-Ramp (from I-95)



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	335	335	627	2577	364	847
v/c Ratio	0.72	0.69	0.50	1.06	1.39	0.60
Control Delay	55.4	38.7	4.3	70.9	218.6	28.6
Queue Delay	57.3	36.1	0.0	18.5	0.0	51.7
Total Delay	112.7	74.9	4.3	89.4	218.6	80.3
Queue Length 50th (ft)	290	222	0	~936	~400	206
Queue Length 95th (ft)	412	358	47	#1023	m#418	m224
Internal Link Dist (ft)		585		212		131
Turn Bay Length (ft)	400		350			
Base Capacity (vph)	468	486	1255	2434	262	1402
Starvation Cap Reductn	0	0	0	828	0	698
Spillback Cap Reductn	174	164	0	371	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.14	1.04	0.50	1.60	1.39	1.20

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.

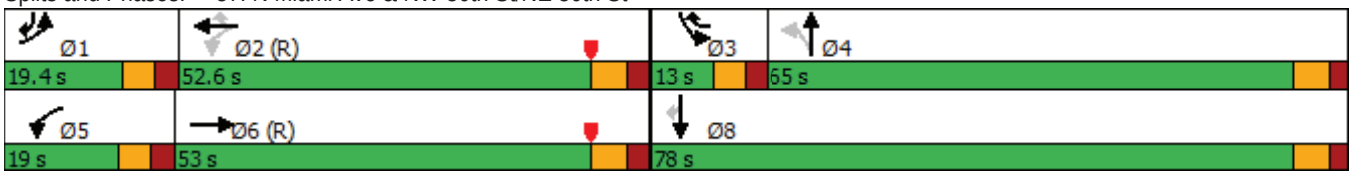
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	528	0	663	0	0	0	0	2080	335	335	754	0
Future Volume (vph)	528	0	663	0	0	0	0	2080	335	335	754	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0					6.0		4.5	6.0	
Lane Util. Factor	0.95	0.86	0.91					0.91		1.00	0.95	
Frt	1.00	0.95	0.85					0.98		1.00	1.00	
Flt Protected	0.95	0.97	1.00					1.00		0.95	1.00	
Satd. Flow (prot)	1681	1477	2882					4978		1770	3505	
Flt Permitted	0.95	0.97	1.00					1.00		0.07	1.00	
Satd. Flow (perm)	1681	1477	2882					4978		133	3505	
Peak-hour factor, PHF	0.93	0.92	0.91	0.92	0.92	0.92	0.96	0.94	0.92	0.92	0.89	0.92
Adj. Flow (vph)	568	0	729	0	0	0	0	2213	364	364	847	0
RTOR Reduction (vph)	0	76	452	0	0	0	0	16	0	0	0	0
Lane Group Flow (vph)	335	259	175	0	0	0	0	2561	0	364	847	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%
Turn Type	Perm	NA	Perm					NA		pm+pt	NA	
Protected Phases		4						6		5	2	
Permitted Phases	4		4							2		
Actuated Green, G (s)	39.0	39.0	39.0					68.0		72.5	56.0	
Effective Green, g (s)	39.0	39.0	39.0					68.0		72.5	56.0	
Actuated g/C Ratio	0.28	0.28	0.28					0.49		0.52	0.40	
Clearance Time (s)	6.0	6.0	6.0					6.0		4.5	6.0	
Vehicle Extension (s)	2.5	2.5	2.5					1.0		3.0	1.0	
Lane Grp Cap (vph)	468	411	802					2417		261	1402	
v/s Ratio Prot								c0.51		c0.16	0.24	
v/s Ratio Perm	c0.20	0.18	0.06							c0.56		
v/c Ratio	0.72	0.63	0.22					1.06		1.39	0.60	
Uniform Delay, d1	45.5	44.2	38.8					36.0		45.9	33.2	
Progression Factor	1.00	1.00	1.00					1.00		1.10	0.84	
Incremental Delay, d2	4.8	2.8	0.1					36.5		183.9	0.5	
Delay (s)	50.3	47.0	38.9					72.5		234.6	28.3	
Level of Service	D	D	D					E		F	C	
Approach Delay (s)		43.9			0.0			72.5			90.3	
Approach LOS		D			A			E			F	

Intersection Summary			
HCM 2000 Control Delay	69.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.14		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	98.6%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	231	681	146	760	315	82	1835	141	784	492
Future Volume (vph)	231	681	146	760	315	82	1835	141	784	492
Turn Type	Prot	NA	pm+pt	NA	pm+ov	Perm	NA	Prot	NA	pm+ov
Protected Phases	1	6	5	2	3		4	3	8	1
Permitted Phases			2		2	4				8
Detector Phase	1	6	5	2	3	4	4	3	8	1
Switch Phase										
Minimum Initial (s)	7.0	16.0	7.0	16.0	7.0	16.0	16.0	7.0	16.0	7.0
Minimum Split (s)	13.3	32.6	14.0	32.6	13.0	32.3	32.3	13.0	32.3	13.3
Total Split (s)	19.4	53.0	19.0	52.6	13.0	65.0	65.0	13.0	78.0	19.4
Total Split (%)	12.9%	35.3%	12.7%	35.1%	8.7%	43.3%	43.3%	8.7%	52.0%	12.9%
Yellow Time (s)	3.7	4.0	3.7	4.0	3.7	4.0	4.0	3.7	4.0	3.7
All-Red Time (s)	2.6	2.6	2.6	2.6	2.3	2.3	2.3	2.3	2.3	2.6
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	6.0	6.3	6.3
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead		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
Act Effct Green (s)	13.0	46.4	59.1	46.1	53.7	58.7	58.7	7.0	71.7	84.7
Actuated g/C Ratio	0.09	0.31	0.39	0.31	0.36	0.39	0.39	0.05	0.48	0.56
v/c Ratio	0.89	1.04	1.06	0.85	0.67	0.58	1.08	0.99	0.54	0.64
Control Delay	97.5	85.7	119.3	57.5	35.7	50.5	89.0	139.5	29.0	21.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	51.6	23.9
Total Delay	97.5	85.7	119.3	57.5	35.7	50.5	89.0	139.5	80.6	45.5
LOS	F	F	F	E	D	D	F	F	F	D
Approach Delay		88.0		60.3			87.1		74.1	
Approach LOS		F		E			F		E	

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 5 (3%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay: 78.0	Intersection LOS: E
Intersection Capacity Utilization 99.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 37: N Miami Ave & NW 36th St/NE 36th St



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	260	1075	209	916	399	114	2130	157	901	566
v/c Ratio	0.89	1.04	1.06	0.85	0.67	0.58	1.08	0.99	0.54	0.64
Control Delay	97.5	85.7	119.3	57.5	35.7	50.5	89.0	139.5	29.0	21.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	51.6	23.9
Total Delay	97.5	85.7	119.3	57.5	35.7	50.5	89.0	139.5	80.6	45.5
Queue Length 50th (ft)	131	~580	~172	444	255	87	~849	80	320	309
Queue Length 95th (ft)	#207	#677	#211	475	300	120	#941	#159	366	400
Internal Link Dist (ft)		563		648			318		212	
Turn Bay Length (ft)	340		220		300	250		175		
Base Capacity (vph)	296	1038	197	1077	594	195	1970	158	1675	880
Starvation Cap Reductn	0	0	0	0	0	0	0	0	937	323
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	0.88	1.04	1.06	0.85	0.67	0.58	1.08	0.99	1.22	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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	231	681	225	146	760	315	82	1835	113	141	784	492
Future Volume (veh/h)	231	681	225	146	760	315	82	1835	113	141	784	492
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	260	783	292	209	916	399	114	1973	157	157	901	566
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	299	766	285	198	1081	532	156	1887	149	160	1685	884
Arrive On Green	0.09	0.31	0.31	0.08	0.31	0.31	0.39	0.39	0.39	0.05	0.48	0.48
Sat Flow, veh/h	3428	2475	922	1767	3526	1496	361	4821	381	3428	3526	1563
Grp Volume(v), veh/h	260	558	517	209	916	399	114	1390	740	157	901	566
Grp Sat Flow(s),veh/h/ln	1714	1763	1634	1767	1763	1496	361	1702	1798	1714	1763	1563
Q Serve(g_s), s	11.2	46.4	46.4	12.7	36.5	35.3	44.8	58.7	58.7	6.9	26.9	37.0
Cycle Q Clear(g_c), s	11.2	46.4	46.4	12.7	36.5	35.3	58.7	58.7	58.7	6.9	26.9	37.0
Prop In Lane	1.00		0.56	1.00		1.00	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	299	545	505	198	1081	532	156	1332	704	160	1685	884
V/C Ratio(X)	0.87	1.02	1.02	1.06	0.85	0.75	0.73	1.04	1.05	0.98	0.53	0.64
Avail Cap(c_a), veh/h	299	545	505	198	1081	532	156	1332	704	160	1685	884
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.65	0.65	0.65	1.00	1.00	1.00	0.81	0.81	0.81
Uniform Delay (d), s/veh	67.6	51.8	51.8	44.9	48.7	42.8	53.8	45.7	45.7	71.4	27.5	22.2
Incr Delay (d2), s/veh	21.9	44.3	46.2	67.6	5.6	6.2	15.3	36.7	48.4	58.3	0.2	1.2
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	5.9	27.1	25.4	8.7	16.9	14.0	5.0	31.4	35.4	4.3	11.5	13.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	89.5	96.1	98.0	112.5	54.3	49.0	69.1	82.4	94.0	129.7	27.7	23.4
LnGrp LOS	F	F	F	F	D	D	E	F	F	F	C	C
Approach Vol, veh/h		1335			1524			2244			1624	
Approach Delay, s/veh		95.6			60.9			85.6			36.0	
Approach LOS		F			E			F			D	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	19.4	52.6	13.0	65.0	19.0	53.0		78.0				
Change Period (Y+Rc), s	* 6.3	6.6	6.0	* 6.3	* 6.3	6.6		* 6.3				
Max Green Setting (Gmax), s	* 13	46.0	7.0	* 59	* 13	46.4		* 72				
Max Q Clear Time (g_c+I1), s	13.2	38.5	8.9	60.7	14.7	48.4		39.0				
Green Ext Time (p_c), s	0.0	2.1	0.0	0.0	0.0	0.0		8.5				

Intersection Summary	
HCM 6th Ctrl Delay	70.0
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

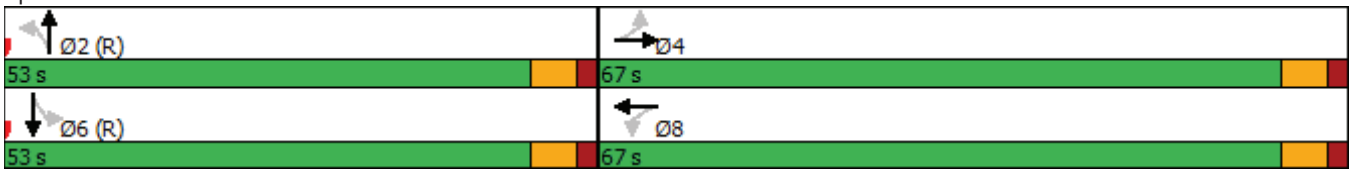
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	23	18.6	31.1	19.4
HCM LOS	C	C	D	C

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

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	82	737	125	1060	67	192	43	34
Future Volume (vph)	82	737	125	1060	67	192	43	34
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Detector Phase	4	4	8	8	2	2	6	6
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0
Total Split (s)	67.0	67.0	67.0	67.0	53.0	53.0	53.0	53.0
Total Split (%)	55.8%	55.8%	55.8%	55.8%	44.2%	44.2%	44.2%	44.2%
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 Optimize?								
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
Act Effct Green (s)	58.1	58.1	58.1	58.1		49.9		49.9
Actuated g/C Ratio	0.48	0.48	0.48	0.48		0.42		0.42
v/c Ratio	0.88	0.60	0.99	0.70		1.07		0.41
Control Delay	86.4	23.3	96.5	26.2		90.4		26.6
Queue Delay	0.0	0.0	0.0	0.5		0.0		0.0
Total Delay	86.4	23.3	96.5	26.6		90.4		26.6
LOS	F	C	F	C		F		C
Approach Delay		29.3		35.6		90.4		26.6
Approach LOS		C		D		F		C

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay: 44.3	Intersection LOS: D
Intersection Capacity Utilization 83.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 39: NE 1st Ave & NE 36th St



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	103	969	174	1180	673	189
v/c Ratio	0.88	0.60	0.99	0.70	1.07	0.41
Control Delay	86.4	23.3	96.5	26.2	90.4	26.6
Queue Delay	0.0	0.0	0.0	0.5	0.0	0.0
Total Delay	86.4	23.3	96.5	26.6	90.4	26.6
Queue Length 50th (ft)	66	257	123	342	~588	95
Queue Length 95th (ft)	#151	315	#191	419	#704	66
Internal Link Dist (ft)		648		607	131	432
Turn Bay Length (ft)	370		220			
Base Capacity (vph)	123	1704	185	1774	627	462
Starvation Cap Reductn	0	0	0	211	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.57	0.94	0.75	1.07	0.41

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	737	123	125	1060	52	67	192	253	43	34	37
Future Volume (veh/h)	82	737	123	125	1060	52	67	192	253	43	34	37
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		0.93	0.99		0.94	1.00		0.94
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	102	828	141	174	1104	76	134	234	305	62	74	53
Peak Hour Factor	0.80	0.89	0.87	0.72	0.96	0.68	0.50	0.82	0.83	0.69	0.46	0.70
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	185	1517	258	244	1697	117	148	220	275	140	162	102
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.39	0.39	0.39	0.39	0.39	0.39
Sat Flow, veh/h	475	2998	511	580	3354	231	284	558	698	254	412	260
Grp Volume(v), veh/h	102	491	478	174	584	596	673	0	0	189	0	0
Grp Sat Flow(s),veh/h/ln	475	1777	1732	580	1777	1808	1539	0	0	926	0	0
Q Serve(g_s), s	24.2	22.6	22.6	35.1	29.1	29.1	32.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	53.3	22.6	22.6	57.7	29.1	29.1	47.3	0.0	0.0	15.3	0.0	0.0
Prop In Lane	1.00		0.29	1.00		0.13	0.20		0.45	0.33		0.28
Lane Grp Cap(c), veh/h	185	899	876	244	899	915	642	0	0	405	0	0
V/C Ratio(X)	0.55	0.55	0.55	0.71	0.65	0.65	1.05	0.00	0.00	0.47	0.00	0.00
Avail Cap(c_a), veh/h	186	903	880	246	903	919	642	0	0	405	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.38	0.38	0.38	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	41.5	20.2	20.2	39.9	21.8	21.8	37.7	0.0	0.0	25.8	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.1	0.1	3.7	0.6	0.6	48.6	0.0	0.0	3.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	9.2	9.0	5.2	12.0	12.2	27.8	0.0	0.0	4.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.8	20.3	20.3	43.6	22.4	22.5	86.2	0.0	0.0	29.6	0.0	0.0
LnGrp LOS	D	C	C	D	C	C	F	A	A	C	A	A
Approach Vol, veh/h		1071			1354			673			189	
Approach Delay, s/veh		22.3			25.2			86.2			29.6	
Approach LOS		C			C			F			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		53.3		66.7		53.3		66.7				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		47.0		61.0		47.0		61.0				
Max Q Clear Time (g_c+I1), s		49.3		55.3		17.3		59.7				
Green Ext Time (p_c), s		0.0		3.4		1.4		1.0				

Intersection Summary												
HCM 6th Ctrl Delay			37.0									
HCM 6th LOS			D									

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)	64.0	64.0	64.0	64.0	11.0	74.0	12.0	75.0
Total Split (%)	42.7%	42.7%	42.7%	42.7%	7.3%	49.3%	8.0%	50.0%
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
Act Effct Green (s)		58.0		58.0	73.0	68.0	76.0	71.2
Actuated g/C Ratio		0.39		0.39	0.49	0.45	0.51	0.47
v/c Ratio		0.91		1.10	0.40	1.10	1.03	1.06
Control Delay		69.8		100.9	28.4	100.6	121.8	85.6
Queue Delay		12.1		7.3	0.0	3.8	0.0	0.0
Total Delay		81.8		108.1	28.4	104.4	121.8	85.6
LOS		F		F	C	F	F	F
Approach Delay		81.8		108.1		100.8		90.2
Approach LOS		F		F		F		F

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.10	
Intersection Signal Delay: 96.1	Intersection LOS: F
Intersection Capacity Utilization 92.6%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 40: NE 2nd Ave & NE 39th St

Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	389	584	42	855	120	832
v/c Ratio	0.91	1.10	0.40	1.10	1.03	1.06
Control Delay	69.8	100.9	28.4	100.6	121.8	85.6
Queue Delay	12.1	7.3	0.0	3.8	0.0	0.0
Total Delay	81.8	108.1	28.4	104.4	121.8	85.6
Queue Length 50th (ft)	354	~644	19	~942	~76	~907
Queue Length 95th (ft)	295	m#565	29	#1158	#214	#926
Internal Link Dist (ft)	93	197		246		85
Turn Bay Length (ft)			170			
Base Capacity (vph)	426	533	105	779	117	788
Starvation Cap Reductn	0	232	0	259	0	0
Spillback Cap Reductn	33	0	0	5	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.99	1.94	0.40	1.64	1.03	1.06

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.

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
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		0.91	1.00		0.94	1.00		0.91
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1856	1856	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	94	235	60	79	282	222	42	720	135	120	659	173
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	98	226	54	81	239	180	96	603	113	118	634	166
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.03	0.45	0.45	0.04	0.47	0.47
Sat Flow, veh/h	175	585	139	140	617	465	1739	1331	250	1739	1361	357
Grp Volume(v), veh/h	389	0	0	583	0	0	42	0	855	120	0	832
Grp Sat Flow(s),veh/h/ln	899	0	0	1222	0	0	1739	0	1580	1739	0	1718
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	68.0	6.0	0.0	69.9
Cycle Q Clear(g_c), s	58.0	0.0	0.0	58.0	0.0	0.0	1.9	0.0	68.0	6.0	0.0	69.9
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	377	0	0	500	0	0	96	0	716	118	0	800
V/C Ratio(X)	1.03	0.00	0.00	1.17	0.00	0.00	0.44	0.00	1.19	1.02	0.00	1.04
Avail Cap(c_a), veh/h	377	0	0	500	0	0	106	0	716	118	0	800
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	0.31	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.7	0.0	0.0	46.8	0.0	0.0	36.1	0.0	41.0	39.7	0.0	40.1
Incr Delay (d2), s/veh	54.5	0.0	0.0	82.2	0.0	0.0	1.2	0.0	100.5	88.7	0.0	42.5
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	20.3	0.0	0.0	30.5	0.0	0.0	0.8	0.0	46.0	5.2	0.0	38.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	100.2	0.0	0.0	129.0	0.0	0.0	37.3	0.0	141.5	128.4	0.0	82.6
LnGrp LOS	F	A	A	F	A	A	D	A	F	F	A	F
Approach Vol, veh/h		389			583			897			952	
Approach Delay, s/veh		100.2			129.0			136.6			88.4	
Approach LOS		F			F			F			F	

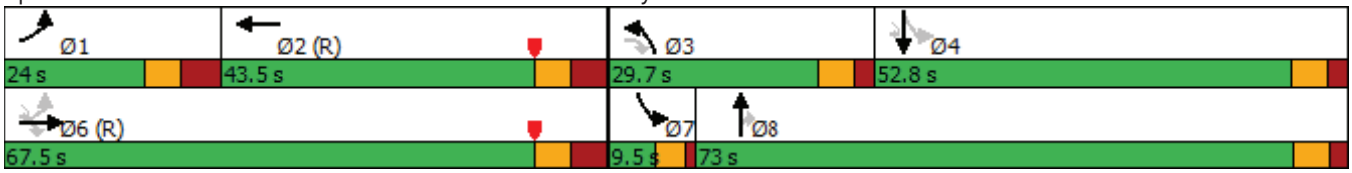
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.1	75.9		64.0	12.0	74.0		64.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	5.0	69.0		58.0	6.0	68.0		58.0				
Max Q Clear Time (g_c+I1), s	3.9	71.9		60.0	8.0	70.0		60.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.0				

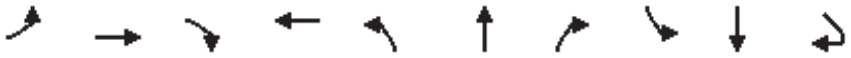
Intersection Summary												
HCM 6th Ctrl Delay			113.7									
HCM 6th LOS			F									

Lane Group	EBL	EBT	EBR	WBT	NBL2	NBT	NBR	SBL	SBT	SER2
Lane Configurations										
Traffic Volume (vph)	236	521	287	732	168	791	90	53	396	152
Future Volume (vph)	236	521	287	732	168	791	90	53	396	152
Turn Type	pm+pt	NA	custom	NA	Prot	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		2	3	8		7	4	
Permitted Phases	6		3 6				8	4		4 6
Detector Phase	1	6	3 6	2	3	8	8	7	4	4 6
Switch Phase										
Minimum Initial (s)	8.0	7.0		7.0	7.0	7.0	7.0	5.0	7.0	
Minimum Split (s)	16.4	34.4		34.4	24.4	30.3	30.3	9.5	24.4	
Total Split (s)	24.0	67.5		43.5	29.7	73.0	73.0	9.5	52.8	
Total Split (%)	16.0%	45.0%		29.0%	19.8%	48.7%	48.7%	6.3%	35.2%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	3.5	4.0	
All-Red Time (s)	4.4	4.4		4.4	2.4	2.3	2.3	1.0	2.4	
Lost Time Adjust (s)	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	6.4	6.3	6.3	4.5	6.4	
Lead/Lag	Lead			Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max		C-Max	None	None	None	None	None	
Act Effct Green (s)	59.1	59.1	88.6	35.1	21.1	66.7	66.7	55.5	48.6	116.1
Actuated g/C Ratio	0.39	0.39	0.59	0.23	0.14	0.44	0.44	0.37	0.32	0.77
v/c Ratio	1.28	0.42	0.43	1.01	0.85	1.27	0.15	0.73	0.71	0.15
Control Delay	191.3	34.2	13.3	78.9	91.6	166.7	2.8	62.4	49.8	1.6
Queue Delay	7.8	0.0	0.0	5.8	0.0	2.1	0.0	0.0	0.0	0.0
Total Delay	199.1	34.2	13.3	84.7	91.6	168.8	2.8	62.4	49.8	1.6
LOS	F	C	B	F	F	F	A	E	D	A
Approach Delay		65.7		84.7		143.1			50.9	
Approach LOS		E		F		F			D	

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.28	
Intersection Signal Delay: 87.1	Intersection LOS: F
Intersection Capacity Utilization 119.3%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 42: NE 2nd Ave & NE 36th St & Federal Hwy





Lane Group	EBL	EBT	EBR	WBT	NBL2	NBT	NBR	SBL	SBT	SER2
Lane Group Flow (vph)	299	585	410	924	210	1041	114	80	770	183
v/c Ratio	1.28	0.42	0.43	1.01	0.85	1.27	0.15	0.73	0.71	0.15
Control Delay	191.3	34.2	13.3	78.9	91.6	166.7	2.8	62.4	49.8	1.6
Queue Delay	7.8	0.0	0.0	5.8	0.0	2.1	0.0	0.0	0.0	0.0
Total Delay	199.1	34.2	13.3	84.7	91.6	168.8	2.8	62.4	49.8	1.6
Queue Length 50th (ft)	~320	217	148	~419	200	~1280	0	39	353	10
Queue Length 95th (ft)	#416	267	142	#568	258	#1174	14	48	326	23
Internal Link Dist (ft)		607		422		408			138	
Turn Bay Length (ft)	360		250				50	75		
Base Capacity (vph)	233	1394	969	913	272	820	742	110	1091	1215
Starvation Cap Reductn	0	0	0	12	0	0	0	0	0	0
Spillback Cap Reductn	88	0	0	17	0	226	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	2.06	0.42	0.42	1.03	0.77	1.75	0.15	0.73	0.71	0.15

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.

Movement	EBL	EBT	EBR	WBT	WBR2	NBL2	NBT	NBR	SBL	SBT	SBR	SER2
Lane Configurations												
Traffic Volume (vph)	236	521	287	732	96	168	791	90	53	396	182	152
Future Volume (vph)	236	521	287	732	96	168	791	90	53	396	182	152
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	8.4	8.4	6.4	8.4		6.4	6.3	6.3	4.5	6.4		6.4
Lane Util. Factor	1.00	0.95	1.00	0.95		1.00	1.00	1.00	1.00	0.95		1.00
Frpb, ped/bikes	1.00	1.00	0.97	0.99		1.00	1.00	0.96	1.00	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
Frt	1.00	1.00	0.85	0.98		1.00	1.00	0.85	1.00	0.96		0.86
Flt Protected	0.95	1.00	1.00	1.00		0.95	1.00	1.00	0.95	1.00		1.00
Satd. Flow (prot)	1770	3539	1532	3364		1752	1845	1503	1770	3368		1531
Flt Permitted	0.09	1.00	1.00	1.00		0.95	1.00	1.00	0.08	1.00		1.00
Satd. Flow (perm)	171	3539	1532	3364		1752	1845	1503	153	3368		1531
Peak-hour factor, PHF	0.79	0.89	0.70	0.92	0.75	0.80	0.76	0.79	0.66	0.73	0.80	0.83
Adj. Flow (vph)	299	585	410	796	128	210	1041	114	80	542	228	183
RTOR Reduction (vph)	0	0	49	126	0	0	0	63	0	0	0	33
Lane Group Flow (vph)	299	585	361	798	0	210	1041	51	80	770	0	150
Confl. Peds. (#/hr)	37		37		37	2		16	16		2	2
Heavy Vehicles (%)	2%	2%	2%	4%	4%	3%	3%	3%	2%	2%	2%	6%
Turn Type	pm+pt	NA	custom	NA		Prot	NA	Perm	pm+pt	NA		Perm
Protected Phases	1	6		2		3	8		7	4		
Permitted Phases	6		3 6					8	4			4 6
Actuated Green, G (s)	59.1	59.1	88.6	35.1		21.1	66.7	66.7	53.6	48.6		114.1
Effective Green, g (s)	59.1	59.1	80.2	35.1		21.1	66.7	66.7	53.6	48.6		114.1
Actuated g/C Ratio	0.39	0.39	0.53	0.23		0.14	0.44	0.44	0.36	0.32		0.76
Clearance Time (s)	8.4	8.4		8.4		6.4	6.3	6.3	4.5	6.4		
Vehicle Extension (s)	2.0	1.0		1.0		2.5	2.5	2.5	3.0	2.5		
Lane Grp Cap (vph)	233	1394	819	787		246	820	668	108	1091		1164
v/s Ratio Prot	c0.13	0.17		0.24		c0.12	c0.56		0.02	0.23		
v/s Ratio Perm	c0.37		0.24					0.03	0.24			0.10
v/c Ratio	1.28	0.42	0.44	1.01		0.85	1.27	0.08	0.74	0.71		0.13
Uniform Delay, d1	45.7	33.0	21.3	57.5		62.9	41.6	23.9	39.4	44.4		4.8
Progression Factor	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.13	1.02		1.00
Incremental Delay, d2	156.1	0.9	0.3	35.5		23.6	130.9	0.0	22.9	1.9		0.0
Delay (s)	201.8	33.9	21.5	92.9		86.5	172.5	24.0	67.4	47.0		4.8
Level of Service	F	C	C	F		F	F	C	E	D		A
Approach Delay (s)		68.8		92.9			146.9			48.9		
Approach LOS		E		F			F			D		

Intersection Summary			
HCM 2000 Control Delay	90.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.32		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	29.6
Intersection Capacity Utilization	119.3%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL2	EBL	EBR2	NBL	NBT	SBL2	SBT	NWL2	NWL	NWR
Lane Configurations										
Traffic Volume (vph)	210	79	81	50	1003	6	264	52	237	65
Future Volume (vph)	210	79	81	50	1003	6	264	52	237	65
Turn Type	Prot	Prot	Perm	Perm	NA	Perm	NA	Prot	Prot	Perm
Protected Phases	8	8			6		2	7	7	
Permitted Phases			8	6		2				7
Detector Phase	8	8	8	6	6	2	2	7	7	7
Switch Phase										
Minimum Initial (s)	10.0	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	24.0
Total Split (s)	24.0	24.0	24.0	97.0	97.0	97.0	97.0	29.0	29.0	29.0
Total Split (%)	16.0%	16.0%	16.0%	64.7%	64.7%	64.7%	64.7%	19.3%	19.3%	19.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lag					Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes					Yes	Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max	C-Max	None	None	None
Act Effct Green (s)	17.5	17.5	17.5	91.5	91.5		91.5	23.0	23.0	23.0
Actuated g/C Ratio	0.12	0.12	0.12	0.61	0.61		0.61	0.15	0.15	0.15
v/c Ratio	0.91	0.90	0.62	0.13	1.04		0.34	0.43	1.08	0.51
Control Delay	87.0	85.7	13.3	6.5	48.7		13.3	63.1	135.6	36.4
Queue Delay	28.8	26.6	1.5	0.4	23.1		0.2	0.0	19.7	0.0
Total Delay	115.9	112.3	14.8	6.8	71.8		13.5	63.1	155.4	36.4
LOS	F	F	B	A	E		B	E	F	D
Approach Delay		79.5			68.3		13.5		107.3	
Approach LOS		E			E		B		F	

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay: 69.1	Intersection LOS: E
Intersection Capacity Utilization 95.4%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 43: Federal Hwy & NE 38th St & NE 39th St

Lane Group	EBL2	EBL	EBR2	NBL	NBT	SBT	NWL2	NWL	NWR
Lane Group Flow (vph)	177	175	188	68	1177	449	116	293	126
v/c Ratio	0.91	0.90	0.62	0.13	1.04	0.34	0.43	1.08	0.51
Control Delay	87.0	85.7	13.3	6.5	48.7	13.3	63.1	135.6	36.4
Queue Delay	28.8	26.6	1.5	0.4	23.1	0.2	0.0	19.7	0.0
Total Delay	115.9	112.3	14.8	6.8	71.8	13.5	63.1	155.4	36.4
Queue Length 50th (ft)	176	174	7	19	~1272	95	104	~319	54
Queue Length 95th (ft)	m188	m185	0	m15	m915	117	81	#433	60
Internal Link Dist (ft)		197			537	150		320	
Turn Bay Length (ft)				50					50
Base Capacity (vph)	199	199	306	535	1127	1328	271	271	248
Starvation Cap Reductn	27	27	34	0	264	0	0	0	0
Spillback Cap Reductn	0	0	0	230	0	285	0	147	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.03	1.02	0.69	0.22	1.36	0.43	0.43	2.36	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.

m Volume for 95th percentile queue is metered by upstream signal.

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	264	92	52	237	65
Future Volume (vph)	210	79	81	50	1003	31	6	264	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		6.0	6.0	6.0
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00			0.95		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.83	1.00	1.00			1.00		1.00	1.00	0.80
Flpb, ped/bikes	1.00	1.00	1.00	0.99	1.00			1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.99			0.96		1.00	1.00	0.85
Flt Protected	0.95	0.95	1.00	0.95	1.00			1.00		0.95	0.95	1.00
Satd. Flow (prot)	1665	1665	1174	1747	1849			3399		1770	1770	1264
Flt Permitted	0.95	0.95	1.00	0.48	1.00			0.63		0.95	0.95	1.00
Satd. Flow (perm)	1665	1665	1174	877	1849			2144		1770	1770	1264
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	314	111	116	293	107
RTOR Reduction (vph)	0	0	166	0	0	0	0	21	0	0	0	55
Lane Group Flow (vph)	177	175	22	68	1177	0	0	428	0	116	293	71
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	Perm
Protected Phases	8	8			6			2		7	7	
Permitted Phases			8	6			2					7
Actuated Green, G (s)	17.5	17.5	17.5	91.5	91.5			91.5		23.0	23.0	23.0
Effective Green, g (s)	17.5	17.5	17.5	91.5	91.5			91.5		23.0	23.0	23.0
Actuated g/C Ratio	0.12	0.12	0.12	0.61	0.61			0.61		0.15	0.15	0.15
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0			6.0		6.0	6.0	6.0
Vehicle Extension (s)	2.5	2.5	2.5	1.0	1.0			1.0		4.0	4.0	4.0
Lane Grp Cap (vph)	194	194	136	534	1127			1307		271	271	193
v/s Ratio Prot	c0.11	0.11			c0.64					0.07	c0.17	
v/s Ratio Perm			0.02	0.08				0.20				0.06
v/c Ratio	0.91	0.90	0.16	0.13	1.04			0.33		0.43	1.08	0.37
Uniform Delay, d1	65.5	65.4	59.6	12.4	29.2			14.3		57.5	63.5	57.0
Progression Factor	0.96	0.96	1.15	0.50	0.87			1.00		1.00	1.00	1.00
Incremental Delay, d2	22.1	20.4	0.2	0.0	22.9			0.7		1.5	78.0	1.6
Delay (s)	84.7	83.0	68.8	6.2	48.2			14.9		59.0	141.5	58.6
Level of Service	F	F	E	A	D			B		E	F	E
Approach Delay (s)		78.6			45.9			14.9			104.1	
Approach LOS		E			D			B			F	

Intersection Summary			
HCM 2000 Control Delay	58.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	95.4%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

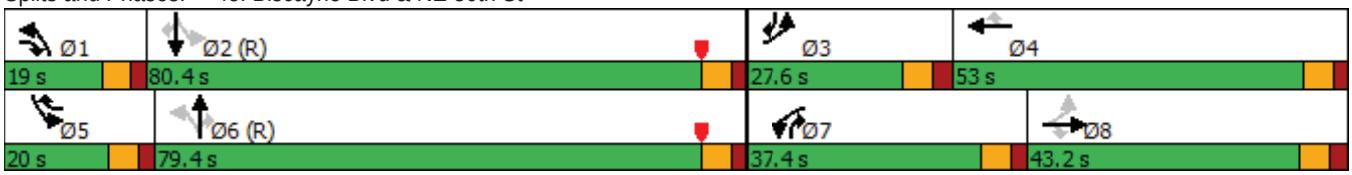
Movement	NWR2
Lane Configurations	
Traffic Volume (vph)	7
Future Volume (vph)	7
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frpb, ped/bikes	
Flpb, ped/bikes	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.36
Adj. Flow (vph)	19
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Confl. Peds. (#/hr)	2
Heavy Vehicles (%)	2%
Parking (#/hr)	
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	167	257	218	596	281	777	109	1423	90	165	1251	441
Future Volume (vph)	167	257	218	596	281	777	109	1423	90	165	1251	441
Turn Type	pm+pt	NA	pm+ov	Prot	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6	7	5	2	3
Permitted Phases	8		8			4	6		6	2		2
Detector Phase	3	8	1	7	4	5	1	6	7	5	2	3
Switch Phase												
Minimum Initial (s)	7.0	7.0	5.0	7.0	7.0	5.0	5.0	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	27.6	27.6	11.0	24.2	24.2	11.0	11.0	27.1	24.2	11.0	27.1	27.6
Total Split (s)	27.6	43.2	19.0	37.4	53.0	20.0	19.0	79.4	37.4	20.0	80.4	27.6
Total Split (%)	15.3%	24.0%	10.6%	20.8%	29.4%	11.1%	10.6%	44.1%	20.8%	11.1%	44.7%	15.3%
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)	2.6	2.6	2.0	2.2	2.2	2.0	2.0	2.1	2.2	2.0	2.1	2.6
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	0.0
Total Lost Time (s)	6.6	6.6	6.0	6.2	6.2	6.0	6.0	6.1	6.2	6.0	6.1	6.6
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	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	None
Act Effct Green (s)	54.7	36.6	50.2	31.2	49.7	63.9	86.4	73.3	104.4	88.4	74.3	91.9
Actuated g/C Ratio	0.30	0.20	0.28	0.17	0.28	0.36	0.48	0.41	0.58	0.49	0.41	0.51
v/c Ratio	0.85	0.74	0.53	1.10	1.39	1.09	0.96	1.07	0.13	1.01	0.88	0.59
Control Delay	81.5	80.1	34.9	133.2	234.6	108.4	107.9	95.9	6.0	119.1	57.3	19.0
Queue Delay	0.0	3.8	0.0	0.7	2.1	5.7	0.0	0.0	0.0	0.0	47.1	0.4
Total Delay	81.5	83.9	34.9	134.0	236.7	114.1	107.9	95.9	6.0	119.1	104.4	19.4
LOS	F	F	C	F	F	F	F	F	A	F	F	B
Approach Delay		65.9			162.5			91.9			84.1	
Approach LOS		E			F			F			F	

Intersection Summary	
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 100 (56%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.39	
Intersection Signal Delay: 107.4	Intersection LOS: F
Intersection Capacity Utilization 109.7%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 45: Biscayne Blvd & NE 36th St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	184	276	253	648	636	594	163	1547	103	181	1290	501
v/c Ratio	0.85	0.74	0.53	1.10	1.39	1.09	0.96	1.07	0.13	1.01	0.88	0.59
Control Delay	81.5	80.1	34.9	133.2	234.6	108.4	107.9	95.9	6.0	119.1	57.3	19.0
Queue Delay	0.0	3.8	0.0	0.7	2.1	5.7	0.0	0.0	0.0	0.0	47.1	0.4
Total Delay	81.5	83.9	34.9	134.0	236.7	114.1	107.9	95.9	6.0	119.1	104.4	19.4
Queue Length 50th (ft)	162	310	148	~445	~1049	~640	143	~1063	17	~168	740	232
Queue Length 95th (ft)	#275	424	223	#576	#1311	#814	#162	#1198	42	#347	843	316
Internal Link Dist (ft)		422			340			306			588	
Turn Bay Length (ft)	235			280		150	225			370		150
Base Capacity (vph)	245	375	478	589	456	546	169	1441	822	179	1460	875
Starvation Cap Reductn	0	46	0	55	89	63	0	0	0	0	332	93
Spillback Cap Reductn	0	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	0
Reduced v/c Ratio	0.75	0.84	0.53	1.21	1.73	1.23	0.96	1.07	0.13	1.01	1.14	0.64

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.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	167	257	218	596	281	777	109	1423	90	165	1251	441
Future Volume (vph)	167	257	218	596	281	777	109	1423	90	165	1251	441
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	6.2	6.2	6.0	6.0	6.1	6.2	6.0	6.1	6.6
Lane Util. Factor	1.00	1.00	1.00	0.97	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.94	1.00	0.98	0.96	1.00	1.00	0.87	1.00	1.00	0.95
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	1.00
Frt	1.00	1.00	0.85	1.00	0.92	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1752	1845	1467	3400	1582	1435	1770	3539	1371	1770	3539	1501
Flt Permitted	0.11	1.00	1.00	0.95	1.00	1.00	0.05	1.00	1.00	0.05	1.00	1.00
Satd. Flow (perm)	202	1845	1467	3400	1582	1435	102	3539	1371	100	3539	1501
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	276	253	648	316	914	163	1547	103	181	1290	501
RTOR Reduction (vph)	0	0	70	0	20	38	0	0	28	0	0	86
Lane Group Flow (vph)	184	276	183	648	616	556	163	1547	75	181	1290	415
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	pm+pt	NA	pm+ov	Prot	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6	7	5	2	3
Permitted Phases	8		8			4	6		6	2		2
Actuated Green, G (s)	54.7	36.6	49.6	31.2	49.7	63.7	86.3	73.3	104.5	88.3	74.3	92.4
Effective Green, g (s)	54.7	36.6	49.6	31.2	49.7	63.7	86.3	73.3	104.5	88.3	74.3	92.4
Actuated g/C Ratio	0.30	0.20	0.28	0.17	0.28	0.35	0.48	0.41	0.58	0.49	0.41	0.51
Clearance Time (s)	6.6	6.6	6.0	6.2	6.2	6.0	6.0	6.1	6.2	6.0	6.1	6.6
Vehicle Extension (s)	2.5	2.5	3.0	3.0	3.0	3.0	3.0	1.0	3.0	3.0	1.0	2.5
Lane Grp Cap (vph)	217	375	404	589	436	507	169	1441	795	178	1460	770
v/s Ratio Prot	0.09	0.15	0.03	c0.19	c0.39	c0.09	0.07	c0.44	0.02	0.08	0.36	0.05
v/s Ratio Perm	0.17		0.09			0.30	0.39		0.04	0.42		0.22
v/c Ratio	0.85	0.74	0.45	1.10	1.41	1.10	0.96	1.07	0.09	1.02	0.88	0.54
Uniform Delay, d1	52.0	67.2	54.0	74.4	65.2	58.1	55.7	53.4	16.8	59.5	48.9	29.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	24.8	6.9	0.8	67.5	199.4	68.8	58.3	46.2	0.1	71.9	8.1	0.6
Delay (s)	76.8	74.1	54.8	141.9	264.6	127.0	114.0	99.5	16.8	131.5	57.0	30.0
Level of Service	E	E	D	F	F	F	F	F	B	F	E	C
Approach Delay (s)		68.0			178.7			96.1			57.0	
Approach LOS		E			F			F			E	

Intersection Summary			
HCM 2000 Control Delay	105.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.22		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	24.9
Intersection Capacity Utilization	109.7%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	75	1	433	92	0	0	0	0	0	77
Future Vol, veh/h	0	0	75	1	433	92	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	446	105	0	0	0	0	0	103

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	-	-	223
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	780
Stage 1	-	-	0	0	0	-
Stage 2	-	-	0	0	0	-
Platoon blocked, %		-				
Mov Cap-1 Maneuver	-	-	-	-	0	780
Mov Cap-2 Maneuver	-	-	-	-	0	-
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s		10.3
HCM LOS		B

Minor Lane/Major Mvmt	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	780
HCM Lane V/C Ratio	-	-	0.132
HCM Control Delay (s)	-	-	10.3
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.5

Lane Group	EBT	WBT	SWL	SWR
Lane Configurations				
Traffic Volume (vph)	545	247	324	1235
Future Volume (vph)	545	247	324	1235
Turn Type	NA	NA	Prot	Free
Protected Phases	Free!	1	2!	
Permitted Phases				Free
Detector Phase		1	2	
Switch Phase				
Minimum Initial (s)		5.0	5.0	
Minimum Split (s)		15.0	22.5	
Total Split (s)		15.0	45.0	
Total Split (%)		25.0%	75.0%	
Yellow Time (s)		3.5	3.5	
All-Red Time (s)		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0	
Total Lost Time (s)		4.5	4.5	
Lead/Lag		Lead	Lag	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode		None	C-Max	
Act Effct Green (s)	60.0	10.4	40.6	60.0
Actuated g/C Ratio	1.00	0.17	0.68	1.00
v/c Ratio	0.32	0.83	0.74	0.55
Control Delay	0.4	48.6	9.8	1.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	0.4	48.6	9.8	1.5
LOS	A	D	A	A
Approach Delay	0.4	48.6	5.7	
Approach LOS	A	D	A	

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:SWL and 6:, Start of Green	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 9.0	Intersection LOS: A
Intersection Capacity Utilization 79.0%	ICU Level of Service D
Analysis Period (min) 15	

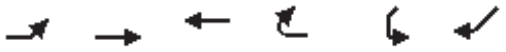
! Phase conflict between lane groups.

