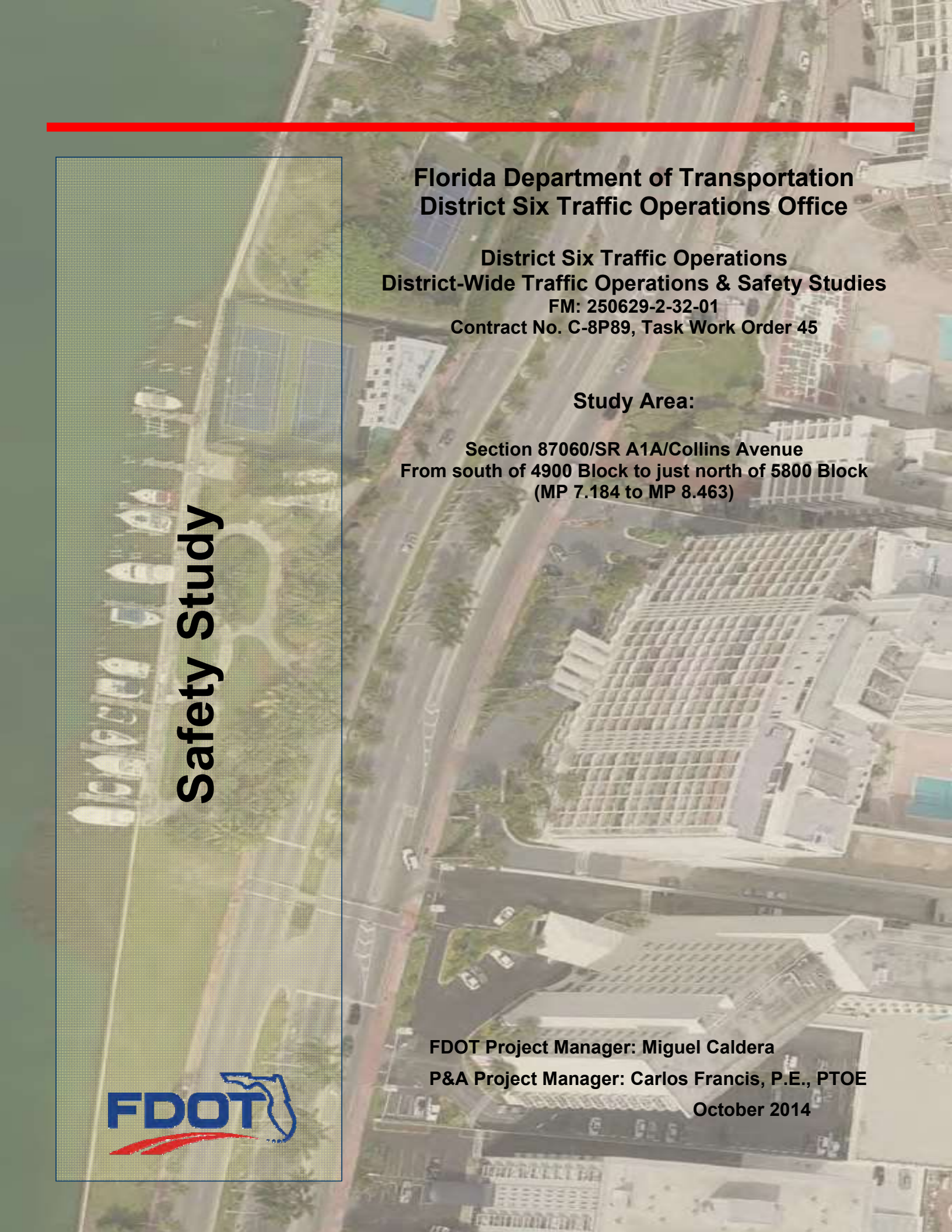


Florida Department of Transportation
District Six Traffic Operations Office

District Six Traffic Operations
District-Wide Traffic Operations & Safety Studies

FM: 250629-2-32-01
Contract No. C-8P89, Task Work Order 45

Study Area:

Section 87060/SR A1A/Collins Avenue
From south of 4900 Block to just north of 5800 Block
(MP 7.184 to MP 8.463)

Safety Study

FDOT Project Manager: Miguel Caldera

P&A Project Manager: Carlos Francis, P.E., PTOE

October 2014

District Six Traffic Operations
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Engineer's Certification

I Carlos Francis, P.E. No. 51364, certify that I currently hold an active Professional Engineer's License in the State of Florida and am competent through education or experience to provide engineering services in the civil and traffic engineering disciplines contained in this report. I further certify that this report was prepared by me or under my responsible charge as defined in Chapter 61G15-18.001 F.A.C. and that all statements, conclusions and recommendations made herein are true and correct to the best of my knowledge and ability.

Project Description:

Safety Study
Location – SR A1A/Collins Avenue from north of 4700 Block to 5800 Block



Carlos Francis, P.E.
Florida Registration P.E. No. 51364
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1. EXECUTIVE SUMMARY

C. H. Perez & Associates Consulting Engineers, Inc (P&A) was retained by the Florida Department of Transportation (FDOT) District Six Office to perform an Arterial Safety Study along SR A1A/Collins Avenue from north of 4700 Block to 5800 Block in the City of Miami Beach, in Miami-Dade County. The objective of this study is to develop improvements and perform benefit/cost analysis to identify suitable and cost effective improvements. These actions are intended to mitigate the identified crash patterns and their associated probable causes.

The project area is located in Miami-Dade County. This report evaluates the following for the study location:

- Existing Conditions
- Traffic Control/Pedestrian Features
- Traffic Data Collection
- Field Observations
- Proposed Improvements
- Operational Analysis
- Benefit/Cost Analysis
- Recommendations

Based on a review of the crash data for the period of 2006 through 2008, the following is stated:

- There were a total of 285 crashes in the three-year study period with a yearly breakdown of 89, 98, and 98 crashes [2006, 2007, and 2008].
- The collision diagrams revealed that 219 (77%) crashes occurred at the intersections. The locations with most frequency within the study area were the intersections of SR A1A/Collins Avenue and 5200 Block, 5000 Block, 5800 Block and 5600 Block, with 37, 36, 33, and 26 crashes, respectively.
- The angle crash type includes crashes involving the signalized northbound frontage road U-turn movement along with several crashes involving northbound mainline SR A1A vehicles entering the frontage road.
- There were 46 crashes involving vehicles leaving the frontage road, to make a U-turn, from the 6 signalized intersections which allow the designated U-turn movement.
- There were 32 crashes involving northbound vehicles traveling on the mainline and accessing the frontage road at inappropriate or incorrect locations.
- There were also 26 'Collision with fixed Objects" crashes during the study period.

Three alternatives were evaluated, however, based on the safety and operational deficiencies and

positive benefit-cost identified by this study, alternative 2 is recommended to the Department. The proposed improvements under alternative 2 are illustrated in Figure 7 (page 32) and are summarized as follows:

- Reduce the number of signalized intersections from 10 to 5 (excluding the signal for emergency vehicles).
- Consolidate the ingress and egress points to and from the frontage road.
- Eliminate the northbound U-turn movement from the frontage road to allow it from the northbound mainline. U-turn from the frontage road will only be allowed at a midway location along the frontage road to provide service for trucks and buses.
- Improve signage (facing northbound) preceding the beginning of the frontage road (including the installation of an overhead sign and trailblazer signs).
- Provide a signal head per lane for northbound and southbound approaches at all intersections.
- Install internally illuminated street name signs at all intersections.
- Trim landscaping limiting visibility of northbound and southbound traffic.
- Build bulb out just north of 4700 Block.
- Install speed feedback sign facing northbound and southbound traffic.
- Enforcement (high speeds).
- Provide high emphasis crosswalks at all signalized intersections.
- Install fluorescent yellow-green pedestrian warning signs at all signalized intersections.

The implementation of these improvements may require the relocation/removal of bus stops and/or bus shelters within the study segment. Additional coordination with the City of Miami Beach Public Works and Miami-Dade transit will be necessary during the design phase.

The safety related improvements proposed under the alternative 2 could result in the reduction of approximately 17.3 crashes per year, and the preliminary cost estimated for these improvements is approximately $2,970,000 dollars and the calculated Benefit/Cost ratio is 7.7.

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2. INTRODUCTION

C. H. Perez & Associates Consulting Engineers, Inc (P&A) was retained by the Florida Department of Transportation (FDOT) District Six Office to perform an Arterial Safety Study along SR A1A/Collins Avenue from north of 4700 Block to 5800 Block in the City of Miami Beach, in Northern Miami-Dade County. A Technical Memorandum (February 2010) was recently performed by the Department to develop a signage improvement plan to address concerns associated with the frontage road operations along Collins Avenue within the specified limits which identified operational deficiencies and crash patterns/probable causes.

The objective of this study is to develop improvements and perform benefit/cost analysis to identify suitable and cost effective improvements. These actions are intended to mitigate the identified crash patterns and their associated probable causes. We have developed and sketched the improvements to clearly identify the modifications required. In addition, crash benefits, operational benefits, and construction costs associated with the improvements have been quantified in a benefit/cost analysis. This ensures cost effective improvements. Finally, these efforts have been documented and presented in a report format.

This report follows the procedures outlined in the Department's Manual on Uniform Traffic Studies (MUTS), the Highway Capacity Manual – 2000 Update (2000 HCM), the Manual of Uniform Traffic Control Devices (MUTCD), and the Highway Safety Improvement Program Guidelines (HSIPG). This report will evaluate the following for the study location:

- Existing Conditions
- Traffic Control/Pedestrian Features
- Traffic Data Collection
- Field Observations
- Proposed Improvements
- Operational Analysis
- Benefit/Cost Analysis
- Recommendations

Figure 1 on the next page, presents the project area map.

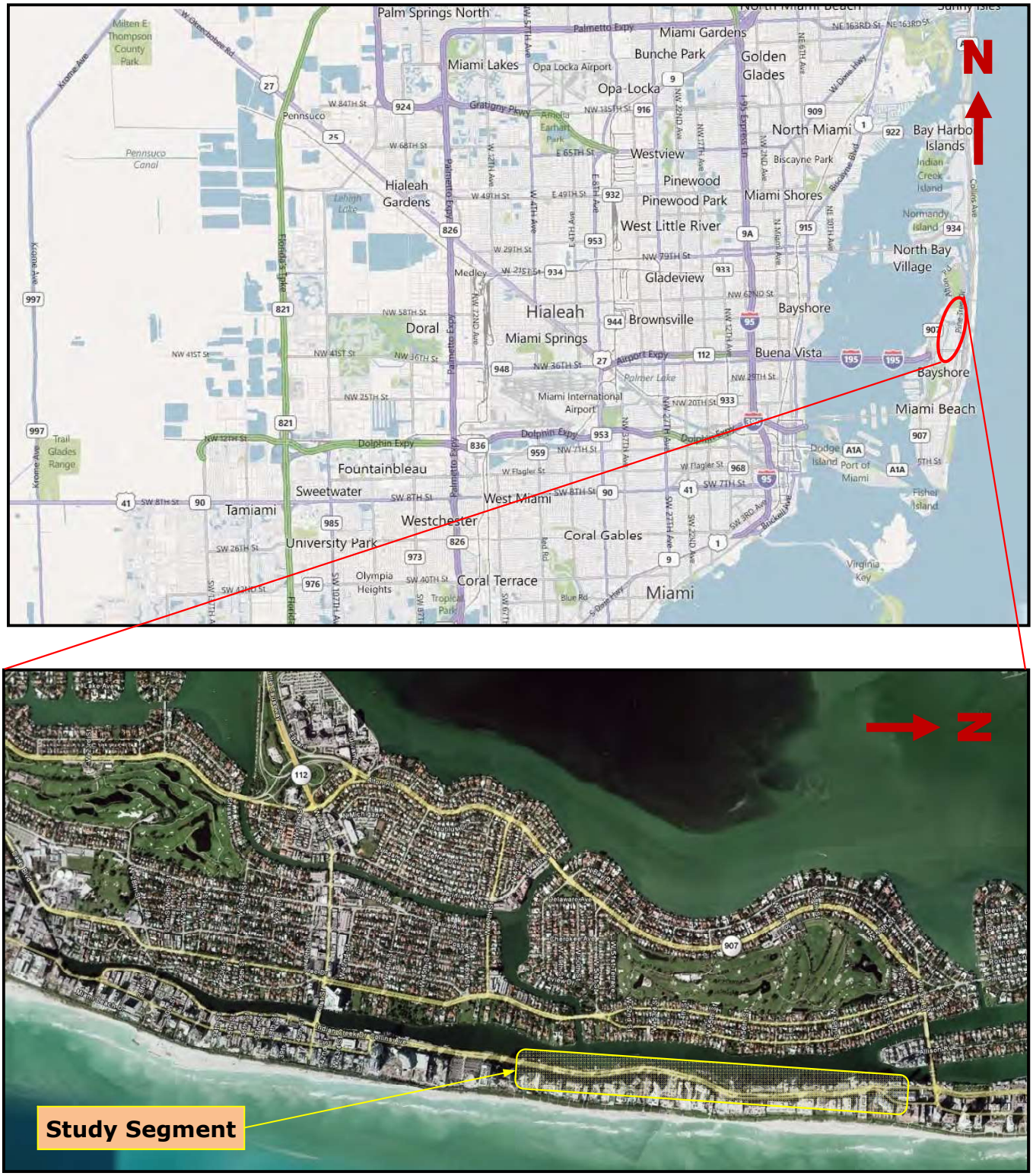


Figure 1: Project Location Map

3. SITE ANALYSIS

SR A1A/Collins Avenue, within the study area, is a north-south six-lane divided urban section with a raised and landscaped median. In the study area, SR A1A has a posted speed limit of 35 MPH for the southbound and northbound traffic traveling on the mainline. Along the east side of SR A1A, there is a one-lane, one way northbound frontage road which is separated from mainline SR A1A by a 4-foot traffic separator. The delineation for the frontage road begins directly in front of the main driveway for the Blue Green Diamond Condominiums (4775) and continues north until the signalized intersection at 5800 Block. The west side of SR A1A is fronted by the Indian Creek Canal from the southern study limit of 4700 Block to the 5330 Block where SR A1A begins to separate from the canal and high density residential and hotel land uses are present fronting the west side of SR A1A for the remaining study corridor limit.

SR A1A is classified as an urban principal arterial and services an Average Annual Daily Traffic (AADT) of 38,500 vehicles per day (vpd) (2011 Florida Traffic Information CD – Station Located 200 ft south of 4700 Block). The frontage road, as stated above, is a one lane, northbound roadway which widens out for a second lane at each signalized intersection and which serves as a U-turn only lane for vehicles continuing southbound onto SR A1A mainline. At the departure side of the signalized intersections, the second lane is used as a yield lane access onto mainline northbound SR A1A. The posted speed limit along the frontage Road is 25 MPH.

Based on the FDOT Access Management Classification, the study segment is classified as Class 7. Based on this classification, the recommended minimum directional median opening spacing is 330 feet, the recommended minimum full-median opening is 660 feet, and the recommended minimum signal spacing is 1,320 feet. Table 1, on the next page, summarize all directional median openings and signal openings within the study segment with their spacing and the percent deviations from the FDOT Access Management Standard.

Street lighting and sidewalks are provided along the west side of mainline SR A1A and on the east side of the frontage road. Bus stops are also provided at several locations along the west side of mainline SR A1A and on the east side of the frontage road. A condition diagram detailing the lane configuration and existing roadway features for the study segment is shown in Figure 2.

Table 1. Signal and Directional Median Openings

Intersection	Type of Opening	Spacing between Directional or Access Openings (feet)	Minimim Directional Opening Spacing (feet)*	% Deviation from Standard	Spacing between Existing Signalized Intersections (feet)	Minimim Signal Spacing (feet)*	% Deviation from Standard
4700 Block	Signalized Intersection						
		550	330	67%			
Wyndham-Miami Beach Resort (4833)	Directional				1050	1320	-20%
		500	330	52%			
4900 Block	Signalized Intersection						
		400	330	21%			
Premium Trust Mortgage Corporation (5005)	Directional				765	1320	-42%
		370	330	12%			
5000 Block	Signalized Intersection						
		180					
5055 Collins Avenue Condominium (5055)	Directional (From Frontage Rd to Mainline)						
		215	330	-35%	915	1320	-20%
Seacoast Suites (5101)	Directional						
		520	330	58%			
5200 Block	Signalized Intersection						
		190					
Alexander Hotel (5225)	Directional (From Frontage Rd to Mainline)				430	1320	-67%
		240	330	-27%			
5300 Block	Signalized Intersection						
					480	1320	-64%
5330 Block	Signalized Intersection						
		140	330	-58%			
Carriage House Condominium (5401)	Directional (From Frontage Rd to Mainline)				580	1320	-56%
		440	330	33%			
5445 Ent. Block	Signalized Intersection						
					350	1320	-73%
5445 Exit Block	Signalized Intersection						
		230	330	-30%			
Oceanside Plaza (5555)	Directional (From Frontage Rd to Mainline)				420	1320	-68%
		190	330	-42%			
5500 Block	Signalized Intersection						
					410	1320	-69%
5600 Block	Signalized Intersection						
		140	330	-58%			
5601	Directional (From Frontage Rd to Mainline)						
		170	330	-48%			
Arlen Beach Condos (5701)	Directional						
		480	330	45%	1480	1320	12%
Marlborough Condos (5775)	Directional						
		350	330	6%			
Corinthian Condos	Directional						
		340	330	3%			
5800 Block	Signalized Intersection						
Average					688	1320	-48%



3.1 TRAFFIC CONTROL

There are 10 signalized intersections within the study area. All signalized intersections are controlled via mast arm traffic signal assemblies. Six of the 10 intersections operate similarly along this stretch of SR A1A, with a combination U-turn only lane followed by the yield lane onto mainline northbound SR A1A. Three of the 6 signalized intersections have the pedestrian crosswalk across Collins Avenue on the south leg and three of the signalized intersections have the pedestrian crosswalk across Collins Avenue on the north leg. At these intersections, the signal indications rest on green for northbound/southbound traffic, including the northbound frontage road through movement, until such time that pedestrians actuate the crossing, or a northbound u-turn or (at certain locations) a southbound left turning vehicle is encountered. All intersections allow for legal U-Turns from the northbound frontage road (under protected only phasing) to southbound Collins Avenue as well as pedestrian crossings of Collins Avenue and southbound left turns (at 3 of the 6 locations). The through lane of the frontage road only stops for southbound left-turns/U-turns (under protected only phasing) and pedestrian crossing across Collins Avenue as well.

The traffic signal information for the intersections was obtained from the Miami-Dade Traffic Signs & Signals Division database and is included in Appendix A. According to the County, the study intersections are semi-actuated and coordinated. According to the turning movement counts collected the peak hour periods for the study corridor are from 7:15 AM to 8:15 AM and from 5:00 PM to 6:00 PM for weekday and Noon to 1:00 PM during the weekend period. Signal timing and phasing data sheets are presented in Appendix A.

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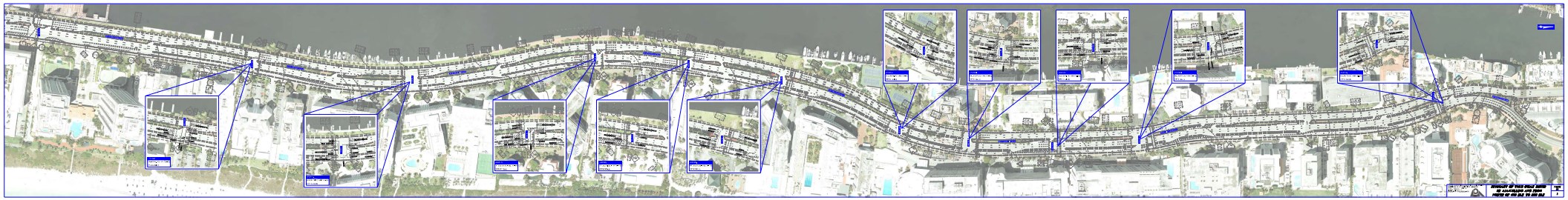
3.2 DATA COLLECTION

The data collection efforts for this study consisted originally of 7-day Automatic Traffic Recorders (ATRs), 4-hour Turning Movement Counts (TMCs) for the weekday period, and 2-hour TMCs for the weekend period at the signalized intersections. However, as a result of the crash analysis and field observations a speed profile study was performed at four locations and 4-hour TMCs for the weekday period and 1-hr TMCs for the weekend period were collected at the unsignalized intersections or directional opening along the corridor.

The ATRs were collected from midnight on March 21, 2011 (Monday) to midnight on March 27, 2011 (Sunday) at several locations within the study area to assist in identifying the peak periods for the collection of the TMCs during a typical weekday and weekend.

Based on the ATRs, the 2-hour MIDDAY and 2-hour PM peak traffic periods for the study segment during a typical weekday were identified from 11:00 AM to 1:00 PM and from 5:00 PM to 7:00 PM, and the 2-hour peak traffic period for the study segment during the weekend was identified from 5:00 PM to 7:00 PM. Pedestrian and truck traffic volumes were also manually collected. The MIDDAY peak period [total 1-hour volume of the highest hour of the intersection for the count day] was determined to be 11:45 AM – 12:45 AM and the PM peak period (1-hour period) was determined to be 5:45 PM – 6:45 PM, based on the 4-hour TMCs collected during typical weekday. The weekend PM peak period (1-hour period) was determined to be 6:00 PM – 7:00 PM, based on the 2-hour TMCs collected during a weekend. The additional TMCs performed at the unsignalized or directional openings for the weekend period were only performed at the 1-hr peak period identified from the TMCs performed at the signalized intersections. Figure 3 summarize the TMC peak hour volumes. The data sheets for the ATRs and TMCs are included in Appendix B.

Based on the high speeds observed during the field reviews and a detailed review of the crashes coded as 'Collision with Fixed Objects', 'Other', and 'Overturned' which revealed that 'Exceed Safe or Stated Speed Limit was one of the major contributing causes of these types of crashes a spot speed study was performed at four locations along SR A1A, 2 along the southbound and 2 along the northbound lanes, midnight on October 12, 2011 (Wednesday) to midnight on October 16, 2011 (Sunday). These locations were selected based on the collision diagrams and the geometry of the corridor. The results of the spot speed study are presented in Section 3.4 of this report.



3.3 CRASH ANALYSIS

A safety review of the crash data for the period of 2006 through 2008 was performed for the study segment from north of 4700 Block (MP 7.144) to 5800 Block (MP 8.441). The hard copy crash reports for these crashes were requested from the Department and reviewed. Subsequently, a collision diagram was prepared for the study segment. The crash data is summarized and presented on the next pages. It should be noted that the presence of the northbound frontage road and its operation prevents many crashes from being classified into the typical crash types. For instance, a collision involving northbound mainline vehicles colliding with northbound frontage road U-turning vehicles does not fit into any typical crash type such as an angle, sideswipe, or left turn. As such, additional analysis efforts were undertaken to properly identify patterns.

For the 3-year study period, there were a total of 285 (i.e. 89, 98, and 98) crashes with 72 (25%) resulting in injury. There were no fatal crashes contained within the Department's database during the 3-year study period. There were 37 (13%) crashes which occurred during wet pavement conditions and 76 (27%) crashes that occurred during night/dusk/dawn conditions (both below the statewide averages). The afternoon peak period from 3:00 PM and 6:00 PM had the highest frequency of crashes with 61 (21.4%) during the study period. In order of magnitude, the top three crash types were angle, rear-end, and sideswipe at 92, 75, and 64 crashes, respectively. It is noted that there were 26 'Collision with fixed Objects" crashes during the study period. The collision diagrams revealed that 219 (77%) crashes occurred at the intersections. The locations with most frequency within the study area were the intersections of SR A1A/Collins Avenue and 5200 Block, 5000 Block, 5800 Block and 5600 Block, with 37, 36, 33, and 26 crashes, respectively. Exhibit 1 presents histograms of crash type and the frequency at each signalized intersection, and at the median opening just south of 4900 Block.

The angle crash type includes crashes involving the signalized northbound frontage road U-turn movement along with several crashes involving northbound mainline SR A1A vehicles entering the frontage road, as discussed below.

The hardcopy police report and the collision diagrams revealed that there were 46 crashes involving vehicles leaving the frontage road, to make a U-turn, from the 6 signalized intersections which allow the designated U-turn movement. These occurred as follows:

- 5000 Block – 11 crashes
- 5200 Block – 8 crashes

- 5330 Block – 9 crashes
- 5445 Exit – 7 crashes
- 5600 Block – 0 crashes
- 5800 Block – 11 crashes

This crash type was further evaluated and it was found that 17 (37%) of these 46 crashes involved drivers from outside of South Florida, and twenty two (48%) crashes involved drivers from outside of Miami-Dade County. Eight (17%) of the 46 northbound U-turn Crashes were found to be the fault of the U-turning vehicle from the frontage road. The northbound vehicle traveling on the mainline was found at fault in 20 (43%) of the crashes, both drivers were found at fault in one (2%) of the crashes, and no fault was assigned in 17 (37%) of the crashes.

There were 32 crashes involving northbound vehicles traveling on the mainline and accessing the frontage road at inappropriate or incorrect locations. Five of those crashes occurred at the opening located 400 ft south of 5000 Block, 3 occurred at 4900 Block, 4 at 5000 Block and 7 occurred at the 5200 Block. There were also 6 crashes involving northbound frontage road vehicles accessing mainline northbound SR A1A. However, 5 of those 6 crashes occurred at the directional opening located 500 ft north of 5600 block and seem to be associated to northbound vehicles intending to perform an inappropriate U-turn to access southbound lanes. There were 4 crashes involving southbound vehicles trying to enter the northbound frontage road.

Of the 75 rear-end crashes, 43 (56%) crashes occurred in the northbound direction (10 within the frontage road) and 32 (44%) crashes occurred in the southbound direction. Fifteen (20%) of the 75 rear-end crashes occurred between 3:00 PM and 6:00 PM. There were 16 (21%) crashes which occurred during wet pavement conditions and 21 (28%) crashes which occurred during night time.

Of the 64 sideswipe crashes, 15 (24%) consisted of northbound crashes on the frontage road, 18 (32%) consisted of northbound crashes on mainline SR A1A, and 21 (35%) southbound crashes on mainline SR A1A. Thirteen (20%) of the 64 sideswipe crashes occurred between 3:00 PM and 6:00 PM. There were 3 (5%) crashes which occurred during wet pavement conditions and 18 (28%) crashes which occurred during night time.

Of the 26 'collision with fixed object' crashes, 18 (69%) consisted of northbound crashes and 7 (27%) consisted of southbound crashes. The direction of the vehicle from one of the 26 crashes could not be determined. Twelve (46%) of the 'collision with fixed object' crashes occurred between midnight and 6:00 AM. Seven (27%) of the 26 'collision with fixed object' crashes occurred on Sunday. There were 4 (15%) crashes which occurred during wet pavement conditions and 14 (54%) crashes which occurred during night time.

The confidence level for the study segment was calculated at 99.99% for all 3 years in the study period. Based on statewide average crash rate segments with a confidence level of 99.95%, or higher, have such probability of their crash rates being abnormally high.

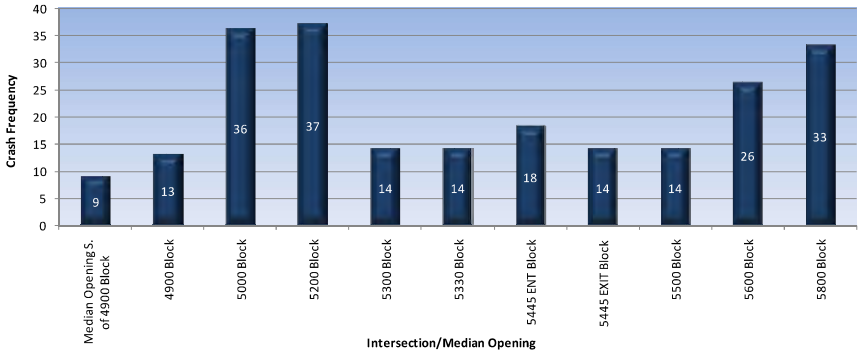
Year	Number of Crashes	ADT	Actual Crash Rate (ACR)	Statewide Average Crash Rate (A)	Average Vehicle Exposure (M)	Critical Crash Rate (CCR)	Safety Ratio	Statistical Significance	Confidence Level
2006	89	34,500	5.526	3.210	16.106	4.781	1.156	5.257	99.9999%
2007	98	34,000	6.174	3.129	15.872	4.694	1.315	6.930	99.9999%
2008	98	35,000	5.998	3.044	16.339	4.565	1.314	6.914	99.9999%

The figure 4 presents an overall perspective for the clustering and crash patterns at all signalized intersections and at the median opening (4900 Block) with the highest frequency of crashes within the study segment. The annual crash summaries and collision diagram for the entire study segment and for each intersection the study period can be found in Appendix C.

CRASH ANALYSIS – 2009-2011

The Department requested (Under the Contract C9341 – TWO32) P&A to conduct a Technical Memorandum to investigate if the crash frequency for the segment along SR A1A from north of 4700 Block to 5800 Block has shown a continuation by reviewing the crash data from the Department' CARS System and the City of Miami Beach for the 3-year study period (2009-2011) and comparing the results to the 3-year period (2006-2008).

Based on the Department' CARS System, there were a total of 270 crashes in the 3-year study period with a yearly breakdown of 85, 67, and 78 crashes [respectively 2009, 2010, and 2011]. However, based on the review of the crash data provided by the City of Miami Beach, there were a total of 293 crashes in the 3-year study period with a yearly breakdown of 100, 94, and 99 crashes [respectively 2009, 2010, and 2011]. The review of the City of Miami Beach crash data for the 3-year period indicated a consistent frequency of crashes as compared to the 3-year period (2006-2008). However, it was noted that if the Department needed to confirm crash patterns obtained in the previous study, revision of hard copy police reports and preparation of collision diagrams are required. The Technical Memorandum can be found in Appendix D.



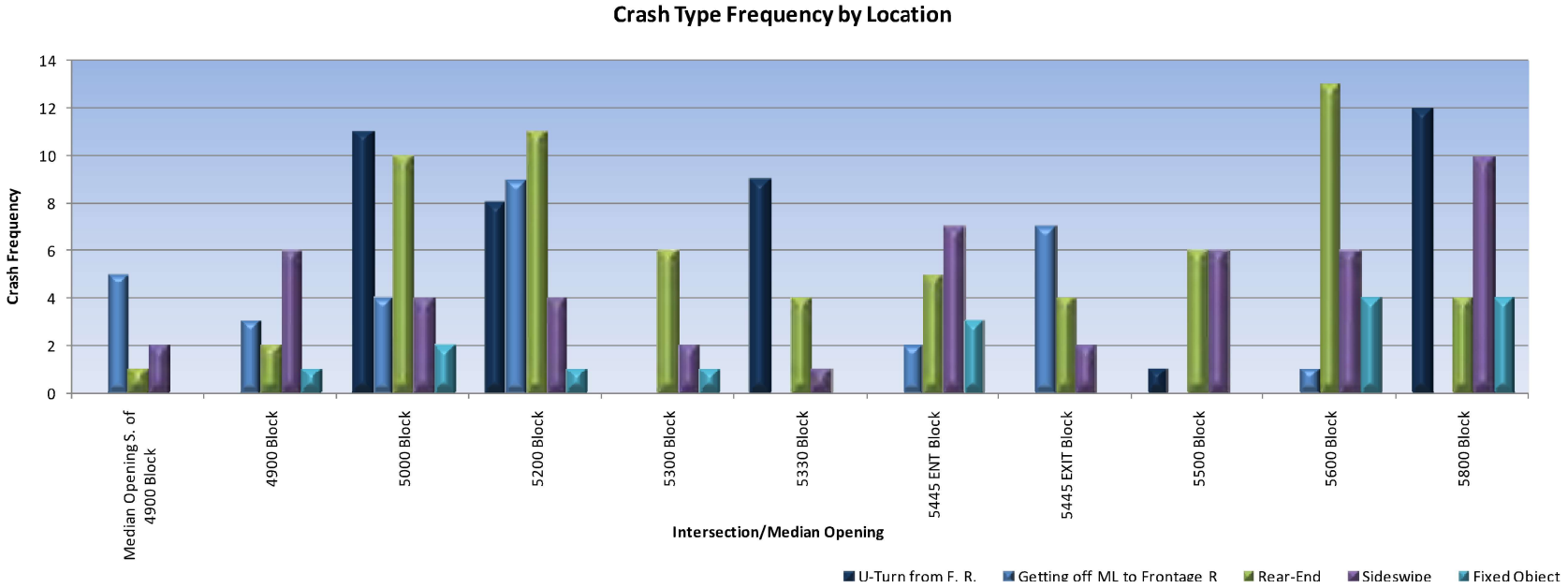


Figure 4: Crash Patterns and Frequency at Peak Crash Locations

Table 2: Crash Summary

SR A1A/Collins Avenue from 4700 Blk to 5800 Blk		Number of Crashes					
		Year					
Segment/Spot with No Expected Values Available		2006	2007	2008	3 Year Total Crashes	Mean Crashes Per Year	%
CRASH TYPE	Rear End	27	28	20	75	25.00	26.3%
	Head On	0	1	0	1	0.00	0.4%
	Angle*	20	33	39	92	31.00	32.3%
	Left Turn	1	4	2	7	2.00	2.5%
	Right Turn	0	0	4	4	1.00	1.4%
	Sideswipe	25	22	17	64	21.00	22.5%
	Backed Into	3	4	2	9	3.00	3.2%
	Coll. w/ Parked Car	0	0	0	0	0.00	0.0%
	Coll. w/ Pedestrian	1	0	0	1	0.00	0.4%
	Coll. w/ Bicycle	3	0	0	3	1.00	1.1%
	Fixed Object	9	6	11	26	9.00	9.1%
	Ran Off Road	0	0	0	0	0.00	0.0%
	Overturned	0	0	1	1	0.00	0.4%
	Other	0	0	2	2	1.00	0.7%
	Total Crashes	**89**	**98**	**98**	**285**	**95.00**	**100.0%**
SEVERITY	PDO Crashes	62	73	78	213	71.00	74.7%
	Fatal Crashes	0	0	0	0	0.00	0.0%
	Injury Crashes	27	25	20	72	24.00	25.3%
LIGHTING CONDITIONS	Daylight	68	71	70	209	70.00	73.3%
	Dusk	4	6	3	13	4.00	4.6%
	Dawn	1	1	0	2	1.00	0.7%
	Dark	16	20	25	61	20.00	21.4%
	Unknown	0	0	0	0	0.00	0.0%
SURFACE CONDITIONS	Dry	79	83	86	248	83.00	87.0%
	Wet	10	15	12	37	12.00	13.0%
	Others	0	0	0	0	0.00	0.0%

*. Angle: Crashes involving vehicles accessing and exiting the frontage road.

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3.4 FIELD REVIEW

Field reviews for the study segment were conducted by qualified traffic engineers from our firm on Thursday, September 22. 2011 from 4:30 PM to 7:00 PM, on September 28. 2011 from 11:00 AM to 1:30 PM, and on Saturday, October 1. 2011 from 5:00 PM to 7:00 PM. Additional field reviews were performed by our traffic engineers and field personnel during the week of September 7, 2011 to gather additional traffic operational and roadway geometry data to validate the findings and improvements preliminary identified under the qualitative assessment and developed under this current access management study.

MIDDAY

- The study corridor was uncongested and operates most of the time under unsaturated conditions. Northbound traffic seemed slightly higher than southbound traffic.
- Northbound left-turn queues on the Frontage Road were cleared at all intersections. Queues of up to 7 vehicles were observed at 5000 Block.
- Vehicles traveling over the chevron pavement markings between 4700 Block and 4900 Block, and at the intersection of 5200 Block, 5445 Block, and 5500 Block were observed several times.

PM

- The study corridor was uncongested and operates most of the time under unsaturated conditions. Northbound traffic seemed slightly higher than southbound traffic.
- Illegal parking was observed along the east side of the Frontage Road.
- Illegal parking by 4700 Block and the poor signage difficult northbound drivers visibility to the Frontage Road.
- Northbound left-turn queues from the Frontage Road were cleared at all intersections. Queues of up to 7 vehicles were observed at 5000 Block.
- Vehicles traveling over the chevron pavement markings between 4700 Block and 4900 Block, and at the intersection of 5000 Block, 5200 Block, 5445 Block, and 5500 Block were observed several times.

SATURDAY

- The study corridor was uncongested and operates all time under unsaturated conditions.
- Northbound left-turn queues from the Frontage Road were cleared at all intersections. Northbound left-turn queues on the Frontage Road of up to 5 vehicles were observed at 5000 Block and 5200 Block. Queues of up to 4 vehicles were observed at 5800 Block

- Vehicles traveling over the chevron pavement markings between 4700 Block and 4900 Block, and at the intersection of 5000 Block, 5200 Block, 5445 Block, and 5500 Block were observed several times.

GENERAL OBSERVATIONS

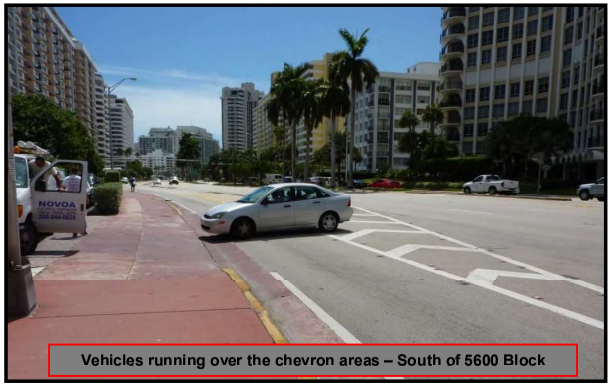
- Between 41 Street and 4900 Block, northbound vehicles are not allowed to perform U-turns.
- Some speed limits signs and warning signs are obstructed by landscaping.
- There are no illuminated street name signs at any of the signalized intersections along the corridor. Street name signs attached to mast-arms need to be refurbished or replaced by internally illuminated street name signs.
- Lighting appeared to be adequate along segment.
- The "WALK" indicator facing eastbound pedestrians at 5800 Block appeared to be malfunctioning, as no indications were displaying when the "pushbutton" detector was pressed. In addition, green ball indications facing northbound thru traffic on the Frontage Road at 5000 Block and 5200 Block were malfunctioning (no display) which was creating confusion among drivers. An email was sent to the Traffic Signal Operations Zone Engineer, Mr. William Rivera-Paz to bring his attention to these issues. A subsequent visit to the site revealed that these issues were addressed.
- The following findings were constantly observed during all field reviews:
    - Vehicles traveling northbound on the mainline inside lane with left-turn turning lights. These vehicles appeared to be looking for an opening to perform U-Turn maneuvers.
    - Illegal westbound left-turn maneuvers at 5500 Block.
    - Illegal northbound U-turn maneuvers at different locations.
    - Northbound and southbound vehicles traveling at high speeds. Floating speeds of 45 MPH and 50 MPH of southbound and northbound vehicles were obtained.
    - Illegal parking along the east side of the Frontage Road. Illegal parking by 4700 Block and the poor signage difficult driver awareness of the Frontage Road.
    - Tourist buses and trucks parking on the frontage road, and in some cases blocking totally northbound vehicles, Vehicles traveling over the median separator to pass stopped/parked vehicles.
    - Medium pedestrian activity along the corridor. Some pedestrians crossing at non designated locations.



Vehicles running over the chevron areas – North of 4700 Block



Illegal parking



Vehicles running over the chevron areas – South of 5600 Block



Vehicles performing illegal left-turn maneuvers at 4700 Block



Malfunctioning Signal head At 5600 Block



Signal heads and sign visibility obstructed by landscaping



Signs visibility obstructed by landscaping



Signal heads visibility obstructed by landscaping



Mast-arms and pole delineators struck



FIELD OBSERVATIONS & MAJOR DEFICIENCIES

SR A1A/Collins Avenue from north of 4700 Block to 5800 Block

Figure 5

3.5 SPEED SPOT STUDY

For this study, vehicle speeds were collected on the northbound and southbound directions from October 28 to November 3, 2011 (7-day spot speed study). Following the guidelines presented in Chapter 13 of FDOT's Manual on Uniform Traffic Studies (MUTS) [Year 2000 (Doc. No. 750-020-0070)] and FDOT's Speed Zoning for Highways, Roads and Streets [March 2010 (Doc. No. 750-010002)], the speed data calculated and utilized to represent the findings of the vehicle speeds collected included: the 85th percentile speed, average speed, 10 mph pace speed (highest number of vehicles within any 10-mph range), and percent of vehicles in pace. The guidelines in these references also comply with the MUTCD (2009 Edition) published by the FHWA. According to guidelines contained in the FDOT's Speed Zoning manual, for the purposes of a review of the speed limit, the measurement of prevailing speeds of free-flowing traffic during good weather and roadway conditions is required.

A spot speed study was conducted at two locations along northbound SR A1A and at two locations along southbound SR A1A. The speed statistics are presented in the Table 3.

Table 3: Spot Speed Study Results – Summary

Location	Posted Speed (MPH)	Direction	Period	85th Percentile	Mean	10-MPH Pace	% Pace
SR A1A/Collins Avenue, 200 ft south of 5000 Block	35	NB	7-day	43	36	31-40	57.2
SR A1A/Collins Avenue, 200 ft north of 5800 Block (At Curve)				37	32	26-35	71.9
SR A1A/Collins Avenue, 100 ft south of 5800 Block	35	SB	7-day	40	34	31-40	67.4
SR A1A/Collins Avenue, 200 ft south of 5445 Ent Block				42	37	31-40	69.9

The results of the spot speed study were compared to the existing posted speed using the guidelines in the Department's Speed Zoning Manual. These guidelines are as follows: "*A speed limit should not differ from the 85th percentile speed or upper limit of the 10-mph pace by more than 3 mph and it shall not be less than 8 mph. A speed limit of 4 to 8 mph less than the 85th percentile speed shall be supported by a supplemental investigation,*"

Following The Speed Zoning Manual guidelines, a comparison was conducted to determine the need to recommend speed feedback signs along SR A1A/Collins Avenue within the limits of the study segment. Table 4 provides the results of the comparison for the both directions of travel along SR A1A/Collins Avenue.

Table 4: Evaluation of Existing Posted Speeds

Spot Speed Study						
Location	**Posted Speed (MPH)**	**Direction**	**85th Percentile**	**10-Mile Pace**	**Δ_1**	**Δ_2**
SR A1A/Collins Avenue, 200 ft south of 5000 Block	35	NB	43	31-40	8	5
SR A1A/Collins Avenue, 200 ft north of 5800 Block (At Curve)	35	NB	37	26-35	2	0
SR A1A/Collins Avenue, 100 ft south of 5800 Block	35	SB	40	31-40	5	5
SR A1A/Collins Avenue, 200 ft south of 5445 Ent Block	35	SB	42	31-40	7	5

Δ_1 = Posted Speed - 85th Percentile

Δ_2 = Posted Speed - Upper Limit of 10-Mile Pace

As shown in Table 4, the results of the comparison reveal that the posted speed criteria is not met at the study locations, except on the northbound direction at the location 200 ft north of 5800 Block. Furthermore, the results suggest that vehicles are traveling above the posted speed limit of 35 MPH in the northbound direction, the 85th percentile speeds were 43 MPH and 37 MPH. Similarly, vehicles traveling in the southbound direction are driving above the speed limit with 85th percentile speeds of 40 MPH and 42 MPH. Therefore, Installation of speed feedback signs in the northbound and southbound directions is recommended. These signs are recommended along with the additional speed limit signs. The data sheets are included in Appendix B.

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4. IMPROVEMENTS DEVELOPMENT

4.1 CRASH PATTERNS AND COUNTERMEASURES

Based on a crash analysis supplemented with a review of the aerial imagery, field reviews, and other information such as the intersection traffic control, the probable causes that contributed to the occurrence of these crashes along the segment are discussed below.

There are five main crash patterns identified along the study segment including:

- Northbound sideswipe/angle crashes related to the inappropriate or improper access into the frontage road from mainline SR A1A.
- Angle crash pattern related to the northbound designated U-turn maneuver from the frontage road at 5 of the 6 signalized intersections which allow this movement.
- Rear-end crashes related to high speeds, the changes in horizontal alignment along the corridor, and limited visibility to the signals.
- Sideswipe crashes related to high speeds and limited visibility of the signals.
- 'Collision with fixed objects' related to high speeds, and the changes in horizontal alignment.

As previously discussed in the Traffic Control Section, the study segment has a total of 10 signalized intersections, however, the northbound U-turn from the frontage road is only allowed at 6 of the 10 signalized intersections.

The probable causes associated with the crashes related to vehicles entering the frontage road include the following:

- The study segment is 1.297 miles in length. There are 22 access/egress points along the frontage road area not including the beginning and ending points of the frontage road. This corresponds to a spacing of approximately 300 feet per opening which does not meet the minimum access management criteria as per FDOT. This creates a condition of poor access management due to the numerous closely spaced access/egress openings which increases the possibility of conflicts.

- There is poor channelization, markings, and signage to clearly indicate to motorists the appropriate locations to access the frontage road. In addition, there are inconsistencies with how the access is treated (marked and signed) as there are locations where access is provided for both northbound and southbound motorists.

- As previously discussed, there were 32 crashes involving northbound vehicles traveling on the mainline and accessing the frontage road at inappropriate or incorrect locations. The majority of these crashes were caused by northbound drivers disregarding the chevron areas and performing right-turn maneuvers from the mainline straight into the hotels and condominiums and crashing with northbound thru vehicles traveling on the frontage road. This was confirmed during the field reviews.

The probable causes associated with the crashes related to northbound U-turn vehicles exiting the frontage road include the following:

- Of the 10 signalized intersections, there are 6 intersections along the study corridor which have a designated northbound U-turn lane. The current combination of signal indications, limited markings, and signage does not provide sufficiently clear guidance for motorists.

- Limited visibility to the signal heads caused by the change in horizontal alignment and heavy landscaping on the median, the current number of signal heads, and the high speeds which were found during the review of the hard copy reports, observed during the field reviews, and confirmed as per the results of the spot speed study. These seem to be the probable causes of the majority of this type of crash at the intersections of 5000 Block, 5200 Block and 5800 Block. At each of the intersection of 5000 Block and 5800 Block, 10 of the 11 crashes involved U-turn vehicles from the frontage road crashing against northbound vehicles traveling on the inside lane of the mainline. At the intersection of 5200 Block, 5 of the 8 crashes involved U-turn vehicles from the frontage road crashing against northbound vehicles traveling on the inside lane of the mainline.

- For several of the crashes involving this movement (based on the crash report narratives), it appears that the change interval may be too short to accommodate the relatively slow northbound U-turn maneuver. However, based on the field review and the signal timing information obtained from the county, only at the intersection of 5330 Block the all-red clearance seems too short to accommodate the northbound U-turn maneuver.

- In addition, there are inconsistencies at each signalized intersection related to which movements are allowed. For instance:
    - Some allow the southbound left from mainline SR A1A into the frontage road or driveway and some do not.
    - Some do not allow the northbound U-turn maneuver at all.

- At the intersection of 5445 Block the westbound movements are allowed from the driveways to go south

It should be noted that the signalized intersection of SR A1A at 5600 Block allows the northbound U-turn maneuver, however, there are no crashes related to the northbound U-turn maneuver at this location.

The probable causes associated with the rear-end crashes include the following:

- Limited visibility to the signal heads caused by the change in horizontal alignment and heavy landscaping on the median, the current number of signal heads, and the high speeds which were found during the review of the hard copy reports, observed during the field reviews, and confirmed as per the results of the spot speed study.

The probable causes associated with the sideswipe crashes include the following:

- Poor access management due to the numerous closely spaced access/egress openings which increases the possibility of conflicts.

- There is poor channelization, markings, and signage to clearly indicate to motorists the appropriate locations to access the frontage road. There are inconsistencies with how the access is treated (marked and signed) as there are locations where access is provided for both northbound and southbound motorists.

- Limited visibility to the signal heads caused by the mix of change in horizontal alignment and heavy landscaping on the median.

The probable causes associated with the 'Collision with fixed objects' crashes include the following:

- The change in horizontal alignment and high speeds. Based on the hardcopy police reports 'Careless Driving' and 'Exceed Safe/Stated Speed limit' were the contributing causes of 12 and 9 'collision with fixed objects' crashes, respectively.

Table 5 details the crash types to be targeted for mitigation, probable contributing causes, and possible crash countermeasures. These countermeasures were used as the foundation to develop the conceptual improvements to reduce the identified crash patterns and improve motorists' safety (and traffic operations) within the study area.

Table 5: Crash Countermeasures

Crash Pattern(s)	Probable Cause(s)	Countermeasure(s)
U-turn from Frontage Road	High Speeds	Provide Feedback Radar Speed Signs Enforcement
	Limited Signal Visibility	Install Additional Signal Heads Install Internally Illuminated Street Name Signs Provide Signal Ahead Signs Trim Landscaping
	Poor Access Management And Driver Expectancy	Redesign Corridor Eliminate U-Turn Maneuvers From Frontage Road
Northbound access from mainline to Frontage Road	Poor Access Management And Driver Expectancy	Redesign Corridor Eliminate U-Turn Maneuvers From Frontage Road
	Illegal Right-turn Maneuvers Inconsistent Access And Exit To And From The Frontage Road.	Relocate Access Point To The Frontage Road Improve Signage Provide Raised Island At Signalized Intersections Provide Pole Delineators
Rear-end	High Speeds	Provide Feedback Radar Speed Signs Enforcement
	Limited Signal Visibility	Install Additional Signal Heads Install Internally Illuminated Street Name Signs Provide Signal Ahead Signs Trim Landscaping
Sideswipe	Poor Access Management And Driver Expectancy	Redesign Corridor
	High Speeds	Provide Feedback Radar Speed Signs Provide Signal Ahead Signs Enforcement
	Limited Signal Visibility	Install Additional Signal Heads Install Internally Illuminated Street Name Signs Trim Landscaping
Fixed object and Overturned	High Speeds/Change In Horizontal Alignment	Provide Feedback Radar Speed Signs Enforcement

4.2 PROPOSED IMPROVEMENTS

The following conceptual roadway improvements were evaluated based on crash history and the field conditions observed during the field review of the segment under study. Crashes involving vehicles performing U-turn from the Frontage Road, crashes involving vehicles accessing the Frontage Road, and rear-end, sideswipe and 'collision with fixed objects' crashes are to be targeted for mitigation. While evaluating the following improvements, consideration was given as to whether any improvements would be physically and economically feasible. The improvements have been detailed and graphically depicted in Figures 6 through 8.

Alternative 1

This alternative focuses on targeting crashes which occurred at each signalized intersection individually, improving signalization, signage and pavement markings, and restricting illegal movement through the installation of raised concrete island and median. This alternative also targets crash patterns identified at median, directional openings, and some crash pattern no directly related to the opening such as collision with fixed object crashes. The proposed improvements under alternative 1 are summarized as follows:

- Improve signage (facing northbound) preceding the beginning of the frontage road (including the installation of an overhead sign and trailblazer signs). These enhancements are intended to increase the awareness of northbound drivers of the new lane configuration, and principally drivers from outside Miami-Dade which represent a high percentage of the drivers at fault, based on the hardcopy police reports.
    - Target: All crashes.

- Provide a northbound U-turn lane on mainline just north of 4700 Block. This improvement is proposed considering that there are no U-Turn lanes for northbound vehicles along SR A1A from SR 112/41 Street/Arthur Godfrey. Many vehicles performing illegal northbound U-turn maneuvers were observed during the field review. It is anticipated that this improvement will reduce the volume of U-turn maneuvers from the Frontage Road at 5000 Block and 5200 Block which are among the top three clusters.
    - Target: All crashes.

- Provide concrete raised islands at some median openings and at some signalized intersections, and extend concrete separator and provide pole delineators at some locations, as detailed in Figure 6. Based on the crash analysis and collision diagrams, many of the crashes occurring along the corridor correspond to drivers accessing the frontage road from

mainline at signalized intersections or openings where the movements are restricted with signs. This was confirmed during the field reviews.

- Target: Crashes involving northbound vehicles traveling on the mainline and accessing the frontage road.

- Provide a signal head per lane for northbound and southbound approaches at all intersections.
- Install internally illuminated street name signs at all intersections.
- Trim landscaping limiting visibility of northbound and southbound traffic.
- Build bulb out just north of 4700 Block.
    - Target: Rear-end crashes and U-turn from frontage road crashes.

- Install speed feedback signs facing northbound and southbound traffic.
- Enforcement (high speeds).

  These enhancements are based on the crash analysis and hardcopy police reports which revealed that 'Exceed Safe/Stated Speed limit' was the main contributing cause of the 'collision with fixed object' crashes. These enhancements are also recommended based on the result of the Spot Speed study.
    - Target: 'Collision with fixed objects' crashes

- Provide high emphasis crosswalks at all intersections.
    - Target: 'Collision with Pedestrian' crashes.

Alternative 2

This alternative is the most restrictive and consists of redesigning the entire corridor to reduce the number of signalized intersections from 10 to 5 (excluding the signal for emergency vehicles), consolidating the access and egress points to and from the frontage road, and eliminating the northbound U-turn movement from the frontage road to allow it from the northbound mainline for cars and restricting it for trucks and buses. U-turns from the frontage road will only be allowed at a midway point along the frontage road to provide service for trucks and buses. However, cars will also be allowed to perform northbound U-turn from the frontage road at this midway point. Under this alternative, the access to the frontage road from the northbound and southbound mainline travel lanes will only be allowed at the signalized intersections, and the exits from the frontage road will only be allowed at a midway point between the signalized intersections. The northbound and southbound u-turn movements will be performed under protected only phasing. This

alternative was proposed considering the volume and speed of northbound vehicles traveling on the mainline, the volume of vehicles exiting the frontage road, and the number of gaps available observed during the field reviews. Those considerations were used to determine the offset distance (weaving distance) between a driveway exit from the frontage road and the downstream U-turn location at the following signalized intersection. The proposed improvements under alternative 2 are summarized as follows:

- Reduce the number of signalized intersections from 10 to 5 (excluding the signal for emergency vehicles).
- Consolidate the ingress and egress points to and from the frontage road.
- Eliminate the northbound U-turn movement from the frontage road to allow it from the northbound mainline. U-turn from the frontage road will only be allowed at a midway location along the frontage road to provide service for trucks and buses.
- Redesign the traffic separator along SR A1A (between the mainline and the frontage road) to provide two 10-ft lanes along the frontage road.
- Improve signage (facing northbound) preceding the beginning of the frontage road (including the installation of an overhead sign and trailblazer signs).
    - Target: All crashes.

- Provide a signal head per lane for northbound and southbound approaches at all intersections.
- Install internally illuminated street name signs at all intersections.
- Trim landscaping limiting visibility of northbound and southbound traffic.
- Build bulb out just north of 4700 Block.
    - Target: Rear-end crashes and U-turn from frontage road crashes.

- Install speed feedback signs facing northbound and southbound traffic.
- Enforcement (high speeds).
    - Target: 'Collision with fixed objects' crashes

- Provide high emphasis crosswalks at all signalized intersections.
- Install fluorescent yellow-green pedestrian warning signs at all signalized intersections.
    - Target: 'Collision with Pedestrian' crashes.

Alternative 3

This alternative consists of redesigning the entire corridor, reducing the number of signalized intersections from 10 to 4 (excluding the signal for emergency vehicles), consolidating some of the access and egress points to and from the frontage road, and eliminating the northbound U-turn movements from the frontage road to allow it from the northbound mainline. In addition, U-turns from the frontage road will only be allowed at a middle point along the frontage road to provide service for trucks and buses.

The proposed number and location of the signalized intersections are the main differences between Alternatives 2 and 3. In addition, under Alternative 3, all exiting median/directional openings from the south limit of the frontage road to just south of 5200 Block, and the majority of existing median openings from just north of 5600 Block to the north limit of the frontage road will remain; this will allow southbound left-turn movements at two signalized intersections and at some directional openings where the movement is currently allowed.

As with alternative 2, alternative 3 was developed considering the volume and speed of northbound vehicles traveling on the mainline, the volume of vehicles exiting the frontage road, and the number of gaps available observed during the field reviews. However, although less number of signalized intersections, as compared to the alternative 2, the number of median/directional openings and conflicting points make it more challenging for vehicles exiting the frontage road to weave out to perform U-turn at the following signalized intersection. The proposed improvements under alternative 3 are summarized as follows:

- Reduce the number of signalized intersections from 10 to 4. (excluding the signal for emergency vehicles)
- Consolidate some of the access and egress points to and from the frontage road.
- Eliminate the northbound U-turn movement from the frontage road to allow it from the northbound mainline. U-turn from the frontage road will only be allowed at a midway location along the frontage road to provide service for trucks and buses.
- Improve signage (facing northbound) preceding the beginning of the frontage road (including the installation of an overhead sign and trailblazer signs).
- Build bulb out just north of 4700 Block.
    - Target: All crashes.
- Provide a signal head per lane for northbound and southbound approaches at all intersections.
- Install internally illuminated street name signs at all intersections.

- Trim landscaping limiting visibility of northbound and southbound traffic.
    - Target: Rear-end crashes and U-turn from frontage road crashes.

- Install speed feedback signs facing northbound and southbound traffic.
- Enforcement (high speeds).
    - Target: 'Collision with fixed objects' crashes

- Provide high emphasis crosswalks at all intersections.
    - Target: 'Collision with Pedestrian' crashes.

NOTE: The implementation of some improvements listed under the alternatives 2 and 3 may require the relocation/removal of some bus stops (facing northbound and southbound). Coordination with Miami-Dade transit and the City of Miami Beach is necessary for the relocation of bus stops.

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4.3 TRAFFIC OPERATIONAL ANALYSIS

An operational analysis of the study corridors within the study area was performed for existing conditions for the two highest traffic periods, weekday PM and weekend PM peak periods using the SYNCHRO Traffic Software and its simulation companion SimTraffic. These analysis periods were selected based on a review of the traffic data collected as part of this study effort.

The study corridors include the arterials of Collins Avenue and Collins Avenue Frontage Road, which run parallel to each other and ten signalized intersections beginning with 4900 Block at the southern end of the study limits and ending at 5800 Block.

As an initial step, the existing conditions or the "baseline" scenarios for the two periods were validated to current traffic conditions. The model in SimTraffic was run to represent one hour real-time, with a 15 minute initialization period (a total of 75 minutes). The analysis was performed in accordance with the standard FDOT methodologies and consistent with the following documents: Highway Capacity Manual (HCM), Transportation Research Board (TRB). Traffic Analysis Toolbox, Publication No. FHWA-HRT-04-038; Published by the US Department of Transportation, Federal Highway Administration, July 2004 (referred to as the FHWA Traffic Analysis Toolbox).

Model Validation

The existing condition SYNCHRO models weekday PM and weekend PM were validated to current traffic conditions based on the signal timing and phase information, signal coordination, existing traffic volumes, heavy vehicle percentages, PHFs by intersection movement, and field observations (such as queue lengths and signal cycle failures, if any).

Measures of Effectiveness

The Measures of Effectiveness (MOEs) used to evaluate the traffic conditions within the study area include signal delay (seconds), arterial speed (mph), travel time (second), and level of service (LOS) for the arterials under study and total delay (vehicle-hour) and LOS for the northbound and southbound traffic movements at all signalized intersections within the arterials under study. The HCM uses LOS as a quantitative measure to represent the level of service at an intersection or arterial. The level of service grading criteria ranges from LOS A to LOS F, with LOS A representing free-flow conditions and LOS F representing failing conditions. The letter grades in between represent the various levels of congestion. LOS D is recognized as the minimum acceptable level of service for a roadway facility such as the study roadway, as defined by Rule Chapter 14-94, Florida Administrative Code (F.A.C.) - Statewide Minimum Level of Service Standards for multilane

roadways in urbanized areas with a population over 500,000. The output reports of the analysis are included in Appendix E.

EXISTING CONDITIONS

Arterial Analysis

Based on the results of the arterial analysis, the study corridors are operating at LOS C or better during the PM weekday and weekend study periods, as presented in Table 6. These results concurred well with the field observations.

Table 6: Existing Arterial Operational Results.

Period	Direction	Existing Condition			
		Signal Delay (s)	Arterial Speed (mph)	Travel Time (s)	LOS
Weekday PM	NB Collins	30.7	28	173.6	C
	SB Collins	21.3	29	155.8	B
	NB FRTG Rd	9.8	23	187.3	B
Weekend PM	NB Collins	45.8	26	188.7	C
	SB Collins	29.7	28	164.2	C
	NB FRTG Rd	14.0	23	180.8	B

Intersection Analysis

Based on the results of the intersection analysis, the major traffic movements, northbound and southbound through at the study intersections are operating at LOS B or better during the PM weekday and weekend study periods, as presented in Table 7 and Table 8. However, the northbound or southbound left-turn or U-turn movements at some of the study intersections are operating at LOS E during the PM weekday and weekend study periods. These movements are operating at this level of service, because signal priority is given to the north/south thru movements along the study corridors and not due to a high level of traffic. These results concurred well with the field observations.

Table 7: Existing Intersection Operational Results – Weekday PM

Intersection	No.	Movement	Volume (vph)	Delay (sec/veh)	Total Delay (veh-hr)	LOS
4900 Collins Ave	1	NBT+RT	1,435	0.8	0.32	A
	2	SBT	1,213	0.7	0.24	A
	3	SBL+U	0	0	0.00	N/A
4900 FRTG Rd	4	NBT+RT	348	0.9	0.09	A
5000 Collins Ave	5	NBT+RT	1,427	8	3.17	A
	6	SBT	1,088	5.3	1.60	A
	7	SBL+U	7	61.7	0.12	E
5000 FRTG Rd	8	NBT+RT	224	0.6	0.04	A
	9	NBU	126	55.7	1.95	E
5200 Collins Ave	10	NBT+U	1,428	1.8	0.71	A
	11	SBT	1,047	4.1	1.19	A
	12	SBL+U	13	66.6	0.24	E
5200 FRTG Rd	13	NBT+RT	177	0.5	0.02	A
	14	NBU	47	61.4	0.80	E
5300 Collins Ave	15	NBT+RT	1,427	1.6	0.63	A
	16	SBL+U	41	68.1	0.78	E
	17	SBT	1,060	1.4	0.41	A
5300 FRTG Rd	18	NBT	171	1.2	0.06	A
5330 Collins Ave	19	NBT+U	1,406	1.7	0.66	A
	20	SBT	1,051	1.4	0.41	A
5330 FRTG Rd	21	NBT	203	1.3	0.07	A
	22	NBU	47	61.7	0.81	E
5445 Collins Ave Ent	23	NBT+RT	1,403	2	0.78	A
	24	SBL+U	36	64.6	0.65	E
	25	SBT	1,051	0	0.00	A
5445 FRTG Rd Ent	26	NBT+RT	203	1.6	0.09	A
5445 Collins Ave Exit	27	NBT	1,386	0.8	0.31	A
	28	NBU	17	66.9	0.32	E
	29	SBT+U	1,074	2.3	0.69	A
5445 FRTG Rd Exit	30	NBT	203	0.7	0.04	A
	31	NBU	12	65.4	0.22	E
5500 Collins Ave	32	NBT+RT	1,390	0.7	0.27	A
	33	NBU	12	71.2	0.24	E
	34	SBL+U	17	67.5	0.32	E
	35	SBT	1,062	0.9	0.27	A
5500 FRTG Rd	36	NBT+RT	191	0.9	0.05	A
5600 Collins Ave	37	NBT	1,360	2.6	0.98	A
	38	SBT+LT+RT	1,049	2.2	0.64	A
5600 FRTG Rd	39	NBT	202	0.7	0.04	A
5800 Collins Ave	40	NBT	1,360	10	3.78	B
	41	SBT	1,011	1.5	0.42	A
	42	SBU	4	49.3	0.05	D
5800 FRTG Rd	43	NBT	177	0	0.00	A
	44	NBU	38	0	0.00	A
Total Delay (veh-hr)		Collins Ave	Northbound		12.2	
			Southbound		8.0	
		FRTG Rd	Northbound		4.3	

Table 8: Existing Intersection Operational Results – Weekend PM

Intersection	No.	Movement	Volume (vph)	Delay (sec/veh)	Total Delay (veh-hr)	LOS
4900 Collins Ave	1	NBT+RT	1,197	1.3	0.43	A
	2	SBT	1,378	1.4	0.54	A
	3	SBL+U	20	46.8	0.26	D
4900 FRTG Rd	4	NBT+RT	283	1.3	0.10	A
5000 Collins Ave	5	NBT+RT	1,175	12.4	4.05	B
	6	SBT	1,248	8	2.77	A
	7	SBL+U	5	43.1	0.06	D
5000 FRTG Rd	8	NBT+RT	176	1.3	0.06	A
	9	NBU	189	35.1	1.84	D
5200 Collins Ave	10	NBT+U	1,202	5.5	1.84	A
	11	SBT	1,233	5.8	1.99	A
	12	SBL+U	22	46	0.28	D
5200 FRTG Rd	13	NBT+RT	143	1.1	0.04	A
	14	NBU	64	48	0.85	D
5300 Collins Ave	15	NBT+RT	1,223	1.5	0.51	A
	16	SBL+U	37	46.9	0.48	D
	17	SBT	1,231	1.4	0.48	A
5300 FRTG Rd	18	NBT	168	1.2	0.06	A
5330 Collins Ave	19	NBT+U	1,217	2.6	0.88	A
	20	SBT	1,189	2.3	0.76	A
5330 FRTG Rd	21	NBT	159	2	0.09	A
	22	NBU	79	40.7	0.89	D
5445 Collins Ave Ent	23	NBT+RT	1,243	2.1	0.73	A
	24	SBL+U	49	45	0.61	D
	25	SBT	1,202	0	0.00	A
5445 FRTG Rd Ent	26	NBT+RT	183	1.8	0.09	A
5445 Collins Ave Exit	27	NBT	1,236	1.3	0.45	A
	28	NBU	35	46.8	0.46	D
	29	SBT+U	1,132	3.1	0.97	A
5445 FRTG Rd Exit	30	NBT	132	1.1	0.04	A
	31	NBU	33	44.5	0.41	D
5500 Collins Ave	32	NBT+RT	1,238	0.3	0.10	A
	33	NBU	12	54	0.18	D
	34	SBL+U	19	49.1	0.26	D
	35	SBT	1,116	1	0.31	A
5500 FRTG Rd	36	NBT+RT	150	0.9	0.04	A
5600 Collins Ave	37	NBT	1,199	2.9	0.97	A
	38	SBT+LT+RT	1,124	2.7	0.84	A
5600 FRTG Rd	39	NBT	175	0.9	0.04	A
5800 Collins Ave	40	NBT	1,089	13.4	4.05	B
	41	SBT	1,115	1.7	0.53	A
	42	SBU	12	29.1	0.10	C
5800 FRTG Rd	43	NBT	213	0	0.00	A
	44	NBU	29	0	0.00	A
Total Delay (veh-hr)		Collins Ave	Northbound		14.6	
			Southbound		11.2	
		FRTG Rd	Northbound		4.6	

PROPOSED CONDITIONS

Given the anticipated safety and operational benefits obtained, and the positive benefit-cost identified by this study in Section 4.5, the Alternative 2 is recommended to the Department. Similar to the existing conditions, an operational analysis of the proposed conditions of the alternative 2 for the PM weekday and weekend peak periods using the SYNCHRO Traffic Software and its simulation companion SimTraffic. Once the existing condition models were validated to current traffic conditions, the proposed condition models were created by saving each of the existing condition models individually and incorporating the safety improvements previously listed that could be measured operationally into the proposed condition models, such as:

- Median opening closures/relocations
- Signalized intersection closures/relocations
- Signal phase changes
- Signal timing improvements
- Construction of turn bays
- Extension of turn bays

The proposed condition models were run in SimTraffic to represent one hour real-time, with a 15 minute initialization period (a total of 75 minutes). The analysis was performed following the same FDOT methodologies and documents as for the existing conditions analysis.

The output reports of the analysis are included in Appendix D.

In addition, the following items were covered during the development of the proposed traffic scenarios:

- The closure or relocation of median openings and signalized intersections required the re-distribution of traffic within the study area. Table 9 presents how traffic was re-distributed. Due to the new traffic patterns, it was discussed with the County's area engineer the possibility to optimize the cycle length for the weekday PM peak period. Therefore, the cycle length was decreased from 140 seconds to 120 seconds, in order to cycle the intersections more often during the hour. This action improved the level of service for the north and south bound left-turn and U-turn movements with higher traffic levels at the signalized intersections. (No optimization of the cycle length was necessary for the PM weekend peak period). The study intersections fall within the County's Traffic Control Section No. 20. The cycle lengths and intersection offsets at all intersections (6 in total)

within this section would have to be adjusted accordingly to maintain an efficient signal progression with the study corridors.

- The northbound U-turn movements at the intersections of 5500 Block and 5800 Block were converted from a protected left-turn only signal phase to a protected/permissive left-turn signal phase, in order to better accommodate the turning traffic levels.
- During the development of the new signal phase plans at the study intersections, the split times for the north and south bound turning signal phases were adjusted to accommodate the required pedestrian crossing times (maintain one phase crossing) at the study intersections.

Table 9: Traffic Distribution Plan

Existing Conditions	Proposed Conditions	Remarks	Traffic Adquired
4900 Block	Signal Remains	New NBU turn bay and extended SB turn bay	100% SBL+U from median opening 1 100% SBL+U from 5000
Median Opening 1 (Approx. 120 ft North of 4900 Block) (access from mainline to FRTG Rd)	**Median Opening Modified (access from FRTG Rd to mainline)**	N/A	N/A
5000 Block	**Signal Removed**	N/A	N/A
Median Opening 2 (Approx. 170 ft North of 5000 Block)	**Opening Closed**	N/A	N/A
Median Opening 3 (Approx. 470 ft North of 5000 Block)	**New Signal**	New NBU turn bay and SBL+U turn bay	100% SBL+U from 5200 100% SBL+U from 5300 100% NBR (mainline to FRTG Rd) from 5300 80% NBU from 5000 FRTG Rd (traffic enters mainline thru opening 1, then makes U-turn at signal)
5200 Block	**Signal Removed**	N/A	N/A
Median Opening 4 (Approx. 170 ft North of 5200 Block)	Opening Remains	N/A	100% NB (from FRTG Rd to mainline) from median opening 2
5300 Block	**Converted to Emergency Signal**	N/A	N/A
5330 Block	**Signal Remains**	New NBU turn bay and SBL+U turn bay	100% SBU from 5445 Exit 100% SBL+U from 5445 Ent 20% NBU from 5000 FRTG Rd (traffic will continues north on FRTG Rd, enters mainline thru median opening 4, then makes U-turn at signal) NBR (mainline to FRTG Rd) from 5445 Ent
Median Opening 5 (Approx. 130 ft North of 5330 Block)	**Opening Closed**	N/A	N/A
5445 Entrance	**Signal Removed**	N/A	N/A
5445 Exit	**Signal Removed and replaced with opening for access from FRTG Rd to mainline (just south from where 5445 Exit used to be)**	N/A	100% NB (from FRTG Rd to mainline) from median opening 5 100% NB (from FRTG Rd to mainline) from median opening 9
Median Opening 6 (Appox. 230 ft North of 5445 Block)	**Opening Closed**	N/A	N/A
5500 Block	Signal Remains	Extended NBU turn bay and SBL+U turn bay	100% NB (from mainline to FRTG Rd) from median opening 10 100% SBL+U from median opening 8 100% NBU from median opening 8 100% SBL+U from 5600
5600 Block	**Signal Removed**	N/A	N/A
Median Opening 7 (Approx. 150 ft North of 5600 Block)	Opening Remains	N/A	100% NB (from FRTG Rd to mainline) median opening 6 100% NB (from FRTG Rd to mainline) median opening 9
Median Opening 8 (Approx. 340 ft North of 5600 Block)	**Opening Closed**	N/A	N/A
Median Opening 9 (Approx. 800 ft North of 5600 Block)	**Opening Closed**	N/A	N/A
Median Opening 10 (Approx. 300 ft South of 5800 Block)	**New Signal**	New NBU turn bay and SBL+U turn bay	100% NBU from FRTG 5445 Ext (traffic continues north on FRTG Rd, enters mainline thru median opening 7, then makes U-turn at signal) 100% NBL and WBL from FRTG Rd 5600 (traffic continues north on FRTG Rd, enters mainline thru median opening 7, then makes U-turn at signal) 100% SBU from 5800
5800 Block	**Signal Removed**	N/A	N/A

The operational results for proposed conditions for the study corridors within the study area are discussed on the following pages.

The traffic conditions improved across the board with the implementation of the safety improvements as discussed below.

Arterial Analysis

Based on the results of the arterial analysis for proposed conditions, the study corridors are operating at LOS B during the PM weekday and weekend study periods, as presented in Table 10.

Table 10: Proposed Arterial Operational Results

Period	Direction	Existing Condition				Proposed Condition			
		Signal Delay (s)	Arterial Speed (mph)	Travel Time (s)	LOS	Signal Delay (s)	Arterial Speed (mph)	Travel Time (s)	LOS
Weekday PM	NB Collins	30.7	28	173.6	C	17.3	31	152.0	B
	SB Collins	21.3	29	155.8	B	15.6	31	146.0	B
	NB FRTG Rd	9.8	23	187.3	B	9.1	27	148.0	B
Weekend PM	NB Collins	45.8	26	188.7	C	22.0	30	156.0	B
	SB Collins	29.7	28	164.2	C	22.0	30	152.0	B
	NB FRTG Rd	14.0	23	180.8	B	11.0	27	150.0	B

Intersection Analysis

Based on the results of the intersection analysis, the major traffic movements, northbound and southbound through at the study intersections improved to LOS A (from LOS B) during the PM weekday and weekend study periods when compared to existing conditions, as presented in Table 11 and Table 12. The northbound or southbound left-turn or U-turn movements are also operating well at LOS D or better. However, the southbound left-turn/U-turn movement at the intersections of 4900 Block and 5800 Block will be serviced at LOS E, nevertheless both movements have low traffic levels.

Table 11: Proposed Intersection Operational Results – Weekday PM

Intersection	No.	Movement	Volume (vph)	Delay (sec/veh)	Total Delay (veh-hr)	LOS
4900 Collins Ave (Signal Remained)	1	NBT	1,426	1.2	0.48	A
	2	SBT	1,213	1.1	0.37	A
	3	SBL+U	14	56.8	0.22	E
4900 FRTG Rd	4	NBT+RT	348	1.3	0.13	A
5000 Collins Ave (Signal Relocated)	5	NBT+RT	1,448	3.3	1.33	A
	6	NBU	101	50.7	1.42	D
	7	SBT	1,041	2.8	0.81	A
	8	SBL+U	77	49.5	1.06	D
5000 FRTG Rd	9	NBT	286	3	0.24	A
5330 Collins Ave (Signal Remained)	10	NBT	1,425	6.8	2.69	A
	11	NBU	23	54.3	0.35	D
	12	SBT	1,051	5.9	1.72	A
	13	SBL+U	52	38.8	0.56	D
5330 FRTG Rd	14	NBT+RT	203	0.1	0.01	A
	15	NBU	47	46.8	0.61	D
5500 Collins Ave (Signal Remained)	16	NBT+RT	1,407	2.9	1.13	A
	17	NBU	62	0.4	0.01	A
	18	SBL+U	69	51.1	0.98	D
	19	SBT	1,046	2.4	0.70	A
5500 FRTG Rd	20	NBT+RT	220	2.4	0.15	A
5800 Collins Ave (Signal Remained)	21	NBT	1,340	0.7	0.26	A
	22	NBU	62	0.6	0.01	A
	23	SBT	1,021	1.3	0.37	A
	24	SBL+U	32	56	0.50	E
5800 FRTG Rd	25	NBT	265	1.3	0.10	A
Total Delay (veh-hr)		Collins Ave	Northbound		7.9	
			Southbound		7.3	
		FRTG Rd	Northbound		1.2	

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Table 12: Proposed Intersection Operational Results – Weekend PM

Intersection	No.	Movement	Volume (vph)	Delay (sec/veh)	Total Delay (veh-hr)	LOS
4900 Collins Ave (Signal Remained)	1	NBT	1,189	1.9	0.63	A
	2	SBT	1,378	2	0.77	A
	3	SBL+U	40	44.5	0.49	D
4900 FRTG Rd	4	NBT+RT	283	1.9	0.15	A
5000 Collins Ave (Signal Relocated)	5	NBT+RT	1,203	4.1	1.37	A
	6	NBU	156	42.4	1.84	D
	7	SBT	1,292	4.1	1.47	A
	8	SBL+U	93	38.2	0.99	D
5000 FRTG Rd	9	NBT	202	3.6	0.20	A
5330 Collins Ave (Signal Remained)	10	NBT	1,206	9.8	3.28	A
	11	NBU	33	43.7	0.40	D
	12	SBT	1,189	9.2	3.04	A
	13	SBL+U	72	26.4	0.53	C
5330 FRTG Rd	14	NBT+RT	159	0.1	0.00	A
	15	NBU	79	34.5	0.76	C
5500 Collins Ave (Signal Remained)	16	NBT+RT	1,255	2.6	0.91	A
	17	NBU	82	0.4	0.01	A
	18	SBL+U	80	48.7	1.08	D
	19	SBT	1,114	2.2	0.68	A
5500 FRTG Rd	20	NBT+RT	197	2.2	0.12	A
5800 Collins Ave (Signal Remained)	21	NBT	1,150	1.4	0.45	A
	22	NBU	71	1.4	0.03	A
	23	SBT	1,014	1.6	0.45	A
	24	SBL+U	39	51.4	0.56	D
5800 FRTG Rd	25	NBT	226	1.6	0.10	A
Total Delay (veh-hr)		Collins Ave	Northbound		9.1	
			Southbound		10.1	
		FRTG Rd	Northbound		1.3	

In addition, the recommended lengths of the U-turn and/or left-turn bays under proposed conditions at the signalized intersections were compared with the 95th percentile queue lengths as determined by the operational analysis, in order to ensure that the recommended storage lengths were sufficiently long to accommodate the new queue lengths. The storage bay lengths were determined to be adequate as presented in Table 13.

Table 13: Turn Bay Storage Review

Intersection	No.	Direction	Recommended Turn Bay Length in ft (Includes 50' Taper)	95th % Q (ft)		Required Storage Length (ft)	Adequate Storage Length Provided
				Weekday PM	Weekend PM		
4900 Collins Ave (Signal Remained)	1	NB U-Turn Bay	375	39	25	194	Yes
	2	SB U-Turn/Left-Turn Bay	260	33	55	210	Yes
5000 Collins Ave (Signal Relocated)	3	NB U-Turn Bay	320	135	162	317	Yes
	4	SB U-Turn/Left-Turn Bay	290	107	102	262	Yes
5330 Collins Ave (Signal Remained)	5	NB U-Turn Bay	220	47	51	206	Yes
	6	SB U-Turn/Left-Turn Bay	245	69	67	224	Yes
5500 Collins Ave (Signal Remained)	7	NB U-Turn Bay	250	25	25	180	Yes
	8	SB U-Turn/Left-Turn Bay	270	108	95	263	Yes
5800 Collins Ave (Signal Remained)	9	NB U-Turn Bay	190	25	25	180	Yes
	10	SB U-Turn/Left-Turn Bay	210	41	50	205	Yes

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4.4 BENEFIT/COST ANALYSIS

A Benefit/Cost analysis was performed for the proposed improvements, which includes an evaluation of the potential reduction of crashes upon the implementation of the modifications and its associated estimated cost. In addition, it focused on the resolution of safety and operational related issues.

COST ESTIMATE

The preliminary cost was estimated for the proposed improvements and is presented in Table 14. A detailed cost estimate is also included in Appendix F. The estimate included the cost of preliminary engineering, construction oversight, and a percentage for contingency.

Table 14: Preliminary Construction Cost Estimate

SAFETY IMPROVEMENTS	COST		
	Alternative 1	Alternative 2	Alternative 3
ROADWAY CONSTRUCTION	$435,108.75	$934,393.00	$870,165.00
SIGNING & PAVEMENT MARKINGS	$84,000.00	$125,000.00	$120,000.00
TRAFFIC SIGNAL	$831,200.00	$515,292.00	$510,396.00
SUBTOTAL	**$1,350,308.75**	**$1,574,685.00**	**$1,500,561.00**
20% Maintenance of Traffic	$270,061.75	$314,937.00	$300,112.20
10% Mobilization	$135,030.88	$157,468.50	$150,056.10
PE & CEI	$400,000.00	$450,000.00	$450,000.00
30% Contingency	$405,092.63	$472,405.50	$450,168.30
GRAND TOTAL	**$2,560,494.00**	**$2,969,496.00**	**$2,850,897.60**

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CRASH REDUCTION FACTORS (CRF)

Crash reduction calculations were performed for the proposed improvements. These calculations were performed following the CRF values provided by the Department which is based on the "CRASH" database maintained by the Department. In addition, if a proposed improvement (or similar improvement) was not listed in the FDOT's list of CRFs, the FHWA report titled "Desktop Reference for Crash Reduction Factors" (September 2008) was referenced. Table 15, below, illustrates in detail the CRF computations for the various safety-related improvements recommended.

Table 15: CRF Computation

SAFETY IMPROVEMENT	CRF No.	CRF %	CRF CRASH GROUP	CRF REDUCTION	FINAL CRF	NET TARGETED CRASHES	CRASHES REDUCED
ALTERNATIVE 1							
Improve signage (facing northbound) preceding the beginning of the frontage road (including the installation of an overhead sign and trailblazer signs).	FHWA (p. 37)	10.0%	Rear-end	80.0%	2.0%	46	0.92
		20.0%	Sideswipe	80.0%	4.0%	18	0.72
Minor Access Management Improvements o Provide a northbound U-turn lane just north of 4700 Block. o Provide concrete raised islands o Extend concrete separator o Provide pole delineators o Build bulb out just north of 4700 Block.	FHWA (p. 32)	25.0%	All Crashes	80.0%	5.0%	283	14.17
Provide a signal head per lane for northbound and southbound approaches at all intersections. Install internally illuminated street name signs at all intersections. Trim landscaping. Provide high emphasis crosswalks	FHWA (p. 14)	7.0%	All Crashes	80.0%	1.4%	269	3.77
Install speed feedback signs facing northbound and southbound traffic	FHWA (p. 80)	46.0%	All Crashes	90.0%	4.6%	265	12.21
					IN 3 YEARS		**31.8**
					PER YEAR		**10.6**
ALTERNATIVE 2							
Improve signage (facing northbound) preceding the beginning of the frontage road (including the installation of an overhead sign and trailblazer signs).	FHWA (p. 37)	10.0%	Rear-end	80.0%	2.0%	46	0.92
		20.0%	Sideswipe	80.0%	4.0%	18	0.72
Major Access Management Improvements o Reduce the number of signalized intersections from 10 to 5. o Southbound and northbound left-turn movements to be allowed only from the mainline (under protected only phase). No directional openings along the segment. (Excluding emergency vehicle signal) o Redesign the traffic separator along SR A1A (between the mainline and the frontage road) to provide two 10-ft lanes along the frontage road. o Exits from the frontage road to be allowed only at all midway points between the signalized intersections. o Eliminate the northbound U-turn movement from the frontage road to allow it from the northbound mainline. o Install a multipost sign and an overhead sign (facing northbound approach) preceding the beginning of the frontage road o Build bulb out just north of 4700 Block.	FHWA (p. 32)	25.0%	All Crashes	50.0%	12.5%	283	35.42
Provide a signal head per lane for northbound and southbound approaches at all intersections. Install internally illuminated street name signs at all intersections. Trim landscaping. Provide high emphasis crosswalks	FHWA (p. 14)	7.0%	All Crashes	80.0%	1.4%	248	3.47
Install speed feedback signs facing northbound and southbound traffic	FHWA (p. 80)	46.0%	All Crashes	90.0%	4.6%	244	11.25
					IN 3 YEARS		**51.8**
					PER YEAR		**17.3**
ALTERNATIVE 3							
Improve signage (facing northbound) preceding the beginning of the frontage road (including the installation of an overhead sign and trailblazer signs).	FHWA (p. 37)	10.0%	Rear-end	80.0%	2.0%	46	0.92
		20.0%	Sideswipe	80.0%	4.0%	18	0.72
Major Access Management Improvements o Reduce the number of signalized intersections from 10 to 4. (Excluding emergency vehicle signal) o Consolidate some of the access and egress points to and from the frontage road. Southbound left-turn to be allowed at two signlized intersections and at some directional openings. o Eliminate the northbound U-turn movement from the frontage road to allow it from the northbound mainline. o Install a multipost sign and an overhead sign (facing northbound approach) preceding the beginning of the frontage road. o Build bulb out just north of 4700 Block.	FHWA (p. 32)	25.0%	All Crashes	75.0%	6.3%	283	17.71
Provide a signal head per lane for northbound and southbound approaches at all intersections. Install internally illuminated street name signs at all intersections. Trim landscaping. Provide high emphasis crosswalks	FHWA (p. 14)	7.0%	All Crashes	80.0%	1.4%	266	3.72
Install speed feedback signs facing northbound and southbound traffic	FHWA (p. 80)	46.0%	All Crashes	90.0%	4.6%	262	12.05
					IN 3 YEARS		**35.1**
					PER YEAR		**11.7**

4.5 BENEFIT/COST CALCULATION

The Benefit/Cost value for the recommended improvements was calculated at 5.3, 7.7, and 5.4 for the Alternatives 1, 2, and 3, respectively. The safety-related improvements proposed for each alternative could result in the reduction of 10.6, 17.3, and 11.7 crashes per year, respectively. Table 16 below shows the summarized results of the benefit/cost calculation. Detailed calculations of the benefit/cost analysis for the safety and operational related improvements are included in Appendix G.

Table 16: Summary of B/C Analysis

DESCRIPTION	Alternative 1	Alternative 2	Alternative 3
Safety Benefits	$ 1,141,175	$ 1,858,895	$ 1,259,599
Annualized Cost of Project	$ 215,489	$ 242,339	$ 233,643
SAFETY B/C	**5.3**	**7.7**	**5.4**

Given the positive results of the benefit/cost analysis, the recommended improvements are feasible for implementation at the intersections along the study segment.

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4.6 RECOMMENDATIONS

Based on the anticipated safety and operational benefits obtained, and the positive benefit-cost identified by this study, the Alternative 2 is recommended to the Department. This alternative is the most restrictive of the 3 alternatives presented under the 'Proposed Improvement' section of this report and consists of redesigning the entire segment to reduce the number of signalized intersections from 10 to 5 (excluding the signal for emergency vehicles), consolidating the access and egress points to and from the frontage road, and eliminating the northbound U-turn movement from the frontage road to allow it from the northbound mainline. U-turns from the frontage road will only be allowed at a midway point along the frontage road to provide service for trucks and buses. Under this alternative, the access to the frontage road from the northbound and southbound mainline travel lanes will only be allowed at the signalized intersections, and the exits from the frontage road will only be allowed at a midway point between the signalized intersections. The northbound and southbound u-turn movements will be performed under protected only phasing. The proposed improvements under alternative 2 are summarized as follows:

- Reduce the number of signalized intersections from 10 to 5 (excluding the signal for emergency vehicles).
- Consolidate the ingress and egress points to and from the frontage road.
- Eliminate the northbound U-turn movement from the frontage road to allow it from the northbound mainline. U-turn from the frontage road will only be allowed at a midway location along the frontage road to provide service for trucks and buses.
- Improve signage (facing northbound) preceding the beginning of the frontage road (including the installation of an overhead sign and trailblazer signs).
- Provide a signal head per lane for northbound and southbound approaches at all intersection.
- Install internally illuminated street name signs at all intersections.
- Trim landscaping limiting visibility of northbound and southbound traffic.
- Build bulb out just north of 4700 Block.
- Install speed feedback sign facing northbound and southbound traffic.
- Enforcement (high speeds).
- Provide high emphasis crosswalks at all signalized intersections.
- Install fluorescent yellow-green pedestrian warning signs at all signalized intersections.

The implementation of these improvements may require the relocation/removal of bus stops and/or bus shelters within the study segment. Additional coordination with the City of Miami Beach Public Works and Miami-Dade transit will be necessary during the design phase.

APPENDIX A – SIGNAL TIMING

TOD Schedule Report

for 3866: Collins Av@4900 Blk

Print Date: 8/10/2011

Print Time: 3:59 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3866	Collins Av@4900 Blk	DOW-4		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
SBL	NBT	-	-	-	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	SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 7 - 7	35 - 15 - 15	3	0
2	NBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	45 - 45 - 45	0 - 45 - 45	4	1
3	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	-	7 - 7 - 7	30 - 30 - 30	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
5	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	SBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	45 - 45 - 45	0 - 45 - 45	4	1
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	12-4-6--
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

Current TOD Schedule	Plan	Cycle	Green Time 1 SBL	2 NBT	3 -	4 -	5 -	6 SBT	7 -	8 -	Ring Offset	Offset
	1	90	-18	48	0	37	0	48	0	0	0	10
	2	100	-18	58	0	37	0	58	0	0	0	33
	3	100	-18	58	0	37	0	58	0	0	0	42
	4	140	-2	98	0	37	0	98	0	0	0	45
	5	100	1	54	0	37	0	58	0	0	0	22
	6	100	1	54	0	37	0	58	0	0	0	22
	8	105	1	59	0	37	0	63	0	0	0	0
	9	105	1	59	0	37	0	63	0	0	0	75
	10	120	-2	78	0	37	0	78	0	0	0	83
	11	140	-2	98	0	37	0	98	0	0	0	85
	12	120	1	74	0	37	0	78	0	0	0	73
	13	100	1	54	0	37	0	58	0	0	0	68
	14	105	1	59	0	37	0	63	0	0	0	70
	15	120	1	74	0	37	0	78	0	0	0	97
	16	100	-18	58	0	37	0	58	0	0	0	73
	17	100	-18	58	0	37	0	58	0	0	0	37
	18	140	1	94	0	37	0	98	0	0	0	69
	19	140	1	94	0	37	0	98	0	0	0	44
	20	120	-2	78	0	37	0	78	0	0	0	83
	21	120	-2	78	0	37	0	78	0	0	0	83

Local TOD Schedule

Time	Plan	DOW
0000	1	Su S
0000	2	M T W Th F
0700	18	M T W Th F
0930	2	M T W Th F
1000	2	Su S
1500	19	M T W Th F
2000	1	Su S
2200	2	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

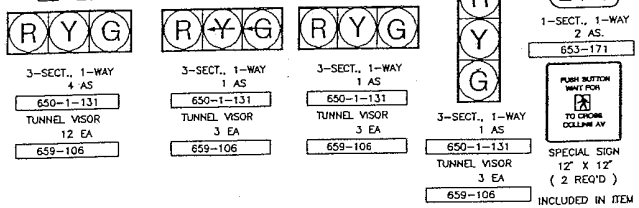
*** Settings**

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

No Calendar Defined/Enabled

STATE PROJ. NO.	
87060-3507	17

SIGNAL HEAD DETAILS



CONTROLLER TIMING

TIMING INTERVAL	TIMING FUNCTION							
	1	2	3	4	5	6	7	8
MINIMUM GREEN (INITIAL)	5	7	–	–	–	7	–	–
EXTENSION (PASSAGE)	2.0	2.5	–	–	–	2.5	–	–
MAXIMUM GREEN I	38	73	–	–	–	73	–	–
MAXIMUM GREEN II	–	–	–	–	–	–	–	–
YELLOW	4	4	–	–	–	4	–	–
ALL RED	–	1	–	–	–	1	–	–
PEDESTRIAN WALK	7	–	–	–	–	–	–	–
PEDESTRIAN CLEAR	30	–	–	–	–	–	–	–
RECALL	–	ON	–	–	–	ON	–	–

SIGNAL TIMINGS ARE APPROXIMATE AND FINAL TIMINGS SHALL BE PROVIDED BY D.C.P.W., SIGNALS & SIGNS DIV.

DETECTOR ASSIGNMENT

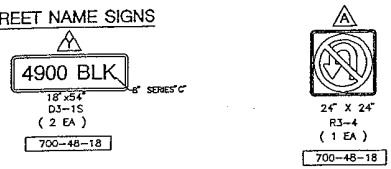
LOOP NO.	NO. OF LOOPS	NO. OF DETECTORS
L-1	1	1
--	--	--
--	--	--
--	--	--
--	--	--
--	--	--

LOOP ASSEMBLY SHALL BE 6'X30' FOR THRU LANES AND 5'X30' FOR TURNING LANES.

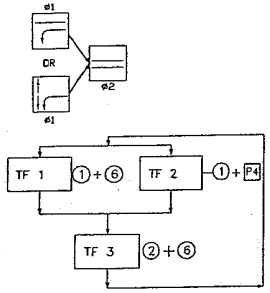
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SCALE: 1"= 40'

STREET NAME SIGNS

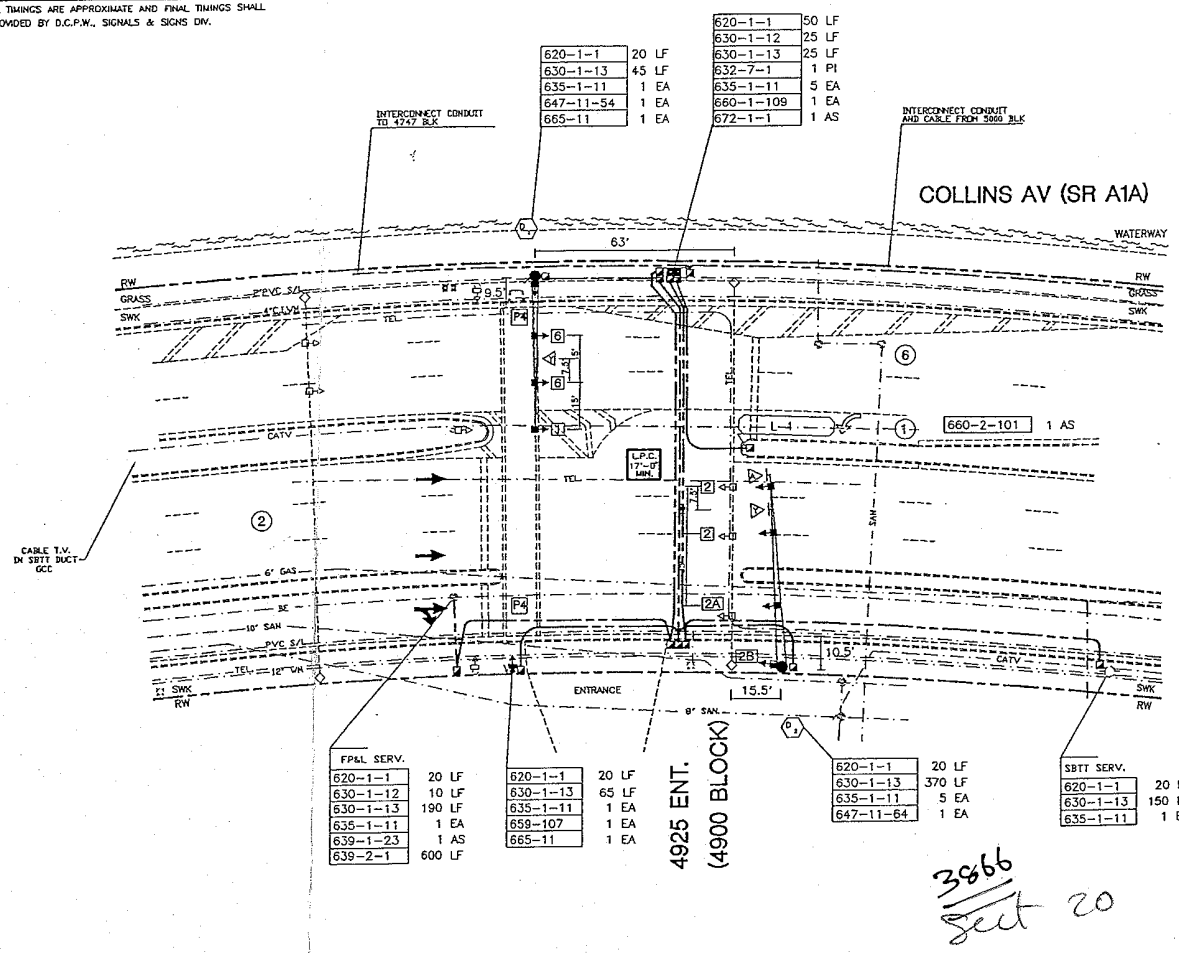


SIGNAL OPERATION PLAN



SUMMARY OF PAV. MARKINGS			
	ITEM NO.	UNIT	TOTAL
(1)	706-1-12	EA	–
(2)	706-1-12	EA	–
	711-3	EA	–
	711-4	EA	3
	711-50-2 Y	LF	–
	711-5-1	LF	–
	711-7	SF	–
	711-33	LF	–
	711-34	LF	–
	711-35-61	LF	–
	711-35-81	LF	–
	711-35-121	LF	–
	711-35-181	LF	–
	711-35-241	LF	–
	711-36-61	LF	–
	711-36-181	LF	–

ALL PAVEMENT MARKINGS, MESSAGES AND ARROWS SHALL BE THERMOPLASTIC. REFER TO STANDARDS INDEX 17346, 1 of 9 THRU 9 of 9 AND 17352, 1 of 2 AND 2 of 2.
ALL PAVEMENT MARKINGS SHALL BE WHITE, UNLESS OTHERWISE INDICATED.
(1) - BI-DIRECTIONAL AMBER/AMBER
(2) - MONO-DIRECTIONAL COLORLESS



REMOVAL ITEMS

690-10	6 EA
690-20	2 EA
690-30	4 EA
690-31	3 EA
690-50	1 EA
690-60	1 EA
690-70	2 EA
690-80	2 EA
690-90	1 PI
690-100	1 PI
700-48-60	4 AS

3866
Sect 20

NOTES

1.- MAJOR STREET : COLLINS AV
MINOR STREET : 4900 BLK
2.- SIGNAL OPERATING PLAN AS SHOWN ABOVE.
3.- CONTROLLER MICROPROCESSOR MODEL 170 TYPE, ITEM NUMBER 672-1-1, TO INCLUDE CABINET AND FOUNDATION. WHEN NO CONFLICT EXISTS WITH THE ADA GUIDELINES, THE CABINET SHALL BE INSTALLED WITH TELCO DOOR FACING THE ADJACENT ROADWAY.
4.- FLASHING OPERATION: COLLINS AV, YELLOW.
4900 BLK, RED.
5.- THE DEMAND WATTAGE FOR THIS INTERSECTION IS 875 WATTS.
6.- SOUTHERN BELL SERVICE POINT PER MR. DAVID WILCOX PHONE 795-1472.
7.- FP&L SERVICE POINT PER MR. TOM HODGDON PHONE 347-7872.
8.- CONTRACTOR TO REMOVE EXISTING FP&L AND SBT&T SERVICE AND INSTALL NEW SERVICE CONNECTION AND CONDUIT.
9.- CONTRACTOR TO, UNLESS OTHERWISE SHOWN, REMOVE EXISTING TRAFFIC SIGNAL SYSTEM PULL BOXES AND ABANDON CONDUITS. COST SHALL BE INCLUDED IN THE PAY ITEM NOs. 690-90 AND 690-100.
10.- CONTRACTOR TO REMOVE EXISTING CABINET, CONCRETE BASE AND INSTALL NEW BASE AND CONTROLLER CABINET.

COLLINS AV (SR A1A) & 4925 ENT. (4900 BLOCK)

ID No. 3866

INT 04

DATE	BY	DESCRIPTION		BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

	NAME	DATE		NAME	DATE
DESIGNED BY	A.K.	7/95	DRAWN BY	L.C.H.	7/95
CHECKED BY	D.B.	11/95	CHECKED BY	D.B.	11/95

SUPERVISED BY: F.R.A.

FLORIDA DEPARTMENT OF TRANSPORTATION
APPROVED BY: FRANK R. ALEMAN
DATE 12/95

F.R. ALEMAN & Associates, Inc.

SIGNALIZATION PLAN

DRAWING FILE NAME / REVISION DATA/DATE

TOD Schedule Report

for 3702: Collins Av@5225 Blk

Print Date: 8/10/2011

Print Time: 3:41 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3702	Collins Av@5225 Blk	DOW-4		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	NBT	-	SBL	-	SBT	-	-
0	0	0	0	0	0	0	0



Active Phase Bank: Phase Bank 1

Phase	Walk (Phase Bank 1 - 2 - 3)	Don't Walk (1 - 2 - 3)	Min Initial (1 - 2 - 3)	Veh Ext (1 - 2 - 3)	Max Limit (1 - 2 - 3)	Max 2 (1 - 2 - 3)	Yellow	Red
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 NBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	30 - 30 - 30	0 - 30 - 30	4	0.5
3 -	7 - 7 - 7	33 - 33 - 33	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	8 - 8 - 8	15 - 15 - 15	4	1
5 -	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	8 - 8 - 8	15 - 15 - 15	4	2
6 SBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	30 - 30 - 30	0 - 30 - 30	4	0.5
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	-23456--
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 NBT	3 -	4 SBL	5 -	6 SBT	7 -	8 -	Ring Offset	Offset
	1	90	0	45	41	-27	15	24	0	0	0	11
	2	100	0	55	41	-27	20	29	0	0	0	37
	3	100	0	54	42	-27	19	29	0	0	0	45
	4	140	0	95	41	-27	20	69	0	0	0	132
	5	100	0	55	41	-27	20	29	0	0	0	45
	6	100	0	55	41	-27	20	29	0	0	0	45
	8	105	0	59	42	-27	19	34	0	0	0	70
	9	105	0	59	42	-27	19	34	0	0	0	18
	10	120	0	75	41	-27	20	49	0	0	0	73
	11	140	0	95	41	-27	20	69	0	0	0	87
	12	120	0	74	42	-28	19	49	0	0	0	108
	13	100	0	54	42	-28	19	29	0	0	0	20
	14	105	0	59	42	-28	19	34	0	0	0	65
	15	120	0	74	42	-28	19	49	0	0	0	90
	16	100	0	54	42	-28	19	29	0	0	0	11
	17	100	0	54	42	-28	19	29	0	0	0	39
	18	140	0	94	42	-28	19	69	0	0	0	17
	19	140	0	94	42	-28	19	69	0	0	0	77
	20	120	0	75	41	-27	20	49	0	0	0	73
	21	120	0	75	41	-27	20	49	0	0	0	73

Local TOD Schedule

Time	Plan	DOW
0000	1	Su S
0000	2	M T W Th F
0700	18	M T W Th F
0930	2	M T W Th F
1000	2	Su S
1500	19	M T W Th F
2000	1	Su S
2200	2	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

*** Settings**

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

No Calendar Defined/Enabled

STATE PROJ. NO.	SHEET NO.
87060-3507	19

SCALE: 1"= 40'

SIGNAL HEAD DETAILS

1 — R Y G
3-SECT., 1-WAY, 1 AS
650-1-131
TUNNEL VISOR 3 EA
659-106

2 6 — R Y G
3-SECT., 1-WAY, 4 AS
650-1-131
TUNNEL VISOR 12 EA
659-106

5A — R R Y G
4-SECT., 1-WAY, 1 AS
650-2-141

2A — R Y G
3-SECT., 1-WAY, 1 AS
650-2-131

2B — R Y G
3-SECT., 1-WAY, 1 AS
650-2-131

P4
1-SECT., 1-WAY, 2 AS.
653-171
PUSH BUTTON WAIT FOR TO CROSS COLLINS AV
SPECIAL SIGN 12" X 12" (2 REQ'D)
INCLUDED IN ITEM NO. 665-11

A — 24" X 24" R3-4 (1 EA)
700-48-18

B — U TURN SIGNAL — 24" X 24" SPECIAL SIGN (1 EA)
700-48-18

STREET NAME SIGNS

5200 BLK — 6" SERIES "C"
18"x54"
03-1S (2 EA)
700-48-18

CONTROLLER TIMING

TIMING INTERVAL	TIMING FUNCTION 1	2	3	4	5	6	7	8
MINIMUM GREEN (INITIAL)	5	7	–	–	5	7	–	–
EXTENSION (PASSAGE)	2.0	2.5	–	–	2.0	2.5	–	–
MAXIMUM GREEN I	41	49	–	–	13	49	–	–
MAXIMUM GREEN II	–	–	–	–	–	–	–	–
YELLOW	4	4	–	–	4	4	–	–
ALL RED	–	1	–	–	4	1	–	–
PEDESTRIAN WALK	7	–	–	–	–	–	–	–
PEDESTRIAN CLEAR	33	–	–	–	–	–	–	–
RECALL	–	ON	–	–	–	ON	–	–

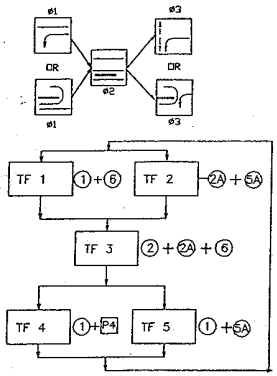
SIGNAL TIMINGS ARE APPROXIMATE AND FINAL TIMINGS SHALL BE PROVIDED BY D.C.P.W., SIGNALS & SIGNS DIV.

DETECTOR ASSIGNMENT

LOOP NO.	NO. OF LOOPS	NO. OF DETECTORS
L-1	1	1
L-5A	1	1
–	–	–
–	–	–
–	–	–
–	–	–

LOOP ASSEMBLY SHALL BE 6'X30' FOR THRU LANES AND 5'X30' FOR TURNING LANES.

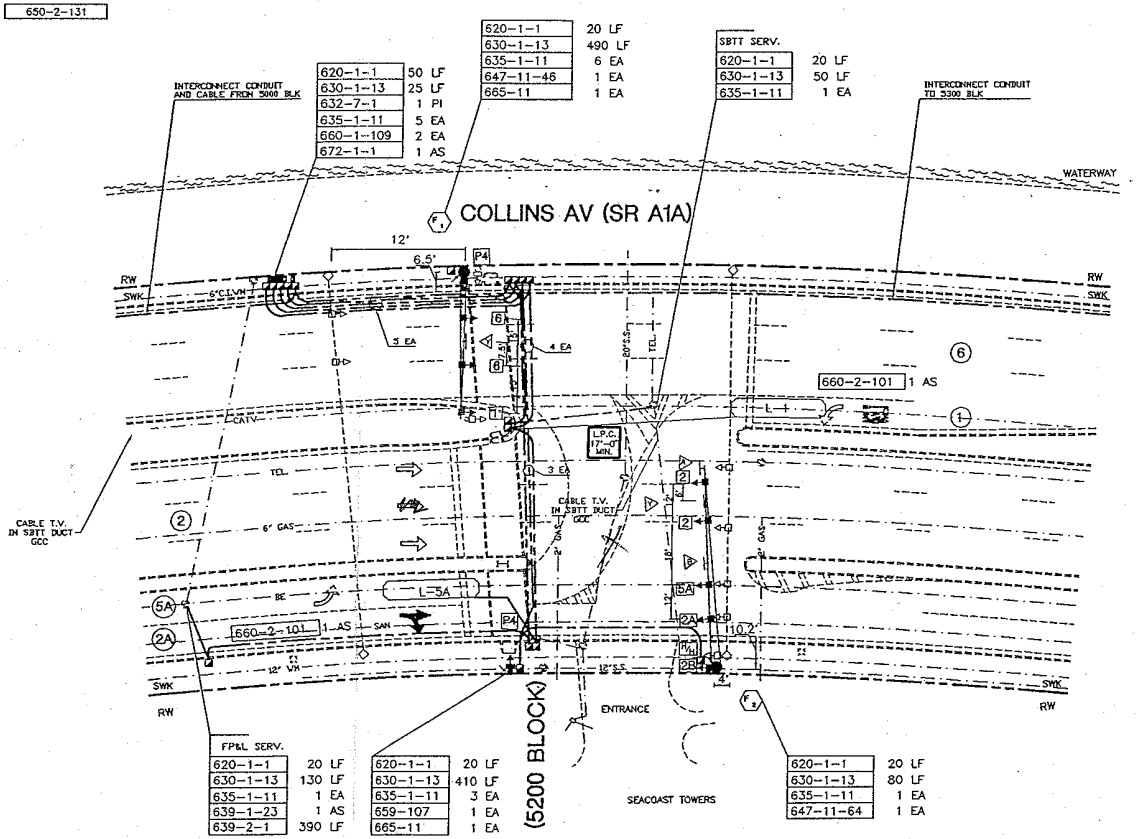
SIGNAL OPERATION PLAN



SUMMARY OF PAV. MARKINGS

	ITEM NO.	UNIT	TOTAL
(1)	706-1-12	EA	–
(2)	706-1-12	EA	–
	711-3	EA	–
	711-4	EA	1
	711-5-2 Y	LF	–
	711-5-1	LF	–
	711-7	SF	–
	711-33	LF	–
	711-34	LF	–
	711-35-61	LF	–
	711-35-81	LF	–
	711-35-121	LF	–
	711-35-181	LF	–
	711-35-241	LF	–
	711-36-61	LF	–
	711-36-181	LF	–

ALL PAVEMENT MARKINGS, MESSAGES AND ARROWS SHALL BE THERMOPLASTIC. REFER TO STANDARDS INDEX 17346, 1 OF 9 THRU 9 OF 9 AND 17352, 1 OF 2 AND 2 OF 2.
ALL PAVEMENT MARKINGS SHALL BE WHITE, UNLESS OTHERWISE INDICATED.
(1) - BI-DIRECTIONAL AMBER/AMBER
(2) - MONO-DIRECTIONAL COLORLESS



REMOVAL ITEMS

690-10	7 EA
690-20	2 EA
690-30	4 EA
690-31	2 EA
690-50	1 EA
690-60	2 EA
690-70	2 EA
690-80	2 EA
690-90	1 PI
690-100	1 PI
700-48-60	5 AS

NOTES

1.– MAJOR STREET : COLLINS AV
MINOR STREET : 5200 BLK
2.– SIGNAL OPERATING PLAN AS SHOWN ABOVE.
3.– CONTROLLER MICROPROCESSOR MODEL 170 TYPE, ITEM NUMBER 672-1-1, TO INCLUDE CABINET AND FOUNDATION. WHEN NO CONFLICT EXISTS WITH THE ADA GUIDELINES, THE CABINET SHALL BE INSTALLED WITH TELCO DOOR FACING THE ADJACENT ROADWAY.
4.– FLASHING OPERATION: COLLINS AV, YELLLOW.
5200 BLK, REO.
5.– THE DEMAND WATTAGE FOR THIS INTERSECTION IS 1190 WATTS.
6.– SOUTHERN BELL SERVICE POINT PER MR. DAVID WILCOX PHONE 795-1472.
7.– FP&L SERVICE POINT PER MR. TOM HODGDON PHONE 347-7872.
8.– CONTRACTOR TO REMOVE EXISTING FP&L AND SBT&T SERVICE AND INSTALL NEW SERVICE CONNECTION AND CONDUIT.
9.– CONTRACTOR TO, UNLESS OTHERWISE SHOWN, REMOVE EXISTING TRAFFIC SIGNAL SYSTEM PULL BOXES AND ABANDON CONDUITS. COST SHALL BE INCLUDED IN THE PAY ITEM NO. 690-10D.
10.– CONTRACTOR TO REMOVE EXISTING CABINET, CONCRETE BASE AND INSTALL NEW BASE AND CONTROLLER CABINET.
11.– PROGRAM THE GREENS AND YELLOWS IN HEADS 2A AND 2B TO BE VISIBLE ONLY TO THE RIGHT-MOST NORTHBOUND ACCESS ROADWAY LANE. PROGRAM THE GREEN AND YELLOW IN HEAD 5 TO BE VISIBLE ONLY TO NORTHBOUND ACCESS ROADWAY LEFT TURN LANE.

Sect 20
3702

COLLINS AV (SR A1A) & 5225 ENT (5200 BLOCK)

ID No. 3702

INT 06

DATE	BY	DESCRIPTION		BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

	NAME	DATE		NAME	DATE
DESIGNED BY	A.K.	7/95	DRAWN BY	L.C.H.	7/95
CHECKED BY	D.B.	11/95	CHECKED BY	D.B.	11/95

SUPERVISED BY: F.R.A.

FLORIDA DEPARTMENT OF TRANSPORTATION
APPROVED BY: FRANK R. ALEMAN
DATE: 12/95

R. ALEMAN & Associates, Inc.

SIGNALIZATION PLAN

TOD Schedule Report

for 3283: Collins Av@5300 Blk

Print Date: 8/10/2011

Print Time: 2:58 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3283	Collins Av@5300 Blk	DOW-4		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
SBL	NBT	PED	-	-	SBT	-	-
0	0	0	0	0	0	0	0



Active Phase Bank: Phase Bank 1

Phase		Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
		Phase Bank 1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1	SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	8 - 8 - 8	16 - 16 - 16	4	0.2
2	NBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	60 - 60 - 60	0 - 60 - 60	4	0.7
3	PED	7 - 7 - 7	33 - 33 - 33	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
5	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	SBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	60 - 60 - 60	0 - 60 - 60	4	0.7
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	-	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	123--6--
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

Current TOD Schedule	Plan	Cycle	Green Time 1 SBL	2 NBT	3 PED	4 -	5 -	6 SBT	7 -	8 -	Ring Offset	Offset
	1	90	-21	45	40	0	0	45	0	0	0	22
	2	100	-21	55	40	0	0	55	0	0	0	39
	3	100	-21	55	40	0	0	55	0	0	0	79
	4	140	1	90	40	0	0	95	0	0	0	134
	5	100	1	50	40	0	0	55	0	0	0	56
	6	100	1	50	40	0	0	55	0	0	0	56
	8	105	1	55	40	0	0	60	0	0	0	98
	9	105	1	55	40	0	0	60	0	0	0	59
	10	120	1	70	40	0	0	75	0	0	0	80
	11	140	1	90	40	0	0	95	0	0	0	105
	12	120	1	70	40	0	0	75	0	0	0	112
	13	100	1	50	40	0	0	55	0	0	0	58
	14	105	1	55	40	0	0	60	0	0	0	65
	15	120	1	70	40	0	0	75	0	0	0	8
	16	100	-21	55	40	0	0	55	0	0	0	45
	17	100	-21	55	40	0	0	55	0	0	0	79
	18	140	1	90	40	0	0	95	0	0	0	19
	19	140	1	90	40	0	0	95	0	0	0	81
	20	120	1	70	40	0	0	75	0	0	0	80
	21	120	1	70	40	0	0	75	0	0	0	80

Local TOD Schedule

Time	Plan	DOW
0000	1	Su S
0000	2	M T W Th F
0700	18	M T W Th F
0930	2	M T W Th F
1000	2	Su S
1500	19	M T W Th F
2000	1	Su S
2200	2	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

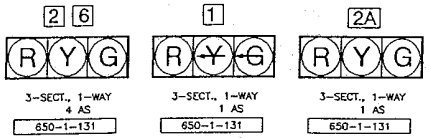
*** Settings**

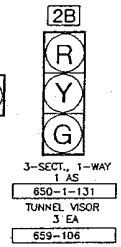
Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

No Calendar Defined/Enabled

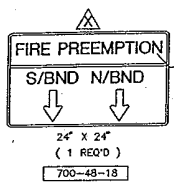
STATE PROJ. NO.	SHEET NO.
87060-3507	20

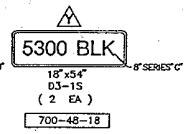
SIGNAL HEAD DETAILS



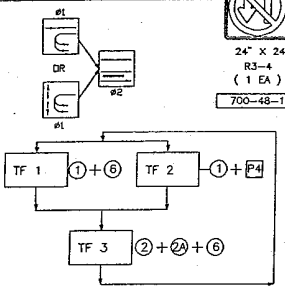


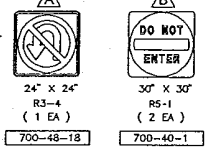
STREET NAME SIGNS





SIGNAL OPERATION PLAN





SUMMARY OF PAV. MARKINGS		
ITEM NO.	UNIT	TOTAL
706-1-12	EA	-
706-1-12	EA	-
711-3	EA	-
711-4	EA	-
711-5-2 Y	LF	-
711-5-1	LF	-
711-7	SF	-
711-33	LF	-
711-34	LF	-
711-35-61	LF	-
711-35-81	LF	-
711-35-121	LF	-
711-35-181	LF	-
711-35-241	LF	-
711-36-61	LF	-
711-36-181	LF	-

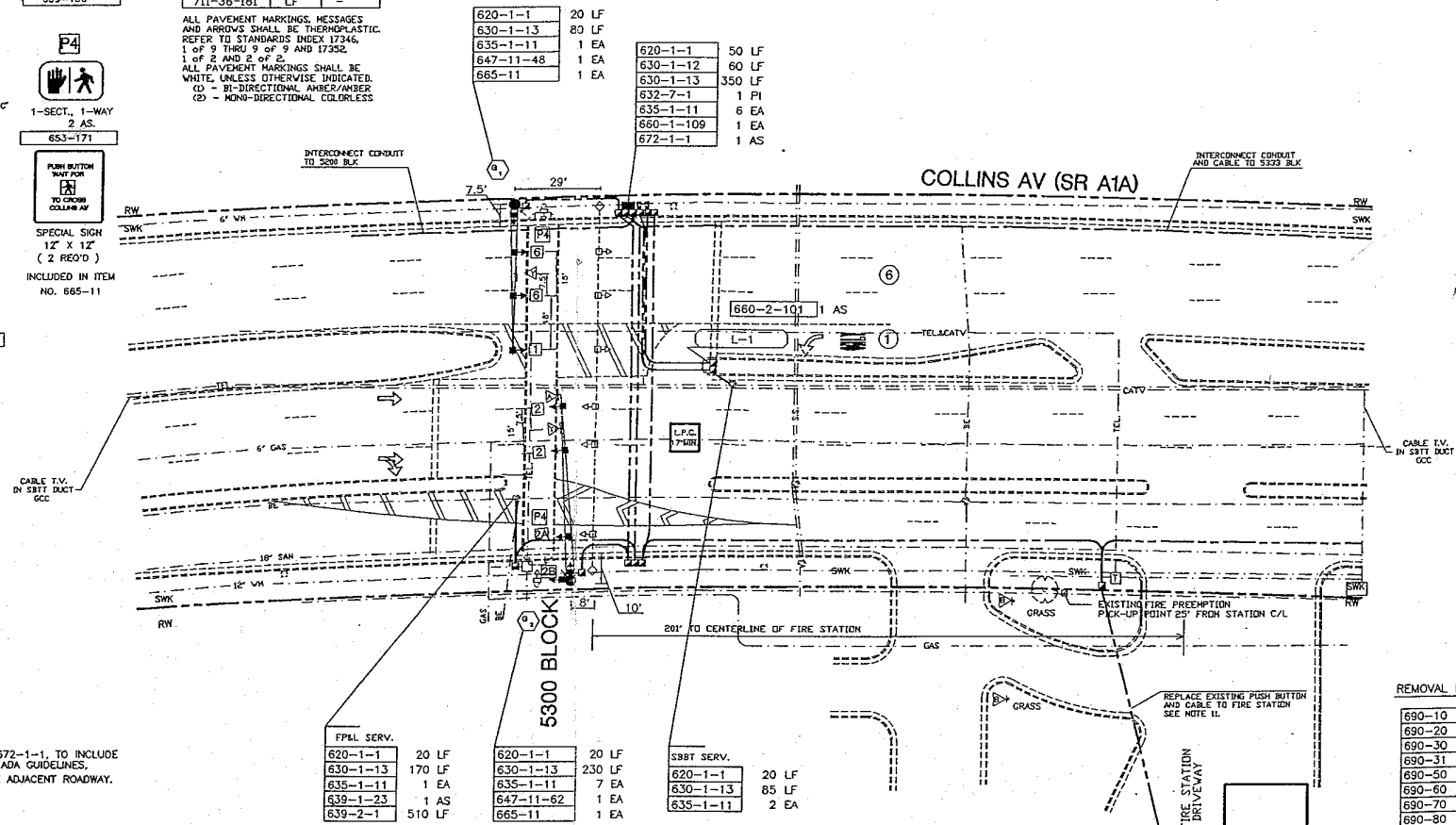
ALL PAVEMENT MARKINGS, MESSAGES AND ARROWS SHALL BE THERMOPLASTIC. REFER TO STANDARDS INDEX 17346, 1 of 9 THRU 9 of 9 AND 17352, 1 of 2 AND 2 of 2.
ALL PAVEMENT MARKINGS SHALL BE WHITE, UNLESS OTHERWISE INDICATED.
(1) - BI-DIRECTIONAL AMBER/AMBER
(2) - MONO-DIRECTIONAL COLORLESS

DETECTOR ASSIGNMENT		
LOOP NO.	NO. OF LOOPS	NO. OF DETECTORS
L-1	1	1
-	-	-
-	-	-
-	-	-
-	-	-
-	-	-

LOOP ASSEMBLY SHALL BE 6'X30' FOR THRU LANES AND 5'X30' FOR TURNING LANES.

CONTROLLER TIMING								
TIMING INTERVAL	TIMING FUNCTION							
	1	2	3	4	5	6	7	8
MINIMUM GREEN (INITIAL)	5	7	-	-	-	7	-	-
EXTENSION (PASSAGE)	2.0	2.5	-	-	-	2.5	-	-
MAXIMUM GREEN I	41	68	-	-	-	68	-	-
MAXIMUM GREEN II	-	-	-	-	-	-	-	-
YELLOW	4	4	-	-	-	4	-	-
ALL RED	2	1	-	-	-	1	-	-
PEDESTRIAN WALK	7	-	-	-	-	-	-	-
PEDESTRIAN CLEAR	33	-	-	-	-	-	-	-
RECALL	-	ON	-	-	-	ON	-	-

SIGNAL TIMINGS ARE APPROXIMATE AND FINAL TIMINGS SHALL BE PROVIDED BY D.C.P.W., SIGNALS & SIGNS DIV.



NOTES

1.- MAJOR STREET : COLLINS AV
MINOR STREET : 5300 BLK
2.- SIGNAL OPERATING PLAN AS SHOWN ABOVE.
3.- CONTROLLER MICROPROCESSOR MODEL 170 TYPE, ITEM NUMBER 672-1-1, TO INCLUDE CABINET AND FOUNDATION. WHEN NO CONFLICT EXISTS WITH THE ADA GUIDELINES, THE CABINET SHALL BE INSTALLED WITH TELCO DOOR FACING THE ADJACENT ROADWAY.
4.- FLASHING OPERATION: COLLINS AV, YELLLOW.
5300 BLK, RED.
5.- THE DEMAND WATTAGE FOR THIS INTERSECTION IS 1010 WATTS.
6.- SOUTHERN BELL SERVICE POINT PER MR. DAVID WILCOX PHONE 795-1472.
7.- FP&L SERVICE POINT PER MR. TOM HODGDON PHONE 347-7872.
8.- CONTRACTOR TO REMOVE EXISTING FP&L AND SBT&T SERVICE AND INSTALL NEW SERVICE CONNECTION AND CONDUIT.
9.- CONTRACTOR TO, UNLESS OTHERWISE SHOWN, REMOVE EXISTING TRAFFIC SIGNAL SYSTEM PULL BOXES AND ABANDON CONDUITS. COST SHALL BE INCLUDED IN THE PAY ITEM NOs. 690-90 AND 690-100.
10.- CONTRACTOR TO REMOVE EXISTING CABINET, CONCRETE BASE AND INSTALL NEW BASE AND CONTROLLER CABINET.
11.- CONTRACTOR TO CONTACT MIAMI BEACH FIRE DEPARTMENT 673-7120 FOR EXACT LOCATION WITHIN FIRE STATION FOR PREEMPTION PUSHBUTTON.

REMOVAL ITEMS

690-10	6 EA
690-20	2 EA
690-30	2 EA
690-31	2 EA
690-50	1 EA
690-60	1 EA
690-70	2 EA
690-80	1 EA
690-90	1 PI
690-100	1 PI
700-48-60	4 AS

COLLINS AV (SR A1A) & 5300 BLOCK

ID No. 3283

3283

DATE	BY	DESCRIPTION	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

	NAME	DATE		NAME	DATE
DESIGNED BY	A.K.	7/95	DRAWN BY	L.C.H.	7/95
CHECKED BY	D.B.	11/95	CHECKED BY	D.B.	11/95

SUPERVISED BY: F.R.A.

FLORIDA DEPARTMENT OF TRANSPORTATION
APPROVED BY: FRANK R. ALEMAN
DATE 12/95

SIGNALIZATION PLAN

INT 07

TOD Schedule Report

for 3432: Collins Av@5330 Blk

Print Date: 8/10/2011

Print Time: 3:12 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3432	Collins Av@5330 Blk	DOW-4		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	NBT	PED	NBL	-	SBT	-	-
0	0	0	0	0	0	0	0


N/A



Active Phase Bank: Phase Bank 1

Phase	Walk (Phase Bank 1 2 3)	Don't Walk (1 2 3)	Min Initial (1 2 3)	Veh Ext (1 2 3)	Max Limit (1 2 3)	Max 2 (1 2 3)	Yellow	Red
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 NBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	49 - 49 - 49	0 - 49 - 49	4	1.1
3 PED	7 - 7 - 7	38 - 38 - 38	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 NBL	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2 - 2 - 2	8 - 8 - 8	18 - 18 - 18	4	0.3
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 SBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	49 - 49 - 49	0 - 49 - 49	4	1
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-234-6--
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 NBT	3 PED	4 NBL	5 -	6 SBT	7 -	8 -	Ring Offset	Offset
	1	90	0	40	45	-26	0	40	0	0	0	60
	2	100	0	50	45	-26	0	50	0	0	0	99
	3	100	0	50	45	-26	0	50	0	0	0	23
	4	140	0	90	45	-3	0	90	0	0	0	124
	5	100	0	50	45	-3	0	50	0	0	0	0
	6	100	0	50	45	-3	0	50	0	0	0	0
	8	105	0	55	45	-3	0	55	0	0	0	94
	9	105	0	55	45	-3	0	55	0	0	0	10
	10	120	0	70	45	-3	0	70	0	0	0	71
	11	140	0	90	45	-3	0	90	0	0	0	114
	12	120	0	70	45	-3	0	70	0	0	0	84
	13	100	0	50	45	-3	0	50	0	0	0	51
	14	105	0	55	45	-3	0	55	0	0	0	64
	15	120	0	70	45	-3	0	70	0	0	0	37
	16	100	0	50	45	-26	0	50	0	0	0	34
	17	100	0	50	45	-26	0	50	0	0	0	99
	18	140	0	90	45	-14	0	90	0	0	0	16
	19	140	0	90	45	-14	0	90	0	0	0	90
	20	120	0	70	45	-3	0	70	0	0	0	71
	21	120	0	70	45	-3	0	70	0	0	0	71

Local TOD Schedule

Time	Plan	DOW
0000	1	Su S
0000	2	M T W Th F
0700	18	M T W Th F
0930	2	M T W Th F
1000	2	Su S
1500	19	M T W Th F
2000	1	Su S
2200	2	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

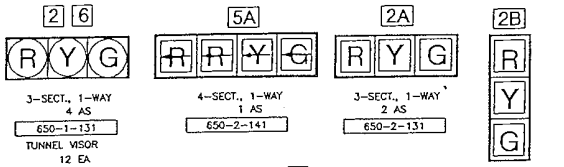
*** Settings**

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

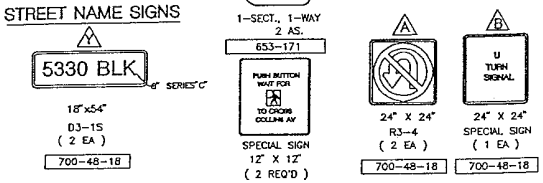
No Calendar Defined/Enabled

STATE PROJ. NO.	SHEET NO.
87060-3507	21

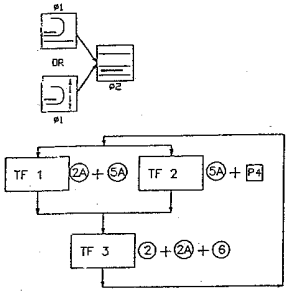
SIGNAL HEAD DETAILS



STREET NAME SIGNS



SIGNAL OPERATION PLAN



SB FIRE PREEMPTION
DWELL: 2 + 2A
CLEAR TO: 2 + 2A + 6

NB FIRE PREEMPTION
DWELL: 2 + 2A + 6

SUMMARY OF PAV. MARKINGS			
	ITEM NO.	UNIT	TOTAL
(1)	706-1-12	EA	-
(2)	706-1-12	EA	-
	711-3	EA	-
	711-4	EA	-
	711-5-2 Y	LF	-
	711-5-1	LF	-
	711-7	SF	70
	711-33	LF	-
	711-34	LF	-
	711-35-61	LF	-
	711-35-81	LF	-
	711-35-121	LF	-
	711-35-181	LF	-
	711-35-241	LF	35
	711-36-61	LF	-
	711-36-181	LF	-

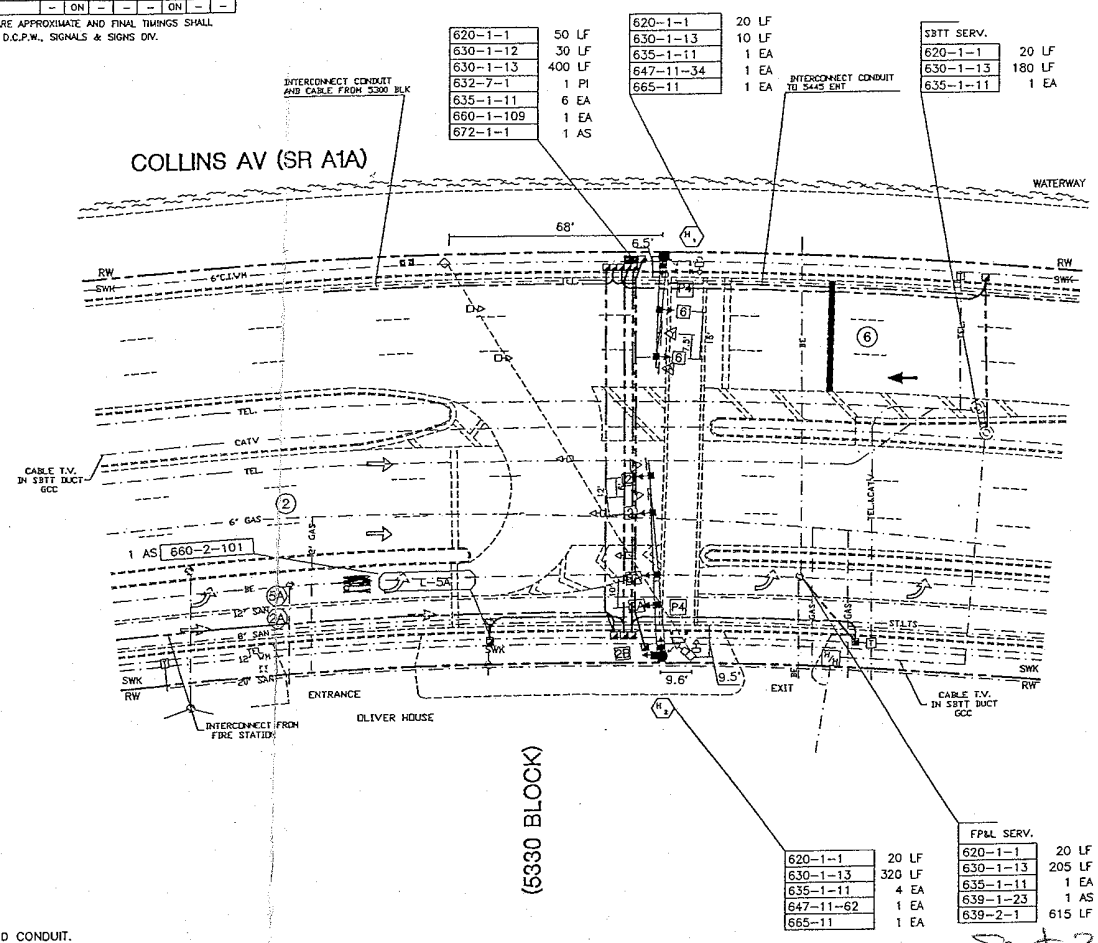
ALL PAVEMENT MARKINGS, MESSAGES AND ARROWS SHALL BE THERMOPLASTIC. REFER TO STANDARDS INDEX 17346, 1 OF 9 THRU 9 OF 9 AND 17352, 1 OF 2 AND 2 OF 2.
ALL PAVEMENT MARKINGS SHALL BE WHITE, UNLESS OTHERWISE INDICATED.
(1) - BI-DIRECTIONAL AMBER/AMBER
(2) - MONO-DIRECTIONAL COLORLESS

CONTROLLER TIMING								
TIMING INTERVAL	TIMING FUNCTION							
	1	2	3	P4	5	6	7	8
MINIMUM GREEN (INITIAL)	-	7	-	-	5	7	-	-
EXTENSION (PASSAGE)	-	2.5	-	-	2.0	2.5	-	-
MAXIMUM GREEN I	-	56	-	-	15	56	-	-
MAXIMUM GREEN II	-	-	-	-	-	-	-	-
YELLOW	-	4	-	-	4	4	-	-
ALL RED	-	1	-	-	-	1	-	-
PEDESTRIAN WALK	-	-	-	7	-	-	-	-
PEDESTRIAN CLEAR	-	-	-	33	-	-	-	-
RECALL	-	ON	-	-	-	ON	-	-

SIGNAL TIMINGS ARE APPROXIMATE AND FINAL TIMINGS SHALL BE PROVIDED BY D.C.P.W., SIGNALS & SIGNS DIV.

DETECTOR ASSIGNMENT		
LOOP NO.	NO. OF LOOPS	NO. OF DETECTORS
L-5A	1	1
-	-	-
-	-	-
-	-	-
-	-	-
-	-	-

LOOP ASSEMBLY SHALL BE 6'X30' FOR THRU LANES AND 5'X30' FOR TURNING LANES.



620-1-1	50 LF
630-1-12	30 LF
630-1-13	400 LF
632-7-1	1 PI
635-1-11	6 EA
660-1-109	1 EA
672-1-1	1 AS

620-1-1	20 LF
630-1-13	10 LF
635-1-11	1 EA
647-11-34	1 EA
665-11	1 EA

SBTT SERV.	
620-1-1	20 LF
630-1-13	180 LF
635-1-11	1 EA

620-1-1	20 LF
630-1-13	320 LF
635-1-11	4 EA
647-11-62	1 EA
665-11	1 EA

FP&L SERV.	
620-1-1	20 LF
630-1-13	205 LF
635-1-11	1 EA
639-1-23	1 AS
639-2-1	615 LF

Sect 20

REMOVAL ITEMS

690-10	7 EA
690-20	2 EA
690-30	2 EA
690-31	1 EA
690-50	1 EA
690-60	1 EA
690-70	2 EA
690-80	1 EA
690-90	1 PI
690-100	1 PI
700-48-60	5 AS

NOTES

1.- MAJOR STREET : COLLINS AV
MINOR STREET : 5330 BLK
2.- SIGNAL OPERATING PLAN AS SHOWN ABOVE.
3.- CONTROLLER MICROPROCESSOR MODEL 170 TYPE, ITEM NUMBER 672-1-1, TO INCLUDE CABINET AND FOUNDATION. WHEN NO CONFLICT EXISTS WITH THE ADA GUIDELINES, THE CABINET SHALL BE INSTALLED WITH TELCO DOOR FACING THE ADJACENT ROADWAY.
4.- FLASHING OPERATION: COLLINS AV, YELLLOW.
5330 BLK, RED.
5.- THE DEMAND WATTAGE FOR THIS INTERSECTION IS 1055 WATTS.
6.- SOUTHERN BELL SERVICE POINT PER MR. DAVID WILCOX PHONE 795-1472.
7.- FP&L SERVICE POINT PER MR. TOM HODGDON PHONE 347-7872.
8.- CONTRACTOR TO REMOVE EXISTING FP&L AND SBT&T SERVICE AND INSTALL NEW SERVICE CONNECTION AND CONDUIT.
9.- CONTRACTOR TO, UNLESS OTHERWISE SHOWN, REMOVE EXISTING TRAFFIC SIGNAL SYSTEM PULL BOXES AND ABANDON CONDUITS. COST SHALL BE INCLUDED IN THE PAY ITEM NO. 690-100.
10.- CONTRACTOR TO REMOVE EXISTING CABINET, CONCRETE BASE AND INSTALL NEW BASE AND CONTROLLER CABINET.
11.- PROGRAM THE GREENS AND YELLOWS IN HEADS 2A AND 2B TO BE VISIBLE ONLY TO THE RIGHT-MOST NORTHBOUND ACCESS ROADWAY LANE. PROGRAM THE GREEN AND YELLOW IN HEAD 5 TO BE VISIBLE ONLY TO THE NORTHBOUND ACCESS ROADWAY LEFT TURN LANE.

COLLINS AV (SR A1A) & 5333 ENT. (5330 BLOCK)

ID No. 3432

3432

INT 08

DATE	BY	DESCRIPTION	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

	NAME	DATE		NAME	DATE
DESIGNED BY	A.K.	7/95	DRAWN BY	L.C.H.	7/95
CHECKED BY	D.B.	11/95	CHECKED BY	D.B.	11/95

SUPERVISED BY: F.R.A.

FLORIDA DEPARTMENT OF TRANSPORTATION
APPROVED BY: FRANK R. ALEMAN
DATE: 12/95

F.R. ALEMAN & ASSOCIATES, INC.

SIGNALIZATION PLAN

DRAWING FILE 5330 SI
REVISION 04/24/97 TB

TOD Schedule Report
for 3439: Collins Av&5445 Ent

Print Date: 8/10/2011

Print Time: 3:13 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3439	Collins Av&5445 Ent	DOW-4		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
SBL	NBT	-	-	-	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	SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 7 - 7	25 - 25 - 25	4	1
2	NBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	70 - 70 - 70	0 - 0 - 0	4	0.5
3	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
5	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	SBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	70 - 70 - 70	0 - 0 - 0	4	0.5
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	12---6--
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

Current TOD Schedule	Plan	Cycle	Green Time 1 SBL	2 NBT	3 -	4 -	5 -	6 SBT	7 -	8 -	Ring Offset	Offset
	1	90	13	68	0	0	0	86	0	0	0	53
	2	100	13	78	0	0	0	96	0	0	0	11
	3	100	13	78	0	0	0	96	0	0	0	31
	4	140	12	119	0	0	0	136	0	0	0	6
	5	100	13	78	0	0	0	96	0	0	0	31
	6	100	13	78	0	0	0	96	0	0	0	31
	8	105	14	82	0	0	0	101	0	0	0	15
	9	105	14	82	0	0	0	101	0	0	0	9
	10	120	12	99	0	0	0	116	0	0	0	101
	11	140	12	119	0	0	0	136	0	0	0	13
	12	120	21	90	0	0	0	116	0	0	0	39
	13	100	8	83	0	0	0	96	0	0	0	20
	14	105	14	82	0	0	0	101	0	0	0	15
	15	120	17	94	0	0	0	116	0	0	0	21
	16	100	13	78	0	0	0	96	0	0	0	59
	17	100	13	78	0	0	0	96	0	0	0	33
	18	140	13	118	0	0	0	136	0	0	0	55
	19	140	13	118	0	0	0	136	0	0	0	130
	20	120	12	99	0	0	0	116	0	0	0	101
	21	120	12	99	0	0	0	116	0	0	0	101

Local TOD Schedule

Time	Plan	DOW
0000	1	Su S
0000	2	M T W Th F
0700	18	M T W Th F
0930	2	M T W Th F
1000	2	Su S
1500	19	M T W Th F
2000	1	Su S
2200	2	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

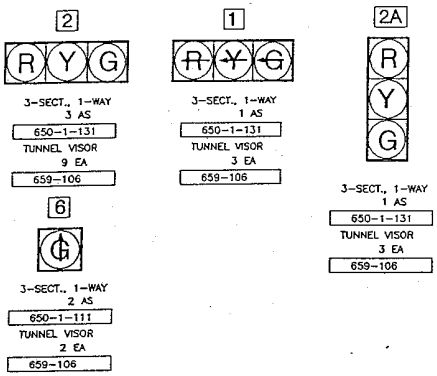
*** Settings**

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

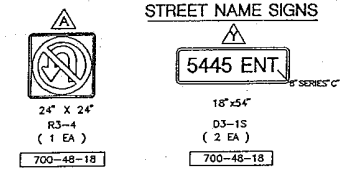
No Calendar Defined/Enabled

STATE PROJ. NO.	SHEET NO.
87060-3507	22

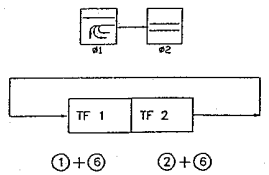
SIGNAL HEAD DETAILS



STREET NAME SIGNS



SIGNAL OPERATION PLAN



CONTROLLER TIMING

TIMING INTERVAL	TIMING FUNCTION							
	1	2	3	4	5	6	7	8
MINIMUM GREEN (INITIAL)	5	7	–	–	–	7	–	–
EXTENSION (PASSAGE)	2.0	2.5	–	–	–	2.5	–	–
MAXIMUM GREEN I	20	92	–	–	–	92	–	–
MAXIMUM GREEN II	–	–	–	–	–	–	–	–
YELLOW	3	4	–	–	–	4	–	–
ALL RED	–	1	–	–	–	1	–	–
PEDESTRIAN WALK	–	–	–	–	–	–	–	–
PEDESTRIAN CLEAR	–	–	–	–	–	–	–	–
RECALL	–	ON	–	–	–	ON	–	–

SIGNAL TIMINGS ARE APPROXIMATE AND FINAL TIMINGS SHALL BE PROVIDED BY D.C.P.W., SIGNALS & SIGNS DIV.

DETECTOR ASSIGNMENT

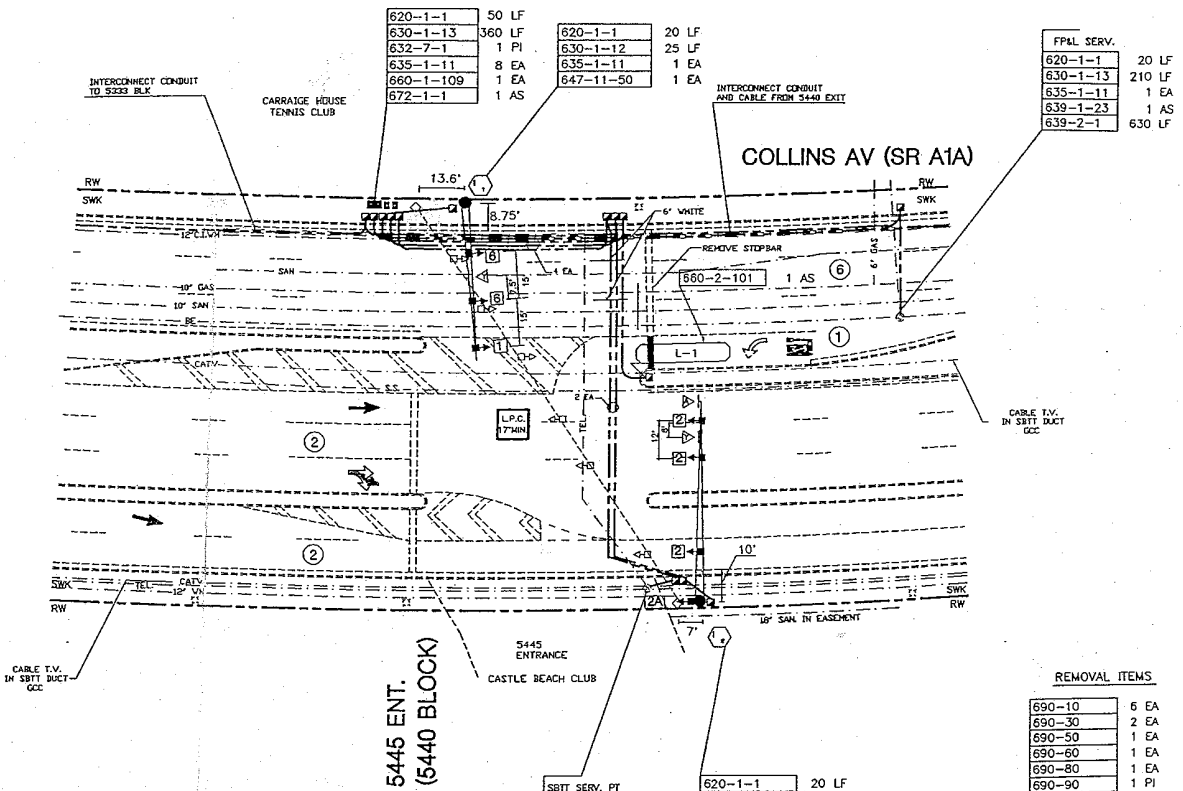
LOOP NO.	NO. OF LOOPS	NO. OF DETECTORS
L-1	1	1
–	–	–
–	–	–
–	–	–
–	–	–
–	–	–

LOOP ASSEMBLY SHALL BE 6'X30' FOR THRU LANES AND 5'X30' FOR TURNING LANES.

SUMMARY OF PAV. MARKINGS

	ITEM NO.	UNIT	TOTAL
(1)	706-1-12	EA	–
(2)	706-1-12	EA	–
	711-3	EA	–
	711-4	EA	2
	711-5-2 Y	LF	–
	711-5-1	LF	–
	711-7	SF	70
	711-33	LF	–
	711-34	LF	–
	711-35-61	LF	20
	711-35-81	LF	–
	711-35-121	LF	–
	711-35-181	LF	–
	711-35-241	LF	–
	711-36-61	LF	–
	711-36-181	LF	–

ALL PAVEMENT MARKINGS, MESSAGES AND ARROWS SHALL BE THERMOPLASTIC. REFER TO STANDARDS INDEX 17346, 1 of 9 THRU 9 of 9 AND 17352, 1 of 2 AND 2 of 2.
ALL PAVEMENT MARKINGS SHALL BE WHITE, UNLESS OTHERWISE INDICATED.
(1) - BI-DIRECTIONAL AMBER/AMBER
(2) - MONO-DIRECTIONAL COLORLESS



REMOVAL ITEMS

690-10	6 EA
690-30	2 EA
690-50	1 EA
690-60	1 EA
690-80	1 EA
690-90	1 PI
690-100	1 PI
700-48-60	1 AS

NOTES

1.- MAJOR STREET : COLLINS AV
MINOR STREET : 5400 BLK ENTRANCE
2.- SIGNAL OPERATING PLAN AS SHOWN ABOVE.
3.- CONTROLLER MICROPROCESSOR MODEL 170 TYPE, ITEM NUMBER 672-1-1, TO INCLUDE CABINET AND FOUNDATION. WHEN NO CONFLICT EXISTS WITH THE ADA GUIDELINES, THE CABINET SHALL BE INSTALLED WITH TELCO DOOR FACING THE ADJACENT ROADWAY.
4.- FLASHING OPERATION: COLLINS AV, YELLOW.
5400 BLK, RED.
5.- THE DEMAND WATTAGE FOR THIS INTERSECTION IS 655 WATTS.
6.- SOUTHERN BELL SERVICE POINT PER MR. DAVID WILCOX PHONE 795-1472.
7.- FP&L SERVICE POINT PER MR. TOM HODGDON PHONE 347-7872.
8.- CONTRACTOR TO REMOVE EXISTING FP&L AND SBT&T SERVICE AND INSTALL NEW SERVICE CONNECTION AND CONDUIT.
9.- CONTRACTOR TO, UNLESS OTHERWISE SHOWN, REMOVE EXISTING TRAFFIC SIGNAL SYSTEM PULL BOXES AND ABANDON CONDUITS. COST SHALL BE INCLUDED IN THE PAY ITEM NOs. 690-90 AND 690-100.
10.- CONTRACTOR TO REMOVE EXISTING CABINET, CONCRETE BASE AND INSTALL NEW BASE AND CONTROLLER CABINET.

Z
SCALE: 1" = 40'

Sect 20
3439

COLLINS AV (SR A1A) & 5445 ENT. (5400 BLOCK)

ID No. 3439

INT 09

DATE	BY	DESCRIPTION	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

	NAME	DATE		NAME	DATE
DESIGNED BY	A.K.	7/95	DRAWN BY	L.C.H.	7/95
CHECKED BY	D.B.	11/95	CHECKED BY	D.B.	11/95

SUPERVISED BY: F.R.A.

