APPENDIX N

2025 Preferred Alternative Output Synchro Reports

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	128	140	65	41	120	91	134	2662	77	122	2515	240
Future Volume (vph)	128	140	65	41	120	91	134	2662	77	122	2515	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.7	6.7	6.7	6.7	6.7	6.7	6.8	6.8		6.8	6.8	6.7
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.91		1.00	0.86	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1681	1762	1583	1770	1863	1583	1770	5064		1770	6408	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.04	1.00	1.00
Satd. Flow (perm)	1681	1762	1583	1770	1863	1583	1770	5064		66	6408	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	135	147	68	43	126	96	141	2802	81	128	2647	253
RTOR Reduction (vph)	0	0	60	0	0	88	0	1	0	0	0	94
Lane Group Flow (vph)	121	161	8	43	126	8	141	2882	0	128	2647	159
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA		pm+pt	NA	Over
Protected Phases	3	3		4	4		1	6		5	2	3
Permitted Phases			3			4				2		
Actuated Green, G (s)	24.8	24.8	24.8	17.0	17.0	17.0	18.8	118.0		125.6	112.4	24.8
Effective Green, g (s)	24.8	24.8	24.8	17.0	17.0	17.0	18.8	118.0		125.6	112.4	24.8
Actuated g/C Ratio	0.12	0.12	0.12	0.08	0.08	0.08	0.09	0.59		0.63	0.56	0.12
Clearance Time (s)	6.7	6.7	6.7	6.7	6.7	6.7	6.8	6.8		6.8	6.8	6.7
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.5	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	208	218	196	150	158	134	166	2987		153	3601	196
v/s Ratio Prot	0.07	0.09		0.02	c0.07		c0.08	c0.57		0.05	0.41	c0.10
v/s Ratio Perm			0.01			0.01				0.47		
v/c Ratio	0.58	0.74	0.04	0.29	0.80	0.06	0.85	0.96		0.84	0.74	0.81
Uniform Delay, d1	82.7	84.5	77.1	85.8	89.8	84.2	89.2	39.0		67.6	32.7	85.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		0.53	2.01	1.66
Incremental Delay, d2	4.1	12.3	0.1	1.1	23.7	0.2	30.8	10.1		22.1	0.9	15.4
Delay (s)	86.8	96.8	77.2	86.9	113.5	84.3	120.0	49.1		57.7	66.6	156.7
Level of Service	F	F	E	F	F	F	F	D		E	E	F
Approach Delay (s)		89.5			98.6			52.4			73.8	
Approach LOS		F			F			D			E	

Intersection Summary			
HCM 2000 Control Delay	65.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	200.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	96.1%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	121	161	68	43	126	96	141	2883	128	2647	253
v/c Ratio	0.58	0.74	0.24	0.29	0.80	0.43	0.85	0.96	0.83	0.73	0.88
Control Delay	93.2	103.8	6.2	90.4	122.0	19.4	126.1	48.8	57.7	69.2	100.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	93.2	103.8	6.2	90.4	122.0	19.4	126.1	48.8	57.7	69.2	100.8
Queue Length 50th (ft)	160	216	0	53	164	0	183	~1470	111	1052	212
Queue Length 95th (ft)	238	309	22	102	#273	66	#315	#1524	m#189	1076	286
Internal Link Dist (ft)		935			1608			1322		2289	
Turn Bay Length (ft)	60		25	320		320	460		250		360
Base Capacity (vph)	252	264	317	161	169	231	176	2991	167	3602	328
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.61	0.21	0.27	0.75	0.42	0.80	0.96	0.77	0.73	0.77

Intersection Summary
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	128	140	65	41	120	91	134	2662	122	2515	240
Future Volume (vph)	128	140	65	41	120	91	134	2662	122	2515	240
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	pm+pt	NA	Over
Protected Phases	3	3		4	4		1	6	5	2	3
Permitted Phases			3			4			2		
Detector Phase	3	3	3	4	4	4	1	6	5	2	3
Switch Phase											
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	5.0	9.0	5.0	9.0	7.0
Minimum Split (s)	36.7	36.7	36.7	24.7	24.7	24.7	11.8	44.8	11.8	44.8	36.7
Total Split (s)	36.7	36.7	36.7	24.7	24.7	24.7	26.3	117.6	21.0	112.3	36.7
Total Split (%)	18.4%	18.4%	18.4%	12.4%	12.4%	12.4%	13.2%	58.8%	10.5%	56.2%	18.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.8	4.8	4.8	4.8	4.0
All-Red Time (s)	2.7	2.7	2.7	2.7	2.7	2.7	2.0	2.0	2.0	2.0	2.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.7	6.7	6.7	6.7	6.7	6.7	6.8	6.8	6.8	6.8	6.7
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max	None
Act Effct Green (s)	24.8	24.8	24.8	17.0	17.0	17.0	18.8	118.1	125.6	112.4	24.8
Actuated g/C Ratio	0.12	0.12	0.12	0.08	0.08	0.08	0.09	0.59	0.63	0.56	0.12
v/c Ratio	0.58	0.74	0.24	0.29	0.80	0.43	0.85	0.96	0.83	0.73	0.88
Control Delay	93.2	103.8	6.2	90.4	122.0	19.4	126.1	48.8	57.7	69.2	100.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	93.2	103.8	6.2	90.4	122.0	19.4	126.1	48.8	57.7	69.2	100.8
LOS	F	F	A	F	F	B	F	D	E	E	F
Approach Delay		81.1			79.7			52.4		71.3	
Approach LOS		F			E			D		E	

Intersection Summary			
Cycle Length: 200			
Actuated Cycle Length: 200			
Offset: 83 (42%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 63.6		Intersection LOS: E	
Intersection Capacity Utilization 96.1%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 51: US 1 & Killian Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	545	180	57	37	142	434	81	2928	15	268	2884	251
Future Volume (vph)	545	180	57	37	142	434	81	2928	15	268	2884	251
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	7.0	7.0	7.0	6.8	6.8	7.0	6.8	6.8	6.5
Lane Util. Factor	0.91	0.91	1.00	1.00	0.91	0.91	0.97	0.91	1.00	0.97	0.81	1.00
Frt	1.00	1.00	0.85	1.00	0.91	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1610	3291	1583	1770	3082	1441	3433	5085	1583	3433	7544	1583
Flt Permitted	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1610	3291	1583	1770	3082	1441	3433	5085	1583	3433	7544	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	574	189	60	39	149	457	85	3082	16	282	3036	264
RTOR Reduction (vph)	0	0	48	0	103	118	0	0	7	0	0	30
Lane Group Flow (vph)	287	476	12	39	275	110	85	3082	9	282	3036	234
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	3		4	4		1	6	4	5	2	3
Permitted Phases			3			4			6			2
Actuated Green, G (s)	39.6	39.6	39.6	19.2	19.2	19.2	7.6	94.1	113.3	20.0	106.5	146.1
Effective Green, g (s)	39.6	39.6	39.6	19.2	19.2	19.2	7.6	94.1	113.3	20.0	106.5	146.1
Actuated g/C Ratio	0.20	0.20	0.20	0.10	0.10	0.10	0.04	0.47	0.57	0.10	0.53	0.73
Clearance Time (s)	6.5	6.5	6.5	7.0	7.0	7.0	6.8	6.8	7.0	6.8	6.8	6.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	318	651	313	169	295	138	130	2392	896	343	4017	1156
v/s Ratio Prot	c0.18	0.14		0.02	c0.09		0.02	c0.61	0.00	c0.08	c0.40	0.04
v/s Ratio Perm			0.01			0.08			0.00			0.11
v/c Ratio	0.90	0.86dl	0.04	0.23	0.93	0.80	0.65	1.29	0.01	0.82	0.76	0.20
Uniform Delay, d1	78.3	75.2	64.8	83.6	89.8	88.5	94.9	53.0	18.9	88.3	36.6	8.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.32	0.52	1.00	1.00	1.00	1.00
Incremental Delay, d2	27.2	4.2	0.0	0.7	34.8	27.3	5.2	131.3	0.0	14.6	1.4	0.1
Delay (s)	105.5	79.4	64.9	84.3	124.5	115.8	130.3	158.7	18.9	102.9	37.9	8.6
Level of Service	F	E	E	F	F	F	F	F	B	F	D	A
Approach Delay (s)		87.5			119.0			157.3			40.9	
Approach LOS		F			F			F			D	

Intersection Summary			
HCM 2000 Control Delay	96.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.11		
Actuated Cycle Length (s)	200.0	Sum of lost time (s)	27.1
Intersection Capacity Utilization	110.5%	ICU Level of Service	H
Analysis Period (min)	15		
dl Defacto Left Lane. Recode with 1 though lane as a left lane.			
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	287	476	60	39	378	228	85	3082	16	282	3036	264
v/c Ratio	0.90	0.86dl	0.14	0.23	0.95	0.89	0.65	1.29	0.02	0.82	0.76	0.21
Control Delay	107.7	82.2	0.7	87.5	94.8	71.0	135.8	158.0	0.0	107.8	38.3	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	107.7	82.2	0.7	87.5	94.8	71.0	135.8	158.0	0.0	107.8	38.3	4.0
Queue Length 50th (ft)	406	323	0	49	197	148	60	~1905	0	190	777	48
Queue Length 95th (ft)	#592	397	0	95	#318	#338	m67	#1946	m0	247	795	76
Internal Link Dist (ft)		943			618			468			720	
Turn Bay Length (ft)	195		25	95		300	150			265		320
Base Capacity (vph)	334	683	433	169	398	255	130	2393	935	363	4019	1251
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.86	0.70	0.14	0.23	0.95	0.89	0.65	1.29	0.02	0.78	0.76	0.21

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	545	180	57	37	142	434	81	2928	15	268	2884	251
Future Volume (vph)	545	180	57	37	142	434	81	2928	15	268	2884	251
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	3		4	4		1	6	4	5	2	3
Permitted Phases			3			4			6			2
Detector Phase	3	3	3	4	4	4	1	6	4	5	2	3
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	5.0	9.0	7.0	5.0	9.0	7.0
Minimum Split (s)	41.5	41.5	41.5	14.0	14.0	14.0	11.8	44.8	14.0	11.8	44.8	41.5
Total Split (s)	48.0	48.0	48.0	26.0	26.0	26.0	14.4	98.0	26.0	28.0	111.6	48.0
Total Split (%)	24.0%	24.0%	24.0%	13.0%	13.0%	13.0%	7.2%	49.0%	13.0%	14.0%	55.8%	24.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.8	4.8	4.0	4.8	4.8	4.0
All-Red Time (s)	2.5	2.5	2.5	3.0	3.0	3.0	2.0	2.0	3.0	2.0	2.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	7.0	7.0	7.0	6.8	6.8	7.0	6.8	6.8	6.5
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	39.6	39.6	39.6	19.2	19.2	19.2	7.6	94.1	113.1	20.0	106.5	152.9
Actuated g/C Ratio	0.20	0.20	0.20	0.10	0.10	0.10	0.04	0.47	0.57	0.10	0.53	0.76
v/c Ratio	0.90	0.86dl	0.14	0.23	0.95	0.89	0.65	1.29	0.02	0.82	0.76	0.21
Control Delay	107.7	82.2	0.7	87.5	94.8	71.0	135.8	158.0	0.0	107.8	38.3	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	107.7	82.2	0.7	87.5	94.8	71.0	135.8	158.0	0.0	107.8	38.3	4.0
LOS	F	F	A	F	F	E	F	F	A	F	D	A
Approach Delay		85.2			85.9			156.6			41.3	
Approach LOS		F			F			F			D	

Intersection Summary

Cycle Length: 200
Actuated Cycle Length: 200
Offset: 139 (70%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.29
Intersection Signal Delay: 93.8 Intersection LOS: F
Intersection Capacity Utilization 110.5% ICU Level of Service H
Analysis Period (min) 15

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 11: US 1 & SW 104 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	150	53	98	162	75	138	1818	78	168	3127	445
Future Volume (vph)	120	150	53	98	162	75	138	1818	78	168	3127	445
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.7	6.7	6.7	6.7	6.7	6.7	6.8	6.8		6.8	6.8	6.7
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.91		1.00	0.86	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1681	1763	1583	1770	1863	1583	1770	5054		1770	6408	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.04	1.00	1.00
Satd. Flow (perm)	1681	1763	1583	1770	1863	1583	1770	5054		80	6408	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	126	158	56	103	171	79	145	1914	82	177	3292	468
RTOR Reduction (vph)	0	0	47	0	0	70	0	2	0	0	0	142
Lane Group Flow (vph)	113	171	9	103	171	9	145	1994	0	177	3292	326
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA		pm+pt	NA	Over
Protected Phases	3	3		4	4		1	6		5	2	3
Permitted Phases			3			4				2		
Actuated Green, G (s)	30.0	30.0	30.0	21.6	21.6	21.6	17.9	92.9		112.0	93.5	30.0
Effective Green, g (s)	30.0	30.0	30.0	21.6	21.6	21.6	17.9	92.9		112.0	93.5	30.0
Actuated g/C Ratio	0.16	0.16	0.16	0.11	0.11	0.11	0.09	0.49		0.59	0.49	0.16
Clearance Time (s)	6.7	6.7	6.7	6.7	6.7	6.7	6.8	6.8		6.8	6.8	6.7
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.5	1.0		2.5	1.0	3.0
Lane Grp Cap (vph)	265	278	249	201	211	179	166	2471		211	3153	249
v/s Ratio Prot	0.07	0.10		0.06	c0.09		c0.08	0.39		0.08	c0.51	c0.21
v/s Ratio Perm			0.01			0.01				0.41		
v/c Ratio	0.43	0.62	0.04	0.51	0.81	0.05	0.87	0.81		0.84	1.04	1.31
Uniform Delay, d1	72.2	74.6	67.7	79.2	82.2	75.1	84.9	41.0		61.3	48.2	80.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.55	0.45	1.02
Incremental Delay, d2	1.1	4.0	0.1	2.2	20.5	0.1	36.0	2.9		2.7	21.0	141.3
Delay (s)	73.3	78.6	67.8	81.4	102.7	75.2	121.0	43.9		98.1	42.9	223.3
Level of Service	E	E	E	F	F	E	F	D		F	D	F
Approach Delay (s)		75.1			90.3			49.1			66.8	
Approach LOS		E			F			D			E	

Intersection Summary			
HCM 2000 Control Delay	62.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	190.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	91.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	113	171	56	103	171	79	145	1996	177	3292	468
v/c Ratio	0.43	0.62	0.15	0.51	0.81	0.26	0.87	0.81	0.84	1.04	1.19
Control Delay	77.9	85.1	0.9	87.6	108.8	2.1	123.2	45.3	90.0	43.7	130.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.9	85.1	0.9	87.6	108.8	2.1	123.2	45.3	90.0	43.7	130.0
Queue Length 50th (ft)	136	213	0	123	211	0	183	782	189	~1264	~529
Queue Length 95th (ft)	212	311	0	191	302	0	#367	886	m186	m#301	m#500
Internal Link Dist (ft)		935			1608			1322		2289	
Turn Bay Length (ft)	60		25	320		320	460		250		360
Base Capacity (vph)	265	278	366	235	248	330	166	2473	246	3153	392
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.62	0.15	0.44	0.69	0.24	0.87	0.81	0.72	1.04	1.19

Intersection Summary
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	120	150	53	98	162	75	138	1818	168	3127	445
Future Volume (vph)	120	150	53	98	162	75	138	1818	168	3127	445
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	pm+pt	NA	Over
Protected Phases	3	3		4	4		1	6	5	2	3
Permitted Phases			3			4			2		
Detector Phase	3	3	3	4	4	4	1	6	5	2	3
Switch Phase											
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	5.0	9.0	5.0	9.0	7.0
Minimum Split (s)	36.7	36.7	36.7	24.7	24.7	24.7	11.8	44.8	11.8	44.8	36.7
Total Split (s)	36.7	36.7	36.7	32.0	32.0	32.0	21.0	92.3	29.0	100.3	36.7
Total Split (%)	19.3%	19.3%	19.3%	16.8%	16.8%	16.8%	11.1%	48.6%	15.3%	52.8%	19.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.8	4.8	4.8	4.8	4.0
All-Red Time (s)	2.7	2.7	2.7	2.7	2.7	2.7	2.0	2.0	2.0	2.0	2.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.7	6.7	6.7	6.7	6.7	6.7	6.8	6.8	6.8	6.8	6.7
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max	None
Act Effct Green (s)	30.0	30.0	30.0	21.6	21.6	21.6	17.9	92.9	111.5	93.5	30.0
Actuated g/C Ratio	0.16	0.16	0.16	0.11	0.11	0.11	0.09	0.49	0.59	0.49	0.16
v/c Ratio	0.43	0.62	0.15	0.51	0.81	0.26	0.87	0.81	0.84	1.04	1.19
Control Delay	77.9	85.1	0.9	87.6	108.8	2.1	123.2	45.3	90.0	43.7	130.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.9	85.1	0.9	87.6	108.8	2.1	123.2	45.3	90.0	43.7	130.0
LOS	E	F	A	F	F	A	F	D	F	D	F
Approach Delay		68.8			78.8			50.6		56.0	
Approach LOS		E			E			D		E	

Intersection Summary			
Cycle Length: 190			
Actuated Cycle Length: 190			
Offset: 158 (83%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.19			
Intersection Signal Delay: 56.1		Intersection LOS: E	
Intersection Capacity Utilization 91.9%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 51: US 1 & Killian Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	394	193	99	27	176	390	158	1978	22	503	3787	740
Future Volume (vph)	394	193	99	27	176	390	158	1978	22	503	3787	740
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	7.0	7.0	7.0	6.8	6.8	7.0	6.8	6.8	6.5
Lane Util. Factor	0.91	0.91	1.00	1.00	0.91	0.91	0.97	0.91	1.00	0.97	0.81	1.00
Frt	1.00	1.00	0.85	1.00	0.92	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	0.98	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1610	3307	1583	1770	3122	1441	3433	5085	1583	3433	7544	1583
Flt Permitted	0.95	0.98	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1610	3307	1583	1770	3122	1441	3433	5085	1583	3433	7544	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	415	203	104	28	185	411	166	2082	23	529	3986	779
RTOR Reduction (vph)	0	0	85	0	106	184	0	0	11	0	0	23
Lane Group Flow (vph)	207	411	19	28	285	21	166	2082	12	529	3986	756
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	3		4	4		1	6	4	5	2	3
Permitted Phases			3			4			6			2
Actuated Green, G (s)	35.6	35.6	35.6	19.7	19.7	19.7	10.3	76.0	95.7	31.6	97.3	132.9
Effective Green, g (s)	35.6	35.6	35.6	19.7	19.7	19.7	10.3	76.0	95.7	31.6	97.3	132.9
Actuated g/C Ratio	0.19	0.19	0.19	0.10	0.10	0.10	0.05	0.40	0.50	0.17	0.51	0.70
Clearance Time (s)	6.5	6.5	6.5	7.0	7.0	7.0	6.8	6.8	7.0	6.8	6.8	6.5
Vehicle Extension (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.0	1.0	3.5	3.5	1.0	3.5
Lane Grp Cap (vph)	301	619	296	183	323	149	186	2034	797	570	3863	1107
v/s Ratio Prot	c0.13	0.12		0.02	c0.09		0.05	0.41	0.00	c0.15	c0.53	0.13
v/s Ratio Perm			0.01			0.01			0.01			0.35
v/c Ratio	0.69	0.66	0.07	0.15	0.88	0.14	0.89	1.02	0.01	0.93	1.03	0.68
Uniform Delay, d1	72.0	71.6	63.5	77.6	84.0	77.5	89.3	57.0	23.6	78.1	46.4	16.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.73	1.53	1.00	1.00	1.00	1.00
Incremental Delay, d2	6.6	2.8	0.1	0.5	23.9	0.5	28.7	22.9	0.0	21.7	23.5	1.8
Delay (s)	78.7	74.4	63.6	78.0	108.0	78.0	94.0	109.9	23.6	99.8	69.9	18.2
Level of Service	E	E	E	E	F	E	F	F	C	F	E	B
Approach Delay (s)		74.1			96.8			107.9			65.3	
Approach LOS		E			F			F			E	

Intersection Summary			
HCM 2000 Control Delay	79.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	190.0	Sum of lost time (s)	27.1
Intersection Capacity Utilization	95.4%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	207	411	104	28	391	205	166	2082	23	529	3986	779
v/c Ratio	0.69	0.66	0.25	0.15	0.91	0.62	0.90	1.02	0.03	0.93	1.03	0.66
Control Delay	84.2	77.1	4.0	79.6	83.6	17.1	97.9	104.1	0.2	100.8	68.5	14.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.2	77.1	4.0	79.6	83.6	17.1	97.9	104.1	0.2	100.8	68.5	14.3
Queue Length 50th (ft)	265	262	0	32	192	0	~120	~1064	0	339	~1312	402
Queue Length 95th (ft)	376	329	20	70	#297	100	m#178	#1145	m0	#444	#1317	528
Internal Link Dist (ft)		943			618			468			720	
Turn Bay Length (ft)	195		25	95		300	150			265		320
Base Capacity (vph)	317	652	424	188	437	336	185	2033	847	581	3863	1199
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.63	0.25	0.15	0.89	0.61	0.90	1.02	0.03	0.91	1.03	0.65

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	394	193	99	27	176	390	158	1978	22	503	3787	740
Future Volume (vph)	394	193	99	27	176	390	158	1978	22	503	3787	740
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	3		4	4		1	6	4	5	2	3
Permitted Phases			3			4			6			2
Detector Phase	3	3	3	4	4	4	1	6	4	5	2	3
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	5.0	9.0	7.0	5.0	9.0	7.0
Minimum Split (s)	41.5	41.5	41.5	14.0	14.0	14.0	11.8	44.8	14.0	11.8	44.8	41.5
Total Split (s)	44.0	44.0	44.0	27.0	27.0	27.0	15.0	80.0	27.0	39.0	104.0	44.0
Total Split (%)	23.2%	23.2%	23.2%	14.2%	14.2%	14.2%	7.9%	42.1%	14.2%	20.5%	54.7%	23.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.8	4.8	4.0	4.8	4.8	4.0
All-Red Time (s)	2.5	2.5	2.5	3.0	3.0	3.0	2.0	2.0	3.0	2.0	2.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	7.0	7.0	7.0	6.8	6.8	7.0	6.8	6.8	6.5
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	35.6	35.6	35.6	19.7	19.7	19.7	10.3	76.0	95.5	31.6	97.3	139.7
Actuated g/C Ratio	0.19	0.19	0.19	0.10	0.10	0.10	0.05	0.40	0.50	0.17	0.51	0.74
v/c Ratio	0.69	0.66	0.25	0.15	0.91	0.62	0.90	1.02	0.03	0.93	1.03	0.66
Control Delay	84.2	77.1	4.0	79.6	83.6	17.1	97.9	104.1	0.2	100.8	68.5	14.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.2	77.1	4.0	79.6	83.6	17.1	97.9	104.1	0.2	100.8	68.5	14.3
LOS	F	E	A	E	F	B	F	F	A	F	E	B
Approach Delay		68.6			61.6			102.6			63.7	
Approach LOS		E			E			F			E	

Intersection Summary

Cycle Length: 190
Actuated Cycle Length: 190
Offset: 113 (59%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.03
Intersection Signal Delay: 73.9 Intersection LOS: E
Intersection Capacity Utilization 95.4% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 11: US 1 & SW 104 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	276	8	5	118	126	14	88	192	173	39	22
Future Volume (vph)	46	276	8	5	118	126	14	88	192	173	39	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0		6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00			1.00	1.00		1.00	1.00	1.00	1.00	
Frt	1.00	1.00			1.00	0.85		1.00	0.85	1.00	0.95	
Flt Protected	0.95	1.00			1.00	1.00		0.99	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1855			1859	1583		1850	1583	1770	1762	
Flt Permitted	0.67	1.00			0.99	1.00		0.99	1.00	0.95	1.00	
Satd. Flow (perm)	1256	1855			1841	1583		1850	1583	1770	1762	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	48	291	8	5	124	133	15	93	202	182	41	23
RTOR Reduction (vph)	0	1	0	0	0	50	0	0	148	0	18	0
Lane Group Flow (vph)	48	298	0	0	129	83	0	108	54	182	46	0
Turn Type	Perm	NA		Perm	NA	pt+ov	custom	NA	Prot	Split	NA	
Protected Phases		2			6	6 3	8 4	8 4	8 4	3	3	
Permitted Phases	2			6			8					
Actuated Green, G (s)	48.2	48.2			48.2	68.5		29.5	29.5	14.3	14.3	
Effective Green, g (s)	48.2	48.2			48.2	68.5		29.5	29.5	14.3	14.3	
Actuated g/C Ratio	0.44	0.44			0.44	0.62		0.27	0.27	0.13	0.13	
Clearance Time (s)	6.0	6.0			6.0					6.0	6.0	
Vehicle Extension (s)	1.0	1.0			1.0					2.5	2.5	
Lane Grp Cap (vph)	550	812			806	985		496	424	230	229	
v/s Ratio Prot		c0.16				0.05		c0.06	0.03	c0.10	0.03	
v/s Ratio Perm	0.04				0.07							
v/c Ratio	0.09	0.37			0.16	0.08		0.22	0.13	0.79	0.20	
Uniform Delay, d1	18.1	20.7			18.7	8.3		31.3	30.5	46.4	42.7	
Progression Factor	1.00	1.00			0.18	0.00		1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.3	1.3			0.4	0.0		0.2	0.1	16.3	0.3	
Delay (s)	18.4	22.0			3.7	0.0		31.4	30.6	62.7	43.1	
Level of Service	B	C			A	A		C	C	E	D	
Approach Delay (s)		21.5			1.8			30.9			57.6	
Approach LOS		C			A			C			E	

Intersection Summary			
HCM 2000 Control Delay	27.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	51.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	48	299	129	133	108	202	182	64
v/c Ratio	0.09	0.37	0.16	0.13	0.22	0.35	0.79	0.26
Control Delay	19.4	22.6	3.8	0.2	32.5	6.2	70.6	33.5
Queue Delay	0.0	0.0	0.9	0.8	0.0	0.3	0.0	0.0
Total Delay	19.4	22.6	4.7	1.0	32.5	6.5	70.6	33.5
Queue Length 50th (ft)	20	140	7	0	59	0	125	27
Queue Length 95th (ft)	44	211	13	0	106	55	#232	68
Internal Link Dist (ft)		705	21		679			679
Turn Bay Length (ft)	50					105	75	
Base Capacity (vph)	549	813	805	1044	466	549	241	258
Starvation Cap Reductn	0	0	467	682	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	76	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.37	0.38	0.37	0.23	0.43	0.76	0.25

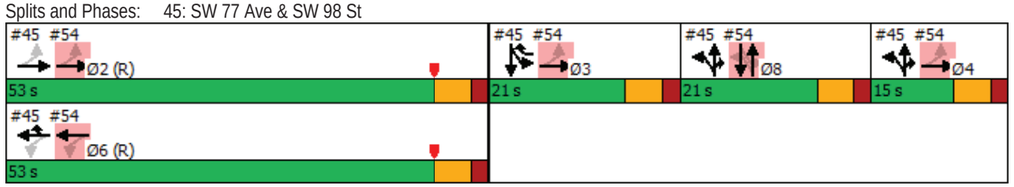
Intersection Summary
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBL	SBT	Ø4	Ø8
Lane Configurations											
Traffic Volume (vph)	46	276	5	118	126	88	192	173	39		
Future Volume (vph)	46	276	5	118	126	88	192	173	39		
Turn Type	Perm	NA	Perm	NA	pt+ov	NA	Prot	Split	NA		
Protected Phases		2		6	6 3	8 4	8 4	3	3	4	8
Permitted Phases	2		6								
Detector Phase	2	2	6	6	6 3	8 4	8 4	3	3		
Switch Phase											
Minimum Initial (s)	15.0	15.0	15.0	15.0				7.0	7.0	9.0	7.0
Minimum Split (s)	21.0	21.0	21.0	21.0				13.0	13.0	15.0	21.0
Total Split (s)	53.0	53.0	53.0	53.0				21.0	21.0	15.0	21.0
Total Split (%)	48.2%	48.2%	48.2%	48.2%				19.1%	19.1%	14%	19%
Yellow Time (s)	4.0	4.0	4.0	4.0				4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0				2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0				0.0	0.0		
Total Lost Time (s)	6.0	6.0		6.0				6.0	6.0		
Lead/Lag								Lead	Lead		Lag
Lead-Lag Optimize?								Yes	Yes		Yes
Recall Mode	C-Max	C-Max	C-Max	C-Max				None	None	None	None
Act Effct Green (s)	48.2	48.2		48.2	68.5	29.5	29.5	14.3	14.3		
Actuated g/C Ratio	0.44	0.44		0.44	0.62	0.27	0.27	0.13	0.13		
v/c Ratio	0.09	0.37		0.16	0.13	0.22	0.35	0.79	0.26		
Control Delay	19.4	22.6		3.8	0.2	32.5	6.2	70.6	33.5		
Queue Delay	0.0	0.0		0.9	0.8	0.0	0.3	0.0	0.0		
Total Delay	19.4	22.6		4.7	1.0	32.5	6.5	70.6	33.5		
LOS	B	C		A	A	C	A	E	C		
Approach Delay		22.2		2.8		15.5			61.0		
Approach LOS		C		A		B			E		

Intersection Summary

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 14 (13%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 24.3 Intersection LOS: C
Intersection Capacity Utilization 51.5% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 45: SW 77 Ave & SW 98 St



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	641	228	24	1	21
Future Volume (Veh/h)	0	641	228	24	1	21
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	675	240	25	1	22
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		101	59			
pX, platoon unblocked					0.89	
vC, conflicting volume	265				928	132
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	265				859	132
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	98
cM capacity (veh/h)	1296				264	892

Direction, Lane #	EB 1	WB 1	WB 2	SB 1
Volume Total	675	160	105	23
Volume Left	0	0	0	1
Volume Right	0	0	25	22
cSH	1700	1700	1700	809
Volume to Capacity	0.40	0.09	0.06	0.03
Queue Length 95th (ft)	0	0	0	2
Control Delay (s)	0.0	0.0	0.0	9.6
Lane LOS				A
Approach Delay (s)	0.0	0.0		9.6
Approach LOS				A

Intersection Summary

Average Delay 0.2
Intersection Capacity Utilization 43.7% ICU Level of Service A
Analysis Period (min) 15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	642	0	1	251	0	1	29	0	0	16	0
Future Volume (vph)	0	642	0	1	251	0	1	29	0	0	16	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		1.00			1.00			1.00			1.00	
Flt Protected		1.00			1.00			1.00			1.00	
Satd. Flow (prot)		1863			1862			1860			1863	
Flt Permitted		1.00			0.78			0.99			1.00	
Satd. Flow (perm)		1863			1461			1847			1863	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	676	0	1	264	0	1	31	0	0	17	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	676	0	0	265	0	0	32	0	0	17	0
Turn Type		NA		Perm	NA		Perm	NA			NA	
Protected Phases		2 3 4			6			8			8	
Permitted Phases	2 3 4			6			8			8		
Actuated Green, G (s)		87.7			48.2			10.3			10.3	
Effective Green, g (s)		87.7			48.2			10.3			10.3	
Actuated g/C Ratio		0.80			0.44			0.09			0.09	
Clearance Time (s)					6.0			6.0			6.0	
Vehicle Extension (s)					1.0			2.5			2.5	
Lane Grp Cap (vph)	1485			640			172			174		
v/s Ratio Prot	c0.36									0.01		
v/s Ratio Perm				0.18			c0.02					
v/c Ratio	0.46			0.41			0.19			0.10		
Uniform Delay, d1	3.5			21.2			46.0			45.6		
Progression Factor	0.64			1.00			1.00			1.00		
Incremental Delay, d2	0.1			2.0			0.4			0.2		
Delay (s)	2.4			23.2			46.4			45.8		
Level of Service	A			C			D			D		
Approach Delay (s)	2.4			23.2			46.4			45.8		
Approach LOS	A			C			D			D		

Intersection Summary			
HCM 2000 Control Delay	10.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	49.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

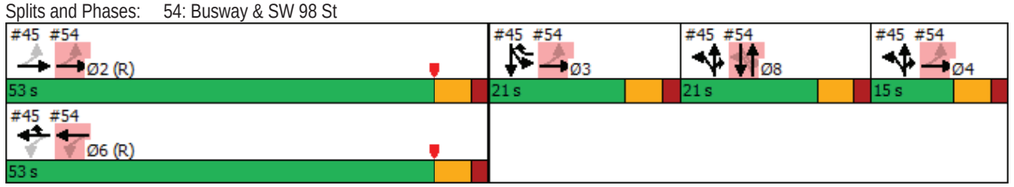
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	676	265	32	17
v/c Ratio	0.46	0.42	0.18	0.10
Control Delay	3.5	24.2	47.0	45.0
Queue Delay	0.6	6.1	0.0	0.0
Total Delay	4.1	30.3	47.0	45.0
Queue Length 50th (ft)	35	128	21	11
Queue Length 95th (ft)	136	200	50	32
Internal Link Dist (ft)	1	1	545	650
Turn Bay Length (ft)				
Base Capacity (vph)	1496	638	252	254
Starvation Cap Reductn	447	312	0	0
Spillback Cap Reductn	349	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.64	0.81	0.13	0.07

Intersection Summary

Lane Group	EBT	WBL	WBT	NBL	NBT	SBT	Ø2	Ø3	Ø4
Lane Configurations									
Traffic Volume (vph)	642	1	251	1	29	16			
Future Volume (vph)	642	1	251	1	29	16			
Turn Type	NA	Perm	NA	Perm	NA	NA			
Protected Phases	2 3 4		6		8	8	2	3	4
Permitted Phases		6		8					
Detector Phase	2 3 4	6	6	8	8	8			
Switch Phase									
Minimum Initial (s)		15.0	15.0	7.0	7.0	7.0	15.0	7.0	9.0
Minimum Split (s)		21.0	21.0	21.0	21.0	21.0	21.0	13.0	15.0
Total Split (s)		53.0	53.0	21.0	21.0	21.0	53.0	21.0	15.0
Total Split (%)		48.2%	48.2%	19.1%	19.1%	19.1%	48%	19%	14%
Yellow Time (s)		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)			0.0		0.0	0.0			
Total Lost Time (s)			6.0		6.0	6.0			
Lead/Lag				Lag	Lag	Lag		Lead	
Lead-Lag Optimize?				Yes	Yes	Yes		Yes	
Recall Mode		C-Max	C-Max	None	None	None	C-Max	None	None
Act Effct Green (s)	87.7		48.2		10.3	10.3			
Actuated g/C Ratio	0.80		0.44		0.09	0.09			
v/c Ratio	0.46		0.42		0.18	0.10			
Control Delay	3.5		24.2		47.0	45.0			
Queue Delay	0.6		6.1		0.0	0.0			
Total Delay	4.1		30.3		47.0	45.0			
LOS	A		C		D	D			
Approach Delay	4.1		30.3		47.0	45.0			
Approach LOS	A		C		D	D			

Intersection Summary			
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 14 (13%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 13.2		Intersection LOS: B	
Intersection Capacity Utilization 49.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 54: Busway & SW 98 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	117	183	45	11	126	143	149	1445	24	60	916	113
Future Volume (vph)	117	183	45	11	126	143	149	1445	24	60	916	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.2	7.2		7.2	7.2	6.8	6.8		6.8	6.8	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.91		1.00	0.91	
Frt		1.00	0.85		1.00	0.85	1.00	1.00		1.00	0.98	
Flt Protected		0.98	1.00		1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1827	1583		1855	1583	1770	5073		1770	5001	
Flt Permitted		0.71	1.00		0.83	1.00	0.21	1.00		0.12	1.00	
Satd. Flow (perm)		1315	1583		1553	1583	388	5073		227	5001	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	123	193	47	12	133	151	157	1521	25	63	964	119
RTOR Reduction (vph)	0	0	35	0	0	64	0	0	0	0	4	0
Lane Group Flow (vph)	0	316	12	0	145	87	157	1546	0	63	1079	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8		8	4		4	6			2		
Actuated Green, G (s)		56.0	56.0		56.0	56.0	147.8	135.0		138.6	130.4	
Effective Green, g (s)		56.0	56.0		56.0	56.0	147.8	135.0		138.6	130.4	
Actuated g/C Ratio		0.25	0.25		0.25	0.25	0.67	0.61		0.63	0.59	
Clearance Time (s)		7.2	7.2		7.2	7.2	6.8	6.8		6.8	6.8	
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		334	402		395	402	341	3112		200	2964	
v/s Ratio Prot							c0.03	c0.30		0.01	0.22	
v/s Ratio Perm	c0.24	0.01		0.09	0.05	0.28				0.19		
v/c Ratio	0.95	0.03		0.37	0.22	0.46	0.50			0.32	0.36	
Uniform Delay, d1	80.5	61.6		67.4	64.7	14.8	23.6			17.8	23.3	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00			1.00	1.00	
Incremental Delay, d2	33.4	0.0		0.6	0.3	1.0	0.6			0.9	0.3	
Delay (s)	113.7	61.6		68.0	65.0	15.8	24.2			18.7	23.6	
Level of Service	F	E		E	E	B	C			B	C	
Approach Delay (s)	107.0			66.5			23.4				23.3	
Approach LOS	F			E			C				C	

Intersection Summary			
HCM 2000 Control Delay	35.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	220.0	Sum of lost time (s)	20.8
Intersection Capacity Utilization	79.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	316	47	145	151	157	1546	63	1083
v/c Ratio	0.94	0.10	0.37	0.32	0.46	0.50	0.32	0.36
Control Delay	114.5	3.9	68.2	27.6	18.2	25.6	18.1	24.9
Queue Delay	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	118.1	3.9	68.2	27.6	18.2	25.6	18.1	24.9
Queue Length 50th (ft)	464	2	175	75	77	445	29	289
Queue Length 95th (ft)	558	11	232	138	135	586	60	400
Internal Link Dist (ft)	114		541			308		851
Turn Bay Length (ft)				25	90		100	
Base Capacity (vph)	488	642	577	642	491	3113	272	2970
Starvation Cap Reductn	99	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.07	0.25	0.24	0.32	0.50	0.23	0.36

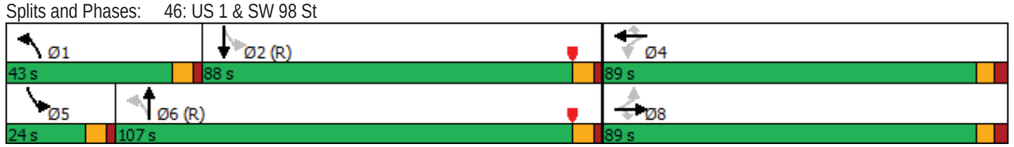
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	117	183	45	11	126	143	149	1445	60	916
Future Volume (vph)	117	183	45	11	126	143	149	1445	60	916
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases		8			4		1	6	5	2
Permitted Phases	8		8	4		4	6		2	
Detector Phase	8	8	8	4	4	4	1	6	5	2
Switch Phase										
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	31.2	31.2	31.2	35.2	35.2	35.2	11.8	25.8	11.8	25.8
Total Split (s)	89.0	89.0	89.0	89.0	89.0	89.0	43.0	107.0	24.0	88.0
Total Split (%)	40.5%	40.5%	40.5%	40.5%	40.5%	40.5%	19.5%	48.6%	10.9%	40.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.8	4.8	4.8	4.8
All-Red Time (s)	3.2	3.2	3.2	3.2	3.2	3.2	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		7.2	7.2		7.2	7.2	6.8	6.8	6.8	6.8
Lead/Lag							Lead	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)		56.0	56.0		56.0	56.0	147.6	134.9	138.6	130.4
Actuated g/C Ratio		0.25	0.25		0.25	0.25	0.67	0.61	0.63	0.59
v/c Ratio		0.94	0.10		0.37	0.32	0.46	0.50	0.32	0.36
Control Delay		114.5	3.9		68.2	27.6	18.2	25.6	18.1	24.9
Queue Delay		3.6	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		118.1	3.9		68.2	27.6	18.2	25.6	18.1	24.9
LOS		F	A		E	C	B	C	B	C
Approach Delay		103.3			47.5			24.9		24.5
Approach LOS		F			D			C		C

Intersection Summary

Cycle Length: 220
Actuated Cycle Length: 220
Offset: 177 (80%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 34.8 Intersection LOS: C
Intersection Capacity Utilization 79.3% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 46: US 1 & SW 98 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	98	16	85	567	382	4	77	54	127	64	52
Future Volume (vph)	20	98	16	85	567	382	4	77	54	127	64	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0		6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00			1.00	1.00		1.00	1.00	1.00	1.00	
Frt	1.00	0.98			1.00	0.85		1.00	0.85	1.00	0.93	
Flt Protected	0.95	1.00			0.99	1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1823			1851	1583		1858	1583	1770	1737	
Flt Permitted	0.23	1.00			0.94	1.00		1.00	1.00	0.95	1.00	
Satd. Flow (perm)	437	1823			1749	1583		1858	1583	1770	1737	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	21	103	17	89	597	402	4	81	57	134	67	55
RTOR Reduction (vph)	0	5	0	0	0	133	0	0	44	0	27	0
Lane Group Flow (vph)	21	115	0	0	686	269	0	85	13	134	95	0
Turn Type	Perm	NA		Perm	NA	pt+ov	custom	NA	Prot	Split	NA	
Protected Phases		2			6	6 3	8 4	8 4	8 4	3	3	
Permitted Phases	2			6			8					
Actuated Green, G (s)	59.6	59.6			59.6	73.6		24.4	24.4	8.0	8.0	
Effective Green, g (s)	59.6	59.6			59.6	73.6		24.4	24.4	8.0	8.0	
Actuated g/C Ratio	0.54	0.54			0.54	0.67		0.22	0.22	0.07	0.07	
Clearance Time (s)	6.0	6.0			6.0					6.0	6.0	
Vehicle Extension (s)	1.0	1.0			1.0					2.5	2.5	
Lane Grp Cap (vph)	236	987			947	1059		412	351	128	126	
v/s Ratio Prot		0.06				0.17		c0.05	0.01	c0.08	0.05	
v/s Ratio Perm	0.05				c0.39							
v/c Ratio	0.09	0.12			0.72	0.25		0.21	0.04	1.05	0.75	
Uniform Delay, d1	12.1	12.3			19.0	7.3		34.9	33.6	51.0	50.0	
Progression Factor	1.00	1.00			0.35	0.00		1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.7	0.2			4.3	0.1		0.2	0.0	92.6	21.4	
Delay (s)	12.9	12.6			11.0	0.1		35.1	33.6	143.6	71.4	
Level of Service	B	B			B	A		D	C	F	E	
Approach Delay (s)		12.6			7.0			34.5			109.2	
Approach LOS		B			A			C			F	

Intersection Summary			
HCM 2000 Control Delay	25.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	64.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

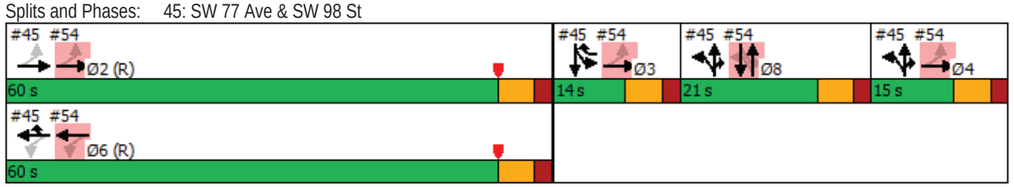
Lane Group	EBL	EBT	WBT	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	21	120	686	402	85	57	134	122
v/c Ratio	0.09	0.12	0.71	0.33	0.22	0.14	1.05	0.80
Control Delay	15.6	12.8	11.5	0.7	34.6	3.1	142.8	73.0
Queue Delay	0.0	0.0	2.2	1.4	0.0	0.1	14.3	0.0
Total Delay	15.6	12.8	13.7	2.1	34.6	3.3	157.1	73.0
Queue Length 50th (ft)	7	37	93	0	48	0	~103	66
Queue Length 95th (ft)	23	74	245	0	87	14	#228	#167
Internal Link Dist (ft)		705	21		679			679
Turn Bay Length (ft)	50					105	75	
Base Capacity (vph)	241	1013	966	1205	397	408	128	153
Starvation Cap Reductn	0	0	158	589	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	84	5	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.12	0.85	0.65	0.21	0.18	1.09	0.80

Intersection Summary
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBL	SBT	Ø4	Ø8
Lane Configurations											
Traffic Volume (vph)	20	98	85	567	382	77	54	127	64		
Future Volume (vph)	20	98	85	567	382	77	54	127	64		
Turn Type	Perm	NA	Perm	NA	pt+ov	NA	Prot	Split	NA		
Protected Phases		2		6	6 3	8 4	8 4	3	3	4	8
Permitted Phases	2		6								
Detector Phase	2	2	6	6	6 3	8 4	8 4	3	3		
Switch Phase											
Minimum Initial (s)	15.0	15.0	15.0	15.0				7.0	7.0	9.0	7.0
Minimum Split (s)	21.0	21.0	21.0	21.0				13.0	13.0	15.0	21.0
Total Split (s)	60.0	60.0	60.0	60.0				14.0	14.0	15.0	21.0
Total Split (%)	54.5%	54.5%	54.5%	54.5%				12.7%	12.7%	14%	19%
Yellow Time (s)	4.0	4.0	4.0	4.0				4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0				2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0				0.0	0.0		
Total Lost Time (s)	6.0	6.0		6.0				6.0	6.0		
Lead/Lag								Lead	Lead		Lag
Lead-Lag Optimize?								Yes	Yes		Yes
Recall Mode	C-Max	C-Max	C-Max	C-Max				None	None	None	None
Act Effct Green (s)	60.8	60.8		60.8	74.8	23.2	23.2	8.0	8.0		
Actuated g/C Ratio	0.55	0.55		0.55	0.68	0.21	0.21	0.07	0.07		
v/c Ratio	0.09	0.12		0.71	0.33	0.22	0.14	1.05	0.80		
Control Delay	15.6	12.8		11.5	0.7	34.6	3.1	142.8	73.0		
Queue Delay	0.0	0.0		2.2	1.4	0.0	0.1	14.3	0.0		
Total Delay	15.6	12.8		13.7	2.1	34.6	3.3	157.1	73.0		
LOS	B	B		B	A	C	A	F	E		
Approach Delay		13.2		9.4		22.0			117.0		
Approach LOS		B		A		C			F		

Intersection Summary			
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 14 (13%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.05			
Intersection Signal Delay: 27.8		Intersection LOS: C	
Intersection Capacity Utilization 64.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 45: SW 77 Ave & SW 98 St



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	279	706	0	2	328
Future Volume (Veh/h)	0	279	706	0	2	328
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	294	743	0	2	345
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		101	59			
pX, platoon unblocked					0.97	
vC, conflicting volume	743				1037	372
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	743				1024	372
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				99	45
cM capacity (veh/h)	860				225	626

Direction, Lane #	EB 1	WB 1	WB 2	SB 1
Volume Total	294	495	248	347
Volume Left	0	0	0	2
Volume Right	0	0	0	345
cSH	1700	1700	1700	619
Volume to Capacity	0.17	0.29	0.15	0.56
Queue Length 95th (ft)	0	0	0	87
Control Delay (s)	0.0	0.0	0.0	18.0
Lane LOS				C
Approach Delay (s)	0.0	0.0		18.0
Approach LOS				C

Intersection Summary			
Average Delay	4.5		
Intersection Capacity Utilization	46.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	275	3	2	706	0	0	17	0	0	30	0
Future Volume (vph)	3	275	3	2	706	0	0	17	0	0	30	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		1.00			1.00			1.00			1.00	
Flt Protected		1.00			1.00			1.00			1.00	
Satd. Flow (prot)		1859			1862			1863			1863	
Flt Permitted		1.00			1.00			1.00			1.00	
Satd. Flow (perm)		1852			1856			1863			1863	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	3	289	3	2	743	0	0	18	0	0	32	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	295	0	0	745	0	0	18	0	0	32	0
Turn Type	Perm	NA		Perm	NA			NA			NA	
Protected Phases		2 3 4			6			8			8	
Permitted Phases	2 3 4			6			8			8		
Actuated Green, G (s)		90.2			59.6			7.8			7.8	
Effective Green, g (s)		90.2			59.6			7.8			7.8	
Actuated g/C Ratio		0.82			0.54			0.07			0.07	
Clearance Time (s)					6.0			6.0			6.0	
Vehicle Extension (s)					1.0			2.5			2.5	
Lane Grp Cap (vph)	1518			1005			132			132		
v/s Ratio Prot							0.01			c0.02		
v/s Ratio Perm	c0.16			c0.40								
v/c Ratio	0.19			0.74			0.14			0.24		
Uniform Delay, d1	2.1			19.3			47.9			48.3		
Progression Factor	2.44			1.00			1.00			1.00		
Incremental Delay, d2	0.0			4.9			0.3			0.7		
Delay (s)	5.2			24.2			48.3			49.0		
Level of Service	A			C			D			D		
Approach Delay (s)	5.2			24.2			48.3			49.0		
Approach LOS	A			C			D			D		

Intersection Summary			
HCM 2000 Control Delay	20.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	54.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

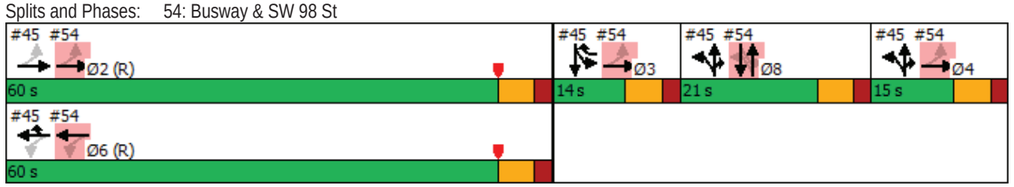
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	295	745	18	32
v/c Ratio	0.19	0.73	0.12	0.21
Control Delay	6.2	25.5	47.1	49.2
Queue Delay	1.7	51.8	0.0	0.0
Total Delay	7.8	77.3	47.1	49.2
Queue Length 50th (ft)	57	397	12	22
Queue Length 95th (ft)	m88	610	34	51
Internal Link Dist (ft)	1	1	545	650
Turn Bay Length (ft)				
Base Capacity (vph)	1558	1025	254	254
Starvation Cap Reductn	1075	410	0	0
Spillback Cap Reductn	268	21	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.61	1.21	0.07	0.13

Intersection Summary
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	Ø2	Ø3	Ø4
Lane Configurations									
Traffic Volume (vph)	3	275	2	706	17	30			
Future Volume (vph)	3	275	2	706	17	30			
Turn Type	Perm	NA	Perm	NA	NA	NA			
Protected Phases		2 3 4		6	8	8	2	3	4
Permitted Phases	2 3 4		6						
Detector Phase	2 3 4	2 3 4	6	6	8	8			
Switch Phase									
Minimum Initial (s)			15.0	15.0	7.0	7.0	15.0	7.0	9.0
Minimum Split (s)			21.0	21.0	21.0	21.0	21.0	13.0	15.0
Total Split (s)			60.0	60.0	21.0	21.0	60.0	14.0	15.0
Total Split (%)			54.5%	54.5%	19.1%	19.1%	55%	13%	14%
Yellow Time (s)			4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)			2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)				0.0	0.0	0.0			
Total Lost Time (s)				6.0	6.0	6.0			
Lead/Lag					Lag	Lag		Lead	
Lead-Lag Optimize?					Yes	Yes		Yes	
Recall Mode			C-Max	C-Max	None	None	C-Max	None	None
Act Effct Green (s)		92.6		60.8	9.2	9.2			
Actuated g/C Ratio		0.84		0.55	0.08	0.08			
v/c Ratio		0.19		0.73	0.12	0.21			
Control Delay		6.2		25.5	47.1	49.2			
Queue Delay		1.7		51.8	0.0	0.0			
Total Delay		7.8		77.3	47.1	49.2			
LOS		A		E	D	D			
Approach Delay		7.8		77.3	47.1	49.2			
Approach LOS		A		E	D	D			

Intersection Summary			
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 14 (13%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.05			
Intersection Signal Delay: 57.2		Intersection LOS: E	
Intersection Capacity Utilization 54.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 54: Busway & SW 98 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	131	59	19	111	68	63	1075	26	196	1921	539
Future Volume (vph)	76	131	59	19	111	68	63	1075	26	196	1921	539
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.2	7.2		7.2	7.2	6.8	6.8		6.8	6.8	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.91		1.00	0.91	
Frt		1.00	0.85		1.00	0.85	1.00	1.00		1.00	0.97	
Flt Protected		0.98	1.00		0.99	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1829	1583		1849	1583	1770	5068		1770	4918	
Flt Permitted		0.67	1.00		0.73	1.00	0.03	1.00		0.20	1.00	
Satd. Flow (perm)		1255	1583		1360	1583	51	5068		375	4918	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	80	138	62	20	117	72	66	1132	27	206	2022	567
RTOR Reduction (vph)	0	0	50	0	0	58	0	1	0	0	20	0
Lane Group Flow (vph)	0	218	12	0	137	14	66	1158	0	206	2569	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8		8	4		4	6			2		
Actuated Green, G (s)		41.6	41.6		41.6	41.6	154.0	145.0		161.2	148.6	
Effective Green, g (s)		41.6	41.6		41.6	41.6	154.0	145.0		161.2	148.6	
Actuated g/C Ratio		0.19	0.19		0.19	0.19	0.70	0.66		0.73	0.68	
Clearance Time (s)		7.2	7.2		7.2	7.2	6.8	6.8		6.8	6.8	
Vehicle Extension (s)		4.5	4.5		4.5	4.5	2.5	1.0		2.5	1.0	
Lane Grp Cap (vph)		237	299		257	299	106	3340		354	3321	
v/s Ratio Prot							0.03	0.23		c0.03	c0.52	
v/s Ratio Perm	c0.17	0.01		0.10	0.01	0.41				0.39		
v/c Ratio	0.92	0.04		0.53	0.05	0.62	0.35			0.58	0.77	
Uniform Delay, d1	87.6	72.9		80.4	73.0	48.7	16.6			10.6	24.3	
Progression Factor	0.94	2.12		1.00	1.00	1.00	1.00			1.00	1.00	
Incremental Delay, d2	37.7	0.1		3.3	0.1	9.4	0.3			2.0	1.8	
Delay (s)	120.1	154.5		83.7	73.1	58.1	16.9			12.6	26.1	
Level of Service	F	F		F	E	E	B			B	C	
Approach Delay (s)	127.7			80.0			19.1				25.1	
Approach LOS	F			F			B				C	

Intersection Summary			
HCM 2000 Control Delay	32.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	220.0	Sum of lost time (s)	20.8
Intersection Capacity Utilization	92.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	218	62	137	72	66	1159	206	2589
v/c Ratio	0.92	0.17	0.53	0.20	0.62	0.35	0.58	0.78
Control Delay	121.9	8.7	87.1	7.6	66.5	17.7	15.6	27.1
Queue Delay	59.3	0.8	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	181.3	9.5	87.1	7.6	66.5	17.7	15.6	27.1
Queue Length 50th (ft)	323	0	181	0	44	267	82	903
Queue Length 95th (ft)	#434	10	259	34	109	339	128	1085
Internal Link Dist (ft)	114		541			308		851
Turn Bay Length (ft)				25	90		100	
Base Capacity (vph)	281	421	304	421	138	3341	544	3339
Starvation Cap Reductn	83	203	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.10	0.28	0.45	0.17	0.48	0.35	0.38	0.78

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	76	131	59	19	111	68	63	1075	196	1921
Future Volume (vph)	76	131	59	19	111	68	63	1075	196	1921
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases		8			4		1	6	5	2
Permitted Phases	8		8	4		4	6		2	
Detector Phase	8	8	8	4	4	4	1	6	5	2
Switch Phase										
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	31.2	31.2	31.2	35.2	35.2	35.2	11.8	25.8	11.8	25.8
Total Split (s)	56.5	56.5	56.5	56.5	56.5	56.5	19.7	114.9	48.6	143.8
Total Split (%)	25.7%	25.7%	25.7%	25.7%	25.7%	25.7%	9.0%	52.2%	22.1%	65.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.8	4.8	4.8	4.8
All-Red Time (s)	3.2	3.2	3.2	3.2	3.2	3.2	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		7.2	7.2		7.2	7.2	6.8	6.8	6.8	6.8
Lead/Lag							Lead	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)		41.6	41.6		41.6	41.6	154.0	145.0	161.1	148.5
Actuated g/C Ratio		0.19	0.19		0.19	0.19	0.70	0.66	0.73	0.68
v/c Ratio		0.92	0.17		0.53	0.20	0.62	0.35	0.58	0.78
Control Delay		121.9	8.7		87.1	7.6	66.5	17.7	15.6	27.1
Queue Delay		59.3	0.8		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		181.3	9.5		87.1	7.6	66.5	17.7	15.6	27.1
LOS		F	A		F	A	E	B	B	C
Approach Delay		143.2			59.7			20.4		26.2
Approach LOS		F			E			C		C

Intersection Summary

Cycle Length: 220
Actuated Cycle Length: 220
Offset: 157 (71%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 33.5 Intersection LOS: C
Intersection Capacity Utilization 92.6% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 46: US 1 & SW 98 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	103	2132	50	28	1422	160	28	27	17	412	29	58
Future Volume (vph)	103	2132	50	28	1422	160	28	27	17	412	29	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8		6.8	6.8	6.8		6.7	6.7	6.8	6.8	6.8
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00		1.00	1.00	0.95	0.95	1.00
Frt	1.00	1.00		1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.98	1.00	0.95	0.96	1.00
Satd. Flow (prot)	1770	5068		1770	5085	1583		1817	1583	1681	1696	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.98	1.00	0.95	0.96	1.00
Satd. Flow (perm)	1770	5068		1770	5085	1583		1817	1583	1681	1696	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	108	2244	53	29	1497	168	29	28	18	434	31	61
RTOR Reduction (vph)	0	2	0	0	0	69	0	0	17	0	0	52
Lane Group Flow (vph)	108	2295	0	29	1497	99	0	57	1	230	235	9
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases						2			4			3
Actuated Green, G (s)	9.8	74.8		3.0	68.0	68.0		5.6	5.6	19.5	19.5	19.5
Effective Green, g (s)	9.8	74.8		3.0	68.0	68.0		5.6	5.6	19.5	19.5	19.5
Actuated g/C Ratio	0.08	0.58		0.02	0.52	0.52		0.04	0.04	0.15	0.15	0.15
Clearance Time (s)	6.8	6.8		6.8	6.8	6.8		6.7	6.7	6.8	6.8	6.8
Vehicle Extension (s)	2.0	1.0		2.0	1.0	1.0		2.5	2.5	2.5	2.5	2.5
Lane Grp Cap (vph)	133	2916		40	2659	828		78	68	252	254	237
v/s Ratio Prot	c0.06	c0.45		0.02	0.29			c0.03		0.14	c0.14	
v/s Ratio Perm						0.06			0.00			0.01
v/c Ratio	0.81	0.79		0.72	0.56	0.12		0.73	0.01	0.91	0.93	0.04
Uniform Delay, d1	59.2	21.4		63.1	21.0	15.8		61.5	59.5	54.4	54.5	47.2
Progression Factor	1.00	1.00		1.31	0.80	0.35		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	28.7	2.2		39.9	0.8	0.3		27.9	0.0	34.2	36.6	0.0
Delay (s)	87.9	23.7		122.5	17.6	5.9		89.4	59.6	88.6	91.1	47.3
Level of Service	F	C		F	B	A		F	E	F	F	D
Approach Delay (s)		26.5			18.3			82.2			84.9	
Approach LOS		C			B			F			F	

Intersection Summary			
HCM 2000 Control Delay	31.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	27.1
Intersection Capacity Utilization	82.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	108	2297	29	1497	168	57	18	230	235	61
v/c Ratio	0.81	0.75	0.43	0.55	0.18	0.59	0.08	0.91	0.93	0.17
Control Delay	99.4	22.2	97.9	17.7	1.8	84.1	0.7	92.6	94.7	1.0
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	99.4	22.3	97.9	17.7	1.8	84.1	0.7	92.6	94.7	1.0
Queue Length 50th (ft)	91	566	26	328	12	48	0	203	207	0
Queue Length 95th (ft)	#190	634	#64	376	12	#107	0	#361	#369	0
Internal Link Dist (ft)		622		570		551			449	
Turn Bay Length (ft)	170		150		150			210		210
Base Capacity (vph)	138	3076	68	2711	911	97	223	258	260	366
Starvation Cap Reductn	0	0	0	188	0	0	0	0	0	0
Spillback Cap Reductn	0	23	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.75	0.43	0.59	0.18	0.59	0.08	0.89	0.90	0.17

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	103	2132	28	1422	160	27	17	412	29	58
Future Volume (vph)	103	2132	28	1422	160	27	17	412	29	58
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Split	NA	Perm
Protected Phases	1	6	5	2		4		3	3	
Permitted Phases					2		4			3
Detector Phase	1	6	5	2	2	4	4	3	3	3
Switch Phase										
Minimum Initial (s)	5.0	7.0	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.8	23.8	11.8	23.8	23.8	13.7	13.7	26.8	26.8	26.8
Total Split (s)	17.0	77.7	11.8	72.5	72.5	13.7	13.7	26.8	26.8	26.8
Total Split (%)	13.1%	59.8%	9.1%	55.8%	55.8%	10.5%	10.5%	20.6%	20.6%	20.6%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.7	2.7	2.8	2.8	2.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.7	6.7	6.8	6.8	6.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	9.8	78.8	5.0	69.3	69.3	7.0	7.0	19.5	19.5	19.5
Actuated g/C Ratio	0.08	0.61	0.04	0.53	0.53	0.05	0.05	0.15	0.15	0.15
v/c Ratio	0.81	0.75	0.43	0.55	0.18	0.59	0.08	0.91	0.93	0.17
Control Delay	99.4	22.2	97.9	17.7	1.8	84.1	0.7	92.6	94.7	1.0
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	99.4	22.3	97.9	17.7	1.8	84.1	0.7	92.6	94.7	1.0
LOS	F	C	F	B	A	F	A	F	F	A
Approach Delay		25.7		17.5		64.1			82.9	
Approach LOS		C		B		E			F	

Intersection Summary			
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 82 (63%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 29.8		Intersection LOS: C	
Intersection Capacity Utilization 82.3%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 24: SW 88 St & SW 79 Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2479	99	180	1558	3	91	1	453	32	8	12
Future Volume (veh/h)	0	2479	99	180	1558	3	91	1	453	32	8	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	2609	104	189	1640	3	96	0	478	34	8	13
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	55	3094	122	218	3839	7	295	0	529	153	38	45
Arrive On Green	0.00	1.00	1.00	0.06	0.73	0.73	0.17	0.00	0.17	0.17	0.17	0.17
Sat Flow, veh/h	305	5040	199	3456	5263	10	1391	0	3170	647	230	271
Grp Volume(v), veh/h	0	1754	959	189	1061	582	96	0	478	55	0	0
Grp Sat Flow(s),veh/h/ln	305	1702	1835	1728	1702	1869	1391	0	1585	1148	0	0
Q Serve(g_s), s	0.0	0.0	0.0	7.0	15.9	15.9	2.4	0.0	19.2	3.6	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	7.0	15.9	15.9	7.3	0.0	19.2	4.8	0.0	0.0
Prop In Lane	1.00		0.11	1.00		0.01	1.00		1.00	0.62		0.24
Lane Grp Cap(c), veh/h	55	2090	1126	218	2483	1363	295	0	529	236	0	0
V/C Ratio(X)	0.00	0.84	0.85	0.87	0.43	0.43	0.33	0.00	0.90	0.23	0.00	0.00
Avail Cap(c_a), veh/h	55	2090	1126	218	2483	1363	312	0	568	250	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.57	0.57	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	60.4	6.9	6.9	48.1	0.0	53.1	46.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.5	4.9	28.4	0.5	1.0	0.5	0.0	16.9	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.7	1.5	4.0	5.5	6.2	2.8	0.0	8.9	1.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	2.5	4.9	88.7	7.5	7.9	48.5	0.0	70.0	47.3	0.0	0.0
LnGrp LOS	A	A	A	F	A	A	D	A	E	D	A	A
Approach Vol, veh/h		2713			1832			574			55	
Approach Delay, s/veh		3.3			16.0			66.4			47.3	
Approach LOS		A			B			E			D	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		101.6		28.4	15.0	86.6		28.4				
Change Period (Y+Rc), s		6.8		* 6.7	6.8	6.8		* 6.7				
Max Green Setting (Gmax), s		93.2		* 23	8.2	78.2		* 23				
Max Q Clear Time (g_c+I1), s		17.9		21.2	9.0	2.0		6.8				
Green Ext Time (p_c), s		5.2		0.5	0.0	14.2		0.2				

Intersection Summary		
HCM 6th Ctrl Delay	15.3	
HCM 6th LOS	B	

Notes
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBL	WBT	NBL	NBT	NBR	SBT
Lane Group Flow (vph)	2713	189	1643	96	240	238	55
v/c Ratio	0.85	0.69	0.42	0.51	0.84	0.83	0.98
Control Delay	11.4	72.2	6.1	60.4	53.9	52.9	162.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.5	72.2	6.1	60.4	53.9	52.9	162.6
Queue Length 50th (ft)	188	79	158	76	117	115	38
Queue Length 95th (ft)	198	#152	217	128	212	211	#116
Internal Link Dist (ft)	570		101		608		199
Turn Bay Length (ft)				120		120	
Base Capacity (vph)	3208	272	3897	262	356	356	74
Starvation Cap Reductn	19	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.85	0.69	0.42	0.37	0.67	0.67	0.74

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	2479	180	1558	91	1	453	32	8
Future Volume (vph)	2479	180	1558	91	1	453	32	8
Turn Type	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	6	5	2		4			8
Permitted Phases				4		4	8	
Detector Phase	6	5	2	4	4	4	8	8
Switch Phase								
Minimum Initial (s)	7.0	5.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	30.0	11.8	23.8	30.0	30.0	30.0	30.0	30.0
Total Split (s)	85.0	15.0	100.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	65.4%	11.5%	76.9%	23.1%	23.1%	23.1%	23.1%	23.1%
Yellow Time (s)	4.8	4.8	4.8	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.7	2.7	2.7	2.7	2.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	6.8	6.8	6.8	6.7	6.7	6.7		6.7
Lead/Lag	Lag	Lead						
Lead-Lag Optimize?	Yes	Yes						
Recall Mode	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	82.5	10.3	99.6	16.9	16.9	16.9		16.9
Actuated g/C Ratio	0.63	0.08	0.77	0.13	0.13	0.13		0.13
v/c Ratio	0.85	0.69	0.42	0.51	0.84	0.83		0.98
Control Delay	11.4	72.2	6.1	60.4	53.9	52.9		162.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	11.5	72.2	6.1	60.4	53.9	52.9		162.6
LOS	B	E	A	E	D	D		F
Approach Delay	11.5		12.9		54.6			162.6
Approach LOS	B		B		D			F

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 90 (69%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 18.4 Intersection LOS: B
Intersection Capacity Utilization 93.0% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 35: SW 77 Ave & SW 88 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2751	0	0	870	587	50	0	70	0	0	0
Future Volume (veh/h)	0	2751	0	0	870	587	50	0	70	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1870	0	0	1870	1870	1870	0	1870			
Adj Flow Rate, veh/h	0	2896	0	0	916	0	53	0	0			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	2	0	0	2	2	2	0	2			
Cap, veh/h	0	4349	0	0	4349		159	0				
Arrive On Green	0.00	0.85	0.00	0.00	1.00	0.00	0.05	0.00	0.00			
Sat Flow, veh/h	0	5443	0	0	5274	2790	3456	0	1585			
Grp Volume(v), veh/h	0	2896	0	0	916	0	53	0	0			
Grp Sat Flow(s),veh/h/ln	0	1702	0	0	1702	1395	1728	0	1585			
Q Serve(g_s), s	0.0	25.2	0.0	0.0	0.0	0.0	1.9	0.0	0.0			
Cycle Q Clear(g_c), s	0.0	25.2	0.0	0.0	0.0	0.0	1.9	0.0	0.0			
Prop In Lane	0.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	4349	0	0	4349		159	0				
V/C Ratio(X)	0.00	0.67	0.00	0.00	0.21		0.33	0.00				
Avail Cap(c_a), veh/h	0	4349	0	0	4349		465	0				
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	0.91	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	0.0	3.3	0.0	0.0	0.0	0.0	60.1	0.0	0.0			
Incr Delay (d2), s/veh	0.0	0.8	0.0	0.0	0.1	0.0	0.9	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	5.8	0.0	0.0	0.0	0.0	0.9	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	4.1	0.0	0.0	0.1	0.0	61.0	0.0	0.0			
LnGrp LOS	A	A	A	A	A		E	A				
Approach Vol, veh/h		2896			916	A		53	A			
Approach Delay, s/veh		4.1			0.1			61.0				
Approach LOS		A			A			E				

Timer - Assigned Phs	2		4		6			
Phs Duration (G+Y+Rc), s	117.5		12.5		117.5			
Change Period (Y+Rc), s	6.8		6.5		6.8			
Max Green Setting (Gmax), s	99.2		17.5		99.2			
Max Q Clear Time (g_c+I1), s	2.0		3.9		27.2			
Green Ext Time (p_c), s	2.8		0.1		21.3			

Intersection Summary								
HCM 6th Ctrl Delay		3.9						
HCM 6th LOS		A						

Notes

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

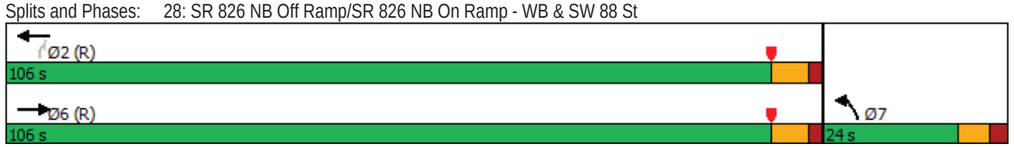
Lane Group	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	2896	916	618	53	74
v/c Ratio	0.65	0.21	0.22	0.27	0.05
Control Delay	4.2	1.0	0.2	62.0	0.5
Queue Delay	0.6	0.1	0.0	0.0	0.0
Total Delay	4.8	1.0	0.2	62.0	0.5
Queue Length 50th (ft)	245	26	0	22	0
Queue Length 95th (ft)	305	30	0	44	7
Internal Link Dist (ft)	324	370			
Turn Bay Length (ft)				750	490
Base Capacity (vph)	4430	4430	2787	462	1389
Starvation Cap Reductn	520	1534	0	0	0
Spillback Cap Reductn	964	0	0	0	299
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.84	0.32	0.22	0.11	0.07

Intersection Summary

Lane Group	EBT	WBT	WBR	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	2751	870	587	50	70
Future Volume (vph)	2751	870	587	50	70
Turn Type	NA	NA	Free	Prot	Perm
Protected Phases	6	2		7	
Permitted Phases			Free		2
Detector Phase	6	2		7	2
Switch Phase					
Minimum Initial (s)	16.0	16.0		7.0	16.0
Minimum Split (s)	22.8	22.8		24.0	22.8
Total Split (s)	106.0	106.0		24.0	106.0
Total Split (%)	81.5%	81.5%		18.5%	81.5%
Yellow Time (s)	4.8	4.8		4.0	4.8
All-Red Time (s)	2.0	2.0		2.5	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.8	6.8		6.5	6.8
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	C-Max	C-Max		None	C-Max
Act Effct Green (s)	113.3	113.3	130.0	7.5	113.3
Actuated g/C Ratio	0.87	0.87	1.00	0.06	0.87
v/c Ratio	0.65	0.21	0.22	0.27	0.05
Control Delay	4.2	1.0	0.2	62.0	0.5
Queue Delay	0.6	0.1	0.0	0.0	0.0
Total Delay	4.8	1.0	0.2	62.0	0.5
LOS	A	A	A	E	A
Approach Delay	4.8	0.7			
Approach LOS	A	A			

Intersection Summary			
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 7 (5%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay: 4.0		Intersection LOS: A	
Intersection Capacity Utilization 77.8%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 28: SR 826 NB Off Ramp/SR 826 NB On Ramp - WB & SW 88 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	292	1938	590	50	1246	11	144	16	27	55	43	119
Future Volume (vph)	292	1938	590	50	1246	11	144	16	27	55	43	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8		6.8	6.8		7.1	7.1		7.1	7.1	7.1
Lane Util. Factor	0.97	0.91		1.00	0.86		0.95	0.95		0.95	0.95	0.88
Frt	1.00	0.96		1.00	1.00		1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	0.97		0.95	0.99	1.00
Satd. Flow (prot)	3433	4907		1770	6399		1681	1649		1681	1756	2787
Flt Permitted	0.95	1.00		0.95	1.00		0.95	0.97		0.95	0.99	1.00
Satd. Flow (perm)	3433	4907		1770	6399		1681	1649		1681	1756	2787
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	307	2040	621	53	1312	12	152	17	28	58	45	125
RTOR Reduction (vph)	0	40	0	0	1	0	0	12	0	0	0	118
Lane Group Flow (vph)	307	2621	0	53	1323	0	100	85	0	50	53	7
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		7	7		8	8	
Permitted Phases												8
Actuated Green, G (s)	16.7	76.9		4.8	65.0		13.0	13.0		7.5	7.5	7.5
Effective Green, g (s)	16.7	76.9		4.8	65.0		13.0	13.0		7.5	7.5	7.5
Actuated g/C Ratio	0.13	0.59		0.04	0.50		0.10	0.10		0.06	0.06	0.06
Clearance Time (s)	6.8	6.8		6.8	6.8		7.1	7.1		7.1	7.1	7.1
Vehicle Extension (s)	3.0	1.0		2.0	1.0		3.5	3.5		2.5	2.5	2.5
Lane Grp Cap (vph)	441	2902		65	3199		168	164		96	101	160
v/s Ratio Prot	c0.09	c0.53		0.03	0.21		c0.06	0.05		0.03	c0.03	
v/s Ratio Perm												0.00
v/c Ratio	0.70	0.90		0.82	0.41		0.60	0.52		0.52	0.52	0.05
Uniform Delay, d1	54.2	23.3		62.2	20.5		56.0	55.5		59.5	59.5	57.9
Progression Factor	1.04	0.85		1.10	0.71		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	3.7	4.1		48.8	0.4		5.9	3.4		3.8	3.7	0.1
Delay (s)	60.3	23.9		116.9	15.0		61.9	58.9		63.3	63.2	58.0
Level of Service	E	C		F	B		E	E		E	E	E
Approach Delay (s)		27.6			18.9			60.4			60.4	
Approach LOS		C			B			E			E	

Intersection Summary			
HCM 2000 Control Delay	28.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	27.8
Intersection Capacity Utilization	83.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	307	2661	53	1324	100	97	50	53	125
v/c Ratio	0.70	0.89	0.67	0.41	0.60	0.55	0.52	0.52	0.39
Control Delay	63.2	22.9	101.9	15.5	70.4	59.6	78.3	78.0	6.6
Queue Delay	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.2	23.4	101.9	15.5	70.4	59.6	78.3	78.0	6.6
Queue Length 50th (ft)	117	708	48	95	86	71	43	46	0
Queue Length 95th (ft)	161	793	#123	107	147	131	#101	#104	14
Internal Link Dist (ft)		370		405		253		159	
Turn Bay Length (ft)	240		120						
Base Capacity (vph)	538	2994	79	3202	205	213	97	101	320
Starvation Cap Reductn	0	83	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.91	0.67	0.41	0.49	0.46	0.52	0.52	0.39

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	292	1938	50	1246	144	16	55	43	119
Future Volume (vph)	292	1938	50	1246	144	16	55	43	119
Turn Type	Prot	NA	Prot	NA	Split	NA	Split	NA	Perm
Protected Phases	1	6	5	2	7	7	8	8	
Permitted Phases									8
Detector Phase	1	6	5	2	7	7	8	8	8
Switch Phase									
Minimum Initial (s)	5.0	16.0	5.0	16.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.8	22.8	11.8	22.8	23.0	23.0	14.1	14.1	14.1
Total Split (s)	27.2	80.9	12.0	65.7	23.0	23.0	14.1	14.1	14.1
Total Split (%)	20.9%	62.2%	9.2%	50.5%	17.7%	17.7%	10.8%	10.8%	10.8%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	3.1	3.1	3.1	3.1	3.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	7.1	7.1	7.1	7.1	7.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	16.7	78.3	5.9	65.0	13.0	13.0	7.5	7.5	7.5
Actuated g/C Ratio	0.13	0.60	0.05	0.50	0.10	0.10	0.06	0.06	0.06
v/c Ratio	0.70	0.89	0.67	0.41	0.60	0.55	0.52	0.52	0.39
Control Delay	63.2	22.9	101.9	15.5	70.4	59.6	78.3	78.0	6.6
Queue Delay	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.2	23.4	101.9	15.5	70.4	59.6	78.3	78.0	6.6
LOS	E	C	F	B	E	E	E	E	A
Approach Delay		27.5		18.9		65.1		38.9	
Approach LOS		C		B		E		D	

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 128 (98%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 27.1 — Intersection LOS: C
Intersection Capacity Utilization 83.9% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 32: SW 73 Pl & SW 88 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	1346	632	122	1051	5	244	98	52	9	40	12
Future Volume (vph)	33	1346	632	122	1051	5	244	98	52	9	40	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8	6.8	6.8	6.8		7.2	7.2		7.1	7.1	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.86		0.91	0.91		0.91	0.91	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.97		1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.98		0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	1770	6404		1610	3220		1610	3269	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.98		0.95	1.00	
Satd. Flow (perm)	1770	5085	1583	1770	6404		1610	3220		1610	3269	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	35	1417	665	128	1106	5	257	103	55	9	42	13
RTOR Reduction (vph)	0	0	244	0	0	0	0	16	0	0	12	0
Lane Group Flow (vph)	35	1417	421	128	1111	0	139	260	0	8	44	0
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA		Split	NA	
Protected Phases	1	6		5	2		7	7		8	8	
Permitted Phases			6									
Actuated Green, G (s)	4.9	63.3	63.3	15.0	73.4		17.4	17.4		6.4	6.4	
Effective Green, g (s)	4.9	63.3	63.3	15.0	73.4		17.4	17.4		6.4	6.4	
Actuated g/C Ratio	0.04	0.49	0.49	0.12	0.56		0.13	0.13		0.05	0.05	
Clearance Time (s)	6.8	6.8	6.8	6.8	6.8		7.2	7.2		7.1	7.1	
Vehicle Extension (s)	3.0	1.0	1.0	2.0	1.0		3.5	3.5		3.5	3.5	
Lane Grp Cap (vph)	66	2476	770	204	3615		215	430		79	160	
v/s Ratio Prot	0.02	c0.28		c0.07	0.17		c0.09	0.08		0.00	c0.01	
v/s Ratio Perm			0.27									
v/c Ratio	0.53	0.57	0.55	0.63	0.31		0.65	0.60		0.10	0.27	
Uniform Delay, d1	61.4	23.7	23.3	54.8	14.9		53.4	53.1		59.1	59.6	
Progression Factor	1.35	0.36	0.12	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.8	0.5	1.3	4.3	0.2		6.8	2.5		0.7	1.1	
Delay (s)	86.5	9.0	4.1	59.1	15.1		60.2	55.6		59.7	60.7	
Level of Service	F	A	A	E	B		E	E		E	E	
Approach Delay (s)		8.7			19.7			57.1			60.5	
Approach LOS		A			B			E			E	

Intersection Summary			
HCM 2000 Control Delay	18.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	27.9
Intersection Capacity Utilization	69.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	35	1417	665	128	1111	139	276	8	56
v/c Ratio	0.35	0.56	0.65	0.63	0.29	0.65	0.62	0.08	0.27
Control Delay	84.2	8.8	2.3	70.2	15.4	66.6	54.9	59.1	49.3
Queue Delay	0.0	0.4	2.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.2	9.2	4.4	70.2	15.4	66.6	54.9	59.1	49.3
Queue Length 50th (ft)	31	77	3	104	147	124	114	7	19
Queue Length 95th (ft)	m37	135	m21	#270	195	192	154	26	43
Internal Link Dist (ft)		405			721		1079		178
Turn Bay Length (ft)	120		150	130		420			
Base Capacity (vph)	105	2531	1027	204	3820	294	604	110	235
Starvation Cap Reductn	0	550	222	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.72	0.83	0.63	0.29	0.47	0.46	0.07	0.24

Intersection Summary
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	33	1346	632	122	1051	244	98	9	40
Future Volume (vph)	33	1346	632	122	1051	244	98	9	40
Turn Type	Prot	NA	Perm	Prot	NA	Split	NA	Split	NA
Protected Phases	1	6		5	2	7	7	8	8
Permitted Phases			6						
Detector Phase	1	6	6	5	2	7	7	8	8
Switch Phase									
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.8	24.8	24.8	11.8	24.8	31.0	31.0	14.1	14.1
Total Split (s)	14.0	69.0	69.0	14.0	69.0	31.0	31.0	16.0	16.0
Total Split (%)	10.8%	53.1%	53.1%	10.8%	53.1%	23.8%	23.8%	12.3%	12.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.2	3.2	3.1	3.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	7.2	7.2	7.1	7.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None	None
Act Effct Green (s)	7.3	64.7	64.7	15.0	77.6	17.4	17.4	7.8	7.8
Actuated g/C Ratio	0.06	0.50	0.50	0.12	0.60	0.13	0.13	0.06	0.06
v/c Ratio	0.35	0.56	0.65	0.63	0.29	0.65	0.62	0.08	0.27
Control Delay	84.2	8.8	2.3	70.2	15.4	66.6	54.9	59.1	49.3
Queue Delay	0.0	0.4	2.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.2	9.2	4.4	70.2	15.4	66.6	54.9	59.1	49.3
LOS	F	A	A	E	B	E	D	E	D
Approach Delay		8.9			21.0		58.8		50.5
Approach LOS		A			C		E		D

Intersection Summary			
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 1 (1%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay: 18.9		Intersection LOS: B	
Intersection Capacity Utilization 69.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 19: Dadeland Blvd & SW 88 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	69	1634	40	120	2054	355	71	26	43	234	14	81
Future Volume (vph)	69	1634	40	120	2054	355	71	26	43	234	14	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8		6.8	6.8	6.8		6.7	6.7	6.8	6.8	6.8
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00		1.00	1.00	0.95	0.95	1.00
Frt	1.00	1.00		1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.96	1.00	0.95	0.96	1.00
Satd. Flow (prot)	1770	5067		1770	5085	1583		1797	1583	1681	1695	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.96	1.00	0.95	0.96	1.00
Satd. Flow (perm)	1770	5067		1770	5085	1583		1797	1583	1681	1695	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	73	1720	42	126	2162	374	75	27	45	246	15	85
RTOR Reduction (vph)	0	2	0	0	0	86	0	0	41	0	0	76
Lane Group Flow (vph)	73	1760	0	126	2162	288	0	102	4	130	131	9
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases						2			4			3
Actuated Green, G (s)	6.6	66.0		12.4	71.8	71.8		10.2	10.2	14.3	14.3	14.3
Effective Green, g (s)	6.6	66.0		12.4	71.8	71.8		10.2	10.2	14.3	14.3	14.3
Actuated g/C Ratio	0.05	0.51		0.10	0.55	0.55		0.08	0.08	0.11	0.11	0.11
Clearance Time (s)	6.8	6.8		6.8	6.8	6.8		6.7	6.7	6.8	6.8	6.8
Vehicle Extension (s)	2.0	1.0		2.0	1.0	1.0		2.5	2.5	2.5	2.5	2.5
Lane Grp Cap (vph)	89	2572		168	2808	874		140	124	184	186	174
v/s Ratio Prot	0.04	0.35		c0.07	c0.43			c0.06		c0.08	0.08	
v/s Ratio Perm						0.18			0.00			0.01
v/c Ratio	0.82	0.68		0.75	0.77	0.33		0.73	0.03	0.71	0.70	0.05
Uniform Delay, d1	61.1	24.1		57.3	22.7	15.9		58.5	55.3	55.8	55.8	51.8
Progression Factor	1.00	1.00		1.34	0.71	0.40		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	41.3	1.5		11.8	1.6	0.8		16.2	0.1	10.9	10.7	0.1
Delay (s)	102.4	25.6		88.4	17.6	7.1		74.8	55.4	66.7	66.5	51.9
Level of Service	F	C		F	B	A		E	E	E	E	D
Approach Delay (s)		28.7			19.5			68.8			63.0	
Approach LOS		C			B			E			E	

Intersection Summary			
HCM 2000 Control Delay	27.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	27.1
Intersection Capacity Utilization	74.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	73	1762	126	2162	374	102	45	130	131	85
v/c Ratio	0.69	0.68	0.75	0.76	0.38	0.72	0.17	0.70	0.70	0.28
Control Delay	90.4	26.6	96.7	17.9	4.2	86.3	1.5	75.3	75.1	2.5
Queue Delay	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	90.4	26.6	96.7	18.2	4.2	86.3	1.5	75.3	75.1	2.5
Queue Length 50th (ft)	61	420	112	552	26	84	0	112	113	0
Queue Length 95th (ft)	#132	483	m173	495	47	#196	0	182	182	3
Internal Link Dist (ft)		622		570		551			449	
Turn Bay Length (ft)	170		150		150			210		210
Base Capacity (vph)	113	2573	193	2858	973	141	258	235	237	346
Starvation Cap Reductn	0	0	0	154	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.68	0.65	0.80	0.38	0.72	0.17	0.55	0.55	0.25

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	69	1634	120	2054	355	26	43	234	14	81
Future Volume (vph)	69	1634	120	2054	355	26	43	234	14	81
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Split	NA	Perm
Protected Phases	1	6	5	2		4		3	3	
Permitted Phases					2		4			3
Detector Phase	1	6	5	2	2	4	4	3	3	3
Switch Phase										
Minimum Initial (s)	5.0	7.0	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.8	23.8	11.8	23.8	23.8	13.7	13.7	25.0	25.0	25.0
Total Split (s)	15.1	68.9	21.0	74.8	74.8	15.1	15.1	25.0	25.0	25.0
Total Split (%)	11.6%	53.0%	16.2%	57.5%	57.5%	11.6%	11.6%	19.2%	19.2%	19.2%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.7	2.7	2.8	2.8	2.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.7	6.7	6.8	6.8	6.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	7.8	66.0	12.4	73.1	73.1	10.2	10.2	14.3	14.3	14.3
Actuated g/C Ratio	0.06	0.51	0.10	0.56	0.56	0.08	0.08	0.11	0.11	0.11
v/c Ratio	0.69	0.68	0.75	0.76	0.38	0.72	0.17	0.70	0.70	0.28
Control Delay	90.4	26.6	96.7	17.9	4.2	86.3	1.5	75.3	75.1	2.5
Queue Delay	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	90.4	26.6	96.7	18.2	4.2	86.3	1.5	75.3	75.1	2.5
LOS	F	C	F	B	A	F	A	E	E	A
Approach Delay		29.1		19.9		60.3			57.3	
Approach LOS		C		B		E			E	

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 56 (43%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 27.1 Intersection LOS: C
Intersection Capacity Utilization 74.4% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 24: SW 88 St & SW 79 Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	1798	100	308	2328	1	137	2	480	17	6	5
Future Volume (veh/h)	14	1798	100	308	2328	1	137	2	480	17	6	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	15	1893	105	324	2451	1	144	0	506	18	6	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	122	2770	153	381	3806	2	306	0	552	157	51	34
Arrive On Green	0.74	0.74	0.74	0.11	0.72	0.72	0.17	0.00	0.17	0.17	0.17	0.17
Sat Flow, veh/h	138	4951	274	3456	5272	2	1404	0	3170	642	295	195
Grp Volume(v), veh/h	15	1300	698	324	1583	869	144	0	506	29	0	0
Grp Sat Flow(s),veh/h/ln	138	1702	1821	1728	1702	1870	1404	0	1585	1133	0	0
Q Serve(g_s), s	6.0	25.8	26.0	12.0	31.4	31.4	9.5	0.0	20.4	0.9	0.0	0.0
Cycle Q Clear(g_c), s	16.2	25.8	26.0	12.0	31.4	31.4	11.6	0.0	20.4	2.1	0.0	0.0
Prop In Lane	1.00		0.15	1.00		0.00	1.00		1.00	0.62		0.17
Lane Grp Cap(c), veh/h	122	1904	1019	381	2458	1350	306	0	552	242	0	0
V/C Ratio(X)	0.12	0.68	0.69	0.85	0.64	0.64	0.47	0.00	0.92	0.12	0.00	0.00
Avail Cap(c_a), veh/h	122	1904	1019	484	2458	1350	313	0	568	248	0	0
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.68	0.68	0.68	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.6	10.6	10.7	56.8	9.4	9.4	48.9	0.0	52.8	45.1	0.0	0.0
Incr Delay (d2), s/veh	1.4	1.4	2.6	10.4	1.3	2.4	0.8	0.0	19.3	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	7.5	8.4	5.8	11.0	12.5	4.4	0.0	9.6	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.0	12.0	13.2	67.1	10.7	11.8	49.8	0.0	72.1	45.3	0.0	0.0
LnGrp LOS	B	B	B	E	B	B	D	A	E	D	A	A
Approach Vol, veh/h		2013			2776			650			29	
Approach Delay, s/veh		12.4			17.6			67.1			45.3	
Approach LOS		B			B			E			D	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		100.7		29.3	21.1	79.5		29.3				
Change Period (Y+Rc), s		6.8		* 6.7	6.8	6.8		* 6.7				
Max Green Setting (Gmax), s		93.2		* 23	18.2	68.2		* 23				
Max Q Clear Time (g_c+I1), s		33.4		22.4	14.0	28.0		4.1				
Green Ext Time (p_c), s		10.9		0.2	0.4	8.2		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		21.7
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBT
Lane Group Flow (vph)	15	1998	324	2452	144	255	252	29
v/c Ratio	0.25	0.69	0.76	0.64	0.73	0.61	0.60	0.30
Control Delay	15.0	8.0	66.5	9.1	74.3	14.4	13.9	49.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.0	8.0	66.5	9.1	74.3	14.4	13.9	49.5
Queue Length 50th (ft)	2	100	137	323	117	14	12	18
Queue Length 95th (ft)	m4	109	187	414	186	100	95	49
Internal Link Dist (ft)		570		101		608		199
Turn Bay Length (ft)	190				120		120	
Base Capacity (vph)	59	2906	481	3831	246	463	463	121
Starvation Cap Reductn	0	19	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	109	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.69	0.67	0.66	0.59	0.55	0.54	0.24

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	14	1798	308	2328	137	2	480	17	6
Future Volume (vph)	14	1798	308	2328	137	2	480	17	6
Turn Type	Perm	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases		6	5	2		4			8
Permitted Phases	6				4		4	8	
Detector Phase	6	6	5	2	4	4	4	8	8
Switch Phase									
Minimum Initial (s)	7.0	7.0	5.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	23.8	23.8	11.8	23.8	29.7	29.7	29.7	29.7	29.7
Total Split (s)	75.0	75.0	25.0	100.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	57.7%	57.7%	19.2%	76.9%	23.1%	23.1%	23.1%	23.1%	23.1%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.7	2.7	2.7	2.7	2.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.7	6.7	6.7		6.7
Lead/Lag	Lag	Lag	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes						
Recall Mode	C-Max	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	74.9	74.9	16.3	98.0	18.5	18.5	18.5		18.5
Actuated g/C Ratio	0.58	0.58	0.13	0.75	0.14	0.14	0.14		0.14
v/c Ratio	0.25	0.69	0.76	0.64	0.73	0.61	0.60		0.30
Control Delay	15.0	8.0	66.5	9.1	74.3	14.4	13.9		49.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	15.0	8.0	66.5	9.1	74.3	14.4	13.9		49.5
LOS	B	A	E	A	E	B	B		D
Approach Delay		8.0		15.8		27.5			49.5
Approach LOS		A		B		C			D

Intersection Summary			
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 68 (52%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 14.5		Intersection LOS: B	
Intersection Capacity Utilization 83.9%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 35: SW 77 Ave & SW 88 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2053	0	0	1087	981	64	0	54	0	0	0
Future Volume (veh/h)	0	2053	0	0	1087	981	64	0	54	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1870	0	0	1870	1870	1870	0	1870			
Adj Flow Rate, veh/h	0	2161	0	0	1144	0	67	0	0			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	2	0	0	2	2	2	0	2			
Cap, veh/h	0	4333	0	0	4333		170	0				
Arrive On Green	0.00	0.85	0.00	0.00	1.00	0.00	0.05	0.00	0.00			
Sat Flow, veh/h	0	5443	0	0	5274	2790	3456	0	1585			
Grp Volume(v), veh/h	0	2161	0	0	1144	0	67	0	0			
Grp Sat Flow(s),veh/h/ln	0	1702	0	0	1702	1395	1728	0	1585			
Q Serve(g_s), s	0.0	14.4	0.0	0.0	0.0	0.0	2.4	0.0	0.0			
Cycle Q Clear(g_c), s	0.0	14.4	0.0	0.0	0.0	0.0	2.4	0.0	0.0			
Prop In Lane	0.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	4333	0	0	4333		170	0				
V/C Ratio(X)	0.00	0.50	0.00	0.00	0.26		0.40	0.00				
Avail Cap(c_a), veh/h	0	4333	0	0	4333		253	0				
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	0.44	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	0.0	2.6	0.0	0.0	0.0	0.0	59.9	0.0	0.0			
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.1	0.0	1.1	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	3.4	0.0	0.0	0.0	0.0	1.1	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	3.0	0.0	0.0	0.1	0.0	61.0	0.0	0.0			
LnGrp LOS	A	A	A	A	A		E	A				
Approach Vol, veh/h		2161			1144	A		67	A			
Approach Delay, s/veh		3.0			0.1			61.0				
Approach LOS		A			A			E				

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	117.1	12.9	117.1
Change Period (Y+Rc), s	6.8	6.5	6.8
Max Green Setting (Gmax), s	107.2	9.5	107.2
Max Q Clear Time (g_c+I1), s	2.0	4.4	16.4
Green Ext Time (p_c), s	3.7	0.0	10.3

Intersection Summary		
HCM 6th Ctrl Delay	3.2	
HCM 6th LOS	A	

Notes

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	2161	1144	1033	67	57
v/c Ratio	0.49	0.26	0.37	0.33	0.04
Control Delay	3.0	0.1	0.2	62.5	0.6
Queue Delay	0.0	0.3	0.0	0.0	0.0
Total Delay	3.0	0.4	0.2	62.5	0.6
Queue Length 50th (ft)	141	2	0	28	0
Queue Length 95th (ft)	180	2	0	52	6
Internal Link Dist (ft)	324	370			
Turn Bay Length (ft)				750	490
Base Capacity (vph)	4417	4417	2787	250	1382
Starvation Cap Reductn	0	2326	0	0	0
Spillback Cap Reductn	79	0	0	0	27
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.50	0.55	0.37	0.27	0.04

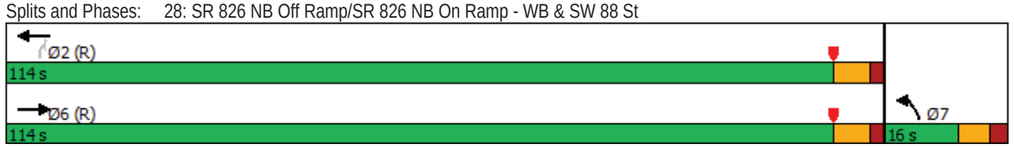
Intersection Summary

Lane Group	EBT	WBT	WBR	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	2053	1087	981	64	54
Future Volume (vph)	2053	1087	981	64	54
Turn Type	NA	NA	Free	Prot	Perm
Protected Phases	6	2		7	
Permitted Phases			Free		2
Detector Phase	6	2		7	2
Switch Phase					
Minimum Initial (s)	16.0	16.0		7.0	16.0
Minimum Split (s)	22.8	22.8		16.0	22.8
Total Split (s)	114.0	114.0		16.0	114.0
Total Split (%)	87.7%	87.7%		12.3%	87.7%
Yellow Time (s)	4.8	4.8		4.0	4.8
All-Red Time (s)	2.0	2.0		2.5	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.8	6.8		6.5	6.8
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	C-Max	C-Max		None	C-Max
Act Effct Green (s)	112.9	112.9	130.0	7.8	112.9
Actuated g/C Ratio	0.87	0.87	1.00	0.06	0.87
v/c Ratio	0.49	0.26	0.37	0.33	0.04
Control Delay	3.0	0.1	0.2	62.5	0.6
Queue Delay	0.0	0.3	0.0	0.0	0.0
Total Delay	3.0	0.4	0.2	62.5	0.6
LOS	A	A	A	E	A
Approach Delay	3.0	0.3			
Approach LOS	A	A			

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 66 (51%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 50
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.49
Intersection Signal Delay: 2.6 — Intersection LOS: A
Intersection Capacity Utilization 64.3% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 28: SR 826 NB Off Ramp/SR 826 NB On Ramp - WB & SW 88 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	308	1537	263	52	2117	7	360	21	33	62	47	277
Future Volume (vph)	308	1537	263	52	2117	7	360	21	33	62	47	277
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8		6.8	6.8		7.1	7.1		7.1	7.1	7.1
Lane Util. Factor	0.97	0.91		1.00	0.86		0.95	0.95		0.95	0.95	0.88
Frt	1.00	0.98		1.00	1.00		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	0.96		0.95	0.99	1.00
Satd. Flow (prot)	3433	4974		1770	6405		1681	1665		1681	1756	2787
Flt Permitted	0.95	1.00		0.95	1.00		0.95	0.96		0.95	0.99	1.00
Satd. Flow (perm)	3433	4974		1770	6405		1681	1665		1681	1756	2787
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	324	1618	277	55	2228	7	379	22	35	65	49	292
RTOR Reduction (vph)	0	18	0	0	0	0	0	6	0	0	0	121
Lane Group Flow (vph)	324	1877	0	55	2235	0	220	210	0	56	58	171
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		7	7		8	8	
Permitted Phases												8
Actuated Green, G (s)	16.0	65.8		4.7	54.5		21.5	21.5		10.2	10.2	10.2
Effective Green, g (s)	16.0	65.8		4.7	54.5		21.5	21.5		10.2	10.2	10.2
Actuated g/C Ratio	0.12	0.51		0.04	0.42		0.17	0.17		0.08	0.08	0.08
Clearance Time (s)	6.8	6.8		6.8	6.8		7.1	7.1		7.1	7.1	7.1
Vehicle Extension (s)	3.0	1.0		2.0	1.0		3.5	3.5		2.5	2.5	2.5
Lane Grp Cap (vph)	422	2517		63	2685		278	275		131	137	218
v/s Ratio Prot	c0.09	c0.38		0.03	c0.35		c0.13	0.13		0.03	0.03	
v/s Ratio Perm												c0.06
v/c Ratio	0.77	0.75		0.87	0.83		0.79	0.76		0.43	0.42	0.79
Uniform Delay, d1	55.2	25.5		62.4	33.7		52.1	51.8		57.1	57.1	58.8
Progression Factor	0.95	0.91		1.09	0.65		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	7.3	1.8		56.2	2.4		14.6	12.2		1.6	1.5	16.3
Delay (s)	59.8	25.0		124.2	24.4		66.7	64.1		58.7	58.6	75.1
Level of Service	E	C		F	C		E	E		E	E	E
Approach Delay (s)		30.1			26.8			65.4			70.5	
Approach LOS		C			C			E			E	

Intersection Summary			
HCM 2000 Control Delay	34.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	27.8
Intersection Capacity Utilization	75.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	324	1895	55	2235	220	216	56	58	292
v/c Ratio	0.77	0.73	0.71	0.83	0.79	0.77	0.43	0.42	0.86
Control Delay	63.7	24.7	98.9	25.1	72.0	67.8	68.2	67.6	56.8
Queue Delay	0.0	0.2	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay	63.7	24.9	98.9	25.2	72.0	67.8	68.2	67.6	56.8
Queue Length 50th (ft)	136	363	50	534	186	175	48	49	77
Queue Length 95th (ft)	188	391	m#83	203	278	268	97	101	#177
Internal Link Dist (ft)		370		405		253		159	
Turn Bay Length (ft)	240		120						
Base Capacity (vph)	454	2587	78	2684	321	324	131	137	338
Starvation Cap Reductn	0	145	0	31	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.78	0.71	0.84	0.69	0.67	0.43	0.42	0.86

Intersection Summary
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	308	1537	52	2117	360	21	62	47	277
Future Volume (vph)	308	1537	52	2117	360	21	62	47	277
Turn Type	Prot	NA	Prot	NA	Split	NA	Split	NA	Perm
Protected Phases	1	6	5	2	7	7	8	8	
Permitted Phases									8
Detector Phase	1	6	5	2	7	7	8	8	8
Switch Phase									
Minimum Initial (s)	5.0	16.0	5.0	16.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.8	22.8	11.8	22.8	32.0	32.0	14.1	14.1	14.1
Total Split (s)	24.0	69.7	12.3	58.0	32.0	32.0	16.0	16.0	16.0
Total Split (%)	18.5%	53.6%	9.5%	44.6%	24.6%	24.6%	12.3%	12.3%	12.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	3.1	3.1	3.1	3.1	3.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	7.1	7.1	7.1	7.1	7.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	16.0	67.2	5.8	54.5	21.5	21.5	10.2	10.2	10.2
Actuated g/C Ratio	0.12	0.52	0.04	0.42	0.17	0.17	0.08	0.08	0.08
v/c Ratio	0.77	0.73	0.71	0.83	0.79	0.77	0.43	0.42	0.86
Control Delay	63.7	24.7	98.9	25.1	72.0	67.8	68.2	67.6	56.8
Queue Delay	0.0	0.2	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay	63.7	24.9	98.9	25.2	72.0	67.8	68.2	67.6	56.8
LOS	E	C	F	C	E	E	E	E	E
Approach Delay		30.6		27.0		69.9		59.9	
Approach LOS		C		C		E		E	

Intersection Summary			
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 34.5		Intersection LOS: C	
Intersection Capacity Utilization 75.2%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 32: SW 73 Pl & SW 88 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	1284	241	68	1523	28	558	152	95	47	45	95
Future Volume (vph)	97	1284	241	68	1523	28	558	152	95	47	45	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8	6.8	6.8	6.8		7.2	7.2		7.1	7.1	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.86		0.91	0.91		0.91	0.91	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.97		1.00	0.90	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.97		0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	1770	6391		1610	3213		1610	3051	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.97		0.95	1.00	
Satd. Flow (perm)	1770	5085	1583	1770	6391		1610	3213		1610	3051	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	102	1352	254	72	1603	29	587	160	100	49	47	100
RTOR Reduction (vph)	0	0	86	0	2	0	0	14	0	0	93	0
Lane Group Flow (vph)	102	1352	168	72	1630	0	293	540	0	44	59	0
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA		Split	NA	
Protected Phases	1	6		5	2		7	7		8	8	
Permitted Phases			6									
Actuated Green, G (s)	12.8	57.2	57.2	8.6	53.0		26.7	26.7		9.6	9.6	
Effective Green, g (s)	12.8	57.2	57.2	8.6	53.0		26.7	26.7		9.6	9.6	
Actuated g/C Ratio	0.10	0.44	0.44	0.07	0.41		0.21	0.21		0.07	0.07	
Clearance Time (s)	6.8	6.8	6.8	6.8	6.8		7.2	7.2		7.1	7.1	
Vehicle Extension (s)	3.0	1.0	1.0	2.0	1.0		3.5	3.5		3.5	3.5	
Lane Grp Cap (vph)	174	2237	696	117	2605		330	659		118	225	
v/s Ratio Prot	c0.06	c0.27		0.04	0.26		c0.18	0.17		c0.03	0.02	
v/s Ratio Perm			0.11									
v/c Ratio	0.59	0.60	0.24	0.62	0.63		0.89	0.82		0.37	0.26	
Uniform Delay, d1	56.1	27.8	22.8	59.1	30.6		50.2	49.4		57.3	56.9	
Progression Factor	1.46	0.40	0.15	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.4	0.8	0.6	6.6	1.1		24.2	8.3		2.3	0.7	
Delay (s)	85.0	12.0	3.9	65.7	31.8		74.4	57.6		59.7	57.6	
Level of Service	F	B	A	E	C		E	E		E	E	
Approach Delay (s)		15.1			33.2			63.4			58.1	
Approach LOS		B			C			E			E	

Intersection Summary			
HCM 2000 Control Delay	33.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	27.9
Intersection Capacity Utilization	73.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	102	1352	254	72	1632	293	554	44	152
v/c Ratio	0.59	0.59	0.32	0.55	0.63	0.89	0.82	0.37	0.48
Control Delay	90.0	12.3	2.3	72.9	33.0	77.8	58.8	65.4	26.5
Queue Delay	0.0	0.2	0.0	0.0	0.3	0.0	0.0	0.0	0.0
Total Delay	90.0	12.5	2.3	72.9	33.3	77.8	58.8	65.4	26.5
Queue Length 50th (ft)	92	80	6	60	317	262	237	39	23
Queue Length 95th (ft)	m127	163	m31	108	400	#432	309	81	58
Internal Link Dist (ft)		405			721		1079		178
Turn Bay Length (ft)	120		150	130		420			
Base Capacity (vph)	261	2289	797	193	2603	344	700	179	428
Starvation Cap Reductn	0	246	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	327	0	0	0	2
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.66	0.32	0.37	0.72	0.85	0.79	0.25	0.36

Intersection Summary

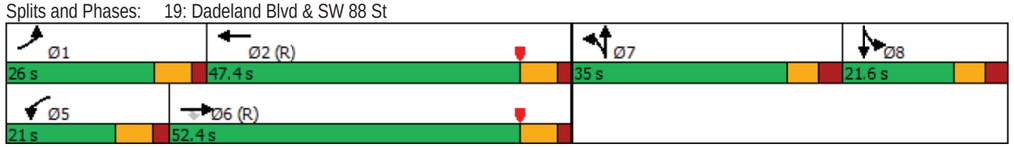
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	97	1284	241	68	1523	558	152	47	45
Future Volume (vph)	97	1284	241	68	1523	558	152	47	45
Turn Type	Prot	NA	Perm	Prot	NA	Split	NA	Split	NA
Protected Phases	1	6		5	2	7	7	8	8
Permitted Phases			6						
Detector Phase	1	6	6	5	2	7	7	8	8
Switch Phase									
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.8	24.8	24.8	11.8	24.8	34.2	34.2	14.1	14.1
Total Split (s)	26.0	52.4	52.4	21.0	47.4	35.0	35.0	21.6	21.6
Total Split (%)	20.0%	40.3%	40.3%	16.2%	36.5%	26.9%	26.9%	16.6%	16.6%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.2	3.2	3.1	3.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	7.2	7.2	7.1	7.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None	None
Act Effct Green (s)	12.8	58.5	58.5	9.7	52.9	26.7	26.7	9.6	9.6
Actuated g/C Ratio	0.10	0.45	0.45	0.07	0.41	0.21	0.21	0.07	0.07
v/c Ratio	0.59	0.59	0.32	0.55	0.63	0.89	0.82	0.37	0.48
Control Delay	90.0	12.3	2.3	72.9	33.0	77.8	58.8	65.4	26.5
Queue Delay	0.0	0.2	0.0	0.0	0.3	0.0	0.0	0.0	0.0
Total Delay	90.0	12.5	2.3	72.9	33.3	77.8	58.8	65.4	26.5
LOS	F	B	A	E	C	E	E	E	C
Approach Delay		15.6			35.0		65.3		35.3
Approach LOS		B			C		E		D

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 125 (96%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 85
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 33.3 Intersection LOS: C
Intersection Capacity Utilization 73.7% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 19: Dadeland Blvd & SW 88 St



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1400	6	33	1334	65	230
Future Volume (veh/h)	1400	6	33	1334	65	230
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900
Adj Flow Rate, veh/h	1474	6	35	1404	68	242
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	3511	14	273	2585	71	254
Arrive On Green	0.67	0.67	0.02	0.73	0.20	0.20
Sat Flow, veh/h	5418	21	1781	3647	355	1264
Grp Volume(v), veh/h	956	524	35	1404	311	0
Grp Sat Flow(s),veh/h/ln	1702	1867	1781	1777	1625	0
Q Serve(g_s), s	23.3	23.3	1.1	32.0	34.0	0.0
Cycle Q Clear(g_c), s	23.3	23.3	1.1	32.0	34.0	0.0
Prop In Lane		0.01	1.00		0.22	0.78
Lane Grp Cap(c), veh/h	2277	1249	273	2585	326	0
V/C Ratio(X)	0.42	0.42	0.13	0.54	0.95	0.00
Avail Cap(c_a), veh/h	2277	1249	381	2585	334	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.84	0.84	1.00	0.00
Uniform Delay (d), s/veh	13.7	13.7	10.1	11.1	71.1	0.0
Incr Delay (d2), s/veh	0.6	1.0	0.1	0.7	36.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	10.0	0.4	12.2	17.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.3	14.8	10.1	11.7	107.6	0.0
LnGrp LOS	B	B	B	B	F	A
Approach Vol, veh/h	1480			1439	311	
Approach Delay, s/veh	14.5			11.7	107.6	
Approach LOS	B			B	F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		137.3		42.7	10.5	126.8
Change Period (Y+Rc), s		6.4		6.5	6.4	6.4
Max Green Setting (Gmax), s		130.0		37.0	15.0	109.0
Max Q Clear Time (g_c+I1), s		34.0		36.0	3.1	25.3
Green Ext Time (p_c), s		4.1		0.1	0.0	3.7

Intersection Summary		
HCM 6th Ctrl Delay		22.2
HCM 6th LOS		C

Lane Group	EBT	WBL	WBT	NBL
Lane Group Flow (vph)	1480	35	1404	310
v/c Ratio	0.41	0.15	0.52	0.90
Control Delay	12.1	7.6	9.8	79.8
Queue Delay	0.0	0.0	26.3	0.0
Total Delay	12.1	7.6	36.1	79.8
Queue Length 50th (ft)	262	9	321	267
Queue Length 95th (ft)	333	22	423	379
Internal Link Dist (ft)	2966		202	1494
Turn Bay Length (ft)		180		
Base Capacity (vph)	3607	320	2701	409
Starvation Cap Reductn	0	0	1355	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.41	0.11	1.04	0.76

Intersection Summary

Lane Group	EBT	WBL	WBT	NBL
Lane Configurations				
Traffic Volume (vph)	1400	33	1334	65
Future Volume (vph)	1400	33	1334	65
Turn Type	NA	pm+pt	NA	Prot
Protected Phases	6	5	2	4
Permitted Phases		2		
Detector Phase	6	5	2	4
Switch Phase				
Minimum Initial (s)	20.0	5.0	20.0	7.0
Minimum Split (s)	26.4	11.4	26.4	13.5
Total Split (s)	115.4	21.4	136.4	43.5
Total Split (%)	64.0%	11.9%	75.7%	24.1%
Yellow Time (s)	4.4	4.4	4.4	4.0
All-Red Time (s)	2.0	2.0	2.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.5
Lead/Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		
Recall Mode	C-Max	None	C-Max	None
Act Effct Green (s)	128.0	137.7	137.7	29.7
Actuated g/C Ratio	0.71	0.76	0.76	0.16
v/c Ratio	0.41	0.15	0.52	0.90
Control Delay	12.1	7.6	9.8	79.8
Queue Delay	0.0	0.0	26.3	0.0
Total Delay	12.1	7.6	36.1	79.8
LOS	B	A	D	E
Approach Delay	12.1		35.4	79.8
Approach LOS	B		D	E

Intersection Summary		
Cycle Length: 180.3		
Actuated Cycle Length: 180.3		
Offset: 134 (74%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow		
Natural Cycle: 55		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.90		
Intersection Signal Delay: 29.0	Intersection LOS: C	
Intersection Capacity Utilization 65.4%	ICU Level of Service C	
Analysis Period (min) 15		

Splits and Phases: 2: SW 77 Ct & SW 72 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1414	216	86	723	0	0	0	0	635	0	544
Future Volume (veh/h)	0	1414	216	86	723	0	0	0	0	635	0	544
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	0	1870
Adj Flow Rate, veh/h	0	1488	0	91	761	0				668	0	573
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0				2	0	2
Cap, veh/h	0	4664		110	2533	0				1076	0	598
Arrive On Green	0.00	0.62	0.00	0.06	0.71	0.00				0.21	0.00	0.21
Sat Flow, veh/h	0	8286	0	1781	3647	0				5023	0	2790
Grp Volume(v), veh/h	0	1488	0	91	761	0				668	0	573
Grp Sat Flow(s),veh/h/ln	0	1515	0	1781	1777	0				1674	0	1395
Q Serve(g_s), s	0.0	17.0	0.0	9.1	14.2	0.0				21.8	0.0	36.8
Cycle Q Clear(g_c), s	0.0	17.0	0.0	9.1	14.2	0.0				21.8	0.0	36.8
Prop In Lane	0.00		0.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	4664		110	2533	0				1076	0	598
V/C Ratio(X)	0.00	0.32		0.83	0.30	0.00				0.62	0.00	0.96
Avail Cap(c_a), veh/h	0	4664		167	2533	0				1077	0	598
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.92	0.00	0.98	0.98	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	16.6	0.0	84.0	9.5	0.0				64.4	0.0	70.3
Incr Delay (d2), s/veh	0.0	0.2	0.0	23.7	0.3	0.0				1.2	0.0	26.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.0	0.0	4.9	5.5	0.0				9.5	0.0	15.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	16.8	0.0	107.6	9.8	0.0				65.6	0.0	97.1
LnGrp LOS	A	B		F	A	A				E	A	F
Approach Vol, veh/h		1488	A		852						1241	
Approach Delay, s/veh		16.8			20.2						80.2	
Approach LOS		B			C						F	

Timer - Assigned Phs	2	5	6	8
Phs Duration (G+Y+Rc), s	135.4	17.6	117.8	45.6
Change Period (Y+Rc), s	6.4	6.4	6.4	6.8
Max Green Setting (Gmax), s	128.6	17.0	105.2	38.8
Max Q Clear Time (g_c+I1), s	16.2	11.1	19.0	38.8
Green Ext Time (p_c), s	1.8	0.1	4.5	0.0

Intersection Summary	
HCM 6th Ctrl Delay	39.6
HCM 6th LOS	D

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	1715	91	761	668	573
v/c Ratio	0.37	0.63	0.29	0.71	0.84
Control Delay	17.2	99.4	8.5	72.9	56.6
Queue Delay	3.2	0.0	2.2	0.0	0.0
Total Delay	20.5	99.4	10.8	72.9	56.6
Queue Length 50th (ft)	241	106	150	264	252
Queue Length 95th (ft)	280	173	193	305	328
Internal Link Dist (ft)	202		251		
Turn Bay Length (ft)				465	300
Base Capacity (vph)	4611	166	2615	1072	755
Starvation Cap Reductn	2759	0	1672	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.93	0.55	0.81	0.62	0.76

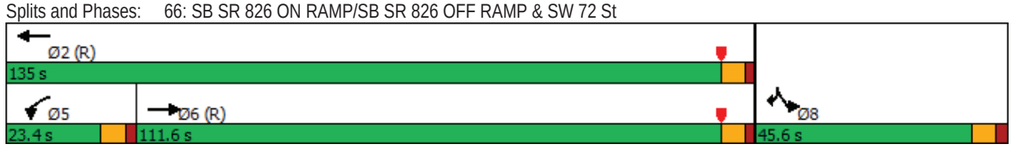
Intersection Summary

Lane Group	EBT	WBL	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	1414	86	723	635	544
Future Volume (vph)	1414	86	723	635	544
Turn Type	NA	Prot	NA	Prot	Prot
Protected Phases	6	5	2	8	8
Permitted Phases					
Detector Phase	6	5	2	8	8
Switch Phase					
Minimum Initial (s)	18.0	5.0	18.0	7.0	7.0
Minimum Split (s)	24.4	11.4	24.4	13.8	13.8
Total Split (s)	111.6	23.4	135.0	45.6	45.6
Total Split (%)	61.8%	13.0%	74.8%	25.2%	25.2%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	2.0	2.0	2.0	2.4	2.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.8	6.8
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	C-Max	None	C-Max	None	None
Act Effct Green (s)	112.3	14.7	133.5	33.9	33.9
Actuated g/C Ratio	0.62	0.08	0.74	0.19	0.19
v/c Ratio	0.37	0.63	0.29	0.71	0.84
Control Delay	17.2	99.4	8.5	72.9	56.6
Queue Delay	3.2	0.0	2.2	0.0	0.0
Total Delay	20.5	99.4	10.8	72.9	56.6
LOS	C	F	B	E	E
Approach Delay	20.5		20.2		
Approach LOS	C		C		

Intersection Summary

Cycle Length: 180.6
Actuated Cycle Length: 180.6
Offset: 131 (73%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 35.1 Intersection LOS: D
Intersection Capacity Utilization 65.0% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 66: SB SR 826 ON RAMP/SB SR 826 OFF RAMP & SW 72 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	520	1529	0	0	658	532	151	0	278	0	0	0
Future Volume (veh/h)	520	1529	0	0	658	532	151	0	278	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	0	1870			
Adj Flow Rate, veh/h	547	1609	0	0	693	0	159	0	0			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	721	4440	0	0	3520		201	0				
Arrive On Green	0.14	0.87	0.00	0.00	0.69	0.00	0.06	0.00	0.00			
Sat Flow, veh/h	5023	5274	0	0	5274	1585	3456	0	1585			
Grp Volume(v), veh/h	547	1609	0	0	693	0	159	0	0			
Grp Sat Flow(s),veh/h/ln	1674	1702	0	0	1702	1585	1728	0	1585			
Q Serve(g_s), s	18.8	10.8	0.0	0.0	8.8	0.0	8.2	0.0	0.0			
Cycle Q Clear(g_c), s	18.8	10.8	0.0	0.0	8.8	0.0	8.2	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	721	4440	0	0	3520		201	0				
V/C Ratio(X)	0.76	0.36	0.00	0.00	0.20		0.79	0.00				
Avail Cap(c_a), veh/h	1033	4440	0	0	3520		365	0				
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.88	0.88	0.00	0.00	0.79	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	74.1	2.2	0.0	0.0	10.1	0.0	83.7	0.0	0.0			
Incr Delay (d2), s/veh	5.3	0.2	0.0	0.0	0.1	0.0	6.8	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	8.4	2.6	0.0	0.0	3.3	0.0	3.9	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.3	2.4	0.0	0.0	10.2	0.0	90.5	0.0	0.0			
LnGrp LOS	E	A	A	A	B		F	A				
Approach Vol, veh/h		2156			693	A		159	A			
Approach Delay, s/veh		21.9			10.2			90.5				
Approach LOS		C			B			F				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	32.4	130.5		17.1		162.9			
Change Period (Y+Rc), s	* 6.6	6.4		* 6.6		6.4			
Max Green Setting (Gmax), s	* 37	104.0		* 19		147.6			
Max Q Clear Time (g_c+I1), s	20.8	10.8		10.2		12.8			
Green Ext Time (p_c), s	5.0	1.7		0.3		5.0			

Intersection Summary									
HCM 6th Ctrl Delay			22.9						
HCM 6th LOS			C						

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	547	1609	693	560	159	293
v/c Ratio	0.67	0.39	0.22	0.49	0.44	1.23
Control Delay	74.8	4.5	15.4	6.7	79.4	176.6
Queue Delay	0.9	2.5	0.0	0.0	0.0	0.0
Total Delay	75.7	7.0	15.4	6.7	79.4	176.6
Queue Length 50th (ft)	218	155	126	88	92	~333
Queue Length 95th (ft)	253	171	162	190	134	#541
Internal Link Dist (ft)		251	2404			
Turn Bay Length (ft)				335	295	504
Base Capacity (vph)	1028	4178	3165	1132	363	239
Starvation Cap Reductn	234	2392	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.90	0.22	0.49	0.44	1.23

Intersection Summary

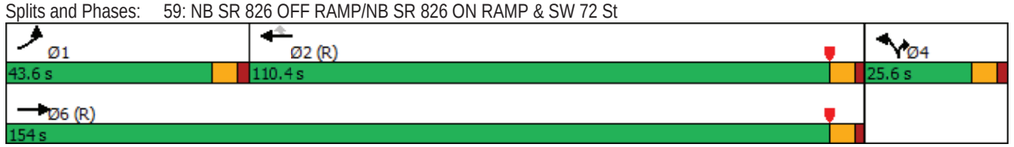
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	520	1529	658	532	151	278
Future Volume (vph)	520	1529	658	532	151	278
Turn Type	Prot	NA	NA	Perm	Prot	Prot
Protected Phases	1	6	2		4	4
Permitted Phases				2		
Detector Phase	1	6	2	2	4	4
Switch Phase						
Minimum Initial (s)	7.0	18.0	18.0	18.0	7.0	7.0
Minimum Split (s)	13.6	24.4	24.4	24.4	13.6	13.6
Total Split (s)	43.6	154.0	110.4	110.4	25.6	25.6
Total Split (%)	24.3%	85.7%	61.5%	61.5%	14.3%	14.3%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	2.2	2.0	2.0	2.0	2.2	2.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.4	6.4	6.4	6.6	6.6
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)	29.2	147.6	111.8	111.8	19.0	19.0
Actuated g/C Ratio	0.16	0.82	0.62	0.62	0.11	0.11
v/c Ratio	0.67	0.39	0.22	0.49	0.44	1.23
Control Delay	74.8	4.5	15.4	6.7	79.4	176.6
Queue Delay	0.9	2.5	0.0	0.0	0.0	0.0
Total Delay	75.7	7.0	15.4	6.7	79.4	176.6
LOS	E	A	B	A	E	F
Approach Delay		24.4	11.5			
Approach LOS		C	B			

Intersection Summary			
Cycle Length: 179.6			
Actuated Cycle Length: 179.6			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.23			
Intersection Signal Delay: 34.0		Intersection LOS: C	
Intersection Capacity Utilization 65.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 59: NB SR 826 OFF RAMP/NB SR 826 ON RAMP & SW 72 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	400	1267	85	67	988	26	106	349	189	30	176	90
Future Volume (veh/h)	400	1267	85	67	988	26	106	349	189	30	176	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	421	1334	89	71	1040	27	112	367	199	32	185	95
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	401	2017	134	218	1804	47	231	399	385	97	358	487
Arrive On Green	0.12	0.60	0.60	0.03	0.51	0.51	0.04	0.21	0.21	0.02	0.19	0.19
Sat Flow, veh/h	3456	3382	225	1781	3539	92	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	421	699	724	71	522	545	112	367	199	32	185	95
Grp Sat Flow(s),veh/h/ln	1728	1777	1830	1781	1777	1854	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	21.0	47.4	47.8	3.5	36.9	36.9	8.0	34.8	19.7	2.6	16.1	8.0
Cycle Q Clear(g_c), s	21.0	47.4	47.8	3.5	36.9	36.9	8.0	34.8	19.7	2.6	16.1	8.0
Prop In Lane	1.00		0.12	1.00		0.05	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	401	1060	1091	218	906	945	231	399	385	97	358	487
V/C Ratio(X)	1.05	0.66	0.66	0.33	0.58	0.58	0.48	0.92	0.52	0.33	0.52	0.20
Avail Cap(c_a), veh/h	401	1060	1091	244	906	945	231	444	423	136	444	560
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	80.0	24.3	24.4	23.5	30.8	30.8	59.2	69.7	59.3	59.8	65.7	46.2
Incr Delay (d2), s/veh	55.2	2.8	2.7	0.9	2.7	2.6	1.6	23.4	1.3	2.0	1.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.4	20.4	21.1	1.5	16.4	17.1	1.0	19.3	8.1	1.2	7.9	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	135.2	27.1	27.1	24.4	33.4	33.3	60.8	93.0	60.6	61.7	67.1	46.4
LnGrp LOS	F	C	C	C	C	C	E	F	E	E	E	D
Approach Vol, veh/h		1844			1138			678			312	
Approach Delay, s/veh		51.8			32.8			78.2			60.3	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.4	98.7	10.0	44.9	11.7	114.4	14.0	40.9
Change Period (Y+Rc), s	6.4	6.4	6.0	* 6.3	6.4	6.4	6.0	* 6.3
Max Green Setting (Gmax), s	21.0	84.0	8.0	* 43	8.0	97.0	8.0	* 43
Max Q Clear Time (g_c+I1), s	23.0	38.9	4.6	36.8	5.5	49.8	10.0	18.1
Green Ext Time (p_c), s	0.0	2.1	0.0	1.8	0.0	3.2	0.0	1.7

Intersection Summary		
HCM 6th Ctrl Delay		51.5
HCM 6th LOS		D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	421	1423	71	1067	112	367	199	32	185	95
v/c Ratio	0.90	0.71	0.40	0.63	0.44	0.91	0.37	0.26	0.49	0.15
Control Delay	97.3	31.3	21.7	37.8	55.4	94.6	26.9	49.6	67.4	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	97.3	31.3	21.7	37.8	55.4	94.6	26.9	49.6	67.4	9.0
Queue Length 50th (ft)	262	671	32	508	99	423	94	27	190	9
Queue Length 95th (ft)	#399	771	57	586	155	#580	170	56	274	50
Internal Link Dist (ft)		2404		3695		1266			1240	
Turn Bay Length (ft)	1000		280		105		105	100		100
Base Capacity (vph)	469	2018	184	1691	252	442	536	129	442	641
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.71	0.39	0.63	0.44	0.83	0.37	0.25	0.42	0.15

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	400	1267	67	988	106	349	189	30	176	90
Future Volume (vph)	400	1267	67	988	106	349	189	30	176	90
Turn Type	Prot	NA	pm+pt	NA	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	1	6	5	2	7	4	5	3	8	1
Permitted Phases			2		4		4	8		8
Detector Phase	1	6	5	2	7	4	5	3	8	1
Switch Phase										
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	7.0	5.0	5.0	7.0	5.0
Minimum Split (s)	14.4	103.4	14.4	90.4	14.0	49.3	14.4	14.0	49.3	14.4
Total Split (s)	27.4	103.4	14.4	90.4	14.0	49.3	14.4	14.0	49.3	27.4
Total Split (%)	15.1%	57.1%	8.0%	49.9%	7.7%	27.2%	8.0%	7.7%	27.2%	15.1%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.0	4.0	4.4	4.0	4.0	4.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.3	2.0	2.0	2.3	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.0	6.3	6.4	6.0	6.3	6.4
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None
Act Effct Green (s)	24.8	104.1	94.4	86.8	46.1	39.4	53.3	43.9	36.4	67.5
Actuated g/C Ratio	0.14	0.57	0.52	0.48	0.25	0.22	0.29	0.24	0.20	0.37
v/c Ratio	0.90	0.71	0.40	0.63	0.44	0.91	0.37	0.26	0.49	0.15
Control Delay	97.3	31.3	21.7	37.8	55.4	94.6	26.9	49.6	67.4	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	97.3	31.3	21.7	37.8	55.4	94.6	26.9	49.6	67.4	9.0
LOS	F	C	C	D	E	F	C	D	E	A
Approach Delay		46.4		36.8		68.3			47.8	
Approach LOS		D		D		E			D	

Intersection Summary

Cycle Length: 181.1
Actuated Cycle Length: 181.1
Offset: 79 (44%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 185
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 47.5 Intersection LOS: D
Intersection Capacity Utilization 85.3% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 62: SW 72 Ave & SW 72 St



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1129	28	211	1918	20	67
Future Volume (veh/h)	1129	28	211	1918	20	67
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900
Adj Flow Rate, veh/h	1188	29	222	2019	21	71
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	3959	97	436	3024	25	85
Arrive On Green	0.77	0.77	0.04	0.85	0.07	0.07
Sat Flow, veh/h	5295	125	1781	3647	368	1243
Grp Volume(v), veh/h	789	428	222	2019	93	0
Grp Sat Flow(s),veh/h/ln	1702	1848	1781	1777	1628	0
Q Serve(g_s), s	11.0	11.0	4.0	31.4	9.0	0.0
Cycle Q Clear(g_c), s	11.0	11.0	4.0	31.4	9.0	0.0
Prop In Lane		0.07	1.00		0.23	0.76
Lane Grp Cap(c), veh/h	2629	1427	436	3024	112	0
V/C Ratio(X)	0.30	0.30	0.51	0.67	0.83	0.00
Avail Cap(c_a), veh/h	2629	1427	501	3024	193	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.68	0.68	1.00	0.00
Uniform Delay (d), s/veh	5.4	5.4	3.9	4.1	73.6	0.0
Incr Delay (d2), s/veh	0.3	0.5	0.2	0.8	14.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	4.0	1.2	8.1	4.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.7	5.9	4.1	4.9	88.2	0.0
LnGrp LOS	A	A	A	A	F	A
Approach Vol, veh/h	1217			2241	93	
Approach Delay, s/veh	5.8			4.9	88.2	
Approach LOS	A			A	F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		142.5		17.5	12.6	129.9
Change Period (Y+Rc), s		6.4		6.5	6.4	6.4
Max Green Setting (Gmax), s		128.4		19.0	12.0	110.0
Max Q Clear Time (g_c+I1), s		33.4		11.0	6.0	13.0
Green Ext Time (p_c), s		7.9		0.1	0.2	2.8

Intersection Summary	
HCM 6th Ctrl Delay	7.4
HCM 6th LOS	A

Lane Group	EBT	WBL	WBT	NBL
Lane Group Flow (vph)	1217	222	2019	92
v/c Ratio	0.31	0.57	0.66	0.58
Control Delay	5.8	7.9	4.9	37.3
Queue Delay	0.0	1.7	17.8	0.0
Total Delay	5.8	9.6	22.7	37.3
Queue Length 50th (ft)	114	26	248	22
Queue Length 95th (ft)	169	52	396	82
Internal Link Dist (ft)	2966		202	1494
Turn Bay Length (ft)		180		
Base Capacity (vph)	3929	425	3056	258
Starvation Cap Reductn	0	90	1086	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.31	0.66	1.02	0.36

Intersection Summary

Lane Group	EBT	WBL	WBT	NBL
Lane Configurations				
Traffic Volume (vph)	1129	211	1918	20
Future Volume (vph)	1129	211	1918	20
Turn Type	NA	pm+pt	NA	Prot
Protected Phases	6	5	2	4
Permitted Phases		2		
Detector Phase	6	5	2	4
Switch Phase				
Minimum Initial (s)	20.0	5.0	20.0	7.0
Minimum Split (s)	26.4	11.4	26.4	13.5
Total Split (s)	116.4	18.4	134.8	25.5
Total Split (%)	72.6%	11.5%	84.1%	15.9%
Yellow Time (s)	4.4	4.4	4.4	4.0
All-Red Time (s)	2.0	2.0	2.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.5
Lead/Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		
Recall Mode	C-Max	None	C-Max	None
Act Effct Green (s)	124.3	138.5	138.5	8.9
Actuated g/C Ratio	0.78	0.86	0.86	0.06
v/c Ratio	0.31	0.57	0.66	0.58
Control Delay	5.8	7.9	4.9	37.3
Queue Delay	0.0	1.7	17.8	0.0
Total Delay	5.8	9.6	22.7	37.3
LOS	A	A	C	D
Approach Delay	5.8		21.4	37.3
Approach LOS	A		C	D

Intersection Summary		
Cycle Length: 160.3		
Actuated Cycle Length: 160.3		
Offset: 33 (21%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow		
Natural Cycle: 60		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.66		
Intersection Signal Delay: 16.5	Intersection LOS: B	
Intersection Capacity Utilization 69.6%	ICU Level of Service C	
Analysis Period (min) 15		

Splits and Phases: 2: SW 77 Ct & SW 72 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1051	145	180	1322	0	0	0	0	642	0	571
Future Volume (veh/h)	0	1051	145	180	1322	0	0	0	0	642	0	571
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	0	1870
Adj Flow Rate, veh/h	0	1106	0	189	1392	0				676	0	601
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0				2	0	2
Cap, veh/h	0	4048		216	2472	0				1117	0	620
Arrive On Green	0.00	0.53	0.00	0.12	0.70	0.00				0.22	0.00	0.22
Sat Flow, veh/h	0	8286	0	1781	3647	0				5023	0	2790
Grp Volume(v), veh/h	0	1106	0	189	1392	0				676	0	601
Grp Sat Flow(s),veh/h/ln	0	1515	0	1781	1777	0				1674	0	1395
Q Serve(g_s), s	0.0	12.8	0.0	16.8	31.6	0.0				19.5	0.0	34.4
Cycle Q Clear(g_c), s	0.0	12.8	0.0	16.8	31.6	0.0				19.5	0.0	34.4
Prop In Lane	0.00		0.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	4048		216	2472	0				1117	0	620
V/C Ratio(X)	0.00	0.27		0.87	0.56	0.00				0.61	0.00	0.97
Avail Cap(c_a), veh/h	0	4048		376	2472	0				1117	0	620
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.96	0.00	0.88	0.88	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	20.4	0.0	69.5	12.3	0.0				56.3	0.0	62.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	14.0	0.8	0.0				1.0	0.0	28.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.6	0.0	8.4	12.0	0.0				8.4	0.0	14.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	20.6	0.0	83.5	13.1	0.0				57.3	0.0	90.5
LnGrp LOS	A	C		F	B	A				E	A	F
Approach Vol, veh/h		1106	A		1581						1277	
Approach Delay, s/veh		20.6			21.5						72.9	
Approach LOS		C			C						E	

Timer - Assigned Phs	2	5	6	8
Phs Duration (G+Y+Rc), s	118.4	26.0	92.4	42.6
Change Period (Y+Rc), s	6.4	6.4	6.4	6.8
Max Green Setting (Gmax), s	111.6	34.0	71.2	35.8
Max Q Clear Time (g_c+I1), s	33.6	18.8	14.8	36.4
Green Ext Time (p_c), s	4.1	0.8	3.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	37.8
HCM 6th LOS	D

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	1259	189	1392	676	601
v/c Ratio	0.33	0.73	0.56	0.62	0.93
Control Delay	23.4	81.1	13.2	59.2	78.9
Queue Delay	1.5	1.0	39.3	0.0	0.0
Total Delay	24.9	82.0	52.5	59.2	78.9
Queue Length 50th (ft)	185	193	361	228	332
Queue Length 95th (ft)	228	269	416	274	#457
Internal Link Dist (ft)	202		251		
Turn Bay Length (ft)				465	300
Base Capacity (vph)	3800	374	2470	1112	653
Starvation Cap Reductn	2263	55	1177	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.82	0.59	1.08	0.61	0.92

Intersection Summary

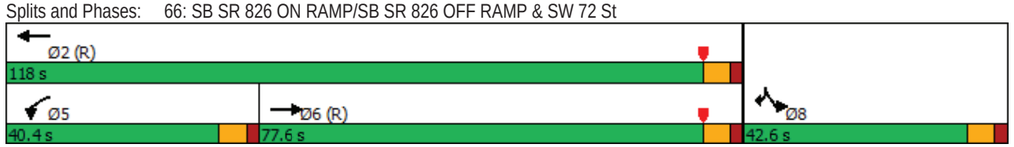
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	WBL	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	1051	180	1322	642	571
Future Volume (vph)	1051	180	1322	642	571
Turn Type	NA	Prot	NA	Prot	Prot
Protected Phases	6	5	2	8	8
Permitted Phases					
Detector Phase	6	5	2	8	8
Switch Phase					
Minimum Initial (s)	18.0	5.0	18.0	7.0	7.0
Minimum Split (s)	24.4	11.4	24.4	13.8	13.8
Total Split (s)	77.6	40.4	118.0	42.6	42.6
Total Split (%)	48.3%	25.2%	73.5%	26.5%	26.5%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	2.0	2.0	2.0	2.4	2.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.8	6.8
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	C-Max	None	C-Max	None	None
Act Effct Green (s)	82.1	23.6	112.1	35.3	35.3
Actuated g/C Ratio	0.51	0.15	0.70	0.22	0.22
v/c Ratio	0.33	0.73	0.56	0.62	0.93
Control Delay	23.4	81.1	13.2	59.2	78.9
Queue Delay	1.5	1.0	39.3	0.0	0.0
Total Delay	24.9	82.0	52.5	59.2	78.9
LOS	C	F	D	E	E
Approach Delay	24.9		56.0		
Approach LOS	C		E		

Intersection Summary

Cycle Length: 160.6
Actuated Cycle Length: 160.6
Offset: 34 (21%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 50.4 Intersection LOS: D
Intersection Capacity Utilization 81.7% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 66: SB SR 826 ON RAMP/SB SR 826 OFF RAMP & SW 72 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	535	1158	0	0	1277	787	225	0	84	0	0	0
Future Volume (veh/h)	535	1158	0	0	1277	787	225	0	84	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	0	1870			
Adj Flow Rate, veh/h	563	1219	0	0	1344	0	237	0	0			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	756	4269	0	0	3290		286	0				
Arrive On Green	0.15	0.84	0.00	0.00	0.64	0.00	0.08	0.00	0.00			
Sat Flow, veh/h	5023	5274	0	0	5274	1585	3456	0	1585			
Grp Volume(v), veh/h	563	1219	0	0	1344	0	237	0	0			
Grp Sat Flow(s),veh/h/ln	1674	1702	0	0	1702	1585	1728	0	1585			
Q Serve(g_s), s	17.2	8.2	0.0	0.0	20.3	0.0	10.8	0.0	0.0			
Cycle Q Clear(g_c), s	17.2	8.2	0.0	0.0	20.3	0.0	10.8	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	756	4269	0	0	3290		286	0				
V/C Ratio(X)	0.74	0.29	0.00	0.00	0.41		0.83	0.00				
Avail Cap(c_a), veh/h	1067	4269	0	0	3290		419	0				
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.90	0.90	0.00	0.00	0.20	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	65.0	2.8	0.0	0.0	13.7	0.0	72.3	0.0	0.0			
Incr Delay (d2), s/veh	4.8	0.2	0.0	0.0	0.1	0.0	8.8	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	7.6	2.2	0.0	0.0	7.6	0.0	5.2	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.8	3.0	0.0	0.0	13.8	0.0	81.0	0.0	0.0			
LnGrp LOS	E	A	A	A	B		F	A				
Approach Vol, veh/h		1782			1344	A		237	A			
Approach Delay, s/veh		24.1			13.8			81.0				
Approach LOS		C			B			F				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	30.7	109.5		19.8		140.2			
Change Period (Y+Rc), s	* 6.6	6.4		* 6.6		6.4			
Max Green Setting (Gmax), s	* 34	86.6		* 19		127.2			
Max Q Clear Time (g_c+I1), s	19.2	22.3		12.8		10.2			
Green Ext Time (p_c), s	4.9	3.9		0.4		3.4			

Intersection Summary									
HCM 6th Ctrl Delay			24.0						
HCM 6th LOS			C						

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

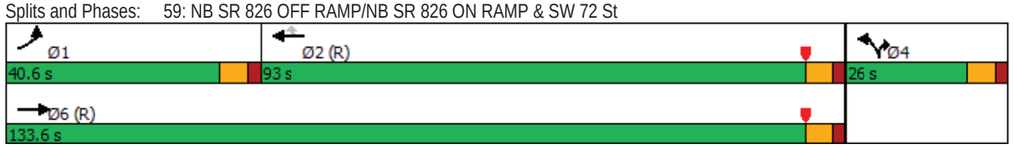
Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	563	1219	1344	828	237	88
v/c Ratio	0.66	0.29	0.44	0.74	0.69	0.37
Control Delay	65.2	3.8	18.2	15.7	79.6	16.0
Queue Delay	0.7	1.1	0.0	0.0	0.0	0.0
Total Delay	65.9	4.9	18.2	15.7	79.6	16.0
Queue Length 50th (ft)	196	95	267	310	125	0
Queue Length 95th (ft)	231	122	345	564	170	55
Internal Link Dist (ft)		251	2404			
Turn Bay Length (ft)				335	295	504
Base Capacity (vph)	1063	4159	3073	1121	417	269
Starvation Cap Reductn	213	2570	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.77	0.44	0.74	0.57	0.33

Intersection Summary

Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	535	1158	1277	787	225	84
Future Volume (vph)	535	1158	1277	787	225	84
Turn Type	Prot	NA	NA	Perm	Prot	Prot
Protected Phases	1	6	2		4	4
Permitted Phases				2		
Detector Phase	1	6	2	2	4	4
Switch Phase						
Minimum Initial (s)	7.0	18.0	18.0	18.0	7.0	7.0
Minimum Split (s)	13.6	24.4	24.4	24.4	13.6	13.6
Total Split (s)	40.6	133.6	93.0	93.0	26.0	26.0
Total Split (%)	25.4%	83.7%	58.3%	58.3%	16.3%	16.3%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	2.2	2.0	2.0	2.0	2.2	2.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.4	6.4	6.4	6.6	6.6
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)	27.5	130.5	96.5	96.5	16.1	16.1
Actuated g/C Ratio	0.17	0.82	0.60	0.60	0.10	0.10
v/c Ratio	0.66	0.29	0.44	0.74	0.69	0.37
Control Delay	65.2	3.8	18.2	15.7	79.6	16.0
Queue Delay	0.7	1.1	0.0	0.0	0.0	0.0
Total Delay	65.9	4.9	18.2	15.7	79.6	16.0
LOS	E	A	B	B	E	B
Approach Delay		24.1	17.2			
Approach LOS		C	B			

Intersection Summary			
Cycle Length: 159.6			
Actuated Cycle Length: 159.6			
Offset: 26 (16%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 23.5		Intersection LOS: C	
Intersection Capacity Utilization 81.7%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 59: NB SR 826 OFF RAMP/NB SR 826 ON RAMP & SW 72 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	915	155	224	1754	24	164	242	48	29	344	149
Future Volume (veh/h)	115	915	155	224	1754	24	164	242	48	29	344	149
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	121	963	163	236	1846	25	173	255	51	31	362	157
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	162	1625	275	293	1929	26	156	443	454	211	382	398
Arrive On Green	0.05	0.53	0.53	0.05	0.54	0.54	0.06	0.24	0.24	0.02	0.20	0.20
Sat Flow, veh/h	3456	3040	514	1781	3590	49	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	121	563	563	236	912	959	173	255	51	31	362	157
Grp Sat Flow(s),veh/h/ln	1728	1777	1778	1781	1777	1862	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	5.6	34.7	34.8	8.0	78.5	79.2	9.0	19.4	3.8	2.2	30.8	13.3
Cycle Q Clear(g_c), s	5.6	34.7	34.8	8.0	78.5	79.2	9.0	19.4	3.8	2.2	30.8	13.3
Prop In Lane	1.00		0.29	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	162	950	950	293	955	1000	156	443	454	211	382	398
V/C Ratio(X)	0.75	0.59	0.59	0.81	0.96	0.96	1.11	0.58	0.11	0.15	0.95	0.39
Avail Cap(c_a), veh/h	172	950	950	293	955	1000	156	443	454	269	383	399
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	75.8	25.5	25.5	29.6	35.4	35.5	55.7	54.3	42.4	49.6	63.2	50.1
Incr Delay (d2), s/veh	14.9	2.6	2.6	15.2	20.1	20.1	104.9	2.0	0.1	0.3	33.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	15.1	15.1	5.9	37.8	39.9	6.6	9.5	1.5	1.0	18.2	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	90.7	28.1	28.1	44.8	55.5	55.7	160.7	56.4	42.5	49.9	96.2	50.9
LnGrp LOS	F	C	C	D	E	E	F	E	D	D	F	D
Approach Vol, veh/h		1247			2107			479			550	
Approach Delay, s/veh		34.2			54.4			92.6			80.7	
Approach LOS		C			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.9	92.9	9.8	44.4	14.4	92.5	15.0	39.1
Change Period (Y+Rc), s	6.4	6.4	6.0	* 6.3	6.4	6.4	6.0	* 6.3
Max Green Setting (Gmax), s	8.0	86.0	9.0	* 33	8.0	86.0	9.0	* 33
Max Q Clear Time (g_c+I1), s	7.6	81.2	4.2	21.4	10.0	36.8	11.0	32.8
Green Ext Time (p_c), s	0.0	2.4	0.0	1.5	0.0	2.3	0.0	0.1

Intersection Summary		
HCM 6th Ctrl Delay	56.1	
HCM 6th LOS	E	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	121	1126	236	1871	173	255	51	31	362	157
v/c Ratio	0.71	0.61	0.94	0.99	1.17	0.60	0.09	0.13	0.96	0.31
Control Delay	97.3	27.2	64.2	54.9	168.2	63.8	5.9	41.9	99.7	27.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	97.3	27.2	64.2	54.9	168.2	63.8	5.9	41.9	99.7	27.5
Queue Length 50th (ft)	65	414	104	1004	~161	248	0	23	381	74
Queue Length 95th (ft)	#113	485	#239	#1199	#333	354	25	52	#585	141
Internal Link Dist (ft)		2404		3695		1266			1240	
Turn Bay Length (ft)	1000		280		105		105	100		100
Base Capacity (vph)	170	1855	250	1892	148	423	546	250	381	506
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.61	0.94	0.99	1.17	0.60	0.09	0.12	0.95	0.31

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	115	915	224	1754	164	242	48	29	344	149
Future Volume (vph)	115	915	224	1754	164	242	48	29	344	149
Turn Type	Prot	NA	pm+pt	NA	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	1	6	5	2	7	4	5	3	8	1
Permitted Phases			2		4		4	8		8
Detector Phase	1	6	5	2	7	4	5	3	8	1
Switch Phase										
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	7.0	5.0	5.0	7.0	5.0
Minimum Split (s)	11.4	28.4	11.4	28.4	11.0	28.3	11.4	11.0	28.3	11.4
Total Split (s)	14.4	92.4	14.4	92.4	15.0	39.3	14.4	15.0	39.3	14.4
Total Split (%)	8.9%	57.4%	8.9%	57.4%	9.3%	24.4%	8.9%	9.3%	24.4%	8.9%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.0	4.0	4.4	4.0	4.0	4.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.3	2.0	2.0	2.3	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.0	6.3	6.4	6.0	6.3	6.4
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None
Act Effct Green (s)	8.0	86.0	94.6	86.3	44.1	36.6	51.2	40.4	32.7	47.0
Actuated g/C Ratio	0.05	0.53	0.59	0.54	0.27	0.23	0.32	0.25	0.20	0.29
v/c Ratio	0.71	0.61	0.94	0.99	1.17	0.60	0.09	0.13	0.96	0.31
Control Delay	97.3	27.2	64.2	54.9	168.2	63.8	5.9	41.9	99.7	27.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	97.3	27.2	64.2	54.9	168.2	63.8	5.9	41.9	99.7	27.5
LOS	F	C	E	D	F	E	A	D	F	C
Approach Delay		34.0		55.9		95.4			75.8	
Approach LOS		C		E		F			E	

Intersection Summary

Cycle Length: 161.1
Actuated Cycle Length: 161.1
Offset: 128 (79%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.17
Intersection Signal Delay: 56.5 Intersection LOS: E
Intersection Capacity Utilization 101.5% ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 62: SW 72 Ave & SW 72 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	1314	6	29	964	49	18	3	172	76	1	37
Future Volume (veh/h)	4	1314	6	29	964	49	18	3	172	76	1	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	1383	6	31	1015	52	19	3	181	80	1	39
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	402	3615	16	305	3427	175	278	4	261	149	7	259
Arrive On Green	0.69	0.69	0.69	0.69	0.69	0.69	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	529	5248	23	389	4974	255	1367	26	1563	1200	40	1551
Grp Volume(v), veh/h	4	897	492	31	694	373	19	0	184	80	0	40
Grp Sat Flow(s),veh/h/ln	529	1702	1866	389	1702	1825	1367	0	1589	1200	0	1591
Q Serve(g_s), s	0.3	10.0	10.0	3.3	7.2	7.2	1.1	0.0	9.8	5.2	0.0	1.9
Cycle Q Clear(g_c), s	7.5	10.0	10.0	13.3	7.2	7.2	3.0	0.0	9.8	15.0	0.0	1.9
Prop In Lane	1.00		0.01	1.00		0.14	1.00		0.98	1.00		0.98
Lane Grp Cap(c), veh/h	402	2345	1286	305	2345	1257	278	0	265	149	0	265
V/C Ratio(X)	0.01	0.38	0.38	0.10	0.30	0.30	0.07	0.00	0.69	0.54	0.00	0.15
Avail Cap(c_a), veh/h	402	2345	1286	305	2345	1257	278	0	265	149	0	265
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.96	0.96	0.96	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.9	5.9	5.9	8.7	5.5	5.5	33.3	0.0	35.3	42.8	0.0	32.1
Incr Delay (d2), s/veh	0.0	0.5	0.9	0.6	0.3	0.6	0.1	0.0	7.2	3.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.9	3.3	0.3	2.0	2.3	0.4	0.0	4.3	1.9	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.0	6.4	6.8	9.4	5.8	6.1	33.4	0.0	42.5	45.8	0.0	32.2
LnGrp LOS	A	A	A	A	A	A	C	A	D	D	A	C
Approach Vol, veh/h		1393			1098			203			120	
Approach Delay, s/veh		6.5			6.0			41.7			41.3	
Approach LOS		A			A			D			D	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		68.4		21.6		68.4		21.6				
Change Period (Y+Rc), s		6.4		6.6		6.4		6.6				
Max Green Setting (Gmax), s		62.0		15.0		62.0		15.0				
Max Q Clear Time (g_c+I1), s		15.3		11.8		12.0		17.0				
Green Ext Time (p_c), s		2.8		0.3		3.4		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			10.3									
HCM 6th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	4	1389	31	1067	19	184	80	40
v/c Ratio	0.01	0.38	0.13	0.29	0.11	0.69	0.67	0.17
Control Delay	4.5	5.2	6.0	4.6	34.4	35.4	62.8	13.1
Queue Delay	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0
Total Delay	4.5	5.2	6.0	5.0	34.4	35.4	62.8	13.1
Queue Length 50th (ft)	1	90	4	62	10	59	44	1
Queue Length 95th (ft)	4	130	16	92	29	124	89	28
Internal Link Dist (ft)		676		252		920		920
Turn Bay Length (ft)	110		115		250		150	
Base Capacity (vph)	344	3702	234	3685	227	327	158	297
Starvation Cap Reductn	0	0	0	1854	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.38	0.13	0.58	0.08	0.56	0.51	0.13
Intersection Summary								

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	4	1314	29	964	18	3	76	1
Future Volume (vph)	4	1314	29	964	18	3	76	1
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		6		2		4		8
Permitted Phases	6		2		4		8	
Detector Phase	6	6	2	2	4	4	8	8
Switch Phase								
Minimum Initial (s)	16.0	16.0	16.0	16.0	7.0	7.0	7.0	7.0
Minimum Split (s)	22.4	22.4	22.4	22.4	13.6	13.6	19.6	19.6
Total Split (s)	68.4	68.4	68.4	68.4	21.6	21.6	21.6	21.6
Total Split (%)	76.0%	76.0%	76.0%	76.0%	24.0%	24.0%	24.0%	24.0%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.6	2.6	2.6	2.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.6	6.6	6.6	6.6
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None	None	None
Act Effct Green (s)	65.6	65.6	65.6	65.6	11.4	11.4	11.4	11.4
Actuated g/C Ratio	0.73	0.73	0.73	0.73	0.13	0.13	0.13	0.13
v/c Ratio	0.01	0.38	0.13	0.29	0.11	0.69	0.67	0.17
Control Delay	4.5	5.2	6.0	4.6	34.4	35.4	62.8	13.1
Queue Delay	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0
Total Delay	4.5	5.2	6.0	5.0	34.4	35.4	62.8	13.1
LOS	A	A	A	A	C	D	E	B
Approach Delay		5.2		5.0		35.3		46.2
Approach LOS		A		A		D		D

Intersection Summary			
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 85 (94%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 9.0		Intersection LOS: A	
Intersection Capacity Utilization 58.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 73: SW 77 Ct & SW 56 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1419	143	107	618	0	0	0	0	349	0	424
Future Volume (vph)	0	1419	143	107	618	0	0	0	0	349	0	424
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0		7.0	7.0					7.5		7.0
Lane Util. Factor		0.81		0.97	0.91					0.94		0.76
Frt		0.99		1.00	1.00					1.00		0.85
Flt Protected		1.00		0.95	1.00					0.95		1.00
Satd. Flow (prot)		7440		3433	5085					4990		3610
Flt Permitted		1.00		0.95	1.00					0.95		1.00
Satd. Flow (perm)		7440		3433	5085					4990		3610
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1494	151	113	651	0	0	0	0	367	0	446
RTOR Reduction (vph)	0	10	0	0	0	0	0	0	0	0	0	104
Lane Group Flow (vph)	0	1635	0	113	651	0	0	0	0	367	0	342
Turn Type		NA		Prot	NA					Prot		custom
Protected Phases		2		1 3	6 3					7		5 7
Permitted Phases												
Actuated Green, G (s)		91.0		31.0	107.7					30.0		44.3
Effective Green, g (s)		91.0		31.0	107.7					30.0		44.3
Actuated g/C Ratio		0.50		0.17	0.60					0.17		0.24
Clearance Time (s)		7.0								7.5		
Vehicle Extension (s)		1.0								4.0		
Lane Grp Cap (vph)		3740		587	3025					827		883
v/s Ratio Prot		c0.22		0.03	c0.13					c0.07		0.09
v/s Ratio Perm												
v/c Ratio	0.44	0.19	0.22							0.44		0.39
Uniform Delay, d1	28.7	64.3	17.0							68.0		57.0
Progression Factor	1.00	0.99	0.22							1.00		1.00
Incremental Delay, d2	0.4	0.2	0.0							0.5		0.4
Delay (s)	29.1	63.7	3.7							68.5		57.4
Level of Service	C	E	A							E		E
Approach Delay (s)	29.1		12.6			0.0			62.4			
Approach LOS	C		B			A			E			

Intersection Summary			
HCM 2000 Control Delay	33.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	181.0	Sum of lost time (s)	29.0
Intersection Capacity Utilization	53.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	1645	113	651	367	446
v/c Ratio	0.44	0.19	0.21	0.44	0.45
Control Delay	28.8	37.5	2.1	69.9	25.2
Queue Delay	12.8	0.0	0.1	0.0	0.0
Total Delay	41.5	37.5	2.2	69.9	25.2
Queue Length 50th (ft)	300	47	13	141	99
Queue Length 95th (ft)	325	74	14	179	128
Internal Link Dist (ft)	252		299		
Turn Bay Length (ft)				440	440
Base Capacity (vph)	3749	597	3038	827	1260
Starvation Cap Reductn	2109	0	1041	0	0
Spillback Cap Reductn	0	0	0	12	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.00	0.19	0.33	0.45	0.35

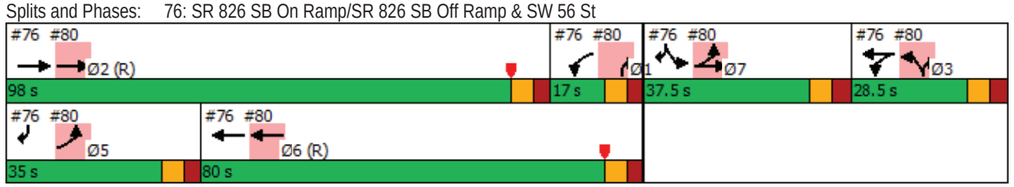
Intersection Summary

Lane Group	EBT	WBL	WBT	SBL	SBR	Ø1	Ø3	Ø5	Ø6
Lane Configurations									
Traffic Volume (vph)	1419	107	618	349	424				
Future Volume (vph)	1419	107	618	349	424				
Turn Type	NA	Prot	NA	Prot	custom				
Protected Phases	2	1 3	6 3	7	5 7	1	3	5	6
Permitted Phases									
Detector Phase	2	1 3	6 3	7	5 7				
Switch Phase									
Minimum Initial (s)	7.0			5.0		5.0	5.0	5.0	7.0
Minimum Split (s)	34.0			12.5		12.0	12.5	12.0	34.0
Total Split (s)	98.0			37.5		17.0	28.5	35.0	80.0
Total Split (%)	54.1%			20.7%		9%	16%	19%	44%
Yellow Time (s)	4.0			4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	3.0			3.5		3.0	3.5	3.0	3.0
Lost Time Adjust (s)	0.0			0.0					
Total Lost Time (s)	7.0			7.5					
Lead/Lag	Lead			Lead		Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes			Yes		Yes	Yes	Yes	Yes
Recall Mode	C-Max			None		None	None	None	C-Max
Act Effct Green (s)	91.0	31.5	108.2	30.0	44.8				
Actuated g/C Ratio	0.50	0.17	0.60	0.17	0.25				
v/c Ratio	0.44	0.19	0.21	0.44	0.45				
Control Delay	28.8	37.5	2.1	69.9	25.2				
Queue Delay	12.8	0.0	0.1	0.0	0.0				
Total Delay	41.5	37.5	2.2	69.9	25.2				
LOS	D	D	A	E	C				
Approach Delay	41.5		7.4						
Approach LOS	D		A						

Intersection Summary

Cycle Length: 181
Actuated Cycle Length: 181
Offset: 49 (27%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 34.4 — Intersection LOS: C
Intersection Capacity Utilization 53.8% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 76: SR 826 SB On Ramp/SR 826 SB Off Ramp & SW 56 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	435	1333	0	0	597	499	191	0	468	0	0	0
Future Volume (vph)	435	1333	0	0	597	499	191	0	468	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0			7.0		7.5		7.0			
Lane Util. Factor	0.97	0.91			0.81		0.97		0.88			
Frt	1.00	1.00			0.93		1.00		0.85			
Flt Protected	0.95	1.00			1.00		0.95		1.00			
Satd. Flow (prot)	3433	5085			7029		3433		2787			
Flt Permitted	0.95	1.00			1.00		0.95		1.00			
Satd. Flow (perm)	3433	5085			7029		3433		2787			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	458	1403	0	0	628	525	201	0	493	0	0	0
RTOR Reduction (vph)	0	0	0	0	73	0	0	0	46	0	0	0
Lane Group Flow (vph)	458	1403	0	0	1080	0	201	0	447	0	0	0
Turn Type	Prot	NA			NA		Prot		custom			
Protected Phases	5 7	2 7			6		3		1 3			
Permitted Phases												
Actuated Green, G (s)	44.3	121.0			86.7		21.0		31.0			
Effective Green, g (s)	44.3	121.0			86.7		21.0		31.0			
Actuated g/C Ratio	0.24	0.67			0.48		0.12		0.17			
Clearance Time (s)					7.0		7.5					
Vehicle Extension (s)					1.0		3.0					
Lane Grp Cap (vph)	840	3399			3366		398		477			
v/s Ratio Prot	c0.13	c0.28			0.15		0.06		c0.16			
v/s Ratio Perm												
v/c Ratio	0.55	0.41			0.32		0.51		0.94			
Uniform Delay, d1	59.6	13.7			29.0		75.1		74.0			
Progression Factor	1.45	0.13			1.00		1.00		1.00			
Incremental Delay, d2	0.8	0.1			0.3		1.0		25.9			
Delay (s)	87.5	1.9			29.3		76.1		99.9			
Level of Service	F	A			C		E		F			
Approach Delay (s)		23.0			29.3			93.0			0.0	
Approach LOS		C			C			F			A	

Intersection Summary			
HCM 2000 Control Delay	38.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	181.0	Sum of lost time (s)	29.0
Intersection Capacity Utilization	53.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

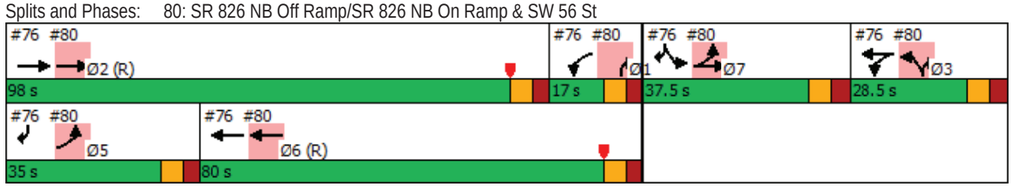
Lane Group	EBL	EBT	WBT	NBL	NBR
Lane Group Flow (vph)	458	1403	1153	201	493
v/c Ratio	0.54	0.41	0.34	0.51	0.93
Control Delay	54.9	1.3	25.9	80.0	75.5
Queue Delay	0.1	0.0	0.0	0.0	0.0
Total Delay	55.0	1.3	25.9	80.0	75.5
Queue Length 50th (ft)	215	19	180	117	205
Queue Length 95th (ft)	247	20	213	164	#315
Internal Link Dist (ft)		299	1166		
Turn Bay Length (ft)				350	350
Base Capacity (vph)	1109	3413	3439	398	531
Starvation Cap Reductn	96	297	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.45	0.45	0.34	0.51	0.93

Intersection Summary
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBT	NBL	NBR	Ø1	Ø2	Ø5	Ø7
Lane Configurations									
Traffic Volume (vph)	435	1333	597	191	468				
Future Volume (vph)	435	1333	597	191	468				
Turn Type	Prot	NA	NA	Prot	custom				
Protected Phases	5 7	2 7	6	3	1 3	1	2	5	7
Permitted Phases									
Detector Phase	5 7	2 7	6	3	1 3				
Switch Phase									
Minimum Initial (s)			7.0	5.0		5.0	7.0	5.0	5.0
Minimum Split (s)			34.0	12.5		12.0	34.0	12.0	12.5
Total Split (s)			80.0	28.5		17.0	98.0	35.0	37.5
Total Split (%)			44.2%	15.7%		9%	54%	19%	21%
Yellow Time (s)			4.0	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)			3.0	3.5		3.0	3.0	3.0	3.5
Lost Time Adjust (s)			0.0	0.0					
Total Lost Time (s)			7.0	7.5					
Lead/Lag			Lag	Lag		Lag	Lead	Lead	Lead
Lead-Lag Optimize?			Yes	Yes		Yes	Yes	Yes	Yes
Recall Mode			C-Max	None		None	C-Max	None	None
Act Effct Green (s)	44.8	121.5	86.7	21.0	31.5				
Actuated g/C Ratio	0.25	0.67	0.48	0.12	0.17				
v/c Ratio	0.54	0.41	0.34	0.51	0.93				
Control Delay	54.9	1.3	25.9	80.0	75.5				
Queue Delay	0.1	0.0	0.0	0.0	0.0				
Total Delay	55.0	1.3	25.9	80.0	75.5				
LOS	E	A	C	E	E				
Approach Delay		14.5	25.9						
Approach LOS		B	C						

Intersection Summary	
Cycle Length: 181	
Actuated Cycle Length: 181	
Offset: 49 (27%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 29.7	Intersection LOS: C
Intersection Capacity Utilization 53.8%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 80: SR 826 NB Off Ramp/SR 826 NB On Ramp & SW 56 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	446	1160	161	85	854	199	112	341	64	86	138	102
Future Volume (veh/h)	446	1160	161	85	854	199	112	341	64	86	138	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	469	1221	169	89	899	209	118	359	67	91	145	107
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	522	2131	294	281	1604	373	168	275	51	142	155	107
Arrive On Green	0.15	0.68	0.68	0.03	0.56	0.56	0.07	0.09	0.09	0.06	0.08	0.08
Sat Flow, veh/h	3456	3137	432	1781	2863	665	1781	2994	553	1781	2010	1387
Grp Volume(v), veh/h	469	689	701	89	558	550	118	212	214	91	127	125
Grp Sat Flow(s),veh/h/ln	1728	1777	1793	1781	1777	1751	1781	1777	1771	1781	1777	1621
Q Serve(g_s), s	24.1	36.8	37.3	3.9	36.4	36.5	10.9	16.6	16.6	8.4	12.9	14.0
Cycle Q Clear(g_c), s	24.1	36.8	37.3	3.9	36.4	36.5	10.9	16.6	16.6	8.4	12.9	14.0
Prop In Lane	1.00		0.24	1.00		0.38	1.00		0.31	1.00		0.86
Lane Grp Cap(c), veh/h	522	1207	1218	281	996	981	168	163	162	142	137	125
V/C Ratio(X)	0.90	0.57	0.58	0.32	0.56	0.56	0.70	1.30	1.32	0.64	0.92	1.00
Avail Cap(c_a), veh/h	687	1207	1218	283	996	981	266	163	162	266	137	125
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	75.4	15.2	15.3	16.7	25.5	25.5	70.7	82.2	82.2	71.9	83.0	83.5
Incr Delay (d2), s/veh	12.1	2.0	2.0	0.6	2.3	2.3	3.9	171.9	180.8	3.5	54.5	79.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.5	15.1	15.4	1.7	15.9	15.7	5.2	15.5	15.8	4.0	8.0	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	87.5	17.2	17.3	17.3	27.8	27.8	74.6	254.1	263.0	75.4	137.5	162.9
LnGrp LOS	F	B	B	B	C	C	E	F	F	E	F	F
Approach Vol, veh/h		1859			1197			544			343	
Approach Delay, s/veh		34.9			27.0			218.7			130.3	
Approach LOS		C			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	33.8	107.8	16.6	22.8	12.2	129.4	19.2	20.2
Change Period (Y+Rc), s	6.4	6.4	* 6.2	* 6.2	6.4	6.4	* 6.2	* 6.2
Max Green Setting (Gmax), s	36.0	83.0	* 23	* 14	6.0	113.0	* 23	* 14
Max Q Clear Time (g_c+I1), s	26.1	38.5	10.4	18.6	5.9	39.3	12.9	16.0
Green Ext Time (p_c), s	1.2	2.3	0.1	0.0	0.0	3.1	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	66.2
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	469	1390	89	1108	118	426	91	252
v/c Ratio	0.83	0.64	0.44	0.65	0.49	0.90	0.55	0.53
Control Delay	86.0	22.8	20.7	36.6	63.9	95.8	68.9	56.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.0	22.8	20.7	36.6	63.9	95.8	68.9	56.3
Queue Length 50th (ft)	282	520	32	505	116	261	88	102
Queue Length 95th (ft)	337	591	53	623	181	#422	145	160
Internal Link Dist (ft)		1164		1058		197		324
Turn Bay Length (ft)	1000		180		135		305	
Base Capacity (vph)	682	2173	203	1701	303	474	262	473
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.64	0.44	0.65	0.39	0.90	0.35	0.53

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	446	1160	85	854	112	341	86	138
Future Volume (vph)	446	1160	85	854	112	341	86	138
Turn Type	Prot	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases			2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	10.0	5.0	10.0
Minimum Split (s)	11.4	25.4	11.4	25.4	11.2	20.0	11.2	20.0
Total Split (s)	42.4	119.4	12.4	89.4	29.2	20.2	29.2	20.2
Total Split (%)	23.4%	65.9%	6.8%	49.3%	16.1%	11.1%	16.1%	11.1%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.2	6.2	6.2	6.2
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effct Green (s)	29.9	113.0	95.1	89.1	39.4	24.5	34.6	22.1
Actuated g/C Ratio	0.17	0.62	0.52	0.49	0.22	0.14	0.19	0.12
v/c Ratio	0.83	0.64	0.44	0.65	0.49	0.90	0.55	0.53
Control Delay	86.0	22.8	20.7	36.6	63.9	95.8	68.9	56.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.0	22.8	20.7	36.6	63.9	95.8	68.9	56.3
LOS	F	C	C	D	E	F	E	E
Approach Delay		38.7		35.4		88.9		59.6
Approach LOS		D		D		F		E

Intersection Summary

Cycle Length: 181.2
Actuated Cycle Length: 181.2
Offset: 29 (16%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 46.4 Intersection LOS: D
Intersection Capacity Utilization 79.9% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 5: SW 72 Ave & SW 56 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	1130	17	44	2395	74	16	4	32	29	0	23
Future Volume (veh/h)	30	1130	17	44	2395	74	16	4	32	29	0	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	32	1189	18	46	2521	78	17	4	34	31	0	24
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	144	4514	68	426	4433	136	99	10	82	86	0	90
Arrive On Green	0.87	0.87	0.87	1.00	1.00	1.00	0.06	0.06	0.06	0.06	0.00	0.06
Sat Flow, veh/h	119	5182	78	463	5090	157	1387	170	1441	1370	0	1585
Grp Volume(v), veh/h	32	781	426	46	1681	918	17	0	38	31	0	24
Grp Sat Flow(s),veh/h/ln	119	1702	1856	463	1702	1842	1387	0	1611	1370	0	1585
Q Serve(g_s), s	8.5	6.9	6.9	0.9	0.0	0.0	2.1	0.0	4.1	4.0	0.0	2.6
Cycle Q Clear(g_c), s	8.5	6.9	6.9	7.8	0.0	0.0	4.7	0.0	4.1	8.1	0.0	2.6
Prop In Lane	1.00		0.04	1.00		0.08	1.00		0.89	1.00		1.00
Lane Grp Cap(c), veh/h	144	2965	1617	426	2965	1605	99	0	91	86	0	90
V/C Ratio(X)	0.22	0.26	0.26	0.11	0.57	0.57	0.17	0.00	0.42	0.36	0.00	0.27
Avail Cap(c_a), veh/h	144	2965	1617	426	2965	1605	282	0	304	268	0	299
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.63	0.63	0.63	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	2.0	1.9	1.9	0.2	0.0	0.0	83.6	0.0	82.0	85.9	0.0	81.3
Incr Delay (d2), s/veh	3.6	0.2	0.4	0.3	0.5	0.9	0.6	0.0	2.2	1.9	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.7	1.9	0.0	0.2	0.4	0.8	0.0	1.8	1.5	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.6	2.2	2.3	0.5	0.5	0.9	84.2	0.0	84.2	87.8	0.0	82.5
LnGrp LOS	A	A	A	A	A	A	F	A	F	F	A	F
Approach Vol, veh/h		1239			2645			55			55	
Approach Delay, s/veh		2.3			0.7			84.2			85.5	
Approach LOS		A			A			F			F	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	163.2	16.8	163.2	16.8
Change Period (Y+Rc), s	6.4	6.6	6.4	6.6
Max Green Setting (Gmax), s	133.0	34.0	133.0	34.0
Max Q Clear Time (g_c+I1), s	9.8	6.7	10.5	10.1
Green Ext Time (p_c), s	10.8	0.2	4.6	0.1

Intersection Summary	
HCM 6th Ctrl Delay	3.5
HCM 6th LOS	A

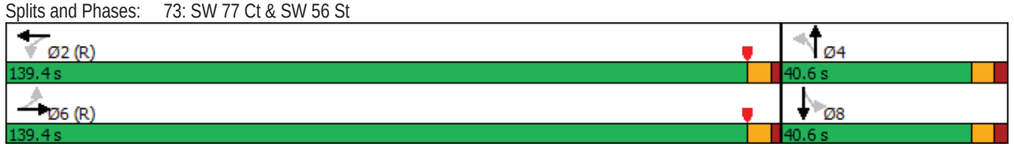
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	32	1207	46	2599	17	38	31	24
v/c Ratio	0.44	0.26	0.12	0.57	0.24	0.33	0.44	0.24
Control Delay	22.9	1.8	1.8	1.9	88.4	32.9	100.2	36.7
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total Delay	22.9	1.8	1.8	2.1	88.4	32.9	100.2	36.7
Queue Length 50th (ft)	6	64	3	143	20	5	36	3
Queue Length 95th (ft)	51	91	m8	m167	48	47	76	38
Internal Link Dist (ft)		676		252		920		920
Turn Bay Length (ft)	110		115		250		150	
Base Capacity (vph)	73	4555	368	4542	261	332	257	316
Starvation Cap Reductn	0	0	0	671	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.26	0.13	0.67	0.07	0.11	0.12	0.08

Intersection Summary
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	30	1130	44	2395	16	4	29	0
Future Volume (vph)	30	1130	44	2395	16	4	29	0
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		6		2		4		8
Permitted Phases	6		2		4		8	
Detector Phase	6	6	2	2	4	4	8	8
Switch Phase								
Minimum Initial (s)	16.0	16.0	16.0	16.0	7.0	7.0	7.0	7.0
Minimum Split (s)	22.4	22.4	22.4	22.4	13.6	13.6	13.6	13.6
Total Split (s)	139.4	139.4	139.4	139.4	40.6	40.6	40.6	40.6
Total Split (%)	77.4%	77.4%	77.4%	77.4%	22.6%	22.6%	22.6%	22.6%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.6	2.6	2.6	2.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.6	6.6	6.6	6.6
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None	None	None

Intersection Summary
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 82 (46%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

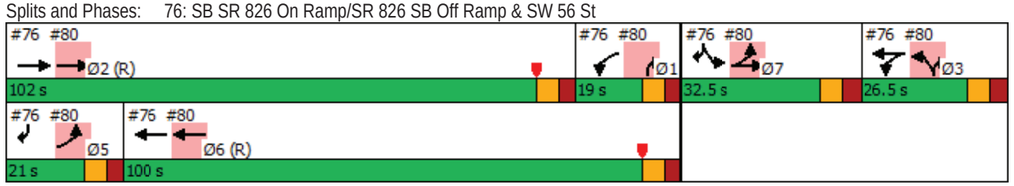
Splits and Phases: 73: SW 77 Ct & SW 56 St



Lane Group	EBT	WBL	WBT	SBL	SBR	Ø1	Ø3	Ø5	Ø6
Lane Configurations									
Traffic Volume (vph)	957	201	1713	416	800				
Future Volume (vph)	957	201	1713	416	800				
Turn Type	NA	Prot	NA	Prot	custom				
Protected Phases	2	1 3	6 3	7	5 7	1	3	5	6
Permitted Phases									
Detector Phase	2	1 3	6 3	7	5 7				
Switch Phase									
Minimum Initial (s)	7.0			5.0		5.0	5.0	5.0	7.0
Minimum Split (s)	34.0			12.5		12.0	12.5	12.0	34.0
Total Split (s)	102.0			32.5		19.0	26.5	21.0	100.0
Total Split (%)	56.7%			18.1%		11%	15%	12%	56%
Yellow Time (s)	4.0			4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	3.0			3.5		3.0	3.5	3.0	3.0
Lost Time Adjust (s)	0.0			0.0					
Total Lost Time (s)	7.0			7.5					
Lead/Lag	Lead			Lead		Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes			Yes		Yes	Yes	Yes	Yes
Recall Mode	C-Max			None		None	None	None	C-Max

Intersection Summary
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 29 (16%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 76: SB SR 826 On Ramp/SR 826 SB Off Ramp & SW 56 St



Lane Group	EBT	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	1253	212	1803	438	842
v/c Ratio	0.32	0.35	0.57	0.63	1.03
Control Delay	21.9	46.4	2.9	77.8	82.8
Queue Delay	0.3	0.0	0.0	0.0	2.8
Total Delay	22.2	46.4	2.9	77.8	85.7
Queue Length 50th (ft)	128	108	42	176	~336
Queue Length 95th (ft)	142	m145	m49	219	#410
Internal Link Dist (ft)	252		299		
Turn Bay Length (ft)				440	440
Base Capacity (vph)	3890	600	3178	693	821
Starvation Cap Reductn	1793	0	59	0	0
Spillback Cap Reductn	0	0	0	1	7
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.60	0.35	0.58	0.63	1.03

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	957	234	201	1713	0	0	0	0	416	0	800
Future Volume (vph)	0	957	234	201	1713	0	0	0	0	416	0	800
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0		7.0	7.0					7.5		7.0
Lane Util. Factor		0.81		0.97	0.91					0.94		0.76
Frt		0.97		1.00	1.00					1.00		0.85
Flt Protected		1.00		0.95	1.00					0.95		1.00
Satd. Flow (prot)		7322		3433	5085					4990		3610
Flt Permitted		1.00		0.95	1.00					0.95		1.00
Satd. Flow (perm)		7322		3433	5085					4990		3610
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1007	246	212	1803	0	0	0	0	438	0	842
RTOR Reduction (vph)	0	25	0	0	0	0	0	0	0	0	0	29
Lane Group Flow (vph)	0	1228	0	212	1803	0	0	0	0	438	0	813
Turn Type		NA		Prot	NA					Prot		custom
Protected Phases		2		1 3	6 3					7		5 7
Permitted Phases												
Actuated Green, G (s)		95.0		31.0	112.0					25.0		39.0
Effective Green, g (s)		95.0		31.0	112.0					25.0		39.0
Actuated g/C Ratio		0.53		0.17	0.62					0.14		0.22
Clearance Time (s)		7.0								7.5		
Vehicle Extension (s)		1.0								4.0		
Lane Grp Cap (vph)	3864		591	3164						693		782
v/s Ratio Prot	0.17		0.06	c0.35						0.09		c0.23
v/s Ratio Perm												
v/c Ratio	0.32		0.36	0.57						0.63		1.04
Uniform Delay, d1	24.1		65.7	19.9						73.2		70.5
Progression Factor	0.94		1.13	0.21						1.00		1.00
Incremental Delay, d2	0.2		0.3	0.2						2.1		42.9
Delay (s)	22.9		74.5	4.3						75.3		113.4
Level of Service	C		E	A						E		F
Approach Delay (s)	22.9			11.7		0.0			100.4			
Approach LOS	C			B		A			F			

Intersection Summary			
HCM 2000 Control Delay	39.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	29.0
Intersection Capacity Utilization	64.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	417	956	0	0	1586	513	328	0	182	0	0	0
Future Volume (vph)	417	956	0	0	1586	513	328	0	182	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0			7.0		7.5		7.0			
Lane Util. Factor	0.97	0.91			0.81		0.97		0.88			
Frt	1.00	1.00			0.96		1.00		0.85			
Flt Protected	0.95	1.00			1.00		0.95		1.00			
Satd. Flow (prot)	3433	5085			7267		3433		2787			
Flt Permitted	0.95	1.00			1.00		0.95		1.00			
Satd. Flow (perm)	3433	5085			7267		3433		2787			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	439	1006	0	0	1669	540	345	0	192	0	0	0
RTOR Reduction (vph)	0	0	0	0	32	0	0	0	46	0	0	0
Lane Group Flow (vph)	439	1006	0	0	2177	0	345	0	146	0	0	0
Turn Type	Prot	NA			NA		Prot		custom			
Protected Phases	5 7	2 7			6		3		1 3			
Permitted Phases												
Actuated Green, G (s)	39.0	120.0			93.0		19.0		31.0			
Effective Green, g (s)	39.0	120.0			93.0		19.0		31.0			
Actuated g/C Ratio	0.22	0.67			0.52		0.11		0.17			
Clearance Time (s)					7.0		7.5					
Vehicle Extension (s)					1.0		3.0					
Lane Grp Cap (vph)	743	3390			3754		362		479			
v/s Ratio Prot	c0.13	0.20			c0.30		c0.10		0.05			
v/s Ratio Perm												
v/c Ratio	0.59	0.30			0.58		0.95		0.30			
Uniform Delay, d1	63.3	12.5			30.0		80.1		65.1			
Progression Factor	1.10	0.17			1.00		1.00		1.00			
Incremental Delay, d2	1.4	0.1			0.7		35.0		0.4			
Delay (s)	70.7	2.2			30.7		115.0		65.4			
Level of Service	E	A			C		F		E			
Approach Delay (s)		23.0			30.7			97.3			0.0	
Approach LOS		C			C			F			A	

Intersection Summary			
HCM 2000 Control Delay	36.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	29.0
Intersection Capacity Utilization	64.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBL	NBR
Lane Group Flow (vph)	439	1006	2209	345	192
v/c Ratio	0.58	0.30	0.58	0.95	0.36
Control Delay	47.1	1.3	29.8	115.1	30.0
Queue Delay	0.1	0.1	0.0	0.0	0.0
Total Delay	47.3	1.4	29.8	115.1	30.0
Queue Length 50th (ft)	146	12	426	212	57
Queue Length 95th (ft)	211	13	452	#318	92
Internal Link Dist (ft)		299	1166		
Turn Bay Length (ft)				350	350
Base Capacity (vph)	753	3404	3785	362	533
Starvation Cap Reductn	25	987	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.60	0.42	0.58	0.95	0.36

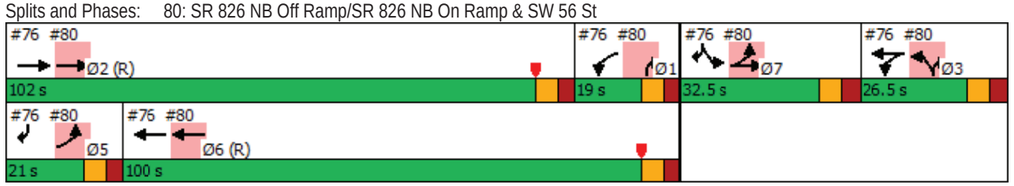
Intersection Summary
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBT	NBL	NBR	Ø1	Ø2	Ø5	Ø7
Lane Configurations									
Traffic Volume (vph)	417	956	1586	328	182				
Future Volume (vph)	417	956	1586	328	182				
Turn Type	Prot	NA	NA	Prot	custom				
Protected Phases	5 7	2 7	6	3	1 3	1	2	5	7
Permitted Phases									
Detector Phase	5 7	2 7	6	3	1 3				
Switch Phase									
Minimum Initial (s)			7.0	5.0		5.0	7.0	5.0	5.0
Minimum Split (s)			34.0	12.5		12.0	34.0	12.0	12.5
Total Split (s)			100.0	26.5		19.0	102.0	21.0	32.5
Total Split (%)			55.6%	14.7%		11%	57%	12%	18%
Yellow Time (s)			4.0	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)			3.0	3.5		3.0	3.0	3.0	3.5
Lost Time Adjust (s)			0.0	0.0					
Total Lost Time (s)			7.0	7.5					
Lead/Lag			Lag	Lag		Lag	Lead	Lead	Lead
Lead-Lag Optimize?			Yes	Yes		Yes	Yes	Yes	Yes
Recall Mode			C-Max	None		None	C-Max	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 29 (16%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 80: SR 826 NB Off Ramp/SR 826 NB On Ramp & SW 56 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	899	106	74	1334	100	229	182	66	123	318	487
Future Volume (veh/h)	110	899	106	74	1334	100	229	182	66	123	318	487
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	116	946	112	78	1404	105	241	192	69	129	335	513
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	126	1529	181	237	1591	119	261	760	264	391	401	357
Arrive On Green	0.04	0.48	0.48	0.03	0.47	0.47	0.12	0.29	0.29	0.06	0.23	0.23
Sat Flow, veh/h	3456	3200	379	1781	3352	250	1781	2586	900	1781	1777	1585
Grp Volume(v), veh/h	116	525	533	78	742	767	241	130	131	129	335	513
Grp Sat Flow(s),veh/h/ln	1728	1777	1802	1781	1777	1825	1781	1777	1708	1781	1777	1585
Q Serve(g_s), s	6.1	39.6	39.7	4.1	68.1	69.0	20.1	10.1	10.6	10.1	32.6	40.8
Cycle Q Clear(g_c), s	6.1	39.6	39.7	4.1	68.1	69.0	20.1	10.1	10.6	10.1	32.6	40.8
Prop In Lane	1.00		0.21	1.00		0.14	1.00		0.53	1.00		1.00
Lane Grp Cap(c), veh/h	126	849	861	237	843	866	261	522	502	391	401	357
V/C Ratio(X)	0.92	0.62	0.62	0.33	0.88	0.89	0.92	0.25	0.26	0.33	0.84	1.44
Avail Cap(c_a), veh/h	126	849	861	253	843	866	372	633	609	391	401	357
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	86.9	35.0	35.0	27.9	42.9	43.1	57.4	48.7	48.9	50.4	66.9	70.1
Incr Delay (d2), s/veh	56.3	3.4	3.3	0.8	12.6	12.9	20.8	0.3	0.3	0.4	14.5	211.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	17.9	18.1	1.8	32.4	33.7	12.7	4.6	4.7	4.7	16.5	37.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	143.2	38.4	38.3	28.7	55.5	56.0	78.3	49.0	49.2	50.8	81.5	281.6
LnGrp LOS	F	D	D	C	E	E	E	D	D	D	F	F
Approach Vol, veh/h		1174			1587			502			977	
Approach Delay, s/veh		48.7			54.5			63.1			182.5	
Approach LOS		D			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	92.3	16.3	59.4	12.4	92.9	28.7	47.0
Change Period (Y+Rc), s	6.4	6.4	* 6.2	* 6.2	6.4	6.4	* 6.2	* 6.2
Max Green Setting (Gmax), s	6.6	74.8	* 10	* 65	7.6	73.8	* 34	* 41
Max Q Clear Time (g_c+I1), s	8.1	71.0	12.1	12.6	6.1	41.7	22.1	42.8
Green Ext Time (p_c), s	0.0	1.6	0.0	2.1	0.0	2.1	0.4	0.0

Intersection Summary

HCM 6th Ctrl Delay	83.4
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	116	1058	78	1509	241	261	129	848
v/c Ratio	0.88	0.74	0.48	1.04	0.76	0.21	0.34	1.02dr
Control Delay	134.0	48.8	35.1	85.7	64.8	36.2	36.3	70.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	134.0	48.8	35.1	85.7	64.8	36.2	36.3	70.6
Queue Length 50th (ft)	72	558	50	~1015	224	100	91	455
Queue Length 95th (ft)	#143	644	84	#1154	327	138	140	#634
Internal Link Dist (ft)		1164		1		197		324
Turn Bay Length (ft)	1000		180		135		305	
Base Capacity (vph)	132	1433	165	1449	367	1229	377	917
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.88	0.74	0.47	1.04	0.66	0.21	0.34	0.92

Intersection Summary

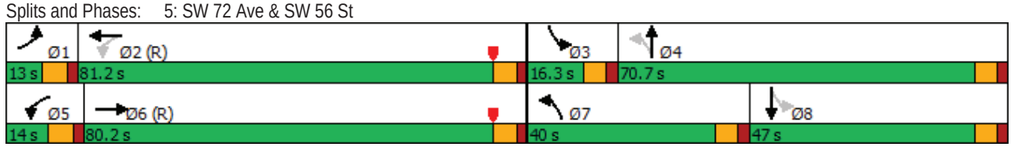
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	110	899	74	1334	229	182	123	318
Future Volume (vph)	110	899	74	1334	229	182	123	318
Turn Type	Prot	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases			2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	10.0	5.0	10.0
Minimum Split (s)	11.4	25.4	11.4	25.4	11.2	25.2	11.2	25.2
Total Split (s)	13.0	80.2	14.0	81.2	40.0	70.7	16.3	47.0
Total Split (%)	7.2%	44.3%	7.7%	44.8%	22.1%	39.0%	9.0%	25.9%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.2	6.2	6.2	6.2
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 181.2
Actuated Cycle Length: 181.2
Offset: 79 (44%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 5: SW 72 Ave & SW 56 St

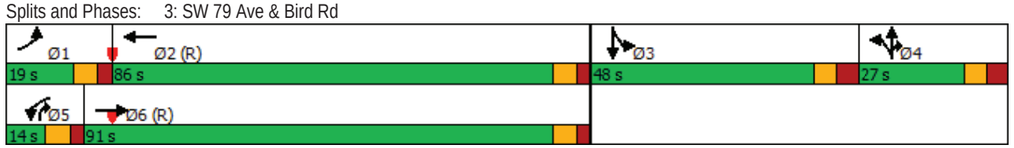


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	1938	4	42	1519	120	5	4	32	312	15	44
Future Volume (vph)	43	1938	4	42	1519	120	5	4	32	312	15	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	360		0	265		0	0		0	150		0
Storage Lanes	1		0	2		0	1		1	1		0
Taper Length (ft)	100			100			25			75		
Lane Util. Factor	1.00	0.86	0.86	0.97	0.86	0.86	1.00	1.00	1.00	0.95	0.95	1.00
Frt					0.989				0.850		0.964	
Flt Protected	0.950			0.950			0.950			0.950	0.967	
Satd. Flow (prot)	1770	6408	0	3433	6337	0	1770	1863	1583	1681	1650	0
Flt Permitted	0.950			0.950			0.950			0.950	0.967	
Satd. Flow (perm)	1770	6408	0	3433	6337	0	1770	1863	1583	1681	1650	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					12				73		8	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		360			687			986			1012	
Travel Time (s)		6.1			11.7			22.4			23.0	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	46	2062	4	45	1616	128	5	4	34	332	16	47
Shared Lane Traffic (%)										40%		
Lane Group Flow (vph)	46	2066	0	45	1744	0	5	4	34	199	196	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Split	NA	pt+ov	Split	NA	
Protected Phases	1	6		5	2		4	4	4 5	3	3	
Permitted Phases												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2		4	4	4 5	3	3	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	12.0	25.0		12.0	25.0		26.0	26.0		26.0	26.0	
Total Split (s)	19.0	91.0		14.0	86.0		27.0	27.0		48.0	48.0	
Total Split (%)	10.6%	50.6%		7.8%	47.8%		15.0%	15.0%		26.7%	26.7%	
Maximum Green (s)	12.0	84.0		7.0	79.0		19.0	19.0		40.0	40.0	
Yellow Time (s)	4.4	4.4		4.4	4.4		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.6	2.6		2.6	2.6		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0		7.0	7.0		8.0	8.0		8.0	8.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	10.1	114.0		7.8	111.7		7.1	7.1	19.3	26.8	26.8	
Actuated g/C Ratio	0.06	0.63		0.04	0.62		0.04	0.04	0.11	0.15	0.15	
v/c Ratio	0.46	0.51		0.30	0.44		0.07	0.05	0.15	0.80	0.78	
Control Delay	96.6	20.6		98.8	10.9		85.6	85.0	1.3	95.8	90.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	96.6	20.6		98.8	10.9		85.6	85.0	1.3	95.8	90.6	
LOS	F	C		F	B		F	F	A	F	F	
Approach Delay		22.3			13.1			18.9			93.2	
Approach LOS		C			B			B			F	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 140 (78%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 24.9	Intersection LOS: C
Intersection Capacity Utilization 65.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 3: SW 79 Ave & Bird Rd



Queues
3: SW 79 Ave & Bird Rd

08/06/2019

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	46	2066	45	1744	5	4	34	199	196
v/c Ratio	0.46	0.51	0.30	0.44	0.07	0.05	0.15	0.80	0.78
Control Delay	96.6	20.6	98.8	10.9	85.6	85.0	1.3	95.8	90.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.6	20.6	98.8	10.9	85.6	85.0	1.3	95.8	90.6
Queue Length 50th (ft)	54	403	29	151	6	5	0	243	229
Queue Length 95th (ft)	101	506	54	152	22	20	0	329	314
Internal Link Dist (ft)		280		607		906			932
Turn Bay Length (ft)	360		265					150	
Base Capacity (vph)	122	4057	153	3938	186	196	254	373	372
Starvation Cap Reductn	0	0	0	394	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.51	0.29	0.49	0.03	0.02	0.13	0.53	0.53

Intersection Summary

HCM Signalized Intersection Capacity Analysis
3: SW 79 Ave & Bird Rd

08/06/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	1938	4	42	1519	120	5	4	32	312	15	44
Future Volume (vph)	43	1938	4	42	1519	120	5	4	32	312	15	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		7.0	7.0		8.0	8.0	8.0	8.0	8.0	
Lane Util. Factor	1.00	0.86		0.97	0.86		1.00	1.00	1.00	0.95	0.95	
Frt	1.00	1.00		1.00	0.99		1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	0.97	
Satd. Flow (prot)	1770	6406		3433	6337		1770	1863	1583	1681	1650	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	0.97	
Satd. Flow (perm)	1770	6406		3433	6337		1770	1863	1583	1681	1650	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	46	2062	4	45	1616	128	5	4	34	332	16	47
RTOR Reduction (vph)	0	0	0	0	5	0	0	0	30	0	7	0
Lane Group Flow (vph)	46	2066	0	45	1739	0	5	4	4	199	189	0
Turn Type	Prot	NA		Prot	NA		Split	NA	pt+ov	Split	NA	
Protected Phases	1	6		5	2		4	4	4 5	3	3	
Permitted Phases												
Actuated Green, G (s)	8.8	110.9		6.6	108.7		5.7	5.7	20.3	26.8	26.8	
Effective Green, g (s)	8.8	110.9		6.6	108.7		5.7	5.7	20.3	26.8	26.8	
Actuated g/C Ratio	0.05	0.62		0.04	0.60		0.03	0.03	0.11	0.15	0.15	
Clearance Time (s)	7.0	7.0		7.0	7.0		8.0	8.0		8.0	8.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	86	3946		125	3826		56	58	178	250	245	
v/s Ratio Prot	c0.03	c0.32		0.01	0.27		c0.00	0.00	0.00	c0.12	0.11	
v/s Ratio Perm												
v/c Ratio	0.53	0.52		0.36	0.45		0.09	0.07	0.02	0.80	0.77	
Uniform Delay, d1	83.6	19.6		84.6	19.5		84.6	84.6	71.0	74.0	73.7	
Progression Factor	1.00	1.00		1.13	0.52		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	6.3	0.5		1.7	0.4		0.7	0.5	0.0	15.9	14.0	
Delay (s)	89.9	20.1		97.3	10.6		85.3	85.1	71.1	89.9	87.6	
Level of Service	F	C		F	B		F	F	E	F	F	
Approach Delay (s)		21.6			12.7			74.0			88.8	
Approach LOS		C			B			E			F	

Intersection Summary			
HCM 2000 Control Delay	24.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	65.3%	ICU Level of Service	C
Analysis Period (min)	15		

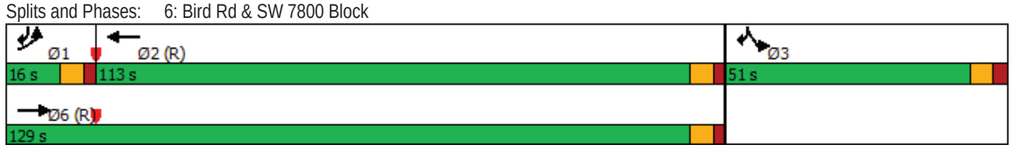
c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	20	2262	1663	111	349	25
Future Volume (vph)	20	2262	1663	111	349	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230			0	0	100
Storage Lanes	2			0	2	1
Taper Length (ft)	100				25	
Lane Util. Factor	0.97	0.86	0.86	0.86	0.97	1.00
Frt			0.991			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3433	6408	6350	0	3433	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	6408	6350	0	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			13			19
Link Speed (mph)		40	40		30	
Link Distance (ft)		687	783		1033	
Travel Time (s)		11.7	13.3		23.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	21	2406	1769	118	371	27
Shared Lane Traffic (%)						
Lane Group Flow (vph)	21	2406	1887	0	371	27
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		24	24		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2		1	1
Detector Template	Left	Thru	Thru		Left	Right
Leading Detector (ft)	20	100	100		20	20
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	6	6		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Prot	NA	NA		Prot	pt+ov
Protected Phases	1	6	2		3	3 1
Permitted Phases						

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Detector Phase	1	6	2		3	3 1
Switch Phase						
Minimum Initial (s)	5.0	7.0	7.0		7.0	
Minimum Split (s)	11.4	24.4	24.4		25.0	
Total Split (s)	16.0	129.0	113.0		51.0	
Total Split (%)	8.9%	71.7%	62.8%		28.3%	
Maximum Green (s)	9.6	122.6	106.6		44.0	
Yellow Time (s)	4.4	4.4	4.4		4.0	
All-Red Time (s)	2.0	2.0	2.0		3.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.4	6.4	6.4		7.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Recall Mode	None	C-Max	C-Max		None	
Act Effct Green (s)	6.6	141.7	131.1		24.9	37.9
Actuated g/C Ratio	0.04	0.79	0.73		0.14	0.21
v/c Ratio	0.17	0.48	0.41		0.78	0.08
Control Delay	126.1	2.4	5.9		86.8	25.9
Queue Delay	0.0	0.1	0.0		0.0	0.0
Total Delay	126.1	2.5	5.9		86.8	25.9
LOS	F	A	A		F	C
Approach Delay		3.6	5.9		82.6	
Approach LOS		A	A		F	

Intersection Summary		
Area Type:	Other	
Cycle Length: 180		
Actuated Cycle Length: 180		
Offset: 152 (84%), Referenced to phase 2:WBT and 6:EBT, Start of Green		
Natural Cycle: 65		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.78		
Intersection Signal Delay: 11.2	Intersection LOS: B	
Intersection Capacity Utilization 53.9%	ICU Level of Service A	
Analysis Period (min) 15		

Splits and Phases: 6: Bird Rd & SW 7800 Block



Queues
6: Bird Rd & SW 7800 Block

08/09/2019

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	21	2406	1887	371	27
v/c Ratio	0.17	0.48	0.41	0.78	0.08
Control Delay	126.1	2.4	5.9	86.8	25.9
Queue Delay	0.0	0.1	0.0	0.0	0.0
Total Delay	126.1	2.5	5.9	86.8	25.9
Queue Length 50th (ft)	12	6	76	222	8
Queue Length 95th (ft)	m26	39	303	274	37
Internal Link Dist (ft)		607	703	953	
Turn Bay Length (ft)	230				100
Base Capacity (vph)	183	5045	4629	839	405
Starvation Cap Reductn	0	711	0	0	0
Spillback Cap Reductn	0	233	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.11	0.56	0.41	0.44	0.07

Intersection Summary
m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
6: Bird Rd & SW 7800 Block

08/09/2019

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	20	2262	1663	111	349	25
Future Volume (veh/h)	20	2262	1663	111	349	25
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	2406	1769	118	371	27
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	62	5156	4642	310	429	225
Arrive On Green	0.04	1.00	1.00	1.00	0.12	0.12
Sat Flow, veh/h	3456	6696	6469	414	3456	1585
Grp Volume(v), veh/h	21	2406	1375	512	371	27
Grp Sat Flow(s),veh/h/ln	1728	1609	1609	1796	1728	1585
Q Serve(g_s), s	1.1	0.0	0.0	0.0	19.0	2.7
Cycle Q Clear(g_c), s	1.1	0.0	0.0	0.0	19.0	2.7
Prop In Lane	1.00			0.23	1.00	1.00
Lane Grp Cap(c), veh/h	62	5156	3608	1343	429	225
V/C Ratio(X)	0.34	0.47	0.38	0.38	0.86	0.12
Avail Cap(c_a), veh/h	184	5156	3608	1343	845	416
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.90	0.90	1.00	1.00
Uniform Delay (d), s/veh	85.7	0.0	0.0	0.0	77.3	67.4
Incr Delay (d2), s/veh	2.6	0.3	0.3	0.7	5.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.1	0.1	0.3	8.8	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	88.3	0.3	0.3	0.7	82.7	67.6
LnGrp LOS	F	A	A	A	F	E
Approach Vol, veh/h		2427	1887		398	
Approach Delay, s/veh		1.0	0.4		81.6	
Approach LOS		A	A		F	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	9.7	141.0			150.6	29.4
Change Period (Y+Rc), s	6.4	6.4			6.4	7.0
Max Green Setting (Gmax), s	9.6	106.6			122.6	44.0
Max Q Clear Time (g_c+I1), s	3.1	2.0			2.0	21.0
Green Ext Time (p_c), s	0.0	23.5			50.9	1.4