Splits and Phases: 49: NE 36th St & I-195 EB Off-Ramp

Lane Group	EBT	WBT	SWL	SWR
Lane Group Flow (vph)	592	268	862	832
v/c Ratio	0.32	0.83	0.74	0.55
Control Delay	0.4	48.6	9.8	1.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	0.4	48.6	9.8	1.5
Queue Length 50th (ft)	0	95	127	0
Queue Length 95th (ft)	0	#207	257	0
Internal Link Dist (ft)	340	134	184	
Turn Bay Length (ft)				
Base Capacity (vph)	1863	326	1172	1504
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.32	0.82	0.74	0.55

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	545	247	0	324	1235
Future Volume (vph)	0	545	247	0	324	1235
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.5		4.5	4.0
Lane Util. Factor		1.00	1.00		1.00	0.95
Frt		1.00	1.00		0.91	0.85
Flt Protected		1.00	1.00		0.98	1.00
Satd. Flow (prot)		1863	1863		1663	1504
Flt Permitted		1.00	1.00		0.98	1.00
Satd. Flow (perm)		1863	1863		1663	1504
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	592	268	0	352	1342
RTOR Reduction (vph)	0	0	0	0	47	0
Lane Group Flow (vph)	0	592	268	0	815	832
Turn Type		NA	NA		Prot	Free
Protected Phases		Free!	1		2!	
Permitted Phases						Free
Actuated Green, G (s)		60.0	10.4		40.6	60.0
Effective Green, g (s)		60.0	10.4		40.6	60.0
Actuated g/C Ratio		1.00	0.17		0.68	1.00
Clearance Time (s)			4.5		4.5	
Vehicle Extension (s)			3.0		3.0	
Lane Grp Cap (vph)		1863	322		1125	1504
v/s Ratio Prot		0.32	c0.14		c0.49	
v/s Ratio Perm						0.55
v/c Ratio		0.32	0.83		0.72	0.55
Uniform Delay, d1		0.0	24.0		6.2	0.0
Progression Factor		1.00	1.00		1.00	1.00
Incremental Delay, d2		0.4	16.6		4.1	1.5
Delay (s)		0.4	40.5		10.2	1.5
Level of Service		A	D		B	A
Approach Delay (s)		0.4	40.5		5.9	
Approach LOS		A	D		A	

Intersection Summary			
HCM 2000 Control Delay	8.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	79.0%	ICU Level of Service	D
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	800	11	9	202	1	0	3	169	4	0	25
Future Vol, veh/h	9	800	11	9	202	1	0	3	169	4	0	25
Conflicting Peds, #/hr	2	0	0	0	0	2	0	0	0	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	33	91	92	92	76	92	92	92	92	50	92	35
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	3	2	3
Mvmt Flow	27	879	12	10	266	1	0	3	184	8	0	71

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	269	0	0	891	0	0	-	1228	448	786	1234	269
Stage 1	-	-	-	-	-	-	-	939	-	289	289	-
Stage 2	-	-	-	-	-	-	-	289	-	497	945	-
Critical Hdwy	4.13	-	-	4.13	-	-	-	6.53	6.93	7.345	6.53	6.245
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.53	-	6.145	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.53	-	6.545	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	-	4.019	3.319	3.5285	4.019	3.3285
Pot Cap-1 Maneuver	1293	-	-	759	-	-	0	177	559	294	176	766
Stage 1	-	-	-	-	-	-	0	342	-	715	672	-
Stage 2	-	-	-	-	-	-	0	672	-	522	340	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1291	-	-	759	-	-	-	167	558	185	166	765
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	167	-	185	166	-
Stage 1	-	-	-	-	-	-	-	328	-	684	661	-
Stage 2	-	-	-	-	-	-	-	661	-	331	326	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.3	15.3	12.2
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	536	1291	-	-	759	-	-	581
HCM Lane V/C Ratio	0.349	0.021	-	-	0.013	-	-	0.137
HCM Control Delay (s)	15.3	7.8	0.2	-	9.8	0	-	12.2
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	1.6	0.1	-	-	0	-	-	0.5

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	-	0	-	953
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	260
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	259
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

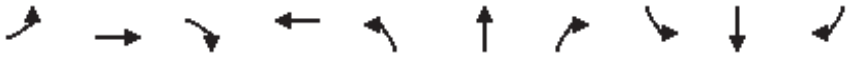
Approach	NB	SB	SE
HCM Control Delay, s	0	0	37.3
HCM LOS			E

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	-	-

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	Perm
Protected Phases	4	4		8	5	2	8	1	6	
Permitted Phases			4				2	6		6
Detector Phase	4	4	4	8	5	2	8	1	6	6
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	35.3
Total Split (s)	36.0	36.0	36.0	21.0	16.8	83.0	21.0	10.0	76.2	76.2
Total Split (%)	24.0%	24.0%	24.0%	14.0%	11.2%	55.3%	14.0%	6.7%	50.8%	50.8%
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	3.3
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	7.3
Lead/Lag					Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?					Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	None	C-Max	C-Max
Act Effct Green (s)	27.5	27.5	27.5	14.2	11.8	77.9	93.2	82.6	70.9	70.9
Actuated g/C Ratio	0.18	0.18	0.18	0.09	0.08	0.52	0.62	0.55	0.47	0.47
v/c Ratio	0.86	0.66	0.89	0.80	0.72	0.87	0.06	0.81	1.10	0.12
Control Delay	84.4	66.9	46.9	97.7	78.4	38.4	2.9	68.5	91.9	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.4	66.9	46.9	97.7	78.4	38.4	2.9	68.5	91.9	1.3
LOS	F	E	D	F	E	D	A	E	F	A
Approach Delay		63.0		97.7		43.0			86.5	
Approach LOS		E		F		D			F	

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: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.10	
Intersection Signal Delay: 65.8	Intersection LOS: E
Intersection Capacity Utilization 98.4%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 58: Ed Sullivan Dr/43rd Street & Alton Road



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	0.86	0.66	0.89	0.80	0.72	0.87	0.06	0.81	1.10	0.12
Control Delay	84.4	66.9	46.9	97.7	78.4	38.4	2.9	68.5	91.9	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.4	66.9	46.9	97.7	78.4	38.4	2.9	68.5	91.9	1.3
Queue Length 50th (ft)	258	201	187	132	97	723	5	59	~1093	0
Queue Length 95th (ft)	#394	294	#370	#241	#136	839	18	#178	#1228	11
Internal Link Dist (ft)		428		183		354			141	
Turn Bay Length (ft)					280		50	80		90
Base Capacity (vph)	343	361	488	177	393	1838	994	140	1671	808
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	0.80	0.61	0.85	0.77	0.72	0.87	0.06	0.81	1.10	0.12

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.

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
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1826	1826	0	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	274	222	0	21	115	0	282	1594	0	114	1837	93
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	301	317		25	134	0	350	1931		182	1776	791
Arrive On Green	0.17	0.17	0.00	0.09	0.09	0.00	0.07	0.54	0.00	0.04	0.50	0.50
Sat Flow, veh/h	1753	1841	1560	280	1532	0	5023	3554	1585	1781	3554	1583
Grp Volume(v), veh/h	274	222	0	136	0	0	282	1594	0	114	1837	93
Grp Sat Flow(s),veh/h/ln	1753	1841	1560	1812	0	0	1674	1777	1585	1781	1777	1583
Q Serve(g_s), s	23.0	17.0	0.0	11.1	0.0	0.0	8.3	55.7	0.0	4.7	75.0	4.7
Cycle Q Clear(g_c), s	23.0	17.0	0.0	11.1	0.0	0.0	8.3	55.7	0.0	4.7	75.0	4.7
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	301	317		159	0	0	350	1931		182	1776	791
V/C Ratio(X)	0.91	0.70		0.86	0.00	0.00	0.80	0.83		0.63	1.03	0.12
Avail Cap(c_a), veh/h	347	364		178	0	0	372	1931		186	1776	791
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	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.9	58.5	0.0	67.5	0.0	0.0	68.8	28.3	0.0	29.2	37.5	19.9
Incr Delay (d2), s/veh	24.2	4.4	0.0	30.0	0.0	0.0	13.6	4.2	0.0	4.7	30.7	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	12.3	8.4	0.0	6.5	0.0	0.0	4.0	24.4	0.0	2.2	39.5	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	85.1	62.9	0.0	97.5	0.0	0.0	82.4	32.5	0.0	33.8	68.2	20.2
LnGrp LOS	F	E		F	A	A	F	C		C	F	C
Approach Vol, veh/h		496	A		136			1876	A		2044	
Approach Delay, s/veh		75.2			97.5			40.0			64.1	
Approach LOS		E			F			D			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.6	88.8		32.1	16.2	82.3		19.5				
Change Period (Y+Rc), s	3.0	* 7.3		* 6.3	* 5.7	* 7.3		6.3				
Max Green Setting (Gmax), s	7.0	* 76		* 30	* 11	* 69		14.7				
Max Q Clear Time (g_c+I1), s	6.7	57.7		25.0	10.3	77.0		13.1				
Green Ext Time (p_c), s	0.0	5.3		0.8	0.2	0.0		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	56.4
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	NBL	SWT	SWR
Lane Configurations			
Traffic Volume (vph)	2358	225	89
Future Volume (vph)	2358	225	89
Turn Type	Prot	NA	Perm
Protected Phases	2	8	
Permitted Phases			8
Detector Phase	2	8	8
Switch Phase			
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5
Total Split (s)	75.0	25.0	25.0
Total Split (%)	75.0%	25.0%	25.0%
Yellow Time (s)	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5
Lead/Lag			
Lead-Lag Optimize?			
Recall Mode	C-Max	None	None
Act Effct Green (s)	73.3	17.7	17.7
Actuated g/C Ratio	0.73	0.18	0.18
v/c Ratio	1.07	0.78	0.34
Control Delay	54.3	55.5	32.7
Queue Delay	0.0	0.0	0.0
Total Delay	54.3	55.5	32.7
LOS	D	E	C
Approach Delay	54.3	49.0	
Approach LOS	D	D	

Intersection Summary	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:NBL and 6:, Start of Green	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay: 53.7	Intersection LOS: D
Intersection Capacity Utilization 86.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 61: Unnamed Road & Alton Road

Lane Group	NBL	SWT	SWR
Lane Group Flow (vph)	2680	256	101
v/c Ratio	1.07	0.78	0.34
Control Delay	54.3	55.5	32.7
Queue Delay	0.0	0.0	0.0
Total Delay	54.3	55.5	32.7
Queue Length 50th (ft)	~990	155	47
Queue Length 95th (ft)	#1098	231	91
Internal Link Dist (ft)	322	218	
Turn Bay Length (ft)			75
Base Capacity (vph)	2516	381	337
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	1.07	0.67	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.

Movement	NBL	NBR	SEL	SER	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations										
Traffic Volume (veh/h)	2358	0	0	0	0	0	0	0	225	89
Future Volume (veh/h)	2358	0	0	0	0	0	0	0	225	89
Initial Q (Qb), veh	0	0						0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00						1.00		1.00
Parking Bus, Adj	1.00	1.00						1.00	1.00	1.00
Work Zone On Approach	No								No	
Adj Sat Flow, veh/h/ln	1870	0						0	1870	1870
Adj Flow Rate, veh/h	2680	0						0	256	101
Peak Hour Factor	0.88	0.88						0.88	0.88	0.88
Percent Heavy Veh, %	2	0						0	2	2
Cap, veh/h	0	0						0	302	256
Arrive On Green	0.00	0.00						0.00	0.16	0.16
Sat Flow, veh/h	0							0	1870	1585
Grp Volume(v), veh/h	0.0							0	256	101
Grp Sat Flow(s),veh/h/ln								0	1870	1585
Q Serve(g_s), s								0.0	13.3	5.7
Cycle Q Clear(g_c), s								0.0	13.3	5.7
Prop In Lane								0.00		1.00
Lane Grp Cap(c), veh/h								0	302	256
V/C Ratio(X)								0.00	0.85	0.40
Avail Cap(c_a), veh/h								0	383	325
HCM Platoon Ratio								1.00	1.00	1.00
Upstream Filter(I)								0.00	1.00	1.00
Uniform Delay (d), s/veh								0.0	40.8	37.6
Incr Delay (d2), s/veh								0.0	13.4	1.0
Initial Q Delay(d3),s/veh								0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln								0.0	7.2	2.3
Unsig. Movement Delay, s/veh										
LnGrp Delay(d),s/veh								0.0	54.2	38.6
LnGrp LOS								A	D	D
Approach Vol, veh/h									357	
Approach Delay, s/veh									49.8	
Approach LOS									D	

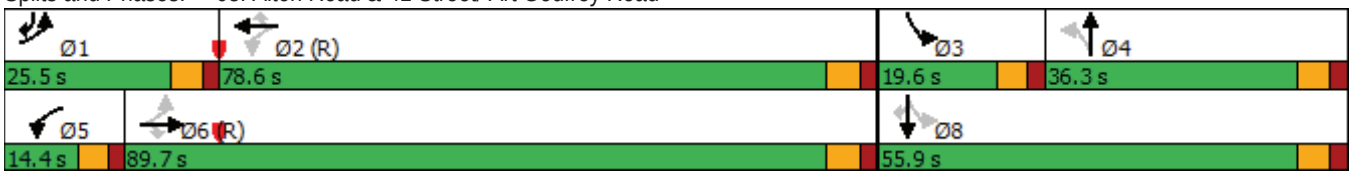
Timer - Assigned Phs	8
Phs Duration (G+Y+Rc), s	20.6
Change Period (Y+Rc), s	4.5
Max Green Setting (Gmax), s	20.5
Max Q Clear Time (g_c+I1), s	15.3
Green Ext Time (p_c), s	0.8

Intersection Summary	
HCM 6th Ctrl Delay	49.8
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	206	1411	79	67	1386	103	116	200	188	156	295
Future Volume (vph)	206	1411	79	67	1386	103	116	200	188	156	295
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	pm+pt	NA	pm+ov
Protected Phases	1	6		5	2			4	3	8	1
Permitted Phases	6		6	2		2	4		8		8
Detector Phase	1	6	6	5	2	2	4	4	3	8	1
Switch Phase											
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0	7.0	7.0	7.0	5.0	7.0	5.0
Minimum Split (s)	10.7	25.3	25.3	10.7	25.3	25.3	36.3	36.3	10.7	36.3	10.7
Total Split (s)	25.5	89.7	89.7	14.4	78.6	78.6	36.3	36.3	19.6	55.9	25.5
Total Split (%)	15.9%	56.1%	56.1%	9.0%	49.1%	49.1%	22.7%	22.7%	12.3%	34.9%	15.9%
Yellow Time (s)	3.7	4.0	4.0	3.7	4.0	4.0	4.0	4.0	3.7	4.0	3.7
All-Red Time (s)	2.0	2.3	2.3	2.0	2.3	2.3	2.3	2.3	2.0	2.3	2.0
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)	5.7	6.3	6.3	5.7	6.3	6.3		6.3	5.7	6.3	5.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lead		Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
Recall Mode	Max	C-Min	C-Min	Max	C-Min	C-Min	Max	Max	Max	Max	Max
Act Effct Green (s)	95.9	80.9	80.9	79.1	69.8	69.8		30.0	52.7	52.1	78.2
Actuated g/C Ratio	0.60	0.51	0.51	0.49	0.44	0.44		0.19	0.33	0.33	0.49
v/c Ratio	0.81	0.82	0.10	0.45	0.94	0.14		0.85	0.72	0.27	0.39
Control Delay	66.6	38.0	2.2	27.5	54.9	1.8		73.9	57.5	42.2	26.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay	66.6	38.0	2.2	27.5	54.9	1.8		73.9	57.5	42.2	26.2
LOS	E	D	A	C	D	A		E	E	D	C
Approach Delay		39.8			50.2			73.9		39.3	
Approach LOS		D			D			E		D	

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	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 46.9	Intersection LOS: D
Intersection Capacity Utilization 105.6%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 63: Alton Road & 41 Street/ Art Godfrey Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	215	1470	82	70	1444	107	458	196	163	307
v/c Ratio	0.81	0.82	0.10	0.45	0.94	0.14	0.85	0.72	0.27	0.39
Control Delay	66.6	38.0	2.2	27.5	54.9	1.8	73.9	57.5	42.2	26.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.6	38.0	2.2	27.5	54.9	1.8	73.9	57.5	42.2	26.2
Queue Length 50th (ft)	167	653	0	28	732	0	231	158	129	190
Queue Length 95th (ft)	#298	746	19	60	840	17	#320	#270	197	274
Internal Link Dist (ft)		635			293		184		79	
Turn Bay Length (ft)	550			125		70		70		
Base Capacity (vph)	266	1844	834	154	1599	776	538	274	607	785
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	0.81	0.80	0.10	0.45	0.90	0.14	0.85	0.72	0.27	0.39

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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
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	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	215	1470	82	70	1444	107	121	208	129	196	162	307
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	291	1852	820	203	1606	710	158	231	153	237	580	679
Arrive On Green	0.12	0.52	0.52	0.05	0.45	0.45	0.19	0.19	0.19	0.09	0.31	0.31
Sat Flow, veh/h	1781	3554	1572	1781	3554	1570	657	1231	819	1781	1870	1559
Grp Volume(v), veh/h	215	1470	82	70	1444	107	217	0	241	196	162	307
Grp Sat Flow(s),veh/h/ln	1781	1777	1572	1781	1777	1570	1179	0	1528	1781	1870	1559
Q Serve(g_s), s	12.0	54.0	4.2	3.2	60.0	6.4	29.4	0.0	24.3	13.9	10.5	22.2
Cycle Q Clear(g_c), s	12.0	54.0	4.2	3.2	60.0	6.4	29.4	0.0	24.3	13.9	10.5	22.2
Prop In Lane	1.00		1.00	1.00		1.00	0.56		0.54	1.00		1.00
Lane Grp Cap(c), veh/h	291	1852	820	203	1606	710	256	0	286	237	580	679
V/C Ratio(X)	0.74	0.79	0.10	0.34	0.90	0.15	0.85	0.00	0.84	0.83	0.28	0.45
Avail Cap(c_a), veh/h	291	1852	820	203	1606	710	256	0	286	237	580	679
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.4	31.3	19.3	27.6	40.5	25.8	64.7	0.0	62.7	48.7	41.7	31.9
Incr Delay (d2), s/veh	15.5	3.6	0.2	4.6	8.4	0.4	27.9	0.0	24.7	27.2	1.2	2.2
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	5.1	24.0	1.6	1.6	28.0	2.6	10.8	0.0	11.5	8.1	5.1	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.8	34.9	19.6	32.2	48.9	26.2	92.6	0.0	87.3	75.9	42.9	34.1
LnGrp LOS	E	C	B	C	D	C	F	A	F	E	D	C
Approach Vol, veh/h		1767			1621			458			665	
Approach Delay, s/veh		37.0			46.7			89.9			48.6	
Approach LOS		D			D			F			D	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	25.5	78.6	19.6	36.3	14.4	89.7		55.9				
Change Period (Y+Rc), s	* 5.7	* 6.3	* 5.7	* 6.3	* 5.7	* 6.3		* 6.3				
Max Green Setting (Gmax), s	* 20	* 72	* 14	* 30	* 8.7	* 83		* 50				
Max Q Clear Time (g_c+I1), s	14.0	62.0	15.9	31.4	5.2	56.0		24.2				
Green Ext Time (p_c), s	0.2	3.8	0.0	0.0	0.0	5.2		1.6				

Intersection Summary												
HCM 6th Ctrl Delay			47.5									
HCM 6th LOS			D									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations														
Traffic Vol, veh/h	33	0	0	64	0	41	16	365	12	30	0	222	0	0
Future Vol, veh/h	33	0	0	64	0	41	16	365	12	30	0	222	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	2	0	6	6	0	2	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	-	-	-	None	-	-	None	-	-	-	-	-
Storage Length	-	-	-	-	-	-	-	-	-	0	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	17742	-	17742	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	0	0	70	0	45	18	401	13	33	0	244	0	0

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	25	421	2	0	20	0	2	0	0
Stage 1	2	2	-	0	18	-	-	-	-
Stage 2	23	419	-	0	2	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	-
Pot Cap-1 Maneuver	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-

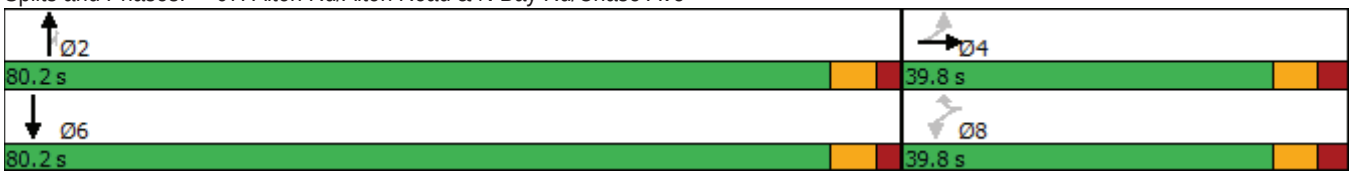
Approach	EB	WB	NB
HCM Control Delay, s			0
HCM LOS	-	-	

Minor Lane/Major Mvmt	NBL2	NBL	NBT	EBLn1	WBLn1
Capacity (veh/h)	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	-
HCM Lane LOS	A	-	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-	-

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
Act Effct Green (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	0.62	0.62	0.62
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
LOS	D	C	D	C	F	A	E
Approach Delay		36.5			91.9		77.7
Approach LOS		D			F		E

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.14	
Intersection Signal Delay: 80.4	Intersection LOS: F
Intersection Capacity Utilization 118.7%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 67: Alton Rd/Alton Road & N Bay Rd/Chase Ave



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.

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 (vphpl)	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	
Frpb, 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			

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	-	-	16979
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	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	NBR	WBLn1
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

APPENDIX OCR-G: I-195 CPS, FUTURE SAFETY ANALYSIS REPORT

FUTURE SAFETY 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:
Choice Engineering Consultants, Inc. (in association with BCC Engineering, LLC)
12855 SW 132nd Street, Suite 200
Miami, Florida 33186

June 2020

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1.0 FUTURE SAFETY ANALYSIS

A future safety analysis was conducted in order to compare the predicted number of crashes between the Future No Build conditions and the Build Alternative. The limits for the safety analysis are from approximately (approx.) 500 feet west of the eastbound exit ramp to NW 12 Avenue to approx. 350 feet west of the SR 907/Alton Road intersection. This analysis follows the procedures outlined in the *Highway Safety Manual* (HSM), 1st Edition, developed by the American Association of the State Highway and Transportation Officials (AASHTO) in 2010 with a supplement for freeways published in 2014. Furthermore, the Enhanced Interchange Safety Analysis Tool (ISATe), which follows the HSM procedures as mentioned, was used to determine the predicted number of crashes. The ISATe relates roadway geometric design features (i.e. lane width, outside shoulder width, ramp presence, etc.) and the expected average crash frequency of those features to help designers make informed decisions about the safety performance of design alternatives.

1.1 Methodology

This chapter focuses on the results of the predicted crashes for freeway sections along I-195 only; the analysis does not include ramps and/or collector-distributor (C-D) roads. The number of crashes is predicted by applying the HSM Safety Performance Functions (SPF) on all segments included within the limits of the safety analysis. Depending on the extent to which the input variables such as lane widths, shoulder widths, etc. vary from the ideal conditions in the segment, appropriate Crash Modification Factors (CMF) were applied to the SPFs to adjust the estimates of the predicted number of crashes in each segment. As indicated above, the HSM 1st Edition Supplement (2014) and the ISATe Manual (2012) were used as the reference documents for this methodology.

1.1.1 Segmentation Criteria

The segmentation process produces a set of disaggregated segments with varying lengths, each of which is homogeneous with respect to characteristics such as traffic volumes, key geometrics design features, and traffic control features. The following sections describe the segmentation criteria for the analyzed freeway segments as described in the ISATe Manual.

A new homogeneous freeway segment begins where there is a change in at least one of the following characteristics of the freeway:

1. **Number of through lanes**, in which the segment begins at the gore point if the lane is added or dropped at a ramp or C-D road. Begin segment at the upstream start of taper if the lane is added or dropped by taper.
2. **Lane width**, which is measured at successive points along the roadway.
3. **Outside shoulder width**, which is measured at successive points along the roadway.
4. **Inside shoulder width**, which is measured at successive points along the roadway.

5. **Median width**, which is measured at successive points along the roadway. The measured median widths are rounded to the nearest 10 feet. If the rounded value exceeds 90 feet, then it is capped at 90 feet.
6. **Ramp presence**, in which the segment begins at the ramp gore point.
7. **Clear zone width**, which is measured at successive points along the roadway. If roadside barrier is present, then the clear zone width is set at 30 feet.

The presence of a horizontal curve does not necessarily define segment boundaries. A ramp entrance or exit is evaluated with the adjacent freeway facility in the other travel direction. A freeway segment can include no more than one ramp entrance and one ramp exit in each travel direction.

1.1.2 Segmentation Geometry and Traffic Inputs

The input data needed for the predictive models are summarized in this section. These data fields represent the geometric design features, traffic control features, and traffic demand characteristics that can have an impact on safety for each segment. The input data for the predictive model for freeway segments are summarized in **Table 1.1**.

Table 1.1: Summary of Data Input Parameters for Freeway Segments

INPUT FIELD
Number of through lanes
Length of Segment
Prescence of an entrance ramp or exit speed-change lane
Length od speed-change lane
Presence of a horizontal curve, and curve information
Lane width
Outside and inside shoulder widths
Median width
Length of rumble strips on the inside (or median) shoulder and on the outside (or roadside) shoulder
Length of (and offset to) the barrier on the left shoulder and the barrier on the right shoulder
Width of median barrier
Presence and length of a Type B weaving section
Distance to nearest upstream entrance ramp and nearest downstream exit ramp in each travel direction
Clear zone width
Proportion of AADT traffic volume in peak hours (K value)
Segment AADT Volume
Upstream entrance ramp AADT volume
Downstream exit ramp AADT volume

1.1.3 Important Considerations, Limitations and Assumptions

Important considerations, limitations, and assumptions in the modeling procedure are summarized below:

- The default calibration factors of one (1) were used in this analysis. Therefore, the prediction models were not calibrated.
- The number of through lanes on the urban freeway segments range between four (4) and ten (10) lanes (2-way travel). In this analysis, there were four (4) freeway segments whose cross sections have less than the minimum 4 required lanes. In the No Build analysis, two (2) segments only had three (3) through lanes; segments 4 and 6. However, given that these two freeway segments with a 3-lane cross section occur due to lane merge (and not a lane drop), these sections were assumed to have 4-lane cross sections and adjustments were made to the segment AADT to proportion the volume per lane. For example, in Segment 4, the number of travel lanes in the westbound direction was increased to two lanes and the corresponding volumes were doubled to achieve the equivalent volume in the bottleneck section. Additionally, in Segment 6, the number of travel lanes in the eastbound direction and the corresponding volumes were doubled. Similarly, two (2) segments of the freeway had only three (3) through lanes in the Build Alternative (Upper Level) which were assumed to have four (4) through lanes for the purpose of the analysis and the AADT was proportionately adjusted. This was observed in Segments one (1) and two (2) for the EB direction where the volume was doubled.
- A clear zone width of 30 feet was used for all segments due to the presence of and proximity to barriers (concrete) in all segments.
- The maximum number of segments that can be presented in one ISATe model workbook is twenty (20). Consequently, the analysis of the Build Alternative Lower Level which contains twenty-five (25) segments was split into two files; the first file containing segments 1-20 and the second containing 21-25. The number of predicted crashes for the Lower Level is the sum of the two predicted crash rates from each model.
- The Build Alternative design consists of analyzing an Upper and a Lower Level along the corridor of study. The design was split into one analysis for the Upper Level and one analysis for the Lower Level; therefore, the number of predicted crashes for the Build Alternative is the sum of Upper and Lower Level analysis.

Note, the segments where the project ties into the existing segments that are not changing from the No Build to the Build Alternative were not included in the safety performance analysis given that no change in safety performance is anticipated for these segments.

1.2 Safety Analysis Review

This section describes the safety conditions and depicts the schematic configuration for the network of the future No Build conditions and the Build Alternative.

1.2.1 Summary of Freeway Segments

Future No Build conditions and Build Alternative freeway segments shown in **Exhibits 1-1,** and **1-2A** and **1-2B** respectively, were defined using the segmentation criteria described in Section 1.1.1 and in consideration of the limitations and assumptions described in Section 1.1.3 with their associated segment numbers. Similarly, **Tables 1-2,** and **1-3A** and **1-3B** describe the freeway segments limits for the future No Build conditions and Build Alternative, respectively.

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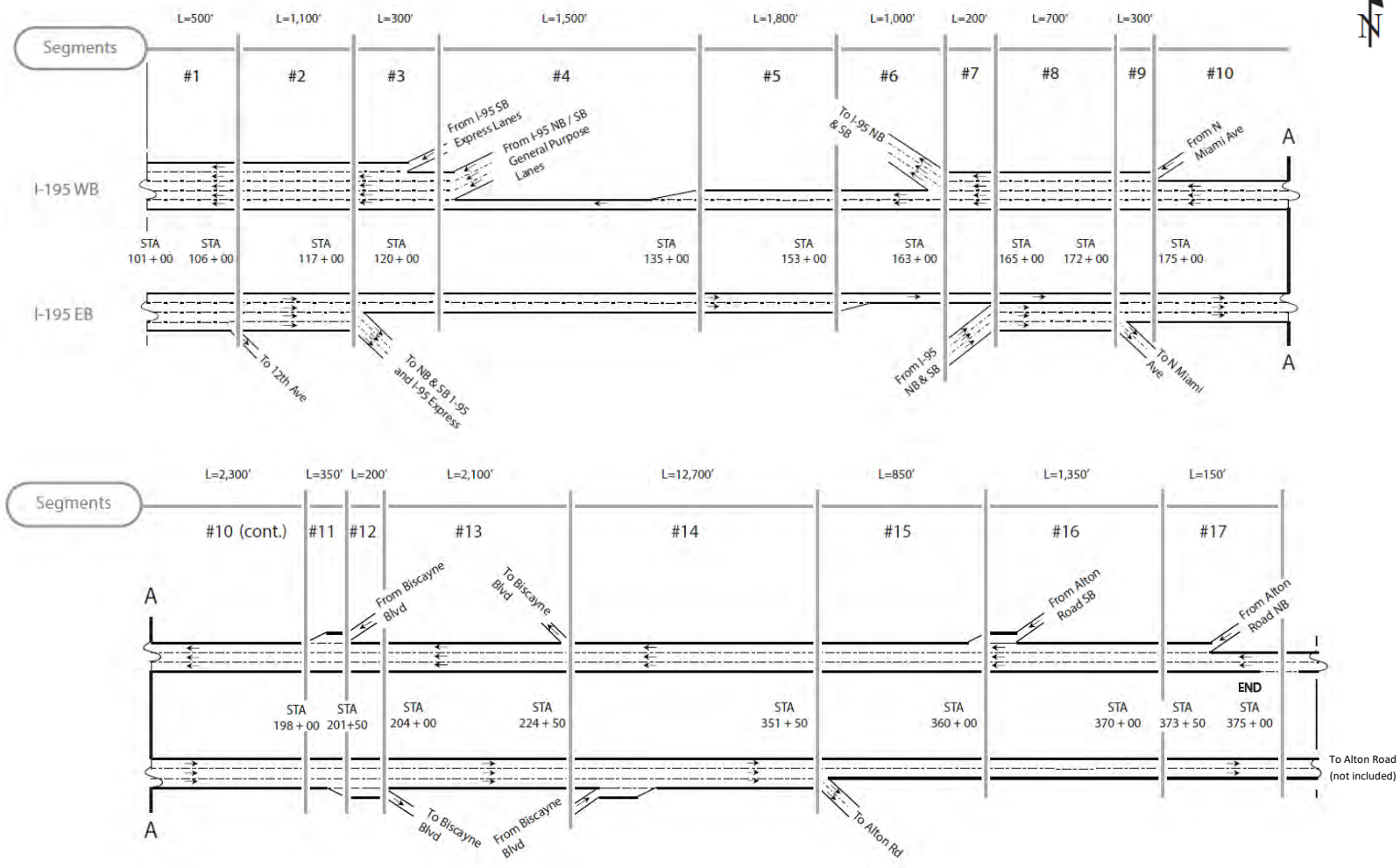