FLORIDA DEPARTMENT OF TRANSPORTATION
APPROVED BY: FRANK R. ALEMAN
DATE: 12/95

SIGNALIZATION PLAN

TOD Schedule Report

for 3438: Collins Av&5445 Exit

Print Date: 8/10/2011

Print Time: 3:13 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3438	Collins Av&5445 Exit	DOW-4		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	NBT	WBT	NWT	NBL	SBT	-	-
0	0	0	0	0	0	0	0



Active Phase Bank: Phase Bank 1

Phase	Walk Phase Bank 1 2 3	Don't Walk 1 2 3	Min Initial 1 2 3	Veh Ext 1 2 3	Max Limit 1 2 3	Max 2 1 2 3	Yellow	Red
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 NBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	50 - 50 - 50	0 - 50 - 50	4	1
3 WBT	4 - 4 - 4	29 - 29 - 29	4 - 4 - 4	2.5 - 2.5 - 2.5	17 - 17 - 17	20 - 20 - 20	4	1
4 NWT	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 7 - 7	10 - 10 - 10	4	1
5 NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	9 - 9 - 9	10 - 10 - 10	3	2
6 SBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	50 - 50 - 50	0 - 50 - 50	4	1
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-23456--
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 NBT	3 WBT	4 NWT	5 NBL	6 SBT	7 -	8 -	Ring Offset	Offset
	1	90	0	32	37	6	6	21	0	0	0	44
	2	100	0	42	37	6	6	31	0	0	0	89
	3	100	0	42	37	6	6	31	0	0	0	10
	4	140	0	80	36	9	8	67	0	0	0	85
	5	100	0	34	37	14	9	20	0	0	0	86
	6	100	0	34	37	14	9	20	0	0	0	86
	8	105	0	47	37	6	6	36	0	0	0	30
	9	105	0	47	37	6	6	36	0	0	0	67
	10	120	0	60	36	9	8	47	0	0	0	79
	11	140	0	80	36	9	8	67	0	0	0	109
	12	120	0	56	37	12	7	44	0	0	0	41
	13	100	0	39	37	9	9	25	0	0	0	72
	14	105	0	47	37	6	6	36	0	0	0	41
	15	120	0	61	37	7	6	50	0	0	0	22
	16	100	0	58	18	9	9	44	0	0	0	90
	17	100	0	58	18	9	9	44	0	0	0	5
	18	140	0	98	18	9	9	84	0	0	0	136
	19	140	0	98	18	9	9	84	0	0	0	119
	20	120	0	60	36	9	8	47	0	0	0	79
	21	120	0	60	36	9	8	47	0	0	0	79

Local TOD Schedule

Time	Plan	DOW
0000	1	Su S
0000	2	M T W Th F
0700	18	M T W Th F
0930	2	M T W Th F
1000	2	Su S
1500	19	M T W Th F
2000	1	Su S
2200	2	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

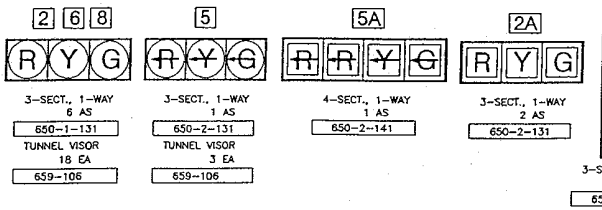
*** Settings**

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

No Calendar Defined/Enabled

STATE PROJ. NO.	SHEET NO.
87060-3507	23

SIGNAL HEAD DETAILS



CONTROLLER TIMING

TIMING INTERVAL	TIMING FUNCTION							
	1	2	3	5A	5	6	7	8
MINIMUM GREEN (INITIAL)	–	7	–	5	5	7	–	7
EXTENSION (PASSAGE)	–	2.5	–	2.0	2.0	–	–	2.5
MAXIMUM GREEN I	–	46	–	13	8	46	–	37
MAXIMUM GREEN II	–	–	–	–	–	–	–	–
YELLOW	–	4	–	4	3	4	–	4
ALL RED	–	1	–	–	–	1	–	–
PEDESTRIAN WALK	–	–	–	–	–	–	–	7
PEDESTRIAN CLEAR	–	–	–	–	–	–	–	29
RECALL	–	ON	–	–	–	ON	–	–

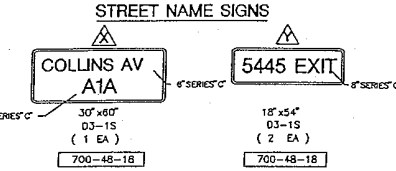
SIGNAL TIMINGS ARE APPROXIMATE AND FINAL TIMINGS SHALL BE PROVIDED BY D.C.P.W., SIGNALS & SIGNS DIV.

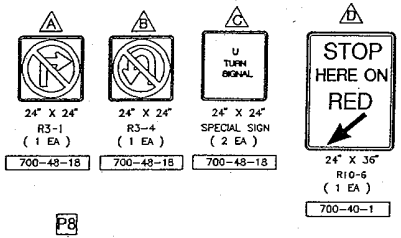
DETECTOR ASSIGNMENT

LOOP NO.	NO. OF LOOPS	NO. OF DETECTORS
L-5	1	1
L-5A	1	1
L-8	1	1
–	–	–
–	–	–
–	–	–

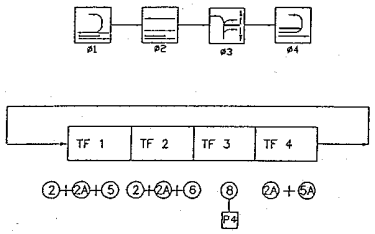
LOOP ASSEMBLY SHALL BE 6'X30' FOR THRU LANES AND 5'X30' FOR TURNING LANES.

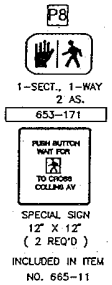
STREET NAME SIGNS





SIGNAL OPERATION PLAN

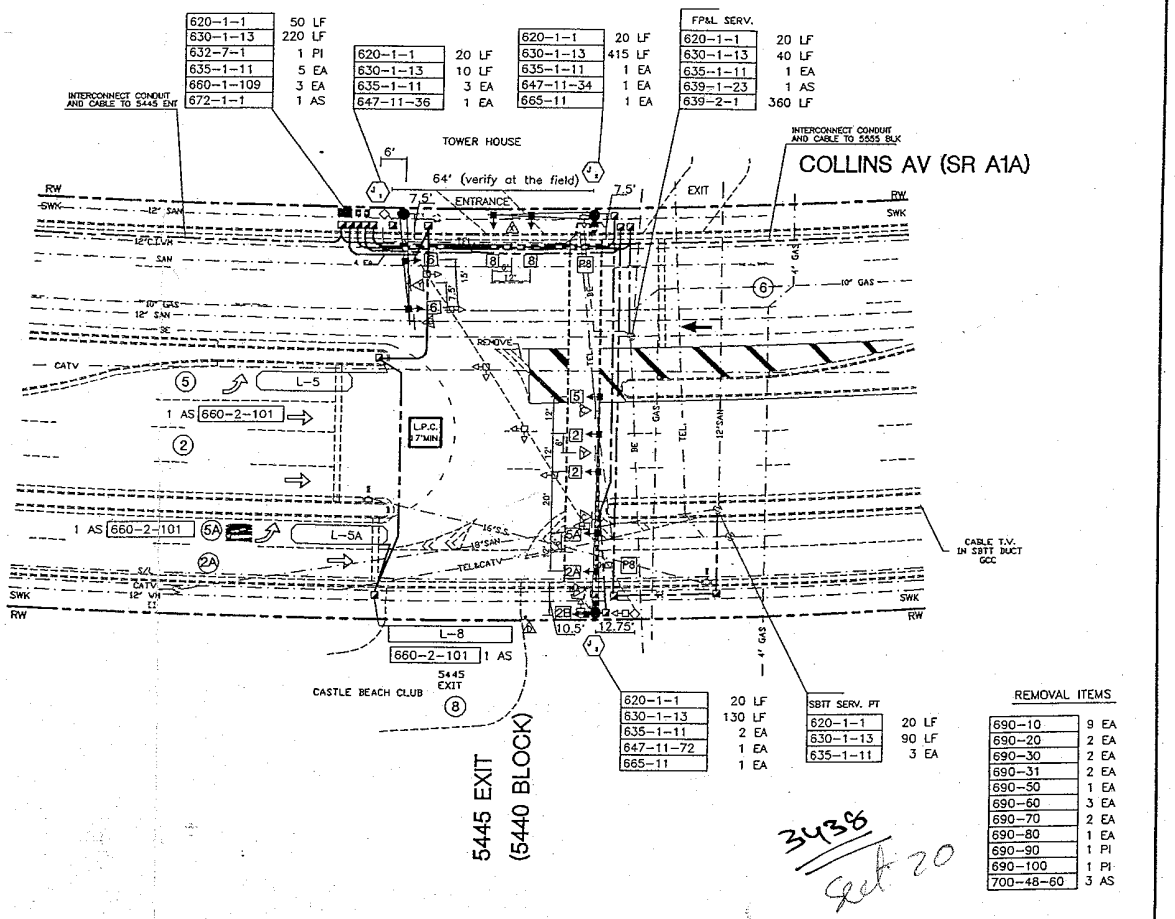




SUMMARY OF PAV. MARKINGS

	ITEM NO.	UNIT	TOTAL
(1)	706-1-12	EA	–
(2)	706-1-12	EA	–
	711-3	EA	–
	711-4	EA	1
	711-5-2 Y	LF	–
	711-5-1	LF	–
	711-7	SF	305
	711-33	LF	–
	711-34	LF	–
	711-35-61	LF	–
	711-35-81	LF	–
	711-35-121	LF	–
	711-35-181	LF	–
	711-35-241	LF	–
	711-36-61	LF	250
	711-36-181	LF	120

ALL PAVEMENT MARKINGS, MESSAGES AND ARROWS SHALL BE THERMOPLASTIC. REFER TO STANDARDS INDEX 17346, 1 of 9 THRU 9 of 9 AND 17352, 1 of 2 AND 2 of 2.
ALL PAVEMENT MARKINGS SHALL BE WHITE, UNLESS OTHERWISE INDICATED.
(1) - BI-DIRECTIONAL AMBER/AMBER
(2) - MONO-DIRECTIONAL COLORLESS



REMOVAL ITEMS

690-10	9 EA
690-20	2 EA
690-30	2 EA
690-31	2 EA
690-50	1 EA
690-60	3 EA
690-70	2 EA
690-80	1 EA
690-90	1 PI
690-100	1 PI
700-48-60	3 AS

NOTES

1.- MAJOR STREET : COLLINS AV
MINOR STREET : 5400 BLK EXIT
2.- SIGNAL OPERATING PLAN AS SHOWN ABOVE.
3.- CONTROLLER MICROPROCESSOR MODEL 170 TYPE, ITEM NUMBER 672-1-1, TO INCLUDE CABINET AND FOUNDATION. WHEN NO CONFLICT EXISTS WITH THE ADA GUIDELINES, THE CABINET SHALL BE INSTALLED WITH TELCO DOOR FACING THE ADJACENT ROADWAY.
4.- FLASHING OPERATION: COLLINS AV, YELLOW.
5400 BLK, RED.
5.- THE DEMAND WATTAGE FOR THIS INTERSECTION IS 1460 WATTS.
6.- SOUTHERN BELL SERVICE POINT PER MR. DAVID WILCOX PHONE 795-1472.
7.- FP&L SERVICE POINT PER MR. TOM HODGDON PHONE 347-7872.
8.- CONTRACTOR TO REMOVE EXISTING FP&L AND SBT&T SERVICE AND INSTALL NEW SERVICE CONNECTION AND CONDUIT.
9.- CONTRACTOR TO, UNLESS OTHERWISE SHOWN, REMOVE EXISTING TRAFFIC SIGNAL SYSTEM PULL BOXES AND ABANDON CONDUITS. COST SHALL BE INCLUDED IN THE PAY ITEM NOs. 690-90 and 690-100.
10.- CONTRACTOR TO REMOVE EXISTING CABINET, CONCRETE BASE AND INSTALL NEW BASE AND CONTROLLER CABINET.
11.- PROGRAM THE GREENS AND YELLOWS IN HEADS 2A AND 2B TO BE VISIBLE ONLY TO THE RIGHT-MOST NORTHBOUND ACCESS ROADWAY LANE. PROGRAM THE GREEN AND YELLOW IN HEAD 5A TO BE VISIBLE ONLY TO THE NORTHBOUND ACCESS ROADWAY LEFT TURN LANE. PROGRAM HEAD 5 NOT TO BE VISIBLE TO NORTHBOUND LEFT TURNERS ON THE SERVICE ROAD.

34386
Sept 20

COLLINS AV (SR A1A) & 5445 EXIT (5400 BLOCK)

ID No. 3438

INT 10

DATE	BY	DESCRIPTION		BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

	NAME	DATE		NAME	DATE
DESIGNED BY	A.K.	7/95	DRAWN BY	L.C.H.	7/95
CHECKED BY	D.B.	11/95	CHECKED BY	D.B.	11/95

SUPERVISED BY: F.R.A.

FLORIDA DEPARTMENT OF TRANSPORTATION
APPROVED BY: FRANK R. ALEMAN
DATE: 12/95

F. R. ALEMAN & ASSOCIATES, INC.

SIGNALIZATION PLAN

REVISED 04/20/97 DR

TOD Schedule Report

for 3434: Collins Av@5600 Blk

Print Date: 8/10/2011

Print Time: 3:12 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3434	Collins Av@5600 Blk	DOW-4		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	NS	NBL	EW	-	-	-	-
0	0	0	0	0	0	0	0



Active Phase Bank: Phase Bank 1

Phase	Walk (Phase Bank 1 2 3)	Don't Walk (1 2 3)	Min Initial (1 2 3)	Veh Ext (1 2 3)	Max Limit (1 2 3)	Max 2 (1 2 3)	Yellow	Red
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 NS	0 - 0 - 0	0 - 0 - 0	15 - 15 - 15	1 - 1 - 1	40 - 40 - 40	0 - 40 - 40	4	1
3 NBL	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2 - 2 - 2	8 - 8 - 8	11 - 11 - 11	4	0
4 EW	7 - 7 - 7	33 - 33 - 33	7 - 7 - 7	3.5 - 3.5 - 3.5	15 - 15 - 15	20 - 20 - 20	4	0.4
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	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	-234----
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 NS	3 NBL	4 EW	5 -	6 -	7 -	8 -	Ring Offset	Offset
	1	90	0	26	10	41	0	0	0	0	0	28
	2	100	0	36	10	41	0	0	0	0	0	86
	3	100	0	36	10	41	0	0	0	0	0	95
	4	140	0	75	11	41	0	0	0	0	0	80
	5	100	0	36	10	41	0	0	0	0	0	95
	6	100	0	36	10	41	0	0	0	0	0	95
	8	105	0	43	8	41	0	0	0	0	0	86
	9	105	0	43	8	41	0	0	0	0	0	72
	10	120	0	55	11	41	0	0	0	0	0	82
	11	140	0	75	11	41	0	0	0	0	0	121
	12	120	0	56	10	41	0	0	0	0	0	38
	13	100	0	36	10	41	0	0	0	0	0	33
	14	105	0	43	8	41	0	0	0	0	0	55
	15	120	0	58	8	41	0	0	0	0	0	19
	16	100	0	36	10	41	0	0	0	0	0	86
	17	100	0	36	10	41	0	0	0	0	0	6
	18	140	0	76	10	41	0	0	0	0	0	131
	19	140	0	76	10	41	0	0	0	0	0	127
	20	120	0	55	11	41	0	0	0	0	0	82
	21	120	0	55	11	41	0	0	0	0	0	82

Local TOD Schedule

Time	Plan	DOW
0000	1	Su S
0000	2	M T W Th F
0700	18	M T W Th F
0930	2	M T W Th F
1000	2	Su S
1500	19	M T W Th F
2000	1	Su S
2200	2	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

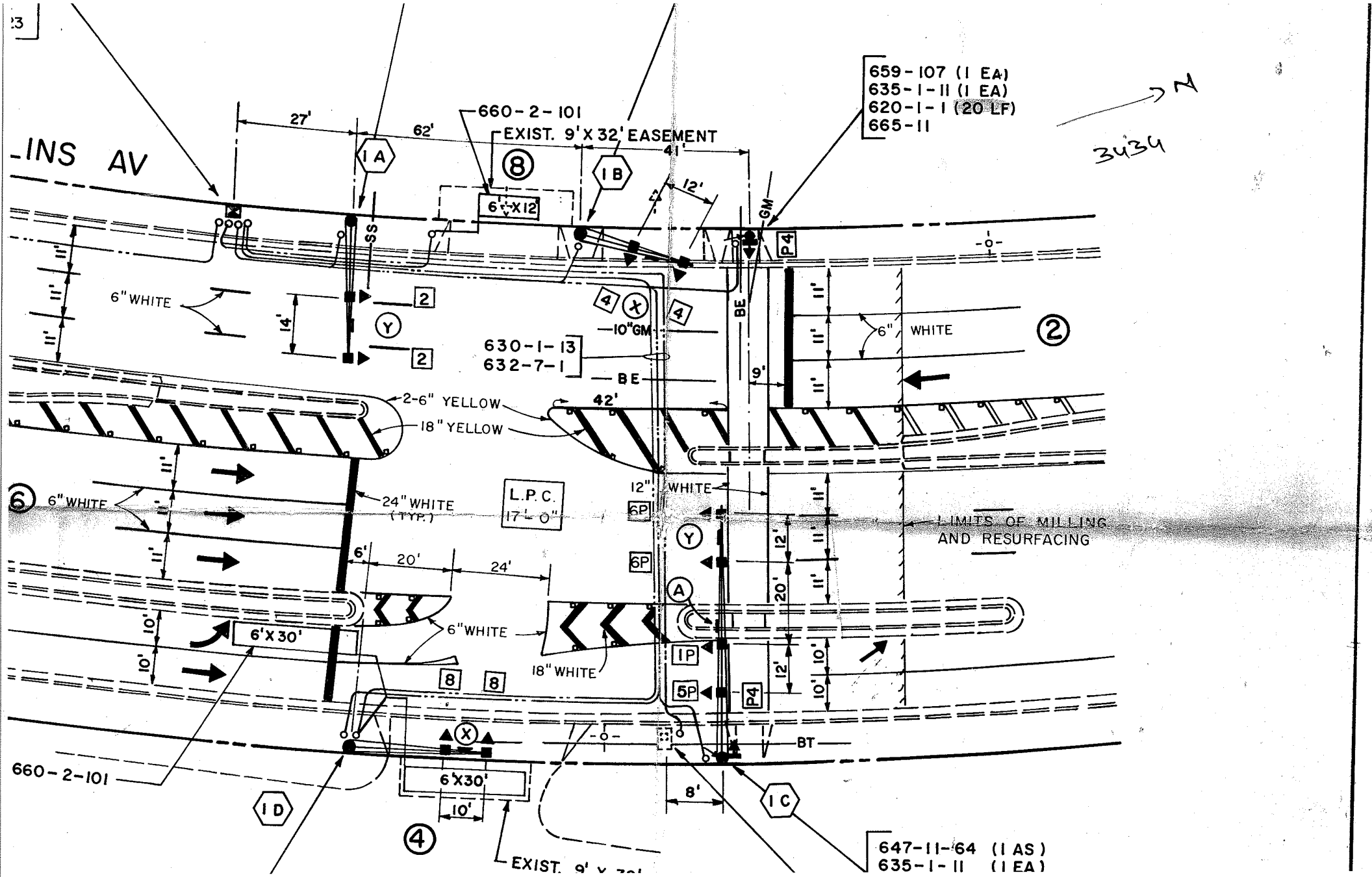
Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

*** Settings**

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

No Calendar Defined/Enabled


-INS AV
27'
62'
660-2-101
EXIST. 9'X32' EASEMENT
41'
659-107 (1 EA)
635-1-11 (1 EA)
620-1-1 (20 LF)
665-11
N
3434
1A
1B
8
6'X12'
12'
SS
GM
P4
BE
11'
6" WHITE
14'
2
Y
4
X
10"GM
630-1-13
632-7-1
9'
42'
2-6" YELLOW
18" YELLOW
12" WHITE
6
24" WHITE
(TYP.)
L.P.C.
17'-0"
6P
LIMITS OF MILLING
AND RESURFACING
6'
20'
24'
A
6'X30'
18" WHITE
1P
5P
8
BT
660-2-101
1D
4
EXIST. 9' X 30'
10'
8'
1C
647-11-64 (1 AS)
635-1-11 (1 EA)

TOD Schedule Report

for 3923: Collins Av@5875 Blk

Print Date: 8/10/2011

Print Time: 4:06 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3923	Collins Av@5875 Blk	DOW-4		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
SBL	NBT	NWT	PED	-	SBT	-	-
0	0	0	0	0	0	0	0



Active Phase Bank: Phase Bank 1

Phase		Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
		Phase Bank 1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1	SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	15 - 15 - 15	30 - 28 - 28	3	1
2	NBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	30 - 30 - 30	0 - 0 - 0	4	1
3	NWT	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	9 - 9 - 9	12 - 12 - 12	4	2
4	PED	7 - 7 - 7	27 - 27 - 27	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	3	1
5	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	SBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	30 - 30 - 30	0 - 0 - 0	4	1
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	1234-6--
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

Current TOD Schedule	Plan	Cycle	Green Time 1 SBL	2 NBT	3 NWT	4 PED	5 -	6 SBT	7 -	8 -	Ring Offset	Offset
1	90	-8	46	9	20	0	46	0	0	0	79	
2	100	-3	56	12	17	0	56	0	0	0	35	
3	100	-3	56	12	17	0	56	0	0	0	49	
4	140	-1	94	11	18	0	96	0	0	0	59	
5	100	1	51	12	17	0	56	0	0	0	44	
6	100	1	51	12	17	0	56	0	0	0	44	
8	105	1	56	12	17	0	61	0	0	0	6	
9	105	1	56	12	17	0	61	0	0	0	8	
10	120	-1	74	11	18	0	76	0	0	0	62	
11	140	-1	94	11	18	0	96	0	0	0	6	
12	120	1	71	12	17	0	76	0	0	0	84	
13	100	1	51	12	17	0	56	0	0	0	44	
14	105	1	56	12	17	0	61	0	0	0	59	
15	120	1	71	12	17	0	76	0	0	0	84	
16	100	-3	56	12	17	0	56	0	0	0	45	
17	100	-3	56	12	17	0	56	0	0	0	35	
18	140	-3	96	12	17	0	96	0	0	0	101	
19	140	-3	96	12	17	0	96	0	0	0	11	
20	120	-1	74	11	18	0	76	0	0	0	62	
21	120	-1	74	11	18	0	76	0	0	0	62	
22	90	0	43	11	18	0	46	0	0	0	55	
23	90	0	43	11	18	0	46	0	0	0	55	

Local TOD Schedule

Time	Plan	DOW
0000	1	Su S
0000	2	M T W Th F
0700	18	M T W Th F
0930	2	M T W Th F
1000	2	Su S
1500	19	M T W Th F
2000	1	Su S
2200	2	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

*** Settings**

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

No Calendar Defined/Enabled

STATE PROJ. NO.	SHEET NO.
87060-3507	25

SIGNAL HEAD DETAILS

2 6 — 3-SECT., 1-WAY, 4 AS — 650-1-131 — TUNNEL VISOR 12 EA — 659-106

5A — 4-SECT., 1-WAY, 1 AS — 650-2-141

2A — 3-SECT., 1-WAY, 1 AS — 650-2-131

P4 — 1-SECT., 1-WAY, 2 AS. — 653-171 — SPECIAL SIGN 12" X 12" (2 REQ'D) INCLUDED IN ITEM NO. 665-11

STREET NAME SIGN

5800 BLK — 18"x54" D3-1S (2 EA) — 700-48-188 — 6" SERIES'C'

1 — 3-SECT., 1-WAY, 1 AS — 650-1-131 — TUNNEL VISOR 3 EA — 659-1068

2B — 3-SECT., 1-WAY, 1 AS — 650-2-131

U Turn SIGNAL

CONTROLLER TIMING

TIMING INTERVAL	TIMING FUNCTION							
	1	2	2A	4	5A	6	7	8
MINIMUM GREEN (INITIAL)	5	7	5	–	5	7	–	–
EXTENSION (PASSAGE)	2.0	2.5	2.0	–	2.0	2.5	–	–
MAXIMUM GREEN I	35	60	12	–	12	60	–	–
MAXIMUM GREEN II	–	–	–	–	–	–	–	–
YELLOW	4	4	4	–	4	4	–	–
ALL RED	–	1	–	–	–	1	–	–
PEDESTRIAN WALK	7	–	–	–	–	–	–	–
PEDESTRIAN CLEAR	27	–	–	–	–	–	–	–
RECALL	–	ON	–	–	–	ON	–	–

SIGNAL TIMINGS ARE APPROXIMATE AND FINAL TIMINGS SHALL BE PROVIDED BY D.C.P.W., SIGNALS & SIGNS DIV.

DETECTOR ASSIGNMENT

LOOP NO.	NO. OF LOOPS	NO. OF DETECTORS
L-1	1	1
L-2A	1	1
L-5A	1	1
–	–	–
–	–	–
–	–	–

LOOP ASSEMBLY SHALL BE 6'X30' FOR THRU LANES AND 5'X30' FOR TURNING LANES.

Z — SCALE: 1" = 40'

620-1-1	20 LF
630-1-13	100 LF
635-1-11	1 EA
647-11-42	1 EA

620-1-1	50 LF
630-1-13	150 LF
632-7-1	1 PI
635-1-11	9 EA
660-1-109	2 EA
672-1-1	1 AS

SBTT SERV. PT.

620-1-1	20 LF
630-1-13	190 LF
635-1-11	2 EA

620-1-1	20 LF
630-1-13	200 LF
635-1-11	1 EA
659-107	1 EA
665-11	1 EA

INTERCONNECT CONDUIT TO 5800 BLK

INTERCONNECT CONDUIT TO 63 ST.

660-2-101 1 AS

L-1 L-2A L-5A 2A 5A P4 6 1 2

L.P.C. 27.6H

1- flashing ahead 5799

REMOVE EXISTING PEDESTRIAN PEDESTAL. INSTALL NEW PEDESTAL 8' SOUTH OF EXISTING PEDESTAL.

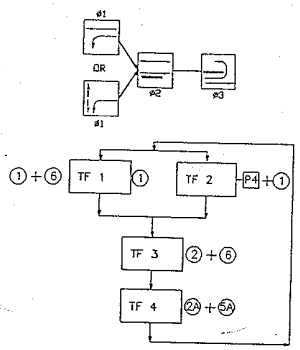
EXISTING CONTROLLER

FP&L SERV. PT. 60' NORTH OF CONTROLLER

620-1-1	20 LF
630-1-13	335 LF
635-1-11	3 EA
639-1-23	1 AS
639-2-1	1005 LF

3923
20

SIGNAL OPERATION



SUMMARY OF PAV. MARKINGS		
ITEM NO.	UNIT	TOTAL
(1) 706-1-12	EA	–
(2) 706-1-12	EA	–
711-3	EA	–
711-4	EA	5
711-5-2 Y	LF	–
711-5-1	LF	–
711-7	SF	315
711-33	LF	–
711-34	LF	–
711-35-61	LF	–
711-35-81	LF	–
711-35-121	LF	–
711-35-181	LF	–
711-35-241	LF	55
711-36-61	LF	–
711-36-181	LF	–

ALL PAVEMENT MARKINGS, MESSAGES AND ARROWS SHALL BE THERMOPLASTIC. REFER TO STANDARDS INDEX 17346, 1 OF 9 THRU 9 OF 9 AND 17352, 1 OF 2 AND 2 OF 2.
ALL PAVEMENT MARKINGS SHALL BE WHITE, UNLESS OTHERWISE INDICATED.
(1) - BI-DIRECTIONAL AMBER/AMBER
(2) - MONO-DIRECTIONAL COLORLESS

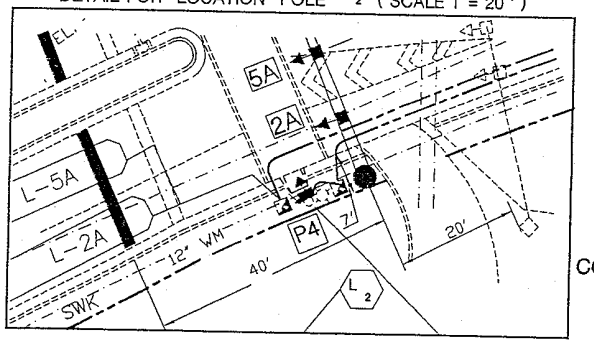
NOTES

1.- MAJOR STREET : COLLINS AV
MINOR STREET : 5800 BLK
2.- SIGNAL OPERATING PLAN AS SHOWN ABOVE.
3.- CONTROLLER MICROPROCESSOR MODEL 170 TYPE, ITEM NUMBER 672-1-1, TO INCLUDE CABINET AND FOUNDATION. WHEN NO CONFLICT EXISTS WITH THE ADA GUIDELINES, THE CABINET SHALL BE INSTALLED WITH TELCO DOOR FACING THE ADJACENT ROADWAY.
4.- FLASHING OPERATION: COLLINS AV, YELLOW.
5800 BLK, RED.
5.- THE DEMAND WATTAGE FOR THIS INTERSECTION IS 1100 WATTS.
6.- SOUTHERN BELL SERVICE POINT PER MR. DAVID WILCOX PHONE 253 7777
7.- FP&L SERVICE POINT PER MR. ABBY DASHER PHONE 770-7929
8.- CONTRACTOR TO REMOVE EXISTING FP&L AND SBTT SERVICE AND INSTALL NEW SERVICE CONNECTION AND CONDUIT.
9.- CONTRACTOR TO, UNLESS OTHERWISE SHOWN, REMOVE EXISTING TRAFFIC SIGNAL SYSTEM PULL BOXES AND ABANDON CONDUITS. COST SHALL BE INCLUDED IN THE PAY ITEM NOs. 690-90 AND 690-100.
10.- CONTRACTOR TO REMOVE EXISTING CABINET, CONCRETE BASE AND INSTALL NEW BASE AND CONTROLLER CABINET.
11.- PROGRAM THE GREENS AND YELLOWS IN HEADS 2A AND 2B TO BE VISIBLE ONLY TO THE RIGHT-MOST NORTHBOUND ACCESS ROADWAY LANE. PROGRAM THE GREEN AND YELLOW HEAD 5A TO BE VISIBLE ONLY TO THE NORTHBOUND ACCESS ROADWAY LEFT TURN LANE.

620-1-1	40 LF
630-1-13	240 LF
635-1-11	4 EA
647-11-60	1 EA
659-107	1 EA
665-11	1 EA

TO MEET ADA REQUIREMENTS INSTALL MAST ARM FOUNDATION WITH OFF-SET ANCHOR BOLTS SEE MAST ARM DETAIL SHEET.

DETAIL FOR LOCATION POLE L_2 (SCALE 1" = 20')



REMOVAL ITEMS

690-10	9 EA
690-20	2 EA
690-30	2 EA
690-31	2 EA
690-50	1 EA
690-60	3 EA
690-70	2 EA
690-80	1 EA
690-90	1 PI
690-100	1 PI
700-48-60	4 AS

COLLINS AV (SR A1A) & 5875 BLOCK

ID No. 3923

Sect 20

INT 12

DATE	BY	DESCRIPTION		BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

	NAME	DATE		NAME	DATE
DESIGNED BY	A.K.	7/95	DRAWN BY	L.C.H.	7/95
CHECKED BY	D.B.	11/95	CHECKED BY	D.B.	11/95

SUPERVISED BY: F.R.A.

FLORIDA DEPARTMENT OF TRANSPORTATION
APPROVED BY: FRANK R. ALEMAN
DATE: 12/95

R. ALEMAN & ASSOCIATES, INC.

SIGNALIZATION PLAN

APPENDIX B – TRAFFIC DATA

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A / Collins Avenue at 4900 Block

Weekday

File Name : SR A1A_Collins Ave at 4900 Blk
Site Code : 49001002
Start Date : 5/17/2011
Page No : 1

Groups Printed- Heavy Veh

	SR A1A / Collins Avenue Southbound							4900 Block Westbound					SR A1A / Collins Avenue Northbound							4900 Block Eastbound					
Start Time	Right	Thru	U-Turn ML	U-Turn F	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right F	Thru ML	Thru F	Thru ML-F	Thru F-ML	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
11:00 AM	0	10	0	0	0	0	10	0	0	0	0	0	0	5	2	0	0	0	0	7	0	0	0	0	0	17
11:15 AM	0	16	0	0	0	0	16	0	0	0	0	0	0	6	1	0	0	0	0	7	0	0	0	0	0	23
11:30 AM	0	10	0	0	0	0	10	0	0	0	0	0	0	2	5	0	0	0	0	7	0	0	0	0	0	17
11:45 AM	0	17	0	0	0	0	17	0	0	0	0	0	0	15	3	0	0	0	0	18	0	0	0	0	0	35
Total	0	53	0	0	0	0	53	0	0	0	0	0	0	28	11	0	0	0	0	39	0	0	0	0	0	92
12:00 PM	0	16	0	0	0	0	16	0	0	0	0	0	0	4	3	0	0	0	0	7	0	0	0	0	0	23
12:15 PM	0	13	0	0	0	0	13	0	0	0	0	0	0	8	2	0	0	0	0	10	0	0	0	0	0	23
12:30 PM	0	13	0	0	0	0	13	0	0	0	0	0	0	6	5	0	0	0	0	11	0	0	0	0	0	24
12:45 PM	0	10	0	0	0	0	10	0	0	0	0	0	0	2	4	0	0	0	0	6	0	0	0	0	0	16
Total	0	52	0	0	0	0	52	0	0	0	0	0	0	20	14	0	0	0	0	34	0	0	0	0	0	86
*** BREAK ***																										
05:00 PM	0	6	0	0	0	0	6	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0	8
05:15 PM	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
05:30 PM	0	6	0	0	0	0	6	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	8
05:45 PM	0	3	0	0	0	0	3	0	0	0	0	0	0	2	3	0	0	0	0	5	0	0	0	0	0	8
Total	0	21	0	0	0	0	21	0	0	0	0	0	0	3	6	0	0	0	0	9	0	0	0	0	0	30
06:00 PM	0	6	0	0	0	0	6	0	0	0	0	0	0	3	5	0	0	0	0	8	0	0	0	0	0	14
06:15 PM	0	5	0	0	0	0	5	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0	7
06:30 PM	0	5	0	0	0	0	5	0	0	0	0	0	0	2	1	0	0	0	0	3	0	0	0	0	0	8
06:45 PM	0	3	0	0	0	0	3	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0	5
Total	0	19	0	0	0	0	19	0	0	0	0	0	0	7	8	0	0	0	0	15	0	0	0	0	0	34
Grand Total	0	145	0	0	0	0	145	0	0	0	0	0	0	58	39	0	0	0	0	97	0	0	0	0	0	242
Apprch %	0	100	0	0	0	0		0	0	0	0		0	59.8	40.2	0	0	0	0		0	0	0	0		
Total %	0	59.9	0	0	0	0	59.9	0	0	0	0	0	0	24	16.1	0	0	0	0	40.1	0	0	0	0	0	

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A / Collins Avenue at 4900 Block

Weekday

File Name : SR A1A_Collins Ave at 4900 Blk
Site Code : 49001002
Start Date : 5/17/2011
Page No : 1

Groups Printed- Passenger Veh - Heavy Veh

	SR A1A / Collins Avenue Southbound							4900 Block Westbound					SR A1A / Collins Avenue Northbound							4900 Block Eastbound					
Start Time	Right	Thru	U-Turn ML	U-Turn F	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right F	Thru ML	Thru F	Thru ML-F	Thru F-ML	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
11:00 AM	0	248	0	0	0	0	248	0	0	0	0	0	5	190	50	1	0	0	0	246	0	0	0	21	21	515
11:15 AM	0	253	0	0	2	0	255	0	0	0	0	0	2	179	40	0	0	0	1	222	1	0	0	13	14	491
11:30 AM	0	256	0	1	0	2	259	0	0	0	0	0	0	189	46	1	1	0	1	238	0	0	0	5	5	502
11:45 AM	0	274	1	0	2	0	277	0	0	0	0	0	2	194	43	0	0	0	0	239	1	0	0	1	2	518
Total	0	1031	1	1	4	2	1039	0	0	0	0	0	9	752	179	2	1	0	2	945	2	0	0	40	42	2026
12:00 PM	0	263	1	1	0	0	265	0	0	0	0	0	1	183	59	1	0	0	0	244	1	0	0	9	10	519
12:15 PM	0	267	0	0	0	0	267	0	0	0	0	0	1	180	55	0	0	0	2	238	1	0	0	17	18	523
12:30 PM	0	287	0	0	0	0	287	0	0	0	0	0	3	195	71	0	0	0	4	273	0	0	0	8	8	568
12:45 PM	0	271	0	0	0	0	271	0	0	0	0	0	0	167	46	0	0	0	2	215	0	0	0	8	8	494
Total	0	1088	1	1	0	0	1090	0	0	0	0	0	5	725	231	1	0	0	8	970	2	0	0	42	44	2104
*** BREAK ***																										
05:00 PM	0	268	0	0	0	0	268	0	0	0	0	0	3	322	77	0	0	0	3	405	1	0	0	11	12	685
05:15 PM	0	255	0	0	0	0	255	0	0	0	0	0	1	313	70	4	0	0	6	394	0	0	0	15	15	664
05:30 PM	0	262	0	0	0	1	263	0	0	0	0	0	1	310	42	2	0	0	4	359	0	0	0	10	10	632
05:45 PM	0	226	0	0	0	0	226	0	0	0	0	0	1	261	63	2	0	0	2	329	0	0	0	7	7	562
Total	0	1011	0	0	0	1	1012	0	0	0	0	0	6	1206	252	8	0	0	15	1487	1	0	0	43	44	2543
06:00 PM	0	239	0	0	0	0	239	0	0	0	0	0	1	271	59	0	1	0	6	338	0	0	0	16	16	593
06:15 PM	0	265	0	0	0	0	265	0	0	0	0	0	1	303	54	7	0	0	3	368	0	0	0	12	12	645
06:30 PM	0	219	0	0	0	0	219	0	0	0	0	0	1	275	56	0	0	0	5	337	0	0	0	21	21	577
06:45 PM	0	233	0	0	0	0	233	0	0	0	0	0	1	280	70	0	0	0	3	354	0	0	0	15	15	602
Total	0	956	0	0	0	0	956	0	0	0	0	0	4	1129	239	7	1	0	17	1397	0	0	0	64	64	2417
Grand Total	0	4086	2	2	4	3	4097	0	0	0	0	0	24	3812	901	18	2	0	42	4799	5	0	0	189	194	9090
Apprch %	0	99.7	0	0	0.1	0.1		0	0	0	0		0.5	79.4	18.8	0.4	0	0	0.9		2.6	0	0	97.4		
Total %	0	45	0	0	0	0	45.1	0	0	0	0	0	0.3	41.9	9.9	0.2	0	0	0.5	52.8	0.1	0	0	2.1	2.1	
Passenger Veh	0	3941	2	2	4	3	3952	0	0	0	0	0	24	3754	862	18	2	0	42	4702	5	0	0	189	194	8848
% Passenger Veh	0	96.5	100	100	100	100	96.5	0	0	0	0	0	100	98.5	95.7	100	100	0	100	98	100	0	0	100	100	97.3
Heavy Veh	0	145	0	0	0	0	145	0	0	0	0	0	0	58	39	0	0	0	0	97	0	0	0	0	0	242
% Heavy Veh	0	3.5	0	0	0	0	3.5	0	0	0	0	0	0	1.5	4.3	0	0	0	0	2	0	0	0	0	0	2.7

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

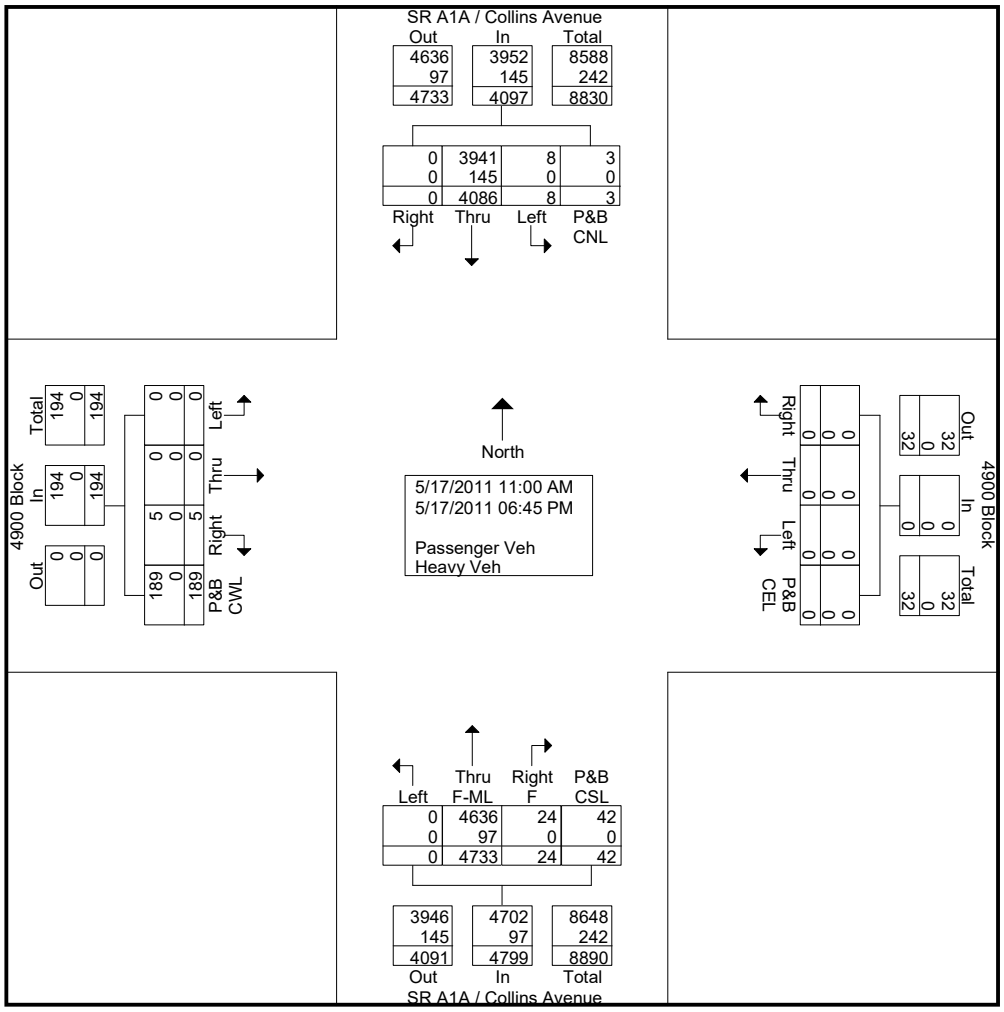
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A / Collins Avenue at 4900 Block

Weekday

File Name : SR A1A_Collins Ave at 4900 Blk
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Page No : 2



CH Perez and Associates Consulting Engineers Inc.

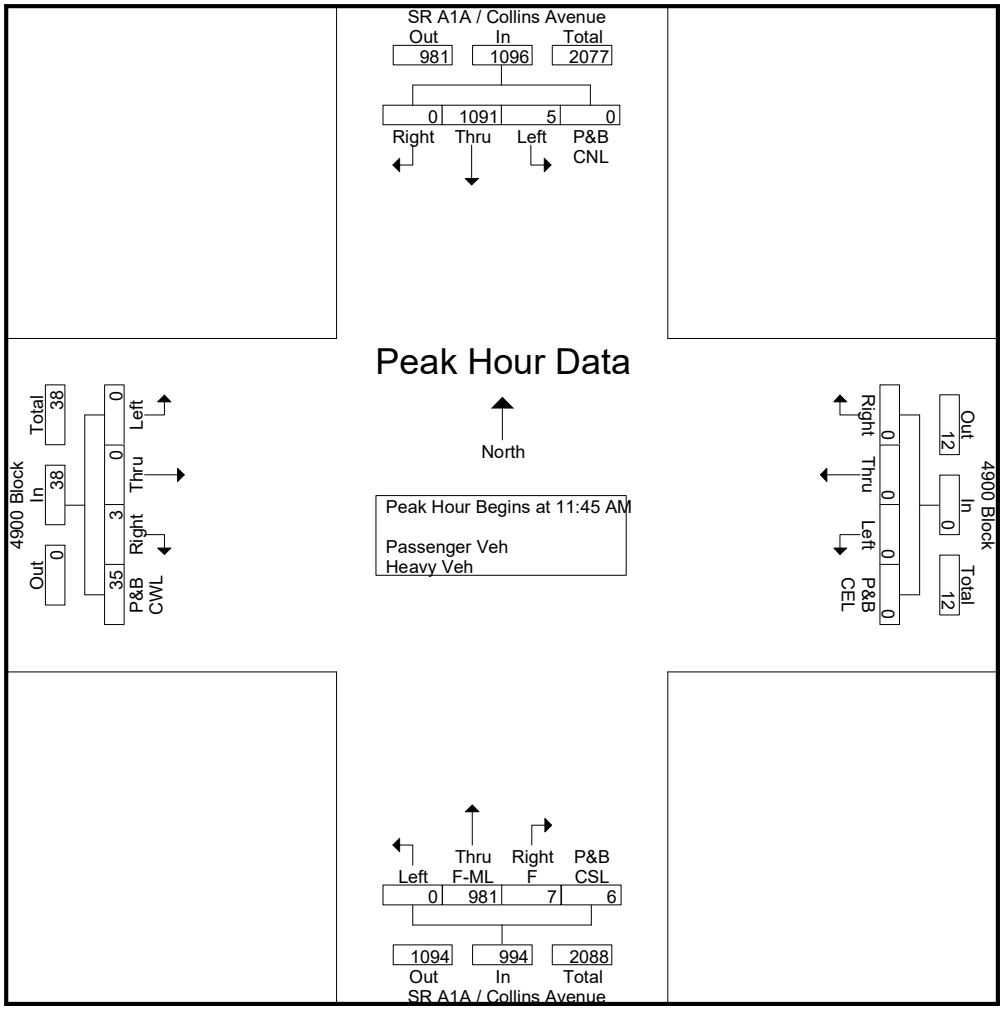
9594 NW 41st Street, Suite 201, Miami Florida, 33178

Turning Movement Count
SR A1A / Collins Avenue at 4900 Block

Weekday

File Name : SR A1A_Collins Ave at 4900 Blk
Site Code : 49001002
Start Date : 5/17/2011
Page No : 3

	SR A1A / Collins Avenue Southbound							4900 Block Westbound					SR A1A / Collins Avenue Northbound							4900 Block Eastbound					
Start Time	Right	Thru	U-Turn ML	U-Turn F	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right F	Thru ML	Thru F	Thru ML-F	Thru F-ML	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 02:00 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 11:45 AM																									
11:45 AM	0	274	1	0	2	0	277	0	0	0	0	0	2	194	43	0	0	0	0	239	1	0	0	1	2	518
12:00 PM	0	263	1	1	0	0	265	0	0	0	0	0	1	183	59	1	0	0	0	244	1	0	0	9	10	519
12:15 PM	0	267	0	0	0	0	267	0	0	0	0	0	1	180	55	0	0	0	2	238	1	0	0	17	18	523
12:30 PM	0	287	0	0	0	0	287	0	0	0	0	0	3	195	71	0	0	0	4	273	0	0	0	8	8	568
Total Volume	0	1091	2	1	2	0	1096	0	0	0	0	0	7	752	228	1	0	0	6	994	3	0	0	35	38	2128
% App. Total	0	99.5	0.2	0.1	0.2	0		0	0	0	0		0.7	75.7	22.9	0.1	0	0	0.6		7.9	0	0	92.1		
PHF	.000	.950	.500	.250	.250	.000	.955	.000	.000	.000	.000	.000	.583	.964	.803	.250	.000	.000	.375	.910	.750	.000	.000	.515	.528	.937



CH Perez and Associates Consulting Engineers Inc.

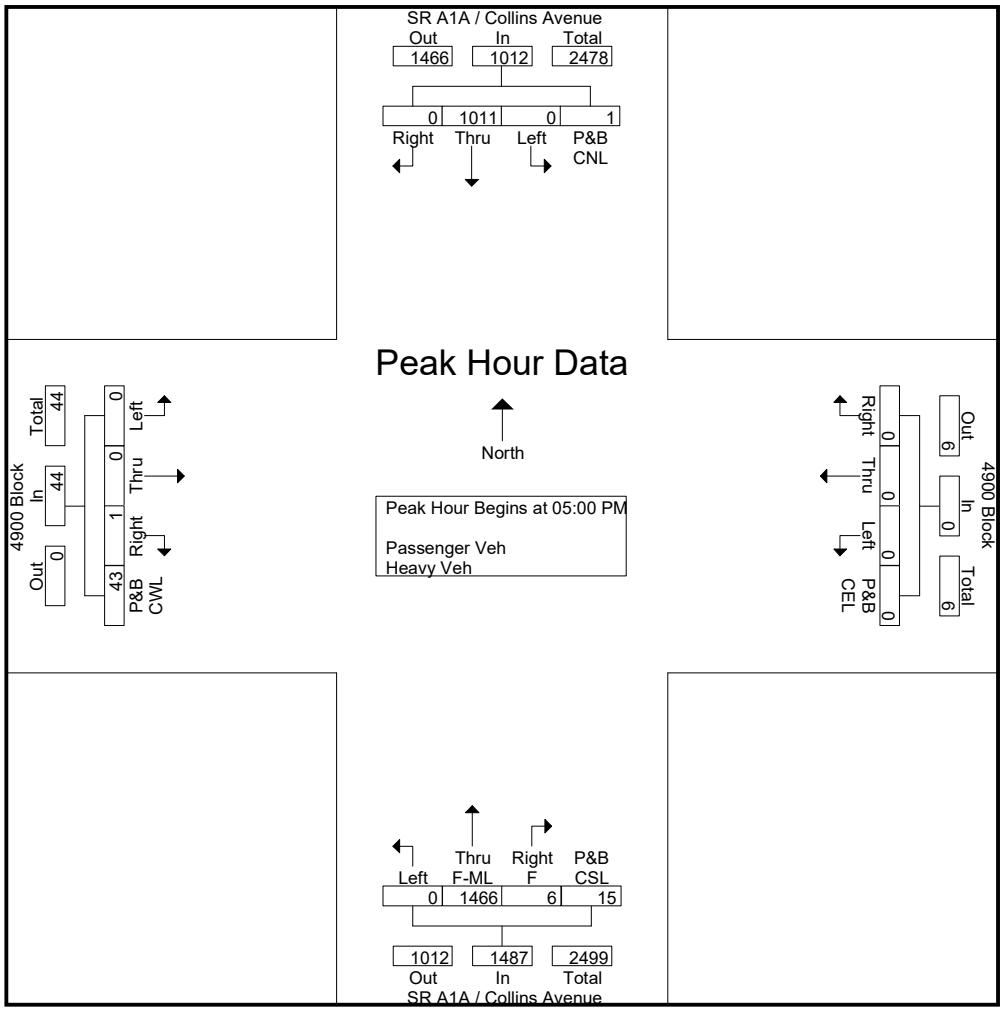
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Turning Movement Count
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File Name : SR A1A_Collins Ave at 4900 Blk
Site Code : 49001002
Start Date : 5/17/2011
Page No : 4

	SR A1A / Collins Avenue Southbound							4900 Block Westbound					SR A1A / Collins Avenue Northbound								4900 Block Eastbound					
Start Time	Right	Thru	U-Turn ML	U-Turn F	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right F	Thru ML	Thru F	Thru ML-F	Thru F-ML	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 01:15 PM to 06:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 05:00 PM																										
05:00 PM	0	268	0	0	0	0	268	0	0	0	0	0	3	322	77	0	0	0	3	405	1	0	0	11	12	685
05:15 PM	0	255	0	0	0	0	255	0	0	0	0	0	1	313	70	4	0	0	6	394	0	0	0	15	15	664
05:30 PM	0	262	0	0	0	1	263	0	0	0	0	0	1	310	42	2	0	0	4	359	0	0	0	10	10	632
05:45 PM	0	226	0	0	0	0	226	0	0	0	0	0	1	261	63	2	0	0	2	329	0	0	0	7	7	562
Total Volume	0	1011	0	0	0	1	1012	0	0	0	0	0	6	1206	252	8	0	0	15	1487	1	0	0	43	44	2543
% App. Total	0	99.9	0	0	0	0.1		0	0	0	0		0.4	81.1	16.9	0.5	0	0	1		2.3	0	0	97.7		
PHF	.000	.943	.000	.000	.000	.250	.944	.000	.000	.000	.000	.000	.500	.936	.818	.500	.000	.000	.625	.918	.250	.000	.000	.717	.733	.928



CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A / Collins Avenue at 5000 Block

Weekday

File Name : sr a1a_collins ave at 5000 blk
Site Code : 50001002
Start Date : 5/17/2011
Page No : 1

Groups Printed- Heavy Veh

	SR A1A / Collins Avenue Southbound							5000 Block Westbound					SR A1A / Collins Avenue Northbound									5000 Block Eastbound					
Start Time	Right	Thru	U-Turn ML	U-Turn F	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru ML	Thru F	Thru ML-F	Thru F-ML	U-Turn f F	U-Turn f ML	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
11:00 AM	0	4	0	0	0	0	4	0	0	0	0	0	0	6	4	0	0	0	0	0	10	0	0	0	0	0	14
11:15 AM	0	9	0	0	0	0	9	0	0	0	0	0	0	5	3	0	0	1	0	0	9	0	0	0	0	0	18
11:30 AM	0	6	0	0	0	0	6	0	0	0	0	0	0	6	6	0	0	2	0	0	14	0	0	0	0	0	20
11:45 AM	0	6	0	0	0	0	6	0	0	0	0	0	0	10	3	0	0	5	0	0	18	0	0	0	0	0	24
Total	0	25	0	0	0	0	25	0	0	0	0	0	0	27	16	0	0	8	0	0	51	0	0	0	0	0	76
12:00 PM	0	12	0	0	0	0	12	0	0	0	0	0	0	5	3	0	0	3	0	0	11	0	0	0	0	0	23
12:15 PM	0	8	0	0	0	0	8	0	0	0	0	0	0	8	2	0	0	3	0	0	13	0	0	0	0	0	21
12:30 PM	0	7	0	0	0	0	7	0	0	0	0	0	0	6	4	0	0	6	0	0	16	0	0	0	0	0	23
12:45 PM	0	6	0	0	0	0	6	0	0	0	0	0	0	4	4	0	0	0	0	0	8	0	0	0	0	0	14
Total	0	33	0	0	0	0	33	0	0	0	0	0	0	23	13	0	0	12	0	0	48	0	0	0	0	0	81
*** BREAK ***																											
05:00 PM	0	6	0	0	0	0	6	0	0	0	0	0	0	3	3	0	0	0	0	0	6	0	0	0	0	0	12
05:15 PM	0	7	0	0	0	0	7	0	0	0	0	0	0	5	1	0	0	0	0	0	6	0	0	0	0	0	13
05:30 PM	0	3	0	0	0	0	3	0	0	0	0	0	0	1	2	0	0	1	0	0	4	0	0	0	0	0	7
05:45 PM	0	5	0	0	0	0	5	0	0	0	0	0	0	3	7	0	0	2	0	0	12	0	0	0	0	0	17
Total	0	21	0	0	0	0	21	0	0	0	0	0	0	12	13	0	0	3	0	0	28	0	0	0	0	0	49
06:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	2	2	0	0	4	0	0	8	0	0	0	0	0	9
06:15 PM	0	6	0	0	0	0	6	0	0	0	0	0	0	3	4	0	0	1	0	0	8	0	0	0	0	0	14
06:30 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	6	4	0	0	0	0	0	10	0	0	0	0	0	11
06:45 PM	0	2	0	0	0	0	2	0	0	0	0	0	0	0	4	0	0	1	0	0	5	0	0	0	0	0	7
Total	0	10	0	0	0	0	10	0	0	0	0	0	0	11	14	0	0	6	0	0	31	0	0	0	0	0	41
Grand Total	0	89	0	0	0	0	89	0	0	0	0	0	0	73	56	0	0	29	0	0	158	0	0	0	0	0	247
Apprch %	0	100	0	0	0	0		0	0	0	0		0	46.2	35.4	0	0	18.4	0	0		0	0	0	0		
Total %	0	36	0	0	0	0	36	0	0	0	0	0	0	29.6	22.7	0	0	11.7	0	0	64	0	0	0	0	0	

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A / Collins Avenue at 5000 Block

Weekday

File Name : sr a1a_collins ave at 5000 blk
Site Code : 50001002
Start Date : 5/17/2011
Page No : 1

Groups Printed- Passenger Veh - Heavy Veh

	SR A1A / Collins Avenue Southbound							5000 Block Westbound					SR A1A / Collins Avenue Northbound									5000 Block Eastbound					
Start Time	Right	Thru	U-Turn ML	U-Turn F	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru ML	Thru F	Thru ML-F	Thru F-ML	U-Turn f F	U-Turn f ML	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
11:00 AM	0	209	0	0	1	10	220	0	0	0	0	0	4	178	28	2	0	38	0	20	270	0	0	0	0	0	490
11:15 AM	0	222	0	0	1	3	226	0	0	0	0	0	2	162	37	0	0	33	0	14	248	0	0	0	0	0	474
11:30 AM	0	230	2	0	4	3	239	0	0	0	2	2	0	177	28	1	1	28	1	12	248	0	0	0	0	0	489
11:45 AM	0	245	0	0	0	3	248	0	0	0	0	0	2	181	26	0	0	36	0	0	245	0	0	0	0	0	493
Total	0	906	2	0	6	19	933	0	0	0	2	2	8	698	119	3	1	135	1	46	1011	0	0	0	0	0	1946
12:00 PM	0	228	0	0	1	2	231	0	0	0	0	0	1	186	44	0	0	37	0	10	278	0	0	0	0	0	509
12:15 PM	0	248	2	1	0	3	254	0	0	0	0	0	3	179	40	1	0	32	0	15	270	0	0	0	0	0	524
12:30 PM	0	250	0	1	0	6	257	0	0	0	2	2	3	188	36	2	0	40	0	11	280	0	0	0	0	0	539
12:45 PM	0	249	0	1	1	7	258	0	0	0	0	0	1	158	28	0	0	29	0	6	222	0	0	0	0	0	480
Total	0	975	2	3	2	18	1000	0	0	0	2	2	8	711	148	3	0	138	0	42	1050	0	0	0	0	0	2052
*** BREAK ***																											
05:00 PM	0	235	1	1	0	2	239	0	0	0	1	1	0	318	51	0	0	39	0	13	421	0	0	0	0	0	661
05:15 PM	0	218	0	3	1	5	227	0	0	0	0	0	4	308	42	0	0	34	0	8	396	0	0	0	0	0	623
05:30 PM	0	235	0	0	0	4	239	0	0	0	2	2	0	288	32	1	0	26	0	19	366	0	0	0	0	0	607
05:45 PM	0	198	0	1	0	7	206	0	0	0	4	4	2	263	64	0	1	26	0	11	367	0	0	0	0	0	577
Total	0	886	1	5	1	18	911	0	0	0	7	7	6	1177	189	1	1	125	0	51	1550	0	0	0	0	0	2468
06:00 PM	0	197	1	1	0	4	203	0	0	0	0	0	1	260	46	1	0	39	0	20	367	0	0	0	0	0	570
06:15 PM	0	238	0	2	0	3	243	0	0	0	1	1	4	294	37	0	0	28	0	22	385	0	0	0	0	0	629
06:30 PM	0	195	0	0	0	7	202	0	0	0	0	0	5	268	39	0	0	24	0	5	341	0	0	0	0	0	543
06:45 PM	0	215	0	5	0	9	229	0	0	0	3	3	3	250	44	0	0	27	0	14	338	0	0	0	0	0	570
Total	0	845	1	8	0	23	877	0	0	0	4	4	13	1072	166	1	0	118	0	61	1431	0	0	0	0	0	2312
Grand Total	0	3612	6	16	9	78	3721	0	0	0	15	15	35	3658	622	8	2	516	1	200	5042	0	0	0	0	0	8778
Apprch %	0	97.1	0.2	0.4	0.2	2.1		0	0	0	100		0.7	72.6	12.3	0.2	0	10.2	0	4		0	0	0	0		
Total %	0	41.1	0.1	0.2	0.1	0.9	42.4	0	0	0	0.2	0.2	0.4	41.7	7.1	0.1	0	5.9	0	2.3	57.4	0	0	0	0	0	
Passenger Veh	0	3523	6	16	9	78	3632	0	0	0	15	15	35	3585	566	8	2	487	1	200	4884	0	0	0	0	0	8531
% Passenger Veh	0	97.5	100	100	100	100	97.6	0	0	0	100	100	100	98	91	100	100	94.4	100	100	96.9	0	0	0	0	0	97.2
Heavy Veh	0	89	0	0	0	0	89	0	0	0	0	0	0	73	56	0	0	29	0	0	158	0	0	0	0	0	247
% Heavy Veh	0	2.5	0	0	0	0	2.4	0	0	0	0	0	0	2	9	0	0	5.6	0	0	3.1	0	0	0	0	0	2.8

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

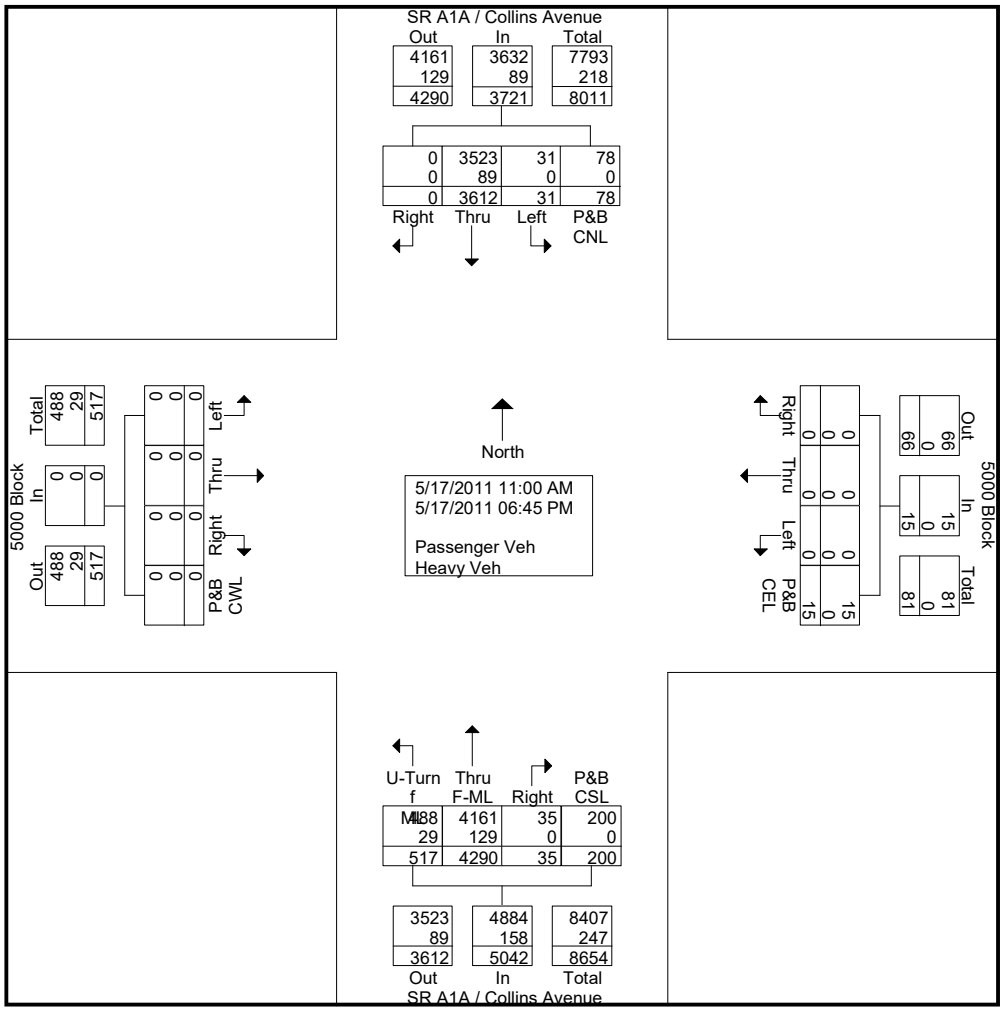
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A / Collins Avenue at 5000 Block

Weekday

File Name : sr a1a_collins ave at 5000 blk
Site Code : 50001002
Start Date : 5/17/2011
Page No : 2



CH Perez and Associates Consulting Engineers Inc.

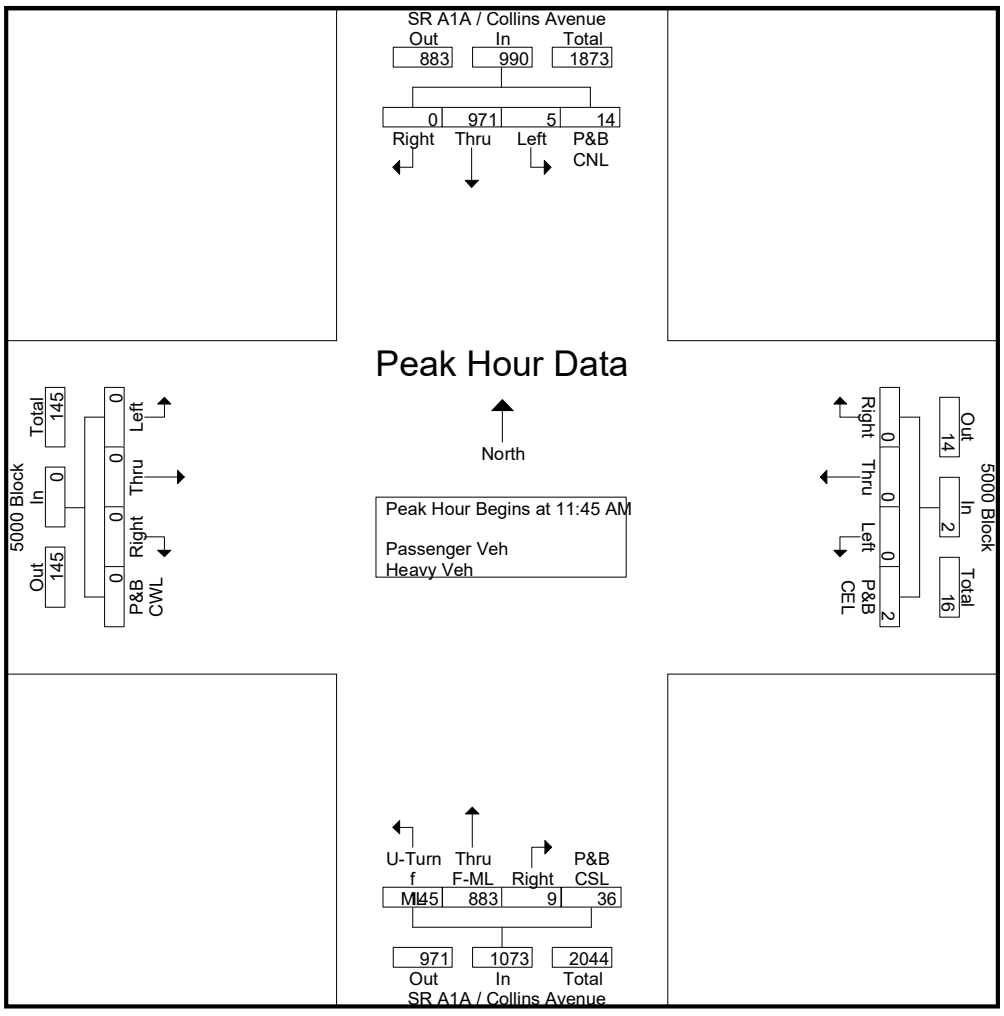
9594 NW 41st Street, Suite 201, Miami Florida, 33178

Turning Movement Count
SR A1A / Collins Avenue at 5000 Block

Weekday

File Name : sr a1a_collins ave at 5000 blk
Site Code : 50001002
Start Date : 5/17/2011
Page No : 3

	SR A1A / Collins Avenue Southbound							5000 Block Westbound					SR A1A / Collins Avenue Northbound									5000 Block Eastbound					
Start Time	Right	Thru	U-Turn ML	U-Turn F	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru ML	Thru F	Thru ML-F	Thru F-ML	U-Turn f F	U-Turn f ML	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 02:30 PM - Peak 1 of 1																											
Peak Hour for Entire Intersection Begins at 11:45 AM																											
11:45 AM	0	245	0	0	0	3	248	0	0	0	0	0	2	181	26	0	0	36	0	0	245	0	0	0	0	0	493
12:00 PM	0	228	0	0	1	2	231	0	0	0	0	0	1	186	44	0	0	37	0	10	278	0	0	0	0	0	509
12:15 PM	0	248	2	1	0	3	254	0	0	0	0	0	3	179	40	1	0	32	0	15	270	0	0	0	0	0	524
12:30 PM	0	250	0	1	0	6	257	0	0	0	2	2	3	188	36	2	0	40	0	11	280	0	0	0	0	0	539
Total Volume	0	971	2	2	1	14	990	0	0	0	2	2	9	734	146	3	0	145	0	36	1073	0	0	0	0	0	2065
% App. Total	0	98.1	0.2	0.2	0.1	1.4		0	0	0	100		0.8	68.4	13.6	0.3	0	13.5	0	3.4		0	0	0	0		
PHF	.000	.971	.250	.500	.250	.583	.963	.000	.000	.000	.250	.250	.750	.976	.830	.375	.000	.906	.000	.600	.958	.000	.000	.000	.000	.000	.958



CH Perez and Associates Consulting Engineers Inc.

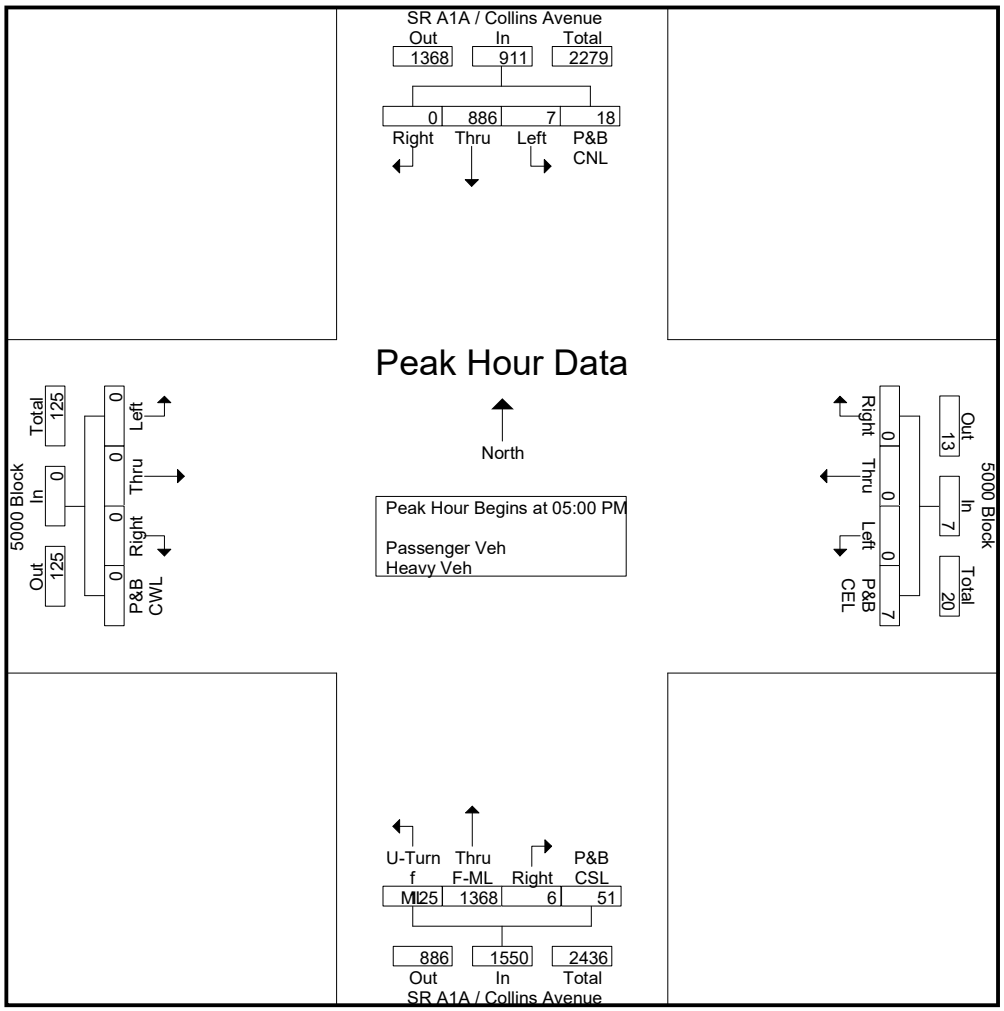
9594 NW 41st Street, Suite 201, Miami Florida, 33178

Turning Movement Count
SR A1A / Collins Avenue at 5000 Block

Weekday

File Name : sr a1a_collins ave at 5000 blk
Site Code : 50001002
Start Date : 5/17/2011
Page No : 4

	SR A1A / Collins Avenue Southbound							5000 Block Westbound					SR A1A / Collins Avenue Northbound									5000 Block Eastbound					
Start Time	Right	Thru	U-Turn ML	U-Turn F	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru ML	Thru F	Thru ML-F	Thru F-ML	U-Turn f F	U-Turn f ML	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 02:30 PM to 06:45 PM - Peak 1 of 1																											
Peak Hour for Entire Intersection Begins at 05:00 PM																											
05:00 PM	0	235	1	1	0	2	239	0	0	0	1	1	0	318	51	0	0	39	0	13	421	0	0	0	0	0	661
05:15 PM	0	218	0	3	1	5	227	0	0	0	0	0	4	308	42	0	0	34	0	8	396	0	0	0	0	0	623
05:30 PM	0	235	0	0	0	4	239	0	0	0	2	2	0	288	32	1	0	26	0	19	366	0	0	0	0	0	607
05:45 PM	0	198	0	1	0	7	206	0	0	0	4	4	2	263	64	0	1	26	0	11	367	0	0	0	0	0	577
Total Volume	0	886	1	5	1	18	911	0	0	0	7	7	6	1177	189	1	1	125	0	51	1550	0	0	0	0	0	2468
% App. Total	0	97.3	0.1	0.5	0.1	2		0	0	0	100		0.4	75.9	12.2	0.1	0.1	8.1	0	3.3		0	0	0	0		
PHF	.000	.943	.250	.417	.250	.643	.953	.000	.000	.000	.438	.438	.375	.925	.738	.250	.250	.801	.000	.671	.920	.000	.000	.000	.000	.000	.933



CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A/Collins Avenue at 5200 Block

Weekday

File Name : SR A1A_Collins Ave at 5200 Blk
Site Code : 52001002
Start Date : 6/7/2011
Page No : 1

Groups Printed- Heavy Veh

	SR A1A/Collins Avenue Southbound							5200 Block Westbound					SR A1A/Collins Avenue Northbound								5200 Block Eastbound					
Start Time	Right	Thru	U-Turn ML	U-Turn F	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru ML	Thru F	Thru ML-F	U-Turn ML	U-Turn F	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
11:00 AM	0	9	0	0	0	0	9	0	0	0	0	0	2	9	1	0	0	1	0	13	0	0	0	0	0	22
11:15 AM	0	5	0	0	0	0	5	0	0	0	0	0	0	6	6	0	0	1	0	13	0	0	0	0	0	18
11:30 AM	0	8	0	0	0	0	8	0	0	0	0	0	0	5	4	0	0	0	0	9	0	0	0	0	0	17
11:45 AM	0	13	0	0	0	0	13	0	0	0	0	0	0	7	5	0	0	1	0	13	0	0	0	0	0	26
Total	0	35	0	0	0	0	35	0	0	0	0	0	2	27	16	0	0	3	0	48	0	0	0	0	0	83
12:00 PM	0	11	0	0	0	0	11	0	0	0	0	0	0	7	4	0	0	0	0	11	0	0	0	0	0	22
12:15 PM	0	7	0	0	0	0	7	0	0	0	0	0	1	3	4	0	0	0	0	8	0	0	0	0	0	15
12:30 PM	0	10	0	0	0	0	10	0	0	0	0	0	0	8	3	0	0	0	0	11	0	0	0	0	0	21
12:45 PM	0	8	0	0	0	0	8	0	0	0	0	0	1	8	4	0	0	0	0	13	0	0	0	0	0	21
Total	0	36	0	0	0	0	36	0	0	0	0	0	2	26	15	0	0	0	0	43	0	0	0	0	0	79
*** BREAK ***																										
05:00 PM	0	7	0	0	0	0	7	0	0	0	0	0	2	4	0	0	0	0	0	6	0	0	0	0	0	13
05:15 PM	0	3	0	0	0	0	3	0	0	0	0	0	0	8	4	0	0	0	0	12	0	0	0	0	0	15
05:30 PM	0	6	0	0	0	0	6	0	0	0	0	0	1	4	1	0	0	0	0	6	0	0	0	0	0	12
05:45 PM	0	5	0	0	0	0	5	0	0	0	0	0	0	1	6	0	0	0	0	7	0	0	0	0	0	12
Total	0	21	0	0	0	0	21	0	0	0	0	0	3	17	11	0	0	0	0	31	0	0	0	0	0	52
06:00 PM	0	2	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0	2	0	5	0	0	0	0	0	7
06:15 PM	0	4	0	0	0	0	4	0	0	0	0	0	0	7	3	0	0	0	0	10	0	0	0	0	0	14
06:30 PM	0	5	0	0	0	0	5	0	0	0	0	0	0	4	4	0	0	0	0	8	0	0	0	0	0	13
06:45 PM	0	2	0	0	0	0	2	0	0	0	0	0	0	1	6	0	0	0	0	7	0	0	0	0	0	9
Total	0	13	0	0	0	0	13	0	0	0	0	0	0	12	16	0	0	2	0	30	0	0	0	0	0	43
Grand Total	0	105	0	0	0	0	105	0	0	0	0	0	7	82	58	0	0	5	0	152	0	0	0	0	0	257
Apprch %	0	100	0	0	0	0		0	0	0	0		4.6	53.9	38.2	0	0	3.3	0		0	0	0	0		
Total %	0	40.9	0	0	0	0	40.9	0	0	0	0	0	2.7	31.9	22.6	0	0	1.9	0	59.1	0	0	0	0	0	

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A/Collins Avenue at 5200 Block

Weekday

File Name : SR A1A_Collins Ave at 5200 Blk
Site Code : 52001002
Start Date : 6/7/2011
Page No : 1

Groups Printed- Passenger Veh - Heavy Veh

	SR A1A/Collins Avenue Southbound							5200 Block Westbound					SR A1A/Collins Avenue Northbound							5200 Block Eastbound					
Start Time	Right	Thru	U-Turn ML	U-Turn F	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru ML	Thru F	Thru ML-F	U-Turn ML	U-Turn F	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
11:00 AM	0	202	0	1	3	0	206	0	0	0	0	0	4	196	28	0	0	16	0	244	0	0	0	0	0	450
11:15 AM	0	214	0	2	0	0	216	0	0	0	0	0	4	178	28	0	0	14	0	224	0	0	0	0	0	440
11:30 AM	0	222	1	1	1	0	225	0	0	0	0	0	3	184	25	0	1	16	0	229	0	0	0	0	0	454
11:45 AM	0	232	0	2	1	0	235	0	0	0	0	0	7	170	28	0	1	18	0	224	0	0	0	0	0	459
Total	0	870	1	6	5	0	882	0	0	0	0	0	18	728	109	0	2	64	0	921	0	0	0	0	0	1803
12:00 PM	0	227	0	0	2	0	229	0	0	0	0	0	3	212	33	0	1	7	0	256	0	0	0	0	0	485
12:15 PM	0	234	0	1	0	0	235	0	0	0	0	0	6	212	19	1	0	15	0	253	0	0	0	0	0	488
12:30 PM	0	239	0	0	1	0	240	0	0	0	0	0	4	218	30	0	1	18	1	272	0	0	0	0	0	512
12:45 PM	0	239	2	0	1	0	242	0	0	0	0	0	5	202	28	0	0	10	1	246	0	0	0	0	0	488
Total	0	939	2	1	4	0	946	0	0	0	0	0	18	844	110	1	2	50	2	1027	0	0	0	0	0	1973
*** BREAK ***																										
05:00 PM	0	236	0	1	1	0	238	0	0	0	0	0	3	300	26	0	0	6	2	337	0	0	0	0	0	575
05:15 PM	0	210	0	1	0	0	211	0	0	0	0	0	3	295	42	0	0	15	4	359	0	0	0	0	0	570
05:30 PM	0	224	0	2	4	0	230	0	0	0	0	0	4	311	37	0	1	15	2	370	0	0	0	0	0	600
05:45 PM	0	195	0	2	2	0	199	0	0	0	0	0	2	252	40	0	0	11	0	305	0	0	0	0	0	504
Total	0	865	0	6	7	0	878	0	0	0	0	0	12	1158	145	0	1	47	8	1371	0	0	0	0	0	2249
06:00 PM	0	197	0	0	0	2	199	0	0	0	0	0	2	297	41	0	0	4	3	347	0	0	0	0	0	546
06:15 PM	0	208	0	0	2	1	211	0	0	0	0	0	2	273	44	0	0	9	1	329	0	0	0	0	0	540
06:30 PM	0	197	0	2	2	2	203	0	0	0	0	0	1	248	46	0	1	16	1	313	0	0	0	0	0	516
06:45 PM	0	196	0	3	0	1	200	0	0	0	0	0	4	224	28	0	0	10	5	271	0	0	0	0	0	471
Total	0	798	0	5	4	6	813	0	0	0	0	0	9	1042	159	0	1	39	10	1260	0	0	0	0	0	2073
Grand Total	0	3472	3	18	20	6	3519	0	0	0	0	0	57	3772	523	1	6	200	20	4579	0	0	0	0	0	8098
Apprch %	0	98.7	0.1	0.5	0.6	0.2		0	0	0	0		1.2	82.4	11.4	0	0.1	4.4	0.4		0	0	0	0		
Total %	0	42.9	0	0.2	0.2	0.1	43.5	0	0	0	0	0	0.7	46.6	6.5	0	0.1	2.5	0.2	56.5	0	0	0	0	0	
Passenger Veh	0	3367	3	18	20	6	3414	0	0	0	0	0	50	3690	465	1	6	195	20	4427	0	0	0	0	0	7841
% Passenger Veh	0	97	100	100	100	100	97	0	0	0	0	0	87.7	97.8	88.9	100	100	97.5	100	96.7	0	0	0	0	0	96.8
Heavy Veh	0	105	0	0	0	0	105	0	0	0	0	0	7	82	58	0	0	5	0	152	0	0	0	0	0	257
% Heavy Veh	0	3	0	0	0	0	3	0	0	0	0	0	12.3	2.2	11.1	0	0	2.5	0	3.3	0	0	0	0	0	3.2

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

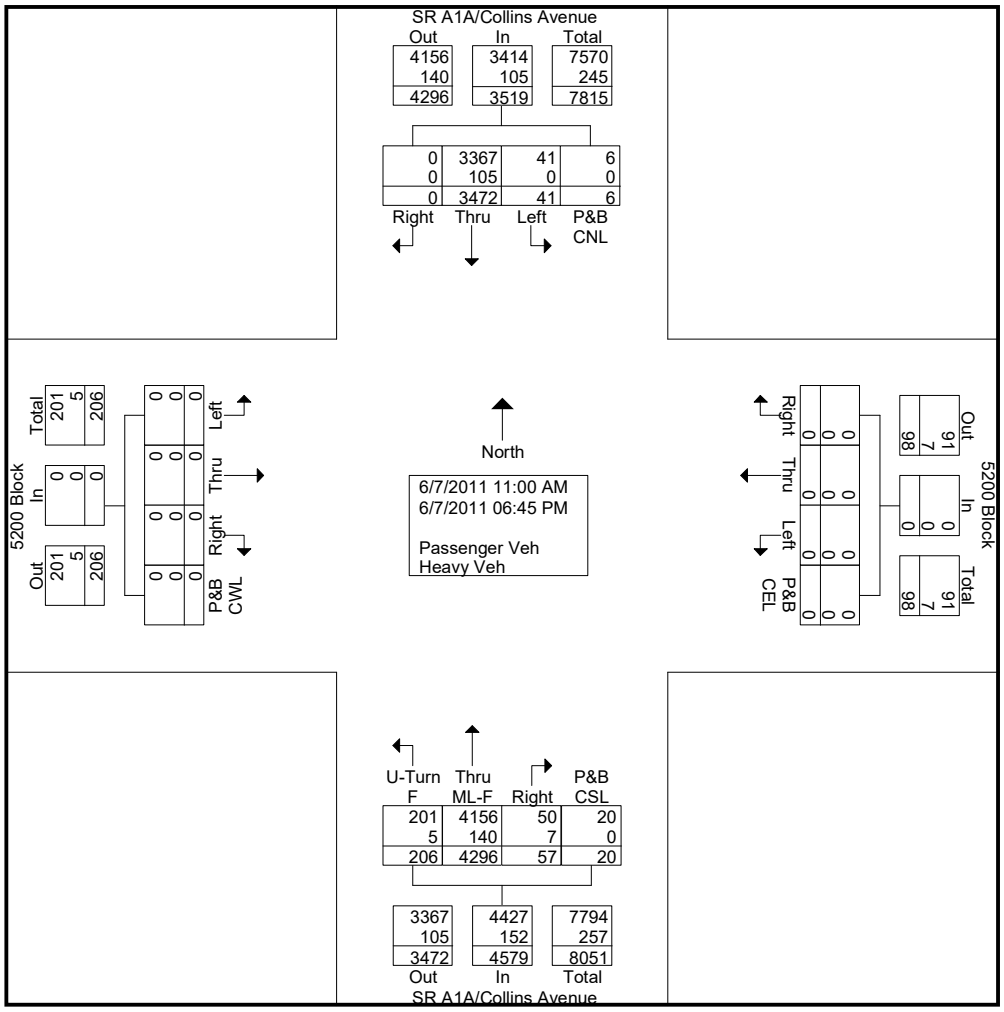
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A/Collins Avenue at 5200 Block

Weekday

File Name : SR A1A_Collins Ave at 5200 Blk
Site Code : 52001002
Start Date : 6/7/2011
Page No : 2



CH Perez and Associates Consulting Engineers Inc.

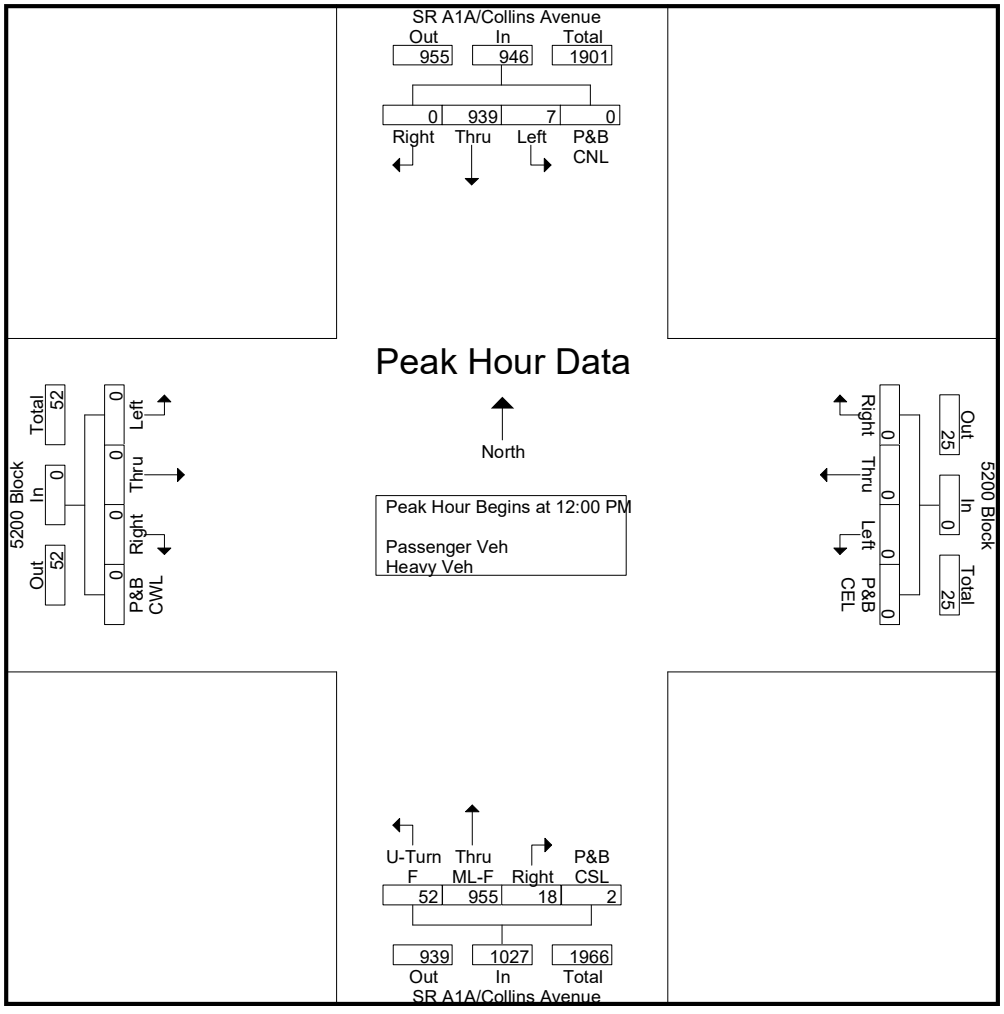
9594 NW 41st Street, Suite 201, Miami Florida, 33178

Turning Movement Count
SR A1A/Collins Avenue at 5200 Block

Weekday

File Name : SR A1A_Collins Ave at 5200 Blk
Site Code : 52001002
Start Date : 6/7/2011
Page No : 3

	SR A1A/Collins Avenue Southbound							5200 Block Westbound					SR A1A/Collins Avenue Northbound								5200 Block Eastbound					
Start Time	Right	Thru	U-Turn ML	U-Turn F	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru ML	Thru F	Thru ML-F	U-Turn ML	U-Turn F	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 02:30 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 12:00 PM																										
12:00 PM	0	227	0	0	2	0	229	0	0	0	0	0	3	212	33	0	1	7	0	256	0	0	0	0	0	485
12:15 PM	0	234	0	1	0	0	235	0	0	0	0	0	6	212	19	1	0	15	0	253	0	0	0	0	0	488
12:30 PM	0	239	0	0	1	0	240	0	0	0	0	0	4	218	30	0	1	18	1	272	0	0	0	0	0	512
12:45 PM	0	239	2	0	1	0	242	0	0	0	0	0	5	202	28	0	0	10	1	246	0	0	0	0	0	488
Total Volume	0	939	2	1	4	0	946	0	0	0	0	0	18	844	110	1	2	50	2	1027	0	0	0	0	0	1973
% App. Total	0	99.3	0.2	0.1	0.4	0		0	0	0	0		1.8	82.2	10.7	0.1	0.2	4.9	0.2		0	0	0	0		
PHF	.000	.982	.250	.250	.500	.000	.977	.000	.000	.000	.000	.000	.750	.968	.833	.250	.500	.694	.500	.944	.000	.000	.000	.000	.000	.963



CH Perez and Associates Consulting Engineers Inc.

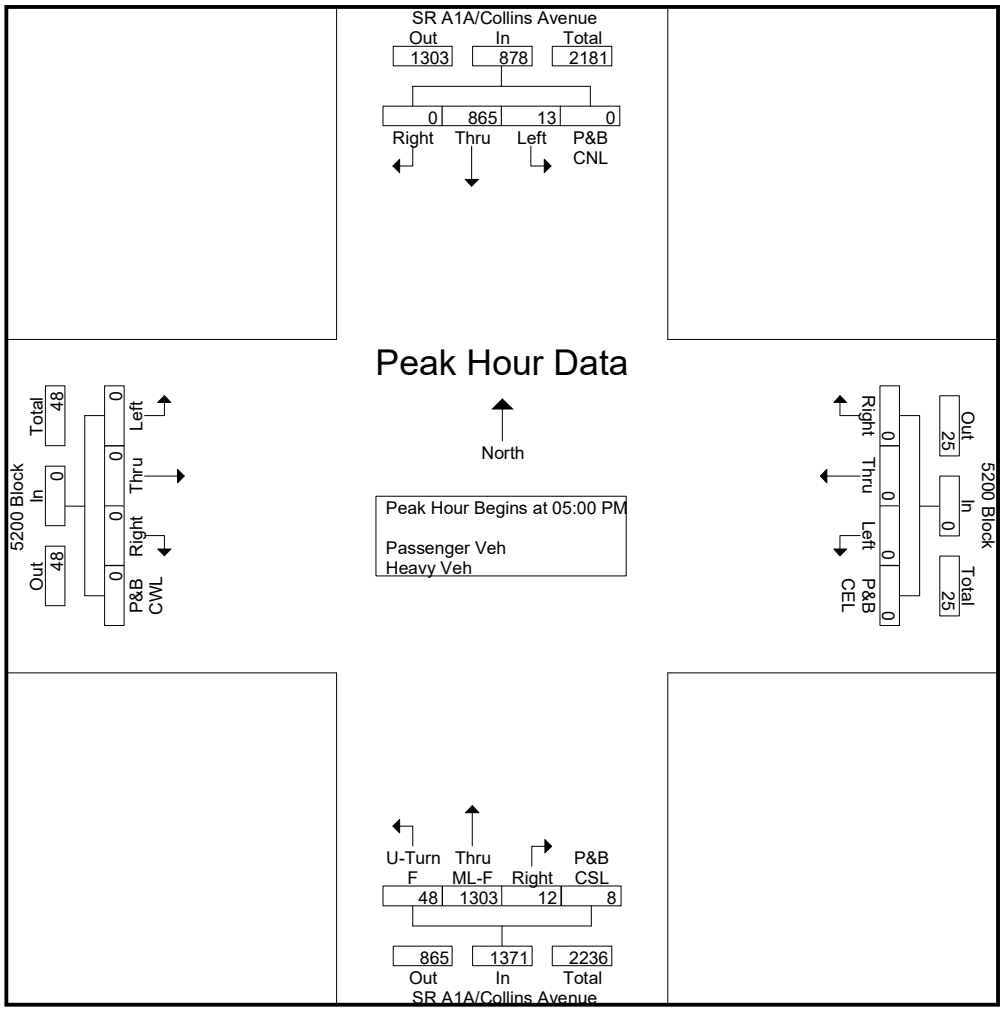
9594 NW 41st Street, Suite 201, Miami Florida, 33178

Turning Movement Count
SR A1A/Collins Avenue at 5200 Block

Weekday

File Name : SR A1A_Collins Ave at 5200 Blk
Site Code : 52001002
Start Date : 6/7/2011
Page No : 4

	SR A1A/Collins Avenue Southbound							5200 Block Westbound					SR A1A/Collins Avenue Northbound							5200 Block Eastbound					
Start Time	Right	Thru	U-Turn ML	U-Turn F	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru ML	Thru F	Thru ML-F	U-Turn ML	U-Turn F	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 02:30 PM to 06:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 05:00 PM																										
05:00 PM	0	236	0	1	1	0	238	0	0	0	0	0	3	300	26	0	0	6	2	337	0	0	0	0	0	575
05:15 PM	0	210	0	1	0	0	211	0	0	0	0	0	3	295	42	0	0	15	4	359	0	0	0	0	0	570
05:30 PM	0	224	0	2	4	0	230	0	0	0	0	0	4	311	37	0	1	15	2	370	0	0	0	0	0	600
05:45 PM	0	195	0	2	2	0	199	0	0	0	0	0	2	252	40	0	0	11	0	305	0	0	0	0	0	504
Total Volume	0	865	0	6	7	0	878	0	0	0	0	0	12	1158	145	0	1	47	8	1371	0	0	0	0	0	2249
% App. Total	0	98.5	0	0.7	0.8	0		0	0	0	0		0.9	84.5	10.6	0	0.1	3.4	0.6		0	0	0	0		
PHF	.000	.916	.000	.750	.438	.000	.922	.000	.000	.000	.000	.000	.750	.931	.863	.000	.250	.783	.500	.926	.000	.000	.000	.000	.000	.937



CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A/Collins Avenue at 5300 Block

Weekday

File Name : sr a1a_collins ave at 5300 blk
Site Code : 53001002
Start Date : 5/18/2011
Page No : 1

Groups Printed- Heavy Veh

	SR A1A / Collins Avenue Southbound						5300 Block Westbound					SR A1A / Collins Avenue Northbound							5300 Block Eastbound					
Start Time	Right	Thru	U-Turn ML	U-Turn F	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru ML	Thru F	Thru ML-F	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
11:00 AM	0	10	0	0	0	10	0	0	0	0	0	0	5	6	0	0	0	11	0	0	0	0	0	21
11:15 AM	0	9	0	0	0	9	0	0	0	0	0	0	4	6	0	0	0	10	0	0	0	0	0	19
11:30 AM	0	12	0	0	0	12	0	0	0	0	0	0	4	4	2	0	1	11	0	0	0	0	0	23
11:45 AM	0	8	0	0	0	8	0	0	0	0	0	0	9	3	1	0	0	13	0	0	0	0	0	21
Total	0	39	0	0	0	39	0	0	0	0	0	0	22	19	3	0	1	45	0	0	0	0	0	84
12:00 PM	0	10	0	0	0	10	0	0	0	0	0	0	6	3	0	0	0	9	0	0	0	0	0	19
12:15 PM	0	4	0	0	0	4	0	0	0	0	0	0	10	4	0	0	0	14	0	0	0	0	0	18
12:30 PM	0	11	0	0	0	11	0	0	0	0	0	0	10	2	0	0	0	12	0	0	0	0	0	23
12:45 PM	0	11	0	0	0	11	0	0	0	0	0	0	7	5	0	0	0	12	0	0	0	0	0	23
Total	0	36	0	0	0	36	0	0	0	0	0	0	33	14	0	0	0	47	0	0	0	0	0	83
*** BREAK ***																								
05:00 PM	0	4	0	0	0	4	0	0	0	0	0	0	3	4	0	0	0	7	0	0	0	0	0	11
05:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	4	1	1	0	0	6	0	0	0	0	0	7
05:30 PM	0	5	0	0	0	5	0	0	0	0	0	0	4	1	0	0	0	5	0	0	0	0	0	10
05:45 PM	0	4	0	0	0	4	0	0	0	0	0	0	3	5	0	0	0	8	0	0	0	0	0	12
Total	0	14	0	0	0	14	0	0	0	0	0	0	14	11	1	0	0	26	0	0	0	0	0	40
06:00 PM	0	5	0	0	0	5	0	0	0	0	0	0	4	1	0	0	0	5	0	0	0	0	0	10
06:15 PM	0	3	0	0	0	3	0	0	0	0	0	0	5	6	1	0	0	12	0	0	0	0	0	15
06:30 PM	0	2	0	0	0	2	0	0	0	0	0	0	1	3	0	0	0	4	0	0	0	0	0	6
06:45 PM	0	4	0	0	0	4	0	0	0	0	0	0	1	5	0	0	0	6	0	0	0	0	0	10
Total	0	14	0	0	0	14	0	0	0	0	0	0	11	15	1	0	0	27	0	0	0	0	0	41
Grand Total	0	103	0	0	0	103	0	0	0	0	0	0	80	59	5	0	1	145	0	0	0	0	0	248
Apprch %	0	100	0	0	0		0	0	0	0		0	55.2	40.7	3.4	0	0.7		0	0	0	0		
Total %	0	41.5	0	0	0	41.5	0	0	0	0	0	0	32.3	23.8	2	0	0.4	58.5	0	0	0	0	0	

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A/Collins Avenue at 5300 Block

Weekday

File Name : sr a1a_collins ave at 5300 blk
Site Code : 53001002
Start Date : 5/18/2011
Page No : 1

Groups Printed- Passenger Veh - Heavy Veh

	SR A1A / Collins Avenue Southbound						5300 Block Westbound					SR A1A / Collins Avenue Northbound						5300 Block Eastbound					
Start Time	Right	Thru	U-Turn ML	U-Turn F	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru ML	Thru F	Thru ML-F	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
11:00 AM	0	196	1	3	1	201	0	0	0	3	3	0	169	24	9	0	10	212	0	0	0	0	0	416
11:15 AM	0	226	6	2	4	238	0	0	0	5	5	0	175	34	8	0	6	223	0	0	0	0	0	466
11:30 AM	0	226	0	4	8	238	0	0	0	2	2	0	158	22	10	0	10	200	0	0	0	0	0	440
11:45 AM	0	237	1	8	7	253	0	0	0	2	2	0	200	31	5	0	7	243	0	0	0	0	0	498
Total	0	885	8	17	20	930	0	0	0	12	12	0	702	111	32	0	33	878	0	0	0	0	0	1820
12:00 PM	0	223	1	7	5	236	0	0	0	5	5	0	161	33	10	0	7	211	0	0	0	0	0	452
12:15 PM	0	238	1	6	3	248	0	0	0	2	2	0	194	25	5	0	7	231	0	0	0	0	0	481
12:30 PM	0	227	1	4	7	239	0	0	0	3	3	0	179	20	14	0	8	221	0	0	0	0	0	463
12:45 PM	0	241	0	3	7	251	0	0	0	2	2	0	163	28	7	0	8	206	0	0	0	0	0	459
Total	0	929	3	20	22	974	0	0	0	12	12	0	697	106	36	0	30	869	0	0	0	0	0	1855
*** BREAK ***																								
05:00 PM	0	231	8	4	2	245	0	0	0	0	0	0	271	35	11	0	9	326	0	0	0	0	0	571
05:15 PM	0	210	7	3	5	225	0	0	0	4	4	0	320	34	18	0	12	384	0	0	0	0	0	613
05:30 PM	0	230	11	2	3	246	0	0	0	2	2	0	260	24	10	0	19	313	0	0	0	0	0	561
05:45 PM	0	199	3	3	4	209	0	0	0	3	3	0	303	30	11	0	11	355	0	0	0	0	0	567
Total	0	870	29	12	14	925	0	0	0	9	9	0	1154	123	50	0	51	1378	0	0	0	0	0	2312
06:00 PM	0	193	2	4	7	206	0	0	0	4	4	0	262	23	11	0	19	315	0	0	0	0	0	525
06:15 PM	0	201	3	11	7	222	0	0	0	2	2	0	268	42	15	0	21	346	0	0	0	0	0	570
06:30 PM	0	190	2	6	4	202	0	0	0	3	3	0	233	42	11	0	11	297	0	0	0	0	0	502
06:45 PM	0	217	4	5	7	233	0	0	0	2	2	0	229	31	2	0	9	271	0	0	0	0	0	506
Total	0	801	11	26	25	863	0	0	0	11	11	0	992	138	39	0	60	1229	0	0	0	0	0	2103
Grand Total	0	3485	51	75	81	3692	0	0	0	44	44	0	3545	478	157	0	174	4354	0	0	0	0	0	8090
Apprch %	0	94.4	1.4	2	2.2		0	0	0	100		0	81.4	11	3.6	0	4		0	0	0	0		
Total %	0	43.1	0.6	0.9	1	45.6	0	0	0	0.5	0.5	0	43.8	5.9	1.9	0	2.2	53.8	0	0	0	0	0	
Passenger Veh	0	3382	51	75	81	3589	0	0	0	44	44	0	3465	419	152	0	173	4209	0	0	0	0	0	7842
% Passenger Veh	0	97	100	100	100	97.2	0	0	0	100	100	0	97.7	87.7	96.8	0	99.4	96.7	0	0	0	0	0	96.9
Heavy Veh	0	103	0	0	0	103	0	0	0	0	0	0	80	59	5	0	1	145	0	0	0	0	0	248
% Heavy Veh	0	3	0	0	0	2.8	0	0	0	0	0	0	2.3	12.3	3.2	0	0.6	3.3	0	0	0	0	0	3.1

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

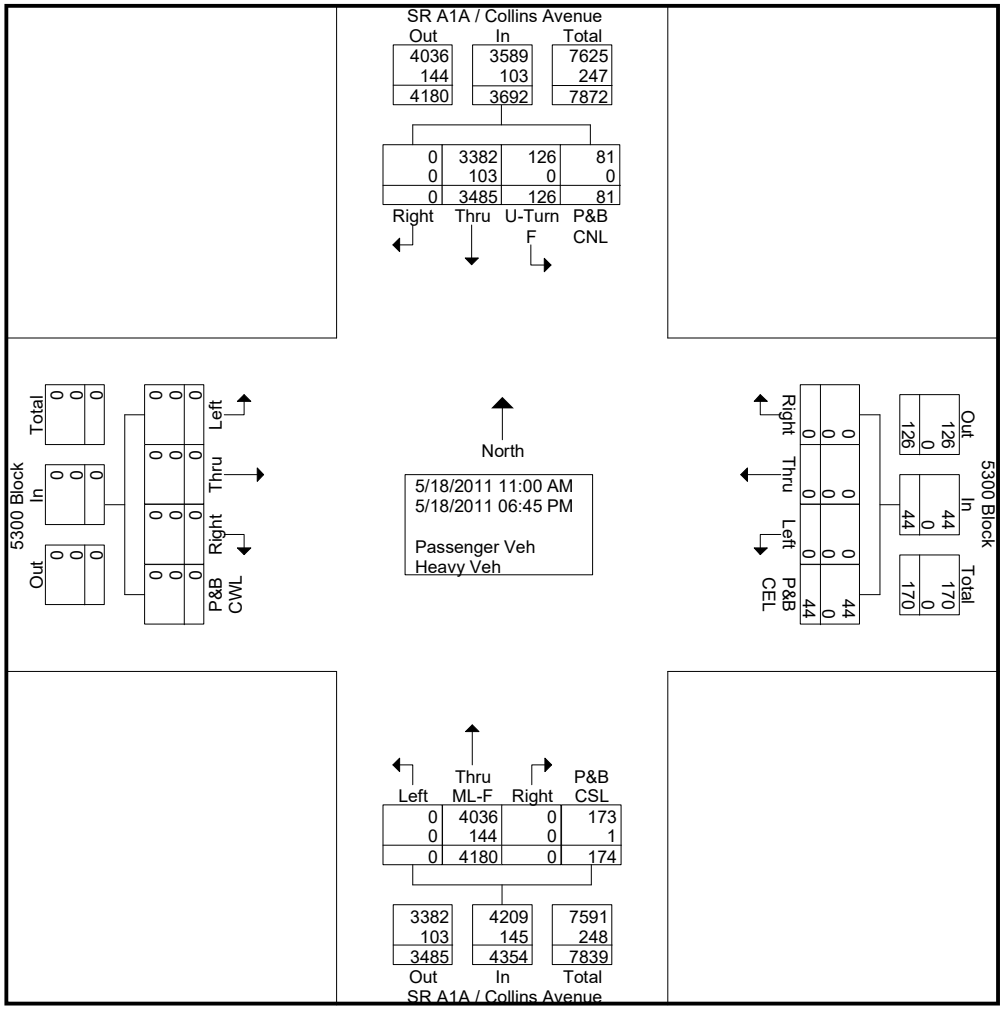
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A/Collins Avenue at 5300 Block

Weekday

File Name : sr a1a_collins ave at 5300 blk
Site Code : 53001002
Start Date : 5/18/2011
Page No : 2



CH Perez and Associates Consulting Engineers Inc.

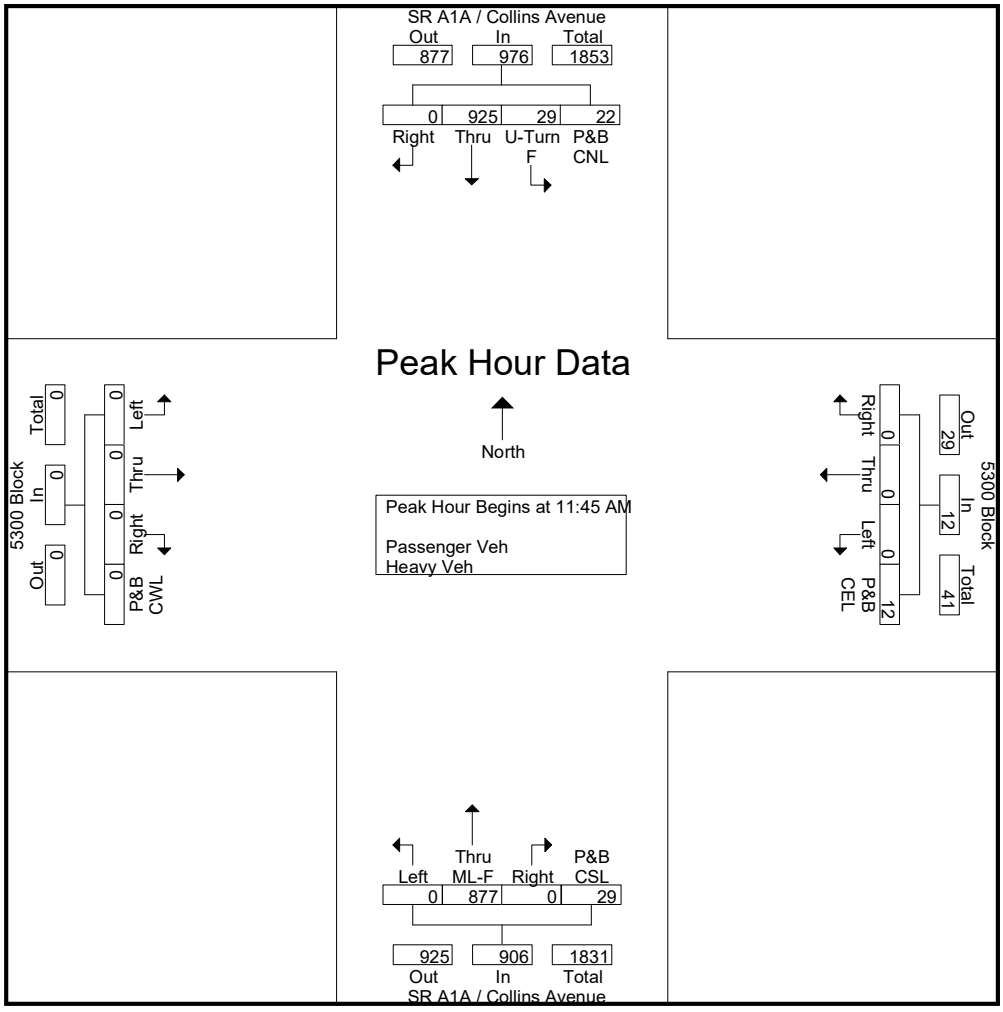
9594 NW 41st Street, Suite 201, Miami Florida, 33178

Turning Movement Count
SR A1A/Collins Avenue at 5300 Block

Weekday

File Name : sr a1a_collins ave at 5300 blk
Site Code : 53001002
Start Date : 5/18/2011
Page No : 3

	SR A1A / Collins Avenue Southbound						5300 Block Westbound					SR A1A / Collins Avenue Northbound							5300 Block Eastbound					
Start Time	Right	Thru	U-Turn ML	U-Turn F	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru ML	Thru F	Thru ML-F	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 02:30 PM - Peak 1 of 1																								
Peak Hour for Entire Intersection Begins at 11:45 AM																								
11:45 AM	0	237	1	8	7	253	0	0	0	2	2	0	200	31	5	0	7	243	0	0	0	0	0	498
12:00 PM	0	223	1	7	5	236	0	0	0	5	5	0	161	33	10	0	7	211	0	0	0	0	0	452
12:15 PM	0	238	1	6	3	248	0	0	0	2	2	0	194	25	5	0	7	231	0	0	0	0	0	481
12:30 PM	0	227	1	4	7	239	0	0	0	3	3	0	179	20	14	0	8	221	0	0	0	0	0	463
Total Volume	0	925	4	25	22	976	0	0	0	12	12	0	734	109	34	0	29	906	0	0	0	0	0	1894
% App. Total	0	94.8	0.4	2.6	2.3		0	0	0	100		0	81	12	3.8	0	3.2		0	0	0	0		
PHF	.000	.972	1.00	.781	.786	.964	.000	.000	.000	.600	.600	.000	.918	.826	.607	.000	.906	.932	.000	.000	.000	.000	.000	.951



CH Perez and Associates Consulting Engineers Inc.

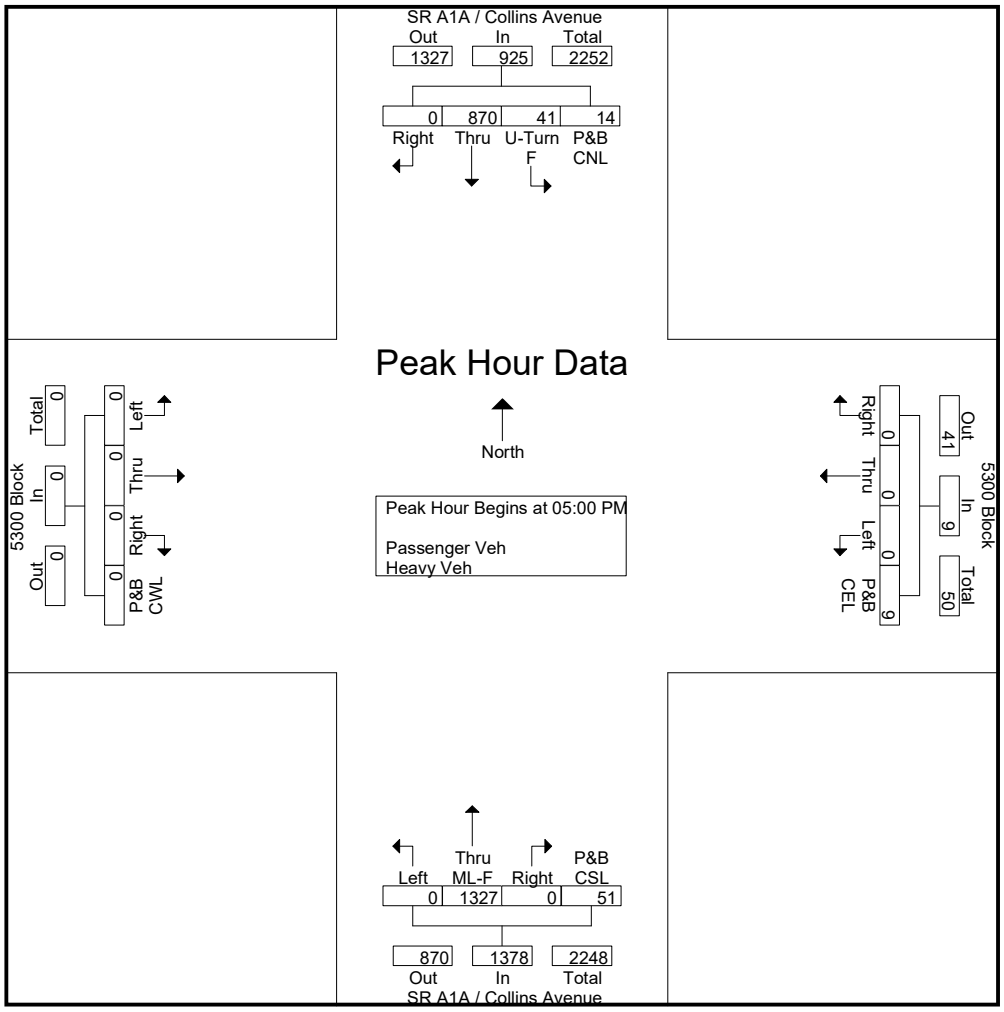
9594 NW 41st Street, Suite 201, Miami Florida, 33178

Turning Movement Count
SR A1A/Collins Avenue at 5300 Block

Weekday

File Name : sr a1a_collins ave at 5300 blk
Site Code : 53001002
Start Date : 5/18/2011
Page No : 4

	SR A1A / Collins Avenue Southbound						5300 Block Westbound					SR A1A / Collins Avenue Northbound							5300 Block Eastbound					
Start Time	Right	Thru	U-Turn ML	U-Turn F	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru ML	Thru F	Thru ML-F	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 02:30 PM to 06:45 PM - Peak 1 of 1																								
Peak Hour for Entire Intersection Begins at 05:00 PM																								
05:00 PM	0	231	8	4	2	245	0	0	0	0	0	0	271	35	11	0	9	326	0	0	0	0	0	571
05:15 PM	0	210	7	3	5	225	0	0	0	4	4	0	320	34	18	0	12	384	0	0	0	0	0	613
05:30 PM	0	230	11	2	3	246	0	0	0	2	2	0	260	24	10	0	19	313	0	0	0	0	0	561
05:45 PM	0	199	3	3	4	209	0	0	0	3	3	0	303	30	11	0	11	355	0	0	0	0	0	567
Total Volume	0	870	29	12	14	925	0	0	0	9	9	0	1154	123	50	0	51	1378	0	0	0	0	0	2312
% App. Total	0	94.1	3.1	1.3	1.5		0	0	0	100		0	83.7	8.9	3.6	0	3.7		0	0	0	0		
PHF	.000	.942	.659	.750	.700	.940	.000	.000	.000	.563	.563	.000	.902	.879	.694	.000	.671	.897	.000	.000	.000	.000	.000	.943



CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A/Collins Avenue at 5330 Block

Weekday

File Name : sr a1a_collins ave at 5330 blk
Site Code : 53301002
Start Date : 5/19/2011
Page No : 1

Groups Printed- Heavy Veh

	SR A1A/Collins Avenue Southbound					5330 Block Westbound					SR A1A/Collins Avenue Northbound							5330 Block Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru ML	Thru F	U-Turn ML	U-Turn F	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
11:00 AM	0	10	0	0	10	0	0	0	0	0	0	3	4	0	0	0	7	0	0	0	0	0	17
11:15 AM	0	11	0	0	11	0	0	0	0	0	0	4	2	0	0	0	6	0	0	0	0	0	17
11:30 AM	0	10	0	0	10	0	0	0	0	0	0	6	5	0	0	0	11	0	0	0	0	0	21
11:45 AM	0	9	0	0	9	0	0	0	0	0	0	6	5	0	0	0	11	0	0	0	0	0	20
Total	0	40	0	0	40	0	0	0	0	0	0	19	16	0	0	0	35	0	0	0	0	0	75
12:00 PM	0	10	0	0	10	0	0	0	0	0	0	3	1	0	0	0	4	0	0	0	0	0	14
12:15 PM	0	6	0	0	6	0	0	0	0	0	0	3	3	0	0	0	6	0	0	0	0	0	12
12:30 PM	0	8	0	0	8	0	0	0	0	0	0	4	3	0	0	0	7	0	0	0	0	0	15
12:45 PM	0	10	0	0	10	0	0	0	0	0	0	4	6	0	0	0	10	0	0	0	0	0	20
Total	0	34	0	0	34	0	0	0	0	0	0	14	13	0	0	0	27	0	0	0	0	0	61
*** BREAK ***																							
05:00 PM	0	4	0	0	4	0	0	0	0	0	0	2	3	0	0	0	5	0	0	0	0	0	9
05:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	4
05:30 PM	0	4	0	0	4	0	0	0	0	0	0	10	2	0	1	0	13	0	0	0	0	0	17
05:45 PM	0	4	0	0	4	0	0	0	0	0	0	1	2	0	0	0	3	0	0	0	0	0	7
Total	0	14	0	0	14	0	0	0	0	0	0	13	9	0	1	0	23	0	0	0	0	0	37
06:00 PM	0	4	0	0	4	0	0	0	0	0	0	5	3	0	1	0	9	0	0	0	0	0	13
06:15 PM	0	3	0	0	3	0	0	0	0	0	0	8	7	0	0	0	15	0	0	0	0	0	18
06:30 PM	0	3	0	0	3	0	0	0	0	0	0	5	1	0	0	0	6	0	0	0	0	0	9
06:45 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	5
Total	0	14	0	0	14	0	0	0	0	0	0	19	11	0	1	0	31	0	0	0	0	0	45
Grand Total	0	102	0	0	102	0	0	0	0	0	0	65	49	0	2	0	116	0	0	0	0	0	218
Apprch %	0	100	0	0		0	0	0	0		0	56	42.2	0	1.7	0		0	0	0	0		
Total %	0	46.8	0	0	46.8	0	0	0	0	0	0	29.8	22.5	0	0.9	0	53.2	0	0	0	0	0	

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A/Collins Avenue at 5330 Block

Weekday

File Name : sr a1a_collins ave at 5330 blk
Site Code : 53301002
Start Date : 5/19/2011
Page No : 1

Groups Printed- Passenger Veh - Heavy Veh

	SR A1A/Collins Avenue Southbound					5330 Block Westbound					SR A1A/Collins Avenue Northbound							5330 Block Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru ML	Thru F	U-Turn ML	U-Turn F	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
11:00 AM	0	203	0	0	203	0	0	0	0	0	0	111	21	0	10	3	145	0	0	0	0	0	348
11:15 AM	0	231	0	0	231	0	0	0	0	0	0	167	29	1	11	1	209	0	0	0	0	0	440
11:30 AM	0	214	0	0	214	0	0	0	0	0	0	177	28	0	13	1	219	0	0	0	0	0	433
11:45 AM	0	236	0	0	236	0	0	0	0	0	0	185	33	1	6	2	227	0	0	0	0	0	463
Total	0	884	0	0	884	0	0	0	0	0	0	640	111	2	40	7	800	0	0	0	0	0	1684
12:00 PM	0	238	0	0	238	0	0	0	0	0	0	170	44	0	7	4	225	0	0	0	0	0	463
12:15 PM	0	245	0	0	245	0	0	0	0	0	0	195	34	1	6	0	236	0	0	0	0	0	481
12:30 PM	0	225	0	0	225	0	0	0	0	0	0	191	37	0	8	0	236	0	0	0	0	0	461
12:45 PM	0	230	0	0	230	0	0	0	0	0	0	150	38	0	10	4	202	0	0	0	0	0	432
Total	0	938	0	0	938	0	0	0	0	0	0	706	153	1	31	8	899	0	0	0	0	0	1837
*** BREAK ***																							
05:00 PM	0	216	0	0	216	0	0	0	0	0	0	235	48	0	16	2	301	0	0	0	0	0	517
05:15 PM	0	219	0	0	219	0	0	0	0	0	0	275	56	2	12	2	347	0	0	0	0	0	566
05:30 PM	0	229	0	0	229	0	0	0	0	0	0	294	63	0	10	3	370	0	0	0	0	0	599
05:45 PM	0	213	0	0	213	0	0	0	0	0	0	231	36	1	9	4	281	0	0	0	0	0	494
Total	0	877	0	0	877	0	0	0	0	0	0	1035	203	3	47	11	1299	0	0	0	0	0	2176
06:00 PM	0	195	0	0	195	0	0	0	0	0	0	295	32	1	12	1	341	0	0	0	0	0	536
06:15 PM	0	201	0	0	201	0	0	0	0	0	0	270	60	0	18	1	349	0	0	0	0	0	550
06:30 PM	0	200	0	0	200	0	0	0	0	0	0	345	45	1	6	1	398	0	0	0	0	0	598
06:45 PM	0	224	0	0	224	0	0	0	0	0	0	269	36	0	6	11	322	0	0	0	0	0	546
Total	0	820	0	0	820	0	0	0	0	0	0	1179	173	2	42	14	1410	0	0	0	0	0	2230
Grand Total	0	3519	0	0	3519	0	0	0	0	0	0	3560	640	8	160	40	4408	0	0	0	0	0	7927
Apprch %	0	100	0	0		0	0	0	0		0	80.8	14.5	0.2	3.6	0.9		0	0	0	0		
Total %	0	44.4	0	0	44.4	0	0	0	0	0	0	44.9	8.1	0.1	2	0.5	55.6	0	0	0	0	0	
Passenger Veh	0	3417	0	0	3417	0	0	0	0	0	0	3495	591	8	158	40	4292	0	0	0	0	0	7709
% Passenger Veh	0	97.1	0	0	97.1	0	0	0	0	0	0	98.2	92.3	100	98.8	100	97.4	0	0	0	0	0	97.2
Heavy Veh	0	102	0	0	102	0	0	0	0	0	0	65	49	0	2	0	116	0	0	0	0	0	218
% Heavy Veh	0	2.9	0	0	2.9	0	0	0	0	0	0	1.8	7.7	0	1.2	0	2.6	0	0	0	0	0	2.8

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

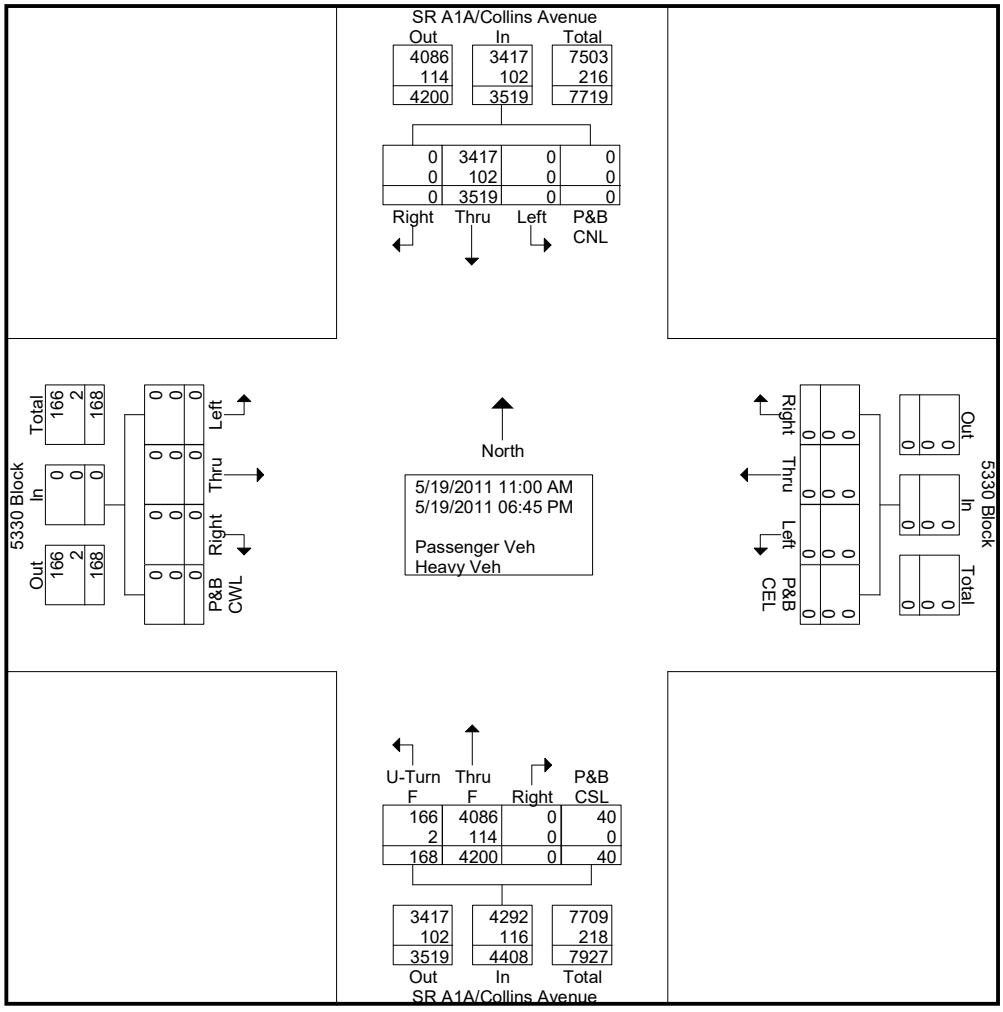
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A/Collins Avenue at 5330 Block

Weekday

File Name : sr a1a_collins ave at 5330 blk
Site Code : 53301002
Start Date : 5/19/2011
Page No : 2



CH Perez and Associates Consulting Engineers Inc.

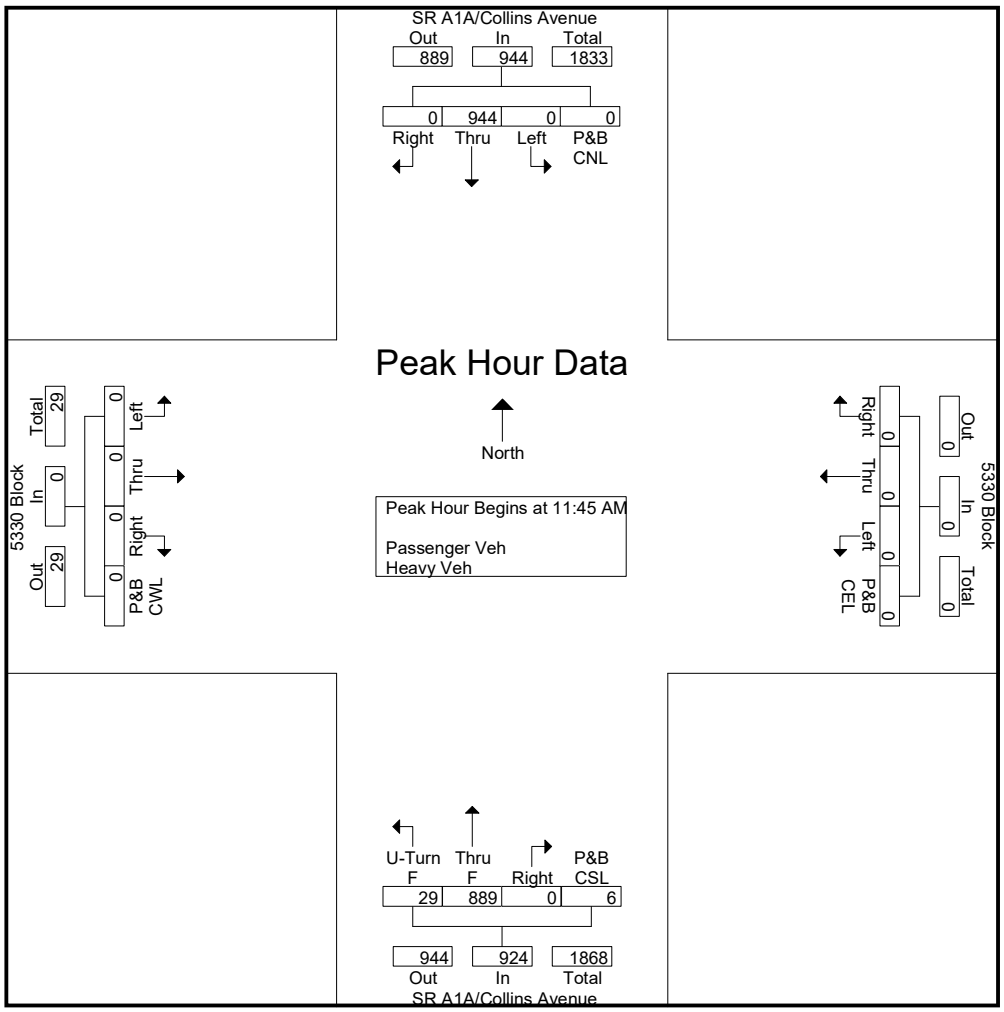
9594 NW 41st Street, Suite 201, Miami Florida, 33178

Turning Movement Count
SR A1A/Collins Avenue at 5330 Block

Weekday

File Name : sr a1a_collins ave at 5330 blk
Site Code : 53301002
Start Date : 5/19/2011
Page No : 3

	SR A1A/Collins Avenue Southbound					5330 Block Westbound					SR A1A/Collins Avenue Northbound							5330 Block Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru ML	Thru F	U-Turn ML	U-Turn F	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 02:30 PM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 11:45 AM																							
11:45 AM	0	236	0	0	236	0	0	0	0	0	0	185	33	1	6	2	227	0	0	0	0	0	463
12:00 PM	0	238	0	0	238	0	0	0	0	0	0	170	44	0	7	4	225	0	0	0	0	0	463
12:15 PM	0	245	0	0	245	0	0	0	0	0	0	195	34	1	6	0	236	0	0	0	0	0	481
12:30 PM	0	225	0	0	225	0	0	0	0	0	0	191	37	0	8	0	236	0	0	0	0	0	461
Total Volume	0	944	0	0	944	0	0	0	0	0	0	741	148	2	27	6	924	0	0	0	0	0	1868
% App. Total	0	100	0	0		0	0	0	0		0	80.2	16	0.2	2.9	0.6		0	0	0	0		
PHF	.000	.963	.000	.000	.963	.000	.000	.000	.000	.000	.000	.950	.841	.500	.844	.375	.979	.000	.000	.000	.000	.000	.971



CH Perez and Associates Consulting Engineers Inc.

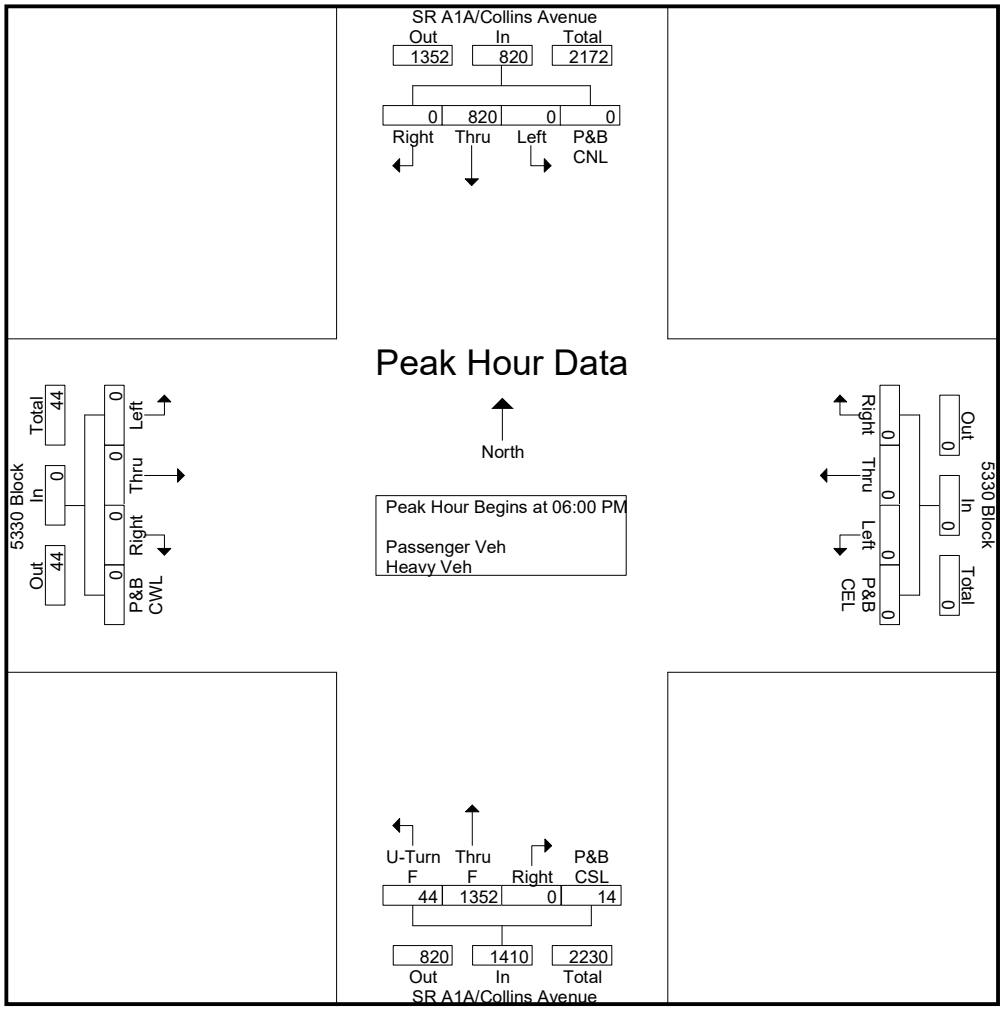
9594 NW 41st Street, Suite 201, Miami Florida, 33178

Turning Movement Count
SR A1A/Collins Avenue at 5330 Block

Weekday

File Name : sr a1a_collins ave at 5330 blk
Site Code : 53301002
Start Date : 5/19/2011
Page No : 4

	SR A1A/Collins Avenue Southbound					5330 Block Westbound					SR A1A/Collins Avenue Northbound							5330 Block Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru ML	Thru F	U-Turn ML	U-Turn F	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 02:30 PM to 06:45 PM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 06:00 PM																							
06:00 PM	0	195	0	0	195	0	0	0	0	0	0	295	32	1	12	1	341	0	0	0	0	0	536
06:15 PM	0	201	0	0	201	0	0	0	0	0	0	270	60	0	18	1	349	0	0	0	0	0	550
06:30 PM	0	200	0	0	200	0	0	0	0	0	0	345	45	1	6	1	398	0	0	0	0	0	598
06:45 PM	0	224	0	0	224	0	0	0	0	0	0	269	36	0	6	11	322	0	0	0	0	0	546
Total Volume	0	820	0	0	820	0	0	0	0	0	0	1179	173	2	42	14	1410	0	0	0	0	0	2230
% App. Total	0	100	0	0		0	0	0	0		0	83.6	12.3	0.1	3	1		0	0	0	0		
PHF	.000	.915	.000	.000	.915	.000	.000	.000	.000	.000	.000	.854	.721	.500	.583	.318	.886	.000	.000	.000	.000	.000	.932



CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A/Collins Avenue at 5445 Block ENT

Weekday

File Name : sr a1a_collins ave at 5445 blk ent
Site Code : 54440102
Start Date : 5/19/2011
Page No : 1

Groups Printed- Heavy Veh

	SR A1A/Collins Avenue Southbound					5445 Block / Entrance Westbound					SR A1A/Collins Avenue Northbound								5445 Block / Entrance Eastbound					
Start Time	Thru	U-Turn ML	U-Turn F	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right F	Thru ML	Thru F	Thru ML-F	Thru F-ML	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
11:00 AM	7	0	0	0	7	0	0	0	0	0	0	7	4	0	0	0	0	11	0	0	0	0	0	18
11:15 AM	11	0	0	0	11	0	0	0	0	0	0	8	2	0	0	0	0	10	0	0	0	0	0	21
11:30 AM	4	0	0	0	4	0	0	0	0	0	0	9	4	1	0	0	0	14	0	0	0	0	0	18
11:45 AM	8	0	0	0	8	0	0	0	0	0	0	8	5	0	0	0	0	13	0	0	0	0	0	21
Total	30	0	0	0	30	0	0	0	0	0	0	32	15	1	0	0	0	48	0	0	0	0	0	78
12:00 PM	6	0	0	0	6	0	0	0	0	0	0	5	2	0	0	0	0	7	0	0	0	0	0	13
12:15 PM	11	0	0	0	11	0	0	0	0	0	0	8	4	0	0	0	0	12	0	0	0	0	0	23
12:30 PM	12	0	0	0	12	0	0	0	0	0	0	7	3	0	0	0	0	10	0	0	0	0	0	22
12:45 PM	4	0	0	0	4	0	0	0	0	0	0	6	2	0	0	0	2	10	0	0	0	0	0	14
Total	33	0	0	0	33	0	0	0	0	0	0	26	11	0	0	0	2	39	0	0	0	0	0	72
*** BREAK ***																								
05:00 PM	2	0	0	0	2	0	0	0	0	0	0	4	2	0	0	0	0	6	0	0	0	0	0	8
05:15 PM	3	0	0	0	3	0	0	0	0	0	0	1	2	1	0	0	0	4	0	0	0	0	0	7
05:30 PM	4	0	0	0	4	0	0	0	0	0	0	7	4	0	0	0	0	11	0	0	0	0	0	15
05:45 PM	3	0	0	0	3	0	0	0	0	0	0	2	2	0	0	0	0	4	0	0	0	0	0	7
Total	12	0	0	0	12	0	0	0	0	0	0	14	10	1	0	0	0	25	0	0	0	0	0	37
06:00 PM	3	0	0	0	3	0	0	0	0	0	0	5	2	0	0	0	0	7	0	0	0	0	0	10
06:15 PM	2	0	0	0	2	0	0	0	0	0	0	7	6	0	0	0	0	13	0	0	0	0	0	15
06:30 PM	2	0	0	0	2	0	0	0	0	0	0	4	1	0	0	0	0	5	0	0	0	0	0	7
06:45 PM	4	0	0	0	4	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	5
Total	11	0	0	0	11	0	0	0	0	0	0	17	9	0	0	0	0	26	0	0	0	0	0	37
Grand Total	86	0	0	0	86	0	0	0	0	0	0	89	45	2	0	0	2	138	0	0	0	0	0	224
Apprch %	100	0	0	0		0	0	0	0		0	64.5	32.6	1.4	0	0	1.4		0	0	0	0		
Total %	38.4	0	0	0	38.4	0	0	0	0	0	0	39.7	20.1	0.9	0	0	0.9	61.6	0	0	0	0	0	

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A/Collins Avenue at 5445 Block ENT

Weekday

File Name : sr a1a_collins ave at 5445 blk ent
Site Code : 54440102
Start Date : 5/19/2011
Page No : 1

Groups Printed- Passenger Veh - Heavy Veh

	SR A1A/Collins Avenue Southbound					5445 Block / Entrance Westbound					SR A1A/Collins Avenue Northbound								5445 Block / Entrance Eastbound					
Start Time	Thru	U-Turn ML	U-Turn F	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right F	Thru ML	Thru F	Thru ML-F	Thru F-ML	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
11:00 AM	205	6	0	4	215	0	0	0	0	0	3	148	20	6	0	0	9	186	0	0	0	0	0	401
11:15 AM	237	6	4	10	257	0	0	0	0	0	3	173	24	2	0	0	5	207	0	0	0	0	0	464
11:30 AM	216	2	4	6	228	0	0	0	0	0	3	203	22	3	1	0	3	235	0	0	0	0	0	463
11:45 AM	243	4	2	5	254	0	0	0	0	0	2	194	31	5	0	0	11	243	0	0	0	0	0	497
Total	901	18	10	25	954	0	0	0	0	0	11	718	97	16	1	0	28	871	0	0	0	0	0	1825
12:00 PM	231	3	5	6	245	0	0	0	0	0	2	211	31	2	0	0	9	255	0	0	0	0	0	500
12:15 PM	240	4	3	5	252	0	0	0	0	0	5	199	33	2	0	0	8	247	0	0	0	0	0	499
12:30 PM	218	6	2	7	233	0	0	0	0	0	4	206	21	4	0	0	6	241	0	0	0	0	0	474
12:45 PM	226	4	0	2	232	0	0	0	0	0	1	164	28	3	0	0	5	201	0	0	0	0	0	433
Total	915	17	10	20	962	0	0	0	0	0	12	780	113	11	0	0	28	944	0	0	0	0	0	1906
*** BREAK ***																								
05:00 PM	210	10	0	7	227	0	0	0	0	0	7	246	28	6	0	0	12	299	0	0	0	0	0	526
05:15 PM	219	14	1	4	238	0	0	0	0	0	9	307	31	11	0	0	8	366	0	0	0	0	0	604
05:30 PM	234	3	1	6	244	0	0	0	0	0	7	308	29	6	0	0	10	360	0	0	0	0	0	604
05:45 PM	215	3	4	17	239	0	0	0	0	0	1	297	23	7	0	0	4	332	0	0	0	0	0	571
Total	878	30	6	34	948	0	0	0	0	0	24	1158	111	30	0	0	34	1357	0	0	0	0	0	2305
06:00 PM	198	8	3	8	217	0	0	0	0	0	8	278	22	8	0	0	12	328	0	0	0	0	0	545
06:15 PM	214	7	3	5	229	0	0	0	0	0	6	276	36	2	0	0	19	339	0	0	0	0	0	568
06:30 PM	224	6	1	3	234	0	0	0	0	0	3	355	40	8	0	0	12	418	0	0	0	0	0	652
06:45 PM	230	11	1	13	255	0	0	0	0	0	5	249	12	9	0	0	9	284	0	0	0	0	0	539
Total	866	32	8	29	935	0	0	0	0	0	22	1158	110	27	0	0	52	1369	0	0	0	0	0	2304
Grand Total	3560	97	34	108	3799	0	0	0	0	0	69	3814	431	84	1	0	142	4541	0	0	0	0	0	8340
Apprch %	93.7	2.6	0.9	2.8		0	0	0	0		1.5	84	9.5	1.8	0	0	3.1		0	0	0	0		
Total %	42.7	1.2	0.4	1.3	45.6	0	0	0	0	0	0.8	45.7	5.2	1	0	0	1.7	54.4	0	0	0	0	0	
Passenger Veh	3474	97	34	108	3713	0	0	0	0	0	69	3725	386	82	1	0	140	4403	0	0	0	0	0	8116
% Passenger Veh	97.6	100	100	100	97.7	0	0	0	0	0	100	97.7	89.6	97.6	100	0	98.6	97	0	0	0	0	0	97.3
Heavy Veh	86	0	0	0	86	0	0	0	0	0	0	89	45	2	0	0	2	138	0	0	0	0	0	224
% Heavy Veh	2.4	0	0	0	2.3	0	0	0	0	0	0	2.3	10.4	2.4	0	0	1.4	3	0	0	0	0	0	2.7

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

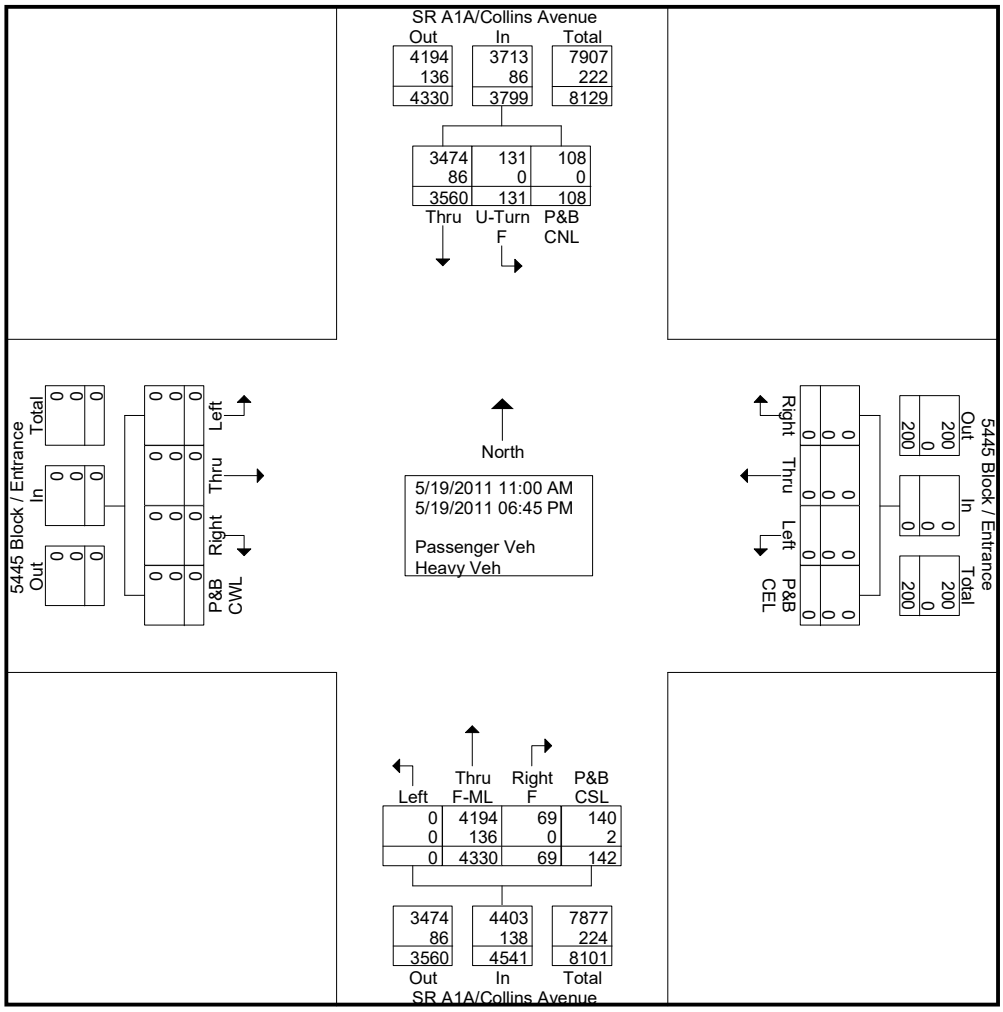
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A/Collins Avenue at 5445 Block ENT

Weekday

File Name : sr a1a_collins ave at 5445 blk ent
Site Code : 54440102
Start Date : 5/19/2011
Page No : 2



CH Perez and Associates Consulting Engineers Inc.