Intersection Summary	
HCM 6th Ctrl Delay	7.6
HCM 6th LOS	A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	216	3196	285	175	2053	41	115	188	148	108	130	89
Future Volume (vph)	216	3196	285	175	2053	41	115	188	148	108	130	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	360		0	330		0	300		0	220		250
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	50			50			50			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.988			0.997			0.934				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5024	0	1770	5070	0	1770	3306	0	1770	1863	1583
Flt Permitted	0.037			0.038			0.340			0.313		
Satd. Flow (perm)	69	5024	0	71	5070	0	633	3306	0	583	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			2			93				139
Link Speed (mph)		40			40			30			35	
Link Distance (ft)		1360			1017			1024			1018	
Travel Time (s)		23.2			17.3			23.3			19.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	223	3295	294	180	2116	42	119	194	153	111	134	92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	223	3589	0	180	2158	0	119	347	0	111	134	92
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		16			16			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	7.0		5.0	7.0	7.0
Minimum Split (s)	11.4	24.4		11.4	24.4		11.7	30.7		11.7	13.7	13.7
Total Split (s)	37.0	118.3		19.0	100.3		16.0	30.7		12.0	26.7	26.7
Total Split (%)	20.6%	65.7%		10.6%	55.7%		8.9%	17.1%		6.7%	14.8%	14.8%
Maximum Green (s)	30.6	111.9		12.6	93.9		9.3	24.0		5.3	20.0	20.0
Yellow Time (s)	4.4	4.4		4.4	4.4		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.7	2.7		2.7	2.7	2.7
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4		6.4	6.4		6.7	6.7		6.7	6.7	6.7
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Walk Time (s)		7.0			7.0			5.0				
Flash Dont Walk (s)		11.0			11.0			19.0				
Pedestrian Calls (#/hr)		4			0			6				
Act Effct Green (s)	130.5	111.9		119.9	104.4		30.4	21.1		22.4	17.1	17.1
Actuated g/C Ratio	0.72	0.62		0.67	0.58		0.17	0.12		0.12	0.10	0.10
v/c Ratio	0.84	1.15		0.93	0.73		0.72	0.74		1.04	0.76	0.33
Control Delay	62.6	105.7		103.2	30.7		89.1	65.5		162.9	104.7	4.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	62.6	105.7		103.2	30.7		89.1	65.5		162.9	104.7	4.5
LOS	E	F		F	C		F	E		F	F	A
Approach Delay		103.2			36.3			71.5			96.5	
Approach LOS		F			D			E			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 132 (73%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.15			
Intersection Signal Delay: 78.3		Intersection LOS: E	
Intersection Capacity Utilization 115.6%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 8: SW 72 Ave & Bird Rd



Queues
8: SW 72 Ave & Bird Rd

08/06/2019

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	223	3589	180	2158	119	347	111	134	92
v/c Ratio	0.84	1.15	0.93	0.73	0.72	0.74	1.04	0.76	0.33
Control Delay	62.6	105.7	103.2	30.7	89.1	65.5	162.9	104.7	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.6	105.7	103.2	30.7	89.1	65.5	162.9	104.7	4.5
Queue Length 50th (ft)	200	~1802	165	676	124	155	115	156	0
Queue Length 95th (ft)	m252	#1839	#373	824	#195	214	#251	236	9
Internal Link Dist (ft)		1280		937		944		938	
Turn Bay Length (ft)	360		330		300		220		250
Base Capacity (vph)	340	3128	193	2942	165	521	107	207	299
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.66	1.15	0.93	0.73	0.72	0.67	1.04	0.65	0.31

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
8: SW 72 Ave & Bird Rd

08/06/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	216	3196	285	175	2053	41	115	188	148	108	130	89
Future Volume (veh/h)	216	3196	285	175	2053	41	115	188	148	108	130	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	223	3295	294	180	2116	42	119	194	153	111	134	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	244	3045	264	165	3248	64	166	230	172	108	180	
Arrive On Green	0.10	0.85	0.85	0.07	0.63	0.63	0.05	0.12	0.12	0.03	0.10	0.00
Sat Flow, veh/h	1781	4785	415	1781	5154	102	1781	1939	1448	1781	1870	1585
Grp Volume(v), veh/h	223	2316	1273	180	1397	761	119	177	170	111	134	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1796	1781	1702	1852	1781	1777	1610	1781	1870	1585
Q Serve(g_s), s	11.1	114.5	114.5	12.6	46.3	46.5	9.3	17.5	18.7	5.3	12.6	0.0
Cycle Q Clear(g_c), s	11.1	114.5	114.5	12.6	46.3	46.5	9.3	17.5	18.7	5.3	12.6	0.0
Prop In Lane	1.00		0.23	1.00		0.06	1.00		0.90	1.00		1.00
Lane Grp Cap(c), veh/h	244	2166	1143	165	2145	1167	166	211	191	108	180	
V/C Ratio(X)	0.91	1.07	1.11	1.09	0.65	0.65	0.72	0.84	0.89	1.03	0.74	
Avail Cap(c_a), veh/h	411	2166	1143	165	2145	1167	166	237	215	108	208	
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.43	0.43	0.43	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	41.0	13.8	13.8	69.1	20.9	20.9	72.3	77.6	78.2	80.1	79.1	0.0
Incr Delay (d2), s/veh	7.9	36.0	57.2	97.2	1.5	2.8	14.0	20.8	31.5	95.7	11.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.4	33.8	42.3	12.1	18.4	20.5	1.6	9.3	9.5	5.3	6.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.9	49.8	71.0	166.2	22.4	23.7	86.3	98.4	109.6	175.8	90.7	0.0
LnGrp LOS	D	F	F	F	C	C	F	F	F	F	F	
Approach Vol, veh/h		3812			2338			466			245	A
Approach Delay, s/veh		56.9			33.9			99.4			129.3	
Approach LOS		E			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.1	119.8	12.0	28.1	19.0	120.9	16.0	24.1
Change Period (Y+Rc), s	6.4	6.4	* 6.7	* 6.7	6.4	6.4	* 6.7	* 6.7
Max Green Setting (Gmax), s	30.6	93.9	* 5.3	* 24	12.6	111.9	* 9.3	* 20
Max Q Clear Time (g_c+I1), s	13.1	48.5	7.3	20.7	14.6	116.5	11.3	14.6
Green Ext Time (p_c), s	0.5	24.9	0.0	0.6	0.0	0.0	0.0	0.2

Intersection Summary

HCM 6th Ctrl Delay	54.5
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	3468	0	0	2134	190	46
Future Volume (vph)	3468	0	0	2134	190	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	1.00	1.00	0.91	0.97	0.95
Frt					0.971	
Flt Protected					0.961	
Satd. Flow (prot)	5085	0	0	5085	3372	0
Flt Permitted					0.961	
Satd. Flow (perm)	5085	0	0	5085	3372	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)					3	
Link Speed (mph)	40			40	30	
Link Distance (ft)	722			1360	1004	
Travel Time (s)	12.3			23.2	22.8	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	3539	0	0	2178	194	47
Shared Lane Traffic (%)						
Lane Group Flow (vph)	3539	0	0	2178	241	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Right	Left	Right
Median Width(ft)	12			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2			2	1	
Detector Template	Thru			Thru	Left	
Leading Detector (ft)	100			100	20	
Trailing Detector (ft)	0			0	0	
Detector 1 Position(ft)	0			0	0	
Detector 1 Size(ft)	6			6	20	
Detector 1 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0			0.0	0.0	
Detector 1 Queue (s)	0.0			0.0	0.0	
Detector 1 Delay (s)	0.0			0.0	0.0	
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA			NA	Prot	
Protected Phases	2			2	7	
Permitted Phases						
Detector Phase	2			2	7	
Switch Phase						
Minimum Initial (s)	7.0			7.0	7.0	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Minimum Split (s)	25.2			25.2	24.8	
Total Split (s)	153.6			153.6	26.4	
Total Split (%)	85.3%			85.3%	14.7%	
Maximum Green (s)	147.2			147.2	19.6	
Yellow Time (s)	4.4			4.4	4.0	
All-Red Time (s)	2.0			2.0	2.8	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	6.4			6.4	6.8	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0			3.0	3.0	
Recall Mode	C-Max			C-Max	None	
Walk Time (s)	7.0			7.0	7.0	
Flash Dont Walk (s)	11.0			11.0	11.0	
Pedestrian Calls (#/hr)	4			4	7	
Act Effct Green (s)	149.5			149.5	17.3	
Actuated g/C Ratio	0.83			0.83	0.10	
v/c Ratio	0.84			0.52	0.74	
Control Delay	5.8			1.0	91.9	
Queue Delay	14.8			0.0	0.0	
Total Delay	20.6			1.0	91.9	
LOS	C			A	F	
Approach Delay	20.6			1.0	91.9	
Approach LOS	C			A	F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 144 (80%), Referenced to phase 2:EBWB, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 16.3		Intersection LOS: B	
Intersection Capacity Utilization 84.9%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 11: SW 74 Ave & Bird Rd



Queues
11: SW 74 Ave & Bird Rd

08/06/2019

Lane Group	EBT	WBT	NBL
Lane Group Flow (vph)	3539	2178	241
v/c Ratio	0.84	0.52	0.74
Control Delay	5.8	1.0	91.9
Queue Delay	14.8	0.0	0.0
Total Delay	20.6	1.0	91.9
Queue Length 50th (ft)	257	5	143
Queue Length 95th (ft)	m312	6	193
Internal Link Dist (ft)	642	1280	924
Turn Bay Length (ft)			
Base Capacity (vph)	4222	4222	369
Starvation Cap Reductn	555	0	0
Spillback Cap Reductn	766	324	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	1.02	0.56	0.65

Intersection Summary
m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
11: SW 74 Ave & Bird Rd

08/06/2019

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	3468	0	0	2134	190	46
Future Volume (vph)	3468	0	0	2134	190	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4			6.4	6.8	
Lane Util. Factor	0.91			0.91	0.97	
Frt	1.00			1.00	0.97	
Flt Protected	1.00			1.00	0.96	
Satd. Flow (prot)	5085			5085	3372	
Flt Permitted	1.00			1.00	0.96	
Satd. Flow (perm)	5085			5085	3372	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	3539	0	0	2178	194	47
RTOR Reduction (vph)	0	0	0	0	3	0
Lane Group Flow (vph)	3539	0	0	2178	238	0
Turn Type	NA			NA	Prot	
Protected Phases	2			2	7	
Permitted Phases						
Actuated Green, G (s)	149.5			149.5	17.3	
Effective Green, g (s)	149.5			149.5	17.3	
Actuated g/C Ratio	0.83			0.83	0.10	
Clearance Time (s)	6.4			6.4	6.8	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	4223			4223	324	
v/s Ratio Prot	c0.70			0.43	c0.07	
v/s Ratio Perm						
v/c Ratio	0.84			0.52	0.74	
Uniform Delay, d1	8.5			4.5	79.1	
Progression Factor	0.55			0.14	1.00	
Incremental Delay, d2	0.8			0.3	8.4	
Delay (s)	5.4			0.9	87.5	
Level of Service	A			A	F	
Approach Delay (s)	5.4			0.9	87.5	
Approach LOS	A			A	F	

Intersection Summary			
HCM 2000 Control Delay	7.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	13.2
Intersection Capacity Utilization	84.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↑↑↑↑									↑↑↑	
Traffic Volume (vph)	0	2172	0	0	0	0	0	0	0	0	1306	0
Future Volume (vph)	0	2172	0	0	0	0	0	0	0	0	1306	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Util. Factor	1.00	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	6576	0	0	0	0	0	0	0	0	5219	0
Flt Permitted												
Satd. Flow (perm)	0	6576	0	0	0	0	0	0	0	0	5219	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		191			202			99			218	
Travel Time (s)		4.3			4.6			2.3			5.0	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	2172	0	0	0	0	0	0	0	0	1306	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2172	0	0	0	0	0	0	0	0	1306	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		-12			0			0			-12	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA									NA	
Protected Phases		3									1 2 4 5	
Permitted Phases												
Minimum Split (s)		11.0										
Total Split (s)		72.0										
Total Split (%)		40.0%										
Maximum Green (s)		66.0										
Yellow Time (s)		4.0										
All-Red Time (s)		2.0										
Lost Time Adjust (s)		0.0										
Total Lost Time (s)		6.0										
Lead/Lag		Lead										
Lead-Lag Optimize?		Yes										
Act Effct Green (s)		66.0									102.0	
Actuated g/C Ratio		0.37									0.57	
v/c Ratio		0.90									0.44	
Control Delay		60.1									13.4	
Queue Delay		0.0									0.4	
Total Delay		60.1									13.8	
LOS		E									B	
Approach Delay		60.1									13.8	
Approach LOS		E									B	

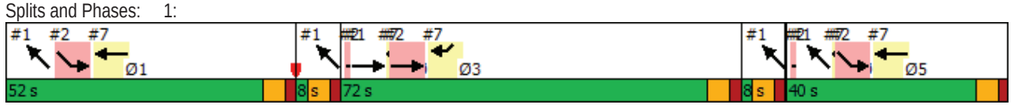
Lane Group	Ø1	Ø2	Ø4	Ø5
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Ideal Flow (vphpl)				
Lane Util. Factor				
Frt				
Flt Protected				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Peak Hour Factor				
Adj. Flow (vph)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Enter Blocked Intersection				
Lane Alignment				
Median Width(ft)				
Link Offset(ft)				
Crosswalk Width(ft)				
Two way Left Turn Lane				
Headway Factor				
Turning Speed (mph)				
Turn Type				
Protected Phases	1	2	4	5
Permitted Phases				
Minimum Split (s)	11.0	8.0	8.0	11.0
Total Split (s)	52.0	8.0	8.0	40.0
Total Split (%)	29%	4%	4%	22%
Maximum Green (s)	46.0	2.0	2.0	34.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				

Lanes, Volumes, Timings
1:

08/09/2019

Intersection Summary		
Area Type:	Other	
Cycle Length: 180		
Actuated Cycle Length: 180		
Offset: 0 (0%), Referenced to phase 2:NWT, Start of Green		
Natural Cycle: 80		
Control Type: Pretimed		
Maximum v/c Ratio: 0.90		
Intersection Signal Delay: 42.7	Intersection LOS: D	
Intersection Capacity Utilization 65.3%	ICU Level of Service C	
Analysis Period (min) 15		

Splits and Phases: 1:



Queues
1:

08/09/2019

Lane Group	EBT	NWT
Lane Group Flow (vph)	2172	1306
v/c Ratio	0.90	0.44
Control Delay	60.1	13.4
Queue Delay	0.0	0.4
Total Delay	60.1	13.8
Queue Length 50th (ft)	707	144
Queue Length 95th (ft)	752	166
Internal Link Dist (ft)	111	138
Turn Bay Length (ft)		
Base Capacity (vph)	2411	2957
Starvation Cap Reductn	0	1001
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.90	0.67

Intersection Summary

HCM Signalized Intersection Capacity Analysis

1: 08/09/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↑↑↑↑									↑↑↑↑	
Traffic Volume (vph)	0	2172	0	0	0	0	0	0	0	0	1306	0
Future Volume (vph)	0	2172	0	0	0	0	0	0	0	0	1306	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Total Lost time (s)		6.0									6.0	
Lane Util. Factor		0.86									0.91	
Frt		1.00									1.00	
Flt Protected		1.00									1.00	
Satd. Flow (prot)		6576									5219	
Flt Permitted		1.00									1.00	
Satd. Flow (perm)		6576									5219	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	2172	0	0	0	0	0	0	0	0	1306	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	2172	0	0	0	0	0	0	0	0	1306	0
Turn Type		NA									NA	
Protected Phases		3									1 2 4 5	
Permitted Phases												
Actuated Green, G (s)		66.0									102.0	
Effective Green, g (s)		66.0									102.0	
Actuated g/C Ratio		0.37									0.57	
Clearance Time (s)		6.0										
Lane Grp Cap (vph)		2411									2957	
v/s Ratio Prot		c0.33									c0.25	
v/s Ratio Perm												
v/c Ratio	0.90										0.44	
Uniform Delay, d1	53.9										22.5	
Progression Factor	1.00										0.57	
Incremental Delay, d2	6.0										0.4	
Delay (s)	59.9										13.3	
Level of Service	E										B	
Approach Delay (s)	59.9		0.0			0.0					13.3	
Approach LOS	E		A			A					B	

Intersection Summary			
HCM 2000 Control Delay	42.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	65.3%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

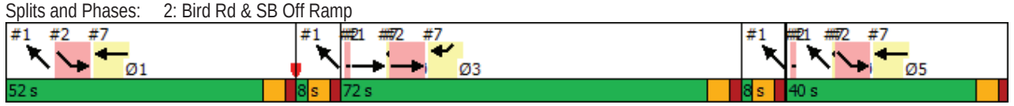
Lanes, Volumes, Timings

2: Bird Rd & SB Off Ramp 08/09/2019

Lane Group	EBL	EBT	WBT	WBR	SEL	SER	Ø1	Ø2	Ø3	Ø4	Ø5
Lane Configurations		↑↑↑↑			↖↑						
Traffic Volume (vph)	0	2172	0	0	1073	0					
Future Volume (vph)	0	2172	0	0	1073	0					
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950					
Lane Util. Factor	1.00	0.86	1.00	1.00	0.97	1.00					
Frt											
Flt Protected					0.950						
Satd. Flow (prot)	0	6576	0	0	3523	0					
Flt Permitted					0.950						
Satd. Flow (perm)	0	6576	0	0	3523	0					
Right Turn on Red				Yes	No	Yes					
Satd. Flow (RTOR)											
Link Speed (mph)		30	30		30						
Link Distance (ft)		202	201		212						
Travel Time (s)		4.6	4.6		4.8						
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00					
Adj. Flow (vph)	0	2172	0	0	1073	0					
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	2172	0	0	1073	0					
Enter Blocked Intersection	No	No	No	No	No	No					
Lane Alignment	Left	Left	Left	Right	Right	Right					
Median Width(ft)		0	0		24						
Link Offset(ft)		0	0		0						
Crosswalk Width(ft)		16	16		16						
Two way Left Turn Lane											
Headway Factor	0.97	0.97	0.97	0.97	0.97	0.97					
Turning Speed (mph)	15			9	20	20					
Turn Type		NA			Prot						
Protected Phases		2 3 4			1 5		1	2	3	4	5
Permitted Phases											
Minimum Split (s)							11.0	8.0	11.0	8.0	11.0
Total Split (s)							52.0	8.0	72.0	8.0	40.0
Total Split (%)							29%	4%	40%	4%	22%
Maximum Green (s)							46.0	2.0	66.0	2.0	34.0
Yellow Time (s)							4.0	4.0	4.0	4.0	4.0
All-Red Time (s)							2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)											
Total Lost Time (s)											
Lead/Lag							Lead	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	
Act Effct Green (s)		82.0			86.0						
Actuated g/C Ratio		0.46			0.48						
v/c Ratio		0.73			0.64						
Control Delay		0.8			37.5						
Queue Delay		0.3			0.0						
Total Delay		1.0			37.5						
LOS		A			D						
Approach Delay		1.0			37.5						
Approach LOS		A			D						

Intersection Summary		
Area Type:	Other	
Cycle Length: 180		
Actuated Cycle Length: 180		
Offset: 0 (0%), Referenced to phase 2:NWT, Start of Green		
Natural Cycle: 80		
Control Type: Pretimed		
Maximum v/c Ratio: 0.90		
Intersection Signal Delay: 13.1	Intersection LOS: B	
Intersection Capacity Utilization 70.5%	ICU Level of Service C	
Analysis Period (min) 15		

Splits and Phases: 2: Bird Rd & SB Off Ramp



Lane Group	EBT	SEL
Lane Group Flow (vph)	2172	1073
v/c Ratio	0.73	0.64
Control Delay	0.8	37.5
Queue Delay	0.3	0.0
Total Delay	1.0	37.5
Queue Length 50th (ft)	0	486
Queue Length 95th (ft)	0	561
Internal Link Dist (ft)	122	132
Turn Bay Length (ft)		
Base Capacity (vph)	2995	1683
Starvation Cap Reductn	263	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.80	0.64

Intersection Summary

HCM Signalized Intersection Capacity Analysis
2: Bird Rd & SB Off Ramp

08/09/2019

Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	2172	0	0	1073	0
Future Volume (vph)	0	2172	0	0	1073	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Total Lost time (s)		6.0			6.0	
Lane Util. Factor		0.86			0.97	
Frt		1.00			1.00	
Flt Protected		1.00			0.95	
Satd. Flow (prot)		6576			3523	
Flt Permitted		1.00			0.95	
Satd. Flow (perm)		6576			3523	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	2172	0	0	1073	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	2172	0	0	1073	0
Turn Type		NA			Prot	
Protected Phases		2 3 4			1 5	
Permitted Phases						
Actuated Green, G (s)		82.0			86.0	
Effective Green, g (s)		82.0			86.0	
Actuated g/C Ratio		0.46			0.48	
Clearance Time (s)						
Lane Grp Cap (vph)		2995			1683	
v/s Ratio Prot		c0.33			c0.30	
v/s Ratio Perm						
v/c Ratio		0.73			0.64	
Uniform Delay, d1		39.8			35.3	
Progression Factor		0.00			1.00	
Incremental Delay, d2		0.7			1.9	
Delay (s)		0.8			37.2	
Level of Service		A			D	
Approach Delay (s)		0.8	0.0		37.2	
Approach LOS		A	A		D	

Intersection Summary			
HCM 2000 Control Delay	12.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	70.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lanes, Volumes, Timings
3:

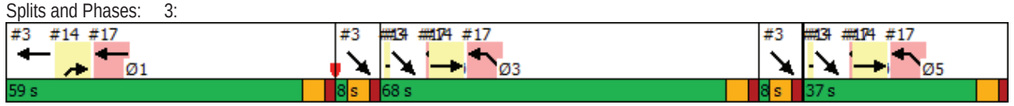
08/09/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	1615	0	0	2573	0	0	0	0
Future Volume (vph)	0	0	0	0	1615	0	0	2573	0	0	0	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Util. Factor	1.00	1.00	1.00	1.00	0.86	1.00	1.00	0.91	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	0	0	0	6576	0	0	5219	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	6576	0	0	5219	0	0	0	0
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		178			148			174			147	
Travel Time (s)		4.0			3.4			4.0			3.3	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	0	1615	0	0	2573	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1615	0	0	2573	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		12			0			-24			3	
Crosswalk Width(ft)		0			16			0			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type					NA			NA				
Protected Phases					1			2 3 4 5				
Permitted Phases												
Minimum Split (s)					37.0							
Total Split (s)					59.0							
Total Split (%)					32.8%							
Maximum Green (s)					53.0							
Yellow Time (s)					4.0							
All-Red Time (s)					2.0							
Lost Time Adjust (s)					0.0							
Total Lost Time (s)					6.0							
Lead/Lag					Lead							
Lead-Lag Optimize?					Yes							
Act Effct Green (s)					53.0			115.0				
Actuated g/C Ratio					0.29			0.64				
v/c Ratio					0.83			0.77				
Control Delay					64.0			16.7				
Queue Delay					0.0			0.0				
Total Delay					64.0			16.7				
LOS					E			B				
Approach Delay					64.0			16.7				
Approach LOS					E			B				

Lane Group	Ø2	Ø3	Ø4	Ø5
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Ideal Flow (vphpl)				
Lane Util. Factor				
Frt				
Flt Protected				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Peak Hour Factor				
Adj. Flow (vph)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Enter Blocked Intersection				
Lane Alignment				
Median Width(ft)				
Link Offset(ft)				
Crosswalk Width(ft)				
Two way Left Turn Lane				
Headway Factor				
Turning Speed (mph)				
Turn Type				
Protected Phases	2	3	4	5
Permitted Phases				
Minimum Split (s)	8.0	26.0	8.0	22.0
Total Split (s)	8.0	68.0	8.0	37.0
Total Split (%)	4%	38%	4%	21%
Maximum Green (s)	2.0	62.0	2.0	31.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag	Lag	Lead	Lag	
Lead-Lag Optimize?				
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 0 (0%), Referenced to phase 2:SET, Start of Green, Master Intersection			
Natural Cycle: 105			
Control Type: Pretimed			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 35.0		Intersection LOS: C	
Intersection Capacity Utilization 81.2%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 3:



Queues

3: 08/09/2019

Lane Group	WBT	SET
Lane Group Flow (vph)	1615	2573
v/c Ratio	0.83	0.77
Control Delay	64.0	16.7
Queue Delay	0.0	0.0
Total Delay	64.0	16.7
Queue Length 50th (ft)	523	326
Queue Length 95th (ft)	568	368
Internal Link Dist (ft)	68	94
Turn Bay Length (ft)		
Base Capacity (vph)	1936	3334
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.83	0.77

Intersection Summary

HCM Signalized Intersection Capacity Analysis

3: 08/09/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	1615	0	0	2573	0	0	0	0
Future Volume (vph)	0	0	0	0	1615	0	0	2573	0	0	0	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Total Lost time (s)					6.0			6.0				
Lane Util. Factor					0.86			0.91				
Frt					1.00			1.00				
Flt Protected					1.00			1.00				
Satd. Flow (prot)					6576			5219				
Flt Permitted					1.00			1.00				
Satd. Flow (perm)					6576			5219				
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	0	1615	0	0	2573	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	1615	0	0	2573	0	0	0	0
Turn Type					NA			NA				
Protected Phases					1			2 3 4 5				
Permitted Phases												
Actuated Green, G (s)					53.0			115.0				
Effective Green, g (s)					53.0			115.0				
Actuated g/C Ratio					0.29			0.64				
Clearance Time (s)					6.0							
Lane Grp Cap (vph)					1936			3334				
v/s Ratio Prot					c0.25			c0.49				
v/s Ratio Perm												
v/c Ratio					0.83			0.77				
Uniform Delay, d1					59.4			23.2				
Progression Factor					1.00			0.66				
Incremental Delay, d2					4.4			1.3				
Delay (s)					63.8			16.6				
Level of Service					E			B				
Approach Delay (s)	0.0				63.8			16.6			0.0	
Approach LOS	A				E			B			A	

Intersection Summary			
HCM 2000 Control Delay	34.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	81.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	0	682	1306	0	0
Future Volume (vph)	0	0	682	1306	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.86	0.86	1.00	1.00
Frt						
Flt Protected			0.950	0.993		
Satd. Flow (prot)	0	0	1522	4772	0	0
Flt Permitted			0.950	0.993		
Satd. Flow (perm)	0	0	1522	4772	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	218			168	191	
Travel Time (s)	5.0			3.8	4.3	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	682	1306	0	0
Shared Lane Traffic (%)			29%			
Lane Group Flow (vph)	0	0	484	1504	0	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	20		15	9
Sign Control	Free			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	49.5%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	2172	439	0	0	0	0
Future Volume (vph)	2172	439	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.86	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	6408	1583	0	0	0	0
Flt Permitted						
Satd. Flow (perm)	6408	1583	0	0	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1161			191	461	
Travel Time (s)	26.4			4.3	10.5	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	2172	439	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2172	439	0	0	0	0
Enter Blocked Intersection	Yes	Yes	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		15	15		15	9
Sign Control	Free			Stop	Free	

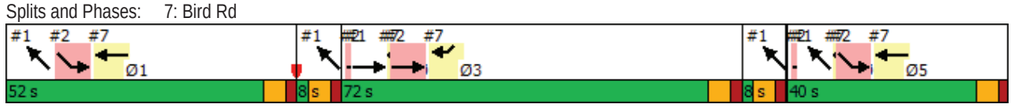
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	64.4%	ICU Level of Service	C
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBT	WBR	SWL	SWR	Ø1	Ø2	Ø4	Ø5
Lane Configurations										
Traffic Volume (vph)	0	0	1306	0	0	466				
Future Volume (vph)	0	0	1306	0	0	466				
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950				
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	0.88				
Frt						0.850				
Flt Protected										
Satd. Flow (prot)	0	0	5219	0	0	2860				
Flt Permitted										
Satd. Flow (perm)	0	0	5219	0	0	2860				
Right Turn on Red				Yes		Yes				
Satd. Flow (RTOR)						*60				
Link Speed (mph)		30	30		30					
Link Distance (ft)		663	99		331					
Travel Time (s)		15.1	2.3		7.5					
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				
Adj. Flow (vph)	0	0	1306	0	0	466				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	0	1306	0	0	466				
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes				
Lane Alignment	Left	Left	Left	Right	Left	R NA				
Median Width(ft)		0	0		0					
Link Offset(ft)		0	0		24					
Crosswalk Width(ft)		16	16		16					
Two way Left Turn Lane										
Headway Factor	0.97	0.97	0.97	0.97	0.97	0.97				
Turning Speed (mph)	15			9	15	20				
Turn Type			NA			Prot				
Protected Phases			1 2 4 5			3	1	2	4	5
Permitted Phases										
Minimum Split (s)						11.0	11.0	8.0	8.0	11.0
Total Split (s)						72.0	52.0	8.0	8.0	40.0
Total Split (%)						40.0%	29%	4%	4%	22%
Maximum Green (s)						66.0	46.0	2.0	2.0	34.0
Yellow Time (s)						4.0	4.0	4.0	4.0	4.0
All-Red Time (s)						2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						0.0				
Total Lost Time (s)						6.0				
Lead/Lag						Lead	Lead	Lag	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	
Act Effct Green (s)			102.0			66.0				
Actuated g/C Ratio			0.57			0.37				
v/c Ratio			0.44			0.43				
Control Delay			1.6			38.3				
Queue Delay			0.0			0.0				
Total Delay			1.6			38.3				
LOS			A			D				
Approach Delay			1.6		38.3					
Approach LOS			A		D					

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 0 (0%), Referenced to phase 2:NWT, Start of Green			
Natural Cycle: 80			
Control Type: Pretimed			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 11.2		Intersection LOS: B	
Intersection Capacity Utilization 65.3%		ICU Level of Service C	
Analysis Period (min) 15			

* User Entered Value

Splits and Phases: 7: Bird Rd



Queues
7: Bird Rd

08/09/2019

Lane Group	WBT	SWR
Lane Group Flow (vph)	1306	466
v/c Ratio	0.44	0.43
Control Delay	1.6	38.3
Queue Delay	0.0	0.0
Total Delay	1.6	38.3
Queue Length 50th (ft)	5	205
Queue Length 95th (ft)	21	265
Internal Link Dist (ft)	19	
Turn Bay Length (ft)		
Base Capacity (vph)	2957	1086
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.44	0.43

Intersection Summary

HCM Signalized Intersection Capacity Analysis
7: Bird Rd

08/09/2019

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	0	1306	0	0	466
Future Volume (vph)	0	0	1306	0	0	466
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Total Lost time (s)			6.0			6.0
Lane Util. Factor			0.91			0.88
Frt			1.00			0.85
Flt Protected			1.00			1.00
Satd. Flow (prot)			5219			2860
Flt Permitted			1.00			1.00
Satd. Flow (perm)			5219			2860
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	1306	0	0	466
RTOR Reduction (vph)	0	0	0	0	0	38
Lane Group Flow (vph)	0	0	1306	0	0	428
Turn Type			NA			Prot
Protected Phases			1 2 4 5			3
Permitted Phases						
Actuated Green, G (s)			102.0			66.0
Effective Green, g (s)			102.0			66.0
Actuated g/C Ratio			0.57			0.37
Clearance Time (s)						6.0
Lane Grp Cap (vph)			2957			1048
v/s Ratio Prot			c0.25			c0.15
v/s Ratio Perm						
v/c Ratio			0.44			0.41
Uniform Delay, d1			22.5			42.5
Progression Factor			0.05			1.00
Incremental Delay, d2			0.4			1.2
Delay (s)			1.6			43.6
Level of Service			A			D
Approach Delay (s)	0.0		1.6		43.6	
Approach LOS	A		A		D	

Intersection Summary			
HCM 2000 Control Delay	12.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	65.3%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	0	1073	466	0	0
Future Volume (vph)	0	0	1073	466	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			300	0	0
Storage Lanes	0			2	0	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.88	1.00	1.00
Frt				0.850		
Flt Protected						
Satd. Flow (prot)	0	0	3539	2787	0	0
Flt Permitted						
Satd. Flow (perm)	0	0	3539	2787	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		212	819		331	
Travel Time (s)		4.8	18.6		7.5	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	1073	466	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1073	466	0	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			20	15	9
Sign Control		Stop	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	68.7%	ICU Level of Service	C
Analysis Period (min)	15		

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	0	682	0	0	439
Future Volume (vph)	0	0	682	0	0	439
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	0	3539	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3539	0	0	1611
Link Speed (mph)		30	30		30	
Link Distance (ft)		430	191		461	
Travel Time (s)		9.8	4.3		10.5	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	682	0	0	439
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	682	0	0	439
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	L NA	Right	Left	R NA
Median Width(ft)			0	0	0	
Link Offset(ft)			0	0	0	
Crosswalk Width(ft)			16	16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	20
Sign Control		Stop	Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	63.2%	ICU Level of Service	B
Analysis Period (min)	15		

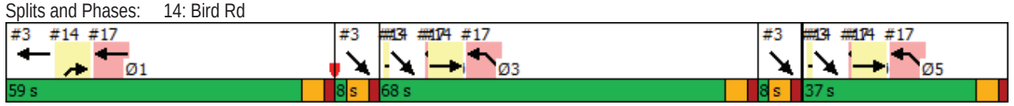
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	0	1615	813	0	0
Future Volume (vph)	0	0	1615	813	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.86	1.00	1.00	1.00
Frt				0.850		
Flt Protected						
Satd. Flow (prot)	0	0	6408	1583	0	0
Flt Permitted						
Satd. Flow (perm)	0	0	6408	1583	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		148	1674		271	
Travel Time (s)		3.4	38.0		6.2	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	1615	813	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1615	813	0	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		-24	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			20	15	9
Sign Control		Stop	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	81.2%	ICU Level of Service	D
Analysis Period (min)	15		

Lane Group	EBT	EBR	WBL	WBT	NEL	NER	Ø2	Ø3	Ø4	Ø5
Lane Configurations										
Traffic Volume (vph)	2573	0	0	0	0	998				
Future Volume (vph)	2573	0	0	0	0	998				
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950				
Lane Util. Factor	0.91	1.00	1.00	1.00	1.00	0.76				
Frt						0.850				
Flt Protected										
Satd. Flow (prot)	5219	0	0	0	0	3705				
Flt Permitted										
Satd. Flow (perm)	5219	0	0	0	0	3705				
Right Turn on Red		Yes				No				
Satd. Flow (RTOR)										
Link Speed (mph)	30			30	30					
Link Distance (ft)	147			742	214					
Travel Time (s)	3.3			16.9	4.9					
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				
Adj. Flow (vph)	2573	0	0	0	0	998				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	2573	0	0	0	0	998				
Enter Blocked Intersection	No	No	No	No	No	No				
Lane Alignment	Left	Right	Left	Left	Left	Right				
Median Width(ft)	0			0	0					
Link Offset(ft)	0			0	0					
Crosswalk Width(ft)	0			16	0					
Two way Left Turn Lane										
Headway Factor	0.97	0.97	0.97	0.97	0.97	0.97				
Turning Speed (mph)		9	15		15	20				
Turn Type	NA					Prot				
Protected Phases	2 3 4 5					1	2	3	4	5
Permitted Phases										
Minimum Split (s)						37.0	8.0	26.0	8.0	22.0
Total Split (s)						59.0	8.0	68.0	8.0	37.0
Total Split (%)						32.8%	4%	38%	4%	21%
Maximum Green (s)						53.0	2.0	62.0	2.0	31.0
Yellow Time (s)						4.0	4.0	4.0	4.0	4.0
All-Red Time (s)						2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						0.0				
Total Lost Time (s)						6.0				
Lead/Lag						Lead	Lag	Lead	Lag	
Lead-Lag Optimize?						Yes				
Act Effct Green (s)	115.0					53.0				
Actuated g/C Ratio	0.64					0.29				
v/c Ratio	0.77					0.92				
Control Delay	2.7					74.5				
Queue Delay	0.0					0.0				
Total Delay	2.7					74.5				
LOS	A					E				
Approach Delay	2.7				74.5					
Approach LOS	A				E					

Intersection Summary		
Area Type:	Other	
Cycle Length: 180		
Actuated Cycle Length: 180		
Offset: 0 (0%), Referenced to phase 2:SET, Start of Green, Master Intersection		
Natural Cycle: 105		
Control Type: Pretimed		
Maximum v/c Ratio: 0.92		
Intersection Signal Delay: 22.8	Intersection LOS: C	
Intersection Capacity Utilization 81.2%	ICU Level of Service D	
Analysis Period (min) 15		

Splits and Phases: 14: Bird Rd



Lane Group	EBT	NER
Lane Group Flow (vph)	2573	998
v/c Ratio	0.77	0.92
Control Delay	2.7	74.5
Queue Delay	0.0	0.0
Total Delay	2.7	74.5
Queue Length 50th (ft)	29	503
Queue Length 95th (ft)	26	#602
Internal Link Dist (ft)	67	
Turn Bay Length (ft)		
Base Capacity (vph)	3334	1090
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.77	0.92

Intersection Summary
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
14: Bird Rd

08/09/2019

Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	2573	0	0	0	0	998
Future Volume (vph)	2573	0	0	0	0	998
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Total Lost time (s)	6.0					6.0
Lane Util. Factor	0.91					0.76
Frt	1.00					0.85
Flt Protected	1.00					1.00
Satd. Flow (prot)	5219					3705
Flt Permitted	1.00					1.00
Satd. Flow (perm)	5219					3705
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	2573	0	0	0	0	998
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	2573	0	0	0	0	998
Turn Type	NA					Prot
Protected Phases	2 3 4 5					1
Permitted Phases						
Actuated Green, G (s)	115.0					53.0
Effective Green, g (s)	115.0					53.0
Actuated g/C Ratio	0.64					0.29
Clearance Time (s)						6.0
Lane Grp Cap (vph)	3334					1090
v/s Ratio Prot	c0.49					c0.27
v/s Ratio Perm						
v/c Ratio	0.77					0.92
Uniform Delay, d1	23.2					61.3
Progression Factor	0.07					1.00
Incremental Delay, d2	1.1					13.3
Delay (s)	2.7					74.6
Level of Service	A					E
Approach Delay (s)	2.7		0.0		74.6	
Approach LOS	A		A		E	

Intersection Summary			
HCM 2000 Control Delay	22.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	81.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lanes, Volumes, Timings
15: SR 826 NB On Ramp

08/09/2019

Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	672	0	0	0	0	813
Future Volume (vph)	672	0	0	0	0	813
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	1.00	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	3539	0	0	0	0	1611
Flt Permitted						
Satd. Flow (perm)	3539	0	0	0	0	1611
Link Speed (mph)	30			30	30	
Link Distance (ft)	187			325	271	
Travel Time (s)	4.3			7.4	6.2	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	672	0	0	0	0	813
Shared Lane Traffic (%)						
Lane Group Flow (vph)	672	0	0	0	0	813
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	L NA	Right	Left	Left	Left	R NA
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	20
Sign Control	Free			Stop	Yield	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 104.5%		ICU Level of Service G	
Analysis Period (min) 15			

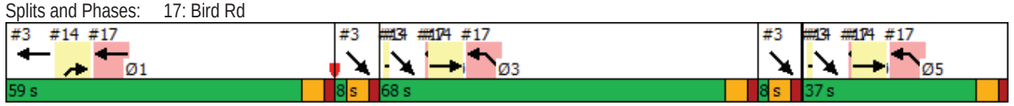
Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	672	2573	0	0	0	0
Future Volume (vph)	672	2573	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.86	0.86	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950	0.999				
Satd. Flow (prot)	1522	4801	0	0	0	0
Flt Permitted	0.950	0.999				
Satd. Flow (perm)	1522	4801	0	0	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		201	174		187	
Travel Time (s)		4.6	4.0		4.3	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	672	2573	0	0	0	0
Shared Lane Traffic (%)	10%					
Lane Group Flow (vph)	605	2640	0	0	0	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	20
Sign Control		Free	Stop		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	104.5%	ICU Level of Service	G
Analysis Period (min)	15		

Lane Group	EBT	EBR	WBL	WBT	NWL	NWR	Ø1	Ø2	Ø3	Ø4	Ø5
Lane Configurations											
Traffic Volume (vph)	0	0	0	1615	373	0					
Future Volume (vph)	0	0	0	1615	373	0					
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950					
Lane Util. Factor	1.00	1.00	1.00	0.86	0.97	1.00					
Frt											
Flt Protected					0.950						
Satd. Flow (prot)	0	0	0	6576	3523	0					
Flt Permitted					0.950						
Satd. Flow (perm)	0	0	0	6576	3523	0					
Right Turn on Red		Yes			No	Yes					
Satd. Flow (RTOR)											
Link Speed (mph)	30			30	30						
Link Distance (ft)	168			178	204						
Travel Time (s)	3.8			4.0	4.6						
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00					
Adj. Flow (vph)	0	0	0	1615	373	0					
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	0	0	1615	373	0					
Enter Blocked Intersection	No	No	No	No	No	No					
Lane Alignment	Left	Right	Left	Left	Right	Right					
Median Width(ft)	0			0	24						
Link Offset(ft)	0			0	-3						
Crosswalk Width(ft)	16			0	0						
Two way Left Turn Lane											
Headway Factor	0.97	0.97	0.97	0.97	0.97	0.97					
Turning Speed (mph)		9	15		15	9					
Turn Type				NA	Prot						
Protected Phases				1 2	3 4 5		1	2	3	4	5
Permitted Phases											
Minimum Split (s)							37.0	8.0	26.0	8.0	22.0
Total Split (s)							59.0	8.0	68.0	8.0	37.0
Total Split (%)							33%	4%	38%	4%	21%
Maximum Green (s)							53.0	2.0	62.0	2.0	31.0
Yellow Time (s)							4.0	4.0	4.0	4.0	4.0
All-Red Time (s)							2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)											
Total Lost Time (s)											
Lead/Lag							Lead	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes				
Act Effct Green (s)				61.0	107.0						
Actuated g/C Ratio				0.34	0.59						
v/c Ratio				0.72	0.18						
Control Delay				1.1	16.8						
Queue Delay				0.3	0.0						
Total Delay				1.4	16.8						
LOS				A	B						
Approach Delay				1.4	16.8						
Approach LOS				A	B						

Intersection Summary		
Area Type:	Other	
Cycle Length: 180		
Actuated Cycle Length: 180		
Offset: 0 (0%), Referenced to phase 2:SET, Start of Green, Master Intersection		
Natural Cycle: 105		
Control Type: Pretimed		
Maximum v/c Ratio: 0.92		
Intersection Signal Delay: 4.3	Intersection LOS: A	
Intersection Capacity Utilization 43.2%	ICU Level of Service A	
Analysis Period (min) 15		

Splits and Phases: 17: Bird Rd



Lane Group	WBT	NWL
Lane Group Flow (vph)	1615	373
v/c Ratio	0.72	0.18
Control Delay	1.1	16.8
Queue Delay	0.3	0.0
Total Delay	1.4	16.8
Queue Length 50th (ft)	0	100
Queue Length 95th (ft)	0	128
Internal Link Dist (ft)	98	124
Turn Bay Length (ft)		
Base Capacity (vph)	2228	2094
Starvation Cap Reductn	146	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.78	0.18

Intersection Summary

HCM Signalized Intersection Capacity Analysis
17: Bird Rd

08/09/2019

Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	0	0	0	1615	373	0
Future Volume (vph)	0	0	0	1615	373	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Total Lost time (s)				6.0	6.0	
Lane Util. Factor				0.86	0.97	
Frt				1.00	1.00	
Flt Protected				1.00	0.95	
Satd. Flow (prot)				6576	3523	
Flt Permitted				1.00	0.95	
Satd. Flow (perm)				6576	3523	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	1615	373	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	1615	373	0
Turn Type				NA	Prot	
Protected Phases				1 2	3 4 5	
Permitted Phases						
Actuated Green, G (s)				61.0	107.0	
Effective Green, g (s)				61.0	107.0	
Actuated g/C Ratio				0.34	0.59	
Clearance Time (s)						
Lane Grp Cap (vph)				2228	2094	
v/s Ratio Prot				c0.25	c0.11	
v/s Ratio Perm						
v/c Ratio				0.72	0.18	
Uniform Delay, d1				52.1	16.6	
Progression Factor				0.00	1.00	
Incremental Delay, d2				1.1	0.2	
Delay (s)				1.1	16.7	
Level of Service				A	B	
Approach Delay (s)	0.0			1.1	16.7	
Approach LOS	A			A	B	

Intersection Summary			
HCM 2000 Control Delay	4.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	43.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lanes, Volumes, Timings
18: SR 826 NB Off Ramp

08/09/2019

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	373	998	0	0	0	0
Future Volume (vph)	373	998	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		300	0		0	0
Storage Lanes		3	0		0	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.76	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	3539	3610	0	0	0	0
Flt Permitted						
Satd. Flow (perm)	3539	3610	0	0	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	896			204	214	
Travel Time (s)	20.4			4.6	4.9	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	373	998	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	373	998	0	0	0	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Stop	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	43.2%	ICU Level of Service	A
Analysis Period (min)	15		

1: Performance by movement

Movement	EBT	NWT	All
Denied Delay (hr)	0.0	0.0	0.0
Total Delay (hr)	3.2	0.7	3.9

2: Bird Rd & SB Off Ramp Performance by movement

Movement	EBT	SEL	All
Denied Delay (hr)	0.0	0.0	0.0
Total Delay (hr)	0.4	2.0	2.4

3: Performance by movement

Movement	WBT	SET	All
Denied Delay (hr)	0.0	0.0	0.0
Total Delay (hr)	3.2	0.6	3.7

4: Bird Rd Performance by movement

Movement	WBL	WBT	All
Denied Delay (hr)	0.0	0.0	0.0
Total Delay (hr)	0.1	0.5	0.6

5: Bird Rd Performance by movement

Movement	EBT	EBR	All
Denied Delay (hr)	0.0	0.0	0.0
Total Delay (hr)	4.8	0.0	4.8

7: Bird Rd Performance by movement

Movement	WBT	SWR	All
Denied Delay (hr)	0.0	0.0	0.0
Total Delay (hr)	0.2	0.8	1.0

8: SB Off Ramp/SR 826 SB Off Ramp Performance by movement

Movement	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.1
Total Delay (hr)	1.5	0.0	1.6

10: SR 826 SB On Ramp Performance by movement

Movement	SBT	SER	All
Denied Delay (hr)	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0

12: Bird Rd Performance by movement

Movement	WBT	WBR	All
Denied Delay (hr)	0.0	0.0	0.0
Total Delay (hr)	2.4	0.1	2.5

14: Bird Rd Performance by movement

Movement	EBT	NER	All
Denied Delay (hr)	0.0	0.0	0.0
Total Delay (hr)	0.3	1.7	2.0

15: SR 826 NB On Ramp Performance by movement

Movement	NBT	NWR	All
Denied Delay (hr)	0.0	0.0	0.0
Total Delay (hr)	0.0	0.3	0.3

16: Bird Rd Performance by movement

Movement	EBL	EBT	All
Denied Delay (hr)	0.0	0.0	0.0
Total Delay (hr)	0.1	1.5	1.5

17: Bird Rd Performance by movement

Movement	WBT	NWL	All
Denied Delay (hr)	0.0	0.0	0.0
Total Delay (hr)	0.1	0.3	0.5

18: SR 826 NB Off Ramp Performance by movement

Movement	NBT	NBR	All
Denied Delay (hr)	0.0	0.1	0.2
Total Delay (hr)	0.0	2.0	2.1

Total Network Performance

Denied Delay (hr)	0.3
Total Delay (hr)	27.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	104	1582	20	130	2406	232	16	11	67	163	34	65
Future Volume (vph)	104	1582	20	130	2406	232	16	11	67	163	34	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	325		0	265		0	0		0	150		0
Storage Lanes	1		0	2		0	1		1	1		0
Taper Length (ft)	100			100			25			75		
Lane Util. Factor	1.00	0.86	0.86	0.97	0.86	0.86	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.998			0.987				0.850		0.924	
Flt Protected	0.950			0.950			0.950			0.950	0.989	
Satd. Flow (prot)	1770	6395	0	3433	6325	0	1770	1863	1583	1681	1617	0
Flt Permitted	0.950			0.950			0.950			0.950	0.989	
Satd. Flow (perm)	1770	6395	0	3433	6325	0	1770	1863	1583	1681	1617	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			17				73		23	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		363			687			1051			1028	
Travel Time (s)		6.2			11.7			23.9			23.4	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	106	1614	20	133	2455	237	16	11	68	166	35	66
Shared Lane Traffic (%)										18%		
Lane Group Flow (vph)	106	1634	0	133	2692	0	16	11	68	136	131	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Split	NA	pt+ov	Split	NA	
Protected Phases	1	6		5	2		4	4	4 5	3	3	
Permitted Phases												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2		4	4	4 5	3	3	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	12.0	30.0		12.0	30.0		26.0	26.0		26.0	26.0	
Total Split (s)	26.0	103.0		19.0	96.0		26.0	26.0		32.0	32.0	
Total Split (%)	14.4%	57.2%		10.6%	53.3%		14.4%	14.4%		17.8%	17.8%	
Maximum Green (s)	19.0	96.0		12.0	89.0		18.0	18.0		24.0	24.0	
Yellow Time (s)	4.4	4.4		4.4	4.4		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.6	2.6		2.6	2.6		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0		7.0	7.0		8.0	8.0		8.0	8.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		18.0			18.0		13.0	13.0		10.0	10.0	
Pedestrian Calls (#/hr)		0			0		3	3		8	8	
Act Effct Green (s)	15.5	109.8		11.6	105.9		9.4	9.4	28.0	19.2	19.2	
Actuated g/C Ratio	0.09	0.61		0.06	0.59		0.05	0.05	0.16	0.11	0.11	
v/c Ratio	0.70	0.42		0.60	0.72		0.17	0.11	0.22	0.76	0.68	
Control Delay	102.9	19.6		104.0	18.7		83.6	81.2	11.5	103.3	80.6	
Queue Delay	0.0	0.0		0.0	0.2		0.0	0.0	0.0	0.0	0.0	
Total Delay	102.9	19.6		104.0	18.9		83.6	81.2	11.5	103.3	80.6	
LOS	F	B		F	B		F	F	B	F	F	
Approach Delay		24.7			22.9			31.7			92.2	
Approach LOS		C			C			C			F	

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 110 (61%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 125
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 27.5 Intersection LOS: C
Intersection Capacity Utilization 76.9% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 3: SW 79 Ave & Bird Rd



Queues
3: SW 79 Ave & Bird Rd

08/06/2019

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	106	1634	133	2692	16	11	68	136	131
v/c Ratio	0.70	0.42	0.60	0.72	0.17	0.11	0.22	0.76	0.68
Control Delay	102.9	19.6	104.0	18.7	83.6	81.2	11.5	103.3	80.6
Queue Delay	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay	102.9	19.6	104.0	18.9	83.6	81.2	11.5	103.3	80.6
Queue Length 50th (ft)	124	279	84	353	19	13	0	167	131
Queue Length 95th (ft)	195	375	125	756	46	35	42	248	211
Internal Link Dist (ft)		283		607		971			948
Turn Bay Length (ft)	325		265					150	
Base Capacity (vph)	186	3901	236	3726	177	186	314	224	235
Starvation Cap Reductn	0	0	0	247	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.42	0.56	0.77	0.09	0.06	0.22	0.61	0.56

Intersection Summary

HCM Signalized Intersection Capacity Analysis
3: SW 79 Ave & Bird Rd

08/06/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	104	1582	20	130	2406	232	16	11	67	163	34	65
Future Volume (vph)	104	1582	20	130	2406	232	16	11	67	163	34	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		7.0	7.0		8.0	8.0	8.0	8.0	8.0	
Lane Util. Factor	1.00	0.86		0.97	0.86		1.00	1.00	1.00	0.95	0.95	
Frt	1.00	1.00		1.00	0.99		1.00	1.00	0.85	1.00	0.92	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	0.99	
Satd. Flow (prot)	1770	6396		3433	6323		1770	1863	1583	1681	1617	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	0.99	
Satd. Flow (perm)	1770	6396		3433	6323		1770	1863	1583	1681	1617	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	106	1614	20	133	2455	237	16	11	68	166	35	66
RTOR Reduction (vph)	0	1	0	0	7	0	0	0	57	0	21	0
Lane Group Flow (vph)	106	1633	0	133	2685	0	16	11	11	136	110	0
Turn Type	Prot	NA		Prot	NA		Split	NA	pt+ov	Split	NA	
Protected Phases	1	6		5	2		4	4	4 5	3	3	
Permitted Phases												
Actuated Green, G (s)	15.5	109.8		11.6	105.9		9.4	9.4	29.0	19.2	19.2	
Effective Green, g (s)	15.5	109.8		11.6	105.9		9.4	9.4	29.0	19.2	19.2	
Actuated g/C Ratio	0.09	0.61		0.06	0.59		0.05	0.05	0.16	0.11	0.11	
Clearance Time (s)	7.0	7.0		7.0	7.0		8.0	8.0		8.0	8.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	152	3901		221	3720		92	97	255	179	172	
v/s Ratio Prot	c0.06	c0.26		0.04	c0.42		c0.01	0.01	0.01	c0.08	0.07	
v/s Ratio Perm												
v/c Ratio	0.70	0.42		0.60	0.72		0.17	0.11	0.04	0.76	0.64	
Uniform Delay, d1	80.0	18.4		82.0	26.5		81.6	81.3	63.8	78.2	77.1	
Progression Factor	1.00	1.00		1.16	0.63		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	13.0	0.3		3.5	1.0		0.9	0.5	0.1	16.8	7.9	
Delay (s)	93.0	18.7		98.4	17.7		82.5	81.8	63.8	95.0	85.1	
Level of Service	F	B		F	B		F	F	E	F	F	
Approach Delay (s)		23.2			21.5			69.1			90.1	
Approach LOS		C			C			E			F	

Intersection Summary			
HCM 2000 Control Delay	26.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	76.9%	ICU Level of Service	D
Analysis Period (min)	15		

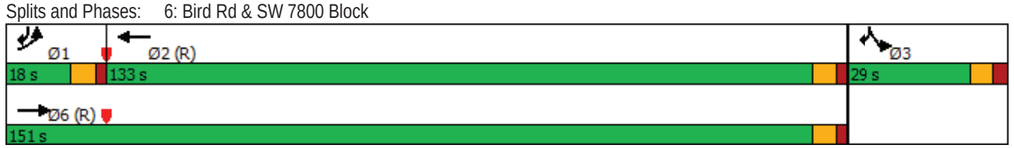
c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	74	1738	2632	318	190	111
Future Volume (vph)	74	1738	2632	318	190	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230			0	0	100
Storage Lanes	2			0	2	1
Taper Length (ft)	100				25	
Lane Util. Factor	0.97	0.86	0.86	0.86	0.97	1.00
Frt			0.984			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3433	6408	6305	0	3433	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	6408	6305	0	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			40			5
Link Speed (mph)		40	40		30	
Link Distance (ft)		687	783		1012	
Travel Time (s)		11.7	13.3		23.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	76	1792	2713	328	196	114
Shared Lane Traffic (%)						
Lane Group Flow (vph)	76	1792	3041	0	196	114
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		24	24		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2		1	1
Detector Template	Left	Thru	Thru		Left	Right
Leading Detector (ft)	20	100	100		20	20
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0
Detector 1 Size(ft)	20	6	6		20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Prot	NA	NA		Prot	pt+ov
Protected Phases	1	6	2		3	3 1
Permitted Phases						

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Detector Phase	1	6	2		3	3 1
Switch Phase						
Minimum Initial (s)	5.0	7.0	7.0		7.0	
Minimum Split (s)	11.4	24.4	24.4		25.0	
Total Split (s)	18.0	151.0	133.0		29.0	
Total Split (%)	10.0%	83.9%	73.9%		16.1%	
Maximum Green (s)	11.6	144.6	126.6		22.0	
Yellow Time (s)	4.4	4.4	4.4		4.0	
All-Red Time (s)	2.0	2.0	2.0		3.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.4	6.4	6.4		7.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Recall Mode	None	C-Max	C-Max		None	
Act Effct Green (s)	9.3	150.0	134.3		16.6	32.3
Actuated g/C Ratio	0.05	0.83	0.75		0.09	0.18
v/c Ratio	0.43	0.34	0.64		0.62	0.40
Control Delay	115.8	1.3	10.1		87.0	65.3
Queue Delay	0.0	0.0	0.1		0.0	0.0
Total Delay	115.8	1.4	10.2		87.0	65.3
LOS	F	A	B		F	E
Approach Delay		6.0	10.2		79.0	
Approach LOS		A	B		E	

Intersection Summary		
Area Type:	Other	
Cycle Length: 180		
Actuated Cycle Length: 180		
Offset: 99 (55%), Referenced to phase 2:WBT and 6:EBT, Start of Green		
Natural Cycle: 80		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.64		
Intersection Signal Delay: 12.8		Intersection LOS: B
Intersection Capacity Utilization 61.5%		ICU Level of Service B
Analysis Period (min) 15		

Splits and Phases: 6: Bird Rd & SW 7800 Block



Queues
6: Bird Rd & SW 7800 Block

08/09/2019

Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	76	1792	3041	196	114
v/c Ratio	0.43	0.34	0.64	0.62	0.40
Control Delay	115.8	1.3	10.1	87.0	65.3
Queue Delay	0.0	0.0	0.1	0.0	0.0
Total Delay	115.8	1.4	10.2	87.0	65.3
Queue Length 50th (ft)	48	29	371	117	115
Queue Length 95th (ft)	m80	50	554	158	176
Internal Link Dist (ft)		607	703	932	
Turn Bay Length (ft)	230				100
Base Capacity (vph)	221	5341	4715	419	298
Starvation Cap Reductn	0	927	504	0	0
Spillback Cap Reductn	0	29	143	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.34	0.41	0.72	0.47	0.38

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
6: Bird Rd & SW 7800 Block

08/09/2019

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	74	1738	2632	318	190	111
Future Volume (veh/h)	74	1738	2632	318	190	111
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	76	1792	2713	328	196	114
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	112	5419	4548	540	288	183
Arrive On Green	0.06	1.00	1.00	1.00	0.08	0.08
Sat Flow, veh/h	3456	6696	6135	698	3456	1585
Grp Volume(v), veh/h	76	1792	2221	820	196	114
Grp Sat Flow(s),veh/h/ln	1728	1609	1609	1745	1728	1585
Q Serve(g_s), s	3.9	0.0	0.0	0.0	9.9	12.3
Cycle Q Clear(g_c), s	3.9	0.0	0.0	0.0	9.9	12.3
Prop In Lane	1.00			0.40	1.00	1.00
Lane Grp Cap(c), veh/h	112	5419	3737	1351	288	183
V/C Ratio(X)	0.68	0.33	0.59	0.61	0.68	0.62
Avail Cap(c_a), veh/h	223	5419	3737	1351	422	245
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.59	0.59	1.00	1.00
Uniform Delay (d), s/veh	83.3	0.0	0.0	0.0	80.2	75.9
Incr Delay (d2), s/veh	6.4	0.1	0.4	1.2	2.8	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.1	0.1	0.5	4.6	5.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	89.7	0.1	0.4	1.2	83.0	79.3
LnGrp LOS	F	A	A	A	F	E
Approach Vol, veh/h		1868	3041		310	
Approach Delay, s/veh		3.8	0.6		81.7	
Approach LOS		A	A		F	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	12.2	145.8			158.0	22.0
Change Period (Y+Rc), s	6.4	6.4			6.4	7.0
Max Green Setting (Gmax), s	11.6	126.6			144.6	22.0
Max Q Clear Time (g_c+I1), s	5.9	2.0			2.0	14.3
Green Ext Time (p_c), s	0.1	76.1			24.3	0.6

Intersection Summary

HCM 6th Ctrl Delay	6.6
HCM 6th LOS	A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	117	2170	138	125	2250	71	252	209	191	81	169	379
Future Volume (vph)	117	2170	138	125	2250	71	252	209	191	81	169	379
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	360		0	330		0	300		0	220		250
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	50			50			50			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.991			0.995			0.928				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5040	0	1770	5060	0	1770	3284	0	1770	1863	1583
Flt Permitted	0.043			0.043			0.394			0.472		
Satd. Flow (perm)	80	5040	0	80	5060	0	734	3284	0	879	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			4			122				141
Link Speed (mph)		40			40			30			35	
Link Distance (ft)		1360			1024			1071			1022	
Travel Time (s)		23.2			17.5			24.3			19.9	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	118	2192	139	126	2273	72	255	211	193	82	171	383
Shared Lane Traffic (%)												
Lane Group Flow (vph)	118	2331	0	126	2345	0	255	404	0	82	171	383
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		16			16			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	7.0		5.0	7.0	7.0
Minimum Split (s)	11.4	24.4		11.4	24.4		11.7	30.7		11.7	24.7	24.7
Total Split (s)	18.0	96.0		19.0	97.0		23.0	51.1		13.9	42.0	42.0
Total Split (%)	10.0%	53.3%		10.6%	53.9%		12.8%	28.4%		7.7%	23.3%	23.3%
Maximum Green (s)	11.6	89.6		12.6	90.6		16.3	44.4		7.2	35.3	35.3
Yellow Time (s)	4.4	4.4		4.4	4.4		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.7	2.7		2.7	2.7	2.7
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4		6.4	6.4		6.7	6.7		6.7	6.7	6.7
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Walk Time (s)		7.0			7.0			5.0				
Flash Dont Walk (s)		11.0			11.0			19.0				
Pedestrian Calls (#/hr)		5			5			0				
Act Effct Green (s)	104.0	93.2		105.6	94.0		55.7	41.8		39.9	32.7	32.7
Actuated g/C Ratio	0.58	0.52		0.59	0.52		0.31	0.23		0.22	0.18	0.18
v/c Ratio	0.80	0.89		0.81	0.89		0.80	0.47		0.36	0.51	0.95
Control Delay	87.8	33.2		78.7	43.9		69.9	42.3		50.8	71.4	79.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	87.8	33.2		78.7	43.9		69.9	42.3		50.8	71.4	79.0
LOS	F	C		E	D		E	D		D	E	E
Approach Delay		35.8			45.7			53.0			73.3	
Approach LOS		D			D			D			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 135 (75%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay: 45.4		Intersection LOS: D	
Intersection Capacity Utilization 99.0%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 8: SW 72 Ave & Bird Rd



Queues
8: SW 72 Ave & Bird Rd

08/06/2019

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	118	2331	126	2345	255	404	82	171	383
v/c Ratio	0.80	0.89	0.81	0.89	0.80	0.47	0.36	0.51	0.95
Control Delay	87.8	33.2	78.7	43.9	69.9	42.3	50.8	71.4	79.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.8	33.2	78.7	43.9	69.9	42.3	50.8	71.4	79.0
Queue Length 50th (ft)	106	870	98	925	239	149	69	181	300
Queue Length 95th (ft)	m#161	917	#209	991	#337	206	116	265	#501
Internal Link Dist (ft)		1280		944		991		942	
Turn Bay Length (ft)	360		330		300		220		250
Base Capacity (vph)	155	2614	165	2644	320	901	230	365	423
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.89	0.76	0.89	0.80	0.45	0.36	0.47	0.91

Intersection Summary

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
8: SW 72 Ave & Bird Rd

08/06/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	117	2170	138	125	2250	71	252	209	191	81	169	379
Future Volume (veh/h)	117	2170	138	125	2250	71	252	209	191	81	169	379
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	118	2192	139	126	2273	72	255	211	193	82	171	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	154	3048	192	204	3162	100	220	281	244	148	197	
Arrive On Green	0.07	1.00	1.00	0.04	0.62	0.62	0.09	0.16	0.16	0.04	0.11	0.00
Sat Flow, veh/h	1781	4910	309	1781	5085	160	1781	1801	1564	1781	1870	1585
Grp Volume(v), veh/h	118	1515	816	126	1519	826	255	208	196	82	171	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1815	1781	1702	1841	1781	1777	1589	1781	1870	1585
Q Serve(g_s), s	4.5	0.0	0.0	4.7	54.8	55.4	16.3	20.1	21.4	7.2	16.2	0.0
Cycle Q Clear(g_c), s	4.5	0.0	0.0	4.7	54.8	55.4	16.3	20.1	21.4	7.2	16.2	0.0
Prop In Lane	1.00		0.17	1.00		0.09	1.00		0.98	1.00		1.00
Lane Grp Cap(c), veh/h	154	2113	1127	204	2117	1145	220	277	248	148	197	
V/C Ratio(X)	0.77	0.72	0.72	0.62	0.72	0.72	1.16	0.75	0.79	0.56	0.87	
Avail Cap(c_a), veh/h	203	2113	1127	261	2117	1145	220	438	392	148	367	
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.59	0.59	0.59	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	32.7	0.0	0.0	11.3	23.2	23.3	68.5	72.6	73.2	69.7	79.3	0.0
Incr Delay (d2), s/veh	7.4	1.3	2.4	3.0	2.1	3.9	110.6	4.1	5.6	4.5	11.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.4	0.8	2.0	22.0	24.6	9.0	9.6	9.2	3.6	8.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.1	1.3	2.4	14.3	25.4	27.3	179.1	76.7	78.8	74.2	90.3	0.0
LnGrp LOS	D	A	A	B	C	C	F	E	E	E	F	
Approach Vol, veh/h		2449			2471			659			253	A
Approach Delay, s/veh		3.5			25.4			117.0			85.1	
Approach LOS		A			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	118.3	13.9	34.8	13.2	118.1	23.0	25.7
Change Period (Y+Rc), s	6.4	6.4	* 6.7	* 6.7	6.4	6.4	* 6.7	* 6.7
Max Green Setting (Gmax), s	11.6	90.6	* 7.2	* 44	12.6	89.6	* 16	* 35
Max Q Clear Time (g_c+I1), s	6.5	57.4	9.2	23.4	6.7	2.0	18.3	18.2
Green Ext Time (p_c), s	0.1	23.1	0.0	2.4	0.1	38.8	0.0	0.7

Intersection Summary

HCM 6th Ctrl Delay	29.2
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2372	0	0	2921	780	36
Future Volume (vph)	2372	0	0	2921	780	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	1.00	1.00	0.91	0.97	0.95
Frt					0.993	
Flt Protected					0.954	
Satd. Flow (prot)	5085	0	0	5085	3423	0
Flt Permitted					0.954	
Satd. Flow (perm)	5085	0	0	5085	3423	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)					3	
Link Speed (mph)	40			40	30	
Link Distance (ft)	722			1360	1047	
Travel Time (s)	12.3			23.2	23.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	2497	0	0	3075	821	38
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2497	0	0	3075	859	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Right	Left	Right
Median Width(ft)	12			24	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2			2	1	
Detector Template	Thru			Thru	Left	
Leading Detector (ft)	100			100	20	
Trailing Detector (ft)	0			0	0	
Detector 1 Position(ft)	0			0	0	
Detector 1 Size(ft)	6			6	20	
Detector 1 Type	Cl+Ex			Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0			0.0	0.0	
Detector 1 Queue (s)	0.0			0.0	0.0	
Detector 1 Delay (s)	0.0			0.0	0.0	
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA			NA	Prot	
Protected Phases	2			2	7	
Permitted Phases						
Detector Phase	2			2	7	
Switch Phase						
Minimum Initial (s)	7.0			7.0	7.0	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Minimum Split (s)	25.2			25.2	24.8	
Total Split (s)	124.0			124.0	56.0	
Total Split (%)	68.9%			68.9%	31.1%	
Maximum Green (s)	117.6			117.6	49.2	
Yellow Time (s)	4.4			4.4	4.0	
All-Red Time (s)	2.0			2.0	2.8	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	6.4			6.4	6.8	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0			3.0	3.0	
Recall Mode	C-Max			C-Max	None	
Walk Time (s)	7.0			7.0	7.0	
Flash Dont Walk (s)	11.0			11.0	11.0	
Pedestrian Calls (#/hr)	3			3	3	
Act Effct Green (s)	119.0			119.0	47.8	
Actuated g/C Ratio	0.66			0.66	0.27	
v/c Ratio	0.74			0.91	0.94	
Control Delay	22.0			12.3	82.9	
Queue Delay	0.0			0.6	0.0	
Total Delay	22.0			12.9	82.9	
LOS	C			B	F	
Approach Delay	22.0			12.9	82.9	
Approach LOS	C			B	F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 128 (71%), Referenced to phase 2:EBWB, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay: 25.8		Intersection LOS: C	
Intersection Capacity Utilization 90.8%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 11: SW 74 Ave & Bird Rd



Queues
11: SW 74 Ave & Bird Rd

08/06/2019

Lane Group	EBT	WBT	NBL
Lane Group Flow (vph)	2497	3075	859
v/c Ratio	0.74	0.91	0.94
Control Delay	22.0	12.3	82.9
Queue Delay	0.0	0.6	0.0
Total Delay	22.0	12.9	82.9
Queue Length 50th (ft)	562	303	510
Queue Length 95th (ft)	581	327	#627
Internal Link Dist (ft)	642	1280	967
Turn Bay Length (ft)			
Base Capacity (vph)	3361	3361	937
Starvation Cap Reductn	46	0	0
Spillback Cap Reductn	0	77	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.75	0.94	0.92

Intersection Summary
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
11: SW 74 Ave & Bird Rd

08/06/2019

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2372	0	0	2921	780	36
Future Volume (vph)	2372	0	0	2921	780	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4			6.4	6.8	
Lane Util. Factor	0.91			0.91	0.97	
Frt	1.00			1.00	0.99	
Flt Protected	1.00			1.00	0.95	
Satd. Flow (prot)	5085			5085	3426	
Flt Permitted	1.00			1.00	0.95	
Satd. Flow (perm)	5085			5085	3426	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	2497	0	0	3075	821	38
RTOR Reduction (vph)	0	0	0	0	2	0
Lane Group Flow (vph)	2497	0	0	3075	857	0
Turn Type	NA			NA	Prot	
Protected Phases	2			2	7	
Permitted Phases						
Actuated Green, G (s)	119.0			119.0	47.8	
Effective Green, g (s)	119.0			119.0	47.8	
Actuated g/C Ratio	0.66			0.66	0.27	
Clearance Time (s)	6.4			6.4	6.8	
Vehicle Extension (s)	3.0			3.0	3.0	
Lane Grp Cap (vph)	3361			3361	909	
v/s Ratio Prot	0.49			c0.60	c0.25	
v/s Ratio Perm						
v/c Ratio	0.74			0.91	0.94	
Uniform Delay, d1	20.3			26.2	64.8	
Progression Factor	1.00			0.35	1.00	
Incremental Delay, d2	1.2			2.8	17.5	
Delay (s)	21.5			11.9	82.3	
Level of Service	C			B	F	
Approach Delay (s)	21.5			11.9	82.3	
Approach LOS	C			B	F	

Intersection Summary			
HCM 2000 Control Delay	25.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	13.2
Intersection Capacity Utilization	90.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	0	1492	0	0	0	0	0	0	0	0	2101	0
Future Volume (vph)	0	1492	0	0	0	0	0	0	0	0	2101	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Util. Factor	1.00	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	6576	0	0	0	0	0	0	0	0	5219	0
Flt Permitted												
Satd. Flow (perm)	0	6576	0	0	0	0	0	0	0	0	5219	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		191			202			99			218	
Travel Time (s)		4.3			4.6			2.3			5.0	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	1492	0	0	0	0	0	0	0	0	2101	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1492	0	0	0	0	0	0	0	0	2101	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		-12			0			0			-12	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA									NA	
Protected Phases		3									1 2 4 5	
Permitted Phases												
Minimum Split (s)		11.0										
Total Split (s)		57.0										
Total Split (%)		31.7%										
Maximum Green (s)		51.0										
Yellow Time (s)		4.0										
All-Red Time (s)		2.0										
Lost Time Adjust (s)		0.0										
Total Lost Time (s)		6.0										
Lead/Lag		Lead										
Lead-Lag Optimize?		Yes										
Act Effct Green (s)		51.0									117.0	
Actuated g/C Ratio		0.28									0.65	
v/c Ratio		0.80									0.62	
Control Delay		63.7									11.9	
Queue Delay		0.0									0.9	
Total Delay		63.7									12.8	
LOS		E									B	
Approach Delay		63.7									12.8	
Approach LOS		E									B	

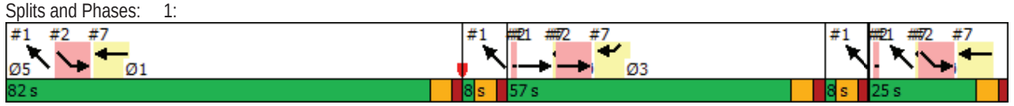
Lanes, Volumes, Timings
1:
08/09/2019

Lane Group	Ø1	Ø2	Ø4	Ø5
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Ideal Flow (vphpl)				
Lane Util. Factor				
Frt				
Flt Protected				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Peak Hour Factor				
Adj. Flow (vph)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Enter Blocked Intersection				
Lane Alignment				
Median Width(ft)				
Link Offset(ft)				
Crosswalk Width(ft)				
Two way Left Turn Lane				
Headway Factor				
Turning Speed (mph)				
Turn Type				
Protected Phases	1	2	4	5
Permitted Phases				
Minimum Split (s)	11.0	8.0	8.0	11.0
Total Split (s)	82.0	8.0	8.0	25.0
Total Split (%)	46%	4%	4%	14%
Maximum Green (s)	76.0	2.0	2.0	19.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				

Lanes, Volumes, Timings
1: 08/09/2019

Intersection Summary		
Area Type:	Other	
Cycle Length: 180		
Actuated Cycle Length: 180		
Offset: 0 (0%), Referenced to phase 2:NWT, Start of Green		
Natural Cycle: 65		
Control Type: Pretimed		
Maximum v/c Ratio: 1.07		
Intersection Signal Delay: 34.0	Intersection LOS: C	
Intersection Capacity Utilization 79.2%	ICU Level of Service D	
Analysis Period (min) 15		

Splits and Phases: 1:



Queues
1: 08/09/2019

Lane Group	EBT	NWT
Lane Group Flow (vph)	1492	2101
v/c Ratio	0.80	0.62
Control Delay	63.7	11.9
Queue Delay	0.0	0.9
Total Delay	63.7	12.8
Queue Length 50th (ft)	479	237
Queue Length 95th (ft)	524	295
Internal Link Dist (ft)	111	138
Turn Bay Length (ft)		
Base Capacity (vph)	1863	3392
Starvation Cap Reductn	0	917
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.80	0.85

Intersection Summary

HCM Signalized Intersection Capacity Analysis

1: 08/09/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↑↑↑↑									↑↑↑↑	
Traffic Volume (vph)	0	1492	0	0	0	0	0	0	0	0	2101	0
Future Volume (vph)	0	1492	0	0	0	0	0	0	0	0	2101	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Total Lost time (s)		6.0									6.0	
Lane Util. Factor		0.86									0.91	
Frt		1.00									1.00	
Flt Protected		1.00									1.00	
Satd. Flow (prot)		6576									5219	
Flt Permitted		1.00									1.00	
Satd. Flow (perm)		6576									5219	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	1492	0	0	0	0	0	0	0	0	2101	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1492	0	0	0	0	0	0	0	0	2101	0
Turn Type		NA									NA	
Protected Phases		3									1 2 4 5	
Permitted Phases												
Actuated Green, G (s)		51.0									117.0	
Effective Green, g (s)		51.0									117.0	
Actuated g/C Ratio		0.28									0.65	
Clearance Time (s)		6.0										
Lane Grp Cap (vph)		1863									3392	
v/s Ratio Prot		c0.23									c0.40	
v/s Ratio Perm												
v/c Ratio	0.80										0.62	
Uniform Delay, d1	59.8										18.5	
Progression Factor	1.00										0.61	
Incremental Delay, d2	3.7										0.6	
Delay (s)	63.5										11.8	
Level of Service	E										B	
Approach Delay (s)	63.5		0.0		0.0						11.8	
Approach LOS	E		A		A						B	

Intersection Summary			
HCM 2000 Control Delay	33.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	79.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

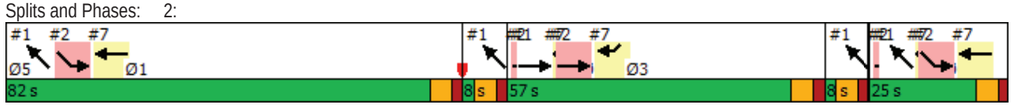
Lanes, Volumes, Timings

2: 08/09/2019

Lane Group	EBL	EBT	WBT	WBR	SEL	SER	Ø1	Ø2	Ø3	Ø4	Ø5
Lane Configurations		↑↑↑↑			↖↑						
Traffic Volume (vph)	0	1492	0	0	724	0					
Future Volume (vph)	0	1492	0	0	724	0					
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950					
Lane Util. Factor	1.00	0.86	1.00	1.00	0.97	1.00					
Frt											
Flt Protected					0.950						
Satd. Flow (prot)	0	6576	0	0	3523	0					
Flt Permitted					0.950						
Satd. Flow (perm)	0	6576	0	0	3523	0					
Right Turn on Red				Yes	No	Yes					
Satd. Flow (RTOR)											
Link Speed (mph)		30	30		30						
Link Distance (ft)		202	221		212						
Travel Time (s)		4.6	5.0		4.8						
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00					
Adj. Flow (vph)	0	1492	0	0	724	0					
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	1492	0	0	724	0					
Enter Blocked Intersection	No	No	No	No	No	No					
Lane Alignment	Left	Left	Left	Right	Right	Right					
Median Width(ft)		0	0		24						
Link Offset(ft)		0	0		0						
Crosswalk Width(ft)		16	16		16						
Two way Left Turn Lane											
Headway Factor	0.97	0.97	0.97	0.97	0.97	0.97					
Turning Speed (mph)	15			9	20	20					
Turn Type		NA			Prot						
Protected Phases		2 3 4			1 5		1	2	3	4	5
Permitted Phases											
Minimum Split (s)							11.0	8.0	11.0	8.0	11.0
Total Split (s)							82.0	8.0	57.0	8.0	25.0
Total Split (%)							46%	4%	32%	4%	14%
Maximum Green (s)							76.0	2.0	51.0	2.0	19.0
Yellow Time (s)							4.0	4.0	4.0	4.0	4.0
All-Red Time (s)							2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)											
Total Lost Time (s)											
Lead/Lag							Lead	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	
Act Effct Green (s)		67.0			101.0						
Actuated g/C Ratio		0.37			0.56						
v/c Ratio		0.61			0.37						
Control Delay		0.7			22.5						
Queue Delay		0.2			0.0						
Total Delay		0.9			22.5						
LOS		A			C						
Approach Delay		0.9			22.5						
Approach LOS		A			C						

Intersection Summary		
Area Type:	Other	
Cycle Length: 180		
Actuated Cycle Length: 180		
Offset: 0 (0%), Referenced to phase 2:NWT, Start of Green		
Natural Cycle: 65		
Control Type: Pretimed		
Maximum v/c Ratio: 1.07		
Intersection Signal Delay: 7.9	Intersection LOS: A	
Intersection Capacity Utilization 51.2%	ICU Level of Service A	
Analysis Period (min) 15		

Splits and Phases: 2:



Lane Group	EBT	SEL
Lane Group Flow (vph)	1492	724
v/c Ratio	0.61	0.37
Control Delay	0.7	22.5
Queue Delay	0.2	0.0
Total Delay	0.9	22.5
Queue Length 50th (ft)	0	238
Queue Length 95th (ft)	0	284
Internal Link Dist (ft)	122	132
Turn Bay Length (ft)		
Base Capacity (vph)	2447	1976
Starvation Cap Reductn	263	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.68	0.37

Intersection Summary

HCM Signalized Intersection Capacity Analysis

2: 08/09/2019

Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	1492	0	0	724	0
Future Volume (vph)	0	1492	0	0	724	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Total Lost time (s)		6.0			6.0	
Lane Util. Factor		0.86			0.97	
Frt		1.00			1.00	
Flt Protected		1.00			0.95	
Satd. Flow (prot)		6576			3523	
Flt Permitted		1.00			0.95	
Satd. Flow (perm)		6576			3523	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	1492	0	0	724	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	1492	0	0	724	0
Turn Type		NA			Prot	
Protected Phases		2 3 4			1 5	
Permitted Phases						
Actuated Green, G (s)		67.0			101.0	
Effective Green, g (s)		67.0			101.0	
Actuated g/C Ratio		0.37			0.56	
Clearance Time (s)						
Lane Grp Cap (vph)		2447			1976	
v/s Ratio Prot		c0.23			c0.21	
v/s Ratio Perm						
v/c Ratio		0.61			0.37	
Uniform Delay, d1		45.9			21.8	
Progression Factor		0.00			1.00	
Incremental Delay, d2		0.7			0.5	
Delay (s)		0.7			22.3	
Level of Service		A			C	
Approach Delay (s)		0.7	0.0		22.3	
Approach LOS		A	A		C	

Intersection Summary			
HCM 2000 Control Delay	7.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	51.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Lanes, Volumes, Timings

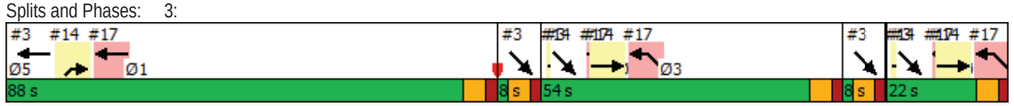
3: 08/09/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	2771	0	0	1825	0	0	0	0
Future Volume (vph)	0	0	0	0	2771	0	0	1825	0	0	0	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Util. Factor	1.00	1.00	1.00	1.00	0.86	1.00	1.00	0.91	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	0	0	0	6576	0	0	5219	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	6576	0	0	5219	0	0	0	0
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		178			148			156			147	
Travel Time (s)		4.0			3.4			3.5			3.3	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	0	2771	0	0	1825	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	2771	0	0	1825	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		12			0			-24			3	
Crosswalk Width(ft)		0			16			0			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type					NA			NA				
Protected Phases					1			2 3 4 5				
Permitted Phases												
Minimum Split (s)					37.0							
Total Split (s)					88.0							
Total Split (%)					48.9%							
Maximum Green (s)					82.0							
Yellow Time (s)					4.0							
All-Red Time (s)					2.0							
Lost Time Adjust (s)					0.0							
Total Lost Time (s)					6.0							
Lead/Lag					Lead							
Lead-Lag Optimize?					Yes							
Act Effct Green (s)					82.0			86.0				
Actuated g/C Ratio					0.46			0.48				
v/c Ratio					0.93			0.73				
Control Delay					52.5			27.3				
Queue Delay					0.0			0.0				
Total Delay					52.5			27.3				
LOS					D			C				
Approach Delay					52.5			27.3				
Approach LOS					D			C				

Lane Group	Ø2	Ø3	Ø4	Ø5
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Ideal Flow (vphpl)				
Lane Util. Factor				
Frt				
Flt Protected				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Peak Hour Factor				
Adj. Flow (vph)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Enter Blocked Intersection				
Lane Alignment				
Median Width(ft)				
Link Offset(ft)				
Crosswalk Width(ft)				
Two way Left Turn Lane				
Headway Factor				
Turning Speed (mph)				
Turn Type				
Protected Phases	2	3	4	5
Permitted Phases				
Minimum Split (s)	8.0	26.0	8.0	22.0
Total Split (s)	8.0	54.0	8.0	22.0
Total Split (%)	4%	30%	4%	12%
Maximum Green (s)	2.0	48.0	2.0	16.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag	Lag	Lead	Lag	
Lead-Lag Optimize?				
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 0 (0%), Referenced to phase 2:SET, Start of Green, Master Intersection	
Natural Cycle: 125	
Control Type: Pretimed	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 42.5	Intersection LOS: D
Intersection Capacity Utilization 83.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 3:



Queues

3: 08/09/2019

Lane Group	WBT	SET
Lane Group Flow (vph)	2771	1825
v/c Ratio	0.93	0.73
Control Delay	52.5	27.3
Queue Delay	0.0	0.0
Total Delay	52.5	27.3
Queue Length 50th (ft)	889	290
Queue Length 95th (ft)	929	314
Internal Link Dist (ft)	68	76
Turn Bay Length (ft)		
Base Capacity (vph)	2995	2493
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.93	0.73

Intersection Summary

HCM Signalized Intersection Capacity Analysis

3: 08/09/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations					↑↑↑↑			↑↑↑				
Traffic Volume (vph)	0	0	0	0	2771	0	0	1825	0	0	0	0
Future Volume (vph)	0	0	0	0	2771	0	0	1825	0	0	0	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Total Lost time (s)					6.0			6.0				
Lane Util. Factor					0.86			0.91				
Frt					1.00			1.00				
Flt Protected					1.00			1.00				
Satd. Flow (prot)					6576			5219				
Flt Permitted					1.00			1.00				
Satd. Flow (perm)					6576			5219				
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	0	2771	0	0	1825	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	2771	0	0	1825	0	0	0	0
Turn Type					NA			NA				
Protected Phases					1			2 3 4 5				
Permitted Phases												
Actuated Green, G (s)					82.0			86.0				
Effective Green, g (s)					82.0			86.0				
Actuated g/C Ratio					0.46			0.48				
Clearance Time (s)					6.0							
Lane Grp Cap (vph)					2995			2493				
v/s Ratio Prot					c0.42			c0.35				
v/s Ratio Perm												
v/c Ratio					0.93			0.73				
Uniform Delay, d1					46.1			37.7				
Progression Factor					1.00			0.67				
Incremental Delay, d2					6.3			1.7				
Delay (s)					52.4			27.1				
Level of Service					D			C				
Approach Delay (s)	0.0				52.4			27.1			0.0	
Approach LOS	A				D			C			A	

Intersection Summary			
HCM 2000 Control Delay	42.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	83.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	0	1204	2101	0	0
Future Volume (vph)	0	0	1204	2101	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.86	0.86	1.00	1.00
Frt						
Flt Protected			0.950	0.992		
Satd. Flow (prot)	0	0	1522	4767	0	0
Flt Permitted			0.950	0.992		
Satd. Flow (perm)	0	0	1522	4767	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	218			168	191	
Travel Time (s)	5.0			3.8	4.3	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	1204	2101	0	0
Shared Lane Traffic (%)			33%			
Lane Group Flow (vph)	0	0	807	2498	0	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	20		15	9
Sign Control	Free			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization	70.3% ICU Level of Service C
Analysis Period (min)	15

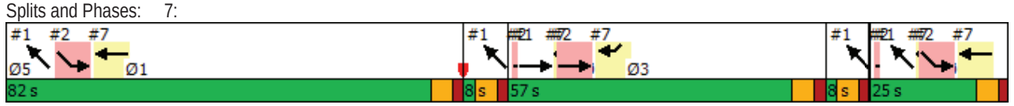
Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	1492	435	0	0	0	0
Future Volume (vph)	1492	435	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.86	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	6408	1583	0	0	0	0
Flt Permitted						
Satd. Flow (perm)	6408	1583	0	0	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1161			191	461	
Travel Time (s)	26.4			4.3	10.5	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	1492	435	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1492	435	0	0	0	0
Enter Blocked Intersection	Yes	Yes	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		15	15		15	9
Sign Control	Free			Stop	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization	70.6% ICU Level of Service C
Analysis Period (min)	15

Lane Group	EBL	EBT	WBT	WBR	SWL	SWR	Ø1	Ø2	Ø4	Ø5
Lane Configurations										
Traffic Volume (vph)	0	0	2101	0	0	870				
Future Volume (vph)	0	0	2101	0	0	870				
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950				
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	0.88				
Frt						0.850				
Flt Protected										
Satd. Flow (prot)	0	0	5219	0	0	2860				
Flt Permitted										
Satd. Flow (perm)	0	0	5219	0	0	2860				
Right Turn on Red				Yes		No				
Satd. Flow (RTOR)										
Link Speed (mph)		30	30		30					
Link Distance (ft)		663	99		331					
Travel Time (s)		15.1	2.3		7.5					
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				
Adj. Flow (vph)	0	0	2101	0	0	870				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	0	2101	0	0	870				
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes				
Lane Alignment	Left	Left	Left	Right	Left	R NA				
Median Width(ft)		0	0		0					
Link Offset(ft)		0	0		24					
Crosswalk Width(ft)		16	16		16					
Two way Left Turn Lane										
Headway Factor	0.97	0.97	0.97	0.97	0.97	0.97				
Turning Speed (mph)	15			9	15	20				
Turn Type			NA			Prot				
Protected Phases			1 2 4 5			3	1	2	4	5
Permitted Phases										
Minimum Split (s)						11.0	11.0	8.0	8.0	11.0
Total Split (s)						57.0	82.0	8.0	8.0	25.0
Total Split (%)						31.7%	46%	4%	4%	14%
Maximum Green (s)						51.0	76.0	2.0	2.0	19.0
Yellow Time (s)						4.0	4.0	4.0	4.0	4.0
All-Red Time (s)						2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						0.0				
Total Lost Time (s)						6.0				
Lead/Lag						Lead	Lead	Lag	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	
Act Effct Green (s)			117.0			51.0				
Actuated g/C Ratio			0.65			0.28				
v/c Ratio			0.62			1.07				
Control Delay			1.6			112.5				
Queue Delay			0.0			0.0				
Total Delay			1.6			112.5				
LOS			A			F				
Approach Delay			1.6		112.5					
Approach LOS			A		F					

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 0 (0%), Referenced to phase 2:NWT, Start of Green	
Natural Cycle: 65	
Control Type: Pretimed	
Maximum v/c Ratio: 1.07	
Intersection Signal Delay: 34.1	Intersection LOS: C
Intersection Capacity Utilization 79.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 7:



Queues

7: 08/09/2019

Lane Group	WBT	SWR
Lane Group Flow (vph)	2101	870
v/c Ratio	0.62	1.07
Control Delay	1.6	112.5
Queue Delay	0.0	0.0
Total Delay	1.6	112.5
Queue Length 50th (ft)	9	~646
Queue Length 95th (ft)	20	#796
Internal Link Dist (ft)	19	
Turn Bay Length (ft)		
Base Capacity (vph)	3392	810
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.62	1.07

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

7: 08/09/2019

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	0	2101	0	0	870
Future Volume (vph)	0	0	2101	0	0	870
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Total Lost time (s)			6.0			6.0
Lane Util. Factor			0.91			0.88
Frt			1.00			0.85
Flt Protected			1.00			1.00
Satd. Flow (prot)			5219			2860
Flt Permitted			1.00			1.00
Satd. Flow (perm)			5219			2860
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	2101	0	0	870
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	2101	0	0	870
Turn Type			NA			Prot
Protected Phases			1 2 4 5			3
Permitted Phases						
Actuated Green, G (s)			117.0			51.0
Effective Green, g (s)			117.0			51.0
Actuated g/C Ratio			0.65			0.28
Clearance Time (s)						6.0
Lane Grp Cap (vph)			3392			810
v/s Ratio Prot			c0.40			c0.30
v/s Ratio Perm						
v/c Ratio			0.62			1.07
Uniform Delay, d1			18.5			64.5
Progression Factor			0.05			1.00
Incremental Delay, d2			0.7			53.4
Delay (s)			1.6			117.9
Level of Service			A			F
Approach Delay (s)	0.0		1.6		117.9	
Approach LOS	A		A		F	

Intersection Summary

HCM 2000 Control Delay	35.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	79.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	0	724	870	0	0
Future Volume (vph)	0	0	724	870	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			300	0	0
Storage Lanes	0			2	0	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.88	1.00	1.00
Frt				0.850		
Flt Protected						
Satd. Flow (prot)	0	0	3539	2787	0	0
Flt Permitted						
Satd. Flow (perm)	0	0	3539	2787	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		212	819		331	
Travel Time (s)		4.8	18.6		7.5	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	724	870	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	724	870	0	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			20	15	9
Sign Control		Stop	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	51.2%	ICU Level of Service	A
Analysis Period (min)	15		



Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	0	1204	0	0	435
Future Volume (vph)	0	0	1204	0	0	435
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	0	3539	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3539	0	0	1611
Link Speed (mph)		30	30		30	
Link Distance (ft)		430	191		461	
Travel Time (s)		9.8	4.3		10.5	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	1204	0	0	435
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1204	0	0	435
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	L NA	Right	Left	R NA
Median Width(ft)			0	0	0	
Link Offset(ft)			0	0	0	
Crosswalk Width(ft)			16	16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	20
Sign Control		Stop	Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	82.4%	ICU Level of Service	E
Analysis Period (min)	15		

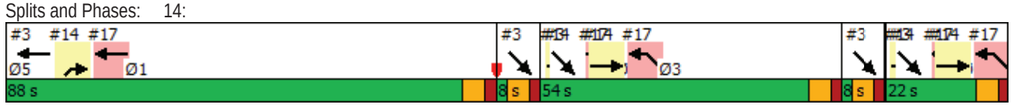
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	0	2771	794	0	0
Future Volume (vph)	0	0	2771	794	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.86	1.00	1.00	1.00
Frt				0.850		
Flt Protected						
Satd. Flow (prot)	0	0	6408	1583	0	0
Flt Permitted						
Satd. Flow (perm)	0	0	6408	1583	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		148	1674		271	
Travel Time (s)		3.4	38.0		6.2	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	2771	794	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	2771	794	0	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		-24	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			20	15	9
Sign Control		Stop	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	83.5%	ICU Level of Service	E
Analysis Period (min)	15		

Lane Group	EBT	EBR	WBL	WBT	NEL	NER	Ø2	Ø3	Ø4	Ø5
Lane Configurations										
Traffic Volume (vph)	1825	0	0	0	0	678				
Future Volume (vph)	1825	0	0	0	0	678				
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950				
Lane Util. Factor	0.91	1.00	1.00	1.00	1.00	0.76				
Frt						0.850				
Flt Protected										
Satd. Flow (prot)	5219	0	0	0	0	3705				
Flt Permitted										
Satd. Flow (perm)	5219	0	0	0	0	3705				
Right Turn on Red		Yes				No				
Satd. Flow (RTOR)										
Link Speed (mph)	30			30	30					
Link Distance (ft)	147			742	214					
Travel Time (s)	3.3			16.9	4.9					
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				
Adj. Flow (vph)	1825	0	0	0	0	678				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	1825	0	0	0	0	678				
Enter Blocked Intersection	No	No	No	No	No	No				
Lane Alignment	Left	Right	Left	Left	Left	Right				
Median Width(ft)	0			0	0					
Link Offset(ft)	0			0	0					
Crosswalk Width(ft)	0			16	0					
Two way Left Turn Lane										
Headway Factor	0.97	0.97	0.97	0.97	0.97	0.97				
Turning Speed (mph)		9	15		15	20				
Turn Type	NA					Prot				
Protected Phases	2 3 4 5					1	2	3	4	5
Permitted Phases										
Minimum Split (s)						37.0	8.0	26.0	8.0	22.0
Total Split (s)						88.0	8.0	54.0	8.0	22.0
Total Split (%)						48.9%	4%	30%	4%	12%
Maximum Green (s)						82.0	2.0	48.0	2.0	16.0
Yellow Time (s)						4.0	4.0	4.0	4.0	4.0
All-Red Time (s)						2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						0.0				
Total Lost Time (s)						6.0				
Lead/Lag						Lead	Lag	Lead	Lag	
Lead-Lag Optimize?						Yes				
Act Effct Green (s)	86.0					82.0				
Actuated g/C Ratio	0.48					0.46				
v/c Ratio	0.73					0.40				
Control Delay	4.6					33.6				
Queue Delay	0.0					0.0				
Total Delay	4.6					33.6				
LOS	A					C				
Approach Delay	4.6				33.6					
Approach LOS	A				C					

Intersection Summary		
Area Type:	Other	
Cycle Length: 180		
Actuated Cycle Length: 180		
Offset: 0 (0%), Referenced to phase 2:SET, Start of Green, Master Intersection		
Natural Cycle: 125		
Control Type: Pretimed		
Maximum v/c Ratio: 0.93		
Intersection Signal Delay: 12.5	Intersection LOS: B	
Intersection Capacity Utilization 83.5%	ICU Level of Service E	
Analysis Period (min) 15		

Splits and Phases: 14:



Lane Group	EBT	NER
Lane Group Flow (vph)	1825	678
v/c Ratio	0.73	0.40
Control Delay	4.6	33.6
Queue Delay	0.0	0.0
Total Delay	4.6	33.6
Queue Length 50th (ft)	29	232
Queue Length 95th (ft)	25	278
Internal Link Dist (ft)	67	
Turn Bay Length (ft)		
Base Capacity (vph)	2493	1687
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.73	0.40

Intersection Summary

HCM Signalized Intersection Capacity Analysis
14: 08/09/2019

Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	1825	0	0	0	0	678
Future Volume (vph)	1825	0	0	0	0	678
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Total Lost time (s)	6.0					6.0
Lane Util. Factor	0.91					0.76
Frt	1.00					0.85
Flt Protected	1.00					1.00
Satd. Flow (prot)	5219					3705
Flt Permitted	1.00					1.00
Satd. Flow (perm)	5219					3705
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	1825	0	0	0	0	678
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1825	0	0	0	0	678
Turn Type	NA					Prot
Protected Phases	2 3 4 5					1
Permitted Phases						
Actuated Green, G (s)	86.0					82.0
Effective Green, g (s)	86.0					82.0
Actuated g/C Ratio	0.48					0.46
Clearance Time (s)						6.0
Lane Grp Cap (vph)	2493					1687
v/s Ratio Prot	c0.35					c0.18
v/s Ratio Perm						
v/c Ratio	0.73					0.40
Uniform Delay, d1	37.7					32.7
Progression Factor	0.09					1.00
Incremental Delay, d2	1.3					0.7
Delay (s)	4.6					33.4
Level of Service	A					C
Approach Delay (s)	4.6		0.0		33.4	
Approach LOS	A		A		C	

Intersection Summary			
HCM 2000 Control Delay	12.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	83.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lanes, Volumes, Timings
15: 08/09/2019

Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	391	0	0	0	0	794
Future Volume (vph)	391	0	0	0	0	794
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	1.00	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	3539	0	0	0	0	1611
Flt Permitted						
Satd. Flow (perm)	3539	0	0	0	0	1611
Link Speed (mph)	30			30	30	
Link Distance (ft)	174			325	271	
Travel Time (s)	4.0			7.4	6.2	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	391	0	0	0	0	794
Shared Lane Traffic (%)						
Lane Group Flow (vph)	391	0	0	0	0	794
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	L NA	Right	Left	Left	Left	R NA
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	20
Sign Control	Free			Stop	Yield	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 88.2%		ICU Level of Service E	
Analysis Period (min) 15			

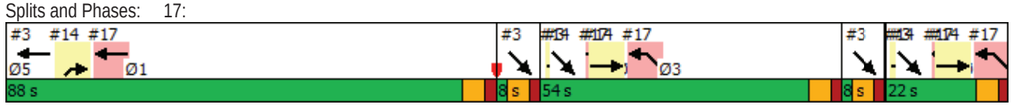
Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	391	1825	0	0	0	0
Future Volume (vph)	391	1825	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.86	0.86	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950	0.999				
Satd. Flow (prot)	1522	4801	0	0	0	0
Flt Permitted	0.950	0.999				
Satd. Flow (perm)	1522	4801	0	0	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		221	156		174	
Travel Time (s)		5.0	3.5		4.0	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	391	1825	0	0	0	0
Shared Lane Traffic (%)	10%					
Lane Group Flow (vph)	352	1864	0	0	0	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	20
Sign Control		Free	Stop		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	88.2%	ICU Level of Service	E
Analysis Period (min)	15		

Lane Group	EBT	EBR	WBL	WBT	NWL	NWR	Ø1	Ø2	Ø3	Ø4	Ø5
Lane Configurations											
Traffic Volume (vph)	0	0	0	2771	534	0					
Future Volume (vph)	0	0	0	2771	534	0					
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950					
Lane Util. Factor	1.00	1.00	1.00	0.86	0.97	1.00					
Frt											
Flt Protected					0.950						
Satd. Flow (prot)	0	0	0	6576	3523	0					
Flt Permitted					0.950						
Satd. Flow (perm)	0	0	0	6576	3523	0					
Right Turn on Red		Yes			No	Yes					
Satd. Flow (RTOR)											
Link Speed (mph)	30			30	30						
Link Distance (ft)	168			178	204						
Travel Time (s)	3.8			4.0	4.6						
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00					
Adj. Flow (vph)	0	0	0	2771	534	0					
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	0	0	2771	534	0					
Enter Blocked Intersection	No	No	No	No	No	No					
Lane Alignment	Left	Right	Left	Left	Right	Right					
Median Width(ft)	0			0	24						
Link Offset(ft)	0			0	-3						
Crosswalk Width(ft)	16			0	0						
Two way Left Turn Lane											
Headway Factor	0.97	0.97	0.97	0.97	0.97	0.97					
Turning Speed (mph)		9	15		15	9					
Turn Type				NA	Prot						
Protected Phases				1 2	3 4 5		1	2	3	4	5
Permitted Phases											
Minimum Split (s)							37.0	8.0	26.0	8.0	22.0
Total Split (s)							88.0	8.0	54.0	8.0	22.0
Total Split (%)							49%	4%	30%	4%	12%
Maximum Green (s)							82.0	2.0	48.0	2.0	16.0
Yellow Time (s)							4.0	4.0	4.0	4.0	4.0
All-Red Time (s)							2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)											
Total Lost Time (s)											
Lead/Lag							Lead	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes				
Act Effct Green (s)				90.0	78.0						
Actuated g/C Ratio				0.50	0.43						
v/c Ratio				0.84	0.35						
Control Delay				1.3	34.9						
Queue Delay				0.4	0.0						
Total Delay				1.7	34.9						
LOS				A	C						
Approach Delay				1.7	34.9						
Approach LOS				A	C						

Intersection Summary		
Area Type:	Other	
Cycle Length: 180		
Actuated Cycle Length: 180		
Offset: 0 (0%), Referenced to phase 2:SET, Start of Green, Master Intersection		
Natural Cycle: 125		
Control Type: Pretimed		
Maximum v/c Ratio: 0.93		
Intersection Signal Delay: 7.1	Intersection LOS: A	
Intersection Capacity Utilization 64.0%	ICU Level of Service B	
Analysis Period (min) 15		

Splits and Phases: 17:



Lane Group	WBT	NWL
Lane Group Flow (vph)	2771	534
v/c Ratio	0.84	0.35
Control Delay	1.3	34.9
Queue Delay	0.4	0.0
Total Delay	1.7	34.9
Queue Length 50th (ft)	0	216
Queue Length 95th (ft)	0	265
Internal Link Dist (ft)	98	124
Turn Bay Length (ft)		
Base Capacity (vph)	3288	1526
Starvation Cap Reductn	146	0
Spillback Cap Reductn	0	8
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.88	0.35

Intersection Summary

HCM Signalized Intersection Capacity Analysis
17: 08/09/2019

Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	0	0	0	2771	534	0
Future Volume (vph)	0	0	0	2771	534	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Total Lost time (s)				6.0	6.0	
Lane Util. Factor				0.86	0.97	
Frt				1.00	1.00	
Flt Protected				1.00	0.95	
Satd. Flow (prot)				6576	3523	
Flt Permitted				1.00	0.95	
Satd. Flow (perm)				6576	3523	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	2771	534	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	2771	534	0
Turn Type				NA	Prot	
Protected Phases				1 2	3 4 5	
Permitted Phases						
Actuated Green, G (s)				90.0	78.0	
Effective Green, g (s)				90.0	78.0	
Actuated g/C Ratio				0.50	0.43	
Clearance Time (s)						
Lane Grp Cap (vph)				3288	1526	
v/s Ratio Prot				c0.42	c0.15	
v/s Ratio Perm						
v/c Ratio				0.84	0.35	
Uniform Delay, d1				38.9	34.1	
Progression Factor				0.01	1.00	
Incremental Delay, d2				1.1	0.6	
Delay (s)				1.3	34.7	
Level of Service				A	C	
Approach Delay (s)	0.0			1.3	34.7	
Approach LOS	A			A	C	

Intersection Summary			
HCM 2000 Control Delay	6.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	64.0%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lanes, Volumes, Timings
18: 08/09/2019

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	534	678	0	0	0	0
Future Volume (vph)	534	678	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		300	0		0	0
Storage Lanes		3	0		0	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.76	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	3539	3610	0	0	0	0
Flt Permitted						
Satd. Flow (perm)	3539	3610	0	0	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	896			204	214	
Travel Time (s)	20.4			4.6	4.9	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	534	678	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	534	678	0	0	0	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Stop	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	63.3%	ICU Level of Service	B
Analysis Period (min)	15		

1: Performance by movement

Movement	EBT	NWT	All
Denied Delay (hr)	0.0	0.0	0.0
Total Delay (hr)	3.4	0.6	4.0

2: Performance by movement

Movement	EBT	SEL	All
Denied Delay (hr)	0.0	0.0	0.0
Total Delay (hr)	0.5	2.3	2.8

3: Performance by movement

Movement	WBT	SET	All
Denied Delay (hr)	0.0	0.0	0.0
Total Delay (hr)	3.1	0.8	4.0

4: Performance by movement

Movement	WBL	WBT	All
Denied Delay (hr)	0.0	0.0	0.0
Total Delay (hr)	0.2	1.2	1.3

5: Bird Rd Performance by movement

Movement	EBT	EBR	All
Denied Delay (hr)	0.0	0.0	0.0
Total Delay (hr)	7.8	0.0	7.8

7: Performance by movement

Movement	WBT	SWR	All
Denied Delay (hr)	0.0	0.0	0.0
Total Delay (hr)	0.3	2.0	2.2

8: Performance by movement

Movement	SBT	SBR	All
Denied Delay (hr)	0.0	0.1	0.1
Total Delay (hr)	1.4	0.6	2.1

10: Performance by movement

Movement	SBT	SER	All
Denied Delay (hr)	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0

12: Performance by movement

Movement	WBT	WBR	All
Denied Delay (hr)	0.0	0.0	0.0
Total Delay (hr)	5.1	0.1	5.2

14: Performance by movement

Movement	EBT	NER	All
Denied Delay (hr)	0.0	0.0	0.0
Total Delay (hr)	0.2	0.7	0.9

15: Performance by movement

Movement	NBT	NWR	All
Denied Delay (hr)	0.0	0.0	0.0
Total Delay (hr)	0.0	0.1	0.2

16: Performance by movement

Movement	EBL	EBT	All
Denied Delay (hr)	0.0	0.0	0.0
Total Delay (hr)	0.0	2.6	2.7

17: Performance by movement

Movement	WBT	NWL	All
Denied Delay (hr)	0.0	0.0	0.0
Total Delay (hr)	0.4	0.9	1.4

18: Performance by movement

Movement	NBT	NBR	All
Denied Delay (hr)	0.0	0.1	0.1
Total Delay (hr)	0.1	0.2	0.3

Total Network Performance

Denied Delay (hr)	0.3
Total Delay (hr)	35.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	1197	60	76	1447	129	59	217	119	133	160	94
Future Volume (vph)	65	1197	60	76	1447	129	59	217	119	133	160	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	265		0	280		0	135		135	110		40
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt		0.993				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5050	0	1770	5085	1583	1770	3539	1583	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5050	0	1770	5085	1583	1770	3539	1583	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				133			96			59
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		1042			1312			1017			1087	
Travel Time (s)		17.8			22.4			19.8			21.2	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	70	1287	65	82	1556	139	63	233	128	143	172	101
Shared Lane Traffic (%)												
Lane Group Flow (vph)	70	1352	0	82	1556	139	63	233	128	143	172	101
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6		5	2		7	4	5	3	8	1
Permitted Phases						2			4			8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2	2	7	4	5	3	8	1
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0	7.0	5.0	7.0	5.0	5.0	7.0	5.0
Minimum Split (s)	11.6	33.6		11.6	33.6	33.6	11.1	31.1	11.6	11.1	31.1	11.6
Total Split (s)	24.0	85.0		26.0	87.0	87.0	22.0	34.0	26.0	35.0	47.0	24.0
Total Split (%)	13.3%	47.2%		14.4%	48.3%	48.3%	12.2%	18.9%	14.4%	19.4%	26.1%	13.3%
Maximum Green (s)	17.4	78.4		19.4	80.4	80.4	15.9	27.9	19.4	28.9	40.9	17.4
Yellow Time (s)	4.4	4.4		4.4	4.4	4.4	4.0	4.0	4.4	4.0	4.0	4.4
All-Red Time (s)	2.2	2.2		2.2	2.2	2.2	2.1	2.1	2.2	2.1	2.1	2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.6		6.6	6.6	6.6	6.1	6.1	6.6	6.1	6.1	6.6
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0			7.0	7.0		5.0			5.0	
Flash Dont Walk (s)		20.0			20.0	20.0		20.0			20.0	
Pedestrian Calls (#/hr)		0			1	1		0			0	
Act Effct Green (s)	12.5	103.9		13.7	105.1	105.1	11.7	17.2	37.0	19.8	25.3	43.9
Actuated g/C Ratio	0.07	0.58		0.08	0.58	0.58	0.06	0.10	0.21	0.11	0.14	0.24
v/c Ratio	0.57	0.46		0.61	0.52	0.14	0.55	0.69	0.32	0.74	0.66	0.23
Control Delay	98.3	23.9		90.4	19.7	3.7	98.5	89.5	18.6	98.6	85.0	23.3
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	98.3	23.9		90.4	19.7	3.7	98.5	89.5	18.6	98.6	85.0	23.3
LOS	F	C		F	B	A	F	F	B	F	F	C
Approach Delay		27.6			21.7			69.5			74.7	
Approach LOS		C			C			E			E	

Intersection Summary		
Area Type:	Other	
Cycle Length: 180		
Actuated Cycle Length: 180		
Offset: 56 (31%), Referenced to phase 2:WBT and 6:EBT, Start of Green		
Natural Cycle: 90		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.74		
Intersection Signal Delay: 34.3	Intersection LOS: C	
Intersection Capacity Utilization 66.7%	ICU Level of Service C	
Analysis Period (min) 15		

Splits and Phases: 1: SW 82nd Ave & SW 24th Street



Queues
1: SW 82nd Ave & SW 24th Street

08/06/2019

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	70	1352	82	1556	139	63	233	128	143	172	101
v/c Ratio	0.57	0.46	0.61	0.52	0.14	0.55	0.69	0.32	0.74	0.66	0.23
Control Delay	98.3	23.9	90.4	19.7	3.7	98.5	89.5	18.6	98.6	85.0	23.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	98.3	23.9	90.4	19.7	3.7	98.5	89.5	18.6	98.6	85.0	23.3
Queue Length 50th (ft)	82	327	92	332	9	74	143	31	167	196	39
Queue Length 95th (ft)	139	451	159	334	32	128	190	90	241	272	88
Internal Link Dist (ft)		962		1232			937			1007	
Turn Bay Length (ft)	265		280			135		135	110		40
Base Capacity (vph)	171	2918	190	2970	979	156	548	448	284	423	471
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.46	0.43	0.52	0.14	0.40	0.43	0.29	0.50	0.41	0.21

Intersection Summary

HCM 6th Signalized Intersection Summary
1: SW 82nd Ave & SW 24th Street

08/06/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	1197	60	76	1447	129	59	217	119	133	160	94
Future Volume (veh/h)	65	1197	60	76	1447	129	59	217	119	133	160	94
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	70	1287	65	82	1556	139	63	233	128	143	172	101
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	87	3074	155	99	3188	990	79	333	237	164	264	301
Arrive On Green	0.05	0.62	0.62	0.11	1.00	1.00	0.04	0.09	0.09	0.09	0.14	0.14
Sat Flow, veh/h	1781	4978	251	1781	5106	1585	1781	3554	1585	1781	1870	1585
Grp Volume(v), veh/h	70	880	472	82	1556	139	63	233	128	143	172	101
Grp Sat Flow(s),veh/h/ln	1781	1702	1825	1781	1702	1585	1781	1777	1585	1781	1870	1585
Q Serve(g_s), s	7.0	24.0	24.0	8.1	0.0	0.0	6.3	11.4	13.4	14.3	15.7	9.9
Cycle Q Clear(g_c), s	7.0	24.0	24.0	8.1	0.0	0.0	6.3	11.4	13.4	14.3	15.7	9.9
Prop In Lane	1.00		0.14	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	87	2102	1127	99	3188	990	79	333	237	164	264	301
V/C Ratio(X)	0.80	0.42	0.42	0.83	0.49	0.14	0.80	0.70	0.54	0.87	0.65	0.34
Avail Cap(c_a), veh/h	172	2102	1127	192	3188	990	157	551	334	286	425	438
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.87	0.87	0.87	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	84.7	17.8	17.8	79.1	0.0	0.0	85.2	79.1	70.8	80.7	73.1	63.1
Incr Delay (d2), s/veh	15.6	0.6	1.1	13.7	0.5	0.3	16.2	2.7	1.9	13.4	2.7	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	9.6	10.4	3.9	0.1	0.1	3.3	5.4	5.6	7.2	7.7	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	100.3	18.4	18.9	92.8	0.5	0.3	101.4	81.7	72.7	94.1	75.8	63.7
LnGrp LOS	F	B	B	F	A	A	F	F	E	F	E	E
Approach Vol, veh/h		1422			1777			424			416	
Approach Delay, s/veh		22.6			4.7			81.9			79.2	
Approach LOS		C			A			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.4	119.0	22.6	23.0	16.6	117.7	14.1	31.5
Change Period (Y+Rc), s	* 6.6	* 6.6	6.1	6.1	* 6.6	* 6.6	6.1	6.1
Max Green Setting (Gmax), s	* 17	* 80	28.9	27.9	* 19	* 78	15.9	40.9
Max Q Clear Time (g_c+I1), s	9.0	2.0	16.3	15.4	10.1	26.0	8.3	17.7
Green Ext Time (p_c), s	0.1	18.7	0.3	1.4	0.1	12.0	0.1	1.2

Intersection Summary	
HCM 6th Ctrl Delay	26.8
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	2021	116	9	1415	25	47	0	7	3	0	2
Future Volume (vph)	35	2021	116	9	1415	25	47	0	7	3	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0	120		0	95		0	0		0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992			0.997			0.850			0.946	
Flt Protected	0.950			0.950			0.950				0.971	
Satd. Flow (prot)	1770	5045	0	1770	3529	0	1770	1583	0	0	1711	0
Flt Permitted	0.153			0.054			0.754				0.885	
Satd. Flow (perm)	285	5045	0	101	3529	0	1405	1583	0	0	1560	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			4			174			34	
Link Speed (mph)		15			40			30			30	
Link Distance (ft)		526			1011			1008			1005	
Travel Time (s)		23.9			17.2			22.9			22.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	38	2173	125	10	1522	27	51	0	8	3	0	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	38	2298	0	10	1549	0	51	8	0	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		6		5	2			4			8	
Permitted Phases	6			2			4			8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	6	6		5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	16.0	16.0		16.0	16.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	20.4	20.4		19.0	20.4		12.2	12.2		27.2	27.2	
Total Split (s)	93.6	93.6		19.0	112.6		27.4	27.4		27.4	27.4	
Total Split (%)	66.9%	66.9%		13.6%	80.4%		19.6%	19.6%		19.6%	19.6%	
Maximum Green (s)	89.2	89.2		16.0	108.2		22.2	22.2		22.2	22.2	
Yellow Time (s)	4.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.4	0.4		0.0	0.4		1.2	1.2		1.2	1.2	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	4.4	4.4		3.0	4.4		5.2	5.2			5.2	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)										2.0	2.0	
Flash Dont Walk (s)										20.0	20.0	
Pedestrian Calls (#/hr)										15	15	
Act Effct Green (s)	115.9	115.9		120.2	119.7		14.0	14.0			14.0	
Actuated g/C Ratio	0.83	0.83		0.86	0.86		0.10	0.10			0.10	
v/c Ratio	0.16	0.55		0.04	0.51		0.36	0.03			0.03	
Control Delay	8.3	7.1		3.1	4.6		63.4	0.1			0.2	
Queue Delay	0.0	0.8		0.0	0.0		0.0	0.0			0.0	
Total Delay	8.3	7.9		3.1	4.6		63.4	0.1			0.2	
LOS	A	A		A	A		E	A			A	
Approach Delay		7.9			4.6			54.9			0.2	
Approach LOS		A			A			D			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay: 7.3		Intersection LOS: A	
Intersection Capacity Utilization 55.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: SW 74th Ave/Driveways & SW 24th Street



Queues
2: SW 74th Ave/Driveways & SW 24th Street

08/06/2019

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	38	2298	10	1549	51	8	5
v/c Ratio	0.16	0.55	0.04	0.51	0.36	0.03	0.03
Control Delay	8.3	7.1	3.1	4.6	63.4	0.1	0.2
Queue Delay	0.0	0.8	0.0	0.0	0.0	0.0	0.0
Total Delay	8.3	7.9	3.1	4.6	63.4	0.1	0.2
Queue Length 50th (ft)	4	149	1	141	45	0	0
Queue Length 95th (ft)	34	528	6	303	84	0	0
Internal Link Dist (ft)		446		931		928	925
Turn Bay Length (ft)	120		120		95		
Base Capacity (vph)	235	4179	277	3018	222	397	275
Starvation Cap Reductn	0	1401	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.83	0.04	0.51	0.23	0.02	0.02

Intersection Summary

HCM Signalized Intersection Capacity Analysis
2: SW 74th Ave/Driveways & SW 24th Street

08/06/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	2021	116	9	1415	25	47	0	7	3	0	2
Future Volume (vph)	35	2021	116	9	1415	25	47	0	7	3	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.4		3.0	4.4		5.2	5.2			5.2	
Lane Util. Factor	1.00	0.91		1.00	0.95		1.00	1.00			1.00	
Frt	1.00	0.99		1.00	1.00		1.00	0.85			0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.97	
Satd. Flow (prot)	1770	5044		1770	3530		1770	1583			1711	
Flt Permitted	0.15	1.00		0.05	1.00		0.75	1.00			0.88	
Satd. Flow (perm)	286	5044		101	3530		1405	1583			1559	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	38	2173	125	10	1522	27	51	0	8	3	0	2
RTOR Reduction (vph)	0	2	0	0	1	0	0	7	0	0	5	0
Lane Group Flow (vph)	38	2296	0	10	1548	0	51	1	0	0	0	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		6		5	2			4			8	
Permitted Phases	6			2			4			8		
Actuated Green, G (s)	111.6	111.6		117.8	117.8		12.6	12.6			12.6	
Effective Green, g (s)	111.6	111.6		117.8	117.8		12.6	12.6			12.6	
Actuated g/C Ratio	0.80	0.80		0.84	0.84		0.09	0.09			0.09	
Clearance Time (s)	4.4	4.4		3.0	4.4		5.2	5.2			5.2	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	227	4020		123	2970		126	142			140	
v/s Ratio Prot		c0.46		0.00	c0.44			0.00				
v/s Ratio Perm	0.13			0.07			c0.04				0.00	
v/c Ratio	0.17	0.57		0.08	0.52		0.40	0.01			0.00	
Uniform Delay, d1	3.3	5.3		3.9	3.1		60.2	58.0			58.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	1.6	0.6		0.3	0.7		2.1	0.0			0.0	
Delay (s)	4.9	5.9		4.2	3.8		62.3	58.0			58.0	
Level of Service	A	A		A	A		E	E			E	
Approach Delay (s)		5.9			3.8			61.7			58.0	
Approach LOS		A			A			E			E	

Intersection Summary			
HCM 2000 Control Delay	5.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.6
Intersection Capacity Utilization	55.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	1529	3	106	1616	42	25	2	193	175	20	11
Future Volume (vph)	8	1529	3	106	1616	42	25	2	193	175	20	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	255		0	265		0	130		0	0		0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.996			0.851				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	0	1770	5065	0	1770	1585	0	1770	1863	1583
Flt Permitted	0.099			0.118			0.744			0.439		
Satd. Flow (perm)	184	5085	0	220	5065	0	1386	1585	0	818	1863	1583
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)								44				14
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1312			826			1079			110	
Travel Time (s)		22.4			14.1			24.5			2.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	9	1627	3	113	1719	45	27	2	205	186	21	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	9	1630	0	113	1764	0	27	207	0	186	21	12
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	6	6		2	2		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	32.3	32.3		32.3	32.3		27.5	27.5		27.5	27.5	27.5
Total Split (s)	127.8	127.8		127.8	127.8		52.2	52.2		52.2	52.2	52.2
Total Split (%)	71.0%	71.0%		71.0%	71.0%		29.0%	29.0%		29.0%	29.0%	29.0%
Maximum Green (s)	122.5	122.5		122.5	122.5		46.7	46.7		46.7	46.7	46.7
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.3	1.3		1.3	1.3		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3		5.3	5.3		5.5	5.5		5.5	5.5	5.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	None		None	None	None
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	20.0	20.0		20.0	20.0		15.0	15.0		15.0	15.0	15.0
Pedestrian Calls (#/hr)	4	4		1	1		0	0		2	2	2
Act Effct Green (s)	127.7	127.7		127.7	127.7		41.5	41.5		41.5	41.5	41.5
Actuated g/C Ratio	0.71	0.71		0.71	0.71		0.23	0.23		0.23	0.23	0.23
v/c Ratio	0.07	0.45		0.72	0.49		0.08	0.52		0.99	0.05	0.03
Control Delay	4.1	8.3		43.9	10.5		52.2	51.0		129.7	51.2	17.7
Queue Delay	0.0	0.0		0.0	0.1		0.0	0.0		0.0	0.0	0.0
Total Delay	4.1	8.3		43.9	10.6		52.2	51.0		129.7	51.2	17.7
LOS	A	A		D	B		D	D		F	D	B
Approach Delay		8.2			12.6			51.1			116.1	
Approach LOS		A			B			D			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 69 (38%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.99			
Intersection Signal Delay: 18.8		Intersection LOS: B	
Intersection Capacity Utilization 77.7%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 3: SW 79th Ave & SW 24th Street



Queues
3: SW 79th Ave & SW 24th Street

08/06/2019

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	9	1630	113	1764	27	207	186	21	12
v/c Ratio	0.07	0.45	0.72	0.49	0.08	0.52	0.99	0.05	0.03
Control Delay	4.1	8.3	43.9	10.5	52.2	51.0	129.7	51.2	17.7
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay	4.1	8.3	43.9	10.6	52.2	51.0	129.7	51.2	17.7
Queue Length 50th (ft)	2	427	77	385	25	166	215	19	0
Queue Length 95th (ft)	m2	53	#173	340	55	254	#369	45	17
Internal Link Dist (ft)		1232		746		999		30	
Turn Bay Length (ft)	255		265		130				
Base Capacity (vph)	130	3607	156	3593	359	443	212	483	421
Starvation Cap Reductn	0	0	0	601	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.45	0.72	0.59	0.08	0.47	0.88	0.04	0.03

Intersection Summary

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
3: SW 79th Ave & SW 24th Street

08/06/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	1529	3	106	1616	42	25	2	193	175	20	11
Future Volume (veh/h)	8	1529	3	106	1616	42	25	2	193	175	20	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	9	1627	3	113	1719	45	27	2	205	186	21	12
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	209	3582	7	250	3482	91	385	4	408	214	485	411
Arrive On Green	1.00	1.00	1.00	0.91	0.91	0.91	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	271	5263	10	309	5116	134	1376	15	1572	1175	1870	1585
Grp Volume(v), veh/h	9	1052	578	113	1143	621	27	0	207	186	21	12
Grp Sat Flow(s),veh/h/ln	271	1702	1869	309	1702	1846	1376	0	1587	1175	1870	1585
Q Serve(g_s), s	0.5	0.0	0.0	12.2	10.4	10.4	2.7	0.0	20.0	26.7	1.5	1.0
Cycle Q Clear(g_c), s	10.9	0.0	0.0	12.2	10.4	10.4	4.2	0.0	20.0	46.7	1.5	1.0
Prop In Lane	1.00		0.01	1.00		0.07	1.00		0.99	1.00		1.00
Lane Grp Cap(c), veh/h	209	2317	1272	250	2317	1256	385	0	412	214	485	411
V/C Ratio(X)	0.04	0.45	0.45	0.45	0.49	0.49	0.07	0.00	0.50	0.87	0.04	0.03
Avail Cap(c_a), veh/h	209	2317	1272	250	2317	1256	385	0	412	214	485	411
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.88	0.90	0.90	0.90	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.5	0.0	0.0	3.3	3.2	3.2	51.5	0.0	56.8	77.5	49.9	49.7
Incr Delay (d2), s/veh	0.3	0.6	1.0	5.2	0.7	1.3	0.1	0.0	1.0	29.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.4	0.8	2.6	3.0	1.0	0.0	8.2	10.5	0.7	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.8	0.6	1.0	8.5	3.9	4.5	51.6	0.0	57.7	106.8	50.0	49.8
LnGrp LOS	A	A	A	A	A	A	D	A	E	F	D	D
Approach Vol, veh/h		1639			1877			234			219	
Approach Delay, s/veh		0.7			4.4			57.0			98.2	
Approach LOS		A			A			E			F	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		127.8		52.2		127.8		52.2				
Change Period (Y+Rc), s		* 5.3		5.5		* 5.3		5.5				
Max Green Setting (Gmax), s		* 1.2E2		46.7		* 1.2E2		46.7				
Max Q Clear Time (g_c+I1), s		14.2		22.0		12.9		48.7				
Green Ext Time (p_c), s		29.8		1.4		18.2		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	11.1
HCM 6th LOS	B

Notes

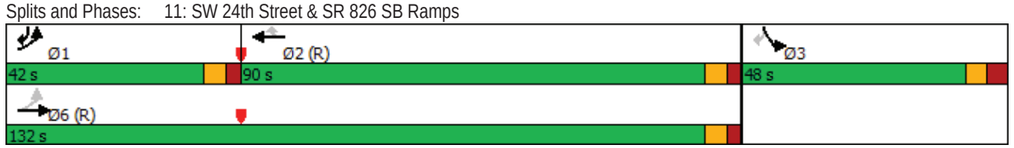
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	191	1841	1331	434	571	479
Future Volume (vph)	191	1841	1331	434	571	479
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	320			270	400	400
Storage Lanes	1			1	1	3
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.91	1.00	0.94	0.76
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	5085	5085	1583	4990	3610
Flt Permitted	0.151				0.950	
Satd. Flow (perm)	281	5085	5085	1583	4990	3610
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				391		44
Link Speed (mph)		40	15		25	
Link Distance (ft)		826	894		1070	
Travel Time (s)		14.1	40.6		29.2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	197	1898	1372	447	589	494
Shared Lane Traffic (%)						
Lane Group Flow (vph)	197	1898	1372	447	589	494
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		36	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA	Perm	Prot	pm+ov
Protected Phases	1	6	2		3	1
Permitted Phases	6			2		3

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Detector Phase	1	6	2	2	3	1
Switch Phase						
Minimum Initial (s)	5.0	16.0	16.0	16.0	7.0	5.0
Minimum Split (s)	12.9	22.6	22.6	22.6	20.0	12.9
Total Split (s)	42.0	132.0	90.0	90.0	48.0	42.0
Total Split (%)	23.3%	73.3%	50.0%	50.0%	26.7%	23.3%
Maximum Green (s)	35.4	125.4	83.4	83.4	40.1	35.4
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.6	2.6	2.6	2.6	3.9	2.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.6	6.6	6.6	7.9	6.6
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)	138.7	138.7	119.2	119.2	26.8	47.6
Actuated g/C Ratio	0.77	0.77	0.66	0.66	0.15	0.26
v/c Ratio	0.61	0.48	0.41	0.38	0.79	0.50
Control Delay	26.8	4.7	5.0	1.8	82.2	51.7
Queue Delay	0.0	0.1	0.0	0.0	0.0	0.0
Total Delay	26.8	4.8	5.0	1.8	82.2	51.7
LOS	C	A	A	A	F	D
Approach Delay		6.8	4.2		68.3	
Approach LOS		A	A		E	

Intersection Summary		
Area Type:	Other	
Cycle Length: 180		
Actuated Cycle Length: 180		
Offset: 68 (38%), Referenced to phase 2:WBT and 6:EBTL, Start of Green		
Natural Cycle: 60		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.79		
Intersection Signal Delay: 19.2		Intersection LOS: B
Intersection Capacity Utilization 64.7%		ICU Level of Service C
Analysis Period (min) 15		

Splits and Phases: 11: SW 24th Street & SR 826 SB Ramps



Queues
11: SW 24th Street & SR 826 SB Ramps

08/06/2019

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	197	1898	1372	447	589	494
v/c Ratio	0.61	0.48	0.41	0.38	0.79	0.50
Control Delay	26.8	4.7	5.0	1.8	82.2	51.7
Queue Delay	0.0	0.1	0.0	0.0	0.0	0.0
Total Delay	26.8	4.8	5.0	1.8	82.2	51.7
Queue Length 50th (ft)	59	148	170	34	242	203
Queue Length 95th (ft)	m136	155	49	0	279	224
Internal Link Dist (ft)		746	814		990	
Turn Bay Length (ft)	320			270	400	400
Base Capacity (vph)	509	3919	3367	1180	1111	1431
Starvation Cap Reductn	0	419	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.54	0.41	0.38	0.53	0.35

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
11: SW 24th Street & SR 826 SB Ramps

08/06/2019

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	191	1841	1331	434	571	479
Future Volume (vph)	191	1841	1331	434	571	479
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.6	6.6	6.6	6.6	7.9	6.6
Lane Util. Factor	1.00	0.91	0.91	1.00	0.94	0.76
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	5085	5085	1583	4990	3610
Flt Permitted	0.15	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	281	5085	5085	1583	4990	3610
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	197	1898	1372	447	589	494
RTOR Reduction (vph)	0	0	0	132	0	34
Lane Group Flow (vph)	197	1898	1372	315	589	460
Turn Type	pm+pt	NA	NA	Perm	Prot	pm+ov
Protected Phases	1	6	2		3	1
Permitted Phases	6			2		3
Actuated Green, G (s)	138.7	138.7	119.2	119.2	26.8	39.7
Effective Green, g (s)	138.7	138.7	119.2	119.2	26.8	39.7
Actuated g/C Ratio	0.77	0.77	0.66	0.66	0.15	0.22
Clearance Time (s)	6.6	6.6	6.6	6.6	7.9	6.6
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	323	3918	3367	1048	742	796
v/s Ratio Prot	c0.04	0.37	0.27		c0.12	0.04
v/s Ratio Perm	c0.43			0.20		0.09
v/c Ratio	0.61	0.48	0.41	0.30	0.79	0.58
Uniform Delay, d1	8.9	7.6	14.1	12.8	73.9	62.7
Progression Factor	3.38	0.55	0.31	0.41	1.00	1.00
Incremental Delay, d2	2.9	0.4	0.3	0.7	5.9	1.0
Delay (s)	33.0	4.5	4.7	5.9	79.8	63.7
Level of Service	C	A	A	A	E	E
Approach Delay (s)		7.2	5.0		72.4	
Approach LOS		A	A		E	

Intersection Summary

HCM 2000 Control Delay	20.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.1
Intersection Capacity Utilization	64.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1842	655	262	1485	280	693
Future Volume (vph)	1842	655	262	1485	280	693
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		435	155		260	260
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	1.00	1.00	0.91	0.94	0.76
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	5085	1583	1770	5085	4990	3610
Flt Permitted			0.063		0.950	
Satd. Flow (perm)	5085	1583	117	5085	4990	3610
Right Turn on Red		Yes				No
Satd. Flow (RTOR)		587				
Link Speed (mph)	15			15	25	
Link Distance (ft)	894			399	1075	
Travel Time (s)	40.6			18.1	29.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	1899	675	270	1531	289	714
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1899	675	270	1531	289	714
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	36	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (ft)	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Perm	pm+pt	NA	Prot	pt+ov
Protected Phases	6		5	2	7	7 5
Permitted Phases		6	2			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	6	6	5	2	7	7 5
Switch Phase						
Minimum Initial (s)	18.0	18.0	5.0	18.0	7.0	
Minimum Split (s)	24.5	24.5	11.2	24.5	20.0	
Total Split (s)	101.0	101.0	47.0	148.0	32.0	
Total Split (%)	56.1%	56.1%	26.1%	82.2%	17.8%	
Maximum Green (s)	94.5	94.5	40.8	141.5	24.2	
Yellow Time (s)	4.0	4.0	3.7	4.0	4.0	
All-Red Time (s)	2.5	2.5	2.5	2.5	3.8	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.2	6.5	7.8	
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	C-Max	C-Max	None	C-Max	None	
Act Effct Green (s)	106.8	106.8	141.8	141.5	24.2	58.9
Actuated g/C Ratio	0.59	0.59	0.79	0.79	0.13	0.33
v/c Ratio	0.63	0.57	0.76	0.38	0.43	0.61
Control Delay	24.7	5.1	70.4	4.8	73.8	52.5
Queue Delay	0.3	0.2	1.7	0.3	0.0	0.2
Total Delay	25.0	5.3	72.1	5.1	73.8	52.7
LOS	C	A	E	A	E	D
Approach Delay	19.8			15.2	58.8	
Approach LOS	B			B	E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 141 (78%), Referenced to phase 2:WBTL and 6:EBT, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 25.5		Intersection LOS: C	
Intersection Capacity Utilization 73.0%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 13: SR 826 NB Ramps & SW 24th Street



Queues
13: SR 826 NB Ramps & SW 24th Street

08/06/2019

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1899	675	270	1531	289	714
v/c Ratio	0.63	0.57	0.76	0.38	0.43	0.61
Control Delay	24.7	5.1	70.4	4.8	73.8	52.5
Queue Delay	0.3	0.2	1.7	0.3	0.0	0.2
Total Delay	25.0	5.3	72.1	5.1	73.8	52.7
Queue Length 50th (ft)	568	40	258	127	113	312
Queue Length 95th (ft)	680	132	371	141	148	338
Internal Link Dist (ft)	814			319	995	
Turn Bay Length (ft)		435	155		260	260
Base Capacity (vph)	3017	1178	466	3997	670	1427
Starvation Cap Reductn	442	96	84	1591	0	0
Spillback Cap Reductn	29	0	0	0	0	183
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.62	0.71	0.64	0.43	0.57

Intersection Summary

HCM Signalized Intersection Capacity Analysis
13: SR 826 NB Ramps & SW 24th Street

08/06/2019

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1842	655	262	1485	280	693
Future Volume (vph)	1842	655	262	1485	280	693
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.2	6.5	7.8	7.8
Lane Util. Factor	0.91	1.00	1.00	0.91	0.94	0.76
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	1770	5085	4990	3610
Flt Permitted	1.00	1.00	0.06	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	117	5085	4990	3610
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	1899	675	270	1531	289	714
RTOR Reduction (vph)	0	239	0	0	0	0
Lane Group Flow (vph)	1899	436	270	1531	289	714
Turn Type	NA	Perm	pm+pt	NA	Prot	pt+ov
Protected Phases	6		5	2	7	7 5
Permitted Phases		6	2			
Actuated Green, G (s)	106.8	106.8	141.5	141.5	24.2	60.5
Effective Green, g (s)	106.8	106.8	141.5	141.5	24.2	60.5
Actuated g/C Ratio	0.59	0.59	0.79	0.79	0.13	0.34
Clearance Time (s)	6.5	6.5	6.2	6.5	7.8	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	3017	939	353	3997	670	1213
v/s Ratio Prot	0.37		c0.12	0.30	0.06	c0.20
v/s Ratio Perm		0.28	c0.48			
v/c Ratio	0.63	0.46	0.76	0.38	0.43	0.59
Uniform Delay, d1	23.8	20.5	49.4	5.9	71.6	49.5
Progression Factor	0.96	1.02	1.38	0.77	1.00	1.00
Incremental Delay, d2	0.9	1.5	8.0	0.2	0.4	0.7
Delay (s)	23.7	22.4	75.9	4.8	72.0	50.2
Level of Service	C	C	E	A	E	D
Approach Delay (s)	23.4			15.5	56.5	
Approach LOS	C			B	E	

Intersection Summary			
HCM 2000 Control Delay	26.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	20.5
Intersection Capacity Utilization	73.0%	ICU Level of Service	D
Analysis Period (min)	15		

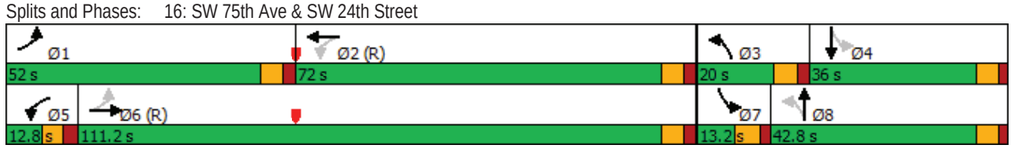
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	343	2091	101	27	1302	101	99	75	34	76	12	317
Future Volume (vph)	343	2091	101	27	1302	101	99	75	34	76	12	317
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		125	230		0	30		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993			0.989			0.954			0.856	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5050	0	1770	5029	0	1770	1777	0	1770	1595	0
Flt Permitted	0.108			0.062			0.227			0.684		
Satd. Flow (perm)	201	5050	0	115	5029	0	423	1777	0	1274	1595	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			8			11			330	
Link Speed (mph)		15			15			30			30	
Link Distance (ft)		399			526			351			1038	
Travel Time (s)		18.1			23.9			8.0			23.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	357	2178	105	28	1356	105	103	78	35	79	13	330
Shared Lane Traffic (%)												
Lane Group Flow (vph)	357	2283	0	28	1461	0	103	113	0	79	343	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6			2			8			4		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	11.5	13.5		11.5	13.5		11.4	13.0		11.4	13.0	
Total Split (s)	52.0	111.2		12.8	72.0		20.0	42.8		13.2	36.0	
Total Split (%)	28.9%	61.8%		7.1%	40.0%		11.1%	23.8%		7.3%	20.0%	
Maximum Green (s)	45.5	104.7		6.3	65.5		13.6	36.8		6.8	30.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.4	4.0		4.4	4.0	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		6.4	6.0		6.4	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	136.7	126.4		100.7	94.5		29.6	17.6		18.2	11.8	
Actuated g/C Ratio	0.76	0.70		0.56	0.52		0.16	0.10		0.10	0.07	
v/c Ratio	0.77	0.64		0.23	0.55		0.63	0.62		0.54	0.83	
Control Delay	61.8	9.6		19.1	31.6		81.5	83.2		79.4	26.1	
Queue Delay	3.6	0.3		0.0	2.4		2.5	0.0		0.0	0.3	
Total Delay	65.4	9.9		19.1	34.0		84.0	83.2		79.4	26.4	
LOS	E	A		B	C		F	F		E	C	
Approach Delay		17.4			33.7			83.6			36.3	
Approach LOS		B			C			F			D	

Intersection Summary		
Area Type:	Other	
Cycle Length: 180		
Actuated Cycle Length: 180		
Offset: 172 (96%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green		
Natural Cycle: 90		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.83		
Intersection Signal Delay: 27.2	Intersection LOS: C	
Intersection Capacity Utilization 93.7%	ICU Level of Service F	
Analysis Period (min) 15		

Splits and Phases: 16: SW 75th Ave & SW 24th Street



Queues
16: SW 75th Ave & SW 24th Street

08/06/2019

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	357	2283	28	1461	103	113	79	343
v/c Ratio	0.77	0.64	0.23	0.55	0.63	0.62	0.54	0.83
Control Delay	61.8	9.6	19.1	31.6	81.5	83.2	79.4	26.1
Queue Delay	3.6	0.3	0.0	2.4	2.5	0.0	0.0	0.3
Total Delay	65.4	9.9	19.1	34.0	84.0	83.2	79.4	26.4
Queue Length 50th (ft)	305	297	7	404	110	119	84	15
Queue Length 95th (ft)	432	331	21	589	162	179	129	127
Internal Link Dist (ft)		319		446		271		958
Turn Bay Length (ft)	225		230		30		100	
Base Capacity (vph)	552	3547	124	2644	173	372	147	540
Starvation Cap Reductn	117	519	0	1011	0	0	0	0
Spillback Cap Reductn	0	0	0	34	20	0	0	23
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.82	0.75	0.23	0.89	0.67	0.30	0.54	0.66

Intersection Summary

HCM Signalized Intersection Capacity Analysis
16: SW 75th Ave & SW 24th Street

08/06/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	343	2091	101	27	1302	101	99	75	34	76	12	317
Future Volume (vph)	343	2091	101	27	1302	101	99	75	34	76	12	317
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5		6.4	6.0		6.4	6.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.99		1.00	0.95		1.00	0.86	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5050		1770	5030		1770	1776		1770	1594	
Flt Permitted	0.11	1.00		0.06	1.00		0.23	1.00		0.68	1.00	
Satd. Flow (perm)	202	5050		115	5030		423	1776		1275	1594	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	357	2178	105	28	1356	105	103	78	35	79	12	330
RTOR Reduction (vph)	0	2	0	0	4	0	0	10	0	0	308	0
Lane Group Flow (vph)	357	2281	0	28	1457	0	103	103	0	79	35	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6			2			8			4		
Actuated Green, G (s)	136.7	125.1		99.6	94.5		30.2	17.6		18.6	11.8	
Effective Green, g (s)	136.7	125.1		99.6	94.5		30.2	17.6		18.6	11.8	
Actuated g/C Ratio	0.76	0.69		0.55	0.52		0.17	0.10		0.10	0.07	
Clearance Time (s)	6.5	6.5		6.5	6.5		6.4	6.0		6.4	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	464	3509		110	2640		165	173		150	104	
v/s Ratio Prot	c0.15	0.45		0.01	0.29		c0.04	c0.06		0.02	0.02	
v/s Ratio Perm	c0.43			0.13			c0.06			0.03		
v/c Ratio	0.77	0.65		0.25	0.55		0.62	0.60		0.53	0.33	
Uniform Delay, d1	39.1	15.3		18.6	28.6		66.7	77.8		75.8	80.3	
Progression Factor	1.58	0.55		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	6.2	0.8		1.2	0.8		7.2	5.4		3.3	1.9	
Delay (s)	67.9	9.2		19.9	29.4		73.9	83.2		79.1	82.2	
Level of Service	E	A		B	C		E	F		E	F	
Approach Delay (s)		17.2			29.2			78.8			81.6	
Approach LOS		B			C			E			F	

Intersection Summary			
HCM 2000 Control Delay	29.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	25.4
Intersection Capacity Utilization	93.7%	ICU Level of Service	F
Analysis Period (min)	15		

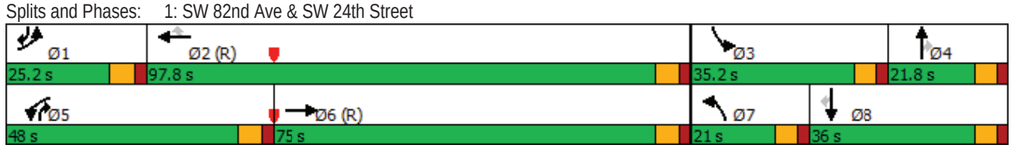
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	1354	70	268	1870	194	69	154	130	174	196	110
Future Volume (vph)	100	1354	70	268	1870	194	69	154	130	174	196	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	265		0	280		0	135		135	110		40
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt		0.983				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4999	0	1770	5085	1583	1770	3539	1583	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	4999	0	1770	5085	1583	1770	3539	1583	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14				133			96			99
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		1042			1312			1017			1087	
Travel Time (s)		17.8			22.4			19.8			21.2	
Peak Hour Factor	0.97	0.97	0.40	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	103	1396	175	276	1928	200	71	159	134	179	202	113
Shared Lane Traffic (%)												
Lane Group Flow (vph)	103	1571	0	276	1928	200	71	159	134	179	202	113
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6		5	2		7	4	5	3	8	1
Permitted Phases						2			4			8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2	2	7	4	5	3	8	1
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0	7.0	5.0	7.0	5.0	5.0	7.0	5.0
Minimum Split (s)	11.6	20.0		11.6	20.0	20.0	11.1	20.0	11.6	11.1	20.0	11.6
Total Split (s)	25.2	75.0		48.0	97.8	97.8	21.0	21.8	48.0	35.2	36.0	25.2
Total Split (%)	14.0%	41.7%		26.7%	54.3%	54.3%	11.7%	12.1%	26.7%	19.6%	20.0%	14.0%
Maximum Green (s)	18.6	68.4		41.4	91.2	91.2	14.9	15.7	41.4	29.1	29.9	18.6
Yellow Time (s)	4.4	4.4		4.4	4.4	4.4	4.0	4.0	4.4	4.0	4.0	4.4
All-Red Time (s)	2.2	2.2		2.2	2.2	2.2	2.1	2.1	2.2	2.1	2.1	2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.6		6.6	6.6	6.6	6.1	6.1	6.6	6.1	6.1	6.6
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	15.2	85.1		33.0	103.0	103.0	12.1	13.4	52.6	23.0	24.3	45.6
Actuated g/C Ratio	0.08	0.47		0.18	0.57	0.57	0.07	0.07	0.29	0.13	0.14	0.25
v/c Ratio	0.69	0.66		0.85	0.66	0.21	0.60	0.60	0.25	0.79	0.80	0.24
Control Delay	103.0	39.8		86.6	26.4	9.4	101.6	90.2	15.0	99.8	98.2	11.7
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	103.0	39.8		86.6	26.4	9.4	101.6	90.2	15.0	99.8	98.2	11.7
LOS	F	D		F	C	A	F	F	B	F	F	B
Approach Delay		43.7			31.9			64.7			79.0	
Approach LOS		D			C			E			E	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 123 (68%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 43.0	Intersection LOS: D
Intersection Capacity Utilization 79.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: SW 82nd Ave & SW 24th Street



Queues
1: SW 82nd Ave & SW 24th Street

08/06/2019

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	103	1571	276	1928	200	71	159	134	179	202	113
v/c Ratio	0.69	0.66	0.85	0.66	0.21	0.60	0.60	0.25	0.79	0.80	0.24
Control Delay	103.0	39.8	86.6	26.4	9.4	101.6	90.2	15.0	99.8	98.2	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	103.0	39.8	86.6	26.4	9.4	101.6	90.2	15.0	99.8	98.2	11.7
Queue Length 50th (ft)	120	519	320	463	54	83	97	33	208	235	13
Queue Length 95th (ft)	190	671	447	494	113	142	140	84	292	324	64
Internal Link Dist (ft)		962		1232			937			1007	
Turn Bay Length (ft)	265		280			135		135	110		40
Base Capacity (vph)	182	2372	407	2908	962	146	309	599	286	309	503
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.66	0.68	0.66	0.21	0.49	0.51	0.22	0.63	0.65	0.22

Intersection Summary

HCM 6th Signalized Intersection Summary
1: SW 82nd Ave & SW 24th Street

08/06/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	1354	70	268	1870	194	69	154	130	174	196	110
Future Volume (veh/h)	100	1354	70	268	1870	194	69	154	130	174	196	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	103	1396	175	276	1928	200	71	159	134	179	202	113
Peak Hour Factor	0.97	0.97	0.40	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	122	2289	287	298	3048	946	88	289	394	200	269	337
Arrive On Green	0.07	0.50	0.50	0.17	0.60	0.60	0.05	0.08	0.08	0.11	0.14	0.14
Sat Flow, veh/h	1781	4595	576	1781	5106	1585	1781	3554	1585	1781	1870	1585
Grp Volume(v), veh/h	103	1034	537	276	1928	200	71	159	134	179	202	113
Grp Sat Flow(s),veh/h/ln	1781	1702	1767	1781	1702	1585	1781	1777	1585	1781	1870	1585
Q Serve(g_s), s	10.3	39.4	39.4	27.5	44.0	10.5	7.1	7.7	12.5	17.9	18.7	10.9
Cycle Q Clear(g_c), s	10.3	39.4	39.4	27.5	44.0	10.5	7.1	7.7	12.5	17.9	18.7	10.9
Prop In Lane	1.00		0.33	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	122	1696	880	298	3048	946	88	289	394	200	269	337
V/C Ratio(X)	0.84	0.61	0.61	0.93	0.63	0.21	0.81	0.55	0.34	0.90	0.75	0.34
Avail Cap(c_a), veh/h	184	1696	880	410	3048	946	147	310	403	288	311	372
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.75	0.75	0.75	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	82.9	32.5	32.5	73.9	23.5	16.7	84.7	79.5	55.5	78.9	73.9	60.1
Incr Delay (d2), s/veh	19.4	1.6	3.1	18.1	0.8	0.4	15.6	1.8	0.5	21.8	8.4	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	16.5	17.6	14.0	17.6	4.0	3.7	3.6	5.1	9.4	9.6	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	102.3	34.2	35.7	91.9	24.2	17.1	100.3	81.3	56.0	100.7	82.3	60.7
LnGrp LOS	F	C	D	F	C	B	F	F	E	F	F	E
Approach Vol, veh/h		1674			2404			364			494	
Approach Delay, s/veh		38.9			31.4			75.7			84.0	
Approach LOS		D			C			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.9	114.1	26.3	20.8	36.7	96.3	15.0	32.0
Change Period (Y+Rc), s	* 6.6	* 6.6	6.1	6.1	* 6.6	* 6.6	6.1	6.1
Max Green Setting (Gmax), s	* 19	* 91	29.1	15.7	* 41	* 68	14.9	29.9
Max Q Clear Time (g_c+I1), s	12.3	46.0	19.9	14.5	29.5	41.4	9.1	20.7
Green Ext Time (p_c), s	0.1	23.8	0.3	0.2	0.6	12.4	0.1	1.0

Intersection Summary	
HCM 6th Ctrl Delay	42.5
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	1839	61	2	1872	13	79	2	16	2	0	0
Future Volume (vph)	15	1839	61	2	1872	13	79	2	16	2	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0	120		0	95		0	0		0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995			0.999			0.867				
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	1770	5060	0	1770	3536	0	1770	1615	0	0	1770	0
Flt Permitted	0.094			0.090			0.757				0.746	
Satd. Flow (perm)	175	5060	0	168	3536	0	1410	1615	0	0	1390	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			1			16				
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		526			1011			1008			1005	
Travel Time (s)		9.0			17.2			22.9			22.8	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	15	1877	62	2	1910	13	81	2	16	2	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	15	1939	0	2	1923	0	81	18	0	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		6		5	2			4			8	
Permitted Phases	6			2			4			8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	6	6		5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	16.0	16.0		5.0	16.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	20.4	20.4		8.4	20.4		20.0	20.0		20.0	20.0	
Total Split (s)	141.0	141.0		9.0	150.0		30.0	30.0		30.0	30.0	
Total Split (%)	78.3%	78.3%		5.0%	83.3%		16.7%	16.7%		16.7%	16.7%	
Maximum Green (s)	136.6	136.6		6.0	145.6		24.8	24.8		24.8	24.8	
Yellow Time (s)	4.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.4	0.4		0.0	0.4		1.2	1.2		1.2	1.2	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	4.4	4.4		3.0	4.4		5.2	5.2			5.2	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	153.0	153.0		156.1	154.7		15.7	15.7			15.7	
Actuated g/C Ratio	0.85	0.85		0.87	0.86		0.09	0.09			0.09	
v/c Ratio	0.10	0.45		0.01	0.63		0.66	0.12			0.02	
Control Delay	1.0	0.3		2.5	5.4		103.6	31.3			71.5	
Queue Delay	0.0	0.2		0.0	0.9		0.0	0.0			0.0	
Total Delay	1.0	0.5		2.5	6.3		103.6	31.3			71.5	
LOS	A	A		A	A		F	C			E	
Approach Delay		0.6			6.3			90.5			71.5	
Approach LOS		A			A			F			E	

Intersection Summary		
Area Type:	Other	
Cycle Length: 180		
Actuated Cycle Length: 180		
Offset: 166 (92%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green		
Natural Cycle: 60		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.66		
Intersection Signal Delay: 5.6		Intersection LOS: A
Intersection Capacity Utilization 66.0%		ICU Level of Service C
Analysis Period (min) 15		

Splits and Phases: 2: SW 74th Ave/Driveways & SW 24th Street



Queues
2: SW 74th Ave/Driveways & SW 24th Street

08/06/2019

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	15	1939	2	1923	81	18	2
v/c Ratio	0.10	0.45	0.01	0.63	0.66	0.12	0.02
Control Delay	1.0	0.3	2.5	5.4	103.6	31.3	71.5
Queue Delay	0.0	0.2	0.0	0.9	0.0	0.0	0.0
Total Delay	1.0	0.5	2.5	6.3	103.6	31.3	71.5
Queue Length 50th (ft)	0	4	0	297	94	2	2
Queue Length 95th (ft)	m0	8	2	445	154	30	12
Internal Link Dist (ft)		446		931		928	925
Turn Bay Length (ft)	120		120		95		
Base Capacity (vph)	148	4302	199	3040	194	236	191
Starvation Cap Reductn	0	1280	0	0	0	0	0
Spillback Cap Reductn	0	0	0	748	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.64	0.01	0.84	0.42	0.08	0.01

Intersection Summary
m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
2: SW 74th Ave/Driveways & SW 24th Street

08/06/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	1839	61	2	1872	13	79	2	16	2	0	0
Future Volume (veh/h)	15	1839	61	2	1872	13	79	2	16	2	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	15	1877	62	2	1910	13	81	2	16	2	0	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	214	4377	144	242	3189	22	137	12	93	116	0	0
Arrive On Green	1.00	1.00	1.00	0.00	0.88	0.88	0.07	0.07	0.07	0.07	0.00	0.00
Sat Flow, veh/h	232	5077	167	1781	3618	25	1418	179	1433	1169	0	0
Grp Volume(v), veh/h	15	1258	681	2	937	986	81	0	18	2	0	0
Grp Sat Flow(s),veh/h/ln	232	1702	1840	1781	1777	1866	1418	0	1612	1169	0	0
Q Serve(g_s), s	1.7	0.0	0.0	0.0	23.8	23.9	7.5	0.0	1.9	0.2	0.0	0.0
Cycle Q Clear(g_c), s	22.1	0.0	0.0	0.0	23.8	23.9	9.6	0.0	1.9	2.1	0.0	0.0
Prop In Lane	1.00		0.09	1.00		0.01	1.00		0.89	1.00		0.00
Lane Grp Cap(c), veh/h	214	2935	1587	242	1566	1645	137	0	105	116	0	0
V/C Ratio(X)	0.07	0.43	0.43	0.01	0.60	0.60	0.59	0.00	0.17	0.02	0.00	0.00
Avail Cap(c_a), veh/h	214	2935	1587	296	1566	1645	240	0	222	217	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.54	0.54	0.54	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	1.5	0.0	0.0	1.4	2.7	2.7	82.9	0.0	79.5	80.6	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.2	0.5	0.0	1.7	1.6	4.0	0.0	0.8	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.1	0.2	0.0	5.9	6.2	3.9	0.0	0.8	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	1.8	0.2	0.5	1.4	4.4	4.3	87.0	0.0	80.3	80.6	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	F	A	F	F	A	A
Approach Vol, veh/h		1954			1925			99			2	
Approach Delay, s/veh		0.3			4.3			85.8			80.6	
Approach LOS		A			A			F			F	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		163.1		16.9	3.5	159.6		16.9				
Change Period (Y+Rc), s		* 4.4		* 5.2	3.0	* 4.4		* 5.2				
Max Green Setting (Gmax), s		* 1.5E2		* 25	6.0	* 1.4E2		* 25				
Max Q Clear Time (g_c+I1), s		25.9		11.6	2.0	24.1		4.1				
Green Ext Time (p_c), s		30.7		0.2	0.0	27.8		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	4.4
HCM 6th LOS	A

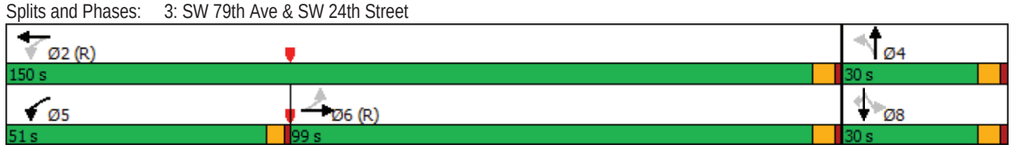
Notes
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	1617	40	370	2299	290	21	23	103	66	29	12
Future Volume (vph)	11	1617	40	370	2299	290	21	23	103	66	29	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	255		0	265		0	130		0	0		0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.983			0.877				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5065	0	1770	4999	0	1770	1634	0	1770	1863	1583
Flt Permitted	0.047			0.094			0.738			0.411		
Satd. Flow (perm)	88	5065	0	175	4999	0	1375	1634	0	766	1863	1583
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		3						105				40
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1312			826			1079			110	
Travel Time (s)		22.4			14.1			24.5			2.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	11	1650	41	378	2346	296	21	23	105	67	30	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	1691	0	378	2642	0	21	128	0	67	30	12
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	Perm
Protected Phases		6		5	2			4			8	
Permitted Phases	6			2			4			8		8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	6	6		5	2		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	7.0	7.0		5.0	7.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	22.5	22.5		9.5	22.5		22.5	22.5		22.5	22.5	22.5
Total Split (s)	99.0	99.0		51.0	150.0		30.0	30.0		30.0	30.0	30.0
Total Split (%)	55.0%	55.0%		28.3%	83.3%		16.7%	16.7%		16.7%	16.7%	16.7%
Maximum Green (s)	93.7	93.7		46.7	144.7		24.5	24.5		24.5	24.5	24.5
Yellow Time (s)	4.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.3	1.3		1.3	1.3		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3		4.3	5.3		5.5	5.5		5.5	5.5	5.5
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	C-Max	C-Max		None	C-Max		None	None		None	None	None
Act Effct Green (s)	112.8	112.8		152.5	151.5		17.7	17.7		17.7	17.7	17.7
Actuated g/C Ratio	0.63	0.63		0.85	0.84		0.10	0.10		0.10	0.10	0.10
v/c Ratio	0.20	0.53		0.84	0.63		0.16	0.50		0.89	0.16	0.06
Control Delay	15.9	12.2		48.7	5.3		73.9	25.0		155.6	73.5	0.7
Queue Delay	0.0	0.0		0.0	0.2		0.0	0.0		0.0	0.0	0.0
Total Delay	15.9	12.2		48.7	5.4		73.9	25.0		155.6	73.5	0.7
LOS	B	B		D	A		E	C		F	E	A
Approach Delay		12.3			10.9			31.9			116.0	
Approach LOS		B			B			C			F	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 163 (91%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 14.3	Intersection LOS: B
Intersection Capacity Utilization 88.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 3: SW 79th Ave & SW 24th Street



Queues
3: SW 79th Ave & SW 24th Street

08/06/2019

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	11	1691	378	2642	21	128	67	30	12
v/c Ratio	0.20	0.53	0.84	0.63	0.16	0.50	0.89	0.16	0.06
Control Delay	15.9	12.2	48.7	5.3	73.9	25.0	155.6	73.5	0.7
Queue Delay	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay	15.9	12.2	48.7	5.4	73.9	25.0	155.6	73.5	0.7
Queue Length 50th (ft)	3	545	270	262	23	25	80	33	0
Queue Length 95th (ft)	m9	719	403	384	54	95	#151	68	0
Internal Link Dist (ft)		1232		746		999		30	
Turn Bay Length (ft)	255		265		130				
Base Capacity (vph)	55	3176	562	4207	187	313	104	253	250
Starvation Cap Reductn	0	0	0	553	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.53	0.67	0.72	0.11	0.41	0.64	0.12	0.05

Intersection Summary

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
3: SW 79th Ave & SW 24th Street

08/06/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	1617	40	370	2299	290	21	23	103	66	29	12
Future Volume (veh/h)	11	1617	40	370	2299	290	21	23	103	66	29	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	1650	41	378	2346	296	21	23	105	67	30	12
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	115	3393	84	396	3703	455	207	40	182	119	255	216
Arrive On Green	0.66	0.66	0.66	0.24	1.00	1.00	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	114	5124	127	1781	4607	566	1365	293	1337	1262	1870	1585
Grp Volume(v), veh/h	11	1096	595	378	1717	925	21	0	128	67	30	12
Grp Sat Flow(s),veh/h/ln	114	1702	1847	1781	1702	1769	1365	0	1630	1262	1870	1585
Q Serve(g_s), s	6.5	28.9	28.9	18.1	0.0	0.0	2.5	0.0	13.3	9.5	2.5	1.2
Cycle Q Clear(g_c), s	6.5	28.9	28.9	18.1	0.0	0.0	5.0	0.0	13.3	22.7	2.5	1.2
Prop In Lane	1.00		0.07	1.00		0.32	1.00		0.82	1.00		1.00
Lane Grp Cap(c), veh/h	115	2254	1223	396	2736	1422	207	0	222	119	255	216
V/C Ratio(X)	0.10	0.49	0.49	0.96	0.63	0.65	0.10	0.00	0.58	0.56	0.12	0.06
Avail Cap(c_a), veh/h	115	2254	1223	648	2736	1422	207	0	222	119	255	216
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.72	0.72	0.72	0.62	0.62	0.62	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.4	15.1	15.1	27.2	0.0	0.0	70.5	0.0	72.9	83.5	68.3	67.7
Incr Delay (d2), s/veh	1.2	0.5	1.0	12.7	0.7	1.4	0.2	0.0	3.7	6.0	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	11.1	12.2	15.7	0.3	0.6	0.9	0.0	5.8	3.3	1.2	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.5	15.7	16.1	39.9	0.7	1.4	70.7	0.0	76.6	89.5	68.5	67.8
LnGrp LOS	B	B	B	D	A	A	E	A	E	F	E	E
Approach Vol, veh/h		1702			3020			149			109	
Approach Delay, s/veh		15.8			5.8			75.7			81.3	
Approach LOS		B			A			E			F	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		150.0		30.0	25.5	124.5		30.0				
Change Period (Y+Rc), s		* 5.3		5.5	* 4.3	* 5.3		5.5				
Max Green Setting (Gmax), s		* 1.4E2		24.5	* 47	* 94		24.5				
Max Q Clear Time (g_c+I1), s		2.0		15.3	20.1	30.9		24.7				
Green Ext Time (p_c), s		63.6		0.5	1.1	19.8		0.0				

Intersection Summary

HCM 6th Ctrl Delay	13.0
HCM 6th LOS	B

Notes

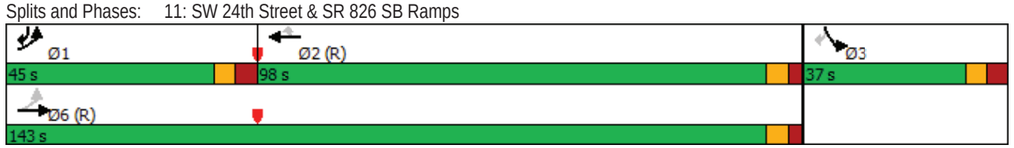
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	267	1580	2024	619	610	946
Future Volume (vph)	267	1580	2024	619	610	946
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	320			270	400	400
Storage Lanes	1			1	2	2
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.91	1.00	0.94	0.76
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	5085	5085	1583	4990	3610
Flt Permitted	0.042				0.950	
Satd. Flow (perm)	78	5085	5085	1583	4990	3610
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				400		9
Link Speed (mph)		40	40		25	
Link Distance (ft)		826	894		1070	
Travel Time (s)		14.1	15.2		29.2	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	270	1596	2044	625	616	956
Shared Lane Traffic (%)						
Lane Group Flow (vph)	270	1596	2044	625	616	956
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		36	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA	Perm	Prot	pm+ov
Protected Phases	1	6	2		3	1
Permitted Phases	6			2		3

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Detector Phase	1	6	2	2	3	1
Switch Phase						
Minimum Initial (s)	7.0	16.0	16.0	16.0	7.0	7.0
Minimum Split (s)	14.9	22.6	22.6	22.6	20.0	14.9
Total Split (s)	45.0	143.0	98.0	98.0	37.0	45.0
Total Split (%)	25.0%	79.4%	54.4%	54.4%	20.6%	25.0%
Maximum Green (s)	37.1	136.4	91.4	91.4	29.1	37.1
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.9	2.6	2.6	2.6	3.9	3.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.9	6.6	6.6	6.6	7.9	7.9
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)	137.6	138.9	100.9	100.9	26.6	64.6
Actuated g/C Ratio	0.76	0.77	0.56	0.56	0.15	0.36
v/c Ratio	0.79	0.41	0.72	0.59	0.84	0.73
Control Delay	100.9	2.3	21.3	8.9	85.2	52.8
Queue Delay	0.0	0.0	0.2	0.2	0.0	0.0
Total Delay	100.9	2.3	21.5	9.1	85.2	52.8
LOS	F	A	C	A	F	D
Approach Delay		16.6	18.6		65.5	
Approach LOS		B	B		E	

Intersection Summary		
Area Type:	Other	
Cycle Length: 180		
Actuated Cycle Length: 180		
Offset: 3 (2%), Referenced to phase 2:WBT and 6:EBTL, Start of Green		
Natural Cycle: 80		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.84		
Intersection Signal Delay: 30.1		Intersection LOS: C
Intersection Capacity Utilization 84.2%		ICU Level of Service E
Analysis Period (min) 15		

Splits and Phases: 11: SW 24th Street & SR 826 SB Ramps



Queues
11: SW 24th Street & SR 826 SB Ramps

08/06/2019

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	270	1596	2044	625	616	956
v/c Ratio	0.79	0.41	0.72	0.59	0.84	0.73
Control Delay	100.9	2.3	21.3	8.9	85.2	52.8
Queue Delay	0.0	0.0	0.2	0.2	0.0	0.0
Total Delay	100.9	2.3	21.5	9.1	85.2	52.8
Queue Length 50th (ft)	238	45	342	133	253	424
Queue Length 95th (ft)	386	58	436	173	300	455
Internal Link Dist (ft)		746	814		990	
Turn Bay Length (ft)	320			270	400	400
Base Capacity (vph)	408	3923	2849	1062	806	1441
Starvation Cap Reductn	0	401	198	82	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.45	0.77	0.64	0.76	0.66

Intersection Summary

HCM 6th Signalized Intersection Summary
11: SW 24th Street & SR 826 SB Ramps

08/06/2019

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	267	1580	2024	619	610	946
Future Volume (veh/h)	267	1580	2024	619	610	946
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	270	1596	2044	0	616	956
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	298	3869	3285		812	839
Arrive On Green	0.14	1.00	1.00	0.00	0.16	0.16
Sat Flow, veh/h	1781	5274	5274	1585	5023	3614
Grp Volume(v), veh/h	270	1596	2044	0	616	956
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1585	1674	1205
Q Serve(g_s), s	9.9	0.0	0.0	0.0	21.1	29.1
Cycle Q Clear(g_c), s	9.9	0.0	0.0	0.0	21.1	29.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	298	3869	3285		812	839
V/C Ratio(X)	0.90	0.41	0.62		0.76	1.14
Avail Cap(c_a), veh/h	540	3869	3285		812	839
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.79	0.00	1.00	1.00
Uniform Delay (d), s/veh	14.7	0.0	0.0	0.0	72.1	69.1
Incr Delay (d2), s/veh	8.5	0.3	0.7	0.0	4.2	76.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	0.1	0.2	0.0	9.5	19.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.2	0.3	0.7	0.0	76.3	146.0
LnGrp LOS	C	A	A		E	F
Approach Vol, veh/h		1866	2044	A	1572	
Approach Delay, s/veh		3.6	0.7		118.7	
Approach LOS		A	A		F	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	20.6	122.4			143.0	37.0
Change Period (Y+Rc), s	7.9	6.6			6.6	7.9
Max Green Setting (Gmax), s	37.1	91.4			136.4	29.1
Max Q Clear Time (g_c+I1), s	11.9	2.0			2.0	31.1
Green Ext Time (p_c), s	0.8	31.5			18.7	0.0

Intersection Summary	
HCM 6th Ctrl Delay	35.5
HCM 6th LOS	D

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1766	463	303	2182	461	473
Future Volume (vph)	1766	463	303	2182	461	473
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		435	155		260	260
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	1.00	1.00	0.91	0.94	0.76
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	5085	1583	1770	5085	4990	3610
Flt Permitted			0.070		0.950	
Satd. Flow (perm)	5085	1583	130	5085	4990	3610
Right Turn on Red		Yes				No
Satd. Flow (RTOR)		472				
Link Speed (mph)	40			40	25	
Link Distance (ft)	894			399	1075	
Travel Time (s)	15.2			6.8	29.3	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	1802	472	309	2227	470	483
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1802	472	309	2227	470	483
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	36	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (ft)	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Perm	pm+pt	NA	Prot	pt+ov
Protected Phases	6		5	2	7	7 5
Permitted Phases		6	2			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	6	6	5	2	7	7 5
Switch Phase						
Minimum Initial (s)	18.0	18.0	5.0	18.0	7.0	
Minimum Split (s)	24.5	24.5	11.2	24.5	20.0	
Total Split (s)	95.0	95.0	50.0	145.0	35.0	
Total Split (%)	52.8%	52.8%	27.8%	80.6%	19.4%	
Maximum Green (s)	88.5	88.5	43.8	138.5	27.2	
Yellow Time (s)	4.0	4.0	3.7	4.0	4.0	
All-Red Time (s)	2.5	2.5	2.5	2.5	3.8	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.2	6.5	7.8	
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	C-Max	C-Max	None	C-Max	None	
Act Effct Green (s)	103.6	103.6	141.1	140.8	24.9	62.1
Actuated g/C Ratio	0.58	0.58	0.78	0.78	0.14	0.34
v/c Ratio	0.62	0.42	0.80	0.56	0.68	0.39
Control Delay	21.4	5.8	71.2	3.5	79.0	44.4
Queue Delay	0.1	0.0	4.1	1.0	0.0	0.1
Total Delay	21.5	5.8	75.3	4.5	79.0	44.5
LOS	C	A	E	A	E	D
Approach Delay	18.2			13.1	61.5	
Approach LOS	B			B	E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBT, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 23.2		Intersection LOS: C	
Intersection Capacity Utilization 76.8%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 13: SR 826 NB Ramps & SW 24th Street



Queues
13: SR 826 NB Ramps & SW 24th Street

08/06/2019

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1802	472	309	2227	470	483
v/c Ratio	0.62	0.42	0.80	0.56	0.68	0.39
Control Delay	21.4	5.8	71.2	3.5	79.0	44.4
Queue Delay	0.1	0.0	4.1	1.0	0.0	0.1
Total Delay	21.5	5.8	75.3	4.5	79.0	44.5
Queue Length 50th (ft)	534	88	303	146	190	189
Queue Length 95th (ft)	461	108	m341	160	230	206
Internal Link Dist (ft)	814			319	995	
Turn Bay Length (ft)		435	155		260	260
Base Capacity (vph)	2926	1111	500	3977	754	1454
Starvation Cap Reductn	293	0	121	1365	0	0
Spillback Cap Reductn	224	0	0	0	0	150
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.42	0.82	0.85	0.62	0.37

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
13: SR 826 NB Ramps & SW 24th Street

08/06/2019

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1766	463	303	2182	461	473
Future Volume (vph)	1766	463	303	2182	461	473
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.2	6.5	7.8	7.8
Lane Util. Factor	0.91	1.00	1.00	0.91	0.94	0.76
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	1770	5085	4990	3610
Flt Permitted	1.00	1.00	0.07	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	131	5085	4990	3610
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	1802	472	309	2227	470	483
RTOR Reduction (vph)	0	200	0	0	0	0
Lane Group Flow (vph)	1802	272	309	2227	470	483
Turn Type	NA	Perm	pm+pt	NA	Prot	pt+ov
Protected Phases	6		5	2	7	7 5
Permitted Phases		6	2			
Actuated Green, G (s)	103.6	103.6	140.8	140.8	24.9	63.7
Effective Green, g (s)	103.6	103.6	140.8	140.8	24.9	63.7
Actuated g/C Ratio	0.58	0.58	0.78	0.78	0.14	0.35
Clearance Time (s)	6.5	6.5	6.2	6.5	7.8	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	2926	911	384	3977	690	1277
v/s Ratio Prot	0.35		c0.14	0.44	c0.09	0.13
v/s Ratio Perm		0.17	c0.49			
v/c Ratio	0.62	0.30	0.80	0.56	0.68	0.38
Uniform Delay, d1	25.1	19.6	49.2	7.6	73.8	43.4
Progression Factor	0.77	2.62	1.50	0.42	1.00	1.00
Incremental Delay, d2	0.9	0.7	4.8	0.2	2.8	0.2
Delay (s)	20.1	52.1	78.7	3.4	76.6	43.6
Level of Service	C	D	E	A	E	D
Approach Delay (s)	26.8			12.6	59.8	
Approach LOS	C			B	E	

Intersection Summary			
HCM 2000 Control Delay	26.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	20.5
Intersection Capacity Utilization	76.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	234	1808	197	30	1825	53	121	52	37	42	19	509
Future Volume (vph)	234	1808	197	30	1825	53	121	52	37	42	19	509
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		125	230		0	30		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.985			0.996			0.938			0.856	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5009	0	1770	5065	0	1770	1747	0	1770	1595	0
Flt Permitted	0.050			0.054			0.074			0.697		
Satd. Flow (perm)	93	5009	0	101	5065	0	138	1747	0	1298	1595	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			3			20			195	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		399			526			351			1038	
Travel Time (s)		6.8			9.0			8.0			23.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	241	1864	203	31	1881	55	125	54	38	43	20	525
Shared Lane Traffic (%)												
Lane Group Flow (vph)	241	2067	0	31	1936	0	125	92	0	43	545	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6			2			8			4		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	11.5	20.0		11.5	20.0		11.4	38.0		9.5	20.0	
Total Split (s)	29.1	96.6		12.0	79.5		17.4	61.6		9.8	54.0	
Total Split (%)	16.2%	53.7%		6.7%	44.2%		9.7%	34.2%		5.4%	30.0%	
Maximum Green (s)	22.6	90.1		5.5	73.0		11.0	55.6		5.3	48.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.4	4.0		3.5	4.0	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		6.4	6.0		4.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)								7.0				
Flash Dont Walk (s)								25.0				
Pedestrian Calls (#/hr)								11				
Act Effct Green (s)	103.6	94.0		80.7	75.2		63.5	56.1		53.3	46.5	
Actuated g/C Ratio	0.58	0.52		0.45	0.42		0.35	0.31		0.30	0.26	
v/c Ratio	0.94	0.79		0.32	0.91		0.84	0.16		0.11	0.98	
Control Delay	118.8	23.0		29.9	52.7		84.7	36.1		37.9	74.5	
Queue Delay	0.4	0.4		0.0	40.8		16.9	0.0		0.0	35.3	
Total Delay	119.2	23.4		29.9	93.5		101.6	36.1		37.9	109.8	
LOS	F	C		C	F		F	D		D	F	
Approach Delay		33.4			92.5			73.8			104.6	
Approach LOS		C			F			E			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 1 (1%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 66.2		Intersection LOS: E	
Intersection Capacity Utilization 109.4%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 16: SW 75th Ave & SW 24th Street



Queues
16: SW 75th Ave & SW 24th Street

08/06/2019

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	241	2067	31	1936	125	92	43	545
v/c Ratio	0.94	0.79	0.32	0.91	0.84	0.16	0.11	0.98
Control Delay	118.8	23.0	29.9	52.7	84.7	36.1	37.9	74.5
Queue Delay	0.4	0.4	0.0	40.8	16.9	0.0	0.0	35.3
Total Delay	119.2	23.4	29.9	93.5	101.6	36.1	37.9	109.8
Queue Length 50th (ft)	242	883	14	810	102	62	33	453
Queue Length 95th (ft)	#417	292	m21	626	#221	113	64	#706
Internal Link Dist (ft)		319		446		271		958
Turn Bay Length (ft)	225		230		30		100	
Base Capacity (vph)	264	2621	96	2116	148	558	398	568
Starvation Cap Reductn	1	159	0	338	0	0	0	0
Spillback Cap Reductn	0	0	0	17	17	0	0	65
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.92	0.84	0.32	1.09	0.95	0.16	0.11	1.08

Intersection Summary

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
16: SW 75th Ave & SW 24th Street

08/06/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	234	1808	197	30	1825	53	121	52	37	42	19	509
Future Volume (veh/h)	234	1808	197	30	1825	53	121	52	37	42	19	509
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	241	1864	203	31	1881	55	125	54	38	43	20	525
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	259	2383	258	126	2150	63	148	320	225	433	16	409
Arrive On Green	0.15	0.68	0.68	0.03	0.56	0.56	0.06	0.31	0.31	0.03	0.27	0.27
Sat Flow, veh/h	1781	4677	506	1781	5099	149	1781	1022	719	1781	58	1535
Grp Volume(v), veh/h	241	1354	713	31	1255	681	125	0	92	43	0	545
Grp Sat Flow(s),veh/h/ln	1781	1702	1779	1781	1702	1844	1781	0	1741	1781	0	1594
Q Serve(g_s), s	17.5	49.0	49.9	1.8	57.2	57.4	9.0	0.0	6.9	3.2	0.0	48.0
Cycle Q Clear(g_c), s	17.5	49.0	49.9	1.8	57.2	57.4	9.0	0.0	6.9	3.2	0.0	48.0
Prop In Lane	1.00		0.28	1.00		0.08	1.00		0.41	1.00		0.96
Lane Grp Cap(c), veh/h	259	1734	906	126	1436	777	148	0	545	433	0	425
V/C Ratio(X)	0.93	0.78	0.79	0.25	0.87	0.88	0.84	0.00	0.17	0.10	0.00	1.28
Avail Cap(c_a), veh/h	287	1734	906	141	1436	777	149	0	545	440	0	425
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	0.73	0.73	0.73	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.0	22.1	22.3	31.9	35.4	35.5	49.3	0.0	44.9	46.2	0.0	66.0
Incr Delay (d2), s/veh	29.0	2.9	5.6	0.7	5.8	10.1	33.0	0.0	0.1	0.1	0.0	144.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.6	17.5	19.3	0.8	22.7	25.6	5.4	0.0	3.1	1.4	0.0	36.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.0	25.0	27.8	32.7	41.2	45.5	82.3	0.0	45.0	46.3	0.0	210.0
LnGrp LOS	E	C	C	C	D	D	F	A	D	D	A	F
Approach Vol, veh/h		2308			1967			217			588	
Approach Delay, s/veh		31.6			42.6			66.5			198.0	
Approach LOS		C			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.2	82.4	17.4	54.0	10.4	98.2	9.1	62.3
Change Period (Y+Rc), s	6.5	6.5	6.4	6.0	6.5	6.5	4.5	6.0
Max Green Setting (Gmax), s	22.6	73.0	11.0	48.0	5.5	90.1	5.3	55.6
Max Q Clear Time (g_c+I1), s	19.5	59.4	11.0	50.0	3.8	51.9	5.2	8.9
Green Ext Time (p_c), s	0.2	9.9	0.0	0.0	0.0	21.5	0.0	0.6

Intersection Summary

HCM 6th Ctrl Delay	56.6
HCM 6th LOS	E

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	2109	30	218	1738	105	166	120	339	115	46	6
Future Volume (vph)	59	2109	30	218	1738	105	166	120	339	115	46	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	150		150	180		180	150		150
Storage Lanes	1		0	2		0	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.91	0.91	1.00	1.00	1.00	0.97	1.00	1.00
Frt		0.998			0.991				0.850		0.983	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5075	0	3433	5040	0	1770	1863	1583	3433	1831	0
Flt Permitted	0.065			0.035			0.549			0.676		
Satd. Flow (perm)	121	5075	0	126	5040	0	1023	1863	1583	2443	1831	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			8				123		3	
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1040			1047			1007			980	
Travel Time (s)		15.8			15.9			19.6			19.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	62	2220	32	229	1829	111	175	126	357	121	48	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	2252	0	229	1940	0	175	126	357	121	54	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4		4	8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2		7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	18.0		5.0	18.0		18.0	18.0	18.0	5.0	18.0	
Minimum Split (s)	11.8	24.8		11.8	24.8		24.5	26.5	26.5	11.8	24.8	
Total Split (s)	17.4	103.7		22.0	108.3		25.2	52.0	52.0	12.3	39.1	
Total Split (%)	9.2%	54.6%		11.6%	57.0%		13.3%	27.4%	27.4%	6.5%	20.6%	
Maximum Green (s)	10.6	96.9		15.2	101.5		18.7	45.5	45.5	5.5	32.3	
Yellow Time (s)	4.8	4.8		4.8	4.8		4.0	4.0	4.0	4.8	4.8	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.5	2.5	2.5	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.8	6.8		6.8	6.8		6.5	6.5	6.5	6.8	6.8	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	
Walk Time (s)		7.0									7.0	
Flash Dont Walk (s)		11.0									11.0	
Pedestrian Calls (#/hr)		5									5	
Act Effct Green (s)	117.7	109.7		126.9	114.4		47.6	35.3	35.3	25.8	23.9	
Actuated g/C Ratio	0.62	0.58		0.67	0.60		0.25	0.19	0.19	0.14	0.13	
v/c Ratio	0.43	0.77		0.76	0.64		0.51	0.36	0.91	0.34	0.23	
Control Delay	22.5	34.4		73.7	15.2		63.3	68.7	75.5	61.3	70.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	22.5	34.4		73.7	15.2		63.3	68.7	75.5	61.3	70.9	
LOS	C	C		E	B		E	E	E	E	E	
Approach Delay		34.1			21.4			71.0			64.3	
Approach LOS		C			C			E			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 190			
Actuated Cycle Length: 190			
Offset: 188 (99%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay: 34.5		Intersection LOS: C	
Intersection Capacity Utilization 83.3%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 4: SW 82nd Ave & SW 8th St



Queues
4: SW 82nd Ave & SW 8th St

08/09/2019

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	62	2252	229	1940	175	126	357	121	54
v/c Ratio	0.43	0.77	0.76	0.64	0.51	0.36	0.91	0.34	0.23
Control Delay	22.5	34.4	73.7	15.2	63.3	68.7	75.5	61.3	70.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.5	34.4	73.7	15.2	63.3	68.7	75.5	61.3	70.9
Queue Length 50th (ft)	25	776	101	375	183	139	304	61	59
Queue Length 95th (ft)	51	956	148	466	247	198	420	86	103
Internal Link Dist (ft)		960		967		927			900
Turn Bay Length (ft)	150		150		180		180	150	
Base Capacity (vph)	168	2931	350	3036	342	446	472	360	313
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.77	0.65	0.64	0.51	0.28	0.76	0.34	0.17

Intersection Summary

HCM 6th Signalized Intersection Summary
4: SW 82nd Ave & SW 8th St

08/09/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	2109	30	218	1738	105	166	120	339	115	46	6
Future Volume (veh/h)	59	2109	30	218	1738	105	166	120	339	115	46	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	62	2220	32	229	1829	111	175	126	357	121	48	6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	154	2861	41	290	2796	169	403	439	372	477	278	35
Arrive On Green	0.03	0.55	0.55	0.04	0.57	0.57	0.09	0.23	0.23	0.03	0.17	0.17
Sat Flow, veh/h	1781	5186	75	3456	4923	298	1781	1870	1585	3456	1630	204
Grp Volume(v), veh/h	62	1456	796	229	1264	676	175	126	357	121	0	54
Grp Sat Flow(s),veh/h/ln	1781	1702	1857	1728	1702	1817	1781	1870	1585	1728	0	1834
Q Serve(g_s), s	2.9	63.7	63.9	5.5	48.4	48.7	15.0	10.5	42.3	5.5	0.0	4.8
Cycle Q Clear(g_c), s	2.9	63.7	63.9	5.5	48.4	48.7	15.0	10.5	42.3	5.5	0.0	4.8
Prop In Lane	1.00		0.04	1.00		0.16	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	154	1878	1025	290	1934	1032	403	439	372	477	0	312
V/C Ratio(X)	0.40	0.78	0.78	0.79	0.65	0.66	0.43	0.29	0.96	0.25	0.00	0.17
Avail Cap(c_a), veh/h	208	1878	1025	422	1934	1032	409	448	380	477	0	312
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.1	33.4	33.4	39.5	28.2	28.2	55.4	59.7	71.8	63.1	0.0	67.4
Incr Delay (d2), s/veh	1.7	3.2	5.8	6.2	1.7	3.3	0.7	0.4	35.5	0.3	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	26.4	29.6	3.2	19.8	21.7	6.9	5.1	20.8	2.5	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.8	36.6	39.2	45.7	29.9	31.5	56.2	60.0	107.4	63.4	0.0	67.6
LnGrp LOS	C	D	D	D	C	C	E	E	F	E	A	E
Approach Vol, veh/h		2314			2169			658			175	
Approach Delay, s/veh		37.2			32.1			84.7			64.7	
Approach LOS		D			C			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.6	114.7	12.3	51.4	14.7	111.6	24.5	39.2
Change Period (Y+Rc), s	6.8	6.8	6.8	* 6.8	6.8	6.8	6.5	6.8
Max Green Setting (Gmax), s	10.6	101.5	5.5	* 46	15.2	96.9	18.7	32.3
Max Q Clear Time (g_c+I1), s	4.9	50.7	7.5	44.3	7.5	65.9	17.0	6.8
Green Ext Time (p_c), s	0.0	21.1	0.0	0.3	0.4	20.3	0.1	0.2

Intersection Summary	
HCM 6th Ctrl Delay	41.9
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	149	2283	50	27	1723	12	150	177	16	42	129	122
Future Volume (vph)	149	2283	50	27	1723	12	150	177	16	42	129	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		0	150		0	80		0	300		300
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997				0.850		0.987				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3529	0	1770	3539	1583	1770	1839	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.354			0.354		
Satd. Flow (perm)	3433	3529	0	1770	3539	1583	659	1839	0	659	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				131		2				43
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		787			352			1001			450	
Travel Time (s)		11.9			5.3			19.5			8.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	157	2403	53	28	1814	13	158	186	17	44	136	128
Shared Lane Traffic (%)												
Lane Group Flow (vph)	157	2456	0	28	1814	13	158	203	0	44	136	128
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Free	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	1	6		5	2		7	4		3	8	1
Permitted Phases						Free	4			8		8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2		7	4		3	8	1
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	30.0		9.5	27.0		9.5	29.4		9.5	29.4	9.5
Total Split (s)	19.0	137.1		9.6	127.7		13.9	33.7		9.6	29.4	19.0
Total Split (%)	10.0%	72.2%		5.1%	67.2%		7.3%	17.7%		5.1%	15.5%	10.0%
Maximum Green (s)	14.5	131.1		5.1	121.7		9.4	27.3		5.1	23.0	14.5
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0		3.5	4.0	3.5
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.4		1.0	2.4	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0		4.5	6.0		4.5	6.4		4.5	6.4	4.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Walk Time (s)		6.0			6.0			5.0			5.0	
Flash Dont Walk (s)		14.0			14.0			18.0			18.0	
Pedestrian Calls (#/hr)		1			4			0			0	
Act Effct Green (s)	13.1	135.5		5.9	126.2	190.0	35.5	26.1		26.9	19.9	39.4
Actuated g/C Ratio	0.07	0.71		0.03	0.66	1.00	0.19	0.14		0.14	0.10	0.21
v/c Ratio	0.67	0.98		0.52	0.77	0.01	0.89	0.80		0.36	0.70	0.35
Control Delay	88.2	39.1		120.3	25.7	0.0	113.4	101.1		72.4	100.6	43.8
Queue Delay	0.0	10.6		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	88.2	49.7		120.3	25.7	0.0	113.4	101.1		72.4	100.6	43.8
LOS	F	D		F	C	A	F	F		E	F	D
Approach Delay		52.0			26.9			106.5			73.0	
Approach LOS		D			C			F			E	

Intersection Summary		
Area Type:	Other	
Cycle Length: 190		
Actuated Cycle Length: 190		
Offset: 113 (59%), Referenced to phase 2:WBT and 6:EBT, Start of Green		
Natural Cycle: 150		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.98		
Intersection Signal Delay: 48.0	Intersection LOS: D	
Intersection Capacity Utilization 93.9%	ICU Level of Service F	
Analysis Period (min) 15		

Splits and Phases: 6: SW 74th Ave & SW 8th St



Queues
6: SW 74th Ave & SW 8th St

08/09/2019

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	157	2456	28	1814	13	158	203	44	136	128
v/c Ratio	0.67	0.98	0.52	0.77	0.01	0.89	0.80	0.36	0.70	0.35
Control Delay	88.2	39.1	120.3	25.7	0.0	113.4	101.1	72.4	100.6	43.8
Queue Delay	0.0	10.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	88.2	49.7	120.3	25.7	0.0	113.4	101.1	72.4	100.6	43.8
Queue Length 50th (ft)	98	~1453	35	828	0	176	247	46	165	89
Queue Length 95th (ft)	m121	#1781	#91	942	0	#307	#365	87	248	158
Internal Link Dist (ft)		707		272			921		370	
Turn Bay Length (ft)	225		150			80		300		300
Base Capacity (vph)	261	2517	54	2350	1583	178	265	122	225	373
Starvation Cap Reductn	0	114	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	1.02	0.52	0.77	0.01	0.89	0.77	0.36	0.60	0.34

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
6: SW 74th Ave & SW 8th St

08/09/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	149	2283	50	27	1723	12	150	177	16	42	129	122
Future Volume (vph)	149	2283	50	27	1723	12	150	177	16	42	129	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	6.0		4.5	6.0	4.0	4.5	6.4		4.5	6.4	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	3528		1770	3539	1583	1770	1839		1770	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.35	1.00		0.35	1.00	1.00
Satd. Flow (perm)	3433	3528		1770	3539	1583	660	1839		659	1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	157	2403	53	28	1814	13	158	186	17	44	136	128
RTOR Reduction (vph)	0	1	0	0	0	0	0	2	0	0	0	35
Lane Group Flow (vph)	157	2455	0	28	1814	13	158	201	0	44	136	93
Turn Type	Prot	NA		Prot	NA	Free	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	1	6		5	2		7	4		3	8	1
Permitted Phases						Free	4			8		8
Actuated Green, G (s)	13.1	133.7		4.7	125.3	190.0	34.7	26.1		24.9	20.8	33.9
Effective Green, g (s)	13.1	133.7		4.7	125.3	190.0	34.7	26.1		24.9	20.8	33.9
Actuated g/C Ratio	0.07	0.70		0.02	0.66	1.00	0.18	0.14		0.13	0.11	0.18
Clearance Time (s)	4.5	6.0		4.5	6.0		4.5	6.4		4.5	6.4	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	236	2482		43	2333	1583	175	252		110	203	282
v/s Ratio Prot	c0.05	c0.70		0.02	0.51		c0.04	0.11		0.01	0.07	0.02
v/s Ratio Perm						0.01	c0.12			0.04		0.04
v/c Ratio	0.67	0.99		0.65	0.78	0.01	0.90	0.80		0.40	0.67	0.33
Uniform Delay, d1	86.3	27.4		91.8	22.6	0.0	74.8	79.4		74.0	81.3	68.1
Progression Factor	0.94	1.17		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	3.7	10.8		30.2	2.6	0.0	41.3	16.0		2.4	8.1	0.7
Delay (s)	84.4	43.0		122.0	25.2	0.0	116.1	95.4		76.4	89.4	68.8
Level of Service	F	D		F	C	A	F	F		E	F	E
Approach Delay (s)		45.5			26.5			104.5			79.0	
Approach LOS		D			C			F			E	

Intersection Summary

HCM 2000 Control Delay	44.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	190.0	Sum of lost time (s)	21.4
Intersection Capacity Utilization	93.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2185	380	378	1474	0	506
Future Volume (vph)	2185	380	378	1474	0	506
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	240		0	0
Storage Lanes		0	2		0	3
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	0.91	0.97	0.95	1.00	0.76
Frt	0.978					0.850
Flt Protected			0.950			
Satd. Flow (prot)	4973	0	3433	3539	0	3610
Flt Permitted			0.950			
Satd. Flow (perm)	4973	0	3433	3539	0	3610
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	47					
Link Speed (mph)	45			45	45	
Link Distance (ft)	381			427	459	
Travel Time (s)	5.8			6.5	7.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	2300	400	398	1552	0	533
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2700	0	398	1552	0	533
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2		1
Detector Template	Thru		Left	Thru		Right
Leading Detector (ft)	100		20	100		20
Trailing Detector (ft)	0		0	0		0
Detector 1 Position(ft)	0		0	0		0
Detector 1 Size(ft)	6		20	6		20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0		0.0
Detector 1 Queue (s)	0.0		0.0	0.0		0.0
Detector 1 Delay (s)	0.0		0.0	0.0		0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA		Prot	NA		Perm
Protected Phases	6		5	2		
Permitted Phases						2

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	6		5	2		2
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0		5.0
Minimum Split (s)	24.8		11.8	24.8		24.8
Total Split (s)	145.0		45.0	190.0		190.0
Total Split (%)	76.3%		23.7%	100.0%		100.0%
Maximum Green (s)	138.2		38.2	183.2		183.2
Yellow Time (s)	4.8		4.8	4.8		4.8
All-Red Time (s)	2.0		2.0	2.0		2.0
Lost Time Adjust (s)	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.8		6.8	6.8		6.8
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0		3.0
Recall Mode	C-Max		None	C-Max		C-Max
Walk Time (s)	7.0			7.0		7.0
Flash Dont Walk (s)	11.0			11.0		11.0
Pedestrian Calls (#/hr)	0			0		0
Act Effct Green (s)	149.1		27.3	190.0		190.0
Actuated g/C Ratio	0.78		0.14	1.00		1.00
v/c Ratio	0.69		0.81	0.44		0.15
Control Delay	4.5		102.1	2.3		0.1
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	4.5		102.1	2.3		0.1
LOS	A		F	A		A
Approach Delay	4.5			22.7	0.1	
Approach LOS	A			C	A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 190			
Actuated Cycle Length: 190			
Offset: 6 (3%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 10.9		Intersection LOS: B	
Intersection Capacity Utilization 73.8%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 8: SR826 SB on/off-ramp & SW 8th St



Queues
8: SR826 SB on/off-ramp & SW 8th St

08/09/2019

Lane Group	EBT	WBL	WBT	NBR
Lane Group Flow (vph)	2700	398	1552	533
v/c Ratio	0.69	0.81	0.44	0.15
Control Delay	4.5	102.1	2.3	0.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	4.5	102.1	2.3	0.1
Queue Length 50th (ft)	153	266	75	0
Queue Length 95th (ft)	192	325	36	0
Internal Link Dist (ft)	301		347	
Turn Bay Length (ft)		240		
Base Capacity (vph)	3913	690	3539	3610
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.69	0.58	0.44	0.15

Intersection Summary

HCM Signalized Intersection Capacity Analysis
8: SR826 SB on/off-ramp & SW 8th St

08/09/2019

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2185	380	378	1474	0	506
Future Volume (vph)	2185	380	378	1474	0	506
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8		6.8	6.8		6.8
Lane Util. Factor	0.91		0.97	0.95		0.76
Frt	0.98		1.00	1.00		0.85
Flt Protected	1.00		0.95	1.00		1.00
Satd. Flow (prot)	4972		3433	3539		3610
Flt Permitted	1.00		0.95	1.00		1.00
Satd. Flow (perm)	4972		3433	3539		3610
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	2300	400	398	1552	0	533
RTOR Reduction (vph)	10	0	0	0	0	0
Lane Group Flow (vph)	2690	0	398	1552	0	533
Turn Type	NA		Prot	NA		Perm
Protected Phases	6		5	2		
Permitted Phases						2
Actuated Green, G (s)	149.1		27.3	190.0		190.0
Effective Green, g (s)	149.1		27.3	190.0		190.0
Actuated g/C Ratio	0.78		0.14	1.00		1.00
Clearance Time (s)	6.8		6.8	6.8		6.8
Vehicle Extension (s)	3.0		3.0	3.0		3.0
Lane Grp Cap (vph)	3901		493	3539		3610
v/s Ratio Prot	c0.54		c0.12	0.44		
v/s Ratio Perm						0.15
v/c Ratio	0.69		0.81	0.44		0.15
Uniform Delay, d1	9.6		78.8	0.0		0.0
Progression Factor	0.38		1.14	1.00		1.00
Incremental Delay, d2	0.8		8.8	0.4		0.1
Delay (s)	4.4		98.9	0.4		0.1
Level of Service	A		F	A		A
Approach Delay (s)	4.4			20.5	0.1	
Approach LOS	A			C	A	

Intersection Summary			
HCM 2000 Control Delay	10.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	190.0	Sum of lost time (s)	13.6
Intersection Capacity Utilization	73.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1787	904	0	1378	474	694
Future Volume (vph)	1787	904	0	1378	474	694
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		350	350
Storage Lanes		0	0		2	3
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	0.91	1.00	0.91	0.94	0.76
Frt	0.950					0.850
Flt Protected					0.950	
Satd. Flow (prot)	4831	0	0	5085	4990	3610
Flt Permitted					0.950	
Satd. Flow (perm)	4831	0	0	5085	4990	3610
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	147					57
Link Speed (mph)	45			45	35	
Link Distance (ft)	508			592	785	
Travel Time (s)	7.7			9.0	15.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1881	952	0	1451	499	731
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2833	0	0	1451	499	731
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	36	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2			2	1	1
Detector Template	Thru			Thru	Left	Right
Leading Detector (ft)	100			100	20	20
Trailing Detector (ft)	0			0	0	0
Detector 1 Position(ft)	0			0	0	0
Detector 1 Size(ft)	6			6	20	20
Detector 1 Type	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0			0.0	0.0	0.0
Detector 1 Queue (s)	0.0			0.0	0.0	0.0
Detector 1 Delay (s)	0.0			0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA			NA	Prot	Prot
Protected Phases	6			2	4	4
Permitted Phases						

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	6			2	4	4
Switch Phase						
Minimum Initial (s)	7.0			7.0	7.0	7.0
Minimum Split (s)	24.8			24.8	24.8	24.8
Total Split (s)	135.0			135.0	55.0	55.0
Total Split (%)	71.1%			71.1%	28.9%	28.9%
Maximum Green (s)	128.2			128.2	48.2	48.2
Yellow Time (s)	4.8			4.8	4.8	4.8
All-Red Time (s)	2.0			2.0	2.0	2.0
Lost Time Adjust (s)	0.0			0.0	0.0	0.0
Total Lost Time (s)	6.8			6.8	6.8	6.8
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0			3.0	3.0	3.0
Recall Mode	C-Max			C-Max	Max	Max
Walk Time (s)	7.0			7.0	7.0	7.0
Flash Dont Walk (s)	11.0			11.0	11.0	11.0
Pedestrian Calls (#/hr)	4			4	4	4
Act Effct Green (s)	128.2			128.2	48.2	48.2
Actuated g/C Ratio	0.67			0.67	0.25	0.25
v/c Ratio	0.86			0.42	0.39	0.76
Control Delay	10.6			25.8	59.9	66.3
Queue Delay	0.0			0.0	0.0	41.6
Total Delay	10.6			25.8	59.9	107.9
LOS	B			C	E	F
Approach Delay	10.6			25.8	88.4	
Approach LOS	B			C	F	

Intersection Summary		
Area Type:	Other	
Cycle Length: 190		
Actuated Cycle Length: 190		
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green		
Natural Cycle: 90		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.86		
Intersection Signal Delay: 32.0	Intersection LOS: C	
Intersection Capacity Utilization 82.3%	ICU Level of Service E	
Analysis Period (min) 15		