Exhibit 1-1: I-195 Freeway Segments - No Build

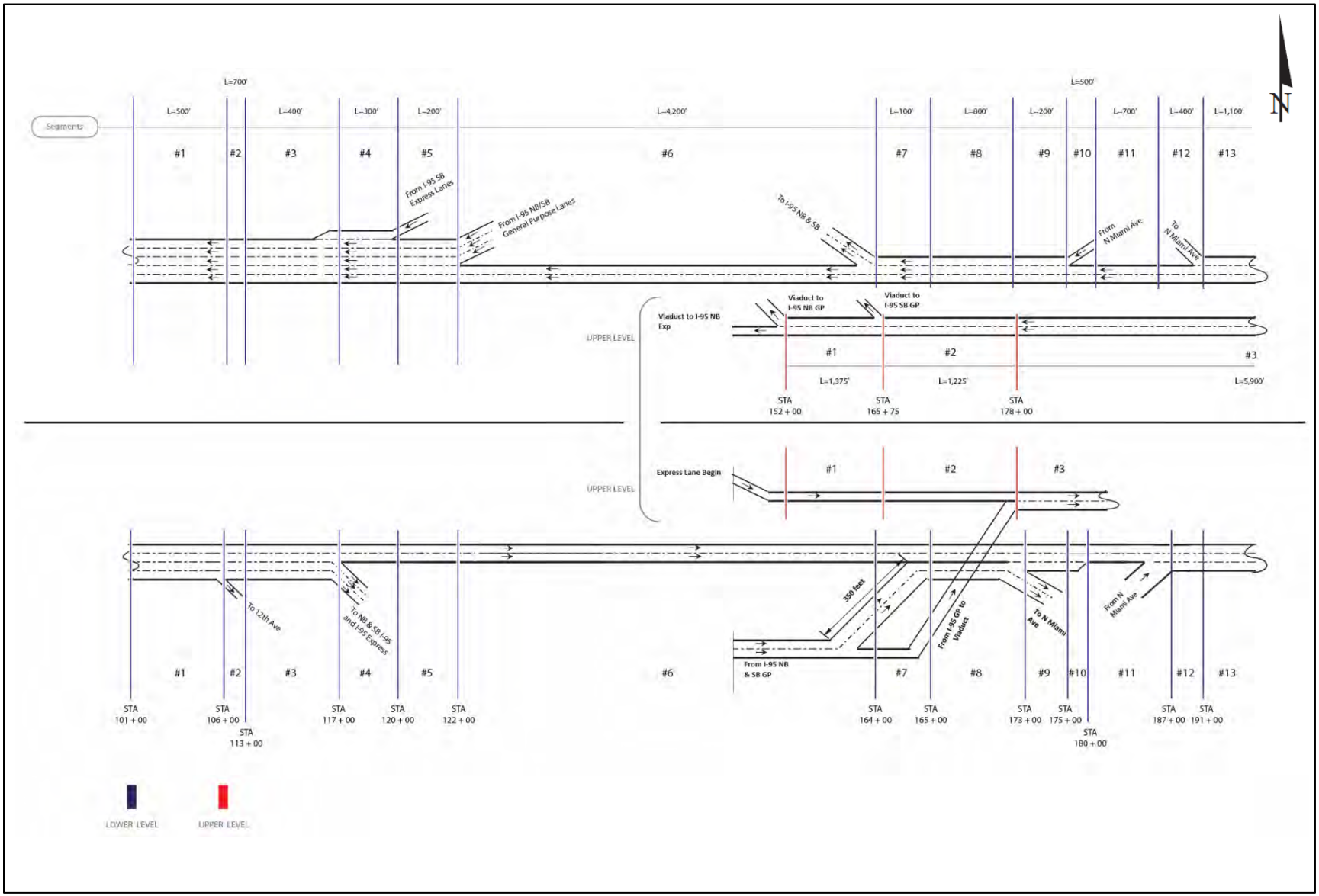

Exhibit 1-2A: I-195 Freeway Segments - Build Alternative – Segments 1-13

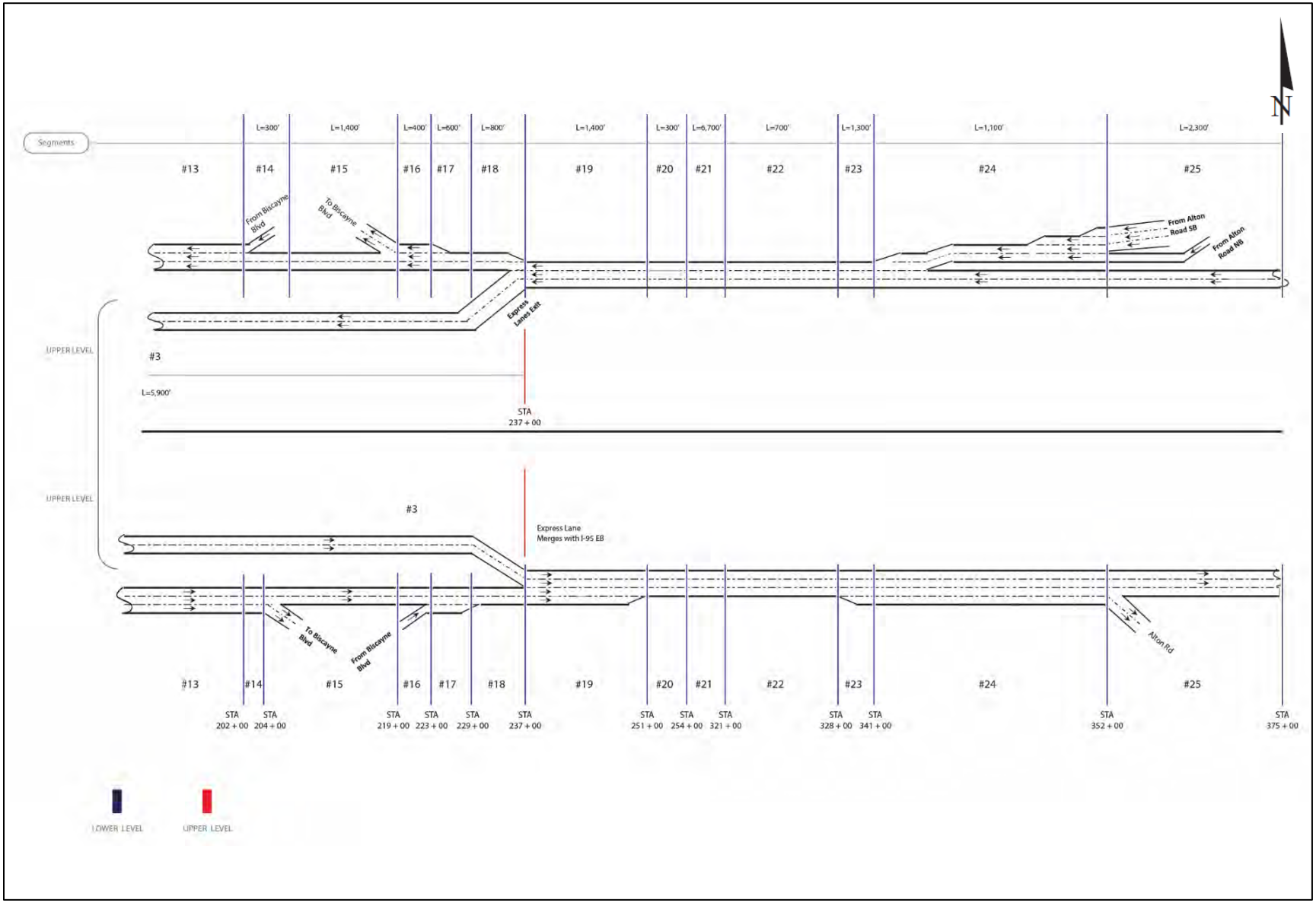

Exhibit 1-2B: I-195 Freeway Segments - Build Alternative – Segments 13-25

Table 1-2: Summary of Freeway Segments - No Build

Segment No.	Segment Description
1	From WB Exit to NW 17 Ave to EB Exit to NW 12 Ave
2	From EB Exit to NW 12 Ave to EB Exit to I-95 NB and SB
3	From EB Exit to I-95 NB and SB to WB Entrance from I-95 NB and SB
4	From WB Entrance from I-95 NB and SB to lane-reduction on WB I-195
5	From lane-reduction on WB I-195 to lane-reduction on EB I-195
6	From lane-reduction on EB I-195 to WB Exit to I-95 NB and SB
7	From WB Exit to I-95 NB and SB to EB Entrance from I-95 NB and SB
8	From EB Entrance from I-95 NB and SB to EB Exit to N Miami Ave
9	From EB Exit to N Miami Ave to WB Entrance from N Miami Ave
10	From WB Entrance from N Miami Ave to speed change lane taper on EB I-195
11	From speed change lane taper on EB I-195 to WB Entrance from Biscayne Blvd
12	From WB Entrance from Biscayne Blvd to EB Exit to Biscayne Blvd
13	From EB Exit to Biscayne Blvd to WB Exit to/EB Entrance from Biscayne Blvd
14	From WB Exit to/EB Entrance from Biscayne Blvd to EB Exit to Alton Road
15	From EB Exit to Alton Road to WB Entrance from Alton Road
16	From WB Entrance from Alton Road to WB Entrance from NB Alton Road
17	From WB Entrance from NB Alton Road to West of Alton Road Intersection

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Table 1-3A: Summary of Freeway Segments - Build Alternative Lower Level

Segment No.	Segment Description
1	From WB Exit to NW 17 Ave to EB Exit to NW 12 Ave
2	From EB Exit to NW 12 Ave to WB lane reduction/merge on I-195
3	From WB lane reduction/merge to EB exit to I-95 NB and SB (gen+exp)
4	From EB exit to I-95 NB and SB (gen+exp) to WB ent from I-95 express lanes
5	From WB ent from I-95 express lanes to WB ent from I-95 general purpose lanes
6	From WB ent from I-95 general purpose lanes to WB Exit to I-95 gen purpose lanes
7	From WB Exit to I-95 gen purpose lanes to EB Entrance from I-95 NB and SB
8	From EB Entrance from I-95 NB and SB to EB Exit to N Miami Ave
9	From EB Exit to N Miami Ave to WB Entrance from N Miami Ave
10	From WB Entrance from N Miami Ave to EB lane reduction/merge on I-195
11	From EB lane reduction/merge on I-195 to EB Entrance from N Miami Ave
12	From EB Entrance from N Miami Ave to WB Exit to N Miami Ave
13	From WB Exit to N Miami Ave to WB Entrance from NE 38 St and Biscayne Blvd
14	From WB Entrance from NE 38 St and Biscayne Blvd to EB Exit to NE 36 St and Biscayne Blvd
15	From EB Exit to NE 36 St and Biscayne Blvd to WB Exit to NE 38 St
16	From WB Exit to NE 38 St to EB Entrance from NE 36 St
17	From EB Entrance from NE 36 St to EB lane reduction/merge on I-195
18	From EB lane reduction/merge on I-195 to EB Entrance from & WB Exit to I-195 Upper level
19	From EB Entrance from & WB Exit to I-195 Upper level to EB lane reduction/merge on I-195
20	From EB lane reduction/merge on I-195 to WB lane addition/diverge on I-195
21	From WB lane addition/diverge on I-195 to EB lane addition/diverge on I-195
22	From EB lane addition/diverge on I-195 to WB lane reduction/merge on I-195
23	From WB lane reduction/merge on I-195 to WB Entrance from Alton Road N
24	From WB Entrance from Alton Road N to EB Exit to Alton Road S
25	From EB Exit to Alton Road S to west of Alton Road intersection

Table 1-3B: Summary of Freeway Segments - Build Alternative Upper Level

Segment No.	Segment Description
1	From WB Exit to I-95 Gen NB to WB Exit to I-95 Gen SB
2	From WB Exit to I-95 Gen SB to EB Ent from I-195 Lower Level
3	From EB Ent from I-95 Lower Level to Ent/Exit to/from I-195 Lower Level

1.2.2 Summary of Freeway Segments

The future design hour traffic volumes and traffic characteristics (based on a 2045 horizon year) used in the analysis were obtained from the *Existing and Future No Build Traffic Analysis Report*, February 2019. A standard K factor of 8% (per Section 2.6 of the FDOT's Project Traffic Forecasting Handbook, 2014) was used to estimate the Annual Average Daily Traffic (AADT) volumes used in this safety review.

As described in the second bullet of Section 1.1.3 above, Segments 4 and 6 in the future No Build scenario and Segments 1 and 2 in the future Build-Alt (Upper Level), have less than the four-lane minimum travel lanes for coding in the ISATe model. For the analyses, however, these sections were assumed to have 4-lanes and adjustments were made to the segment AADT to proportion the volume per lane.

A summary table showing the estimation of AADT from the two-way peak hour volumes is shown in **Appendix A**. These values were obtained by choosing the largest of the sum of both directions for either the AM or PM peak hour volume and dividing by the standard k factor of 0.08. Afterwards, the calculated values were rounded following guidelines placed within Sections 20.23(3)(a) and 334.048(3) of the Florida Statutes.

1.3 Future Safety Conditions

Future safety conditions were assessed for future No build conditions and the Build Alternative. The assessment of future safety conditions considers the predicted crashes only as a safety performance comparison. Based on engineering judgement, this analysis did not utilize the historical crash data since the use of historical data restricted the max future year analysis to 2034, not 2045 which is the project design year. It should be noted, that based on review of an analysis performed using the historical crash data, the year 2034 predicted crashes are slightly lower than the year 2045 crashes, as is expected. Therefore, the following analysis results are considered reasonable.

1.4 No Build and Build Alternative

The summary of the expected number of crashes and the predicted crash rates on the freeway segments for the No Build conditions and Build Alternative are summarized in **Tables 1.4,** and **1.5A** and **1.5B**, respectively. The detailed breakdown of the input ISATe worksheets are included in **Appendix B**.

Table 1.4: Summary of Expected Number of Crashes on Segments - No Build

Segment No.	Predicted N Crashes	Segment Length (mi)	ADT	Predicted Crash Rate (1)	Average Vehicle Exposure (M) (2)	% of Network
1	4.234	0.095	138000	0.888	4.770	1.82%
2	8.982	0.208	137000	0.862	10.418	4.01%
3	1.808	0.057	100000	0.872	2.074	1.09%
4	9.240	0.284	96000	0.928	9.955	5.47%
5	19.390	0.341	74000	2.106	9.208	6.57%
6	6.744	0.189	108000	0.903	7.466	3.65%
7	1.796	0.038	122000	1.065	1.687	0.73%
8	8.290	0.133	167000	1.026	8.081	2.55%
9	3.062	0.057	148000	0.998	3.069	1.09%
10	16.702	0.436	127000	0.827	20.193	8.39%
11	2.676	0.076	127000	0.762	3.512	1.46%
12	1.184	0.038	112000	0.765	1.548	0.73%
13	11.794	0.388	96500	0.862	13.675	7.48%
14	92.948	2.405	126000	0.840	110.620	46.35%
15	5.124	0.161	93000	0.938	5.465	3.10%
16	4.865	0.256	69500	0.750	6.486	4.93%
17	0.419	0.028	58000	0.697	0.601	0.55%
Total	**199.3**	**5.189**	**Wt. Avg (3) =**	**0.937**		

Notes:

(1) Predicted Crash Rate = No. of Crashes (N)/M [Crash per MVM per year].

(2) M = AADT x 365 x Highway Length (mi)/1 Million.

(3) Weighted Crash Average (Wt. Avg.) = Σ(segment *i* Predicted Crash Rate x segment *i* length)/(Σ segment *i* length).

(4) Standard Deviation = SQRT[(1/No. of Segments) x Σ(Xi – Wt. Avg)^2].

(5) Normal Distribution Range for Crash Rates = Mean +/- Standard Deviation.

As shown in **Table 1.4**, the total length of all freeway segments is about 5.189 miles with a total number of predicted crashes to be approximately 199.3 crashes per year, and a weighted average of about 0.937 crashes per million vehicle miles (MVM) per year for the No Build Conditions. Taking into consideration the empirical rule regarding normally distributed samples, it is noted that 87% of the crash rates fall within 1 standard deviation$_{(4)}$ (0.306) from the mean (0.937). Furthermore, 1 in 17 (or 6%) of the segments have predicted crash rates higher than 1.243$_{(5)}$ and are considered significantly higher than the predicted average crash rate. As a result, Segment 5 is considered higher than the predicted average in this section with a predicted crash rate of 2.106. The detailed breakdown of the type of predicted crashes from the ISATe outputs is included in **Appendix C**.

Table 1.5A: Summary of Expected Number of Crashes on Segments – Build Alternative Lower Level

Segment No.	Predicted N Crashes	Segment Length (mi)	ADT	Predicted Crash Rate (1)	Average Vehicle Exposure (M) (2)	% of Network
1	3.977	0.095	138000	0.834	4.770	1.82%
2	4.974	0.133	137000	0.750	6.629	2.55%
3	2.862	0.076	137000	0.755	3.788	1.46%
4	1.849	0.057	106000	0.841	2.198	1.09%
5	1.204	0.038	100000	0.871	1.383	0.73%
6	16.180	0.795	68000	0.820	19.743	15.33%
7	0.426	0.019	88500	0.696	0.612	0.36%
8	4.605	0.152	116000	0.718	6.415	2.92%
9	1.022	0.038	101000	0.732	1.396	0.73%
10	1.790	0.095	81500	0.635	2.817	1.82%
11	2.664	0.133	81500	0.675	3.944	2.55%
12	5.531	0.076	88000	2.273	2.433	1.46%
13	4.681	0.208	96000	0.641	7.300	4.01%
14	0.776	0.057	81000	0.462	1.680	1.09%
15	4.092	0.265	61000	0.693	5.904	5.11%
16	1.100	0.076	69000	0.577	1.908	1.46%
17	2.127	0.114	75500	0.679	3.132	2.19%
18	2.494	0.152	75500	0.597	4.175	2.92%
19	8.195	0.265	126000	0.672	12.194	5.11%
20	2.201	0.057	126000	0.842	2.613	1.09%
21	50.000	1.269	126000	0.857	58.359	24.45%
22	4.990	0.133	126000	0.818	6.097	2.55%
23	8.786	0.246	126000	0.776	11.323	4.74%
24	5.958	0.208	97000	0.808	7.376	4.01%
25	6.500	0.436	58000	0.705	9.222	8.39%
Total	**149.0**	**5.189**	**Wt. Avg (3) =**	**0.787**		

Table 1.5B: Summary of Expected Number of Crashes on Segments – Build Alternative Upper Level

Segment No.	Predicted N Crashes	Segment Length (mi)	ADT	Predicted Crash Rate (1)	Average Vehicle Exposure (M) (2)	% of Network
1	2.015	0.260	28000	0.757	2.661	16.18%
2	3.184	0.232	49000	0.767	4.149	14.41%
3	19.369	1.117	56000	0.848	22.840	69.41%
Total	**24.6**	**1.610**	**Wt. Avg (3) =**	**0.822**		

Notes:

(1) Predicted Crash Rate = No. of Crashes (N)/M [Crash per MVM per year].

(2) M = AADT x 365 x Highway Length (mi)/1 Million.

(3) Weighted Crash Average (Wt. Avg.) = Σ(segment *i* Predicted Crash Rate x segment *i* length)/(Σ segment *i* length).

(4) Standard Deviation = SQRT[(1/No. of Segments) x Σ(Xi – Wt. Avg)^2].

(5) Normal Distribution Range for Crash Rates = Mean +/- Standard Deviation.

As shown in **Tables 1.5A**, the total length of the freeway segments for the Lower Level Build Alternative is about 5.189 miles with a total number of predicted crashes to be approximately 149.0 crashes per year, and a weighted average of about 0.787 crashes per million vehicle miles (MVM) per year. Taking into consideration the empirical rule regarding normally distributed samples, it is noted that 88% of the crash rates fall within 1 standard deviation$_{(4)}$ (0.318) from the mean (0.787). Furthermore, 1 in 25 (or 4%) of the segments have predicted crash rates higher than 1.105$_{(5)}$ and are considered significantly higher than the predicted average crash rate. As a result, Segment 12 is considered higher than the predicted average in this section with a predicted crash rate of 2.273. The detailed breakdown of the type of predicted crashes from the ISATe outputs is included in **Appendix C**.

As shown in **Tables 1.5B**, the total length of the freeway segments for the Upper Level Build Alternative is about 1.610 miles with a total number of predicted crashes to be approximately 24.6 crashes per year, and a weighted average of about 0.822 crashes per MVM per year. Taking into consideration the empirical rule regarding normally distributed samples, it is noted that 64% of the crash rates fall within 1 standard deviation$_{(4)}$ (0.004) from the mean (0.822). Furthermore, 1 in 3 (or 33.3%) of the segments have predicted crash rates higher than 0.826$_{(5)}$ and are considered significantly higher than the predicted average crash rate. As a result, Segments 3 is considered higher than the predicted average in this section with a predicted crash rate of 0.848. The detailed breakdown of the type of predicted crashes from the ISATe outputs is included in **Appendix C**.

1.5 Overall Network Summary

As shown in **Table 1.6**, the total length of the freeway segments for the Upper and Lower Levels combined is approximately 6.8 miles. Collectively, the total number of predicted crashes is approximately 173.6 crashes per year and a weighted average of about 0.795 crashes per MVM per year. Taking into consideration the empirical rule regarding normally distributed samples, it is noted that 90% of the crash rates fall within 1 standard deviation$_{(4)}$ (0.301) from the mean (0.795). Furthermore, only 3.6% of the segments have predicted crash rates higher than 1.096$_{(5)}$ and are considered significantly higher than the predicted average crash rate. Consequently, Segment 12 from the Lower Level is considered higher than the predicted average overall with a predicted crash rate of 2.273. The detailed breakdown of the type of predicted crashes from the ISATe outputs is included in **Appendix C**.

Table 1.6: Summary of Expected Number of Crashes on Segments – Build Alternative Combined

	Segment No.	Predicted N Crashes	Segment Length (mi)	ADT	Predicted Crash Rate (1)	Average Vehicle Exposure (M) (2)	% of Network
Lower Level	1	3.977	0.095	138000	0.834	4.770	1.39%
	2	4.974	0.133	137000	0.750	6.629	1.95%
	3	2.862	0.076	137000	0.755	3.788	1.11%
	4	1.849	0.057	106000	0.841	2.198	0.84%
	5	1.204	0.038	100000	0.871	1.383	0.56%
	6	16.180	0.795	68000	0.820	19.743	11.70%
	7	0.426	0.019	88500	0.696	0.612	0.28%
	8	4.605	0.152	116000	0.718	6.415	2.23%
	9	1.022	0.038	101000	0.732	1.396	0.56%
	10	1.790	0.095	81500	0.635	2.817	1.39%
	11	2.664	0.133	81500	0.675	3.944	1.95%
	12	5.531	0.076	88000	2.273	2.433	1.11%
	13	4.681	0.208	96000	0.641	7.300	3.06%
	14	0.776	0.057	81000	0.462	1.680	0.84%
	15	4.092	0.265	61000	0.693	5.904	3.90%
	16	1.100	0.076	69000	0.577	1.908	1.11%
	17	2.127	0.114	75500	0.679	3.132	1.67%
	18	2.494	0.152	75500	0.597	4.175	2.23%
	19	8.195	0.265	126000	0.672	12.194	3.90%
	20	2.201	0.057	126000	0.842	2.613	0.84%
	21	50.000	1.269	126000	0.857	58.359	18.66%
	22	4.990	0.133	126000	0.818	6.097	1.95%
	23	8.786	0.246	126000	0.776	11.323	3.62%
	24	5.958	0.208	97000	0.808	7.376	3.06%
	25	6.500	0.436	58000	0.705	9.222	6.41%
Upper Level	26	2.015	0.260	28000	0.757	2.661	3.83%
	27	3.184	0.232	49000	0.767	4.149	3.41%
	28	19.369	1.117	56000	0.848	22.840	16.43%
	Total	**173.6**	**6.799**	**Wt. Avg (3) =**	**0.795**		

Notes:

(6) Predicted Crash Rate = No. of Crashes (N)/M [Crash per MVM per year].

(7) M = AADT x 365 x Highway Length (mi)/1 Million.

(8) Weighted Crash Average (Wt. Avg.) = Σ(segment *i* Predicted Crash Rate x segment *i* length)/(Σ segment *i* length).

(9) Standard Deviation = SQRT[(1/No. of Segments) x Σ(Xi – Wt. Avg)^2].

(10) Normal Distribution Range for Crash Rates = Mean +/- Standard Deviation.

1.6 Assessment of Segments with Highest Crash Rates

The segments with higher predicted crash rates from the average predicted crash rates for the future No Build conditions were identified to assess critical areas and aspects that are expected to increase the predicted number of crashes along the corridor.

In No Build conditions, there was one segment identified to have been higher than the average predicted number of crashes (see Section 1.4). This is segment 5 with 2.106 crashes per MVM per year. This may be due to the lane drop in the westbound direction and the lane drop in the eastbound direction from this segment. This may produce a bottle neck as described previously and potentially create driver confusion in the segment as the lanes merge, thus increasing crashes. Note, the future Build Alternative eliminates this lane drop and instead provides continuity across these segments.

For the future Build Alternative only one segment was identified to have a higher than the average predicted number of crashes (see Section 1.4), Segment 12 from the Lower Level was identified with 2.273 crashes per MVM per year. This may be due to the presence of the entrance ramp to North Miami Avenue in the eastbound direction and the exit ramp in the westbound direction towards North Miami Avenue. This can cause an increase in crashes for drivers as they merge from the arterial onto the freeway, during the entrance ramp segment of the corridor.

1.7 Safety Analysis Summary

The objective of this safety analysis was to estimate and compare the future crash potentials of the No Build conditions and the Build Alternative. Based on the procedures outlined in Chapters 18 and 19 of the Highway Safety Manual as well as from the output of the ISATe safety analysis tool, the total future predicted crashes within the study area for No Build conditions is estimated at **199.3 crashes per year** with an average crash rate of **0.937 crashes/MVM per year,** and approximately **38.4 crashes/mile**. For the future Build Alternative, the total predicted crashes for the Lower and Upper Levels combined is estimated at **173.6 crashes per year** with an average crash rate of **0.795 crashes/MVM per year** and approximately **25.53 crashes/mile**. It can be concluded that there will be an overall reduction of 25.7 crashes with the Build Alternative compared to the No Build, as well as a reduction of 12.87 crashes/mile in the year 2045.

Appendix A

AADT Volume No Build Freeway Segments

Segment	AADT Volume AM*	AADT Volume PM**	Final AADT Volume***
1	11069	11069	138000
2	10952	10993	137000
3	7633	3038	100000
4	7700	7309	96000
5	5937	4762	74000
6	8611	6977	108000
7	8956	9787	122000
8	13354	13354	167000
9	11718	11824	148000
10	10140	10012	127000
11	10140	10012	127000
12	8939	8925	112000
13	7702	7704	96500
14	10093	10093	126000
15	6965	7420	93000
16	5549	5471	69500
17	4626	3494	58000

* AADT Volume AM is the sum of volume from both directions for the AM Peak Period.
** AADT Volume PM is the sum of volume from both directions for the PM Peak Period.
*** The Final AADT Volume is the highest value from either the AADT Volume AM or PM divided by the K factor (8%).

AADT Volume Build Alt Freeway Segments Lower Level

Segment	AADT Volume AM*	AADT Volume PM**	Final AADT Volume***
1	11069	11069	138000
2	10952	10993	137000
3	10952	10993	137000
4	7967	8491	106000
5	7633	8038	100000
6	5437	4762	68000
7	7072	6856	88500
8	9307	8895	116000
9	8081	7704	101000
10	6503	5892	81500
11	6503	5892	81500
12	7015	6562	88000
13	7699	7087	96000
14	6498	6000	81000
15	4851	4440	61000
16	5535	4965	69000
17	6047	5635	75500
18	6047	5635	75500
19	10093	10093	126000
20	10093	10093	126000
21	10093	10093	126000
22	10093	10093	126000
23	10093	10093	126000
24	7754	6167	97000
25	4626	3494	58000

AADT Volume Build Alt Freeway Segments Upper Level

Segment	AADT Volume AM*	AADT Volume PM**	Final AADT Volume***
1	1924	2215	28000
2	3024	3889	49000
3	4046	4459	56000

* AADT Volume AM is the sum of volume from both directions for the AM Peak Period.

** AADT Volume PM is the sum of volume from both directions for the PM Peak Period.

*** The Final AADT Volume is the highest value from either the AADT Volume AM or PM divided by the K factor (8%).

Appendix B

ISATE Input –

No Build Alternative
Segments 1 -17

Input Worksheet for Freeway Segments

Clear | Echo Input Values (View results in Column AV) | Check Input Values (View results in Advisory Messages)

		Segment 1	Segment 2	Segment 3	Segment 4	Segment 5	Segment 6	Segment 7	Segment 8	Segment 9	Segment 10	Segment 11	Segment 12	Segment 13	Segment 14	Segment 15	Segment 16	Segment 17	Segment 18	Segment 19	Segment 20
		Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period	Study Period
Basic Roadway Data																					
Number of through lanes (n):		9	9	6	4	4	4	5	7	7	6	8	7	6	6	5	5	4			
Freeway segment description:		Sta 101+00.0	Sta 106+00.0	Sta 117+00.0	Sta 120+00.0	Sta 135+00.0	Sta 153+00.0	Sta 163+00.0	Sta 165+00.0	Sta 172+00.0	Sta 175+00.0	Sta 198+00.0	Sta 202+00.0	Sta 204+00.0	Sta 224+50.0	Sta 351+50.0	Sta 360+00.0	Sta 373+50.00			
Segment length (L), mi:		0.094697	0.208333	0.056818	0.284091	0.340909	0.189394	0.037879	0.132576	0.056818	0.435606	0.075758	0.037879	0.388258	2.405303	0.160985	0.255682	0.028409			
Alignment Data																					
Horizontal Curve Data ◄See note																					
1	Horizontal curve in segment?:	No	No	No	Both Dir.	Both Dir.	Both Dir.	Both Dir.	Both Dir.	No	Both Dir.	Both Dir.	Both Dir.	Both Dir.	Both Dir.	Both Dir.	Both Dir.	No			
	Curve radius (R_1), ft:				6031	6031	6031	6031	6031		17189	17189	17189	1637	1637	3820	3820				
	Length of curve (L_{c1}), mi:				0.274	0.274	0.2068	0.2068	0.2068		0.204	0.204	0.204	0.084	0.069	0.321	0.321				
	Length of curve in segment ($L_{c1,seg}$), mi:				0.018939	0.255061	0.138429	0.037879	0.030492		0.126917	0.075758	0.001326	0.084	0.036553	0.160985	0.099811				
2	Horizontal curve in segment?:				No	No	No	No	No		No	No	No	Both Dir.	Both Dir.	No	No				
	Curve radius (R_2), ft:													1637	3820						
	Length of curve (L_{c2}), mi:													0.069	0.321						
	Length of curve in segment ($L_{c2,seg}$), mi:													0.032447	0.060205						
3	Horizontal curve in segment?:													No	No						
	Curve radius (R_3), ft:																				
	Length of curve (L_{c3}), mi:																				
	Length of curve in segment ($L_{c3,seg}$), mi:																				
Cross Section Data																					
Lane width (W_l), ft:		12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12			
Outside shoulder width (W_s), ft:		9	9	9	11.25	13.5	11.75	10	10	10	10	10	10	10	10	10	10	10			
Inside shoulder width (W_{is}), ft:		7.75	7.875	7.875	6.75	5.5	6.75	8	8	8	10	9	8	9	10	10	10	10			
Median width (W_m), ft:		17.5	17.75	17.75	15.5	13	15.5	18	18	18	22	20	18	20	28	22	22	22			
Rumble strips on outside shoulders?:		No	No	No	No	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes			
	Length of rumble strips for travel in increasing milepost direction, mi:					0.123106	0.132576		0	0	0.194129	0.00947	0.028409	0.241477	1.785038	0.123106	0.198106	0.028409			
	Length of rumble strips for travel in decreasing milepost direction, mi:					0.123106	0.132576		0.066288	0.023674	0.175189	0.00947	0.028409	0.222538	1.785038	0.160985	0.075	0.011932			
Rumble strips on inside shoulders?:		No	No	No	No	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes	Yes	Yes			
	Length of rumble strips for travel in increasing milepost direction, mi:					0.123106	0.15625	0.037879	0.094697	0.023674				0.179924	1.785038	0.160985	0.198106	0.005114			
	Length of rumble strips for travel in decreasing milepost direction, mi:					0.100379	0.151515	0.037879	0.094697	0.023674				0.179924	1.785038	0.160985	0.198106	0.005114			
Presence of barrier in median:		Offset	Offset	Center	Center	Center	Center	Center	Center	Center	Center	Center	Center	Center	Center	Center	Center	Center			
1	Length of barrier ($L_{b,1}$), mi:																				
	Distance from edge of traveled way to barrier face ($W_{off,in,1}$), ft:																				
2	Length of barrier ($L_{b,2}$), mi:																				
	Distance from edge of traveled way to barrier face ($W_{off,in,2}$), ft:																				
3	Length of barrier ($L_{b,3}$), mi:																				
	Distance from edge of traveled way to barrier face ($W_{off,in,3}$), ft:																				
4	Length of barrier ($L_{b,4}$), mi:																				
	Distance from edge of traveled way to barrier face ($W_{off,in,4}$), ft:																				
5	Length of barrier ($L_{b,5}$), mi:																				
	Distance from edge of traveled way to barrier face ($W_{off,in,5}$), ft:																				
Median barrier width (W_{ib}), ft:		2	2	2	2	2	2	2	2	2	2	2	2	2	6.666667	2	2	2			
Nearest distance from edge of traveled way to barrier face (W_{near}), ft:		7.75	7.875																		
Roadside Data																					
Clear zone width (W_{hc}), ft:		30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30			
Presence of barrier on roadside:		Full	Full	Full	Full	Full	Full	Full	Full	Full	Full	Full	Full	Full	Some	Some	Some	Some			
1	Length of barrier ($L_{ob,1}$), mi:														2.405303	0.160985	0.255682	0.028409			
	Distance from edge of traveled way to barrier face ($W_{off,o,1}$), ft:														10	10	10	10			
2	Length of barrier ($L_{ob,2}$), mi:																				
	Distance from edge of traveled way to barrier face ($W_{off,o,2}$), ft:																				
3	Length of barrier ($L_{ob,3}$), mi:																				
	Distance from edge of traveled way to barrier face ($W_{off,o,3}$), ft:																				
4	Length of barrier ($L_{ob,4}$), mi:																				
	Distance from edge of traveled way to barrier face ($W_{off,o,4}$), ft:																				
5	Length of barrier ($L_{ob,5}$), mi:																				
	Distance from edge of traveled way to barrier face ($W_{off,o,5}$), ft:																				
Distance from edge of traveled way to barrier face, increasing milepost ($W_{off,inc}$), ft:		10	10	10	11.25	22	22	10	10	10	12	12	12	12							
Distance from edge of traveled way to barrier face, decreasing milepost ($W_{off,dec}$), ft:		9	9	9	11.25	22	22	10	10	10	12	12	12	12							
Ramp Access Data																					
Travel in Increasing Milepost Direction																					
Entrance Ramp	Ramp entrance in segment? (If yes, indicate type.):	No	No	No	No	No	No	No	Lane Add	No	No	No	No	No	S-C Lane	No	No	No			
	Distance from begin milepost to upstream entrance ramp gore ($X_{b,ent}$), mi:	999	999	999	999	999	999	999		999	999	999	999	999		999	999	999			
	Length of ramp entrance ($L_{en,inc}$), mi:														0.145833						
	Length of ramp entrance in segment ($L_{en,seg,inc}$), mi:														0.145833						
	Entrance side?:														Right						
Exit Ramp	Ramp exit in segment? (If yes, indicate type.):	S-C Lane	Lane Drop	No	No	Lane Drop	No	No	S-C Lane	No	No	No	S-C Lane	No	Lane Drop	No	No	No			
	Distance from end milepost to downstream exit ramp gore ($X_{e,ex}$), mi:			999	999		999	999		999	999	999		999		999	999	999			
	Length of ramp exit ($L_{ex,inc}$), mi:	0.024621							0.047348				0.172348								
	Length of ramp exit in segment ($L_{ex,seg,inc}$), mi:	0.024621							0.047348				0.037879								
	Exit side?:	Right							Right				Right								
Weave	Type B weave in segment?:	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No			
	Length of weaving section ($L_{wev,inc}$), mi:																				
	Length of weaving section in segment ($L_{wev,seg,inc}$), mi:																				
Travel in Decreasing Milepost Direction																					
Entrance Ramp	Ramp entrance in segment? (If yes, indicate type.):	No	Lane Add	Lane Add	No	No	No	No	No	Lane Add	No	S-C Lane	No	No	No	S-C Lane	Lane Add	No			
	Distance from end milepost to upstream entrance ramp gore ($X_{e,ent}$), mi:	999			999	999	999	999	999		999		999	999	999			999			
	Length of ramp entrance ($L_{en,dec}$), mi:											0.17803				0.151515					
	Length of ramp entrance in segment ($L_{en,seg,dec}$), mi:											0.066288				0.151515					
	Entrance side?:											Right				Right					
Exit Ramp	Ramp exit in segment? (If yes, indicate type.):	No	No	No	No	Lane Drop	No	Lane Drop	No	No	No	No	No	No	S-C Lane	No	No	No			
	Distance from begin milepost to downstream exit ramp gore ($X_{b,ex}$), mi:	999	999	999	999		999		999	999	999	999	999	999		999	999	999			
	Length of ramp exit ($L_{ex,dec}$), mi:														0.04072						
	Length of ramp exit in segment ($L_{ex,seg,dec}$), mi:														0.028409						
	Exit side?:														Right						
Weave	Type B weave in segment?:	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No			
	Length of weaving section ($L_{wev,dec}$), mi:																				
	Length of weaving section in segment ($L_{wev,seg,dec}$), mi:																				

Input Worksheet for Freeway Segments

Clear | Echo Input Values (View results in Column AV) | Check Input Values (View results in Advisory Messages)