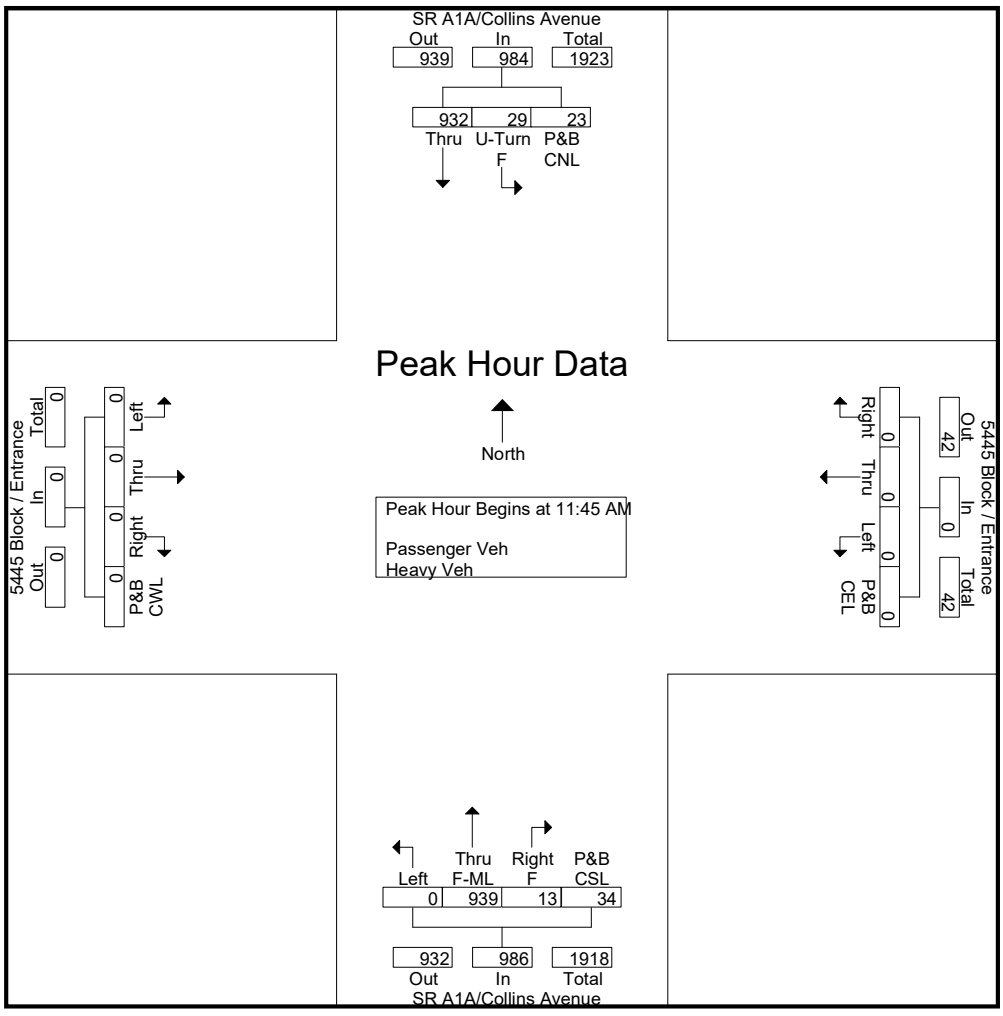
9594 NW 41st Street, Suite 201, Miami Florida, 33178

Turning Movement Count
SR A1A/Collins Avenue at 5445 Block ENT

Weekday

File Name : sr a1a_collins ave at 5445 blk ent
Site Code : 54440102
Start Date : 5/19/2011
Page No : 3

	SR A1A/Collins Avenue Southbound					5445 Block / Entrance Westbound					SR A1A/Collins Avenue Northbound								5445 Block / Entrance Eastbound					
Start Time	Thru	U-Turn ML	U-Turn F	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right F	Thru ML	Thru F	Thru ML-F	Thru F-ML	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 02:30 PM - Peak 1 of 1																								
Peak Hour for Entire Intersection Begins at 11:45 AM																								
11:45 AM	243	4	2	5	254	0	0	0	0	0	2	194	31	5	0	0	11	243	0	0	0	0	0	497
12:00 PM	231	3	5	6	245	0	0	0	0	0	2	211	31	2	0	0	9	255	0	0	0	0	0	500
12:15 PM	240	4	3	5	252	0	0	0	0	0	5	199	33	2	0	0	8	247	0	0	0	0	0	499
12:30 PM	218	6	2	7	233	0	0	0	0	0	4	206	21	4	0	0	6	241	0	0	0	0	0	474
Total Volume	932	17	12	23	984	0	0	0	0	0	13	810	116	13	0	0	34	986	0	0	0	0	0	1970
% App. Total	94.7	1.7	1.2	2.3		0	0	0	0		1.3	82.2	11.8	1.3	0	0	3.4		0	0	0	0		
PHF	.959	.708	.600	.821	.969	.000	.000	.000	.000	.000	.650	.960	.879	.650	.000	.000	.773	.967	.000	.000	.000	.000	.000	.985



CH Perez and Associates Consulting Engineers Inc.

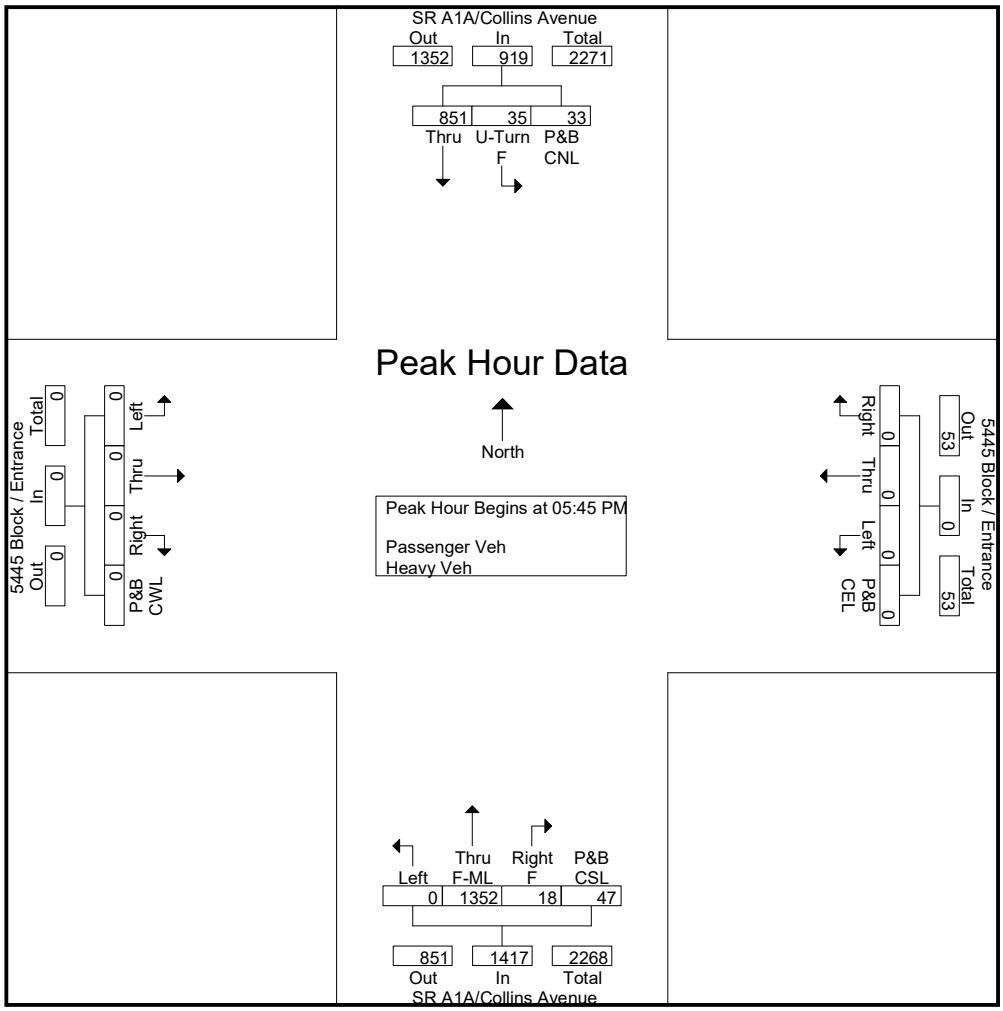
9594 NW 41st Street, Suite 201, Miami Florida, 33178

Turning Movement Count
SR A1A/Collins Avenue at 5445 Block ENT

Weekday

File Name : sr a1a_collins ave at 5445 blk ent
Site Code : 54440102
Start Date : 5/19/2011
Page No : 4

	SR A1A/Collins Avenue Southbound					5445 Block / Entrance Westbound					SR A1A/Collins Avenue Northbound								5445 Block / Entrance Eastbound					
Start Time	Thru	U-Turn ML	U-Turn F	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right F	Thru ML	Thru F	Thru ML-F	Thru F-ML	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 02:30 PM to 06:45 PM - Peak 1 of 1																								
Peak Hour for Entire Intersection Begins at 05:45 PM																								
05:45 PM	215	3	4	17	239	0	0	0	0	0	1	297	23	7	0	0	4	332	0	0	0	0	0	571
06:00 PM	198	8	3	8	217	0	0	0	0	0	8	278	22	8	0	0	12	328	0	0	0	0	0	545
06:15 PM	214	7	3	5	229	0	0	0	0	0	6	276	36	2	0	0	19	339	0	0	0	0	0	568
06:30 PM	224	6	1	3	234	0	0	0	0	0	3	355	40	8	0	0	12	418	0	0	0	0	0	652
Total Volume	851	24	11	33	919	0	0	0	0	0	18	1206	121	25	0	0	47	1417	0	0	0	0	0	2336
% App. Total	92.6	2.6	1.2	3.6		0	0	0	0		1.3	85.1	8.5	1.8	0	0	3.3		0	0	0	0		
PHF	.950	.750	.688	.485	.961	.000	.000	.000	.000	.000	.563	.849	.756	.781	.000	.000	.618	.847	.000	.000	.000	.000	.000	.896



CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A/Collins Avenue at 5445 Block EXIT

Weekday

File Name : sr a1a_collins ave at 5445 blk exit
Site Code : 54450102
Start Date : 5/19/2011
Page No : 1

Groups Printed- Heavy Veh

	SR A1A/Collins Avenue Southbound					5445 Block EXIT Westbound					SR A1A/Collins Avenue Northbound							5445 Block EXIT Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right F	Thru ML	Thru	U-Turn ML	U-Turn F	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
11:00 AM	0	8	0	0	8	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	10
11:15 AM	0	11	0	0	11	0	0	0	0	0	0	7	0	0	0	0	7	0	0	0	0	0	18
11:30 AM	0	5	0	0	5	0	0	0	0	0	0	6	2	0	0	0	8	0	0	0	0	0	13
11:45 AM	0	9	0	0	9	0	0	0	0	0	0	6	2	0	0	0	8	0	0	0	0	0	17
Total	0	33	0	0	33	0	0	0	0	0	0	20	5	0	0	0	25	0	0	0	0	0	58
12:00 PM	0	11	0	0	11	0	0	0	0	0	0	3	1	0	0	0	4	0	0	0	0	0	15
12:15 PM	0	14	0	0	14	0	0	0	0	0	0	4	2	0	0	0	6	0	0	0	0	0	20
12:30 PM	0	13	0	0	13	0	0	0	0	0	0	8	1	1	1	0	11	0	0	0	0	0	24
12:45 PM	0	3	0	0	3	0	0	0	0	0	0	4	4	0	0	0	8	0	0	0	0	0	11
Total	0	41	0	0	41	0	0	0	0	0	0	19	8	1	1	0	29	0	0	0	0	0	70
*** BREAK ***																							
05:00 PM	0	4	0	0	4	0	0	0	0	0	0	5	0	0	0	0	5	0	0	0	0	0	9
05:15 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	4
05:30 PM	0	8	0	0	8	0	0	0	0	0	0	8	1	0	0	0	9	0	0	0	0	0	17
05:45 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	4
Total	0	18	0	0	18	0	0	0	0	0	0	15	1	0	0	0	16	0	0	0	0	0	34
06:00 PM	0	4	0	0	4	0	0	0	0	0	0	1	2	0	0	0	3	0	0	0	0	0	7
06:15 PM	0	2	0	0	2	0	0	0	0	0	0	3	1	0	0	0	4	0	0	0	0	0	6
06:30 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
06:45 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	13	0	0	13	0	0	0	0	0	0	4	3	0	0	0	7	0	0	0	0	0	20
Grand Total	0	105	0	0	105	0	0	0	0	0	0	58	17	1	1	0	77	0	0	0	0	0	182
Apprch %	0	100	0	0		0	0	0	0		0	75.3	22.1	1.3	1.3	0		0	0	0	0		
Total %	0	57.7	0	0	57.7	0	0	0	0	0	0	31.9	9.3	0.5	0.5	0	42.3	0	0	0	0	0	

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A/Collins Avenue at 5445 Block EXIT

Weekday

File Name : sr a1a_collins ave at 5445 blk exit
Site Code : 54450102
Start Date : 5/19/2011
Page No : 1

Groups Printed- Passenger Veh - Heavy Veh

	SR A1A/Collins Avenue Southbound					5445 Block EXIT Westbound					SR A1A/Collins Avenue Northbound							5445 Block EXIT Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right F	Thru ML	Thru	U-Turn ML	U-Turn F	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
11:00 AM	0	203	0	1	204	1	0	0	4	5	3	135	25	6	4	0	173	0	0	0	0	0	382
11:15 AM	0	224	5	0	229	1	0	0	1	2	3	179	17	7	12	0	218	0	0	0	0	0	449
11:30 AM	0	218	0	1	219	0	0	0	3	3	0	184	19	13	4	0	220	0	0	0	0	0	442
11:45 AM	0	248	0	0	248	0	0	0	8	8	1	179	30	6	6	0	222	0	0	0	0	0	478
Total	0	893	5	2	900	2	0	0	16	18	7	677	91	32	26	0	833	0	0	0	0	0	1751
12:00 PM	0	212	5	0	217	3	0	0	11	14	0	199	25	6	7	0	237	0	0	0	0	0	468
12:15 PM	0	227	4	0	231	4	0	0	10	14	3	198	32	8	2	0	243	0	0	0	0	0	488
12:30 PM	0	209	5	1	215	0	0	0	6	6	0	194	23	7	4	0	228	0	0	0	0	0	449
12:45 PM	0	226	4	1	231	0	0	0	11	11	1	167	24	2	9	0	203	0	0	0	0	0	445
Total	0	874	18	2	894	7	0	0	38	45	4	758	104	23	22	0	911	0	0	0	0	0	1850
*** BREAK ***																							
05:00 PM	0	211	8	1	220	2	0	0	0	2	0	258	32	4	1	0	295	0	0	0	0	0	517
05:15 PM	0	218	3	0	221	1	0	0	4	5	4	306	35	4	4	0	353	0	0	0	0	0	579
05:30 PM	0	233	5	1	239	0	0	0	6	6	6	319	27	6	5	0	363	0	0	0	0	0	608
05:45 PM	0	224	0	0	224	1	0	0	13	14	6	271	23	3	2	0	305	0	0	0	0	0	543
Total	0	886	16	2	904	4	0	0	23	27	16	1154	117	17	12	0	1316	0	0	0	0	0	2247
06:00 PM	0	210	2	0	212	0	0	0	4	4	5	294	34	7	2	0	342	0	0	0	0	0	558
06:15 PM	0	222	5	6	233	0	0	0	15	15	6	273	35	2	4	0	320	0	0	0	0	0	568
06:30 PM	0	233	3	0	236	0	0	0	9	9	4	319	36	6	5	0	370	0	0	0	0	0	615
06:45 PM	0	247	2	0	249	1	0	0	15	16	1	259	26	3	0	0	289	0	0	0	0	0	554
Total	0	912	12	6	930	1	0	0	43	44	16	1145	131	18	11	0	1321	0	0	0	0	0	2295
Grand Total	0	3565	51	12	3628	14	0	0	120	134	43	3734	443	90	71	0	4381	0	0	0	0	0	8143
Apprch %	0	98.3	1.4	0.3		10.4	0	0	89.6		1	85.2	10.1	2.1	1.6	0		0	0	0	0		
Total %	0	43.8	0.6	0.1	44.6	0.2	0	0	1.5	1.6	0.5	45.9	5.4	1.1	0.9	0	53.8	0	0	0	0	0	
Passenger Veh	0	3460	51	12	3523	14	0	0	120	134	43	3676	426	89	70	0	4304	0	0	0	0	0	7961
% Passenger Veh	0	97.1	100	100	97.1	100	0	0	100	100	100	98.4	96.2	98.9	98.6	0	98.2	0	0	0	0	0	97.8
Heavy Veh	0	105	0	0	105	0	0	0	0	0	0	58	17	1	1	0	77	0	0	0	0	0	182
% Heavy Veh	0	2.9	0	0	2.9	0	0	0	0	0	0	1.6	3.8	1.1	1.4	0	1.8	0	0	0	0	0	2.2

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

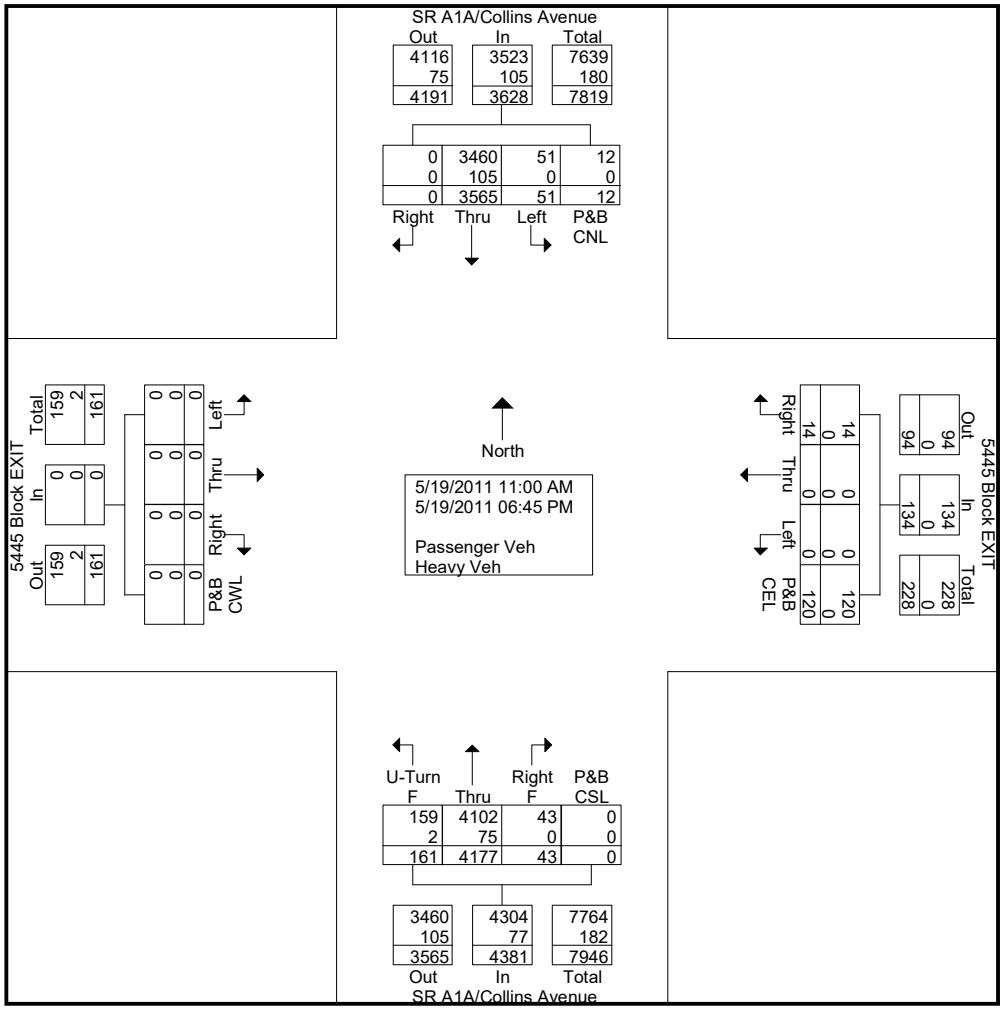
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A/Collins Avenue at 5445 Block EXIT

Weekday

File Name : sr a1a_collins ave at 5445 blk exit
Site Code : 54450102
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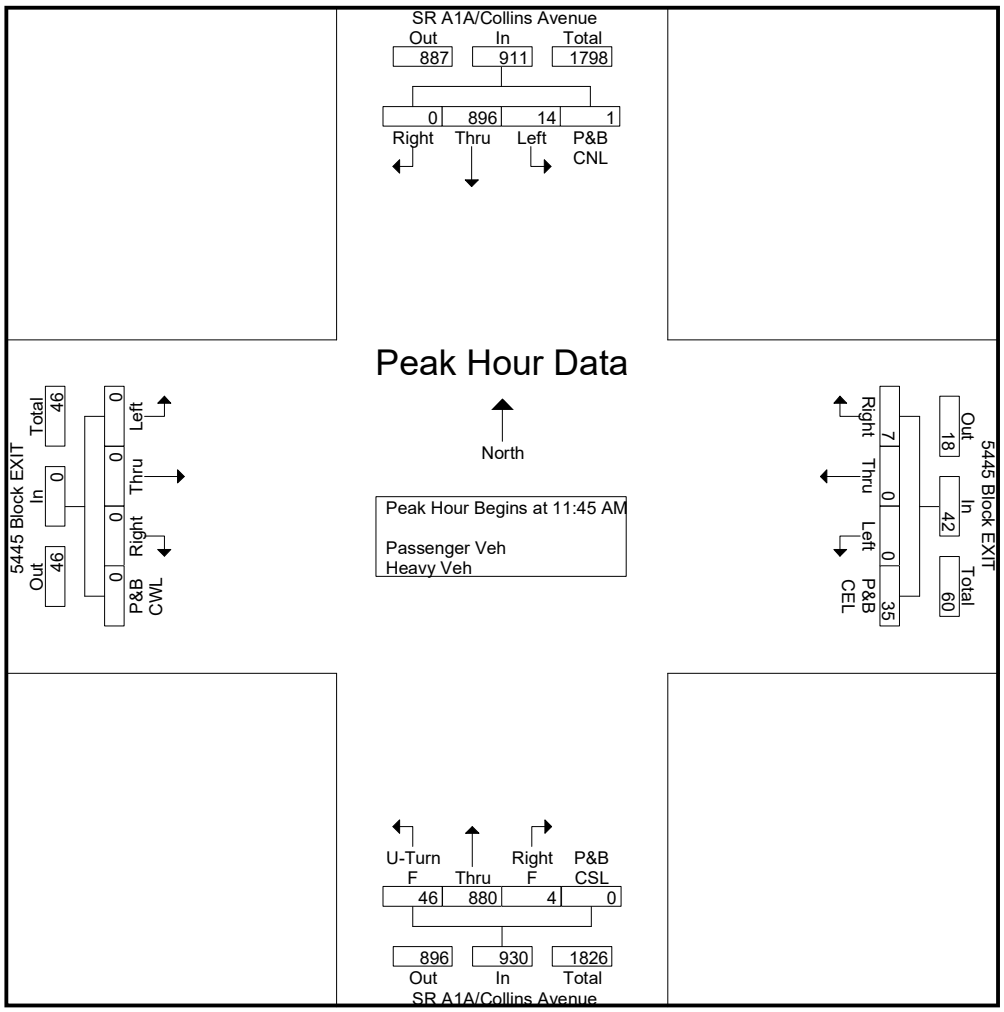
9594 NW 41st Street, Suite 201, Miami Florida, 33178

Turning Movement Count
SR A1A/Collins Avenue at 5445 Block EXIT

Weekday

File Name : sr a1a_collins ave at 5445 blk exit
Site Code : 54450102
Start Date : 5/19/2011
Page No : 3

	SR A1A/Collins Avenue Southbound					5445 Block EXIT Westbound					SR A1A/Collins Avenue Northbound							5445 Block EXIT Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right F	Thru ML	Thru	U-Turn ML	U-Turn F	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 02:30 PM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 11:45 AM																							
11:45 AM	0	248	0	0	248	0	0	0	8	8	1	179	30	6	6	0	222	0	0	0	0	0	478
12:00 PM	0	212	5	0	217	3	0	0	11	14	0	199	25	6	7	0	237	0	0	0	0	0	468
12:15 PM	0	227	4	0	231	4	0	0	10	14	3	198	32	8	2	0	243	0	0	0	0	0	488
12:30 PM	0	209	5	1	215	0	0	0	6	6	0	194	23	7	4	0	228	0	0	0	0	0	449
Total Volume	0	896	14	1	911	7	0	0	35	42	4	770	110	27	19	0	930	0	0	0	0	0	1883
% App. Total	0	98.4	1.5	0.1		16.7	0	0	83.3		0.4	82.8	11.8	2.9	2	0		0	0	0	0		
PHF	.000	.903	.700	.250	.918	.438	.000	.000	.795	.750	.333	.967	.859	.844	.679	.000	.957	.000	.000	.000	.000	.000	.965



CH Perez and Associates Consulting Engineers Inc.

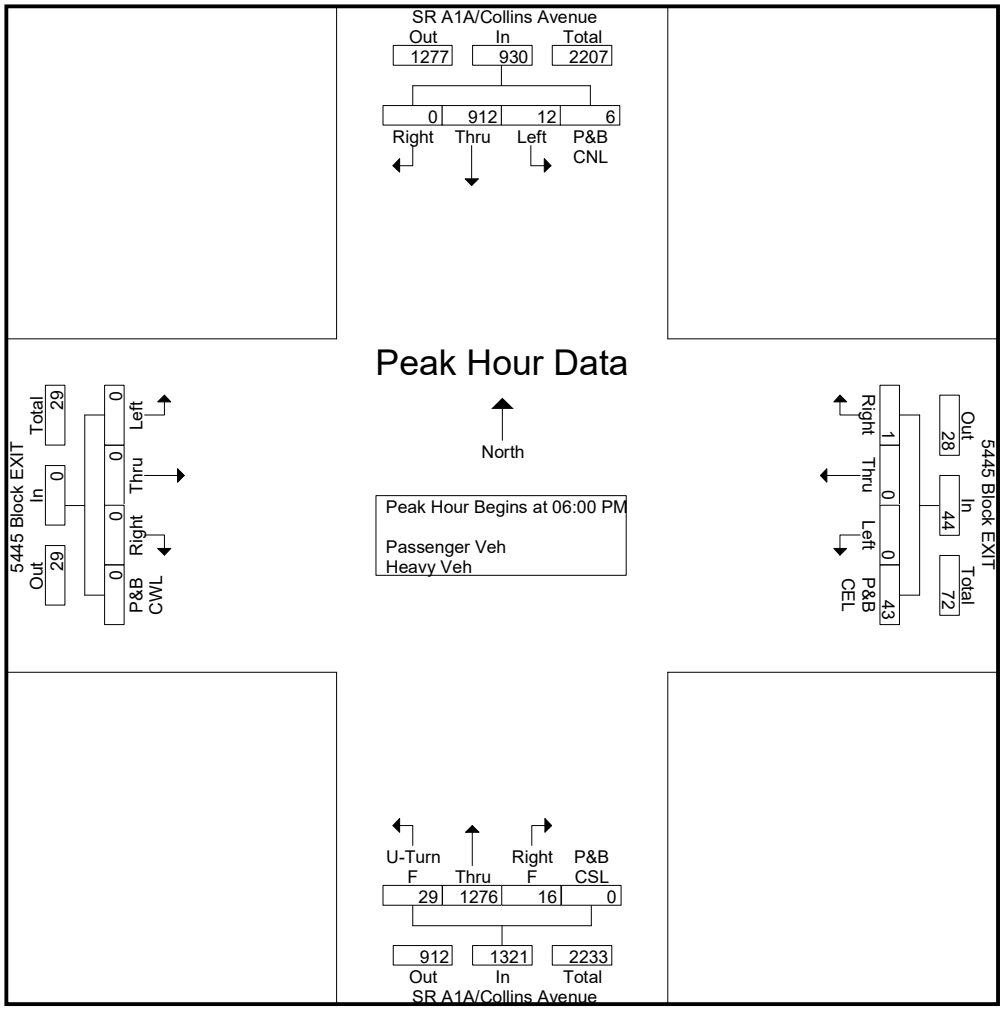
9594 NW 41st Street, Suite 201, Miami Florida, 33178

Turning Movement Count
SR A1A/Collins Avenue at 5445 Block EXIT

Weekday

File Name : sr a1a_collins ave at 5445 blk exit
Site Code : 54450102
Start Date : 5/19/2011
Page No : 4

	SR A1A/Collins Avenue Southbound					5445 Block EXIT Westbound					SR A1A/Collins Avenue Northbound							5445 Block EXIT Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right F	Thru ML	Thru	U-Turn ML	U-Turn F	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 02:30 PM to 06:45 PM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 06:00 PM																							
06:00 PM	0	210	2	0	212	0	0	0	4	4	5	294	34	7	2	0	342	0	0	0	0	0	558
06:15 PM	0	222	5	6	233	0	0	0	15	15	6	273	35	2	4	0	320	0	0	0	0	0	568
06:30 PM	0	233	3	0	236	0	0	0	9	9	4	319	36	6	5	0	370	0	0	0	0	0	615
06:45 PM	0	247	2	0	249	1	0	0	15	16	1	259	26	3	0	0	289	0	0	0	0	0	554
Total Volume	0	912	12	6	930	1	0	0	43	44	16	1145	131	18	11	0	1321	0	0	0	0	0	2295
% App. Total	0	98.1	1.3	0.6		2.3	0	0	97.7		1.2	86.7	9.9	1.4	0.8	0		0	0	0	0		
PHF	.000	.923	.600	.250	.934	.250	.000	.000	.717	.688	.667	.897	.910	.643	.550	.000	.893	.000	.000	.000	.000	.000	.933



CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A/Collins Avenue at 5500 Block

Weekday

File Name : SR A1A_Collins Ave at 5500 Blk
Site Code : 00001002
Start Date : 8/4/2011
Page No : 1

Groups Printed- Heavy Veh

	SR A1A/Collins Ave Southbound						5500 Block Westbound					SR A1A/Collins Ave Northbound							5500 Block Eastbound					
Start Time	Right	Thru	U-Turn ML	U-Turn F	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru ML	Thru F	Thru ML-F	U-Turn	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
11:00 AM	0	6	0	0	0	6	0	0	0	0	0	0	0	12	5	0	0	17	0	0	0	0	0	23
11:15 AM	0	8	0	0	0	8	0	0	0	0	0	0	0	4	5	0	0	9	0	0	0	0	0	17
11:30 AM	0	6	0	0	0	6	0	0	0	0	0	0	0	6	1	0	0	7	0	0	0	0	0	13
11:45 AM	0	11	0	0	0	11	0	0	0	0	0	0	0	9	1	0	0	10	0	0	0	0	0	21
Total	0	31	0	0	0	31	0	0	0	0	0	0	0	31	12	0	0	43	0	0	0	0	0	74
12:00 PM	0	7	0	0	0	7	0	0	0	0	0	0	0	11	3	0	0	14	0	0	0	0	0	21
12:15 PM	0	4	0	0	0	4	0	0	0	0	0	0	0	8	2	0	0	10	0	0	0	0	0	14
12:30 PM	0	8	0	0	0	8	0	0	0	0	0	0	0	9	4	0	0	13	0	0	0	0	0	21
12:45 PM	0	8	0	0	0	8	0	0	0	0	0	0	0	8	3	0	0	11	0	0	0	0	0	19
Total	0	27	0	0	0	27	0	0	0	0	0	0	0	36	12	0	0	48	0	0	0	0	0	75
*** BREAK ***																								
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
05:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	5
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	3
Total	0	1	0	0	0	1	0	0	0	0	0	0	0	6	7	0	0	13	0	0	0	0	0	14
06:00 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	5
06:15 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	6	3	0	0	9	0	0	0	0	0	11
06:30 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	6
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	4
Total	0	7	0	0	0	7	0	0	0	0	0	0	0	14	5	0	0	19	0	0	0	0	0	26
Grand Total	0	66	0	0	0	66	0	0	0	0	0	0	0	87	36	0	0	123	0	0	0	0	0	189
Apprch %	0	100	0	0	0		0	0	0	0		0	0	70.7	29.3	0	0		0	0	0	0		
Total %	0	34.9	0	0	0	34.9	0	0	0	0	0	0	0	46	19	0	0	65.1	0	0	0	0	0	

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A/Collins Avenue at 5500 Block

Weekday

File Name : SR A1A_Collins Ave at 5500 Blk
Site Code : 00001002
Start Date : 8/4/2011
Page No : 1

Groups Printed- Passenger Veh - Heavy Veh

	SR A1A/Collins Ave Southbound						5500 Block Westbound					SR A1A/Collins Ave Northbound							5500 Block Eastbound					
Start Time	Right	Thru	U-Turn ML	U-Turn F	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru ML	Thru F	Thru ML-F	U-Turn	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
11:00 AM	0	193	3	5	0	201	6	0	1	0	7	1	169	23	7	4	0	204	0	0	0	1	1	413
11:15 AM	0	207	3	3	0	213	6	0	1	0	7	0	195	14	7	0	0	216	0	0	0	1	1	437
11:30 AM	0	204	1	3	0	208	5	0	1	0	6	1	135	13	4	1	0	154	0	0	0	4	4	372
11:45 AM	0	250	1	5	0	256	11	0	0	0	11	1	211	15	6	2	0	235	0	0	0	0	0	502
Total	0	854	8	16	0	878	28	0	3	0	31	3	710	65	24	7	0	809	0	0	0	6	6	1724
12:00 PM	0	207	2	0	0	209	10	0	1	0	11	2	197	23	6	5	0	233	0	0	0	1	1	454
12:15 PM	0	224	0	1	1	226	2	0	0	0	2	4	198	17	10	2	0	231	0	0	0	1	1	460
12:30 PM	0	218	1	0	2	221	3	0	1	0	4	0	205	21	6	0	0	232	0	0	0	3	3	460
12:45 PM	0	222	4	2	0	228	3	0	0	0	3	1	210	26	5	3	0	245	0	0	0	0	0	476
Total	0	871	7	3	3	884	18	0	2	0	20	7	810	87	27	10	0	941	0	0	0	5	5	1850
*** BREAK ***																								
05:00 PM	0	223	3	1	0	227	2	0	0	0	2	2	311	29	7	2	0	351	0	0	0	4	4	584
05:15 PM	0	203	4	0	0	207	0	0	0	0	0	8	304	27	9	2	0	350	0	0	0	1	1	558
05:30 PM	0	248	6	1	2	257	1	0	0	0	1	5	350	26	10	1	0	392	0	0	0	7	7	657
05:45 PM	0	225	1	1	1	228	2	0	0	0	2	6	303	28	11	7	0	355	0	0	0	2	2	587
Total	0	899	14	3	3	919	5	0	0	0	5	21	1268	110	37	12	0	1448	0	0	0	14	14	2386
06:00 PM	0	220	5	1	1	227	0	0	0	1	1	6	291	21	6	2	0	326	0	0	0	8	8	562
06:15 PM	0	228	4	0	0	232	0	0	0	0	0	1	327	32	12	3	0	375	0	0	0	3	3	610
06:30 PM	0	231	5	2	1	239	1	0	0	0	1	3	253	25	4	2	0	287	0	0	0	10	10	537
06:45 PM	0	236	3	2	0	241	4	0	0	0	4	9	272	22	9	1	0	313	0	0	0	12	12	570
Total	0	915	17	5	2	939	5	0	0	1	6	19	1143	100	31	8	0	1301	0	0	0	33	33	2279
Grand Total	0	3539	46	27	8	3620	56	0	5	1	62	50	3931	362	119	37	0	4499	0	0	0	58	58	8239
Apprch %	0	97.8	1.3	0.7	0.2		90.3	0	8.1	1.6		1.1	87.4	8	2.6	0.8	0		0	0	0	100		
Total %	0	43	0.6	0.3	0.1	43.9	0.7	0	0.1	0	0.8	0.6	47.7	4.4	1.4	0.4	0	54.6	0	0	0	0.7	0.7	
Passenger Veh	0	3473	46	27	8	3554	56	0	5	1	62	50	3931	275	83	37	0	4376	0	0	0	58	58	8050
% Passenger Veh	0	98.1	100	100	100	98.2	100	0	100	100	100	100	100	76	69.7	100	0	97.3	0	0	0	100	100	97.7
Heavy Veh	0	66	0	0	0	66	0	0	0	0	0	0	0	87	36	0	0	123	0	0	0	0	0	189
% Heavy Veh	0	1.9	0	0	0	1.8	0	0	0	0	0	0	0	24	30.3	0	0	2.7	0	0	0	0	0	2.3

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

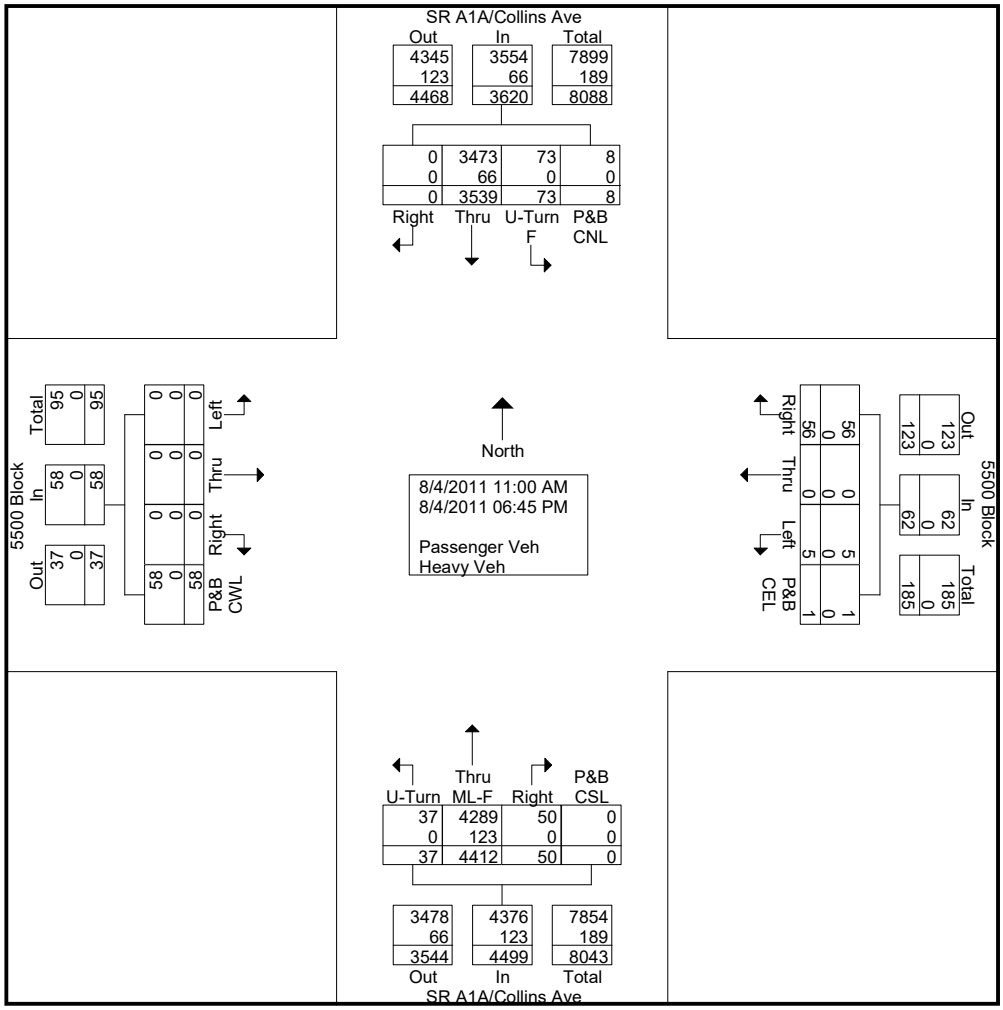
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A/Collins Avenue at 5500 Block

Weekday

File Name : SR A1A_Collins Ave at 5500 Blk
Site Code : 00001002
Start Date : 8/4/2011
Page No : 2



CH Perez and Associates Consulting Engineers Inc.

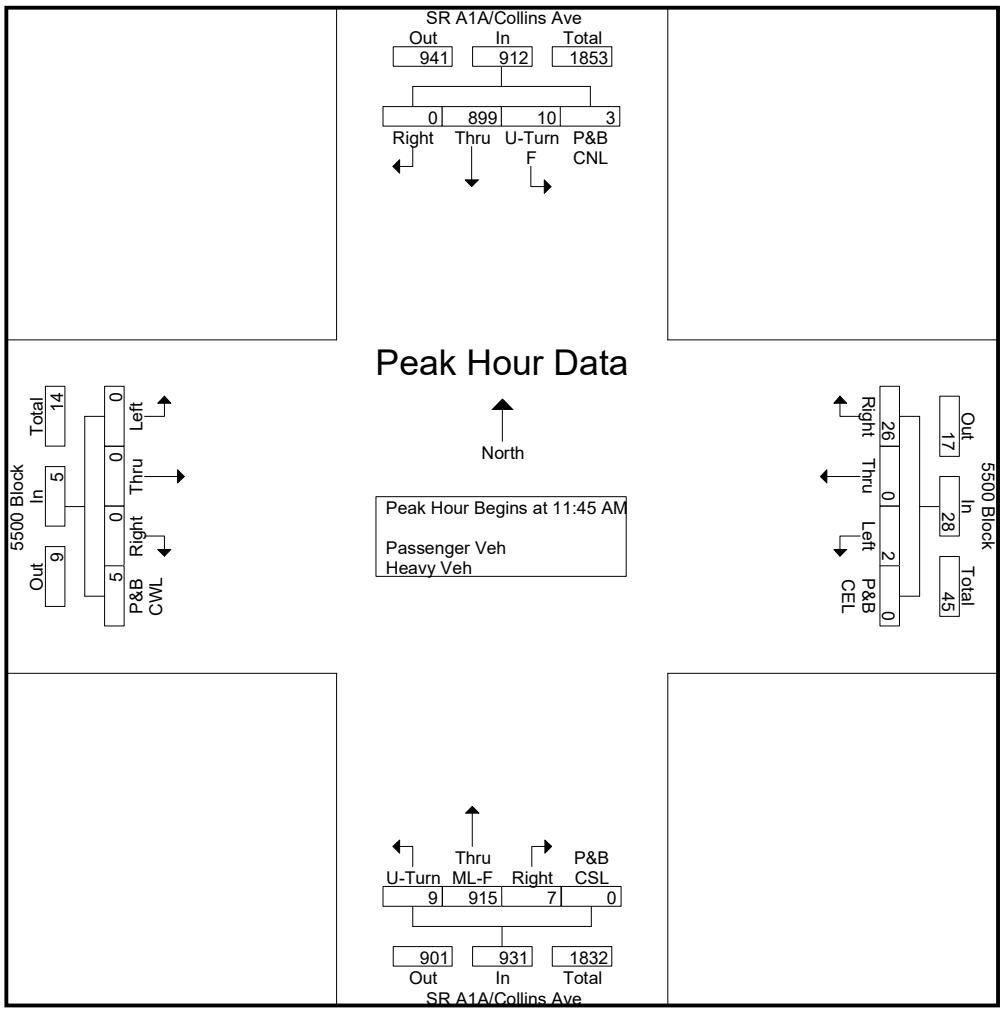
9594 NW 41st Street, Suite 201, Miami Florida, 33178

Turning Movement Count
SR A1A/Collins Avenue at 5500 Block

Weekday

File Name : SR A1A_Collins Ave at 5500 Blk
Site Code : 00001002
Start Date : 8/4/2011
Page No : 3

	SR A1A/Collins Ave Southbound						5500 Block Westbound					SR A1A/Collins Ave Northbound							5500 Block Eastbound					
Start Time	Right	Thru	U-Turn ML	U-Turn F	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru ML	Thru F	Thru ML-F	U-Turn	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 02:30 PM - Peak 1 of 1																								
Peak Hour for Entire Intersection Begins at 11:45 AM																								
11:45 AM	0	250	1	5	0	256	11	0	0	0	11	1	211	15	6	2	0	235	0	0	0	0	0	502
12:00 PM	0	207	2	0	0	209	10	0	1	0	11	2	197	23	6	5	0	233	0	0	0	1	1	454
12:15 PM	0	224	0	1	1	226	2	0	0	0	2	4	198	17	10	2	0	231	0	0	0	1	1	460
12:30 PM	0	218	1	0	2	221	3	0	1	0	4	0	205	21	6	0	0	232	0	0	0	3	3	460
Total Volume	0	899	4	6	3	912	26	0	2	0	28	7	811	76	28	9	0	931	0	0	0	5	5	1876
% App. Total	0	98.6	0.4	0.7	0.3		92.9	0	7.1	0		0.8	87.1	8.2	3	1	0		0	0	0	100		
PHF	.000	.899	.500	.300	.375	.891	.591	.000	.500	.000	.636	.438	.961	.826	.700	.450	.000	.990	.000	.000	.000	.417	.417	.934



CH Perez and Associates Consulting Engineers Inc.

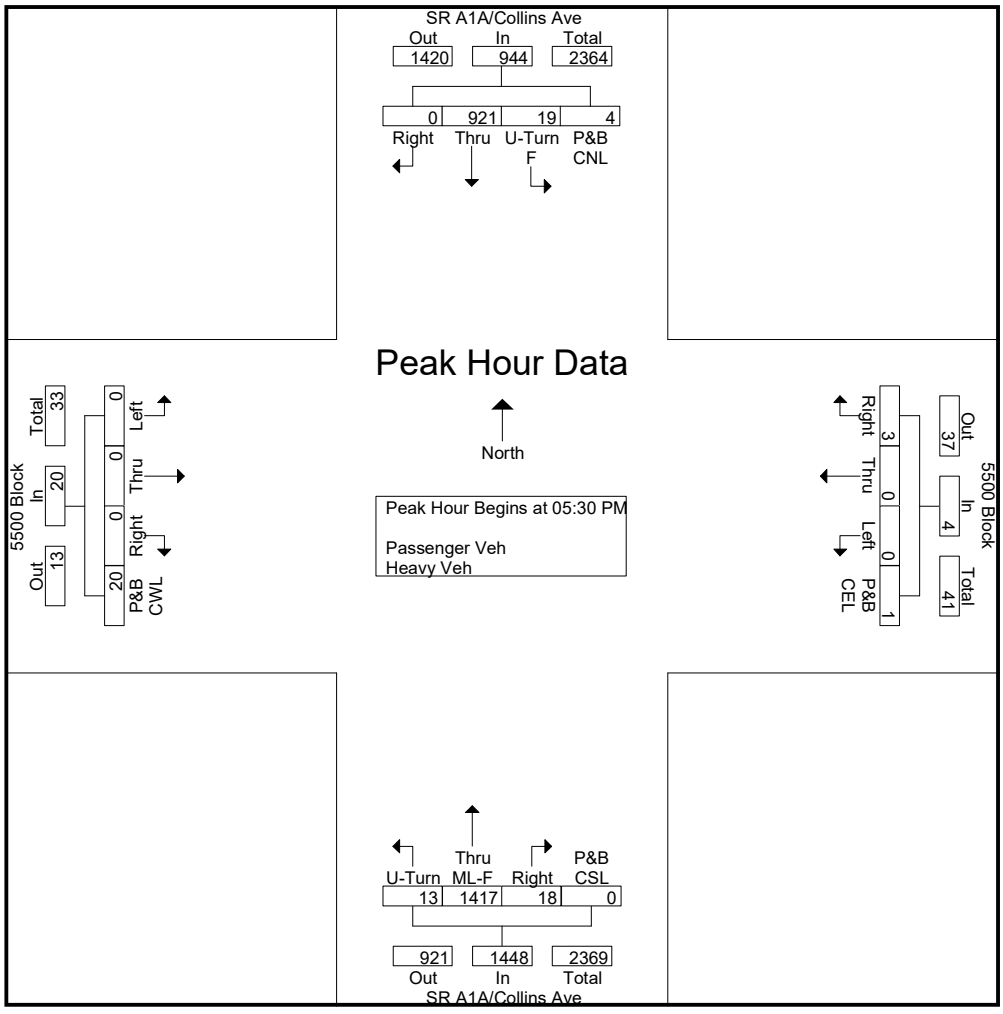
9594 NW 41st Street, Suite 201, Miami Florida, 33178

Turning Movement Count
SR A1A/Collins Avenue at 5500 Block

Weekday

File Name : SR A1A_Collins Ave at 5500 Blk
Site Code : 00001002
Start Date : 8/4/2011
Page No : 4

	SR A1A/Collins Ave Southbound						5500 Block Westbound					SR A1A/Collins Ave Northbound							5500 Block Eastbound					
Start Time	Right	Thru	U-Turn ML	U-Turn F	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru ML	Thru F	Thru ML-F	U-Turn	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 02:30 PM to 06:45 PM - Peak 1 of 1																								
Peak Hour for Entire Intersection Begins at 05:30 PM																								
05:30 PM	0	248	6	1	2	257	1	0	0	0	1	5	350	26	10	1	0	392	0	0	0	7	7	657
05:45 PM	0	225	1	1	1	228	2	0	0	0	2	6	303	28	11	7	0	355	0	0	0	2	2	587
06:00 PM	0	220	5	1	1	227	0	0	0	1	1	6	291	21	6	2	0	326	0	0	0	8	8	562
06:15 PM	0	228	4	0	0	232	0	0	0	0	0	1	327	32	12	3	0	375	0	0	0	3	3	610
Total Volume	0	921	16	3	4	944	3	0	0	1	4	18	1271	107	39	13	0	1448	0	0	0	20	20	2416
% App. Total	0	97.6	1.7	0.3	0.4		75	0	0	25		1.2	87.8	7.4	2.7	0.9	0		0	0	0	100		
PHF	.000	.928	.667	.750	.500	.918	.375	.000	.000	.250	.500	.750	.908	.836	.813	.464	.000	.923	.000	.000	.000	.625	.625	.919



CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A/Collins Avenue at 5600 Block

Weekday

File Name : SR A1A_Collins Ave at 5600 Blk
Site Code : 56001002
Start Date : 8/4/2011
Page No : 1

Groups Printed- Heavy Veh

	SR A1A/Collins Avenue Southbound					5600 Block Westbound					SR A1A/Collins Avenue Northbound								5600 Block Eastbound					
Start Time	Right	Thru	U-Turn ML	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru ML	Thru F	Thru ML F	Left ML	Left F	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
11:00 AM	0	9	0	0	9	0	0	0	0	0	0	9	1	0	0	0	0	10	0	0	0	0	0	19
11:15 AM	0	8	0	0	8	0	0	0	0	0	0	2	3	0	0	0	0	5	0	0	0	0	0	13
11:30 AM	0	8	0	0	8	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	9
11:45 AM	1	7	0	0	8	0	0	0	0	0	0	4	1	0	0	0	0	5	0	0	0	0	0	13
Total	1	32	0	0	33	0	0	0	0	0	0	16	5	0	0	0	0	21	0	0	0	0	0	54
12:00 PM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	0	0	0	4	0	0	0	0	0	8
12:15 PM	0	6	0	0	6	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	8
12:30 PM	0	5	0	0	5	0	0	0	0	0	0	3	1	0	0	0	0	4	0	0	0	0	0	9
12:45 PM	0	5	0	0	5	0	0	0	0	0	0	2	2	0	0	0	0	4	0	0	0	0	0	9
Total	0	20	0	0	20	0	0	0	0	0	0	11	3	0	0	0	0	14	0	0	0	0	0	34
*** BREAK ***																								
05:00 PM	0	5	0	0	5	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	7
05:15 PM	0	3	0	0	3	0	0	0	0	0	0	2	3	0	0	0	0	5	0	0	0	0	0	8
05:30 PM	0	3	0	0	3	0	0	0	0	0	0	2	1	0	0	0	0	3	0	0	0	0	0	6
05:45 PM	0	5	0	0	5	0	0	0	0	0	0	3	3	0	0	0	0	6	0	0	0	0	0	11
Total	0	16	0	0	16	0	0	0	0	0	0	7	9	0	0	0	0	16	0	0	0	0	0	32
06:00 PM	0	6	0	0	6	0	0	0	0	0	0	3	1	0	0	0	0	4	0	0	0	0	0	10
06:15 PM	0	3	0	0	3	0	0	0	0	0	0	12	4	0	0	0	0	16	0	0	0	0	0	19
06:30 PM	0	2	0	0	2	0	0	0	0	0	0	3	1	0	0	0	0	4	0	0	0	0	0	6
06:45 PM	0	2	0	0	2	0	0	0	0	0	0	3	2	0	0	0	0	5	0	0	0	0	0	7
Total	0	13	0	0	13	0	0	0	0	0	0	21	8	0	0	0	0	29	0	0	0	0	0	42
Grand Total	1	81	0	0	82	0	0	0	0	0	0	55	25	0	0	0	0	80	0	0	0	0	0	162
Apprch %	1.2	98.8	0	0		0	0	0	0		0	68.8	31.2	0	0	0	0		0	0	0	0		
Total %	0.6	50	0	0	50.6	0	0	0	0	0	0	34	15.4	0	0	0	0	49.4	0	0	0	0	0	

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A/Collins Avenue at 5600 Block

Weekday

File Name : SR A1A_Collins Ave at 5600 Blk
Site Code : 56001002
Start Date : 8/4/2011
Page No : 1

Groups Printed- Passenger Veh - Heavy Veh

	SR A1A/Collins Avenue Southbound					5600 Block Westbound					SR A1A/Collins Avenue Northbound								5600 Block Eastbound					
Start Time	Right	Thru	U-Turn ML	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru ML	Thru F	Thru ML F	Left ML	Left F	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
11:00 AM	1	191	1	0	193	3	0	0	5	8	0	184	16	0	1	6	0	207	2	0	0	0	2	410
11:15 AM	0	204	0	1	205	0	0	2	3	5	0	194	21	1	2	3	1	222	2	0	0	0	2	434
11:30 AM	1	209	4	0	214	1	0	3	12	16	0	147	14	0	0	3	0	164	1	0	0	0	1	395
11:45 AM	3	241	1	0	245	3	0	2	7	12	0	209	20	0	0	3	0	232	3	0	0	0	3	492
Total	5	845	6	1	857	7	0	7	27	41	0	734	71	1	3	15	1	825	8	0	0	0	8	1731
12:00 PM	5	200	0	0	205	2	0	1	3	6	0	209	25	0	0	8	0	242	2	0	0	0	2	455
12:15 PM	2	219	2	0	223	2	0	2	9	13	0	201	20	0	0	3	1	225	1	0	0	0	1	462
12:30 PM	3	215	1	0	219	3	0	4	14	21	0	220	16	0	0	3	1	240	1	0	0	0	1	481
12:45 PM	1	213	2	0	216	4	0	3	6	13	0	217	27	0	1	3	0	248	0	0	0	0	0	477
Total	11	847	5	0	863	11	0	10	32	53	0	847	88	0	1	17	2	955	4	0	0	0	4	1875
*** BREAK ***																								
05:00 PM	1	219	1	0	221	2	0	2	6	10	0	323	31	0	4	3	0	361	1	0	0	0	1	593
05:15 PM	2	214	1	0	217	3	0	5	4	12	0	320	25	0	0	5	0	350	3	0	0	2	5	584
05:30 PM	3	233	1	0	237	4	0	3	8	15	0	353	28	0	0	1	0	382	2	0	0	5	7	641
05:45 PM	2	212	0	0	214	4	0	3	9	16	0	324	31	0	2	4	0	361	3	0	0	2	5	596
Total	8	878	3	0	889	13	0	13	27	53	0	1320	115	0	6	13	0	1454	9	0	0	9	18	2414
06:00 PM	1	206	0	0	207	5	0	5	4	14	0	290	23	0	0	2	0	315	1	0	0	10	11	547
06:15 PM	3	216	0	0	219	2	0	4	7	13	0	344	35	0	0	0	0	379	2	0	0	6	8	619
06:30 PM	4	222	1	0	227	4	0	5	4	13	0	254	24	0	1	3	0	282	2	0	0	11	13	535
06:45 PM	2	253	0	0	255	5	0	1	8	14	0	277	28	0	1	6	0	312	1	0	2	8	11	592
Total	10	897	1	0	908	16	0	15	23	54	0	1165	110	0	2	11	0	1288	6	0	2	35	43	2293
Grand Total	34	3467	15	1	3517	47	0	45	109	201	0	4066	384	1	12	56	3	4522	27	0	2	44	73	8313
Apprch %	1	98.6	0.4	0		23.4	0	22.4	54.2		0	89.9	8.5	0	0.3	1.2	0.1		37	0	2.7	60.3		
Total %	0.4	41.7	0.2	0	42.3	0.6	0	0.5	1.3	2.4	0	48.9	4.6	0	0.1	0.7	0	54.4	0.3	0	0	0.5	0.9	
Passenger Veh	33	3386	15	1	3435	47	0	45	109	201	0	4011	359	1	12	56	3	4442	27	0	2	44	73	8151
% Passenger Veh	97.1	97.7	100	100	97.7	100	0	100	100	100	0	98.6	93.5	100	100	100	100	98.2	100	0	100	100	100	98.1
Heavy Veh	1	81	0	0	82	0	0	0	0	0	0	55	25	0	0	0	0	80	0	0	0	0	0	162
% Heavy Veh	2.9	2.3	0	0	2.3	0	0	0	0	0	0	1.4	6.5	0	0	0	0	1.8	0	0	0	0	0	1.9

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

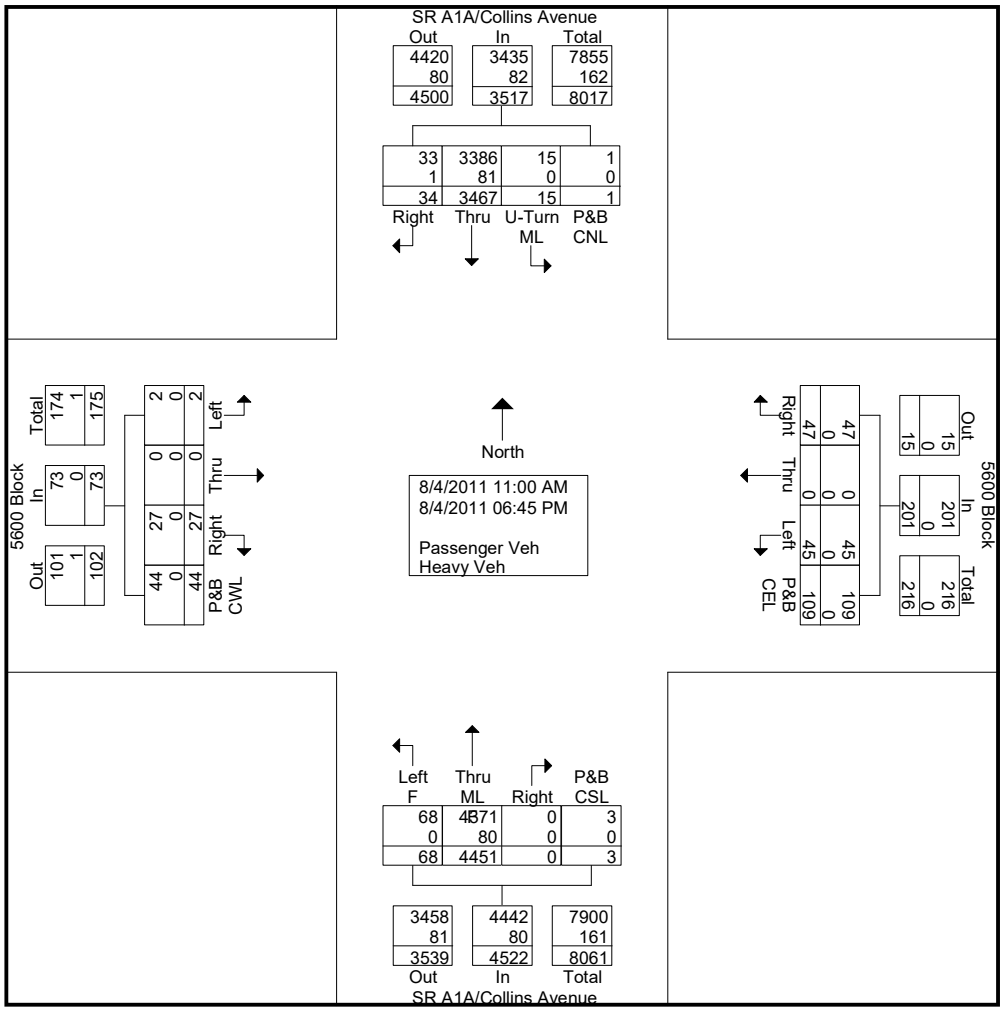
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A/Collins Avenue at 5600 Block

Weekday

File Name : SR A1A_Collins Ave at 5600 Blk
Site Code : 56001002
Start Date : 8/4/2011
Page No : 2



CH Perez and Associates Consulting Engineers Inc.

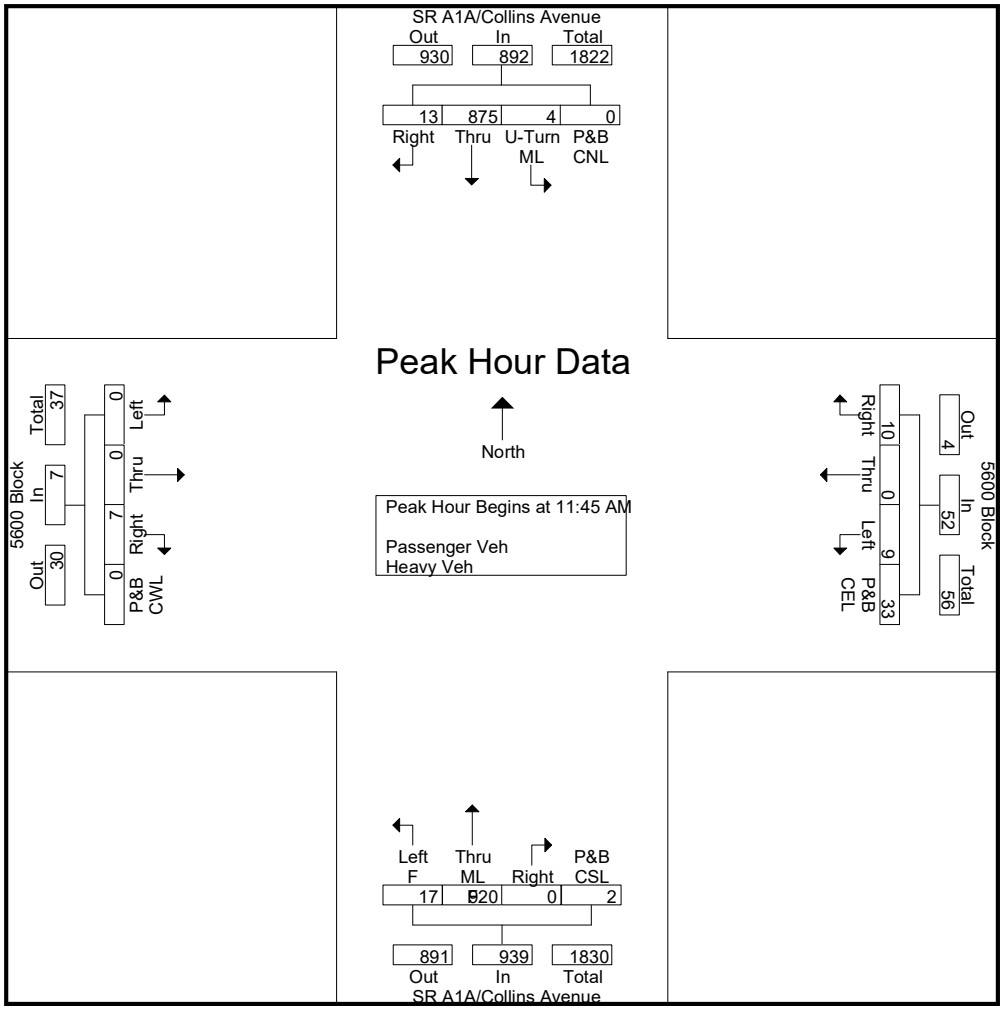
9594 NW 41st Street, Suite 201, Miami Florida, 33178

Turning Movement Count
SR A1A/Collins Avenue at 5600 Block

Weekday

File Name : SR A1A_Collins Ave at 5600 Blk
Site Code : 56001002
Start Date : 8/4/2011
Page No : 3

	SR A1A/Collins Avenue Southbound					5600 Block Westbound					SR A1A/Collins Avenue Northbound								5600 Block Eastbound					
Start Time	Right	Thru	U-Turn ML	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru ML	Thru F	Thru ML F	Left ML	Left F	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 02:30 PM - Peak 1 of 1																								
Peak Hour for Entire Intersection Begins at 11:45 AM																								
11:45 AM	3	241	1	0	245	3	0	2	7	12	0	209	20	0	0	3	0	232	3	0	0	0	3	492
12:00 PM	5	200	0	0	205	2	0	1	3	6	0	209	25	0	0	8	0	242	2	0	0	0	2	455
12:15 PM	2	219	2	0	223	2	0	2	9	13	0	201	20	0	0	3	1	225	1	0	0	0	1	462
12:30 PM	3	215	1	0	219	3	0	4	14	21	0	220	16	0	0	3	1	240	1	0	0	0	1	481
Total Volume	13	875	4	0	892	10	0	9	33	52	0	839	81	0	0	17	2	939	7	0	0	0	7	1890
% App. Total	1.5	98.1	0.4	0		19.2	0	17.3	63.5		0	89.4	8.6	0	0	1.8	0.2		100	0	0	0		
PHF	.650	.908	.500	.000	.910	.833	.000	.563	.589	.619	.000	.953	.810	.000	.000	.531	.500	.970	.583	.000	.000	.000	.583	.960



CH Perez and Associates Consulting Engineers Inc.

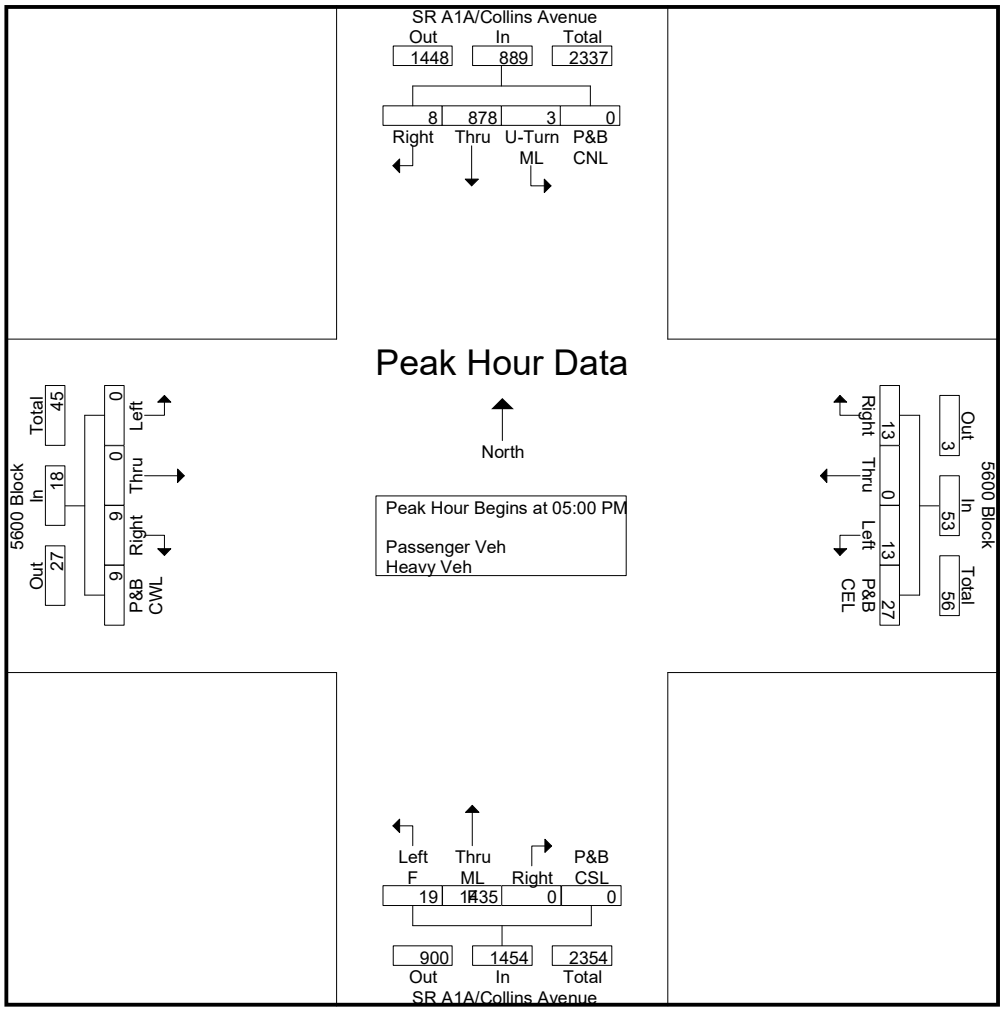
9594 NW 41st Street, Suite 201, Miami Florida, 33178

Turning Movement Count
SR A1A/Collins Avenue at 5600 Block

Weekday

File Name : SR A1A_Collins Ave at 5600 Blk
Site Code : 56001002
Start Date : 8/4/2011
Page No : 4

	SR A1A/Collins Avenue Southbound					5600 Block Westbound					SR A1A/Collins Avenue Northbound								5600 Block Eastbound					
Start Time	Right	Thru	U-Turn ML	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru ML	Thru F	Thru ML F	Left ML	Left F	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 02:30 PM to 06:45 PM - Peak 1 of 1																								
Peak Hour for Entire Intersection Begins at 05:00 PM																								
05:00 PM	1	219	1	0	221	2	0	2	6	10	0	323	31	0	4	3	0	361	1	0	0	0	1	593
05:15 PM	2	214	1	0	217	3	0	5	4	12	0	320	25	0	0	5	0	350	3	0	0	2	5	584
05:30 PM	3	233	1	0	237	4	0	3	8	15	0	353	28	0	0	1	0	382	2	0	0	5	7	641
05:45 PM	2	212	0	0	214	4	0	3	9	16	0	324	31	0	2	4	0	361	3	0	0	2	5	596
Total Volume	8	878	3	0	889	13	0	13	27	53	0	1320	115	0	6	13	0	1454	9	0	0	9	18	2414
% App. Total	0.9	98.8	0.3	0		24.5	0	24.5	50.9		0	90.8	7.9	0	0.4	0.9	0		50	0	0	50		
PHF	.667	.942	.750	.000	.938	.813	.000	.650	.750	.828	.000	.935	.927	.000	.375	.650	.000	.952	.750	.000	.000	.450	.643	.941



CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A/Collins Avenue at 5800 Block

Weekday

File Name : SR A1A_Collins Ave at 5800 Blk
Site Code : 58001001
Start Date : 5/19/2011
Page No : 1

Groups Printed- Heavy Veh

	SR A1A/Collins Avenue Southbound					5800 Block Westbound					SR A1A/Collins Avenue Northbound						5800 Block Eastbound					
Start Time	Right	Thru	U-Turn	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru ML	Thru F	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
11:00 AM	0	11	0	0	11	0	0	0	0	0	0	4	3	0	0	7	0	0	0	0	0	18
11:15 AM	0	12	0	0	12	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	17
11:30 AM	0	10	0	0	10	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	12
11:45 AM	0	10	0	0	10	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	16
Total	0	43	0	0	43	0	0	0	0	0	0	16	4	0	0	20	0	0	0	0	0	63
12:00 PM	0	9	0	0	9	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	11
12:15 PM	0	12	0	0	12	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	13
12:30 PM	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
12:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	35	0	0	35	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	38
*** BREAK ***																						
05:00 PM	0	10	0	0	10	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	14
05:15 PM	0	8	0	0	8	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	9
05:30 PM	0	9	0	0	9	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	11
05:45 PM	0	8	0	0	8	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	10
Total	0	35	0	0	35	0	0	0	0	0	0	7	2	0	0	9	0	0	0	0	0	44
06:00 PM	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
06:15 PM	0	8	0	0	8	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	9
06:30 PM	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
06:45 PM	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Total	0	33	0	0	33	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	34
Grand Total	0	146	0	0	146	0	0	0	0	0	0	26	7	0	0	33	0	0	0	0	0	179
Apprch %	0	100	0	0		0	0	0	0		0	78.8	21.2	0	0		0	0	0	0		
Total %	0	81.6	0	0	81.6	0	0	0	0	0	0	14.5	3.9	0	0	18.4	0	0	0	0	0	

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A/Collins Avenue at 5800 Block

Weekday

File Name : SR A1A_Collins Ave at 5800 Blk
Site Code : 58001001
Start Date : 5/19/2011
Page No : 1

Groups Printed- Passenger Veh - Heavy Veh

	SR A1A/Collins Avenue Southbound					5800 Block Westbound					SR A1A/Collins Avenue Northbound						5800 Block Eastbound					
Start Time	Right	Thru	U-Turn	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru ML	Thru F	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
11:00 AM	0	203	2	1	206	0	0	0	0	0	0	133	13	6	0	152	0	0	0	0	0	358
11:15 AM	0	216	2	0	218	0	0	0	0	0	0	187	16	7	7	217	0	0	0	0	0	435
11:30 AM	0	219	0	0	219	0	0	0	0	0	0	182	10	9	3	204	0	0	0	0	0	423
11:45 AM	0	221	6	0	227	0	0	0	0	0	0	194	9	6	3	212	0	0	0	0	0	439
Total	0	859	10	1	870	0	0	0	0	0	0	696	48	28	13	785	0	0	0	0	0	1655
12:00 PM	0	212	1	1	214	0	0	0	0	0	0	207	12	4	3	226	0	0	0	0	0	440
12:15 PM	0	220	2	0	222	0	0	0	0	0	0	201	16	8	1	226	0	0	0	0	0	448
12:30 PM	0	226	3	0	229	0	0	0	0	0	0	207	17	10	4	238	0	0	0	0	0	467
12:45 PM	0	226	0	0	226	0	0	0	0	0	0	173	14	8	7	202	0	0	0	0	0	428
Total	0	884	6	1	891	0	0	0	0	0	0	788	59	30	15	892	0	0	0	0	0	1783
*** BREAK ***																						
05:00 PM	0	255	2	0	257	0	0	0	0	0	0	285	19	8	4	316	0	0	0	0	0	573
05:15 PM	0	245	1	0	246	0	0	0	0	0	0	300	13	13	1	327	0	0	0	0	0	573
05:30 PM	0	259	1	0	260	0	0	0	0	0	0	302	16	7	10	335	0	0	0	0	0	595
05:45 PM	0	252	0	0	252	0	0	0	0	0	0	277	22	10	4	313	0	0	0	0	0	565
Total	0	1011	4	0	1015	0	0	0	0	0	0	1164	70	38	19	1291	0	0	0	0	0	2306
06:00 PM	0	242	1	0	243	0	0	0	0	0	0	278	11	1	9	299	0	0	0	0	0	542
06:15 PM	0	245	0	2	247	0	0	0	0	0	0	280	18	8	3	309	0	0	0	0	0	556
06:30 PM	0	250	3	0	253	0	0	0	0	0	0	273	13	5	7	298	0	0	0	0	0	551
06:45 PM	0	257	0	1	258	0	0	0	0	0	0	268	14	5	6	293	0	0	0	0	0	551
Total	0	994	4	3	1001	0	0	0	0	0	0	1099	56	19	25	1199	0	0	0	0	0	2200
Grand Total	0	3748	24	5	3777	0	0	0	0	0	0	3747	233	115	72	4167	0	0	0	0	0	7944
Apprch %	0	99.2	0.6	0.1		0	0	0	0		0	89.9	5.6	2.8	1.7		0	0	0	0		
Total %	0	47.2	0.3	0.1	47.5	0	0	0	0	0	0	47.2	2.9	1.4	0.9	52.5	0	0	0	0	0	
Passenger Veh	0	360	24	5	3631	0	0	0	0	0	0	372	226	115	72	4134	0	0	0	0	0	7765
% Passenger Veh	0	96.1	100	100	96.1	0	0	0	0	0	0	99.3	97	100	100	99.2	0	0	0	0	0	97.7
Heavy Veh	0	146	0	0	146	0	0	0	0	0	0	26	7	0	0	33	0	0	0	0	0	179
% Heavy Veh	0	3.9	0	0	3.9	0	0	0	0	0	0	0.7	3	0	0	0.8	0	0	0	0	0	2.3

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

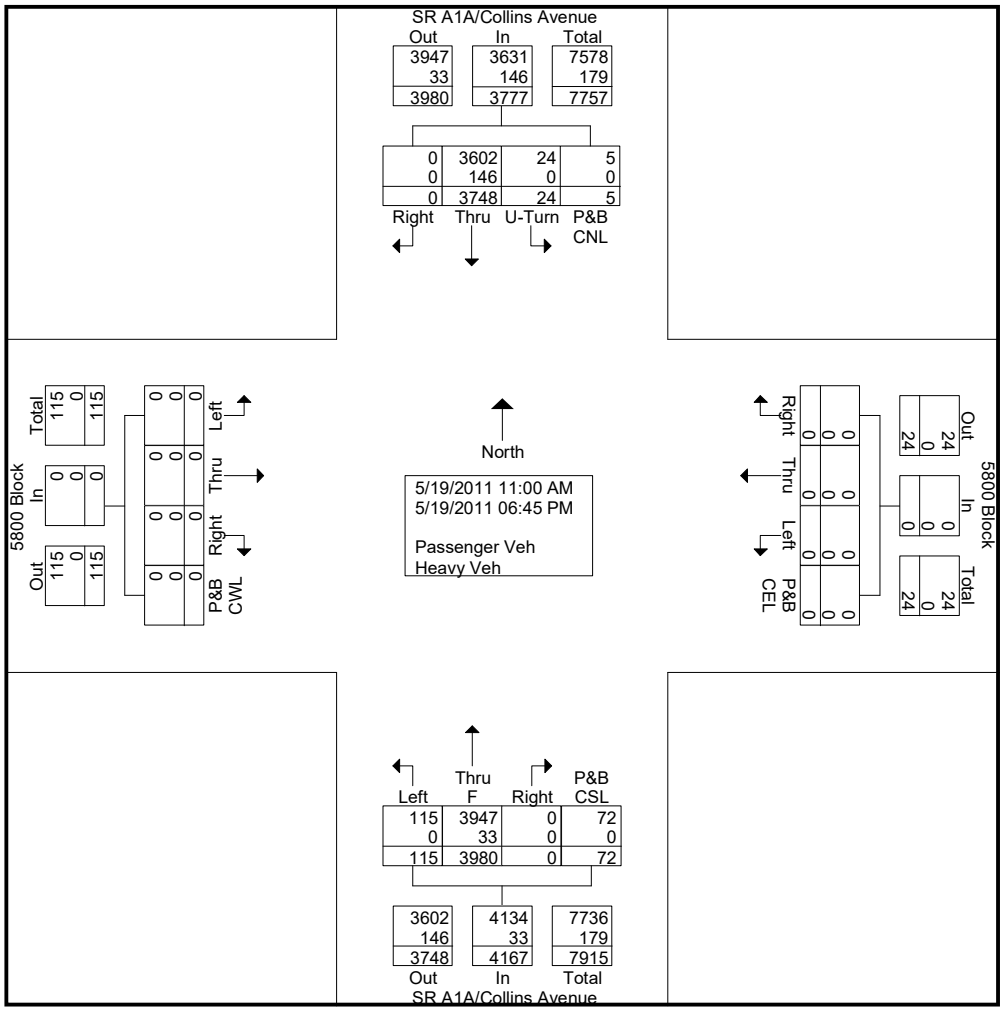
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A/Collins Avenue at 5800 Block

Weekday

File Name : SR A1A_Collins Ave at 5800 Blk
Site Code : 58001001
Start Date : 5/19/2011
Page No : 2



CH Perez and Associates Consulting Engineers Inc.

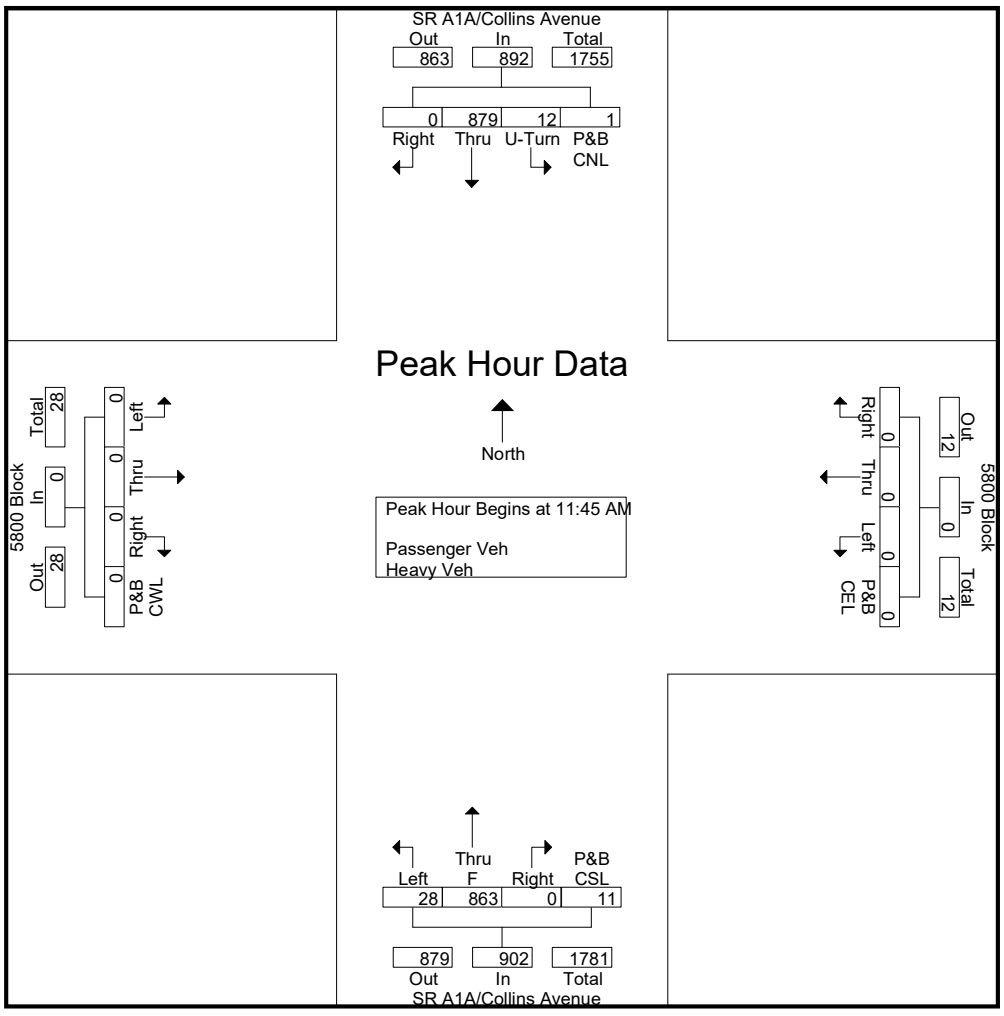
9594 NW 41st Street, Suite 201, Miami Florida, 33178

Turning Movement Count
SR A1A/Collins Avenue at 5800 Block

Weekday

File Name : SR A1A_Collins Ave at 5800 Blk
Site Code : 58001001
Start Date : 5/19/2011
Page No : 3

	SR A1A/Collins Avenue Southbound					5800 Block Westbound					SR A1A/Collins Avenue Northbound						5800 Block Eastbound					
Start Time	Right	Thru	U-Turn	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru ML	Thru F	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 02:30 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 11:45 AM																						
11:45 AM	0	221	6	0	227	0	0	0	0	0	0	194	9	6	3	212	0	0	0	0	0	439
12:00 PM	0	212	1	1	214	0	0	0	0	0	0	207	12	4	3	226	0	0	0	0	0	440
12:15 PM	0	220	2	0	222	0	0	0	0	0	0	201	16	8	1	226	0	0	0	0	0	448
12:30 PM	0	226	3	0	229	0	0	0	0	0	0	207	17	10	4	238	0	0	0	0	0	467
Total Volume	0	879	12	1	892	0	0	0	0	0	0	809	54	28	11	902	0	0	0	0	0	1794
% App. Total	0	98.5	1.3	0.1		0	0	0	0		0	89.7	6	3.1	1.2		0	0	0	0		
PHF	.000	.972	.500	.250	.974	.000	.000	.000	.000	.000	.000	.977	.794	.700	.688	.947	.000	.000	.000	.000	.000	.960



CH Perez and Associates Consulting Engineers Inc.

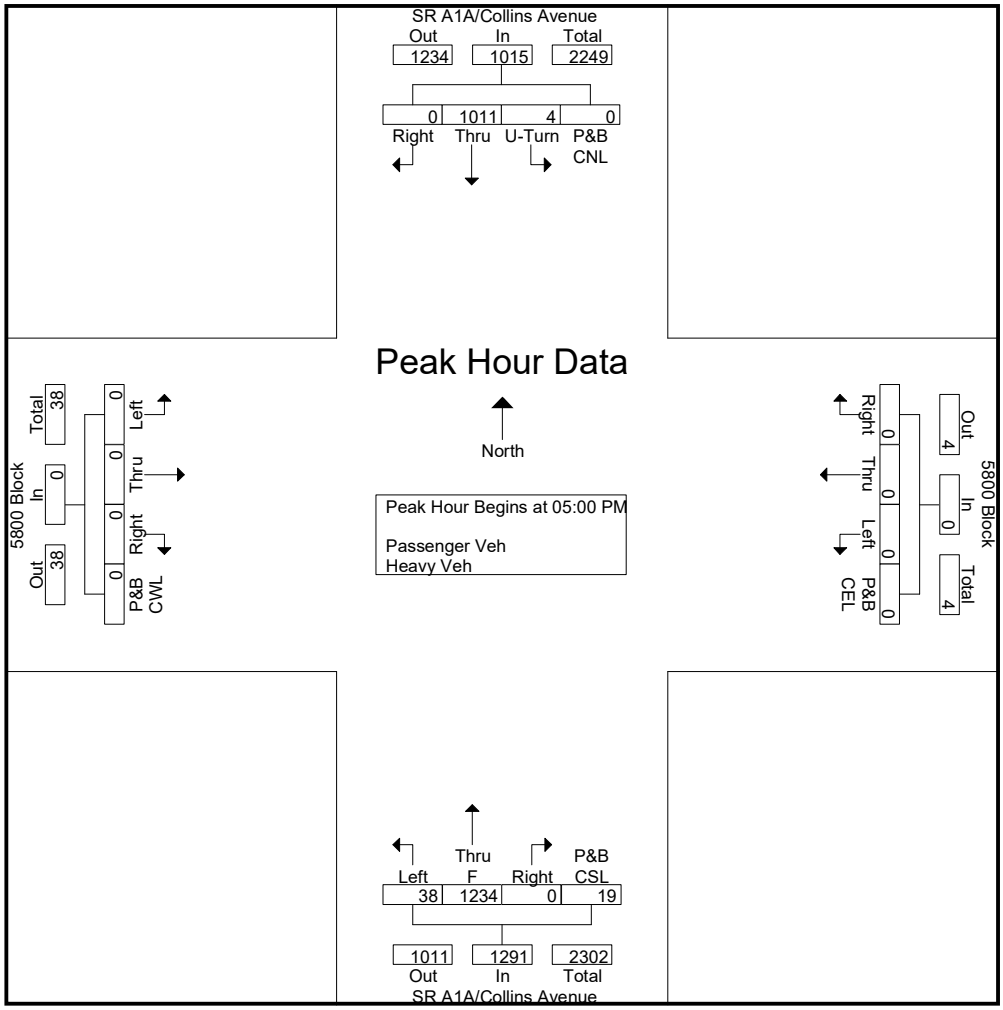
9594 NW 41st Street, Suite 201, Miami Florida, 33178

Turning Movement Count
SR A1A/Collins Avenue at 5800 Block

Weekday

File Name : SR A1A_Collins Ave at 5800 Blk
Site Code : 58001001
Start Date : 5/19/2011
Page No : 4

	SR A1A/Collins Avenue Southbound					5800 Block Westbound					SR A1A/Collins Avenue Northbound						5800 Block Eastbound					
Start Time	Right	Thru	U-Turn	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru ML	Thru F	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 02:30 PM to 06:45 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 05:00 PM																						
05:00 PM	0	255	2	0	257	0	0	0	0	0	0	285	19	8	4	316	0	0	0	0	0	573
05:15 PM	0	245	1	0	246	0	0	0	0	0	0	300	13	13	1	327	0	0	0	0	0	573
05:30 PM	0	259	1	0	260	0	0	0	0	0	0	302	16	7	10	335	0	0	0	0	0	595
05:45 PM	0	252	0	0	252	0	0	0	0	0	0	277	22	10	4	313	0	0	0	0	0	565
Total Volume	0	1011	4	0	1015	0	0	0	0	0	0	1164	70	38	19	1291	0	0	0	0	0	2306
% App. Total	0	99.6	0.4	0		0	0	0	0		0	90.2	5.4	2.9	1.5		0	0	0	0		
PHF	.000	.976	.500	.000	.976	.000	.000	.000	.000	.000	.000	.964	.795	.731	.475	.963	.000	.000	.000	.000	.000	.969



CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
Approx. 100 ft North of 5000 Block

Weekday

File Name : 100 N of 5000 Blk
Site Code : 00000002
Start Date : 10/27/2011
Page No : 1

Groups Printed- Passenger Veh - Heavy Veh

	SR A1A/Collins Avenue Southbound					Westbound					SR A1A/Collins Avenue Northbound				Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Thru ML to F	Thru F to ML	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	3
11:30 AM	0	0	0	0	0	0	0	0	0	0	1	4	0	5	0	0	0	0	0	5
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	0	0	1	12	0	13	0	0	0	0	0	13
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	4
12:15 PM	0	0	0	0	0	0	0	0	0	0	1	5	0	6	0	0	0	0	0	6
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	3
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	5
Total	0	0	0	0	0	0	0	0	0	0	1	17	0	18	0	0	0	0	0	18
*** BREAK ***																				
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	9	0	9	0	0	0	0	0	9
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	5	0	6	0	0	0	0	0	6
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	5
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	0	0	1	22	0	23	0	0	0	0	0	23
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	4
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	4
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	0	0	0	0	6
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	0	0	0	17	0	17	0	0	0	0	0	17
07:00 PM	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	4
Grand Total	0	0	0	0	0	0	0	0	0	0	3	72	0	75	0	0	0	0	0	75
Apprch %	0	0	0	0		0	0	0	0		4	96	0		0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	4	96	0	100	0	0	0	0	0	
Passenger Veh	0	0	0	0	0	0	0	0	0	0	3	72	0	75	0	0	0	0	0	75
% Passenger Veh	0	0	0	0	0	0	0	0	0	0	100	100	0	100	0	0	0	0	0	100
Heavy Veh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Veh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Counts
SR A1A/Collins Avenue - 400 ft North of 4900 Block

Weekday

File Name : SR A1A North of 4900 Blk
Site Code : 00000001
Start Date : 10/2/2011
Page No : 1

Groups Printed- Passenger Veh - Heavy Veh

	SR A1A/Collins Avenue Southbound						Westbound					SR A1A/Collins Avenue Northbound					Eastbound					
Start Time	Right	Thru	U-Turn ML	U-Turn F	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru ML-F	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
11:00 AM	0	0	0	1	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3
11:15 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
11:45 AM	0	0	0	1	0	1	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	4
Total	0	0	0	4	0	4	2	0	0	0	2	0	4	0	0	4	0	0	0	0	0	10
12:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	7
12:30 PM	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:45 PM	0	0	0	3	0	3	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	6
Total	0	0	0	6	0	6	2	0	0	0	2	0	9	0	0	9	0	0	0	0	0	17
*** BREAK ***																						
05:00 PM	0	0	1	1	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
05:45 PM	0	0	0	1	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3
Total	0	0	1	2	0	3	2	0	0	0	2	0	5	0	0	5	0	0	0	0	0	10
06:00 PM	0	0	1	2	0	3	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	6
06:15 PM	0	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
06:30 PM	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
06:45 PM	0	0	1	0	0	1	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	6
Total	0	0	3	4	0	7	4	0	0	0	4	0	6	0	0	6	0	0	0	0	0	17
07:00 PM	0	0	1	1	0	2	3	0	0	0	3	0	2	0	0	2	0	0	0	0	0	7
Grand Total	0	0	5	17	0	22	13	0	0	0	13	0	26	0	0	26	0	0	0	0	0	61
Apprch %	0	0	22.7	77.3	0		100	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	0	8.2	27.9	0	36.1	21.3	0	0	0	21.3	0	42.6	0	0	42.6	0	0	0	0	0	
Passenger Veh	0	0	5	17	0	22	13	0	0	0	13	0	25	0	0	25	0	0	0	0	0	60
% Passenger Veh	0	0	100	100	0	100	100	0	0	0	100	0	96.2	0	0	96.2	0	0	0	0	0	98.4
Heavy Veh	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Heavy Veh	0	0	0	0	0	0	0	0	0	0	0	0	3.8	0	0	3.8	0	0	0	0	0	1.6

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
Median Opening - 400 ft North of 5200 Block

Weekday

File Name : sr a1a north of 5000 blk
Site Code : 00000002
Start Date : 10/3/2011
Page No : 1

Groups Printed- Passenger Veh - Heavy Veh

	SR A1A/Collins Avenue Southbound				Median Opening - North of 5000 Block Westbound			SR A1A/Collins Avenue Northbound			
Start Time	Thru	U-Turn ML	U-Turn F	App. Total	Right	Left	App. Total	Right	Thru ML-F	App. Total	Int. Total
11:00 AM	0	1	8	9	10	0	10	0	6	6	25
11:15 AM	0	0	6	6	4	0	4	0	3	3	13
11:30 AM	0	0	4	4	7	0	7	0	5	5	16
11:45 AM	0	1	3	4	3	0	3	0	3	3	10
Total	0	2	21	23	24	0	24	0	17	17	64
12:00 PM	0	0	5	5	5	0	5	0	5	5	15
12:15 PM	0	0	3	3	5	0	5	0	7	7	15
12:30 PM	0	0	5	5	6	0	6	0	1	1	12
12:45 PM	0	0	6	6	5	0	5	0	1	1	12
Total	0	0	19	19	21	0	21	0	14	14	54
*** BREAK ***											
05:00 PM	0	0	4	4	8	0	8	0	8	8	20
05:15 PM	0	0	4	4	10	0	10	0	4	4	18
05:30 PM	0	0	8	8	2	0	2	0	11	11	21
05:45 PM	0	0	7	7	9	0	9	0	10	10	26
Total	0	0	23	23	29	0	29	0	33	33	85
06:00 PM	0	1	1	2	5	0	5	0	16	16	23
06:15 PM	0	0	3	3	4	0	4	0	10	10	17
06:30 PM	0	0	1	1	2	0	2	0	12	12	15
06:45 PM	0	0	6	6	3	0	3	0	7	7	16
Total	0	1	11	12	14	0	14	0	45	45	71
Grand Total	0	3	74	77	88	0	88	0	109	109	274
Apprch %	0	3.9	96.1		100	0		0	100		
Total %	0	1.1	27	28.1	32.1	0	32.1	0	39.8	39.8	
Passenger Veh	0	3	71	74	88	0	88	0	108	108	270
% Passenger Veh	0	100	95.9	96.1	100	0	100	0	99.1	99.1	98.5
Heavy Veh	0	0	3	3	0	0	0	0	1	1	4
% Heavy Veh	0	0	4.1	3.9	0	0	0	0	0.9	0.9	1.5

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
Median Opening at SR A1A/Collins Avenue at
190 ft North of 5200 Block
Weekday

File Name : sr a1a north of 5200 blk
Site Code : 00000001
Start Date : 10/3/2011
Page No : 1

Groups Printed- Passenger Veh - Heavy Veh

	SR A1A/Collins Avenue Southbound				Westbound				SR A1A/Collins Avenue Northbound					Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru ML to F	Thru F to ML	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
11:00 AM	0	0	0	0	7	0	0	7	0	1	5	0	6	0	0	0	0	13
11:15 AM	0	0	0	0	9	0	0	9	0	0	7	0	7	0	0	0	0	16
11:30 AM	0	0	0	0	7	0	0	7	0	1	1	0	2	0	0	0	0	9
11:45 AM	0	0	0	0	7	0	0	7	0	0	2	0	2	0	0	0	0	9
Total	0	0	0	0	30	0	0	30	0	2	15	0	17	0	0	0	0	47
12:00 PM	0	0	0	0	5	0	0	5	0	0	5	0	5	0	0	0	0	10
12:15 PM	0	0	0	0	3	0	0	3	0	0	6	0	6	0	0	0	0	9
12:30 PM	0	0	0	0	5	0	0	5	0	1	7	0	8	0	0	0	0	13
12:45 PM	0	0	0	0	6	0	0	6	0	3	7	0	10	0	0	0	0	16
Total	0	0	0	0	19	0	0	19	0	4	25	0	29	0	0	0	0	48
*** BREAK ***																		
05:00 PM	0	0	0	0	3	0	0	3	0	1	7	0	8	0	0	0	0	11
05:15 PM	0	0	0	0	5	0	0	5	0	1	4	0	5	0	0	0	0	10
05:30 PM	0	0	0	0	5	0	0	5	0	0	7	0	7	0	0	0	0	12
05:45 PM	0	0	0	0	11	0	0	11	0	0	4	0	4	0	0	0	0	15
Total	0	0	0	0	24	0	0	24	0	2	22	0	24	0	0	0	0	48
06:00 PM	0	0	0	0	3	0	0	3	0	1	6	0	7	0	0	0	0	10
06:15 PM	0	0	0	0	6	0	0	6	0	1	9	0	10	0	0	0	0	16
06:30 PM	0	0	0	0	5	0	0	5	0	0	6	0	6	0	0	0	0	11
06:45 PM	0	0	0	0	5	0	0	5	0	0	6	0	6	0	0	0	0	11
Total	0	0	0	0	19	0	0	19	0	2	27	0	29	0	0	0	0	48
Grand Total	0	0	0	0	92	0	0	92	0	10	89	0	99	0	0	0	0	191
Apprch %	0	0	0		100	0	0		0	10.1	89.9	0		0	0	0		
Total %	0	0	0	0	48.2	0	0	48.2	0	5.2	46.6	0	51.8	0	0	0	0	
Passenger Veh	0	0	0	0	88	0	0	88	0	10	88	0	98	0	0	0	0	186
% Passenger Veh	0	0	0	0	95.7	0	0	95.7	0	100	98.9	0	99	0	0	0	0	97.4
Heavy Veh	0	0	0	0	4	0	0	4	0	0	1	0	1	0	0	0	0	5
% Heavy Veh	0	0	0	0	4.3	0	0	4.3	0	0	1.1	0	1	0	0	0	0	2.6

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
Approx. 100 ft North of 5330 Block

Weekday

File Name : 100 ft N of 5330 Blk
Site Code : 00000001
Start Date : 10/27/2011
Page No : 1

Groups Printed- Passenger Veh - Heavy Veh

	SR A1A/Collins Avenue Southbound					Westbound					SR A1A/Collins Avenue Northbound				Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Thru ML to F	Thru F to ML	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	5
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	4
11:30 AM	0	0	0	0	0	0	0	0	0	0	1	7	0	8	0	0	0	0	0	8
11:45 AM	0	0	0	0	0	0	0	0	0	0	1	9	0	10	0	0	0	0	0	10
Total	0	0	0	0	0	0	0	0	0	0	2	25	0	27	0	0	0	0	0	27
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	5
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	8	0	8	0	0	0	0	0	8
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	7	0	7	0	0	0	0	0	7
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	9	0	9	0	0	0	0	0	9
Total	0	0	0	0	0	0	0	0	0	0	0	29	0	29	0	0	0	0	0	29
*** BREAK ***																				
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	13	0	13	0	0	0	0	0	13
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	6	0	7	0	0	0	0	0	7
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	0	0	0	0	6
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	0	0	0	0	6
Total	0	0	0	0	0	0	0	0	0	0	1	31	0	32	0	0	0	0	0	32
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	7	0	7	0	0	0	0	0	7
06:15 PM	0	0	0	0	0	0	0	0	0	0	1	8	0	9	0	0	0	0	0	9
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	5
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	0	0	0	0	6
Total	0	0	0	0	0	0	0	0	0	0	1	26	0	27	0	0	0	0	0	27
Grand Total	0	0	0	0	0	0	0	0	0	0	4	111	0	115	0	0	0	0	0	115
Apprch %	0	0	0	0		0	0	0	0		3.5	96.5	0		0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	3.5	96.5	0	100	0	0	0	0	0	
Passenger Veh	0	0	0	0	0	0	0	0	0	0	4	111	0	115	0	0	0	0	0	115
% Passenger Veh	0	0	0	0	0	0	0	0	0	0	100	100	0	100	0	0	0	0	0	100
Heavy Veh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Veh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A/Collins Avenue at 4900 Block

Weekend

File Name : SR A1A-Collins Ave at 4900 Blk
Site Code : 49001002
Start Date : 5/14/2011
Page No : 1

Groups Printed- Passenger Veh - Heavy Veh

	SR A1A/Collins Avenue Southbound							4900 Block Westbound					SR A1A/Collins Avenue Northbound							4900 Block Eastbound					
Start Time	Right	Thru	U-Turn ML	U-Turn F	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru ML	Thru F	Thru ML-F	Thru F-ML	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
05:00 PM	0	335	1	3	0	0	339	0	0	0	29	29	2	296	67	1	0	0	12	378	0	0	0	0	0	746
05:15 PM	0	343	1	5	0	0	349	0	0	0	8	8	0	272	57	3	0	0	0	332	0	0	0	0	0	689
05:30 PM	0	347	0	7	1	0	355	1	0	0	20	21	0	282	65	1	0	0	0	348	0	0	0	0	0	724
05:45 PM	0	342	1	5	2	0	350	0	0	0	11	11	3	271	58	1	0	0	10	343	0	0	0	0	0	704
Total	0	1367	3	20	3	0	1393	1	0	0	68	69	5	1121	247	6	0	0	22	1401	0	0	0	0	0	2863
06:00 PM	0	339	1	6	0	0	346	0	0	0	20	20	0	285	81	6	0	0	1	373	0	0	0	0	0	739
06:15 PM	0	342	0	7	0	0	349	0	0	0	25	25	3	275	72	0	0	0	6	356	0	0	0	0	0	730
06:30 PM	0	349	1	2	0	0	352	0	0	0	32	32	1	322	58	1	0	0	17	399	0	0	0	0	0	783
06:45 PM	0	364	0	4	1	0	369	0	0	0	20	20	1	296	64	0	0	0	13	374	0	0	0	0	0	763
Total	0	1394	2	19	1	0	1416	0	0	0	97	97	5	1178	275	7	0	0	37	1502	0	0	0	0	0	3015
Grand Total	0	2761	5	39	4	0	2809	1	0	0	165	166	10	2299	522	13	0	0	59	2903	0	0	0	0	0	5878
Apprch %	0	98.3	0.2	1.4	0.1	0		0.6	0	0	99.4		0.3	79.2	18	0.4	0	0	2		0	0	0	0		
Total %	0	47	0.1	0.7	0.1	0	47.8	0	0	0	2.8	2.8	0.2	39.1	8.9	0.2	0	0	1	49.4	0	0	0	0	0	
Passenger Veh	0	2720	5	39	4	0	2768	1	0	0	165	166	10	2267	503	13	0	0	59	2852	0	0	0	0	0	5786
% Passenger Veh	0	98.5	100	100	100	0	98.5	100	0	0	100	100	100	98.6	96.4	100	0	0	100	98.2	0	0	0	0	0	98.4
Heavy Veh	0	41	0	0	0	0	41	0	0	0	0	0	0	32	19	0	0	0	0	51	0	0	0	0	0	92
% Heavy Veh	0	1.5	0	0	0	0	1.5	0	0	0	0	0	0	1.4	3.6	0	0	0	0	1.8	0	0	0	0	0	1.6

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

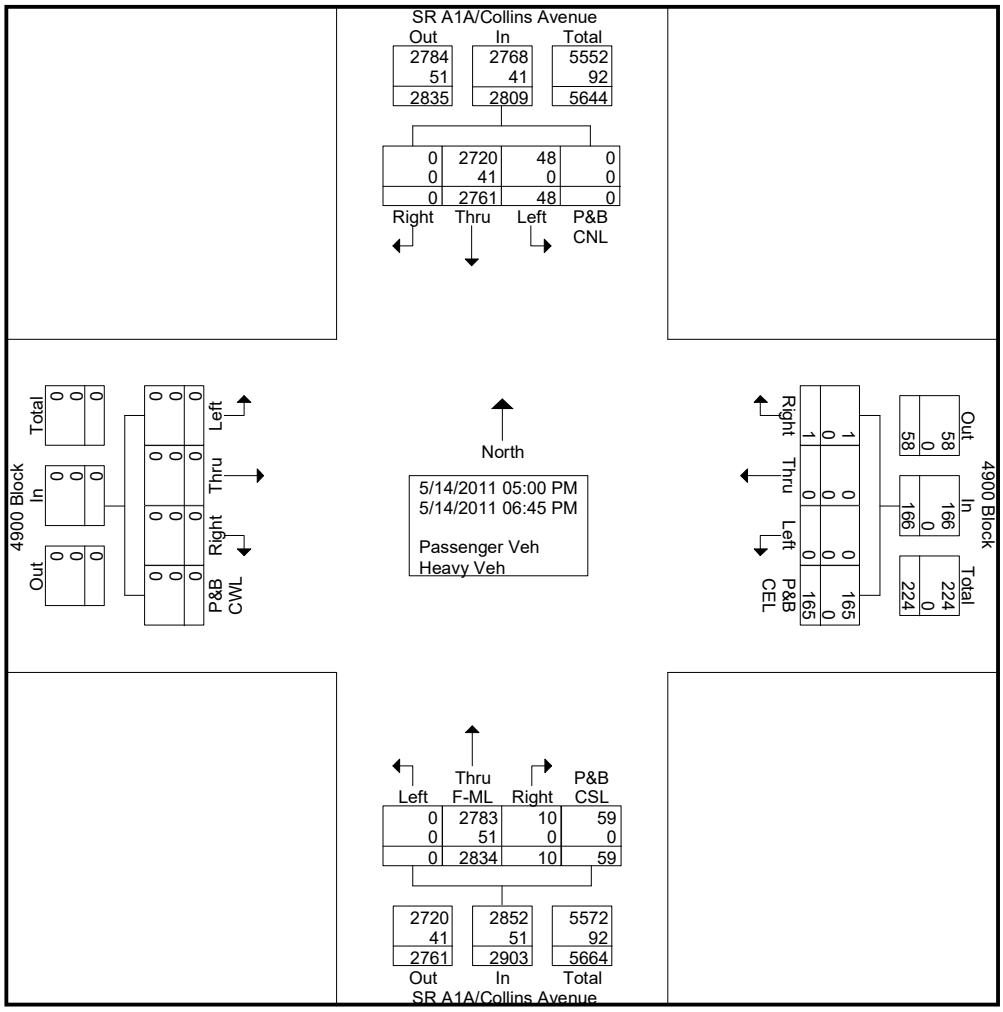
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A/Collins Avenue at 4900 Block

Weekend

File Name : SR A1A-Collins Ave at 4900 Blk
Site Code : 49001002
Start Date : 5/14/2011
Page No : 2



CH Perez and Associates Consulting Engineers Inc.

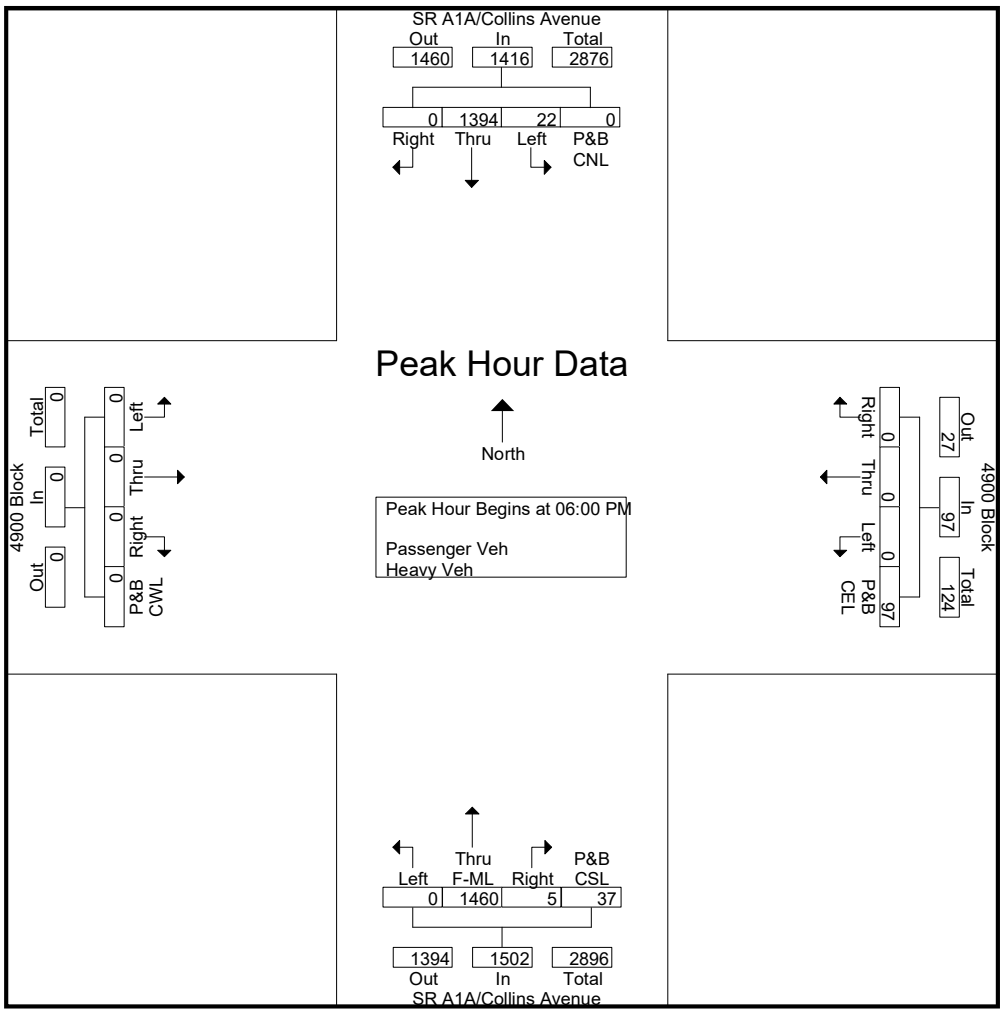
9594 NW 41st Street, Suite 201, Miami Florida, 33178

Turning Movement Count
SR A1A/Collins Avenue at 4900 Block

Weekend

File Name : SR A1A-Collins Ave at 4900 Blk
Site Code : 49001002
Start Date : 5/14/2011
Page No : 3

	SR A1A/Collins Avenue Southbound							4900 Block Westbound					SR A1A/Collins Avenue Northbound								4900 Block Eastbound					
Start Time	Right	Thru	U-Turn ML	U-Turn F	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru ML	Thru F	Thru ML-F	Thru F-ML	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 06:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 06:00 PM																										
06:00 PM	0	339	1	6	0	0	346	0	0	0	20	20	0	285	81	6	0	0	1	373	0	0	0	0	0	739
06:15 PM	0	342	0	7	0	0	349	0	0	0	25	25	3	275	72	0	0	0	6	356	0	0	0	0	0	730
06:30 PM	0	349	1	2	0	0	352	0	0	0	32	32	1	322	58	1	0	0	17	399	0	0	0	0	0	783
06:45 PM	0	364	0	4	1	0	369	0	0	0	20	20	1	296	64	0	0	0	13	374	0	0	0	0	0	763
Total Volume	0	1394	2	19	1	0	1416	0	0	0	97	97	5	1178	275	7	0	0	37	1502	0	0	0	0	0	3015
% App. Total	0	98.4	0.1	1.3	0.1	0		0	0	0	100		0.3	78.4	18.3	0.5	0	0	2.5		0	0	0	0		
PHF	.000	.957	.500	.679	.250	.000	.959	.000	.000	.000	.758	.758	.417	.915	.849	.292	.000	.000	.544	.941	.000	.000	.000	.000	.000	.963



CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A/Collins Avenue at 4900 Block

Weekend

File Name : sr a1a-collins ave at 4900 blk
Site Code : 49001002
Start Date : 5/14/2011
Page No : 1

Groups Printed- Heavy Veh

	SR A1A/Collins Avenue Southbound							4900 Block Westbound					SR A1A/Collins Avenue Northbound							4900 Block Eastbound					
Start Time	Right	Thru	U-Turn ML	U-Turn F	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru ML	Thru F	Thru ML-F	Thru F-ML	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
05:00 PM	0	5	0	0	0	0	5	0	0	0	0	0	0	3	2	0	0	0	0	5	0	0	0	0	0	10
05:15 PM	0	5	0	0	0	0	5	0	0	0	0	0	0	4	2	0	0	0	0	6	0	0	0	0	0	11
05:30 PM	0	7	0	0	0	0	7	0	0	0	0	0	0	5	2	0	0	0	0	7	0	0	0	0	0	14
05:45 PM	0	5	0	0	0	0	5	0	0	0	0	0	0	5	3	0	0	0	0	8	0	0	0	0	0	13
Total	0	22	0	0	0	0	22	0	0	0	0	0	0	17	9	0	0	0	0	26	0	0	0	0	0	48
06:00 PM	0	6	0	0	0	0	6	0	0	0	0	0	0	4	4	0	0	0	0	8	0	0	0	0	0	14
06:15 PM	0	7	0	0	0	0	7	0	0	0	0	0	0	6	4	0	0	0	0	10	0	0	0	0	0	17
06:30 PM	0	2	0	0	0	0	2	0	0	0	0	0	0	3	1	0	0	0	0	4	0	0	0	0	0	6
06:45 PM	0	4	0	0	0	0	4	0	0	0	0	0	0	2	1	0	0	0	0	3	0	0	0	0	0	7
Total	0	19	0	0	0	0	19	0	0	0	0	0	0	15	10	0	0	0	0	25	0	0	0	0	0	44
Grand Total	0	41	0	0	0	0	41	0	0	0	0	0	0	32	19	0	0	0	0	51	0	0	0	0	0	92
Apprch %	0	100	0	0	0	0		0	0	0	0		0	62.7	37.3	0	0	0	0		0	0	0	0		
Total %	0	44.6	0	0	0	0	44.6	0	0	0	0	0	0	34.8	20.7	0	0	0	0	55.4	0	0	0	0	0	

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A/Collins Avenue at 5000 Block

Weekend

File Name : SR A1A_Collins Ave at 5000 Blk
Site Code : 50001002
Start Date : 5/14/2011
Page No : 1

Groups Printed- Passenger Veh - Heavy Veh

	SR A1A/Collins avenue Southbound							5000 Block Westbound					SR A1A/Collins avenue Northbound								5000 Block Eastbound					
Start Time	Right	Thru	U-Turn ML	U-Turn F	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right F	Thru ML	Thru F	Thru MI-F	Thru F-ML	U-Turn ML	U-Turn F	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
05:00 PM	0	292	0	2	2	0	296	0	0	0	0	0	4	280	43	0	0	0	46	23	396	0	0	0	0	0	692
05:15 PM	0	302	1	0	1	14	318	0	0	0	0	0	2	273	39	1	0	2	35	6	358	0	0	0	0	0	676
05:30 PM	0	311	0	0	1	5	317	0	0	0	0	0	2	259	53	0	0	1	40	18	373	0	0	0	0	0	690
05:45 PM	0	300	1	1	0	7	309	0	0	0	0	0	3	255	45	5	0	0	53	13	374	0	0	0	0	0	683
Total	0	1205	2	3	4	26	1240	0	0	0	0	0	11	1067	180	6	0	3	174	60	1501	0	0	0	0	0	2741
06:00 PM	0	289	2	0	2	5	298	0	0	0	0	0	2	263	57	0	0	1	55	22	400	0	0	0	3	3	701
06:15 PM	0	297	1	1	0	7	306	0	0	0	0	0	3	270	44	0	0	3	52	31	403	0	0	0	7	7	716
06:30 PM	0	327	2	0	0	9	338	0	0	0	0	0	0	318	30	0	0	1	26	28	403	0	0	0	2	2	743
06:45 PM	0	323	0	2	0	6	331	0	0	0	0	0	4	272	34	0	0	1	54	30	395	0	0	0	0	0	726
Total	0	1236	5	3	2	27	1273	0	0	0	0	0	9	1123	165	0	0	6	187	111	1601	0	0	0	12	12	2886
Grand Total	0	2441	7	6	6	53	2513	0	0	0	0	0	20	2190	345	6	0	9	361	171	3102	0	0	0	12	12	5627
Apprch %	0	97.1	0.3	0.2	0.2	2.1		0	0	0	0		0.6	70.6	11.1	0.2	0	0.3	11.6	5.5		0	0	0	100		
Total %	0	43.4	0.1	0.1	0.1	0.9	44.7	0	0	0	0	0	0.4	38.9	6.1	0.1	0	0.2	6.4	3	55.1	0	0	0	0.2	0.2	
Passenger Veh	0	2420	7	6	6	53	2492	0	0	0	0	0	20	2169	323	6	0	9	353	171	3051	0	0	0	12	12	5555
% Passenger Veh	0	99.1	100	100	100	100	99.2	0	0	0	0	0	100	99	93.6	100	0	100	97.8	100	98.4	0	0	0	100	100	98.7
Heavy Veh	0	21	0	0	0	0	21	0	0	0	0	0	0	21	22	0	0	0	8	0	51	0	0	0	0	0	72
% Heavy Veh	0	0.9	0	0	0	0	0.8	0	0	0	0	0	0	1	6.4	0	0	0	2.2	0	1.6	0	0	0	0	0	1.3

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

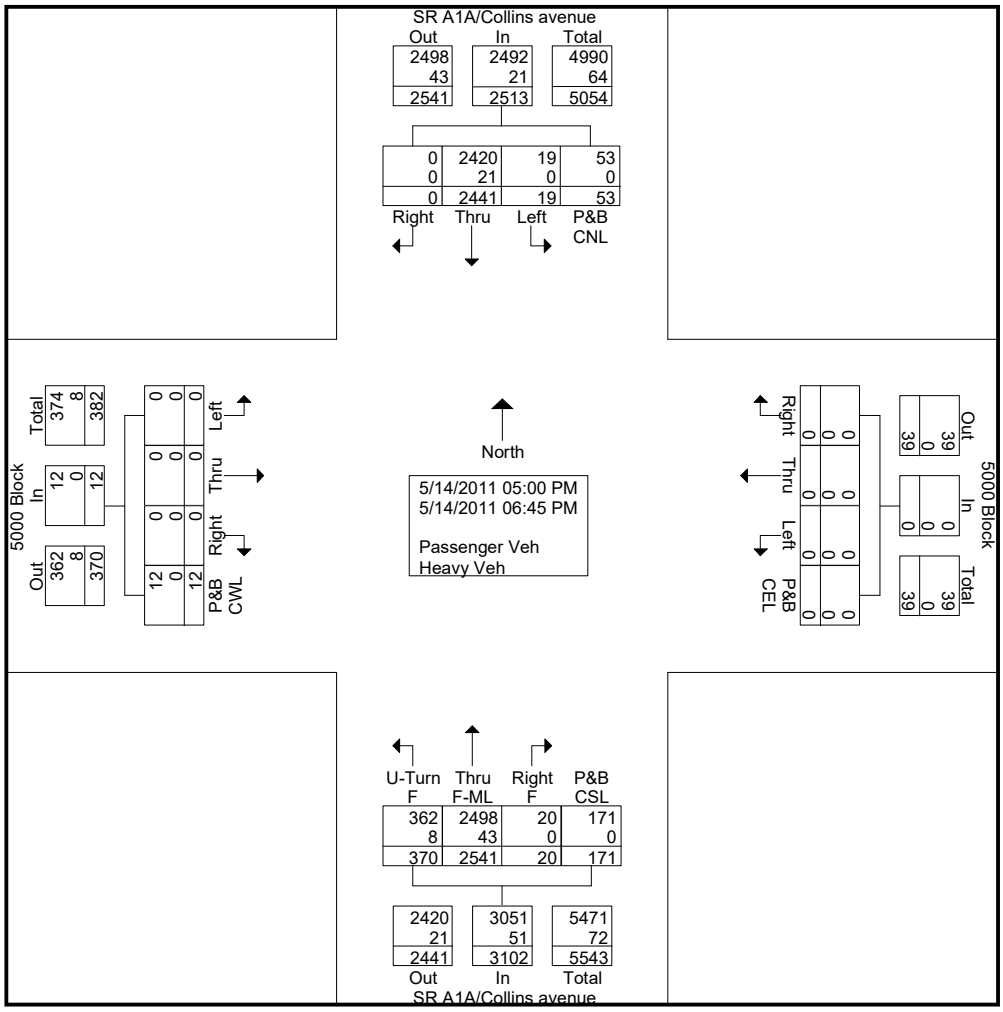
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A/Collins Avenue at 5000 Block

Weekend

File Name : SR A1A_Collins Ave at 5000 Blk
Site Code : 50001002
Start Date : 5/14/2011
Page No : 2



CH Perez and Associates Consulting Engineers Inc.

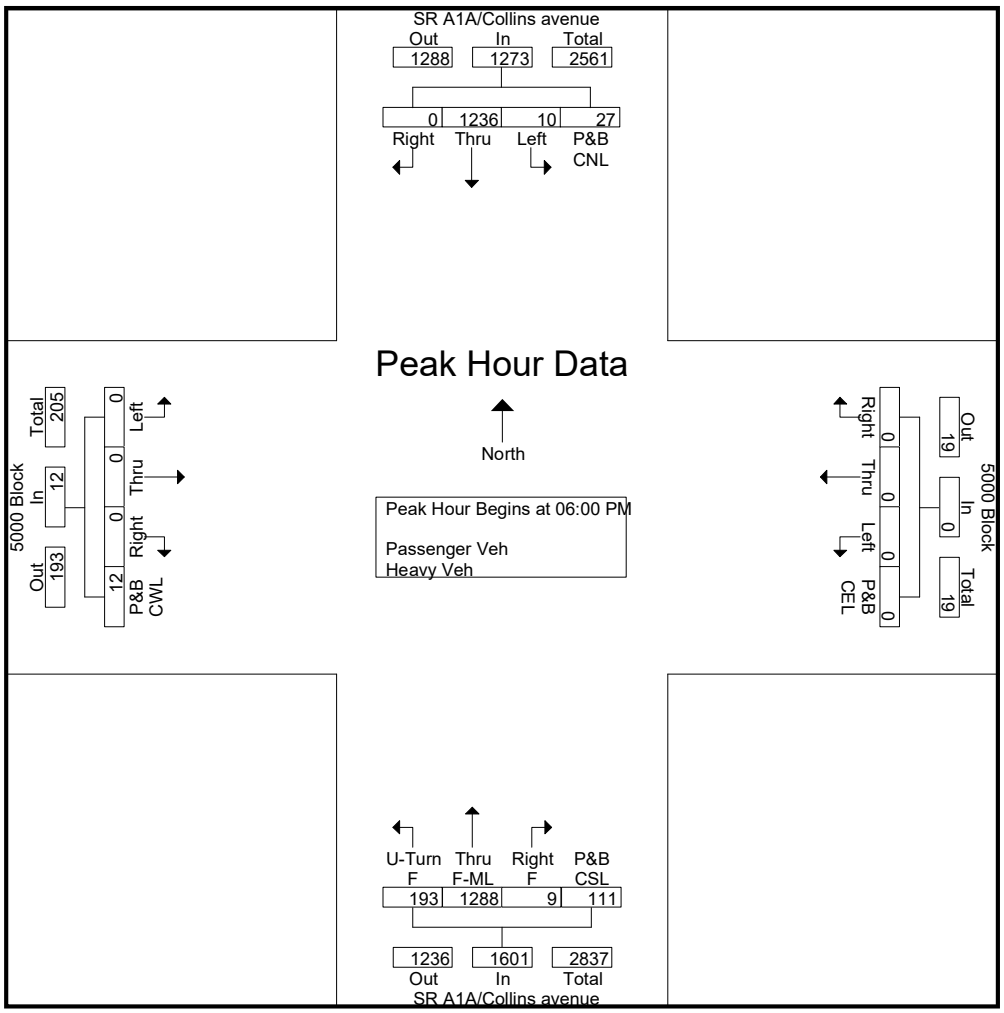
9594 NW 41st Street, Suite 201, Miami Florida, 33178

Turning Movement Count
SR A1A/Collins Avenue at 5000 Block

Weekend

File Name : SR A1A_Collins Ave at 5000 Blk
Site Code : 50001002
Start Date : 5/14/2011
Page No : 3

	SR A1A/Collins avenue Southbound							5000 Block Westbound					SR A1A/Collins avenue Northbound									5000 Block Eastbound					
Start Time	Right	Thru	U-Turn ML	U-Turn F	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right F	Thru ML	Thru F	Thru MI-F	Thru F-ML	U-Turn ML	U-Turn F	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 06:45 PM - Peak 1 of 1																											
Peak Hour for Entire Intersection Begins at 06:00 PM																											
06:00 PM	0	289	2	0	2	5	298	0	0	0	0	0	2	263	57	0	0	1	55	22	400	0	0	0	3	3	701
06:15 PM	0	297	1	1	0	7	306	0	0	0	0	0	3	270	44	0	0	3	52	31	403	0	0	0	7	7	716
06:30 PM	0	327	2	0	0	9	338	0	0	0	0	0	0	318	30	0	0	1	26	28	403	0	0	0	2	2	743
06:45 PM	0	323	0	2	0	6	331	0	0	0	0	0	4	272	34	0	0	1	54	30	395	0	0	0	0	0	726
Total Volume	0	1236	5	3	2	27	1273	0	0	0	0	0	9	1123	165	0	0	6	187	111	1601	0	0	0	12	12	2886
% App. Total	0	97.1	0.4	0.2	0.2	2.1		0	0	0	0		0.6	70.1	10.3	0	0	0.4	11.7	6.9		0	0	0	100		
PHF	.000	.945	.625	.375	.250	.750	.942	.000	.000	.000	.000	.000	.563	.883	.724	.000	.000	.500	.850	.895	.993	.000	.000	.000	.429	.429	.971



CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A/Collins Avenue at 5000 Block

Weekend

File Name : SR A1A_Collins Ave at 5000 Blk
Site Code : 50001002
Start Date : 5/14/2011
Page No : 1

Groups Printed- Heavy Veh

	SR A1A/Collins avenue Southbound							5000 Block Westbound					SR A1A/Collins avenue Northbound									5000 Block Eastbound					
Start Time	Right	Thru	U-Turn ML	U-Turn F	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right F	Thru ML	Thru F	Thru MI-F	Thru F-ML	U-Turn ML	U-Turn F	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
05:00 PM	0	2	0	0	0	0	2	0	0	0	0	0	0	1	2	0	0	0	0	0	3	0	0	0	0	0	5
05:15 PM	0	3	0	0	0	0	3	0	0	0	0	0	0	3	1	0	0	0	1	0	5	0	0	0	0	0	8
05:30 PM	0	6	0	0	0	0	6	0	0	0	0	0	0	1	3	0	0	0	1	0	5	0	0	0	0	0	11
05:45 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	4	4	0	0	0	1	0	9	0	0	0	0	0	10
Total	0	12	0	0	0	0	12	0	0	0	0	0	0	9	10	0	0	0	3	0	22	0	0	0	0	0	34
06:00 PM	0	2	0	0	0	0	2	0	0	0	0	0	0	4	4	0	0	0	1	0	9	0	0	0	0	0	11
06:15 PM	0	5	0	0	0	0	5	0	0	0	0	0	0	4	6	0	0	0	2	0	12	0	0	0	0	0	17
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	1	0	5	0	0	0	0	0	5
06:45 PM	0	2	0	0	0	0	2	0	0	0	0	0	0	1	1	0	0	0	1	0	3	0	0	0	0	0	5
Total	0	9	0	0	0	0	9	0	0	0	0	0	0	12	12	0	0	0	5	0	29	0	0	0	0	0	38
Grand Total	0	21	0	0	0	0	21	0	0	0	0	0	0	21	22	0	0	0	8	0	51	0	0	0	0	0	72
Apprch %	0	100	0	0	0	0		0	0	0	0		0	41.2	43.1	0	0	0	15.7	0		0	0	0	0		
Total %	0	29.2	0	0	0	0	29.2	0	0	0	0	0	0	29.2	30.6	0	0	0	11.1	0	70.8	0	0	0	0	0	

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A/Collins Avenue at 5200 Block

Weekend

File Name : SR A1A_Collins Ave at 5200 Blk
Site Code : 52001002
Start Date : 5/21/2011
Page No : 1

Groups Printed- Passenger Veh - Heavy Veh

	SR A1A/Collins Avenue Southbound							5200 Block Westbound					SR A1A/Collins Avenue Northbound								5200 Block Eastbound					
Start Time	Right	Thru	U-Turn ML	U-Turn F	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru ML	Thru F	Thru ML-F	U-Turn	U-Turn F	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
05:00 PM	0	291	0	1	2	3	297	0	0	0	11	11	3	272	28	0	0	12	0	315	0	0	0	0	0	623
05:15 PM	0	259	1	0	0	0	260	1	0	0	13	14	3	299	31	0	0	20	1	354	0	0	0	0	0	628
05:30 PM	0	293	0	0	3	0	296	0	0	0	8	8	5	273	29	2	4	19	0	332	0	0	0	0	0	636
05:45 PM	0	296	1	2	2	3	304	0	0	0	9	9	9	258	26	1	0	23	1	318	0	0	0	0	0	631
Total	0	1139	2	3	7	6	1157	1	0	0	41	42	20	1102	114	3	4	74	2	1319	0	0	0	0	0	2518
06:00 PM	0	304	0	0	2	3	309	0	0	0	5	5	6	305	31	1	1	11	0	355	0	0	0	0	0	669
06:15 PM	0	318	1	1	4	1	325	0	0	0	23	23	6	242	30	0	3	11	7	299	0	0	0	0	0	647
06:30 PM	0	301	0	1	8	3	313	0	0	0	16	16	3	248	35	3	1	21	6	317	0	0	0	0	0	646
06:45 PM	0	298	0	0	5	0	303	0	0	0	14	14	8	261	23	0	0	20	0	312	0	0	0	0	0	629
Total	0	1221	1	2	19	7	1250	0	0	0	58	58	23	1056	119	4	5	63	13	1283	0	0	0	0	0	2591
Grand Total	0	2360	3	5	26	13	2407	1	0	0	99	100	43	2158	233	7	9	137	15	2602	0	0	0	0	0	5109
Apprch %	0	98	0.1	0.2	1.1	0.5		1	0	0	99		1.7	82.9	9	0.3	0.3	5.3	0.6		0	0	0	0		
Total %	0	46.2	0.1	0.1	0.5	0.3	47.1	0	0	0	1.9	2	0.8	42.2	4.6	0.1	0.2	2.7	0.3	50.9	0	0	0	0	0	
Passenger Veh	0	2333	3	5	26	13	2380	1	0	0	99	100	43	2149	226	7	9	137	15	2586	0	0	0	0	0	5066
% Passenger Veh	0	98.9	100	100	100	100	98.9	100	0	0	100	100	100	99.6	97	100	100	100	100	99.4	0	0	0	0	0	99.2
Heavy Veh	0	27	0	0	0	0	27	0	0	0	0	0	0	9	7	0	0	0	0	16	0	0	0	0	0	43
% Heavy Veh	0	1.1	0	0	0	0	1.1	0	0	0	0	0	0	0.4	3	0	0	0	0	0.6	0	0	0	0	0	0.8

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

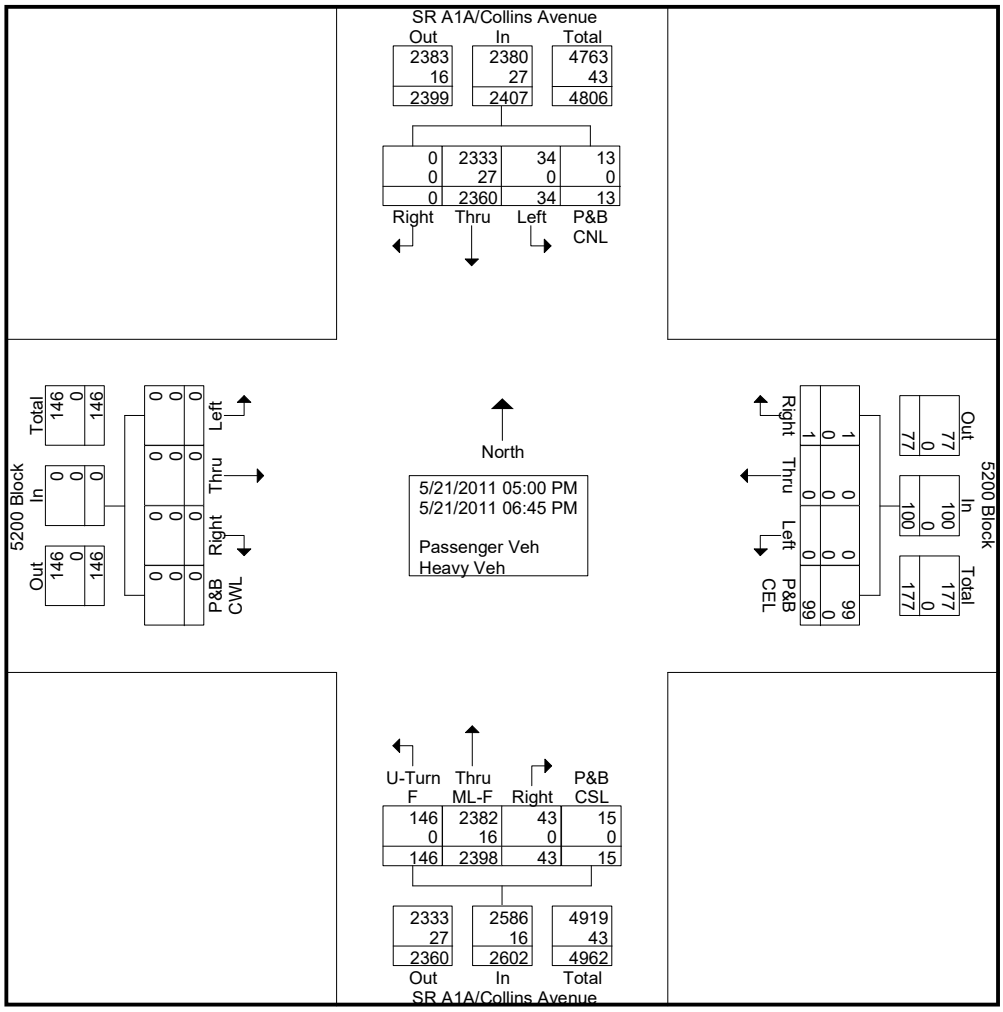
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A/Collins Avenue at 5200 Block

Weekend

File Name : SR A1A_Collins Ave at 5200 Blk
Site Code : 52001002
Start Date : 5/21/2011
Page No : 2



CH Perez and Associates Consulting Engineers Inc.

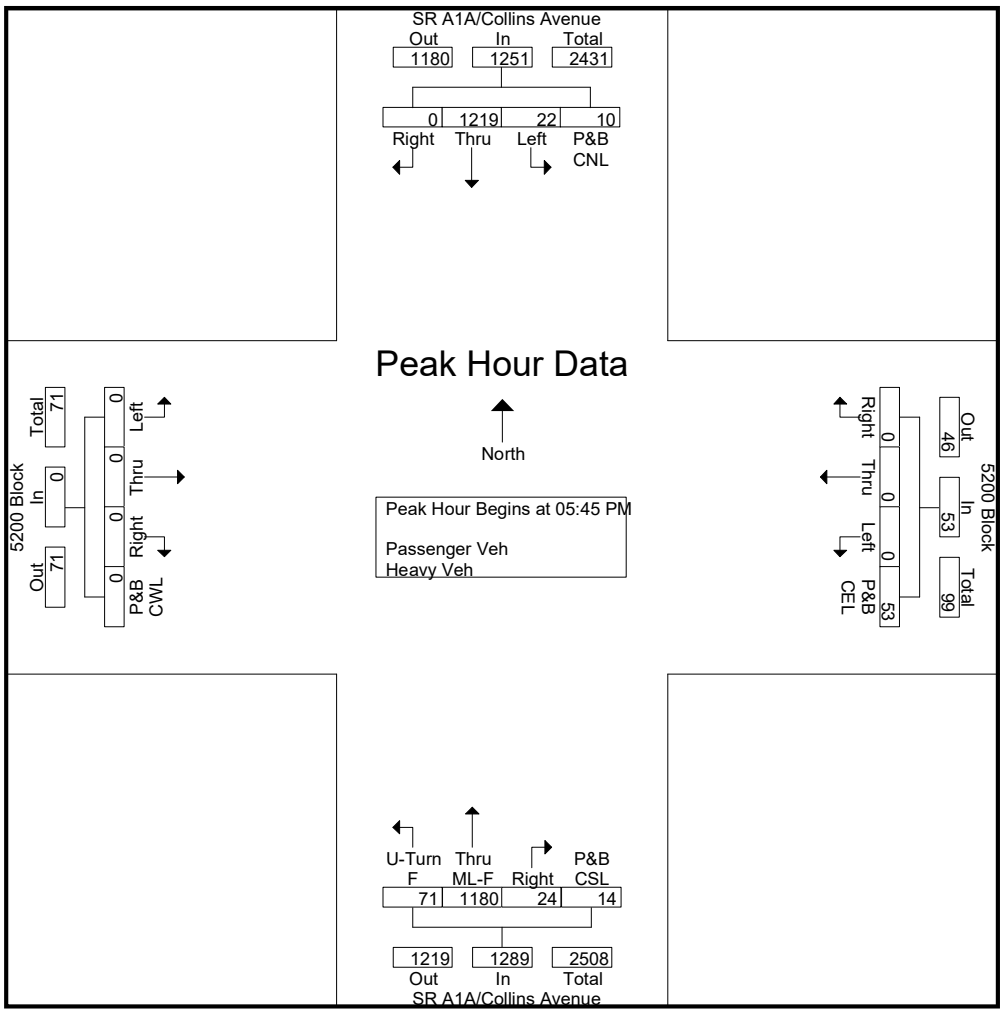
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File Name : SR A1A_Collins Ave at 5200 Blk
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Start Time	Right	Thru	U-Turn ML	U-Turn F	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru ML	Thru F	Thru ML-F	U-Turn	U-Turn F	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 06:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 05:45 PM																										
05:45 PM	0	296	1	2	2	3	304	0	0	0	9	9	9	258	26	1	0	23	1	318	0	0	0	0	0	631
06:00 PM	0	304	0	0	2	3	309	0	0	0	5	5	6	305	31	1	1	11	0	355	0	0	0	0	0	669
06:15 PM	0	318	1	1	4	1	325	0	0	0	23	23	6	242	30	0	3	11	7	299	0	0	0	0	0	647
06:30 PM	0	301	0	1	8	3	313	0	0	0	16	16	3	248	35	3	1	21	6	317	0	0	0	0	0	646
Total Volume	0	1219	2	4	16	10	1251	0	0	0	53	53	24	1053	122	5	5	66	14	1289	0	0	0	0	0	2593
% App. Total	0	97.4	0.2	0.3	1.3	0.8		0	0	0	100		1.9	81.7	9.5	0.4	0.4	5.1	1.1		0	0	0	0		
PHF	.000	.958	.500	.500	.500	.833	.962	.000	.000	.000	.576	.576	.667	.863	.871	.417	.417	.717	.500	.908	.000	.000	.000	.000	.000	.969



CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A/Collins Avenue at 5200 Block

Weekend

File Name : SR A1A_Collins Ave at 5200 Blk
Site Code : 52001002
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Groups Printed- Heavy Veh

	SR A1A/Collins Avenue Southbound							5200 Block Westbound					SR A1A/Collins Avenue Northbound							5200 Block Eastbound					
Start Time	Right	Thru	U-Turn ML	U-Turn F	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru ML	Thru F	Thru ML-F	U-Turn	U-Turn F	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
05:00 PM	0	3	0	0	0	0	3	0	0	0	0	0	0	2	1	0	0	0	0	3	0	0	0	0	0	6
05:15 PM	0	2	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	3
05:30 PM	0	3	0	0	0	0	3	0	0	0	0	0	0	1	2	0	0	0	0	3	0	0	0	0	0	6
05:45 PM	0	5	0	0	0	0	5	0	0	0	0	0	0	2	1	0	0	0	0	3	0	0	0	0	0	8
Total	0	13	0	0	0	0	13	0	0	0	0	0	0	5	5	0	0	0	0	10	0	0	0	0	0	23
06:00 PM	0	3	0	0	0	0	3	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0	5
06:15 PM	0	6	0	0	0	0	6	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0	8
06:30 PM	0	2	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	4
06:45 PM	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	14	0	0	0	0	14	0	0	0	0	0	0	4	2	0	0	0	0	6	0	0	0	0	0	20
Grand Total	0	27	0	0	0	0	27	0	0	0	0	0	0	9	7	0	0	0	0	16	0	0	0	0	0	43
Apprch %	0	100	0	0	0	0		0	0	0	0		0	56.2	43.8	0	0	0	0		0	0	0	0		
Total %	0	62.8	0	0	0	0	62.8	0	0	0	0	0	0	20.9	16.3	0	0	0	0	37.2	0	0	0	0	0	

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A/Collins Avenue at 5300 Block

Weekend

File Name : SR A1A_Collins Ave at 5300 Blk
Site Code : 53001002
Start Date : 5/21/2011
Page No : 1

Groups Printed- Passenger Veh - Heavy Veh

	SR A1A/Collins Avenue Southbound						5300 Block Westbound					SR A1A/Collins Avenue Northbound							5300 Block Eastbound					
Start Time	Right	Thru	U-Turn ML	U-Turn F	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru ML	Thru F	Thru ML-F	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
05:00 PM	0	285	7	2	2	296	0	0	0	0	0	0	256	39	13	0	12	320	0	0	0	0	0	616
05:15 PM	0	260	3	9	2	274	0	0	0	0	0	0	313	30	5	0	10	358	0	0	0	0	0	632
05:30 PM	0	295	5	1	10	311	0	0	0	0	0	0	267	39	15	0	13	334	0	0	0	0	0	645
05:45 PM	0	294	5	10	5	314	0	0	0	0	0	0	247	44	11	0	10	312	0	0	0	0	0	626
Total	0	1134	20	22	19	1195	0	0	0	0	0	0	1083	152	44	0	45	1324	0	0	0	0	0	2519
06:00 PM	0	306	5	3	8	322	0	0	0	0	0	0	297	50	5	0	10	362	0	0	0	0	0	684
06:15 PM	0	315	5	5	2	327	0	0	0	0	0	0	235	53	6	0	11	305	0	0	0	0	0	632
06:30 PM	0	301	6	2	13	322	0	0	0	0	0	0	251	47	12	0	13	323	0	0	0	0	0	645
06:45 PM	0	297	7	4	0	308	0	0	0	0	0	0	270	36	6	0	34	346	0	0	0	0	0	654
Total	0	1219	23	14	23	1279	0	0	0	0	0	0	1053	186	29	0	68	1336	0	0	0	0	0	2615
Grand Total	0	2353	43	36	42	2474	0	0	0	0	0	0	2136	338	73	0	113	2660	0	0	0	0	0	5134
Apprch %	0	95.1	1.7	1.5	1.7		0	0	0	0		0	80.3	12.7	2.7	0	4.2		0	0	0	0		
Total %	0	45.8	0.8	0.7	0.8	48.2	0	0	0	0	0	0	41.6	6.6	1.4	0	2.2	51.8	0	0	0	0	0	
Passenger Veh	0	2331	43	36	42	2452	0	0	0	0	0	0	2120	311	72	0	113	2616	0	0	0	0	0	5068
% Passenger Veh	0	99.1	100	100	100	99.1	0	0	0	0	0	0	99.3	92	98.6	0	100	98.3	0	0	0	0	0	98.7
Heavy Veh	0	22	0	0	0	22	0	0	0	0	0	0	16	27	1	0	0	44	0	0	0	0	0	66
% Heavy Veh	0	0.9	0	0	0	0.9	0	0	0	0	0	0	0.7	8	1.4	0	0	1.7	0	0	0	0	0	1.3

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

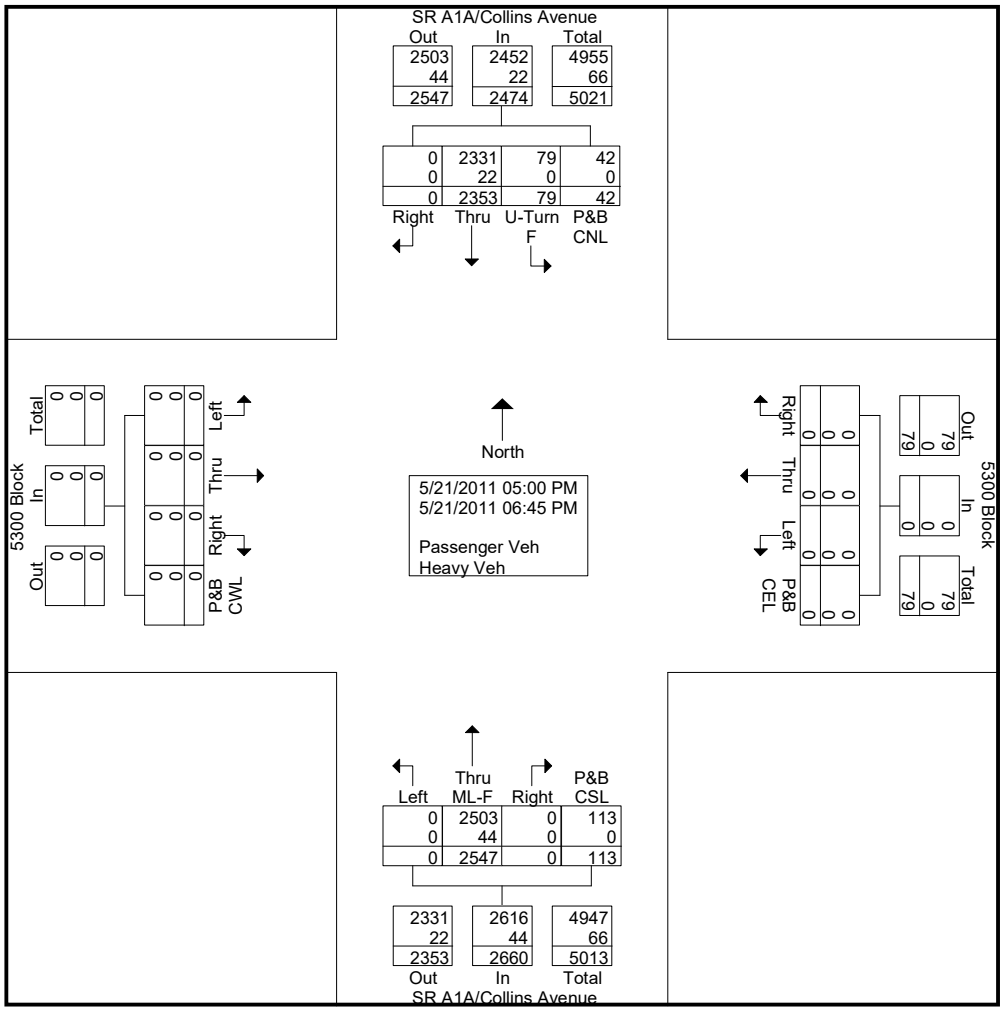
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A/Collins Avenue at 5300 Block

Weekend

File Name : SR A1A_Collins Ave at 5300 Blk
Site Code : 53001002
Start Date : 5/21/2011
Page No : 2



CH Perez and Associates Consulting Engineers Inc.