Splits and Phases: 11: SR 826 NB off-ramp & SW 8th St



Queues
11: SR 826 NB off-ramp & SW 8th St

08/09/2019

Lane Group	EBT	WBT	NBL	NBR
Lane Group Flow (vph)	2833	1451	499	731
v/c Ratio	0.86	0.42	0.39	0.76
Control Delay	10.6	25.8	59.9	66.3
Queue Delay	0.0	0.0	0.0	41.6
Total Delay	10.6	25.8	59.9	107.9
Queue Length 50th (ft)	184	506	185	348
Queue Length 95th (ft)	178	546	225	415
Internal Link Dist (ft)	428	512	705	
Turn Bay Length (ft)			350	350
Base Capacity (vph)	3307	3431	1265	958
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	12	0	0	279
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.86	0.42	0.39	1.08

Intersection Summary

HCM Signalized Intersection Capacity Analysis
11: SR 826 NB off-ramp & SW 8th St

08/09/2019

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1787	904	0	1378	474	694
Future Volume (vph)	1787	904	0	1378	474	694
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8			6.8	6.8	6.8
Lane Util. Factor	0.91			0.91	0.94	0.76
Frt	0.95			1.00	1.00	0.85
Flt Protected	1.00			1.00	0.95	1.00
Satd. Flow (prot)	4829			5085	4990	3610
Flt Permitted	1.00			1.00	0.95	1.00
Satd. Flow (perm)	4829			5085	4990	3610
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1881	952	0	1451	499	731
RTOR Reduction (vph)	48	0	0	0	0	43
Lane Group Flow (vph)	2785	0	0	1451	499	688
Turn Type	NA			NA	Prot	Prot
Protected Phases	6			2	4	4
Permitted Phases						
Actuated Green, G (s)	128.2			128.2	48.2	48.2
Effective Green, g (s)	128.2			128.2	48.2	48.2
Actuated g/C Ratio	0.67			0.67	0.25	0.25
Clearance Time (s)	6.8			6.8	6.8	6.8
Vehicle Extension (s)	3.0			3.0	3.0	3.0
Lane Grp Cap (vph)	3258			3431	1265	915
v/s Ratio Prot	c0.58			0.29	0.10	c0.19
v/s Ratio Perm						
v/c Ratio	0.85			0.42	0.39	0.75
Uniform Delay, d1	23.8			14.1	58.8	65.4
Progression Factor	0.35			1.81	1.00	1.00
Incremental Delay, d2	2.5			0.3	0.9	5.7
Delay (s)	10.9			25.7	59.7	71.1
Level of Service	B			C	E	E
Approach Delay (s)	10.9			25.7	66.5	
Approach LOS	B			C	E	

Intersection Summary			
HCM 2000 Control Delay	27.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	190.0	Sum of lost time (s)	13.6
Intersection Capacity Utilization	82.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	2481	1378	653	0	0
Future Volume (vph)	0	2481	1378	653	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			115	0	0
Storage Lanes	0			1	0	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Frt			0.952			
Flt Protected						
Satd. Flow (prot)	0	5085	4841	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	5085	4841	0	0	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		592	787		1085	
Travel Time (s)		9.0	11.9		24.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	2612	1451	687	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2612	2138	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	51.3%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	3090	1474	0	0	669
Future Volume (vph)	0	3090	1474	0	0	669
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	5085	5085	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	5085	5085	0	0	1611
Link Speed (mph)		45	45		30	
Link Distance (ft)		262	381		1577	
Travel Time (s)		4.0	5.8		35.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	3253	1552	0	0	704
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	3253	1552	0	0	704
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)			0	0		0
Link Offset(ft)			0	0		0
Crosswalk Width(ft)			16	16		16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	76.6%	ICU Level of Service	D
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	506	0	0	0	758
Future Volume (vph)	0	506	0	0	0	758
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.88	1.00	1.00	1.00	0.95
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	0	2787	0	0	0	3539
Flt Permitted						
Satd. Flow (perm)	0	2787	0	0	0	3539
Link Speed (mph)	30		40			40
Link Distance (ft)	449		606			459
Travel Time (s)	10.2		10.3			7.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	533	0	0	0	798
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	533	0	0	0	798
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Free		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	24.3%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	1926	84	231	2777	51	147	115	188	152	123	43
Future Volume (vph)	32	1926	84	231	2777	51	147	115	188	152	123	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	150		150	180		180	150		150
Storage Lanes	1		0	2		0	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	0.97	0.91	0.91	1.00	1.00	1.00	0.97	1.00	1.00
Frt		0.994			0.997				0.850		0.961	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5055	0	3433	5070	0	1770	1863	1583	3433	1790	0
Flt Permitted	0.950			0.950			0.293			0.950		
Satd. Flow (perm)	1770	5055	0	3433	5070	0	546	1863	1583	3433	1790	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			3				137		8	
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1040			1047			1007			1037	
Travel Time (s)		15.8			15.9			19.6			20.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	34	2027	88	243	2923	54	155	121	198	160	129	45
Shared Lane Traffic (%)												
Lane Group Flow (vph)	34	2115	0	243	2977	0	155	121	198	160	174	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							4		4			

Lanes, Volumes, Timings
4: SW 82nd Ave & SW 8th St

08/09/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2		7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	18.0		5.0	18.0		5.0	18.0	18.0	5.0	18.0	
Minimum Split (s)	9.5	24.8		20.0	24.8		9.5	26.5	26.5	9.5	24.8	
Total Split (s)	11.4	112.8		27.0	128.4		19.2	33.2	33.2	17.0	31.0	
Total Split (%)	6.0%	59.4%		14.2%	67.6%		10.1%	17.5%	17.5%	8.9%	16.3%	
Maximum Green (s)	6.9	106.0		20.2	121.6		14.7	26.7	26.7	12.5	24.2	
Yellow Time (s)	3.5	4.8		4.8	4.8		3.5	4.0	4.0	3.5	4.8	
All-Red Time (s)	1.0	2.0		2.0	2.0		1.0	2.5	2.5	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	6.8		6.8	6.8		4.5	6.5	6.5	4.5	6.8	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	
Walk Time (s)								7.0	7.0			
Flash Dont Walk (s)								11.0	11.0			
Pedestrian Calls (#/hr)								2	2			
Act Effct Green (s)	7.0	110.7		18.0	126.0		41.1	24.6	24.6	12.1	22.0	
Actuated g/C Ratio	0.04	0.58		0.09	0.66		0.22	0.13	0.13	0.06	0.12	
v/c Ratio	0.52	0.72		0.75	0.89		0.74	0.50	0.61	0.74	0.82	
Control Delay	117.2	30.7		94.3	30.5		83.4	84.3	33.1	107.1	105.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	117.2	30.7		94.3	30.5		83.4	84.3	33.1	107.1	105.7	
LOS	F	C		F	C		F	F	C	F	F	
Approach Delay		32.1			35.3			62.6			106.4	
Approach LOS		C			D			E			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 190			
Actuated Cycle Length: 190			
Offset: 162 (85%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 125			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 40.1		Intersection LOS: D	
Intersection Capacity Utilization 100.9%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 4: SW 82nd Ave & SW 8th St



Queues
4: SW 82nd Ave & SW 8th St

08/09/2019

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	34	2115	243	2977	155	121	198	160	174
v/c Ratio	0.52	0.72	0.75	0.89	0.74	0.50	0.61	0.74	0.82
Control Delay	117.2	30.7	94.3	30.5	83.4	84.3	33.1	107.1	105.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	117.2	30.7	94.3	30.5	83.4	84.3	33.1	107.1	105.7
Queue Length 50th (ft)	42	697	154	1064	164	142	70	103	205
Queue Length 95th (ft)	#93	771	m204	1120	#242	218	167	#148	#310
Internal Link Dist (ft)		960		967		927			957
Turn Bay Length (ft)	150		150		180		180	150	
Base Capacity (vph)	67	2948	364	3363	213	261	340	225	234
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.72	0.67	0.89	0.73	0.46	0.58	0.71	0.74

Intersection Summary	
#	95th percentile volume exceeds capacity, queue may be longer.
	Queue shown is maximum after two cycles.
m	Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
4: SW 82nd Ave & SW 8th St

08/09/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	1926	84	231	2777	51	147	115	188	152	123	43
Future Volume (veh/h)	32	1926	84	231	2777	51	147	115	188	152	123	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	34	2027	88	243	2923	54	155	121	198	160	129	45
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	44	2988	129	283	3432	63	198	252	214	196	151	53
Arrive On Green	0.02	0.60	0.60	0.08	0.66	0.66	0.08	0.13	0.13	0.06	0.11	0.11
Sat Flow, veh/h	1781	5018	217	3456	5163	95	1781	1870	1585	3456	1325	462
Grp Volume(v), veh/h	34	1373	742	243	1921	1056	155	121	198	160	0	174
Grp Sat Flow(s),veh/h/ln	1781	1702	1831	1728	1702	1853	1781	1870	1585	1728	0	1787
Q Serve(g_s), s	3.6	52.0	52.3	13.2	82.5	84.3	14.5	11.4	23.5	8.7	0.0	18.2
Cycle Q Clear(g_c), s	3.6	52.0	52.3	13.2	82.5	84.3	14.5	11.4	23.5	8.7	0.0	18.2
Prop In Lane	1.00		0.12	1.00		0.05	1.00		1.00	1.00		0.26
Lane Grp Cap(c), veh/h	44	2027	1091	283	2263	1232	198	252	214	196	0	204
V/C Ratio(X)	0.78	0.68	0.68	0.86	0.85	0.86	0.78	0.48	0.93	0.82	0.00	0.85
Avail Cap(c_a), veh/h	65	2027	1091	367	2263	1232	198	263	223	227	0	228
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	92.1	26.1	26.1	86.2	24.5	24.8	67.9	76.0	81.2	88.6	0.0	82.6
Incr Delay (d2), s/veh	28.3	1.8	3.4	14.8	4.2	7.8	18.0	1.4	39.7	17.9	0.0	23.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	21.0	23.2	6.5	32.5	37.3	7.6	5.6	12.0	4.4	0.0	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	120.5	27.9	29.6	101.0	28.7	32.6	85.9	77.4	120.9	106.6	0.0	106.2
LnGrp LOS	F	C	C	F	C	C	F	E	F	F	A	F
Approach Vol, veh/h		2149			3220			474			334	
Approach Delay, s/veh		29.9			35.4			98.3			106.4	
Approach LOS		C			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	133.1	15.3	32.4	22.3	119.9	19.2	28.5
Change Period (Y+Rc), s	4.5	6.8	4.5	* 6.8	6.8	6.8	4.5	6.8
Max Green Setting (Gmax), s	6.9	121.6	12.5	* 27	20.2	106.0	14.7	24.2
Max Q Clear Time (g_c+I1), s	5.6	86.3	10.7	25.5	15.2	54.3	16.5	20.2
Green Ext Time (p_c), s	0.0	30.0	0.1	0.2	0.3	24.6	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	42.2
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lanes, Volumes, Timings
6: SW 74th Ave & SW 8th St

08/09/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	127	1719	63	20	2517	9	102	87	14	61	83	16
Future Volume (vph)	127	1719	63	20	2517	9	102	87	14	61	83	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		0	150		0	80		0	300		300
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995				0.850		0.979				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3522	0	1770	3539	1583	1770	1824	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.590			0.495		
Satd. Flow (perm)	3433	3522	0	1770	3539	1583	1099	1824	0	922	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				114		4				78
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		778			352			1001			1025	
Travel Time (s)		11.8			5.3			19.5			20.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	134	1809	66	21	2649	9	107	92	15	64	87	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	134	1875	0	21	2649	9	107	107	0	64	87	17
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Free	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases						Free	4			8		8

Lanes, Volumes, Timings
6: SW 74th Ave & SW 8th St

08/09/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	30.0		11.0	27.0		9.5	29.4		9.5	29.4	29.4
Total Split (s)	12.2	139.0		12.0	138.8		9.6	29.5		9.5	29.4	29.4
Total Split (%)	6.4%	73.2%		6.3%	73.1%		5.1%	15.5%		5.0%	15.5%	15.5%
Maximum Green (s)	7.7	133.0		6.0	132.8		5.1	23.1		5.0	23.0	23.0
Yellow Time (s)	3.5	4.0		4.0	4.0		3.5	4.0		3.5	4.0	4.0
All-Red Time (s)	1.0	2.0		2.0	2.0		1.0	2.4		1.0	2.4	2.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0		6.0	6.0		4.5	6.4		4.5	6.4	6.4
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Walk Time (s)		6.0			6.0			5.0			5.0	5.0
Flash Dont Walk (s)		14.0			14.0			18.0			18.0	18.0
Pedestrian Calls (#/hr)		1			4			0			0	0
Act Effct Green (s)	12.1	143.7		7.1	135.5	190.0	23.1	16.1		22.9	16.0	16.0
Actuated g/C Ratio	0.06	0.76		0.04	0.71	1.00	0.12	0.08		0.12	0.08	0.08
v/c Ratio	0.61	0.70		0.32	1.05	0.01	0.71	0.68		0.48	0.56	0.08
Control Delay	103.4	11.9		101.5	59.9	0.0	101.3	101.7		84.8	96.3	0.8
Queue Delay	0.0	0.1		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	103.4	12.0		101.5	59.9	0.0	101.3	101.7		84.8	96.3	0.8
LOS	F	B		F	E	A	F	F		F	F	A
Approach Delay		18.1			60.1			101.5			82.3	
Approach LOS		B			E			F			F	

Intersection Summary	
Area Type:	Other
Cycle Length: 190	
Actuated Cycle Length: 190	
Offset: 163 (86%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.05	
Intersection Signal Delay: 45.9	Intersection LOS: D
Intersection Capacity Utilization 93.5%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 6: SW 74th Ave & SW 8th St



Queues
6: SW 74th Ave & SW 8th St

08/09/2019

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	134	1875	21	2649	9	107	107	64	87	17
v/c Ratio	0.61	0.70	0.32	1.05	0.01	0.71	0.68	0.48	0.56	0.08
Control Delay	103.4	11.9	101.5	59.9	0.0	101.3	101.7	84.8	96.3	0.8
Queue Delay	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	103.4	12.0	101.5	59.9	0.0	101.3	101.7	84.8	96.3	0.8
Queue Length 50th (ft)	86	557	26	~1914	0	124	127	72	107	0
Queue Length 95th (ft)	#153	640	62	#2011	0	188	196	122	169	0
Internal Link Dist (ft)		698		272			921		945	
Turn Bay Length (ft)	225		150			80		300		300
Base Capacity (vph)	218	2665	67	2523	1583	151	225	133	225	260
Starvation Cap Reductn	0	132	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.74	0.31	1.05	0.01	0.71	0.48	0.48	0.39	0.07

Intersection Summary
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis
6: SW 74th Ave & SW 8th St

08/09/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	127	1719	63	20	2517	9	102	87	14	61	83	16
Future Volume (vph)	127	1719	63	20	2517	9	102	87	14	61	83	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	6.0		6.0	6.0	4.0	4.5	6.4		4.5	6.4	6.4
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	3521		1770	3539	1583	1770	1824		1770	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.59	1.00		0.49	1.00	1.00
Satd. Flow (perm)	3433	3521		1770	3539	1583	1099	1824		922	1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	134	1809	66	21	2649	9	107	92	15	64	87	17
RTOR Reduction (vph)	0	1	0	0	0	0	0	4	0	0	0	16
Lane Group Flow (vph)	134	1874	0	21	2649	9	107	103	0	64	87	1
Turn Type	Prot	NA		Prot	NA	Free	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases						Free	4			8		8
Actuated Green, G (s)	12.1	141.3		4.7	135.4	190.0	21.2	16.1		21.0	16.0	16.0
Effective Green, g (s)	12.1	141.3		4.7	135.4	190.0	21.2	16.1		21.0	16.0	16.0
Actuated g/C Ratio	0.06	0.74		0.02	0.71	1.00	0.11	0.08		0.11	0.08	0.08
Clearance Time (s)	4.5	6.0		6.0	6.0		4.5	6.4		4.5	6.4	6.4
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	218	2618		43	2522	1583	140	154		124	156	133
v/s Ratio Prot	c0.04	c0.53		0.01	c0.75		c0.02	0.06		0.01	0.05	
v/s Ratio Perm						c0.01	c0.06			0.04		0.00
v/c Ratio	0.61	0.72		0.49	1.05	0.01	0.76	0.67		0.52	0.56	0.01
Uniform Delay, d1	86.7	13.3		91.5	27.3	0.0	81.7	84.4		79.0	83.6	79.7
Progression Factor	1.08	0.75		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	4.8	1.6		8.5	32.9	0.0	21.6	10.9		3.6	4.3	0.0
Delay (s)	98.4	11.7		99.9	60.2	0.0	103.3	95.3		82.6	87.9	79.8
Level of Service	F	B		F	E	A	F	F		F	F	E
Approach Delay (s)		17.5			60.3			99.3			85.0	
Approach LOS		B			E			F			F	

Intersection Summary			
HCM 2000 Control Delay	45.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	190.0	Sum of lost time (s)	22.9
Intersection Capacity Utilization	93.5%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lanes, Volumes, Timings
8: SR826 SB on-ramp & SW 8th St

08/09/2019

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1676	612	656	2579	0	268
Future Volume (vph)	1676	612	656	2579	0	268
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	240		0	0
Storage Lanes		0	2		0	3
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	0.91	0.97	0.95	1.00	0.76
Frt	0.960					0.850
Flt Protected			0.950			
Satd. Flow (prot)	4882	0	3433	3539	0	3610
Flt Permitted			0.950			
Satd. Flow (perm)	4882	0	3433	3539	0	3610
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	42					
Link Speed (mph)	45			45	35	
Link Distance (ft)	454			390	441	
Travel Time (s)	6.9			5.9	8.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1764	644	691	2715	0	282
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2408	0	691	2715	0	282
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2		1
Detector Template	Thru		Left	Thru		Right
Leading Detector (ft)	100		20	100		20
Trailing Detector (ft)	0		0	0		0
Detector 1 Position(ft)	0		0	0		0
Detector 1 Size(ft)	6		20	6		20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0		0.0
Detector 1 Queue (s)	0.0		0.0	0.0		0.0
Detector 1 Delay (s)	0.0		0.0	0.0		0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA		Prot	NA		Perm
Protected Phases	6		5	2		
Permitted Phases						2

Lanes, Volumes, Timings
8: SR826 SB on-ramp & SW 8th St

08/09/2019

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	6		5	2		2
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0		5.0
Minimum Split (s)	24.8		11.8	24.8		24.8
Total Split (s)	129.0		61.0	190.0		190.0
Total Split (%)	67.9%		32.1%	100.0%		100.0%
Maximum Green (s)	122.2		54.2	183.2		183.2
Yellow Time (s)	4.8		4.8	4.8		4.8
All-Red Time (s)	2.0		2.0	2.0		2.0
Lost Time Adjust (s)	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.8		6.8	6.8		6.8
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0		3.0
Recall Mode	C-Max		None	C-Max		C-Max
Walk Time (s)	7.0			7.0		7.0
Flash Dont Walk (s)	11.0			11.0		11.0
Pedestrian Calls (#/hr)	0			0		0
Act Effct Green (s)	132.5		43.9	190.0		190.0
Actuated g/C Ratio	0.70		0.23	1.00		1.00
v/c Ratio	0.70		0.87	0.77		0.08
Control Delay	6.6		79.8	2.0		0.0
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	6.6		79.8	2.0		0.0
LOS	A		E	A		A
Approach Delay	6.6			17.8		
Approach LOS	A			B		

Intersection Summary			
Area Type:	Other		
Cycle Length: 190			
Actuated Cycle Length: 190			
Offset: 180 (95%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 12.6		Intersection LOS: B	
Intersection Capacity Utilization 77.0%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 8: SR826 SB on-ramp & SW 8th St



Queues
8: SR826 SB on-ramp & SW 8th St

08/09/2019

Lane Group	EBT	WBL	WBT	NBR
Lane Group Flow (vph)	2408	691	2715	282
v/c Ratio	0.70	0.87	0.77	0.08
Control Delay	6.6	79.8	2.0	0.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	6.6	79.8	2.0	0.0
Queue Length 50th (ft)	116	411	48	0
Queue Length 95th (ft)	138	468	23	0
Internal Link Dist (ft)	374		310	
Turn Bay Length (ft)		240		
Base Capacity (vph)	3418	979	3539	3610
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.70	0.71	0.77	0.08

Intersection Summary

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1676	612	656	2579	0	268
Future Volume (vph)	1676	612	656	2579	0	268
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8		6.8	6.8		6.8
Lane Util. Factor	0.91		0.97	0.95		0.76
Frt	0.96		1.00	1.00		0.85
Flt Protected	1.00		0.95	1.00		1.00
Satd. Flow (prot)	4881		3433	3539		3610
Flt Permitted	1.00		0.95	1.00		1.00
Satd. Flow (perm)	4881		3433	3539		3610
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1764	644	691	2715	0	282
RTOR Reduction (vph)	13	0	0	0	0	0
Lane Group Flow (vph)	2395	0	691	2715	0	282
Turn Type	NA		Prot	NA		Perm
Protected Phases	6		5	2		
Permitted Phases						2
Actuated Green, G (s)	132.5		43.9	190.0		190.0
Effective Green, g (s)	132.5		43.9	190.0		190.0
Actuated g/C Ratio	0.70		0.23	1.00		1.00
Clearance Time (s)	6.8		6.8	6.8		6.8
Vehicle Extension (s)	3.0		3.0	3.0		3.0
Lane Grp Cap (vph)	3403		793	3539		3610
v/s Ratio Prot	0.49		0.20	c0.77		
v/s Ratio Perm						0.08
v/c Ratio	0.70		0.87	0.77		0.08
Uniform Delay, d1	17.1		70.3	0.0		0.0
Progression Factor	0.33		1.01	1.00		1.00
Incremental Delay, d2	0.9		7.6	1.2		0.0
Delay (s)	6.4		78.4	1.2		0.0
Level of Service	A		E	A		A
Approach Delay (s)	6.4			16.8	0.0	
Approach LOS	A			B	A	

Intersection Summary			
HCM 2000 Control Delay	12.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	190.0	Sum of lost time (s)	13.6
Intersection Capacity Utilization	77.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1314	630	0	2396	839	613
Future Volume (vph)	1314	630	0	2396	839	613
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		350	350
Storage Lanes		0	0		2	3
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	0.91	1.00	0.91	0.94	0.76
Frt	0.951					0.850
Flt Protected					0.950	
Satd. Flow (prot)	4836	0	0	5085	4990	3610
Flt Permitted					0.950	
Satd. Flow (perm)	4836	0	0	5085	4990	3610
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	136					154
Link Speed (mph)	45			45	40	
Link Distance (ft)	516			592	931	
Travel Time (s)	7.8			9.0	15.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1383	663	0	2522	883	645
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2046	0	0	2522	883	645
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	36	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2			2	1	1
Detector Template	Thru			Thru	Left	Right
Leading Detector (ft)	100			100	20	20
Trailing Detector (ft)	0			0	0	0
Detector 1 Position(ft)	0			0	0	0
Detector 1 Size(ft)	6			6	20	20
Detector 1 Type	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0			0.0	0.0	0.0
Detector 1 Queue (s)	0.0			0.0	0.0	0.0
Detector 1 Delay (s)	0.0			0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA			NA	Prot	Prot
Protected Phases	6			2	4	4
Permitted Phases						

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	6			2	4	4
Switch Phase						
Minimum Initial (s)	7.0			5.0	7.0	7.0
Minimum Split (s)	24.8			24.8	24.8	24.8
Total Split (s)	133.0			133.0	57.0	57.0
Total Split (%)	70.0%			70.0%	30.0%	30.0%
Maximum Green (s)	126.2			126.2	50.2	50.2
Yellow Time (s)	4.8			4.8	4.8	4.8
All-Red Time (s)	2.0			2.0	2.0	2.0
Lost Time Adjust (s)	0.0			0.0	0.0	0.0
Total Lost Time (s)	6.8			6.8	6.8	6.8
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0			3.0	3.0	3.0
Recall Mode	C-Max			C-Max	Min	Min
Walk Time (s)	0.0			7.0	0.0	0.0
Flash Dont Walk (s)	0.0			11.0	0.0	0.0
Pedestrian Calls (#/hr)	0			0	0	0
Act Effct Green (s)	134.4			134.4	42.0	42.0
Actuated g/C Ratio	0.71			0.71	0.22	0.22
v/c Ratio	0.59			0.70	0.80	0.70
Control Delay	1.4			2.5	75.8	55.3
Queue Delay	0.1			0.0	0.0	0.0
Total Delay	1.4			2.5	75.8	55.3
LOS	A			A	E	E
Approach Delay	1.4			2.5	67.1	
Approach LOS	A			A	E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 190			
Actuated Cycle Length: 190			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 18.4		Intersection LOS: B	
Intersection Capacity Utilization 73.6%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 11: SR 826 NB off-ramp & SW 8th St



Lane Group	EBT	WBT	NBL	NBR
Lane Group Flow (vph)	2046	2522	883	645
v/c Ratio	0.59	0.70	0.80	0.70
Control Delay	1.4	2.5	75.8	55.3
Queue Delay	0.1	0.0	0.0	0.0
Total Delay	1.4	2.5	75.8	55.3
Queue Length 50th (ft)	23	57	374	254
Queue Length 95th (ft)	28	m148	406	300
Internal Link Dist (ft)	436	512	851	
Turn Bay Length (ft)			350	350
Base Capacity (vph)	3460	3596	1318	1067
Starvation Cap Reductn	223	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.63	0.70	0.67	0.60

Intersection Summary
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1314	630	0	2396	839	613
Future Volume (vph)	1314	630	0	2396	839	613
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8			6.8	6.8	6.8
Lane Util. Factor	0.91			0.91	0.94	0.76
Frt	0.95			1.00	1.00	0.85
Flt Protected	1.00			1.00	0.95	1.00
Satd. Flow (prot)	4838			5085	4990	3610
Flt Permitted	1.00			1.00	0.95	1.00
Satd. Flow (perm)	4838			5085	4990	3610
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1383	663	0	2522	883	645
RTOR Reduction (vph)	40	0	0	0	0	120
Lane Group Flow (vph)	2006	0	0	2522	883	525
Turn Type	NA			NA	Prot	Prot
Protected Phases	6			2	4	4
Permitted Phases						
Actuated Green, G (s)	134.4			134.4	42.0	42.0
Effective Green, g (s)	134.4			134.4	42.0	42.0
Actuated g/C Ratio	0.71			0.71	0.22	0.22
Clearance Time (s)	6.8			6.8	6.8	6.8
Vehicle Extension (s)	3.0			3.0	3.0	3.0
Lane Grp Cap (vph)	3422			3596	1103	798
v/s Ratio Prot	0.41			c0.50	c0.18	0.15
v/s Ratio Perm						
v/c Ratio	0.59			0.70	0.80	0.66
Uniform Delay, d1	13.9			16.1	70.0	67.5
Progression Factor	0.06			0.14	1.00	1.00
Incremental Delay, d2	0.6			0.1	4.3	2.0
Delay (s)	1.4			2.4	74.3	69.4
Level of Service	A			A	E	E
Approach Delay (s)	1.4			2.4	72.2	
Approach LOS	A			A	E	

Intersection Summary			
HCM 2000 Control Delay	19.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	190.0	Sum of lost time (s)	13.6
Intersection Capacity Utilization	73.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	2288	2579	0	0	626
Future Volume (vph)	0	2288	2579	0	0	626
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	5085	5085	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	5085	5085	0	0	1611
Link Speed (mph)		45	45		30	
Link Distance (ft)		227	454		1670	
Travel Time (s)		3.4	6.9		38.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	2408	2715	0	0	659
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2408	2715	0	0	659
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	95.3%	ICU Level of Service	F
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	1243	2396	278	0	0
Future Volume (vph)	0	1243	2396	278	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			115	0	0
Storage Lanes	0			1	0	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Frt			0.984			
Flt Protected						
Satd. Flow (prot)	0	5085	5004	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	5085	5004	0	0	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		592	778		1094	
Travel Time (s)		9.0	11.8		24.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1308	2522	293	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1308	2815	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	55.8%	ICU Level of Service	B
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	268	0	0	0	1268
Future Volume (vph)	0	268	0	0	0	1268
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.88	1.00	1.00	1.00	0.95
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	0	2787	0	0	0	3539
Flt Permitted						
Satd. Flow (perm)	0	2787	0	0	0	3539
Link Speed (mph)	30		30			30
Link Distance (ft)	460		577			441
Travel Time (s)	10.5		13.1			10.0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	282	0	0	0	1335
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	282	0	0	0	1335
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Free		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	38.4%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	147	1789	27	34	1117	119	48	54	20	352	123	95
Future Volume (vph)	147	1789	27	34	1117	119	48	54	20	352	123	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	150		120	200		0
Storage Lanes	1		0	1		1	1		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt		0.998				0.850		0.960				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5075	0	1770	5085	1583	1770	1788	0	3433	1863	1583
Flt Permitted	0.181			0.072			0.950			0.950		
Satd. Flow (perm)	337	5075	0	134	5085	1583	1770	1788	0	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				139		8				100
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1056			1218			1069			1038	
Travel Time (s)		16.0			18.5			24.3			23.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	155	1883	28	36	1176	125	51	57	21	371	129	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	155	1911	0	36	1176	125	51	78	0	371	129	100
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Split	NA		Split	NA	pt+ov
Protected Phases	1	6		5	2		4	4		3	3	3 1
Permitted Phases	6			2		2						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2	2	4	4		3	3	3 1
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	11.4	24.4		11.4	24.4	24.4	20.0	20.0		30.6	30.6	
Total Split (s)	27.0	103.0		15.0	91.0	91.0	23.0	23.0		39.0	39.0	
Total Split (%)	15.0%	57.2%		8.3%	50.6%	50.6%	12.8%	12.8%		21.7%	21.7%	
Maximum Green (s)	20.6	96.6		8.6	84.6	84.6	16.4	16.4		32.4	32.4	
Yellow Time (s)	4.4	4.4		4.4	4.4	4.4	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.6	2.6		2.6	2.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4	6.4	6.6	6.6		6.6	6.6	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None		None	None	
Walk Time (s)										5.0	5.0	
Flash Dont Walk (s)										19.0	19.0	
Pedestrian Calls (#/hr)										4	4	
Act Effct Green (s)	121.2	111.6		111.5	104.7	104.7	12.2	12.2		25.8	25.8	36.9
Actuated g/C Ratio	0.67	0.62		0.62	0.58	0.58	0.07	0.07		0.14	0.14	0.20
v/c Ratio	0.49	0.61		0.25	0.40	0.13	0.43	0.61		0.75	0.48	0.25
Control Delay	16.7	23.6		12.8	3.5	0.4	90.4	92.2		83.8	76.3	6.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	16.7	23.6		12.8	3.5	0.4	90.4	92.2		83.8	76.3	6.9
LOS	B	C		B	A	A	F	F		F	E	A
Approach Delay		23.0			3.5			91.5			69.4	
Approach LOS		C			A			F			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 115 (64%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 25.6		Intersection LOS: C	
Intersection Capacity Utilization 75.2%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: NW 82nd Ave & Flagler Str/Flagler St



Queues
1: NW 82nd Ave & Flagler Str/Flagler St

08/06/2019

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	155	1911	36	1176	125	51	78	371	129	100
v/c Ratio	0.49	0.61	0.25	0.40	0.13	0.43	0.61	0.75	0.48	0.25
Control Delay	16.7	23.6	12.8	3.5	0.4	90.4	92.2	83.8	76.3	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.7	23.6	12.8	3.5	0.4	90.4	92.2	83.8	76.3	6.9
Queue Length 50th (ft)	61	502	1	19	0	59	82	221	143	0
Queue Length 95th (ft)	110	652	m20	210	2	109	142	270	211	40
Internal Link Dist (ft)		976		1138			989		958	
Turn Bay Length (ft)	200		200			150		200		
Base Capacity (vph)	393	3148	162	2959	979	161	170	617	335	535
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.61	0.22	0.40	0.13	0.32	0.46	0.60	0.39	0.19

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
1: NW 82nd Ave & Flagler Str/Flagler St

08/06/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	147	1789	27	34	1117	119	48	54	20	352	123	95
Future Volume (vph)	147	1789	27	34	1117	119	48	54	20	352	123	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	6.4		6.4	6.4	6.4	6.6	6.6		6.6	6.6	6.6
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	1.00	1.00		0.97	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	5074		1770	5085	1583	1770	1788		3433	1863	1583
Flt Permitted	0.18	1.00		0.07	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	337	5074		134	5085	1583	1770	1788		3433	1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	155	1883	28	36	1176	125	51	57	21	371	129	100
RTOR Reduction (vph)	0	1	0	0	0	52	0	7	0	0	0	79
Lane Group Flow (vph)	155	1910	0	36	1176	73	51	71	0	371	129	21
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Split	NA		Split	NA	pt+ov
Protected Phases	1	6		5	2		4	4		3	3	3 1
Permitted Phases	6			2		2						
Actuated Green, G (s)	121.6	110.3		110.4	104.7	104.7	12.2	12.2		25.8	25.8	37.1
Effective Green, g (s)	121.6	110.3		110.4	104.7	104.7	12.2	12.2		25.8	25.8	37.1
Actuated g/C Ratio	0.68	0.61		0.61	0.58	0.58	0.07	0.07		0.14	0.14	0.21
Clearance Time (s)	6.4	6.4		6.4	6.4	6.4	6.6	6.6		6.6	6.6	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	317	3109		133	2957	920	119	121		492	267	326
v/s Ratio Prot	c0.03	c0.38		0.01	0.23		0.03	c0.04		c0.11	0.07	0.01
v/s Ratio Perm	0.30			0.16		0.05						
v/c Ratio	0.49	0.61		0.27	0.40	0.08	0.43	0.58		0.75	0.48	0.06
Uniform Delay, d1	12.7	21.6		17.3	20.5	16.5	80.6	81.4		74.1	71.0	57.5
Progression Factor	1.00	1.00		0.76	0.15	0.06	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.2	0.9		1.0	0.4	0.1	2.5	7.0		6.5	1.4	0.1
Delay (s)	13.9	22.6		14.2	3.3	1.1	83.0	88.4		80.5	72.3	57.6
Level of Service	B	C		B	A	A	F	F		F	E	E
Approach Delay (s)		21.9			3.4			86.3			74.9	
Approach LOS		C			A			F			E	

Intersection Summary			
HCM 2000 Control Delay	25.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	75.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	207	1905	2	60	1203	500	38	61	57	505	8	79
Future Volume (vph)	207	1905	2	60	1203	500	38	61	57	505	8	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240		0	180		0	120		120	220		220
Storage Lanes	2		0	1		2	1		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.91	0.88	1.00	1.00	1.00	0.91	0.91	0.88
Frt						0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950	0.954	
Satd. Flow (prot)	3433	5085	0	1770	5085	2787	1770	1863	1583	3221	1617	2787
Flt Permitted	0.950			0.950			0.950			0.950	0.954	
Satd. Flow (perm)	3433	5085	0	1770	5085	2787	1770	1863	1583	3221	1617	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						384			58			83
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1218			364			1050			1084	
Travel Time (s)		18.5			5.5			23.9			24.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	218	2005	2	63	1266	526	40	64	60	532	8	83
Shared Lane Traffic (%)										32%		
Lane Group Flow (vph)	218	2007	0	63	1266	526	40	64	60	362	178	83
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	pt+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2	2 8	4	4	5	8	8	1
Permitted Phases									4			8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2	2 8	4	4	5	8	8	1
Switch Phase												
Minimum Initial (s)	7.0	7.0		5.0	7.0		7.0	7.0	5.0	7.0	7.0	7.0
Minimum Split (s)	13.4	30.4		12.0	30.4		13.6	13.6	12.0	34.2	34.2	13.4
Total Split (s)	26.0	100.0		20.0	94.0		20.0	20.0	20.0	40.0	40.0	26.0
Total Split (%)	14.4%	55.6%		11.1%	52.2%		11.1%	11.1%	11.1%	22.2%	22.2%	14.4%
Maximum Green (s)	19.6	93.6		13.0	87.6		13.4	13.4	13.0	33.8	33.8	19.6
Yellow Time (s)	4.4	4.4		4.4	4.4		4.0	4.0	4.4	4.0	4.0	4.4
All-Red Time (s)	2.0	2.0		2.6	2.0		2.6	2.6	2.6	2.2	2.2	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4		7.0	6.4		6.6	6.6	7.0	6.2	6.2	6.4
Lead/Lag	Lead	Lag		Lead	Lag				Lead			Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Max	C-Max		None	C-Max		None	None	None	None	None	Max
Walk Time (s)	0.0	7.0			7.0		0.0	0.0		7.0	7.0	0.0
Flash Dont Walk (s)	0.0	17.0			17.0		0.0	0.0		21.0	21.0	0.0
Pedestrian Calls (#/hr)	0	15			0		9	9		23	23	0
Act Effct Green (s)	26.7	102.7		11.0	87.6	116.5	11.0	11.0	21.6	29.1	29.1	62.0
Actuated g/C Ratio	0.15	0.57		0.06	0.49	0.65	0.06	0.06	0.12	0.16	0.16	0.34
v/c Ratio	0.43	0.69		0.59	0.51	0.27	0.37	0.56	0.25	0.70	0.68	0.08
Control Delay	76.3	22.2		132.6	7.0	0.5	90.0	100.4	11.3	78.3	84.2	7.4
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.3	22.2		132.6	7.0	0.5	90.0	100.4	11.3	78.3	84.2	7.4
LOS	E	C		F	A	A	F	F	B	E	F	A
Approach Delay		27.5			9.4			65.3			70.5	
Approach LOS		C			A			E			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 85 (47%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 27.4		Intersection LOS: C	
Intersection Capacity Utilization 73.6%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 2: SW 79th Ave/NW 79th Ave & Flagler St



Queues
2: SW 79th Ave/NW 79th Ave & Flagler St

08/06/2019

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	218	2007	63	1266	526	40	64	60	362	178	83
v/c Ratio	0.43	0.69	0.59	0.51	0.27	0.37	0.56	0.25	0.70	0.68	0.08
Control Delay	76.3	22.2	132.6	7.0	0.5	90.0	100.4	11.3	78.3	84.2	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.3	22.2	132.6	7.0	0.5	90.0	100.4	11.3	78.3	84.2	7.4
Queue Length 50th (ft)	133	347	78	125	0	46	75	2	224	219	0
Queue Length 95th (ft)	187	425	m123	58	0	91	132	34	281	313	23
Internal Link Dist (ft)		1138		284			970			1004	
Turn Bay Length (ft)	240		180			120		120	220		220
Base Capacity (vph)	509	2901	127	2474	2002	131	138	258	604	303	1013
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	10	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.69	0.50	0.51	0.26	0.31	0.46	0.23	0.60	0.59	0.08

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
2: SW 79th Ave/NW 79th Ave & Flagler St

08/06/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	207	1905	2	60	1203	500	38	61	57	505	8	79
Future Volume (vph)	207	1905	2	60	1203	500	38	61	57	505	8	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	6.4		7.0	6.4	6.4	6.6	6.6	7.0	6.2	6.2	6.4
Lane Util. Factor	0.97	0.91		1.00	0.91	0.88	1.00	1.00	1.00	0.91	0.91	0.88
Frt	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00
Satd. Flow (prot)	3433	5085		1770	5085	2787	1770	1863	1583	3221	1618	2787
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00
Satd. Flow (perm)	3433	5085		1770	5085	2787	1770	1863	1583	3221	1618	2787
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	218	2005	2	63	1266	526	40	64	60	532	8	83
RTOR Reduction (vph)	0	0	0	0	0	135	0	0	51	0	0	57
Lane Group Flow (vph)	218	2007	0	63	1266	391	40	64	9	362	178	26
Turn Type	Prot	NA		Prot	NA	pt+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2	2 8	4	4	5	8	8	1
Permitted Phases									4			8
Actuated Green, G (s)	26.7	102.7		11.0	87.6	116.7	11.0	11.0	22.0	29.1	29.1	55.8
Effective Green, g (s)	26.7	102.7		11.0	87.6	116.7	11.0	11.0	22.0	29.1	29.1	55.8
Actuated g/C Ratio	0.15	0.57		0.06	0.49	0.65	0.06	0.06	0.12	0.16	0.16	0.31
Clearance Time (s)	6.4	6.4		7.0	6.4		6.6	6.6	7.0	6.2	6.2	6.4
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	509	2901		108	2474	1806	108	113	193	520	261	863
v/s Ratio Prot	c0.06	c0.39		0.04	0.25	0.14	0.02	c0.03	0.00	c0.11	0.11	0.00
v/s Ratio Perm									0.00			0.00
v/c Ratio	0.43	0.69		0.58	0.51	0.22	0.37	0.57	0.05	0.70	0.68	0.03
Uniform Delay, d1	69.7	27.4		82.3	31.6	12.9	81.2	82.2	69.7	71.3	71.1	43.2
Progression Factor	1.03	0.73		1.39	0.20	0.15	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.1	1.1		6.7	0.7	0.1	2.1	6.4	0.1	4.0	7.2	0.0
Delay (s)	74.0	21.1		121.1	7.0	2.1	83.3	88.5	69.8	75.3	78.2	43.3
Level of Service	E	C		F	A	A	F	F	E	E	E	D
Approach Delay (s)		26.3			9.5			80.4			71.9	
Approach LOS		C			A			F			E	

Intersection Summary			
HCM 2000 Control Delay	27.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	26.2
Intersection Capacity Utilization	73.6%	ICU Level of Service	D
Analysis Period (min)	15		

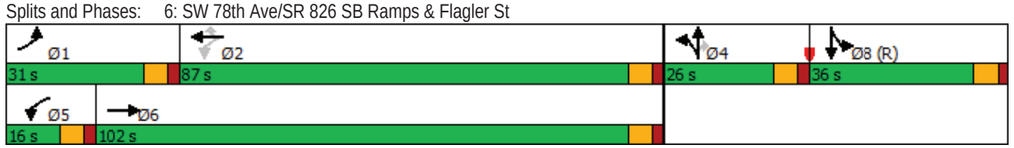
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	425	1968	22	47	1463	428	16	77	168	443	14	0
Future Volume (vph)	425	1968	22	47	1463	428	16	77	168	443	14	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		0	150		0	220		80	250		0
Storage Lanes	3		0	1		1	0		2	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.94	0.91	0.91	1.00	0.91	1.00	1.00	1.00	0.88	0.94	1.00	1.00
Frt		0.998				0.850			0.850			
Flt Protected	0.950			0.950				0.991		0.950		
Satd. Flow (prot)	4990	5075	0	1770	5085	1583	0	1846	2787	4990	1863	0
Flt Permitted	0.950			0.047				0.991		0.950		
Satd. Flow (perm)	4990	5075	0	88	5085	1583	0	1846	2787	4990	1863	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				319			159			
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		504			278			1048			354	
Travel Time (s)		7.6			4.2			23.8			8.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	447	2072	23	49	1540	451	17	81	177	466	15	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	447	2095	0	49	1540	451	0	98	177	466	15	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		pm+pt	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases				2		2			4			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2	2	4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	7.0	7.0		5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	13.4	13.4		11.4	13.4	13.4	13.4	13.4	13.4	13.4	13.4	
Total Split (s)	31.0	102.0		16.0	87.0	87.0	26.0	26.0	26.0	36.0	36.0	
Total Split (%)	17.2%	56.7%		8.9%	48.3%	48.3%	14.4%	14.4%	14.4%	20.0%	20.0%	
Maximum Green (s)	24.6	95.6		9.6	80.6	80.6	19.6	19.6	19.6	29.6	29.6	
Yellow Time (s)	4.4	4.4		4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4	6.4		6.4	6.4	6.4	6.4	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Max		None	Max	Max	None	None	None	C-Max	C-Max	
Act Effct Green (s)	21.1	100.1		91.6	84.1	84.1		14.7	14.7	34.5	34.5	
Actuated g/C Ratio	0.12	0.56		0.51	0.47	0.47		0.08	0.08	0.19	0.19	
v/c Ratio	0.76	0.74		0.43	0.65	0.50		0.65	0.47	0.49	0.04	
Control Delay	87.0	25.1		41.5	27.3	7.0		99.2	17.8	67.6	62.2	
Queue Delay	0.0	0.2		0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay	87.0	25.3		41.5	27.3	7.0		99.2	17.8	67.6	62.2	
LOS	F	C		D	C	A		F	B	E	E	
Approach Delay		36.1			23.1			46.8			67.4	
Approach LOS		D			C			D			E	

Intersection Summary		
Area Type:	Other	
Cycle Length: 180		
Actuated Cycle Length: 180		
Offset: 4 (2%), Referenced to phase 8:SBTL, Start of Green		
Natural Cycle: 80		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.76		
Intersection Signal Delay: 34.5	Intersection LOS: C	
Intersection Capacity Utilization 73.8%	ICU Level of Service D	
Analysis Period (min) 15		

Splits and Phases: 6: SW 78th Ave/SR 826 SB Ramps & Flagler St



Queues
6: SW 78th Ave/SR 826 SB Ramps & Flagler St

08/06/2019

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	447	2095	49	1540	451	98	177	466	15
v/c Ratio	0.76	0.74	0.43	0.65	0.50	0.65	0.47	0.49	0.04
Control Delay	87.0	25.1	41.5	27.3	7.0	99.2	17.8	67.6	62.2
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.0	25.3	41.5	27.3	7.0	99.2	17.8	67.6	62.2
Queue Length 50th (ft)	195	399	18	339	68	114	11	176	15
Queue Length 95th (ft)	230	510	62	384	108	180	56	225	40
Internal Link Dist (ft)		424		198		968			274
Turn Bay Length (ft)	220		150				80	250	
Base Capacity (vph)	681	2823	135	2374	909	201	445	955	356
Starvation Cap Reductn	0	166	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.79	0.36	0.65	0.50	0.49	0.40	0.49	0.04

Intersection Summary

HCM 6th Signalized Intersection Summary
6: SW 78th Ave/SR 826 SB Ramps & Flagler St

08/06/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	425	1968	22	47	1463	428	16	77	168	443	14	0
Future Volume (veh/h)	425	1968	22	47	1463	428	16	77	168	443	14	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	447	2072	23	49	1540	0	17	81	177	466	15	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	0
Cap, veh/h	522	2765	31	129	2310		44	210	382	826	308	
Arrive On Green	0.10	0.53	0.53	0.03	0.45	0.00	0.14	0.14	0.14	0.16	0.16	0.00
Sat Flow, veh/h	5023	5206	58	1781	5106	1585	322	1533	2790	5023	1870	0
Grp Volume(v), veh/h	447	1354	741	49	1540	0	98	0	177	466	15	0
Grp Sat Flow(s),veh/h/ln	1674	1702	1860	1781	1702	1585	1854	0	1395	1674	1870	0
Q Serve(g_s), s	15.8	55.8	55.9	2.7	42.6	0.0	8.7	0.0	10.5	15.4	1.2	0.0
Cycle Q Clear(g_c), s	15.8	55.8	55.9	2.7	42.6	0.0	8.7	0.0	10.5	15.4	1.2	0.0
Prop In Lane	1.00		0.03	1.00		1.00	0.17		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	522	1808	988	129	2310		254	0	382	826	308	
V/C Ratio(X)	0.86	0.75	0.75	0.38	0.67		0.39	0.00	0.46	0.56	0.05	
Avail Cap(c_a), veh/h	687	1808	988	178	2310		254	0	382	826	308	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	79.3	32.9	32.9	31.7	38.6	0.0	70.8	0.0	71.6	69.3	63.3	0.0
Incr Delay (d2), s/veh	8.2	2.9	5.2	1.9	1.5	0.0	1.0	0.0	0.9	2.8	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	23.1	25.9	1.2	17.8	0.0	4.2	0.0	3.9	6.9	0.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	87.5	35.8	38.1	33.5	40.2	0.0	71.8	0.0	72.5	72.0	63.6	0.0
LnGrp LOS	F	D	D	C	D		E	A	E	E	E	
Approach Vol, veh/h		2542			1589	A		275			481	A
Approach Delay, s/veh		45.5			40.0			72.2			71.8	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	25.1	87.8		31.0	11.0	102.0		36.0				
Change Period (Y+Rc), s	6.4	6.4		6.4	6.4	6.4		6.4				
Max Green Setting (Gmax), s	24.6	80.6		19.6	9.6	95.6		29.6				
Max Q Clear Time (g_c+I1), s	17.8	44.6		12.5	4.7	57.9		17.4				
Green Ext Time (p_c), s	1.0	13.8		0.7	0.0	20.8		1.5				

Intersection Summary	
HCM 6th Ctrl Delay	47.8
HCM 6th LOS	D

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑↑↑	↑↑↑			↱
Traffic Volume (vph)	0	2467	1479	0	0	312
Future Volume (vph)	0	2467	1479	0	0	312
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	5085	5085	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	5085	5085	0	0	1611
Link Speed (mph)		45	45		30	
Link Distance (ft)		364	504		420	
Travel Time (s)		5.5	7.6		9.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	2597	1557	0	0	328
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2597	1557	0	0	328
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		36	36		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	54.6%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↰	↑↑↑			↱
Traffic Volume (vph)	0	3106	1546	0	0	392
Future Volume (vph)	0	3106	1546	0	0	392
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.76	0.91	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	8494	5085	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	8494	5085	0	0	1611
Link Speed (mph)		45	45		30	
Link Distance (ft)		347	377		635	
Travel Time (s)		5.3	5.7		14.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	3269	1627	0	0	413
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	3269	1627	0	0	413
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Free	

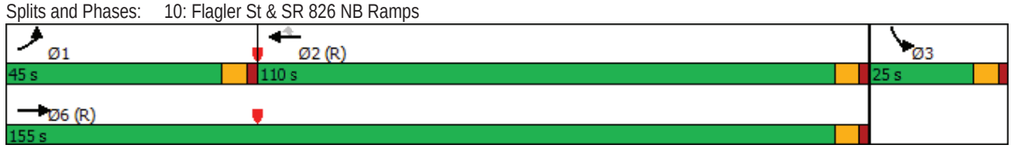
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	60.8%	ICU Level of Service	B
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	605	1963	1546	570	248	0
Future Volume (vph)	605	1963	1546	570	248	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			100	0	350
Storage Lanes	3			1	3	0
Taper Length (ft)	25				25	
Lane Util. Factor	0.94	0.91	0.91	1.00	0.94	1.00
Frt				0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	4990	5085	5085	1583	4990	0
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	4990	5085	5085	1583	4990	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				237		
Link Speed (mph)		45	30		30	
Link Distance (ft)		377	874		483	
Travel Time (s)		5.7	19.9		11.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	637	2066	1627	600	261	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	637	2066	1627	600	261	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		36	36		36	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	
Detector Template	Left	Thru	Thru	Right	Left	
Leading Detector (ft)	20	100	100	20	20	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	6	6	20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Prot	NA	NA	Perm	Prot	
Protected Phases	1	6	2		3	
Permitted Phases				2		

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Detector Phase	1	6	2	2	3	
Switch Phase						
Minimum Initial (s)	5.0	16.0	16.0	16.0	7.0	
Minimum Split (s)	11.4	22.4	22.4	22.4	13.4	
Total Split (s)	45.0	155.0	110.0	110.0	25.0	
Total Split (%)	25.0%	86.1%	61.1%	61.1%	13.9%	
Maximum Green (s)	38.6	148.6	103.6	103.6	18.6	
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.4	
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	1.0	1.0	1.0	2.0	
Recall Mode	None	C-Max	C-Max	C-Max	Max	
Act Effct Green (s)	27.4	148.6	114.8	114.8	18.6	
Actuated g/C Ratio	0.15	0.83	0.64	0.64	0.10	
v/c Ratio	0.84	0.49	0.50	0.55	0.51	
Control Delay	84.1	2.7	6.3	2.8	80.1	
Queue Delay	0.0	0.1	0.1	0.2	0.0	
Total Delay	84.1	2.8	6.4	3.0	80.1	
LOS	F	A	A	A	F	
Approach Delay		22.0	5.5		80.1	
Approach LOS		C	A		F	

Intersection Summary		
Area Type:	Other	
Cycle Length: 180		
Actuated Cycle Length: 180		
Offset: 55 (31%), Referenced to phase 2:WBT and 6:EBT, Start of Green		
Natural Cycle: 60		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.84		
Intersection Signal Delay: 17.8	Intersection LOS: B	
Intersection Capacity Utilization 63.2%	ICU Level of Service B	
Analysis Period (min) 15		

Splits and Phases: 10: Flagler St & SR 826 NB Ramps



Queues
10: Flagler St & SR 826 NB Ramps

08/06/2019

Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Group Flow (vph)	637	2066	1627	600	261
v/c Ratio	0.84	0.49	0.50	0.55	0.51
Control Delay	84.1	2.7	6.3	2.8	80.1
Queue Delay	0.0	0.1	0.1	0.2	0.0
Total Delay	84.1	2.8	6.4	3.0	80.1
Queue Length 50th (ft)	267	89	63	7	105
Queue Length 95th (ft)	298	100	84	34	140
Internal Link Dist (ft)		297	794		403
Turn Bay Length (ft)				100	
Base Capacity (vph)	1070	4197	3243	1095	515
Starvation Cap Reductn	0	585	353	82	0
Spillback Cap Reductn	0	106	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.60	0.57	0.56	0.59	0.51

Intersection Summary

HCM 6th Signalized Intersection Summary
10: Flagler St & SR 826 NB Ramps

08/06/2019

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	605	1963	1546	570	248	0
Future Volume (veh/h)	605	1963	1546	570	248	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	637	2066	1627	0	261	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	0
Cap, veh/h	714	4215	3308		0	
Arrive On Green	0.14	0.83	1.00	0.00	0.10	0.00
Sat Flow, veh/h	5023	5274	5274	1585	0	0
Grp Volume(v), veh/h	637	2066	1627	0	0	0
Grp Sat Flow(s),veh/h/ln	1674	1702	1702	1585	0	0
Q Serve(g_s), s	22.4	21.3	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	22.4	21.3	0.0	0.0	0.0	0.0
Prop In Lane	1.00			1.00	0.00	0.00
Lane Grp Cap(c), veh/h	714	4215	3308		0	
V/C Ratio(X)	0.89	0.49	0.49		0.00	
Avail Cap(c_a), veh/h	1077	4215	3308		0	
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.75	0.00	0.00	0.00
Uniform Delay (d), s/veh	75.9	4.6	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	4.7	0.4	0.4	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.9	6.1	0.1	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	80.6	5.0	0.4	0.0	0.0	0.0
LnGrp LOS	F	A	A		A	
Approach Vol, veh/h		2703	1627	A	0	A
Approach Delay, s/veh		22.8	0.4		0.0	
Approach LOS		C	A			

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	32.0	123.0			155.0	25.0
Change Period (Y+Rc), s	6.4	6.4			6.4	6.4
Max Green Setting (Gmax), s	38.6	103.6			148.6	18.6
Max Q Clear Time (g_c+I1), s	24.4	2.0			23.3	0.0
Green Ext Time (p_c), s	1.2	6.1			7.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	14.4
HCM 6th LOS	B

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	2242	15	19	2010	6	84	2	0	19	0	9
Future Volume (vph)	16	2242	15	19	2010	6	84	2	0	19	0	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	0		0	0		0	0		85
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999										0.850
Flt Protected	0.950			0.950				0.953			0.950	
Satd. Flow (prot)	1770	5080	0	1770	5085	0	0	1775	1863	0	1770	1583
Flt Permitted	0.053			0.034				0.953			0.950	
Satd. Flow (perm)	99	5080	0	63	5085	0	0	1775	1863	0	1770	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1										61
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		874			246			109			996	
Travel Time (s)		19.9			5.6			2.5			22.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	17	2360	16	20	2116	6	88	2	0	20	0	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	17	2376	0	20	2122	0	0	90	0	0	20	9
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	pt+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2		4	4	4 5	8	8	1
Permitted Phases	6			2								8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2		4	4	4 5	8	8	1
Switch Phase												
Minimum Initial (s)	5.0	16.0		5.0	16.0		7.0	7.0		7.0	7.0	5.0
Minimum Split (s)	11.4	31.4		11.4	31.4		31.6	31.6		31.6	31.6	11.4
Total Split (s)	12.0	104.0		12.0	104.0		32.0	32.0		32.0	32.0	12.0
Total Split (%)	6.7%	57.8%		6.7%	57.8%		17.8%	17.8%		17.8%	17.8%	6.7%
Maximum Green (s)	5.6	97.6		5.6	97.6		25.4	25.4		25.4	25.4	5.6
Yellow Time (s)	4.4	4.4		4.4	4.4		4.0	4.0		4.0	4.0	4.4
All-Red Time (s)	2.0	2.0		2.0	2.0		2.6	2.6		2.6	2.6	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	6.4	6.4		6.4	6.4			6.6			6.6	6.4
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.5	1.0		3.5	1.0		3.5	3.5		3.5	3.5	3.5
Recall Mode	None	C-Max		None	C-Max		Max	Max		None	None	None
Walk Time (s)		7.0			7.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		18.0			18.0		20.0	20.0		20.0	20.0	
Pedestrian Calls (#/hr)		1			0		5	5		1	1	
Act Effct Green (s)	125.4	121.5		125.5	121.6			25.4			11.2	18.6
Actuated g/C Ratio	0.70	0.68		0.70	0.68			0.14			0.06	0.10
v/c Ratio	0.13	0.69		0.19	0.62			0.36			0.18	0.04
Control Delay	12.1	19.2		22.8	7.1			74.6			80.4	0.3
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	12.1	19.2		22.8	7.1			74.6			80.4	0.3
LOS	B	B		C	A			E			F	A
Approach Delay		19.1			7.2			74.6			55.5	
Approach LOS		B			A			E			E	

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 50 (28%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 15.0 Intersection LOS: B
Intersection Capacity Utilization 65.9% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 14: Flagler St & SW 74th Ave



Queues
14: Flagler St & SW 74th Ave

08/06/2019

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	17	2376	20	2122	90	20	9
v/c Ratio	0.13	0.69	0.19	0.62	0.36	0.18	0.04
Control Delay	12.1	19.2	22.8	7.1	74.6	80.4	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.1	19.2	22.8	7.1	74.6	80.4	0.3
Queue Length 50th (ft)	5	564	3	126	98	23	0
Queue Length 95th (ft)	m14	701	m4	m146	162	51	0
Internal Link Dist (ft)		794		166	29	916	
Turn Bay Length (ft)	200						85
Base Capacity (vph)	127	3430	104	3434	250	249	218
Starvation Cap Reductn	0	12	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.70	0.19	0.62	0.36	0.08	0.04

Intersection Summary
m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
14: Flagler St & SW 74th Ave

08/07/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	2242	15	19	2010	6	84	2	0	19	0	9
Future Volume (veh/h)	16	2242	15	19	2010	6	84	2	0	19	0	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	2360	16	20	2116	6	88	2	0	20	0	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	153	3491	24	170	3516	10	246	6	252	53	0	72
Arrive On Green	0.03	1.00	1.00	0.02	0.67	0.67	0.14	0.14	0.00	0.03	0.00	0.03
Sat Flow, veh/h	1781	5233	35	1781	5257	15	1744	40	1585	1781	0	1585
Grp Volume(v), veh/h	17	1535	841	20	1370	752	90	0	0	20	0	9
Grp Sat Flow(s),veh/h/ln	1781	1702	1864	1781	1702	1868	1783	0	1585	1781	0	1585
Q Serve(g_s), s	0.5	0.0	0.0	0.6	40.2	40.2	8.2	0.0	0.0	2.0	0.0	1.0
Cycle Q Clear(g_c), s	0.5	0.0	0.0	0.6	40.2	40.2	8.2	0.0	0.0	2.0	0.0	1.0
Prop In Lane	1.00		0.02	1.00		0.01	0.98		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	153	2271	1243	170	2277	1249	252	0	252	53	0	72
V/C Ratio(X)	0.11	0.68	0.68	0.12	0.60	0.60	0.36	0.00	0.00	0.38	0.00	0.12
Avail Cap(c_a), veh/h	181	2271	1243	194	2277	1249	252	0	252	251	0	249
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.7	0.0	0.0	9.1	16.5	16.5	69.9	0.0	0.0	85.7	0.0	82.4
Incr Delay (d2), s/veh	0.3	1.4	2.6	0.4	1.2	2.2	3.9	0.0	0.0	5.3	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.4	0.9	0.3	16.1	18.0	4.1	0.0	0.0	1.0	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.1	1.4	2.6	9.4	17.7	18.7	73.9	0.0	0.0	90.9	0.0	83.4
LnGrp LOS	B	A	A	A	B	B	E	A	A	F	A	F
Approach Vol, veh/h		2393			2142			90			29	
Approach Delay, s/veh		1.9			18.0			73.9			88.6	
Approach LOS		A			B			E			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	126.8		32.0	9.6	126.5		12.0				
Change Period (Y+Rc), s	6.4	6.4		6.6	6.4	6.4		6.6				
Max Green Setting (Gmax), s	5.6	97.6		25.4	5.6	97.6		25.4				
Max Q Clear Time (g_c+I1), s	2.5	42.2		10.2	2.6	2.0		4.0				
Green Ext Time (p_c), s	0.0	8.1		0.4	0.0	10.3		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	11.2
HCM 6th LOS	B

Notes
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	498	1573	192	53	1571	0	124	459	66	203	167	288
Future Volume (vph)	498	1573	192	53	1571	0	124	459	66	203	167	288
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		0	0		0	350		0	0		0
Storage Lanes	1		0	1		0	1		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.984						0.981				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5004	0	1770	5085	0	1770	3472	0	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5004	0	1770	5085	0	1770	3472	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18						7				62
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1057			473			1114			119	
Travel Time (s)		24.0			10.8			25.3			2.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	524	1656	202	56	1654	0	131	483	69	214	176	303
Shared Lane Traffic (%)												
Lane Group Flow (vph)	524	1858	0	56	1654	0	131	552	0	214	176	303
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	1	6		5	2		7	4		3	8	1
Permitted Phases												8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2		7	4		3	8	1
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	7.0		5.0	7.0	5.0
Minimum Split (s)	11.7	36.7		11.7	36.7		11.6	35.6		11.6	35.6	11.7
Total Split (s)	59.0	104.1		18.9	64.0		20.3	37.1		19.9	36.7	59.0
Total Split (%)	32.8%	57.8%		10.5%	35.6%		11.3%	20.6%		11.1%	20.4%	32.8%
Maximum Green (s)	52.3	97.4		12.2	57.3		13.7	30.5		13.3	30.1	52.3
Yellow Time (s)	4.4	4.4		4.4	4.4		4.4	4.4		4.4	4.4	4.4
All-Red Time (s)	2.3	2.3		2.3	2.3		2.2	2.2		2.2	2.2	2.3
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.7	6.7		6.7	6.7		6.6	6.6		6.6	6.6	6.7
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	1.0		2.0	1.0		2.0	4.0		2.0	3.0	5.0
Recall Mode	None	Max		None	Max		None	None		C-Max	None	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		23.0			23.0			22.0			22.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	52.4	102.5		9.7	57.3		13.7	30.4		13.3	30.0	89.0
Actuated g/C Ratio	0.29	0.57		0.05	0.32		0.08	0.17		0.07	0.17	0.49
v/c Ratio	1.02	0.65		0.59	1.02		0.98	0.93		0.85	0.30	0.37
Control Delay	111.9	37.7		107.2	87.3		151.4	95.6		109.3	67.3	23.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	111.9	37.7		107.2	87.3		151.4	95.6		109.3	67.3	23.4
LOS	F	D		F	F		F	F		F	E	C
Approach Delay		54.1			88.0			106.3			61.1	
Approach LOS		D			F			F			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 108 (60%), Referenced to phase 3:SBL, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.02			
Intersection Signal Delay: 72.1		Intersection LOS: E	
Intersection Capacity Utilization 100.7%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 19: NW 72nd Ave & Flagler St



Queues
19: NW 72nd Ave & Flagler St

08/06/2019

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	524	1858	56	1654	131	552	214	176	303
v/c Ratio	1.02	0.65	0.59	1.02	0.98	0.93	0.85	0.30	0.37
Control Delay	111.9	37.7	107.2	87.3	151.4	95.6	109.3	67.3	23.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	111.9	37.7	107.2	87.3	151.4	95.6	109.3	67.3	23.4
Queue Length 50th (ft)	~665	463	66	~756	157	340	131	97	173
Queue Length 95th (ft)	#915	684	119	#849	#310	#455	#205	139	252
Internal Link Dist (ft)		977		393		1034		39	
Turn Bay Length (ft)	500				350				
Base Capacity (vph)	515	2858	119	1618	134	594	253	591	814
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.02	0.65	0.47	1.02	0.98	0.93	0.85	0.30	0.37

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary
19: NW 72nd Ave & Flagler St

08/06/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	498	1573	192	53	1571	0	124	459	66	203	167	288
Future Volume (veh/h)	498	1573	192	53	1571	0	124	459	66	203	167	288
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	524	1656	202	56	1654	0	131	483	69	214	176	303
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	0	2	2	2	2	2	2
Cap, veh/h	518	2625	319	71	1625		136	520	74	265	594	726
Arrive On Green	0.29	0.57	0.57	0.04	0.32	0.00	0.08	0.17	0.17	0.08	0.17	0.17
Sat Flow, veh/h	1781	4612	561	1781	5274	0	1781	3123	444	3456	3554	1585
Grp Volume(v), veh/h	524	1221	637	56	1654	0	131	274	278	214	176	303
Grp Sat Flow(s),veh/h/ln	1781	1702	1769	1781	1702	0	1781	1777	1790	1728	1777	1585
Q Serve(g_s), s	52.3	43.4	43.6	5.6	57.3	0.0	13.2	27.3	27.6	11.0	7.8	23.1
Cycle Q Clear(g_c), s	52.3	43.4	43.6	5.6	57.3	0.0	13.2	27.3	27.6	11.0	7.8	23.1
Prop In Lane	1.00		0.32	1.00		0.00	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	518	1937	1007	71	1625		136	296	298	265	594	726
V/C Ratio(X)	1.01	0.63	0.63	0.79	1.02		0.97	0.92	0.93	0.81	0.30	0.42
Avail Cap(c_a), veh/h	518	1937	1007	121	1625		136	301	303	265	594	726
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.8	26.1	26.1	85.7	61.4	0.0	82.9	73.9	74.0	81.8	65.7	32.7
Incr Delay (d2), s/veh	42.7	1.6	3.0	7.1	26.8	0.0	66.4	33.1	34.5	15.6	0.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	29.9	18.2	19.4	2.7	28.8	0.0	8.6	15.3	15.6	5.5	3.6	9.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	106.6	27.6	29.1	92.8	88.2	0.0	149.3	107.0	108.5	97.4	65.9	33.1
LnGrp LOS	F	C	C	F	F		F	F	F	F	E	C
Approach Vol, veh/h		2382			1710	A		683			693	
Approach Delay, s/veh		45.4			88.3			115.7			61.3	
Approach LOS		D			F			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	59.0	64.0	20.4	36.6	13.9	109.1	20.3	36.7
Change Period (Y+Rc), s	* 6.7	* 6.7	* 6.6	* 6.6	* 6.7	* 6.7	* 6.6	* 6.6
Max Green Setting (Gmax), s	* 52	* 57	* 13	* 31	* 12	* 97	* 14	* 30
Max Q Clear Time (g_c+I1), s	54.3	59.3	13.0	29.6	7.6	45.6	15.2	25.1
Green Ext Time (p_c), s	0.0	0.0	0.0	0.4	0.0	6.6	0.0	1.0

Intersection Summary

HCM 6th Ctrl Delay	69.6
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	135	1403	60	55	2003	274	51	81	23	528	119	126
Future Volume (vph)	135	1403	60	55	2003	274	51	81	23	528	119	126
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	150		120	200		0
Storage Lanes	1		0	1		1	1		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt		0.994				0.850		0.967				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5055	0	1770	5085	1583	1770	1801	0	3433	1863	1583
Flt Permitted	0.043			0.114			0.950			0.950		
Satd. Flow (perm)	80	5055	0	212	5085	1583	1770	1801	0	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				163		7				106
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1056			1218			1069			1038	
Travel Time (s)		16.0			18.5			24.3			23.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	144	1493	64	59	2131	291	54	86	24	562	127	134
Shared Lane Traffic (%)												
Lane Group Flow (vph)	144	1557	0	59	2131	291	54	110	0	562	127	134
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Split	NA		Split	NA	pt+ov
Protected Phases	1	6		5	2		4	4		3	3	3 1
Permitted Phases	6			2		2						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2	2	4	4		3	3	3 1
Switch Phase												
Minimum Initial (s)	5.0	16.0		5.0	16.0	16.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	11.4	24.4		11.4	24.4	24.4	24.6	24.6		30.6	30.6	
Total Split (s)	20.5	93.2		13.2	85.9	85.9	24.6	24.6		39.0	39.0	
Total Split (%)	12.1%	54.8%		7.8%	50.5%	50.5%	14.5%	14.5%		22.9%	22.9%	
Maximum Green (s)	14.1	86.8		6.8	79.5	79.5	18.0	18.0		32.4	32.4	
Yellow Time (s)	4.4	4.4		4.4	4.4	4.4	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.6	2.6		2.6	2.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4	6.4	6.6	6.6		6.6	6.6	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	1.0		2.0	1.0	1.0	2.5	2.5		2.5	2.5	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None		None	None	
Walk Time (s)		0.0			0.0	0.0	0.0	0.0		5.0	5.0	
Flash Dont Walk (s)		0.0			0.0	0.0	0.0	0.0		19.0	19.0	
Pedestrian Calls (#/hr)		0			0	0	0	0		5	5	
Act Effct Green (s)	104.9	94.5		92.5	86.1	86.1	14.1	14.1		31.2	31.2	43.6
Actuated g/C Ratio	0.62	0.56		0.54	0.51	0.51	0.08	0.08		0.18	0.18	0.26
v/c Ratio	0.83	0.55		0.34	0.83	0.33	0.37	0.71		0.89	0.37	0.28
Control Delay	76.3	26.3		9.8	13.3	1.5	79.7	94.4		84.7	63.9	9.4
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	76.3	26.3		9.8	13.3	1.5	79.7	94.4		84.7	63.9	9.4
LOS	E	C		A	B	A	E	F		F	E	A
Approach Delay		30.5			11.8			89.5			69.2	
Approach LOS		C			B			F			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 170			
Actuated Cycle Length: 170			
Offset: 29 (17%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Natural Cycle: 125			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 29.6		Intersection LOS: C	
Intersection Capacity Utilization 84.1%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 1: NW 82nd Ave & Flagler Str/Flagler St



Queues
1: NW 82nd Ave & Flagler Str/Flagler St

08/06/2019

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	144	1557	59	2131	291	54	110	562	127	134
v/c Ratio	0.83	0.55	0.34	0.83	0.33	0.37	0.71	0.89	0.37	0.28
Control Delay	76.3	26.3	9.8	13.3	1.5	79.7	94.4	84.7	63.9	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.3	26.3	9.8	13.3	1.5	79.7	94.4	84.7	63.9	9.4
Queue Length 50th (ft)	109	420	9	124	3	58	114	316	125	18
Queue Length 95th (ft)	#226	488	m14	422	m13	106	182	#404	195	60
Internal Link Dist (ft)		976		1138			989		958	
Turn Bay Length (ft)	200		200			150		200		
Base Capacity (vph)	192	2813	179	2574	881	187	196	654	355	510
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.55	0.33	0.83	0.33	0.29	0.56	0.86	0.36	0.26

Intersection Summary

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
1: NW 82nd Ave & Flagler Str/Flagler St

08/06/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	135	1403	60	55	2003	274	51	81	23	528	119	126
Future Volume (vph)	135	1403	60	55	2003	274	51	81	23	528	119	126
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	6.4		6.4	6.4	6.4	6.6	6.6		6.6	6.6	6.6
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	1.00	1.00		0.97	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	5054		1770	5085	1583	1770	1802		3433	1863	1583
Flt Permitted	0.04	1.00		0.11	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	81	5054		212	5085	1583	1770	1802		3433	1863	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	144	1493	64	59	2131	291	54	86	24	562	127	134
RTOR Reduction (vph)	0	2	0	0	0	80	0	6	0	0	0	79
Lane Group Flow (vph)	144	1555	0	59	2131	211	54	104	0	562	127	55
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Split	NA		Split	NA	pt+ov
Protected Phases	1	6		5	2		4	4		3	3	3 1
Permitted Phases	6			2		2						
Actuated Green, G (s)	105.1	93.3		91.5	86.1	86.1	14.1	14.1		31.2	31.2	43.8
Effective Green, g (s)	105.1	93.3		91.5	86.1	86.1	14.1	14.1		31.2	31.2	43.8
Actuated g/C Ratio	0.62	0.55		0.54	0.51	0.51	0.08	0.08		0.18	0.18	0.26
Clearance Time (s)	6.4	6.4		6.4	6.4	6.4	6.6	6.6		6.6	6.6	
Vehicle Extension (s)	2.0	1.0		2.0	1.0	1.0	2.5	2.5		2.5	2.5	
Lane Grp Cap (vph)	175	2773		163	2575	801	146	149		630	341	407
v/s Ratio Prot	c0.06	0.31		0.01	0.42		0.03	c0.06		c0.16	0.07	0.03
v/s Ratio Perm	c0.45			0.18		0.13						
v/c Ratio	0.82	0.56		0.36	0.83	0.26	0.37	0.70		0.89	0.37	0.14
Uniform Delay, d1	51.7	25.0		20.5	35.6	23.9	73.7	75.9		67.8	60.8	48.5
Progression Factor	1.00	1.00		0.46	0.31	0.08	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	24.7	0.8		0.3	1.8	0.4	1.2	12.2		14.9	0.5	0.1
Delay (s)	76.4	25.8		9.7	12.7	2.4	74.9	88.1		82.6	61.3	48.7
Level of Service	E	C		A	B	A	E	F		F	E	D
Approach Delay (s)		30.1			11.4			83.7			73.8	
Approach LOS		C			B			F			E	

Intersection Summary			
HCM 2000 Control Delay	29.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	84.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	219	1635	10	66	2138	502	36	36	21	634	23	189
Future Volume (vph)	219	1635	10	66	2138	502	36	36	21	634	23	189
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240		0	180		0	120		120	220		220
Storage Lanes	2		0	1		2	1		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.91	0.88	1.00	1.00	1.00	0.91	0.91	0.88
Frt		0.999				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950	0.957	
Satd. Flow (prot)	3433	5080	0	1770	5085	2787	1770	1863	1583	3221	1622	2787
Flt Permitted	0.950			0.099			0.950			0.950	0.957	
Satd. Flow (perm)	3433	5080	0	184	5085	2787	1770	1863	1583	3221	1622	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				315			103			64
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1218			364			1050			1084	
Travel Time (s)		18.5			5.5			23.9			24.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	231	1721	11	69	2251	528	38	38	22	667	24	199
Shared Lane Traffic (%)										31%		
Lane Group Flow (vph)	231	1732	0	69	2251	528	38	38	22	460	231	199
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		pm+pt	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2	8	4	4	5	8	8	1
Permitted Phases				2		2			4			8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2	8	4	4	5	8	8	1
Switch Phase												
Minimum Initial (s)	7.0	7.0		5.0	7.0	7.0	7.0	7.0	5.0	7.0	7.0	7.0
Minimum Split (s)	13.4	30.4		12.0	30.4	34.2	13.6	13.6	12.0	34.2	34.2	13.4
Total Split (s)	23.0	101.0		15.0	93.0	40.0	14.0	14.0	15.0	40.0	40.0	23.0
Total Split (%)	13.5%	59.4%		8.8%	54.7%	23.5%	8.2%	8.2%	8.8%	23.5%	23.5%	13.5%
Maximum Green (s)	16.6	94.6		8.0	86.6	33.8	7.4	7.4	8.0	33.8	33.8	16.6
Yellow Time (s)	4.4	4.4		4.4	4.4	4.0	4.0	4.0	4.4	4.0	4.0	4.4
All-Red Time (s)	2.0	2.0		2.6	2.0	2.2	2.6	2.6	2.6	2.2	2.2	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4		7.0	6.4	6.2	6.6	6.6	7.0	6.2	6.2	6.4
Lead/Lag	Lead	Lag		Lead	Lag				Lead			Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Max	C-Max		None	C-Max	None	None	None	None	None	None	Max
Walk Time (s)	0.0	7.0			7.0	7.0	0.0	0.0		7.0	7.0	0.0
Flash Dont Walk (s)	0.0	17.0			17.0	21.0	0.0	0.0		21.0	21.0	0.0
Pedestrian Calls (#/hr)	0	20			0	21	0	0		21	21	0
Act Effct Green (s)	21.6	100.2		93.4	86.6	119.6	7.3	7.3	13.0	31.6	31.6	59.4
Actuated g/C Ratio	0.13	0.59		0.55	0.51	0.70	0.04	0.04	0.08	0.19	0.19	0.35
v/c Ratio	0.53	0.58		0.41	0.87	0.26	0.50	0.47	0.10	0.77	0.77	0.20
Control Delay	76.4	17.9		13.5	13.4	0.3	101.8	98.9	1.0	74.8	82.9	27.2
Queue Delay	0.0	0.0		0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.4	17.9		13.5	13.8	0.3	101.8	98.9	1.0	74.8	82.9	27.2
LOS	E	B		B	B	A	F	F	A	E	F	C
Approach Delay		24.8			11.3			78.0			66.3	
Approach LOS		C			B			E			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 170			
Actuated Cycle Length: 170			
Offset: 13 (8%), Referenced to phase 2:WBTL and 6:EBT, Start of Green			
Natural Cycle: 125			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 25.4		Intersection LOS: C	
Intersection Capacity Utilization 82.2%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 2: SW 79th Ave/NW 79th Ave & Flagler St



Queues
2: SW 79th Ave/NW 79th Ave & Flagler St

08/09/2019

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	231	1732	69	2251	528	38	38	22	460	231	199
v/c Ratio	0.53	0.58	0.41	0.87	0.26	0.50	0.47	0.10	0.77	0.77	0.20
Control Delay	76.4	17.9	13.5	13.4	0.3	101.8	98.9	1.0	74.8	82.9	27.2
Queue Delay	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.4	17.9	13.5	13.8	0.3	101.8	98.9	1.0	74.8	82.9	27.2
Queue Length 50th (ft)	139	298	8	210	1	42	42	0	266	268	60
Queue Length 95th (ft)	m181	317	m11	176	m1	88	87	0	336	382	97
Internal Link Dist (ft)		1138		284			970			1004	
Turn Bay Length (ft)	240		180			120		120	220		220
Base Capacity (vph)	436	2995	176	2590	2086	77	81	221	640	322	1015
Starvation Cap Reductn	0	0	0	73	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.58	0.39	0.89	0.25	0.49	0.47	0.10	0.72	0.72	0.20

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
2: SW 79th Ave/NW 79th Ave & Flagler St

08/09/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	219	1635	10	66	2138	502	36	36	21	634	23	189
Future Volume (vph)	219	1635	10	66	2138	502	36	36	21	634	23	189
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	6.4		7.0	6.4	6.2	6.6	6.6	7.0	6.2	6.2	6.4
Lane Util. Factor	0.97	0.91		1.00	0.91	0.88	1.00	1.00	1.00	0.91	0.91	0.88
Frt	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.96	1.00
Satd. Flow (prot)	3433	5080		1770	5085	2787	1770	1863	1583	3221	1622	2787
Flt Permitted	0.95	1.00		0.10	1.00	1.00	0.95	1.00	1.00	0.95	0.96	1.00
Satd. Flow (perm)	3433	5080		184	5085	2787	1770	1863	1583	3221	1622	2787
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	231	1721	11	69	2251	528	38	38	22	667	24	199
RTOR Reduction (vph)	0	0	0	0	0	98	0	0	20	0	0	44
Lane Group Flow (vph)	231	1732	0	69	2251	430	38	38	2	460	231	155
Turn Type	Prot	NA		pm+pt	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2	8	4	4	5	8	8	1
Permitted Phases				2		2			4			8
Actuated Green, G (s)	21.6	98.9		92.7	85.3	116.9	5.9	5.9	13.3	31.6	31.6	53.2
Effective Green, g (s)	21.6	98.9		92.7	85.3	116.9	5.9	5.9	13.3	31.6	31.6	53.2
Actuated g/C Ratio	0.13	0.58		0.55	0.50	0.69	0.03	0.03	0.08	0.19	0.19	0.31
Clearance Time (s)	6.4	6.4		7.0	6.4	6.2	6.6	6.6	7.0	6.2	6.2	6.4
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	436	2955		169	2551	1916	61	64	123	598	301	872
v/s Ratio Prot	c0.07	c0.34		0.02	c0.44	0.04	c0.02	0.02	0.00	c0.14	0.14	0.02
v/s Ratio Perm				0.20		0.11			0.00			0.03
v/c Ratio	0.53	0.59		0.41	0.88	0.22	0.62	0.59	0.01	0.77	0.77	0.18
Uniform Delay, d1	69.4	22.6		19.7	37.9	9.8	81.0	80.9	72.3	65.7	65.7	42.5
Progression Factor	1.02	0.76		0.65	0.27	0.07	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.5	0.7		1.2	3.6	0.0	18.1	13.9	0.0	5.9	11.1	0.1
Delay (s)	74.1	17.7		14.1	14.0	0.7	99.1	94.8	72.3	71.7	76.8	42.6
Level of Service	E	B		B	B	A	F	F	E	E	E	D
Approach Delay (s)		24.4			11.5			91.4			66.5	
Approach LOS		C			B			F			E	

Intersection Summary			
HCM 2000 Control Delay	25.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	26.2
Intersection Capacity Utilization	82.2%	ICU Level of Service	E
Analysis Period (min)	15		

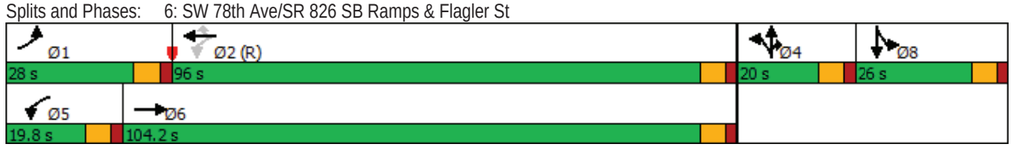
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	451	1751	37	112	2237	647	24	51	76	400	47	0
Future Volume (vph)	451	1751	37	112	2237	647	24	51	76	400	47	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		0	150		0	220		80	250		0
Storage Lanes	3		0	1		1	0		2	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.94	0.91	0.91	1.00	0.91	1.00	1.00	1.00	0.88	0.94	1.00	1.00
Frt		0.997				0.850			0.850			
Flt Protected	0.950			0.950				0.984		0.950		
Satd. Flow (prot)	4990	5070	0	1770	5085	1583	0	1833	2787	4990	1863	0
Flt Permitted	0.950			0.084				0.984		0.950		
Satd. Flow (perm)	4990	5070	0	156	5085	1583	0	1833	2787	4990	1863	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				389			145			
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		504			280			1048			354	
Travel Time (s)		7.6			4.2			23.8			8.0	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	460	1787	38	114	2283	660	24	52	78	408	48	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	460	1825	0	114	2283	660	0	76	78	408	48	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		pm+pt	NA	Perm	Split	NA	Prot	Split	NA	
Protected Phases	1	6		5	2		4	4	4	8	8	
Permitted Phases				2		2						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2	2	4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	7.0	7.0		5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	13.4	23.4		11.4	13.4	13.4	13.4	13.4	13.4	13.4	13.4	
Total Split (s)	28.0	104.2		19.8	96.0	96.0	20.0	20.0	20.0	26.0	26.0	
Total Split (%)	16.5%	61.3%		11.6%	56.5%	56.5%	11.8%	11.8%	11.8%	15.3%	15.3%	
Maximum Green (s)	21.6	97.8		13.4	89.6	89.6	13.6	13.6	13.6	19.6	19.6	
Yellow Time (s)	4.4	4.4		4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4	6.4		6.4	6.4	6.4	6.4	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Max		None	C-Max	C-Max	Max	Max	Max	Max	Max	
Walk Time (s)		7.0										
Flash Dont Walk (s)		10.0										
Pedestrian Calls (#/hr)		13										
Act Effct Green (s)	20.0	101.4		101.0	91.2	91.2		13.6	13.6	19.6	19.6	
Actuated g/C Ratio	0.12	0.60		0.59	0.54	0.54		0.08	0.08	0.12	0.12	
v/c Ratio	0.78	0.60		0.62	0.84	0.64		0.52	0.22	0.71	0.22	
Control Delay	83.5	14.6		41.5	22.9	4.0		88.4	1.4	80.0	71.3	
Queue Delay	0.0	0.1		0.0	0.3	0.3		0.0	0.0	0.0	0.0	
Total Delay	83.5	14.7		41.5	23.2	4.3		88.4	1.4	80.0	71.3	
LOS	F	B		D	C	A		F	A	E	E	
Approach Delay		28.6			19.8			44.3			79.0	
Approach LOS		C			B			D			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 170			
Actuated Cycle Length: 170			
Offset: 4 (2%), Referenced to phase 2:WBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 28.4		Intersection LOS: C	
Intersection Capacity Utilization 82.1%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 6: SW 78th Ave/SR 826 SB Ramps & Flagler St



Queues
6: SW 78th Ave/SR 826 SB Ramps & Flagler St

08/06/2019

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	460	1825	114	2283	660	76	78	408	48
v/c Ratio	0.78	0.60	0.62	0.84	0.64	0.52	0.22	0.71	0.22
Control Delay	83.5	14.6	41.5	22.9	4.0	88.4	1.4	80.0	71.3
Queue Delay	0.0	0.1	0.0	0.3	0.3	0.0	0.0	0.0	0.0
Total Delay	83.5	14.7	41.5	23.2	4.3	88.4	1.4	80.0	71.3
Queue Length 50th (ft)	187	271	34	777	30	83	0	158	49
Queue Length 95th (ft)	220	311	m89	636	46	144	0	199	95
Internal Link Dist (ft)		424		200		968			274
Turn Bay Length (ft)	220		150				80	250	
Base Capacity (vph)	634	3026	223	2729	1029	146	356	575	214
Starvation Cap Reductn	0	264	0	86	79	0	0	0	0
Spillback Cap Reductn	0	0	0	3	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.66	0.51	0.86	0.69	0.52	0.22	0.71	0.22

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
6: SW 78th Ave/SR 826 SB Ramps & Flagler St

08/06/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	451	1751	37	112	2237	647	24	51	76	400	47	0
Future Volume (veh/h)	451	1751	37	112	2237	647	24	51	76	400	47	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	460	1787	38	114	2283	0	24	52	78	408	48	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	0
Cap, veh/h	533	3158	67	219	2798		47	101	223	579	216	
Arrive On Green	0.11	0.61	0.61	0.04	0.55	0.00	0.08	0.08	0.08	0.12	0.12	0.00
Sat Flow, veh/h	5023	5145	109	1781	5106	1585	581	1260	2790	5023	1870	0
Grp Volume(v), veh/h	460	1182	643	114	2283	0	76	0	78	408	48	0
Grp Sat Flow(s),veh/h/ln	1674	1702	1851	1781	1702	1585	1841	0	1395	1674	1870	0
Q Serve(g_s), s	15.3	34.9	35.0	4.8	62.1	0.0	6.7	0.0	4.5	13.3	4.0	0.0
Cycle Q Clear(g_c), s	15.3	34.9	35.0	4.8	62.1	0.0	6.7	0.0	4.5	13.3	4.0	0.0
Prop In Lane	1.00		0.06	1.00		1.00	0.32		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	533	2089	1136	219	2798		147	0	223	579	216	
V/C Ratio(X)	0.86	0.57	0.57	0.52	0.82		0.52	0.00	0.35	0.70	0.22	
Avail Cap(c_a), veh/h	638	2089	1136	287	2798		147	0	223	579	216	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	74.8	19.4	19.4	18.4	31.4	0.0	75.0	0.0	74.0	72.4	68.3	0.0
Incr Delay (d2), s/veh	10.2	1.1	2.0	1.9	2.8	0.0	12.3	0.0	4.3	7.0	2.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	13.6	15.1	2.0	25.2	0.0	3.7	0.0	1.8	6.1	2.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	85.0	20.5	21.5	20.3	34.2	0.0	87.4	0.0	78.3	79.4	70.7	0.0
LnGrp LOS	F	C	C	C	C		F	A	E	E	E	
Approach Vol, veh/h		2285			2397	A		154			456	A
Approach Delay, s/veh		33.8			33.5			82.8			78.5	
Approach LOS		C			C			F			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	24.4	99.6		20.0	13.3	110.7		26.0				
Change Period (Y+Rc), s	6.4	6.4		6.4	6.4	6.4		6.4				
Max Green Setting (Gmax), s	21.6	89.6		13.6	13.4	97.8		19.6				
Max Q Clear Time (g_c+I1), s	17.3	64.1		8.7	6.8	37.0		15.3				
Green Ext Time (p_c), s	0.7	18.8		0.2	0.1	19.7		0.8				

Intersection Summary

HCM 6th Ctrl Delay	38.9	
HCM 6th LOS	D	

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑↑↑	↑↑↑			↱
Traffic Volume (vph)	0	2290	2261	0	0	356
Future Volume (vph)	0	2290	2261	0	0	356
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	5085	5085	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	5085	5085	0	0	1611
Link Speed (mph)		45	45		30	
Link Distance (ft)		364	504		420	
Travel Time (s)		5.5	7.6		9.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	2489	2458	0	0	387
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2489	2458	0	0	387
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		36	36		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	72.4%	ICU Level of Service	C
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↰	↑↑↑			↱
Traffic Volume (vph)	0	2227	2675	0	0	567
Future Volume (vph)	0	2227	2675	0	0	567
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.76	0.91	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	8494	5085	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	8494	5085	0	0	1611
Link Speed (mph)		45	45		30	
Link Distance (ft)		353	368		628	
Travel Time (s)		5.3	5.6		14.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	2421	2908	0	0	616
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2421	2908	0	0	616
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Free	

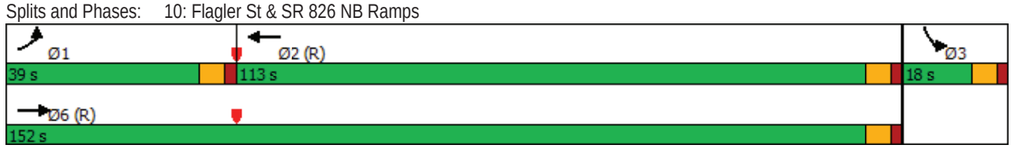
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	93.5%	ICU Level of Service	F
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	631	1604	2429	299	166	0
Future Volume (vph)	631	1604	2429	299	166	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			100	0	0
Storage Lanes	3			1	3	0
Taper Length (ft)	25				25	
Lane Util. Factor	0.94	0.91	0.91	1.00	0.94	1.00
Frt				0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	4990	5085	5085	1583	4990	0
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	4990	5085	5085	1583	4990	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				36		
Link Speed (mph)		45	30		30	
Link Distance (ft)		368	874		483	
Travel Time (s)		5.6	19.9		11.0	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	644	1637	2479	305	169	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	644	1637	2479	305	169	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		36	36		36	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	
Detector Template	Left	Thru	Thru	Right	Left	
Leading Detector (ft)	20	100	100	20	20	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	6	6	20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Prot	NA	NA	Free	Prot	
Protected Phases	1	6	2		3	
Permitted Phases				Free		

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Detector Phase	1	6	2		3	
Switch Phase						
Minimum Initial (s)	5.0	16.0	16.0		7.0	
Minimum Split (s)	11.4	22.4	22.4		13.4	
Total Split (s)	39.0	152.0	113.0		18.0	
Total Split (%)	22.9%	89.4%	66.5%		10.6%	
Maximum Green (s)	32.6	145.6	106.6		11.6	
Yellow Time (s)	4.4	4.4	4.4		4.4	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.4	6.4	6.4		6.4	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0	1.0	1.0		2.0	
Recall Mode	None	C-Max	C-Max		Max	
Act Effct Green (s)	26.2	145.6	113.0	170.0	11.6	
Actuated g/C Ratio	0.15	0.86	0.66	1.00	0.07	
v/c Ratio	0.84	0.38	0.73	0.19	0.50	
Control Delay	78.3	1.4	20.8	0.3	81.8	
Queue Delay	0.0	0.0	1.6	0.0	0.0	
Total Delay	78.3	1.4	22.4	0.3	81.8	
LOS	E	A	C	A	F	
Approach Delay		23.1	20.0		81.8	
Approach LOS		C	B		F	

Intersection Summary		
Area Type:	Other	
Cycle Length: 170		
Actuated Cycle Length: 170		
Offset: 161 (95%), Referenced to phase 2:WBT and 6:EBT, Start of Green		
Natural Cycle: 80		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.84		
Intersection Signal Delay: 23.3	Intersection LOS: C	
Intersection Capacity Utilization 80.8%	ICU Level of Service D	
Analysis Period (min) 15		

Splits and Phases: 10: Flagler St & SR 826 NB Ramps



Queues
10: Flagler St & SR 826 NB Ramps

08/06/2019

Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Group Flow (vph)	644	1637	2479	305	169
v/c Ratio	0.84	0.38	0.73	0.19	0.50
Control Delay	78.3	1.4	20.8	0.3	81.8
Queue Delay	0.0	0.0	1.6	0.0	0.0
Total Delay	78.3	1.4	22.4	0.3	81.8
Queue Length 50th (ft)	224	35	628	0	65
Queue Length 95th (ft)	267	62	740	0	94
Internal Link Dist (ft)		288	794		403
Turn Bay Length (ft)				100	
Base Capacity (vph)	956	4355	3378	1583	340
Starvation Cap Reductn	0	0	672	0	0
Spillback Cap Reductn	0	0	28	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.67	0.38	0.92	0.19	0.50

Intersection Summary

HCM 6th Signalized Intersection Summary
10: Flagler St & SR 826 NB Ramps

08/06/2019

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	631	1604	2429	299	166	0
Future Volume (veh/h)	631	1604	2429	299	166	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	644	1637	2479	0	169	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	0
Cap, veh/h	722	4373	3447		0	0
Arrive On Green	0.14	0.86	0.68	0.00	0.07	0.00
Sat Flow, veh/h	5023	5274	5274	1585	0	0
Grp Volume(v), veh/h	644	1637	2479	0	0	0
Grp Sat Flow(s),veh/h/ln	1674	1702	1702	1585	0	0
Q Serve(g_s), s	21.4	11.5	52.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	21.4	11.5	52.1	0.0	0.0	0.0
Prop In Lane	1.00			1.00	0.00	0.00
Lane Grp Cap(c), veh/h	722	4373	3447		0	0
V/C Ratio(X)	0.89	0.37	0.72		0.00	0.00
Avail Cap(c_a), veh/h	963	4373	3447		0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.46	0.00	0.00	0.00
Uniform Delay (d), s/veh	71.5	2.6	17.4	0.0	0.0	0.0
Incr Delay (d2), s/veh	7.0	0.2	0.6	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.6	2.7	20.2	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	78.5	2.8	18.0	0.0	0.0	0.0
LnGrp LOS	E	A	B		A	A
Approach Vol, veh/h		2281	2479	A	0	
Approach Delay, s/veh		24.2	18.0		0.0	
Approach LOS		C	B			

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	30.8	121.2			152.0	18.0
Change Period (Y+Rc), s	6.4	6.4			6.4	6.4
Max Green Setting (Gmax), s	32.6	106.6			145.6	11.6
Max Q Clear Time (g_c+I1), s	23.4	54.1			13.5	0.0
Green Ext Time (p_c), s	1.0	13.7			4.7	0.0

Intersection Summary		
HCM 6th Ctrl Delay	21.0	
HCM 6th LOS	C	

Notes
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	1868	12	27	2565	9	83	8	0	35	5	9
Future Volume (vph)	44	1868	12	27	2565	9	83	8	0	35	5	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	0		0	0		0	0		85
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.999							0.850
Flt Protected	0.950			0.950				0.956			0.958	
Satd. Flow (prot)	1770	5080	0	1770	5080	0	0	1781	1863	0	1785	1583
Flt Permitted	0.035			0.950				0.956			0.958	
Satd. Flow (perm)	65	5080	0	1770	5080	0	0	1781	1863	0	1785	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1										61
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		874			246			109			996	
Travel Time (s)		19.9			5.6			2.5			22.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	46	1946	13	28	2672	9	86	8	0	36	5	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	46	1959	0	28	2681	0	0	94	0	0	41	9
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Prot	NA		Split	NA	pt+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2		4	4	4 5	8	8	1
Permitted Phases	6											8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2		4	4	4 5	8	8	1
Switch Phase												
Minimum Initial (s)	5.0	16.0		5.0	16.0		7.0	7.0		7.0	7.0	5.0
Minimum Split (s)	11.4	31.4		9.5	31.4		31.6	31.6		31.6	31.6	11.4
Total Split (s)	11.4	105.2		11.6	105.4		31.6	31.6		31.6	31.6	11.4
Total Split (%)	6.3%	58.4%		6.4%	58.6%		17.6%	17.6%		17.6%	17.6%	6.3%
Maximum Green (s)	5.0	98.8		7.1	99.0		25.0	25.0		25.0	25.0	5.0
Yellow Time (s)	4.4	4.4		3.5	4.4		4.0	4.0		4.0	4.0	4.4
All-Red Time (s)	2.0	2.0		1.0	2.0		2.6	2.6		2.6	2.6	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	6.4	6.4		4.5	6.4			6.6			6.6	6.4
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Vehicle Extension (s)	3.5	1.0		3.0	1.0		3.5	3.5		3.5	3.5	3.5
Recall Mode	None	C-Max		None	C-Max		Max	Max		None	None	None
Walk Time (s)		7.0			7.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		18.0			18.0		20.0	20.0		20.0	20.0	
Pedestrian Calls (#/hr)		1			0		2	2		2	2	
Act Effct Green (s)	121.2	115.7		7.5	115.1			25.0			12.4	23.0
Actuated g/C Ratio	0.67	0.64		0.04	0.64			0.14			0.07	0.13
v/c Ratio	0.43	0.60		0.38	0.83			0.38			0.33	0.04
Control Delay	31.6	21.6		91.5	13.5			75.5			84.5	0.2
Queue Delay	0.0	0.4		0.0	0.0			0.0			0.0	0.0
Total Delay	31.6	22.0		91.5	13.5			75.5			84.5	0.2
LOS	C	C		F	B			E			F	A
Approach Delay		22.3			14.3			75.5			69.4	
Approach LOS		C			B			E			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 80 (44%), Referenced to phase 2:WBT and 6:EBTL, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 19.3		Intersection LOS: B	
Intersection Capacity Utilization 75.9%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 14: Flagler St & SW 74th Ave



Queues
14: Flagler St & SW 74th Ave

08/06/2019

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	46	1959	28	2681	94	41	9
v/c Ratio	0.43	0.60	0.38	0.83	0.38	0.33	0.04
Control Delay	31.6	21.6	91.5	13.5	75.5	84.5	0.2
Queue Delay	0.0	0.4	0.0	0.0	0.0	0.0	0.0
Total Delay	31.6	22.0	91.5	13.5	75.5	84.5	0.2
Queue Length 50th (ft)	16	497	34	381	103	48	0
Queue Length 95th (ft)	#62	660	m33	m424	168	86	0
Internal Link Dist (ft)		794		166	29	916	
Turn Bay Length (ft)	200						85
Base Capacity (vph)	107	3266	76	3249	247	247	255
Starvation Cap Reductn	0	714	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.77	0.37	0.83	0.38	0.17	0.04

Intersection Summary

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th Signalized Intersection Summary
14: Flagler St & SW 74th Ave

08/07/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	1868	12	27	2565	9	83	8	0	35	5	9
Future Volume (veh/h)	44	1868	12	27	2565	9	83	8	0	35	5	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	1946	12	28	2672	9	86	8	0	36	5	9
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	117	3511	22	37	3446	12	227	21	253	56	8	96
Arrive On Green	0.02	0.67	0.67	0.02	0.66	0.66	0.14	0.14	0.00	0.04	0.04	0.04
Sat Flow, veh/h	1781	5236	32	1781	5254	18	1636	152	1585	1573	219	1585
Grp Volume(v), veh/h	46	1265	693	28	1731	950	94	0	0	41	0	9
Grp Sat Flow(s),veh/h/ln	1781	1702	1865	1781	1702	1867	1789	0	1585	1792	0	1585
Q Serve(g_s), s	1.5	35.1	35.1	2.8	64.0	64.2	8.6	0.0	0.0	4.1	0.0	1.0
Cycle Q Clear(g_c), s	1.5	35.1	35.1	2.8	64.0	64.2	8.6	0.0	0.0	4.1	0.0	1.0
Prop In Lane	1.00		0.02	1.00		0.01	0.91		1.00	0.88		1.00
Lane Grp Cap(c), veh/h	117	2283	1250	37	2233	1225	248	0	253	64	0	96
V/C Ratio(X)	0.39	0.55	0.55	0.75	0.78	0.78	0.38	0.00	0.00	0.64	0.00	0.09
Avail Cap(c_a), veh/h	122	2283	1250	70	2233	1225	248	0	253	249	0	260
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.1	15.5	15.5	87.7	21.7	21.7	70.4	0.0	0.0	85.6	0.0	79.9
Incr Delay (d2), s/veh	2.4	0.9	1.7	25.6	2.7	4.9	4.3	0.0	0.0	12.2	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	14.0	15.6	1.6	26.1	29.4	4.3	0.0	0.0	2.1	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.5	16.4	17.2	113.3	24.4	26.5	74.8	0.0	0.0	97.8	0.0	80.4
LnGrp LOS	C	B	B	F	C	C	E	A	A	F	A	F
Approach Vol, veh/h		2004			2709			94			50	
Approach Delay, s/veh		17.1			26.1			74.8			94.7	
Approach LOS		B			C			E			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.9	124.5		31.6	8.3	127.1		13.0				
Change Period (Y+Rc), s	6.4	6.4		6.6	4.5	6.4		6.6				
Max Green Setting (Gmax), s	5.0	99.0		25.0	7.1	98.8		25.0				
Max Q Clear Time (g_c+I1), s	3.5	66.2		10.6	4.8	37.1		6.1				
Green Ext Time (p_c), s	0.0	12.0		0.4	0.0	7.0		0.2				

Intersection Summary

HCM 6th Ctrl Delay	24.0	
HCM 6th LOS	C	

Notes

User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	232	1410	276	78	1598	0	191	280	10	369	650	846
Future Volume (vph)	232	1410	276	78	1598	0	191	280	10	369	650	846
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		0	0		0	350		0	0		0
Storage Lanes	1		0	1		0	1		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.975						0.995				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4958	0	1770	5085	0	1770	3522	0	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	4958	0	1770	5085	0	1770	3522	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		31						2				62
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1057			473			1114			119	
Travel Time (s)		24.0			10.8			25.3			2.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	237	1439	282	80	1631	0	195	286	10	377	663	863
Shared Lane Traffic (%)												
Lane Group Flow (vph)	237	1721	0	80	1631	0	195	296	0	377	663	863
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	1	6		5	2		7	4		3	8	1
Permitted Phases												8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2		7	4		3	8	1
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	7.0		5.0	7.0	5.0
Minimum Split (s)	24.7	36.7		11.7	36.7		11.6	35.6		11.6	35.6	24.7
Total Split (s)	53.0	91.7		22.3	61.0		25.4	36.0		30.0	40.6	53.0
Total Split (%)	29.4%	50.9%		12.4%	33.9%		14.1%	20.0%		16.7%	22.6%	29.4%
Maximum Green (s)	46.3	85.0		15.6	54.3		18.8	29.4		23.4	34.0	46.3
Yellow Time (s)	4.4	4.4		4.4	4.4		4.4	4.4		4.4	4.4	4.4
All-Red Time (s)	2.3	2.3		2.3	2.3		2.2	2.2		2.2	2.2	2.3
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.7	6.7		6.7	6.7		6.6	6.6		6.6	6.6	6.7
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	5.0	1.0		2.0	1.0		2.0	4.0		2.0	3.0	5.0
Recall Mode	None	Max		None	Max		None	None		C-Max	None	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		23.0			23.0			22.0			22.0	
Pedestrian Calls (#/hr)		4			1			9			0	
Act Effct Green (s)	46.3	88.5		12.1	54.3		18.8	29.4		23.4	34.0	86.9
Actuated g/C Ratio	0.26	0.49		0.07	0.30		0.10	0.16		0.13	0.19	0.48
v/c Ratio	0.52	0.70		0.68	1.06		1.06	0.51		0.85	0.99	1.08
Control Delay	85.6	30.9		108.3	100.6		155.6	71.9		93.8	104.3	97.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	85.6	30.9		108.3	100.6		155.6	71.9		93.8	104.3	97.5
LOS	F	C		F	F		F	E		F	F	F
Approach Delay		37.5			100.9			105.1			99.2	
Approach LOS		D			F			F			F	

Intersection Summary		
Area Type:	Other	
Cycle Length: 180		
Actuated Cycle Length: 180		
Offset: 152 (84%), Referenced to phase 3:SBL, Start of Green		
Natural Cycle: 140		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 1.08		
Intersection Signal Delay: 80.2	Intersection LOS: F	
Intersection Capacity Utilization 110.5%	ICU Level of Service H	
Analysis Period (min) 15		

Splits and Phases: 19: NW 72nd Ave & Flagler St



Queues
19: NW 72nd Ave & Flagler St

08/06/2019

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	237	1721	80	1631	195	296	377	663	863
v/c Ratio	0.52	0.70	0.68	1.06	1.06	0.51	0.85	0.99	1.08
Control Delay	85.6	30.9	108.3	100.6	155.6	71.9	93.8	104.3	97.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.6	30.9	108.3	100.6	155.6	71.9	93.8	104.3	97.5
Queue Length 50th (ft)	289	284	94	~773	~251	169	228	417	~1098
Queue Length 95th (ft)	387	457	156	#867	#429	224	#308	#556	#1365
Internal Link Dist (ft)		977		393		1034		39	
Turn Bay Length (ft)	500				350				
Base Capacity (vph)	455	2453	153	1533	184	576	446	668	796
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.70	0.52	1.06	1.06	0.51	0.85	0.99	1.08

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary
19: NW 72nd Ave & Flagler St

08/06/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	232	1410	276	78	1598	0	191	280	10	369	650	846
Future Volume (veh/h)	232	1410	276	78	1598	0	191	280	10	369	650	846
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	237	1439	282	80	1631	0	195	286	10	377	663	863
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	0	2	2	2	2	2	2
Cap, veh/h	268	2024	396	97	1923		186	619	22	514	785	588
Arrive On Green	0.15	0.47	0.47	0.05	0.38	0.00	0.10	0.18	0.18	0.15	0.22	0.22
Sat Flow, veh/h	1781	4285	838	1781	5274	0	1781	3503	122	3456	3554	1585
Grp Volume(v), veh/h	237	1142	579	80	1631	0	195	145	151	377	663	863
Grp Sat Flow(s),veh/h/ln	1781	1702	1720	1781	1702	0	1781	1777	1848	1728	1777	1585
Q Serve(g_s), s	23.5	48.0	48.2	8.0	52.7	0.0	18.8	13.1	13.2	18.8	32.2	39.7
Cycle Q Clear(g_c), s	23.5	48.0	48.2	8.0	52.7	0.0	18.8	13.1	13.2	18.8	32.2	39.7
Prop In Lane	1.00		0.49	1.00		0.00	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	268	1607	812	97	1923		186	314	327	514	785	588
V/C Ratio(X)	0.89	0.71	0.71	0.82	0.85		1.05	0.46	0.46	0.73	0.84	1.47
Avail Cap(c_a), veh/h	458	1607	812	154	1923		186	314	327	514	785	588
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	75.0	37.7	37.8	84.2	51.4	0.0	80.6	66.4	66.5	73.2	67.2	56.6
Incr Delay (d2), s/veh	18.4	2.7	5.3	8.7	4.9	0.0	79.2	1.5	1.5	4.8	8.4	219.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.2	20.8	21.7	4.0	23.4	0.0	12.8	6.2	6.4	8.7	15.6	62.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	93.4	40.4	43.1	92.9	56.2	0.0	159.8	67.9	67.9	78.0	75.6	276.1
LnGrp LOS	F	D	D	F	E		F	E	E	E	E	F
Approach Vol, veh/h		1958			1711	A		491			1903	
Approach Delay, s/veh		47.6			58.0			104.4			167.0	
Approach LOS		D			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	33.7	74.5	33.4	38.4	16.6	91.7	25.4	46.3
Change Period (Y+Rc), s	* 6.7	* 6.7	* 6.6	* 6.6	* 6.7	* 6.7	* 6.6	* 6.6
Max Green Setting (Gmax), s	* 46	* 54	* 23	* 29	* 16	* 85	* 19	* 34
Max Q Clear Time (g_c+I1), s	25.5	54.7	20.8	15.2	10.0	50.2	20.8	41.7
Green Ext Time (p_c), s	1.6	0.0	0.2	1.9	0.0	5.8	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	92.6
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

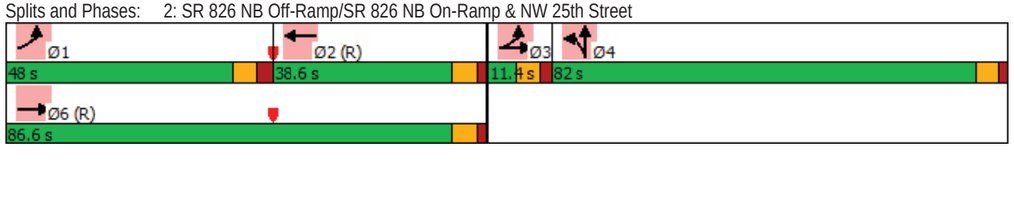
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	596	1471	0	0	745	169	1058	162	1141	0	0	0
Future Volume (vph)	596	1471	0	0	745	169	1058	162	1141	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		350	415		0	0		0
Storage Lanes	2		0	0		1	2		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.86	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3433	5085	0	0	6408	1583	3433	1863	1583	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3433	5085	0	0	6408	1583	3433	1863	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						184			547			
Link Speed (mph)		30			30			35			30	
Link Distance (ft)		287			1329			1466			505	
Travel Time (s)		6.5			30.2			28.6			11.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	648	1599	0	0	810	184	1150	176	1240	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	648	1599	0	0	810	184	1150	176	1240	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA			NA	Free	Split	NA	Free			
Protected Phases	1 3	6 3			2		4	4				
Permitted Phases						Free			Free			
Minimum Split (s)					22.4		13.0	13.0				
Total Split (s)					38.6		82.0	82.0				
Total Split (%)					21.4%		45.6%	45.6%				
Maximum Green (s)					32.2		76.0	76.0				
Yellow Time (s)					4.4		4.0	4.0				
All-Red Time (s)					2.0		2.0	2.0				
Lost Time Adjust (s)					0.0		0.0	0.0				
Total Lost Time (s)					6.4		6.0	6.0				
Lead/Lag					Lag		Lag	Lag				
Lead-Lag Optimize?					Yes		Yes	Yes				
Walk Time (s)					0.0		0.0	0.0				
Flash Dont Walk (s)					0.0		0.0	0.0				
Pedestrian Calls (#/hr)					0		0	0				
Act Effct Green (s)	44.6	91.6			32.2	180.0	76.0	76.0	180.0			
Actuated g/C Ratio	0.25	0.51			0.18	1.00	0.42	0.42	1.00			
v/c Ratio	0.76	0.62			0.71	0.12	0.79	0.22	0.78			

Lane Group	Ø1	Ø3	Ø6
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Turn Type			
Protected Phases	1	3	6
Permitted Phases			
Minimum Split (s)	11.4	11.4	22.4
Total Split (s)	48.0	11.4	86.6
Total Split (%)	27%	6%	48%
Maximum Green (s)	40.6	5.0	80.2
Yellow Time (s)	4.4	4.4	4.4
All-Red Time (s)	3.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	
Walk Time (s)	0.0		0.0
Flash Dont Walk (s)	0.0		0.0
Pedestrian Calls (#/hr)	0		0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	64.9	31.2			73.3	0.1	50.2	34.2	4.0			
Queue Delay	52.7	48.6			36.3	0.0	1.1	0.0	0.0			
Total Delay	117.5	79.9			109.6	0.1	51.3	34.2	4.0			
LOS	F	E			F	A	D	C	A			
Approach Delay		90.7			89.4			27.2				
Approach LOS		F			F			C				

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 164 (91%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 90			
Control Type: Pretimed			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 62.4		Intersection LOS: E	
Intersection Capacity Utilization 89.7%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 2: SR 826 NB Off-Ramp/SR 826 NB On-Ramp & NW 25th Street



Lane Group	Ø1	Ø3	Ø6
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			

Intersection Summary

Queues
2: SR 826 NB Off-Ramp/SR 826 NB On-Ramp & NW 25th Street

08/06/2019

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	648	1599	810	184	1150	176	1240
v/c Ratio	0.76	0.62	0.71	0.12	0.79	0.22	0.78
Control Delay	64.9	31.2	73.3	0.1	50.2	34.2	4.0
Queue Delay	52.7	48.6	36.3	0.0	1.1	0.0	0.0
Total Delay	117.5	79.9	109.6	0.1	51.3	34.2	4.0
Queue Length 50th (ft)	364	486	265	0	606	132	0
Queue Length 95th (ft)	435	519	306	0	697	194	0
Internal Link Dist (ft)		207	1249			1386	
Turn Bay Length (ft)				350	415		
Base Capacity (vph)	850	2587	1146	1583	1449	786	1583
Starvation Cap Reductn	345	1210	0	0	0	0	0
Spillback Cap Reductn	0	0	384	0	122	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.28	1.16	1.06	0.12	0.87	0.22	0.78

Intersection Summary

HCM Signalized Intersection Capacity Analysis
2: SR 826 NB Off-Ramp/SR 826 NB On-Ramp & NW 25th Street

08/06/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	596	1471	0	0	745	169	1058	162	1141	0	0	0
Future Volume (vph)	596	1471	0	0	745	169	1058	162	1141	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.4	6.4			6.4	4.0	6.0	6.0	4.0			
Lane Util. Factor	0.97	0.91			0.86	1.00	0.97	1.00	1.00			
Frt	1.00	1.00			1.00	0.85	1.00	1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00	1.00			
Satd. Flow (prot)	3433	5085			6408	1583	3433	1863	1583			
Flt Permitted	0.95	1.00			1.00	1.00	0.95	1.00	1.00			
Satd. Flow (perm)	3433	5085			6408	1583	3433	1863	1583			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	648	1599	0	0	810	184	1150	176	1240	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	648	1599	0	0	810	184	1150	176	1240	0	0	0
Turn Type	Prot	NA			NA	Free	Split	NA	Free			
Protected Phases	1 3	6 3			2		4	4				
Permitted Phases						Free			Free			
Actuated Green, G (s)	45.6	91.6			32.2	180.0	76.0	76.0	180.0			
Effective Green, g (s)	45.6	91.6			32.2	180.0	76.0	76.0	180.0			
Actuated g/C Ratio	0.25	0.51			0.18	1.00	0.42	0.42	1.00			
Clearance Time (s)					6.4		6.0	6.0				
Lane Grp Cap (vph)	869	2587			1146	1583	1449	786	1583			
v/s Ratio Prot	0.19	0.31			0.13		0.33	0.09				
v/s Ratio Perm						0.12			c0.78			
v/c Ratio	0.75	0.62			0.71	0.12	0.79	0.22	0.78			
Uniform Delay, d1	61.9	31.7			69.5	0.0	45.2	33.2	0.0			
Progression Factor	1.13	0.95			1.00	1.00	1.00	1.00	1.00			
Incremental Delay, d2	4.9	0.9			3.7	0.1	4.6	0.7	4.0			
Delay (s)	74.7	31.1			73.1	0.1	49.7	33.8	4.0			
Level of Service	E	C			E	A	D	C	A			
Approach Delay (s)		43.7			59.6			26.5			0.0	
Approach LOS		D			E			C			A	

Intersection Summary			
HCM 2000 Control Delay	38.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	26.2
Intersection Capacity Utilization	89.7%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

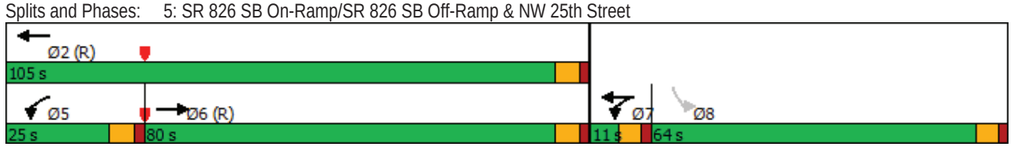
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1334	370	249	1554	0	0	0	0	733	0	954
Future Volume (vph)	0	1334	370	249	1554	0	0	0	0	733	0	954
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		370	0		0	0		0	0		0
Storage Lanes	0		1	2		0	0		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.81	1.00	0.97	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	7544	1583	3433	3539	0	0	0	0	3433	0	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	7544	1583	3433	3539	0	0	0	0	3433	0	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			355									424
Link Speed (mph)		30			30			30			35	
Link Distance (ft)		1353			287			1337			1320	
Travel Time (s)		30.8			6.5			30.4			25.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1450	402	271	1689	0	0	0	0	797	0	1037
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1450	402	271	1689	0	0	0	0	797	0	1037
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA	Free	Prot	NA					Perm		Free
Protected Phases		6		5 7	2 7							
Permitted Phases			Free							8		Free
Minimum Split (s)		22.4								13.0		
Total Split (s)		80.0								64.0		
Total Split (%)		44.4%								35.6%		
Maximum Green (s)		73.6								58.0		
Yellow Time (s)		4.4								4.0		
All-Red Time (s)		2.0								2.0		
Lost Time Adjust (s)		0.0								0.0		
Total Lost Time (s)		6.4								6.0		
Lead/Lag		Lag								Lag		
Lead-Lag Optimize?		Yes								Yes		
Walk Time (s)		0.0								0.0		
Flash Dont Walk (s)		0.0								0.0		
Pedestrian Calls (#/hr)		0								0		
Act Effct Green (s)		73.6	180.0	23.2	109.6					58.0		180.0
Actuated g/C Ratio		0.41	1.00	0.13	0.61					0.32		1.00
v/c Ratio		0.47	0.25	0.61	0.78					0.72		0.66

Lane Group	Ø2	Ø5	Ø7
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Turn Type			
Protected Phases	2	5	7
Permitted Phases			
Minimum Split (s)	22.4	11.4	11.0
Total Split (s)	105.0	25.0	11.0
Total Split (%)	58%	14%	6%
Maximum Green (s)	98.6	18.6	5.0
Yellow Time (s)	4.4	4.4	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lead
Lead-Lag Optimize?		Yes	Yes
Walk Time (s)	0.0		
Flash Dont Walk (s)	0.0		
Pedestrian Calls (#/hr)	0		
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		39.6	0.4	58.4	39.0					58.3		2.1
Queue Delay		0.9	0.0	0.5	48.1					0.0		0.0
Total Delay		40.5	0.4	59.0	87.2					58.3		2.1
LOS		D	A	E	F					E		A
Approach Delay		31.8			83.3						26.5	
Approach LOS		C			F						C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 62 (34%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 65			
Control Type: Pretimed			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 48.0		Intersection LOS: D	
Intersection Capacity Utilization 89.7%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 5: SR 826 SB On-Ramp/SR 826 SB Off-Ramp & NW 25th Street



Lane Group	Ø2	Ø5	Ø7
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			

Intersection Summary

Queues
5: SR 826 SB On-Ramp/SR 826 SB Off-Ramp & NW 25th Street

08/06/2019

Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	1450	402	271	1689	797	1037
v/c Ratio	0.47	0.25	0.61	0.78	0.72	0.66
Control Delay	39.6	0.4	58.4	39.0	58.3	2.1
Queue Delay	0.9	0.0	0.5	48.1	0.0	0.0
Total Delay	40.5	0.4	59.0	87.2	58.3	2.1
Queue Length 50th (ft)	309	0	92	1112	430	0
Queue Length 95th (ft)	337	0	m142	1179	510	0
Internal Link Dist (ft)	1273			207		
Turn Bay Length (ft)		370				
Base Capacity (vph)	3084	1583	442	2154	1106	1583
Starvation Cap Reductn	0	0	29	804	0	0
Spillback Cap Reductn	1244	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.25	0.66	1.25	0.72	0.66

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis
5: SR 826 SB On-Ramp/SR 826 SB Off-Ramp & NW 25th Street

08/06/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1334	370	249	1554	0	0	0	0	733	0	954
Future Volume (vph)	0	1334	370	249	1554	0	0	0	0	733	0	954
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.4	4.0	6.4	6.4					6.0		4.0
Lane Util. Factor		0.81	1.00	0.97	0.95					0.97		1.00
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		7544	1583	3433	3539					3433		1583
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		7544	1583	3433	3539					3433		1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1450	402	271	1689	0	0	0	0	797	0	1037
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1450	402	271	1689	0	0	0	0	797	0	1037
Turn Type		NA	Free	Prot	NA					Perm		Free
Protected Phases		6		5 7	2 7							
Permitted Phases			Free							8		Free
Actuated Green, G (s)		73.6	180.0	23.6	110.0					58.0		180.0
Effective Green, g (s)		73.6	180.0	23.6	110.0					58.0		180.0
Actuated g/C Ratio		0.41	1.00	0.13	0.61					0.32		1.00
Clearance Time (s)		6.4								6.0		
Lane Grp Cap (vph)		3084	1583	450	2162					1106		1583
v/s Ratio Prot		0.19		0.08	c0.48							
v/s Ratio Perm			0.25							0.23		c0.65
v/c Ratio	0.47	0.25	0.60	0.78						0.72		0.66
Uniform Delay, d1	38.9	0.0	73.8	26.0						53.8		0.0
Progression Factor	1.00	1.00	1.05	1.39						1.00		1.00
Incremental Delay, d2	0.5	0.4	3.7	1.8						4.1		2.1
Delay (s)	39.4	0.4	81.4	38.0						57.9		2.1
Level of Service	D	A	F	D						E		A
Approach Delay (s)	31.0			44.0		0.0			26.4			
Approach LOS	C			D		A			C			

Intersection Summary			
HCM 2000 Control Delay	34.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	24.8
Intersection Capacity Utilization	89.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

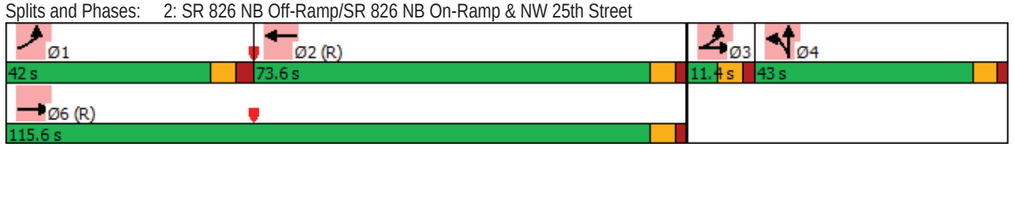
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	363	726	0	0	1341	263	358	109	836	0	0	0
Future Volume (vph)	363	726	0	0	1341	263	358	109	836	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		350	415		0	0		0
Storage Lanes	2		0	0		1	2		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.86	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3433	5085	0	0	6408	1583	3433	1863	1583	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3433	5085	0	0	6408	1583	3433	1863	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						214			471			
Link Speed (mph)		30			30			35			30	
Link Distance (ft)		287			1329			1466			505	
Travel Time (s)		6.5			30.2			28.6			11.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	395	789	0	0	1458	286	389	118	909	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	395	789	0	0	1458	286	389	118	909	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA			NA	Free	Split	NA	Free			
Protected Phases	1 3	6 3			2		4	4				
Permitted Phases						Free			Free			
Minimum Split (s)					22.4		13.0	13.0				
Total Split (s)					73.6		43.0	43.0				
Total Split (%)					43.3%		25.3%	25.3%				
Maximum Green (s)					67.2		37.0	37.0				
Yellow Time (s)					4.4		4.0	4.0				
All-Red Time (s)					2.0		2.0	2.0				
Lost Time Adjust (s)					0.0		0.0	0.0				
Total Lost Time (s)					6.4		6.0	6.0				
Lead/Lag					Lag		Lag	Lag				
Lead-Lag Optimize?					Yes		Yes	Yes				
Walk Time (s)					0.0		0.0	0.0				
Flash Dont Walk (s)					0.0		0.0	0.0				
Pedestrian Calls (#/hr)					0		0	0				
Act Effct Green (s)	38.6	120.6			67.2	170.0	37.0	37.0	170.0			
Actuated g/C Ratio	0.23	0.71			0.40	1.00	0.22	0.22	1.00			
v/c Ratio	0.51	0.22			0.58	0.18	0.52	0.29	0.57			

Lane Group	Ø1	Ø3	Ø6
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Turn Type			
Protected Phases	1	3	6
Permitted Phases			
Minimum Split (s)	11.4	11.4	22.4
Total Split (s)	42.0	11.4	115.6
Total Split (%)	25%	7%	68%
Maximum Green (s)	34.6	5.0	109.2
Yellow Time (s)	4.4	4.4	4.4
All-Red Time (s)	3.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	
Walk Time (s)	0.0		0.0
Flash Dont Walk (s)	0.0		0.0
Pedestrian Calls (#/hr)	0		0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	32.7	29.9			41.3	0.3	61.6	57.9	1.5			
Queue Delay	2.3	5.0			0.0	0.0	0.0	0.0	0.0			
Total Delay	35.0	34.9			41.3	0.3	61.6	57.9	1.5			
LOS	D	C			D	A	E	E	A			
Approach Delay		35.0			34.6			22.7				
Approach LOS		C			C			C				

Intersection Summary			
Area Type:	Other		
Cycle Length: 170			
Actuated Cycle Length: 170			
Offset: 164 (96%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay: 30.8		Intersection LOS: C	
Intersection Capacity Utilization 56.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: SR 826 NB Off-Ramp/SR 826 NB On-Ramp & NW 25th Street



Lane Group	Ø1	Ø3	Ø6
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			

Intersection Summary

Queues
2: SR 826 NB Off-Ramp/SR 826 NB On-Ramp & NW 25th Street

08/06/2019

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	395	789	1458	286	389	118	909
v/c Ratio	0.51	0.22	0.58	0.18	0.52	0.29	0.57
Control Delay	32.7	29.9	41.3	0.3	61.6	57.9	1.5
Queue Delay	2.3	5.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.0	34.9	41.3	0.3	61.6	57.9	1.5
Queue Length 50th (ft)	155	235	368	0	199	111	0
Queue Length 95th (ft)	212	291	407	0	256	176	0
Internal Link Dist (ft)		207	1249			1386	
Turn Bay Length (ft)				350	415		
Base Capacity (vph)	779	3607	2533	1583	747	405	1583
Starvation Cap Reductn	252	2732	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.90	0.58	0.18	0.52	0.29	0.57

Intersection Summary

HCM Signalized Intersection Capacity Analysis
2: SR 826 NB Off-Ramp/SR 826 NB On-Ramp & NW 25th Street

08/06/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	363	726	0	0	1341	263	358	109	836	0	0	0
Future Volume (vph)	363	726	0	0	1341	263	358	109	836	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.4	6.4			6.4	4.0	6.0	6.0	4.0			
Lane Util. Factor	0.97	0.91			0.86	1.00	0.97	1.00	1.00			
Frt	1.00	1.00			1.00	0.85	1.00	1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00	1.00			
Satd. Flow (prot)	3433	5085			6408	1583	3433	1863	1583			
Flt Permitted	0.95	1.00			1.00	1.00	0.95	1.00	1.00			
Satd. Flow (perm)	3433	5085			6408	1583	3433	1863	1583			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	395	789	0	0	1458	286	389	118	909	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	395	789	0	0	1458	286	389	118	909	0	0	0
Turn Type	Prot	NA			NA	Free	Split	NA	Free			
Protected Phases	1 3	6 3			2		4	4				
Permitted Phases						Free			Free			
Actuated Green, G (s)	39.6	120.6			67.2	170.0	37.0	37.0	170.0			
Effective Green, g (s)	39.6	120.6			67.2	170.0	37.0	37.0	170.0			
Actuated g/C Ratio	0.23	0.71			0.40	1.00	0.22	0.22	1.00			
Clearance Time (s)					6.4		6.0	6.0				
Lane Grp Cap (vph)	799	3607			2533	1583	747	405	1583			
v/s Ratio Prot	0.12	0.16			0.23		0.11	0.06				
v/s Ratio Perm						0.18			c0.57			
v/c Ratio	0.49	0.22			0.58	0.18	0.52	0.29	0.57			
Uniform Delay, d1	56.5	8.5			40.2	0.0	58.7	55.5	0.0			
Progression Factor	0.65	3.49			1.00	1.00	1.00	1.00	1.00			
Incremental Delay, d2	2.0	0.1			1.0	0.3	2.6	1.8	1.5			
Delay (s)	38.5	29.8			41.2	0.3	61.3	57.4	1.5			
Level of Service	D	C			D	A	E	E	A			
Approach Delay (s)		32.7			34.5			22.6			0.0	
Approach LOS		C			C			C			A	

Intersection Summary			
HCM 2000 Control Delay	30.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	26.2
Intersection Capacity Utilization	56.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

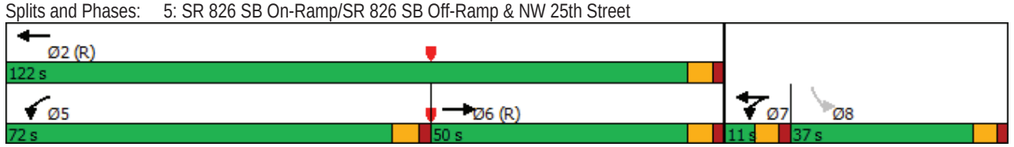
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	829	1295	702	997	0	0	0	0	260	0	387
Future Volume (vph)	0	829	1295	702	997	0	0	0	0	260	0	387
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		370	0		0	0		0	0		0
Storage Lanes	0		1	2		0	0		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.81	1.00	0.97	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	7544	1583	3433	3539	0	0	0	0	3433	0	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	7544	1583	3433	3539	0	0	0	0	3433	0	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			606									360
Link Speed (mph)		30			30			30			35	
Link Distance (ft)		1353			287			1337			1320	
Travel Time (s)		30.8			6.5			30.4			25.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	901	1408	763	1084	0	0	0	0	283	0	421
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	901	1408	763	1084	0	0	0	0	283	0	421
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA	Free	Prot	NA					Perm		Free
Protected Phases		6		5 7	2 7							
Permitted Phases			Free							8		Free
Minimum Split (s)		22.4								13.0		
Total Split (s)		50.0								37.0		
Total Split (%)		29.4%								21.8%		
Maximum Green (s)		43.6								31.0		
Yellow Time (s)		4.4								4.0		
All-Red Time (s)		2.0								2.0		
Lost Time Adjust (s)		0.0								0.0		
Total Lost Time (s)		6.4								6.0		
Lead/Lag		Lag								Lag		
Lead-Lag Optimize?		Yes								Yes		
Walk Time (s)		0.0								0.0		
Flash Dont Walk (s)		0.0								0.0		
Pedestrian Calls (#/hr)		0								0		
Act Effct Green (s)		43.6	170.0	70.2	126.6					31.0		170.0
Actuated g/C Ratio		0.26	1.00	0.41	0.74					0.18		1.00
v/c Ratio		0.47	0.89	0.54	0.41					0.45		0.27

Lane Group	Ø2	Ø5	Ø7
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Turn Type			
Protected Phases	2	5	7
Permitted Phases			
Minimum Split (s)	22.4	11.4	11.0
Total Split (s)	122.0	72.0	11.0
Total Split (%)	72%	42%	6%
Maximum Green (s)	115.6	65.6	5.0
Yellow Time (s)	4.4	4.4	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lead
Lead-Lag Optimize?		Yes	Yes
Walk Time (s)	0.0		
Flash Dont Walk (s)	0.0		
Pedestrian Calls (#/hr)	0		
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		54.3	8.3	15.0	1.4					64.6		0.4
Queue Delay		0.1	0.0	0.3	0.2					0.5		0.0
Total Delay		54.4	8.3	15.4	1.5					65.1		0.4
LOS		D	A	B	A					E		A
Approach Delay		26.3			7.3						26.4	
Approach LOS		C			A						C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 170			
Actuated Cycle Length: 170			
Offset: 62 (36%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 65			
Control Type: Pretimed			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 19.1		Intersection LOS: B	
Intersection Capacity Utilization 56.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 5: SR 826 SB On-Ramp/SR 826 SB Off-Ramp & NW 25th Street



Lane Group	Ø2	Ø5	Ø7
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			

Intersection Summary

Queues
5: SR 826 SB On-Ramp/SR 826 SB Off-Ramp & NW 25th Street

08/06/2019

Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	901	1408	763	1084	283	421
v/c Ratio	0.47	0.89	0.54	0.41	0.45	0.27
Control Delay	54.3	8.3	15.0	1.4	64.6	0.4
Queue Delay	0.1	0.0	0.3	0.2	0.5	0.0
Total Delay	54.4	8.3	15.4	1.5	65.1	0.4
Queue Length 50th (ft)	211	0	120	21	146	0
Queue Length 95th (ft)	242	0	138	7	196	0
Internal Link Dist (ft)	1273			207		
Turn Bay Length (ft)		370				
Base Capacity (vph)	1934	1583	1417	2635	626	1583
Starvation Cap Reductn	0	0	213	661	0	0
Spillback Cap Reductn	198	0	0	0	97	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.89	0.63	0.55	0.53	0.27

Intersection Summary

HCM Signalized Intersection Capacity Analysis
5: SR 826 SB On-Ramp/SR 826 SB Off-Ramp & NW 25th Street

08/06/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	829	1295	702	997	0	0	0	0	260	0	387
Future Volume (vph)	0	829	1295	702	997	0	0	0	0	260	0	387
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.4	4.0	6.4	6.4					6.0		4.0
Lane Util. Factor		0.81	1.00	0.97	0.95					0.97		1.00
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		7544	1583	3433	3539					3433		1583
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		7544	1583	3433	3539					3433		1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	901	1408	763	1084	0	0	0	0	283	0	421
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	901	1408	763	1084	0	0	0	0	283	0	421
Turn Type		NA	Free	Prot	NA					Perm		Free
Protected Phases		6		5 7	2 7							
Permitted Phases			Free							8		Free
Actuated Green, G (s)		43.6	170.0	70.6	127.0					31.0		170.0
Effective Green, g (s)		43.6	170.0	70.6	127.0					31.0		170.0
Actuated g/C Ratio		0.26	1.00	0.42	0.75					0.18		1.00
Clearance Time (s)		6.4								6.0		
Lane Grp Cap (vph)		1934	1583	1425	2643					626		1583
v/s Ratio Prot		0.12		0.22	0.31							
v/s Ratio Perm			c0.89							0.08		0.27
v/c Ratio	0.47	0.89	0.54	0.41						0.45		0.27
Uniform Delay, d1	53.4	0.0	37.4	7.8						61.9		0.0
Progression Factor	1.00	1.00	0.42	0.12						1.00		1.00
Incremental Delay, d2	0.8	7.9	1.2	0.4						2.4		0.4
Delay (s)	54.2	7.9	17.0	1.3						64.3		0.4
Level of Service	D	A	B	A						E		A
Approach Delay (s)	26.0			7.8		0.0			26.1			
Approach LOS	C			A		A			C			

Intersection Summary			
HCM 2000 Control Delay	19.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	24.8
Intersection Capacity Utilization	56.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

APPENDIX O

2045 Preferred Alternative Output HCS Reports (SR 826)

HCS7 Freeway Diverge Report

Project Information

Analyst	AECOM	Date	12/17/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK NB
Project Description	SR 826 - Alternative 2 #2		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	60.0	40.0
Segment Length (L) / Deceleration Length (L_D), ft	1500	200
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

	Freeway	Ramp
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

	Freeway	Ramp
Demand Volume (V_i), veh/h	2987	145
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	4.40	1.50
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.958	0.985
Flow Rate (v_i), pc/h	3282	155
Capacity (c), pc/h	6900	2000
Volume-to-Capacity Ratio (v/c)	0.48	0.08

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	-	Density in Ramp Influence Area (D_R), pc/mi/ln	21.8
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (D_S)	0.377
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	1029
Distance to Downstream Ramp (L_{DOWN}), ft	-	Off-Ramp Influence Area Speed (S_R), mi/h	53.2
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FD})	0.671	Outer Lanes Freeway Speed (S_O), mi/h	65.7
Flow in Lanes 1 and 2 (v_{12}), pc/h	2253	Ramp Junction Speed (S), mi/h	56.6
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	-	Average Density (D), pc/mi/ln	19.3
Level of Service (LOS)	C		

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HCS7 Freeway Diverge Report

Project Information

Analyst	AECOM	Date	12/17/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK NB
Project Description	SR 826 - Alternative 2 #2		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	60.0	40.0
Segment Length (L) / Deceleration Length (L_D), ft	1500	200
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

	Freeway	Ramp
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

	Freeway	Ramp
Demand Volume (V_i), veh/h	3933	171
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	4.40	1.50
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.958	0.985
Flow Rate (v_i), pc/h	4322	183
Capacity (c), pc/h	6900	2000
Volume-to-Capacity Ratio (v/c)	0.63	0.09

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	-	Density in Ramp Influence Area (D_R), pc/mi/ln	27.0
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (D_S)	0.379
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	1473
Distance to Downstream Ramp (L_{DOWN}), ft	-	Off-Ramp Influence Area Speed (S_R), mi/h	53.2
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FD})	0.644	Outer Lanes Freeway Speed (S_O), mi/h	64.0
Flow in Lanes 1 and 2 (v_{12}), pc/h	2849	Ramp Junction Speed (S), mi/h	56.4
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	-	Average Density (D), pc/mi/ln	25.5
Level of Service (LOS)	C		

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/17/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK NB
Project Description	SR 826 - Alternative 2 #3		

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	52.6
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2842	Heavy Vehicle Adjustment Factor (f_{HV})	0.958
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1041
Total Trucks, %	4.40	Capacity (c), pc/h/ln	2226
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2226
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.47
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	52.6
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	19.8
Total Ramp Density Adjustment	7.4	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	52.6		

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/17/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK NB
Project Description	SR 826 - Alternative 2 #3		

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	52.6
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3762	Heavy Vehicle Adjustment Factor (f_{HV})	0.958
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1378
Total Trucks, %	4.40	Capacity (c), pc/h/ln	2226
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2226
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.62
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	52.6
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	26.2
Total Ramp Density Adjustment	7.4	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	52.6		

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Capacity Check for Major Merge:

On ramp from Miller Dr WB - Alternative 2 #4

Assumed Major Merge Capacity per Segment (based on HCM 6 Exhibit 14-10):

Segment Free-Flow Speed (mph)	Capacity (pc/h)				
	2-Lanes	3-Lanes	4-Lanes	5-Lanes	6-Lanes
≥ 70	4800	7200	9600	12000	14400
65	4700	7050	9400	11750	14100
60	4600	6900	9200	11500	13800
55	4500	6750	9000	11250	13500

AM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	3762	60	3	4.4%	0.95	1.5	0.978	1.00	4048	6900	No	0.59
Merging	1106	30	1	1.7%	0.95	1.5	0.992	1.00	1175	2000	No	0.59
Downstream	4868	60	4	4.4%	0.95	1.5	0.978	1.00	5237	9200	No	0.57

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

*Capacity of high-speed ramp junction on multilane highway and C-D roadways based on the Exhibit 13-9 (HCM2010)

PM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	2842	60	3	4.4%	0.95	1.5	0.978	1.00	3058	6900	No	0.44
Diverging	778	30	1	1.7%	0.95	1.5	0.992	1.00	826	2000	No	0.41
Downstream	3620	60	4	4.4%	0.95	1.5	0.978	1.00	3895	9200	No	0.42

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

*Capacity of high-speed ramp junction on multilane highway and C-D roadways based on the Exhibit 13-9 (HCM2010)

Capacity Check for Major Merge:

On ramp from Miller Dr WB - Alternative 2 #4

Assumed Major Merge Capacity per Segment (based on HCM 6 Exhibit 14-10):

Segment Free-Flow Speed (mph)	Capacity (pc/h)				
	2-Lanes	3-Lanes	4-Lanes	5-Lanes	6-Lanes
≥ 70	4800	7200	9600	12000	14400
65	4700	7050	9400	11750	14100
60	4600	6900	9200	11500	13800
55	4500	6750	9000	11250	13500

AM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	3762	60	3	4.4%	0.95	1.5	0.978	1.00	4048	6900	No	0.59
Merging	1106	30	1	1.7%	0.95	1.5	0.992	1.00	1175	2000	No	0.59
Downstream	4868	60	4	4.4%	0.95	1.5	0.978	1.00	5237	9200	No	0.57

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

*Capacity of high-speed ramp junction on multilane highway and C-D roadways based on the Exhibit 13-9 (HCM2010)

PM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	2842	60	3	4.4%	0.95	1.5	0.978	1.00	3058	6900	No	0.44
Diverging	778	30	1	1.7%	0.95	1.5	0.992	1.00	826	2000	No	0.41
Downstream	3620	60	4	4.4%	0.95	1.5	0.978	1.00	3895	9200	No	0.42

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

*Capacity of high-speed ramp junction on multilane highway and C-D roadways based on the Exhibit 13-9 (HCM2010)

HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	05/21/2019
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK NB
Project Description	SR 826 - Alternative 2 #5		

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	52.6
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3620	Heavy Vehicle Adjustment Factor (f_{HV})	0.958
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	994
Total Trucks, %	4.40	Capacity (c), pc/h/ln	2226
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2226
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.45
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	52.6
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	18.9
Total Ramp Density Adjustment	7.4	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	52.6		

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	05/21/2019
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK NB
Project Description	SR 826 - Alternative 2 #5		

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	52.6
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4868	Heavy Vehicle Adjustment Factor (f_{HV})	0.958
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1337
Total Trucks, %	4.40	Capacity (c), pc/h/ln	2226
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2226
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.60
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	52.6
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	25.4
Total Ramp Density Adjustment	7.4	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	52.6		

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HCS7 Freeway Weaving Report

Project Information

Analyst	AECOM	Date	05/21/2019
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK NB
Project Description	SR 826 - Alternative 2 #6-9		

Geometric Data

Number of Lanes (N), ln	5	Segment Type	Freeway
Short Length (L_S), ft	1400	Number of Maneuver Lanes (N_{WL}), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	3332	1490	128	288
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	4.40	2.80	2.80	1.90
Heavy Vehicle Adjustment Factor (f_{HV})	0.958	0.973	0.973	0.981
Flow Rate (v_i), pc/h	3661	1612	138	309

Weaving Flow Rate (v_w), pc/h	1921	Freeway Max Capacity (c_{IFL}), pc/h/ln	2300
Non-Weaving Flow Rate (v_{NW}), pc/h	3799	Density-Based Capacity (c_{IWL}), pc/h/ln	2070
Total Flow Rate (v), pc/h	5720	Demand Flow-Based Capacity (c_{IW}), pc/h	10417
Volume Ratio (VR)	0.336	Weaving Segment Capacity (c_W), veh/h	9915
Minimum Lane Change Rate (LC_{MIN}), lc/h	1612	Adjusted Weaving Area Capacity, pc/h	10286
Maximum Weaving Length (L_{MAX}), ft	4407	Volume-to-Capacity Ratio (v/c)	0.56

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	176	Average Weaving Speed (S_W), mi/h	47.9
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	578	Average Non-Weaving Speed (S_{NW}), mi/h	42.9
Weaving Lane Change Rate (LC_W), lc/h	2018	Average Speed (S), mi/h	44.5
Total Lane Change Rate (LC_{All}), lc/h	2596	Density (D), pc/mi/ln	25.7
Weaving Intensity Factor (W)	0.368	Level of Service (LOS)	C

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HCS7 Freeway Weaving Report

Project Information

Analyst	AECOM	Date	05/21/2019
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK NB
Project Description	SR 826 - Alternative 2 #6-9		

Geometric Data

Number of Lanes (N), ln	5	Segment Type	Freeway
Short Length (L_S), ft	1500	Number of Maneuver Lanes (N_{WL}), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	4488	1227	104	380
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	4.40	2.80	2.80	1.90
Heavy Vehicle Adjustment Factor (f_{HV})	0.958	0.973	0.973	0.981
Flow Rate (v_i), pc/h	4931	1327	113	408

Weaving Flow Rate (v_w), pc/h	1735	Freeway Max Capacity (c_{IFL}), pc/h/ln	2300
Non-Weaving Flow Rate (v_{NW}), pc/h	5044	Density-Based Capacity (c_{IWL}), pc/h/ln	2143
Total Flow Rate (v), pc/h	6779	Demand Flow-Based Capacity (c_{IW}), pc/h	13672
Volume Ratio (VR)	0.256	Weaving Segment Capacity (c_W), veh/h	10265
Minimum Lane Change Rate (LC_{MIN}), lc/h	1327	Adjusted Weaving Area Capacity, pc/h	10664
Maximum Weaving Length (L_{MAX}), ft	3551	Volume-to-Capacity Ratio (v/c)	0.64

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	250	Average Weaving Speed (S_W), mi/h	48.3
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	889	Average Non-Weaving Speed (S_{NW}), mi/h	43.9
Weaving Lane Change Rate (LC_W), lc/h	1751	Average Speed (S), mi/h	44.9
Total Lane Change Rate (LC_{All}), lc/h	2640	Density (D), pc/mi/ln	30.2
Weaving Intensity Factor (W)	0.353	Level of Service (LOS)	D

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	05/21/2019
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK NB
Project Description	SR 826 - Alternative 2 #10		

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	54.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4822	Heavy Vehicle Adjustment Factor (f_{HV})	0.984
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1290
Total Trucks, %	1.60	Capacity (c), pc/h/ln	2242
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2242
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.58
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	54.2
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	23.8
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	54.2		

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	05/21/2019
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK NB
Project Description	SR 826 - Alternative 2 #10		

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	54.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5716	Heavy Vehicle Adjustment Factor (f_{HV})	0.984
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1529
Total Trucks, %	1.60	Capacity (c), pc/h/ln	2242
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2242
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.68
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	54.2
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	28.2
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	54.2		

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Capacity Check for Major Diverge:

SR826 Off Ramp to Bird Rd EB - Alternative 2 #11

Assumed Major Diverge Capacity per Segment (based on HCM 6 Exhibit 14-10):

Segment Free-Flow Speed (mph)	Capacity (pc/h)				
	2-Lanes	3-Lanes	4-Lanes	5-Lanes	6-Lanes
≥ 70	4800	7200	9600	12000	14400
65	4700	7050	9400	11750	14100
60	4600	6900	9200	11500	13800
55	4500	6750	9000	11250	13500

AM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	5716	60	4	1.6%	0.95	1.5	0.992	1.00	6065	9200	No	0.66
Diverging	838	50	1	1.6%	0.95	1.5	0.992	1.00	890	2200	No	0.40
Downstream	4878	60	3	1.6%	0.95	1.5	0.992	1.00	5176	6900	No	0.75

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

PM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	4822	60	4	1.6%	0.95	1.5	0.992	1.00	5117	9200	No	0.56
Diverging	1027	50	1	1.6%	0.95	1.5	0.992	1.00	1090	2200	No	0.50
Downstream	3795	60	3	1.6%	0.95	1.5	0.992	1.00	4027	6900	No	0.58

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

	Major Diverge	
	Density	LOS
AM Peak	26.53	C
PM Peak	22.39	C

HCM 6th Edition LOS/Density (Exhibit 14-3)

LOS	Density (pm/mi/ln)
A	<=10
B	>10-20
C	>20-28
D	>28-35
E	>35
F	Demand Exceeds Capacity

Capacity Check for Major Diverge:

SR826 Off Ramp to Bird Rd EB - Alternative 2 #11

Assumed Major Diverge Capacity per Segment (based on HCM 6 Exhibit 14-10):

Segment Free-Flow Speed (mph)	Capacity (pc/h)				
	2-Lanes	3-Lanes	4-Lanes	5-Lanes	6-Lanes
≥ 70	4800	7200	9600	12000	14400
65	4700	7050	9400	11750	14100
60	4600	6900	9200	11500	13800
55	4500	6750	9000	11250	13500

AM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	5716	60	4	1.6%	0.95	1.5	0.992	1.00	6065	9200	No	0.66
Diverging	838	50	1	1.6%	0.95	1.5	0.992	1.00	890	2200	No	0.40
Downstream	4878	60	3	1.6%	0.95	1.5	0.992	1.00	5176	6900	No	0.75

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

PM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	4822	60	4	1.6%	0.95	1.5	0.992	1.00	5117	9200	No	0.56
Diverging	1027	50	1	1.6%	0.95	1.5	0.992	1.00	1090	2200	No	0.50
Downstream	3795	60	3	1.6%	0.95	1.5	0.992	1.00	4027	6900	No	0.58

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

	Major Diverge	
	Density	LOS
AM Peak	26.53	C
PM Peak	22.39	C

HCM 6th Edition LOS/Density (Exhibit 14-3)

LOS	Density (pm/mi/ln)
A	<=10
B	>10-20
C	>20-28
D	>28-35
E	>35
F	Demand Exceeds Capacity

HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/06/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK NB
Project Description	SR 826 - Alternative 2 #12		

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	54.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3795	Heavy Vehicle Adjustment Factor (f_{HV})	0.984
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1353
Total Trucks, %	1.60	Capacity (c), pc/h/ln	2242
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2242
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.60
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	54.2
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	25.0
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	54.2		

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/06/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK NB
Project Description	SR 826 - Alternative 2 #12		

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	54.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4878	Heavy Vehicle Adjustment Factor (f_{HV})	0.984
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1739
Total Trucks, %	1.60	Capacity (c), pc/h/ln	2242
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2242
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.78
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	54.2
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	32.1
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	54.2		

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HCS7 Freeway Weaving Report

Project Information

Analyst	AECOM	Date	12/06/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK NB
Project Description	SR 826 - Alternative 2 #13-15		

Geometric Data

Number of Lanes (N), ln	4	Segment Type	Freeway
Short Length (L_S), ft	2100	Number of Maneuver Lanes (N_{WL}), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	0
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	0.80	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	3358	1415	183	437
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	1.60	1.60	1.60	2.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.984	0.984	0.984	0.980
Flow Rate (v_i), pc/h	3592	1514	196	469

Weaving Flow Rate (v_w), pc/h	1983	Freeway Max Capacity (c_{IFL}), pc/h/ln	2300
Non-Weaving Flow Rate (v_{NW}), pc/h	3788	Density-Based Capacity (c_{IWL}), pc/h/ln	1997
Total Flow Rate (v), pc/h	5771	Demand Flow-Based Capacity (c_{IW}), pc/h	6977
Volume Ratio (VR)	0.344	Weaving Segment Capacity (c_W), veh/h	6865
Minimum Lane Change Rate (LC_{MIN}), lc/h	469	Adjusted Weaving Area Capacity, pc/h	6979
Maximum Weaving Length (L_{MAX}), ft	6061	Volume-to-Capacity Ratio (v/c)	0.83

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	636	Average Weaving Speed (S_W), mi/h	51.9
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	1148	Average Non-Weaving Speed (S_{NW}), mi/h	49.7
Weaving Lane Change Rate (LC_W), lc/h	893	Average Speed (S), mi/h	50.4
Total Lane Change Rate (LC_{All}), lc/h	2041	Density (D), pc/mi/ln	28.6
Weaving Intensity Factor (W)	0.221	Level of Service (LOS)	D

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HCS7 Freeway Weaving Report

Project Information

Analyst	AECOM	Date	12/06/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK NB
Project Description	SR 826 - Alternative 2 #13-15		

Geometric Data

Number of Lanes (N), ln	4	Segment Type	Freeway
Short Length (L_S), ft	2100	Number of Maneuver Lanes (N_{WL}), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	0
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	0.80	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	4304	1215	162	574
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	1.60	1.60	1.60	2.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.984	0.984	0.984	0.980
Flow Rate (v_i), pc/h	4604	1300	173	617

Weaving Flow Rate (v_w), pc/h	1917	Freeway Max Capacity (c_{IFL}), pc/h/ln	2300
Non-Weaving Flow Rate (v_{NW}), pc/h	4777	Density-Based Capacity (c_{IWL}), pc/h/ln	2045
Total Flow Rate (v), pc/h	6694	Demand Flow-Based Capacity (c_{IW}), pc/h	8392
Volume Ratio (VR)	0.286	Weaving Segment Capacity (c_W), veh/h	8049
Minimum Lane Change Rate (LC_{MIN}), lc/h	617	Adjusted Weaving Area Capacity, pc/h	8183
Maximum Weaving Length (L_{MAX}), ft	5434	Volume-to-Capacity Ratio (v/c)	0.82

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	803	Average Weaving Speed (S_W), mi/h	51.0
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	1352	Average Non-Weaving Speed (S_{NW}), mi/h	47.5
Weaving Lane Change Rate (LC_W), lc/h	1041	Average Speed (S), mi/h	48.5
Total Lane Change Rate (LC_{All}), lc/h	2393	Density (D), pc/mi/ln	34.5
Weaving Intensity Factor (W)	0.251	Level of Service (LOS)	D

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/06/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK NB
Project Description	SR 826 - Alternative 2 #16		

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.20
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	53.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4774	Heavy Vehicle Adjustment Factor (f_{HV})	0.975
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1288
Total Trucks, %	2.60	Capacity (c), pc/h/ln	2238
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2238
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.58
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	53.8
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	23.9
Total Ramp Density Adjustment	6.2	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	53.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/06/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK NB
Project Description	SR 826 - Alternative 2 #16		

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.20
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	53.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5520	Heavy Vehicle Adjustment Factor (f_{HV})	0.975
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1490
Total Trucks, %	2.60	Capacity (c), pc/h/ln	2238
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2238
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.67
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	53.8
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	27.7
Total Ramp Density Adjustment	6.2	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	53.8		

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Capacity Check for Major Diverge:

SR826 Off Ramp to Bird Rd EB - Alternative 2 #17

Assumed Major Diverge Capacity per Segment (based on HCM 6 Exhibit 14-10):

Segment Free-Flow Speed (mph)	Capacity (pc/h)				
	2-Lanes	3-Lanes	4-Lanes	5-Lanes	6-Lanes
≥ 70	4800	7200	9600	12000	14400
65	4700	7050	9400	11750	14100
60	4600	6900	9200	11500	13800
55	4500	6750	9000	11250	13500

AM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	5520	60	4	2.6%	0.95	1.5	0.987	1.00	5887	9200	No	0.64
Diverging	626	45	1	1.6%	0.95	1.5	0.992	1.00	665	2100	No	0.32
Downstream	4894	60	3	2.6%	0.95	1.5	0.987	1.00	5219	6900	No	0.76

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

PM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	4774	60	4	2.6%	0.95	1.5	0.987	1.00	5091	9200	No	0.55
Diverging	627	45	1	1.6%	0.95	1.5	0.992	1.00	666	2100	No	0.32
Downstream	4147	60	3	2.6%	0.95	1.5	0.987	1.00	4423	6900	No	0.64

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

	Major Diverge	
	Density	LOS
AM Peak	25.76	C
PM Peak	22.27	C

HCM 6th Edition LOS/Density (Exhibit 14-3)

LOS	Density (pm/mi/ln)
A	<=10
B	>10-20
C	>20-28
D	>28-35
E	>35
F	Demand Exceeds Capacity

Capacity Check for Major Diverge:

SR826 Off Ramp to Bird Rd EB - Alternative 2 #17

Assumed Major Diverge Capacity per Segment (based on HCM 6 Exhibit 14-10):

Segment Free-Flow Speed (mph)	Capacity (pc/h)				
	2-Lanes	3-Lanes	4-Lanes	5-Lanes	6-Lanes
≥ 70	4800	7200	9600	12000	14400
65	4700	7050	9400	11750	14100
60	4600	6900	9200	11500	13800
55	4500	6750	9000	11250	13500

AM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	5520	60	4	2.6%	0.95	1.5	0.987	1.00	5887	9200	No	0.64
Diverging	626	45	1	1.6%	0.95	1.5	0.992	1.00	665	2100	No	0.32
Downstream	4894	60	3	2.6%	0.95	1.5	0.987	1.00	5219	6900	No	0.76

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

PM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	4774	60	4	2.6%	0.95	1.5	0.987	1.00	5091	9200	No	0.55
Diverging	627	45	1	1.6%	0.95	1.5	0.992	1.00	666	2100	No	0.32
Downstream	4147	60	3	2.6%	0.95	1.5	0.987	1.00	4423	6900	No	0.64

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

	Major Diverge	
	Density	LOS
AM Peak	25.76	C
PM Peak	22.27	C

HCM 6th Edition LOS/Density (Exhibit 14-3)

LOS	Density (pm/mi/ln)
A	<=10
B	>10-20
C	>20-28
D	>28-35
E	>35
F	Demand Exceeds Capacity

HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/06/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK NB
Project Description	SR 826 - Alternative 2 #18		

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.30
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	53.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4147	Heavy Vehicle Adjustment Factor (f_{HV})	0.975
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1492
Total Trucks, %	2.60	Capacity (c), pc/h/ln	2235
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2235
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.67
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	53.5
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	27.9
Total Ramp Density Adjustment	6.5	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	53.5		

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/06/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK NB
Project Description	SR 826 - Alternative 2 #18		

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.30
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	53.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4894	Heavy Vehicle Adjustment Factor (f_{HV})	0.975
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1761
Total Trucks, %	2.60	Capacity (c), pc/h/ln	2235
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2235
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.79
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	53.5
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	32.9
Total Ramp Density Adjustment	6.5	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	53.5		

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Capacity Check for Major Merge:

On ramp from Miller Dr WB - Alternative 2 #19

Assumed Major Merge Capacity per Segment (based on HCM 6 Exhibit 14-10):

Segment Free-Flow Speed (mph)	Capacity (pc/h)				
	2-Lanes	3-Lanes	4-Lanes	5-Lanes	6-Lanes
≥ 70	4800	7200	9600	12000	14400
65	4700	7050	9400	11750	14100
60	4600	6900	9200	11500	13800
55	4500	6750	9000	11250	13500

AM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	4894	60	3	2.6%	0.95	1.5	0.987	1.00	5219	6900	No	0.76
Merging	1471	40	1	1.5%	0.95	1.5	0.993	1.00	1561	2100	No	0.74
Downstream	6365	60	4	2.6%	0.95	1.5	0.987	1.00	6788	9200	No	0.74

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

*Capacity of high-speed ramp junction on multilane highway and C-D roadways based on the Exhibit 13-9 (HCM2010)

PM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	4147	60	3	2.6%	0.95	1.5	0.987	1.00	4423	6900	No	0.64
Diverging	1244	40	1	1.5%	0.95	1.5	0.993	1.00	1320	2100	No	0.63
Downstream	5391	60	4	2.6%	0.95	1.5	0.987	1.00	5749	9200	No	0.62

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

*Capacity of high-speed ramp junction on multilane highway and C-D roadways based on the Exhibit 13-9 (HCM2010)

Capacity Check for Major Merge:

On ramp from Miller Dr WB - Alternative 2 #19

Assumed Major Merge Capacity per Segment (based on HCM 6 Exhibit 14-10):

Segment Free-Flow Speed (mph)	Capacity (pc/h)				
	2-Lanes	3-Lanes	4-Lanes	5-Lanes	6-Lanes
≥ 70	4800	7200	9600	12000	14400
65	4700	7050	9400	11750	14100
60	4600	6900	9200	11500	13800
55	4500	6750	9000	11250	13500

AM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	4894	60	3	2.6%	0.95	1.5	0.987	1.00	5219	6900	No	0.76
Merging	1471	40	1	1.5%	0.95	1.5	0.993	1.00	1561	2100	No	0.74
Downstream	6365	60	4	2.6%	0.95	1.5	0.987	1.00	6788	9200	No	0.74

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

*Capacity of high-speed ramp junction on multilane highway and C-D roadways based on the Exhibit 13-9 (HCM2010)

PM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	4147	60	3	2.6%	0.95	1.5	0.987	1.00	4423	6900	No	0.64
Diverging	1244	40	1	1.5%	0.95	1.5	0.993	1.00	1320	2100	No	0.63
Downstream	5391	60	4	2.6%	0.95	1.5	0.987	1.00	5749	9200	No	0.62

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

*Capacity of high-speed ramp junction on multilane highway and C-D roadways based on the Exhibit 13-9 (HCM2010)

HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/06/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK NB
Project Description	SR 826 - Alternative 2 #20		

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	52.6
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5391	Heavy Vehicle Adjustment Factor (f_{HV})	0.975
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1455
Total Trucks, %	2.60	Capacity (c), pc/h/ln	2226
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2226
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.65
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	52.6
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	27.7
Total Ramp Density Adjustment	7.4	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	52.6		

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/06/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK NB
Project Description	SR 826 - Alternative 2 #20		

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	52.6
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6365	Heavy Vehicle Adjustment Factor (f_{HV})	0.975
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1718
Total Trucks, %	2.60	Capacity (c), pc/h/ln	2226
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2226
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.77
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	52.6
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	32.7
Total Ramp Density Adjustment	7.4	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	52.6		

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Capacity Check for Major Merge:

On ramp from SR874 NB (toll road) - Alternative 2 #21

Assumed Major Merge Capacity per Segment (based on HCM 6 Exhibit 14-10):

Segment Free-Flow Speed (mph)	Capacity (pc/h)				
	2-Lanes	3-Lanes	4-Lanes	5-Lanes	6-Lanes
≥ 70	4800	7200	9600	12000	14400
65	4700	7050	9400	11750	14100
60	4600	6900	9200	11500	13800
55	4500	6750	9000	11250	13500

AM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	6365	60	4	2.6%	0.95	1.5	0.987	1.00	6788	9200	No	0.74
Merging	1813	65	2	2.7%	0.95	1.5	0.987	1.00	1935	4400	No	0.44
Downstream	8178	60	5	2.6%	0.95	1.5	0.987	1.00	8721	11500	No	0.76

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

*Capacity of high-speed ramp junction on multilane highway and C-D roadways based on the Exhibit 13-9 (HCM2010)

PM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	5391	60	4	2.6%	0.95	1.5	0.987	1.00	5749	9200	No	0.62
Diverging	1498	65	2	2.7%	0.95	1.5	0.987	1.00	1599	4400	No	0.36
Downstream	6889	60	5	2.6%	0.95	1.5	0.987	1.00	7346	11500	No	0.64

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

*Capacity of high-speed ramp junction on multilane highway and C-D roadways based on the Exhibit 13-9 (HCM2010)

Capacity Check for Major Merge:

On ramp from SR874 NB (toll road) - Alternative 2 #21

Assumed Major Merge Capacity per Segment (based on HCM 6 Exhibit 14-10):

Segment Free-Flow Speed (mph)	Capacity (pc/h)				
	2-Lanes	3-Lanes	4-Lanes	5-Lanes	6-Lanes
≥ 70	4800	7200	9600	12000	14400
65	4700	7050	9400	11750	14100
60	4600	6900	9200	11500	13800
55	4500	6750	9000	11250	13500

AM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	6365	60	4	2.6%	0.95	1.5	0.987	1.00	6788	9200	No	0.74
Merging	1813	65	2	2.7%	0.95	1.5	0.987	1.00	1935	4400	No	0.44
Downstream	8178	60	5	2.6%	0.95	1.5	0.987	1.00	8721	11500	No	0.76

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

*Capacity of high-speed ramp junction on multilane highway and C-D roadways based on the Exhibit 13-9 (HCM2010)

PM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	5391	60	4	2.6%	0.95	1.5	0.987	1.00	5749	9200	No	0.62
Diverging	1498	65	2	2.7%	0.95	1.5	0.987	1.00	1599	4400	No	0.36
Downstream	6889	60	5	2.6%	0.95	1.5	0.987	1.00	7346	11500	No	0.64

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

*Capacity of high-speed ramp junction on multilane highway and C-D roadways based on the Exhibit 13-9 (HCM2010)

HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	05/21/2019
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK NB
Project Description	SR 826 - Alternative 2 #22		

Geometric Data

Number of Lanes, ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	53.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6889	Heavy Vehicle Adjustment Factor (f_{HV})	0.975
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1488
Total Trucks, %	2.60	Capacity (c), pc/h/ln	2230
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2230
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.67
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	53.0
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	28.1
Total Ramp Density Adjustment	7.0	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	53.0		

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	05/21/2019
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK NB
Project Description	SR 826 - Alternative 2 #22		

Geometric Data

Number of Lanes, ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	53.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	8178	Heavy Vehicle Adjustment Factor (f_{HV})	0.975
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1766
Total Trucks, %	2.60	Capacity (c), pc/h/ln	2230
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2230
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.79
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	53.0
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	33.3
Total Ramp Density Adjustment	7.0	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	53.0		

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HCS7 Freeway Merge Report

Project Information			
Analyst	AECOM	Date	12/10/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK NB
Project Description	SR 826 - Alternative 2 #23		

Geometric Data	Freeway	Ramp
Number of Lanes (N)	5	1
Free-Flow Speed (FFS), mi/h	60.0	40.0
Segment Length (L) / Acceleration Length (L_A), ft	1500	600
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity			
Demand Volume (V_i), veh/h	6889	1641	
Peak Hour Factor (PHF)	0.95	0.95	
Total Trucks, %	2.60	2.50	
Single-Unit Trucks (SUT), %	-	-	
Tractor-Trailers (TT), %	-	-	
Heavy Vehicle Adjustment Factor (f_{HV})	0.975	0.976	
Flow Rate (v_i), pc/h	7438	1770	
Capacity (c), pc/h	11500	2000	
Volume-to-Capacity Ratio (v/c)	0.80	0.89	

Speed and Density			
Upstream Equilibrium Distance (L_{EQ}), ft	-	Density in Ramp Influence Area (D_R), pc/mi/ln	31.7
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (M_S)	0.474
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	1629
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	51.5
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.000	Outer Lanes Freeway Speed (S_O), mi/h	55.9
Flow in Lanes 1 and 2 (v_{12}), pc/h	2172	Ramp Junction Speed (S), mi/h	53.4
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	3942	Average Density (D), pc/mi/ln	34.5
Level of Service (LOS)	D		

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HCS7 Freeway Merge Report

Project Information			
Analyst	AECOM	Date	12/10/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK NB
Project Description	SR 826 - Alternative 2 #23		

Geometric Data	Freeway	Ramp
Number of Lanes (N)	5	1
Free-Flow Speed (FFS), mi/h	60.0	40.0
Segment Length (L) / Acceleration Length (L_A), ft	1500	600
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity			
Demand Volume (V_i), veh/h	8178	1742	
Peak Hour Factor (PHF)	0.95	0.95	
Total Trucks, %	2.60	2.50	
Single-Unit Trucks (SUT), %	-	-	
Tractor-Trailers (TT), %	-	-	
Heavy Vehicle Adjustment Factor (f_{HV})	0.975	0.976	
Flow Rate (v_i), pc/h	8829	1879	
Capacity (c), pc/h	11500	2000	
Volume-to-Capacity Ratio (v/c)	0.93	0.94	

Speed and Density			
Upstream Equilibrium Distance (L_{EQ}), ft	-	Density in Ramp Influence Area (D_R), pc/mi/ln	35.3
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (M_S)	0.594
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	1899
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	49.3
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.000	Outer Lanes Freeway Speed (S_O), mi/h	55.0
Flow in Lanes 1 and 2 (v_{12}), pc/h	2532	Ramp Junction Speed (S), mi/h	51.8
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	4411	Average Density (D), pc/mi/ln	41.3
Level of Service (LOS)	E		

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HCS7 Freeway Weaving Report

Project Information

Analyst	AECOM	Date	05/21/2019
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK NB
Project Description	SR 826 - Alternative 2 #24		

Geometric Data

Number of Lanes (N), ln	6	Segment Type	Freeway
Short Length (L_S), ft	2800	Number of Maneuver Lanes (N_{WL}), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	0.80	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	5983	1425	216	906
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	2.60	2.50	2.50	2.50
Heavy Vehicle Adjustment Factor (f_{HV})	0.975	0.976	0.976	0.976
Flow Rate (v_i), pc/h	6459	1537	233	977

Weaving Flow Rate (v_w), pc/h	2514	Freeway Max Capacity (c_{IFL}), pc/h/ln	2300
Non-Weaving Flow Rate (v_{NW}), pc/h	6692	Density-Based Capacity (c_{IWL}), pc/h/ln	2109
Total Flow Rate (v), pc/h	9206	Demand Flow-Based Capacity (c_{IW}), pc/h	8791
Volume Ratio (VR)	0.273	Weaving Segment Capacity (c_W), veh/h	8571
Minimum Lane Change Rate (LC_{MIN}), lc/h	0	Adjusted Weaving Area Capacity, pc/h	8788
Maximum Weaving Length (L_{MAX}), ft	5296	Volume-to-Capacity Ratio (v/c)	1.05

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	-	Average Weaving Speed (S_W), mi/h	-
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	-	Average Non-Weaving Speed (S_{NW}), mi/h	-
Weaving Lane Change Rate (LC_W), lc/h	-	Average Speed (S), mi/h	-
Total Lane Change Rate (LC_{All}), lc/h	-	Density (D), pc/mi/ln	-
Weaving Intensity Factor (W)	-	Level of Service (LOS)	F

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HCS7 Freeway Weaving Report

Project Information

Analyst	AECOM	Date	05/21/2019
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK NB
Project Description	SR 826 - Alternative 2 #24		

Geometric Data

Number of Lanes (N), ln	6	Segment Type	Freeway
Short Length (L_S), ft	2800	Number of Maneuver Lanes (N_{WL}), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	0.80	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	7049	1502	240	1129
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	2.60	2.50	2.50	2.50
Heavy Vehicle Adjustment Factor (f_{HV})	0.975	0.976	0.976	0.976
Flow Rate (v_i), pc/h	7610	1620	259	1218

Weaving Flow Rate (v_w), pc/h	2838	Freeway Max Capacity (c_{IFL}), pc/h/ln	2300
Non-Weaving Flow Rate (v_{NW}), pc/h	7869	Density-Based Capacity (c_{IWL}), pc/h/ln	2116
Total Flow Rate (v), pc/h	10707	Demand Flow-Based Capacity (c_{IW}), pc/h	9057
Volume Ratio (VR)	0.265	Weaving Segment Capacity (c_W), veh/h	8830
Minimum Lane Change Rate (LC_{MIN}), lc/h	0	Adjusted Weaving Area Capacity, pc/h	9054
Maximum Weaving Length (L_{MAX}), ft	5211	Volume-to-Capacity Ratio (v/c)	1.18

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	-	Average Weaving Speed (S_W), mi/h	-
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	-	Average Non-Weaving Speed (S_{NW}), mi/h	-
Weaving Lane Change Rate (LC_W), lc/h	-	Average Speed (S), mi/h	-
Total Lane Change Rate (LC_{All}), lc/h	-	Density (D), pc/mi/ln	-
Weaving Intensity Factor (W)	-	Level of Service (LOS)	F

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HCS7 Freeway Diverge Report

Project Information

Analyst	AECOM	Date	12/10/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK NB
Project Description	SR 826 - Alternative 2 #25		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	5	1
Free-Flow Speed (FFS), mi/h	60.0	30.0
Segment Length (L) / Deceleration Length (L_D), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

	Freeway	Ramp
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

	Freeway	Ramp
Demand Volume (V_i), veh/h	8530	1121
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	2.60	2.50
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.975	0.976
Flow Rate (v_i), pc/h	9209	1209
Capacity (c), pc/h	11500	1900
Volume-to-Capacity Ratio (v/c)	0.80	0.64

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	-	Density in Ramp Influence Area (D_R), pc/mi/ln	30.5
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (D_S)	0.602
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	1737
Distance to Downstream Ramp (L_{DOWN}), ft	-	Off-Ramp Influence Area Speed (S_R), mi/h	49.2
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FD})	0.436	Outer Lanes Freeway Speed (S_O), mi/h	62.9
Flow in Lanes 1 and 2 (v_{12}), pc/h	3894	Ramp Junction Speed (S), mi/h	54.8
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	-	Average Density (D), pc/mi/ln	33.6
Level of Service (LOS)	D		

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HCS7 Freeway Diverge Report

Project Information

Analyst	AECOM	Date	12/10/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK NB
Project Description	SR 826 - Alternative 2 #25		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	5	1
Free-Flow Speed (FFS), mi/h	60.0	30.0
Segment Length (L) / Deceleration Length (L_D), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

	Freeway	Ramp
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

	Freeway	Ramp
Demand Volume (V_i), veh/h	9920	1368
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	2.60	2.50
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.975	0.976
Flow Rate (v_i), pc/h	10710	1475
Capacity (c), pc/h	11500	1900
Volume-to-Capacity Ratio (v/c)	0.93	0.78

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	-	Density in Ramp Influence Area (D_R), pc/mi/ln	36.3
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (D_S)	0.626
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	2000
Distance to Downstream Ramp (L_{DOWN}), ft	-	Off-Ramp Influence Area Speed (S_R), mi/h	48.7
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FD})	0.436	Outer Lanes Freeway Speed (S_O), mi/h	61.9
Flow in Lanes 1 and 2 (v_{12}), pc/h	4568	Ramp Junction Speed (S), mi/h	54.1
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	-	Average Density (D), pc/mi/ln	39.6
Level of Service (LOS)	E		

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/10/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK NB
Project Description	SR 826 - Alternative 2 #26		

Geometric Data

Number of Lanes, ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	3.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	51.9
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	7409	Heavy Vehicle Adjustment Factor (f_{HV})	0.975
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1600
Total Trucks, %	2.60	Capacity (c), pc/h/ln	2219
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2219
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.72
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	51.9
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	30.8
Total Ramp Density Adjustment	8.1	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	51.9		

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/10/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK NB
Project Description	SR 826 - Alternative 2 #26		

Geometric Data

Number of Lanes, ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	3.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	51.9
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	8552	Heavy Vehicle Adjustment Factor (f_{HV})	0.975
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1847
Total Trucks, %	2.60	Capacity (c), pc/h/ln	2219
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2219
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.83
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	51.9
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	35.6
Total Ramp Density Adjustment	8.1	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	51.9		

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HCS7 Freeway Merge Report

Project Information

Analyst	AECOM	Date	12/10/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK NB
Project Description	SR 826 - Alternative 2 #27		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	5	1
Free-Flow Speed (FFS), mi/h	60.0	30.0
Segment Length (L) / Acceleration Length (L_A), ft	1500	1100
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

	Freeway	Ramp
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

	Freeway	Ramp
Demand Volume (V_i), veh/h	7409	877
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	2.60	2.60
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.975	0.975
Flow Rate (v_i), pc/h	7999	947
Capacity (c), pc/h	11500	1900
Volume-to-Capacity Ratio (v/c)	0.78	0.50

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	-	Density in Ramp Influence Area (D_R), pc/mi/ln	23.4
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (M_S)	0.354
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	1716
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	53.6
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.099	Outer Lanes Freeway Speed (S_O), mi/h	55.6
Flow in Lanes 1 and 2 (v_{12}), pc/h	2288	Ramp Junction Speed (S), mi/h	54.6
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	3235	Average Density (D), pc/mi/ln	32.8
Level of Service (LOS)	C		

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HCS7 Freeway Merge Report

Project Information

Analyst	AECOM	Date	12/10/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK NB
Project Description	SR 826 - Alternative 2 #27		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	5	1
Free-Flow Speed (FFS), mi/h	60.0	30.0
Segment Length (L) / Acceleration Length (L_A), ft	1500	1100
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

	Freeway	Ramp
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

	Freeway	Ramp
Demand Volume (V_i), veh/h	8552	1078
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	2.60	2.60
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.975	0.975
Flow Rate (v_i), pc/h	9233	1164
Capacity (c), pc/h	11500	1900
Volume-to-Capacity Ratio (v/c)	0.90	0.61

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	-	Density in Ramp Influence Area (D_R), pc/mi/ln	28.2
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (M_S)	0.440
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	2020
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	52.1
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.072	Outer Lanes Freeway Speed (S_O), mi/h	54.5
Flow in Lanes 1 and 2 (v_{12}), pc/h	2693	Ramp Junction Speed (S), mi/h	53.3
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	3857	Average Density (D), pc/mi/ln	39.0
Level of Service (LOS)	D		

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HCS7 Freeway Weaving Report

Project Information

Analyst	AECOM	Date	05/21/2019
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK NB
Project Description	SR 826 - Alternative 2 #28		

Geometric Data

Number of Lanes (N), ln	6	Segment Type	Freeway
Short Length (L_S), ft	3000	Number of Maneuver Lanes (N_{WL}), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	0.80	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	5688	673	204	1721
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	2.60	2.60	2.60	1.40
Heavy Vehicle Adjustment Factor (f_{HV})	0.975	0.975	0.975	0.986
Flow Rate (v_i), pc/h	6141	727	220	1837

Weaving Flow Rate (v_w), pc/h	2564	Freeway Max Capacity (c_{IFL}), pc/h/ln	2300
Non-Weaving Flow Rate (v_{NW}), pc/h	6361	Density-Based Capacity (c_{IWL}), pc/h/ln	2233
Total Flow Rate (v), pc/h	8925	Demand Flow-Based Capacity (c_{IW}), pc/h	12195
Volume Ratio (VR)	0.287	Weaving Segment Capacity (c_W), veh/h	11890
Minimum Lane Change Rate (LC_{MIN}), lc/h	727	Adjusted Weaving Area Capacity, pc/h	12167
Maximum Weaving Length (L_{MAX}), ft	3879	Volume-to-Capacity Ratio (v/c)	0.73

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	1527	Average Weaving Speed (S_W), mi/h	51.3
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	1317	Average Non-Weaving Speed (S_{NW}), mi/h	47.6
Weaving Lane Change Rate (LC_W), lc/h	1895	Average Speed (S), mi/h	48.6
Total Lane Change Rate (LC_{All}), lc/h	3212	Density (D), pc/mi/ln	30.6
Weaving Intensity Factor (W)	0.239	Level of Service (LOS)	D

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HCS7 Freeway Weaving Report

Project Information

Analyst	AECOM	Date	05/21/2019
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK NB
Project Description	SR 826 - Alternative 2 #28		

Geometric Data

Number of Lanes (N), ln	6	Segment Type	Freeway
Short Length (L_S), ft	3000	Number of Maneuver Lanes (N_{WL}), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	0.80	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	6890	869	209	1662
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	2.60	2.60	2.60	1.40
Heavy Vehicle Adjustment Factor (f_{HV})	0.975	0.975	0.975	0.986
Flow Rate (v_i), pc/h	7439	938	226	1774

Weaving Flow Rate (v_w), pc/h	2712	Freeway Max Capacity (c_{IFL}), pc/h/ln	2300
Non-Weaving Flow Rate (v_{NW}), pc/h	7665	Density-Based Capacity (c_{IWL}), pc/h/ln	2254
Total Flow Rate (v), pc/h	10377	Demand Flow-Based Capacity (c_{IW}), pc/h	13410
Volume Ratio (VR)	0.261	Weaving Segment Capacity (c_W), veh/h	13075
Minimum Lane Change Rate (LC_{MIN}), lc/h	938	Adjusted Weaving Area Capacity, pc/h	13385
Maximum Weaving Length (L_{MAX}), ft	3603	Volume-to-Capacity Ratio (v/c)	0.78

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	1840	Average Weaving Speed (S_W), mi/h	51.6
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	929	Average Non-Weaving Speed (S_{NW}), mi/h	44.9
Weaving Lane Change Rate (LC_W), lc/h	2106	Average Speed (S), mi/h	46.5
Total Lane Change Rate (LC_{All}), lc/h	3035	Density (D), pc/mi/ln	37.2
Weaving Intensity Factor (W)	0.228	Level of Service (LOS)	E

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Capacity Check for Major Diverge:

SR826 Off Ramp to SW 8th St EB - Alternative 2 #29

Assumed Major Diverge Capacity per Segment (based on HCM 6 Exhibit 14-10):

Segment Free-Flow Speed (mph)	Capacity (pc/h)				
	2-Lanes	3-Lanes	4-Lanes	5-Lanes	6-Lanes
≥ 70	4800	7200	9600	12000	14400
65	4700	7050	9400	11750	14100
60	4600	6900	9200	11500	13800
55	4500	6750	9000	11250	13500

AM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	9630	60	5	2.6%	0.95	1.5	0.987	1.00	10269	11500	No	0.89
Diverging	1870	45	2	1.4%	0.95	1.5	0.993	1.00	1983	4200	No	0.47
Downstream	7760	60	4	2.6%	0.95	1.5	0.987	1.00	8275	9200	No	0.90

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

PM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	8286	60	5	2.6%	0.95	1.5	0.987	1.00	8836	11500	No	0.77
Diverging	1924	45	2	1.4%	0.95	1.5	0.993	1.00	2040	4200	No	0.49
Downstream	6362	60	4	2.6%	0.95	1.5	0.987	1.00	6784	9200	No	0.74

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

	Major Diverge	
	Density	LOS
AM Peak	35.94	E
PM Peak	30.93	D

HCM 6th Edition LOS/Density (Exhibit 14-3)

LOS	Density (pm/mi/ln)
A	<=10
B	>10-20
C	>20-28
D	>28-35
E	>35
F	Demand Exceeds Capacity

Capacity Check for Major Diverge:

SR826 Off Ramp to SW 8th St EB - Alternative 2 #29

Assumed Major Diverge Capacity per Segment (based on HCM 6 Exhibit 14-10):

Segment Free-Flow Speed (mph)	Capacity (pc/h)				
	2-Lanes	3-Lanes	4-Lanes	5-Lanes	6-Lanes
≥ 70	4800	7200	9600	12000	14400
65	4700	7050	9400	11750	14100
60	4600	6900	9200	11500	13800
55	4500	6750	9000	11250	13500

AM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	9630	60	5	2.6%	0.95	1.5	0.987	1.00	10269	11500	No	0.89
Diverging	1870	45	2	1.4%	0.95	1.5	0.993	1.00	1983	4200	No	0.47
Downstream	7760	60	4	2.6%	0.95	1.5	0.987	1.00	8275	9200	No	0.90

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

PM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	8286	60	5	2.6%	0.95	1.5	0.987	1.00	8836	11500	No	0.77
Diverging	1924	45	2	1.4%	0.95	1.5	0.993	1.00	2040	4200	No	0.49
Downstream	6362	60	4	2.6%	0.95	1.5	0.987	1.00	6784	9200	No	0.74

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

	Major Diverge	
	Density	LOS
AM Peak	35.94	E
PM Peak	30.93	D

HCM 6th Edition LOS/Density (Exhibit 14-3)

LOS	Density (pm/mi/ln)
A	<=10
B	>10-20
C	>20-28
D	>28-35
E	>35
F	Demand Exceeds Capacity

HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/10/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK NB
Project Description	SR 826 - Alternative 2 #30		

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.80
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	52.4
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6362	Heavy Vehicle Adjustment Factor (f_{HV})	0.975
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1717
Total Trucks, %	2.60	Capacity (c), pc/h/ln	2224
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2224
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.77
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	52.4
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	32.8
Total Ramp Density Adjustment	7.6	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	52.4		

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/10/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK NB
Project Description	SR 826 - Alternative 2 #30		

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.80
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	52.4
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	7760	Heavy Vehicle Adjustment Factor (f_{HV})	0.975
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	2094
Total Trucks, %	2.60	Capacity (c), pc/h/ln	2224
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2224
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.94
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	51.4
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	40.7
Total Ramp Density Adjustment	7.6	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	52.4		

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HCS7 Freeway Weaving Report

Project Information

Analyst	AECOM	Date	05/21/2019
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK NB
Project Description	SR826 - Alternative 2 #31-35		

Geometric Data

Number of Lanes (N), ln	7	Segment Type	Freeway
Short Length (L_S), ft	1400	Number of Maneuver Lanes (N_{WL}), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	0
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	5062	896	230	1300
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	2.60	2.00	2.00	1.30
Heavy Vehicle Adjustment Factor (f_{HV})	0.975	0.980	0.980	0.987
Flow Rate (v_i), pc/h	5465	962	247	1386

Weaving Flow Rate (v_w), pc/h	2348	Freeway Max Capacity (c_{IFL}), pc/h/ln	2300
Non-Weaving Flow Rate (v_{NW}), pc/h	5712	Density-Based Capacity (c_{IWL}), pc/h/ln	2107
Total Flow Rate (v), pc/h	8060	Demand Flow-Based Capacity (c_{IW}), pc/h	12027
Volume Ratio (VR)	0.291	Weaving Segment Capacity (c_W), veh/h	11727
Minimum Lane Change Rate (LC_{MIN}), lc/h	1386	Adjusted Weaving Area Capacity, pc/h	11992
Maximum Weaving Length (L_{MAX}), ft	3922	Volume-to-Capacity Ratio (v/c)	0.67

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	800	Average Weaving Speed (S_W), mi/h	46.7
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	587	Average Non-Weaving Speed (S_{NW}), mi/h	44.5
Weaving Lane Change Rate (LC_W), lc/h	2490	Average Speed (S), mi/h	45.1
Total Lane Change Rate (LC_{All}), lc/h	3077	Density (D), pc/mi/ln	25.5
Weaving Intensity Factor (W)	0.421	Level of Service (LOS)	C

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HCS7 Freeway Weaving Report

Project Information

Analyst	AECOM	Date	05/21/2019
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK NB
Project Description	SR826 - Alternative 2 #31-35		

Geometric Data

Number of Lanes (N), ln	7	Segment Type	Freeway
Short Length (L_S), ft	1400	Number of Maneuver Lanes (N_{WL}), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	0
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	6000	1378	404	1760
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	2.60	2.00	2.00	1.30
Heavy Vehicle Adjustment Factor (f_{HV})	0.975	0.980	0.980	0.987
Flow Rate (v_i), pc/h	6478	1480	434	1877

Weaving Flow Rate (v_w), pc/h	3357	Freeway Max Capacity (c_{IFL}), pc/h/ln	2300
Non-Weaving Flow Rate (v_{NW}), pc/h	6912	Density-Based Capacity (c_{IWL}), pc/h/ln	2077
Total Flow Rate (v), pc/h	10269	Demand Flow-Based Capacity (c_{IW}), pc/h	10703
Volume Ratio (VR)	0.327	Weaving Segment Capacity (c_W), veh/h	10436
Minimum Lane Change Rate (LC_{MIN}), lc/h	1877	Adjusted Weaving Area Capacity, pc/h	10670
Maximum Weaving Length (L_{MAX}), ft	4309	Volume-to-Capacity Ratio (v/c)	0.96

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	968	Average Weaving Speed (S_W), mi/h	45.0
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	834	Average Non-Weaving Speed (S_{NW}), mi/h	39.4
Weaving Lane Change Rate (LC_W), lc/h	2981	Average Speed (S), mi/h	41.1
Total Lane Change Rate (LC_{All}), lc/h	3815	Density (D), pc/mi/ln	35.7
Weaving Intensity Factor (W)	0.498	Level of Service (LOS)	E

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	05/21/2019
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK NB
Project Description	SR 826 - Alternative 2 #36		

Geometric Data

Number of Lanes, ln	6	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.80
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	52.4
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5959	Heavy Vehicle Adjustment Factor (f_{HV})	0.975
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1072
Total Trucks, %	2.60	Capacity (c), pc/h/ln	2224
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2224
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.48
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	52.4
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	20.5
Total Ramp Density Adjustment	7.6	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	52.4		

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	05/21/2019
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK NB
Project Description	SR 826 - Alternative 2 #36		

Geometric Data

Number of Lanes, ln	6	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.80
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	52.4
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	7379	Heavy Vehicle Adjustment Factor (f_{HV})	0.975
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1328
Total Trucks, %	2.60	Capacity (c), pc/h/ln	2224
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2224
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.60
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	52.4
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	25.3
Total Ramp Density Adjustment	7.6	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	52.4		

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Capacity Check for Major Diverge:

SR826 Off Ramp to SR836 - Alternative 2 #37

Assumed Major Diverge Capacity per Segment (based on HCM 6 Exhibit 14-10):

Segment Free-Flow Speed (mph)	Capacity (pc/h)				
	2-Lanes	3-Lanes	4-Lanes	5-Lanes	6-Lanes
≥ 70	4800	7200	9600	12000	14400
65	4700	7050	9400	11750	14100
60	4600	6900	9200	11500	13800
55	4500	6750	9000	11250	13500

AM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	7379	60	6	2.6%	0.95	1.5	0.987	1.00	7869	13800	No	0.57
Diverging	1099	45	3	3.2%	0.95	1.5	0.984	1.00	1176	5700	No	0.21
Downstream	6280	60	4	2.6%	0.95	1.5	0.987	1.00	6697	9200	No	0.73

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

PM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	5959	60	6	2.6%	0.95	1.5	0.987	1.00	6355	13800	No	0.46
Diverging	1339	45	3	3.2%	0.95	1.5	0.984	1.00	1433	5700	No	0.25
Downstream	4620	60	4	2.6%	0.95	1.5	0.987	1.00	4927	9200	No	0.54

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

	Major Diverge	
	Density	LOS
AM Peak	22.95	C
PM Peak	18.54	B

HCM 6th Edition LOS/Density (Exhibit 14-3)

LOS	Density (pm/mi/ln)
A	<=10
B	>10-20
C	>20-28
D	>28-35
E	>35
F	Demand Exceeds Capacity

Capacity Check for Major Diverge:

SR826 Off Ramp to SR836 - Alternative 2 #37

Assumed Major Diverge Capacity per Segment (based on HCM 6 Exhibit 14-10):

Segment Free-Flow Speed (mph)	Capacity (pc/h)				
	2-Lanes	3-Lanes	4-Lanes	5-Lanes	6-Lanes
≥ 70	4800	7200	9600	12000	14400
65	4700	7050	9400	11750	14100
60	4600	6900	9200	11500	13800
55	4500	6750	9000	11250	13500

AM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	7379	60	6	2.6%	0.95	1.5	0.987	1.00	7869	13800	No	0.57
Diverging	1099	45	3	3.2%	0.95	1.5	0.984	1.00	1176	5700	No	0.21
Downstream	6280	60	4	2.6%	0.95	1.5	0.987	1.00	6697	9200	No	0.73

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

PM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	5959	60	6	2.6%	0.95	1.5	0.987	1.00	6355	13800	No	0.46
Diverging	1339	45	3	3.2%	0.95	1.5	0.984	1.00	1433	5700	No	0.25
Downstream	4620	60	4	2.6%	0.95	1.5	0.987	1.00	4927	9200	No	0.54

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

	Major Diverge	
	Density	LOS
AM Peak	22.95	C
PM Peak	18.54	B

HCM 6th Edition LOS/Density (Exhibit 14-3)

LOS	Density (pm/mi/ln)
A	<=10
B	>10-20
C	>20-28
D	>28-35
E	>35
F	Demand Exceeds Capacity

FILE NAME: NB38 - Major Diverge to SR836 EB.xlsx PRINTED: 5/31/2019 PAGE 1 OF 1

HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	05/21/2019
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK NB
Project Description	SR 826 - Alternative 2 #38		

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	52.6
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4620	Heavy Vehicle Adjustment Factor (f_{HV})	0.975
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1247
Total Trucks, %	2.60	Capacity (c), pc/h/ln	2226
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2226
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.56
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	52.6
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	23.7
Total Ramp Density Adjustment	7.4	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	52.6		

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	05/21/2019
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK NB
Project Description	SR 826 - Alternative 2 #38		

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	52.6
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6280	Heavy Vehicle Adjustment Factor (f_{HV})	0.975
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1695
Total Trucks, %	2.60	Capacity (c), pc/h/ln	2226
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2226
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.76
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	52.6
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	32.2
Total Ramp Density Adjustment	7.4	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	52.6		

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HCS7 Freeway Merge Report

Project Information

Analyst	AECOM	Date	05/21/2019
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK SB
Project Description	SR 826 - Alternative 2 #39		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	4	1
Free-Flow Speed (FFS), mi/h	60.0	55.0
Segment Length (L) / Acceleration Length (L_A), ft	1500	300
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

	Freeway	Ramp
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

	Freeway	Ramp
Demand Volume (V_i), veh/h	4620	546
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	2.60	2.60
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.975	0.975
Flow Rate (v_i), pc/h	4988	589
Capacity (c), pc/h	9200	2200
Volume-to-Capacity Ratio (v/c)	0.61	0.27

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	-	Density in Ramp Influence Area (D_R), pc/mi/ln	23.6
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (M_S)	0.340
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	1497
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	53.9
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.144	Outer Lanes Freeway Speed (S_O), mi/h	56.4
Flow in Lanes 1 and 2 (v_{12}), pc/h	1995	Ramp Junction Speed (S), mi/h	55.2
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	2584	Average Density (D), pc/mi/ln	25.3
Level of Service (LOS)	C		

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HCS7 Freeway Merge Report

Project Information

Analyst	AECOM	Date	05/21/2019
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK SB
Project Description	SR 826 - Alternative 2 #39		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	4	1
Free-Flow Speed (FFS), mi/h	60.0	55.0
Segment Length (L) / Acceleration Length (L_A), ft	1500	300
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

	Freeway	Ramp
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

	Freeway	Ramp
Demand Volume (V_i), veh/h	6280	500
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	2.60	2.60
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.975	0.975
Flow Rate (v_i), pc/h	6780	540
Capacity (c), pc/h	9200	2200
Volume-to-Capacity Ratio (v/c)	0.80	0.25

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	-	Density in Ramp Influence Area (D_R), pc/mi/ln	28.8
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (M_S)	0.389
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	2034
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	53.0
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.150	Outer Lanes Freeway Speed (S_O), mi/h	54.5
Flow in Lanes 1 and 2 (v_{12}), pc/h	2712	Ramp Junction Speed (S), mi/h	53.8
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	3252	Average Density (D), pc/mi/ln	34.0
Level of Service (LOS)	D		

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/10/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK NB
Project Description	SR 826 - Alternative 2 #40		

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	52.6
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5166	Heavy Vehicle Adjustment Factor (f_{HV})	0.975
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1394
Total Trucks, %	2.60	Capacity (c), pc/h/ln	2226
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2226
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.63
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	52.6
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	26.5
Total Ramp Density Adjustment	7.4	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	52.6		

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/10/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK NB
Project Description	SR 826 - Alternative 2 #40		

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	52.6
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6780	Heavy Vehicle Adjustment Factor (f_{HV})	0.975
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1830
Total Trucks, %	2.60	Capacity (c), pc/h/ln	2226
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2226
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.82
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	52.6
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	34.8
Total Ramp Density Adjustment	7.4	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	52.6		

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HCS7 Freeway Merge Report

Project Information			
Analyst	AECOM	Date	12/10/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK NB
Project Description	SR 826 - Alternative 2 #41		

Geometric Data	Freeway	Ramp
Number of Lanes (N)	4	1
Free-Flow Speed (FFS), mi/h	60.0	45.0
Segment Length (L) / Acceleration Length (L_A), ft	1500	400
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors	Freeway	Ramp
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity	Freeway	Ramp
Demand Volume (V_i), veh/h	5166	1217
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	2.60	2.40
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.975	0.977
Flow Rate (v_i), pc/h	5577	1311
Capacity (c), pc/h	9200	2100
Volume-to-Capacity Ratio (v/c)	0.75	0.62

Speed and Density			
Upstream Equilibrium Distance (L_{EQ}), ft	-	Density in Ramp Influence Area (D_R), pc/mi/ln	30.1
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (M_S)	0.420
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	1673
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	52.4
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.054	Outer Lanes Freeway Speed (S_O), mi/h	55.8
Flow in Lanes 1 and 2 (v_{12}), pc/h	2231	Ramp Junction Speed (S), mi/h	54.0
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	3542	Average Density (D), pc/mi/ln	31.9
Level of Service (LOS)	D		

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HCS7 Freeway Merge Report

Project Information			
Analyst	AECOM	Date	12/10/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK NB
Project Description	SR 826 - Alternative 2 #41		

Geometric Data	Freeway	Ramp
Number of Lanes (N)	4	1
Free-Flow Speed (FFS), mi/h	60.0	45.0
Segment Length (L) / Acceleration Length (L_A), ft	1500	400
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors	Freeway	Ramp
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity	Freeway	Ramp
Demand Volume (V_i), veh/h	6780	1655
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	2.60	2.40
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.975	0.977
Flow Rate (v_i), pc/h	7320	1783
Capacity (c), pc/h	9200	2100
Volume-to-Capacity Ratio (v/c)	0.99	0.85

Speed and Density			
Upstream Equilibrium Distance (L_{EQ}), ft	-	Density in Ramp Influence Area (D_R), pc/mi/ln	39.0
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (M_S)	0.719
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	2196
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	47.1
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.000	Outer Lanes Freeway Speed (S_O), mi/h	53.9
Flow in Lanes 1 and 2 (v_{12}), pc/h	2928	Ramp Junction Speed (S), mi/h	50.2
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	4711	Average Density (D), pc/mi/ln	45.3
Level of Service (LOS)	E		

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/10/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK NB
Project Description	SR 826 - Alternative 2 #42		

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.60
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	52.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6383	Heavy Vehicle Adjustment Factor (f_{HV})	0.975
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1723
Total Trucks, %	2.60	Capacity (c), pc/h/ln	2228
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2228
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.77
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	52.8
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	32.6
Total Ramp Density Adjustment	7.2	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	52.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/10/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK NB
Project Description	SR 826 - Alternative 2 #42		

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.60
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	52.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	8435	Heavy Vehicle Adjustment Factor (f_{HV})	0.975
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	2277
Total Trucks, %	2.60	Capacity (c), pc/h/ln	2228
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2228
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.02
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	7.2	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	52.8		

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Capacity Check for Major Merge:

On ramp from SR836 WB - Alternative 2 #43

Assumed Major Merge Capacity per Segment (based on HCM 6 Exhibit 14-10):

Segment Free-Flow Speed (mph)	Capacity (pc/h)				
	2-Lanes	3-Lanes	4-Lanes	5-Lanes	6-Lanes
≥ 70	4800	7200	9600	12000	14400
65	4700	7050	9400	11750	14100
60	4600	6900	9200	11500	13800
55	4500	6750	9000	11250	13500

AM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	8435	60	4	2.6%	0.95	1.5	0.987	1.00	8995	9200	No	0.98
Merging	3347	50	2	3.5%	0.95	1.5	0.983	1.00	3585	4400	No	0.81
Downstream	11782	60	6	4.4%	0.95	1.5	0.978	1.00	12675	13800	No	0.92

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

*Capacity of high-speed ramp junction on multilane highway and C-D roadways based on the Exhibit 13-9 (HCM2010)

PM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	6383	60	4	2.6%	0.95	1.5	0.987	1.00	6807	9200	No	0.74
Diverging	2421	50	2	3.5%	0.95	1.5	0.983	1.00	2594	4400	No	0.59
Downstream	8804	60	6	4.4%	0.95	1.5	0.978	1.00	9472	13800	No	0.69

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

*Capacity of high-speed ramp junction on multilane highway and C-D roadways based on the Exhibit 13-9 (HCM2010)

Capacity Check for Major Merge:

On ramp from SR836 WB - Alternative 2 #43

Assumed Major Merge Capacity per Segment (based on HCM 6 Exhibit 14-10):

Segment Free-Flow Speed (mph)	Capacity (pc/h)				
	2-Lanes	3-Lanes	4-Lanes	5-Lanes	6-Lanes
≥ 70	4800	7200	9600	12000	14400
65	4700	7050	9400	11750	14100
60	4600	6900	9200	11500	13800
55	4500	6750	9000	11250	13500