		Segment 1 Study Period	Segment 2 Study Period	Segment 3 Study Period	Segment 4 Study Period	Segment 5 Study Period	Segment 6 Study Period	Segment 7 Study Period	Segment 8 Study Period	Segment 9 Study Period	Segment 10 Study Period	Segment 11 Study Period	Segment 12 Study Period	Segment 13 Study Period	Segment 14 Study Period	Segment 15 Study Period	Segment 16 Study Period	Segment 17 Study Period	Segment 18 Study Period	Segment 19 Study Period	Segment 20 Study Period
Basic Roadway Data																					
Number of through lanes (n):		9	9	10	8	7	4	5	7	6	5	4	5	6	5	4	5	5	4	8	6
Freeway segment description:		Sta 101+00.0	Sta 106+00.0	Sta 113+00.0	Sta 117+00.0	Sta 120+00.0	Sta 122+00.0	Sta 164+00.0	Sta 165+00.0	Sta 173+00.0	Sta 175+00.0	Sta 180+00.0	Sta 187+00.0	Sta 191+00.0	Sta 202+00.0	Sta 204+00.0	Sta 219+00.0	Sta 223+00.0	Sta 229+00.0	Sta 237+00.0	Sta 251+00.0
Segment length (L), mi:		0.094697	0.132576	0.075758	0.056818	0.037879	0.795455	0.018939	0.151515	0.037879	0.094697	0.132576	0.075758	0.208333	0.037879	0.284091	0.075758	0.113636	0.151515	0.265152	0.056818
Alignment Data																					
Horizontal Curve Data ↖See note																					
1	Horizontal curve in segment?:	No	No	No	No	No	Both Dir.	Both Dir.	Both Dir.	No	No	No	Both Dir.	Both Dir.	No	One Dir.	One Dir.	One Dir.	No	No	No
	Curve radius (R_1), ft:						6031.13	6031.13	6031				17189	17188.73		3100	3672	3672			
	Length of curve (L_{c1}), mi:						0.274	0.274	0.274				0.204	0.204		0.176136	0.202652	0.202652			
	Length of curve in segment ($L_{c1,seg}$), mi:						0.274	0.018939	0.030492				0.004167	0.199833		0.176136	0.060038	0.113636			
2	Horizontal curve in segment?:						Both Dir.	No	No				No	No		One Dir.	No	One Dir.			
	Curve radius (R_2), ft:						6031.13									3900		5700			
	Length of curve (L_{c2}), mi:						0.2068									0.170455		0.176326			
	Length of curve in segment ($L_{c2,seg}$), mi:						0.157368									0.170455		0.107008			
3	Horizontal curve in segment?:						No									No		No			
	Curve radius (R_3), ft:																				
	Length of curve (L_{c3}), mi:																				
	Length of curve in segment ($L_{c3,seg}$), mi:																				
Cross Section Data																					
Lane width (W_l), ft:		12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Outside shoulder width (W_s), ft:		9	11.5	10	10.5	4	10	10	12.5	7	12	12	12	12	12	11.25	12	12	12	12	12
Inside shoulder width (W_{is}), ft:		9.725	9	7.5	7.5	7.5	7.75	13	13	13	13.5	13.5	13.5	13.5	13.5	4	4	4	2	8	10
Median width (W_m), ft:		21.45	20	17	17	17	17.5	28	28	28	29	29	29	29	29	43	90	90	82.5	32.3	22
Rumble strips on outside shoulders?:		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
	Length of rumble strips for travel in increasing milepost direction, mi:	0.094697	0.132576	0.075758	0.056818	0.037879	0.795455	0.018939	0.151515	0.037879	0.094697	0.132576	0.075758	0.208333	0.037879	0.284091	0.075758	0.113636	0.151515	0.265152	0.056818
	Length of rumble strips for travel in decreasing milepost direction, mi:	0.094697	0.132576	0.075758	0.056818	0.037879	0.795455	0.018939	0.151515	0.037879	0.094697	0.132576	0.075758	0.208333	0.037879	0.284091	0.075758	0.113636	0.151515	0.265152	0.056818
Rumble strips on inside shoulders?:		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
	Length of rumble strips for travel in increasing milepost direction, mi:	0.094697	0.132576	0.075758	0.056818	0.037879	0.795455	0.018939	0.151515	0.037879	0.094697	0.132576	0.075758	0.208333	0.037879	0.284091	0.075758	0.113636	0.151515	0.265152	0.056818
	Length of rumble strips for travel in decreasing milepost direction, mi:	0.094697	0.132576	0.075758	0.056818	0.037879	0.795455	0.018939	0.151515	0.037879	0.094697	0.132576	0.075758	0.208333	0.037879	0.284091	0.075758	0.113636	0.151515	0.265152	0.056818
Presence of barrier in median:		Offset	Offset	Center	Center	Center	Center	Center	Center	Center	Center	Center	Center	Center	Center	Center	Center	Center	Center	Center	Center
1	Length of barrier ($L_{b,1}$), mi:																				
	Distance from edge of traveled way to barrier face ($W_{off,in,1}$), ft:																				
2	Length of barrier ($L_{b,2}$), mi:																				
	Distance from edge of traveled way to barrier face ($W_{off,in,2}$), ft:																				
3	Length of barrier ($L_{b,3}$), mi:																				
	Distance from edge of traveled way to barrier face ($W_{off,in,3}$), ft:																				
4	Length of barrier ($L_{b,4}$), mi:																				
	Distance from edge of traveled way to barrier face ($W_{off,in,4}$), ft:																				
5	Length of barrier ($L_{b,5}$), mi:																				
	Distance from edge of traveled way to barrier face ($W_{off,in,5}$), ft:																				
Median barrier width (W_{ib}), ft:		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Nearest distance from edge of traveled way to barrier face (W_{near}), ft:		9.725	9																		
Roadside Data																					
Clear zone width (W_{hc}), ft:		30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
Presence of barrier on roadside:		Full	Full	Full	Full	Full	Full	Full	Full	Full	Full	Full	Full	Full	Full	Full	Full	Full	Full	Full	Full
1	Length of barrier ($L_{ob,1}$), mi:																				
	Distance from edge of traveled way to barrier face ($W_{off,o,1}$), ft:																				
2	Length of barrier ($L_{ob,2}$), mi:																				
	Distance from edge of traveled way to barrier face ($W_{off,o,2}$), ft:																				
3	Length of barrier ($L_{ob,3}$), mi:																				
	Distance from edge of traveled way to barrier face ($W_{off,o,3}$), ft:																				
4	Length of barrier ($L_{ob,4}$), mi:																				
	Distance from edge of traveled way to barrier face ($W_{off,o,4}$), ft:																				
5	Length of barrier ($L_{ob,5}$), mi:																				
	Distance from edge of traveled way to barrier face ($W_{off,o,5}$), ft:																				
Distance from edge of traveled way to barrier face, increasing milepost ($W_{off,inc}$), ft:		11	11.5	10	10.5	4	10	10	12.5	7	12	12	12	12	12	11.25	12	12	12	12	12
Distance from edge of traveled way to barrier face, decreasing milepost ($W_{off,dec}$), ft:		9	12	11	10.5	4	10	10	14	7	12	12	12	12	12	12	12	12	12	12	12
Ramp Access Data																					
Travel in Increasing Milepost Direction																					
Entrance Ramp	Ramp entrance in segment? (If yes, indicate type.):	No	No	No	No	No	No	No	Lane Add	No	No	No	Lane Add	No	No	No	No	S-C Lane	No	Lane Add	No
	Distance from begin milepost to upstream entrance ramp gore ($X_{b,ent}$), mi:	999	999	999	999	999	999	999		999	999	999		999	999	999	999		999		999
	Length of ramp entrance ($L_{en,inc}$), mi:																	0.04			
	Length of ramp entrance in segment ($L_{en,seg,inc}$), mi:																	0.04			
	Entrance side?:																	Right			
Exit Ramp	Ramp exit in segment? (If yes, indicate type.):	S-C Lane	No	Lane Drop	No	No	No	No	Lane Drop	No	No	No	No	No	Lane Drop	No	No	No	No	No	No
	Distance from end milepost to downstream exit ramp gore ($X_{e,ex}$), mi:		999		999	999	999	999		999	999	999	999	999		999	999	999	999	999	999
	Length of ramp exit ($L_{ex,inc}$), mi:	0.024621																			
	Length of ramp exit in segment ($L_{ex,seg,inc}$), mi:	0.024621																			
	Exit side?:	Right																			
Weave	Type B weave in segment?:	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
	Length of weaving section ($L_{wev,inc}$), mi:																				
	Length of weaving section in segment ($L_{wev,seg,inc}$), mi:																				
Travel in Decreasing Milepost Direction																					
Entrance Ramp	Ramp entrance in segment? (If yes, indicate type.):	No	No	No	Lane Add	Lane Add	No	No	No	Lane Add	No	No	No	Lane Add	No	No	No	No	No	No	No
	Distance from end milepost to upstream entrance ramp gore ($X_{e,ent}$), mi:	999	999	999			999	999	999		999	999	999		999	999	999	999	999	999	999
	Length of ramp entrance ($L_{en,dec}$), mi:																				
	Length of ramp entrance in segment ($L_{en,seg,dec}$), mi:																				
	Entrance side?:																				
Exit Ramp	Ramp exit in segment? (If yes, indicate type.):	No	No	No	No	No	No	S-C Lane	No	No	No	No	Lane Drop	No	No	No	S-C Lane	No	No	Lane Drop	No
	Distance from begin milepost to downstream exit ramp gore ($X_{b,ex}$), mi:	999	999	999	999	999	999		999	999	999	999		999	999	999		999	999		999
	Length of ramp exit ($L_{ex,dec}$), mi:							0.043561									0.031439				
	Length of ramp exit in segment ($L_{ex,seg,dec}$), mi:							0.018939									0.031439				
	Exit side?:							Right									Right				
Weave	Type B weave in segment?:	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
	Length of weaving section ($L_{wev,dec}$), mi:																				
	Length of weaving section in segment ($L_{wev,seg,dec}$), mi:																				

ISATE Input –

Build Alternative Lower Level
Segments 1 - 20

ISATE Input –

Build Alternative Lower Level
Segments 21 - 25

Input Worksheet for Freeway Segments

Clear | Echo Input Values (View results in Column AV) | Check Input Values (View results in Advisory Messages)

		Segment 1 Study Period	Segment 2 Study Period	Segment 3 Study Period	Segment 4 Study Period	Segment 5 Study Period	Segment 6 Study Period	Segment 7 Study Period	Segment 8 Study Period	Segment 9 Study Period	Segment 10 Study Period	Segment 11 Study Period	Segment 12 Study Period	Segment 13 Study Period	Segment 14 Study Period	Segment 15 Study Period	Segment 16 Study Period	Segment 17 Study Period	Segment 18 Study Period	Segment 19 Study Period	Segment 20 Study Period
Basic Roadway Data																					
Number of through lanes (n):		6	7	8	6	5															
Freeway segment description:		Sta 254+00.0	Sta 321+00.0	Sta 328+00.0	Sta 341+00.0	Sta 352+00.00															
Segment length (L), mi:		1.268939	0.132576	0.246212	0.208333	0.435606															
Alignment Data																					
Horizontal Curve Data ◄See note																					
1	Horizontal curve in segment?:	No	No	No	Both Dir.	Both Dir.															
	Curve radius (R_1), ft:				3819.72	3819.72															
	Length of curve (L_{c1}), mi:				0.321	0.321															
	Length of curve in segment ($L_{c1,seg}$), mi:				0.064394	0.256606															
2	Horizontal curve in segment?:				No	No															
	Curve radius (R_2), ft:																				
	Length of curve (L_{c2}), mi:																				
	Length of curve in segment ($L_{c2,seg}$), mi:																				
3	Horizontal curve in segment?:																				
	Curve radius (R_3), ft:																				
	Length of curve (L_{c3}), mi:																				
	Length of curve in segment ($L_{c3,seg}$), mi:																				
Cross Section Data																					
Lane width (W_l), ft:		12	12	12	12	12															
Outside shoulder width (W_s), ft:		12	12	12	12	12															
Inside shoulder width (W_{is}), ft:		10	10	10.5	10	10.5															
Median width (W_m), ft:		22	22	23	22	23															
Rumble strips on outside shoulders?:		No	No	No	No	No															
	Length of rumble strips for travel in increasing milepost direction, mi:																				
	Length of rumble strips for travel in decreasing milepost direction, mi:																				
Rumble strips on inside shoulders?:		No	No	No	No	No															
	Length of rumble strips for travel in increasing milepost direction, mi:																				
	Length of rumble strips for travel in decreasing milepost direction, mi:																				
Presence of barrier in median:		Center	Center	Center	Center	Center															
1	Length of barrier ($L_{b,1}$), mi:																				
	Distance from edge of traveled way to barrier face ($W_{off,in,1}$), ft:																				
2	Length of barrier ($L_{b,2}$), mi:																				
	Distance from edge of traveled way to barrier face ($W_{off,in,2}$), ft:																				
3	Length of barrier ($L_{b,3}$), mi:																				
	Distance from edge of traveled way to barrier face ($W_{off,in,3}$), ft:																				
4	Length of barrier ($L_{b,4}$), mi:																				
	Distance from edge of traveled way to barrier face ($W_{off,in,4}$), ft:																				
5	Length of barrier ($L_{b,5}$), mi:																				
	Distance from edge of traveled way to barrier face ($W_{off,in,5}$), ft:																				
Median barrier width (W_{ib}), ft:		2	2	2	2	2															
Nearest distance from edge of traveled way to barrier face (W_{near}), ft:																					
Roadside Data																					
Clear zone width (W_{hc}), ft:		30	30	30	30	30															
Presence of barrier on roadside:		Full	Full	Full	Full	Full															
1	Length of barrier ($L_{ob,1}$), mi:																				
	Distance from edge of traveled way to barrier face ($W_{off,o,1}$), ft:																				
2	Length of barrier ($L_{ob,2}$), mi:																				
	Distance from edge of traveled way to barrier face ($W_{off,o,2}$), ft:																				
3	Length of barrier ($L_{ob,3}$), mi:																				
	Distance from edge of traveled way to barrier face ($W_{off,o,3}$), ft:																				
4	Length of barrier ($L_{ob,4}$), mi:																				
	Distance from edge of traveled way to barrier face ($W_{off,o,4}$), ft:																				
5	Length of barrier ($L_{ob,5}$), mi:																				
	Distance from edge of traveled way to barrier face ($W_{off,o,5}$), ft:																				
Distance from edge of traveled way to barrier face, increasing milepost ($W_{off,inc}$), ft:		12	12	12	12	12															
Distance from edge of traveled way to barrier face, decreasing milepost ($W_{off,dec}$), ft:		12	12	14	12	12															
Ramp Access Data																					
Travel in Increasing Milepost Direction																					
Entrance Ramp	Ramp entrance in segment? (If yes, indicate type.):	No	No	No	No	No															
	Distance from begin milepost to upstream entrance ramp gore ($X_{b,ent}$), mi:	999	999	999	999	999															
	Length of ramp entrance ($L_{en,inc}$), mi:																				
	Length of ramp entrance in segment ($L_{en,seg,inc}$), mi:																				
	Entrance side?:																				
Exit Ramp	Ramp exit in segment? (If yes, indicate type.):	No	No	No	Lane Drop	No															
	Distance from end milepost to downstream exit ramp gore ($X_{e,ex}$), mi:	999	999	999		999															
	Length of ramp exit ($L_{ex,inc}$), mi:																				
	Length of ramp exit in segment ($L_{ex,seg,inc}$), mi:																				
	Exit side?:																				
Weave	Type B weave in segment?:	No	No	No	No	No															
	Length of weaving section ($L_{wev,inc}$), mi:																				
	Length of weaving section in segment ($L_{wev,seg,inc}$), mi:																				
Travel in Decreasing Milepost Direction																					
Entrance Ramp	Ramp entrance in segment? (If yes, indicate type.):	No	No	Lane Add	No	No															
	Distance from end milepost to upstream entrance ramp gore ($X_{e,ent}$), mi:	999	999		999	999															
	Length of ramp entrance ($L_{en,dec}$), mi:																				
	Length of ramp entrance in segment ($L_{en,seg,dec}$), mi:																				
	Entrance side?:																				
Exit Ramp	Ramp exit in segment? (If yes, indicate type.):	No	No	No	No	No															
	Distance from begin milepost to downstream exit ramp gore ($X_{b,ex}$), mi:	999	999	999	999	999															
	Length of ramp exit ($L_{ex,dec}$), mi:																				
	Length of ramp exit in segment ($L_{ex,seg,dec}$), mi:																				
	Exit side?:																				
Weave	Type B weave in segment?:	No	No	No	No	No															
	Length of weaving section ($L_{wev,dec}$), mi:																				
	Length of weaving section in segment ($L_{wev,seg,dec}$), mi:																				

Input Worksheet for Freeway Segments

Clear | Echo Input Values (View results in Column AV) | Check Input Values (View results in Advisory Messages)

		Segment 1 Study Period	Segment 2 Study Period	Segment 3 Study Period	Segment 4 Study Period	Segment 5 Study Period	Segment 6 Study Period	Segment 7 Study Period	Segment 8 Study Period	Segment 9 Study Period	Segment 10 Study Period	Segment 11 Study Period	Segment 12 Study Period	Segment 13 Study Period	Segment 14 Study Period	Segment 15 Study Period	Segment 16 Study Period	Segment 17 Study Period	Segment 18 Study Period	Segment 19 Study Period	Segment 20 Study Period
Basic Roadway Data																					
Number of through lanes (n):		4	4	4																	
Freeway segment description:		STA 152+00	STA 165+75	STA 178+00																	
Segment length (L), mi:		0.260417	0.232008	1.117424																	
Alignment Data																					
Horizontal Curve Data ← See note																					
1	Horizontal curve in segment?:	Both Dir.	Both Dir.	Both Dir.																	
	Curve radius (R_1), ft:	6031	6031	1625																	
	Length of curve (L_{c1}), mi:	0.274	0.274	0.092377																	
	Length of curve in segment ($L_{c1,seg}$), mi:	0.258848	0.015152	0.092377																	
2	Horizontal curve in segment?:	No	No	Both Dir.																	
	Curve radius (R_2), ft:			3601																	
	Length of curve (L_{c2}), mi:			0.171591																	
	Length of curve in segment ($L_{c2,seg}$), mi:			0.171591																	
3	Horizontal curve in segment?:			No																	
	Curve radius (R_3), ft:																				
	Length of curve (L_{c3}), mi:																				
	Length of curve in segment ($L_{c3,seg}$), mi:																				
Cross Section Data																					
Lane width (W_l), ft:		12	12	12																	
Outside shoulder width (W_s), ft:		9	8	8																	
Inside shoulder width (W_{is}), ft:		6	6	6																	
Median width (W_m), ft:		14	14	14																	
Rumble strips on outside shoulders?:		No	No	No																	
	Length of rumble strips for travel in increasing milepost direction, mi:																				
	Length of rumble strips for travel in decreasing milepost direction, mi:																				
Rumble strips on inside shoulders?:		No	No	No																	
	Length of rumble strips for travel in increasing milepost direction, mi:																				
	Length of rumble strips for travel in decreasing milepost direction, mi:																				
Presence of barrier in median:		Center	Center	Center																	
1	Length of barrier ($L_{b,1}$), mi:																				
	Distance from edge of traveled way to barrier face ($W_{off,in,1}$), ft:																				
2	Length of barrier ($L_{b,2}$), mi:																				
	Distance from edge of traveled way to barrier face ($W_{off,in,2}$), ft:																				
3	Length of barrier ($L_{b,3}$), mi:																				
	Distance from edge of traveled way to barrier face ($W_{off,in,3}$), ft:																				
4	Length of barrier ($L_{b,4}$), mi:																				
	Distance from edge of traveled way to barrier face ($W_{off,in,4}$), ft:																				
5	Length of barrier ($L_{b,5}$), mi:																				
	Distance from edge of traveled way to barrier face ($W_{off,in,5}$), ft:																				
Median barrier width (W_{ib}), ft:		2	2	2																	
Nearest distance from edge of traveled way to barrier face (W_{near}), ft:																					
Roadside Data																					
Clear zone width (W_{hc}), ft:		30	30	30																	
Presence of barrier on roadside:		Full	Full	Full																	
1	Length of barrier ($L_{ob,1}$), mi:																				
	Distance from edge of traveled way to barrier face ($W_{off,o,1}$), ft:																				
2	Length of barrier ($L_{ob,2}$), mi:																				
	Distance from edge of traveled way to barrier face ($W_{off,o,2}$), ft:																				
3	Length of barrier ($L_{ob,3}$), mi:																				
	Distance from edge of traveled way to barrier face ($W_{off,o,3}$), ft:																				
4	Length of barrier ($L_{ob,4}$), mi:																				
	Distance from edge of traveled way to barrier face ($W_{off,o,4}$), ft:																				
5	Length of barrier ($L_{ob,5}$), mi:																				
	Distance from edge of traveled way to barrier face ($W_{off,o,5}$), ft:																				
Distance from edge of traveled way to barrier face, increasing milepost ($W_{off,inc}$), ft:		9	9	8																	
Distance from edge of traveled way to barrier face, decreasing milepost ($W_{off,dec}$), ft:		10	10	10																	
Ramp Access Data																					
Travel in Increasing Milepost Direction																					
Entrance Ramp	Ramp entrance in segment? (If yes, indicate type.):	No	No	Lane Add																	
	Distance from begin milepost to upstream entrance ramp gore ($X_{b,ent}$), mi:	999	999																		
	Length of ramp entrance ($L_{en,inc}$), mi:																				
	Length of ramp entrance in segment ($L_{en,seg,inc}$), mi:																				
	Entrance side?:																				
Exit Ramp	Ramp exit in segment? (If yes, indicate type.):	No	No	No																	
	Distance from end milepost to downstream exit ramp gore ($X_{e,ex}$), mi:	999	999	999																	
	Length of ramp exit ($L_{ex,inc}$), mi:																				
	Length of ramp exit in segment ($L_{ex,seg,inc}$), mi:																				
	Exit side?:																				
Weave	Type B weave in segment?:	No	No	No																	
	Length of weaving section ($L_{wev,inc}$), mi:																				
	Length of weaving section in segment ($L_{wev,seg,inc}$), mi:																				
Travel in Decreasing Milepost Direction																					
Entrance Ramp	Ramp entrance in segment? (If yes, indicate type.):	No	No	No																	
	Distance from end milepost to upstream entrance ramp gore ($X_{e,ent}$), mi:	999	999	999																	
	Length of ramp entrance ($L_{en,dec}$), mi:																				
	Length of ramp entrance in segment ($L_{en,seg,dec}$), mi:																				
	Entrance side?:																				
Exit Ramp	Ramp exit in segment? (If yes, indicate type.):	No	S-C Lane	No																	
	Distance from begin milepost to downstream exit ramp gore ($X_{b,ex}$), mi:	999		999																	
	Length of ramp exit ($L_{ex,dec}$), mi:		0.051136																		
	Length of ramp exit in segment ($L_{ex,seg,dec}$), mi:		0.051136																		
	Exit side?:		Right																		
Weave	Type B weave in segment?:	No	No	No																	
	Length of weaving section ($L_{wev,dec}$), mi:																				
	Length of weaving section in segment ($L_{wev,seg,dec}$), mi:																				

ISATE Input –

Build Alternative Upper Level Segments 1 - 3

Appendix C

ISATE Output -
No Build Alternative
Segments 1 - 17

Output Summary

General Information

Project description:	SR 112/I-195				
Analyst:	AGS	Date:	6/18/2020	Area type:	Urban
First year of analysis:	2045				
Last year of analysis:	2045				

Crash Data Description

Freeway segments	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	
Ramp segments	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	
Ramp terminals	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	

Estimated Crash Statistics

Crashes for Entire Facility	**Total**	**K**	**A**	**B**	**C**	**PDO**
Estimated number of crashes during Study Period, crashes:	199.3	1.0	2.8	17.0	33.1	145.3
Estimated average crash freq. during Study Period, crashes/yr:	199.3	1.0	2.8	17.0	33.1	145.3

Crashes by Facility Component	**Nbr. Sites**	**Total**	**K**	**A**	**B**	**C**	**PDO**
Freeway segments, crashes:	17	199.3	1.0	2.8	17.0	33.1	145.3
Ramp segments, crashes:	0	0.0	0.0	0.0	0.0	0.0	0.0
Crossroad ramp terminals, crashes:	0	0.0	0.0	0.0	0.0	0.0	0.0

Crashes for Entire Facility by Year	**Year**	**Total**	**K**	**A**	**B**	**C**	**PDO**
Estimated number of crashes during the Study Period, crashes:	2045	199.3	1.0	2.8	17.0	33.1	145.3
	2046						
	2047						
	2048						
	2049						
	2050						
	2051						
	2052						
	2053						
	2054						
	2055						
	2056						
	2057						
	2058						
	2059						
	2060						
	2061						
	2062						
	2063						
	2064						
	2065						
	2066						
	2067						
	2068						

Distribution of Crashes for Entire Facility

Crash Type	**Crash Type Category**	**Estimated Number of Crashes During the Study Period**					
		Total	**K**	**A**	**B**	**C**	**PDO**
Multiple vehicle	Head-on crashes:	0.5	0.0	0.0	0.1	0.2	0.2
	Right-angle crashes:	2.9	0.0	0.1	0.4	0.7	1.7
	Rear-end crashes:	93.8	0.5	1.4	8.8	17.2	65.8
	Sideswipe crashes:	32.2	0.1	0.3	2.1	4.1	25.4
	Other multiple-vehicle crashes:	3.4	0.0	0.1	0.4	0.7	2.3
	Total multiple-vehicle crashes:	132.7	0.7	1.9	11.7	22.9	95.5
Single vehicle	Crashes with animal:	1.2	0.0	0.0	0.0	0.0	1.1
	Crashes with fixed object:	47.7	0.2	0.6	3.8	7.4	35.7
	Crashes with other object:	7.8	0.0	0.0	0.3	0.5	7.0
	Crashes with parked vehicle:	1.0	0.0	0.0	0.1	0.2	0.8
	Other single-vehicle crashes	8.8	0.1	0.2	1.1	2.1	5.3
	Total single-vehicle crashes:	66.5	0.3	0.9	5.2	10.3	49.9
	Total crashes:	199.3	1.0	2.8	17.0	33.1	145.3

ISATE Output -
Build Alternative Lower Level
Segments 1 - 20

Output Summary

General Information

Project description:	SR 112/I-195				
Analyst:	AGS	Date:	6/24/2020	Area type:	Urban
First year of analysis:	2045				
Last year of analysis:	2045				

Crash Data Description

Freeway segments	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	
Ramp segments	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	
Ramp terminals	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	

Estimated Crash Statistics

Crashes for Entire Facility	**Total**	**K**	**A**	**B**	**C**	**PDO**
Estimated number of crashes during Study Period, crashes:	72.7	0.5	1.2	6.6	12.4	52.0
Estimated average crash freq. during Study Period, crashes/yr:	72.7	0.5	1.2	6.6	12.4	52.0

Crashes by Facility Component	**Nbr. Sites**	**Total**	**K**	**A**	**B**	**C**	**PDO**
Freeway segments, crashes:	20	72.7	0.5	1.2	6.6	12.4	52.0
Ramp segments, crashes:	0	0.0	0.0	0.0	0.0	0.0	0.0
Crossroad ramp terminals, crashes:	0	0.0	0.0	0.0	0.0	0.0	0.0

Crashes for Entire Facility by Year	**Year**	**Total**	**K**	**A**	**B**	**C**	**PDO**
Estimated number of crashes during the Study Period, crashes:	2045	72.7	0.5	1.2	6.6	12.4	52.0
	2046						
	2047						
	2048						
	2049						
	2050						
	2051						
	2052						
	2053						
	2054						
	2055						
	2056						
	2057						
	2058						
	2059						
	2060						
	2061						
	2062						
	2063						
	2064						
	2065						
	2066						
	2067						
	2068						

Distribution of Crashes for Entire Facility

Crash Type	**Crash Type Category**	**Estimated Number of Crashes During the Study Period**					
		Total	**K**	**A**	**B**	**C**	**PDO**
Multiple vehicle	Head-on crashes:	0.2	0.0	0.0	0.0	0.1	0.1
	Right-angle crashes:	1.0	0.0	0.0	0.1	0.2	0.5
	Rear-end crashes:	31.0	0.2	0.6	3.2	6.0	21.0
	Sideswipe crashes:	10.5	0.1	0.1	0.8	1.4	8.1
	Other multiple-vehicle crashes:	1.1	0.0	0.0	0.1	0.2	0.7
	Total multiple-vehicle crashes:	43.8	0.3	0.8	4.3	8.0	30.4
Single vehicle	Crashes with animal:	0.5	0.0	0.0	0.0	0.0	0.5
	Crashes with fixed object:	20.8	0.1	0.3	1.7	3.2	15.5
	Crashes with other object:	3.4	0.0	0.0	0.1	0.2	3.0
	Crashes with parked vehicle:	0.5	0.0	0.0	0.0	0.1	0.3
	Other single-vehicle crashes	3.8	0.0	0.1	0.5	0.9	2.3
	Total single-vehicle crashes:	29.0	0.2	0.4	2.4	4.4	21.6
	Total crashes:	72.7	0.5	1.2	6.6	12.4	52.0

ISATE Output -
Build Alternative Lower Level
Segments 21 - 25

Output Summary

General Information

Project description:	SR 112/I-195				
Analyst:	AGS	Date:	6/18/2020	Area type:	Urban
First year of analysis:	2045				
Last year of analysis:	2045				

Crash Data Description

Freeway segments	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	
Ramp segments	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	
Ramp terminals	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	

Estimated Crash Statistics

Crashes for Entire Facility	**Total**	**K**	**A**	**B**	**C**	**PDO**
Estimated number of crashes during Study Period, crashes:	76.2	0.3	0.8	6.0	13.3	55.8
Estimated average crash freq. during Study Period, crashes/yr:	76.2	0.3	0.8	6.0	13.3	55.8

Crashes by Facility Component	**Nbr. Sites**	**Total**	**K**	**A**	**B**	**C**	**PDO**
Freeway segments, crashes:	5	76.2	0.3	0.8	6.0	13.3	55.8
Ramp segments, crashes:	0	0.0	0.0	0.0	0.0	0.0	0.0
Crossroad ramp terminals, crashes:	0	0.0	0.0	0.0	0.0	0.0	0.0

Crashes for Entire Facility by Year	**Year**	**Total**	**K**	**A**	**B**	**C**	**PDO**
Estimated number of crashes during the Study Period, crashes:	2045	76.2	0.3	0.8	6.0	13.3	55.8
	2046						
	2047						
	2048						
	2049						
	2050						
	2051						
	2052						
	2053						
	2054						
	2055						
	2056						
	2057						
	2058						
	2059						
	2060						
	2061						
	2062						
	2063						
	2064						
	2065						
	2066						
	2067						
	2068						

Distribution of Crashes for Entire Facility

Crash Type	**Crash Type Category**	**Estimated Number of Crashes During the Study Period**					
		Total	**K**	**A**	**B**	**C**	**PDO**
Multiple vehicle	Head-on crashes:	0.2	0.0	0.0	0.0	0.1	0.1
	Right-angle crashes:	1.0	0.0	0.0	0.1	0.3	0.6
	Rear-end crashes:	32.5	0.1	0.4	2.9	6.4	22.7
	Sideswipe crashes:	11.1	0.0	0.1	0.7	1.5	8.8
	Other multiple-vehicle crashes:	1.2	0.0	0.0	0.1	0.3	0.8
	Total multiple-vehicle crashes:	45.9	0.2	0.5	3.8	8.5	32.9
Single vehicle	Crashes with animal:	0.5	0.0	0.0	0.0	0.0	0.5
	Crashes with fixed object:	21.7	0.1	0.2	1.6	3.5	16.4
	Crashes with other object:	3.6	0.0	0.0	0.1	0.2	3.2
	Crashes with parked vehicle:	0.5	0.0	0.0	0.0	0.1	0.4
	Other single-vehicle crashes	4.0	0.0	0.1	0.5	1.0	2.5
	Total single-vehicle crashes:	30.3	0.1	0.3	2.2	4.8	22.9
Total crashes:		76.2	0.3	0.8	6.0	13.3	55.8

ISATE Output -
Build Alternative Upper Level
Segments 1 - 3

Output Summary

General Information

Project description:	SR 112/I-195				
Analyst:	AGS	Date:	6/18/2020	Area type:	Urban
First year of analysis:	2045				
Last year of analysis:	2045				

Crash Data Description

Freeway segments	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	
Ramp segments	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	
Ramp terminals	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	

Estimated Crash Statistics

Crashes for Entire Facility	**Total**	**K**	**A**	**B**	**C**	**PDO**
Estimated number of crashes during Study Period, crashes:	24.6	0.1	0.3	2.3	4.9	16.9
Estimated average crash freq. during Study Period, crashes/yr:	24.6	0.1	0.3	2.3	4.9	16.9

Crashes by Facility Component	**Nbr. Sites**	**Total**	**K**	**A**	**B**	**C**	**PDO**
Freeway segments, crashes:	3	24.6	0.1	0.3	2.3	4.9	16.9
Ramp segments, crashes:	0	0.0	0.0	0.0	0.0	0.0	0.0
Crossroad ramp terminals, crashes:	0	0.0	0.0	0.0	0.0	0.0	0.0

Crashes for Entire Facility by Year	**Year**	**Total**	**K**	**A**	**B**	**C**	**PDO**
Estimated number of crashes during the Study Period, crashes:	2045	24.6	0.1	0.3	2.3	4.9	16.9
	2046						
	2047						
	2048						
	2049						
	2050						
	2051						
	2052						
	2053						
	2054						
	2055						
	2056						
	2057						
	2058						
	2059						
	2060						
	2061						
	2062						
	2063						
	2064						
	2065						
	2066						
	2067						
	2068						

Distribution of Crashes for Entire Facility

Crash Type	**Crash Type Category**	**Estimated Number of Crashes During the Study Period**					
		Total	**K**	**A**	**B**	**C**	**PDO**
Multiple vehicle	Head-on crashes:	0.0	0.0	0.0	0.0	0.0	0.0
	Right-angle crashes:	0.2	0.0	0.0	0.0	0.1	0.1
	Rear-end crashes:	7.8	0.0	0.1	0.8	1.7	5.2
	Sideswipe crashes:	2.6	0.0	0.0	0.2	0.4	2.0
	Other multiple-vehicle crashes:	0.3	0.0	0.0	0.0	0.1	0.2
	Total multiple-vehicle crashes:	11.0	0.1	0.1	1.1	2.3	7.5
Single vehicle	Crashes with animal:	0.2	0.0	0.0	0.0	0.0	0.2
	Crashes with fixed object:	9.7	0.0	0.1	0.9	1.9	6.8
	Crashes with other object:	1.5	0.0	0.0	0.1	0.1	1.3
	Crashes with parked vehicle:	0.2	0.0	0.0	0.0	0.0	0.2
	Other single-vehicle crashes	1.9	0.0	0.0	0.3	0.5	1.0
	Total single-vehicle crashes:	13.6	0.1	0.2	1.2	2.6	9.5
	Total crashes:	24.6	0.1	0.3	2.3	4.9	16.9

APPENDIX OCR-H: I-195 CPS, ENVIRONMENTAL REVIEW

- PRELIMINARY ENVIRONMENTAL DISCUSSION
- PRELIMINARY CULTURAL RESOURCES REPORT

PRELIMINARY ENVIRONMENTAL DISCUSSION

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
ETDM Project # 14453

Prepared for:

Prepared by:
Stantec Consulting (In association with BCC Engineering, LLC)
901 Ponce de Leon Boulevard, Suite 900
Coral Gables FL 33134

August 2020

Preliminary Environmental Discussion
ETDM Project # 14453 / FM # 440228-2-22-01
I-195/SR 112 from NW 12th Avenue to SR 907/Alton Road
Miami-Dade County, Florida
Programming Screen
FDOT District Six

Social and Economic

Land Use Changes

Alternative Comments
Alternative 1
Degree of Effect: **Minimal**

The project is located within the City of Miami and the City of Miami Beach, two census designated municipalities. The generalized land use consists primarily of residential (33.75 acres), public/semi-public (28.02 acres), retail/office (22.22 acres), and vacant (18.66 acres) land uses within the 200-foot project buffer. The future land use surrounding the project corridor will continue to support residential, public/semi-public and retail/office land use. The South Florida Water Management District (SFWMD) Land Use and Land Cover data within the 200-foot buffer consists of fixed single family units (67.71 acres), commercial and services (58.91 acres), shrub and brushland (31.85 acres), educational facilities (19.89 acres), multiple dwelling units, high rise (6.78 acres) and other light industrial (0.78 acres) uses. In addition, 121.35 acres of the project area falls within a 200-foot buffer of coastal submerged lands and navigable waters as designated by the Submerged Lands Act. The project is located within a quarter-mile buffer of the Miami-Dade County Enterprise Zone (738.23 acres) and Housing and Urban Development (HUD) Empowerment Zone (17.33 acres). Two brownfield areas, the Miami EZ Expansion Area and the Miami Area, are present within the corridor. The project is anticipated to accommodate existing and proposed development within the area. For these reasons, minimal impacts or changes to proximate land uses are anticipated as a result of the project. A Sociocultural Effects Evaluation will be included in the Project Development and Environment (PD&E) Study scoping recommendations.

Social

Alternative Comments
Alternative 1
Degree of Effect: **Moderate**

According to the 2014-2018 American Community Survey (ACS), the following community features are reported within the quarter-mile project buffer: four (4) community and fraternal centers, six (6) community centers, twenty-two (22) cultural centers, one (1) recreational paddling trail, one (1) Shared-Use Nonmotorized (SUN) Trail network, two (2) Office of Greenways and Trails (OGT), seven (7) Florida Division of Emergency Management (FDEM) places of worship, two (2) fire stations, one (1) police station, ninety-four (94) healthcare facilities, forty-one (41) laser facilities, one (1) hospital, one (1)

government building, one (1) mobile home park, two (2) social service facilities, nineteen (19) group care facilities, ten (10) parks and recreational facilities, twenty-one (21) religious centers and sixteen (16) schools. The project area is within the Miami-Dade County Enterprise Zone, as well as the Department of Housing and Urban Development (HUD) Empowerment Zone, an initiative to create jobs and business opportunities by offering tax credits and cash incentives for low-income communities. Compared to the demographic characteristics for Miami-Dade County, the project corridor has a higher percentage of African American populations and a lower percentage of White populations. Demographics will be evaluated during the analysis in the Sociocultural Effects Evaluation prepared during the PD&E study. The minority population within the project corridor is 85.43% which is comparable to the minority population of Miami-Dade County (86.55%). There is a higher population percentage of housing units with no vehicle available (8.67% more) and a lower median family income ($9,798 less) than Miami-Dade County. Limited English Proficiency (LEP) accommodations will be required during public involvement efforts of the PD&E Study phase as 16.44%, or 2,910 persons, within the project corridor "speak English less than very well". While no neighborhood division or social isolation is expected to occur as a result of the project, substantial involvement is anticipated given that the project area is comprised of minority and low-income populations, and access to proximate residences, businesses, and recreational features could be temporarily affected and/or modified as a result of the proposed improvements. A Sociocultural Effects Evaluation will be included in the PD&E Study scoping recommendations to confirm that no social resources are impacted by the project alternative. Additionally, effects to Environmental Justice populations will be evaluated further in the Sociocultural Effects Evaluation during the PD&E study. A Public Involvement Plan (building on the efforts undertaken in the Planning Study) will also be included in the PD&E Study scoping recommendations.

Relocation Potential

Alternative Comments
Alternative 1
Degree of effect: **Moderate**

The area surrounding the project corridor primarily consists of residential, public/semi-public and retail/office land use. While the proposed improvements are anticipated to be constructed primarily within the existing right-of-way, it is likely eleven (11) parcels (0.96 acres) could require partial or full right-of-way acquisition to accommodate improvements on the eastbound and westbound alignment on I-195 between NW 2nd Avenue and NE 2nd Avenue. Access to proximate residences and businesses may temporarily be affected and/or modified as a result of the proposed improvements. Encroachment into surrounding parcels will be coordinated with the appropriate property owners. For these reasons, moderate involvement regarding relocation potential is anticipated. A Sociocultural Effects Evaluation and potentially a Conceptual Stage Relocation Plan will be included in the PD&E Study scoping recommendations.

Farmlands

Alternative Comments
Alternative 1

Degree of Effect: **N/A / No Involvement**

A review of the 200-foot project buffer did not identify any Prime or Unique Farmland soil classifications. According to the Future Land Use data, the project area is anticipated to continue to support residential, retail/office and public/semi-public land uses. In addition, the project occurs within the Miami Urbanized Area. For these reasons, no involvement is anticipated for farmlands as a result of the project.

Aesthetic Effects

Alternative Comments
Alternative 1
Degree of Effect: **Substantial**

The project area primarily consists of residential, retail/office, and public/semi-public land uses. According to the Miami-Dade County 2020 and 2030 Land Use Plan, the area surrounding the project corridor will continue to support these land uses. Specific community features associated with aesthetics within a 200-foot project buffer include Albert Pallot Park, Woodson Mini Park, Moore Park, South Bay Vista Park and historic features (see Cultural sections of the PED). Although the EST identifies Stearns Park and Martell Park as parks, it should be noted that these properties are stormwater detention areas owned by FDOT. As a result of the proposed elevated viaduct on mainland Miami, the project is expected to affect viewsheds and therefore is anticipated to require substantial involvement with the community. Extensive public involvement will be required and the procedures for these efforts will be documented in a Public Involvement Plan. A Sociocultural Effects Evaluation will be included in the PD&E Study scoping recommendations.

Economic

Alternative Comments
Alternative 1
Degree of Effect: **Enhanced**

The project corridor is a limited access facility providing a direct connection to I-95. The project is within the Miami-Dade County HUD Empowerment Zone, as well the Miami-Dade County Enterprise Zone, a designation which provides tax incentives for investments in economically distressed communities. The proposed improvements will complement the Strategic Miami Area Rapid Transit (SMART) Plan, adopted by the Miami-Dade County Transportation Planning Organization (TPO) in 2016, which expands transit options along six critical corridors that are linked to state, regional, national and global economic markets. The proposed project will address existing roadway operational deficiencies to serve mobility demands in the area, transportation demand and safety issues, and provide multimodal improvements, including bicycle/pedestrian facilities. The project is anticipated to accommodate future travel demand generated by population and employment growth. Overall, the project is expected to enhance the economic viability within the project area. However, access to proximate businesses along the corridor may temporarily be affected during project construction. A Sociocultural Effects Evaluation will be included in the PD&E Study scoping recommendations.