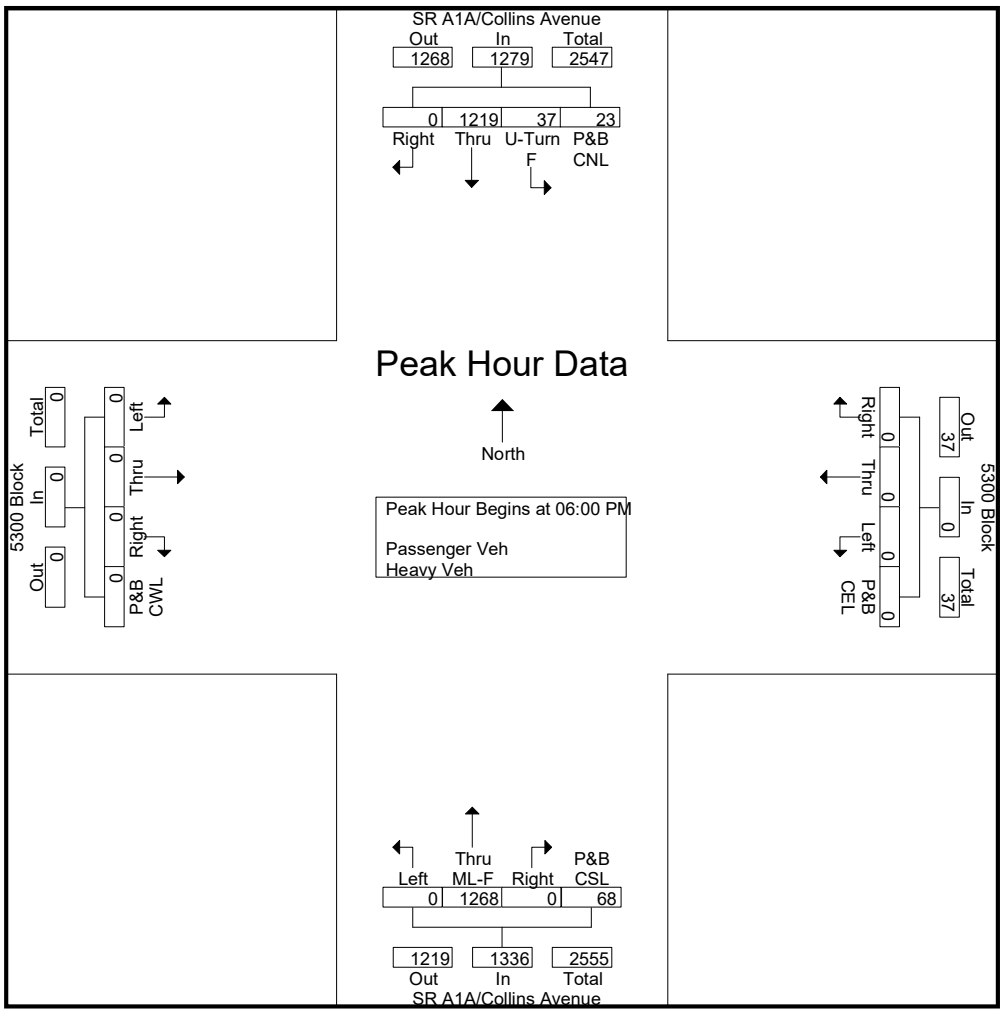
9594 NW 41st Street, Suite 201, Miami Florida, 33178

Turning Movement Count
SR A1A/Collins Avenue at 5300 Block

Weekend

File Name : SR A1A_Collins Ave at 5300 Blk
Site Code : 53001002
Start Date : 5/21/2011
Page No : 3

	SR A1A/Collins Avenue Southbound						5300 Block Westbound					SR A1A/Collins Avenue Northbound							5300 Block Eastbound					
Start Time	Right	Thru	U-Turn ML	U-Turn F	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru ML	Thru F	Thru ML-F	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 06:45 PM - Peak 1 of 1																								
Peak Hour for Entire Intersection Begins at 06:00 PM																								
06:00 PM	0	306	5	3	8	322	0	0	0	0	0	0	297	50	5	0	10	362	0	0	0	0	0	684
06:15 PM	0	315	5	5	2	327	0	0	0	0	0	0	235	53	6	0	11	305	0	0	0	0	0	632
06:30 PM	0	301	6	2	13	322	0	0	0	0	0	0	251	47	12	0	13	323	0	0	0	0	0	645
06:45 PM	0	297	7	4	0	308	0	0	0	0	0	0	270	36	6	0	34	346	0	0	0	0	0	654
Total Volume	0	1219	23	14	23	1279	0	0	0	0	0	0	1053	186	29	0	68	1336	0	0	0	0	0	2615
% App. Total	0	95.3	1.8	1.1	1.8		0	0	0	0		0	78.8	13.9	2.2	0	5.1		0	0	0	0		
PHF	.000	.967	.821	.700	.442	.978	.000	.000	.000	.000	.000	.000	.886	.877	.604	.000	.500	.923	.000	.000	.000	.000	.000	.956



CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A/Collins Avenue at 5300 Block

Weekend

File Name : SR A1A_Collins Ave at 5300 Blk
Site Code : 53001002
Start Date : 5/21/2011
Page No : 1

Groups Printed- Heavy Veh

	SR A1A/Collins Avenue Southbound						5300 Block Westbound					SR A1A/Collins Avenue Northbound							5300 Block Eastbound					
Start Time	Right	Thru	U-Turn ML	U-Turn F	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru ML	Thru F	Thru ML-F	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
05:00 PM	0	2	0	0	0	2	0	0	0	0	0	0	1	5	0	0	0	6	0	0	0	0	0	8
05:15 PM	0	2	0	0	0	2	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	4
05:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	3	5	1	0	0	9	0	0	0	0	0	10
05:45 PM	0	3	0	0	0	3	0	0	0	0	0	0	3	2	0	0	0	5	0	0	0	0	0	8
Total	0	8	0	0	0	8	0	0	0	0	0	0	8	13	1	0	0	22	0	0	0	0	0	30
06:00 PM	0	3	0	0	0	3	0	0	0	0	0	0	3	5	0	0	0	8	0	0	0	0	0	11
06:15 PM	0	4	0	0	0	4	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	9
06:30 PM	0	3	0	0	0	3	0	0	0	0	0	0	4	2	0	0	0	6	0	0	0	0	0	9
06:45 PM	0	4	0	0	0	4	0	0	0	0	0	0	1	2	0	0	0	3	0	0	0	0	0	7
Total	0	14	0	0	0	14	0	0	0	0	0	0	8	14	0	0	0	22	0	0	0	0	0	36
Grand Total	0	22	0	0	0	22	0	0	0	0	0	0	16	27	1	0	0	44	0	0	0	0	0	66
Apprch %	0	100	0	0	0		0	0	0	0		0	36.4	61.4	2.3	0	0		0	0	0	0		
Total %	0	33.3	0	0	0	33.3	0	0	0	0	0	0	24.2	40.9	1.5	0	0	66.7	0	0	0	0	0	

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A/Collins Avenue at 5330 Block

Weekend

File Name : SR A1A_Collins Ave at 5330 Blk
Site Code : 53301002
Start Date : 5/21/2011
Page No : 1

Groups Printed- Passenger Veh - Heavy Veh

	SR A1A/Collins Ave Southbound					5330 Block Westbound					SR A1A/Collins Ave Northbound							5330 Block Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru ML	Thru F	U-Turn ML	U-Turn F	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
05:00 PM	0	267	0	0	267	0	0	0	0	0	0	243	38	0	25	7	313	0	0	0	0	0	580
05:15 PM	0	255	0	0	255	0	0	0	0	0	0	317	26	0	18	2	363	0	0	0	0	0	618
05:30 PM	0	280	0	0	280	0	0	0	0	0	0	273	31	1	23	3	331	0	0	0	0	0	611
05:45 PM	0	292	0	0	292	0	0	0	0	0	0	249	36	0	11	4	300	0	0	0	0	0	592
Total	0	1094	0	0	1094	0	0	0	0	0	0	1082	131	1	77	16	1307	0	0	0	0	0	2401
06:00 PM	0	297	0	0	297	0	0	0	0	0	0	314	33	0	19	3	369	0	0	0	0	0	666
06:15 PM	0	301	0	0	301	0	0	0	0	0	0	240	37	2	25	0	304	0	0	0	0	0	605
06:30 PM	0	299	0	0	299	0	0	0	0	0	0	241	52	1	12	5	311	0	0	0	0	0	610
06:45 PM	0	280	0	0	280	0	0	0	0	0	0	272	35	0	22	1	330	0	0	0	0	0	610
Total	0	1177	0	0	1177	0	0	0	0	0	0	1067	157	3	78	9	1314	0	0	0	0	0	2491
Grand Total	0	2271	0	0	2271	0	0	0	0	0	0	2149	288	4	155	25	2621	0	0	0	0	0	4892
Apprch %	0	100	0	0		0	0	0	0		0	82	11	0.2	5.9	1		0	0	0	0		
Total %	0	46.4	0	0	46.4	0	0	0	0	0	0	43.9	5.9	0.1	3.2	0.5	53.6	0	0	0	0	0	
Passenger Veh	0	2219	0	0	2219	0	0	0	0	0	0	2134	264	4	154	25	2581	0	0	0	0	0	4800
% Passenger Veh	0	97.7	0	0	97.7	0	0	0	0	0	0	99.3	91.7	100	99.4	100	98.5	0	0	0	0	0	98.1
Heavy Veh	0	52	0	0	52	0	0	0	0	0	0	15	24	0	1	0	40	0	0	0	0	0	92
% Heavy Veh	0	2.3	0	0	2.3	0	0	0	0	0	0	0.7	8.3	0	0.6	0	1.5	0	0	0	0	0	1.9

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

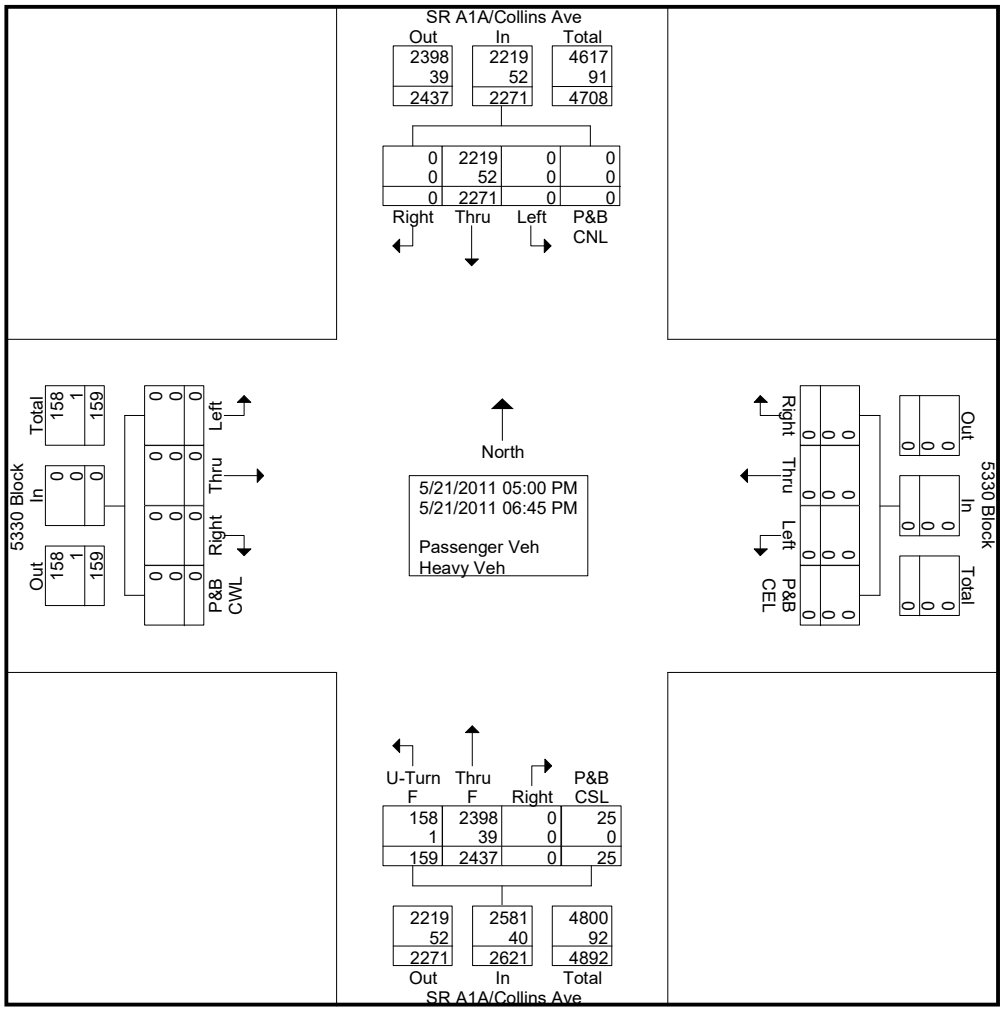
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A/Collins Avenue at 5330 Block

Weekend

File Name : SR A1A_Collins Ave at 5330 Blk
Site Code : 53301002
Start Date : 5/21/2011
Page No : 2



CH Perez and Associates Consulting Engineers Inc.

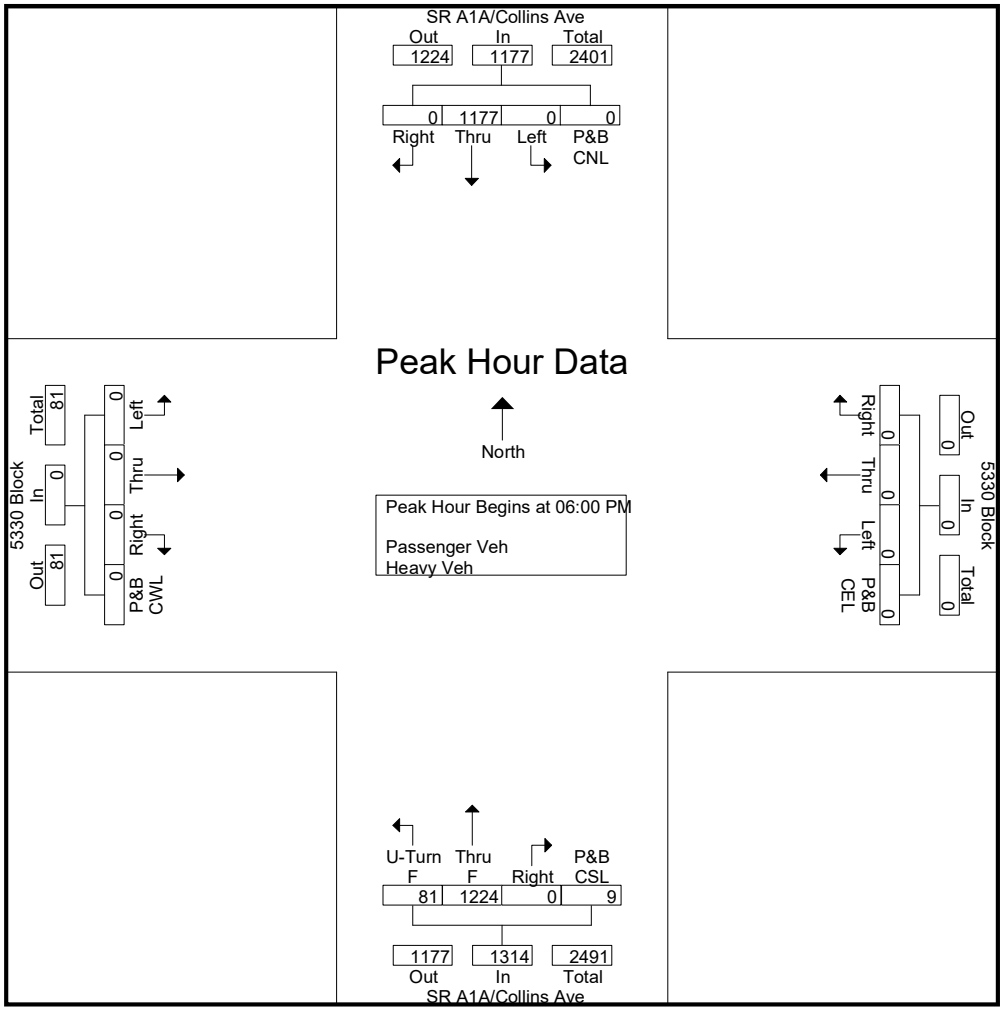
9594 NW 41st Street, Suite 201, Miami Florida, 33178

Turning Movement Count
SR A1A/Collins Avenue at 5330 Block

Weekend

File Name : SR A1A_Collins Ave at 5330 Blk
Site Code : 53301002
Start Date : 5/21/2011
Page No : 3

	SR A1A/Collins Ave Southbound					5330 Block Westbound					SR A1A/Collins Ave Northbound							5330 Block Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru ML	Thru F	U-Turn ML	U-Turn F	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 06:45 PM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 06:00 PM																							
06:00 PM	0	297	0	0	297	0	0	0	0	0	0	314	33	0	19	3	369	0	0	0	0	0	666
06:15 PM	0	301	0	0	301	0	0	0	0	0	0	240	37	2	25	0	304	0	0	0	0	0	605
06:30 PM	0	299	0	0	299	0	0	0	0	0	0	241	52	1	12	5	311	0	0	0	0	0	610
06:45 PM	0	280	0	0	280	0	0	0	0	0	0	272	35	0	22	1	330	0	0	0	0	0	610
Total Volume	0	1177	0	0	1177	0	0	0	0	0	0	1067	157	3	78	9	1314	0	0	0	0	0	2491
% App. Total	0	100	0	0		0	0	0	0		0	81.2	11.9	0.2	5.9	0.7		0	0	0	0		
PHF	.000	.978	.000	.000	.978	.000	.000	.000	.000	.000	.000	.850	.755	.375	.780	.450	.890	.000	.000	.000	.000	.000	.935



CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A/Collins Avenue at 5330 Block

Weekend

File Name : SR A1A_Collins Ave at 5330 Blk
Site Code : 53301002
Start Date : 5/21/2011
Page No : 1

Groups Printed- Heavy Veh

	SR A1A/Collins Ave Southbound					5330 Block Westbound					SR A1A/Collins Ave Northbound							5330 Block Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru ML	Thru F	U-Turn ML	U-Turn F	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
05:00 PM	0	5	0	0	5	0	0	0	0	0	0	1	5	0	0	0	6	0	0	0	0	0	11
05:15 PM	0	7	0	0	7	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	9
05:30 PM	0	9	0	0	9	0	0	0	0	0	0	2	6	0	0	0	8	0	0	0	0	0	17
05:45 PM	0	5	0	0	5	0	0	0	0	0	0	3	1	0	0	0	4	0	0	0	0	0	9
Total	0	26	0	0	26	0	0	0	0	0	0	6	14	0	0	0	20	0	0	0	0	0	46
06:00 PM	0	8	0	0	8	0	0	0	0	0	0	1	1	0	1	0	3	0	0	0	0	0	11
06:15 PM	0	6	0	0	6	0	0	0	0	0	0	4	5	0	0	0	9	0	0	0	0	0	15
06:30 PM	0	5	0	0	5	0	0	0	0	0	0	2	2	0	0	0	4	0	0	0	0	0	9
06:45 PM	0	7	0	0	7	0	0	0	0	0	0	2	2	0	0	0	4	0	0	0	0	0	11
Total	0	26	0	0	26	0	0	0	0	0	0	9	10	0	1	0	20	0	0	0	0	0	46
Grand Total	0	52	0	0	52	0	0	0	0	0	0	15	24	0	1	0	40	0	0	0	0	0	92
Apprch %	0	100	0	0		0	0	0	0		0	37.5	60	0	2.5	0		0	0	0	0		
Total %	0	56.5	0	0	56.5	0	0	0	0	0	0	16.3	26.1	0	1.1	0	43.5	0	0	0	0	0	

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A/Collins Avenue at 5445 Block ENT

Weekend

File Name : sr a1a_collins ave at 5445 blk ent
Site Code : 54401002
Start Date : 5/21/2011
Page No : 1

Groups Printed- Passenger Veh - Heavy Veh

	SR A1A/Collins Avenue Southbound						5445 Block Westbound					SR A1A/Collins Avenue Northbound							5445 Block Eastbound					
Start Time	Right	Thru	U-Turn ML	U-Turn F	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right F	Thru ML	Thru F	Thru ML-F	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
05:00 PM	0	269	8	1	1	279	0	0	0	11	11	5	277	28	1	0	2	313	0	0	0	5	5	608
05:15 PM	0	250	6	0	1	257	0	0	0	14	14	6	286	30	3	0	1	326	0	0	0	8	8	605
05:30 PM	0	292	6	0	1	299	0	0	0	9	9	6	248	45	3	0	1	303	0	0	0	12	12	623
05:45 PM	0	285	13	4	0	302	0	0	0	12	12	3	234	35	1	0	0	273	0	0	0	2	2	589
Total	0	1096	33	5	3	1137	0	0	0	46	46	20	1045	138	8	0	4	1215	0	0	0	27	27	2425
06:00 PM	0	294	8	6	4	312	0	0	0	20	20	9	232	33	3	0	4	281	0	0	0	5	5	618
06:15 PM	0	294	14	1	0	309	0	0	0	12	12	13	279	41	2	0	2	337	0	0	0	4	4	662
06:30 PM	0	310	7	6	6	329	0	0	0	13	13	4	242	48	2	0	4	300	0	0	0	11	11	653
06:45 PM	0	292	7	0	2	301	0	0	0	8	8	2	221	31	1	0	3	258	0	0	0	2	2	569
Total	0	1190	36	13	12	1251	0	0	0	53	53	28	974	153	8	0	13	1176	0	0	0	22	22	2502
Grand Total	0	2286	69	18	15	2388	0	0	0	99	99	48	2019	291	16	0	17	2391	0	0	0	49	49	4927
Apprch %	0	95.7	2.9	0.8	0.6		0	0	0	100		2	84.4	12.2	0.7	0	0.7		0	0	0	100		
Total %	0	46.4	1.4	0.4	0.3	48.5	0	0	0	2	2	1	41	5.9	0.3	0	0.3	48.5	0	0	0	1	1	
Passenger Veh	0	2218	69	18	15	2320	0	0	0	99	99	47	2013	249	16	0	17	2342	0	0	0	49	49	4810
% Passenger Veh	0	97	100	100	100	97.2	0	0	0	100	100	97.9	99.7	85.6	100	0	100	98	0	0	0	100	100	97.6
Heavy Veh	0	68	0	0	0	68	0	0	0	0	0	1	6	42	0	0	0	49	0	0	0	0	0	117
% Heavy Veh	0	3	0	0	0	2.8	0	0	0	0	0	2.1	0.3	14.4	0	0	0	2	0	0	0	0	0	2.4

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

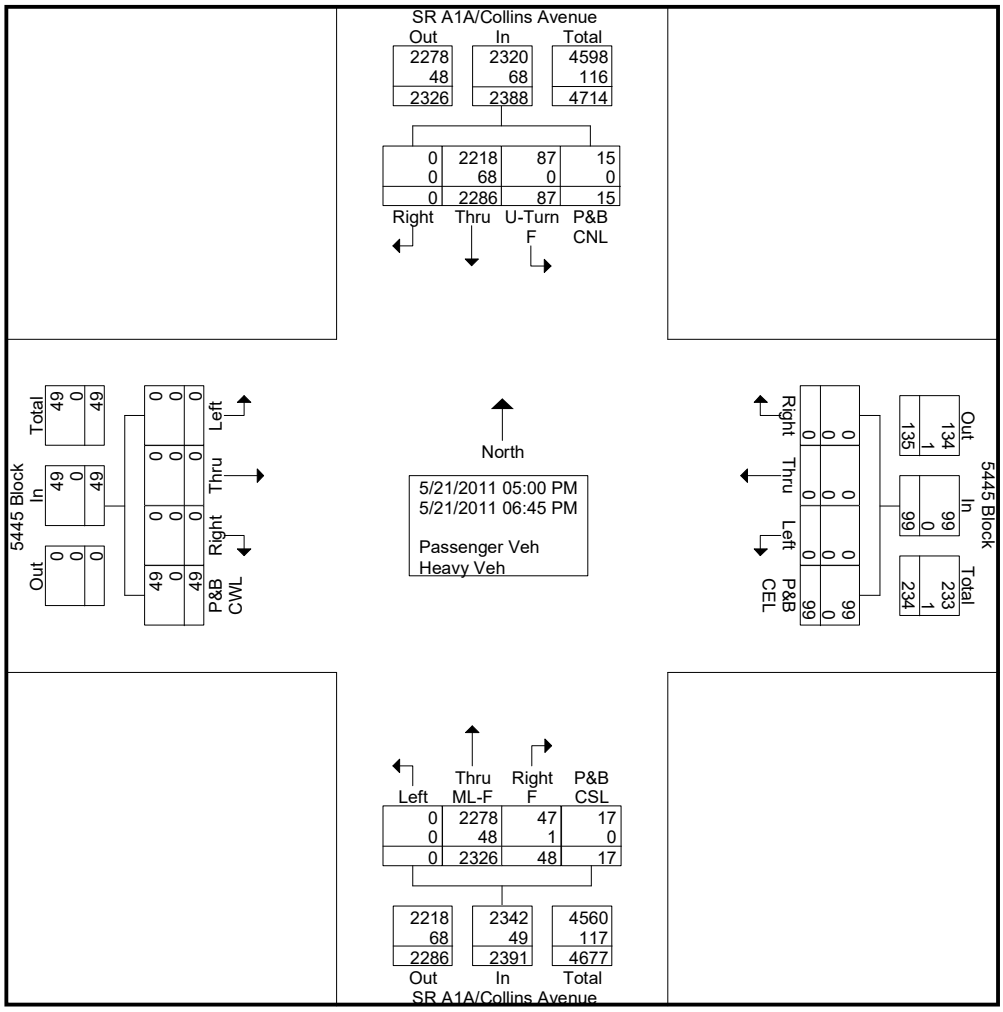
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A/Collins Avenue at 5445 Block ENT

Weekend

File Name : sr a1a_collins ave at 5445 blk ent
Site Code : 54401002
Start Date : 5/21/2011
Page No : 2



CH Perez and Associates Consulting Engineers Inc.

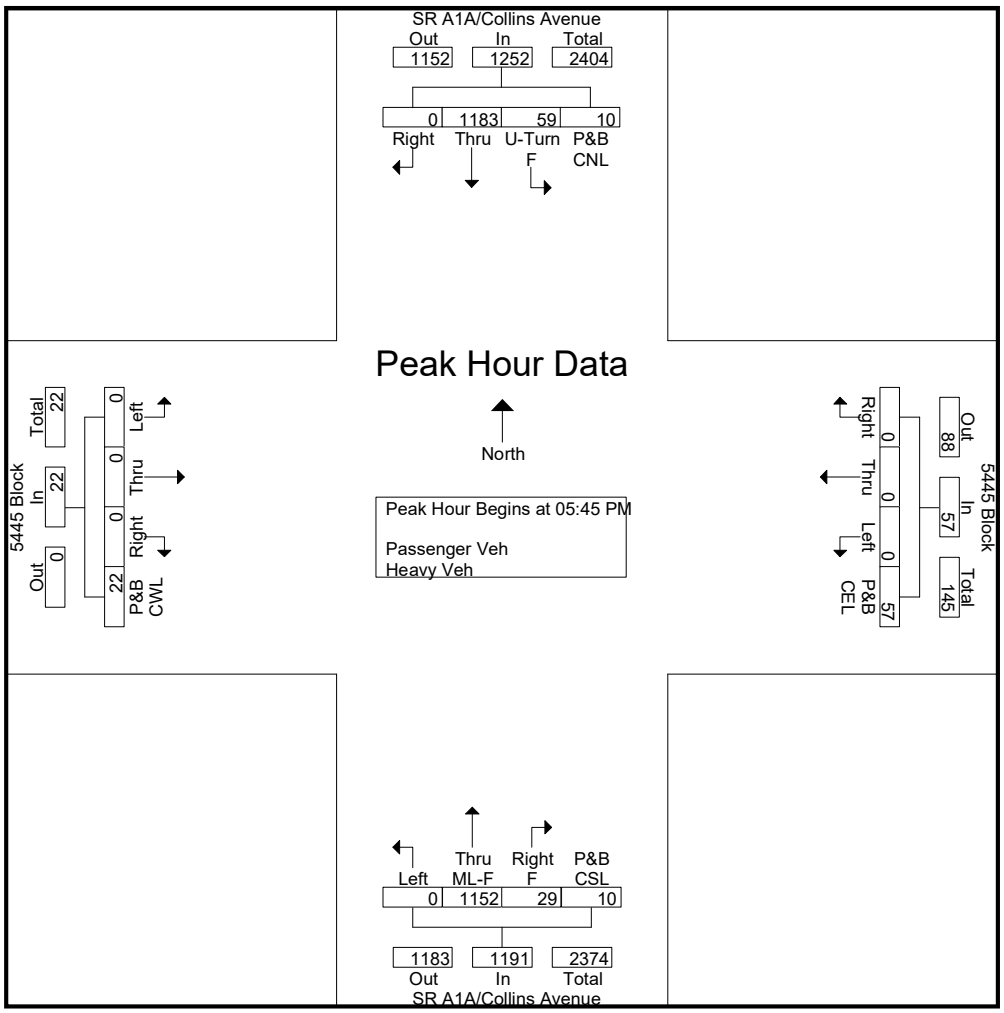
9594 NW 41st Street, Suite 201, Miami Florida, 33178

Turning Movement Count
SR A1A/Collins Avenue at 5445 Block ENT

Weekend

File Name : sr a1a_collins ave at 5445 blk ent
Site Code : 54401002
Start Date : 5/21/2011
Page No : 3

	SR A1A/Collins Avenue Southbound						5445 Block Westbound					SR A1A/Collins Avenue Northbound							5445 Block Eastbound					
Start Time	Right	Thru	U-Turn ML	U-Turn F	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right F	Thru ML	Thru F	Thru ML-F	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 06:45 PM - Peak 1 of 1																								
Peak Hour for Entire Intersection Begins at 05:45 PM																								
05:45 PM	0	285	13	4	0	302	0	0	0	12	12	3	234	35	1	0	0	273	0	0	0	2	2	589
06:00 PM	0	294	8	6	4	312	0	0	0	20	20	9	232	33	3	0	4	281	0	0	0	5	5	618
06:15 PM	0	294	14	1	0	309	0	0	0	12	12	13	279	41	2	0	2	337	0	0	0	4	4	662
06:30 PM	0	310	7	6	6	329	0	0	0	13	13	4	242	48	2	0	4	300	0	0	0	11	11	653
Total Volume	0	1183	42	17	10	1252	0	0	0	57	57	29	987	157	8	0	10	1191	0	0	0	22	22	2522
% App. Total	0	94.5	3.4	1.4	0.8		0	0	0	100		2.4	82.9	13.2	0.7	0	0.8		0	0	0	100		
PHF	.000	.954	.750	.708	.417	.951	.000	.000	.000	.713	.713	.558	.884	.818	.667	.000	.625	.884	.000	.000	.000	.500	.500	.952



CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A/Collins Avenue at 5445 Block ENT

Weekend

File Name : sr a1a_collins ave at 5445 blk ent
Site Code : 54401002
Start Date : 5/21/2011
Page No : 1

Groups Printed- Heavy Veh

	SR A1A/Collins Avenue Southbound						5445 Block Westbound					SR A1A/Collins Avenue Northbound							5445 Block Eastbound					
Start Time	Right	Thru	U-Turn ML	U-Turn F	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right F	Thru ML	Thru F	Thru ML-F	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
05:00 PM	0	8	0	0	0	8	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	13
05:15 PM	0	7	0	0	0	7	0	0	0	0	0	0	1	6	0	0	0	7	0	0	0	0	0	14
05:30 PM	0	11	0	0	0	11	0	0	0	0	0	0	1	4	0	0	0	5	0	0	0	0	0	16
05:45 PM	0	9	0	0	0	9	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	13
Total	0	35	0	0	0	35	0	0	0	0	0	0	2	19	0	0	0	21	0	0	0	0	0	56
06:00 PM	0	10	0	0	0	10	0	0	0	0	0	0	1	4	0	0	0	5	0	0	0	0	0	15
06:15 PM	0	7	0	0	0	7	0	0	0	0	0	0	2	7	0	0	0	9	0	0	0	0	0	16
06:30 PM	0	8	0	0	0	8	0	0	0	0	0	1	1	6	0	0	0	8	0	0	0	0	0	16
06:45 PM	0	8	0	0	0	8	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	14
Total	0	33	0	0	0	33	0	0	0	0	0	1	4	23	0	0	0	28	0	0	0	0	0	61
Grand Total	0	68	0	0	0	68	0	0	0	0	0	1	6	42	0	0	0	49	0	0	0	0	0	117
Apprch %	0	100	0	0	0		0	0	0	0		2	12.2	85.7	0	0	0		0	0	0	0		
Total %	0	58.1	0	0	0	58.1	0	0	0	0	0	0.9	5.1	35.9	0	0	0	41.9	0	0	0	0	0	

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A/Collins Avenue at 5445 Block EXIT

Weekend

File Name : SR A1A_Collins Ave at 5445 Blk EXIT
Site Code : 54450102
Start Date : 5/21/2011
Page No : 1

Groups Printed- Passenger Veh - Heavy Veh

	SR A1A/Collins Avenue Southbound					5445 Block Westbound					SR A1A/Collins Avenue Northbound								5445 Block Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right F	Thru ML	Thru F	Thru ML-F	U-Turn ML	U-Turn F	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
05:00 PM	0	255	0	0	255	4	0	0	0	4	0	237	24	0	9	3	0	273	0	0	0	0	0	532
05:15 PM	0	228	0	4	232	4	0	0	0	4	1	267	29	0	9	7	0	313	0	0	0	0	0	549
05:30 PM	0	270	0	1	271	2	0	0	0	2	2	242	37	1	12	8	0	302	0	0	0	0	0	575
05:45 PM	0	274	0	0	274	2	0	0	0	2	0	236	28	0	8	9	0	281	0	0	0	0	0	557
Total	0	1027	0	5	1032	12	0	0	0	12	3	982	118	1	38	27	0	1169	0	0	0	0	0	2213
06:00 PM	0	290	0	0	290	4	0	0	0	4	0	235	27	0	5	10	0	277	0	0	0	0	0	571
06:15 PM	0	272	0	1	273	4	0	0	0	4	1	277	40	0	8	12	0	338	0	0	0	0	0	615
06:30 PM	0	290	0	4	294	7	0	0	0	7	0	250	40	0	10	5	0	305	0	0	0	0	0	606
06:45 PM	0	269	0	0	269	2	0	0	0	2	0	208	24	0	12	6	0	250	0	0	0	0	0	521
Total	0	1121	0	5	1126	17	0	0	0	17	1	970	131	0	35	33	0	1170	0	0	0	0	0	2313
Grand Total	0	2148	0	10	2158	29	0	0	0	29	4	1952	249	1	73	60	0	2339	0	0	0	0	0	4526
Apprch %	0	99.5	0	0.5		100	0	0	0		0.2	83.5	10.6	0	3.1	2.6	0		0	0	0	0		
Total %	0	47.5	0	0.2	47.7	0.6	0	0	0	0.6	0.1	43.1	5.5	0	1.6	1.3	0	51.7	0	0	0	0	0	
Passenger Veh	0	2124	0	10	2134	29	0	0	0	29	4	1942	227	1	73	60	0	2307	0	0	0	0	0	4470
% Passenger Veh	0	98.9	0	100	98.9	100	0	0	0	100	100	99.5	91.2	100	100	100	0	98.6	0	0	0	0	0	98.8
Heavy Veh	0	24	0	0	24	0	0	0	0	0	0	10	22	0	0	0	0	32	0	0	0	0	0	56
% Heavy Veh	0	1.1	0	0	1.1	0	0	0	0	0	0	0.5	8.8	0	0	0	0	1.4	0	0	0	0	0	1.2

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

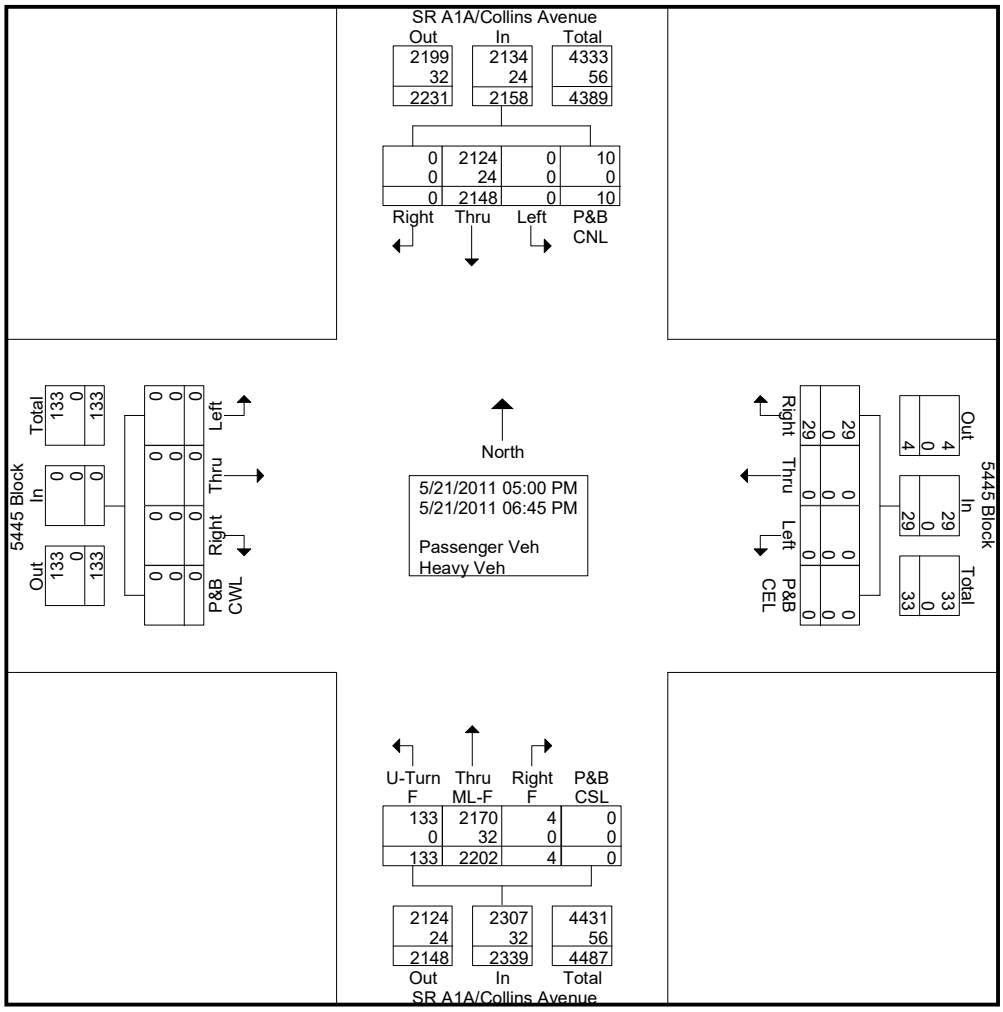
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A/Collins Avenue at 5445 Block EXIT

Weekend

File Name : SR A1A_Collins Ave at 5445 Blk EXIT
Site Code : 54450102
Start Date : 5/21/2011
Page No : 2



CH Perez and Associates Consulting Engineers Inc.

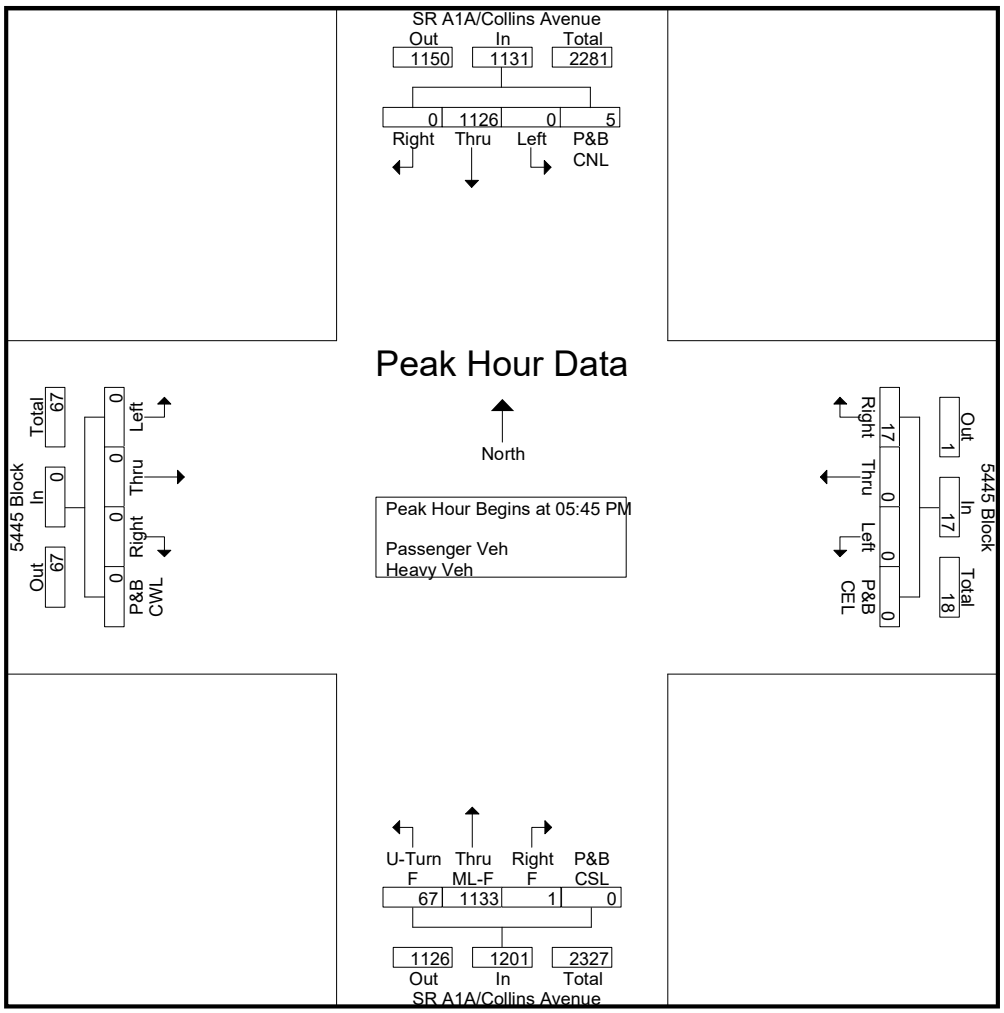
9594 NW 41st Street, Suite 201, Miami Florida, 33178

Turning Movement Count
SR A1A/Collins Avenue at 5445 Block EXIT

Weekend

File Name : SR A1A_Collins Ave at 5445 Blk EXIT
Site Code : 54450102
Start Date : 5/21/2011
Page No : 3

	SR A1A/Collins Avenue Southbound					5445 Block Westbound					SR A1A/Collins Avenue Northbound								5445 Block Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right F	Thru ML	Thru F	Thru ML-F	U-Turn ML	U-Turn F	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 06:45 PM - Peak 1 of 1																								
Peak Hour for Entire Intersection Begins at 05:45 PM																								
05:45 PM	0	274	0	0	274	2	0	0	0	2	0	236	28	0	8	9	0	281	0	0	0	0	0	557
06:00 PM	0	290	0	0	290	4	0	0	0	4	0	235	27	0	5	10	0	277	0	0	0	0	0	571
06:15 PM	0	272	0	1	273	4	0	0	0	4	1	277	40	0	8	12	0	338	0	0	0	0	0	615
06:30 PM	0	290	0	4	294	7	0	0	0	7	0	250	40	0	10	5	0	305	0	0	0	0	0	606
Total Volume	0	1126	0	5	1131	17	0	0	0	17	1	998	135	0	31	36	0	1201	0	0	0	0	0	2349
% App. Total	0	99.6	0	0.4		100	0	0	0		0.1	83.1	11.2	0	2.6	3	0		0	0	0	0		
PHF	.000	.971	.000	.313	.962	.607	.000	.000	.000	.607	.250	.901	.844	.000	.775	.750	.000	.888	.000	.000	.000	.000	.000	.955



CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A/Collins Avenue at 5445 Block EXIT

Weekend

File Name : SR A1A_Collins Ave at 5445 Blk EXIT
Site Code : 54450102
Start Date : 5/21/2011
Page No : 1

Groups Printed- Heavy Veh

	SR A1A/Collins Avenue Southbound					5445 Block Westbound					SR A1A/Collins Avenue Northbound								5445 Block Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right F	Thru ML	Thru F	Thru ML-F	U-Turn ML	U-Turn F	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	5
05:15 PM	0	4	0	0	4	0	0	0	0	0	0	1	2	0	0	0	0	3	0	0	0	0	0	7
05:30 PM	0	4	0	0	4	0	0	0	0	0	0	1	3	0	0	0	0	4	0	0	0	0	0	8
05:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	6
Total	0	12	0	0	12	0	0	0	0	0	0	2	12	0	0	0	0	14	0	0	0	0	0	26
06:00 PM	0	4	0	0	4	0	0	0	0	0	0	1	2	0	0	0	0	3	0	0	0	0	0	7
06:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	5	0	0	0	0	7	0	0	0	0	0	9
06:30 PM	0	3	0	0	3	0	0	0	0	0	0	4	3	0	0	0	0	7	0	0	0	0	0	10
06:45 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	4
Total	0	12	0	0	12	0	0	0	0	0	0	8	10	0	0	0	0	18	0	0	0	0	0	30
Grand Total	0	24	0	0	24	0	0	0	0	0	0	10	22	0	0	0	0	32	0	0	0	0	0	56
Apprch %	0	100	0	0		0	0	0	0		0	31.2	68.8	0	0	0	0		0	0	0	0		
Total %	0	42.9	0	0	42.9	0	0	0	0	0	0	17.9	39.3	0	0	0	0	57.1	0	0	0	0	0	

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A/Collins Avenue at 5500 Block

Weekend

File Name : SR A1A_Collins Ave at 5500 Blk
Site Code : 55001002
Start Date : 5/21/2011
Page No : 1

Groups Printed- Passenger Veh - Heavy Veh

	SR A1A/Collins Avenue Southbound						5500 Block Westbound					SR A1A/Collins Avenue Northbound							5500 Block Eastbound					
Start Time	Right	Thru	U-Turn ML	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru ML	Thru F	Thru ML-F	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
05:00 PM	0	227	3	2	0	232	3	0	0	0	3	5	239	0	10	2	0	256	0	0	0	0	0	491
05:15 PM	0	232	2	0	0	234	1	0	0	0	1	4	297	0	11	2	0	314	0	0	0	0	0	549
05:30 PM	0	245	2	1	0	248	4	0	0	0	4	0	271	0	13	0	0	284	0	0	0	0	0	536
05:45 PM	0	282	4	0	0	286	3	0	0	0	3	1	234	0	10	3	0	248	0	0	0	0	0	537
Total	0	986	11	3	0	1000	11	0	0	0	11	10	1041	0	44	7	0	1102	0	0	0	0	0	2113
06:00 PM	0	279	3	1	0	283	4	0	0	0	4	3	277	0	11	2	0	293	0	0	0	0	0	580
06:15 PM	0	282	1	1	0	284	5	0	0	0	5	7	228	0	10	3	0	248	0	0	0	0	0	537
06:30 PM	0	280	1	5	0	286	9	0	0	0	9	4	255	0	12	4	0	275	0	0	0	0	0	570
06:45 PM	0	264	3	4	0	271	4	0	0	0	4	4	254	0	10	3	0	271	0	0	0	0	0	546
Total	0	1105	8	11	0	1124	22	0	0	0	22	18	1014	0	43	12	0	1087	0	0	0	0	0	2233
Grand Total	0	2091	19	14	0	2124	33	0	0	0	33	28	2055	0	87	19	0	2189	0	0	0	0	0	4346
Apprch %	0	98.4	0.9	0.7	0		100	0	0	0		1.3	93.9	0	4	0.9	0		0	0	0	0		
Total %	0	48.1	0.4	0.3	0	48.9	0.8	0	0	0	0.8	0.6	47.3	0	2	0.4	0	50.4	0	0	0	0	0	
Passenger Veh	0	2056	19	14	0	2089	33	0	0	0	33	28	2040	0	79	19	0	2166	0	0	0	0	0	4288
% Passenger Veh	0	98.3	100	100	0	98.4	100	0	0	0	100	100	99.3	0	90.8	100	0	98.9	0	0	0	0	0	98.7
Heavy Veh	0	35	0	0	0	35	0	0	0	0	0	0	15	0	8	0	0	23	0	0	0	0	0	58
% Heavy Veh	0	1.7	0	0	0	1.6	0	0	0	0	0	0	0.7	0	9.2	0	0	1.1	0	0	0	0	0	1.3

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

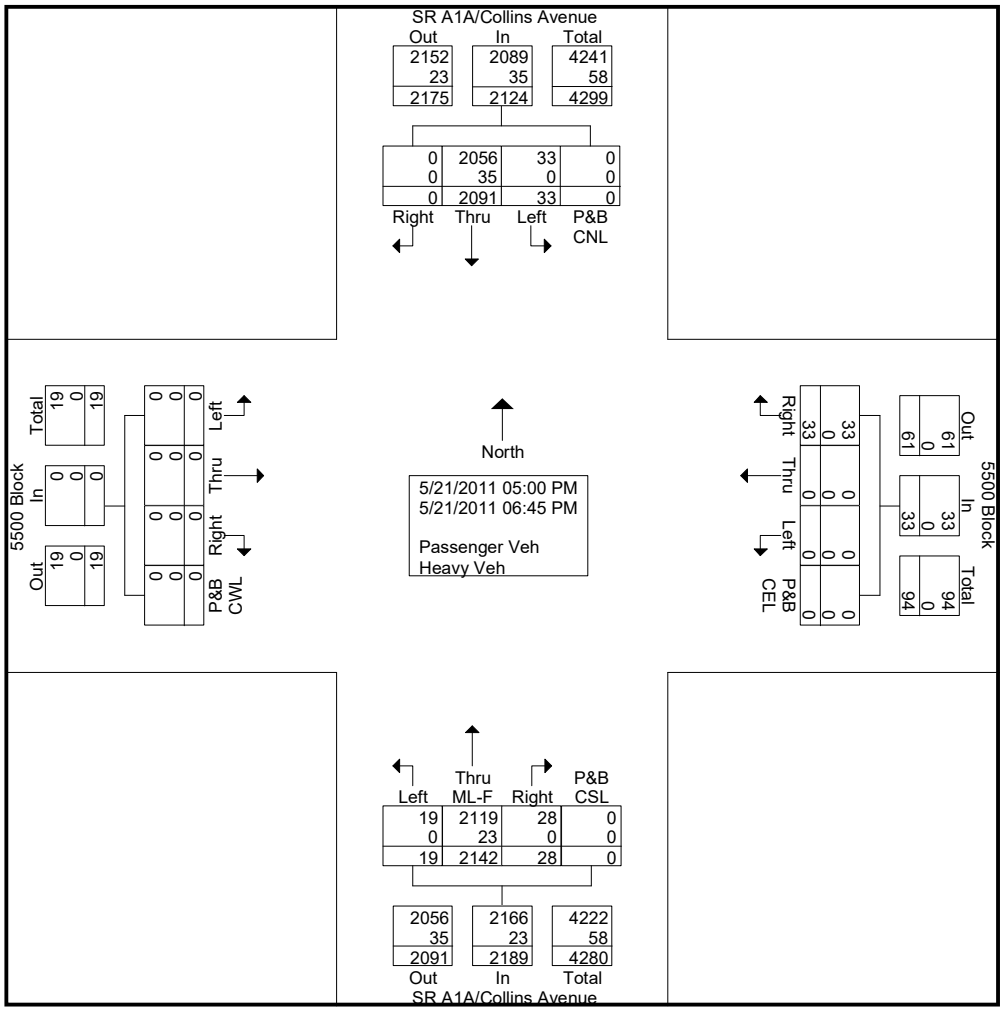
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A/Collins Avenue at 5500 Block

Weekend

File Name : SR A1A_Collins Ave at 5500 Blk
Site Code : 55001002
Start Date : 5/21/2011
Page No : 2



CH Perez and Associates Consulting Engineers Inc.

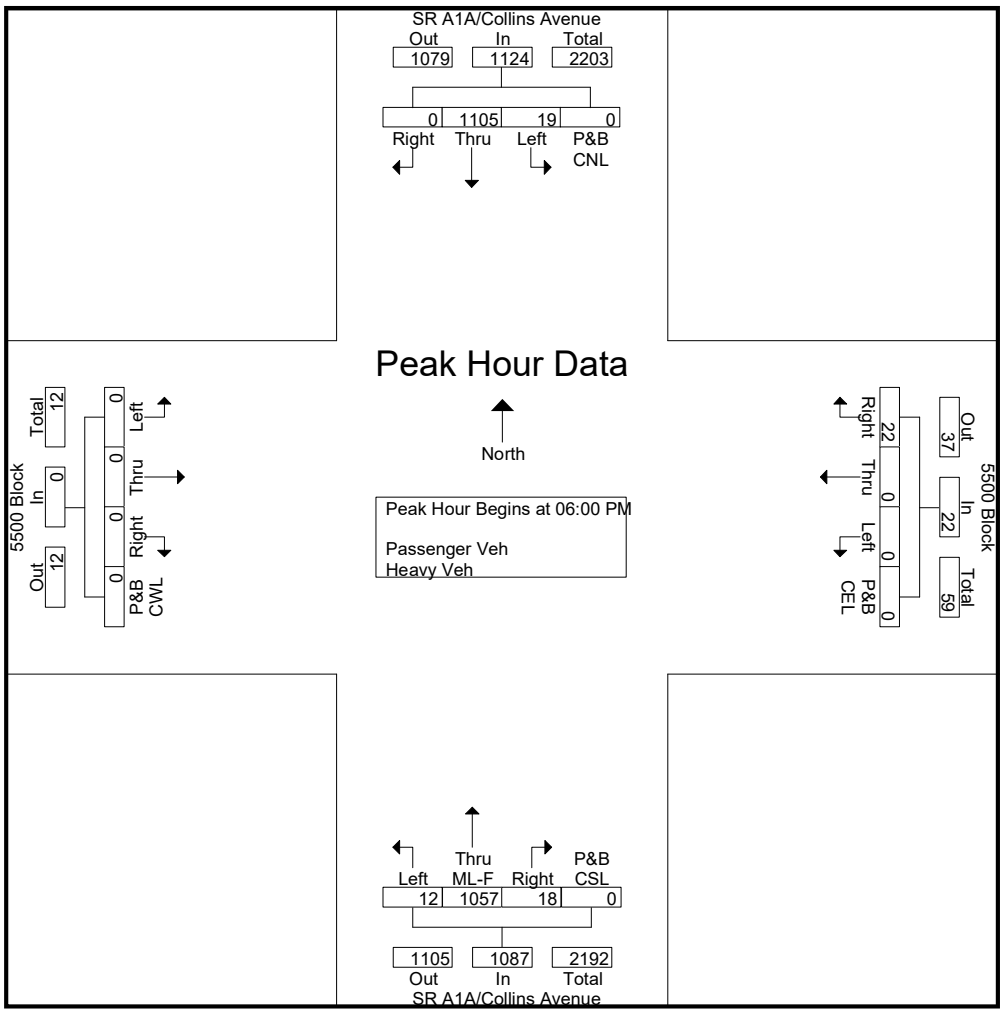
9594 NW 41st Street, Suite 201, Miami Florida, 33178

Turning Movement Count
SR A1A/Collins Avenue at 5500 Block

Weekend

File Name : SR A1A_Collins Ave at 5500 Blk
Site Code : 55001002
Start Date : 5/21/2011
Page No : 3

	SR A1A/Collins Avenue Southbound						5500 Block Westbound					SR A1A/Collins Avenue Northbound							5500 Block Eastbound					
Start Time	Right	Thru	U-Turn ML	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru ML	Thru F	Thru ML-F	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 06:45 PM - Peak 1 of 1																								
Peak Hour for Entire Intersection Begins at 06:00 PM																								
06:00 PM	0	279	3	1	0	283	4	0	0	0	4	3	277	0	11	2	0	293	0	0	0	0	0	580
06:15 PM	0	282	1	1	0	284	5	0	0	0	5	7	228	0	10	3	0	248	0	0	0	0	0	537
06:30 PM	0	280	1	5	0	286	9	0	0	0	9	4	255	0	12	4	0	275	0	0	0	0	0	570
06:45 PM	0	264	3	4	0	271	4	0	0	0	4	4	254	0	10	3	0	271	0	0	0	0	0	546
Total Volume	0	1105	8	11	0	1124	22	0	0	0	22	18	1014	0	43	12	0	1087	0	0	0	0	0	2233
% App. Total	0	98.3	0.7	1	0		100	0	0	0		1.7	93.3	0	4	1.1	0		0	0	0	0		
PHF	.000	.980	.667	.550	.000	.983	.611	.000	.000	.000	.611	.643	.915	.000	.896	.750	.000	.927	.000	.000	.000	.000	.000	.963



CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A/Collins Avenue at 5500 Block

Weekend

File Name : SR A1A_Collins Ave at 5500 Blk
Site Code : 55001002
Start Date : 5/21/2011
Page No : 1

Groups Printed- Heavy Veh

	SR A1A/Collins Avenue Southbound						5500 Block Westbound					SR A1A/Collins Avenue Northbound							5500 Block Eastbound					
Start Time	Right	Thru	U-Turn ML	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru ML	Thru F	Thru ML-F	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
05:00 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
05:15 PM	0	4	0	0	0	4	0	0	0	0	0	0	2	0	2	0	0	4	0	0	0	0	0	8
05:30 PM	0	6	0	0	0	6	0	0	0	0	0	0	4	0	1	0	0	5	0	0	0	0	0	11
05:45 PM	0	3	0	0	0	3	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	6
Total	0	16	0	0	0	16	0	0	0	0	0	0	9	0	4	0	0	13	0	0	0	0	0	29
06:00 PM	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
06:15 PM	0	5	0	0	0	5	0	0	0	0	0	0	2	0	2	0	0	4	0	0	0	0	0	9
06:30 PM	0	6	0	0	0	6	0	0	0	0	0	0	3	0	1	0	0	4	0	0	0	0	0	10
06:45 PM	0	5	0	0	0	5	0	0	0	0	0	0	1	0	1	0	0	2	0	0	0	0	0	7
Total	0	19	0	0	0	19	0	0	0	0	0	0	6	0	4	0	0	10	0	0	0	0	0	29
Grand Total	0	35	0	0	0	35	0	0	0	0	0	0	15	0	8	0	0	23	0	0	0	0	0	58
Apprch %	0	100	0	0	0		0	0	0	0		0	65.2	0	34.8	0	0		0	0	0	0		
Total %	0	60.3	0	0	0	60.3	0	0	0	0	0	0	25.9	0	13.8	0	0	39.7	0	0	0	0	0	

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A/Collins Avenue at 5600 Block

Weekend

File Name : sr a1a_collins ave at 5600 blk
Site Code : 56001002
Start Date : 5/21/2011
Page No : 1

Groups Printed- Passenger Veh - Heavy Veh

	SR A1A/Collins Avenue Southbound						5600 Block Westbound					SR A1A/Collins Avenue Northbound						5600 Block Eastbound					
Start Time	Right	Thru	U-Turn ML	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right F	Thru ML	Thru F	U-Turn F	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
05:00 PM	1	225	4	0	0	230	0	0	1	0	1	1	241	14	3	0	259	2	0	0	0	2	492
05:15 PM	1	223	3	1	1	229	4	0	2	0	6	0	297	13	2	0	312	1	0	0	0	1	548
05:30 PM	2	238	4	0	1	245	4	0	1	0	5	0	271	14	3	0	288	0	0	1	0	1	539
05:45 PM	0	285	1	0	2	288	3	0	2	0	5	0	234	12	2	0	248	3	0	0	0	3	544
Total	4	971	12	1	4	992	11	0	6	0	17	1	1043	53	10	0	1107	6	0	1	0	7	2123
06:00 PM	1	271	5	1	3	281	4	0	5	0	9	1	277	19	1	0	298	0	0	0	0	0	588
06:15 PM	1	288	3	0	1	293	1	0	1	0	2	0	228	23	4	0	255	1	0	1	0	2	552
06:30 PM	2	282	4	0	2	290	1	0	5	0	6	1	255	22	2	0	280	1	0	0	0	1	577
06:45 PM	1	267	2	0	0	270	6	0	1	0	7	0	254	22	0	0	276	1	0	1	0	2	555
Total	5	1108	14	1	6	1134	12	0	12	0	24	2	1014	86	7	0	1109	3	0	2	0	5	2272
Grand Total	9	2079	26	2	10	2126	23	0	18	0	41	3	2057	139	17	0	2216	9	0	3	0	12	4395
Apprch %	0.4	97.8	1.2	0.1	0.5		56.1	0	43.9	0		0.1	92.8	6.3	0.8	0		75	0	25	0		
Total %	0.2	47.3	0.6	0	0.2	48.4	0.5	0	0.4	0	0.9	0.1	46.8	3.2	0.4	0	50.4	0.2	0	0.1	0	0.3	
Passenger Veh	9	2044	23	2	10	2088	23	0	18	0	41	3	2040	139	17	0	2199	9	0	3	0	12	4340
% Passenger Veh	100	98.3	88.5	100	100	98.2	100	0	100	0	100	100	99.2	100	100	0	99.2	100	0	100	0	100	98.7
Heavy Veh	0	35	3	0	0	38	0	0	0	0	0	0	17	0	0	0	17	0	0	0	0	0	55
% Heavy Veh	0	1.7	11.5	0	0	1.8	0	0	0	0	0	0	0.8	0	0	0	0.8	0	0	0	0	0	1.3

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

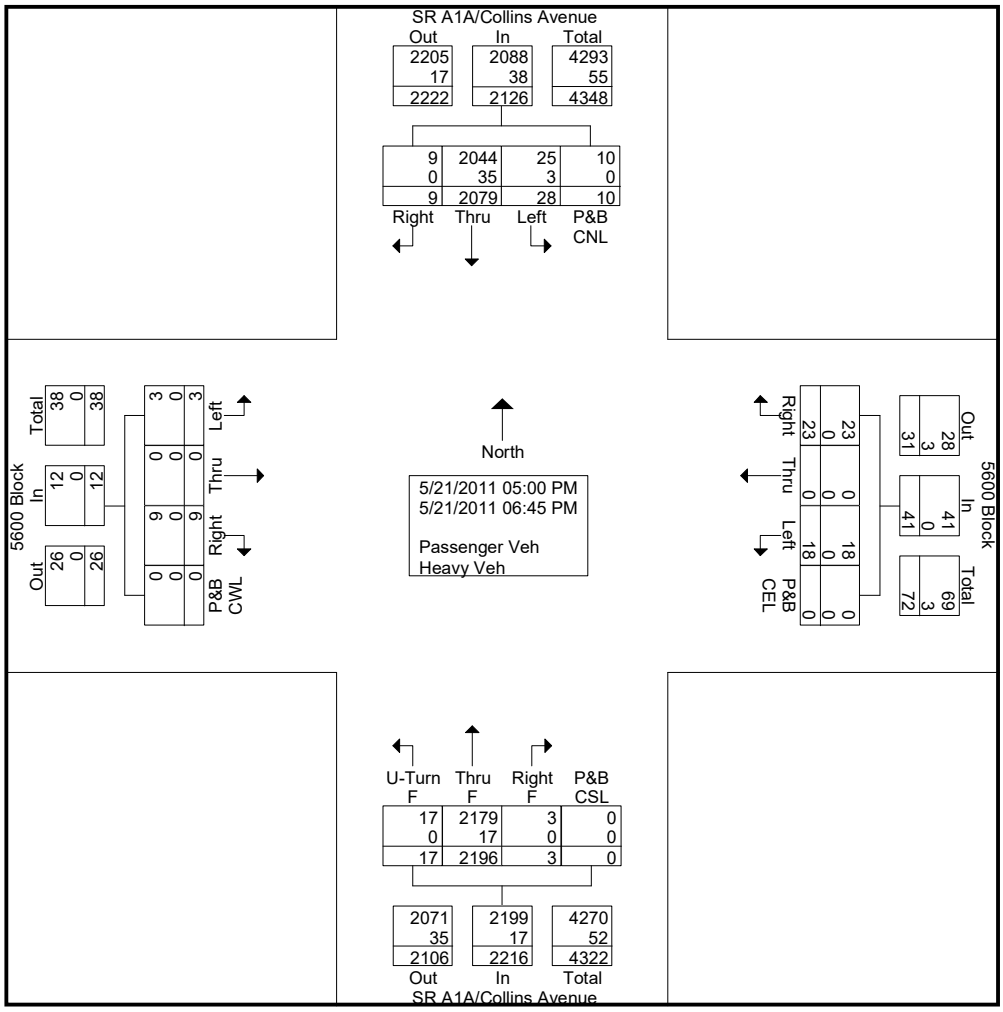
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A/Collins Avenue at 5600 Block

Weekend

File Name : sr a1a_collins ave at 5600 blk
Site Code : 56001002
Start Date : 5/21/2011
Page No : 2



CH Perez and Associates Consulting Engineers Inc.

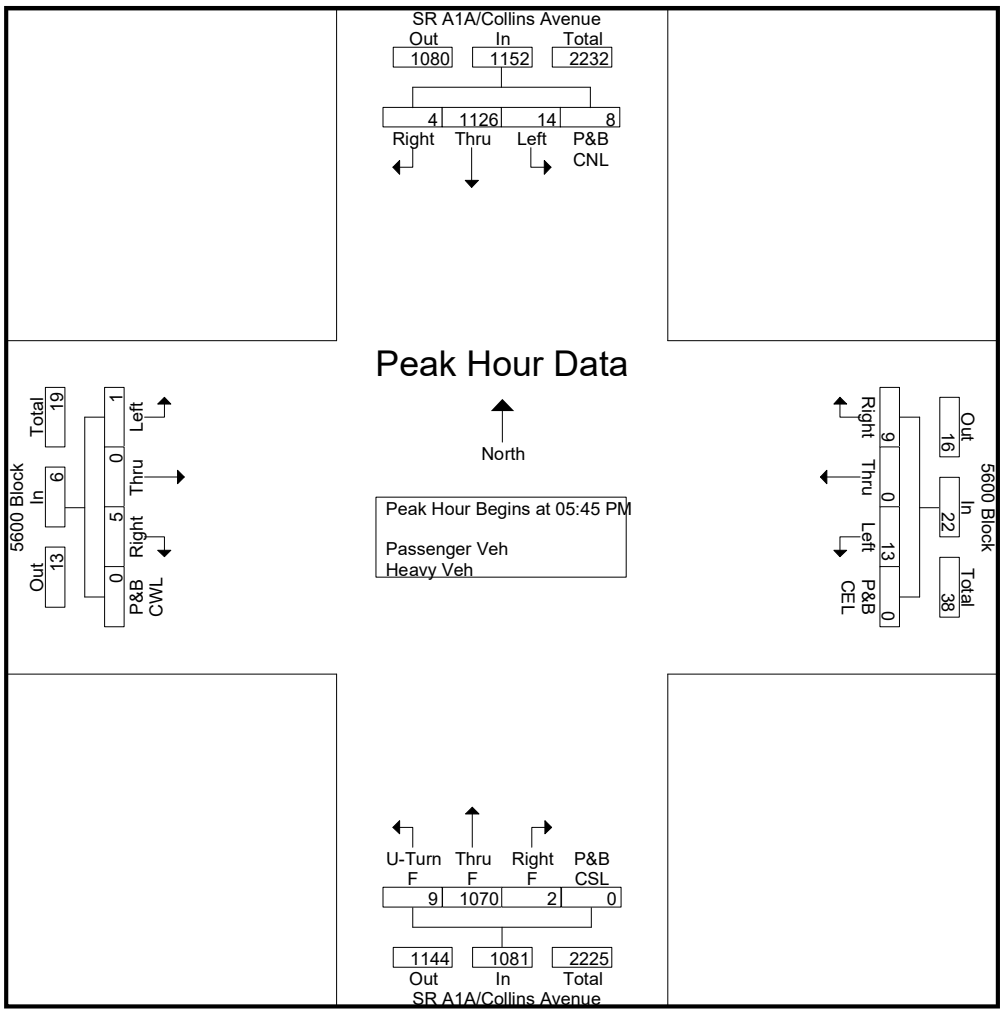
9594 NW 41st Street, Suite 201, Miami Florida, 33178

Turning Movement Count
SR A1A/Collins Avenue at 5600 Block

Weekend

File Name : sr a1a_collins ave at 5600 blk
Site Code : 56001002
Start Date : 5/21/2011
Page No : 3

	SR A1A/Collins Avenue Southbound						5600 Block Westbound					SR A1A/Collins Avenue Northbound						5600 Block Eastbound					
Start Time	Right	Thru	U-Turn ML	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right F	Thru ML	Thru F	U-Turn F	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 06:30 PM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 05:45 PM																							
05:45 PM	0	285	1	0	2	288	3	0	2	0	5	0	234	12	2	0	248	3	0	0	0	3	544
06:00 PM	1	271	5	1	3	281	4	0	5	0	9	1	277	19	1	0	298	0	0	0	0	0	588
06:15 PM	1	288	3	0	1	293	1	0	1	0	2	0	228	23	4	0	255	1	0	1	0	2	552
06:30 PM	2	282	4	0	2	290	1	0	5	0	6	1	255	22	2	0	280	1	0	0	0	1	577
Total Volume	4	1126	13	1	8	1152	9	0	13	0	22	2	994	76	9	0	1081	5	0	1	0	6	2261
% App. Total	0.3	97.7	1.1	0.1	0.7		40.9	0	59.1	0		0.2	92	7	0.8	0		83.3	0	16.7	0		
PHF	.500	.977	.650	.250	.667	.983	.563	.000	.650	.000	.611	.500	.897	.826	.563	.000	.907	.417	.000	.250	.000	.500	.961



CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A/Collins Avenue at 5600 Block

Weekend

File Name : sr a1a_collins ave at 5600 blk
Site Code : 56001002
Start Date : 5/21/2011
Page No : 1

Groups Printed- Heavy Veh

	SR A1A/Collins Avenue Southbound						5600 Block Westbound					SR A1A/Collins Avenue Northbound						5600 Block Eastbound					
Start Time	Right	Thru	U-Turn ML	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right F	Thru ML	Thru F	U-Turn F	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
05:00 PM	0	3	1	0	0	4	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	6
05:15 PM	0	4	0	0	0	4	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	6
05:30 PM	0	6	0	0	0	6	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	10
05:45 PM	0	3	0	0	0	3	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	6
Total	0	16	1	0	0	17	0	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0	28
06:00 PM	0	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
06:15 PM	0	5	0	0	0	5	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	7
06:30 PM	0	6	1	0	0	7	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	10
06:45 PM	0	5	0	0	0	5	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	6
Total	0	19	2	0	0	21	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	27
Grand Total	0	35	3	0	0	38	0	0	0	0	0	0	17	0	0	0	17	0	0	0	0	0	55
Apprch %	0	92.1	7.9	0	0		0	0	0	0		0	100	0	0	0		0	0	0	0		
Total %	0	63.6	5.5	0	0	69.1	0	0	0	0	0	0	30.9	0	0	0	30.9	0	0	0	0	0	

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A/Collins Avenue at 5800 Block

Weekend

File Name : SR A1A_Collins Ave at 5800 Blk
Site Code : 58801001
Start Date : 5/21/2011
Page No : 1

Groups Printed- Passenger Veh - Heavy Veh

	SR A1A/Collins Avenue Southbound					5800 Block Westbound					SR A1A/Collins Avenue Northbound						5800 Block Eastbound					
Start Time	Right	Thru	U-Turn	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru ML	Thru F	U-Turn F	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
05:00 PM	0	227	1	0	228	0	0	0	0	0	0	242	11	4	6	263	0	0	0	0	0	491
05:15 PM	0	225	1	0	226	0	0	0	0	0	0	302	10	7	4	323	0	0	0	0	0	549
05:30 PM	0	235	2	0	237	0	0	0	0	0	0	274	12	3	8	297	0	0	0	0	0	534
05:45 PM	0	283	1	0	284	0	0	0	0	0	0	210	14	3	1	228	0	0	0	0	0	512
Total	0	970	5	0	975	0	0	0	0	0	0	1028	47	17	19	1111	0	0	0	0	0	2086
06:00 PM	0	272	1	0	273	0	0	0	0	0	0	305	12	5	8	330	0	0	0	0	0	603
06:15 PM	0	283	1	1	285	0	0	0	0	0	0	248	19	9	18	294	0	0	0	0	0	579
06:30 PM	0	286	4	1	291	0	0	0	0	0	0	226	24	8	3	261	0	0	0	0	0	552
06:45 PM	0	263	6	0	269	0	0	0	0	0	0	299	18	7	8	332	0	0	0	0	0	601
Total	0	1104	12	2	1118	0	0	0	0	0	0	1078	73	29	37	1217	0	0	0	0	0	2335
Grand Total	0	2074	17	2	2093	0	0	0	0	0	0	2106	120	46	56	2328	0	0	0	0	0	4421
Apprch %	0	99.1	0.8	0.1		0	0	0	0		0	90.5	5.2	2	2.4		0	0	0	0		
Total %	0	46.9	0.4	0	47.3	0	0	0	0	0	0	47.6	2.7	1	1.3	52.7	0	0	0	0	0	
Passenger Veh	0	204	17	2	2059	0	0	0	0	0	0	209	108	46	56	2307	0	0	0	0	0	4366
% Passenger Veh	0	98.4	100	100	98.4	0	0	0	0	0	0	99.6	90	100	100	99.1	0	0	0	0	0	98.8
Heavy Veh	0	34	0	0	34	0	0	0	0	0	0	9	12	0	0	21	0	0	0	0	0	55
% Heavy Veh	0	1.6	0	0	1.6	0	0	0	0	0	0	0.4	10	0	0	0.9	0	0	0	0	0	1.2

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

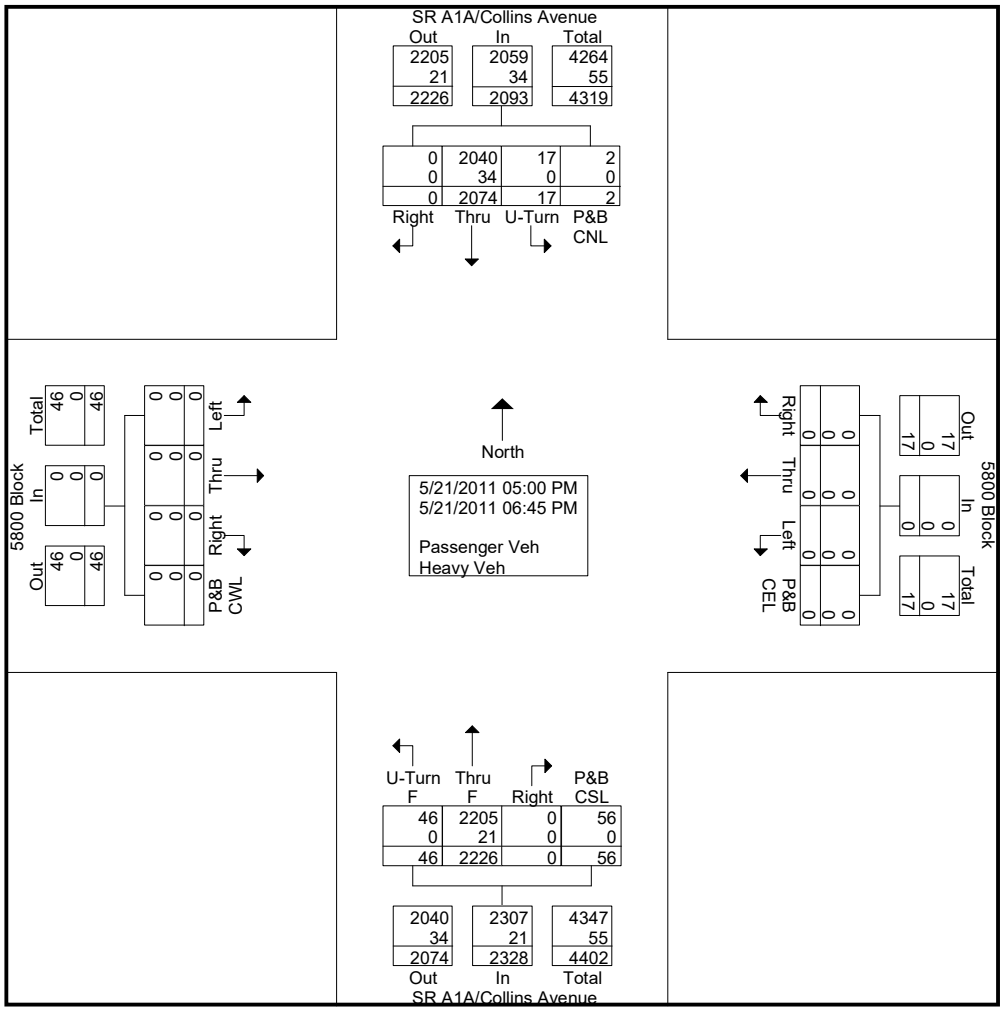
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A/Collins Avenue at 5800 Block

Weekend

File Name : SR A1A_Collins Ave at 5800 Blk
Site Code : 58801001
Start Date : 5/21/2011
Page No : 2



CH Perez and Associates Consulting Engineers Inc.

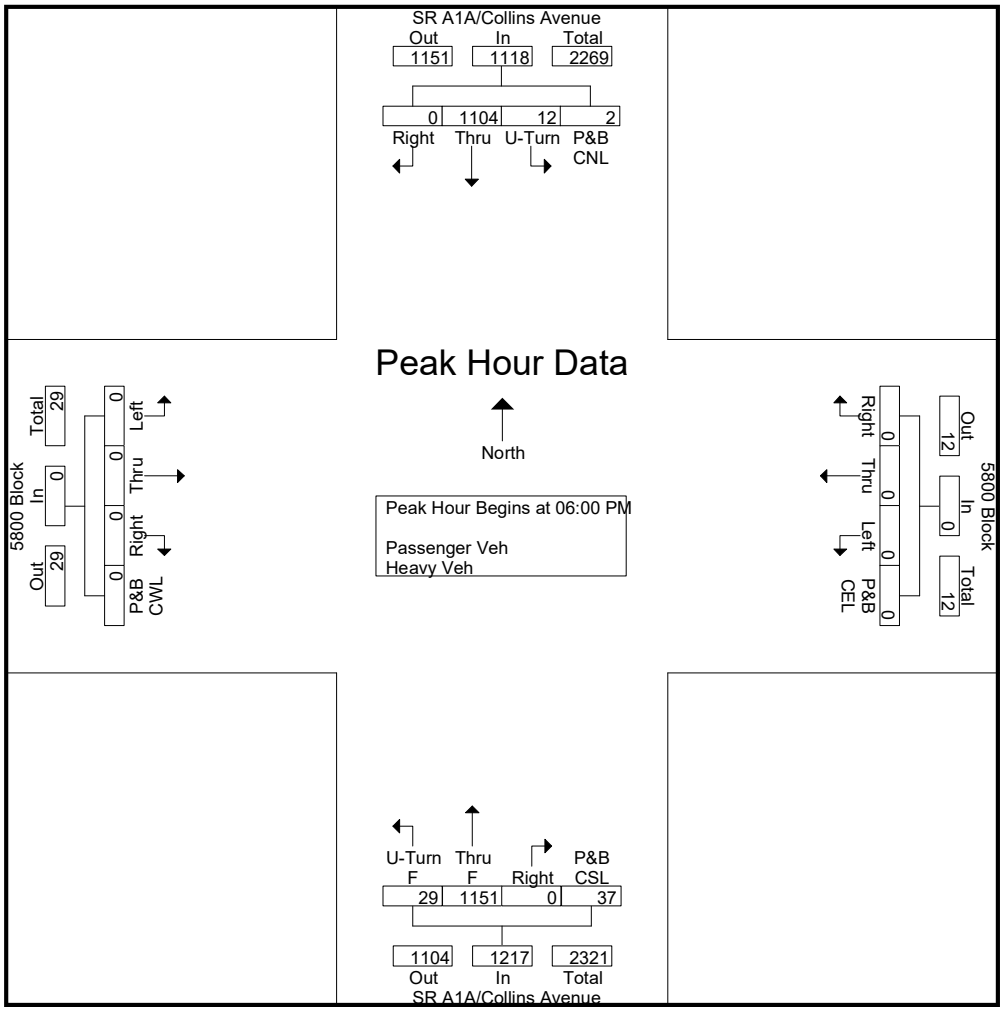
9594 NW 41st Street, Suite 201, Miami Florida, 33178

Turning Movement Count
SR A1A/Collins Avenue at 5800 Block

Weekend

File Name : SR A1A_Collins Ave at 5800 Blk
Site Code : 58801001
Start Date : 5/21/2011
Page No : 3

	SR A1A/Collins Avenue Southbound					5800 Block Westbound					SR A1A/Collins Avenue Northbound						5800 Block Eastbound					
Start Time	Right	Thru	U-Turn	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru ML	Thru F	U-Turn F	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 06:45 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 06:00 PM																						
06:00 PM	0	272	1	0	273	0	0	0	0	0	0	305	12	5	8	330	0	0	0	0	0	603
06:15 PM	0	283	1	1	285	0	0	0	0	0	0	248	19	9	18	294	0	0	0	0	0	579
06:30 PM	0	286	4	1	291	0	0	0	0	0	0	226	24	8	3	261	0	0	0	0	0	552
06:45 PM	0	263	6	0	269	0	0	0	0	0	0	299	18	7	8	332	0	0	0	0	0	601
Total Volume	0	1104	12	2	1118	0	0	0	0	0	0	1078	73	29	37	1217	0	0	0	0	0	2335
% App. Total	0	98.7	1.1	0.2		0	0	0	0		0	88.6	6	2.4	3		0	0	0	0		
PHF	.000	.965	.500	.500	.960	.000	.000	.000	.000	.000	.000	.884	.760	.806	.514	.916	.000	.000	.000	.000	.000	.968



CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR A1A/Collins Avenue at 5800 Block

Weekend

File Name : SR A1A_Collins Ave at 5800 Blk
Site Code : 58801001
Start Date : 5/21/2011
Page No : 1

Groups Printed- Heavy Veh

	SR A1A/Collins Avenue Southbound					5800 Block Westbound					SR A1A/Collins Avenue Northbound						5800 Block Eastbound					
Start Time	Right	Thru	U-Turn	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru ML	Thru F	U-Turn F	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
05:00 PM	0	4	0	0	4	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	6
05:15 PM	0	4	0	0	4	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	7
05:30 PM	0	5	0	0	5	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	7
05:45 PM	0	4	0	0	4	0	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	8
Total	0	17	0	0	17	0	0	0	0	0	0	6	5	0	0	11	0	0	0	0	0	28
06:00 PM	0	3	0	0	3	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
06:15 PM	0	3	0	0	3	0	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	7
06:30 PM	0	5	0	0	5	0	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	9
06:45 PM	0	6	0	0	6	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	7
Total	0	17	0	0	17	0	0	0	0	0	0	3	7	0	0	10	0	0	0	0	0	27
Grand Total	0	34	0	0	34	0	0	0	0	0	0	9	12	0	0	21	0	0	0	0	0	55
Apprch %	0	100	0	0		0	0	0	0		0	42.9	57.1	0	0		0	0	0	0		
Total %	0	61.8	0	0	61.8	0	0	0	0	0	0	16.4	21.8	0	0	38.2	0	0	0	0	0	

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201
Miami, Florida, 33156
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 17514
SR A1A_Collins Ave - Northbound
Frontage Rd - South of 4900 Blk

Start Time	Mon 21-Mar-11	Tue 22-Mar-11	Wed 23-Mar-11	Thu 24-Mar-11	Fri 25-Mar-11	Average Day	Sat 26-Mar-11	Sun 27-Mar-11	Week Average
12:00 AM	244	128	140	205	231	190	339	366	236
01:00	170	52	83	115	167	117	299	309	171
02:00	125	38	80	80	140	93	218	192	125
03:00	114	35	61	75	127	82	150	162	103
04:00	113	29	54	73	117	77	144	134	95
05:00	122	72	71	105	153	105	152	136	116
06:00	143	114	105	135	172	134	142	144	136
07:00	210	163	198	196	236	201	178	204	198
08:00	266	226	230	250	227	240	196	176	224
09:00	311	**275**	269	**321**	294	294	283	226	283
10:00	**319**	263	272	276	329	292	296	280	291
11:00	302	273	**296**	287	**350**	**302**	**372**	**367**	**321**
12:00 PM	**324**	254	302	317	348	309	376	343	323
01:00	310	269	282	303	350	303	356	**370**	320
02:00	317	278	332	288	315	306	323	362	316
03:00	306	290	322	312	**440**	334	337	335	335
04:00	317	268	316	333	426	332	338	366	**338**
05:00	306	293	**339**	305	351	319	333	337	323
06:00	323	**325**	315	**371**	351	**337**	309	315	330
07:00	292	278	335	360	326	318	345	349	326
08:00	282	290	286	344	322	305	376	297	314
09:00	268	251	314	360	378	314	380	294	321
10:00	211	254	293	333	378	294	**403**	343	316
11:00	168	230	265	323	416	280	377	299	297
Day Total	5863	4948	5560	6067	6944	5878	7022	6706	6158
% Avg. WkDay	99.7%	84.2%	94.6%	103.2%	118.1%				
% Avg. Week	95.2%	80.4%	90.3%	98.5%	112.8%	95.5%	114.0%	108.9%	
AM Peak	10:00	09:00	11:00	09:00	11:00	11:00	11:00	11:00	11:00
Vol.	319	275	296	321	350	302	372	367	321
PM Peak	12:00	18:00	17:00	18:00	15:00	18:00	22:00	13:00	16:00
Vol.	324	325	339	371	440	337	403	370	338
Grand Total	5863	4948	5560	6067	6944	5878	7022	6706	6158

ADT ADT 6,159 AADT 6,159

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201
Miami, Florida, 33156
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 17514
SR A1A_Collins Ave - Northbound
Frontage Rd - South of 4900 Blk

Start	21-Mar-11		Tue		Wed		Thu		Fri		Sat		Sun		Average Day	
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	64	86	40	67	44	75	67	90	61	82	77	106	80	84	62	84
12:15	68	78	35	59	42	84	57	68	67	94	90	98	**88**	97	64	83
12:30	58	78	26	72	26	70	42	75	52	79	84	92	**88**	68	54	76
12:45	54	82	27	56	28	73	39	84	51	93	88	80	**110**	94	57	80
01:00	57	74	14	76	32	84	34	80	49	74	91	89	**94**	92	53	81
01:15	44	78	14	76	19	91	26	64	37	104	72	88	84	94	42	85
01:30	35	90	6	57	18	51	24	76	35	82	70	86	61	88	36	76
01:45	34	68	18	60	14	56	31	83	46	90	66	93	70	96	40	78
02:00	36	69	8	63	21	78	19	76	38	82	60	67	68	90	36	75
02:15	28	88	9	43	22	72	21	59	42	73	52	72	48	94	32	72
02:30	31	76	8	77	18	88	21	78	33	73	52	98	35	100	28	84
02:45	30	84	13	95	19	94	19	75	27	87	54	86	41	78	29	86
03:00	33	63	10	79	12	75	20	80	37	92	36	66	49	86	28	77
03:15	25	70	8	67	24	71	18	78	19	106	40	104	39	70	25	81
03:30	32	**93**	10	76	9	100	22	84	44	110	42	84	33	84	27	**90**
03:45	24	**80**	7	68	16	76	15	70	27	**132**	32	83	41	**95**	23	**86**
04:00	27	**84**	5	64	12	80	17	94	23	**102**	36	66	38	**102**	23	**85**
04:15	32	**86**	7	70	7	76	11	75	22	**110**	38	81	34	**96**	22	**85**
04:30	24	75	8	74	17	82	25	84	34	**121**	30	104	35	**92**	25	90
04:45	30	72	9	60	18	78	20	80	38	93	40	87	27	76	26	78
05:00	32	78	9	78	12	87	16	83	37	76	32	78	27	101	24	83
05:15	34	72	18	76	24	88	34	76	34	104	29	81	35	76	30	82
05:30	32	68	24	72	14	88	26	68	42	81	43	104	36	70	31	79
05:45	24	88	21	**67**	21	76	29	78	40	90	48	70	38	90	32	80
06:00	37	69	20	**86**	22	67	28	90	32	69	25	81	50	76	31	77
06:15	28	72	18	**87**	15	80	16	94	39	96	42	58	38	76	28	80
06:30	32	92	25	**90**	28	78	35	96	41	100	28	98	22	81	30	91
06:45	46	90	51	62	40	90	56	91	60	86	47	72	34	82	48	82
07:00	47	76	38	72	52	76	48	80	41	92	46	97	40	82	45	82
07:15	42	61	42	64	50	**83**	46	102	61	83	44	68	42	94	47	79
07:30	61	90	35	83	42	**92**	40	92	73	71	48	84	70	90	53	86
07:45	60	65	48	59	54	**84**	62	86	61	80	40	96	52	83	54	79
08:00	63	78	49	67	54	**88**	48	80	49	76	40	120	41	66	49	82
08:15	64	80	65	74	60	76	60	85	50	98	56	80	32	70	55	80
08:30	66	67	46	73	60	58	78	82	70	72	40	75	51	71	59	71
08:45	73	57	66	76	56	64	64	**97**	58	76	60	101	52	90	61	80
09:00	70	73	68	57	61	78	**68**	**82**	70	96	57	76	40	74	62	77
09:15	84	70	55	64	61	88	**82**	**110**	76	95	74	**92**	58	84	70	86
09:30	67	58	80	74	64	64	**79**	**87**	72	96	73	**112**	58	76	70	81
09:45	90	67	72	56	83	84	**92**	81	76	91	79	**100**	70	60	80	77
10:00	72	59	56	78	66	78	66	80	84	104	60	**116**	58	74	66	84
10:15	78	52	60	56	64	80	76	89	81	100	60	90	76	78	71	78
10:30	**77**	58	73	64	62	59	70	86	68	94	88	104	68	96	72	80
10:45	**92**	42	**74**	56	80	76	64	78	**96**	80	88	93	78	95	**82**	74
11:00	**82**	48	**74**	66	**71**	61	59	84	**93**	87	**94**	96	80	75	**79**	74
11:15	**84**	44	**60**	58	**56**	70	72	77	**81**	100	**93**	90	89	66	**76**	72
11:30	64	40	**76**	58	**88**	86	77	90	**86**	120	**95**	99	113	82	**86**	82
11:45	72	36	63	48	**81**	48	79	72	90	109	**90**	92	85	76	80	69
Total	2439	3424	1668	3280	1859	3701	2118	3949	2543	4401	2769	4253	2696	4010	2303	3859
Day Total	5863		4948		5560		6067		6944		7022		6706		6162	
% Splits	41.6%	58.4%	33.7%	66.3%	33.4%	66.6%	34.9%	65.1%	36.6%	63.4%	39.4%	60.6%	40.2%	59.8%	37.4%	62.6%
Peak	10:30	03:30	10:45	05:45	11:00	07:15	09:00	08:45	10:45	03:45	11:00	09:15	00:15	03:45	10:45	03:30
Vol.	335	343	284	330	296	347	321	376	356	465	372	420	380	385	323	346
P.H.F.	0.910	0.922	0.934	0.868	0.841	0.943	0.872	0.855	0.927	0.881	0.979	0.905	0.864	0.944	0.939	0.961

ADT ADT 6,159 AADT 6,159

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201
Miami, Florida, 33156
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 20809
SR A1A_Collins Ave - NB & SB
South of 4900 Blk

Start	21-Mar-11		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	733	645	462	346	528	477	614	553	798	699	**909**	867	**943**	992	712	654
01:00	491	446	223	179	398	264	424	322	587	521	872	791	892	849	555	482
02:00	338	315	184	120	263	188	354	265	475	370	658	598	672	595	421	350
03:00	300	257	140	124	276	169	293	211	402	341	514	452	595	457	360	287
04:00	290	291	116	128	218	182	312	270	459	369	463	401	516	450	339	299
05:00	289	367	143	236	235	274	296	331	369	447	468	442	455	408	322	358
06:00	346	743	231	623	312	642	317	665	383	741	395	579	371	512	336	644
07:00	502	779	430	1217	487	1323	486	1344	558	1426	378	652	368	583	458	1046
08:00	584	749	556	**1561**	594	**1755**	626	**1780**	637	**1784**	446	878	394	736	548	1320
09:00	731	621	617	1316	636	1496	739	1478	709	1559	587	1081	514	926	648	1211
10:00	737	479	676	1202	737	1227	769	1356	803	1376	714	1176	652	1236	727	1150
11:00	**825**	**1252**	**742**	1190	**810**	1230	**897**	1371	**946**	1469	893	**1296**	933	**1447**	**864**	**1322**
12:00 PM	953	**1299**	823	1099	922	**1300**	911	1367	975	1450	1016	1433	996	1381	942	1333
01:00	911	1244	823	1082	885	1187	968	1348	928	1452	986	1334	1023	1456	932	1300
02:00	891	1243	892	**1135**	960	1252	898	**1429**	1006	1500	980	1443	1023	1487	950	**1356**
03:00	1000	1137	993	1075	1124	1124	1071	1344	1183	**1519**	952	**1529**	1006	1512	1047	1320
04:00	1176	1164	1197	1072	1334	1163	1390	1300	1369	1441	1118	1408	**1071**	**1530**	1236	1297
05:00	**1423**	1063	**1328**	1090	**1601**	1199	**1592**	1248	**1532**	1285	1159	1469	1026	1442	**1380**	1257
06:00	1269	1018	1246	996	1495	1091	1493	1196	1356	1352	**1274**	881	1003	1380	1305	1131
07:00	1044	913	991	1100	1206	1119	1202	1266	1272	1269	1149	1344	1050	1256	1131	1181
08:00	911	768	971	996	1067	1034	1062	1177	1042	1171	995	1280	983	1148	1004	1082
09:00	803	719	872	861	1007	942	1045	1119	1016	1197	872	1216	976	986	942	1006
10:00	645	627	797	843	958	880	983	1001	916	1159	1046	1231	867	916	887	951
11:00	585	527	730	678	889	798	974	963	941	1105	1042	1163	897	821	865	865
Lane	17777	18666	16183	20269	18942	22316	19716	24704	20662	27002	19886	24944	19226	24506	18911	23202
Day	36443		36452		41258		44420		47664		44830		43732		42113	
AM Peak	11:00	11:00	11:00	08:00	11:00	08:00	11:00	08:00	11:00	08:00	00:00	11:00	00:00	11:00	11:00	11:00
Vol.	825	1252	742	1561	810	1755	897	1780	946	1784	909	1296	943	1447	864	1322
PM Peak	17:00	12:00	17:00	14:00	17:00	12:00	17:00	14:00	17:00	15:00	18:00	15:00	16:00	16:00	17:00	14:00
Vol.	1423	1299	1328	1135	1601	1300	1592	1429	1532	1519	1274	1529	1071	1530	1380	1356

Comb. Total	36443		36452		41258		44420		47664		44830		43732		42113	

ADT ADT 42,114 AADT 42,114

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201
Miami, Florida, 33156
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 20809
SR A1A_Collins Ave - NB & SB
South of 4900 Blk

Start	21-Mar-11		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	733	645	462	346	528	477	614	553	798	699	**909**	867	**943**	992	712	654
01:00	491	446	223	179	398	264	424	322	587	521	872	791	892	849	555	482
02:00	338	315	184	120	263	188	354	265	475	370	658	598	672	595	421	350
03:00	300	257	140	124	276	169	293	211	402	341	514	452	595	457	360	287
04:00	290	291	116	128	218	182	312	270	459	369	463	401	516	450	339	299
05:00	289	367	143	236	235	274	296	331	369	447	468	442	455	408	322	358
06:00	346	743	231	623	312	642	317	665	383	741	395	579	371	512	336	644
07:00	502	779	430	1217	487	1323	486	1344	558	1426	378	652	368	583	458	1046
08:00	584	749	556	**1561**	594	**1755**	626	**1780**	637	**1784**	446	878	394	736	548	1320
09:00	731	621	617	1316	636	1496	739	1478	709	1559	587	1081	514	926	648	1211
10:00	737	479	676	1202	737	1227	769	1356	803	1376	714	1176	652	1236	727	1150
11:00	**825**	**1252**	**742**	1190	**810**	1230	**897**	1371	**946**	1469	893	**1296**	933	**1447**	**864**	**1322**
12:00 PM	953	**1299**	823	1099	922	**1300**	911	1367	975	1450	1016	1433	996	1381	942	1333
01:00	911	1244	823	1082	885	1187	968	1348	928	1452	986	1334	1023	1456	932	1300
02:00	891	1243	892	**1135**	960	1252	898	**1429**	1006	1500	980	1443	1023	1487	950	**1356**
03:00	1000	1137	993	1075	1124	1124	1071	1344	1183	**1519**	952	**1529**	1006	1512	1047	1320
04:00	1176	1164	1197	1072	1334	1163	1390	1300	1369	1441	1118	1408	**1071**	**1530**	1236	1297
05:00	**1423**	1063	**1328**	1090	**1601**	1199	**1592**	1248	**1532**	1285	1159	1469	1026	1442	**1380**	1257
06:00	1269	1018	1246	996	1495	1091	1493	1196	1356	1352	**1274**	881	1003	1380	1305	1131
07:00	1044	913	991	1100	1206	1119	1202	1266	1272	1269	1149	1344	1050	1256	1131	1181
08:00	911	768	971	996	1067	1034	1062	1177	1042	1171	995	1280	983	1148	1004	1082
09:00	803	719	872	861	1007	942	1045	1119	1016	1197	872	1216	976	986	942	1006
10:00	645	627	797	843	958	880	983	1001	916	1159	1046	1231	867	916	887	951
11:00	585	527	730	678	889	798	974	963	941	1105	1042	1163	897	821	865	865
Lane	17777	18666	16183	20269	18942	22316	19716	24704	20662	27002	19886	24944	19226	24506	18911	23202
Day	36443		36452		41258		44420		47664		44830		43732		42113	
AM Peak	11:00	11:00	11:00	08:00	11:00	08:00	11:00	08:00	11:00	08:00	00:00	11:00	00:00	11:00	11:00	11:00
Vol.	825	1252	742	1561	810	1755	897	1780	946	1784	909	1296	943	1447	864	1322
PM Peak	17:00	12:00	17:00	14:00	17:00	12:00	17:00	14:00	17:00	15:00	18:00	15:00	16:00	16:00	17:00	14:00
Vol.	1423	1299	1328	1135	1601	1300	1592	1429	1532	1519	1274	1529	1071	1530	1380	1356

Comb. Total	36443		36452		41258		44420		47664		44830		43732		42113	

ADT ADT 42,114 AADT 42,114

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201
Miami, Florida, 33156
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 20809
SR A1A_Collins Avenue - SB Left-turn
South of 4900 Block

Start Time	Mon 21-Mar-11	Tue 22-Mar-11	Wed 23-Mar-11	Thu 24-Mar-11	Fri 25-Mar-11	Average Day	Sat 26-Mar-11	Sun 27-Mar-11	Week Average
12:00 AM	10	14	13	18	24	16	15	18	16
01:00	13	4	5	8	21	10	17	25	13
02:00	7	3	6	7	9	6	17	9	8
03:00	4	2	5	7	10	6	6	13	7
04:00	7	0	1	8	5	4	7	17	6
05:00	22	15	12	14	31	19	14	28	19
06:00	18	14	9	16	22	16	25	29	19
07:00	28	18	28	22	33	26	**40**	34	29
08:00	27	19	**30**	27	19	24	20	28	24
09:00	**41**	**24**	23	**28**	**38**	**31**	34	25	**30**
10:00	32	15	25	25	19	23	31	**36**	26
11:00	32	19	13	25	27	23	40	35	27
12:00 PM	**46**	14	21	27	32	28	24	30	28
01:00	39	24	22	28	40	31	19	24	28
02:00	26	21	27	37	35	29	31	41	31
03:00	22	20	24	24	44	27	24	28	27
04:00	28	17	34	33	29	28	30	27	28
05:00	16	24	18	32	27	23	40	40	28
06:00	38	28	29	25	39	32	53	27	34
07:00	31	21	25	**49**	23	30	**73**	44	**38**
08:00	21	**38**	29	28	42	32	42	45	35
09:00	31	30	30	33	**58**	**36**	49	34	38
10:00	26	28	**37**	42	31	33	43	**50**	37
11:00	15	22	23	15	39	23	23	32	24
Day Total	580	434	489	578	697	556	717	719	600
% Avg. WkDay	104.3%	78.1%	87.9%	104.0%	125.4%				
% Avg. Week	96.7%	72.3%	81.5%	96.3%	116.2%	92.7%	119.5%	119.8%	
AM Peak	09:00	09:00	08:00	09:00	09:00	09:00	07:00	10:00	09:00
Vol.	41	24	30	28	38	31	40	36	30
PM Peak	12:00	20:00	22:00	19:00	21:00	21:00	19:00	22:00	19:00
Vol.	46	38	37	49	58	36	73	50	38
Grand Total	580	434	489	578	697	556	717	719	600

ADT ADT 602 AADT 602

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201
Miami, Florida, 33156
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 20809
SR A1A_Collins Avenue - SB Left-turn
South of 4900 Block

Start	21-Mar-11		Tue		Wed		Thu		Fri		Sat		Sun		Average Day	
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	4	**10**	8	3	8	6	8	14	5	7	3	6	2	5	5	7
12:15	2	**12**	3	4	4	8	2	6	7	6	2	10	7	14	4	9
12:30	2	**8**	1	3	0	1	4	6	10	7	6	4	5	8	4	5
12:45	2	**16**	2	4	1	6	4	1	2	12	4	4	4	3	3	7
01:00	6	6	2	9	1	6	1	4	8	14	4	6	14	2	5	7
01:15	3	8	0	4	0	7	1	4	1	8	8	3	9	6	3	6
01:30	3	9	2	4	3	6	4	4	4	8	3	6	2	4	3	6
01:45	1	16	0	7	1	3	2	16	8	10	2	4	0	12	2	10
02:00	5	2	0	6	2	3	3	8	2	8	2	8	4	6	3	6
02:15	0	6	2	2	2	6	2	9	3	6	5	4	0	10	2	6
02:30	2	10	1	6	0	6	0	10	4	6	6	5	3	13	2	8
02:45	0	8	0	7	2	12	2	10	0	15	4	14	2	12	1	11
03:00	2	5	0	8	3	5	2	8	3	6	1	4	9	12	3	7
03:15	2	5	0	6	0	5	3	7	3	14	0	8	0	4	1	7
03:30	0	4	2	4	0	9	0	4	2	8	4	8	2	4	1	6
03:45	0	8	0	2	2	5	2	5	2	16	1	4	2	8	1	7
04:00	2	5	0	4	0	12	2	8	0	4	0	2	8	8	2	6
04:15	0	5	0	3	0	4	0	9	0	3	1	8	2	9	0	6
04:30	4	6	0	6	0	4	2	6	3	10	2	12	5	6	2	7
04:45	1	12	0	4	1	14	4	10	2	12	4	8	2	4	2	9
05:00	4	6	1	6	2	2	0	8	6	4	2	14	4	14	3	8
05:15	6	1	4	4	7	10	8	10	12	8	2	7	4	9	6	7
05:30	6	5	4	8	0	3	4	4	4	6	6	15	10	8	5	7
05:45	6	4	6	6	3	3	2	10	9	9	4	4	10	9	6	6
06:00	8	6	0	6	1	6	4	6	4	9	4	2	7	10	4	6
06:15	0	8	2	7	0	10	2	1	4	4	4	**26**	6	0	3	8
06:30	4	14	2	10	2	12	4	10	6	14	9	**15**	8	3	5	11
06:45	6	10	**10**	5	6	1	6	8	8	12	8	**10**	8	**14**	7	9
07:00	8	8	**2**	6	8	4	6	**6**	8	1	6	**23**	6	**17**	6	9
07:15	4	4	**4**	6	**6**	6	8	**11**	12	10	15	10	12	**8**	9	8
07:30	6	14	**8**	8	**8**	6	2	**12**	6	8	10	14	8	**11**	7	10
07:45	10	5	4	1	**6**	9	6	**20**	7	4	9	26	8	8	7	10
08:00	3	7	5	**8**	**12**	6	4	6	2	10	4	9	8	8	5	8
08:15	6	8	4	**10**	2	10	5	6	1	16	8	7	2	9	4	9
08:30	6	2	4	**10**	8	6	8	8	5	10	2	6	10	18	6	9
08:45	**12**	4	6	**10**	8	7	10	8	**11**	6	6	20	8	10	**9**	9
09:00	**8**	7	8	6	5	8	2	10	**13**	**14**	8	6	5	6	**7**	8
09:15	**12**	6	4	8	6	6	**10**	8	**4**	**18**	6	14	10	12	**7**	10
09:30	**9**	8	6	8	4	6	**6**	8	**11**	**14**	12	16	6	10	**8**	10
09:45	12	10	6	8	8	**10**	**10**	7	10	**12**	8	13	4	6	8	**9**
10:00	7	7	6	12	6	**11**	**7**	10	5	2	8	9	6	10	6	**9**
10:15	5	10	1	6	4	**8**	6	11	4	4	3	8	10	14	5	**9**
10:30	8	6	4	6	7	**12**	4	11	4	12	**13**	16	8	20	7	**12**
10:45	12	3	4	4	8	6	8	10	6	13	**7**	10	**12**	6	8	7
11:00	9	7	4	5	1	1	4	4	10	10	**10**	6	**10**	7	7	6
11:15	8	2	7	4	3	8	11	3	4	12	**12**	5	**10**	7	8	6
11:30	5	4	6	5	4	8	4	6	8	11	10	6	**10**	10	7	7
11:45	10	2	2	8	5	6	6	2	5	6	8	6	5	8	6	5
Total	241	339	147	287	170	319	205	373	258	439	266	451	297	422	225	375
Day Total	580		434		489		578		697		717		719		600	
% Splits	41.6%	58.4%	33.9%	66.1%	34.8%	65.2%	35.5%	64.5%	37.0%	63.0%	37.1%	62.9%	41.3%	58.7%	37.5%	62.5%
Peak	08:45	12:00	06:45	08:00	07:15	09:45	09:15	07:00	08:45	09:00	10:30	06:15	10:45	06:45	08:45	09:45
Vol.	41	46	24	38	32	41	33	49	39	58	42	74	42	50	31	39
P.H.F.	0.854	0.719	0.600	0.950	0.667	0.854	0.825	0.613	0.750	0.806	0.700	0.712	0.875	0.735	0.861	0.813

ADT ADT 602 AADT 602

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201
Miami, Florida, 33156
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 19611
SR A1A_Collins Ave - Northbound
Between 4900 Blk & 5000 blk

Start Time	Mon 21-Mar-11	Tue 22-Mar-11	Wed 23-Mar-11	Thu 24-Mar-11	Fri 25-Mar-11	Average Day	Sat 26-Mar-11	Sun 27-Mar-11	Week Average
12:00 AM	727	442	501	598	761	606	**854**	**913**	685
01:00	471	218	396	412	569	413	835	850	536
02:00	327	172	251	335	451	307	629	658	403
03:00	283	135	271	283	380	270	491	577	346
04:00	271	119	212	299	449	270	453	494	328
05:00	271	138	214	291	350	253	442	442	307
06:00	329	212	294	300	373	302	380	357	321
07:00	449	410	470	467	538	467	353	356	435
08:00	553	510	530	588	602	557	421	371	511
09:00	685	581	610	708	673	651	549	489	614
10:00	692	650	700	717	744	701	692	618	688
11:00	**777**	**692**	**769**	**849**	**878**	**793**	848	858	**810**
12:00 PM	924	773	879	869	970	883	969	950	905
01:00	854	797	856	908	880	859	935	981	887
02:00	854	858	902	845	933	878	926	986	901
03:00	969	947	1089	1031	1108	1029	930	962	1005
04:00	1123	1168	1291	1312	1295	1238	1052	**1030**	1182
05:00	**1366**	**1266**	**1528**	**1507**	**1446**	**1423**	1087	964	**1309**
06:00	1235	1180	1429	1422	1312	1316	**1284**	974	1262
07:00	1002	950	1175	1140	1201	1094	1116	984	1081
08:00	866	910	1023	1006	1003	962	954	938	957
09:00	748	827	946	993	924	888	837	920	885
10:00	627	746	919	948	880	824	987	808	845
11:00	577	695	842	932	885	786	1013	843	827
Day Total	16980	15396	18097	18760	19605	17770	19037	18323	18030
% Avg. WkDay	95.6%	86.6%	101.8%	105.6%	110.3%				
% Avg. Week	94.2%	85.4%	100.4%	104.0%	108.7%	98.6%	105.6%	101.6%	
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	00:00	00:00	11:00
Vol.	777	692	769	849	878	793	854	913	810
PM Peak	17:00	17:00	17:00	17:00	17:00	17:00	18:00	16:00	17:00
Vol.	1366	1266	1528	1507	1446	1423	1284	1030	1309
Grand Total	16980	15396	18097	18760	19605	17770	19037	18323	18030

ADT ADT 18,028 AADT 18,028

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201
Miami, Florida, 33156
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 19611
SR A1A_Collins Ave - Northbound
Between 4900 Blk & 5000 blk

Start	21-Mar-11		Tue		Wed		Thu		Fri		Sat		Sun		Average Day	
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	193	206	132	186	148	228	178	212	211	262	**224**	244	**234**	230	189	224
12:15	182	230	112	190	127	240	150	223	216	238	**207**	225	**232**	243	175	227
12:30	164	222	112	185	128	204	120	238	176	244	**221**	256	**246**	254	167	229
12:45	188	266	86	212	98	207	150	196	158	226	**202**	244	**201**	223	155	225
01:00	144	211	57	210	118	222	136	224	153	230	224	232	224	224	151	222
01:15	122	212	54	196	104	220	96	212	166	212	197	254	234	274	139	226
01:30	114	229	65	197	86	225	92	214	142	218	208	248	180	234	127	224
01:45	91	202	42	194	88	189	88	258	108	220	206	201	212	249	119	216
02:00	101	214	44	214	66	221	92	181	124	211	174	249	200	236	114	218
02:15	74	206	53	148	57	209	94	217	105	244	175	238	148	290	101	222
02:30	64	201	44	238	68	226	82	225	125	204	148	218	164	212	99	218
02:45	88	233	31	258	60	246	67	222	97	274	132	221	146	248	89	243
03:00	86	196	35	210	64	248	76	218	101	282	121	228	165	252	93	233
03:15	68	221	39	256	65	274	64	266	84	264	118	265	120	210	80	251
03:30	50	267	29	264	84	293	71	269	96	268	119	230	138	240	84	262
03:45	79	285	32	217	58	274	72	278	99	294	133	207	154	260	90	259
04:00	65	261	35	272	62	316	74	297	114	280	129	248	128	**255**	87	276
04:15	78	290	23	299	57	305	75	304	124	324	106	278	137	**245**	86	292
04:30	62	306	31	321	48	324	72	320	105	324	106	250	110	**255**	76	300
04:45	66	266	30	276	45	346	78	391	106	**367**	112	276	119	**275**	79	314
05:00	70	302	40	**317**	66	358	71	346	94	**358**	131	284	110	224	83	313
05:15	60	**362**	32	**322**	58	**392**	62	**427**	96	**386**	98	257	144	242	79	**341**
05:30	71	**340**	36	**317**	40	**362**	76	**381**	88	**359**	106	262	98	254	74	**325**
05:45	70	**362**	30	**310**	50	**416**	82	**353**	72	343	107	284	90	244	72	**330**
06:00	71	**340**	37	317	52	**381**	66	**394**	87	358	106	**302**	94	258	73	**336**
06:15	78	311	42	272	63	358	50	366	96	332	91	**357**	106	244	75	320
06:30	94	290	49	324	83	341	86	372	90	332	87	**319**	81	218	81	314
06:45	86	294	84	267	96	349	98	290	100	290	96	**306**	76	254	91	293
07:00	101	316	72	254	116	312	97	330	108	358	95	302	66	246	94	303
07:15	114	230	108	246	124	324	118	276	139	304	86	258	89	246	111	269
07:30	118	220	110	234	94	268	128	279	158	280	78	240	104	236	113	251
07:45	116	236	120	216	136	271	124	255	133	259	94	316	97	256	117	258
08:00	134	224	126	246	117	256	141	250	141	257	100	254	76	230	119	245
08:15	130	222	116	245	136	281	138	238	139	274	89	240	91	274	120	253
08:30	121	210	148	212	145	240	170	250	164	229	116	250	103	222	138	230
08:45	168	210	120	207	132	246	139	268	158	243	116	210	101	212	133	228
09:00	164	204	149	212	158	251	164	244	184	242	133	200	114	264	152	231
09:15	161	178	142	195	152	220	182	258	148	240	129	216	129	216	149	218
09:30	166	206	156	206	147	248	188	253	166	232	138	210	124	226	155	226
09:45	194	160	134	214	153	227	174	238	175	210	149	211	122	214	157	211
10:00	158	166	166	200	168	234	161	242	186	238	168	244	138	207	164	219
10:15	170	169	154	166	177	212	177	242	186	240	172	268	122	202	165	214
10:30	194	168	166	184	150	249	182	226	198	198	152	240	188	196	176	209
10:45	170	124	164	196	205	224	197	238	174	204	200	235	170	203	183	203
11:00	**185**	160	**168**	184	**188**	222	**216**	226	**216**	229	198	270	202	223	**196**	216
11:15	**168**	152	**174**	182	**158**	230	**218**	222	**232**	217	222	260	210	186	**197**	207
11:30	**204**	158	**178**	191	**210**	204	**205**	242	**220**	216	202	245	234	218	**208**	211
11:45	**220**	107	**172**	138	**213**	186	**210**	242	**210**	223	226	238	212	216	**209**	193
Total	5835	11145	4279	11117	5218	12879	5847	12913	6768	12837	6947	12090	6983	11340	5984	12048
Day Total	16980		15396		18097		18760		19605		19037		18323		18032	
% Splits	34.4%	65.6%	27.8%	72.2%	28.8%	71.2%	31.2%	68.8%	34.5%	65.5%	36.5%	63.5%	38.1%	61.9%	33.2%	66.8%
Peak	11:00	05:15	11:00	05:00	11:00	05:15	11:00	05:15	11:00	04:45	12:00	06:00	12:00	04:00	11:00	05:15
Vol.	777	1404	692	1266	769	1551	849	1555	878	1470	854	1284	913	1030	810	1332
P.H.F.	0.883	0.970	0.972	0.983	0.903	0.932	0.974	0.910	0.946	0.952	0.953	0.899	0.928	0.936	0.969	0.977

ADT ADT 18,028 AADT 18,028

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201
Miami, Florida, 33156
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 19611
SR A1A_Collins Ave - Southbound LT
Between 4900 Blk & 5000 Blk

Start Time	Mon 21-Mar-11	Tue 22-Mar-11	Wed 23-Mar-11	Thu 24-Mar-11	Fri 25-Mar-11	Average Day	Sat 26-Mar-11	Sun 27-Mar-11	Week Average
12:00 AM	9	2	3	2	4	4	6	**19**	6
01:00	3	2	5	2	0	2	5	5	3
02:00	2	2	5	3	3	3	4	2	3
03:00	3	4	0	0	0	1	0	2	1
04:00	1	2	1	1	2	1	2	2	2
05:00	0	0	2	7	6	3	4	1	3
06:00	4	6	8	4	5	5	5	9	6
07:00	6	13	8	7	20	11	5	5	9
08:00	8	20	**17**	11	12	14	13	5	12
09:00	**21**	**32**	16	**26**	**25**	**24**	4	8	**19**
10:00	12	12	13	13	17	13	11	8	12
11:00	17	18	14	16	25	18	**19**	15	18
12:00 PM	17	17	20	17	20	18	30	19	20
01:00	17	15	27	22	25	21	13	15	19
02:00	20	16	11	**28**	23	20	24	**24**	21
03:00	20	17	17	14	20	18	15	16	17
04:00	21	13	19	19	19	18	15	20	18
05:00	14	20	15	26	16	18	21	22	19
06:00	**26**	22	**28**	22	17	**23**	**45**	16	**25**
07:00	16	18	19	23	22	20	29	18	21
08:00	12	**24**	12	16	**26**	18	12	9	16
09:00	12	17	8	22	13	14	18	16	15
10:00	8	10	11	6	8	9	16	17	11
11:00	6	12	4	9	13	9	6	11	9
Day Total	275	314	283	316	341	305	322	284	305
% Avg. WkDay	90.2%	103.0%	92.8%	103.6%	111.8%				
% Avg. Week	90.2%	103.0%	92.8%	103.6%	111.8%	100.0%	105.6%	93.1%	
AM Peak	09:00	09:00	08:00	09:00	09:00	09:00	11:00	00:00	09:00
Vol.	21	32	17	26	25	24	19	19	19
PM Peak	18:00	20:00	18:00	14:00	20:00	18:00	18:00	14:00	18:00
Vol.	26	24	28	28	26	23	45	24	25
Grand Total	275	314	283	316	341	305	322	284	305

ADT ADT 305 AADT 305

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201
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Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 19611
SR A1A_Collins Ave - Southbound LT
Between 4900 Blk & 5000 Blk

Start	21-Mar-11		Tue		Wed		Thu		Fri		Sat		Sun		Average Day	
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	2	3	0	1	0	2	2	6	1	5	4	8	**7**	5	2	4
12:15	3	7	0	2	0	**8**	0	0	0	4	2	6	**6**	2	2	4
12:30	2	4	0	10	1	**4**	0	2	1	6	0	10	**2**	**6**	1	6
12:45	2	3	2	4	2	**6**	0	9	2	5	0	6	**4**	**6**	2	6
01:00	1	8	0	2	3	**10**	0	6	0	6	2	3	2	**10**	1	6
01:15	0	0	0	2	0	5	0	8	0	5	1	2	1	**4**	0	4
01:30	0	5	0	6	2	6	2	2	0	10	2	0	2	0	1	4
01:45	2	4	2	5	0	6	0	**6**	0	4	0	8	0	1	1	5
02:00	0	10	0	3	1	1	0	**8**	0	8	2	4	2	9	1	6
02:15	2	4	0	6	0	2	0	**8**	1	3	1	8	0	4	1	5
02:30	0	4	2	3	4	0	2	**8**	0	0	0	2	0	8	1	4
02:45	0	2	0	4	0	8	1	4	2	12	1	10	0	3	1	6
03:00	0	2	0	6	0	2	0	4	0	4	0	2	0	3	0	3
03:15	2	4	2	3	0	3	0	5	0	4	0	8	0	6	1	5
03:30	0	8	2	4	0	4	0	1	0	4	0	3	1	2	0	4
03:45	1	6	0	4	0	8	0	4	0	8	0	2	1	5	0	5
04:00	0	3	0	4	0	4	0	4	0	3	2	6	0	4	0	4
04:15	0	6	0	4	0	6	0	3	0	2	0	3	0	6	0	4
04:30	0	5	0	1	1	4	0	4	2	8	0	6	0	6	0	5
04:45	1	7	2	4	0	5	1	8	0	6	0	0	2	4	1	5
05:00	0	1	0	6	0	4	4	4	0	6	0	5	0	8	1	5
05:15	0	5	0	1	0	6	1	7	2	4	0	8	0	4	0	5
05:30	0	2	0	**8**	2	1	2	8	2	2	2	6	1	2	1	4
05:45	0	6	0	**5**	0	4	0	7	2	4	2	2	0	8	1	5
06:00	0	**3**	2	**8**	2	7	0	6	1	3	0	1	0	1	1	4
06:15	2	**4**	2	**8**	2	4	2	2	0	2	2	**14**	1	3	2	**5**
06:30	2	**11**	0	2	2	7	0	6	0	5	0	**20**	5	6	1	**8**
06:45	0	**8**	2	4	2	10	2	8	4	7	3	**10**	3	6	2	**8**
07:00	0	3	2	6	2	4	2	7	2	7	1	**15**	2	2	2	**6**
07:15	2	2	5	0	2	3	3	4	8	2	2	2	0	6	3	3
07:30	2	5	2	8	2	6	2	8	4	4	2	8	1	8	2	7
07:45	2	6	4	4	2	6	0	4	6	**9**	0	4	2	2	2	5
08:00	2	7	4	7	6	2	4	4	2	**4**	3	2	0	5	3	4
08:15	1	3	4	4	6	4	4	4	2	**8**	4	2	1	3	3	4
08:30	3	1	7	6	2	2	2	3	2	**12**	2	4	2	1	3	4
08:45	2	1	**5**	7	3	4	1	5	6	2	4	4	2	0	3	3
09:00	**13**	1	**8**	4	4	2	**4**	6	6	5	2	6	3	2	**6**	4
09:15	**2**	6	**8**	1	4	1	**8**	4	**2**	1	1	4	3	4	**4**	3
09:30	**3**	2	**12**	8	2	1	**6**	8	**11**	1	0	6	2	2	**5**	4
09:45	**3**	3	4	4	6	4	**8**	4	**6**	6	1	2	0	8	**4**	4
10:00	4	2	2	0	0	0	1	0	**9**	4	1	0	2	4	3	1
10:15	2	2	0	3	**5**	7	4	0	0	1	8	5	1	5	3	3
10:30	4	2	4	3	**2**	4	6	2	6	2	0	5	3	4	4	3
10:45	2	2	6	4	**6**	0	2	4	2	1	2	6	2	4	3	3
11:00	6	0	1	6	**5**	0	4	2	8	2	**4**	2	0	3	4	2
11:15	7	2	12	5	3	2	6	0	2	2	**4**	2	4	2	5	2
11:30	2	2	2	1	2	2	4	5	5	3	**5**	0	6	4	4	2
11:45	2	2	3	0	4	0	2	2	10	6	**6**	2	5	2	5	2
Total	86	189	113	201	92	191	92	224	119	222	78	244	81	203	96	208
Day Total	275		314		283		316		341		322		284		304	
% Splits	31.3%	68.7%	36.0%	64.0%	32.5%	67.5%	29.1%	70.9%	34.9%	65.1%	24.2%	75.8%	28.5%	71.5%	31.6%	68.4%
Peak	09:00	06:00	08:45	05:30	10:15	00:15	09:00	01:45	09:15	07:45	11:00	06:15	12:00	00:30	09:00	06:15
Vol.	21	26	33	29	18	28	26	30	28	33	19	59	19	26	19	27
P.H.F.	0.404	0.591	0.688	0.906	0.750	0.700	0.813	0.833	0.636	0.688	0.792	0.738	0.679	0.650	0.792	0.844

ADT ADT 305 AADT 305

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201
Miami, Florida, 33156
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 20219
SR A1A_Collins Ave - Northbound
Frontage Rd - Bet 5000 Blk & 5200 Blk

Start	21-Mar-11		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Out L	Ins L	Out L	Ins L	Out L	Ins L	Out L	Ins L	Out L	Ins L	Out L	Ins L	Out L	Ins L	Out L	Ins L
12:00 AM	109	49	49	31	64	39	76	50	117	81	148	90	134	77	100	60
01:00	83	42	21	7	40	29	57	28	71	45	141	76	167	95	83	46
02:00	49	20	25	11	35	13	38	14	60	29	89	47	80	39	54	25
03:00	45	14	25	12	28	8	37	18	52	18	66	29	67	47	46	21
04:00	42	17	20	10	28	9	43	19	55	29	67	26	48	27	43	20
05:00	55	27	24	8	34	12	47	24	47	29	67	33	47	24	46	22
06:00	60	50	44	35	55	34	60	41	50	39	69	41	60	42	57	40
07:00	127	99	97	88	110	88	101	88	110	109	54	44	73	36	96	79
08:00	148	127	142	109	151	**153**	154	**147**	154	122	105	72	83	50	134	111
09:00	146	**142**	138	**140**	139	130	140	116	150	134	113	78	113	64	134	115
10:00	146	113	**148**	102	123	139	**181**	144	**164**	120	129	83	130	90	146	113
11:00	**160**	115	107	99	**158**	113	154	128	142	**154**	**183**	**134**	**174**	**116**	**154**	**123**
12:00 PM	149	122	144	135	164	124	172	117	175	140	210	143	**227**	130	177	130
01:00	148	119	159	115	165	134	162	136	147	158	217	142	218	**163**	174	138
02:00	163	126	169	129	208	151	173	127	152	140	185	108	221	138	182	131
03:00	192	140	182	129	196	140	179	**178**	**232**	**195**	207	150	218	142	201	153
04:00	169	142	188	143	202	140	181	122	220	160	207	130	217	130	198	138
05:00	161	131	186	148	**228**	156	186	124	216	154	223	139	174	105	196	137
06:00	183	133	**204**	**159**	210	**164**	**228**	162	202	180	**238**	**153**	179	135	**206**	**155**
07:00	**197**	**150**	166	135	188	127	210	129	185	154	213	123	192	130	193	135
08:00	168	123	178	131	142	130	196	145	193	122	184	132	169	130	176	130
09:00	128	102	139	108	160	93	164	133	158	107	159	117	106	126	145	112
10:00	98	77	120	73	134	91	166	102	187	116	188	127	140	84	148	96
11:00	66	53	128	74	138	91	145	89	152	86	156	94	118	81	129	81
Lane	2992	2233	2803	2131	3100	2308	3250	2381	3391	2621	3618	2311	3355	2201	3218	2311
Day	5225		4934		5408		5631		6012		5929		5556		5529	
AM Peak	11:00	09:00	10:00	09:00	11:00	08:00	10:00	08:00	10:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00
Vol.	160	142	148	140	158	153	181	147	164	154	183	134	174	116	154	123
PM Peak	19:00	19:00	18:00	18:00	17:00	18:00	18:00	15:00	15:00	15:00	18:00	18:00	12:00	13:00	18:00	18:00
Vol.	197	150	204	159	228	164	228	178	232	195	238	153	227	163	206	155

Comb. Total	5225	4934	5408	5631	6012	5929	5556	5529

ADT ADT 5,528 AADT 5,528

CH Perez and Associates Consulting Engineers Inc.

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Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 20219
SR A1A_Collins Ave - Northbound
Frontage Rd - Bet 5000 Blk & 5200 Blk

Start Time	21-Mar-11 Mon	Out L A.M.	Out L P.M.	Ins L A.M.	Ins L P.M.	Combined A.M.	Combined P.M.	22-Mar- Tue	Out L A.M.	Out L P.M.	Ins L A.M.	Ins L P.M.	Combined A.M.	Combined P.M.
12:00		36	40	16	28	52	68		12	30	8	34	20	64
12:15		31	39	12	20	43	59		13	38	11	30	24	68
12:30		24	42	10	26	34	68		12	36	8	35	20	71
12:45		18	28	11	48	29	76		12	40	4	36	16	76
01:00		23	32	12	28	35	60		5	38	0	38	5	76
01:15		30	42	18	34	48	76		1	41	2	26	3	67
01:30		17	42	8	32	25	74		7	34	3	20	10	54
01:45		13	32	4	25	17	57		8	46	2	31	10	77
02:00		16	35	7	28	23	63		7	38	6	32	13	70
02:15		10	46	4	32	14	78		6	30	2	25	8	55
02:30		12	32	4	28	16	60		4	47	1	26	5	73
02:45		11	50	5	38	16	88		8	54	2	46	10	100
03:00		12	42	0	22	12	64		6	50	1	38	7	88
03:15		7	46	2	***34***	9	***80***		8	36	4	28	12	64
03:30		14	56	6	***40***	20	***96***		5	50	5	27	10	77
03:45		12	48	6	***44***	18	***92***		6	46	2	36	8	82
04:00		14	48	6	***40***	20	***88***		6	43	1	36	7	79
04:15		12	42	2	34	14	76		6	53	1	32	7	85
04:30		7	46	2	36	9	82		3	48	2	***41***	5	89
04:45		9	33	7	32	16	65		5	44	6	***34***	11	78
05:00		19	48	12	32	31	80		3	50	0	***48***	3	98
05:15		8	34	6	31	14	65		4	46	1	***38***	5	84
05:30		12	35	2	34	14	69		6	46	2	36	8	82
05:45		16	44	7	34	23	78		11	***44***	5	26	16	***70***
06:00		10	52	8	32	18	84		6	***54***	4	47	10	***101***
06:15		10	42	8	46	18	88		12	***58***	10	45	22	***103***
06:30		18	45	18	33	36	78		11	***52***	8	40	19	***92***
06:45		22	***44***	16	22	38	66		15	40	13	27	28	67
07:00		20	***48***	12	38	32	86		16	45	16	36	32	81
07:15		32	***55***	26	50	58	105		18	48	16	40	34	88
07:30		34	***52***	27	28	61	80		30	37	29	29	59	66
07:45		41	42	34	34	75	76		33	36	27	30	60	66
08:00		38	40	24	38	62	78		36	42	30	35	66	77
08:15		34	46	40	27	74	73		34	44	25	34	59	78
08:30		38	43	35	24	73	67		32	52	***23***	40	55	92
08:45		38	39	28	34	66	73		***40***	40	***31***	22	***71***	62
09:00		38	28	***38***	24	76	52		***34***	39	***43***	36	***77***	75
09:15		32	34	***28***	35	60	69		***44***	26	***48***	22	***92***	48
09:30		36	32	***40***	19	76	51		***35***	33	22	24	***57***	57
09:45		40	34	***36***	24	76	58		25	41	27	26	52	67
10:00		38	28	28	22	66	50		36	36	36	22	72	58
10:15		26	22	14	17	40	39		40	31	26	16	66	47
10:30		***40***	26	47	22	***87***	48		24	27	10	15	34	42
10:45		***42***	22	24	16	***66***	38		48	26	30	20	78	46
11:00		***36***	14	26	14	***62***	28		30	37	22	26	52	63
11:15		***48***	14	29	16	***77***	30		20	32	26	17	46	49
11:30		34	20	26	15	60	35		24	34	28	21	52	55
11:45		42	18	34	8	76	26		33	25	23	10	56	35
Total		1170	1822	815	1418	1985	3240		840	1963	652	1479	1492	3442
Day Total		2992		2233		5225			2803		2131		4934	
% Total		22.4%	34.9%	15.6%	27.1%				17.0%	39.8%	13.2%	30.0%		
Peak		10:30	06:45	09:00	03:15	10:30	03:15		08:45	05:45	08:30	04:30	08:45	05:45
Vol.		166	199	142	158	292	356		153	208	145	161	297	366
P.H.F.		0.865	0.888	0.888	0.898	0.839	0.927		0.869	0.897	0.755	0.839	0.807	0.888

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Station ID: 20219
SR A1A_Collins Ave - Northbound
Frontage Rd - Bet 5000 Blk & 5200 Blk

Start Time	23-Mar-11 Wed	Out L A.M.	Out L P.M.	Ins L A.M.	Ins L P.M.	Combined A.M.	Combined P.M.	24-Mar- Thu	Out L A.M.	Out L P.M.	Ins L A.M.	Ins L P.M.	Combined A.M.	Combined P.M.
12:00		24	42	14	36	38	78		24	40	18	34	42	74
12:15		18	48	5	38	23	86		15	46	12	33	27	79
12:30		11	42	8	18	19	60		21	38	12	30	33	68
12:45		11	32	12	32	23	64		16	48	8	20	24	68
01:00		10	38	3	33	13	71		20	38	8	22	28	60
01:15		8	55	6	42	14	97		10	40	5	44	15	84
01:30		14	32	12	25	26	57		10	38	4	26	14	64
01:45		8	40	8	34	16	74		17	46	11	44	28	90
02:00		5	54	4	40	9	94		9	43	5	25	14	68
02:15		8	51	2	34	10	85		8	44	4	24	12	68
02:30		10	52	3	40	13	92		10	46	3	42	13	88
02:45		12	51	4	37	16	88		11	40	2	36	13	76
03:00		8	43	5	30	13	73		13	44	3	***44***	16	88
03:15		7	50	2	40	9	90		6	35	3	***51***	9	86
03:30		7	56	0	36	7	92		4	50	4	***40***	8	90
03:45		6	47	1	34	7	81		14	50	8	***43***	22	93
04:00		5	51	1	40	6	91		10	44	2	22	12	66
04:15		4	44	2	32	6	76		14	56	11	32	25	88
04:30		8	66	2	34	10	100		8	40	2	40	10	80
04:45		11	41	4	34	15	75		11	41	4	28	15	69
05:00		6	***64***	2	47	8	***111***		14	51	4	33	18	84
05:15		10	***52***	2	33	12	***85***		7	41	4	26	11	67
05:30		10	***70***	3	38	13	***108***		14	52	8	35	22	87
05:45		8	***42***	5	38	13	***80***		12	42	8	30	20	72
06:00		16	58	6	***30***	22	88		17	52	14	38	31	90
06:15		8	42	8	***46***	16	88		12	50	4	30	16	80
06:30		18	46	12	***46***	30	92		15	***66***	11	44	26	***110***
06:45		13	64	8	***42***	21	106		16	***60***	12	50	28	***110***
07:00		22	30	14	22	36	52		20	***61***	17	44	37	***105***
07:15		23	51	12	40	35	91		25	***58***	22	36	47	***94***
07:30		27	59	30	41	57	100		24	40	25	19	49	59
07:45		38	48	32	24	70	72		32	51	24	30	56	81
08:00		29	40	25	36	54	76		42	52	48	47	90	99
08:15		40	38	***40***	34	***80***	72		34	52	25	40	59	92
08:30		36	34	***40***	26	***76***	60		46	40	42	24	88	64
08:45		46	30	***48***	34	***94***	64		32	52	32	34	64	86
09:00		30	38	***36***	29	***66***	67		35	38	30	28	65	66
09:15		28	40	26	22	54	62		39	48	36	41	75	89
09:30		35	42	24	22	59	64		32	46	24	30	56	76
09:45		46	40	44	20	90	60		34	32	26	34	60	66
10:00		40	38	23	28	63	66		***54***	38	32	18	***86***	56
10:15		26	28	44	18	70	46		***45***	48	34	28	***79***	76
10:30		10	34	42	23	52	57		***34***	42	32	32	***66***	74
10:45		***47***	34	30	22	77	56		***48***	38	***46***	24	***94***	62
11:00		***38***	37	23	21	61	58		32	42	***28***	32	60	74
11:15		***36***	42	26	34	62	76		40	36	***34***	14	74	50
11:30		***39***	38	34	18	73	56		48	34	***44***	18	92	52
11:45		45	21	30	18	75	39		34	33	22	25	56	58
Total		965	2135	767	1541	1732	3676		1088	2162	817	1564	1905	3726
Day Total		3100		2308		5408			3250		2381		5631	
% Total		17.8%	39.5%	14.2%	28.5%				19.3%	38.4%	14.5%	27.8%		
Peak		10:45	05:00	08:15	06:00	08:15	05:00		10:00	06:30	10:45	03:00	10:00	06:30
Vol.		160	228	164	164	316	384		181	245	152	178	325	419
P.H.F.		0.851	0.814	0.854	0.891	0.840	0.865		0.838	0.928	0.826	0.873	0.864	0.952

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Station ID: 20219
SR A1A_Collins Ave - Northbound
Frontage Rd - Bet 5000 Blk & 5200 Blk

Start	25-Mar-11	Out L		Ins L		Combined		26-Mar-	Out L		Ins L		Combined	
Time	Fri	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Sat	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		36	35	28	29	64	64		33	48	20	32	53	80
12:15		30	50	22	30	52	80		38	54	27	42	65	96
12:30		25	40	20	43	45	83		44	42	19	34	63	76
12:45		26	50	11	38	37	88		33	66	24	35	57	101
01:00		17	33	8	35	25	68		40	61	22	34	62	95
01:15		16	54	14	53	30	107		36	38	20	24	56	62
01:30		20	42	15	24	35	66		30	58	18	38	48	96
01:45		18	18	8	46	26	64		35	60	16	46	51	106
02:00		20	14	11	47	31	61		32	48	18	34	50	82
02:15		16	40	6	30	22	70		17	47	10	24	27	71
02:30		10	48	2	28	12	76		20	49	5	35	25	84
02:45		14	50	10	35	24	85		20	41	14	15	34	56
03:00		15	48	6	***47***	21	95		15	55	8	39	23	94
03:15		8	52	1	***49***	9	***101***		20	57	9	32	29	89
03:30		14	64	6	***56***	20	***120***		15	45	4	45	19	90
03:45		15	***68***	5	***43***	20	***111***		16	50	8	34	24	84
04:00		7	***52***	2	46	9	***98***		15	46	7	34	22	80
04:15		10	***50***	14	36	24	86		22	55	4	19	26	74
04:30		20	***70***	8	40	28	110		12	58	6	43	18	101
04:45		18	48	5	38	23	86		18	48	9	34	27	82
05:00		12	48	7	33	19	81		12	51	8	28	20	79
05:15		8	52	4	40	12	92		18	54	6	43	24	97
05:30		17	54	8	37	25	91		14	62	7	32	21	94
05:45		10	62	10	44	20	106		23	56	12	36	35	92
06:00		9	48	8	46	17	94		12	51	7	***31***	19	82
06:15		11	60	11	52	22	112		22	***58***	7	***47***	29	***105***
06:30		16	46	14	34	30	80		17	***75***	14	***35***	31	***110***
06:45		14	48	6	48	20	96		18	***54***	13	***40***	31	***94***
07:00		16	44	23	44	39	88		16	***68***	9	22	25	***90***
07:15		22	47	14	37	36	84		6	44	6	24	12	68
07:30		34	46	36	29	70	75		18	44	15	35	33	79
07:45		38	48	36	44	74	92		14	57	14	42	28	99
08:00		34	47	30	30	64	77		20	56	6	26	26	82
08:15		34	64	22	36	56	100		21	44	16	38	37	82
08:30		40	52	27	32	67	84		26	36	26	34	52	70
08:45		46	30	43	24	***89***	54		38	48	24	34	62	82
09:00		40	34	42	20	***82***	54		25	50	18	38	43	88
09:15		30	43	26	30	***56***	73		31	38	14	32	45	70
09:30		***36***	45	42	35	***78***	80		32	36	24	29	56	65
09:45		***44***	36	24	22	68	58		25	35	22	18	47	53
10:00		***50***	60	31	32	81	92		29	38	17	24	46	62
10:15		***36***	42	24	26	60	68		40	58	26	41	66	99
10:30		36	54	32	28	68	82		31	48	18	40	49	88
10:45		42	31	33	30	75	61		29	44	22	22	51	66
11:00		34	38	***36***	24	70	62		***58***	38	***34***	22	***92***	60
11:15		38	42	***30***	12	68	54		***39***	46	***34***	24	***73***	70
11:30		16	34	***51***	20	67	54		***42***	36	***31***	20	***73***	56
11:45		54	38	***37***	30	91	68		***44***	36	***35***	28	***79***	64
Total		1172	2219	909	1712	2081	3931		1231	2387	753	1558	1984	3945
Day Total		3391		2621		6012			3618		2311		5929	
% Total		19.5%	36.9%	15.1%	28.5%				20.8%	40.3%	12.7%	26.3%		
Peak		09:30	03:45	11:00	03:00	08:45	03:15		11:00	06:15	11:00	06:00	11:00	06:15
Vol.		166	240	154	195	305	430		183	255	134	153	317	399
P.H.F.		0.830	0.857	0.755	0.871	0.857	0.896		0.789	0.850	0.957	0.814	0.861	0.907

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SR A1A_Collins Ave - Northbound
Frontage Rd - Bet 5000 Blk & 5200 Blk

Start Time	27-Mar-11 Sun	Out L A.M.	Out L P.M.	Ins L A.M.	Ins L P.M.	Combined A.M.	Combined P.M.	28-Mar- Mon	Out L A.M.	Out L P.M.	Ins L A.M.	Ins L P.M.	Combined A.M.	Combined P.M.
12:00		38	67	25	32	63	99		*	*	*	*	*	*
12:15		28	52	17	30	45	82		*	*	*	*	*	*
12:30		36	52	16	34	52	86		*	*	*	*	*	*
12:45		32	56	19	34	51	90		*	*	*	*	*	*
01:00		42	56	32	***53***	74	***109***		*	*	*	*	*	*
01:15		52	56	32	***32***	84	***88***		*	*	*	*	*	*
01:30		33	52	17	***30***	50	***82***		*	*	*	*	*	*
01:45		40	54	14	***48***	54	***102***		*	*	*	*	*	*
02:00		24	50	10	38	34	88		*	*	*	*	*	*
02:15		23	58	14	25	37	83		*	*	*	*	*	*
02:30		17	63	10	39	27	102		*	*	*	*	*	*
02:45		16	50	5	36	21	86		*	*	*	*	*	*
03:00		16	52	20	42	36	94		*	*	*	*	*	*
03:15		14	46	12	30	26	76		*	*	*	*	*	*
03:30		12	***60***	2	36	14	96		*	*	*	*	*	*
03:45		25	***60***	13	34	38	94		*	*	*	*	*	*
04:00		12	***58***	10	18	22	76		*	*	*	*	*	*
04:15		8	***56***	8	42	16	98		*	*	*	*	*	*
04:30		11	60	5	42	16	102		*	*	*	*	*	*
04:45		17	43	4	28	21	71		*	*	*	*	*	*
05:00		14	47	2	24	16	71		*	*	*	*	*	*
05:15		14	46	7	30	21	76		*	*	*	*	*	*
05:30		7	42	8	25	15	67		*	*	*	*	*	*
05:45		12	39	7	26	19	65		*	*	*	*	*	*
06:00		12	49	10	42	22	91		*	*	*	*	*	*
06:15		18	50	10	24	28	74		*	*	*	*	*	*
06:30		16	38	14	36	30	74		*	*	*	*	*	*
06:45		14	42	8	33	22	75		*	*	*	*	*	*
07:00		19	46	6	28	25	74		*	*	*	*	*	*
07:15		16	54	10	47	26	101		*	*	*	*	*	*
07:30		21	58	6	28	27	86		*	*	*	*	*	*
07:45		17	34	14	27	31	61		*	*	*	*	*	*
08:00		26	48	12	38	38	86		*	*	*	*	*	*
08:15		11	50	14	48	25	98		*	*	*	*	*	*
08:30		24	37	10	24	34	61		*	*	*	*	*	*
08:45		22	34	14	20	36	54		*	*	*	*	*	*
09:00		22	41	14	24	36	65		*	*	*	*	*	*
09:15		30	43	13	30	43	73		*	*	*	*	*	*
09:30		25	21	19	46	44	67		*	*	*	*	*	*
09:45		36	1	18	26	54	27		*	*	*	*	*	*
10:00		25	31	15	25	40	56		*	*	*	*	*	*
10:15		37	31	30	16	67	47		*	*	*	*	*	*
10:30		30	40	21	19	51	59		*	*	*	*	*	*
10:45		38	38	24	24	62	62		*	*	*	*	*	*
11:00		***34***	26	***24***	20	***58***	46		*	*	*	*	*	*
11:15		***40***	26	***34***	23	***74***	49		*	*	*	*	*	*
11:30		***52***	38	***28***	22	***80***	60		*	*	*	*	*	*
11:45		***48***	28	***30***	16	***78***	44		*	*	*	*	*	*
Total		1176	2179	707	1494	1883	3673		0	0	0	0	0	0
Day Total		3355		2201		5556			0		0		0	
% Total		21.2%	39.2%	12.7%	26.9%				0.0%	0.0%	0.0%	0.0%		
Peak		11:00	03:30	11:00	01:00	11:00	01:00							
Vol.		174	234	116	163	290	381							
P.H.F.		0.837	0.929	0.853	0.769	0.906	0.874							

ADT	ADT 5,528	AADT 5,528

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201
Miami, Florida, 33156
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 20810
SR A1A_Collins Ave - Northbound
Between 5000 Blk & 5200 Blk

Start Time	Mon 21-Mar-11	Tue 22-Mar-11	Wed 23-Mar-11	Thu 24-Mar-11	Fri 25-Mar-11	Average Day	Sat 26-Mar-11	Sun 27-Mar-11	Week Average
12:00 AM	678	433	496	572	733	582	**843**	**906**	666
01:00	471	219	386	403	534	403	813	819	521
02:00	313	167	250	321	453	301	617	611	390
03:00	282	127	266	275	360	262	481	556	335
04:00	267	116	208	289	433	263	436	479	318
05:00	269	132	209	288	335	247	427	427	298
06:00	306	214	292	311	362	297	369	342	314
07:00	458	405	474	470	524	466	354	348	433
08:00	542	525	523	591	591	554	426	370	510
09:00	666	569	621	693	668	643	538	479	605
10:00	688	649	669	724	732	692	700	629	684
11:00	**778**	**688**	**759**	**839**	**864**	**786**	813	848	**798**
12:00 PM	915	756	874	850	929	865	928	900	879
01:00	869	780	835	882	848	843	896	941	864
02:00	831	853	901	842	928	871	911	966	890
03:00	972	934	1063	984	1108	1012	892	941	985
04:00	1117	1151	1276	1289	1259	1218	1034	**1006**	1162
05:00	**1359**	**1211**	**1502**	**1491**	**1430**	**1399**	1066	974	**1290**
06:00	1236	1173	1411	1409	1261	1298	**1301**	947	1248
07:00	976	957	1158	1133	1169	1079	1126	977	1071
08:00	841	891	993	974	969	934	939	922	933
09:00	756	777	923	950	897	861	840	919	866
10:00	602	730	904	925	832	799	948	802	820
11:00	562	691	822	930	865	774	967	842	811
Day Total	16754	15148	17815	18435	19084	17449	18665	17951	17691
% Avg. WkDay	96.0%	86.8%	102.1%	105.7%	109.4%				
% Avg. Week	94.7%	85.6%	100.7%	104.2%	107.9%	98.6%	105.5%	101.5%	
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	00:00	00:00	11:00
Vol.	778	688	759	839	864	786	843	906	798
PM Peak	17:00	17:00	17:00	17:00	17:00	17:00	18:00	16:00	17:00
Vol.	1359	1211	1502	1491	1430	1399	1301	1006	1290
Grand Total	16754	15148	17815	18435	19084	17449	18665	17951	17691

ADT ADT 17,693 AADT 17,693

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Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 20810
SR A1A_Collins Ave - Northbound
Between 5000 Blk & 5200 Blk

Start	21-Mar-11		Tue		Wed		Thu		Fri		Sat		Sun		Average Day	
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	180	192	133	170	152	231	167	188	197	241	**231**	212	**247**	205	187	206
12:15	176	234	108	189	124	232	143	226	207	242	**196**	228	**227**	234	169	226
12:30	162	233	110	183	122	203	124	239	182	230	**221**	242	**243**	243	166	225
12:45	160	256	82	214	98	208	138	197	147	216	**195**	246	**189**	218	144	222
01:00	148	226	62	198	112	216	130	222	147	208	217	205	216	223	147	214
01:15	118	202	54	202	105	212	101	208	151	214	186	244	222	258	134	220
01:30	109	226	63	197	84	222	86	202	134	212	202	251	175	226	122	219
01:45	96	215	40	183	85	185	86	250	102	214	208	196	206	234	118	211
02:00	99	196	40	220	64	207	92	175	132	214	161	222	184	232	110	209
02:15	72	207	52	145	56	228	87	224	106	231	178	258	139	288	99	226
02:30	64	194	44	213	64	212	78	210	117	214	152	209	148	216	95	210
02:45	78	234	31	275	66	254	64	233	98	269	126	222	140	230	86	245
03:00	84	184	35	202	59	243	76	208	92	284	124	223	162	222	90	224
03:15	70	234	36	244	68	268	67	242	86	274	114	255	122	234	80	250
03:30	51	248	28	264	82	278	68	276	86	248	109	200	130	225	79	248
03:45	77	306	28	224	57	274	64	258	96	302	134	214	142	**260**	85	263
04:00	64	256	35	252	64	292	74	276	96	274	120	253	124	**276**	82	268
04:15	77	269	24	303	54	333	71	316	130	314	100	272	135	**246**	84	293
04:30	66	332	30	300	42	309	70	320	97	323	106	250	108	**244**	74	297
04:45	60	260	27	296	48	342	74	377	110	**348**	110	259	112	240	77	303
05:00	68	310	42	307	66	366	72	340	86	**362**	126	254	102	219	80	308
05:15	61	**341**	30	**321**	58	**380**	62	**399**	86	**361**	100	280	133	243	76	**332**
05:30	72	**354**	29	**309**	39	**380**	66	**412**	93	**379**	102	258	108	250	73	**335**
05:45	68	**354**	31	**274**	46	**376**	88	**340**	70	328	99	274	84	262	69	**315**
06:00	67	**340**	40	**337**	54	**412**	68	**378**	82	345	106	294	86	247	72	**336**
06:15	70	318	46	260	61	325	51	368	96	326	92	**342**	102	228	74	310
06:30	80	276	48	330	78	346	80	350	83	300	81	**332**	76	216	75	307
06:45	89	302	80	246	99	328	112	313	101	290	90	**333**	78	256	93	295
07:00	108	296	69	267	119	296	98	306	108	328	88	**314**	66	239	94	292
07:15	112	236	106	244	122	342	114	305	128	328	100	262	85	259	110	282
07:30	126	218	100	220	107	244	140	262	152	248	84	254	99	230	115	239
07:45	112	226	130	226	126	276	118	260	136	265	82	296	98	249	115	257
08:00	125	212	126	236	114	249	150	226	126	250	106	262	84	220	119	236
08:15	133	206	124	238	128	273	131	248	151	256	92	243	88	274	121	248
08:30	131	229	148	208	138	242	163	250	158	235	118	226	100	214	137	229
08:45	153	194	127	209	143	229	147	250	156	228	110	208	98	214	133	219
09:00	161	208	142	198	160	244	156	246	164	230	128	214	108	254	146	228
09:15	168	174	147	168	168	225	172	234	164	240	126	204	132	214	154	208
09:30	168	212	150	210	140	236	190	252	154	228	133	212	116	231	150	226
09:45	169	162	130	201	153	218	175	218	186	199	151	210	123	220	155	204
10:00	168	158	158	201	160	236	174	243	164	223	176	220	136	208	162	213
10:15	167	164	142	171	164	188	169	238	204	207	159	261	136	202	163	204
10:30	180	158	**188**	186	158	262	181	232	190	204	168	233	181	188	178	209
10:45	173	122	**161**	172	187	218	200	212	174	198	197	234	176	204	181	194
11:00	**188**	154	**155**	195	**188**	210	**226**	230	**216**	220	190	256	203	226	**195**	213
11:15	**164**	144	**193**	170	**167**	228	**213**	218	**218**	218	213	236	212	183	**197**	200
11:30	**194**	160	168	184	**206**	210	**196**	244	**212**	201	192	253	226	214	**199**	209
11:45	**232**	104	172	142	**198**	174	**204**	238	**218**	226	218	222	207	219	**207**	189
Total	5718	11036	4244	10904	5153	12662	5776	12659	6589	12495	6817	11848	6814	11137	5871	11816
Day Total	16754		15148		17815		18435		19084		18665		17951		17687	
% Splits	34.1%	65.9%	28.0%	72.0%	28.9%	71.1%	31.3%	68.7%	34.5%	65.5%	36.5%	63.5%	38.0%	62.0%	33.2%	66.8%
Peak	11:00	05:15	10:30	05:15	11:00	05:15	11:00	05:15	11:00	04:45	12:00	06:15	12:00	03:45	11:00	05:15
Vol.	778	1389	697	1241	759	1548	839	1529	864	1450	843	1321	906	1026	798	1318
P.H.F.	0.838	0.981	0.903	0.921	0.921	0.939	0.928	0.928	0.991	0.956	0.912	0.966	0.917	0.929	0.964	0.981

ADT ADT 17,693 AADT 17,693

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Station ID: 20810
SR A1A_Collins Ave - Southbound LT
Between 5000 Blk & 5200 Blk

Start Time	Mon 21-Mar-11	Tue 22-Mar-11	Wed 23-Mar-11	Thu 24-Mar-11	Fri 25-Mar-11	Average Day	Sat 26-Mar-11	Sun 27-Mar-11	Week Average
12:00 AM	8	4	8	6	15	8	**22**	8	10
01:00	6	2	3	2	0	3	11	12	5
02:00	1	2	2	1	5	2	12	2	4
03:00	0	1	2	1	3	1	4	12	3
04:00	5	2	2	5	7	4	6	4	4
05:00	5	2	4	1	4	3	3	4	3
06:00	3	8	6	6	5	6	2	6	5
07:00	16	13	11	14	13	13	5	8	11
08:00	18	20	26	23	25	22	12	12	19
09:00	20	**27**	**29**	20	**28**	**25**	9	5	**20**
10:00	20	19	17	**26**	17	20	15	16	19
11:00	**24**	8	12	26	27	19	18	**17**	19
12:00 PM	13	27	25	21	19	21	21	16	20
01:00	21	20	25	17	20	21	17	27	21
02:00	31	22	28	22	25	26	22	25	25
03:00	27	23	24	32	**38**	29	25	25	28
04:00	29	27	28	23	30	27	26	**35**	28
05:00	23	**33**	26	27	33	28	26	21	27
06:00	24	20	**35**	31	31	28	**43**	29	30
07:00	**35**	29	28	25	38	31	34	24	30
08:00	26	30	32	**35**	36	**32**	28	30	**31**
09:00	32	23	21	31	23	26	28	19	25
10:00	15	23	22	25	18	21	27	19	21
11:00	14	11	13	13	14	13	16	13	13
Day Total	416	396	429	433	474	429	432	389	421
% Avg. WkDay	97.0%	92.3%	100.0%	100.9%	110.5%				
% Avg. Week	98.8%	94.1%	101.9%	102.9%	112.6%	101.9%	102.6%	92.4%	
AM Peak	11:00	09:00	09:00	10:00	09:00	09:00	00:00	11:00	09:00
Vol.	24	27	29	26	28	25	22	17	20
PM Peak	19:00	17:00	18:00	20:00	15:00	20:00	18:00	16:00	20:00
Vol.	35	33	35	35	38	32	43	35	31
Grand Total	416	396	429	433	474	429	432	389	421

ADT ADT 424 AADT 424

CH Perez and Associates Consulting Engineers Inc.