AM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	8435	60	4	2.6%	0.95	1.5	0.987	1.00	8995	9200	No	0.98
Merging	3347	50	2	3.5%	0.95	1.5	0.983	1.00	3585	4400	No	0.81
Downstream	11782	60	6	4.4%	0.95	1.5	0.978	1.00	12675	13800	No	0.92

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

*Capacity of high-speed ramp junction on multilane highway and C-D roadways based on the Exhibit 13-9 (HCM2010)

PM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	6383	60	4	2.6%	0.95	1.5	0.987	1.00	6807	9200	No	0.74
Diverging	2421	50	2	3.5%	0.95	1.5	0.983	1.00	2594	4400	No	0.59
Downstream	8804	60	6	4.4%	0.95	1.5	0.978	1.00	9472	13800	No	0.69

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

*Capacity of high-speed ramp junction on multilane highway and C-D roadways based on the Exhibit 13-9 (HCM2010)

HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/10/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK NB
Project Description	SR826 - Alternative 2 #44		

Geometric Data

Number of Lanes, ln	6	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.30
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	53.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	8804	Heavy Vehicle Adjustment Factor (f_{HV})	0.958
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1612
Total Trucks, %	4.40	Capacity (c), pc/h/ln	2235
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2235
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.72
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	53.5
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	30.1
Total Ramp Density Adjustment	6.5	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	53.5		

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/10/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK NB
Project Description	SR826 - Alternative 2 #44		

Geometric Data

Number of Lanes, ln	6	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.30
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	53.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	11782	Heavy Vehicle Adjustment Factor (f_{HV})	0.958
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	2158
Total Trucks, %	4.40	Capacity (c), pc/h/ln	2235
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2235
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.97
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	51.1
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	42.2
Total Ramp Density Adjustment	6.5	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	53.5		

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HCS7 Freeway Weaving Report

Project Information

Analyst	AECOM	Date	12/10/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK NB
Project Description	SR 826 - Alternative 2 #45-47		

Geometric Data

Number of Lanes (N), ln	7	Segment Type	Freeway
Short Length (L_S), ft	2300	Number of Maneuver Lanes (N_{WL}), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	7398	1538	292	1406
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	4.40	3.30	3.30	3.40
Heavy Vehicle Adjustment Factor (f_{HV})	0.958	0.968	0.968	0.967
Flow Rate (v_i), pc/h	8129	1672	318	1531

Weaving Flow Rate (v_w), pc/h	3203	Freeway Max Capacity (c_{IFL}), pc/h/ln	2300
Non-Weaving Flow Rate (v_{NW}), pc/h	8447	Density-Based Capacity (c_{IWL}), pc/h/ln	2189
Total Flow Rate (v), pc/h	11650	Demand Flow-Based Capacity (c_{IW}), pc/h	12727
Volume Ratio (VR)	0.275	Weaving Segment Capacity (c_W), veh/h	12193
Minimum Lane Change Rate (LC_{MIN}), lc/h	1672	Adjusted Weaving Area Capacity, pc/h	12690
Maximum Weaving Length (L_{MAX}), ft	3751	Volume-to-Capacity Ratio (v/c)	0.92

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	1943	Average Weaving Speed (S_W), mi/h	50.4
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	-275	Average Non-Weaving Speed (S_{NW}), mi/h	40.0
Weaving Lane Change Rate (LC_W), lc/h	3160	Average Speed (S), mi/h	42.4
Total Lane Change Rate (LC_{All}), lc/h	2885	Density (D), pc/mi/ln	39.3
Weaving Intensity Factor (W)	0.270	Level of Service (LOS)	E

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HCS7 Freeway Weaving Report

Project Information

Analyst	AECOM	Date	12/10/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK NB
Project Description	SR 826 - Alternative 2 #45-47		

Geometric Data

Number of Lanes (N), ln	7	Segment Type	Freeway
Short Length (L_S), ft	2300	Number of Maneuver Lanes (N_{WL}), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	9666	1804	395	2116
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	4.40	3.30	3.30	3.40
Heavy Vehicle Adjustment Factor (f_{HV})	0.958	0.968	0.968	0.967
Flow Rate (v_i), pc/h	10621	1962	430	2303

Weaving Flow Rate (v_w), pc/h	4265	Freeway Max Capacity (c_{IFL}), pc/h/ln	2300
Non-Weaving Flow Rate (v_{NW}), pc/h	11051	Density-Based Capacity (c_{IWL}), pc/h/ln	2187
Total Flow Rate (v), pc/h	15316	Demand Flow-Based Capacity (c_{IW}), pc/h	12590
Volume Ratio (VR)	0.278	Weaving Segment Capacity (c_W), veh/h	12061
Minimum Lane Change Rate (LC_{MIN}), lc/h	0	Adjusted Weaving Area Capacity, pc/h	12552
Maximum Weaving Length (L_{MAX}), ft	3783	Volume-to-Capacity Ratio (v/c)	1.22

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	-	Average Weaving Speed (S_W), mi/h	-
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	-	Average Non-Weaving Speed (S_{NW}), mi/h	-
Weaving Lane Change Rate (LC_W), lc/h	-	Average Speed (S), mi/h	-
Total Lane Change Rate (LC_{All}), lc/h	-	Density (D), pc/mi/ln	-
Weaving Intensity Factor (W)	-	Level of Service (LOS)	F

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/10/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK NB
Project Description	SR 826 - Alternative 2 #48		

Geometric Data

Number of Lanes, ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	0.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	60.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	8937	Heavy Vehicle Adjustment Factor (f_{HV})	0.958
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1964
Total Trucks, %	4.40	Capacity (c), pc/h/ln	2300
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2300
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.85
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	57.6
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	34.1
Total Ramp Density Adjustment	0.0	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	60.0		

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/10/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK NB
Project Description	SR 826 - Alternative 2 #48		

Geometric Data

Number of Lanes, ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	0.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	60.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	11472	Heavy Vehicle Adjustment Factor (f_{HV})	0.958
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	2521
Total Trucks, %	4.40	Capacity (c), pc/h/ln	2300
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2300
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.10
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	0.0	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	60.0		

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Capacity Check for Major Merge:

Loop On ramp from SW88th St EB - Alternative 2 #49

Assumed Major Merge Capacity per Segment (based on HCM 6 Exhibit 14-10):

Segment Free-Flow Speed (mph)	Capacity (pc/h)				
	2-Lanes	3-Lanes	4-Lanes	5-Lanes	6-Lanes
≥ 70	4800	7200	9600	12000	14400
65	4700	7050	9400	11750	14100
60	4600	6900	9200	11500	13800
55	4500	6750	9000	11250	13500

AM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	11472	60	5	4.4%	0.95	1.5	0.978	1.00	12342	11500	Yes	1.07
Merging	1515	30	1	6.8%	0.95	1.5	0.967	1.00	1649	2000	No	0.82
Downstream	12987	60	6	4.4%	0.95	1.5	0.978	1.00	13972	13800	Yes	1.01

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

PM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	8937	60	5	4.4%	0.95	1.5	0.978	1.00	9615	11500	No	0.84
Diverging	1303	30	1	6.8%	0.95	1.5	0.967	1.00	1419	2000	No	0.71
Downstream	10240	60	6	4.4%	0.95	1.5	0.978	1.00	11017	13800	No	0.80

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

Capacity Check for Major Merge:

Loop On ramp from SW88th St EB - Alternative 2 #49

Assumed Major Merge Capacity per Segment (based on HCM 6 Exhibit 14-10):

Segment Free-Flow Speed (mph)	Capacity (pc/h)				
	2-Lanes	3-Lanes	4-Lanes	5-Lanes	6-Lanes
≥ 70	4800	7200	9600	12000	14400
65	4700	7050	9400	11750	14100
60	4600	6900	9200	11500	13800
55	4500	6750	9000	11250	13500

AM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	11472	60	5	4.4%	0.95	1.5	0.978	1.00	12342	11500	Yes	1.07
Merging	1515	30	1	6.8%	0.95	1.5	0.967	1.00	1649	2000	No	0.82
Downstream	12987	60	6	4.4%	0.95	1.5	0.978	1.00	13972	13800	Yes	1.01

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

PM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	8937	60	5	4.4%	0.95	1.5	0.978	1.00	9615	11500	No	0.84
Diverging	1303	30	1	6.8%	0.95	1.5	0.967	1.00	1419	2000	No	0.71
Downstream	10240	60	6	4.4%	0.95	1.5	0.978	1.00	11017	13800	No	0.80

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/10/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK NB
Project Description	SR 826 - Alternative 2 #50		

Geometric Data

Number of Lanes, ln	6	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	3.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	51.9
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	10240	Heavy Vehicle Adjustment Factor (f_{HV})	0.958
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1875
Total Trucks, %	4.40	Capacity (c), pc/h/ln	2219
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2219
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.85
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	51.9
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	36.1
Total Ramp Density Adjustment	8.1	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	51.9		

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/10/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK NB
Project Description	SR 826 - Alternative 2 #50		

Geometric Data

Number of Lanes, ln	6	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	3.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	51.9
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	12987	Heavy Vehicle Adjustment Factor (f_{HV})	0.958
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	2378
Total Trucks, %	4.40	Capacity (c), pc/h/ln	2219
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2219
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.07
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	8.1	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	51.9		

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/10/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK SB
Project Description	SR 826 - Alternative 2 #1		

Geometric Data

Number of Lanes, ln	6	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	52.6
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	11106	Heavy Vehicle Adjustment Factor (f_{HV})	0.958
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	2034
Total Trucks, %	4.40	Capacity (c), pc/h/ln	2226
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2226
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.91
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	52.1
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	39.0
Total Ramp Density Adjustment	7.4	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	52.6		

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/10/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK SB
Project Description	SR 826 - Alternative 2 #1		

Geometric Data

Number of Lanes, ln	6	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	52.6
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	13528	Heavy Vehicle Adjustment Factor (f_{HV})	0.958
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	2477
Total Trucks, %	4.40	Capacity (c), pc/h/ln	2226
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2226
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.11
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	7.4	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	52.6		

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HCS7 Freeway Diverge Report

Project Information			
Analyst	AECOM	Date	12/10/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK SB
Project Description	SR 826 - Alternative 2 #2		

Geometric Data	Freeway	Ramp
Number of Lanes (N)	6	1
Free-Flow Speed (FFS), mi/h	60.0	40.0
Segment Length (L) / Deceleration Length (L_D), ft	1500	250
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (V_i), veh/h	11106	1416
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	4.40	7.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.958	0.935
Flow Rate (v_i), pc/h	12203	1594
Capacity (c), pc/h	13800	2000
Volume-to-Capacity Ratio (v/c)	0.88	0.80

Speed and Density			
Upstream Equilibrium Distance (L_{EQ}), ft	-	Density in Ramp Influence Area (D_R), pc/mi/ln	44.0
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (D_S)	0.506
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	2132
Distance to Downstream Ramp (L_{DOWN}), ft	-	Off-Ramp Influence Area Speed (S_R), mi/h	50.9
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FD})	0.436	Outer Lanes Freeway Speed (S_O), mi/h	61.4
Flow in Lanes 1 and 2 (v_{12}), pc/h	4889	Ramp Junction Speed (S), mi/h	55.3
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	-	Average Density (D), pc/mi/ln	36.8
Level of Service (LOS)	E		

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HCS7 Freeway Diverge Report

Project Information			
Analyst	AECOM	Date	12/10/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK SB
Project Description	SR 826 - Alternative 2 #2		

Geometric Data	Freeway	Ramp
Number of Lanes (N)	6	1
Free-Flow Speed (FFS), mi/h	60.0	40.0
Segment Length (L) / Deceleration Length (L_D), ft	1500	250
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (V_i), veh/h	13528	2022
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	4.40	7.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.958	0.935
Flow Rate (v_i), pc/h	14864	2276
Capacity (c), pc/h	13800	2000
Volume-to-Capacity Ratio (v/c)	1.08	1.14

Speed and Density			
Upstream Equilibrium Distance (L_{EQ}), ft	-	Density in Ramp Influence Area (D_R), pc/mi/ln	54.8
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (D_S)	-
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	2502
Distance to Downstream Ramp (L_{DOWN}), ft	-	Off-Ramp Influence Area Speed (S_R), mi/h	49.8
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FD})	0.436	Outer Lanes Freeway Speed (S_O), mi/h	60.0
Flow in Lanes 1 and 2 (v_{12}), pc/h	6144	Ramp Junction Speed (S), mi/h	-
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	-	Average Density (D), pc/mi/ln	-
Level of Service (LOS)	F		

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/10/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK SB
Project Description	SR 826 - Alternative 2 #3		

Geometric Data

Number of Lanes, ln	6	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	52.6
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	9690	Heavy Vehicle Adjustment Factor (f_{HV})	0.958
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1774
Total Trucks, %	4.40	Capacity (c), pc/h/ln	2226
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2226
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.80
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	52.6
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	33.7
Total Ramp Density Adjustment	7.4	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	52.6		

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/10/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK SB
Project Description	SR 826 - Alternative 2 #3		

Geometric Data

Number of Lanes, ln	6	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	52.6
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	11506	Heavy Vehicle Adjustment Factor (f_{HV})	0.958
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	2107
Total Trucks, %	4.40	Capacity (c), pc/h/ln	2226
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2226
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.95
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	51.3
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	41.1
Total Ramp Density Adjustment	7.4	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	52.6		

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Capacity Check for Major Merge:

On ramp from NW 25th St EB - Alternative 2 #4

Assumed Major Merge Capacity per Segment (based on HCM 6 Exhibit 14-10):

Segment Free-Flow Speed (mph)	Capacity (pc/h)				
	2-Lanes	3-Lanes	4-Lanes	5-Lanes	6-Lanes
≥ 70	4800	7200	9600	12000	14400
65	4700	7050	9400	11750	14100
60	4600	6900	9200	11500	13800
55	4500	6750	9000	11250	13500

AM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	11506	60	6	4.4%	0.95	1.5	0.978	1.00	12379	13800	No	0.90
Merging	936	30	2	2.7%	0.95	1.5	0.987	1.00	999	4000	No	0.25
Downstream	12442	60	7	4.4%	0.95	1.5	0.978	1.00	13385	13800	No	0.97

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

PM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	9690	60	6	4.4%	0.95	1.5	0.978	1.00	10425	13800	No	0.76
Diverging	2264	30	2	2.7%	0.95	1.5	0.987	1.00	2416	4000	No	0.60
Downstream	11954	60	7	4.4%	0.95	1.5	0.978	1.00	12860	13800	No	0.93

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

Capacity Check for Major Merge:

On ramp from NW 25th St EB - Alternative 2 #4

Assumed Major Merge Capacity per Segment (based on HCM 6 Exhibit 14-10):

Segment Free-Flow Speed (mph)	Capacity (pc/h)				
	2-Lanes	3-Lanes	4-Lanes	5-Lanes	6-Lanes
≥ 70	4800	7200	9600	12000	14400
65	4700	7050	9400	11750	14100
60	4600	6900	9200	11500	13800
55	4500	6750	9000	11250	13500

AM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	11506	60	6	4.4%	0.95	1.5	0.978	1.00	12379	13800	No	0.90
Merging	936	30	2	2.7%	0.95	1.5	0.987	1.00	999	4000	No	0.25
Downstream	12442	60	7	4.4%	0.95	1.5	0.978	1.00	13385	13800	No	0.97

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

PM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	9690	60	6	4.4%	0.95	1.5	0.978	1.00	10425	13800	No	0.76
Diverging	2264	30	2	2.7%	0.95	1.5	0.987	1.00	2416	4000	No	0.60
Downstream	11954	60	7	4.4%	0.95	1.5	0.978	1.00	12860	13800	No	0.93

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

HCS7 Freeway Weaving Report

Project Information

Analyst	AECOM	Date	12/10/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK SB
Project Description	SR 826 - Alternative 2 #5-6		

Geometric Data

Number of Lanes (N), ln	7	Segment Type	Freeway
Short Length (L_S), ft	2300	Number of Maneuver Lanes (N_{WL}), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	2
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	7829	1830	434	1861
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	4.40	2.70	2.70	3.80
Heavy Vehicle Adjustment Factor (f_{HV})	0.958	0.974	0.974	0.963
Flow Rate (v_i), pc/h	8602	1978	469	2034

Weaving Flow Rate (v_w), pc/h	4012	Freeway Max Capacity (c_{IFL}), pc/h/ln	2300
Non-Weaving Flow Rate (v_{NW}), pc/h	9071	Density-Based Capacity (c_{IWL}), pc/h/ln	2163
Total Flow Rate (v), pc/h	13083	Demand Flow-Based Capacity (c_{IW}), pc/h	11401
Volume Ratio (VR)	0.307	Weaving Segment Capacity (c_W), veh/h	10922
Minimum Lane Change Rate (LC_{MIN}), lc/h	0	Adjusted Weaving Area Capacity, pc/h	11356
Maximum Weaving Length (L_{MAX}), ft	4093	Volume-to-Capacity Ratio (v/c)	1.15

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	-	Average Weaving Speed (S_W), mi/h	-
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	-	Average Non-Weaving Speed (S_{NW}), mi/h	-
Weaving Lane Change Rate (LC_W), lc/h	-	Average Speed (S), mi/h	-
Total Lane Change Rate (LC_{All}), lc/h	-	Density (D), pc/mi/ln	-
Weaving Intensity Factor (W)	-	Level of Service (LOS)	F

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HCS7 Freeway Weaving Report

Project Information

Analyst	AECOM	Date	12/10/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK SB
Project Description	SR 826 - Alternative 2 #5-6		

Geometric Data

Number of Lanes (N), ln	7	Segment Type	Freeway
Short Length (L_S), ft	2300	Number of Maneuver Lanes (N_{WL}), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	2
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	8666	705	231	2840
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	4.40	2.70	2.70	3.80
Heavy Vehicle Adjustment Factor (f_{HV})	0.958	0.974	0.974	0.963
Flow Rate (v_i), pc/h	9522	762	250	3104

Weaving Flow Rate (v_w), pc/h	3866	Freeway Max Capacity (c_{IFL}), pc/h/ln	2300
Non-Weaving Flow Rate (v_{NW}), pc/h	9772	Density-Based Capacity (c_{IWL}), pc/h/ln	2182
Total Flow Rate (v), pc/h	13638	Demand Flow-Based Capacity (c_{IW}), pc/h	12367
Volume Ratio (VR)	0.283	Weaving Segment Capacity (c_W), veh/h	11848
Minimum Lane Change Rate (LC_{MIN}), lc/h	0	Adjusted Weaving Area Capacity, pc/h	12338
Maximum Weaving Length (L_{MAX}), ft	3836	Volume-to-Capacity Ratio (v/c)	1.11

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	-	Average Weaving Speed (S_W), mi/h	-
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	-	Average Non-Weaving Speed (S_{NW}), mi/h	-
Weaving Lane Change Rate (LC_W), lc/h	-	Average Speed (S), mi/h	-
Total Lane Change Rate (LC_{All}), lc/h	-	Density (D), pc/mi/ln	-
Weaving Intensity Factor (W)	-	Level of Service (LOS)	F

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Capacity Check for Major Diverge:

SR826 Off Ramp to SR836 WB - Alternative 2 #7

Assumed Major Diverge Capacity per Segment (based on HCM 6 Exhibit 14-10):

Segment Free-Flow Speed (mph)	Capacity (pc/h)				
	2-Lanes	3-Lanes	4-Lanes	5-Lanes	6-Lanes
≥ 70	4800	7200	9600	12000	14400
65	4700	7050	9400	11750	14100
60	4600	6900	9200	11500	13800
55	4500	6750	9000	11250	13500

AM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	12442	60	7	4.4%	0.95	1.5	0.978	1.00	13385	13800	No	0.97
Diverging	3069	45	3	3.8%	0.95	1.5	0.981	1.00	3292	5700	No	0.58
Downstream	9373	60	5	4.4%	0.95	1.5	0.978	1.00	10084	11500	No	0.88

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

PM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	11954	60	7	4.4%	0.95	1.5	0.978	1.00	12860	13800	No	0.93
Diverging	2294	45	3	3.8%	0.95	1.5	0.981	1.00	2461	4200	No	0.59
Downstream	9660	60	5	4.4%	0.95	1.5	0.978	1.00	10393	11500	No	0.90

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

	Major Diverge	
	Density	LOS
AM Peak	33.46	D
PM Peak	32.15	D

HCM 6th Edition LOS/Density (Exhibit 14-3)

LOS	Density (pm/mi/ln)
A	<=10
B	>10-20
C	>20-28
D	>28-35
E	>35
F	Demand Exceeds Capacity

Capacity Check for Major Diverge:

SR826 Off Ramp to SR836 WB - Alternative 2 #7

Assumed Major Diverge Capacity per Segment (based on HCM 6 Exhibit 14-10):

Segment Free-Flow Speed (mph)	Capacity (pc/h)				
	2-Lanes	3-Lanes	4-Lanes	5-Lanes	6-Lanes
≥ 70	4800	7200	9600	12000	14400
65	4700	7050	9400	11750	14100
60	4600	6900	9200	11500	13800
55	4500	6750	9000	11250	13500

AM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	12442	60	7	4.4%	0.95	1.5	0.978	1.00	13385	13800	No	0.97
Diverging	3069	45	3	3.8%	0.95	1.5	0.981	1.00	3292	5700	No	0.58
Downstream	9373	60	5	4.4%	0.95	1.5	0.978	1.00	10084	11500	No	0.88

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

PM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	11954	60	7	4.4%	0.95	1.5	0.978	1.00	12860	13800	No	0.93
Diverging	2294	45	3	3.8%	0.95	1.5	0.981	1.00	2461	4200	No	0.59
Downstream	9660	60	5	4.4%	0.95	1.5	0.978	1.00	10393	11500	No	0.90

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

	Major Diverge	
	Density	LOS
AM Peak	33.46	D
PM Peak	32.15	D

HCM 6th Edition LOS/Density (Exhibit 14-3)

LOS	Density (pm/mi/ln)
A	<=10
B	>10-20
C	>20-28
D	>28-35
E	>35
F	Demand Exceeds Capacity

FILE NAME: SB6 - Major Diverge to SR836 WB.xlsx PRINTED: 12/28/2018 PAGE 1 OF 1

HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/10/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK SB
Project Description	SR 826 - Alternative 2 #8		

Geometric Data

Number of Lanes, ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	52.6
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	9660	Heavy Vehicle Adjustment Factor (f_{HV})	0.958
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	2123
Total Trucks, %	4.40	Capacity (c), pc/h/ln	2226
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2226
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.95
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	51.1
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	41.5
Total Ramp Density Adjustment	7.4	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	52.6		

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/10/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK SB
Project Description	SR 826 - Alternative 2 #8		

Geometric Data

Number of Lanes, ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	52.6
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	9373	Heavy Vehicle Adjustment Factor (f_{HV})	0.958
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	2060
Total Trucks, %	4.40	Capacity (c), pc/h/ln	2226
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2226
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.93
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	51.8
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	39.8
Total Ramp Density Adjustment	7.4	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	52.6		

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HCS7 Freeway Diverge Report

Project Information			
Analyst	AECOM	Date	12/10/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK SB
Project Description	SR 826 - Alternative 2 #9		

Geometric Data	Freeway	Ramp
Number of Lanes (N)	5	1
Free-Flow Speed (FFS), mi/h	60.0	30.0
Segment Length (L) / Deceleration Length (L_D), ft	1500	250
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (V_i), veh/h	9660	209
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	4.40	2.70
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.958	0.974
Flow Rate (v_i), pc/h	10614	226
Capacity (c), pc/h	11500	1900
Volume-to-Capacity Ratio (v/c)	0.92	0.12

Speed and Density			
Upstream Equilibrium Distance (L_{EQ}), ft	-	Density in Ramp Influence Area (D_R), pc/mi/ln	34.9
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (D_S)	0.513
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	2331
Distance to Downstream Ramp (L_{DOWN}), ft	-	Off-Ramp Influence Area Speed (S_R), mi/h	50.8
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FD})	0.436	Outer Lanes Freeway Speed (S_O), mi/h	60.6
Flow in Lanes 1 and 2 (v_{12}), pc/h	3830	Ramp Junction Speed (S), mi/h	55.7
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	-	Average Density (D), pc/mi/ln	38.1
Level of Service (LOS)	D		

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HCS7 Freeway Diverge Report

Project Information			
Analyst	AECOM	Date	12/10/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK SB
Project Description	SR 826 - Alternative 2 #9		

Geometric Data	Freeway	Ramp
Number of Lanes (N)	5	1
Free-Flow Speed (FFS), mi/h	60.0	30.0
Segment Length (L) / Deceleration Length (L_D), ft	1500	250
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (V_i), veh/h	9373	791
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	4.40	2.70
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.958	0.974
Flow Rate (v_i), pc/h	10299	855
Capacity (c), pc/h	11500	1900
Volume-to-Capacity Ratio (v/c)	0.90	0.45

Speed and Density			
Upstream Equilibrium Distance (L_{EQ}), ft	-	Density in Ramp Influence Area (D_R), pc/mi/ln	37.0
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (D_S)	0.570
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	2082
Distance to Downstream Ramp (L_{DOWN}), ft	-	Off-Ramp Influence Area Speed (S_R), mi/h	49.7
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FD})	0.436	Outer Lanes Freeway Speed (S_O), mi/h	61.6
Flow in Lanes 1 and 2 (v_{12}), pc/h	4075	Ramp Junction Speed (S), mi/h	55.1
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	-	Average Density (D), pc/mi/ln	37.4
Level of Service (LOS)	E		

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/10/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK SB
Project Description	SR 826 - Alternative 2 #10		

Geometric Data

Number of Lanes, ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.30
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	53.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	9451	Heavy Vehicle Adjustment Factor (f_{HV})	0.975
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	2041
Total Trucks, %	2.60	Capacity (c), pc/h/ln	2235
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2235
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.91
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	52.6
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	38.8
Total Ramp Density Adjustment	6.5	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	53.5		

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/10/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK SB
Project Description	SR 826 - Alternative 2 #10		

Geometric Data

Number of Lanes, ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.30
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	53.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	8582	Heavy Vehicle Adjustment Factor (f_{HV})	0.975
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1853
Total Trucks, %	2.60	Capacity (c), pc/h/ln	2235
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2235
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.83
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	53.5
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	34.6
Total Ramp Density Adjustment	6.5	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	53.5		

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Capacity Check for Major Diverge:

SR826 Off Ramp to Flagler St WB - Alternative 2 #11

Assumed Major Diverge Capacity per Segment (based on HCM 6 Exhibit 14-10):

Segment Free-Flow Speed (mph)	Capacity (pc/h)				
	2-Lanes	3-Lanes	4-Lanes	5-Lanes	6-Lanes
≥ 70	4800	7200	9600	12000	14400
65	4700	7050	9400	11750	14100
60	4600	6900	9200	11500	13800
55	4500	6750	9000	11250	13500

AM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	8582	60	5	2.6%	0.95	1.5	0.987	1.00	9152	11500	No	0.80
Diverging	2643	40	2	1.7%	0.95	1.5	0.992	1.00	2806	4200	No	0.67
Downstream	5939	60	4	2.6%	0.95	1.5	0.987	1.00	6333	9200	No	0.69

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

PM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	9451	60	5	2.6%	0.95	1.5	0.987	1.00	10078	11500	No	0.88
Diverging	2276	40	2	1.7%	0.95	1.5	0.992	1.00	2417	4200	No	0.58
Downstream	7175	60	4	2.6%	0.95	1.5	0.987	1.00	7651	9200	No	0.83

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

	Major Diverge	
	Density	LOS
AM Peak	32.03	D
PM Peak	35.27	E

HCM 6th Edition LOS/Density (Exhibit 14-3)

LOS	Density (pm/mi/ln)
A	<=10
B	>10-20
C	>20-28
D	>28-35
E	>35
F	Demand Exceeds Capacity

Capacity Check for Major Diverge:

SR826 Off Ramp to Flagler St WB - Alternative 2 #11

Assumed Major Diverge Capacity per Segment (based on HCM 6 Exhibit 14-10):

Segment Free-Flow Speed (mph)	Capacity (pc/h)				
	2-Lanes	3-Lanes	4-Lanes	5-Lanes	6-Lanes
≥ 70	4800	7200	9600	12000	14400
65	4700	7050	9400	11750	14100
60	4600	6900	9200	11500	13800
55	4500	6750	9000	11250	13500

AM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	8582	60	5	2.6%	0.95	1.5	0.987	1.00	9152	11500	No	0.80
Diverging	2643	40	2	1.7%	0.95	1.5	0.992	1.00	2806	4200	No	0.67
Downstream	5939	60	4	2.6%	0.95	1.5	0.987	1.00	6333	9200	No	0.69

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

PM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	9451	60	5	2.6%	0.95	1.5	0.987	1.00	10078	11500	No	0.88
Diverging	2276	40	2	1.7%	0.95	1.5	0.992	1.00	2417	4200	No	0.58
Downstream	7175	60	4	2.6%	0.95	1.5	0.987	1.00	7651	9200	No	0.83

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

	Major Diverge	
	Density	LOS
AM Peak	32.03	D
PM Peak	35.27	E

HCM 6th Edition LOS/Density (Exhibit 14-3)

LOS	Density (pm/mi/ln)
A	<=10
B	>10-20
C	>20-28
D	>28-35
E	>35
F	Demand Exceeds Capacity

HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/10/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK SB
Project Description	SR 826 - Alternative 2 #12		

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.30
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	53.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	7175	Heavy Vehicle Adjustment Factor (f_{HV})	0.975
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1936
Total Trucks, %	2.60	Capacity (c), pc/h/ln	2235
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2235
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.87
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	53.3
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	36.3
Total Ramp Density Adjustment	6.5	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	53.5		

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/10/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK SB
Project Description	SR 826 - Alternative 2 #12		

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.30
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	53.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5939	Heavy Vehicle Adjustment Factor (f_{HV})	0.975
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1603
Total Trucks, %	2.60	Capacity (c), pc/h/ln	2235
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2235
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.72
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	53.5
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	30.0
Total Ramp Density Adjustment	6.5	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	53.5		

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HCS7 Freeway Diverge Report

Project Information			
Analyst	AECOM	Date	12/10/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK SB
Project Description	SR 826	Unit	United States Customary

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	4	1
Free-Flow Speed (FFS), mi/h	60.0	55.0
Segment Length (L) / Deceleration Length (LA),ft	1500	600
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Left

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	7175	517
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	4.40	2.70
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.958	0.974
Flow Rate (vi),pc/h	7884	559
Capacity (c), pc/h	9200	2200
Volume-to-Capacity Ratio (v/c)	0.86	0.25

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	2
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.218
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (VOA), pc/h/ln	1878
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	56.1
Prop. Freeway Vehicles in Lane 3 and 4 (PFD)	0.436	Outer Lanes Freeway Speed (SO), mi/h	62.4
Flow in Lanes 3 and 4 (v34), pc/h	4128	Ramp Junction Speed (S), mi/h	58.9
Flow Entering Ramp-Infl. Area (vR34), pc/h	-	Average Density (D), pc/mi/ln	33.5
Level of Service (LOS)	D	Density in Ramp Influence Area (DR), pc/mi/ln	34.4

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HCS7 Freeway Diverge Report

Project Information			
Analyst	AECOM	Date	12/10/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK SB
Project Description	SR 826	Unit	United States Customary

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	4	1
Free-Flow Speed (FFS), mi/h	60.0	55.0
Segment Length (L) / Deceleration Length (LA),ft	1500	600
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Left

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	5939	949
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	4.40	2.70
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.958	0.974
Flow Rate (vi),pc/h	6526	1026
Capacity (c), pc/h	9200	2200
Volume-to-Capacity Ratio (v/c)	0.71	0.47

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	2
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.260
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (VOA), pc/h/ln	1380
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influence Area Speed (SR), mi/h	55.3
Prop. Freeway Vehicles in Lane 3 and 4 (PFD)	0.436	Outer Lanes Freeway Speed (SO), mi/h	64.3
Flow in Lanes 3 and 4 (v34), pc/h	3766	Ramp Junction Speed (S), mi/h	58.8
Flow Entering Ramp-Infl. Area (vR34), pc/h	-	Average Density (D), pc/mi/ln	27.7
Level of Service (LOS)	D	Density in Ramp Influence Area (DR), pc/mi/ln	31.2

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/10/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK SB
Project Description	SR 826 - Alternative 2 #14		

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.30
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	53.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6658	Heavy Vehicle Adjustment Factor (f_{HV})	0.975
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1797
Total Trucks, %	2.60	Capacity (c), pc/h/ln	2235
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2235
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.80
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	53.5
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	33.6
Total Ramp Density Adjustment	6.5	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	53.5		

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/10/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK SB
Project Description	SR 826 - Alternative 2 #14		

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.30
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	53.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4990	Heavy Vehicle Adjustment Factor (f_{HV})	0.975
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1347
Total Trucks, %	2.60	Capacity (c), pc/h/ln	2235
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2235
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.60
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	53.5
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	25.2
Total Ramp Density Adjustment	6.5	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	53.5		

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Capacity Check for Major Merge:

On ramp from SR836 EB - Alternative 2 #15

Assumed Major Merge Capacity per Segment (based on HCM 6 Exhibit 14-10):

Segment Free-Flow Speed (mph)	Capacity (pc/h)				
	2-Lanes	3-Lanes	4-Lanes	5-Lanes	6-Lanes
≥ 70	4800	7200	9600	12000	14400
65	4700	7050	9400	11750	14100
60	4600	6900	9200	11500	13800
55	4500	6750	9000	11250	13500

AM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	4990	60	4	2.6%	0.95	1.5	0.987	1.00	5321	9200	No	0.58
Merging	1748	40	2	2.7%	0.95	1.5	0.987	1.00	1865	4200	No	0.44
Downstream	6738	60	5	2.6%	0.95	1.5	0.987	1.00	7185	11500	No	0.62

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

PM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	6658	60	4	2.6%	0.95	1.5	0.987	1.00	7100	9200	No	0.77
Diverging	1642	40	2	2.7%	0.95	1.5	0.987	1.00	1752	4200	No	0.42
Downstream	8300	60	5	2.6%	0.95	1.5	0.987	1.00	8851	11500	No	0.77

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

Capacity Check for Major Merge:

On ramp from SR836 EB - Alternative 2 #15

Assumed Major Merge Capacity per Segment (based on HCM 6 Exhibit 14-10):

Segment Free-Flow Speed (mph)	Capacity (pc/h)				
	2-Lanes	3-Lanes	4-Lanes	5-Lanes	6-Lanes
≥ 70	4800	7200	9600	12000	14400
65	4700	7050	9400	11750	14100
60	4600	6900	9200	11500	13800
55	4500	6750	9000	11250	13500

AM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	4990	60	4	2.6%	0.95	1.5	0.987	1.00	5321	9200	No	0.58
Merging	1748	40	2	2.7%	0.95	1.5	0.987	1.00	1865	4200	No	0.44
Downstream	6738	60	5	2.6%	0.95	1.5	0.987	1.00	7185	11500	No	0.62

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

PM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	6658	60	4	2.6%	0.95	1.5	0.987	1.00	7100	9200	No	0.77
Diverging	1642	40	2	2.7%	0.95	1.5	0.987	1.00	1752	4200	No	0.42
Downstream	8300	60	5	2.6%	0.95	1.5	0.987	1.00	8851	11500	No	0.77

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/10/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK SB
Project Description	SR 826 - Alternative 2 #16		

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.30
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	53.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	8300	Heavy Vehicle Adjustment Factor (f_{HV})	0.975
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	2240
Total Trucks, %	2.60	Capacity (c), pc/h/ln	2235
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2235
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.00
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	6.5	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	53.5		

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/10/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK SB
Project Description	SR 826 - Alternative 2 #16		

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.30
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	53.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6738	Heavy Vehicle Adjustment Factor (f_{HV})	0.975
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1818
Total Trucks, %	2.60	Capacity (c), pc/h/ln	2235
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2235
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.81
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	53.5
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	34.0
Total Ramp Density Adjustment	6.5	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	53.5		

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Capacity Check for Major Merge:

On ramp from Flagler WB - Alternative 2 #17

Assumed Major Merge Capacity per Segment (based on HCM 6 Exhibit 14-10):

Segment Free-Flow Speed (mph)	Capacity (pc/h)				
	2-Lanes	3-Lanes	4-Lanes	5-Lanes	6-Lanes
≥ 70	4800	7200	9600	12000	14400
65	4700	7050	9400	11750	14100
60	4600	6900	9200	11500	13800
55	4500	6750	9000	11250	13500

AM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	6738	60	4	2.6%	0.95	1.5	0.987	1.00	7185	9200	No	0.78
Merging	1053	40	2	3.0%	0.95	1.5	0.985	1.00	1126	4200	No	0.27
Downstream	7791	60	5	2.6%	0.95	1.5	0.987	1.00	8308	11500	No	0.72

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

PM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	8300	60	4	2.6%	0.95	1.5	0.987	1.00	8851	9200	No	0.96
Diverging	1251	40	2	3.0%	0.95	1.5	0.985	1.00	1337	4200	No	0.32
Downstream	9551	60	5	2.6%	0.95	1.5	0.987	1.00	10185	11500	No	0.89

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

Capacity Check for Major Merge:

On ramp from Flagler WB - Alternative 2 #17

Assumed Major Merge Capacity per Segment (based on HCM 6 Exhibit 14-10):

Segment Free-Flow Speed (mph)	Capacity (pc/h)				
	2-Lanes	3-Lanes	4-Lanes	5-Lanes	6-Lanes
≥ 70	4800	7200	9600	12000	14400
65	4700	7050	9400	11750	14100
60	4600	6900	9200	11500	13800
55	4500	6750	9000	11250	13500

AM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	6738	60	4	2.6%	0.95	1.5	0.987	1.00	7185	9200	No	0.78
Merging	1053	40	2	3.0%	0.95	1.5	0.985	1.00	1126	4200	No	0.27
Downstream	7791	60	5	2.6%	0.95	1.5	0.987	1.00	8308	11500	No	0.72

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

PM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	8300	60	4	2.6%	0.95	1.5	0.987	1.00	8851	9200	No	0.96
Diverging	1251	40	2	3.0%	0.95	1.5	0.985	1.00	1337	4200	No	0.32
Downstream	9551	60	5	2.6%	0.95	1.5	0.987	1.00	10185	11500	No	0.89

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/10/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK SB
Project Description	SR 826 - Alternative 2 #18		

Geometric Data

Number of Lanes, ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.20
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	53.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	9551	Heavy Vehicle Adjustment Factor (f_{HV})	0.975
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	2062
Total Trucks, %	2.60	Capacity (c), pc/h/ln	2238
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2238
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.92
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	52.6
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	39.2
Total Ramp Density Adjustment	6.2	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	53.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/10/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK SB
Project Description	SR 826 - Alternative 2 #18		

Geometric Data

Number of Lanes, ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.20
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	53.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	7791	Heavy Vehicle Adjustment Factor (f_{HV})	0.975
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1682
Total Trucks, %	2.60	Capacity (c), pc/h/ln	2238
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2238
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.75
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	53.8
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	31.3
Total Ramp Density Adjustment	6.2	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	53.8		

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HCS7 Freeway Weaving Report

Project Information

Analyst	AECOM	Date	05/21/2019
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK SB
Project Description	SR 826 - Alternative 2 #19-21		

Geometric Data

Number of Lanes (N), ln	6	Segment Type	Freeway
Short Length (L_S), ft	2300	Number of Maneuver Lanes (N_{WL}), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	8058	1375	255	1493
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	2.60	2.10	2.10	2.40
Heavy Vehicle Adjustment Factor (f_{HV})	0.975	0.979	0.979	0.977
Flow Rate (v_i), pc/h	8700	1478	274	1609

Weaving Flow Rate (v_w), pc/h	3087	Freeway Max Capacity (c_{IFL}), pc/h/ln	2300
Non-Weaving Flow Rate (v_{NW}), pc/h	8974	Density-Based Capacity (c_{IWL}), pc/h/ln	2204
Total Flow Rate (v), pc/h	12061	Demand Flow-Based Capacity (c_{IW}), pc/h	13672
Volume Ratio (VR)	0.256	Weaving Segment Capacity (c_W), veh/h	12893
Minimum Lane Change Rate (LC_{MIN}), lc/h	1478	Adjusted Weaving Area Capacity, pc/h	13212
Maximum Weaving Length (L_{MAX}), ft	3551	Volume-to-Capacity Ratio (v/c)	0.91

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	-	Average Weaving Speed (S_W), mi/h	-
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	-	Average Non-Weaving Speed (S_{NW}), mi/h	-
Weaving Lane Change Rate (LC_W), lc/h	-	Average Speed (S), mi/h	-
Total Lane Change Rate (LC_{All}), lc/h	-	Density (D), pc/mi/ln	-
Weaving Intensity Factor (W)	-	Level of Service (LOS)	F

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HCS7 Freeway Weaving Report

Project Information

Analyst	AECOM	Date	05/21/2019
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK SB
Project Description	SR 826 - Alternative 2 #19-21		

Geometric Data

Number of Lanes (N), ln	6	Segment Type	Freeway
Short Length (L_S), ft	2300	Number of Maneuver Lanes (N_{WL}), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	6719	901	144	1072
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	2.60	2.10	2.10	2.40
Heavy Vehicle Adjustment Factor (f_{HV})	0.975	0.979	0.979	0.977
Flow Rate (v_i), pc/h	7254	969	155	1155

Weaving Flow Rate (v_w), pc/h	2124	Freeway Max Capacity (c_{IFL}), pc/h/ln	2300
Non-Weaving Flow Rate (v_{NW}), pc/h	7409	Density-Based Capacity (c_{IWL}), pc/h/ln	2231
Total Flow Rate (v), pc/h	9533	Demand Flow-Based Capacity (c_{IW}), pc/h	15695
Volume Ratio (VR)	0.223	Weaving Segment Capacity (c_W), veh/h	13051
Minimum Lane Change Rate (LC_{MIN}), lc/h	969	Adjusted Weaving Area Capacity, pc/h	13376
Maximum Weaving Length (L_{MAX}), ft	3207	Volume-to-Capacity Ratio (v/c)	0.71

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	568	Average Weaving Speed (S_W), mi/h	49.5
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	1617	Average Non-Weaving Speed (S_{NW}), mi/h	45.4
Weaving Lane Change Rate (LC_W), lc/h	1759	Average Speed (S), mi/h	46.3
Total Lane Change Rate (LC_{All}), lc/h	3376	Density (D), pc/mi/ln	34.3
Weaving Intensity Factor (W)	0.306	Level of Service (LOS)	D

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/10/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK SB
Project Description	SR 826 - Alternative 2 #22		

Geometric Data

Number of Lanes, ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	54.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	9435	Heavy Vehicle Adjustment Factor (f_{HV})	0.975
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	2037
Total Trucks, %	2.60	Capacity (c), pc/h/ln	2242
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2242
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.91
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	53.1
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	38.4
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	54.2		

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/10/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK SB
Project Description	SR 826 - Alternative 2 #22		

Geometric Data

Number of Lanes, ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	54.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	7621	Heavy Vehicle Adjustment Factor (f_{HV})	0.975
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1646
Total Trucks, %	2.60	Capacity (c), pc/h/ln	2242
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2242
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.73
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	54.2
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	30.4
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	54.2		

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HCS7 Freeway Weaving Report

Project Information

Analyst	AECOM	Date	12/10/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK SB
Project Description	SR 826 - Alternative 2 #24		

Geometric Data

Number of Lanes (N), ln	6	Segment Type	Freeway
Short Length (L_S), ft	3700	Number of Maneuver Lanes (N_{WL}), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	0.33	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	5780	523	166	1841
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	2.60	2.70	2.70	3.40
Heavy Vehicle Adjustment Factor (f_{HV})	0.975	0.974	0.974	0.967
Flow Rate (v_i), pc/h	6240	565	179	2004

Weaving Flow Rate (v_w), pc/h	2569	Freeway Max Capacity (c_{IFL}), pc/h/ln	2300
Non-Weaving Flow Rate (v_{NW}), pc/h	6419	Density-Based Capacity (c_{IWL}), pc/h/ln	2287
Total Flow Rate (v), pc/h	8988	Demand Flow-Based Capacity (c_{IW}), pc/h	12238
Volume Ratio (VR)	0.286	Weaving Segment Capacity (c_W), veh/h	11932
Minimum Lane Change Rate (LC_{MIN}), lc/h	565	Adjusted Weaving Area Capacity, pc/h	12260
Maximum Weaving Length (L_{MAX}), ft	3868	Volume-to-Capacity Ratio (v/c)	0.73

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	792	Average Weaving Speed (S_W), mi/h	51.6
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	2172	Average Non-Weaving Speed (S_{NW}), mi/h	48.7
Weaving Lane Change Rate (LC_W), lc/h	1596	Average Speed (S), mi/h	49.5
Total Lane Change Rate (LC_{All}), lc/h	3768	Density (D), pc/mi/ln	30.3
Weaving Intensity Factor (W)	0.229	Level of Service (LOS)	D

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Capacity Check for Major Merge:
On ramp from Bird Rd EB - Alternative 2 #23

Assumed Major Merge Capacity per Segment (based on HCM 6 Exhibit 14-10):

Segment Free-Flow Speed (mph)	Capacity (pc/h)				
	2-Lanes	3-Lanes	4-Lanes	5-Lanes	6-Lanes
≥ 70	4800	7200	9600	12000	14400
65	4700	7050	9400	11750	14100
60	4600	6900	9200	11500	13800
55	4500	6750	9000	11250	13500

AM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	5780	60	5	2.6%	0.95	1.5	0.987	1.00	6240	11500	No	0.87
Merging	523	40	1	2.7%	0.95	1.5	0.987	1.00	565	1900	No	0.58
Diverging	166	25	1	2.7%	0.95	1.5	0.987	1.00	179	1900	No	0.18
Downstream	8988	60	6	2.6%	0.95	1.5	0.987	1.00	11159	13800	No	0.81

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

PM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	9435	60	5	2.6%	0.95	1.5	0.987	1.00	10061	11500	No	0.87
Merging	1030	40	1	2.7%	0.95	1.5	0.987	1.00	1099	1900	No	0.58
Diverging	25	40	1	1.6%	0.95	1.5	0.992	1.00	0	2100	No	0.00
Downstream	10465	60	6	2.6%	0.95	1.5	0.987	1.00	11159	13800	No	0.81

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

HCS7 Basic Freeway Report

Project Information			
Analyst	AECOM	Date	12/06/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK SB
Project Description	SR 826 - Alternative 2 #24		

Geometric Data			
Number of Lanes, ln	6	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.20
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	53.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity			
Demand Volume veh/h	10465	Heavy Vehicle Adjustment Factor (f_{HV})	0.975
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1883
Total Trucks, %	2.60	Capacity (c), pc/h/ln	2238
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2238
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.84
Passenger Car Equivalent (E_T)	2.000		

Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	53.8
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	35.0
Total Ramp Density Adjustment	6.2	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	53.8		

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Capacity Check for Major Diverge:
SR826 Off Ramp to to Bird Rd WB - Alternative 2 #25

Assumed Major Diverge Capacity per Segment (based on HCM 6 Exhibit 14-10):

Segment Free-Flow Speed (mph)	Capacity (pc/h)			
	2-Lanes	3-Lanes	4-Lanes	5-Lanes	6-Lanes
> 70	4800	7200	9600	12000	14400
65	4700	7050	9400	11750	14100
60	4600	6900	9200	11500	13800
55	4500	6750	9000	11250	13500

AM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream		60	6	2.6%	0.95	1.5	0.987	1.00	0	13800	No	0.00
Diverging		50	2	3.4%	0.95	1.5	0.983	1.00	0	4400	No	0.00
Downstream		60	5	2.6%	0.95	1.5	0.987	1.00	0	11500	No	0.00

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

PM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	10465	60	6	2.6%	0.95	1.5	0.987	1.00	11159	13800	No	0.81
Diverging	1962	50	2	3.4%	0.95	1.5	0.983	1.00	2101	4400	No	0.48
Downstream	8503	60	5	2.6%	0.95	1.5	0.987	1.00	9067	11500	No	0.79

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

HCM 6th Edition LOS/Density (Exhibit 14-3)

LOS	Density (pm/mi/ln)
A	<=10
B	>10-20
C	>20-28
D	>28-35
E	>35
F	Demand Exceeds Capacity

	Major Diverge	
	Density	LOS
AM Peak	0.00	A
PM Peak	32.55	D

HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/06/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK SB
Project Description	SR 826 - Alternative 2 #26		

Geometric Data

Number of Lanes, ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.30
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	53.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	8503	Heavy Vehicle Adjustment Factor (f_{HV})	0.975
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1836
Total Trucks, %	2.60	Capacity (c), pc/h/ln	2235
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2235
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.82
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	53.5
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	34.3
Total Ramp Density Adjustment	6.5	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	53.5		

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/06/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK SB
Project Description	SR 826 - Alternative 2 #26		

Geometric Data

Number of Lanes, ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.30
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	53.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6303	Heavy Vehicle Adjustment Factor (f_{HV})	0.975
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1361
Total Trucks, %	2.60	Capacity (c), pc/h/ln	2235
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2235
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.61
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	53.5
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	25.4
Total Ramp Density Adjustment	6.5	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	53.5		

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HCS7 Freeway Diverge Report

Project Information

Analyst	AECOM	Date	05/21/2019
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK SB
Project Description	SR 826 - Alternative 2 #27		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	5	2
Free-Flow Speed (FFS), mi/h	60.0	50.0
Segment Length (L) / Deceleration Length (L_D), ft	1500	1160
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

	Freeway	Ramp
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

	Freeway	Ramp
Demand Volume (V_i), veh/h	8503	1817
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	2.60	1.80
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.975	0.982
Flow Rate (v_i), pc/h	9180	1948
Capacity (c), pc/h	11500	4200
Volume-to-Capacity Ratio (v/c)	0.80	0.46

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	-	Density in Ramp Influence Area (D_R), pc/mi/ln	22.6
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (D_S)	0.408
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	1997
Distance to Downstream Ramp (L_{DOWN}), ft	-	Off-Ramp Influence Area Speed (S_R), mi/h	52.7
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FD})	0.260	Outer Lanes Freeway Speed (S_O), mi/h	61.9
Flow in Lanes 1 and 2 (v_{12}), pc/h	3351	Ramp Junction Speed (S), mi/h	57.3
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	-	Average Density (D), pc/mi/ln	32.0
Level of Service (LOS)	C		

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HCS7 Freeway Diverge Report

Project Information

Analyst	AECOM	Date	05/21/2019
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK SB
Project Description	SR 826 - Alternative 2 #27		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	5	2
Free-Flow Speed (FFS), mi/h	60.0	50.0
Segment Length (L) / Deceleration Length (L_D), ft	1500	1160
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

	Freeway	Ramp
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

	Freeway	Ramp
Demand Volume (V_i), veh/h	6303	902
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	2.60	1.80
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.975	0.982
Flow Rate (v_i), pc/h	6805	967
Capacity (c), pc/h	11500	4200
Volume-to-Capacity Ratio (v/c)	0.59	0.23

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	-	Density in Ramp Influence Area (D_R), pc/mi/ln	13.7
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (D_S)	0.320
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	1735
Distance to Downstream Ramp (L_{DOWN}), ft	-	Off-Ramp Influence Area Speed (S_R), mi/h	54.2
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FD})	0.260	Outer Lanes Freeway Speed (S_O), mi/h	63.0
Flow in Lanes 1 and 2 (v_{12}), pc/h	2314	Ramp Junction Speed (S), mi/h	59.2
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	-	Average Density (D), pc/mi/ln	23.0
Level of Service (LOS)	B		

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/06/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK SB
Project Description	SR 826 - Alternative 2 #28		

Geometric Data

Number of Lanes, ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.20
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	53.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6686	Heavy Vehicle Adjustment Factor (f_{HV})	0.975
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1444
Total Trucks, %	2.60	Capacity (c), pc/h/ln	2238
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2238
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.65
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	53.8
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	26.8
Total Ramp Density Adjustment	6.2	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	53.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/06/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK SB
Project Description	SR 826 - Alternative 2 #28		

Geometric Data

Number of Lanes, ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.20
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	53.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5401	Heavy Vehicle Adjustment Factor (f_{HV})	0.975
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1166
Total Trucks, %	2.60	Capacity (c), pc/h/ln	2238
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2238
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.52
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	53.8
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	21.7
Total Ramp Density Adjustment	6.2	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	53.8		

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Capacity Check for Major Diverge:

SR826 Off Ramp to SR874 - Alternative 2 #29

Assumed Major Diverge Capacity per Segment (based on HCM 6 Exhibit 14-10):

Segment Free-Flow Speed (mph)	Capacity (pc/h)				
	2-Lanes	3-Lanes	4-Lanes	5-Lanes	6-Lanes
≥ 70	4800	7200	9600	12000	14400
65	4700	7050	9400	11750	14100
60	4600	6900	9200	11500	13800
55	4500	6750	9000	11250	13500

AM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	5401	60	5	2.6%	0.95	1.5	0.987	1.00	5760	11500	No	0.50
Diverging	1372	65	3	2.7%	0.95	1.5	0.987	1.00	1464	6600	No	0.22
Downstream	4029	60	3	2.6%	0.95	1.5	0.987	1.00	4297	6900	No	0.62

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

PM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	6686	60	5	2.6%	0.95	1.5	0.987	1.00	7130	11500	No	0.62
Diverging	1605	65	3	2.7%	0.95	1.5	0.987	1.00	1713	6600	No	0.26
Downstream	5081	60	3	2.6%	0.95	1.5	0.987	1.00	5418	6900	No	0.79

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

	Major Diverge	
	Density	LOS
AM Peak	20.16	C
PM Peak	24.96	C

HCM 6th Edition LOS/Density (Exhibit 14-3)

LOS	Density (pm/mi/ln)
A	<=10
B	>10-20
C	>20-28
D	>28-35
E	>35
F	Demand Exceeds Capacity

Capacity Check for Major Diverge:

SR826 Off Ramp to SR874 - Alternative 2 #29

Assumed Major Diverge Capacity per Segment (based on HCM 6 Exhibit 14-10):

Segment Free-Flow Speed (mph)	Capacity (pc/h)				
	2-Lanes	3-Lanes	4-Lanes	5-Lanes	6-Lanes
≥ 70	4800	7200	9600	12000	14400
65	4700	7050	9400	11750	14100
60	4600	6900	9200	11500	13800
55	4500	6750	9000	11250	13500

AM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	5401	60	5	2.6%	0.95	1.5	0.987	1.00	5760	11500	No	0.50
Diverging	1372	65	3	2.7%	0.95	1.5	0.987	1.00	1464	6600	No	0.22
Downstream	4029	60	3	2.6%	0.95	1.5	0.987	1.00	4297	6900	No	0.62

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

PM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	6686	60	5	2.6%	0.95	1.5	0.987	1.00	7130	11500	No	0.62
Diverging	1605	65	3	2.7%	0.95	1.5	0.987	1.00	1713	6600	No	0.26
Downstream	5081	60	3	2.6%	0.95	1.5	0.987	1.00	5418	6900	No	0.79

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

	Major Diverge	
	Density	LOS
AM Peak	20.16	C
PM Peak	24.96	C

HCM 6th Edition LOS/Density (Exhibit 14-3)

LOS	Density (pm/mi/ln)
A	<=10
B	>10-20
C	>20-28
D	>28-35
E	>35
F	Demand Exceeds Capacity

FILE NAME: SB28 - Major Diverge to SR874 WB.xlsx PRINTED: 12/28/2018 PAGE 1 OF 1

HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/06/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK SB
Project Description	SR 826 - Alternative 2 #30		

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.20
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	53.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5081	Heavy Vehicle Adjustment Factor (f_{HV})	0.975
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1829
Total Trucks, %	2.60	Capacity (c), pc/h/ln	2238
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2238
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.82
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	53.8
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	34.0
Total Ramp Density Adjustment	6.2	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	53.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/06/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK SB
Project Description	SR 826 - Alternative 2 #30		

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.20
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	53.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4029	Heavy Vehicle Adjustment Factor (f_{HV})	0.975
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1450
Total Trucks, %	2.60	Capacity (c), pc/h/ln	2238
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2238
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.65
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	53.8
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	27.0
Total Ramp Density Adjustment	6.2	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	53.8		

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Capacity Check for Major Merge:

On ramp from Bird Rd EB - Alternative 2 #31

Assumed Major Merge Capacity per Segment (based on HCM 6 Exhibit 14-10):

Segment Free-Flow Speed (mph)	Capacity (pc/h)				
	2-Lanes	3-Lanes	4-Lanes	5-Lanes	6-Lanes
≥ 70	4800	7200	9600	12000	14400
65	4700	7050	9400	11750	14100
60	4600	6900	9200	11500	13800
55	4500	6750	9000	11250	13500

AM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	4029	60	3	2.6%	0.95	1.5	0.987	1.00	4297	6900	No	0.62
Merging	691	40	1	1.6%	0.95	1.5	0.992	1.00	734	2100	No	0.35
Downstream	4720	60	4	2.6%	0.95	1.5	0.987	1.00	5034	9200	No	0.55

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

PM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	5081	60	3	2.6%	0.95	1.5	0.987	1.00	5418	6900	No	0.79
Diverging	1063	40	1	1.6%	0.95	1.5	0.992	1.00	1128	2100	No	0.54
Downstream	6144	60	4	2.6%	0.95	1.5	0.987	1.00	6552	9200	No	0.71

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

Capacity Check for Major Merge:

On ramp from Bird Rd EB - Alternative 2 #31

Assumed Major Merge Capacity per Segment (based on HCM 6 Exhibit 14-10):

Segment Free-Flow Speed (mph)	Capacity (pc/h)				
	2-Lanes	3-Lanes	4-Lanes	5-Lanes	6-Lanes
≥ 70	4800	7200	9600	12000	14400
65	4700	7050	9400	11750	14100
60	4600	6900	9200	11500	13800
55	4500	6750	9000	11250	13500

AM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	4029	60	3	2.6%	0.95	1.5	0.987	1.00	4297	6900	No	0.62
Merging	691	40	1	1.6%	0.95	1.5	0.992	1.00	734	2100	No	0.35
Downstream	4720	60	4	2.6%	0.95	1.5	0.987	1.00	5034	9200	No	0.55

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

PM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	5081	60	3	2.6%	0.95	1.5	0.987	1.00	5418	6900	No	0.79
Diverging	1063	40	1	1.6%	0.95	1.5	0.992	1.00	1128	2100	No	0.54
Downstream	6144	60	4	2.6%	0.95	1.5	0.987	1.00	6552	9200	No	0.71

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

HCS7 Freeway Weaving Report

Project Information

Analyst	AECOM	Date	05/21/2019
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK SB
Project Description	SR 826 - Alternative 2 #32, 33, 35		

Geometric Data

Number of Lanes (N), ln	5	Segment Type	Freeway
Short Length (L_S), ft	2600	Number of Maneuver Lanes (N_{WL}), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.20	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	3893	1264	385	1188
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	2.60	1.60	1.60	1.80
Heavy Vehicle Adjustment Factor (f_{HV})	0.975	0.984	0.984	0.982
Flow Rate (v_i), pc/h	4203	1352	412	1273

Weaving Flow Rate (v_w), pc/h	2625	Freeway Max Capacity (c_{IFL}), pc/h/ln	2300
Non-Weaving Flow Rate (v_{NW}), pc/h	4615	Density-Based Capacity (c_{IWL}), pc/h/ln	2019
Total Flow Rate (v), pc/h	7240	Demand Flow-Based Capacity (c_{IW}), pc/h	6612
Volume Ratio (VR)	0.363	Weaving Segment Capacity (c_W), veh/h	6446
Minimum Lane Change Rate (LC_{MIN}), lc/h	0	Adjusted Weaving Area Capacity, pc/h	6588
Maximum Weaving Length (L_{MAX}), ft	6269	Volume-to-Capacity Ratio (v/c)	1.10

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	-	Average Weaving Speed (S_W), mi/h	-
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	-	Average Non-Weaving Speed (S_{NW}), mi/h	-
Weaving Lane Change Rate (LC_W), lc/h	-	Average Speed (S), mi/h	-
Total Lane Change Rate (LC_{All}), lc/h	-	Density (D), pc/mi/ln	-
Weaving Intensity Factor (W)	-	Level of Service (LOS)	F

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HCS7 Freeway Weaving Report

Project Information

Analyst	AECOM	Date	05/21/2019
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK SB
Project Description	SR 826 - Alternative 2 #32, 33, 35		

Geometric Data

Number of Lanes (N), ln	5	Segment Type	Freeway
Short Length (L_S), ft	2600	Number of Maneuver Lanes (N_{WL}), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.20	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	3009	903	306	1020
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	2.60	1.60	1.60	1.80
Heavy Vehicle Adjustment Factor (f_{HV})	0.975	0.984	0.984	0.982
Flow Rate (v_i), pc/h	3249	966	327	1093

Weaving Flow Rate (v_w), pc/h	2059	Freeway Max Capacity (c_{IFL}), pc/h/ln	2300
Non-Weaving Flow Rate (v_{NW}), pc/h	3576	Density-Based Capacity (c_{IWL}), pc/h/ln	2018
Total Flow Rate (v), pc/h	5635	Demand Flow-Based Capacity (c_{IW}), pc/h	6575
Volume Ratio (VR)	0.365	Weaving Segment Capacity (c_W), veh/h	6411
Minimum Lane Change Rate (LC_{MIN}), lc/h	2059	Adjusted Weaving Area Capacity, pc/h	6552
Maximum Weaving Length (L_{MAX}), ft	6292	Volume-to-Capacity Ratio (v/c)	0.86

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	1116	Average Weaving Speed (S_W), mi/h	49.0
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	1183	Average Non-Weaving Speed (S_{NW}), mi/h	39.8
Weaving Lane Change Rate (LC_W), lc/h	2938	Average Speed (S), mi/h	42.7
Total Lane Change Rate (LC_{All}), lc/h	4121	Density (D), pc/mi/ln	26.4
Weaving Intensity Factor (W)	0.325	Level of Service (LOS)	C

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Capacity Check for Major Merge:

On ramp from Miller Rd EB - Alternative 2 #34

Assumed Major Merge Capacity per Segment (based on HCM 6 Exhibit 14-10):

Segment Free-Flow Speed (mph)	Capacity (pc/h)				
	2-Lanes	3-Lanes	4-Lanes	5-Lanes	6-Lanes
≥ 70	4800	7200	9600	12000	14400
65	4700	7050	9400	11750	14100
60	4600	6900	9200	11500	13800
55	4500	6750	9000	11250	13500

AM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	4720	60	4	2.6%	0.95	1.5	0.987	1.00	5034	9200	No	0.55
Merging	518	30	1	1.8%	0.95	1.5	0.991	1.00	551	2000	No	0.28
Downstream	5238	60	5	2.6%	0.95	1.5	0.987	1.00	5586	11500	No	0.49

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

*Capacity of high-speed ramp junction on multilane highway and C-D roadways based on the Exhibit 13-9 (HCM2010)

PM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	6144	60	4	2.6%	0.95	1.5	0.987	1.00	6552	9200	No	0.71
Diverging	586	30	1	1.8%	0.95	1.5	0.991	1.00	623	2000	No	0.31
Downstream	6730	60	5	2.6%	0.95	1.5	0.987	1.00	7177	11500	No	0.62

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

*Capacity of high-speed ramp junction on multilane highway and C-D roadways based on the Exhibit 13-9 (HCM2010)

Capacity Check for Major Merge:

On ramp from Miller Rd EB - Alternative 2 #34

Assumed Major Merge Capacity per Segment (based on HCM 6 Exhibit 14-10):

Segment Free-Flow Speed (mph)	Capacity (pc/h)				
	2-Lanes	3-Lanes	4-Lanes	5-Lanes	6-Lanes
≥ 70	4800	7200	9600	12000	14400
65	4700	7050	9400	11750	14100
60	4600	6900	9200	11500	13800
55	4500	6750	9000	11250	13500

AM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	4720	60	4	2.6%	0.95	1.5	0.987	1.00	5034	9200	No	0.55
Merging	518	30	1	1.8%	0.95	1.5	0.991	1.00	551	2000	No	0.28
Downstream	5238	60	5	2.6%	0.95	1.5	0.987	1.00	5586	11500	No	0.49

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

*Capacity of high-speed ramp junction on multilane highway and C-D roadways based on the Exhibit 13-9 (HCM2010)

PM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	6144	60	4	2.6%	0.95	1.5	0.987	1.00	6552	9200	No	0.71
Diverging	586	30	1	1.8%	0.95	1.5	0.991	1.00	623	2000	No	0.31
Downstream	6730	60	5	2.6%	0.95	1.5	0.987	1.00	7177	11500	No	0.62

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

*Capacity of high-speed ramp junction on multilane highway and C-D roadways based on the Exhibit 13-9 (HCM2010)

HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	05/21/2019
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK SB
Project Description	SR 826 - Alternative 2 #36		

Geometric Data

Number of Lanes, ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.20
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	53.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6730	Heavy Vehicle Adjustment Factor (f_{HV})	0.975
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1453
Total Trucks, %	2.60	Capacity (c), pc/h/ln	2238
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2238
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.65
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	53.8
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	27.0
Total Ramp Density Adjustment	6.2	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	53.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	05/21/2019
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK SB
Project Description	SR 826 - Alternative 2 #36		

Geometric Data

Number of Lanes, ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.20
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	53.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5238	Heavy Vehicle Adjustment Factor (f_{HV})	0.975
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1131
Total Trucks, %	2.60	Capacity (c), pc/h/ln	2238
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2238
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.51
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	53.8
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	21.0
Total Ramp Density Adjustment	6.2	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	53.8		

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Capacity Check for Major Diverge:

SR826 Off Ramp to Sunset Dr WB - Alternative 2 #37

Assumed Major Diverge Capacity per Segment (based on HCM 6 Exhibit 14-10):

Segment Free-Flow Speed (mph)	Capacity (pc/h)				
	2-Lanes	3-Lanes	4-Lanes	5-Lanes	6-Lanes
≥ 70	4800	7200	9600	12000	14400
65	4700	7050	9400	11750	14100
60	4600	6900	9200	11500	13800
55	4500	6750	9000	11250	13500

AM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	5238	60	5	2.6%	0.95	1.5	0.987	1.00	5586	11500	No	0.49
Diverging	1325	40	2	1.8%	0.95	1.5	0.991	1.00	1408	4200	No	0.34
Downstream	3913	60	3	1.6%	0.95	1.5	0.992	1.00	4152	6900	No	0.60

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

PM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	6730	60	5	2.6%	0.95	1.5	0.987	1.00	7177	11500	No	0.62
Diverging	1573	40	2	1.8%	0.95	1.5	0.991	1.00	1671	4200	No	0.40
Downstream	5157	60	3	1.6%	0.95	1.5	0.992	1.00	5472	6900	No	0.79

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

	Major Diverge	
	Density	LOS
AM Peak	19.55	B
PM Peak	25.12	C

HCM 6th Edition LOS/Density (Exhibit 14-3)

LOS	Density (pm/mi/ln)
A	<=10
B	>10-20
C	>20-28
D	>28-35
E	>35
F	Demand Exceeds Capacity

Capacity Check for Major Diverge:

SR826 Off Ramp to Sunset Dr WB - Alternative 2 #37

Assumed Major Diverge Capacity per Segment (based on HCM 6 Exhibit 14-10):

Segment Free-Flow Speed (mph)	Capacity (pc/h)				
	2-Lanes	3-Lanes	4-Lanes	5-Lanes	6-Lanes
≥ 70	4800	7200	9600	12000	14400
65	4700	7050	9400	11750	14100
60	4600	6900	9200	11500	13800
55	4500	6750	9000	11250	13500

AM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	5238	60	5	2.6%	0.95	1.5	0.987	1.00	5586	11500	No	0.49
Diverging	1325	40	2	1.8%	0.95	1.5	0.991	1.00	1408	4200	No	0.34
Downstream	3913	60	3	1.6%	0.95	1.5	0.992	1.00	4152	6900	No	0.60

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

PM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	6730	60	5	2.6%	0.95	1.5	0.987	1.00	7177	11500	No	0.62
Diverging	1573	40	2	1.8%	0.95	1.5	0.991	1.00	1671	4200	No	0.40
Downstream	5157	60	3	1.6%	0.95	1.5	0.992	1.00	5472	6900	No	0.79

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

	Major Diverge	
	Density	LOS
AM Peak	19.55	B
PM Peak	25.12	C

HCM 6th Edition LOS/Density (Exhibit 14-3)

LOS	Density (pm/mi/ln)
A	<=10
B	>10-20
C	>20-28
D	>28-35
E	>35
F	Demand Exceeds Capacity

FILE NAME: SB34 - Major Diverge to Sunset Dr WB.xlsx PRINTED: 5/31/2019 PAGE 1 OF 1

HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/06/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK SB
Project Description	SR 826 - Alternative 2 #38		

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.20
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	53.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5157	Heavy Vehicle Adjustment Factor (f_{HV})	0.984
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1839
Total Trucks, %	1.60	Capacity (c), pc/h/ln	2238
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2238
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.82
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	53.8
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	34.2
Total Ramp Density Adjustment	6.2	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	53.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/06/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK SB
Project Description	SR 826 - Alternative 2 #38		

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.20
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	53.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3913	Heavy Vehicle Adjustment Factor (f_{HV})	0.984
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1395
Total Trucks, %	1.60	Capacity (c), pc/h/ln	2238
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2238
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.62
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	53.8
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	25.9
Total Ramp Density Adjustment	6.2	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	53.8		

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Capacity Check for Major Merge:

EL Merge - Alternative 2 #39

Assumed Major Merge Capacity per Segment (based on HCM 6 Exhibit 14-10):

Segment Free-Flow Speed (mph)	Capacity (pc/h)				
	2-Lanes	3-Lanes	4-Lanes	5-Lanes	6-Lanes
≥ 70	4800	7200	9600	12000	14400
65	4700	7050	9400	11750	14100
60	4600	6900	9200	11500	13800
55	4500	6750	9000	11250	13500

AM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	3913	60	3	1.6%	0.95	1.5	0.992	1.00	4152	6900	No	0.60
Merging	1293	50	1	1.6%	0.95	1.5	0.992	1.00	1372	2200	No	0.62
Downstream	5206	60	4	1.6%	0.95	1.5	0.992	1.00	5524	9200	No	0.60

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

PM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	5157	60	3	1.6%	0.95	1.5	0.992	1.00	5472	6900	No	0.79
Diverging	744	50	1	1.6%	0.95	1.5	0.992	1.00	790	2200	No	0.36
Downstream	5901	60	4	1.6%	0.95	1.5	0.992	1.00	6262	9200	No	0.68

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

Capacity Check for Major Merge:

EL Merge - Alternative 2 #39

Assumed Major Merge Capacity per Segment (based on HCM 6 Exhibit 14-10):

Segment Free-Flow Speed (mph)	Capacity (pc/h)				
	2-Lanes	3-Lanes	4-Lanes	5-Lanes	6-Lanes
≥ 70	4800	7200	9600	12000	14400
65	4700	7050	9400	11750	14100
60	4600	6900	9200	11500	13800
55	4500	6750	9000	11250	13500

AM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	3913	60	3	1.6%	0.95	1.5	0.992	1.00	4152	6900	No	0.60
Merging	1293	50	1	1.6%	0.95	1.5	0.992	1.00	1372	2200	No	0.62
Downstream	5206	60	4	1.6%	0.95	1.5	0.992	1.00	5524	9200	No	0.60

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

PM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	5157	60	3	1.6%	0.95	1.5	0.992	1.00	5472	6900	No	0.79
Diverging	744	50	1	1.6%	0.95	1.5	0.992	1.00	790	2200	No	0.36
Downstream	5901	60	4	1.6%	0.95	1.5	0.992	1.00	6262	9200	No	0.68

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/13/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK SB
Project Description	SR 826 - Alternative 2 #40		

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.20
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	53.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5901	Heavy Vehicle Adjustment Factor (f_{HV})	0.984
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1578
Total Trucks, %	1.60	Capacity (c), pc/h/ln	2238
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2238
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.71
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	53.8
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	29.3
Total Ramp Density Adjustment	6.2	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	53.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/13/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK SB
Project Description	SR 826 - Alternative 2 #40		

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.20
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	53.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5206	Heavy Vehicle Adjustment Factor (f_{HV})	0.984
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1392
Total Trucks, %	1.60	Capacity (c), pc/h/ln	2238
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2238
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.62
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	53.8
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	25.9
Total Ramp Density Adjustment	6.2	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	53.8		

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HCS7 Freeway Merge Report

Project Information			
Analyst	AECOM	Date	12/13/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK SB
Project Description	SR 826 - Alternative 2 #41		

Geometric Data	Freeway	Ramp
Number of Lanes (N)	4	1
Free-Flow Speed (FFS), mi/h	60.0	40.0
Segment Length (L) / Acceleration Length (L_A), ft	1500	400
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors	Freeway	Ramp
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity	Freeway	Ramp
Demand Volume (V_i), veh/h	5901	356
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	1.60	2.60
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.984	0.975
Flow Rate (v_i), pc/h	6313	384
Capacity (c), pc/h	9200	2000
Volume-to-Capacity Ratio (v/c)	0.73	0.19

Speed and Density			
Upstream Equilibrium Distance (L_{EQ}), ft	-	Density in Ramp Influence Area (D_R), pc/mi/ln	25.6
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (M_S)	0.361
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	1894
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	53.5
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.170	Outer Lanes Freeway Speed (S_O), mi/h	55.0
Flow in Lanes 1 and 2 (v_{12}), pc/h	2525	Ramp Junction Speed (S), mi/h	54.3
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	2909	Average Density (D), pc/mi/ln	30.8
Level of Service (LOS)	C		

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HCS7 Freeway Merge Report

Project Information			
Analyst	AECOM	Date	12/13/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK SB
Project Description	SR 826 - Alternative 2 #41		

Geometric Data	Freeway	Ramp
Number of Lanes (N)	4	1
Free-Flow Speed (FFS), mi/h	60.0	40.0
Segment Length (L) / Acceleration Length (L_A), ft	1500	400
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors	Freeway	Ramp
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity	Freeway	Ramp
Demand Volume (V_i), veh/h	5206	332
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	1.60	2.60
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.984	0.975
Flow Rate (v_i), pc/h	5569	358
Capacity (c), pc/h	9200	2000
Volume-to-Capacity Ratio (v/c)	0.64	0.18

Speed and Density			
Upstream Equilibrium Distance (L_{EQ}), ft	-	Density in Ramp Influence Area (D_R), pc/mi/ln	23.0
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (M_S)	0.341
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	1671
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	53.9
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.173	Outer Lanes Freeway Speed (S_O), mi/h	55.8
Flow in Lanes 1 and 2 (v_{12}), pc/h	2228	Ramp Junction Speed (S), mi/h	55.0
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	2586	Average Density (D), pc/mi/ln	26.9
Level of Service (LOS)	C		

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/13/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK SB
Project Description	SR 826 - Alternative 2 #42		

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.10
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	54.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6257	Heavy Vehicle Adjustment Factor (f_{HV})	0.984
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1673
Total Trucks, %	1.60	Capacity (c), pc/h/ln	2240
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2240
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.75
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	54.0
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	31.0
Total Ramp Density Adjustment	6.0	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	54.0		

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/13/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK SB
Project Description	SR 826 - Alternative 2 #42		

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.10
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	54.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5538	Heavy Vehicle Adjustment Factor (f_{HV})	0.984
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1481
Total Trucks, %	1.60	Capacity (c), pc/h/ln	2240
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2240
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.66
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	54.0
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	27.4
Total Ramp Density Adjustment	6.0	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	54.0		

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Capacity Check for Major Diverge:

SR826 Off Ramp to SW 88th St WB - Alternative 2 #43

Assumed Major Diverge Capacity per Segment (based on HCM 6 Exhibit 14-10):

Segment Free-Flow Speed (mph)	Capacity (pc/h)				
	2-Lanes	3-Lanes	4-Lanes	5-Lanes	6-Lanes
≥ 70	4800	7200	9600	12000	14400
65	4700	7050	9400	11750	14100
60	4600	6900	9200	11500	13800
55	4500	6750	9000	11250	13500

AM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	5538	60	4	1.6%	0.95	1.5	0.992	1.00	5877	9200	No	0.64
Diverging	2785	40	2	2.4%	0.95	1.5	0.988	1.00	2967	4200	No	0.71
Downstream	2753	60	3	1.6%	0.95	1.5	0.992	1.00	2922	6900	No	0.42

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

PM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	6257	60	4	1.6%	0.95	1.5	0.992	1.00	6640	9200	No	0.72
Diverging	2618	40	2	2.4%	0.95	1.5	0.988	1.00	2789	4200	No	0.66
Downstream	3639	60	3	1.6%	0.95	1.5	0.992	1.00	3862	6900	No	0.56

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

	Major Diverge	
	Density	LOS
AM Peak	25.71	C
PM Peak	29.05	D

HCM 6th Edition LOS/Density (Exhibit 14-3)

LOS	Density (pm/mi/ln)
A	<=10
B	>10-20
C	>20-28
D	>28-35
E	>35
F	Demand Exceeds Capacity

Capacity Check for Major Diverge:

SR826 Off Ramp to SW 88th St WB - Alternative 2 #43

Assumed Major Diverge Capacity per Segment (based on HCM 6 Exhibit 14-10):

Segment Free-Flow Speed (mph)	Capacity (pc/h)				
	2-Lanes	3-Lanes	4-Lanes	5-Lanes	6-Lanes
≥ 70	4800	7200	9600	12000	14400
65	4700	7050	9400	11750	14100
60	4600	6900	9200	11500	13800
55	4500	6750	9000	11250	13500

AM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	5538	60	4	1.6%	0.95	1.5	0.992	1.00	5877	9200	No	0.64
Diverging	2785	40	2	2.4%	0.95	1.5	0.988	1.00	2967	4200	No	0.71
Downstream	2753	60	3	1.6%	0.95	1.5	0.992	1.00	2922	6900	No	0.42

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

PM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	6257	60	4	1.6%	0.95	1.5	0.992	1.00	6640	9200	No	0.72
Diverging	2618	40	2	2.4%	0.95	1.5	0.988	1.00	2789	4200	No	0.66
Downstream	3639	60	3	1.6%	0.95	1.5	0.992	1.00	3862	6900	No	0.56

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

	Major Diverge	
	Density	LOS
AM Peak	25.71	C
PM Peak	29.05	D

HCM 6th Edition LOS/Density (Exhibit 14-3)

LOS	Density (pm/mi/ln)
A	<=10
B	>10-20
C	>20-28
D	>28-35
E	>35
F	Demand Exceeds Capacity

HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/13/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK SB
Project Description	SR 826 - Alternative 2 #44		

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.20
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	53.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3639	Heavy Vehicle Adjustment Factor (f_{HV})	0.984
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1298
Total Trucks, %	1.60	Capacity (c), pc/h/ln	2238
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2238
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.58
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	53.8
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	24.1
Total Ramp Density Adjustment	6.2	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	53.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/13/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK SB
Project Description	SR 826 - Alternative 2 #44		

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	2.20
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	53.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2753	Heavy Vehicle Adjustment Factor (f_{HV})	0.984
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	982
Total Trucks, %	1.60	Capacity (c), pc/h/ln	2238
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2238
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.44
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	53.8
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	18.3
Total Ramp Density Adjustment	6.2	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	53.8		

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HCS7 Freeway Merge Report

Project Information

Analyst	AECOM	Date	05/21/2019
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK SB
Project Description	SR 826 - Alternative 2 #45		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	60.0	30.0
Segment Length (L) / Acceleration Length (L_A), ft	1500	1000
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	3639	502	
Peak Hour Factor (PHF)	0.95	0.95	
Total Trucks, %	1.60	2.70	
Single-Unit Trucks (SUT), %	-	-	
Tractor-Trailers (TT), %	-	-	
Heavy Vehicle Adjustment Factor (f_{HV})	0.984	0.974	
Flow Rate (v_i), pc/h	3893	543	
Capacity (c), pc/h	6900	1900	
Volume-to-Capacity Ratio (v/c)	0.64	0.29	

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	-	Density in Ramp Influence Area (D_R), pc/mi/ln	21.7
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (M_S)	0.332
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	1534
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	54.0
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.606	Outer Lanes Freeway Speed (S_O), mi/h	56.3
Flow in Lanes 1 and 2 (v_{12}), pc/h	2359	Ramp Junction Speed (S), mi/h	54.8
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	2902	Average Density (D), pc/mi/ln	27.0
Level of Service (LOS)	C		

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HCS7 Freeway Merge Report

Project Information

Analyst	AECOM	Date	05/21/2019
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK SB
Project Description	SR 826 - Alternative 2 #45		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	60.0	30.0
Segment Length (L) / Acceleration Length (L_A), ft	1500	1000
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	2753	138	
Peak Hour Factor (PHF)	0.95	0.95	
Total Trucks, %	1.60	2.70	
Single-Unit Trucks (SUT), %	-	-	
Tractor-Trailers (TT), %	-	-	
Heavy Vehicle Adjustment Factor (f_{HV})	0.984	0.974	
Flow Rate (v_i), pc/h	2945	149	
Capacity (c), pc/h	6900	1900	
Volume-to-Capacity Ratio (v/c)	0.45	0.08	

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	-	Density in Ramp Influence Area (D_R), pc/mi/ln	14.3
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (M_S)	0.288
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	1160
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	54.8
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.606	Outer Lanes Freeway Speed (S_O), mi/h	57.6
Flow in Lanes 1 and 2 (v_{12}), pc/h	1785	Ramp Junction Speed (S), mi/h	55.8
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	1934	Average Density (D), pc/mi/ln	18.5
Level of Service (LOS)	B		

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/13/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK SB
Project Description	SR 826 - Alternative 2 #46		

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	50.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	44.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4141	Heavy Vehicle Adjustment Factor (f_{HV})	0.958
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1517
Total Trucks, %	4.40	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2200
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.69
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	44.2
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	34.3
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	44.2		

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/06/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK SB
Project Description	SR 826 - Alternative 2 #46		

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	50.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	44.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2891	Heavy Vehicle Adjustment Factor (f_{HV})	0.958
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1059
Total Trucks, %	4.40	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2200
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.48
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	44.2
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	24.0
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	44.2		

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APPENDIX P

2045 Preferred Alternative Output HCS Reports (SR 874 and SR 836)

HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/25/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK EB
Project Description	SR 836 Alternative 2		

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	1.80
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	54.7
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4973	Heavy Vehicle Adjustment Factor (f_{HV})	0.984
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1330
Total Trucks, %	1.60	Capacity (c), pc/h/ln	2247
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2247
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.59
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	54.7
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	24.3
Total Ramp Density Adjustment	5.3	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	54.7		

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/25/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK EB
Project Description	SR 836 Alternative 2		

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	1.80
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	54.7
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6140	Heavy Vehicle Adjustment Factor (f_{HV})	0.984
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1642
Total Trucks, %	1.60	Capacity (c), pc/h/ln	2247
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2247
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.73
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	54.7
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	30.0
Total Ramp Density Adjustment	5.3	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	54.7		

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/25/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK EB
Project Description	SR 836 Alternative 2		

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	1.80
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	54.7
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3781	Heavy Vehicle Adjustment Factor (f_{HV})	0.984
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1348
Total Trucks, %	1.60	Capacity (c), pc/h/ln	2247
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2247
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.60
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	54.7
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	24.6
Total Ramp Density Adjustment	5.3	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	54.7		

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Capacity Check for Major Diverge:
SR836 Off Ramp to SR826

Assumed Major Diverge Capacity per Segment (based on HCM 6 Exhibit 14-10):

Segment Free-Flow Speed (mph)	Capacity (pc/h)				
	2-Lanes	3-Lanes	4-Lanes	5-Lanes	6-Lanes
≥ 70	4800	7200	9600	12000	14400
65	4700	7050	9400	11750	14100
60	4600	6900	9200	11500	13800
55	4500	6750	9000	11250	13500

HCM 6th Edition LOS/Density (Exhibit 14-3)

LOS	Density (pm/mi/ln)
A	<=10
B	>10-20
C	>20-28
D	>28-35
E	>35
F	Demand Exceeds Capacity

AM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	6140	60	4	1.6%	0.95	1.5	0.992	1.00	6515	9200	No	0.71
Diverging	2359	40	2	7.0%	0.95	1.5	0.966	1.00	2571	4200	No	0.61
Downstream	3781	60	3	1.6%	0.95	1.5	0.992	1.00	4012	6900	No	0.58

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

PM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	4973	60	4	1.6%	0.95	1.5	0.992	1.00	5277	9200	No	0.57
Diverging	1907	40	2	7.0%	0.95	1.5	0.966	1.00	2078	4200	No	0.49
Downstream	3066	60	3	1.6%	0.95	1.5	0.992	1.00	3254	6900	No	0.47

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

	Major Diverge	
	Density	LOS
AM Peak	28.50	D
PM Peak	23.09	C

HCS7 Freeway Diverge Report

Project Information			
Analyst	AECOM	Date	12/25/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK EB
Project Description	SR 836 Alternative 2		

Geometric Data		
	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	60.0	40.0
Segment Length (L) / Deceleration Length (L_D), ft	1500	200
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (V_i), veh/h	3781	678
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	1.60	4.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.984	0.962
Flow Rate (v_i), pc/h	4045	742
Capacity (c), pc/h	6900	2000
Volume-to-Capacity Ratio (v/c)	0.59	0.37

Speed and Density			
Upstream Equilibrium Distance (L_{EQ}), ft	-	Density in Ramp Influence Area (D_R), pc/mi/ln	26.6
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (D_S)	0.430
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	1239
Distance to Downstream Ramp (L_{DOWN}), ft	-	Off-Ramp Influence Area Speed (S_R), mi/h	52.3
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FD})	0.625	Outer Lanes Freeway Speed (S_O), mi/h	64.9
Flow in Lanes 1 and 2 (v_{12}), pc/h	2806	Ramp Junction Speed (S), mi/h	55.6
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	-	Average Density (D), pc/mi/ln	24.3
Level of Service (LOS)	C		

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HCS7 Basic Freeway Report

Project Information			
Analyst	AECOM	Date	12/25/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK EB
Project Description	SR 836 Alternative 2		

Geometric Data			
Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	1.80
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	54.7
Right-Side Lateral Clearance, ft	10		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity			
Demand Volume veh/h	3066	Heavy Vehicle Adjustment Factor (f_{HV})	0.984
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1093
Total Trucks, %	1.60	Capacity (c), pc/h/ln	2247
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2247
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.49
Passenger Car Equivalent (E_T)	2.000		

Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	54.7
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	20.0
Total Ramp Density Adjustment	5.3	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	54.7		

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HCS7 Basic Freeway Report

Project Information			
Analyst	AECOM	Date	12/25/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK EB
Project Description	SR 836 Alternative 2		

Geometric Data			
Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	55.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity			
Demand Volume veh/h	3103	Heavy Vehicle Adjustment Factor (f_{HV})	0.984
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	830
Total Trucks, %	1.60	Capacity (c), pc/h/ln	2250
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2250
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.37
Passenger Car Equivalent (E_T)	2.000		

Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	55.0
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	15.1
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	55.0		

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HCS7 Freeway Diverge Report

Project Information			
Analyst	AECOM	Date	12/20/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK EB
Project Description	SR 836 Alternative 2		

Geometric Data		
	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	60.0	40.0
Segment Length (L) / Deceleration Length (L_D), ft	1500	200
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity			
Demand Volume (V_i), veh/h	3066	699	
Peak Hour Factor (PHF)	0.95	0.95	
Total Trucks, %	1.60	4.00	
Single-Unit Trucks (SUT), %	-	-	
Tractor-Trailers (TT), %	-	-	
Heavy Vehicle Adjustment Factor (f_{HV})	0.984	0.962	
Flow Rate (v_i), pc/h	3280	765	
Capacity (c), pc/h	6900	2000	
Volume-to-Capacity Ratio (v/c)	0.48	0.38	

Speed and Density			
Upstream Equilibrium Distance (L_{EQ}), ft	-	Density in Ramp Influence Area (D_R), pc/mi/ln	22.9
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (D_S)	0.432
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	898
Distance to Downstream Ramp (L_{DOWN}), ft	-	Off-Ramp Influence Area Speed (S_R), mi/h	52.2
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FD})	0.643	Outer Lanes Freeway Speed (S_O), mi/h	65.8
Flow in Lanes 1 and 2 (v_{12}), pc/h	2382	Ramp Junction Speed (S), mi/h	55.3
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	-	Average Density (D), pc/mi/ln	19.8
Level of Service (LOS)	C		

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HCS7 Freeway Merge Report

Project Information

Analyst	AECOM	Date	12/25/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK EB
Project Description	SR 836 Alternative 2		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	4	1
Free-Flow Speed (FFS), mi/h	60.0	55.0
Segment Length (L) / Acceleration Length (L_A), ft	1500	1200
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Left

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	3103	1377	
Peak Hour Factor (PHF)	0.95	0.95	
Total Trucks, %	1.60	2.60	
Single-Unit Trucks (SUT), %	-	-	
Tractor-Trailers (TT), %	-	-	
Heavy Vehicle Adjustment Factor (f_{HV})	0.984	0.975	
Flow Rate (v_i), pc/h	3319	1487	
Capacity (c), pc/h	9200	2200	
Volume-to-Capacity Ratio (v/c)	0.52	0.68	

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	-	Density in Ramp Influence Area (D_R), pc/mi/ln	19.3
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (M_S)	0.254
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	996
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	55.4
Prop. Freeway Vehicles in Lane 3 and 4 (P_{FM})	0.275	Outer Lanes Freeway Speed (S_O), mi/h	58.2
Flow in Lanes 3 and 4 (v_{34}), pc/h	1328	Ramp Junction Speed (S), mi/h	56.5
Flow Entering Ramp-Infl. Area (v_{R34}), pc/h	2815	Average Density (D), pc/mi/ln	21.3
Level of Service (LOS)	B		

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/25/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK EB
Project Description	SR 836 Alternative 2		

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	55.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2367	Heavy Vehicle Adjustment Factor (f_{HV})	0.984
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	633
Total Trucks, %	1.60	Capacity (c), pc/h/ln	2250
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2250
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.28
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	55.0
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	11.5
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	55.0		

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HCS7 Basic Freeway Report

Project Information			
Analyst	AECOM	Date	12/25/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK EB
Project Description	SR 836 Alternative 2		

Geometric Data			
Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	55.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity			
Demand Volume veh/h	4480	Heavy Vehicle Adjustment Factor (f_{HV})	0.984
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1597
Total Trucks, %	1.60	Capacity (c), pc/h/ln	2250
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2250
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.71
Passenger Car Equivalent (E_T)	2.000		

Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	55.0
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	29.0
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	55.0		

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HCS7 Freeway Merge Report

Project Information			
Analyst	AECOM	Date	12/25/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK EB
Project Description	SR 836 Alternative 2		

Geometric Data		
	Freeway	Ramp
Number of Lanes (N)	4	1
Free-Flow Speed (FFS), mi/h	60.0	55.0
Segment Length (L) / Acceleration Length (L_A), ft	1500	1200
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Left

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (V_i), veh/h	2367	1288
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	1.60	2.60
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.984	0.975
Flow Rate (v_i), pc/h	2532	1391
Capacity (c), pc/h	9200	2200
Volume-to-Capacity Ratio (v/c)	0.43	0.63

Speed and Density			
Upstream Equilibrium Distance (L_{EQ}), ft	-	Density in Ramp Influence Area (D_R), pc/mi/ln	16.1
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (M_S)	0.232
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	760
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	55.8
Prop. Freeway Vehicles in Lane 3 and 4 (P_{FM})	0.287	Outer Lanes Freeway Speed (S_O), mi/h	59.1
Flow in Lanes 3 and 4 (v_{34}), pc/h	1013	Ramp Junction Speed (S), mi/h	57.0
Flow Entering Ramp-Infl. Area (v_{R34}), pc/h	2404	Average Density (D), pc/mi/ln	17.2
Level of Service (LOS)	B		

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HCS7 Basic Freeway Report

Project Information			
Analyst	AECOM	Date	12/25/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK EB
Project Description	SR 836 Alternative 2		

Geometric Data			
Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	55.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity			
Demand Volume veh/h	3655	Heavy Vehicle Adjustment Factor (f_{HV})	0.984
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1303
Total Trucks, %	1.60	Capacity (c), pc/h/ln	2250
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2250
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.58
Passenger Car Equivalent (E_T)	2.000		

Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	55.0
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	23.7
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	55.0		

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Capacity Check for Major Merge:
On ramp from SR826

Assumed Major Merge Capacity per Segment (based on HCM 6 Exhibit 14-10):

Segment Free-Flow Speed (mph)	Capacity (pc/h)			
	2-Lanes	3-Lanes	4-Lanes	5-Lanes
≥ 70	4800	7200	9600	12000
65	4700	7050	9400	11750
60	4600	6900	9200	11500
55	4500	6750	9000	11250

6-Lanes
14400
14100
13800
13500

AM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	4480	60	3	1.6%	0.95	1.5	0.992	1.00	4754	6900	No	0.69
Merging	2070	50	3	3.7%	0.95	1.5	0.982	1.00	2220	6000	No	0.37
Downstream	6550	60	6	1.6%	0.95	1.5	0.992	1.00	6950	13800	No	0.50

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

*Capacity of high-speed ramp junction on multilane highway and C-D roadways based on the Exhibit 13-9 (HCM2010)

PM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	3655	60	3	1.6%	0.95	1.5	0.992	1.00	3879	6900	No	0.56
Diverging	1940	50	3	3.7%	0.95	1.5	0.982	1.00	2080	6000	No	0.35
Downstream	5595	60	6	1.6%	0.95	1.5	0.992	1.00	5937	13800	No	0.43

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

*Capacity of high-speed ramp junction on multilane highway and C-D roadways based on the Exhibit 13-9 (HCM2010)

HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/25/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK EB
Project Description	SR 836 Alternative 2		

Geometric Data

Number of Lanes, ln	6	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	55.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6650	Heavy Vehicle Adjustment Factor (f_{HV})	0.984
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1186
Total Trucks, %	1.60	Capacity (c), pc/h/ln	2250
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2250
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.53
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	55.0
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	21.6
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	55.0		

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Capacity Check for Major Merge:
On ramp from SR826

Assumed Major Merge Capacity per Segment (based on HCM 6 Exhibit 14-10):

Segment Free-Flow Speed (mph)	Capacity (pc/h)				
	2-Lanes	3-Lanes	4-Lanes	5-Lanes	6-Lanes
≥ 70	4800	7200	9600	12000	14400
65	4700	7050	9400	11750	14100
60	4600	6900	9200	11500	13800
55	4500	6750	9000	11250	13500

AM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	4480	60	3	1.6%	0.95	1.5	0.992	1.00	4754	6900	No	0.69
Merging	2070	50	3	3.7%	0.95	1.5	0.982	1.00	2220	6000	No	0.37
Downstream	6550	60	6	1.6%	0.95	1.5	0.992	1.00	6950	13800	No	0.50

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)
*Capacity of high-speed ramp junction on multilane highway and C-D roadways based on the Exhibit 13-9 (HCM2010)

PM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	3655	60	3	1.6%	0.95	1.5	0.992	1.00	3879	6900	No	0.56
Diverging	1940	50	3	3.7%	0.95	1.5	0.982	1.00	2080	6000	No	0.35
Downstream	5595	60	6	1.6%	0.95	1.5	0.992	1.00	5937	13800	No	0.43

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)
*Capacity of high-speed ramp junction on multilane highway and C-D roadways based on the Exhibit 13-9 (HCM2010)

HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/26/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK WB
Project Description	SR 836 Alternative 2		

Geometric Data

Number of Lanes, ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	55.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6839	Heavy Vehicle Adjustment Factor (f_{HV})	0.984
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1463
Total Trucks, %	1.60	Capacity (c), pc/h/ln	2255
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2255
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.65
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	55.5
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	26.4
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	55.5		

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/25/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK EB
Project Description	SR 836 Alternative 2		

Geometric Data

Number of Lanes, ln	6	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	1.70
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	55.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5595	Heavy Vehicle Adjustment Factor (f_{HV})	0.984
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	998
Total Trucks, %	1.60	Capacity (c), pc/h/ln	2250
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2250
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.44
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	55.0
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	18.1
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	55.0		

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HCS7 Basic Freeway Report

Project Information			
Analyst	AECOM	Date	12/26/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK WB
Project Description	SR 836 Alternative 2		

Geometric Data			
Number of Lanes, ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	55.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity			
Demand Volume veh/h	7322	Heavy Vehicle Adjustment Factor (f_{HV})	0.984
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1567
Total Trucks, %	1.60	Capacity (c), pc/h/ln	2255
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2255
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.69
Passenger Car Equivalent (E_T)	2.000		

Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	55.5
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	28.2
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	55.5		

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Capacity Check for Major Diverge:
SR836 Off Ramp to SR826

Assumed Major Diverge Capacity per Segment (based on HCM 6 Exhibit 14-10):

Segment Free-Flow Speed (mph)	Capacity (pc/h)			
	2-Lanes	3-Lanes	4-Lanes	5-Lanes	6-Lanes
> 70	4800	7200	9600	12000	14400
65	4700	7050	9400	11750	14100
60	4600	6900	9200	11500	13800
55	4500	6750	9000	11250	13500

AM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	6839	60	5	1.6%	0.95	1.5	0.992	1.00	7257	11500	No	0.63
Diverging	3770	45	3	4.3%	0.95	1.5	0.979	1.00	4054	5700	No	0.71
Downstream	3069	60	4	1.6%	0.95	1.5	0.992	1.00	3257	9200	No	0.35

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

PM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	7322	60	5	1.6%	0.95	1.5	0.992	1.00	7770	11500	No	0.68
Diverging	2083	45	3	4.3%	0.95	1.5	0.979	1.00	2240	4200	No	0.53
Downstream	5239	60	4	1.6%	0.95	1.5	0.992	1.00	5559	9200	No	0.60

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

	Major Diverge	
	Density	LOS
AM Peak	25.40	C
PM Peak	27.20	C

HCM 6th Edition LOS/Density (Exhibit 14-3)

LOS	Density (pm/mi/ln)
A	<=10
B	>10-20
C	>20-28
D	>28-35
E	>35
F	Demand Exceeds Capacity

Capacity Check for Major Diverge:

SR836 Off Ramp to SR826

Assumed Major Diverge Capacity per Segment (based on HCM 6 Exhibit 14-10):

Segment Free-Flow Speed (mph)	Capacity (pc/h)				
	2-Lanes	3-Lanes	4-Lanes	5-Lanes	6-Lanes
≥ 70	4800	7200	9600	12000	14400
65	4700	7050	9400	11750	14100
60	4600	6900	9200	11500	13800
55	4500	6750	9000	11250	13500

AM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	6839	60	5	1.6%	0.95	1.5	0.992	1.00	7257	11500	No	0.63
Diverging	3770	45	3	4.3%	0.95	1.5	0.979	1.00	4054	5700	No	0.71
Downstream	3069	60	4	1.6%	0.95	1.5	0.992	1.00	3257	9200	No	0.35

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

PM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	7322	60	5	1.6%	0.95	1.5	0.992	1.00	7770	11500	No	0.68
Diverging	2083	45	3	4.3%	0.95	1.5	0.979	1.00	2240	4200	No	0.53
Downstream	5239	60	4	1.6%	0.95	1.5	0.992	1.00	5559	9200	No	0.60

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

	Major Diverge	
	Density	LOS
AM Peak	25.40	C
PM Peak	27.20	C

HCM 6th Edition LOS/Density (Exhibit 14-3)

LOS	Density (pm/mi/ln)
A	<=10
B	>10-20
C	>20-28
D	>28-35
E	>35
F	Demand Exceeds Capacity

HCS7 Basic Freeway Report

Project Information			
Analyst	AECOM	Date	12/26/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK WB
Project Description	SR 836 Alternative 2		
Geometric Data			
Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	55.5
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	3069	Heavy Vehicle Adjustment Factor (f_{HV})	0.984
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	821
Total Trucks, %	1.60	Capacity (c), pc/h/ln	2255
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2255
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.36
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	55.5
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	14.8
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	55.5		

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HCS7 Freeway Diverge Report

Project Information			
Analyst	AECOM	Date	12/20/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK WB
Project Description	SR 836 Alternative 2		

Geometric Data		
	Freeway	Ramp
Number of Lanes (N)	4	1
Free-Flow Speed (FFS), mi/h	60.0	55.0
Segment Length (L) / Deceleration Length (L_D), ft	1500	500
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Left

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (V_i), veh/h	3069	1532
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	1.60	2.60
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.984	0.975
Flow Rate (v_i), pc/h	3283	1654
Capacity (c), pc/h	9200	2200
Volume-to-Capacity Ratio (v/c)	0.36	0.75

Speed and Density			
Upstream Equilibrium Distance (L_{EQ}), ft	-	Density in Ramp Influence Area (D_R), pc/mi/ln	22.1
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (D_S)	0.317
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	341
Distance to Downstream Ramp (L_{DOWN}), ft	-	Off-Ramp Influence Area Speed (S_R), mi/h	54.3
Prop. Freeway Vehicles in Lane 3 and 4 (P_{FD})	0.436	Outer Lanes Freeway Speed (S_O), mi/h	65.8
Flow in Lanes 3 and 4 (v_{34}), pc/h	2601	Ramp Junction Speed (S), mi/h	56.3
Flow Entering Ramp-Infl. Area (v_{R34}), pc/h	-	Average Density (D), pc/mi/ln	14.6
Level of Service (LOS)	C		

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HCS7 Basic Freeway Report

Project Information			
Analyst	AECOM	Date	12/26/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK WB
Project Description	SR 836 Alternative 2		

Geometric Data			
Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	55.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity			
Demand Volume veh/h	5239	Heavy Vehicle Adjustment Factor (f_{HV})	0.984
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1401
Total Trucks, %	1.60	Capacity (c), pc/h/ln	2255
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2255
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.62
Passenger Car Equivalent (E_T)	2.000		

Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	55.5
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	25.2
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	55.5		

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HCS7 Basic Freeway Report

Project Information			
Analyst	AECOM	Date	12/26/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK WB
Project Description	SR 836 Alternative 2		

Geometric Data			
Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	55.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity			
Demand Volume veh/h	1537	Heavy Vehicle Adjustment Factor (f_{HV})	0.984
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	548
Total Trucks, %	1.60	Capacity (c), pc/h/ln	2255
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2255
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.24
Passenger Car Equivalent (E_T)	2.000		

Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	55.5
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	9.9
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	55.5		

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HCS7 Freeway Diverge Report

Project Information			
Analyst	AECOM	Date	12/26/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK WB
Project Description	SR 836 Alternative 2		

Geometric Data		
	Freeway	Ramp
Number of Lanes (N)	4	1
Free-Flow Speed (FFS), mi/h	60.0	55.0
Segment Length (L) / Deceleration Length (L_D), ft	1500	500
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Left

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (V_i), veh/h	5239	1448
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	1.60	2.60
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.984	0.975
Flow Rate (v_i), pc/h	5604	1563
Capacity (c), pc/h	9200	2200
Volume-to-Capacity Ratio (v/c)	0.61	0.71

Speed and Density			
Upstream Equilibrium Distance (L_{EQ}), ft	-	Density in Ramp Influence Area (D_R), pc/mi/ln	31.2
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (D_S)	0.309
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	974
Distance to Downstream Ramp (L_{DOWN}), ft	-	Off-Ramp Influence Area Speed (S_R), mi/h	54.4
Prop. Freeway Vehicles in Lane 3 and 4 (P_{FD})	0.436	Outer Lanes Freeway Speed (S_O), mi/h	65.8
Flow in Lanes 3 and 4 (v_{34}), pc/h	3657	Ramp Junction Speed (S), mi/h	57.9
Flow Entering Ramp-Infl. Area (v_{R34}), pc/h	-	Average Density (D), pc/mi/ln	24.2
Level of Service (LOS)	D		

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HCS7 Basic Freeway Report

Project Information			
Analyst	AECOM	Date	12/26/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK WB
Project Description	SR 836 Alternative 2		

Geometric Data			
Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	1.50
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	55.5
Right-Side Lateral Clearance, ft	10		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity			
Demand Volume veh/h	3791	Heavy Vehicle Adjustment Factor (f_{HV})	0.984
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1352
Total Trucks, %	1.60	Capacity (c), pc/h/ln	2255
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2255
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.60
Passenger Car Equivalent (E_T)	2.000		

Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	55.5
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	24.4
Total Ramp Density Adjustment	4.5	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	55.5		

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Capacity Check for Major Merge:
On ramp from SR826

Assumed Major Merge Capacity per Segment (based on HCM 6 Exhibit 14-10):

Segment Free-Flow Speed (mph)	Capacity (pc/h)			
	2-Lanes	3-Lanes	4-Lanes	5-Lanes
≥ 70	4800	7200	9600	12000
65	4700	7050	9400	11750
60	4600	6900	9200	11500
55	4500	6750	9000	11250

6-Lanes
14400
14100
13800
13500

AM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	1537	60	3	1.6%	0.95	1.5	0.992	1.00	1631	6900	No	0.24
Merging	1965	45	2	2.5%	0.95	1.5	0.988	1.00	2095	4200	No	0.50
Downstream	3502	60	4	1.6%	0.95	1.5	0.992	1.00	3716	9200	No	0.40

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

*Capacity of high-speed ramp junction on multilane highway and C-D roadways based on the Exhibit 13-9 (HCM2010)

PM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	3791	60	3	1.6%	0.95	1.5	0.992	1.00	4023	6900	No	0.58
Diverging	1590	45	2	2.5%	0.95	1.5	0.988	1.00	1695	4200	No	0.40
Downstream	5381	60	4	1.6%	0.95	1.5	0.992	1.00	5710	9200	No	0.62

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

*Capacity of high-speed ramp junction on multilane highway and C-D roadways based on the Exhibit 13-9 (HCM2010)

HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/26/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK WB
Project Description	SR 836 Alternative 2		

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	56.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3502	Heavy Vehicle Adjustment Factor (f_{HV})	0.984
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	936
Total Trucks, %	1.60	Capacity (c), pc/h/ln	2268
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2268
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.41
Passenger Car Equivalent (ET)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	56.8
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	16.5
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	56.8		

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Capacity Check for Major Merge:
On ramp from SR826

Assumed Major Merge Capacity per Segment (based on HCM 6 Exhibit 14-10):

Segment Free-Flow Speed (mph)	Capacity (pc/h)				
	2-Lanes	3-Lanes	4-Lanes	5-Lanes	6-Lanes
≥ 70	4800	7200	9600	12000	14400
65	4700	7050	9400	11750	14100
60	4600	6900	9200	11500	13800
55	4500	6750	9000	11250	13500

AM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	1537	60	3	1.6%	0.95	1.5	0.992	1.00	1631	6900	No	0.24
Merging	1965	45	2	2.5%	0.95	1.5	0.988	1.00	2095	4200	No	0.50
Downstream	3502	60	4	1.6%	0.95	1.5	0.992	1.00	3716	9200	No	0.40

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)
*Capacity of high-speed ramp junction on multilane highway and C-D roadways based on the Exhibit 13-9 (HCM2010)

PM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	3791	60	3	1.6%	0.95	1.5	0.992	1.00	4023	6900	No	0.58
Diverging	1590	45	2	2.5%	0.95	1.5	0.988	1.00	1695	4200	No	0.40
Downstream	5381	60	4	1.6%	0.95	1.5	0.992	1.00	5710	9200	No	0.62

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)
*Capacity of high-speed ramp junction on multilane highway and C-D roadways based on the Exhibit 13-9 (HCM2010)

HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/19/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT 6	Time Period Analyzed	AM PEAK NB
Project Description	SR 874 Alternative 2		

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	65.0	Total Ramp Density (TRD), ramps/mi	2.20
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	58.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1372	Heavy Vehicle Adjustment Factor (f_{HV})	0.974
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	494
Total Trucks, %	2.70	Capacity (c), pc/h/ln	2288
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2288
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.22
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	58.8
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	8.4
Total Ramp Density Adjustment	6.2	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	58.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/26/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK WB
Project Description	SR 836 Alternative 2		

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	56.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5381	Heavy Vehicle Adjustment Factor (f_{HV})	0.984
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1439
Total Trucks, %	1.60	Capacity (c), pc/h/ln	2268
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2268
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.63
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	56.8
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	25.3
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	56.8		

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HCS7 Freeway Merge Report

Project Information

Analyst	AECOM	Date	12/19/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK NB
Project Description	SR 874 Alternative 2		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	65.0	45.0
Segment Length (L) / Acceleration Length (L_A), ft	1500	500
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	1372	942	
Peak Hour Factor (PHF)	0.95	0.95	
Total Trucks, %	2.70	1.60	
Single-Unit Trucks (SUT), %	-	-	
Tractor-Trailers (TT), %	-	-	
Heavy Vehicle Adjustment Factor (f_{HV})	0.974	0.984	
Flow Rate (v_i), pc/h	1483	1008	
Capacity (c), pc/h	7050	2100	
Volume-to-Capacity Ratio (v/c)	0.35	0.48	

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	-	Density in Ramp Influence Area (D_R), pc/mi/ln	16.7
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (M_S)	0.302
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	605
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	58.1
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.592	Outer Lanes Freeway Speed (S_O), mi/h	64.6
Flow in Lanes 1 and 2 (v_{12}), pc/h	878	Ramp Junction Speed (S), mi/h	59.6
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	1886	Average Density (D), pc/mi/ln	13.9
Level of Service (LOS)	B		

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/19/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT 6	Time Period Analyzed	PM PEAK NB
Project Description	SR 874 Alternative 2		

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	65.0	Total Ramp Density (TRD), ramps/mi	2.20
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	58.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1605	Heavy Vehicle Adjustment Factor (f_{HV})	0.974
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	578
Total Trucks, %	2.70	Capacity (c), pc/h/ln	2288
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2288
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.25
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	58.8
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	9.8
Total Ramp Density Adjustment	6.2	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	58.8		

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HCS7 Basic Freeway Report

Project Information			
Analyst	AECOM	Date	12/19/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT 6	Time Period Analyzed	AM PEAK NB
Project Description	SR 874 Alternative 2		

Geometric Data			
Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	65.0	Total Ramp Density (TRD), ramps/mi	2.20
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	58.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity			
Demand Volume veh/h	2314	Heavy Vehicle Adjustment Factor (f_{HV})	0.974
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	834
Total Trucks, %	2.70	Capacity (c), pc/h/ln	2288
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2288
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.36
Passenger Car Equivalent (E_T)	2.000		

Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	58.8
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	14.2
Total Ramp Density Adjustment	6.2	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	58.8		

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HCS7 Freeway Merge Report

Project Information			
Analyst	AECOM	Date	12/19/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK NB
Project Description	SR 874 Alternative 2		

Geometric Data		
	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	65.0	45.0
Segment Length (L) / Acceleration Length (L_A), ft	1500	500
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (V_i), veh/h	1605	1333
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	2.70	1.60
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.974	0.984
Flow Rate (v_i), pc/h	1735	1426
Capacity (c), pc/h	7050	2100
Volume-to-Capacity Ratio (v/c)	0.45	0.68

Speed and Density			
Upstream Equilibrium Distance (L_{EQ}), ft	-	Density in Ramp Influence Area (D_R), pc/mi/ln	20.9
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (M_S)	0.321
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	708
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	57.6
Prop. Freeway Vehicles in Lane 1 and 2 (P_{FM})	0.592	Outer Lanes Freeway Speed (S_O), mi/h	64.3
Flow in Lanes 1 and 2 (v_{12}), pc/h	1027	Ramp Junction Speed (S), mi/h	59.0
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	2453	Average Density (D), pc/mi/ln	17.9
Level of Service (LOS)	C		

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HCS7 Freeway Merge Report

Project Information

Analyst	AECOM	Date	12/19/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK NB
Project Description	SR 874 Alternative 2		

Geometric Data

	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	65.0	55.0
Segment Length (L) / Acceleration Length (L_A), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Left

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	2314	1570	
Peak Hour Factor (PHF)	0.95	0.95	
Total Trucks, %	2.70	2.70	
Single-Unit Trucks (SUT), %	-	-	
Tractor-Trailers (TT), %	-	-	
Heavy Vehicle Adjustment Factor (f_{HV})	0.974	0.974	
Flow Rate (v_i), pc/h	2501	1697	
Capacity (c), pc/h	7050	2200	
Volume-to-Capacity Ratio (v/c)	0.60	0.77	

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	-	Density in Ramp Influence Area (D_R), pc/mi/ln	26.1
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (M_S)	0.347
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	820
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	57.0
Prop. Freeway Vehicles in Lane 2 and 3 (P_{FM})	0.600	Outer Lanes Freeway Speed (S_O), mi/h	63.8
Flow in Lanes 2 and 3 (v_{23}), pc/h	1681	Ramp Junction Speed (S), mi/h	58.2
Flow Entering Ramp-Infl. Area (v_{R23}), pc/h	3378	Average Density (D), pc/mi/ln	24.0
Level of Service (LOS)	C		

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/19/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT 6	Time Period Analyzed	PM PEAK NB
Project Description	SR 874 Alternative 2		

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	65.0	Total Ramp Density (TRD), ramps/mi	2.20
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	58.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2938	Heavy Vehicle Adjustment Factor (f_{HV})	0.974
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1058
Total Trucks, %	2.70	Capacity (c), pc/h/ln	2288
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2288
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.46
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	58.8
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	18.0
Total Ramp Density Adjustment	6.2	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	58.8		

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HCS7 Basic Freeway Report

Project Information			
Analyst	AECOM	Date	12/19/2018
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Jurisdiction	DISTRICT 6	Time Period Analyzed	AM PEAK NB
Project Description	SR 874 Alternative 2		

Geometric Data			
Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	65.0	Total Ramp Density (TRD), ramps/mi	2.20
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	58.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity			
Demand Volume veh/h	3884	Heavy Vehicle Adjustment Factor (f_{HV})	0.974
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1399
Total Trucks, %	2.70	Capacity (c), pc/h/ln	2288
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2288
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.61
Passenger Car Equivalent (E_T)	2.000		

Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	58.8
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	23.8
Total Ramp Density Adjustment	6.2	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	58.8		

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HCS7 Freeway Merge Report

Project Information			
Analyst	AECOM	Date	12/19/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK NB
Project Description	SR 874 Alternative 2		

Geometric Data		
	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	65.0	55.0
Segment Length (L) / Acceleration Length (L_A), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Left

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (V_i), veh/h	2938	1643
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	2.70	2.70
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.974	0.974
Flow Rate (v_i), pc/h	3175	1776
Capacity (c), pc/h	7050	2200
Volume-to-Capacity Ratio (v/c)	0.70	0.81

Speed and Density			
Upstream Equilibrium Distance (L_{EQ}), ft	-	Density in Ramp Influence Area (D_R), pc/mi/ln	30.2
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (M_S)	0.428
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	1041
Distance to Downstream Ramp (L_{DOWN}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	55.2
Prop. Freeway Vehicles in Lane 2 and 3 (P_{FM})	0.600	Outer Lanes Freeway Speed (S_O), mi/h	63.1
Flow in Lanes 2 and 3 (v_{23}), pc/h	2134	Ramp Junction Speed (S), mi/h	56.7
Flow Entering Ramp-Infl. Area (v_{R23}), pc/h	3910	Average Density (D), pc/mi/ln	29.1
Level of Service (LOS)	D		

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/19/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT 6	Time Period Analyzed	AM PEAK SB
Project Description	SR 874 Alternative 2		

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	65.0	Total Ramp Density (TRD), ramps/mi	2.20
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	58.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4217	Heavy Vehicle Adjustment Factor (f_{HV})	0.974
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1519
Total Trucks, %	2.70	Capacity (c), pc/h/ln	2288
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2288
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.66
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	58.8
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	25.8
Total Ramp Density Adjustment	6.2	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	58.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	AECOM	Date	12/19/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT 6	Time Period Analyzed	PM PEAK NB
Project Description	SR 874 Alternative 2		

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	65.0	Total Ramp Density (TRD), ramps/mi	2.20
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	58.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4581	Heavy Vehicle Adjustment Factor (f_{HV})	0.974
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1650
Total Trucks, %	2.70	Capacity (c), pc/h/ln	2288
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2288
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.72
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	58.8
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	28.1
Total Ramp Density Adjustment	6.2	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	58.8		

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HCS7 Freeway Diverge Report

Project Information			
Analyst	AECOM	Date	12/19/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	AM PEAK SB
Project Description	SR 874 Alternative 2		

Geometric Data		
	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	60.0	55.0
Segment Length (L) / Deceleration Length (L_D), ft	1500	400
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Left

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (V_i), veh/h	4217	1477
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	2.70	2.70
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.974	0.974
Flow Rate (v_i), pc/h	4557	1596
Capacity (c), pc/h	6900	2200
Volume-to-Capacity Ratio (v/c)	0.66	0.73

Speed and Density			
Upstream Equilibrium Distance (L_{EQ}), ft	-	Density in Ramp Influence Area (D_R), pc/mi/ln	30.4
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (D_S)	0.312
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	1100
Distance to Downstream Ramp (L_{DOWN}), ft	-	Off-Ramp Influence Area Speed (S_R), mi/h	54.4
Prop. Freeway Vehicles in Lane 2 and 3 (P_{FD})	0.573	Outer Lanes Freeway Speed (S_O), mi/h	65.4
Flow in Lanes 2 and 3 (v_{23}), pc/h	3457	Ramp Junction Speed (S), mi/h	56.7
Flow Entering Ramp-Infl. Area (v_{R23}), pc/h	-	Average Density (D), pc/mi/ln	26.8
Level of Service (LOS)	D		

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HCS7 Basic Freeway Report

Project Information			
Analyst	AECOM	Date	12/19/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT 6	Time Period Analyzed	PM PEAK SB
Project Description	SR 874 Alternative 2		

Geometric Data			
Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	65.0	Total Ramp Density (TRD), ramps/mi	2.20
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	58.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity			
Demand Volume veh/h	3607	Heavy Vehicle Adjustment Factor (f_{HV})	0.974
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1299
Total Trucks, %	2.70	Capacity (c), pc/h/ln	2288
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2288
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.57
Passenger Car Equivalent (E_T)	2.000		

Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	58.8
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	22.1
Total Ramp Density Adjustment	6.2	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	58.8		

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HCS7 Basic Freeway Report

Project Information			
Analyst	AECOM	Date	12/19/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT 6	Time Period Analyzed	AM PEAK SB
Project Description	SR 874 Alternative 2		

Geometric Data			
Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	65.0	Total Ramp Density (TRD), ramps/mi	2.20
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	58.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity			
Demand Volume veh/h	2740	Heavy Vehicle Adjustment Factor (f_{HV})	0.974
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	987
Total Trucks, %	2.70	Capacity (c), pc/h/ln	2288
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2288
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.43
Passenger Car Equivalent (E_T)	2.000		

Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	58.8
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	16.8
Total Ramp Density Adjustment	6.2	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	58.8		

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HCS7 Freeway Diverge Report

Project Information			
Analyst	AECOM	Date	12/19/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT6	Time Period Analyzed	PM PEAK SB
Project Description	SR 874 Alternative 2		

Geometric Data		
	Freeway	Ramp
Number of Lanes (N)	3	1
Free-Flow Speed (FFS), mi/h	60.0	55.0
Segment Length (L) / Deceleration Length (L_D), ft	1500	400
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Left

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (V_i), veh/h	3607	1200
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	2.70	2.70
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (f_{HV})	0.974	0.974
Flow Rate (v_i), pc/h	3898	1297
Capacity (c), pc/h	6900	2200
Volume-to-Capacity Ratio (v/c)	0.56	0.59

Speed and Density			
Upstream Equilibrium Distance (L_{EQ}), ft	-	Density in Ramp Influence Area (D_R), pc/mi/ln	26.5
Distance to Upstream Ramp (L_{UP}), ft	-	Speed Index (D_S)	0.285
Downstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	889
Distance to Downstream Ramp (L_{DOWN}), ft	-	Off-Ramp Influence Area Speed (S_R), mi/h	54.9
Prop. Freeway Vehicles in Lane 2 and 3 (P_{FD})	0.603	Outer Lanes Freeway Speed (S_O), mi/h	65.8
Flow in Lanes 2 and 3 (v_{23}), pc/h	3009	Ramp Junction Speed (S), mi/h	57.1
Flow Entering Ramp-Infl. Area (v_{R23}), pc/h	-	Average Density (D), pc/mi/ln	22.8
Level of Service (LOS)	C		

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HCS7 Basic Freeway Report

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Jurisdiction	DISTRICT 6	Time Period Analyzed	PM PEAK SB
Project Description	SR 874 Alternative 2		

Geometric Data			
Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	65.0	Total Ramp Density (TRD), ramps/mi	2.20
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	58.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity			
Demand Volume veh/h	2407	Heavy Vehicle Adjustment Factor (f_{HV})	0.974
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	867
Total Trucks, %	2.70	Capacity (c), pc/h/ln	2288
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2288
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.38
Passenger Car Equivalent (E_T)	2.000		

Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	58.8
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	14.7
Total Ramp Density Adjustment	6.2	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	58.8		

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Capacity Check for Major Diverge:
SR874 Off Ramp to to Bird Rd EB

Assumed Major Diverge Capacity per Segment (based on HCM 6 Exhibit 14-10):

Segment Free-Flow Speed (mph)	Capacity (pc/h)				
	2-Lanes	3-Lanes	4-Lanes	5-Lanes	6-Lanes
> 70	4800	7200	9600	12000	14400
65	4700	7050	9400	11750	14100
60	4600	6900	9200	11500	13800
55	4500	6750	9000	11250	13500

AM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	2740	65	3	2.7%	0.95	1.5	0.987	1.00	2924	7050	No	0.41
Diverging	927	50	1	1.6%	0.95	1.5	0.992	1.00	984	2200	No	0.45
Downstream	1813	65	2	2.7%	0.95	1.5	0.987	1.00	1935	4700	No	0.41

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

PM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	2407	65	3	2.7%	0.95	1.5	0.987	1.00	2568	7050	No	0.36
Diverging	909	50	1	2.2%	0.95	1.5	0.989	1.00	968	2200	No	0.44
Downstream	1498	65	2	2.7%	0.95	1.5	0.987	1.00	1599	4700	No	0.34

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

HCM 6th Edition LOS/Density (Exhibit 14-3)

LOS	Density (pm/mi/ln)
A	<=10
B	>10-20
C	>20-28
D	>28-35
E	>35
F	Demand Exceeds Capacity

	Major Diverge	
	Density	LOS
AM Peak	17.06	B
PM Peak	14.98	B

Capacity Check for Major Diverge:

SR874 Off Ramp to to Bird Rd EB

Assumed Major Diverge Capacity per Segment (based on HCM 6 Exhibit 14-10):

Segment Free-Flow Speed (mph)	Capacity (pc/h)				
	2-Lanes	3-Lanes	4-Lanes	5-Lanes	6-Lanes
≥ 70	4800	7200	9600	12000	14400
65	4700	7050	9400	11750	14100
60	4600	6900	9200	11500	13800
55	4500	6750	9000	11250	13500

AM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	2740	65	3	2.7%	0.95	1.5	0.987	1.00	2924	7050	No	0.41
Diverging	927	50	1	1.6%	0.95	1.5	0.992	1.00	984	2200	No	0.45
Downstream	1813	65	2	2.7%	0.95	1.5	0.987	1.00	1935	4700	No	0.41

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

PM VOLUME

Location	Volume (veh/h)	FFS (mph)	# of Lanes	% Trucks	PHF	ET	fHV	fP	Flow Rate (pc/h)	Capacity (pc/h)*	Over Capacity?	v/c
Upstream	2407	65	3	2.7%	0.95	1.5	0.987	1.00	2568	7050	No	0.36
Diverging	909	50	1	2.2%	0.95	1.5	0.989	1.00	968	2200	No	0.44
Downstream	1498	65	2	2.7%	0.95	1.5	0.987	1.00	1599	4700	No	0.34

*Capacity based on Exhibit 14-10 and Exhibit 14-12 (HCM 6)

	Major Diverge	
	Density	LOS
AM Peak	17.06	B
PM Peak	14.98	B

HCM 6th Edition LOS/Density (Exhibit 14-3)

LOS	Density (pm/mi/ln)
A	<=10
B	>10-20
C	>20-28
D	>28-35
E	>35
F	Demand Exceeds Capacity

HCS7 Basic Freeway Report

Project Information			
Analyst	AECOM	Date	12/19/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT 6	Time Period Analyzed	AM PEAK SB
Project Description	SR 874 Alternative 2		
Geometric Data			
Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	65.0	Total Ramp Density (TRD), ramps/mi	2.20
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	58.8
Right-Side Lateral Clearance, ft	10		
Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000
Demand and Capacity			
Demand Volume veh/h	1813	Heavy Vehicle Adjustment Factor (f_{HV})	0.974
Peak Hour Factor	0.95	Flow Rate (v_p), pc/h/ln	980
Total Trucks, %	2.70	Capacity (c), pc/h/ln	2288
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2288
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.43
Passenger Car Equivalent (ET)	2.000		
Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	58.8
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	16.7
Total Ramp Density Adjustment	6.2	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	58.8		

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HCS7 Basic Freeway Report

Project Information			
Analyst	AECOM	Date	12/19/2018
Agency		Analysis Year	2045
Jurisdiction	DISTRICT 6	Time Period Analyzed	PM PEAK SB
Project Description	SR 874 Alternative 2		

Geometric Data			
Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	65.0	Total Ramp Density (TRD), ramps/mi	2.20
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	58.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity			
Demand Volume veh/h	1498	Heavy Vehicle Adjustment Factor (f_{HV})	0.974
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	810
Total Trucks, %	2.70	Capacity (c), pc/h/ln	2288
Single-Unit Trucks (SUT), %	-	Adjusted Cpacity (c_{adj}), pc/h/ln	2288
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.35
Passenger Car Equivalent (E_T)	2.000		

Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	58.8
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	13.8
Total Ramp Density Adjustment	6.2	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	58.8		

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APPENDIX Q

2045 Preferred Alternative Output Synchro Reports

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	141	175	119	45	149	137	148	2931	133	134	3026	456
Future Volume (vph)	141	175	119	45	149	137	148	2931	133	134	3026	456
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.7	6.7	6.7	6.7	6.7	6.7	6.8	6.8		6.8	6.8	6.7
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.91		1.00	0.86	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1681	1763	1583	1770	1863	1583	1770	5052		1770	6408	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.04	1.00	1.00
Satd. Flow (perm)	1681	1763	1583	1770	1863	1583	1770	5052		70	6408	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	148	184	125	47	157	144	156	3085	140	141	3185	480
RTOR Reduction (vph)	0	0	80	0	0	131	0	2	0	0	0	144
Lane Group Flow (vph)	133	199	45	47	157	13	156	3223	0	141	3185	336
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA		pm+pt	NA	Over
Protected Phases	3	3		4	4		1	6		5	2	3
Permitted Phases			3			4				2		
Actuated Green, G (s)	30.0	30.0	30.0	18.0	18.0	18.0	19.1	111.4		119.5	105.9	30.0
Effective Green, g (s)	30.0	30.0	30.0	18.0	18.0	18.0	19.1	111.4		119.5	105.9	30.0
Actuated g/C Ratio	0.15	0.15	0.15	0.09	0.09	0.09	0.10	0.56		0.60	0.53	0.15
Clearance Time (s)	6.7	6.7	6.7	6.7	6.7	6.7	6.8	6.8		6.8	6.8	6.7
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.5	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	252	264	237	159	167	142	169	2813		157	3393	237
v/s Ratio Prot	0.08	0.11		0.03	c0.08		c0.09	c0.64		0.06	0.50	c0.21
v/s Ratio Perm			0.03			0.01				0.47		
v/c Ratio	0.53	0.75	0.19	0.30	0.94	0.09	0.92	1.15		0.90	0.94	1.42
Uniform Delay, d1	78.5	81.5	74.4	85.1	90.5	83.5	89.7	44.3		68.9	44.0	85.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		0.76	1.70	1.62
Incremental Delay, d2	2.0	11.5	0.4	1.0	52.1	0.3	47.2	70.2		21.6	2.8	198.0
Delay (s)	80.5	93.0	74.8	86.1	142.6	83.8	136.9	114.5		74.3	77.6	336.1
Level of Service	F	F	E	F	F	F	F	F		E	E	F
Approach Delay (s)		84.4			110.6			115.6			110.1	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	111.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.18		
Actuated Cycle Length (s)	200.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	106.6%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	133	199	125	47	157	144	156	3225	141	3185	480
v/c Ratio	0.53	0.75	0.39	0.30	0.94	0.53	0.93	1.15	0.89	0.94	1.26
Control Delay	86.9	99.7	26.1	90.4	142.4	18.1	139.1	110.9	67.8	77.6	182.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.9	99.7	26.1	90.4	142.4	18.1	139.1	110.9	67.8	77.6	182.7
Queue Length 50th (ft)	173	268	36	59	210	0	207	~1823	123	1284	~608
Queue Length 95th (ft)	260	#381	110	111	#371	79	#361	#1857	m141	1299	m#654
Internal Link Dist (ft)		935			1608			1322		2289	
Turn Bay Length (ft)	60		25	320		320	460		250		360
Base Capacity (vph)	252	264	317	159	167	273	172	2813	163	3393	381
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.75	0.39	0.30	0.94	0.53	0.91	1.15	0.87	0.94	1.26

Intersection Summary
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	141	175	119	45	149	137	148	2931	134	3026	456
Future Volume (vph)	141	175	119	45	149	137	148	2931	134	3026	456
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	pm+pt	NA	Over
Protected Phases	3	3		4	4		1	6	5	2	3
Permitted Phases			3			4			2		
Detector Phase	3	3	3	4	4	4	1	6	5	2	3
Switch Phase											
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	5.0	9.0	5.0	9.0	7.0
Minimum Split (s)	36.7	36.7	36.7	24.7	24.7	24.7	11.8	44.8	11.8	44.8	36.7
Total Split (s)	36.7	36.7	36.7	24.7	24.7	24.7	26.3	117.6	21.0	112.3	36.7
Total Split (%)	18.4%	18.4%	18.4%	12.4%	12.4%	12.4%	13.2%	58.8%	10.5%	56.2%	18.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.8	4.8	4.8	4.8	4.0
All-Red Time (s)	2.7	2.7	2.7	2.7	2.7	2.7	2.0	2.0	2.0	2.0	2.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.7	6.7	6.7	6.7	6.7	6.7	6.8	6.8	6.8	6.8	6.7
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max	None
Act Effct Green (s)	30.0	30.0	30.0	18.0	18.0	18.0	19.1	111.4	119.5	105.9	30.0
Actuated g/C Ratio	0.15	0.15	0.15	0.09	0.09	0.09	0.10	0.56	0.60	0.53	0.15
v/c Ratio	0.53	0.75	0.39	0.30	0.94	0.53	0.93	1.15	0.89	0.94	1.26
Control Delay	86.9	99.7	26.1	90.4	142.4	18.1	139.1	110.9	67.8	77.6	182.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.9	99.7	26.1	90.4	142.4	18.1	139.1	110.9	67.8	77.6	182.7
LOS	F	F	C	F	F	B	F	F	E	E	F
Approach Delay		75.8			84.0			112.2		90.5	
Approach LOS		E			F			F		F	

Intersection Summary			
Cycle Length: 200			
Actuated Cycle Length: 200			
Offset: 83 (42%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.26			
Intersection Signal Delay: 98.5		Intersection LOS: F	
Intersection Capacity Utilization 106.6%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 51: US 1 & Killian Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	778	199	63	41	157	701	89	2976	30	515	3527	410
Future Volume (vph)	778	199	63	41	157	701	89	2976	30	515	3527	410
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	7.0	7.0	7.0	6.8	6.8	7.0	6.8	6.8	6.5
Lane Util. Factor	0.91	0.91	1.00	1.00	0.91	0.91	0.97	0.91	1.00	0.97	0.81	1.00
Frt	1.00	1.00	0.85	1.00	0.90	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1610	3282	1583	1770	3039	1441	3433	5085	1583	3433	7544	1583
Flt Permitted	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1610	3282	1583	1770	3039	1441	3433	5085	1583	3433	7544	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	819	209	66	43	165	738	94	3133	32	542	3713	432
RTOR Reduction (vph)	0	0	52	0	98	118	0	0	14	0	0	24
Lane Group Flow (vph)	409	619	14	43	436	251	94	3133	18	542	3713	408
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	3		4	4		1	6	4	5	2	3
Permitted Phases			3			4			6			2
Actuated Green, G (s)	41.5	41.5	41.5	19.0	19.0	19.0	7.6	91.2	110.2	21.2	104.8	146.3
Effective Green, g (s)	41.5	41.5	41.5	19.0	19.0	19.0	7.6	91.2	110.2	21.2	104.8	146.3
Actuated g/C Ratio	0.21	0.21	0.21	0.10	0.10	0.10	0.04	0.46	0.55	0.11	0.52	0.73
Clearance Time (s)	6.5	6.5	6.5	7.0	7.0	7.0	6.8	6.8	7.0	6.8	6.8	6.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	334	681	328	168	288	136	130	2318	872	363	3953	1157
v/s Ratio Prot	c0.25	0.19		0.02	0.14		0.03	c0.62	0.00	c0.16	0.49	0.07
v/s Ratio Perm			0.01			c0.17			0.01			0.18
v/c Ratio	1.22	1.18dl	0.04	0.26	1.54dr	1.85	0.72	1.35	0.02	1.49	0.94	0.35
Uniform Delay, d1	79.2	77.4	63.4	83.9	90.5	90.5	95.2	54.4	20.4	89.4	44.6	9.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.31	0.45	1.00	1.00	1.00	1.00
Incremental Delay, d2	124.8	16.0	0.1	0.8	248.8	408.6	1.8	158.5	0.0	236.0	5.8	0.2
Delay (s)	204.1	93.4	63.4	84.8	339.3	499.1	126.4	183.1	20.4	325.4	50.4	9.9
Level of Service	F	F	E	F	F	F	F	F	C	F	D	A
Approach Delay (s)		132.9			390.1			179.8			78.5	
Approach LOS		F			F			F			E	

Intersection Summary			
HCM 2000 Control Delay	147.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.39		
Actuated Cycle Length (s)	200.0	Sum of lost time (s)	27.1
Intersection Capacity Utilization	128.2%	ICU Level of Service	H
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.
dr Defacto Right Lane. Recode with 1 though lane as a right lane.
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	409	619	66	43	534	369	94	3133	32	542	3713	432
v/c Ratio	1.22	1.18dl	0.15	0.26	1.54dr	1.45	0.72	1.35	0.04	1.49	0.94	0.35
Control Delay	186.1	95.1	0.7	88.3	234.0	258.2	125.8	183.5	0.1	289.4	50.5	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	186.1	95.1	0.7	88.3	234.0	258.2	125.8	183.5	0.1	289.4	50.5	6.6
Queue Length 50th (ft)	~724	443	0	54	~437	~547	67	~1956	0	~505	1118	129
Queue Length 95th (ft)	#981	#558	0	102	#576	#801	m62	m#1594	m0	#634	1125	176
Internal Link Dist (ft)		943			618			468			720	
Turn Bay Length (ft)	195		25	95		300	150		550	265		320
Base Capacity (vph)	334	681	433	168	386	254	130	2318	912	363	3953	1232
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.22	0.91	0.15	0.26	1.38	1.45	0.72	1.35	0.04	1.49	0.94	0.35

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	778	199	63	41	157	701	89	2976	30	515	3527	410
Future Volume (vph)	778	199	63	41	157	701	89	2976	30	515	3527	410
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	3		4	4		1	6	4	5	2	3
Permitted Phases			3			4			6			2
Detector Phase	3	3	3	4	4	4	1	6	4	5	2	3
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	5.0	9.0	7.0	5.0	9.0	7.0
Minimum Split (s)	41.5	41.5	41.5	14.0	14.0	14.0	11.8	44.8	14.0	11.8	44.8	41.5
Total Split (s)	48.0	48.0	48.0	26.0	26.0	26.0	14.4	98.0	26.0	28.0	111.6	48.0
Total Split (%)	24.0%	24.0%	24.0%	13.0%	13.0%	13.0%	7.2%	49.0%	13.0%	14.0%	55.8%	24.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.8	4.8	4.0	4.8	4.8	4.0
All-Red Time (s)	2.5	2.5	2.5	3.0	3.0	3.0	2.0	2.0	3.0	2.0	2.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	7.0	7.0	7.0	6.8	6.8	7.0	6.8	6.8	6.5
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	41.5	41.5	41.5	19.0	19.0	19.0	7.6	91.2	110.0	21.2	104.8	153.1
Actuated g/C Ratio	0.21	0.21	0.21	0.10	0.10	0.10	0.04	0.46	0.55	0.11	0.52	0.77
v/c Ratio	1.22	1.18dl	0.15	0.26	1.54dr	1.45	0.72	1.35	0.04	1.49	0.94	0.35
Control Delay	186.1	95.1	0.7	88.3	234.0	258.2	125.8	183.5	0.1	289.4	50.5	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	186.1	95.1	0.7	88.3	234.0	258.2	125.8	183.5	0.1	289.4	50.5	6.6
LOS	F	F	A	F	F	F	F	F	A	F	D	A
Approach Delay		123.4			236.8			180.0			74.1	
Approach LOS		F			F			F			E	

Intersection Summary

Cycle Length: 200
Actuated Cycle Length: 200
Offset: 139 (70%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.49
Intersection Signal Delay: 129.5 Intersection LOS: F
Intersection Capacity Utilization 128.2% ICU Level of Service H
Analysis Period (min) 15

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 11: US 1 & SW 104 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	121	210	58	262	226	83	152	2002	133	192	3575	560
Future Volume (vph)	121	210	58	262	226	83	152	2002	133	192	3575	560
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.7	6.7	6.7	6.7	6.7	6.7	6.8	6.8		6.8	6.8	6.7
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.91		1.00	0.86	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1681	1765	1583	1770	1863	1583	1770	5038		1770	6408	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.04	1.00	1.00
Satd. Flow (perm)	1681	1765	1583	1770	1863	1583	1770	5038		80	6408	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	127	221	61	276	238	87	160	2107	140	202	3763	589
RTOR Reduction (vph)	0	0	51	0	0	75	0	4	0	0	0	157
Lane Group Flow (vph)	114	234	10	276	238	12	160	2243	0	202	3763	432
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA		pm+pt	NA	Over
Protected Phases	3	3		4	4		1	6		5	2	3
Permitted Phases			3			4				2		
Actuated Green, G (s)	30.0	30.0	30.0	25.3	25.3	25.3	14.2	87.5		113.7	93.5	30.0
Effective Green, g (s)	30.0	30.0	30.0	25.3	25.3	25.3	14.2	87.5		113.7	93.5	30.0
Actuated g/C Ratio	0.16	0.16	0.16	0.13	0.13	0.13	0.07	0.46		0.60	0.49	0.16
Clearance Time (s)	6.7	6.7	6.7	6.7	6.7	6.7	6.8	6.8		6.8	6.8	6.7
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.5	1.0		2.5	1.0	3.0
Lane Grp Cap (vph)	265	278	249	235	248	210	132	2320		227	3153	249
v/s Ratio Prot	0.07	0.13		c0.16	0.13		c0.09	0.45		0.09	c0.59	c0.27
v/s Ratio Perm			0.01			0.01				0.44		
v/c Ratio	0.43	0.84	0.04	1.17	0.96	0.06	1.21	0.97		0.89	1.19	1.73
Uniform Delay, d1	72.3	77.7	67.8	82.3	81.8	71.9	87.9	49.8		66.3	48.2	80.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.59	0.48	1.08
Incremental Delay, d2	1.1	20.0	0.1	114.0	45.4	0.1	146.3	12.4		4.3	87.4	331.4
Delay (s)	73.4	97.7	67.8	196.4	127.2	72.0	234.2	62.2		109.9	110.4	417.5
Level of Service	E	F	E	F	F	E	F	E		F	F	F
Approach Delay (s)		86.5			151.0			73.7			150.1	
Approach LOS		F			F			E			F	

Intersection Summary			
HCM 2000 Control Delay	123.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.29		
Actuated Cycle Length (s)	190.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	108.3%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	114	234	61	276	238	87	160	2247	202	3763	589
v/c Ratio	0.43	0.84	0.17	1.17	0.96	0.26	1.21	0.97	0.89	1.19	1.45
Control Delay	78.0	102.6	1.0	180.3	127.0	2.1	213.3	61.7	95.0	111.7	237.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.0	102.6	1.0	180.3	127.0	2.1	213.3	61.7	95.0	111.7	237.5
Queue Length 50th (ft)	137	304	0	~409	301	0	~243	1012	223	~1619	~809
Queue Length 95th (ft)	214	#464	0	#615	#488	1	#413	#1126	m176	m272	m#525
Internal Link Dist (ft)		935			1608			1322		2289	
Turn Bay Length (ft)	60		25	320		320	460		250		360
Base Capacity (vph)	265	278	366	235	248	330	132	2324	245	3153	407
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.84	0.17	1.17	0.96	0.26	1.21	0.97	0.82	1.19	1.45

Intersection Summary
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	121	210	58	262	226	83	152	2002	192	3575	560
Future Volume (vph)	121	210	58	262	226	83	152	2002	192	3575	560
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	pm+pt	NA	Over
Protected Phases	3	3		4	4		1	6	5	2	3
Permitted Phases			3			4			2		
Detector Phase	3	3	3	4	4	4	1	6	5	2	3
Switch Phase											
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	5.0	9.0	5.0	9.0	7.0
Minimum Split (s)	36.7	36.7	36.7	24.7	24.7	24.7	11.8	44.8	11.8	44.8	36.7
Total Split (s)	36.7	36.7	36.7	32.0	32.0	32.0	21.0	92.3	29.0	100.3	36.7
Total Split (%)	19.3%	19.3%	19.3%	16.8%	16.8%	16.8%	11.1%	48.6%	15.3%	52.8%	19.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.8	4.8	4.8	4.8	4.0
All-Red Time (s)	2.7	2.7	2.7	2.7	2.7	2.7	2.0	2.0	2.0	2.0	2.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.7	6.7	6.7	6.7	6.7	6.7	6.8	6.8	6.8	6.8	6.7
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max	None
Act Effct Green (s)	30.0	30.0	30.0	25.3	25.3	25.3	14.2	87.5	113.0	93.5	30.0
Actuated g/C Ratio	0.16	0.16	0.16	0.13	0.13	0.13	0.07	0.46	0.59	0.49	0.16
v/c Ratio	0.43	0.84	0.17	1.17	0.96	0.26	1.21	0.97	0.89	1.19	1.45
Control Delay	78.0	102.6	1.0	180.3	127.0	2.1	213.3	61.7	95.0	111.7	237.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.0	102.6	1.0	180.3	127.0	2.1	213.3	61.7	95.0	111.7	237.5
LOS	E	F	A	F	F	A	F	E	F	F	F
Approach Delay		80.6			133.4			71.8		127.2	
Approach LOS		F			F			E		F	

Intersection Summary			
Cycle Length: 190			
Actuated Cycle Length: 190			
Offset: 158 (83%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.45			
Intersection Signal Delay: 108.5		Intersection LOS: F	
Intersection Capacity Utilization 108.3%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 51: US 1 & Killian Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	679	212	110	30	281	669	174	2239	25	762	4536	985
Future Volume (vph)	679	212	110	30	281	669	174	2239	25	762	4536	985
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	7.0	7.0	7.0	6.8	6.8	7.0	6.8	6.8	6.5
Lane Util. Factor	0.91	0.91	1.00	1.00	0.91	0.91	0.97	0.91	1.00	0.97	0.81	1.00
Frt	1.00	1.00	0.85	1.00	0.92	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1610	3289	1583	1770	3114	1441	3433	5085	1583	3433	7544	1583
Flt Permitted	0.95	0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1610	3289	1583	1770	3114	1441	3433	5085	1583	3433	7544	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	715	223	116	32	296	704	183	2357	26	802	4775	1037
RTOR Reduction (vph)	0	0	93	0	113	184	0	0	13	0	0	18
Lane Group Flow (vph)	357	581	23	32	535	168	183	2357	13	802	4775	1019
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	3		4	4		1	6	4	5	2	3
Permitted Phases			3			4			6			2
Actuated Green, G (s)	37.5	37.5	37.5	20.0	20.0	20.0	8.2	73.2	93.2	32.2	97.2	134.7
Effective Green, g (s)	37.5	37.5	37.5	20.0	20.0	20.0	8.2	73.2	93.2	32.2	97.2	134.7
Actuated g/C Ratio	0.20	0.20	0.20	0.11	0.11	0.11	0.04	0.39	0.49	0.17	0.51	0.71
Clearance Time (s)	6.5	6.5	6.5	7.0	7.0	7.0	6.8	6.8	7.0	6.8	6.8	6.5
Vehicle Extension (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.0	1.0	3.5	3.5	1.0	3.5
Lane Grp Cap (vph)	317	649	312	186	327	151	148	1959	776	581	3859	1122
v/s Ratio Prot	c0.22	0.18		0.02	c0.17		0.05	0.46	0.00	c0.23	c0.63	0.18
v/s Ratio Perm			0.01			0.12			0.01			0.46
v/c Ratio	1.13	1.08dl	0.07	0.17	1.64	1.11	1.24	1.20	0.02	1.38	1.24	0.91
Uniform Delay, d1	76.2	74.3	62.1	77.5	85.0	85.0	90.9	58.4	24.9	78.9	46.4	22.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.79	1.39	1.00	1.00	1.00	1.00
Incremental Delay, d2	89.1	15.1	0.1	0.5	300.1	105.9	133.8	94.3	0.0	181.8	109.2	10.8
Delay (s)	165.3	89.5	62.2	78.0	385.1	190.9	205.7	175.7	24.9	260.7	155.6	33.4
Level of Service	F	F	E	E	F	F	F	F	C	F	F	C
Approach Delay (s)		112.2			309.4			176.3			149.2	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	166.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.31		
Actuated Cycle Length (s)	190.0	Sum of lost time (s)	27.1
Intersection Capacity Utilization	121.3%	ICU Level of Service	H
Analysis Period (min)	15		
dl Defacto Left Lane. Recode with 1 though lane as a left lane.			
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	357	581	116	32	648	352	183	2357	26	802	4775	1037
v/c Ratio	1.13	1.08dl	0.27	0.17	1.47	1.05	1.24	1.20	0.03	1.38	1.24	0.87
Control Delay	154.1	91.4	5.6	80.1	265.8	92.8	189.6	158.9	0.4	235.1	148.8	26.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	154.1	91.4	5.6	80.1	265.8	92.8	189.6	158.9	0.4	235.1	148.8	26.1
Queue Length 50th (ft)	~562	394	0	37	~528	~256	~141	~1329	0	~680	~1815	829
Queue Length 95th (ft)	#806	#503	35	78	#670	#500	m#165	#1405	m0	#818	#1795	1132
Internal Link Dist (ft)		943			618			468			720	
Turn Bay Length (ft)	195		25	95		300	150		550	265		320
Base Capacity (vph)	317	648	424	186	440	336	148	1959	824	581	3859	1194
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.13	0.90	0.27	0.17	1.47	1.05	1.24	1.20	0.03	1.38	1.24	0.87

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	679	212	110	30	281	669	174	2239	25	762	4536	985
Future Volume (vph)	679	212	110	30	281	669	174	2239	25	762	4536	985
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	3		4	4		1	6	4	5	2	3
Permitted Phases			3			4			6			2
Detector Phase	3	3	3	4	4	4	1	6	4	5	2	3
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	5.0	9.0	7.0	5.0	9.0	7.0
Minimum Split (s)	41.5	41.5	41.5	14.0	14.0	14.0	11.8	44.8	14.0	11.8	44.8	41.5
Total Split (s)	44.0	44.0	44.0	27.0	27.0	27.0	15.0	80.0	27.0	39.0	104.0	44.0
Total Split (%)	23.2%	23.2%	23.2%	14.2%	14.2%	14.2%	7.9%	42.1%	14.2%	20.5%	54.7%	23.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.8	4.8	4.0	4.8	4.8	4.0
All-Red Time (s)	2.5	2.5	2.5	3.0	3.0	3.0	2.0	2.0	3.0	2.0	2.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	7.0	7.0	7.0	6.8	6.8	7.0	6.8	6.8	6.5
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	37.5	37.5	37.5	20.0	20.0	20.0	8.2	73.2	93.0	32.2	97.2	141.5
Actuated g/C Ratio	0.20	0.20	0.20	0.11	0.11	0.11	0.04	0.39	0.49	0.17	0.51	0.74
v/c Ratio	1.13	1.08dl	0.27	0.17	1.47	1.05	1.24	1.20	0.03	1.38	1.24	0.87
Control Delay	154.1	91.4	5.6	80.1	265.8	92.8	189.6	158.9	0.4	235.1	148.8	26.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	154.1	91.4	5.6	80.1	265.8	92.8	189.6	158.9	0.4	235.1	148.8	26.1
LOS	F	F	A	F	F	F	F	F	A	F	F	C
Approach Delay		103.2			201.1			159.5			140.0	
Approach LOS		F			F			F			F	

Intersection Summary

Cycle Length: 190
Actuated Cycle Length: 190
Offset: 113 (59%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.47
Intersection Signal Delay: 146.6 Intersection LOS: F
Intersection Capacity Utilization 121.3% ICU Level of Service H
Analysis Period (min) 15

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 11: US 1 & SW 104 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	305	9	6	128	139	15	97	212	191	43	24
Future Volume (vph)	51	305	9	6	128	139	15	97	212	191	43	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0		6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00			1.00	1.00		1.00	1.00	1.00	1.00	
Frt	1.00	1.00			1.00	0.85		1.00	0.85	1.00	0.95	
Flt Protected	0.95	1.00			1.00	1.00		0.99	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1855			1859	1583		1850	1583	1770	1763	
Flt Permitted	0.67	1.00			0.99	1.00		0.99	1.00	0.95	1.00	
Satd. Flow (perm)	1243	1855			1835	1583		1850	1583	1770	1763	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	54	321	9	6	135	146	16	102	223	201	45	25
RTOR Reduction (vph)	0	1	0	0	0	55	0	0	163	0	18	0
Lane Group Flow (vph)	54	329	0	0	141	91	0	118	60	201	52	0
Turn Type	Perm	NA		Perm	NA	pt+ov	custom	NA	Prot	Split	NA	
Protected Phases		2			6	6 3	8 4	8 4	8 4	3	3	
Permitted Phases	2			6			8					
Actuated Green, G (s)	47.4	47.4			47.4	68.2		29.8	29.8	14.8	14.8	
Effective Green, g (s)	47.4	47.4			47.4	68.2		29.8	29.8	14.8	14.8	
Actuated g/C Ratio	0.43	0.43			0.43	0.62		0.27	0.27	0.13	0.13	
Clearance Time (s)	6.0	6.0			6.0					6.0	6.0	
Vehicle Extension (s)	1.0	1.0			1.0					2.5	2.5	
Lane Grp Cap (vph)	535	799			790	981		501	428	238	237	
v/s Ratio Prot		c0.18				0.06		c0.06	0.04	c0.11	0.03	
v/s Ratio Perm	0.04				0.08							
v/c Ratio	0.10	0.41			0.18	0.09		0.24	0.14	0.84	0.22	
Uniform Delay, d1	18.6	21.7			19.3	8.4		31.2	30.4	46.5	42.4	
Progression Factor	1.00	1.00			0.13	0.00		1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.4	1.6			0.5	0.0		0.2	0.1	22.7	0.3	
Delay (s)	19.0	23.2			3.0	0.0		31.4	30.5	69.2	42.8	
Level of Service	B	C			A	A		C	C	E	D	
Approach Delay (s)		22.6			1.5			30.8			62.4	
Approach LOS		C			A			C			E	

Intersection Summary			
HCM 2000 Control Delay	28.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	61.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

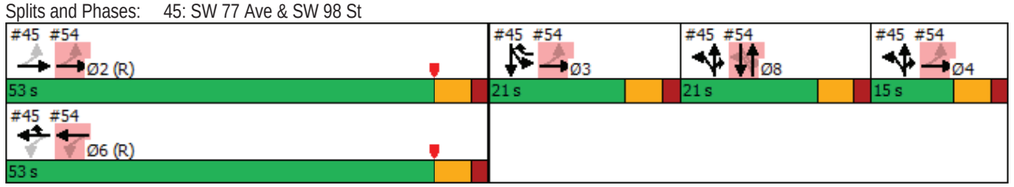
Lane Group	EBL	EBT	WBT	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	54	330	141	146	118	223	201	70
v/c Ratio	0.10	0.41	0.18	0.14	0.24	0.38	0.84	0.27
Control Delay	19.6	23.6	3.1	0.3	32.7	6.2	76.4	34.2
Queue Delay	0.0	0.0	0.9	0.8	0.0	0.5	0.0	0.0
Total Delay	19.6	23.6	4.0	1.1	32.7	6.6	76.4	34.2
Queue Length 50th (ft)	22	158	7	0	65	0	140	31
Queue Length 95th (ft)	48	235	12	0	114	58	#266	75
Internal Link Dist (ft)		705	21		679			679
Turn Bay Length (ft)	50					105	75	
Base Capacity (vph)	535	800	791	1039	485	579	241	258
Starvation Cap Reductn	0	0	445	665	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	111	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.41	0.41	0.39	0.24	0.48	0.83	0.27

Intersection Summary
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBL	SBT	Ø4	Ø8
Lane Configurations											
Traffic Volume (vph)	51	305	6	128	139	97	212	191	43		
Future Volume (vph)	51	305	6	128	139	97	212	191	43		
Turn Type	Perm	NA	Perm	NA	pt+ov	NA	Prot	Split	NA		
Protected Phases		2		6	6 3	8 4	8 4	3	3	4	8
Permitted Phases	2		6								
Detector Phase	2	2	6	6	6 3	8 4	8 4	3	3		
Switch Phase											
Minimum Initial (s)	15.0	15.0	15.0	15.0				7.0	7.0	9.0	7.0
Minimum Split (s)	21.0	21.0	21.0	21.0				13.0	13.0	15.0	21.0
Total Split (s)	53.0	53.0	53.0	53.0				21.0	21.0	15.0	21.0
Total Split (%)	48.2%	48.2%	48.2%	48.2%				19.1%	19.1%	14%	19%
Yellow Time (s)	4.0	4.0	4.0	4.0				4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0				2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0				0.0	0.0		
Total Lost Time (s)	6.0	6.0		6.0				6.0	6.0		
Lead/Lag								Lead	Lead		Lag
Lead-Lag Optimize?								Yes	Yes		Yes
Recall Mode	C-Max	C-Max	C-Max	C-Max				None	None	None	None
Act Effct Green (s)	47.4	47.4		47.4	68.2	29.8	29.8	14.8	14.8		
Actuated g/C Ratio	0.43	0.43		0.43	0.62	0.27	0.27	0.13	0.13		
v/c Ratio	0.10	0.41		0.18	0.14	0.24	0.38	0.84	0.27		
Control Delay	19.6	23.6		3.1	0.3	32.7	6.2	76.4	34.2		
Queue Delay	0.0	0.0		0.9	0.8	0.0	0.5	0.0	0.0		
Total Delay	19.6	23.6		4.0	1.1	32.7	6.6	76.4	34.2		
LOS	B	C		A	A	C	A	E	C		
Approach Delay		23.1		2.5		15.7			65.5		
Approach LOS		C		A		B			E		

Intersection Summary			
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 14 (13%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 25.5		Intersection LOS: C	
Intersection Capacity Utilization 61.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 45: SW 77 Ave & SW 98 St



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	708	252	26	1	21
Future Volume (Veh/h)	0	708	252	26	1	21
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	745	265	27	1	22
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		101	59			
pX, platoon unblocked					0.88	
vC, conflicting volume	292				1024	146
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	292				957	146
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	97
cM capacity (veh/h)	1267				224	875

Direction, Lane #	EB 1	WB 1	WB 2	SB 1
Volume Total	745	177	115	23
Volume Left	0	0	0	1
Volume Right	0	0	27	22
cSH	1700	1700	1700	777
Volume to Capacity	0.44	0.10	0.07	0.03
Queue Length 95th (ft)	0	0	0	2
Control Delay (s)	0.0	0.0	0.0	9.8
Lane LOS				A
Approach Delay (s)	0.0	0.0		9.8
Approach LOS				A

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	47.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	708	0	1	277	0	1	32	0	0	16	0
Future Volume (vph)	0	708	0	1	277	0	1	32	0	0	16	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		1.00			1.00			1.00			1.00	
Flt Protected		1.00			1.00			1.00			1.00	
Satd. Flow (prot)		1863			1862			1860			1863	
Flt Permitted		1.00			0.78			0.99			1.00	
Satd. Flow (perm)		1863			1457			1849			1863	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	745	0	1	292	0	1	34	0	0	17	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	745	0	0	293	0	0	35	0	0	17	0
Turn Type		NA		Perm	NA		Perm	NA			NA	
Protected Phases		2 3 4			6			8			8	
Permitted Phases	2 3 4			6			8			8		
Actuated Green, G (s)		87.3			47.4			10.7			10.7	
Effective Green, g (s)		87.3			47.4			10.7			10.7	
Actuated g/C Ratio		0.79			0.43			0.10			0.10	
Clearance Time (s)					6.0			6.0			6.0	
Vehicle Extension (s)					1.0			2.5			2.5	
Lane Grp Cap (vph)	1478			627			179				181	
v/s Ratio Prot	c0.40										0.01	
v/s Ratio Perm				0.20			c0.02					
v/c Ratio	0.50			0.47			0.20				0.09	
Uniform Delay, d1	3.9			22.3			45.7				45.2	
Progression Factor	0.72			0.80			1.00				1.00	
Incremental Delay, d2	0.2			2.3			0.4				0.2	
Delay (s)	3.0			20.2			46.1				45.4	
Level of Service	A			C			D				D	
Approach Delay (s)	3.0			20.2			46.1				45.4	
Approach LOS	A			C			D				D	

Intersection Summary			
HCM 2000 Control Delay	9.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	53.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

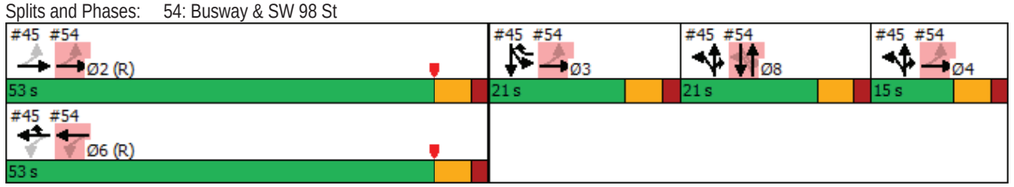
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	745	293	35	17
v/c Ratio	0.50	0.47	0.20	0.09
Control Delay	4.2	20.5	46.8	44.6
Queue Delay	0.6	3.9	0.0	0.0
Total Delay	4.8	24.4	46.8	44.6
Queue Length 50th (ft)	57	150	23	11
Queue Length 95th (ft)	m160	194	53	32
Internal Link Dist (ft)	1	1	545	650
Turn Bay Length (ft)				
Base Capacity (vph)	1482	628	252	254
Starvation Cap Reductn	364	249	0	0
Spillback Cap Reductn	344	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.67	0.77	0.14	0.07

Intersection Summary
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBT	WBL	WBT	NBL	NBT	SBT	Ø2	Ø3	Ø4
Lane Configurations									
Traffic Volume (vph)	708	1	277	1	32	16			
Future Volume (vph)	708	1	277	1	32	16			
Turn Type	NA	Perm	NA	Perm	NA	NA			
Protected Phases	2 3 4		6		8	8	2	3	4
Permitted Phases		6		8					
Detector Phase	2 3 4	6	6	8	8	8			
Switch Phase									
Minimum Initial (s)		15.0	15.0	7.0	7.0	7.0	15.0	7.0	9.0
Minimum Split (s)		21.0	21.0	21.0	21.0	21.0	21.0	13.0	15.0
Total Split (s)		53.0	53.0	21.0	21.0	21.0	53.0	21.0	15.0
Total Split (%)		48.2%	48.2%	19.1%	19.1%	19.1%	48%	19%	14%
Yellow Time (s)		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)			0.0		0.0	0.0			
Total Lost Time (s)			6.0		6.0	6.0			
Lead/Lag				Lag	Lag	Lag		Lead	
Lead-Lag Optimize?				Yes	Yes	Yes		Yes	
Recall Mode		C-Max	C-Max	None	None	None	C-Max	None	None
Act Effct Green (s)	87.3		47.4		10.7	10.7			
Actuated g/C Ratio	0.79		0.43		0.10	0.10			
v/c Ratio	0.50		0.47		0.20	0.09			
Control Delay	4.2		20.5		46.8	44.6			
Queue Delay	0.6		3.9		0.0	0.0			
Total Delay	4.8		24.4		46.8	44.6			
LOS	A		C		D	D			
Approach Delay	4.8		24.4		46.8	44.6			
Approach LOS	A		C		D	D			

Intersection Summary			
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 14 (13%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 12.1		Intersection LOS: B	
Intersection Capacity Utilization 53.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 54: Busway & SW 98 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	127	204	49	12	137	155	162	1591	26	66	1223	122
Future Volume (vph)	127	204	49	12	137	155	162	1591	26	66	1223	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.2	7.2		7.2	7.2	6.8	6.8		6.8	6.8	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.91		1.00	0.91	
Frt		1.00	0.85		1.00	0.85	1.00	1.00		1.00	0.99	
Flt Protected		0.98	1.00		1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1828	1583		1855	1583	1770	5073		1770	5016	
Flt Permitted		0.70	1.00		0.83	1.00	0.12	1.00		0.10	1.00	
Satd. Flow (perm)		1312	1583		1538	1583	220	5073		179	5016	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	134	215	52	13	144	163	171	1675	27	69	1287	128
RTOR Reduction (vph)	0	0	37	0	0	62	0	0	0	0	4	0
Lane Group Flow (vph)	0	349	15	0	157	101	171	1702	0	69	1411	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8		8	4		4	6			2		
Actuated Green, G (s)		62.1	62.1		62.1	62.1	143.9	128.2		126.2	117.3	
Effective Green, g (s)		62.1	62.1		62.1	62.1	143.9	128.2		126.2	117.3	
Actuated g/C Ratio		0.28	0.28		0.28	0.28	0.65	0.58		0.57	0.53	
Clearance Time (s)		7.2	7.2		7.2	7.2	6.8	6.8		6.8	6.8	
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		370	446		434	446	283	2956		167	2674	
v/s Ratio Prot							c0.05	c0.34		0.02	0.28	
v/s Ratio Perm	c0.27	0.01		0.10		0.06	c0.34			0.22		
v/c Ratio	0.94	0.03		0.36		0.23	0.60	0.58		0.41	0.53	
Uniform Delay, d1	77.2	57.2		63.1		60.5	22.7	28.8		23.8	33.4	
Progression Factor	0.98	8.77		1.00		1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	29.7	0.0		0.5		0.3	3.6	0.8		1.7	0.7	
Delay (s)	105.2	501.4		63.6		60.8	26.3	29.6		25.5	34.1	
Level of Service	F	F		E		E	C	C		C	C	
Approach Delay (s)	156.5			62.2				29.3			33.7	
Approach LOS	F			E				C			C	

Intersection Summary			
HCM 2000 Control Delay	46.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	220.0	Sum of lost time (s)	20.8
Intersection Capacity Utilization	84.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	349	52	157	163	171	1702	69	1415
v/c Ratio	0.94	0.10	0.36	0.32	0.60	0.58	0.42	0.53
Control Delay	106.4	5.0	63.7	28.2	27.0	31.3	25.1	36.3
Queue Delay	5.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	112.2	5.0	63.7	28.2	27.0	31.3	25.1	36.3
Queue Length 50th (ft)	516	3	184	86	93	557	35	483
Queue Length 95th (ft)	578	16	239	147	168	724	71	649
Internal Link Dist (ft)	114		541			308		851
Turn Bay Length (ft)				25	90		100	
Base Capacity (vph)	487	642	572	642	398	2958	233	2676
Starvation Cap Reductn	90	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	20	0	0	0	0	6
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.88	0.08	0.28	0.25	0.43	0.58	0.30	0.53

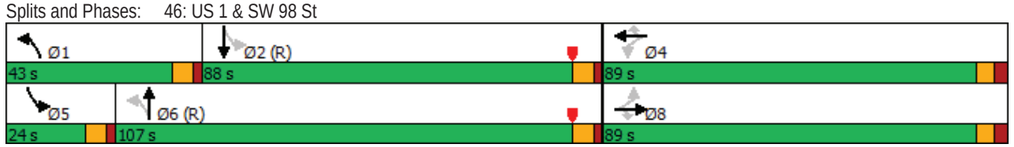
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	127	204	49	12	137	155	162	1591	66	1223
Future Volume (vph)	127	204	49	12	137	155	162	1591	66	1223
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases		8			4		1	6	5	2
Permitted Phases	8		8	4		4	6		2	
Detector Phase	8	8	8	4	4	4	1	6	5	2
Switch Phase										
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	31.2	31.2	31.2	35.2	35.2	35.2	11.8	25.8	11.8	25.8
Total Split (s)	89.0	89.0	89.0	89.0	89.0	89.0	43.0	107.0	24.0	88.0
Total Split (%)	40.5%	40.5%	40.5%	40.5%	40.5%	40.5%	19.5%	48.6%	10.9%	40.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.8	4.8	4.8	4.8
All-Red Time (s)	3.2	3.2	3.2	3.2	3.2	3.2	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		7.2	7.2		7.2	7.2	6.8	6.8	6.8	6.8
Lead/Lag							Lead	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)		62.1	62.1		62.1	62.1	143.5	128.2	126.1	117.2
Actuated g/C Ratio		0.28	0.28		0.28	0.28	0.65	0.58	0.57	0.53
v/c Ratio		0.94	0.10		0.36	0.32	0.60	0.58	0.42	0.53
Control Delay		106.4	5.0		63.7	28.2	27.0	31.3	25.1	36.3
Queue Delay		5.8	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		112.2	5.0		63.7	28.2	27.0	31.3	25.1	36.3
LOS		F	A		E	C	C	C	C	D
Approach Delay		98.3			45.6			30.9		35.7
Approach LOS		F			D			C		D

Intersection Summary

Cycle Length: 220
Actuated Cycle Length: 220
Offset: 177 (80%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 40.5 Intersection LOS: D
Intersection Capacity Utilization 84.5% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 46: US 1 & SW 98 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	108	17	94	591	421	5	85	60	140	70	57
Future Volume (vph)	22	108	17	94	591	421	5	85	60	140	70	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0		6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00			1.00	1.00		1.00	1.00	1.00	1.00	
Frt	1.00	0.98			1.00	0.85		1.00	0.85	1.00	0.93	
Flt Protected	0.95	1.00			0.99	1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1825			1850	1583		1858	1583	1770	1738	
Flt Permitted	0.19	1.00			0.93	1.00		1.00	1.00	0.95	1.00	
Satd. Flow (perm)	360	1825			1735	1583		1858	1583	1770	1738	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	23	114	18	99	622	443	5	89	63	147	74	60
RTOR Reduction (vph)	0	5	0	0	0	155	0	0	48	0	27	0
Lane Group Flow (vph)	23	127	0	0	721	288	0	94	15	147	107	0
Turn Type	Perm	NA		Perm	NA	pt+ov	custom	NA	Prot	Split	NA	
Protected Phases		2			6	6 3	8 4	8 4	8 4	3	3	
Permitted Phases	2			6			8					
Actuated Green, G (s)	57.5	57.5			57.5	71.5		26.5	26.5	8.0	8.0	
Effective Green, g (s)	57.5	57.5			57.5	71.5		26.5	26.5	8.0	8.0	
Actuated g/C Ratio	0.52	0.52			0.52	0.65		0.24	0.24	0.07	0.07	
Clearance Time (s)	6.0	6.0			6.0					6.0	6.0	
Vehicle Extension (s)	1.0	1.0			1.0					2.5	2.5	
Lane Grp Cap (vph)	188	953			906	1028		447	381	128	126	
v/s Ratio Prot		0.07				0.18		c0.05	0.01	c0.08	0.06	
v/s Ratio Perm	0.06				c0.42							
v/c Ratio	0.12	0.13			0.80	0.28		0.21	0.04	1.15	0.85	
Uniform Delay, d1	13.4	13.5			21.5	8.2		33.4	32.0	51.0	50.4	
Progression Factor	1.00	1.00			0.34	0.00		1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.3	0.3			5.9	0.1		0.2	0.0	125.0	38.6	
Delay (s)	14.7	13.8			13.2	0.1		33.6	32.0	176.0	89.0	
Level of Service	B	B			B	A		C	C	F	F	
Approach Delay (s)		13.9			8.2			32.9			134.5	
Approach LOS		B			A			C			F	

Intersection Summary			
HCM 2000 Control Delay	31.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	78.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

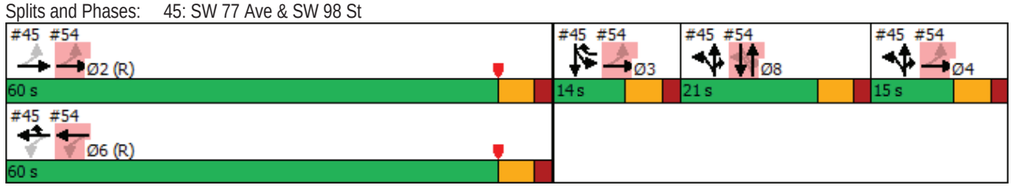
Lane Group	EBL	EBT	WBT	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	23	132	721	443	94	63	147	134
v/c Ratio	0.12	0.14	0.80	0.37	0.21	0.14	1.15	0.88
Control Delay	17.0	13.7	13.7	0.7	33.7	3.7	171.1	86.3
Queue Delay	0.0	0.0	9.7	2.4	0.0	0.1	1.4	0.0
Total Delay	17.0	13.7	23.4	3.1	33.7	3.8	172.4	86.3
Queue Length 50th (ft)	8	43	112	0	53	0	~122	75
Queue Length 95th (ft)	26	81	185	m0	94	18	#251	#191
Internal Link Dist (ft)		705	21		679			679
Turn Bay Length (ft)	50					105	75	
Base Capacity (vph)	188	959	906	1184	427	432	128	153
Starvation Cap Reductn	0	0	161	592	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	84	8	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.14	0.97	0.75	0.22	0.18	1.23	0.88

Intersection Summary
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBL	SBT	Ø4	Ø8
Lane Configurations											
Traffic Volume (vph)	22	108	94	591	421	85	60	140	70		
Future Volume (vph)	22	108	94	591	421	85	60	140	70		
Turn Type	Perm	NA	Perm	NA	pt+ov	NA	Prot	Split	NA		
Protected Phases		2		6	6 3	8 4	8 4	3	3	4	8
Permitted Phases	2		6								
Detector Phase	2	2	6	6	6 3	8 4	8 4	3	3		
Switch Phase											
Minimum Initial (s)	15.0	15.0	15.0	15.0				7.0	7.0	9.0	7.0
Minimum Split (s)	21.0	21.0	21.0	21.0				13.0	13.0	15.0	21.0
Total Split (s)	60.0	60.0	60.0	60.0				14.0	14.0	15.0	21.0
Total Split (%)	54.5%	54.5%	54.5%	54.5%				12.7%	12.7%	14%	19%
Yellow Time (s)	4.0	4.0	4.0	4.0				4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0				2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0				0.0	0.0		
Total Lost Time (s)	6.0	6.0		6.0				6.0	6.0		
Lead/Lag								Lead	Lead		Lag
Lead-Lag Optimize?								Yes	Yes		Yes
Recall Mode	C-Max	C-Max	C-Max	C-Max				None	None	None	None
Act Effct Green (s)	57.5	57.5		57.5	71.5	26.5	26.5	8.0	8.0		
Actuated g/C Ratio	0.52	0.52		0.52	0.65	0.24	0.24	0.07	0.07		
v/c Ratio	0.12	0.14		0.80	0.37	0.21	0.14	1.15	0.88		
Control Delay	17.0	13.7		13.7	0.7	33.7	3.7	171.1	86.3		
Queue Delay	0.0	0.0		9.7	2.4	0.0	0.1	1.4	0.0		
Total Delay	17.0	13.7		23.4	3.1	33.7	3.8	172.4	86.3		
LOS	B	B		C	A	C	A	F	F		
Approach Delay		14.2		15.7		21.7			131.4		
Approach LOS		B		B		C			F		

Intersection Summary			
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 14 (13%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.15			
Intersection Signal Delay: 34.6		Intersection LOS: C	
Intersection Capacity Utilization 78.2%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 45: SW 77 Ave & SW 98 St



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	308	778	0	2	328
Future Volume (Veh/h)	0	308	778	0	2	328
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	324	819	0	2	345
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		101	59			
pX, platoon unblocked					0.97	
vC, conflicting volume	819				1143	410
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	819				1131	410
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				99	42
cM capacity (veh/h)	805				191	591

Direction, Lane #	EB 1	WB 1	WB 2	SB 1
Volume Total	324	546	273	347
Volume Left	0	0	0	2
Volume Right	0	0	0	345
cSH	1700	1700	1700	584
Volume to Capacity	0.19	0.32	0.16	0.59
Queue Length 95th (ft)	0	0	0	97
Control Delay (s)	0.0	0.0	0.0	19.8
Lane LOS				C
Approach Delay (s)	0.0	0.0		19.8
Approach LOS				C

Intersection Summary			
Average Delay	4.6		
Intersection Capacity Utilization	48.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	304	3	2	778	0	0	18	0	0	30	0
Future Volume (vph)	3	304	3	2	778	0	0	18	0	0	30	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0			6.0			6.0	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frt		1.00			1.00			1.00			1.00	
Flt Protected		1.00			1.00			1.00			1.00	
Satd. Flow (prot)		1860			1863			1863			1863	
Flt Permitted		1.00			1.00			1.00			1.00	
Satd. Flow (perm)		1852			1856			1863			1863	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	3	320	3	2	819	0	0	19	0	0	32	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	326	0	0	821	0	0	19	0	0	32	0
Turn Type	Perm	NA		Perm	NA			NA			NA	
Protected Phases		2 3 4			6			8			8	
Permitted Phases	2 3 4			6			8			8		
Actuated Green, G (s)		88.4			57.5			9.6			9.6	
Effective Green, g (s)		88.4			57.5			9.6			9.6	
Actuated g/C Ratio		0.80			0.52			0.09			0.09	
Clearance Time (s)					6.0			6.0			6.0	
Vehicle Extension (s)					1.0			2.5			2.5	
Lane Grp Cap (vph)	1488			970			162			162		
v/s Ratio Prot							0.01			c0.02		
v/s Ratio Perm	c0.18			c0.44								
v/c Ratio	0.22			0.85			0.12			0.20		
Uniform Delay, d1	2.6			22.5			46.3			46.6		
Progression Factor	2.46			1.24			1.00			1.00		
Incremental Delay, d2	0.0			5.1			0.2			0.4		
Delay (s)	6.4			33.1			46.5			47.1		
Level of Service	A			C			D			D		
Approach Delay (s)	6.4			33.1			46.5			47.1		
Approach LOS	A			C			D			D		

Intersection Summary			
HCM 2000 Control Delay	26.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	58.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

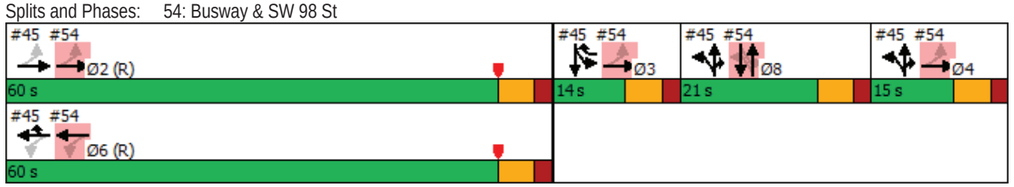
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	326	821	19	32
v/c Ratio	0.22	0.85	0.12	0.20
Control Delay	7.1	34.3	46.7	48.5
Queue Delay	3.1	49.8	0.0	0.0
Total Delay	10.2	84.1	46.7	48.5
Queue Length 50th (ft)	69	655	13	21
Queue Length 95th (ft)	m99	m771	35	51
Internal Link Dist (ft)	1	1	545	650
Turn Bay Length (ft)				
Base Capacity (vph)	1488	970	254	254
Starvation Cap Reductn	1041	312	0	0
Spillback Cap Reductn	324	21	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.73	1.25	0.07	0.13

Intersection Summary
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	Ø2	Ø3	Ø4
Lane Configurations									
Traffic Volume (vph)	3	304	2	778	18	30			
Future Volume (vph)	3	304	2	778	18	30			
Turn Type	Perm	NA	Perm	NA	NA	NA			
Protected Phases		2 3 4		6	8	8	2	3	4
Permitted Phases	2 3 4		6						
Detector Phase	2 3 4	2 3 4	6	6	8	8			
Switch Phase									
Minimum Initial (s)			15.0	15.0	7.0	7.0	15.0	7.0	9.0
Minimum Split (s)			21.0	21.0	21.0	21.0	21.0	13.0	15.0
Total Split (s)			60.0	60.0	21.0	21.0	60.0	14.0	15.0
Total Split (%)			54.5%	54.5%	19.1%	19.1%	55%	13%	14%
Yellow Time (s)			4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)			2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)				0.0	0.0	0.0			
Total Lost Time (s)				6.0	6.0	6.0			
Lead/Lag					Lag	Lag		Lead	
Lead-Lag Optimize?					Yes	Yes		Yes	
Recall Mode			C-Max	C-Max	None	None	C-Max	None	None
Act Effct Green (s)		88.4		57.5	9.6	9.6			
Actuated g/C Ratio		0.80		0.52	0.09	0.09			
v/c Ratio		0.22		0.85	0.12	0.20			
Control Delay		7.1		34.3	46.7	48.5			
Queue Delay		3.1		49.8	0.0	0.0			
Total Delay		10.2		84.1	46.7	48.5			
LOS		B		F	D	D			
Approach Delay		10.2		84.1	46.7	48.5			
Approach LOS		B		F	D	D			

Intersection Summary			
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 14 (13%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.15			
Intersection Signal Delay: 62.4		Intersection LOS: E	
Intersection Capacity Utilization 58.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 54: Busway & SW 98 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	148	64	20	125	74	68	1184	28	216	2282	584
Future Volume (vph)	82	148	64	20	125	74	68	1184	28	216	2282	584
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.2	7.2		7.2	7.2	6.8	6.8		6.8	6.8	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.91		1.00	0.91	
Frt		1.00	0.85		1.00	0.85	1.00	1.00		1.00	0.97	
Flt Protected		0.98	1.00		0.99	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1830	1583		1850	1583	1770	5068		1770	4930	
Flt Permitted		0.66	1.00		0.72	1.00	0.03	1.00		0.17	1.00	
Satd. Flow (perm)		1229	1583		1345	1583	54	5068		309	4930	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	86	156	67	21	132	78	72	1246	29	227	2402	615
RTOR Reduction (vph)	0	0	53	0	0	62	0	1	0	0	19	0
Lane Group Flow (vph)	0	242	14	0	153	16	72	1274	0	227	2998	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8		8	4		4	6			2		
Actuated Green, G (s)		45.9	45.9		45.9	45.9	147.5	138.0		159.1	143.8	
Effective Green, g (s)		45.9	45.9		45.9	45.9	147.5	138.0		159.1	143.8	
Actuated g/C Ratio		0.21	0.21		0.21	0.21	0.67	0.63		0.72	0.65	
Clearance Time (s)		7.2	7.2		7.2	7.2	6.8	6.8		6.8	6.8	
Vehicle Extension (s)		4.5	4.5		4.5	4.5	2.5	1.0		2.5	1.0	
Lane Grp Cap (vph)		256	330		280	330	110	3179		325	3222	
v/s Ratio Prot							0.03	0.25		c0.05	c0.61	
v/s Ratio Perm	c0.20	0.01		0.11	0.01	0.41				0.46		
v/c Ratio	0.95	0.04		0.55	0.05	0.65	0.40			0.70	0.93	
Uniform Delay, d1	85.8	69.5		77.8	69.6	60.8	20.4			14.0	33.7	
Progression Factor	0.94	2.06		1.00	1.00	1.00	1.00			1.00	1.00	
Incremental Delay, d2	41.5	0.1		3.3	0.1	11.8	0.4			5.9	6.2	
Delay (s)	121.9	143.2		81.0	69.7	72.6	20.8			19.9	39.9	
Level of Service	F	F		F	E	E	C			B	D	
Approach Delay (s)	126.5			77.2			23.6				38.5	
Approach LOS	F			E			C				D	

Intersection Summary			
HCM 2000 Control Delay	41.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	220.0	Sum of lost time (s)	20.8
Intersection Capacity Utilization	104.6%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	242	67	153	78	72	1275	227	3017
v/c Ratio	0.95	0.17	0.55	0.20	0.65	0.40	0.70	0.93
Control Delay	122.2	10.4	84.9	9.6	73.2	21.6	21.9	40.2
Queue Delay	54.0	1.2	18.0	0.0	1.6	0.0	0.0	31.1
Total Delay	176.2	11.7	102.9	9.6	74.8	21.6	21.9	71.2
Queue Length 50th (ft)	358	0	197	0	54	339	104	1430
Queue Length 95th (ft)	#526	15	288	43	121	412	140	1531
Internal Link Dist (ft)	114		541			308		851
Turn Bay Length (ft)				25	90		100	
Base Capacity (vph)	275	421	301	421	137	3181	502	3239
Starvation Cap Reductn	80	229	0	0	0	0	0	0
Spillback Cap Reductn	0	0	131	0	13	0	0	413
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.24	0.35	0.90	0.19	0.58	0.40	0.45	1.07

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	82	148	64	20	125	74	68	1184	216	2282
Future Volume (vph)	82	148	64	20	125	74	68	1184	216	2282
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases		8			4		1	6	5	2
Permitted Phases	8		8	4		4	6		2	
Detector Phase	8	8	8	4	4	4	1	6	5	2
Switch Phase										
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	5.0	7.0	5.0	7.0
Minimum Split (s)	31.2	31.2	31.2	35.2	35.2	35.2	11.8	25.8	11.8	25.8
Total Split (s)	56.5	56.5	56.5	56.5	56.5	56.5	19.7	114.9	48.6	143.8
Total Split (%)	25.7%	25.7%	25.7%	25.7%	25.7%	25.7%	9.0%	52.2%	22.1%	65.4%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.8	4.8	4.8	4.8
All-Red Time (s)	3.2	3.2	3.2	3.2	3.2	3.2	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		7.2	7.2		7.2	7.2	6.8	6.8	6.8	6.8
Lead/Lag							Lead	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max
Act Effct Green (s)		45.9	45.9		45.9	45.9	147.5	138.0	158.4	143.8
Actuated g/C Ratio		0.21	0.21		0.21	0.21	0.67	0.63	0.72	0.65
v/c Ratio		0.95	0.17		0.55	0.20	0.65	0.40	0.70	0.93
Control Delay		122.2	10.4		84.9	9.6	73.2	21.6	21.9	40.2
Queue Delay		54.0	1.2		18.0	0.0	1.6	0.0	0.0	31.1
Total Delay	176.2	11.7		102.9	9.6	74.8	21.6	21.9	71.2	
LOS	F	B		F	A	E	C	C	E	
Approach Delay	140.5			71.4			24.5		67.8	
Approach LOS	F			E			C		E	

Intersection Summary

Cycle Length: 220
Actuated Cycle Length: 220
Offset: 157 (71%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 61.0 Intersection LOS: E
Intersection Capacity Utilization 104.6% ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 46: US 1 & SW 98 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	114	2393	55	31	2305	176	31	30	18	453	32	64
Future Volume (vph)	114	2393	55	31	2305	176	31	30	18	453	32	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8		6.8	6.8	6.8		6.7	6.7	6.8	6.8	6.8
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00		1.00	1.00	0.95	0.95	1.00
Frt	1.00	1.00		1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.98	1.00	0.95	0.96	1.00
Satd. Flow (prot)	1770	5068		1770	5085	1583		1817	1583	1681	1696	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.98	1.00	0.95	0.96	1.00
Satd. Flow (perm)	1770	5068		1770	5085	1583		1817	1583	1681	1696	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	120	2519	58	33	2426	185	33	32	19	477	34	67
RTOR Reduction (vph)	0	2	0	0	0	70	0	0	18	0	0	57
Lane Group Flow (vph)	120	2575	0	33	2426	115	0	65	1	253	258	10
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases						2			4			3
Actuated Green, G (s)	10.1	74.3		3.0	67.2	67.2		5.6	5.6	20.0	20.0	20.0
Effective Green, g (s)	10.1	74.3		3.0	67.2	67.2		5.6	5.6	20.0	20.0	20.0
Actuated g/C Ratio	0.08	0.57		0.02	0.52	0.52		0.04	0.04	0.15	0.15	0.15
Clearance Time (s)	6.8	6.8		6.8	6.8	6.8		6.7	6.7	6.8	6.8	6.8
Vehicle Extension (s)	2.0	1.0		2.0	1.0	1.0		2.5	2.5	2.5	2.5	2.5
Lane Grp Cap (vph)	137	2896		40	2628	818		78	68	258	260	243
v/s Ratio Prot	c0.07	c0.51		0.02	c0.48			c0.04		0.15	c0.15	
v/s Ratio Perm						0.07			0.00			0.01
v/c Ratio	0.88	0.89		0.82	0.92	0.14		0.83	0.01	0.98	0.99	0.04
Uniform Delay, d1	59.3	24.3		63.2	29.0	16.4		61.7	59.6	54.8	54.9	46.8
Progression Factor	1.00	1.00		1.33	0.55	0.05		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	41.0	4.6		60.9	5.4	0.3		49.6	0.1	50.4	53.5	0.1
Delay (s)	100.3	28.8		145.2	21.4	1.2		111.3	59.6	105.2	108.4	46.9
Level of Service	F	C		F	C	A		F	E	F	F	D
Approach Delay (s)		32.0			21.5			99.6			99.9	
Approach LOS		C			C			F			F	

Intersection Summary			
HCM 2000 Control Delay	34.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	27.1
Intersection Capacity Utilization	88.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	120	2577	33	2426	185	65	19	253	258	67
v/c Ratio	0.88	0.84	0.49	0.90	0.20	0.67	0.09	0.98	0.99	0.18
Control Delay	109.4	26.1	99.5	20.7	0.6	91.8	0.8	106.0	108.7	1.1
Queue Delay	0.0	0.5	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	109.4	26.6	99.5	21.3	0.6	91.8	0.8	106.0	108.7	1.1
Queue Length 50th (ft)	102	706	30	699	2	55	0	226	231	0
Queue Length 95th (ft)	#218	787	m45	698	1	#128	0	#410	#417	0
Internal Link Dist (ft)		622		570		551			449	
Turn Bay Length (ft)	170		150		150			210		210
Base Capacity (vph)	138	3057	68	2681	903	97	223	258	260	366
Starvation Cap Reductn	0	0	0	65	0	0	0	0	0	0
Spillback Cap Reductn	0	151	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.89	0.49	0.93	0.20	0.67	0.09	0.98	0.99	0.18

Intersection Summary
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	114	2393	31	2305	176	30	18	453	32	64
Future Volume (vph)	114	2393	31	2305	176	30	18	453	32	64
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Split	NA	Perm
Protected Phases	1	6	5	2		4		3	3	
Permitted Phases					2		4			3
Detector Phase	1	6	5	2	2	4	4	3	3	3
Switch Phase										
Minimum Initial (s)	5.0	7.0	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.8	23.8	11.8	23.8	23.8	13.7	13.7	26.8	26.8	26.8
Total Split (s)	17.0	77.7	11.8	72.5	72.5	13.7	13.7	26.8	26.8	26.8
Total Split (%)	13.1%	59.8%	9.1%	55.8%	55.8%	10.5%	10.5%	20.6%	20.6%	20.6%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.7	2.7	2.8	2.8	2.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.7	6.7	6.8	6.8	6.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	10.1	78.4	5.0	68.6	68.6	7.0	7.0	20.0	20.0	20.0
Actuated g/C Ratio	0.08	0.60	0.04	0.53	0.53	0.05	0.05	0.15	0.15	0.15
v/c Ratio	0.88	0.84	0.49	0.90	0.20	0.67	0.09	0.98	0.99	0.18
Control Delay	109.4	26.1	99.5	20.7	0.6	91.8	0.8	106.0	108.7	1.1
Queue Delay	0.0	0.5	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	109.4	26.6	99.5	21.3	0.6	91.8	0.8	106.0	108.7	1.1
LOS	F	C	F	C	A	F	A	F	F	A
Approach Delay		30.2		20.8		71.2			95.0	
Approach LOS		C		C		E			F	

Intersection Summary			
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 82 (63%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.99			
Intersection Signal Delay: 32.9		Intersection LOS: C	
Intersection Capacity Utilization 88.7%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 24: SW 88 St & SW 79 Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2771	111	199	2419	3	100	1	499	36	9	13
Future Volume (veh/h)	0	2771	111	199	2419	3	100	1	499	36	9	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	2917	117	209	2546	3	105	0	526	38	9	14
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	55	3033	120	218	3778	4	308	0	567	158	40	45
Arrive On Green	0.00	1.00	1.00	0.06	0.72	0.72	0.18	0.00	0.18	0.18	0.18	0.18
Sat Flow, veh/h	125	5039	199	3456	5267	6	1388	0	3170	632	222	254
Grp Volume(v), veh/h	0	1958	1076	209	1645	904	105	0	526	61	0	0
Grp Sat Flow(s),veh/h/ln	125	1702	1834	1728	1702	1869	1388	0	1585	1108	0	0
Q Serve(g_s), s	0.0	0.0	0.0	7.8	34.4	34.4	2.7	0.0	21.2	4.4	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	7.8	34.4	34.4	8.3	0.0	21.2	5.6	0.0	0.0
Prop In Lane	1.00		0.11	1.00		0.00	1.00		1.00	0.62		0.23
Lane Grp Cap(c), veh/h	55	2049	1104	218	2442	1341	308	0	567	243	0	0
V/C Ratio(X)	0.00	0.96	0.97	0.96	0.67	0.67	0.34	0.00	0.93	0.25	0.00	0.00
Avail Cap(c_a), veh/h	55	2049	1104	218	2442	1341	309	0	568	244	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.41	0.41	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	60.7	10.1	10.1	47.2	0.0	52.5	45.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	6.0	12.3	49.1	1.5	2.7	0.5	0.0	21.5	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.7	3.8	4.9	12.2	13.8	3.1	0.0	10.1	1.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	6.0	12.3	109.8	11.6	12.8	47.6	0.0	74.0	46.3	0.0	0.0
LnGrp LOS	A	A	B	F	B	B	D	A	E	D	A	A
Approach Vol, veh/h		3034			2758			631			61	
Approach Delay, s/veh		8.2			19.4			69.6			46.3	
Approach LOS		A			B			E			D	

Timer - Assigned Phs	2	4	5	6	8
Phs Duration (G+Y+Rc), s	100.0	30.0	15.0	85.0	30.0
Change Period (Y+Rc), s	6.8	* 6.7	6.8	6.8	* 6.7
Max Green Setting (Gmax), s	93.2	* 23	8.2	78.2	* 23
Max Q Clear Time (g_c+I1), s	36.4	23.2	9.8	2.0	7.6
Green Ext Time (p_c), s	11.9	0.0	0.0	19.3	0.2

Intersection Summary		
HCM 6th Ctrl Delay	19.3	
HCM 6th LOS	B	

Notes
User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	WBL	WBT	NBL	NBT	NBR	SBT
Lane Group Flow (vph)	3034	209	2549	105	264	262	61
v/c Ratio	0.97	0.76	0.67	0.51	0.87	0.86	1.17
Control Delay	20.1	72.6	14.3	59.4	58.3	57.5	222.5
Queue Delay	2.2	0.0	0.2	0.0	0.1	0.1	0.0
Total Delay	22.3	72.6	14.5	59.4	58.4	57.6	222.5
Queue Length 50th (ft)	208	85	565	81	140	137	~51
Queue Length 95th (ft)	m#1029	#173	642	140	#263	#257	#143
Internal Link Dist (ft)	570		101		608		199
Turn Bay Length (ft)				120		120	
Base Capacity (vph)	3136	275	3829	255	356	355	63
Starvation Cap Reductn	18	0	0	0	0	0	0
Spillback Cap Reductn	59	0	453	0	1	1	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.99	0.76	0.76	0.41	0.74	0.74	0.97

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	2771	199	2419	100	1	499	36	9
Future Volume (vph)	2771	199	2419	100	1	499	36	9
Turn Type	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases	6	5	2		4			8
Permitted Phases				4		4	8	
Detector Phase	6	5	2	4	4	4	8	8
Switch Phase								
Minimum Initial (s)	7.0	5.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	30.0	11.8	23.8	30.0	30.0	30.0	30.0	30.0
Total Split (s)	85.0	15.0	100.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	65.4%	11.5%	76.9%	23.1%	23.1%	23.1%	23.1%	23.1%
Yellow Time (s)	4.8	4.8	4.8	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.7	2.7	2.7	2.7	2.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	6.8	6.8	6.8	6.7	6.7	6.7		6.7
Lead/Lag	Lag	Lead						
Lead-Lag Optimize?	Yes	Yes						
Recall Mode	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	80.7	10.4	97.9	18.6	18.6	18.6		18.6
Actuated g/C Ratio	0.62	0.08	0.75	0.14	0.14	0.14		0.14
v/c Ratio	0.97	0.76	0.67	0.51	0.87	0.86		1.17
Control Delay	20.1	72.6	14.3	59.4	58.3	57.5		222.5
Queue Delay	2.2	0.0	0.2	0.0	0.1	0.1		0.0
Total Delay	22.3	72.6	14.5	59.4	58.4	57.6		222.5
LOS	C	E	B	E	E	E		F
Approach Delay	22.3		18.9		58.2			222.5
Approach LOS	C		B		E			F

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 90 (69%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.17
Intersection Signal Delay: 26.2 Intersection LOS: C
Intersection Capacity Utilization 100.4% ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 35: SW 77 Ave & SW 88 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	3267	0	0	1507	979	85	0	86	0	0	0
Future Volume (veh/h)	0	3267	0	0	1507	979	85	0	86	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1870	0	0	1870	1870	1870	0	1870			
Adj Flow Rate, veh/h	0	3439	0	0	1586	0	89	0	0			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	2	0	0	2	2	2	0	2			
Cap, veh/h	0	4320	0	0	4320		179	0				
Arrive On Green	0.00	0.85	0.00	0.00	1.00	0.00	0.05	0.00	0.00			
Sat Flow, veh/h	0	5443	0	0	5274	2790	3456	0	1585			
Grp Volume(v), veh/h	0	3439	0	0	1586	0	89	0	0			
Grp Sat Flow(s),veh/h/ln	0	1702	0	0	1702	1395	1728	0	1585			
Q Serve(g_s), s	0.0	41.3	0.0	0.0	0.0	0.0	3.3	0.0	0.0			
Cycle Q Clear(g_c), s	0.0	41.3	0.0	0.0	0.0	0.0	3.3	0.0	0.0			
Prop In Lane	0.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	4320	0	0	4320		179	0				
V/C Ratio(X)	0.00	0.80	0.00	0.00	0.37		0.50	0.00				
Avail Cap(c_a), veh/h	0	4320	0	0	4320		465	0				
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	0.51	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	0.0	4.7	0.0	0.0	0.0	0.0	60.0	0.0	0.0			
Incr Delay (d2), s/veh	0.0	1.6	0.0	0.0	0.1	0.0	1.6	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	10.1	0.0	0.0	0.0	0.0	1.5	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	6.3	0.0	0.0	0.1	0.0	61.6	0.0	0.0			
LnGrp LOS	A	A	A	A	A		E	A				
Approach Vol, veh/h		3439			1586	A		89	A			
Approach Delay, s/veh		6.3			0.1			61.6				
Approach LOS		A			A			E				
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		116.8		13.2		116.8						
Change Period (Y+Rc), s		6.8		6.5		6.8						
Max Green Setting (Gmax), s		99.2		17.5		99.2						
Max Q Clear Time (g_c+I1), s		2.0		5.3		43.3						
Green Ext Time (p_c), s		5.9		0.1		31.4						

Intersection Summary	
HCM 6th Ctrl Delay	5.4
HCM 6th LOS	A

Notes

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

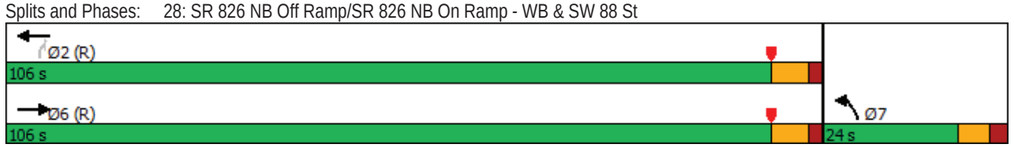
Lane Group	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	3439	1586	1031	89	91
v/c Ratio	0.81	0.37	0.37	0.40	0.07
Control Delay	3.8	1.1	0.2	63.2	0.5
Queue Delay	10.9	0.2	0.0	0.0	0.0
Total Delay	14.7	1.2	0.2	63.2	0.5
Queue Length 50th (ft)	65	37	0	37	0
Queue Length 95th (ft)	101	m42	m0	65	9
Internal Link Dist (ft)	324	370			
Turn Bay Length (ft)				750	490
Base Capacity (vph)	4232	4232	2787	462	1332
Starvation Cap Reductn	503	1379	0	0	0
Spillback Cap Reductn	832	0	0	0	259
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.01	0.56	0.37	0.19	0.08

Intersection Summary
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBT	WBT	WBR	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	3267	1507	979	85	86
Future Volume (vph)	3267	1507	979	85	86
Turn Type	NA	NA	Free	Prot	Perm
Protected Phases	6	2		7	
Permitted Phases			Free		2
Detector Phase	6	2		7	2
Switch Phase					
Minimum Initial (s)	16.0	16.0		7.0	16.0
Minimum Split (s)	22.8	22.8		24.0	22.8
Total Split (s)	106.0	106.0		24.0	106.0
Total Split (%)	81.5%	81.5%		18.5%	81.5%
Yellow Time (s)	4.8	4.8		4.0	4.8
All-Red Time (s)	2.0	2.0		2.5	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.8	6.8		6.5	6.8
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	C-Max	C-Max		None	C-Max
Act Effct Green (s)	108.2	108.2	130.0	8.5	108.2
Actuated g/C Ratio	0.83	0.83	1.00	0.07	0.83
v/c Ratio	0.81	0.37	0.37	0.40	0.07
Control Delay	3.8	1.1	0.2	63.2	0.5
Queue Delay	10.9	0.2	0.0	0.0	0.0
Total Delay	14.7	1.2	0.2	63.2	0.5
LOS	B	A	A	E	A
Approach Delay	14.7	0.8			
Approach LOS	B	A			