Mobility

Alternative Comments
Alternative 1
Degree of Effect: **Enhanced**

The I-195 corridor is a vital limited access facility in Miami-Dade County providing a direct connection between Miami International Airport (MIA) and Miami Beach via SR 112 and I-95. I-195/SR 112 carries approximately 130,000 vehicles daily. Travel demand is expected to increase over the next 30 years due to continued growth within the City of Miami and the City of Miami Beach. The project is located within a Transportation Disadvantaged Service Provider Area (Miami-Dade Transit Agency). The I-195/SR 112 corridor is planned to maintain its current minimum Level of Service (LOS) "D" target. Traffic operations are projected to degrade across freeway and ramp areas with deficient LOS ("E" and "F") on several segments. It should be noted that a total of 2,395 crashes were reported between 2011 and 2015, with the leading type of crashes identified as rear end (1,206) and sideswipe (336). The corridor provides interchange access to several neighborhoods recently experiencing significant growth including the Design District, Midtown and Wynwood. The SMART Plan will expand transit options in Miami-Dade County along critical corridors. A critical component includes a network of Express Buses, known as Bus Express Rapid Transit (BERT), that will connect the SMART transit corridors on limited access facilities, such as the I-195/SR 112 corridor. The Beach Express North service is one of the three (3) BERT routes from mainland Miami to Miami Beach. This service is planned to operate between the Park-and-Ride Lot at the Golden Glades Interchange and Miami Beach via the I-95 Express Lanes and the I-195/SR 112 corridor. The proposed improvements for this project include eight (8) base improvements to address mainline operational deficiencies as well as specific local issues raised by stakeholders during the initial public outreach. In addition, system improvements are proposed to improve access and systemwide performance by providing express lane connections via a new grade separated viaduct centered on I-195. This viaduct will allow traffic between I-95 (general purpose and express lanes) and Miami Beach to bypass local interchanges at N. Miami Avenue and at Biscayne Boulevard. Also, the project will provide improved bicycle/pedestrian connectivity between the Cities of Miami and Miami Beach, which is consistent with the vision of the Miami-Dade 2045 LRTP. Bicycle and pedestrian improvements are proposed through the implementation of a new shared use path bridge running parallel to the Julia Tuttle Causeway from Biscayne Boulevard to Miami Beach. The project crosses the navigable Atlantic Intracoastal Waterway and the Florida Circumnavigational Paddling Trail. The project will improve travel between MIA and Miami Beach, and will result in improved transit and bicycle/pedestrian mobility within the area. The project is anticipated to enhance mobility based on the proposed multimodal improvements within the corridor which are intended to address future mobility, transportation demand and safety issues, as well as provide improved access for multimodal users. A Sociocultural Effects Evaluation will be included in the PD&E Study scoping recommendations.

Cultural

Section 4(f) Potential

Alternative Comments
Alternative 1
Degree of Effect: **Moderate**

Potentially protected Section 4(f) resources within the 200-foot project buffer include: one (1) OGT paddling trail [Florida Circumnavigational Saltwater Paddling Trail], and two (2) OGT multi-use trail opportunities/hiking trail priorities [Baywalk Trail Corridor and All Aboard Florida Rail with Trail Corridor]. The All Aboard Rail with Trail Corridor is also identified as part of the SUN Trail Network. The following parks and recreational facilities are located within 200-feet of the project corridor: Albert Pallot Park, Woodson Mini Park, South Bay Vista Park, Moore Park and North Bay Vista Park. Although the EST identifies Stearns Park and Martell Park as parks, it should be noted that these properties are stormwater detention areas owned by FDOT. Additionally, the F.E.C. Railway [DA10107]; three (3) National Register of Historic Places (NRHP)-eligible historic districts [Bay Vista Park (DA06692), Nautilus (DA14723) and 41st Street (DA15151)]; and, two (2) NRHP-eligible structures, [Miami-Dade County Water and Sewer Department/3625 NW 10th Avenue (8DA6197) and the Dale Miller Residence/3838 NE 6th Avenue (8DA6683)], are located within the 200-foot project buffer. Property appraiser data suggests the potential for several unrecorded historic resources adjacent to the corridor which will need to be identified and evaluated if they are within the area of potential effect. Moderate involvement regarding Section 4(f) potential is anticipated for the following reasons: 1) potential impacts on future access to valued local public recreational features; 2) the presence of previously recorded historic resources which will need to be evaluated for NRHP eligibility; and, 3) the potential presence of additional NRHP-eligible resources within the vicinity of the project corridor. A Section 4(f) Determination of Applicability will be included in the PD&E Study scoping recommendations.

Historic and Archaeological Sites

Alternative Comments
Alternative 1
Degree of Effect: **Moderate**

The area of potential effect (APE) for archaeological sites and historic resources consisted of a review of adjacent parcels within 150-feet of the proposed project at-grade improvements, 250-feet from the proposed improvements taking place at existing elevations along I-195 and I-95, and 500-feet from the proposed elevated lanes over I-195, as well as along the Julia Tuttle Causeway. A search of Florida Master Site File (FMSF) GIS data identified 171 previously recorded historic resources. This includes 164 structures, six (6) resource groups, and one (1) bridge. Seven (7) of the structures and four (4) of the resource groups have been evaluated by the State Historic Preservation Officer (SHPO) as eligible for listing on the National Register of Historic Places (NRHP). Of the seven (7) structures previously determined eligible, five (5) are contributing to the Bay Vista Park Historic District (8DA6692) and include: the Central Nazarene Church/422 NW 40th Street (8DA6684), 420 NW 40th Street (8DA6685), 410 NW

40th Street (8DA6686), 555 NW 40th Street (8DA6690), and approximately 575 NW 41st Street (8DA6691). The remaining two (2) eligible structures are located outside of the Bay Vista Park Historic District. In addition to the previously recorded resources, a search of the Miami-Dade County Property appraiser data identified 541 parcels with historic Actual Year Built dates of 1972 or earlier. A search of the Florida Geographic Data Library (FGDL) GIS data and the FDOT bridge information (FDOT Office of Maintenance 2020) also identified 33 potential historic bridges within the study area that are not currently recorded in the FMSF. While there are several interstate bridges within the study area, they are each individually exempt from recordation and Section 106 evaluation of effects under the 2005 ACHP *Exemption Regarding Historic Preservation Review Process for Effects to the Interstate Highway System*. Based on the presence of potential unrecorded resources, moderate involvement regarding historic and archaeological sites is anticipated. A Cultural Resource Assessment Survey will be included in the PD&E Study scoping recommendations.

Recreational and Protected Lands

Alternative Comments
Alternative 1
Degree of Effect: **Moderate**

The following recreation areas/features are reported within the 200-foot project buffer: two (2) OGT multi-use trail opportunities/hiking trail priorities (All Aboard Florida Rail with Trail Corridor and the Baywalk Trail Corridor); one (1) OGT Paddling Trail (Florida Circumnavigational Saltwater Paddling Trail); five (5) local Florida parks (Albert Pallot Park, Woodson Mini Park, South Bay Vista Park, Moore Park, and North Bay Vista Park); and, the Atlantic Intracoastal Waterway. Although the EST identifies Stearns Park and Martell Park as parks, it should be noted that these properties are stormwater detention areas owned by FDOT. The proposed project is anticipated to enhance bicycle and pedestrian access to recreational features located along the project corridor. However, moderate involvement with recreational and protected lands is anticipated due to the proximity of these features to the project corridor and the fact that access may be temporarily impacted during construction. A Sociocultural Effects Evaluation will be included in the PD&E Study scoping recommendations. There are no state-owned conservation lands within the 200-foot project buffer; therefore, no involvement is anticipated for recreational and protected lands.

Natural

Wetlands and Other Surface Waters

Alternative Comments
Alternative 1
Degree of Effect**: Moderate**

The National Wetlands Inventory reports 112.63 acres (23.13%) of estuarine (estuarine and marine deepwater) and 1.81 acres (0.37%) of palustrine (freshwater pond) wetlands within the 200-foot project buffer. Avoidance and minimization measures will be incorporated into the project's design, as well as

best management practices (BMPs) during project construction activities. Compensatory mitigation will be provided for any adverse wetland impacts that cannot be avoided or minimized. Further, any proposed stormwater management system for the project will be developed to meet the design and performance criteria established in the SFWMD Environmental Resource Permit Applicant's Handbook Volumes 1 and II for the treatment and attenuation of discharges to nearby waterbodies. As such, stormwater runoff from the proposed project will be treated to prevent water quality impacts to nearby wetlands and waterbodies. Moderate involvement regarding wetland resources is anticipated due to the presence of wetlands and other surface waters throughout the corridor. The proposed bridge widening will permanently impact surface waters and Biscayne Bay due to pile driving and shading from widening of the bridge. A Natural Resources Evaluation (NRE) will be included in the PD&E Study scoping recommendations.

Water Resources

Alternative Comments
Alternative 1
Degree of Effect: **Moderate**

The project's 200-foot buffer occurs within the watershed of three verified impaired waters [C-6/Miami River (WBID 3288); Wagner Creek (WBID 3288A, dioxin in fish tissue and copper); and, Intracoastal Water Way, Miami Dade County (WBID 3226H, nutrients, determined by chlorophyll-*a* concentration)]. Also present within the 200-foot project buffer is one (1) Outstanding Florida Water/NOAA Marine Protected Area (Biscayne Bay Aquatic Preserve); one (1) surface water classification (Biscayne Bay); one (1) Sole Source Aquifer (Biscayne Aquifer SSA); and, one (1) recharge area for the Floridan Aquifer. Also, there are two (2) stormwater retention areas present within the I-195/I-95 interchange.

Water quality impacts will need to be further evaluated during the PD&E Study and will consider water quality improvements associated with treating the runoff from the bridge prior to discharge into Biscayne Bay. Any stormwater management system for the project will meet the design and performance criteria established in the SFWMD Environmental Resource Permit Applicant's Handbook Volumes I and II for the treatment and attenuation of discharge to nearby waterbodies, including impaired waters. Project design will maximize the treatment of stormwater runoff from the proposed improvements. Additionally, BMPs will be employed during project construction activities for both in-water work and work conducted on land. A Storm Water Pollution Prevention Program (SWPPP) will also be implemented (as required by the National Pollutant Discharge Elimination System permits) to control the effects of stormwater runoff during construction. For these reasons, moderate involvement is anticipated for water resources within the project area. A Water Quality Impact Evaluation will be included in the PD&E Study scoping recommendations.

Floodplains

Alternative Comments
Alternative 1
Degree of Effect: **Minimal**

Based on FEMA's most recent Digital Flood Insurance Rate Map (DFIRM), 244.5 acres (50.17%) of the project's 200-foot buffer occur within 100-year floodplain Flood Zone AE, 21 acres (4.31%) occur within Flood Zone VE, and 221.8 acres (45.52%) occur outside of the 100-year floodplain. The project area contains 267.1 acres (54.79%) within the 500-year floodplain. Minimal involvement regarding floodplain resources is anticipated due to the project given that the project will be constructed primarily within the existing right-of-way and additional right-of-way will be limited to intermittent locations throughout the corridor. A Location Hydraulic Report and a Bridge Hydraulic Report will be included in the PD&E Study scoping recommendations.

Protected Species and Habitat

Alternative Comments
Alternative 1
Degree of Effect: **Moderate**

The 200-foot project buffer occurs within the United States Fish and Wildlife Service (USFWS) Consultation Area for the piping plover (*Charadrius melodus*), snail kite (*Rostrhamus sociabilis*), West Indian manatee (*Trichechus manatus*), Atlantic coast plants (Various species), American crocodile (*Crocodylus acutus*) and Florida bonneted bat (*Eumops floridanus).* The project is also within the Urban Area as defined by the USFWS 2019 Florida Bonneted Bat Consultation Key. The 200-foot project buffer is within 197.1 acres (40.46%) of Johnson's seagrass (*Halophila johnsonii*) critical habitat and 256.86 acres (52.73%) of West Indian manatee critical habitat. The project is within 160.1 acres (33.01%) of wood stork core foraging area. The project area also falls within the Core Foraging Area of at least one active wood stork colony. The project area is within the range of the Eastern indigo snake (*Drymarchon corais couperi*) and the smalltooth sawfish (*Pristis floridanus*). Biscayne Bay is considered Essential Fish Habitat (EFH) and protected corals may occur within the work zone. Furthermore, mangroves exist along the Causeway, and there is the potential for mangroves to colonize the island in the middle of the Causeway. There is 117.87 acres (24.19%) located within a Slow Speed (All Year) Florida Fish and Wildlife Conservation Commission (FWC) State Manatee Protection Zone.

The 200-foot project buffer area is within 70.67 acres (14.5%) of continuous seagrass beds and 22.34 acres (4.58%) of discontinuous seagrass beds. Further analysis and FWC coordination will occur as necessary during project development regarding bat surveys and to determine the presence of bats and if bat exclusion devices, or other protection measures, are required. Additional assessments will be required to determine the presence and quality of potential habitat, especially for the piping plover, green sea turtle (*Chelonia mydas*), loggerhead sea turtle (*Caretta caretta*), Kemp's ridley sea turtle (*Lepidochelys kempii*), smalltooth sawfish (*Pristis pectinate*) and wood stork (*Mycteria americana*), as well as the need for consultation with the USFWS. Consultation with National Marine Fisheries Service (NMFS) will be required for Johnson's seagrass. Due to the proposed scope of work, urbanized nature of the corridor, and the potential need for future agency coordination regarding the noted listed species, moderate involvement regarding these resources is anticipated. A Natural Resources Evaluation (NRE) will be included in the PD&E scoping recommendations.

Coastal and Marine

Alternative Comments
Alternative 1
Degree of Effect: **Moderate**

The Biscayne Bay Aquatic Preserve is within the project area and 200-foot project buffer, and the project corridor crosses a navigable waterway, the Atlantic Intracoastal Waterway. There are 16,231.32 linear feet of environmentally sensitive shorelines, including 3,805.6 linear feet of 8B: sheltered solid man-made structures; 10,060.32 linear feet of 10D/4: scrub-shrub wetlands/course-grained sand beaches; and, 2,365.4 linear feet of 8B/4: sheltered solid man-made/course grained sand beaches. The project area and 200-foot buffer contain 70.67 acres (14.5%) of continuous seagrass beds and 22.34 acres (4.58%) of discontinuous seagrass beds. The project corridor and 200-foot buffer overlaps 21.02 acres (4.32%) of Coastal Emergency Management Flood Zone VE. The project area and 200-foot buffer include 487.13 acres (100%) of NOAA Marine Protected Areas; 256.87 acres (52.73%) of Biscayne Bay Aquatic Preserve and 197.13 acres (40.47%) of Biscayne Bay Aquatic Preserve Outstanding Florida Water. The project's 200-foot buffer has 121.35 acres (24.91%) of area designated under the Submerged Lands Act. There is one (1) United States Army Corps of Engineers (USACE) Port located at the Buena Vista 36th Street bridge. The project will be designed to meet state water quality and quantity requirements, avoidance and minimization measures will be utilized for the proposed design, and BMPs will be adhered to during construction to prevent impacts to downstream coastal and marine habitats. Due to the proposed scope of work and the presence of coastal and marine resources within the project vicinity, moderate involvement regarding these resources is anticipated. A Natural Resources Evaluation (NRE) will be included in PD&E Study scoping recommendations.

Physical

Noise

Alternative Comments
Alternative 1
Degree of Effect: **Moderate**

The area surrounding the project corridor is composed primarily of residential (private homes and high and low density condominiums) and retail/office land use. Community features reported within the 200-foot project buffer that may be sensitive to noise and vibration effects include: seven (7) parks, seven (7) healthcare facilities, four (4) group care facilities, 10 religious centers, four (4) schools, two (2) community centers, 11 cultural centers and one (1) FDEM place of worship. Currently, there are 10 existing noise barriers within 200-feet of the project corridor. Increased noise levels during construction, and presumable noise level increases as a result of the new grade-separated viaduct along the corridor could have impacts on nearby residences, businesses and recreational features. For these reasons, potential noise and vibration related impacts as a result of the project are expected to be moderate. A Noise Study Report will be included in the PD&E Study scoping recommendations.

Air Quality

Alternative Comments
Alternative 1
Degree of Effect: **Minimal**

Current information published on the USEPA website was consulted for the project and indicates that the project is not located within a USEPA-designated Air Quality Maintenance Area or Non-Attainment Area for any of the six pollutants [ozone, carbon monoxide, sulfur dioxide, nitrogen dioxide, lead, and small particulate matter] specified by the USEPA in National Ambient Air Quality Standards; therefore, the Clean Air Act conformity requirements do not currently apply to this project. Minimal, localized impacts to air quality could occur as a result of fugitive dust and exhaust emissions generated from equipment during project construction; however, no permanent effects to air quality are anticipated.

Contamination

Alternative Comments
Alternative 1
Degree of Effect: **Minimal**

The following potential sources of sub-surface contamination are reported within the 200-foot project buffer: ten (10) biomedical waste sites, two (2) brownfield sites, one (1) DERM contaminated site, (3) hazardous waste facilities, five (5) onsite sewage sites, two (2) petroleum sites, seven (7) storage tank contamination monitoring sites, one (1) Super Act Risk source, one (1) USEPA Regulated Air Emissions Facility (ICIS-AIR) and six (6) USEPA Resource Conservation and Recovery Act (RCRA) regulated facilities. Proper mitigation will take place if medium to high risk sites are identified. Minimal involvement regarding contamination is anticipated due to the proposed scope of work and proximity of these sources to the project. A Contamination Screening Evaluation Report will be included in the PD&E Study scoping recommendations.

Infrastructure

Alternative Comments
Alternative 1
Degree of Effect: **Moderate**

There are two (2) RCI Railroad Crossings within a 200-foot buffer of the project corridor; the FEC Railroad line and Metrorail crosses beneath the project corridor between N. Federal Highway and NE 2nd Avenue. In addition, there is one (1) DERM contaminated site, two (2) Federal Aviation Administration buildings, two (2) hazardous waste facilities, one (1) electric power transmission line along NW 3rd Avenue, two (2) petroleum contamination monitoring sites, seven (7) storage tank contamination monitoring sites and three (3) wireless antenna structure locations. Streetlights extend the entire length of the project corridor on both sides. Given the number of resources and potential conflicts with power lines, moderate involvement regarding infrastructure-related features is anticipated, particularly if additional needed right-

of-way will result in utility pole relocations. A Utility Assessment Package will be included in the PD&E Study scoping recommendations for this project.

Navigation

Alternative Comments
Alternative 1
Degree of Effect: **Moderate**

The project crosses the Atlantic Intracoastal Waterway, a navigable waterway. No direct impacts to navigation are anticipated as the proposed bridge modifications and new pedestrian bridge will not alter existing vertical and horizontal clearances. The new pedestrian bridge will meet United States Coast Guard (USCG) clearances. Therefore, moderate involvement is anticipated for navigation due to the need for agency coordination. Coordination with the USCG and USACE will be conducted during the PD&E Study.

Special Designations

Outstanding Florida Waters

Alternative Comments
Alternative 1
Degree of Effect: **Moderate**

Approximately 197.13 acres of the Biscayne Bay Aquatic Preserve Outstanding Florida Water (OFW) are reported within the 200-foot project buffer. Avoidance and minimization measures will be incorporated into the project's design and BMPs will be utilized during project construction activities. Compensatory mitigation will be provided for any adverse OFW impacts that cannot be avoided or minimized from the proposed project improvements. Any proposed stormwater management system will be developed to meet the design and performance criteria established in the SFWMD Environmental Resource Permit for the treatment and attenuation of discharges to nearby waterbodies. As such, stormwater runoff from the proposed project will be treated to prevent water quality impacts to the Biscayne Bay Aquatic Preserve OFW. Therefore, moderate involvement is anticipated for Outstanding Florida Waters due to additional and/or more stringent stormwater treatment requirements of discharge and potential impacts from construction related disturbances.

Aquatic Preserves

Alternative Comments
Alternative 1
Degree of Effect: **Moderate**

Approximately 256.87 acres of the Biscayne Bay Aquatic Preserve, a NOAA Marine Protected Area, is within the 200-foot project buffer. Avoidance and minimization measures will be incorporated into the

project's design and BMPs will be utilized during project construction activities. Compensatory mitigation will be provided for any adverse impacts that cannot be avoided or minimized from the proposed project improvements to the Biscayne Bay Aquatic Preserve. Therefore, moderate involvement is anticipated for aquatic preserves due to additional and/or more stringent stormwater treatment requirements of discharge and potential impacts from construction related disturbances.

Sole Source Aquifers

Alternative Comments
Alternative 1
Degree of Effect: **Minimal**

The project is located within the boundaries of an Environmental Protection Agency (EPA) designated Sole Source Aquifer (SSA), the Biscayne Aquifer. The Biscayne Aquifer is the principal source of drinking water for Miami-Dade County. Avoidance and minimization measures will be incorporated into the project's design and BMPs for erosion and sedimentation control will be utilized during project construction activities to prevent impacts to the underlying Biscayne Aquifer. Any proposed stormwater management system will be developed to meet state water quality and quantity requirements. Therefore, minimal involvement is anticipated for sole source aquifers. A Sole Source Aquifer Checklist and WGIE Checklist will be completed during the PD&E Study.

Wild and Scenic Rivers

Alternative Comments
Alternative 1
Degree of Effect: **N/A / No Involvement**

There are no designated Wild and Scenic Rivers reported within the 200-foot project buffer; therefore, no involvement is anticipated for this specially designated resource.

Anticipated Technical Studies

- Sociocultural Effects Evaluation
- Conceptual Stage Relocation Plan
- Public Involvement Plan
- Section 4(f) Determination of Applicability
- Cultural Resource Assessment Survey, potentially including a Section 106 Determination and Evaluation of Effects
- Natural Resources Evaluation, includes wetlands, EFH and biological assessment
- Water Quality Impact Evaluation
- Location Hydraulic Report
- Bridge Hydraulic Report
- Noise Study Report
- Contamination Screening Evaluation Report
- Utility Assessment Package

Anticipated Permits

- Environmental Resource Permit – South Florida Water Management District
- Department of the Army Permit, Section 404 Federal Dredge and Fill Permit – U.S. Army Corps of Engineers
- Bridge Permit - United States Coast Guard [potentially]
- NPDES Permit – Florida Department of Environmental Protection
- Miami-Dade County, Class 1 - Coastal Construction and Class II Drainage Permits

PRELIMINARY CULTURAL RESOURCES 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:
Janus Research (in association with BCC Engineering, LLC)
1107 N. Ward Street
Tampa, Florida 33607

June 2020

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1.0 INTRODUCTION

The study area for the I-195 Corridor Planning Study (CPS) includes the SR 112/I-195/ Julia Tuttle Causeway corridor from NW 12th Avenue (west of I-95) to the Alton Road interchange to the east in Miami Beach. The following interchanges exist within the study limits: NW 12th Avenue (partial), I-95 (system-to-system), North Miami Avenue (partial), Biscayne Boulevard (full), and SR 907/Alton Road (full). The I-195 CPS has identified and evaluated various alternatives to improve system linkages, improve system capacity, provide better mobility for all transportation modes, accommodate future transportation demand and promote better safety outcomes. The *I-195 CPS Concept Development & Evaluation Report, June 2020* documents the identification, development, refinement and evaluation of the alternatives that will be further evaluated in the next phase of the project which includes the Project Development & Environment (PD&E) Study.

This report documents the existing cultural resources within the study area. The study area for archeological sites and historic resources consisted of adjacent parcels up to 150 feet of the proposed at-grade improvements, a 250-foot buffer from the proposed improvements taking place at existing elevations along I-195 and I-95, and a 500-foot buffer from the proposed elevated lanes over I-195 as well as along the Julia Tuttle Causeway. A study area of this size allows for consideration of previously recorded cultural resources as well as unrecorded historic resources within and adjacent to the proposed improvements.

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2.0 METHODOLOGY, RELEVANT REGULATIONS & GUIDELINES

An archaeological and historical background information search was conducted to determine the types, chronological placement, and location of cultural resources within the study area. This search consisted of a review of Florida Master Site File (FMSF) Geographic Information System (GIS) data to identify cultural resources within the study area that are listed, eligible, or considered eligible for listing in the *National Register of Historic Places* (National Register) and determine the potential for unrecorded historic resources. The search also included reviews of available local cultural resources data to identify locally designated resources as well as Florida Geographic Data Library (FGDL) GIS data, including the Miami Dade County Property Appraiser, to identify the potential for unrecorded historic resources.

A Cultural Resource Assessment Survey (CRAS) and coordination with the State Historic Preservation Officer (SHPO) will be performed as part of the Project Development and Environment (PD&E) phase in compliance with Section 106 of the *National Historic Preservation Act (NHPA) of 1966* (Public Law 89-665, as amended), as implemented by 36 CFR 800 -- *Protection of Historic Properties* (incorporating amendments effective August 5, 2004); Stipulation VII of the *Programmatic Agreement among the Federal Highway Administration (FHWA), the Advisory Council on Historic Preservation (ACHP), the Florida Division of Historical Resources (FDHR), the SHPO, and the Florida Department of Transportation (FDOT) Regarding Implementation of the Federal-Aid Highway Program in Florida* (Section 106 Programmatic Agreement, effective March 2016, amended June 7, 2017); Section 102 of the *National Environmental Policy Act (NEPA) of 1969*, as amended (42 USC 4321 et seq.), as implemented by the regulations of the Council on Environmental Quality (CEQ) (40 CFR Parts 1500–1508); Section 4(f) of the *Department of Transportation Act of 1966*, as amended (49 USC 303 and 23 USC 138); the revised Chapter 267, *Florida Statutes (F.S.)*; and the standards embodied in the FDHR's *Cultural Resource Management Standards and Operational Manual* (February 2003), and Chapter 1A-46 (*Archaeological and Historical Report Standards and Guidelines*), Florida Administrative Code. In addition, CRAS report will be prepared in conformity with standards set forth in Part 2, Chapter 8 (*Archaeological and Historical Resources*) of the FDOT Project Development and Environment Manual (effective January 14, 2019). All work will also conform to professional guidelines set forth in the Secretary of Interior's Standards and Guidelines for Archaeology and Historic Preservation (48 FR 44716, as amended and annotated).

3.0 PREVIOUSLY CONDUCTED SURVEYS

A search of the FMSF GIS data identified 20 previously conducted surveys within the study area. These surveys are listed in **Table 3-1**.

Table 3-1: Previously Conducted Surveys

Survey #	Title	Author(s)	Publication Date
340	Dade County Archaeological Survey Interim Report	Carr, Robert S.	1980
2127	Dade County Historic survey, Phase II: Final Report.	Metropolitan Dade County	1989
2656	Cultural Resource Assessment of a Portion of N.W. 36th Street in Dade County, Florida	Browning, William D. and Roy Adlai Jackson	1990
5365	A Cultural Resource Assessment Survey for SR 5/US-1/Biscayne Boulevard from NE 39th Street to NE 123rd Street in Dade County, Florida	Janus Research	1998
6153	A Cultural Resource Assessment Survey for SR 112/I-195/Julia Tuttle Causeway Improvements from I-95 to Biscayne Bay, County: Miami-Dade	Janus Research	2000
6446	Cultural Resource Assessment Survey Addendum of SR 112/I-95/Julia Tuttle Causeway Improvements From: NW 10th Avenue to: I-95 County: Miami-Dade	Janus Research	2001
11620	A Cultural Resource Assessment Survey of the NE 36th Street Road Transfer From US-1/Biscayne Boulevard to NE 7th Avenue	Janus Research	2004
13353	Miami Streetcar Analysis Cultural Resources Addendum	Janus Research	2006
14000	Cultural Resources Reconnaissance Study South Florida East Coast Corridor Transit Analysis Miami-Dade, Broward and Palm Beach Counties	Janus Research	2006
14376	Historic Resources Reconnaissance Survey and Archaeological Desktop Analysis I-95 Managed Lanes Pilot Project: 95 Express from: I-395 (Miami-Dade County) To: I-595 (Broward County)	Janus Research	2007
14845	Cultural Resource Assessment Survey of SR 5/US-1/Biscayne Boulevard from NE 15th Street to NE 35th Terrace, Miami-Dade County	Janus Research	2007
15638	Cultural Resources Reconnaissance Study Miami Streetcar Analysis City of Miami, Miami-Dade County	Janus Research	2006
18285	Evaluation of the Improvements to 41st Street from Alton Road to Collins Avenue, Miami Beach, Miami-Dade County, Florida	Janus Research	2010
19480	Cultural Resource Assessment Report for the All Aboard Florida Passenger Rail Project from	Janus Research	2012

Survey #	Title	Author(s)	Publication Date
	West Palm Beach to Miami, West Palm Beach, Broward, and Miami-Dade Counties		
21242	Cultural Resource Assessment Survey of SR7/US 441/NW 7th Avenue from NW 8th Street to NW 79th Street	Janus Research	2014
22991	Cultural Resources Desktop Analysis and Field Review for SR 5/Biscayne Boulevard from South of NE 32nd Street to South of NE 38th Street, Miami-Dade County, Florida (Financial Project ID [FPID] No. 433059-2-52-01)	Janus Research	2016
22994	Cultural Resources Desktop Analysis and Field Review for SR 25/US-27/NE 36th Street from West of N Miami Avenue to East of NE 5th Avenue, Miami-Dade County, Florida (Financial Project ID [FPID] No. 429159-2-52-01)	Janus Research	2016
23569	Cultural Resources Desktop Analysis and Field Review for SR 112/Arthur Godfrey Road from Alton Road to West Pine Tree Drive, Miami-Dade County, Florida (FPID No. 434778-1-52-01)	Janus Research	2017
26633	Cultural Resources Desktop Analysis for the Safe Routes to School Arch Creek Elementary, Eneida M. Hartner Elementary, and Lakeview Elementary LAP Project in Miami-Dade County, Florida (Financial Project ID No. 438147-1)	Janus Research	2019
26647	Cultural Resource Reconnaissance Survey for the SR 112/I-195 over Westshore Waterway Bridge (Bridge No. 870314) Rehabilitation Project, in the City of Miami, Miami-Dade County, Florida	Southeastern Archaeological Research	2019

4.0 PREVIOUSLY RECORDED ARCHAEOLOGICAL SITES

A search of FMSF GIS data identified no previously recorded archaeological resources within the study area. In addition, a review of in-house Miami-Dade County archaeological data identified no County-designated archaeological sites or zones within the study area.

5.0 HISTORIC RESOURCES

This section of the report looks identifies the previously recorded historic resources as well as the potentially recorded historic resources.

5.1 Previously Recorded Historic Resources

A search of FMSF GIS data identified 171 previously recorded historic resources within the study area. This included 164 structures, six resource groups, and one bridge. Seven of the structures and four of the resource groups have been evaluated by the SHPO as National Register–eligible. Of the seven structures previously determined eligible, five are contributing to the Bay Vista Park Historic District (8DA6692): the Central Nazarene Church/422 NW 40th Street (8DA6684); 420 NW 40th Street (8DA6685); 410 NW 40th Street (8DA6686); 555 NW 40th Street (8DA6690); and +/- 575 NW 41st Street (8DA6691). The remaining two eligible structures are located outside of the Bay Vista Park Historic District (8DA6692). The Miami-Dade County Water and Sewer Department/3625 NW 10th Avenue (8DA6197) is located to the southwest of the I-195/I-95 interchange. The Dale Miller Residence/3838 NE 6th Avenue (8DA6683) is to the north of I-195 and west of Biscayne Bay.

The Bay Vista Park Historic District (8DA6692) is north of I-195 and east of I-95. The FEC Railway (8DA10107) traverses under I-195 to the west of Biscayne Boulevard. The Nautilus Historic District (8DA14723) and the 41st Street Historic District (8DA15151) are adjacent to the eastern terminus of the study area.

The previously recorded historic resources identified within the study area are listed in the **Table 5-1.** Resources previously determined to be National Register–eligible by the SHPO are highlighted. All resources are also shown on **Exhibits 5-1** through **5-3** on the following pages. Please note that while the locations of all previously recorded structures are shown, only those resources previously determined to be National Register–eligible are labeled.

Table 5-1: Previously Recorded Historic Resources within the Study Area

FMSF No.	Name / Address	Resource Type	National Register Evaluation [1]
8DA206	3800 N 2nd Avenue	Mediterranean Revival ca. 1880-1940	Ineligible
8DA283	Jefferson Bell House / 3630 NE 1st Court	Frame Vernacular	Not Evaluated
8DA1631	335 NE 35th Street	Frame Vernacular	Ineligible
8DA1632	347 NE 35th Terrace	Frame Vernacular	Not Evaluated
8DA1633	438 NE 35th Terrace	Frame Vernacular	Not Evaluated
8DA1634	332 NE 36th Street	Frame Vernacular	Not Evaluated
8DA1635	400 NE 36th Street	Frame Vernacular	Ineligible
8DA1636	402 NE 36th Street	Frame Vernacular	Ineligible
8DA1637	409 NE 36th Street	Frame Vernacular	Not Evaluated
8DA1638	414 NE 36th Street	Craftsman	Ineligible
8DA2266	1228 NW 39th Street	Frame Vernacular	Not Evaluated
8DA2269	254 NW 37th Street	Mission	Ineligible

FMSF No.	Name / Address	Resource Type	National Register Evaluation [1]
8DA2270	272 NW 37th Street	Mission	Ineligible
8DA2330	3838 NE 6th Avenue	Masonry Vernacular	Not Evaluated
8DA2336	448 NE 38th Street	Masonry Vernacular	Not Evaluated
8DA2534	454 NE 38th Street	Masonry Vernacular	Ineligible
8DA2539	1220 NW 39th Street	Frame Vernacular	Not Evaluated
8DA2544	3704 NE 2nd Avenue	Masonry Vernacular	Not Evaluated
8DA2558	3722 NE 1st Court	Bungalow ca. 1905-1930	Not Evaluated
8DA2564	121 NE 36th Street	Mission	Ineligible
8DA2565	Wynwood Elderly Center / 3637 NE 1st Ave	Frame Vernacular	Not Evaluated
8DA6161	1290 +/- NW 39th Street	Mission	Not Evaluated
8DA6162	1284 NW 39th Street	Mission	Not Evaluated
8DA6163	1278 NW 39th Street	Mission	Not Evaluated
8DA6164	1272 +/- NW 39th Street	Mission	Not Evaluated
8DA6165	1268 NW 39th Street	Frame Vernacular	Not Evaluated
8DA6166	1244 NW 39th Street	Masonry vernacular	Not Evaluated
8DA6171	1138 NW 39th Street	Frame Vernacular	Not Evaluated
8DA6172	1130 NW 39th Street	Frame Vernacular	Not Evaluated
8DA6173	1122 +/- NW 39th Street	Masonry vernacular	Not Evaluated
8DA6178	1175 NW 40th Street	Mission	Not Evaluated
8DA6179	1145 NW 40th Street	Masonry Vernacular	Not Evaluated
8DA6180	1137 NW 40th Street	Masonry Vernacular	Not Evaluated
8DA6181	1129 NW 40th Street	Masonry Vernacular	Not Evaluated
8DA6182	1121 NW 40th Street	Masonry Vernacular	Not Evaluated
8DA6183	1115 NW 40th Street	Frame Vernacular	Not Evaluated
8DA6184	1111 +/- NW 40th Street	Masonry Vernacular	Not Evaluated
8DA6189	1003 ½ NW 38th Street	Masonry Vernacular	Not Evaluated
8DA6190	1090 NW 39th Street	Frame Vernacular	Not Evaluated
8DA6191	1062 NW 39th Street	Mission	Not Evaluated
8DA6192	1058 NW 39th Street	Mission	Not Evaluated
8DA6193	1046 NW 39th Street	Mission	Not Evaluated
8DA6194	1040 NW 39th Street	Mission	Not Evaluated
8DA6195	1030 NW 39th Street	Mission	Not Evaluated
8DA6196	3800 NW 10th Avenue	Masonry Vernacular	Ineligible
8DA6197	Miami-Dade County Water and Sewer Department / 3625 NW 10th Avenue	Mediterranean Revival ca. 1880-1940	Eligible
8DA6198	+/-940 NW 41st Street	Masonry Vernacular	Ineligible
8DA6199	930 NW 41st Street	Masonry Vernacular	Ineligible
8DA6200	774 NW 41st Street	Mission	Ineligible
8DA6201	Police Broadcasting Station / No Address	Masonry Vernacular	Ineligible

FMSF No.	Name / Address	Resource Type	National Register Evaluation [1]
8DA6203	695 NW 7th Avenue	Masonry Vernacular	Ineligible
8DA6597	51 NW 36th Street	Masonry Vernacular	Ineligible
8DA6598	3601 North Miami Avenue	Masonry Vernacular	Ineligible
8DA6599	47 NE 36th Street	Masonry Vernacular	Ineligible
8DA6600	91 NE 36th Street	Masonry Vernacular	Ineligible
8DA6601	99 NE 36th Street	Masonry Vernacular	Ineligible
8DA6602	Pink Building / No Address	Masonry Vernacular	Ineligible
8DA6604	3620 NE 1st Court	Bungalow ca. 1905-1930	Ineligible
8DA6605	3600 NE 2nd Avenue	Masonry Vernacular	Ineligible
8DA6606	3612 NE 2nd Avenue	Masonry Vernacular	Ineligible
8DA6607	3616–3620 N 2nd Avenue	Masonry Vernacular	Ineligible
8DA6608	445 NE 36th Street	Mediterranean Revival ca. 1880-1940	Ineligible
8DA6609	425 NE 36th Street	Masonry Vernacular	Ineligible
8DA6613	426 NE 37th Street	Mission	Ineligible
8DA6614	356 NE 37th Street	Masonry vernacular	Ineligible
8DA6615	344 NW 37th Street	Masonry vernacular	Ineligible
8DA6616	334 NW 37th Street	Mission	Ineligible
8DA6617	330 NW 37th Street	Mission	Ineligible
8DA6618	326 NW 37th Street	Masonry vernacular	Ineligible
8DA6619	278 NW 37th Street	Mission	Ineligible
8DA6620	274 NW 37th Street	Frame Vernacular	Ineligible
8DA6623	228 NW 37th Street	Masonry Vernacular	Ineligible
8DA6624	3623 NW 2nd Avenue	Moderne ca. 1920-1940	Ineligible
8DA6625	+/- 68 NW 37th Street	Masonry Vernacular	Ineligible
8DA6626	3620 NE 2nd Avenue	Masonry Vernacular	Ineligible
8DA6627	3628 NE 2nd Avenue	Mediterranean Revival ca. 1880-1940	Ineligible
8DA6628	411 – 415 NE 36th Street	Masonry Vernacular	Ineligible
8DA6629	3618-20 NE 5th Avenue	Masonry Vernacular	Ineligible
8DA6630	3619 NE 5th Avenue	Frame Vernacular	Ineligible
8DA6631	3618 NE 6th Avenue	Masonry Vernacular	Ineligible
8DA6632	411 NW 37th Street	Masonry Vernacular	Ineligible
8DA6633	405 NW 37th Street	Masonry Vernacular	Ineligible
8DA6634	353-55 NW 37th Street	Mission	Ineligible
8DA6635	345 NW 37th Street	Frame Vernacular	Ineligible
8DA6636	337 NW 37th Street	Frame Vernacular	Ineligible
8DA6637	331 NW 37th Street	Minimal Traditional	Ineligible
8DA6638	321 NW 37th Street	Mission	Ineligible
8DA6639	301 NW 37th Street	Masonry Vernacular	Ineligible
8DA6640	3701 NW 3rd Avenue	Masonry Vernacular	Ineligible
8DA6641	201 NW 37th Street	Masonry Vernacular	Ineligible