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Station ID: 20810
SR A1A_Collins Ave - Southbound LT
Between 5000 Blk & 5200 Blk

Start	21-Mar-11		Tue		Wed		Thu		Fri		Sat		Sun		Average Day	
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	5	4	2	9	2	10	4	6	6	3	**5**	1	3	2	4	5
12:15	2	2	2	7	2	7	0	8	3	6	**6**	10	0	3	2	6
12:30	1	3	0	3	2	0	2	5	5	4	**8**	2	2	5	3	3
12:45	0	4	0	8	2	8	0	2	1	6	**3**	8	3	6	1	6
01:00	2	3	1	9	0	7	0	3	0	4	3	2	5	14	2	6
01:15	2	5	0	6	0	8	0	4	0	5	2	4	4	4	1	5
01:30	1	8	0	1	2	2	1	4	0	4	2	4	1	4	1	4
01:45	1	5	1	4	1	8	1	6	0	7	4	7	2	5	1	6
02:00	0	4	1	7	0	5	0	4	2	5	5	6	0	6	1	5
02:15	0	9	1	4	0	6	1	2	1	5	3	2	1	4	1	5
02:30	1	5	0	4	0	8	0	6	0	3	1	6	1	10	0	6
02:45	0	13	0	7	2	9	0	10	2	12	3	8	0	5	1	9
03:00	0	0	0	7	2	6	1	8	0	8	2	6	4	3	1	5
03:15	0	6	1	4	0	6	0	7	2	10	0	8	2	6	1	7
03:30	0	**10**	0	7	0	6	0	8	0	10	0	8	0	**12**	0	**9**
03:45	0	**11**	0	5	0	6	0	9	1	10	2	3	6	**4**	1	**7**
04:00	1	**6**	0	8	0	8	2	5	1	7	1	4	4	**8**	1	**7**
04:15	2	**10**	0	8	1	13	2	9	2	10	0	3	0	**14**	1	**10**
04:30	0	6	1	9	0	5	0	6	2	7	1	11	0	7	1	7
04:45	2	7	1	2	1	2	1	3	2	6	4	8	0	6	2	5
05:00	2	4	1	**12**	1	8	0	9	0	6	1	4	0	5	1	7
05:15	0	8	0	**9**	0	8	0	2	0	10	0	8	0	6	0	7
05:30	2	4	0	**7**	2	6	1	6	2	8	0	7	1	5	1	6
05:45	1	7	1	**5**	1	4	0	10	2	9	2	7	3	5	1	7
06:00	1	6	2	4	1	**10**	2	6	3	6	0	8	0	13	1	8
06:15	0	8	3	4	1	**7**	1	7	0	11	0	11	2	6	1	8
06:30	0	6	2	8	2	**10**	3	10	2	4	1	6	1	4	2	7
06:45	2	4	1	4	2	**8**	0	8	0	10	1	**18**	3	6	1	8
07:00	1	6	2	5	1	8	4	9	1	8	0	**8**	2	8	2	7
07:15	1	14	2	8	2	8	2	4	2	**7**	1	**10**	1	10	2	9
07:30	7	5	4	8	5	8	6	3	4	**10**	1	**10**	1	3	4	7
07:45	7	10	5	8	3	4	2	9	6	**13**	3	6	4	3	4	8
08:00	1	7	8	6	6	7	10	10	7	**12**	2	8	6	8	6	8
08:15	8	8	3	8	**6**	6	2	**9**	3	7	4	2	3	16	4	8
08:30	5	7	3	8	**6**	8	7	**6**	5	8	4	14	1	4	4	8
08:45	4	4	**6**	8	**8**	11	4	**10**	**10**	9	2	4	2	2	**5**	7
09:00	5	10	**8**	3	**10**	5	6	**11**	**5**	7	2	5	1	2	**5**	6
09:15	6	10	**10**	7	4	6	4	5	**6**	4	3	12	0	4	**5**	7
09:30	5	6	**5**	9	5	6	4	8	**10**	6	2	8	4	7	**5**	7
09:45	4	6	4	4	10	4	**6**	7	7	6	2	3	0	6	5	5
10:00	2	4	3	11	6	4	**5**	5	3	5	3	5	2	4	3	5
10:15	6	4	8	5	4	5	**10**	7	5	4	4	8	**6**	4	6	5
10:30	6	5	1	4	3	12	**6**	7	6	3	4	6	**4**	5	4	6
10:45	6	2	7	3	4	1	5	6	3	6	4	8	**4**	6	5	5
11:00	**5**	4	2	5	4	3	4	5	6	7	5	2	**6**	4	5	4
11:15	**4**	4	1	5	4	4	4	3	3	2	4	3	3	2	3	3
11:30	**8**	4	3	1	2	6	12	2	10	1	5	3	6	3	7	3
11:45	**7**	2	2	0	2	0	6	3	8	4	4	8	2	4	4	3
Total	126	290	108	288	122	307	131	302	149	325	119	313	106	283	122	302
Day Total	416		396		429		433		474		432		389		424	
% Splits	30.3%	69.7%	27.3%	72.7%	28.4%	71.6%	30.3%	69.7%	31.4%	68.6%	27.5%	72.5%	27.2%	72.8%	28.8%	71.2%
Peak	11:00	03:30	08:45	05:00	08:15	06:00	09:45	08:15	08:45	07:15	12:00	06:45	10:15	03:30	08:45	03:30
Vol.	24	37	29	33	30	35	27	36	31	42	22	46	20	38	20	33
P.H.F.	0.750	0.841	0.725	0.688	0.750	0.673	0.675	0.818	0.775	0.808	0.688	0.639	0.833	0.679	1.000	0.825

ADT ADT 424 AADT 424

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201
Miami, Florida, 33156
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 19610
SR A1A_Collins Ave - NB & SB
Bet 5300 Blk & 5330 Blk

Start	21-Mar-11		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	NB	SB ML	NB	SB ML	NB	SB ML	NB	SB ML	NB	SB ML	NB	SB ML	NB	SB ML	NB	SB ML
12:00 AM	677	541	423	294	497	431	569	450	734	590	**811**	727	**870**	845	654	554
01:00	448	380	217	156	388	224	392	281	524	426	796	667	791	708	508	406
02:00	312	238	161	113	243	153	327	223	439	310	624	483	611	476	388	285
03:00	277	203	124	104	265	140	270	174	371	268	467	380	557	388	333	237
04:00	271	241	117	119	205	158	285	227	431	315	434	338	461	358	315	251
05:00	264	306	134	217	204	250	284	292	328	385	426	386	418	348	294	312
06:00	315	663	219	549	293	566	312	607	354	662	358	473	337	434	313	565
07:00	440	1249	380	1119	457	1190	458	1222	519	1274	345	569	345	493	421	1017
08:00	534	**1439**	526	**1386**	535	**1594**	585	**1603**	585	**1602**	426	792	366	656	508	**1296**
09:00	689	1218	573	1170	614	1298	691	1263	661	1381	545	929	490	833	609	1156
10:00	682	1101	641	1047	690	1066	734	1228	720	1203	695	1033	622	1063	683	1106
11:00	**764**	1074	**691**	980	**773**	1066	**834**	1203	**850**	1294	776	**1132**	805	**1254**	**785**	1143
12:00 PM	921	1110	748	969	864	**1120**	842	1241	900	1268	877	1286	892	1251	863	1178
01:00	844	1111	760	968	852	1059	890	1192	852	1305	868	1290	924	1314	856	1177
02:00	837	**1115**	850	**1021**	892	1102	844	**1277**	916	**1392**	870	1360	919	1444	875	**1244**
03:00	959	1029	922	968	1049	1025	981	1254	1113	1356	884	**1387**	905	1400	973	1203
04:00	1127	1048	1148	947	1297	1009	1295	1148	1287	1273	979	1302	**993**	**1485**	1161	1173
05:00	**1320**	942	**1194**	961	**1502**	1084	**1456**	1121	**1406**	1217	1060	1335	918	1311	**1265**	1139
06:00	1198	921	1135	904	1382	1016	1400	1123	1256	1227	**1286**	1340	959	1260	1231	1113
07:00	956	832	933	998	1128	1032	1129	1181	1149	1182	1139	1213	968	1076	1057	1073
08:00	831	712	890	933	982	926	974	1098	947	1108	958	1156	922	1037	929	996
09:00	718	676	774	811	896	862	937	1027	866	1066	813	1105	851	857	836	915
10:00	589	606	720	811	889	804	894	921	852	1025	925	1085	779	801	807	865
11:00	538	457	665	599	802	726	898	860	854	944	995	1009	814	700	795	756
Lane	16511	19212	14945	18144	17699	19901	18281	22216	18914	24073	18357	22777	17517	21792	17459	21160
Day	35723		33089		37600		40497		42987		41134		39309		38619	
AM Peak	11:00	08:00	11:00	08:00	11:00	08:00	11:00	08:00	11:00	08:00	00:00	11:00	00:00	11:00	11:00	08:00
Vol.	764	1439	691	1386	773	1594	834	1603	850	1602	811	1132	870	1254	785	1296
PM Peak	17:00	14:00	17:00	14:00	17:00	12:00	17:00	14:00	17:00	14:00	18:00	15:00	16:00	16:00	17:00	14:00
Vol.	1320	1115	1194	1021	1502	1120	1456	1277	1406	1392	1286	1387	993	1485	1265	1244

Comb. Total	35723	33089	37600	40497	42987	41134	39309	38619

ADT ADT 38,620 AADT 38,620

CH Perez and Associates Consulting Engineers Inc.

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Station ID: 19610
SR A1A_Collins Ave - NB & SB
Bet 5300 Blk & 5330 Blk

Start Time	21-Mar-11 Mon	NB A.M.	NB P.M.	SB ML A.M.	SB ML P.M.	Combined A.M.	Combined P.M.	22-Mar- Tue	NB A.M.	NB P.M.	SB ML A.M.	SB ML P.M.	Combined A.M.	Combined P.M.
12:00		186	190	162	264	348	454		130	174	100	222	230	396
12:15		173	247	128	285	301	532		109	189	76	252	185	441
12:30		148	232	130	273	278	505		102	185	62	228	164	413
12:45		170	252	121	288	291	540		82	200	56	267	138	467
01:00		139	215	108	256	247	471		60	198	54	257	114	455
01:15		114	198	110	272	224	470		56	187	32	201	88	388
01:30		110	236	90	***307***	200	543		58	199	30	274	88	473
01:45		85	195	72	***276***	157	471		43	176	40	236	83	412
02:00		94	208	82	***257***	176	465		40	224	35	231	75	455
02:15		72	202	53	***307***	125	509		48	142	37	***258***	85	400
02:30		64	196	49	249	113	445		41	222	28	***240***	69	462
02:45		82	231	54	302	136	533		32	262	13	***292***	45	554
03:00		84	196	58	258	142	454		34	206	25	***260***	59	466
03:15		66	222	58	258	124	480		35	238	32	218	67	456
03:30		51	257	43	255	94	512		25	270	26	263	51	533
03:45		76	284	44	258	120	542		30	208	21	227	51	435
04:00		67	264	60	267	127	531		34	260	20	239	54	499
04:15		80	282	52	236	132	518		24	298	27	248	51	546
04:30		62	296	59	274	121	570		31	315	38	212	69	527
04:45		62	285	70	271	132	556		28	275	34	248	62	***523***
05:00		72	292	70	241	142	533		40	304	39	256	79	***560***
05:15		60	***330***	68	253	128	***583***		33	***312***	62	252	95	***564***
05:30		66	***344***	73	222	139	***566***		29	***296***	44	232	73	***528***
05:45		66	***354***	95	226	161	***580***		32	***282***	72	221	104	503
06:00		68	***338***	108	217	176	***555***		42	***328***	78	222	120	550
06:15		76	294	118	228	194	522		46	268	116	228	162	496
06:30		83	283	193	265	276	548		49	308	169	230	218	538
06:45		88	283	244	211	332	494		82	231	186	224	268	455
07:00		100	302	351	224	451	526		68	260	239	268	307	528
07:15		109	217	262	244	371	461		98	236	230	250	328	486
07:30		115	215	274	198	389	413		103	228	296	260	399	488
07:45		116	222	362	166	478	388		111	209	***354***	220	465	429
08:00		130	200	340	150	470	350		128	241	***354***	245	***482***	486
08:15		125	218	***406***	188	***531***	406		120	240	***382***	216	***502***	456
08:30		130	218	***342***	182	***472***	400		142	201	***312***	264	***454***	465
08:45		149	195	***351***	192	***500***	387		136	208	338	208	***474***	416
09:00		174	192	***356***	190	***530***	382		132	198	305	232	437	430
09:15		162	167	300	178	462	345		152	180	300	195	452	375
09:30		167	211	282	152	449	363		154	192	304	203	458	395
09:45		186	148	280	156	466	304		135	204	261	181	396	385
10:00		157	165	282	160	439	325		163	196	262	210	425	406
10:15		164	152	282	134	446	286		148	171	276	209	424	380
10:30		194	154	264	152	458	306		174	169	230	210	404	379
10:45		167	118	273	160	440	278		156	184	279	182	435	366
11:00		***184***	150	276	123	460	273		***172***	174	239	168	411	342
11:15		***162***	142	284	124	446	266		***178***	168	250	155	428	323
11:30		***200***	148	230	112	430	260		***171***	184	226	138	397	322
11:45		***218***	98	284	98	502	196		***170***	139	265	138	435	277
Total		5673	10838	8653	10559	14326	21397		4206	10739	7254	10890	11460	21629
Day Total		16511		19212		35723			14945		18144		33089	
% Total		15.9%	30.3%	24.2%	29.6%				12.7%	32.5%	21.9%	32.9%		
Peak		11:00	05:15	08:15	01:30	08:15	05:15		11:00	05:15	07:45	02:15	08:00	04:45
Vol.		764	1366	1455	1147	2033	2284		691	1218	1402	1050	1912	2175
P.H.F.		0.876	0.965	0.896	0.934	0.957	0.979		0.971	0.928	0.918	0.899	0.952	0.964

CH Perez and Associates Consulting Engineers Inc.

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SR A1A_Collins Ave - NB & SB
Bet 5300 Blk & 5330 Blk

Start Time	23-Mar-11 Wed	NB A.M.	NB P.M.	SB ML A.M.	SB ML P.M.	Combined A.M.	Combined P.M.	24-Mar- Thu	NB A.M.	NB P.M.	SB ML A.M.	SB ML P.M.	Combined A.M.	Combined P.M.
12:00		153	232	125	272	278	504		166	197	144	282	310	479
12:15		123	231	122	***314***	245	545		146	207	106	344	252	551
12:30		126	198	104	***268***	230	466		116	248	111	297	227	545
12:45		95	203	80	***266***	175	469		141	190	89	318	230	508
01:00		114	226	62	***287***	176	513		128	218	83	311	211	529
01:15		108	221	58	276	166	497		92	210	70	254	162	464
01:30		81	222	60	244	141	466		90	214	56	321	146	535
01:45		85	183	44	252	129	435		82	248	72	306	154	554
02:00		64	213	46	284	110	497		91	174	52	***310***	143	484
02:15		54	204	37	273	91	477		88	218	58	***330***	146	548
02:30		65	224	40	291	105	515		80	225	57	***324***	137	549
02:45		60	251	30	254	90	505		68	227	56	***313***	124	540
03:00		60	241	41	246	101	487		70	208	50	302	120	510
03:15		63	266	33	259	96	525		60	242	41	316	101	558
03:30		82	290	31	264	113	554		72	271	40	344	112	615
03:45		60	252	35	256	95	508		68	260	43	292	111	552
04:00		64	318	34	258	98	576		74	273	57	304	131	577
04:15		52	299	36	209	88	508		68	318	49	304	117	622
04:30		46	330	44	268	90	598		70	334	58	270	128	604
04:45		43	350	44	274	87	624		73	370	63	270	136	640
05:00		64	354	40	284	104	638		70	312	67	300	137	612
05:15		59	***382***	74	250	133	***632***		61	***430***	67	298	128	***728***
05:30		35	***366***	57	266	92	***632***		72	***368***	86	245	158	***613***
05:45		46	***400***	79	284	125	***684***		81	***346***	72	278	153	***624***
06:00		55	***386***	80	272	135	***658***		71	***390***	79	262	150	***652***
06:15		60	340	107	248	167	588		52	362	120	273	172	635
06:30		80	328	181	248	261	576		90	362	168	284	258	646
06:45		98	328	198	248	296	576		99	286	240	304	339	590
07:00		116	304	286	274	402	578		95	326	292	288	387	614
07:15		126	306	219	280	345	586		106	280	272	330	378	610
07:30		90	262	324	225	414	487		137	279	296	265	433	544
07:45		125	256	361	253	486	509		120	244	362	298	482	542
08:00		118	240	***381***	249	499	489		146	234	***388***	276	***534***	510
08:15		136	264	***404***	185	***540***	449		138	238	***452***	283	***590***	521
08:30		131	236	***387***	282	***518***	518		158	236	***377***	266	***535***	502
08:45		150	242	***422***	210	***572***	452		143	266	***386***	273	***529***	539
09:00		162	225	350	263	***512***	488		149	233	343	264	492	497
09:15		153	221	295	218	448	439		170	236	304	240	474	476
09:30		151	236	314	182	465	418		190	246	312	274	502	520
09:45		148	214	339	199	487	413		182	222	304	249	486	471
10:00		173	234	264	188	437	422		170	234	284	245	454	479
10:15		168	186	276	215	444	401		176	236	334	216	510	452
10:30		158	257	267	208	425	465		194	205	298	234	492	439
10:45		191	212	259	193	450	405		194	219	312	226	506	445
11:00		***194***	212	286	190	480	402		***224***	222	297	212	521	434
11:15		***167***	218	266	172	433	390		***206***	212	292	220	498	432
11:30		***210***	208	243	200	453	408		***196***	237	310	242	506	479
11:45		***202***	164	271	164	473	328		***208***	227	304	186	512	413
Total		5164	12535	8136	11765	13300	24300		5741	12540	8773	13443	14514	25983
Day Total		17699		19901		37600			18281		22216		40497	
% Total		13.7%	33.3%	21.6%	31.3%				14.2%	31.0%	21.7%	33.2%		
Peak		11:00	05:15	08:00	00:15	08:15	05:15		11:00	05:15	08:00	02:00	08:00	05:15
Vol.		773	1534	1594	1135	2142	2606		834	1534	1603	1277	2188	2617
P.H.F.		0.920	0.959	0.944	0.904	0.936	0.952		0.931	0.892	0.887	0.967	0.927	0.899

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SR A1A_Collins Ave - NB & SB
Bet 5300 Blk & 5330 Blk

Start Time	25-Mar-11 Fri	NB A.M.	NB P.M.	SB ML A.M.	SB ML P.M.	Combined A.M.	Combined P.M.	26-Mar- Sat	NB A.M.	NB P.M.	SB ML A.M.	SB ML P.M.	Combined A.M.	Combined P.M.
12:00		203	233	154	309	357	542		***222***	204	204	304	426	508
12:15		205	233	156	331	361	564		***189***	208	178	314	367	522
12:30		174	216	164	306	338	522		***210***	236	181	334	391	570
12:45		152	218	116	322	268	540		***190***	229	164	334	354	563
01:00		140	208	114	334	254	542		212	209	180	320	392	529
01:15		148	216	110	305	258	521		186	226	185	299	371	525
01:30		134	210	100	340	234	550		201	247	156	331	357	578
01:45		102	218	102	326	204	544		197	186	146	340	343	526
02:00		124	211	86	326	210	537		170	224	135	328	305	552
02:15		101	236	81	322	182	558		177	231	126	332	303	563
02:30		124	201	70	***386***	194	587		153	215	106	334	259	549
02:45		90	268	73	***358***	163	626		124	200	116	***366***	240	566
03:00		100	284	56	***346***	156	630		124	221	103	***324***	227	545
03:15		83	274	77	***336***	160	610		110	246	80	***352***	190	598
03:30		96	261	59	316	155	577		114	217	93	***380***	207	597
03:45		92	294	76	358	168	652		119	200	104	331	223	531
04:00		99	277	60	311	159	588		120	238	100	338	220	576
04:15		123	322	92	316	215	638		104	259	84	338	188	597
04:30		104	332	80	306	184	638		104	236	68	330	172	566
04:45		105	***356***	83	340	188	***696***		106	246	86	296	192	542
05:00		87	***344***	92	269	179	***613***		128	272	79	302	207	574
05:15		89	***386***	78	268	167	***654***		99	258	88	344	187	602
05:30		82	***356***	102	348	184	***704***		103	256	99	342	202	598
05:45		70	320	113	332	183	652		96	274	120	347	216	621
06:00		88	337	116	312	204	649		98	290	85	324	183	***614***
06:15		88	308	102	303	190	611		89	***348***	108	366	197	***714***
06:30		84	318	204	286	288	604		83	***330***	130	314	213	***644***
06:45		94	293	240	326	334	619		88	***318***	150	336	238	***654***
07:00		107	322	296	304	403	626		92	***322***	108	269	200	591
07:15		132	314	266	266	398	580		88	254	134	306	222	560
07:30		146	256	328	284	474	540		80	263	159	326	239	589
07:45		134	257	384	328	518	585		85	300	168	312	253	612
08:00		130	229	364	302	494	531		102	264	190	300	292	564
08:15		143	264	***436***	276	***579***	540		92	242	194	260	286	502
08:30		166	220	***370***	277	***536***	497		116	240	210	294	326	534
08:45		146	234	***432***	253	***578***	487		116	212	198	302	314	514
09:00		172	228	***385***	267	***557***	495		129	202	182	247	311	449
09:15		150	222	338	256	488	478		126	199	248	300	374	499
09:30		163	216	322	278	485	494		138	216	240	278	378	494
09:45		176	200	336	265	512	465		152	196	259	280	411	476
10:00		168	228	306	250	474	478		169	228	235	268	404	496
10:15		186	230	300	278	486	508		172	238	242	268	414	506
10:30		192	194	312	228	504	422		150	219	286	285	436	504
10:45		174	200	285	269	459	469		204	240	270	264	474	504
11:00		***204***	226	312	246	516	472		186	268	***268***	268	***454***	536
11:15		***217***	206	329	248	546	454		208	264	***264***	260	***472***	524
11:30		***217***	202	312	234	529	436		184	235	***312***	257	***496***	492
11:45		***212***	220	341	216	553	436		198	228	***288***	224	***486***	452
Total		6516	12398	9710	14363	16226	26761		6703	11654	7909	14868	14612	26522
Day Total		18914		24073		42987			18357		22777		41134	
% Total		15.2%	28.8%	22.6%	33.4%				16.3%	28.3%	19.2%	36.1%		
Peak		11:00	04:45	08:15	02:30	08:15	04:45		12:00	06:15	11:00	02:45	11:00	06:00
Vol.		850	1442	1623	1426	2250	2667		811	1318	1132	1422	1908	2626
P.H.F.		0.979	0.934	0.931	0.924	0.972	0.947		0.913	0.947	0.907	0.936	0.962	0.919

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201
Miami, Florida, 33156
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 19610
SR A1A_Collins Ave - NB & SB
Bet 5300 Blk & 5330 Blk

Start Time	27-Mar-11 Sun	NB A.M.	NB P.M.	SB ML A.M.	SB ML P.M.	Combined A.M.	Combined P.M.	28-Mar- Mon	NB A.M.	NB P.M.	SB ML A.M.	SB ML P.M.	Combined A.M.	Combined P.M.
12:00		***228***	212	227	314	455	526		*	*	*	*	*	*
12:15		***230***	230	220	310	450	540		*	*	*	*	*	*
12:30		***226***	240	198	303	424	543		*	*	*	*	*	*
12:45		***186***	210	200	324	386	534		*	*	*	*	*	*
01:00		198	214	200	306	398	520		*	*	*	*	*	*
01:15		213	252	184	324	397	576		*	*	*	*	*	*
01:30		178	218	154	342	332	560		*	*	*	*	*	*
01:45		202	240	170	342	372	582		*	*	*	*	*	*
02:00		184	215	156	351	340	566		*	*	*	*	*	*
02:15		140	274	124	373	264	647		*	*	*	*	*	*
02:30		149	210	116	356	265	566		*	*	*	*	*	*
02:45		138	220	80	364	218	584		*	*	*	*	*	*
03:00		160	228	98	358	258	586		*	*	*	*	*	*
03:15		116	217	104	303	220	520		*	*	*	*	*	*
03:30		133	212	92	***388***	225	600		*	*	*	*	*	*
03:45		148	248	94	***351***	242	599		*	*	*	*	*	*
04:00		112	***256***	106	***388***	218	***644***		*	*	*	*	*	*
04:15		132	***232***	88	***374***	220	***606***		*	*	*	*	*	*
04:30		104	***241***	82	337	186	***578***		*	*	*	*	*	*
04:45		113	***264***	82	386	195	***650***		*	*	*	*	*	*
05:00		108	195	70	354	178	549		*	*	*	*	*	*
05:15		132	238	92	322	224	560		*	*	*	*	*	*
05:30		98	242	82	337	180	579		*	*	*	*	*	*
05:45		80	243	104	298	184	541		*	*	*	*	*	*
06:00		88	246	89	290	177	536		*	*	*	*	*	*
06:15		97	234	94	314	191	548		*	*	*	*	*	*
06:30		78	227	119	324	197	551		*	*	*	*	*	*
06:45		74	252	132	332	206	584		*	*	*	*	*	*
07:00		69	238	92	271	161	509		*	*	*	*	*	*
07:15		86	249	113	314	199	563		*	*	*	*	*	*
07:30		98	230	152	251	250	481		*	*	*	*	*	*
07:45		92	251	136	240	228	491		*	*	*	*	*	*
08:00		77	227	144	296	221	523		*	*	*	*	*	*
08:15		90	274	147	258	237	532		*	*	*	*	*	*
08:30		105	209	192	239	297	448		*	*	*	*	*	*
08:45		94	212	173	244	267	456		*	*	*	*	*	*
09:00		111	248	168	251	279	499		*	*	*	*	*	*
09:15		136	205	204	189	340	394		*	*	*	*	*	*
09:30		122	198	228	224	350	422		*	*	*	*	*	*
09:45		121	200	233	193	354	393		*	*	*	*	*	*
10:00		138	200	214	208	352	408		*	*	*	*	*	*
10:15		126	198	248	205	374	403		*	*	*	*	*	*
10:30		176	192	264	190	440	382		*	*	*	*	*	*
10:45		182	189	***337***	198	***519***	387		*	*	*	*	*	*
11:00		197	218	***308***	186	***505***	404		*	*	*	*	*	*
11:15		198	181	***311***	199	***509***	380		*	*	*	*	*	*
11:30		216	207	***327***	139	***543***	346		*	*	*	*	*	*
11:45		194	208	308	176	502	384		*	*	*	*	*	*
Total		6673	10844	7856	13936	14529	24780		0	0	0	0	0	0
Day Total		17517		21792		39309			0		0		0	
% Total		17.0%	27.6%	20.0%	35.5%				0.0%	0.0%	0.0%	0.0%		
Peak		12:00	04:00	10:45	03:30	10:45	04:00							
Vol.		870	993	1283	1501	2076	2478							
P.H.F.		0.946	0.940	0.952	0.967	0.956	0.953							

ADT	ADT 38,620	AADT 38,620

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201
Miami, Florida, 33156
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 20808
SR A1A_Collins Ave - Northbound
North of 5600 Blk

Start Time	Mon 21-Mar-11	Tue 22-Mar-11	Wed 23-Mar-11	Thu 24-Mar-11	Fri 25-Mar-11	Average Day	Sat 26-Mar-11	Sun 27-Mar-11	Week Average
12:00 AM	634	419	476	566	729	565	779	829	633
01:00	453	215	372	385	516	388	746	765	493
02:00	292	155	247	315	419	286	580	585	370
03:00	264	116	262	269	348	252	432	531	317
04:00	259	116	205	286	410	255	410	435	303
05:00	262	130	212	277	316	239	417	406	289
06:00	303	218	286	305	356	294	357	331	308
07:00	475	423	489	512	544	489	367	354	452
08:00	600	541	598	606	643	598	469	397	551
09:00	690	588	671	723	725	679	587	530	645
10:00	752	675	718	781	777	741	759	666	733
11:00	**769**	**737**	**780**	**870**	**865**	**804**	**811**	**884**	**817**
12:00 PM	975	806	895	865	934	895	947	955	911
01:00	910	816	892	894	901	883	938	937	898
02:00	836	872	915	902	961	897	887	973	907
03:00	1002	937	1044	1025	1133	1028	916	926	998
04:00	1147	1196	1348	1299	1320	1262	1013	991	1188
05:00	**1321**	**1236**	**1511**	**1485**	**1431**	**1397**	1029	964	**1282**
06:00	1185	1136	1401	1355	1233	1262	**1341**	**996**	1235
07:00	952	911	1108	1096	1131	1040	1217	989	1058
08:00	817	836	965	1008	936	912	983	908	922
09:00	690	724	848	884	848	799	843	861	814
10:00	580	692	862	847	811	758	898	761	779
11:00	522	630	771	884	822	726	922	780	762
Day Total	16690	15125	17876	18439	19109	17449	18648	17754	17665
% Avg. WkDay	95.7%	86.7%	102.4%	105.7%	109.5%				
% Avg. Week	94.5%	85.6%	101.2%	104.4%	108.2%	98.8%	105.6%	100.5%	
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00
Vol.	769	737	780	870	865	804	811	884	817
PM Peak	17:00	17:00	17:00	17:00	17:00	17:00	18:00	18:00	17:00
Vol.	1321	1236	1511	1485	1431	1397	1341	996	1282
Grand Total	16690	15125	17876	18439	19109	17449	18648	17754	17665

ADT ADT 17,663 AADT 17,663

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201
Miami, Florida, 33156
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 20808
SR A1A_Collins Ave - Northbound
North of 5600 Blk

Start	21-Mar-11		Tue		Wed		Thu		Fri		Sat		Sun		Average Day	
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	168	228	124	200	142	241	159	197	213	245	212	204	218	207	177	217
12:15	168	258	113	198	127	220	152	248	198	225	199	236	212	246	167	233
12:30	155	240	101	194	108	214	125	234	180	238	170	239	226	240	152	228
12:45	143	249	81	214	99	220	130	186	138	226	198	268	173	262	137	232
01:00	146	224	61	180	107	213	120	225	136	218	184	228	204	212	137	214
01:15	110	232	56	210	100	242	104	229	140	237	184	250	192	248	127	235
01:30	100	216	55	204	82	218	72	206	130	228	182	231	185	232	115	219
01:45	97	238	43	222	83	219	89	234	110	218	196	229	184	245	115	229
02:00	84	206	34	246	60	224	95	212	112	218	151	212	170	232	101	221
02:15	72	208	50	154	58	226	74	210	103	223	152	234	138	257	92	216
02:30	62	188	38	182	65	208	72	244	114	254	150	214	138	238	91	218
02:45	74	234	33	290	64	257	74	236	90	266	127	227	139	246	86	251
03:00	84	216	31	210	66	223	71	238	90	287	108	234	151	230	86	234
03:15	58	198	36	233	56	273	64	234	84	264	94	250	106	218	71	239
03:30	54	310	27	276	86	292	68	294	78	294	112	218	124	234	78	274
03:45	68	278	22	218	54	256	66	259	96	288	118	214	150	244	82	251
04:00	65	272	35	298	64	327	78	300	94	314	108	243	108	238	79	285
04:15	76	292	19	286	56	306	66	283	108	299	102	266	118	249	78	283
04:30	58	305	34	**346**	42	374	74	360	102	337	104	232	103	246	74	314
04:45	60	278	28	**266**	43	341	68	356	106	**370**	96	272	106	258	72	306
05:00	66	300	36	**331**	62	356	63	320	78	**328**	123	242	96	234	75	302
05:15	62	**369**	35	**325**	54	**402**	67	**395**	82	**407**	96	272	132	229	75	**343**
05:30	69	**308**	31	282	50	**363**	67	**378**	85	**344**	96	254	92	**272**	70	**314**
05:45	65	**344**	28	298	46	**390**	80	**392**	71	352	102	261	86	**229**	68	**324**
06:00	60	**333**	42	300	54	**399**	72	**348**	80	334	95	300	82	**259**	69	**325**
06:15	76	305	53	294	59	362	55	351	91	309	96	**337**	92	**264**	75	317
06:30	81	285	46	294	76	322	80	348	90	310	82	**340**	78	210	76	301
06:45	86	262	77	248	97	318	98	308	95	280	84	**364**	79	263	88	292
07:00	110	290	77	262	128	300	114	304	114	329	98	**353**	74	271	102	301
07:15	122	224	109	218	132	296	120	264	136	280	90	282	82	256	113	260
07:30	128	218	109	222	111	268	138	276	146	270	94	272	92	224	117	250
07:45	115	220	128	209	118	244	140	252	148	252	85	310	106	238	120	246
08:00	144	190	108	235	136	252	140	266	156	244	112	276	86	234	126	242
08:15	146	205	144	207	133	240	155	233	151	255	100	244	90	264	131	235
08:30	147	226	140	212	157	235	157	265	182	220	131	240	111	212	146	230
08:45	163	196	149	182	172	238	154	244	154	217	126	223	110	198	147	214
09:00	172	180	148	184	159	214	163	222	177	201	143	199	114	252	154	207
09:15	169	168	134	170	166	216	164	220	184	252	144	205	132	222	156	208
09:30	171	188	168	183	176	200	202	222	177	196	140	247	144	190	168	204
09:45	178	154	138	187	170	218	194	220	187	199	160	192	140	197	167	195
10:00	184	155	156	172	184	204	204	212	179	206	182	221	154	198	178	195
10:15	172	161	161	182	172	213	180	223	198	226	180	236	154	199	174	206
10:30	198	142	196	152	158	224	197	209	212	194	189	213	167	184	188	188
10:45	**198**	122	162	186	204	221	200	203	188	185	208	228	191	180	193	189
11:00	**188**	154	**188**	175	**188**	210	**234**	214	**215**	217	**178**	240	**212**	205	**200**	202
11:15	**181**	126	**187**	151	**198**	188	**212**	220	**230**	210	**225**	229	**214**	175	**207**	186
11:30	**206**	138	**188**	176	**178**	221	**207**	238	**208**	188	**190**	234	**232**	194	**201**	198
11:45	194	104	**174**	128	**216**	152	**217**	212	**212**	207	**218**	219	**226**	206	**208**	175
Total	5753	10937	4333	10792	5316	12560	5895	12544	6648	12461	6714	11934	6713	11041	5909	11748
Day Total	16690		15125		17876		18439		19109		18648		17754		17657	
% Splits	34.5%	65.5%	28.6%	71.4%	29.7%	70.3%	32.0%	68.0%	34.8%	65.2%	36.0%	64.0%	37.8%	62.2%	33.5%	66.5%
Peak	10:45	05:15	11:00	04:30	11:00	05:15	11:00	05:15	11:00	04:45	11:00	06:15	11:00	05:30	11:00	05:15
Vol.	773	1354	737	1268	780	1554	870	1513	865	1449	811	1394	884	1024	816	1306
P.H.F.	0.938	0.917	0.980	0.916	0.903	0.966	0.929	0.958	0.940	0.890	0.901	0.957	0.953	0.941	0.981	0.952

ADT ADT 17,663 AADT 17,663

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201
Miami, Florida, 33156
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 20808
SR A1A_Collins Avenue - Southbound LT
North of 5600 Block

Start	21-Mar-11		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	NB Thru	SB Left-t	NB Thru	SB Left-t	NB Thru	SB Left-t	NB Thru	SB Left-t	NB Thru	SB Left-t	NB Thru	SB Left-t	NB Thru	SB Left-t	NB Thru	SB Left-t
12:00 AM	634	16	419	4	476	7	566	8	729	15	779	13	829	25	633	13
01:00	453	4	215	4	372	7	385	1	516	5	746	4	765	10	493	5
02:00	292	1	155	2	247	2	315	0	419	3	580	6	585	5	370	3
03:00	264	2	116	1	262	4	269	1	348	1	432	3	531	5	317	2
04:00	259	1	116	0	205	0	286	4	410	2	410	3	435	4	303	2
05:00	262	1	130	5	212	4	277	1	316	3	417	3	406	3	289	3
06:00	303	6	218	7	286	4	305	4	356	7	357	7	331	4	308	6
07:00	475	19	423	16	489	18	512	22	544	13	367	8	354	11	452	15
08:00	600	33	541	31	598	**44**	606	32	643	**46**	469	19	397	19	551	32
09:00	690	29	588	31	671	37	723	**38**	725	36	587	29	530	14	645	31
10:00	752	33	675	**38**	718	37	781	32	777	43	759	34	666	26	733	35
11:00	**769**	**36**	**737**	33	**780**	38	**870**	33	**865**	35	**811**	**51**	**884**	**38**	**817**	**38**
12:00 PM	975	48	806	44	895	36	865	40	934	47	947	39	955	43	911	42
01:00	910	49	816	41	892	34	894	39	901	38	938	45	937	45	898	42
02:00	836	41	872	**48**	915	40	902	49	961	42	887	**59**	973	41	907	46
03:00	1002	39	937	39	1044	38	1025	45	1133	54	916	56	926	**57**	998	47
04:00	1147	43	1196	46	1348	38	1299	37	1320	44	1013	47	991	41	1188	42
05:00	**1321**	**51**	**1236**	41	**1511**	**52**	**1485**	50	**1431**	47	1029	48	964	47	**1282**	**48**
06:00	1185	45	1136	40	1401	44	1355	**62**	1233	**58**	**1341**	47	**996**	39	1235	48
07:00	952	38	911	40	1108	48	1096	55	1131	49	1217	44	989	44	1058	45
08:00	817	37	836	35	965	45	1008	58	936	49	983	42	908	38	922	43
09:00	690	32	724	23	848	22	884	28	848	39	843	44	861	33	814	32
10:00	580	15	692	18	862	35	847	34	811	28	898	33	761	32	779	28
11:00	522	14	630	10	771	12	884	25	822	15	922	30	780	8	762	16
Lane	16690	633	15125	597	17876	646	18439	698	19109	719	18648	714	17754	632	17665	664
Day	17323		15722		18522		19137		19828		19362		18386		18329	
AM Peak	11:00	11:00	11:00	10:00	11:00	08:00	11:00	09:00	11:00	08:00	11:00	11:00	11:00	11:00	11:00	11:00
Vol.	769	36	737	38	780	44	870	38	865	46	811	51	884	38	817	38
PM Peak	17:00	17:00	17:00	14:00	17:00	17:00	17:00	18:00	17:00	18:00	18:00	14:00	18:00	15:00	17:00	17:00
Vol.	1321	51	1236	48	1511	52	1485	62	1431	58	1341	59	996	57	1282	48

Comb. Total	17323	15722	18522	19137	19828	19362	18386	18329

ADT ADT 18,326 AADT 18,326

CH Perez and Associates Consulting Engineers Inc.

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Miami, Florida, 33156
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Station ID: 20808
SR A1A_Collins Avenue - Southbound LT
North of 5600 Block

Start Time	21-Mar-11 Mon	NB Thru A.M.	NB Thru P.M.	SB Left-turn A.M.	SB Left-turn P.M.	Combined A.M.	Combined P.M.	22-Mar- Tue	NB Thru A.M.	NB Thru P.M.	SB Left-turn A.M.	SB Left-turn P.M.	Combined A.M.	Combined P.M.
12:00		168	228	6	7	174	235		124	200	2	8	126	208
12:15		168	258	4	18	172	276		113	198	1	12	114	210
12:30		155	240	2	11	157	251		101	194	0	15	101	209
12:45		143	249	4	12	147	261		81	214	1	9	82	223
01:00		146	224	0	8	146	232		61	180	1	8	62	188
01:15		110	232	2	15	112	247		56	210	0	6	56	216
01:30		100	216	2	10	102	226		55	204	0	***13***	55	217
01:45		97	238	0	16	97	254		43	222	3	***14***	46	236
02:00		84	206	0	10	84	216		34	246	1	***14***	35	260
02:15		72	208	1	10	73	218		50	154	0	***9***	50	163
02:30		62	188	0	7	62	195		38	182	1	13	39	195
02:45		74	234	0	14	74	248		33	290	0	12	33	302
03:00		84	216	1	12	85	228		31	210	0	10	31	220
03:15		58	198	0	8	58	206		36	233	0	8	36	241
03:30		54	310	1	10	55	320		27	276	0	11	27	287
03:45		68	278	0	9	68	287		22	218	1	10	23	228
04:00		65	272	0	10	65	282		35	298	0	6	35	304
04:15		76	292	0	10	76	302		19	286	0	8	19	294
04:30		58	305	0	16	58	321		34	***346***	0	12	34	***358***
04:45		60	278	1	7	61	285		28	***266***	0	20	28	***286***
05:00		66	300	0	12	66	312		36	***331***	1	8	37	***339***
05:15		62	***369***	0	14	62	***383***		35	***325***	1	10	36	***335***
05:30		69	***308***	0	***18***	69	***326***		31	282	2	12	33	294
05:45		65	***344***	1	***7***	66	***351***		28	298	1	11	29	309
06:00		60	***333***	0	***12***	60	***345***		42	300	0	11	42	311
06:15		76	305	1	***20***	77	325		53	294	0	9	53	303
06:30		81	285	3	8	84	293		46	294	1	14	47	308
06:45		86	262	2	5	88	267		77	248	6	6	83	254
07:00		110	290	2	12	112	302		77	262	1	14	78	276
07:15		122	224	2	6	124	230		109	218	3	7	112	225
07:30		128	218	7	12	135	230		109	222	6	7	115	229
07:45		115	220	8	8	123	228		128	209	6	12	134	221
08:00		144	190	10	13	154	203		108	235	7	6	115	241
08:15		146	205	6	4	152	209		144	207	4	12	148	219
08:30		147	226	9	10	156	236		140	212	***10***	12	150	224
08:45		163	196	8	10	171	206		149	182	***10***	5	159	187
09:00		172	180	11	7	183	187		148	184	***8***	5	156	189
09:15		169	168	5	12	174	180		134	170	***10***	8	144	178
09:30		171	188	7	6	178	194		168	183	8	6	176	189
09:45		178	154	6	7	184	161		138	187	5	4	143	191
10:00		184	155	4	7	188	162		156	172	12	6	168	178
10:15		172	161	12	3	184	164		161	182	8	3	169	185
10:30		198	142	5	3	203	145		196	152	10	6	***206***	158
10:45		***198***	122	***12***	2	***210***	124		162	186	8	3	***170***	189
11:00		***188***	154	***9***	5	***197***	159		***188***	175	12	2	***200***	177
11:15		***181***	126	***8***	7	***189***	133		***187***	151	8	3	***195***	154
11:30		***206***	138	***14***	2	***220***	140		***188***	176	7	2	195	178
11:45		194	104	5	0	199	104		***174***	128	6	3	180	131
Total		5753	10937	181	452	5934	11389		4333	10792	172	425	4505	11217
Day Total		16690		633		17323			15125		597		15722	
% Total		33.2%	63.1%	1.0%	2.6%				27.6%	68.6%	1.1%	2.7%		
Peak		10:45	05:15	10:45	05:30	10:45	05:15		11:00	04:30	08:30	01:30	10:30	04:30
Vol.		773	1354	43	57	816	1405		737	1268	38	50	771	1318
P.H.F.		0.938	0.917	0.768	0.713	0.927	0.917		0.980	0.916	0.950	0.893	0.936	0.920

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201
Miami, Florida, 33156
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 20808
SR A1A_Collins Avenue - Southbound LT
North of 5600 Block

Start Time	23-Mar-11 Wed	NB Thru A.M.	NB Thru P.M.	SB Left-turn A.M.	SB Left-turn P.M.	Combined A.M.	Combined P.M.	24-Mar- Thu	NB Thru A.M.	NB Thru P.M.	SB Left-turn A.M.	SB Left-turn P.M.	Combined A.M.	Combined P.M.
12:00		142	241	2	6	144	247		159	197	2	13	161	210
12:15		127	220	2	10	129	230		152	248	4	12	156	260
12:30		108	214	2	6	110	220		125	234	1	5	126	239
12:45		99	220	1	14	100	234		130	186	1	10	131	196
01:00		107	213	4	2	111	215		120	225	0	9	120	234
01:15		100	242	2	12	102	254		104	229	0	14	104	243
01:30		82	218	1	10	83	228		72	206	0	10	72	216
01:45		83	219	0	10	83	229		89	234	1	6	90	240
02:00		60	224	1	10	61	234		95	212	0	8	95	220
02:15		58	226	0	8	58	234		74	210	0	13	74	223
02:30		65	208	0	10	65	218		72	244	0	10	72	254
02:45		64	257	1	12	65	269		74	236	0	18	74	254
03:00		66	223	0	6	66	229		71	238	0	14	71	252
03:15		56	273	2	14	58	287		64	234	1	4	65	238
03:30		86	292	0	12	86	304		68	294	0	14	68	308
03:45		54	256	2	6	56	262		66	259	0	13	66	272
04:00		64	327	0	7	64	334		78	300	0	10	78	310
04:15		56	306	0	13	56	319		66	283	0	8	66	291
04:30		42	374	0	8	42	382		74	360	2	11	76	371
04:45		43	341	0	10	43	351		68	356	2	8	70	364
05:00		62	356	1	***10***	63	366		63	320	0	12	63	332
05:15		54	***402***	0	***14***	54	***416***		67	***395***	0	5	67	***400***
05:30		50	***363***	2	***14***	52	***377***		67	***378***	1	15	68	***393***
05:45		46	***390***	1	***14***	47	***404***		80	***392***	0	***18***	80	***410***
06:00		54	***399***	0	10	54	***409***		72	***348***	0	***13***	72	***361***
06:15		59	362	0	14	59	376		55	351	0	***16***	55	367
06:30		76	322	2	10	78	332		80	348	2	***19***	82	367
06:45		97	318	2	10	99	328		98	308	2	14	100	322
07:00		128	300	1	12	129	312		114	304	3	12	117	316
07:15		132	296	8	18	140	314		120	264	5	20	125	284
07:30		111	268	4	10	115	278		138	276	0	10	138	286
07:45		118	244	5	8	123	252		140	252	14	13	154	265
08:00		136	252	6	15	142	267		140	266	3	12	143	278
08:15		133	240	***10***	10	143	250		155	233	9	16	164	249
08:30		157	235	***18***	12	175	247		157	265	***12***	20	169	285
08:45		172	238	***10***	8	182	246		154	244	***8***	10	162	254
09:00		159	214	***8***	5	167	219		163	222	***10***	6	173	228
09:15		166	216	9	5	175	221		164	220	***10***	10	174	230
09:30		176	200	11	4	187	204		202	222	10	4	212	226
09:45		170	218	9	8	179	226		194	220	8	8	202	228
10:00		184	204	10	12	194	216		204	212	8	12	212	224
10:15		172	213	9	6	181	219		180	223	6	6	186	229
10:30		158	224	10	11	168	235		197	209	8	9	205	218
10:45		204	221	8	6	212	227		200	203	10	7	210	210
11:00		***188***	210	12	5	***200***	215		***234***	214	8	8	***242***	222
11:15		***198***	188	9	3	***207***	191		***212***	220	6	3	***218***	223
11:30		***178***	221	10	1	***188***	222		***207***	238	10	10	***217***	248
11:45		***216***	152	7	3	***223***	155		***217***	212	9	4	***226***	216
Total		5316	12560	202	444	5518	13004		5895	12544	176	522	6071	13066
Day Total		17876		646		18522			18439		698		19137	
% Total		28.7%	67.8%	1.1%	2.4%				30.8%	65.5%	0.9%	2.7%		
Peak		11:00	05:15	08:15	05:00	11:00	05:15		11:00	05:15	08:30	05:45	11:00	05:15
Vol.		780	1554	46	52	818	1606		870	1513	40	66	903	1564
P.H.F.		0.903	0.966	0.639	0.929	0.917	0.965		0.929	0.958	0.833	0.868	0.933	0.954

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Station ID: 20808
SR A1A_Collins Avenue - Southbound LT
North of 5600 Block

Start Time	25-Mar-11 Fri	NB Thru A.M.	NB Thru P.M.	SB Left-turn A.M.	SB Left-turn P.M.	Combined A.M.	Combined P.M.	26-Mar- Sat	NB Thru A.M.	NB Thru P.M.	SB Left-turn A.M.	SB Left-turn P.M.	Combined A.M.	Combined P.M.
12:00		213	245	6	10	219	255		212	204	4	7	216	211
12:15		198	225	6	13	204	238		199	236	2	10	201	246
12:30		180	238	2	11	182	249		170	239	2	10	172	249
12:45		138	226	1	13	139	239		198	268	5	12	203	280
01:00		136	218	0	9	136	227		184	228	1	8	185	236
01:15		140	237	3	12	143	249		184	250	0	14	184	264
01:30		130	228	2	13	132	241		182	231	1	14	183	245
01:45		110	218	0	4	110	222		196	229	2	9	198	238
02:00		112	218	1	8	113	226		151	212	1	13	152	225
02:15		103	223	0	9	103	232		152	234	1	***20***	153	254
02:30		114	254	1	14	115	268		150	214	3	***12***	153	226
02:45		90	266	1	11	91	277		127	227	1	***14***	128	241
03:00		90	287	1	12	91	299		108	234	0	***16***	108	250
03:15		84	264	0	16	84	280		94	250	0	13	94	263
03:30		78	294	0	12	78	306		112	218	1	11	113	229
03:45		96	288	0	14	96	302		118	214	2	16	120	230
04:00		94	314	1	10	95	324		108	243	0	10	108	253
04:15		108	299	0	12	108	311		102	266	2	11	104	277
04:30		102	337	1	13	103	350		104	232	1	8	105	240
04:45		106	***370***	0	9	106	***379***		96	272	0	18	96	290
05:00		78	***328***	0	15	78	***343***		123	242	0	12	123	254
05:15		82	***407***	1	12	83	***419***		96	272	2	12	98	284
05:30		85	***344***	2	14	87	***358***		96	254	0	16	96	270
05:45		71	352	0	6	71	358		102	261	1	8	103	269
06:00		80	334	1	***14***	81	348		95	300	0	11	95	311
06:15		91	309	1	***14***	92	323		96	***337***	0	11	96	***348***
06:30		90	310	0	***13***	90	323		82	***340***	2	9	84	***349***
06:45		95	280	5	***17***	100	297		84	***364***	5	16	89	***380***
07:00		114	329	2	12	116	341		98	***353***	6	10	104	***363***
07:15		136	280	2	9	138	289		90	282	0	11	90	293
07:30		146	270	2	14	148	284		94	272	1	11	95	283
07:45		148	252	7	14	155	266		85	310	1	12	86	322
08:00		156	244	***10***	12	166	256		112	276	2	17	114	293
08:15		151	255	***12***	14	163	269		100	244	3	6	103	250
08:30		182	220	***9***	18	191	238		131	240	10	6	141	246
08:45		154	217	***15***	5	169	222		126	223	4	13	130	236
09:00		177	201	8	11	185	212		143	199	6	12	149	211
09:15		184	252	11	9	195	261		144	205	5	10	149	215
09:30		177	196	10	8	187	204		140	247	11	10	151	257
09:45		187	199	7	11	194	210		160	192	7	12	167	204
10:00		179	206	8	10	187	216		182	221	6	8	188	229
10:15		198	226	15	4	213	230		180	236	8	8	188	244
10:30		212	194	10	7	222	201		189	213	12	7	201	220
10:45		188	185	10	7	198	192		208	228	8	10	216	238
11:00		***215***	217	6	5	***221***	222		***178***	240	***12***	9	***190***	249
11:15		***230***	210	10	5	***240***	215		***225***	229	***12***	6	***237***	235
11:30		***208***	188	10	3	***218***	191		***190***	234	***14***	12	***204***	246
11:45		***212***	207	9	2	***221***	209		***218***	219	***13***	3	***231***	222
Total		6648	12461	209	510	6857	12971		6714	11934	180	534	6894	12468
Day Total		19109		719		19828			18648		714		19362	
% Total		33.5%	62.8%	1.1%	2.6%				34.7%	61.6%	0.9%	2.8%		
Peak		11:00	04:45	08:00	06:00	11:00	04:45		11:00	06:15	11:00	02:15	11:00	06:15
Vol.		865	1449	46	58	900	1499		811	1394	51	62	862	1440
P.H.F.		0.940	0.890	0.767	0.853	0.938	0.894		0.901	0.957	0.911	0.775	0.909	0.947

CH Perez and Associates Consulting Engineers Inc.

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Miami, Florida, 33156
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Station ID: 20808
SR A1A_Collins Avenue - Southbound LT
North of 5600 Block

Start Time	27-Mar-11 Sun	NB Thru A.M.	NB Thru P.M.	SB Left-turn A.M.	SB Left-turn P.M.	Combined A.M.	Combined P.M.	28-Mar- Mon	NB Thru A.M.	NB Thru P.M.	SB Left-turn A.M.	SB Left-turn P.M.	Combined A.M.	Combined P.M.
12:00		218	207	4	9	222	216		*	*	*	*	*	*
12:15		212	246	4	12	216	258		*	*	*	*	*	*
12:30		226	240	11	10	237	250		*	*	*	*	*	*
12:45		173	262	6	12	179	274		*	*	*	*	*	*
01:00		204	212	4	10	208	222		*	*	*	*	*	*
01:15		192	248	1	10	193	258		*	*	*	*	*	*
01:30		185	232	5	11	190	243		*	*	*	*	*	*
01:45		184	245	0	14	184	259		*	*	*	*	*	*
02:00		170	232	2	12	172	244		*	*	*	*	*	*
02:15		138	257	0	12	138	269		*	*	*	*	*	*
02:30		138	238	2	5	140	243		*	*	*	*	*	*
02:45		139	246	1	12	140	258		*	*	*	*	*	*
03:00		151	230	0	***13***	151	243		*	*	*	*	*	*
03:15		106	218	0	***10***	106	228		*	*	*	*	*	*
03:30		124	234	2	***12***	126	246		*	*	*	*	*	*
03:45		150	244	3	***22***	153	266		*	*	*	*	*	*
04:00		108	238	3	10	111	248		*	*	*	*	*	*
04:15		118	249	1	9	119	258		*	*	*	*	*	*
04:30		103	246	0	10	103	256		*	*	*	*	*	*
04:45		106	258	0	12	106	270		*	*	*	*	*	*
05:00		96	234	0	15	96	249		*	*	*	*	*	*
05:15		132	229	1	8	133	237		*	*	*	*	*	*
05:30		92	***272***	0	8	92	***280***		*	*	*	*	*	*
05:45		86	***229***	2	16	88	***245***		*	*	*	*	*	*
06:00		82	***259***	0	8	82	***267***		*	*	*	*	*	*
06:15		92	***264***	1	18	93	***282***		*	*	*	*	*	*
06:30		78	210	2	6	80	216		*	*	*	*	*	*
06:45		79	263	1	7	80	270		*	*	*	*	*	*
07:00		74	271	4	10	78	281		*	*	*	*	*	*
07:15		82	256	4	13	86	269		*	*	*	*	*	*
07:30		92	224	2	11	94	235		*	*	*	*	*	*
07:45		106	238	1	10	107	248		*	*	*	*	*	*
08:00		86	234	3	9	89	243		*	*	*	*	*	*
08:15		90	264	1	12	91	276		*	*	*	*	*	*
08:30		111	212	9	7	120	219		*	*	*	*	*	*
08:45		110	198	6	10	116	208		*	*	*	*	*	*
09:00		114	252	4	13	118	265		*	*	*	*	*	*
09:15		132	222	3	7	135	229		*	*	*	*	*	*
09:30		144	190	4	7	148	197		*	*	*	*	*	*
09:45		140	197	3	6	143	203		*	*	*	*	*	*
10:00		154	198	12	7	166	205		*	*	*	*	*	*
10:15		154	199	1	9	155	208		*	*	*	*	*	*
10:30		167	184	5	8	172	192		*	*	*	*	*	*
10:45		191	180	8	8	199	188		*	*	*	*	*	*
11:00		***212***	205	***10***	2	***222***	207		*	*	*	*	*	*
11:15		***214***	175	***9***	3	***223***	178		*	*	*	*	*	*
11:30		***232***	194	***7***	1	***239***	195		*	*	*	*	*	*
11:45		***226***	206	***12***	2	***238***	208		*	*	*	*	*	*
Total		6713	11041	164	468	6877	11509		0	0	0	0	0	0
Day Total		17754		632		18386			0		0		0	
% Total		36.5%	60.1%	0.9%	2.5%				0.0%	0.0%	0.0%	0.0%		
Peak		11:00	05:30	11:00	03:00	11:00	05:30							
Vol.		884	1024	38	57	922	1074							
P.H.F.		0.953	0.941	0.792	0.648	0.964	0.952							

ADT	ADT 18,326	AADT 18,326

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201
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Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 24059
SR A1A_Collins Ave - Northbound
Frontage Rd - North of 5600 Blk

Start	21-Mar-11		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Out L	Ins L	Out L	Ins L	Out L	Ins L	Out L	Ins L	Out L	Ins L	Out L	Ins L	Out L	Ins L	Out L	Ins L
12:00 AM	44	9	26	6	31	9	32	15	43	15	43	29	68	**42**	41	18
01:00	29	3	9	2	15	7	23	3	26	10	48	12	50	18	29	8
02:00	11	5	10	9	17	2	8	3	23	5	30	11	39	20	20	8
03:00	18	1	9	4	7	1	12	1	13	2	34	8	22	10	16	4
04:00	14	1	6	0	9	0	15	7	18	7	21	3	23	8	15	4
05:00	16	2	16	5	12	3	12	3	16	3	18	8	26	12	17	5
06:00	29	9	22	12	21	6	37	23	26	19	33	20	24	9	27	14
07:00	42	13	33	21	33	14	44	19	30	25	34	24	33	18	36	19
08:00	71	22	61	55	72	33	64	54	53	41	45	37	34	13	57	36
09:00	64	31	55	48	57	22	68	54	67	40	63	41	55	23	61	37
10:00	78	20	67	**74**	68	31	62	61	84	**62**	74	16	63	31	71	42
11:00	**87**	**32**	**70**	59	**80**	**41**	**98**	**75**	**96**	57	**102**	**78**	**95**	29	**90**	**53**
12:00 PM	80	24	82	62	78	23	86	**64**	91	75	91	43	134	28	92	46
01:00	113	**42**	85	38	92	36	99	51	86	38	134	32	**148**	34	108	39
02:00	107	31	102	52	110	36	93	43	100	47	**135**	44	139	33	112	41
03:00	84	33	93	40	106	40	111	33	97	60	117	36	136	38	106	40
04:00	91	38	89	**71**	96	58	82	57	112	65	121	34	84	**76**	96	**57**
05:00	**122**	36	**123**	66	**117**	42	**132**	61	**134**	58	122	46	99	33	**121**	49
06:00	104	35	112	69	117	**60**	131	64	120	45	125	41	107	33	117	50
07:00	95	34	104	43	108	50	115	59	120	**76**	114	46	107	44	109	50
08:00	107	30	80	24	86	32	116	50	102	55	94	44	84	30	96	38
09:00	57	20	63	16	81	33	101	50	78	44	78	**54**	64	27	75	35
10:00	39	17	54	25	70	41	81	29	78	60	70	48	67	14	66	33
11:00	28	15	50	16	65	28	66	21	63	26	83	39	45	11	57	22
Lane	1530	503	1421	817	1548	648	1688	900	1676	935	1829	794	1746	634	1635	748
Day	2033		2238		2196		2588		2611		2623		2380		2383	
AM Peak	11:00	11:00	11:00	10:00	11:00	11:00	11:00	11:00	11:00	10:00	11:00	11:00	11:00	00:00	11:00	11:00
Vol.	87	32	70	74	80	41	98	75	96	62	102	78	95	42	90	53
PM Peak	17:00	13:00	17:00	16:00	17:00	18:00	17:00	12:00	17:00	19:00	14:00	21:00	13:00	16:00	17:00	16:00
Vol.	122	42	123	71	117	60	132	64	134	76	135	54	148	76	121	57

Comb. Total	2033	2238	2196	2588	2611	2623	2380	2383

ADT ADT 2,381 AADT 2,381

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201
Miami, Florida, 33156
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 24059
SR A1A_Collins Ave - Northbound
Frontage Rd - North of 5600 Blk

Start Time	21-Mar-11 Mon	Out L A.M.	Out L P.M.	Ins L A.M.	Ins L P.M.	Combined A.M.	Combined P.M.	22-Mar- Tue	Out L A.M.	Out L P.M.	Ins L A.M.	Ins L P.M.	Combined A.M.	Combined P.M.
12:00		19	22	4	6	23	28		7	20	2	10	9	30
12:15		13	20	1	8	14	28		3	24	2	19	5	43
12:30		6	20	0	7	6	27		10	22	2	18	12	40
12:45		6	18	4	3	10	21		6	16	0	15	6	31
01:00		6	24	1	11	7	35		2	16	0	8	2	24
01:15		9	32	0	***9***	9	41		1	21	0	10	1	31
01:30		12	25	2	***7***	14	32		2	24	0	12	2	36
01:45		2	32	0	***15***	2	47		4	24	2	8	6	32
02:00		4	28	1	***12***	5	40		3	22	4	12	7	34
02:15		3	25	2	5	5	30		0	24	0	8	0	32
02:30		1	24	1	2	2	26		3	20	4	14	7	34
02:45		3	30	1	12	4	42		4	36	1	18	5	54
03:00		5	23	0	10	5	33		5	23	2	8	7	31
03:15		3	25	0	5	3	30		0	18	0	12	0	30
03:30		5	20	1	4	6	24		2	24	0	10	2	34
03:45		5	16	0	14	5	30		2	28	2	10	4	38
04:00		4	28	0	8	4	36		1	25	0	9	1	34
04:15		2	17	0	9	2	26		0	20	0	9	0	29
04:30		3	24	0	9	3	33		1	14	0	***31***	1	45
04:45		5	22	1	12	6	34		4	30	0	***22***	4	52
05:00		3	34	1	8	4	42		2	***34***	0	***11***	2	45
05:15		1	23	0	6	1	29		3	***24***	0	***14***	3	38
05:30		7	***33***	0	12	7	***45***		5	***28***	4	17	9	45
05:45		5	***32***	1	10	6	***42***		6	***37***	1	24	7	***61***
06:00		5	***32***	0	10	5	***42***		2	28	1	17	3	***45***
06:15		3	***31***	0	11	3	***42***		2	28	0	16	2	***44***
06:30		10	20	7	8	17	28		7	30	3	18	10	***48***
06:45		11	21	2	6	13	27		11	26	8	18	19	44
07:00		8	38	1	10	9	48		9	28	4	10	13	38
07:15		9	22	1	5	10	27		8	26	3	16	11	42
07:30		14	23	7	16	21	39		7	29	6	10	13	39
07:45		11	12	4	3	15	15		9	21	8	7	17	28
08:00		19	30	5	14	24	44		19	15	16	5	35	20
08:15		18	18	6	3	24	21		12	27	10	10	22	37
08:30		15	27	6	7	21	34		16	22	14	6	30	28
08:45		19	32	5	6	24	38		14	16	15	3	29	19
09:00		24	11	12	5	36	16		17	20	18	5	35	25
09:15		12	15	6	8	18	23		8	14	6	4	14	18
09:30		12	17	7	4	19	21		16	13	12	1	28	14
09:45		16	14	6	3	22	17		14	16	12	6	26	22
10:00		14	14	3	7	17	21		19	12	14	5	33	17
10:15		30	9	6	2	36	11		15	12	***24***	5	***39***	17
10:30		18	9	5	6	23	15		***18***	14	***20***	8	***38***	22
10:45		16	7	6	2	22	9		***15***	16	***16***	7	***31***	23
11:00		***22***	9	***6***	3	***28***	12		***22***	16	***20***	4	***42***	20
11:15		***16***	11	***7***	4	***23***	15		***16***	12	12	2	28	14
11:30		***21***	7	***10***	7	***31***	14		18	10	17	6	35	16
11:45		***28***	1	***9***	1	***37***	2		14	12	10	4	24	16
Total		503	1027	148	355	651	1382		384	1037	295	522	679	1559
Day Total		1530		503		2033			1421		817		2238	
% Total		24.7%	50.5%	7.3%	17.5%				17.2%	46.3%	13.2%	23.3%		
Peak		11:00	05:30	11:00	01:15	11:00	05:30		10:30	05:00	10:15	04:30	10:15	05:45
Vol.		87	128	32	43	119	171		71	123	80	78	150	198
P.H.F.		0.777	0.970	0.800	0.717	0.804	0.910		0.807	0.831	0.833	0.629	0.893	0.811

CH Perez and Associates Consulting Engineers Inc.

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Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 24059
SR A1A_Collins Ave - Northbound
Frontage Rd - North of 5600 Blk

Start Time	23-Mar-11 Wed	Out L		Ins L		Combined		24-Mar- Thu	Out L		Ins L		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		12	24	4	8	16	32		10	21	4	14	14	35
12:15		8	23	2	3	10	26		12	22	6	18	18	40
12:30		4	15	1	4	5	19		4	22	1	14	5	36
12:45		7	16	2	8	9	24		6	21	4	18	10	39
01:00		8	22	4	4	12	26		11	18	1	11	12	29
01:15		3	28	1	12	4	40		4	28	0	12	4	40
01:30		2	21	2	10	4	31		4	26	2	16	6	42
01:45		2	21	0	10	2	31		4	27	0	12	4	39
02:00		5	26	2	4	7	30		3	16	0	6	3	22
02:15		4	28	0	8	4	36		3	28	2	6	5	34
02:30		2	20	0	10	2	30		0	21	1	17	1	38
02:45		6	36	0	14	6	50		2	28	0	14	2	42
03:00		1	18	0	11	1	29		4	28	1	12	5	40
03:15		1	24	1	4	2	28		2	24	0	7	2	31
03:30		1	32	0	9	1	41		3	23	0	8	3	31
03:45		4	32	0	16	4	48		3	36	0	6	3	42
04:00		2	27	0	10	2	37		1	21	0	10	1	31
04:15		0	20	0	10	0	30		6	12	5	22	11	34
04:30		2	8	0	***22***	2	30		3	26	0	12	3	38
04:45		5	***41***	0	***16***	5	57		5	23	2	13	7	36
05:00		2	***22***	1	***4***	3	26		2	36	0	12	2	48
05:15		4	***30***	1	***20***	5	***50***		0	34	2	11	2	45
05:30		4	***39***	0	12	4	***51***		8	29	1	***18***	9	47
05:45		2	26	1	6	3	***32***		2	***33***	0	***20***	2	***53***
06:00		4	32	0	20	4	***52***		6	***34***	2	***23***	8	***57***
06:15		3	30	2	20	5	50		8	***32***	6	***16***	14	***48***
06:30		5	25	2	8	7	33		12	***38***	8	15	20	***53***
06:45		9	30	2	12	11	42		11	27	7	10	18	37
07:00		10	24	2	14	12	38		10	31	2	6	12	37
07:15		6	28	6	10	12	38		6	36	2	19	8	55
07:30		8	28	2	9	10	37		10	28	2	20	12	48
07:45		9	28	4	17	13	45		18	20	13	14	31	34
08:00		14	28	6	14	20	42		14	28	9	15	23	43
08:15		16	19	8	7	24	26		15	29	11	16	26	45
08:30		26	20	11	8	37	28		20	34	16	12	36	46
08:45		16	19	8	3	24	22		15	25	18	7	33	32
09:00		14	17	8	4	22	21		15	25	10	8	25	33
09:15		11	18	6	8	17	26		14	32	12	15	26	47
09:30		14	30	4	10	18	40		25	26	22	13	47	39
09:45		18	16	4	11	22	27		14	18	10	14	24	32
10:00		21	22	6	10	27	32		22	19	26	10	48	29
10:15		18	8	11	5	29	13		14	17	10	4	24	21
10:30		15	19	8	12	23	31		16	24	15	6	31	30
10:45		14	21	6	14	20	35		10	21	10	9	20	30
11:00		***18***	16	***10***	6	***28***	22		***21***	21	***27***	6	***48***	27
11:15		***16***	21	***8***	10	***24***	31		***29***	14	***9***	2	***38***	16
11:30		***24***	14	***7***	4	***31***	18		***24***	18	***17***	5	***41***	23
11:45		***22***	14	***16***	8	***38***	22		***24***	13	***22***	8	***46***	21
Total		422	1126	169	479	591	1605		475	1213	318	582	793	1795
Day Total		1548		648		2196			1688		900		2588	
% Total		19.2%	51.3%	7.7%	21.8%				18.4%	46.9%	12.3%	22.5%		
Peak		11:00	04:45	11:00	04:30	11:00	05:15		11:00	05:45	11:00	05:30	11:00	05:45
Vol.		80	132	41	62	121	185		98	137	75	77	173	211
P.H.F.		0.769	0.805	0.641	0.705	0.796	0.889		0.845	0.901	0.694	0.837	0.901	0.925

CH Perez and Associates Consulting Engineers Inc.

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Station ID: 24059
SR A1A_Collins Ave - Northbound
Frontage Rd - North of 5600 Blk

Start Time	25-Mar-11 Fri	Out L		Ins L		Combined		26-Mar- Sat	Out L		Ins L		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		17	29	8	22	25	51		10	18	8	8	18	26
12:15		15	28	5	21	20	49		8	23	5	10	13	33
12:30		4	18	0	16	4	34		15	24	10	17	25	41
12:45		7	16	2	16	9	32		10	26	6	8	16	34
01:00		12	22	1	14	13	36		17	38	3	8	20	46
01:15		6	22	4	14	10	36		11	24	1	6	12	30
01:30		4	24	3	8	7	32		10	***40***	6	10	16	***50***
01:45		4	18	2	2	6	20		10	***32***	2	8	12	***40***
02:00		6	24	2	4	8	28		13	***43***	1	8	14	***51***
02:15		8	17	1	18	9	35		6	***36***	2	17	8	***53***
02:30		3	30	0	10	3	40		6	30	6	9	12	39
02:45		6	29	2	15	8	44		5	26	2	10	7	36
03:00		4	22	1	12	5	34		6	22	0	6	6	28
03:15		3	23	0	22	3	45		12	35	2	12	14	47
03:30		2	24	0	8	2	32		10	26	2	6	12	32
03:45		4	28	1	18	5	46		6	34	4	12	10	46
04:00		5	28	1	10	6	38		8	28	1	8	9	36
04:15		1	20	2	14	3	34		7	32	2	8	9	40
04:30		3	30	1	20	4	50		1	39	0	6	1	45
04:45		9	34	3	21	12	55		5	22	0	12	5	34
05:00		4	***28***	0	14	4	42		1	34	0	18	1	52
05:15		3	***29***	1	11	4	40		3	25	2	8	5	33
05:30		5	***42***	0	13	5	55		4	31	2	12	6	43
05:45		4	***35***	2	20	6	55		10	32	4	8	14	40
06:00		4	22	1	10	5	32		5	32	2	10	7	42
06:15		4	30	2	11	6	41		10	32	2	10	12	42
06:30		12	32	3	10	15	42		8	26	8	6	16	32
06:45		6	36	13	14	19	50		10	35	8	15	18	50
07:00		2	30	9	***24***	11	***54***		12	34	14	10	26	44
07:15		4	25	7	***14***	11	***39***		2	28	0	17	2	45
07:30		12	29	2	***12***	14	***41***		12	25	6	13	18	38
07:45		12	36	7	***26***	19	***62***		8	27	4	6	12	33
08:00		14	28	5	16	19	44		9	30	6	16	15	46
08:15		11	30	8	17	19	47		9	25	6	13	15	38
08:30		14	22	8	14	22	36		13	20	15	7	28	27
08:45		14	22	20	8	34	30		14	19	10	8	24	27
09:00		20	16	12	12	32	28		12	22	8	8	20	30
09:15		18	26	10	12	28	38		18	22	5	14	23	36
09:30		15	15	10	6	25	21		17	16	10	***18***	27	34
09:45		14	21	8	14	22	35		16	18	18	***14***	34	32
10:00		22	22	***16***	11	38	33		16	18	2	***10***	18	28
10:15		20	21	***26***	10	46	31		16	22	4	***17***	20	39
10:30		18	21	***6***	16	24	37		20	12	4	8	24	20
10:45		24	14	***14***	23	38	37		22	18	6	13	28	31
11:00		***18***	18	12	6	***30***	24		***22***	22	***16***	8	***38***	30
11:15		***28***	13	21	6	***49***	19		***26***	27	***22***	7	***48***	34
11:30		***21***	13	14	6	***35***	19		***29***	22	***22***	17	***51***	39
11:45		***29***	19	10	8	***39***	27		***25***	12	***18***	7	***43***	19
Total		495	1181	286	649	781	1830		545	1284	287	507	832	1791
Day Total		1676		935		2611			1829		794		2623	
% Total		19.0%	45.2%	11.0%	24.9%				20.8%	49.0%	10.9%	19.3%		
Peak		11:00	05:00	10:00	07:00	11:00	07:00		11:00	01:30	11:00	09:30	11:00	01:30
Vol.		96	134	62	76	153	196		102	151	78	59	180	194
P.H.F.		0.828	0.798	0.596	0.731	0.781	0.790		0.879	0.878	0.886	0.819	0.882	0.915

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Station ID: 24059
SR A1A_Collins Ave - Northbound
Frontage Rd - North of 5600 Blk

Start Time	27-Mar-11 Sun	Out L A.M.	Out L P.M.	Ins L A.M.	Ins L P.M.	Combined A.M.	Combined P.M.	28-Mar- Mon	Out L A.M.	Out L P.M.	Ins L A.M.	Ins L P.M.	Combined A.M.	Combined P.M.
12:00		20	32	***11***	8	31	40		*	*	*	*	*	*
12:15		12	28	***10***	2	22	30		*	*	*	*	*	*
12:30		18	40	***9***	10	27	50		*	*	*	*	*	*
12:45		18	34	***12***	8	30	42		*	*	*	*	*	*
01:00		15	32	4	6	19	38		*	*	*	*	*	*
01:15		12	40	1	8	13	***48***		*	*	*	*	*	*
01:30		10	30	7	8	17	***38***		*	*	*	*	*	*
01:45		13	***46***	6	12	19	***58***		*	*	*	*	*	*
02:00		16	***36***	10	9	26	***45***		*	*	*	*	*	*
02:15		4	***36***	0	7	4	43		*	*	*	*	*	*
02:30		11	***35***	2	6	13	41		*	*	*	*	*	*
02:45		8	32	8	11	16	43		*	*	*	*	*	*
03:00		1	34	3	8	4	42		*	*	*	*	*	*
03:15		6	36	2	6	8	42		*	*	*	*	*	*
03:30		9	26	3	9	12	35		*	*	*	*	*	*
03:45		6	40	2	15	8	55		*	*	*	*	*	*
04:00		8	33	4	***10***	12	43		*	*	*	*	*	*
04:15		6	30	3	***10***	9	40		*	*	*	*	*	*
04:30		5	14	1	***24***	6	38		*	*	*	*	*	*
04:45		4	7	0	***32***	4	39		*	*	*	*	*	*
05:00		2	29	2	8	4	37		*	*	*	*	*	*
05:15		6	26	1	6	7	32		*	*	*	*	*	*
05:30		12	19	8	7	20	26		*	*	*	*	*	*
05:45		6	25	1	12	7	37		*	*	*	*	*	*
06:00		6	20	2	3	8	23		*	*	*	*	*	*
06:15		5	24	3	10	8	34		*	*	*	*	*	*
06:30		7	27	2	8	9	35		*	*	*	*	*	*
06:45		6	36	2	12	8	48		*	*	*	*	*	*
07:00		9	26	2	9	11	35		*	*	*	*	*	*
07:15		13	40	10	16	23	56		*	*	*	*	*	*
07:30		8	25	6	10	14	35		*	*	*	*	*	*
07:45		3	16	0	9	3	25		*	*	*	*	*	*
08:00		8	17	2	8	10	25		*	*	*	*	*	*
08:15		6	24	4	9	10	33		*	*	*	*	*	*
08:30		10	21	5	6	15	27		*	*	*	*	*	*
08:45		10	22	2	7	12	29		*	*	*	*	*	*
09:00		11	28	6	11	17	39		*	*	*	*	*	*
09:15		18	14	7	8	25	22		*	*	*	*	*	*
09:30		8	12	4	5	12	17		*	*	*	*	*	*
09:45		18	10	6	3	24	13		*	*	*	*	*	*
10:00		17	20	10	3	27	23		*	*	*	*	*	*
10:15		12	16	4	6	16	22		*	*	*	*	*	*
10:30		18	17	12	2	30	19		*	*	*	*	*	*
10:45		16	14	5	3	21	17		*	*	*	*	*	*
11:00		***19***	6	8	2	***27***	8		*	*	*	*	*	*
11:15		***20***	14	6	2	***26***	16		*	*	*	*	*	*
11:30		***21***	12	8	3	***29***	15		*	*	*	*	*	*
11:45		***35***	13	7	4	***42***	17		*	*	*	*	*	*
Total		532	1214	233	401	765	1615		0	0	0	0	0	0
Day Total		1746		634		2380			0		0		0	
% Total		22.4%	51.0%	9.8%	16.8%				0.0%	0.0%	0.0%	0.0%		
Peak		11:00	01:45	12:00	04:00	11:00	01:15							
Vol.		95	153	42	76	124	189							
P.H.F.		0.679	0.832	0.875	0.594	0.738	0.815							

ADT	ADT 2,381	AADT 2,381

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201
Miami, Florida, 33156
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 20223
SR A1A_Collins Ave - NB - Frontage Rd
South of 5800 Blk

Start	21-Mar-11		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Out L	Ins L	Out L	Ins L	Out L	Ins L	Out L	Ins L	Out L	Ins L	Out L	Ins L	Out L	Ins L	Out L	Ins L
12:00 AM	31	14	19	6	13	7	14	9	31	13	39	8	52	20	28	11
01:00	19	6	8	4	11	5	17	11	19	7	32	12	36	10	20	8
02:00	8	5	4	1	8	7	9	3	18	5	19	6	21	9	12	5
03:00	12	6	5	2	3	1	8	3	10	5	22	11	12	7	10	5
04:00	9	4	2	3	5	2	3	4	14	2	14	4	11	4	8	3
05:00	9	7	8	6	5	3	8	3	14	3	15	2	17	5	11	4
06:00	26	12	19	12	20	6	34	13	23	10	30	6	21	10	25	10
07:00	33	21	24	20	31	24	35	21	26	17	22	11	16	7	27	17
08:00	54	27	45	25	40	22	47	40	38	30	46	15	23	9	42	24
09:00	58	38	52	42	47	**47**	47	24	56	42	56	19	39	18	51	33
10:00	**72**	**44**	50	38	**69**	38	64	41	**75**	44	59	33	44	17	62	36
11:00	68	43	**61**	**49**	65	36	**84**	**59**	75	**45**	**75**	**38**	**73**	**31**	**72**	**43**
12:00 PM	74	26	68	44	65	26	64	31	88	43	76	34	**123**	48	80	36
01:00	68	31	53	30	66	34	69	38	76	33	**107**	38	116	49	79	36
02:00	**79**	33	68	31	63	**47**	75	37	77	38	101	41	109	38	82	38
03:00	73	**45**	66	**57**	71	30	77	41	71	34	83	37	104	34	78	40
04:00	63	44	56	27	**82**	44	70	32	83	41	100	48	104	31	80	38
05:00	77	45	**74**	46	71	39	**95**	**64**	**108**	**47**	89	38	72	22	**84**	43
06:00	75	40	74	50	76	44	75	45	85	41	95	56	86	50	81	**47**
07:00	58	45	61	36	70	22	82	61	71	47	89	**58**	91	**52**	75	46
08:00	49	21	54	28	49	23	78	42	65	39	78	34	61	26	62	30
09:00	34	18	41	23	60	30	72	31	54	27	54	31	53	25	53	26
10:00	37	14	37	21	37	16	49	28	58	23	52	35	41	14	44	22
11:00	30	19	37	12	50	17	46	25	42	15	57	20	29	10	42	17
Lane	1116	608	986	613	1077	570	1222	706	1277	651	1410	635	1354	546	1208	618
Day	1724		1599		1647		1928		1928		2045		1900		1826	
AM Peak	10:00	10:00	11:00	11:00	10:00	09:00	11:00	11:00	10:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00
Vol.	72	44	61	49	69	47	84	59	75	45	75	38	73	31	72	43
PM Peak	14:00	15:00	17:00	15:00	16:00	14:00	17:00	17:00	17:00	17:00	13:00	19:00	12:00	19:00	17:00	18:00
Vol.	79	45	74	57	82	47	95	64	108	47	107	58	123	52	84	47

Comb. Total	1724	1599	1647	1928	1928	2045	1900	1826

ADT ADT 1,824 AADT 1,824

CH Perez and Associates Consulting Engineers Inc.

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Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 20223
SR A1A_Collins Ave - NB - Frontage Rd
South of 5800 Blk

Start Time	21-Mar-11 Mon	Out L A.M.	Out L P.M.	Ins L A.M.	Ins L P.M.	Combined A.M.	Combined P.M.	22-Mar- Tue	Out L A.M.	Out L P.M.	Ins L A.M.	Ins L P.M.	Combined A.M.	Combined P.M.
12:00		12	23	2	6	14	29		5	24	0	16	5	40
12:15		7	22	4	10	11	32		4	18	0	14	4	32
12:30		5	16	3	4	8	20		6	14	6	6	12	20
12:45		7	13	5	6	12	19		4	12	0	8	4	20
01:00		6	11	2	6	8	17		3	8	1	4	4	12
01:15		4	22	0	12	4	34		0	17	1	8	1	25
01:30		7	20	3	8	10	28		3	16	2	8	5	24
01:45		2	15	1	5	3	20		2	12	0	10	2	22
02:00		1	20	2	8	3	28		0	20	0	5	0	25
02:15		2	22	0	7	2	29		1	14	0	10	1	24
02:30		1	17	0	10	1	27		2	10	1	6	3	16
02:45		4	20	3	8	7	28		1	24	0	10	1	34
03:00		4	24	4	9	8	33		1	12	0	***10***	1	22
03:15		1	12	1	13	2	25		1	22	0	***20***	1	42
03:30		2	20	0	15	2	35		2	14	2	***11***	4	25
03:45		5	17	1	8	6	25		1	18	0	***16***	1	34
04:00		2	20	1	7	3	27		0	16	1	8	1	24
04:15		2	16	0	13	2	29		0	6	1	4	1	10
04:30		3	16	2	10	5	26		1	16	1	4	2	20
04:45		2	11	1	14	3	25		1	18	0	11	1	29
05:00		4	20	2	9	6	29		2	18	2	13	4	31
05:15		2	12	2	9	4	21		1	18	1	14	2	32
05:30		1	16	1	8	2	24		4	14	2	6	6	20
05:45		2	***29***	2	***19***	4	***48***		1	***24***	1	13	2	***37***
06:00		3	***21***	1	***10***	4	***31***		4	***16***	2	8	6	***24***
06:15		4	***20***	2	***12***	6	***32***		4	***20***	0	18	4	***38***
06:30		7	***22***	6	***16***	13	***38***		3	***24***	4	12	7	***36***
06:45		12	12	3	2	15	14		8	14	6	12	14	26
07:00		9	17	5	14	14	31		8	19	4	5	12	24
07:15		10	9	8	8	18	17		2	11	2	6	4	17
07:30		8	16	4	12	12	28		9	15	8	7	17	22
07:45		6	16	4	11	10	27		5	16	6	18	11	34
08:00		14	19	4	7	18	26		13	12	5	6	18	18
08:15		14	10	4	4	18	14		12	16	6	10	18	26
08:30		8	12	7	6	15	18		12	17	6	6	18	23
08:45		18	8	12	4	30	12		8	9	8	6	16	15
09:00		20	5	14	2	34	7		10	12	6	8	16	20
09:15		8	7	6	4	14	11		20	12	17	5	37	17
09:30		14	10	8	6	22	16		10	8	12	5	22	13
09:45		16	12	10	6	26	18		12	9	7	5	19	14
10:00		***21***	9	16	0	***37***	9		12	6	8	4	20	10
10:15		***17***	9	6	5	***23***	14		12	14	10	10	22	24
10:30		***14***	7	8	1	***22***	8		***14***	7	12	3	26	10
10:45		***20***	12	***14***	8	***34***	20		***12***	10	***8***	4	***20***	14
11:00		11	8	***7***	7	18	15		***19***	15	***10***	5	***29***	20
11:15		13	10	***8***	4	21	14		***18***	9	***13***	2	***31***	11
11:30		22	8	***16***	6	38	14		12	6	***18***	4	***30***	10
11:45		22	4	12	2	34	6		12	7	8	1	20	8
Total		399	717	227	381	626	1098		297	689	208	405	505	1094
Day Total		1116		608		1724			986		613		1599	
% Total		23.1%	41.6%	13.2%	22.1%				18.6%	43.1%	13.0%	25.3%		
Peak		10:00	05:45	10:45	05:45	10:00	05:45		10:30	05:45	10:45	03:00	10:45	05:45
Vol.		72	92	45	57	116	149		63	84	49	57	110	135
P.H.F.		0.857	0.793	0.703	0.750	0.784	0.776		0.829	0.875	0.681	0.713	0.887	0.888

CH Perez and Associates Consulting Engineers Inc.

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Station ID: 20223
SR A1A_Collins Ave - NB - Frontage Rd
South of 5800 Blk

Start Time	23-Mar-11 Wed	Out L		Ins L		Combined		24-Mar- Thu	Out L		Ins L		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		3	10	2	8	5	18		3	17	1	4	4	21
12:15		4	26	1	10	5	36		4	18	1	9	5	27
12:30		3	16	0	4	3	20		3	14	5	8	8	22
12:45		3	13	4	4	7	17		4	15	2	10	6	25
01:00		5	20	3	6	8	26		5	15	1	13	6	28
01:15		1	16	0	8	1	24		3	15	2	8	5	23
01:30		1	12	0	8	1	20		6	16	4	7	10	23
01:45		4	18	2	12	6	30		3	23	4	10	7	33
02:00		0	12	0	***8***	0	20		3	16	1	7	4	23
02:15		4	21	0	***12***	4	33		4	17	0	6	4	23
02:30		2	8	2	***7***	4	15		1	18	2	14	3	32
02:45		2	22	5	***20***	7	42		1	24	0	10	1	34
03:00		1	19	0	7	1	26		2	18	0	12	2	30
03:15		0	16	1	9	1	25		2	14	1	6	3	20
03:30		1	17	0	6	1	23		2	16	1	9	3	25
03:45		1	19	0	8	1	27		2	29	1	14	3	43
04:00		2	***21***	2	10	4	***31***		0	12	1	7	1	19
04:15		0	***16***	0	10	0	***26***		1	16	2	11	3	27
04:30		2	***18***	0	10	2	***28***		1	22	1	10	2	32
04:45		1	***27***	0	14	1	***41***		1	20	0	4	1	24
05:00		1	15	0	4	1	19		3	***28***	0	***18***	3	***46***
05:15		2	22	2	16	4	38		1	***21***	2	***15***	3	***36***
05:30		0	17	0	9	0	26		1	***18***	0	***9***	1	***27***
05:45		2	17	1	10	3	27		3	***28***	1	***22***	4	***50***
06:00		3	22	0	12	3	34		2	28	0	16	2	44
06:15		2	15	0	7	2	22		10	12	4	9	14	21
06:30		6	17	2	11	8	28		10	17	5	8	15	25
06:45		9	22	4	14	13	36		12	18	4	12	16	30
07:00		8	20	8	6	16	26		11	22	3	18	14	40
07:15		6	18	6	8	12	26		6	28	7	19	13	47
07:30		9	14	4	4	13	18		7	16	5	10	12	26
07:45		8	18	6	4	14	22		11	16	6	14	17	30
08:00		8	16	3	10	11	26		16	16	10	8	26	24
08:15		11	7	7	4	18	11		14	24	10	14	24	38
08:30		7	15	4	3	11	18		5	16	8	8	13	24
08:45		14	11	8	6	22	17		12	22	12	12	24	34
09:00		14	18	***8***	8	22	26		6	16	2	2	8	18
09:15		12	18	***14***	8	26	26		14	18	8	7	22	25
09:30		4	20	***10***	8	14	28		15	24	6	14	21	38
09:45		***17***	4	***15***	6	***32***	10		12	14	8	8	20	22
10:00		***21***	15	8	4	***29***	19		16	10	8	8	24	18
10:15		***20***	5	12	4	***32***	9		22	14	11	8	33	22
10:30		***14***	10	10	5	***24***	15		10	15	8	6	18	21
10:45		14	7	8	3	22	10		16	10	***14***	6	30	16
11:00		15	14	8	3	23	17		***20***	14	***18***	7	***38***	21
11:15		17	16	8	6	25	22		***24***	8	***14***	6	***38***	14
11:30		14	10	7	4	21	14		***19***	12	***14***	6	***33***	18
11:45		19	10	13	4	32	14		***21***	12	13	6	***34***	18
Total		317	760	198	372	515	1132		370	852	231	475	601	1327
Day Total		1077		570		1647			1222		706		1928	
% Total		19.2%	46.1%	12.0%	22.6%				19.2%	44.2%	12.0%	24.6%		
Peak		09:45	04:00	09:00	02:00	09:45	04:00		11:00	05:00	10:45	05:00	11:00	05:00
Vol.		72	82	47	47	117	126		84	95	60	64	143	159
P.H.F.		0.857	0.759	0.783	0.588	0.914	0.750		0.875	0.848	0.833	0.727	0.941	0.795

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Station ID: 20223
SR A1A_Collins Ave - NB - Frontage Rd
South of 5800 Blk

Start Time	25-Mar-11 Fri	Out L		Ins L		Combined		26-Mar- Sat	Out L		Ins L		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		11	20	4	10	15	30		10	18	2	10	12	28
12:15		12	23	5	10	17	33		5	12	2	8	7	20
12:30		4	25	2	14	6	39		12	20	2	8	14	28
12:45		4	20	2	9	6	29		12	26	2	8	14	34
01:00		7	16	0	7	7	23		12	26	3	8	15	34
01:15		5	14	2	4	7	18		6	***24***	2	10	8	34
01:30		2	22	2	8	4	30		5	***33***	4	10	9	43
01:45		5	24	3	14	8	38		9	***24***	3	10	12	34
02:00		3	15	1	6	4	21		8	***30***	2	11	10	41
02:15		7	20	2	12	9	32		4	24	2	12	6	36
02:30		2	16	0	10	2	26		5	21	0	6	5	27
02:45		6	26	2	10	8	36		2	26	2	12	4	38
03:00		3	15	0	11	3	26		5	16	2	10	7	26
03:15		2	20	1	5	3	25		6	28	4	12	10	40
03:30		1	17	3	8	4	25		5	24	3	10	8	34
03:45		4	19	1	10	5	29		6	15	2	5	8	20
04:00		3	25	1	14	4	39		5	28	2	8	7	36
04:15		2	16	0	6	2	22		3	24	2	11	5	35
04:30		1	16	0	9	1	25		3	32	0	18	3	50
04:45		8	26	1	12	9	38		3	16	0	11	3	27
05:00		4	***26***	0	8	4	***34***		2	18	0	7	2	25
05:15		3	***26***	0	10	3	***36***		1	26	1	4	2	30
05:30		4	***28***	2	10	6	***38***		4	18	1	12	5	30
05:45		3	***28***	1	19	4	***47***		8	27	0	15	8	42
06:00		3	17	1	5	4	22		5	25	0	10	5	35
06:15		2	20	2	8	4	28		9	28	3	***18***	12	***46***
06:30		8	21	5	***10***	13	31		4	20	1	***12***	5	***32***
06:45		10	27	2	***18***	12	45		12	22	2	***16***	14	***38***
07:00		6	22	4	***17***	10	39		3	30	1	***24***	4	***54***
07:15		6	13	5	***10***	11	23		6	21	4	12	10	33
07:30		9	16	4	6	13	22		8	14	4	6	12	20
07:45		5	20	4	14	9	34		5	24	2	16	7	40
08:00		8	16	8	10	16	26		11	20	4	6	15	26
08:15		6	20	4	11	10	31		6	20	1	12	7	32
08:30		8	20	8	15	16	35		15	20	6	10	21	30
08:45		16	9	10	3	26	12		14	18	4	6	18	24
09:00		18	12	13	6	31	18		16	20	5	12	21	32
09:15		10	17	10	9	20	26		12	18	4	12	16	30
09:30		12	12	7	8	19	20		10	10	3	5	13	15
09:45		16	13	12	4	28	17		18	6	7	2	25	8
10:00		26	14	16	3	42	17		15	14	10	8	25	22
10:15		17	15	11	6	28	21		15	12	10	8	25	20
10:30		9	16	2	5	11	21		17	13	7	9	24	22
10:45		***23***	13	***15***	9	***38***	22		12	13	6	10	18	23
11:00		***17***	9	***12***	5	***29***	14		***14***	12	***8***	4	***22***	16
11:15		***21***	12	***10***	4	***31***	16		***18***	19	***8***	6	***26***	25
11:30		***16***	11	***10***	4	***26***	15		***21***	12	***8***	4	***29***	16
11:45		21	10	13	2	34	12		***22***	14	***14***	6	***36***	20
Total		399	878	223	428	622	1306		429	981	165	470	594	1451
Day Total		1277		651		1928			1410		635		2045	
% Total		20.7%	45.5%	11.6%	22.2%				21.0%	48.0%	8.1%	23.0%		
Peak		10:45	05:00	10:45	06:30	10:45	05:00		11:00	01:15	11:00	06:15	11:00	06:15
Vol.		77	108	47	55	124	155		75	111	38	70	113	170
P.H.F.		0.837	0.964	0.734	0.764	0.816	0.824		0.852	0.841	0.679	0.729	0.785	0.787

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201
Miami, Florida, 33156
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 20223
SR A1A_Collins Ave - NB - Frontage Rd
South of 5800 Blk

Start Time	27-Mar-11 Sun	Out L A.M.	Out L P.M.	Ins L A.M.	Ins L P.M.	Combined A.M.	Combined P.M.	28-Mar- Mon	Out L A.M.	Out L P.M.	Ins L A.M.	Ins L P.M.	Combined A.M.	Combined P.M.
12:00		9	***31***	3	12	12	***43***		*	*	*	*	*	*
12:15		10	***28***	1	14	11	***42***		*	*	*	*	*	*
12:30		20	***28***	8	9	28	***37***		*	*	*	*	*	*
12:45		13	***36***	8	13	21	***49***		*	*	*	*	*	*
01:00		12	26	3	16	15	42		*	*	*	*	*	*
01:15		11	32	2	8	13	40		*	*	*	*	*	*
01:30		5	26	1	10	6	36		*	*	*	*	*	*
01:45		8	32	4	15	12	47		*	*	*	*	*	*
02:00		7	30	3	10	10	40		*	*	*	*	*	*
02:15		2	28	0	10	2	38		*	*	*	*	*	*
02:30		4	24	4	4	8	28		*	*	*	*	*	*
02:45		8	27	2	14	10	41		*	*	*	*	*	*
03:00		1	19	0	6	1	25		*	*	*	*	*	*
03:15		6	29	2	10	8	39		*	*	*	*	*	*
03:30		2	25	4	7	6	32		*	*	*	*	*	*
03:45		3	31	1	11	4	42		*	*	*	*	*	*
04:00		4	30	3	11	7	41		*	*	*	*	*	*
04:15		3	34	0	10	3	44		*	*	*	*	*	*
04:30		3	18	0	4	3	22		*	*	*	*	*	*
04:45		1	22	1	6	2	28		*	*	*	*	*	*
05:00		2	20	1	4	3	24		*	*	*	*	*	*
05:15		5	21	1	8	6	29		*	*	*	*	*	*
05:30		6	15	2	4	8	19		*	*	*	*	*	*
05:45		4	16	1	6	5	22		*	*	*	*	*	*
06:00		4	18	2	15	6	33		*	*	*	*	*	*
06:15		6	24	2	16	8	40		*	*	*	*	*	*
06:30		6	20	4	***7***	10	27		*	*	*	*	*	*
06:45		5	24	2	***12***	7	36		*	*	*	*	*	*
07:00		4	24	3	***11***	7	35		*	*	*	*	*	*
07:15		7	32	2	***24***	9	56		*	*	*	*	*	*
07:30		4	18	0	6	4	24		*	*	*	*	*	*
07:45		1	17	2	11	3	28		*	*	*	*	*	*
08:00		6	18	2	10	8	28		*	*	*	*	*	*
08:15		2	12	1	4	3	16		*	*	*	*	*	*
08:30		3	18	2	4	5	22		*	*	*	*	*	*
08:45		12	13	4	8	16	21		*	*	*	*	*	*
09:00		8	22	2	12	10	34		*	*	*	*	*	*
09:15		12	18	8	4	20	22		*	*	*	*	*	*
09:30		10	8	4	7	14	15		*	*	*	*	*	*
09:45		9	5	4	2	13	7		*	*	*	*	*	*
10:00		8	9	4	2	12	11		*	*	*	*	*	*
10:15		10	12	2	8	12	20		*	*	*	*	*	*
10:30		14	12	6	2	20	14		*	*	*	*	*	*
10:45		12	8	5	2	17	10		*	*	*	*	*	*
11:00		***16***	3	***9***	2	***25***	5		*	*	*	*	*	*
11:15		***18***	12	***4***	5	***22***	17		*	*	*	*	*	*
11:30		***13***	10	***4***	2	***17***	12		*	*	*	*	*	*
11:45		***26***	4	***14***	1	***40***	5		*	*	*	*	*	*
Total		365	989	147	399	512	1388		0	0	0	0	0	0
Day Total		1354		546		1900			0		0		0	
% Total		19.2%	52.1%	7.7%	21.0%				0.0%	0.0%	0.0%	0.0%		
Peak		11:00	12:00	11:00	06:30	11:00	12:00							
Vol.		73	123	31	54	104	171							
P.H.F.		0.702	0.854	0.554	0.563	0.650	0.872							

ADT ADT 1,824 AADT 1,824

CH Perez and Associates Consulting Engineers Inc.

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Miami, Florida, 33156
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 20807
SR A1A_Collins Ave - NB & SB
South of 5800 Blk

Start	21-Mar-11		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	630	481	413	276	478	370	569	406	721	514	773	591	823	786	630	489
01:00	441	311	206	153	360	202	370	237	501	349	723	527	766	604	481	340
02:00	295	202	158	95	244	143	314	194	417	258	575	401	590	399	370	242
03:00	262	170	120	92	261	117	262	147	346	218	430	316	521	322	315	197
04:00	264	202	115	107	209	134	285	186	412	253	407	268	437	308	304	208
05:00	268	248	136	193	218	215	279	249	324	336	412	332	410	301	292	268
06:00	313	569	228	467	293	488	310	526	357	571	358	450	330	393	313	495
07:00	498	1021	436	890	499	960	505	1014	566	1063	372	496	355	432	462	839
08:00	619	**1202**	585	**1149**	629	**1353**	635	**1325**	665	**1361**	487	670	412	555	576	**1088**
09:00	694	1041	595	987	682	1139	723	1095	744	1157	605	789	534	732	654	991
10:00	**744**	935	685	896	725	922	771	1031	774	1026	768	925	665	901	733	948
11:00	595	960	**737**	893	**780**	930	**865**	1068	**884**	1140	**825**	**1011**	**884**	**1107**	**796**	1016
12:00 PM	687	950	807	860	899	1001	874	1085	935	1153	933	1116	979	1133	873	1043
01:00	789	1009	851	928	887	944	920	1064	908	1171	925	1142	977	1163	894	1060
02:00	788	**1033**	867	939	916	**1008**	902	**1209**	962	1256	913	1292	975	1367	903	**1158**
03:00	951	958	960	912	1049	911	1032	1165	1155	**1335**	912	**1304**	947	1269	1001	1122
04:00	1097	939	1175	863	1340	930	1300	1096	1294	1164	1008	1198	994	**1374**	1173	1081
05:00	**1302**	909	**1228**	925	**1496**	1005	**1472**	1068	**1433**	1162	1044	1232	981	1195	**1279**	1071
06:00	1112	927	1118	911	1374	989	1376	1111	1226	1185	**1345**	1240	968	1094	1217	1065
07:00	858	800	883	**954**	1057	990	1077	1153	1111	1125	1211	1143	**1007**	990	1029	1022
08:00	178	764	810	931	957	927	981	1100	940	1057	958	1070	884	1016	815	981
09:00	100	675	719	810	846	799	880	999	837	1028	837	1058	852	831	724	886
10:00	156	576	661	790	826	785	848	909	806	945	884	990	756	740	705	819
11:00	233	432	622	579	766	666	860	795	816	853	920	899	775	598	713	689
Lane	13874	17314	15115	16600	17791	17928	18410	20232	19134	21680	18625	20460	17822	19610	17252	19118
Day	31188		31715		35719		38642		40814		39085		37432		36370	
AM Peak	10:00	08:00	11:00	08:00	11:00	08:00	11:00	08:00	11:00	08:00	11:00	11:00	11:00	11:00	11:00	08:00
Vol.	744	1202	737	1149	780	1353	865	1325	884	1361	825	1011	884	1107	796	1088
PM Peak	17:00	14:00	17:00	19:00	17:00	14:00	17:00	14:00	17:00	15:00	18:00	15:00	19:00	16:00	17:00	14:00
Vol.	1302	1033	1228	954	1496	1008	1472	1209	1433	1335	1345	1304	1007	1374	1279	1158

Comb. Total	31188		31715		35719		38642		40814		39085		37432		36370	

ADT ADT 36,371 AADT 36,371

CH Perez and Associates Consulting Engineers Inc.

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Station ID: 20807
SR A1A_Collins Ave - NB & SB
South of 5800 Blk

Start Time	21-Mar-11 Mon	NB A.M.	NB P.M.	SB A.M.	SB P.M.	Combined A.M.	Combined P.M.	22-Mar- Tue	NB A.M.	NB P.M.	SB A.M.	SB P.M.	Combined A.M.	Combined P.M.
12:00		169	116	146	216	315	332		128	205	88	200	216	405
12:15		164	171	112	266	276	437		109	190	76	230	185	420
12:30		151	196	114	232	265	428		96	202	64	220	160	422
12:45		146	204	109	236	255	440		80	210	48	210	128	420
01:00		142	193	92	222	234	415		59	191	54	249	113	440
01:15		105	192	96	252	201	444		52	220	32	188	84	408
01:30		99	203	65	272	164	475		51	216	30	249	81	465
01:45		95	201	58	263	153	464		44	224	37	242	81	466
02:00		84	202	71	***230***	155	432		33	242	34	220	67	462
02:15		74	183	42	***256***	116	439		50	151	28	231	78	382
02:30		67	184	43	***267***	110	451		39	190	20	242	59	432
02:45		70	219	46	***280***	116	499		36	284	13	246	49	530
03:00		82	198	48	226	130	424		34	218	18	228	52	446
03:15		61	197	48	250	109	447		34	237	28	208	62	445
03:30		49	286	36	241	85	527		27	274	26	240	53	514
03:45		70	270	38	241	108	511		25	231	20	236	45	467
04:00		66	271	44	234	110	505		32	280	22	214	54	494
04:15		78	259	45	218	123	477		21	288	23	211	44	499
04:30		64	304	51	245	115	549		32	***347***	31	206	63	***553***
04:45		56	263	62	242	118	505		30	***260***	31	232	61	***492***
05:00		66	***302***	56	230	122	532		38	***342***	33	242	71	***584***
05:15		60	***353***	52	236	112	***589***		34	***312***	55	239	89	***551***
05:30		76	***302***	63	216	139	***518***		36	292	42	220	78	512
05:45		66	***345***	77	227	143	***572***		28	282	63	224	91	506
06:00		65	298	84	238	149	***536***		40	299	62	216	102	515
06:15		78	312	105	240	183	552		52	280	92	238	144	518
06:30		82	244	179	256	261	500		52	289	144	224	196	513
06:45		88	258	201	193	289	451		84	250	169	***233***	253	483
07:00		118	262	304	228	422	490		84	246	194	***262***	278	508
07:15		124	194	209	211	333	405		114	232	186	***220***	300	452
07:30		137	222	244	206	381	428		106	208	242	***260***	348	468
07:45		119	180	264	155	383	335		132	197	268	212	400	409
08:00		142	104	282	180	424	284		112	234	***301***	232	413	466
08:15		147	38	***299***	184	***446***	222		157	194	***278***	236	***435***	430
08:30		158	16	***286***	210	***444***	226		144	204	***250***	264	***394***	468
08:45		172	20	***335***	190	***507***	210		172	178	***320***	199	***492***	377
09:00		160	16	***324***	195	***484***	211		146	192	289	222	***435***	414
09:15		178	18	253	162	431	180		137	154	234	210	371	364
09:30		174	37	244	156	418	193		164	180	230	196	394	376
09:45		182	29	220	162	402	191		148	193	234	182	382	375
10:00		178	27	254	145	432	172		165	174	209	196	374	370
10:15		***179***	40	235	125	414	165		166	164	228	192	394	356
10:30		***202***	45	228	154	430	199		192	143	214	210	406	353
10:45		***185***	44	218	152	403	196		162	180	245	192	407	372
11:00		***199***	77	248	120	447	197		***183***	166	213	151	396	317
11:15		172	54	244	106	416	160		***188***	148	214	160	402	308
11:30		104	62	202	116	306	178		***192***	180	232	132	424	312
11:45		120	40	266	90	386	130		***174***	128	234	136	408	264
Total		5623	8251	7342	9972	12965	18223		4414	10701	6198	10402	10612	21103
Day Total		13874		17314		31188			15115		16600		31715	
% Total		18.0%	26.5%	23.5%	32.0%				13.9%	33.7%	19.5%	32.8%		
Peak		10:15	05:00	08:15	02:00	08:15	05:15		11:00	04:30	08:00	06:45	08:15	04:30
Vol.		765	1302	1244	1033	1881	2215		737	1261	1149	975	1756	2180
P.H.F.		0.947	0.922	0.928	0.922	0.928	0.940		0.960	0.909	0.898	0.930	0.892	0.933

CH Perez and Associates Consulting Engineers Inc.

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Station ID: 20807
SR A1A_Collins Ave - NB & SB
South of 5800 Blk

Start Time	23-Mar-11 Wed	NB A.M.	NB P.M.	SB A.M.	SB P.M.	Combined A.M.	Combined P.M.	24-Mar- Thu	NB A.M.	NB P.M.	SB A.M.	SB P.M.	Combined A.M.	Combined P.M.
12:00		148	250	102	232	250	482		166	206	132	218	298	424
12:15		122	208	114	267	236	475		147	238	101	300	248	538
12:30		108	230	86	254	194	484		124	238	94	285	218	523
12:45		100	211	68	248	168	459		132	192	79	282	211	474
01:00		101	204	60	250	161	454		122	240	70	277	192	517
01:15		103	245	52	235	155	480		98	225	55	253	153	478
01:30		77	224	52	222	129	446		68	216	53	288	121	504
01:45		79	214	38	237	117	451		82	239	59	246	141	485
02:00		58	232	42	245	100	477		94	196	44	310	138	506
02:15		60	222	36	252	96	474		78	212	59	298	137	510
02:30		65	214	36	267	101	481		68	254	50	284	118	538
02:45		61	248	29	244	90	492		74	240	41	317	115	557
03:00		66	226	36	222	102	448		67	229	39	259	106	488
03:15		56	278	25	211	81	489		62	256	31	***304***	93	560
03:30		84	285	30	232	114	517		67	279	38	***318***	105	597
03:45		55	260	26	246	81	506		66	268	39	***284***	105	552
04:00		64	326	26	220	90	546		76	294	47	***305***	123	599
04:15		57	302	34	193	91	495		65	282	44	250	109	532
04:30		42	377	40	229	82	606		76	368	50	274	126	642
04:45		46	335	34	288	80	623		68	356	45	267	113	623
05:00		62	363	35	253	97	616		64	338	54	270	118	608
05:15		58	***382***	61	225	119	607		66	***382***	57	269	123	***651***
05:30		52	***360***	53	249	105	***609***		71	***374***	74	254	145	***628***
05:45		46	***391***	66	278	112	***669***		78	***378***	64	275	142	***653***
06:00		56	***379***	72	251	128	***630***		72	***346***	64	264	136	***610***
06:15		56	359	86	249	142	***608***		56	366	106	269	162	635
06:30		82	308	150	***247***	232	555		80	342	154	276	234	618
06:45		99	328	180	***242***	279	570		102	322	202	302	304	624
07:00		128	280	210	***284***	338	564		115	286	240	298	355	584
07:15		137	296	194	***268***	331	564		116	274	217	305	333	579
07:30		112	247	256	206	368	453		142	279	250	272	392	551
07:45		122	234	300	232	422	466		132	238	307	278	439	516
08:00		144	255	***330***	230	474	485		146	266	***328***	284	***474***	550
08:15		146	234	***318***	198	***464***	432		160	218	***328***	267	***488***	485
08:30		155	244	***354***	272	***509***	516		171	257	***338***	293	***509***	550
08:45		184	224	***351***	227	***535***	451		158	240	***331***	256	***489***	496
09:00		168	218	317	255	***485***	473		156	230	286	261	442	491
09:15		166	212	254	199	420	411		172	224	263	239	435	463
09:30		168	204	302	180	470	384		199	212	280	239	479	451
09:45		180	212	266	165	446	377		196	214	266	260	462	474
10:00		176	196	234	186	410	382		202	210	253	232	455	442
10:15		176	212	241	208	417	420		187	242	260	225	447	467
10:30		160	216	224	204	384	420		190	198	274	221	464	419
10:45		213	202	223	187	436	389		192	198	244	231	436	429
11:00		***184***	209	246	168	430	377		***226***	218	266	198	492	416
11:15		***192***	198	226	176	418	374		***207***	202	230	213	437	415
11:30		***182***	205	211	160	393	365		***210***	232	284	216	494	448
11:45		***222***	154	247	162	469	316		***222***	208	288	168	510	376
Total		5378	12413	6973	10955	12351	23368		5888	12522	7478	12754	13366	25276
Day Total		17791		17928		35719			18410		20232		38642	
% Total		15.1%	34.8%	19.5%	30.7%				15.2%	32.4%	19.4%	33.0%		
Peak		11:00	05:15	08:00	06:30	08:15	05:30		11:00	05:15	08:00	03:15	08:00	05:15
Vol.		780	1512	1353	1041	1993	2516		865	1480	1325	1211	1960	2542
P.H.F.		0.878	0.967	0.956	0.916	0.931	0.940		0.957	0.969	0.980	0.952	0.963	0.973

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Station ID: 20807
SR A1A_Collins Ave - NB & SB
South of 5800 Blk

Start Time	25-Mar-11 Fri	NB A.M.	NB P.M.	SB A.M.	SB P.M.	Combined A.M.	Combined P.M.	26-Mar- Sat	NB A.M.	NB P.M.	SB A.M.	SB P.M.	Combined A.M.	Combined P.M.
12:00		212	247	148	286	360	533		209	200	164	264	373	464
12:15		190	228	148	292	338	520		200	240	140	250	340	490
12:30		179	219	120	256	299	475		162	238	140	292	302	530
12:45		140	241	98	319	238	560		202	255	147	310	349	565
01:00		132	226	92	280	224	506		188	230	139	252	327	482
01:15		142	232	98	274	240	506		164	238	157	272	321	510
01:30		125	230	75	324	200	554		183	241	116	288	299	529
01:45		102	220	84	293	186	513		188	216	115	330	303	546
02:00		113	226	75	312	188	538		154	222	115	309	269	531
02:15		100	240	70	288	170	528		154	254	104	322	258	576
02:30		116	240	56	***332***	172	572		151	214	88	***325***	239	539
02:45		88	256	57	***324***	145	580		116	223	94	***336***	210	559
03:00		94	279	46	***336***	140	615		112	245	86	***316***	198	561
03:15		84	272	70	***350***	154	622		98	242	70	***353***	168	595
03:30		78	306	48	316	126	622		104	214	78	319	182	533
03:45		90	298	54	333	144	631		116	211	82	316	198	527
04:00		94	308	53	294	147	602		109	248	75	330	184	578
04:15		112	282	68	272	180	554		96	260	70	309	166	569
04:30		100	***350***	68	273	168	623		106	238	56	285	162	523
04:45		106	***354***	64	325	170	679		96	262	67	274	163	536
05:00		80	***348***	82	256	162	604		118	242	67	282	185	524
05:15		84	***398***	70	276	154	***674***		99	278	75	336	174	614
05:30		90	347	88	303	178	***650***		96	258	88	318	184	576
05:45		70	340	96	327	166	***667***		99	266	102	296	201	562
06:00		80	322	94	304	174	***626***		94	280	78	290	172	570
06:15		94	331	95	288	189	619		94	***355***	94	346	188	***701***
06:30		89	279	158	292	247	571		83	***340***	124	278	207	***618***
06:45		94	294	224	301	318	595		87	***370***	154	326	241	***696***
07:00		128	320	249	306	377	626		98	***340***	90	282	188	***622***
07:15		136	278	217	256	353	534		92	285	110	279	202	564
07:30		150	270	280	278	430	548		95	272	144	304	239	576
07:45		152	243	317	285	469	528		87	314	152	278	239	592
08:00		158	262	312	294	470	556		122	266	150	272	272	538
08:15		160	232	***338***	258	***498***	490		103	250	162	262	265	512
08:30		189	232	***332***	285	***521***	517		135	224	192	246	327	470
08:45		158	214	***379***	220	***537***	434		127	218	166	290	293	508
09:00		186	190	***333***	261	***519***	451		144	200	144	246	288	446
09:15		184	248	274	251	458	499		147	210	215	286	362	496
09:30		182	189	284	254	466	443		154	236	228	276	382	512
09:45		192	210	266	262	458	472		160	191	202	250	362	441
10:00		180	210	262	226	442	436		184	219	222	242	406	461
10:15		198	224	251	251	449	475		187	224	208	242	395	466
10:30		212	194	264	210	476	404		192	220	261	252	453	472
10:45		184	178	249	258	433	436		205	221	234	254	439	475
11:00		***222***	210	285	220	507	430		***171***	232	***218***	232	***389***	464
11:15		***226***	217	290	228	516	445		***223***	238	***243***	236	***466***	474
11:30		***216***	191	277	207	493	398		***204***	240	***286***	219	***490***	459
11:45		***220***	198	288	198	508	396		***227***	210	***264***	212	***491***	422
Total		6711	12423	8246	13434	14957	25857		6735	11890	6776	13684	13511	25574
Day Total		19134		21680		40814			18625		20460		39085	
% Total		16.4%	30.4%	20.2%	32.9%				17.2%	30.4%	17.3%	35.0%		
Peak		11:00	04:30	08:15	02:30	08:15	05:15		11:00	06:15	11:00	02:30	11:00	06:15
Vol.		884	1450	1382	1342	2075	2617		825	1405	1011	1330	1836	2637
P.H.F.		0.978	0.911	0.912	0.959	0.966	0.971		0.909	0.949	0.884	0.942	0.935	0.940

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201
Miami, Florida, 33156
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 20807
SR A1A_Collins Ave - NB & SB
South of 5800 Blk

Start Time	27-Mar-11 Sun	NB A.M.	NB P.M.	SB A.M.	SB P.M.	Combined A.M.	Combined P.M.	28-Mar- Mon	NB A.M.	NB P.M.	SB A.M.	SB P.M.	Combined A.M.	Combined P.M.
12:00		212	209	206	277	418	486		*	*	*	*	*	*
12:15		222	256	196	276	418	532		*	*	*	*	*	*
12:30		208	249	184	276	392	525		*	*	*	*	*	*
12:45		181	265	200	304	381	569		*	*	*	*	*	*
01:00		204	216	172	261	376	477		*	*	*	*	*	*
01:15		199	258	158	283	357	541		*	*	*	*	*	*
01:30		178	236	146	310	324	546		*	*	*	*	*	*
01:45		185	267	128	309	313	576		*	*	*	*	*	*
02:00		178	236	134	333	312	569		*	*	*	*	*	*
02:15		138	253	96	346	234	599		*	*	*	*	*	*
02:30		142	238	103	308	245	546		*	*	*	*	*	*
02:45		132	248	66	380	198	628		*	*	*	*	*	*
03:00		145	228	92	320	237	548		*	*	*	*	*	*
03:15		108	230	80	291	188	521		*	*	*	*	*	*
03:30		122	236	77	***348***	199	584		*	*	*	*	*	*
03:45		146	253	73	***310***	219	563		*	*	*	*	*	*
04:00		110	244	94	***372***	204	***616***		*	*	*	*	*	*
04:15		126	254	75	***348***	201	***602***		*	*	*	*	*	*
04:30		99	238	71	316	170	***554***		*	*	*	*	*	*
04:45		102	258	68	338	170	***596***		*	*	*	*	*	*
05:00		99	241	63	328	162	569		*	*	*	*	*	*
05:15		128	236	81	278	209	514		*	*	*	*	*	*
05:30		96	266	76	301	172	567		*	*	*	*	*	*
05:45		87	238	81	288	168	526		*	*	*	*	*	*
06:00		80	250	75	258	155	508		*	*	*	*	*	*
06:15		88	254	78	287	166	541		*	*	*	*	*	*
06:30		82	202	106	278	188	480		*	*	*	*	*	*
06:45		80	***262***	134	271	214	533		*	*	*	*	*	*
07:00		73	***256***	68	252	141	508		*	*	*	*	*	*
07:15		80	***268***	100	287	180	555		*	*	*	*	*	*
07:30		100	***239***	130	237	230	476		*	*	*	*	*	*
07:45		102	244	134	214	236	458		*	*	*	*	*	*
08:00		85	224	127	296	212	520		*	*	*	*	*	*
08:15		99	268	121	252	220	520		*	*	*	*	*	*
08:30		107	204	147	230	254	434		*	*	*	*	*	*
08:45		121	188	160	238	281	426		*	*	*	*	*	*
09:00		114	250	158	256	272	506		*	*	*	*	*	*
09:15		137	214	186	196	323	410		*	*	*	*	*	*
09:30		134	202	194	208	328	410		*	*	*	*	*	*
09:45		149	186	194	171	343	357		*	*	*	*	*	*
10:00		160	200	198	200	358	400		*	*	*	*	*	*
10:15		150	196	196	186	346	382		*	*	*	*	*	*
10:30		160	179	192	168	352	347		*	*	*	*	*	*
10:45		195	181	***315***	186	***510***	367		*	*	*	*	*	*
11:00		***222***	198	***281***	160	***503***	358		*	*	*	*	*	*
11:15		***210***	178	***278***	156	***488***	334		*	*	*	*	*	*
11:30		***224***	192	***292***	122	***516***	314		*	*	*	*	*	*
11:45		***228***	207	256	160	484	367		*	*	*	*	*	*
Total		6727	11095	6840	12770	13567	23865		0	0	0	0	0	0
Day Total		17822		19610		37432			0		0		0	
% Total		18.0%	29.6%	18.3%	34.1%				0.0%	0.0%	0.0%	0.0%		
Peak		11:00	06:45	10:45	03:30	10:45	04:00							
Vol.		884	1025	1166	1378	2017	2368							
P.H.F.		0.969	0.956	0.925	0.907	0.977	0.961							

ADT	ADT 36,371	AADT 36,371

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201
Miami, Florida, 33156
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 20807
SR A1A_Collins Ave - Southbound LT
South of 5800 Blk

Start Time	Mon 21-Mar-11	Tue 22-Mar-11	Wed 23-Mar-11	Thu 24-Mar-11	Fri 25-Mar-11	Average Day	Sat 26-Mar-11	Sun 27-Mar-11	Week Average
12:00 AM	3	4	1	2	3	3	1	12	4
01:00	0	2	1	1	0	1	2	5	2
02:00	1	0	2	2	0	1	1	5	2
03:00	0	1	0	2	1	1	2	2	1
04:00	0	0	0	0	1	0	2	0	0
05:00	2	1	1	1	2	1	3	1	2
06:00	9	7	4	6	7	7	7	6	7
07:00	9	10	15	11	9	11	6	2	9
08:00	**22**	19	16	22	24	**21**	9	4	**17**
09:00	15	21	**17**	13	**25**	18	15	11	17
10:00	7	**25**	13	18	19	16	**17**	12	16
11:00	19	16	16	**23**	18	18	11	**13**	17
12:00 PM	16	18	14	17	**22**	17	18	17	17
01:00	15	17	21	14	17	17	19	17	17
02:00	17	18	**23**	**22**	20	**20**	19	**20**	**20**
03:00	21	12	12	12	17	15	22	17	16
04:00	14	14	13	20	19	16	**26**	11	17
05:00	22	14	15	21	19	18	12	20	18
06:00	**26**	**19**	16	18	18	19	21	16	19
07:00	22	18	13	20	22	19	18	16	18
08:00	12	17	10	20	15	15	16	16	15
09:00	7	11	23	11	13	13	16	10	13
10:00	19	15	6	19	8	13	11	7	12
11:00	4	8	7	8	9	7	8	6	7
Day Total	282	287	259	303	308	287	282	246	283
% Avg. WkDay	98.3%	100.0%	90.2%	105.6%	107.3%				
% Avg. Week	99.6%	101.4%	91.5%	107.1%	108.8%	101.4%	99.6%	86.9%	
AM Peak	08:00	10:00	09:00	11:00	09:00	08:00	10:00	11:00	08:00
Vol.	22	25	17	23	25	21	17	13	17
PM Peak	18:00	18:00	14:00	14:00	12:00	14:00	16:00	14:00	14:00
Vol.	26	19	23	22	22	20	26	20	20
Grand Total	282	287	259	303	308	287	282	246	283

ADT ADT 281 AADT 281

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201
Miami, Florida, 33156
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 20807
SR A1A_Collins Ave - Southbound LT
South of 5800 Blk

Start	21-Mar-11		Tue		Wed		Thu		Fri		Sat		Sun		Average Day	
Time	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	0	4	0	5	1	1	0	3	1	8	0	4	1	4	0	4
12:15	1	6	3	6	0	3	0	5	0	5	0	6	**4**	5	1	5
12:30	1	2	1	3	0	5	1	7	1	4	1	2	**4**	3	1	4
12:45	1	4	0	4	0	5	1	2	1	5	0	6	**3**	5	1	4
01:00	0	2	1	4	1	3	0	5	0	2	0	1	**3**	4	1	3
01:15	0	3	0	6	0	6	0	2	0	3	1	2	1	**3**	0	4
01:30	0	5	0	6	0	2	1	3	0	6	1	4	1	**6**	0	5
01:45	0	5	1	1	0	**10**	0	4	0	6	0	12	0	**4**	0	6
02:00	0	7	0	3	0	**4**	0	4	0	5	0	3	1	**7**	0	5
02:15	0	2	0	3	1	**3**	1	4	0	8	0	3	0	3	0	4
02:30	1	5	0	2	0	**7**	1	6	0	4	1	6	2	6	1	5
02:45	0	3	0	10	1	9	0	8	0	3	0	**7**	2	4	0	6
03:00	0	4	0	3	0	4	0	3	1	1	0	**6**	0	3	0	3
03:15	0	6	1	2	0	1	0	6	0	9	1	**6**	1	3	0	5
03:30	0	4	0	4	0	4	1	2	0	3	1	**9**	0	6	0	5
03:45	0	7	0	3	0	3	1	1	0	4	0	1	1	5	0	3
04:00	0	6	0	3	0	6	0	4	0	8	1	7	0	4	0	5
04:15	0	2	0	3	0	0	0	6	0	4	1	4	0	3	0	3
04:30	0	3	0	4	0	4	0	7	1	1	0	9	0	1	0	4
04:45	0	3	0	4	0	3	0	3	0	6	0	6	0	3	0	4
05:00	0	6	0	5	0	6	0	3	0	3	0	2	1	6	0	4
05:15	2	3	1	4	1	2	1	**8**	0	2	1	3	0	6	1	4
05:30	0	6	0	2	0	5	0	**2**	1	4	0	4	0	3	0	4
05:45	0	7	0	3	0	2	0	**8**	1	10	2	3	0	5	0	5
06:00	0	8	0	5	0	4	0	**7**	0	4	0	6	0	2	0	5
06:15	2	4	0	3	0	2	1	4	2	2	2	5	0	6	1	4
06:30	1	**8**	1	**6**	1	2	2	3	2	**6**	0	6	3	2	1	**5**
06:45	6	**6**	6	**5**	3	8	3	4	3	**6**	5	4	3	6	4	**6**
07:00	2	**9**	2	**7**	4	3	3	5	2	**11**	1	5	1	4	2	**6**
07:15	2	**6**	3	**4**	**4**	6	0	9	2	**5**	1	4	1	4	2	**5**
07:30	3	4	3	4	**4**	2	4	3	5	3	3	3	0	4	3	3
07:45	2	3	2	3	**3**	2	4	3	0	3	1	6	0	4	2	3
08:00	6	2	5	3	**7**	3	7	4	4	5	3	5	1	4	5	4
08:15	2	3	4	6	2	2	4	6	4	1	0	7	0	5	2	4
08:30	**6**	5	**4**	3	3	5	5	4	**6**	7	3	1	0	5	**4**	4
08:45	**8**	2	**6**	5	4	0	6	6	**10**	2	3	3	3	2	**6**	3
09:00	**6**	0	**10**	4	4	7	1	2	**8**	6	3	6	4	3	**5**	4
09:15	**3**	2	**5**	5	4	8	2	4	**7**	2	0	8	4	4	**4**	5
09:30	2	1	1	1	4	4	4	3	4	3	**5**	0	3	2	3	2
09:45	4	4	5	1	5	4	6	2	6	2	**7**	2	0	1	5	2
10:00	4	5	6	1	5	0	4	6	8	1	**3**	3	3	0	5	2
10:15	1	5	5	6	3	1	3	4	5	1	**6**	2	4	2	4	3
10:30	1	4	7	3	3	3	3	6	0	2	5	2	3	1	3	3
10:45	1	5	7	5	2	2	8	3	6	4	3	4	2	4	4	4
11:00	3	1	4	2	9	1	**4**	2	6	3	1	1	3	1	4	2
11:15	6	1	3	2	2	2	**5**	3	4	2	1	2	3	3	3	2
11:30	3	2	5	2	1	2	**5**	3	4	2	2	3	2	1	3	2
11:45	7	0	4	2	4	2	**9**	0	4	2	7	2	5	1	6	1
Total	87	195	106	181	86	173	101	202	109	199	76	206	73	173	87	188
Day Total	282		287		259		303		308		282		246		275	
% Splits	30.9%	69.1%	36.9%	63.1%	33.2%	66.8%	33.3%	66.7%	35.4%	64.6%	27.0%	73.0%	29.7%	70.3%	31.6%	68.4%
Peak	08:30	06:30	08:30	06:30	07:15	01:45	11:00	05:15	08:30	06:30	09:30	02:45	00:15	01:15	08:30	06:30
Vol.	23	29	25	22	18	24	23	25	31	28	21	28	14	20	19	22
P.H.F.	0.719	0.806	0.625	0.786	0.643	0.600	0.639	0.781	0.775	0.636	0.750	0.778	0.875	0.714	0.792	0.917

ADT ADT 281 AADT 281

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201
Miami, Florida, 33156
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 24051
SR A1A/Collins Avenue - Northbound
200 ft North of 5800 Block - At Curve

Northbound

Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76		85th	95th
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Percent	Percent
10/28/11	**1**	2	19	82	210	103	**26**	**5**	0	0	0	0	0	0	448	39	42
01:00	0	0	9	53	152	97	12	1	0	0	0	0	0	0	324	39	40
02:00	0	3	8	26	83	59	23	2	**2**	0	0	0	0	0	206	40	44
03:00	0	0	5	23	79	68	24	5	0	0	0	0	0	0	204	40	44
04:00	0	0	3	19	66	74	12	1	0	0	0	0	0	0	175	40	42
05:00	0	0	5	17	59	47	16	1	0	0	0	0	0	0	145	40	43
06:00	0	3	18	27	100	71	14	2	1	0	0	0	0	0	236	39	42
07:00	1	5	31	66	184	84	14	1	0	0	0	0	0	0	386	38	40
08:00	0	5	40	142	265	110	24	3	0	0	0	0	0	0	589	38	40
09:00	1	11	66	200	262	67	19	3	0	0	0	0	0	0	629	35	40
10:00	1	10	59	202	**310**	**130**	17	3	0	0	0	0	0	0	**732**	37	40
11:00	0	**17**	**71**	**249**	246	93	14	0	1	0	0	0	0	0	691	36	39
12 PM	**2**	14	54	245	333	106	17	2	0	0	0	0	0	0	773	36	40
13:00	1	10	58	230	318	169	27	5	0	0	0	0	0	0	818	38	40
14:00	1	14	**66**	249	380	142	22	3	0	0	0	0	0	0	877	37	40
15:00	0	6	40	216	440	235	32	5	0	0	0	0	0	0	974	38	40
16:00	2	**17**	53	230	405	**237**	37	6	0	0	0	0	0	0	987	38	40
17:00	1	16	30	245	**525**	227	**42**	3	0	0	0	0	0	0	**1089**	38	40
18:00	0	11	57	237	450	193	35	4	0	0	0	0	0	0	987	38	40
19:00	0	9	40	215	362	162	34	2	0	0	0	0	0	0	824	38	40
20:00	2	4	34	157	348	147	24	4	**2**	**1**	0	0	0	0	723	38	40
21:00	0	5	37	140	351	135	21	**7**	0	0	0	0	0	0	696	38	40
22:00	0	10	45	272	273	71	14	3	0	0	0	0	0	0	688	35	39
23:00	0	9	47	**302**	246	43	4	0	0	0	0	0	0	0	651	34	37
Total	13	181	895	3844	6447	2870	524	71	6	1	0	0	0	0	14852		
Percent	0.1%	1.2%	6.0%	25.9%	43.4%	19.3%	3.5%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	00:00	11:00	11:00	11:00	10:00	10:00	00:00	00:00	02:00						10:00		
Vol.	1	17	71	249	310	130	26	5	2						732		
PM Peak	12:00	16:00	14:00	23:00	17:00	16:00	17:00	21:00	20:00	20:00					17:00		
Vol.	2	17	66	302	525	237	42	7	2	1					1089		

CH Perez and Associates Consulting Engineers Inc.