Intersection Summary			
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 7 (5%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 9.4		Intersection LOS: A	
Intersection Capacity Utilization 87.8%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 28: SR 826 NB Off Ramp/SR 826 NB On Ramp - WB & SW 88 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	380	2323	650	55	2192	12	159	17	30	60	47	318
Future Volume (vph)	380	2323	650	55	2192	12	159	17	30	60	47	318
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8		6.8	6.8		7.1	7.1		7.1	7.1	7.1
Lane Util. Factor	0.97	0.91		1.00	0.86		0.95	0.95		0.95	0.95	0.88
Frt	1.00	0.97		1.00	1.00		1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	0.97		0.95	0.99	1.00
Satd. Flow (prot)	3433	4919		1770	6402		1681	1646		1681	1757	2787
Flt Permitted	0.95	1.00		0.95	1.00		0.95	0.97		0.95	0.99	1.00
Satd. Flow (perm)	3433	4919		1770	6402		1681	1646		1681	1757	2787
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	400	2445	684	58	2307	13	167	18	32	63	49	335
RTOR Reduction (vph)	0	39	0	0	1	0	0	12	0	0	0	156
Lane Group Flow (vph)	400	3090	0	58	2319	0	110	95	0	55	57	179
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		7	7		8	8	
Permitted Phases												8
Actuated Green, G (s)	18.9	74.1		5.2	60.4		13.4	13.4		9.5	9.5	9.5
Effective Green, g (s)	18.9	74.1		5.2	60.4		13.4	13.4		9.5	9.5	9.5
Actuated g/C Ratio	0.15	0.57		0.04	0.46		0.10	0.10		0.07	0.07	0.07
Clearance Time (s)	6.8	6.8		6.8	6.8		7.1	7.1		7.1	7.1	7.1
Vehicle Extension (s)	3.0	1.0		2.0	1.0		3.5	3.5		2.5	2.5	2.5
Lane Grp Cap (vph)	499	2803		70	2974		173	169		122	128	203
v/s Ratio Prot	c0.12	c0.63		0.03	0.36		c0.07	0.06		0.03	0.03	
v/s Ratio Perm												c0.06
v/c Ratio	0.80	1.10		0.83	0.78		0.64	0.56		0.45	0.45	0.88
Uniform Delay, d1	53.7	28.0		62.0	29.2		56.0	55.5		57.7	57.7	59.7
Progression Factor	1.14	0.67		1.02	0.55		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	5.4	49.8		43.0	1.7		7.8	4.6		1.9	1.8	33.1
Delay (s)	66.9	68.5		106.0	17.7		63.7	60.2		59.7	59.5	92.8
Level of Service	E	E		F	B		E	E		E	E	F
Approach Delay (s)		68.3			19.9			62.0			84.5	
Approach LOS		E			B			E			F	

Intersection Summary			
HCM 2000 Control Delay	51.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	27.8
Intersection Capacity Utilization	93.2%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	400	3129	58	2320	110	107	55	57	335
v/c Ratio	0.80	1.10	0.83	0.78	0.64	0.59	0.45	0.45	0.93
Control Delay	69.2	69.3	119.5	18.0	72.2	61.9	71.2	70.6	62.9
Queue Delay	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.2	69.4	119.5	18.0	72.2	61.9	71.2	70.6	62.9
Queue Length 50th (ft)	160	~1106	52	152	94	80	48	49	81
Queue Length 95th (ft)	m207	#1155	m#112	162	160	144	#113	#115	#208
Internal Link Dist (ft)		370		405		253		159	
Turn Bay Length (ft)	240		120						
Base Capacity (vph)	538	2841	70	2973	205	212	122	128	359
Starvation Cap Reductn	0	91	0	30	0	0	0	0	0
Spillback Cap Reductn	0	6	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	1.14	0.83	0.79	0.54	0.50	0.45	0.45	0.93

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	380	2323	55	2192	159	17	60	47	318
Future Volume (vph)	380	2323	55	2192	159	17	60	47	318
Turn Type	Prot	NA	Prot	NA	Split	NA	Split	NA	Perm
Protected Phases	1	6	5	2	7	7	8	8	
Permitted Phases									8
Detector Phase	1	6	5	2	7	7	8	8	8
Switch Phase									
Minimum Initial (s)	5.0	16.0	5.0	16.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.8	22.8	11.8	22.8	23.0	23.0	14.1	14.1	14.1
Total Split (s)	27.2	80.9	12.0	65.7	23.0	23.0	14.1	14.1	14.1
Total Split (%)	20.9%	62.2%	9.2%	50.5%	17.7%	17.7%	10.8%	10.8%	10.8%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	3.1	3.1	3.1	3.1	3.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	7.1	7.1	7.1	7.1	7.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	18.9	74.1	5.2	60.4	13.4	13.4	9.5	9.5	9.5
Actuated g/C Ratio	0.15	0.57	0.04	0.46	0.10	0.10	0.07	0.07	0.07
v/c Ratio	0.80	1.10	0.83	0.78	0.64	0.59	0.45	0.45	0.93
Control Delay	69.2	69.3	119.5	18.0	72.2	61.9	71.2	70.6	62.9
Queue Delay	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.2	69.4	119.5	18.0	72.2	61.9	71.2	70.6	62.9
LOS	E	E	F	B	E	E	E	E	E
Approach Delay		69.4		20.5		67.1		64.9	
Approach LOS		E		C		E		E	

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 128 (98%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.10
Intersection Signal Delay: 51.3 Intersection LOS: D
Intersection Capacity Utilization 93.2% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 32: SW 73 Pl & SW 88 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	1650	696	231	1890	6	356	239	57	10	44	13
Future Volume (vph)	37	1650	696	231	1890	6	356	239	57	10	44	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8	6.8	6.8	6.8		7.2	7.2		7.1	7.1	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.86		0.91	0.91		0.91	0.91	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.98		1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.98		0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	1770	6405		1610	3271		1610	3271	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.98		0.95	1.00	
Satd. Flow (perm)	1770	5085	1583	1770	6405		1610	3271		1610	3271	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	39	1737	733	243	1989	6	375	252	60	11	46	14
RTOR Reduction (vph)	0	0	228	0	0	0	0	9	0	0	13	0
Lane Group Flow (vph)	39	1737	505	243	1995	0	229	449	0	10	48	0
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA		Split	NA	
Protected Phases	1	6		5	2		7	7		8	8	
Permitted Phases			6									
Actuated Green, G (s)	6.0	60.7	60.7	12.2	66.9		22.7	22.7		6.5	6.5	
Effective Green, g (s)	6.0	60.7	60.7	12.2	66.9		22.7	22.7		6.5	6.5	
Actuated g/C Ratio	0.05	0.47	0.47	0.09	0.51		0.17	0.17		0.05	0.05	
Clearance Time (s)	6.8	6.8	6.8	6.8	6.8		7.2	7.2		7.1	7.1	
Vehicle Extension (s)	3.0	1.0	1.0	2.0	1.0		3.5	3.5		3.5	3.5	
Lane Grp Cap (vph)	81	2374	739	166	3296		281	571		80	163	
v/s Ratio Prot	0.02	c0.34		c0.14	c0.31		c0.14	0.14		0.01	c0.01	
v/s Ratio Perm			0.32									
v/c Ratio	0.48	0.73	0.68	1.46	0.61		0.81	0.79		0.12	0.29	
Uniform Delay, d1	60.5	28.1	27.1	58.9	22.2		51.6	51.3		59.0	59.5	
Progression Factor	1.38	0.38	0.14	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.4	0.2	0.5	238.7	0.8		16.8	7.2		0.8	1.2	
Delay (s)	84.0	10.7	4.1	297.6	23.1		68.4	58.6		59.9	60.7	
Level of Service	F	B	A	F	C		E	E		E	E	
Approach Delay (s)		9.9			52.9			61.9			60.6	
Approach LOS		A			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	34.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	27.9
Intersection Capacity Utilization	79.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	39	1737	733	243	1995	229	458	10	61
v/c Ratio	0.41	0.71	0.75	1.46	0.58	0.82	0.79	0.10	0.29
Control Delay	83.7	10.4	2.0	278.5	23.0	74.5	60.8	59.6	49.4
Queue Delay	0.0	2.2	9.7	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.7	12.5	11.6	278.5	23.0	74.5	60.8	59.6	49.4
Queue Length 50th (ft)	35	165	21	~327	360	204	198	8	21
Queue Length 95th (ft)	m33	m136	m18	#509	401	#339	263	29	46
Internal Link Dist (ft)		405			721		1079		178
Turn Bay Length (ft)	120		150	130		420			
Base Capacity (vph)	101	2432	980	166	3440	294	607	110	237
Starvation Cap Reductn	0	525	220	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	53	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.91	0.96	1.46	0.59	0.78	0.75	0.09	0.26

Intersection Summary
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	37	1650	696	231	1890	356	239	10	44
Future Volume (vph)	37	1650	696	231	1890	356	239	10	44
Turn Type	Prot	NA	Perm	Prot	NA	Split	NA	Split	NA
Protected Phases	1	6		5	2	7	7	8	8
Permitted Phases			6						
Detector Phase	1	6	6	5	2	7	7	8	8
Switch Phase									
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.8	24.8	24.8	11.8	24.8	31.0	31.0	14.1	14.1
Total Split (s)	14.0	69.0	69.0	14.0	69.0	31.0	31.0	16.0	16.0
Total Split (%)	10.8%	53.1%	53.1%	10.8%	53.1%	23.8%	23.8%	12.3%	12.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.2	3.2	3.1	3.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	7.2	7.2	7.1	7.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None	None
Act Effct Green (s)	7.1	62.2	62.2	12.2	69.8	22.7	22.7	7.9	7.9
Actuated g/C Ratio	0.05	0.48	0.48	0.09	0.54	0.17	0.17	0.06	0.06
v/c Ratio	0.41	0.71	0.75	1.46	0.58	0.82	0.79	0.10	0.29
Control Delay	83.7	10.4	2.0	278.5	23.0	74.5	60.8	59.6	49.4
Queue Delay	0.0	2.2	9.7	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.7	12.5	11.6	278.5	23.0	74.5	60.8	59.6	49.4
LOS	F	B	B	F	C	E	E	E	D
Approach Delay		13.4			50.8		65.4		50.8
Approach LOS		B			D		E		D

Intersection Summary			
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 1 (1%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.46			
Intersection Signal Delay: 35.6		Intersection LOS: D	
Intersection Capacity Utilization 79.0%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 19: Dadeland Blvd & SW 88 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	1970	44	132	2679	391	78	29	47	258	15	89
Future Volume (vph)	76	1970	44	132	2679	391	78	29	47	258	15	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8		6.8	6.8	6.8		6.7	6.7	6.8	6.8	6.8
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00		1.00	1.00	0.95	0.95	1.00
Frt	1.00	1.00		1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.96	1.00	0.95	0.96	1.00
Satd. Flow (prot)	1770	5069		1770	5085	1583		1798	1583	1681	1694	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.96	1.00	0.95	0.96	1.00
Satd. Flow (perm)	1770	5069		1770	5085	1583		1798	1583	1681	1694	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	80	2074	46	139	2820	412	82	31	49	272	16	94
RTOR Reduction (vph)	0	2	0	0	0	76	0	0	45	0	0	83
Lane Group Flow (vph)	80	2118	0	139	2820	336	0	113	4	144	144	11
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases						2			4			3
Actuated Green, G (s)	7.9	64.3		12.9	69.3	69.3		10.6	10.6	15.1	15.1	15.1
Effective Green, g (s)	7.9	64.3		12.9	69.3	69.3		10.6	10.6	15.1	15.1	15.1
Actuated g/C Ratio	0.06	0.49		0.10	0.53	0.53		0.08	0.08	0.12	0.12	0.12
Clearance Time (s)	6.8	6.8		6.8	6.8	6.8		6.7	6.7	6.8	6.8	6.8
Vehicle Extension (s)	2.0	1.0		2.0	1.0	1.0		2.5	2.5	2.5	2.5	2.5
Lane Grp Cap (vph)	107	2507		175	2710	843		146	129	195	196	183
v/s Ratio Prot	0.05	0.42		c0.08	c0.55			c0.06		c0.09	0.08	
v/s Ratio Perm						0.21			0.00			0.01
v/c Ratio	0.75	0.85		0.79	1.04	0.40		0.77	0.03	0.74	0.73	0.06
Uniform Delay, d1	60.1	28.5		57.3	30.4	18.0		58.5	55.0	55.5	55.5	51.1
Progression Factor	1.00	1.00		1.29	0.66	0.54		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	21.8	3.7		11.0	24.6	0.7		21.4	0.1	12.9	12.6	0.1
Delay (s)	81.8	32.2		84.8	44.5	10.5		79.9	55.0	68.4	68.1	51.2
Level of Service	F	C		F	D	B		E	E	E	E	D
Approach Delay (s)		34.0			42.0			72.4			64.1	
Approach LOS		C			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	41.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	27.1
Intersection Capacity Utilization	87.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	80	2120	139	2820	412	113	49	144	144	94
v/c Ratio	0.74	0.84	0.79	1.04	0.45	0.77	0.19	0.74	0.73	0.30
Control Delay	96.6	33.0	89.8	45.9	6.8	91.1	1.6	77.3	76.6	3.9
Queue Delay	0.0	0.1	0.0	24.7	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.6	33.1	89.8	70.5	6.8	91.1	1.6	77.3	76.6	3.9
Queue Length 50th (ft)	67	572	125	~943	34	95	0	124	124	0
Queue Length 95th (ft)	#148	645	m147	#1033	m89	#222	0	198	198	11
Internal Link Dist (ft)		622		570		551			449	
Turn Bay Length (ft)	170		150		150			210		210
Base Capacity (vph)	113	2511	193	2711	919	146	262	235	237	346
Starvation Cap Reductn	0	0	0	146	0	0	0	0	0	0
Spillback Cap Reductn	0	33	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.86	0.72	1.10	0.45	0.77	0.19	0.61	0.61	0.27

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	76	1970	132	2679	391	29	47	258	15	89
Future Volume (vph)	76	1970	132	2679	391	29	47	258	15	89
Turn Type	Prot	NA	Prot	NA	Perm	NA	Perm	Split	NA	Perm
Protected Phases	1	6	5	2		4		3	3	
Permitted Phases					2		4			3
Detector Phase	1	6	5	2	2	4	4	3	3	3
Switch Phase										
Minimum Initial (s)	5.0	7.0	5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.8	23.8	11.8	23.8	23.8	13.7	13.7	25.0	25.0	25.0
Total Split (s)	15.1	68.9	21.0	74.8	74.8	15.1	15.1	25.0	25.0	25.0
Total Split (%)	11.6%	53.0%	16.2%	57.5%	57.5%	11.6%	11.6%	19.2%	19.2%	19.2%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.7	2.7	2.8	2.8	2.8
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.7	6.7	6.8	6.8	6.8
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	7.9	64.4	12.9	69.3	69.3	10.6	10.6	15.1	15.1	15.1
Actuated g/C Ratio	0.06	0.50	0.10	0.53	0.53	0.08	0.08	0.12	0.12	0.12
v/c Ratio	0.74	0.84	0.79	1.04	0.45	0.77	0.19	0.74	0.73	0.30
Control Delay	96.6	33.0	89.8	45.9	6.8	91.1	1.6	77.3	76.6	3.9
Queue Delay	0.0	0.1	0.0	24.7	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.6	33.1	89.8	70.5	6.8	91.1	1.6	77.3	76.6	3.9
LOS	F	C	F	E	A	F	A	E	E	A
Approach Delay		35.4		63.5		64.0			59.0	
Approach LOS		D		E		E			E	

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 56 (43%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.04
Intersection Signal Delay: 53.1 Intersection LOS: D
Intersection Capacity Utilization 87.2% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 24: SW 88 St & SW 79 Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	2182	110	339	3104	1	151	2	529	18	7	6
Future Volume (veh/h)	15	2182	110	339	3104	1	151	2	529	18	7	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	2297	116	357	3267	1	159	0	558	19	7	6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	71	2716	136	412	3780	1	313	0	568	152	55	37
Arrive On Green	1.00	1.00	1.00	0.12	0.72	0.72	0.18	0.00	0.18	0.18	0.18	0.18
Sat Flow, veh/h	60	4980	250	3456	5273	2	1401	0	3170	599	307	209
Grp Volume(v), veh/h	16	1565	848	357	2109	1159	159	0	558	32	0	0
Grp Sat Flow(s),veh/h/ln	60	1702	1825	1728	1702	1870	1401	0	1585	1115	0	0
Q Serve(g_s), s	33.2	0.0	0.0	13.2	59.9	60.0	10.6	0.0	22.8	0.9	0.0	0.0
Cycle Q Clear(g_c), s	70.9	0.0	0.0	13.2	59.9	60.0	13.0	0.0	22.8	2.3	0.0	0.0
Prop In Lane	1.00		0.14	1.00		0.00	1.00		1.00	0.59		0.19
Lane Grp Cap(c), veh/h	71	1856	995	412	2440	1341	313	0	568	244	0	0
V/C Ratio(X)	0.23	0.84	0.85	0.87	0.86	0.86	0.51	0.00	0.98	0.13	0.00	0.00
Avail Cap(c_a), veh/h	71	1856	995	484	2440	1341	313	0	568	244	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.46	0.46	0.46	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.4	0.0	0.0	56.2	13.7	13.7	48.9	0.0	53.1	44.6	0.0	0.0
Incr Delay (d2), s/veh	3.4	2.3	4.5	13.0	4.4	7.6	1.0	0.0	33.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.6	1.2	6.5	21.9	25.2	4.8	0.0	11.7	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.8	2.3	4.5	69.2	18.1	21.3	49.9	0.0	86.2	44.8	0.0	0.0
LnGrp LOS	C	A	A	E	B	C	D	A	F	D	A	A
Approach Vol, veh/h		2429			3625			717			32	
Approach Delay, s/veh		3.2			24.1			78.1			44.8	
Approach LOS		A			C			E			D	

Timer - Assigned Phs	2	4	5	6	8
Phs Duration (G+Y+Rc), s	100.0	30.0	22.3	77.7	30.0
Change Period (Y+Rc), s	6.8	* 6.7	6.8	6.8	* 6.7
Max Green Setting (Gmax), s	93.2	* 23	18.2	68.2	* 23
Max Q Clear Time (g_c+I1), s	62.0	24.8	15.2	72.9	4.3
Green Ext Time (p_c), s	17.3	0.0	0.3	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	22.5
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBT
Lane Group Flow (vph)	16	2413	357	3268	159	281	278	32
v/c Ratio	0.28	0.85	0.80	0.86	0.78	0.66	0.66	0.37
Control Delay	14.8	9.9	77.5	12.2	77.1	18.7	18.2	57.9
Queue Delay	0.0	0.0	0.0	6.9	0.0	0.0	0.0	0.0
Total Delay	14.8	10.0	77.5	19.1	77.1	18.7	18.2	57.9
Queue Length 50th (ft)	2	118	146	796	128	37	35	23
Queue Length 95th (ft)	m3	142	201	790	204	135	132	57
Internal Link Dist (ft)		570		101		608		199
Turn Bay Length (ft)	190				120		120	
Base Capacity (vph)	57	2847	480	3794	245	460	459	104
Starvation Cap Reductn	0	9	0	53	0	0	0	0
Spillback Cap Reductn	0	0	0	514	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.85	0.74	1.00	0.65	0.61	0.61	0.31

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	15	2182	339	3104	151	2	529	18	7
Future Volume (vph)	15	2182	339	3104	151	2	529	18	7
Turn Type	Perm	NA	Prot	NA	Perm	NA	Perm	Perm	NA
Protected Phases		6	5	2		4			8
Permitted Phases	6				4		4	8	
Detector Phase	6	6	5	2	4	4	4	8	8
Switch Phase									
Minimum Initial (s)	7.0	7.0	5.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	23.8	23.8	11.8	23.8	29.7	29.7	29.7	29.7	29.7
Total Split (s)	75.0	75.0	25.0	100.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	57.7%	57.7%	19.2%	76.9%	23.1%	23.1%	23.1%	23.1%	23.1%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.7	2.7	2.7	2.7	2.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.7	6.7	6.7		6.7
Lead/Lag	Lag	Lag	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes						
Recall Mode	C-Max	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	73.3	73.3	16.9	97.0	19.5	19.5	19.5		19.5
Actuated g/C Ratio	0.56	0.56	0.13	0.75	0.15	0.15	0.15		0.15
v/c Ratio	0.28	0.85	0.80	0.86	0.78	0.66	0.66		0.37
Control Delay	14.8	9.9	77.5	12.2	77.1	18.7	18.2		57.9
Queue Delay	0.0	0.0	0.0	6.9	0.0	0.0	0.0		0.0
Total Delay	14.8	10.0	77.5	19.1	77.1	18.7	18.2		57.9
LOS	B	A	E	B	E	B	B		E
Approach Delay		10.0		24.8		31.4			57.9
Approach LOS		A		C		C			E

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 68 (52%), Referenced to phase 2:WBT and 6:EBTL, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 20.4	Intersection LOS: C
Intersection Capacity Utilization 99.9%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 35: SW 77 Ave & SW 88 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2648	0	0	2586	1096	76	0	69	0	0	0
Future Volume (veh/h)	0	2648	0	0	2586	1096	76	0	69	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1870	0	0	1870	1870	1870	0	1870			
Adj Flow Rate, veh/h	0	2787	0	0	2722	0	80	0	0			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	0	2	0	0	2	2	2	0	2			
Cap, veh/h	0	4324	0	0	4324		176	0				
Arrive On Green	0.00	0.85	0.00	0.00	1.00	0.00	0.05	0.00	0.00			
Sat Flow, veh/h	0	5443	0	0	5274	2790	3456	0	1585			
Grp Volume(v), veh/h	0	2787	0	0	2722	0	80	0	0			
Grp Sat Flow(s),veh/h/ln	0	1702	0	0	1702	1395	1728	0	1585			
Q Serve(g_s), s	0.0	23.9	0.0	0.0	0.0	0.0	2.9	0.0	0.0			
Cycle Q Clear(g_c), s	0.0	23.9	0.0	0.0	0.0	0.0	2.9	0.0	0.0			
Prop In Lane	0.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	4324	0	0	4324		176	0				
V/C Ratio(X)	0.00	0.64	0.00	0.00	0.63		0.46	0.00				
Avail Cap(c_a), veh/h	0	4324	0	0	4324		253	0				
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	0.09	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	0.0	3.4	0.0	0.0	0.0	0.0	59.9	0.0	0.0			
Incr Delay (d2), s/veh	0.0	0.8	0.0	0.0	0.1	0.0	1.4	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	5.7	0.0	0.0	0.0	0.0	1.3	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	4.1	0.0	0.0	0.1	0.0	61.3	0.0	0.0			
LnGrp LOS	A	A	A	A	A		E	A				
Approach Vol, veh/h		2787			2722	A		80	A			
Approach Delay, s/veh		4.1			0.1			61.3				
Approach LOS		A			A			E				

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	116.9	13.1	116.9
Change Period (Y+Rc), s	6.8	6.5	6.8
Max Green Setting (Gmax), s	107.2	9.5	107.2
Max Q Clear Time (g_c+I1), s	2.0	4.9	25.9
Green Ext Time (p_c), s	18.3	0.1	19.3

Intersection Summary	
HCM 6th Ctrl Delay	3.0
HCM 6th LOS	A

Notes

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	2787	2722	1154	80	73
v/c Ratio	0.63	0.62	0.41	0.38	0.05
Control Delay	5.3	2.0	0.0	63.5	0.5
Queue Delay	0.1	9.6	0.0	0.0	0.0
Total Delay	5.5	11.6	0.0	63.5	0.5
Queue Length 50th (ft)	279	35	0	34	0
Queue Length 95th (ft)	365	m8	m0	60	7
Internal Link Dist (ft)	324	370			
Turn Bay Length (ft)				750	490
Base Capacity (vph)	4408	4408	2787	250	1382
Starvation Cap Reductn	203	1690	0	0	0
Spillback Cap Reductn	491	79	0	0	164
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.71	1.00	0.41	0.32	0.06

Intersection Summary

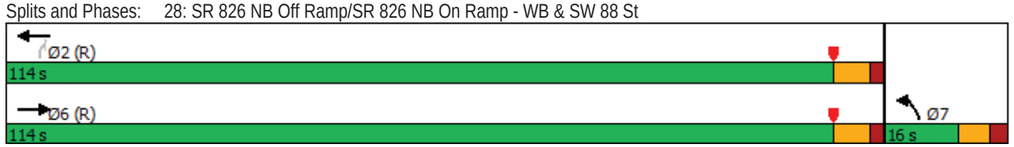
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBT	WBT	WBR	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	2648	2586	1096	76	69
Future Volume (vph)	2648	2586	1096	76	69
Turn Type	NA	NA	Free	Prot	Perm
Protected Phases	6	2		7	
Permitted Phases			Free		2
Detector Phase	6	2		7	2
Switch Phase					
Minimum Initial (s)	16.0	16.0		7.0	16.0
Minimum Split (s)	22.8	22.8		16.0	22.8
Total Split (s)	114.0	114.0		16.0	114.0
Total Split (%)	87.7%	87.7%		12.3%	87.7%
Yellow Time (s)	4.8	4.8		4.0	4.8
All-Red Time (s)	2.0	2.0		2.5	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.8	6.8		6.5	6.8
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	C-Max	C-Max		None	C-Max
Act Effct Green (s)	112.7	112.7	130.0	8.1	112.7
Actuated g/C Ratio	0.87	0.87	1.00	0.06	0.87
v/c Ratio	0.63	0.62	0.41	0.38	0.05
Control Delay	5.3	2.0	0.0	63.5	0.5
Queue Delay	0.1	9.6	0.0	0.0	0.0
Total Delay	5.5	11.6	0.0	63.5	0.5
LOS	A	B	A	E	A
Approach Delay	5.5	8.2			
Approach LOS	A	A			

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 66 (51%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 7.6 Intersection LOS: A
Intersection Capacity Utilization 75.8% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 28: SR 826 NB Off Ramp/SR 826 NB On Ramp - WB & SW 88 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	499	1928	290	57	2743	8	396	22	37	68	51	421
Future Volume (vph)	499	1928	290	57	2743	8	396	22	37	68	51	421
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8		6.8	6.8		7.1	7.1		7.1	7.1	7.1
Lane Util. Factor	0.97	0.91		1.00	0.86		0.95	0.95		0.95	0.95	0.88
Frt	1.00	0.98		1.00	1.00		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	0.96		0.95	0.99	1.00
Satd. Flow (prot)	3433	4986		1770	6405		1681	1664		1681	1756	2787
Flt Permitted	0.95	1.00		0.95	1.00		0.95	0.96		0.95	0.99	1.00
Satd. Flow (perm)	3433	4986		1770	6405		1681	1664		1681	1756	2787
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	525	2029	305	60	2887	8	417	23	39	72	54	443
RTOR Reduction (vph)	0	15	0	0	0	0	0	6	0	0	0	120
Lane Group Flow (vph)	525	2319	0	60	2895	0	242	231	0	62	64	323
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		7	7		8	8	
Permitted Phases												8
Actuated Green, G (s)	17.2	62.9		5.5	51.2		22.6	22.6		11.2	11.2	11.2
Effective Green, g (s)	17.2	62.9		5.5	51.2		22.6	22.6		11.2	11.2	11.2
Actuated g/C Ratio	0.13	0.48		0.04	0.39		0.17	0.17		0.09	0.09	0.09
Clearance Time (s)	6.8	6.8		6.8	6.8		7.1	7.1		7.1	7.1	7.1
Vehicle Extension (s)	3.0	1.0		2.0	1.0		3.5	3.5		2.5	2.5	2.5
Lane Grp Cap (vph)	454	2412		74	2522		292	289		144	151	240
v/s Ratio Prot	c0.15	c0.47		0.03	c0.45		c0.14	0.14		0.04	0.04	
v/s Ratio Perm												c0.12
v/c Ratio	1.16	0.96		0.81	1.15		0.83	0.80		0.43	0.42	1.35
Uniform Delay, d1	56.4	32.4		61.7	39.4		51.8	51.5		56.4	56.3	59.4
Progression Factor	0.84	0.89		1.08	0.60		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	88.7	9.4		24.4	69.0		17.8	15.0		1.5	1.4	181.2
Delay (s)	136.1	38.2		91.0	92.8		69.6	66.5		57.9	57.7	240.6
Level of Service	F	D		F	F		E	E		E	E	F
Approach Delay (s)		56.2			92.7			68.1			200.2	
Approach LOS		E			F			E			F	

Intersection Summary			
HCM 2000 Control Delay	84.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.10		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	27.8
Intersection Capacity Utilization	90.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	525	2334	60	2895	242	237	62	64	443
v/c Ratio	1.16	0.96	0.81	1.15	0.83	0.80	0.43	0.42	1.23
Control Delay	131.3	38.3	99.8	93.6	74.8	70.3	67.7	67.1	160.7
Queue Delay	0.0	20.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	131.3	58.5	99.8	93.6	74.8	70.3	67.7	67.1	160.7
Queue Length 50th (ft)	~265	617	54	~820	205	193	53	55	~224
Queue Length 95th (ft)	#381	#670	m62	#869	#328	#309	#107	108	#346
Internal Link Dist (ft)		370		405		253		159	
Turn Bay Length (ft)	240		120						
Base Capacity (vph)	454	2426	74	2523	321	324	145	151	359
Starvation Cap Reductn	0	192	0	22	0	0	0	0	0
Spillback Cap Reductn	0	89	0	54	0	0	0	0	1
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.16	1.04	0.81	1.17	0.75	0.73	0.43	0.42	1.24

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	499	1928	57	2743	396	22	68	51	421
Future Volume (vph)	499	1928	57	2743	396	22	68	51	421
Turn Type	Prot	NA	Prot	NA	Split	NA	Split	NA	Perm
Protected Phases	1	6	5	2	7	7	8	8	
Permitted Phases									8
Detector Phase	1	6	5	2	7	7	8	8	8
Switch Phase									
Minimum Initial (s)	5.0	16.0	5.0	16.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.8	22.8	11.8	22.8	32.0	32.0	14.1	14.1	14.1
Total Split (s)	24.0	69.7	12.3	58.0	32.0	32.0	16.0	16.0	16.0
Total Split (%)	18.5%	53.6%	9.5%	44.6%	24.6%	24.6%	12.3%	12.3%	12.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	3.1	3.1	3.1	3.1	3.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	7.1	7.1	7.1	7.1	7.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	17.2	62.9	5.5	51.2	22.6	22.6	11.2	11.2	11.2
Actuated g/C Ratio	0.13	0.48	0.04	0.39	0.17	0.17	0.09	0.09	0.09
v/c Ratio	1.16	0.96	0.81	1.15	0.83	0.80	0.43	0.42	1.23
Control Delay	131.3	38.3	99.8	93.6	74.8	70.3	67.7	67.1	160.7
Queue Delay	0.0	20.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	131.3	58.5	99.8	93.6	74.8	70.3	67.7	67.1	160.7
LOS	F	E	F	F	E	E	E	E	F
Approach Delay		71.9		93.7		72.6		140.1	
Approach LOS		E		F		E		F	

Intersection Summary			
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.23			
Intersection Signal Delay: 87.0		Intersection LOS: F	
Intersection Capacity Utilization 90.7%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 32: SW 73 Pl & SW 88 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	1500	392	81	2129	31	573	192	96	51	49	106
Future Volume (vph)	106	1500	392	81	2129	31	573	192	96	51	49	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8	6.8	6.8	6.8		7.2	7.2		7.1	7.1	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.86		0.91	0.91		0.91	0.91	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.97		1.00	0.90	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.98		0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	1770	6394		1610	3225		1610	3049	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.98		0.95	1.00	
Satd. Flow (perm)	1770	5085	1583	1770	6394		1610	3225		1610	3049	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	112	1579	413	85	2241	33	603	202	101	54	52	112
RTOR Reduction (vph)	0	0	124	0	1	0	0	12	0	0	103	0
Lane Group Flow (vph)	112	1579	289	85	2273	0	301	593	0	49	66	0
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA		Split	NA	
Protected Phases	1	6		5	2		7	7		8	8	
Permitted Phases			6									
Actuated Green, G (s)	13.5	54.2	54.2	10.6	51.3		27.3	27.3		10.0	10.0	
Effective Green, g (s)	13.5	54.2	54.2	10.6	51.3		27.3	27.3		10.0	10.0	
Actuated g/C Ratio	0.10	0.42	0.42	0.08	0.39		0.21	0.21		0.08	0.08	
Clearance Time (s)	6.8	6.8	6.8	6.8	6.8		7.2	7.2		7.1	7.1	
Vehicle Extension (s)	3.0	1.0	1.0	2.0	1.0		3.5	3.5		3.5	3.5	
Lane Grp Cap (vph)	183	2120	659	144	2523		338	677		123	234	
v/s Ratio Prot	c0.06	c0.31		0.05	c0.36		c0.19	0.18		c0.03	0.02	
v/s Ratio Perm			0.18									
v/c Ratio	0.61	0.74	0.44	0.59	0.90		0.89	0.88		0.40	0.28	
Uniform Delay, d1	55.7	32.1	27.0	57.6	37.0		49.9	49.7		57.1	56.6	
Progression Factor	1.42	0.56	0.41	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.1	0.9	0.7	4.3	5.7		24.4	12.5		2.5	0.8	
Delay (s)	81.1	18.8	11.8	61.9	42.7		74.3	62.2		59.6	57.4	
Level of Service	F	B	B	E	D		E	E		E	E	
Approach Delay (s)		20.7			43.4			66.2			57.9	
Approach LOS		C			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	39.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	27.9
Intersection Capacity Utilization	83.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	112	1579	413	85	2274	301	605	49	169
v/c Ratio	0.61	0.74	0.53	0.59	0.90	0.89	0.88	0.40	0.50
Control Delay	83.1	19.7	6.7	73.4	43.4	78.1	63.6	65.8	26.1
Queue Delay	0.0	0.8	0.9	0.0	45.9	0.0	0.0	0.0	0.0
Total Delay	83.1	20.4	7.6	73.4	89.2	78.1	63.6	65.8	26.1
Queue Length 50th (ft)	101	139	49	70	519	271	266	43	25
Queue Length 95th (ft)	m107	m332	m70	123	#704	#449	#365	89	62
Internal Link Dist (ft)		405			721		1079		178
Turn Bay Length (ft)	120		150	130		420			
Base Capacity (vph)	261	2121	784	195	2526	344	701	179	439
Starvation Cap Reductn	0	245	155	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	461	0	0	0	3
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.84	0.66	0.44	1.10	0.88	0.86	0.27	0.39

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

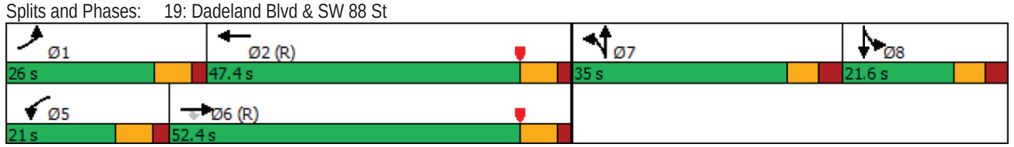
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	106	1500	392	81	2129	573	192	51	49
Future Volume (vph)	106	1500	392	81	2129	573	192	51	49
Turn Type	Prot	NA	Perm	Prot	NA	Split	NA	Split	NA
Protected Phases	1	6		5	2	7	7	8	8
Permitted Phases			6						
Detector Phase	1	6	6	5	2	7	7	8	8
Switch Phase									
Minimum Initial (s)	5.0	7.0	7.0	5.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	11.8	24.8	24.8	11.8	24.8	34.2	34.2	14.1	14.1
Total Split (s)	26.0	52.4	52.4	21.0	47.4	35.0	35.0	21.6	21.6
Total Split (%)	20.0%	40.3%	40.3%	16.2%	36.5%	26.9%	26.9%	16.6%	16.6%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.2	3.2	3.1	3.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	7.2	7.2	7.1	7.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None	None
Act Effct Green (s)	13.5	54.2	54.2	10.6	51.3	27.3	27.3	10.0	10.0
Actuated g/C Ratio	0.10	0.42	0.42	0.08	0.39	0.21	0.21	0.08	0.08
v/c Ratio	0.61	0.74	0.53	0.59	0.90	0.89	0.88	0.40	0.50
Control Delay	83.1	19.7	6.7	73.4	43.4	78.1	63.6	65.8	26.1
Queue Delay	0.0	0.8	0.9	0.0	45.9	0.0	0.0	0.0	0.0
Total Delay	83.1	20.4	7.6	73.4	89.2	78.1	63.6	65.8	26.1
LOS	F	C	A	E	F	E	E	E	C
Approach Delay		21.3			88.7		68.4		35.0
Approach LOS		C			F		E		D

Intersection Summary

Cycle Length: 130
Actuated Cycle Length: 130
Offset: 125 (96%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 105
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 57.9 Intersection LOS: E
Intersection Capacity Utilization 83.0% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 19: Dadeland Blvd & SW 88 St



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1568	6	37	1334	72	254
Future Volume (veh/h)	1568	6	37	1334	72	254
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900
Adj Flow Rate, veh/h	1651	6	39	1404	76	267
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	3484	13	236	2569	74	259
Arrive On Green	0.66	0.66	0.02	0.72	0.21	0.21
Sat Flow, veh/h	5420	19	1781	3647	359	1262
Grp Volume(v), veh/h	1070	587	39	1404	344	0
Grp Sat Flow(s),veh/h/ln	1702	1867	1781	1777	1625	0
Q Serve(g_s), s	27.8	27.8	1.2	32.6	37.0	0.0
Cycle Q Clear(g_c), s	27.8	27.8	1.2	32.6	37.0	0.0
Prop In Lane		0.01	1.00		0.22	0.78
Lane Grp Cap(c), veh/h	2258	1239	236	2569	334	0
V/C Ratio(X)	0.47	0.47	0.17	0.55	1.03	0.00
Avail Cap(c_a), veh/h	2258	1239	342	2569	334	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.84	0.84	1.00	0.00
Uniform Delay (d), s/veh	14.9	14.9	11.2	11.4	71.5	0.0
Incr Delay (d2), s/veh	0.7	1.3	0.1	0.7	57.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.7	12.0	0.5	12.5	20.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.6	16.2	11.3	12.1	128.6	0.0
LnGrp LOS	B	B	B	B	F	A
Approach Vol, veh/h	1657			1443	344	
Approach Delay, s/veh	15.8			12.1	128.6	
Approach LOS	B			B	F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		136.5		43.5	10.7	125.8
Change Period (Y+Rc), s		6.4		6.5	6.4	6.4
Max Green Setting (Gmax), s		130.0		37.0	15.0	109.0
Max Q Clear Time (g_c+I1), s		34.6		39.0	3.2	29.8
Green Ext Time (p_c), s		4.1		0.0	0.0	4.3

Intersection Summary		
HCM 6th Ctrl Delay		25.5
HCM 6th LOS		C

Lane Group	EBT	WBL	WBT	NBL
Lane Group Flow (vph)	1657	39	1404	343
v/c Ratio	0.47	0.20	0.53	0.92
Control Delay	14.1	9.0	10.9	83.2
Queue Delay	0.0	0.0	32.8	0.0
Total Delay	14.1	9.0	43.8	83.2
Queue Length 50th (ft)	340	12	362	305
Queue Length 95th (ft)	390	25	423	#469
Internal Link Dist (ft)	2966		202	1494
Turn Bay Length (ft)		180		
Base Capacity (vph)	3515	279	2640	408
Starvation Cap Reductn	0	0	1316	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.47	0.14	1.06	0.84

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	WBL	WBT	NBL
Lane Configurations				
Traffic Volume (vph)	1568	37	1334	72
Future Volume (vph)	1568	37	1334	72
Turn Type	NA	pm+pt	NA	Prot
Protected Phases	6	5	2	4
Permitted Phases		2		
Detector Phase	6	5	2	4
Switch Phase				
Minimum Initial (s)	20.0	5.0	20.0	7.0
Minimum Split (s)	26.4	11.4	26.4	13.5
Total Split (s)	115.4	21.4	136.4	43.5
Total Split (%)	64.0%	11.9%	75.7%	24.1%
Yellow Time (s)	4.4	4.4	4.4	4.0
All-Red Time (s)	2.0	2.0	2.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.5
Lead/Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		
Recall Mode	C-Max	None	C-Max	None
Act Effct Green (s)	124.8	134.5	134.5	32.9
Actuated g/C Ratio	0.69	0.75	0.75	0.18
v/c Ratio	0.47	0.20	0.53	0.92
Control Delay	14.1	9.0	10.9	83.2
Queue Delay	0.0	0.0	32.8	0.0
Total Delay	14.1	9.0	43.8	83.2
LOS	B	A	D	F
Approach Delay	14.1		42.8	83.2
Approach LOS	B		D	F

Intersection Summary		
Cycle Length: 180.3		
Actuated Cycle Length: 180.3		
Offset: 134 (74%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow		
Natural Cycle: 55		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.92		
Intersection Signal Delay: 33.0	Intersection LOS: C	
Intersection Capacity Utilization 67.3%	ICU Level of Service C	
Analysis Period (min) 15		

Splits and Phases: 2: SW 77 Ct & SW 72 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	581	1785	0	0	746	796	176	0	307	0	0	0
Future Volume (veh/h)	581	1785	0	0	746	796	176	0	307	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	0	1870			
Adj Flow Rate, veh/h	612	1879	0	0	785	0	185	0	0			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	787	4401	0	0	3414		227	0				
Arrive On Green	0.16	0.86	0.00	0.00	0.67	0.00	0.07	0.00	0.00			
Sat Flow, veh/h	5023	5274	0	0	5274	1585	3456	0	1585			
Grp Volume(v), veh/h	612	1879	0	0	785	0	185	0	0			
Grp Sat Flow(s),veh/h/ln	1674	1702	0	0	1702	1585	1728	0	1585			
Q Serve(g_s), s	21.1	14.5	0.0	0.0	10.8	0.0	9.5	0.0	0.0			
Cycle Q Clear(g_c), s	21.1	14.5	0.0	0.0	10.8	0.0	9.5	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	787	4401	0	0	3414		227	0				
V/C Ratio(X)	0.78	0.43	0.00	0.00	0.23		0.81	0.00				
Avail Cap(c_a), veh/h	1033	4401	0	0	3414		365	0				
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.82	0.82	0.00	0.00	0.51	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	72.9	2.7	0.0	0.0	11.7	0.0	83.0	0.0	0.0			
Incr Delay (d2), s/veh	5.1	0.2	0.0	0.0	0.1	0.0	7.2	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	9.4	3.7	0.0	0.0	4.1	0.0	4.5	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.0	3.0	0.0	0.0	11.8	0.0	90.2	0.0	0.0			
LnGrp LOS	E	A	A	A	B		F	A				
Approach Vol, veh/h		2491			785	A		185	A			
Approach Delay, s/veh		21.4			11.8			90.2				
Approach LOS		C			B			F				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	34.8	126.7		18.4		161.6			
Change Period (Y+Rc), s	* 6.6	6.4		* 6.6		6.4			
Max Green Setting (Gmax), s	* 37	104.0		* 19		147.6			
Max Q Clear Time (g_c+I1), s	23.1	12.8		11.5		16.5			
Green Ext Time (p_c), s	5.2	2.0		0.3		6.5			

Intersection Summary		
HCM 6th Ctrl Delay	22.9	
HCM 6th LOS	C	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	612	1879	785	838	185	323
v/c Ratio	0.70	0.45	0.25	0.75	0.51	1.45
Control Delay	73.6	4.9	16.9	18.1	81.3	268.4
Queue Delay	2.4	4.1	0.0	0.0	0.0	0.0
Total Delay	76.0	9.0	16.9	18.1	81.3	268.4
Queue Length 50th (ft)	243	197	151	397	108	~452
Queue Length 95th (ft)	280	214	191	638	153	#667
Internal Link Dist (ft)		251	2404			
Turn Bay Length (ft)				335	295	504
Base Capacity (vph)	1028	4178	3095	1113	363	222
Starvation Cap Reductn	283	2197	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.82	0.95	0.25	0.75	0.51	1.45

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

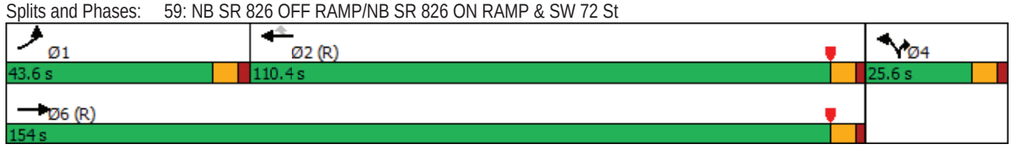
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	581	1785	746	796	176	307
Future Volume (vph)	581	1785	746	796	176	307
Turn Type	Prot	NA	NA	Perm	Prot	Prot
Protected Phases	1	6	2		4	4
Permitted Phases				2		
Detector Phase	1	6	2	2	4	4
Switch Phase						
Minimum Initial (s)	7.0	18.0	18.0	18.0	7.0	7.0
Minimum Split (s)	13.6	24.4	24.4	24.4	13.6	13.6
Total Split (s)	43.6	154.0	110.4	110.4	25.6	25.6
Total Split (%)	24.3%	85.7%	61.5%	61.5%	14.3%	14.3%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	2.2	2.0	2.0	2.0	2.2	2.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.4	6.4	6.4	6.6	6.6
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)	31.7	147.6	109.3	109.3	19.0	19.0
Actuated g/C Ratio	0.18	0.82	0.61	0.61	0.11	0.11
v/c Ratio	0.70	0.45	0.25	0.75	0.51	1.45
Control Delay	73.6	4.9	16.9	18.1	81.3	268.4
Queue Delay	2.4	4.1	0.0	0.0	0.0	0.0
Total Delay	76.0	9.0	16.9	18.1	81.3	268.4
LOS	E	A	B	B	F	F
Approach Delay		25.5	17.5			
Approach LOS		C	B			

Intersection Summary

Cycle Length: 179.6
Actuated Cycle Length: 179.6
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.45
Intersection Signal Delay: 41.9 Intersection LOS: D
Intersection Capacity Utilization 121.4% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 59: NB SR 826 OFF RAMP/NB SR 826 ON RAMP & SW 72 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	441	1508	108	74	1286	33	142	385	208	34	272	108
Future Volume (veh/h)	441	1508	108	74	1286	33	142	385	208	34	272	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	464	1587	114	78	1354	35	149	405	219	36	286	114
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	401	1940	138	153	1744	45	183	429	415	94	389	514
Arrive On Green	0.12	0.58	0.58	0.03	0.49	0.49	0.04	0.23	0.23	0.02	0.21	0.21
Sat Flow, veh/h	3456	3364	240	1781	3539	91	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	464	833	868	78	679	710	149	405	219	36	286	114
Grp Sat Flow(s),veh/h/ln	1728	1777	1827	1781	1777	1854	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	21.0	67.6	69.3	3.9	56.8	56.9	8.0	38.6	21.4	2.9	25.9	9.5
Cycle Q Clear(g_c), s	21.0	67.6	69.3	3.9	56.8	56.9	8.0	38.6	21.4	2.9	25.9	9.5
Prop In Lane	1.00		0.13	1.00		0.05	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	401	1025	1054	153	876	914	183	429	415	94	389	514
V/C Ratio(X)	1.16	0.81	0.82	0.51	0.78	0.78	0.82	0.94	0.53	0.38	0.73	0.22
Avail Cap(c_a), veh/h	401	1025	1054	174	876	914	183	444	428	132	444	560
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.77	0.77	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	80.0	30.5	30.9	32.5	37.7	37.7	65.9	68.6	57.3	58.1	67.0	44.5
Incr Delay (d2), s/veh	90.6	5.5	5.7	2.6	6.7	6.4	23.9	28.8	1.3	2.5	5.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.4	29.7	31.4	1.8	26.0	27.1	4.3	22.0	8.9	1.4	13.1	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	170.6	36.1	36.6	35.1	44.3	44.2	89.8	97.4	58.6	60.6	72.7	44.8
LnGrp LOS	F	D	D	D	D	D	F	F	E	E	E	D
Approach Vol, veh/h		2165			1467			773			436	
Approach Delay, s/veh		65.1			43.8			84.9			64.4	
Approach LOS		E			D			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.4	95.6	10.2	47.8	12.2	110.8	14.0	44.0
Change Period (Y+Rc), s	6.4	6.4	6.0	* 6.3	6.4	6.4	6.0	* 6.3
Max Green Setting (Gmax), s	21.0	84.0	8.0	* 43	8.0	97.0	8.0	* 43
Max Q Clear Time (g_c+I1), s	23.0	58.9	4.9	40.6	5.9	71.3	10.0	27.9
Green Ext Time (p_c), s	0.0	3.0	0.0	1.0	0.0	4.2	0.0	2.2

Intersection Summary	
HCM 6th Ctrl Delay	61.8
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	464	1701	78	1389	149	405	219	36	286	114
v/c Ratio	0.98	0.87	0.67	0.85	0.77	0.94	0.39	0.32	0.71	0.18
Control Delay	110.8	41.0	60.3	49.1	77.9	97.5	29.0	51.2	75.7	18.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	110.8	41.0	60.3	49.1	77.9	97.5	29.0	51.2	75.7	18.8
Queue Length 50th (ft)	~336	940	40	762	133	475	113	30	310	43
Queue Length 95th (ft)	#457	1056	#119	864	#219	#681	196	61	422	92
Internal Link Dist (ft)		2404		3695		1266			1240	
Turn Bay Length (ft)	1000		280		105		105	100		100
Base Capacity (vph)	473	1962	119	1636	194	442	557	120	442	649
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.98	0.87	0.66	0.85	0.77	0.92	0.39	0.30	0.65	0.18

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	441	1508	74	1286	142	385	208	34	272	108
Future Volume (vph)	441	1508	74	1286	142	385	208	34	272	108
Turn Type	Prot	NA	pm+pt	NA	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	1	6	5	2	7	4	5	3	8	1
Permitted Phases			2		4		4	8		8
Detector Phase	1	6	5	2	7	4	5	3	8	1
Switch Phase										
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	7.0	5.0	5.0	7.0	5.0
Minimum Split (s)	14.4	103.4	14.4	90.4	14.0	49.3	14.4	14.0	49.3	14.4
Total Split (s)	27.4	103.4	14.4	90.4	14.0	49.3	14.4	14.0	49.3	27.4
Total Split (%)	15.1%	57.1%	8.0%	49.9%	7.7%	27.2%	8.0%	7.7%	27.2%	15.1%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.0	4.0	4.4	4.0	4.0	4.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.3	2.0	2.0	2.3	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.0	6.3	6.4	6.0	6.3	6.4
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None
Act Effct Green (s)	25.0	101.3	91.7	84.0	48.7	42.0	56.0	46.6	39.0	70.3
Actuated g/C Ratio	0.14	0.56	0.51	0.46	0.27	0.23	0.31	0.26	0.22	0.39
v/c Ratio	0.98	0.87	0.67	0.85	0.77	0.94	0.39	0.32	0.71	0.18
Control Delay	110.8	41.0	60.3	49.1	77.9	97.5	29.0	51.2	75.7	18.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	110.8	41.0	60.3	49.1	77.9	97.5	29.0	51.2	75.7	18.8
LOS	F	D	E	D	E	F	C	D	E	B
Approach Delay		56.0		49.7		74.3			58.8	
Approach LOS		E		D		E			E	

Intersection Summary			
Cycle Length: 181.1			
Actuated Cycle Length: 181.1			
Offset: 79 (44%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow			
Natural Cycle: 185			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 57.2		Intersection LOS: E	
Intersection Capacity Utilization 94.6%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 62: SW 72 Ave & SW 72 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1585	237	95	827	0	0	0	0	781	0	544
Future Volume (veh/h)	0	1585	237	95	827	0	0	0	0	781	0	544
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	0	1870
Adj Flow Rate, veh/h	0	1668	0	100	871	0				822	0	573
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0				2	0	2
Cap, veh/h	0	4625		119	2533	0				1077	0	598
Arrive On Green	0.00	0.61	0.00	0.07	0.71	0.00				0.21	0.00	0.21
Sat Flow, veh/h	0	8286	0	1781	3647	0				5023	0	2790
Grp Volume(v), veh/h	0	1668	0	100	871	0				822	0	573
Grp Sat Flow(s),veh/h/ln	0	1515	0	1781	1777	0				1674	0	1395
Q Serve(g_s), s	0.0	19.9	0.0	10.0	16.9	0.0				27.8	0.0	36.8
Cycle Q Clear(g_c), s	0.0	19.9	0.0	10.0	16.9	0.0				27.8	0.0	36.8
Prop In Lane	0.00		0.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	4625		119	2533	0				1077	0	598
V/C Ratio(X)	0.00	0.36		0.84	0.34	0.00				0.76	0.00	0.96
Avail Cap(c_a), veh/h	0	4625		167	2533	0				1077	0	598
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.88	0.00	0.96	0.96	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	17.6	0.0	83.5	9.9	0.0				66.8	0.0	70.3
Incr Delay (d2), s/veh	0.0	0.2	0.0	26.2	0.4	0.0				3.4	0.0	26.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.0	0.0	5.5	6.5	0.0				12.3	0.0	15.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	17.8	0.0	109.7	10.2	0.0				70.2	0.0	97.1
LnGrp LOS	A	B		F	B	A				E	A	F
Approach Vol, veh/h		1668	A		971						1395	
Approach Delay, s/veh		17.8			20.5						81.3	
Approach LOS		B			C						F	

Timer - Assigned Phs	2	5	6	8
Phs Duration (G+Y+Rc), s	135.4	18.5	116.9	45.6
Change Period (Y+Rc), s	6.4	6.4	6.4	6.8
Max Green Setting (Gmax), s	128.6	17.0	105.2	38.8
Max Q Clear Time (g_c+I1), s	18.9	12.0	21.9	38.8
Green Ext Time (p_c), s	2.2	0.1	5.3	0.0

Intersection Summary		
HCM 6th Ctrl Delay	40.4	
HCM 6th LOS	D	

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	1917	100	871	822	573
v/c Ratio	0.43	0.67	0.34	0.81	0.79
Control Delay	19.5	101.9	9.8	75.1	51.9
Queue Delay	12.9	0.0	3.6	0.0	0.0
Total Delay	32.4	101.9	13.5	75.1	51.9
Queue Length 50th (ft)	300	116	194	329	245
Queue Length 95th (ft)	323	187	227	382	328
Internal Link Dist (ft)	202		251		
Turn Bay Length (ft)				465	300
Base Capacity (vph)	4473	166	2556	1072	755
Starvation Cap Reductn	2569	0	1566	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.01	0.60	0.88	0.77	0.76

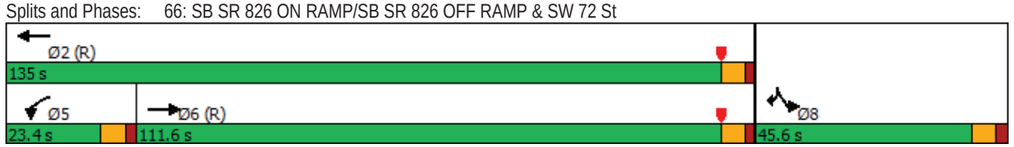
Intersection Summary

Lane Group	EBT	WBL	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	1585	95	827	781	544
Future Volume (vph)	1585	95	827	781	544
Turn Type	NA	Prot	NA	Prot	Prot
Protected Phases	6	5	2	8	8
Permitted Phases					
Detector Phase	6	5	2	8	8
Switch Phase					
Minimum Initial (s)	18.0	5.0	18.0	7.0	7.0
Minimum Split (s)	24.4	11.4	24.4	13.8	13.8
Total Split (s)	111.6	23.4	135.0	45.6	45.6
Total Split (%)	61.8%	13.0%	74.8%	25.2%	25.2%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	2.0	2.0	2.0	2.4	2.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.8	6.8
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	C-Max	None	C-Max	None	None
Act Effct Green (s)	108.8	15.2	130.4	37.0	37.0
Actuated g/C Ratio	0.60	0.08	0.72	0.20	0.20
v/c Ratio	0.43	0.67	0.34	0.81	0.79
Control Delay	19.5	101.9	9.8	75.1	51.9
Queue Delay	12.9	0.0	3.6	0.0	0.0
Total Delay	32.4	101.9	13.5	75.1	51.9
LOS	C	F	B	E	D
Approach Delay	32.4		22.6		
Approach LOS	C		C		

Intersection Summary

Cycle Length: 180.6
Actuated Cycle Length: 180.6
Offset: 131 (73%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 41.0 Intersection LOS: D
Intersection Capacity Utilization 121.4% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 66: SB SR 826 ON RAMP/SB SR 826 OFF RAMP & SW 72 St



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1237	31	232	1918	21	74
Future Volume (veh/h)	1237	31	232	1918	21	74
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900
Adj Flow Rate, veh/h	1302	33	244	2019	22	78
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	3908	99	400	3005	26	93
Arrive On Green	0.76	0.76	0.04	0.85	0.07	0.07
Sat Flow, veh/h	5290	130	1781	3647	354	1256
Grp Volume(v), veh/h	865	470	244	2019	101	0
Grp Sat Flow(s),veh/h/ln	1702	1847	1781	1777	1627	0
Q Serve(g_s), s	12.9	12.9	4.6	32.5	9.8	0.0
Cycle Q Clear(g_c), s	12.9	12.9	4.6	32.5	9.8	0.0
Prop In Lane		0.07	1.00		0.22	0.77
Lane Grp Cap(c), veh/h	2598	1410	400	3005	120	0
V/C Ratio(X)	0.33	0.33	0.61	0.67	0.84	0.00
Avail Cap(c_a), veh/h	2598	1410	458	3005	193	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.58	0.58	1.00	0.00
Uniform Delay (d), s/veh	6.0	6.0	4.8	4.4	73.2	0.0
Incr Delay (d2), s/veh	0.3	0.6	0.6	0.7	16.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	4.8	1.4	8.6	4.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	6.4	6.7	5.4	5.1	89.5	0.0
LnGrp LOS	A	A	A	A	F	A
Approach Vol, veh/h	1335			2263	101	
Approach Delay, s/veh	6.5			5.1	89.5	
Approach LOS	A			A	F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		141.7		18.3	13.2	128.5
Change Period (Y+Rc), s		6.4		6.5	6.4	6.4
Max Green Setting (Gmax), s		128.4		19.0	12.0	110.0
Max Q Clear Time (g_c+I1), s		34.5		11.8	6.6	14.9
Green Ext Time (p_c), s		7.9		0.1	0.2	3.2

Intersection Summary		
HCM 6th Ctrl Delay		7.9
HCM 6th LOS		A

Lane Group	EBT	WBL	WBT	NBL
Lane Group Flow (vph)	1335	244	2019	100
v/c Ratio	0.34	0.69	0.66	0.60
Control Delay	6.5	13.4	5.0	36.6
Queue Delay	0.0	1.2	18.2	0.0
Total Delay	6.5	14.6	23.2	36.6
Queue Length 50th (ft)	131	29	252	23
Queue Length 95th (ft)	212	67	406	85
Internal Link Dist (ft)	2966		202	1494
Turn Bay Length (ft)		180		
Base Capacity (vph)	3890	387	3052	264
Starvation Cap Reductn	0	39	1084	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.34	0.70	1.03	0.38

Intersection Summary

Lane Group	EBT	WBL	WBT	NBL
Lane Configurations				
Traffic Volume (vph)	1237	232	1918	21
Future Volume (vph)	1237	232	1918	21
Turn Type	NA	pm+pt	NA	Prot
Protected Phases	6	5	2	4
Permitted Phases		2		
Detector Phase	6	5	2	4
Switch Phase				
Minimum Initial (s)	20.0	5.0	20.0	7.0
Minimum Split (s)	26.4	11.4	26.4	13.5
Total Split (s)	116.4	18.4	134.8	25.5
Total Split (%)	72.6%	11.5%	84.1%	15.9%
Yellow Time (s)	4.4	4.4	4.4	4.0
All-Red Time (s)	2.0	2.0	2.0	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.5
Lead/Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		
Recall Mode	C-Max	None	C-Max	None
Act Effct Green (s)	123.1	138.3	138.3	9.1
Actuated g/C Ratio	0.77	0.86	0.86	0.06
v/c Ratio	0.34	0.69	0.66	0.60
Control Delay	6.5	13.4	5.0	36.6
Queue Delay	0.0	1.2	18.2	0.0
Total Delay	6.5	14.6	23.2	36.6
LOS	A	B	C	D
Approach Delay	6.5		22.2	36.6
Approach LOS	A		C	D

Intersection Summary		
Cycle Length: 160.3		
Actuated Cycle Length: 160.3		
Offset: 33 (21%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow		
Natural Cycle: 60		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.69		
Intersection Signal Delay: 16.9	Intersection LOS: B	
Intersection Capacity Utilization 69.6%	ICU Level of Service C	
Analysis Period (min) 15		

Splits and Phases: 2: SW 77 Ct & SW 72 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1151	160	196	1543	0	0	0	0	966	0	607
Future Volume (veh/h)	0	1151	160	196	1543	0	0	0	0	966	0	607
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	0	1870
Adj Flow Rate, veh/h	0	1212	0	206	1624	0				1017	0	639
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	0				2	0	2
Cap, veh/h	0	3975		234	2472	0				1117	0	620
Arrive On Green	0.00	0.52	0.00	0.13	0.70	0.00				0.22	0.00	0.22
Sat Flow, veh/h	0	8286	0	1781	3647	0				5023	0	2790
Grp Volume(v), veh/h	0	1212	0	206	1624	0				1017	0	639
Grp Sat Flow(s),veh/h/ln	0	1515	0	1781	1777	0				1674	0	1395
Q Serve(g_s), s	0.0	14.6	0.0	18.3	41.2	0.0				31.8	0.0	35.8
Cycle Q Clear(g_c), s	0.0	14.6	0.0	18.3	41.2	0.0				31.8	0.0	35.8
Prop In Lane	0.00		0.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3975		234	2472	0				1117	0	620
V/C Ratio(X)	0.00	0.30		0.88	0.66	0.00				0.91	0.00	1.03
Avail Cap(c_a), veh/h	0	3975		376	2472	0				1117	0	620
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.95	0.00	0.79	0.79	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	21.6	0.0	68.7	13.7	0.0				61.0	0.0	62.6
Incr Delay (d2), s/veh	0.0	0.2	0.0	14.5	1.1	0.0				11.2	0.0	44.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.2	0.0	9.2	15.7	0.0				14.7	0.0	16.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	21.8	0.0	83.2	14.8	0.0				72.2	0.0	106.7
LnGrp LOS	A	C		F	B	A				E	A	F
Approach Vol, veh/h		1212	A		1830						1656	
Approach Delay, s/veh		21.8			22.5						85.5	
Approach LOS		C			C						F	

Timer - Assigned Phs	2		5	6	8							
Phs Duration (G+Y+Rc), s	118.4		27.5	90.9	42.6							
Change Period (Y+Rc), s	6.4		6.4	6.4	6.8							
Max Green Setting (Gmax), s	111.6		34.0	71.2	35.8							
Max Q Clear Time (g_c+I1), s	43.2		20.3	16.6	37.8							
Green Ext Time (p_c), s	5.2		0.8	3.4	0.0							

Intersection Summary		
HCM 6th Ctrl Delay	44.5	
HCM 6th LOS	D	

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	1380	206	1624	1017	639
v/c Ratio	0.37	0.75	0.66	0.91	0.98
Control Delay	25.1	80.8	15.4	73.7	87.4
Queue Delay	2.6	1.8	48.4	0.0	0.0
Total Delay	27.6	82.6	63.9	73.7	87.4
Queue Length 50th (ft)	211	210	472	373	361
Queue Length 95th (ft)	260	289	541	#449	#506
Internal Link Dist (ft)	202		251		
Turn Bay Length (ft)				465	300
Base Capacity (vph)	3710	374	2459	1112	653
Starvation Cap Reductn	2158	68	1041	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.89	0.67	1.15	0.91	0.98

Intersection Summary

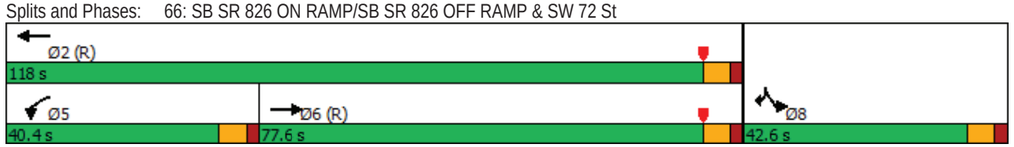
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	WBL	WBT	SBL	SBR
Lane Configurations					
Traffic Volume (vph)	1151	196	1543	966	607
Future Volume (vph)	1151	196	1543	966	607
Turn Type	NA	Prot	NA	Prot	Prot
Protected Phases	6	5	2	8	8
Permitted Phases					
Detector Phase	6	5	2	8	8
Switch Phase					
Minimum Initial (s)	18.0	5.0	18.0	7.0	7.0
Minimum Split (s)	24.4	11.4	24.4	13.8	13.8
Total Split (s)	77.6	40.4	118.0	42.6	42.6
Total Split (%)	48.3%	25.2%	73.5%	26.5%	26.5%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	2.0	2.0	2.0	2.4	2.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.8	6.8
Lead/Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes			
Recall Mode	C-Max	None	C-Max	None	None
Act Effct Green (s)	80.1	25.1	111.6	35.8	35.8
Actuated g/C Ratio	0.50	0.16	0.69	0.22	0.22
v/c Ratio	0.37	0.75	0.66	0.91	0.98
Control Delay	25.1	80.8	15.4	73.7	87.4
Queue Delay	2.6	1.8	48.4	0.0	0.0
Total Delay	27.6	82.6	63.9	73.7	87.4
LOS	C	F	E	E	F
Approach Delay	27.6		66.0		
Approach LOS	C		E		

Intersection Summary

Cycle Length: 160.6
Actuated Cycle Length: 160.6
Offset: 34 (21%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 59.5 Intersection LOS: E
Intersection Capacity Utilization 118.3% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 66: SB SR 826 ON RAMP/SB SR 826 OFF RAMP & SW 72 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	636	1481	0	0	1407	962	332	0	84	0	0	0
Future Volume (veh/h)	636	1481	0	0	1407	962	332	0	84	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	0	1870			
Adj Flow Rate, veh/h	669	1559	0	0	1481	0	349	0	0			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0	0	2	2	2	0	2			
Cap, veh/h	859	4112	0	0	3028		392	0				
Arrive On Green	0.17	0.81	0.00	0.00	0.59	0.00	0.11	0.00	0.00			
Sat Flow, veh/h	5023	5274	0	0	5274	1585	3456	0	1585			
Grp Volume(v), veh/h	669	1559	0	0	1481	0	349	0	0			
Grp Sat Flow(s),veh/h/ln	1674	1702	0	0	1702	1585	1728	0	1585			
Q Serve(g_s), s	20.4	13.7	0.0	0.0	26.6	0.0	15.9	0.0	0.0			
Cycle Q Clear(g_c), s	20.4	13.7	0.0	0.0	26.6	0.0	15.9	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	859	4112	0	0	3028		392	0				
V/C Ratio(X)	0.78	0.38	0.00	0.00	0.49		0.89	0.00				
Avail Cap(c_a), veh/h	1067	4112	0	0	3028		419	0				
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.77	0.77	0.00	0.00	0.09	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	63.4	4.4	0.0	0.0	18.7	0.0	70.0	0.0	0.0			
Incr Delay (d2), s/veh	4.6	0.2	0.0	0.0	0.1	0.0	19.7	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	9.0	4.0	0.0	0.0	10.3	0.0	8.2	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.0	4.6	0.0	0.0	18.7	0.0	89.7	0.0	0.0			
LnGrp LOS	E	A	A	A	B		F	A				
Approach Vol, veh/h		2228			1481	A		349	A			
Approach Delay, s/veh		23.6			18.7			89.7				
Approach LOS		C			B			F				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	34.0	101.3		24.7		135.3			
Change Period (Y+Rc), s	* 6.6	6.4		* 6.6		6.4			
Max Green Setting (Gmax), s	* 34	86.6		* 19		127.2			
Max Q Clear Time (g_c+I1), s	22.4	28.6		17.9		15.7			
Green Ext Time (p_c), s	5.0	4.4		0.2		4.8			

Intersection Summary									
HCM 6th Ctrl Delay			27.5						
HCM 6th LOS			C						

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	669	1559	1481	1013	349	88
v/c Ratio	0.70	0.38	0.51	0.94	0.86	0.34
Control Delay	64.1	4.9	22.4	36.7	89.4	18.2
Queue Delay	3.3	2.0	0.0	0.0	0.0	0.0
Total Delay	67.4	6.9	22.4	36.7	89.4	18.2
Queue Length 50th (ft)	231	151	344	711	186	7
Queue Length 95th (ft)	274	168	399	#1123	#264	62
Internal Link Dist (ft)		251	2404			
Turn Bay Length (ft)				335	295	504
Base Capacity (vph)	1063	4069	2882	1073	417	263
Starvation Cap Reductn	289	2289	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.86	0.88	0.51	0.94	0.84	0.33

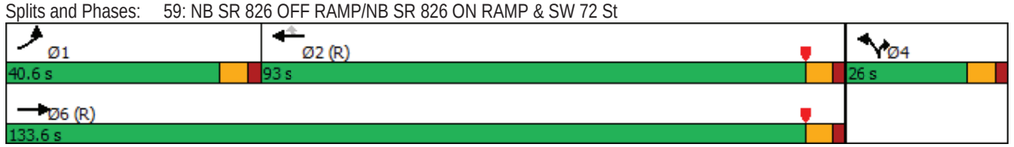
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	636	1481	1407	962	332	84
Future Volume (vph)	636	1481	1407	962	332	84
Turn Type	Prot	NA	NA	Perm	Prot	Prot
Protected Phases	1	6	2		4	4
Permitted Phases				2		
Detector Phase	1	6	2	2	4	4
Switch Phase						
Minimum Initial (s)	7.0	18.0	18.0	18.0	7.0	7.0
Minimum Split (s)	13.6	24.4	24.4	24.4	13.6	13.6
Total Split (s)	40.6	133.6	93.0	93.0	26.0	26.0
Total Split (%)	25.4%	83.7%	58.3%	58.3%	16.3%	16.3%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	2.2	2.0	2.0	2.0	2.2	2.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.4	6.4	6.4	6.6	6.6
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)	30.7	127.7	90.5	90.5	18.9	18.9
Actuated g/C Ratio	0.19	0.80	0.57	0.57	0.12	0.12
v/c Ratio	0.70	0.38	0.51	0.94	0.86	0.34
Control Delay	64.1	4.9	22.4	36.7	89.4	18.2
Queue Delay	3.3	2.0	0.0	0.0	0.0	0.0
Total Delay	67.4	6.9	22.4	36.7	89.4	18.2
LOS	E	A	C	D	F	B
Approach Delay		25.1	28.2			
Approach LOS		C	C			

Intersection Summary		
Cycle Length: 159.6		
Actuated Cycle Length: 159.6		
Offset: 26 (16%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow		
Natural Cycle: 90		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.94		
Intersection Signal Delay: 30.8	Intersection LOS: C	
Intersection Capacity Utilization 118.3%	ICU Level of Service H	
Analysis Period (min) 15		

Splits and Phases: 59: NB SR 826 OFF RAMP/NB SR 826 ON RAMP & SW 72 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	1264	171	247	1927	27	180	363	74	32	379	265
Future Volume (veh/h)	126	1264	171	247	1927	27	180	363	74	32	379	265
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	133	1331	180	260	2028	28	189	382	78	34	399	279
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	172	1748	235	211	1993	27	144	443	454	126	383	404
Arrive On Green	0.05	0.56	0.56	0.05	0.56	0.56	0.06	0.24	0.24	0.02	0.20	0.20
Sat Flow, veh/h	3456	3148	423	1781	3589	49	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	133	747	764	260	1002	1054	189	382	78	34	399	279
Grp Sat Flow(s),veh/h/ln	1728	1777	1794	1781	1777	1861	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	6.1	51.9	53.1	8.0	89.4	89.4	9.0	31.5	5.9	2.4	33.0	25.6
Cycle Q Clear(g_c), s	6.1	51.9	53.1	8.0	89.4	89.4	9.0	31.5	5.9	2.4	33.0	25.6
Prop In Lane	1.00		0.24	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	172	987	996	211	987	1034	144	443	454	126	383	404
V/C Ratio(X)	0.77	0.76	0.77	1.23	1.02	1.02	1.31	0.86	0.17	0.27	1.04	0.69
Avail Cap(c_a), veh/h	172	987	996	211	987	1034	144	443	454	182	383	404
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	75.6	27.5	27.7	34.6	35.8	35.8	53.9	59.0	43.1	51.0	64.0	54.3
Incr Delay (d2), s/veh	18.3	5.1	5.3	139.1	32.5	33.1	180.2	16.2	0.2	1.1	57.0	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	22.7	23.4	12.9	45.6	48.0	8.8	17.0	2.4	1.1	21.8	10.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	93.9	32.5	33.0	173.8	68.3	68.9	234.1	75.2	43.3	52.1	121.0	59.5
LnGrp LOS	F	C	C	F	F	F	F	E	D	D	F	E
Approach Vol, veh/h		1644			2316			649			712	
Approach Delay, s/veh		37.7			80.4			117.6			93.6	
Approach LOS		D			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.4	95.9	9.9	44.4	14.4	95.9	15.0	39.3
Change Period (Y+Rc), s	6.4	6.4	6.0	* 6.3	6.4	6.4	6.0	* 6.3
Max Green Setting (Gmax), s	8.0	86.0	9.0	* 33	8.0	86.0	9.0	* 33
Max Q Clear Time (g_c+I1), s	8.1	91.4	4.4	33.5	10.0	55.1	11.0	35.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	3.6	0.0	0.0

Intersection Summary		
HCM 6th Ctrl Delay	73.5	
HCM 6th LOS	E	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	133	1511	260	2056	189	382	78	34	399	279
v/c Ratio	0.78	0.81	1.74	1.09	1.32	0.90	0.14	0.24	1.05	0.55
Control Delay	104.3	35.0	386.7	86.1	222.8	84.6	13.1	44.9	118.9	41.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	104.3	35.0	386.7	86.1	222.8	84.6	13.1	44.9	118.9	41.0
Queue Length 50th (ft)	72	668	~339	~1280	~208	403	11	26	~454	192
Queue Length 95th (ft)	#130	770	#531	#1411	#383	#633	53	55	#673	293
Internal Link Dist (ft)		2404		3695		1266			1240	
Turn Bay Length (ft)	1000		280		105		105	100		100
Base Capacity (vph)	170	1862	149	1885	143	425	545	156	381	509
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.81	1.74	1.09	1.32	0.90	0.14	0.22	1.05	0.55

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	126	1264	247	1927	180	363	74	32	379	265
Future Volume (vph)	126	1264	247	1927	180	363	74	32	379	265
Turn Type	Prot	NA	pm+pt	NA	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	1	6	5	2	7	4	5	3	8	1
Permitted Phases			2		4		4	8		8
Detector Phase	1	6	5	2	7	4	5	3	8	1
Switch Phase										
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	7.0	5.0	5.0	7.0	5.0
Minimum Split (s)	11.4	28.4	11.4	28.4	11.0	28.3	11.4	11.0	28.3	11.4
Total Split (s)	14.4	92.4	14.4	92.4	15.0	39.3	14.4	15.0	39.3	14.4
Total Split (%)	8.9%	57.4%	8.9%	57.4%	9.3%	24.4%	8.9%	9.3%	24.4%	8.9%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.0	4.0	4.4	4.0	4.0	4.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.3	2.0	2.0	2.3	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.0	6.3	6.4	6.0	6.3	6.4
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None
Act Effct Green (s)	8.0	86.0	94.0	86.0	44.3	36.8	51.1	40.8	33.0	47.3
Actuated g/C Ratio	0.05	0.53	0.58	0.53	0.27	0.23	0.32	0.25	0.20	0.29
v/c Ratio	0.78	0.81	1.74	1.09	1.32	0.90	0.14	0.24	1.05	0.55
Control Delay	104.3	35.0	386.7	86.1	222.8	84.6	13.1	44.9	118.9	41.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	104.3	35.0	386.7	86.1	222.8	84.6	13.1	44.9	118.9	41.0
LOS	F	D	F	F	F	F	B	D	F	D
Approach Delay		40.6		119.9		116.3			84.8	
Approach LOS		D		F		F			F	

Intersection Summary

Cycle Length: 161.1
Actuated Cycle Length: 161.1
Offset: 128 (79%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.74
Intersection Signal Delay: 90.3 Intersection LOS: F
Intersection Capacity Utilization 109.1% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 62: SW 72 Ave & SW 72 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	1611	6	32	1069	54	19	3	189	84	1	41
Future Volume (veh/h)	4	1611	6	32	1069	54	19	3	189	84	1	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	1696	6	34	1125	57	20	3	199	88	1	43
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	364	3618	13	236	3429	174	275	4	261	133	6	259
Arrive On Green	0.69	0.69	0.69	0.69	0.69	0.69	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	474	5252	19	288	4977	252	1362	24	1565	1180	36	1554
Grp Volume(v), veh/h	4	1099	603	34	769	413	20	0	202	88	0	44
Grp Sat Flow(s),veh/h/ln	474	1702	1867	288	1702	1825	1362	0	1589	1180	0	1591
Q Serve(g_s), s	0.3	13.4	13.4	5.5	8.2	8.2	1.1	0.0	10.9	4.1	0.0	2.1
Cycle Q Clear(g_c), s	8.5	13.4	13.4	18.9	8.2	8.2	3.3	0.0	10.9	15.0	0.0	2.1
Prop In Lane	1.00		0.01	1.00		0.14	1.00		0.99	1.00		0.98
Lane Grp Cap(c), veh/h	364	2345	1286	236	2345	1257	275	0	265	133	0	265
V/C Ratio(X)	0.01	0.47	0.47	0.14	0.33	0.33	0.07	0.00	0.76	0.66	0.00	0.17
Avail Cap(c_a), veh/h	364	2345	1286	236	2345	1257	275	0	265	133	0	265
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.3	6.4	6.4	10.8	5.6	5.6	33.5	0.0	35.8	43.8	0.0	32.1
Incr Delay (d2), s/veh	0.1	0.7	1.2	1.2	0.4	0.7	0.1	0.0	11.8	10.5	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.8	4.4	0.4	2.3	2.6	0.4	0.0	5.0	2.3	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.4	7.1	7.7	12.0	6.0	6.3	33.6	0.0	47.7	54.2	0.0	32.4
LnGrp LOS	A	A	A	B	A	A	C	A	D	D	A	C
Approach Vol, veh/h		1706			1216			222			132	
Approach Delay, s/veh		7.3			6.3			46.4			46.9	
Approach LOS		A			A			D			D	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		68.4		21.6		68.4		21.6				
Change Period (Y+Rc), s		6.4		6.6		6.4		6.6				
Max Green Setting (Gmax), s		62.0		15.0		62.0		15.0				
Max Q Clear Time (g_c+I1), s		20.9		12.9		15.4		17.0				
Green Ext Time (p_c), s		3.4		0.2		4.5		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			11.2									
HCM 6th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	4	1702	34	1182	20	202	88	44
v/c Ratio	0.01	0.47	0.22	0.33	0.10	0.78	0.70	0.17
Control Delay	4.5	6.3	9.3	5.3	33.5	50.1	65.2	12.4
Queue Delay	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0
Total Delay	4.5	6.3	9.3	5.7	33.5	50.1	65.2	12.4
Queue Length 50th (ft)	1	139	6	82	10	88	47	1
Queue Length 95th (ft)	4	172	22	105	30	#178	#111	29
Internal Link Dist (ft)		676		252		920		920
Turn Bay Length (ft)	110		115		250		150	
Base Capacity (vph)	293	3622	153	3606	226	297	147	300
Starvation Cap Reductn	0	0	0	1720	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.47	0.22	0.63	0.09	0.68	0.60	0.15

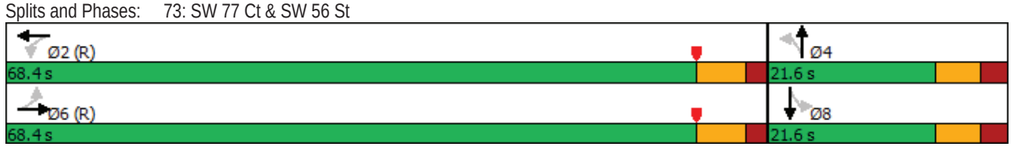
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	4	1611	32	1069	19	3	84	1
Future Volume (vph)	4	1611	32	1069	19	3	84	1
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		6		2		4		8
Permitted Phases	6		2		4		8	
Detector Phase	6	6	2	2	4	4	8	8
Switch Phase								
Minimum Initial (s)	16.0	16.0	16.0	16.0	7.0	7.0	7.0	7.0
Minimum Split (s)	22.4	22.4	22.4	22.4	13.6	13.6	19.6	19.6
Total Split (s)	68.4	68.4	68.4	68.4	21.6	21.6	21.6	21.6
Total Split (%)	76.0%	76.0%	76.0%	76.0%	24.0%	24.0%	24.0%	24.0%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.6	2.6	2.6	2.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.6	6.6	6.6	6.6
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None	None	None

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 85 (94%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 45
Control Type: Actuated-Coordinated

Splits and Phases: 73: SW 77 Ct & SW 56 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1676	208	310	678	0	0	0	0	576	0	477
Future Volume (vph)	0	1676	208	310	678	0	0	0	0	576	0	477
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0		7.0	7.0					7.5		7.0
Lane Util. Factor		0.81		0.97	0.91					0.94		0.76
Frt		0.98		1.00	1.00					1.00		0.85
Flt Protected		1.00		0.95	1.00					0.95		1.00
Satd. Flow (prot)		7419		3433	5085					4990		3610
Flt Permitted		1.00		0.95	1.00					0.95		1.00
Satd. Flow (perm)		7419		3433	5085					4990		3610
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1764	219	326	714	0	0	0	0	606	0	502
RTOR Reduction (vph)	0	12	0	0	0	0	0	0	0	0	0	102
Lane Group Flow (vph)	0	1971	0	326	714	0	0	0	0	606	0	400
Turn Type		NA		Prot	NA					Prot		custom
Protected Phases		2		1 3	6 3					7		5 7
Permitted Phases												
Actuated Green, G (s)		91.0		31.0	104.6					30.0		47.4
Effective Green, g (s)		91.0		31.0	104.6					30.0		47.4
Actuated g/C Ratio		0.50		0.17	0.58					0.17		0.26
Clearance Time (s)		7.0								7.5		
Vehicle Extension (s)		1.0								4.0		
Lane Grp Cap (vph)		3729		587	2938					827		945
v/s Ratio Prot		c0.27		c0.09	0.14					c0.12		0.11
v/s Ratio Perm												
v/c Ratio	0.53	0.56	0.24							0.73		0.42
Uniform Delay, d1	30.5	68.7	18.8							71.7		55.5
Progression Factor	1.00	1.01	0.22							1.00		1.00
Incremental Delay, d2	0.5	0.9	0.0							3.6		0.4
Delay (s)	31.0	70.2	4.1							75.3		55.9
Level of Service	C	E	A							E		E
Approach Delay (s)	31.0		24.9		0.0			66.5				
Approach LOS	C		C		A			E				

Intersection Summary			
HCM 2000 Control Delay	39.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	181.0	Sum of lost time (s)	29.0
Intersection Capacity Utilization	62.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

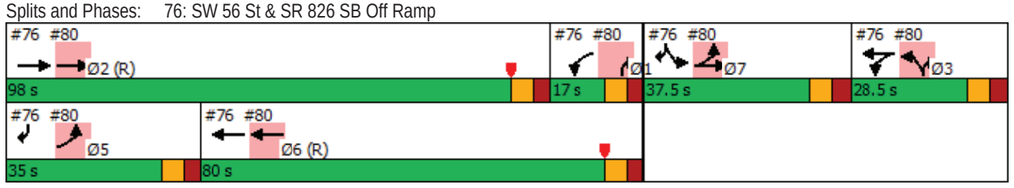
Lane Group	EBT	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	1983	326	714	606	502
v/c Ratio	0.53	0.55	0.24	0.73	0.48
Control Delay	30.7	47.7	2.3	77.7	25.6
Queue Delay	48.0	0.0	0.1	0.3	0.0
Total Delay	78.7	47.7	2.4	78.0	25.6
Queue Length 50th (ft)	384	151	14	246	114
Queue Length 95th (ft)	410	199	16	294	143
Internal Link Dist (ft)	252		299		
Turn Bay Length (ft)				440	440
Base Capacity (vph)	3740	597	2953	827	1260
Starvation Cap Reductn	1970	0	973	0	0
Spillback Cap Reductn	0	0	0	28	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.12	0.55	0.36	0.76	0.40

Intersection Summary

Lane Group	EBT	WBL	WBT	SBL	SBR	Ø1	Ø3	Ø5	Ø6
Lane Configurations									
Traffic Volume (vph)	1676	310	678	576	477				
Future Volume (vph)	1676	310	678	576	477				
Turn Type	NA	Prot	NA	Prot	custom				
Protected Phases	2	1 3	6 3	7	5 7	1	3	5	6
Permitted Phases									
Detector Phase	2	1 3	6 3	7	5 7				
Switch Phase									
Minimum Initial (s)	7.0			5.0		5.0	5.0	5.0	7.0
Minimum Split (s)	34.0			12.5		12.0	12.5	12.0	34.0
Total Split (s)	98.0			37.5		17.0	28.5	35.0	80.0
Total Split (%)	54.1%			20.7%		9%	16%	19%	44%
Yellow Time (s)	4.0			4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	3.0			3.5		3.0	3.5	3.0	3.0
Lost Time Adjust (s)	0.0			0.0					
Total Lost Time (s)	7.0			7.5					
Lead/Lag	Lead			Lead		Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes			Yes		Yes	Yes	Yes	Yes
Recall Mode	C-Max			None		None	None	None	C-Max

Intersection Summary
Cycle Length: 181
Actuated Cycle Length: 181
Offset: 49 (27%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 76: SW 56 St & SR 826 SB Off Ramp



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	542	1710	0	0	773	1025	215	0	520	0	0	0
Future Volume (vph)	542	1710	0	0	773	1025	215	0	520	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0			7.0		7.5		7.0			
Lane Util. Factor	0.97	0.91			0.81		0.97		0.88			
Frt	1.00	1.00			0.91		1.00		0.85			
Flt Protected	0.95	1.00			1.00		0.95		1.00			
Satd. Flow (prot)	3433	5085			6899		3433		2787			
Flt Permitted	0.95	1.00			1.00		0.95		1.00			
Satd. Flow (perm)	3433	5085			6899		3433		2787			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	571	1800	0	0	814	1079	226	0	547	0	0	0
RTOR Reduction (vph)	0	0	0	0	119	0	0	0	46	0	0	0
Lane Group Flow (vph)	571	1800	0	0	1774	0	226	0	501	0	0	0
Turn Type	Prot	NA			NA		Prot		custom			
Protected Phases	5 7	2 7			6		3		1 3			
Permitted Phases												
Actuated Green, G (s)	47.4	121.0			83.6		21.0		31.0			
Effective Green, g (s)	47.4	121.0			83.6		21.0		31.0			
Actuated g/C Ratio	0.26	0.67			0.46		0.12		0.17			
Clearance Time (s)					7.0		7.5					
Vehicle Extension (s)					1.0		3.0					
Lane Grp Cap (vph)	899	3399			3186		398		477			
v/s Ratio Prot	c0.17	c0.35			c0.26		0.07		c0.18			
v/s Ratio Perm												
v/c Ratio	0.64	0.53			1.25dr		0.57		1.05			
Uniform Delay, d1	59.1	15.4			35.3		75.7		75.0			
Progression Factor	1.30	0.13			1.00		1.00		1.00			
Incremental Delay, d2	1.4	0.2			0.7		1.9		54.8			
Delay (s)	78.2	2.2			36.0		77.6		129.8			
Level of Service	E	A			D		E		F			
Approach Delay (s)		20.5			36.0			114.5			0.0	
Approach LOS		C			D			F			A	

Intersection Summary			
HCM 2000 Control Delay	40.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	181.0	Sum of lost time (s)	29.0
Intersection Capacity Utilization	62.9%	ICU Level of Service	B
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.
c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBL	NBR
Lane Group Flow (vph)	571	1800	1893	226	547
v/c Ratio	0.63	0.53	1.25dr	0.57	1.03
Control Delay	49.0	1.5	32.0	81.8	98.3
Queue Delay	0.2	0.0	0.0	0.0	0.0
Total Delay	49.2	1.6	32.0	81.8	98.3
Queue Length 50th (ft)	242	22	358	133	~251
Queue Length 95th (ft)	272	26	404	182	#406
Internal Link Dist (ft)		299	1166		
Turn Bay Length (ft)				350	350
Base Capacity (vph)	1109	3413	3308	398	531
Starvation Cap Reductn	91	78	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.56	0.54	0.57	0.57	1.03

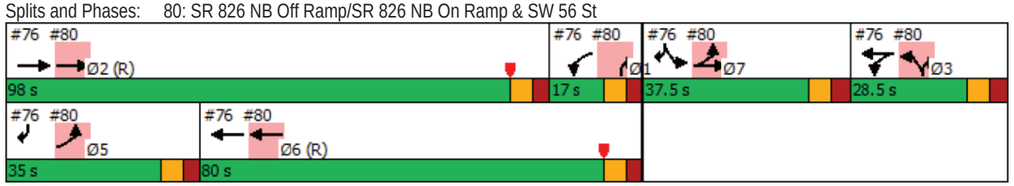
Intersection Summary
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Lane Group	EBL	EBT	WBT	NBL	NBR	Ø1	Ø2	Ø5	Ø7
Lane Configurations									
Traffic Volume (vph)	542	1710	773	215	520				
Future Volume (vph)	542	1710	773	215	520				
Turn Type	Prot	NA	NA	Prot	custom				
Protected Phases	5 7	2 7	6	3	1 3	1	2	5	7
Permitted Phases									
Detector Phase	5 7	2 7	6	3	1 3				
Switch Phase									
Minimum Initial (s)			7.0	5.0		5.0	7.0	5.0	5.0
Minimum Split (s)			34.0	12.5		12.0	34.0	12.0	12.5
Total Split (s)			80.0	28.5		17.0	98.0	35.0	37.5
Total Split (%)			44.2%	15.7%		9%	54%	19%	21%
Yellow Time (s)			4.0	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)			3.0	3.5		3.0	3.0	3.0	3.5
Lost Time Adjust (s)			0.0	0.0					
Total Lost Time (s)			7.0	7.5					
Lead/Lag			Lag	Lag		Lag	Lead	Lead	Lead
Lead-Lag Optimize?			Yes	Yes		Yes	Yes	Yes	Yes
Recall Mode			C-Max	None		None	C-Max	None	None

Intersection Summary

Cycle Length: 181
Actuated Cycle Length: 181
Offset: 49 (27%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 80: SR 826 NB Off Ramp/SR 826 NB On Ramp & SW 56 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	491	1357	327	111	1500	219	207	376	125	95	152	113
Future Volume (veh/h)	491	1357	327	111	1500	219	207	376	125	95	152	113
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	517	1428	344	117	1579	231	218	396	132	100	160	119
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	569	1796	421	162	1551	223	256	358	118	151	155	108
Arrive On Green	0.16	0.63	0.63	0.03	0.50	0.50	0.12	0.14	0.14	0.06	0.08	0.08
Sat Flow, veh/h	3456	2857	670	1781	3119	448	1781	2626	865	1781	1999	1397
Grp Volume(v), veh/h	517	873	899	117	887	923	218	266	262	100	141	138
Grp Sat Flow(s),veh/h/ln	1728	1777	1750	1781	1777	1790	1781	1777	1715	1781	1777	1619
Q Serve(g_s), s	26.6	64.9	71.0	6.0	90.0	90.0	19.9	24.7	24.7	9.3	14.0	14.0
Cycle Q Clear(g_c), s	26.6	64.9	71.0	6.0	90.0	90.0	19.9	24.7	24.7	9.3	14.0	14.0
Prop In Lane	1.00		0.38	1.00		0.25	1.00		0.50	1.00		0.86
Lane Grp Cap(c), veh/h	569	1117	1100	162	884	890	256	242	234	151	137	125
V/C Ratio(X)	0.91	0.78	0.82	0.72	1.00	1.04	0.85	1.10	1.12	0.66	1.03	1.10
Avail Cap(c_a), veh/h	687	1117	1100	162	884	890	266	242	234	266	137	125
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	74.3	24.5	25.6	32.2	45.5	45.5	65.1	78.2	78.2	71.5	83.5	83.5
Incr Delay (d2), s/veh	14.3	5.5	6.8	14.4	31.2	40.1	21.2	86.9	94.4	3.7	83.9	110.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.9	28.0	30.4	3.2	46.2	48.8	10.7	17.2	17.1	4.4	9.7	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	88.6	30.0	32.4	46.6	76.7	85.6	86.3	165.0	172.6	75.1	167.4	193.8
LnGrp LOS	F	C	C	D	F	F	F	F	F	E	F	F
Approach Vol, veh/h		2289			1927			746			379	
Approach Delay, s/veh		44.2			79.1			144.7			152.7	
Approach LOS		D			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	36.2	96.4	17.5	30.9	12.4	120.2	28.2	20.2
Change Period (Y+Rc), s	6.4	6.4	* 6.2	* 6.2	6.4	6.4	* 6.2	* 6.2
Max Green Setting (Gmax), s	36.0	83.0	* 23	* 14	6.0	113.0	* 23	* 14
Max Q Clear Time (g_c+I1), s	28.6	92.0	11.3	26.7	8.0	73.0	21.9	16.0
Green Ext Time (p_c), s	1.2	0.0	0.1	0.0	0.0	4.8	0.1	0.0

Intersection Summary

HCM 6th Ctrl Delay	78.5
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	517	1772	117	1810	218	528	100	279
v/c Ratio	0.86	0.82	0.97	1.08	0.87	1.15	0.59	0.79
Control Delay	87.1	30.0	109.0	90.4	90.8	150.3	70.9	73.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.1	30.0	109.0	90.4	90.8	150.3	70.9	73.8
Queue Length 50th (ft)	311	816	62	~1264	228	~373	97	126
Queue Length 95th (ft)	374	918	#145	#1440	#357	#566	157	#205
Internal Link Dist (ft)		1164		1058		197		324
Turn Bay Length (ft)	1000		180		135		305	
Base Capacity (vph)	682	2155	120	1677	262	461	266	353
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.82	0.97	1.08	0.83	1.15	0.38	0.79

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	491	1357	111	1500	207	376	95	152
Future Volume (vph)	491	1357	111	1500	207	376	95	152
Turn Type	Prot	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases			2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	10.0	5.0	10.0
Minimum Split (s)	11.4	25.4	11.4	25.4	11.2	20.0	11.2	20.0
Total Split (s)	42.4	119.4	12.4	89.4	29.2	20.2	29.2	20.2
Total Split (%)	23.4%	65.9%	6.8%	49.3%	16.1%	11.1%	16.1%	11.1%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.2	6.2	6.2	6.2
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 181.2
Actuated Cycle Length: 181.2
Offset: 29 (16%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 5: SW 72 Ave & SW 56 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	1489	18	48	2525	82	17	4	36	32	0	26
Future Volume (veh/h)	34	1489	18	48	2525	82	17	4	36	32	0	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	36	1567	19	51	2658	86	18	4	38	34	0	27
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	129	4504	55	300	4402	141	103	9	90	90	0	98
Arrive On Green	0.87	0.87	0.87	1.00	1.00	1.00	0.06	0.06	0.06	0.06	0.00	0.06
Sat Flow, veh/h	103	5200	63	322	5082	163	1383	153	1455	1365	0	1585
Grp Volume(v), veh/h	36	1026	560	51	1773	971	18	0	42	34	0	27
Grp Sat Flow(s),veh/h/ln	103	1702	1859	322	1702	1841	1383	0	1608	1365	0	1585
Q Serve(g_s), s	13.0	10.4	10.4	2.3	0.0	0.0	2.3	0.0	4.5	4.4	0.0	2.9
Cycle Q Clear(g_c), s	13.0	10.4	10.4	12.7	0.0	0.0	5.2	0.0	4.5	9.0	0.0	2.9
Prop In Lane	1.00		0.03	1.00		0.09	1.00		0.90	1.00		1.00
Lane Grp Cap(c), veh/h	129	2949	1610	300	2949	1595	103	0	99	90	0	98
V/C Ratio(X)	0.28	0.35	0.35	0.17	0.60	0.61	0.18	0.00	0.42	0.38	0.00	0.28
Avail Cap(c_a), veh/h	129	2949	1610	300	2949	1595	279	0	304	263	0	299
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.55	0.55	0.55	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	2.5	2.3	2.3	0.4	0.0	0.0	83.1	0.0	81.4	85.7	0.0	80.6
Incr Delay (d2), s/veh	5.3	0.3	0.6	0.7	0.5	1.0	0.6	0.0	2.1	2.0	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	2.6	3.0	0.1	0.2	0.4	0.8	0.0	2.0	1.6	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.8	2.6	2.9	1.1	0.5	1.0	83.7	0.0	83.5	87.7	0.0	81.8
LnGrp LOS	A	A	A	A	A	A	F	A	F	F	A	F
Approach Vol, veh/h		1622			2795			60			61	
Approach Delay, s/veh		2.8			0.7			83.6			85.1	
Approach LOS		A			A			F			F	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	162.3	17.7	162.3	17.7
Change Period (Y+Rc), s	6.4	6.6	6.4	6.6
Max Green Setting (Gmax), s	133.0	34.0	133.0	34.0
Max Q Clear Time (g_c+I1), s	14.7	7.2	15.0	11.0
Green Ext Time (p_c), s	13.1	0.2	6.6	0.1

Intersection Summary	
HCM 6th Ctrl Delay	3.7
HCM 6th LOS	A

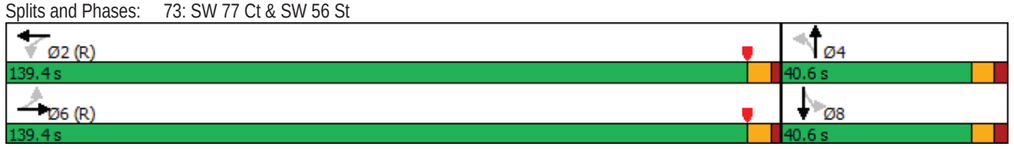
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	36	1586	51	2744	18	42	34	27
v/c Ratio	0.60	0.35	0.21	0.61	0.24	0.34	0.46	0.26
Control Delay	49.1	2.1	2.8	2.1	88.0	31.6	101.3	40.2
Queue Delay	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
Total Delay	49.1	2.1	2.8	2.3	88.0	31.6	101.3	40.2
Queue Length 50th (ft)	9	95	4	176	21	5	40	7
Queue Length 95th (ft)	#37	134	m11	m177	51	49	81	43
Internal Link Dist (ft)		676		252		920		920
Turn Bay Length (ft)	110		115		250		150	
Base Capacity (vph)	60	4545	240	4532	260	334	256	316
Starvation Cap Reductn	0	0	0	670	0	0	0	0
Spillback Cap Reductn	0	44	0	0	0	1	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.35	0.21	0.71	0.07	0.13	0.13	0.09

Intersection Summary
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	34	1489	48	2525	17	4	32	0
Future Volume (vph)	34	1489	48	2525	17	4	32	0
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		6		2		4		8
Permitted Phases	6		2		4		8	
Detector Phase	6	6	2	2	4	4	8	8
Switch Phase								
Minimum Initial (s)	16.0	16.0	16.0	16.0	7.0	7.0	7.0	7.0
Minimum Split (s)	22.4	22.4	22.4	22.4	13.6	13.6	13.6	13.6
Total Split (s)	139.4	139.4	139.4	139.4	40.6	40.6	40.6	40.6
Total Split (%)	77.4%	77.4%	77.4%	77.4%	22.6%	22.6%	22.6%	22.6%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.6	2.6	2.6	2.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.6	6.6	6.6	6.6
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None	None	None

Intersection Summary
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 82 (46%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 73: SW 77 Ct & SW 56 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1206	351	235	1774	0	0	0	0	735	0	881
Future Volume (vph)	0	1206	351	235	1774	0	0	0	0	735	0	881
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0		7.0	7.0					7.5		7.0
Lane Util. Factor		0.81		0.97	0.91					0.94		0.76
Frt		0.97		1.00	1.00					1.00		0.85
Flt Protected		1.00		0.95	1.00					0.95		1.00
Satd. Flow (prot)		7289		3433	5085					4990		3610
Flt Permitted		1.00		0.95	1.00					0.95		1.00
Satd. Flow (perm)		7289		3433	5085					4990		3610
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1269	369	247	1867	0	0	0	0	774	0	927
RTOR Reduction (vph)	0	29	0	0	0	0	0	0	0	0	0	29
Lane Group Flow (vph)	0	1609	0	247	1867	0	0	0	0	774	0	898
Turn Type		NA		Prot	NA					Prot		custom
Protected Phases		2		1 3	6 3					7		5 7
Permitted Phases												
Actuated Green, G (s)		95.0		31.0	112.0					25.0		39.0
Effective Green, g (s)		95.0		31.0	112.0					25.0		39.0
Actuated g/C Ratio		0.53		0.17	0.62					0.14		0.22
Clearance Time (s)		7.0								7.5		
Vehicle Extension (s)		1.0								4.0		
Lane Grp Cap (vph)		3846		591	3164					693		782
v/s Ratio Prot		0.22		0.07	c0.37					0.16		c0.25
v/s Ratio Perm												
v/c Ratio	0.42	0.42	0.59							1.12		1.15
Uniform Delay, d1	25.8	66.5	20.3							77.5		70.5
Progression Factor	0.93	1.13	0.21							1.00		1.00
Incremental Delay, d2	0.3	0.3	0.2							71.0		81.4
Delay (s)	24.4	75.2	4.5							148.5		151.9
Level of Service	C	E	A							F		F
Approach Delay (s)	24.4		12.8		0.0			150.3				
Approach LOS	C		B		A			F				

Intersection Summary			
HCM 2000 Control Delay	59.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	29.0
Intersection Capacity Utilization	71.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	1638	247	1867	774	927
v/c Ratio	0.42	0.41	0.59	1.12	1.13
Control Delay	23.5	46.9	3.1	138.2	115.4
Queue Delay	0.3	0.0	0.1	0.2	0.2
Total Delay	23.8	46.9	3.2	138.4	115.6
Queue Length 50th (ft)	188	127	52	~370	~385
Queue Length 95th (ft)	222	m163	m53	#463	#503
Internal Link Dist (ft)	252		299		
Turn Bay Length (ft)				440	440
Base Capacity (vph)	3875	600	3178	693	821
Starvation Cap Reductn	1431	0	285	0	0
Spillback Cap Reductn	0	0	0	21	26
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.67	0.41	0.65	1.15	1.17

Intersection Summary

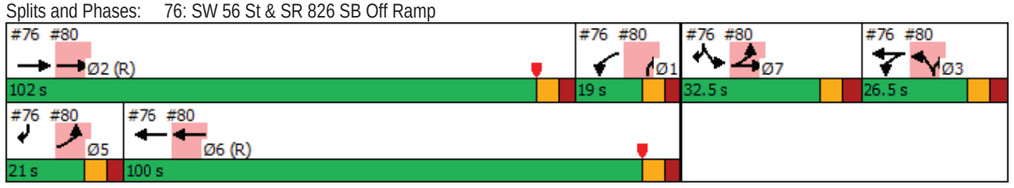
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBT	WBL	WBT	SBL	SBR	Ø1	Ø3	Ø5	Ø6
Lane Configurations									
Traffic Volume (vph)	1206	235	1774	735	881				
Future Volume (vph)	1206	235	1774	735	881				
Turn Type	NA	Prot	NA	Prot	custom				
Protected Phases	2	1 3	6 3	7	5 7	1	3	5	6
Permitted Phases									
Detector Phase	2	1 3	6 3	7	5 7				
Switch Phase									
Minimum Initial (s)	7.0			5.0		5.0	5.0	5.0	7.0
Minimum Split (s)	34.0			12.5		12.0	12.5	12.0	34.0
Total Split (s)	102.0			32.5		19.0	26.5	21.0	100.0
Total Split (%)	56.7%			18.1%		11%	15%	12%	56%
Yellow Time (s)	4.0			4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	3.0			3.5		3.0	3.5	3.0	3.0
Lost Time Adjust (s)	0.0			0.0					
Total Lost Time (s)	7.0			7.5					
Lead/Lag	Lead			Lead		Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes			Yes		Yes	Yes	Yes	Yes
Recall Mode	C-Max			None		None	None	None	C-Max

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 29 (16%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 76: SW 56 St & SR 826 SB Off Ramp



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	493	1448	0	0	1649	769	361	0	258	0	0	0
Future Volume (vph)	493	1448	0	0	1649	769	361	0	258	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0			7.0		7.5		7.0			
Lane Util. Factor	0.97	0.91			0.81		0.97		0.88			
Frt	1.00	1.00			0.95		1.00		0.85			
Flt Protected	0.95	1.00			1.00		0.95		1.00			
Satd. Flow (prot)	3433	5085			7184		3433		2787			
Flt Permitted	0.95	1.00			1.00		0.95		1.00			
Satd. Flow (perm)	3433	5085			7184		3433		2787			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	519	1524	0	0	1736	809	380	0	272	0	0	0
RTOR Reduction (vph)	0	0	0	0	46	0	0	0	46	0	0	0
Lane Group Flow (vph)	519	1524	0	0	2499	0	380	0	226	0	0	0
Turn Type	Prot	NA			NA		Prot		custom			
Protected Phases	5 7	2 7			6		3		1 3			
Permitted Phases												
Actuated Green, G (s)	39.0	120.0			93.0		19.0		31.0			
Effective Green, g (s)	39.0	120.0			93.0		19.0		31.0			
Actuated g/C Ratio	0.22	0.67			0.52		0.11		0.17			
Clearance Time (s)					7.0		7.5					
Vehicle Extension (s)					1.0		3.0					
Lane Grp Cap (vph)	743	3390			3711		362		479			
v/s Ratio Prot	c0.15	0.30			c0.35		c0.11		0.08			
v/s Ratio Perm												
v/c Ratio	0.70	0.45			0.92dr		1.05		0.47			
Uniform Delay, d1	65.1	14.3			32.2		80.5		67.1			
Progression Factor	1.12	0.47			1.00		1.00		1.00			
Incremental Delay, d2	2.2	0.1			1.0		60.9		0.7			
Delay (s)	74.8	6.9			33.2		141.4		67.8			
Level of Service	E	A			C		F		E			
Approach Delay (s)		24.1			33.2			110.7			0.0	
Approach LOS		C			C			F			A	

Intersection Summary			
HCM 2000 Control Delay	39.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	29.0
Intersection Capacity Utilization	71.7%	ICU Level of Service	C
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.
c Critical Lane Group

Lane Group	EBL	EBT	WBT	NBL	NBR
Lane Group Flow (vph)	519	1524	2545	380	272
v/c Ratio	0.69	0.45	0.92dr	1.05	0.51
Control Delay	49.8	3.7	32.1	135.0	36.8
Queue Delay	0.3	0.1	0.0	0.0	0.0
Total Delay	50.1	3.8	32.1	135.0	36.8
Queue Length 50th (ft)	176	65	525	~250	96
Queue Length 95th (ft)	m212	m65	551	#365	137
Internal Link Dist (ft)		299	1166		
Turn Bay Length (ft)				350	350
Base Capacity (vph)	753	3404	3757	362	533
Starvation Cap Reductn	28	621	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.72	0.55	0.68	1.05	0.51

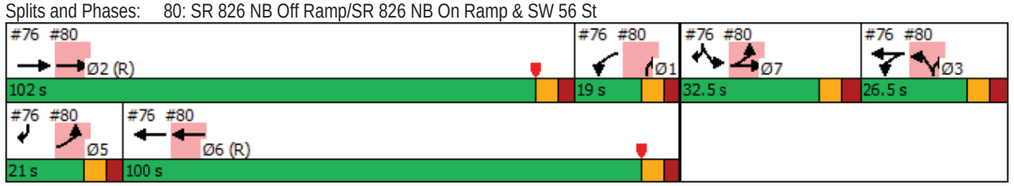
Intersection Summary
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Lane Group	EBL	EBT	WBT	NBL	NBR	Ø1	Ø2	Ø5	Ø7
Lane Configurations									
Traffic Volume (vph)	493	1448	1649	361	258				
Future Volume (vph)	493	1448	1649	361	258				
Turn Type	Prot	NA	NA	Prot	custom				
Protected Phases	5 7	2 7	6	3	1 3	1	2	5	7
Permitted Phases									
Detector Phase	5 7	2 7	6	3	1 3				
Switch Phase									
Minimum Initial (s)			7.0	5.0		5.0	7.0	5.0	5.0
Minimum Split (s)			34.0	12.5		12.0	34.0	12.0	12.5
Total Split (s)			100.0	26.5		19.0	102.0	21.0	32.5
Total Split (%)			55.6%	14.7%		11%	57%	12%	18%
Yellow Time (s)			4.0	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)			3.0	3.5		3.0	3.0	3.0	3.5
Lost Time Adjust (s)			0.0	0.0					
Total Lost Time (s)			7.0	7.5					
Lead/Lag			Lag	Lag		Lag	Lead	Lead	Lead
Lead-Lag Optimize?			Yes	Yes		Yes	Yes	Yes	Yes
Recall Mode			C-Max	None		None	C-Max	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 29 (16%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 80: SR 826 NB Off Ramp/SR 826 NB On Ramp & SW 56 St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	1332	200	113	1450	111	424	201	73	124	362	536
Future Volume (veh/h)	121	1332	200	113	1450	111	424	201	73	124	362	536
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	127	1402	211	119	1526	117	446	212	77	131	381	564
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	164	1612	240	152	1723	131	178	612	216	330	393	350
Arrive On Green	0.05	0.52	0.52	0.04	0.51	0.51	0.08	0.24	0.24	0.06	0.22	0.22
Sat Flow, veh/h	3456	3102	462	1781	3346	255	1781	2576	908	1781	1777	1585
Grp Volume(v), veh/h	127	796	817	119	806	837	446	144	145	131	381	564
Grp Sat Flow(s),veh/h/ln	1728	1777	1787	1781	1777	1824	1781	1777	1707	1781	1777	1585
Q Serve(g_s), s	6.6	70.6	73.2	5.7	72.9	74.5	14.0	12.2	12.8	10.3	38.5	40.0
Cycle Q Clear(g_c), s	6.6	70.6	73.2	5.7	72.9	74.5	14.0	12.2	12.8	10.3	38.5	40.0
Prop In Lane	1.00		0.26	1.00		0.14	1.00		0.53	1.00		1.00
Lane Grp Cap(c), veh/h	164	923	929	152	915	939	178	422	406	330	393	350
V/C Ratio(X)	0.77	0.86	0.88	0.78	0.88	0.89	2.51	0.34	0.36	0.40	0.97	1.61
Avail Cap(c_a), veh/h	191	923	929	174	915	939	178	422	406	330	393	350
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	85.2	37.9	38.5	39.8	39.0	39.4	54.0	57.3	57.5	50.7	69.9	70.5
Incr Delay (d2), s/veh	15.4	10.5	11.6	17.9	11.9	12.5	696.8	0.6	0.6	0.6	37.6	287.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	32.7	34.3	3.4	34.1	35.8	40.7	5.6	5.7	4.7	21.7	44.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	100.6	48.3	50.1	57.7	50.9	51.9	750.8	57.8	58.1	51.3	107.5	358.0
LnGrp LOS	F	D	D	E	D	D	F	E	E	D	F	F
Approach Vol, veh/h		1740			1762			735			1076	
Approach Delay, s/veh		53.0			51.8			478.4			231.9	
Approach LOS		D			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	99.6	17.2	49.2	14.2	100.4	20.2	46.2
Change Period (Y+Rc), s	6.4	6.4	* 6.2	* 6.2	6.4	6.4	* 6.2	* 6.2
Max Green Setting (Gmax), s	10.0	92.0	* 11	* 43	10.0	92.0	* 14	* 40
Max Q Clear Time (g_c+I1), s	8.6	76.5	12.3	14.8	7.7	75.2	16.0	42.0
Green Ext Time (p_c), s	0.0	3.7	0.0	2.1	0.1	3.7	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	147.7
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	127	1613	119	1643	446	289	131	945
v/c Ratio	0.69	0.91	0.87	0.92	2.52	0.35	0.41	1.30dr
Control Delay	103.5	49.5	90.3	50.5	721.2	53.1	49.0	147.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	103.5	49.5	90.3	50.5	721.2	53.1	49.0	147.1
Queue Length 50th (ft)	77	910	92	937	~836	137	113	~652
Queue Length 95th (ft)	118	1025	#220	1055	#1073	187	174	#794
Internal Link Dist (ft)		1164		1058		197		324
Turn Bay Length (ft)	1000		180		135		305	
Base Capacity (vph)	189	1768	138	1784	177	831	324	797
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.91	0.86	0.92	2.52	0.35	0.40	1.19

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	121	1332	113	1450	424	201	124	362
Future Volume (vph)	121	1332	113	1450	424	201	124	362
Turn Type	Prot	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases			2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	5.0	7.0	5.0	7.0	5.0	10.0	5.0	10.0
Minimum Split (s)	11.4	25.4	11.4	25.4	11.2	25.2	11.2	25.2
Total Split (s)	16.4	98.4	16.4	98.4	20.2	49.2	17.2	46.2
Total Split (%)	9.1%	54.3%	9.1%	54.3%	11.1%	27.2%	9.5%	25.5%
Yellow Time (s)	4.4	4.4	4.4	4.4	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.2	6.2	6.2	6.2
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None

Intersection Summary

Cycle Length: 181.2
Actuated Cycle Length: 181.2
Offset: 79 (44%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 5: SW 72 Ave & SW 56 St

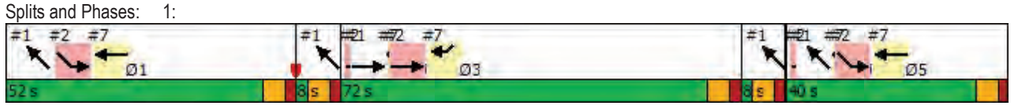


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	0	2420	0	0	0	0	0	0	0	0	1664	0
Future Volume (vph)	0	2420	0	0	0	0	0	0	0	0	1664	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Util. Factor	1.00	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	6576	0	0	0	0	0	0	0	0	5219	0
Flt Permitted												
Satd. Flow (perm)	0	6576	0	0	0	0	0	0	0	0	5219	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		191			202			99			218	
Travel Time (s)		4.3			4.6			2.3			5.0	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	2420	0	0	0	0	0	0	0	0	1664	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2420	0	0	0	0	0	0	0	0	1664	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		-12			0			0			-12	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA									NA	
Protected Phases		3									1 2 4 5	
Permitted Phases												
Minimum Split (s)		11.0										
Total Split (s)		72.0										
Total Split (%)		40.0%										
Maximum Green (s)		66.0										
Yellow Time (s)		4.0										
All-Red Time (s)		2.0										
Lost Time Adjust (s)		0.0										
Total Lost Time (s)		6.0										
Lead/Lag		Lead										
Lead-Lag Optimize?		Yes										
Act Effct Green (s)		66.0									102.0	
Actuated g/C Ratio		0.37									0.57	
v/c Ratio		1.00									0.56	
Control Delay		75.2									22.1	
Queue Delay		0.0									1.5	
Total Delay		75.2									23.7	
LOS		E									C	
Approach Delay		75.2									23.7	
Approach LOS		E									C	

Lane Group	Ø1	Ø2	Ø4	Ø5
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Ideal Flow (vphpl)				
Lane Util. Factor				
Frt				
Flt Protected				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Peak Hour Factor				
Adj. Flow (vph)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Enter Blocked Intersection				
Lane Alignment				
Median Width(ft)				
Link Offset(ft)				
Crosswalk Width(ft)				
Two way Left Turn Lane				
Headway Factor				
Turning Speed (mph)				
Turn Type				
Protected Phases	1	2	4	5
Permitted Phases				
Minimum Split (s)	11.0	8.0	8.0	11.0
Total Split (s)	52.0	8.0	8.0	40.0
Total Split (%)	29%	4%	4%	22%
Maximum Green (s)	46.0	2.0	2.0	34.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				

Intersection Summary		
Area Type:	Other	
Cycle Length: 180		
Actuated Cycle Length: 180		
Offset: 0 (0%), Referenced to phase 2:NWT, Start of Green		
Natural Cycle: 90		
Control Type: Pretimed		
Maximum v/c Ratio: 1.00		
Intersection Signal Delay: 54.2	Intersection LOS: D	
Intersection Capacity Utilization 75.5%	ICU Level of Service D	
Analysis Period (min) 15		

Splits and Phases: 1:



Lane Group	EBT	NWT
Lane Group Flow (vph)	2420	1664
v/c Ratio	1.00	0.56
Control Delay	75.2	22.1
Queue Delay	0.0	1.5
Total Delay	75.2	23.7
Queue Length 50th (ft)	~840	303
Queue Length 95th (ft)	#922	325
Internal Link Dist (ft)	111	138
Turn Bay Length (ft)		
Base Capacity (vph)	2411	2957
Starvation Cap Reductn	0	1037
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	1.00	0.87

Intersection Summary
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

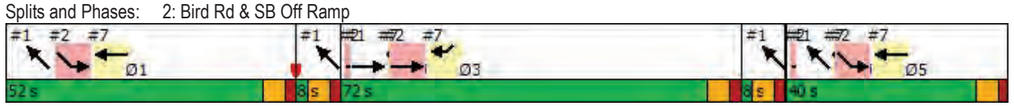
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	0	2420	0	0	0	0	0	0	0	0	1664	0
Future Volume (vph)	0	2420	0	0	0	0	0	0	0	0	1664	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Total Lost time (s)		6.0									6.0	
Lane Util. Factor		0.86									0.91	
Frt		1.00									1.00	
Flt Protected		1.00									1.00	
Satd. Flow (prot)		6576									5219	
Flt Permitted		1.00									1.00	
Satd. Flow (perm)		6576									5219	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	2420	0	0	0	0	0	0	0	0	1664	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	2420	0	0	0	0	0	0	0	0	1664	0
Turn Type		NA									NA	
Protected Phases		3									1 2 4 5	
Permitted Phases												
Actuated Green, G (s)		66.0									102.0	
Effective Green, g (s)		66.0									102.0	
Actuated g/C Ratio		0.37									0.57	
Clearance Time (s)		6.0										
Lane Grp Cap (vph)		2411									2957	
v/s Ratio Prot		c0.37									c0.32	
v/s Ratio Perm												
v/c Ratio	1.00										0.56	
Uniform Delay, d1	57.0										24.8	
Progression Factor	1.00										0.86	
Incremental Delay, d2	19.2										0.6	
Delay (s)	76.2										22.0	
Level of Service	E										C	
Approach Delay (s)	76.2		0.0			0.0					22.0	
Approach LOS	E		A			A					C	

Intersection Summary			
HCM 2000 Control Delay	54.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	75.5%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBT	WBR	SEL	SER	Ø1	Ø2	Ø3	Ø4	Ø5
Lane Configurations											
Traffic Volume (vph)	0	2420	0	0	1165	0					
Future Volume (vph)	0	2420	0	0	1165	0					
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950					
Lane Util. Factor	1.00	0.86	1.00	1.00	0.97	1.00					
Frt											
Flt Protected					0.950						
Satd. Flow (prot)	0	6576	0	0	3523	0					
Flt Permitted					0.950						
Satd. Flow (perm)	0	6576	0	0	3523	0					
Right Turn on Red				Yes	No	Yes					
Satd. Flow (RTOR)											
Link Speed (mph)		30	30		30						
Link Distance (ft)		202	201		212						
Travel Time (s)		4.6	4.6		4.8						
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00					
Adj. Flow (vph)	0	2420	0	0	1165	0					
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	2420	0	0	1165	0					
Enter Blocked Intersection	No	No	No	No	No	No					
Lane Alignment	Left	Left	Left	Right	Right	Right					
Median Width(ft)		0	0		24						
Link Offset(ft)		0	0		0						
Crosswalk Width(ft)		16	16		16						
Two way Left Turn Lane											
Headway Factor	0.97	0.97	0.97	0.97	0.97	0.97					
Turning Speed (mph)	15			9	20	20					
Turn Type		NA			Prot						
Protected Phases		2 3 4			1 5		1	2	3	4	5
Permitted Phases											
Minimum Split (s)							11.0	8.0	11.0	8.0	11.0
Total Split (s)							52.0	8.0	72.0	8.0	40.0
Total Split (%)							29%	4%	40%	4%	22%
Maximum Green (s)							46.0	2.0	66.0	2.0	34.0
Yellow Time (s)							4.0	4.0	4.0	4.0	4.0
All-Red Time (s)							2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)											
Total Lost Time (s)											
Lead/Lag							Lead	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	
Act Effct Green (s)		82.0			86.0						
Actuated g/C Ratio		0.46			0.48						
v/c Ratio		0.81			0.69						
Control Delay		2.9			39.4						
Queue Delay		0.7			0.0						
Total Delay		3.6			39.4						
LOS		A			D						
Approach Delay		3.6			39.4						
Approach LOS		A			D						

Intersection Summary		
Area Type:	Other	
Cycle Length: 180		
Actuated Cycle Length: 180		
Offset: 0 (0%), Referenced to phase 2:NWT, Start of Green		
Natural Cycle: 90		
Control Type: Pretimed		
Maximum v/c Ratio: 1.00		
Intersection Signal Delay: 15.2	Intersection LOS: B	
Intersection Capacity Utilization 76.6%	ICU Level of Service D	
Analysis Period (min) 15		

Splits and Phases: 2: Bird Rd & SB Off Ramp



Lane Group	EBT	SEL
Lane Group Flow (vph)	2420	1165
v/c Ratio	0.81	0.69
Control Delay	2.9	39.4
Queue Delay	0.7	0.0
Total Delay	3.6	39.4
Queue Length 50th (ft)	4	548
Queue Length 95th (ft)	m0	628
Internal Link Dist (ft)	122	132
Turn Bay Length (ft)		
Base Capacity (vph)	2995	1683
Starvation Cap Reductn	263	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.89	0.69

Intersection Summary
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	2420	0	0	1165	0
Future Volume (vph)	0	2420	0	0	1165	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Total Lost time (s)		6.0			6.0	
Lane Util. Factor		0.86			0.97	
Frt		1.00			1.00	
Flt Protected		1.00			0.95	
Satd. Flow (prot)		6576			3523	
Flt Permitted		1.00			0.95	
Satd. Flow (perm)		6576			3523	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	2420	0	0	1165	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	2420	0	0	1165	0
Turn Type		NA			Prot	
Protected Phases		2 3 4			1 5	
Permitted Phases						
Actuated Green, G (s)		82.0			86.0	
Effective Green, g (s)		82.0			86.0	
Actuated g/C Ratio		0.46			0.48	
Clearance Time (s)						
Lane Grp Cap (vph)		2995			1683	
v/s Ratio Prot		c0.37			c0.33	
v/s Ratio Perm						
v/c Ratio		0.81			0.69	
Uniform Delay, d1		42.2			36.7	
Progression Factor		0.06			1.00	
Incremental Delay, d2		0.2			2.4	
Delay (s)		2.9			39.0	
Level of Service		A			D	
Approach Delay (s)		2.9	0.0		39.0	
Approach LOS		A	A		D	

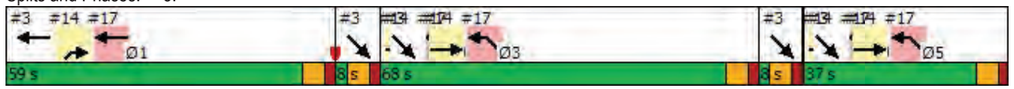
Intersection Summary			
HCM 2000 Control Delay	14.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	76.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	2057	0	0	2845	0	0	0	0
Future Volume (vph)	0	0	0	0	2057	0	0	2845	0	0	0	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Util. Factor	1.00	1.00	1.00	1.00	0.86	1.00	1.00	0.91	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	0	0	0	6576	0	0	5219	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	6576	0	0	5219	0	0	0	0
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		178			148			174			147	
Travel Time (s)		4.0			3.4			4.0			3.3	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	0	2057	0	0	2845	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	2057	0	0	2845	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		12			0			-24			3	
Crosswalk Width(ft)		0			16			0			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type					NA			NA				
Protected Phases					1			2 3 4 5				
Permitted Phases												
Minimum Split (s)					37.0							
Total Split (s)					59.0							
Total Split (%)					32.8%							
Maximum Green (s)					53.0							
Yellow Time (s)					4.0							
All-Red Time (s)					2.0							
Lost Time Adjust (s)					0.0							
Total Lost Time (s)					6.0							
Lead/Lag					Lead							
Lead-Lag Optimize?					Yes							
Act Effct Green (s)					53.0			115.0				
Actuated g/C Ratio					0.29			0.64				
v/c Ratio					1.06			0.85				
Control Delay					98.6			19.6				
Queue Delay					9.5			0.0				
Total Delay					108.1			19.6				
LOS					F			B				
Approach Delay					108.1			19.6				
Approach LOS					F			B				

Lane Group	Ø2	Ø3	Ø4	Ø5
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Ideal Flow (vphpl)				
Lane Util. Factor				
Frt				
Flt Protected				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Peak Hour Factor				
Adj. Flow (vph)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Enter Blocked Intersection				
Lane Alignment				
Median Width(ft)				
Link Offset(ft)				
Crosswalk Width(ft)				
Two way Left Turn Lane				
Headway Factor				
Turning Speed (mph)				
Turn Type				
Protected Phases	2	3	4	5
Permitted Phases				
Minimum Split (s)	8.0	26.0	8.0	22.0
Total Split (s)	8.0	68.0	8.0	37.0
Total Split (%)	4%	38%	4%	21%
Maximum Green (s)	2.0	62.0	2.0	31.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag	Lag	Lead	Lag	
Lead-Lag Optimize?				
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 0 (0%), Referenced to phase 2:SET, Start of Green, Master Intersection			
Natural Cycle: 115			
Control Type: Pretimed			
Maximum v/c Ratio: 1.06			
Intersection Signal Delay: 56.8		Intersection LOS: E	
Intersection Capacity Utilization 92.6%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 3:



Lane Group	WBT	SET
Lane Group Flow (vph)	2057	2845
v/c Ratio	1.06	0.85
Control Delay	98.6	19.6
Queue Delay	9.5	0.0
Total Delay	108.1	19.6
Queue Length 50th (ft)	~773	428
Queue Length 95th (ft)	#841	816
Internal Link Dist (ft)	68	94
Turn Bay Length (ft)		
Base Capacity (vph)	1936	3334
Starvation Cap Reductn	0	0
Spillback Cap Reductn	41	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	1.09	0.85

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	2057	0	0	2845	0	0	0	0
Future Volume (vph)	0	0	0	0	2057	0	0	2845	0	0	0	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Total Lost time (s)					6.0			6.0				
Lane Util. Factor					0.86			0.91				
Frt					1.00			1.00				
Flt Protected					1.00			1.00				
Satd. Flow (prot)					6576			5219				
Flt Permitted					1.00			1.00				
Satd. Flow (perm)					6576			5219				
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	0	2057	0	0	2845	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	2057	0	0	2845	0	0	0	0
Turn Type					NA			NA				
Protected Phases					1			2 3 4 5				
Permitted Phases												
Actuated Green, G (s)					53.0			115.0				
Effective Green, g (s)					53.0			115.0				
Actuated g/C Ratio					0.29			0.64				
Clearance Time (s)					6.0							
Lane Grp Cap (vph)					1936			3334				
v/s Ratio Prot					c0.31			c0.55				
v/s Ratio Perm												
v/c Ratio					1.06			0.85				
Uniform Delay, d1					63.5			25.8				
Progression Factor					1.00			0.68				
Incremental Delay, d2					39.4			1.9				
Delay (s)					102.9			19.4				
Level of Service					F			B				
Approach Delay (s)	0.0				102.9			19.4			0.0	
Approach LOS	A				F			B			A	

Intersection Summary

HCM 2000 Control Delay	54.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	92.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	0	997	1664	0	0
Future Volume (vph)	0	0	997	1664	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.86	0.86	1.00	1.00
Frt						
Flt Protected			0.950	0.991		
Satd. Flow (prot)	0	0	1522	4763	0	0
Flt Permitted			0.950	0.991		
Satd. Flow (perm)	0	0	1522	4763	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	218			168	191	
Travel Time (s)	5.0			3.8	4.3	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	997	1664	0	0
Shared Lane Traffic (%)			35%			
Lane Group Flow (vph)	0	0	648	2013	0	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	20		15	9
Sign Control	Free			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	62.2%	ICU Level of Service	B
Analysis Period (min)	15		

Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	2420	787	0	0	0	0
Future Volume (vph)	2420	787	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.86	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	6408	1583	0	0	0	0
Flt Permitted						
Satd. Flow (perm)	6408	1583	0	0	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1161			191	461	
Travel Time (s)	26.4			4.3	10.5	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	2420	787	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2420	787	0	0	0	0
Enter Blocked Intersection	Yes	Yes	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		15	15		15	9
Sign Control	Free			Stop	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	75.5%	ICU Level of Service	D
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBT	WBR	SWL	SWR	Ø1	Ø2	Ø4	Ø5
Lane Configurations										
Traffic Volume (vph)	0	0	1664	0	0	842				
Future Volume (vph)	0	0	1664	0	0	842				
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950				
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	0.88				
Frt						0.850				
Flt Protected										
Satd. Flow (prot)	0	0	5219	0	0	2860				
Flt Permitted										
Satd. Flow (perm)	0	0	5219	0	0	2860				
Right Turn on Red				Yes		Yes				
Satd. Flow (RTOR)						*60				
Link Speed (mph)		30	30		30					
Link Distance (ft)		663	99		331					
Travel Time (s)		15.1	2.3		7.5					
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				
Adj. Flow (vph)	0	0	1664	0	0	842				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	0	1664	0	0	842				
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes				
Lane Alignment	Left	Left	Left	Right	Left	R NA				
Median Width(ft)		0	0		0					
Link Offset(ft)		0	0		24					
Crosswalk Width(ft)		16	16		16					
Two way Left Turn Lane										
Headway Factor	0.97	0.97	0.97	0.97	0.97	0.97				
Turning Speed (mph)	15			9	15	20				
Turn Type			NA			Prot				
Protected Phases			1 2 4 5			3	1	2	4	5
Permitted Phases										
Minimum Split (s)						11.0	11.0	8.0	8.0	11.0
Total Split (s)						72.0	52.0	8.0	8.0	40.0
Total Split (%)						40.0%	29%	4%	4%	22%
Maximum Green (s)						66.0	46.0	2.0	2.0	34.0
Yellow Time (s)						4.0	4.0	4.0	4.0	4.0
All-Red Time (s)						2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						0.0				
Total Lost Time (s)						6.0				
Lead/Lag						Lead	Lead	Lag	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	
Act Effct Green (s)			102.0			66.0				
Actuated g/C Ratio			0.57			0.37				
v/c Ratio			0.56			0.78				
Control Delay			2.6			52.5				
Queue Delay			0.0			0.0				
Total Delay			2.6			52.5				
LOS			A			D				
Approach Delay			2.6		52.5					
Approach LOS			A		D					

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 0 (0%), Referenced to phase 2:NWT, Start of Green	
Natural Cycle: 90	
Control Type: Pretimed	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 19.4	Intersection LOS: B
Intersection Capacity Utilization 75.5%	ICU Level of Service D
Analysis Period (min) 15	

* User Entered Value

Splits and Phases: 7: Bird Rd



Lane Group	WBT	SWR
Lane Group Flow (vph)	1664	842
v/c Ratio	0.56	0.78
Control Delay	2.6	52.5
Queue Delay	0.0	0.0
Total Delay	2.6	52.5
Queue Length 50th (ft)	19	470
Queue Length 95th (ft)	19	565
Internal Link Dist (ft)	19	
Turn Bay Length (ft)		
Base Capacity (vph)	2957	1086
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.56	0.78

Intersection Summary

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	0	1664	0	0	842
Future Volume (vph)	0	0	1664	0	0	842
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Total Lost time (s)			6.0			6.0
Lane Util. Factor			0.91			0.88
Frt			1.00			0.85
Flt Protected			1.00			1.00
Satd. Flow (prot)			5219			2860
Flt Permitted			1.00			1.00
Satd. Flow (perm)			5219			2860
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	1664	0	0	842
RTOR Reduction (vph)	0	0	0	0	0	38
Lane Group Flow (vph)	0	0	1664	0	0	804
Turn Type			NA			Prot
Protected Phases			1 2 4 5			3
Permitted Phases						
Actuated Green, G (s)			102.0			66.0
Effective Green, g (s)			102.0			66.0
Actuated g/C Ratio			0.57			0.37
Clearance Time (s)						6.0
Lane Grp Cap (vph)			2957			1048
v/s Ratio Prot			c0.32			c0.28
v/s Ratio Perm						
v/c Ratio			0.56			0.77
Uniform Delay, d1			24.8			50.2
Progression Factor			0.08			1.00
Incremental Delay, d2			0.7			5.4
Delay (s)			2.6			55.6
Level of Service			A			E
Approach Delay (s)	0.0		2.6		55.6	
Approach LOS	A		A		E	

Intersection Summary			
HCM 2000 Control Delay	20.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	75.5%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	0	1165	842	0	0
Future Volume (vph)	0	0	1165	842	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			300	0	0
Storage Lanes	0			2	0	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.88	1.00	1.00
Frt				0.850		
Flt Protected						
Satd. Flow (prot)	0	0	3539	2787	0	0
Flt Permitted						
Satd. Flow (perm)	0	0	3539	2787	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		212	819		331	
Travel Time (s)		4.8	18.6		7.5	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	1165	842	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1165	842	0	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			20	15	9
Sign Control		Stop	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	74.7%	ICU Level of Service	D
Analysis Period (min)	15		

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	0	997	0	0	787
Future Volume (vph)	0	0	997	0	0	787
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	0	3539	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3539	0	0	1611
Link Speed (mph)		30	30		30	
Link Distance (ft)		430	191		461	
Travel Time (s)		9.8	4.3		10.5	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	997	0	0	787
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	997	0	0	787
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	L NA	Right	Left	R NA
Median Width(ft)			0	0	0	
Link Offset(ft)			0	0	0	
Crosswalk Width(ft)			16	16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	20
Sign Control		Stop	Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	94.7%	ICU Level of Service	F
Analysis Period (min)	15		

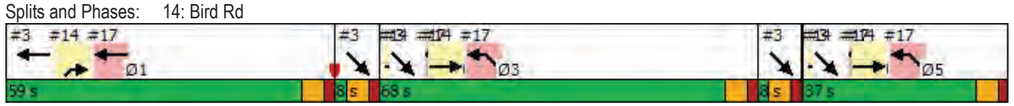
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	0	2057	1002	0	0
Future Volume (vph)	0	0	2057	1002	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.86	1.00	1.00	1.00
Frt				0.850		
Flt Protected						
Satd. Flow (prot)	0	0	6408	1583	0	0
Flt Permitted						
Satd. Flow (perm)	0	0	6408	1583	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		148	1674		271	
Travel Time (s)		3.4	38.0		6.2	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	2057	1002	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	2057	1002	0	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		-24	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			20	15	9
Sign Control		Stop	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	92.6%	ICU Level of Service	F
Analysis Period (min)	15		

Lane Group	EBT	EBR	WBL	WBT	NEL	NER	Ø2	Ø3	Ø4	Ø5
Lane Configurations										
Traffic Volume (vph)	2845	0	0	0	0	1045				
Future Volume (vph)	2845	0	0	0	0	1045				
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950				
Lane Util. Factor	0.91	1.00	1.00	1.00	1.00	0.76				
Frt						0.850				
Flt Protected										
Satd. Flow (prot)	5219	0	0	0	0	3705				
Flt Permitted										
Satd. Flow (perm)	5219	0	0	0	0	3705				
Right Turn on Red		Yes				No				
Satd. Flow (RTOR)										
Link Speed (mph)	30			30	30					
Link Distance (ft)	147			742	214					
Travel Time (s)	3.3			16.9	4.9					
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				
Adj. Flow (vph)	2845	0	0	0	0	1045				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	2845	0	0	0	0	1045				
Enter Blocked Intersection	No	No	No	No	No	No				
Lane Alignment	Left	Right	Left	Left	Left	Right				
Median Width(ft)	0			0	0					
Link Offset(ft)	0			0	0					
Crosswalk Width(ft)	0			16	0					
Two way Left Turn Lane										
Headway Factor	0.97	0.97	0.97	0.97	0.97	0.97				
Turning Speed (mph)		9	15		15	20				
Turn Type	NA					Prot				
Protected Phases	2 3 4 5					1	2	3	4	5
Permitted Phases										
Minimum Split (s)						37.0	8.0	26.0	8.0	22.0
Total Split (s)						59.0	8.0	68.0	8.0	37.0
Total Split (%)						32.8%	4%	38%	4%	21%
Maximum Green (s)						53.0	2.0	62.0	2.0	31.0
Yellow Time (s)						4.0	4.0	4.0	4.0	4.0
All-Red Time (s)						2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						0.0				
Total Lost Time (s)						6.0				
Lead/Lag						Lead	Lag	Lead	Lag	
Lead-Lag Optimize?						Yes				
Act Effct Green (s)	115.0					53.0				
Actuated g/C Ratio	0.64					0.29				
v/c Ratio	0.85					0.96				
Control Delay	3.0					80.7				
Queue Delay	0.0					0.0				
Total Delay	3.0					80.7				
LOS	A					F				
Approach Delay	3.0				80.7					
Approach LOS	A				F					

Intersection Summary		
Area Type:	Other	
Cycle Length: 180		
Actuated Cycle Length: 180		
Offset: 0 (0%), Referenced to phase 2:SET, Start of Green, Master Intersection		
Natural Cycle: 115		
Control Type: Pretimed		
Maximum v/c Ratio: 1.06		
Intersection Signal Delay: 23.9	Intersection LOS: C	
Intersection Capacity Utilization 92.6%	ICU Level of Service F	
Analysis Period (min) 15		

Splits and Phases: 14: Bird Rd



Lane Group	EBT	NER
Lane Group Flow (vph)	2845	1045
v/c Ratio	0.85	0.96
Control Delay	3.0	80.7
Queue Delay	0.0	0.0
Total Delay	3.0	80.7
Queue Length 50th (ft)	29	536
Queue Length 95th (ft)	26	#653
Internal Link Dist (ft)	67	
Turn Bay Length (ft)		
Base Capacity (vph)	3334	1090
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.85	0.96

Intersection Summary
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	2845	0	0	0	0	1045
Future Volume (vph)	2845	0	0	0	0	1045
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Total Lost time (s)	6.0					6.0
Lane Util. Factor	0.91					0.76
Frt	1.00					0.85
Flt Protected	1.00					1.00
Satd. Flow (prot)	5219					3705
Flt Permitted	1.00					1.00
Satd. Flow (perm)	5219					3705
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	2845	0	0	0	0	1045
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	2845	0	0	0	0	1045
Turn Type	NA					Prot
Protected Phases	2 3 4 5					1
Permitted Phases						
Actuated Green, G (s)	115.0					53.0
Effective Green, g (s)	115.0					53.0
Actuated g/C Ratio	0.64					0.29
Clearance Time (s)						6.0
Lane Grp Cap (vph)	3334					1090
v/s Ratio Prot	c0.55					c0.28
v/s Ratio Perm						
v/c Ratio	0.85					0.96
Uniform Delay, d1	25.8					62.4
Progression Factor	0.06					1.00
Incremental Delay, d2	1.5					19.0
Delay (s)	3.0					81.4
Level of Service	A					F
Approach Delay (s)	3.0			0.0	81.4	
Approach LOS	A			A	F	

Intersection Summary			
HCM 2000 Control Delay	24.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	92.6%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	740	0	0	0	0	1002
Future Volume (vph)	740	0	0	0	0	1002
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	1.00	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	3539	0	0	0	0	1611
Flt Permitted						
Satd. Flow (perm)	3539	0	0	0	0	1611
Link Speed (mph)	30			30	30	
Link Distance (ft)	187			325	271	
Travel Time (s)	4.3			7.4	6.2	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	740	0	0	0	0	1002
Shared Lane Traffic (%)						
Lane Group Flow (vph)	740	0	0	0	0	1002
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	L NA	Right	Left	Left	Left	R NA
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	20
Sign Control	Free			Stop	Yield	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	121.2%	ICU Level of Service	H
Analysis Period (min)	15		

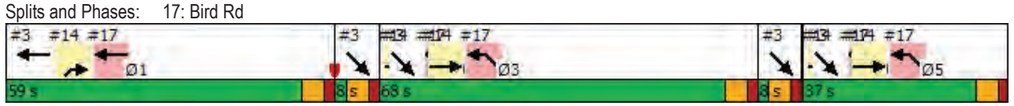
Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	740	2845	0	0	0	0
Future Volume (vph)	740	2845	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.86	0.86	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950	0.999				
Satd. Flow (prot)	1522	4801	0	0	0	0
Flt Permitted	0.950	0.999				
Satd. Flow (perm)	1522	4801	0	0	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		201	174		187	
Travel Time (s)		4.6	4.0		4.3	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	740	2845	0	0	0	0
Shared Lane Traffic (%)	10%					
Lane Group Flow (vph)	666	2919	0	0	0	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	20
Sign Control		Free	Stop		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	121.2%	ICU Level of Service	H
Analysis Period (min)	15		

Lane Group	EBT	EBR	WBL	WBT	NWL	NWR	Ø1	Ø2	Ø3	Ø4	Ø5
Lane Configurations											
Traffic Volume (vph)	0	0	0	2057	604	0					
Future Volume (vph)	0	0	0	2057	604	0					
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950					
Lane Util. Factor	1.00	1.00	1.00	0.86	0.97	1.00					
Frt											
Flt Protected					0.950						
Satd. Flow (prot)	0	0	0	6576	3523	0					
Flt Permitted					0.950						
Satd. Flow (perm)	0	0	0	6576	3523	0					
Right Turn on Red		Yes			No	Yes					
Satd. Flow (RTOR)											
Link Speed (mph)	30			30	30						
Link Distance (ft)	168			178	204						
Travel Time (s)	3.8			4.0	4.6						
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00					
Adj. Flow (vph)	0	0	0	2057	604	0					
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	0	0	2057	604	0					
Enter Blocked Intersection	No	No	No	No	No	No					
Lane Alignment	Left	Right	Left	Left	Right	Right					
Median Width(ft)	0			0	24						
Link Offset(ft)	0			0	-3						
Crosswalk Width(ft)	16			0	0						
Two way Left Turn Lane											
Headway Factor	0.97	0.97	0.97	0.97	0.97	0.97					
Turning Speed (mph)		9	15		15	9					
Turn Type				NA	Prot						
Protected Phases				1 2	3 4 5		1	2	3	4	5
Permitted Phases											
Minimum Split (s)							37.0	8.0	26.0	8.0	22.0
Total Split (s)							59.0	8.0	68.0	8.0	37.0
Total Split (%)							33%	4%	38%	4%	21%
Maximum Green (s)							53.0	2.0	62.0	2.0	31.0
Yellow Time (s)							4.0	4.0	4.0	4.0	4.0
All-Red Time (s)							2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)											
Total Lost Time (s)											
Lead/Lag							Lead	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes				
Act Effct Green (s)				61.0	107.0						
Actuated g/C Ratio				0.34	0.59						
v/c Ratio				0.92	0.29						
Control Delay				5.9	18.3						
Queue Delay				5.7	0.0						
Total Delay				11.6	18.3						
LOS				B	B						
Approach Delay				11.6	18.3						
Approach LOS				B	B						

Intersection Summary		
Area Type:	Other	
Cycle Length: 180		
Actuated Cycle Length: 180		
Offset: 0 (0%), Referenced to phase 2:SET, Start of Green, Master Intersection		
Natural Cycle: 115		
Control Type: Pretimed		
Maximum v/c Ratio: 1.06		
Intersection Signal Delay: 13.1	Intersection LOS: B	
Intersection Capacity Utilization 55.8%	ICU Level of Service B	
Analysis Period (min) 15		

Splits and Phases: 17: Bird Rd



Lane Group	WBT	NWL
Lane Group Flow (vph)	2057	604
v/c Ratio	0.92	0.29
Control Delay	5.9	18.3
Queue Delay	5.7	0.0
Total Delay	11.6	18.3
Queue Length 50th (ft)	42	175
Queue Length 95th (ft)	m0	212
Internal Link Dist (ft)	98	124
Turn Bay Length (ft)		
Base Capacity (vph)	2228	2094
Starvation Cap Reductn	146	0
Spillback Cap Reductn	0	114
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.99	0.31

Intersection Summary
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	0	0	0	2057	604	0
Future Volume (vph)	0	0	0	2057	604	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Total Lost time (s)				6.0	6.0	
Lane Util. Factor				0.86	0.97	
Frt				1.00	1.00	
Flt Protected				1.00	0.95	
Satd. Flow (prot)				6576	3523	
Flt Permitted				1.00	0.95	
Satd. Flow (perm)				6576	3523	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	2057	604	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	2057	604	0
Turn Type				NA	Prot	
Protected Phases				1 2	3 4 5	
Permitted Phases						
Actuated Green, G (s)				61.0	107.0	
Effective Green, g (s)				61.0	107.0	
Actuated g/C Ratio				0.34	0.59	
Clearance Time (s)						
Lane Grp Cap (vph)				2228	2094	
v/s Ratio Prot				c0.31	c0.17	
v/s Ratio Perm						
v/c Ratio				0.92	0.29	
Uniform Delay, d1				57.2	17.9	
Progression Factor				0.08	1.00	
Incremental Delay, d2				0.9	0.3	
Delay (s)				5.5	18.2	
Level of Service				A	B	
Approach Delay (s)	0.0			5.5	18.2	
Approach LOS	A			A	B	

Intersection Summary			
HCM 2000 Control Delay	8.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	55.8%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	604	1045	0	0	0	0
Future Volume (vph)	604	1045	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		300	0		0	0
Storage Lanes		3	0		0	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.76	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	3539	3610	0	0	0	0
Flt Permitted						
Satd. Flow (perm)	3539	3610	0	0	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	896			204	214	
Travel Time (s)	20.4			4.6	4.9	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	604	1045	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	604	1045	0	0	0	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Stop	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	55.8%	ICU Level of Service B	
Analysis Period (min)	15		

15: SR 826 NB On Ramp Performance by movement

Movement	NBT	NWR	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	0.5	7.7	4.6

Intersection: 15: SR 826 NB On Ramp

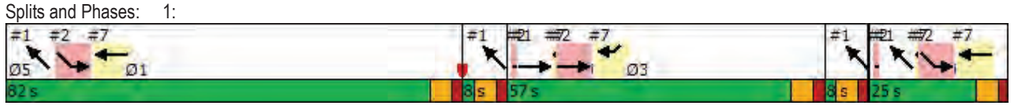
Movement	NB	NW
Directions Served	T	R
Maximum Queue (ft)	46	278
Average Queue (ft)	2	145
95th Queue (ft)	18	297
Link Distance (ft)	107	144
Upstream Blk Time (%)		11
Queuing Penalty (veh)		107
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	0	1626	0	0	0	0	0	0	0	0	2504	0
Future Volume (vph)	0	1626	0	0	0	0	0	0	0	0	2504	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Util. Factor	1.00	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	6576	0	0	0	0	0	0	0	0	5219	0
Flt Permitted												
Satd. Flow (perm)	0	6576	0	0	0	0	0	0	0	0	5219	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		191			202			99			218	
Travel Time (s)		4.3			4.6			2.3			5.0	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	1626	0	0	0	0	0	0	0	0	2504	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1626	0	0	0	0	0	0	0	0	2504	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		-12			0			0			-12	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA									NA	
Protected Phases		3									1 2 4 5	
Permitted Phases												
Minimum Split (s)		11.0										
Total Split (s)		57.0										
Total Split (%)		31.7%										
Maximum Green (s)		51.0										
Yellow Time (s)		4.0										
All-Red Time (s)		2.0										
Lost Time Adjust (s)		0.0										
Total Lost Time (s)		6.0										
Lead/Lag		Lead										
Lead-Lag Optimize?		Yes										
Act Effct Green (s)		51.0									117.0	
Actuated g/C Ratio		0.28									0.65	
v/c Ratio		0.87									0.74	
Control Delay		67.6									16.1	
Queue Delay		0.0									11.1	
Total Delay		67.6									27.2	
LOS		E									C	
Approach Delay		67.6									27.2	
Approach LOS		E									C	

Lane Group	Ø1	Ø2	Ø4	Ø5
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Ideal Flow (vphpl)				
Lane Util. Factor				
Frt				
Flt Protected				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Peak Hour Factor				
Adj. Flow (vph)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Enter Blocked Intersection				
Lane Alignment				
Median Width(ft)				
Link Offset(ft)				
Crosswalk Width(ft)				
Two way Left Turn Lane				
Headway Factor				
Turning Speed (mph)				
Turn Type				
Protected Phases	1	2	4	5
Permitted Phases				
Minimum Split (s)	11.0	8.0	8.0	11.0
Total Split (s)	82.0	8.0	8.0	25.0
Total Split (%)	46%	4%	4%	14%
Maximum Green (s)	76.0	2.0	2.0	19.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				

Intersection Summary		
Area Type:	Other	
Cycle Length: 180		
Actuated Cycle Length: 180		
Offset: 0 (0%), Referenced to phase 2:NWT, Start of Green		
Natural Cycle: 80		
Control Type: Pretimed		
Maximum v/c Ratio: 1.10		
Intersection Signal Delay: 43.1	Intersection LOS: D	
Intersection Capacity Utilization 87.5%	ICU Level of Service E	
Analysis Period (min) 15		

Splits and Phases: 1:



Lane Group	EBT	NWT
Lane Group Flow (vph)	1626	2504
v/c Ratio	0.87	0.74
Control Delay	67.6	16.1
Queue Delay	0.0	11.1
Total Delay	67.6	27.2
Queue Length 50th (ft)	536	397
Queue Length 95th (ft)	583	409
Internal Link Dist (ft)	111	138
Turn Bay Length (ft)		
Base Capacity (vph)	1863	3392
Starvation Cap Reductn	0	905
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.87	1.01

Intersection Summary

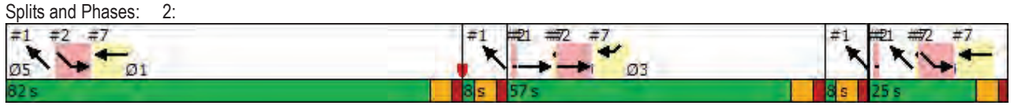
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	0	1626	0	0	0	0	0	0	0	0	2504	0
Future Volume (vph)	0	1626	0	0	0	0	0	0	0	0	2504	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Total Lost time (s)		6.0									6.0	
Lane Util. Factor		0.86									0.91	
Frt		1.00									1.00	
Flt Protected		1.00									1.00	
Satd. Flow (prot)		6576									5219	
Flt Permitted		1.00									1.00	
Satd. Flow (perm)		6576									5219	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	1626	0	0	0	0	0	0	0	0	2504	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1626	0	0	0	0	0	0	0	0	2504	0
Turn Type		NA									NA	
Protected Phases		3									1 2 4 5	
Permitted Phases												
Actuated Green, G (s)		51.0									117.0	
Effective Green, g (s)		51.0									117.0	
Actuated g/C Ratio		0.28									0.65	
Clearance Time (s)		6.0										
Lane Grp Cap (vph)		1863									3392	
v/s Ratio Prot		c0.25									c0.48	
v/s Ratio Perm												
v/c Ratio	0.87										0.74	
Uniform Delay, d1	61.4										21.2	
Progression Factor	1.00										0.71	
Incremental Delay, d2	6.0										0.8	
Delay (s)	67.4										15.9	
Level of Service	E										B	
Approach Delay (s)	67.4		0.0		0.0						15.9	
Approach LOS	E		A		A						B	

Intersection Summary			
HCM 2000 Control Delay	36.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	87.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	WBT	WBR	SEL	SER	Ø1	Ø2	Ø3	Ø4	Ø5
Lane Configurations											
Traffic Volume (vph)	0	1626	0	0	1071	0					
Future Volume (vph)	0	1626	0	0	1071	0					
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950					
Lane Util. Factor	1.00	0.86	1.00	1.00	0.97	1.00					
Frt											
Flt Protected					0.950						
Satd. Flow (prot)	0	6576	0	0	3523	0					
Flt Permitted					0.950						
Satd. Flow (perm)	0	6576	0	0	3523	0					
Right Turn on Red				Yes	No	Yes					
Satd. Flow (RTOR)											
Link Speed (mph)		30	30		30						
Link Distance (ft)		202	221		212						
Travel Time (s)		4.6	5.0		4.8						
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00					
Adj. Flow (vph)	0	1626	0	0	1071	0					
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	1626	0	0	1071	0					
Enter Blocked Intersection	No	No	No	No	No	No					
Lane Alignment	Left	Left	Left	Right	Right	Right					
Median Width(ft)		0	0		24						
Link Offset(ft)		0	0		0						
Crosswalk Width(ft)		16	16		16						
Two way Left Turn Lane											
Headway Factor	0.97	0.97	0.97	0.97	0.97	0.97					
Turning Speed (mph)	15			9	20	20					
Turn Type		NA			Prot						
Protected Phases		2 3 4			1 5		1	2	3	4	5
Permitted Phases											
Minimum Split (s)							11.0	8.0	11.0	8.0	11.0
Total Split (s)							82.0	8.0	57.0	8.0	25.0
Total Split (%)							46%	4%	32%	4%	14%
Maximum Green (s)							76.0	2.0	51.0	2.0	19.0
Yellow Time (s)							4.0	4.0	4.0	4.0	4.0
All-Red Time (s)							2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)											
Total Lost Time (s)											
Lead/Lag							Lead	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	
Act Effct Green (s)		67.0			101.0						
Actuated g/C Ratio		0.37			0.56						
v/c Ratio		0.66			0.54						
Control Delay		0.7			26.2						
Queue Delay		0.3			0.0						
Total Delay		1.0			26.2						
LOS		A			C						
Approach Delay		1.0			26.2						
Approach LOS		A			C						

Intersection Summary		
Area Type:	Other	
Cycle Length: 180		
Actuated Cycle Length: 180		
Offset: 0 (0%), Referenced to phase 2:NWT, Start of Green		
Natural Cycle: 80		
Control Type: Pretimed		
Maximum v/c Ratio: 1.10		
Intersection Signal Delay: 11.0	Intersection LOS: B	
Intersection Capacity Utilization 62.7%	ICU Level of Service B	
Analysis Period (min) 15		

Splits and Phases: 2:



Lane Group	EBT	SEL
Lane Group Flow (vph)	1626	1071
v/c Ratio	0.66	0.54
Control Delay	0.7	26.2
Queue Delay	0.3	0.0
Total Delay	1.0	26.2
Queue Length 50th (ft)	0	402
Queue Length 95th (ft)	0	464
Internal Link Dist (ft)	122	132
Turn Bay Length (ft)		
Base Capacity (vph)	2447	1976
Starvation Cap Reductn	263	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.74	0.54

Intersection Summary

Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	1626	0	0	1071	0
Future Volume (vph)	0	1626	0	0	1071	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Total Lost time (s)		6.0			6.0	
Lane Util. Factor		0.86			0.97	
Frt		1.00			1.00	
Flt Protected		1.00			0.95	
Satd. Flow (prot)		6576			3523	
Flt Permitted		1.00			0.95	
Satd. Flow (perm)		6576			3523	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	1626	0	0	1071	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	1626	0	0	1071	0
Turn Type		NA			Prot	
Protected Phases		2 3 4			1 5	
Permitted Phases						
Actuated Green, G (s)		67.0			101.0	
Effective Green, g (s)		67.0			101.0	
Actuated g/C Ratio		0.37			0.56	
Clearance Time (s)						
Lane Grp Cap (vph)		2447			1976	
v/s Ratio Prot		c0.25			c0.30	
v/s Ratio Perm						
v/c Ratio		0.66			0.54	
Uniform Delay, d1		47.1			24.9	
Progression Factor		0.00			1.00	
Incremental Delay, d2		0.7			1.1	
Delay (s)		0.7			26.0	
Level of Service		A			C	
Approach Delay (s)		0.7	0.0		26.0	
Approach LOS		A	A		C	

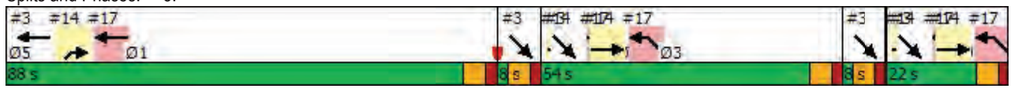
Intersection Summary			
HCM 2000 Control Delay	10.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	62.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	3185	0	0	2230	0	0	0	0
Future Volume (vph)	0	0	0	0	3185	0	0	2230	0	0	0	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Util. Factor	1.00	1.00	1.00	1.00	0.86	1.00	1.00	0.91	1.00	1.00	1.00	1.00
Frt												
Flt Protected												
Satd. Flow (prot)	0	0	0	0	6576	0	0	5219	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	6576	0	0	5219	0	0	0	0
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		178			148			156			147	
Travel Time (s)		4.0			3.4			3.5			3.3	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	0	3185	0	0	2230	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	3185	0	0	2230	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		12			0			-24			3	
Crosswalk Width(ft)		0			16			0			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type					NA			NA				
Protected Phases					1			2 3 4 5				
Permitted Phases												
Minimum Split (s)					37.0							
Total Split (s)					88.0							
Total Split (%)					48.9%							
Maximum Green (s)					82.0							
Yellow Time (s)					4.0							
All-Red Time (s)					2.0							
Lost Time Adjust (s)					0.0							
Total Lost Time (s)					6.0							
Lead/Lag					Lead							
Lead-Lag Optimize?					Yes							
Act Effct Green (s)					82.0			86.0				
Actuated g/C Ratio					0.46			0.48				
v/c Ratio					1.06			0.89				
Control Delay					82.9			43.7				
Queue Delay					12.1			0.0				
Total Delay					95.0			43.7				
LOS					F			D				
Approach Delay					95.0			43.7				
Approach LOS					F			D				

Lane Group	Ø2	Ø3	Ø4	Ø5
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Ideal Flow (vphpl)				
Lane Util. Factor				
Frt				
Flt Protected				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s)				
Peak Hour Factor				
Adj. Flow (vph)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Enter Blocked Intersection				
Lane Alignment				
Median Width(ft)				
Link Offset(ft)				
Crosswalk Width(ft)				
Two way Left Turn Lane				
Headway Factor				
Turning Speed (mph)				
Turn Type				
Protected Phases	2	3	4	5
Permitted Phases				
Minimum Split (s)	8.0	26.0	8.0	22.0
Total Split (s)	8.0	54.0	8.0	22.0
Total Split (%)	4%	30%	4%	12%
Maximum Green (s)	2.0	48.0	2.0	16.0
Yellow Time (s)	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag	Lag	Lead	Lag	
Lead-Lag Optimize?				
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 0 (0%), Referenced to phase 2:SET, Start of Green, Master Intersection	
Natural Cycle: 145	
Control Type: Pretimed	
Maximum v/c Ratio: 1.06	
Intersection Signal Delay: 73.9	Intersection LOS: E
Intersection Capacity Utilization 97.0%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 3:



Lane Group	WBT	SET
Lane Group Flow (vph)	3185	2230
v/c Ratio	1.06	0.89
Control Delay	82.9	43.7
Queue Delay	12.1	0.0
Total Delay	95.0	43.7
Queue Length 50th (ft)	~1199	966
Queue Length 95th (ft)	#1238	996
Internal Link Dist (ft)	68	76
Turn Bay Length (ft)		
Base Capacity (vph)	2995	2493
Starvation Cap Reductn	0	0
Spillback Cap Reductn	78	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	1.09	0.89

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	3185	0	0	2230	0	0	0	0
Future Volume (vph)	0	0	0	0	3185	0	0	2230	0	0	0	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Total Lost time (s)					6.0			6.0				
Lane Util. Factor					0.86			0.91				
Frt					1.00			1.00				
Flt Protected					1.00			1.00				
Satd. Flow (prot)					6576			5219				
Flt Permitted					1.00			1.00				
Satd. Flow (perm)					6576			5219				
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	0	3185	0	0	2230	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	3185	0	0	2230	0	0	0	0
Turn Type					NA			NA				
Protected Phases					1			2 3 4 5				
Permitted Phases												
Actuated Green, G (s)					82.0			86.0				
Effective Green, g (s)					82.0			86.0				
Actuated g/C Ratio					0.46			0.48				
Clearance Time (s)					6.0							
Lane Grp Cap (vph)					2995			2493				
v/s Ratio Prot					c0.48			c0.43				
v/s Ratio Perm												
v/c Ratio					1.06			0.89				
Uniform Delay, d1					49.0			42.9				
Progression Factor					1.00			0.91				
Incremental Delay, d2					36.4			4.5				
Delay (s)					85.4			43.4				
Level of Service					F			D				
Approach Delay (s)	0.0				85.4			43.4			0.0	
Approach LOS	A				F			D			A	

Intersection Summary

HCM 2000 Control Delay	68.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	97.0%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	0	1396	2504	0	0
Future Volume (vph)	0	0	1396	2504	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.86	0.86	1.00	1.00
Frt						
Flt Protected			0.950	0.992		
Satd. Flow (prot)	0	0	1522	4767	0	0
Flt Permitted			0.950	0.992		
Satd. Flow (perm)	0	0	1522	4767	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	218			168	191	
Travel Time (s)	5.0			3.8	4.3	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	1396	2504	0	0
Shared Lane Traffic (%)			32%			
Lane Group Flow (vph)	0	0	949	2951	0	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	20		15	9
Sign Control	Free			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	81.2%	ICU Level of Service	D
Analysis Period (min)	15		

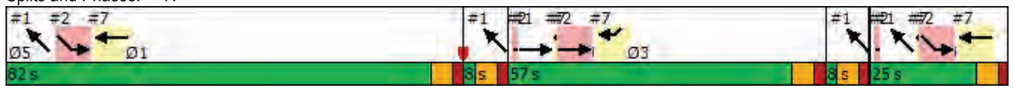
Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	1626	799	0	0	0	0
Future Volume (vph)	1626	799	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.86	1.00	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	6408	1583	0	0	0	0
Flt Permitted						
Satd. Flow (perm)	6408	1583	0	0	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1161			191	461	
Travel Time (s)	26.4			4.3	10.5	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	1626	799	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1626	799	0	0	0	0
Enter Blocked Intersection	Yes	Yes	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		15	15		15	9
Sign Control	Free			Stop	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	80.1%	ICU Level of Service	D
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBT	WBR	SWL	SWR	Ø1	Ø2	Ø4	Ø5
Lane Configurations										
Traffic Volume (vph)	0	0	2504	0	0	891				
Future Volume (vph)	0	0	2504	0	0	891				
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950				
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	0.88				
Frt						0.850				
Flt Protected										
Satd. Flow (prot)	0	0	5219	0	0	2860				
Flt Permitted										
Satd. Flow (perm)	0	0	5219	0	0	2860				
Right Turn on Red				Yes		No				
Satd. Flow (RTOR)										
Link Speed (mph)		30	30		30					
Link Distance (ft)		663	99		331					
Travel Time (s)		15.1	2.3		7.5					
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				
Adj. Flow (vph)	0	0	2504	0	0	891				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	0	2504	0	0	891				
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes				
Lane Alignment	Left	Left	Left	Right	Left	R NA				
Median Width(ft)		0	0		0					
Link Offset(ft)		0	0		24					
Crosswalk Width(ft)		16	16		16					
Two way Left Turn Lane										
Headway Factor	0.97	0.97	0.97	0.97	0.97	0.97				
Turning Speed (mph)	15			9	15	20				
Turn Type			NA			Prot				
Protected Phases			1 2 4 5			3	1	2	4	5
Permitted Phases										
Minimum Split (s)						11.0	11.0	8.0	8.0	11.0
Total Split (s)						57.0	82.0	8.0	8.0	25.0
Total Split (%)						31.7%	46%	4%	4%	14%
Maximum Green (s)						51.0	76.0	2.0	2.0	19.0
Yellow Time (s)						4.0	4.0	4.0	4.0	4.0
All-Red Time (s)						2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						0.0				
Total Lost Time (s)						6.0				
Lead/Lag						Lead	Lead	Lag	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	
Act Effct Green (s)			117.0			51.0				
Actuated g/C Ratio			0.65			0.28				
v/c Ratio			0.74			1.10				
Control Delay			2.1			120.3				
Queue Delay			0.0			0.0				
Total Delay			2.1			120.3				
LOS			A			F				
Approach Delay			2.1		120.3					
Approach LOS			A		F					

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 0 (0%), Referenced to phase 2:NWT, Start of Green	
Natural Cycle: 80	
Control Type: Pretimed	
Maximum v/c Ratio: 1.10	
Intersection Signal Delay: 33.1	Intersection LOS: C
Intersection Capacity Utilization 87.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 7:



Lane Group	WBT	SWR
Lane Group Flow (vph)	2504	891
v/c Ratio	0.74	1.10
Control Delay	2.1	120.3
Queue Delay	0.0	0.0
Total Delay	2.1	120.3
Queue Length 50th (ft)	21	~675
Queue Length 95th (ft)	21	#826
Internal Link Dist (ft)	19	
Turn Bay Length (ft)		
Base Capacity (vph)	3392	810
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.74	1.10

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	0	2504	0	0	891
Future Volume (vph)	0	0	2504	0	0	891
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Total Lost time (s)			6.0			6.0
Lane Util. Factor			0.91			0.88
Frt			1.00			0.85
Flt Protected			1.00			1.00
Satd. Flow (prot)			5219			2860
Flt Permitted			1.00			1.00
Satd. Flow (perm)			5219			2860
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	2504	0	0	891
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	2504	0	0	891
Turn Type			NA			Prot
Protected Phases			1 2 4 5			3
Permitted Phases						
Actuated Green, G (s)			117.0			51.0
Effective Green, g (s)			117.0			51.0
Actuated g/C Ratio			0.65			0.28
Clearance Time (s)						6.0
Lane Grp Cap (vph)			3392			810
v/s Ratio Prot			c0.48			c0.31
v/s Ratio Perm						
v/c Ratio			0.74			1.10
Uniform Delay, d1			21.2			64.5
Progression Factor			0.05			1.00
Incremental Delay, d2			1.0			62.6
Delay (s)			2.1			127.1
Level of Service			A			F
Approach Delay (s)	0.0		2.1		127.1	
Approach LOS	A		A		F	

Intersection Summary

HCM 2000 Control Delay	34.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	87.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	0	1071	891	0	0
Future Volume (vph)	0	0	1071	891	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			300	0	0
Storage Lanes	0			2	0	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.88	1.00	1.00
Frt				0.850		
Flt Protected						
Satd. Flow (prot)	0	0	3539	2787	0	0
Flt Permitted						
Satd. Flow (perm)	0	0	3539	2787	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		212	819		331	
Travel Time (s)		4.8	18.6		7.5	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	1071	891	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1071	891	0	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			20	15	9
Sign Control		Stop	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	62.5%	ICU Level of Service	B
Analysis Period (min)	15		

Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	0	1396	0	0	799
Future Volume (vph)	0	0	1396	0	0	799
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	0	3539	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3539	0	0	1611
Link Speed (mph)		30	30		30	
Link Distance (ft)		430	191		461	
Travel Time (s)		9.8	4.3		10.5	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	1396	0	0	799
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1396	0	0	799
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	L NA	Right	Left	R NA
Median Width(ft)			0	0	0	
Link Offset(ft)			0	0	0	
Crosswalk Width(ft)			16	16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	20
Sign Control		Stop	Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	113.7%	ICU Level of Service	H
Analysis Period (min)	15		

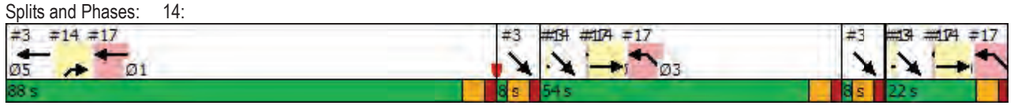
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	0	3185	1174	0	0
Future Volume (vph)	0	0	3185	1174	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.86	1.00	1.00	1.00
Frt				0.850		
Flt Protected						
Satd. Flow (prot)	0	0	6408	1583	0	0
Flt Permitted						
Satd. Flow (perm)	0	0	6408	1583	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		148	1674		271	
Travel Time (s)		3.4	38.0		6.2	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	3185	1174	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	3185	1174	0	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		-24	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			20	15	9
Sign Control		Stop	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	97.0%	ICU Level of Service	F
Analysis Period (min)	15		

Lane Group	EBT	EBR	WBL	WBT	NEL	NER	Ø2	Ø3	Ø4	Ø5
Lane Configurations										
Traffic Volume (vph)	2230	0	0	0	0	839				
Future Volume (vph)	2230	0	0	0	0	839				
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950				
Lane Util. Factor	0.91	1.00	1.00	1.00	1.00	0.76				
Frt						0.850				
Flt Protected										
Satd. Flow (prot)	5219	0	0	0	0	3705				
Flt Permitted										
Satd. Flow (perm)	5219	0	0	0	0	3705				
Right Turn on Red		Yes				No				
Satd. Flow (RTOR)										
Link Speed (mph)	30			30	30					
Link Distance (ft)	147			742	214					
Travel Time (s)	3.3			16.9	4.9					
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00				
Adj. Flow (vph)	2230	0	0	0	0	839				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	2230	0	0	0	0	839				
Enter Blocked Intersection	No	No	No	No	No	No				
Lane Alignment	Left	Right	Left	Left	Left	Right				
Median Width(ft)	0			0	0					
Link Offset(ft)	0			0	0					
Crosswalk Width(ft)	0			16	0					
Two way Left Turn Lane										
Headway Factor	0.97	0.97	0.97	0.97	0.97	0.97				
Turning Speed (mph)		9	15		15	20				
Turn Type	NA					Prot				
Protected Phases	2 3 4 5					1	2	3	4	5
Permitted Phases										
Minimum Split (s)						37.0	8.0	26.0	8.0	22.0
Total Split (s)						88.0	8.0	54.0	8.0	22.0
Total Split (%)						48.9%	4%	30%	4%	12%
Maximum Green (s)						82.0	2.0	48.0	2.0	16.0
Yellow Time (s)						4.0	4.0	4.0	4.0	4.0
All-Red Time (s)						2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						0.0				
Total Lost Time (s)						6.0				
Lead/Lag						Lead	Lag	Lead	Lag	
Lead-Lag Optimize?						Yes				
Act Effct Green (s)	86.0					82.0				
Actuated g/C Ratio	0.48					0.46				
v/c Ratio	0.89					0.50				
Control Delay	5.5					35.8				
Queue Delay	0.0					0.0				
Total Delay	5.5					35.8				
LOS	A					D				
Approach Delay	5.5				35.8					
Approach LOS	A				D					

Intersection Summary		
Area Type:	Other	
Cycle Length: 180		
Actuated Cycle Length: 180		
Offset: 0 (0%), Referenced to phase 2:SET, Start of Green, Master Intersection		
Natural Cycle: 145		
Control Type: Pretimed		
Maximum v/c Ratio: 1.06		
Intersection Signal Delay: 13.8	Intersection LOS: B	
Intersection Capacity Utilization 97.0%	ICU Level of Service F	
Analysis Period (min) 15		

Splits and Phases: 14:



Lane Group	EBT	NER
Lane Group Flow (vph)	2230	839
v/c Ratio	0.89	0.50
Control Delay	5.5	35.8
Queue Delay	0.0	0.0
Total Delay	5.5	35.8
Queue Length 50th (ft)	29	303
Queue Length 95th (ft)	40	356
Internal Link Dist (ft)	67	
Turn Bay Length (ft)		
Base Capacity (vph)	2493	1687
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.89	0.50

Intersection Summary

Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	2230	0	0	0	0	839
Future Volume (vph)	2230	0	0	0	0	839
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Total Lost time (s)	6.0					6.0
Lane Util. Factor	0.91					0.76
Frt	1.00					0.85
Flt Protected	1.00					1.00
Satd. Flow (prot)	5219					3705
Flt Permitted	1.00					1.00
Satd. Flow (perm)	5219					3705
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	2230	0	0	0	0	839
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	2230	0	0	0	0	839
Turn Type	NA					Prot
Protected Phases	2 3 4 5					1
Permitted Phases						
Actuated Green, G (s)	86.0					82.0
Effective Green, g (s)	86.0					82.0
Actuated g/C Ratio	0.48					0.46
Clearance Time (s)						6.0
Lane Grp Cap (vph)	2493					1687
v/s Ratio Prot	c0.43					c0.23
v/s Ratio Perm						
v/c Ratio	0.89					0.50
Uniform Delay, d1	42.9					34.5
Progression Factor	0.07					1.00
Incremental Delay, d2	2.5					1.1
Delay (s)	5.5					35.5
Level of Service	A					D
Approach Delay (s)	5.5		0.0		35.5	
Approach LOS	A		A		D	

Intersection Summary			
HCM 2000 Control Delay	13.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	97.0%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	467	0	0	0	0	1174
Future Volume (vph)	467	0	0	0	0	1174
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	1.00	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	3539	0	0	0	0	1611
Flt Permitted						
Satd. Flow (perm)	3539	0	0	0	0	1611
Link Speed (mph)	30			30	30	
Link Distance (ft)	174			325	271	
Travel Time (s)	4.0			7.4	6.2	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	467	0	0	0	0	1174
Shared Lane Traffic (%)						
Lane Group Flow (vph)	467	0	0	0	0	1174
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	L NA	Right	Left	Left	Left	R NA
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	20
Sign Control	Free			Stop	Yield	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	118.8%	ICU Level of Service	H
Analysis Period (min)	15		

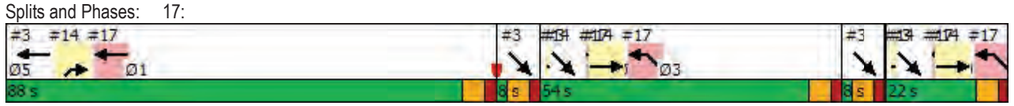
Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	467	2230	0	0	0	0
Future Volume (vph)	467	2230	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.86	0.86	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950	0.999				
Satd. Flow (prot)	1522	4801	0	0	0	0
Flt Permitted	0.950	0.999				
Satd. Flow (perm)	1522	4801	0	0	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		221	156		174	
Travel Time (s)		5.0	3.5		4.0	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	467	2230	0	0	0	0
Shared Lane Traffic (%)	10%					
Lane Group Flow (vph)	420	2277	0	0	0	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	20
Sign Control		Free	Stop		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	118.8%	ICU Level of Service	H
Analysis Period (min)	15		

Lane Group	EBT	EBR	WBL	WBT	NWL	NWR	Ø1	Ø2	Ø3	Ø4	Ø5
Lane Configurations											
Traffic Volume (vph)	0	0	0	3185	715	0					
Future Volume (vph)	0	0	0	3185	715	0					
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950					
Lane Util. Factor	1.00	1.00	1.00	0.86	0.97	1.00					
Frt											
Flt Protected					0.950						
Satd. Flow (prot)	0	0	0	6576	3523	0					
Flt Permitted					0.950						
Satd. Flow (perm)	0	0	0	6576	3523	0					
Right Turn on Red		Yes			No	Yes					
Satd. Flow (RTOR)											
Link Speed (mph)	30			30	30						
Link Distance (ft)	168			178	204						
Travel Time (s)	3.8			4.0	4.6						
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00					
Adj. Flow (vph)	0	0	0	3185	715	0					
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	0	0	3185	715	0					
Enter Blocked Intersection	No	No	No	No	No	No					
Lane Alignment	Left	Right	Left	Left	Right	Right					
Median Width(ft)	0			0	24						
Link Offset(ft)	0			0	-3						
Crosswalk Width(ft)	16			0	0						
Two way Left Turn Lane											
Headway Factor	0.97	0.97	0.97	0.97	0.97	0.97					
Turning Speed (mph)		9	15		15	9					
Turn Type				NA	Prot						
Protected Phases				1 2	3 4 5		1	2	3	4	5
Permitted Phases											
Minimum Split (s)							37.0	8.0	26.0	8.0	22.0
Total Split (s)							88.0	8.0	54.0	8.0	22.0
Total Split (%)							49%	4%	30%	4%	12%
Maximum Green (s)							82.0	2.0	48.0	2.0	16.0
Yellow Time (s)							4.0	4.0	4.0	4.0	4.0
All-Red Time (s)							2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)											
Total Lost Time (s)											
Lead/Lag							Lead	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes				
Act Effct Green (s)				90.0	78.0						
Actuated g/C Ratio				0.50	0.43						
v/c Ratio				0.97	0.47						
Control Delay				6.6	37.5						
Queue Delay				8.5	11.3						
Total Delay				15.1	48.8						
LOS				B	D						
Approach Delay				15.1	48.8						
Approach LOS				B	D						

Intersection Summary		
Area Type:	Other	
Cycle Length: 180		
Actual Cycle Length: 180		
Offset: 0 (0%), Referenced to phase 2:SET, Start of Green, Master Intersection		
Natural Cycle: 145		
Control Type: Pretimed		
Maximum v/c Ratio: 1.06		
Intersection Signal Delay: 21.2	Intersection LOS: C	
Intersection Capacity Utilization 74.8%	ICU Level of Service D	
Analysis Period (min) 15		

Splits and Phases: 17:



Lane Group	WBT	NWL
Lane Group Flow (vph)	3185	715
v/c Ratio	0.97	0.47
Control Delay	6.6	37.5
Queue Delay	8.5	11.3
Total Delay	15.1	48.8
Queue Length 50th (ft)	68	308
Queue Length 95th (ft)	m0	368
Internal Link Dist (ft)	98	124
Turn Bay Length (ft)		
Base Capacity (vph)	3288	1526
Starvation Cap Reductn	146	0
Spillback Cap Reductn	0	785
Storage Cap Reductn	0	0
Reduced v/c Ratio	1.01	0.96

Intersection Summary
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	0	0	0	3185	715	0
Future Volume (vph)	0	0	0	3185	715	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Total Lost time (s)				6.0	6.0	
Lane Util. Factor				0.86	0.97	
Frt				1.00	1.00	
Flt Protected				1.00	0.95	
Satd. Flow (prot)				6576	3523	
Flt Permitted				1.00	0.95	
Satd. Flow (perm)				6576	3523	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	3185	715	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	3185	715	0
Turn Type				NA	Prot	
Protected Phases				1 2	3 4 5	
Permitted Phases						
Actuated Green, G (s)				90.0	78.0	
Effective Green, g (s)				90.0	78.0	
Actuated g/C Ratio				0.50	0.43	
Clearance Time (s)						
Lane Grp Cap (vph)				3288	1526	
v/s Ratio Prot				c0.48	c0.20	
v/s Ratio Perm						
v/c Ratio				0.97	0.47	
Uniform Delay, d1				43.6	36.3	
Progression Factor				0.10	1.00	
Incremental Delay, d2				1.4	1.0	
Delay (s)				5.7	37.3	
Level of Service				A	D	
Approach Delay (s)	0.0			5.7	37.3	
Approach LOS	A			A	D	

Intersection Summary			
HCM 2000 Control Delay	11.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	74.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	715	839	0	0	0	0
Future Volume (vph)	715	839	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		300	0		0	0
Storage Lanes		3	0		0	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.76	1.00	1.00	1.00	1.00
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	3539	3610	0	0	0	0
Flt Permitted						
Satd. Flow (perm)	3539	3610	0	0	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	896			204	214	
Travel Time (s)	20.4			4.6	4.9	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	715	839	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	715	839	0	0	0	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Stop	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	73.1%	ICU Level of Service D	
Analysis Period (min)	15		

15: Performance by movement

Movement	NBT	NWR	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	0.4	6.5	4.7

Intersection: 15:

Movement	NB	NW
Directions Served	T	R
Maximum Queue (ft)	28	273
Average Queue (ft)	3	162
95th Queue (ft)	18	308
Link Distance (ft)	94	144
Upstream Blk Time (%)		10
Queuing Penalty (veh)		114
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Lane Group	EBT	NWT
Lane Group Flow (vph)	2420	1664
v/c Ratio	1.00	0.56
Control Delay	75.2	22.1
Queue Delay	0.0	1.5
Total Delay	75.2	23.7
Queue Length 50th (ft)	~840	303
Queue Length 95th (ft)	#922	325
Internal Link Dist (ft)	111	138
Turn Bay Length (ft)		
Base Capacity (vph)	2411	2957
Starvation Cap Reductn	0	1037
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	1.00	0.87

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	0	2420	0	0	0	0	0	0	0	0	1664	0
Future Volume (vph)	0	2420	0	0	0	0	0	0	0	0	1664	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Total Lost time (s)		6.0									6.0	
Lane Util. Factor		0.86									0.91	
Frt		1.00									1.00	
Flt Protected		1.00									1.00	
Satd. Flow (prot)		6576									5219	
Flt Permitted		1.00									1.00	
Satd. Flow (perm)		6576									5219	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	2420	0	0	0	0	0	0	0	0	1664	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	2420	0	0	0	0	0	0	0	0	1664	0
Turn Type		NA									NA	
Protected Phases		3									1 2 4 5	
Permitted Phases												
Actuated Green, G (s)		66.0									102.0	
Effective Green, g (s)		66.0									102.0	
Actuated g/C Ratio		0.37									0.57	
Clearance Time (s)		6.0										
Lane Grp Cap (vph)		2411									2957	
v/s Ratio Prot		c0.37									c0.32	
v/s Ratio Perm												
v/c Ratio	1.00										0.56	
Uniform Delay, d1	57.0										24.8	
Progression Factor	1.00										0.86	
Incremental Delay, d2	19.2										0.6	
Delay (s)	76.2										22.0	
Level of Service	E										C	
Approach Delay (s)	76.2			0.0			0.0				22.0	
Approach LOS	E			A			A				C	

Intersection Summary			
HCM 2000 Control Delay	54.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	75.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	SEL
Lane Group Flow (vph)	2420	1165
v/c Ratio	0.81	0.69
Control Delay	2.9	39.4
Queue Delay	0.7	0.0
Total Delay	3.6	39.4
Queue Length 50th (ft)	4	548
Queue Length 95th (ft)	m0	628
Internal Link Dist (ft)	122	132
Turn Bay Length (ft)		
Base Capacity (vph)	2995	1683
Starvation Cap Reductn	263	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.89	0.69

Intersection Summary
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	2420	0	0	1165	0
Future Volume (vph)	0	2420	0	0	1165	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Total Lost time (s)		6.0			6.0	
Lane Util. Factor		0.86			0.97	
Frt		1.00			1.00	
Flt Protected		1.00			0.95	
Satd. Flow (prot)		6576			3523	
Flt Permitted		1.00			0.95	
Satd. Flow (perm)		6576			3523	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	2420	0	0	1165	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	2420	0	0	1165	0
Turn Type		NA			Prot	
Protected Phases		2 3 4			1 5	
Permitted Phases						
Actuated Green, G (s)		82.0			86.0	
Effective Green, g (s)		82.0			86.0	
Actuated g/C Ratio		0.46			0.48	
Clearance Time (s)						
Lane Grp Cap (vph)		2995			1683	
v/s Ratio Prot		c0.37			c0.33	
v/s Ratio Perm						
v/c Ratio	0.81				0.69	
Uniform Delay, d1	42.2				36.7	
Progression Factor	0.06				1.00	
Incremental Delay, d2	0.2				2.4	
Delay (s)	2.9				39.0	
Level of Service	A				D	
Approach Delay (s)	2.9		0.0		39.0	
Approach LOS	A		A		D	

Intersection Summary			
HCM 2000 Control Delay	14.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	76.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	WBT	SET
Lane Group Flow (vph)	2057	2845
v/c Ratio	1.06	0.85
Control Delay	98.6	19.6
Queue Delay	9.5	0.0
Total Delay	108.1	19.6
Queue Length 50th (ft)	~773	428
Queue Length 95th (ft)	#841	816
Internal Link Dist (ft)	68	94
Turn Bay Length (ft)		
Base Capacity (vph)	1936	3334
Starvation Cap Reductn	0	0
Spillback Cap Reductn	41	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	1.09	0.85

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations					↑↑↑↑			↑↑↑				
Traffic Volume (vph)	0	0	0	0	2057	0	0	2845	0	0	0	0
Future Volume (vph)	0	0	0	0	2057	0	0	2845	0	0	0	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Total Lost time (s)					6.0			6.0				
Lane Util. Factor					0.86			0.91				
Frt					1.00			1.00				
Flt Protected					1.00			1.00				
Satd. Flow (prot)					6576			5219				
Flt Permitted					1.00			1.00				
Satd. Flow (perm)					6576			5219				
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	0	2057	0	0	2845	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	2057	0	0	2845	0	0	0	0
Turn Type					NA			NA				
Protected Phases					1			2 3 4 5				
Permitted Phases												
Actuated Green, G (s)					53.0			115.0				
Effective Green, g (s)					53.0			115.0				
Actuated g/C Ratio					0.29			0.64				
Clearance Time (s)					6.0							
Lane Grp Cap (vph)					1936			3334				
v/s Ratio Prot					c0.31			c0.55				
v/s Ratio Perm												
v/c Ratio					1.06			0.85				
Uniform Delay, d1					63.5			25.8				
Progression Factor					1.00			0.68				
Incremental Delay, d2					39.4			1.9				
Delay (s)					102.9			19.4				
Level of Service					F			B				
Approach Delay (s)	0.0				102.9			19.4			0.0	
Approach LOS	A				F			B			A	

Intersection Summary

HCM 2000 Control Delay	54.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	92.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	WBT	SWR
Lane Group Flow (vph)	1664	842
v/c Ratio	0.56	0.78
Control Delay	2.6	52.5
Queue Delay	0.0	0.0
Total Delay	2.6	52.5
Queue Length 50th (ft)	19	470
Queue Length 95th (ft)	19	565
Internal Link Dist (ft)	19	
Turn Bay Length (ft)		
Base Capacity (vph)	2957	1086
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.56	0.78

Intersection Summary

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	0	1664	0	0	842
Future Volume (vph)	0	0	1664	0	0	842
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Total Lost time (s)			6.0			6.0
Lane Util. Factor			0.91			0.88
Frt			1.00			0.85
Flt Protected			1.00			1.00
Satd. Flow (prot)			5219			2860
Flt Permitted			1.00			1.00
Satd. Flow (perm)			5219			2860
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	1664	0	0	842
RTOR Reduction (vph)	0	0	0	0	0	38
Lane Group Flow (vph)	0	0	1664	0	0	804
Turn Type			NA			Prot
Protected Phases			1 2 4 5			3
Permitted Phases						
Actuated Green, G (s)			102.0			66.0
Effective Green, g (s)			102.0			66.0
Actuated g/C Ratio			0.57			0.37
Clearance Time (s)						6.0
Lane Grp Cap (vph)			2957			1048
v/s Ratio Prot			c0.32			c0.28
v/s Ratio Perm						
v/c Ratio			0.56			0.77
Uniform Delay, d1			24.8			50.2
Progression Factor			0.08			1.00
Incremental Delay, d2			0.7			5.4
Delay (s)			2.6			55.6
Level of Service			A			E
Approach Delay (s)	0.0		2.6		55.6	
Approach LOS	A		A		E	

Intersection Summary			
HCM 2000 Control Delay	20.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	75.5%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	NER
Lane Group Flow (vph)	2845	1045
v/c Ratio	0.85	0.96
Control Delay	3.0	80.7
Queue Delay	0.0	0.0
Total Delay	3.0	80.7
Queue Length 50th (ft)	29	536
Queue Length 95th (ft)	26	#653
Internal Link Dist (ft)	67	
Turn Bay Length (ft)		
Base Capacity (vph)	3334	1090
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.85	0.96

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	2845	0	0	0	0	1045
Future Volume (vph)	2845	0	0	0	0	1045
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Total Lost time (s)	6.0					6.0
Lane Util. Factor	0.91					0.76
Frt	1.00					0.85
Flt Protected	1.00					1.00
Satd. Flow (prot)	5219					3705
Flt Permitted	1.00					1.00
Satd. Flow (perm)	5219					3705
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	2845	0	0	0	0	1045
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	2845	0	0	0	0	1045
Turn Type	NA					Prot
Protected Phases	2 3 4 5					1
Permitted Phases						
Actuated Green, G (s)	115.0					53.0
Effective Green, g (s)	115.0					53.0
Actuated g/C Ratio	0.64					0.29
Clearance Time (s)						6.0
Lane Grp Cap (vph)	3334					1090
v/s Ratio Prot	c0.55					c0.28
v/s Ratio Perm						
v/c Ratio	0.85					0.96
Uniform Delay, d1	25.8					62.4
Progression Factor	0.06					1.00
Incremental Delay, d2	1.5					19.0
Delay (s)	3.0					81.4
Level of Service	A					F
Approach Delay (s)	3.0			0.0	81.4	
Approach LOS	A			A	F	

Intersection Summary

HCM 2000 Control Delay	24.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	92.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	NBT	NWR
Lane Group Flow (vph)	740	1002
v/c Ratio	0.49	1.15
Control Delay	15.9	118.4
Queue Delay	0.0	0.0
Total Delay	15.9	118.4
Queue Length 50th (ft)	78	~1324
Queue Length 95th (ft)	104	#1595
Internal Link Dist (ft)	107	
Turn Bay Length (ft)		
Base Capacity (vph)	1513	868
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.49	1.15

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	740	0	0	0	0	1002
Future Volume (vph)	740	0	0	0	0	1002
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0					6.0
Lane Util. Factor	0.95					1.00
Frt	1.00					0.86
Flt Protected	1.00					1.00
Satd. Flow (prot)	3539					1611
Flt Permitted	1.00					1.00
Satd. Flow (perm)	3539					1611
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	740	0	0	0	0	1002
RTOR Reduction (vph)	0	0	0	0	0	54
Lane Group Flow (vph)	740	0	0	0	0	948
Turn Type	NA					custom
Protected Phases	2 3 4					1 5
Permitted Phases						
Actuated Green, G (s)	77.0					91.0
Effective Green, g (s)	77.0					91.0
Actuated g/C Ratio	0.43					0.51
Clearance Time (s)						
Lane Grp Cap (vph)	1513					814
v/s Ratio Prot	c0.21					c0.59
v/s Ratio Perm						
v/c Ratio	0.49					1.16
Uniform Delay, d1	37.3					44.5
Progression Factor	0.41					1.00
Incremental Delay, d2	0.6					87.2
Delay (s)	15.8					131.7
Level of Service	B					F
Approach Delay (s)	15.8			0.0		131.7
Approach LOS	B			A		F

Intersection Summary

HCM 2000 Control Delay	82.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	122.9%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	WBT	NWL
Lane Group Flow (vph)	2057	604
v/c Ratio	0.92	0.29
Control Delay	5.9	18.3
Queue Delay	5.7	0.0
Total Delay	11.6	18.3
Queue Length 50th (ft)	42	175
Queue Length 95th (ft)	m0	212
Internal Link Dist (ft)	98	124
Turn Bay Length (ft)		
Base Capacity (vph)	2228	2094
Starvation Cap Reductn	146	0
Spillback Cap Reductn	0	114
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.99	0.31

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	0	0	0	2057	604	0
Future Volume (vph)	0	0	0	2057	604	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Total Lost time (s)				6.0	6.0	
Lane Util. Factor				0.86	0.97	
Frt				1.00	1.00	
Flt Protected				1.00	0.95	
Satd. Flow (prot)				6576	3523	
Flt Permitted				1.00	0.95	
Satd. Flow (perm)				6576	3523	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	2057	604	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	2057	604	0
Turn Type				NA	Prot	
Protected Phases				1 2	3 4 5	
Permitted Phases						
Actuated Green, G (s)				61.0	107.0	
Effective Green, g (s)				61.0	107.0	
Actuated g/C Ratio				0.34	0.59	
Clearance Time (s)						
Lane Grp Cap (vph)				2228	2094	
v/s Ratio Prot				c0.31	c0.17	
v/s Ratio Perm						
v/c Ratio				0.92	0.29	
Uniform Delay, d1				57.2	17.9	
Progression Factor				0.08	1.00	
Incremental Delay, d2				0.9	0.3	
Delay (s)				5.5	18.2	
Level of Service				A	B	
Approach Delay (s)	0.0			5.5	18.2	
Approach LOS	A			A	B	

Intersection Summary			
HCM 2000 Control Delay	8.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	55.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	NWT
Lane Group Flow (vph)	1626	2504
v/c Ratio	0.87	0.74
Control Delay	67.6	16.1
Queue Delay	0.0	11.1
Total Delay	67.6	27.2
Queue Length 50th (ft)	536	397
Queue Length 95th (ft)	583	409
Internal Link Dist (ft)	111	138
Turn Bay Length (ft)		
Base Capacity (vph)	1863	3392
Starvation Cap Reductn	0	905
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.87	1.01

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	0	1626	0	0	0	0	0	0	0	0	2504	0
Future Volume (vph)	0	1626	0	0	0	0	0	0	0	0	2504	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Total Lost time (s)		6.0									6.0	
Lane Util. Factor		0.86									0.91	
Frt		1.00									1.00	
Flt Protected		1.00									1.00	
Satd. Flow (prot)		6576									5219	
Flt Permitted		1.00									1.00	
Satd. Flow (perm)		6576									5219	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	1626	0	0	0	0	0	0	0	0	2504	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1626	0	0	0	0	0	0	0	0	2504	0
Turn Type		NA									NA	
Protected Phases		3									1 2 4 5	
Permitted Phases												
Actuated Green, G (s)		51.0									117.0	
Effective Green, g (s)		51.0									117.0	
Actuated g/C Ratio		0.28									0.65	
Clearance Time (s)		6.0										
Lane Grp Cap (vph)		1863									3392	
v/s Ratio Prot		c0.25									c0.48	
v/s Ratio Perm												
v/c Ratio	0.87										0.74	
Uniform Delay, d1	61.4										21.2	
Progression Factor	1.00										0.71	
Incremental Delay, d2	6.0										0.8	
Delay (s)	67.4										15.9	
Level of Service	E										B	
Approach Delay (s)	67.4		0.0			0.0			15.9			
Approach LOS	E		A			A			B			

Intersection Summary			
HCM 2000 Control Delay	36.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	87.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	SEL
Lane Group Flow (vph)	1626	1071
v/c Ratio	0.66	0.54
Control Delay	0.7	26.2
Queue Delay	0.3	0.0
Total Delay	1.0	26.2
Queue Length 50th (ft)	0	402
Queue Length 95th (ft)	0	464
Internal Link Dist (ft)	122	132
Turn Bay Length (ft)		
Base Capacity (vph)	2447	1976
Starvation Cap Reductn	263	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.74	0.54

Intersection Summary

Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	1626	0	0	1071	0
Future Volume (vph)	0	1626	0	0	1071	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Total Lost time (s)		6.0			6.0	
Lane Util. Factor		0.86			0.97	
Frt		1.00			1.00	
Flt Protected		1.00			0.95	
Satd. Flow (prot)		6576			3523	
Flt Permitted		1.00			0.95	
Satd. Flow (perm)		6576			3523	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	1626	0	0	1071	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	1626	0	0	1071	0
Turn Type		NA			Prot	
Protected Phases		2 3 4			1 5	
Permitted Phases						
Actuated Green, G (s)		67.0			101.0	
Effective Green, g (s)		67.0			101.0	
Actuated g/C Ratio		0.37			0.56	
Clearance Time (s)						
Lane Grp Cap (vph)		2447			1976	
v/s Ratio Prot		c0.25			c0.30	
v/s Ratio Perm						
v/c Ratio	0.66			0.54		
Uniform Delay, d1	47.1			24.9		
Progression Factor	0.00			1.00		
Incremental Delay, d2	0.7			1.1		
Delay (s)	0.7			26.0		
Level of Service	A			C		
Approach Delay (s)	0.7	0.0		26.0		
Approach LOS	A	A		C		

Intersection Summary			
HCM 2000 Control Delay	10.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	62.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	WBT	SET
Lane Group Flow (vph)	3185	2230
v/c Ratio	1.06	0.89
Control Delay	82.9	43.7
Queue Delay	12.1	0.0
Total Delay	95.0	43.7
Queue Length 50th (ft)	~1199	966
Queue Length 95th (ft)	#1238	996
Internal Link Dist (ft)	68	76
Turn Bay Length (ft)		
Base Capacity (vph)	2995	2493
Starvation Cap Reductn	0	0
Spillback Cap Reductn	78	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	1.09	0.89

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	3185	0	0	2230	0	0	0	0
Future Volume (vph)	0	0	0	0	3185	0	0	2230	0	0	0	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Total Lost time (s)					6.0			6.0				
Lane Util. Factor					0.86			0.91				
Frt					1.00			1.00				
Flt Protected					1.00			1.00				
Satd. Flow (prot)					6576			5219				
Flt Permitted					1.00			1.00				
Satd. Flow (perm)					6576			5219				
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	0	3185	0	0	2230	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	3185	0	0	2230	0	0	0	0
Turn Type					NA			NA				
Protected Phases					1			2 3 4 5				
Permitted Phases												
Actuated Green, G (s)					82.0			86.0				
Effective Green, g (s)					82.0			86.0				
Actuated g/C Ratio					0.46			0.48				
Clearance Time (s)					6.0							
Lane Grp Cap (vph)					2995			2493				
v/s Ratio Prot					c0.48			c0.43				
v/s Ratio Perm												
v/c Ratio					1.06			0.89				
Uniform Delay, d1					49.0			42.9				
Progression Factor					1.00			0.91				
Incremental Delay, d2					36.4			4.5				
Delay (s)					85.4			43.4				
Level of Service					F			D				
Approach Delay (s)	0.0				85.4			43.4			0.0	
Approach LOS	A				F			D			A	

Intersection Summary

HCM 2000 Control Delay	68.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	97.0%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	WBT	SWR
Lane Group Flow (vph)	2504	891
v/c Ratio	0.74	1.10
Control Delay	2.1	120.3
Queue Delay	0.0	0.0
Total Delay	2.1	120.3
Queue Length 50th (ft)	21	~675
Queue Length 95th (ft)	21	#826
Internal Link Dist (ft)	19	
Turn Bay Length (ft)		
Base Capacity (vph)	3392	810
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.74	1.10

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations			↑↑↑			↱↱
Traffic Volume (vph)	0	0	2504	0	0	891
Future Volume (vph)	0	0	2504	0	0	891
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Total Lost time (s)			6.0			6.0
Lane Util. Factor			0.91			0.88
Frt			1.00			0.85
Flt Protected			1.00			1.00
Satd. Flow (prot)			5219			2860
Flt Permitted			1.00			1.00
Satd. Flow (perm)			5219			2860
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	2504	0	0	891
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	2504	0	0	891
Turn Type			NA			Prot
Protected Phases			1 2 4 5			3
Permitted Phases						
Actuated Green, G (s)			117.0			51.0
Effective Green, g (s)			117.0			51.0
Actuated g/C Ratio			0.65			0.28
Clearance Time (s)						6.0
Lane Grp Cap (vph)			3392			810
v/s Ratio Prot			c0.48			c0.31
v/s Ratio Perm						
v/c Ratio			0.74			1.10
Uniform Delay, d1			21.2			64.5
Progression Factor			0.05			1.00
Incremental Delay, d2			1.0			62.6
Delay (s)			2.1			127.1
Level of Service			A			F
Approach Delay (s)	0.0		2.1		127.1	
Approach LOS	A		A		F	