FMSF No.	Name / Address	Resource Type	National Register Evaluation [1]
8DA6642	409 NW 36th Street	Frame Vernacular	Ineligible
8DA6643	3627 NE 5th Avenue	Masonry Vernacular	Ineligible
8DA6644	3626 NE 6th Avenue	Masonry Vernacular	Ineligible
8DA6645	3801 NE 2nd Avenue	Masonry Vernacular	Ineligible
8DA6646	167 NW 38th Street	Mission	Ineligible
8DA6647	151 NW 38th Street	Masonry Vernacular	Ineligible
8DA6648	135 NW 38th Street	Frame Vernacular	Ineligible
8DA6649	119 NW 38th Street	Masonry Vernacular	Ineligible
8DA6650	3814 NW 1st Avenue	Masonry Vernacular	Ineligible
8DA6651	99 NW 38th Street	Masonry Vernacular	Ineligible
8DA6652	3800 North Miami Avenue	Moderne ca. 1920-1940	Ineligible
8DA6653	3817-19 North Miami Avenue	Mission	Ineligible
8DA6654	3704 NE 2nd Avenue	Mediterranean Revival ca. 1880-1940	Ineligible
8DA6655	3740 NE 2nd Avenue	Masonry Vernacular	Ineligible
8DA6656	3701 NE 2nd Avenue	Masonry Vernacular	Ineligible
8DA6657	245 NE 37th Street	Masonry Vernacular	Ineligible
8DA6658	3730 Biscayne Boulevard	Masonry Vernacular	Ineligible
8DA6659	3700 Biscayne Boulevard	Moderne ca. 1920-1940	Ineligible
8DA6660	3705 Biscayne Boulevard	Moderne ca. 1920-1940	Ineligible
8DA6661	499 NE 37th Street	Craftsman	Ineligible
8DA6662	256 NW 39th Street	Craftsman	Ineligible
8DA6663	246 NW 39th Street	Frame Vernacular	Ineligible
8DA6664	236 NW 39th Street	Frame Vernacular	Ineligible
8DA6665	160 NW 39th Street	Masonry Vernacular	Ineligible
8DA6666	142 NW 39th Street	Frame Vernacular	Ineligible
8DA6667	3850 N Miami Avenue	Moderne ca. 1920-1940	Ineligible
8DA6668	2–30 NE 39th Street	Moderne ca. 1920-1940	Ineligible
8DA6669	155 NE 38th Street	Masonry Vernacular	Ineligible
8DA6670	171 NE 38th Street	Masonry Vernacular	Ineligible
8DA6671	3820 NE 2nd Avenue	Masonry Vernacular	Ineligible
8DA6672	3801–3817 NE 2nd Avenue	Masonry Vernacular	Ineligible
8DA6673	Bungalow on NE 38th Street	Craftsman	Ineligible
8DA6674	428 NE 38th Street	Craftsman	Ineligible
8DA6675	448 NE 38th Street	Mediterranean Revival ca. 1880-1940	Ineligible
8DA6677	341 NW 39th Street	Frame Vernacular	Ineligible
8DA6678	339 NW 39th Street	Mission	Ineligible
8DA6679	337 NW 39th Street	Mission	Ineligible
8DA6680	317 NW 39th Street	Mission	Ineligible
8DA6681	299 NE 38th Street	Frame Vernacular	Ineligible
8DA6682	3800 Biscayne Boulevard	Masonry Vernacular	Ineligible

FMSF No.	Name / Address	Resource Type	National Register Evaluation [1]
8DA6683	Dale Miller Residence / 3838 NE 6th Avenue	Masonry Vernacular	Eligible
8DA6684	Central Nazarene Church / 422 NW 40th Street	Masonry Vernacular	Eligible, potentially contributing to 8DA6692
8DA6685	420 NW 40th Street	Masonry Vernacular	Eligible, potentially contributing to 8DA6692
8DA6686	410 NW 40th Street	Minimal Traditional	Eligible, potentially contributing to 8DA6692
8DA6690	555 NW 40th Street	Craftsman	Eligible, potentially contributing to 8DA6692
8DA6691	+/- 575 NW 41st Street	Mission	Eligible, potentially contributing to 8DA6692
8DA6692	Bay Vista Park Historic District	Historic District	Eligible
8DA6806	675 NW 34th Street	Mission	Ineligible
8DA6833	J&J Brothers Auto Mechanics / 3501 NW 7th Avenue	Masonry Vernacular	Ineligible
8DA6850	1000 NW 38th Street	Masonry Vernacular	Ineligible
8DA6851	Moore Park / No Address	Historic Park	Ineligible
8DA6852	3825 NW 10th Avenue	Masonry Vernacular	Ineligible
8DA6853	4000 NW 10th Avenue	Masonry Vernacular	Ineligible
8DA6854	4001 NW 10th Avenue	Minimal Traditional	Ineligible
8DA6855	4020 NW 8th Avenue	Masonry Vernacular	Ineligible
8DA6856	4021 NW 8th Avenue	Ranch	Ineligible
8DA6857	920 NW 41st Street	Masonry Vernacular	Ineligible
8DA6858	900 NW 41st Street	Minimal Traditional	Ineligible
8DA6859	818 NW 41st Street	Masonry Vernacular	Ineligible
8DA6860	778 NW 41st Street	Minimal Traditional	Ineligible
8DA6861	776 NW 41st Street	Masonry Vernacular	Ineligible
8DA6862	770 NW 41st Street	Minimal Traditional	Ineligible
8DA6863	736 NW 41st Street	Minimal Traditional	Ineligible
8DA6871	801 NW 41st Street	Minimal Traditional	Ineligible
8DA6872	795 NW 41st Street	Masonry Vernacular	Ineligible
8DA6873	789 NW 41st Street	Mission	Ineligible
8DA6874	775 NW 41st Street	Masonry Vernacular	Ineligible
8DA6875	763 NW 41st Street	Masonry Vernacular	Ineligible
8DA6876	753 NW 41st Street	Masonry Vernacular	Ineligible
8DA6877	743 NW 41st Street	Minimal Traditional	Ineligible
8DA6878	731 NW 41st Street	Mission	Ineligible
8DA6901	Biscayne Blvd (Roadway)	Linear Resource	Ineligible
8DA10107	FEC Railway	Linear Resource	Eligible
8DA10489	170 NE 35th Street	Masonry Vernacular	Ineligible
8DA14162	3421 NW 7th Avenue	Masonry Vernacular	Ineligible
8DA14163	4699 NW 7th Avenue	Masonry Vernacular	Ineligible

FMSF No.	Name / Address	Resource Type	National Register Evaluation [1]
8DA14164	4775 NW 47th Terrace	Masonry Vernacular	Ineligible
8DA14723	Nautilus Historic District	Historic District	Eligible
8DA15151	41st Street Historic District	Historic District	Eligible
8DA16550	Julia Tuttle Causeway	Linear Resource	Ineligible
8DA16551	FDOT Bridge No. 870314	Historic Bridge	Ineligible

[1] *As recorded in the FMSF; may require re-evaluation*

5.2 Potentially Recorded Historic Resources

In addition to the previously recorded resources, a search of the Miami-Dade County Property appraiser data identified 541 parcels with historic Actual Year Built dates of 1972 or earlier within the study area. These parcels are shown on **Exhibits 5-1** through **5-3** on the following pages**.** Once the Area of Potential Effect (APE) is defined and approved by the SHPO, unidentified resources within the APE will be documented and evaluated within the CRAS report. A search of FGDL GIS data and the FDOT bridge information (FDOT Office of Maintenance 2020) also identified 33 potential historic bridges within the study area that are not currently recorded in the FMSF. These bridges are listed in **Table 5-2** and shown on **Exhibits 5-1** through **5-3** on the following pages. While there are several interstate bridges within the study area, they are each individually exempt from recordation and Section 106 evaluation of effects under the 2005 ACHP *Exemption Regarding Historic Preservation Review Process for Effects to the Interstate Highway System*.

Table 5-2 Unrecorded Historic Bridges within the Study Area

FDOT Bridge No.	Description	Year Built (Year Reconstructed)
870021	I-195 (SR-112) Bridge (Comp SR-7 – SR 112 & I-95 Interchange)	1960
870022	SR 112 (EB/WB) over SR 933 (NW 12th Avenue)	1962/1989
870023	I-95 Ramps NW 36th St Bridge [Comp SR-7 - NW 36th St Interchange]	1960
870301	Intracoastal Waterway Bridge – [I-195/SR-112 over the Intracoastal Waterway]	1959/1990
870302	Biscayne Bay Bridge – [I-195/SR-112 over the Biscayne Bay	1959/1991
870303	Alton Road Bridge [I-195 Over Alton Rd]	1959/1990
870304	NW 10th Ave Bridge [SR-112 (870335) - W of I-95/SR 112]	1960
870305	SR 112 Bridge [SR-112 EB to I-95 NB - I-95/SR 112/I-195 Interchange]	1961/1976
870310	NW 2nd Ave Bridge [I-195 (SR-112) - 0.3 mi E of I-95]	1961/2012
870311	NW 1st Ave Bridge [I-195 (SR-112) - I-195 & NW 1st Ave.]	1961/2012
870312	North Miami Ave Bridge [I-195 - I-195 & N Miami Ave]	1960/2012
870313	SR-5 & FEC R/R Bridge [I-195 (SR-112) - Between I-95 and US-1]	1961/2000
870324	I-195 (SR-112) Bridge [I-95 SB - I-95/SR 112/I-195 Interchange]	1961
870325	I-195 (SR-112) Bridge [I-195 WB to I-95 SB - I-95/ SR112/I-195 Interchange]	1961/2012
870326	NW 3rd Ave Bridge [I-195 - I-95/SR 112/I-195 Interchange]	1961/2012
870327	Ramp 112/I-195 EB - 95 NB Bridge [I-95 - I-95/ SR 112/I-195 Interchange]	1959/1988

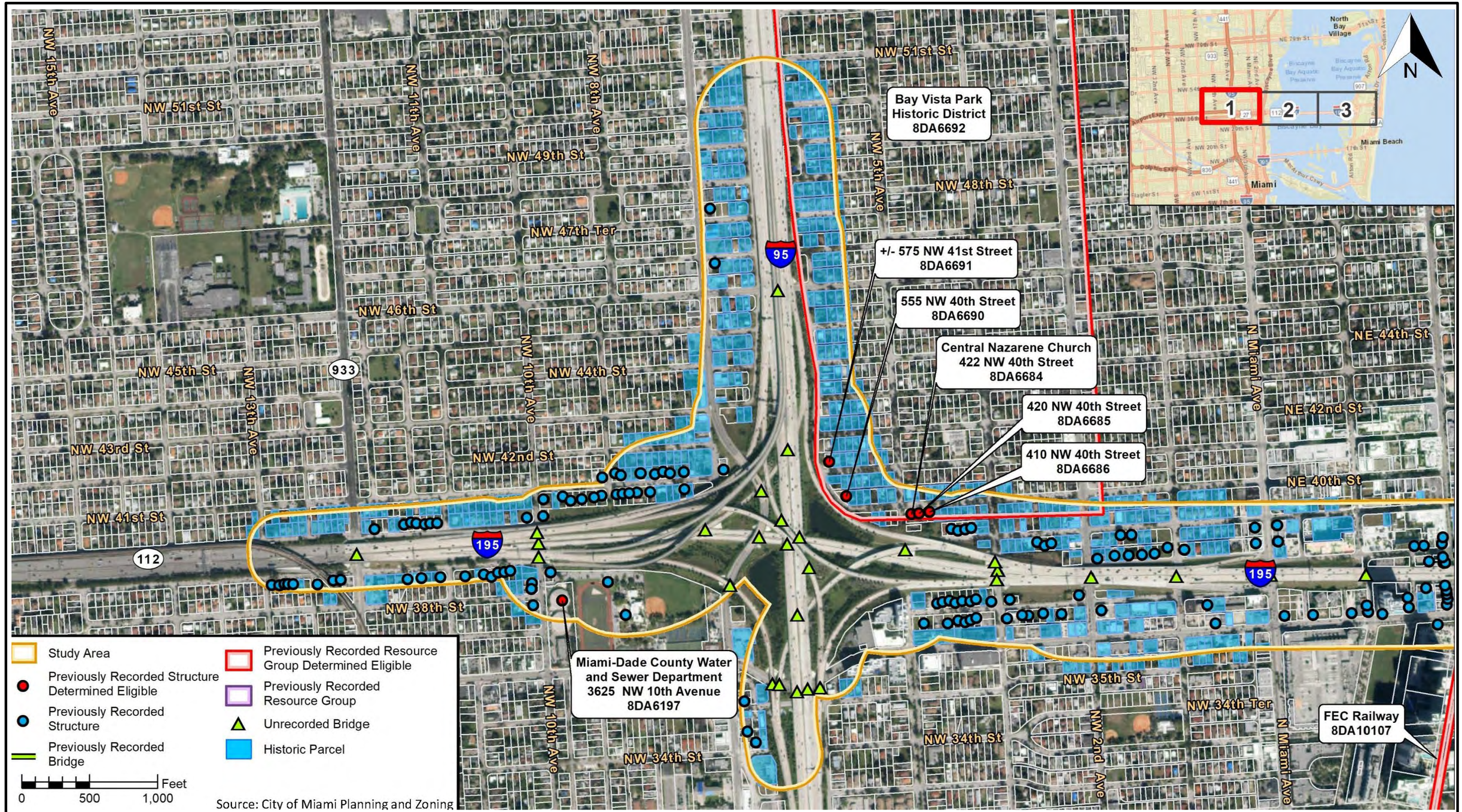
FDOT Bridge No.	Description	Year Built (Year Reconstructed)
870328	NW 46th St Bridge [I-95 - I-95/SR 112/I-195 Interchange]	1961/2020
870329	NW 3rd Ave. Bridge [I-195 WB to I-95 - I-95/SR 112/I-195 Interchange]	1961/2012
870331	I-195 & 1-95 & Ramps Bridge [I-95 SB to I-195 EB - I-95/ SR 112/I-195 Interchange]	1959/2004
870332	I-95 & I-195 & Ramps Bridge [I-95 NB to I-195 WB - I-95/ SR 112/I-195 Interchange]	1961/2010
870333	NW 3rd Ave Bridge [I-95 NB to I-195 EB - I-95/ SR 112/I-195 Interchange]	1961/2012
870334	NW 10th Ave Bridge [SR-112 EB to I-95 - W of I-95/ SR 112/I-195 Interchange]	1962/1989
870335	NW 10th Ave Bridge [I-95 SB to SR-112 WB - W of I-95/ SR 112/I-195 Interchange]	1962/1989
870336	US-27 (NW 36th St) & NW 35th St Bridge [I-195 EB to I-95 SB - I-95/ SR 112/I-195 Interchange]	1960/2020
870339	US-27(NW 36st St) & NW 35th St Bridge [I-95 SB (870533) - I-95/ SR-112/I-195 Interchange]	1962/2010
870340	I-195 WB to I-95 SB Bridge [I-95 - I-95/SR 112/I-195 Interchange]	1962/2010
870341	US 27 (NW 36th St) & NW 35th St Bridge [I-95 NB to I-195 EB - I-95/ SR 112/I-195 Interchange]	1962/2020
870342	US 27 (SR 948/NW 36th St) Bridge [I-195 WB to I-95 SB - I-95/ SR 112/I-195 Interchange]	1960/2020
870343	US 441 (NW 7th Ave) Bridge [I-195 EB to I-95 SB - I-95/ SR-112/I-195 Interchange]	1962/2020
870375	Westshore Waterway Bridge [I-195 WB Ramp - 0.5m E of SR-5]	1959/1990
870376	Westshore Waterway Bridge [I-195 EB on Ramp - 0.5mi E of SR-5]	1959/1990
870440	I-195 (SR-112) Bridge [I-95 NB - I-95/SR 112/I-195 Interchange]	1961/2009
870533	US-27 & NW 35th St Bridge [I-95 NB (870339) - I-95/ SR-112/I-195 Interchange]	1962/2010

References

Florida Department of Transportation (FDOT), Office of Maintenance
2020 Bridge Information Documents, 2020 1st Quarter. Electronic document, https://www.fdot.gov/maintenance/bridgeinfo.shtm accessed April 24, 2020.

5.3 Historic Resources Summary

Exhibits 5-1 through **5-3** on the following pages graphically illustrate the locations of the previously and potentially recorded historic resources



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:

Cultural Resources Within Study Area

Report Title:

Preliminary Cultural Resources Report

Exhibit No. 5-1

Page No.

Date: 6/1/20

Project Name:

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

FM No. 440228-1-22-01

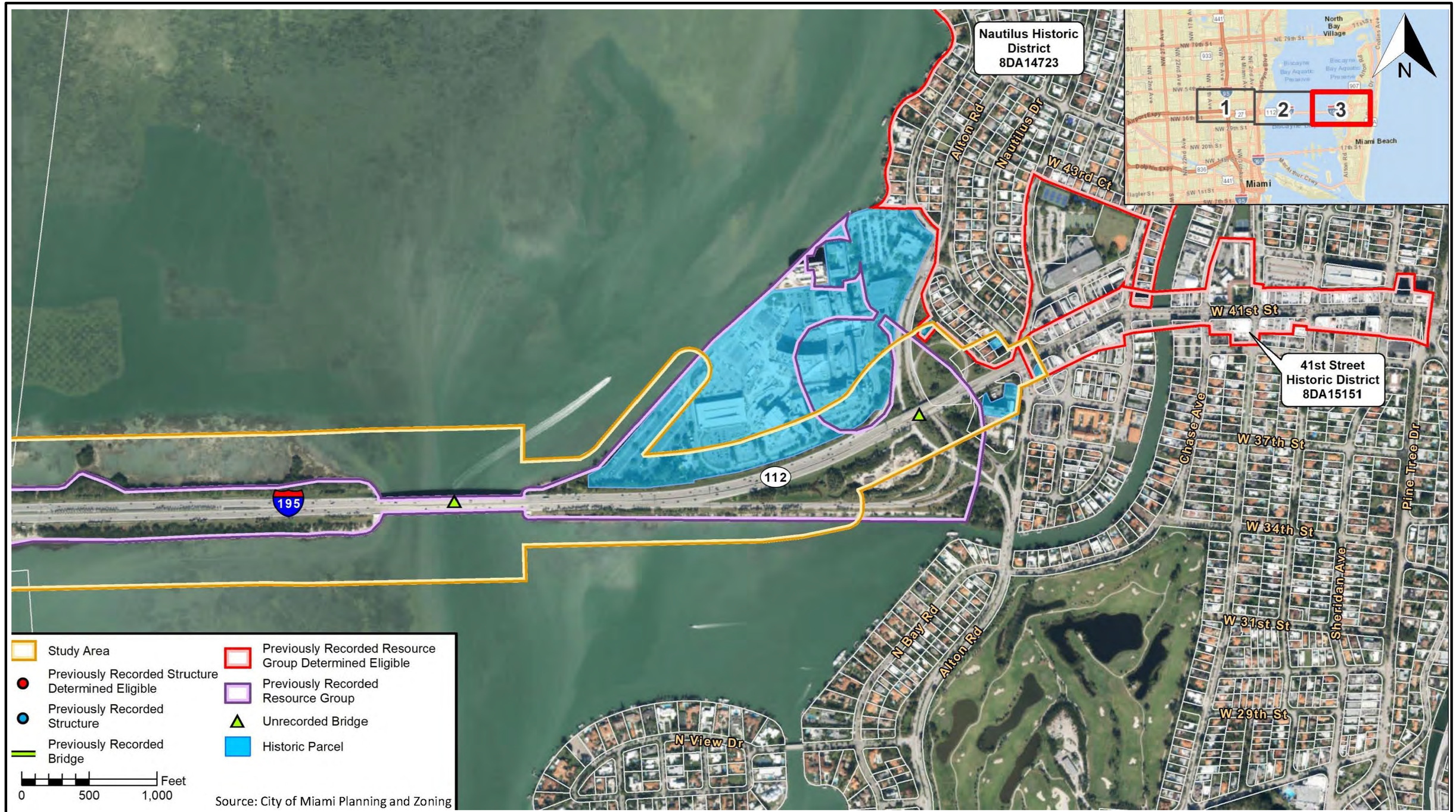
Exhibit Name:

Cultural Resources Within Study Area

Report Title:

Preliminary Cultural Resources Report

Exhibit No.	5-2
Page No.	
Date:	6/1/20



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:

Cultural Resources Within Study Area

Report Title:

Preliminary Cultural Resources Report

Exhibit No.	5-3
Page No.	
Date:	6/1/20

APPENDIX OCR-I: I-195 CPS, CONOPS/PSEMP

- CONCEPT OF OPERATIONS PLAN
- PROJECT SYSTEM ENGINEERING MANAGEMENT PLAN

CONCEPT OF OPERATIONS 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:

FDOT

Prepared by:
BCC Engineering, LLC
160 N. Westmonte Drive, Suite 2000
Altamonte Springs, FL 32714

June 2020

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List of Acronyms and Abbreviations

23 CFR 940 .....Federal Rule for ITS Planning and Architecture Development
AVI .....Automatic Vehicle Identification
ConOps .....Concept of Operations
CCTV.....Closed-Circuit Television
CPS .....Corridor Planning Study
DDI .....Diverging Diamond Interchange
DMS.....Dynamic Message Sign
EL.....Express Lanes
EOR.....Engineer of Record
ETC .....Electronic Toll Collection
FDOT .....Florida Department of Transportation
FHP .....Florida Highway Patrol
FLATIS .....Florida Advanced Traveler Information System
FTE .....Florida's Turnpike Enterprise
GGI .....Golden Glades Interchange
GPL .....General Purpose Lanes
IRV.....Incident Response Vehicle
ITS.....Intelligent Transportation Systems
LOS .....Level of Service
LSDMS .....Lane Status Dynamic Message Sign
MDX .....Miami-Dade Expressway Authority
MOT.....Maintenance of Traffic
OTM.....Operations Task Manager
PD&E .....Project Development and Environmental
RCTO.....Regional Concept for Transportation Operations
RISC.....Rapid Incident Scene Clearance
RITSA .....Regional ITS Architecture
RSS .....Ramp Signal System
RTMC .....Regional Transportation Management Center
SEFRTOC .....Southeast Florida Regional TMC Operations Committee
SELS .....Statewide Express Lanes Software
TADMS.....Toll Amount Dynamic Message Sign
TAS .....Toll Amount Sign
TIM .....Traffic Incident Management
TMC.....Transportation Management Center
TSM&O .....Transportation Systems Management and Operations
VDS.....Vehicle Detection System
WGS.....Warning Gate System

1. OVERVIEW

A refined build alternative has been developed as part of the I-195 Corridor Planning Study to provide new direct connections between the I-95 express lanes and I-195 to and from the east. The I-95 express lanes would directly connect to the I-195 facility via a non-tolled elevated viaduct constructed within the center of I-195. At the west end, the viaduct would start as flyover ramps connecting to and from the I-95 express lanes traversing eastward, for a distance of approximately 1.5 miles before touching down (eastbound)/taking off (westbound) to/from the existing I-195 level in the vicinity of the on/off ramps to Biscayne Boulevard. With the proposed configuration, I-95 express lane access would only serve traffic to and from Miami Beach by-passing the local mid-town interchanges along I-195. The refined build alternative also includes new connections between the elevated viaduct and the I-95 general purpose lanes to allow I-95 traffic either destined to or originating from Miami Beach, to by-pass the local mid-town interchanges along I-195. This report outlines a preliminary Concept of Operations associated with the direct connections between the I-95 express lanes and new elevated non-tolled viaduct that would be constructed in the center of I-195 east of I-95.

This Concept of Operations (ConOps) template is based on IEEE Guide for Information Technology – System Definition – Concept of Operations Document (IEEE Std 1362- 1998) dated March 19, 1998. The ConOps is based on the guidance identified in the Express Lanes Handbook which is discussed further in this report. The three levels of ConOps for express lanes (EL) facilities include regional, corridor, and project. A Regional Concept for Transportation Operations (RCTO) is developed for each region of the state that is planning and or implementing EL projects. The RCTO is developed prior to the Project Development and Environment (PD&E) process and provides a high-level regional vision for the proposed EL network and associated Transportation Systems Management and Operations (TSM&O) strategies. Corridor level ConOps are developed as part of the PD&E process and includes how the corridor will be implemented and phased over time. The project level ConOps is developed late in the PD&E process or during preliminary design and is specific to the project that will be designed and constructed. Refer to the Express Lanes Handbook for more information on the different types of EL ConOps.

The EL corridor or project ConOps is a planning-level document describing the operations, incident management, maintenance, stakeholder roles and responsibilities, connectivity, and integration of pricing and toll collection activities for the EL facility and associated systems. It is based on Florida's Statewide Systems Engineering Management Plan (SEMP), which outlines the roles and responsibilities for implementation and management of Intelligent Transportation System (ITS) projects. Stakeholders include operators (i.e., Transportation Management Centers), emergency responders, law enforcement, maintenance providers, local governments, transit agencies, customers, and others as deemed necessary by the Department for successful operations and maintenance (O&M) of the subject EL project. The ConOps determines the geographical and physical extent, user needs, sequence of activities performed, and the development, operations, and maintenance of the EL system.

If the EL project involves a direct connection between two EL facilities, the following is considered:

- If the direct connection is a separate project distinct from the adjoining EL facilities projects, then a ConOps specific to the direct connection is required; or,
- If the direct connection is part of one of the adjoining EL projects, the connection Is included in that project and references the ConOps of the other EL facilities.

The EL project ConOps is a living document "delivered" before progressing to the system requirements and design phases and as such are updated as the various components of the project are implemented, tested and deployed. It is typical for additional changes to the user needs and project concept to occur in subsequent project phases; however, changes made later in the project need to be managed carefully as they result in greater cost.

The ConOps reflects the latest scope of the EL system and is consistent with the system requirements, design and implementation to confirm successful system testing, system validation, operations and maintenance.

A corridor or project level EL ConOps follows this template. The first section of the EL ConOps document provides three elements: system identification; an overview of the document; and, a high-level overview of the proposed system.

1.1. Identification

This corridor-level ConOps document (i.e., Planning/Pre-PD&E phase) describes the operational requirements for the Interstate 195 (I-195) corridor within Miami-Dade County (study area). The southern extent of the project limits is the flyover on ramp from I-195 WB to I-95 SB approximately 1/3 mile south of I-95 / I-195 interchange. The northern extent of the project limits is located 0.40 miles north of the interchange of I-95 / I-195 interchange on both I-95 NB & SB direction of travel. The eastern project limit is located 4.60 miles from the I-95 / I-195 interchange to the signalized intersection of Arthur Godfrey Road & Meridian Ave in City of Miami Beach. The western project limit is located 0.62 miles from the I-95 / I-195 interchange along SR 112.

The corridor was divided into three segments for purposes of conceptual improvement development (see **Figure 1**):

1. I-195 corridor from SR 112 terminus point to the eastern project limit that is located 4.60 miles from the I-95 / I-195 interchange to the signalized intersection of Arthur Godfrey Road & Meridian Ave in City of Miami Beach.
2. I-95 corridor: The southern extent of the project limits is the flyover on ramp from I-195 WB to I-95 SB approximately 1/3 mile south of I-95 / I-195 interchange. The northern extent of the project limits is located 0.40 miles north of the interchange of I-95 / I-195 interchange on both I-95 NB & SB direction of travel.
3. SR 112 corridor, from I-195 terminus point to the western project limit that is located 0.62 miles from the I-95 / I-195 interchange along SR 112.

Figure 1: I-195 Corridor Planning Study Project Limits

EL projects include multiple components with existing subsidiary documents or on occasion, existing ConOps for statewide platforms such as tolling systems. All related ConOps documents are described in a hierarchical manner, identifying the position of this document relative to other ConOps or related subsidiary documents as shown in **Table 1**.

Table 1: Format for Identification of all Concept of Operations of Related Subsidiary Documents for the Express Lanes Project

Document ID	Title of ConOps or Related Document	Summary of Contents
(Financial Project ID)	I-95 / I-195 Concept of Operation or related documents	Primary ConOps introducing Planning / PD&E Study for Express Lanes metering to I-195 in Miami-Dade County.

1.2. Purpose and Intended Audience

The purpose of this ConOps document is:

- To communicate user needs and the proposed system expectations.
- To communicate the system developer's understanding of the user needs and how the system will meet those needs.
- To build consensus among user groups or developers.
- To create the basis for requirements development and verification.
- To create the framework for system validation.
- To provide an overview for, or to be part of, a press release or information brochure.

The intended audience for this ConOps document are stakeholders listed in **Section 1.5**.

1.3. Document Overview

This ConOps document describes the existing system, the needs, changes that would address the needs, and the final system after the changes are made to the I-95 and I-195 system. This document is specific to the improvement concepts for the I-195 corridor within Miami-Dade County. The analysis includes the evaluation of the study interchanges, interchange influence areas, ramp junctions, and connections to the I-95 Express Lanes.

1.4. High-Level System Overview

For the build alternative being recommended for further development during the PD&E phase, the I-95 express lanes would directly connect to the I-195 facility via a non-tolled elevated viaduct constructed within the center of I-195. At the west end, the viaduct would start as flyover ramps connecting to and from the I-95 express lanes traversing eastward, for a distance of approximately 1.5 miles before touching down (eastbound)/taking off (westbound) to/from the existing I-195 level in the vicinity of the on/off ramps to Biscayne Boulevard. With the proposed configuration, I-95 express lane access would only serve traffic to and from Miami Beach by-passing the local mid-town interchanges along I-195. The refined build alternative also includes new connections between the elevated viaduct and the I-95 general purpose lanes to allow I-95 traffic either destined to or originating from Miami Beach, to by-pass the local mid-town interchanges along I-195.

The goal for the concept was to provide additional mainline and interchange capacity while minimizing right-of-way acquisition/impacts and construction costs. In addition to the physical geometric improvements, the CPS expands the following existing ITS system components:

- Dynamic Message Signs (DMS) System
- Lane Status Dynamic Message Signs (LS-DMS) Systems
- Toll-Amount Dynamic Message Signs (TA-DMS) Systems
- Arterial Dynamic Message Signs (ADMS)
- Vehicle Detection System (VDS)
- Closed-Circuit Television (CCTV) Camera System
- Warning Gate System (WGS)
- Wrong Way Detection System (WWDS)

1.5. Stakeholders

The corridor will be managed and operated by the Florida Department of Transportation (FDOT) District Six SunGuide® Transportation Management Center (D6 TMC). The D6 TMC will use the statewide SunGuide® software to monitor and control the ITS field devices. The toll operations functionality will be controlled through the FDOT Statewide Express Lanes (SELS) software as part of the Operations Task Manager (OTM) software. OTM interfaces with the SunGuide® software and the Florida's Turnpike Enterprise (FTE) back office software. FDOT D6 will utilize their respective contracts/resources for:

- TMC Operations
  - Freeway Operations
  - EL Operations
  - Ramp Signaling Operations
  - Arterial Operations
  - TMC Public Information
  - IT/Network Maintenance
- Incident Management
  - Road Rangers
  - Incident Response Vehicle (IRV)

  - Florida Highway Patrol (specific to EL)
- ITS Maintenance
- Roadway Maintenance

Florida Highway Patrol (FHP) and local police/fire rescue agencies will provide emergency response for the entire corridor. The FHP will also be responsible for enforcement in the field and along the EL as part of a Hireback Program.

Refer to **Table 2** in **Section 2.4** for the summary of existing stakeholder roles and responsibilities.

1.6. Referenced Documentation

The following documentation is referenced as part of the I-195 Corridor Planning Study Concept of Operations:

- FDOT Express Lanes Concept of Operations Template, 2018
- 95 Express Lanes Phase 2 Concept of Operations for I-195 from Golden Glades Interchange to Broward Boulevard, April 18, 2015
- Southeast Florida Express Lanes Regional Concept for Transportation Operations (RCTO), dated May 2014
- FDOT Express Lanes Handbook, dated April 2015.

2. CURRENT SYSTEM SITUATION

2.1. Background, Objectives, and Scope

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 (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, SR 112/I-195 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.

The objective and scope of this project is to provide multimodal improvements within the I-195 study corridor to address current and future mobility, transportation demand and safety issues as well as improved access for multimodal users of the corridor including I-95 express lanes access for transportation users along I-195 east of I-95. Additionally, the project is intended to provide improved bicycle/pedestrian connectivity between the Cities of Miami and Miami Beach consistent with the vision of the Miami-Dade 2040 Long Range Transportation Plan (for non-motorized users) to create interconnected bicycle and pedestrian friendly communities throughout the county. This I-195 CPS is the first phase of the planning process. Alternatives identified will be further refined and developed in the subsequent Project Development and Environment (PD&E) phase.

2.2. Operational Constraints

2.2.1. Capacity Limitations

Within the project limits, I-195 currently experiences AM peak period congestion in the eastbound direction and PM peak period congestion in the westbound direction. It is projected that increase in traffic will significantly exceed the capacity of I-195 within the project limits, causing a wider spread of congestion on the I-195 corridor.

2.2.2. Regional Considerations

This study's refined concept includes (as shown in Section 3.1) new express to express direct connect ramps within the I-95 / I-195 interchange; helping to meet regional connectivity goals. Regional constraints of this CPS include direct EL connectivity between major interchanges at the western end of the corridor.

2.3. Description of the Current System

The FDOT has implemented a mature ITS Program along the project corridor that is operated from the FDOT D6 TMC located at 1001 NW 111 Avenue, in Miami-Dade County. The D6 TMC operates 24 hours per day/7 days a week and uses the statewide SunGuide® Software to monitor and control the field devices. The regional fiber optic communications network connects the TMC and the District field devices, as well as having a connection to FTE back office systems and neighboring Regional TMCs (RTMCs). FTE Tolls has dedicated buffer tubes along the fiber optic network.

The D6 TMC participates in the Southeast Florida Regional TMC Operations Committee (SEFRTOC) to coordinate operations at interchanges with roadways operated by other RTMCs (FDOT D4, MDX, and FTE). Through the SEFRTOC, procedures exist for incident coordination, information dissemination and sharing data/video. Each RTMC acts as the command and control center for their respective ITS programs. FDOT D6 pertinent ITS to this CPS include field devices, software, incident management, traveler information, EL, and ramp signaling. The existing 95X currently within Miami-Dade County and Broward County and the D6 TMC is responsible for setting tolls along all tolling segments in each direction, communicating toll amounts to the FTE back office services, and posting messages and toll amounts on all 95X-assigned DMS. Any proposed ITS related device along this study corridor will become part of D6 ITS network.

FTE provides the Electronic Toll Collection (ETC) System for all EL throughout the State of Florida. This includes the toll gantry equipment, toll tag readers, toll building equipment, and all back-office software for account management and customer service. The D6 TMC coordinates with the FDOT D4 TMC, located at 2300 Commercial Boulevard in Broward County, on all events along the 95X corridor. Though D6 TMC is responsible for toll setting for all existing tolling segments in both counties, each district RTMC is responsible for its own incident management and resources.

Throughout the CPS area, the D6 TMC owns, operates, and maintains ITS field devices and a fiber optic communications network. The devices include:

Closed-Circuit Television (CCTV) Cameras – CCTV cameras are used for monitoring the roadways to support incident detection, toll verification, and incident clearance verification. Within the CPS area, there are CCTV cameras, including some specifically used to verify messages on the DMS, called V-CCTV. V-CCTV are typically at a ratio of one-to-one with the DMS it is positioned to view. The CCTV cameras provide full coverage and support full pan, tilt, and zoom capability. CCTV video is shared among the TMCs through a regional fiber communication network. The video is shared with the public through the Florida Advanced Traveler Information System (FLATIS) or FL511.com website. Video is made available to local agencies through the Miami-Dade County Communications network or a direct link to the D6 TMC. Media also has access to all the regional video through the D6 TMC. Video is also shared with the public and local agencies through real time video streams on the Districts' TMCs websites and Traffic Land.

Dynamic Message Signs (DMS) – The D6 utilizes DMS' and ADMS' (Arterial DMS) to provide motorists with event information that may impact the motorists' decision to divert into or out of the EL. These full color, three-line, full-matrix DMS are used to disseminate event information (incidents, lane closures, weather, etc.), safety messages, travel time messages, and special alerts to motorists along the I-195 corridor. All DMS are monitored and controlled vis the SunGuide® Software DMS Subsystem. Additionally, the D6 TMC maintains and operates Toll Amount DMS (TA-DMS) and Lane Status DMS (LS-DMS) to support the adjustments to the Toll Operations for 95X due to the new connections from I-195 to and from the east. The TADMS are attached to static signs containing the EL destinations. The static signs containing the TADMS are referred to as Toll Amount Signs (TAS). The TADMS are full color, 7-character DMS inserts which display the toll amounts for each destination. In addition to the toll amounts, they should be able to display "$0.00" and "CLOSED". Each Express Lane entrance (ingress) has at least one TAS upstream of its ramp entrance. The LSDMS are attached to static guide signs for each EL entrance. They are full color, one-line, 18-25 characters DMS that typically display the operational status of the 95X, such as "TOLLS ENFORCED", "OPEN", "EXPRESS LNS CLOSED", or "CONGESTED". The "CONGESTED" messages are displayed when the EL performance drops below the target of an average speed of 45 miles per hour.

Microwave Vehicle Detection Stations (MVDS) are used to monitor traffic operations and collect real-time traffic flow data including volume, speed, and occupancy. The data is also used to support the traffic management functions such as detecting incidents and archiving traffic data for transportation planning and reporting purposes. The D6 TMC operates and maintains MVDS radars within the CPS area, which are spaced at approximately one-third mile spacing. The MVDS are also used to support toll setting. Traffic data is collected every 20 seconds and disseminated to the SunGuide® Software. The D6 TMC utilizes OTM software and SELS that uses the collected speed and volume data (within the EL only) to feed a dynamic tolling algorithm which calculates tolls based on its 15- minute change in demand.

Ramp Signal System (RSS) – Currently, there are no RSS deployed along I-195 within the study area. However, as part of the *95 Express Lanes - Phase 1 Project*, FDOT installed RSS on most of the I-95 entry Ramps. To be consistent, it is recommended to install RSS on I-195 entry Ramps.

Proposed Ramp signals will be controlled through the SunGuide® Software from the D6 TMC. The RSS field components are shown in **Figure 2.** The upstream, local, and downstream detectors are MVDS. The passage, demand and ramp queue detectors are inductive loop detectors. All the detectors pass through the ramp signal controller to the SunGuide® Software. The ramp signal controller is a 170E type and it controls the signal heads located at the stop bar between the demand and passage detectors.

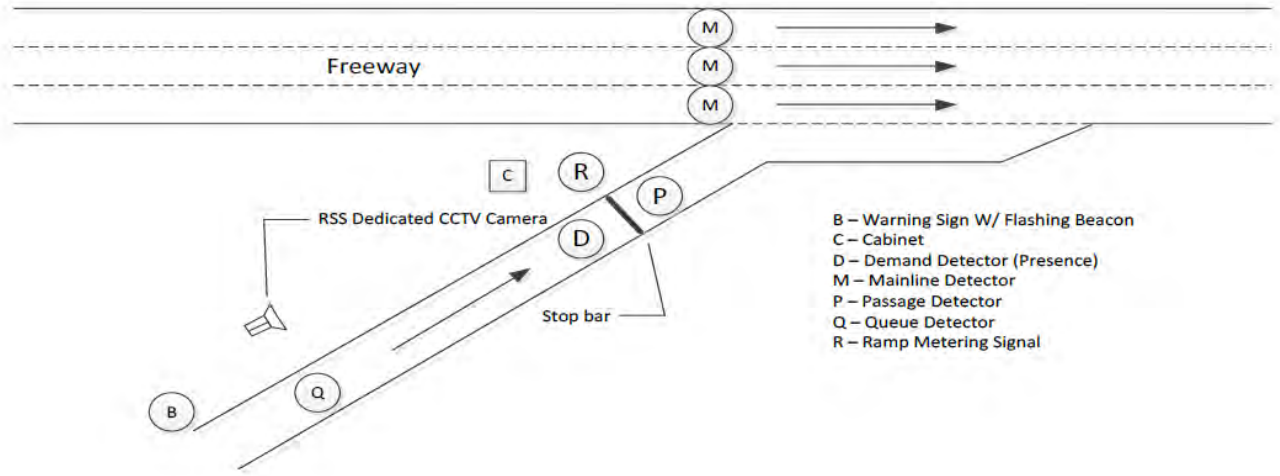

Figure 2: Ramp Signal System Components

Warning Gate System (WGS) - The WGS is a series of automated gates/signs that will be used to close access to 95X during incidents on the EL. The gates and signs will be in a master-slave configuration in the field for each location. A current WGS in the study area is at SR 112 eastbound for northbound 95X. The WGS can be operated either remotely from the D6 TMC using SunGuide® Software or directly in the field. The WGS is integrated into FDOT D6's existing fiber optic communications network and is powered by service locations. The WGS is maintained by FDOT D6 via an existing ITS maintenance contract.