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Station ID: 24051
SR A1A/Collins Avenue - Northbound
200 ft North of 5800 Block - At Curve

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
10/29/11	0	7	22	182	271	87	8	4	0	0	0	0	0	0	581	36	39
01:00	0	4	19	127	197	60	8	1	0	0	0	0	0	0	416	36	39
02:00	0	1	14	70	157	57	9	3	0	0	0	0	0	0	311	37	40
03:00	**1**	1	8	51	120	87	14	1	0	0	0	0	0	0	283	39	41
04:00	0	0	7	47	127	67	11	2	**3**	**1**	0	0	0	0	265	39	42
05:00	0	3	6	34	106	78	23	2	0	0	0	0	0	0	252	40	43
06:00	0	1	10	40	97	53	11	2	0	0	0	0	0	0	214	39	41
07:00	0	3	22	78	114	49	11	1	0	0	0	0	0	0	278	37	40
08:00	0	**10**	25	112	174	73	8	2	0	0	0	0	0	0	404	37	40
09:00	0	3	31	140	253	110	10	**5**	0	0	0	0	0	0	552	37	40
10:00	0	7	37	165	309	**131**	23	4	1	0	0	0	0	0	677	38	40
11:00	0	5	**49**	**200**	**364**	130	**30**	2	0	0	0	0	0	0	**780**	37	40
12 PM	0	8	39	243	365	157	28	3	0	0	0	0	0	0	843	37	40
13:00	2	12	80	307	329	112	26	2	0	0	0	0	0	0	870	36	40
14:00	1	10	72	299	306	97	9	0	0	0	0	0	0	0	794	35	39
15:00	0	4	65	253	**405**	**158**	**29**	**4**	0	0	0	0	0	0	**918**	37	40
16:00	**3**	10	60	255	334	122	26	0	0	0	0	0	0	0	810	37	40
17:00	0	**18**	90	288	337	116	16	2	0	0	0	0	0	0	867	36	39
18:00	0	7	75	335	309	65	10	1	0	0	0	0	0	0	802	35	38
19:00	1	16	**94**	**344**	194	25	4	0	0	0	0	0	0	0	678	34	35
20:00	3	14	69	254	199	55	10	0	0	0	0	0	0	0	604	35	39
21:00	1	6	73	224	205	39	6	0	0	0	0	0	0	0	554	35	38
22:00	0	6	57	198	196	65	3	1	0	0	0	0	0	0	526	35	39
23:00	0	6	65	241	226	57	5	0	0	0	0	0	0	0	600	35	38
Total	12	162	1089	4487	5694	2050	338	42	4	1	0	0	0	0	13879		
Percent	0.1%	1.2%	7.8%	32.3%	41.0%	14.8%	2.4%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	03:00	08:00	11:00	11:00	11:00	10:00	11:00	09:00	04:00	04:00					11:00		
Vol.	1	10	49	200	364	131	30	5	3	1					780		
PM Peak	16:00	17:00	19:00	19:00	15:00	15:00	15:00	15:00							15:00		
Vol.	3	18	94	344	405	158	29	4							918		

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Station ID: 24051
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200 ft North of 5800 Block - At Curve

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
10/30/11	0	5	45	207	214	63	5	0	0	0	0	0	0	0	539	35	39
01:00	0	3	36	138	207	80	14	0	0	0	0	0	0	0	478	37	40
02:00	0	3	15	70	184	84	**16**	**2**	0	0	0	0	0	0	374	38	40
03:00	**1**	2	12	73	139	83	11	0	0	0	0	0	0	0	321	38	40
04:00	0	0	10	67	172	82	3	2	0	0	0	0	0	0	336	38	40
05:00	1	1	19	67	111	48	10	2	0	0	0	0	0	0	259	38	40
06:00	0	5	39	106	64	9	5	0	0	0	0	0	0	0	228	34	37
07:00	0	6	33	99	71	20	3	0	0	0	0	0	0	0	232	35	38
08:00	0	4	40	121	125	22	0	0	0	0	0	0	0	0	312	34	37
09:00	0	4	45	147	157	44	5	0	0	0	0	0	0	0	402	35	39
10:00	1	**15**	36	189	248	91	12	2	0	0	0	0	0	0	594	36	40
11:00	0	11	**75**	**251**	**291**	**94**	14	1	0	0	0	0	0	0	**737**	35	39
12 PM	0	12	65	252	333	109	13	**3**	0	0	0	0	0	0	787	36	39
13:00	1	8	41	219	**365**	111	18	2	0	0	0	0	0	0	765	36	40
14:00	1	8	43	226	361	**115**	19	1	0	0	0	0	0	0	774	36	40
15:00	0	10	47	243	339	104	**21**	2	0	0	0	0	0	0	766	36	40
16:00	0	12	59	309	340	94	12	0	0	0	0	0	0	0	**826**	35	39
17:00	1	7	53	304	324	87	10	1	0	0	0	0	0	0	787	35	39
18:00	1	14	**92**	**370**	251	35	1	0	0	0	0	0	0	0	764	34	35
19:00	0	**15**	73	306	210	29	4	0	0	0	0	0	0	0	637	34	36
20:00	1	11	64	213	223	56	2	1	0	0	0	0	0	0	571	35	38
21:00	0	12	55	203	212	35	9	0	0	0	0	0	0	0	526	35	38
22:00	**2**	9	49	132	187	65	5	1	0	0	0	0	0	0	450	36	39
23:00	0	5	35	163	193	53	6	0	0	0	0	0	0	0	455	35	39
Total	10	182	1081	4475	5321	1613	218	20	0	0	0	0	0	0	12920		
Percent	0.1%	1.4%	8.4%	34.6%	41.2%	12.5%	1.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	03:00	10:00	11:00	11:00	11:00	11:00	02:00	02:00							11:00		
Vol.	1	15	75	251	291	94	16	2							737		
PM Peak	22:00	19:00	18:00	18:00	13:00	14:00	15:00	12:00							16:00		
Vol.	2	15	92	370	365	115	21	3							826		

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200 ft North of 5800 Block - At Curve

Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
10/31/11	1	4	19	115	161	42	2	**1**	0	0	0	0	0	0	345	35	39
01:00	0	0	16	64	75	49	4	0	0	0	0	0	0	0	208	38	40
02:00	0	2	8	25	72	24	9	1	0	0	0	0	0	0	141	38	42
03:00	0	1	6	29	59	25	6	1	0	0	0	0	0	0	127	38	41
04:00	0	2	3	27	52	33	4	1	0	0	0	0	0	0	122	38	40
05:00	0	0	5	28	64	40	8	0	0	0	0	0	0	0	145	39	41
06:00	0	3	12	49	117	47	6	0	0	0	0	0	0	0	234	37	40
07:00	0	2	39	142	184	68	11	1	0	0	0	0	0	0	447	36	40
08:00	0	7	46	141	240	92	13	0	**1**	0	0	0	0	0	540	37	40
09:00	1	**14**	49	161	228	96	15	1	0	0	0	0	0	0	565	37	40
10:00	**3**	10	61	221	**291**	106	13	1	0	0	0	0	0	0	706	36	39
11:00	1	7	**62**	**242**	283	**107**	**20**	1	0	0	0	0	0	0	**723**	36	40
12 PM	0	11	54	262	323	103	11	0	**1**	0	0	0	0	0	765	35	39
13:00	0	6	50	229	307	121	22	2	0	0	0	0	0	0	737	37	40
14:00	0	**13**	63	218	326	100	17	2	0	0	0	0	0	0	739	36	40
15:00	1	9	43	210	414	**171**	**37**	3	0	0	0	0	0	0	888	38	40
16:00	**2**	13	67	376	442	72	5	1	0	0	0	0	0	0	978	35	37
17:00	1	9	**70**	**418**	**455**	81	14	2	0	0	0	0	0	0	**1050**	35	38
18:00	0	4	49	343	391	85	10	0	0	0	0	0	0	0	882	35	38
19:00	1	9	49	225	321	93	16	1	0	0	0	0	0	0	715	36	39
20:00	1	5	34	148	267	119	23	2	0	0	0	0	0	0	599	38	40
21:00	1	5	24	103	267	128	18	2	0	0	0	0	0	0	548	38	40
22:00	1	0	23	113	274	98	19	2	0	0	0	0	0	0	530	37	40
23:00	0	6	22	140	297	113	26	**5**	0	0	0	0	0	0	609	38	41
Total	14	142	874	4029	5910	2013	329	30	2	0	0	0	0	0	13343		
Percent	0.1%	1.1%	6.6%	30.2%	44.3%	15.1%	2.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	09:00	11:00	11:00	10:00	11:00	11:00	00:00	08:00						11:00		
Vol.	3	14	62	242	291	107	20	1	1						723		
PM Peak	16:00	14:00	17:00	17:00	17:00	15:00	15:00	23:00	12:00						17:00		
Vol.	2	13	70	418	455	171	37	5	1						1050		

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Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
11/1/11	0	1	13	104	**294**	**136**	29	2	**1**	0	0	0	0	0	580	38	41
01:00	0	1	9	52	220	120	**36**	**7**	1	0	0	0	0	0	446	40	43
02:00	0	1	10	34	157	105	21	3	0	**1**	0	0	0	0	332	39	42
03:00	0	2	6	35	111	76	20	1	0	0	0	0	0	0	251	39	42
04:00	0	2	6	27	91	50	12	3	0	0	0	0	0	0	191	39	42
05:00	0	0	5	28	82	58	20	0	1	0	0	0	0	0	194	40	43
06:00	0	3	14	52	114	68	21	1	0	0	0	0	0	0	273	39	42
07:00	0	4	30	124	205	69	14	0	0	0	0	0	0	0	446	37	40
08:00	0	6	40	162	242	63	14	0	0	0	0	0	0	0	527	35	39
09:00	0	**10**	**54**	135	200	108	22	1	0	0	0	0	0	0	530	38	40
10:00	0	9	52	169	270	93	20	2	1	0	0	0	0	0	616	37	40
11:00	**2**	10	54	**211**	275	115	14	1	0	0	0	0	0	0	**682**	37	40
12 PM	**3**	**18**	51	242	280	122	20	0	**1**	0	0	0	0	0	737	37	40
13:00	0	11	43	180	293	113	22	**4**	0	0	0	0	0	0	666	37	40
14:00	0	12	**65**	203	294	125	20	4	0	0	0	0	0	0	723	37	40
15:00	0	6	43	270	423	**183**	**36**	1	0	0	0	0	0	0	962	38	40
16:00	1	7	55	266	**499**	161	19	2	1	0	**1**	0	0	0	1012	36	40
17:00	0	17	57	**328**	461	171	19	1	0	0	0	0	0	0	**1054**	36	40
18:00	3	13	43	257	413	143	18	3	0	0	0	0	0	0	893	37	40
19:00	0	5	47	206	366	149	27	4	0	0	0	0	0	0	804	37	40
20:00	1	9	27	175	323	124	19	3	0	0	0	0	0	0	681	37	40
21:00	3	6	35	149	298	103	16	1	0	0	0	0	0	0	611	37	40
22:00	1	3	49	201	235	47	2	0	0	0	0	0	0	0	538	35	38
23:00	0	5	38	154	229	37	8	1	0	0	0	0	0	0	472	35	38
Total	14	161	846	3764	6375	2539	469	45	6	1	1	0	0	0	14221		
Percent	0.1%	1.1%	5.9%	26.5%	44.8%	17.9%	3.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	09:00	09:00	11:00	00:00	00:00	01:00	01:00	00:00	02:00					11:00		
Vol.	2	10	54	211	294	136	36	7	1	1					682		
PM Peak	12:00	12:00	14:00	17:00	16:00	15:00	15:00	13:00	12:00		16:00				17:00		
Vol.	3	18	65	328	499	183	36	4	1		1				1054		

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Northbound

Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76		85th	95th
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Percent	Percent
11/2/11	0	4	27	100	158	42	13	1	**1**	0	0	0	0	0	346	36	40
01:00	0	4	7	48	75	44	12	1	0	0	0	0	0	0	191	39	41
02:00	0	2	6	22	56	25	5	0	0	0	0	0	0	0	116	38	40
03:00	0	0	3	16	39	27	3	1	0	0	0	0	0	0	89	39	40
04:00	0	0	2	11	31	23	11	0	0	0	0	0	0	0	78	40	43
05:00	0	0	2	21	45	35	10	0	0	0	0	0	0	0	113	39	42
06:00	0	1	9	38	75	54	12	**4**	0	0	0	0	0	0	193	39	42
07:00	0	2	29	114	180	104	7	3	0	0	0	0	0	0	439	38	40
08:00	0	5	39	149	244	**138**	**25**	2	0	0	0	0	0	0	602	38	40
09:00	0	6	43	175	233	94	7	3	0	0	0	0	0	0	561	37	39
10:00	0	12	**56**	193	258	96	11	1	0	0	0	0	0	0	627	36	39
11:00	**1**	**15**	53	**202**	**271**	106	16	2	0	0	0	0	0	0	**666**	37	40
12 PM	0	12	54	212	272	118	24	1	0	0	0	0	0	0	693	37	40
13:00	**3**	8	**59**	202	324	107	17	3	**1**	0	0	0	0	0	724	36	40
14:00	1	11	58	242	310	100	19	1	0	0	0	0	0	0	742	36	40
15:00	1	6	44	230	440	154	21	2	0	0	0	0	0	0	898	37	40
16:00	0	10	57	250	438	153	26	2	0	0	0	0	0	0	936	37	40
17:00	0	**13**	57	**284**	**520**	**202**	**41**	3	0	0	0	0	0	0	**1120**	37	40
18:00	1	10	54	274	449	137	26	5	1	0	0	0	0	0	957	36	40
19:00	2	10	47	167	395	190	25	**6**	1	0	0	0	0	0	843	38	40
20:00	0	5	35	129	317	139	36	3	0	0	0	0	0	0	664	38	41
21:00	0	10	32	100	286	121	24	1	0	0	0	0	0	0	574	38	40
22:00	1	5	28	131	271	129	20	2	0	0	0	0	0	0	587	38	40
23:00	2	1	22	129	243	126	22	6	1	0	0	0	0	0	552	38	41
Total	12	152	823	3439	5930	2464	433	53	5	0	0	0	0	0	13311		
Percent	0.1%	1.1%	6.2%	25.8%	44.5%	18.5%	3.3%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	10:00	11:00	11:00	08:00	08:00	06:00	00:00						11:00		
Vol.	1	15	56	202	271	138	25	4	1						666		
PM Peak	13:00	17:00	13:00	17:00	17:00	17:00	17:00	19:00	13:00						17:00		
Vol.	3	13	59	284	520	202	41	6	1						1120		

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Northbound

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
11/3/11	0	4	12	94	175	115	20	5	0	0	0	0	0	0	425	39	41
01:00	0	1	7	51	97	56	13	0	0	0	0	0	0	0	225	39	41
02:00	**2**	1	6	20	81	59	**21**	3	0	0	0	0	0	0	193	40	44
03:00	0	0	3	13	70	52	12	1	0	0	0	0	0	0	151	39	42
04:00	0	0	3	13	44	27	8	1	0	0	0	0	0	0	96	39	42
05:00	0	0	4	11	64	31	9	0	0	0	0	0	0	0	119	39	42
06:00	0	1	16	41	93	59	18	**7**	0	0	0	0	0	0	235	40	44
07:00	0	6	31	112	210	101	21	5	0	0	0	0	0	0	486	38	41
08:00	0	5	42	142	247	**117**	16	3	0	0	0	0	0	0	572	38	40
09:00	0	10	38	188	231	91	14	1	0	0	0	0	0	0	573	37	40
10:00	2	**17**	**54**	**209**	246	86	19	0	0	0	0	0	0	0	633	36	40
11:00	2	10	48	198	**289**	115	19	0	**1**	0	0	0	0	0	**682**	37	40
12 PM	0	13	52	229	289	117	26	1	0	0	0	0	0	0	727	37	40
13:00	0	**15**	55	203	314	122	18	3	1	0	0	0	0	0	731	37	40
14:00	0	13	49	229	343	153	25	3	0	0	0	0	0	0	815	37	40
15:00	**2**	8	**59**	247	389	143	28	3	0	0	0	0	0	0	879	37	40
16:00	0	10	52	269	488	168	28	2	1	0	0	0	0	0	1018	37	40
17:00	0	10	59	240	**513**	167	29	3	1	0	0	0	0	0	**1022**	37	40
18:00	1	9	51	**272**	432	155	24	**4**	0	0	0	0	0	0	948	37	40
19:00	0	7	46	169	431	**191**	**35**	4	0	0	0	0	0	0	883	38	40
20:00	0	8	21	131	323	170	20	1	0	0	0	0	0	0	674	38	40
21:00	0	5	22	141	310	138	18	3	0	0	0	0	0	0	637	38	40
22:00	0	3	25	132	293	154	30	3	**2**	0	0	0	0	0	642	38	41
23:00	1	5	24	103	265	151	32	3	1	0	0	0	0	0	585	39	41
Total	10	161	779	3457	6237	2738	503	59	7	0	0	0	0	0	13951		
Percent	0.1%	1.2%	5.6%	24.8%	44.7%	19.6%	3.6%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	02:00	10:00	10:00	10:00	11:00	08:00	02:00	06:00	11:00						11:00		
Vol.	2	17	54	209	289	117	21	7	1						682		
PM Peak	15:00	13:00	15:00	18:00	17:00	19:00	19:00	18:00	22:00						17:00		
Vol.	2	15	59	272	513	191	35	4	2						1022		
Grand Total	85	1141	6387	27495	41914	16287	2814	320	30	3	1	0	0	0	96477		
Percent	0.1%	1.2%	6.6%	28.5%	43.4%	16.9%	2.9%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	27 MPH
50th Percentile :	32 MPH
85th Percentile :	37 MPH
95th Percentile :	40 MPH

Statistics

10 MPH Pace Speed :	26-35 MPH
Number in Pace :	69409
Percent in Pace :	71.9%
Number of Vehicles > 20 MPH :	95251
Percent of Vehicles > 20 MPH :	98.7%
Mean Speed(Average) :	32 MPH

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201
Miami, Florida, 33156
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 24058
SR A1A/Collins Avenue - Southbound
200 ft South of 5445 ENT Block

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
10/28/11	0	0	6	17	66	132	71	17	3	1	0	0	0	0	313	44	47
01:00	0	1	0	6	44	71	48	17	6	**2**	0	0	0	0	195	45	50
02:00	0	0	1	7	20	57	25	11	4	2	**1**	0	0	0	128	45	51
03:00	0	0	1	4	13	37	15	10	2	1	0	0	0	0	83	46	50
04:00	0	0	1	6	33	43	25	16	4	2	0	0	0	0	130	46	50
05:00	0	1	0	14	32	87	61	29	9	0	1	0	0	0	234	46	50
06:00	0	0	1	9	82	205	137	45	7	1	1	0	0	0	488	45	49
07:00	0	1	7	41	191	372	195	**58**	9	2	0	0	0	0	876	44	48
08:00	0	2	12	77	328	**445**	**244**	56	9	0	0	0	0	0	**1173**	43	46
09:00	0	3	**13**	67	294	445	169	39	**10**	1	1	0	0	0	1042	42	45
10:00	0	**4**	8	86	316	322	126	25	2	1	0	0	0	0	890	41	45
11:00	0	2	4	**89**	**344**	321	129	34	5	0	0	0	0	0	928	42	45
12 PM	0	1	14	**129**	370	287	70	25	5	0	0	0	0	0	901	40	44
13:00	**2**	**4**	**15**	118	**394**	277	89	17	5	1	0	0	0	0	922	40	44
14:00	0	0	7	101	361	325	126	27	5	2	0	**1**	0	0	955	41	45
15:00	0	2	5	98	291	**340**	**171**	**46**	7	1	**3**	0	0	0	**964**	43	46
16:00	1	4	7	78	290	333	123	33	6	2	1	0	0	0	878	42	45
17:00	2	2	14	91	320	307	132	34	6	1	0	0	0	0	909	42	45
18:00	1	4	14	96	340	284	117	32	3	0	0	0	0	0	891	41	45
19:00	2	1	9	81	294	317	127	30	7	0	0	0	0	0	868	42	45
20:00	1	1	7	63	271	331	118	33	5	**3**	1	1	0	0	835	42	46
21:00	0	0	3	49	255	305	147	28	**8**	2	2	0	0	0	799	43	45
22:00	0	2	3	67	285	255	102	40	3	0	1	0	0	0	758	42	46
23:00	0	1	11	86	232	202	88	16	0	0	0	0	0	0	636	41	45
Total	9	36	163	1480	5466	6100	2655	718	130	25	12	2	0	0	16796		
Percent	0.1%	0.2%	1.0%	8.8%	32.5%	36.3%	15.8%	4.3%	0.8%	0.1%	0.1%	0.0%	0.0%	0.0%			
AM Peak		10:00	09:00	11:00	11:00	08:00	08:00	07:00	09:00	01:00	02:00				08:00		
Vol.		4	13	89	344	445	244	58	10	2	1				1173		
PM Peak	13:00	13:00	13:00	12:00	13:00	15:00	15:00	15:00	21:00	20:00	15:00	14:00			15:00		
Vol.	2	4	15	129	394	340	171	46	8	3	3	1			964		

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Station ID: 24058
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200 ft South of 5445 ENT Block

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
10/29/11	0	0	6	36	138	190	64	28	7	**2**	0	0	0	0	471	43	48
01:00	0	0	3	30	101	106	65	12	5	2	0	0	0	0	324	43	46
02:00	0	0	0	17	62	97	44	3	2	0	0	0	0	0	225	42	45
03:00	0	0	0	4	42	61	35	16	1	1	0	0	0	0	160	45	48
04:00	0	1	3	8	36	67	36	13	1	1	0	0	0	0	166	44	48
05:00	0	0	1	11	55	92	60	23	4	1	**1**	0	0	0	248	45	49
06:00	**2**	0	1	18	66	121	102	34	4	2	0	0	**1**	0	351	45	49
07:00	2	**2**	6	30	99	200	90	27	5	0	0	0	0	0	461	43	47
08:00	0	1	5	39	203	249	96	19	**9**	0	1	0	0	0	622	42	45
09:00	0	1	3	48	219	288	127	**39**	4	0	0	0	0	0	729	43	46
10:00	0	1	**10**	65	252	296	125	37	6	0	0	0	0	0	792	42	46
11:00	0	0	7	**76**	**313**	**349**	**143**	30	5	0	0	0	0	0	**923**	42	45
12 PM	**1**	0	10	85	267	323	121	29	5	**3**	0	0	0	0	844	42	45
13:00	0	1	16	98	358	303	89	25	3	1	**1**	0	0	0	895	40	45
14:00	0	2	10	121	**386**	320	108	24	2	0	1	0	0	0	**974**	40	44
15:00	0	1	2	62	336	344	106	22	0	1	0	0	0	0	874	40	44
16:00	0	2	12	66	313	**354**	139	32	6	1	1	0	0	0	926	42	45
17:00	0	2	5	62	309	337	**141**	**43**	**9**	1	0	0	0	0	909	43	46
18:00	0	**3**	8	83	369	281	108	24	7	0	0	0	0	0	883	41	45
19:00	0	2	**17**	**147**	341	192	37	11	2	0	0	0	0	0	749	39	42
20:00	1	2	10	90	303	260	90	21	1	0	0	0	0	0	778	40	45
21:00	0	1	13	107	284	266	84	18	2	2	0	0	0	0	777	40	44
22:00	0	0	3	67	280	260	91	21	3	1	0	0	0	0	726	41	45
23:00	0	1	3	58	227	222	92	16	4	0	0	0	0	0	623	41	45
Total	6	23	154	1428	5359	5578	2193	567	97	19	5	0	1	0	15430		
Percent	0.0%	0.1%	1.0%	9.3%	34.7%	36.2%	14.2%	3.7%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	06:00	07:00	10:00	11:00	11:00	11:00	11:00	09:00	08:00	00:00	05:00		06:00		11:00		
Vol.	2	2	10	76	313	349	143	39	9	2	1		1		923		
PM Peak	12:00	18:00	19:00	19:00	14:00	16:00	17:00	17:00	17:00	12:00	13:00				14:00		
Vol.	1	3	17	147	386	354	141	43	9	3	1				974		

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200 ft South of 5445 ENT Block

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
10/30/11	0	0	5	48	199	197	66	12	5	0	0	0	0	0	532	41	45
01:00	0	1	4	26	122	177	62	11	1	1	**1**	0	0	0	406	42	45
02:00	0	1	2	25	74	126	68	16	3	1	0	0	0	0	316	43	46
03:00	0	0	1	14	63	86	48	14	2	0	0	0	0	0	228	43	47
04:00	1	2	1	16	51	70	41	14	5	**2**	0	0	0	0	203	44	49
05:00	0	1	2	29	101	101	43	4	1	0	0	0	0	0	282	41	44
06:00	0	1	10	63	139	109	32	4	2	0	0	0	0	0	360	40	43
07:00	1	**3**	6	42	156	119	37	10	1	0	0	0	0	0	375	40	44
08:00	0	0	5	31	121	176	69	26	3	0	0	0	0	0	431	43	47
09:00	0	2	3	40	159	197	102	**38**	7	0	0	0	0	0	548	44	48
10:00	0	1	6	48	219	239	**107**	24	**8**	1	1	0	0	0	654	42	46
11:00	**2**	2	**15**	**77**	**272**	**242**	84	14	3	0	0	0	0	0	**711**	40	44
12 PM	0	1	5	93	**356**	284	90	23	3	0	0	0	0	0	855	40	45
13:00	1	0	3	75	242	**382**	94	36	2	1	0	0	0	0	836	41	45
14:00	0	1	5	61	284	353	126	36	7	**2**	0	**2**	0	0	**877**	42	46
15:00	**2**	0	3	42	281	331	**145**	**44**	**9**	0	0	0	0	0	857	43	47
16:00	0	1	4	60	253	338	144	35	4	1	**1**	0	**1**	0	842	43	45
17:00	1	1	7	82	287	307	95	25	5	0	0	0	0	0	810	41	45
18:00	0	**4**	**11**	115	344	246	73	6	1	0	0	0	0	0	800	40	43
19:00	1	1	9	**116**	284	207	65	12	1	0	0	0	0	0	696	40	44
20:00	0	1	10	79	239	240	73	10	0	1	0	0	0	0	653	40	44
21:00	0	0	2	68	197	201	67	11	2	0	0	0	0	0	548	40	44
22:00	0	1	2	48	164	191	74	14	4	0	1	0	0	0	499	42	45
23:00	0	1	3	59	148	151	61	17	2	0	1	0	0	0	443	42	45
Total	9	26	124	1357	4755	5070	1866	456	81	10	5	2	1	0	13762		
Percent	0.1%	0.2%	0.9%	9.9%	34.6%	36.8%	13.6%	3.3%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	07:00	11:00	11:00	11:00	11:00	10:00	09:00	10:00	04:00	01:00				11:00		
Vol.	2	3	15	77	272	242	107	38	8	2	1				711		
PM Peak	15:00	18:00	18:00	19:00	12:00	13:00	15:00	15:00	15:00	14:00	16:00	14:00	16:00		14:00		
Vol.	2	4	11	116	356	382	145	44	9	2	1	2	1		877		

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200 ft South of 5445 ENT Block

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
10/31/11	0	1	0	21	67	113	44	12	2	1	**1**	0	0	0	262	43	46
01:00	0	0	1	9	40	61	24	3	3	0	0	0	0	0	141	42	45
02:00	0	0	0	11	25	33	18	5	0	1	0	0	0	0	93	43	46
03:00	0	0	0	2	23	30	16	1	1	0	0	0	0	0	73	42	45
04:00	0	0	1	3	21	43	26	9	2	0	0	0	0	0	105	44	48
05:00	0	0	4	17	49	88	55	18	4	1	0	0	0	0	236	44	48
06:00	0	0	3	29	164	188	75	17	3	0	0	0	0	0	479	42	45
07:00	0	0	3	34	265	367	**193**	**57**	**13**	**2**	0	0	0	0	934	44	48
08:00	0	1	2	58	345	**415**	189	51	7	0	1	0	0	0	**1069**	43	46
09:00	0	2	**8**	73	**354**	320	137	23	6	0	0	0	0	0	923	41	45
10:00	0	0	7	**76**	299	305	126	33	5	0	0	0	0	0	851	42	45
11:00	**1**	**3**	7	67	339	338	102	23	7	0	0	0	0	0	887	40	45
12 PM	**1**	1	9	74	250	314	118	26	6	1	0	0	0	0	800	42	45
13:00	1	2	5	68	269	**373**	121	18	5	1	0	0	0	0	863	41	45
14:00	1	2	6	59	306	342	**154**	31	7	2	**1**	0	0	0	**911**	42	45
15:00	0	1	8	68	298	296	142	**46**	8	**3**	0	0	0	0	870	43	47
16:00	0	**3**	9	**108**	301	265	104	26	4	0	0	0	0	0	820	41	45
17:00	0	2	**11**	92	294	242	81	14	2	0	0	0	0	0	738	40	44
18:00	1	2	5	104	**317**	221	84	11	2	0	0	0	0	0	747	40	44
19:00	0	1	6	85	316	301	110	29	4	0	0	0	0	0	852	41	45
20:00	0	0	5	54	288	284	104	33	**12**	0	1	0	0	0	781	42	46
21:00	0	0	3	57	260	337	141	28	7	2	0	0	0	0	835	42	45
22:00	1	0	2	55	254	267	68	15	8	2	0	0	0	0	672	40	45
23:00	1	2	2	33	167	209	82	16	5	2	0	0	0	0	519	42	45
Total	7	23	107	1257	5311	5752	2314	545	123	18	4	0	0	0	15461		
Percent	0.0%	0.1%	0.7%	8.1%	34.4%	37.2%	15.0%	3.5%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	09:00	10:00	09:00	08:00	07:00	07:00	07:00	07:00	00:00				08:00		
Vol.	1	3	8	76	354	415	193	57	13	2	1				1069		
PM Peak	12:00	16:00	17:00	16:00	18:00	13:00	14:00	15:00	20:00	15:00	14:00				14:00		
Vol.	1	3	11	108	317	373	154	46	12	3	1				911		

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SB

Start	1	16	21	26	31	36	41	46	51	56	61	66	71	76		85th	95th
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total	Percent	Percent
11/1/11	0	1	2	19	111	159	53	16	3	1	**1**	0	0	0	366	42	46
01:00	0	0	0	8	64	96	47	11	2	0	0	0	0	0	228	43	46
02:00	0	0	0	9	35	72	28	12	3	0	0	0	0	0	159	44	48
03:00	0	0	1	6	30	53	20	6	3	0	0	0	0	0	119	43	47
04:00	0	0	0	6	37	51	27	10	3	0	0	0	0	0	134	44	48
05:00	0	1	1	14	47	99	57	21	4	0	0	0	**1**	0	245	44	49
06:00	0	0	1	19	160	206	67	15	2	1	0	0	0	0	471	41	45
07:00	0	3	**8**	59	232	400	177	**45**	6	1	0	0	0	0	931	43	46
08:00	0	0	5	83	**372**	**430**	**197**	44	**8**	0	0	0	1	0	**1140**	42	45
09:00	0	**4**	4	**92**	293	312	122	26	1	**2**	0	0	0	0	856	41	45
10:00	0	0	3	73	306	281	96	24	0	0	0	0	0	0	783	41	45
11:00	0	3	3	84	286	325	123	34	5	0	0	0	0	0	863	42	45
12 PM	0	1	8	85	**338**	310	95	29	2	2	0	0	0	0	870	40	45
13:00	1	2	6	53	300	332	124	28	5	0	0	**1**	0	0	852	42	45
14:00	0	5	8	62	306	**350**	135	38	9	1	1	0	0	0	**915**	42	46
15:00	1	**7**	**16**	**94**	279	245	128	32	7	1	0	0	0	0	810	42	45
16:00	0	1	14	72	279	312	128	35	**12**	3	0	0	0	0	856	42	46
17:00	1	2	11	61	239	268	120	**42**	10	**5**	**2**	0	0	0	761	43	48
18:00	**2**	3	9	56	230	264	**148**	28	10	2	0	0	0	0	752	43	46
19:00	0	1	9	91	244	297	121	28	5	0	0	0	0	0	796	42	45
20:00	0	1	6	63	207	212	107	25	2	0	0	0	0	0	623	42	45
21:00	0	2	4	61	210	222	81	16	4	1	0	0	0	0	601	41	45
22:00	0	0	3	45	184	192	63	15	6	0	0	0	0	0	508	41	45
23:00	0	1	5	45	153	139	60	9	4	1	0	0	0	0	417	41	45
Total	5	38	127	1260	4942	5627	2324	589	116	21	4	1	2	0	15056		
Percent	0.0%	0.3%	0.8%	8.4%	32.8%	37.4%	15.4%	3.9%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak		09:00	07:00	09:00	08:00	08:00	08:00	07:00	08:00	09:00	00:00		05:00		08:00		
Vol.		4	8	92	372	430	197	45	8	2	1		1		1140		
PM Peak	18:00	15:00	15:00	15:00	12:00	14:00	18:00	17:00	16:00	17:00	17:00	13:00			14:00		
Vol.	2	7	16	94	338	350	148	42	12	5	2	1			915		

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200 ft South of 5445 ENT Block

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
11/2/11	0	0	4	14	69	86	37	9	3	1	0	0	0	0	223	43	46
01:00	0	0	2	6	39	50	21	9	3	1	0	0	0	0	131	44	48
02:00	1	0	0	5	25	19	10	4	1	0	0	0	0	0	65	43	47
03:00	1	0	1	4	18	26	13	5	2	1	0	0	0	0	71	44	49
04:00	0	0	0	5	25	38	19	7	5	0	0	0	0	0	99	44	50
05:00	0	1	2	7	28	70	59	20	3	**4**	0	0	**1**	0	195	45	50
06:00	0	1	1	25	96	212	149	36	10	3	0	0	0	0	533	44	48
07:00	0	**2**	3	39	183	423	**273**	**78**	**15**	1	**2**	0	0	0	1019	44	48
08:00	0	2	12	74	**330**	**483**	262	58	13	0	2	0	0	0	**1236**	43	46
09:00	0	0	5	48	278	429	199	51	9	0	0	0	0	0	1019	43	46
10:00	1	0	**13**	**88**	279	316	136	35	5	1	0	0	0	0	874	42	45
11:00	**2**	2	11	56	273	317	100	25	2	1	0	0	0	0	789	41	45
12 PM	**1**	0	7	62	**311**	337	81	30	8	2	0	0	0	0	839	40	45
13:00	0	1	9	61	283	293	123	32	8	1	0	0	0	0	811	42	45
14:00	0	1	7	58	254	339	133	**51**	**12**	1	**1**	0	0	0	857	43	48
15:00	1	2	10	67	275	315	140	31	9	**3**	0	0	**1**	0	854	42	46
16:00	1	1	10	**91**	227	**341**	**154**	33	9	3	0	0	0	0	**870**	43	46
17:00	1	**5**	2	54	246	338	133	25	6	1	1	0	0	0	812	42	45
18:00	1	2	**16**	77	260	292	103	31	8	1	0	0	0	0	791	42	45
19:00	0	3	7	65	245	286	124	32	10	0	0	0	0	0	772	42	46
20:00	0	1	2	54	209	270	102	37	6	1	0	0	0	0	682	43	47
21:00	0	2	4	46	241	211	105	30	5	0	1	0	0	0	645	43	46
22:00	0	1	1	38	152	220	107	29	7	2	0	0	0	0	557	43	47
23:00	0	0	2	31	107	202	84	38	5	0	0	0	0	0	469	44	48
Total	10	27	131	1075	4453	5913	2667	736	164	28	7	0	2	0	15213		
Percent	0.1%	0.2%	0.9%	7.1%	29.3%	38.9%	17.5%	4.8%	1.1%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	07:00	10:00	10:00	08:00	08:00	07:00	07:00	07:00	05:00	07:00		05:00		08:00		
Vol.	2	2	13	88	330	483	273	78	15	4	2		1		1236		
PM Peak	12:00	17:00	18:00	16:00	12:00	16:00	16:00	14:00	14:00	15:00	14:00		15:00		16:00		
Vol.	1	5	16	91	311	341	154	51	12	3	1		1		870		

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201
Miami, Florida, 33156
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 24058
SR A1A/Collins Avenue - Southbound
200 ft South of 5445 ENT Block

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
11/3/11	0	1	0	13	78	109	57	14	1	3	0	0	0	0	276	43	47
01:00	0	0	0	1	36	68	35	14	2	1	0	0	0	0	157	44	48
02:00	0	1	0	3	31	34	29	4	2	1	0	0	0	0	105	44	47
03:00	0	0	2	3	16	34	24	4	2	0	0	0	0	0	85	44	47
04:00	0	0	0	1	22	38	19	12	3	0	0	0	0	0	95	46	49
05:00	0	0	1	4	34	86	39	22	6	**4**	0	**1**	0	0	197	46	51
06:00	0	0	2	22	98	192	136	40	11	3	**1**	0	**1**	0	506	45	49
07:00	0	2	4	26	174	400	**296**	**80**	**16**	4	0	0	0	0	1002	45	49
08:00	0	3	3	86	**356**	**459**	202	64	9	1	0	1	0	0	**1184**	43	47
09:00	0	1	6	52	347	342	153	41	11	2	0	0	0	0	955	43	46
10:00	0	1	16	**106**	352	239	79	16	2	0	0	0	0	0	811	40	44
11:00	0	**4**	**20**	100	288	282	111	15	6	0	0	0	0	0	826	41	45
12 PM	0	0	12	72	306	290	95	23	7	2	0	0	0	0	807	41	45
13:00	0	2	6	110	285	314	89	14	4	0	0	0	0	0	824	40	44
14:00	**3**	2	9	90	**351**	235	94	8	5	2	0	0	0	0	799	40	44
15:00	2	2	14	**114**	307	282	90	18	6	0	**1**	0	0	0	836	40	45
16:00	2	2	**25**	106	292	257	110	28	1	0	0	0	0	0	823	41	45
17:00	1	2	9	97	278	277	101	28	4	**4**	1	**1**	0	0	803	41	45
18:00	1	1	11	92	294	291	88	13	3	1	0	0	0	0	795	40	44
19:00	1	**3**	8	69	285	**324**	119	33	4	1	0	0	0	0	**847**	42	45
20:00	0	1	4	65	260	250	116	33	5	2	1	0	0	0	737	42	46
21:00	0	2	4	49	233	314	123	31	7	2	0	0	0	0	765	42	46
22:00	0	1	1	36	165	261	112	32	**11**	0	1	0	**1**	0	621	43	47
23:00	0	0	4	25	114	208	**131**	**49**	5	3	0	0	0	0	539	45	48
Total	10	31	161	1342	5002	5586	2448	636	133	36	5	3	2	0	15395		
Percent	0.1%	0.2%	1.0%	8.7%	32.5%	36.3%	15.9%	4.1%	0.9%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak		11:00	11:00	10:00	08:00	08:00	07:00	07:00	07:00	05:00	06:00	05:00	06:00		08:00		
Vol.		4	20	106	356	459	296	80	16	4	1	1	1		1184		
PM Peak	14:00	19:00	16:00	15:00	14:00	19:00	23:00	23:00	22:00	17:00	15:00	17:00	22:00		19:00		
Vol.	3	3	25	114	351	324	131	49	11	4	1	1	1		847		
Grand Total	56	204	967	9199	35288	39626	16467	4247	844	157	42	8	8	0	107113		
Percent	0.1%	0.2%	0.9%	8.6%	32.9%	37.0%	15.4%	4.0%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	31 MPH
	50th Percentile :	36 MPH
	85th Percentile :	42 MPH
	95th Percentile :	45 MPH

Statistics		
	10 MPH Pace Speed :	31-40 MPH
	Number in Pace :	74914
	Percent in Pace :	69.9%
	Number of Vehicles > 35 MPH :	61399
	Percent of Vehicles > 35 MPH :	57.3%
	Mean Speed(Average) :	37 MPH

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201
Miami, Florida, 33156
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 24059
SR A1A/Collins Avenue - Mainline NB
200 ft South of 5000 Blk

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
10/13/11	1	1	4	24	65	127	96	**35**	4	1	1	0	0	0	359	36-45	223
01:00	0	0	3	15	36	67	67	23	4	3	0	**1**	0	0	219	36-45	134
02:00	0	1	0	4	28	47	34	10	2	2	0	0	0	0	128	35-44	81
03:00	0	1	2	5	15	34	25	12	4	1	0	0	0	0	99	36-45	59
04:00	0	1	1	2	17	26	14	4	2	0	0	0	0	0	67	31-40	43
05:00	0	0	1	7	16	35	32	17	3	0	0	0	0	0	111	36-45	67
06:00	0	0	2	10	33	75	52	11	4	1	0	0	0	0	188	36-45	127
07:00	0	7	15	28	104	114	67	26	9	1	0	0	0	0	371	31-40	218
08:00	0	11	23	58	115	129	49	22	3	0	0	0	0	0	410	31-40	244
09:00	3	13	30	80	131	151	71	26	7	2	0	0	0	0	514	31-40	282
10:00	4	10	23	78	157	171	86	25	**10**	1	**2**	0	0	0	567	31-40	328
11:00	**9**	**17**	**34**	**84**	**189**	**204**	**101**	33	3	**4**	0	0	0	0	**678**	31-40	393
12 PM	0	6	25	84	228	233	101	22	5	1	0	0	0	0	705	31-40	461
13:00	**12**	**21**	**56**	**121**	170	195	81	20	6	0	**2**	0	0	0	684	31-40	365
14:00	6	13	37	113	188	194	125	25	4	1	0	0	0	0	706	31-40	382
15:00	3	14	38	84	164	248	140	36	10	3	0	0	0	0	740	31-40	412
16:00	1	13	31	80	228	318	163	41	**13**	0	1	0	0	0	889	31-40	546
17:00	4	6	43	110	**233**	390	183	39	6	2	0	0	0	0	**1016**	31-40	623
18:00	1	9	16	57	197	**398**	**222**	**50**	12	**4**	0	0	0	0	966	36-45	620
19:00	10	10	25	86	177	273	128	37	7	0	0	0	0	0	753	31-40	450
20:00	0	0	18	72	148	254	157	48	8	2	0	0	0	0	707	36-45	411
21:00	0	4	14	39	147	250	138	34	9	2	0	0	0	0	637	31-40	397
22:00	3	12	30	90	215	211	71	13	8	0	0	0	0	0	653	31-40	426
23:00	0	6	14	47	152	237	98	19	3	0	0	0	0	0	576	31-40	389
Total	57	176	485	1378	3153	4381	2301	628	146	31	6	1	0	0	12743		
Percent	0.4%	1.4%	3.8%	10.8%	24.7%	34.4%	18.1%	4.9%	1.1%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	11:00	00:00	10:00	11:00	10:00	01:00			11:00		
Vol.	9	17	34	84	189	204	101	35	10	4	2	1			678		
PM Peak	13:00	13:00	13:00	13:00	17:00	18:00	18:00	18:00	16:00	18:00	13:00				17:00		
Vol.	12	21	56	121	233	398	222	50	13	4	2				1016		

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Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 24059
SR A1A/Collins Avenue - Mainline NB
200 ft South of 5000 Blk

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
10/14/11	0	0	9	29	97	153	**109**	**38**	8	1	0	0	**1**	0	445	36-45	262
01:00	1	1	3	10	59	93	92	21	5	2	1	0	0	0	288	36-45	185
02:00	0	1	1	11	37	59	67	27	4	0	1	0	0	0	208	36-45	126
03:00	0	0	0	9	24	43	48	16	6	1	**3**	**1**	0	**1**	152	36-45	91
04:00	0	1	2	7	22	37	40	23	1	2	0	0	0	0	135	36-45	77
05:00	0	0	0	7	25	38	37	21	4	0	2	0	0	0	134	36-45	75
06:00	0	0	1	7	39	69	56	22	7	1	0	1	0	0	203	36-45	125
07:00	0	7	10	32	74	151	70	31	**15**	**3**	0	0	0	0	393	31-40	225
08:00	3	8	22	43	126	159	71	27	3	3	0	0	0	0	465	31-40	285
09:00	1	11	22	54	163	169	78	23	4	2	0	0	0	0	527	31-40	332
10:00	**4**	13	**40**	93	196	146	75	28	6	1	0	0	0	0	602	31-40	342
11:00	0	**14**	23	**94**	**207**	**217**	103	27	6	0	0	0	0	0	**691**	31-40	424
12 PM	**9**	14	43	98	208	233	93	38	5	1	0	0	0	0	742	31-40	441
13:00	6	15	**50**	**121**	159	176	99	33	10	1	**1**	0	0	0	671	31-40	335
14:00	1	13	39	108	218	240	96	23	6	0	1	0	0	0	745	31-40	458
15:00	6	7	23	84	206	263	172	59	9	1	0	0	0	0	830	31-40	469
16:00	5	14	24	87	184	348	171	49	**11**	3	0	0	0	0	896	31-40	532
17:00	4	12	27	79	228	**392**	**191**	**60**	9	**4**	0	0	0	0	**1006**	31-40	620
18:00	1	8	26	80	**243**	331	158	48	8	1	0	0	0	0	904	31-40	574
19:00	1	8	18	77	223	331	166	40	4	1	0	**1**	0	0	870	31-40	554
20:00	3	4	23	60	201	260	152	33	8	2	0	0	0	0	746	31-40	461
21:00	9	10	31	69	156	219	101	22	6	1	0	0	0	0	624	31-40	375
22:00	5	11	38	87	192	206	91	25	2	0	0	0	0	0	657	31-40	398
23:00	4	**17**	30	87	175	202	104	29	8	2	0	0	0	0	658	31-40	377
Total	63	189	505	1433	3462	4535	2440	763	155	33	9	3	1	1	13592		
Percent	0.5%	1.4%	3.7%	10.5%	25.5%	33.4%	18.0%	5.6%	1.1%	0.2%	0.1%	0.0%	0.0%	0.0%			
AM Peak	10:00	11:00	10:00	11:00	11:00	11:00	00:00	00:00	07:00	07:00	03:00	03:00	00:00	03:00	11:00		
Vol.	4	14	40	94	207	217	109	38	15	3	3	1	1	1	691		
PM Peak	12:00	23:00	13:00	13:00	18:00	17:00	17:00	17:00	16:00	17:00	13:00	19:00			17:00		
Vol.	9	17	50	121	243	392	191	60	11	4	1	1			1006		

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200 ft South of 5000 Blk

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
10/15/11	**7**	11	**34**	65	128	181	**115**	42	13	1	1	0	0	0	598	31-40	309
01:00	2	**13**	15	39	105	160	105	**53**	11	1	0	**1**	0	0	505	31-40	265
02:00	0	1	5	22	35	104	111	40	14	0	0	0	0	0	332	36-45	215
03:00	0	0	2	13	49	101	109	31	10	**7**	0	0	0	0	322	36-45	210
04:00	0	0	4	13	35	91	81	38	**15**	2	0	0	0	0	279	36-45	172
05:00	0	0	1	6	27	56	67	51	14	2	**2**	0	0	**1**	227	36-45	123
06:00	0	0	4	12	26	59	58	35	14	1	1	0	0	0	210	36-45	117
07:00	0	1	2	24	38	65	64	26	14	2	0	0	0	0	236	36-45	129
08:00	1	7	18	39	69	106	59	23	7	3	1	0	0	0	333	31-40	175
09:00	2	4	23	52	84	137	102	22	15	0	0	1	0	0	442	36-45	239
10:00	6	12	30	71	119	184	67	30	8	1	0	0	0	0	528	31-40	303
11:00	3	6	34	**97**	**179**	**186**	79	35	8	1	0	0	0	0	**628**	31-40	365
12 PM	0	12	32	78	182	259	**142**	36	7	1	0	0	0	0	749	31-40	441
13:00	2	11	30	128	209	235	101	31	2	1	0	**1**	0	0	751	31-40	444
14:00	3	16	46	110	192	236	100	29	**12**	3	**1**	0	0	0	748	31-40	428
15:00	6	14	37	140	235	250	106	**43**	7	2	0	0	0	0	840	31-40	485
16:00	5	21	49	151	216	192	118	34	10	2	0	0	0	0	798	31-40	408
17:00	**11**	15	**62**	**154**	**301**	246	103	19	6	0	1	0	0	0	**918**	31-40	547
18:00	4	14	42	119	231	**294**	113	26	7	1	0	0	0	0	851	31-40	525
19:00	4	25	50	118	224	201	112	15	3	0	0	0	0	0	752	31-40	425
20:00	5	26	43	82	187	230	78	27	3	0	0	0	0	0	681	31-40	417
21:00	4	24	39	95	154	212	113	21	9	3	0	1	0	0	675	31-40	366
22:00	2	28	40	98	179	227	98	25	9	**4**	0	0	0	0	710	31-40	406
23:00	7	**30**	37	101	204	211	125	29	12	1	0	0	0	0	757	31-40	415
Total	74	291	679	1827	3408	4223	2326	761	230	39	7	4	0	1	13870		
Percent	0.5%	2.1%	4.9%	13.2%	24.6%	30.4%	16.8%	5.5%	1.7%	0.3%	0.1%	0.0%	0.0%	0.0%			
AM Peak	00:00	01:00	00:00	11:00	11:00	11:00	00:00	01:00	04:00	03:00	05:00	01:00		05:00	11:00		
Vol.	7	13	34	97	179	186	115	53	15	7	2	1		1	628		
PM Peak	17:00	23:00	17:00	17:00	17:00	18:00	12:00	15:00	14:00	22:00	14:00	13:00			17:00		
Vol.	11	30	62	154	301	294	142	43	12	4	1	1			918		

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Station ID: 24059
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200 ft South of 5000 Blk

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
10/16/11	3	**21**	**60**	116	159	159	97	25	13	3	1	0	0	0	**657**	31-40	318
01:00	1	10	36	66	94	**180**	**110**	38	11	1	0	**1**	0	0	548	36-45	290
02:00	0	5	8	29	59	122	100	**48**	15	2	0	1	0	0	389	36-45	222
03:00	0	1	8	28	45	125	108	43	16	4	1	1	0	0	380	36-45	233
04:00	0	1	9	27	64	92	84	43	9	3	**2**	0	0	0	334	36-45	176
05:00	0	0	5	15	34	67	84	31	**21**	**5**	0	0	0	0	262	36-45	151
06:00	0	1	7	14	29	51	61	34	8	2	1	0	0	0	208	36-45	112
07:00	2	7	17	48	72	63	36	15	10	2	0	0	0	0	272	31-40	135
08:00	0	3	12	32	51	82	61	34	11	2	0	0	0	0	288	36-45	143
09:00	3	7	20	45	83	122	72	26	5	1	0	1	0	0	385	31-40	205
10:00	**7**	9	46	94	135	106	43	11	1	1	0	0	0	0	453	31-40	241
11:00	5	13	51	**129**	**206**	172	53	10	3	0	0	0	0	0	642	31-40	378
12 PM	4	9	38	109	239	199	99	27	3	**2**	0	0	0	0	729	31-40	438
13:00	6	10	47	122	206	**210**	**113**	**30**	**4**	0	0	0	0	0	748	31-40	416
14:00	6	34	78	168	252	168	62	8	3	0	0	0	0	0	**779**	28-37	422
15:00	6	21	46	146	257	166	68	21	4	0	0	0	0	0	735	31-40	423
16:00	**14**	**52**	**155**	**216**	185	94	20	5	1	0	0	0	0	0	742	26-35	401
17:00	7	23	76	180	187	134	52	16	3	1	0	0	0	0	679	26-35	367
18:00	12	23	49	139	222	162	51	16	3	0	0	0	0	0	677	31-40	384
19:00	6	23	56	135	**270**	144	40	8	2	1	0	0	0	0	685	31-40	414
20:00	2	10	38	106	192	145	58	7	1	0	0	0	0	0	559	31-40	337
21:00	0	2	23	74	122	130	58	10	1	0	0	0	0	0	420	31-40	252
22:00	1	11	20	62	108	116	50	12	2	0	0	0	0	0	382	31-40	224
23:00	2	6	23	49	98	119	51	15	2	0	0	0	0	0	365	31-40	217
Total	87	302	928	2149	3369	3128	1631	533	152	30	5	4	0	0	12318		
Percent	0.7%	2.5%	7.5%	17.4%	27.4%	25.4%	13.2%	4.3%	1.2%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	00:00	00:00	11:00	11:00	01:00	01:00	02:00	05:00	05:00	04:00	01:00			00:00		
Vol.	7	21	60	129	206	180	110	48	21	5	2	1			657		
PM Peak	16:00	16:00	16:00	16:00	19:00	13:00	13:00	13:00	13:00	12:00					14:00		
Vol.	14	52	155	216	270	210	113	30	4	2					779		

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201
Miami, Florida, 33156
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 24059
SR A1A/Collins Avenue - Mainline NB
200 ft South of 5000 Blk

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
10/17/11	0	2	11	24	59	88	59	11	1	0	0	0	0	0	255	32-41	148
01:00	0	1	4	14	30	46	34	10	1	0	0	0	0	0	140	35-44	80
02:00	0	0	5	8	21	30	37	7	0	1	0	0	0	0	109	36-45	67
03:00	0	1	2	2	9	36	27	4	2	1	0	0	0	0	84	36-45	63
04:00	0	0	0	3	16	27	25	11	2	0	0	0	0	0	84	36-45	52
05:00	0	0	0	4	16	29	30	14	2	0	0	0	0	0	95	36-45	59
06:00	0	1	0	10	38	56	36	15	0	0	**1**	0	0	0	157	32-41	95
07:00	0	6	7	35	82	101	72	22	**6**	1	0	0	0	0	332	31-40	183
08:00	1	13	19	44	103	175	75	**27**	6	**3**	0	0	0	0	466	31-40	278
09:00	2	8	23	73	146	172	61	17	6	3	0	0	0	0	511	31-40	318
10:00	**6**	7	27	92	**192**	180	61	19	5	0	0	0	0	0	589	31-40	372
11:00	4	**14**	**41**	**124**	180	**187**	**89**	17	3	1	0	0	0	0	**660**	31-40	367
12 PM	5	8	24	**116**	221	210	98	22	4	0	0	0	0	0	708	31-40	431
13:00	7	8	42	112	228	190	83	23	2	1	0	0	0	0	696	31-40	418
14:00	2	12	27	99	226	258	94	30	3	**3**	**1**	0	0	0	755	31-40	484
15:00	0	6	17	53	202	321	166	47	10	3	0	0	0	0	825	31-40	523
16:00	5	16	31	85	213	264	128	45	4	1	0	0	0	0	792	31-40	477
17:00	2	0	10	86	248	**389**	**202**	**57**	**14**	1	0	0	0	**1**	**1010**	31-40	637
18:00	**8**	18	**49**	113	**265**	331	149	37	12	2	0	0	0	0	984	31-40	596
19:00	4	**20**	37	103	247	249	76	20	3	0	0	0	0	0	759	31-40	496
20:00	4	10	27	76	124	223	106	31	6	0	0	0	0	0	607	31-40	347
21:00	2	3	19	37	109	196	138	29	7	1	0	0	0	0	541	36-45	334
22:00	0	5	19	57	135	192	78	18	3	1	0	0	0	0	508	31-40	327
23:00	0	3	14	35	114	176	107	28	6	2	0	0	0	0	485	31-40	290
Total	52	162	455	1405	3224	4126	2031	561	108	25	2	0	0	1	12152		
Percent	0.4%	1.3%	3.7%	11.6%	26.5%	34.0%	16.7%	4.6%	0.9%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	11:00	11:00	11:00	10:00	11:00	11:00	08:00	07:00	08:00	06:00				11:00		
Vol.	6	14	41	124	192	187	89	27	6	3	1				660		
PM Peak	18:00	19:00	18:00	12:00	18:00	17:00	17:00	17:00	17:00	14:00	14:00			17:00	17:00		
Vol.	8	20	49	116	265	389	202	57	14	3	1			1	1010		
Total	333	1120	3052	8192	16616	20393	10729	3246	791	158	29	12	1	3	64675		
Percent	0.5%	1.7%	4.7%	12.7%	25.7%	31.5%	16.6%	5.0%	1.2%	0.2%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	29 MPH
	50th Percentile :	36 MPH
	85th Percentile :	43 MPH
	95th Percentile :	47 MPH
Stats	10 MPH Pace Speed :	31-40 MPH
	Number in Pace :	37009
	Percent in Pace :	57.2%
	Number of Vehicles > 35 MPH :	35362
	Percent of Vehicles > 35 MPH :	54.7%
	Mean Speed(Average) :	36 MPH

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201
Miami, Florida, 33156
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 24059
SR A1A/Collins Avenue - Southbound
100 South of 5800 Block

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
10/28/11	0	3	10	48	131	80	22	7	1	0	0	0	0	0	302	40	44
01:00	0	1	3	32	69	60	25	5	0	0	0	0	0	0	195	41	44
02:00	0	1	2	18	36	42	16	5	1	1	0	0	0	0	122	42	46
03:00	0	1	4	7	24	29	9	1	1	0	0	0	0	0	76	40	44
04:00	0	1	4	14	47	32	17	6	0	0	0	0	0	0	121	42	45
05:00	0	0	9	19	64	93	21	10	1	**2**	0	0	0	0	219	41	46
06:00	0	7	12	30	135	143	57	8	2	0	0	0	0	0	394	41	45
07:00	**4**	7	15	88	276	248	68	**15**	2	0	0	0	0	0	723	40	44
08:00	2	9	18	135	**373**	**262**	**77**	13	**3**	0	0	0	0	0	**892**	40	44
09:00	0	**13**	**63**	**213**	263	190	53	6	2	0	0	0	0	0	803	39	42
10:00	1	13	32	197	294	120	31	11	0	0	0	0	0	0	699	38	41
11:00	2	10	28	175	270	113	38	7	0	0	0	0	0	0	643	38	42
12 PM	4	6	25	194	289	118	30	5	0	0	0	0	0	0	671	38	41
13:00	**6**	6	35	156	321	149	34	9	2	0	0	0	0	0	718	38	42
14:00	4	**16**	**42**	198	332	162	**48**	6	1	**2**	0	0	0	0	811	38	42
15:00	6	7	21	162	**424**	**188**	41	**10**	1	0	0	0	0	0	**860**	38	41
16:00	2	10	27	172	341	184	31	5	0	1	0	0	0	0	773	38	40
17:00	2	7	31	176	334	183	33	10	**3**	0	0	0	0	0	779	39	41
18:00	1	9	39	178	393	180	40	7	0	1	0	0	0	0	848	38	41
19:00	0	11	35	192	313	147	34	7	2	0	0	0	0	0	741	38	41
20:00	5	5	32	179	340	135	36	4	1	1	**1**	0	0	0	739	38	41
21:00	4	1	24	175	342	152	36	6	1	0	0	0	0	0	741	38	41
22:00	1	10	37	**241**	230	112	25	3	1	0	0	0	0	0	660	37	40
23:00	1	8	39	164	242	96	15	1	0	0	0	0	0	0	566	37	40
Total	45	162	587	3163	5883	3218	837	167	25	8	1	0	0	0	14096		
Percent	0.3%	1.1%	4.2%	22.4%	41.7%	22.8%	5.9%	1.2%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	09:00	09:00	09:00	08:00	08:00	08:00	07:00	08:00	05:00					08:00		
Vol.	4	13	63	213	373	262	77	15	3	2					892		
PM Peak	13:00	14:00	14:00	22:00	15:00	15:00	14:00	15:00	17:00	14:00	20:00				15:00		
Vol.	6	16	42	241	424	188	48	10	3	2	1				860		

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201
Miami, Florida, 33156
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 24059
SR A1A/Collins Avenue - Southbound
100 South of 5800 Block

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
10/29/11	2	3	15	109	200	98	24	3	**2**	0	0	0	0	0	456	38	42
01:00	0	4	12	66	142	60	18	3	0	0	0	0	0	0	305	38	42
02:00	0	0	9	38	105	40	3	1	0	0	0	0	0	0	196	37	40
03:00	0	2	5	23	58	44	12	2	0	0	0	0	0	0	146	39	43
04:00	0	1	11	34	45	48	14	0	0	0	0	0	0	0	153	39	42
05:00	1	1	8	34	73	67	25	4	0	0	0	0	0	0	213	40	44
06:00	0	1	6	46	125	105	40	**12**	1	**2**	0	0	0	0	338	41	45
07:00	0	1	9	62	176	130	36	7	0	0	0	0	0	0	421	40	43
08:00	1	6	13	84	199	168	48	7	2	1	0	0	0	0	529	40	44
09:00	2	6	21	107	251	**170**	**55**	11	0	0	0	0	0	0	623	40	44
10:00	0	**10**	23	133	310	158	44	5	0	1	0	0	0	0	684	39	42
11:00	**5**	9	**43**	**216**	**324**	160	28	7	0	1	0	0	0	0	**793**	38	40
12 PM	1	7	33	201	339	142	28	4	1	**1**	0	**1**	0	0	758	38	40
13:00	2	**15**	37	223	335	128	28	4	0	0	0	0	0	0	772	37	40
14:00	2	12	49	249	310	158	33	5	1	0	0	0	0	0	**819**	38	40
15:00	4	10	35	153	**341**	172	33	3	1	0	0	0	0	0	752	38	40
16:00	2	8	33	174	338	161	**52**	2	1	0	0	0	0	0	771	39	42
17:00	3	10	59	161	303	**179**	44	**10**	1	0	0	0	0	0	770	39	42
18:00	2	8	48	172	286	154	30	5	**3**	1	0	0	0	0	709	38	41
19:00	1	13	**68**	**265**	260	60	3	2	0	0	0	0	0	0	672	35	38
20:00	1	11	54	246	267	97	15	0	0	0	0	0	0	0	691	36	39
21:00	**6**	10	59	219	292	95	18	1	0	0	0	0	0	0	700	36	40
22:00	2	14	24	216	257	101	24	6	1	0	0	0	0	0	645	37	40
23:00	2	10	33	175	190	100	21	3	1	0	0	0	0	0	535	38	40
Total	39	172	707	3406	5526	2795	676	107	15	7	0	1	0	0	13451		
Percent	0.3%	1.3%	5.3%	25.3%	41.1%	20.8%	5.0%	0.8%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	10:00	11:00	11:00	11:00	09:00	09:00	06:00	00:00	06:00					11:00		
Vol.	5	10	43	216	324	170	55	12	2	2					793		
PM Peak	21:00	13:00	19:00	19:00	15:00	17:00	16:00	17:00	18:00	12:00		12:00			14:00		
Vol.	6	15	68	265	341	179	52	10	3	1		1			819		

CH Perez and Associates Consulting Engineers Inc.

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Station ID: 24059
SR A1A/Collins Avenue - Southbound
100 South of 5800 Block

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
10/30/11	1	3	30	110	218	92	18	1	0	0	0	0	0	0	473	38	40
01:00	1	**7**	15	69	158	97	13	4	0	0	0	0	0	0	364	38	40
02:00	0	5	7	50	111	74	18	1	1	0	0	0	0	0	267	39	42
03:00	0	0	3	39	79	69	17	1	0	0	0	0	0	0	208	39	42
04:00	0	1	11	19	74	55	16	6	0	**1**	0	0	0	0	183	40	45
05:00	0	2	5	46	124	73	7	2	0	0	0	0	0	0	259	38	40
06:00	2	7	25	93	127	48	11	4	0	0	0	0	0	0	317	37	40
07:00	1	7	15	95	141	52	15	2	1	0	0	0	0	0	329	37	41
08:00	1	3	16	97	154	100	21	3	0	0	0	0	0	0	395	39	41
09:00	1	5	29	85	180	115	31	7	1	0	0	0	0	0	454	39	43
10:00	1	5	**31**	100	202	136	36	9	**3**	0	0	0	0	0	523	39	43
11:00	**3**	6	27	**144**	**231**	**170**	**44**	**11**	1	0	0	0	0	0	**637**	39	43
12 PM	3	4	28	167	317	155	46	6	1	**2**	0	0	0	0	729	39	42
13:00	4	6	26	131	305	168	42	8	**4**	0	0	0	0	0	694	39	43
14:00	3	2	36	150	271	208	66	**15**	0	0	0	**1**	0	0	**752**	40	44
15:00	2	3	21	126	277	220	**75**	13	3	0	0	0	0	0	740	40	44
16:00	**5**	5	24	101	285	**237**	71	15	3	1	0	0	0	0	747	40	44
17:00	5	**7**	41	136	319	180	39	10	1	0	0	0	0	0	738	39	42
18:00	2	7	**44**	**270**	291	87	14	3	1	0	0	0	0	0	719	35	39
19:00	2	5	39	154	320	90	18	1	0	0	0	0	0	0	629	36	40
20:00	0	1	23	173	**334**	90	18	1	1	0	0	0	0	0	641	36	40
21:00	0	1	23	130	267	69	21	0	3	0	0	0	0	0	514	37	40
22:00	0	0	6	91	236	113	30	7	2	0	0	0	0	0	485	39	43
23:00	2	0	9	85	175	98	30	7	1	1	0	0	0	0	408	39	44
Total	39	92	534	2661	5196	2796	717	137	27	5	0	1	0	0	12205		
Percent	0.3%	0.8%	4.4%	21.8%	42.6%	22.9%	5.9%	1.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	01:00	10:00	11:00	11:00	11:00	11:00	11:00	10:00	04:00					11:00		
Vol.	3	7	31	144	231	170	44	11	3	1					637		
PM Peak	16:00	17:00	18:00	18:00	20:00	16:00	15:00	14:00	13:00	12:00		14:00			14:00		
Vol.	5	7	44	270	334	237	75	15	4	2		1			752		

CH Perez and Associates Consulting Engineers Inc.

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Station ID: 24059
SR A1A/Collins Avenue - Southbound
100 South of 5800 Block

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
10/31/11	0	0	3	32	123	91	19	4	1	1	0	0	0	0	274	40	43
01:00	0	1	3	20	50	50	11	4	0	0	0	0	0	0	139	40	44
02:00	0	0	0	10	22	39	11	3	1	0	0	0	0	0	86	41	45
03:00	0	1	1	5	31	34	9	1	0	0	0	0	0	0	82	40	43
04:00	0	0	0	5	25	56	13	5	0	0	0	0	0	0	104	41	45
05:00	0	0	1	15	57	99	40	9	1	0	0	0	0	0	222	43	45
06:00	0	1	9	48	146	196	57	15	2	**2**	0	0	0	0	476	41	45
07:00	0	**5**	19	96	250	300	92	15	4	0	0	0	0	0	781	40	44
08:00	0	3	10	90	275	**368**	**126**	**43**	**5**	0	0	0	0	0	**920**	42	46
09:00	0	1	**23**	100	247	304	122	17	2	0	0	0	0	0	816	41	45
10:00	0	2	22	101	276	196	56	12	0	0	0	0	0	0	665	40	44
11:00	0	2	18	**104**	**315**	230	57	14	4	0	0	0	0	0	744	40	44
12 PM	1	**6**	22	125	335	191	52	9	1	0	0	0	0	0	742	39	43
13:00	0	0	**24**	121	328	225	64	14	2	0	0	**1**	0	0	779	40	44
14:00	0	0	18	100	332	**292**	**81**	21	1	0	0	0	0	0	**845**	40	44
15:00	0	0	12	106	334	230	68	14	2	**2**	0	0	0	0	768	40	44
16:00	0	5	21	**184**	347	138	44	9	0	0	0	0	0	0	748	38	42
17:00	0	3	17	140	352	169	62	10	1	0	0	0	0	0	754	39	43
18:00	**2**	3	13	184	306	132	44	14	2	0	0	0	0	0	700	39	43
19:00	0	2	18	149	**368**	191	65	12	1	0	0	0	0	0	806	39	43
20:00	1	1	21	137	319	199	66	13	**4**	1	0	0	0	0	762	40	44
21:00	1	1	22	108	363	239	67	13	1	0	0	0	0	0	815	40	43
22:00	0	0	13	115	286	233	80	**22**	4	2	**1**	0	0	0	756	40	45
23:00	0	0	9	49	132	220	66	17	4	1	0	0	0	0	498	41	45
Total	5	37	319	2144	5619	4422	1372	310	43	9	1	1	0	0	14282		
Percent	0.0%	0.3%	2.2%	15.0%	39.3%	31.0%	9.6%	2.2%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak		07:00	09:00	11:00	11:00	08:00	08:00	08:00	08:00	06:00					08:00		
Vol.		5	23	104	315	368	126	43	5	2					920		
PM Peak	18:00	12:00	13:00	16:00	19:00	14:00	14:00	22:00	20:00	15:00	22:00	13:00			14:00		
Vol.	2	6	24	184	368	292	81	22	4	2	1	1			845		

CH Perez and Associates Consulting Engineers Inc.

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Station ID: 24059
SR A1A/Collins Avenue - Southbound
100 South of 5800 Block

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
11/1/11	0	0	5	23	103	164	48	14	2	1	0	0	0	0	360	42	45
01:00	0	0	0	12	52	107	26	9	3	0	0	0	0	0	209	42	46
02:00	0	0	1	15	42	63	21	5	0	0	0	0	0	0	147	41	45
03:00	0	0	1	7	23	58	17	3	0	1	0	0	0	0	110	41	45
04:00	0	0	1	7	29	55	28	10	2	0	0	0	0	0	132	44	48
05:00	0	0	2	17	46	95	53	18	4	0	0	0	0	0	235	44	48
06:00	0	1	3	21	97	217	84	25	3	0	0	0	0	0	451	43	46
07:00	**2**	1	13	69	144	311	129	20	5	1	**1**	0	0	0	696	42	45
08:00	0	3	**15**	64	237	**387**	**132**	**37**	4	**3**	0	0	0	0	**882**	42	45
09:00	0	**4**	8	63	185	311	104	17	**6**	0	0	0	0	0	698	42	45
10:00	1	2	12	75	217	229	75	26	1	0	0	0	0	0	638	41	45
11:00	1	2	11	**102**	**243**	190	51	14	6	1	0	0	0	0	621	40	44
12 PM	0	1	**22**	99	298	210	38	9	0	0	0	0	0	0	677	39	42
13:00	1	0	7	73	258	**273**	54	**20**	3	0	0	0	0	0	689	40	44
14:00	0	1	12	87	279	229	44	10	4	0	0	0	0	0	666	40	43
15:00	0	1	11	56	187	261	61	20	**5**	**1**	0	0	0	0	603	40	45
16:00	0	0	18	97	297	181	65	13	2	0	0	0	0	0	673	40	44
17:00	1	**3**	3	63	232	271	**79**	14	1	1	**1**	0	0	0	669	40	44
18:00	**2**	3	15	80	292	243	73	19	4	0	0	0	0	0	731	40	44
19:00	0	2	21	**131**	**318**	209	68	20	1	0	1	0	0	0	**771**	40	44
20:00	0	1	7	98	248	174	67	13	2	1	0	0	0	0	611	40	44
21:00	0	1	12	108	271	154	40	9	4	1	0	0	0	0	600	39	43
22:00	0	1	14	85	190	130	39	9	2	0	0	0	0	0	470	40	44
23:00	0	0	5	52	187	97	39	8	1	0	0	0	0	0	389	40	44
Total	8	27	219	1504	4475	4619	1435	362	65	11	3	0	0	0	12728		
Percent	0.1%	0.2%	1.7%	11.8%	35.2%	36.3%	11.3%	2.8%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	09:00	08:00	11:00	11:00	08:00	08:00	08:00	09:00	08:00	07:00				08:00		
Vol.	2	4	15	102	243	387	132	37	6	3	1				882		
PM Peak	18:00	17:00	12:00	19:00	19:00	13:00	17:00	13:00	15:00	15:00	17:00				19:00		
Vol.	2	3	22	131	318	273	79	20	5	1	1				771		

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100 South of 5800 Block

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
11/2/11	0	0	0	26	80	79	28	2	1	0	0	0	0	0	216	40	44
01:00	0	0	0	11	31	61	19	5	2	0	0	0	0	0	129	42	46
02:00	0	0	0	3	18	24	9	3	0	0	0	0	0	0	57	42	45
03:00	0	0	0	5	16	23	15	4	4	0	0	0	0	0	67	45	51
04:00	0	0	1	5	15	40	19	6	3	1	0	0	0	0	90	44	49
05:00	0	0	0	10	27	66	51	16	2	3	**1**	**1**	**1**	0	178	45	50
06:00	0	2	2	37	106	203	101	26	5	0	1	0	0	0	483	43	47
07:00	0	3	7	52	181	294	175	**76**	19	3	0	0	0	0	810	45	49
08:00	0	1	9	81	179	**371**	**196**	59	**24**	**4**	0	0	0	0	**924**	44	49
09:00	0	1	14	114	258	288	121	37	4	2	0	0	0	0	839	42	46
10:00	**1**	**6**	**15**	108	**283**	260	87	18	6	0	0	0	0	0	784	40	45
11:00	1	3	15	**173**	211	166	58	18	4	1	0	0	0	0	650	40	45
12 PM	0	1	23	168	299	206	47	14	4	0	0	0	0	0	762	39	43
13:00	0	1	16	145	307	198	50	13	3	0	0	0	0	0	733	39	43
14:00	0	**2**	**25**	**191**	331	188	52	11	3	0	0	0	0	0	**803**	39	43
15:00	0	0	15	77	**346**	247	80	13	4	1	0	0	0	0	783	40	44
16:00	0	1	10	75	182	**309**	**88**	**28**	2	0	0	0	0	0	695	41	45
17:00	0	1	10	92	188	267	74	9	4	1	0	0	0	0	646	40	44
18:00	0	0	6	68	280	249	59	11	1	**2**	0	0	0	0	676	40	44
19:00	0	1	8	71	306	261	46	12	2	1	0	0	0	0	708	40	43
20:00	0	0	6	63	254	232	59	13	2	0	0	0	**1**	0	630	40	44
21:00	0	0	5	45	179	259	51	19	1	0	**1**	0	0	0	560	40	45
22:00	0	1	4	31	122	231	79	24	**5**	0	1	0	0	0	498	43	46
23:00	0	1	1	25	123	204	56	13	3	1	0	0	0	0	427	41	45
Total	2	25	192	1676	4322	4726	1620	450	108	20	4	1	2	0	13148		
Percent	0.0%	0.2%	1.5%	12.7%	32.9%	35.9%	12.3%	3.4%	0.8%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	10:00	10:00	11:00	10:00	08:00	08:00	07:00	08:00	08:00	05:00	05:00	05:00		08:00		
Vol.	1	6	15	173	283	371	196	76	24	4	1	1	1		924		
PM Peak		14:00	14:00	14:00	15:00	16:00	16:00	16:00	22:00	18:00	21:00		20:00		14:00		
Vol.		2	25	191	346	309	88	28	5	2	1		1		803		

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SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
11/3/11	0	0	0	14	68	123	46	9	3	1	**1**	0	0	0	265	43	46
01:00	0	0	1	4	20	63	40	5	7	1	0	0	0	0	141	44	51
02:00	0	0	0	1	15	39	26	10	1	1	0	**1**	0	0	94	45	49
03:00	0	0	0	2	13	39	17	3	1	0	0	0	0	0	75	43	45
04:00	0	0	0	2	12	36	26	6	1	1	0	0	0	0	84	44	48
05:00	0	0	0	7	33	79	34	14	**8**	**4**	0	0	0	0	179	45	52
06:00	0	0	3	27	85	198	74	35	2	2	1	1	0	0	428	44	48
07:00	0	1	1	36	139	**412**	116	36	6	2	0	0	0	0	749	43	46
08:00	0	1	11	67	187	405	**170**	**48**	7	0	0	0	0	0	**896**	43	46
09:00	0	0	11	73	258	297	92	41	2	0	0	0	0	0	774	41	46
10:00	0	**4**	**18**	**117**	**261**	250	79	13	3	1	0	0	0	0	746	40	44
11:00	0	1	11	75	258	247	70	22	8	0	1	0	0	0	693	40	45
12 PM	0	1	10	128	261	221	59	13	**5**	**2**	0	0	0	0	700	40	44
13:00	0	**6**	**23**	**169**	316	160	31	7	3	0	0	0	0	0	715	38	41
14:00	0	0	17	164	**344**	**259**	71	19	3	0	0	0	0	0	**877**	40	44
15:00	0	2	14	127	335	212	67	14	4	1	0	0	0	0	776	40	44
16:00	0	1	16	139	291	185	45	20	3	2	0	**1**	0	0	703	40	44
17:00	**1**	3	9	116	296	207	60	20	3	1	**1**	0	0	0	717	40	45
18:00	0	4	19	160	314	259	63	10	2	0	0	0	0	0	831	40	43
19:00	0	1	23	134	342	241	70	13	1	0	0	0	0	0	825	40	44
20:00	0	1	10	123	289	258	**81**	8	2	1	0	0	0	0	773	40	44
21:00	0	2	10	92	334	223	65	**23**	3	1	0	0	0	0	753	40	45
22:00	0	5	10	78	261	209	67	21	2	2	1	0	0	0	656	40	45
23:00	0	0	7	61	191	178	61	17	2	0	1	0	0	0	518	41	45
Total	1	33	224	1916	4923	4800	1530	427	82	23	6	3	0	0	13968		
Percent	0.0%	0.2%	1.6%	13.7%	35.2%	34.4%	11.0%	3.1%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak		10:00	10:00	10:00	10:00	07:00	08:00	08:00	05:00	05:00	00:00	02:00			08:00		
Vol.		4	18	117	261	412	170	48	8	4	1	1			896		
PM Peak	17:00	13:00	13:00	13:00	14:00	14:00	20:00	21:00	12:00	12:00	17:00	16:00			14:00		
Vol.	1	6	23	169	344	259	81	23	5	2	1	1			877		
Grand Total	139	548	2782	16470	35944	27376	8187	1960	365	83	15	7	2	0	93878		
Percent	0.1%	0.6%	3.0%	17.5%	38.3%	29.2%	8.7%	2.1%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	29 MPH
	50th Percentile :	34 MPH
	85th Percentile :	40 MPH
	95th Percentile :	44 MPH

Statistics		
	10 MPH Pace Speed :	31-40 MPH
	Number in Pace :	63320
	Percent in Pace :	67.4%
	Number of Vehicles > 35 MPH :	37995
	Percent of Vehicles > 35 MPH :	40.5%
	Mean Speed(Average) :	34 MPH

APPENDIX C – CRASH SUMMARIES AND COLLISION DIAGRAMS

CRASH STATISTICS

SR A1A/Collins Avenue at 4900 Block		Number of Crashes by Year			3 Year Total Crashes	Mean Crashes Per Year	%
		2006	2007	2008			
CRASH TYPE	Rear End	1	0	1	2	1	15.4%
	Head On	0	0	0	0	0	0.0%
	Angle	0	2	1	3	1	23.1%
	Left Turn	0	0	0	0	0	0.0%
	Right Turn	0	0	0	0	0	0.0%
	Sideswipe	2	3	1	6	2	46.2%
	Backed Into	0	0	1	1	0	7.7%
	Coll. w/ Parked Car	0	0	0	0	0	0.0%
	Coll. w/ Pedestrian	0	0	0	0	0	0.0%
	Coll. w/ Bicycle	0	0	0	0	0	0.0%
	Fixed Object	0	0	1	1	0	7.7%
	Ran Off Road	0	0	0	0	0	0.0%
	Overturned	0	0	0	0	0	0.0%
	Other	0	0	0	0	0	0.0%
	Total Crashes	**3**	**5**	**5**	**13**	**4**	**100.0%**
SEVERITY	PDO Crashes	3	4	5	12	4	92.3%
	Fatal Crashes	0	0	0	0	0	0.0%
	Injury Crashes	0	1	0	1	0	7.7%
LIGHTING CONDITIONS	Daylight	3	3	3	9	3	69.2%
	Dusk	0	0	0	0	0	0.0%
	Dawn	0	0	0	0	0	0.0%
	Dark	0	2	2	4	1	30.8%
	Unknown	0	0	0	0	0	0.0%
SURFACE CONDITIONS	Dry	3	5	3	11	4	84.6%
	Wet	0	0	2	2	1	15.4%
	Others	0	0	0	0	0	0.0%
MONTH OF YEAR	January	0	0	0	0	0	0.0%
	February	2	0	1	3	1	23.1%
	March	1	1	1	3	1	23.1%
	April	0	0	0	0	0	0.0%
	May	0	1	0	1	0	7.7%
	June	0	0	0	0	0	0.0%
	July	0	1	2	3	1	23.1%
	August	0	1	1	2	1	15.4%
	September	0	0	0	0	0	0.0%
	October	0	0	0	0	0	0.0%
	November	0	0	0	0	0	0.0%
	December	0	1	0	1	0	7.7%
DAY OF WEEK	Sunday	0	1	2	3	1	23.1%
	Monday	0	1	1	2	1	15.4%
	Tuesday	0	0	0	0	0	0.0%
	Wednesday	0	1	0	1	0	7.7%
	Thursday	1	1	0	2	1	15.4%
	Friday	0	0	0	0	0	0.0%
	Saturday	2	1	2	5	2	38.5%
HOUR OF DAY	00:00-06:00	0	2	1	3	1	23.1%
	06:00-09:00	0	0	0	0	0	0.0%
	09:00-11:00	1	1	2	4	1	30.8%
	11:00-13:00	0	0	0	0	0	0.0%
	13:00-15:00	0	0	1	1	0	7.7%
	15:00-18:00	2	1	0	3	1	23.1%
	18:00-24:00	0	1	1	2	1	15.4%

Notes:

1) Collision with Bicycle Crashes include Collision with Bicycle/Collision with Bicycle in Bike Lane (Codes 11 and 12).
2) Fixed Object Crashes include collisions with sign/sign post, utility/light pole, guardrail, fence, concrete barrier wall, bridge, pier, abutment, rail, tree, shrubbery, construction barricade/sign, traffic gate, crash attenuators, other fixed objects (incl. above road).
3) Ran-off-Road Crashes include Ran in Ditch/Culvert and Ran off road into water (Codes 29 and 30).
4) Other crashes include crashes not categorized as the crash types shown in the table.
5) Dark Crashes include both scenarios - with and without street lighting.

FLORIDA DEPARTMENT OF TRANSPORTATION
CRASH SUMMARY

SECTION: **87060000** STATE ROUTE: **SR A1A/Collins Avenue**

INTERSECTING ROADWAY: **4900 Blk** M.P. **7.250** TO **7.495** ENGINEER: **CH Perez and Associates Inc.**

STUDY PERIOD: FROM **1/ 06** TO **12/ 06** COUNTY: **Miami-Dade**

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURY	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE
1	7.297	02/18/06	Sat	1600	Sideswipe	0	0	1	Day	Dry	Improper Lane Change
2	7.260	02/02/06	Thu	1000	Sideswipe	0	0	1	Day	Dry	Improper Lane Change
3	7.284	03/25/06	Sat	1500	Rear-End	0	0	1	Day	Dry	No Improper Driving/Act

Total No.		Fatal	Injury	PDO	Angle	Left Turn	Right Turn	Rear End	Side swipe	Ped/Bike	
3		**0**	**0**	**3**	**0**	**0**	**0**	**1**	**2**	**0**	
		0.00%	*0.00%*	*100.00%*	*0.00%*	*0.00%*	*0.00%*	*33.33%*	*66.67%*	*0.00%*	
One Vehicle		Day	Night	Wet	Dry	Excess Speed	FTYRW	DUI			
0		**3**	**0**	**0**	**3**	**0**	**0**	**0**			
0.00%		*100.00%*	*0.00%*	*0.00%*	*100.00%*	*0.00%*	*0.00%*	*0.00%*			

TOTAL ENTERING VEHICLES/ADT: **34,500**

SPOT CRASH RATE: **0.238**

FLORIDA DEPARTMENT OF TRANSPORTATION
CRASH SUMMARY

SECTION: **87060000** STATE ROUTE: **SR A1A/Collins Avenue**
INTERSECTING ROADWAY: **4900 Blk** M.P. **7.250** TO **7.495** ENGINEER: **CH Perez and Associates Inc.**
STUDY PERIOD: FROM **1/ 07** TO **12/ 07** COUNTY: **Miami-Dade**

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURY	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE
1	7.288	07/09/07	Mon	1000	Sideswipe	0	0	1	Day	Dry	Careless Driving
2	7.288	08/04/07	Sat	1500	Angle	0	1	0	Day	Dry	Improper Lane Change
3	7.288	03/21/07	Wed	1800	Sideswipe	0	0	1	Day	Dry	No Improper Driving/Act
4	7.288	05/13/07	Sun	0300	Angle	0	0	1	Night	Dry	No Improper Driving/Act
5	7.362	12/20/07	Thu	0500	Sideswipe	0	0	1	Night	Dry	Improper Lane Change

Total No.		Fatal	Injury	PDO	Angle	Left Turn	Right Turn	Rear End	Side swipe	Ped/Bike	
5		**0**	**1**	**4**	**2**	**0**	**0**	**0**	**3**	**0**	
		0.00%	*20.00%*	*80.00%*	*40.00%*	*0.00%*	*0.00%*	*0.00%*	*60.00%*	*0.00%*	
One Vehicle		Day	Night	Wet	Dry	Excess Speed	FTYRW	DUI			
1		**3**	**2**	**0**	**5**	**0**	**0**	**0**			
20.00%		*60.00%*	*40.00%*	*0.00%*	*100.00%*	*0.00%*	*0.00%*	*0.00%*			

TOTAL ENTERING VEHICLES/ADT: **34,000**

SPOT CRASH RATE: **0.403**

FLORIDA DEPARTMENT OF TRANSPORTATION
CRASH SUMMARY

SECTION: **87060000** STATE ROUTE: **SR A1A/Collins Avenue**
INTERSECTING ROADWAY: **4900 Blk** M.P. **7.250** TO **7.495** ENGINEER: **CH Perez and Associates Inc.**
STUDY PERIOD: FROM **1/ 08** TO **12/ 08** COUNTY: **Miami-Dade**

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURY	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE
1	7.436	07/05/08	Sat	0200	Rear-End	0	0	1	Night	Wet	No Improper Driving/Act
2	7.297	03/23/08	Sun	0900	Hit Other Fixed Object	0	0	1	Day	Dry	Careless Driving
3	7.326	02/16/08	Sat	1900	Sideswipe	0	0	1	Night	Dry	Improper Lane Change
4	7.495	08/10/08	Sun	1400	Angle	0	0	1	Day	Wet	Careless Driving
5	7.250	07/28/08	Mon	0900	Backed Into	0	0	1	Day	Dry	No Improper Driving/Act

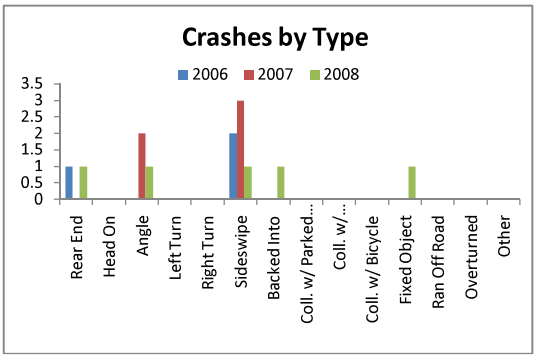
Total No.		Fatal	Injury	PDO	Angle	Left Turn	Right Turn	Rear End	Side swipe	Ped/Bike	
5		**0**	**0**	**5**	**1**	**0**	**0**	**1**	**1**	**0**	
		0.00%	*0.00%*	*100.00%*	*20.00%*	*0.00%*	*0.00%*	*20.00%*	*20.00%*	*0.00%*	
One Vehicle		Day	Night	Wet	Dry	Excess Speed	FTYRW	DUI			
1		**3**	**2**	**2**	**3**	**0**	**0**	**1**			
20.00%		*60.00%*	*40.00%*	*40.00%*	*60.00%*	*0.00%*	*0.00%*	*20.00%*			

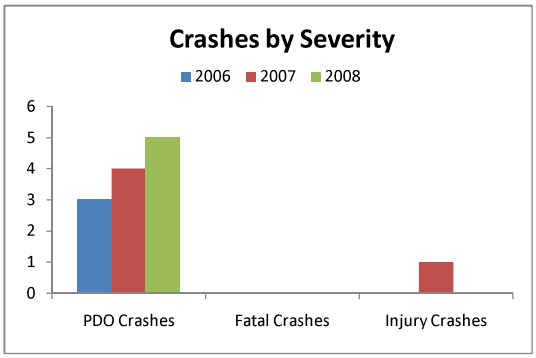
TOTAL ENTERING VEHICLES/ADT: **35,000**

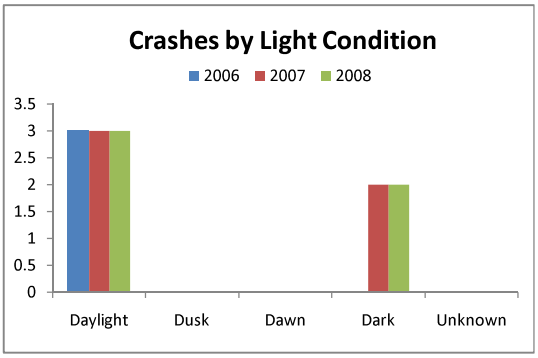
SPOT CRASH RATE: **0.391**

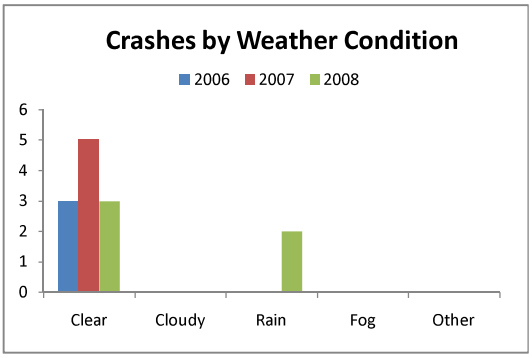
CRASH HISTOGRAMS

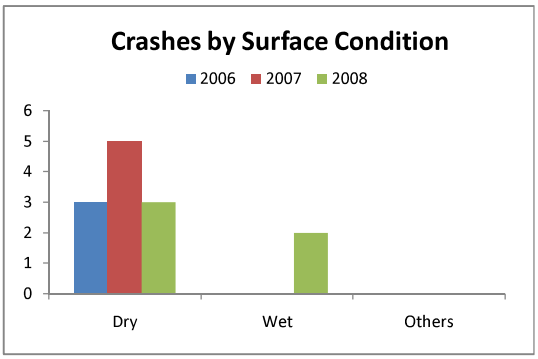
SR A1A/Collins Avenue at 4900 Block

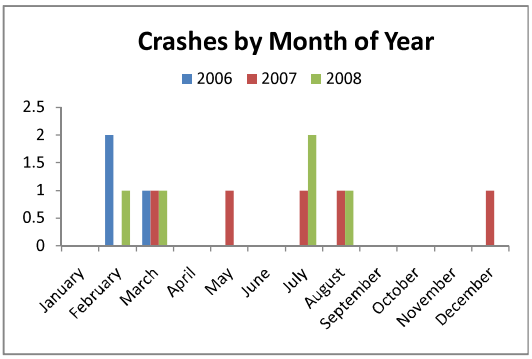


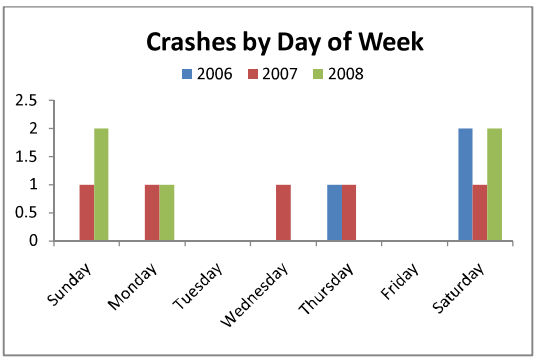


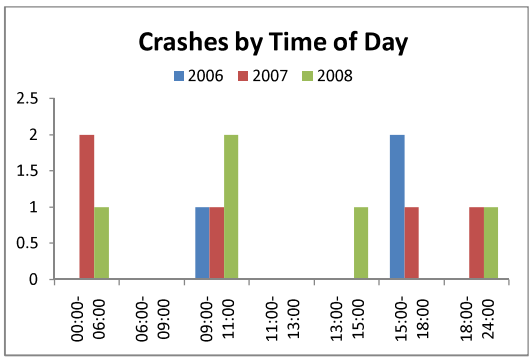












CRASH STATISTICS

SR A1A/Collins Avenue at 5000 Block		Number of Crashes by Year			3 Year Total Crashes	Mean Crashes Per Year	%
		2006	2007	2008			
CRASH TYPE	Rear End	5	3	2	10	3	27.8%
	Head On	0	0	0	0	0	0.0%
	Angle	2	5	8	15	5	41.7%
	Left Turn	0	0	1	1	0	2.8%
	Right Turn	0	0	1	1	0	2.8%
	Sideswipe	1	1	2	4	1	11.1%
	Backed Into	1	0	0	1	0	2.8%
	Coll. w/ Parked Car	0	0	0	0	0	0.0%
	Coll. w/ Pedestrian	0	0	0	0	0	0.0%
	Coll. w/ Bicycle	1	0	0	1	0	2.8%
	Fixed Object	2	0	0	2	1	5.6%
	Ran Off Road	0	0	0	0	0	0.0%
	Overturned	0	0	0	0	0	0.0%
	Other	0	0	1	1	0	2.8%
	Total Crashes	**12**	**9**	**15**	**36**	**12**	**100.0%**
SEVERITY	PDO Crashes	6	5	10	21	7	58.3%
	Fatal Crashes	0	0	0	0	0	0.0%
	Injury Crashes	6	4	5	15	5	41.7%
LIGHTING CONDITIONS	Daylight	8	8	12	28	9	77.8%
	Dusk	1	0	0	1	0	2.8%
	Dawn	0	0	0	0	0	0.0%
	Dark	3	1	2	6	2	16.7%
	Unknown	0	0	1	1	0	2.8%
SURFACE CONDITIONS	Dry	10	7	13	30	10	83.3%
	Wet	2	2	2	6	2	16.7%
	Others	0	0	0	0	0	0.0%
MONTH OF YEAR	January	0	1	0	1	0	2.8%
	February	4	0	2	6	2	16.7%
	March	2	2	0	4	1	11.1%
	April	1	0	1	2	1	5.6%
	May	0	0	5	5	2	13.9%
	June	1	1	3	5	2	13.9%
	July	0	2	0	2	1	5.6%
	August	2	2	1	5	2	13.9%
	September	0	1	1	2	1	5.6%
	October	0	0	0	0	0	0.0%
	November	0	0	1	1	0	2.8%
	December	2	0	1	3	1	8.3%
DAY OF WEEK	Sunday	0	2	2	4	1	11.1%
	Monday	0	1	2	3	1	8.3%
	Tuesday	2	1	2	5	2	13.9%
	Wednesday	0	0	2	2	1	5.6%
	Thursday	2	3	3	8	3	22.2%
	Friday	4	1	0	5	2	13.9%
	Saturday	4	1	4	9	3	25.0%
HOUR OF DAY	00:00-06:00	2	1	1	4	1	11.1%
	06:00-09:00	1	0	4	5	2	13.9%
	09:00-11:00	1	1	2	4	1	11.1%
	11:00-13:00	3	1	0	4	1	11.1%
	13:00-15:00	1	0	3	4	1	11.1%
	15:00-18:00	2	6	3	11	4	30.6%
	18:00-24:00	2	0	2	4	1	11.1%

Notes:

1) Collision with Bicycle Crashes include Collision with Bicycle/Collision with Bicycle in Bike Lane (Codes 11 and 12).
2) Fixed Object Crashes include collisions with sign/sign post, utility/light pole, guardrail, fence, concrete barrier wall, bridge, pier, abutment, rail, tree, shrubbery, construction barricade/sign, traffic gate, crash attenuators, other fixed objects (incl. above road).
3) Ran-off-Road Crashes include Ran in Ditch/Culvert and Ran off road into water (Codes 29 and 30).
4) Other crashes include crashes not categorized as the crash types shown in the table.
5) Dark Crashes include both scenarios - with and without street lighting.

FLORIDA DEPARTMENT OF TRANSPORTATION
CRASH SUMMARY

SECTION: **87060000** STATE ROUTE: **SR A1A/Collins Avenue**
INTERSECTING ROADWAY: **5000 Blk** M.P. **7.400** TO **8.112** ENGINEER: **CH Perez and Associates Inc.**
STUDY PERIOD: FROM **1/ 06** TO **12/ 06** COUNTY: **Miami-Dade**

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURY	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE
1	7.411	08/12/06	Sat	1100	Coll. W/ Bicycle	0	1	0	Day	Dry	No Improper Driving/Act
2	7.427	03/18/06	Sat	2300	Rear-End	0	1	0	Day	Dry	Careless Driving
3	7.429	08/08/06	Tue	0900	Rear-End	0	0	1	Day	Dry	Careless Driving
4	7.434	02/10/06	Fri	1700	Backed Into	0	0	1	Day	Dry	Improper Backing
5	7.434	02/03/06	Fri	1700	Concrete Barrier Wall	0	0	1	Night	Dry	Careless Driving
6	7.438	06/30/06	Fri	1100	Rear-End	0	2	0	Day	Dry	No Improper Driving/Act
7	7.438	03/31/06	Fri	1300	Rear-End	0	0	1	Day	Dry	Careless Driving
8	7.438	12/14/06	Thu	0800	Rear-End	0	0	1	Day	Wet	No Improper Driving/Act
9	7.438	04/15/06	Sat	2100	Sideswipe	0	1	0	Night	Dry	No Improper Driving/Act
10	7.438	02/16/06	Thu	1100	Angle	0	2	0	Day	Dry	Unknown/Not Coded
11	7.438	02/25/06	Sat	0500	Angle	0	1	0	Night	Dry	Careless Driving
12	7.495	12/19/06	Tue	0100	Utility/Light Pole	0	0	1	Night	Wet	Exceed Stated Speed Limit

Total No.		Fatal	Injury	PDO	Angle	Left Turn	Right Turn	Rear End	Side swipe	Ped/Bike	
12		**0**	**6**	**6**	**2**	**0**	**0**	**5**	**1**	**1**	
		0.00%	*50.00%*	*50.00%*	*16.67%*	*0.00%*	*0.00%*	*41.67%*	*8.33%*	*8.33%*	
One Vehicle		Day	Night	Wet	Dry	Excess Speed	FTYRW	DUI			
0		**8**	**4**	**2**	**10**	**1**	**0**	**0**			
0.00%		*66.67%*	*33.33%*	*16.67%*	*83.33%*	*8.33%*	*0.00%*	*0.00%*			

TOTAL ENTERING VEHICLES/ADT: **34,500**

SPOT CRASH RATE: **0.953**

FLORIDA DEPARTMENT OF TRANSPORTATION
CRASH SUMMARY

SECTION: **87060000** STATE ROUTE: **SR A1A/Collins Avenue**
INTERSECTING ROADWAY: **5000 Blk** M.P. **7.400** TO **8.112** ENGINEER: **CH Perez and Associates Inc.**
STUDY PERIOD: FROM **1/ 07** TO **12/ 07** COUNTY: **Miami-Dade**

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURY	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE
1	7.430	03/22/07	Thu	0900	Sideswipe	0	1	0	Day	Wet	No Improper Driving/Act
2	7.433	06/04/07	Mon	1600	Rear-End	0	1	0	Day	Dry	No Improper Driving/Act
3	7.438	07/31/07	Tue	1700	Angle	0	0	1	Day	Wet	No Improper Driving/Act
4	7.438	03/04/07	Sun	0000	Angle	0	2	0	Night	Dry	Improper Turn
5	7.438	08/18/07	Sat	1500	Rear-End	0	0	1	Day	Dry	No Improper Driving/Act
6	7.438	01/18/07	Thu	1500	Angle	0	0	1	Day	Dry	No Improper Driving/Act
7	7.438	09/06/07	Thu	1700	Angle	0	0	1	Day	Dry	Improper Lane Change
8	7.438	08/05/07	Sun	1500	Angle	0	0	1	Day	Dry	Unknown/Not Coded
9	7.439	07/27/07	Fri	1200	Rear-End	0	2	0	Day	Dry	Careless Driving

Total No.		Fatal	Injury	PDO	Angle	Left Turn	Right Turn	Rear End	Side swipe	Ped/Bike	
9		**0**	**4**	**5**	**5**	**0**	**0**	**3**	**1**	**0**	
		0.00%	*44.44%*	*55.56%*	*55.56%*	*0.00%*	*0.00%*	*33.33%*	*11.11%*	*0.00%*	
One Vehicle		Day	Night	Wet	Dry	Excess Speed	FTYRW	DUI			
0		**8**	**1**	**2**	**7**	**0**	**0**	**0**			
0.00%		*88.89%*	*11.11%*	*22.22%*	*77.78%*	*0.00%*	*0.00%*	*0.00%*			

TOTAL ENTERING VEHICLES/ADT: **34,000**

SPOT CRASH RATE: **0.725**

FLORIDA DEPARTMENT OF TRANSPORTATION
CRASH SUMMARY

SECTION: **87060000** STATE ROUTE: **SR A1A/Collins Avenue**
INTERSECTING ROADWAY: **5000 Blk** M.P. **7.400** TO **8.112** ENGINEER: **CH Perez and Associates Inc.**
STUDY PERIOD: FROM **1/ 08** TO **12/ 08** COUNTY: **Miami-Dade**

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURY	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE
1	7.400	08/21/08	Thu	0700	Sideswipe	0	0	1	Day	Dry	No Improper Driving/Act
2	7.400	05/14/08	Wed	1700	Angle	0	0	1	Unknown	Dry	Improper Passing
3	7.429	11/03/08	Mon	1000	Collision With Moped	0	1	0	Day	Dry	Careless Driving
4	7.438	12/31/08	Wed	1500	Sideswipe	0	0	1	Day	Dry	No Improper Driving/Act
5	7.438	04/13/08	Sun	1500	Angle	0	0	1	Day	Dry	Careless Driving
6	7.438	06/14/08	Sat	2100	Angle	0	0	1	Day	Wet	Failed To Yield Right-Of-Way
7	7.438	05/27/08	Tue	1000	Angle	0	1	0	Day	Dry	Failed To Yield Right-Of-Way
8	7.438	02/28/08	Thu	1900	Left-Turn	0	0	1	Night	Dry	Unknown/Not Coded
9	7.438	05/24/08	Sat	0800	Right-Turn	0	0	1	Day	Dry	Unknown/Not Coded
10	7.442	02/12/08	Tue	1400	Rear-End	0	0	1	Day	Wet	Careless Driving
11	7.579	06/09/08	Mon	0700	Angle	0	0	1	Day	Dry	Unknown/Not Coded
12	7.618	05/25/08	Sun	1300	Rear-End	0	1	0	Day	Dry	Careless Driving
13	7.685	06/28/08	Sat	1400	Angle	0	1	0	Day	Dry	Disregarded Traffic Signal
14	8.046	05/24/08	Sat	0500	Angle	0	1	0	Night	Dry	Failed To Yield Right-Of-Way
15	8.112	09/11/08	Thu	0700	Angle	0	0	1	Day	Dry	Disregarded Traffic Signal

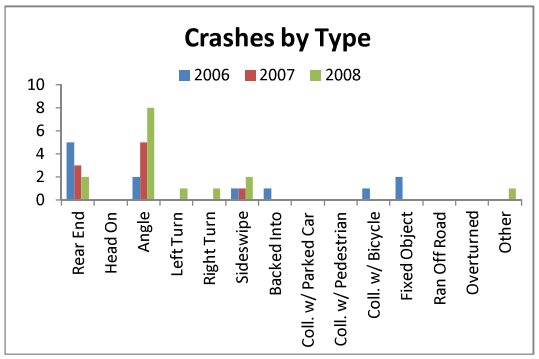
Total No.		Fatal	Injury	PDO	Angle	Left Turn	Right Turn	Rear End	Side swipe	Ped/Bike	
15		**0**	**5**	**10**	**8**	**1**	**1**	**2**	**2**	**0**	
		0.00%	*33.33%*	*66.67%*	*53.33%*	*6.67%*	*6.67%*	*13.33%*	*13.33%*	*0.00%*	
One Vehicle		Day	Night	Wet	Dry	Excess Speed	FTYRW	DUI			
0		**12**	**2**	**2**	**13**	**0**	**3**	**1**			
0.00%		*80.00%*	*13.33%*	*13.33%*	*86.67%*	*0.00%*	*20.00%*	*6.67%*			

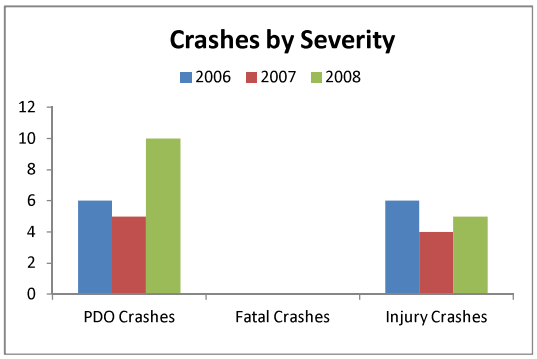
TOTAL ENTERING VEHICLES/ADT: **35,000**

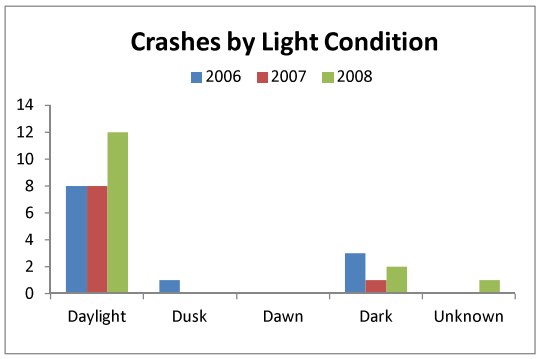
SPOT CRASH RATE: **1.174**

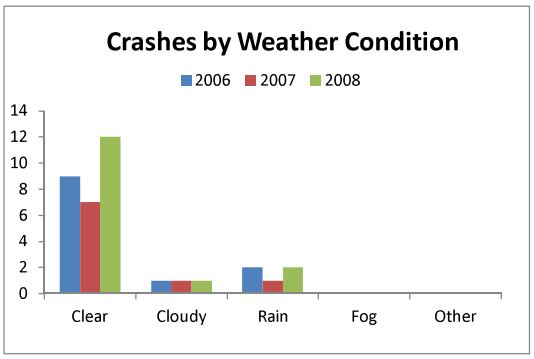
CRASH HISTOGRAMS

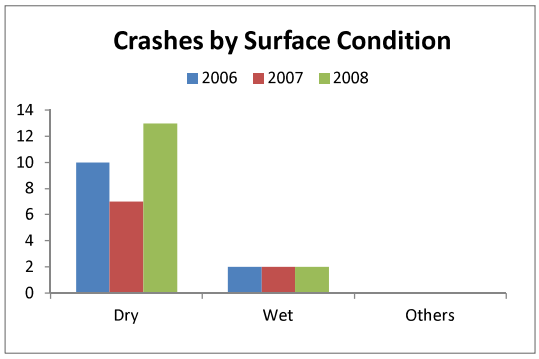
SR A1A/Collins Avenue at 5000 Block

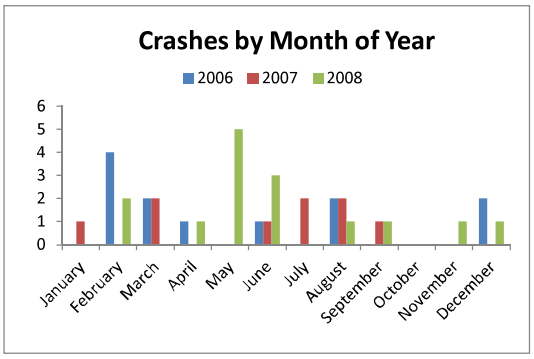


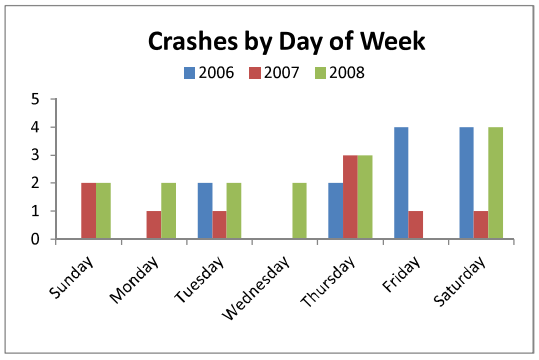


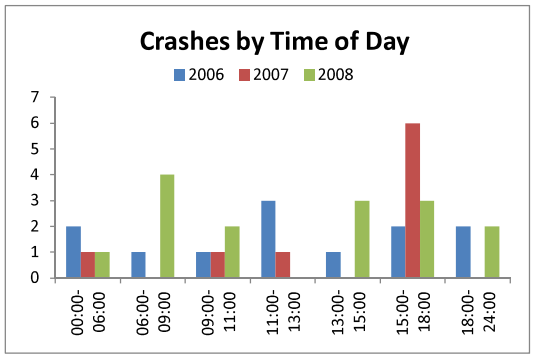












CRASH STATISTICS

SR A1A/Collins Avenue at 5200 Block		Number of Crashes by Year			3 Year Total Crashes	Mean Crashes Per Year	%
		2006	2007	2008			
CRASH TYPE	Rear End	7	3	1	11	4	29.7%
	Head On	0	0	0	0	0	0.0%
	Angle	4	5	8	17	6	45.9%
	Left Turn	1	0	1	2	1	5.4%
	Right Turn	0	0	0	0	0	0.0%
	Sideswipe	3	0	1	4	1	10.8%
	Backed Into	0	1	0	1	0	2.7%
	Coll. w/ Parked Car	0	0	0	0	0	0.0%
	Coll. w/ Pedestrian	1	0	0	1	0	2.7%
	Coll. w/ Bicycle	0	0	0	0	0	0.0%
	Fixed Object	1	0	0	1	0	2.7%
	Ran Off Road	0	0	0	0	0	0.0%
	Overturned	0	0	0	0	0	0.0%
	Other	0	0	0	0	0	0.0%
	Total Crashes	**17**	**9**	**11**	**37**	**12**	**100.0%**
SEVERITY	PDO Crashes	13	6	7	26	9	70.3%
	Fatal Crashes	0	0	0	0	0	0.0%
	Injury Crashes	4	3	4	11	4	29.7%
LIGHTING CONDITIONS	Daylight	12	8	10	30	10	81.1%
	Dusk	1	0	0	1	0	2.7%
	Dawn	1	0	0	1	0	2.7%
	Dark	3	1	1	5	2	13.5%
	Unknown	0	0	0	0	0	0.0%
SURFACE CONDITIONS	Dry	15	5	7	27	9	73.0%
	Wet	2	4	3	9	3	24.3%
	Others	0	0	1	1	0	2.7%
MONTH OF YEAR	January	3	1	2	6	2	16.2%
	February	2	3	0	5	2	13.5%
	March	2	0	2	4	1	10.8%
	April	0	0	1	1	0	2.7%
	May	0	1	2	3	1	8.1%
	June	1	2	0	3	1	8.1%
	July	2	1	0	3	1	8.1%
	August	3	0	2	5	2	13.5%
	September	0	0	0	0	0	0.0%
	October	1	0	1	2	1	5.4%
	November	2	0	1	3	1	8.1%
	December	1	1	0	2	1	5.4%
DAY OF WEEK	Sunday	1	0	2	3	1	8.1%
	Monday	5	3	3	11	4	29.7%
	Tuesday	3	1	1	5	2	13.5%
	Wednesday	3	2	1	6	2	16.2%
	Thursday	1	0	0	1	0	2.7%
	Friday	3	2	2	7	2	18.9%
	Saturday	1	1	2	4	1	10.8%
HOUR OF DAY	00:00-06:00	2	0	0	2	1	5.4%
	06:00-09:00	2	1	1	4	1	10.8%
	09:00-11:00	3	1	1	5	2	13.5%
	11:00-13:00	2	3	3	8	3	21.6%
	13:00-15:00	4	1	3	8	3	21.6%
	15:00-18:00	2	2	1	5	2	13.5%
	18:00-24:00	2	1	2	5	2	13.5%

Notes:

1) Collision with Bicycle Crashes include Collision with Bicycle/Collision with Bicycle in Bike Lane (Codes 11 and 12).
2) Fixed Object Crashes include collisions with sign/sign post, utility/light pole, guardrail, fence, concrete barrier wall, bridge, pier, abutment, rail, tree, shrubbery, construction barricade/sign, traffic gate, crash attenuators, other fixed objects (incl. above road).
3) Ran-off-Road Crashes include Ran in Ditch/Culvert and Ran off road into water (Codes 29 and 30).
4) Other crashes include crashes not categorized as the crash types shown in the table.
5) Dark Crashes include both scenarios - with and without street lighting.

FLORIDA DEPARTMENT OF TRANSPORTATION
CRASH SUMMARY

SECTION: **87060000** STATE ROUTE: **SR A1A/Collins Avenue**
INTERSECTING ROADWAY: **5200 Blk** M.P. **7.329** TO **7.812** ENGINEER: **CH Perez and Associates Inc.**
STUDY PERIOD: FROM **1/ 06** TO **12/ 06** COUNTY: **Miami-Dade**

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURY	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE
1	7.584	08/14/06	Mon	1100	Sideswipe	0	0	1	Day	Dry	Unknown/Not Coded
2	7.686	11/11/06	Sat	0200	Hit Tree/Shrubbery	0	0	1	Night	Dry	Exceed Stated Speed Limit
3	7.607	11/02/06	Thu	1700	Sideswipe	0	0	1	Night	Wet	Careless Driving
4	7.769	06/26/06	Mon	0500	Rear-End	0	3	0	Day	Dry	Unknown/Not Coded
5	7.686	10/20/06	Fri	1000	Rear-End	0	0	1	Day	Dry	No Improper Driving/Act
6	7.686	07/03/06	Mon	1500	Sideswipe	0	1	0	Day	Dry	Careless Driving
7	7.667	03/27/06	Mon	0800	Rear-End	0	0	1	Day	Dry	Improper Backing
8	7.686	08/08/06	Tue	0900	Rear-End	0	0	1	Day	Dry	No Improper Driving/Act
9	7.681	07/05/06	Wed	0900	Rear-End	0	0	1	Day	Wet	No Improper Driving/Act
10	7.686	08/20/06	Sun	1300	Angle	0	0	1	Day	Dry	Careless Driving
11	7.654	01/25/06	Wed	0600	Angle	0	0	1	Night	Dry	Careless Driving
12	7.776	12/04/06	Mon	1300	Angle	0	0	1	Day	Dry	Unknown/Not Coded
13	7.701	02/17/06	Fri	1300	Rear-End	0	0	1	Day	Dry	No Improper Driving/Act
14	7.767	02/14/06	Tue	1300	Coll. W/ Pedestrian	0	0	1	Day	Dry	No Improper Driving/Act
15	7.686	01/27/06	Fri	1200	Left-Turn	0	1	0	Day	Dry	Disregarded Traffic Signal
16	7.607	03/08/06	Wed	1800	Angle	0	0	1	Night	Dry	Failed To Yield Right-Of-Way
17	7.686	01/10/06	Tue	2300	Rear-End	0	1	0	Night	Dry	No Improper Driving/Act

Total No.		Fatal	Injury	PDO	Angle	Left Turn	Right Turn	Rear End	Side swipe	Ped/Bike	
17		**0**	**4**	**13**	**4**	**1**	**0**	**7**	**3**	**1**	
		0.00%	*23.53%*	*76.47%*	*23.53%*	*5.88%*	*0.00%*	*41.18%*	*17.65%*	*5.88%*	
One Vehicle		Day	Night	Wet	Dry	Excess Speed	FTYRW	DUI			
2		**12**	**5**	**2**	**15**	**1**	**1**	**1**			
11.76%		*70.59%*	*29.41%*	*11.76%*	*88.24%*	*5.88%*	*5.88%*	*5.88%*			

TOTAL ENTERING VEHICLES/ADT: **34,500**

SPOT CRASH RATE: **1.350**

FLORIDA DEPARTMENT OF TRANSPORTATION
CRASH SUMMARY

SECTION: **87060000** STATE ROUTE: **SR A1A/Collins Avenue**
INTERSECTING ROADWAY: **5200 Blk** M.P. **7.329** TO **7.812** ENGINEER: **CH Perez and Associates Inc.**
STUDY PERIOD: FROM **1/ 07** TO **12/ 07** COUNTY: **Miami-Dade**

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURY	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE
1	7.681	07/25/07	Wed	1100	Backed Into	0	0	1	Day	Dry	No Improper Driving/Act
2	7.607	01/09/07	Tue	1100	Rear-End	0	3	0	Day	Dry	No Improper Driving/Act
3	7.812	12/26/07	Wed	1000	Angle	0	1	0	Day	Dry	Unknown/Not Coded
4	7.776	05/05/07	Sat	1200	Angle	0	0	1	Day	Dry	Careless Driving
5	7.607	06/15/07	Fri	1600	Angle	0	0	1	Day	Wet	No Improper Driving/Act
6	7.686	02/12/07	Mon	1300	Angle	0	0	1	Day	Wet	No Improper Driving/Act
7	7.686	02/19/07	Mon	1700	Angle	0	0	1	Day	Dry	Careless Driving
8	7.697	06/08/07	Fri	2000	Rear-End	0	0	1	Night	Wet	Careless Driving
9	7.686	02/12/07	Mon	0700	Rear-End	0	1	0	Day	Wet	No Improper Driving/Act

Total No.		Fatal	Injury	PDO	Angle	Left Turn	Right Turn	Rear End	Side swipe	Ped/Bike	
9		**0**	**3**	**6**	**5**	**0**	**0**	**3**	**0**	**0**	
		0.00%	*33.33%*	*66.67%*	*55.56%*	*0.00%*	*0.00%*	*33.33%*	*0.00%*	*0.00%*	
One Vehicle		Day	Night	Wet	Dry	Excess Speed	FTYRW	DUI			
0		**8**	**1**	**4**	**5**	**0**	**0**	**0**			
0.00%		*88.89%*	*11.11%*	*44.44%*	*55.56%*	*0.00%*	*0.00%*	*0.00%*			

TOTAL ENTERING VEHICLES/ADT: **34,000**

SPOT CRASH RATE: **0.725**

FLORIDA DEPARTMENT OF TRANSPORTATION
CRASH SUMMARY

SECTION: **87060000** STATE ROUTE: **SR A1A/Collins Avenue**
INTERSECTING ROADWAY: **5200 Blk** M.P. **7.329** TO **7.812** ENGINEER: **CH Perez and Associates Inc.**
STUDY PERIOD: FROM **1/ 08** TO **12/ 08** COUNTY: **Miami-Dade**

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURY	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE
1	7.682	05/09/08	Fri	1600	Sideswipe	0	0	1	Day	Dry	Failed To Yield Right-Of-Way
2	7.607	08/08/08	Fri	1100	Angle	0	1	0	Day	Dry	No Improper Driving/Act
3	7.688	10/25/08	Sat	1900	Rear-End	0	1	0	Night	Wet	Careless Driving
4	7.686	01/06/08	Sun	1200	Angle	0	1	0	Day	Dry	Careless Driving
5	7.686	01/22/08	Tue	1400	Angle	0	0	1	Day	Wet	Unknown/Not Coded
6	7.607	05/03/08	Sat	1800	Angle	0	0	1	Day	Dry	Disregarded Traffic Signal
7	7.607	04/07/08	Mon	1200	Angle	0	0	1	Day	Dry	No Improper Driving/Act
8	7.686	08/18/08	Mon	1400	Angle	0	0	1	Day	Wet	Improper Turn
9	7.686	03/30/08	Sun	0900	Angle	0	1	0	Day	Unknown	No Improper Driving/Act
10	7.686	03/05/08	Wed	1300	Angle	0	0	1	Day	Dry	Improper Turn
11	7.329	11/03/08	Mon	0800	Left-Turn	0	0	1	Day	Dry	Unknown/Not Coded

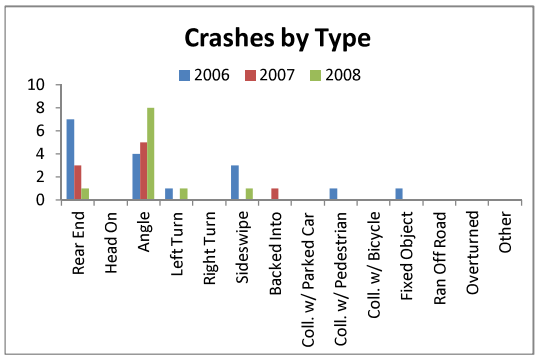
Total No.		Fatal	Injury	PDO	Angle	Left Turn	Right Turn	Rear End	Side swipe	Ped/Bike	
11		**0**	**4**	**7**	**8**	**1**	**0**	**1**	**1**	**0**	
		0.00%	*36.36%*	*63.64%*	*72.73%*	*9.09%*	*0.00%*	*9.09%*	*9.09%*	*0.00%*	
One Vehicle		Day	Night	Wet	Dry	Excess Speed	FTYRW	DUI			
0		**10**	**1**	**3**	**7**	**0**	**1**	**0**			
0.00%		*90.91%*	*9.09%*	*27.27%*	*63.64%*	*0.00%*	*9.09%*	*0.00%*			

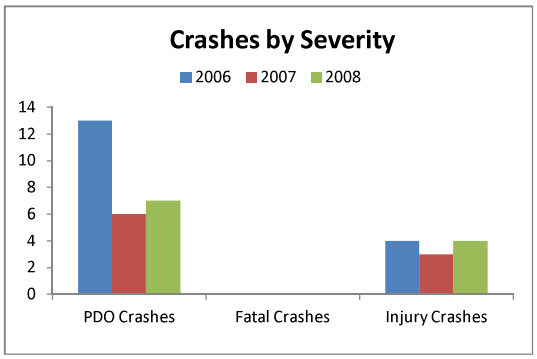
TOTAL ENTERING VEHICLES/ADT: **35,000**

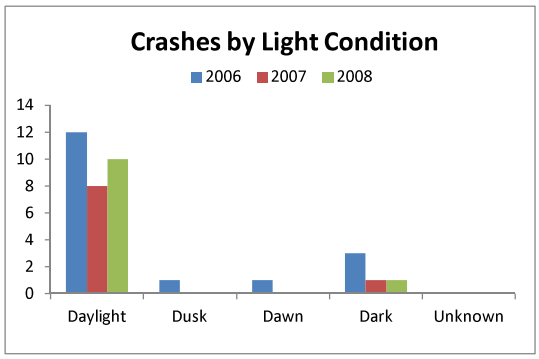
SPOT CRASH RATE: **0.861**

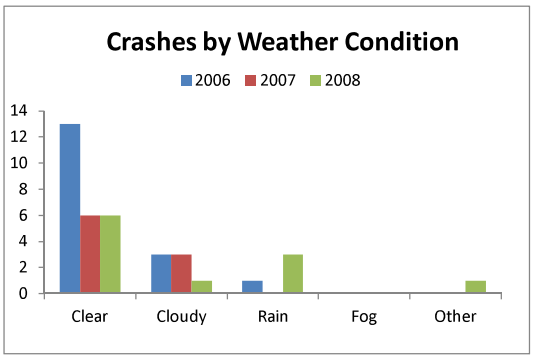
CRASH HISTOGRAMS

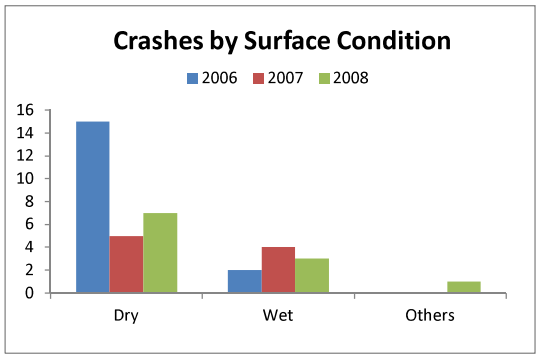
SR A1A/Collins Avenue at 5200 Block

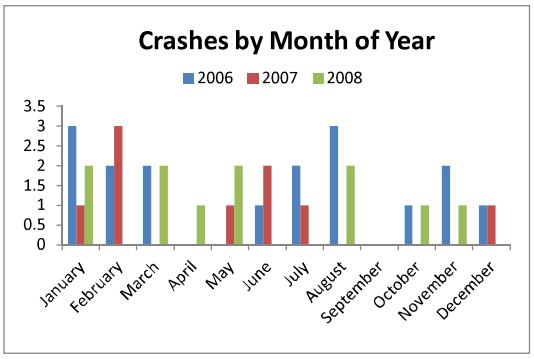


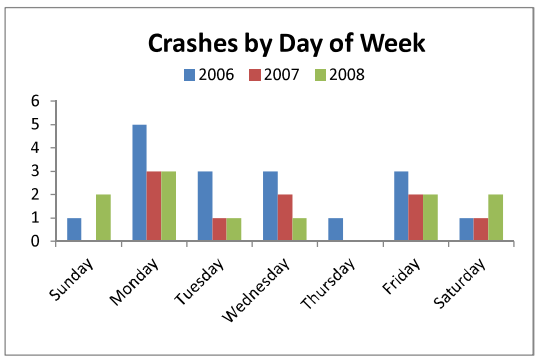


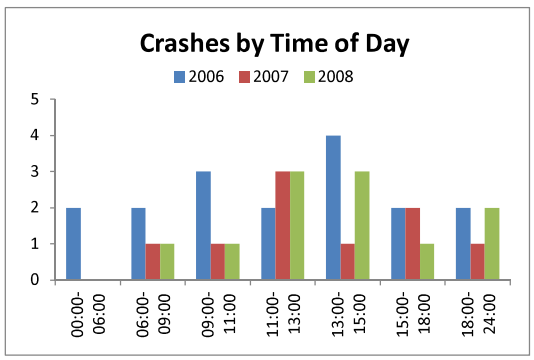












CRASH STATISTICS

SR A1A/Collins Avenue at 5300 Block		Number of Crashes by Year			3 Year Total Crashes	Mean Crashes Per Year	%
		2006	2007	2008			
CRASH TYPE	Rear End	3	3	0	6	2	42.9%
	Head On	0	1	0	1	0	7.1%
	Angle	0	0	0	0	0	0.0%
	Left Turn	0	1	0	1	0	7.1%
	Right Turn	0	0	0	0	0	0.0%
	Sideswipe	0	1	1	2	1	14.3%
	Backed Into	0	1	0	1	0	7.1%
	Coll. w/ Parked Car	0	0	0	0	0	0.0%
	Coll. w/ Pedestrian	0	0	0	0	0	0.0%
	Coll. w/ Bicycle	1	0	0	1	0	7.1%
	Fixed Object	0	0	1	1	0	7.1%
	Ran Off Road	0	0	0	0	0	0.0%
	Overturned	0	0	1	1	0	7.1%
	Other	0	0	0	0	0	0.0%
	Total Crashes	**4**	**7**	**3**	**14**	**5**	**100.0%**
SEVERITY	PDO Crashes	1	4	2	7	2	50.0%
	Fatal Crashes	0	0	0	0	0	0.0%
	Injury Crashes	3	3	1	7	2	50.0%
LIGHTING CONDITIONS	Daylight	3	3	1	7	2	50.0%
	Dusk	0	1	0	1	0	7.1%
	Dawn	0	1	0	1	0	7.1%
	Dark	1	2	2	5	2	35.7%
	Unknown	0	0	0	0	0	0.0%
SURFACE CONDITIONS	Dry	4	6	3	13	4	92.9%
	Wet	0	1	0	1	0	7.1%
	Others	0	0	0	0	0	0.0%
MONTH OF YEAR	January	1	1	0	2	1	14.3%
	February	1	2	1	4	1	28.6%
	March	0	0	0	0	0	0.0%
	April	1	0	0	1	0	7.1%
	May	0	0	0	0	0	0.0%
	June	0	0	1	1	0	7.1%
	July	0	2	0	2	1	14.3%
	August	0	1	0	1	0	7.1%
	September	1	0	0	1	0	7.1%
	October	0	0	0	0	0	0.0%
	November	0	1	1	2	1	14.3%
	December	0	0	0	0	0	0.0%
DAY OF WEEK	Sunday	1	2	1	4	1	28.6%
	Monday	0	2	0	2	1	14.3%
	Tuesday	1	1	1	3	1	21.4%
	Wednesday	1	0	0	1	0	7.1%
	Thursday	0	0	0	0	0	0.0%
	Friday	1	0	0	1	0	7.1%
	Saturday	0	2	1	3	1	21.4%
HOUR OF DAY	00:00-06:00	0	3	0	3	1	21.4%
	06:00-09:00	1	0	0	1	0	7.1%
	09:00-11:00	1	1	0	2	1	14.3%
	11:00-13:00	0	0	0	0	0	0.0%
	13:00-15:00	0	1	0	1	0	7.1%
	15:00-18:00	1	2	1	4	1	28.6%
	18:00-24:00	1	0	2	3	1	21.4%

Notes:

1) Collision with Bicycle Crashes include Collision with Bicycle/Collision with Bicycle in Bike Lane (Codes 11 and 12).
2) Fixed Object Crashes include collisions with sign/sign post, utility/light pole, guardrail, fence, concrete barrier wall, bridge, pier, abutment, rail, tree, shrubbery, construction barricade/sign, traffic gate, crash attenuators, other fixed objects (incl. above road).
3) Ran-off-Road Crashes include Ran in Ditch/Culvert and Ran off road into water (Codes 29 and 30).
4) Other crashes include crashes not categorized as the crash types shown in the table.
5) Dark Crashes include both scenarios - with and without street lighting.

FLORIDA DEPARTMENT OF TRANSPORTATION
CRASH SUMMARY

SECTION: **87060000** STATE ROUTE: **SR A1A/Collins Avenue**
INTERSECTING ROADWAY: **5300 Blk** M.P. **7.654** TO **7.871** ENGINEER: **CH Perez and Associates Inc.**
STUDY PERIOD: FROM **1/ 06** TO **12/ 06** COUNTY: **Miami-Dade**

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURY	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE
1	7.686	01/10/06	Tue	2300	Rear-End	0	1	0	Night	Dry	No Improper Driving/Act
2	7.654	02/17/06	Fri	0800	Rear-End	0	1	0	Day	Dry	No Improper Driving/Act
3	7.782	04/02/06	Sun	1700	Rear-End	0	0	1	Day	Dry	Careless Driving
4	7.686	09/13/06	Wed	1000	Coll. W/ Bicycle	0	1	0	Day	Dry	No Improper Driving/Act

Total No.		Fatal	Injury	PDO	Angle	Left Turn	Right Turn	Rear End	Side swipe	Ped/Bike	
4		**0**	**3**	**1**	**0**	**0**	**0**	**3**	**0**	**1**	
		0.00%	*75.00%*	*25.00%*	*0.00%*	*0.00%*	*0.00%*	*75.00%*	*0.00%*	*25.00%*	
One Vehicle		Day	Night	Wet	Dry	Excess Speed	FTYRW	DUI			
0		**3**	**1**	**0**	**4**	**0**	**0**	**1**			
0.00%		*75.00%*	*25.00%*	*0.00%*	*100.00%*	*0.00%*	*0.00%*	*25.00%*			

TOTAL ENTERING VEHICLES/ADT: **34,500**

SPOT CRASH RATE: **0.318**

FLORIDA DEPARTMENT OF TRANSPORTATION
CRASH SUMMARY

SECTION: **87060000** STATE ROUTE: **SR A1A/Collins Avenue**

INTERSECTING ROADWAY: **5300 Blk** M.P. **7.654** TO **7.871** ENGINEER: **CH Perez and Associates Inc.**

STUDY PERIOD: FROM **1/ 07** TO **12/ 07** COUNTY: **Miami-Dade**

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURY	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE
1	7.767	07/03/07	Tue	1600	Rear-End	0	0	1	Day	Dry	No Improper Driving/Act
2	7.776	02/05/07	Mon	0500	Rear-End	0	0	1	Night	Wet	Careless Driving
3	7.776	07/21/07	Sat	0400	Head-On	0	1	0	Night	Dry	Driving Wrong Side/Way
4	7.767	08/05/07	Sun	1300	Backed Into	0	0	1	Day	Dry	No Improper Driving/Act
5	7.774	01/14/07	Sun	0500	Rear-End	0	1	0	Night	Dry	Unknown/Not Coded
6	7.776	11/19/07	Mon	1700	Left-Turn	0	0	1	Night	Dry	No Improper Driving/Act
7	7.770	02/17/07	Sat	1000	Sideswipe	0	1	0	Day	Dry	Improper Lane Change

Total No.		Fatal	Injury	PDO	Angle	Left Turn	Right Turn	Rear End	Side swipe	Ped/Bike	
7		**0**	**3**	**4**	**0**	**1**	**0**	**3**	**1**	**0**	
		0.00%	*42.86%*	*57.14%*	*0.00%*	*14.29%*	*0.00%*	*42.86%*	*14.29%*	*0.00%*	
One Vehicle		Day	Night	Wet	Dry	Excess Speed	FTYRW	DUI			
0		**3**	**4**	**1**	**6**	**0**	**0**	**1**			
0.00%		*42.86%*	*57.14%*	*14.29%*	*85.71%*	*0.00%*	*0.00%*	*14.29%*			

TOTAL ENTERING VEHICLES/ADT: **34,000**

SPOT CRASH RATE: **0.564**

FLORIDA DEPARTMENT OF TRANSPORTATION
CRASH SUMMARY

SECTION: **87060000** STATE ROUTE: **SR A1A/Collins Avenue**
INTERSECTING ROADWAY: **5300 Blk** M.P. **7.654** TO **7.871** ENGINEER: **CH Perez and Associates Inc.**
STUDY PERIOD: FROM **1/ 08** TO **12/ 08** COUNTY: **Miami-Dade**

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURY	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE
1	7.686	06/15/08	Sun	1500	Hit Sign/Sign Post	0	0	1	Day	Dry	Failed To Maintain Equipment
2	7.871	02/05/08	Tue	2000	Overturned	0	0	1	Night	Dry	Exceed Stated Speed Limit
3	7.814	11/15/08	Sat	2300	Sideswipe	0	1	0	Night	Dry	No Improper Driving/Act

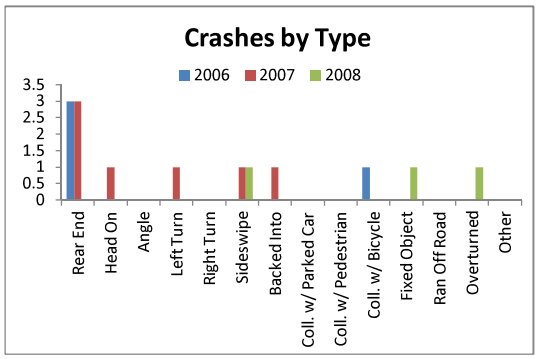
Total No.		Fatal	Injury	PDO	Angle	Left Turn	Right Turn	Rear End	Side swipe	Ped/Bike	
3		**0**	**1**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	
		0.00%	*33.33%*	*66.67%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*33.33%*	*0.00%*	
One Vehicle		Day	Night	Wet	Dry	Excess Speed	FTYRW	DUI			
2		**1**	**2**	**0**	**3**	**1**	**0**	**0**			
66.67%		*33.33%*	*66.67%*	*0.00%*	*100.00%*	*33.33%*	*0.00%*	*0.00%*			

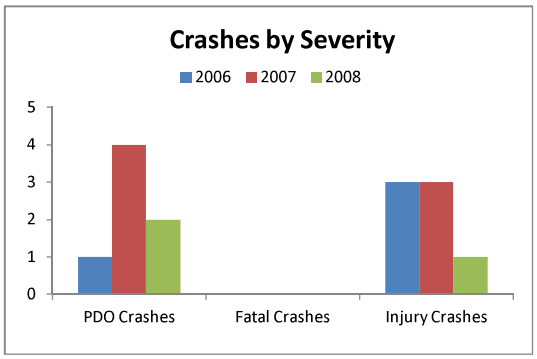
TOTAL ENTERING VEHICLES/ADT: **35,000**

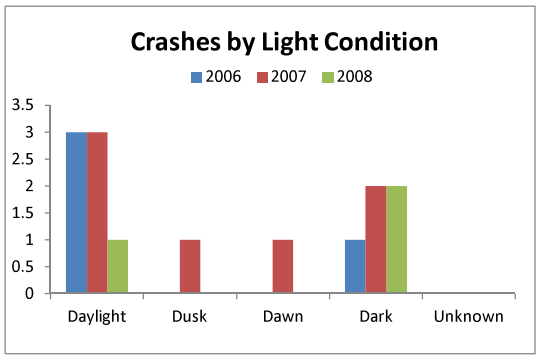
SPOT CRASH RATE: **0.235**

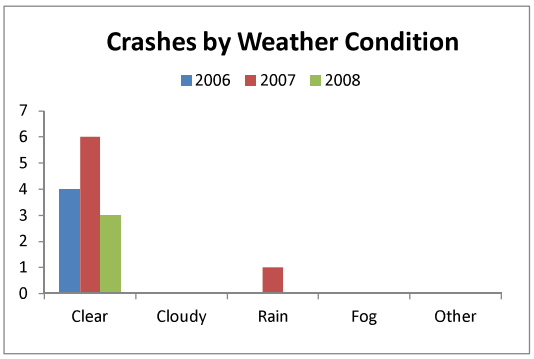
CRASH HISTOGRAMS

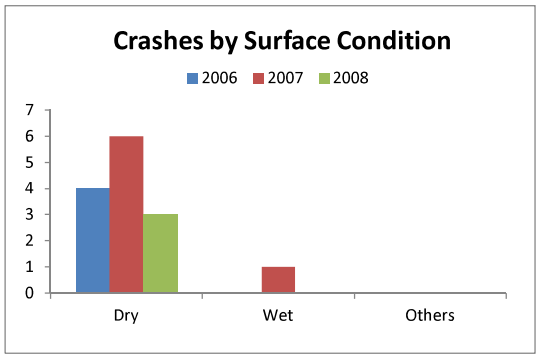
SR A1A/Collins Avenue at 5300 Block

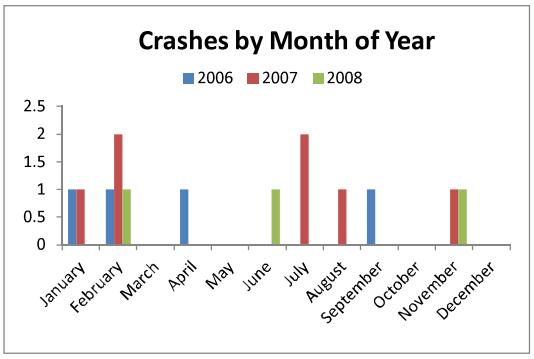


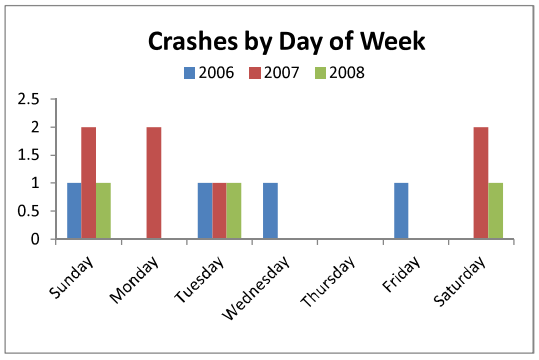


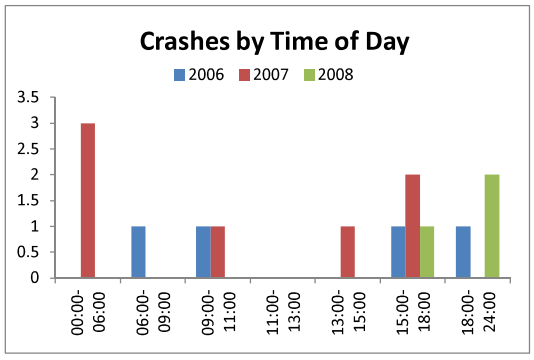












CRASH STATISTICS

SR A1A/Collins Avenue at 5330 Block		Number of Crashes Year			3 Year Total Crashes	Mean Crashes Per Year	%
		2006	2007	2008			
CRASH TYPE	Rear End	1	1	2	4	1	28.6%
	Head On	0	0	0	0	0	0.0%
	Angle	1	5	3	9	3	64.3%
	Left Turn	0	0	0	0	0	0.0%
	Right Turn	0	0	0	0	0	0.0%
	Sideswipe	1	0	0	1	0	7.1%
	Backed Into	0	0	0	0	0	0.0%
	Coll. w/ Parked Car	0	0	0	0	0	0.0%
	Coll. w/ Pedestrian	0	0	0	0	0	0.0%
	Coll. w/ Bicycle	0	0	0	0	0	0.0%
	Fixed Object	0	0	0	0	0	0.0%
	Ran Off Road	0	0	0	0	0	0.0%
	Overturned	0	0	0	0	0	0.0%
	Other	0	0	0	0	0	0.0%
	Total Crashes	**3**	**6**	**5**	**14**	**5**	**100.0%**
SEVERITY	PDO Crashes	2	5	3	10	3	71.4%
	Fatal Crashes	0	0	0	0	0	0.0%
	Injury Crashes	1	1	2	4	1	28.6%
LIGHTING CONDITIONS	Daylight	3	5	4	12	4	85.7%
	Dusk	0	0	0	0	0	0.0%
	Dawn	0	0	0	0	0	0.0%
	Dark	0	1	1	2	1	14.3%
	Unknown	0	0	0	0	0	0.0%
SURFACE CONDITIONS	Dry	3	3	5	11	4	78.6%
	Wet	0	3	0	3	1	21.4%
	Others	0	0	0	0	0	0.0%
MONTH OF YEAR	January	0	0	0	0	0	0.0%
	February	0	1	1	2	1	14.3%
	March	0	0	0	0	0	0.0%
	April	0	1	1	2	1	14.3%
	May	1	0	1	2	1	14.3%
	June	0	0	0	0	0	0.0%
	July	1	1	0	2	1	14.3%
	August	1	1	0	2	1	14.3%
	September	0	1	0	1	0	7.1%
	October	0	1	1	2	1	14.3%
	November	0	0	1	1	0	7.1%
	December	0	0	0	0	0	0.0%
DAY OF WEEK	Sunday	0	2	1	3	1	21.4%
	Monday	0	1	1	2	1	14.3%
	Tuesday	0	0	1	1	0	7.1%
	Wednesday	0	0	0	0	0	0.0%
	Thursday	0	1	0	1	0	7.1%
	Friday	1	1	2	4	1	28.6%
	Saturday	2	1	0	3	1	21.4%
HOUR OF DAY	00:00-06:00	0	0	0	0	0	0.0%
	06:00-09:00	0	0	0	0	0	0.0%
	09:00-11:00	0	1	1	2	1	14.3%
	11:00-13:00	1	0	0	1	0	7.1%
	13:00-15:00	0	1	0	1	0	7.1%
	15:00-18:00	1	3	2	6	2	42.9%
	18:00-24:00	1	1	2	4	1	28.6%

Notes:

1) Collision with Bicycle Crashes include Collision with Bicycle/Collision with Bicycle in Bike Lane (Codes 11 and 12).
2) Fixed Object Crashes include collisions with sign/sign post, utility/light pole, guardrail, fence, concrete barrier wall, bridge, pier, abutment, rail, tree, shrubbery, construction barricade/sign, traffic gate, crash attenuators, other fixed objects (incl. above road).
3) Ran-off-Road Crashes include Ran in Ditch/Culvert and Ran off road into water (Codes 29 and 30).
4) Other crashes include crashes not categorized as the crash types shown in the table.
5) Dark Crashes include both scenarios - with and without street lighting.

FLORIDA DEPARTMENT OF TRANSPORTATION
CRASH SUMMARY

SECTION: **87060000** STATE ROUTE: **SR A1A/Collins Avenue**
INTERSECTING ROADWAY: **5330 Blk** M.P. **7.686** TO **7.776** ENGINEER: **CH Perez and Associates Inc.**
STUDY PERIOD: FROM **1/ 06** TO **12/ 06** COUNTY: **Miami-Dade**

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURY	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE
1	7.776	07/01/06	Sat	1800	Sideswipe	0	0	1	Day	Dry	No Improper Driving/Act
2	7.686	05/05/06	Fri	1700	Rear-End	0	1	0	Day	Dry	No Improper Driving/Act
3	7.776	08/12/06	Sat	1100	Angle	0	0	1	Day	Dry	Unknown/Not Coded

Total No.		Fatal	Injury	PDO	Angle	Left Turn	Right Turn	Rear End	Side swipe	Ped/Bike	
3		**0**	**1**	**2**	**1**	**0**	**0**	**1**	**1**	**0**	
		0.00%	*33.33%*	*66.67%*	*33.33%*	*0.00%*	*0.00%*	*33.33%*	*33.33%*	*0.00%*	
One Vehicle		Day	Night	Wet	Dry	Excess Speed	FTYRW	DUI			
0		**3**	**0**	**0**	**3**	**0**	**0**	**0**			
0.00%		*100.00%*	*0.00%*	*0.00%*	*100.00%*	*0.00%*	*0.00%*	*0.00%*			

TOTAL ENTERING VEHICLES/ADT: **34,500**

SPOT CRASH RATE: **0.238**

FLORIDA DEPARTMENT OF TRANSPORTATION
CRASH SUMMARY

SECTION: **87060000** STATE ROUTE: **SR A1A/Collins Avenue**
INTERSECTING ROADWAY: **5330 Blk** M.P. **7.686** TO **7.776** ENGINEER: **CH Perez and Associates Inc.**
STUDY PERIOD: FROM **1/ 07** TO **12/ 07** COUNTY: **Miami-Dade**

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURY	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE
1	7.776	02/12/07	Mon	1600	Rear-End	0	0	1	Day	Wet	No Improper Driving/Act
2	7.776	10/19/07	Fri	1700	Angle	0	0	1	Day	Dry	Disregarded Traffic Signal
3	7.776	09/23/07	Sun	2300	Angle	0	2	0	Night	Wet	Careless Driving
4	7.776	07/28/07	Sat	1000	Angle	0	0	1	Day	Dry	Careless Driving
5	7.776	04/12/07	Thu	1300	Angle	0	0	1	Day	Wet	Disregarded Traffic Signal
6	7.776	08/12/07	Sun	1500	Angle	0	0	1	Day	Dry	Unknown/Not Coded

Total No.		Fatal	Injury	PDO	Angle	Left Turn	Right Turn	Rear End	Side swipe	Ped/Bike	
6		**0**	**1**	**5**	**5**	**0**	**0**	**1**	**0**	**0**	
		0.00%	*16.67%*	*83.33%*	*83.33%*	*0.00%*	*0.00%*	*16.67%*	*0.00%*	*0.00%*	
One Vehicle		Day	Night	Wet	Dry	Excess Speed	FTYRW	DUI			
0		**5**	**1**	**3**	**3**	**0**	**0**	**0**			
0.00%		*83.33%*	*16.67%*	*50.00%*	*50.00%*	*0.00%*	*0.00%*	*0.00%*			

TOTAL ENTERING VEHICLES/ADT: **34,000**

SPOT CRASH RATE: **0.483**

FLORIDA DEPARTMENT OF TRANSPORTATION
CRASH SUMMARY

SECTION: **87060000** STATE ROUTE: **SR A1A/Collins Avenue**
INTERSECTING ROADWAY: **5330 Blk** M.P. **7.686** TO **7.776** ENGINEER: **CH Perez and Associates Inc.**
STUDY PERIOD: FROM **1/ 08** TO **12/ 08** COUNTY: **Miami-Dade**

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURY	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE
1	7.776	05/30/08	Fri	1800	Rear-End	0	0	1	Day	Dry	Careless Driving
2	7.776	04/21/08	Mon	1700	Angle	0	1	0	Day	Dry	Disregarded Traffic Signal
3	7.776	11/09/08	Sun	2300	Angle	0	0	1	Night	Dry	Disregarded Traffic Signal
4	7.776	10/10/08	Fri	0900	Angle	0	0	1	Day	Dry	Unknown/Not Coded
5	7.776	02/19/08	Tue	1600	Rear-End	0	1	0	Day	Dry	No Improper Driving/Act

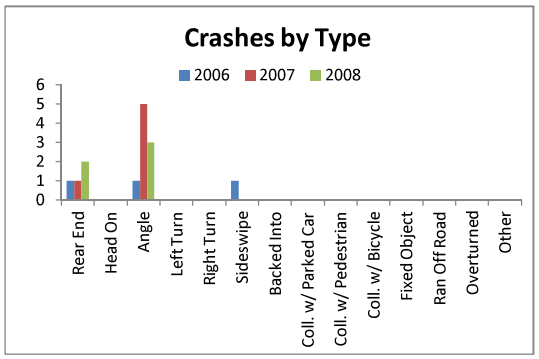
Total No.		Fatal	Injury	PDO	Angle	Left Turn	Right Turn	Rear End	Side swipe	Ped/Bike	
5		**0**	**2**	**3**	**3**	**0**	**0**	**2**	**0**	**0**	
		0.00%	*40.00%*	*60.00%*	*60.00%*	*0.00%*	*0.00%*	*40.00%*	*0.00%*	*0.00%*	
One Vehicle		Day	Night	Wet	Dry	Excess Speed	FTYRW	DUI			
0		**4**	**1**	**0**	**5**	**0**	**0**	**1**			
0.00%		*80.00%*	*20.00%*	*0.00%*	*100.00%*	*0.00%*	*0.00%*	*20.00%*			

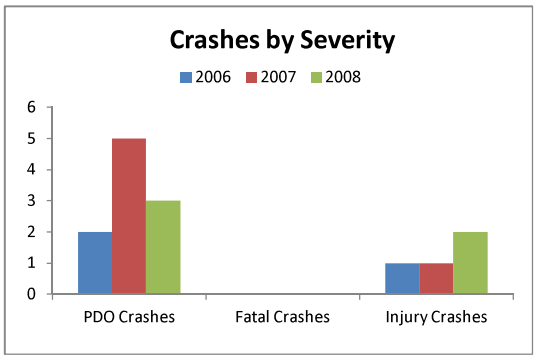
TOTAL ENTERING VEHICLES/ADT: **35,000**

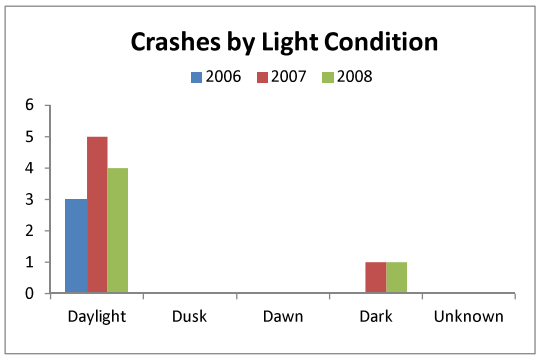
SPOT CRASH RATE: **0.391**

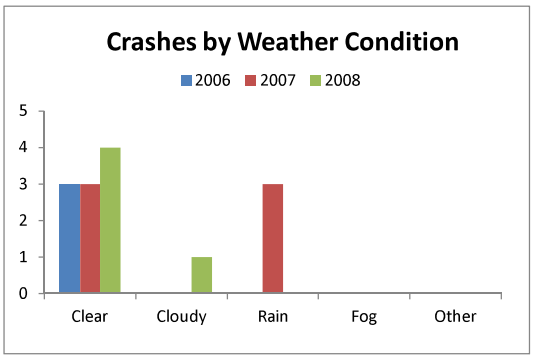
CRASH HISTOGRAMS

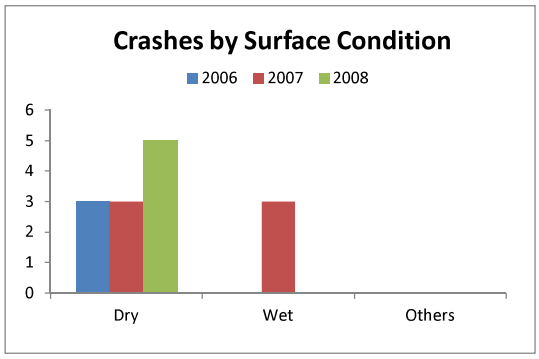
SR A1A/Collins Avenue at 5330 Block

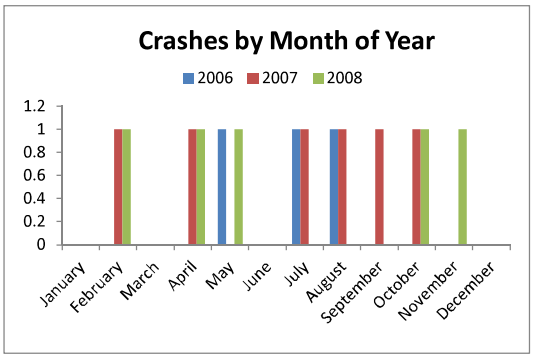


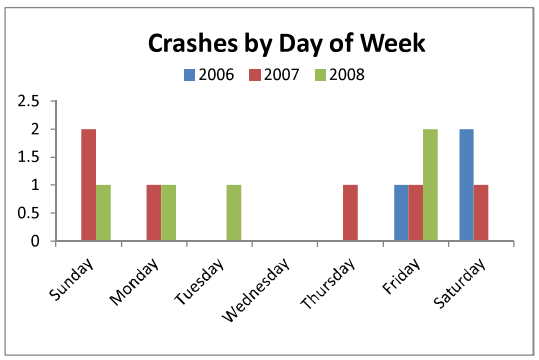


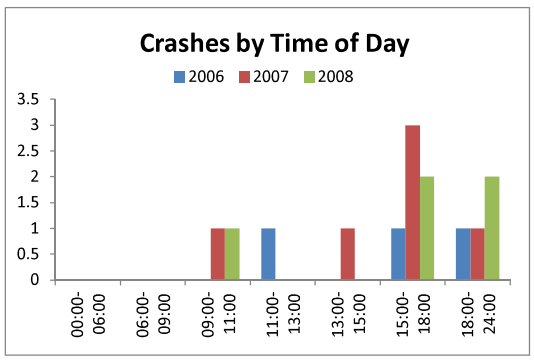












CRASH STATISTICS

SR A1A/Collins Avenue at 5445 ENT Block		Number of Crashes by Year			3 Year Total Crashes	Mean Crashes Per Year	%
		2006	2007	2008			
CRASH TYPE	Rear End	0	2	3	5	2	27.8%
	Head On	0	0	0	0	0	0.0%
	Angle	0	0	2	2	1	11.1%
	Left Turn	0	0	0	0	0	0.0%
	Right Turn	0	0	0	0	0	0.0%
	Sideswipe	3	2	2	7	2	38.9%
	Backed Into	0	0	0	0	0	0.0%
	Coll. w/ Parked Car	0	0	0	0	0	0.0%
	Coll. w/ Pedestrian	0	0	0	0	0	0.0%
	Coll. w/ Bicycle	0	0	0	0	0	0.0%
	Fixed Object	1	1	1	3	1	16.7%
	Ran Off Road	0	0	0	0	0	0.0%
	Overturned	0	0	0	0	0	0.0%
	Other	0	0	1	1	0	5.6%
	Total Crashes	**4**	**5**	**9**	**18**	**6**	**100.0%**
SEVERITY	PDO Crashes	2	5	8	15	5	83.3%
	Fatal Crashes	0	0	0	0	0	0.0%
	Injury Crashes	2	0	1	3	1	16.7%
LIGHTING CONDITIONS	Daylight	2	4	4	10	3	55.6%
	Dusk	0	1	1	2	1	11.1%
	Dawn	0	0	0	0	0	0.0%
	Dark	1	0	4	5	2	27.8%
	Unknown	1	0	0	1	0	5.6%
SURFACE CONDITIONS	Dry	3	4	9	16	5	88.9%
	Wet	0	1	0	1	0	5.6%
	Others	1	0	0	1	0	5.6%
MONTH OF YEAR	January	1	0	1	2	1	11.1%
	February	0	0	1	1	0	5.6%
	March	0	2	0	2	1	11.1%
	April	0	1	0	1	0	5.6%
	May	0	1	1	2	1	11.1%
	June	1	1	1	3	1	16.7%
	July	0	0	1	1	0	5.6%
	August	1	0	0	1	0	5.6%
	September	0	0	0	0	0	0.0%
	October	0	0	2	2	1	11.1%
	November	1	0	1	2	1	11.1%
	December	0	0	1	1	0	5.6%
DAY OF WEEK	Sunday	0	0	1	1	0	5.6%
	Monday	1	0	1	2	1	11.1%
	Tuesday	1	3	4	8	3	44.4%
	Wednesday	0	0	0	0	0	0.0%
	Thursday	1	0	3	4	1	22.2%
	Friday	1	2	0	3	1	16.7%
	Saturday	0	0	0	0	0	0.0%
HOUR OF DAY	00:00-06:00	1	0	0	1	0	5.6%
	06:00-09:00	1	1	0	2	1	11.1%
	09:00-11:00	1	1	1	3	1	16.7%
	11:00-13:00	0	0	1	1	0	5.6%
	13:00-15:00	0	0	2	2	1	11.1%
	15:00-18:00	1	2	0	3	1	16.7%
	18:00-24:00	0	1	5	6	2	33.3%

Notes:

1) Collision with Bicycle Crashes include Collision with Bicycle/Collision with Bicycle in Bike Lane (Codes 11 and 12).
2) Fixed Object Crashes include collisions with sign/sign post, utility/light pole, guardrail, fence, concrete barrier wall, bridge, pier, abutment, rail, tree, shrubbery, construction barricade/sign, traffic gate, crash attenuators, other fixed objects (incl. above road).
3) Ran-off-Road Crashes include Ran in Ditch/Culvert and Ran off road into water (Codes 29 and 30).
4) Other crashes include crashes not categorized as the crash types shown in the table.
5) Dark Crashes include both scenarios - with and without street lighting.