Intersection Summary

HCM 2000 Control Delay	34.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	87.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	NER
Lane Group Flow (vph)	2230	839
v/c Ratio	0.89	0.50
Control Delay	5.5	35.8
Queue Delay	0.0	0.0
Total Delay	5.5	35.8
Queue Length 50th (ft)	29	303
Queue Length 95th (ft)	40	356
Internal Link Dist (ft)	67	
Turn Bay Length (ft)		
Base Capacity (vph)	2493	1687
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.89	0.50

Intersection Summary

Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	2230	0	0	0	0	839
Future Volume (vph)	2230	0	0	0	0	839
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Total Lost time (s)	6.0					6.0
Lane Util. Factor	0.91					0.76
Frt	1.00					0.85
Flt Protected	1.00					1.00
Satd. Flow (prot)	5219					3705
Flt Permitted	1.00					1.00
Satd. Flow (perm)	5219					3705
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	2230	0	0	0	0	839
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	2230	0	0	0	0	839
Turn Type	NA					Prot
Protected Phases	2 3 4 5					1
Permitted Phases						
Actuated Green, G (s)	86.0					82.0
Effective Green, g (s)	86.0					82.0
Actuated g/C Ratio	0.48					0.46
Clearance Time (s)						6.0
Lane Grp Cap (vph)	2493					1687
v/s Ratio Prot	c0.43					c0.23
v/s Ratio Perm						
v/c Ratio	0.89					0.50
Uniform Delay, d1	42.9					34.5
Progression Factor	0.07					1.00
Incremental Delay, d2	2.5					1.1
Delay (s)	5.5					35.5
Level of Service	A					D
Approach Delay (s)	5.5		0.0	35.5		
Approach LOS	A		A	D		

Intersection Summary			
HCM 2000 Control Delay	13.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	97.0%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	NBT	NWR
Lane Group Flow (vph)	467	1174
v/c Ratio	0.28	1.30
Control Delay	0.3	174.2
Queue Delay	0.0	0.0
Total Delay	0.3	174.2
Queue Length 50th (ft)	0	~1568
Queue Length 95th (ft)	0	#1837
Internal Link Dist (ft)	94	
Turn Bay Length (ft)		
Base Capacity (vph)	1690	901
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.28	1.30

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	467	0	0	0	0	1174
Future Volume (vph)	467	0	0	0	0	1174
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0					6.0
Lane Util. Factor	0.95					1.00
Frt	1.00					0.86
Flt Protected	1.00					1.00
Satd. Flow (prot)	3539					1611
Flt Permitted	1.00					1.00
Satd. Flow (perm)	3539					1611
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	467	0	0	0	0	1174
RTOR Reduction (vph)	0	0	0	0	0	167
Lane Group Flow (vph)	467	0	0	0	0	1007
Turn Type	NA					Prot
Protected Phases	2 3 4 5					1
Permitted Phases						
Actuated Green, G (s)	86.0					82.0
Effective Green, g (s)	86.0					82.0
Actuated g/C Ratio	0.48					0.46
Clearance Time (s)						6.0
Lane Grp Cap (vph)	1690					733
v/s Ratio Prot	c0.13					c0.62
v/s Ratio Perm						
v/c Ratio	0.28					1.37
Uniform Delay, d1	28.3					49.0
Progression Factor	0.00					1.00
Incremental Delay, d2	0.3					176.7
Delay (s)	0.3					225.7
Level of Service	A					F
Approach Delay (s)	0.3			0.0		225.7
Approach LOS	A			A		F

Intersection Summary

HCM 2000 Control Delay	161.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	120.5%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	WBT	NWL
Lane Group Flow (vph)	3185	715
v/c Ratio	0.97	0.47
Control Delay	6.6	37.5
Queue Delay	8.5	11.3
Total Delay	15.1	48.8
Queue Length 50th (ft)	68	308
Queue Length 95th (ft)	m0	368
Internal Link Dist (ft)	98	124
Turn Bay Length (ft)		
Base Capacity (vph)	3288	1526
Starvation Cap Reductn	146	0
Spillback Cap Reductn	0	785
Storage Cap Reductn	0	0
Reduced v/c Ratio	1.01	0.96

Intersection Summary
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	0	0	0	3185	715	0
Future Volume (vph)	0	0	0	3185	715	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Total Lost time (s)				6.0	6.0	
Lane Util. Factor				0.86	0.97	
Frt				1.00	1.00	
Flt Protected				1.00	0.95	
Satd. Flow (prot)				6576	3523	
Flt Permitted				1.00	0.95	
Satd. Flow (perm)				6576	3523	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	3185	715	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	3185	715	0
Turn Type				NA	Prot	
Protected Phases				1 2	3 4 5	
Permitted Phases						
Actuated Green, G (s)				90.0	78.0	
Effective Green, g (s)				90.0	78.0	
Actuated g/C Ratio				0.50	0.43	
Clearance Time (s)						
Lane Grp Cap (vph)				3288	1526	
v/s Ratio Prot				c0.48	c0.20	
v/s Ratio Perm						
v/c Ratio				0.97	0.47	
Uniform Delay, d1				43.6	36.3	
Progression Factor				0.10	1.00	
Incremental Delay, d2				1.4	1.0	
Delay (s)				5.7	37.3	
Level of Service				A	D	
Approach Delay (s)	0.0			5.7	37.3	
Approach LOS	A			A	D	

Intersection Summary			
HCM 2000 Control Delay	11.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	74.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	NWT
Lane Group Flow (vph)	2420	1664
v/c Ratio	1.00	0.56
Control Delay	75.2	22.1
Queue Delay	0.0	1.5
Total Delay	75.2	23.7
Queue Length 50th (ft)	~840	303
Queue Length 95th (ft)	#922	325
Internal Link Dist (ft)	111	138
Turn Bay Length (ft)		
Base Capacity (vph)	2411	2957
Starvation Cap Reductn	0	1037
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	1.00	0.87

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	0	2420	0	0	0	0	0	0	0	0	1664	0
Future Volume (vph)	0	2420	0	0	0	0	0	0	0	0	1664	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Total Lost time (s)		6.0									6.0	
Lane Util. Factor		0.86									0.91	
Frt		1.00									1.00	
Flt Protected		1.00									1.00	
Satd. Flow (prot)		6576									5219	
Flt Permitted		1.00									1.00	
Satd. Flow (perm)		6576									5219	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	2420	0	0	0	0	0	0	0	0	1664	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	2420	0	0	0	0	0	0	0	0	1664	0
Turn Type		NA									NA	
Protected Phases		3									1 2 4 5	
Permitted Phases												
Actuated Green, G (s)		66.0									102.0	
Effective Green, g (s)		66.0									102.0	
Actuated g/C Ratio		0.37									0.57	
Clearance Time (s)		6.0										
Lane Grp Cap (vph)		2411									2957	
v/s Ratio Prot		c0.37									c0.32	
v/s Ratio Perm												
v/c Ratio	1.00										0.56	
Uniform Delay, d1	57.0										24.8	
Progression Factor	1.00										0.86	
Incremental Delay, d2	19.2										0.6	
Delay (s)	76.2										22.0	
Level of Service	E										C	
Approach Delay (s)	76.2		0.0			0.0					22.0	
Approach LOS	E		A			A					C	

Intersection Summary			
HCM 2000 Control Delay	54.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	75.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	SEL
Lane Group Flow (vph)	2420	1165
v/c Ratio	0.81	0.69
Control Delay	2.9	39.4
Queue Delay	0.7	0.0
Total Delay	3.6	39.4
Queue Length 50th (ft)	4	548
Queue Length 95th (ft)	m0	628
Internal Link Dist (ft)	122	132
Turn Bay Length (ft)		
Base Capacity (vph)	2995	1683
Starvation Cap Reductn	263	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.89	0.69

Intersection Summary
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	2420	0	0	1165	0
Future Volume (vph)	0	2420	0	0	1165	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Total Lost time (s)		6.0			6.0	
Lane Util. Factor		0.86			0.97	
Frt		1.00			1.00	
Flt Protected		1.00			0.95	
Satd. Flow (prot)		6576			3523	
Flt Permitted		1.00			0.95	
Satd. Flow (perm)		6576			3523	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	2420	0	0	1165	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	2420	0	0	1165	0
Turn Type		NA			Prot	
Protected Phases		2 3 4			1 5	
Permitted Phases						
Actuated Green, G (s)		82.0			86.0	
Effective Green, g (s)		82.0			86.0	
Actuated g/C Ratio		0.46			0.48	
Clearance Time (s)						
Lane Grp Cap (vph)		2995			1683	
v/s Ratio Prot		c0.37			c0.33	
v/s Ratio Perm						
v/c Ratio	0.81			0.69		
Uniform Delay, d1	42.2			36.7		
Progression Factor	0.06			1.00		
Incremental Delay, d2	0.2			2.4		
Delay (s)	2.9			39.0		
Level of Service	A			D		
Approach Delay (s)	2.9	0.0		39.0		
Approach LOS	A	A		D		

Intersection Summary			
HCM 2000 Control Delay	14.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	76.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	WBT	SET
Lane Group Flow (vph)	2057	2845
v/c Ratio	1.06	0.85
Control Delay	98.6	19.6
Queue Delay	9.5	0.0
Total Delay	108.1	19.6
Queue Length 50th (ft)	~773	428
Queue Length 95th (ft)	#841	816
Internal Link Dist (ft)	68	94
Turn Bay Length (ft)		
Base Capacity (vph)	1936	3334
Starvation Cap Reductn	0	0
Spillback Cap Reductn	41	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	1.09	0.85

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations					↑↑↑↑			↑↑↑				
Traffic Volume (vph)	0	0	0	0	2057	0	0	2845	0	0	0	0
Future Volume (vph)	0	0	0	0	2057	0	0	2845	0	0	0	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Total Lost time (s)					6.0			6.0				
Lane Util. Factor					0.86			0.91				
Frt					1.00			1.00				
Flt Protected					1.00			1.00				
Satd. Flow (prot)					6576			5219				
Flt Permitted					1.00			1.00				
Satd. Flow (perm)					6576			5219				
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	0	2057	0	0	2845	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	2057	0	0	2845	0	0	0	0
Turn Type					NA			NA				
Protected Phases					1			2 3 4 5				
Permitted Phases												
Actuated Green, G (s)					53.0			115.0				
Effective Green, g (s)					53.0			115.0				
Actuated g/C Ratio					0.29			0.64				
Clearance Time (s)					6.0							
Lane Grp Cap (vph)					1936			3334				
v/s Ratio Prot					c0.31			c0.55				
v/s Ratio Perm												
v/c Ratio					1.06			0.85				
Uniform Delay, d1					63.5			25.8				
Progression Factor					1.00			0.68				
Incremental Delay, d2					39.4			1.9				
Delay (s)					102.9			19.4				
Level of Service					F			B				
Approach Delay (s)	0.0				102.9			19.4			0.0	
Approach LOS	A				F			B			A	

Intersection Summary

HCM 2000 Control Delay	54.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	92.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	WBT	SWR
Lane Group Flow (vph)	1664	842
v/c Ratio	0.56	0.78
Control Delay	2.6	52.5
Queue Delay	0.0	0.0
Total Delay	2.6	52.5
Queue Length 50th (ft)	19	470
Queue Length 95th (ft)	19	565
Internal Link Dist (ft)	19	
Turn Bay Length (ft)		
Base Capacity (vph)	2957	1086
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.56	0.78

Intersection Summary

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	0	1664	0	0	842
Future Volume (vph)	0	0	1664	0	0	842
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Total Lost time (s)			6.0			6.0
Lane Util. Factor			0.91			0.88
Frt			1.00			0.85
Flt Protected			1.00			1.00
Satd. Flow (prot)			5219			2860
Flt Permitted			1.00			1.00
Satd. Flow (perm)			5219			2860
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	1664	0	0	842
RTOR Reduction (vph)	0	0	0	0	0	38
Lane Group Flow (vph)	0	0	1664	0	0	804
Turn Type			NA			Prot
Protected Phases			1 2 4 5			3
Permitted Phases						
Actuated Green, G (s)			102.0			66.0
Effective Green, g (s)			102.0			66.0
Actuated g/C Ratio			0.57			0.37
Clearance Time (s)						6.0
Lane Grp Cap (vph)			2957			1048
v/s Ratio Prot			c0.32			c0.28
v/s Ratio Perm						
v/c Ratio			0.56			0.77
Uniform Delay, d1			24.8			50.2
Progression Factor			0.08			1.00
Incremental Delay, d2			0.7			5.4
Delay (s)			2.6			55.6
Level of Service			A			E
Approach Delay (s)	0.0		2.6		55.6	
Approach LOS	A		A		E	

Intersection Summary			
HCM 2000 Control Delay	20.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	75.5%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	NER
Lane Group Flow (vph)	2845	1045
v/c Ratio	0.85	0.96
Control Delay	3.0	80.7
Queue Delay	0.0	0.0
Total Delay	3.0	80.7
Queue Length 50th (ft)	29	536
Queue Length 95th (ft)	26	#653
Internal Link Dist (ft)	67	
Turn Bay Length (ft)		
Base Capacity (vph)	3334	1090
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.85	0.96

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	2845	0	0	0	0	1045
Future Volume (vph)	2845	0	0	0	0	1045
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Total Lost time (s)	6.0					6.0
Lane Util. Factor	0.91					0.76
Frt	1.00					0.85
Flt Protected	1.00					1.00
Satd. Flow (prot)	5219					3705
Flt Permitted	1.00					1.00
Satd. Flow (perm)	5219					3705
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	2845	0	0	0	0	1045
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	2845	0	0	0	0	1045
Turn Type	NA					Prot
Protected Phases	2 3 4 5					1
Permitted Phases						
Actuated Green, G (s)	115.0					53.0
Effective Green, g (s)	115.0					53.0
Actuated g/C Ratio	0.64					0.29
Clearance Time (s)						6.0
Lane Grp Cap (vph)	3334					1090
v/s Ratio Prot	c0.55					c0.28
v/s Ratio Perm						
v/c Ratio	0.85					0.96
Uniform Delay, d1	25.8					62.4
Progression Factor	0.06					1.00
Incremental Delay, d2	1.5					19.0
Delay (s)	3.0					81.4
Level of Service	A					F
Approach Delay (s)	3.0			0.0	81.4	
Approach LOS	A			A	F	

Intersection Summary

HCM 2000 Control Delay	24.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	92.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	WBT	NWL
Lane Group Flow (vph)	2057	604
v/c Ratio	0.92	0.29
Control Delay	5.9	18.3
Queue Delay	5.7	0.0
Total Delay	11.6	18.3
Queue Length 50th (ft)	42	175
Queue Length 95th (ft)	m0	212
Internal Link Dist (ft)	98	124
Turn Bay Length (ft)		
Base Capacity (vph)	2228	2094
Starvation Cap Reductn	146	0
Spillback Cap Reductn	0	114
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.99	0.31

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	0	0	0	2057	604	0
Future Volume (vph)	0	0	0	2057	604	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Total Lost time (s)				6.0	6.0	
Lane Util. Factor				0.86	0.97	
Frt				1.00	1.00	
Flt Protected				1.00	0.95	
Satd. Flow (prot)				6576	3523	
Flt Permitted				1.00	0.95	
Satd. Flow (perm)				6576	3523	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	2057	604	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	2057	604	0
Turn Type				NA	Prot	
Protected Phases				1 2	3 4 5	
Permitted Phases						
Actuated Green, G (s)				61.0	107.0	
Effective Green, g (s)				61.0	107.0	
Actuated g/C Ratio				0.34	0.59	
Clearance Time (s)						
Lane Grp Cap (vph)				2228	2094	
v/s Ratio Prot				c0.31	c0.17	
v/s Ratio Perm						
v/c Ratio				0.92	0.29	
Uniform Delay, d1				57.2	17.9	
Progression Factor				0.08	1.00	
Incremental Delay, d2				0.9	0.3	
Delay (s)				5.5	18.2	
Level of Service				A	B	
Approach Delay (s)	0.0			5.5	18.2	
Approach LOS	A			A	B	

Intersection Summary			
HCM 2000 Control Delay	8.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	55.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	NWT
Lane Group Flow (vph)	1626	2504
v/c Ratio	0.87	0.74
Control Delay	67.6	16.1
Queue Delay	0.0	11.1
Total Delay	67.6	27.2
Queue Length 50th (ft)	536	397
Queue Length 95th (ft)	583	409
Internal Link Dist (ft)	111	138
Turn Bay Length (ft)		
Base Capacity (vph)	1863	3392
Starvation Cap Reductn	0	905
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.87	1.01

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	0	1626	0	0	0	0	0	0	0	0	2504	0
Future Volume (vph)	0	1626	0	0	0	0	0	0	0	0	2504	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Total Lost time (s)		6.0									6.0	
Lane Util. Factor		0.86									0.91	
Frt		1.00									1.00	
Flt Protected		1.00									1.00	
Satd. Flow (prot)		6576									5219	
Flt Permitted		1.00									1.00	
Satd. Flow (perm)		6576									5219	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	1626	0	0	0	0	0	0	0	0	2504	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1626	0	0	0	0	0	0	0	0	2504	0
Turn Type		NA									NA	
Protected Phases		3									1 2 4 5	
Permitted Phases												
Actuated Green, G (s)		51.0									117.0	
Effective Green, g (s)		51.0									117.0	
Actuated g/C Ratio		0.28									0.65	
Clearance Time (s)		6.0										
Lane Grp Cap (vph)		1863									3392	
v/s Ratio Prot		c0.25									c0.48	
v/s Ratio Perm												
v/c Ratio	0.87										0.74	
Uniform Delay, d1	61.4										21.2	
Progression Factor	1.00										0.71	
Incremental Delay, d2	6.0										0.8	
Delay (s)	67.4										15.9	
Level of Service	E										B	
Approach Delay (s)	67.4		0.0			0.0					15.9	
Approach LOS	E		A			A					B	

Intersection Summary			
HCM 2000 Control Delay	36.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	87.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBT	SEL
Lane Group Flow (vph)	1626	1071
v/c Ratio	0.66	0.54
Control Delay	0.7	26.2
Queue Delay	0.3	0.0
Total Delay	1.0	26.2
Queue Length 50th (ft)	0	402
Queue Length 95th (ft)	0	464
Internal Link Dist (ft)	122	132
Turn Bay Length (ft)		
Base Capacity (vph)	2447	1976
Starvation Cap Reductn	263	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.74	0.54

Intersection Summary

Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	1626	0	0	1071	0
Future Volume (vph)	0	1626	0	0	1071	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Total Lost time (s)		6.0			6.0	
Lane Util. Factor		0.86			0.97	
Frt		1.00			1.00	
Flt Protected		1.00			0.95	
Satd. Flow (prot)		6576			3523	
Flt Permitted		1.00			0.95	
Satd. Flow (perm)		6576			3523	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	1626	0	0	1071	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	1626	0	0	1071	0
Turn Type		NA			Prot	
Protected Phases		2 3 4			1 5	
Permitted Phases						
Actuated Green, G (s)		67.0			101.0	
Effective Green, g (s)		67.0			101.0	
Actuated g/C Ratio		0.37			0.56	
Clearance Time (s)						
Lane Grp Cap (vph)		2447			1976	
v/s Ratio Prot		c0.25			c0.30	
v/s Ratio Perm						
v/c Ratio	0.66			0.54		
Uniform Delay, d1	47.1			24.9		
Progression Factor	0.00			1.00		
Incremental Delay, d2	0.7			1.1		
Delay (s)	0.7			26.0		
Level of Service	A			C		
Approach Delay (s)	0.7	0.0		26.0		
Approach LOS	A	A		C		

Intersection Summary			
HCM 2000 Control Delay	10.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	62.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	WBT	SET
Lane Group Flow (vph)	3185	2230
v/c Ratio	1.06	0.89
Control Delay	82.9	43.7
Queue Delay	12.1	0.0
Total Delay	95.0	43.7
Queue Length 50th (ft)	~1199	966
Queue Length 95th (ft)	#1238	996
Internal Link Dist (ft)	68	76
Turn Bay Length (ft)		
Base Capacity (vph)	2995	2493
Starvation Cap Reductn	0	0
Spillback Cap Reductn	78	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	1.09	0.89

Intersection Summary
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	3185	0	0	2230	0	0	0	0
Future Volume (vph)	0	0	0	0	3185	0	0	2230	0	0	0	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Total Lost time (s)					6.0			6.0				
Lane Util. Factor					0.86			0.91				
Frt					1.00			1.00				
Flt Protected					1.00			1.00				
Satd. Flow (prot)					6576			5219				
Flt Permitted					1.00			1.00				
Satd. Flow (perm)					6576			5219				
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	0	3185	0	0	2230	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	3185	0	0	2230	0	0	0	0
Turn Type					NA			NA				
Protected Phases					1			2 3 4 5				
Permitted Phases												
Actuated Green, G (s)					82.0			86.0				
Effective Green, g (s)					82.0			86.0				
Actuated g/C Ratio					0.46			0.48				
Clearance Time (s)					6.0							
Lane Grp Cap (vph)					2995			2493				
v/s Ratio Prot					c0.48			c0.43				
v/s Ratio Perm												
v/c Ratio					1.06			0.89				
Uniform Delay, d1					49.0			42.9				
Progression Factor					1.00			0.91				
Incremental Delay, d2					36.4			4.5				
Delay (s)					85.4			43.4				
Level of Service					F			D				
Approach Delay (s)	0.0				85.4			43.4			0.0	
Approach LOS	A				F			D			A	

Intersection Summary			
HCM 2000 Control Delay	68.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	97.0%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	WBT	SWR
Lane Group Flow (vph)	2504	891
v/c Ratio	0.74	1.10
Control Delay	2.1	120.3
Queue Delay	0.0	0.0
Total Delay	2.1	120.3
Queue Length 50th (ft)	21	~675
Queue Length 95th (ft)	21	#826
Internal Link Dist (ft)	19	
Turn Bay Length (ft)		
Base Capacity (vph)	3392	810
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.74	1.10

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	0	2504	0	0	891
Future Volume (vph)	0	0	2504	0	0	891
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Total Lost time (s)			6.0			6.0
Lane Util. Factor			0.91			0.88
Frt			1.00			0.85
Flt Protected			1.00			1.00
Satd. Flow (prot)			5219			2860
Flt Permitted			1.00			1.00
Satd. Flow (perm)			5219			2860
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	2504	0	0	891
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	2504	0	0	891
Turn Type			NA			Prot
Protected Phases			1 2 4 5			3
Permitted Phases						
Actuated Green, G (s)			117.0			51.0
Effective Green, g (s)			117.0			51.0
Actuated g/C Ratio			0.65			0.28
Clearance Time (s)						6.0
Lane Grp Cap (vph)			3392			810
v/s Ratio Prot			c0.48			c0.31
v/s Ratio Perm						
v/c Ratio			0.74			1.10
Uniform Delay, d1			21.2			64.5
Progression Factor			0.05			1.00
Incremental Delay, d2			1.0			62.6
Delay (s)			2.1			127.1
Level of Service			A			F
Approach Delay (s)	0.0		2.1		127.1	
Approach LOS	A		A		F	

Intersection Summary

HCM 2000 Control Delay	34.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	87.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	NER
Lane Group Flow (vph)	2230	839
v/c Ratio	0.89	0.50
Control Delay	5.5	35.8
Queue Delay	0.0	0.0
Total Delay	5.5	35.8
Queue Length 50th (ft)	29	303
Queue Length 95th (ft)	40	356
Internal Link Dist (ft)	67	
Turn Bay Length (ft)		
Base Capacity (vph)	2493	1687
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.89	0.50

Intersection Summary

Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	2230	0	0	0	0	839
Future Volume (vph)	2230	0	0	0	0	839
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Total Lost time (s)	6.0					6.0
Lane Util. Factor	0.91					0.76
Frt	1.00					0.85
Flt Protected	1.00					1.00
Satd. Flow (prot)	5219					3705
Flt Permitted	1.00					1.00
Satd. Flow (perm)	5219					3705
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	2230	0	0	0	0	839
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	2230	0	0	0	0	839
Turn Type	NA					Prot
Protected Phases	2 3 4 5					1
Permitted Phases						
Actuated Green, G (s)	86.0					82.0
Effective Green, g (s)	86.0					82.0
Actuated g/C Ratio	0.48					0.46
Clearance Time (s)						6.0
Lane Grp Cap (vph)	2493					1687
v/s Ratio Prot	c0.43					c0.23
v/s Ratio Perm						
v/c Ratio	0.89					0.50
Uniform Delay, d1	42.9					34.5
Progression Factor	0.07					1.00
Incremental Delay, d2	2.5					1.1
Delay (s)	5.5					35.5
Level of Service	A					D
Approach Delay (s)	5.5			0.0	35.5	
Approach LOS	A			A	D	

Intersection Summary			
HCM 2000 Control Delay	13.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	97.0%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	WBT	NWL
Lane Group Flow (vph)	3185	715
v/c Ratio	0.97	0.47
Control Delay	6.6	37.5
Queue Delay	8.5	11.3
Total Delay	15.1	48.8
Queue Length 50th (ft)	68	308
Queue Length 95th (ft)	m0	368
Internal Link Dist (ft)	98	124
Turn Bay Length (ft)		
Base Capacity (vph)	3288	1526
Starvation Cap Reductn	146	0
Spillback Cap Reductn	0	785
Storage Cap Reductn	0	0
Reduced v/c Ratio	1.01	0.96

Intersection Summary
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	0	0	0	3185	715	0
Future Volume (vph)	0	0	0	3185	715	0
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950
Total Lost time (s)				6.0	6.0	
Lane Util. Factor				0.86	0.97	
Frt				1.00	1.00	
Flt Protected				1.00	0.95	
Satd. Flow (prot)				6576	3523	
Flt Permitted				1.00	0.95	
Satd. Flow (perm)				6576	3523	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	0	0	3185	715	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	3185	715	0
Turn Type				NA	Prot	
Protected Phases				1 2	3 4 5	
Permitted Phases						
Actuated Green, G (s)				90.0	78.0	
Effective Green, g (s)				90.0	78.0	
Actuated g/C Ratio				0.50	0.43	
Clearance Time (s)						
Lane Grp Cap (vph)				3288	1526	
v/s Ratio Prot				c0.48	c0.20	
v/s Ratio Perm						
v/c Ratio				0.97	0.47	
Uniform Delay, d1				43.6	36.3	
Progression Factor				0.10	1.00	
Incremental Delay, d2				1.4	1.0	
Delay (s)				5.7	37.3	
Level of Service				A	D	
Approach Delay (s)	0.0			5.7	37.3	
Approach LOS	A			A	D	

Intersection Summary			
HCM 2000 Control Delay	11.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	74.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	1845	66	125	1953	248	65	288	151	252	205	103
Future Volume (vph)	72	1845	66	125	1953	248	65	288	151	252	205	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	265		0	280		0	135		135	110		40
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt		0.995				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5060	0	1770	5085	1583	1770	3539	1583	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5060	0	1770	5085	1583	1770	3539	1583	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4				144			96			59
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		1042			1312			1017			1087	
Travel Time (s)		17.8			22.4			19.8			21.2	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	77	1984	71	134	2100	267	70	310	162	271	220	111
Shared Lane Traffic (%)												
Lane Group Flow (vph)	77	2055	0	134	2100	267	70	310	162	271	220	111
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6		5	2		7	4	5	3	8	1
Permitted Phases						2			4			8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2	2	7	4	5	3	8	1
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0	7.0	5.0	7.0	5.0	5.0	7.0	5.0
Minimum Split (s)	11.6	33.6		11.6	33.6	33.6	11.1	31.1	11.6	11.1	31.1	11.6
Total Split (s)	16.0	86.0		21.0	91.0	91.0	20.0	38.0	21.0	35.0	53.0	16.0
Total Split (%)	8.9%	47.8%		11.7%	50.6%	50.6%	11.1%	21.1%	11.7%	19.4%	29.4%	8.9%
Maximum Green (s)	9.4	79.4		14.4	84.4	84.4	13.9	31.9	14.4	28.9	46.9	9.4
Yellow Time (s)	4.4	4.4		4.4	4.4	4.4	4.0	4.0	4.4	4.0	4.0	4.4
All-Red Time (s)	2.2	2.2		2.2	2.2	2.2	2.1	2.1	2.2	2.1	2.1	2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.6		6.6	6.6	6.6	6.1	6.1	6.6	6.1	6.1	6.6
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0			7.0	7.0		5.0			5.0	
Flash Dont Walk (s)		20.0			20.0	20.0		20.0			20.0	
Pedestrian Calls (#/hr)		0			1	1		0			0	
Act Effct Green (s)	13.5	84.7		20.1	91.3	91.3	11.7	21.1	47.3	28.7	38.1	57.7
Actuated g/C Ratio	0.08	0.47		0.11	0.51	0.51	0.06	0.12	0.26	0.16	0.21	0.32
v/c Ratio	0.58	0.86		0.68	0.81	0.31	0.61	0.75	0.33	0.96	0.56	0.20
Control Delay	97.5	47.7		80.2	37.5	16.2	103.6	88.3	22.5	117.7	69.3	21.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	97.5	47.7		80.2	37.5	16.2	103.6	88.3	22.5	117.7	69.3	21.1
LOS	F	D		F	D	B	F	F	C	F	E	C
Approach Delay		49.5			37.5			70.6			82.2	
Approach LOS		D			D			E			F	

Intersection Summary		
Area Type:	Other	
Cycle Length: 180		
Actuated Cycle Length: 180		
Offset: 56 (31%), Referenced to phase 2:WBT and 6:EBT, Start of Green		
Natural Cycle: 140		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.96		
Intersection Signal Delay: 49.7	Intersection LOS: D	
Intersection Capacity Utilization 87.1%	ICU Level of Service E	
Analysis Period (min) 15		

Splits and Phases: 1: SW 82nd Ave & SW 24th Street



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	77	2055	134	2100	267	70	310	162	271	220	111
v/c Ratio	0.58	0.86	0.68	0.81	0.31	0.61	0.75	0.33	0.96	0.56	0.20
Control Delay	97.5	47.7	80.2	37.5	16.2	103.6	88.3	22.5	117.7	69.3	21.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	97.5	47.7	80.2	37.5	16.2	103.6	88.3	22.5	117.7	69.3	21.1
Queue Length 50th (ft)	89	798	154	509	91	82	190	60	322	236	43
Queue Length 95th (ft)	152	897	m241	589	166	142	241	128	#516	325	94
Internal Link Dist (ft)		962		1232			937			1007	
Turn Bay Length (ft)	265		280			135		135	110		40
Base Capacity (vph)	133	2383	197	2579	873	136	627	486	284	485	547
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.86	0.68	0.81	0.31	0.51	0.49	0.33	0.95	0.45	0.20

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	1845	66	125	1953	248	65	288	151	252	205	103
Future Volume (veh/h)	72	1845	66	125	1953	248	65	288	151	252	205	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	77	1984	71	134	2100	267	70	310	162	271	220	111
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	93	2552	91	143	2716	843	87	406	308	286	423	441
Arrive On Green	0.05	0.50	0.50	0.16	1.00	1.00	0.05	0.11	0.11	0.16	0.23	0.23
Sat Flow, veh/h	1781	5061	181	1781	5106	1585	1781	3554	1585	1781	1870	1585
Grp Volume(v), veh/h	77	1333	722	134	2100	267	70	310	162	271	220	111
Grp Sat Flow(s),veh/h/ln	1781	1702	1838	1781	1702	1585	1781	1777	1585	1781	1870	1585
Q Serve(g_s), s	7.7	57.5	57.7	13.4	0.0	0.0	7.0	15.2	16.5	27.1	18.6	9.8
Cycle Q Clear(g_c), s	7.7	57.5	57.7	13.4	0.0	0.0	7.0	15.2	16.5	27.1	18.6	9.8
Prop In Lane	1.00		0.10	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	93	1716	927	143	2716	843	87	406	308	286	423	441
V/C Ratio(X)	0.83	0.78	0.78	0.94	0.77	0.32	0.81	0.76	0.53	0.95	0.52	0.25
Avail Cap(c_a), veh/h	93	1716	927	143	2716	843	138	630	408	286	487	496
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	84.5	36.4	36.4	75.2	0.0	0.0	84.8	77.4	65.1	74.8	61.1	50.4
Incr Delay (d2), s/veh	43.5	3.5	6.4	45.1	1.5	0.7	16.6	3.0	1.4	39.2	1.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	24.4	27.2	7.4	0.4	0.2	3.6	7.2	6.8	15.5	9.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	128.0	39.9	42.9	120.3	1.5	0.7	101.4	80.4	66.5	114.0	62.1	50.7
LnGrp LOS	F	D	D	F	A	A	F	F	E	F	E	D
Approach Vol, veh/h		2132			2501			542			602	
Approach Delay, s/veh		44.1			7.8			78.9			83.4	
Approach LOS		D			A			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	102.3	35.0	26.7	21.0	97.3	14.9	46.8
Change Period (Y+Rc), s	* 6.6	* 6.6	6.1	6.1	* 6.6	* 6.6	6.1	6.1
Max Green Setting (Gmax), s	* 9.4	* 84	28.9	31.9	* 14	* 79	13.9	46.9
Max Q Clear Time (g_c+I1), s	9.7	2.0	29.1	18.5	15.4	59.7	9.0	20.6
Green Ext Time (p_c), s	0.0	36.6	0.0	2.0	0.0	13.8	0.0	1.6

Intersection Summary

HCM 6th Ctrl Delay	35.7
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	2530	127	9	1856	28	51	0	7	3	0	2
Future Volume (vph)	39	2530	127	9	1856	28	51	0	7	3	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0	120		0	95		0	0		0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993			0.998			0.850			0.946	
Flt Protected	0.950			0.950			0.950				0.971	
Satd. Flow (prot)	1770	5050	0	1770	3532	0	1770	1583	0	0	1711	0
Flt Permitted	0.081			0.035			0.754				0.885	
Satd. Flow (perm)	151	5050	0	65	3532	0	1405	1583	0	0	1560	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			3			169			34	
Link Speed (mph)		15			40			30			30	
Link Distance (ft)		526			1011			1008			1005	
Travel Time (s)		23.9			17.2			22.9			22.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	42	2720	137	10	1996	30	55	0	8	3	0	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	42	2857	0	10	2026	0	55	8	0	0	5	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		6		5	2			4			8	
Permitted Phases	6			2			4			8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	6	6		5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	16.0	16.0		16.0	16.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	20.4	20.4		19.0	20.4		12.2	12.2		27.2	27.2	
Total Split (s)	93.0	93.0		19.0	112.0		28.0	28.0		28.0	28.0	
Total Split (%)	66.4%	66.4%		13.6%	80.0%		20.0%	20.0%		20.0%	20.0%	
Maximum Green (s)	88.6	88.6		16.0	107.6		22.8	22.8		22.8	22.8	
Yellow Time (s)	4.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.4	0.4		0.0	0.4		1.2	1.2		1.2	1.2	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	4.4	4.4		3.0	4.4		5.2	5.2			5.2	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)										2.0	2.0	
Flash Dont Walk (s)										20.0	20.0	
Pedestrian Calls (#/hr)										15	15	
Act Effct Green (s)	115.8	115.8		120.1	119.6		14.1	14.1			14.1	
Actuated g/C Ratio	0.83	0.83		0.86	0.85		0.10	0.10			0.10	
v/c Ratio	0.34	0.68		0.04	0.67		0.39	0.03			0.03	
Control Delay	17.7	9.5		3.2	6.7		64.3	0.1			0.2	
Queue Delay	0.0	1.9		0.0	0.0		0.0	0.0			0.0	
Total Delay	17.7	11.4		3.2	6.7		64.3	0.1			0.2	
LOS	B	B		A	A		E	A			A	
Approach Delay		11.5			6.7			56.2			0.2	
Approach LOS		B			A			E			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 10.1		Intersection LOS: B	
Intersection Capacity Utilization 66.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 2: SW 74th Ave/Driveways & SW 24th Street



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	42	2857	10	2026	55	8	5
v/c Ratio	0.34	0.68	0.04	0.67	0.39	0.03	0.03
Control Delay	17.7	9.5	3.2	6.7	64.3	0.1	0.2
Queue Delay	0.0	1.9	0.0	0.0	0.0	0.0	0.0
Total Delay	17.7	11.4	3.2	6.7	64.3	0.1	0.2
Queue Length 50th (ft)	6	240	1	250	49	0	0
Queue Length 95th (ft)	62	817	6	521	88	0	0
Internal Link Dist (ft)		446		931		928	925
Turn Bay Length (ft)	120		120		95		
Base Capacity (vph)	124	4178	250	3017	228	399	282
Starvation Cap Reductn	0	1101	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.93	0.04	0.67	0.24	0.02	0.02

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	2530	127	9	1856	28	51	0	7	3	0	2
Future Volume (vph)	39	2530	127	9	1856	28	51	0	7	3	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.4		3.0	4.4		5.2	5.2			5.2	
Lane Util. Factor	1.00	0.91		1.00	0.95		1.00	1.00			1.00	
Frt	1.00	0.99		1.00	1.00		1.00	0.85			0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.97	
Satd. Flow (prot)	1770	5049		1770	3531		1770	1583			1711	
Flt Permitted	0.08	1.00		0.03	1.00		0.75	1.00			0.89	
Satd. Flow (perm)	151	5049		65	3531		1405	1583			1560	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	42	2720	137	10	1996	30	55	0	8	3	0	2
RTOR Reduction (vph)	0	2	0	0	0	0	0	7	0	0	5	0
Lane Group Flow (vph)	42	2855	0	10	2026	0	55	1	0	0	0	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		6		5	2			4			8	
Permitted Phases	6			2			4			8		
Actuated Green, G (s)	111.5	111.5		117.7	117.7		12.7	12.7			12.7	
Effective Green, g (s)	111.5	111.5		117.7	117.7		12.7	12.7			12.7	
Actuated g/C Ratio	0.80	0.80		0.84	0.84		0.09	0.09			0.09	
Clearance Time (s)	4.4	4.4		3.0	4.4		5.2	5.2			5.2	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	120	4021		93	2968		127	143			141	
v/s Ratio Prot		c0.57		0.00	c0.57			0.00				
v/s Ratio Perm	0.28			0.09			c0.04				0.00	
v/c Ratio	0.35	0.71		0.11	0.68		0.43	0.01			0.00	
Uniform Delay, d1	4.0	6.7		7.6	4.2		60.2	57.9			57.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	7.9	1.1		0.5	1.3		2.4	0.0			0.0	
Delay (s)	11.9	7.8		8.1	5.5		62.6	57.9			57.9	
Level of Service	B	A		A	A		E	E			E	
Approach Delay (s)		7.8			5.5			62.0			57.9	
Approach LOS		A			A			E			E	

Intersection Summary			
HCM 2000 Control Delay	7.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.6
Intersection Capacity Utilization	66.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	2236	3	117	2359	46	28	2	212	192	21	12
Future Volume (vph)	9	2236	3	117	2359	46	28	2	212	192	21	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	255		0	265		0	130		0	0		0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.997			0.851				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	0	1770	5070	0	1770	1585	0	1770	1863	1583
Flt Permitted	0.032			0.043			0.743			0.376		
Satd. Flow (perm)	60	5085	0	80	5070	0	1384	1585	0	700	1863	1583
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)								12				14
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1312			826			1079			110	
Travel Time (s)		22.4			14.1			24.5			2.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	10	2379	3	124	2510	49	30	2	226	204	22	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	2382	0	124	2559	0	30	228	0	204	22	13
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		6			2			4			8	
Permitted Phases	6			2			4			8		8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	6	6		2	2		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	32.3	32.3		32.3	32.3		27.5	27.5		27.5	27.5	27.5
Total Split (s)	136.0	136.0		136.0	136.0		44.0	44.0		44.0	44.0	44.0
Total Split (%)	75.6%	75.6%		75.6%	75.6%		24.4%	24.4%		24.4%	24.4%	24.4%
Maximum Green (s)	130.7	130.7		130.7	130.7		38.5	38.5		38.5	38.5	38.5
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.3	1.3		1.3	1.3		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3		5.3	5.3		5.5	5.5		5.5	5.5	5.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	C-Max	C-Max		C-Max	C-Max		None	None		None	None	None
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	20.0	20.0		20.0	20.0		15.0	15.0		15.0	15.0	15.0
Pedestrian Calls (#/hr)	4	4		1	1		0	0		2	2	2
Act Effct Green (s)	130.7	130.7		130.7	130.7		38.5	38.5		38.5	38.5	38.5
Actuated g/C Ratio	0.73	0.73		0.73	0.73		0.21	0.21		0.21	0.21	0.21
v/c Ratio	0.23	0.65		2.14	0.70		0.10	0.66		1.37	0.06	0.04
Control Delay	8.1	2.5		573.9	7.1		58.2	71.2		251.8	57.0	21.0
Queue Delay	0.0	0.0		0.0	0.3		0.0	0.0		0.0	0.0	0.0
Total Delay	8.1	2.5		573.9	7.4		58.2	71.2		251.8	57.0	21.0
LOS	A	A		F	A		E	E		F	E	C
Approach Delay		2.5			33.6			69.7			221.3	
Approach LOS		A			C			E			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 69 (38%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 2.14			
Intersection Signal Delay: 30.0		Intersection LOS: C	
Intersection Capacity Utilization 94.3%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 3: SW 79th Ave & SW 24th Street



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	10	2382	124	2559	30	228	204	22	13
v/c Ratio	0.23	0.65	2.14	0.70	0.10	0.66	1.37	0.06	0.04
Control Delay	8.1	2.5	573.9	7.1	58.2	71.2	251.8	57.0	21.0
Queue Delay	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Total Delay	8.1	2.5	573.9	7.4	58.2	71.2	251.8	57.0	21.0
Queue Length 50th (ft)	1	39	~232	415	29	237	~316	21	0
Queue Length 95th (ft)	m1	51	#385	150	62	341	#497	49	21
Internal Link Dist (ft)		1232		746		999		30	
Turn Bay Length (ft)	255		265		130				
Base Capacity (vph)	43	3692	58	3681	296	348	149	398	349
Starvation Cap Reductn	0	0	0	409	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.65	2.14	0.78	0.10	0.66	1.37	0.06	0.04

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	2236	3	117	2359	46	28	2	212	192	21	12
Future Volume (veh/h)	9	2236	3	117	2359	46	28	2	212	192	21	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	2379	3	124	2510	49	30	2	226	204	22	13
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	130	3824	5	147	3744	73	321	3	337	135	400	339
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	124	5267	7	148	5156	100	1373	14	1573	1153	1870	1585
Grp Volume(v), veh/h	10	1538	844	124	1654	905	30	0	228	204	22	13
Grp Sat Flow(s),veh/h/ln	124	1702	1869	148	1702	1852	1373	0	1587	1153	1870	1585
Q Serve(g_s), s	0.0	0.0	0.0	130.7	0.0	0.0	3.2	0.0	23.7	14.8	1.7	1.2
Cycle Q Clear(g_c), s	0.0	0.0	0.0	130.7	0.0	0.0	4.9	0.0	23.7	38.5	1.7	1.2
Prop In Lane	1.00		0.00	1.00		0.05	1.00		0.99	1.00		1.00
Lane Grp Cap(c), veh/h	130	2472	1357	147	2472	1345	321	0	339	135	400	339
V/C Ratio(X)	0.08	0.62	0.62	0.84	0.67	0.67	0.09	0.00	0.67	1.52	0.05	0.04
Avail Cap(c_a), veh/h	130	2472	1357	147	2472	1345	321	0	339	135	400	339
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.43	0.43	0.43	0.74	0.74	0.74	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	8.9	0.0	0.0	58.2	0.0	64.9	84.8	56.3	56.1
Incr Delay (d2), s/veh	0.5	0.5	0.9	33.0	1.1	2.0	0.1	0.0	5.1	266.6	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	0.4	3.3	0.4	0.8	1.1	0.0	10.2	16.3	0.8	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.5	0.5	0.9	41.9	1.1	2.0	58.3	0.0	70.0	351.4	56.3	56.1
LnGrp LOS	A	A	A	D	A	A	E	A	E	F	E	E
Approach Vol, veh/h		2392			2683			258			239	
Approach Delay, s/veh		0.7			3.3			68.7			308.2	
Approach LOS		A			A			E			F	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		136.0		44.0		136.0		44.0				
Change Period (Y+Rc), s		* 5.3		5.5		* 5.3		5.5				
Max Green Setting (Gmax), s		* 1.3E2		38.5		* 1.3E2		38.5				
Max Q Clear Time (g_c+I1), s		132.7		25.7		2.0		40.5				
Green Ext Time (p_c), s		0.0		1.2		48.2		0.0				

Intersection Summary

HCM 6th Ctrl Delay	18.3
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	10	99	99	10	25	25
Future Volume (vph)	10	99	99	10	25	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.877					0.850
Flt Protected				0.957	0.950	
Satd. Flow (prot)	1634	0	0	1783	1770	1583
Flt Permitted				0.957	0.950	
Satd. Flow (perm)	1634	0	0	1783	1770	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	783			1100	110	
Travel Time (s)	17.8			25.0	2.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	108	108	11	27	27
Shared Lane Traffic (%)						
Lane Group Flow (vph)	119	0	0	119	27	27
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Stop			Stop	Free	

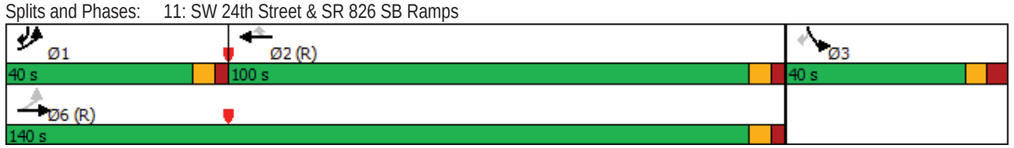
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	22.7%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	223	2401	1956	466	619	596
Future Volume (vph)	223	2401	1956	466	619	596
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	320			270	400	400
Storage Lanes	1			1	1	3
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.91	1.00	0.94	0.76
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	5085	5085	1583	4990	3610
Flt Permitted	0.051				0.950	
Satd. Flow (perm)	95	5085	5085	1583	4990	3610
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				319		11
Link Speed (mph)		40	15		25	
Link Distance (ft)		826	894		1070	
Travel Time (s)		14.1	40.6		29.2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	230	2475	2016	480	638	614
Shared Lane Traffic (%)						
Lane Group Flow (vph)	230	2475	2016	480	638	614
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		36	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA	Perm	Prot	pm+ov
Protected Phases	1	6	2		3	1
Permitted Phases	6			2		3

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Detector Phase	1	6	2	2	3	1
Switch Phase						
Minimum Initial (s)	5.0	16.0	16.0	16.0	7.0	5.0
Minimum Split (s)	12.9	22.6	22.6	22.6	20.0	12.9
Total Split (s)	40.0	140.0	100.0	100.0	40.0	40.0
Total Split (%)	22.2%	77.8%	55.6%	55.6%	22.2%	22.2%
Maximum Green (s)	33.4	133.4	93.4	93.4	32.1	33.4
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.6	2.6	2.6	2.6	3.9	2.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.6	6.6	6.6	7.9	6.6
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)	137.6	137.6	106.7	106.7	27.9	60.1
Actuated g/C Ratio	0.76	0.76	0.59	0.59	0.16	0.33
v/c Ratio	0.77	0.64	0.67	0.45	0.82	0.51
Control Delay	68.2	5.5	7.0	1.9	83.1	47.7
Queue Delay	0.0	0.1	0.2	0.0	0.1	0.0
Total Delay	68.2	5.6	7.3	1.9	83.2	47.7
LOS	E	A	A	A	F	D
Approach Delay		10.9	6.2		65.8	
Approach LOS		B	A		E	

Intersection Summary		
Area Type:	Other	
Cycle Length: 180		
Actuated Cycle Length: 180		
Offset: 68 (38%), Referenced to phase 2:WBT and 6:EBTL, Start of Green		
Natural Cycle: 75		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.82		
Intersection Signal Delay: 19.7	Intersection LOS: B	
Intersection Capacity Utilization 79.5%	ICU Level of Service D	
Analysis Period (min) 15		

Splits and Phases: 11: SW 24th Street & SR 826 SB Ramps



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	230	2475	2016	480	638	614
v/c Ratio	0.77	0.64	0.67	0.45	0.82	0.51
Control Delay	68.2	5.5	7.0	1.9	83.1	47.7
Queue Delay	0.0	0.1	0.2	0.0	0.1	0.0
Total Delay	68.2	5.6	7.3	1.9	83.2	47.7
Queue Length 50th (ft)	200	166	91	0	262	250
Queue Length 95th (ft)	m281	m225	498	m82	304	269
Internal Link Dist (ft)		746	814		990	
Turn Bay Length (ft)	320			270	400	400
Base Capacity (vph)	383	3886	3014	1068	889	1395
Starvation Cap Reductn	0	249	325	0	0	0
Spillback Cap Reductn	0	183	0	0	9	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.68	0.75	0.45	0.72	0.44

Intersection Summary
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	223	2401	1956	466	619	596
Future Volume (vph)	223	2401	1956	466	619	596
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.6	6.6	6.6	6.6	7.9	6.6
Lane Util. Factor	1.00	0.91	0.91	1.00	0.94	0.76
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	5085	5085	1583	4990	3610
Flt Permitted	0.05	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	95	5085	5085	1583	4990	3610
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	230	2475	2016	480	638	614
RTOR Reduction (vph)	0	0	0	130	0	8
Lane Group Flow (vph)	230	2475	2016	350	638	606
Turn Type	pm+pt	NA	NA	Perm	Prot	pm+ov
Protected Phases	1	6	2		3	1
Permitted Phases	6			2		3
Actuated Green, G (s)	137.6	137.6	106.7	106.7	27.9	52.2
Effective Green, g (s)	137.6	137.6	106.7	106.7	27.9	52.2
Actuated g/C Ratio	0.76	0.76	0.59	0.59	0.15	0.29
Clearance Time (s)	6.6	6.6	6.6	6.6	7.9	6.6
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	298	3887	3014	938	773	1046
v/s Ratio Prot	c0.10	0.49	0.40		c0.13	0.08
v/s Ratio Perm	c0.48			0.22		0.09
v/c Ratio	0.77	0.64	0.67	0.37	0.83	0.58
Uniform Delay, d1	53.0	9.7	24.7	19.2	73.7	54.5
Progression Factor	1.21	0.49	0.23	0.11	1.00	1.00
Incremental Delay, d2	8.5	0.6	1.0	0.9	7.2	0.8
Delay (s)	72.8	5.3	6.7	3.0	80.9	55.3
Level of Service	E	A	A	A	F	E
Approach Delay (s)		11.0	5.9		68.3	
Approach LOS		B	A		E	

Intersection Summary			
HCM 2000 Control Delay	20.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.1
Intersection Capacity Utilization	79.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2371	710	368	1898	524	844
Future Volume (vph)	2371	710	368	1898	524	844
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		435	155		260	260
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	1.00	1.00	0.91	0.94	0.76
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	5085	1583	1770	5085	4990	3610
Flt Permitted			0.038		0.950	
Satd. Flow (perm)	5085	1583	71	5085	4990	3610
Right Turn on Red		Yes				No
Satd. Flow (RTOR)		480				
Link Speed (mph)	15			15	25	
Link Distance (ft)	894			399	1075	
Travel Time (s)	40.6			18.1	29.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	2444	732	379	1957	540	870
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2444	732	379	1957	540	870
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	36	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (ft)	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Perm	pm+pt	NA	Prot	pt+ov
Protected Phases	6		5	2	7	7 5
Permitted Phases		6	2			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	6	6	5	2	7	7 5
Switch Phase						
Minimum Initial (s)	18.0	18.0	5.0	18.0	7.0	
Minimum Split (s)	24.5	24.5	11.2	24.5	20.0	
Total Split (s)	103.0	103.0	47.0	150.0	30.0	
Total Split (%)	57.2%	57.2%	26.1%	83.3%	16.7%	
Maximum Green (s)	96.5	96.5	40.8	143.5	22.2	
Yellow Time (s)	4.0	4.0	3.7	4.0	4.0	
All-Red Time (s)	2.5	2.5	2.5	2.5	3.8	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.2	6.5	7.8	
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	C-Max	C-Max	None	C-Max	None	
Act Effct Green (s)	99.1	99.1	143.8	143.5	22.2	66.6
Actuated g/C Ratio	0.55	0.55	0.80	0.80	0.12	0.37
v/c Ratio	0.87	0.67	0.91	0.48	0.88	0.65
Control Delay	32.8	8.7	67.9	10.3	93.4	49.4
Queue Delay	5.2	0.4	53.7	11.0	0.0	6.4
Total Delay	38.1	9.1	121.6	21.3	93.4	55.9
LOS	D	A	F	C	F	E
Approach Delay	31.4			37.6	70.3	
Approach LOS	C			D	E	

Intersection Summary		
Area Type:	Other	
Cycle Length: 180		
Actuated Cycle Length: 180		
Offset: 141 (78%), Referenced to phase 2:WBTL and 6:EBT, Start of Green		
Natural Cycle: 90		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.91		
Intersection Signal Delay: 41.4	Intersection LOS: D	
Intersection Capacity Utilization 93.2%	ICU Level of Service F	
Analysis Period (min) 15		

Splits and Phases: 13: SR 826 NB Ramps & SW 24th Street



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	2444	732	379	1957	540	870
v/c Ratio	0.87	0.67	0.91	0.48	0.88	0.65
Control Delay	32.8	8.7	67.9	10.3	93.4	49.4
Queue Delay	5.2	0.4	53.7	11.0	0.0	6.4
Total Delay	38.1	9.1	121.6	21.3	93.4	55.9
Queue Length 50th (ft)	890	77	424	323	226	365
Queue Length 95th (ft)	924	293	m478	362	#288	428
Internal Link Dist (ft)	814			319	995	
Turn Bay Length (ft)		435	155		260	260
Base Capacity (vph)	2799	1087	441	4053	615	1387
Starvation Cap Reductn	218	78	156	2096	0	0
Spillback Cap Reductn	310	0	0	0	0	460
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.98	0.73	1.33	1.00	0.88	0.94

Intersection Summary
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2371	710	368	1898	524	844
Future Volume (vph)	2371	710	368	1898	524	844
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.2	6.5	7.8	7.8
Lane Util. Factor	0.91	1.00	1.00	0.91	0.94	0.76
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	1770	5085	4990	3610
Flt Permitted	1.00	1.00	0.04	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	71	5085	4990	3610
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	2444	732	379	1957	540	870
RTOR Reduction (vph)	0	216	0	0	0	0
Lane Group Flow (vph)	2444	516	379	1957	540	870
Turn Type	NA	Perm	pm+pt	NA	Prot	pt+ov
Protected Phases	6		5	2	7	7 5
Permitted Phases		6	2			
Actuated Green, G (s)	99.1	99.1	143.5	143.5	22.2	68.2
Effective Green, g (s)	99.1	99.1	143.5	143.5	22.2	68.2
Actuated g/C Ratio	0.55	0.55	0.80	0.80	0.12	0.38
Clearance Time (s)	6.5	6.5	6.2	6.5	7.8	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	2799	871	417	4053	615	1367
v/s Ratio Prot	0.48		c0.19	0.38	c0.11	0.24
v/s Ratio Perm		0.33	c0.53			
v/c Ratio	0.87	0.59	0.91	0.48	0.88	0.64
Uniform Delay, d1	35.0	27.0	61.8	6.0	77.6	45.8
Progression Factor	0.83	0.68	0.96	1.67	1.00	1.00
Incremental Delay, d2	3.2	2.3	11.5	0.2	13.4	1.0
Delay (s)	32.1	20.7	70.9	10.2	91.0	46.7
Level of Service	C	C	E	B	F	D
Approach Delay (s)	29.5			20.1	63.7	
Approach LOS	C			C	E	

Intersection Summary			
HCM 2000 Control Delay	33.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	20.5
Intersection Capacity Utilization	93.2%	ICU Level of Service	F
Analysis Period (min)	15		

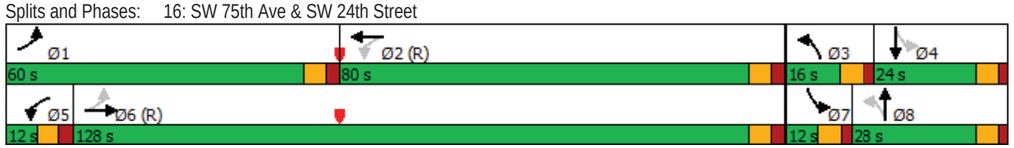
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	539	2564	112	30	1791	112	110	83	38	84	13	349
Future Volume (vph)	539	2564	112	30	1791	112	110	83	38	84	13	349
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		125	230		0	30		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994			0.991			0.952			0.856	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5055	0	1770	5040	0	1770	1773	0	1770	1595	0
Flt Permitted	0.049			0.053			0.238			0.556		
Satd. Flow (perm)	91	5055	0	99	5040	0	443	1773	0	1036	1595	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			6			11			364	
Link Speed (mph)		15			15			30			30	
Link Distance (ft)		399			526			351			1038	
Travel Time (s)		18.1			23.9			8.0			23.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	561	2671	117	31	1866	117	115	86	40	88	14	364
Shared Lane Traffic (%)												
Lane Group Flow (vph)	561	2788	0	31	1983	0	115	126	0	88	378	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6			2			8			4		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	11.5	13.5		11.5	13.5		11.4	13.0		11.4	13.0	
Total Split (s)	60.0	128.0		12.0	80.0		16.0	28.0		12.0	24.0	
Total Split (%)	33.3%	71.1%		6.7%	44.4%		8.9%	15.6%		6.7%	13.3%	
Maximum Green (s)	53.5	121.5		5.5	73.5		9.6	22.0		5.6	18.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.4	4.0		4.4	4.0	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		6.4	6.0		6.4	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	138.7	128.7		81.6	75.7		26.0	16.8		18.0	12.8	
Actuated g/C Ratio	0.77	0.72		0.45	0.42		0.14	0.09		0.10	0.07	
v/c Ratio	0.94	0.77		0.31	0.93		0.86	0.72		0.70	0.84	
Control Delay	86.3	10.3		32.3	58.9		114.9	94.2		98.3	25.2	
Queue Delay	47.1	2.2		0.0	45.4		62.6	0.0		0.0	5.3	
Total Delay	133.4	12.4		32.3	104.3		177.6	94.2		98.3	30.5	
LOS	F	B		C	F		F	F		F	C	
Approach Delay		32.7			103.2			134.0			43.3	
Approach LOS		C			F			F			D	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 172 (96%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 60.9	Intersection LOS: E
Intersection Capacity Utilization 116.5%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 16: SW 75th Ave & SW 24th Street



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	561	2788	31	1983	115	126	88	378
v/c Ratio	0.94	0.77	0.31	0.93	0.86	0.72	0.70	0.84
Control Delay	86.3	10.3	32.3	58.9	114.9	94.2	98.3	25.2
Queue Delay	47.1	2.2	0.0	45.4	62.6	0.0	0.0	5.3
Total Delay	133.4	12.4	32.3	104.3	177.6	94.2	98.3	30.5
Queue Length 50th (ft)	612	352	12	833	124	135	94	16
Queue Length 95th (ft)	m#838	445	26	#917	#226	209	149	140
Internal Link Dist (ft)		319		446		271		958
Turn Bay Length (ft)	225		230		30		100	
Base Capacity (vph)	596	3616	100	2123	134	226	126	487
Starvation Cap Reductn	224	654	0	612	0	0	0	0
Spillback Cap Reductn	0	0	0	191	44	0	0	64
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.51	0.94	0.31	1.31	1.28	0.56	0.70	0.89

Intersection Summary
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	539	2564	112	30	1791	112	110	83	38	84	13	349
Future Volume (vph)	539	2564	112	30	1791	112	110	83	38	84	13	349
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5		6.4	6.0		6.4	6.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.99		1.00	0.95		1.00	0.86	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5053		1770	5040		1770	1774		1770	1594	
Flt Permitted	0.05	1.00		0.05	1.00		0.24	1.00		0.56	1.00	
Satd. Flow (perm)	91	5053		98	5040		444	1774		1035	1594	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	561	2671	117	31	1866	117	115	86	40	88	14	364
RTOR Reduction (vph)	0	2	0	0	3	0	0	10	0	0	338	0
Lane Group Flow (vph)	561	2786	0	31	1980	0	115	116	0	88	40	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6			2			8			4		
Actuated Green, G (s)	138.7	127.4		80.5	75.7		26.4	16.8		18.4	12.8	
Effective Green, g (s)	138.7	127.4		80.5	75.7		26.4	16.8		18.4	12.8	
Actuated g/C Ratio	0.77	0.71		0.45	0.42		0.15	0.09		0.10	0.07	
Clearance Time (s)	6.5	6.5		6.5	6.5		6.4	6.0		6.4	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	597	3576		88	2119		135	165		128	113	
v/s Ratio Prot	c0.29	0.55		0.01	0.39		c0.05	c0.07		0.02	0.03	
v/s Ratio Perm	c0.43			0.15			c0.08			0.05		
v/c Ratio	0.94	0.78		0.35	0.93		0.85	0.70		0.69	0.35	
Uniform Delay, d1	54.6	17.1		46.3	49.8		71.7	79.2		77.3	79.7	
Progression Factor	1.39	0.53		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	15.3	1.0		2.4	9.2		37.3	12.7		14.3	1.9	
Delay (s)	90.9	10.1		48.7	59.0		109.1	91.9		91.6	81.6	
Level of Service	F	B		D	E		F	F		F	F	
Approach Delay (s)		23.6			58.8			100.1			83.4	
Approach LOS		C			E			F			F	

Intersection Summary			
HCM 2000 Control Delay	42.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	25.4
Intersection Capacity Utilization	116.5%	ICU Level of Service	H
Analysis Period (min)	15		

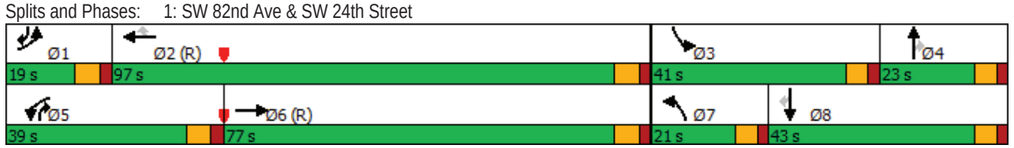
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	111	1570	118	295	2138	317	78	163	186	322	216	156
Future Volume (vph)	111	1570	118	295	2138	317	78	163	186	322	216	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	265		0	280		0	135		135	110		40
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt		0.977				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4968	0	1770	5085	1583	1770	3539	1583	1770	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	4968	0	1770	5085	1583	1770	3539	1583	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24				179			96			99
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		1042			1312			1017			1087	
Travel Time (s)		17.8			22.4			19.8			21.2	
Peak Hour Factor	0.97	0.97	0.40	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	114	1619	295	304	2204	327	80	168	192	332	223	161
Shared Lane Traffic (%)												
Lane Group Flow (vph)	114	1914	0	304	2204	327	80	168	192	332	223	161
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6		5	2		7	4	5	3	8	1
Permitted Phases						2			4			8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2	2	7	4	5	3	8	1
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0	7.0	5.0	7.0	5.0	5.0	7.0	5.0
Minimum Split (s)	11.6	20.0		11.6	20.0	20.0	11.1	20.0	11.6	11.1	20.0	11.6
Total Split (s)	19.0	77.0		39.0	97.0	97.0	21.0	23.0	39.0	41.0	43.0	19.0
Total Split (%)	10.6%	42.8%		21.7%	53.9%	53.9%	11.7%	12.8%	21.7%	22.8%	23.9%	10.6%
Maximum Green (s)	12.4	70.4		32.4	90.4	90.4	14.9	16.9	32.4	34.9	36.9	12.4
Yellow Time (s)	4.4	4.4		4.4	4.4	4.4	4.0	4.0	4.4	4.0	4.0	4.4
All-Red Time (s)	2.2	2.2		2.2	2.2	2.2	2.1	2.1	2.2	2.1	2.1	2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.6		6.6	6.6	6.6	6.1	6.1	6.6	6.1	6.1	6.6
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	14.5	72.2		33.9	91.5	91.5	12.6	13.8	53.7	34.8	35.9	56.6
Actuated g/C Ratio	0.08	0.40		0.19	0.51	0.51	0.07	0.08	0.30	0.19	0.20	0.31
v/c Ratio	0.80	0.95		0.92	0.85	0.37	0.65	0.62	0.36	0.97	0.60	0.28
Control Delay	115.3	63.3		94.5	34.7	13.0	104.5	90.6	25.5	112.1	73.1	19.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	115.3	63.3		94.5	34.7	13.0	104.5	90.6	25.5	112.1	73.1	19.5
LOS	F	E		F	C	B	F	F	C	F	E	B
Approach Delay		66.2			38.6			64.7			79.2	
Approach LOS		E			D			E			E	

Intersection Summary		
Area Type:	Other	
Cycle Length: 180		
Actuated Cycle Length: 180		
Offset: 123 (68%), Referenced to phase 2:WBT and 6:EBT, Start of Green		
Natural Cycle: 150		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.97		
Intersection Signal Delay: 54.6	Intersection LOS: D	
Intersection Capacity Utilization 94.1%	ICU Level of Service F	
Analysis Period (min) 15		

Splits and Phases: 1: SW 82nd Ave & SW 24th Street



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	114	1914	304	2204	327	80	168	192	332	223	161
v/c Ratio	0.80	0.95	0.92	0.85	0.37	0.65	0.62	0.36	0.97	0.60	0.28
Control Delay	115.3	63.3	94.5	34.7	13.0	104.5	90.6	25.5	112.1	73.1	19.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	115.3	63.3	94.5	34.7	13.0	104.5	90.6	25.5	112.1	73.1	19.5
Queue Length 50th (ft)	134	809	380	578	111	93	103	85	395	244	53
Queue Length 95th (ft)	#276	#919	m#563	727	m176	156	145	162	#605	341	120
Internal Link Dist (ft)		962		1232			937			1007	
Turn Bay Length (ft)	265		280			135		135	110		40
Base Capacity (vph)	142	2006	335	2584	893	146	332	542	343	381	565
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.95	0.91	0.85	0.37	0.55	0.51	0.35	0.97	0.59	0.28

Intersection Summary
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	1570	118	295	2138	317	78	163	186	322	216	156
Future Volume (veh/h)	111	1570	118	295	2138	317	78	163	186	322	216	156
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	114	1619	295	304	2204	327	80	168	192	332	223	161
Peak Hour Factor	0.97	0.97	0.40	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	123	1700	308	321	2564	796	98	334	434	345	436	478
Arrive On Green	0.07	0.39	0.39	0.12	0.34	0.34	0.05	0.09	0.09	0.19	0.23	0.23
Sat Flow, veh/h	1781	4345	787	1781	5106	1585	1781	3554	1585	1781	1870	1585
Grp Volume(v), veh/h	114	1266	648	304	2204	327	80	168	192	332	223	161
Grp Sat Flow(s),veh/h/ln	1781	1702	1729	1781	1702	1585	1781	1777	1585	1781	1870	1585
Q Serve(g_s), s	11.5	64.9	65.7	30.5	72.5	28.6	8.0	8.1	16.9	33.2	18.7	14.2
Cycle Q Clear(g_c), s	11.5	64.9	65.7	30.5	72.5	28.6	8.0	8.1	16.9	33.2	18.7	14.2
Prop In Lane	1.00		0.46	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	123	1331	676	321	2564	796	98	334	434	345	436	478
V/C Ratio(X)	0.93	0.95	0.96	0.95	0.86	0.41	0.82	0.50	0.44	0.96	0.51	0.34
Avail Cap(c_a), veh/h	123	1331	676	321	2564	796	147	334	434	345	436	478
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.53	0.53	0.53	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	83.4	53.1	53.4	78.3	53.8	39.2	84.2	77.6	54.0	71.9	60.1	48.8
Incr Delay (d2), s/veh	59.6	15.4	25.7	24.4	2.2	0.8	19.1	1.2	0.7	38.1	1.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	30.2	32.9	16.5	32.5	12.0	4.2	3.8	7.3	18.8	9.0	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	142.9	68.6	79.1	102.7	56.0	40.0	103.3	78.8	54.7	110.0	61.1	49.2
LnGrp LOS	F	E	E	F	E	D	F	E	D	F	E	D
Approach Vol, veh/h		2028			2835			440			716	
Approach Delay, s/veh		76.1			59.2			72.7			81.1	
Approach LOS		E			E			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.0	97.0	41.0	23.0	39.0	77.0	16.0	48.0
Change Period (Y+Rc), s	* 6.6	* 6.6	6.1	6.1	* 6.6	* 6.6	6.1	6.1
Max Green Setting (Gmax), s	* 12	* 90	34.9	16.9	* 32	* 70	14.9	36.9
Max Q Clear Time (g_c+I1), s	13.5	74.5	35.2	18.9	32.5	67.7	10.0	20.7
Green Ext Time (p_c), s	0.0	13.3	0.0	0.0	0.0	2.4	0.1	1.6

Intersection Summary	
HCM 6th Ctrl Delay	68.5
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	2087	67	2	2332	13	87	2	17	2	0	0
Future Volume (vph)	16	2087	67	2	2332	13	87	2	17	2	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0	120		0	95		0	0		0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995			0.999			0.866				
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	1770	5060	0	1770	3536	0	1770	1613	0	0	1770	0
Flt Permitted	0.046			0.065			0.757				0.745	
Satd. Flow (perm)	86	5060	0	121	3536	0	1410	1613	0	0	1388	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			1			17				
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		526			1011			1008			1005	
Travel Time (s)		9.0			17.2			22.9			22.8	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	16	2130	68	2	2380	13	89	2	17	2	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	2198	0	2	2393	0	89	19	0	0	2	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		6		5	2			4			8	
Permitted Phases	6			2			4			8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	6	6		5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	16.0	16.0		5.0	16.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	20.4	20.4		8.4	20.4		20.0	20.0		20.0	20.0	
Total Split (s)	146.0	146.0		9.0	155.0		25.0	25.0		25.0	25.0	
Total Split (%)	81.1%	81.1%		5.0%	86.1%		13.9%	13.9%		13.9%	13.9%	
Maximum Green (s)	141.6	141.6		6.0	150.6		19.8	19.8		19.8	19.8	
Yellow Time (s)	4.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.4	0.4		0.0	0.4		1.2	1.2		1.2	1.2	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	4.4	4.4		3.0	4.4		5.2	5.2			5.2	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	152.8	152.8		155.9	154.5		15.9	15.9			15.9	
Actuated g/C Ratio	0.85	0.85		0.87	0.86		0.09	0.09			0.09	
v/c Ratio	0.22	0.51		0.01	0.79		0.72	0.12			0.02	
Control Delay	4.4	0.4		2.5	8.5		109.0	31.0			72.5	
Queue Delay	0.0	0.3		0.0	47.0		0.0	0.0			0.0	
Total Delay	4.4	0.7		2.5	55.5		109.0	31.0			72.5	
LOS	A	A		A	E		F	C			E	
Approach Delay		0.7			55.4			95.3			72.5	
Approach LOS		A			E			F			E	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 166 (92%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 30.7	Intersection LOS: C
Intersection Capacity Utilization 78.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 2: SW 74th Ave/Driveways & SW 24th Street



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	16	2198	2	2393	89	19	2
v/c Ratio	0.22	0.51	0.01	0.79	0.72	0.12	0.02
Control Delay	4.4	0.4	2.5	8.5	109.0	31.0	72.5
Queue Delay	0.0	0.3	0.0	47.0	0.0	0.0	0.0
Total Delay	4.4	0.7	2.5	55.5	109.0	31.0	72.5
Queue Length 50th (ft)	0	5	0	547	104	2	2
Queue Length 95th (ft)	m0	5	2	709	169	32	12
Internal Link Dist (ft)		446		931		928	925
Turn Bay Length (ft)	120		120		95		
Base Capacity (vph)	72	4295	159	3034	155	192	152
Starvation Cap Reductn	0	1222	0	0	0	0	0
Spillback Cap Reductn	0	0	0	917	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.72	0.01	1.13	0.57	0.10	0.01

Intersection Summary
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	2087	67	2	2332	13	87	2	17	2	0	0
Future Volume (veh/h)	16	2087	67	2	2332	13	87	2	17	2	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	2130	68	2	2380	13	89	2	17	2	0	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	133	4356	139	197	3175	17	144	12	102	123	0	0
Arrive On Green	1.00	1.00	1.00	0.00	0.88	0.88	0.07	0.07	0.07	0.07	0.00	0.00
Sat Flow, veh/h	146	5083	162	1781	3624	20	1418	170	1441	1174	0	0
Grp Volume(v), veh/h	16	1424	774	2	1166	1227	89	0	19	2	0	0
Grp Sat Flow(s),veh/h/ln	146	1702	1841	1781	1777	1867	1418	0	1611	1174	0	0
Q Serve(g_s), s	5.8	0.0	0.0	0.0	42.5	42.8	8.4	0.0	2.0	0.2	0.0	0.0
Cycle Q Clear(g_c), s	45.0	0.0	0.0	0.0	42.5	42.8	10.6	0.0	2.0	2.2	0.0	0.0
Prop In Lane	1.00		0.09	1.00		0.01	1.00		0.89	1.00		0.00
Lane Grp Cap(c), veh/h	133	2917	1578	197	1557	1636	144	0	114	123	0	0
V/C Ratio(X)	0.12	0.49	0.49	0.01	0.75	0.75	0.62	0.00	0.17	0.02	0.00	0.00
Avail Cap(c_a), veh/h	133	2917	1578	251	1557	1636	200	0	177	178	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.53	0.53	0.53	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.7	0.0	0.0	1.5	4.0	4.0	82.5	0.0	78.7	79.7	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.3	0.6	0.0	3.3	3.2	4.2	0.0	0.7	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.1	0.3	0.0	11.1	11.7	4.3	0.0	0.9	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.7	0.3	0.6	1.5	7.4	7.2	86.7	0.0	79.4	79.8	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	F	A	E	E	A	A
Approach Vol, veh/h		2214			2395			108			2	
Approach Delay, s/veh		0.5			7.3			85.4			79.8	
Approach LOS		A			A			F			E	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		162.1		17.9	3.5	158.6		17.9				
Change Period (Y+Rc), s		* 4.4		* 5.2	3.0	* 4.4		* 5.2				
Max Green Setting (Gmax), s		* 1.5E2		* 20	6.0	* 1.4E2		* 20				
Max Q Clear Time (g_c+I1), s		44.8		12.6	2.0	47.0		4.2				
Green Ext Time (p_c), s		59.0		0.1	0.0	37.4		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			5.9									
HCM 6th LOS			A									

Notes

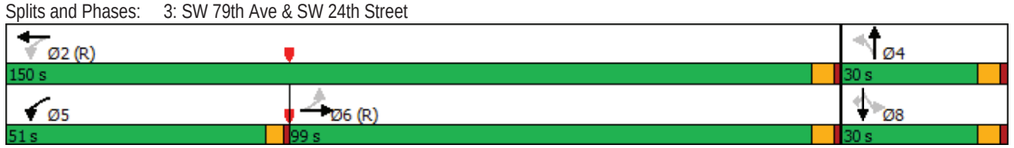
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	1991	44	407	2903	319	22	26	114	73	32	13
Future Volume (vph)	12	1991	44	407	2903	319	22	26	114	73	32	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	255		0	265		0	130		0	0		0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.985			0.878				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5070	0	1770	5009	0	1770	1635	0	1770	1863	1583
Flt Permitted	0.038			0.043			0.736			0.386		
Satd. Flow (perm)	71	5070	0	80	5009	0	1371	1635	0	719	1863	1583
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		3						99				40
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1312			826			1079			110	
Travel Time (s)		22.4			14.1			24.5			2.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	12	2032	45	415	2962	326	22	27	116	74	33	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	2077	0	415	3288	0	22	143	0	74	33	13
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	Perm
Protected Phases		6		5	2			4			8	
Permitted Phases	6			2			4			8		8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	6	6		5	2		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	7.0	7.0		5.0	7.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	22.5	22.5		9.5	22.5		22.5	22.5		22.5	22.5	22.5
Total Split (s)	99.0	99.0		51.0	150.0		30.0	30.0		30.0	30.0	30.0
Total Split (%)	55.0%	55.0%		28.3%	83.3%		16.7%	16.7%		16.7%	16.7%	16.7%
Maximum Green (s)	93.7	93.7		46.7	144.7		24.5	24.5		24.5	24.5	24.5
Yellow Time (s)	4.0	4.0		3.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.3	1.3		1.3	1.3		1.5	1.5		1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.3	5.3		4.3	5.3		5.5	5.5		5.5	5.5	5.5
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	C-Max	C-Max		None	C-Max		None	None		None	None	None
Act Effct Green (s)	103.9	103.9		150.4	149.4		19.8	19.8		19.8	19.8	19.8
Actuated g/C Ratio	0.58	0.58		0.84	0.83		0.11	0.11		0.11	0.11	0.11
v/c Ratio	0.30	0.71		0.92	0.79		0.15	0.53		0.94	0.16	0.06
Control Delay	21.5	12.6		64.7	10.3		72.1	32.1		163.1	71.9	0.5
Queue Delay	0.0	0.0		0.0	1.0		0.0	0.0		0.0	0.0	0.0
Total Delay	21.5	12.6		64.7	11.3		72.1	32.1		163.1	71.9	0.5
LOS	C	B		E	B		E	C		F	E	A
Approach Delay		12.6			17.3			37.4			120.4	
Approach LOS		B			B			D			F	

Intersection Summary		
Area Type:	Other	
Cycle Length: 180		
Actuated Cycle Length: 180		
Offset: 163 (91%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green		
Natural Cycle: 90		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.94		
Intersection Signal Delay: 18.3	Intersection LOS: B	
Intersection Capacity Utilization 101.3%	ICU Level of Service G	
Analysis Period (min) 15		

Splits and Phases: 3: SW 79th Ave & SW 24th Street



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	12	2077	415	3288	22	143	74	33	13
v/c Ratio	0.30	0.71	0.92	0.79	0.15	0.53	0.94	0.16	0.06
Control Delay	21.5	12.6	64.7	10.3	72.1	32.1	163.1	71.9	0.5
Queue Delay	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.5	12.6	64.7	11.3	72.1	32.1	163.1	71.9	0.5
Queue Length 50th (ft)	3	666	416	660	24	48	87	36	0
Queue Length 95th (ft)	m6	m832	m483	713	55	125	#181	73	0
Internal Link Dist (ft)		1232		746		999		30	
Turn Bay Length (ft)	255		265		130				
Base Capacity (vph)	40	2928	505	4156	186	308	97	253	250
Starvation Cap Reductn	0	0	0	558	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.71	0.82	0.91	0.12	0.46	0.76	0.13	0.05

Intersection Summary
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	1991	44	407	2903	319	22	26	114	73	32	13
Future Volume (veh/h)	12	1991	44	407	2903	319	22	26	114	73	32	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	2032	45	415	2962	326	22	27	116	74	33	13
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	76	3141	69	432	3768	400	204	42	180	106	255	216
Arrive On Green	0.81	0.81	0.81	0.34	1.00	1.00	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	59	5140	114	1781	4687	498	1360	308	1324	1245	1870	1585
Grp Volume(v), veh/h	12	1345	732	415	2122	1166	22	0	143	74	33	13
Grp Sat Flow(s),veh/h/ln	59	1702	1850	1781	1702	1781	1360	0	1632	1245	1870	1585
Q Serve(g_s), s	9.4	28.1	28.2	27.3	0.0	0.0	2.6	0.0	14.9	9.6	2.8	1.3
Cycle Q Clear(g_c), s	9.4	28.1	28.2	27.3	0.0	0.0	5.4	0.0	14.9	24.5	2.8	1.3
Prop In Lane	1.00		0.06	1.00		0.28	1.00		0.81	1.00		1.00
Lane Grp Cap(c), veh/h	76	2080	1130	432	2736	1432	204	0	222	106	255	216
V/C Ratio(X)	0.16	0.65	0.65	0.96	0.78	0.81	0.11	0.00	0.64	0.70	0.13	0.06
Avail Cap(c_a), veh/h	76	2080	1130	593	2736	1432	204	0	222	106	255	216
HCM Platoon Ratio	1.33	1.33	1.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.29	0.29	0.29	0.31	0.31	0.31	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.4	9.2	9.2	33.5	0.0	0.0	70.7	0.0	73.6	85.7	68.4	67.7
Incr Delay (d2), s/veh	1.3	0.5	0.8	10.6	0.7	1.7	0.2	0.0	6.2	18.1	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	7.1	7.9	16.1	0.3	0.7	0.9	0.0	6.7	4.0	1.4	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.7	9.6	10.0	44.0	0.7	1.7	71.0	0.0	79.8	103.8	68.6	67.8
LnGrp LOS	A	A	B	D	A	A	E	A	E	F	E	E
Approach Vol, veh/h		2089			3703			165			120	
Approach Delay, s/veh		9.8			5.9			78.7			90.2	
Approach LOS		A			A			E			F	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		150.0		30.0	34.7	115.3		30.0				
Change Period (Y+Rc), s		* 5.3		5.5	* 4.3	* 5.3		5.5				
Max Green Setting (Gmax), s		* 1.4E2		24.5	* 47	* 94		24.5				
Max Q Clear Time (g_c+I1), s		2.0		16.9	29.3	30.2		26.5				
Green Ext Time (p_c), s		106.5		0.5	1.2	29.1		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		10.9
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	10	52	51	10	156	155
Future Volume (vph)	10	52	51	10	156	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.887					0.850
Flt Protected				0.960	0.950	
Satd. Flow (prot)	1652	0	0	1788	1770	1583
Flt Permitted				0.960	0.950	
Satd. Flow (perm)	1652	0	0	1788	1770	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	783			1100	110	
Travel Time (s)	17.8			25.0	2.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	57	55	11	170	168
Shared Lane Traffic (%)						
Lane Group Flow (vph)	68	0	0	66	170	168
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Stop			Stop	Free	

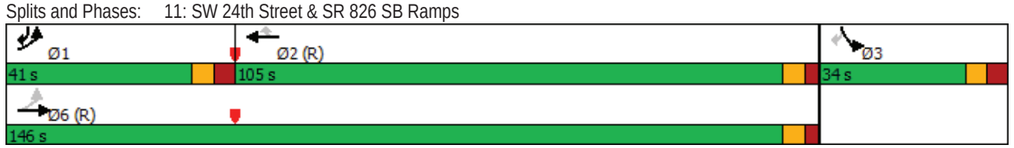
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 25.3%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	348	1877	2620	682	704	1042
Future Volume (vph)	348	1877	2620	682	704	1042
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	320			270	400	400
Storage Lanes	1			1	2	2
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.91	1.00	0.94	0.76
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	5085	5085	1583	4990	3610
Flt Permitted	0.038				0.950	
Satd. Flow (perm)	71	5085	5085	1583	4990	3610
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				370		3
Link Speed (mph)		40	40		25	
Link Distance (ft)		826	894		1070	
Travel Time (s)		14.1	15.2		29.2	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	352	1896	2646	689	711	1053
Shared Lane Traffic (%)						
Lane Group Flow (vph)	352	1896	2646	689	711	1053
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		36	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (ft)	20	100	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	pm+pt	NA	NA	Perm	Prot	pm+ov
Protected Phases	1	6	2		3	1
Permitted Phases	6			2		3

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Detector Phase	1	6	2	2	3	1
Switch Phase						
Minimum Initial (s)	7.0	16.0	16.0	16.0	7.0	7.0
Minimum Split (s)	14.9	22.6	22.6	22.6	20.0	14.9
Total Split (s)	41.0	146.0	105.0	105.0	34.0	41.0
Total Split (%)	22.8%	81.1%	58.3%	58.3%	18.9%	22.8%
Maximum Green (s)	33.1	139.4	98.4	98.4	26.1	33.1
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.9	2.6	2.6	2.6	3.9	3.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.9	6.6	6.6	6.6	7.9	7.9
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)	138.1	139.4	98.4	98.4	26.1	67.1
Actuated g/C Ratio	0.77	0.77	0.55	0.55	0.14	0.37
v/c Ratio	0.96	0.48	0.95	0.67	0.98	0.78
Control Delay	120.5	1.5	32.9	11.0	104.9	54.8
Queue Delay	0.0	0.1	11.6	0.6	0.0	0.4
Total Delay	120.5	1.6	44.4	11.6	104.9	55.3
LOS	F	A	D	B	F	E
Approach Delay		20.2	37.7		75.3	
Approach LOS		C	D		E	

Intersection Summary		
Area Type:	Other	
Cycle Length: 180		
Actuated Cycle Length: 180		
Offset: 3 (2%), Referenced to phase 2:WBT and 6:EBTL, Start of Green		
Natural Cycle: 130		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.98		
Intersection Signal Delay: 41.3		Intersection LOS: D
Intersection Capacity Utilization 102.0%		ICU Level of Service G
Analysis Period (min) 15		

Splits and Phases: 11: SW 24th Street & SR 826 SB Ramps



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	352	1896	2646	689	711	1053
v/c Ratio	0.96	0.48	0.95	0.67	0.98	0.78
Control Delay	120.5	1.5	32.9	11.0	104.9	54.8
Queue Delay	0.0	0.1	11.6	0.6	0.0	0.4
Total Delay	120.5	1.6	44.4	11.6	104.9	55.3
Queue Length 50th (ft)	364	30	706	146	301	482
Queue Length 95th (ft)	#596	45	971	224	#393	557
Internal Link Dist (ft)		746	814		990	
Turn Bay Length (ft)	320			270	400	400
Base Capacity (vph)	366	3938	2780	1033	723	1347
Starvation Cap Reductn	0	552	183	101	0	0
Spillback Cap Reductn	0	99	0	0	0	62
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.96	0.56	1.02	0.74	0.98	0.82

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	348	1877	2620	682	704	1042
Future Volume (veh/h)	348	1877	2620	682	704	1042
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	352	1896	2646	0	711	1053
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	368	3954	2980		728	1055
Arrive On Green	0.29	1.00	1.00	0.00	0.14	0.14
Sat Flow, veh/h	1781	5274	5274	1585	5023	3614
Grp Volume(v), veh/h	352	1896	2646	0	711	1053
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1585	1674	1205
Q Serve(g_s), s	23.8	0.0	0.0	0.0	25.4	26.1
Cycle Q Clear(g_c), s	23.8	0.0	0.0	0.0	25.4	26.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	368	3954	2980		728	1055
V/C Ratio(X)	0.96	0.48	0.89		0.98	1.00
Avail Cap(c_a), veh/h	434	3954	2980		728	1055
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.63	0.63	0.61	0.00	1.00	1.00
Uniform Delay (d), s/veh	35.1	0.0	0.0	0.0	76.6	63.7
Incr Delay (d2), s/veh	22.4	0.3	2.8	0.0	27.4	27.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.0	0.1	0.8	0.0	12.9	18.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	57.5	0.3	2.8	0.0	104.0	90.9
LnGrp LOS	E	A	A		F	F
Approach Vol, veh/h		2248	2646	A	1764	
Approach Delay, s/veh		9.2	2.8		96.2	
Approach LOS		A	A		F	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	34.3	111.7			146.0	34.0
Change Period (Y+Rc), s	7.9	6.6			6.6	7.9
Max Green Setting (Gmax), s	33.1	98.4			139.4	26.1
Max Q Clear Time (g_c+I1), s	25.8	2.0			2.0	28.1
Green Ext Time (p_c), s	0.6	57.7			27.8	0.0

Intersection Summary

HCM 6th Ctrl Delay	29.7
HCM 6th LOS	C

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2123	510	367	2702	600	521
Future Volume (vph)	2123	510	367	2702	600	521
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		435	155		260	260
Storage Lanes		1	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	1.00	1.00	0.91	0.94	0.76
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	5085	1583	1770	5085	4990	3610
Flt Permitted			0.039		0.950	
Satd. Flow (perm)	5085	1583	73	5085	4990	3610
Right Turn on Red		Yes				No
Satd. Flow (RTOR)		475				
Link Speed (mph)	40			40	25	
Link Distance (ft)	894			399	1075	
Travel Time (s)	15.2			6.8	29.3	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	2166	520	374	2757	612	532
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2166	520	374	2757	612	532
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	36	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (ft)	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	6	20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Perm	pm+pt	NA	Prot	pt+ov
Protected Phases	6		5	2	7	7 5
Permitted Phases		6	2			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	6	6	5	2	7	7 5
Switch Phase						
Minimum Initial (s)	18.0	18.0	5.0	18.0	7.0	
Minimum Split (s)	24.5	24.5	11.2	24.5	20.0	
Total Split (s)	95.0	95.0	50.0	145.0	35.0	
Total Split (%)	52.8%	52.8%	27.8%	80.6%	19.4%	
Maximum Green (s)	88.5	88.5	43.8	138.5	27.2	
Yellow Time (s)	4.0	4.0	3.7	4.0	4.0	
All-Red Time (s)	2.5	2.5	2.5	2.5	3.8	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.2	6.5	7.8	
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	C-Max	C-Max	None	C-Max	None	
Act Effct Green (s)	95.3	95.3	139.7	139.4	26.3	70.4
Actuated g/C Ratio	0.53	0.53	0.78	0.77	0.15	0.39
v/c Ratio	0.80	0.49	0.90	0.70	0.84	0.38
Control Delay	29.5	5.9	80.6	5.6	86.0	39.3
Queue Delay	0.8	0.2	55.4	8.8	0.0	0.3
Total Delay	30.3	6.1	136.1	14.4	86.0	39.6
LOS	C	A	F	B	F	D
Approach Delay	25.6			28.9	64.4	
Approach LOS	C			C	E	

Intersection Summary		
Area Type:	Other	
Cycle Length: 180		
Actuated Cycle Length: 180		
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBT, Start of Green		
Natural Cycle: 90		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.90		
Intersection Signal Delay: 33.5		Intersection LOS: C
Intersection Capacity Utilization 89.8%		ICU Level of Service E
Analysis Period (min) 15		

Splits and Phases: 13: SR 826 NB Ramps & SW 24th Street



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	2166	520	374	2757	612	532
v/c Ratio	0.80	0.49	0.90	0.70	0.84	0.38
Control Delay	29.5	5.9	80.6	5.6	86.0	39.3
Queue Delay	0.8	0.2	55.4	8.8	0.0	0.3
Total Delay	30.3	6.1	136.1	14.4	86.0	39.6
Queue Length 50th (ft)	774	91	419	184	252	191
Queue Length 95th (ft)	m689	m115	m367	m154	301	225
Internal Link Dist (ft)	814			319	995	
Turn Bay Length (ft)		435	155		260	260
Base Capacity (vph)	2691	1061	469	3937	754	1485
Starvation Cap Reductn	139	97	166	1177	0	0
Spillback Cap Reductn	238	0	0	189	0	445
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.88	0.54	1.23	1.00	0.81	0.51

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2123	510	367	2702	600	521
Future Volume (veh/h)	2123	510	367	2702	600	521
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2166	0	374	2757	612	532
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	3102		392	3967	722	1007
Arrive On Green	1.00	0.00	0.27	1.00	0.14	0.14
Sat Flow, veh/h	5274	1585	1781	5274	5023	3614
Grp Volume(v), veh/h	2166	0	374	2757	612	532
Grp Sat Flow(s),veh/h/ln	1702	1585	1781	1702	1674	1205
Q Serve(g_s), s	0.0	0.0	21.2	0.0	21.4	22.4
Cycle Q Clear(g_c), s	0.0	0.0	21.2	0.0	21.4	22.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3102		392	3967	722	1007
V/C Ratio(X)	0.70		0.96	0.69	0.85	0.53
Avail Cap(c_a), veh/h	3102		585	3967	759	1034
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.75	0.00	0.09	0.09	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	26.1	0.0	75.2	54.9
Incr Delay (d2), s/veh	1.0	0.0	3.3	0.1	8.6	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	12.9	0.0	9.9	15.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	1.0	0.0	29.4	0.1	83.8	55.4
LnGrp LOS	A		C	A	F	E
Approach Vol, veh/h	2166	A		3131	1144	
Approach Delay, s/veh	1.0			3.6	70.6	
Approach LOS	A			A	E	

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	146.3		33.7	30.5	115.8
Change Period (Y+Rc), s	6.5		* 7.8	* 6.2	6.5
Max Green Setting (Gmax), s	138.5		* 27	* 44	88.5
Max Q Clear Time (g_c+I1), s	2.0		24.4	23.2	2.0
Green Ext Time (p_c), s	76.1		1.4	1.1	35.5

Intersection Summary	
HCM 6th Ctrl Delay	14.6
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	382	2086	176	34	2356	58	133	57	41	53	20	560
Future Volume (vph)	382	2086	176	34	2356	58	133	57	41	53	20	560
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		125	230		0	30		0	100		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.988			0.996			0.938			0.855	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5024	0	1770	5065	0	1770	1747	0	1770	1593	0
Flt Permitted	0.048			0.052			0.091			0.692		
Satd. Flow (perm)	89	5024	0	97	5065	0	170	1747	0	1289	1593	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			2			19			247	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		399			526			351			1038	
Travel Time (s)		6.8			9.0			8.0			23.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	394	2151	181	35	2429	60	137	59	42	55	21	577
Shared Lane Traffic (%)												
Lane Group Flow (vph)	394	2332	0	35	2489	0	137	101	0	55	598	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6			2			8			4		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	7.0		5.0	7.0	
Minimum Split (s)	11.5	20.0		11.5	20.0		11.4	38.0		9.5	20.0	
Total Split (s)	37.0	109.0		13.0	85.0		15.0	48.0		10.0	43.0	
Total Split (%)	20.6%	60.6%		7.2%	47.2%		8.3%	26.7%		5.6%	23.9%	
Maximum Green (s)	30.5	102.5		6.5	78.5		8.6	42.0		5.5	37.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.4	4.0		3.5	4.0	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		6.4	6.0		4.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)								7.0				
Flash Dont Walk (s)								25.0				
Pedestrian Calls (#/hr)								11				
Act Effct Green (s)	115.5	105.2		84.7	78.5		50.5	44.0		44.0	37.0	
Actuated g/C Ratio	0.64	0.58		0.47	0.44		0.28	0.24		0.24	0.21	
v/c Ratio	1.16	0.79		0.34	1.13		1.11	0.23		0.17	1.14	
Control Delay	161.2	16.3		24.1	103.1		160.5	46.5		48.3	120.2	
Queue Delay	1.9	0.9		0.0	0.5		9.6	0.0		0.0	2.5	
Total Delay	163.0	17.2		24.1	103.5		170.1	46.5		48.3	122.7	
LOS	F	B		C	F		F	D		D	F	
Approach Delay		38.3			102.4			117.7			116.5	
Approach LOS		D			F			F			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 1 (1%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.16			
Intersection Signal Delay: 76.0		Intersection LOS: E	
Intersection Capacity Utilization 131.9%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 16: SW 75th Ave & SW 24th Street



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	394	2332	35	2489	137	101	55	598
v/c Ratio	1.16	0.79	0.34	1.13	1.11	0.23	0.17	1.14
Control Delay	161.2	16.3	24.1	103.1	160.5	46.5	48.3	120.2
Queue Delay	1.9	0.9	0.0	0.5	9.6	0.0	0.0	2.5
Total Delay	163.0	17.2	24.1	103.5	170.1	46.5	48.3	122.7
Queue Length 50th (ft)	~503	253	14	~1243	~135	79	48	~579
Queue Length 95th (ft)	#733	357	m18	#1314	#293	139	88	#831
Internal Link Dist (ft)		319		446		271		958
Turn Bay Length (ft)	225		230		30		100	
Base Capacity (vph)	341	2940	106	2210	123	441	329	523
Starvation Cap Reductn	51	311	0	363	0	0	0	0
Spillback Cap Reductn	0	0	0	125	41	0	0	128
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.36	0.89	0.33	1.35	1.67	0.23	0.17	1.51

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	382	2086	176	34	2356	58	133	57	41	53	20	560
Future Volume (veh/h)	382	2086	176	34	2356	58	133	57	41	53	20	560
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	394	2151	181	35	2429	60	137	59	42	55	21	577
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	342	2798	233	149	2235	55	125	237	169	335	12	316
Arrive On Green	0.34	1.00	1.00	0.03	0.58	0.58	0.05	0.23	0.23	0.03	0.21	0.21
Sat Flow, veh/h	1781	4802	400	1781	5126	126	1781	1017	724	1781	56	1538
Grp Volume(v), veh/h	394	1519	813	35	1610	879	137	0	101	55	0	598
Grp Sat Flow(s),veh/h/ln	1781	1702	1798	1781	1702	1848	1781	0	1740	1781	0	1594
Q Serve(g_s), s	30.5	0.0	0.0	1.9	78.5	78.5	8.6	0.0	8.5	4.4	0.0	37.0
Cycle Q Clear(g_c), s	30.5	0.0	0.0	1.9	78.5	78.5	8.6	0.0	8.5	4.4	0.0	37.0
Prop In Lane	1.00		0.22	1.00		0.07	1.00		0.42	1.00		0.96
Lane Grp Cap(c), veh/h	342	1983	1048	149	1485	806	125	0	406	335	0	328
V/C Ratio(X)	1.15	0.77	0.78	0.24	1.08	1.09	1.10	0.00	0.25	0.16	0.00	1.83
Avail Cap(c_a), veh/h	342	1983	1048	172	1485	806	125	0	406	335	0	328
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.62	0.62	0.62	0.52	0.52	0.52	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.6	0.0	0.0	26.7	37.8	37.8	61.5	0.0	56.2	54.2	0.0	71.5
Incr Delay (d2), s/veh	87.9	1.8	3.6	0.4	44.9	51.9	108.3	0.0	0.3	0.2	0.0	383.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	20.5	0.5	1.0	0.9	38.5	43.4	5.4	0.0	3.8	2.0	0.0	50.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	137.6	1.8	3.6	27.1	82.6	89.7	169.8	0.0	56.5	54.5	0.0	454.8
LnGrp LOS	F	A	A	C	F	F	F	A	E	D	A	F
Approach Vol, veh/h		2726			2524			238			653	
Approach Delay, s/veh		22.0			84.3			121.7			421.1	
Approach LOS		C			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	37.0	85.0	15.0	43.0	10.6	111.4	10.0	48.0
Change Period (Y+Rc), s	6.5	6.5	6.4	6.0	6.5	6.5	4.5	6.0
Max Green Setting (Gmax), s	30.5	78.5	8.6	37.0	6.5	102.5	5.5	42.0
Max Q Clear Time (g_c+I1), s	32.5	80.5	10.6	39.0	3.9	2.0	6.4	10.5
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	40.7	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	93.9
HCM 6th LOS	F

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	10	208	2315	34	411	2006	355	182	421	374	401	162
Future Volume (vph)	10	208	2315	34	411	2006	355	182	421	374	401	162
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		150		0	150		150	180		180	150	
Storage Lanes		1		0	2		0	1		1	2	
Taper Length (ft)		25			25			25			25	
Lane Util. Factor	0.91	1.00	0.91	0.91	0.97	0.91	0.91	1.00	1.00	1.00	0.97	1.00
Frt			0.998			0.977				0.850		0.982
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	1770	5075	0	3433	4968	0	1770	1863	1583	3433	1829
Flt Permitted		0.046			0.047			0.444			0.103	
Satd. Flow (perm)	0	86	5075	0	170	4968	0	827	1863	1583	372	1829
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)			1			24				169		3
Link Speed (mph)			45			45			35			35
Link Distance (ft)			1040			1047			1007			980
Travel Time (s)			15.8			15.9			19.6			19.1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	11	219	2437	36	433	2112	374	192	443	394	422	171
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	230	2473	0	433	2486	0	192	443	394	422	194
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			24			24			24			24
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	2		1	2		1	2	1	1	2
Detector Template	Left	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100		20	100		20	100	20	20	100
Trailing Detector (ft)	0	0	0		0	0		0	0	0	0	0
Detector 1 Position(ft)	0	0	0		0	0		0	0	0	0	0
Detector 1 Size(ft)	20	20	6		20	6		20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94			94			94
Detector 2 Size(ft)			6			6			6			6
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0			0.0			0.0
Turn Type	pm+pt	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	1	6		5	2		7	4		3	8
Permitted Phases	6	6			2			4		4	8	

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	22
Future Volume (vph)	22
Ideal Flow (vphpl)	1900
Storage Length (ft)	150
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.95
Adj. Flow (vph)	23
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	
Permitted Phases	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector Phase	1	1	6		5	2		7	4	4	3	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	18.0		5.0	18.0		18.0	18.0	18.0	5.0	18.0
Minimum Split (s)	11.8	11.8	24.8		11.8	24.8		24.5	26.5	26.5	11.8	24.8
Total Split (s)	26.4	26.4	93.4		25.6	92.6		25.8	46.2	46.2	24.8	45.2
Total Split (%)	13.9%	13.9%	49.2%		13.5%	48.7%		13.6%	24.3%	24.3%	13.1%	23.8%
Maximum Green (s)	19.6	19.6	86.6		18.8	85.8		19.3	39.7	39.7	18.0	38.4
Yellow Time (s)	4.8	4.8	4.8		4.8	4.8		4.0	4.0	4.0	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		2.5	2.5	2.5	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.8	6.8		6.8	6.8		6.5	6.5	6.5	6.8	6.8
Lead/Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max		None	C-Max		None	None	None	None	None
Walk Time (s)			7.0									7.0
Flash Dont Walk (s)			11.0									11.0
Pedestrian Calls (#/hr)			5									5
Act Effct Green (s)		106.2	86.6		104.6	85.8		58.5	39.7	39.7	56.9	38.9
Actuated g/C Ratio		0.56	0.46		0.55	0.45		0.31	0.21	0.21	0.30	0.20
v/c Ratio		1.04	1.07		1.04	1.10		0.55	1.14	0.85	1.05	0.51
Control Delay		128.4	88.9		116.4	91.4		53.6	152.6	58.0	111.9	71.8
Queue Delay		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		128.4	88.9		116.4	91.4		53.6	152.6	58.0	111.9	71.8
LOS	F	F		F	F		D	F	E	F	E	
Approach Delay		92.3			95.1			97.9			99.3	
Approach LOS		F			F			F			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 190			
Actuated Cycle Length: 190			
Offset: 188 (99%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.14			
Intersection Signal Delay: 94.8		Intersection LOS: F	
Intersection Capacity Utilization 114.8%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 4: SW 82nd Ave & SW 8th St



Lane Group	SBR
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	230	2473	433	2486	192	443	394	422	194
v/c Ratio	1.04	1.07	1.04	1.10	0.55	1.14	0.85	1.05	0.51
Control Delay	128.4	88.9	116.4	91.4	53.6	152.6	58.0	111.9	71.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	128.4	88.9	116.4	91.4	53.6	152.6	58.0	111.9	71.8
Queue Length 50th (ft)	~256	~1247	~244	~1269	179	~642	291	~244	216
Queue Length 95th (ft)	#452	#1316	#367	#1341	255	#880	#470	#365	310
Internal Link Dist (ft)		960		967		927			900
Turn Bay Length (ft)	150		150		180		180	150	
Base Capacity (vph)	221	2313	416	2256	352	389	464	401	377
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.04	1.07	1.04	1.10	0.55	1.14	0.85	1.05	0.51

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	10	208	2315	34	411	2006	355	182	421	374	401	162
Future Volume (vph)	10	208	2315	34	411	2006	355	182	421	374	401	162
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8	6.8		6.8	6.8		6.5	6.5	6.5	6.8	6.8
Lane Util. Factor		1.00	0.91		0.97	0.91		1.00	1.00	1.00	0.97	1.00
Frt		1.00	1.00		1.00	0.98		1.00	1.00	0.85	1.00	0.98
Flt Protected		0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)		1770	5074		3433	4971		1770	1863	1583	3433	1830
Flt Permitted		0.05	1.00		0.05	1.00		0.44	1.00	1.00	0.10	1.00
Satd. Flow (perm)		86	5074		168	4971		828	1863	1583	372	1830
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	11	219	2437	36	433	2112	374	192	443	394	422	171
RTOR Reduction (vph)	0	0	1	0	0	13	0	0	0	134	0	2
Lane Group Flow (vph)	0	230	2472	0	433	2473	0	192	443	260	422	192
Turn Type	pm+pt	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	1	6		5	2		7	4		3	8
Permitted Phases	6	6			2			4		4	8	
Actuated Green, G (s)		106.2	86.6		104.6	85.8		58.5	39.7	39.7	56.9	38.9
Effective Green, g (s)		106.2	86.6		104.6	85.8		58.5	39.7	39.7	56.9	38.9
Actuated g/C Ratio		0.56	0.46		0.55	0.45		0.31	0.21	0.21	0.30	0.20
Clearance Time (s)		6.8	6.8		6.8	6.8		6.5	6.5	6.5	6.8	6.8
Vehicle Extension (s)		3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		221	2312		415	2244		348	389	330	401	374
v/s Ratio Prot		c0.11	0.49		0.10	c0.50		0.05	c0.24		c0.10	0.10
v/s Ratio Perm		0.47			0.47			0.12		0.16	0.22	
v/c Ratio		1.04	1.07		1.04	1.10		0.55	1.14	0.79	1.05	0.51
Uniform Delay, d1		68.2	51.7		67.8	52.1		51.5	75.2	71.2	58.7	67.1
Progression Factor		1.00	1.00		1.11	0.79		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		71.6	40.5		54.2	52.8		1.9	89.1	11.8	59.4	1.2
Delay (s)		139.8	92.2		129.6	94.1		53.4	164.2	83.0	118.0	68.3
Level of Service		F	F		F	F		D	F	F	F	E
Approach Delay (s)			96.2			99.3			112.4			102.4
Approach LOS			F			F			F			F

Intersection Summary			
HCM 2000 Control Delay	100.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.10		
Actuated Cycle Length (s)	190.0	Sum of lost time (s)	26.9
Intersection Capacity Utilization	114.8%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	22
Future Volume (vph)	22
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	23
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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	164	2712	55	30	1929	13	166	196	17	46	142	134
Future Volume (vph)	164	2712	55	30	1929	13	166	196	17	46	142	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		0	150		0	80		0	300		300
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997				0.850		0.988				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3529	0	1770	3539	1583	1770	1840	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.371			0.206		
Satd. Flow (perm)	3433	3529	0	1770	3539	1583	691	1840	0	384	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				131		2				43
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		787			352			1001			450	
Travel Time (s)		11.9			5.3			19.5			8.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	173	2855	58	32	2031	14	175	206	18	48	149	141
Shared Lane Traffic (%)												
Lane Group Flow (vph)	173	2913	0	32	2031	14	175	224	0	48	149	141
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Free	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	1	6		5	2		7	4		3	8	1
Permitted Phases						Free	4			8		8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2		7	4		3	8	1
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	30.0		9.5	27.0		9.5	29.4		9.5	29.4	9.5
Total Split (s)	16.0	139.0		10.0	133.0		11.0	31.0		10.0	30.0	16.0
Total Split (%)	8.4%	73.2%		5.3%	70.0%		5.8%	16.3%		5.3%	15.8%	8.4%
Maximum Green (s)	11.5	133.0		5.5	127.0		6.5	24.6		5.5	23.6	11.5
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0		3.5	4.0	3.5
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.4		1.0	2.4	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0		4.5	6.0		4.5	6.4		4.5	6.4	4.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Walk Time (s)		6.0			6.0			5.0			5.0	
Flash Dont Walk (s)		14.0			14.0			18.0			18.0	
Pedestrian Calls (#/hr)		1			4			0			0	
Act Effct Green (s)	11.5	137.0		5.6	129.0	190.0	31.7	24.6		29.0	21.6	39.5
Actuated g/C Ratio	0.06	0.72		0.03	0.68	1.00	0.17	0.13		0.15	0.11	0.21
v/c Ratio	0.84	1.15		0.62	0.85	0.01	1.16	0.94		0.49	0.71	0.39
Control Delay	89.3	95.7		134.2	27.9	0.0	182.8	122.9		82.4	98.9	47.2
Queue Delay	0.0	0.1		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	89.3	95.7		134.2	27.9	0.0	182.8	122.9		82.4	98.9	47.2
LOS	F	F		F	C	A	F	F		F	F	D
Approach Delay		95.4			29.3			149.2			75.0	
Approach LOS		F			C			F			E	

Intersection Summary	
Area Type:	Other
Cycle Length: 190	
Actuated Cycle Length: 190	
Offset: 113 (59%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.16	
Intersection Signal Delay: 74.6	Intersection LOS: E
Intersection Capacity Utilization 107.5%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 6: SW 74th Ave & SW 8th St



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	173	2913	32	2031	14	175	224	48	149	141
v/c Ratio	0.84	1.15	0.62	0.85	0.01	1.16	0.94	0.49	0.71	0.39
Control Delay	89.3	95.7	134.2	27.9	0.0	182.8	122.9	82.4	98.9	47.2
Queue Delay	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	89.3	95.7	134.2	27.9	0.0	182.8	122.9	82.4	98.9	47.2
Queue Length 50th (ft)	111	~2284	40	993	0	~224	280	51	180	104
Queue Length 95th (ft)	m112	m#2074	#104	1101	0	#415	#459	95	266	180
Internal Link Dist (ft)		707		272			921		370	
Turn Bay Length (ft)	225		150			80		300		300
Base Capacity (vph)	207	2544	52	2402	1583	151	239	98	231	363
Starvation Cap Reductn	0	85	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	1.18	0.62	0.85	0.01	1.16	0.94	0.49	0.65	0.39

Intersection Summary
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	164	2712	55	30	1929	13	166	196	17	46	142	134
Future Volume (vph)	164	2712	55	30	1929	13	166	196	17	46	142	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	6.0		4.5	6.0	4.0	4.5	6.4		4.5	6.4	4.5
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	3529		1770	3539	1583	1770	1840		1770	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.37	1.00		0.21	1.00	1.00
Satd. Flow (perm)	3433	3529		1770	3539	1583	691	1840		384	1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	173	2855	58	32	2031	14	175	206	18	48	149	141
RTOR Reduction (vph)	0	1	0	0	0	0	0	2	0	0	0	35
Lane Group Flow (vph)	173	2912	0	32	2031	14	175	222	0	48	149	106
Turn Type	Prot	NA		Prot	NA	Free	pm+pt	NA		pm+pt	NA	pm+ov
Protected Phases	1	6		5	2		7	4		3	8	1
Permitted Phases						Free	4			8		8
Actuated Green, G (s)	11.5	135.2		4.4	128.1	190.0	31.1	24.6		26.9	22.5	34.0
Effective Green, g (s)	11.5	135.2		4.4	128.1	190.0	31.1	24.6		26.9	22.5	34.0
Actuated g/C Ratio	0.06	0.71		0.02	0.67	1.00	0.16	0.13		0.14	0.12	0.18
Clearance Time (s)	4.5	6.0		4.5	6.0		4.5	6.4		4.5	6.4	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	207	2511		40	2386	1583	150	238		86	220	283
v/s Ratio Prot	c0.05	c0.83		0.02	0.57		c0.04	0.12		0.01	0.08	0.02
v/s Ratio Perm						0.01	c0.15			0.07		0.04
v/c Ratio	0.84	1.16		0.80	0.85	0.01	1.17	0.93		0.56	0.68	0.37
Uniform Delay, d1	88.3	27.4		92.4	23.7	0.0	79.6	81.9		73.0	80.3	68.6
Progression Factor	0.98	1.18		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	2.8	72.4		69.2	4.1	0.0	125.3	40.3		7.6	8.0	0.8
Delay (s)	89.5	104.8		161.6	27.7	0.0	204.9	122.2		80.6	88.3	69.5
Level of Service	F	F		F	C	A	F	F		F	F	E
Approach Delay (s)		104.0			29.6			158.5			79.3	
Approach LOS		F			C			F			E	

Intersection Summary			
HCM 2000 Control Delay	80.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.18		
Actuated Cycle Length (s)	190.0	Sum of lost time (s)	21.4
Intersection Capacity Utilization	107.5%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2249	543	502	1988	0	561
Future Volume (vph)	2249	543	502	1988	0	561
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	240		0	0
Storage Lanes		0	2		0	3
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	0.91	0.97	0.95	1.00	0.76
Frt	0.971					0.850
Flt Protected			0.950			
Satd. Flow (prot)	4938	0	3433	3539	0	3610
Flt Permitted			0.950			
Satd. Flow (perm)	4938	0	3433	3539	0	3610
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	45					
Link Speed (mph)	45			45	45	
Link Distance (ft)	381			427	459	
Travel Time (s)	5.8			6.5	7.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	2367	572	528	2093	0	591
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2939	0	528	2093	0	591
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2		1
Detector Template	Thru		Left	Thru		Right
Leading Detector (ft)	100		20	100		20
Trailing Detector (ft)	0		0	0		0
Detector 1 Position(ft)	0		0	0		0
Detector 1 Size(ft)	6		20	6		20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0		0.0
Detector 1 Queue (s)	0.0		0.0	0.0		0.0
Detector 1 Delay (s)	0.0		0.0	0.0		0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA		Prot	NA		Perm
Protected Phases	6		5	2		
Permitted Phases						2

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	6		5	2		2
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0		5.0
Minimum Split (s)	24.8		11.8	24.8		24.8
Total Split (s)	141.0		49.0	190.0		190.0
Total Split (%)	74.2%		25.8%	100.0%		100.0%
Maximum Green (s)	134.2		42.2	183.2		183.2
Yellow Time (s)	4.8		4.8	4.8		4.8
All-Red Time (s)	2.0		2.0	2.0		2.0
Lost Time Adjust (s)	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.8		6.8	6.8		6.8
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0		3.0
Recall Mode	C-Max		None	C-Max		C-Max
Walk Time (s)	7.0			7.0		7.0
Flash Dont Walk (s)	11.0			11.0		11.0
Pedestrian Calls (#/hr)	0			0		0
Act Effct Green (s)	142.0		34.4	190.0		190.0
Actuated g/C Ratio	0.75		0.18	1.00		1.00
v/c Ratio	0.79		0.85	0.59		0.16
Control Delay	5.1		88.2	3.0		0.1
Queue Delay	0.6		0.0	0.0		0.0
Total Delay	5.7		88.2	3.0		0.1
LOS	A		F	A		A
Approach Delay	5.7			20.2	0.1	
Approach LOS	A			C	A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 190			
Actuated Cycle Length: 190			
Offset: 6 (3%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 11.4		Intersection LOS: B	
Intersection Capacity Utilization 81.2%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 8: SR826 SB on/off-ramp & SW 8th St



Lane Group	EBT	WBL	WBT	NBR
Lane Group Flow (vph)	2939	528	2093	591
v/c Ratio	0.79	0.85	0.59	0.16
Control Delay	5.1	88.2	3.0	0.1
Queue Delay	0.6	0.0	0.0	0.0
Total Delay	5.7	88.2	3.0	0.1
Queue Length 50th (ft)	148	350	94	0
Queue Length 95th (ft)	m149	402	32	0
Internal Link Dist (ft)	301		347	
Turn Bay Length (ft)		240		
Base Capacity (vph)	3701	762	3539	3610
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	364	0	0	266
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.88	0.69	0.59	0.18

Intersection Summary
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2249	543	502	1988	0	561
Future Volume (vph)	2249	543	502	1988	0	561
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8		6.8	6.8		6.8
Lane Util. Factor	0.91		0.97	0.95		0.76
Frt	0.97		1.00	1.00		0.85
Flt Protected	1.00		0.95	1.00		1.00
Satd. Flow (prot)	4937		3433	3539		3610
Flt Permitted	1.00		0.95	1.00		1.00
Satd. Flow (perm)	4937		3433	3539		3610
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	2367	572	528	2093	0	591
RTOR Reduction (vph)	11	0	0	0	0	0
Lane Group Flow (vph)	2928	0	528	2093	0	591
Turn Type	NA		Prot	NA		Perm
Protected Phases	6		5	2		
Permitted Phases						2
Actuated Green, G (s)	142.0		34.4	190.0		190.0
Effective Green, g (s)	142.0		34.4	190.0		190.0
Actuated g/C Ratio	0.75		0.18	1.00		1.00
Clearance Time (s)	6.8		6.8	6.8		6.8
Vehicle Extension (s)	3.0		3.0	3.0		3.0
Lane Grp Cap (vph)	3689		621	3539		3610
v/s Ratio Prot	c0.59		c0.15	0.59		
v/s Ratio Perm						0.16
v/c Ratio	0.79		0.85	0.59		0.16
Uniform Delay, d1	14.9		75.3	0.0		0.0
Progression Factor	0.32		1.02	1.00		1.00
Incremental Delay, d2	0.2		9.2	0.6		0.1
Delay (s)	4.9		86.1	0.6		0.1
Level of Service	A		F	A		A
Approach Delay (s)	4.9			17.8	0.1	
Approach LOS	A			B	A	

Intersection Summary			
HCM 2000 Control Delay	10.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	190.0	Sum of lost time (s)	13.6
Intersection Capacity Utilization	81.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2010	1100	0	1537	953	917
Future Volume (vph)	2010	1100	0	1537	953	917
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		350	350
Storage Lanes		0	0		2	3
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	0.91	1.00	0.91	0.94	0.76
Frt	0.947					0.850
Flt Protected					0.950	
Satd. Flow (prot)	4816	0	0	5085	4990	3610
Flt Permitted					0.950	
Satd. Flow (perm)	4816	0	0	5085	4990	3610
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	134					21
Link Speed (mph)	45			45	35	
Link Distance (ft)	508			592	785	
Travel Time (s)	7.7			9.0	15.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	2116	1158	0	1618	1003	965
Shared Lane Traffic (%)						
Lane Group Flow (vph)	3274	0	0	1618	1003	965
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	36	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2			2	1	1
Detector Template	Thru			Thru	Left	Right
Leading Detector (ft)	100			100	20	20
Trailing Detector (ft)	0			0	0	0
Detector 1 Position(ft)	0			0	0	0
Detector 1 Size(ft)	6			6	20	20
Detector 1 Type	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0			0.0	0.0	0.0
Detector 1 Queue (s)	0.0			0.0	0.0	0.0
Detector 1 Delay (s)	0.0			0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA			NA	Prot	Prot
Protected Phases	6			2	4	4
Permitted Phases						

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	6			2	4	4
Switch Phase						
Minimum Initial (s)	7.0			7.0	7.0	7.0
Minimum Split (s)	24.8			24.8	24.8	24.8
Total Split (s)	123.0			123.0	67.0	67.0
Total Split (%)	64.7%			64.7%	35.3%	35.3%
Maximum Green (s)	116.2			116.2	60.2	60.2
Yellow Time (s)	4.8			4.8	4.8	4.8
All-Red Time (s)	2.0			2.0	2.0	2.0
Lost Time Adjust (s)	0.0			0.0	0.0	0.0
Total Lost Time (s)	6.8			6.8	6.8	6.8
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0			3.0	3.0	3.0
Recall Mode	C-Max			C-Max	Max	Max
Walk Time (s)	7.0			7.0	7.0	7.0
Flash Dont Walk (s)	11.0			11.0	11.0	11.0
Pedestrian Calls (#/hr)	4			4	4	4
Act Effct Green (s)	116.2			116.2	60.2	60.2
Actuated g/C Ratio	0.61			0.61	0.32	0.32
v/c Ratio	1.12dr			0.52	0.63	0.83
Control Delay	67.1			25.3	57.7	66.4
Queue Delay	3.3			0.0	0.0	50.3
Total Delay	70.4			25.3	57.7	116.7
LOS	E			C	E	F
Approach Delay	70.4			25.3	86.6	
Approach LOS	E			C	F	

Intersection Summary	
Area Type:	Other
Cycle Length: 190	
Actuated Cycle Length: 190	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.09	
Intersection Signal Delay: 64.4	Intersection LOS: E
Intersection Capacity Utilization 96.2%	ICU Level of Service F
Analysis Period (min) 15	
dr Defacto Right Lane. Recode with 1 though lane as a right lane.	

Splits and Phases: 11: SR 826 NB off-ramp & SW 8th St



Lane Group	EBT	WBT	NBL	NBR
Lane Group Flow (vph)	3274	1618	1003	965
v/c Ratio	1.12dr	0.52	0.63	0.83
Control Delay	67.1	25.3	57.7	66.4
Queue Delay	3.3	0.0	0.0	50.3
Total Delay	70.4	25.3	57.7	116.7
Queue Length 50th (ft)	~1641	571	382	485
Queue Length 95th (ft)	#1686	m538	434	560
Internal Link Dist (ft)	428	512	705	
Turn Bay Length (ft)			350	350
Base Capacity (vph)	2997	3109	1581	1158
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	24	0	0	486
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	1.10	0.52	0.63	1.44

Intersection Summary
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2010	1100	0	1537	953	917
Future Volume (vph)	2010	1100	0	1537	953	917
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8			6.8	6.8	6.8
Lane Util. Factor	0.91			0.91	0.94	0.76
Frt	0.95			1.00	1.00	0.85
Flt Protected	1.00			1.00	0.95	1.00
Satd. Flow (prot)	4815			5085	4990	3610
Flt Permitted	1.00			1.00	0.95	1.00
Satd. Flow (perm)	4815			5085	4990	3610
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	2116	1158	0	1618	1003	965
RTOR Reduction (vph)	52	0	0	0	0	14
Lane Group Flow (vph)	3222	0	0	1618	1003	951
Turn Type	NA			NA	Prot	Prot
Protected Phases	6			2	4	4
Permitted Phases						
Actuated Green, G (s)	116.2			116.2	60.2	60.2
Effective Green, g (s)	116.2			116.2	60.2	60.2
Actuated g/C Ratio	0.61			0.61	0.32	0.32
Clearance Time (s)	6.8			6.8	6.8	6.8
Vehicle Extension (s)	3.0			3.0	3.0	3.0
Lane Grp Cap (vph)	2944			3109	1581	1143
v/s Ratio Prot	c0.67			0.32	0.20	c0.26
v/s Ratio Perm						
v/c Ratio	1.12dr			0.52	0.63	0.83
Uniform Delay, d1	36.9			21.0	55.5	60.2
Progression Factor	0.54			1.18	1.00	1.00
Incremental Delay, d2	47.5			0.3	2.0	7.1
Delay (s)	67.3			25.2	57.4	67.3
Level of Service	E			C	E	E
Approach Delay (s)	67.3			25.2	62.3	
Approach LOS	E			C	E	

Intersection Summary			
HCM 2000 Control Delay	55.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	190.0	Sum of lost time (s)	13.6
Intersection Capacity Utilization	96.2%	ICU Level of Service	F
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.
c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	2927	1537	682	0	0
Future Volume (vph)	0	2927	1537	682	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			115	0	0
Storage Lanes	0			1	0	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Frt			0.954			
Flt Protected						
Satd. Flow (prot)	0	5085	4851	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	5085	4851	0	0	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		592	787		1085	
Travel Time (s)		9.0	11.9		24.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	3081	1618	718	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	3081	2336	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.9%		ICU Level of Service B	
Analysis Period (min) 15			

Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	3090	1988	0	0	806
Future Volume (vph)	0	3090	1988	0	0	806
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	5085	5085	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	5085	5085	0	0	1611
Link Speed (mph)		45	45		30	
Link Distance (ft)		262	381		1577	
Travel Time (s)		4.0	5.8		35.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	3253	2093	0	0	848
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	3253	2093	0	0	848
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	95.0%	ICU Level of Service	F
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	1267	0	0	0	942
Future Volume (vph)	0	1267	0	0	0	942
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.88	1.00	1.00	1.00	0.95
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	0	2787	0	0	0	3539
Flt Permitted						
Satd. Flow (perm)	0	2787	0	0	0	3539
Link Speed (mph)	30		40			40
Link Distance (ft)	449		606			459
Travel Time (s)	10.2		10.3			7.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1334	0	0	0	992
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1334	0	0	0	992
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Free		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	47.7%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	10	112	2185	93	335	3038	180	162	404	227	271	430
Future Volume (vph)	10	112	2185	93	335	3038	180	162	404	227	271	430
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		150		0	150		150	180		180	150	
Storage Lanes		1		0	2		0	1		1	2	
Taper Length (ft)		25			25			25			25	
Lane Util. Factor	0.91	1.00	0.91	0.91	0.97	0.91	0.91	1.00	1.00	1.00	0.97	1.00
Frt			0.994			0.992				0.850		0.961
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	1770	5055	0	3433	5045	0	1770	1863	1583	3433	1790
Flt Permitted		0.950			0.950			0.092			0.950	
Satd. Flow (perm)	0	1770	5055	0	3433	5045	0	171	1863	1583	3433	1790
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)			4			7				138		9
Link Speed (mph)			45			45			35			35
Link Distance (ft)			1040			1047			1007			1037
Travel Time (s)			15.8			15.9			19.6			20.2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	11	118	2300	98	353	3198	189	171	425	239	285	453
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	129	2398	0	353	3387	0	171	425	239	285	610
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			24			24			24			24
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	2		1	2		1	2	1	1	2
Detector Template	Left	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100		20	100		20	100	20	20	100
Trailing Detector (ft)	0	0	0		0	0		0	0	0	0	0
Detector 1 Position(ft)	0	0	0		0	0		0	0	0	0	0
Detector 1 Size(ft)	20	20	6		20	6		20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94			94			94
Detector 2 Size(ft)			6			6			6			6
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0			0.0			0.0
Turn Type	Prot	Prot	NA		Prot	NA		pm+pt	NA	Perm	Prot	NA
Protected Phases	1	1	6		5	2		7	4		3	8
Permitted Phases								4		4		

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	149
Future Volume (vph)	149
Ideal Flow (vphpl)	1900
Storage Length (ft)	150
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.95
Adj. Flow (vph)	157
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	
Permitted Phases	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector Phase	1	1	6		5	2		7	4	4	3	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	18.0		5.0	18.0		5.0	18.0	18.0	5.0	18.0
Minimum Split (s)	9.5	9.5	24.8		20.0	24.8		9.5	26.5	26.5	9.5	24.8
Total Split (s)	17.0	17.0	91.0		26.0	100.0		17.0	49.6	49.6	23.4	56.0
Total Split (%)	8.9%	8.9%	47.9%		13.7%	52.6%		8.9%	26.1%	26.1%	12.3%	29.5%
Maximum Green (s)	12.5	12.5	84.2		19.2	93.2		12.5	43.1	43.1	18.9	49.2
Yellow Time (s)	3.5	3.5	4.8		4.8	4.8		3.5	4.0	4.0	3.5	4.8
All-Red Time (s)	1.0	1.0	2.0		2.0	2.0		1.0	2.5	2.5	1.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5	6.8		6.8	6.8		4.5	6.5	6.5	4.5	6.8
Lead/Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max		None	C-Max		None	None	None	None	None
Walk Time (s)									7.0	7.0		
Flash Dont Walk (s)									11.0	11.0		
Pedestrian Calls (#/hr)									2	2		
Act Effct Green (s)		12.5	84.2		19.2	93.2		58.1	43.6	43.6	18.4	49.2
Actuated g/C Ratio		0.07	0.44		0.10	0.49		0.31	0.23	0.23	0.10	0.26
v/c Ratio		1.11	1.07		1.02	1.37		1.09	1.00	0.51	0.86	1.30
Control Delay		191.2	90.3		127.9	207.2		142.5	113.2	30.4	107.7	200.6
Queue Delay		0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		191.2	90.3		127.9	207.2		142.5	113.2	30.4	107.7	200.6
LOS		F	F		F	F		F	F	C	F	F
Approach Delay			95.4			199.8			95.5			171.0
Approach LOS			F			F			F			F

Intersection Summary			
Area Type:	Other		
Cycle Length: 190			
Actuated Cycle Length: 190			
Offset: 162 (85%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.37			
Intersection Signal Delay: 152.7		Intersection LOS: F	
Intersection Capacity Utilization 129.0%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 4: SW 82nd Ave & SW 8th St



Lane Group	SBR
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	129	2398	353	3387	171	425	239	285	610
v/c Ratio	1.11	1.07	1.02	1.37	1.09	1.00	0.51	0.86	1.30
Control Delay	191.2	90.3	127.9	207.2	142.5	113.2	30.4	107.7	200.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	191.2	90.3	127.9	207.2	142.5	113.2	30.4	107.7	200.6
Queue Length 50th (ft)	~183	~1209	~239	~2036	~186	~543	110	183	~964
Queue Length 95th (ft)	#338	#1281	m#341	#2073	#363	#787	209	#258	#1220
Internal Link Dist (ft)		960		967		927			957
Turn Bay Length (ft)	150		150		180		180	150	
Base Capacity (vph)	116	2242	346	2478	157	427	469	341	470
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.11	1.07	1.02	1.37	1.09	1.00	0.51	0.84	1.30

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	10	112	2185	93	335	3038	180	162	404	227	271	430
Future Volume (vph)	10	112	2185	93	335	3038	180	162	404	227	271	430
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	6.8		6.8	6.8		4.5	6.5	6.5	4.5	6.8
Lane Util. Factor		1.00	0.91		0.97	0.91		1.00	1.00	1.00	0.97	1.00
Frt		1.00	0.99		1.00	0.99		1.00	1.00	0.85	1.00	0.96
Flt Protected		0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)		1770	5054		3433	5043		1770	1863	1583	3433	1791
Flt Permitted		0.95	1.00		0.95	1.00		0.09	1.00	1.00	0.95	1.00
Satd. Flow (perm)		1770	5054		3433	5043		171	1863	1583	3433	1791
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	11	118	2300	98	353	3198	189	171	425	239	285	453
RTOR Reduction (vph)	0	0	2	0	0	4	0	0	0	106	0	7
Lane Group Flow (vph)	0	129	2396	0	353	3383	0	171	425	133	285	603
Turn Type	Prot	Prot	NA		Prot	NA		pm+pt	NA	Perm	Prot	NA
Protected Phases	1	1	6		5	2		7	4		3	8
Permitted Phases								4		4		
Actuated Green, G (s)		12.5	84.2		19.2	93.2		56.1	43.6	43.6	18.4	49.2
Effective Green, g (s)		12.5	84.2		19.2	93.2		56.1	43.6	43.6	18.4	49.2
Actuated g/C Ratio		0.07	0.44		0.10	0.49		0.30	0.23	0.23	0.10	0.26
Clearance Time (s)		4.5	6.8		6.8	6.8		4.5	6.5	6.5	4.5	6.8
Vehicle Extension (s)		3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		116	2239		346	2473		155	427	363	332	463
v/s Ratio Prot		0.07	0.47		c0.10	c0.67		c0.07	0.23		0.08	c0.34
v/s Ratio Perm								0.25		0.08		
v/c Ratio		1.11	1.07		1.02	1.37		1.10	1.00	0.37	0.86	1.30
Uniform Delay, d1		88.8	52.9		85.4	48.4		57.1	73.1	61.6	84.5	70.4
Progression Factor		1.00	1.00		0.97	1.09		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		116.9	41.0		49.5	167.9		102.6	42.1	0.6	19.2	151.4
Delay (s)		205.6	93.9		132.3	220.7		159.7	115.2	62.2	103.7	221.8
Level of Service		F	F		F	F		F	F	E	F	F
Approach Delay (s)			99.6			212.3			109.1			184.2
Approach LOS			F			F			F			F

Intersection Summary			
HCM 2000 Control Delay	162.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.33		
Actuated Cycle Length (s)	190.0	Sum of lost time (s)	24.9
Intersection Capacity Utilization	129.0%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	149
Future Volume (vph)	149
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	157
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	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	2450	69	21	2878	10	113	96	15	67	92	17
Future Volume (vph)	140	2450	69	21	2878	10	113	96	15	67	92	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		0	150		0	80		0	300		300
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996				0.850		0.979				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3525	0	1770	3539	1583	1770	1824	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.555			0.459		
Satd. Flow (perm)	3433	3525	0	1770	3539	1583	1034	1824	0	855	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				140		3				103
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		778			352			1001			1025	
Travel Time (s)		11.8			5.3			19.5			20.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	147	2579	73	22	3029	11	119	101	16	71	97	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	147	2652	0	22	3029	11	119	117	0	71	97	18
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Free	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases						Free	4			8		8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	9.5	30.0		11.0	27.0		9.5	29.4		9.5	29.4	29.4
Total Split (s)	17.0	139.0		11.0	133.0		10.0	30.0		10.0	30.0	30.0
Total Split (%)	8.9%	73.2%		5.8%	70.0%		5.3%	15.8%		5.3%	15.8%	15.8%
Maximum Green (s)	12.5	133.0		5.0	127.0		5.5	23.6		5.5	23.6	23.6
Yellow Time (s)	3.5	4.0		4.0	4.0		3.5	4.0		3.5	4.0	4.0
All-Red Time (s)	1.0	2.0		2.0	2.0		1.0	2.4		1.0	2.4	2.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0		6.0	6.0		4.5	6.4		4.5	6.4	6.4
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Walk Time (s)		6.0			6.0			5.0			5.0	5.0
Flash Dont Walk (s)		14.0			14.0			18.0			18.0	18.0
Pedestrian Calls (#/hr)		1			4			0			0	0
Act Effct Green (s)	12.6	142.4		6.8	133.3	190.0	24.6	17.2		24.6	17.2	17.2
Actuated g/C Ratio	0.07	0.75		0.04	0.70	1.00	0.13	0.09		0.13	0.09	0.09
v/c Ratio	0.65	1.00		0.35	1.22	0.01	0.77	0.70		0.52	0.58	0.08
Control Delay	98.0	35.2		104.6	130.7	0.0	106.3	102.7		85.3	95.7	0.6
Queue Delay	0.0	7.1		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	98.0	42.3		104.6	130.7	0.0	106.3	102.7		85.3	95.7	0.6
LOS	F	D		F	F	A	F	F		F	F	A
Approach Delay		45.3			130.0			104.5			82.5	
Approach LOS		D			F			F			F	

Intersection Summary	
Area Type:	Other
Cycle Length: 190	
Actuated Cycle Length: 190	
Offset: 163 (86%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.22	
Intersection Signal Delay: 89.9	Intersection LOS: F
Intersection Capacity Utilization 104.1%	ICU Level of Service G
Analysis Period (min) 15	

Splits and Phases: 6: SW 74th Ave & SW 8th St



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	147	2652	22	3029	11	119	117	71	97	18
v/c Ratio	0.65	1.00	0.35	1.22	0.01	0.77	0.70	0.52	0.58	0.08
Control Delay	98.0	35.2	104.6	130.7	0.0	106.3	102.7	85.3	95.7	0.6
Queue Delay	0.0	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	98.0	42.3	104.6	130.7	0.0	106.3	102.7	85.3	95.7	0.6
Queue Length 50th (ft)	96	~1882	27	~2442	0	137	141	80	119	0
Queue Length 95th (ft)	m108	#2021	#65	#2581	0	203	212	131	183	0
Internal Link Dist (ft)		698		272			921		945	
Turn Bay Length (ft)	225		150			80		300		300
Base Capacity (vph)	239	2643	63	2483	1583	155	229	137	231	286
Starvation Cap Reductn	0	60	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	1.03	0.35	1.22	0.01	0.77	0.51	0.52	0.42	0.06

Intersection Summary
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	2450	69	21	2878	10	113	96	15	67	92	17
Future Volume (vph)	140	2450	69	21	2878	10	113	96	15	67	92	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	6.0		6.0	6.0	4.0	4.5	6.4		4.5	6.4	6.4
Lane Util. Factor	0.97	0.95		1.00	0.95	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	3525		1770	3539	1583	1770	1825		1770	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.56	1.00		0.46	1.00	1.00
Satd. Flow (perm)	3433	3525		1770	3539	1583	1034	1825		855	1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	147	2579	73	22	3029	11	119	101	16	71	97	18
RTOR Reduction (vph)	0	1	0	0	0	0	0	3	0	0	0	16
Lane Group Flow (vph)	147	2651	0	22	3029	11	119	114	0	71	97	2
Turn Type	Prot	NA		Prot	NA	Free	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases						Free	4			8		8
Actuated Green, G (s)	12.6	140.0		4.4	133.3	190.0	22.7	17.2		22.7	17.2	17.2
Effective Green, g (s)	12.6	140.0		4.4	133.3	190.0	22.7	17.2		22.7	17.2	17.2
Actuated g/C Ratio	0.07	0.74		0.02	0.70	1.00	0.12	0.09		0.12	0.09	0.09
Clearance Time (s)	4.5	6.0		6.0	6.0		4.5	6.4		4.5	6.4	6.4
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	227	2597		40	2482	1583	144	165		128	168	143
v/s Ratio Prot	c0.04	c0.75		0.01	c0.86		c0.02	0.06		0.02	0.05	
v/s Ratio Perm						0.01	c0.07			0.05		0.00
v/c Ratio	0.65	1.02		0.55	1.22	0.01	0.83	0.69		0.55	0.58	0.01
Uniform Delay, d1	86.5	25.0		91.8	28.3	0.0	81.5	83.8		78.0	82.9	78.7
Progression Factor	1.06	0.93		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	3.0	17.8		15.3	103.0	0.0	30.5	11.9		5.1	4.7	0.0
Delay (s)	94.5	41.2		107.2	131.4	0.0	111.9	95.7		83.1	87.7	78.7
Level of Service	F	D		F	F	A	F	F		F	F	E
Approach Delay (s)		44.0			130.7			103.9			85.1	
Approach LOS		D			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	89.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.14		
Actuated Cycle Length (s)	190.0	Sum of lost time (s)	22.9
Intersection Capacity Utilization	104.1%	ICU Level of Service	G
Analysis Period (min)	15		

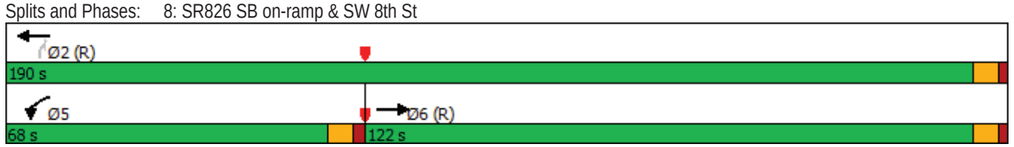
c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2039	673	957	2797	0	568
Future Volume (vph)	2039	673	957	2797	0	568
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	240		0	0
Storage Lanes		0	2		0	3
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	0.91	0.97	0.95	1.00	0.76
Frt	0.963					0.850
Flt Protected			0.950			
Satd. Flow (prot)	4897	0	3433	3539	0	3610
Flt Permitted			0.950			
Satd. Flow (perm)	4897	0	3433	3539	0	3610
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	15					
Link Speed (mph)	45			45	35	
Link Distance (ft)	454			390	441	
Travel Time (s)	6.9			5.9	8.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	2146	708	1007	2944	0	598
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2854	0	1007	2944	0	598
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2		1
Detector Template	Thru		Left	Thru		Right
Leading Detector (ft)	100		20	100		20
Trailing Detector (ft)	0		0	0		0
Detector 1 Position(ft)	0		0	0		0
Detector 1 Size(ft)	6		20	6		20
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0		0.0
Detector 1 Queue (s)	0.0		0.0	0.0		0.0
Detector 1 Delay (s)	0.0		0.0	0.0		0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA		Prot	NA		Perm
Protected Phases	6		5	2		
Permitted Phases						2

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	6		5	2		2
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0		5.0
Minimum Split (s)	24.8		11.8	24.8		24.8
Total Split (s)	122.0		68.0	190.0		190.0
Total Split (%)	64.2%		35.8%	100.0%		100.0%
Maximum Green (s)	115.2		61.2	183.2		183.2
Yellow Time (s)	4.8		4.8	4.8		4.8
All-Red Time (s)	2.0		2.0	2.0		2.0
Lost Time Adjust (s)	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.8		6.8	6.8		6.8
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0		3.0
Recall Mode	C-Max		None	C-Max		C-Max
Walk Time (s)	7.0			7.0		7.0
Flash Dont Walk (s)	11.0			11.0		11.0
Pedestrian Calls (#/hr)	0			0		0
Act Effct Green (s)	117.3		59.1	190.0		190.0
Actuated g/C Ratio	0.62		0.31	1.00		1.00
v/c Ratio	0.94		0.94	0.83		0.17
Control Delay	9.9		68.9	3.0		0.1
Queue Delay	0.1		0.0	0.0		0.0
Total Delay	10.0		68.9	3.0		0.1
LOS	A		E	A		A
Approach Delay	10.0			19.8	0.1	
Approach LOS	A			B	A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 190			
Actuated Cycle Length: 190			
Offset: 180 (95%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay: 14.4		Intersection LOS: B	
Intersection Capacity Utilization 93.1%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 8: SR826 SB on-ramp & SW 8th St



Lane Group	EBT	WBL	WBT	NBR
Lane Group Flow (vph)	2854	1007	2944	598
v/c Ratio	0.94	0.94	0.83	0.17
Control Delay	9.9	68.9	3.0	0.1
Queue Delay	0.1	0.0	0.0	0.0
Total Delay	10.0	68.9	3.0	0.1
Queue Length 50th (ft)	100	602	55	0
Queue Length 95th (ft)	m105	#724	0	0
Internal Link Dist (ft)	374		310	
Turn Bay Length (ft)		240		
Base Capacity (vph)	3028	1105	3539	3610
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	7	0	0	5
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.94	0.91	0.83	0.17

Intersection Summary
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2039	673	957	2797	0	568
Future Volume (vph)	2039	673	957	2797	0	568
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8		6.8	6.8		6.8
Lane Util. Factor	0.91		0.97	0.95		0.76
Frt	0.96		1.00	1.00		0.85
Flt Protected	1.00		0.95	1.00		1.00
Satd. Flow (prot)	4896		3433	3539		3610
Flt Permitted	1.00		0.95	1.00		1.00
Satd. Flow (perm)	4896		3433	3539		3610
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	2146	708	1007	2944	0	598
RTOR Reduction (vph)	6	0	0	0	0	0
Lane Group Flow (vph)	2848	0	1007	2944	0	598
Turn Type	NA		Prot	NA		Perm
Protected Phases	6		5	2		
Permitted Phases						2
Actuated Green, G (s)	117.3		59.1	190.0		190.0
Effective Green, g (s)	117.3		59.1	190.0		190.0
Actuated g/C Ratio	0.62		0.31	1.00		1.00
Clearance Time (s)	6.8		6.8	6.8		6.8
Vehicle Extension (s)	3.0		3.0	3.0		3.0
Lane Grp Cap (vph)	3022		1067	3539		3610
v/s Ratio Prot	c0.58		c0.29	0.83		
v/s Ratio Perm						0.17
v/c Ratio	0.94		0.94	0.83		0.17
Uniform Delay, d1	33.3		63.8	0.0		0.0
Progression Factor	0.21		0.92	1.00		1.00
Incremental Delay, d2	2.2		9.6	1.3		0.1
Delay (s)	9.2		68.5	1.3		0.1
Level of Service	A		E	A		A
Approach Delay (s)	9.2			18.4	0.1	
Approach LOS	A			B	A	

Intersection Summary			
HCM 2000 Control Delay	13.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	190.0	Sum of lost time (s)	13.6
Intersection Capacity Utilization	93.1%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1788	819	0	2729	1025	899
Future Volume (vph)	1788	819	0	2729	1025	899
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		350	350
Storage Lanes		0	0		2	3
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	0.91	1.00	0.91	0.94	0.76
Frt	0.953					0.850
Flt Protected					0.950	
Satd. Flow (prot)	4846	0	0	5085	4990	3610
Flt Permitted					0.950	
Satd. Flow (perm)	4846	0	0	5085	4990	3610
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	118					43
Link Speed (mph)	45			45	40	
Link Distance (ft)	516			592	931	
Travel Time (s)	7.8			9.0	15.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1882	862	0	2873	1079	946
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2744	0	0	2873	1079	946
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	36	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2			2	1	1
Detector Template	Thru			Thru	Left	Right
Leading Detector (ft)	100			100	20	20
Trailing Detector (ft)	0			0	0	0
Detector 1 Position(ft)	0			0	0	0
Detector 1 Size(ft)	6			6	20	20
Detector 1 Type	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0			0.0	0.0	0.0
Detector 1 Queue (s)	0.0			0.0	0.0	0.0
Detector 1 Delay (s)	0.0			0.0	0.0	0.0
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA			NA	Prot	Prot
Protected Phases	6			2	4	4
Permitted Phases						

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Detector Phase	6			2	4	4
Switch Phase						
Minimum Initial (s)	7.0			5.0	7.0	7.0
Minimum Split (s)	24.8			24.8	24.8	24.8
Total Split (s)	127.0			127.0	63.0	63.0
Total Split (%)	66.8%			66.8%	33.2%	33.2%
Maximum Green (s)	120.2			120.2	56.2	56.2
Yellow Time (s)	4.8			4.8	4.8	4.8
All-Red Time (s)	2.0			2.0	2.0	2.0
Lost Time Adjust (s)	0.0			0.0	0.0	0.0
Total Lost Time (s)	6.8			6.8	6.8	6.8
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0			3.0	3.0	3.0
Recall Mode	C-Max			C-Max	Min	Min
Walk Time (s)	0.0			7.0	0.0	0.0
Flash Dont Walk (s)	0.0			11.0	0.0	0.0
Pedestrian Calls (#/hr)	0			0	0	0
Act Effct Green (s)	122.3			122.3	54.1	54.1
Actuated g/C Ratio	0.64			0.64	0.28	0.28
v/c Ratio	0.87			0.88	0.76	0.89
Control Delay	5.2			6.9	65.8	73.5
Queue Delay	4.9			0.5	0.0	0.0
Total Delay	10.1			7.4	65.8	73.6
LOS	B			A	E	E
Approach Delay	10.1			7.4	69.4	
Approach LOS	B			A	E	

Intersection Summary	
Area Type:	Other
Cycle Length: 190	
Actuated Cycle Length: 190	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 24.8	Intersection LOS: C
Intersection Capacity Utilization 85.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 11: SR 826 NB off-ramp & SW 8th St



Lane Group	EBT	WBT	NBL	NBR
Lane Group Flow (vph)	2744	2873	1079	946
v/c Ratio	0.87	0.88	0.76	0.89
Control Delay	5.2	6.9	65.8	73.5
Queue Delay	4.9	0.5	0.0	0.0
Total Delay	10.1	7.4	65.8	73.6
Queue Length 50th (ft)	89	542	433	475
Queue Length 95th (ft)	92	m171	488	550
Internal Link Dist (ft)	436	512	851	
Turn Bay Length (ft)			350	350
Base Capacity (vph)	3161	3272	1475	1098
Starvation Cap Reductn	31	116	0	0
Spillback Cap Reductn	366	0	0	2
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.98	0.91	0.73	0.86

Intersection Summary
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1788	819	0	2729	1025	899
Future Volume (vph)	1788	819	0	2729	1025	899
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8			6.8	6.8	6.8
Lane Util. Factor	0.91			0.91	0.94	0.76
Frt	0.95			1.00	1.00	0.85
Flt Protected	1.00			1.00	0.95	1.00
Satd. Flow (prot)	4846			5085	4990	3610
Flt Permitted	1.00			1.00	0.95	1.00
Satd. Flow (perm)	4846			5085	4990	3610
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1882	862	0	2873	1079	946
RTOR Reduction (vph)	42	0	0	0	0	31
Lane Group Flow (vph)	2702	0	0	2873	1079	915
Turn Type	NA			NA	Prot	Prot
Protected Phases	6			2	4	4
Permitted Phases						
Actuated Green, G (s)	122.3			122.3	54.1	54.1
Effective Green, g (s)	122.3			122.3	54.1	54.1
Actuated g/C Ratio	0.64			0.64	0.28	0.28
Clearance Time (s)	6.8			6.8	6.8	6.8
Vehicle Extension (s)	3.0			3.0	3.0	3.0
Lane Grp Cap (vph)	3119			3273	1420	1027
v/s Ratio Prot	0.56			c0.56	0.22	c0.25
v/s Ratio Perm						
v/c Ratio	0.87			0.88	0.76	0.89
Uniform Delay, d1	27.3			27.7	62.0	65.1
Progression Factor	0.11			0.23	1.00	1.00
Incremental Delay, d2	2.2			0.4	2.4	9.8
Delay (s)	5.3			6.7	64.4	75.0
Level of Service	A			A	E	E
Approach Delay (s)	5.3			6.7	69.3	
Approach LOS	A			A	E	

Intersection Summary			
HCM 2000 Control Delay	22.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	190.0	Sum of lost time (s)	13.6
Intersection Capacity Utilization	85.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	2683	3487	0	0	690
Future Volume (vph)	0	2683	3487	0	0	690
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	5085	5085	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	5085	5085	0	0	1611
Link Speed (mph)		45	45		30	
Link Distance (ft)		227	454		1670	
Travel Time (s)		3.4	6.9		38.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	2824	3671	0	0	726
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2824	3671	0	0	726
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	116.8%	ICU Level of Service	H
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	2687	2729	307	0	0
Future Volume (vph)	0	2687	2729	307	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			115	0	0
Storage Lanes	0			1	0	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Frt			0.985			
Flt Protected						
Satd. Flow (prot)	0	5085	5009	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	5085	5009	0	0	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		592	778		1094	
Travel Time (s)		9.0	11.8		24.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	2828	2873	323	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2828	3196	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	62.9%	ICU Level of Service	B
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	568	0	0	0	1630
Future Volume (vph)	0	568	0	0	0	1630
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.88	1.00	1.00	1.00	0.95
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	0	2787	0	0	0	3539
Flt Permitted						
Satd. Flow (perm)	0	2787	0	0	0	3539
Link Speed (mph)	30		30			30
Link Distance (ft)	460		577			441
Travel Time (s)	10.5		13.1			10.0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	598	0	0	0	1716
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	598	0	0	0	1716
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Free		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	48.4%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	266	1762	30	38	1272	194	53	59	21	388	135	104
Future Volume (vph)	266	1762	30	38	1272	194	53	59	21	388	135	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	150		120	200		0
Storage Lanes	1		0	1		1	1		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt		0.997				0.850		0.961				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5070	0	1770	5085	1583	1770	1790	0	3433	1863	1583
Flt Permitted	0.124			0.085			0.950			0.950		
Satd. Flow (perm)	231	5070	0	158	5085	1583	1770	1790	0	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				149		8				93
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1056			1218			1069			1038	
Travel Time (s)		16.0			18.5			24.3			23.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	280	1855	32	40	1339	204	56	62	22	408	142	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	280	1887	0	40	1339	204	56	84	0	408	142	109
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Split	NA		Split	NA	pt+ov
Protected Phases	1	6		5	2		4	4		3	3	3 1
Permitted Phases	6			2		2						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2	2	4	4		3	3	3 1
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	11.4	24.4		11.4	24.4	24.4	20.0	20.0		30.6	30.6	
Total Split (s)	44.0	107.0		13.0	76.0	76.0	22.0	22.0		38.0	38.0	
Total Split (%)	24.4%	59.4%		7.2%	42.2%	42.2%	12.2%	12.2%		21.1%	21.1%	
Maximum Green (s)	37.6	100.6		6.6	69.6	69.6	15.4	15.4		31.4	31.4	
Yellow Time (s)	4.4	4.4		4.4	4.4	4.4	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.6	2.6		2.6	2.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4	6.4	6.6	6.6		6.6	6.6	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None		None	None	
Walk Time (s)										5.0	5.0	
Flash Dont Walk (s)										19.0	19.0	
Pedestrian Calls (#/hr)										4	4	
Act Effct Green (s)	120.8	110.2		96.0	89.4	89.4	12.4	12.4		27.2	27.2	52.0
Actuated g/C Ratio	0.67	0.61		0.53	0.50	0.50	0.07	0.07		0.15	0.15	0.29
v/c Ratio	0.76	0.61		0.28	0.53	0.24	0.46	0.65		0.79	0.51	0.21
Control Delay	38.5	24.0		12.8	6.8	0.8	91.9	95.2		84.7	76.0	7.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	38.5	24.0		12.8	6.8	0.8	91.9	95.2		84.7	76.0	7.0
LOS	D	C		B	A	A	F	F		F	E	A
Approach Delay		25.9			6.2			93.9			70.0	
Approach LOS		C			A			F			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 115 (64%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 27.5		Intersection LOS: C	
Intersection Capacity Utilization 76.4%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: NW 82nd Ave & Flagler Str/Flagler St



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	280	1887	40	1339	204	56	84	408	142	109
v/c Ratio	0.76	0.61	0.28	0.53	0.24	0.46	0.65	0.79	0.51	0.21
Control Delay	38.5	24.0	12.8	6.8	0.8	91.9	95.2	84.7	76.0	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.5	24.0	12.8	6.8	0.8	91.9	95.2	84.7	76.0	7.0
Queue Length 50th (ft)	165	521	3	46	0	65	89	241	156	11
Queue Length 95th (ft)	282	609	m8	158	20	117	152	299	231	42
Internal Link Dist (ft)		976		1138			989		958	
Turn Bay Length (ft)	200		200			150		200		
Base Capacity (vph)	476	3104	145	2526	861	151	160	598	324	662
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.61	0.28	0.53	0.24	0.37	0.53	0.68	0.44	0.16

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	266	1762	30	38	1272	194	53	59	21	388	135	104
Future Volume (vph)	266	1762	30	38	1272	194	53	59	21	388	135	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	6.4		6.4	6.4	6.4	6.6	6.6		6.6	6.6	6.6
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	1.00	1.00		0.97	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	5072		1770	5085	1583	1770	1790		3433	1863	1583
Flt Permitted	0.12	1.00		0.09	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	232	5072		159	5085	1583	1770	1790		3433	1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	280	1855	32	40	1339	204	56	62	22	408	142	109
RTOR Reduction (vph)	0	1	0	0	0	75	0	7	0	0	0	66
Lane Group Flow (vph)	280	1886	0	40	1339	129	56	77	0	408	142	43
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Split	NA		Split	NA	pt+ov
Protected Phases	1	6		5	2		4	4		3	3	3 1
Permitted Phases	6			2		2						
Actuated Green, G (s)	120.8	109.0		94.9	89.5	89.5	12.4	12.4		27.2	27.2	52.1
Effective Green, g (s)	120.8	109.0		94.9	89.5	89.5	12.4	12.4		27.2	27.2	52.1
Actuated g/C Ratio	0.67	0.61		0.53	0.50	0.50	0.07	0.07		0.15	0.15	0.29
Clearance Time (s)	6.4	6.4		6.4	6.4	6.4	6.6	6.6		6.6	6.6	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	368	3071		132	2528	787	121	123		518	281	458
v/s Ratio Prot	c0.11	0.37		0.01	0.26		0.03	c0.04		c0.12	0.08	0.03
v/s Ratio Perm	c0.41			0.15		0.08						
v/c Ratio	0.76	0.61		0.30	0.53	0.16	0.46	0.62		0.79	0.51	0.09
Uniform Delay, d1	30.1	22.3		21.8	30.9	24.8	80.6	81.5		73.6	70.2	46.7
Progression Factor	1.00	1.00		0.55	0.19	0.03	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	9.0	0.9		1.1	0.7	0.4	2.8	9.4		7.8	1.4	0.1
Delay (s)	39.0	23.2		13.2	6.4	1.1	83.4	90.9		81.4	71.6	46.8
Level of Service	D	C		B	A	A	F	F		F	E	D
Approach Delay (s)		25.3			5.9			87.9			73.6	
Approach LOS		C			A			F			E	

Intersection Summary			
HCM 2000 Control Delay	27.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	76.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	201	1980	2	66	1367	625	42	67	63	514	17	110
Future Volume (vph)	201	1980	2	66	1367	625	42	67	63	514	17	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240		0	180		0	120		120	220		220
Storage Lanes	2		0	1		2	1		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.91	0.88	1.00	1.00	1.00	0.91	0.91	0.88
Frt						0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950	0.957	
Satd. Flow (prot)	3433	5085	0	1770	5085	2787	1770	1863	1583	3221	1622	2787
Flt Permitted	0.950			0.950			0.950			0.950	0.957	
Satd. Flow (perm)	3433	5085	0	1770	5085	2787	1770	1863	1583	3221	1622	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						378			58			116
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1218			364			1050			1084	
Travel Time (s)		18.5			5.5			23.9			24.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	212	2084	2	69	1439	658	44	71	66	541	18	116
Shared Lane Traffic (%)										31%		
Lane Group Flow (vph)	212	2086	0	69	1439	658	44	71	66	373	186	116
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	pt+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2	2 8	4	4	5	8	8	1
Permitted Phases									4			8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2	2 8	4	4	5	8	8	1
Switch Phase												
Minimum Initial (s)	7.0	7.0		5.0	7.0		7.0	7.0	5.0	7.0	7.0	7.0
Minimum Split (s)	13.4	30.4		12.0	30.4		13.6	13.6	12.0	34.2	34.2	13.4
Total Split (s)	25.0	99.0		20.0	94.0		21.0	21.0	20.0	40.0	40.0	25.0
Total Split (%)	13.9%	55.0%		11.1%	52.2%		11.7%	11.7%	11.1%	22.2%	22.2%	13.9%
Maximum Green (s)	18.6	92.6		13.0	87.6		14.4	14.4	13.0	33.8	33.8	18.6
Yellow Time (s)	4.4	4.4		4.4	4.4		4.0	4.0	4.4	4.0	4.0	4.4
All-Red Time (s)	2.0	2.0		2.6	2.0		2.6	2.6	2.6	2.2	2.2	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4		7.0	6.4		6.6	6.6	7.0	6.2	6.2	6.4
Lead/Lag	Lead	Lag		Lead	Lag				Lead			Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Max	C-Max		None	C-Max		None	None	None	None	None	Max
Walk Time (s)	0.0	7.0			7.0		0.0	0.0		7.0	7.0	0.0
Flash Dont Walk (s)	0.0	17.0			17.0		0.0	0.0		21.0	21.0	0.0
Pedestrian Calls (#/hr)	0	15			0		9	9		23	23	0
Act Effct Green (s)	24.9	100.6		11.3	87.6	117.6	11.7	11.7	22.6	30.2	30.2	61.3
Actuated g/C Ratio	0.14	0.56		0.06	0.49	0.65	0.06	0.06	0.13	0.17	0.17	0.34
v/c Ratio	0.45	0.73		0.63	0.58	0.34	0.38	0.59	0.27	0.69	0.69	0.11
Control Delay	89.1	20.8		122.8	7.6	0.4	89.5	100.6	13.1	77.3	83.3	6.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	89.1	20.8		122.8	7.6	0.4	89.5	100.6	13.1	77.3	83.3	6.5
LOS	F	C		F	A	A	F	F	B	E	F	A
Approach Delay		27.1			9.1			66.0			66.8	
Approach LOS		C			A			E			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 85 (47%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 26.1		Intersection LOS: C	
Intersection Capacity Utilization 75.3%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 2: SW 79th Ave/NW 79th Ave & Flagler St



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	212	2086	69	1439	658	44	71	66	373	186	116
v/c Ratio	0.45	0.73	0.63	0.58	0.34	0.38	0.59	0.27	0.69	0.69	0.11
Control Delay	89.1	20.8	122.8	7.6	0.4	89.5	100.6	13.1	77.3	83.3	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	89.1	20.8	122.8	7.6	0.4	89.5	100.6	13.1	77.3	83.3	6.5
Queue Length 50th (ft)	136	309	84	91	0	51	83	6	228	227	0
Queue Length 95th (ft)	184	323	m112	98	0	98	142	40	290	326	27
Internal Link Dist (ft)		1138		284			970			1004	
Turn Bay Length (ft)	240		180			120		120	220		220
Base Capacity (vph)	475	2843	127	2474	2001	141	149	264	605	305	1025
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	43	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.74	0.54	0.58	0.33	0.31	0.48	0.25	0.62	0.61	0.11

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	201	1980	2	66	1367	625	42	67	63	514	17	110
Future Volume (vph)	201	1980	2	66	1367	625	42	67	63	514	17	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	6.4		7.0	6.4	6.4	6.6	6.6	7.0	6.2	6.2	6.4
Lane Util. Factor	0.97	0.91		1.00	0.91	0.88	1.00	1.00	1.00	0.91	0.91	0.88
Frt	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.96	1.00
Satd. Flow (prot)	3433	5085		1770	5085	2787	1770	1863	1583	3221	1622	2787
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.96	1.00
Satd. Flow (perm)	3433	5085		1770	5085	2787	1770	1863	1583	3221	1622	2787
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	212	2084	2	69	1439	658	44	71	66	541	18	116
RTOR Reduction (vph)	0	0	0	0	0	131	0	0	51	0	0	80
Lane Group Flow (vph)	212	2086	0	69	1439	527	44	71	15	373	186	36
Turn Type	Prot	NA		Prot	NA	pt+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2	2 8	4	4	5	8	8	1
Permitted Phases									4			8
Actuated Green, G (s)	24.9	100.6		11.3	87.6	117.8	11.7	11.7	23.0	30.2	30.2	55.1
Effective Green, g (s)	24.9	100.6		11.3	87.6	117.8	11.7	11.7	23.0	30.2	30.2	55.1
Actuated g/C Ratio	0.14	0.56		0.06	0.49	0.65	0.06	0.06	0.13	0.17	0.17	0.31
Clearance Time (s)	6.4	6.4		7.0	6.4		6.6	6.6	7.0	6.2	6.2	6.4
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	474	2841		111	2474	1823	115	121	202	540	272	853
v/s Ratio Prot	c0.06	c0.41		0.04	0.28	0.19	0.02	c0.04	0.00	c0.12	0.11	0.01
v/s Ratio Perm									0.00			0.01
v/c Ratio	0.45	0.73		0.62	0.58	0.29	0.38	0.59	0.08	0.69	0.68	0.04
Uniform Delay, d1	71.2	29.7		82.3	33.1	13.3	80.7	81.8	69.1	70.5	70.4	43.9
Progression Factor	1.18	0.62		1.26	0.21	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.4	1.4		8.2	0.8	0.1	2.1	7.1	0.2	3.8	6.9	0.0
Delay (s)	86.6	19.9		111.9	7.6	0.1	82.8	88.9	69.3	74.3	77.3	43.9
Level of Service	F	B		F	A	A	F	F	E	E	E	D
Approach Delay (s)		26.0			8.6			80.3			69.9	
Approach LOS		C			A			F			E	

Intersection Summary			
HCM 2000 Control Delay	26.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	26.2
Intersection Capacity Utilization	75.3%	ICU Level of Service	D
Analysis Period (min)	15		

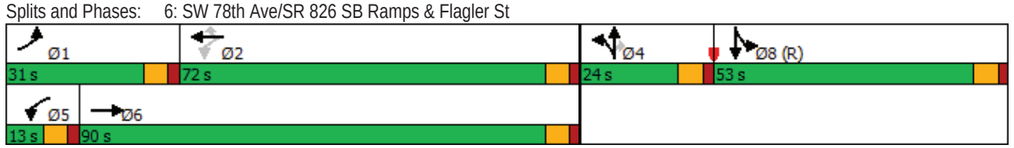
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	516	1959	25	51	1523	625	17	85	185	962	15	0
Future Volume (vph)	516	1959	25	51	1523	625	17	85	185	962	15	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		0	150		0	220		80	250		0
Storage Lanes	3		0	1		1	0		2	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.94	0.91	0.91	1.00	0.91	1.00	1.00	1.00	0.88	0.94	1.00	1.00
Frt		0.998				0.850			0.850			
Flt Protected	0.950			0.950				0.992		0.950		
Satd. Flow (prot)	4990	5075	0	1770	5085	1583	0	1848	2787	4990	1863	0
Flt Permitted	0.950			0.059				0.992		0.950		
Satd. Flow (perm)	4990	5075	0	110	5085	1583	0	1848	2787	4990	1863	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				388			137			
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		504			278			1048			354	
Travel Time (s)		7.6			4.2			23.8			8.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	543	2062	26	54	1603	658	18	89	195	1013	16	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	543	2088	0	54	1603	658	0	107	195	1013	16	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		pm+pt	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases				2		2			4			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2	2	4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	7.0	7.0		5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	13.4	13.4		11.4	13.4	13.4	13.4	13.4	13.4	13.4	13.4	
Total Split (s)	31.0	90.0		13.0	72.0	72.0	24.0	24.0	24.0	53.0	53.0	
Total Split (%)	17.2%	50.0%		7.2%	40.0%	40.0%	13.3%	13.3%	13.3%	29.4%	29.4%	
Maximum Green (s)	24.6	83.6		6.6	65.6	65.6	17.6	17.6	17.6	46.6	46.6	
Yellow Time (s)	4.4	4.4		4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4	6.4		6.4	6.4	6.4	6.4	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Max		None	Max	Max	None	None	None	C-Max	C-Max	
Act Effct Green (s)	23.3	86.2		73.4	66.9	66.9		14.9	14.9	49.3	49.3	
Actuated g/C Ratio	0.13	0.48		0.41	0.37	0.37		0.08	0.08	0.27	0.27	
v/c Ratio	0.84	0.86		0.52	0.85	0.79		0.70	0.55	0.74	0.03	
Control Delay	106.7	28.7		55.5	45.8	18.2		103.9	30.5	63.8	49.8	
Queue Delay	0.0	0.7		0.0	0.0	2.4		0.0	0.0	0.0	0.0	
Total Delay	106.7	29.4		55.5	45.8	20.6		103.9	30.5	63.8	49.8	
LOS	F	C		E	D	C		F	C	E	D	
Approach Delay		45.3			38.9			56.5			63.6	
Approach LOS		D			D			E			E	

Intersection Summary		
Area Type:	Other	
Cycle Length: 180		
Actuated Cycle Length: 180		
Offset: 4 (2%), Referenced to phase 8:SBTL, Start of Green		
Natural Cycle: 100		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.86		
Intersection Signal Delay: 46.5	Intersection LOS: D	
Intersection Capacity Utilization 83.5%	ICU Level of Service E	
Analysis Period (min) 15		

Splits and Phases: 6: SW 78th Ave/SR 826 SB Ramps & Flagler St



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	543	2088	54	1603	658	107	195	1013	16
v/c Ratio	0.84	0.86	0.52	0.85	0.79	0.70	0.55	0.74	0.03
Control Delay	106.7	28.7	55.5	45.8	18.2	103.9	30.5	63.8	49.8
Queue Delay	0.0	0.7	0.0	0.0	2.4	0.0	0.0	0.0	0.0
Total Delay	106.7	29.4	55.5	45.8	20.6	103.9	30.5	63.8	49.8
Queue Length 50th (ft)	240	329	21	557	165	125	36	392	14
Queue Length 95th (ft)	284	582	70	608	185	197	85	454	37
Internal Link Dist (ft)		424		198		968			274
Turn Bay Length (ft)	220		150				80	250	
Base Capacity (vph)	681	2430	105	1889	832	180	396	1367	510
Starvation Cap Reductn	0	108	0	0	83	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.90	0.51	0.85	0.88	0.59	0.49	0.74	0.03

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	516	1959	25	51	1523	625	17	85	185	962	15	0
Future Volume (veh/h)	516	1959	25	51	1523	625	17	85	185	962	15	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	543	2062	26	54	1603	0	18	89	195	1013	16	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	0
Cap, veh/h	611	2414	30	112	1893		33	164	297	1300	484	
Arrive On Green	0.12	0.46	0.46	0.03	0.37	0.00	0.11	0.11	0.11	0.26	0.26	0.00
Sat Flow, veh/h	5023	5197	65	1781	5106	1585	312	1543	2790	5023	1870	0
Grp Volume(v), veh/h	543	1350	738	54	1603	0	107	0	195	1013	16	0
Grp Sat Flow(s),veh/h/ln	1674	1702	1859	1781	1702	1585	1855	0	1395	1674	1870	0
Q Serve(g_s), s	19.2	63.4	63.5	3.4	51.8	0.0	9.8	0.0	12.1	33.7	1.2	0.0
Cycle Q Clear(g_c), s	19.2	63.4	63.5	3.4	51.8	0.0	9.8	0.0	12.1	33.7	1.2	0.0
Prop In Lane	1.00		0.04	1.00		1.00	0.17		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	611	1581	863	112	1893		198	0	297	1300	484	
V/C Ratio(X)	0.89	0.85	0.85	0.48	0.85		0.54	0.00	0.66	0.78	0.03	
Avail Cap(c_a), veh/h	687	1581	863	127	1893		198	0	297	1300	484	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	77.8	42.8	42.8	41.9	52.0	0.0	76.2	0.0	77.3	61.9	49.9	0.0
Incr Delay (d2), s/veh	12.6	6.1	10.6	3.2	4.9	0.0	3.0	0.0	5.2	4.7	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	27.3	30.9	1.6	22.6	0.0	4.9	0.0	4.6	15.0	0.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	90.4	48.9	53.4	45.1	56.9	0.0	79.2	0.0	82.4	66.6	50.0	0.0
LnGrp LOS	F	D	D	D	E		E	A	F	E	D	
Approach Vol, veh/h		2631			1657	A		302			1029	A
Approach Delay, s/veh		58.7			56.5			81.3			66.3	
Approach LOS		E			E			F			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	28.3	73.1		25.6	11.4	90.0		53.0				
Change Period (Y+Rc), s	6.4	6.4		6.4	6.4	6.4		6.4				
Max Green Setting (Gmax), s	24.6	65.6		17.6	6.6	83.6		46.6				
Max Q Clear Time (g_c+I1), s	21.2	53.8		14.1	5.4	65.5		35.7				
Green Ext Time (p_c), s	0.7	7.7		0.4	0.0	12.8		3.4				

Intersection Summary		
HCM 6th Ctrl Delay		60.7
HCM 6th LOS		E

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑↑↑	↑↑↑			↱
Traffic Volume (vph)	0	2500	1540	0	0	538
Future Volume (vph)	0	2500	1540	0	0	538
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	5085	5085	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	5085	5085	0	0	1611
Link Speed (mph)		45	45		30	
Link Distance (ft)		364	504		420	
Travel Time (s)		5.5	7.6		9.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	2632	1621	0	0	566
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2632	1621	0	0	566
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		36	36		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	69.7%	ICU Level of Service	C
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑	↑↑↑			↱
Traffic Volume (vph)	0	3106	1767	0	0	432
Future Volume (vph)	0	3106	1767	0	0	432
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.76	0.91	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	8494	5085	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	8494	5085	0	0	1611
Link Speed (mph)		45	45		30	
Link Distance (ft)		347	377		635	
Travel Time (s)		5.3	5.7		14.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	3269	1860	0	0	455
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	3269	1860	0	0	455
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Free	

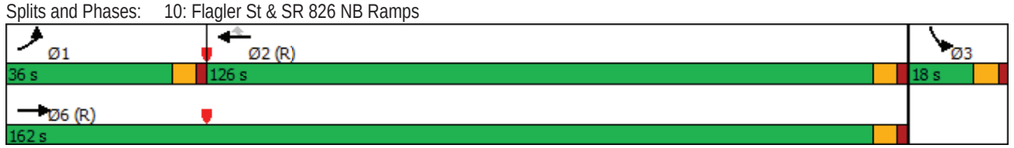
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	67.6%	ICU Level of Service	C
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	761	2350	1767	1151	273	0
Future Volume (vph)	761	2350	1767	1151	273	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			100	0	350
Storage Lanes	3			1	3	0
Taper Length (ft)	25				25	
Lane Util. Factor	0.94	0.91	0.91	1.00	0.94	1.00
Frt				0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	4990	5085	5085	1583	4990	0
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	4990	5085	5085	1583	4990	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				308		
Link Speed (mph)		45	30		30	
Link Distance (ft)		377	874		483	
Travel Time (s)		5.7	19.9		11.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	801	2474	1860	1212	287	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	801	2474	1860	1212	287	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		36	36		36	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	
Detector Template	Left	Thru	Thru	Right	Left	
Leading Detector (ft)	20	100	100	20	20	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	6	6	20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Prot	NA	NA	Perm	Prot	
Protected Phases	1	6	2		3	
Permitted Phases				2		

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Detector Phase	1	6	2	2	3	
Switch Phase						
Minimum Initial (s)	5.0	16.0	16.0	16.0	7.0	
Minimum Split (s)	11.4	22.4	22.4	22.4	13.4	
Total Split (s)	36.0	162.0	126.0	126.0	18.0	
Total Split (%)	20.0%	90.0%	70.0%	70.0%	10.0%	
Maximum Green (s)	29.6	155.6	119.6	119.6	11.6	
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.4	
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0	1.0	1.0	1.0	2.0	
Recall Mode	None	C-Max	C-Max	C-Max	Max	
Act Effct Green (s)	29.6	155.6	119.6	119.6	11.6	
Actuated g/C Ratio	0.16	0.86	0.66	0.66	0.06	
v/c Ratio	0.98	0.56	0.55	1.05	0.89	
Control Delay	89.4	1.2	3.7	49.9	111.7	
Queue Delay	0.0	0.1	0.3	20.5	0.0	
Total Delay	89.4	1.3	4.0	70.4	111.7	
LOS	F	A	A	E	F	
Approach Delay		22.9	30.2		111.7	
Approach LOS		C	C		F	

Intersection Summary		
Area Type:	Other	
Cycle Length: 180		
Actuated Cycle Length: 180		
Offset: 55 (31%), Referenced to phase 2:WBT and 6:EBT, Start of Green		
Natural Cycle: 150		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 1.05		
Intersection Signal Delay: 30.1	Intersection LOS: C	
Intersection Capacity Utilization 96.4%	ICU Level of Service F	
Analysis Period (min) 15		

Splits and Phases: 10: Flagler St & SR 826 NB Ramps



Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Group Flow (vph)	801	2474	1860	1212	287
v/c Ratio	0.98	0.56	0.55	1.05	0.89
Control Delay	89.4	1.2	3.7	49.9	111.7
Queue Delay	0.0	0.1	0.3	20.5	0.0
Total Delay	89.4	1.3	4.0	70.4	111.7
Queue Length 50th (ft)	327	25	26	~1580	121
Queue Length 95th (ft)	#430	39	28	#786	#182
Internal Link Dist (ft)		297	794		403
Turn Bay Length (ft)				100	
Base Capacity (vph)	820	4395	3378	1155	321
Starvation Cap Reductn	0	654	711	119	0
Spillback Cap Reductn	0	72	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.98	0.66	0.70	1.17	0.89

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	761	2350	1767	1151	273	0
Future Volume (veh/h)	761	2350	1767	1151	273	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	801	2474	1860	0	287	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	0
Cap, veh/h	826	4414	3393		0	
Arrive On Green	0.16	0.86	1.00	0.00	0.06	0.00
Sat Flow, veh/h	5023	5274	5274	1585	0	0
Grp Volume(v), veh/h	801	2474	1860	0	0	0
Grp Sat Flow(s),veh/h/ln	1674	1702	1702	1585	0	0
Q Serve(g_s), s	28.5	22.9	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	28.5	22.9	0.0	0.0	0.0	0.0
Prop In Lane	1.00			1.00	0.00	0.00
Lane Grp Cap(c), veh/h	826	4414	3393		0	
V/C Ratio(X)	0.97	0.56	0.55		0.00	
Avail Cap(c_a), veh/h	826	4414	3393		0	
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.39	0.00	0.00	0.00
Uniform Delay (d), s/veh	74.8	3.2	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	23.9	0.5	0.3	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.0	5.3	0.1	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	98.7	3.7	0.3	0.0	0.0	0.0
LnGrp LOS	F	A	A		A	
Approach Vol, veh/h		3275	1860	A	0	A
Approach Delay, s/veh		26.9	0.3		0.0	
Approach LOS		C	A			

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	36.0	126.0			162.0	18.0
Change Period (Y+Rc), s	6.4	6.4			6.4	6.4
Max Green Setting (Gmax), s	29.6	119.6			155.6	11.6
Max Q Clear Time (g_c+I1), s	30.5	2.0			24.9	0.0
Green Ext Time (p_c), s	0.0	7.7			10.2	0.0

Intersection Summary

HCM 6th Ctrl Delay	17.3
HCM 6th LOS	B

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	2469	16	20	2819	7	93	2	0	20	0	10
Future Volume (vph)	17	2469	16	20	2819	7	93	2	0	20	0	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	0		0	0		0	0		85
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999										0.850
Flt Protected	0.950			0.950				0.953			0.950	
Satd. Flow (prot)	1770	5080	0	1770	5085	0	0	1775	1863	0	1770	1583
Flt Permitted	0.034			0.034				0.953			0.950	
Satd. Flow (perm)	63	5080	0	63	5085	0	0	1775	1863	0	1770	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1										61
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		874			246			109			996	
Travel Time (s)		19.9			5.6			2.5			22.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	18	2599	17	21	2967	7	98	2	0	21	0	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	18	2616	0	21	2974	0	0	100	0	0	21	11
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	pt+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2		4	4	4 5	8	8	1
Permitted Phases	6			2								8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2		4	4	4 5	8	8	1
Switch Phase												
Minimum Initial (s)	5.0	16.0		5.0	16.0		7.0	7.0		7.0	7.0	5.0
Minimum Split (s)	11.4	31.4		11.4	31.4		31.6	31.6		31.6	31.6	11.4
Total Split (s)	12.0	104.0		12.0	104.0		32.0	32.0		32.0	32.0	12.0
Total Split (%)	6.7%	57.8%		6.7%	57.8%		17.8%	17.8%		17.8%	17.8%	6.7%
Maximum Green (s)	5.6	97.6		5.6	97.6		25.4	25.4		25.4	25.4	5.6
Yellow Time (s)	4.4	4.4		4.4	4.4		4.0	4.0		4.0	4.0	4.4
All-Red Time (s)	2.0	2.0		2.0	2.0		2.6	2.6		2.6	2.6	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	6.4	6.4		6.4	6.4			6.6			6.6	6.4
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.5	1.0		3.5	1.0		3.5	3.5		3.5	3.5	3.5
Recall Mode	None	C-Max		None	C-Max		Max	Max		None	None	None
Walk Time (s)		7.0			7.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		18.0			18.0		20.0	20.0		20.0	20.0	
Pedestrian Calls (#/hr)		1			0		5	5		1	1	
Act Effct Green (s)	125.3	121.5		125.4	121.5			25.4			11.2	18.7
Actuated g/C Ratio	0.70	0.68		0.70	0.68			0.14			0.06	0.10
v/c Ratio	0.17	0.76		0.20	0.87			0.40			0.19	0.05
Control Delay	15.6	24.4		17.8	16.8			75.7			80.7	0.4
Queue Delay	0.0	0.1		0.0	0.0			0.0			0.0	0.0
Total Delay	15.6	24.5		17.8	16.8			75.7			80.7	0.4
LOS	B	C		B	B			E			F	A
Approach Delay		24.4			16.9			75.7			53.1	
Approach LOS		C			B			E			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 50 (28%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 21.5		Intersection LOS: C	
Intersection Capacity Utilization 80.8%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 14: Flagler St & SW 74th Ave



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	18	2616	21	2974	100	21	11
v/c Ratio	0.17	0.76	0.20	0.87	0.40	0.19	0.05
Control Delay	15.6	24.4	17.8	16.8	75.7	80.7	0.4
Queue Delay	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay	15.6	24.5	17.8	16.8	75.7	80.7	0.4
Queue Length 50th (ft)	6	658	3	338	109	25	0
Queue Length 95th (ft)	m15	721	m3	m239	178	53	0
Internal Link Dist (ft)		794		166	29	916	
Turn Bay Length (ft)	200						85
Base Capacity (vph)	103	3428	104	3433	250	249	218
Starvation Cap Reductn	0	63	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.78	0.20	0.87	0.40	0.08	0.05

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	2469	16	20	2819	7	93	2	0	20	0	10
Future Volume (veh/h)	17	2469	16	20	2819	7	93	2	0	20	0	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	2599	17	21	2967	7	98	2	0	21	0	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	89	3482	23	150	3508	8	247	5	252	55	0	75
Arrive On Green	0.03	1.00	1.00	0.02	0.67	0.67	0.14	0.14	0.00	0.03	0.00	0.03
Sat Flow, veh/h	1781	5234	34	1781	5260	12	1747	36	1585	1781	0	1585
Grp Volume(v), veh/h	18	1689	927	21	1919	1055	100	0	0	21	0	11
Grp Sat Flow(s),veh/h/ln	1781	1702	1864	1781	1702	1868	1783	0	1585	1781	0	1585
Q Serve(g_s), s	0.6	0.0	0.0	0.7	77.5	77.7	9.2	0.0	0.0	2.1	0.0	1.2
Cycle Q Clear(g_c), s	0.6	0.0	0.0	0.7	77.5	77.7	9.2	0.0	0.0	2.1	0.0	1.2
Prop In Lane	1.00		0.02	1.00		0.01	0.98		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	89	2265	1240	150	2270	1246	252	0	252	55	0	75
V/C Ratio(X)	0.20	0.75	0.75	0.14	0.85	0.85	0.40	0.00	0.00	0.38	0.00	0.15
Avail Cap(c_a), veh/h	115	2265	1240	173	2270	1246	252	0	252	251	0	250
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.77	0.77	0.77	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.0	0.0	0.0	9.1	22.9	22.9	70.3	0.0	0.0	85.5	0.0	82.2
Incr Delay (d2), s/veh	1.0	1.8	3.2	0.5	4.1	7.2	4.6	0.0	0.0	5.1	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.6	1.1	0.3	31.6	35.8	4.6	0.0	0.0	1.0	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.0	1.8	3.2	9.6	27.0	30.1	75.0	0.0	0.0	90.6	0.0	83.3
LnGrp LOS	C	A	A	A	C	C	E	A	A	F	A	F
Approach Vol, veh/h		2634			2995			100			32	
Approach Delay, s/veh		2.5			28.0			75.0			88.1	
Approach LOS		A			C			E			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.4	126.4		32.0	9.7	126.2		12.2				
Change Period (Y+Rc), s	6.4	6.4		6.6	6.4	6.4		6.6				
Max Green Setting (Gmax), s	5.6	97.6		25.4	5.6	97.6		25.4				
Max Q Clear Time (g_c+I1), s	2.6	79.7		11.2	2.7	2.0		4.1				
Green Ext Time (p_c), s	0.0	10.8		0.4	0.0	12.9		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		17.5
HCM 6th LOS		B

Notes

User approved pedestrian interval to be less than phase max green.