Wrong Way Detection System (WWDS) - Currently, there are no WWDS deployed along I-195 within the study area. FDOT Design bulletin 19-03 introduced Wrong Way Driving Advanced Countermeasures at Interchange Exit Ramps. Wrong Way Detection System will be provided at exit ramps. The wrong way alert is transmitted from the Wrong Way field device, the alert data can be transmitted by a cellular gateway antenna, fiber optics ethernet network to be received in the District's SunGuide® servers.

2.3.1. TMC Software

The D6 TMC utilizes the SunGuide® Software. SunGuide® Software is FDOT's Statewide TMC software application for the control of ITS roadway devices, traffic and incident management, data collection, traveler information dissemination, as well as information exchange across a variety of transportation agencies.

The D6 TMC has GPS (AVI) devices on the Road Ranger vehicles that send GPS data to the SunGuide® Software to display and report on Road Ranger positioning. D6 TMC also has the OTM software that supports all aspects of the TMC operations: data collection, performance reporting, information dissemination, EL operations (including SELS), ramp signaling operations, Rapid Incident Scene Clearance (RISC) operations, Road Ranger break log, shifts change, communication logs, and ITS maintenance.

The D6 TMC has specific contractual operational performance measures that are tracked using the Operator Quality Control (OPQC) Database, which is also a component of OTM. OTM interfaces with the SunGuide® Software through a Databus communications that allows OTM to collect data from as well as send commands to the SunGuide® Software.

As part of OTM, the D6 TMC utilizes SELS to manage Express Lane toll setting. The dynamic, congestion pricing tolling algorithm is based in SELS and utilizes the detector data (volume and speed) populated by the SunGuide® Software to compute changes in demand along the EL, which is used in combination with pre-configured level of services (LOS) tables to assign a toll to the facility for each tolling segment in each direction. The tolling algorithm is set to 15-minute intervals.

2.3.2. Express Lanes

D6 TMC manages two express lanes in each direction and toll gantries along I-95. The D6 TMC is responsible for toll setting, ITS maintenance and incident management along the I-95 corridor, including the express lanes. Currently, there are no express lanes deployed along I-195.

2.3.3. Toll Systems

No tolling equipment is to be installed within project layout.

2.3.4. Incident Management

Existing incident management efforts consists of four key program elements along the CPS area. These include: TIM Teams, Road Rangers, RISC, and IRV Operations. All these resources are managed by the D6 TMC. These resources are established throughout and will need to be expanded based on the CPS. As the project(s) continue to be refined and developed, the Engineer of Record (EOR) will need to identify and expand on these resources in future phases.

2.3.5. Enforcement Activities

The CPS area is enforced by FHP, Troop E, which includes the GPL and future RSS. Additionally, the D6 TMC utilizes a contract mechanism called the FHP Hireback Program in which FHP will patrol I-195 elevated viaduct exclusively. They provide enforcement activities including speed, lane-diving (crossing illegally over the ELMs), illegal entry into the EL when the facility is closed, and High Occupancy Vehicle (HOV) and transponder misusage.

2.3.6. Customer Service Activities

FDOT provides traveler Information through a Statewide 511 System known as FLATIS. FLATIS provides traveler information via a website (www.FL511.com), a mobile application and an Interactive Voice Recognition (IVR) system by dialing 511. FLATIS is populated from information provided by both D4 and D6 TMCs via the SunGuide® Software. FLATIS provides users up-to-the minute reports on traffic events, regional travel times, construction events, links to other agencies and more. Snapshot images of CCTVs are also provided via the FLATIS website. DMS also provides additional traveler Information.

2.4. User Class Profiles

The primary users of the CPS area are personal vehicle, transit, and commercial traffic. In addition to the motoring public, there are stakeholder agencies that play a critical role in the operations along the project corridor. **Table 2** on the next page, provides a high-level description of the stakeholders affected by this project in addition to their roles and responsibilities.

Table 2: Summary of Existing Stakeholder Roles and Responsibilities

Stakeholder Internal	Roles and Responsibilities
FDOT District 6 Operations	• Monitor corridor for congestion and incidents • Operation of EL facilities • Operate and maintain traffic management system components • Receive regular system status reports • Provide corridor Service Patrol • Develop and refine ramp metering operational strategies • Operate the Ramp Signaling System (RSS) • Operate the Warning Gate System (WGS)
Central Office	• Statewide guidelines on traffic and incident management • Statewide Florida 511 program • Statewide data sharing • Statewide regulations on traffic operations • SELS and SunGuide change management
Florida's Turnpike Enterprise	• Monitor corridor for congestion and incidents • Operation of EL facilities • Operate and maintain traffic management system components • Receive regular system status reports • Provide corridor Service Patrol • Operation, maintenance and marketing of Florida SunPass® services • Specification, development, and maintenance of open road tolling hardware including antennas, gantries, readers, communications and other infrastructure • Customer support including call center and account management
Florida Highway Patrol Troop E	• Partner in developing operational procedures • Enforcement of traffic laws • Incident scene management if Fire/Rescue services are not present • Enforcement of regulatory displays at ramp meter signals
Local and County Public Safety Agencies (Miami-Dade County Fire and Miami-Dade Police Dept.)	• Management of incident scenes in partnership with FHP • Provide emergency care and rescue services at incident sites • Provide fire containment and initial HAZMAT response and containment • Provide emergency medical care • Transport injured from incident scene to hospital
Local and County Transportation Agencies (Miami-Dade County Traffic Division)	• Manage regional traffic control efforts and assist in coordinating traffic across boundaries along alternate routes • Coordinate with other regional agencies during emergencies and evacuation for emergency traffic control in the event of freeway / expressway closure • Coordinate transit signal priority (TSP) services utilizing bus location data on parallel corridor routes

Table 2 (Continued): Summary of Existing Stakeholder Roles and Responsibilities

Stakeholder Internal	Roles and Responsibilities
Public Transit Agency (Miami-Dade Transit and Broward County Transit)	• Provide bus and rail transit services in corridor including Express Bus • Provide and maintain park-and- ride facilities adjoining corridor supporting Express Bus • Provides service alerts and advisories • Provides next train arrival times • Provides next bus arrival times
Federal Highway Administration	• Provide funding support for key projects • Provide technical and procedural oversight for ITS and other program compliance on projects with Federal funding and/or on Interstate system
Miami-Dade Transportation Planning Organization (TPO)	• Develop Constrained Long-Range Transportation Plan, Transportation Improvement Plan and/or Regional Transportation Priorities Plan (typical) • Champion the enhancement of transportation systems management and operations for all agencies in region

2.5. Support Environment

The existing ITS systems are maintained by contractors managed from the D6 TMC. The ITS maintenance contract includes preventative and emergency repair services, separately for EL versus non-EL ITS devices. The ITS maintenance contractor has performance measures for responding to and resolving failures depending on the nature of the failure (e.g., critical versus non-critical). These services are tracked via the OTM software, also operated out of the D6 TMC.

FDOT D6 provides roadway maintenance/asset maintenance for I-195 within Miami-Dade County. The Road Rangers in Miami-Dade County are managed through the D6 TMC. FDOT D6 roadway maintenance contractors are contracted to maintain the system according to a level of service established within their respective scope of services.

3. CHANGE JUSTIFICATION

3.1. Justification for Changes

The I-195 CPS developed and evaluated improvement concepts during a planning level operational analysis for the I-195 corridor within Miami-Dade County. The study conducted between 2017 and 2020, proposed a refined build concept that will be further evaluated in a future PD&E study for the entire corridor. The CPS notes that the following will be necessary:

- Interchange improvements at the I-95 / I-195 interchange
- Major interchange improvements at I-195/SR 112
- New direct EL connections to/from I-195
- Improvement to connection of SR 112 to I-95

These improvements will be further evaluated in subsequent PD&E and Design Phases. These phases will further evaluate the ITS infrastructure and support required to manage the transportation network. At this stage of the CPS, these are the design elements that were considered when developing this ConOps.

Other design features that are applicable to the entire corridor include:

- Match programmed improvements being addressed in PD&E studies throughout the corridor.
- Minimize impacts to already approved project concepts currently in PD&E or design.
- Maintain existing ramps and connections that are deemed critical.
- Address geometric deficiencies where feasible.
- Incorporate interchange improvements where cost feasible.

3.2. User Needs

See Section 2.4

4. CONCEPTS FOR THE PROPOSED SYSTEM

4.1. Background, Objectives, and Scope

The CPS identified improvements that will create additional capacity throughout the corridor, enhance regional connectivity and increase safety of motorists. The development of these improvements during the PD&E and design phase will need to include ITS infrastructure and the proper resources to manage, operate and maintain the corridor. These additional systems and assets include, but are not limited to:

- Additional ITS Infrastructure – Due to the additional capacity, new roadway geometry, and enhanced connectivity the replacement and enhancement of ITS devices (CCTV cameras, MVDS radars, DMS, ADMS, RSS, WWDS, etc.) will be necessary for infrastructure impacted during construction and when considering the additional capacity and enhanced connectivity.

- Additional operations staff – Proper staffing levels will need to be evaluated based on network coverage, operational strategies, and necessary coordination with external partners. Activities anticipated to be considered for expansion and further evaluation at this stage of project development include:
    - Network coverage to provide 24/7/365 management of EL, GPL, messaging, and monitoring
    - Incident management response, resources and personnel
    - Enhanced performance measurement, analysis, and reporting
    - Engineering and operational analysis
    - IT support
    - Public information and outreach

- Additional ITS maintenance staff – An evaluation of current maintenance staffing levels should be performed due to new infrastructure and additional devices being utilized for the future conditions. A preliminary evaluation should be performed during the PD&E Phase to determine additional resources and personnel necessary for established maintenance protocols.

4.2. Operational Policies and Constraints

With the growth in the regional EL network as well as system to system connectivity improvements it will be essential to establish business rules, operational constraints, system configurations, and relationships to the RITSA and SITSA. Specific details related to the EL diagrams which portray the layout of access points and dynamic signing, will be developed in the PD&E study that will follow the CPS.

4.2.1. Operational Policies/Business Rules

FDOT established the initial business rules and operational policies for the 95X network during the deployment of Phase 1 of the system in 2008. These policies and business rules were updated for 95 Express Lanes Phase 2. Policies and business rules will be developed during the design phase for I-195 elevated viaduct. The operational policies and business rules of future condition of the corridor will follow what is currently in place to ensure the goals and outcomes of the projects associated with the CPS are consistent.

FDOT is expanding the EL network across the State and therefore has established guidance and policy decisions that enable the operations of these facilities. The existing guidance and policy decisions are contained in the following documents:

- Florida Administrative Code 14-100.003 (Toll Rule) was established in 2008 and was amended on April 10, 2017. Additional Operating Policies include:
    - Vehicle Eligibility – No trucks or utility/boat trailers will be allowed in the EL. All buses are allowed in the EL and are the only three-axle vehicle permitted.
    - Enforceability for facility closures – Full color matrix DMS is the preferred sign type for EL projects. The regulatory sign message on the TADMS will be "CLOSED" using black background with white lettering. For the LSDMS, the sign message will be "EXPRESS LNS CLOSED" using black background with white lettering.
    - Vehicle/Toll Exemptions – Only the limits of the Urban Partnership Agreement (UPA) (I-95 from I-395 in Miami Dade County to I-595/Broward Boulevard Park- and-Ride Lot in Broward County) will allow exemptions for registered carpools with 3+ occupancy and registered buses.

- FDOT Central Office Express Lanes Handbook – This document was developed to provide statewide guidance in supporting regional transportation solutions. The contents of this document represent actions that need to happen on a statewide level and are developed to encourage the Consistent, Predictable, Repeatable (CPR) process. This handbook contains information related to planning and implementation of EL facilities

and defines the use of data toll gantries. The handbook is considered a "living document" and will be modified and updated accordingly.

- 95 Express Lanes Phase 2 Business Rules Technical Memorandum - The business Rules document was developed to ensure regional operating consistency. The business rules primarily focus on elements that affect how tolls are charged for various scenarios. The Business Rules Memorandum defines the following concepts and their impacts to tolling:

    - Operating Modes
    - Trip Tolls
    - Toll Adjustments
    - Special Cases
        - Closed Operations
        - Detector Malfunction
        - TADMS Malfunction
        - Stuck Segment Toll
        - Stuck Maximum Trip Toll
        - LSDMS Malfunction
        - Verification CCTV Camera Failures
        - FTE Communications Complications
        - Toll Setting Software Start-Up
        - Operating Mode Changes

4.2.2. Possible Constraints

The possible constraints for the proposed system include:

- Funding for EL O&M will be provided from toll revenues. For the success of the project and to meet performance targets adequate funding levels have to be allocated.
- Direct connection ramps will be proposed to connect I-95, I-195, and SR 112. These connections will require operation policies and procedures to facilitate adequate ramp signage. Toll pricing will need to be further evaluated and agreed upon between FDOT D6 and FTE.

4.3. Description of the Proposed System

The Project limits are along I-195 from Interchange of I-195 with I-95 to intersection of Artur Godfrey Road and Meridian Ave in Miami-Dade County. An elevated non-tolled viaduct will run along the median, with buffer separation from the local lanes, within the project limits improving capacity and operating conditions throughout the project corridor. The elevated viaduct will connect to the I-95 northbound and southbound express lanes where dynamic, congestion-based pricing will be used to manage demand in the I-95 EL.

To improve operations of the above mentioned physical geometric improvements, I-195 corridor should in addition to the existing systems and devices also include, at a minimum, the following ITS system components:

- DMS System
- MVDS
- CCTV Cameras System
- WGS
- RSS
- WWDS

The project is consistent with the South Florida RITSA that is defined for FDOT D6. The South Florida RITSA includes Market Packages related to the deployment of EL and RSS. The following Market Packages are used to define the Project ITS Architecture:

- ATMS02 Network Surveillance
- ATMS04 Freeway Control
- ATMS06 Traffic Information Dissemination
- ATMS07 Regional Traffic Control
- ATMS08 Traffic Incident Management System
- ATMS09 Traffic Forecast and Demand Management
- ATMS10 Electronic Toll Collection
- ATMS21 Roadway Closure Management

These system and devices, including the enhancement of existing systems and devices, will be further evaluated during the PD&E phase that will follow the CPS.

4.3.1. Dynamic Message Signs (DMS) System

The project will include additional DMS in two functional areas as described below:

- Information Dissemination - The D6 TMC EL Operators will use the DMS to provide motorists with event information that may impact the motorists' decision to divert in to or out of the I-95 and I-195 GPL and EL. They will also be used for travel times, vehicle alerts, safety messages, construction, and other messages approved by FDOT in accordance with the District's TMC standard operating procedures.
    - DMS – will be placed along the westbound Julia Tuttle Causeway in advance of the westbound viaduct take off point leading to the I-95 northbound EL and in the I-95 southbound EL prior to egress ramp out of the EL to the eastbound viaduct. The DMS will be controlled by the District TMC SunGuide® Software. DMS messages will be generated by the SunGuide® Software and will be associated with specific events created in the SunGuide® Software. The DMS located in Miami-Dade County will be integrated into D6 TMC network.

- Toll Operations
    - Toll Amount DMS (TADMS) – The TADMS are attached to static signs containing the EL destinations. The static signs containing the TADMS are referred to as Toll Amount Signs. These signs display the toll amounts for each destination and monitoring and control functionality will be provided by the SELS, SunGuide® DMS Subsystem. In addition to the toll amounts, they should be able to display "$0.00",

"CLOSED", and "TEST". They should be designed to provide a high degree of reliability and availability.

- Lane Status DMS (LSDMS) – The LSDMS are attached to static guide signs for the EL entrance. They typically display the operational status of I-95 ELs, such as "TOLLS ENFORCED", "OPEN", "EXPRESS LNS CLOSED", or "CONGESTED". The LSDMS will be controlled by the SELS, SunGuide® DMS Subsystem. The "CONGESTED" messages are displayed when the I-95 ELs performance drops below the target of an average speed of 45 miles per hour.

4.3.2. Microwave Vehicle Detection System (MVDS)

The MVDS will collect real-time traffic volumes, speeds, and occupancy data. The raw detector data will be processed to reduce erroneous data from the data set before it is fed into the dynamic pricing algorithm for calculating tolls. The MVDS will be integrated into the TMC's SunGuide® Software for collecting and storing the raw data. This data will also be used by the D6 TMC Operators to detect incidents and can be used to post travel times. The MVDS in the EL requires a higher level of accuracy and reliability as they play a critical part of determining tolls to be charged. The accuracy of the detectors should be 95% for speed, volume, and occupancy regardless of direction. When detectors are not providing the required level of accuracy, then they will be removed from the data fed into the dynamic pricing algorithm. The vehicle detectors within operational segments will be on the D6 TMC network and will be used to monitor traffic conditions, toll setting and reporting by D6 TMC. MVDS should have a typical detector spacing of one-fourth (1/4) to one-third (1/3) mile.

4.3.3. Closed-Circuit Television (CCTV) Cameras System

The additional CCTV cameras will be integrated into the existing CCTV control software used by the FDOT D6 TMC. The D6 TMC Operators will use the CCTV to quickly detect, verify, and monitor incidents in both the EL and GPL. The CCTV cameras will also be used by the D6 TMC EL Operators to confirm the messages and toll amounts posted on all DMS. The CCTV camera should be designed to provide 100% coverage of the EL and GPL. It is the Department's goal to have one dedicated verification CCTV for each DMS within the project limits. The TADMS and LSDMS will be configured to the D6 TMC SunGuide® Software and will be used by D6 TMC EL Operators to confirm the messages posted. The CCTV camera will be used for incident management in Miami-Dade County along EL and GPL and will be on the D6 TMC network.

4.3.4. Warning Gate System (WGS)

FDOT D6 currently operates and maintains a WGS as it relates to specific ingress (entrance) locations for 95X in Miami-Dade County. The CPS currently recommends expanding on the WGS with the introduction of new ingress locations at I-195.

4.3.5. Wrong Way Detection System (WWDS)

FDOT Design bulletin 19-03 introduced Wrong Way Driving Advanced Countermeasures at Interchange Exit Ramps. Wrong Way Detection System will be provided at exit ramps along this project corridor. The wrong way alert is transmitted from the Wrong Way field device, the alert

data can be transmitted by a cellular gateway antenna, fiber optics ethernet network to be received in the District's SunGuide® servers. The preference for the use of any of these communication modes is up to the District.

4.3.6. Incident Management Concepts

The following sections provide guidelines for the incident management concepts that will need to be considered during the PD&E and Design phases associated with the CPS. The final build conditions that are considered during the PD&E and design phases must maintain, or improve, the existing incident management concepts in place along the corridor.

4.3.7. Emergency Access

Any changes to access for the EL, regarding emergency management, must be evaluated by incident management stakeholders and all first responding agencies (FHP, Fire Rescue, Emergency Medical Services (EMS), etc.) prior to being incorporated in the final design conditions.

4.3.8. Staging, Investigation Areas, and Emergency Stopping Sites

Staging areas will be provided within the corridor at key locations for Road Rangers, IRV, and FHP. The following are definitions and descriptions for each strategy:

- Staging areas - strategically placed locations for incident responders to have safe access to the EL. They will be located along each direction of the corridor where heavy demand is anticipated. It is recommended that they be placed immediately upstream of investigation areas, toll gantries, and EL entrance ramps.
- Investigation areas – provided for FHP and other responders to manage incidents and events, relocate vehicles blocking EL or access ramps, and perform other tasks related to traffic investigation. They will be used by first responders to assess incidents after lane blockages have been cleared. It is recommended that these areas are large enough to hold multiple tow trucks and response vehicles. They should be placed at interchange off ramps or toll gantry buildings where possible.
- Emergency Stopping Sites (ESS) – strategically placed along the I-195 corridor shoulders providing increased shoulder width for disabled and emergency response vehicles to safely be off the EL travel lane. FHP also uses the ESS for staging and for police activity (i.e., issuing citations).

4.3.9. Incident Response Resources

The FDOT D6 TMC will supplement their current District contracts for Road Rangers and IRV to provide additional incident response resources along I-195. The staffing, personnel, and resources necessary to accommodate the future conditions will be further evaluated in the subsequent phase of the CPS.

4.3.10. Enforcement

Enforcement will play a critical role in maintaining the integrity of the EL connections. Enforcement will be provided for EL utilizing the existing FTE methods for identifying toll violators as they pass through the toll gantries. Vehicles must display a SunPass® transponder, and FTE's Violation Enforcement System will electronically monitor traffic. Drivers without transponders will have their license plates photographed and receive an Unpaid Toll Notice (UTN) for failing to pay a toll. Failure to resolve the UTN will result in a Uniform Traffic Citation (UTC). FDOT D6 utilizes the existing FHP Hireback Program for enforcement activities (other than toll violations) in the project corridor. Additional considerations for enforcement policies and procedures will need to be further evaluated during the PD&E phase, following the CPS.

4.3.11. Toll Signing Scheme

At this time, no tolling schemes have been identified or were considered during the planning phase of the project. It is recommended that the following categories be considered for the preferred alternative that is identified during the PD&E phase:

- EL Points of Ingress/Egress
- EL Segments
- Destination signing

Additional details related to these categories will be further evaluated during the PD&E phase that are programmed to follow the CPS.

4.4. User Involvement and Interaction

The Project O&M will be a multi-agency effort among internal stakeholders FDOT D6 and FTE. The User Profiles and Support Environments do not change; however, the project specific roles and responsibilities shall be verified and identified existing external interfaces and coordination will need to be further evaluated throughout the project development process.

The following section provides a summary of the current user profiles and support environment. The D6 TMC will be responsible for setting tolls for all segments and maximum trip tolls and communicating the toll amounts to the FTE for back office services. Operating procedures will be developed and maintained by the D6 TMC for toll setting operations. These procedures will include notification protocols between D6 TMC and FTE for equipment and communication failures. The software applications for toll setting will be developed and maintained by D6 SunGuide TMC. The D6 TMC will be responsible for monitoring, maintaining, and responding to ITS device failures along the corridor. The D6 TMC will develop maintenance plans to meet the following requirements:

- Detector Accuracy greater than or equal to 95% for all time periods for volumes and speeds.
- System Availability:
    - DMS Subsystem > 98.0%
    - Camera Subsystem > 99.0%
    - Detector Subsystem > 97.0%
    - Ramp Signaling Subsystem > 99.0%

- Response to any failure of I-195 ITS devices will be considered a critical response as defined in each District's ITS Maintenance contract.
- Fiber Communications/Servers/Switches greater than or equal to 99.99%.

The PD&E and Design phases of the programmed projects for the corridor will develop updates to the incident management procedures among responding agencies and Maintenance of Traffic plans for events affecting I-195 elevated non-tolled viaduct based on the preferred alternative. D6 TMC will be responsible for incident management dispatch, response, and clearance for portions of I-195 elevated non-tolled viaduct in Miami-Dade County. The I-95 Express Lanes Incident Management Plan identified mutual aid agreements among all incident responders and established incident management resources to support the following performance targets:

- Incident Verification (Event Creation to Event Confirmation) < two minutes
- Incident Response (Road Rangers/SIRV/IRV Notification to Road Rangers/SIRV/IRV Arrival) < five minutes
- Travel Lane Blocking Duration (First Travel Blockage to All Travel Lanes Open) < 20 minutes
- Facility Closed due to Non-Recurring Events < three percent of the time

FTE will be responsible for ETC, which include account management and maintaining the electronic tolling system (SunPass®) at the toll gantries and inside the toll buildings. FDOT D6 will be responsible for maintaining the gantry structures and toll buildings located in Miami-Dade County. FDOT D6 owns the tolling equipment in their respective District and FTE is only responsible for maintaining the equipment. The business rules for account management will be developed, maintained, and managed by the FTE.

Public Information Services will be a joint effort among all agencies involved, with FDOT D6 Public Information Office taking a lead role. A common public information software application will be used by all agencies, as applicable. Incident management and general inquiries will be supported by FDOT D6. FTE will take the lead on SunPass®/account management public inquiries. South Florida Commuter Services will take the lead regarding exemption registrations. Each transit agency will be responsible for inquiries regarding their respective transit services.

Performance reporting for the EL will be the responsibility of D6 TMC, i.e., Central Office quarterly reports. D6 TMC will be responsible for all reporting along the corridor. FTE will be responsible for toll and revenue reports.

Additional user profiles will be defined during the PD&E phases of the project that are a result of the CPS. The PD&E study will have the ability to detail specific information regarding each segment of the corridor and define the user and their roles and responsibilities for the I-195 corridor.

4.5. Assumptions and Constraints

The changes that are identified in the CPS will be further evaluated during the subsequent phases of project development. For the purposes of this ConOps high-level assumptions were identified, including the following:

- Additional resources for TMC Operations, Incident Response, Engineering/Technical Support, Public Information, and ITS Maintenance will be budgeted to achieve and maintain the project's goals.
- No changes in tolling procedures, nor additional software development will be needed to facilitate the new 95X access locations.
- Any existing mutual aid agreements will be evaluated, and new agreements will be developed to support any improvements made through direct connections.
- The systems and components required to operate and manage the system are defined in the RITSA or will be updated to be included as needed.
- The performance measures that are currently in place will be carried over to any new components, connections, or systems to serve as the basis for future evaluations and assessments.

5. SUMMARY OF BENEFITS/IMPACTS

As previously described in Section 4.1, the operational impacts of the proposed system will increase the workload of the existing TMC Operations, Incident Responders, ITS Maintenance, and Roadway Maintenance resources. This additional workload will require additional funding for the operation and maintenance of the proposed system. Subsequently, this will require additional cross training for the system users. This includes training for EL operational procedures/strategies, incident coordination/response, maintenance of traffic procedures and enforcement.

The benefits of these proposed connections, systems, and transportation network improvements have not been quantitatively assessed at this stage of project development. At this time the following benefits have been identified based on the suggested improvements:

- Increase the safety of motorists on the I-195 Corridor.
- Enhance regional connectivity.
- Improve emergency evacuations.
- Address future population and employment growth.
- Accommodate the growth in travel demand.
- Provide ease of access to freight activity.
- Provide uncongested routes for transit.
- Provide relief to adjacent facilities.

Additional analysis should be completed during the subsequent PD&E phase that follow the I-195 CPS. The goal of this analysis will be to demonstrate specific benefits anticipated from the improvements suggested in the CPS, as well as the improvements recommended as the preferred alternative of each PD&E study.

6. ANALYSIS OF THE PROPOSED SYSTEM

To maintain optimal performance of I-195 connections to the I-95 Express lanes, it is recommended that FDOT maintain their comprehensive performance measure program to accurately measure how successful the system performs. The following performance measures should be maintained or be considered for inclusion in the current performance measure program:

- Monthly Performance Reporting/General Data Requests:
  - Total Trips
  - Tolls (These performance measures are generated and maintained by FTE)
    - Monthly Revenue
    - Total Revenue
    - Minimum and Maximum Range
    - Average Weekday
    - Average Peak Period Average Weekend
    - Average Off Peak
    - 85th Percentile Weekday
    - Exempt Vehicle data
    - Toll Distribution by amount/by hour
  - Volume (EL vs. GPL)
    - Average Peak Periods
    - Average Weekday
    - Average Weekend
  - Speed (EL and GPL)
    - Percentage of Time Above 45 MPH
    - Average Overall
    - Average Peak Periods
  - Facility Availability
    - Percentage of Time Closed due to Non-Recurring Events
    - Percentage of Time Closed due to Planned Events
- Additional analysis to be considered to maintain desirable system performance:
  - Speeds below 45 MPH in the EL (peak periods)
  - Amount of closures that impact availability of the EL
    - Frequency
    - Incident duration of time spent above threshold of incident clearance goal

7. CONCLUSION

This document serves as a corridor level document and should be reevaluated and updated to consider improvements being made at the project level.

End of Document

PROJECT SYSTEMS ENGINEERING MANAGEMENT PLAN

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, LLC
160 N. Westmonte Drive, Suite 2000
Altamonte Springs, FL 32714

June 2020

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List of Acronyms and Abbreviations

APL .....Approved Product List
CCTV .....Closed-Circuit Television
CEI .....Construction, Engineering, and Inspection
CFP .....Cost Feasible Plan
CMB .....Change Management Board
ConOps .....Concept of Operations
CPS .....Corridor Planning Study
CVRIA .....Connected Vehicle Reference Implementation Architecture
DMS .....Dynamic Message Signs
FDOT .....Florida Department of Transportation
FTE .....Florida's Turnpike Enterprise
EOR .....Engineer of Record
ITS.....Intelligent Transportation Systems
MOE .....Measure of Effectiveness
MOP .....Measure of Performance
MP .....Milepost
MVDS .....Microwave Vehicle Detection System
PD&E .....Project Development and Environmental
PITSA .....Project Intelligent Transportation System Architecture
PM .....Project Manager
PSEMP .....Project Systems Engineering Management Plan
RCTO .....Regional Concept for Transportation Operations
RFP .....Request for Proposal
RITSA .....Regional Intelligent Transportation System Architecture
RTVM .....Requirements Traceability Verification Matrix
SEP .....Systems Engineering Process
SITSA .....Statewide Intelligent Transportation System Architecture
TMC .....Transportation Management Center
TSM&O .....Transportation System Management and Operations
WGS .....Warning Gate System

1.0 OVERVIEW

1.1 Document Overview

This document is the PSEMP for the I-195 Corridor Planning Study. This PSEMP is a plan that helps manage and control the project utilizing systems engineering processes (SEP). The PSEMP identifies what items are to be developed, delivered, integrated, installed, verified, and supported as a part of the project. It documents certain processes and procedures for the technical management, procurement, installation, and acceptance of the project. The document satisfies the requirement for a PSEMP for FDOT District 6 Intelligent Transportation System (ITS) projects. The PSEMP details are scaled in proportion with the scope, risk, and complexity of the project.

The document is organized as follows:

- Section 1 – Overview of the PSEMP document
- Section 2 – Systems Engineering Processes
- Section 3 – Project Management and Control

1.2 Need for a Project Systems Engineering Management Plan

The Florida Department of Transportation (FDOT) requires high-risk intelligent transportation systems (ITS) projects using federal funds to use a SEP. The PSEMP documents how systems engineering will be used for ITS project management.

Florida's Statewide Systems Engineering Management Plan (SEMP) is used as a reference guide in the creation of this PSEMP.

1.3 Project Identification

Project Name: *I-195 Corridor Planning Study*

Financial Project Identification: *440228-1-22-01*

Federal Aid Project Number: *None at this time*

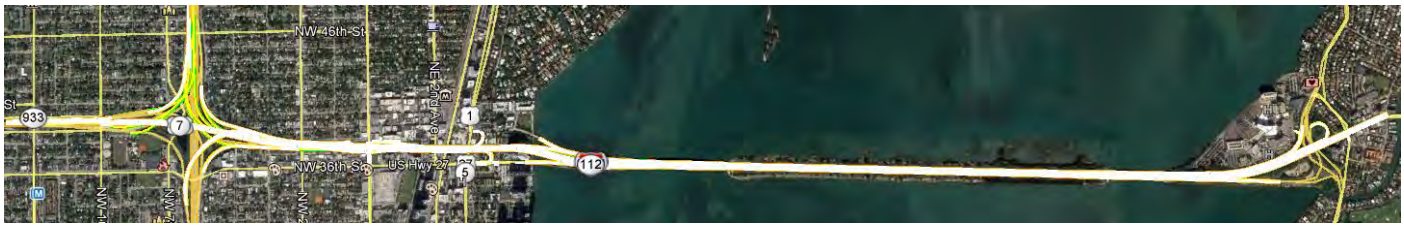

Figure 1: Project Location Map

1.4 Project Purpose and Scope

This document serves as the PSEMP for the I-195 Corridor Planning Study (I-195 CPS). It provides planning guidance for the technical management, procurement, installation, and acceptance of the project, which includes various geometric improvements including addition of express lane capacity to I-195 corridor from SR 112/I-195 (interchange of I-95 / I-195) to 4.60 miles east (intersection of Arthur Godfrey Road and Meridian Ave) mainline geometric and interchange improvements throughout the corridor. The purpose of the improvements is to address growth in vehicular traffic volumes, improve highway safety, address noise levels, and improve system-to-system connectivity.

1.5 Technical Project Summary Schedule

Design and construction of improvements is TBD

1.6 Relationship to Other Plans

TBD

1.6.1 Relationship to Florida's Ten-Year ITS Cost Feasible Plan

The Ten-Year ITS Cost Feasible Plan (CFP) is a ten-year program and resource plan that identifies ITS projects in the overall context of Florida's ITS Corridor Implementation Plans. It represents a commitment of state- and District-managed ITS funds to provide a coordinated statewide program to develop ITS infrastructure on Florida's major intrastate highways. The I-195 CPS project is not yet included in the Ten-Year ITS CFP.

The FDOT's current Ten-Year ITS CFP is available online at https://www.fdot.gov/traffic/its/projects-deploy/ten-year-cfp.shtm

1.6.2 Relationship to the Regional ITS Architecture (RITSA)

The I-195 CPS project will be included in the District 6 regional ITS architecture (RITSA), which will be developed as part of the Statewide ITS Architecture (SITSA). More information on the current SITSA is available online at http://www.consystec.com/florida/default.htm.

The FDOT D6 Transportation Management Center (TMC) monitors and controls the ITS field devices by using the Statewide SunGuide® Software. FDOT D6 TMC controls the functionality of the tolls with the SunGuide® Software. Deployed ITS system components along I-195 will be part of I-95 Express System. **Figure 2** demonstrates a high-level system overview for the I-95 corridor (which includes I-195), and what are the stakeholders along the corridor.

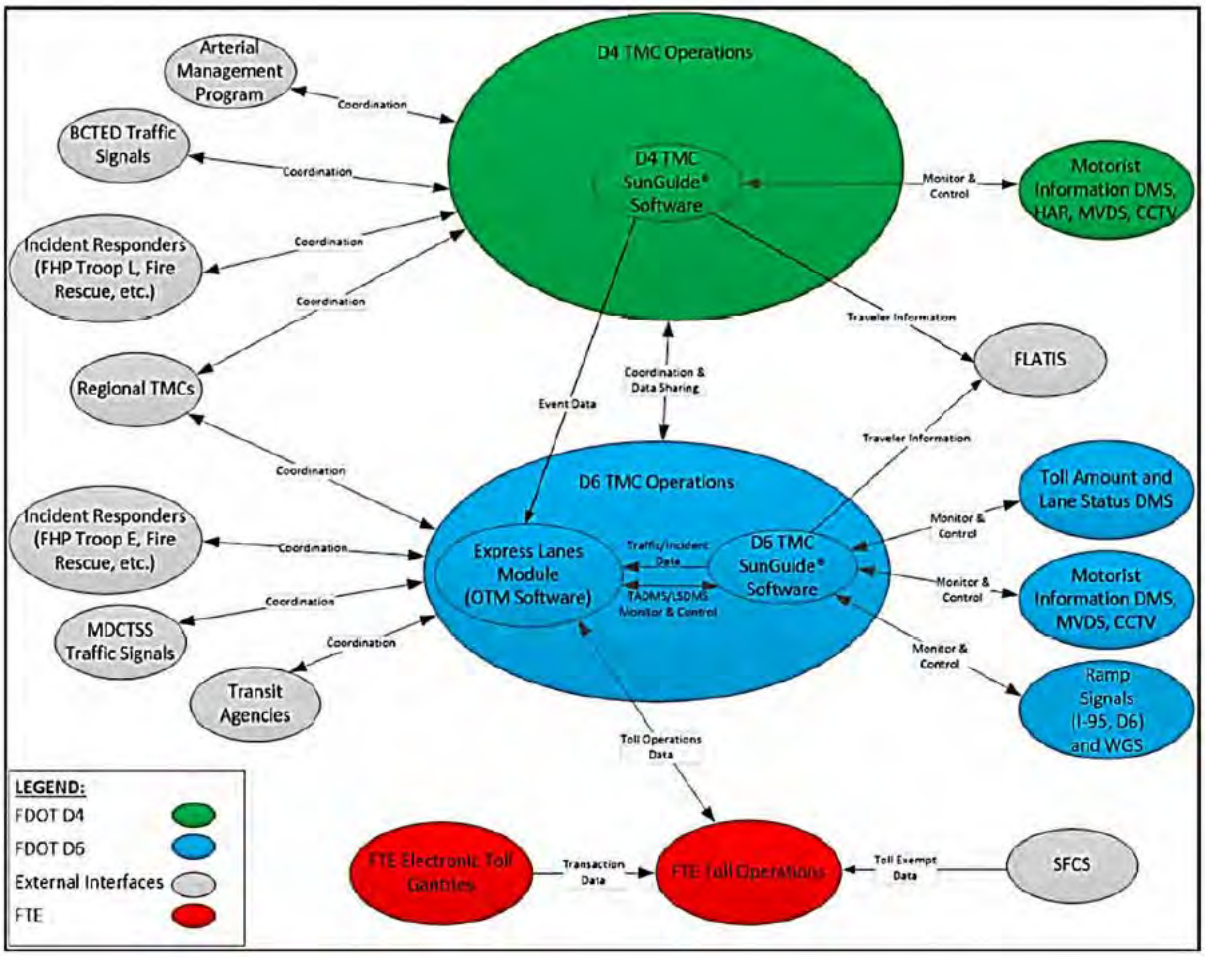

Figure 2: I-95 Express System Overview

1.6.3 Relationship to Other "On-project" Plans

As I-195 CPS develops through PD&E and design phases, the FDOT Project Manager (PM) will be responsible for developing, maintaining, or updating the Quality Management (QM) Plan, ConOps, PSEMP, and the Requirements Traceability Verification Matrix (RTVM).

In addition to this document which details planning and guidance for the I-195 CPS, there will also be a project level ConOps and PSEMP for other projects along the project corridor.

1.7 Applicable Documents

The following documents form a part of this document to the extent specified herein. In the event of a conflict between the contents of the documents referenced herein and the contents of this PSEMP, the final Request for Proposal (RFP) and Minimum Technical Requirements (MTRs; if required) shall be considered the superseding document for each project.