FLORIDA DEPARTMENT OF TRANSPORTATION
CRASH SUMMARY

SECTION: **87060000** STATE ROUTE: **SR A1A/Collins Avenue**
INTERSECTING ROADWAY: **5445 ENT Blk** M.P. **7.411** TO **7.980** ENGINEER: **CH Perez and Associates Inc.**
STUDY PERIOD: FROM **1/ 06** TO **12/ 06** COUNTY: **Miami-Dade**

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURY	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE
1	7.895	08/15/06	Tue	1500	Sideswipe	0	0	1	Day	Dry	No Improper Driving/Act
2	7.958	01/12/06	Thu	0100	Sideswipe	0	0	1	Night	Dry	No Improper Driving/Act
3	7.980	06/12/06	Mon	0800	Hit Fence	0	1	0	Unknown	Unknown	Careless Driving
4	7.965	11/17/06	Fri	0900	Sideswipe	0	1	0	Day	Dry	No Improper Driving/Act

Total No.		Fatal	Injury	PDO	Angle	Left Turn	Right Turn	Rear End	Side swipe	Ped/Bike	
4		**0**	**2**	**2**	**0**	**0**	**0**	**0**	**3**	**0**	
		0.00%	*50.00%*	*50.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*75.00%*	*0.00%*	
One Vehicle		Day	Night	Wet	Dry	Excess Speed	FTYRW	DUI			
1		**2**	**1**	**0**	**3**	**0**	**0**	**0**			
25.00%		*50.00%*	*25.00%*	*0.00%*	*75.00%*	*0.00%*	*0.00%*	*0.00%*			

TOTAL ENTERING VEHICLES/ADT: **34,500**

SPOT CRASH RATE: **0.318**

FLORIDA DEPARTMENT OF TRANSPORTATION
CRASH SUMMARY

SECTION: **87060000** STATE ROUTE: **SR A1A/Collins Avenue**
INTERSECTING ROADWAY: **5445 ENT Blk** M.P. **7.411** TO **7.980** ENGINEER: **CH Perez and Associates Inc.**
STUDY PERIOD: FROM **1/ 07** TO **12/ 07** COUNTY: **Miami-Dade**

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURY	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE
1	7.882	03/06/07	Tue	1600	Rear-End	0	0	1	Day	Dry	No Improper Driving/Act
2	7.891	03/06/07	Tue	1600	Sideswipe	0	0	1	Day	Dry	No Improper Driving/Act
3	7.889	05/25/07	Fri	2000	Sideswipe	0	0	1	Night	Dry	No Improper Driving/Act
4	7.895	04/13/07	Fri	0900	Rear-End	0	0	1	Day	Dry	Unknown/Not Coded
5	7.899	06/26/07	Tue	0800	Hit Tree/Shrubbery	0	0	1	Day	Wet	Careless Driving

Total No.		Fatal	Injury	PDO	Angle	Left Turn	Right Turn	Rear End	Side swipe	Ped/Bike	
5		**0**	**0**	**5**	**0**	**0**	**0**	**2**	**2**	**0**	
		0.00%	*0.00%*	*100.00%*	*0.00%*	*0.00%*	*0.00%*	*40.00%*	*40.00%*	*0.00%*	
One Vehicle		Day	Night	Wet	Dry	Excess Speed	FTYRW	DUI			
1		**4**	**1**	**1**	**4**	**0**	**0**	**0**			
20.00%		*80.00%*	*20.00%*	*20.00%*	*80.00%*	*0.00%*	*0.00%*	*0.00%*			

TOTAL ENTERING VEHICLES/ADT: **34,000**

SPOT CRASH RATE: **0.403**

FLORIDA DEPARTMENT OF TRANSPORTATION
CRASH SUMMARY

SECTION: **87060000** STATE ROUTE: **SR A1A/Collins Avenue**
INTERSECTING ROADWAY: **5445 ENT Blk** M.P. **7.411** TO **7.980** ENGINEER: **CH Perez and Associates Inc.**
STUDY PERIOD: FROM **1/ 08** TO **12/ 08** COUNTY: **Miami-Dade**

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURY	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE
1	7.887	02/04/08	Mon	1400	Sideswipe	0	0	1	Day	Dry	Careless Driving
2	7.891	12/21/08	Sun	2000	Rear-End	0	0	1	Night	Dry	No Improper Driving/Act
3	7.961	01/15/08	Tue	1300	Rear-End	0	0	1	Day	Dry	No Improper Driving/Act
4	7.658	10/21/08	Tue	1900	Coll. W/Fixed Obj Above Rd	0	0	1	Night	Dry	No Improper Driving/Act
5	7.963	06/26/08	Thu	2300	Coll. W/Mvble Obj On Road	0	0	1	Night	Dry	No Improper Driving/Act
6	7.891	11/18/08	Tue	2100	Rear-End	0	1	0	Night	Dry	Unknown/Not Coded
7	7.891	07/22/08	Tue	1100	Angle	0	0	1	Day	Dry	No Improper Driving/Act
8	7.891	10/02/08	Thu	1800	Angle	0	0	1	Night	Dry	No Improper Driving/Act
9	7.411	05/15/08	Thu	0900	Sideswipe	0	0	1	Day	Dry	No Improper Driving/Act

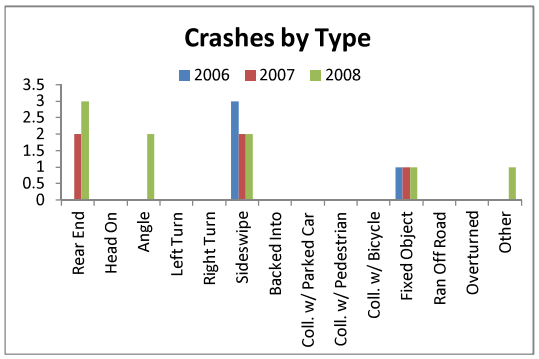
Total No.		Fatal	Injury	PDO	Angle	Left Turn	Right Turn	Rear End	Side swipe	Ped/Bike	
9		**0**	**1**	**8**	**2**	**0**	**0**	**3**	**2**	**0**	
		0.00%	*11.11%*	*88.89%*	*22.22%*	*0.00%*	*0.00%*	*33.33%*	*22.22%*	*0.00%*	
One Vehicle		Day	Night	Wet	Dry	Excess Speed	FTYRW	DUI			
2		**4**	**5**	**0**	**9**	**0**	**0**	**1**			
22.22%		*44.44%*	*55.56%*	*0.00%*	*100.00%*	*0.00%*	*0.00%*	*11.11%*			

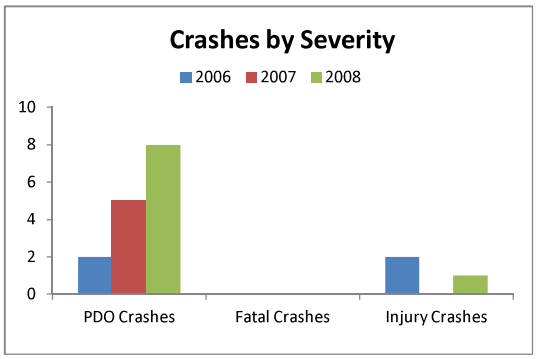
TOTAL ENTERING VEHICLES/ADT: **35,000**

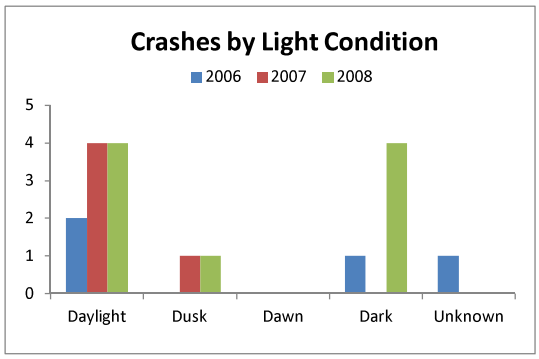
SPOT CRASH RATE: **0.705**

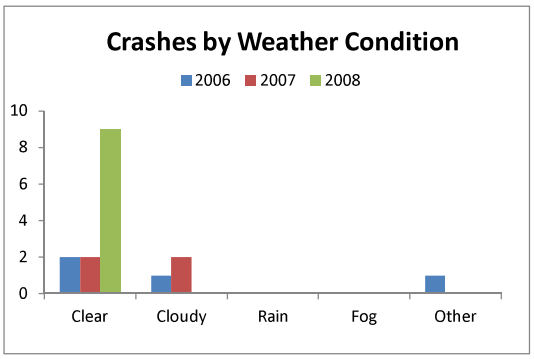
CRASH HISTOGRAMS

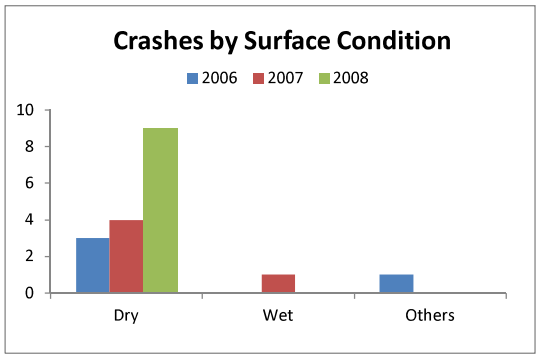
SR A1A/Collins Avenue at 5445 ENT Block

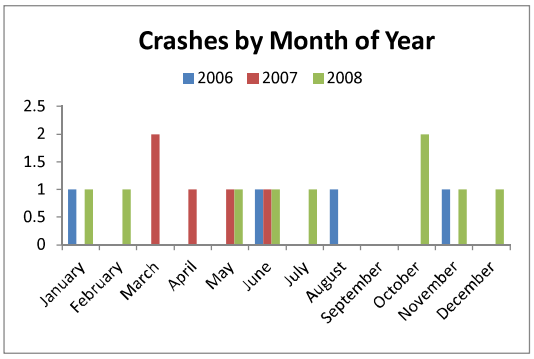


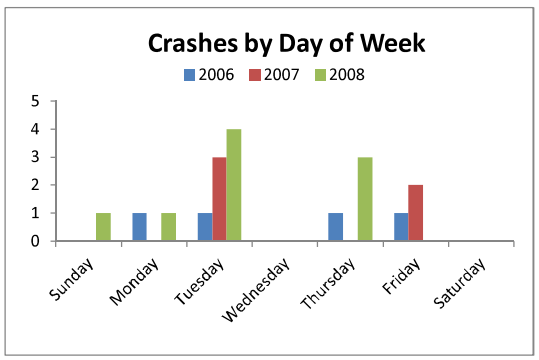


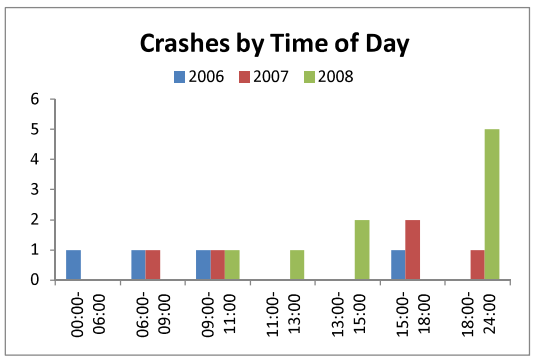












CRASH STATISTICS

SR A1A/Collins Avenue at 5445 EXIT Block		Number of Crashes Year			3 Year Total Crashes	Mean Crashes Per Year	%
		2006	2007	2008			
CRASH TYPE	Rear End	0	2	2	4	1	28.6%
	Head On	0	0	0	0	0	0.0%
	Angle	1	4	3	8	3	57.1%
	Left Turn	0	0	0	0	0	0.0%
	Right Turn	0	0	0	0	0	0.0%
	Sideswipe	0	1	1	2	1	14.3%
	Backed Into	0	0	0	0	0	0.0%
	Coll. w/ Parked Car	0	0	0	0	0	0.0%
	Coll. w/ Pedestrian	0	0	0	0	0	0.0%
	Coll. w/ Bicycle	0	0	0	0	0	0.0%
	Fixed Object	0	0	0	0	0	0.0%
	Ran Off Road	0	0	0	0	0	0.0%
	Overturned	0	0	0	0	0	0.0%
	Other	0	0	0	0	0	0.0%
	Total Crashes	**1**	**7**	**6**	**14**	**5**	**100.0%**
SEVERITY	PDO Crashes	1	4	6	11	4	78.6%
	Fatal Crashes	0	0	0	0	0	0.0%
	Injury Crashes	0	3	0	3	1	21.4%
LIGHTING CONDITIONS	Daylight	1	5	5	11	4	78.6%
	Dusk	0	0	0	0	0	0.0%
	Dawn	0	0	0	0	0	0.0%
	Dark	0	1	1	2	1	14.3%
	Unknown	0	1	0	1	0	7.1%
SURFACE CONDITIONS	Dry	1	7	5	13	4	92.9%
	Wet	0	0	1	1	0	7.1%
	Others	0	0	0	0	0	0.0%
MONTH OF YEAR	January	0	1	1	2	1	14.3%
	February	0	1	0	1	0	7.1%
	March	0	1	0	1	0	7.1%
	April	0	0	1	1	0	7.1%
	May	0	0	1	1	0	7.1%
	June	0	0	1	1	0	7.1%
	July	0	1	0	1	0	7.1%
	August	0	0	0	0	0	0.0%
	September	0	1	1	2	1	14.3%
	October	0	0	0	0	0	0.0%
	November	1	1	1	3	1	21.4%
	December	0	1	0	1	0	7.1%
DAY OF WEEK	Sunday	0	1	1	2	1	14.3%
	Monday	0	1	2	3	1	21.4%
	Tuesday	0	1	0	1	0	7.1%
	Wednesday	0	2	0	2	1	14.3%
	Thursday	0	1	2	3	1	21.4%
	Friday	1	1	0	2	1	14.3%
	Saturday	0	0	1	1	0	7.1%
HOUR OF DAY	00:00-06:00	0	0	1	1	0	7.1%
	06:00-09:00	0	2	1	3	1	21.4%
	09:00-11:00	1	0	2	3	1	21.4%
	11:00-13:00	0	2	0	2	1	14.3%
	13:00-15:00	0	0	2	2	1	14.3%
	15:00-18:00	0	2	0	2	1	14.3%
	18:00-24:00	0	1	0	1	0	7.1%

Notes:

1) Collision with Bicycle Crashes include Collision with Bicycle/Collision with Bicycle in Bike Lane (Codes 11 and 12).
2) Fixed Object Crashes include collisions with sign/sign post, utility/light pole, guardrail, fence, concrete barrier wall, bridge, pier, abutment, rail, tree, shrubbery, construction barricade/sign, traffic gate, crash attenuators, other fixed objects (incl. above road).
3) Ran-off-Road Crashes include Ran in Ditch/Culvert and Ran off road into water (Codes 29 and 30).
4) Other crashes include crashes not categorized as the crash types shown in the table.
5) Dark Crashes include both scenarios - with and without street lighting.

FLORIDA DEPARTMENT OF TRANSPORTATION
CRASH SUMMARY

SECTION: **87060000** STATE ROUTE: **SR A1A/Collins Avenue**

INTERSECTING ROADWAY: **5445 EXIT Blk** M.P. **7.811** TO **8.158** ENGINEER: **CH Perez and Associates Inc.**

STUDY PERIOD: FROM **1/ 06** TO **12/ 06** COUNTY: **Miami-Dade**

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURY	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE
1	7.891	11/17/06	Fri	0900	Angle	0	0	1	Day	Dry	Improper Turn

Total No.		Fatal	Injury	PDO	Angle	Left Turn	Right Turn	Rear End	Side swipe	Ped/Bike	
1		**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	
		0.00%	*0.00%*	*100.00%*	*100.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
One Vehicle		Day	Night	Wet	Dry	Excess Speed	FTYRW	DUI			
0		**1**	**0**	**0**	**1**	**0**	**0**	**0**			
0.00%		*100.00%*	*0.00%*	*0.00%*	*100.00%*	*0.00%*	*0.00%*	*0.00%*			

TOTAL ENTERING VEHICLES/ADT: **34,500**

SPOT CRASH RATE: **0.079**

FLORIDA DEPARTMENT OF TRANSPORTATION
CRASH SUMMARY

SECTION: **87060000** STATE ROUTE: **SR A1A/Collins Avenue**
INTERSECTING ROADWAY: **5445 EXIT Blk** M.P. **7.811** TO **8.158** ENGINEER: **CH Perez and Associates Inc.**
STUDY PERIOD: FROM **1/ 07** TO **12/ 07** COUNTY: **Miami-Dade**

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURY	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE
1	7.891	11/15/07	Thu	0800	Rear-End	0	1	0	Day	Dry	Unknown/Not Coded
2	7.961	01/24/07	Wed	1500	Angle	0	0	1	Unknown	Dry	Unknown/Not Coded
3	7.811	09/03/07	Mon	2300	Rear-End	0	1	0	Night	Dry	Followed Too Closely
4	7.961	03/04/07	Sun	1100	Angle	0	0	1	Day	Dry	Unknown/Not Coded
5	8.158	07/24/07	Tue	0600	Angle	0	0	1	Day	Dry	Disregarded Traffic Signal
6	7.961	12/14/07	Fri	1200	Angle	0	1	0	Day	Dry	Unknown/Not Coded
7	7.891	02/14/07	Wed	1600	Sideswipe	0	0	1	Day	Dry	Improper Passing

Total No.		Fatal	Injury	PDO	Angle	Left Turn	Right Turn	Rear End	Side swipe	Ped/Bike	
7		**0**	**3**	**4**	**4**	**0**	**0**	**2**	**1**	**0**	
		0.00%	*42.86%*	*57.14%*	*57.14%*	*0.00%*	*0.00%*	*28.57%*	*14.29%*	*0.00%*	
One Vehicle		Day	Night	Wet	Dry	Excess Speed	FTYRW	DUI			
0		**5**	**1**	**0**	**7**	**0**	**0**	**0**			
0.00%		*71.43%*	*14.29%*	*0.00%*	*100.00%*	*0.00%*	*0.00%*	*0.00%*			

TOTAL ENTERING VEHICLES/ADT: **34,000**

SPOT CRASH RATE: **0.564**

FLORIDA DEPARTMENT OF TRANSPORTATION
CRASH SUMMARY

SECTION: **87060000** STATE ROUTE: **SR A1A/Collins Avenue**
INTERSECTING ROADWAY: **5445 EXIT Blk** M.P. **7.811** TO **8.158** ENGINEER: **CH Perez and Associates Inc.**
STUDY PERIOD: FROM **1/ 08** TO **12/ 08** COUNTY: **Miami-Dade**

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURY	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE
1	7.891	09/22/08	Mon	1400	Angle	0	0	1	Day	Dry	Disregarded Traffic Signal
2	7.961	01/27/08	Sun	1000	Angle	0	0	1	Day	Wet	Unknown/Not Coded
3	7.961	11/06/08	Thu	0800	Angle	0	0	1	Day	Dry	Disregarded Traffic Signal
4	7.961	05/26/08	Mon	1300	Rear-End	0	0	1	Day	Dry	No Improper Driving/Act
5	7.961	04/24/08	Thu	1000	Rear-End	0	0	1	Day	Dry	No Improper Driving/Act
6	7.853	06/21/08	Sat	0200	Sideswipe	0	0	1	Night	Dry	Careless Driving

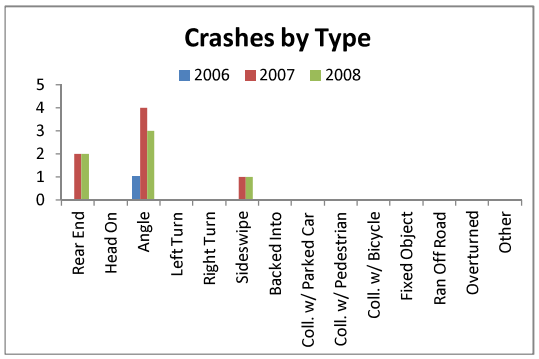
Total No.		Fatal	Injury	PDO	Angle	Left Turn	Right Turn	Rear End	Side swipe	Ped/Bike	
6		**0**	**0**	**6**	**3**	**0**	**0**	**2**	**1**	**0**	
		0.00%	*0.00%*	*100.00%*	*50.00%*	*0.00%*	*0.00%*	*33.33%*	*16.67%*	*0.00%*	
One Vehicle		Day	Night	Wet	Dry	Excess Speed	FTYRW	DUI			
0		**5**	**1**	**1**	**5**	**0**	**0**	**0**			
0.00%		*83.33%*	*16.67%*	*16.67%*	*83.33%*	*0.00%*	*0.00%*	*0.00%*			

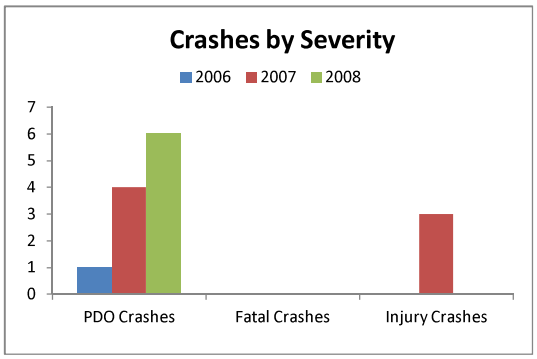
TOTAL ENTERING VEHICLES/ADT: **35,000**

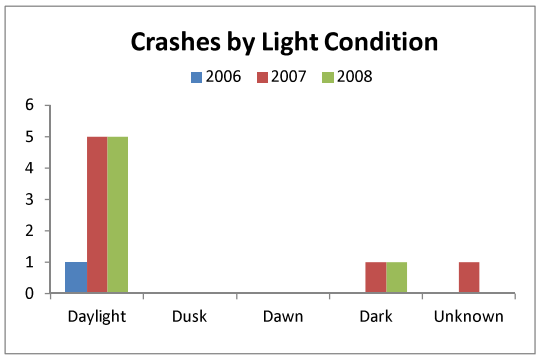
SPOT CRASH RATE: **0.470**

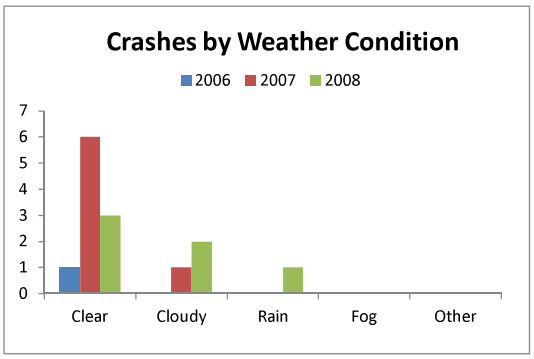
CRASH HISTOGRAMS

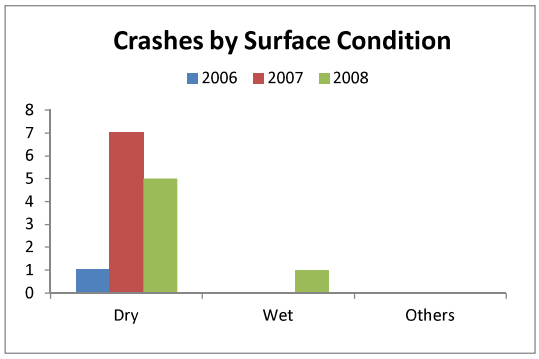
SR A1A/Collins Avenue at 5445 EXIT Block

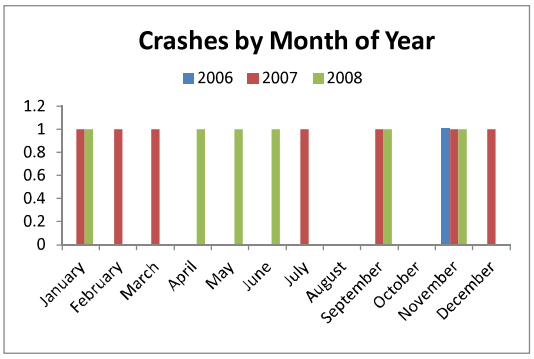


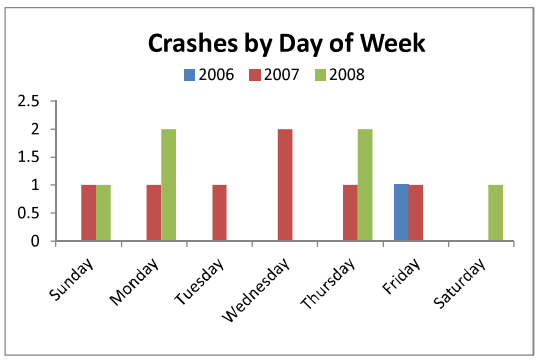


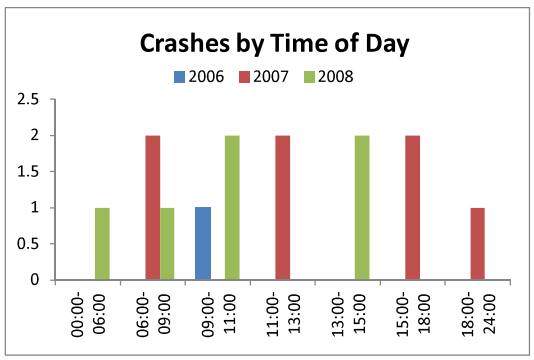












CRASH STATISTICS

SR A1A/Collins Avenue at 5500 Block		Number of Crashes Year			3 Year Total Crashes	Mean Crashes Per Year	%
		2006	2007	2008			
CRASH TYPE	Rear End	2	3	1	6	2	42.9%
	Head On	0	0	0	0	0	0.0%
	Angle	0	1	0	1	0	7.1%
	Left Turn	0	0	0	0	0	0.0%
	Right Turn	0	0	0	0	0	0.0%
	Sideswipe	3	2	1	6	2	42.9%
	Backed Into	1	0	0	1	0	7.1%
	Coll. w/ Parked Car	0	0	0	0	0	0.0%
	Coll. w/ Pedestrian	0	0	0	0	0	0.0%
	Coll. w/ Bicycle	0	0	0	0	0	0.0%
	Fixed Object	0	0	0	0	0	0.0%
	Ran Off Road	0	0	0	0	0	0.0%
	Overturned	0	0	0	0	0	0.0%
	Other	0	0	0	0	0	0.0%
	Total Crashes	**6**	**6**	**2**	**14**	**5**	**100.0%**
SEVERITY	PDO Crashes	5	6	2	13	4	92.9%
	Fatal Crashes	0	0	0	0	0	0.0%
	Injury Crashes	1	0	0	1	0	7.1%
LIGHTING CONDITIONS	Daylight	4	6	1	11	4	78.6%
	Dusk	1	0	0	1	0	7.1%
	Dawn	0	0	0	0	0	0.0%
	Dark	1	0	1	2	1	14.3%
	Unknown	0	0	0	0	0	0.0%
SURFACE CONDITIONS	Dry	5	6	2	13	4	92.9%
	Wet	1	0	0	1	0	7.1%
	Others	0	0	0	0	0	0.0%
MONTH OF YEAR	January	0	1	0	1	0	7.1%
	February	0	1	1	2	1	14.3%
	March	1	2	0	3	1	21.4%
	April	0	0	0	0	0	0.0%
	May	0	0	0	0	0	0.0%
	June	0	0	0	0	0	0.0%
	July	0	0	0	0	0	0.0%
	August	1	1	0	2	1	14.3%
	September	2	0	0	2	1	14.3%
	October	2	0	0	2	1	14.3%
	November	0	1	0	1	0	7.1%
	December	0	0	1	1	0	7.1%
DAY OF WEEK	Sunday	1	0	0	1	0	7.1%
	Monday	0	0	0	0	0	0.0%
	Tuesday	1	1	0	2	1	14.3%
	Wednesday	2	1	1	4	1	28.6%
	Thursday	1	1	0	2	1	14.3%
	Friday	1	2	0	3	1	21.4%
	Saturday	0	1	1	2	1	14.3%
HOUR OF DAY	00:00-06:00	0	2	0	2	1	14.3%
	06:00-09:00	2	1	0	3	1	21.4%
	09:00-11:00	0	0	0	0	0	0.0%
	11:00-13:00	2	1	0	3	1	21.4%
	13:00-15:00	0	1	0	1	0	7.1%
	15:00-18:00	1	1	2	4	1	28.6%
	18:00-24:00	1	0	0	1	0	7.1%

Notes:

1) Collision with Bicycle Crashes include Collision with Bicycle/Collision with Bicycle in Bike Lane (Codes 11 and 12).
2) Fixed Object Crashes include collisions with sign/sign post, utility/light pole, guardrail, fence, concrete barrier wall, bridge, pier, abutment, rail, tree, shrubbery, construction barricade/sign, traffic gate, crash attenuators, other fixed objects (incl. above road).
3) Ran-off-Road Crashes include Ran in Ditch/Culvert and Ran off road into water (Codes 29 and 30).
4) Other crashes include crashes not categorized as the crash types shown in the table.
5) Dark Crashes include both scenarios - with and without street lighting.

FLORIDA DEPARTMENT OF TRANSPORTATION
CRASH SUMMARY

SECTION: **87060000** STATE ROUTE: **SR A1A/Collins Avenue**
INTERSECTING ROADWAY: **5500 Blk** M.P. **7.942** TO **8.052** ENGINEER: **CH Perez and Associates Inc.**
STUDY PERIOD: FROM **1/ 06** TO **12/ 06** COUNTY: **Miami-Dade**

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURY	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE
1	7.942	10/12/06	Thu	1100	Backed Into	0	0	1	Day	Dry	Improper Backing
2	8.049	08/27/06	Sun	0700	Rear-End	0	0	1	Night	Dry	No Improper Driving/Act
3	8.046	03/31/06	Fri	1600	Sideswipe	0	0	1	Day	Dry	No Improper Driving/Act
4	8.046	09/27/06	Wed	0600	Sideswipe	0	0	1	Day	Dry	No Improper Driving/Act
5	8.018	10/03/06	Tue	1200	Sideswipe	0	1	0	Day	Dry	Careless Driving
6	8.042	09/20/06	Wed	1800	Rear-End	0	0	1	Night	Wet	No Improper Driving/Act

Total No.		Fatal	Injury	PDO	Angle	Left Turn	Right Turn	Rear End	Side swipe	Ped/Bike	
6		**0**	**1**	**5**	**0**	**0**	**0**	**2**	**3**	**0**	
		0.00%	*16.67%*	*83.33%*	*0.00%*	*0.00%*	*0.00%*	*33.33%*	*50.00%*	*0.00%*	
One Vehicle		Day	Night	Wet	Dry	Excess Speed	FTYRW	DUI			
0		**4**	**2**	**1**	**5**	**0**	**0**	**0**			
0.00%		*66.67%*	*33.33%*	*16.67%*	*83.33%*	*0.00%*	*0.00%*	*0.00%*			

TOTAL ENTERING VEHICLES/ADT: **34,500**

SPOT CRASH RATE: **0.476**

FLORIDA DEPARTMENT OF TRANSPORTATION
CRASH SUMMARY

SECTION: **87060000** STATE ROUTE: **SR A1A/Collins Avenue**
INTERSECTING ROADWAY: **5500 Blk** M.P. **7.942** TO **8.052** ENGINEER: **CH Perez and Associates Inc.**
STUDY PERIOD: FROM **1/ 07** TO **12/ 07** COUNTY: **Miami-Dade**

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURY	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE
1	8.027	02/03/07	Sat	0300	Rear-End	0	0	1	Day	Dry	No Improper Driving/Act
2	8.052	01/18/07	Thu	0800	Sideswipe	0	0	1	Day	Dry	No Improper Driving/Act
3	8.042	03/21/07	Wed	1500	Rear-End	0	0	1	Day	Dry	No Improper Driving/Act
4	8.046	11/27/07	Tue	1200	Rear-End	0	0	1	Day	Dry	No Improper Driving/Act
5	8.018	08/31/07	Fri	1400	Sideswipe	0	0	1	Day	Dry	No Improper Driving/Act
6	8.046	03/16/07	Fri	0400	Angle	0	0	1	Day	Dry	No Improper Driving/Act

Total No.		Fatal	Injury	PDO	Angle	Left Turn	Right Turn	Rear End	Side swipe	Ped/Bike	
6		**0**	**0**	**6**	**1**	**0**	**0**	**3**	**2**	**0**	
		0.00%	*0.00%*	*100.00%*	*16.67%*	*0.00%*	*0.00%*	*50.00%*	*33.33%*	*0.00%*	
One Vehicle		Day	Night	Wet	Dry	Excess Speed	FTYRW	DUI			
0		**6**	**0**	**0**	**6**	**0**	**0**	**0**			
0.00%		*100.00%*	*0.00%*	*0.00%*	*100.00%*	*0.00%*	*0.00%*	*0.00%*			

TOTAL ENTERING VEHICLES/ADT: **34,000**

SPOT CRASH RATE: **0.483**

FLORIDA DEPARTMENT OF TRANSPORTATION
CRASH SUMMARY

SECTION: **87060000** STATE ROUTE: **SR A1A/Collins Avenue**

INTERSECTING ROADWAY: **5500 Blk** M.P. **7.942** TO **8.052** ENGINEER: **CH Perez and Associates Inc.**

STUDY PERIOD: FROM **1/ 08** TO **12/ 08** COUNTY: **Miami-Dade**

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURY	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE
1	8.038	02/23/08	Sat	1500	Rear-End	0	0	1	Day	Dry	Alc & Drugs-Under Infl
2	8.039	12/31/08	Wed	1700	Sideswipe	0	0	1	Night	Dry	Unknown/Not Coded

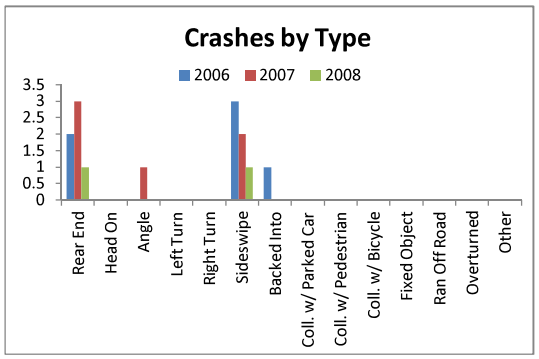
Total No.		Fatal	Injury	PDO	Angle	Left Turn	Right Turn	Rear End	Side swipe	Ped/Bike	
2		**0**	**0**	**2**	**0**	**0**	**0**	**1**	**1**	**0**	
		0.00%	*0.00%*	*100.00%*	*0.00%*	*0.00%*	*0.00%*	*50.00%*	*50.00%*	*0.00%*	
One Vehicle		Day	Night	Wet	Dry	Excess Speed	FTYRW	DUI			
0		**1**	**1**	**0**	**2**	**0**	**0**	**0**			
0.00%		*50.00%*	*50.00%*	*0.00%*	*100.00%*	*0.00%*	*0.00%*	*0.00%*			

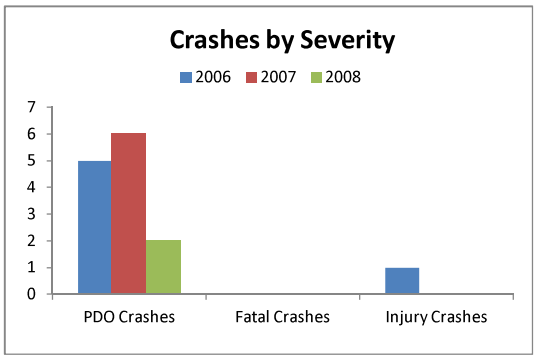
TOTAL ENTERING VEHICLES/ADT: **35,000**

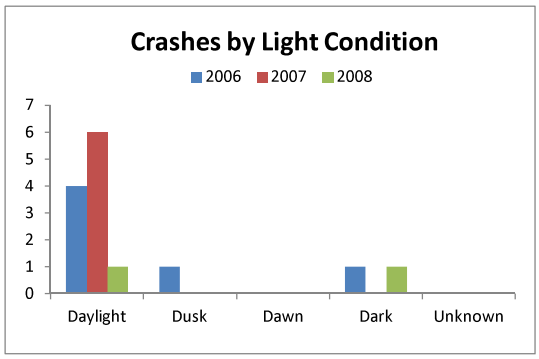
SPOT CRASH RATE: **0.157**

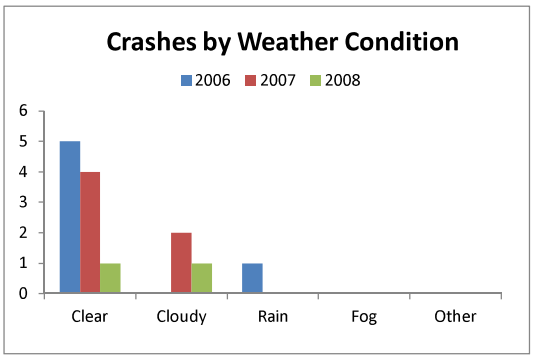
CRASH HISTOGRAMS

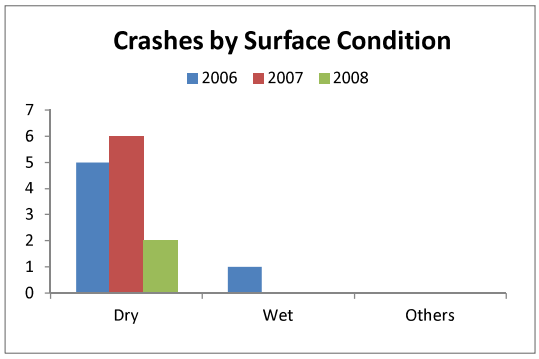
SR A1A/Collins Avenue at 5500 Block

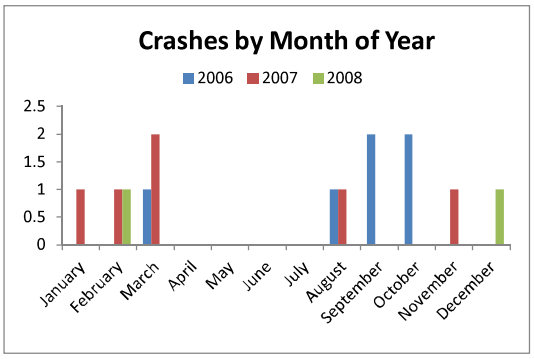


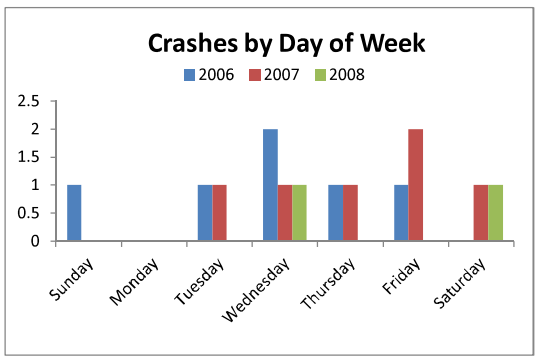


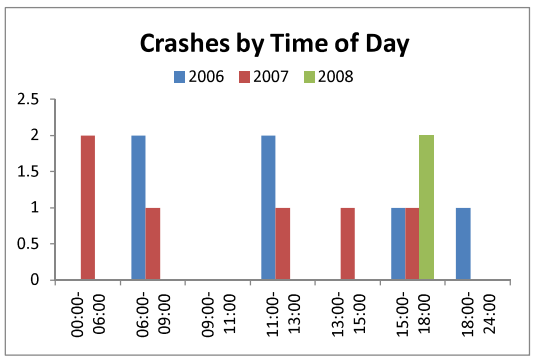












CRASH STATISTICS

SR A1A/Collins Avenue at 5600 Block		Number of Crashes by Year			3 Year Total Crashes	Mean Crashes Per Year	%
		2006	2007	2008			
CRASH TYPE	Rear End	6	4	3	13	4	50.0%
	Head On	0	0	0	0	0	0.0%
	Angle	0	1	0	1	0	3.8%
	Left Turn	0	0	0	0	0	0.0%
	Right Turn	0	0	2	2	1	7.7%
	Sideswipe	2	3	1	6	2	23.1%
	Backed Into	0	0	0	0	0	0.0%
	Coll. w/ Parked Car	0	0	0	0	0	0.0%
	Coll. w/ Pedestrian	0	0	0	0	0	0.0%
	Coll. w/ Bicycle	0	0	0	0	0	0.0%
	Fixed Object	1	2	1	4	1	15.4%
	Ran Off Road	0	0	0	0	0	0.0%
	Overturned	0	0	0	0	0	0.0%
	Other	0	0	0	0	0	0.0%
	Total Crashes	**9**	**10**	**7**	**26**	**9**	**100.0%**
SEVERITY	PDO Crashes	8	9	7	24	8	92.3%
	Fatal Crashes	0	0	0	0	0	0.0%
	Injury Crashes	1	1	0	2	1	7.7%
LIGHTING CONDITIONS	Daylight	8	3	6	17	6	65.4%
	Dusk	1	1	1	3	1	11.5%
	Dawn	0	0	0	0	0	0.0%
	Dark	0	6	0	6	2	23.1%
	Unknown	0	0	0	0	0	0.0%
SURFACE CONDITIONS	Dry	7	8	6	21	7	80.8%
	Wet	2	2	1	5	2	19.2%
	Others	0	0	0	0	0	0.0%
MONTH OF YEAR	January	0	0	1	1	0	3.8%
	February	0	1	0	1	0	3.8%
	March	2	1	1	4	1	15.4%
	April	0	1	0	1	0	3.8%
	May	1	0	0	1	0	3.8%
	June	0	2	2	4	1	15.4%
	July	2	1	1	4	1	15.4%
	August	1	1	1	3	1	11.5%
	September	1	1	1	3	1	11.5%
	October	0	2	0	2	1	7.7%
	November	0	0	0	0	0	0.0%
	December	2	0	0	2	1	7.7%
DAY OF WEEK	Sunday	0	2	1	3	1	11.5%
	Monday	0	0	1	1	0	3.8%
	Tuesday	1	1	1	3	1	11.5%
	Wednesday	3	4	0	7	2	26.9%
	Thursday	2	1	3	6	2	23.1%
	Friday	1	2	0	3	1	11.5%
	Saturday	2	0	1	3	1	11.5%
HOUR OF DAY	00:00-06:00	0	3	0	3	1	11.5%
	06:00-09:00	0	1	1	2	1	7.7%
	09:00-11:00	1	0	0	1	0	3.8%
	11:00-13:00	3	1	0	4	1	15.4%
	13:00-15:00	2	0	1	3	1	11.5%
	15:00-18:00	2	1	4	7	2	26.9%
	18:00-24:00	1	4	1	6	2	23.1%

Notes:

1) Collision with Bicycle Crashes include Collision with Bicycle/Collision with Bicycle in Bike Lane (Codes 11 and 12).
2) Fixed Object Crashes include collisions with sign/sign post, utility/light pole, guardrail, fence, concrete barrier wall, bridge, pier, abutment, rail, tree, shrubbery, construction barricade/sign, traffic gate, crash attenuators, other fixed objects (incl. above road).
3) Ran-off-Road Crashes include Ran in Ditch/Culvert and Ran off road into water (Codes 29 and 30).
4) Other crashes include crashes not categorized as the crash types shown in the table.
5) Dark Crashes include both scenarios - with and without street lighting.

FLORIDA DEPARTMENT OF TRANSPORTATION
CRASH SUMMARY

SECTION: **87060000** STATE ROUTE: **SR A1A/Collins Avenue**
INTERSECTING ROADWAY: **5600 Blk** M.P. **8.044** TO **8.212** ENGINEER: **CH Perez and Associates Inc.**
STUDY PERIOD: FROM **1/ 06** TO **12/ 06** COUNTY: **Miami-Dade**

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURY	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE
1	8.046	08/09/06	Wed	1400	Rear-End	0	0	1	Day	Dry	No Improper Driving/Act
2	8.117	05/18/06	Thu	1800	Rear-End	0	0	1	Day	Dry	Careless Driving
3	8.115	03/04/06	Sat	0900	Rear-End	0	0	1	Day	Dry	No Improper Driving/Act
4	8.044	12/15/06	Fri	1500	Sideswipe	0	0	1	Day	Dry	No Improper Driving/Act
5	8.117	07/26/06	Wed	1700	Sideswipe	0	0	1	Day	Dry	Careless Driving
6	8.046	12/20/06	Wed	1200	Rear-End	0	4	0	Day	Dry	No Improper Driving/Act
7	8.117	09/05/06	Tue	1100	Rear-End	0	0	1	Day	Wet	Careless Driving
8	8.117	07/22/06	Sat	1400	Rear-End	0	0	1	Night	Wet	No Improper Driving/Act
9	8.117	03/16/06	Thu	1200	Hit Sign/Sign Post	0	0	1	Day	Dry	Careless Driving

Total No.		Fatal	Injury	PDO	Angle	Left Turn	Right Turn	Rear End	Side swipe	Ped/Bike	
9		**0**	**1**	**8**	**0**	**0**	**0**	**6**	**2**	**0**	
		0.00%	*11.11%*	*88.89%*	*0.00%*	*0.00%*	*0.00%*	*66.67%*	*22.22%*	*0.00%*	
One Vehicle		Day	Night	Wet	Dry	Excess Speed	FTYRW	DUI			
1		**8**	**1**	**2**	**7**	**0**	**0**	**0**			
11.11%		*88.89%*	*11.11%*	*22.22%*	*77.78%*	*0.00%*	*0.00%*	*0.00%*			

TOTAL ENTERING VEHICLES/ADT: **34,500**

SPOT CRASH RATE: **0.715**

FLORIDA DEPARTMENT OF TRANSPORTATION
CRASH SUMMARY

SECTION: **87060000** STATE ROUTE: **SR A1A/Collins Avenue**
INTERSECTING ROADWAY: **5600 Blk** M.P. **8.044** TO **8.212** ENGINEER: **CH Perez and Associates Inc.**
STUDY PERIOD: FROM **1/ 07** TO **12/ 07** COUNTY: **Miami-Dade**

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURY	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE
1	8.098	02/01/07	Thu	0100	Hit Other Fixed Object	0	0	1	Night	Dry	Exceed Stated Speed Limit
2	8.117	09/12/07	Wed	2300	Sideswipe	0	0	1	Night	Dry	Unknown/Not Coded
3	8.065	10/14/07	Sun	0300	Sideswipe	0	0	1	Night	Dry	Careless Driving
4	8.117	06/22/07	Fri	1100	Angle	0	0	1	Day	Dry	Unknown/Not Coded
5	8.119	08/29/07	Wed	0500	Hit Other Fixed Object	0	0	1	Night	Dry	Alchol-Under Influence
6	8.117	04/15/07	Sun	1800	Sideswipe	0	0	1	Day	Wet	No Improper Driving/Act
7	8.117	10/16/07	Tue	2100	Rear-End	0	0	1	Night	Dry	No Improper Driving/Act
8	8.212	06/06/07	Wed	0800	Rear-End	0	0	1	Day	Dry	Followed Too Closely
9	8.046	03/07/07	Wed	1700	Rear-End	0	0	1	Night	Dry	No Improper Driving/Act
10	8.055	07/27/07	Fri	2000	Rear-End	0	1	0	Night	Wet	No Improper Driving/Act

Total No.		Fatal	Injury	PDO	Angle	Left Turn	Right Turn	Rear End	Side swipe	Ped/Bike	
10		**0**	**1**	**9**	**1**	**0**	**0**	**4**	**3**	**0**	
		0.00%	*10.00%*	*90.00%*	*10.00%*	*0.00%*	*0.00%*	*40.00%*	*30.00%*	*0.00%*	
One Vehicle		Day	Night	Wet	Dry	Excess Speed	FTYRW	DUI			
2		**3**	**7**	**2**	**8**	**1**	**0**	**1**			
20.00%		*30.00%*	*70.00%*	*20.00%*	*80.00%*	*10.00%*	*0.00%*	*10.00%*			

TOTAL ENTERING VEHICLES/ADT: **34,000**

SPOT CRASH RATE: **0.806**

FLORIDA DEPARTMENT OF TRANSPORTATION
CRASH SUMMARY

SECTION: **87060000** STATE ROUTE: **SR A1A/Collins Avenue**
INTERSECTING ROADWAY: **5600 Blk** M.P. **8.044** TO **8.212** ENGINEER: **CH Perez and Associates Inc.**
STUDY PERIOD: FROM **1/ 08** TO **12/ 08** COUNTY: **Miami-Dade**

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURY	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE
1	8.117	06/01/08	Sun	1600	Rear-End	0	0	1	Day	Dry	No Improper Driving/Act
2	8.046	07/29/08	Tue	1700	Rear-End	0	0	1	Day	Dry	Careless Driving
3	8.052	06/12/08	Thu	0800	Right-Turn	0	0	1	Day	Dry	Careless Driving
4	8.131	09/22/08	Mon	1500	Utility/Light Pole	0	0	1	Day	Dry	Careless Driving
5	8.126	08/30/08	Sat	1300	Sideswipe	0	0	1	Day	Dry	No Improper Driving/Act
6	8.117	01/17/08	Thu	1500	Right-Turn	0	0	1	Day	Dry	No Improper Driving/Act
7	8.117	03/20/08	Thu	1900	Rear-End	0	0	1	Night	Wet	No Improper Driving/Act

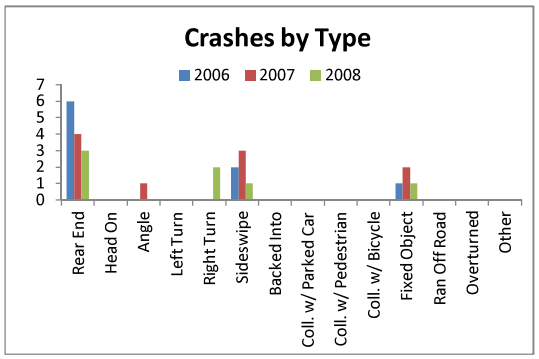
Total No.		Fatal	Injury	PDO	Angle	Left Turn	Right Turn	Rear End	Side swipe	Ped/Bike	
7		**0**	**0**	**7**	**0**	**0**	**2**	**3**	**1**	**0**	
		0.00%	*0.00%*	*100.00%*	*0.00%*	*0.00%*	*28.57%*	*42.86%*	*14.29%*	*0.00%*	
One Vehicle		Day	Night	Wet	Dry	Excess Speed	FTYRW	DUI			
1		**6**	**1**	**1**	**6**	**0**	**0**	**0**			
14.29%		*85.71%*	*14.29%*	*14.29%*	*85.71%*	*0.00%*	*0.00%*	*0.00%*			

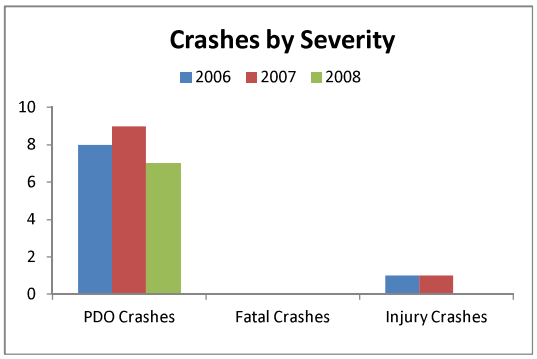
TOTAL ENTERING VEHICLES/ADT: **35,000**

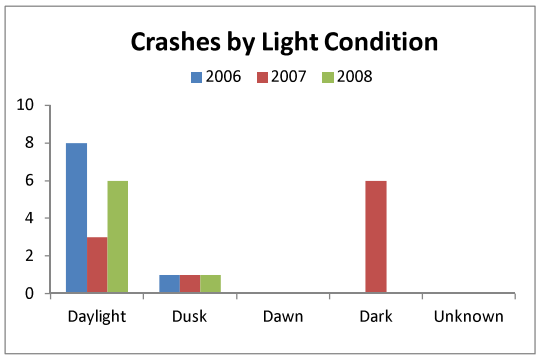
SPOT CRASH RATE: **0.548**

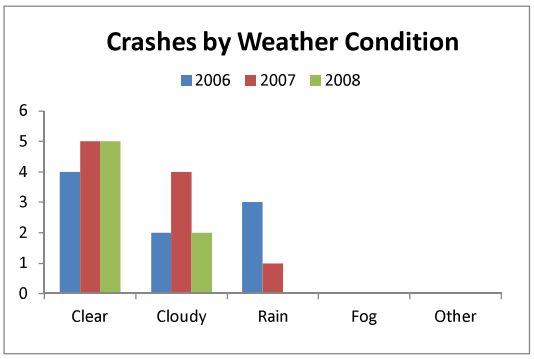
CRASH HISTOGRAMS

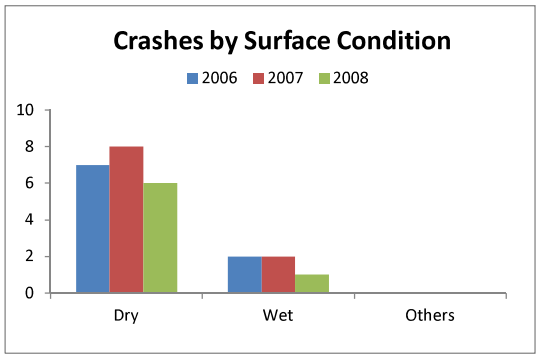
SR A1A/Collins Avenue at 5600 Block

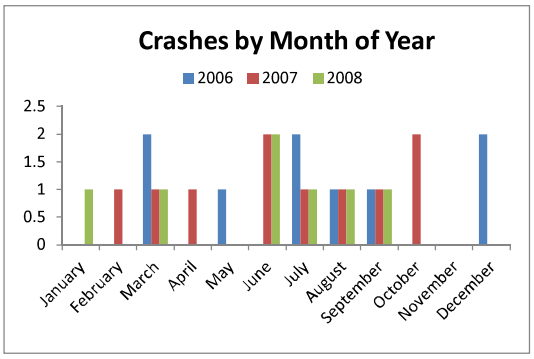


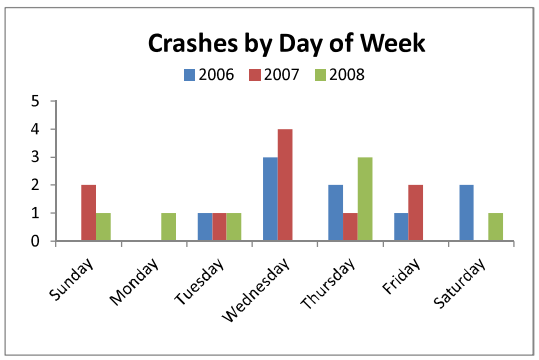


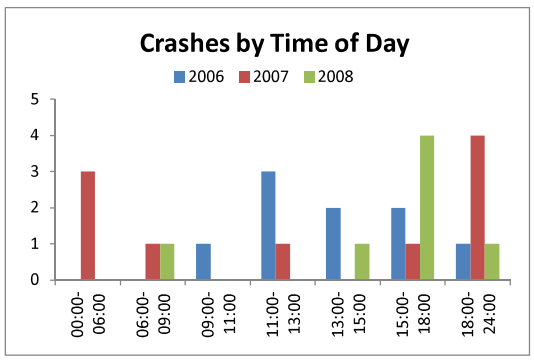












CRASH STATISTICS

SR A1A/Collins Avenue at 5800 Block		Number of Crashes by Year			3 Year Total Crashes	Mean Crashes Per Year	%
		2006	2007	2008			
CRASH TYPE	Rear End	0	2	2	4	1	12.1%
	Head On	0	0	0	0	0	0.0%
	Angle	5	3	4	12	4	36.4%
	Left Turn	0	1	0	1	0	3.0%
	Right Turn	0	0	0	0	0	0.0%
	Sideswipe	4	5	1	10	3	30.3%
	Backed Into	0	0	0	0	0	0.0%
	Coll. w/ Parked Car	0	0	0	0	0	0.0%
	Coll. w/ Pedestrian	0	0	0	0	0	0.0%
	Coll. w/ Bicycle	0	0	0	0	0	0.0%
	Fixed Object	3	2	1	6	2	18.2%
	Ran Off Road	0	0	0	0	0	0.0%
	Overturned	0	0	0	0	0	0.0%
	Other	0	0	0	0	0	0.0%
	Total Crashes	**12**	**13**	**8**	**33**	**11**	**100.0%**
SEVERITY	PDO Crashes	9	9	5	23	8	69.7%
	Fatal Crashes	0	0	0	0	0	0.0%
	Injury Crashes	3	4	3	10	3	30.3%
LIGHTING CONDITIONS	Daylight	10	9	7	26	9	78.8%
	Dusk	0	3	0	3	1	9.1%
	Dawn	0	0	0	0	0	0.0%
	Dark	2	0	1	3	1	9.1%
	Unknown	0	1	0	1	0	3.0%
SURFACE CONDITIONS	Dry	10	9	7	26	9	78.8%
	Wet	2	2	1	5	2	15.2%
	Others	0	2	0	2	1	6.1%
MONTH OF YEAR	January	1	1	0	2	1	6.1%
	February	1	3	0	4	1	12.1%
	March	1	1	0	2	1	6.1%
	April	1	1	3	5	2	15.2%
	May	0	2	0	2	1	6.1%
	June	0	0	3	3	1	9.1%
	July	1	1	0	2	1	6.1%
	August	0	1	0	1	0	3.0%
	September	2	1	0	3	1	9.1%
	October	1	1	0	2	1	6.1%
	November	3	1	2	6	2	18.2%
	December	1	0	0	1	0	3.0%
DAY OF WEEK	Sunday	3	2	1	6	2	18.2%
	Monday	1	1	2	4	1	12.1%
	Tuesday	1	0	0	1	0	3.0%
	Wednesday	2	5	2	9	3	27.3%
	Thursday	2	4	0	6	2	18.2%
	Friday	2	1	3	6	2	18.2%
	Saturday	1	0	0	1	0	3.0%
HOUR OF DAY	00:00-06:00	2	1	0	3	1	9.1%
	06:00-09:00	1	2	0	3	1	9.1%
	09:00-11:00	3	0	2	5	2	15.2%
	11:00-13:00	1	3	2	6	2	18.2%
	13:00-15:00	1	1	1	3	1	9.1%
	15:00-18:00	2	3	1	6	2	18.2%
	18:00-24:00	2	3	2	7	2	21.2%

Notes:

1) Collision with Bicycle Crashes include Collision with Bicycle/Collision with Bicycle in Bike Lane (Codes 11 and 12).
2) Fixed Object Crashes include collisions with sign/sign post, utility/light pole, guardrail, fence, concrete barrier wall, bridge, pier, abutment, rail, tree, shrubbery, construction barricade/sign, traffic gate, crash attenuators, other fixed objects (incl. above road).
3) Ran-off-Road Crashes include Ran in Ditch/Culvert and Ran off road into water (Codes 29 and 30).
4) Other crashes include crashes not categorized as the crash types shown in the table.
5) Dark Crashes include both scenarios - with and without street lighting.

FLORIDA DEPARTMENT OF TRANSPORTATION
CRASH SUMMARY

SECTION: **87060000** STATE ROUTE: **SR A1A/Collins Avenue**
INTERSECTING ROADWAY: **5800 Blk** M.P. **8.117** TO **8.434** ENGINEER: **CH Perez and Associates Inc.**
STUDY PERIOD: FROM **1/ 06** TO **12/ 06** COUNTY: **Miami-Dade**

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURY	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE
1	8.378	07/13/06	Thu	1500	Angle	0	0	1	Day	Wet	No Improper Driving/Act
2	8.410	02/18/06	Sat	1400	Sideswipe	0	0	1	Day	Dry	Unknown/Not Coded
3	8.406	01/16/06	Mon	1900	Sideswipe	0	0	1	Day	Dry	Improper Lane Change
4	8.406	11/05/06	Sun	0900	Angle	0	1	0	Day	Dry	Careless Driving
5	8.406	11/05/06	Sun	1100	Angle	0	0	1	Day	Wet	Unknown/Not Coded
6	8.406	11/09/06	Thu	0700	Angle	0	0	1	Day	Dry	Disregarded Traffic Signal
7	8.406	09/12/06	Tue	1000	Angle	0	0	1	Day	Dry	Unknown/Not Coded
8	8.306	09/08/06	Fri	0300	Hit Other Fixed Object	0	1	0	Night	Dry	Exceed Stated Speed Limit
9	8.174	10/29/06	Sun	0400	Hit Other Fixed Object	0	0	1	Night	Dry	Exceed Stated Speed Limit
10	8.368	03/08/06	Wed	1500	Hit Sign/Sign Post	0	0	1	Day	Dry	Careless Driving
11	8.368	04/21/06	Fri	1900	Sideswipe	0	1	0	Day	Dry	Improper Lane Change
12	8.117	12/20/06	Wed	1000	Sideswipe	0	0	1	Day	Dry	No Improper Driving/Act

Total No.		Fatal	Injury	PDO	Angle	Left Turn	Right Turn	Rear End	Side swipe	Ped/Bike	
12		**0**	**3**	**9**	**5**	**0**	**0**	**0**	**4**	**0**	
		0.00%	*25.00%*	*75.00%*	*41.67%*	*0.00%*	*0.00%*	*0.00%*	*33.33%*	*0.00%*	
One Vehicle		Day	Night	Wet	Dry	Excess Speed	FTYRW	DUI			
3		**10**	**2**	**2**	**10**	**2**	**0**	**1**			
25.00%		*83.33%*	*16.67%*	*16.67%*	*83.33%*	*16.67%*	*0.00%*	*8.33%*			

TOTAL ENTERING VEHICLES/ADT: **34,500**

SPOT CRASH RATE: **0.953**

FLORIDA DEPARTMENT OF TRANSPORTATION
CRASH SUMMARY

SECTION: **87060000** STATE ROUTE: **SR A1A/Collins Avenue**
INTERSECTING ROADWAY: **5800 Blk** M.P. **8.117** TO **8.434** ENGINEER: **CH Perez and Associates Inc.**
STUDY PERIOD: FROM **1/ 07** TO **12/ 07** COUNTY: **Miami-Dade**

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURY	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE
1	8.402	03/25/07	Sun	1700	Sideswipe	0	0	1	Night	Unknown	No Improper Driving/Act
2	8.424	10/31/07	Wed	1500	Utility/Light Pole	0	1	0	Day	Wet	Exceed Stated Speed Limit
3	8.406	02/28/07	Wed	1200	Angle	0	1	0	Day	Dry	Disregarded Traffic Signal
4	8.406	07/08/07	Sun	2000	Angle	0	0	1	Night	Dry	Failed To Yield Right-Of-Way
5	8.126	05/02/07	Wed	1300	Sideswipe	0	0	1	Day	Dry	Followed Too Closely
6	8.434	01/25/07	Thu	1700	Concrete Barrier Wall	0	0	1	Unknown	Unknown	Careless Driving
7	8.415	02/14/07	Wed	1200	Sideswipe	0	0	1	Day	Dry	Unknown/Not Coded
8	8.158	08/23/07	Thu	1800	Sideswipe	0	0	1	Day	Dry	Unknown/Not Coded
9	8.117	04/16/07	Mon	0800	Rear-End	0	0	1	Day	Dry	No Improper Driving/Act
10	8.406	05/16/07	Wed	1200	Rear-End	0	2	0	Day	Wet	Careless Driving
11	8.391	11/01/07	Thu	0700	Sideswipe	0	0	1	Day	Dry	Obstructing Traffic
12	8.406	09/14/07	Fri	1800	Left-Turn	0	0	1	Night	Dry	Disregarded Traffic Signal
13	8.406	02/15/07	Thu	0100	Angle	0	1	0	Day	Dry	No Improper Driving/Act

Total No.		Fatal	Injury	PDO	Angle	Left Turn	Right Turn	Rear End	Side swipe	Ped/Bike	
13		**0**	**4**	**9**	**3**	**1**	**0**	**2**	**5**	**0**	
		0.00%	*30.77%*	*69.23%*	*23.08%*	*7.69%*	*0.00%*	*15.38%*	*38.46%*	*0.00%*	
One Vehicle		Day	Night	Wet	Dry	Excess Speed	FTYRW	DUI			
2		**9**	**3**	**2**	**9**	**1**	**1**	**0**			
15.38%		*69.23%*	*23.08%*	*15.38%*	*69.23%*	*7.69%*	*7.69%*	*0.00%*			

TOTAL ENTERING VEHICLES/ADT: **34,000**

SPOT CRASH RATE: **1.048**

FLORIDA DEPARTMENT OF TRANSPORTATION
CRASH SUMMARY

SECTION: **87060000** STATE ROUTE: **SR A1A/Collins Avenue**
INTERSECTING ROADWAY: **5800 Blk** M.P. **8.117** TO **8.434** ENGINEER: **CH Perez and Associates Inc.**
STUDY PERIOD: FROM **1/ 08** TO **12/ 08** COUNTY: **Miami-Dade**

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURY	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE
1	8.117	04/07/08	Mon	1900	Sideswipe	0	0	1	Day	Dry	Improper Lane Change
2	8.400	06/11/08	Wed	1500	Rear-End	0	1	0	Day	Dry	Followed Too Closely
3	8.378	06/09/08	Mon	1200	Construction Barricade/Sign	0	1	0	Day	Dry	Careless Driving
4	8.406	11/28/08	Fri	1900	Rear-End	0	1	0	Night	Dry	No Improper Driving/Act
5	8.406	06/20/08	Fri	1100	Angle	0	0	1	Day	Dry	Careless Driving
6	8.406	04/04/08	Fri	1000	Angle	0	0	1	Day	Dry	Unknown/Not Coded
7	8.406	04/13/08	Sun	1400	Angle	0	0	1	Day	Wet	Careless Driving
8	8.406	11/19/08	Wed	1000	Angle	0	0	1	Day	Dry	Disregarded Traffic Signal

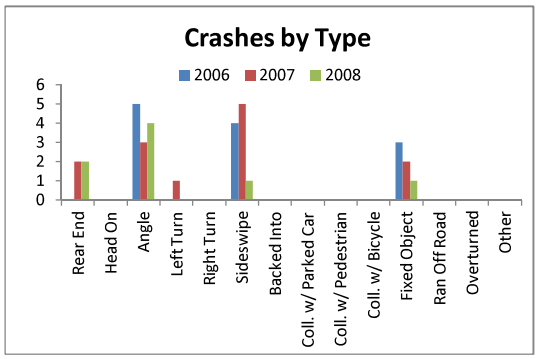
Total No.		Fatal	Injury	PDO	Angle	Left Turn	Right Turn	Rear End	Side swipe	Ped/Bike	
8		**0**	**3**	**5**	**4**	**0**	**0**	**2**	**1**	**0**	
		0.00%	*37.50%*	*62.50%*	*50.00%*	*0.00%*	*0.00%*	*25.00%*	*12.50%*	*0.00%*	
One Vehicle		Day	Night	Wet	Dry	Excess Speed	FTYRW	DUI			
1		**7**	**1**	**1**	**7**	**0**	**0**	**1**			
12.50%		*87.50%*	*12.50%*	*12.50%*	*87.50%*	*0.00%*	*0.00%*	*12.50%*			

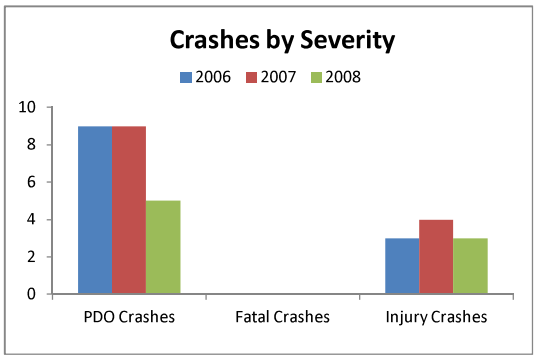
TOTAL ENTERING VEHICLES/ADT: **35,000**

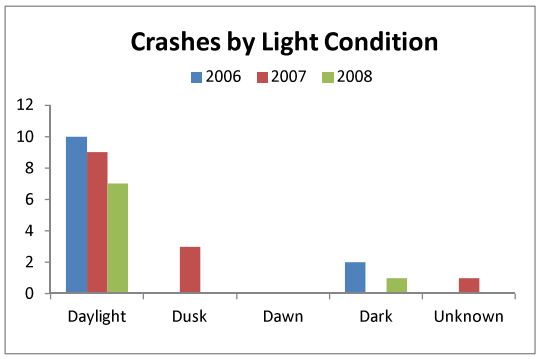
SPOT CRASH RATE: **0.626**

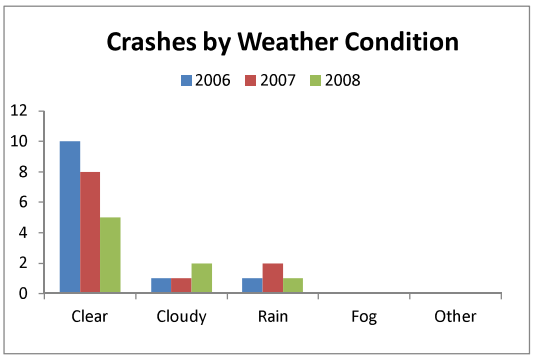
CRASH HISTOGRAMS

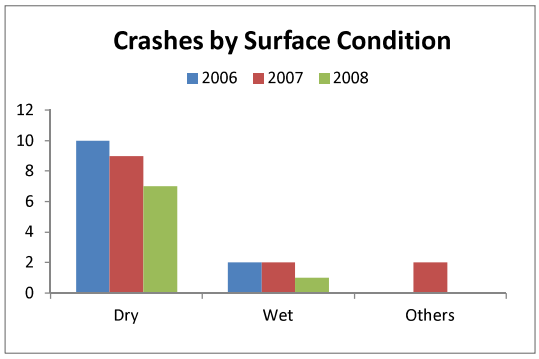
SR A1A/Collins Avenue at 5800 Block

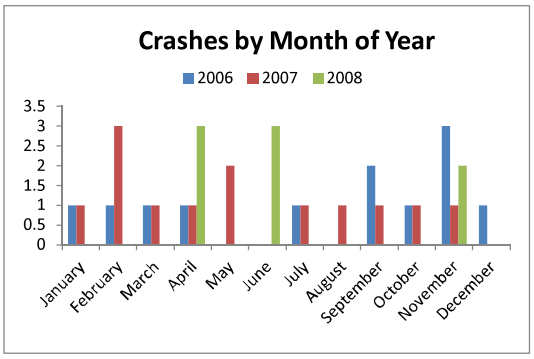


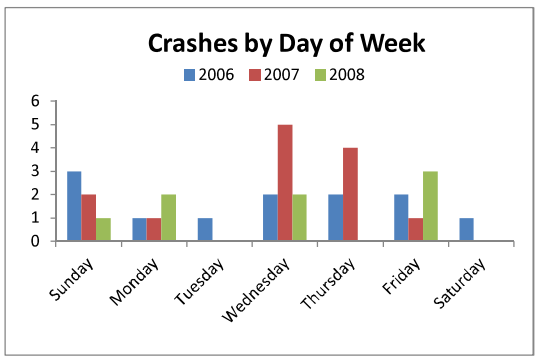


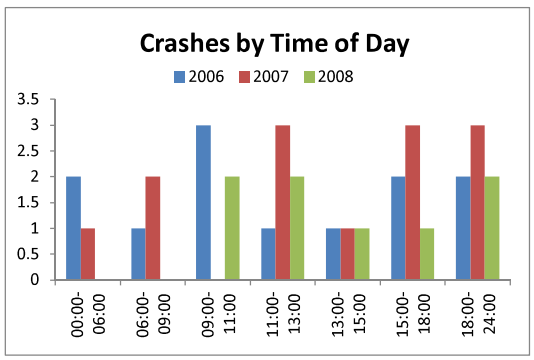












CRASH STATISTICS

SR A1A/Collins Avenue at Median Opening bet. 4700 Blk and 4900 Blk		Number of Crashes Year			3 Year Total Crashes	Mean Crashes Per Year	%
		2006	2007	2008			
CRASH TYPE	Rear End	0	0	1	1	0	11.1%
	Head On	0	0	0	0	0	0.0%
	Angle	2	2	1	5	2	55.6%
	Left Turn	0	1	0	1	0	11.1%
	Right Turn	0	0	0	0	0	0.0%
	Sideswipe	0	1	1	2	1	22.2%
	Backed Into	0	0	0	0	0	0.0%
	Coll. w/ Parked Car	0	0	0	0	0	0.0%
	Coll. w/ Pedestrian	0	0	0	0	0	0.0%
	Coll. w/ Bicycle	0	0	0	0	0	0.0%
	Fixed Object	0	0	0	0	0	0.0%
	Ran Off Road	0	0	0	0	0	0.0%
	Overturned	0	0	0	0	0	0.0%
	Other	0	0	0	0	0	0.0%
	Total Crashes	**2**	**4**	**3**	**9**	**3**	**100.0%**
SEVERITY	PDO Crashes	1	3	3	7	2	77.8%
	Fatal Crashes	0	0	0	0	0	0.0%
	Injury Crashes	1	1	0	2	1	22.2%
LIGHTING CONDITIONS	Daylight	2	2	2	6	2	66.7%
	Dusk	0	0	0	0	0	0.0%
	Dawn	0	0	0	0	0	0.0%
	Dark	0	2	1	3	1	33.3%
	Unknown	0	0	0	0	0	0.0%
SURFACE CONDITIONS	Dry	2	4	3	9	3	100.0%
	Wet	0	0	0	0	0	0.0%
	Others	0	0	0	0	0	0.0%
MONTH OF YEAR	January	0	0	0	0	0	0.0%
	February	0	1	3	4	1	44.4%
	March	1	0	0	1	0	11.1%
	April	0	0	0	0	0	0.0%
	May	1	0	0	1	0	11.1%
	June	0	0	0	0	0	0.0%
	July	0	1	0	1	0	11.1%
	August	0	0	0	0	0	0.0%
	September	0	0	0	0	0	0.0%
	October	0	1	0	1	0	11.1%
	November	0	0	0	0	0	0.0%
	December	0	1	0	1	0	11.1%
DAY OF WEEK	Sunday	0	1	0	1	0	11.1%
	Monday	0	1	0	1	0	11.1%
	Tuesday	2	0	0	2	1	22.2%
	Wednesday	0	1	0	1	0	11.1%
	Thursday	0	0	1	1	0	11.1%
	Friday	0	0	1	1	0	11.1%
	Saturday	0	1	1	2	1	22.2%
HOUR OF DAY	00:00-06:00	0	1	1	2	1	22.2%
	06:00-09:00	0	0	0	0	0	0.0%
	09:00-11:00	0	0	0	0	0	0.0%
	11:00-13:00	0	0	1	1	0	11.1%
	13:00-15:00	1	1	0	2	1	22.2%
	15:00-18:00	1	1	1	3	1	33.3%
	18:00-24:00	0	1	0	1	0	11.1%

Notes:

1) Collision with Bicycle Crashes include Collision with Bicycle/Collision with Bicycle in Bike Lane (Codes 11 and 12).
2) Fixed Object Crashes include collisions with sign/sign post, utility/light pole, guardrail, fence, concrete barrier wall, bridge, pier, abutment, rail, tree, shrubbery, construction barricade/sign, traffic gate, crash attenuators, other fixed objects (incl. above road).
3) Ran-off-Road Crashes include Ran in Ditch/Culvert and Ran off road into water (Codes 29 and 30).
4) Other crashes include crashes not categorized as the crash types shown in the table.
5) Dark Crashes include both scenarios - with and without street lighting.

FLORIDA DEPARTMENT OF TRANSPORTATION
CRASH SUMMARY

SECTION: **87060000** STATE ROUTE: **SR A1A/Collins Avenue**

INTERSECTING ROADWAY: **4700 Blk and 4900 Blk** M.P. **7.204** TO **7.411** ENGINEER: **CH Perez and Associates Inc.**

STUDY PERIOD: FROM **1/ 06** TO **12/ 06** COUNTY: **Miami-Dade**

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURY	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE
1	7.214	05/09/06	Tue	1400	Angle	0	0	1	Day	Dry	Careless Driving
2	7.288	03/14/06	Tue	1500	Angle	0	1	0	Day	Dry	No Improper Driving/Act

Total No.		Fatal	Injury	PDO	Angle	Left Turn	Right Turn	Rear End	Side swipe	Ped/Bike	
2		**0**	**1**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	
		0.00%	*50.00%*	*50.00%*	*100.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
One Vehicle		Day	Night	Wet	Dry	Excess Speed	FTYRW	DUI			
0		**2**	**0**	**0**	**2**	**0**	**0**	**0**			
0.00%		*100.00%*	*0.00%*	*0.00%*	*100.00%*	*0.00%*	*0.00%*	*0.00%*			

TOTAL ENTERING VEHICLES/ADT: **34,500**

SPOT CRASH RATE: **0.159**

FLORIDA DEPARTMENT OF TRANSPORTATION
CRASH SUMMARY

SECTION: **87060000** STATE ROUTE: **SR A1A/Collins Avenue**

INTERSECTING ROADWAY: **4700 Blk and 4900 Blk** M.P. **7.204** TO **7.411** ENGINEER: **CH Perez and Associates Inc.**

STUDY PERIOD: FROM **1/ 07** TO **12/ 07** COUNTY: **Miami-Dade**

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURY	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE
1	7.279	10/06/07	Sat	0400	Sideswipe	0	0	1	Night	Dry	No Improper Driving/Act
2	7.214	07/15/07	Sun	1500	Angle	0	7	0	Day	Dry	No Improper Driving/Act
3	7.411	02/28/07	Wed	1300	Angle	0	0	1	Day	Dry	Unknown/Not Coded
4	7.222	12/10/07	Mon	1800	Left-Turn	0	0	1	Night	Dry	Failed To Yield Right-Of-Way

Total No.		Fatal	Injury	PDO	Angle	Left Turn	Right Turn	Rear End	Side swipe	Ped/Bike	
4		**0**	**1**	**3**	**2**	**1**	**0**	**0**	**1**	**0**	
		0.00%	*25.00%*	*75.00%*	*50.00%*	*25.00%*	*0.00%*	*0.00%*	*25.00%*	*0.00%*	
One Vehicle		Day	Night	Wet	Dry	Excess Speed	FTYRW	DUI			
0		**2**	**2**	**0**	**4**	**0**	**1**	**0**			
0.00%		*50.00%*	*50.00%*	*0.00%*	*100.00%*	*0.00%*	*25.00%*	*0.00%*			

TOTAL ENTERING VEHICLES/ADT: **34,000**

SPOT CRASH RATE: **0.322**

FLORIDA DEPARTMENT OF TRANSPORTATION
CRASH SUMMARY

SECTION: **87060000** STATE ROUTE: **SR A1A/Collins Avenue**
INTERSECTING ROADWAY: **4700 Blk and 4900 Blk** M.P. **7.204** TO **7.411** ENGINEER: **CH Perez and Associates Inc.**
STUDY PERIOD: FROM **1/ 08** TO **12/ 08** COUNTY: **Miami-Dade**

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURY	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE
1	7.329	02/09/08	Sat	0000	Sideswipe	0	0	1	Night	Dry	Followed Too Closely
2	7.204	02/15/08	Fri	1100	Rear-End	0	0	1	Day	Dry	No Improper Driving/Act
3	7.204	02/14/08	Thu	1500	Angle	0	0	1	Day	Dry	No Improper Driving/Act

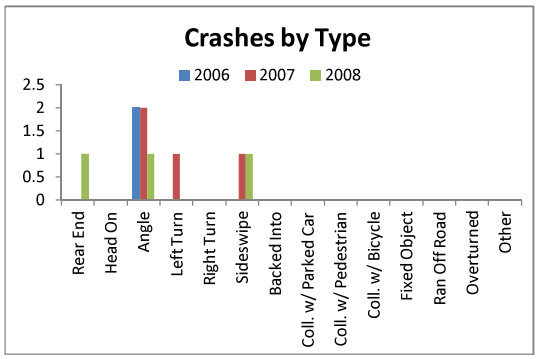
Total No.		Fatal	Injury	PDO	Angle	Left Turn	Right Turn	Rear End	Side swipe	Ped/Bike	
3		**0**	**0**	**3**	**1**	**0**	**0**	**1**	**1**	**0**	
		0.00%	*0.00%*	*100.00%*	*33.33%*	*0.00%*	*0.00%*	*33.33%*	*33.33%*	*0.00%*	
One Vehicle		Day	Night	Wet	Dry	Excess Speed	FTYRW	DUI			
0		**2**	**1**	**0**	**3**	**0**	**0**	**0**			
0.00%		*66.67%*	*33.33%*	*0.00%*	*100.00%*	*0.00%*	*0.00%*	*0.00%*			

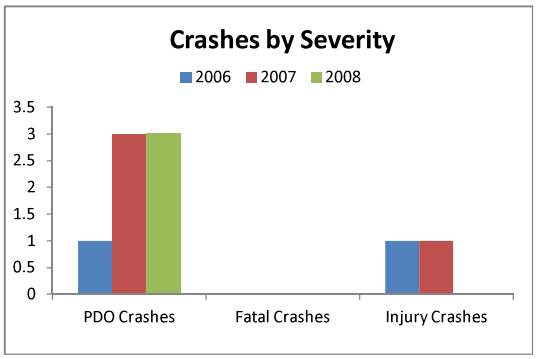
TOTAL ENTERING VEHICLES/ADT: **35,000**

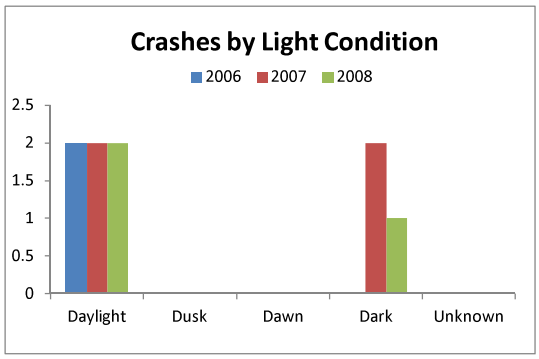
SPOT CRASH RATE: **0.235**

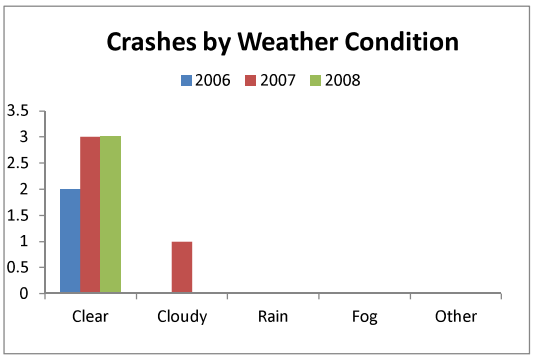
CRASH HISTOGRAMS

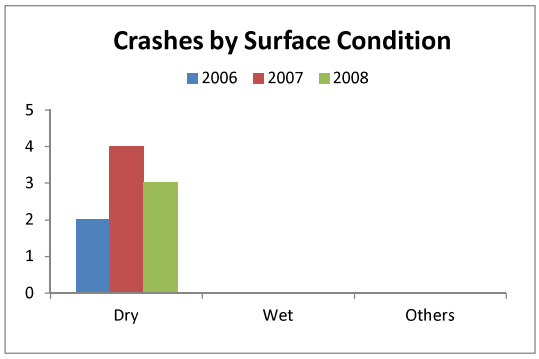
SR A1A/Collins Avenue at Median Opening bet. 4700 Blk and 4900 Blk

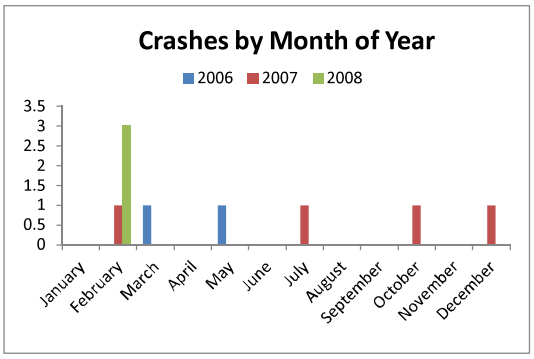


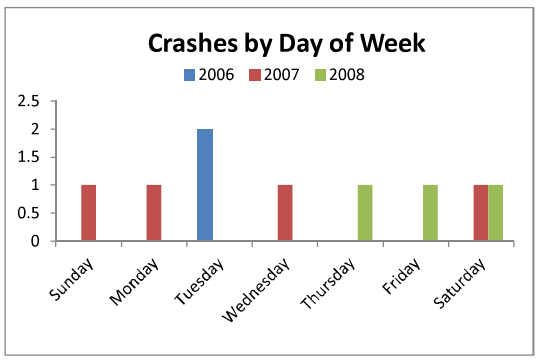


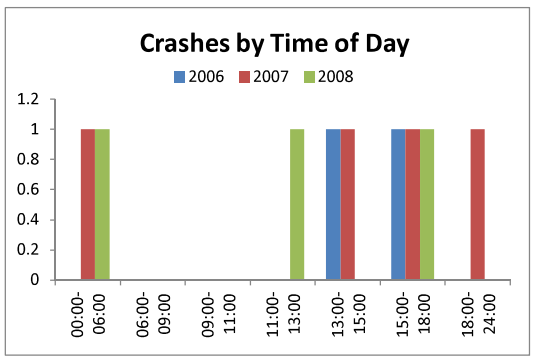














APPENDIX D – TECHNICAL MEMORANDUM

C H Perez and Associates Consulting Engineers, Inc.
9594 NW 41 Street, Suite 201
Doral, Florida 33178

ENGINEERS AND SURVEYORS DEDICATED TO TRANSPORTATION

CA 25976 / LB 7360

March 2013

TECHNICAL MEMORANDUM

District Six Traffic Operations Office
District-Wide Traffic Operations & Safety Studies

FM: 249796-3-32-01
Contract: C- 9341
TWO 32

Subject:

Supplemental Crash Review for Safety Study on
SR A1A/Collins Avenue from north of 4700 Block to 5800 Block
Performed under TWO No. 45
(C-8R39 / FM: 250629-2-32-01)

FDOT Project Manager: Miguel Caldera

P&A Project Manager: Carlos Francis, P.E., PTOE

C H Perez and Associates Consulting Engineers, Inc.
9594 NW 41 Street, Suite 201
Doral, Florida 33178
ENGINEERS AND SURVEYORS DEDICATED TO TRANSPORTATION
CA 25976 / LB 7360

TECHNICAL MEMORANDUM *March 2013*

FROM: Carlos Francis, P.E., PTOE / Project Manager

TO: Miguel caldera/ FDOT District VI Project Manager

PROJECT: C-9341 / FM No. 249796-3-32-01 / TWO No. 32

DATE: March 18, 2013

SUBJECT: Supplemental Crash Review for Safety Study on SR A1A/Collins Avenue from north of 4700 Block to 5800 Block performed under TWO No. 45 (C-8R39 / FM: 250629-2-32-01

INTRODUCTION

The Florida Department of Transportation (FDOT) Traffic Operations Office, District VI, has requested CH Perez & Associates Consulting Engineers to investigate if the crash frequency for the segment along SR A1A from north of 4700 Block to 5800 Block has shown a continuation by reviewing the crash data from the Department' CARS System and the City of Miami Beach for the latest 3-year study period (2009-2011) and comparing the results to the 3-year period (2006-2008). The crash statistics for the 3-year period (2006-2008) were obtained from the hardcopy police report review and preparation of collision diagrams prepared for the Department under TWO 45 of (C-8R39 / FM: 250629-2-32-01); as a result, there were a total of 285 in the 3-year period with a yearly breakdown of 85, 67, and 78 crashes [respectively 2006, 2007, and 2008].

FDOT CRASH DATA

Based on the Department' CARS System, there were a total of 270 crashes in the 3-year study period with a yearly breakdown of 85, 67, and 78 crashes [respectively 2009, 2010, and 2011]. The crash statistics have been summarized in Table 1.

Table 1: Crash Statistics 2009 – 2011 (FDOT CARS SYSTEM)

SR A1A/Collins Avenue from N. of 4700 Block to 5800 Block Segment/Spot with No Expected Values Available		Number of Crashes Year 2009	2010	2011	3 Year Total Crashes	Mean Crashes Per Year	%
CRASH TYPE	Rear End	11	10	22	43	14.33	18.7%
	Head On	1	2	1	4	1.33	1.7%
	Angle	20	11	27	58	19.33	25.2%
	Left Turn	10	5	1	16	5.33	7.0%
	Right Turn	3	5	1	9	3.00	3.9%
	Sideswipe	12	9	0	21	7.00	9.1%
	Backed Into	2	2	0	4	1.33	1.7%
	Coll. w/ Parked Car	0	0	1	1	0.33	0.4%
	Coll. w/ Pedestrian	0	1	0	1	0.33	0.4%
	Coll. w/ Bicycle	2	0	3	5	1.67	2.2%
	Fixed Object	6	3	4	13	4.33	5.7%
	Ran Off Road	0	0	0	0	0.00	0.0%
	Overturned	0	0	0	0	0.00	0.0%
	Other	18	19	18	55	18.33	23.9%
	Total Crashes	**85**	**67**	**78**	**230**	**76.67**	**100.0%**

TECHNICAL MEMORANDUM *March 2013*

CITY OF MIAMI BEACH CRASH DATA

The crash data for the City of Miami Beach was reviewed to identify which crashes occurred within the study area. It is noted that several crashes occurred on private driveways and parking garages/lots. These crashes were considered out of the study area. Based on the review of the crash data for the City of Miami Beach, there were a total of 293 crashes in the 3-year study period with a yearly breakdown of 100, 94, and 99 crashes [respectively 2009, 2010, and 2011].

CONCLUSION

The review of the City of Miami Beach crash data for the 3-year period (2009-2011) indicated a consistent frequency of crashes as compared to the 3-year period (2006-2008). If the Department needs to confirm crash patterns obtained in the previous study, revision of hard copy police reports and preparation of collision diagrams are required.

Engineer's Certification

I Carlos Francis, P.E. # 51364, certify that I currently hold an active Professional Engineer's License in the State of Florida and I am competent through education or experience to provide engineering services in the civil and traffic engineering disciplines contained in this report. I further certify that this report was prepared by me or under my responsible charge as defined in Chapter 61G15-18.001 F.A.C. and that all statements, conclusions and recommendations made herein are true and correct to the best of my knowledge and ability.

Prepared by: _____

Carlos Francis, P.E.
Florida P. E. No. 51364
P&A Inc.
CA No.25976

APPENDIX E – OPERATIONAL ANALYSIS

HCM Signalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)						4.0	4.0	4.0				
Lane Util. Factor						1.00	1.00	1.00				
Frt						0.86	1.00	1.00				
Flt Protected						1.00	0.95	1.00				
Satd. Flow (prot)						1611	1770	1856				
Flt Permitted						1.00	0.95	1.00				
Satd. Flow (perm)						1611	1770	1856				
Volume (vph)	0	0	0	0	0	17	33	132	1	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.61	0.69	0.82	0.25	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	28	48	161	4	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	45	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	28	3	165	0	0	0	0
Turn Type						Free	Prot					
Protected Phases							4	2 4				
Permitted Phases						Free						
Actuated Green, G (s)						100.0	4.8	85.2				
Effective Green, g (s)						100.0	5.8	86.2				
Actuated g/C Ratio						1.00	0.06	0.86				
Clearance Time (s)							5.0					
Vehicle Extension (s)							2.0					
Lane Grp Cap (vph)						1611	103	1600				
v/s Ratio Prot							0.00	c0.09				
v/s Ratio Perm						c0.02						
v/c Ratio						0.02	0.03	0.10				
Uniform Delay, d1						0.0	44.4	1.0				
Progression Factor						1.00	1.00	1.00				
Incremental Delay, d2						0.0	0.0	0.0				
Delay (s)						0.0	44.5	1.1				
Level of Service						A	D	A				
Approach Delay (s)		0.0			0.0			10.8			0.0	
Approach LOS		A			A			B			A	

Intersection Summary

HCM Average Control Delay	9.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.09		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	4.0
Intersection Capacity Utilization	16.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Queues

Lane Group	WBR	NBL	NBT
Lane Group Flow (vph)	28	48	165
v/c Ratio	0.02	0.29	0.10
Control Delay	0.0	18.0	1.4
Queue Delay	0.0	0.2	0.0
Total Delay	0.0	18.2	1.4
Queue Length 50th (ft)	0	0	12
Queue Length 95th (ft)	0	20	23
Internal Link Dist (ft)			279
Turn Bay Length (ft)			
Base Capacity (vph)	1611	169	1666
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	10	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.02	0.30	0.10

Intersection Summary

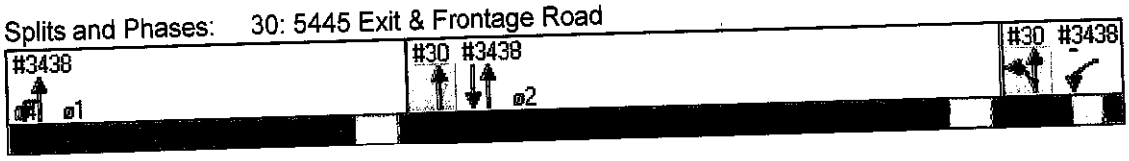
Timings

Lane Group	WBR	NBL	NBT	ø1	ø2
Lane Configurations					
Volume (vph)	17	33	132		
Turn Type	Free	Prot			
Protected Phases		4	2 4	1	2
Permitted Phases	Free				
Detector Phases		4			
Minimum Initial (s)		5.0		5.0	16.0
Minimum Split (s)		10.0		10.0	21.0
Total Split (s)	0.0	11.0	64.0	36.0	53.0
Total Split (%)	0.0%	11.0%	64.0%	36%	53%
Yellow Time (s)		3.0		4.0	4.0
All-Red Time (s)		2.0		1.0	1.0
Lead/Lag				Lead	Lag
Lead-Lag Optimize?				Yes	Yes
Recall Mode		None		None	C-Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 89 (89%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 30: 5445 Exit & Frontage Road



Movement	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0	4.0			4.0	4.0
Lane Util. Factor			1.00	0.91			1.00	0.91
Frt			1.00	0.99			1.00	1.00
Flt Protected			0.95	1.00			0.95	1.00
Satd. Flow (prot)			1770	5058			1770	5085
Flt Permitted			0.95	1.00			0.95	1.00
Satd. Flow (perm)			1770	5058			1770	5085
Volume (vph)	0	0	12	1195	43	11	8	1116
Peak-hour factor, PHF	0.92	0.92	0.90	0.92	0.90	0.55	0.67	0.98
Adj. Flow (vph)	0	0	13	1299	48	20	12	1139
RTOR Reduction (vph)	0	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	0	13	1346	0	0	32	1139
Turn Type			Prot			Prot	Prot	
Protected Phases			1	2		1	1	2
Permitted Phases								
Actuated Green, G (s)			3.8	87.2			3.8	87.2
Effective Green, g (s)			3.8	88.2			3.8	88.2
Actuated g/C Ratio			0.04	0.88			0.04	0.88
Clearance Time (s)			4.0	5.0			4.0	5.0
Vehicle Extension (s)			2.0	1.0			2.0	1.0
Lane Grp Cap (vph)			67	4461			67	4485
v/s Ratio Prot			0.01	c0.27			c0.02	0.22
v/s Ratio Perm								
v/c Ratio			0.19	0.30			0.48	0.25
Uniform Delay, d1			46.6	0.9			47.1	0.9
Progression Factor			1.15	0.17			1.00	1.00
Incremental Delay, d2			0.5	0.2			1.9	0.1
Delay (s)			54.0	0.3			49.1	1.0
Level of Service			D	A			D	A
Approach Delay (s)	0.0			0.8				2.3
Approach LOS	A			A				A

Intersection Summary			
HCM Average Control Delay	1.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.31		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	27.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	NBU	NBT	SBL	SBT
Lane Group Flow (vph)	13	1347	32	1139
v/c Ratio	0.13	0.29	0.31	0.24
Control Delay	53.5	0.3	53.1	1.0
Queue Delay	0.0	0.0	0.0	0.2
Total Delay	53.5	0.4	53.1	1.2
Queue Length 50th (ft)	9	6	20	27
Queue Length 95th (ft)	m29	7	37	41
Internal Link Dist (ft)		156		296
Turn Bay Length (ft)	50		50	
Base Capacity (vph)	779	4627	779	4650
Starvation Cap Reductn	0	1070	0	2415
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.02	0.38	0.04	0.51

Intersection Summary

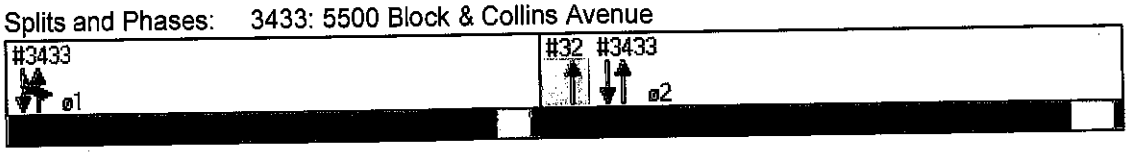
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	NBU	NBT	SBL	SBT
Lane Configurations				
Volume (vph)	12	1195	8	1116
Turn Type	Prot		Prot	
Protected Phases	1	2	1	2
Permitted Phases				
Detector Phases	1		1	
Minimum Initial (s)	5.0	16.0	5.0	16.0
Minimum Split (s)	10.0	21.0	10.0	21.0
Total Split (s)	48.0	52.0	48.0	52.0
Total Split (%)	48.0%	52.0%	48.0%	52.0%
Yellow Time (s)	3.0	4.0	3.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 94 (94%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated

Splits and Phases: 3433: 5500 Block & Collins Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0					4.0		4.0				
Lane Util. Factor	1.00					1.00		1.00				
Frt	1.00					0.86		0.98				
Flt Protected	0.95					1.00		1.00				
Satd. Flow (prot)	1770					1611		1826				
Flt Permitted	0.95					1.00		1.00				
Satd. Flow (perm)	1770					1611		1826				
Volume (vph)	51	0	0	0	0	22	0	132	18	0	0	0
Peak-hour factor, PHF	0.90	0.92	0.92	0.92	0.92	0.75	0.92	0.80	0.64	0.92	0.92	0.92
Adj. Flow (vph)	57	0	0	0	0	29	0	165	28	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	1	0	0	0	0
Lane Group Flow (vph)	57	0	0	0	0	29	0	192	0	0	0	0
Turn Type	Prot					Free						
Protected Phases	Free!							2!				
Permitted Phases						Free						
Actuated Green, G (s)	100.0					100.0		87.2				
Effective Green, g (s)	100.0					100.0		88.2				
Actuated g/C Ratio	1.00					1.00		0.88				
Clearance Time (s)								5.0				
Vehicle Extension (s)								1.0				
Lane Grp Cap (vph)	1770					1611		1611				
v/s Ratio Prot	0.03							c0.10				
v/s Ratio Perm						0.02						
v/c Ratio	0.03					0.02		0.12				
Uniform Delay, d1	0.0					0.0		0.8				
Progression Factor	1.00					1.00		0.99				
Incremental Delay, d2	0.0					0.0		0.2				
Delay (s)	0.0					0.0		0.9				
Level of Service	A					A		A				
Approach Delay (s)		0.0			0.0			0.9			0.0	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM Average Control Delay	0.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.11		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	4.0
Intersection Capacity Utilization	23.3%	ICU Level of Service	A
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Queues

Lane Group	EBL	WBR	NBT
Lane Group Flow (vph)	57	29	193
v/c Ratio	0.03	0.02	0.12
Control Delay	0.0	0.0	1.0
Queue Delay	0.0	0.0	0.0
Total Delay	0.0	0.0	1.0
Queue Length 50th (ft)	0	0	11
Queue Length 95th (ft)	0	0	18
Internal Link Dist (ft)			171
Turn Bay Length (ft)			
Base Capacity (vph)	1770	1611	1670
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.03	0.02	0.12

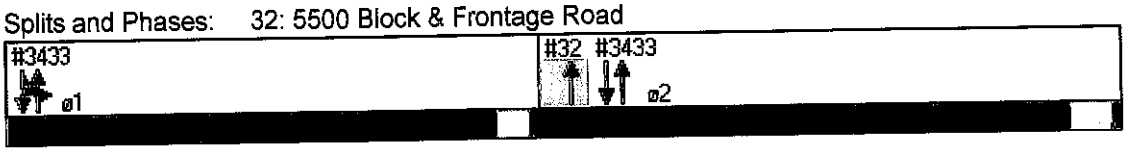
Intersection Summary

Lane Group	EBL	WBR	NBT	ø1
Lane Configurations				
Volume (vph)	51	22	132	
Turn Type	Prot	Free		
Protected Phases	Free!		2!	1
Permitted Phases		Free		
Detector Phases				
Minimum Initial (s)			16.0	5.0
Minimum Split (s)			21.0	10.0
Total Split (s)	0.0	0.0	52.0	48.0
Total Split (%)	0.0%	0.0%	52.0%	48%
Yellow Time (s)			4.0	3.0
All-Red Time (s)			1.0	1.0
Lead/Lag			Lag	Lead
Lead-Lag Optimize?			Yes	Yes
Recall Mode			C-Max	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 94 (94%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated
! Phase conflict between lane groups.

Splits and Phases: 32: 5500 Block & Frontage Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0					4.0			4.0
Lane Util. Factor		1.00		1.00					0.91			0.91
Frt		0.93		1.00					1.00			1.00
Flt Protected		0.98		0.95					1.00			1.00
Satd. Flow (prot)		1695		1770					5082			5076
Flt Permitted		0.84		0.87					0.92			0.90
Satd. Flow (perm)		1462		1620					4662			4567
Volume (vph)	2	0	3	12	0	0	7	0	1199	0	14	1105
Peak-hour factor, PHF	0.50	0.92	0.75	0.60	0.92	0.92	0.44	0.92	0.92	0.92	0.70	0.96
Adj. Flow (vph)	4	0	4	20	0	0	16	0	1303	0	20	1151
RTOR Reduction (vph)	0	4	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	4	0	20	0	0	0	0	1319	0	0	1179
Turn Type	Perm			pm+pt			Perm				Perm	
Protected Phases		4		3	4				2			2
Permitted Phases	4			4			2				2	
Actuated Green, G (s)		4.2		7.0					80.0			80.0
Effective Green, g (s)		4.6		7.4					81.0			81.0
Actuated g/C Ratio		0.05		0.07					0.81			0.81
Clearance Time (s)		4.4		4.0					5.0			5.0
Vehicle Extension (s)		2.0		2.0					1.0			1.0
Lane Grp Cap (vph)		67		124					3761			3685
v/s Ratio Prot				c0.00								
v/s Ratio Perm		0.00		c0.01					c0.28			0.26
v/c Ratio		0.06		0.16					0.35			0.32
Uniform Delay, d1		45.8		43.6					2.6			2.5
Progression Factor		1.00		0.50					1.00			0.98
Incremental Delay, d2		0.1		0.2					0.3			0.2
Delay (s)		46.0		22.2					2.9			2.7
Level of Service		D		C					A			A
Approach Delay (s)		46.0			22.2				2.9			2.7
Approach LOS		D			C				A			A

Intersection Summary			
HCM Average Control Delay	3.1	HCM Level of Service	A
HCM Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	100.4	Sum of lost time (s)	12.0
Intersection Capacity Utilization	43.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	5
Peak-hour factor, PHF	0.63
Adj. Flow (vph)	8
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
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	

Queues

Lane Group	EBT	WBL	NBT	SBT
Lane Group Flow (vph)	8	20	1319	1179
v/c Ratio	0.06	0.12	0.33	0.31
Control Delay	35.0	19.9	2.9	2.8
Queue Delay	0.0	0.2	0.3	0.0
Total Delay	35.0	20.1	3.2	2.8
Queue Length 50th (ft)	2	8	43	38
Queue Length 95th (ft)	17	8	116	99
Internal Link Dist (ft)	140		296	71
Turn Bay Length (ft)				
Base Capacity (vph)	684	218	4012	3828
Starvation Cap Reductn	0	52	1800	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.01	0.12	0.60	0.31

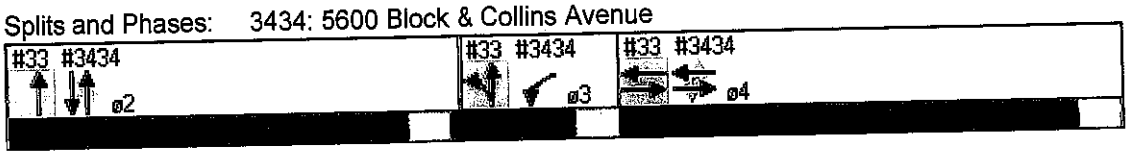
Intersection Summary

Lane Group	EBL	EBT	WBL	NBL	NBT	SBL	SBT
Lane Configurations							
Volume (vph)	2	0	12	7	1199	14	1105
Turn Type	Perm		pm+pt	Perm		Perm	
Protected Phases		4	3		2		2
Permitted Phases	4		4	2		2	
Detector Phases	4	4	3			2	
Minimum Initial (s)	7.0	7.0	7.0	15.0	15.0	15.0	15.0
Minimum Split (s)	11.4	11.4	11.0	20.0	20.0	20.0	20.0
Total Split (s)	45.4	45.4	14.0	41.0	41.0	41.0	41.0
Total Split (%)	45.2%	45.2%	13.9%	40.8%	40.8%	40.8%	40.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.4	0.4	0.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	None	None	None	C-Max	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 100.4
Actuated Cycle Length: 100.4
Offset: 86 (86%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 3434: 5600 Block & Collins Avenue



HCM Signalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑		↰	↑				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0				
Lane Util. Factor		1.00			1.00			1.00				
Frt		1.00			0.92			1.00				
Flt Protected		1.00			1.00			1.00				
Satd. Flow (prot)		1863			1719			1863				
Flt Permitted		1.00			1.00			1.00				
Satd. Flow (perm)		1863			1719			1863				
Volume (vph)	0	14	0	0	12	12	0	175	0	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.60	0.65	0.50	0.65	0.93	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	15	0	0	18	24	0	188	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	23	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	15	0	0	19	0	0	188	0	0	0	0
Turn Type							Prot					
Protected Phases		4			4		3	2 3				
Permitted Phases												
Actuated Green, G (s)		4.2			4.2			87.8				
Effective Green, g (s)		4.6			4.6			87.8				
Actuated g/C Ratio		0.05			0.05			0.87				
Clearance Time (s)		4.4			4.4							
Vehicle Extension (s)		2.0			2.0							
Lane Grp Cap (vph)		85			79			1629				
v/s Ratio Prot		0.01			c0.01			c0.10				
v/s Ratio Perm												
v/c Ratio		0.18			0.24			0.12				
Uniform Delay, d1		46.1			46.2			0.9				
Progression Factor		1.28			1.00			1.00				
Incremental Delay, d2		0.4			0.6			0.0				
Delay (s)		59.3			46.8			0.9				
Level of Service		E			D			A				
Approach Delay (s)		59.3			46.8			0.9			0.0	
Approach LOS		E			D			A			A	

Intersection Summary			
HCM Average Control Delay	12.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.12		
Actuated Cycle Length (s)	100.4	Sum of lost time (s)	8.0
Intersection Capacity Utilization	25.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Queues

Lane Group	EBT	WBT	NBT
Lane Group Flow (vph)	15	42	188
v/c Ratio	0.11	0.28	0.11
Control Delay	57.6	29.9	1.2
Queue Delay	0.0	0.0	0.0
Total Delay	57.6	29.9	1.2
Queue Length 50th (ft)	10	11	14
Queue Length 95th (ft)	33	28	23
Internal Link Dist (ft)	50	411	297
Turn Bay Length (ft)			
Base Capacity (vph)	768	723	1691
Starvation Cap Reductn	65	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.02	0.06	0.11

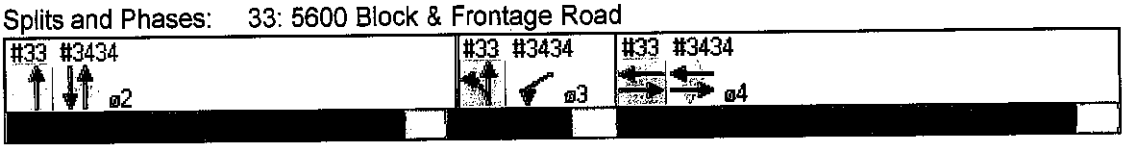
Intersection Summary

Lane Group	EBT	WBT	NBT	ø2	ø3
Lane Configurations					
Volume (vph)	14	12	175		
Turn Type					
Protected Phases	4	4	2 3	2	3
Permitted Phases					
Detector Phases	4	4			
Minimum Initial (s)	7.0	7.0		15.0	7.0
Minimum Split (s)	11.4	11.4		20.0	11.0
Total Split (s)	45.4	45.4	55.0	41.0	14.0
Total Split (%)	45.2%	45.2%	54.8%	41%	14%
Yellow Time (s)	4.0	4.0		4.0	4.0
All-Red Time (s)	0.4	0.4		1.0	0.0
Lead/Lag	Lag	Lag			Lead
Lead-Lag Optimize?	Yes	Yes			Yes
Recall Mode	None	None		C-Max	None

Intersection Summary

Cycle Length: 100.4
Actuated Cycle Length: 100.4
Offset: 86 (86%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 33: 5600 Block & Frontage Road



Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations							
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0		4.0		4.0
Lane Util. Factor	1.00		0.91		1.00		0.91
Frt	1.00		1.00		1.00		1.00
Flt Protected	0.95		1.00		0.95		1.00
Satd. Flow (prot)	1770		5085		1770		5085
Flt Permitted	0.95		1.00		0.95		1.00
Satd. Flow (perm)	1770		5085		1770		5085
Volume (vph)	29	0	1089	0	12	0	1115
Peak-hour factor, PHF	0.81	0.92	0.88	0.92	0.50	0.50	0.97
Adj. Flow (vph)	36	0	1238	0	24	0	1149
RTOR Reduction (vph)	0	0	0	0	0	0	0
Lane Group Flow (vph)	36	0	1238	0	24	0	1149
Turn Type					Prot		
Protected Phases	3		2		1		1 2
Permitted Phases							
Actuated Green, G (s)	5.6		54.8		24.6		83.4
Effective Green, g (s)	7.6		55.8		24.6		84.4
Actuated g/C Ratio	0.08		0.56		0.25		0.84
Clearance Time (s)	6.0		5.0		4.0		
Vehicle Extension (s)	2.0		1.0		2.0		
Lane Grp Cap (vph)	135		2837		435		4292
v/s Ratio Prot	c0.02		c0.24		0.01		c0.23
v/s Ratio Perm							
v/c Ratio	0.27		0.44		0.06		0.27
Uniform Delay, d1	43.6		12.9		28.8		1.6
Progression Factor	1.00		1.00		1.00		1.00
Incremental Delay, d2	0.4		0.5		0.2		0.2
Delay (s)	43.9		13.4		29.1		1.7
Level of Service	D		B		C		A
Approach Delay (s)	43.9		13.4				2.3
Approach LOS	D		B				A

Intersection Summary			
HCM Average Control Delay	8.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	32.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Queues

Lane Group	WBL	NBT	SBU	SBT
Lane Group Flow (vph)	36	1238	24	1149
v/c Ratio	0.24	0.43	0.06	0.26
Control Delay	45.9	12.8	32.1	1.8
Queue Delay	1.3	0.0	0.0	0.0
Total Delay	47.2	12.8	32.1	1.8
Queue Length 50th (ft)	22	153	12	39
Queue Length 95th (ft)	46	180	19	59
Internal Link Dist (ft)	29	196		154
Turn Bay Length (ft)			50	
Base Capacity (vph)	248	2898	436	4394
Starvation Cap Reductn	122	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.29	0.43	0.06	0.26

Intersection Summary

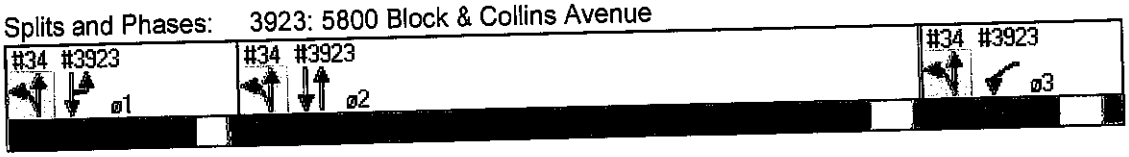
Timings

Lane Group	WBL	NBT	SBU	SBT
Lane Configurations				
Volume (vph)	29	1089	12	1115
Turn Type			Prot	
Protected Phases	3	2	1	1 2
Permitted Phases				
Detector Phases	3		1	
Minimum Initial (s)	5.0	16.0	5.0	
Minimum Split (s)	11.0	21.0	9.0	
Total Split (s)	18.0	61.0	21.0	82.0
Total Split (%)	18.0%	61.0%	21.0%	82.0%
Yellow Time (s)	4.0	4.0	3.0	
All-Red Time (s)	2.0	1.0	1.0	
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	C-Max	Max	

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 35 (35%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 3923: 5800 Block & Collins Avenue



HCM Signalized Intersection Capacity Analysis



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0	4.0		
Lane Util. Factor			1.00	1.00		
Frt			1.00	1.00		
Flt Protected			0.95	1.00		
Satd. Flow (prot)			1770	1863		
Flt Permitted			0.95	1.00		
Satd. Flow (perm)			1770	1863		
Volume (vph)	0	0	29	213	0	0
Peak-hour factor, PHF	0.92	0.92	0.81	0.76	0.92	0.92
Adj. Flow (vph)	0	0	36	280	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	36	280	0	0
Turn Type			Split			
Protected Phases			1 2 3	1 2 3		
Permitted Phases						
Actuated Green, G (s)			100.0	100.0		
Effective Green, g (s)			100.0	100.0		
Actuated g/C Ratio			1.00	1.00		
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)			1770	1863		
v/s Ratio Prot			0.02	c0.15		
v/s Ratio Perm						
v/c Ratio			0.02	0.15		
Uniform Delay, d1			0.0	0.0		
Progression Factor			1.00	1.00		
Incremental Delay, d2			0.0	0.0		
Delay (s)			0.0	0.0		
Level of Service			A	A		
Approach Delay (s)	0.0			0.0	0.0	
Approach LOS	A			A	A	

Intersection Summary			
HCM Average Control Delay	0.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.15		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	0.0
Intersection Capacity Utilization	14.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Queues

Lane Group	NBL	NBT
Lane Group Flow (vph)	36	280
v/c Ratio	0.02	0.15
Control Delay	0.0	0.2
Queue Delay	0.0	0.0
Total Delay	0.0	0.2
Queue Length 50th (ft)	0	0
Queue Length 95th (ft)	0	0
Internal Link Dist (ft)		183
Turn Bay Length (ft)		
Base Capacity (vph)	1767	1863
Starvation Cap Reductn	0	0
Spillback Cap Reductn	279	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.02	0.15

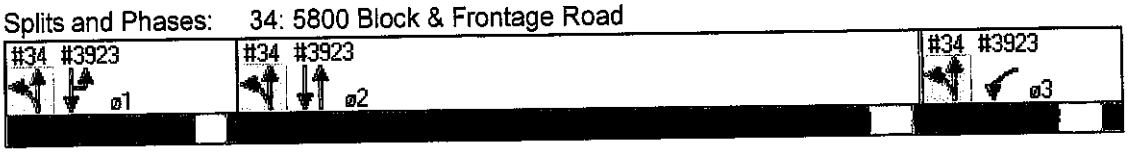
Intersection Summary

Lane Group	NBL	NBT	ø1	ø2	ø3
Lane Configurations					
Volume (vph)	29	213			
Turn Type	Split				
Protected Phases	1 2 3	1 2 3	1	2	3
Permitted Phases					
Detector Phases	1 2 3				
Minimum Initial (s)			5.0	16.0	5.0
Minimum Split (s)			9.0	21.0	11.0
Total Split (s)	100.0	100.0	21.0	61.0	18.0
Total Split (%)	100.0%	100.0%	21%	61%	18%
Yellow Time (s)			3.0	4.0	4.0
All-Red Time (s)			1.0	1.0	2.0
Lead/Lag			Lead	Lag	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode			Max	C-Max	None

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 35 (35%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 34: 5800 Block & Frontage Road



Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0			4.0
Lane Util. Factor				0.91			0.91
Frt				1.00			1.00
Flt Protected				1.00			1.00
Satd. Flow (prot)				5077			5085
Flt Permitted				1.00			1.00
Satd. Flow (perm)				5077			5085
Volume (vph)	0	0	0	1427	8	0	1213
Peak-hour factor, PHF	0.92	0.92	0.92	0.94	0.50	0.92	0.94
Adj. Flow (vph)	0	0	0	1518	16	0	1290
RTOR Reduction (vph)	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	1534	0	0	1290
Turn Type			Perm			Prot	
Protected Phases				2		1	2
Permitted Phases			2				
Actuated Green, G (s)				128.0			128.0
Effective Green, g (s)				129.0			129.0
Actuated g/C Ratio				0.92			0.92
Clearance Time (s)				5.0			5.0
Vehicle Extension (s)				1.0			1.0
Lane Grp Cap (vph)				4678			4685
v/s Ratio Prot				c0.30			0.25
v/s Ratio Perm							
v/c Ratio				0.33			0.28
Uniform Delay, d1				0.6			0.6
Progression Factor				1.00			1.00
Incremental Delay, d2				0.2			0.1
Delay (s)				0.8			0.7
Level of Service				A			A
Approach Delay (s)	0.0			0.8			0.7
Approach LOS	A			A			A

Intersection Summary			
HCM Average Control Delay	0.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	31.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Queues

Lane Group	NBT	SBT
Lane Group Flow (vph)	1534	1290
v/c Ratio	0.31	0.26
Control Delay	0.6	0.6
Queue Delay	0.0	0.0
Total Delay	0.6	0.6
Queue Length 50th (ft)	0	0
Queue Length 95th (ft)	50	40
Internal Link Dist (ft)	758	376
Turn Bay Length (ft)		
Base Capacity (vph)	4872	4882
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.31	0.26

Intersection Summary

Timings

Lane Group	NBT	SBT	ø1
Lane Configurations	↑↑↑	↑↑↑	
Volume (vph)	1427	1213	
Turn Type			
Protected Phases	2	2	1
Permitted Phases			
Detector Phases			
Minimum Initial (s)	16.0	16.0	5.0
Minimum Split (s)	21.0	21.0	10.0
Total Split (s)	103.0	103.0	37.0
Total Split (%)	73.6%	73.6%	26%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0
Lead/Lag	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes
Recall Mode	C-Max	C-Max	None

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 44 (31%), Referenced to phase 2:NBEB, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated

Splits and Phases: 3866: 4900 Block & Collins Avenue



HCM Signalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰						↑				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0						4.0				
Lane Util. Factor		1.00						1.00				
Frt		1.00						1.00				
Flt Protected		0.95						1.00				
Satd. Flow (prot)		1770						1856				
Flt Permitted		0.95						1.00				
Satd. Flow (perm)		1770						1856				
Volume (vph)	8	0	0	0	0	0	0	342	6	0	0	0
Peak-hour factor, PHF	0.50	0.92	0.92	0.92	0.92	0.92	0.92	0.82	0.50	0.92	0.92	0.92
Adj. Flow (vph)	16	0	0	0	0	0	0	417	12	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	16	0	0	0	0	0	429	0	0	0	0
Turn Type	Split											
Protected Phases	1	1						2				
Permitted Phases		2										
Actuated Green, G (s)		130.0						128.0				
Effective Green, g (s)		132.0						129.0				
Actuated g/C Ratio		0.94						0.92				
Clearance Time (s)		5.0						5.0				
Vehicle Extension (s)		2.0						1.0				
Lane Grp Cap (vph)		1770						1710				
v/s Ratio Prot		c0.00						c0.23				
v/s Ratio Perm		0.01										
v/c Ratio		0.01						0.25				
Uniform Delay, d1		0.2						0.6				
Progression Factor		1.00						1.00				
Incremental Delay, d2		0.0						0.4				
Delay (s)		0.2						0.9				
Level of Service		A						A				
Approach Delay (s)		0.2			0.0			0.9			0.0	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM Average Control Delay	0.9	HCM Level of Service	A
HCM Volume to Capacity ratio	0.24		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	4.0
Intersection Capacity Utilization	29.2%	ICU Level of Service	A
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

Queues

Lane Group	EBT	NBT
Lane Group Flow (vph)	16	429
v/c Ratio	0.01	0.24
Control Delay	0.0	0.8
Queue Delay	0.0	0.0
Total Delay	0.0	0.8
Queue Length 50th (ft)	0	0
Queue Length 95th (ft)	0	37
Internal Link Dist (ft)	39	617
Turn Bay Length (ft)		
Base Capacity (vph)	1770	1781
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.01	0.24

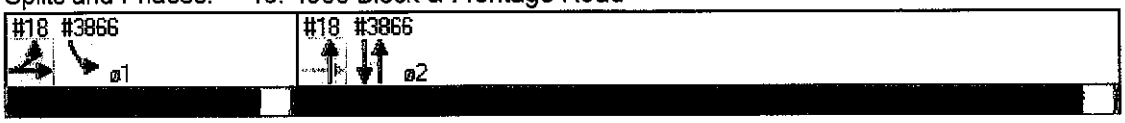
Intersection Summary

Lane Group	EBT	NBT
Lane Configurations		
Volume (vph)	0	342
Turn Type		
Protected Phases	1	2!
Permitted Phases	2!	
Detector Phases	1	
Minimum Initial (s)	5.0	16.0
Minimum Split (s)	10.0	21.0
Total Split (s)	37.0	103.0
Total Split (%)	26.4%	73.6%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Recall Mode	None	C-Max

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 44 (31%), Referenced to phase 2:NBEB, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated
! Phase conflict between lane groups.

Splits and Phases: 18: 4900 Block & Frontage Road





Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations							
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0			4.0	4.0
Lane Util. Factor	1.00		0.91			1.00	0.91
Frt	1.00		1.00			1.00	1.00
Flt Protected	0.95		1.00			0.95	1.00
Satd. Flow (prot)	1773		5085			1770	5085
Flt Permitted	0.95		1.00			0.98	1.00
Satd. Flow (perm)	1773		5085			1817	5085
Volume (vph)	125	1	1426	1	1	6	1088
Peak-hour factor, PHF	0.80	0.92	0.93	0.92	0.92	0.92	0.94
Adj. Flow (vph)	156	1	1533	1	1	7	1157
RTOR Reduction (vph)	0	0	0	0	0	0	0
Lane Group Flow (vph)	157	0	1534	0	0	8	1157
Turn Type					custom	Prot	
Protected Phases	1		2			3	2
Permitted Phases					3		
Actuated Green, G (s)	20.7		101.2			3.1	101.2
Effective Green, g (s)	22.7		101.7			4.1	101.7
Actuated g/C Ratio	0.16		0.72			0.03	0.72
Clearance Time (s)	6.0		4.5			5.0	4.5
Vehicle Extension (s)	2.0		1.0			2.0	1.0
Lane Grp Cap (vph)	286		3681			53	3681
v/s Ratio Prot	c0.09		c0.30				0.23
v/s Ratio Perm						c0.00	
v/c Ratio	0.55		0.42			0.15	0.31
Uniform Delay, d1	54.2		7.7			66.5	6.9
Progression Factor	0.05		1.00			0.92	0.73
Incremental Delay, d2	1.0		0.3			0.5	0.2
Delay (s)	3.7		8.0			61.7	5.3
Level of Service	A		A			E	A
Approach Delay (s)	3.7		8.0				5.7
Approach LOS	A		A				A

Intersection Summary			
HCM Average Control Delay	6.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	140.5	Sum of lost time (s)	12.0
Intersection Capacity Utilization	41.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Queues

Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	157	1534	8	1157
v/c Ratio	0.55	0.40	0.40	0.30
Control Delay	8.9	8.3	103.7	5.5
Queue Delay	1.6	0.0	0.0	0.0
Total Delay	10.6	8.3	103.7	5.5
Queue Length 50th (ft)	4	138	7	88
Queue Length 95th (ft)	5	352	m27	120
Internal Link Dist (ft)	42	255		94
Turn Bay Length (ft)			80	
Base Capacity (vph)	294	3825	83	3825
Starvation Cap Reductn	47	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.64	0.40	0.10	0.30

Intersection Summary

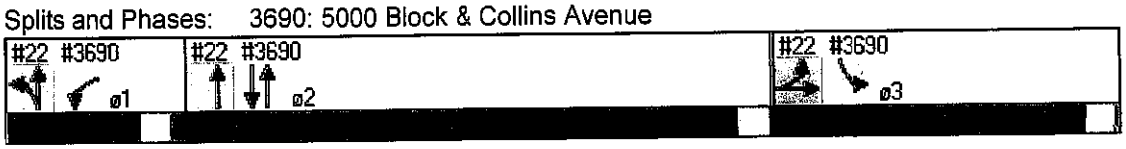
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	WBL	NBT	SBU	SBL	SBT
Lane Configurations					
Volume (vph)	125	1426	1	6	1088
Turn Type			custom	Prot	
Protected Phases	1	2		3	2
Permitted Phases			3		
Detector Phases	1		3	3	
Minimum Initial (s)	5.0	16.0	5.0	5.0	16.0
Minimum Split (s)	11.0	20.5	10.0	10.0	20.5
Total Split (s)	23.0	73.5	44.0	44.0	73.5
Total Split (%)	16.4%	52.3%	31.3%	31.3%	52.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	0.5	1.0	1.0	0.5
Lead/Lag	Lead	Lag			Lag
Lead-Lag Optimize?	Yes	Yes			Yes
Recall Mode	None	C-Max	None	None	C-Max

Intersection Summary

Cycle Length: 140.5
Actuated Cycle Length: 140.5
Offset: 59 (42%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 3690: 5000 Block & Collins Avenue



HCM Signalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0					4.0	4.0				
Lane Util. Factor		1.00					1.00	1.00				
Frt		1.00					1.00	0.99				
Flt Protected		0.96					0.95	1.00				
Satd. Flow (prot)		1785					1770	1848				
Flt Permitted		0.96					0.95	1.00				
Satd. Flow (perm)		1785					1770	1848				
Volume (vph)	6	1	0	0	0	0	126	218	6	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.80	0.74	0.38	0.92	0.92	0.92
Adj. Flow (vph)	7	1	0	0	0	0	158	295	16	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	8	0	0	0	0	158	311	0	0	0	0
Turn Type	Split						Prot					
Protected Phases	3	3					1	1 2				
Permitted Phases												
Actuated Green, G (s)		3.1					20.7	127.9				
Effective Green, g (s)		4.1					22.7	128.4				
Actuated g/C Ratio		0.03					0.16	0.91				
Clearance Time (s)		5.0					6.0					
Vehicle Extension (s)		2.0					2.0					
Lane Grp Cap (vph)		52					286	1689				
v/s Ratio Prot		c0.00					c0.09	c0.17				
v/s Ratio Perm												
v/c Ratio		0.15					0.55	0.18				
Uniform Delay, d1		66.5					54.2	0.6				
Progression Factor		0.16					1.00	0.99				
Incremental Delay, d2		0.5					1.3	0.0				
Delay (s)		11.4					55.7	0.6				
Level of Service		B					E	A				
Approach Delay (s)		11.4			0.0			19.2			0.0	
Approach LOS		B			A			B			A	

Intersection Summary			
HCM Average Control Delay	19.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.24		
Actuated Cycle Length (s)	140.5	Sum of lost time (s)	8.0
Intersection Capacity Utilization	22.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Queues

Lane Group	EBT	NBL	NBT
Lane Group Flow (vph)	8	158	311
v/c Ratio	0.06	0.55	0.17
Control Delay	10.4	61.0	1.0
Queue Delay	0.0	0.0	0.0
Total Delay	10.4	61.0	1.0
Queue Length 50th (ft)	1	134	0
Queue Length 95th (ft)	m3	169	53
Internal Link Dist (ft)	42		257
Turn Bay Length (ft)			
Base Capacity (vph)	508	293	1783
Starvation Cap Reductn	116	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.02	0.54	0.17

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Timings

Lane Group	EBT	NBL	NBT	ø2
Lane Configurations				
Volume (vph)	1	126	218	
Turn Type		Prot		
Protected Phases	3	1	1 2	2
Permitted Phases				
Detector Phases	3	1		
Minimum Initial (s)	5.0	5.0		16.0
Minimum Split (s)	10.0	11.0		20.5
Total Split (s)	44.0	23.0	96.5	73.5
Total Split (%)	31.3%	16.4%	68.7%	52%
Yellow Time (s)	4.0	4.0		4.0
All-Red Time (s)	1.0	2.0		0.5
Lead/Lag		Lead		Lag
Lead-Lag Optimize?		Yes		Yes
Recall Mode	None	None		C-Max

Intersection Summary

Cycle Length: 140.5
Actuated Cycle Length: 140.5
Offset: 59 (42%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 22: 5000 Block & Frontage Road



Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0		4.0	4.0
Lane Util. Factor	1.00			0.91		1.00	0.91
Frt	1.00			1.00		1.00	1.00
Flt Protected	0.95			1.00		0.95	1.00
Satd. Flow (prot)	1770			5085		1770	5085
Flt Permitted	0.95			0.94		0.95	1.00
Satd. Flow (perm)	1770			4779		1770	5085
Volume (vph)	47	0	1	1427	0	13	1047
Peak-hour factor, PHF	0.78	0.92	0.92	0.93	0.92	0.44	0.92
Adj. Flow (vph)	60	0	1	1534	0	30	1138
RTOR Reduction (vph)	0	0	0	0	0	0	0
Lane Group Flow (vph)	60	0	0	1535	0	30	1138
Turn Type			Perm			Prot	
Protected Phases	1			2		3	2
Permitted Phases			2				
Actuated Green, G (s)	9.3			110.6		5.1	110.6
Effective Green, g (s)	11.3			111.1		6.1	111.1
Actuated g/C Ratio	0.08			0.79		0.04	0.79
Clearance Time (s)	6.0			4.5		5.0	4.5
Vehicle Extension (s)	2.0			1.0		2.0	1.0
Lane Grp Cap (vph)	142			3779		77	4021
v/s Ratio Prot	c0.03					c0.02	0.22
v/s Ratio Perm				c0.32			
v/c Ratio	0.42			0.41		0.39	0.28
Uniform Delay, d1	61.5			4.5		65.4	4.0
Progression Factor	0.04			0.33		1.00	1.00
Incremental Delay, d2	0.7			0.3		1.2	0.2
Delay (s)	3.0			1.8		66.6	4.1
Level of Service	A			A		E	A
Approach Delay (s)	3.0			1.8			5.7
Approach LOS	A			A			A

Intersection Summary			
HCM Average Control Delay	3.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	140.5	Sum of lost time (s)	12.0
Intersection Capacity Utilization	39.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Queues

Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	60	1535	30	1138
v/c Ratio	0.39	0.39	0.29	0.27
Control Delay	8.9	2.0	69.4	4.7
Queue Delay	0.0	0.0	0.0	0.3
Total Delay	9.0	2.0	69.4	5.0
Queue Length 50th (ft)	1	179	27	99
Queue Length 95th (ft)	1	4	29	151
Internal Link Dist (ft)	35	373		85
Turn Bay Length (ft)			80	
Base Capacity (vph)	517	3915	227	4164
Starvation Cap Reductn	57	0	0	2139
Spillback Cap Reductn	0	32	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.13	0.40	0.13	0.56

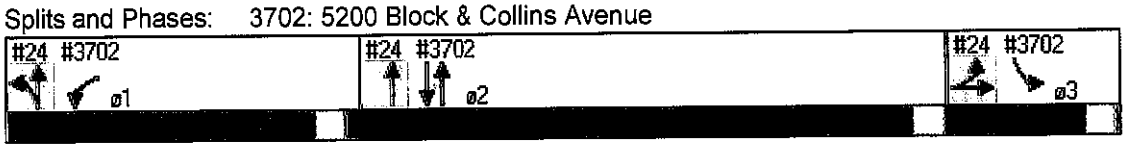
Intersection Summary

Lane Group	WBL	NBU	NBT	SBL	SBT
Lane Configurations					
Volume (vph)	47	1	1427	13	1047
Turn Type		Perm		Prot	
Protected Phases	1		2	3	2
Permitted Phases		2			
Detector Phases	1			3	
Minimum Initial (s)	5.0	16.0	16.0	5.0	16.0
Minimum Split (s)	11.0	20.5	20.5	10.0	20.5
Total Split (s)	45.0	73.5	73.5	22.0	73.5
Total Split (%)	32.0%	52.3%	52.3%	15.7%	52.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	0.5	0.5	1.0	0.5
Lead/Lag	Lead	Lag	Lag		Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes
Recall Mode	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 140.5
Actuated Cycle Length: 140.5
Offset: 77 (55%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 3702: 5200 Block & Collins Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0					4.0	4.0				
Lane Util. Factor		1.00					1.00	1.00				
Frt		1.00					1.00	0.99				
Flt Protected		0.98					0.95	1.00				
Satd. Flow (prot)		1820					1770	1841				
Flt Permitted		0.98					0.95	1.00				
Satd. Flow (perm)		1820					1770	1841				
Volume (vph)	6	7	0	0	0	0	47	165	12	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.78	0.86	0.75	0.92	0.92	0.92
Adj. Flow (vph)	7	8	0	0	0	0	60	192	16	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	15	0	0	0	0	60	207	0	0	0	0
Turn Type	Split						Prot					
Protected Phases	3	3					1	1 2				
Permitted Phases												
Actuated Green, G (s)		5.1					9.3	125.9				
Effective Green, g (s)		6.1					11.3	126.4				
Actuated g/C Ratio		0.04					0.08	0.90				
Clearance Time (s)		5.0					6.0					
Vehicle Extension (s)		2.0					2.0					
Lane Grp Cap (vph)		79					142	1656				
v/s Ratio Prot		c0.01					c0.03	c0.11				
v/s Ratio Perm												
v/c Ratio		0.19					0.42	0.12				
Uniform Delay, d1		64.8					61.5	0.8				
Progression Factor		0.04					0.99	0.63				
Incremental Delay, d2		0.4					0.7	0.0				
Delay (s)		3.0					61.4	0.5				
Level of Service		A					E	A				
Approach Delay (s)		3.0			0.0			14.1			0.0	
Approach LOS		A			A			B			A	

Intersection Summary			
HCM Average Control Delay	13.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.15		
Actuated Cycle Length (s)	140.5	Sum of lost time (s)	8.0
Intersection Capacity Utilization	20.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Queues

Lane Group	EBT	NBL	NBT
Lane Group Flow (vph)	15	60	208
v/c Ratio	0.14	0.39	0.12
Control Delay	5.2	65.5	0.7
Queue Delay	0.1	0.0	0.0
Total Delay	5.4	65.5	0.7
Queue Length 50th (ft)	0	53	19
Queue Length 95th (ft)	1	73	5
Internal Link Dist (ft)	35		363
Turn Bay Length (ft)			
Base Capacity (vph)	233	517	1703
Starvation Cap Reductn	70	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.09	0.12	0.12

Intersection Summary

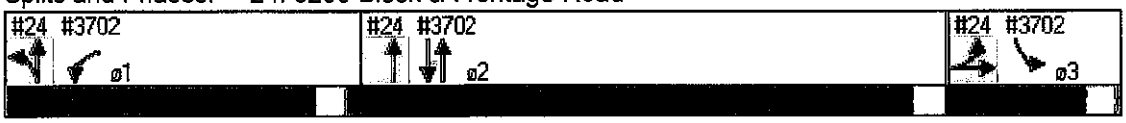
Timings

Lane Group	EBT	NBL	NBT	ø2
Lane Configurations				
Volume (vph)	7	47	165	
Turn Type		Prot		
Protected Phases	3	1	1 2	2
Permitted Phases				
Detector Phases	3	1		
Minimum Initial (s)	5.0	5.0		16.0
Minimum Split (s)	10.0	11.0		20.5
Total Split (s)	22.0	45.0	118.5	73.5
Total Split (%)	15.7%	32.0%	84.3%	52%
Yellow Time (s)	4.0	4.0		4.0
All-Red Time (s)	1.0	2.0		0.5
Lead/Lag		Lead		Lag
Lead-Lag Optimize?		Yes		Yes
Recall Mode	None	None		C-Max

Intersection Summary

Cycle Length: 140.5
Actuated Cycle Length: 140.5
Offset: 77 (55%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 24: 5200 Block & Frontage Road





Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations			↑↑↑↳			↳	↑↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0			4.0	4.0
Lane Util. Factor			0.91			1.00	0.91
Frt			0.99			1.00	1.00
Flt Protected			1.00			0.95	1.00
Satd. Flow (prot)			5051			1770	5085
Flt Permitted			1.00			0.95	1.00
Satd. Flow (perm)			5051			1770	5085
Volume (vph)	0	0	1377	50	29	12	1060
Peak-hour factor, PHF	0.92	0.92	0.90	0.69	0.66	0.75	0.94
Adj. Flow (vph)	0	0	1530	72	44	16	1128
RTOR Reduction (vph)	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	0	1601	0	0	60	1128
Turn Type					Prot	custom	
Protected Phases			2		1	1	2
Permitted Phases						1	
Actuated Green, G (s)			122.8			8.2	122.8
Effective Green, g (s)			123.5			8.4	123.5
Actuated g/C Ratio			0.88			0.06	0.88
Clearance Time (s)			4.7			4.2	4.7
Vehicle Extension (s)			1.0			2.0	1.0
Lane Grp Cap (vph)			4459			106	4489
v/s Ratio Prot			c0.32			c0.03	0.22
v/s Ratio Perm							
v/c Ratio			0.36			0.57	0.25
Uniform Delay, d1			1.4			64.0	1.2
Progression Factor			1.00			1.00	1.00
Incremental Delay, d2			0.2			4.1	0.1
Delay (s)			1.6			68.1	1.4
Level of Service			A			E	A
Approach Delay (s)	0.0		1.6				4.7
Approach LOS	A		A				A

Intersection Summary			
HCM Average Control Delay	3.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	139.9	Sum of lost time (s)	8.0
Intersection Capacity Utilization	37.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Queues

Lane Group	NBT	SBL	SBT
Lane Group Flow (vph)	1602	60	1128
v/c Ratio	0.36	0.56	0.25
Control Delay	1.7	83.0	1.5
Queue Delay	0.6	0.0	0.3
Total Delay	2.3	83.0	1.8
Queue Length 50th (ft)	61	54	38
Queue Length 95th (ft)	92	84	58
Internal Link Dist (ft)	172		396
Turn Bay Length (ft)		100	
Base Capacity (vph)	4458	458	4488
Starvation Cap Reductn	2274	0	2513
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.73	0.13	0.57

Intersection Summary

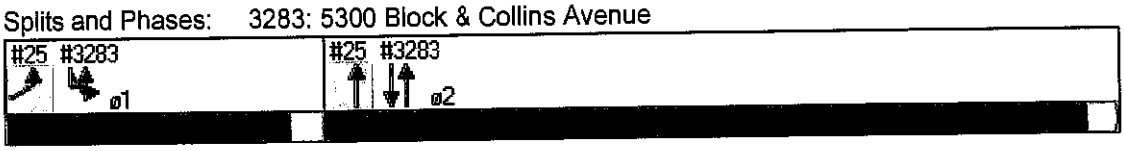
Timings

Lane Group	NBT	SBL	SBT
Lane Configurations			
Volume (vph)	1377	12	1060
Turn Type		custom	
Protected Phases	2	1	2
Permitted Phases		1	
Detector Phases		1	
Minimum Initial (s)	16.0	5.0	16.0
Minimum Split (s)	20.7	9.2	20.7
Total Split (s)	99.7	40.2	99.7
Total Split (%)	71.3%	28.7%	71.3%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	0.7	0.2	0.7
Lead/Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Recall Mode	C-Max	None	C-Max

Intersection Summary

Cycle Length: 139.9
Actuated Cycle Length: 139.9
Offset: 81 (58%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated

Splits and Phases: 3283: 5300 Block & Collins Avenue





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0							4.0				
Lane Util. Factor	1.00							1.00				
Frt	1.00							1.00				
Flt Protected	0.95							1.00				
Satd. Flow (prot)	1770							1863				
Flt Permitted	0.95							1.00				
Satd. Flow (perm)	1770							1863				
Volume (vph)	79	0	0	0	0	0	0	171	0	0	0	0
Peak-hour factor, PHF	0.69	0.92	0.92	0.92	0.92	0.92	0.92	0.88	0.92	0.92	0.92	0.92
Adj. Flow (vph)	114	0	0	0	0	0	0	194	0	0	0	0
RTOR Reduction (vph)	107	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	7	0	0	0	0	0	0	194	0	0	0	0
Turn Type	Prot											
Protected Phases	1							2				
Permitted Phases												
Actuated Green, G (s)	8.2							122.8				
Effective Green, g (s)	8.4							123.5				
Actuated g/C Ratio	0.06							0.88				
Clearance Time (s)	4.2							4.7				
Vehicle Extension (s)	2.0							1.0				
Lane Grp Cap (vph)	106							1645				
v/s Ratio Prot	c0.00							c0.10				
v/s Ratio Perm												
v/c Ratio	0.06							0.12				
Uniform Delay, d1	62.0							1.1				
Progression Factor	1.00							1.00				
Incremental Delay, d2	0.1							0.1				
Delay (s)	62.1							1.2				
Level of Service	E							A				
Approach Delay (s)		62.1			0.0			1.2			0.0	
Approach LOS		E			A			A			A	

Intersection Summary			
HCM Average Control Delay	23.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.11		
Actuated Cycle Length (s)	139.9	Sum of lost time (s)	8.0
Intersection Capacity Utilization	24.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Queues

Lane Group	EBL	NBT
Lane Group Flow (vph)	114	194
v/c Ratio	0.14	0.12
Control Delay	0.3	1.4
Queue Delay	0.4	0.0
Total Delay	0.7	1.4
Queue Length 50th (ft)	0	16
Queue Length 95th (ft)	0	30
Internal Link Dist (ft)		167
Turn Bay Length (ft)		
Base Capacity (vph)	1021	1644
Starvation Cap Reductn	581	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.26	0.12

Intersection Summary

Timings

Lane Group	EBL	NBT
Lane Configurations		
Volume (vph)	79	171
Turn Type	Prot	
Protected Phases	1	2
Permitted Phases		
Detector Phases	1	
Minimum Initial (s)	5.0	16.0
Minimum Split (s)	9.2	20.7
Total Split (s)	40.2	99.7
Total Split (%)	28.7%	71.3%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.2	0.7
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Recall Mode	None	C-Max

Intersection Summary

Cycle Length: 139.9
Actuated Cycle Length: 139.9
Offset: 81 (58%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated

Splits and Phases: 25: 5300 Block & Frontage Road



Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0			4.0
Lane Util. Factor	1.00			0.91			0.91
Frt	1.00			1.00			1.00
Flt Protected	0.95			1.00			1.00
Satd. Flow (prot)	1770			5084			5085
Flt Permitted	0.95			0.93			1.00
Satd. Flow (perm)	1770			4744			5085
Volume (vph)	47	0	3	1403	0	0	1051
Peak-hour factor, PHF	0.73	0.92	0.38	0.88	0.92	0.92	0.96
Adj. Flow (vph)	64	0	8	1594	0	0	1095
RTOR Reduction (vph)	0	0	0	0	0	0	0
Lane Group Flow (vph)	64	0	0	1602	0	0	1095
Turn Type			Perm				
Protected Phases	1			2			2
Permitted Phases			2				
Actuated Green, G (s)	8.1			121.9			121.9
Effective Green, g (s)	8.4			123.0			123.0
Actuated g/C Ratio	0.06			0.88			0.88
Clearance Time (s)	4.3			5.1			5.1
Vehicle Extension (s)	2.0			1.0			1.0
Lane Grp Cap (vph)	107			4186			4487
v/s Ratio Prot	c0.04						0.22
v/s Ratio Perm				c0.34			
v/c Ratio	0.60			0.38			0.24
Uniform Delay, d1	63.9			1.5			1.2
Progression Factor	0.79			1.00			1.00
Incremental Delay, d2	5.6			0.3			0.1
Delay (s)	55.9			1.7			1.4
Level of Service	E			A			A
Approach Delay (s)	55.9			1.7			1.4
Approach LOS	E			A			A

Intersection Summary			
HCM Average Control Delay	2.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	139.4	Sum of lost time (s)	8.0
Intersection Capacity Utilization	40.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Queues

Lane Group	WBL	NBT	SBT
Lane Group Flow (vph)	64	1602	1095
v/c Ratio	0.54	0.38	0.24
Control Delay	64.4	1.9	1.5
Queue Delay	0.0	0.4	0.0
Total Delay	64.5	2.3	1.5
Queue Length 50th (ft)	57	69	39
Queue Length 95th (ft)	47	105	64
Internal Link Dist (ft)	47	396	126
Turn Bay Length (ft)			
Base Capacity (vph)	524	4245	4549
Starvation Cap Reductn	50	1902	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.14	0.68	0.24

Intersection Summary

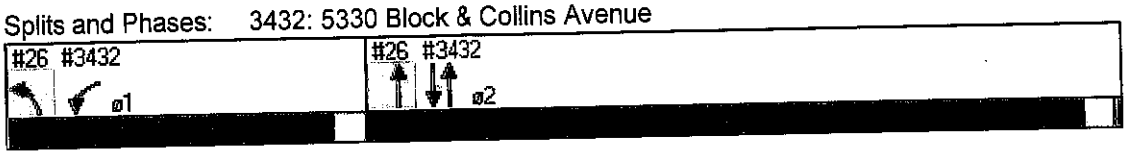
Timings

Lane Group	WBL	NBU	NBT	SBT
Lane Configurations				
Volume (vph)	47	3	1403	1051
Turn Type		Perm		
Protected Phases	1		2	2
Permitted Phases		2		
Detector Phases	1			
Minimum Initial (s)	5.0	16.0	16.0	16.0
Minimum Split (s)	9.3	21.1	21.1	21.1
Total Split (s)	45.3	94.1	94.1	94.1
Total Split (%)	32.5%	67.5%	67.5%	67.5%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.3	1.1	1.1	1.1
Lead/Lag	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 139.4
Actuated Cycle Length: 139.4
Offset: 90 (65%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated

Splits and Phases: 3432: 5330 Block & Collins Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)							4.0	4.0				
Lane Util. Factor							1.00	1.00				
Frt							1.00	1.00				
Flt Protected							0.95	1.00				
Satd. Flow (prot)							1770	1863				
Flt Permitted							0.95	1.00				
Satd. Flow (perm)							1770	1863				
Volume (vph)	0	0	0	0	0	0	47	203	0	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.73	0.81	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	64	251	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	60	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	4	251	0	0	0	0
Turn Type							Prot					
Protected Phases							1	2				
Permitted Phases												
Actuated Green, G (s)							8.1	121.9				
Effective Green, g (s)							8.4	123.0				
Actuated g/C Ratio							0.06	0.88				
Clearance Time (s)							4.3	5.1				
Vehicle Extension (s)							2.0	1.0				
Lane Grp Cap (vph)							107	1644				
v/s Ratio Prot							c0.00	c0.13				
v/s Ratio Perm												
v/c Ratio							0.04	0.15				
Uniform Delay, d1							61.7	1.1				
Progression Factor							1.00	1.00				
Incremental Delay, d2							0.1	0.2				
Delay (s)							61.7	1.3				
Level of Service							E	A				
Approach Delay (s)		0.0			0.0			13.6			0.0	
Approach LOS		A			A			B			A	

Intersection Summary			
HCM Average Control Delay	13.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.15		
Actuated Cycle Length (s)	139.4	Sum of lost time (s)	8.0
Intersection Capacity Utilization	16.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Queues

Lane Group	NBL	NBT
Lane Group Flow (vph)	64	251
v/c Ratio	0.36	0.15
Control Delay	19.0	1.5
Queue Delay	0.0	0.0
Total Delay	19.0	1.5
Queue Length 50th (ft)	0	23
Queue Length 95th (ft)	27	40
Internal Link Dist (ft)		399
Turn Bay Length (ft)		
Base Capacity (vph)	569	1667
Starvation Cap Reductn	0	0
Spillback Cap Reductn	35	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.12	0.15

Intersection Summary

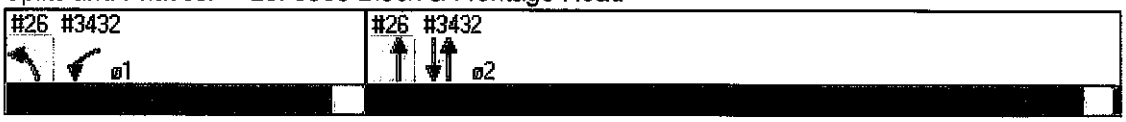
Timings

Lane Group	NBL	NBT
Lane Configurations		
Volume (vph)	47	203
Turn Type	Prot	
Protected Phases	1	2
Permitted Phases		
Detector Phases	1	
Minimum Initial (s)	5.0	16.0
Minimum Split (s)	9.3	21.1
Total Split (s)	45.3	94.1
Total Split (%)	32.5%	67.5%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.3	1.1
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Recall Mode	None	C-Max

Intersection Summary

Cycle Length: 139.4
Actuated Cycle Length: 139.4
Offset: 90 (65%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated

Splits and Phases: 26: 5330 Block & Frontage Road



Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations			↑↑↑			↳	↑↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0			4.0	4.0
Lane Util. Factor			0.91			1.00	0.91
Frt			1.00			1.00	1.00
Flt Protected			1.00			0.95	1.00
Satd. Flow (prot)			5063			1770	5085
Flt Permitted			1.00			0.95	1.00
Satd. Flow (perm)			5063			1770	5085
Volume (vph)	0	0	1373	30	30	6	1051
Peak-hour factor, PHF	0.92	0.92	0.94	0.68	0.54	0.38	0.94
Adj. Flow (vph)	0	0	1461	44	56	16	1118
RTOR Reduction (vph)	0	0	2	0	0	0	0
Lane Group Flow (vph)	0	0	1503	0	0	72	1118
Turn Type					Prot	Prot	
Protected Phases			2		1	1	1 2
Permitted Phases							
Actuated Green, G (s)			120.5			9.5	139.5
Effective Green, g (s)			121.0			10.5	139.5
Actuated g/C Ratio			0.87			0.08	1.00
Clearance Time (s)			4.5			5.0	
Vehicle Extension (s)			1.0			2.0	
Lane Grp Cap (vph)			4392			133	5085
v/s Ratio Prot			c0.30			c0.04	0.22
v/s Ratio Perm							
v/c Ratio			0.34			0.54	0.22
Uniform Delay, d1			1.7			62.2	0.0
Progression Factor			1.00			1.00	1.00
Incremental Delay, d2			0.2			2.4	0.0
Delay (s)			2.0			64.6	0.0
Level of Service			A			E	A
Approach Delay (s)	0.0		2.0				3.9
Approach LOS	A		A				A

Intersection Summary			
HCM Average Control Delay	2.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	139.5	Sum of lost time (s)	8.0
Intersection Capacity Utilization	33.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Queues

Lane Group	NBT	SBL	SBT
Lane Group Flow (vph)	1505	72	1118
v/c Ratio	0.34	0.54	0.22
Control Delay	2.0	76.3	0.1
Queue Delay	0.3	0.0	0.0
Total Delay	2.3	76.3	0.1
Queue Length 50th (ft)	69	64	0
Queue Length 95th (ft)	92	47	0
Internal Link Dist (ft)	321		291
Turn Bay Length (ft)		60	
Base Capacity (vph)	4394	165	5085
Starvation Cap Reductn	1870	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.60	0.44	0.22

Intersection Summary

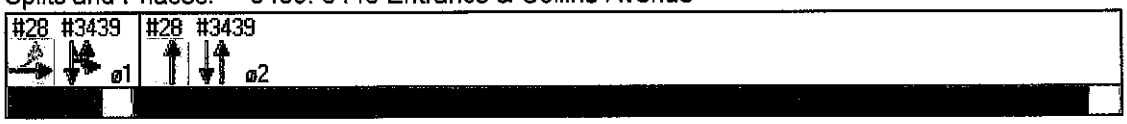
Timings

Lane Group	NBT	SBL	SBT
Lane Configurations			
Volume (vph)	1373	6	1051
Turn Type		Prot	
Protected Phases	2	1	1 2
Permitted Phases			
Detector Phases		1	
Minimum Initial (s)	16.0	5.0	
Minimum Split (s)	20.5	10.0	
Total Split (s)	122.5	17.0	139.5
Total Split (%)	87.8%	12.2%	100.0%
Yellow Time (s)	4.0	4.0	
All-Red Time (s)	0.5	1.0	
Lead/Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	
Recall Mode	C-Max	None	

Intersection Summary

Cycle Length: 139.5
Actuated Cycle Length: 139.5
Offset: 130 (93%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated

Splits and Phases: 3439: 5445 Entrance & Collins Avenue





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0						4.0				
Lane Util. Factor		1.00						1.00				
Frt		1.00						0.98				
Flt Protected		0.95						1.00				
Satd. Flow (prot)		1770						1824				
Flt Permitted		0.95						1.00				
Satd. Flow (perm)		1770						1824				
Volume (vph)	36	0	0	0	0	0	0	179	24	0	0	0
Peak-hour factor, PHF	0.54	0.92	0.92	0.92	0.92	0.92	0.92	0.90	0.67	0.92	0.92	0.92
Adj. Flow (vph)	67	0	0	0	0	0	0	199	36	0	0	0
RTOR Reduction (vph)	0	62	0	0	0	0	0	4	0	0	0	0
Lane Group Flow (vph)	0	5	0	0	0	0	0	231	0	0	0	0
Turn Type	Perm											
Protected Phases		1						2				
Permitted Phases	1											
Actuated Green, G (s)		9.5						120.5				
Effective Green, g (s)		10.5						121.0				
Actuated g/C Ratio		0.08						0.87				
Clearance Time (s)		5.0						4.5				
Vehicle Extension (s)		2.0						1.0				
Lane Grp Cap (vph)		133						1582				
v/s Ratio Prot								c0.13				
v/s Ratio Perm		0.00										
v/c Ratio		0.04						0.15				
Uniform Delay, d1		59.8						1.4				
Progression Factor		1.00						1.00				
Incremental Delay, d2		0.0						0.2				
Delay (s)		59.9						1.6				
Level of Service		E						A				
Approach Delay (s)		59.9			0.0			1.6			0.0	
Approach LOS		E			A			A			A	

Intersection Summary			
HCM Average Control Delay	14.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.14		
Actuated Cycle Length (s)	139.5	Sum of lost time (s)	8.0
Intersection Capacity Utilization	24.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Queues

Lane Group	EBT	NBT
Lane Group Flow (vph)	67	235
v/c Ratio	0.08	0.15
Control Delay	0.2	1.5
Queue Delay	1.3	0.0
Total Delay	1.4	1.5
Queue Length 50th (ft)	0	21
Queue Length 95th (ft)	0	37
Internal Link Dist (ft)	57	347
Turn Bay Length (ft)		
Base Capacity (vph)	899	1586
Starvation Cap Reductn	697	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.33	0.15

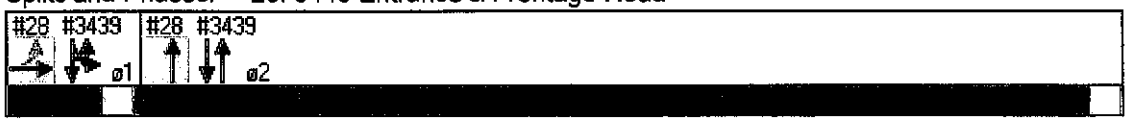
Intersection Summary

Lane Group	EBT	NBT
Lane Configurations		
Volume (vph)	0	179
Turn Type		
Protected Phases	1	2
Permitted Phases		
Detector Phases	1	
Minimum Initial (s)	5.0	16.0
Minimum Split (s)	10.0	20.5
Total Split (s)	17.0	122.5
Total Split (%)	12.2%	87.8%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	0.5
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Recall Mode	None	C-Max

Intersection Summary

Cycle Length: 139.5
Actuated Cycle Length: 139.5
Offset: 130 (93%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated

Splits and Phases: 28: 5445 Entrance & Frontage Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0			4.0		4.0			
Lane Util. Factor				1.00			1.00		0.91			
Frt				1.00			1.00		1.00			
Flt Protected				0.95			0.95		1.00			
Satd. Flow (prot)				1770			1770		5085			
Flt Permitted				0.95			0.95		1.00			
Satd. Flow (perm)				1770			1770		5085			
Volume (vph)	0	0	0	12	0	0	17	0	1386	0	16	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.60	0.92	0.92	0.71	0.92	0.90	0.92	0.50	0.92
Adj. Flow (vph)	0	0	0	20	0	0	24	0	1540	0	32	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	20	0	0	24	0	1540	0	0	0
Turn Type				Prot			Prot				Perm	
Protected Phases				4			1		1 2			
Permitted Phases											2	
Actuated Green, G (s)				3.7			4.3		126.3			
Effective Green, g (s)				4.7			5.3		127.3			
Actuated g/C Ratio				0.03			0.04		0.91			
Clearance Time (s)				5.0			5.0					
Vehicle Extension (s)				2.0			2.0					
Lane Grp Cap (vph)				59			67		4624			
v/s Ratio Prot				c0.01			0.01		c0.30			
v/s Ratio Perm												
v/c Ratio				0.34			0.36		0.33			
Uniform Delay, d1				66.1			65.7		0.8			
Progression Factor				0.63			1.00		1.00			
Incremental Delay, d2				1.2			1.2		0.0			
Delay (s)				43.2			66.9		0.8			
Level of Service				D			E		A			
Approach Delay (s)		0.0			43.2				1.9			
Approach LOS		A			D				A			

Intersection Summary			
HCM Average Control Delay	2.3	HCM Level of Service	A
HCM Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	41.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBT	SBR
Lane Configurations	↑↑↑	
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	
Lane Util. Factor	0.91	
Frt	1.00	
Flt Protected	1.00	
Satd. Flow (prot)	5078	
Flt Permitted	0.83	
Satd. Flow (perm)	4221	
Volume (vph)	1058	0
Peak-hour factor, PHF	0.95	0.92
Adj. Flow (vph)	1114	0
RTOR Reduction (vph)	0	0
Lane Group Flow (vph)	1146	0
Turn Type		
Protected Phases	2	
Permitted Phases		
Actuated Green, G (s)	117.0	
Effective Green, g (s)	118.0	
Actuated g/C Ratio	0.84	
Clearance Time (s)	5.0	
Vehicle Extension (s)	1.0	
Lane Grp Cap (vph)	3558	
v/s Ratio Prot		
v/s Ratio Perm	0.27	
v/c Ratio	0.32	
Uniform Delay, d1	2.4	
Progression Factor	0.85	
Incremental Delay, d2	0.2	
Delay (s)	2.3	
Level of Service	A	
Approach Delay (s)	2.3	
Approach LOS	A	

Intersection Summary

Queues

Lane Group	WBL	NBU	NBT	SBT
Lane Group Flow (vph)	20	24	1540	1146
v/c Ratio	0.24	0.26	0.32	0.31
Control Delay	47.1	70.0	1.0	2.4
Queue Delay	1.3	0.0	0.5	0.1
Total Delay	48.4	70.0	1.4	2.4
Queue Length 50th (ft)	18	21	50	90
Queue Length 95th (ft)	13	41	62	120
Internal Link Dist (ft)			291	130
Turn Bay Length (ft)		50		
Base Capacity (vph)	126	417	4753	3715
Starvation Cap Reductn	45	0	2505	939
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.25	0.06	0.69	0.41

Intersection Summary

Timings

Lane Group	WBL	NBU	NBT	SBU	SBT
Lane Configurations					
Volume (vph)	12	17	1386	16	1058
Turn Type	Prot	Prot		Perm	
Protected Phases	4	1	1 2		2
Permitted Phases				2	
Detector Phases	4	1			
Minimum Initial (s)	5.0	5.0		16.0	16.0
Minimum Split (s)	10.0	10.0		21.0	21.0
Total Split (s)	14.0	37.0	126.0	89.0	89.0
Total Split (%)	10.0%	26.4%	90.0%	63.6%	63.6%
Yellow Time (s)	3.0	4.0		4.0	4.0
All-Red Time (s)	2.0	1.0		1.0	1.0
Lead/Lag		Lead		Lag	Lag
Lead-Lag Optimize?		Yes		Yes	Yes
Recall Mode	None	None		C-Max	C-Max

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 119 (85%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 3438: 5445 Exit & Collins Avenue





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)						4.0	4.0	4.0				
Lane Util. Factor						1.00	1.00	1.00				
Frt						0.86	1.00	0.99				
Flt Protected						1.00	0.95	1.00				
Satd. Flow (prot)						1611	1770	1836				
Flt Permitted						1.00	0.95	1.00				
Satd. Flow (perm)						1611	1770	1836				
Volume (vph)	0	0	0	0	0	4	12	187	16	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.60	0.84	0.67	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	4	20	223	24	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	19	1	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	4	1	246	0	0	0	0
Turn Type						Free	Prot					
Protected Phases							4	2 4				
Permitted Phases						Free						
Actuated Green, G (s)						140.0	3.7	125.7				
Effective Green, g (s)						140.0	4.7	126.7				
Actuated g/C Ratio						1.00	0.03	0.90				
Clearance Time (s)							5.0					
Vehicle Extension (s)							2.0					
Lane Grp Cap (vph)						1611	59	1662				
v/s Ratio Prot							0.00	c0.13				
v/s Ratio Perm						c0.00						
v/c Ratio						0.00	0.01	0.15				
Uniform Delay, d1						0.0	65.4	0.7				
Progression Factor						1.00	1.00	1.00				
Incremental Delay, d2						0.0	0.0	0.0				
Delay (s)						0.0	65.4	0.7				
Level of Service						A	E	A				
Approach Delay (s)		0.0			0.0			5.6			0.0	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM Average Control Delay	5.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.14		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	4.0
Intersection Capacity Utilization	16.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Queues

Lane Group	WBR	NBL	NBT
Lane Group Flow (vph)	4	20	247
v/c Ratio	0.00	0.19	0.14
Control Delay	0.0	27.9	1.0
Queue Delay	0.0	0.0	0.7
Total Delay	0.0	27.9	1.6
Queue Length 50th (ft)	0	0	17
Queue Length 95th (ft)	0	12	30
Internal Link Dist (ft)			279
Turn Bay Length (ft)			
Base Capacity (vph)	1611	145	1708
Starvation Cap Reductn	0	0	1138
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.00	0.14	0.43

Intersection Summary

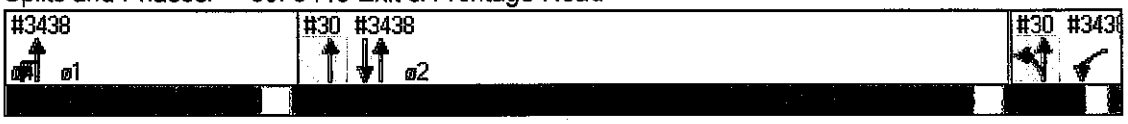
Timings

Lane Group	WBR	NBL	NBT	ø1	ø2
Lane Configurations					
Volume (vph)	4	12	187		
Turn Type	Free	Prot			
Protected Phases		4	2 4	1	2
Permitted Phases	Free				
Detector Phases		4			
Minimum Initial (s)		5.0		5.0	16.0
Minimum Split (s)		10.0		10.0	21.0
Total Split (s)	0.0	14.0	103.0	37.0	89.0
Total Split (%)	0.0%	10.0%	73.6%	26%	64%
Yellow Time (s)		3.0		4.0	4.0
All-Red Time (s)		2.0		1.0	1.0
Lead/Lag				Lead	Lag
Lead-Lag Optimize?				Yes	Yes
Recall Mode		None		None	C-Max

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 119 (85%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 30: 5445 Exit & Frontage Road



Movement	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations				↑↑↑				↑↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0	4.0			4.0	4.0
Lane Util. Factor			1.00	0.91			1.00	0.91
Frt			1.00	1.00			1.00	1.00
Flt Protected			0.95	1.00			0.95	1.00
Satd. Flow (prot)			1770	5063			1770	5085
Flt Permitted			0.95	1.00			0.95	1.00
Satd. Flow (perm)			1770	5063			1770	5085
Volume (vph)	0	0	12	1352	38	14	3	1062
Peak-hour factor, PHF	0.92	0.92	0.43	0.91	0.84	0.58	0.75	0.91
Adj. Flow (vph)	0	0	28	1486	45	24	4	1167
RTOR Reduction (vph)	0	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	0	28	1530	0	0	28	1167
Turn Type			Prot			Prot	Prot	
Protected Phases			1	2		1	1	2
Permitted Phases								
Actuated Green, G (s)			5.2	125.8			5.2	125.8
Effective Green, g (s)			5.2	126.8			5.2	126.8
Actuated g/C Ratio			0.04	0.91			0.04	0.91
Clearance Time (s)			4.0	5.0			4.0	5.0
Vehicle Extension (s)			2.0	1.0			2.0	1.0
Lane Grp Cap (vph)			66	4586			66	4606
v/s Ratio Prot			c0.02	c0.30			0.02	0.23
v/s Ratio Perm								
v/c Ratio			0.42	0.33			0.42	0.25
Uniform Delay, d1			65.9	0.9			65.9	0.8
Progression Factor			1.06	0.55			1.00	1.00
Incremental Delay, d2			1.5	0.2			1.6	0.1
Delay (s)			71.2	0.7			67.5	0.9
Level of Service			E	A			E	A
Approach Delay (s)	0.0			1.9				2.5
Approach LOS	A			A				A

Intersection Summary			
HCM Average Control Delay	2.2	HCM Level of Service	A
HCM Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	30.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Queues

Lane Group	NBU	NBT	SBL	SBT
Lane Group Flow (vph)	28	1531	28	1167
v/c Ratio	0.35	0.33	0.35	0.25
Control Delay	80.2	0.7	76.9	1.0
Queue Delay	0.0	0.1	0.0	0.4
Total Delay	80.2	0.8	76.9	1.4
Queue Length 50th (ft)	27	22	25	31
Queue Length 95th (ft)	31	24	49	45
Internal Link Dist (ft)		156		296
Turn Bay Length (ft)	50		50	
Base Capacity (vph)	556	4645	556	4663
Starvation Cap Reductn	0	1132	0	2798
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.05	0.44	0.05	0.63

Intersection Summary

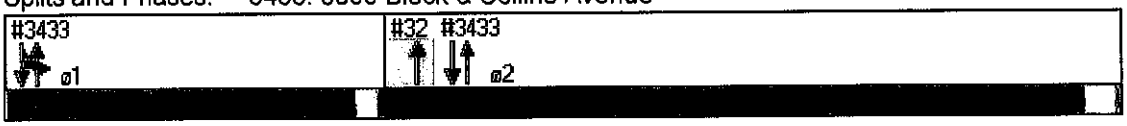
Timings

Lane Group	NBU	NBT	SBL	SBT
Lane Configurations				
Volume (vph)	12	1352	3	1062
Turn Type	Prot		Prot	
Protected Phases	1	2	1	2
Permitted Phases				
Detector Phases	1		1	
Minimum Initial (s)	5.0	16.0	5.0	16.0
Minimum Split (s)	10.0	21.0	10.0	21.0
Total Split (s)	48.0	92.0	48.0	92.0
Total Split (%)	34.3%	65.7%	34.3%	65.7%
Yellow Time (s)	3.0	4.0	3.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0
Lead/Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 120 (86%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated

Splits and Phases: 3433: 5500 Block & Collins Avenue



HCM Signalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0					4.0		4.0				
Lane Util. Factor	1.00					1.00		1.00				
Frt	1.00					0.86		0.98				
Flt Protected	0.95					1.00		1.00				
Satd. Flow (prot)	1770					1611		1823				
Flt Permitted	0.95					1.00		1.00				
Satd. Flow (perm)	1770					1611		1823				
Volume (vph)	41	0	0	0	0	5	0	169	22	0	0	0
Peak-hour factor, PHF	0.84	0.92	0.92	0.92	0.92	0.63	0.92	0.95	0.66	0.92	0.92	0.92
Adj. Flow (vph)	49	0	0	0	0	8	0	178	33	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	1	0	0	0	0
Lane Group Flow (vph)	49	0	0	0	0	8	0	210	0	0	0	0
Turn Type	Prot					Free						
Protected Phases	Free!							2!				
Permitted Phases						Free						
Actuated Green, G (s)	140.0					140.0		125.8				
Effective Green, g (s)	140.0					140.0		126.8				
Actuated g/C Ratio	1.00					1.00		0.91				
Clearance Time (s)								5.0				
Vehicle Extension (s)								1.0				
Lane Grp Cap (vph)	1770					1611		1651				
v/s Ratio Prot	0.03							c0.12				
v/s Ratio Perm						0.00						
v/c Ratio	0.03					0.00		0.13				
Uniform Delay, d1	0.0					0.0		0.7				
Progression Factor	1.00					1.00		1.00				
Incremental Delay, d2	0.0					0.0		0.2				
Delay (s)	0.0					0.0		0.9				
Level of Service	A					A		A				
Approach Delay (s)		0.0			0.0			0.9			0.0	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM Average Control Delay	0.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.12		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	4.0
Intersection Capacity Utilization	23.3%	ICU Level of Service	A
Analysis Period (min)	15		

[illegible] Phase conflict between lane groups.

c Critical Lane Group

Queues

Lane Group	EBL	WBR	NBT
Lane Group Flow (vph)	49	8	211
v/c Ratio	0.03	0.00	0.13
Control Delay	0.0	0.0	0.9
Queue Delay	0.0	0.0	0.0
Total Delay	0.0	0.0	0.9
Queue Length 50th (ft)	0	0	13
Queue Length 95th (ft)	0	0	24
Internal Link Dist (ft)			171
Turn Bay Length (ft)			
Base Capacity (vph)	1770	1611	1674
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.03	0.00	0.13

Intersection Summary

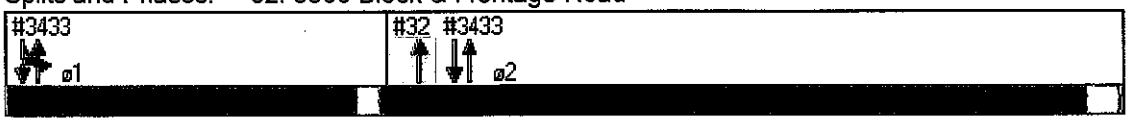
Timings

Lane Group	EBL	WBR	NBT	ø1
Lane Configurations				
Volume (vph)	41	5	169	
Turn Type	Prot	Free		
Protected Phases	Free!		2!	1
Permitted Phases		Free		
Detector Phases				
Minimum Initial (s)			16.0	5.0
Minimum Split (s)			21.0	10.0
Total Split (s)	0.0	0.0	92.0	48.0
Total Split (%)	0.0%	0.0%	65.7%	34%
Yellow Time (s)			4.0	3.0
All-Red Time (s)			1.0	1.0
Lead/Lag			Lag	Lead
Lead-Lag Optimize?			Yes	Yes
Recall Mode			C-Max	None

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 120 (86%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated
! Phase conflict between lane groups.