Lane Group	WBL	WBR	SBL	SBR	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	0	0	36	95	42
Future Volume (vph)	0	0	0	36	95	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.865	0.959	
Flt Protected					0.966	
Satd. Flow (prot)	0	0	0	1611	1726	0
Flt Permitted					0.966	
Satd. Flow (perm)	0	0	0	1611	1726	0
Link Speed (mph)	30		30		30	
Link Distance (ft)	286		109		1074	
Travel Time (s)	6.5		2.5		24.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	38	100	44
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	38	144	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Right
Median Width(ft)	0		0		12	
Link Offset(ft)	0		0		0	
Crosswalk Width(ft)	16		16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15	9	15	9
Sign Control	Free		Free		Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization	11.2%
Analysis Period (min)	15
ICU Level of Service	A

Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	2489	0	0	2846	0	42
Future Volume (vph)	2489	0	0	2846	0	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	5085	0	0	5085	0	1611
Flt Permitted						
Satd. Flow (perm)	5085	0	0	5085	0	1611
Link Speed (mph)	30			30	30	
Link Distance (ft)	246			1057	286	
Travel Time (s)	5.6			24.0	6.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	2620	0	0	2996	0	44
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2620	0	0	2996	0	44
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	R NA
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization	58.3%
Analysis Period (min)	15
ICU Level of Service	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	549	1732	211	58	2128	0	132	505	230	334	301	562
Future Volume (vph)	549	1732	211	58	2128	0	132	505	230	334	301	562
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		0	0		0	350		0	0		0
Storage Lanes	1		0	1		0	1		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.984						0.953				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5004	0	1770	5085	0	1770	3373	0	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5004	0	1770	5085	0	1770	3373	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17						36				62
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1057			473			1114			119	
Travel Time (s)		24.0			10.8			25.3			2.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	578	1823	222	61	2240	0	139	532	242	352	317	592
Shared Lane Traffic (%)												
Lane Group Flow (vph)	578	2045	0	61	2240	0	139	774	0	352	317	592
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	1	6		5	2		7	4		3	8	1
Permitted Phases												8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2		7	4		3	8	1
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	7.0		5.0	7.0	5.0
Minimum Split (s)	11.7	36.7		11.7	36.7		11.6	35.6		11.6	35.6	11.7
Total Split (s)	48.0	97.0		19.0	68.0		22.0	40.0		24.0	42.0	48.0
Total Split (%)	26.7%	53.9%		10.6%	37.8%		12.2%	22.2%		13.3%	23.3%	26.7%
Maximum Green (s)	41.3	90.3		12.3	61.3		15.4	33.4		17.4	35.4	41.3
Yellow Time (s)	4.4	4.4		4.4	4.4		4.4	4.4		4.4	4.4	4.4
All-Red Time (s)	2.3	2.3		2.3	2.3		2.2	2.2		2.2	2.2	2.3
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.7	6.7		6.7	6.7		6.6	6.6		6.6	6.6	6.7
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	1.0		2.0	1.0		2.0	4.0		2.0	3.0	5.0
Recall Mode	None	Max		None	Max		None	None		C-Max	None	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		23.0			23.0			22.0			22.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	41.3	92.6		10.0	61.3		15.2	33.4		17.4	35.6	83.5
Actuated g/C Ratio	0.23	0.51		0.06	0.34		0.08	0.19		0.10	0.20	0.46
v/c Ratio	1.42	0.79		0.62	1.29		0.93	1.18		1.06	0.45	0.77
Control Delay	251.7	43.2		109.2	182.7		136.3	154.0		140.8	66.1	44.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	251.7	43.2		109.2	182.7		136.3	154.0		140.8	66.1	44.0
LOS	F	D		F	F		F	F		F	E	D
Approach Delay		89.2			180.8			151.3			76.6	
Approach LOS		F			F			F			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 108 (60%), Referenced to phase 3:SBL, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.42			
Intersection Signal Delay: 124.6		Intersection LOS: F	
Intersection Capacity Utilization 124.5%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 19: NW 72nd Ave & Flagler St



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	578	2045	61	2240	139	774	352	317	592
v/c Ratio	1.42	0.79	0.62	1.29	0.93	1.18	1.06	0.45	0.77
Control Delay	251.7	43.2	109.2	182.7	136.3	154.0	140.8	66.1	44.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	251.7	43.2	109.2	182.7	136.3	154.0	140.8	66.1	44.0
Queue Length 50th (ft)	~936	550	72	~1230	166	~556	~234	176	530
Queue Length 95th (ft)	#1194	758	127	#1310	#311	#696	#346	230	705
Internal Link Dist (ft)		977		393		1034		39	
Turn Bay Length (ft)	500				350				
Base Capacity (vph)	406	2581	120	1731	151	655	331	699	766
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.42	0.79	0.51	1.29	0.92	1.18	1.06	0.45	0.77

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	549	1732	211	58	2128	0	132	505	230	334	301	562
Future Volume (veh/h)	549	1732	211	58	2128	0	132	505	230	334	301	562
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	578	1823	222	61	2240	0	139	532	242	352	317	592
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	0	2	2	2	2	2	2
Cap, veh/h	409	2432	294	77	1739		152	441	200	334	699	675
Arrive On Green	0.23	0.53	0.53	0.04	0.34	0.00	0.09	0.19	0.19	0.10	0.20	0.20
Sat Flow, veh/h	1781	4615	558	1781	5274	0	1781	2376	1077	3456	3554	1585
Grp Volume(v), veh/h	578	1341	704	61	2240	0	139	397	377	352	317	592
Grp Sat Flow(s),veh/h/ln	1781	1702	1770	1781	1702	0	1781	1777	1676	1728	1777	1585
Q Serve(g_s), s	41.3	55.4	56.2	6.1	61.3	0.0	13.9	33.4	33.4	17.4	14.2	35.4
Cycle Q Clear(g_c), s	41.3	55.4	56.2	6.1	61.3	0.0	13.9	33.4	33.4	17.4	14.2	35.4
Prop In Lane	1.00		0.32	1.00		0.00	1.00		0.64	1.00		1.00
Lane Grp Cap(c), veh/h	409	1794	933	77	1739		152	330	311	334	699	675
V/C Ratio(X)	1.41	0.75	0.75	0.80	1.29		0.91	1.21	1.21	1.05	0.45	0.88
Avail Cap(c_a), veh/h	409	1794	933	122	1739		152	330	311	334	699	675
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.3	33.2	33.4	85.3	59.3	0.0	81.6	73.3	73.3	81.3	63.8	47.3
Incr Delay (d2), s/veh	200.4	2.9	5.6	7.0	134.1	0.0	47.0	117.6	120.9	64.1	0.5	12.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	41.7	23.7	25.7	3.0	48.0	0.0	8.4	26.1	24.9	10.8	6.5	26.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	269.7	36.1	39.1	92.4	193.5	0.0	128.6	190.9	194.2	145.4	64.2	59.8
LnGrp LOS	F	D	D	F	F		F	F	F	F	E	E
Approach Vol, veh/h		2623			2301	A		913			1261	
Approach Delay, s/veh		88.4			190.8			182.8			84.8	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	48.0	68.0	24.0	40.0	14.4	101.6	22.0	42.0
Change Period (Y+Rc), s	* 6.7	* 6.7	* 6.6	* 6.6	* 6.7	* 6.7	* 6.6	* 6.6
Max Green Setting (Gmax), s	* 41	* 61	* 17	* 33	* 12	* 90	* 15	* 35
Max Q Clear Time (g_c+I1), s	43.3	63.3	19.4	35.4	8.1	58.2	15.9	37.4
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	7.5	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	133.1
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	605	1054	0	0	1197
Future Volume (vph)	0	605	1054	0	0	1197
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.81
Frt		0.865				
Flt Protected						
Satd. Flow (prot)	0	1611	3539	0	0	7544
Flt Permitted						
Satd. Flow (perm)	0	1611	3539	0	0	7544
Link Speed (mph)	30		30			30
Link Distance (ft)	474		119			198
Travel Time (s)	10.8		2.7			4.5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	637	1109	0	0	1260
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	637	1109	0	0	1260
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	R NA	L NA	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Free		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	73.3%	ICU Level of Service	D
Analysis Period (min)	15		

Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	1226	977	973	0	0
Future Volume (vph)	0	1226	977	973	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			150	0	0
Storage Lanes	0			0	0	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.95	0.95	1.00	1.00
Frt			0.925			
Flt Protected						
Satd. Flow (prot)	0	5085	3274	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	5085	3274	0	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		354	757		244	
Travel Time (s)		8.0	17.2		5.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1291	1028	1024	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1291	2052	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	61.6%	ICU Level of Service	B
Analysis Period (min)	15		

Lane Group	EBL	EBR	SBR	SBR2	NEL
Lane Configurations					
Traffic Volume (vph)	0	0	538	435	0
Future Volume (vph)	0	0	538	435	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00
Frt			0.865		
Flt Protected					
Satd. Flow (prot)	0	0	1611	0	0
Flt Permitted					
Satd. Flow (perm)	0	0	1611	0	0
Link Speed (mph)	30		30		30
Link Distance (ft)	667		244		420
Travel Time (s)	15.2		5.5		9.5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	566	458	0
Shared Lane Traffic (%)					
Lane Group Flow (vph)	0	0	1024	0	0
Enter Blocked Intersection	No	No	No	No	No
Lane Alignment	Left	Right	Right	Right	Left
Median Width(ft)	0		0		0
Link Offset(ft)	0		0		0
Crosswalk Width(ft)	16		16		16
Two way Left Turn Lane					
Headway Factor	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	9	15
Sign Control	Free		Free		Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	63.6%	ICU Level of Service	B
Analysis Period (min)	15		

Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	1912	273	432	0	0
Future Volume (vph)	0	1912	273	432	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00
Frt			0.917			
Flt Protected						
Satd. Flow (prot)	0	5085	1708	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	5085	1708	0	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		483	551		635	
Travel Time (s)		11.0	12.5		14.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	2013	287	455	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2013	742	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)			0	0	0	
Link Offset(ft)			0	0	0	
Crosswalk Width(ft)			16	16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	44.2%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	2296	2186	605	0	0
Future Volume (vph)	0	2296	2186	605	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.95	0.95	1.00	1.00
Frt			0.967			
Flt Protected						
Satd. Flow (prot)	0	5085	3422	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	5085	3422	0	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		473	708		474	
Travel Time (s)		10.8	16.1		10.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	2417	2301	637	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2417	2938	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	83.1%	ICU Level of Service	E
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	149	1527	66	60	2410	385	56	89	26	582	131	261
Future Volume (vph)	149	1527	66	60	2410	385	56	89	26	582	131	261
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	150		120	200		0
Storage Lanes	1		0	1		1	1		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt		0.994				0.850		0.966				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5055	0	1770	5085	1583	1770	1799	0	3433	1863	1583
Flt Permitted	0.042			0.091			0.950			0.950		
Satd. Flow (perm)	78	5055	0	170	5085	1583	1770	1799	0	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6				212		7				93
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1056			1218			1069			1038	
Travel Time (s)		16.0			18.5			24.3			23.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	159	1624	70	64	2564	410	60	95	28	619	139	278
Shared Lane Traffic (%)												
Lane Group Flow (vph)	159	1694	0	64	2564	410	60	123	0	619	139	278
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Split	NA		Split	NA	pt+ov
Protected Phases	1	6		5	2		4	4		3	3	3 1
Permitted Phases	6			2		2						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2	2	4	4		3	3	3 1
Switch Phase												
Minimum Initial (s)	5.0	16.0		5.0	16.0	16.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	11.4	24.4		11.4	24.4	24.4	24.6	24.6		30.6	30.6	
Total Split (s)	16.0	95.0		16.0	95.0	95.0	25.0	25.0		34.0	34.0	
Total Split (%)	9.4%	55.9%		9.4%	55.9%	55.9%	14.7%	14.7%		20.0%	20.0%	
Maximum Green (s)	9.6	88.6		9.6	88.6	88.6	18.4	18.4		27.4	27.4	
Yellow Time (s)	4.4	4.4		4.4	4.4	4.4	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.6	2.6		2.6	2.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4	6.4	6.6	6.6		6.6	6.6	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	1.0		2.0	1.0	1.0	2.5	2.5		2.5	2.5	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None		None	None	
Walk Time (s)		0.0			0.0	0.0	0.0	0.0		5.0	5.0	
Flash Dont Walk (s)		0.0			0.0	0.0	0.0	0.0		19.0	19.0	
Pedestrian Calls (#/hr)		0			0	0	0	0		5	5	
Act Effct Green (s)	105.7	94.6		95.5	88.6	88.6	15.1	15.1		27.4	27.4	40.1
Actuated g/C Ratio	0.62	0.56		0.56	0.52	0.52	0.09	0.09		0.16	0.16	0.24
v/c Ratio	0.90	0.60		0.40	0.97	0.44	0.38	0.74		1.12	0.46	0.63
Control Delay	89.8	26.7		11.2	20.0	1.4	79.1	96.4		137.5	70.4	32.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	89.8	26.7		11.2	20.0	1.4	79.1	96.4		137.5	70.4	32.1
LOS	F	C		B	B	A	E	F		F	E	C
Approach Delay		32.1			17.3			90.8			100.2	
Approach LOS		C			B			F			F	

Intersection Summary	
Area Type:	Other
Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 29 (17%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.12	
Intersection Signal Delay: 38.0	Intersection LOS: D
Intersection Capacity Utilization 99.4%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 1: NW 82nd Ave & Flagler Str/Flagler St



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	159	1694	64	2564	410	60	123	619	139	278
v/c Ratio	0.90	0.60	0.40	0.97	0.44	0.38	0.74	1.12	0.46	0.63
Control Delay	89.8	26.7	11.2	20.0	1.4	79.1	96.4	137.5	70.4	32.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	89.8	26.7	11.2	20.0	1.4	79.1	96.4	137.5	70.4	32.1
Queue Length 50th (ft)	128	452	10	451	10	64	128	~407	142	144
Queue Length 95th (ft)	#320	531	m13	m660	m9	115	202	#534	219	228
Internal Link Dist (ft)		976		1138			989		958	
Turn Bay Length (ft)	200		200			150		200		
Base Capacity (vph)	176	2816	188	2650	926	191	200	553	300	444
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.60	0.34	0.97	0.44	0.31	0.61	1.12	0.46	0.63

Intersection Summary
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	149	1527	66	60	2410	385	56	89	26	582	131	261
Future Volume (vph)	149	1527	66	60	2410	385	56	89	26	582	131	261
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	6.4		6.4	6.4	6.4	6.6	6.6		6.6	6.6	6.6
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	1.00	1.00		0.97	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	5054		1770	5085	1583	1770	1799		3433	1863	1583
Flt Permitted	0.04	1.00		0.09	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	79	5054		170	5085	1583	1770	1799		3433	1863	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	159	1624	70	64	2564	410	60	95	28	619	139	278
RTOR Reduction (vph)	0	3	0	0	0	102	0	6	0	0	0	71
Lane Group Flow (vph)	159	1691	0	64	2564	308	60	117	0	619	139	207
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Split	NA		Split	NA	pt+ov
Protected Phases	1	6		5	2		4	4		3	3	3 1
Permitted Phases	6			2		2						
Actuated Green, G (s)	107.5	94.6		95.5	88.6	88.6	15.1	15.1		27.4	27.4	40.3
Effective Green, g (s)	107.5	94.6		95.5	88.6	88.6	15.1	15.1		27.4	27.4	40.3
Actuated g/C Ratio	0.63	0.56		0.56	0.52	0.52	0.09	0.09		0.16	0.16	0.24
Clearance Time (s)	6.4	6.4		6.4	6.4	6.4	6.6	6.6		6.6	6.6	
Vehicle Extension (s)	2.0	1.0		2.0	1.0	1.0	2.5	2.5		2.5	2.5	
Lane Grp Cap (vph)	178	2812		160	2650	825	157	159		553	300	375
v/s Ratio Prot	c0.07	c0.33		0.02	c0.50		0.03	c0.06		c0.18	0.07	0.13
v/s Ratio Perm	0.50			0.21		0.19						
v/c Ratio	0.89	0.60		0.40	0.97	0.37	0.38	0.73		1.12	0.46	0.55
Uniform Delay, d1	58.0	25.1		19.9	39.3	24.2	73.1	75.5		71.3	64.6	56.9
Progression Factor	1.00	1.00		0.62	0.33	0.07	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	37.9	1.0		0.3	6.1	0.6	1.1	15.2		75.4	0.8	1.4
Delay (s)	96.0	26.1		12.5	19.2	2.1	74.2	90.6		146.7	65.5	58.3
Level of Service	F	C		B	B	A	E	F		F	E	E
Approach Delay (s)		32.1			16.8			85.2			112.1	
Approach LOS		C			B			F			F	

Intersection Summary			
HCM 2000 Control Delay	39.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	99.4%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	294	1897	11	73	2505	511	40	40	22	793	31	332
Future Volume (vph)	294	1897	11	73	2505	511	40	40	22	793	31	332
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240		0	180		0	120		120	220		220
Storage Lanes	2		0	1		2	1		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.91	0.88	1.00	1.00	1.00	0.91	0.91	0.88
Frt		0.999				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950	0.958	
Satd. Flow (prot)	3433	5080	0	1770	5085	2787	1770	1863	1583	3221	1624	2787
Flt Permitted	0.950			0.056			0.950			0.950	0.958	
Satd. Flow (perm)	3433	5080	0	104	5085	2787	1770	1863	1583	3221	1624	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				258			62			64
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1218			364			1050			1084	
Travel Time (s)		18.5			5.5			23.9			24.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	309	1997	12	77	2637	538	42	42	23	835	33	349
Shared Lane Traffic (%)										31%		
Lane Group Flow (vph)	309	2009	0	77	2637	538	42	42	23	576	292	349
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		pm+pt	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2	8	4	4	5	8	8	1
Permitted Phases				2		2			4			8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2	8	4	4	5	8	8	1
Switch Phase												
Minimum Initial (s)	7.0	7.0		5.0	7.0	7.0	7.0	7.0	5.0	7.0	7.0	7.0
Minimum Split (s)	13.4	30.4		12.0	30.4	34.2	13.6	13.6	12.0	34.2	34.2	13.4
Total Split (s)	22.0	103.0		16.0	97.0	37.0	14.0	14.0	16.0	37.0	37.0	22.0
Total Split (%)	12.9%	60.6%		9.4%	57.1%	21.8%	8.2%	8.2%	9.4%	21.8%	21.8%	12.9%
Maximum Green (s)	15.6	96.6		9.0	90.6	30.8	7.4	7.4	9.0	30.8	30.8	15.6
Yellow Time (s)	4.4	4.4		4.4	4.4	4.0	4.0	4.0	4.4	4.0	4.0	4.4
All-Red Time (s)	2.0	2.0		2.6	2.0	2.2	2.6	2.6	2.6	2.2	2.2	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4		7.0	6.4	6.2	6.6	6.6	7.0	6.2	6.2	6.4
Lead/Lag	Lead	Lag		Lead	Lag				Lead			Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Max	C-Max		None	C-Max	None	None	None	None	None	None	Max
Walk Time (s)	0.0	7.0			7.0	7.0	0.0	0.0		7.0	7.0	0.0
Flash Dont Walk (s)	0.0	17.0			17.0	21.0	0.0	0.0		21.0	21.0	0.0
Pedestrian Calls (#/hr)	0	20			0	21	0	0		21	21	0
Act Effct Green (s)	16.7	98.8		97.9	90.6	124.5	7.3	7.3	13.5	32.5	32.5	55.4
Actuated g/C Ratio	0.10	0.58		0.58	0.53	0.73	0.04	0.04	0.08	0.19	0.19	0.33
v/c Ratio	0.91	0.68		0.56	0.97	0.26	0.55	0.53	0.13	0.94	0.94	0.37
Control Delay	92.4	19.7		43.4	21.5	0.3	106.0	102.8	1.4	90.7	105.0	37.4
Queue Delay	0.0	0.0		0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	92.4	19.7		43.4	25.1	0.3	106.0	102.8	1.4	90.7	105.0	37.4
LOS	F	B		D	C	A	F	F	A	F	F	D
Approach Delay		29.4			21.5			82.2			78.9	
Approach LOS		C			C			F			E	

Intersection Summary	
Area Type:	Other
Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 13 (8%), Referenced to phase 2:WBTL and 6:EBT, Start of Green	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 35.2	Intersection LOS: D
Intersection Capacity Utilization 94.5%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 2: SW 79th Ave/NW 79th Ave & Flagler St



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	309	2009	77	2637	538	42	42	23	576	292	349
v/c Ratio	0.91	0.68	0.56	0.97	0.26	0.55	0.53	0.13	0.94	0.94	0.37
Control Delay	92.4	19.7	43.4	21.5	0.3	106.0	102.8	1.4	90.7	105.0	37.4
Queue Delay	0.0	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	92.4	19.7	43.4	25.1	0.3	106.0	102.8	1.4	90.7	105.0	37.4
Queue Length 50th (ft)	187	369	25	491	0	47	47	0	356	361	141
Queue Length 95th (ft)	m#253	m372	m45	#655	m0	#100	#94	0	#494	#587	194
Internal Link Dist (ft)		1138		284			970			1004	
Turn Bay Length (ft)	240		180			120		120	220		220
Base Capacity (vph)	338	2953	148	2710	2109	77	81	192	614	310	951
Starvation Cap Reductn	0	0	0	63	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.91	0.68	0.52	1.00	0.26	0.55	0.52	0.12	0.94	0.94	0.37

Intersection Summary
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	294	1897	11	73	2505	511	40	40	22	793	31	332
Future Volume (vph)	294	1897	11	73	2505	511	40	40	22	793	31	332
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.4	6.4		7.0	6.4	6.2	6.6	6.6	7.0	6.2	6.2	6.4
Lane Util. Factor	0.97	0.91		1.00	0.91	0.88	1.00	1.00	1.00	0.91	0.91	0.88
Frt	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.96	1.00
Satd. Flow (prot)	3433	5081		1770	5085	2787	1770	1863	1583	3221	1623	2787
Flt Permitted	0.95	1.00		0.06	1.00	1.00	0.95	1.00	1.00	0.95	0.96	1.00
Satd. Flow (perm)	3433	5081		105	5085	2787	1770	1863	1583	3221	1623	2787
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	309	1997	12	77	2637	538	42	42	23	835	33	349
RTOR Reduction (vph)	0	0	0	0	0	73	0	0	21	0	0	45
Lane Group Flow (vph)	309	2009	0	77	2637	465	42	42	2	576	292	304
Turn Type	Prot	NA		pm+pt	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2	8	4	4	5	8	8	1
Permitted Phases				2		2			4			8
Actuated Green, G (s)	16.7	97.5		97.2	89.3	121.8	5.9	5.9	13.8	32.5	32.5	49.2
Effective Green, g (s)	16.7	97.5		97.2	89.3	121.8	5.9	5.9	13.8	32.5	32.5	49.2
Actuated g/C Ratio	0.10	0.57		0.57	0.53	0.72	0.03	0.03	0.08	0.19	0.19	0.29
Clearance Time (s)	6.4	6.4		7.0	6.4	6.2	6.6	6.6	7.0	6.2	6.2	6.4
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	337	2914		137	2671	1996	61	64	128	615	310	806
v/s Ratio Prot	c0.09	0.40		0.03	c0.52	0.04	c0.02	0.02	0.00	0.18	c0.18	0.04
v/s Ratio Perm				0.29		0.12			0.00			0.07
v/c Ratio	0.92	0.69		0.56	0.99	0.23	0.69	0.66	0.01	0.94	0.94	0.38
Uniform Delay, d1	76.0	25.6		22.9	39.8	8.2	81.1	81.0	71.8	67.7	67.8	48.2
Progression Factor	0.92	0.75		1.52	0.29	0.06	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	24.0	0.9		3.7	12.0	0.0	27.7	21.7	0.0	21.8	35.9	0.3
Delay (s)	93.9	20.1		38.5	23.4	0.5	108.8	102.7	71.9	89.5	103.7	48.5
Level of Service	F	C		D	C	A	F	F	E	F	F	D
Approach Delay (s)		29.9			20.0			98.5			81.1	
Approach LOS		C			B			F			F	

Intersection Summary			
HCM 2000 Control Delay	35.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	26.2
Intersection Capacity Utilization	94.5%	ICU Level of Service	F
Analysis Period (min)	15		

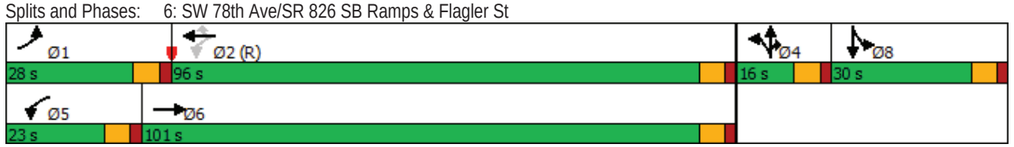
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	570	2132	41	123	2464	712	27	56	167	648	51	0
Future Volume (vph)	570	2132	41	123	2464	712	27	56	167	648	51	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		0	150		0	220		80	250		0
Storage Lanes	3		0	1		1	0		2	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.94	0.91	0.91	1.00	0.91	1.00	1.00	1.00	0.88	0.94	1.00	1.00
Frt		0.997				0.850			0.850			
Flt Protected	0.950			0.950				0.984		0.950		
Satd. Flow (prot)	4990	5070	0	1770	5085	1583	0	1833	2787	4990	1863	0
Flt Permitted	0.950			0.045				0.984		0.950		
Satd. Flow (perm)	4990	5070	0	84	5085	1583	0	1833	2787	4990	1863	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				389			170			
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		504			280			1048			354	
Travel Time (s)		7.6			4.2			23.8			8.0	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	582	2176	42	126	2514	727	28	57	170	661	52	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	582	2218	0	126	2514	727	0	85	170	661	52	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		pm+pt	NA	Perm	Split	NA	Prot	Split	NA	
Protected Phases	1	6		5	2		4	4	4	8	8	
Permitted Phases				2		2						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2	2	4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	7.0	7.0		5.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	13.4	23.4		11.4	13.4	13.4	13.4	13.4	13.4	13.4	13.4	
Total Split (s)	28.0	101.0		23.0	96.0	96.0	16.0	16.0	16.0	30.0	30.0	
Total Split (%)	16.5%	59.4%		13.5%	56.5%	56.5%	9.4%	9.4%	9.4%	17.6%	17.6%	
Maximum Green (s)	21.6	94.6		16.6	89.6	89.6	9.6	9.6	9.6	23.6	23.6	
Yellow Time (s)	4.4	4.4		4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.4	6.4		6.4	6.4	6.4		6.4	6.4	6.4	6.4	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Max		None	C-Max	C-Max	Max	Max	Max	Max	Max	
Walk Time (s)		7.0										
Flash Dont Walk (s)		10.0										
Pedestrian Calls (#/hr)		13										
Act Effct Green (s)	21.5	98.5		102.3	89.7	89.7		9.6	9.6	23.6	23.6	
Actuated g/C Ratio	0.13	0.58		0.60	0.53	0.53		0.06	0.06	0.14	0.14	
v/c Ratio	0.92	0.75		0.72	0.94	0.71		0.83	0.54	0.96	0.20	
Control Delay	85.2	19.6		74.4	24.4	4.7		127.9	16.2	96.6	67.2	
Queue Delay	0.0	0.3		0.0	2.2	0.8		0.0	0.0	0.0	0.0	
Total Delay	85.2	19.9		74.4	26.6	5.5		127.9	16.2	96.6	67.2	
LOS	F	B		E	C	A		F	B	F	E	
Approach Delay		33.5			23.8			53.5			94.4	
Approach LOS		C			C			D			F	

Intersection Summary	
Area Type:	Other
Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 4 (2%), Referenced to phase 2:WBTL, Start of Green	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.96	
Intersection Signal Delay: 35.7	Intersection LOS: D
Intersection Capacity Utilization 93.4%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 6: SW 78th Ave/SR 826 SB Ramps & Flagler St



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	582	2218	126	2514	727	85	170	661	52
v/c Ratio	0.92	0.75	0.72	0.94	0.71	0.83	0.54	0.96	0.20
Control Delay	85.2	19.6	74.4	24.4	4.7	127.9	16.2	96.6	67.2
Queue Delay	0.0	0.3	0.0	2.2	0.8	0.0	0.0	0.0	0.0
Total Delay	85.2	19.9	74.4	26.6	5.5	127.9	16.2	96.6	67.2
Queue Length 50th (ft)	221	358	94	687	27	96	0	263	52
Queue Length 95th (ft)	m#285	683	m128	751	m87	#204	44	#346	99
Internal Link Dist (ft)		424		200		968			274
Turn Bay Length (ft)	220		150				80	250	
Base Capacity (vph)	634	2939	217	2682	1018	103	317	692	258
Starvation Cap Reductn	0	219	0	68	93	0	0	0	0
Spillback Cap Reductn	0	0	0	90	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.92	0.82	0.58	0.97	0.79	0.83	0.54	0.96	0.20

Intersection Summary
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	570	2132	41	123	2464	712	27	56	167	648	51	0
Future Volume (veh/h)	570	2132	41	123	2464	712	27	56	167	648	51	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	582	2176	42	126	2514	0	28	57	170	661	52	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	0
Cap, veh/h	635	3140	61	179	2694		34	70	158	697	260	
Arrive On Green	0.13	0.61	0.61	0.05	0.53	0.00	0.06	0.06	0.06	0.14	0.14	0.00
Sat Flow, veh/h	5023	5157	99	1781	5106	1585	606	1234	2790	5023	1870	0
Grp Volume(v), veh/h	582	1435	783	126	2514	0	85	0	170	661	52	0
Grp Sat Flow(s),veh/h/ln	1674	1702	1852	1781	1702	1585	1840	0	1395	1674	1870	0
Q Serve(g_s), s	19.5	48.5	48.7	5.5	77.9	0.0	7.8	0.0	9.6	22.2	4.2	0.0
Cycle Q Clear(g_c), s	19.5	48.5	48.7	5.5	77.9	0.0	7.8	0.0	9.6	22.2	4.2	0.0
Prop In Lane	1.00		0.05	1.00		1.00	0.33		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	635	2073	1128	179	2694		104	0	158	697	260	
V/C Ratio(X)	0.92	0.69	0.69	0.70	0.93		0.82	0.00	1.08	0.95	0.20	
Avail Cap(c_a), veh/h	638	2073	1128	272	2694		104	0	158	697	260	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	73.4	22.5	22.5	28.2	37.4	0.0	79.3	0.0	80.2	72.6	64.8	0.0
Incr Delay (d2), s/veh	18.0	1.9	3.5	5.0	7.5	0.0	48.8	0.0	94.4	23.5	1.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	19.1	21.3	2.9	32.8	0.0	5.1	0.0	5.5	11.1	2.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	91.4	24.4	26.0	33.1	44.8	0.0	128.1	0.0	174.6	96.1	66.6	0.0
LnGrp LOS	F	C	C	C	D		F	A	F	F	E	
Approach Vol, veh/h		2800			2640	A		255			713	A
Approach Delay, s/veh		38.8			44.3			159.1			93.9	
Approach LOS		D			D			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	27.9	96.1		16.0	14.1	109.9		30.0				
Change Period (Y+Rc), s	6.4	6.4		6.4	6.4	6.4		6.4				
Max Green Setting (Gmax), s	21.6	89.6		9.6	16.6	94.6		23.6				
Max Q Clear Time (g_c+I1), s	21.5	79.9		11.6	7.5	50.7		24.2				
Green Ext Time (p_c), s	0.0	8.8		0.0	0.2	24.6		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		52.0
HCM 6th LOS		D

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	2743	2491	0	0	644
Future Volume (vph)	0	2743	2491	0	0	644
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	5085	5085	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	5085	5085	0	0	1611
Link Speed (mph)		45	45		30	
Link Distance (ft)		364	504		420	
Travel Time (s)		5.5	7.6		9.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	2982	2708	0	0	700
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2982	2708	0	0	700
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		36	36		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 94.7%		ICU Level of Service F	
Analysis Period (min) 15			

Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		6	↑↑↑			↱
Traffic Volume (vph)	0	2947	2675	0	0	624
Future Volume (vph)	0	2947	2675	0	0	624
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.76	0.91	1.00	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	8494	5085	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	8494	5085	0	0	1611
Link Speed (mph)		45	45		30	
Link Distance (ft)		353	368		628	
Travel Time (s)		5.3	5.6		14.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	3203	2908	0	0	678
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	3203	2908	0	0	678
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Free	

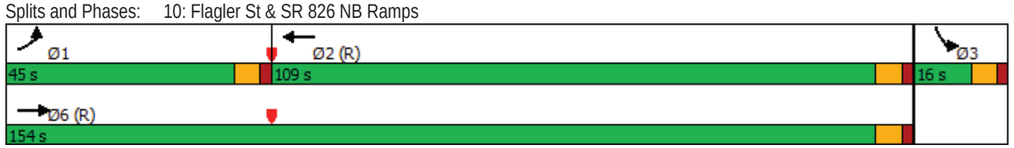
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	97.0%	ICU Level of Service	F
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰↰↰	↑↑↑	↑↑↑	↱	↰↰↰	
Traffic Volume (vph)	954	2077	2675	720	198	0
Future Volume (vph)	954	2077	2675	720	198	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			100	0	0
Storage Lanes	3			1	3	0
Taper Length (ft)	25				25	
Lane Util. Factor	0.94	0.91	0.91	1.00	0.94	1.00
Frt				0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	4990	5085	5085	1583	4990	0
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	4990	5085	5085	1583	4990	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				78		
Link Speed (mph)		45	30		30	
Link Distance (ft)		368	874		483	
Travel Time (s)		5.6	19.9		11.0	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	973	2119	2730	735	202	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	973	2119	2730	735	202	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		36	36		36	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2	1	1	
Detector Template	Left	Thru	Thru	Right	Left	
Leading Detector (ft)	20	100	100	20	20	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	6	6	20	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Prot	NA	NA	Free	Prot	
Protected Phases	1	6	2		3	
Permitted Phases				Free		

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Detector Phase	1	6	2		3	
Switch Phase						
Minimum Initial (s)	5.0	16.0	16.0		7.0	
Minimum Split (s)	11.4	22.4	22.4		13.4	
Total Split (s)	45.0	154.0	109.0		16.0	
Total Split (%)	26.5%	90.6%	64.1%		9.4%	
Maximum Green (s)	38.6	147.6	102.6		9.6	
Yellow Time (s)	4.4	4.4	4.4		4.4	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.4	6.4	6.4		6.4	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0	1.0	1.0		2.0	
Recall Mode	None	C-Max	C-Max		Max	
Act Effct Green (s)	36.3	147.6	104.9	170.0	9.6	
Actuated g/C Ratio	0.21	0.87	0.62	1.00	0.06	
v/c Ratio	0.91	0.48	0.87	0.46	0.72	
Control Delay	69.8	1.8	31.3	1.0	93.7	
Queue Delay	0.0	0.1	18.8	0.0	0.0	
Total Delay	69.8	1.9	50.1	1.0	93.7	
LOS	E	A	D	A	F	
Approach Delay		23.2	39.7		93.7	
Approach LOS		C	D		F	

Intersection Summary		
Area Type:	Other	
Cycle Length: 170		
Actuated Cycle Length: 170		
Offset: 161 (95%), Referenced to phase 2:WBT and 6:EBT, Start of Green		
Natural Cycle: 100		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.91		
Intersection Signal Delay: 33.8	Intersection LOS: C	
Intersection Capacity Utilization 91.7%	ICU Level of Service F	
Analysis Period (min) 15		

Splits and Phases: 10: Flagler St & SR 826 NB Ramps



Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Group Flow (vph)	973	2119	2730	735	202
v/c Ratio	0.91	0.48	0.87	0.46	0.72
Control Delay	69.8	1.8	31.3	1.0	93.7
Queue Delay	0.0	0.1	18.8	0.0	0.0
Total Delay	69.8	1.9	50.1	1.0	93.7
Queue Length 50th (ft)	346	94	904	0	80
Queue Length 95th (ft)	m399	95	983	0	112
Internal Link Dist (ft)		288	794		403
Turn Bay Length (ft)				100	
Base Capacity (vph)	1133	4414	3138	1583	281
Starvation Cap Reductn	0	648	497	0	0
Spillback Cap Reductn	0	0	69	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.86	0.56	1.03	0.46	0.72

Intersection Summary
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	954	2077	2675	720	198	0
Future Volume (veh/h)	954	2077	2675	720	198	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	973	2119	2730	0	202	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	0
Cap, veh/h	1047	4433	3177		0	0
Arrive On Green	0.21	0.87	0.62	0.00	0.06	0.00
Sat Flow, veh/h	5023	5274	5274	1585	0	0
Grp Volume(v), veh/h	973	2119	2730	0	0	0
Grp Sat Flow(s),veh/h/ln	1674	1702	1702	1585	0	0
Q Serve(g_s), s	32.3	15.9	73.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	32.3	15.9	73.8	0.0	0.0	0.0
Prop In Lane	1.00			1.00	0.00	0.00
Lane Grp Cap(c), veh/h	1047	4433	3177		0	0
V/C Ratio(X)	0.93	0.48	0.86		0.00	0.00
Avail Cap(c_a), veh/h	1141	4433	3177		0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.09	0.00	0.00	0.00
Uniform Delay (d), s/veh	66.1	2.5	26.1	0.0	0.0	0.0
Incr Delay (d2), s/veh	12.0	0.4	0.3	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.8	3.4	29.4	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	78.1	2.9	26.4	0.0	0.0	0.0
LnGrp LOS	E	A	C		A	A
Approach Vol, veh/h		3092	2730	A	0	
Approach Delay, s/veh		26.6	26.4		0.0	
Approach LOS		C	C			

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	41.8	112.2			154.0	16.0
Change Period (Y+Rc), s	6.4	6.4			6.4	6.4
Max Green Setting (Gmax), s	38.6	102.6			147.6	9.6
Max Q Clear Time (g_c+I1), s	34.3	75.8			17.9	0.0
Green Ext Time (p_c), s	1.1	13.6			7.4	0.0

Intersection Summary	
HCM 6th Ctrl Delay	26.5
HCM 6th LOS	C

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	2091	13	30	3218	10	92	9	0	39	6	10
Future Volume (vph)	48	2091	13	30	3218	10	92	9	0	39	6	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	0		0	0		0	0		85
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999										0.850
Flt Protected	0.950			0.950				0.956			0.958	
Satd. Flow (prot)	1770	5080	0	1770	5085	0	0	1781	1863	0	1785	1583
Flt Permitted	0.036			0.950				0.956			0.958	
Satd. Flow (perm)	67	5080	0	1770	5085	0	0	1781	1863	0	1785	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1										61
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		874			246			109			996	
Travel Time (s)		19.9			5.6			2.5			22.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	50	2178	14	31	3352	10	96	9	0	41	6	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	50	2192	0	31	3362	0	0	105	0	0	47	10
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Prot	NA		Split	NA	pt+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2		4	4	4 5	8	8	1
Permitted Phases	6											8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2		4	4	4 5	8	8	1
Switch Phase												
Minimum Initial (s)	5.0	16.0		5.0	16.0		7.0	7.0		7.0	7.0	5.0
Minimum Split (s)	11.4	31.4		9.5	31.4		31.6	31.6		31.6	31.6	11.4
Total Split (s)	13.0	103.0		13.0	103.0		32.0	32.0		32.0	32.0	13.0
Total Split (%)	7.2%	57.2%		7.2%	57.2%		17.8%	17.8%		17.8%	17.8%	7.2%
Maximum Green (s)	6.6	96.6		8.5	96.6		25.4	25.4		25.4	25.4	6.6
Yellow Time (s)	4.4	4.4		3.5	4.4		4.0	4.0		4.0	4.0	4.4
All-Red Time (s)	2.0	2.0		1.0	2.0		2.6	2.6		2.6	2.6	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	6.4	6.4		4.5	6.4			6.6			6.6	6.4
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Vehicle Extension (s)	3.5	1.0		3.0	1.0		3.5	3.5		3.5	3.5	3.5
Recall Mode	None	C-Max		None	C-Max		Max	Max		None	None	None
Walk Time (s)		7.0			7.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		18.0			18.0		20.0	20.0		20.0	20.0	
Pedestrian Calls (#/hr)		1			0		2	2		2	2	
Act Effct Green (s)	120.4	114.4		8.0	113.8			25.4			12.8	23.9
Actuated g/C Ratio	0.67	0.64		0.04	0.63			0.14			0.07	0.13
v/c Ratio	0.44	0.68		0.39	1.05			0.42			0.37	0.04
Control Delay	33.0	24.7		90.5	44.5			76.3			85.8	0.3
Queue Delay	0.0	0.8		0.0	0.0			0.0			0.0	0.0
Total Delay	33.0	25.4		90.5	44.5			76.3			85.8	0.3
LOS	C	C		F	D			E			F	A
Approach Delay		25.6			44.9			76.3			70.8	
Approach LOS		C			D			E			E	

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 80 (44%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.05
Intersection Signal Delay: 38.3 Intersection LOS: D
Intersection Capacity Utilization 88.6% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 14: Flagler St & SW 74th Ave



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	50	2192	31	3362	105	47	10
v/c Ratio	0.44	0.68	0.39	1.05	0.42	0.37	0.04
Control Delay	33.0	24.7	90.5	44.5	76.3	85.8	0.3
Queue Delay	0.0	0.8	0.0	0.0	0.0	0.0	0.0
Total Delay	33.0	25.4	90.5	44.5	76.3	85.8	0.3
Queue Length 50th (ft)	18	615	38	~1616	115	55	0
Queue Length 95th (ft)	65	815	m34	m460	184	95	0
Internal Link Dist (ft)		794		166	29	916	
Turn Bay Length (ft)	200						85
Base Capacity (vph)	114	3229	87	3215	251	251	263
Starvation Cap Reductn	0	634	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.84	0.36	1.05	0.42	0.19	0.04

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	2091	13	30	3218	10	92	9	0	39	6	10
Future Volume (veh/h)	48	2091	13	30	3218	10	92	9	0	39	6	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	50	2178	14	31	3352	10	96	9	0	41	6	10
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	88	3486	22	40	3428	10	231	22	259	57	8	98
Arrive On Green	0.03	0.67	0.67	0.02	0.65	0.65	0.14	0.14	0.00	0.04	0.04	0.04
Sat Flow, veh/h	1781	5235	34	1781	5256	16	1635	153	1585	1563	229	1585
Grp Volume(v), veh/h	50	1416	776	31	2170	1192	105	0	0	47	0	10
Grp Sat Flow(s),veh/h/ln	1781	1702	1864	1781	1702	1868	1789	0	1585	1792	0	1585
Q Serve(g_s), s	1.7	42.8	42.9	3.1	110.0	110.5	9.6	0.0	0.0	4.7	0.0	1.1
Cycle Q Clear(g_c), s	1.7	42.8	42.9	3.1	110.0	110.5	9.6	0.0	0.0	4.7	0.0	1.1
Prop In Lane	1.00		0.02	1.00		0.01	0.91		1.00	0.87		1.00
Lane Grp Cap(c), veh/h	88	2267	1241	40	2220	1218	252	0	259	66	0	98
V/C Ratio(X)	0.57	0.62	0.63	0.78	0.98	0.98	0.42	0.00	0.00	0.72	0.00	0.10
Avail Cap(c_a), veh/h	107	2267	1241	84	2220	1218	252	0	259	253	0	264
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.8	17.2	17.2	87.5	30.0	30.1	70.5	0.0	0.0	85.8	0.0	79.7
Incr Delay (d2), s/veh	6.0	1.1	2.1	26.6	14.4	21.2	5.0	0.0	0.0	16.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	17.1	19.1	1.7	47.8	54.9	4.8	0.0	0.0	2.5	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.7	18.3	19.3	114.2	44.4	51.2	75.5	0.0	0.0	101.8	0.0	80.2
LnGrp LOS	D	B	B	F	D	D	E	A	A	F	A	F
Approach Vol, veh/h		2242			3393			105			57	
Approach Delay, s/veh		19.4			47.5			75.5			98.0	
Approach LOS		B			D			E			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.0	123.8		32.0	8.5	126.3		13.2				
Change Period (Y+Rc), s	6.4	6.4		6.6	4.5	6.4		6.6				
Max Green Setting (Gmax), s	6.6	96.6		25.4	8.5	96.6		25.4				
Max Q Clear Time (g_c+I1), s	3.7	112.5		11.6	5.1	44.9		6.7				
Green Ext Time (p_c), s	0.0	0.0		0.4	0.0	8.6		0.2				

Intersection Summary		
HCM 6th Ctrl Delay		37.6
HCM 6th LOS		D

Notes

User approved pedestrian interval to be less than phase max green.

Lane Group	WBL	WBR	SBL	SBR	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	0	0	49	101	3
Future Volume (vph)	0	0	0	49	101	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.865	0.996	
Flt Protected					0.954	
Satd. Flow (prot)	0	0	0	1611	1770	0
Flt Permitted					0.954	
Satd. Flow (perm)	0	0	0	1611	1770	0
Link Speed (mph)	30		30		30	
Link Distance (ft)	286		109		1074	
Travel Time (s)	6.5		2.5		24.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	0	0	53	109	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	53	112	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Right
Median Width(ft)	0		0		12	
Link Offset(ft)	0		0		0	
Crosswalk Width(ft)	16		16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15	9	15	9
Sign Control	Free		Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 9.1%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Volume (vph)	2130	0	0	3258	0	3
Future Volume (vph)	2130	0	0	3258	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	5085	0	0	5085	0	1611
Flt Permitted						
Satd. Flow (perm)	5085	0	0	5085	0	1611
Link Speed (mph)	30			30	30	
Link Distance (ft)	246			1057	286	
Travel Time (s)	5.6			24.0	6.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	2290	0	0	3503	0	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2290	0	0	3503	0	3
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	R NA
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	66.3%	ICU Level of Service	C
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	296	1469	304	86	2045	0	252	344	35	592	716	932
Future Volume (vph)	296	1469	304	86	2045	0	252	344	35	592	716	932
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		0	0		0	350		0	0		0
Storage Lanes	1		0	1		0	1		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.974						0.986				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4953	0	1770	5085	0	1770	3490	0	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	4953	0	1770	5085	0	1770	3490	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32						5				62
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1057			473			1114			119	
Travel Time (s)		24.0			10.8			25.3			2.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	302	1499	310	88	2087	0	257	351	36	604	731	951
Shared Lane Traffic (%)												
Lane Group Flow (vph)	302	1809	0	88	2087	0	257	387	0	604	731	951
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	1	6		5	2		7	4		3	8	1
Permitted Phases												8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6		5	2		7	4		3	8	1
Switch Phase												
Minimum Initial (s)	5.0	7.0		5.0	7.0		5.0	7.0		5.0	7.0	5.0
Minimum Split (s)	24.7	36.7		11.7	36.7		11.6	35.6		11.6	35.6	24.7
Total Split (s)	46.0	88.0		23.0	65.0		26.0	36.0		33.0	43.0	46.0
Total Split (%)	25.6%	48.9%		12.8%	36.1%		14.4%	20.0%		18.3%	23.9%	25.6%
Maximum Green (s)	39.3	81.3		16.3	58.3		19.4	29.4		26.4	36.4	39.3
Yellow Time (s)	4.4	4.4		4.4	4.4		4.4	4.4		4.4	4.4	4.4
All-Red Time (s)	2.3	2.3		2.3	2.3		2.2	2.2		2.2	2.2	2.3
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.7	6.7		6.7	6.7		6.6	6.6		6.6	6.6	6.7
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	5.0	1.0		2.0	1.0		2.0	4.0		2.0	3.0	5.0
Recall Mode	None	Max		None	Max		None	None		C-Max	None	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		23.0			23.0			22.0			22.0	
Pedestrian Calls (#/hr)		4			1			9			0	
Act Effct Green (s)	39.3	84.8		12.8	58.3		19.4	29.4		26.4	36.4	82.3
Actuated g/C Ratio	0.22	0.47		0.07	0.32		0.11	0.16		0.15	0.20	0.46
v/c Ratio	0.78	0.77		0.70	1.27		1.35	0.67		1.20	1.02	1.26
Control Delay	99.4	35.9		109.0	173.4		244.2	76.4		169.5	108.1	164.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	99.4	35.9		109.0	173.4		244.2	76.4		169.5	108.1	164.1
LOS	F	D		F	F		F	E		F	F	F
Approach Delay		45.0			170.8			143.4			147.6	
Approach LOS		D			F			F			F	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 152 (84%), Referenced to phase 3:SBL, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.35	
Intersection Signal Delay: 124.2	Intersection LOS: F
Intersection Capacity Utilization 127.8%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 19: NW 72nd Ave & Flagler St



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	302	1809	88	2087	257	387	604	731	951
v/c Ratio	0.78	0.77	0.70	1.27	1.35	0.67	1.20	1.02	1.26
Control Delay	99.4	35.9	109.0	173.4	244.2	76.4	169.5	108.1	164.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	99.4	35.9	109.0	173.4	244.2	76.4	169.5	108.1	164.1
Queue Length 50th (ft)	371	300	103	~1131	~395	226	~443	~480	~1363
Queue Length 95th (ft)	#488	519	168	#1215	#593	290	#573	#616	#1632
Internal Link Dist (ft)		977		393		1034		39	
Turn Bay Length (ft)	500				350				
Base Capacity (vph)	386	2349	160	1646	190	574	503	715	757
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.77	0.55	1.27	1.35	0.67	1.20	1.02	1.26

Intersection Summary
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	296	1469	304	86	2045	0	252	344	35	592	716	932
Future Volume (veh/h)	296	1469	304	86	2045	0	252	344	35	592	716	932
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	302	1499	310	88	2087	0	257	351	36	604	731	951
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	0	2	2	2	2	2	2
Cap, veh/h	328	1916	395	106	1670		192	532	54	614	829	662
Arrive On Green	0.18	0.45	0.45	0.06	0.33	0.00	0.11	0.16	0.16	0.18	0.23	0.23
Sat Flow, veh/h	1781	4243	874	1781	5274	0	1781	3256	332	3456	3554	1585
Grp Volume(v), veh/h	302	1201	608	88	2087	0	257	191	196	604	731	951
Grp Sat Flow(s),veh/h/ln	1781	1702	1713	1781	1702	0	1781	1777	1811	1728	1777	1585
Q Serve(g_s), s	30.0	53.8	54.2	8.8	58.9	0.0	19.4	18.1	18.3	31.3	35.7	42.0
Cycle Q Clear(g_c), s	30.0	53.8	54.2	8.8	58.9	0.0	19.4	18.1	18.3	31.3	35.7	42.0
Prop In Lane	1.00		0.51	1.00		0.00	1.00		0.18	1.00		1.00
Lane Grp Cap(c), veh/h	328	1537	774	106	1670		192	290	296	614	829	662
V/C Ratio(X)	0.92	0.78	0.79	0.83	1.25		1.34	0.66	0.66	0.98	0.88	1.44
Avail Cap(c_a), veh/h	389	1537	774	161	1670		192	290	296	614	829	662
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.1	41.8	41.9	83.8	60.6	0.0	80.3	70.6	70.7	73.7	66.6	52.4
Incr Delay (d2), s/veh	27.4	4.0	7.9	11.8	117.7	0.0	183.2	6.0	6.2	31.9	10.9	205.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.3	23.6	24.8	4.4	43.6	0.0	18.7	8.8	9.1	16.7	17.6	67.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	99.5	45.8	49.8	95.6	178.3	0.0	263.5	76.6	76.9	105.6	77.5	257.7
LnGrp LOS	F	D	D	F	F		F	E	E	F	E	F
Approach Vol, veh/h		2111			2175	A		644			2286	
Approach Delay, s/veh		54.7			174.9			151.3			159.9	
Approach LOS		D			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	39.9	65.6	38.6	36.0	17.4	88.0	26.0	48.6
Change Period (Y+Rc), s	* 6.7	* 6.7	* 6.6	* 6.6	* 6.7	* 6.7	* 6.6	* 6.6
Max Green Setting (Gmax), s	* 39	* 58	* 26	* 29	* 16	* 81	* 19	* 36
Max Q Clear Time (g_c+I1), s	32.0	60.9	33.3	20.3	10.8	56.2	21.4	44.0
Green Ext Time (p_c), s	1.2	0.0	0.0	2.0	0.0	6.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	132.9
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	473	640	0	0	2240
Future Volume (vph)	0	473	640	0	0	2240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.81
Frt		0.865				
Flt Protected						
Satd. Flow (prot)	0	1611	3539	0	0	7544
Flt Permitted						
Satd. Flow (perm)	0	1611	3539	0	0	7544
Link Speed (mph)	30		30			30
Link Distance (ft)	474		119			198
Travel Time (s)	10.8		2.7			4.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	514	696	0	0	2435
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	514	696	0	0	2435
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	R NA	L NA	Right	Left	Left
Median Width(ft)	0		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Free		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 53.6%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	1338	699	999	0	0
Future Volume (vph)	0	1338	699	999	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			150	0	0
Storage Lanes	0			0	0	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	0.91	0.95	0.95	1.00	1.00
Frt			0.912			
Flt Protected						
Satd. Flow (prot)	0	5085	3228	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	5085	3228	0	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		354	757		244	
Travel Time (s)		8.0	17.2		5.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1454	760	1086	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1454	1846	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	54.8%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBR	SBR	SBR2	NEL
Lane Configurations					
Traffic Volume (vph)	0	0	644	355	0
Future Volume (vph)	0	0	644	355	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00
Frt			0.865		
Flt Protected					
Satd. Flow (prot)	0	0	1611	0	0
Flt Permitted					
Satd. Flow (perm)	0	0	1611	0	0
Link Speed (mph)	30		30		30
Link Distance (ft)	667		244		420
Travel Time (s)	15.2		5.5		9.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	700	386	0
Shared Lane Traffic (%)					
Lane Group Flow (vph)	0	0	1086	0	0
Enter Blocked Intersection	No	No	No	No	No
Lane Alignment	Left	Right	Right	Right	Left
Median Width(ft)	0		0		0
Link Offset(ft)	0		0		0
Crosswalk Width(ft)	16		16		16
Two way Left Turn Lane					
Headway Factor	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	9	15
Sign Control	Free		Free		Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	65.2%	ICU Level of Service	C
Analysis Period (min)	15		

29: SR 826 NB Off Ramp to WB Flagler St & SR 826 NB Ramps

Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations						
Traffic Volume (vph)	0	1674	198	624	0	0
Future Volume (vph)	0	1674	198	624	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00
Frt			0.898			
Flt Protected						
Satd. Flow (prot)	0	5085	1673	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	5085	1673	0	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		483	551		628	
Travel Time (s)		11.0	12.5		14.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1820	215	678	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1820	893	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	52.2%	ICU Level of Service	A
Analysis Period (min)	15		

30: Flagler St

Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	2096	2131	473	0	0
Future Volume (vph)	0	2096	2131	473	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.95	0.95	1.00	1.00
Frt			0.973			
Flt Protected						
Satd. Flow (prot)	0	5085	3444	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	5085	3444	0	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		473	708		474	
Travel Time (s)		10.8	16.1		10.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	2230	2267	503	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2230	2770	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Right	Left	Right
Median Width(ft)			0	0	0	
Link Offset(ft)			0	0	0	
Crosswalk Width(ft)			16	16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	77.3%	ICU Level of Service	D
Analysis Period (min)	15		

SR 826/PALMETTO EXPRESSWAY
SYSTEMS INTERCHANGE MODIFICATION REPORT

FDOT Financial Project Identification Number: 432639-1-22-02
Efficient Transportation and Decision Making (ETDM) Number: 14308

Project Study Limits:
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
Miami-Dade County, Florida

Prepared for:

FDOT DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FLORIDA 33172

October 2019

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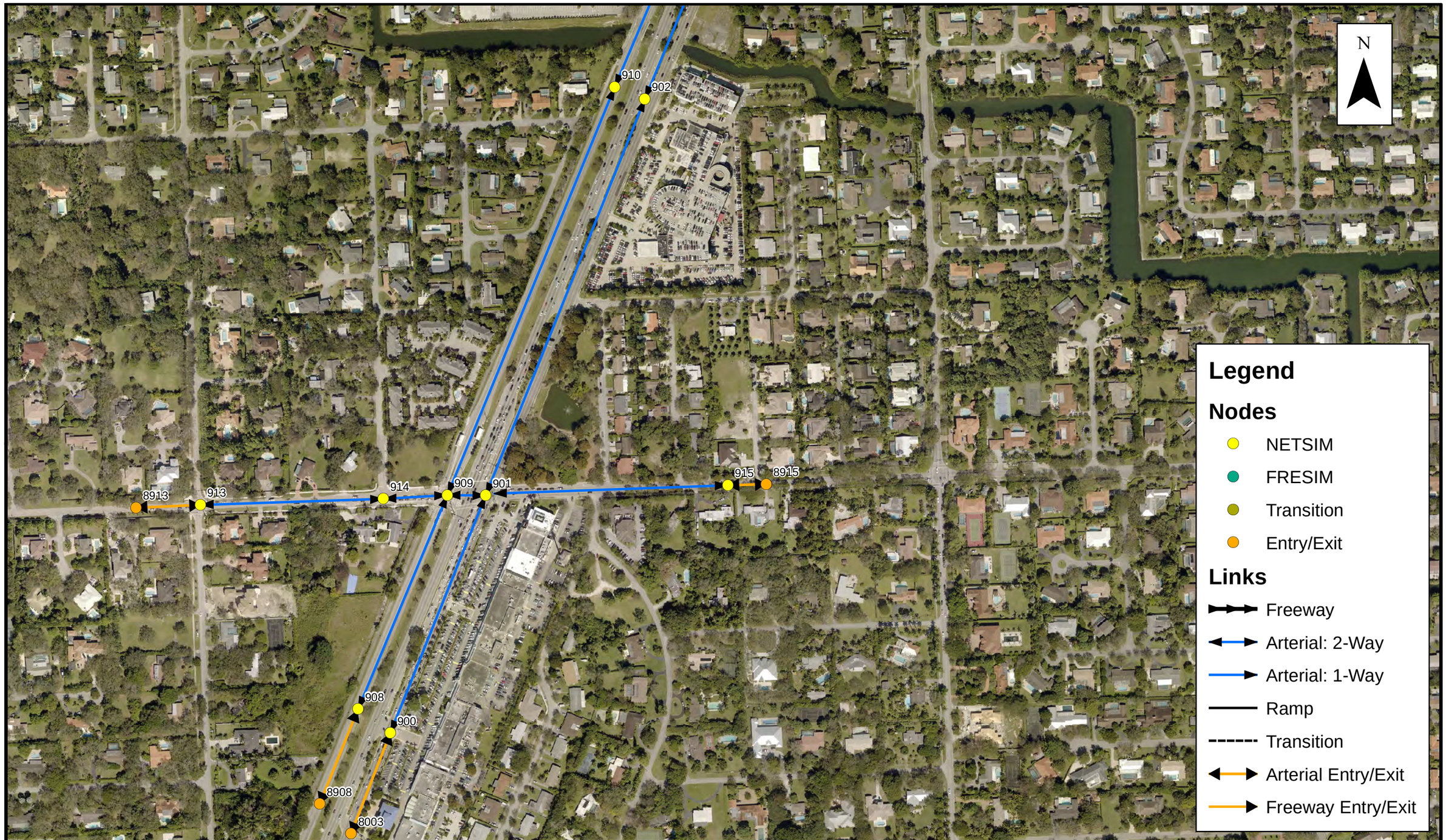
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EXSITING YEAR 2017

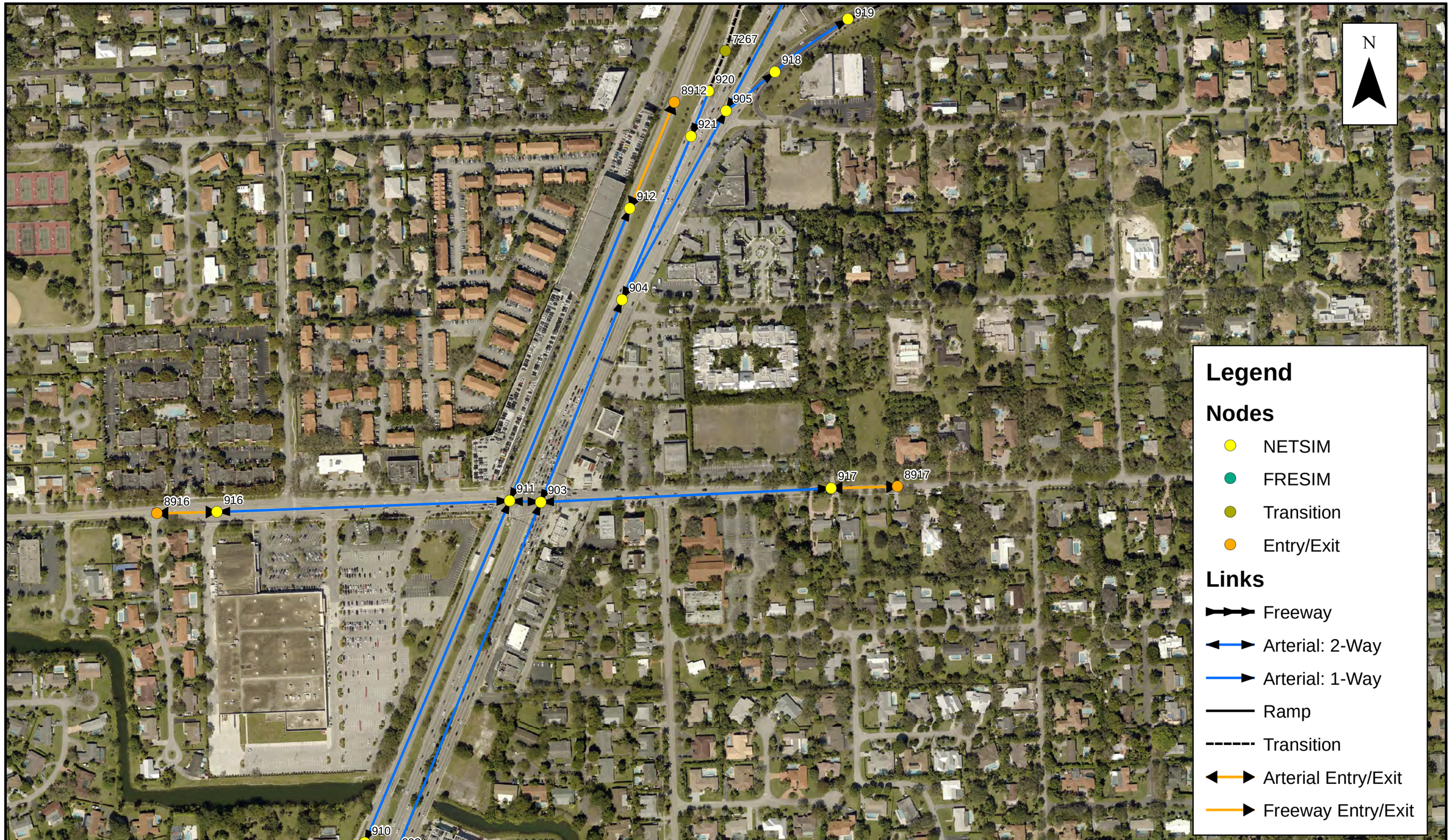
MODEL MANUAL

Section 1

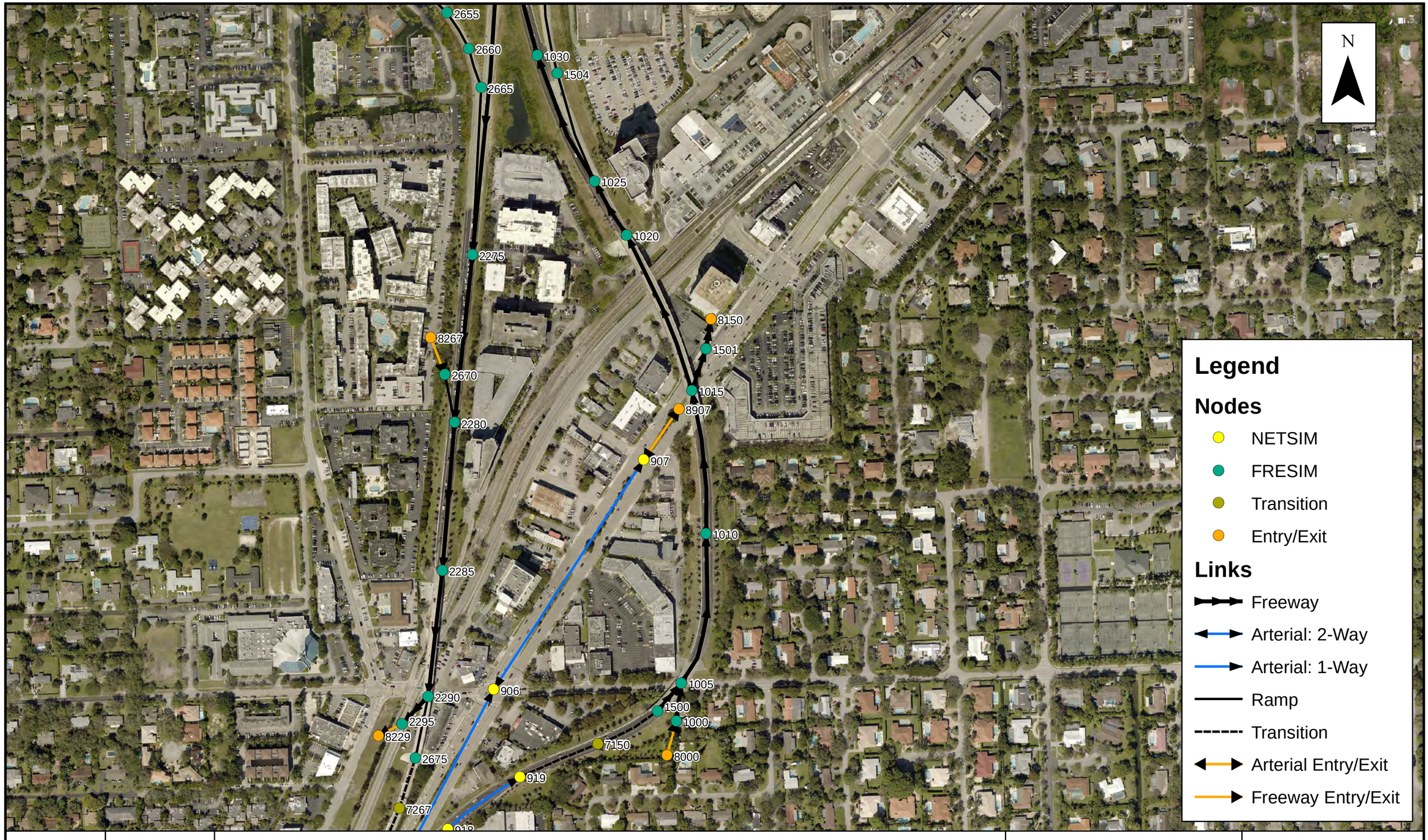
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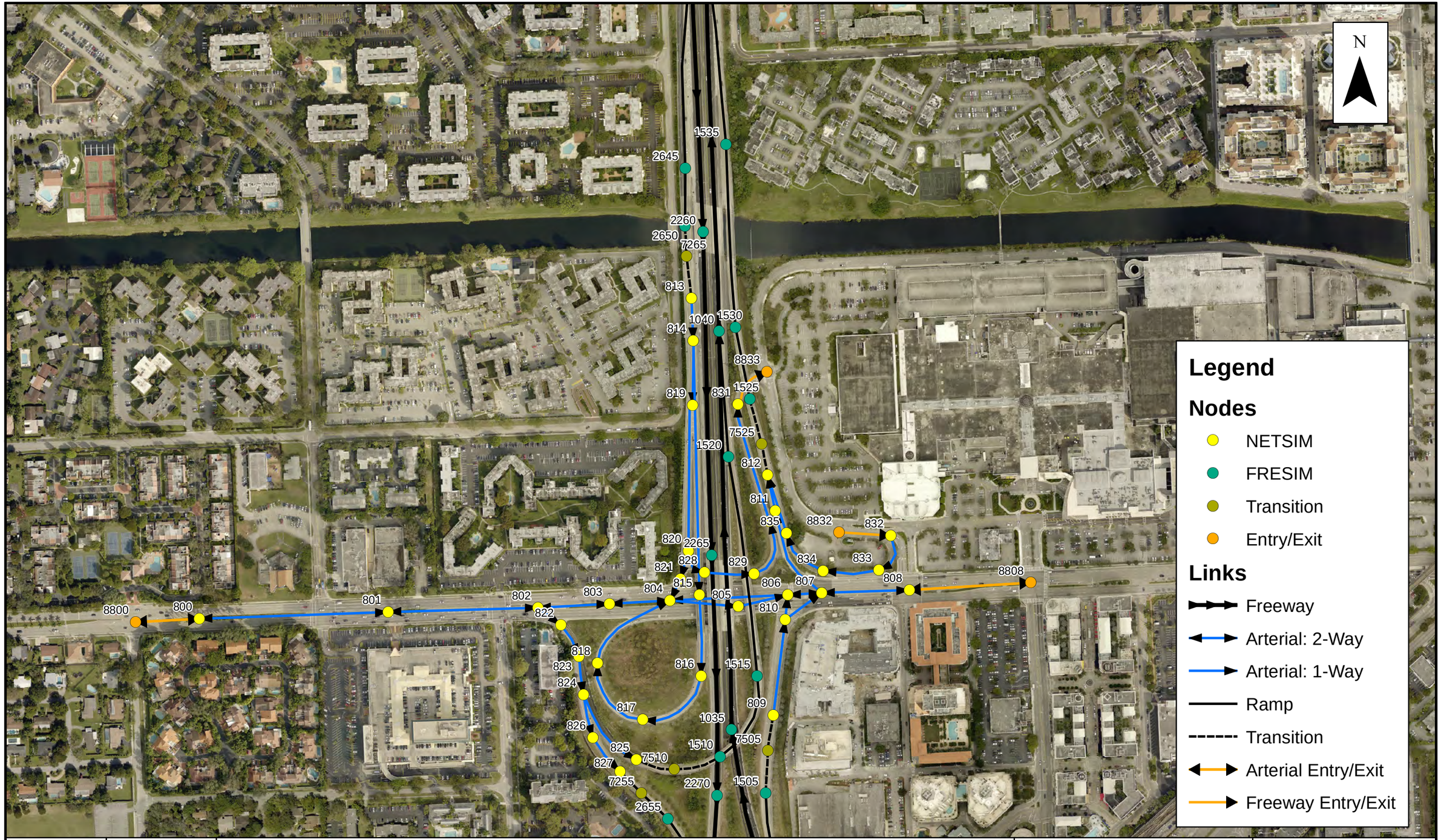
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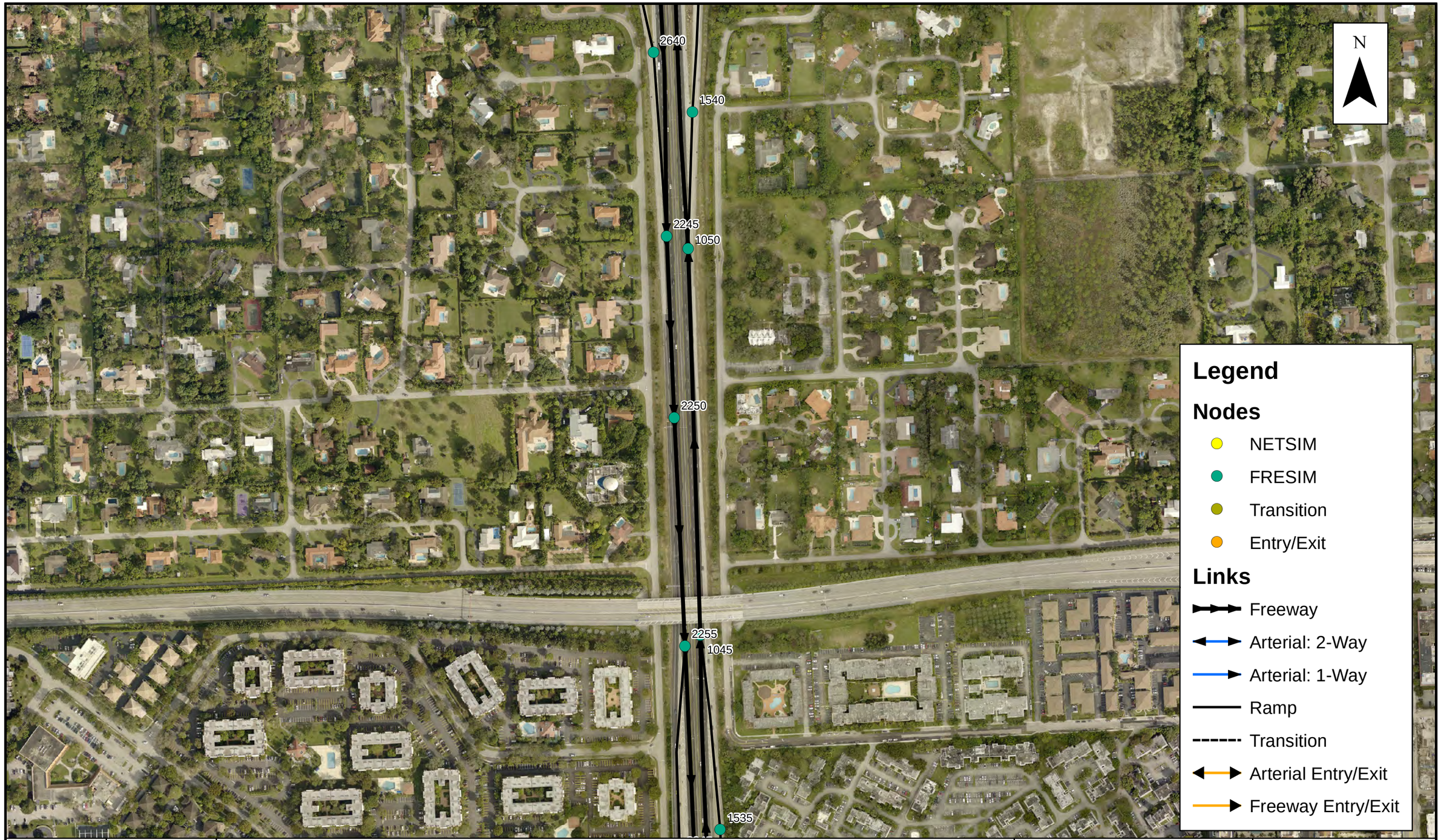
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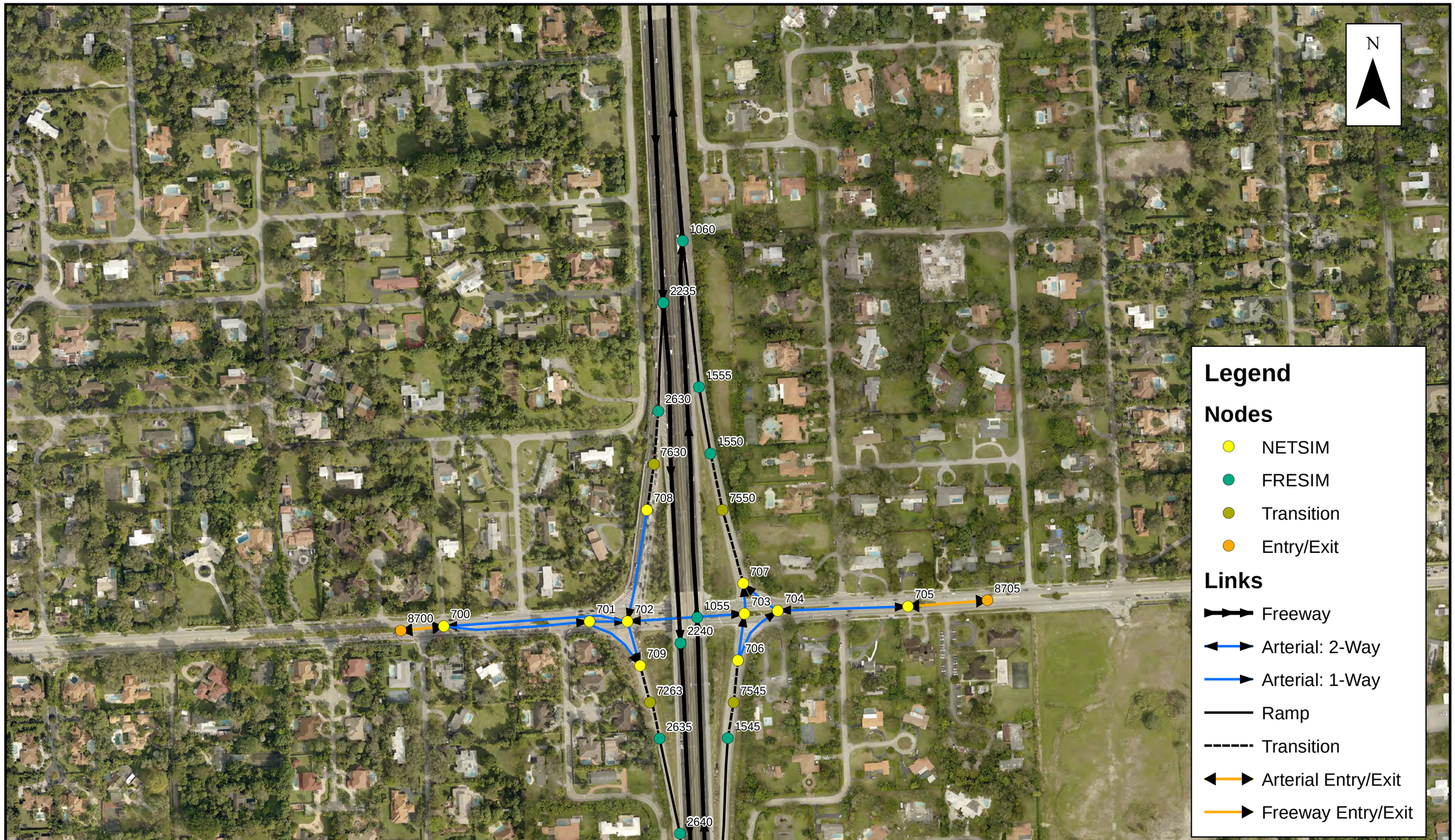
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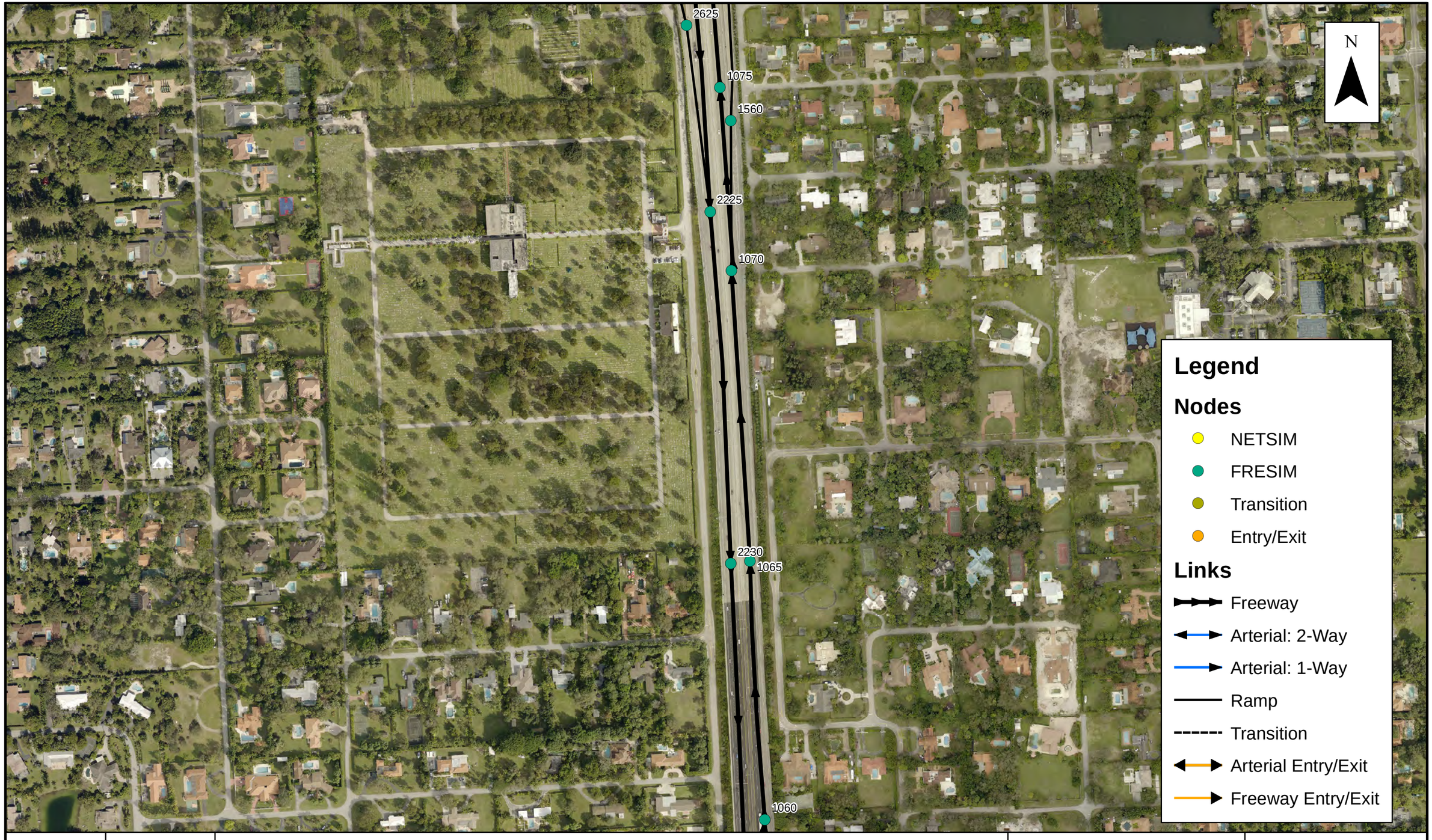
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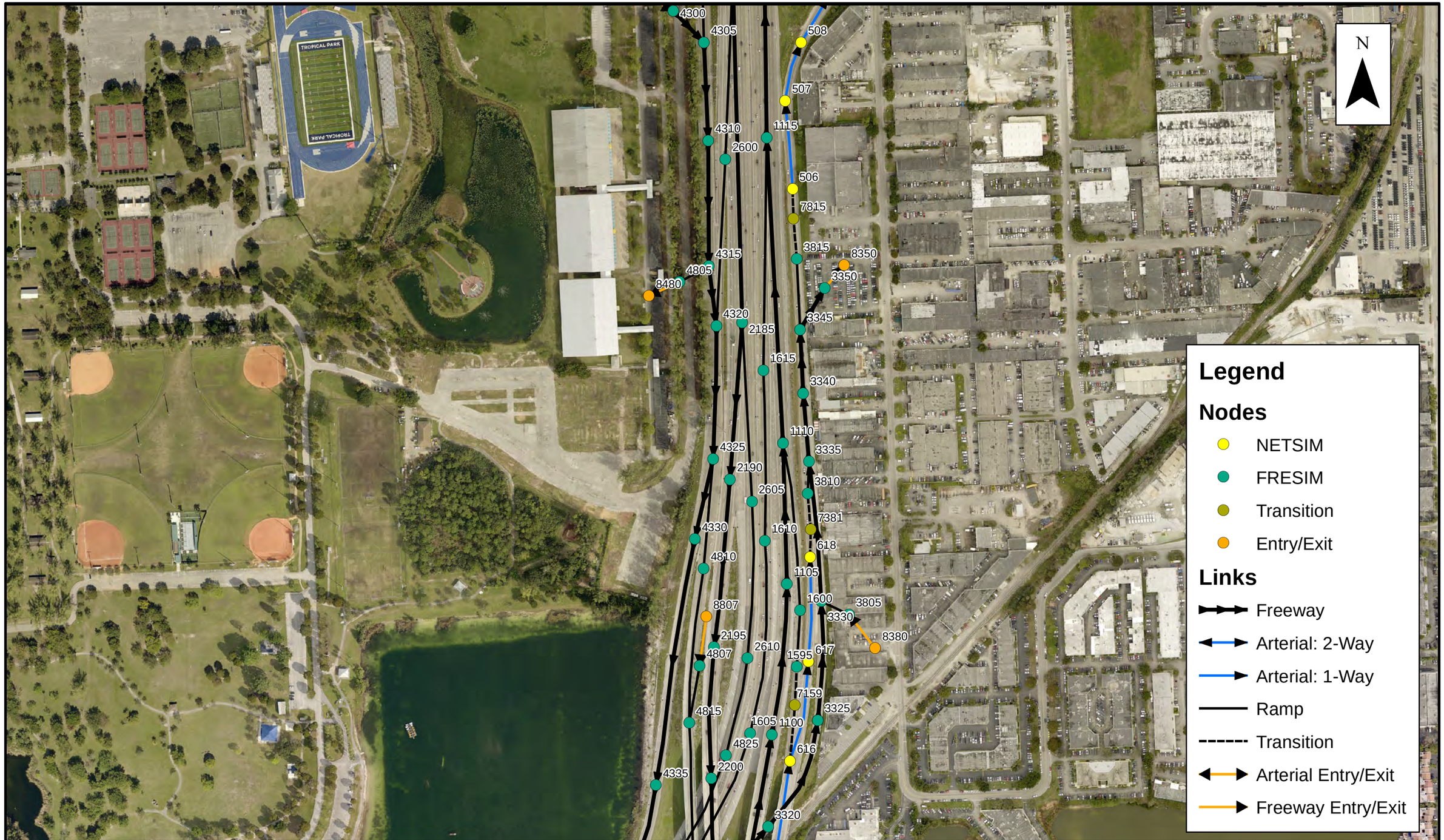
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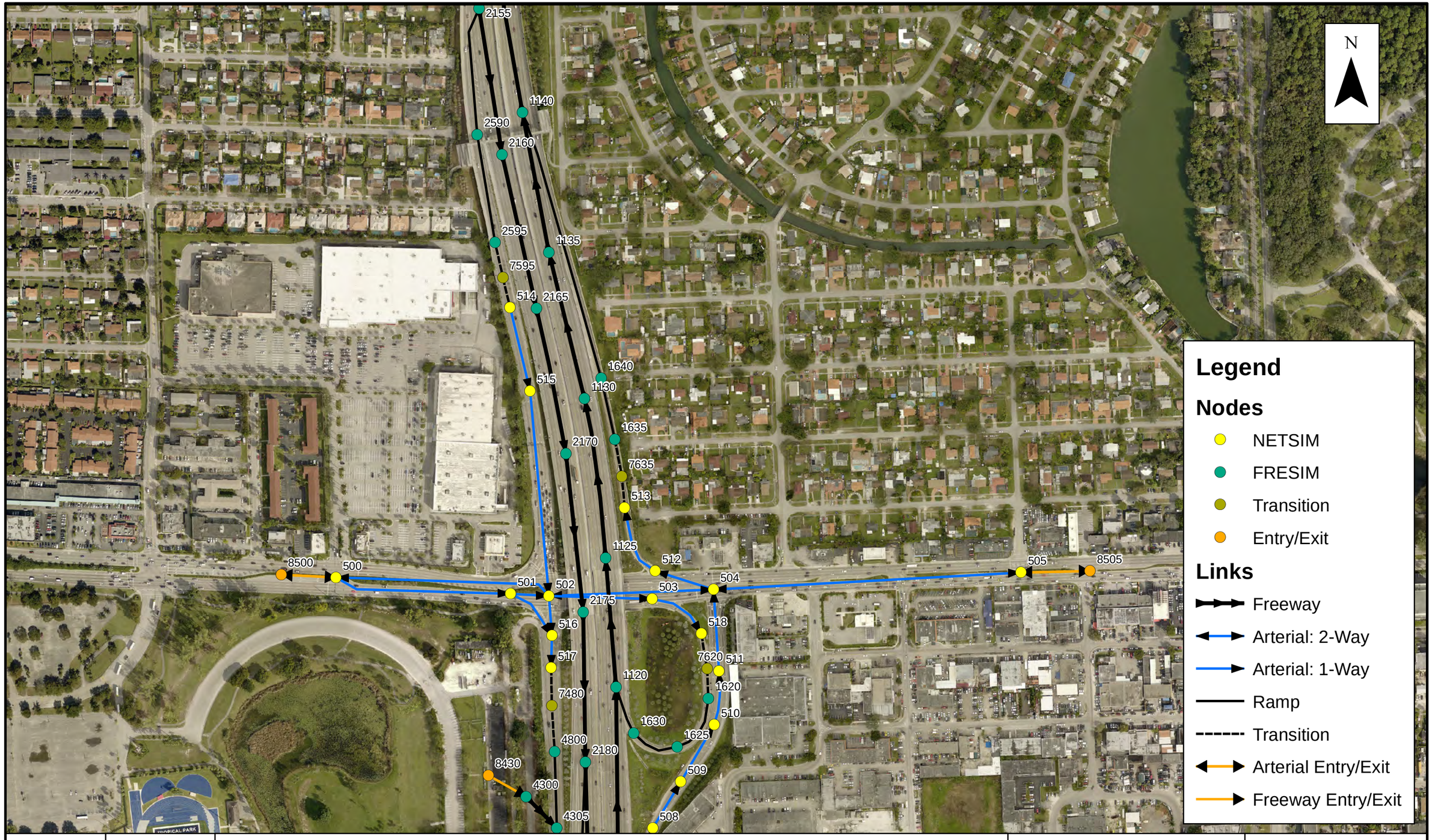
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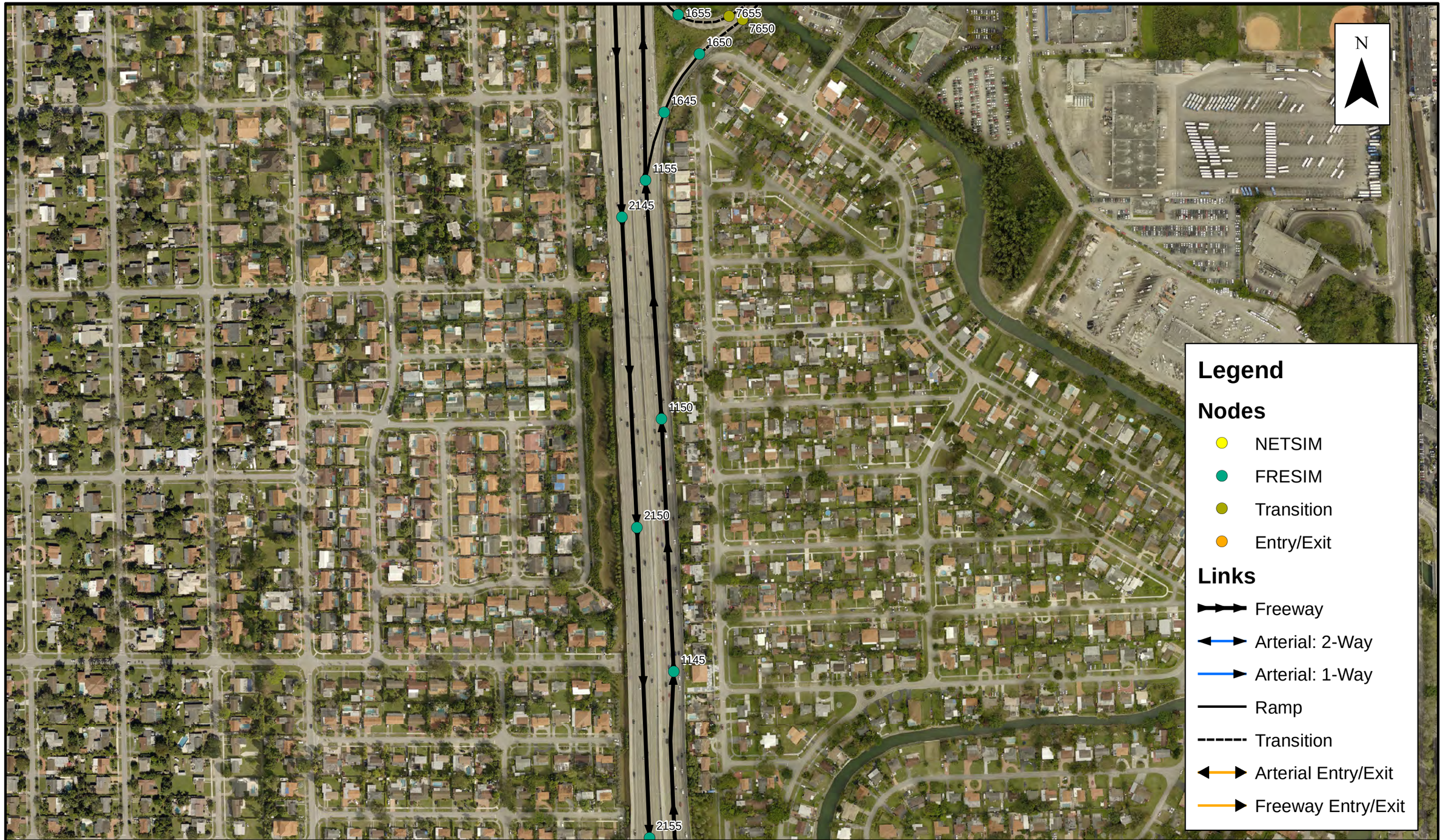
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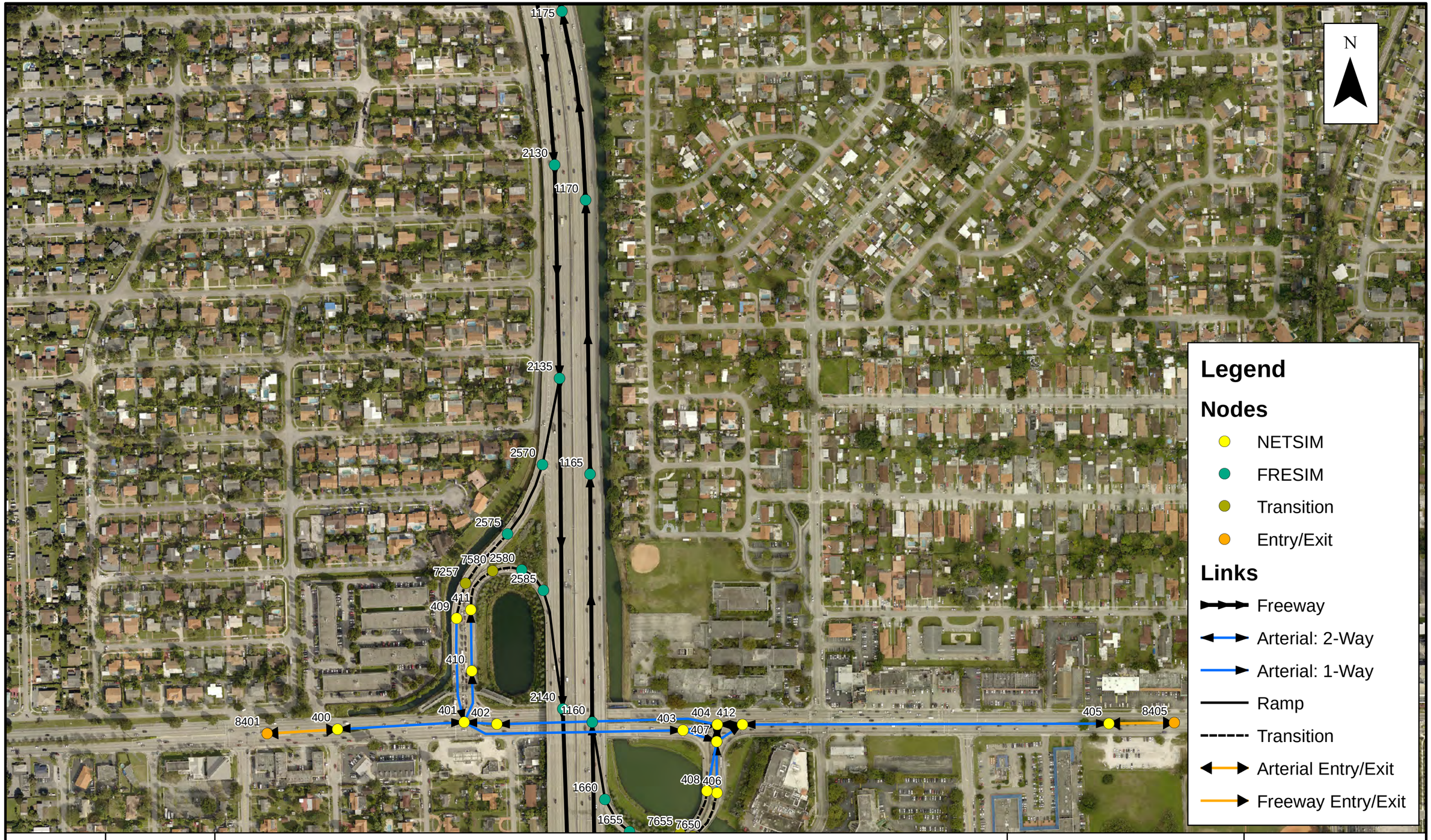
FDOT	RS&H	SR 826/Palmetto Expressway Express Lanes PD&E Study	Link-Node Diagram	Sheet 9 of 22



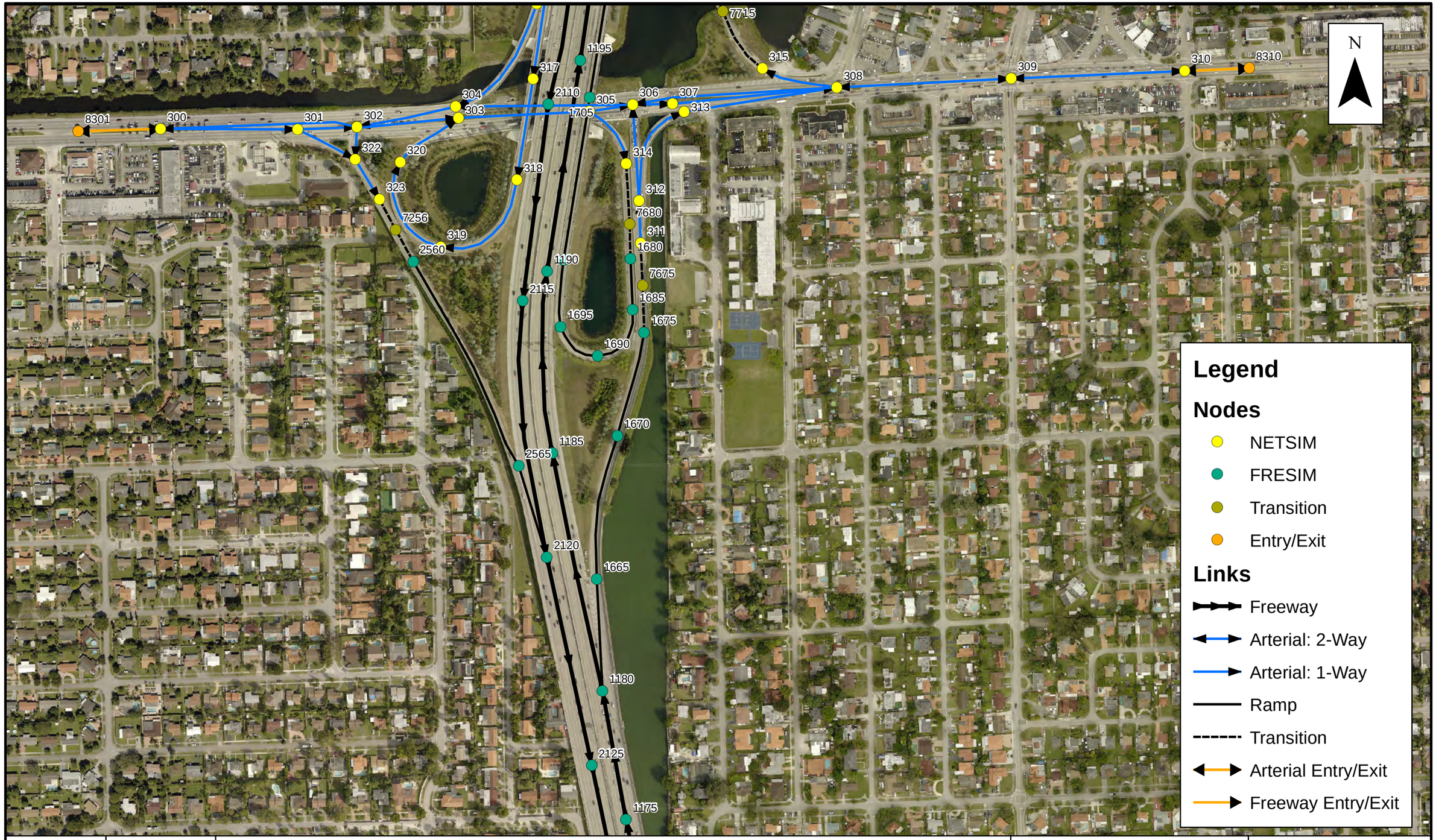
FDOT	RS&H	SR 826/Palmetto Expressway Express Lanes PD&E Study	Link-Node Diagram	Sheet 10 of 22



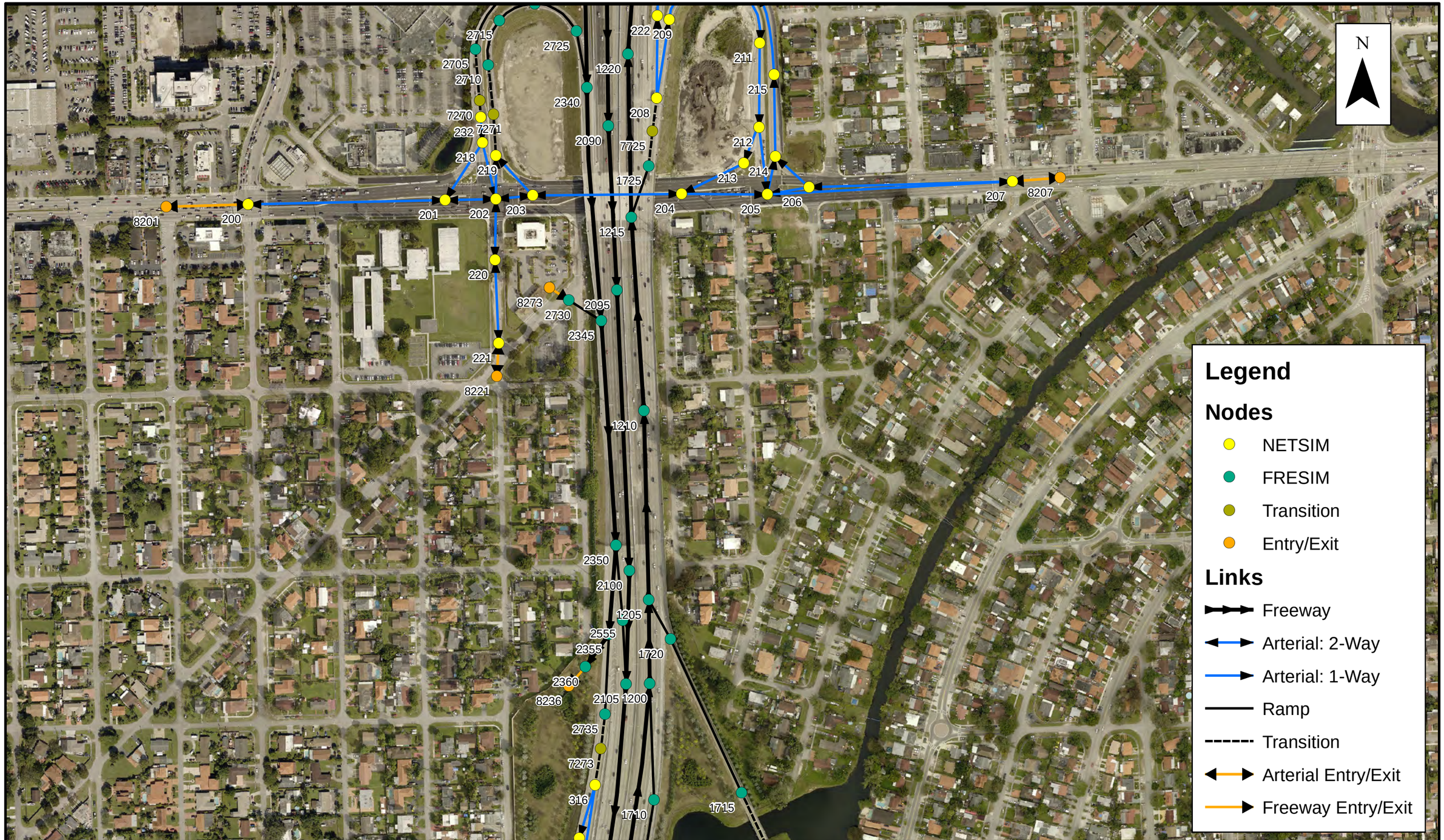
FDOT	RS&H	SR 826/Palmetto Expressway Express Lanes PD&E Study	Link-Node Diagram	Sheet 11 of 22



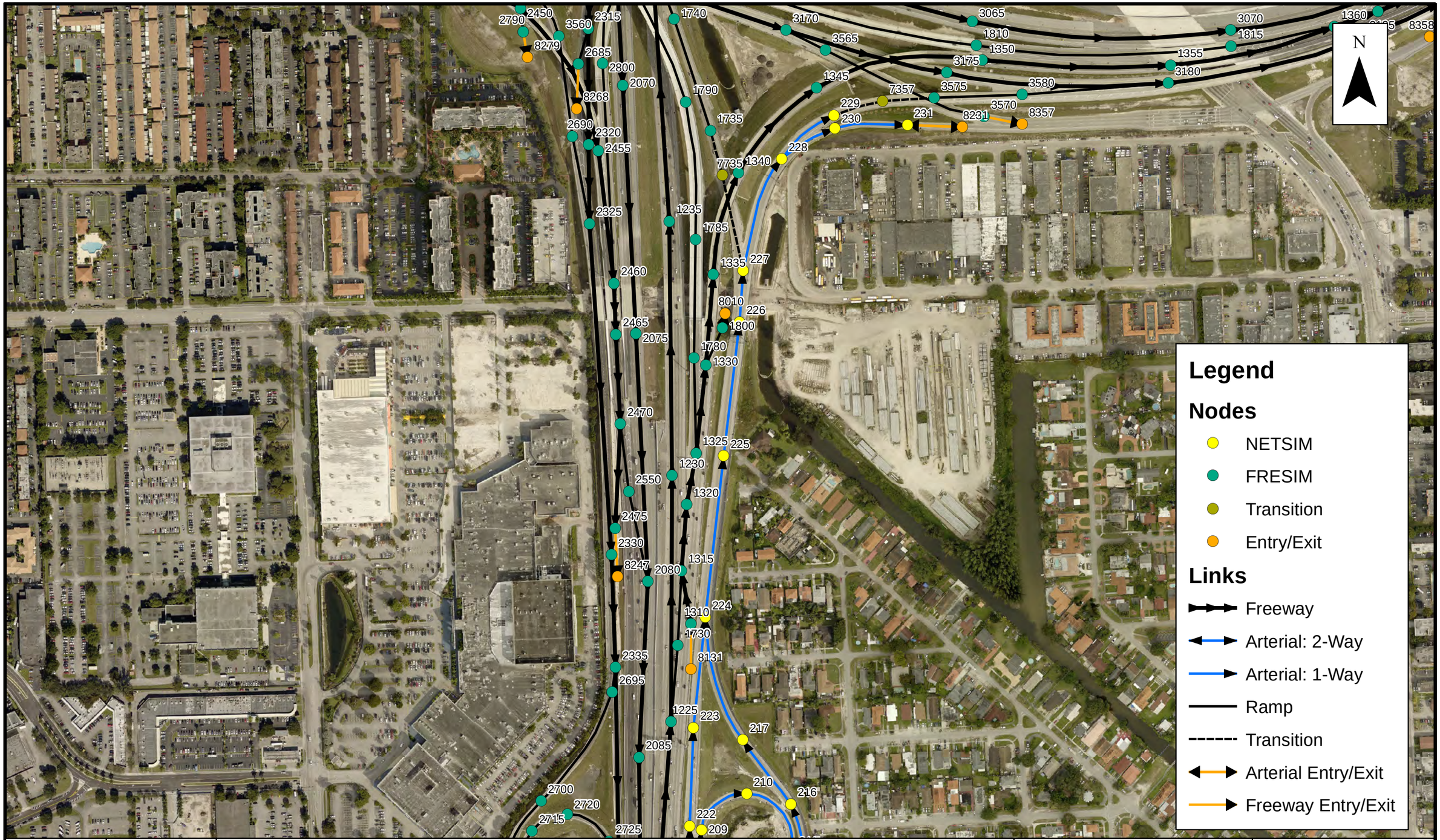
FDOT	RS&H	SR 826/Palmetto Expressway Express Lanes PD&E Study	Link-Node Diagram	Sheet 12 of 22



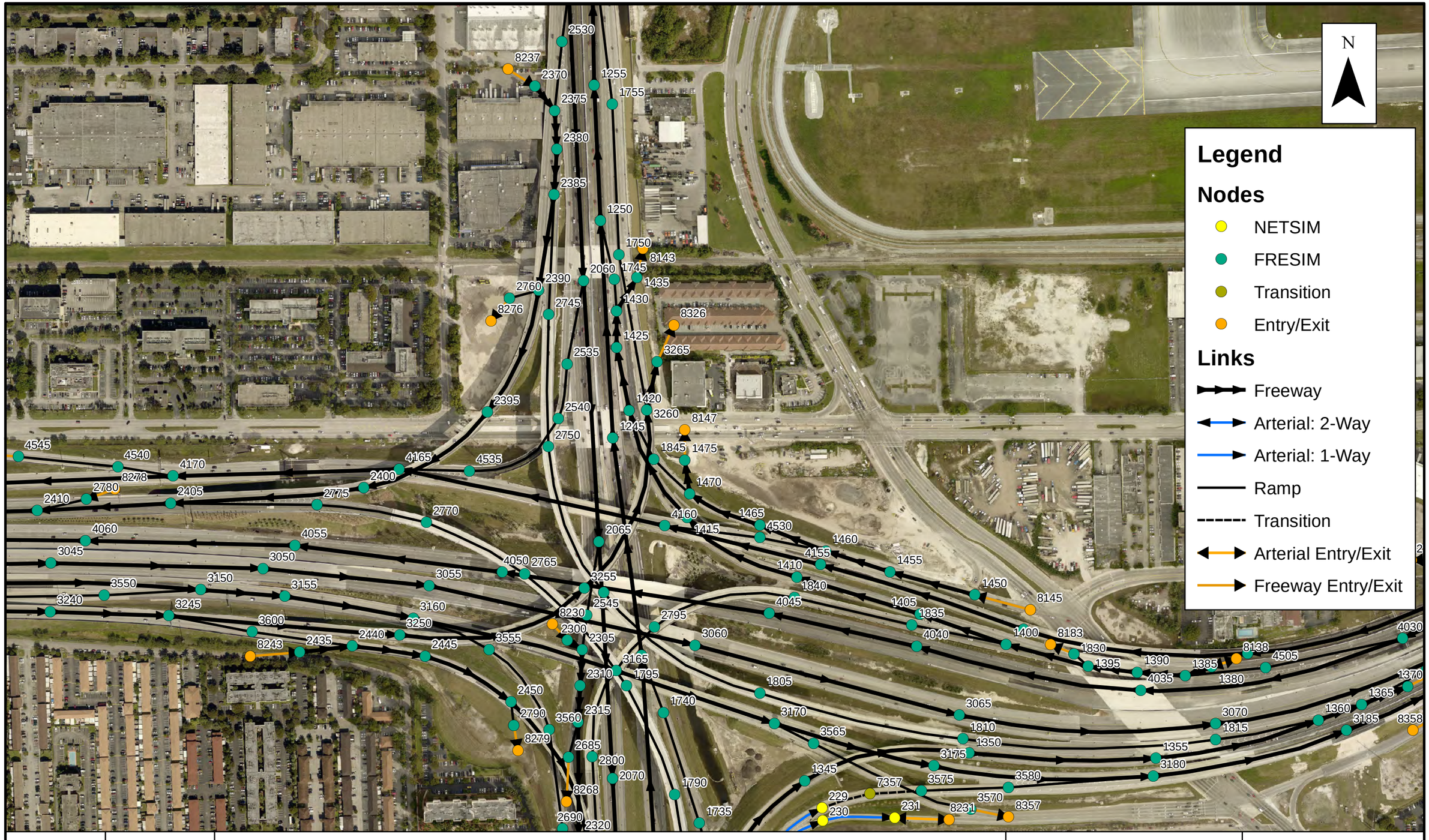
FDOT	RS&H	SR 826/Palmetto Expressway Express Lanes PD&E Study	Link-Node Diagram	Sheet 13 of 22



FDOT	RS&H	SR 826/Palmetto Expressway Express Lanes PD&E Study	Link-Node Diagram	Sheet 14 of 22



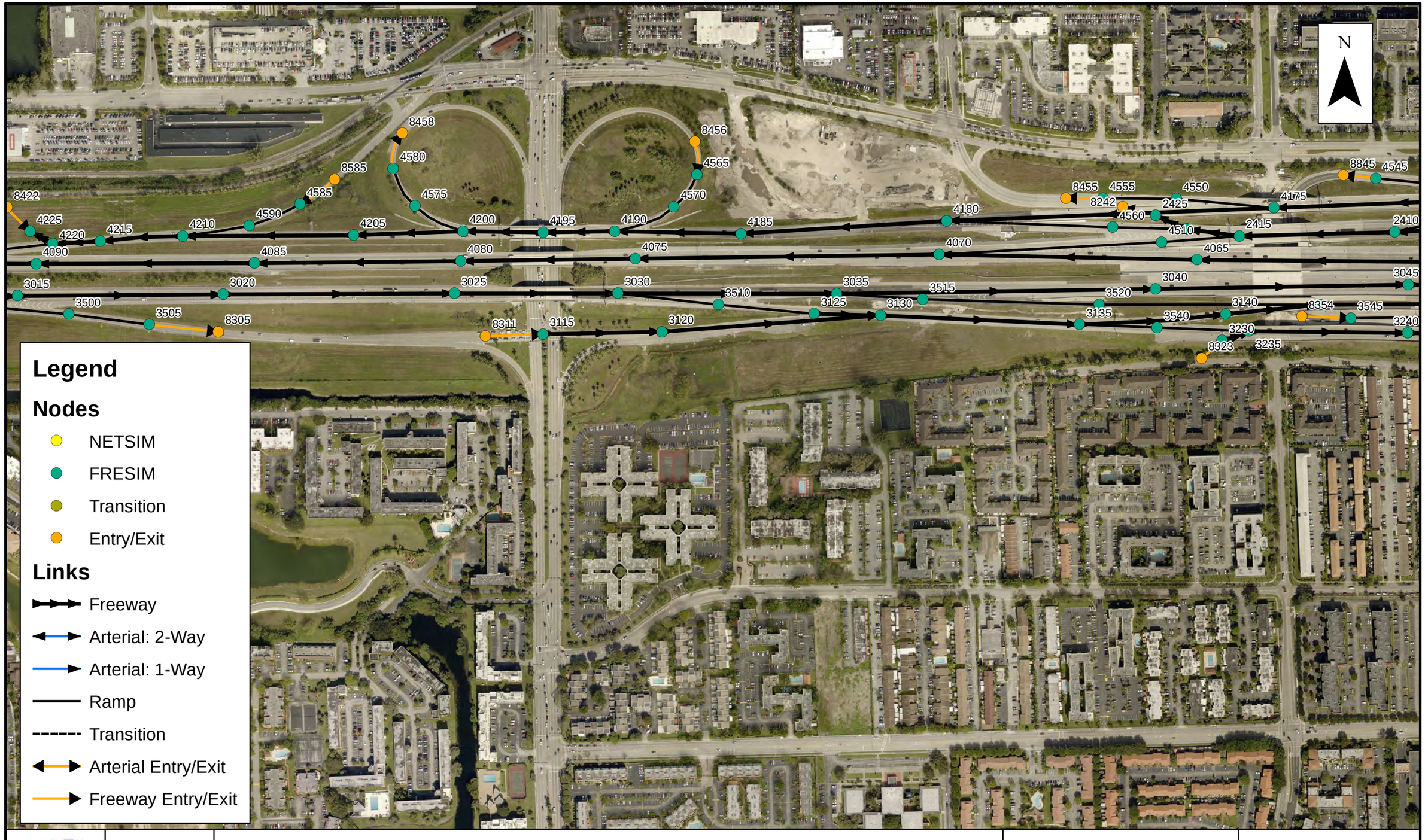
FDOT	RS&H	SR 826/Palmetto Expressway Express Lanes PD&E Study	Link-Node Diagram	Sheet 15 of 22



FDOT	RS&H	SR 826/Palmetto Expressway Express Lanes PD&E Study	Link-Node Diagram	Sheet 16 of 22



FDOT	RS&H	SR 826/Palmetto Expressway Express Lanes PD&E Study	Link-Node Diagram	Sheet 17 of 22



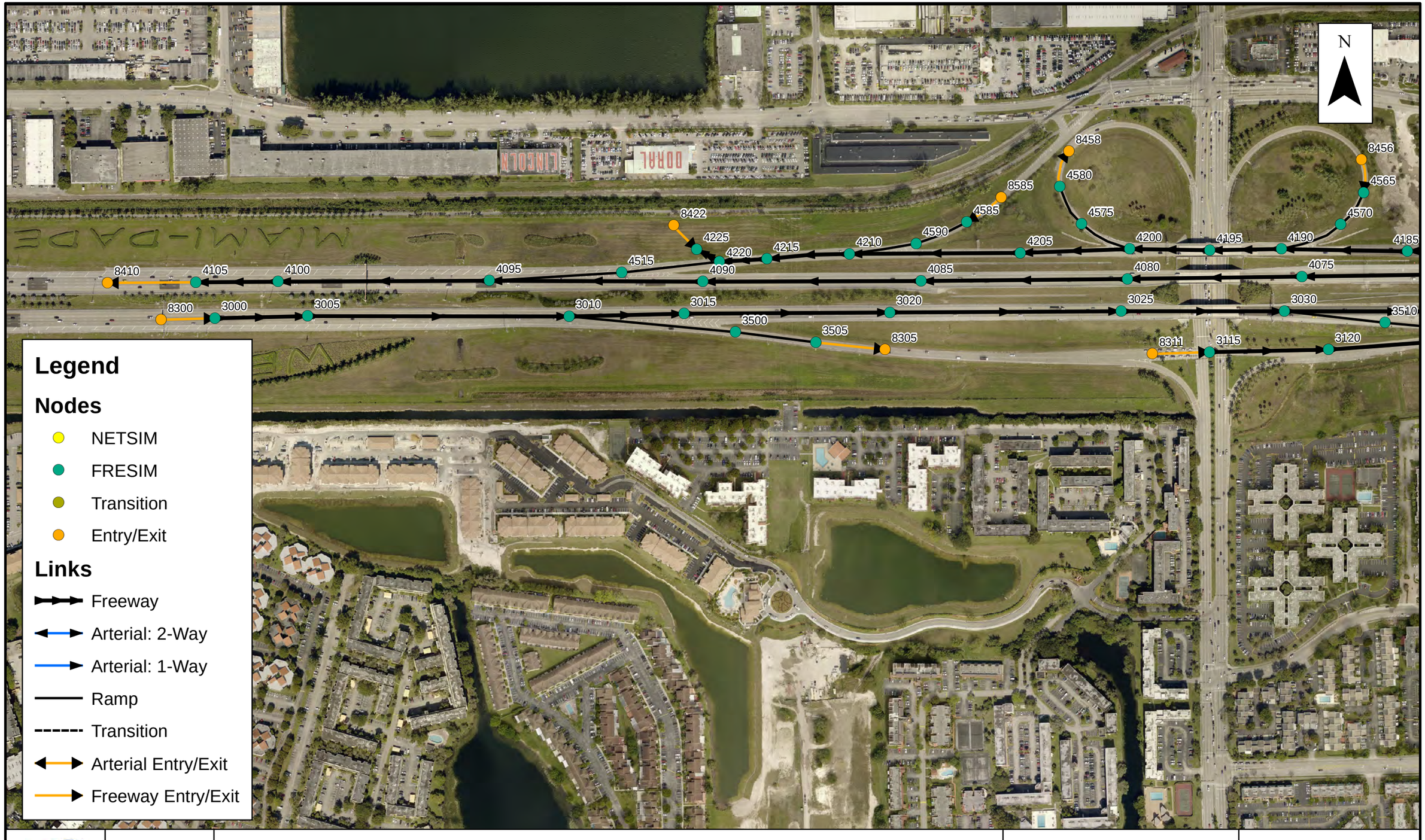
Legend

Nodes

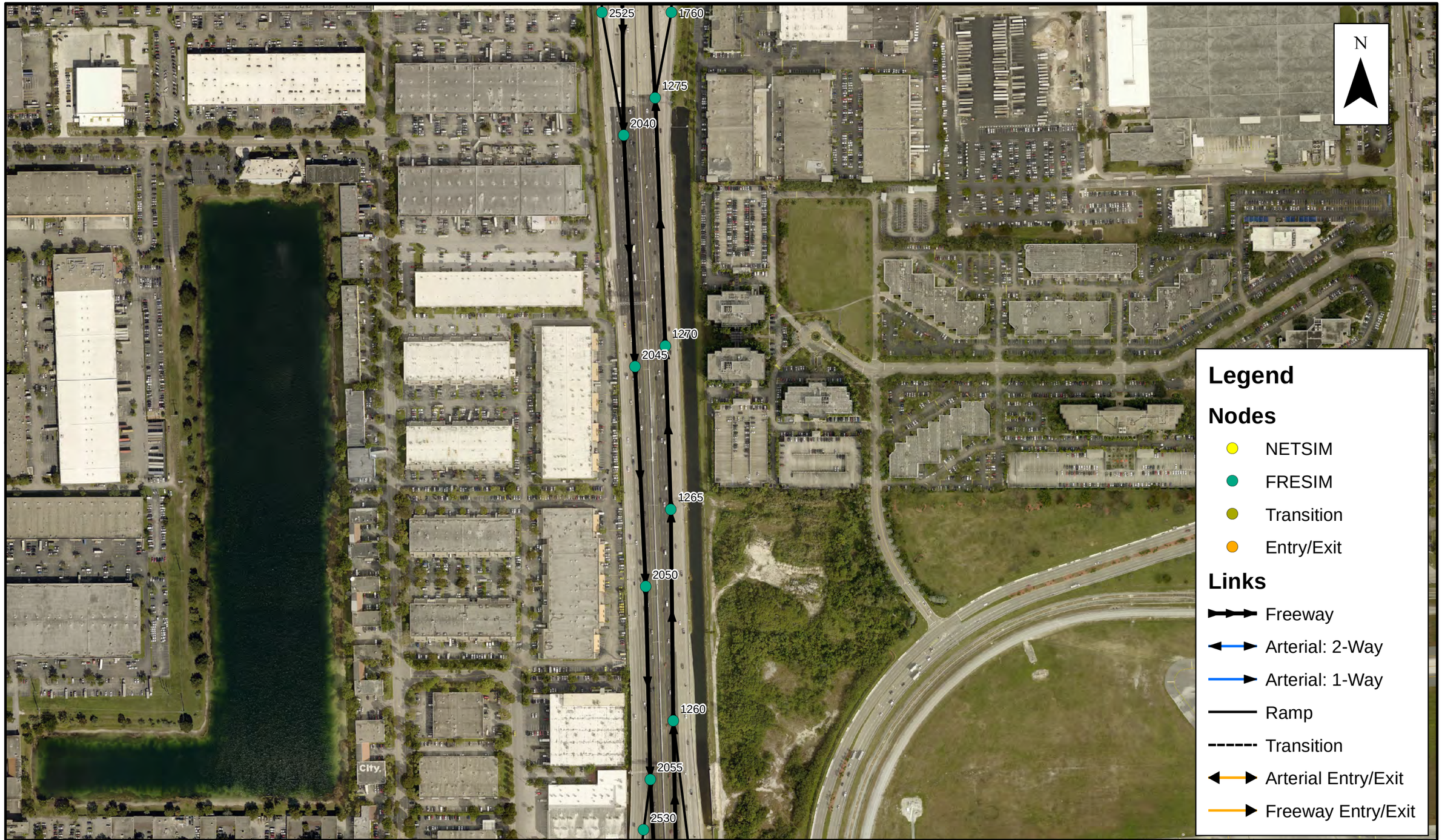
- NETSIM
- FRESIM
- Transition
- Entry/Exit

Links

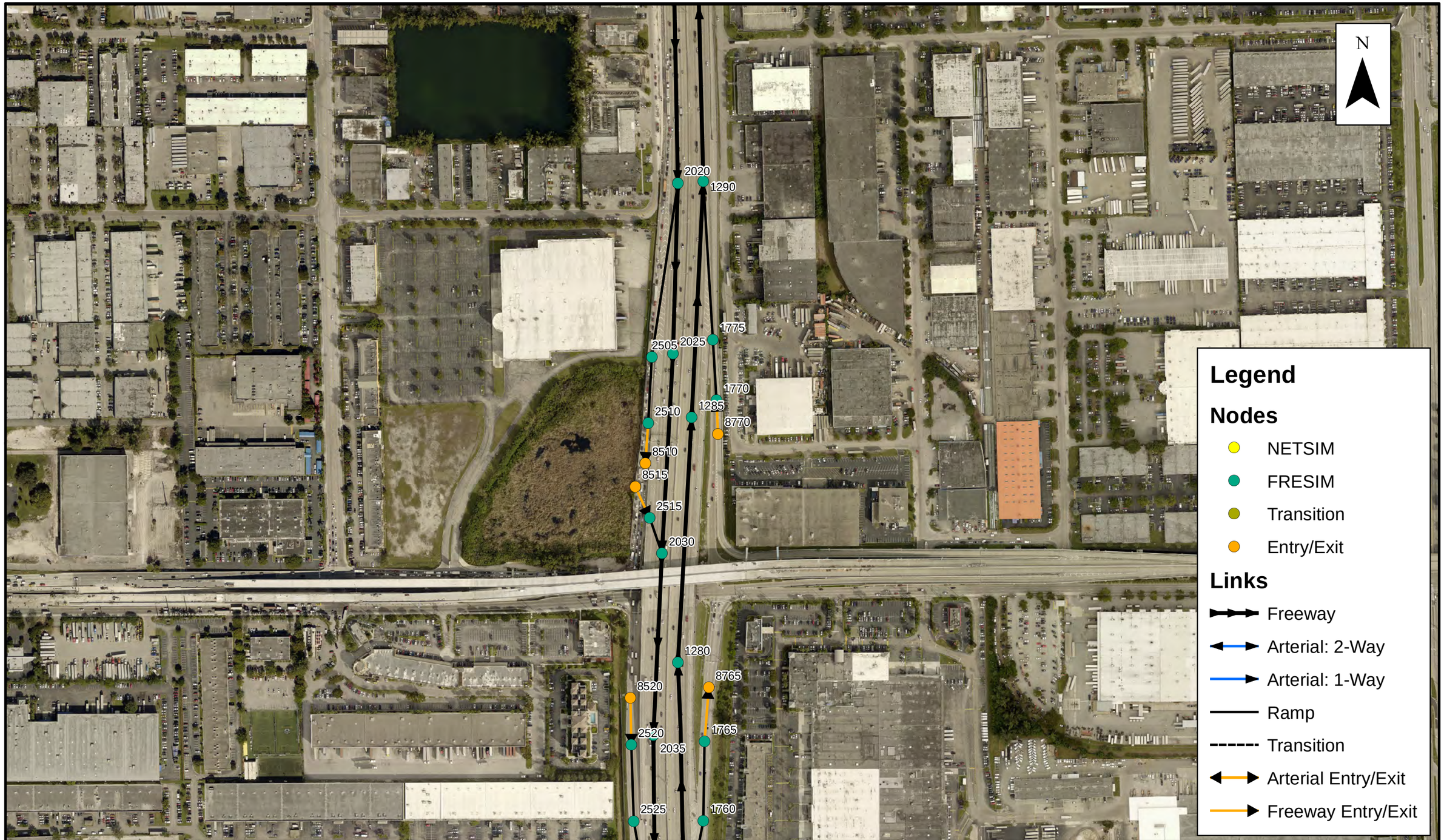
- Freeway
- Arterial: 2-Way
- Arterial: 1-Way
- Ramp
- Transition
- Arterial Entry/Exit
- Freeway Entry/Exit



FDOT	RS&H	SR 826/Palmetto Expressway Express Lanes PD&E Study	Link-Node Diagram	Sheet 19 of 22



FDOT	RS&H	SR 826/Palmetto Expressway Express Lanes PD&E Study	Link-Node Diagram	Sheet 20 of 22



FDOT	RS&H	SR 826/Palmetto Expressway Express Lanes PD&E Study	Link-Node Diagram	Sheet 21 of 22



FDOT	RS&H	SR 826/Palmetto Expressway Express Lanes PD&E Study	Link-Node Diagram	Sheet 22 of 22

Section 2

Existing 2017 CORSIM Model Input Sheets

- **FRESIM Input**
- **NETSIM Input**

Table #																																						
FRESIM Input																																							
Base Model - AM Peak																																						
Facility	Link Description					Link Geometry								Link Operations									Auxiliary Lanes																	
																							Aux Lane 1			Aux Lane 2			Aux Lane 3			Aux Lane 4			Aux Lane 5			Aux Lane 6		
	Upstream Name	Downstream Name	Up Stream Node #	Down Stream Node #	Link Name (12 chars)	Receive Node	Link Length	Link Type	# of Through Lanes	Grade	Super Elevation	Radius	Pave-ment Code	Speed	Car Follow-ing Factor	Exit Warning Sign Distance	Distance to HOV Warning	Minimum Speed to Trigger	Distance to Reaction Point	Mean Start-up Delay	Passing Zone Code	Lane Number	Type	Length	Lane Number	Type	Length	Lane Number	Type	Length	Lane Number	Type	Length	Lane Number	Type	Length	Lane Number	Type	Length
	(in Excel only)	*(in Excel only)*	*19-1*	*19-2*	*10-3*	*19-3*	*19-4*	*19-5*	*19-6*	*20-3*	*20-4*	*20-5*	*20-6*	*20-8*	*20-18*	*20-12*	*20-14*	*20-16*	*20-17*	*20-7*	*20-19*	*19-7*	*19-8*	*19-9*	*19-10*	*19-11*	*19-12*	*19-13*	*19-14*	*19-15*	*19-20*	*19-21*	*19-22*	*19-23*	*19-24*	*19-25*	*19-26*	*19-27*	*19-28*
SR 826 NB	**Begin SR 826 NB Mainline**	US-1 NB Entrance	*1000*	*1005*		*1010*	*211*	*0*	*1*	*0*	*0*	*0*	*1*	*50*	*100*					*10*																				
	US-1 NB Entrance		*1005*	*1010*	*NB SR 826*	*1015*	*454*	*0*	*1*	*0*	*0*	*0*	*1*	*50*	*100*			*27*	*1500*	*10*		*6*	*3*	*454*	*7*	*3*	*454*												
		Dummy Road Exit	*1010*	*1015*	*NB SR 826*	*1020*	*555*	*0*	*2*	*0*	*0*	*0*	*1*	*50*	*100*	*2500*	*2500*			*10*		*9*	*3*	*555*															
	Dummy Road Exit		*1015*	*1020*	*NB SR 826*	*1025*	*689*	*0*	*2*	*0*	*0*	*0*	*1*	*50*	*100*					*10*																			
		SW 88 St Exit	*1020*	*1025*	*NB SR 826*	*1030*	*249*	*0*	*2*	*0*	*0*	*0*	*1*	*50*	*100*	*2470*	*2500*			*10*																			
	SW 88 St Exit		*1025*	*1030*	*NB SR 826*	*1035*	*494*	*0*	*2*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																			
			1030	*1035*	*NB SR 826*	*1040*	*496*	*0*	*2*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																			
		SW 88 St EB Entrance	*1035*	*1040*	*NB SR 826*	*1045*	*1423*	*0*	*2*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																			
	SW 88 St EB Entrance	SW 88 St WB Entrance	*1040*	*1045*	*NB SR 826*	*1050*	*1426*	*0*	*2*	*0*	*0*	*0*	*1*	*60*	*100*			*43*	*1500*	*10*		*9*	*3*	*1426*															
	SW 88 St WB Entrance	SW 72 St Exit	*1045*	*1050*	*NB SR 826*	*1055*	*1488*	*0*	*3*	*0*	*0*	*0*	*1*	*60*	*100*	*2500*	*2500*	*43*	*1500*	*10*		*9*	*1*	*300*															
	SW 72 St Exit		*1050*	*1055*	*NB SR 826*	*1060*	*1303*	*0*	*3*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																			
		SW 72 St Entrance	*1055*	*1060*	*NB SR 826*	*1065*	*1335*	*0*	*3*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																			
	SW 72 St Entrance		*1060*	*1065*	*NB SR 826*	*1070*	*1069*	*0*	*3*	*0*	*0*	*0*	*1*	*60*	*100*			*43*	*1500*	*10*		*9*	*3*	*1069*	*10*	*1*	*500*												
		SW 56 St Exit	*1065*	*1070*		*1075*	*1046*	*0*	*4*	*0*	*0*	*0*	*1*	*60*	*100*	*2500*	*2500*			*10*																			
	SW 56 St Exit		*1070*	*1075*	*NB SR 826*	*1080*	*668*	*0*	*4*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																			
		SW 40 St Exit	*1075*	*1080*	*NB SR 826*	*1085*	*644*	*0*	*3*	*0*	*0*	*0*	*1*	*60*	*100*	*2500*	*2500*			*10*		*9*	*3*	*644*															
	SW 40 St Exit		*1080*	*1085*	*NB SR 826*	*1090*	*660*	*0*	*3*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																			
			1085	*1090*	*NB SR 826*	*1095*	*662*	*0*	*3*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																			
			1090	*1095*	*NB SR 826*	*1100*	*911*	*0*	*3*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																			
			1095	*1100*	*NB SR 826*	*1105*	*544*	*0*	*3*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																			
			1100	*1105*		*1110*	*544*	*0*	*3*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																			
		SW 56 St Entrance	*1105*	*1110*	*NB SR 826*	*1115*	*545*	*0*	*3*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																			
	SW 56 St Entrance	SR 874 Entrance	*1110*	*1115*	*NB SR 826*	*1120*	*1011*	*0*	*3*	*0*	*0*	*0*	*1*	*60*	*100*			*43*	*1500*	*10*		*9*	*3*	*1011*															
	SR 874 Entrance	SW 40 St EB Entrance	*1115*	*1120*		*1125*	*893*	*0*	*4*	*0*	*0*	*0*	*1*	*60*	*100*			*43*	*1500*	*10*		*6*	*3*	*893*	*7*	*3*	*893*	*8*	*3*	*893*									
	SW 40 St EB Entrance		*1120*	*1125*	*NB SR 826*	*1130*	*557*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*			*43*	*1500*	*10*		*9*	*3*	*557*	*6*	*3*	*557*												
			1125	*1130*	*NB SR 826*	*1135*	*568*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*					*10*		*6*	*3*	*568*	*7*	*3*	*568*												
			1130	*1135*	*NB SR 826*	*1140*	*555*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*					*10*		*6*	*3*	*555*															
		SW 40 St WB Entrance	*1135*	*1140*	*NB SR 826*	*1145*	*559*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*					*10*		*6*	*3*	*559*															
	SW 40 St WB Entrance		*1140*	*1145*	*NB SR 826*	*1150*	*918*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*			*43*	*1500*	*10*		*9*	*1*	*500*	*6*	*3*	*918*												
			1145	*1150*	*NB SR 826*	*1155*	*917*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*					*10*		*6*	*3*	*917*															
		SW 24 St Exit	*1150*	*1155*	*NB SR 826*	*1160*	*917*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*	*2500*	*2500*			*10*		*9*	*2*	*400*	*6*	*3*	*917*												
	SW 24 St Exit	SW 24 St Entrance	*1155*	*1160*	*NB SR 826*	*1165*	*1043*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*					*10*		*6*	*3*	*1043*															
	SW 24 St Entrance		*1160*	*1165*	*NB SR 826*	*1170*	*933*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*			*43*	*1500*	*10*		*9*	*1*	*864*	*6*	*3*	*933*												
			1165	*1170*		*1175*	*933*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*					*10*		*6*	*3*	*933*															
			1170	*1175*		*1180*	*693*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*					*10*		*9*	*3*	*693*															
		SW 8 St Exit	*1175*	*1180*	*NB SR 826*	*1185*	*471*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*	*2500*	*2500*			*10*		*9*	*3*	*471*															
	SW 8 St Exit		*1180*	*1185*	*NB SR 826*	*1190*	*807*	*0*	*5*	*0*	*0*	*0*	*1*	*50*	*220*					*10*																			
			1185	*1190*	*NB SR 826*	*1195*	*796*	*0*	*5*	*0*	*0*	*0*	*1*	*50*	*220*					*10*																			
			1190	*1195*		*1200*	*701*	*0*	*5*	*0*	*0*	*0*	*1*	*50*	*220*					*10*																			
		SW 8 St EB Entrance	*1195*	*1200*		*1205*	*702*	*0*	*5*	*0*	*0*	*0*	*1*	*50*	*220*					*10*																			
	SW 8 St EB Entrance	SW 8 St WB Entrance	*1200*	*1205*	*NB SR 826*	*1210*	*343*	*0*	*5*	*0*	*0*	*0*	*1*	*50*	*220*			*43*	*1500*	*10*		*9*	*3*	*343*															
	SW 8 St WB Entrance		*1205*	*1210*	*NB SR 826*	*1215*	*715*	*0*	*5*	*0*	*0*	*0*	*1*	*50*	*230*			*43*	*1500*	*10*		*9*	*3*	*715*	*10*	*3*	*715*												
		Flagler St/NW72Ave Exit	*1210*	*1215*	*NB SR 826*	*1220*	*716*	*0*	*5*	*0*	*0*	*0*	*1*	*50*	*230*	*2500*	*2500*			*10*		*9*	*3*	*716*	*6*	*3*	*716*												
	Flagler St/NW72Ave Exit		*1215*	*1220*	*NB SR 826*	*1225*	*530*	*0*	*5*	*0*	*0*	*0*	*1*	*50*	*240*					*10*		*9*	*3*	*530*															
		SR 836 EB/WB Exit	*1220*	*1225*	*NB SR 826*	*1230*	*531*	*0*	*4*	*0*	*0*	*0*	*1*	*50*	*240*	*2500*	*2500*			*10*		*9*	*3*	*531*	*10*	*3*	*531*												
	SR 836 EB/WB Exit		*1225*	*1230*	*NB SR 826*	*1235*	*927*	*0*	*4*	*0*	*0*	*0*	*1*	*50*	*240*					*10*																			
			1230	*1235*	*NB SR 826*	*1240*	*927*	*0*	*4*	*0*	*0*	*0*	*1*	*50*	*245*					*10*																			
		Flagler St Entrance	*1235*	*1240*	*NB SR 826*	*1245*	*929*	*0*	*4*	*0*	*0*	*0*	*1*	*50*	*245*					*10*																			
	Flagler St Entrance		*1240*	*1245*	*NB SR 826*	*1250*	*791*	*0*	*4*	*0*	*0*	*0*	*1*	*50*	*250*			*43*	*1500*	*10*		*9*	*1*	*500*															
		SR 836 WB/NW 72 Ave Entrance	*1245*	*1250*	*NB SR 826*	*1255*	*790*	*0*	*4*	*0*	*0*	*0*	*1*	*50*	*250*					*10*																			
	SR 836 WB/NW 72 Ave Entrance		*1250*	*1255*	*NB SR 826*	*1260*	*512*	*0*	*4*	*0*	*0*	*0*	*1*	*50*	*280*			*43*	*1500*	*10*		*9*	*3*	*512*	*10*	*3*	*512*												
		SR 836 EB Entrance	*1255*	*1260*	*NB SR 826*	*1265*	*512*	*0*	*5*	*0*	*0*	*0*	*1*	*50*	*280*					*10*		*9*	*3*	*512*															
	SR 836 EB Entrance		*1260*	*1265*	*NB SR 826*	*1270*	*776*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*			*43*	*1500*	*10*		*9*	*3*	*776*	*10*	*3*	*776*												
			1265	*1270*	*NB SR 826*	*1275*	*776*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*					*10*		*9*	*3*	*776*	*10*	*3*	*776*												
		NW 25 St Exit	*1270*	*1275*	*NB SR 826*	*1280*	*755*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*	*2500*	*2500*			*10*		*9*	*3*	*755*	*6*	*3*	*755*												
	NW 25 St Exit		*1275*	*1280*		*1285*	*890*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*					*10*		*9*	*3*	*890*															
			1280	*1285*	*NB SR 826*	*1290*	*861*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*					*10*		*9*	*3*	*861*															
		NW 25 St Entrance	*1285*	*1290*	*NB SR 826*	*1295*	*861*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																			
	NW 25 St Entrance		*1290*	*1295*	*NB SR 826*	*1300*	*1480*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*			*43*	*1500*	*10*		*9*	*3*	*1480*															
		End SR 826 NB Mainline	*1295*	*1300*	*NB SR 826*	*8130*	*1464*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*					*10*		*9*	*3*	*1464*															
SR 826 NB Ramps	US-1 NB	SR 826 NB	*1500*	*1005*		*1010*	*352*	*1*	*2*	*0*	*0*	*0*	*1*	*50*	*100*					*10*																			
	SR 826 NB	Dummy Rd Exit	*1015*	*1501*		*8150*	*265*	*1*	*1*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																			
	SR 826 NB		*1025*	*1504*	*NB Off-Ramp*	*1505*	*510*	*1*	*1*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																			
		SW 88 St Exit	*1504*	*1505*		*7505*	*233*	*1*	*2*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																			
	SW 88 St EB Entrance		*1510*	*1515*		*1520*	*282*	*1*	*1*	*0*	*0*	*0*	*1*	*30*	*100*					*10*																			
			1515	*1520*		*1040*	*821*	*1*	*1*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																			
		SR 826 NB	*1520*	*1040*		*1045*	*490*	*1*	*1*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																			
	SW 88 St WB Entrance		*1525*	*1530*		*1535*	*360*	*1*	*1*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																			
			1530	*1535*		*1045*	*693*	*1*	*1*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																			
		SR 826 NB	*1535*	*1045*		*1050*	*689*	*1*	*1*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																			
	SR 826 NB		*1050*	*1540*		*1545*	*434*	*1*	*1*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																			
		SW 72 St Exit	*1540*	*1545*		*7545*	*543*	*1*	*1*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																			
	SW 72 St Entrance		*1550*	*1555*		*1060*	*226*	*1*	*3*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																			
		SR 826 NB	*1555*	*1060*		*1065*	*489*	*1*	*2*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																			
	SR 826 NB		*1070*	*1560*		*1565*	*571*	*1*	*1*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																			
			1560	*1565*		*1570*	*468*	*1*	*1*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																			
		SW 56 St Exit	*1565*	*1570*		*7570*	*381*	*1*	*1*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																			
	SR 826 NB		*1080*	*1575*		*1580*	*312*	*1*	*1*	*0*	*0*	*0*	*1*	*45*	*100*					*10*																			
			1575	*1580*		*1585*	*552*	*1*	*1*	*0*	*0*	*0*	*1*	*45*	*100*					*10*																			
			1580	*1585*		*1590*	*341*	*1*	*1*	*0*	*0*	*0*	*1*	*45*	*100*					*10*																			
		SW 40 St Exit	*1585*	*1590*		*7590*	*136*	*1*	*1*	*0*	*0*	*0*	*1*	*45*	*100*					*10*																			
	SW 56 St Entrance		*1595*	*1600*		*1110*	*231*	*1*	*1*	*0*	*0*	*0*	*1*	*45*	*100*					*10*																			
		SR 826 NB	*1600*	*1110*		*1115*	*640*	*1*	*1*	*0*	*0*	*0*	*1*	*45*	*100*					*10*																			
	SR 874 Entrance		*1605*	*1610*		*1615*	*760*	*1*	*3*	*0*	*0*	*0*	*1*	*50*	*100*					*10*																			
			1610	*1615*		*1115*	*648*	*1*	*3*	*0*	*0*	*0*	*1*	*50*	*100*					*10*																			
		SR 826 NB	*1615*	*1115*		*1120*	*716*	*1*	*3*	*0*	*0*	*0*	*1*	*50*	*100*					*10*																			
	SW 40 St EB Entrance		*1620*	*1625*		*1630*	*168*	*1*	*1*	*0*	*0*	*0*	*1*	*25*	*100*					*10*																			
			1625	*1630*		*1120*	*244*	*1*	*1*	*0*	*0*	*0*	*1*	*25*	*100*					*10*																			
		SR 826 NB	*1630*	*1120*		*1125*	*147*	*1*	*1*	*0*	*0*	*0*	*1*	*25*	*100*					*10*																			
	SW 40 St WB Entrance		*1635*	*1640*		*1140*	*223*	*1*	*1*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																			
		SR 826 NB	*1640*	*1140*		*1145*	*1084*	*1*	*1*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																			
	SR 826 NB		*1155*	*1645*		*1650*	*220*	*1*	*1*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																			
		SW 24 St Exit	*1645*	*1650*		*7650*	*302*	*1*	*1*	*0*	*0*	*0*	*1*	*30*	*100*					*10*																			
	SW 24 St Entrance		*1655*	*1660*		*1160*	*178*	*1*	*1*	*0*	*0*	*0*	*1*	*30*	*100*					*10*																			
		SR 826 NB	*1660*	*1160*		*1165*	*401*	*1*	*1*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																			
	SR 826 NB		*1180*	*1665*		*1670*	*383*	*1*	*2*	*0*	*0*	*0*	*1*	*45*	*100*					*10*																			
			1665	*1670*		*1675*	*501*	*1*	*2*	*0*	*0*	*0*	*1*	*45*	*100*					*10*																			

Facility	Link Description					Link Geometry								Link Operations								Auxiliary Lanes																	
																						Aux Lane 1			Aux Lane 2			Aux Lane 3			Aux Lane 4			Aux Lane 5			Aux Lane 6		
	Upstream Name	Downstream Name	Up Stream Node #	Down Stream Node #	Link Name (12 chars)	Receive Node	Link Length	Link Type	# of Through Lanes	Grade	Super Elevation	Radius	Pave-ment Code	Speed	Car Follow-ing Factor	Exit Warning Sign Distance	Distance to HOV Warning	Minimum Speed to Trigger	Distance to Reaction Point	Mean Start-up Delay	Passing Zone Code	Lane Number	Type	Length	Lane Number	Type	Length	Lane Number	Type	Length	Lane Number	Type	Length	Lane Number	Type	Length	Lane Number	Type	Length
	(in Excel only)	*(in Excel only)*	*19-1*	*19-2*	*10-3*	*19-3*	*19-4*	*19-5*	*19-6*	*20-3*	*20-4*	*20-5*	*20-6*	*20-8*	*20-18*	*20-12*	*20-14*	*20-16*	*20-17*	*20-7*	*20-19*	*19-7*	*19-8*	*19-9*	*19-10*	*19-11*	*19-12*	*19-13*	*19-14*	*19-15*	*19-20*	*19-21*	*19-22*	*19-23*	*19-24*	*19-25*	*19-26*	*19-27*	*19-28*
		SR 826 NB	*1660*	*1160*		*1165*	*401*	*1*	*1*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																		
	SR 826 NB		*1180*	*1665*		*1670*	*383*	*1*	*2*	*0*	*0*	*0*	*1*	*45*	*100*					*10*																		
			1665	*1670*		*1675*	*501*	*1*	*2*	*0*	*0*	*0*	*1*	*45*	*100*					*10*																		
		SW 8 St Exit	*1670*	*1675*		*7675*	*474*	*1*	*2*	*0*	*0*	*0*	*1*	*30*	*100*					*10*																		
	SW 8 St EB Entrance		*1680*	*1685*		*1690*	*226*	*1*	*1*	*0*	*0*	*0*	*1*	*25*	*100*					*10*																		
			1685	*1690*		*1695*	*262*	*1*	*1*	*0*	*0*	*0*	*1*	*25*	*100*					*10*																		
			1690	*1695*		*1700*	*249*	*1*	*1*	*0*	*0*	*0*	*1*	*25*	*100*					*10*																		
			1695	*1700*		*1705*	*329*	*1*	*1*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																		
			1700	*1705*		*1710*	*508*	*1*	*1*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																		
		SR 826 NB	*1705*	*1710*		*1200*	*511*	*1*	*1*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																		
			1710	*1200*		*1205*	*346*	*1*	*1*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																		
	SW 8 St WB Entrance		*1715*	*1720*		*1205*	*602*	*1*	*1*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																		
		SR 826 NB	*1720*	*1205*		*1210*	*170*	*1*	*1*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																		
	SR 826 NB	FlaglerSt/NW 72 Ave Exit	*1215*	*1725*		*7725*	*193*	*1*	*2*	*0*	*0*	*0*	*1*	*45*	*100*					*10*																		
	SR 826 NB	SR 836 EB/WB Exit	*1225*	*1730*		*1315*	*310*	*1*	*3*	*0*	*0*	*0*	*1*	*50*	*100*					*10*																		
	Flagler St Entrance		*1735*	*1740*		*1240*	*449*	*1*	*2*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																		
		SR 826 NB	*1740*	*1240*		*1245*	*234*	*1*	*1*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																		
	SR 836 WB/NW 72 Ave Entrance	SR 826 NB	*1745*	*1250*		*1255*	*250*	*1*	*2*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																		
	SR 836 EB Entrance		*1750*	*1755*		*1260*	*596*	*1*	*2*	*0*	*0*	*0*	*1*	*50*	*100*					*10*																		
		SR 826 NB	*1755*	*1260*		*1265*	*567*	*1*	*2*	*0*	*0*	*0*	*1*	*50*	*100*					*10*																		
	SR 826 NB		*1275*	*1760*		*1765*	*378*	*1*	*2*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																		
		NW 25 St Exit	*1760*	*1765*		*8765*	*263*	*1*	*2*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																		
	NW 25 St Entrance		*1770*	*1775*		*1290*	*218*	*1*	*1*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																		
		SR 826 NB	*1775*	*1290*		*1295*	*590*	*1*	*1*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																		
SR 826 SB	**Begin SR 826 SB Mainline**	Dummy Ramp Entrance	*2000*	*2005*		*2010*	*193*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																		
	Dummy Ramp Entrance		*2005*	*2010*		*2015*	*1049*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*			*43*	*1500*	*10*		*9*	*3*	*1049*														
			2010	*2015*		*2020*	*1049*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*					*10*		*9*	*3*	*1049*														
		NW 25 St Exit	*2015*	*2020*		*2025*	*1049*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*	*2500*	*2500*			*10*		*9*	*3*	*1049*														
	NW 25 St Exit		*2020*	*2025*		*2030*	*700*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																		
		Dummy Ramp Entrance	*2025*	*2030*		*2035*	*700*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																		
	Dummy Ramp Entrance		*2030*	*2035*		*2040*	*698*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*			*43*	*1500*	*10*		*9*	*3*	*698*														
		NW 25 St Entrance	*2035*	*2040*		*2045*	*700*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*					*10*		*9*	*3*	*700*														
	NW 25 St Entrance		*2040*	*2045*		*2050*	*804*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*			*43*	*1500*	*10*		*9*	*3*	*804*	*10*	*3*	*804*	*11*	*1*	*475*								
			2045	*2050*		*2055*	*806*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*					*10*		*9*	*3*	*806*	*10*	*3*	*806*											
		SR 836 EB/WB Exit	*2050*	*2055*		*2060*	*805*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*	*2500*	*2500*			*10*		*9*	*3*	*805*	*10*	*3*	*805*											
	SR 836 EB/WB Exit	NW 72 Ave/NW 87 Ave Exit	*2055*	*2060*		*2065*	*999*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*	*950*	*2500*			*10*		*9*	*2*	*100*														
	NW 72 Ave/NW 87 Ave Exit	Flagler St/SW 8 St Exit	*2060*	*2065*		*2070*	*955*	*0*	*4*	*0*	*0*	*0*	*1*	*60*	*100*	*2500*	*2500*			*10*		*9*	*3*	*955*														
	Flagler St/SW 8 St Exit		*2065*	*2070*		*2075*	*895*	*0*	*4*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																		
			2070	*2075*		*2080*	*898*	*0*	*4*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																		
		SR 836 EB/WB Entrance	*2075*	*2080*		*2085*	*896*	*0*	*4*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																		
	SR 836 EB/WB Entrance		*2080*	*2085*		*2090*	*614*	*0*	*4*	*0*	*0*	*0*	*1*	*60*	*100*			*43*	*1500*	*10*		*9*	*3*	*614*	*10*	*1*	*460*											
			2085	*2090*		*2095*	*614*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																		
			2090	*2095*		*2100*	*614*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																		
		Flagler St Entrance	*2095*	*2100*		*2105*	*1045*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																		
			2100	*2105*		*2110*	*456*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																		
	Flagler St Entrance		*2105*	*2110*		*2115*	*820*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*			*43*	*1500*	*10*		*9*	*1*	*800*														
			2110	*2115*		*2120*	*819*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																		
		SW 8 St Entrance	*2115*	*2120*		*2125*	*820*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																		
	SW 8 St Entrance		*2120*	*2125*		*2130*	*772*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*			*43*	*1500*	*10*		*9*	*3*	*772*														
			2125	*2130*		*2135*	*773*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*					*10*		*9*	*3*	*773*														
		SW 24 St Exit	*2130*	*2135*		*2140*	*771*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*	*2500*	*2500*			*10*		*6*	*3*	*771*														
	SW 24 St Exit	SW 24 St Entrance	*2135*	*2140*		*2145*	*1216*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*					*10*		*9*	*3*	*1216*														
	SW 24 St Entrance		*2140*	*2145*		*2150*	*1168*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*			*43*	*1500*	*10*		*9*	*3*	*1168*	*10*	*1*	*917*											
			2145	*2150*		*2155*	*1168*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*					*10*		*9*	*3*	*1168*														
		SW 40 St Exit	*2150*	*2155*		*2160*	*1169*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*	*2500*	*2500*			*10*		*9*	*2*	*1160*	*6*	*3*	*1169*											
	SW 40 St Exit		*2155*	*2160*		*2165*	*555*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*					*10*		*9*	*3*	*555*														
			2160	*2165*		*2170*	*554*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*					*10*		*9*	*3*	*554*														
			2165	*2170*		*2175*	*556*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*					*10*		*9*	*3*	*556*														
			2170	*2175*		*2180*	*555*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*					*10*		*9*	*3*	*555*														
		SW 56 St Exit	*2175*	*2180*		*2185*	*554*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*	*2500*	*2500*			*10*		*6*	*3*	*554*														
	SW 56 St Exit	SR 874 Exit	*2180*	*2185*		*2190*	*1240*	*0*	*3*	*0*	*0*	*0*	*1*	*60*	*100*	*2500*	*2500*			*10*		*6*	*3*	*1240*	*7*	*3*	*1240*	*8*	*3*	*1240*								
	SR 874 Exit		*2185*	*2190*		*2195*	*570*	*0*	*3*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																		
			2190	*2195*		*2200*	*569*	*0*	*3*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																		
			2195	*2200*		*2205*	*569*	*0*	*3*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																		
			2200	*2205*		*2210*	*569*	*0*	*3*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																		
			2205	*2210*		*2215*	*569*	*0*	*3*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																		
		SW 40 St Entrance	*2210*	*2215*		*2220*	*569*	*0*	*3*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																		
	SW 40 St Entrance		*2215*	*2220*		*2225*	*979*	*0*	*3*	*0*	*0*	*0*	*1*	*60*	*100*			*43*	*1500*	*10*		*9*	*3*	*979*														
		SW 56 St Entrance	*2220*	*2225*		*2230*	*979*	*0*	*4*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																		
	SW 56 St Entrance		*2225*	*2230*		*2235*	*1302*	*0*	*4*	*0*	*0*	*0*	*1*	*60*	*100*			*43*	*1500*	*10*		*9*	*1*	*200*														
		SW 72 St Exit	*2230*	*2235*		*2240*	*1302*	*0*	*3*	*0*	*0*	*0*	*1*	*60*	*100*	*2500*	*2500*			*10*		*9*	*3*	*1302*														
	SW 72 St Exit		*2235*	*2240*		*2245*	*1167*	*0*	*3*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																		
		SW 72 St Entrance	*2240*	*2245*		*2250*	*1167*	*0*	*3*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																		
	SW 72 St Entrance		*2245*	*2250*		*2255*	*835*	*0*	*3*	*0*	*0*	*0*	*1*	*60*	*100*			*43*	*1500*	*10*		*9*	*1*	*300*														
		SW 88 St Exit	*2250*	*2255*		*2260*	*833*	*0*	*2*	*0*	*0*	*0*	*1*	*60*	*100*	*2500*	*2500*			*10*		*9*	*3*	*833*														
	SW 88 St Exit		*2255*	*2260*		*2265*	*1011*	*0*	*2*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																		
			2260	*2265*		*2270*	*1011*	*0*	*2*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																		
			2265	*2270*		*2275*	*1012*	*0*	*2*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																		
		SW 88 St Entrance	*2270*	*2275*		*2280*	*962*	*0*	*2*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																		
	SW 88 St Entrance	Dummy Ramp Entrance	*2275*	*2280*		*2285*	*588*	*0*	*2*	*0*	*0*	*0*	*1*	*60*	*100*			*43*	*1500*	*10*		*9*	*1*	*200*														
	Dummy Ramp Entrance		*2280*	*2285*		*2290*	*542*	*0*	*2*	*0*	*0*	*0*	*1*	*50*	*100*			*43*	*1500*	*10*		*9*	*3*	*542*														
		US-1 SB Exit	*2285*	*2290*		*2295*	*501*	*0*	*1*	*0*	*0*	*0*	*1*	*50*	*100*	*2500*	*2500*			*10*		*6*	*3*	*501*	*7*	*3*	*501*											
	US-1 SB Exit	**End SR 826 SB Mainline**	*2290*	*2295*		*8229*	*132*	*0*	*1*	*0*	*0*	*0*	*1*	*50*	*100*					*10*																		
	Dummy Ramp Entrance	SR 826 SB	*2500*	*2005*		*2010*	*171*	*1*	*1*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																		
	SR 826 SB		*2020*	*2505*		*2510*	*709*	*1*	*1*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																		
		NW 25 St Exit	*2505*	*2510*		*8510*	*247*	*1*	*1*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																		
	Dummy Ramp Entrance	SR 826 SB	*2515*	*2030*		*2035*	*149*	*1*	*1*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																		
	NW 25 St Entrance		*2520*	*2525*		*2040*	*306*	*1*	*2*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																		
		SR 826 SB	*2525*	*2040*		*2045*	*453*	*1*	*2*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																		
	SR 826 SB	SR 836 EB/WB Exit	*2055*	*2530*		*2375*	*213*	*1*	*3*	*0*	*0*	*0*	*1*	*50*	*100*					*10*																		
	SR 826 SB		*2060*	*2535*		*2540*	*330*	*1*	*1*	*0*	*0*	*0*	*1*	*50*	*100*					*10*																		
		NW 72 Ave/NW 87 Ave Exit	*2535*	*2540*		*4535*	*233*	*1*	*1*	*0*	*0*	*0*	*1*	*50*	*100*					*10*																		
	SR 826 SB	Flagler St/SW 8 St Exit	*2065*	*2545*		*2305*	*279*	*1*	*2*	*0*	*0*	*0*	*1*	*45*	*100*					*10*																		
	SR 836 EB/WB Entrance	SR 826 SB	*2550*	*2080*		*2085*	*406*	*1*	*3*	*0*	*0*	*0*	*1*	*50*	*100*					*10*																		
	Flagler St Entrance	SR 826 SB	*2555*	*2105*		*2110*	*289*	*1*	*1*	*0*	*0*	*0*	*1*	*45*	*100*					*10*																		
	SW 8 St Entrance		*2560*	*2565*		*2120*	*781*	*1*	*2*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																		

Facility	Link Description					Link Geometry								Link Operations								Auxiliary Lanes																	
																						Aux Lane 1			Aux Lane 2			Aux Lane 3			Aux Lane 4			Aux Lane 5			Aux Lane 6		
	Upstream Name	Downstream Name	Up Stream Node #	Down Stream Node #	Link Name (12 chars)	Receive Node	Link Length	Link Type	# of Through Lanes	Grade	Super Elevation	Radius	Pave-ment Code	Speed	Car Follow-ing Factor	Exit Warning Sign Distance	Distance to HOV Warning	Minimum Speed to Trigger	Distance to Reaction Point	Mean Start-up Delay	Passing Zone Code	Lane Number	Type	Length	Lane Number	Type	Length	Lane Number	Type	Length	Lane Number	Type	Length	Lane Number	Type	Length	Lane Number	Type	Length
	(in Excel only)	*(in Excel only)*	*19-1*	*19-2*	*10-3*	*19-3*	*19-4*	*19-5*	*19-6*	*20-3*	*20-4*	*20-5*	*20-6*	*20-8*	*20-18*	*20-12*	*20-14*	*20-16*	*20-17*	*20-7*	*20-19*	*19-7*	*19-8*	*19-9*	*19-10*	*19-11*	*19-12*	*19-13*	*19-14*	*19-15*	*19-20*	*19-21*	*19-22*	*19-23*	*19-24*	*19-25*	*19-26*	*19-27*	*19-28*
SR 826 SB Ramps		SR 826 SB	2565	2120		2125	341	1	1	0	0	0	1	40	100					10																		
	SR 826 SB		2135	2570		2575	443	1	1	0	0	0	1	40	100					10																		
		SW 24 St Exit	2570	2575		7257	236	1	1	0	0	0	1	30	100					10																		
	SW 24 St Entrance		2580	2585		2140	146	1	1	0	0	0	1	25	100					10																		
		SR 826 SB	2585	2140		2145	380	1	1	0	0	0	1	40	100					10																		
	SR 826 SB		2155	2590		2595	444	1	2	0	0	0	1	50	100					10																		
		SW 40 St Exit	2590	2595		7595	379	1	2	0	0	0	1	50	100					10																		
	SR 826 SB	SW 56 St Exit	2180	2600		4320	633	1	1	0	0	0	1	50	100					10																		
	SR 826 SB		2185	2605		2610	701	1	3	0	0	0	1	50	100					10																		
		SR 874 Exit	2605	2610		4825	528	1	3	0	0	0	1	50	100					10																		
	SW 40 St Entrance	SR 826 SB	2615	2215		2220	373	1	1	0	0	0	1	45	100					10																		
	SW 56 St Entrance		2620	2625		2225	725	1	2	0	0	0	1	40	100					10																		
		SR 826 SB	2625	2225		2230	668	1	1	0	0	0	1	40	100					10																		
	SR 826 SB	SW 72 St Exit	2235	2630		7630	376	1	2	0	0	0	1	40	100					10																		
	SW 72 St Entrance		2635	2640		2245	341	1	2	0	0	0	1	40	100					10																		
		SR 826 SB	2640	2245		2250	570	1	1	0	0	0	1	40	100					10																		
	SR 826 SB		2255	2645		2650	738	1	2	0	0	0	1	50	100					10																		
		SW 88 St Exit	2645	2650		7265	225	1	2	0	0	0	1	50	100					10																		
	SW 88 St Entrance		2655	2660		2665	172	1	1	0	0	0	1	30	100					10																		
			2660	2665		2275	179	1	1	0	0	0	1	30	100					10																		
		SR 826 SB	2665	2275		2280	632	1	1	0	0	0	1	40	100					10																		
	Dummy Ramp Entrance	SR 826 SB	2670	2280		2285	160	1	1	0	0	0	1	40	100					10																		
	SR 826 SB	US-1 SB Exit	2290	2675		7267	163	1	2	0	0	0	1	50	100					10																		
SR 826 NB to SR 836 EB CD	**Begin SR 826 NB To SR 826 EB CD**	SR 826 NB Entrance	1310	1315		1320	201	0	1	0	0	0	1	50	100					10																		
	SR 826 NB Entrance		1315	1320		1325	232	0	1	0	0	0	1	50	100			43	1500	10		6	3	232	7	3	232	8	3	232								
		SR 836 WB Exit	1320	1325		1330	187	0	2	0	0	0	1	50	100	400	2500			10		9	3	187	6	3	187											
	SR 836 WB Exit	Dummy Ramp Exit	1325	1330		1335	317	0	2	0	0	0	1	50	100	935	2500			10		9	3	317														
	Dummy Ramp Exit		1330	1335		1340	305	0	2	0	0	0	1	50	100					10																		
			1335	1340		1345	388	0	2	0	0	0	1	50	100					10																		
			1340	1345		1350	388	0	2	0	0	0	1	50	100					10																		
			1345	1350		1355	670	0	2	0	0	0	1	50	100					10																		
			1350	1355		1360	681	0	2	0	0	0	1	50	100					10																		
		SR 826 SB Entrance	1355	1360		1365	576	0	2	0	0	0	1	50	100					10																		
	SR 826 SB Entrance	SR 836 EB Exit	1360	1365		1370	224	0	2	0	0	0	1	50	100	2500	2500	43	1500	10		6	3	224														
	SR 836 EB Exit	**End SR 826 NB To SR 826 EB CD Ramp**	1365	1370		8137	143	0	1	0	0	0	1	50	100					10																		
SR 826 NB to SR 836 EB CD Ramps	SR 826 NB Entrance	SR 826 NB To SR 836 EB CD	1730	1315		1320	305	1	3	0	0	0	1	50	100					10																		
	SR 826 NB To SR 836 EB CD		1325	1780		1785	335	1	2	0	0	0	1	50	100					10																		
			1780	1785		1790	427	1	2	0	0	0	1	50	100					10																		
			1785	1790		1795	440	1	2	0	0	0	1	50	100					10																		
		SR 836 WB Exit	1790	1795		2765	470	1	2	0	0	0	1	50	100					10																		
	SR 826 NB To SR 836 EB CD	Dummy Ramp Exit	1330	1800		8010	150	1	1	0	0	0	1	50	100					10																		
	SR 826 SB Entrance		1805	1810		1815	840	1	2	0	0	0	1	50	100					10																		
			1810	1815		1360	930	1	2	0	0	0	1	50	100					10																		
		SR 826 NB To SR 836 EB CD	1815	1360		1365	337	1	1	0	0	0	1	50	100					10																		
	SR 826 NB To SR 836 EB CD	SR 836 EB Exit	1365	3525		3075	171	1	3	0	0	0	1	50	100					10																		
SR 836 WB to SR 826 NB CD	**Begin SR 836 WB to SR 826 NB CD**	SR 836 WB Entrance	1380	1385		1390	113	0	1	0	0	0	1	50	100					10																		
	SR 836 WB Entrance		1385	1390		1395	138	0	1	0	0	0	1	50	100			43	1500	10		6	3	138	7	3	138	8	3	138								
		Dummy Ramp Exit	1390	1395		1400	140	0	3	0	0	0	1	50	100	390	2500			10		9	3	140														
	Dummy Ramp Exit	SR 826 SB Exit	1395	1400		1405	376	0	2	0	0	0	1	50	100	50	2500			10		6	3	376														
	SR 826 SB Exit		1400	1405		1410	276	0	2	0	0	0	1	50	100					10																		
			1405	1410		1415	494	0	2	0	0	0	1	50	100					10																		
			1410	1415		1420	459	0	2	0	0	0	1	50	100					10																		
		NW 72 Ave Entrance	1415	1420		1425	497	0	2	0	0	0	1	50	100					10																		
	NW 72 Ave Entrance		1420	1425		1430	121	0	2	0	0	0	1	50	100			43	1500	10		9	3	121														
		SR 826 NB Exit	1425	1430		1435	128	0	1	0	0	0	1	50	100	2500	2500			10		6	3	128	7	3	128											
	SR 826 NB Exit	**End SR 836 WB to SR 826 NB CD**	1430	1435		8143	238	0	1	0	0	0	1	50	100					10																		
SR 836 WB to SR 826 NB CD	SR 836 WB Entrance	SR 836 WB to SR 826 NB CD	4505	1385		1390	301	1	3	0	0	0	1	50	100					10																		
	SR 836 WB to SR 826 NB CD	Dummy Ramp Exit	1395	1830		8183	100	1	1	0	0	0	1	50	100					10																		
	SR 836 WB to SR 826 NB CD		1400	1835		1840	278	1	2	0	0	0	1	50	100					10																		
		SR 826 SB Exit	1835	1840		2795	508	1	2	0	0	0	1	50	100					10																		
	NW 72 Ave Entrance	SR 836 WB to SR 826 NB CD	1845	1420		1425	203	1	1	0	0	0	1	45	100					10																		
	SR 836 WB to SR 826 NB CD	SR 826 NB Exit	1430	1745		1250	192	1	3	0	0	0	1	50	100					10																		
NW 72 Ave to SR 826 NB	**Begin NW 72 Ave to SR 826 NB CD**		1450	1455		1460	251	0	2	0	0	0	1	45	100					10																		
		SR 836 WB Exit	1455	1460		1465	321	0	1	0	0	0	1	45	100	570	2500			10		6	3	321														
	SR 836 WB Exit		1460	1465		1470	246	0	1	0	0	0	1	45	100					10																		
		SR 826 NB Exit	1465	1470		1475	327	0	1	0	0	0	1	45	100	1145	2500			10																		
	SR 826 NB Exit	**End NW 72 Ave to SR 826 NB CD**	1470	1475		8147	141	0	1	0	0	0	1	45	100					10																		
NW72Ave to SR 826 NB Ramps	NW 72 Ave to SR 826 NB CD	SR 836 WB Exit	1460	4530		4160	254	1	1	0	0	0	1	45	100					10																		
	NW 72 Ave to SR 826 NB CD	SR 826 NB Exit	1470	1845		1420	176	1	1	0	0	0	1	45	100					10																		
SR 826 SB to SR 836 WB CD	**Begin SR 826 SB to SR 836 WB CD**	SR 826 SB Entrance	2370	2375		2380	120	0	1	0	0	0	1	50	100					10																		
	SR 826 SB Entrance		2375	2380		2385	150	0	1	0	0	0	1	50	100			43	1500	10		6	3	150	7	3	150	8	3	150								
		SR 836 EB Exit	2380	2385		2390	150	0	3	0	0	0	1	50	100	500	2500			10		6	3	150														
	SR 836 EB Exit	Dummy Ramp Exit	2385	2390		2395	410	0	2	0	0	0	1	50	100	830	2500			10		9	3	410														
	Dummy Ramp Exit		2390	2395		2400	429	0	2	0	0	0	1	50	100					10																		
			2395	2400		2405	579	0	2	0	0	0	1	50	100					10																		
		SR 826 NB Entrance	2400	2405		2410	728	0	2	0	0	0	1	50	100					10																		
	SR 826 NB Entrance	Dummy Ramp Entrance	2405	2410		2415	538	0	2	0	0	0	1	50	100			43	1500	10		6	3	538														
	Dummy Ramp Entrance	SR 836 WB Exit	2410	2415		2420	538	0	2	0	0	0	1	50	100	2500	2500	43	1500	10		9	3	538	6	3	538											
	SR 836 WB Exit	NW 87 Ave Exit	2415	2420		2425	234	0	1	0	0	0	1	50	100	2500	2500			10		6	3	234	7	3	234											
	NW 87 Ave Exit	**End SR 826 SB to SR 836 WB CD**	2420	2425		8242	139	0	1	0	0	0	1	50	100					10																		
SR 826 SB to SR 836 WB CD Ramps	SR 826 SB Entrance	SR 826 SB to SR 836 WB CD	2530	2375		2380	166	1	3	0	0	0	1	50	100					10																		
	SR 826 SB to SR 836 WB CD		2385	2745		2750	442	1	2	0	0	0	1	50	100					10																		
			2745	2750		2755	501	1	2	0	0	0	1	50	100					10																		
			2750	2755		1805	583	1	2	0	0	0	1	50	100					10																		
		SR 836 EB Exit	2755	1805		1810	561	1	2	0	0	0	1	50	100					10																		
	SR 826 SB to SR 836 WB CD	Dummy Ramp Exit	2390	2760		8276	161	1	1	0	0	0	1	50	100					10																		
	SR 826 NB Entrance		1795	2765		2770	496	1	2	0	0	0	1	50	100					10																		
			2765	2770		2775	425	1	2	0	0	0	1	50	100					10																		
			2770	2775		2405	410	1	2	0	0	0	1	50	100					10																		
		SR 826 SB to SR 836 WB CD	2775	2405		2410	561	1	2	0	0	0	1	50	100					10																		
	Dummy Ramp Exit	SR 826 SB to SR 836 WB CD	2780	2410		2415	141	1	1	0	0	0	1	50	100					10																		
	SR 826 SB to SR 836 WB CD	SR 836 WB Exit	2415	4510		4070	239	1	1	0	0	0	1	50	100					10																		
	SR 826 SB to SR 836 WB CD	NW 87 Ave Exit	2420	4560		4180	226	1	2	0	0	0	1	40	100					10																		
	Begin SR 826 SB CD	SR 826 SB Entrance	2300	2305		2310	103	0	1	0	0	0	1	45	100					10																		
	SR 826 SB Entrance		2305	2310		2315	130	0	1	0	0	0	1	45	100			43	1500	10		6	3	130	7	3	130											
		Dummy Ramp Exit	2310	2315		2320	130	0	2	0	0	0	1	45	100	360	2500			10		9	3	130														

Facility	Link Description					Link Geometry								Link Operations								Auxiliary Lanes																	
																						Aux Lane 1			Aux Lane 2			Aux Lane 3			Aux Lane 4			Aux Lane 5			Aux Lane 6		
	Upstream Name	Downstream Name	Up Stream Node #	Down Stream Node #	Link Name (12 chars)	Receive Node	Link Length	Link Type	# of Through Lanes	Grade	Super Elevation	Radius	Pave-ment Code	Speed	Car Follow-ing Factor	Exit Warning Sign Distance	Distance to HOV Warning	Minimum Speed to Trigger	Distance to Reaction Point	Mean Start-up Delay	Passing Zone Code	Lane Number	Type	Length	Lane Number	Type	Length	Lane Number	Type	Length	Lane Number	Type	Length	Lane Number	Type	Length	Lane Number	Type	Length
	(in Excel only)	*(in Excel only)*	*19-1*	*19-2*	*10-3*	*19-3*	*19-4*	*19-5*	*19-6*	*20-3*	*20-4*	*20-5*	*20-6*	*20-8*	*20-18*	*20-12*	*20-14*	*20-16*	*20-17*	*20-7*	*20-19*	*19-7*	*19-8*	*19-9*	*19-10*	*19-11*	*19-12*	*19-13*	*19-14*	*19-15*	*19-20*	*19-21*	*19-22*	*19-23*	*19-24*	*19-25*	*19-26*	*19-27*	*19-28*
SR 826 SB CD RD	Dummy Ramp Exit		2315	2320		2325	306	0	2	0	0	0	1	45	100					10																		
		SR 836 EB CD Entrance	2320	2325		2330	443	0	1	0	0	0	1	45	100					10																		
	SR 836 EB CD Entrance		2325	2330		2335	784	0	1	0	0	0	1	45	100			43	1500	10		9	3	784														
		Flagler St Exit	2330	2335		2340	818	0	1	0	0	0	1	45	100	2500	2500			10		9	3	818														
	Flagler St Exit	Flagler St Entrance	2335	2340		2345	810	0	1	0	0	0	1	45	100					10																		
	Flagler St Entrance	Dummy Ramp Entrance	2340	2345		2350	827	0	1	0	0	0	1	45	100			43	1500	10		9	3	827														
	Dummy Ramp Entrance	SR 826 SB Exit	2345	2350		2355	827	0	2	0	0	0	1	45	100	2500	2500	43	1500	10		9	3	827														
	SR 826 SB Exit	SW 8th St Exit	2350	2355		2360	288	0	1	0	0	0	1	45	100	2000	2500			10		6	3	288	7	3	288											
	SW 8th St Exit	**End SR 826 SB CD**	2355	2360		8236	175	0	1	0	0	0	1	45	100					10																		
SR 826 SB CD RD Ramps	SR 826 SB	SR 826 SB CD	2545	2305		2310	133	1	2	0	0	0	1	45	100					10																		
	SR 826 SB CD	Dummy Ramp Exit	2315	2685		8268	165	1	1	0	0	0	1	45	100					10																		
	SR 836 EB CD Entrance		3560	2690		2325	269	1	1	0	0	0	1	45	100					10																		
		SR 826 SB CD	2690	2325		2330	446	1	1	0	0	0	1	45	100					10																		
	SR 826 SB CD		2335	2695		2700	114	1	1	0	0	0	1	30	100					10																		
			2695	2700		2705	447	1	1	0	0	0	1	30	100					10																		
		Flagler St Exit	2700	2705		7270	200	1	1	0	0	0	1	30	100					10																		
	Flagler St Entrance		2710	2715		2720	242	1	3	0	0	0	1	25	100					10																		
			2715	2720		2725	145	1	1	0	0	0	1	25	100					10																		
			2720	2725		2340	219	1	1	0	0	0	1	25	100					10																		
		SR 826 SB CD	2725	2340		2345	222	1	1	0	0	0	1	40	100					10																		
	Dummy Ramp Entrance	SR 826 SB CD	2730	2345		2350	136	1	1	0	0	0	1	40	100					10																		
	SR 826 SB CD	SR 826 SB Exit	2350	2555		2105	271	1	1	0	0	0	1	45	100					10																		
	SR 826 SB CD	SW 8th St Exit	2355	2735		7273	277	1	2	0	0	0	1	40	100					10																		
SR 836 EB CD to SR 826 SB	**Begin SR 836 EB CD to SR 826 SB**	SR 836 EB Entrance	2435	2440		2445	254	0	1	0	0	0	1	45	100					10																		
	SR 836 EB Entrance		2440	2445		2450	295	0	1	0	0	0	1	45	100			43	1500	10		6	3	295														
		Dummy Ramp Entrance	2445	2450		2455	294	0	1	0	0	0	1	45	100	840	2500			10		9	3	294														
	Dummy Ramp Entrance		2450	2455		2460	525	0	1	0	0	0	1	45	100					10																		
		SR 836 WB Entrance	2455	2460		2465	579	0	1	0	0	0	1	45	100					10																		
	SR 836 WB Entrance		2460	2465		2470	211	0	1	0	0	0	1	45	100			43	1500	10		6	3	211	7	3	211											
		SR 826 SB Exit	2465	2470		2475	209	0	1	0	0	0	1	45	100	2365	2500			10		6	3	209	7	3	209											
	SR 826 SB Exit	**End SR 836 EB CD to SR 826 SB**	2470	2475		8247	137	0	1	0	0	0	1	45	100					10																		
SR 836 CD to SR 836 SB Ramps	SR 836 EB Entrance	SR 836 EB CD to SR 826 SB	3600	2440		2445	324	1	1	0	0	0	1	45	100					10																		
	SR 836 EB CD to SR 826 SB	Dummy Ramp Exit	2450	2790		8279	134	1	1	0	0	0	1	45	100					10																		
	SR 836 WB Entrance		1840	2795		2800	550	1	2	0	0	0	1	45	100					10																		
			2795	2800		2460	505	1	2	0	0	0	1	45	100					10																		
		SR 836 EB CD to SR 826 SB	2800	2460		2465	779	1	2	0	0	0	1	45	100					10																		
	SR 836 EB CD to SR 826 SB	SR 826 SB Exit	2470	2550		2080	295	1	3	0	0	0	1	45	100					10																		
SR 836 EB	**Begin SR 836 EB Mainline**		3000	3005		3010	1283	0	4	0	0	0	1	50	100					10																		
		NW 87 Ave Exit	3005	3010		3015	1259	0	3	0	0	0	1	50	100	2500	2500			10		9	3	1259	10	2	440											
	NW 87 Ave Exit		3010	3015		3020	1075	0	3	0	0	0	1	50	100					10																		
			3015	3020		3025	1075	0	3	0	0	0	1	50	100					10																		
			3020	3025		3030	1075	0	3	0	0	0	1	50	100					10																		
		SR 826 NB/SB Exit	3025	3030		3035	1075	0	3	0	0	0	1	50	100	2500	2500			10																		
	SR 826 NB/SB Exit	NW 72 Ave Exit	3030	3035		3040	910	0	3	0	0	0	1	50	100	2500	2500			10																		
	NW 72 Ave Exit		3035	3040		3045	1160	0	3	0	0	0	1	50	100					10																		
			3040	3045		3050	850	0	3	0	0	0	1	50	100					10																		
			3045	3050		3055	825	0	4	0	0	0	1	50	100					10																		
			3050	3055		3060	770	0	4	0	0	0	1	50	100					10																		
			3055	3060		3065	790	0	4	0	0	0	1	50	100					10																		
			3060	3065		3070	1036	0	4	0	0	0	1	50	100					10																		
			3065	3070		3075	914	0	4	0	0	0	1	50	100					10																		
		SR 826 NB/SB Entrance	3070	3075		3080	910	0	3	0	0	0	1	50	100					10																		
	SR 826 NB/SB Entrance		3075	3080		3085	1140	0	3	0	0	0	1	50	100			43	1500	10		9	3	1140	10	3	1140	11	3	1140								
			3080	3085		3090	1131	0	5	0	0	0	1	50	100					10		9	3	1131														
		NW 72 Ave Entrance	3085	3090		3095	674	0	5	0	0	0	1	50	100					10		9	3	674														
	NW 72 Ave Entrance		3090	3095		3100	1027	0	5	0	0	0	1	50	100			43	1500	10		9	1	330	6	3	1027											
		End SR 836 EB Mainline	3095	3100		8100	944	0	5	0	0	0	1	50	100					10		6	3	944														
SR 836 EB Ramps	SR 836 EB		3010	3500		3505	513	1	2	0	0	0	1	45	100					10																		
		NW 87 Ave Exit	3500	3505		8305	349	1	2	0	0	0	1	45	100					10																		
	SR 836 EB	SR 826 NB/SB Exit	3030	3510		3125	445	1	1	0	0	0	1	45	100					10																		
	SR 836 EB		3035	3515		3520	482	1	1	0	0	0	1	45	100					10																		
		NW 72 Ave Exit	3515	3520		3145	530	1	1	0	0	0	1	45	100					10																		
	SR 826 NB/SB Entrance	SR 836 EB	3525	3075		3080	209	1	3	0	0	0	1	45	100					10																		
	NW 72 Ave Entrance	SR 836 EB	3530	3090		3095	291	1	1	0	0	0	1	45	100					10																		
SR 836 EB CD	**Begin SR 836 EB CD**		3115	3120		3125	378	0	1	0	0	0	1	45	100					10																		
		SR 836 EB1 Entrance	3120	3125		3130	656	0	1	0	0	0	1	45	100					10																		
	SR 836 EB1 Entrance		3125	3130		3135	512	0	1	0	0	0	1	45	100			43	1500	10		6	3	512														
		SR 826 NB/SB Exit	3130	3135		3140	512	0	1	0	0	0	1	45	100	2055	2500			10		9	3	512														
	SR 826 NB/SB Exit		3135	3140		3145	459	0	1	0	0	0	1	45	100					10																		
		SR 836 EB2 Entrance	3140	3145		3150	286	0	1	0	0	0	1	45	100					10																		
	SR 836 EB2 Entrance	SR 826 SB Entrance	3145	3150		3155	878	0	1	0	0	0	1	45	100			43	1500	10		6	3	878														
	SR 826 SB Entrance		3150	3155		3160	481	0	2	0	0	0	1	45	100			43	1500	10		9	3	481	10	3	481											
		SR 826 SB CD Exit	3155	3160		3165	484	0	3	0	0	0	1	45	100	950	2500			10		9	3	484														
	SR 826 SB CD Exit		3160	3165		3170	606	0	3	0	0	0	1	45	100					10																		
		NW 72 Ave Exit	3165	3170		3175	618	0	2	0	0	0	1	45	100	2500	2500			10		9	3	618														
	NW 72 Ave Exit		3170	3175		3180	607	0	2	0	0	0	1	45	100					10																		
		Flagler St Entrance	3175	3180		3185	767	0	2	0	0	0	1	45	100					10																		
	Flagler St Entrance		3180	3185		3190	777	0	2	0	0	0	1	45	100			43	1500	10		9	3	777														
			3185	3190		3195	505	0	3	0	0	0	1	45	100					10																		
		NW 72 Ave Entrance	3190	3195		3200	455	0	3	0	0	0	1	45	100					10																		
	NW 72 Ave Entrance		3195	3200		3205	639	0	2	0	0	0	1	45	100			43	1500	10		9	3	639														
		Dummy Ramp Entrance	3200	3205		3210	640	0	3	0	0	0	1	45	100					10																		
	Dummy Ramp Entrance		3205	3210		3215	290	0	1	0	0	0	1	45	100			43	1500	10		9	3	290	10	3	290											
		SR 836 EB Exit	3210	3215		3220	292	0	1	0	0	0	1	45	100	2500	2500			10		6	3	292	7	3	292											
	SR 836 EB Exit	**End SR 836 EB CD**	3215	3220		8322	204	0	1	0	0	0	1	45	100					10																		
SR 836 EB CD Ramps	SR 836 EB1 Entrance	SR 836 EB CD	3510	3125		3130	390	1	1	0	0	0	1	50	100					10																		
	SR 836 EB CD	SR 826 NB/SB Exit	3135	3540		3235	231	1	2	0	0	0	1	50	100					10																		
	SR 836 EB2 Entrance	SR 836 EB CD	3520	3145		3150	670	1	1	0	0	0	1	50	100					10																		
	SR 826 SB Entrance		3545	3550		3150	361	1	2	0	0	0	1	50	100					10																		
		SR 836 EB CD	3550	3150		3155	418	1	2	0	0	0	1	50	100					10																		
	SR 836 EB CD		3160	3555		3560	162	1	1	0	0	0	1	50	100					10																		
		SR 826 SB CD Exit	3555	3560		2690	412	1	1	0	0	0	1	50	100					10																		
	SR 836 EB CD		3170	3565		3570	184	1	2	0	0	0	1	40	100					10																		
		NW 72 Ave Exit	3565	3570		8357	621	1	2	0	0	0	1	40	100					10																		
	Flagler St Entrance		3575	3580		3180	369	1	2	0	0	0	1	40	100					10																		
		SR 836 EB CD	3580	3180		3185	496	1	1	0	0	0	1	40	100					10																		

Facility	Link Description					Link Geometry								Link Operations								Auxiliary Lanes																	
																						Aux Lane 1			Aux Lane 2			Aux Lane 3			Aux Lane 4			Aux Lane 5			Aux Lane 6		
	Upstream Name	Downstream Name	Up Stream Node #	Down Stream Node #	Link Name (12 chars)	Receive Node	Link Length	Link Type	# of Through Lanes	Grade	Super Elevation	Radius	Pave-ment Code	Speed	Car Follow-ing Factor	Exit Warning Sign Distance	Distance to HOV Warning	Minimum Speed to Trigger	Distance to Reaction Point	Mean Start-up Delay	Passing Zone Code	Lane Number	Type	Length	Lane Number	Type	Length	Lane Number	Type	Length	Lane Number	Type	Length	Lane Number	Type	Length	Lane Number	Type	Length
	(in Excel only)	*(in Excel only)*	*19-1*	*19-2*	*10-3*	*19-3*	*19-4*	*19-5*	*19-6*	*20-3*	*20-4*	*20-5*	*20-6*	*20-8*	*20-18*	*20-12*	*20-14*	*20-16*	*20-17*	*20-7*	*20-19*	*19-7*	*19-8*	*19-9*	*19-10*	*19-11*	*19-12*	*19-13*	*19-14*	*19-15*	*19-20*	*19-21*	*19-22*	*19-23*	*19-24*	*19-25*	*19-26*	*19-27*	*19-28*
	NW 72 Ave Entrance		3585	3590		3195	274	1	1	0	0	0	1	40	100					10																		
		SR 836 EB CD	3590	3195		3200	398	1	1	0	0	0	1	40	100					10																		
	Dummy Ramp Entrance	SR 836 EB CD	3595	3205		3210	142	1	1	0	0	0	1	50	100					10																		
	SR 836 EB CD	SR 836 EB Exit	3215	3530		3090	291	1	2	0	0	0	1	50	100					10																		
SR 836 EB CD to SR 826 NB	**Begin SR 836 EB CD to SR 826 NB**	SR 836 EB/NW 87 Ave Entrance	3230	3235		3240	133	0	1	0	0	0	1	50	100					10																		
	SR 836 EB/NW 87 Ave Entrance		3235	3240		3245	573	0	1	0	0	0	1	50	100			43	1500	10		6	3	573	7	3	573											
		SR 826 SB Exit	3240	3245		3250	513	0	2	0	0	0	1	50	100	1215	2500			10		9	3	513														
	SR 826 SB Exit		3245	3250		3255	787	0	2	0	0	0	1	50	100					10																		
			3250	3255		3260	697	0	2	0	0	0	1	50	100					10																		
		SR 826 NB Exit	3255	3260		3265	683	0	2	0	0	0	1	50	100	2500	2500			10																		
	SR 826 NB Exit	**End SR 836 EB CD to SR 826 NB**	3260	3265		8326	150	0	1	0	0	0	1	50	100					10																		
SR 836 EB CD to SR 826 NB Ramps	SR 836 EB Entrance	SR 836 EB CD to SR 826 NB	3540	3235		3240	270	1	2	0	0	0	1	50	100					10																		
	SR 836 EB CD to SR 826 NB	SR 826 SB Exit	3245	3600		2440	352	1	1	0	0	0	1	50	100					10																		
	SR 836 EB CD to SR 826 NB	SR 826 NB Exit	3260	1750		1755	564	1	2	0	0	0	1	50	100					10																		
SR 836 WB	**Begin SR 836 WB Mainline**		4000	4005		4010	934	0	5	0	0	0	1	50	100					10																		
			4005	4010		4015	845	0	5	0	0	0	1	50	100					10																		
		NW 72 Ave/NW 87 Ave Exit	4010	4015		4020	1099	0	5	0	0	0	1	50	100	2500	2500			10		9	2	900														
	NW 72 Ave/NW 87 Ave Exit		4015	4020		4025	958	0	5	0	0	0	1	50	100					10																		
			4020	4025		4030	848	0	5	0	0	0	1	50	100					10																		
		SR 826 NB/SB Exit	4025	4030		4035	864	0	4	0	0	0	1	50	100	2500	2500			10		9	3	864	10	2	800											
	SR 826 NB/SB Exit		4030	4035		4040	759	0	4	0	0	0	1	50	100					10																		
			4035	4040		4045	773	0	4	0	0	0	1	50	100					10																		
			4040	4045		4050	732	0	4	0	0	0	1	50	100					10																		
			4045	4050		4055	819	0	4	0	0	0	1	50	100					10																		
			4050	4055		4060	835	0	4	0	0	0	1	50	100					10																		
			4055	4060		4065	831	0	4	0	0	0	1	50	100					10																		
			4060	4065		4070	829	0	3	0	0	0	1	50	100					10																		
		SR 826 NB/SB Entrance	4065	4070		4075	834	0	3	0	0	0	1	50	100					10																		
	SR 826 NB/SB Entrance		4070	4075		4080	1177	0	3	0	0	0	1	50	99			43	1500	10		9	1	150														
			4075	4080		4085	1177	0	3	0	0	0	1	50	100					10																		
			4080	4085		4090	1177	0	3	0	0	0	1	50	100					10																		
			4085	4090		4095	1177	0	3	0	0	0	1	50	100					10																		
		NW 87 Ave Entrance	4090	4095		4100	1176	0	3	0	0	0	1	50	100					10																		
	NW 87 Ave Entrance		4095	4100		4105	1250	0	3	0	0	0	1	50	100			43	1500	10		9	3	1250														
		End SR 836 WB Mainline	4100	4105		8410	1252	0	4	0	0	0	1	50	100					10																		
SR 836 WB Ramps	SR 836 WB	NW 72 Ave/NW 87 Ave Exit	4015	4500		4125	271	1	2	0	0	0	1	45	100					10																		
	SR 836 WB	SR 826 NB/SB Exit	4030	4505		1385	356	1	3	0	0	0	1	50	100					10																		
	SR 826 NB/SB Entrance	SR 836 WB	4510	4070		4075	687	1	1	0	0	0	1	50	100					10																		
	NW 87 Ave Entrance	SR 836 WB	4515	4095		4100	343	1	1	0	0	0	1	45	100					10																		
SR 836 WB CD	**Begin SR 836 WB CD**	SR 836 WB Entrance	4120	4125		4130	237	0	1	0	0	0	1	45	100					10																		
	SR 836 WB Entrance		4125	4130		4135	409	0	1	0	0	0	1	45	100			43	1500	10		6	3	409	7	3	409											
		NW 72 Ave Exit	4130	4135		4140	395	0	2	0	0	0	1	45	100	1040	2500			10		9	3	395														
	NW 72 Ave Exit		4135	4140		4145	876	0	2	0	0	0	1	45	100					10																		
			4140	4145		4150	850	0	2	0	0	0	1	45	100					10																		
			4145	4150		4155	790	0	2	0	0	0	1	45	100					10																		
			4150	4155		4160	806	0	2	0	0	0	1	45	100					10																		
		NW 72 Ave Entrance	4155	4160		4165	553	0	2	0	0	0	1	45	100					10																		
	NW 72 Ave Entrance	SR 826 SB Entrance	4160	4165		4170	985	0	2	0	0	0	1	45	100			43	1500	10		9	3	985														
	SR 826 SB Entrance	NW 72 Ave Exit	4165	4170		4175	876	0	3	0	0	0	1	45	100	2500	2500	43	1500	10		9	3	876														
	NW 72 Ave Exit	NW 84 Ave Exit	4170	4175		4180	887	0	1	0	0	0	1	45	100	2500	2500			10		9	3	887	6	3	887											
	NW 84 Ave Exit	SR 826 NB Entrance	4175	4180		4185	917	0	2	0	0	0	1	45	100					10																		
	SR 826 NB Entrance		4180	4185		4190	840	0	2	0	0	0	1	45	100			43	1500	10		6	3	840														
		NW 87 Ave Entrance NB	4185	4190		4195	841	0	3	0	0	0	1	45	100					10																		
	NW 87 Ave Entrance NB		4190	4195		4200	440	0	2	0	0	0	1	45	100			43	1500	10		9	3	440														
		NW 87 Ave Exit	4195	4200		4205	440	0	2	0	0	0	1	45	100	1000	2500			10		9	3	440														
	NW 87 Ave Exit		4200	4205		4210	639	0	2	0	0	0	1	45	100					10																		
		NW 87 Ave Entrance SB	4205	4210		4215	790	0	2	0	0	0	1	45	100					10																		
	NW 87 Ave Entrance SB		4210	4215		4220	706	0	2	0	0	0	1	45	100			43	1500	10		9	1	300														
		SR 836 WB Exit	4215	4220		4225	680	0	2	0	0	0	1	45	100	2500	2500			10																		
	SR 836 WB Exit	**End SR 836 WB CD**	4220	4225		8422	184	0	1	0	0	0	1	45	100					10																		
SR 836 WB CD Ramps	SR 836 WB Entrance	SR 836 WB CD	4500	4125		4130	257	1	2	0	0	0	1	45	100					10																		
	SR 836 WB CD		4135	4520		4525	427	1	1	0	0	0	1	40	100					10																		
		NW 72 Ave1 Exit	4520	4525		8452	293	1	1	0	0	0	1	40	100					10																		
	NW 72 Ave Entrance	SR 836 WB CD	4530	4160		4165	349	1	1	0	0	0	1	40	100					10																		
	SR 826 SB Entrance		2540	4535		4165	358	1	1	0	0	0	1	45	100					10																		
		SR 836 WB CD	4535	4165		4170	246	1	1	0	0	0	1	45	100					10																		
	SR 836 WB CD		4170	4540		4545	185	1	2	0	0	0	1	45	100					10																		
		NW 72 Ave2 Exit	4540	4545		8845	298	1	2	0	0	0	1	45	100					10																		
	SR 836 WB CD		4175	4550		4555	347	1	1	0	0	0	1	45	100					10																		
		NW 84 Ave Exit	4550	4555		8455	270	1	1	0	0	0	1	45	100					10																		
	SR 826 NB Entrance	SR 836 WB CD	4560	4180		4185	285	1	1	0	0	0	1	45	100					10																		
	NW 87 Ave NB Entrance		4565	4570		4190	133	1	1	0	0	0	1	45	100					10																		
		SR 836 WB CD	4570	4190		4195	181	1	1	0	0	0	1	45	100					10																		
	SR 836 WB CD		4200	4575		4580	159	1	1	0	0	0	1	45	100					10																		
		NW 87 Ave Exit	4575	4580		8458	146	1	1	0	0	0	1	45	100					10																		
	NW 87 Ave SB Entrance		4585	4590		4210	204	1	1	0	0	0	1	45	100					10																		
		SR 836 WB CD	4590	4210		4215	507	1	1	0	0	0	1	45	100					10																		
	SR 836 WB CD	SR 836 WB Exit	4220	4515		4095	360	1	1	0	0	0	1	45	100					10																		
SR 874 NB	**Begin SR 874 NB**		3300	3305		3310	1127	0	3	0	0	0	1	65	100					10																		
		SW 40 St Exit	3305	3310		3315	1151	0	1	0	0	0	1	65	100	2270	2500			10		6	3	1151	7	3	1151											
	SW 40 St Exit		3310	3315		3320	657	0	1	0	0	0	1	50	100					10																		
			3315	3320		3325	661	0	1	0	0	0	1	50	100					10																		
			3320	3325		3330	536	0	1	0	0	0	1	50	100					10																		
		Dummy Ramp Entrance	3325	3330		3335	455	0	1	0	0	0	1	50	100					10																		
	Dummy Ramp Entrance	SW 56 St Entrance	3330	3335		3340	498	0	1	0	0	0	1	50	100			43	1500	10		9	3	498														
	SW 56 St Entrance		3335	3340		3345	238	0	1	0	0	0	1	45	100			43	1500	10		9	3	238	6	3	238	7	1	120								
		SW 40 St Exit	3340	3345		3350	227	0	1	0	0	0	1	45	100	2500	2500			10		6	3	227	7	3	227											
	SW 40 St Exit	**End SR 874 NB**	3345	3350		8350	193	0	1	0	0	0	1	45	100					10																		
SR 874 NB Ramps	SR 974 NB		3310	3800		1605	827	1	3	0	0	0	1	50	100					10																		
		SW 40 St Exit	3800	1605		1610	766	1	3	0	0	0	1	50	100					10																		
	Dummy Ramp Entrance	SR 974 NB	3805	3330		3335	155	1	1	0	0	0	1	40	100					10																		
	SR 826 NB Entrance	SR 974 NB	3810	3335		3340	165	1	2	0	0	0	1	45	100					10																		
	SR 974 NB	SW 40 St	3345	3815		7815	251	1	2	0	0	0	1	40	100					10																		
	Begin SR 874 SB	SW 40 St Entrance	4300	4305		4310	155	0	1	0	0	0	1	50	100					10																		
	SW 40 St Entrance		4305	4310		4315	337	0	1	0	0	0	1	50	100			43	1500	10		6	3	337	7	3	337	8	3	337								
		Dummy Ramp Exit	4310	4315		4320	346	0	3	0	0	0	1	50	100	835	2500			10		9	3	346														

Facility	Link Description					Link Geometry								Link Operations								Auxiliary Lanes																	
																						Aux Lane 1			Aux Lane 2			Aux Lane 3			Aux Lane 4			Aux Lane 5			Aux Lane 6		
	Upstream Name	Downstream Name	Up Stream Node #	Down Stream Node #	Link Name (12 chars)	Receive Node	Link Length	Link Type	# of Through Lanes	Grade	Super Elevation	Radius	Pave-ment Code	Speed	Car Follow-ing Factor	Exit Warning Sign Distance	Distance to HOV Warning	Minimum Speed to Trigger	Distance to Reaction Point	Mean Start-up Delay	Passing Zone Code	Lane Number	Type	Length	Lane Number	Type	Length	Lane Number	Type	Length	Lane Number	Type	Length	Lane Number	Type	Length	Lane Number	Type	Length
	(in Excel only)	*(in Excel only)*	*19-1*	*19-2*	*10-3*	*19-3*	*19-4*	*19-5*	*19-6*	*20-3*	*20-4*	*20-5*	*20-6*	*20-8*	*20-18*	*20-12*	*20-14*	*20-16*	*20-17*	*20-7*	*20-19*	*19-7*	*19-8*	*19-9*	*19-10*	*19-11*	*19-12*	*19-13*	*19-14*	*19-15*	*19-20*	*19-21*	*19-22*	*19-23*	*19-24*	*19-25*	*19-26*	*19-27*	*19-28*
SR 874 SB	Dummy Ramp Exit		*4315*	*4320*		*4325*	*365*	*0*	*3*	*0*	*0*	*0*	*1*	*50*	*100*					*10*																		
		SW 56 St Exit	*4320*	*4325*		*4330*	*517*	*0*	*2*	*0*	*0*	*0*	*1*	*50*	*100*	*1200*	*2500*	*43*	*1500*	*10*		*6*	*3*	*517*	*7*	*3*	*517*												
	SW 56 St Exit		*4325*	*4330*		*4335*	*276*	*0*	*2*	*0*	*0*	*0*	*1*	*50*	*100*					*10*																		
			4330	*4335*		*4340*	*815*	*0*	*2*	*0*	*0*	*0*	*1*	*50*	*100*					*10*																		
			4335	*4340*		*4345*	*636*	*0*	*1*	*0*	*0*	*0*	*1*	*50*	*100*					*10*																		
		SR 826 SB Entrance	*4340*	*4345*		*4350*	*673*	*0*	*1*	*0*	*0*	*0*	*1*	*50*	*100*					*10*																		
	SR 826 SB Entrance		*4345*	*4350*		*4355*	*1181*	*0*	*1*	*0*	*0*	*0*	*1*	*65*	*100*			*43*	*1500*	*10*		*6*	*3*	*1181*	*7*	*3*	*1181*	*8*	*3*	*1181*								
		End SR 874 SB	*4350*	*4355*		*8355*	*1173*	*0*	*4*	*0*	*0*	*0*	*1*	*65*	*100*					*10*																		
SR 874 SB Ramps	SW 40 St Entrance	SR 874 SB	*4800*	*4305*		*4310*	*253*	*1*	*3*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																		
	SR 874 SB	Dummy Ramp Exit	*4315*	*4805*		*8480*	*105*	*1*	*1*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																		
	SR 826 SB Entrance	SR 874 SB	*2600*	*4320*		*4325*	*630*	*1*	*1*	*0*	*0*	*0*	*1*	*50*	*100*					*10*																		
	SR 874 SB	SW 56 St/SR 826 SB	*4325*	*4810*		*4815*	*344*	*1*	*2*	*0*	*0*	*0*	*1*	*50*	*100*					*10*																		
	SR 826 SB Entrance		*2610*	*4825*		*4830*	*450*	*1*	*3*	*0*	*0*	*0*	*1*	*50*	*100*					*10*																		
			4825	*4830*		*4345*	*653*	*1*	*3*	*0*	*0*	*0*	*1*	*50*	*100*					*10*																		
		SR 874 SB	*4830*	*4345*		*4350*	*698*	*1*	*3*	*0*	*0*	*0*	*1*	*50*	*100*					*10*																		
SW 40 St to SR 826 SB Mainline	**SW 40 St to SR 826 SB Begin**	SW 40 St Entrance	*4807*	*4815*		*4820*	*158*	*0*	*1*	*0*	*0*	*0*	*1*	*50*	*100*					*10*																		
	SW 40 St Entrance		*4815*	*4820*		*4835*	*817*	*0*	*1*	*0*	*0*	*0*	*1*	*50*	*100*			*33*	*1500*	*10*		*9*	*3*	*817*	*10*	*3*	*817*											
		SW 56 St Exit	*4820*	*4835*		*4840*	*401*	*0*	*2*	*0*	*0*	*0*	*1*	*50*	*100*	*2500*	*2500*			*10*		*9*	*3*	*401*														
	SW 56 St Exit	SR 826 SB Exit	*4835*	*4840*		*4845*	*238*	*0*	*1*	*0*	*0*	*0*	*1*	*50*	*100*	*2500*	*2500*			*10*		*9*	*3*	*238*														
	SR 826 SB Exit	**SW 40 St to SR 826 SB End**	*4840*	*4845*		*8484*	*161*	*0*	*1*	*0*	*0*	*0*	*1*	*50*	*100*					*10*																		
SW40St to SR826B Ramp	SW 40 St Entrance	SW 40 St to SR 826 SB	*4810*	*4815*		*4820*	*521*	*1*	*2*	*0*	*0*	*0*	*1*	*50*	*100*					*10*																		
	SW 40 St to SR 826 SB	SW 56 St Exit	*4835*	*4837*		*7482*	*264*	*1*	*2*	*0*	*0*	*0*	*1*	*45*	*100*					*10*																		
	SW 40 St to SR 826 SB	SR 826 SB Exit	*4840*	*2615*		*2215*	*203*	*1*	*1*	*0*	*0*	*0*	*1*	*50*	*100*					*10*																		
Transition Links	US-1 NB	SR 826 NB On Ramp	*7150*	*1500*		*1005*	*158*	*1*	*2*	*0*	*0*	*0*	*1*	*50*	*100*					*10*																		
	SW 56 St	SR 826 NB On Ramp	*7159*	*1595*		*1600*	*146*	*1*	*1*	*0*	*0*	*0*	*1*	*45*	*100*					*10*																		
	SW 88 St	SR 826 SB On Ramp	*7255*	*2655*		*2660*	*117*	*1*	*1*	*0*	*0*	*0*	*1*	*30*	*100*					*10*																		
	SW 8 St	SR 826 SB On Ramp	*7256*	*2560*		*2565*	*136*	*1*	*2*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																		
	SW 72 St	SR 826 SB On Ramp	*7262*	*2620*		*2625*	*116*	*1*	*2*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																		
	Flagler St	SR 826 SB On Ramp	*7263*	*2635*		*2640*	*142*	*1*	*2*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																		
	SW 88 St EB	SR 826 NB On Ramp	*7271*	*2710*		*2715*	*120*	*1*	*3*	*0*	*0*	*0*	*1*	*30*	*100*					*10*																		
	SW 72 St	SR 826 NB On Ramp	*7357*	*3575*		*3580*	*201*	*1*	*2*	*0*	*0*	*0*	*1*	*50*	*100*					*10*																		
	SW 24 St	SR 826 SB On Ramp	*7381*	*3810*		*3335*	*119*	*1*	*2*	*0*	*0*	*0*	*1*	*45*	*100*					*10*																		
	SW 40 St EB	SR 826 NB On Ramp	*7480*	*4800*		*4305*	*110*	*1*	*3*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																		
	SW 24 St	SR 826 NB On Ramp	*7510*	*1510*		*1515*	*111*	*1*	*1*	*0*	*0*	*0*	*1*	*30*	*100*					*10*																		
	SW 8 St WB	SR 826 NB On Ramp	*7525*	*1525*		*1530*	*136*	*1*	*1*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																		
	SR 826 SB Off Ramp	SW 24 St	*7550*	*1550*		*1555*	*204*	*1*	*3*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																		
	SR 826 SB Off Ramp	US-1 SB	*7580*	*2580*		*2585*	*146*	*1*	*1*	*0*	*0*	*0*	*1*	*25*	*100*					*10*																		
	SR 874 SB Off Ramp	SW 56 St/SR 826 SB	*7620*	*1620*		*1625*	*123*	*1*	*1*	*0*	*0*	*0*	*1*	*25*	*100*					*10*																		
	SR 826 NB Off Ramp	SW 72 St	*7635*	*1635*		*1640*	*132*	*1*	*1*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																		
	SR 826 NB Off Ramp	SW 40 St	*7655*	*1655*		*1660*	*172*	*1*	*1*	*0*	*0*	*0*	*1*	*30*	*100*					*10*																		
	SR 826 SB Off Ramp	SW 72 St	*7680*	*1680*		*1685*	*134*	*1*	*1*	*0*	*0*	*0*	*1*	*25*	*100*					*10*																		
	SR 826 NB Off Ramp	SW 24 St	*7715*	*1715*		*1720*	*242*	*1*	*1*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																		
	SR 826 NB Off Ramp	Flagler St/NW 72 Ave	*7735*	*1735*		*1740*	*250*	*1*	*2*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																		
	SW 8 St EB	SR 826 NB On Ramp	*1505*	*7505*			*120*	*1*	*2*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																		
	Flagler St	SR 826 NB On Ramp	*1545*	*7545*			*130*	*1*	*3*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																		
	SR 826 SB Off Ramp	SW 88 St	*1570*	*7570*			*207*	*1*	*1*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																		
	SR 826 SB Off Ramp	Flagler St	*1590*	*7590*			*139*	*1*	*1*	*0*	*0*	*0*	*1*	*45*	*100*					*10*																		
	SR 826 NB Off Ramp	SW 56 St	*1650*	*7650*			*153*	*1*	*1*	*0*	*0*	*0*	*1*	*30*	*100*					*10*																		
	SR 826 SB Off Ramp	SW 40 St	*1675*	*7675*			*122*	*1*	*2*	*0*	*0*	*0*	*1*	*30*	*100*					*10*																		
	SR 826 NB Off Ramp	SW 8 St	*1725*	*7725*			*111*	*1*	*2*	*0*	*0*	*0*	*1*	*45*	*100*					*10*																		
	SW 40 St	SR 826 SB On Ramp	*2575*	*7257*			*169*	*1*	*2*	*0*	*0*	*0*	*1*	*30*	*100*					*10*																		
	SR 826 SB Off Ramp	SW 8 St	*2595*	*7595*			*110*	*1*	*2*	*0*	*0*	*0*	*1*	*50*	*100*					*10*																		
	SR 826 NB Off Ramp	SW 88 St	*2630*	*7630*			*131*	*1*	*2*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																		
	Flagler St	SR 836 EB Ramp	*2650*	*7265*			*117*	*1*	*2*	*0*	*0*	*0*	*1*	*50*	*100*					*10*																		
	SR 826 NB/SW 56 St	SR 874 NB On Ramp	*2675*	*7267*			*125*	*1*	*2*	*0*	*0*	*0*	*1*	*50*	*100*					*10*																		
	SW 40 St	SR 874 SB On Ramp	*2705*	*7270*			*120*	*1*	*3*	*0*	*0*	*0*	*1*	*30*	*100*					*10*																		
	SW 88 St WB	SR 826 NB On Ramp	*2735*	*7273*			*152*	*1*	*2*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																		
	SR 874 NB Off Ramp	SW 40 St	*3815*	*7815*			*127*	*1*	*2*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																		
	SW 40 St WB	SR 826 NB On Ramp	*4837*	*7482*			*120*	*1*	*2*	*0*	*0*	*0*	*1*	*50*	*100*					*10*																		
Entry Links	**SR 826 NB Begin**		*8000*	*1000*		*1005*		*0*	*1*	*0*	*0*	*0*	*1*	*50*						*10*																		
	SR 826 NB to SR 836 EB Begin		*8131*	*1310*		*1315*		*0*	*1*	*0*	*0*	*0*	*1*	*50*						*10*																		
	SR 836 WB to SR 826 NB Begin		*8138*	*1380*		*1385*		*0*	*1*	*0*	*0*	*0*	*1*	*50*						*10*																		
	NW 72 Ave Begin		*8145*	*1450*		*1455*		*0*	*2*	*0*	*0*	*0*	*1*	*45*						*10*																		
	SR 826 SB Begin		*8200*	*2000*		*2005*		*0*	*5*	*0*	*0*	*0*	*1*	*60*						*10*																		
	SR 826 SB CD Begin		*8230*	*2300*		*2305*		*0*	*1*	*0*	*0*	*0*	*1*	*45*						*10*																		
	SR 826 SB to SR 836 WB Begin		*8237*	*2370*		*2375*		*0*	*1*	*0*	*0*	*0*	*1*	*50*						*10*																		
	SR 836 EB CD to SR 826 SB Begin		*8243*	*2435*		*2440*		*0*	*1*	*0*	*0*	*0*	*1*	*50*						*10*																		
	Dummy Link Begin		*8250*	*2500*		*2005*		*1*	*1*	*0*	*0*	*0*	*1*	*50*						*10*																		
	Dummy Link Begin		*8267*	*2670*		*2280*		*1*	*1*	*0*	*0*	*0*	*1*	*50*						*10*																		
	Dummy Link Begin		*8273*	*2730*		*2345*		*1*	*1*	*0*	*0*	*0*	*1*	*50*						*10*																		
	Dummy Link Begin		*8278*	*2780*		*2410*		*1*	*1*	*0*	*0*	*0*	*1*	*50*						*10*																		
	SR 836 EB Begin		*8300*	*3000*		*3005*		*0*	*4*	*0*	*0*	*0*	*1*	*50*						*10*																		
	SR 836 EB CD Begin		*8311*	*3115*		*3120*		*0*	*1*	*0*	*0*	*0*	*1*	*45*						*10*																		
	SR 836 EB CD to SR 826 NB Begin		*8323*	*3230*		*3235*		*0*	*1*	*0*	*0*	*0*	*1*	*50*						*10*																		
	SR 874 NB Begin		*8330*	*3300*	*SR 874 NB*	*3305*		*0*	*3*	*0*	*0*	*0*	*1*	*65*						*10*																		
	SR 826 SB (U-turn) Begin		*8354*	*3545*		*3550*		*1*	*2*	*0*	*0*	*0*	*1*	*45*						*10*																		
	NW 72 Ave Begin	SR 836 EB	*8358*	*3585*		*3590*		*1*	*1*	*0*	*0*	*0*	*1*	*45*						*10*																		
	Dummy Link Begin		*8359*	*3595*		*3205*		*1*	*1*	*0*	*0*	*0*	*1*	*50*						*10*																		
	Dummy Link Begin		*8380*	*3805*		*3330*		*1*	*1*	*0*	*0*	*0*	*1*	*50*						*10*																		
	SR 836 WB Begin		*8400*	*4000*		*4005*		*0*	*5*	*0*	*0*	*0*	*1*	*50*						*10*																		
	SR 836 WB CD Begin		*8412*	*4120*		*4125*		*0*	*1*	*0*	*0*	*0*	*1*	*45*						*10*																		
	SR 874 SB Begin		*8430*	*4300*		*4305*		*0*	*1*	*0*	*0*	*0*	*1*	*45*						*10*																		
	NW 87 Ave NB Begin	SR 836 WB CD	*8456*	*4565*		*4570*		*1*	*1*	*0*	*0*	*0*	*1*	*45*						*10*																		
	Dummy Link Begin		*8515*	*2515*		*2030*		*1*	*1*	*0*	*0*	*0*	*1*	*50*						*10*																		
	NW 25 St Begin	SR 826 SB	*8520*	*2520*		*2525*		*1*	*2*	*0*	*0*	*0*	*1*	*40*						*10*																		
	NW 87 Ave SB Begin	SR 836 WB CD	*8585*	*4585*		*4590*		*1*	*1*	*0*	*0*	*0*	*1*	*40*						*10*																		
	NW 25 St Begin	SR 826 NB	*8770*	*1770*		*1775*		*1*	*1*	*0*	*0*	*0*	*1*	*40*						*10*																		
	Dummy Link Begin		*8807*	*4807*		*4815*		*0*	*1*	*0*	*0*	*0*	*1*	*50*						*10*																		