Table 1: Reference Documents

I-195 Corridor Planning Study ConOps, Version 1.0	FDOT District 6 Project Manager: Shereen Yee Fong Phone: 305-470-5393 FPID: 440228-1-22-01
National ITS Architecture, Version 7.0	United States Department of Transportation 400 Seventh Street, Southwest Washington, D.C. 20590 www.standards.its.dot.gov/LearnAboutStandards/NationalITSArchitecture
Statewide ITS Architecture	Information on SITSA is available online at www.consystec.com/florida/default.htm

2.0 SYSTEMS ENGINEERING PROCESSES

Key processes that will be used are:

- Identify portions of the RITSA that are being implemented
- Develop the Project ITS Architecture (PITSA)
- Develop the project specific ConOps
- Develop the PSEMP
- Development and/or Validation of High-level Functional Requirements
- Development and/or Validation of Detailed Functional Requirements
- Technical Reviews
- Risk Identification, Assessment, and Mitigation
- Creation of the RTVM
- Creation of performance measure metrics
- System testing, integration, and acceptance

2.1 Developing the Project ITS Architecture (PITSA)

Currently, the project is not identified in the RITSA and should be added as the design and construction work advances. The NITSA is currently undergoing a major upgrade which will combine the NITSA and Connected Vehicle Reference Implementation Architecture (CVRIA). The new software system will be called the Architecture Reference for Cooperative and Intelligent Transportation (ARC-IT).

This software has been around but is now being updated to incorporate both the NITSA and CVRIA. With the newly redeveloped system, the market packages and data flows are all changing names. Since the new system has not been released yet, and the other system is no longer being used, the PITSA requirements will need to be updated. The I-195 CPS includes the following service packages:

- Transportation Decision Support and Demand Management
- Electronic Toll Collection
- Road Closure Management (includes Warning Gate System)
- Dynamic Roadway Warning (Wrong Way Vehicle Detection)

The Transportation Decision Support and Demand Management suggest actions that can be implemented by the operational personnel based on the data and information obtained. The personnel can leverage travel demand or tolling status to influence traveler route. **Figure 3** provides a high-level view on how the stakeholder operates with other entities.

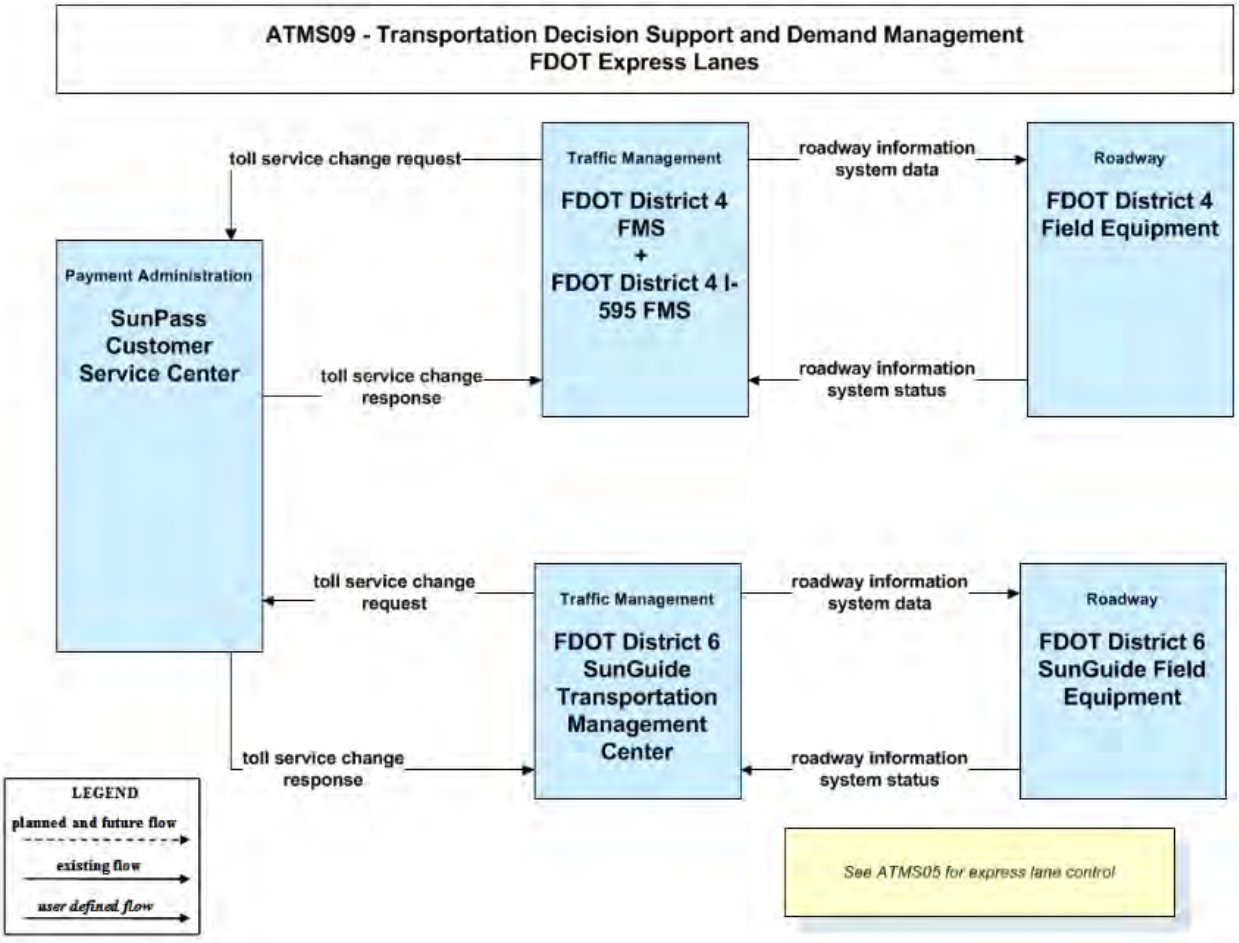

Figure 3: Transportation Decision Support and Management Diagram

Electronic Toll Collection package provides the ability to charge tolls electronically and detect all of violations to the system. Vehicle Detection Systems deployed on I-195 will be used for calibration of toll rates. The fees collected on the system may be adjusted depending on the demand. **Figure 4** demonstrates how each entity is related in the system.

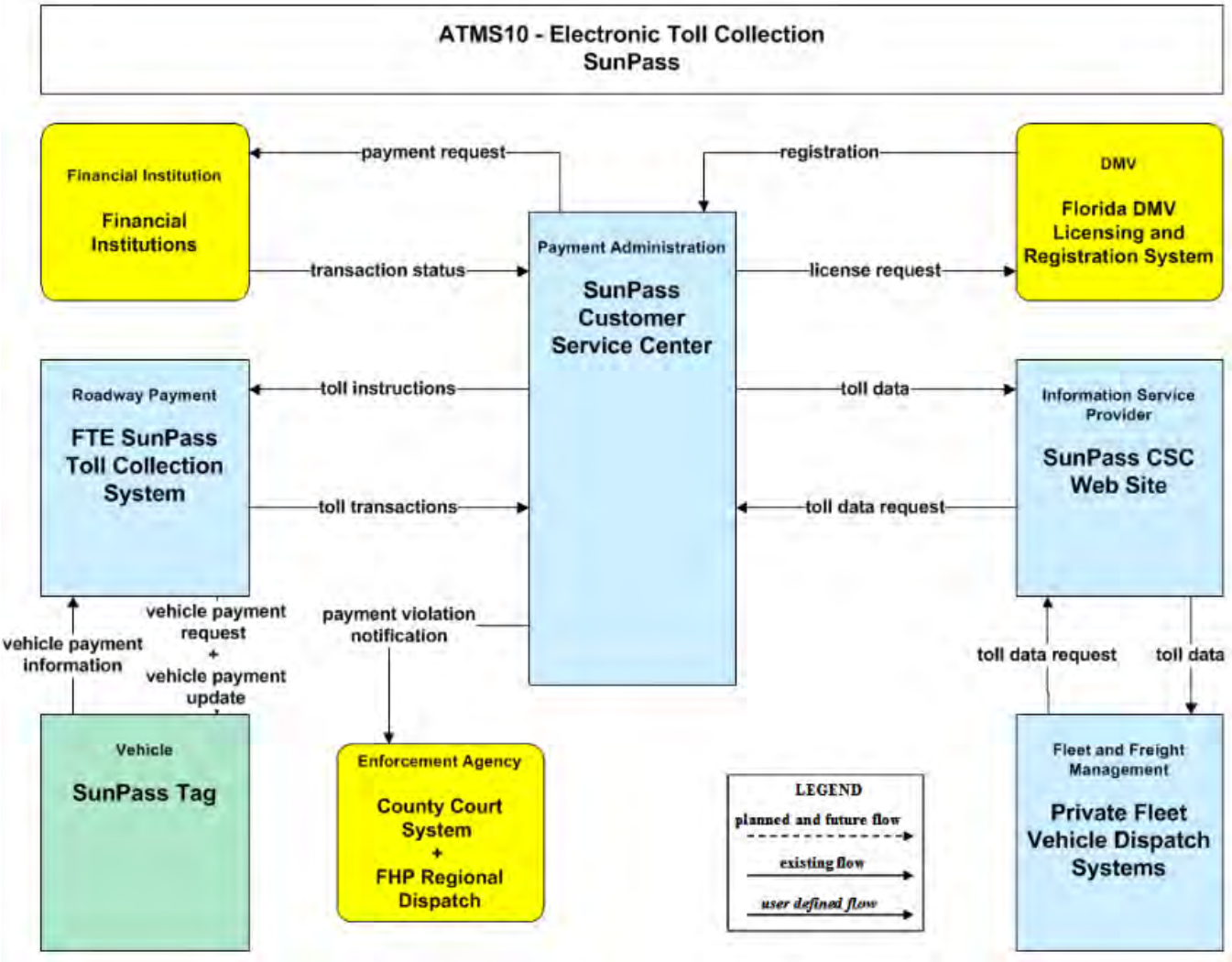

Figure 4: Electronic Toll Collection Diagram

The Road Closure Management package has the ability to close the road or the system once it is not safe for the traffic vehicle, and the package closes the road with automatic or remotely controlled gates or barriers which control access to the road. FDOT D6 currently operates and maintains a Warning Gate System (WGS) as it relates to specific ingress (entrance) locations for 95 Express in Miami-Dade County. The I-95 CPS currently recommends to expand the WGS with the introduction of a new ingress location at I-195 westbound. **Figure 5** is an illustration on how the stakeholder manages the roadway closure. **Figure 6** is a high-level overview of the relationship of the system to SunGuide® Software.

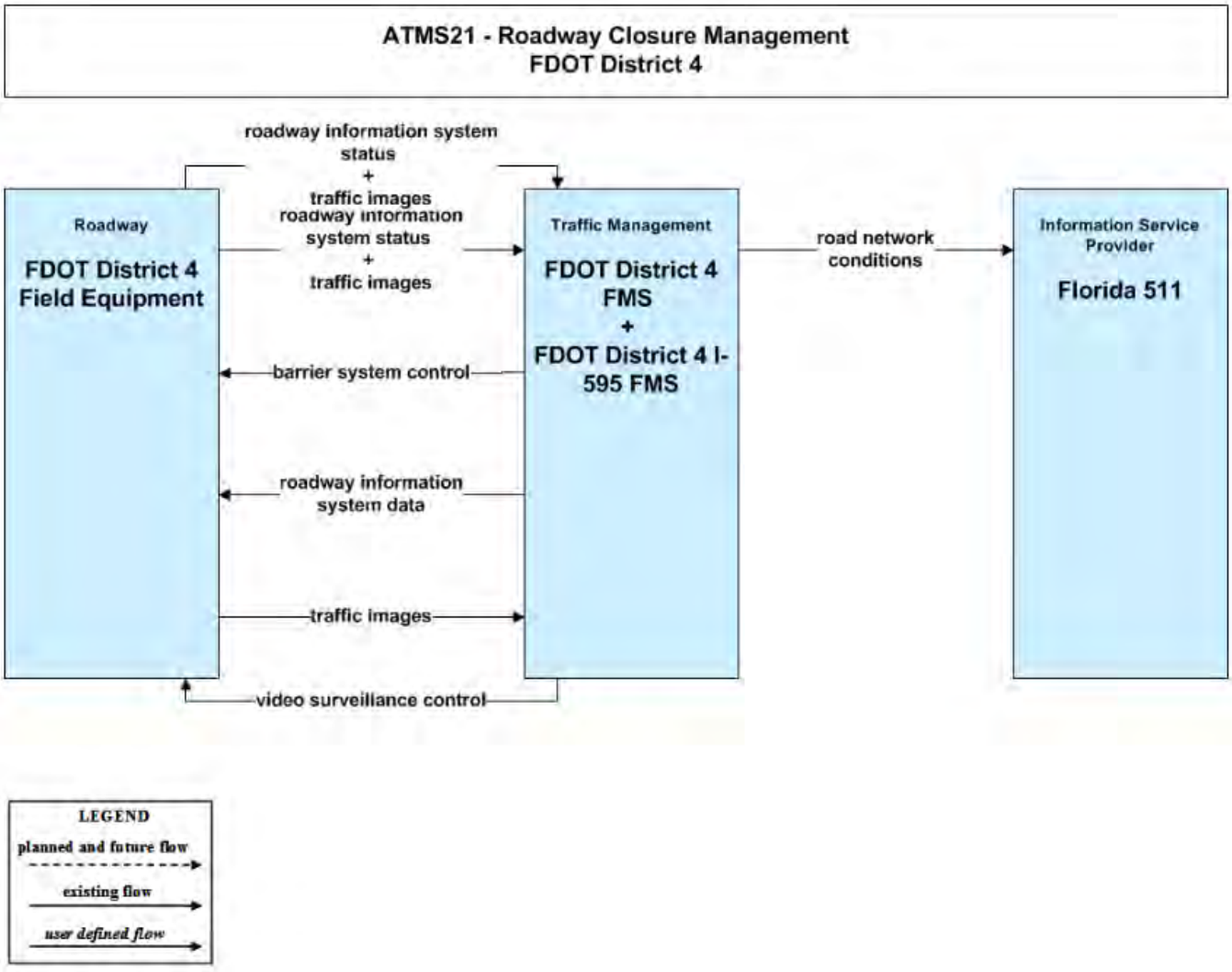

Figure 5: Roadway Closure Management

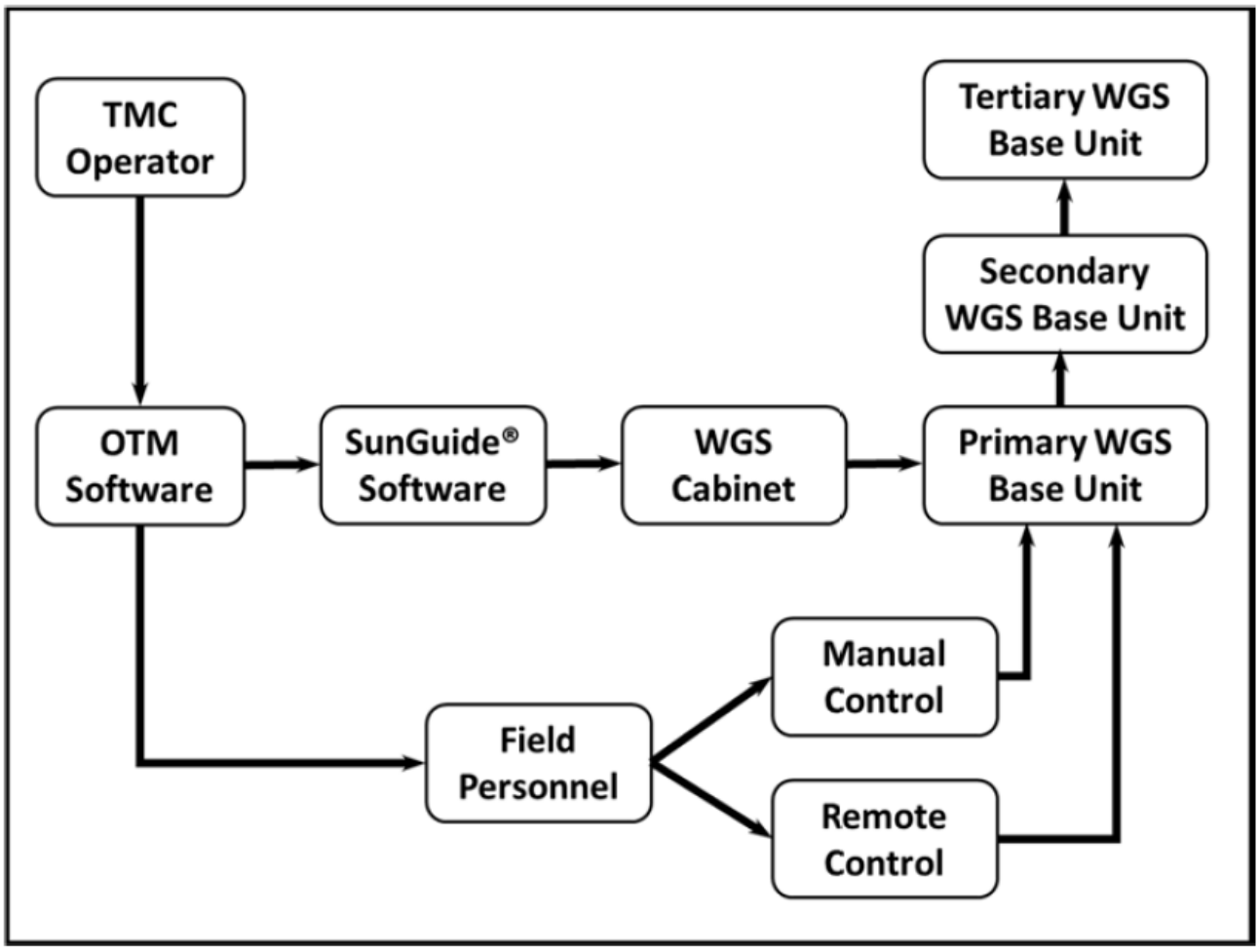

Figure 6: Warning Gate System (WGS) High-level Overview

2.2 Identifying High-Level Functional Requirements (System)

The ConOps document for this project describes the preliminary high-level project requirements from the customer and stakeholder perspectives. These requirements are similar to those for the existing deployments within FDOT D6 and Florida's Turnpike Enterprise (FTE), and therefore will result in a very similar deployment. Regionally, the RCTO can also be referred to for high level functional requirements for the region.

2.3 Developing Detailed Requirements

The detailed requirements for the project will be developed based on the FDOT Standard Specifications for Road and Bridge Construction and FDOT Design Standards. Only products listed on the FDOT Approved Products List (APL) will be installed on this project unless approved by the Department. APL approved products have been tested by the FDOT Traffic Engineering Research Lab (TERL) and found to be compliant with the requirements of the FDOT Standard Specifications for Road and Bridge Construction. The detailed requirements will be documented in a project-specific RTVM in Section 2.7.

2.4 Performing Trade-off Studies, Gap Analyses, or Technology Assessments

The ConOps compares the program needs with the capabilities of the existing system components, functions, and features. The PD&E Study following the I-195 CPS will look at alternatives for the corridor PSEMPs, which will be developed during the PD&E phase.

2.5 Performing Technical Reviews

FDOT requires submittal of Phase I, II, III, and Signed and Sealed Plans and specifications. FDOT personnel and their consultants will be given 21 days to review each phase submittal and provide their comments via the FDOT Electronic Review Comments (ERC) system. Comments will be addressed by the designer and comment resolutions will be provided to the commenter for their review and approval.

During implementation, the contractor will submit product information and specifications for all materials and devices to demonstrate their adherence to project requirements. The designer will review this documentation to determine if the product meets the project specifications. If the product does not meet project specifications, the designer shall reject the product, noting the project specification is not met by the product. For any rejected products, the contractor shall submit additional documentation proving the product meets the specification or shall submit another product for review. In addition to the products and specifications, the contractor will also be required to submit test plans and procedures, system and subsystem testing plans, and as-built documentation, based on the RFP and other contract documents.

2.6 Identifying, Assessing and Mitigating Risk

Risk Management is an important part of the SEP and must be incorporated into every portion of the project. Most ITS projects have inherent risks such as availability of power, permitting, available right of way and conflicting projects. The Risk for this I-195 CPS will be identified and analyzed during each PD&E project/segment.

Risks will be categorized into the following areas:

- Low Risk" defines an area in which technical and project metrics are within plan or tolerances.
- "Medium Risk" defines an area in which one or more major technical or performance metrics are out of tolerance but are within the maximum established limits for low-impact recovery techniques.
- "High Risk" defines an area with potential serious failures in accomplishment, which requires major milestone re-planning or intensive reallocations of personnel and resources.

Mitigation action plans are required for all medium-risk and high-risk items. These plans assign specific actions to specific individuals to achieve detailed and correct analyses of each addressed risk and execute corrective actions. The FDOT D6 or their representative formulate these directive plans and intensely monitor progress against directives.

Effective mitigation plans will be developed by the FDOT D6 or their representatives, with the assistance of other key individuals. These individuals initiate mitigation actions, continually monitor the mitigation progress, and perform follow-up activities, as required. Mitigation action plans, procedures, schedules, and responsibility definitions are maintained by the FDOT PM or their representative.

The designer will be responsible for performing the following duties to mitigate the associated risks to the extent possible within the design phase. As the project goes on, the designer will have to establish coordination with local power companies to define the project's utilities. There will be permits which the designer will have to request from the corresponded local agencies.

2.7 Creating the Requirements Traceability Verification Matrix (RTVM)

An RTVM consists of the functional, performance, and environmental requirements of the system. The designer will not be required to create an RTVM but will be responsible for the creation and use of appropriate test plans to demonstrate adherence to the requirements outlined within the contract and the FDOT Standard Specifications for Road and Bridge Construction. The RTVM for each project will be created for the designer in the PD&E but should be updated as needed throughout the life of the project.

2.7.1 System Verification

The development and use of Performance Measures is an effective means of showing the value of an ITS project. It is recommended that FDOT generate a comprehensive performance measure program to accurately measure how successfully the system is performing. The FDOT ITS Central Office compiles an annual report summarizing the progress of the Statewide ITS System. This annual report is supplemented with performance measures on ITS managed roadways provided by the individual Districts. These performance measures are generated from the SunGuide® Software Performance Measures Reporting System and include both Measures of Effectiveness (MOEs) and Measures of Performance (MOPs). As the I-195 CPS is further developed during the PD&E phase, subsystems will be identified that will be required to added to FDOT D6's list of MOEs and MOPs.

2.7.2 Measures of Effectiveness

The MOEs will be used to determine how well the system design meets the requirements and will quantify the project specific benefits.

The following MOEs should be considered by FDOT D6 and FTE on a monthly and annual basis:

- Monthly Performance Reporting/General Data Requests:
  - Total Trips
  - Tolls (FTE Reporting)
    - Monthly Revenue
    - Total Revenue
    - Minimum and Maximum Range
    - Average Weekday

        - Average Peak Period
        - Toll Distribution by amount/by hour
        - Average Weekend
        - Average Off Peak
        - 85th Percentile Weekday
        - Exempt Vehicle data
        - Exempt Vehicle data during Peak Periods
    - Volume (Express Lanes and General Use Lanes)
        - Average Weekday
        - Average Weekend
        - Average Peak Periods
    - Speed (Express Lanes and General Use Lanes)
        - Average Overall
        - Average Peak Periods
        - Percentage of Time Above 45 MPH
        - Percentage of Time Below 40 MPH
    - Facility Availability
        - Percentage of Time Closed due to Planned Events
        - Percentage of Time Closed due to Non-Recurring Events
- Conduct periodic analysis when system approaches undesirable performance:
    - Speeds drop below 45 MPH in the Express Lanes during peak periods (speed reliably)
    - Extended or frequent closures that impact availability of the Express Lanes

2.7.3 Measures of Performance

The MOPs are the engineering performance measures that provide the design requirements needed to satisfy the MOEs. After functional system requirements are defined and low-level requirements are allocated by the Systems Engineer to the subsystems, components, and elements of the system, the Systems Engineer will select or specify the requirements that are testable. Testable requirements are MOPs that can be traced to stakeholder requirements and their MOEs. The following MOPs should be considered:

- Minimum Repair Times
    - Fiber Optic Cable
    - Closed-Circuit Television (CCTV) Cameras
    - Microwave Vehicle Detection System (MVDS)
    - Dynamic Message Signs (DMS)
    - Power Systems
    - Tolling equipment
    - Automatic Vehicle Identification (AVI)
    - Ramp Signal System (RSS)
    - Warning Gate System (WGS)
- Downtime of each device and device type
- Downtime of overall system (aggregated over a specified period of time)
- Time to detect failures of device
- Number of times device/system is down

- MVDS Accuracy Levels
- DMS Message Accuracy

2.8 Conducting System Testing, Integration, Verification, Validation, and Acceptance Planning

It will be necessary to prepare an Integration and Test Plan that describes the performance and control of all aspects and levels of integration and testing as the project is developed. This plan will include milestones defining the completion of each test procedure and the beginning of the next corresponding test procedure. The plan will cover all processes to the extent possible and needed to ensure the FDOT of a properly tested, configured, and fully functional system.

The project will require coordination with the FDOT Transportation System Management & Operations (TSM&O) staff to define the optimum integration sequence for the various hardware and software functions and develop schedules and procedures for testing those products as they are integrated.

Some tests which will be developed for the device's accuracy are the following:

- System Integration and Testing
- Stand-Alone Testing
- Subsystem Testing
- End-to-End Testing
- System Acceptance Testing
- Project Completion and Close Out

2.8.1 System Integration and Testing

The contractor will be responsible for all Integration and Testing for the System, and the Construction, Engineering and Inspection (CEI) engineer(s) will be responsible for oversight of all Integration and Testing efforts. Arrangements must be made with FDOT D6 and FTE personnel prior to performing any testing or integration that uses an existing communications system component. As part of the Integration and Test Plan, the contractor will provide Stand-Alone, Subsystem and System Acceptance Testing Procedures as described in detail in the following sections. Due to the overlap of tolling equipment and operations between FTE and FDOT D6, these procedures will be reviewed by FTE, FDOT D6, and Consultant personnel to ensure that the procedures will demonstrate full compliance with the project requirements.

As a part of this integration, the construction contractors will be responsible for integrating all ITS components installed in their contract into the SunGuide® software and the Statewide Express Lanes Software (SELS), as well as testing and confirming a fully functioning ITS/toll system.

2.8.2 Stand-Alone Testing

As previously described, the contractor is responsible for developing Stand-Alone Test (SAT) Procedures for each device used on the Project. The Stand-Alone Test Procedures are to be submitted as part of the Project Integration and Testing Plan. The procedures will be reviewed

by FTE, FDOT D6, and Consultant personnel to ensure that the contractor clearly demonstrates their adherence to Project Requirements.

Each piece of equipment at each individual site must be tested to show compliance with the Project Requirements. Stand-Alone Testing of a site will be accomplished only after all equipment at that site can be shown to work as a stand-alone unit. Stand-Alone Testing must be completed prior to any System Integration efforts.

2.8.3 Subsystem Testing

The Subsystem Test Procedures are to be submitted as part of the Project Integration and Test Plan. The Subsystem Test shall be developed such that it demonstrates connectivity to the entire system and can demonstrate adherence to the project requirements for each of the systems being deployed. The procedures will be reviewed by FTE, FDOT D6, and Consultant personnel to ensure that the contractor clearly demonstrates their adherence to Project Requirements.

2.8.4 End-to-End Testing

The contractor will be responsible for demonstrating all components of the project are detecting and tolling all vehicles. This shall be achieved by driving probe vehicles, with preestablished transponder serial numbers, within the express lanes in order to successfully show each vehicle is properly identified and charged for the segments in which the vehicle traveled. The contractor will provide documentation of the end-to-end test.

2.8.5 System Acceptance Testing

The contractor, while being observed by CEI, FTE, and FDOT D6 personnel, will perform a systemwide test at the FTE TMC in Pompano and the FDOT D6 TMC. The contractor will be responsible for ensuring all ITS components are operational at both TMCs. Due to the complexity of equipment owned by FTE and FDOT D6 along with new equipment that will be required to facilitate the connection of the new elevated I-195 viaduct to the I-95 Express Lanes to be operated by both FTE and FDOT D6, it is imperative that the system be fully functional at both TMCs.

2.8.6 Project Completion and Close Out

Upon successful completion of the final system test, the contractor will turn over responsibility for all components of the project to FDOT D6 and FTE. The contractor will provide documentation of the final system test. The contractor will also provide as-built documentation for all infrastructure as well as device warranties and all other applicable documentation.

3.0 PROJECT MANAGEMENT AND CONTROL

The tasks in this activity include risk assessment and mitigation planning, technical project management monitoring, budget reallocation, and maintaining the cost and schedule status. Responsibilities of the FDOT PM or their representative and the CEI during this task are to ensure that the engineering process is complete, and that the system design information is released to the appropriate users. **Figure 7** provides an illustration of the ITS project stages.

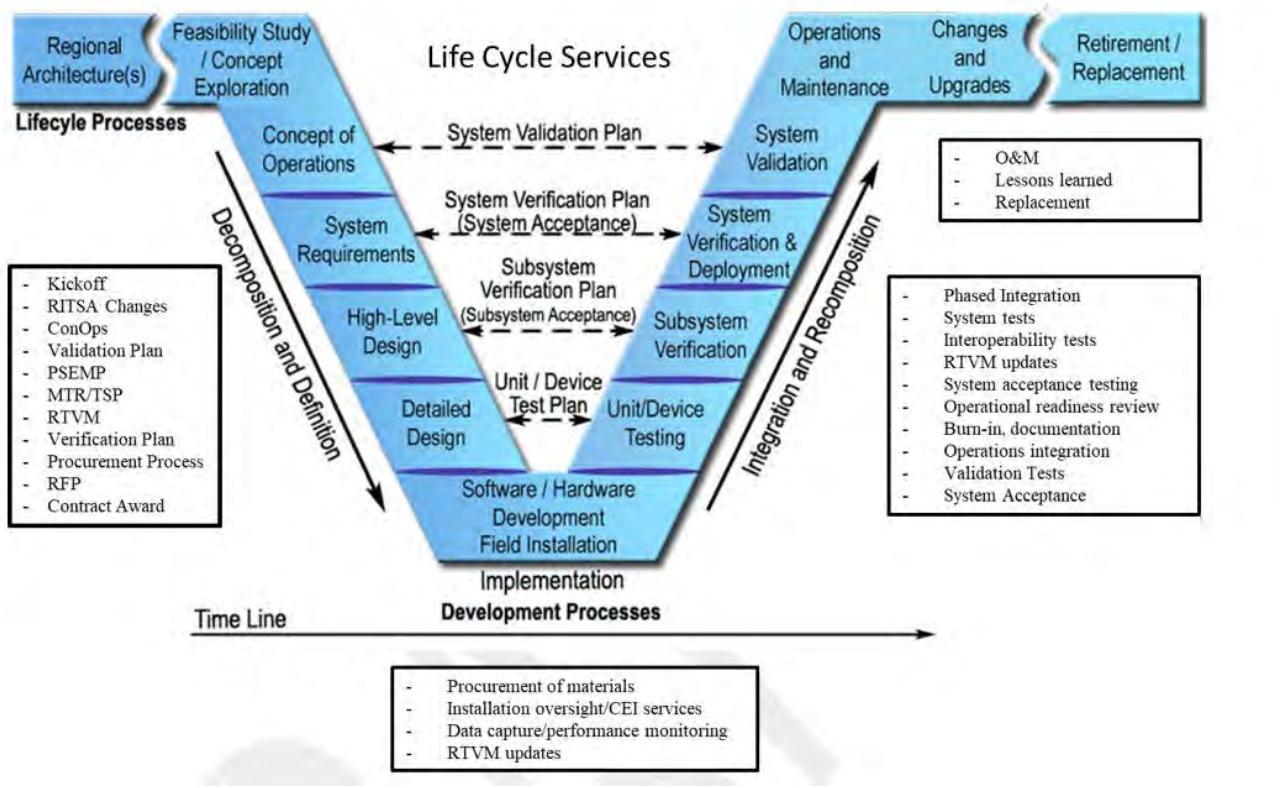

Figure 7: ITS Project Stages

3.1 Organization Structure

The design and construction team will work with the FDOT PMs, FTE and/or their representative and the CEI PM to facilitate the successful and efficient completion of the project.

The CEI will have the primary responsibility for construction inspection and oversight; however, the FDOT PMs, FTE and/or their representatives may share some of the inspection responsibilities for the project.

The contractor will be required to submit an organizational structure for the project as well. The designer will be responsible for all design aspects to include coordination with power companies, all utility schedules, obtaining all permits, all survey and geotechnical investigation, etc. The contractor's responsibilities are further defined in the RFP/Scope for the project.

3.2 Managing the Schedule with the Project Evaluation and Review Technique (PERT) / Critical Path Method (CPM)

An initial schedule will be developed during the plans and specifications package development, which will be fine-tuned when the contractor is selected. The final project schedule will be developed with coordination between the FDOT PMs and/or their representatives, the CEI PM, and the contractor.

3.3 Procurement Management

Construction team will be responsible for procurement of all materials, devices, structures, etc. required to complete the construction, integration, and testing of the project. Any items to be used on the project must be submitted to the designer for their review and approval. The designer is responsible for reviewing the submittal to ensure that it is on the FDOT APL, as applicable, and meets all contract specifications and requirements. The contractor will only be compensated for items which have received approval of the designer and are performing as required by the project requirements.

3.4 Risk Management

The preliminary risk identification, assessment, and mitigation approach is described in **Section 2.6** herein. The FDOT PM reviews the matrix created by the Systems Engineer and adds some project-level or external risks that are deemed appropriate. This generates a new risk matrix. The new risk matrix will be evaluated by the FDOT PM and the Systems Engineer on a regular basis, especially during or after major reviews.

3.5 Subcontractor Management

The contractor is considered the “Prime” of the project. The prime contractor may hire or team up with subcontractors as needed. In such cases, the prime is directly responsible for managing the sub-contractors/sub-consultants. Sublet documentation is required to be submitted to FDOT D6 and FTE by the Contractor for any subcontractors who will be working on the project. The subcontractors sublet paperwork must be approved by FDOT D6 prior to them performing any work on the project.

3.6 Engineering Specialty Integration

Engineering specialties are highly focused engineering disciplines included in the project to support the FDOT D6 TMS&O PMs. These specialists increase the expertise available to the project team and support the specialty requirements of the project. For this project, it is not anticipated that anyone outside of FDOT/FTE Tolling, Construction, TMS&O, and Consultant staff will be required to assist with the Design, Construction Oversight, Integration or Testing for the Projects. For these projects, all ITS related engineering and implementation will be provided by the ITS Design Team and/or the ITS Contractor. The design and construction contractor representatives will be supported by other FDOT/FTE resources as required.

3.7 Integrated Logistics Support and Maintenance Engineering

This engineering specialty is responsible for determining the total support required for a system to ensure operational readiness and sustainability throughout its life cycle. The inclusion of integrated logistics support and maintenance engineering will be further evaluated during the PD&E and design phase of the *subsequent* projects.

3.8 Project Status Reviews

The PD&E Engineer of Record (EORs), designer, and contractor will have periodic meetings with the FDOT PMs or their representatives and other agencies as required for the resolution of concept, design, and/or construction issues. These meetings may include:

- Action Item reviews and resolution
- County technical issue resolution
- Permit agency coordination
- Local government agency coordination
- Scoping meetings
- Pre-construction meeting
- Major risk item reviews
- Critical path item status review
- Risk Analysis

Each contractor will, monthly, provide an updated Project Schedule and provide written progress reports that describe the items of concern and the work performed on each task.

In addition to the project specific progress meetings, the PD&E EOR(s), designer, or contractor will have periodic meetings with the other overlapping corridor projects being planned/designed/constructed simultaneously. This will help with the in-depth coordination that will need to take place to ensure the success of the I-195 corridor. It is recommended that at minimum, FDOT PMs, TSM&O/TMC staff, and tolling operations staff from every project listed in this document attend these meetings.

3.9 Change Management

Changes related to the operations of the express lanes or the software used to manage them, SunGuide®, require careful review. The CEI, acting for the Construction PM, will inform stakeholders of changes to requirements, systems, and functionality to exhibit the subsequent outcomes. The CEI is responsible for coordinating with the ITS PM and the Construction PM to determine acceptance of any changes. All changes after the preliminary design must be well documented and distributed to all relevant stakeholders. A single document, developed in accordance with the Construction Project Administration Manual, will be compiled throughout the duration of the Project, which documents all changes that have been made to the Specifications and Plans. Design changes or field changes, due to unforeseen field conditions, must be documented as previously described as well as being included in the as-built set of plans.

Proposed changes to the SunGuide® software that improve the operational strategies used to manage the transportation network must be brought before the Change Management Board (CMB) that governs the changes to the software. These changes must be proposed, evaluated, and accepted prior to the completion of construction and will be evaluated during the testing of the system.

3.10 Quality Management

The EOR shall provide a Quality Management (QM) plan that describes the procedures to be utilized to verify, independently check, and review all design drawings, specifications, and other documentation prepared as a part of this project. The FDOT PM shall describe how the checking and review processes are to be documented to verify that the required procedures will be followed. The QM Plan may be one utilized by the designer as part of their normal operation or may be one specifically designed for this Project. The designer shall utilize either FDOT's quality control checklist (depending on which entity operates the system in question). The responsible Professional Engineer that performed the Quality Control (QC) review shall sign a statement certifying that the review will be conducted.

The contractor will be responsible for developing and maintaining a Construction QC Plan which describes their quality control procedures to verify, check, and maintain control of key construction processes and materials.

3.11 Systems Acceptance

The systems acceptance process is critical because this is where FDOT D6 becomes responsible for the continued maintenance and management of the systems, products, and processes delivered.

The Construction PM will assign a FDOT D6, Consultant or CEI staff member to oversee the project testing. The person designated to oversee the testing must be familiar with the FDOT D6 and FTE Network Architectures and ITS Systems. The designated individual will use the plans, specifications, and RTVM to supervise the entire testing process. They will provide the status of all tests in report form to the FDOT PM, who will carefully review the reports and decide upon the final acceptance of the system.

3.12 Operations and Maintenance, Upgrade, and Retirement

The construction contractor will be responsible for the maintenance of ITS devices within the project limits or as otherwise defined in the Contract. As a part of this maintenance support, the construction contractor will prepare an ITS Repair Plan for submittal and approval by FDOT D6 and FTE. Once completed, the ITS Repair Plan will become an Appendix to this PSEMP. This plan will be supplemented with a written assessment of all existing ITS devices and acceptance of the current condition of all ITS devices and infrastructure on the project. Any failures of devices within the project limits after the assessment is complete will be the contractor's responsibility to maintain.

It is recommended that, at minimum, shared use of CCTVs owned by one agency but in close proximity to the other is addressed to increase the surveillance capabilities of each agency without the unnecessary cost of installing new cameras. For devices that will not be shared, the understanding is that along FTE facilities, FTE will own and maintain all the ITS and Tolling devices, except for any Toll Amount Dynamic Message Signs (TADMS) and Lane Status Dynamic Message Signs (LSDMS) that display information from FDOT D6. Those signs will be operated by FDOT D6 but maintained by FTE as they are within FTE right of way.

FDOT D6 will own and maintain all ITS devices, LSDMS, and TADMS within their jurisdiction, while all tolling equipment will be operated and maintained by FTE. Each agency will be responsible for upgrading and retiring all devices at the conclusion of the warranty period within their jurisdiction in the same manner as discussed earlier in this paragraph.

3.13 Lessons Learned

At the completion of the Project, the contractor, FDOT Construction, Tolling (w/ FTE), TSM&O personnel, and project CEI personnel will meet to discuss lessons learned for this Project. The lessons learned will then be incorporated into this document by FDOT D6 TSM&O Staff, or their designee, prior to begin considered final.