Splits and Phases: 32: 5500 Block & Frontage Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0					4.0			4.0
Lane Util. Factor		1.00		1.00					0.91			0.91
Frt		0.86		1.00					1.00			1.00
Flt Protected		1.00		0.95					1.00			1.00
Satd. Flow (prot)		1611		1770					5083			5076
Flt Permitted		1.00		0.83					0.92			0.93
Satd. Flow (perm)		1611		1552					4660			4745
Volume (vph)	0	0	9	26	0	0	6	0	1360	0	3	1038
Peak-hour factor, PHF	0.92	0.92	0.75	0.81	0.92	0.92	0.38	0.92	0.93	0.92	0.75	0.94
Adj. Flow (vph)	0	0	12	32	0	0	16	0	1462	0	4	1104
RTOR Reduction (vph)	0	12	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	32	0	0	0	0	1478	0	0	1120
Turn Type	Perm			pm+pt			Perm				Perm	
Protected Phases		4		3	4				2			2
Permitted Phases	4			4			2				2	
Actuated Green, G (s)		4.4		8.8					118.2			118.2
Effective Green, g (s)		4.8		9.2					119.2			119.2
Actuated g/C Ratio		0.03		0.07					0.85			0.85
Clearance Time (s)		4.4		4.0					5.0			5.0
Vehicle Extension (s)		2.0		2.0					1.0			1.0
Lane Grp Cap (vph)		55		109					3956			4029
v/s Ratio Prot		0.00		c0.01								
v/s Ratio Perm				c0.01					c0.32			0.24
v/c Ratio		0.01		0.29					0.37			0.28
Uniform Delay, d1		65.5		62.4					2.3			2.1
Progression Factor		1.00		0.19					1.00			0.98
Incremental Delay, d2		0.0		0.5					0.3			0.2
Delay (s)		65.5		12.4					2.6			2.2
Level of Service		E		B					A			A
Approach Delay (s)		65.5			12.4				2.6			2.2
Approach LOS		E			B				A			A

Intersection Summary			
HCM Average Control Delay	2.9	HCM Level of Service	A
HCM Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	140.4	Sum of lost time (s)	12.0
Intersection Capacity Utilization	45.2%	ICU Level of Service	A
Analysis Period (min)	15		

c - Critical Lane Group

Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	8
Peak-hour factor, PHF	0.67
Adj. Flow (vph)	12
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
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	

Queues

Lane Group	EBT	WBL	NBT	SBT
Lane Group Flow (vph)	12	32	1478	1120
v/c Ratio	0.05	0.23	0.36	0.27
Control Delay	0.3	14.3	2.9	2.4
Queue Delay	0.0	0.7	0.4	0.0
Total Delay	0.3	15.0	3.3	2.4
Queue Length 50th (ft)	0	6	112	74
Queue Length 95th (ft)	0	6	142	96
Internal Link Dist (ft)	140		296	71
Turn Bay Length (ft)				
Base Capacity (vph)	598	172	4118	4191
Starvation Cap Reductn	0	43	1936	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.02	0.25	0.68	0.27

Intersection Summary

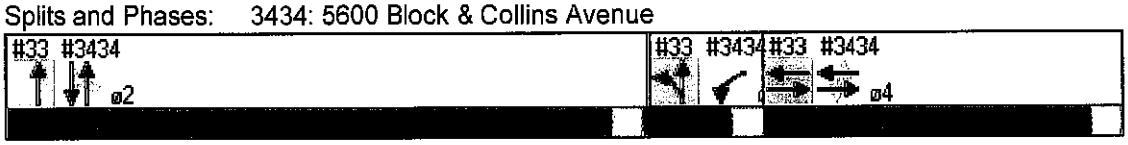
Timings

Lane Group	EBT	WBL	NBU	NBT	SBL	SBT
Lane Configurations						
Volume (vph)	0	26	6	1360	3	1038
Turn Type		pm+pt	Perm		Perm	
Protected Phases	4	3		2		2
Permitted Phases		4	2		2	
Detector Phases	4	3			2	
Minimum Initial (s)	7.0	7.0	15.0	15.0	15.0	15.0
Minimum Split (s)	11.4	11.0	20.0	20.0	20.0	20.0
Total Split (s)	45.4	14.0	81.0	81.0	81.0	81.0
Total Split (%)	32.3%	10.0%	57.7%	57.7%	57.7%	57.7%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.4	0.0	1.0	1.0	1.0	1.0
Lead/Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes				
Recall Mode	None	None	C-Max	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 140.4
Actuated Cycle Length: 140.4
Offset: 127 (90%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 3434: 5600 Block & Collins Avenue



HCM Signalized Intersection Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↕		↰	↑				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0				
Lane Util. Factor		1.00			1.00		1.00	1.00				
Frt		1.00			0.94		1.00	1.00				
Flt Protected		1.00			1.00		0.95	1.00				
Satd. Flow (prot)		1863			1751		1770	1863				
Flt Permitted		1.00			1.00		0.95	1.00				
Satd. Flow (perm)		1863			1751		1770	1863				
Volume (vph)	0	3	0	0	13	13	13	202	0	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.65	0.81	0.65	0.93	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	3	0	0	20	16	20	217	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	15	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	3	0	0	21	0	20	217	0	0	0	0
Turn Type							Prot					
Protected Phases		4			4		3	2 3				
Permitted Phases												
Actuated Green, G (s)		4.4			4.4		4.4	127.6				
Effective Green, g (s)		4.8			4.8		4.4	127.6				
Actuated g/C Ratio		0.03			0.03		0.03	0.91				
Clearance Time (s)		4.4			4.4		4.0					
Vehicle Extension (s)		2.0			2.0		2.0					
Lane Grp Cap (vph)		64			60		55	1693				
v/s Ratio Prot		0.00			c0.01		c0.01	c0.12				
v/s Ratio Perm												
v/c Ratio		0.05			0.34		0.36	0.13				
Uniform Delay, d1		65.6			66.3		66.6	0.7				
Progression Factor		1.26			1.00		1.00	1.00				
Incremental Delay, d2		0.1			1.2		1.5	0.0				
Delay (s)		82.6			67.5		68.1	0.7				
Level of Service		F			E		E	A				
Approach Delay (s)		82.6			67.5			6.4			0.0	
Approach LOS		F			E			A			A	

Intersection Summary			
HCM Average Control Delay	15.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.15		
Actuated Cycle Length (s)	140.4	Sum of lost time (s)	12.0
Intersection Capacity Utilization	25.0%	ICU Level of Service	A
Analysis Period (min)	15		

c - Critical Lane Group

Queues

Lane Group	EBT	WBT	NBL	NBT
Lane Group Flow (vph)	3	36	20	217
v/c Ratio	0.03	0.33	0.22	0.12
Control Delay	79.3	49.5	69.6	0.9
Queue Delay	0.0	0.0	0.0	0.6
Total Delay	79.3	49.5	69.6	1.5
Queue Length 50th (ft)	3	18	18	16
Queue Length 95th (ft)	m11	36	33	27
Internal Link Dist (ft)	50	411		297
Turn Bay Length (ft)				
Base Capacity (vph)	549	528	126	1738
Starvation Cap Reductn	0	0	0	1188
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.01	0.07	0.16	0.39

Intersection Summary

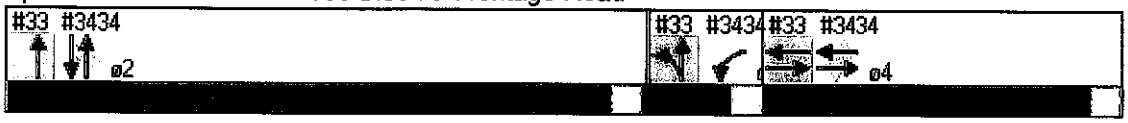
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBT	WBT	NBL	NBT	ø2
Lane Configurations					
Volume (vph)	3	13	13	202	
Turn Type			Prot		
Protected Phases	4	4	3	2 3	2
Permitted Phases					
Detector Phases	4	4	3		
Minimum Initial (s)	7.0	7.0	7.0		15.0
Minimum Split (s)	11.4	11.4	11.0		20.0
Total Split (s)	45.4	45.4	14.0	95.0	81.0
Total Split (%)	32.3%	32.3%	10.0%	67.7%	58%
Yellow Time (s)	4.0	4.0	4.0		4.0
All-Red Time (s)	0.4	0.4	0.0		1.0
Lead/Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	None	None	None		C-Max

Intersection Summary

Cycle Length: 140.4
Actuated Cycle Length: 140.4
Offset: 127 (90%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 33: 5600 Block & Frontage Road



Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations							
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0		4.0		4.0
Lane Util. Factor	1.00		0.91		1.00		0.91
Frt	1.00		1.00		1.00		1.00
Flt Protected	0.95		1.00		0.95		1.00
Satd. Flow (prot)	1770		5085		1770		5085
Flt Permitted	0.95		1.00		0.95		1.00
Satd. Flow (perm)	1770		5085		1770		5085
Volume (vph)	38	0	1360	0	4	0	1011
Peak-hour factor, PHF	0.73	0.92	0.96	0.92	0.92	0.50	0.98
Adj. Flow (vph)	52	0	1417	0	4	0	1032
RTOR Reduction (vph)	0	0	0	0	0	0	0
Lane Group Flow (vph)	52	0	1417	0	4	0	1032
Turn Type					Prot		
Protected Phases	3		2		1		1 2
Permitted Phases							
Actuated Green, G (s)	7.4		94.8		22.8		121.6
Effective Green, g (s)	9.4		95.8		22.8		122.6
Actuated g/C Ratio	0.07		0.68		0.16		0.88
Clearance Time (s)	6.0		5.0		4.0		
Vehicle Extension (s)	2.0		1.0		2.0		
Lane Grp Cap (vph)	119		3480		288		4453
v/s Ratio Prot	c0.03		c0.28		0.00		c0.20
v/s Ratio Perm							
v/c Ratio	0.44		0.41		0.01		0.23
Uniform Delay, d1	62.8		9.7		49.2		1.4
Progression Factor	1.00		1.00		1.00		1.00
Incremental Delay, d2	0.9		0.4		0.1		0.1
Delay (s)	63.9		10.0		49.3		1.5
Level of Service	E		B		D		A
Approach Delay (s)	63.9		10.0				1.7
Approach LOS	E		B				A

Intersection Summary			
HCM Average Control Delay	7.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	37.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Queues

Lane Group	WBL	NBT	SBU	SBT
Lane Group Flow (vph)	52	1417	4	1032
v/c Ratio	0.39	0.40	0.01	0.23
Control Delay	69.8	9.6	53.5	1.6
Queue Delay	28.2	0.0	0.0	0.0
Total Delay	98.1	9.6	53.5	1.6
Queue Length 50th (ft)	46	184	3	40
Queue Length 95th (ft)	72	211	16	61
Internal Link Dist (ft)	29	196		154
Turn Bay Length (ft)			50	
Base Capacity (vph)	177	3523	288	4524
Starvation Cap Reductn	114	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.83	0.40	0.01	0.23

Intersection Summary

Timings

Lane Group	WBL	NBT	SBU	SBT
Lane Configurations				
Volume (vph)	38	1360	4	1011
Turn Type			Prot	
Protected Phases	3	2	1	1 2
Permitted Phases				
Detector Phases	3		1	
Minimum Initial (s)	5.0	16.0	5.0	
Minimum Split (s)	11.0	21.0	9.0	
Total Split (s)	18.0	101.0	21.0	122.0
Total Split (%)	12.9%	72.1%	15.0%	87.1%
Yellow Time (s)	4.0	4.0	3.0	
All-Red Time (s)	2.0	1.0	1.0	
Lead/Lag		Lag	Lead	
Lead-Lag Optimize?		Yes	Yes	
Recall Mode	None	C-Max	Max	

Intersection Summary

Cycle Length: 140
Actual Cycle Length: 140
Offset: 11 (8%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 3923: 5800 Block & Collins Avenue



HCM Signalized Intersection Capacity Analysis

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations			↰	↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0	4.0		
Lane Util. Factor			1.00	1.00		
Frt			1.00	1.00		
Flt Protected			0.95	1.00		
Satd. Flow (prot)			1770	1863		
Flt Permitted			0.95	1.00		
Satd. Flow (perm)			1770	1863		
Volume (vph)	0	0	38	177	0	0
Peak-hour factor, PHF	0.92	0.92	0.73	0.80	0.92	0.92
Adj. Flow (vph)	0	0	52	221	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	52	221	0	0
Turn Type			Split			
Protected Phases			1 2 3	1 2 3		
Permitted Phases						
Actuated Green, G (s)			140.0	140.0		
Effective Green, g (s)			140.0	140.0		
Actuated g/C Ratio			1.00	1.00		
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)			1770	1863		
v/s Ratio Prot			0.03	c0.12		
v/s Ratio Perm						
v/c Ratio			0.03	0.12		
Uniform Delay, d1			0.0	0.0		
Progression Factor			1.00	1.00		
Incremental Delay, d2			0.0	0.0		
Delay (s)			0.0	0.0		
Level of Service			A	A		
Approach Delay (s)	0.0			0.0	0.0	
Approach LOS	A			A	A	

Intersection Summary			
HCM Average Control Delay	0.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.12		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	0.0
Intersection Capacity Utilization	12.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Queues

Lane Group	NBL	NBT
Lane Group Flow (vph)	52	221
v/c Ratio	0.03	0.12
Control Delay	0.0	0.1
Queue Delay	0.0	0.0
Total Delay	0.1	0.1
Queue Length 50th (ft)	0	0
Queue Length 95th (ft)	0	0
Internal Link Dist (ft)		183
Turn Bay Length (ft)		
Base Capacity (vph)	1764	1863
Starvation Cap Reductn	0	0
Spillback Cap Reductn	917	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.06	0.12

Intersection Summary

Timings

Lane Group	NBL	NBT	ø1	ø2	ø3
Lane Configurations					
Volume (vph)	38	177			
Turn Type	Split				
Protected Phases	1 2 3	1 2 3	1	2	3
Permitted Phases					
Detector Phases	1 2 3				
Minimum Initial (s)			5.0	16.0	5.0
Minimum Split (s)			9.0	21.0	11.0
Total Split (s)	140.0	140.0	21.0	101.0	18.0
Total Split (%)	100.0%	100.0%	15%	72%	13%
Yellow Time (s)			3.0	4.0	4.0
All-Red Time (s)			1.0	1.0	2.0
Lead/Lag			Lead	Lag	
Lead-Lag Optimize?			Yes	Yes	
Recall Mode			Max	C-Max	None

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 140
Offset: 11 (8%), Referenced to phase 2:NBTL, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 34: 5800 Block & Frontage Road



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑↑		↘	↑↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0		4.0	4.0
Lane Util. Factor			0.91		1.00	0.91
Frt			1.00		1.00	1.00
Flt Protected			1.00		0.95	1.00
Satd. Flow (prot)			5072		1770	5085
Flt Permitted			1.00		0.95	1.00
Satd. Flow (perm)			5072		1770	5085
Volume (vph)	0	0	1190	7	20	1378
Peak-hour factor, PHF	0.92	0.92	0.91	0.29	0.68	0.94
Adj. Flow (vph)	0	0	1308	24	29	1466
RTOR Reduction (vph)	0	0	1	0	0	0
Lane Group Flow (vph)	0	0	1331	0	29	1466
Turn Type					Prot	
Protected Phases			2		1	2
Permitted Phases						
Actuated Green, G (s)			86.1		3.9	86.1
Effective Green, g (s)			87.1		4.9	87.1
Actuated g/C Ratio			0.87		0.05	0.87
Clearance Time (s)			5.0		5.0	5.0
Vehicle Extension (s)			1.0		2.0	1.0
Lane Grp Cap (vph)			4418		87	4429
v/s Ratio Prot			0.26		c0.02	c0.29
v/s Ratio Perm						
v/c Ratio			0.30		0.33	0.33
Uniform Delay, d1			1.1		46.0	1.2
Progression Factor			1.00		1.00	1.00
Incremental Delay, d2			0.2		0.8	0.2
Delay (s)			1.3		46.8	1.4
Level of Service			A		D	A
Approach Delay (s)	0.0		1.3			2.3
Approach LOS	A		A			A

Intersection Summary			
HCM Average Control Delay	1.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	30.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Queues

Lane Group	NBT	SBL	SBT
Lane Group Flow (vph)	1332	29	1466
v/c Ratio	0.29	0.24	0.32
Control Delay	1.3	48.6	1.3
Queue Delay	0.0	0.0	0.0
Total Delay	1.3	48.6	1.3
Queue Length 50th (ft)	39	18	45
Queue Length 95th (ft)	57	34	65
Internal Link Dist (ft)	758		376
Turn Bay Length (ft)		50	
Base Capacity (vph)	4601	584	4614
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.29	0.05	0.32

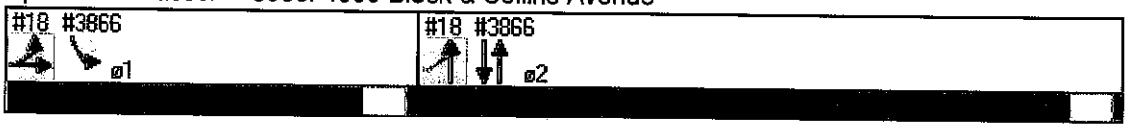
Intersection Summary

Lane Group	NBT	SBL	SBT
Lane Configurations	↑↑↑	↘	↑↑↑
Volume (vph)	1190	20	1378
Turn Type		Prot	
Protected Phases	2	1	2
Permitted Phases			
Detector Phases		1	
Minimum Initial (s)	16.0	5.0	16.0
Minimum Split (s)	21.0	10.0	21.0
Total Split (s)	63.0	37.0	63.0
Total Split (%)	63.0%	37.0%	63.0%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0
Lead/Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Recall Mode	C-Max	None	C-Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 33 (33%), Referenced to phase 2:NBEB, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated

Splits and Phases: 3866: 4900 Block & Collins Avenue





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0						4.0				
Lane Util. Factor		1.00						1.00				
Frt		1.00						1.00				
Flt Protected		0.96						1.00				
Satd. Flow (prot)		1780						1855				
Flt Permitted		0.96						1.00				
Satd. Flow (perm)		1780						1855				
Volume (vph)	26	1	0	0	0	0	0	278	5	0	0	0
Peak-hour factor, PHF	0.50	0.25	0.92	0.92	0.92	0.92	0.92	0.85	0.50	0.92	0.92	0.92
Adj. Flow (vph)	52	4	0	0	0	0	0	327	10	0	0	0
RTOR Reduction (vph)	0	49	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	7	0	0	0	0	0	337	0	0	0	0
Turn Type	custom											
Protected Phases	1	1						2!				
Permitted Phases	2!											
Actuated Green, G (s)		3.9						86.1				
Effective Green, g (s)		4.9						87.1				
Actuated g/C Ratio		0.05						0.87				
Clearance Time (s)		5.0						5.0				
Vehicle Extension (s)		2.0						1.0				
Lane Grp Cap (vph)		87						1616				
v/s Ratio Prot		c0.00						c0.18				
v/s Ratio Perm												
v/c Ratio		0.08						0.21				
Uniform Delay, d1		45.4						1.0				
Progression Factor		0.21						1.00				
Incremental Delay, d2		0.1						0.3				
Delay (s)		9.6						1.3				
Level of Service		A						A				
Approach Delay (s)		9.6			0.0			1.3			0.0	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM Average Control Delay	2.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.20		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	25.8%	ICU Level of Service	A
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

Queues

Lane Group	EBT	NBT
Lane Group Flow (vph)	56	337
v/c Ratio	0.33	0.20
Control Delay	8.1	1.4
Queue Delay	0.0	0.0
Total Delay	8.1	1.4
Queue Length 50th (ft)	1	24
Queue Length 95th (ft)	0	41
Internal Link Dist (ft)	39	617
Turn Bay Length (ft)		
Base Capacity (vph)	623	1684
Starvation Cap Reductn	64	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.10	0.20

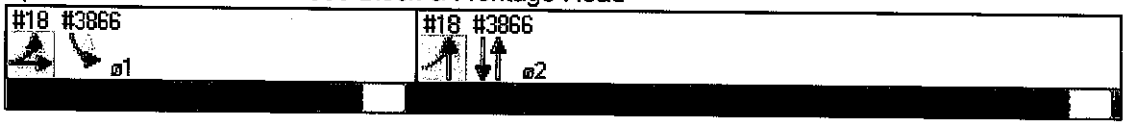
Intersection Summary

Lane Group	EBT	NBT
Lane Configurations		
Volume (vph)	1	278
Turn Type		
Protected Phases	1	2!
Permitted Phases		
Detector Phases	1	
Minimum Initial (s)	5.0	16.0
Minimum Split (s)	10.0	21.0
Total Split (s)	37.0	63.0
Total Split (%)	37.0%	63.0%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	1.0
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Recall Mode	None	C-Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 33 (33%), Referenced to phase 2:NBEB, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated
! Phase conflict between lane groups.

Splits and Phases: 18: 4900 Block & Frontage Road



Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations							
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0			4.0	4.0
Lane Util. Factor	1.00		0.91			1.00	0.91
Frt	1.00		1.00			1.00	1.00
Flt Protected	0.95		1.00			0.95	1.00
Satd. Flow (prot)	1770		5083			1770	5085
Flt Permitted	0.95		1.00			0.59	1.00
Satd. Flow (perm)	1770		5083			1096	5085
Volume (vph)	189	0	1174	1	5	5	1248
Peak-hour factor, PHF	0.85	0.92	0.88	0.25	0.63	0.63	0.94
Adj. Flow (vph)	222	0	1334	4	8	8	1328
RTOR Reduction (vph)	0	0	0	0	0	0	0
Lane Group Flow (vph)	222	0	1338	0	0	16	1328
Turn Type					custom	Prot	
Protected Phases	1		2			3	2
Permitted Phases					3		
Actuated Green, G (s)	21.1		58.1			5.8	58.1
Effective Green, g (s)	23.1		58.6			6.8	58.6
Actuated g/C Ratio	0.23		0.58			0.07	0.58
Clearance Time (s)	6.0		4.5			5.0	4.5
Vehicle Extension (s)	2.0		1.0			2.0	1.0
Lane Grp Cap (vph)	407		2964			74	2965
v/s Ratio Prot	c0.13		c0.26				0.26
v/s Ratio Perm						c0.01	
v/c Ratio	0.55		0.45			0.22	0.45
Uniform Delay, d1	34.1		11.9			44.3	11.8
Progression Factor	0.07		1.00			0.96	0.63
Incremental Delay, d2	0.7		0.5			0.5	0.5
Delay (s)	3.2		12.4			43.1	8.0
Level of Service	A		B			D	A
Approach Delay (s)	3.2		12.4				8.4
Approach LOS	A		B				A

Intersection Summary			
HCM Average Control Delay	9.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	100.5	Sum of lost time (s)	12.0
Intersection Capacity Utilization	41.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Queues

Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	222	1338	16	1328
v/c Ratio	0.54	0.43	0.43	0.43
Control Delay	6.8	13.7	70.5	8.8
Queue Delay	0.9	0.0	0.0	0.0
Total Delay	7.7	13.7	70.5	8.8
Queue Length 50th (ft)	5	114	10	41
Queue Length 95th (ft)	7	299	23	312
Internal Link Dist (ft)	42	255		94
Turn Bay Length (ft)			80	
Base Capacity (vph)	418	3116	142	3116
Starvation Cap Reductn	57	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.61	0.43	0.11	0.43

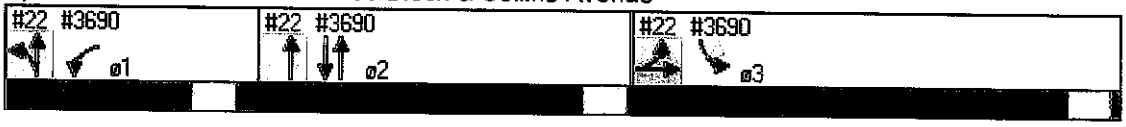
Intersection Summary

Lane Group	WBL	NBT	SBU	SBL	SBT
Lane Configurations					
Volume (vph)	189	1174	5	5	1248
Turn Type			custom	Prot	
Protected Phases	1	2		3	2
Permitted Phases			3		
Detector Phases	1		3	3	
Minimum Initial (s)	5.0	16.0	5.0	5.0	16.0
Minimum Split (s)	11.0	20.5	10.0	10.0	20.5
Total Split (s)	23.0	33.5	44.0	44.0	33.5
Total Split (%)	22.9%	33.3%	43.8%	43.8%	33.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	0.5	1.0	1.0	0.5
Lead/Lag	Lead	Lag			Lag
Lead-Lag Optimize?	Yes	Yes			Yes
Recall Mode	None	C-Max	None	None	C-Max

Intersection Summary

Cycle Length: 100.5
Actuated Cycle Length: 100.5
Offset: 38 (38%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 3690: 5000 Block & Collins Avenue





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0					4.0	4.0				
Lane Util. Factor		1.00					1.00	1.00				
Frt		1.00					1.00	0.99				
Flt Protected		0.96					0.95	1.00				
Satd. Flow (prot)		1783					1770	1845				
Flt Permitted		0.96					0.95	1.00				
Satd. Flow (perm)		1783					1770	1845				
Volume (vph)	5	1	0	0	0	0	189	167	9	0	0	0
Peak-hour factor, PHF	0.63	0.92	0.92	0.92	0.92	0.92	0.85	0.72	0.56	0.92	0.92	0.92
Adj. Flow (vph)	8	1	0	0	0	0	222	232	16	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	9	0	0	0	0	222	247	0	0	0	0
Turn Type	Split						Prot					
Protected Phases	3	3					1	1 2				
Permitted Phases												
Actuated Green, G (s)		5.8					21.1	85.2				
Effective Green, g (s)		6.8					23.1	85.7				
Actuated g/C Ratio		0.07					0.23	0.85				
Clearance Time (s)		5.0					6.0					
Vehicle Extension (s)		2.0					2.0					
Lane Grp Cap (vph)		121					407	1573				
v/s Ratio Prot		c0.01					c0.13	c0.13				
v/s Ratio Perm												
v/c Ratio		0.07					0.55	0.16				
Uniform Delay, d1		43.9					34.1	1.3				
Progression Factor		0.28					1.01	1.00				
Incremental Delay, d2		0.1					0.8	0.0				
Delay (s)		12.2					35.1	1.3				
Level of Service		B					D	A				
Approach Delay (s)		12.2			0.0			17.3			0.0	
Approach LOS		B			A			B			A	

Intersection Summary			
HCM Average Control Delay	17.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.25		
Actuated Cycle Length (s)	100.5	Sum of lost time (s)	8.0
Intersection Capacity Utilization	21.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	NBL	NBT
Lane Group Flow (vph)	9	222	248
v/c Ratio	0.05	0.54	0.15
Control Delay	10.7	38.4	2.0
Queue Delay	0.0	0.0	0.0
Total Delay	10.7	38.4	2.0
Queue Length 50th (ft)	2	127	0
Queue Length 95th (ft)	m5	167	46
Internal Link Dist (ft)	42		257
Turn Bay Length (ft)			
Base Capacity (vph)	710	418	1672
Starvation Cap Reductn	177	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.02	0.53	0.15

Intersection Summary

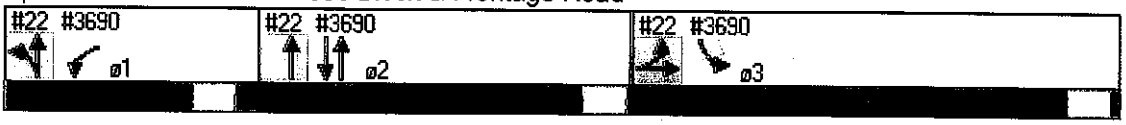
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBT	NBL	NBT	ø2
Lane Configurations				
Volume (vph)	1	189	167	
Turn Type		Prot		
Protected Phases	3	1	1 2	2
Permitted Phases				
Detector Phases	3	1		
Minimum Initial (s)	5.0	5.0		16.0
Minimum Split (s)	10.0	11.0		20.5
Total Split (s)	44.0	23.0	56.5	33.5
Total Split (%)	43.8%	22.9%	56.2%	33%
Yellow Time (s)	4.0	4.0		4.0
All-Red Time (s)	1.0	2.0		0.5
Lead/Lag		Lead		Lag
Lead-Lag Optimize?		Yes		Yes
Recall Mode	None	None		C-Max

Intersection Summary

Cycle Length: 100.5
Actuated Cycle Length: 100.5
Offset: 38 (38%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 22: 5000 Block & Frontage Road



Movement	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0			4.0	4.0
Lane Util. Factor	1.00			0.91			1.00	0.91
Frt	1.00			1.00			1.00	1.00
Flt Protected	0.95			1.00			0.95	1.00
Satd. Flow (prot)	1770			5083			1770	5085
Flt Permitted	0.95			0.92			0.95	1.00
Satd. Flow (perm)	1770			4696			1770	5085
Volume (vph)	64	0	5	1197	0	1	21	1233
Peak-hour factor, PHF	0.75	0.92	0.42	0.87	0.92	0.25	0.59	0.96
Adj. Flow (vph)	85	0	12	1376	0	4	36	1284
RTOR Reduction (vph)	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	85	0	0	1388	0	0	40	1284
Turn Type			Perm			Prot	Prot	
Protected Phases	1			2		3	3	2
Permitted Phases			2					
Actuated Green, G (s)	8.7			71.1			5.2	71.1
Effective Green, g (s)	10.7			71.6			6.2	71.6
Actuated g/C Ratio	0.11			0.71			0.06	0.71
Clearance Time (s)	6.0			4.5			5.0	4.5
Vehicle Extension (s)	2.0			1.0			2.0	1.0
Lane Grp Cap (vph)	188			3346			109	3623
v/s Ratio Prot	c0.05						c0.02	0.25
v/s Ratio Perm				c0.30				
v/c Ratio	0.45			0.41			0.37	0.35
Uniform Delay, d1	42.1			5.9			45.3	5.6
Progression Factor	0.03			0.86			1.00	1.00
Incremental Delay, d2	0.6			0.4			0.8	0.3
Delay (s)	2.0			5.5			46.0	5.8
Level of Service	A			A			D	A
Approach Delay (s)	2.0			5.5				7.0
Approach LOS	A			A				A

Intersection Summary			
HCM Average Control Delay	6.1	HCM Level of Service	A
HCM Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	100.5	Sum of lost time (s)	12.0
Intersection Capacity Utilization	37.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Queues

Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	85	1388	40	1284
v/c Ratio	0.41	0.42	0.28	0.34
Control Delay	7.0	6.5	47.0	6.7
Queue Delay	0.0	0.0	0.0	0.2
Total Delay	7.0	6.5	47.0	6.8
Queue Length 50th (ft)	2	57	25	109
Queue Length 95th (ft)	1	109	35	186
Internal Link Dist (ft)	35	373		85
Turn Bay Length (ft)			80	
Base Capacity (vph)	704	3305	335	3829
Starvation Cap Reductn	61	0	0	1424
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.13	0.42	0.12	0.53

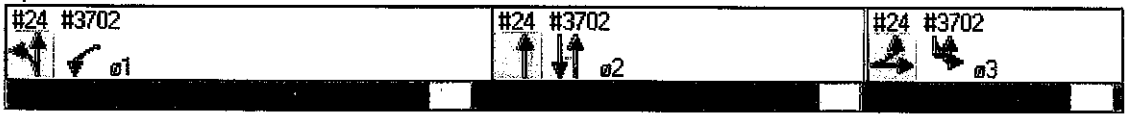
Intersection Summary

Lane Group	WBL	NBU	NBT	SBL	SBT
Lane Configurations					
Volume (vph)	64	5	1197	21	1233
Turn Type		Perm		Prot	
Protected Phases	1		2	3	2
Permitted Phases		2			
Detector Phases	1			3	
Minimum Initial (s)	5.0	16.0	16.0	5.0	16.0
Minimum Split (s)	11.0	20.5	20.5	10.0	20.5
Total Split (s)	44.0	33.5	33.5	23.0	33.5
Total Split (%)	43.8%	33.3%	33.3%	22.9%	33.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	0.5	0.5	1.0	0.5
Lead/Lag	Lead	Lag	Lag		Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes
Recall Mode	None	C-Max	C-Max	None	C-Max

Intersection Summary

Cycle Length: 100.5
Actuated Cycle Length: 100.5
Offset: 37 (37%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 3702: 5200 Block & Collins Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0					4.0	4.0				
Lane Util. Factor		1.00					1.00	1.00				
Frt		1.00					1.00	0.97				
Flt Protected		0.95					0.95	1.00				
Satd. Flow (prot)		1770					1770	1811				
Flt Permitted		0.95					0.95	1.00				
Satd. Flow (perm)		1770					1770	1811				
Volume (vph)	21	0	0	0	0	0	64	120	23	0	0	0
Peak-hour factor, PHF	0.59	0.92	0.92	0.92	0.92	0.92	0.75	0.85	0.72	0.92	0.92	0.92
Adj. Flow (vph)	36	0	0	0	0	0	85	141	32	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	4	0	0	0	0
Lane Group Flow (vph)	0	36	0	0	0	0	85	169	0	0	0	0
Turn Type	Split						Prot					
Protected Phases	3	3					1	1 2				
Permitted Phases												
Actuated Green, G (s)		5.2					8.7	85.8				
Effective Green, g (s)		6.2					10.7	86.3				
Actuated g/C Ratio		0.06					0.11	0.86				
Clearance Time (s)		5.0					6.0					
Vehicle Extension (s)		2.0					2.0					
Lane Grp Cap (vph)		109					188	1555				
v/s Ratio Prot		c0.02					c0.05	c0.09				
v/s Ratio Perm												
v/c Ratio		0.33					0.45	0.11				
Uniform Delay, d1		45.2					42.1	1.1				
Progression Factor		0.06					1.12	0.96				
Incremental Delay, d2		0.6					0.6	0.0				
Delay (s)		3.2					48.0	1.1				
Level of Service		A					D	A				
Approach Delay (s)		3.2			0.0			16.5			0.0	
Approach LOS		A			A			B			A	

Intersection Summary			
HCM Average Control Delay	14.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.16		
Actuated Cycle Length (s)	100.5	Sum of lost time (s)	8.0
Intersection Capacity Utilization	18.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Queues

Lane Group	EBT	NBL	NBT
Lane Group Flow (vph)	36	85	173
v/c Ratio	0.25	0.41	0.11
Control Delay	6.4	51.0	1.3
Queue Delay	0.1	0.0	0.0
Total Delay	6.5	51.0	1.3
Queue Length 50th (ft)	1	52	10
Queue Length 95th (ft)	2	88	27
Internal Link Dist (ft)	35		363
Turn Bay Length (ft)			
Base Capacity (vph)	335	704	1624
Starvation Cap Reductn	77	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.14	0.12	0.11

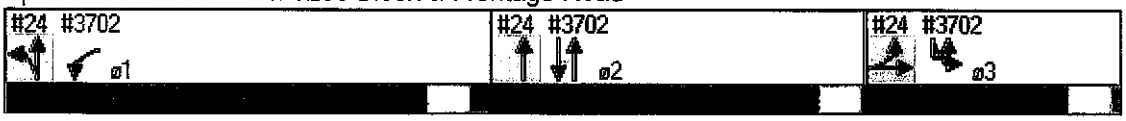
Intersection Summary

Lane Group	EBT	NBL	NBT	ø2
Lane Configurations				
Volume (vph)	0	64	120	
Turn Type		Prot		
Protected Phases	3	1	1 2	2
Permitted Phases				
Detector Phases	3	1		
Minimum Initial (s)	5.0	5.0		16.0
Minimum Split (s)	10.0	11.0		20.5
Total Split (s)	23.0	44.0	77.5	33.5
Total Split (%)	22.9%	43.8%	77.1%	33%
Yellow Time (s)	4.0	4.0		4.0
All-Red Time (s)	1.0	2.0		0.5
Lead/Lag		Lead		Lag
Lead-Lag Optimize?		Yes		Yes
Recall Mode	None	None		C-Max

Intersection Summary

Cycle Length: 100.5
Actuated Cycle Length: 100.5
Offset: 37 (37%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 24: 5200 Block & Frontage Road



Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations							
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0			4.0	4.0
Lane Util. Factor			0.91			1.00	0.91
Frt			0.99			1.00	1.00
Flt Protected			1.00			0.95	1.00
Satd. Flow (prot)			5059			1770	5085
Flt Permitted			1.00			0.95	1.00
Satd. Flow (perm)			5059			1770	5085
Volume (vph)	0	0	1194	29	23	14	1231
Peak-hour factor, PHF	0.92	0.92	0.89	0.60	0.82	0.70	0.97
Adj. Flow (vph)	0	0	1342	48	28	20	1269
RTOR Reduction (vph)	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	0	1389	0	0	48	1269
Turn Type					Prot	Prot	
Protected Phases			2		1	1	2
Permitted Phases							
Actuated Green, G (s)			85.5			5.5	85.5
Effective Green, g (s)			86.2			5.7	86.2
Actuated g/C Ratio			0.86			0.06	0.86
Clearance Time (s)			4.7			4.2	4.7
Vehicle Extension (s)			1.0			2.0	1.0
Lane Grp Cap (vph)			4365			101	4388
v/s Ratio Prot			c0.27			c0.03	0.25
v/s Ratio Perm							
v/c Ratio			0.32			0.48	0.29
Uniform Delay, d1			1.3			45.7	1.3
Progression Factor			1.00			1.00	1.00
Incremental Delay, d2			0.2			1.3	0.2
Delay (s)			1.5			46.9	1.4
Level of Service			A			D	A
Approach Delay (s)	0.0		1.5				3.1
Approach LOS	A		A				A

Intersection Summary			
HCM Average Control Delay	2.3	HCM Level of Service	A
HCM Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	99.9	Sum of lost time (s)	8.0
Intersection Capacity Utilization	34.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	NBT	SBL	SBT
Lane Group Flow (vph)	1390	48	1269
v/c Ratio	0.31	0.41	0.28
Control Delay	1.6	54.6	1.5
Queue Delay	0.2	0.0	0.2
Total Delay	1.8	54.6	1.7
Queue Length 50th (ft)	41	30	36
Queue Length 95th (ft)	61	50	55
Internal Link Dist (ft)	172		396
Turn Bay Length (ft)		100	
Base Capacity (vph)	4451	641	4472
Starvation Cap Reductn	2039	0	1968
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.58	0.07	0.51

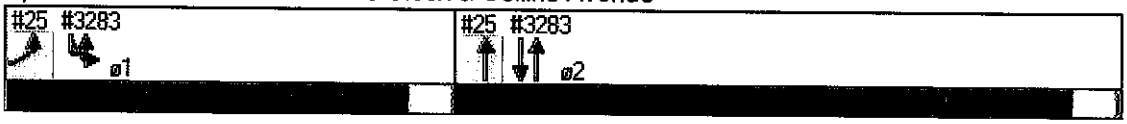
Intersection Summary

Lane Group	NBT	SBL	SBT
Lane Configurations			
Volume (vph)	1194	14	1231
Turn Type		Prot	
Protected Phases	2	1	2
Permitted Phases			
Detector Phases		1	
Minimum Initial (s)	16.0	5.0	16.0
Minimum Split (s)	20.7	9.2	20.7
Total Split (s)	59.7	40.2	59.7
Total Split (%)	59.8%	40.2%	59.8%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	0.7	0.2	0.7
Lead/Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Recall Mode	C-Max	None	C-Max

Intersection Summary

Cycle Length: 99.9
Actuated Cycle Length: 99.9
Offset: 39 (39%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated

Splits and Phases: 3283: 5300 Block & Collins Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0							4.0				
Lane Util. Factor	1.00							1.00				
Frt	1.00							1.00				
Flt Protected	0.95							1.00				
Satd. Flow (prot)	1770							1863				
Flt Permitted	0.95							1.00				
Satd. Flow (perm)	1770							1863				
Volume (vph)	43	0	0	0	0	0	0	168	0	0	0	0
Peak-hour factor, PHF	0.70	0.92	0.92	0.92	0.92	0.92	0.92	0.88	0.92	0.92	0.92	0.92
Adj. Flow (vph)	61	0	0	0	0	0	0	191	0	0	0	0
RTOR Reduction (vph)	58	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	3	0	0	0	0	0	0	191	0	0	0	0
Turn Type	Prot											
Protected Phases	1							2				
Permitted Phases												
Actuated Green, G (s)	5.5							85.5				
Effective Green, g (s)	5.7							86.2				
Actuated g/C Ratio	0.06							0.86				
Clearance Time (s)	4.2							4.7				
Vehicle Extension (s)	2.0							1.0				
Lane Grp Cap (vph)	101							1608				
v/s Ratio Prot	c0.00							c0.10				
v/s Ratio Perm												
v/c Ratio	0.03							0.12				
Uniform Delay, d1	44.5							1.0				
Progression Factor	1.00							1.00				
Incremental Delay, d2	0.0							0.2				
Delay (s)	44.5							1.2				
Level of Service	D							A				
Approach Delay (s)		44.5			0.0			1.2			0.0	
Approach LOS		D			A			A			A	

Intersection Summary			
HCM Average Control Delay	11.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.11		
Actuated Cycle Length (s)	99.9	Sum of lost time (s)	8.0
Intersection Capacity Utilization	23.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	NBT
Lane Group Flow (vph)	61	191
v/c Ratio	0.08	0.12
Control Delay	0.2	1.4
Queue Delay	0.1	0.0
Total Delay	0.3	1.4
Queue Length 50th (ft)	0	13
Queue Length 95th (ft)	0	25
Internal Link Dist (ft)		167
Turn Bay Length (ft)		
Base Capacity (vph)	1091	1639
Starvation Cap Reductn	607	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.13	0.12

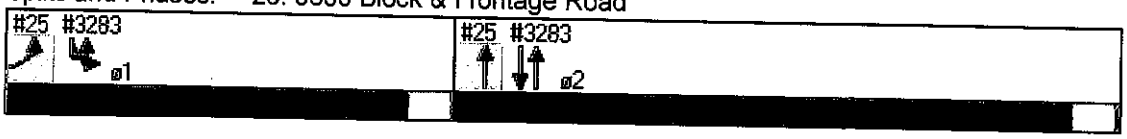
Intersection Summary

Lane Group	EBL	NBT
Lane Configurations		
Volume (vph)	43	168
Turn Type	Prot	
Protected Phases	1	2
Permitted Phases		
Detector Phases	1	
Minimum Initial (s)	5.0	16.0
Minimum Split (s)	9.2	20.7
Total Split (s)	40.2	59.7
Total Split (%)	40.2%	59.8%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.2	0.7
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Recall Mode	None	C-Max

Intersection Summary

Cycle Length: 99.9
Actuated Cycle Length: 99.9
Offset: 39 (39%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated

Splits and Phases: 25: 5300 Block & Frontage Road



Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0			4.0
Lane Util. Factor	1.00			0.91			0.91
Frt	1.00			1.00			1.00
Flt Protected	0.95			1.00			1.00
Satd. Flow (prot)	1770			5084			5085
Flt Permitted	0.95			0.93			1.00
Satd. Flow (perm)	1770			4740			5085
Volume (vph)	79	0	3	1214	0	0	1189
Peak-hour factor, PHF	0.78	0.92	0.38	0.85	0.92	0.92	0.98
Adj. Flow (vph)	101	0	8	1428	0	0	1213
RTOR Reduction (vph)	0	0	0	0	0	0	0
Lane Group Flow (vph)	101	0	0	1436	0	0	1213
Turn Type			Perm				
Protected Phases	1			2			2
Permitted Phases			2				
Actuated Green, G (s)	9.5			80.5			80.5
Effective Green, g (s)	9.8			81.6			81.6
Actuated g/C Ratio	0.10			0.82			0.82
Clearance Time (s)	4.3			5.1			5.1
Vehicle Extension (s)	2.0			1.0			1.0
Lane Grp Cap (vph)	175			3891			4174
v/s Ratio Prot	c0.06						0.24
v/s Ratio Perm				c0.30			
v/c Ratio	0.58			0.37			0.29
Uniform Delay, d1	42.8			2.3			2.1
Progression Factor	0.80			1.00			1.00
Incremental Delay, d2	2.7			0.3			0.2
Delay (s)	37.1			2.6			2.3
Level of Service	D			A			A
Approach Delay (s)	37.1			2.6			2.3
Approach LOS	D			A			A

Intersection Summary			
HCM Average Control Delay	3.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	99.4	Sum of lost time (s)	8.0
Intersection Capacity Utilization	36.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Queues

Lane Group	WBL	NBT	SBT
Lane Group Flow (vph)	101	1436	1213
v/c Ratio	0.58	0.37	0.29
Control Delay	46.5	2.8	2.5
Queue Delay	0.0	0.3	0.0
Total Delay	46.5	3.0	2.5
Queue Length 50th (ft)	62	59	46
Queue Length 95th (ft)	53	95	81
Internal Link Dist (ft)	47	396	126
Turn Bay Length (ft)			
Base Capacity (vph)	735	3888	4177
Starvation Cap Reductn	68	1486	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.15	0.60	0.29

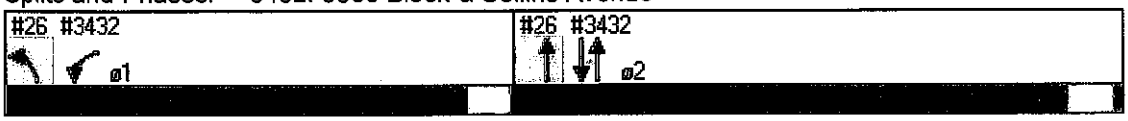
Intersection Summary

Lane Group	WBL	NBU	NBT	SBT
Lane Configurations				
Volume (vph)	79	3	1214	1189
Turn Type		Perm		
Protected Phases	1		2	2
Permitted Phases		2		
Detector Phases	1			
Minimum Initial (s)	5.0	16.0	16.0	16.0
Minimum Split (s)	9.3	21.1	21.1	21.1
Total Split (s)	45.3	54.1	54.1	54.1
Total Split (%)	45.6%	54.4%	54.4%	54.4%
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	0.3	1.1	1.1	1.1
Lead/Lag	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	C-Max

Intersection Summary

Cycle Length: 99.4
Actuated Cycle Length: 99.4
Offset: 99 (100%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated

Splits and Phases: 3432: 5330 Block & Collins Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)							4.0	4.0				
Lane Util. Factor							1.00	1.00				
Frt							1.00	1.00				
Flt Protected							0.95	1.00				
Satd. Flow (prot)							1770	1863				
Flt Permitted							0.95	1.00				
Satd. Flow (perm)							1770	1863				
Volume (vph)	0	0	0	0	0	0	79	159	0	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.78	0.75	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	101	212	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	91	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	10	212	0	0	0	0
Turn Type							Prot					
Protected Phases							1	2				
Permitted Phases												
Actuated Green, G (s)							9.5	80.5				
Effective Green, g (s)							9.8	81.6				
Actuated g/C Ratio							0.10	0.82				
Clearance Time (s)							4.3	5.1				
Vehicle Extension (s)							2.0	1.0				
Lane Grp Cap (vph)							175	1529				
v/s Ratio Prot							c0.01	c0.11				
v/s Ratio Perm												
v/c Ratio							0.06	0.14				
Uniform Delay, d1							40.6	1.8				
Progression Factor							1.00	1.00				
Incremental Delay, d2							0.0	0.2				
Delay (s)							40.7	2.0				
Level of Service							D	A				
Approach Delay (s)		0.0			0.0			14.5			0.0	
Approach LOS		A			A			B			A	

Intersection Summary			
HCM Average Control Delay	14.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.13		
Actuated Cycle Length (s)	99.4	Sum of lost time (s)	8.0
Intersection Capacity Utilization	16.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	NBL	NBT
Lane Group Flow (vph)	101	212
v/c Ratio	0.38	0.14
Control Delay	12.5	2.3
Queue Delay	0.0	0.0
Total Delay	12.5	2.3
Queue Length 50th (ft)	0	19
Queue Length 95th (ft)	31	36
Internal Link Dist (ft)		399
Turn Bay Length (ft)		
Base Capacity (vph)	794	1530
Starvation Cap Reductn	0	0
Spillback Cap Reductn	56	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.14	0.14

Intersection Summary

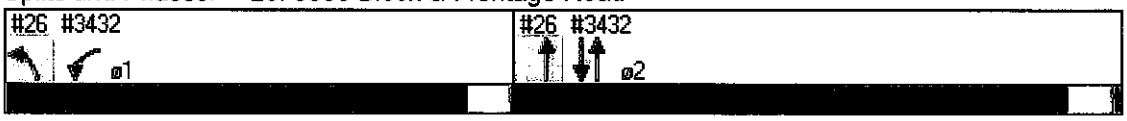
Timings

Lane Group	NBL	NBT
Lane Configurations		
Volume (vph)	79	159
Turn Type	Prot	
Protected Phases	1	2
Permitted Phases		
Detector Phases	1	
Minimum Initial (s)	5.0	16.0
Minimum Split (s)	9.3	21.1
Total Split (s)	45.3	54.1
Total Split (%)	45.6%	54.4%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	0.3	1.1
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Recall Mode	None	C-Max

Intersection Summary

Cycle Length: 99.4
Actuated Cycle Length: 99.4
Offset: 99 (100%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated

Splits and Phases: 26: 5330 Block & Frontage Road



Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations			↑↑↑				↑↑↑
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0			4.0	4.0
Lane Util. Factor			0.91			1.00	0.91
Frt			1.00			1.00	1.00
Flt Protected			1.00			0.95	1.00
Satd. Flow (prot)			5079			1770	5085
Flt Permitted			1.00			0.95	1.00
Satd. Flow (perm)			5079			1770	5085
Volume (vph)	0	0	1235	8	36	13	1202
Peak-hour factor, PHF	0.92	0.92	0.87	0.67	0.64	0.54	0.96
Adj. Flow (vph)	0	0	1420	12	56	24	1252
RTOR Reduction (vph)	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	0	1431	0	0	80	1252
Turn Type					Prot	Prot	
Protected Phases			2		1	1	1 2
Permitted Phases							
Actuated Green, G (s)			82.4			7.6	99.5
Effective Green, g (s)			82.9			8.6	99.5
Actuated g/C Ratio			0.83			0.09	1.00
Clearance Time (s)			4.5			5.0	
Vehicle Extension (s)			1.0			2.0	
Lane Grp Cap (vph)			4232			153	5085
v/s Ratio Prot			c0.28			c0.05	0.25
v/s Ratio Perm							
v/c Ratio			0.34			0.52	0.25
Uniform Delay, d1			1.9			43.5	0.0
Progression Factor			1.00			1.00	1.00
Incremental Delay, d2			0.2			1.5	0.0
Delay (s)			2.1			45.0	0.0
Level of Service			A			D	A
Approach Delay (s)	0.0		2.1				2.7
Approach LOS	A		A				A

Intersection Summary			
HCM Average Control Delay	2.4	HCM Level of Service	A
HCM Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	99.5	Sum of lost time (s)	8.0
Intersection Capacity Utilization	34.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Queues

Lane Group	NBT	SBL	SBT
Lane Group Flow (vph)	1432	80	1252
v/c Ratio	0.33	0.47	0.25
Control Delay	2.4	50.7	0.1
Queue Delay	0.0	0.0	0.0
Total Delay	2.4	50.7	0.1
Queue Length 50th (ft)	59	49	0
Queue Length 95th (ft)	86	54	0
Internal Link Dist (ft)	321		291
Turn Bay Length (ft)		60	
Base Capacity (vph)	4323	231	5085
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.33	0.35	0.25

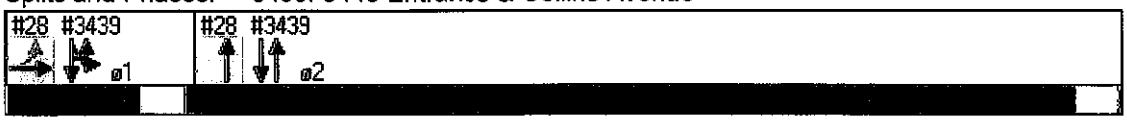
Intersection Summary

Lane Group	NBT	SBL	SBT
Lane Configurations			
Volume (vph)	1235	13	1202
Turn Type		Prot	
Protected Phases	2	1	1 2
Permitted Phases			
Detector Phases		1	
Minimum Initial (s)	16.0	5.0	
Minimum Split (s)	20.5	10.0	
Total Split (s)	82.5	17.0	99.5
Total Split (%)	82.9%	17.1%	100.0%
Yellow Time (s)	4.0	4.0	
All-Red Time (s)	0.5	1.0	
Lead/Lag	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	
Recall Mode	C-Max	None	

Intersection Summary

Cycle Length: 99.5
Actuated Cycle Length: 99.5
Offset: 11 (11%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated

Splits and Phases: 3439: 5445 Entrance & Collins Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0						4.0				
Lane Util. Factor		1.00						1.00				
Frt		1.00						0.97				
Flt Protected		0.95						1.00				
Satd. Flow (prot)		1770						1810				
Flt Permitted		0.95						1.00				
Satd. Flow (perm)		1770						1810				
Volume (vph)	21	0	0	0	0	0	0	155	28	0	0	0
Peak-hour factor, PHF	0.64	0.92	0.92	0.92	0.92	0.92	0.92	0.80	0.54	0.92	0.92	0.92
Adj. Flow (vph)	33	0	0	0	0	0	0	194	52	0	0	0
RTOR Reduction (vph)	0	30	0	0	0	0	0	8	0	0	0	0
Lane Group Flow (vph)	0	3	0	0	0	0	0	238	0	0	0	0
Turn Type	Perm											
Protected Phases		1						2				
Permitted Phases	1											
Actuated Green, G (s)		7.6						82.4				
Effective Green, g (s)		8.6						82.9				
Actuated g/C Ratio		0.09						0.83				
Clearance Time (s)		5.0						4.5				
Vehicle Extension (s)		2.0						1.0				
Lane Grp Cap (vph)		153						1508				
v/s Ratio Prot								c0.13				
v/s Ratio Perm		0.00										
v/c Ratio		0.02						0.16				
Uniform Delay, d1		41.6						1.6				
Progression Factor		1.00						1.00				
Incremental Delay, d2		0.0						0.2				
Delay (s)		41.6						1.8				
Level of Service		D						A				
Approach Delay (s)		41.6			0.0			1.8			0.0	
Approach LOS		D			A			A			A	

Intersection Summary			
HCM Average Control Delay	6.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.14		
Actuated Cycle Length (s)	99.5	Sum of lost time (s)	8.0
Intersection Capacity Utilization	24.2%	ICU Level of Service	A
Analysis Period (min)	15		

c - Critical Lane Group

Queues

Lane Group	EBT	NBT
Lane Group Flow (vph)	33	246
v/c Ratio	0.04	0.16
Control Delay	0.1	1.8
Queue Delay	0.8	0.0
Total Delay	0.9	1.8
Queue Length 50th (ft)	0	18
Queue Length 95th (ft)	m0	34
Internal Link Dist (ft)	57	347
Turn Bay Length (ft)		
Base Capacity (vph)	925	1546
Starvation Cap Reductn	758	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.20	0.16

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Timings

Lane Group	EBT	NBT
Lane Configurations		
Volume (vph)	0	155
Turn Type		
Protected Phases	1	2
Permitted Phases		
Detector Phases	1	
Minimum Initial (s)	5.0	16.0
Minimum Split (s)	10.0	20.5
Total Split (s)	17.0	82.5
Total Split (%)	17.1%	82.9%
Yellow Time (s)	4.0	4.0
All-Red Time (s)	1.0	0.5
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Recall Mode	None	C-Max

Intersection Summary

Cycle Length: 99.5
Actuated Cycle Length: 99.5
Offset: 11 (11%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 40
Control Type: Actuated-Coordinated

Splits and Phases: 28: 5445 Entrance & Frontage Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0			4.0		4.0			4.0
Lane Util. Factor				1.00			1.00		0.91			0.91
Frt				1.00			1.00		1.00			1.00
Flt Protected				0.95			0.95		1.00			1.00
Satd. Flow (prot)				1770			1770		5085			5085
Flt Permitted				0.95			0.95		1.00			1.00
Satd. Flow (perm)				1770			1770		5085			5085
Volume (vph)	0	0	0	33	0	0	35	0	1236	0	0	1132
Peak-hour factor, PHF	0.92	0.92	0.92	0.69	0.92	0.92	0.73	0.92	0.88	0.92	0.92	0.97
Adj. Flow (vph)	0	0	0	48	0	0	48	0	1405	0	0	1167
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	48	0	0	48	0	1405	0	0	1167
Turn Type				Prot			Prot					
Protected Phases				4			1		1 2			2
Permitted Phases												
Actuated Green, G (s)				4.8			4.8		85.2			75.4
Effective Green, g (s)				5.8			5.8		86.2			76.4
Actuated g/C Ratio				0.06			0.06		0.86			0.76
Clearance Time (s)				5.0			5.0					5.0
Vehicle Extension (s)				2.0			2.0					1.0
Lane Grp Cap (vph)				103			103		4383			3885
v/s Ratio Prot				c0.03			c0.03		c0.28			0.23
v/s Ratio Perm												
v/c Ratio				0.47			0.47		0.32			0.30
Uniform Delay, d1				45.6			45.6		1.3			3.6
Progression Factor				0.70			1.00		1.00			0.79
Incremental Delay, d2				1.2			1.2		0.0			0.2
Delay (s)				33.1			46.8		1.3			3.1
Level of Service				C			D		A			A
Approach Delay (s)		0.0			33.1				2.8			3.1
Approach LOS		A			C				A			A

Intersection Summary			
HCM Average Control Delay	3.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	39.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SBR
Lane Configurations	
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Volume (vph)	0
Peak-hour factor, PHF	0.92
Adj. Flow (vph)	0
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
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	WBL	NBU	NBT	SBT
Lane Group Flow (vph)	48	48	1405	1167
v/c Ratio	0.40	0.35	0.31	0.29
Control Delay	41.0	49.8	1.5	3.2
Queue Delay	8.2	0.0	0.3	0.1
Total Delay	49.2	49.8	1.8	3.2
Queue Length 50th (ft)	30	30	44	38
Queue Length 95th (ft)	24	52	52	49
Internal Link Dist (ft)			291	130
Turn Bay Length (ft)		50		
Base Capacity (vph)	124	566	4476	4078
Starvation Cap Reductn	47	0	2207	1032
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.62	0.08	0.62	0.38

Intersection Summary

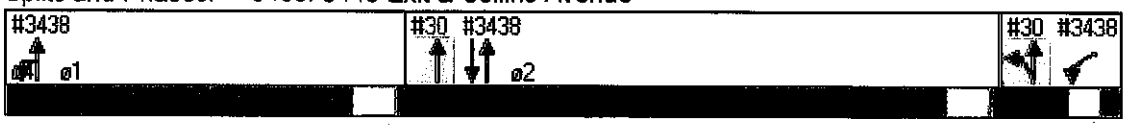
Timings

Lane Group	WBL	NBU	NBT	SBT
Lane Configurations				
Volume (vph)	33	35	1236	1132
Turn Type	Prot	Prot		
Protected Phases	4	1	1 2	2
Permitted Phases				
Detector Phases	4	1		
Minimum Initial (s)	5.0	5.0		16.0
Minimum Split (s)	10.0	10.0		21.0
Total Split (s)	11.0	36.0	89.0	53.0
Total Split (%)	11.0%	36.0%	89.0%	53.0%
Yellow Time (s)	3.0	4.0		4.0
All-Red Time (s)	2.0	1.0		1.0
Lead/Lag		Lead		Lag
Lead-Lag Optimize?		Yes		Yes
Recall Mode	None	None		C-Max

Intersection Summary

Cycle Length: 100
Actuated Cycle Length: 100
Offset: 89 (89%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 3438: 5445 Exit & Collins Avenue



APPENDIX F – PROJECT COSTS

SAFETY COST ESTIMATE REPORT (Alternative 1)
SR-A1A/Collins Avenue from South of 4900 Blk to North 5800 Blk

PAY ITEM	DESCRIPTION	UNITS	AVERAGE UNIT COST	QUANTITTY	TOTAL AMOUNT
110-1-1	CLEARING AND GRUBBING	(LS/AC)	$ 22,000.00	1.00	$22,000.00
110-4	REMOVAL OF EXISTING CONCRETE PAVEMENT	SY	$ 15.00	1,500.00	$22,500.00
120-1	REGULAR EXCAVATION	CY	$ 5.50	200.00	$1,100.00
120-6	EMBANKMENT	CY	$ 10.00	150.00	$1,500.00
160-4	STABILIZATION TYPE B	SY	$ 2.50	950.00	$2,375.00
285-709	OPTIONAL BASE (BASE GROUP 09)	SY	$ 12.00	950.00	$11,400.00
327-70-6	MILLING EXIST ASPHALTIC PAVT (1 1/2 AVG DEPTH)	SY	$ 3.00	6,700.00	$20,100.00
334-1-13	SUPERPAVE ASPHALTIC CONCRETE (TRAFFIC "C")	TN	$ 95.00	230	$21,840.50
337-7-43	ASPHALTIC CONC.FRICTION COURSE (FC-12.5 PG 76-22) (1-1/2")	TN	$ 140.00	694	$97,193.25
425-1-361	INLET (CURB) (TYPE P-5 or P-6 <10')	EA	$ 3,200.00	2.00	$6,400.00
430-171-125	PIPE (CULVERT OPTIONAL MATERIAL) (STORM SEWER) (18")	LF	$ 52.00	100.00	$5,200.00
443-70-4	FRENCH DRAIN (24")	LF	$ 120.00	100.00	$12,000.00
520-1-10	CONCRETE CURB & GUTTER (TYPE F)	LF	$ 16.00	6,900.00	$110,400.00
520-5-41	CONCRETE SEPARATOR (4' WIDE)	LF	$ 35.00	1,800.00	$63,000.00
522-1	CONCRETE SIDEWALK (4")	SY	$ 40.00	150.00	$6,000.00
522-2	CONCRETE SIDEWALK (6")	SY	$ 42.00	50.00	$2,100.00
580-1-2	LANDSCAPE COMPLETE	LS	$ 30,000.00	1.00	$30,000.00
		ROADWAY TOTAL			$435,108.75

Lump Sum	10% Roadway Cost + Overhead Cantilever Sign	AS	$84,000.00	1.00	$84,000.00
		SIGNING & MARKING TOTAL			$84,000.00

630-1-13	CONDUIT (UNDER PAVEMENT)	LF	$12.00	3000	$36,000.00
632-7-1	CABLE - SIGNAL	PI	$3,600.00	10	$36,000.00
635-1-11	PULL & JUNCTION BOX	EA	$430.00	45	$19,350.00
649-31-103	MAST ARM ASSEMBLY (F&I)(150 W/ BACK PLATES)(60' -SINGLE ARM W/O LUMINAIRE)	EA	$26,500.00	20	$530,000.00
650-51-311	TRAFFIC SIGNAL HEAD (3-SECTION)	AS	$840.00	74	$62,160.00
650-51-511	TRAFFIC SIGNAL HEAD (5-SECTION)	AS	$1,300.00	8	$10,400.00
653-191	PEDESTRIAN SIGNAL (LED COUNTDOWN)	AS	$650.00	21	$13,650.00
646-1-11	SIGNAL HEAD AUXILIARIES (ALUMINUM PEDESTAL)	EA	$1,000.00	10	$10,000.00
660-1-109	LOOP DETECTOR (INDUCTIVE)	EA	$160.00	6	$960.00
660-2-101	LOOP ASSEMBLY	AS	$800.00	20	$16,000.00
665-11	PEDESTRIAN DETECTOR	EA	$200.00	21	$4,200.00
670-5-420	TRAFFIC CONTROLLER ASSEMBLY (MODIFY) (170)	AS	$900.00	10	$9,000.00
690-10	TRAFFIC SIGNAL HEAD ASSEMBLY - REMOVAL	EA	$35.00	60	$2,100.00
690-20	SIGNAL PEDESTRIAN ASSEMBLY - REMOVE	EA	$42.00	20	$840.00
690-32-1	POLE REMOVAL - SHALLOW (DIRECT BURIAL)	EA	$1,100.00	20	$22,000.00
690-70	DETECTOR PEDESTRIAN ASSEMBLY, REMOVE	EA	$41.00	20	$820.00
690-90	CONDUIT & CABLING, REMOVE	PI	$500.00	10	$5,000.00
690-100	SIGNAL EQUIPMENT, MISCELLANEOUS REMOVE	PI	$700.00	10	$7,000.00
699-1	INTERNALLY ILLUMINATED SIGN	EA	$2,250.00	20	$45,000.00
700-48-60	SIGN PANEL REMOVED	EA	$72.00	10	$720.00
		SIGNALIZATION TOTAL			$831,200.00

GRAND TOTAL		$1,350,308.75

SAFETY COST ESTIMATE REPORT (Alternative 2)
SR-A1A/Collins Avenue from South of 4900 Blk to North 5800 Blk

PAY ITEM	DESCRIPTION	UNITS	AVERAGE UNIT COST	QUANTITTY	TOTAL AMOUNT
110-1-1	CLEARING AND GRUBBING	(LS/AC)	$ 22,000.00	3.00	$66,000.00
110-4	REMOVAL OF EXISTING CONCRETE PAVEMENT	SY	$ 15.00	2,100.00	$31,500.00
120-1	REGULAR EXCAVATION	CY	$ 5.50	7,100.00	$39,050.00
120-6	EMBANKMENT	CY	$ 10.00	1,000.00	$10,000.00
160-4	STABILIZATION TYPE B	SY	$ 2.50	2,500.00	$6,250.00
285-709	OPTIONAL BASE (BASE GROUP 09)	SY	$ 12.00	2,500.00	$30,000.00
327-70-6	MILLING EXIST ASPHALTIC PAVT (1 1/2 AVG DEPTH)	SY	$ 3.00	17,100.00	$51,300.00
334-1-13	SUPERPAVE ASPHALTIC CONCRETE (TRAFFIC "C")	TN	$ 95.00	605	$57,475.00
337-7-43	ASPHALTIC CONC.FRICTION COURSE (FC-12.5 PG 76-22) (1-1/2")	TN	$ 140.00	1,779	$249,018.00
425-1-361	INLET (CURB) (TYPE P-5 or P-6 <10')	EA	$ 3,200.00	4.00	$12,800.00
430-171-125	PIPE (CULVERT OPTIONAL MATERIAL) (STORM SEWER) (18")	LF	$ 52.00	200.00	$10,400.00
443-70-4	FRENCH DRAIN (24")	LF	$ 120.00	300.00	$36,000.00
520-1-10	CONCRETE CURB & GUTTER (TYPE F)	LF	$ 16.00	9,500.00	$152,000.00
520-5-41	CONCRETE SEPARATOR (4' WIDE)	LF	$ 35.00	3,500.00	$122,500.00
522-1	CONCRETE SIDEWALK (4")	SY	$ 40.00	200.00	$8,000.00
522-2	CONCRETE SIDEWALK (6")	SY	$ 42.00	50.00	$2,100.00
580-1-2	LANDSCAPE COMPLETE	LS	$ 50,000.00	1.00	$50,000.00
		ROADWAY TOTAL			$934,393.00

Lump Sum	10% Roadway Cost + Overhead Cantilever Sign	AS	$125,000.00	1.00	$125,000.00
		SIGNING & MARKING TOTAL			$125,000.00

630-1-13	CONDUIT (UNDER PAVEMENT)	LF	$12.00	2100	$25,200.00
632-7-1	CABLE - SIGNAL	PI	$3,600.00	6	$21,600.00
635-1-11	PULL & JUNCTION BOX	EA	$430.00	24	$10,320.00
649-31-103	MAST ARM ASSEMBLY (F&I)(150 W/ BACK PLATES)(60' -SINGLE ARM W/O LUMINAIRE)	EA	$26,500.00	12	$318,000.00
650-51-311	TRAFFIC SIGNAL HEAD (3-SECTION)	AS	$840.00	36	$30,240.00
650-51-511	TRAFFIC SIGNAL HEAD (5-SECTION)	AS	$1,300.00	4	$5,200.00
653-191	PEDESTRIAN SIGNAL (LED COUNTDOWN)	AS	$650.00	12	$7,800.00
646-1-11	SIGNAL HEAD AUXILIARIES (ALUMINUM PEDESTAL)	EA	$1,000.00	6	$6,000.00
660-1-109	LOOP DETECTOR (INDUCTIVE)	EA	$160.00	4	$640.00
660-2-101	LOOP ASSEMBLY	AS	$800.00	14	$11,200.00
665-11	PEDESTRIAN DETECTOR	EA	$200.00	12	$2,400.00
670-5-420	TRAFFIC CONTROLLER ASSEMBLY (MODIFY) (170)	AS	$900.00	6	$5,400.00
690-10	TRAFFIC SIGNAL HEAD ASSEMBLY - REMOVAL	EA	$35.00	60	$2,100.00
690-20	SIGNAL PEDESTRIAN ASSEMBLY - REMOVE	EA	$42.00	20	$840.00
690-32-1	POLE REMOVAL - SHALLOW (DIRECT BURIAL)	EA	$1,100.00	20	$22,000.00
690-50-	CONTROLLER ASSEMBLY REMOVE, COMPLETE ASSEMBLY	EA	$400.00	4	$1,600.00
690-70	DETECTOR PEDESTRIAN ASSEMBLY, REMOVE	EA	$41.00	20	$820.00
690-90	CONDUIT & CABLING, REMOVE	PI	$500.00	10	$5,000.00
690-100	SIGNAL EQUIPMENT, MISCELLANEOUS REMOVE	PI	$700.00	10	$7,000.00
699-1	INTERNALLY ILLUMINATED SIGN	EA	$2,250.00	14	$31,500.00
700-48-60	SIGN PANEL REMOVED	EA	$72.00	6	$432.00
		SIGNALIZATION TOTAL			$515,292.00

GRAND TOTAL		$1,574,685.00

SAFETY COST ESTIMATE REPORT (Alternative 3)
SR-A1A/Collins Avenue from South of 4900 Blk to North 5800 Blk

PAY ITEM	DESCRIPTION	UNITS	AVERAGE UNIT COST	QUANTITTY	TOTAL AMOUNT
110-1-1	CLEARING AND GRUBBING	(LS/AC)	$ 22,000.00	2.00	$44,000.00
110-4	REMOVAL OF EXISTING CONCRETE PAVEMENT	SY	$ 15.00	1,800.00	$27,000.00
120-1	REGULAR EXCAVATION	CY	$ 5.50	6,800.00	$37,400.00
120-6	EMBANKMENT	CY	$ 10.00	1,000.00	$10,000.00
160-4	STABILIZATION TYPE B	SY	$ 2.50	2,100.00	$5,250.00
285-709	OPTIONAL BASE (BASE GROUP 09)	SY	$ 12.00	2,100.00	$25,200.00
327-70-6	MILLING EXIST ASPHALTIC PAVT (1 1/2 AVG DEPTH)	SY	$ 3.00	17,100.00	$51,300.00
334-1-13	SUPERPAVE ASPHALTIC CONCRETE (TRAFFIC "C")	TN	$ 95.00	508	$48,279.00
337-7-43	ASPHALTIC CONC.FRICTION COURSE (FC-12.5 PG 76-22) (1-1/2")	TN	$ 140.00	1,742	$243,936.00
425-1-361	INLET (CURB) (TYPE P-5 or P-6 <10')	EA	$ 3,200.00	4.00	$12,800.00
430-171-125	PIPE (CULVERT OPTIONAL MATERIAL) (STORM SEWER) (18")	LF	$ 52.00	200.00	$10,400.00
443-70-4	FRENCH DRAIN (24")	LF	$ 120.00	300.00	$36,000.00
520-1-10	CONCRETE CURB & GUTTER (TYPE F)	LF	$ 16.00	8,500.00	$136,000.00
520-5-41	CONCRETE SEPARATOR (4' WIDE)	LF	$ 35.00	3,500.00	$122,500.00
522-1	CONCRETE SIDEWALK (4")	SY	$ 40.00	200.00	$8,000.00
522-2	CONCRETE SIDEWALK (6")	SY	$ 42.00	50.00	$2,100.00
580-1-2	LANDSCAPE COMPLETE	LS	$ 50,000.00	1.00	$50,000.00
		ROADWAY TOTAL			$870,165.00
Lump Sum	10% Roadway Cost + Overhead Cantilever Sign	AS	$120,000.00	1.00	$120,000.00
		SIGNING & MARKING TOTAL			$120,000.00
630-1-13	CONDUIT (UNDER PAVEMENT)	LF	$12.00	1800	$21,600.00
632-7-1	CABLE - SIGNAL	PI	$3,600.00	6	$21,600.00
635-1-11	PULL & JUNCTION BOX	EA	$430.00	24	$10,320.00
649-31-103	MAST ARM ASSEMBLY (F&I)(150 W/ BACK PLATES)(60' -SINGLE ARM W/O LUMINAIRE)	EA	$26,500.00	12	$318,000.00
650-51-311	TRAFFIC SIGNAL HEAD (3-SECTION)	AS	$840.00	40	$33,600.00
650-51-511	TRAFFIC SIGNAL HEAD (5-SECTION)	AS	$1,300.00	5	$6,500.00
653-191	PEDESTRIAN SIGNAL (LED COUNTDOWN)	AS	$650.00	12	$7,800.00
646-1-11	SIGNAL HEAD AUXILIARIES (ALUMINUM PEDESTAL)	EA	$1,000.00	6	$6,000.00
660-1-109	LOOP DETECTOR (INDUCTIVE)	EA	$160.00	4	$640.00
660-2-101	LOOP ASSEMBLY	AS	$800.00	12	$9,600.00
665-11	PEDESTRIAN DETECTOR	EA	$200.00	12	$2,400.00
670-5-420	TRAFFIC CONTROLLER ASSEMBLY (MODIFY) (170)	AS	$900.00	6	$5,400.00
690-10	TRAFFIC SIGNAL HEAD ASSEMBLY - REMOVAL	EA	$35.00	60	$2,100.00
690-20	SIGNAL PEDESTRIAN ASSEMBLY - REMOVE	EA	$42.00	20	$840.00
690-32-1	POLE REMOVAL - SHALLOW (DIRECT BURIAL)	EA	$1,100.00	20	$22,000.00
690-50-	CONTROLLER ASSEMBLY REMOVE, COMPLETE ASSEMBLY	EA	$400.00	4	$1,600.00
690-70	DETECTOR PEDESTRIAN ASSEMBLY, REMOVE	EA	$41.00	20	$820.00
690-90	CONDUIT & CABLING, REMOVE	PI	$500.00	10	$5,000.00
690-100	SIGNAL EQUIPMENT, MISCELLANEOUS REMOVE	PI	$700.00	10	$7,000.00
699-1	INTERNALLY ILLUMINATED SIGN	EA	$2,250.00	12	$27,000.00
700-48-60	SIGN PANEL REMOVED	EA	$72.00	8	$576.00
		SIGNALIZATION TOTAL			$510,396.00
		GRAND TOTAL			$1,500,561.00

APPENDIX G – BENEFIT/COST CALCULATIONS

FORM 511-09

CONCEPTUAL ALTERNATIVE 1

SAFETY 7/1/1991

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

SAFETY OFFICE ANNUAL BENEFIT COST ANALYSIS - ALTERNATIVE 1

1	SUBMITTED BY	**CHP**			WPA NO.	**N/A**			SAFETY PRIORITY	
2	DATE SUBMITTED	**23-Oct-14**			ENVIRONMENTAL STUDY					
3	PROJECT NO.	**.**							SKID (I.D.)	**N/A**
4	ALTERNATIVE NO.	**1**			SN	**NA**			SPEED	**35**
6	DISTRICT	**6**	COUNTY **87**	SECTION **060**	STATE ROAD	**A1A**			U.S. ROAD	**1**
7	BEGINNING MILE POST	**7.184**	ENDING MILE POST **8.463**		LENGTH	**1.279**	miles		NODE	-
8	DESCRIPTION OF LOCATION/FACILITY TYPE	**SR A1A from south of 4900 Block to north of 5800 Block - Frontage Road Section**								

9 CAUSE OF CRASH PROBLEMS (LIST AND DISCUSS)

- U-turn from Frontage Road
- Northbound access from mainline to Frontage Road
- Rear-end
- Sideswipe
- Fixed object and Overturned

10 PROPOSED IMPROVEMENTS (LIST AND DISCUSS)

- Propose an overhead lane use sign (facing northbound approach) preceding the beginning frontage road.
- Provide a northbound U-turn lane on mainline just north of 4700 Block.
- Provide concrete raised islands at some median openings and at some signalized intersections, and extend concrete separator and provide pole delineators at some locations.
- Provide a signal head per lane for northbound and southbound approaches at all the intersections.
- Install internally illuminated street name signs at all intersections.
- Trim landscaping.
- Build bulb out just north of 4700 Block.
- Install speed feedback sign facing northbound and southbound traffic & enforcement (high speeds).

		2006	2007	2008	AVG.
11	NO. OF CRASHES	**89**	**98**	**98**	**95.0**
12	NO. CRASHES POTENTIALLY REDUCED		**31.8**		**10.6**

14 **CRASH INFORMATION FOR FACILITY**

COST/CRASH	$ 107,658
CRASH CLEANUP	$ 100
INTEREST RATE	4%

13

TYPE OF CRASH	NUMBER OF CRASHES (3-year)	CRASHES TO BE REDUCED
Rear End	75	8.85
Head On	1	0.11
Angle	92	9.73
Left Turn	7	0.74
Right Turn	4	0.42
Sideswipe	64	7.49
Backed Into	9	0.95
Coll. w/ Parked Car	0	0.00
Coll. w/ Pedestrian	1	0.11
Coll. w/ Bicycle	3	0.32
Fixed Object	26	2.75
Ran Off Road	0	0.00
Overturned	1	0.11
Other	2	0.21
Total Crashes	285	31.79
Crashes Per Year	95.00	**10.60**
Wet/Slippery	37	2.23
Night Time	61	0.00

15 **ANNUAL COST OF IMPROVEMENTS**

	TYPE	COST	LIFE	CRF	ANNUAL COST
A.	R-O-W	$ -	0	0.0000	$ -
B.	P.E.C.E.I.	$ 805,093	15	0.0899	$ 72,410.92
C.	STRUCTURE	$ -	16	0.0858	$ -
D.	ROADWAY	$ 840,201	20	0.0736	$ 61,823.49
E.	SIGNING/PAVEMENT	$ 84,000	15	0.0899	$ 7,555.05
F.	SIGNALS	$ 831,200	15	0.0899	$ 74,759.04
G.	SUBTOTAL	$ 2,560,494			$ 216,548.50
H.	CHANGE IN MAINTENANCE				$ -
I.	CRASH CLEANUP				$ (1,060.00)
J.	**TOTAL**				**$ 215,488.50**

16 **BENEFITS**

A.	CRASH REDUCTION	10.60	crash @	$ 107,658	$ 1,141,174.80
B.	DELAY SAVINGS		veh-hrs @	$ 14.60	$ -
	SUB TOTAL ANNUAL BENEFIT				**$ 1,141,174.80**
C.	OTHER BENEFIT	0		$ -	$ -
D.	**TOTAL ANNUAL BENEFIT**				**$ 1,141,174.80**

NPV: $ 925,686.30

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NET BENEFIT/COST	$ 1,141,174.80	$ 215,488.50	**5.3**
SAFETY BENEFIT/COST	$ 1,141,174.80	$ 215,488.50	**5.3**

PREPARED BY **CHP** APPROVED BY **FDOT** DATE **10/23/2014**

COMMENTS/CRASH REDUCTION METHOD:

Desktop Reference for Crash Reduction Factors (FHWA, Sept 2008)

HIGH CRASH LISTINGS:

.

FORM 511-09

SAFETY 7/1/1991

CONCEPTUAL ALTERNATIVE 2

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

SAFETY OFFICE ANNUAL BENEFIT COST ANALYSIS - ALTERNATIVE 2

1	SUBMITTED BY	**CHP**			WPA NO.	**N/A**			SAFETY PRIORITY	
2	DATE SUBMITTED	**23-Oct-14**			ENVIRONMENTAL STUDY					
3	PROJECT NO.	**.**							SKID (I.D.)	**N/A**
4	ALTERNATIVE NO.	**1**			SN	**NA**			SPEED	**35**
6	DISTRICT	**6**	COUNTY	**87**	SECTION	**060**	STATE ROAD	**A1A**	U.S. ROAD	**1**
7	BEGINNING MILE POST	**7.184**	ENDING MILE POST	**8.463**			LENGTH	**1.279** miles	NODE	-

8 DESCRIPTION OF LOCATION/FACILITY TYPE: **SR A1A from south of 4900 Block to north of 5800 Block - Frontage Road Section**

9 CAUSE OF CRASH PROBLEMS (LIST AND DISCUSS)

- U-turn from Frontage Road
- Northbound access from mainline to Frontage Road
- Rear-end
- Sideswipe
- Fixed object and Overturned

10 PROPOSED IMPROVEMENTS (LIST AND DISCUSS)

- Reduce the number of signalized intersections from 10 to 5.
- Eliminate the northbound U-turn movement from the frontage road to allow it from the northbound mainline. U-turn from the frontage road will only be allowed at a midway location of the frontage road to provide service for trucks and buses.
- Access to the frontage road from the northbound and southbound mainline travel lanes to be allowed only at the signalized intersections.
- Exit from the frontage road to be allowed only at a midway point between the signalized intersections. The northbound and southbound u-turn movements will be performed under protected only phasing.
- Propose an overhead sign (facing northbound approach) preceding the beginning frontage road.
- Build bulb out just north of 4700 Block.
- Provide a signal head per lane for northbound and southbound approaches at all the intersection.
- Install internally illuminated street name signs at all intersections.
- Trim landscaping.
- Install speed feedback sign facing northbound and southbound traffic & enforcement (high speeds).
- Provide high emphasis crosswalks at all intersections.

		2006	2007	2008	AVG.
11	NO. OF CRASHES	**89**	**98**	**98**	**95.0**
12	NO. CRASHES POTENTIALLY REDUCED		**51.8**		**17.3**

14 **CRASH INFORMATION FOR FACILITY**

COST/CRASH	$ 107,658
CRASH CLEANUP	$ 100
INTEREST RATE	4%

13

TYPE OF CRASH	NUMBER OF CRASHES (3-year)	CRASHES TO BE REDUCED
Rear End	75	14.12
Head On	1	0.18
Angle	92	16.19
Left Turn	7	1.23
Right Turn	4	0.70
Sideswipe	64	11.98
Backed Into	9	1.58
Coll. w/ Parked Car	0	0.00
Coll. w/ Pedestrian	1	0.18
Coll. w/ Bicycle	3	0.53
Fixed Object	26	4.58
Ran Off Road	0	0.00
Overturned	1	0.18
Other	2	0.35
Total Crashes	285	51.80
Crashes Per Year	95.00	**17.27**
Wet/Slippery	37	2.23
Night Time	61	0.00

15 **ANNUAL COST OF IMPROVEMENTS**

	TYPE	COST	LIFE	CRF	ANNUAL COST
A.	R-O-W	$ -	0	0.0000	$ -
B.	P.E.C.E.I.	$ 922,406	15	0.0899	$ 82,962.17
C.	STRUCTURE	$ -	16	0.0858	$ -
D.	ROADWAY	$ 1,406,799	20	0.0736	$ 103,514.70
E.	SIGNING/PAVEMENT	$ 125,000	15	0.0899	$ 11,242.64
F.	SIGNALS	$ 515,292	15	0.0899	$ 46,345.93
G.	SUBTOTAL	$ 2,969,496			$ 244,065.44
H.	CHANGE IN MAINTENANCE				$ -
I.	CRASH CLEANUP				$ (1,726.67)
J.	**TOTAL**				**$ 242,338.77**

16 **BENEFITS**

A.	CRASH REDUCTION	17.27	crash @	$ 107,658	$ 1,858,894.80
B.	DELAY SAVINGS		veh-hrs @	$ 14.60	$ -
	SUB TOTAL ANNUAL BENEFIT				**$ 1,858,894.80**
C.	OTHER BENEFIT	0		$ -	$ -
D.	**TOTAL ANNUAL BENEFIT**				**$ 1,858,894.80**

NPV: $ 1,616,556.03

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NET BENEFIT/COST	$ 1,858,894.80	$ 242,338.77	**7.7**
SAFETY BENEFIT/COST	$ 1,858,894.80	$ 242,338.77	**7.7**

PREPARED BY **CHP** APPROVED BY **FDOT** DATE **10/23/2014**

COMMENTS/CRASH REDUCTION METHOD:

Desktop Reference for Crash Reduction Factors (FHWA, Sept 2008)

HIGH CRASH LISTINGS:

.

FORM 511-09

CONCEPTUAL ALTERNATIVE 3

SAFETY 7/1/1991

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

SAFETY OFFICE ANNUAL BENEFIT COST ANALYSIS - ALTERNATIVE 3

1	SUBMITTED BY	**CHP**			WPA NO.	**N/A**			SAFETY PRIORITY	
2	DATE SUBMITTED	**23-Oct-14**			ENVIRONMENTAL STUDY					
3	PROJECT NO.	**.**							SKID (I.D.)	**N/A**
4	ALTERNATIVE NO.	**1**			SN	**NA**			SPEED	**35**
6	DISTRICT	**6**	COUNTY	**87**	SECTION	**060**	STATE ROAD	**A1A**	U.S. ROAD	**1**
7	BEGINNING MILE POST	**7.184**	ENDING MILE POST	**8.463**	LENGTH	**1.279**	miles		NODE	-
8	DESCRIPTION OF LOCATION/FACILITY TYPE	**SR A1A from south of 4900 Block to north of 5800 Block - Frontage Road Section**								

9 CAUSE OF CRASH PROBLEMS (LIST AND DISCUSS)

- U-turn from Frontage Road
- Northbound access from mainline to Frontage Road
- Rear-end
- Sideswipe
- Fixed obiect and Overturned

10 PROPOSED IMPROVEMENTS (LIST AND DISCUSS)

- Reduce the number of signalized intersections from 10 to 4.
- Consolidate some of the existing access and egress points to and from the frontage road.
- Propose an overhead sign (facing northbound approach) preceding the beginning frontage road.
- Build bulb out just north of 4700 Block.
- Provide a signal head per lane for northbound and southbound approaches at all the intersection.
- Install internally illuminated street name signs at all intersections.
- Trim landscaping.
- Install speed feedback sign facing northbound and southbound traffic & enforcement (high speeds).
- Provide high emphasis crosswalks at all intersections.

		2006	2007	2008	AVG.
11	NO. OF CRASHES	**89**	**98**	**98**	**95.0**
12	NO. CRASHES POTENTIALLY REDUCED		**35.1**		**11.7**

14 **CRASH INFORMATION FOR FACILITY**

COST/CRASH	$	107,658
CRASH CLEANUP	$	100
INTEREST RATE		4%

13

TYPE OF CRASH	NUMBER OF CRASHES (3-year)	CRASHES TO BE REDUCED
Rear End	75	9.73
Head On	1	0.12
Angle	92	10.80
Left Turn	7	0.82
Right Turn	4	0.47
Sideswipe	64	8.23
Backed Into	9	1.06
Coll. w/ Parked Car	0	0.00
Coll. w/ Pedestrian	1	0.12
Coll. w/ Bicycle	3	0.35
Fixed Object	26	3.05
Ran Off Road	0	0.00
Overturned	1	0.12
Other	2	0.23
Total Crashes	285	35.10
Crashes Per Year	95.00	**11.70**
Wet/Slippery	37	2.23
Night Time	61	0.00

15 **ANNUAL COST OF IMPROVEMENTS**

	TYPE	COST	LIFE	CRF	ANNUAL COST
A.	R-O-W	$ -	0	0.0000	$ -
B.	P.E.C.E.I.	$ 900,168	15	0.0899	$ 80,962.13
C.	STRUCTURE	$ -	16	0.0858	$ -
D.	ROADWAY	$ 1,320,333	20	0.0736	$ 97,152.44
E.	SIGNING/PAVEMENT	$ 120,000	15	0.0899	$ 10,792.93
F.	SIGNALS	$ 510,396	15	0.0899	$ 45,905.58
G.	SUBTOTAL	$ 2,850,898			$ 234,813.08
H.	CHANGE IN MAINTENANCE				$ -
I.	CRASH CLEANUP				$ (1,170.00)
J.	**TOTAL**				**$ 233,643.08**

16 **BENEFITS**

A.	CRASH REDUCTION	11.70	crash @	$ 107,658	$ 1,259,598.60
B.	DELAY SAVINGS		veh-hrs @	$ 14.60	$ -
	SUB TOTAL ANNUAL BENEFIT				**$ 1,259,598.60**
C.	OTHER BENEFIT	0		$ -	$ -
D.	**TOTAL ANNUAL BENEFIT**				**$ 1,259,598.60**

NPV: $ 1,025,955.52

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NET BENEFIT/COST	$ 1,259,598.60	$ 233,643.08	**5.4**
SAFETY BENEFIT/COST	$ 1,259,598.60	$ 233,643.08	**5.4**

PREPARED BY **CHP** APPROVED BY **FDOT** DATE **10/23/2014**

COMMENTS/CRASH REDUCTION METHOD:

Desktop Reference for Crash Reduction Factors (FHWA, Sept 2008)

HIGH CRASH LISTINGS:

.

APPENDIX H – ERC COMMENTS AND RESPONSES

Submittal Report

Financial Project:		Submital Type:	SAFETY REPORT
Submittal Phase:	OTHER	Submital Staff Type:	CONSULTANT
Received Date:	9/9/2013	Response Due Date:	9/25/2013
Grace Period:	0	District:	SIXTH
Status:	OPEN	Create Date:	9/9/2013
Create User Id:	PD601MI	Last Update:	9/9/2013
		Last Update User Id:	PD601MI

Description:

Safety Study: SR A-1-A/Collins Avenue from 4700 Block to 5800 Block - Safety Study

Assignments:

Name	Assignment	Due Date	Status	Comments
Brian Ribaric	REVIEWER	9/18/2013	ACTIVE	

No	Status	Current Holder	Reference	Categories
30	RESPONSE SUBMITTED	Brian Ribaric		ROADWAY

Created By	Created On	Version	Delegate For
Brian Ribaric	9/18/2013	1	

Recommend having plan sheets at a reasonable scale for the preferred alternative for ease of review.

CARLOS FRANCIS	9/24/2013	1	

Having plans sheets at a bigger scale will be considered.

No	Status	Current Holder	Reference	Categories
31	RESPONSE SUBMITTED	Brian Ribaric		ROADWAY

Created By	Created On	Version	Delegate For
Brian Ribaric	9/18/2013	1	

Recommend adding acceleration/deceleration lanes along the mainline to aid in facilitiating access into/from frontage road due to speed differential. While the posted speed is only 10 mph difference, it appears that the uncongested nature of the corridor would have higher speeds.

CARLOS FRANCIS	9/24/2013	1	

Adding acceleration/deceleration lanes was considered. However, the field review revealed that while the posted speed difference is 10 mph, the un-congested nature of the corridor allows enough gaps for vehicles exiting and accessing the frontage road.

In addition the crash analysis did not reveal a crash pattern of vehicles existing the frontage road at the allowed access point. The sideswipe crashes occurred more at locations where the exit/access from/to the frontage was not permitted.

No	Status	Current Holder	Reference	Categories
33	RESPONSE SUBMITTED	Brian Ribaric	3	ROADWAY

Created By	Created On	Version	Delegate For
Brian Ribaric	9/18/2013	1	

Last paragraph - Change ' to comma for cost. Add $ in lieu of 'dollars'.

CARLOS FRANCIS	9/24/2013	1	

Agree. The text will be revised.

No	Status	Current Holder	Reference	Categories
36	RESPONSE SUBMITTED	Brian Ribaric	13	ROADWAY

Created By	Created On	Version	Delegate For
Brian Ribaric	9/18/2013	1	

1st paragraph - Appears to be a conflict in the percentage of drivers outside of South Florida / Miami-Dade County. Is it 36% or 56%? Please clarify.

CARLOS FRANCIS 9/25/2013 1

Agree. Both percentages are correct. However, the paragraph will be revised as follows: "This crash type was further evaluated and it was found that 17 (36%) of these crashes involved drivers from outside of South Florida. Eight (17%) of the 47 northbound U-turn Crashes were found to be the fault of the U-turning vehicle. Of the remaining 39 crashes, the northbound vehicle was found at fault in 20 (43%) of the crashes, both drivers were found at fault in one (2%) of the crashes, and no fault was assigned in 18 (38%) of the crashes. Twenty two (56%) of those 39 crashes involved drivers from outside of Miami-Dade County."

No	Status	Current Holder	Reference	Categories
37	RESPONSE SUBMITTED	Brian Ribaric		ROADWAY

Created By	Created On	Version	Delegate For
Brian Ribaric	9/18/2013	1	

For SB U-turns, is there an appropriate opening in the traffic separator for large vehicles to enter the frontage road. It appears that buses, tractor trailers and large SU may not be able to make this manuever.

CARLOS FRANCIS 9/24/2013 1

Based on the information available (excluding survey) The proposed configuration allows buses, tractor trailers and large SU traveling southbound to enter the frontage road. The proposed geometry does not not change much from the existing.

No	Status	Current Holder	Reference	Categories
38	RESPONSE SUBMITTED	Brian Ribaric		ROADWAY

Created By	Created On	Version	Delegate For
Brian Ribaric	9/18/2013	1	

Is additional advanced restrictive u-turn signing needed for NB turns? If a large vehicle is in the turn lane and the sign is located adjacent to the end of the turn lane.

CARLOS FRANCIS 9/24/2013 1

Agree. Additional advance signage for large vehicles will be added.

No	Status	Current Holder	Reference	Categories
39	RESPONSE SUBMITTED	Brian Ribaric		ROADWAY

Created By	Created On	Version	Delegate For
Brian Ribaric	9/18/2013	1	

Is restrictive u-turns signs required for the SB u-turns? There doesn't appear to be enough room for vehicles to make a u-turn to NB mainline.

CARLOS FRANCIS 9/24/2013 1

This will be evaluated.

No	Status	Current Holder	Reference	Categories
40	RESPONSE SUBMITTED	Brian Ribaric		ROADWAY

Created By	Created On	Version	Delegate For
Brian Ribaric	9/18/2013	1	

Report mentioned that the chevron areas were utilized for vehicles turning and other illegal maneuvers Recommend (in Alt 2 and as applicable to others) adding curbing to the chevron area to deter traffic entering or leaving the frontage road (ie opening south of the emergency signal).

CARLOS FRANCIS 9/24/2013 1

Agree. Adding curbing to the chevron areas will be considered.

Carlos Castro	LEAD REVIEWER	9/18/2013	ACTIVE
CARLOS FRANCIS	CONSULTANT PROJECT MANAGER	9/25/2013	ACTIVE
Charles Clark	LEAD REVIEWER	9/18/2013	ACTIVE
Dat Huynh	LEAD REVIEWER	9/18/2013	ACTIVE
Erki Suarez	LEAD REVIEWER	9/18/2013	ACTIVE
JAMIE KRZEMINSKI	REVIEWER	9/18/2013	ACTIVE

No	Status	Current Holder	Reference	Categories
42	RESPONSE ACCEPTED		page 15, Figure 4	SAFETY

Created By	Created On	Version	Delegate For
JAMIE KRZEMINSKI	9/18/2013	1	

Figure 4 shows 33 crashes at the 5800 block. However, the Executive Summary (page 1) and the Crash Analysis section 3.3 (page 12) both quote 32 for the 5800 block. Please confirm the correct value.

CARLOS FRANCIS	9/24/2013	1	

Agree. There were 33 crashes at the 5800 Block. The Executive Summary and the Crash Analysis sections will be revised.

JAMIE KRZEMINSKI	10/2/2013	1	

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
43	RESPONSE ACCEPTED		page 16, Table 2	SAFETY

Created By	Created On	Version	Delegate For
JAMIE KRZEMINSKI	9/18/2013	1	

Table 2 shows 72 injury crashes, but the Crash Analysis section 3.3 (page 12) quotes 71. Please confirm the correct value.

CARLOS FRANCIS	9/24/2013	1	

The Table 2 is correct. The Crash Analysis section will be revised.

JAMIE KRZEMINSKI	10/2/2013	1	

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
44	RESPONSE ACCEPTED		page 23	SAFETY

Created By	Created On	Version	Delegate For
JAMIE KRZEMINSKI	9/18/2013	1	

In the 2nd bullet under the discussion about the probable causes associated with northbound U-turn crashes, the text states that there are 11 such crashes at both the 5000 and 5800 blocks. However, section 3.3 (page 13) states there were 12 such crashes at the 5800 block. Please confirm the correct value. Also, the same bullet twice refers to "the inside line of the mainline" -- it is assumed that should read "the inside lane of the mainline".

CARLOS FRANCIS	9/24/2013	1	

Agree. The correct value is 11. The text will be revised.

JAMIE KRZEMINSKI	10/2/2013	1	

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
45	RESPONSE ACCEPTED		page 23	TRAFFIC ANALYSIS

Created By	Created On	Version	Delegate For
JAMIE KRZEMINSKI	9/18/2013	1	

In the same bullet referred to in the previous comment, the text refers to "the results of the spot speed study". However, there is no information provided in the report as to what the results show such as average or 85th percentile speeds, and there is no speed data provided in the appendix. Please provide additional information about the measured speeds.

CARLOS FRANCIS	9/24/2013	1	

The document provided for review contained selected excerpts of the complete study report based on direction from the Traffic Operations office. There was a "note to reviewers" on the cover page of the document.

JAMIE KRZEMINSKI	10/30/2013	1	

Based upon further review of the full safety study report provided following the initial review and commenting period, it appears that the speed data supports raising the posted speeds along the corridor to 40 mph. The text on page 20 of the full report provides an excerpt from the Department's Speed Zoning Manual that states "A speed limit should not differ from the 85th percentile speed or upper limit of the 10-mph pace by more than 3 mph and it shall not be less than 8mph." Because only one of the four spot speed study locations met the requirements, it is recommended that consideration be given to raising the speed limit to 40 mph except in the northbound direction near the curve at the 5800 block. This would allow the speed limit to meet the Department's guidelines, whereas expecting vehicles to slow from their typical driving speeds based on speed feeback signs alone may not provide satisfactory results.

No	Status	Current Holder	Reference	Categories
46	RESPONSE ACCEPTED		page 25, Table 5	SAFETY

Created By	Created On	Version	Delegate For
JAMIE KRZEMINSKI	9/18/2013	1	

Please provide information on the effectiveness of feedback radar speed signs when used on a 6-lane roadway. It is a concern that a speeding vehicle located in a lane farther away from a radar sign may not be detected if there is another slower moving vehicle adjacent to the sign. Feedback signs may need to be considered for placement on both the outside edge of the roadway and within the median for maximum effectiveness.

CARLOS FRANCIS	9/24/2013	1

Agree. Locating feedback signs on both sides of the roadway and within the median will be evaluated.

JAMIE KRZEMINSKI	10/2/2013	1

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
47	RESPONSE ACCEPTED		page 23	SAFETY

Created By	Created On	Version	Delegate For
JAMIE KRZEMINSKI	9/18/2013	1	

Table 5 does not list signal backplates as a potential countermeasure. Were these considered to help improve signal visibility?

CARLOS FRANCIS	9/24/2013	1

Agree. Providing backplates will be listed as a potential countermeasure. Bear in mind that cost estimates include the furnishing and installation of mast-arm with back-plates for all intersections within the study corridor.

JAMIE KRZEMINSKI	10/2/2013	1

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
48	RESPONSE ACCEPTED		page 25, Table 5	SAFETY

Created By	Created On	Version	Delegate For
JAMIE KRZEMINSKI	9/18/2013	1	

Table 5 does not include the removal of the Frontage Road as a potential countermeasure even though a large number of the crashes were related in some way to the presence of the Frontage Road. Was this considered to mitigate the crashes experienced? What significant benefits does the Frontage Road provide? It is also noted that the Frontage Road ends at the northern end of the study section - what has the crash history been on the section to the north in comparison to the study section?

CARLOS FRANCIS	9/24/2013	1

The removal of the Frontage Road was considered as a potential countermeasure but given the number of driveways within the study segment and the access management benefits of such control to access and egress to/from the frontage, the removal was discarded from further analysis.

JAMIE KRZEMINSKI	10/2/2013	1

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
49	RESPONSE ACCEPTED		page 25, Table 5	TRAFFIC ANALYSIS,SAFETY

Created By	Created On	Version	Delegate For
JAMIE KRZEMINSKI	9/18/2013	1	

Table 5 does not include reducing the corridor to a 4-lane section as a potential countermeasures. Was this considered to help mitigate the high speeds? A 4-lane section would also allow improvements to be made that would benefit other modes, such as bus pull-out bays or a designated bus lane, bike lanes, expanded and/or buffered sidewalks, or on-street parking. Given that the traffic analysis results show extremely favorable operating conditions for the majority of traffic movements (particularly the northbound and southbound through movements which are almost universally at LOS A), it would seem that it may be worth the time to evaluate the operational impacts of a 4-lane section to determine whether this configuration would allow an acceptable LOS to be maintained along the corridor.

CARLOS FRANCIS	9/24/2013	1

We anticipate that the proposed improvements will target the identified crash patterns without decreasing capacity of the corridor. Since there was no bicycle crash pattern noted, bike lanes were not recommended as safety improvement. However, the Department may wish to evaluate bike lanes as part of he design phase for possible implementation via another funding source other than Federal Safety Funds.

JAMIE KRZEMINSKI	10/2/2013	1

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
50	RESPONSE ACCEPTED		page 26, Alt. 1	BICYCLE/PEDESTRIAN

Created By	Created On	Version	Delegate For
JAMIE KRZEMINSKI	9/18/2013	1	

In Alternative 1, it looks like the concrete median separator between the Frontage Road and the northbound lanes is recommended to be extended across the pedestrian crosswalk at 4900 block. Although it would be pertinent to extend the median on the north side of the crosswalk to help discourage northbound traffic from entering the Frontage Road at that point, it will be necessary to include a cut out for the crosswalk to pass through.

CARLOS FRANCIS	9/24/2013	1

Agree. The figure will be revised.

JAMIE KRZEMINSKI	10/2/2013	1

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
51	RESPONSE ACCEPTED		page 27-28, Alts. 2-3	BICYCLE/PEDESTRIAN

Created By	Created On	Version	Delegate For
JAMIE KRZEMINSKI	9/18/2013	1	

No data has been provided concerning the volumes of crossing pedestrians at signalized and unsignalized locations, and therefore it is unclear whether the signals proposed for removal in Alternatives 2-3 are appropriate from the persepective of the existing pedestrian travel patterns. If crossing locations are not conveniently located, many pedestrians may take chances to cross where it is most convenient for them and a loss of protected crossing locations may lead to an increase in pedestrian conflicts and crashes. The loss of traffic signals may particularly be a concern at night given the high speeds observed and measured along the corridor. If pedestrian volumes are significant enough at locations where signals are proposed to be removed (minimum of 20 pedestrians in any one hour), maintaining some traffic control in the form of pedestrian hybrid beacons should be considered at those locations to facilitate safe pedestrian crossings.

CARLOS FRANCIS	9/24/2013	1

Agree. A table summarizing volumes of pedestrian crossing at signalized and unsignalized locations will be included in the report. In addition, providing more locations for pedestrian will be evaluated.

JAMIE KRZEMINSKI	10/2/2013	1

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
52	RESPONSE ACCEPTED		page 26-28, Alts. 1-3	SAFETY

Created By	Created On	Version	Delegate For
JAMIE KRZEMINSKI	9/18/2013	1	

Feedback radar speed signs are shown in two locations for northbound traffic but just one location for southbound traffic. Recommend two locations be used in both directions for better effectiveness over the length of this section.

CARLOS FRANCIS	9/24/2013	1

The feedback speed signs and their locations were recommended based on the analysis of the crash reports and the field reviews; however, we will consider adding one more feedback signs for southbound traffic.

JAMIE KRZEMINSKI	10/2/2013	1

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
53	RESPONSE ACCEPTED		Appendix	TRAFFIC ANALYSIS

Created By	Created On	Version	Delegate For
JAMIE KRZEMINSKI	9/18/2013	1	

No traffic count data is provided, and the detailed traffic analysis results are not provided (Synchro/SimTraffic output). As such, it is not possible to verify the results summarized in the text of the report.

CARLOS FRANCIS	9/24/2013	1

The document provided for review contained selected excerpts of the complete study report based on direction from the Traffic Operations office. There was a "note to reviewers" on the cover page of the document. If you wish to review additional information, we can email it to you. Contact me via email at cf@p-a.cc

JAMIE KRZEMINSKI	10/30/2013	1

Additional review of traffic data and operational results was completed based upon the full safety study report being provided following the initial review and submittal of comments. Only additional comment is that the full study only provides the Synchro results for the existing conditions (existing weekday PM and existing weekend PM), but does not provide output for the proposed alternative.

No	Status	Current Holder	Reference	Categories
54	RESPONSE ACCEPTED		page 39	SIGNALIZATION,TRAFFIC ANALYSIS

Created By	Created On	Version	Delegate For
JAMIE KRZEMINSKI	9/18/2013	1	

Conversion to protected + permissive left turn signal phasing for the northbound movements at the 5500 and 5800 blocks is a potential concern due to the slow speeds of U-turn movements, the prevailing corridor speeds (even though some measures are being put in to encourage slower speeds), and limited sight distance at the 5800 block signal. By maintaining protected-only left/U-turn phasing, the delays will be higher and some storage bays may need to be extended, but the exposure for additional crashes at these locations will also be limited. 4-section heads that employ the flashing yellow arrow may be preferred to allow some flexibility between protected-only phasing and protected + permissive phasing, with protected-only during peak hours and higher traffic periods, and protected-permissive during very low volume off-peak periods.

CARLOS FRANCIS 9/24/2013 1

Your recommendation will be considered. However, the review of the crash police report revealed that there were only two left-turn/u-turn crashes involving northbound left-turn vehicles from 5600 Block to south of 5800 Block during the 3-year study period. There are directional openings (unsignalized) for northbound and southbound left-turn / U-turn maneuvers Numerous northbound U-turn maneuver were observed during the field reviews; however, vehicles appear to have enough gaps to perform the movement without conflicting with southbound vehicles.

JAMIE KRZEMINSKI 10/30/2013 1

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
55	RESPONSE ACCEPTED		page 26-28; Alts. 1-3	ROADWAY,TRAFFIC ANALYSIS,SAFETY

Created By	Created On	Version	Delegate For
JAMIE KRZEMINSKI	9/18/2013	1	

For all midblock entry/exit points to the Frontage Road for northbound traffic, it is recommended that physical curbed separation be provided in locations currently shown with just striping to discourage dangerous and sudden turning movements across the Frontage Road from the mainline. Also, it is recommended that sufficient acceleration/deceleration lanes be provided for the transitions between the two facilities to address the speed differential between the mainline and Frontage Road.

CARLOS FRANCIS 9/24/2013 1

Providing physical curbed separation in proposed chevron areas will be considered.

Adding acceleration/deceleration lanes was considered. However, the field review revealed that while the posted speed difference is 10 mph, the un-congested nature of the corridor allows enough gaps for vehicles exiting and accessing the frontage road. In addition the crash analysis did not reveal a crash pattern of vehicles existing the frontage road at the allowed access point. The sideswipe crashes occurred more at locations where the exit/access from/to the frontage was not permitted.

JAMIE KRZEMINSKI 10/2/2013 1

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
56	RESPONSE ACCEPTED		page 27, Alt. 2	ROADWAY,TRAFFIC ANALYSIS,SAFETY

Created By	Created On	Version	Delegate For
JAMIE KRZEMINSKI	9/18/2013	1	

In Alternative 2 at the 5330 block, is northbound traffic allowed to enter the Frontage Road? If so, there should be additional signage provided indicating the access point (similar to that used at the far southern end of the study corridor). If not, the opening in the median should be reshaped to discourage its use by northbound vehicles; perhaps southbound U-turning vehicles should only be allowed to turn into the outside Frontage Road lane at this point which would enable the median opening to be reshaped.

CARLOS FRANCIS 9/24/2013 1

Agree. Northbound traffic is allowed to enter the frontage road at just north of the crosswalk. Additional signage will be provided to indicate the access location.

JAMIE KRZEMINSKI 10/2/2013 1

Response Accepted & Comment Closed

Jeannine Gaslonde	LEAD REVIEWER	9/18/2013	ACTIVE
Jessie Smiley	LEAD REVIEWER	9/18/2013	ACTIVE
JOAN SHEN	LEAD REVIEWER	9/18/2013	ACTIVE
JOAQUIN BARNES	REVIEWER	9/18/2013	ACTIVE

JOHN MCWILLIAMS	REVIEWER		9/18/2013	ACTIVE

No	Status	Current Holder	Reference	Categories
26	RESPONSE ACCEPTED			BICYCLE/PEDESTRIAN

Created By	Created On	Version	Delegate For
JOHN MCWILLIAMS	9/13/2013	1	

The recommended alternative appears to propose complete reconstruction of the roadway segment. As a result, a bicycle lane should be incorporated into the plan consistent with the SR A1A Bicycle Master Plan and per PPM requirements.

CARLOS FRANCIS	9/24/2013	1	

No bicycle crash pattern was noted. As such, bicycle lanes as a safety improvement is not recommended. However, the Department may consider that element during the design phase as a separately funded improvement.

JOHN MCWILLIAMS	9/25/2013	1	

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
27	RESPONSE ACCEPTED			BICYCLE/PEDESTRIAN

Created By	Created On	Version	Delegate For
JOHN MCWILLIAMS	9/13/2013	1	

The elimination of 5 traffic signals will eliminate 5 signalized crosswalks on the corridor. The increase in block length for pedestrians will likely result in additional pedestrians crossing at mid-block which may create an unintended safety issue. The study segment should be reevaluated for additional pedestrian crossings (signalized or unsignalized) along the corridor.

CARLOS FRANCIS	9/24/2013	1	

The proposed signals were located not only to better control exit/access from/to the frontage road but also were located considering the pedestrian and bicyclists. Pedestrians were observed crossing mostly at crosswalks. However, we will evaluate providing additional pedestrian crossing along the corridor.

JOHN MCWILLIAMS	9/25/2013	1	

Response Accepted & Comment Closed

Josefa Falcon	LEAD REVIEWER	9/18/2013	ACTIVE
Joy Castro	REVIEWER	9/18/2013	ACTIVE

No	Status	Current Holder	Reference	Categories
29	RESPONSE ACCEPTED			CONTAMINATION

Created By	Created On	Version	Delegate For
Joy Castro	9/16/2013	1	

There is a site within the project corridor that has been identified as having a history of contamination and remediation. However, due to the current scope, no contamination impacts are expected. Any potential impacts will be identified at a later phase.

Please contact Joy Castro if you have any questions or comments at:

Joy Castro
305-470-5420
Joy.castro@dot.state.fl.us

CARLOS FRANCIS	9/24/2013	1	

Agree.

Joy Castro	9/24/2013	1	

Response Accepted & Comment Closed

JUAN PENA	LEAD REVIEWER	9/18/2013	ACTIVE
Ken Jeffries	LEAD REVIEWER	9/18/2013	ACTIVE
Miguel Caldera	IN-HOUSE PROJECT MANAGER	9/18/2013	ACTIVE
Mikhail Dubrovsky	LEAD REVIEWER	9/18/2013	ACTIVE
Nicole Carter	REVIEWER	9/18/2013	INACTIVE

Nicole Carter	REVIEWER		9/18/2013	ACTIVE

No	Status	Current Holder	Reference	Categories
32	RESPONSE ACCEPTED			ENVIRONMENTAL MANAGEMENT OFF.

Created By	Created On	Version	Delegate For
Nicole Carter	9/18/2013	1	
Based on the proposed scope of work outlined in the recommended Alternative #2, the class of action is anticipated to be a Programmatic Categorical Exclusion.			
CARLOS FRANCIS	9/24/2013	1	
Comment noted.			
Nicole Carter	9/26/2013	1	
Response Accepted & Comment Closed			

No	Status	Current Holder	Reference	Categories
34	RESPONSE ACCEPTED			ENVIRONMENTAL MANAGEMENT OFF.

Created By	Created On	Version	Delegate For
Nicole Carter	9/18/2013	1	
The majority of the project limits are located within the Morris Lapidus/Mid 20th Century Historic District (approximately located along Collins Avenue from 44th Street to 54th Street). Therefore, cultural resource coordination will be required during the design phase. The District Cultural Resource Coordinator will work with the Design Project Manager to coordinate with the local historic preservation officer as well as the State Historic Preservation Officer during design.			
CARLOS FRANCIS	9/24/2013	1	
Comment noted.			
Nicole Carter	9/26/2013	1	
Response Accepted & Comment Closed			

No	Status	Current Holder	Reference	Categories
35	RESPONSE ACCEPTED			ENVIRONMENTAL MANAGEMENT OFF.

Created By	Created On	Version	Delegate For
Nicole Carter	9/18/2013	1	
Based on the proposed Alternative #2, it appears that there may be impacts to landscape material in the medians. Please ensure that coordination with the District Landscape Architect occurs during the design phase.			
CARLOS FRANCIS	9/24/2013	1	
Agree. Some of the existing landscaping will be impacted (relocated/removed). Therefore, coordination with the District Landscape Architect during the design phase is required.			
Nicole Carter	9/26/2013	1	
Response Accepted & Comment Closed			

No	Status	Current Holder	Reference	Categories
41	RESPONSE ACCEPTED			ENVIRONMENTAL PERMITS

Created By	Created On	Version	Delegate For
Nicole Carter	9/18/2013	1	
Based on the proposed scope of work associated with Recommended Alternative #2, the need for environmental permits is not anticipated.			
CARLOS FRANCIS	9/24/2013	1	
No response is necessary.			
Nicole Carter	9/26/2013	1	
Response Accepted & Comment Closed			

Ruben Rivero	LEAD REVIEWER	9/18/2013	ACTIVE
Steven James	LEAD REVIEWER	9/18/2013	ACTIVE
TEODORO TEFEL	REVIEWER	9/18/2013	ACTIVE

No	Status	Current Holder	Reference	Categories
1	RESPONSE ACCEPTED		Figure 7	SIGNING AND MARKING

Created By	Created On	Version	Delegate For
TEODORO TEFEL	9/10/2013	1	

Left turn bays do not meet the clearance distance (L1) according to Index 301. Please check the clearance distance (L1)at blocks 4700, 4900,5330, 5500 and 5800.

CARLOS FRANCIS	9/24/2013	1	

Agree. The clearance distance for left-turn bays will be reviewed.

TEODORO TEFEL	10/2/2013	1	

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
2	RESPONSE ACCEPTED		Figure 7	SIGNING AND MARKING

Created By	Created On	Version	Delegate For
TEODORO TEFEL	9/10/2013	1	

Consider upgrading the existing warning pedestrian crossing signs to fluorescent yellow-green signs at 4700 block.

CARLOS FRANCIS	9/24/2013	1	

Agree. Fluorescent yellow-green pedestrian warning signs at all signalized intersections within the study segment will be proposed under the Alternative 2. This includes upgrading the existing signs where the signal remains.

TEODORO TEFEL	10/2/2013	1	

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
3	RESPONSE ACCEPTED		Figure 7	SIGNING AND MARKING

Created By	Created On	Version	Delegate For
TEODORO TEFEL	9/10/2013	1	

Consider upgrading the existing warning pedestrian crossing signs to fluorescent yellow-green signs at 4900 block.

CARLOS FRANCIS	9/24/2013	1	

Agree. Fluorescent yellow-green pedestrian warning signs at all signalized intersections within the study segment will be proposed under the Alternative 2. This includes upgrading the existing signs where the signal remains.

TEODORO TEFEL	10/2/2013	1	

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
4	RESPONSE ACCEPTED		Figure 7	SIGNING AND MARKING

Created By	Created On	Version	Delegate For
TEODORO TEFEL	9/10/2013	1	

Consider adding a NO LEFT TURN sign to the Frontage Road traffic at the 4900 block.

CARLOS FRANCIS	9/24/2013	1	

Agree. A NO LEFT TURN sign to the Frontage Road traffic at the 4900 block will be added.

TEODORO TEFEL	10/2/2013	1	

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
5	RESPONSE ACCEPTED		Figure 7	SIGNING AND MARKING

Created By	Created On	Version	Delegate For
TEODORO TEFEL	9/10/2013	1	

Consider adding a NO LEFT TURN sign to the Frontage Road traffic at the 5100 block.

CARLOS FRANCIS	9/24/2013	1	

Agree. A NO LEFT TURN sign to the Frontage Road traffic at the 5100 block will be added.

TEODORO TEFEL	10/2/2013	1	

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
6	RESPONSE ACCEPTED		Figure 7	SIGNING AND MARKING

Created By	Created On	Version	Delegate For
TEODORO TEFEL	9/10/2013	1	

Consider adding a NO LEFT TURN and NO U-TURN signs to the Frontage Road traffic at the 5300 block.

CARLOS FRANCIS	9/24/2013	1	

Agree. A NO LEFT TURN and NO U-TURN sign to the Frontage Road traffic at the 5300 block will be added.

TEODORO TEFEL	10/2/2013	1	

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
7	RESPONSE ACCEPTED		Figure 7	SIGNING AND MARKING

Created By	Created On	Version	Delegate For
TEODORO TEFEL	9/10/2013	1	

What is the disposition of the existing five warning pedestrian crossing signs between blocks 5100 and 5300.

CARLOS FRANCIS	9/24/2013	1	

Pedestrian warning signs will be removed where the signalized intersections will be removed/relocated. Fluorescent yellow-green pedestrian warning signs will be proposed at all crosswalks within the study segment. The figures will be revised to show all the new signs proposed under each alternative.

TEODORO TEFEL	10/2/2013	1	

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
8	RESPONSE ACCEPTED		Figure 7	SIGNING AND MARKING

Created By	Created On	Version	Delegate For
TEODORO TEFEL	9/10/2013	1	

Consider upgrading the existing warning pedestrian crossing signs to fluorescent yellow-green signs at blocks 5500 and 5800.

CARLOS FRANCIS	9/24/2013	1	

Agree. Fluorescent yellow-green pedestrian warning signs at all signalized intersections within the study segment will be proposed under the Alternative 2. This includes upgrading the existing signs where the signal remains.

TEODORO TEFEL	10/2/2013	1	

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
9	RESPONSE ACCEPTED		Figure 7	SIGNING AND MARKING

Created By	Created On	Version	Delegate For
TEODORO TEFEL	9/10/2013	1	

What is the disposition of the existing 25 mph speed limit sign (not shown on plan) located on the sidewalk of the Frontage Road approximately 325' south of the relocated crossing at block 5800.

CARLOS FRANCIS	9/24/2013	1	

The existing 25 mph speed limit will remain. The figure 7 will be revised to show this sign.

TEODORO TEFEL	10/2/2013	1	

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
10	RESPONSE ACCEPTED		Figure 7	SIGNING AND MARKING

Created By	Created On	Version	Delegate For
TEODORO TEFEL	9/10/2013	1	

Please check if the proposed SIGNAL AHEAD sign located south of block 5800 complies with MUTCD Table 4D-2 Minimum Sight Distance for Signal Visibility.

CARLOS FRANCIS	9/24/2013	1	

Agree. The location of the SIGNAL AHEAD sign will be reviewed.

TEODORO TEFEL	10/2/2013	1	

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
11	RESPONSE ACCEPTED		Figure 7	SIGNING AND MARKING

Created By	Created On	Version	Delegate For
TEODORO TEFEL	9/10/2013	1	

Since the pedestrain crossing at block 5800 was relocated south, then also relocate the existing warning pedestrian crossing signs or replace them with fluorescent yellow-green signs.

CARLOS FRANCIS	9/24/2013	1	

Agree. Fluorescent yellow-green pedestrian warning signs at all signalized intersections within the study segment will be proposed under the Alternative 2. This includes upgrading the existing signs where the signal remains.

TEODORO TEFEL	10/2/2013	1	

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
12	RESPONSE ACCEPTED		Figure 7	SIGNING AND MARKING

Created By	Created On	Version	Delegate For
TEODORO TEFEL	9/10/2013	1	

Consider adding a NO LEFT TURN and NO U-TURN signs to the Frontage Road traffic at the 5800 block.

CARLOS FRANCIS	9/24/2013	1	

Agree. A NO LEFT TURN and NO U-TURN signs to the Frontage Road traffic at the 5800 block will be added.

TEODORO TEFEL	10/2/2013	1	

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
13	RESPONSE ACCEPTED		3, 47	OTHER

Created By	Created On	Version	Delegate For
TEODORO TEFEL	9/10/2013	1	

The improvement "Install internally illuminated street name signs at all intersections" is listed twice in the improvements on sheets 3 and 47.

CARLOS FRANCIS	9/24/2013	1	

Agree. The last bullet of the list of improvements will be deleted from pages 3 and 47.

TEODORO TEFEL	10/2/2013	1	

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
15	RESPONSE ACCEPTED		Appendix F	ROADWAY

Created By	Created On	Version	Delegate For
TEODORO TEFEL	9/10/2013	1	

Project costs show milling of existing asphalt pavement. This is not mentioned in the body of the report. Consider including in report.

CARLOS FRANCIS	9/24/2013	1	

The condition of the pavement surface along the study segment appeared in good condition at the time of the field reviews. However, the implementation of all signalization and roadway improvements listed in the Proposed Improvement' section will require the milling and resurfacing of the study segment. That is the reason milling and resurfacing is not included in list of proposed improvement but it is included in the cost estimate. This will be mentioned in the report.

TEODORO TEFEL	10/2/2013	1	

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
16	RESPONSE ACCEPTED		Appendix F	ESTIMATES

Created By	Created On	Version	Delegate For
TEODORO TEFEL	9/10/2013	1	

Project costs show drainage work including French Drain. This is not mentioned in the body of the report. Consider including in report.

CARLOS FRANCIS	9/24/2013	1	

Agree. This will be included in the report.

TEODORO TEFEL	10/2/2013	1	

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
17	RESPONSE ACCEPTED		Figure 7	OTHER

Created By	Created On	Version	Delegate For
TEODORO TEFEL	9/11/2013	1	

Figure 7 shows several segments of the median where palms/trees are being replaced by sodding. This is not mentioned in the body of the report. Consider including in report.

CARLOS FRANCIS	9/24/2013	1	

The green area in the report represents landscaping (sodding + palm/trees).

TEODORO TEFEL	10/2/2013	1	

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
18	RESPONSE ACCEPTED			OTHER

Created By	Created On	Version	Delegate For
TEODORO TEFEL	9/11/2013	1	

Attached is a bullet list of items to be considered by Design.

CARLOS FRANCIS	9/24/2013	1	

The list will be forward to the traffic operations office and included in the appendix of the study to be considered during the design phase of the project.

TEODORO TEFEL	10/2/2013	1	

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
19	RESPONSE ACCEPTED		Figure 7	SIGNING AND MARKING

Created By	Created On	Version	Delegate For
TEODORO TEFEL	9/12/2013	1	

5800 Block: Consider relocating the speed feedback and speed limit sign assembly upstream of the south leg stop bar.

CARLOS FRANCIS	9/24/2013	1	

Agree. The speed feedback and speed limit sign assembly will be relocated.

TEODORO TEFEL	10/2/2013	1	

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
20	RESPONSE ACCEPTED		Figure 7	SIGNING AND MARKING

Created By	Created On	Version	Delegate For
TEODORO TEFEL	9/12/2013	1	

Consider mentioning in the report the fact that bicycle lanes are not being provided, which is a deviation from FDOT PPM Chapter 8.

CARLOS FRANCIS	9/24/2013	1	

This will be considered.

TEODORO TEFEL	10/2/2013	1	

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
21	RESPONSE ACCEPTED		Figure 7	SIGNING AND MARKING

Created By	Created On	Version	Delegate For
TEODORO TEFEL	9/12/2013	1	

Consider separating the No U-Turn panel from the trailblazer assembly located at block 5500.

CARLOS FRANCIS	9/24/2013	1	

Agree. Separating the No U-Turn panel from the trailblazer assembly located at block 5500 will be recommended.

TEODORO TEFEL	10/2/2013	1	

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
22	RESPONSE ACCEPTED		Appendix F	DRAINAGE

Created By	Created On	Version	Delegate For
TEODORO TEFEL	9/12/2013	1	

Where will the French Drain be installed?

CARLOS FRANCIS	9/24/2013	1	

The proposed improvement plans are conceptual, thus the location of the French Drain if necessary is to be determined during the design phase of the project.

TEODORO TEFEL	10/2/2013	1	

Provided that the use and construction of French Drains is feasible within the limits of this project.

No	Status	Current Holder	Reference	Categories
23	RESPONSE ACCEPTED		Figure 7	SIGNING AND MARKING

Created By	Created On	Version	Delegate For
TEODORO TEFEL	9/12/2013	1	

Consider adding signage upstream of all connections from the Frontage Road to the mainline. So that, truck traffic is aware of the fact that they must stay on the Frontage Road in order to make a U-Turn further downstream.

CARLOS FRANCIS	9/24/2013	1	

Agree. Adding signs (for trucks) upstreamm of all connections from the Frontage road to the mainline will be considered.

TEODORO TEFEL	10/2/2013	1	

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
24	RESPONSE ACCEPTED		Figure 7	SIGNING AND MARKING

Created By	Created On	Version	Delegate For
TEODORO TEFEL	9/12/2013	1	

Chevron areas adjacent to the Frontage Road are an invitation to park.

CARLOS FRANCIS	9/24/2013	1	

Agree. That was considered during this study. Chevron areas adjacent to the Frontage Road are minimum in the Alternative 2. It is noted that Alternative 2 (preferred Alternative) provides less chevron areas than Alternative 1 and 3.

TEODORO TEFEL	10/2/2013	1	

Suggest to reduce the chevron areas.

No	Status	Current Holder	Reference	Categories
25	RESPONSE ACCEPTED		Figure 7	LIGHTING/ELECTRICAL

Created By	Created On	Version	Delegate For
TEODORO TEFEL	9/12/2013	1	

The report does not mention if roadway lighting is to be adequate in the areas of the proposed left turn lanes.

CARLOS FRANCIS	9/24/2013	1	

Lighting appeared to be adequate along the segment. The enhancements proposed under all alternative don't include widening the roadway cross section.

TEODORO TEFEL	10/2/2013	1	

Provided that roadway lighting is adequate for traffic in the areas of the proposed left turn lanes.

Teresita Alvarez	LEAD REVIEWER	9/18/2013	ACTIVE
Vinod Tuli	LEAD REVIEWER	9/18/2013	ACTIVE

William Abin	REVIEWER		9/18/2013	ACTIVE

No	Status	Current Holder	Reference	Categories
28	RESPONSE ACCEPTED			SURVEY

Created By	Created On	Version	Delegate For
William Abin	9/13/2013	1	
No comments			
CARLOS FRANCIS	9/24/2013	1	
No response is necessary.			
William Abin	9/25/2013	1	
Response Accepted & Comment Closed			

"Bullet List" of Final Design Vetting Issues:

SR A-1-A/Collins Avenue from 4700 Block to 5800 Block - Safety Study Safety Study

1) Data Needs
    - Survey required
    - Pavement Cores needed for milling recommendation and widening
    - Percolation tests for French Drain
2) Utility Conflicts
    - Utility coordination/subsurface exploration required for mast arm installation, proposed sign assemblies, modifications to median and traffic separators and drainage modifications.
3) ROW Concerns
    - All work within ROW (verify through survey maps)
4) Design Standard Compliance
    - No deviation is mentioned in the safety study
    - Need to meet clearance distance (L1) for left turn bays
    - A Typical Section Package needs to be submitted for modifications to through lanes, turn lanes and proposed bulb outs
    - Bicycle lanes are not proposed
    - Determine the existing base clearance
5) EMO Potential Impacts
    - Need to meet environmental requirements
6) Potential Aesthetic Impacts
    - Project proposes trimming landscaping to improve visibility
    - Partial replacement of palms and trees in the median with sodding. (Fig. 7)
    - Partial removal of spot lighting from the median
7) Potential Impacts To Drainage
    - Project proposes drainage modifications and French Drain
    - Need to demonstrate the feasibility of French Drains based on the water table and the percolation tests
8) Cost Estimate in Safety Study
    - Project costs show milling of existing asphalt pavement and French Drain. This is not mentioned in the body of the report. Consider including in report.
9) Potential Operational Impacts
    - No negative impacts are expected
10) Potential Access Management Changes
    - Consider additional signage for directing service truck traffic traveling on the Frontage Road to the designated location for U-Turn.
11) Roadway Lighting
    - There is potential for modification of roadway lighting due to the addition of left turn lanes.
12) Irrigation

- Existing irrigation system will be impacted due to the removal of palm trees from the median. (Fig. 7)

13) Public Information

- Impact to public opinion due to the removal of palm trees from the median. (Fig. 7)