Table #
NETSIM Input
Base Model - AM Peak

Facility	Link Description					Lengths			No. of Lanes					Channelization Codes									Receiving Nodes								Lane Alignment		Turn volumes			
	Intersection	Approach	Up Stream Node Number	Down Stream Node Number	Link Name (12 chars)	Link	Left Bay	Right Bay	Thru	Left	Right	Grade	Queue, Start-up Code	Ln 1	Ln 2	Ln 3	Ln 4	Ln 5	Ln 6	Ln 7	Ln 8	Ln 9	Left	Thru	Right	Diag	Up Stream Oppose Node	Start Up Time	Dis-Charge Headway	Free-Flow Speed	Right Turn On Red	Ped Code	Feeding	Receiv-ing	Left	Through	Right	Diagonal
	(in Excel only)	*(in Excel only)*	*11-1*	*11-2*	*10-3*	*11-3*	*11-4*	*11-5*	*11-6*	*11-7*	*11-8*	*11-9*	*11-10*	*11-11*	*11-12*	*11-13*	*11-14*	*11-15*	*11-16*	*11-17*	*11-30*	*11-31*	*11-18*	*11-19*	*11-20*	*11-21*	*11-22*	*11-23*	*11-24*	*11-25*	*11-26*	*11-27*	*11-28*	*11-29*	*21-3*	*21-4*	*21-5*	*21-6*
SR 826 at Flagler St	Flagler St at NB Off Ramp	Southbound	212	205		208			3			0	1	1	1	1							207					20	18	30		0			53	0	0	0
		Eastbound	202	205	Flagler St	1002	400		3	1		0	1			1							214	207				20	18	45		0			121	408	0	0
		Westbound	206	205	Flagler St	110			3			0	1											204				20	18	45		0			0	326	0	0
		Southbound	211	212		338		275	3		1	0	1	T	T	T								205	213			20	18	30		0			0	53	84	0
		Westbound	207	206	Flagler St	1137		100	3		1	0	1											205	214			20	18	45		0			0	326	75	0
		Southbound	213	204		202			1			0	1												203			20	18	30		0			0	0	84	0
		Westbound	205	204	Flagler St	327			3			0	1											203				20	18	45		0	1	2	0	326	0	0
	Flagler St at SB Off Ramp	Northbound	220	202	SW 78th Ave	230		150	1		1	0	1										201	219	205		218	20	18	30		0	1	2	3	17	36	0
		Southbound	218	202		161			4			0	1	T	1	1	1						205	220			220	20	18	30		0	2	1	53	3	0	0
		Eastbound	200	202	Flagler St	1203	290		3	3		0	1	7									219	205	220		203	20	18	45		0			87	441	5	0
		Westbound	203	202	Flagler St	155	100		3	1		0	1										220	201			200	20	18	45		0			10	322	0	0
		Southbound	232	218		155			4			0	1	7	T	T	T							202	201			20	18	30		0			0	56	49	0
		Westbound	204	203	Flagler St	520			4			0	1											202	219			20	18	45		0	2	1	0	332	78	0
SR 826 to SR 836 EB	SR 826 to SR 836 EB	Northbound	7725	208		110			2			0	1		T									222		209		20	18	45		0			0	243	0	137
		Northbound	226	227		251			3			0	1										7735	228				20	18	45		0			190	250	0	0
		Northbound	227	228		403			2			0	1											229		230		20	18	45		0			0	106	0	145
SR 826 at SW 8 St	SW 8 St at NB Off Ramp	Northbound	312	306		331			2			0	1	1	1								304					20	18	30		0			63	0	0	0
		Eastbound	305	306	SW 8th St	175			3			0	1											307				20	18	50		1	2	1	0	380	0	0
		Westbound	308	306	SW 8th St	609			2			0	1											304				20	18	50		0			0	294	0	0
		Northbound	311	312		195		50	2		1	0	1		T									306	313			20	18	30		0	2	2	0	63	135	0
		Eastbound	303	305	SW 8th St	431		30	3		1	0	1	7										306	314			20	18	50		0			0	380	185	0
		Northbound	313	308		480			1			0	1											309				20	18	30		0			0	135	0	0
		Eastbound	307	308		489			2			0	1											309				20	18	50		0			0	380	0	0
		Westbound	309	308	SW 8th St	791		30	2		1	0	1											306	315			20	18	50		0			0	294	143	0
	SW 8 St at SB Off Ramp	Eastbound	301	302	SW 8th St	184			3			0	1	T	T	T								303				20	18	50		0			0	456	0	0
		Westbound	304	302	SW 8th St	358	220		3	2		0	1		T								322	300				20	18	50		1			73	411	0	0
		Southbound	7273	316		150			2			0	1											317		321		20	18	40		0	2	1	0	108	0	128
		Eastbound	300	301	SW 8th St	1119			3			0	1											302		322		20	18	50		0			0	456	0	70
		Eastbound	302	303	SW 8th St	390			3			0	1											305				20	18	50		0			0	456	0	0
		Northbound	320	303		323			1			0	1												305			20	18	25		0			0	0	108	0
		Southbound	321	304		475			1			0	1												302			20	18	40		0			0	0	128	0
		Westbound	306	304	SW 8th St	637			2			0	1										302	302				20	18	50		0	1	2	73	284	0	0
SR 826 at SW 24 St	SW 24 St at NB Off Ramp	Northbound	407	404		111			2			0	1	9	1								402		412			20	18	30	1	0			41	0	14	0
		Eastbound	403	404	SW 24 St/Cor	137			3			0	1											412				20	18	45		0			0	343	0	0
		Westbound	405	404	SW 24th St	1400	150		3	1		0	1										407	402			403	20	18	45		0			49	295	0	0
		Northbound	406	407		178	120	120	1	1	1	0	1										404	404	412			20	18	30		0			0	55	127	0
		Eastbound	401	403	SW 24 St/Cor	780		430	3		1	0	1											404	407			20	18	45		0			0	343	142	0
		Northbound	407	412		155			1			0	1												405			20	18	30		0			0	0	127	0
		Eastbound	404	412		104			3			0	1											405				20	18	45		0			0	358	0	0
	SW 24 St at SB Off Ramp	Southbound	409	401		421	300	300	2	1	1	0	1	4	1								403		400			20	18	30	1	0			123	0	97	0
		Eastbound	400	401	SW 24th St	1058	300		3	1		0	1										410	403			402	20	18	45		0			40	362	0	0
		Westbound	402	401	Coral Dr	156			3			0	1											400				20	18	45		0			0	242	0	0
		Westbound	404	402	Coral Dr	761		180	3		1	0	1											401	410			20	18	45		0			0	242	94	0
SR 826 at SW 40 St	SW 40 St at NB Off Ramp	Northbound	511	504		378			5			0	1	4	4	4	D	D							505	-502		20	18	35	1	0			0	0	219	63
		Eastbound	503	504	Bird Rd	221			3			0	1											505				20	18	45		0			0	551	0	0
		Westbound	505	504	SW 40th St	1124	350		3	1		0	1										502	502	512			20	18	45		0			124	197	165	0
		Eastbound	502	503	Bird Rd	330			4			0	1	4										504	518			20	18	45		0	2	1	0	551	144	0
	SW 40 St at SB Off Ramp	Southbound	515	502		697	500		4	1		0	1	4	4	9	1						503		500			20	18	40	1	0			232	0	70	0
		Eastbound	501	502	SW 40th St	122			4			0	1	T	T	T	T							503				20	18	45		0			0	464	0	0
		Westbound	504	502	Bird Rd	550	440		4	2		0	1				1						516	500				20	18	45		0	1	2	124	260	0	0
		Eastbound	500	501	SW 40th St	1071			4			0	1											502	516			20	18	45		0			0	464	67	0
SR 826 at SW 56 St	SW 56 St at NB Off Ramp	Northbound	606	603		145			2			0	1	D	D											-602		20	18	40		0			0	0	0	41
		Eastbound	602	603	Miller Dr	342			4			0	1	T	T	1	1						607	604		604		20	18	45		0			88	264	0	0
		Westbound	604	603	SW 56th St	116			4			0	1	T	T	1	1						602	602				20	18	45		0			25	92	0	0
		Northbound	7570	606		205	190	190	1	1	1	0	1											603	604			20	18	40		0			0	41	100	0
		Northbound	606	604		195			1			0	1	D												605		20	18	40		0			0	0	0	100
		Eastbound	603	604		116			2			0	1											605				20	18	45		0			0	264	0	0
		Westbound	605	604	SW 56th St	1134	84		2	2		0	1	7	T								603	603	607			20	18	45		0			25	92	64	0
		Northbound	615	616		672			3			0	1	T		1							7159	617				20	18	45		0			144	114	0	0
	SW 56 St at SB Off Ramp	Southbound	612	602		263			4			0	1	4	4	D	D								600	-603		20	18	40	1	0			0	0	90	58
		Eastbound	601	602	SW 56th St	123			4			0	1	T	T	1	1						603	603				20	18	45		0			88	207	0	0
		Westbound	603	602	Miller Dr	342			4			0	1	T	T	1	1						613	600			601	20	18	45		0			25	133	0	0
		Eastbound	600	601	SW 56th St	1047	77		2	2		0	1	7	T								602	602	613			20	18	45		0			88	207	26	0
		Southbound	7482	610		120	75	75	2	1	1	0	1											612				20	18	30		0	1	2	0	100	0	0
SR 826 at SW 72 St	SW 72 St at NB Off Ramp	Northbound	706	703		151			2			0	1	D	D											-702		20	18	40		0			0	0	0	32
		Eastbound	702	703	Sunset Dr	364			4			0	1	T	T	1	1						707	704		704		20	18	45		0			111	319	0	0
		Westbound	704	703		113			3			0	1	T	T	1							702	702				20	18	45		0			19	121	0	0
		Northbound	7545	706		130			3			0	1	D	T	T								703		704		20	18	40		0	2	1	0	32	0	59
		Northbound	706	704		209			1			0	1	D												705		20	18	40		0			0	0	0	59
		Eastbound	703	704		113			2			0	1											705				20	18	45		0			0	319	0	0
		Westbound	705	704		1073	50		2	1		0	1	7	T								703	703	707			20	18	45		0			19	121	95	0
	SW 72 St at SB Off Ramp	Southbound	708	702		402			4			0	1	4	4	D	D								700	-703		20	18	40	1	0			0	0	122	129
		Eastbound	701	702		137			4			0	1	T	T	1	1						703	703				20	18	45		0			111	190	0	0
		Westbound	703	702	Sunset Dr	364			3			0	1	T	T	1							709	700				20	18	45		0			19	152	0	0
		Eastbound	700	701		1059	30		2	2		0	1		T								702	702		709		20	18	45		0			111	190	0	46
SR 826 at SW 88 St	SW 88 St at NB Off Ramp	Northbound	810	806		136			2			0	1	1	1								804					20	18	40		0			8	0	0	0
		Eastbound	805	806		158			3			0	1											807				20	18	50		1			0	569	0	0
		Westbound	807	806		132			3			0	1											804				20	18	50		0			0	138	0	0
		Northbound	809	810		308			3			0	1	4	T	T								806	807			20	18	40		0	2	1	0	8	14	0
		Northbound	810	807		207			1			0	1	D												808		20	18	40		0			0	0	0	14
		Eastbound	806	807		132			3			0	1											808				20	18	50		0			0	569	0	0
		Westbound	808	807	SW 88th St	1136			4			0	1	4										806	811			20	18	50		0	2	1	0	138	96	0
		Northbound	835	812		249			1			0	1											7525				20	18	20		0			0	12	0	0
		Northbound	818	804		334			1			0	1												805			20	18	35		0			0	0	156	0
		Southbound	821	804		110			1			0	1													803		20	18	40		0			0	0	0	165

Facility	Link Description					Lengths			No. of Lanes					Channelization Codes									Receiving Nodes									Lane Alignment		Turn volumes			
	Intersection	Approach	Up Stream Node Number	Down Stream Node Number	Link Name (12 chars)	Link	Left Bay	Right Bay	Thru	Left	Right	Grade	Queue, Start-up Code	Ln 1	Ln 2	Ln 3	Ln 4	Ln 5	Ln 6	Ln 7	Ln 8	Ln 9	Left	Thru	Right	Diag	Up Stream Oppose Node	Start Up Time	Dis-Charge Headway	Free-Flow Speed	Right Turn On Red	Ped Code	Feeding	Receiv-ing	Left	Through	Right	Diagonal
	(in Excel only)	*(in Excel only)*	*11-1*	*11-2*	*10-3*	*11-3*	*11-4*	*11-5*	*11-6*	*11-7*	*11-8*	*11-9*	*11-10*	*11-11*	*11-12*	*11-13*	*11-14*	*11-15*	*11-16*	*11-17*	*11-30*	*11-31*	*11-18*	*11-19*	*11-20*	*11-21*	*11-22*	*11-23*	*11-24*	*11-25*	*11-26*	*11-27*	*11-28*	*11-29*	*21-3*	*21-4*	*21-5*	*21-6*
SR	SW 88 St at SB Off Ramp	Eastbound	802	804		424			3			0	1											805				20	18	50		0	1	2	0	413	0	0
		Westbound	806	804	Kendall Dr	420			3			0	1											803				20	18	50		0	1	2	0	146	0	0
		Southbound	813	814		217			2			0	1											815		819		20	18	50		0	2	1	0	156	0	195
		Southbound	819	820		307	150		1	1		0	1										828	821				20	18	40		0			30	165	0	0
		Eastbound	801	802		561		50	3		1	0	1											804	822			20	18	50		0			0	413	219	0
		Southbound	823	824		129			2			0	1	T	D									826		-825		20	18	30		0			0	15	0	203
US-1/Busway from SW 112 St to SR 826	US-1 at SR 826	Northbound	904	905		801			4			0	1	D	9	T	T							906		918		20	16	50		0			0	180	0	644
		Southbound	905	904		801			2			0	1											903				20	16	50		0			0	190	0	0
		Northbound	921	904		721			2			0	1											903				20	16	50		0			0	478	0	0
	US-1 at SW 104 St	Northbound	902	903		1466	260		3	2		0	1										911	904	917		904	20	16	50		0			17	650	2	0
		Southbound	904	903		764	300	320	4	2	1	0	1										917	902	911		902	20	16	50		0			38	587	42	0
		Eastbound	911	903		152	112		2	1		0	1	7	8								904	917	902		917	20	16	40		0			101	39	12	0
		Westbound	917	903		1002	350	350	2	1	1	0	1	7	T								902	911	904		911	20	16	40		0			8	30	73	0
	Busway at SW 104 St	Northbound	910	911		1430			1			0	1											912				20	18	50		0			0	6	0	0
		Southbound	912	911		1011			1			0	1											910				20	18	50		0			0	3	0	0
		Westbound	903	911		152			2			0	1											916				20	16	40		0			0	90	0	0
		Eastbound	916	911		1188	50		2	1		0	1											903				20	16	40		0			0	152	0	0
	US-1 at SW 112 St	Northbound	900	901		1004	460		3	1		0	1										909	902	915		902	20	16	50		0			29	571	12	0
		Southbound	902	901		1454	250	360	3	1	1	0	1										915	900	909		900	20	16	50		0			26	517	34	0
		Eastbound	909	901		146			3			0	1	4	8	1							902	915	900		915	20	16	40		0	2	1	28	28	10	0
		Westbound	915	901		1052	350	350	1	1	1	0	1										900	909	902		909	20	16	40		0			9	24	16	0
	Busway at SW 112 St	Northbound	908	909		972			1			0	1											910				20	18	50		0			0	6	0	0
		Southbound	910	909		1495			1			0	1											908				20	18	50		0			0	3	0	0
		Eastbound	914	909		155	100		1	1		0	1											901				20	16	40		0	1	2	0	66	0	0
		Westbound	901	909		146			2			0	1	T	T									914				20	16	40		0			0	88	0	0
			201	200		1003			4			0	1											8201				20	18	45		0			0	100	0	0
			202	201		200			3			0	1											200				20	18	45		0	1	2	0	100	0	0
			202	219		150			3			0	1											7271				20	18	30		0			0	100	0	0
			202	220		230			1			0	1											221				20	18	30		0			0	100	0	0
			203	219		214			1			0	1											7271				20	18	30		0			0	100	0	0
			205	207		1247			3			0	1											8207				20	18	45		0			0	100	0	0
			205	214		114			3			0	1											215				20	18	35		0			0	100	0	0
			206	214		156			1			0	1												215			20	18	35		0			0	0	75	0
			208	222		322			2			0	1											223				20	18	45		0			0	100	0	0
			208	209		321			1			0	1											210				20	18	40		0			0	100	0	0
			209	210		240			1			0	1												211			20	18	30		0			0	0	137	0
			210	211		280		50	1		1	0	1											212	212			20	18	30		0	1	2	0	100	0	0
			212	213		210			1			0	1											204				20	18	30		0			0	100	0	0
			214	215		315			3			0	1											216				20	18	35		0	2	1	0	100	0	0
			215	216		293			2			0	1											217				20	18	35		0			0	100	0	0
			216	217		318			2			0	1											224				20	18	35		0			0	100	0	0
			217	224		502			2			0	1											225				20	18	35		0			0	100	0	0
			218	201		245			1			0	1											200				20	18	30		0			0	100	0	0
			228	229		244			2			0	1											7357				20	18	45		0			0	100	0	0
			220	221		290			1			0	1											8221				20	18	30		0			0	100	0	0
			221	220		290			1			0	1											202				20	18	30		0			0	100	0	0
			222	223		360			2			0	1											224				20	18	45		0	2	1	0	100	0	0
			223	224		438			1			0	1											225				20	18	45		0	1	2	0	100	0	0
			224	225		551			3			0	1											226				20	18	45		0			0	100	0	0
			225	226		408			3			0	1											227				20	18	45		0			0	100	0	0
			228	230		235			1			0	1											231				20	18	40		0			0	100	0	0
			230	231		337			1			0	1											8231				20	18	40		0			0	100	0	0
			301	322		235			1			0	1											323				20	18	30		0			0	100	0	0
			302	300		1303			3			0	1											8301				20	18	50		0			0	100	0	0
			302	322		142			2			0	1											323				20	18	30		0			0	100	0	0
			305	314		285			1			0	1											7680				20	18	25		0			0	100	0	0
			306	307		120			3			0	1											308				20	18	50		0	2	1	0	100	0	0
			308	315		166			1			0	1											7715				20	18	40		0			0	100	0	0
			308	309		791			2			0	1											310				20	18	50		0			0	100	0	0
			309	310		582			2			0	1											8310				20	18	50		0			0	100	0	0
			310	309		582			2			0	1											308				20	18	50		0			0	100	0	0
			312	313		331			1			0	1											308				20	18	30		0			0	100	0	0
			316	317		438			1			0	1											318				20	18	40		0			0	100	0	0
			316	321		214			1			0	1											304				20	18	40		0			0	100	0	0
			317	318		442			1			0	1												319			20	18	40		0			0	0	108	0
			318	319		404			1			0	1												320			20	18	25		0			0	0	108	0
			319	320		398			1			0	1												303			20	18	25		0			0	0	108	0
			322	323		147			2			0	1											7256				20	18	30		0			0	100	0	0
			401	400		1058			3			0	1											8401				20	18	45		0			0	100	0	0
			401	410		115			1			0	1											411				20	18	30		0			0	100	0	0
			402	410		188			1			0	1												411			20	18	30		0			0	0	94	0
			403	407		172			1			0	1												408			20	18	30		0			0	0	142	0
			404	407		111			1			0	1											408				20	18	30		0			0	100	0	0
			407	408		199			1			0	1											7655				20	18	30		0			0	100	0	0
			410	411		294			1			0	1											7580				20	18	40		0			0	100	0	0
			412	405		1296			3			0	1											8405				20	18	45		0			0	100	0	0
			501	516		192			1			0	1											517				20	18	40		0			0	100	0	0
			502	500		1193			4			0	1											8500				20	18	45		0			0	100	0	0
			502	516		139			3			0	1											517				20	18	40		0	1	2	0	100	0	0
			503	518		281			1			0	1											7620				20	18	25		0			0	100	0	0
			504	505		1124			3			0	1											8505				20	18	45		0			0	100	0	0
			504	512		230			1			0	1											513				20	18	40		0			0	100	0	0
			506	507		327			2			0	1											508				20	18	40		0			0	100	0	0
			507	508		196			2			0	1											509				20	18	35		0			0	100	0	0
			508	509		193	174		2	1		0	1											510				20	18	35		0			0	282	0	0
			509	510		193			3			0	1											511				20	18	35		0			0	282	0	0
			510	511		203	40	40	3	1	1	0	1											504				20	18	35	1	0	1	2	0	282	0	0

Facility	Link Description					Lengths			No. of Lanes					Channelization Codes									Receiving Nodes								Lane Alignment		Turn volumes			
	Intersection	Approach	Up Stream Node Number	Down Stream Node Number	Link Name (12 chars)	Link	Left Bay	Right Bay	Thru	Left	Right	Grade	Queue, Start-up Code	Ln 1	Ln 2	Ln 3	Ln 4	Ln 5	Ln 6	Ln 7	Ln 8	Ln 9	Left	Thru	Right	Diag	Up Stream Oppose Node	Start Up Time	Dis-Charge Headway	Free-Flow Speed	Right Turn On Red	Ped Code	Feeding	Receiv-ing	Left	Through	Right	Diagonal
	(in Excel only)	*(in Excel only)*	*11-1*	*11-2*	*10-3*	*11-3*	*11-4*	*11-5*	*11-6*	*11-7*	*11-8*	*11-9*	*11-10*	*11-11*	*11-12*	*11-13*	*11-14*	*11-15*	*11-16*	*11-17*	*11-30*	*11-31*	*11-18*	*11-19*	*11-20*	*11-21*	*11-22*	*11-23*	*11-24*	*11-25*	*11-26*	*11-27*	*11-28*	*11-29*	*21-3*	*21-4*	*21-5*	*21-6*
Links			512	513		229			1			0	1												7635			20	18	40		0			0	0	165	0
			514	515		397		300	3		1	0	1											502			20	18	40		0	1	2	0	302	0	0
			516	517		226			4			0	1											7480			20	18	40		0	2	1	0	100	0	0
			601	613		158			1			0	1											7262			20	18	40		0			0	100	0	0
			602	600		1169			2			0	1											8600			20	18	45		0			0	100	0	0
			602	613		136			2			0	1											7262			20	18	40		0			0	100	0	0
			603	607		203			2			0	1											608			20	18	40		0			0	100	0	0
			604	605		1134			2			0	1											8605			20	18	45		0			0	100	0	0
			604	607		261			1			0	1											608			20	18	40		0			0	100	0	0
			607	608		509			2			0	1											609			20	18	40		0			0	100	0	0
			608	609		470			2			0	1											615			20	18	40		0			0	100	0	0
			609	615		207			2			0	1											616			20	18	40		0	1	2	0	100	0	0
			610	612		263			4			0	1											602			20	18	40		0			0	100	0	0
			614	615		385			1			0	1											616			20	18	45		0			0	100	0	0
			616	617		355			2			0	1											618			20	18	45		0			0	100	0	0
			617	618		359			2			0	1											7381			20	18	45		0			0	100	0	0
			701	709		190			1			0	1	T										7263			20	18	40		0			0	100	0	0
			702	700		1196			2			0	1											8700			20	18	45		0			0	100	0	0
			702	709		126			1			0	1	T										7263			20	18	40		0	1	2	0	100	0	0
			703	707		143			2			0	1											7550			20	18	40		0	1	2	0	100	0	0
			704	705		1073			2			0	1											8705			20	18	45		0			0	100	0	0
			704	707		189			1			0	1											7550			20	18	40		0			0	100	0	0
			800	801	SW 88th St	1005	200		3	1		0	1											802			20	18	50		1			0	100	0	0
			801	800		1005			3			0	1											8800			20	18	50		0			0	100	0	0
			802	822		106			1			0	1											823			20	18	30		0			0	100	0	0
			803	801		815	200		3	1		0	1											800			20	18	50		0			0	100	0	0
			804	803		171			4			0	1											801			20	18	50		0	2	1	0	100	0	0
			804	805		262			4			0	1											806			20	18	50		0	2	1	0	100	0	0
			807	808		1136			3			0	1											8808			20	18	50		0			0	100	0	0
			807	811		266			1			0	1											812			20	18	40		0			0	100	0	0
			811	812		161			1			0	1											7525			20	18	40		0			0	100	0	0
			814	815		809			1			0	1											816			20	18	40		0			0	100	0	0
			814	819		360			1			0	1											820			20	18	40		0			0	100	0	0
			815	816		318			1			0	1											817			20	18	40		0			0	100	0	0
			816	817		304			1			0	1												818		20	18	35		0			0	0	156	0
			817	818		354			1			0	1												804		20	18	35		0			0	0	156	0
			820	821		125			1			0	1											804			20	18	40		0			0	100	0	0
			820	828		106			1			0	1											829			20	18	25		0			0	100	0	0
			822	823		110			1			0	1										824	824			20	18	30		0			0	100	0	0
			824	825		401			1			0	1											7510			20	18	30		0			0	100	0	0
			824	826		159			1			0	1											827			20	18	30		0			0	100	0	0
			826	827		176			1			0	1											7255			20	18	30		0			0	100	0	0
			828	829		200			1			0	1											830			20	18	25		0			0	100	0	0
			829	830		176			1			0	1											831			20	18	25		0			0	100	0	0
			830	831		480			1			0	1											8833			20	18	25		0			0	100	0	0
			832	833		146			1			0	1												834		20	18	20		0			0	0	12	0
			833	834		227			1			0	1											835			20	18	20		0			0	100	0	0
			834	835		133			1			0	1											812			20	18	20		0			0	100	0	0
			901	900		1004			3			0	1											8003			20	18	50		0			0	100	0	0
			901	902		1454			3			0	1											903			20	18	50		0			0	100	0	0
			901	915		1052			1			0	1											8915			20	18	40		0			0	100	0	0
			903	902		1466			4			0	1											901			20	18	50		0	2	1	0	100	0	0
			903	904		764			3			0	1											905			20	18	50		0	1	2	0	100	0	0
			903	917		1002			2			0	1											8917			20	18	40		0			0	100	0	0
			905	906		717			3			0	1											907			20	18	50		0			0	100	0	0
			905	918		177			2			0	1											919			20	18	50		0			0	100	0	0
			906	905		717			3			0	1										918	904		904	20	18	50		0	2	1	0	100	0	0
			906	907		1013			3			0	1											8907			20	18	50		0			0	100	0	0
			907	906		1013			3			0	1											905			20	18	50		0			0	100	0	0
			909	908		972			1			0	1											8908			20	18	50		0			0	100	0	0
			909	910		1495			1			0	1											911			20	18	50		0			0	100	0	0
			909	914		155			2			0	1											913			20	18	40		0	2	1	0	100	0	0
			911	910		1430			1			0	1											909			20	18	50		0			0	100	0	0
			911	912		1011			1			0	1											8912			20	18	50		0			0	100	0	0
			911	916		1188			2			0	1											8916			20	18	40		0			0	100	0	0
			913	914		1280			1			0	1											909			20	16	40		0			0	100	0	0
			914	913		1280			1			0	1											8913			20	18	40		0			0	100	0	0
			918	919		394			2			0	1											7150			20	18	50		0			0	100	0	0
			920	921		231			2			0	1											904			20	18	50		0			0	100	0	0
Transition Links			7257	409		172			2			0	1											401			20	18	30		0			0	100	0	0
			7265	813		117			2			0	1											814			20	18	50		0			0	100	0	0
			7267	920		123			2			0	1											921			20	18	50		0			0	100	0	0
			7270	232		120			3			0	1											218	218		20	18	30		0			0	56	49	0
			7505	809		120			2			0	1											810	810		20	18	40		0			0	100	0	0
			7590	614		186			1			0	1											615			20	18	45		0			0	100	0	0
			7595	514		111			2			0	1											515			20	18	40		0	1	2	0	100	0	0
			7630	708		132	90	90	2	1	1	0	1											702			20	18	40		0	1	2	0	100	0	0
			7650	406		169			1			0	1										407	407	407		20	18	30		0			0	100	0	0
			7675	311		121			2			0	1											312			20	18	30		0			0	100	0	0
			7815	506		134			2			0	1											507			20	18	40		0			0	100	0	0
			919	7150		162			2			0	1														20	18	50					0	100	0	0
			616	7159		142			1			0	1														20	18	45					0	100	0	0
			827	7255		116			1			0	1														20	18	30					0	100	0	0
			323	7256		136			2			0	1														20	18	30					0	100	0	0
			613	7262		115			2			0	1														20	18	40					0	100	0	0
			709	7263		142			2			0	1														20	18	40					0	100	0	0
			219	7271		120			3			0	1														20	18	30					0	100	0	0

Facility	Link Description					Lengths			No. of Lanes					Channelization Codes									Receiving Nodes									Lane Alignment		Turn volumes			
	Intersection	Approach	Up Stream Node Number	Down Stream Node Number	Link Name (12 chars)	Link	Left Bay	Right Bay	Thru	Left	Right	Grade	Queue, Start-up Code	Ln 1	Ln 2	Ln 3	Ln 4	Ln 5	Ln 6	Ln 7	Ln 8	Ln 9	Left	Thru	Right	Diag	Up Stream Oppose Node	Start Up Time	Dis-Charge Headway	Free-Flow Speed	Right Turn On Red	Ped Code	Feeding	Receiv-ing	Left	Through	Right	Diagonal
	(in Excel only)	*(in Excel only)*	*11-1*	*11-2*	*10-3*	*11-3*	*11-4*	*11-5*	*11-6*	*11-7*	*11-8*	*11-9*	*11-10*	*11-11*	*11-12*	*11-13*	*11-14*	*11-15*	*11-16*	*11-17*	*11-30*	*11-31*	*11-18*	*11-19*	*11-20*	*11-21*	*11-22*	*11-23*	*11-24*	*11-25*	*11-26*	*11-27*	*11-28*	*11-29*	*21-3*	*21-4*	*21-5*	*21-6*
T			*229*	*7357*		*200*			*2*			*0*	*1*															*20*	*18*	*45*					*0*	*100*	*0*	*0*
			618	*7381*		*118*			*2*			*0*	*1*															*20*	*18*	*45*					*0*	*100*	*0*	*0*
			517	*7480*		*110*			*3*			*0*	*1*															*20*	*18*	*40*					*0*	*100*	*0*	*0*
			825	*7510*		*118*			*1*			*0*	*1*															*20*	*18*	*30*					*0*	*100*	*0*	*0*
			812	*7525*		*141*			*1*			*0*	*1*															*20*	*18*	*40*					*0*	*100*	*0*	*0*
			707	*7550*		*216*			*3*			*0*	*1*															*20*	*18*	*40*					*0*	*100*	*0*	*0*
			411	*7580*		*163*			*1*			*0*	*1*															*20*	*18*	*25*					*0*	*100*	*0*	*0*
			518	*7620*		*123*			*1*			*0*	*1*															*20*	*18*	*25*					*0*	*100*	*0*	*0*
			513	*7635*		*134*			*1*			*0*	*1*															*20*	*18*	*40*					*0*	*100*	*0*	*0*
			408	*7655*		*155*			*1*			*0*	*1*															*20*	*18*	*30*					*0*	*100*	*0*	*0*
			314	*7680*		*128*			*1*			*0*	*1*															*20*	*18*	*25*					*0*	*100*	*0*	*0*
			315	*7715*		*239*			*1*			*0*	*1*															*20*	*18*	*40*					*0*	*100*	*0*	*0*
			227	*7735*		*251*			*2*			*0*	*1*															*20*	*18*	*40*					*0*	*100*	*0*	*0*
Entry Links	US-1 NB Begin	NB	*8003*	*900*					*3*			*0*	*1*											*901*				*20*	*18*			*0*			*0*	*100*	*0*	*0*
	Flagler St EB Begin	EB	*8201*	*200*	*Flagler St*				*2*			*0*	*1*											*202*				*20*	*18*			*0*			*0*	*100*	*0*	*0*
	Flagler St WB Begin	WB	*8207*	*207*	*Flagler St*				*3*			*0*	*1*											*206*				*20*	*18*			*0*			*0*	*100*	*0*	*0*
	SW 78 Ave Begin	NB	*8221*	*221*	*SW 78th Ave*				*2*			*0*	*1*											*220*				*20*	*18*			*0*			*0*	*100*	*0*	*0*
	SW 8 St EB Begin	EB	*8301*	*300*	*SW 8th St*				*3*			*0*	*1*											*301*				*20*	*18*			*0*			*0*	*100*	*0*	*0*
	SW 8 St WB Begin	WB	*8310*	*310*	*SW 8th St*				*2*			*0*	*1*											*309*				*20*	*18*			*0*			*0*	*100*	*0*	*0*
	SW 24 St EB Begin	EB	*8401*	*400*	*SW 24th St*				*3*			*0*	*1*											*401*				*20*	*18*			*0*			*0*	*100*	*0*	*0*
	SW 24 St WB Begin	WB	*8405*	*405*	*SW 24th St*				*3*			*0*	*1*											*404*				*20*	*18*			*0*			*0*	*100*	*0*	*0*
	SW 40 St EB Begin	EB	*8500*	*500*	*Bird Rd*				*4*			*0*	*1*											*501*				*20*	*18*			*0*			*0*	*100*	*0*	*0*
	SW 40 St WB Begin	WB	*8505*	*505*	*Bird Rd*				*3*			*0*	*1*											*504*				*20*	*18*			*0*			*0*	*100*	*0*	*0*
	SW 56 St EB Begin	EB	*8600*	*600*	*SW 56th St*				*2*			*0*	*1*											*601*				*20*	*18*			*0*			*0*	*100*	*0*	*0*
	SW 56 St WB Begin	WB	*8605*	*605*	*SW 56th St*				*2*			*0*	*1*											*604*				*20*	*18*			*0*			*0*	*100*	*0*	*0*
	SW 72 St EB Begin	EB	*8700*	*700*	*SW 72nd St*				*2*			*0*	*1*											*701*				*20*	*18*			*0*			*0*	*100*	*0*	*0*
	SW 72 St WB Begin	WB	*8705*	*705*	*SW 72nd St*				*2*			*0*	*1*											*704*				*20*	*18*			*0*			*0*	*100*	*0*	*0*
	SW 88 St EB Begin	EB	*8800*	*800*	*SW 88th St*				*2*			*0*	*1*											*801*				*20*	*18*			*0*			*0*	*100*	*0*	*0*
	SW 88 St WB Begin	WB	*8808*	*808*	*SW 88th St*				*3*			*0*	*1*											*807*				*20*	*18*			*0*			*0*	*100*	*0*	*0*
	Dadeland Mall Begin		*8832*	*832*					*1*			*0*	*1*	*4*											*833*			*20*	*18*			*0*			*0*	*0*	*12*	*0*
	US-1 SB Begin	SB	*8907*	*907*					*3*			*0*	*1*											*906*				*20*	*18*			*0*			*0*	*100*	*0*	*0*
	US-1/Busway	NB	*8908*	*908*					*1*			*0*	*1*											*909*				*20*	*18*			*0*			*0*	*100*	*0*	*0*
	US-1/Busway	SB	*8912*	*912*					*1*			*0*	*1*											*911*				*20*	*18*			*0*			*0*	*100*	*0*	*0*
	SW 112 St EB Begin	EB	*8913*	*913*					*2*			*0*	*1*											*914*				*20*	*18*			*0*			*0*	*100*	*0*	*0*
	SW 112 St WB Begin	WB	*8915*	*915*					*2*			*0*	*1*											*901*				*20*	*18*			*0*			*0*	*100*	*0*	*0*
	SW 104 St EB Begin	EB	*8916*	*916*					*1*			*0*	*1*											*911*				*20*	*18*			*0*			*0*	*100*	*0*	*0*
	SW 104 St WB Begin	WB	*8917*	*917*					*2*			*0*	*1*											*903*				*20*	*18*			*0*			*0*	*100*	*0*	*0*

Table #																																						
FRESIM Input																																							
Base Model - PM Peak																																						
Facility	Link Description					Link Geometry								Link Operations									Auxiliary Lanes																	
																							Aux Lane 1			Aux Lane 2			Aux Lane 3			Aux Lane 4			Aux Lane 5			Aux Lane 6		
	Upstream Name	Downstream Name	Up Stream Node #	Down Stream Node #	Link Name (12 chars)	Receive Node	Link Length	Link Type	# of Through Lanes	Grade	Super Elevation	Radius	Pave-ment Code	Speed	Car Follow-ing Factor	Exit Warning Sign Distance	Distance to HOV Warning	Minimum Speed to Trigger	Distance to Reaction Point	Mean Start-up Delay	Passing Zone Code	Lane Number	Type	Length	Lane Number	Type	Length	Lane Number	Type	Length	Lane Number	Type	Length	Lane Number	Type	Length	Lane Number	Type	Length
	(in Excel only)	*(in Excel only)*	*19-1*	*19-2*	*10-3*	*19-3*	*19-4*	*19-5*	*19-6*	*20-3*	*20-4*	*20-5*	*20-6*	*20-8*	*20-18*	*20-12*	*20-14*	*20-16*	*20-17*	*20-7*	*20-19*	*19-7*	*19-8*	*19-9*	*19-10*	*19-11*	*19-12*	*19-13*	*19-14*	*19-15*	*19-20*	*19-21*	*19-22*	*19-23*	*19-24*	*19-25*	*19-26*	*19-27*	*19-28*
SR 826 NB	**Begin SR 826 NB Mainline**	US-1 NB Entrance	*1000*	*1005*	*NB SR 826*	*1010*	*211*	*0*	*1*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																			
	US-1 NB Entrance		*1005*	*1010*	*NB SR 826*	*1015*	*446*	*0*	*1*	*0*	*0*	*0*	*1*	*40*	*100*			*27*	*1500*	*10*		*6*	*3*	*446*	*7*	*3*	*446*												
		Dummy Rd Exit	*1010*	*1015*	*NB SR 826*	*1020*	*555*	*0*	*2*	*0*	*0*	*0*	*1*	*40*	*100*	*2500*	*2500*			*10*		*9*	*3*	*555*															
	Dummy Rd Exit		*1015*	*1020*	*NB SR 826*	*1025*	*689*	*0*	*2*	*0*	*0*	*0*	*1*	*50*	*100*					*10*																			
		SW 88 St Exit	*1020*	*1025*	*NB SR 826*	*1030*	*249*	*0*	*2*	*0*	*0*	*0*	*1*	*50*	*100*	*2470*	*2500*			*10*																			
	SW 88 St Exit		*1025*	*1030*	*NB SR 826*	*1035*	*494*	*0*	*2*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																			
			1030	*1035*	*NB SR 826*	*1040*	*496*	*0*	*2*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																			
		SW 88 St EB Entrance	*1035*	*1040*	*NB SR 826*	*1045*	*1423*	*0*	*2*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																			
	SW 88 St EB Entrance	SW 88 St WB Entrance	*1040*	*1045*	*NB SR 826*	*1050*	*1426*	*0*	*2*	*0*	*0*	*0*	*1*	*60*	*100*			*43*	*1500*	*10*		*9*	*3*	*1426*															
	SW 88 St WB Entrance	SW 72 St Exit	*1045*	*1050*	*NB SR 826*	*1055*	*1488*	*0*	*3*	*0*	*0*	*0*	*1*	*60*	*100*	*2500*	*2500*	*43*	*1500*	*10*		*9*	*1*	*300*															
	SW 72 St Exit		*1050*	*1055*	*NB SR 826*	*1060*	*1303*	*0*	*3*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																			
		SW 72 St Entrance	*1055*	*1060*	*NB SR 826*	*1065*	*1335*	*0*	*3*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																			
	SW 72 St Entrance		*1060*	*1065*	*NB SR 826*	*1070*	*1069*	*0*	*3*	*0*	*0*	*0*	*1*	*60*	*100*			*43*	*1500*	*10*		*9*	*3*	*1069*	*10*	*1*	*500*												
		SW 56 St Exit	*1065*	*1070*		*1075*	*1046*	*0*	*4*	*0*	*0*	*0*	*1*	*60*	*100*	*2500*	*2500*			*10*																			
	SW 56 St Exit		*1070*	*1075*	*NB SR 826*	*1080*	*668*	*0*	*4*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																			
		SW 40 St Exit	*1075*	*1080*	*NB SR 826*	*1085*	*644*	*0*	*3*	*0*	*0*	*0*	*1*	*60*	*100*	*2500*	*2500*			*10*		*9*	*3*	*644*															
	SW 40 St Exit		*1080*	*1085*	*NB SR 826*	*1090*	*660*	*0*	*3*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																			
			1085	*1090*	*NB SR 826*	*1095*	*662*	*0*	*3*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																			
			1090	*1095*	*NB SR 826*	*1100*	*911*	*0*	*3*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																			
			1095	*1100*	*NB SR 826*	*1105*	*544*	*0*	*3*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																			
			1100	*1105*		*1110*	*544*	*0*	*3*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																			
		SW 56 St Entrance	*1105*	*1110*	*NB SR 826*	*1115*	*545*	*0*	*3*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																			
	SW 56 St Entrance	SR 874 Entrance	*1110*	*1115*	*NB SR 826*	*1120*	*1011*	*0*	*3*	*0*	*0*	*0*	*1*	*60*	*100*			*43*	*1500*	*10*		*9*	*3*	*1011*															
	SR 874 Entrance	SW 40 St EB Entrance	*1115*	*1120*		*1125*	*893*	*0*	*4*	*0*	*0*	*0*	*1*	*60*	*100*			*43*	*1500*	*10*		*6*	*3*	*893*	*7*	*3*	*893*	*8*	*3*	*893*									
	SW 40 St EB Entrance		*1120*	*1125*	*NB SR 826*	*1130*	*557*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*			*43*	*1500*	*10*		*9*	*3*	*557*	*6*	*3*	*557*												
			1125	*1130*	*NB SR 826*	*1135*	*568*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*					*10*		*6*	*3*	*568*	*7*	*3*	*568*												
			1130	*1135*	*NB SR 826*	*1140*	*555*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*					*10*		*6*	*3*	*555*															
		SW 40 St WB Entrance	*1135*	*1140*	*NB SR 826*	*1145*	*559*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*					*10*		*6*	*3*	*559*															
	SW 40 St WB Entrance		*1140*	*1145*	*NB SR 826*	*1150*	*918*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*			*43*	*1500*	*10*		*9*	*1*	*500*	*6*	*3*	*918*												
			1145	*1150*	*NB SR 826*	*1155*	*917*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*					*10*		*6*	*3*	*917*															
		SW 24 St Exit	*1150*	*1155*	*NB SR 826*	*1160*	*917*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*	*2500*	*2500*			*10*		*9*	*2*	*400*	*6*	*3*	*917*												
	SW 24 St Exit	SW 24 St Entrance	*1155*	*1160*	*NB SR 826*	*1165*	*1043*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*					*10*		*6*	*3*	*1043*															
	SW 24 St Entrance		*1160*	*1165*	*NB SR 826*	*1170*	*933*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*			*43*	*1500*	*10*		*9*	*1*	*864*	*6*	*3*	*933*												
			1165	*1170*		*1175*	*933*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*					*10*		*6*	*3*	*933*															
			1170	*1175*		*1180*	*693*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*					*10*		*9*	*3*	*693*															
		SW 8 St Exit	*1175*	*1180*	*NB SR 826*	*1185*	*471*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*	*2500*	*2500*			*10*		*9*	*3*	*471*															
	SW 8 St Exit		*1180*	*1185*	*NB SR 826*	*1190*	*807*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																			
			1185	*1190*	*NB SR 826*	*1195*	*796*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																			
			1190	*1195*		*1200*	*701*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																			
		SW 8 St EB Entrance	*1195*	*1200*		*1205*	*702*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																			
	SW 8 St EB Entrance	SW 8 St WB Entrance	*1200*	*1205*	*NB SR 826*	*1210*	*343*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*			*43*	*1500*	*10*		*9*	*3*	*343*															
	SW 8 St WB Entrance		*1205*	*1210*	*NB SR 826*	*1215*	*715*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*			*43*	*1500*	*10*		*9*	*3*	*715*	*10*	*3*	*715*												
		Flagler St/NW72Ave Exit	*1210*	*1215*	*NB SR 826*	*1220*	*716*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*	*2500*	*2500*			*10*		*9*	*3*	*716*	*6*	*3*	*716*												
	Flagler St/NW72Ave Exit		*1215*	*1220*	*NB SR 826*	*1225*	*530*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*					*10*		*9*	*3*	*530*															
		SR 836 EB/WB Exit	*1220*	*1225*	*NB SR 826*	*1230*	*531*	*0*	*4*	*0*	*0*	*0*	*1*	*60*	*100*	*2500*	*2500*			*10*		*9*	*3*	*531*	*10*	*3*	*531*												
	SR 836 EB/WB Exit		*1225*	*1230*	*NB SR 826*	*1235*	*927*	*0*	*4*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																			
			1230	*1235*	*NB SR 826*	*1240*	*927*	*0*	*4*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																			
		Flagler St Entrance	*1235*	*1240*	*NB SR 826*	*1245*	*929*	*0*	*4*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																			
	Flagler St Entrance		*1240*	*1245*	*NB SR 826*	*1250*	*791*	*0*	*4*	*0*	*0*	*0*	*1*	*60*	*100*			*43*	*1500*	*10*		*9*	*1*	*500*															
		SR 836 WB/NW 72 Ave Entrance	*1245*	*1250*	*NB SR 826*	*1255*	*790*	*0*	*4*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																			
	SR 836 WB/NW 72 Ave Entrance		*1250*	*1255*	*NB SR 826*	*1260*	*512*	*0*	*4*	*0*	*0*	*0*	*1*	*60*	*100*			*43*	*1500*	*10*		*9*	*3*	*512*	*10*	*3*	*512*												
		SR 836 EB Entrance	*1255*	*1260*	*NB SR 826*	*1265*	*512*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*					*10*		*9*	*3*	*512*															
	SR 836 EB Entrance		*1260*	*1265*	*NB SR 826*	*1270*	*776*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*			*43*	*1500*	*10*		*9*	*3*	*776*	*10*	*3*	*776*												
			1265	*1270*	*NB SR 826*	*1275*	*776*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*					*10*		*9*	*3*	*776*	*10*	*3*	*776*												
		NW 25 St Exit	*1270*	*1275*	*NB SR 826*	*1280*	*755*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*	*2500*	*2500*			*10*		*9*	*3*	*755*	*6*	*3*	*755*												
	NW 25 St Exit		*1275*	*1280*		*1285*	*890*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*					*10*		*9*	*3*	*890*															
			1280	*1285*	*NB SR 826*	*1290*	*861*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*					*10*		*9*	*3*	*861*															
		NW 25 St Entrance	*1285*	*1290*	*NB SR 826*	*1295*	*861*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*					*10*																			
	NW 25 St Entrance		*1290*	*1295*	*NB SR 826*	*1300*	*1480*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*			*43*	*1500*	*10*		*9*	*3*	*1480*															
		End SR 826 NB Mainline	*1295*	*1300*	*NB SR 826*	*8130*	*1464*	*0*	*5*	*0*	*0*	*0*	*1*	*60*	*100*					*10*		*9*	*3*	*1464*															
SR 826 NB Ramps	US-1 NB	SR 826 NB	*1500*	*1005*		*1010*	*352*	*1*	*2*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																			
	SR 826 NB	Dummy Rd Exit	*1015*	*1501*		*8002*	*265*	*1*	*1*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																			
	SR 826 NB		*1025*	*1504*	*NB Off-Ramp*	*1505*	*510*	*1*	*1*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																			
		SW 88 St Exit	*1504*	*1505*		*7505*	*233*	*1*	*2*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																			
	SW 88 St EB Entrance		*1510*	*1515*		*1520*	*282*	*1*	*1*	*0*	*0*	*0*	*1*	*30*	*100*					*10*																			
			1515	*1520*		*1040*	*821*	*1*	*1*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																			
		SR 826 NB	*1520*	*1040*		*1045*	*490*	*1*	*1*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																			
	SW 88 St WB Entrance		*1525*	*1530*		*1535*	*360*	*1*	*1*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																			
			1530	*1535*		*1045*	*693*	*1*	*1*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																			
		SR 826 NB	*1535*	*1045*		*1050*	*689*	*1*	*1*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																			
	SR 826 NB		*1050*	*1540*		*1545*	*434*	*1*	*1*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																			
		SW 72 St Exit	*1540*	*1545*		*7545*	*543*	*1*	*1*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																			
	SW 72 St Entrance		*1550*	*1555*		*1060*	*226*	*1*	*3*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																			
		SR 826 NB	*1555*	*1060*		*1065*	*489*	*1*	*2*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																			
	SR 826 NB		*1070*	*1560*		*1565*	*571*	*1*	*1*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																			
			1560	*1565*		*1570*	*468*	*1*	*1*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																			
		SW 56 St Exit	*1565*	*1570*		*7570*	*381*	*1*	*1*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																			
	SR 826 NB		*1080*	*1575*		*1580*	*312*	*1*	*1*	*0*	*0*	*0*	*1*	*45*	*100*					*10*																			
			1575	*1580*		*1585*	*552*	*1*	*1*	*0*	*0*	*0*	*1*	*45*	*100*					*10*																			
			1580	*1585*		*1590*	*341*	*1*	*1*	*0*	*0*	*0*	*1*	*45*	*100*					*10*																			
		SW 40 St Exit	*1585*	*1590*		*7590*	*136*	*1*	*1*	*0*	*0*	*0*	*1*	*45*	*100*					*10*																			
	SW 56 St Entrance		*1595*	*1600*		*1110*	*231*	*1*	*1*	*0*	*0*	*0*	*1*	*45*	*100*					*10*																			
		SR 826 NB	*1600*	*1110*		*1115*	*640*	*1*	*1*	*0*	*0*	*0*	*1*	*45*	*100*					*10*																			
	SR 874 Entrance		*1605*	*1610*		*1615*	*760*	*1*	*3*	*0*	*0*	*0*	*1*	*50*	*100*					*10*																			
			1610	*1615*		*1115*	*648*	*1*	*3*	*0*	*0*	*0*	*1*	*50*	*100*					*10*																			
		SR 826 NB	*1615*	*1115*		*1120*	*716*	*1*	*3*	*0*	*0*	*0*	*1*	*50*	*100*					*10*																			
	SW 40 St EB Entrance		*1620*	*1625*		*1630*	*168*	*1*	*1*	*0*	*0*	*0*	*1*	*25*	*100*					*10*																			
			1625	*1630*		*1120*	*244*	*1*	*1*	*0*	*0*	*0*	*1*	*25*	*100*					*10*																			
		SR 826 NB	*1630*	*1120*		*1125*	*147*	*1*	*1*	*0*	*0*	*0*	*1*	*25*	*100*					*10*																			
	SW 40 St WB Entrance		*1635*	*1640*		*1140*	*223*	*1*	*1*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																			
		SR 826 NB	*1640*	*1140*		*1145*	*1084*	*1*	*1*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																			
	SR 826 NB		*1155*	*1645*		*1650*	*220*	*1*	*1*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																			
		SW 24 St Exit	*1645*	*1650*		*7650*	*302*	*1*	*1*	*0*	*0*	*0*	*1*	*30*	*100*					*10*																			
	SW 24 St Entrance		*1655*	*1660*		*1160*	*178*	*1*	*1*	*0*	*0*	*0*	*1*	*30*	*100*					*10*																			

Facility	Link Description					Link Geometry								Link Operations								Auxiliary Lanes																	
																						Aux Lane 1			Aux Lane 2			Aux Lane 3			Aux Lane 4			Aux Lane 5			Aux Lane 6		
	Upstream Name	Downstream Name	Up Stream Node #	Down Stream Node #	Link Name (12 chars)	Receive Node	Link Length	Link Type	# of Through Lanes	Grade	Super Elevation	Radius	Pave-ment Code	Speed	Car Follow-ing Factor	Exit Warning Sign Distance	Distance to HOV Warning	Minimum Speed to Trigger	Distance to Reaction Point	Mean Start-up Delay	Passing Zone Code	Lane Number	Type	Length	Lane Number	Type	Length	Lane Number	Type	Length	Lane Number	Type	Length	Lane Number	Type	Length	Lane Number	Type	Length
	(in Excel only)	*(in Excel only)*	*19-1*	*19-2*	*10-3*	*19-3*	*19-4*	*19-5*	*19-6*	*20-3*	*20-4*	*20-5*	*20-6*	*20-8*	*20-18*	*20-12*	*20-14*	*20-16*	*20-17*	*20-7*	*20-19*	*19-7*	*19-8*	*19-9*	*19-10*	*19-11*	*19-12*	*19-13*	*19-14*	*19-15*	*19-20*	*19-21*	*19-22*	*19-23*	*19-24*	*19-25*	*19-26*	*19-27*	*19-28*
SR 826 SB		SR 826 NB	1660	1160		1165	401	1	1	0	0	0	1	40	100					10																			
	SR 826 NB		1180	1665		1670	383	1	2	0	0	0	1	45	100					10																			
			1665	1670		1675	501	1	2	0	0	0	1	45	100					10																			
		SW 8 St Exit	1670	1675		7675	474	1	2	0	0	0	1	30	100					10																			
	SW 8 St EB Entrance		1680	1685		1690	226	1	1	0	0	0	1	25	100					10																			
			1685	1690		1695	262	1	1	0	0	0	1	25	100					10																			
			1690	1695		1700	249	1	1	0	0	0	1	25	100					10																			
			1695	1700		1705	329	1	1	0	0	0	1	40	100					10																			
			1700	1705		1710	508	1	1	0	0	0	1	40	100					10																			
			1705	1710		1200	511	1	1	0	0	0	1	40	100					10																			
		SR 826 NB	1710	1200		1205	346	1	1	0	0	0	1	40	100					10																			
	SW 8 St WB Entrance		1715	1720		1205	602	1	1	0	0	0	1	40	100					10																			
		SR 826 NB	1720	1205		1210	170	1	1	0	0	0	1	40	100					10																			
	SR 826 NB	FlaglerSt/NW 72 Ave Exit	1215	1725		7725	193	1	2	0	0	0	1	45	100					10																			
	SR 826 NB	SR 836 EB/WB Exit	1225	1730		1315	310	1	3	0	0	0	1	50	100					10																			
	Flagler St Entrance		1735	1740		1240	449	1	2	0	0	0	1	40	100					10																			
		SR 826 NB	1740	1240		1245	234	1	1	0	0	0	1	40	100					10																			
	SR 836 WB/NW 72 Ave Entrance	SR 826 NB	1745	1250		1255	250	1	2	0	0	0	1	40	100					10																			
	SR 836 EB Entrance		1750	1755		1260	596	1	2	0	0	0	1	50	100					10																			
		SR 826 NB	1755	1260		1265	567	1	2	0	0	0	1	50	100					10																			
	SR 826 NB		1275	1760		1765	378	1	2	0	0	0	1	40	100					10																			
		NW 25 St Exit	1760	1765		8765	263	1	2	0	0	0	1	40	100					10																			
	NW 25 St Entrance		1770	1775		1290	218	1	1	0	0	0	1	40	100					10																			
		SR 826 NB	1775	1290		1295	590	1	1	0	0	0	1	40	100					10																			
SR 826 SB	**Begin SR 826 SB Mainline**	Dummy Ramp Entrance	2000	2005		2010	193	0	5	0	0	0	1	60	100					10																			
	Dummy Ramp Entrance		2005	2010		2015	1049	0	5	0	0	0	1	60	100			43	1500	10		9	3	1049															
			2010	2015		2020	1049	0	5	0	0	0	1	60	100					10		9	3	1049															
		NW 25 St Exit	2015	2020		2025	1049	0	5	0	0	0	1	60	100	2500	2500			10		9	3	1049															
	NW 25 St Exit		2020	2025		2030	700	0	5	0	0	0	1	60	100					10																			
		Dummy Ramp Entrance	2025	2030		2035	700	0	5	0	0	0	1	60	100					10																			
	Dummy Ramp Entrance		2030	2035		2040	698	0	5	0	0	0	1	60	100			43	1500	10		9	3	698															
		NW 25 St Entrance	2035	2040		2045	700	0	5	0	0	0	1	60	100					10		9	3	700															
	NW 25 St Entrance		2040	2045		2050	804	0	5	0	0	0	1	60	100			43	1500	10		9	3	804	10	3	804	11	1	475									
			2045	2050		2055	806	0	5	0	0	0	1	60	100					10		9	3	806	10	3	806												
		SR 836 EB/WB Exit	2050	2055		2060	805	0	5	0	0	0	1	60	100	2500	2500			10		9	3	805	10	3	805												
	SR 836 EB/WB Exit	NW 72 Ave/NW 87 Ave Exit	2055	2060		2065	999	0	5	0	0	0	1	60	250	950	2500			10		9	2	100															
	NW 72 Ave/NW 87 Ave Exit	Flagler St/SW 8 St Exit	2060	2065		2070	955	0	4	0	0	0	1	60	250	2500	2500			10		9	3	955															
	Flagler St/SW 8 St Exit		2065	2070		2075	895	0	4	0	0	0	1	60	250					10																			
			2070	2075		2080	898	0	4	0	0	0	1	60	250					10																			
		SR 836 EB/WB Entrance	2075	2080		2085	896	0	4	0	0	0	1	60	265					10																			
	SR 836 EB/WB Entrance		2080	2085		2090	614	0	4	0	0	0	1	60	295			43	1500	10		9	3	614	10	1	460												
			2085	2090		2095	614	0	5	0	0	0	1	60	100					10																			
			2090	2095		2100	614	0	5	0	0	0	1	60	100					10																			
			2095	2100		2105	1045	0	5	0	0	0	1	60	100					10																			
		Flagler St Entrance	2100	2105		2110	456	0	5	0	0	0	1	60	100					10																			
	Flagler St Entrance		2105	2110		2115	820	0	5	0	0	0	1	60	185			43	1500	10		9	1	800															
			2110	2115		2120	819	0	5	0	0	0	1	60	185					10																			
		SW 8 St Entrance	2115	2120		2125	820	0	5	0	0	0	1	60	185					10																			
	SW 8 St Entrance		2120	2125		2130	772	0	5	0	0	0	1	60	100			43	1500	10		9	3	772															
			2125	2130		2135	773	0	5	0	0	0	1	60	100					10		9	3	773															
		SW 24 St Exit	2130	2135		2140	771	0	5	0	0	0	1	60	100	2500	2500			10		6	3	771															
	SW 24 St Exit	SW 24 St Entrance	2135	2140		2145	1216	0	5	0	0	0	1	60	255					10		9	3	1216															
	SW 24 St Entrance		2140	2145		2150	1168	0	5	0	0	0	1	60	255			43	1500	10		9	3	1168	10	1	917												
			2145	2150		2155	1168	0	5	0	0	0	1	60	255					10		9	3	1168															
		SW 40 St Exit	2150	2155		2160	1169	0	5	0	0	0	1	60	255	2500	2500			10		9	2	1160	6	3	1169												
	SW 40 St Exit		2155	2160		2165	555	0	5	0	0	0	1	60	255					10		9	3	555															
			2160	2165		2170	554	0	5	0	0	0	1	60	255					10		9	3	554															
			2165	2170		2175	556	0	5	0	0	0	1	60	100					10		9	3	556															
			2170	2175		2180	555	0	5	0	0	0	1	60	100					10		9	3	555															
		SW 56 St Exit	2175	2180		2185	554	0	5	0	0	0	1	60	100	2500	2500			10		6	3	554															
	SW 56 St Exit	SR 874 Exit	2180	2185		2190	1240	0	3	0	0	0	1	60	100	2500	2500			10		6	3	1240	7	3	1240	8	3	1240									
	SR 874 Exit		2185	2190		2195	570	0	3	0	0	0	1	60	100					10																			
			2190	2195		2200	569	0	3	0	0	0	1	60	100					10																			
			2195	2200		2205	569	0	3	0	0	0	1	60	100					10																			
			2200	2205		2210	569	0	3	0	0	0	1	60	100					10																			
			2205	2210		2215	569	0	3	0	0	0	1	60	100					10																			
		SW 40 St Entrance	2210	2215		2220	569	0	3	0	0	0	1	60	100					10																			
	SW 40 St Entrance		2215	2220		2225	979	0	3	0	0	0	1	60	100			43	1500	10		9	3	979															
		SW 56 St Entrance	2220	2225		2230	979	0	4	0	0	0	1	60	100					10																			
	SW 56 St Entrance		2225	2230		2235	1302	0	4	0	0	0	1	60	100			43	1500	10		9	1	200															
		SW 72 St Exit	2230	2235		2240	1302	0	3	0	0	0	1	60	100	2500	2500			10		9	3	1302															
	SW 72 St Exit		2235	2240		2245	1167	0	3	0	0	0	1	60	100					10																			
		SW 72 St Entrance	2240	2245		2250	1167	0	3	0	0	0	1	60	100					10																			
	SW 72 St Entrance		2245	2250		2255	835	0	3	0	0	0	1	60	100			43	1500	10		9	1	300															
		SW 88 St Exit	2250	2255		2260	833	0	2	0	0	0	1	60	100	2500	2500			10		9	3	833															
	SW 88 St Exit		2255	2260		2265	1011	0	2	0	0	0	1	60	100					10																			
			2260	2265		2270	1011	0	2	0	0	0	1	60	100					10																			
			2265	2270		2275	1012	0	2	0	0	0	1	60	100					10																			
		SW 88 St Entrance	2270	2275		2280	962	0	2	0	0	0	1	60	100					10																			
	SW 88 St Entrance	Dummy Ramp Entrance	2275	2280		2285	588	0	2	0	0	0	1	60	290			43	1500	10		9	1	200															
	Dummy Ramp Entrance		2280	2285		2290	542	0	2	0	0	0	1	50	290			43	1500	10		9	3	542															
		US-1 SB Exit	2285	2290		2295	501	0	1	0	0	0	1	50	290	2500	2500			10		6	3	501	7	3	501												
	US-1 SB Exit	**End SR 826 SB Mainline**	2290	2295		8229	132	0	1	0	0	0	1	50	100					10																			
	Dummy Ramp Entrance	SR 826 SB	2500	2005		2010	171	1	1	0	0	0	1	40	100					10																			
	SR 826 SB		2020	2505		2510	709	1	1	0	0	0	1	40	100					10																			
		NW 25 St Exit	2505	2510		8510	247	1	1	0	0	0	1	40	100					10																			
	Dummy Ramp Entrance	SR 826 SB	2515	2030		2035	149	1	1	0	0	0	1	40	100					10																			
	NW 25 St Entrance		2520	2525		2040	306	1	2	0	0	0	1	40	100					10																			
		SR 826 SB	2525	2040		2045	453	1	2	0	0	0	1	40	100					10																			
	SR 826 SB	SR 836 EB/WB Exit	2055	2530		2375	213	1	3	0	0	0	1	50	100					10																			
	SR 826 SB		2060	2535		2540	330	1	1	0	0	0	1	50	100					10																			
		NW 72 Ave/NW 87 Ave Exit	2535	2540		4535	233	1	1	0	0	0	1	50	100					10																			
	SR 826 SB	Flagler St/SW 8 St Exit	2065	2545		2305	279	1	2	0	0	0	1	45	100					10																			
	SR 836 EB/WB Entrance	SR 826 SB	2550	2080		2085	406	1	3	0	0	0	1	50	100					10																			
	Flagler St Entrance	SR 826 SB	2555	2105		2110	289	1	1	0	0	0	1	45	100					10																			
	SW 8 St Entrance		2560	2565		2120	781	1	2	0	0	0	1	40	100					10																			

Facility	Link Description					Link Geometry								Link Operations								Auxiliary Lanes																	
																						Aux Lane 1			Aux Lane 2			Aux Lane 3			Aux Lane 4			Aux Lane 5			Aux Lane 6		
	Upstream Name	Downstream Name	Up Stream Node #	Down Stream Node #	Link Name (12 chars)	Receive Node	Link Length	Link Type	# of Through Lanes	Grade	Super Elevation	Radius	Pave-ment Code	Speed	Car Follow-ing Factor	Exit Warning Sign Distance	Distance to HOV Warning	Minimum Speed to Trigger	Distance to Reaction Point	Mean Start-up Delay	Passing Zone Code	Lane Number	Type	Length	Lane Number	Type	Length	Lane Number	Type	Length	Lane Number	Type	Length	Lane Number	Type	Length	Lane Number	Type	Length
	(in Excel only)	*(in Excel only)*	*19-1*	*19-2*	*10-3*	*19-3*	*19-4*	*19-5*	*19-6*	*20-3*	*20-4*	*20-5*	*20-6*	*20-8*	*20-18*	*20-12*	*20-14*	*20-16*	*20-17*	*20-7*	*20-19*	*19-7*	*19-8*	*19-9*	*19-10*	*19-11*	*19-12*	*19-13*	*19-14*	*19-15*	*19-20*	*19-21*	*19-22*	*19-23*	*19-24*	*19-25*	*19-26*	*19-27*	*19-28*
SR 826 SB Ramps		SR 826 SB	2565	2120		2125	341	1	1	0	0	0	1	40	100					10																		
	SR 826 SB		2135	2570		2575	443	1	1	0	0	0	1	40	100					10																		
		SW 24 St Exit	2570	2575		7257	236	1	1	0	0	0	1	30	100					10																		
	SW 24 St Entrance		2580	2585		2140	146	1	1	0	0	0	1	25	100					10																		
		SR 826 SB	2585	2140		2145	380	1	1	0	0	0	1	40	100					10																		
	SR 826 SB		2155	2590		2595	444	1	2	0	0	0	1	50	100					10																		
		SW 40 St Exit	2590	2595		7595	379	1	2	0	0	0	1	50	100					10																		
	SR 826 SB	SW 56 St Exit	2180	2600		4320	633	1	1	0	0	0	1	50	100					10																		
	SR 826 SB		2185	2605		2610	701	1	3	0	0	0	1	50	100					10																		
		SR 874 Exit	2605	2610		4825	528	1	3	0	0	0	1	50	100					10																		
	SW 40 St Entrance	SR 826 SB	2615	2215		2220	373	1	1	0	0	0	1	45	100					10																		
	SW 56 St Entrance		2620	2625		2225	725	1	2	0	0	0	1	40	100					10																		
		SR 826 SB	2625	2225		2230	668	1	1	0	0	0	1	40	100					10																		
	SR 826 SB	SW 72 St Exit	2235	2630		7630	376	1	2	0	0	0	1	40	100					10																		
	SW 72 St Entrance		2635	2640		2245	341	1	2	0	0	0	1	40	100					10																		
		SR 826 SB	2640	2245		2250	570	1	1	0	0	0	1	40	100					10																		
	SR 826 SB		2255	2645		2650	738	1	2	0	0	0	1	50	100					10																		
		SW 88 St Exit	2645	2650		7265	225	1	2	0	0	0	1	50	100					10																		
	SW 88 St Entrance		2655	2660		2665	172	1	1	0	0	0	1	30	100					10																		
			2660	2665		2275	179	1	1	0	0	0	1	30	100					10																		
		SR 826 SB	2665	2275		2280	632	1	1	0	0	0	1	40	100					10																		
	Dummy Ramp Entrance	SR 826 SB	2670	2280		2285	160	1	1	0	0	0	1	40	100					10																		
	SR 826 SB	US-1 SB Exit	2290	2675		7267	163	1	2	0	0	0	1	50	290					10																		
SR 826 NB to SR 836 EB CD	**Begin SR 826 NB To SR 826 EB CD**	SR 826 NB Entrance	1310	1315		1320	201	0	1	0	0	0	1	50	100					10																		
	SR 826 NB Entrance		1315	1320		1325	232	0	1	0	0	0	1	50	100			43	1500	10		6	3	232	7	3	232	8	3	232								
		SR 836 WB Exit	1320	1325		1330	187	0	2	0	0	0	1	50	100	400	2500			10		9	3	187	6	3	187											
	SR 836 WB Exit	Dummy Ramp Exit	1325	1330		1335	317	0	2	0	0	0	1	50	100	935	2500			10		9	3	317														
	Dummy Ramp Exit		1330	1335		1340	305	0	2	0	0	0	1	50	100					10																		
			1335	1340		1345	388	0	2	0	0	0	1	50	100					10																		
			1340	1345		1350	388	0	2	0	0	0	1	50	100					10																		
			1345	1350		1355	670	0	2	0	0	0	1	50	100					10																		
			1350	1355		1360	681	0	2	0	0	0	1	50	100					10																		
		SR 826 SB Entrance	1355	1360		1365	576	0	2	0	0	0	1	50	100					10																		
	SR 826 SB Entrance	SR 836 EB Exit	1360	1365		1370	224	0	2	0	0	0	1	50	100	2500	2500	43	1500	10		6	3	224														
	SR 836 EB Exit	**End SR 826 NB To SR 826 EB CD Ramp**	1365	1370		8137	143	0	1	0	0	0	1	50	100					10																		
SR 826 NB to SR 836 EB CD Ramps	SR 826 NB Entrance	SR 826 NB To SR 836 EB CD	1730	1315		1320	305	1	3	0	0	0	1	50	100					10																		
	SR 826 NB To SR 836 EB CD		1325	1780		1785	335	1	2	0	0	0	1	50	100					10																		
			1780	1785		1790	427	1	2	0	0	0	1	50	100					10																		
			1785	1790		1795	440	1	2	0	0	0	1	50	100					10																		
		SR 836 WB Exit	1790	1795		2765	470	1	2	0	0	0	1	50	100					10																		
	SR 826 NB To SR 836 EB CD	Dummy Ramp Exit	1330	1800		8010	150	1	1	0	0	0	1	50	100					10																		
	SR 826 SB Entrance		1805	1810		1815	840	1	2	0	0	0	1	50	100					10																		
			1810	1815		1360	930	1	2	0	0	0	1	50	100					10																		
		SR 826 NB To SR 836 EB CD	1815	1360		1365	337	1	1	0	0	0	1	50	100					10																		
	SR 826 NB To SR 836 EB CD	SR 836 EB Exit	1365	3525		3075	171	1	3	0	0	0	1	50	100					10																		
SR 836 WB to SR 826 NB CD	**Begin SR 836 WB to SR 826 NB CD**	SR 836 WB Entrance	1380	1385		1390	113	0	1	0	0	0	1	50	100					10																		
	SR 836 WB Entrance		1385	1390		1395	138	0	1	0	0	0	1	50	100			43	1500	10		6	3	138	7	3	138	8	3	138								
		Dummy Ramp Exit	1390	1395		1400	140	0	3	0	0	0	1	50	100	390	2500			10		9	3	140														
	Dummy Ramp Exit	SR 826 SB Exit	1395	1400		1405	376	0	2	0	0	0	1	50	100	50	2500			10		6	3	376														
	SR 826 SB Exit		1400	1405		1410	276	0	2	0	0	0	1	50	100					10																		
			1405	1410		1415	494	0	2	0	0	0	1	50	100					10																		
			1410	1415		1420	459	0	2	0	0	0	1	50	100					10																		
		NW 72 Ave Entrance	1415	1420		1425	497	0	2	0	0	0	1	50	100					10																		
	NW 72 Ave Entrance		1420	1425		1430	121	0	2	0	0	0	1	50	100			43	1500	10		9	3	121														
		SR 826 NB Exit	1425	1430		1435	128	0	1	0	0	0	1	50	100	2500	2500			10		6	3	128	7	3	128											
	SR 826 NB Exit	**End SR 836 WB to SR 826 NB CD**	1430	1435		8143	238	0	1	0	0	0	1	50	100					10																		
SR 836 WB to SR 826 NB CD	SR 836 WB Entrance	SR 836 WB to SR 826 NB CD	4505	1385		1390	301	1	3	0	0	0	1	50	100					10																		
	SR 836 WB to SR 826 NB CD	Dummy Ramp Exit	1395	1830		8183	100	1	1	0	0	0	1	50	100					10																		
	SR 836 WB to SR 826 NB CD		1400	1835		1840	278	1	2	0	0	0	1	50	100					10																		
		SR 826 SB Exit	1835	1840		2795	508	1	2	0	0	0	1	50	100					10																		
	NW 72 Ave Entrance	SR 836 WB to SR 826 NB CD	1845	1420		1425	203	1	1	0	0	0	1	45	100					10																		
	SR 836 WB to SR 826 NB CD	SR 826 NB Exit	1430	1745		1250	192	1	3	0	0	0	1	50	100					10																		
NW 72 Ave to SR 826 NB	**Begin NW 72 Ave to SR 826 NB CD**		1450	1455		1460	251	0	2	0	0	0	1	45	100					10																		
		SR 836 WB Exit	1455	1460		1465	321	0	1	0	0	0	1	45	100	570	2500			10		6	3	321														
	SR 836 WB Exit		1460	1465		1470	246	0	1	0	0	0	1	45	100					10																		
		SR 826 NB Exit	1465	1470		1475	327	0	1	0	0	0	1	45	100	1145	2500			10																		
	SR 826 NB Exit	**End NW 72 Ave to SR 826 NB CD**	1470	1475		8147	141	0	1	0	0	0	1	45	100					10																		
NW72Ave to SR 826 NB Ramps	NW 72 Ave to SR 826 NB CD	SR 836 WB Exit	1460	4530		4160	254	1	1	0	0	0	1	45	100					10																		
	NW 72 Ave to SR 826 NB CD	SR 826 NB Exit	1470	1845		1420	176	1	1	0	0	0	1	45	100					10																		
SR 826 SB to SR 836 WB CD	**Begin SR 826 SB to SR 836 WB CD**	SR 826 SB Entrance	2370	2375		2380	120	0	1	0	0	0	1	50	100					10																		
	SR 826 SB Entrance		2375	2380		2385	150	0	1	0	0	0	1	50	100			43	1500	10		6	3	150	7	3	150	8	3	150								
		SR 836 EB Exit	2380	2385		2390	150	0	3	0	0	0	1	50	100	500	2500			10		6	3	150														
	SR 836 EB Exit	Dummy Ramp Exit	2385	2390		2395	410	0	2	0	0	0	1	50	100	830	2500			10		9	3	410														
	Dummy Ramp Exit		2390	2395		2400	429	0	2	0	0	0	1	50	100					10																		
			2395	2400		2405	579	0	2	0	0	0	1	50	100					10																		
		SR 826 NB Entrance	2400	2405		2410	728	0	2	0	0	0	1	50	100					10																		
	SR 826 NB Entrance	Dummy Ramp Entrance	2405	2410		2415	538	0	2	0	0	0	1	50	100			43	1500	10		6	3	538														
	Dummy Ramp Entrance	SR 836 WB Exit	2410	2415		2420	538	0	2	0	0	0	1	50	100	2500	2500	43	1500	10		9	3	538	6	3	538											
	SR 836 WB Exit	NW 87 Ave Exit	2415	2420		2425	234	0	1	0	0	0	1	50	100	2500	2500			10		6	3	234	7	3	234											
	NW 87 Ave Exit	**End SR 826 SB to SR 836 WB CD**	2420	2425		8242	139	0	1	0	0	0	1	50	100					10																		
SR 826 SB to SR 836 WB CD Ramps	SR 826 SB Entrance	SR 826 SB to SR 836 WB CD	2530	2375		2380	166	1	3	0	0	0	1	50	100					10																		
	SR 826 SB to SR 836 WB CD		2385	2745		2750	442	1	2	0	0	0	1	50	100					10																		
			2745	2750		2755	501	1	2	0	0	0	1	50	100					10																		
			2750	2755		1805	583	1	2	0	0	0	1	50	100					10																		
		SR 836 EB Exit	2755	1805		1810	561	1	2	0	0	0	1	50	100					10																		
	SR 826 SB to SR 836 WB CD	Dummy Ramp Exit	2390	2760		8276	161	1	1	0	0	0	1	50	100					10																		
	SR 826 NB Entrance		1795	2765		2770	496	1	2	0	0	0	1	50	100					10																		
			2765	2770		2775	425	1	2	0	0	0	1	50	100					10																		
			2770	2775		2405	410	1	2	0	0	0	1	50	100					10																		
		SR 826 SB to SR 836 WB CD	2775	2405		2410	561	1	2	0	0	0	1	50	100					10																		
	Dummy Ramp Exit	SR 826 SB to SR 836 WB CD	2780	2410		2415	141	1	1	0	0	0	1	50	100					10																		
	SR 826 SB to SR 836 WB CD	SR 836 WB Exit	2415	4510		4070	239	1	1	0	0	0	1	50	100					10																		
	SR 826 SB to SR 836 WB CD	NW 87 Ave Exit	2420	4560		4180	226	1	2	0	0	0	1	40	100					10																		
	Begin SR 826 SB CD	SR 826 SB Entrance	2300	2305		2310	103	0	1	0	0	0	1	45	100					10																		
	SR 826 SB Entrance		2305	2310		2315	130	0	1	0	0	0	1	45	100			43	1500	10		6	3	130	7	3	130											
		Dummy Ramp Exit	2310	2315		2320	130	0	2	0	0	0	1	45	100	360	2500			10		9	3	130														

Facility	Link Description					Link Geometry								Link Operations								Auxiliary Lanes																	
																						Aux Lane 1			Aux Lane 2			Aux Lane 3			Aux Lane 4			Aux Lane 5			Aux Lane 6		
	Upstream Name	Downstream Name	Up Stream Node #	Down Stream Node #	Link Name (12 chars)	Receive Node	Link Length	Link Type	# of Through Lanes	Grade	Super Elevation	Radius	Pave-ment Code	Speed	Car Follow-ing Factor	Exit Warning Sign Distance	Distance to HOV Warning	Minimum Speed to Trigger	Distance to Reaction Point	Mean Start-up Delay	Passing Zone Code	Lane Number	Type	Length	Lane Number	Type	Length	Lane Number	Type	Length	Lane Number	Type	Length	Lane Number	Type	Length	Lane Number	Type	Length
	(in Excel only)	*(in Excel only)*	*19-1*	*19-2*	*10-3*	*19-3*	*19-4*	*19-5*	*19-6*	*20-3*	*20-4*	*20-5*	*20-6*	*20-8*	*20-18*	*20-12*	*20-14*	*20-16*	*20-17*	*20-7*	*20-19*	*19-7*	*19-8*	*19-9*	*19-10*	*19-11*	*19-12*	*19-13*	*19-14*	*19-15*	*19-20*	*19-21*	*19-22*	*19-23*	*19-24*	*19-25*	*19-26*	*19-27*	*19-28*
SR 826 SB CD RD	Dummy Ramp Exit		2315	2320		2325	306	0	2	0	0	0	1	45	100					10																		
		SR 836 EB CD Entrance	2320	2325		2330	443	0	1	0	0	0	1	45	100					10																		
	SR 836 EB CD Entrance		2325	2330		2335	784	0	1	0	0	0	1	45	100			43	1500	10		9	3	784														
		Flagler St Exit	2330	2335		2340	818	0	1	0	0	0	1	45	100	2500	2500			10		9	3	818														
	Flagler St Exit	Flagler St Entrance	2335	2340		2345	810	0	1	0	0	0	1	45	100					10																		
	Flagler St Entrance	Dummy Ramp Entrance	2340	2345		2350	827	0	1	0	0	0	1	45	100			43	1500	10		9	3	827														
	Dummy Ramp Entrance	SR 826 SB Exit	2345	2350		2355	827	0	2	0	0	0	1	45	100	2500	2500	43	1500	10		9	3	827														
	SR 826 SB Exit	SW 8th St Exit	2350	2355		2360	288	0	1	0	0	0	1	45	100	2000	2500			10		6	3	288	7	3	288											
	SW 8th St Exit	**End SR 826 SB CD**	2355	2360		8236	175	0	1	0	0	0	1	45	100					10																		
SR 826 SB CD RD Ramps	SR 826 SB CD	SR 826 SB CD	2545	2305		2310	133	1	2	0	0	0	1	45	100					10																		
	SR 826 SB CD	Dummy Ramp Exit	2315	2685		8268	165	1	1	0	0	0	1	45	100					10																		
	SR 836 EB CD Entrance		3560	2690		2325	269	1	1	0	0	0	1	45	100					10																		
		SR 826 SB CD	2690	2325		2330	446	1	1	0	0	0	1	45	100					10																		
	SR 826 SB CD		2335	2695		2700	114	1	1	0	0	0	1	30	100					10																		
			2695	2700		2705	447	1	1	0	0	0	1	30	100					10																		
		Flagler St Exit	2700	2705		7270	200	1	1	0	0	0	1	30	100					10																		
	Flagler St Entrance		2710	2715		2720	242	1	3	0	0	0	1	25	100					10																		
			2715	2720		2725	145	1	1	0	0	0	1	25	100					10																		
			2720	2725		2340	219	1	1	0	0	0	1	25	100					10																		
		SR 826 SB CD	2725	2340		2345	222	1	1	0	0	0	1	40	100					10																		
	Dummy Ramp Entrance	SR 826 SB CD	2730	2345		2350	136	1	1	0	0	0	1	40	100					10																		
	SR 826 SB CD	SR 826 SB Exit	2350	2555		2105	271	1	1	0	0	0	1	45	100					10																		
	SR 826 SB CD	SW 8th St Exit	2355	2735		7273	277	1	2	0	0	0	1	40	100					10																		
SR 836 EB CD to SR 826 SB	**Begin SR 836 EB CD to SR 826 SB**	SR 836 EB Entrance	2435	2440		2445	254	0	1	0	0	0	1	45	100					10																		
	SR 836 EB Entrance		2440	2445		2450	295	0	1	0	0	0	1	45	100			43	1500	10		6	3	295														
		Dummy Ramp Entrance	2445	2450		2455	294	0	1	0	0	0	1	45	100	840	2500			10		9	3	294														
	Dummy Ramp Entrance		2450	2455		2460	525	0	1	0	0	0	1	45	100					10																		
		SR 836 WB Entrance	2455	2460		2465	579	0	1	0	0	0	1	45	100					10																		
	SR 836 WB Entrance		2460	2465		2470	211	0	1	0	0	0	1	45	100			43	1500	10		6	3	211	7	3	211											
		SR 826 SB Exit	2465	2470		2475	209	0	1	0	0	0	1	45	100	2365	2500			10		6	3	209	7	3	209											
	SR 826 SB Exit	**End SR 836 EB CD to SR 826 SB**	2470	2475		8247	137	0	1	0	0	0	1	45	100					10																		
SR 836 CD to SR 836 SB Ramps	SR 836 EB Entrance	SR 836 EB CD to SR 826 SB	3600	2440		2445	324	1	1	0	0	0	1	45	100					10																		
	SR 836 EB CD to SR 826 SB	Dummy Ramp Exit	2450	2790		8279	134	1	1	0	0	0	1	45	100					10																		
	SR 836 WB Entrance		1840	2795		2800	550	1	2	0	0	0	1	45	100					10																		
			2795	2800		2460	505	1	2	0	0	0	1	45	100					10																		
		SR 836 EB CD to SR 826 SB	2800	2460		2465	779	1	2	0	0	0	1	45	100					10																		
	SR 836 EB CD to SR 826 SB	SR 826 SB Exit	2470	2550		2080	295	1	3	0	0	0	1	45	100					10																		
SR 836 EB	**Begin SR 836 EB Mainline**		3000	3005		3010	1283	0	4	0	0	0	1	50	100					10																		
		NW 87 Ave Exit	3005	3010		3015	1259	0	3	0	0	0	1	50	100	2500	2500			10		9	3	1259	10	2	440											
	NW 87 Ave Exit		3010	3015		3020	1075	0	3	0	0	0	1	50	100					10																		
			3015	3020		3025	1075	0	3	0	0	0	1	50	100					10																		
			3020	3025		3030	1075	0	3	0	0	0	1	50	100					10																		
		SR 826 NB/SB Exit	3025	3030		3035	1075	0	3	0	0	0	1	50	100	2500	2500			10																		
	SR 826 NB/SB Exit	NW 72 Ave Exit	3030	3035		3040	910	0	3	0	0	0	1	50	100	2500	2500			10																		
	NW 72 Ave Exit		3035	3040		3045	1160	0	3	0	0	0	1	50	100					10																		
			3040	3045		3050	850	0	3	0	0	0	1	50	100					10																		
			3045	3050		3055	825	0	4	0	0	0	1	50	100					10																		
			3050	3055		3060	770	0	4	0	0	0	1	50	100					10																		
			3055	3060		3065	790	0	4	0	0	0	1	50	100					10																		
			3060	3065		3070	1036	0	4	0	0	0	1	50	100					10																		
			3065	3070		3075	914	0	4	0	0	0	1	50	100					10																		
		SR 826 NB/SB Entrance	3070	3075		3080	910	0	3	0	0	0	1	50	100					10																		
	SR 826 NB/SB Entrance		3075	3080		3085	1140	0	3	0	0	0	1	50	100			43	1500	10		9	3	1140	10	3	1140	11	3	1140								
			3080	3085		3090	1131	0	5	0	0	0	1	50	100					10		9	3	1131														
		NW 72 Ave Entrance	3085	3090		3095	674	0	5	0	0	0	1	50	100					10		9	3	674														
	NW 72 Ave Entrance		3090	3095		3100	1027	0	5	0	0	0	1	50	100			43	1500	10		9	1	330	6	3	1027											
		End SR 836 EB Mainline	3095	3100		8100	944	0	5	0	0	0	1	50	100					10		6	3	944														
SR 836 EB Ramps	SR 836 EB		3010	3500		3505	513	1	2	0	0	0	1	45	100					10																		
		NW 87 Ave Exit	3500	3505		8305	349	1	2	0	0	0	1	45	100					10																		
	SR 836 EB	SR 826 NB/SB Exit	3030	3510		3125	445	1	1	0	0	0	1	45	100					10																		
	SR 836 EB		3035	3515		3520	482	1	1	0	0	0	1	45	100					10																		
		NW 72 Ave Exit	3515	3520		3145	530	1	1	0	0	0	1	45	100					10																		
	SR 826 NB/SB Entrance	SR 836 EB	3525	3075		3080	209	1	3	0	0	0	1	45	100					10																		
	NW 72 Ave Entrance	SR 836 EB	3530	3090		3095	291	1	1	0	0	0	1	45	100					10																		
SR 836 EB CD	**Begin SR 836 EB CD**		3115	3120		3125	378	0	1	0	0	0	1	45	100					10																		
		SR 836 EB1 Entrance	3120	3125		3130	656	0	1	0	0	0	1	45	100					10																		
	SR 836 EB1 Entrance		3125	3130		3135	512	0	1	0	0	0	1	45	100			43	1500	10		6	3	512														
		SR 826 NB/SB Exit	3130	3135		3140	512	0	1	0	0	0	1	45	100	2055	2500			10		9	3	512														
	SR 826 NB/SB Exit		3135	3140		3145	459	0	1	0	0	0	1	45	100					10																		
		SR 836 EB2 Entrance	3140	3145		3150	286	0	1	0	0	0	1	45	100					10																		
	SR 836 EB2 Entrance	SR 826 SB Entrance	3145	3150		3155	878	0	1	0	0	0	1	45	100			43	1500	10		6	3	878														
	SR 826 SB Entrance		3150	3155		3160	481	0	2	0	0	0	1	45	100			43	1500	10		9	3	481	10	3	481											
		SR 826 SB CD Exit	3155	3160		3165	484	0	3	0	0	0	1	45	100	950	2500			10		9	3	484														
	SR 826 SB CD Exit		3160	3165		3170	606	0	3	0	0	0	1	45	100					10																		
		NW 72 Ave Exit	3165	3170		3175	618	0	2	0	0	0	1	45	100	2500	2500			10		9	3	618														
	NW 72 Ave Exit		3170	3175		3180	607	0	2	0	0	0	1	45	100					10																		
		Flagler St Entrance	3175	3180		3185	767	0	2	0	0	0	1	45	100					10																		
	Flagler St Entrance		3180	3185		3190	777	0	2	0	0	0	1	45	100			43	1500	10		9	3	777														
			3185	3190		3195	505	0	3	0	0	0	1	45	100					10																		
		NW 72 Ave Entrance	3190	3195		3200	455	0	3	0	0	0	1	45	100					10																		
	NW 72 Ave Entrance		3195	3200		3205	639	0	2	0	0	0	1	45	100			43	1500	10		9	3	639														
		Dummy Ramp Entrance	3200	3205		3210	640	0	3	0	0	0	1	45	100					10																		
	Dummy Ramp Entrance		3205	3210		3215	290	0	1	0	0	0	1	45	100			43	1500	10		9	3	290	10	3	290											
		SR 836 EB Exit	3210	3215		3220	292	0	1	0	0	0	1	45	100	2500	2500			10		6	3	292	7	3	292											
	SR 836 EB Exit	**End SR 836 EB CD**	3215	3220		8322	204	0	1	0	0	0	1	45	100					10																		
SR 836 EB CD Ramps	SR 836 EB1 Entrance	SR 836 EB CD	3510	3125		3130	390	1	1	0	0	0	1	50	100					10																		
	SR 836 EB CD	SR 826 NB/SB Exit	3135	3540		3235	231	1	2	0	0	0	1	50	100					10																		
	SR 836 EB2 Entrance	SR 836 EB CD	3520	3145		3150	670	1	1	0	0	0	1	50	100					10																		
	SR 826 SB Entrance		3545	3550		3150	361	1	2	0	0	0	1	50	100					10																		
		SR 836 EB CD	3550	3150		3155	418	1	2	0	0	0	1	50	100					10																		
	SR 836 EB CD		3160	3555		3560	162	1	1	0	0	0	1	50	100					10																		
		SR 826 SB CD Exit	3555	3560		2690	412	1	1	0	0	0	1	50	100					10																		
	SR 836 EB CD		3170	3565		3570	184	1	2	0	0	0	1	40	100					10																		
		NW 72 Ave Exit	3565	3570		8357	621	1	2	0	0	0	1	40	100					10																		
	Flagler St Entrance		3575	3580		3180	369	1	2	0	0	0	1	40	100					10																		
		SR 836 EB CD	3580	3180		3185	496	1	1	0	0	0	1	40	100					10																		

Facility	Link Description					Link Geometry								Link Operations								Auxiliary Lanes																	
																						Aux Lane 1			Aux Lane 2			Aux Lane 3			Aux Lane 4			Aux Lane 5			Aux Lane 6		
	Upstream Name	Downstream Name	Up Stream Node #	Down Stream Node #	Link Name (12 chars)	Receive Node	Link Length	Link Type	# of Through Lanes	Grade	Super Elevation	Radius	Pave-ment Code	Speed	Car Follow-ing Factor	Exit Warning Sign Distance	Distance to HOV Warning	Minimum Speed to Trigger	Distance to Reaction Point	Mean Start-up Delay	Passing Zone Code	Lane Number	Type	Length	Lane Number	Type	Length	Lane Number	Type	Length	Lane Number	Type	Length	Lane Number	Type	Length	Lane Number	Type	Length
	(in Excel only)	*(in Excel only)*	*19-1*	*19-2*	*10-3*	*19-3*	*19-4*	*19-5*	*19-6*	*20-3*	*20-4*	*20-5*	*20-6*	*20-8*	*20-18*	*20-12*	*20-14*	*20-16*	*20-17*	*20-7*	*20-19*	*19-7*	*19-8*	*19-9*	*19-10*	*19-11*	*19-12*	*19-13*	*19-14*	*19-15*	*19-20*	*19-21*	*19-22*	*19-23*	*19-24*	*19-25*	*19-26*	*19-27*	*19-28*
	NW 72 Ave Entrance		3585	3590		3195	274	1	1	0	0	0	1	40	100					10																		
		SR 836 EB CD	3590	3195		3200	398	1	1	0	0	0	1	40	100					10																		
	Dummy Ramp Entrance	SR 836 EB CD	3595	3205		3210	142	1	1	0	0	0	1	50	100					10																		
	SR 836 EB CD	SR 836 EB Exit	3215	3530		3090	291	1	2	0	0	0	1	50	100					10																		
SR 836 EB CD to SR 826 NB	**Begin SR 836 EB CD to SR 826 NB**	SR 836 EB/NW 87 Ave Entrance	3230	3235		3240	133	0	1	0	0	0	1	50	100					10																		
	SR 836 EB/NW 87 Ave Entrance		3235	3240		3245	573	0	1	0	0	0	1	50	100			43	1500	10		6	3	573	7	3	573											
		SR 826 SB Exit	3240	3245		3250	513	0	2	0	0	0	1	50	100	1215	2500			10		9	3	513														
	SR 826 SB Exit		3245	3250		3255	787	0	2	0	0	0	1	50	100					10																		
			3250	3255		3260	697	0	2	0	0	0	1	50	100					10																		
		SR 826 NB Exit	3255	3260		3265	683	0	2	0	0	0	1	50	100	2500	2500			10																		
	SR 826 NB Exit	**End SR 836 EB CD to SR 826 NB**	3260	3265		8326	150	0	1	0	0	0	1	50	100					10																		
SR 836 EB CD to SR 826 NB Ramps	SR 836 EB Entrance	SR 836 EB CD to SR 826 NB	3540	3235		3240	270	1	2	0	0	0	1	50	100					10																		
	SR 836 EB CD to SR 826 NB	SR 826 SB Exit	3245	3600		2440	352	1	1	0	0	0	1	50	100					10																		
	SR 836 EB CD to SR 826 NB	SR 826 NB Exit	3260	1750		1755	564	1	2	0	0	0	1	50	100					10																		
SR 836 WB	**Begin SR 836 WB Mainline**		4000	4005		4010	934	0	5	0	0	0	1	50	100					10																		
			4005	4010		4015	845	0	5	0	0	0	1	50	100					10																		
		NW 72 Ave/NW 87 Ave Exit	4010	4015		4020	1099	0	5	0	0	0	1	50	100	2500	2500			10		9	2	900														
	NW 72 Ave/NW 87 Ave Exit		4015	4020		4025	958	0	5	0	0	0	1	50	100					10																		
			4020	4025		4030	848	0	5	0	0	0	1	50	100					10																		
		SR 826 NB/SB Exit	4025	4030		4035	864	0	4	0	0	0	1	50	100	2500	2500			10		9	3	864	10	2	800											
	SR 826 NB/SB Exit		4030	4035		4040	759	0	4	0	0	0	1	50	100					10																		
			4035	4040		4045	773	0	4	0	0	0	1	50	100					10																		
			4040	4045		4050	732	0	4	0	0	0	1	50	100					10																		
			4045	4050		4055	819	0	4	0	0	0	1	50	100					10																		
			4050	4055		4060	835	0	4	0	0	0	1	50	100					10																		
			4055	4060		4065	831	0	4	0	0	0	1	50	100					10																		
			4060	4065		4070	829	0	3	0	0	0	1	50	100					10																		
		SR 826 NB/SB Entrance	4065	4070		4075	834	0	3	0	0	0	1	50	100					10																		
	SR 826 NB/SB Entrance		4070	4075		4080	1177	0	3	0	0	0	1	50	99			43	1500	10		9	1	150														
			4075	4080		4085	1177	0	3	0	0	0	1	50	100					10																		
			4080	4085		4090	1177	0	3	0	0	0	1	50	100					10																		
			4085	4090		4095	1177	0	3	0	0	0	1	50	100					10																		
		NW 87 Ave Entrance	4090	4095		4100	1176	0	3	0	0	0	1	50	100					10																		
	NW 87 Ave Entrance		4095	4100		4105	1250	0	3	0	0	0	1	50	100			43	1500	10		9	3	1250														
		End SR 836 WB Mainline	4100	4105		8410	1252	0	4	0	0	0	1	50	100					10																		
SR 836 WB Ramps	SR 836 WB	NW 72 Ave/NW 87 Ave Exit	4015	4500		4125	271	1	2	0	0	0	1	45	100					10																		
	SR 836 WB	SR 826 NB/SB Exit	4030	4505		1385	356	1	3	0	0	0	1	50	100					10																		
	SR 826 NB/SB Entrance	SR 836 WB	4510	4070		4075	687	1	1	0	0	0	1	50	100					10																		
	NW 87 Ave Entrance	SR 836 WB	4515	4095		4100	343	1	1	0	0	0	1	45	100					10																		
SR 836 WB CD	**Begin SR 836 WB CD**	SR 836 WB Entrance	4120	4125		4130	237	0	1	0	0	0	1	45	100					10																		
	SR 836 WB Entrance		4125	4130		4135	409	0	1	0	0	0	1	45	100			43	1500	10		6	3	409	7	3	409											
		NW 72 Ave Exit	4130	4135		4140	395	0	2	0	0	0	1	45	100	1040	2500			10		9	3	395														
	NW 72 Ave Exit		4135	4140		4145	876	0	2	0	0	0	1	45	100					10																		
			4140	4145		4150	850	0	2	0	0	0	1	45	100					10																		
			4145	4150		4155	790	0	2	0	0	0	1	45	100					10																		
			4150	4155		4160	806	0	2	0	0	0	1	45	100					10																		
		NW 72 Ave Entrance	4155	4160		4165	553	0	2	0	0	0	1	45	100					10																		
	NW 72 Ave Entrance	SR 826 SB Entrance	4160	4165		4170	985	0	2	0	0	0	1	45	100			43	1500	10		9	3	985														
	SR 826 SB Entrance	NW 72 Ave Exit	4165	4170		4175	876	0	3	0	0	0	1	45	100	2500	2500	43	1500	10		9	3	876														
	NW 72 Ave Exit	NW 84 Ave Exit	4170	4175		4180	887	0	1	0	0	0	1	45	100	2500	2500			10		9	3	887	6	3	887											
	NW 84 Ave Exit	SR 826 NB Entrance	4175	4180		4185	917	0	2	0	0	0	1	45	100					10																		
	SR 826 NB Entrance		4180	4185		4190	840	0	2	0	0	0	1	45	100			43	1500	10		6	3	840														
		NW 87 Ave Entrance NB	4185	4190		4195	841	0	3	0	0	0	1	45	100					10																		
	NW 87 Ave Entrance NB		4190	4195		4200	440	0	2	0	0	0	1	45	100			43	1500	10		9	3	440														
		NW 87 Ave Exit	4195	4200		4205	440	0	2	0	0	0	1	45	100	1000	2500			10		9	3	440														
	NW 87 Ave Exit		4200	4205		4210	639	0	2	0	0	0	1	45	100					10																		
		NW 87 Ave Entrance SB	4205	4210		4215	790	0	2	0	0	0	1	45	100					10																		
	NW 87 Ave Entrance SB		4210	4215		4220	706	0	2	0	0	0	1	45	100			43	1500	10		9	1	300														
		SR 836 WB Exit	4215	4220		4225	680	0	2	0	0	0	1	45	100	2500	2500			10																		
	SR 836 WB Exit	**End SR 836 WB CD**	4220	4225		8422	184	0	1	0	0	0	1	45	100					10																		
SR 836 WB CD Ramps	SR 836 WB Entrance	SR 836 WB CD	4500	4125		4130	257	1	2	0	0	0	1	45	100					10																		
	SR 836 WB CD		4135	4520		4525	427	1	1	0	0	0	1	40	100					10																		
		NW 72 Ave1 Exit	4520	4525		8452	293	1	1	0	0	0	1	40	100					10																		
	NW 72 Ave Entrance	SR 836 WB CD	4530	4160		4165	349	1	1	0	0	0	1	40	100					10																		
	SR 826 SB Entrance		2540	4535		4165	358	1	1	0	0	0	1	45	100					10																		
		SR 836 WB CD	4535	4165		4170	246	1	1	0	0	0	1	45	100					10																		
	SR 836 WB CD		4170	4540		4545	185	1	2	0	0	0	1	45	100					10																		
		NW 72 Ave2 Exit	4540	4545		8845	298	1	2	0	0	0	1	45	100					10																		
	SR 836 WB CD		4175	4550		4555	347	1	1	0	0	0	1	45	100					10																		
		NW 84 Ave Exit	4550	4555		8455	270	1	1	0	0	0	1	45	100					10																		
	SR 826 NB Entrance	SR 836 WB CD	4560	4180		4185	285	1	1	0	0	0	1	45	100					10																		
	NW 87 Ave NB Entrance		4565	4570		4190	133	1	1	0	0	0	1	45	100					10																		
		SR 836 WB CD	4570	4190		4195	181	1	1	0	0	0	1	45	100					10																		
	SR 836 WB CD		4200	4575		4580	159	1	1	0	0	0	1	45	100					10																		
		NW 87 Ave Exit	4575	4580		8458	146	1	1	0	0	0	1	45	100					10																		
	NW 87 Ave SB Entrance		4585	4590		4210	204	1	1	0	0	0	1	45	100					10																		
		SR 836 WB CD	4590	4210		4215	507	1	1	0	0	0	1	45	100					10																		
	SR 836 WB CD	SR 836 WB Exit	4220	4515		4095	360	1	1	0	0	0	1	45	100					10																		
SR 874 NB	**Begin SR 874 NB**		3300	3305		3310	1127	0	3	0	0	0	1	65	100					10																		
		SW 40 St Exit	3305	3310		3315	1151	0	1	0	0	0	1	65	100	2270	2500			10		6	3	1151	7	3	1151											
	SW 40 St Exit		3310	3315		3320	657	0	1	0	0	0	1	50	100					10																		
			3315	3320		3325	661	0	1	0	0	0	1	50	100					10																		
			3320	3325		3330	536	0	1	0	0	0	1	50	100					10																		
		Dummy Ramp Entrance	3325	3330		3335	455	0	1	0	0	0	1	50	100					10																		
	Dummy Ramp Entrance	SW 56 St Entrance	3330	3335		3340	498	0	1	0	0	0	1	50	100			43	1500	10		9	3	498														
	SW 56 St Entrance		3335	3340		3345	238	0	1	0	0	0	1	45	100			43	1500	10		9	3	238	6	3	238	7	1	120								
		SW 40 St Exit	3340	3345		3350	227	0	1	0	0	0	1	45	100	2500	2500			10		6	3	227	7	3	227											
	SW 40 St Exit	**End SR 874 NB**	3345	3350		8350	193	0	1	0	0	0	1	45	100					10																		
SR 874 NB Ramps	SR 874 NB		3310	3800		1605	827	1	3	0	0	0	1	50	100					10																		
		SW 40 St Exit	3800	1605		1610	766	1	3	0	0	0	1	50	100					10																		
	Dummy Ramp Entrance	SR 874 NB	3805	3330		3335	155	1	1	0	0	0	1	40	100					10																		
	SR 826 NB Entrance	SR 874 NB	3810	3335		3340	165	1	2	0	0	0	1	45	100					10																		
	SR 874 NB	SW 40 St	3345	3815		7815	251	1	2	0	0	0	1	40	100					10																		
	Begin SR 874 SB	SW 40 St Entrance	4300	4305		4310	155	0	1	0	0	0	1	50	100					10																		
	SW 40 St Entrance		4305	4310		4315	337	0	1	0	0	0	1	50	100			43	1500	10		6	3	337	7	3	337	8	3	337								
		Dummy Ramp Exit	4310	4315		4320	346	0	3	0	0	0	1	50	100	835	2500			10		9	3	346														

Facility	Link Description					Link Geometry								Link Operations								Auxiliary Lanes																	
																						Aux Lane 1			Aux Lane 2			Aux Lane 3			Aux Lane 4			Aux Lane 5			Aux Lane 6		
	Upstream Name	Downstream Name	Up Stream Node #	Down Stream Node #	Link Name (12 chars)	Receive Node	Link Length	Link Type	# of Through Lanes	Grade	Super Elevation	Radius	Pave-ment Code	Speed	Car Follow-ing Factor	Exit Warning Sign Distance	Distance to HOV Warning	Minimum Speed to Trigger	Distance to Reaction Point	Mean Start-up Delay	Passing Zone Code	Lane Number	Type	Length	Lane Number	Type	Length	Lane Number	Type	Length	Lane Number	Type	Length	Lane Number	Type	Length	Lane Number	Type	Length
	(in Excel only)	*(in Excel only)*	*19-1*	*19-2*	*10-3*	*19-3*	*19-4*	*19-5*	*19-6*	*20-3*	*20-4*	*20-5*	*20-6*	*20-8*	*20-18*	*20-12*	*20-14*	*20-16*	*20-17*	*20-7*	*20-19*	*19-7*	*19-8*	*19-9*	*19-10*	*19-11*	*19-12*	*19-13*	*19-14*	*19-15*	*19-20*	*19-21*	*19-22*	*19-23*	*19-24*	*19-25*	*19-26*	*19-27*	*19-28*
SR 874 SB	Dummy Ramp Exit		*4315*	*4320*		*4360*	*365*	*0*	*3*	*0*	*0*	*0*	*1*	*50*	*100*					*10*																		
			4320	*4360*		*4325*	*256*	*0*	*3*	*0*	*0*	*0*	*1*	*50*	*100*			*43*	*1500*	*10*																		
		SW 56 St Exit	*4360*	*4325*		*4330*	*262*	*0*	*3*	*0*	*0*	*0*	*1*	*50*	*100*	*1200*	*2500*			*10*		*6*	*3*	*262*														
	SW 56 St Exit		*4325*	*4330*		*4335*	*276*	*0*	*2*	*0*	*0*	*0*	*1*	*50*	*100*					*10*																		
			4330	*4335*		*4340*	*815*	*0*	*2*	*0*	*0*	*0*	*1*	*50*	*100*					*10*																		
			4335	*4340*		*4345*	*636*	*0*	*1*	*0*	*0*	*0*	*1*	*50*	*100*					*10*																		
		SR 826 SB Entrance	*4340*	*4345*		*4350*	*673*	*0*	*1*	*0*	*0*	*0*	*1*	*50*	*100*					*10*																		
	SR 826 SB Entrance		*4345*	*4350*		*4355*	*1181*	*0*	*1*	*0*	*0*	*0*	*1*	*65*	*100*			*43*	*1500*	*10*		*6*	*3*	*1181*	*7*	*3*	*1181*	*8*	*3*	*1181*								
		End SR 874 SB	*4350*	*4355*		*8355*	*1173*	*0*	*4*	*0*	*0*	*0*	*1*	*65*	*100*					*10*																		
SR 874 SB Ramps	SW 40 St Entrance	SR 874 SB	*4800*	*4305*		*4310*	*253*	*1*	*3*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																		
	SR 874 SB	Dummy Ramp Exit	*4315*	*4805*		*8480*	*105*	*1*	*1*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																		
	SR 826 SB Entrance	SR 874 SB	*2600*	*4320*		*4360*	*630*	*1*	*1*	*0*	*0*	*0*	*1*	*50*	*100*					*10*																		
	SR 874 SB	SW 56 St/SR 826 SB Exit	*4325*	*4810*		*4815*	*344*	*1*	*2*	*0*	*0*	*0*	*1*	*50*	*100*					*10*																		
	SR 826 SB Entrance		*2610*	*4825*		*4830*	*450*	*1*	*3*	*0*	*0*	*0*	*1*	*50*	*100*					*10*																		
			4825	*4830*		*4345*	*653*	*1*	*3*	*0*	*0*	*0*	*1*	*50*	*100*					*10*																		
		SR 874 SB	*4830*	*4345*		*4350*	*698*	*1*	*3*	*0*	*0*	*0*	*1*	*50*	*100*					*10*																		
SW 40 St to SR 826 SB Mainline	**SW 40 St to SR 826 SB Begin**	SW 40 St Entrance	*4807*	*4815*		*4820*	*158*	*0*	*1*	*0*	*0*	*0*	*1*	*50*	*100*					*10*																		
	SW 40 St Entrance		*4815*	*4820*		*4835*	*817*	*0*	*1*	*0*	*0*	*0*	*1*	*65*	*100*			*43*	*1500*	*10*		*9*	*3*	*817*	*10*	*3*	*817*											
		SW 56 St Exit	*4820*	*4835*		*4840*	*401*	*0*	*2*	*0*	*0*	*0*	*1*	*50*	*100*	*2500*	*2500*			*10*		*9*	*3*	*401*														
	SW 56 St Exit	SR 826 SB Exit	*4835*	*4840*		*4845*	*238*	*0*	*1*	*0*	*0*	*0*	*1*	*50*	*100*	*2500*	*2500*			*10*		*9*	*3*	*238*														
	SR 826 SB Exit	**SW 40 St to SR 826 SB End**	*4840*	*4845*		*8001*	*161*	*0*	*1*	*0*	*0*	*0*	*1*	*50*	*100*					*10*																		
SW40St to SR826SB Ramp	SW 40 St Entrance	SW 40 St to SR 826 SB	*4810*	*4815*		*4820*	*521*	*1*	*2*	*0*	*0*	*0*	*1*	*50*	*100*					*10*																		
	SW 40 St to SR 826 SB	SW 56 St Exit	*4835*	*4837*		*7482*	*264*	*1*	*2*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																		
	SW 40 St to SR 826 SB	SR 826 SB Exit	*4840*	*2615*		*2215*	*203*	*1*	*1*	*0*	*0*	*0*	*1*	*65*	*100*					*10*																		
Transition Links	US-1 NB	SR 826 NB On Ramp	*7150*	*1500*		*1005*	*158*	*1*	*2*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																		
	SW 56 St	SR 826 NB On Ramp	*7159*	*1595*		*1600*	*146*	*1*	*1*	*0*	*0*	*0*	*1*	*45*	*100*					*10*																		
	SW 88 St	SR 826 SB On Ramp	*7255*	*2655*		*2660*	*117*	*1*	*1*	*0*	*0*	*0*	*1*	*30*	*100*					*10*																		
	SW 8 St	SR 826 SB On Ramp	*7256*	*2560*		*2565*	*136*	*1*	*2*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																		
	SW 56 St	SR 826 SB On Ramp	*7262*	*2620*		*2625*	*116*	*1*	*2*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																		
	SW 72 St	SR 826 SB On Ramp	*7263*	*2635*		*2640*	*142*	*1*	*2*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																		
	Flagler St	SR 826 SB On Ramp	*7271*	*2710*		*2715*	*120*	*1*	*3*	*0*	*0*	*0*	*1*	*30*	*100*					*10*																		
	Flagler St	SR 836 EB Ramp	*7357*	*3575*		*3580*	*201*	*1*	*2*	*0*	*0*	*0*	*1*	*50*	*100*					*10*																		
	SR 826 NB/SW 56 St	SR 874 NB On Ramp	*7381*	*3810*		*3335*	*119*	*1*	*2*	*0*	*0*	*0*	*1*	*45*	*100*					*10*																		
	SW 40 St	SR 874 SB On Ramp	*7480*	*4800*		*4305*	*110*	*1*	*3*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																		
	SW 88 St EB	SR 826 NB On Ramp	*7510*	*1510*		*1515*	*111*	*1*	*1*	*0*	*0*	*0*	*1*	*30*	*100*					*10*																		
	SW 88 St WB	SR 826 NB On Ramp	*7525*	*1525*		*1530*	*136*	*1*	*1*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																		
	SW 72 St	SR 826 NB On Ramp	*7550*	*1550*		*1555*	*204*	*1*	*3*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																		
	SW 24 St	SR 826 SB On Ramp	*7580*	*2580*		*2585*	*146*	*1*	*1*	*0*	*0*	*0*	*1*	*25*	*100*					*10*																		
	SW 40 St EB	SR 826 NB On Ramp	*7620*	*1620*		*1625*	*123*	*1*	*1*	*0*	*0*	*0*	*1*	*25*	*100*					*10*																		
	SW 40 St WB	SR 826 NB On Ramp	*7635*	*1635*		*1640*	*132*	*1*	*1*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																		
	SW 8 St EB	SR 826 NB On Ramp	*7680*	*1680*		*1685*	*134*	*1*	*1*	*0*	*0*	*0*	*1*	*25*	*100*					*10*																		
	SW 24 St	SR 826 NB On Ramp	*7655*	*1655*		*1660*	*172*	*1*	*1*	*0*	*0*	*0*	*1*	*30*	*100*					*10*																		
	SW 8 St WB	SR 826 NB On Ramp	*7715*	*1715*		*1720*	*242*	*1*	*1*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																		
	Flagler St	SR 826 NB On Ramp	*7735*	*1735*		*1740*	*250*	*1*	*2*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																		
	SR 826 SB Off Ramp	SW 24 St	*2575*	*7257*			*169*	*1*	*2*	*0*	*0*	*0*	*1*	*30*	*100*					*10*																		
	SR 826 SB Off Ramp	SW 88 St	*2650*	*7265*			*117*	*1*	*2*	*0*	*0*	*0*	*1*	*50*	*100*					*10*																		
	SR 826 SB Off Ramp	US-1 SB	*2675*	*7267*			*125*	*1*	*2*	*0*	*0*	*0*	*1*	*50*	*100*					*10*																		
	SR 826 SB Off Ramp	Flagler St	*2705*	*7270*			*120*	*1*	*3*	*0*	*0*	*0*	*1*	*30*	*100*					*10*																		
	SR 826 SB Off Ramp	SW 8 St	*2735*	*7273*			*152*	*1*	*2*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																		
	SR 874 SB Off Ramp	SW 56 St/SR 826 SB	*4837*	*7482*			*120*	*1*	*2*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																		
	SR 826 NB Off Ramp	SW 88 St	*1505*	*7505*			*120*	*1*	*2*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																		
	SR 826 NB Off Ramp	SW 72 St	*1545*	*7545*			*130*	*1*	*3*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																		
	SR 826 NB Off Ramp	SW 56 St	*1570*	*7570*			*207*	*1*	*1*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																		
	SR 826 NB Off Ramp	SW 40 St	*1590*	*7590*			*139*	*1*	*1*	*0*	*0*	*0*	*1*	*45*	*100*					*10*																		
	SR 826 SB Off Ramp	SW 40 St	*2595*	*7595*			*110*	*1*	*2*	*0*	*0*	*0*	*1*	*50*	*100*					*10*																		
	SR 826 SB Off Ramp	SW 72 St	*2630*	*7630*			*131*	*1*	*2*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																		
	SR 826 NB Off Ramp	SW 24 St	*1650*	*7650*			*153*	*1*	*1*	*0*	*0*	*0*	*1*	*30*	*100*					*10*																		
	SR 826 NB Off Ramp	SW 8 St	*1675*	*7675*			*122*	*1*	*2*	*0*	*0*	*0*	*1*	*30*	*100*					*10*																		
	SR 826 NB Off Ramp	Flagler St/NW 72 Ave	*1725*	*7725*			*111*	*1*	*2*	*0*	*0*	*0*	*1*	*45*	*100*					*10*																		
	SR 874 NB Off Ramp	SW 40 St	*3815*	*7815*			*127*	*1*	*2*	*0*	*0*	*0*	*1*	*40*	*100*					*10*																		
Entry Links	**SR 826 NB Begin**		*8000*	*1000*		*1005*		*0*	*1*	*0*	*0*	*0*	*1*	*40*						*10*																		
	SR 826 NB to SR 836 EB Begin		*8131*	*1310*		*1315*		*0*	*1*	*0*	*0*	*0*	*1*	*50*						*10*																		
	SR 836 WB to SR 826 NB Begin		*8138*	*1380*		*1385*		*0*	*1*	*0*	*0*	*0*	*1*	*50*						*10*																		
	NW 72 Ave Begin		*8145*	*1450*		*1455*		*0*	*2*	*0*	*0*	*0*	*1*	*45*						*10*																		
	SR 826 SB Begin		*8200*	*2000*		*2005*		*0*	*5*	*0*	*0*	*0*	*1*	*60*						*10*																		
	SR 826 SB CD Begin		*8230*	*2300*		*2305*		*0*	*1*	*0*	*0*	*0*	*1*	*45*						*10*																		
	SR 826 SB to SR 836 WB Begin		*8237*	*2370*		*2375*		*0*	*1*	*0*	*0*	*0*	*1*	*50*						*10*																		
	SR 836 EB CD to SR 826 SB Begin		*8243*	*2435*		*2440*		*0*	*1*	*0*	*0*	*0*	*1*	*50*						*10*																		
	Dummy Link Begin		*8250*	*2500*		*2005*		*1*	*1*	*0*	*0*	*0*	*1*	*50*						*10*																		
	Dummy Link Begin		*8267*	*2670*		*2280*		*1*	*1*	*0*	*0*	*0*	*1*	*50*						*10*																		
	Dummy Link Begin		*8273*	*2730*		*2345*		*1*	*1*	*0*	*0*	*0*	*1*	*50*						*10*																		
	Dummy Link Begin		*8278*	*2780*		*2410*		*1*	*1*	*0*	*0*	*0*	*1*	*50*						*10*																		
	SR 836 EB Begin		*8300*	*3000*		*3005*		*0*	*4*	*0*	*0*	*0*	*1*	*50*						*10*																		
	SR 836 EB CD Begin		*8311*	*3115*		*3120*		*0*	*1*	*0*	*0*	*0*	*1*	*45*						*10*																		
	SR 836 EB CD to SR 826 NB Begin		*8323*	*3230*		*3235*		*0*	*1*	*0*	*0*	*0*	*1*	*50*						*10*																		
	SR 874 NB Begin		*8330*	*3300*	*SR 874 NB*	*3305*		*0*	*3*	*0*	*0*	*0*	*1*	*65*						*10*																		
	SR 826 SB (U-turn) Begin		*8354*	*3545*		*3550*		*1*	*2*	*0*	*0*	*0*	*1*	*45*						*10*																		
	NW 72 Ave Begin	SR 836 EB	*8358*	*3585*		*3590*		*1*	*1*	*0*	*0*	*0*	*1*	*45*						*10*																		
	Dummy Link Begin		*8359*	*3595*		*3205*		*1*	*1*	*0*	*0*	*0*	*1*	*50*						*10*																		
	Dummy Link Begin		*8380*	*3805*		*3330*		*1*	*1*	*0*	*0*	*0*	*1*	*50*						*10*																		
	SR 836 WB Begin		*8400*	*4000*		*4005*		*0*	*5*	*0*	*0*	*0*	*1*	*50*						*10*																		
	SR 836 WB CD Begin		*8412*	*4120*		*4125*		*0*	*1*	*0*	*0*	*0*	*1*	*45*						*10*																		
	SR 874 SB Begin		*8430*	*4300*		*4305*		*0*	*1*	*0*	*0*	*0*	*1*	*45*						*10*																		
	NW 87 Ave NB Begin	SR 836 WB CD	*8456*	*4565*		*4570*		*1*	*1*	*0*	*0*	*0*	*1*	*45*						*10*																		
	Dummy Link Begin		*8515*	*2515*		*2030*		*1*	*1*	*0*	*0*	*0*	*1*	*50*						*10*																		
	NW 25 St Begin	SR 826 SB	*8520*	*2520*		*2525*		*1*	*2*	*0*	*0*	*0*	*1*	*40*						*10*																		
	NW 87 Ave SB Begin	SR 836 WB CD	*8585*	*4585*		*4590*		*1*	*1*	*0*	*0*	*0*	*1*	*40*						*10*																		
	NW 25 St Begin	SR 826 NB	*8770*	*1770*		*1775*		*1*	*1*	*0*	*0*	*0*	*1*	*40*						*10*																		
	Dummy Link Begin		*8807*	*4807*		*4815*		*0*	*1*	*0*	*0*	*0*	*1*	*50*						*10*																		

Table #																																					
NETSIM Input																																					
Base Model - PM Peak																																					
Facility	Link Description					Lengths			No. of Lanes					Channelization Codes									Receiving Nodes										Lane Alignment		Turn volumes			
	Intersection	Approach	Up Stream Node Number	Down Stream Node Number	Link Name (12 chars)	Link	Left Bay	Right Bay	Thru	Left	Right	Grade	Queue, Start-up Code	Ln 1	Ln 2	Ln 3	Ln 4	Ln 5	Ln 6	Ln 7	Ln 8	Ln 9	Left	Thru	Right	Diag	Up Stream Oppose Node	Start Up Time	Dis-Charge Headway	Free-Flow Speed	Right Turn On Red	Ped Code	Feeding	Receiv-ing	Left	Through	Right	Diagonal
	(in Excel only)	*(in Excel only)*	*11-1*	*11-2*	*10-3*	*11-3*	*11-4*	*11-5*	*11-6*	*11-7*	*11-8*	*11-9*	*11-10*	*11-11*	*11-12*	*11-13*	*11-14*	*11-15*	*11-16*	*11-17*	*11-30*	*11-31*	*11-18*	*11-19*	*11-20*	*11-21*	*11-22*	*11-23*	*11-24*	*11-25*	*11-26*	*11-27*	*11-28*	*11-29*	*21-3*	*21-4*	*21-5*	*21-6*
SR 826 at Flagler St	Flagler St at NB Off Ramp	Southbound	212	205		208			3			0	1	1	1	1							207					20	18	30		0			37	0	0	0
		Eastbound	202	205	Flagler St	1002	400		3	1		0	1			1							214	207				20	18	45		0			121	346	0	0
		Westbound	206	205	Flagler St	110			3			0	1											204				20	18	45		0			0	561	0	0
		Southbound	211	212		338		275	3		1	0	1	T	T	T								205	213			20	18	30		0			0	37	131	0
		Westbound	207	206	Flagler St	1137		100	3		1	0	1											205	214			20	18	45		0			0	561	31	0
		Southbound	213	204		202			1			0	1												203			20	18	30		0			0	0	131	0
		Westbound	205	204	Flagler St	327			3			0	1											203				20	18	45		0	1	2	0	561	0	0
	Flagler St at SB Off Ramp	Northbound	220	202	SW 78th Ave	230		150	1		1	0	1										201	219	205		218	20	18	30		0	1	2	6	12	9	0
		Southbound	218	202		161			4			0	1	T	1	1	1						205	220			220	20	18	30		0	2	1	72	11	0	0
		Eastbound	200	202	Flagler St	1203	290		3	3		0	1	7									219	205	220		203	20	18	45		0			97	385	9	0
		Westbound	203	202	Flagler St	155	100		3	1		0	1										220	201			200	20	18	45		0			26	517	0	0
		Southbound	232	218		155			4			0	1	7	T	T	T							202	201			20	18	30		0			0	83	120	0
		Westbound	204	203	Flagler St	520			4			0	1											202	219			20	18	45		0	2	1	0	543	150	0
SR 826 to SR 836 EB	SR 826 to SR 836 EB	Northbound	7725	208		110			2			0	1		T									222		209		20	18	45		0			0	173	0	168
		Northbound	226	227		251			3			0	1										7735	228				20	18	45		0			124	201	0	0
		Northbound	227	228		403			2			0	1											229		230		20	18	45		0			0	96	0	105
SR 826 at SW 8 St	SW 8 St at NB Off Ramp	Northbound	312	306		331			2			0	1	1	1								304					20	18	30		0			184	0	0	0
		Eastbound	305	306	SW 8th St	175			3			0	1											307				20	18	50		1	2	1	0	271	0	0
		Westbound	308	306	SW 8th St	609			2			0	1											304				20	18	50		0			0	545	0	0
		Northbound	311	312		195		50	2		1	0	1		T									306	313			20	18	30		0	2	2	0	184	120	0
		Eastbound	303	305	SW 8th St	431		30	3		1	0	1	7										306	314			20	18	50		0			0	271	133	0
		Northbound	313	308		480			1			0	1											309				20	18	30		0			0	120	0	0
		Eastbound	307	308		489			2			0	1											309				20	18	50		0			0	271	0	0
		Westbound	309	308	SW 8th St	791		30	2		1	0	1											306	315			20	18	50		0			0	545	64	0
	SW 8 St at SB Off Ramp	Eastbound	301	302	SW 8th St	184			3			0	1	T	T	T								303				20	18	50		0			0	369	0	0
		Westbound	304	302	SW 8th St	358	220		3	2		0	1		T								322	300				20	18	50		1			129	745	0	0
		Southbound	7273	316		150			2			0	1											317		321		20	18	40		0	2	1	0	36	0	145
		Eastbound	300	301	SW 8th St	1119			3			0	1											302		322		20	18	50		0			0	369	0	141
		Eastbound	302	303	SW 8th St	390			3			0	1											305				20	18	50		0			0	369	0	0
		Northbound	320	303		323			1			0	1												305			20	18	25		0			0	0	36	0
		Southbound	321	304		475			1			0	1												302			20	18	40		0			0	0	145	0
		Westbound	306	304	SW 8th St	637			2			0	1										302	302				20	18	50		0	1	2	129	600	0	0
SR 826 at SW 24 St	SW 24 St at NB Off Ramp	Northbound	407	404		111			2			0	1	9	1								402		412			20	18	30	1	0			98	0	11	0
		Eastbound	403	404	SW 24 St/Cor	137			3			0	1											412				20	18	45		0			0	383	0	0
		Westbound	405	404	SW 24th St	1400	150		3	1		0	1										407	402			403	20	18	45		0			67	475	0	0
		Northbound	406	407		178	120	120	1	1	1	0	1	8									404	404	412			20	18	30		0			98	11	98	0
		Eastbound	401	403	SW 24 St/Cor	780		430	3		1	0	1											404	407			20	18	45		0			0	383	107	0
		Northbound	407	412		155			1			0	1												405			20	18	30		0			0	0	98	0
		Eastbound	404	412		104			3			0	1											405				20	18	45		0			0	394	0	0
	SW 24 St at SB Off Ramp	Southbound	409	401		421	300	300	2	1	1	0	1	4	1								403		400			20	18	30	1	0			138	0	219	0
		Eastbound	400	401	SW 24th St	1058	300		3	1		0	1										410	403			402	20	18	45		0			56	352	0	0
		Westbound	402	401	Coral Dr	156			3			0	1											400				20	18	45		0			0	430	0	0
		Westbound	404	402	Coral Dr	761		180	3		1	0	1											401	410			20	18	45		0			0	430	143	0
SR 826 at SW 40 St	SW 40 St at NB Off Ramp	Northbound	511	504		378			5			0	1	4	4	4	D	D							505	-502		20	18	35	1	0			0	0	148	111
		Eastbound	503	504	Bird Rd	221			3			0	1											505				20	18	45		0			0	400	0	0
		Westbound	505	504	SW 40th St	1124	350		3	1		0	1										502	502	512			20	18	45		0			271	356	155	0
		Eastbound	502	503	Bird Rd	330			4			0	1	4										504	518			20	18	45		0	2	1	0	400	87	0
	SW 40 St at SB Off Ramp	Southbound	515	502		697	500		4	1		0	1	4	4	9	1						503		500			20	18	40	1	0			141	0	207	0
		Eastbound	501	502	SW 40th St	122			4			0	1	T	T	T	T							503				20	18	45		0			0	347	0	0
		Westbound	504	502	Bird Rd	550	440		4	2		0	1				1						516	500				20	18	45		0	1	2	271	467	0	0
		Eastbound	500	501	SW 40th St	1071			4			0	1											502	516			20	18	45		0			0	347	70	0
SR 826 at SW 56 St	SW 56 St at NB Off Ramp	Northbound	606	603		145			2			0	1	D	D											-602		20	18	40		0			0	0	0	76
		Eastbound	602	603	Miller Dr	342			4			0	1	T	T	1	1						607	604			604	20	18	45		0			93	183	0	0
		Westbound	604	603	SW 56th St	116			4			0	1	T	T	1	1						602	602				20	18	45		0			45	331	0	0
		Northbound	7570	606		205	190	190	1	1	1	0	1											603	604			20	18	40		0			0	76	36	0
		Northbound	606	604		195			1			0	1	D												605		20	18	40		0			0	0	0	36
		Eastbound	603	604		116			2			0	1											605				20	18	45		0			0	183	0	0
		Westbound	605	604	SW 56th St	1134	84		2	2		0	1	7	T								603	603	607			20	18	45		0			45	331	99	0
		Northbound	615	616		672			3			0	1	T		1							7159	617				20	18	45		0			171	146	0	0
	SW 56 St at SB Off Ramp	Southbound	612	602		263			4			0	1	4	4	D	D								600	-603		20	18	40	1	0			0	0	185	70
		Eastbound	601	602	SW 56th St	123			4			0	1	T	T	1	1						603	603				20	18	45		0			93	113	0	0
		Westbound	603	602	Miller Dr	342			4			0	1	T	T	1	1						613	600			601	20	18	45		0			45	406	0	0
		Eastbound	600	601	SW 56th St	1047	77		2	2		0	1	7	T								602	602	613			20	18	45		0			93	113	45	0
SR 826 at SW 72 St	SW 72 St at NB Off Ramp	Northbound	706	703		151			2			0	1	D	D											-702		20	18	40		0			0	0	0	44
		Eastbound	702	703	Sunset Dr	364			4			0	1	T	T	1	1						707	704			704	20	18	45		0			119	248	0	0
		Westbound	704	703		113			3			0	1	T	T	1							702	702				20	18	45		0			42	253	0	0
		Northbound	7545	706		130			3			0	1	D	T	T								703		704		20	18	40		0	2	1	0	44	0	20
		Northbound	706	704		209			1			0	1	D												705		20	18	40		0			0	0	0	20
		Eastbound	703	704		113			2			0	1											705				20	18	45		0			0	248	0	0
		Westbound	705	704		1073	50		2	1		0	1	7	T								703	703	707			20	18	45		0			42	253	173	0
	SW 72 St at SB Off Ramp	Southbound	708	702		402			4			0	1	4	4	D	D								700	-703		20	18	40	1	0			0	0	134	123
		Eastbound	701	702		137			4			0	1	T	T	1	1						703	703				20	18	45		0			119	124	0	0
		Westbound	703	702	Sunset Dr	364			3			0	1	T	T	1							709	700				20	18	45		0			42	297	0	0
		Eastbound	700	701		1059	30		2	2		0	1		T								702	702			709	20	18	45		0			119	124	0	33
SW 88 St	SW 88 St at NB Off Ramp	Northbound	810	806		136			2			0	1	1	1								804					20	18	40		0			14	0	0	0
		Eastbound	805	806		158			3			0	1											807				20	18	50		1			0	437	0	0
		Westbound	807	806		132			3			0	1											804				20	18	50		0			0	360	0	0
		Northbound	809	810		308			3			0	1	4	T	T								806	807			20	18	40		0	2	1	0	14	12	0
		Northbound	810	807		207			1			0	1	D												808		20	18	40		0			0	0	0	12
		Eastbound	806	807		132			3			0	1											808				20	18	50		0			0	437	0	0
		Westbound	808	807	SW 88th St	1136			4			0	1	4										806	811			20	18	50		0	2	1	0	360	225	0

Facility	Link Description					Lengths			No. of Lanes					Channelization Codes									Receiving Nodes										Lane Alignment		Turn volumes			
	Intersection	Approach	Up Stream Node Number	Down Stream Node Number	Link Name (12 chars)	Link	Left Bay	Right Bay	Thru	Left	Right	Grade	Queue, Start-up Code	Ln 1	Ln 2	Ln 3	Ln 4	Ln 5	Ln 6	Ln 7	Ln 8	Ln 9	Left	Thru	Right	Diag	Up Stream Oppose Node	Start Up Time	Dis-Charge Headway	Free-Flow Speed	Right Turn On Red	Ped Code	Feeding	Receiv-ing	Left	Through	Right	Diagonal
	(in Excel only)	*(in Excel only)*	*11-1*	*11-2*	*10-3*	*11-3*	*11-4*	*11-5*	*11-6*	*11-7*	*11-8*	*11-9*	*11-10*	*11-11*	*11-12*	*11-13*	*11-14*	*11-15*	*11-16*	*11-17*	*11-30*	*11-31*	*11-18*	*11-19*	*11-20*	*11-21*	*11-22*	*11-23*	*11-24*	*11-25*	*11-26*	*11-27*	*11-28*	*11-29*	*21-3*	*21-4*	*21-5*	*21-6*
SR 826 at SW		Northbound	835	812		249			1			0	1											7525				20	18	20		0			0	80	0	0
	SW 88 St at SB Off Ramp	Northbound	818	804		334			1			0	1												805			20	18	35		0			0	0	116	0
		Southbound	821	804		110			1			0	1													803		20	18	40		0			0	0	0	183
		Eastbound	802	804		424			3			0	1											805				20	18	50		0	1	2	0	321	0	0
		Westbound	806	804	Kendall Dr	420			3			0	1											803				20	18	50		0	1	2	0	374	0	0
		Southbound	813	814		217			2			0	1											815		819		20	18	50		0	2	1	0	116	0	279
		Southbound	819	820		307	150		1	1		0	1										828	821				20	18	40		0			96	183	0	0
		Eastbound	801	802		561		50	3		1	0	1											804	822			20	18	50		0			0	321	190	0
		Southbound	823	824		129			2			0	1	T	D									826		-825		20	18	30		0			0	26	0	163
US-1/Busway from SW 112 St to SR 826	US-1 at SR 826	Northbound	904	905		801			4			0	1	D	9	T	T							906		918		20	18	50		0			0	81	0	505
		Southbound	905	904		801			2			0	1											903				20	18	50		0			0	446	0	0
		Northbound	921	904		721			2			0	1											903				20	18	50		0			0	645	0	0
	US-1 at SW 104 St	Northbound	902	903		1466	260		3	2		0	1										911	904	917		904	20	18	50		0			37	451	5	0
		Southbound	904	903		764	300	320	4	2	1	0	1										917	902	911		902	20	18	50		0			96	840	155	0
		Eastbound	911	903		152			3			0	1	7	8	1							904	917	902		917	20	16	40		0			67	45	23	0
		Westbound	917	903		1002	350	350	2	1	1	0	1	7	T								902	911	904		911	20	18	40		0			6	42	67	0
	Busway at SW 104 St	Northbound	910	911		1430			1			0	1											912				20	18	50		0			0	4	0	0
		Southbound	912	911		1011			1			0	1											910				20	18	50		0			0	6	0	0
		Westbound	903	911		152			2			0	1											916				20	18	40		0			0	135	0	0
		Eastbound	916	911		1188	50		2	1		0	1											903				20	16	40		0			0	233	0	0
	US-1 at SW 112 St	Northbound	900	901		1004	460		3	1		0	1										909	902	915		902	20	18	50		0			32	420	14	0
		Southbound	902	901		1454	250	360	3	1	1	0	1										915	900	909		900	20	18	50		0			38	710	96	0
		Eastbound	909	901		146			3			0	1	4	8	1							902	915	900		915	20	16	40		0	2	1	29	30	12	0
		Westbound	915	901		1052	350	350	1	1	1	0	1										900	909	902		909	20	18	40		0			8	33	17	0
	Busway at SW 112 St	Northbound	908	909		972			1			0	1											910				20	18	50		0			0	4	0	0
		Southbound	910	909		1495			1			0	1											908				20	18	50		0			0	6	0	0
		Eastbound	914	909		155	100		1	1		0	1											901				20	16	40		0	1	2	0	61	0	0
		Westbound	901	909		146			2			0	1	T	T									914				20	18	40		0			0	166	0	0
			201	200		1003			4			0	1											8201				20	18	45		0			0	100	0	0
			202	201		200			3			0	1											200				20	18	45		0	1	2	0	100	0	0
			202	219		150			3			0	1											7271				20	18	30		0			0	100	0	0
			202	220		230			1			0	1											221				20	18	30		0			0	100	0	0
			203	219		214			1			0	1											7271				20	18	30		0			0	100	0	0
			205	207		1247			3			0	1											8207				20	18	45		0			0	100	0	0
			205	214		114			3			0	1											215				20	18	35		0			0	100	0	0
			206	214		156			1			0	1												215			20	18	35		0			0	0	31	0
			208	222		322			2			0	1											223				20	18	45		0			0	100	0	0
			208	209		321			1			0	1											210				20	18	40		0			0	100	0	0
			209	210		240			1			0	1												211			20	18	30		0			0	0	168	0
			210	211		280		50	1		1	0	1											212	212			20	18	30		0	1	2	0	100	0	0
			212	213		210			1			0	1											204				20	18	30		0			0	100	0	0
			214	215		315			3			0	1											216				20	18	35		0	2	1	0	100	0	0
			215	216		293			2			0	1											217				20	18	35		0			0	100	0	0
			216	217		318			2			0	1											224				20	18	35		0			0	100	0	0
			217	224		502			2			0	1											225				20	18	35		0			0	100	0	0
			218	201		245			1			0	1											200				20	18	30		0			0	100	0	0
			228	229		244			2			0	1											7357				20	18	45		0			0	100	0	0
			220	221		290			1			0	1											8221				20	18	30		0			0	100	0	0
			221	220		290			1			0	1											202				20	18	30		0			0	100	0	0
			222	223		360			2			0	1											224				20	18	45		0	2	1	0	100	0	0
			223	224		438			1			0	1											225				20	18	45		0	1	2	0	100	0	0
			224	225		551			3			0	1											226				20	18	45		0			0	100	0	0
			225	226		408			3			0	1											227				20	18	45		0			0	100	0	0
			228	230		235			1			0	1											231				20	18	40		0			0	100	0	0
			230	231		337			1			0	1											8231				20	18	40		0			0	100	0	0
			301	322		235			1			0	1											323				20	18	30		0			0	100	0	0
			302	300		1303			3			0	1											8301				20	18	50		0			0	100	0	0
			302	322		142			2			0	1											323				20	18	30		0			0	100	0	0
			305	314		285			1			0	1											7680				20	18	25		0			0	100	0	0
			306	307		120			3			0	1											308				20	18	50		0	2	1	0	100	0	0
			308	315		166			1			0	1											7715				20	18	40		0			0	100	0	0
			308	309		791			2			0	1											310				20	18	50		0			0	100	0	0
			309	310		582			2			0	1											8310				20	18	50		0			0	100	0	0
			310	309		582			2			0	1											308				20	18	50		0			0	100	0	0
			312	313		331			1			0	1											308				20	18	30		0			0	100	0	0
			316	317		438			1			0	1											318				20	18	40		0			0	100	0	0
			316	321		214			1			0	1											304				20	18	40		0			0	100	0	0
			317	318		442			1			0	1												319			20	18	40		0			0	0	36	0
			318	319		404			1			0	1												320			20	18	25		0			0	0	36	0
			319	320		398			1			0	1												303			20	18	25		0			0	0	36	0
			322	323		147			2			0	1											7256				20	18	30		0			0	100	0	0
			401	400		1058			3			0	1											8401				20	18	45		0			0	100	0	0
			401	410		115			1			0	1											411				20	18	30		0			0	100	0	0
			402	410		188			1			0	1												411			20	18	30		0			0	0	143	0
			403	407		172			1			0	1												408			20	18	30		0			0	0	107	0
			404	407		111			1			0	1											408				20	18	30		0			0	100	0	0
			407	408		199			1			0	1											7655				20	18	30		0			0	100	0	0
			410	411		294			1			0	1											7580				20	18	40		0			0	100	0	0
			412	405		1296			3			0	1											8405				20	18	45		0			0	100	0	0
			501	516		192			1			0	1											517				20	18	40		0			0	100	0	0
			502	500		1193			4			0	1											8500				20	18	45		0			0	100	0	0
			502	516		139			3			0	1											517				20	18	40		0	1	2	0	100	0	0
			503	518		281			1			0	1											7620				20	18	25		0			0	100	0	0
			504	505		1124			3			0	1											8505				20	18	45		0			0	100	0	0

Facility	Link Description					Lengths			No. of Lanes					Channelization Codes									Receiving Nodes										Lane Alignment		Turn volumes			
	Intersection	Approach	Up Stream Node Number	Down Stream Node Number	Link Name (12 chars)	Link	Left Bay	Right Bay	Thru	Left	Right	Grade	Queue, Start-up Code	Ln 1	Ln 2	Ln 3	Ln 4	Ln 5	Ln 6	Ln 7	Ln 8	Ln 9	Left	Thru	Right	Diag	Up Stream Oppose Node	Start Up Time	Dis-Charge Headway	Free-Flow Speed	Right Turn On Red	Ped Code	Feeding	Receiv-ing	Left	Through	Right	Diagonal
	(in Excel only)	*(in Excel only)*	*11-1*	*11-2*	*10-3*	*11-3*	*11-4*	*11-5*	*11-6*	*11-7*	*11-8*	*11-9*	*11-10*	*11-11*	*11-12*	*11-13*	*11-14*	*11-15*	*11-16*	*11-17*	*11-30*	*11-31*	*11-18*	*11-19*	*11-20*	*11-21*	*11-22*	*11-23*	*11-24*	*11-25*	*11-26*	*11-27*	*11-28*	*11-29*	*21-3*	*21-4*	*21-5*	*21-6*
Links			504	512		230			1			0	1											513				20	18	40		0			0	100	0	0
			506	507		327			2			0	1											508				20	18	40		0			0	100	0	0
			507	508		196			2			0	1											509				20	18	35		0			0	100	0	0
			508	509		193	174		2	1		0	1											510				20	18	35		0			0	259	0	0
			509	510		193			3			0	1											511				20	18	35		0			0	259	0	0
			510	511		203	40	40	3	1	1	0	1											504				20	18	35	1	0	1	2	0	259	0	0
			512	513		229			1			0	1												7635			20	18	40		0			0	0	155	0
			514	515		397		300	3		1	0	1											502				20	18	40		0	1	2	0	348	0	0
			516	517		226			4			0	1											7480				20	18	40		0	2	1	0	100	0	0
			601	613		158			1			0	1											7262				20	18	40		0			0	100	0	0
			602	600		1169			2			0	1											8600				20	18	45		0			0	100	0	0
			602	613		136			2			0	1											7262				20	18	40		0			0	100	0	0
			603	607		203			2			0	1											608				20	18	40		0			0	100	0	0
			604	605		1134			2			0	1											8605				20	18	45		0			0	100	0	0
			604	607		261			1			0	1											608				20	18	40		0			0	100	0	0
			607	608		509			2			0	1											609				20	18	40		0			0	100	0	0
			608	609		470			2			0	1											615				20	18	40		0			0	100	0	0
			609	615		207			2			0	1											616				20	18	40		0	1	2	0	100	0	0
			610	612		263			4			0	1											602				20	18	40		0			0	100	0	0
			614	615		385			1			0	1											616				20	18	45		0			0	100	0	0
			616	617		355			2			0	1											618				20	18	45		0			0	100	0	0
			617	618		359			2			0	1											7381				20	18	45		0			0	100	0	0
			701	709		190			1			0	1	T										7263				20	18	40		0			0	100	0	0
			702	700		1196			2			0	1											8700				20	18	45		0			0	100	0	0
			702	709		126			1			0	1	T										7263				20	18	40		0	1	2	0	100	0	0
			703	707		143			2			0	1											7550				20	18	40		0	1	2	0	100	0	0
			704	705		1073			2			0	1											8705				20	18	45		0			0	100	0	0
			704	707		189			1			0	1											7550				20	18	40		0			0	100	0	0
			800	801	SW 88th St	1065	200		3	1		0	1											802				20	18	50		1			0	100	0	0
			801	800		1065			3			0	1											8800				20	18	50		0			0	100	0	0
			802	822		106			1			0	1											823				20	18	30		0			0	100	0	0
			803	801		815	200		3	1		0	1											800				20	18	50		0			0	100	0	0
			804	803		171			4			0	1											801				20	18	50		0	2	1	0	100	0	0
			804	805		262			4			0	1											806				20	18	50		0	2	1	0	100	0	0
			807	808		1136			3			0	1											8808				20	18	50		0			0	100	0	0
			807	811		266			1			0	1											812				20	18	40		0			0	100	0	0
			811	812		161			1			0	1											7525				20	18	40		0			0	100	0	0
			814	815		809			1			0	1											816				20	18	40		0			0	100	0	0
			814	819		360			1			0	1											820				20	18	40		0			0	100	0	0
			815	816		318			1			0	1											817				20	18	40		0			0	100	0	0
			816	817		304			1			0	1												818			20	18	35		0			0	0	116	0
			817	818		354			1			0	1												804			20	18	35		0			0	0	116	0
			820	821		125			1			0	1											804				20	18	40		0			0	100	0	0
			820	828		106			1			0	1											829				20	18	25		0			0	100	0	0
			822	823		110			1			0	1										824	824				20	18	30		0			0	100	0	0
			824	825		401			1			0	1											7510				20	18	30		0			0	100	0	0
			824	826		159			1			0	1											827				20	18	30		0			0	100	0	0
			826	827		176			1			0	1											7255				20	18	30		0			0	100	0	0
			828	829		200			1			0	1											830				20	18	25		0			0	100	0	0
			829	830		176			1			0	1											831				20	18	25		0			0	100	0	0
			830	831		480			1			0	1											8833				20	18	25		0			0	100	0	0
			832	833		146			1			0	1												834			20	18	20		0			0	0	80	0
			833	834		227			1			0	1											835				20	18	20		0			0	100	0	0
			834	835		133			1			0	1											812				20	18	20		0			0	100	0	0
			901	900		1004			3			0	1											8003				20	18	50		0			0	100	0	0
			901	902		1454			3			0	1											903				20	18	50		0			0	100	0	0
			901	915		1052			1			0	1											8915				20	18	40		0			0	100	0	0
			903	902		1466			4			0	1											901				20	18	50		0	2	1	0	100	0	0
			903	904		764			3			0	1											905				20	18	50		0	1	2	0	100	0	0
			903	917		1002			2			0	1											8917				20	18	40		0			0	100	0	0
			905	906		717			3			0	1											907				20	18	50		0			0	100	0	0
			905	918		177			2			0	1											919				20	18	50		0			0	100	0	0
			906	905		717			3			0	1										918	904			904	20	18	50		0	2	1	0	100	0	0
			906	907		1013			3			0	1											8907				20	18	50		0			0	100	0	0
			907	906		1013			3			0	1											905				20	18	50		0			0	100	0	0
			909	908		972			1			0	1											8908				20	18	50		0			0	100	0	0
			909	910		1495			1			0	1											911				20	18	50		0			0	100	0	0
			909	914		155			2			0	1											913				20	18	40		0	2	1	0	100	0	0
			911	910		1430			1			0	1											909				20	18	50		0			0	100	0	0
			911	912		1011			1			0	1											8912				20	18	50		0			0	100	0	0
			911	916		1188			2			0	1											8916				20	18	40		0			0	100	0	0
			913	914		1280			1			0	1											909				20	16	40		0			0	100	0	0
			914	913		1280			1			0	1											8913				20	18	40		0			0	100	0	0
			918	919		394			2			0	1											7150				20	18	50		0			0	100	0	0
			919	7150		162			2			0	1															20	18	30					0	100	0	0
			920	921		231			2			0	1											904				20	18	50		0			0	100	0	0
			7257	409		172			2			0	1											401				20	18	30		0			0	100	0	0
			7265	813		117			2			0	1											814				20	18	50		0			0	100	0	0
			7267	920		123			2			0	1											921				20	18	50		0			0	100	0	0
			7270	232		120			3			0	1											218	218			20	18	30		0			0	83	120	0
			7482	610		120	75	75	2	1	1	0	1											612				20	18	30		0	1	2	0	100	0	0
			7505	809		120			2			0	1											810	810			20	18	40		0			0	100	0	0
			7590	614		186			1			0	1											615				20	18	45		0			0	100	0	0
			7595	514		111			2			0	1											515				20	18	40		0	1	2	0	100	0	0

Facility	Link Description					Lengths			No. of Lanes					Channelization Codes									Receiving Nodes										Lane Alignment		Turn volumes			
	Intersection	Approach	Up Stream Node Number	Down Stream Node Number	Link Name (12 chars)	Link	Left Bay	Right Bay	Thru	Left	Right	Grade	Queue, Start-up Code	Ln 1	Ln 2	Ln 3	Ln 4	Ln 5	Ln 6	Ln 7	Ln 8	Ln 9	Left	Thru	Right	Diag	Up Stream Oppose Node	Start Up Time	Dis-Charge Headway	Free-Flow Speed	Right Turn On Red	Ped Code	Feeding	Receiv-ing	Left	Through	Right	Diagonal
	(in Excel only)	*(in Excel only)*	*11-1*	*11-2*	*10-3*	*11-3*	*11-4*	*11-5*	*11-6*	*11-7*	*11-8*	*11-9*	*11-10*	*11-11*	*11-12*	*11-13*	*11-14*	*11-15*	*11-16*	*11-17*	*11-30*	*11-31*	*11-18*	*11-19*	*11-20*	*11-21*	*11-22*	*11-23*	*11-24*	*11-25*	*11-26*	*11-27*	*11-28*	*11-29*	*21-3*	*21-4*	*21-5*	*21-6*
Transition Links			*7630*	*708*		*132*	*90*	*90*	*2*	*1*	*1*	*0*	*1*											*702*				*20*	*18*	*40*		*0*	*1*	*2*	*0*	*100*	*0*	*0*
			7650	*406*		*169*			*1*			*0*	*1*										*407*	*407*	*407*			*20*	*18*	*30*		*0*			*98*	*11*	*98*	*0*
			7675	*311*		*121*			*2*			*0*	*1*											*312*				*20*	*18*	*30*		*0*			*0*	*100*	*0*	*0*
			7815	*506*		*134*			*2*			*0*	*1*											*507*				*20*	*18*	*40*		*0*			*0*	*100*	*0*	*0*
			616	*7159*		*142*			*1*			*0*	*1*															*20*	*18*	*45*					*0*	*100*	*0*	*0*
			827	*7255*		*116*			*1*			*0*	*1*															*20*	*18*	*30*					*0*	*100*	*0*	*0*
			323	*7256*		*136*			*2*			*0*	*1*															*20*	*18*	*30*					*0*	*100*	*0*	*0*
			613	*7262*		*115*			*2*			*0*	*1*															*20*	*18*	*40*					*0*	*100*	*0*	*0*
			709	*7263*		*142*			*2*			*0*	*1*															*20*	*18*	*40*					*0*	*100*	*0*	*0*
			219	*7271*		*120*			*3*			*0*	*1*															*20*	*18*	*30*					*0*	*100*	*0*	*0*
			229	*7357*		*200*			*2*			*0*	*1*															*20*	*18*	*45*					*0*	*100*	*0*	*0*
			618	*7381*		*118*			*2*			*0*	*1*															*20*	*18*	*45*					*0*	*100*	*0*	*0*
			517	*7480*		*110*			*3*			*0*	*1*															*20*	*18*	*40*					*0*	*100*	*0*	*0*
			825	*7510*		*118*			*1*			*0*	*1*															*20*	*18*	*30*					*0*	*100*	*0*	*0*
			812	*7525*		*141*			*1*			*0*	*1*															*20*	*18*	*40*					*0*	*100*	*0*	*0*
			707	*7550*		*216*			*3*			*0*	*1*															*20*	*18*	*40*					*0*	*100*	*0*	*0*
			411	*7580*		*163*			*1*			*0*	*1*															*20*	*18*	*25*					*0*	*100*	*0*	*0*
			518	*7620*		*123*			*1*			*0*	*1*															*20*	*18*	*25*					*0*	*100*	*0*	*0*
			513	*7635*		*134*			*1*			*0*	*1*															*20*	*18*	*40*					*0*	*100*	*0*	*0*
			408	*7655*		*155*			*1*			*0*	*1*															*20*	*18*	*30*					*0*	*100*	*0*	*0*
			314	*7680*		*128*			*1*			*0*	*1*															*20*	*18*	*25*					*0*	*100*	*0*	*0*
			315	*7715*		*239*			*1*			*0*	*1*															*20*	*18*	*40*					*0*	*100*	*0*	*0*
			227	*7735*		*251*			*2*			*0*	*1*															*20*	*18*	*40*					*0*	*100*	*0*	*0*
Entry Links	US-1 NB Begin	NB	*8003*	*900*					*3*			*0*	*1*											*901*				*20*	*18*			*0*			*0*	*100*	*0*	*0*
	Flagler St EB Begin	EB	*8201*	*200*	*Flagler St*				*2*			*0*	*1*											*202*				*20*	*18*			*0*			*0*	*100*	*0*	*0*
	Flagler St WB Begin	WB	*8207*	*207*	*Flagler St*				*3*			*0*	*1*											*206*				*20*	*18*			*0*			*0*	*100*	*0*	*0*
	SW 78 Ave Begin	NB	*8221*	*221*	*SW 78th Ave*				*2*			*0*	*1*											*220*				*20*	*18*			*0*			*0*	*100*	*0*	*0*
	SW 8 St EB Begin	EB	*8301*	*300*	*SW 8th St*				*3*			*0*	*1*											*301*				*20*	*18*			*0*			*0*	*100*	*0*	*0*
	SW 8 St WB Begin	WB	*8310*	*310*	*SW 8th St*				*2*			*0*	*1*											*309*				*20*	*18*			*0*			*0*	*100*	*0*	*0*
	SW 24 St EB Begin	EB	*8401*	*400*	*SW 24th St*				*3*			*0*	*1*											*401*				*20*	*18*			*0*			*0*	*100*	*0*	*0*
	SW 24 St WB Begin	WB	*8405*	*405*	*SW 24th St*				*3*			*0*	*1*											*404*				*20*	*18*			*0*			*0*	*100*	*0*	*0*
	SW 40 St EB Begin	EB	*8500*	*500*	*Bird Rd*				*4*			*0*	*1*											*501*				*20*	*18*			*0*			*0*	*100*	*0*	*0*
	SW 40 St WB Begin	WB	*8505*	*505*	*Bird Rd*				*3*			*0*	*1*											*504*				*20*	*18*			*0*			*0*	*100*	*0*	*0*
	SW 56 St EB Begin	EB	*8600*	*600*	*SW 56th St*				*2*			*0*	*1*											*601*				*20*	*18*			*0*			*0*	*100*	*0*	*0*
	SW 56 St WB Begin	WB	*8605*	*605*	*SW 56th St*				*2*			*0*	*1*											*604*				*20*	*18*			*0*			*0*	*100*	*0*	*0*
	SW 72 St EB Begin	EB	*8700*	*700*	*SW 72nd St*				*2*			*0*	*1*											*701*				*20*	*18*			*0*			*0*	*100*	*0*	*0*
	SW 72 St WB Begin	WB	*8705*	*705*	*SW 72nd St*				*2*			*0*	*1*											*704*				*20*	*18*			*0*			*0*	*100*	*0*	*0*
	SW 88 St EB Begin	EB	*8800*	*800*	*SW 88th St*				*2*			*0*	*1*											*801*				*20*	*18*			*0*			*0*	*100*	*0*	*0*
	SW 88 St WB Begin	WB	*8808*	*808*	*SW 88th St*				*3*			*0*	*1*											*807*				*20*	*18*			*0*			*0*	*100*	*0*	*0*
	Dadeland Mall Begin		*8832*	*832*					*1*			*0*	*1*	*4*											*833*			*20*	*18*			*0*			*0*	*0*	*80*	*0*
	US-1 SB Begin	SB	*8907*	*907*					*3*			*0*	*1*											*906*				*20*	*18*			*0*			*0*	*100*	*0*	*0*
	US-1/Busway	NB	*8908*	*908*					*1*			*0*	*1*											*909*				*20*	*18*			*0*			*0*	*100*	*0*	*0*
	US-1/Busway	SB	*8912*	*912*					*1*			*0*	*1*											*911*				*20*	*18*			*0*			*0*	*100*	*0*	*0*
	SW 112 St EB Begin	EB	*8913*	*913*					*2*			*0*	*1*											*914*				*20*	*18*			*0*			*0*	*100*	*0*	*0*
	SW 112 St WB Begin	WB	*8915*	*915*					*2*			*0*	*1*											*901*				*20*	*18*			*0*			*0*	*100*	*0*	*0*
	SW 104 St EB Begin	EB	*8916*	*916*					*1*			*0*	*1*											*911*				*20*	*18*			*0*			*0*	*100*	*0*	*0*
	SW 104 St WB Begin	WB	*8917*	*917*					*2*			*0*	*1*											*903*				*20*	*18*			*0*			*0*	*100*	*0*	*0*

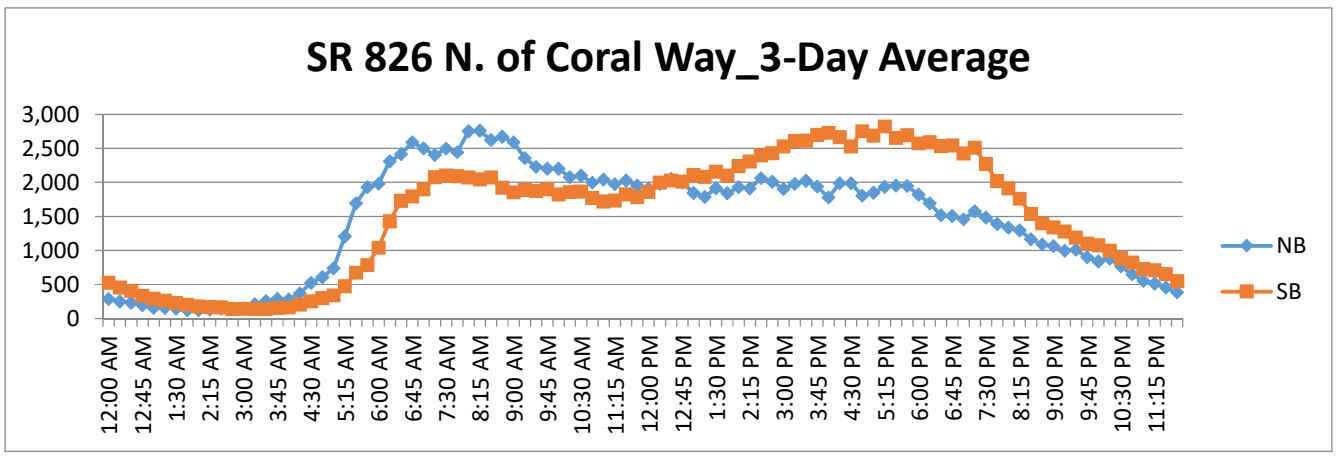
Section 3

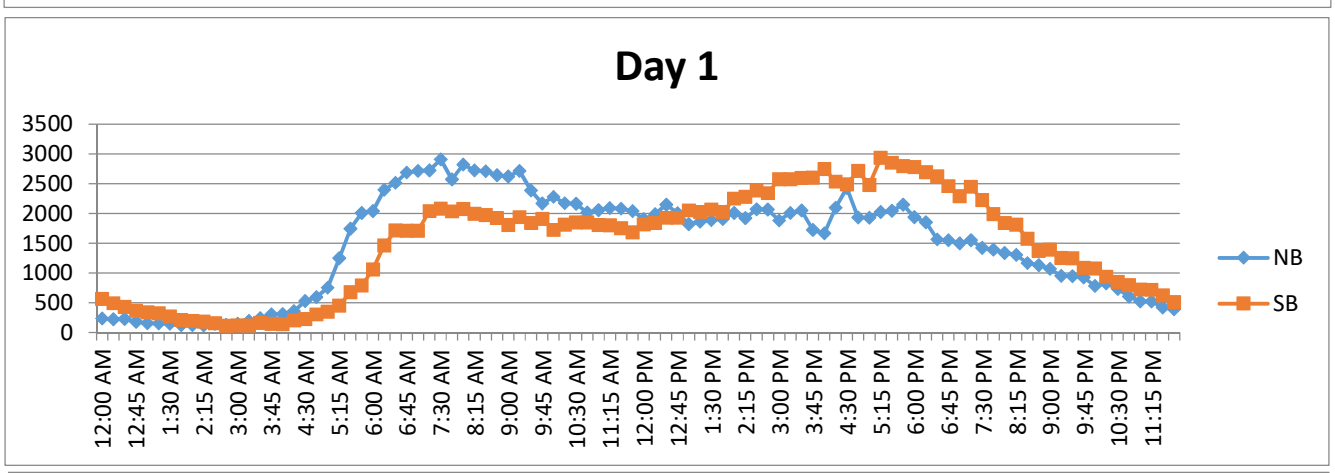
Existing 2017 SR 826 Daily Profiles

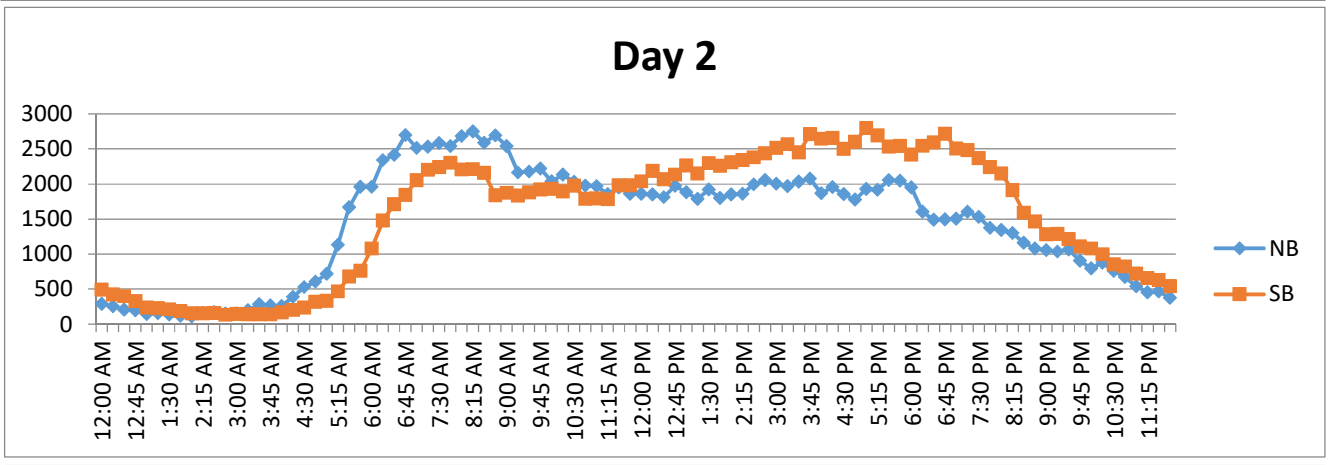
- **72-Hour Counts (2017) – Traffic Data Collection Report**
  - SR 826 North of Coral Way
- **Average of SR 826 North of Coral Way**
- **SR 826 North of Coral Way Daily Profile Graphs**
- **Distribution Factors Table**

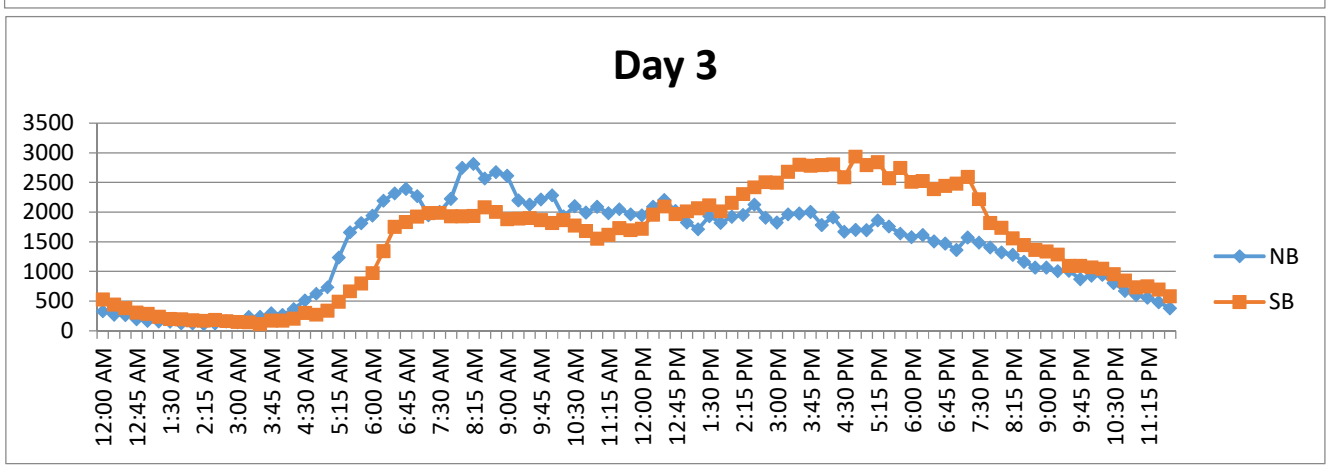
SR 826 North of Coral Way (Source: Traffic Data Collection Report)

TIME	10/3/2017		10/4/2017		10/5/2017		AVERAGE		NB Dir. Splt
	NB	SB	NB	SB	NB	SB	NB	SB	
12:00 AM	241	566	289	490	329	529	286	528	35.14%
12:15 AM	226	497	252	424	275	443	251	455	35.55%
12:30 AM	229	433	204	398	266	386	233	406	36.46%
12:45 AM	181	369	197	327	195	309	191	335	36.31%
1:00 AM	159	340	142	237	171	290	157	289	35.20%
1:15 AM	153	324	152	229	161	239	155	264	36.99%
1:30 AM	145	268	138	208	157	202	147	226	39.41%
1:45 AM	129	216	117	184	125	197	124	199	38.39%
2:00 AM	128	198	109	154	132	183	123	178	40.86%
2:15 AM	123	183	156	155	116	170	132	169	43.85%
2:30 AM	146	156	173	157	123	184	147	166	46.96%
2:45 AM	130	118	151	130	162	165	148	138	51.75%
3:00 AM	153	122	152	147	147	153	151	141	51.71%
3:15 AM	196	124	199	139	238	147	211	137	60.63%
3:30 AM	242	162	284	140	238	114	255	139	64.72%
3:45 AM	305	149	266	138	301	175	291	154	65.39%
4:00 AM	310	140	258	167	269	177	279	161	63.41%
4:15 AM	363	204	388	203	364	209	372	205	64.47%
4:30 AM	529	228	527	237	512	302	523	256	67.14%
4:45 AM	596	306	603	320	627	276	609	301	66.92%
5:00 AM	756	349	716	330	733	342	735	340	68.37%
5:15 AM	1253	456	1128	465	1236	494	1,206	472	71.87%
5:30 AM	1745	678	1669	680	1663	666	1,692	675	71.48%
5:45 AM	2013	790	1960	760	1816	802	1,930	784	71.11%
6:00 AM	2041	1064	1958	1079	1944	974	1,981	1,039	65.60%
6:15 AM	2399	1467	2339	1477	2193	1345	2,310	1,430	61.76%
6:30 AM	2516	1715	2417	1710	2319	1756	2,417	1,727	58.33%
6:45 AM	2689	1711	2696	1843	2393	1836	2,593	1,797	59.07%
7:00 AM	2717	1708	2514	2056	2272	1929	2,501	1,898	56.85%
7:15 AM	2727	2044	2534	2204	1947	1986	2,403	2,078	53.63%
7:30 AM	2910	2081	2583	2242	2004	1989	2,499	2,104	54.29%
7:45 AM	2573	2037	2539	2300	2223	1932	2,445	2,090	53.91%
8:00 AM	2824	2080	2684	2205	2749	1934	2,752	2,073	57.04%
8:15 AM	2728	1995	2747	2210	2815	1936	2,763	2,047	57.44%
8:30 AM	2709	1974	2590	2159	2569	2080	2,623	2,071	55.88%
8:45 AM	2647	1926	2691	1838	2676	2006	2,671	1,923	58.14%
9:00 AM	2624	1808	2540	1873	2612	1881	2,592	1,854	58.30%
9:15 AM	2717	1942	2161	1834	2201	1894	2,360	1,890	55.53%
9:30 AM	2390	1845	2175	1882	2128	1900	2,231	1,876	54.32%
9:45 AM	2172	1908	2221	1921	2213	1868	2,202	1,899	53.69%
10:00 AM	2281	1727	2039	1929	2284	1819	2,201	1,825	54.67%
10:15 AM	2175	1811	2132	1895	1926	1866	2,078	1,857	52.81%
10:30 AM	2165	1852	2028	1978	2100	1776	2,098	1,869	52.89%
10:45 AM	2017	1853	1975	1790	1995	1682	1,996	1,775	52.93%
11:00 AM	2060	1806	1967	1793	2092	1556	2,040	1,718	54.28%
11:15 AM	2092	1800	1853	1783	1982	1619	1,976	1,734	53.26%
11:30 AM	2083	1755	1950	1980	2051	1731	2,028	1,822	52.68%
11:45 AM	2041	1687	1859	1981	1963	1699	1,954	1,789	52.20%
12:00 PM	1908	1819	1861	2039	1949	1725	1,906	1,861	50.60%
12:15 PM	1992	1844	1852	2183	2091	1958	1,978	1,995	49.79%
12:30 PM	2151	1928	1810	2066	2203	2097	2,055	2,030	50.31%
12:45 PM	2007	1931	1972	2133	2020	1970	2,000	2,011	49.86%
1:00 PM	1823	2054	1881	2262	1827	2013	1,844	2,110	46.64%
1:15 PM	1861	2029	1787	2150	1712	2068	1,787	2,082	46.19%
1:30 PM	1889	2066	1922	2296	1934	2118	1,915	2,160	46.99%
1:45 PM	1907	2028	1800	2258	1818	2016	1,842	2,101	46.72%
2:00 PM	2013	2254	1850	2311	1922	2160	1,928	2,242	46.24%
2:15 PM	1923	2281	1859	2341	1952	2305	1,911	2,309	45.28%
2:30 PM	2071	2392	1995	2378	2130	2418	2,065	2,396	46.29%
2:45 PM	2066	2345	2055	2438	1909	2506	2,010	2,430	45.27%
3:00 PM	1885	2577	2001	2516	1826	2498	1,904	2,530	42.94%
3:15 PM	2012	2578	1966	2567	1963	2682	1,980	2,609	43.15%
3:30 PM	2054	2600	2035	2448	1978	2800	2,022	2,616	43.60%
3:45 PM	1728	2605	2076	2709	2007	2783	1,937	2,699	41.78%
4:00 PM	1671	2749	1870	2646	1786	2795	1,776	2,730	39.41%
4:15 PM	2098	2540	1955	2656	1912	2802	1,988	2,666	42.72%
4:30 PM	2430	2490	1857	2500	1670	2591	1,986	2,527	44.01%
4:45 PM	1934	2714	1775	2603	1705	2937	1,805	2,751	39.62%
5:00 PM	1929	2484	1927	2798	1695	2792	1,850	2,691	40.74%
5:15 PM	2027	2934	1916	2692	1861	2847	1,935	2,824	40.66%
5:30 PM	2048	2855	2055	2531	1760	2575	1,954	2,654	42.40%
5:45 PM	2151	2797	2046	2542	1643	2747	1,947	2,695	41.94%
6:00 PM	1942	2783	1949	2421	1580	2511	1,824	2,572	41.49%
6:15 PM	1855	2698	1602	2545	1618	2529	1,692	2,591	39.51%
6:30 PM	1565	2622	1489	2593	1508	2391	1,521	2,535	37.50%
6:45 PM	1552	2462	1496	2715	1470	2446	1,506	2,541	37.21%
7:00 PM	1500	2292	1502	2504	1363	2481	1,455	2,426	37.49%
7:15 PM	1550	2451	1604	2483	1577	2594	1,577	2,509	38.60%
7:30 PM	1426	2225	1530	2366	1489	2219	1,482	2,270	39.50%
7:45 PM	1391	1993	1373	2240	1405	1820	1,390	2,018	40.79%
8:00 PM	1336	1844	1344	2152	1324	1737	1,335	1,911	41.13%
8:15 PM	1305	1810	1298	1911	1285	1559	1,296	1,760	42.41%
8:30 PM	1171	1578	1161	1590	1166	1447	1,166	1,538	43.12%
8:45 PM	1132	1371	1076	1464	1065	1366	1,091	1,400	43.80%
9:00 PM	1070	1393	1058	1283	1066	1339	1,065	1,338	44.32%
9:15 PM	953	1255	1033	1285	1008	1290	998	1,277	43.87%
9:30 PM	950	1249	1065	1213	1009	1100	1,008	1,187	45.92%
9:45 PM	931	1085	903	1108	875	1099	903	1,097	45.15%
10:00 PM	788	1077	797	1076	929	1071	838	1,075	43.81%
10:15 PM	824	940	873	994	942	1047	880	994	46.96%
10:30 PM	735	854	759	854	805	954	766	887	46.34%
10:45 PM	606	794	668	821	671	848	648	821	44.11%
11:00 PM	526	726	538	719	599	736	554	727	43.25%
11:15 PM	523	721	453	657	562	752	513	710	41.95%
11:30 PM	423	627	465	626	483	701	457	651	41.25%
11:45 PM	394	516	377	539	383	588	385	548	41.26%
TOTAL	**142,774**	**145,232**	**137,958**	**149,003**	**135,462**	**144,976**	**138,737**	**146,405**	


SR 826 N. of Coral Way_3-Day Average
3,000
2,500
2,000
1,500
1,000
500
0
12:00 AM
12:45 AM
1:30 AM
2:15 AM
3:00 AM
3:45 AM
4:30 AM
5:15 AM
6:00 AM
6:45 AM
7:30 AM
8:15 AM
9:00 AM
9:45 AM
10:30 AM
11:15 AM
12:00 PM
12:45 PM
1:30 PM
2:15 PM
3:00 PM
3:45 PM
4:30 PM
5:15 PM
6:00 PM
6:45 PM
7:30 PM
8:15 PM
9:00 PM
9:45 PM
10:30 PM
11:15 PM
NB
SB


Day 1
3500
3000
2500
2000
1500
1000
500
0
12:00 AM
12:45 AM
1:30 AM
2:15 AM
3:00 AM
3:45 AM
4:30 AM
5:15 AM
6:00 AM
6:45 AM
7:30 AM
8:15 AM
9:00 AM
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10:30 AM
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6:45 PM
7:30 PM
8:15 PM
9:00 PM
9:45 PM
10:30 PM
11:15 PM
NB
SB


Day 2
3000
2500
2000
1500
1000
500
0
12:00 AM
12:45 AM
1:30 AM
2:15 AM
3:00 AM
3:45 AM
4:30 AM
5:15 AM
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4:30 PM
5:15 PM
6:00 PM
6:45 PM
7:30 PM
8:15 PM
9:00 PM
9:45 PM
10:30 PM
11:15 PM
NB
SB


Day 3
3500
3000
2500
2000
1500
1000
500
0
12:00 AM
12:45 AM
1:30 AM
2:15 AM
3:00 AM
3:45 AM
4:30 AM
5:15 AM
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7:30 AM
8:15 AM
9:00 AM
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11:15 AM
12:00 PM
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3:45 PM
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6:00 PM
6:45 PM
7:30 PM
8:15 PM
9:00 PM
9:45 PM
10:30 PM
11:15 PM
NB
SB

DISTRIBUTION FACTORS			
AM (PH-8:00 to 9:00)		PM (PH-5:00 to 6:00)	
PK VOL = 10,809		PK VOL = 10,864	
PK DIR = NB		PK DIR = SB	
TIME	**FACTOR**	**TIME**	**FACTOR**
6:30 AM	0.2236	3:30 PM	0.2408
6:45 AM	0.2399	3:45 PM	0.2484
7:00 AM	0.2314	4:00 PM	0.2513
7:15 AM	0.2223	4:15 PM	0.2454
7:30 AM	0.2312	4:30 PM	0.2326
7:45 AM	0.2262	4:45 PM	0.2532
8:00 AM	0.2546	5:00 PM	0.2477
8:15 AM	0.2556	5:15 PM	0.2599
8:30 AM	0.2427	5:30 PM	0.2443
8:45 AM	0.2471	5:45 PM	0.2481
9:00 AM	0.2398	6:00 PM	0.2367
9:15 AM	0.2183	6:15 PM	0.2385
9:30 AM	0.2064	6:30 PM	0.2333
9:45 AM	0.2037	6:45 PM	0.2339
10:00 AM	0.2036	7:00 PM	0.2233
10:30 AM	0.1941	7:15 PM	0.2309

Directional Split (NB/SB)

AM PK	PM PK
54.72%/45.28%	41.26%/58.74%

Section 4

Existing 2017 AM and PM Peak Volume

- **FRESIM Volumes**
- **NETSIM Volumes**
- **FRESIM O-D Matrix**

	Table #																		
	Detector Volumes																		
	Base Model - AM Peak																		
				Time Period															
	Description		Detector Station ID	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	10:00 AM	10:15 AM
Facility				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
SR 826 NB	**Begin SR 826 NB Mainline**	US-1 NB Entrance	Dummy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	US-1 NB Entrance	Dummy Rd Exit	SR826NB1a	644	691	667	641	666	652	734	737	699	712	691	629	595	587	587	559
	Dummy Rd Exit	SW 88 St Exit	SR826NB1	644	691	667	641	666	652	734	737	699	712	691	629	595	587	587	559
	SW 88 St Exit	SW 88 St EB Entrance	SR826NB2	622	668	644	619	643	630	709	711	675	688	667	608	574	567	567	540
	SW 88 St EB Entrance	SW 88 St WB Entrance	SR826NB3	826	886	855	821	854	835	940	944	896	913	886	806	762	752	752	717
	SW 88 St WB Entrance	SW 72 St Exit	SR826NB4	934	1,002	967	929	966	945	1,063	1,068	1014	1032	1002	912	862	851	850	811
	SW 72 St Exit	SW 72 St Entrance	SR826NB5	843	904	872	838	872	853	960	964	915	932	904	823	778	768	768	732
	SW 72 St Entrance	SW 56 St Exit	SR826NB6	1,049	1,125	1,085	1,043	1,085	1,061	1,194	1,199	1139	1159	1125	1024	968	956	955	911
	SW 56 St Exit	SW 40 St Exit	SR826NB7	908	974	940	903	939	919	1,034	1,038	986	1004	974	887	838	827	827	788
	SW 40 St Exit	SW 56 St Entrance	SR826NB8	802	860	830	797	829	811	913	917	870	886	860	783	740	730	730	696
	SW 56 St Entrance	SR 874 Entrance	SR826NB9	946	1,015	979	941	978	957	1,077	1,082	1027	1046	1015	924	873	862	862	821
	SR 874 Entrance	SW 40 St EB Entrance	SR826NB10	1,565	1,680	1,620	1,556	1,619	1,584	1,782	1,789	1699	1730	1679	1528	1445	1426	1425	1359
	SW 40 St EB Entrance	SW 40 St WB Entrance	SR826NB11	1,710	1,834	1,769	1,700	1,768	1,730	1,947	1,954	1856	1889	1834	1669	1578	1557	1557	1484
	SW 40 St WB Entrance	SW 24 St Exit	SR826NB12	1,875	2,011	1,940	1,864	1,938	1,896	2,135	2,143	2035	2072	2010	1830	1730	1708	1707	1627
	SW 24 St Exit	SW 24 St Entrance	SR826NB13	1,692	1,816	1,751	1,682	1,750	1,712	1,927	1,934	1837	1870	1815	1652	1562	1542	1541	1469
	SW 24 St Entrance	SW 8 St Exit	SR826NB14	1,883	2,020	1,948	1,872	1,947	1,905	2,144	2,152	2044	2081	2019	1838	1738	1715	1714	1634
	SW 8 St Exit	SW 8 St EB Entrance	SR826NB15	1,684	1,807	1,743	1,674	1,741	1,704	1,918	1,925	1828	1861	1806	1644	1555	1534	1534	1462
	SW 8 St EB Entrance	SW 8 St WB Entrance	SR826NB16	1,869	2,005	1,934	1,858	1,932	1,891	2,128	2,136	2028	2065	2004	1825	1725	1703	1702	1622
	SW 8 St WB Entrance	Flagler St/NW72Ave Exit	SR826NB17	2,012	2,159	2,082	2,000	2,081	2,036	2,291	2,300	2184	2224	2158	1964	1857	1833	1832	1747
	Flagler St/NW72Ave Exit	SR 836 EB/WB Exit	SR826NB18	1,632	1,751	1,689	1,622	1,687	1,651	1,858	1,865	1771	1803	1750	1593	1506	1487	1486	1417
	SR 836 EB/WB Exit	Flagler St Entrance	SR826NB19	1,156	1,240	1,196	1,149	1,195	1,169	1,316	1,321	1255	1278	1240	1129	1067	1053	1053	1003
	Flagler St Entrance	SR 836 WB/NW 72 Ave Entrance	SR826NB20	1,346	1,444	1,393	1,338	1,391	1,361	1,532	1,538	1461	1487	1443	1314	1242	1226	1225	1168
	SR 836 WB/NW 72 Ave Entrance	SR 836 EB Entrance	SR826NB21	1,769	1,898	1,831	1,759	1,829	1,789	2,014	2,022	1920	1955	1897	1727	1633	1611	1611	1536
	SR 836 EB Entrance	NW 25 St Exit	SR826NB22	2,235	2,398	2,313	2,222	2,311	2,261	2,545	2,555	2426	2470	2397	2182	2063	2036	2035	1940
	NW 25 St Exit	NW 25 St Entrance	SR826NB23	1,771	1,900	1,833	1,761	1,832	1,792	2,017	2,025	1923	1958	1900	1729	1635	1614	1613	1538
	NW 25 St Entrance	**End SR 826 NB Mainline**	SR826NB24	1,895	2,033	1,961	1,884	1,960	1,917	2,158	2,166	2057	2094	2033	1850	1749	1727	1726	1645
SR 826 NB Ramps	US-1 NB Entrance	SR 826 NB	US1NBSR826NBent	644	691	667	641	666	652	734	737	699	712	691	629	595	587	587	559
	SR 826 NB	Dummy Rd Exit	Dummy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 826 NB	SW 88 St Exit	826NBSW88Stexit	22	24	23	22	23	22	25	25	24	24	24	22	20	20	20	19
	SW 88 St EB Entrance	SR 826 NB	SW88StEBSR826NBent	203	218	211	202	210	206	232	233	221	225	218	199	188	185	185	177
	SW 88 St WB Entrance	SR 826 NB	SW88StWBSR826NBent	108	116	112	108	112	109	123	124	117	120	116	106	100	99	99	94
	SR 826 NB	SW 72 St Exit	SR826NBSW72Stexit	91	98	94	90	94	92	104	104	99	101	98	89	84	83	83	79
	SW 72 St Entrance	SR 826 NB	SW72StSR826NBent	206	221	213	205	213	208	234	235	224	228	221	201	190	188	188	179
	SR 826 NB	SW 56 St Exit	SR826NBSW56Stexit	141	151	146	140	145	142	160	161	153	155	151	137	130	128	128	122
	SR 826 NB	SW 40 St Exit	SR826NBSW40Stexit	106	114	110	106	110	108	121	122	116	118	114	104	98	97	97	92
	SW 56 St Entrance	SR 826 NB	SW56StSR826NBent	144	155	149	144	149	146	164	165	157	160	155	141	133	132	132	125
	SR 874 Entrance	SR 826 NB	SR874SR826NBent	619	664	641	616	640	626	705	708	672	684	664	604	572	564	564	537
	SW 40 St EB Entrance	SR 826 NB	SW40StEBSR826NBent	144	155	149	143	149	146	164	165	157	159	155	141	133	131	131	125
	SW 40 St WB Entrance	SR 826 NB	SW40StWBSR826NBent	165	177	171	164	171	167	188	189	179	182	177	161	152	150	150	143
	SR 826 NB	SW 24 St Exit	SR826NBSW24Stexit	182	196	189	181	189	185	208	209	198	202	196	178	168	166	166	158
	SW 24 St Entrance	SR 826 NB	SW24StSR826NBent	191	204	197	189	197	193	217	218	207	211	204	186	176	174	173	165
	SR 826 NB	SW 8 St Exit	SR826NBSW8Stexit	199	213	205	197	205	201	226	227	216	219	213	194	183	181	181	172
	SW 8 St EB Entrance	SR 826 NB	SW8StEBSR826NBent	185	198	191	184	191	187	210	211	200	204	198	180	170	168	168	160
	SW 8 St WB Entrance	SR 826 NB	SW8StWBSR826NBent	143	154	148	142	148	145	163	164	156	158	154	140	132	131	131	124
	SR 826 NB	FlaglerSt/NW 72 Ave Exit	SR826NBFlagler72Avexit	380	408	394	378	393	385	433	435	413	420	408	371	351	346	346	330
	SR 826 NB	SR 836 EB/WB Exit	SR826NBSR836EBWBexit	476	511	492	473	492	481	542	544	516	526	510	465	439	433	433	413
	Flagler St Entrance	SR 826 NB	FlaglerStSR826NBent	190	203	196	189	196	192	216	217	206	210	203	185	175	173	173	165
	SR 836 WB/NW 72 Ave Entrance	SR 826 NB	SR836WBNW72AvSR826NBent	423	454	438	421	438	428	482	484	459	468	454	413	391	386	385	367
	SR 836 EB Entrance	SR 826 NB	SR836EBSR826NBent	466	500	483	464	482	472	531	533	506	515	500	455	431	425	425	405
	SR 826 NB	NW 25 St Exit	SR 826NBNW25Stexit	464	498	480	461	480	469	528	530	504	513	498	453	428	423	422	403
	NW 25 St Entrance	SR 826 NB	NW25StSR826NB	124	133	128	123	128	125	141	142	134	137	133	121	114	113	113	108
SR 826 SB	**Begin SR 826 SB Mainline**	Dummy Ramp Entrance	SR826SB1	2,140	2,296	2,215	2,128	2,213	2,165	2,437	2,447	2323	2365	2295	2090	1976	1950	1949	1858
	Dummy Ramp Entrance	NW 25 St Exit	SR826SB2	2,140	2,296	2,215	2,128	2,213	2,165	2,437	2,447	2323	2365	2295	2090	1976	1950	1949	1858
	NW 25 St Exit	Dummy Ramp Entrance	SR826SB3	1,793	1,924	1,856	1,783	1,854	1,814	2,042	2,050	1946	1981	1923	1751	1655	1633	1633	1556
	Dummy Ramp Entrance	NW 25 St Entrance	SR826SB4	1,793	1,924	1,856	1,783	1,854	1,814	2,042	2,050	1946	1981	1923	1751	1655	1633	1633	1556
	NW 25 St Entrance	SR 836 EB/WB Exit	SR826SB5	1,903	2,042	1,970	1,892	1,968	1,925	2,167	2,176	2066	2103	2041	1858	1757	1734	1733	1652
	SR 836 EB/WB Exit	NW 72 Ave/NW 87 Ave Exit	SR826SB6	1,295	1,390	1,340	1,288	1,339	1,310	1,475	1,480	1406	1431	1389	1264	1195	1180	1179	1124
	NW 72 Ave/NW 87 Ave Exit	Flagler St/SW 8 St Exit	SR826SB7	1,188	1,274	1,229	1,181	1,228	1,201	1,352	1,357	1289	1312	1274	1159	1096	1082	1081	1031
	Flagler St/SW 8 St Exit	SR 836 EB/WB Entrance	SR826SB8	796	854	824	791	823	805	906	910	864	879	853	777	735	725	725	691
	SR 836 EB/WB Entrance	Flagler St Entrance	SR826SB9	1,311	1,407	1,357	1,304	1,356	1,327	1,493	1,499	1423	1449	1406	1280	1211	1195	1194	1138
	Flagler St Entrance	SW 8 St Entrance	SR826SB10	1,556	1,670	1,611	1,547	1,609	1,575	1,772	1,779	1689	1720	1669	1520	1437	1418	1417	1351
	SW 8 St Entrance	SW 24 St Exit	SR826SB11	1,700	1,824	1,760	1,690	1,758	1,720	1,936	1,944	1845	1879	1823	1660	1569	1549	1548	1476
	SW 24 St Exit	SW 24 St Entrance	SR826SB12	1,480	1,588	1,532	1,472	1,531	1,497	1,685	1,692	1607	1636	1587	1445	1366	1348	1348	1285
	SW 24 St Entrance	SW 40 St Exit	SR826SB13	1,614	1,732	1,670	1,605	1,669	1,633	1,838	1,845	1752	1784	1731	1576	1490	1471	1470	1401
	SW 40 St Exit	SW 56 St Exit	SR826SB14	1,312	1,408	1,358	1,304	1,357	1,327	1,494	1,500	1424	1450	1407	1281	1211	1195	1195	1139
	SW 56 St Exit	SR 874 Exit	SR826SB15	1,155	1,239	1,195	1,148	1,194	1,168	1,315	1,320	1254	1276	1239	1128	1066	1052	1052	1003
	SR 874 Exit	SW 40 St Entrance	SR826SB16	840	902	870	835	869	850	957	961	912	929	901	820	776	766	765	729
	SW 40 St Entrance	SW 56 St Entrance	SR826SB17	947	1,016	980	941	979	958	1,078	1,082	1028	1046	1015	924	874	862	862	822
	SW 56 St Entrance	SW 72 St Exit	SR826SB18	998	1,071	1,033	993	1,032	1,010	1,137	1,141	1084	1103	1071	975	922	910	909	867
	SW 72 St Exit	SW 72 St Entrance	SR826SB19	748	802	774	744	773	757	852	855	812	827	802	730	690	681	681	649
	SW 72 St Entrance	SW 88 St Exit	SR826SB20	813	872	841	808	840	822	925	929	882	898	872	794	750	740	740	706
	SW 88 St Exit	SW 88 St Entrance	SR826SB21	462	496	478	459	478	468	526	528	502	511	496	451	427	421	421	401
	SW 88 St Entrance	Dummy Ramp Entrance	SR826SB22	478	512	494	475	494	483	544	546	518	528	512	466	441	435	435	415
	Dummy Ramp Entrance	US-1 SB Exit	SR826SB23	478	512	494	475	494	483	544	546	518	528	512	466	441	435	435	415
	US-1 SB Exit	**End SR 826 SB Mainline**	SR826SB24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SR 826 SB Ramps	Dummy Ramp Entrance	SR 826 SB	Dummy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 826 SB	NW 25 St Exit	826SBNW25Stexit	347	373	359	345	359	351	395	397	377	384	372	339	321	316	316	301
	Dummy Ramp Entrance	SR 826 SB	Dummy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NW 25 St Entrance	SR 826 SB	NW25St826SBent	110	118	114	110	114	112	126	126	120	122	118	108	102	100	100	96
	SR 826 SB	SR 836 EB/WB Exit	826SB836EBWBexit	608	653	629	605	629	615	693	695	660	672	652	594	561	554	554	528
	SR 826 SB	NW 72 Ave/NW 87 Ave Exit	826SBNW72AvNW87Avexit	108	115	111	107	111	109	122	123	117	119	115	105	99	98	98	93
	SR 826 SB	Flagler St/SW 8 St Exit	826SBFlaglerStSW8Stexit	392	420	405	389	405	396	446	448	425	433	420	382	362	357	357	340
	SR 836 EB/WB Entrance	SR 826 SB	836EBWB826SBent	516	553	534	513	533	522	587	589	560	570	553	503	476	470	470	448
	Flagler St Entrance	SR 826 SB	FlaglerSt826SBent	245	263	254	244	253	248	279	280	266	271	263	239	226	223	223	213
	SW 8 St Entrance	SR 826 SB	SW8St826SBent	144	154	149	143	149	145	164	164	156	159	154	140	133	131	131	125
	SR 826 SB	SW 24 St Exit	826SBSW24Stexit	220	236	228	219	228	223	251	252	239	243	236	215	203	200	200	191
	SW 24 St Entrance	SR 826 SB	SW24St826SBent	134	144	139	133	138	135	153	153	145	148	144	131	124	122	122	116
	SR 826 SB	SW 40 St Exit	826SBSW40Stexit	302	324	313	300	312	306	344	345	328	334	324	295	279	275	275	262
	SR 826 SB	SW 56 St Exit	826SBSW56Stexit	157	169	163	156	163	159	179	180	171	174	169	153	145	143	143	136
	SR 826 SB	SR 874 Exit	826SB874SB2ent	315	338	326	313	325	318	358	360	341	348	337	307	290	287	286	273
	SW 40 St Entrance	SR 826 SB	SW40St826SBent	106	114	110	106	110	108	121	122	116	118	114	104	98	97	97	92
	SW 56 St Entrance	SR 826 SB	SW56St826SBent	52	55	53	51	53	52	59	59	56	57	55	50	48	47	47	45
	SR 826 SB	SW 72 St Exit	826SBSW72Stexit	250	269	259	249	259	253	285	286	272	277	269	244	231	228	228	217
	SW 72 St Entrance	SR 826 SB	SW72St826SBent	65	70	67	64	67	66	74	74	70	72	70	63	60	59	59	56
	SR 826 SB	SW 88 St Exit	826SBSW88Stexit	351	376	363	349	363	355	399	401	381	387	376	342	324	319	319	304
	SW 88 St Entrance	SR 826 SB	SW88St826SBent	15	17	16	15	16	16	18	18	17	17	17	15	14	14	14	13
	Dummy Ramp Entrance	SR 826 SB	Dummy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 826 SB	US-1 SB Exit	826SBUS1SBexit	478	512	494	475	494	483	544	546	518	528	512	466	441	435	435	415
SR 826 NB to SR 836 EB CD	**Begin SR 826 NB To SR 826 EB CD**	SR 826 NB Entrance	826NB836EBCD1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 826 NB Entrance	SR 836 WB Exit	826NB836EBCD2	476	511	492	473	492	481	542	544	516	526	510	465	439	433	433	413
	SR 836 WB Exit	Dummy Ramp Exit	826NB836EBCD3	318	341	329	316	329	322	362	363	345	351	341	310	294	290	290	276
	Dummy Ramp Exit	SR 826 SB Entrance	826NB836EBCD4	318	341	329	316	329	322	362	363	345	351	341	310	294	290	290	276
	SR 826 SB Entrance	SR 836 EB Exit	826NB836EBCD5	658	706	681	654	680	665	749	752	714	727	705	642	607	599	599	571
	SR 836 EB Exit	**End SR 826 NB To SR 826 EB CD Ramp**	826NB836EBCD6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SR 826 NB to SR 836 EB CD Ramps	SR 826 NB Entrance	SR 826 NB To SR 836 EB CD	SR826NBSR836EBWBexit	476	511	492	473	492	481	542	544	516	526	510	465	439	433	433	413
	SR 826 NB To SR 836 EB CD	SR 836 WB Exit	826NB836EBCD836WBexit	158	169	163	157	163	160	180	180	171	174	169	154	146	144	144	137
	SR 826 NB To SR 836 EB CD	Dummy Ramp Exit	Dummy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 826 SB Entrance	SR 826 NB To SR 836 EB CD	826SB836WBCD836EBexit	340	365	352	338	351	344	387	389	369	376	364	332	314	310	309	295
	SR 826 NB To SR 836 EB CD	SR 836 EB Exit	SR826NBSBSR836EBent	658	706	681	654	680	665	749	752	714	727	705	642	607	599	599	571
SR 836 WB to SR 826 NB CD	**Begin SR 836 WB to SR 826 NB CD**	SR 836 WB Entrance	836WB826NBCD1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 836 WB Entrance	Dummy Ramp Exit	836WB826NBCD2	735	788	760	730	760	743	837	840	798	812	788	717	678	669	669	638
	Dummy Ramp Exit	SR 826 SB Exit	836WB826NBCD3	735	788	760	730	760	743	837	840	798	812	788	717	678	669	669	638
	SR 836 WB Entrance	NW 72 Ave Entrance	836WB826NBCD4	337	362	349	335	349	341	384	385	366	373	362	329	311	307	307	293
	NW 72 Ave Entrance	SR 826 NB Exit	836WB826NBCD5	423	454	438	421	438	428	482	484	459	468	454	413	391	386	385	367
	SR 826 NB Exit	**End SR 836 WB to SR 826 NB CD**	836WB826NBCD6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SR 836 WB to SR 826 NB CD	SR 836 WB Entrance	SR 836 WB to SR 826 NB CD	836WB826NBSBexit	735	788	760	730	760	743	837	840	798	812	788	717	678	669	669	638
	SR 836 WB to SR 826 NB CD	Dummy Ramp Exit	Dummy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 836 WB to SR 826 NB CD	SR 826 SB Exit	836WB826NBCD826SBexit	398	427	411	395	411	402	453	454	432	439	426	388	367	362	362	345
	NW 72 Ave Entrance	SR 836 WB to SR 826 NB CD	NW72Ave836WB826NBCDent	86	92	89	86	89	87	98	98	93	95	92	84	79	78	78	75
	SR 836 WB to SR 826 NB CD	SR 826 NB Exit	836WB826NBCD826NBexit	423	454	438	421	438	428	482	484	459	468	454	413	391	386	385	367
NW 72 Ave to SR 826 NB	**Begin NW 72 Ave to SR 826 NB CD**	SR 836 WB Exit	NW72Ave826NBCD1	172	184	178	171	178	174	196	197	187	190	184	168	159	157	157	149
	SR 836 WB Exit	SR 826 NB Exit	NW72Ave826NBCD2	86	92	89	86	89	87	98	98	93	95	92	84	79	78	78	75
	SR 826 NB Exit	**End NW 72 Ave to SR 826 NB CD**	NW72Ave826NBCD3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NW72Ave to SR 826 NB Ramps	NW 72 Ave to SR 826 NB CD	SR 836 WB Exit	NW72Ave836WBCDent	86	92	89	86	89	87	98	98	93	95	92	84	79	78	78	75
	NW 72 Ave to SR 826 NB CD	SR 826 NB Exit	NW72Ave836WB826NBCDent	86	92	89	86	89	87	98	98	93	95	92	84	79	78	78	75
SR 826 SB to SR 836 WB CD	**Begin SR 826 SB to SR 836 WB CD**	SR 826 SB Entrance	826SB836WBCD1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 826 SB Entrance	SR 836 EB Exit	826SB836WBCD2	608	653	629	605	629	615	693	695	660	672	652	594	561	554	554	528
	SR 836 EB Exit	Dummy Ramp Exit	826SB836WBCD3	268	288	278	267	277	271	306	307	291	297	288	262	248	244	244	233
	Dummy Ramp Exit	SR 826 NB Entrance	826SB836WBCD4	268	288	278	267	277	271	306	307	291	297	288	262	248	244	244	233
	SR 826 NB Entrance	Dummy Ramp Entrance	826SB836WBCD5	426	457	441	424	441	431	485	487	463	471	457	416	393	388	388	370
	Dummy Ramp Entrance	SR 836 WB Exit	826SB836WBCD6	426	457	441	424	441	431	485	487	463	471	457	416	393	388	388	370
	SR 836 WB Exit	NW 87 Ave Exit	826SB836WBCD7	134	144	139	134	139	136	153	154	146	149	144	131	124	122	122	117
	NW 87 Ave Exit	**End SR 826 SB to SR 836 WB CD**	826SB836WBCD8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SR 826 SB to SR 836 WB CD Ramps	SR 826 SB Entrance	SR 826 SB to SR 836 WB CD	826SB836EBWBexit	608	653	629	605	629	615	693	695	660	672	652	594	561	554	554	528
	SR 826 SB to SR 836 WB CD	SR 836 EB Exit	826SB836WBCD836EBexit	340	365	352	338	351	344	387	389	369	376	364	332	314	310	309	295
	SR 826 SB to SR 836 WB CD	Dummy Ramp Exit	Dummy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 826 NB Entrance	SR 826 SB to SR 836 WB CD	826NB826SB836WBCDent	158	169	163	157	163	160	180	180	171	174	169	154	146	144	144	137
	Dummy Ramp Exit	SR 826 SB to SR 836 WB CD	Dummy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 826 SB to SR 836 WB CD	SR 836 WB Exit	826SB836WBCD836WBexit	292	313	302	290	302	295	332	334	317	322	313	285	269	266	266	253
	SR 826 SB to SR 836 WB CD	NW 87 Ave Exit	826NB836WBCDent	134	144	139	134	139	136	153	154	146	149	144	131	124	122	122	117

Facility	Description		Detector Station ID	Time Period															
				6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	10:00 AM	10:15 AM
				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
SR 826 SB CD RD	**Begin SR 826 SB CD**	SR 826 SB Entrance	SR826SBCD1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 826 SB Entrance	Dummy Ramp Exit	SR826SBCD2	392	420	405	389	405	396	446	448	425	433	420	382	362	357	357	340
	Dummy Ramp Exit	SR 836 EB CD Entrance	SR826SBCD3	392	420	405	389	405	396	446	448	425	433	420	382	362	357	357	340
	SR 836 EB CD Entrance	Flagler St Exit	SR826SBCD4	489	525	506	486	506	495	557	559	531	541	525	478	452	446	445	425
	Flagler St Exit	Flagler St Entrance	SR826SBCD5	299	321	310	298	310	303	341	342	325	331	321	292	276	273	273	260
	Flagler St Entrance	Dummy Ramp Entrance	SR826SBCD6	481	516	498	478	497	487	548	550	522	532	516	470	444	438	438	418
	Dummy Ramp Entrance	SR 826 SB Exit	SR826SBCD7	481	516	498	478	497	487	548	550	522	532	516	470	444	438	438	418
	SR 826 SB Exit	SW 8th St Exit	SR826SBCD8	236	253	244	235	244	239	269	270	256	261	253	230	218	215	215	205
	SW 8th St Exit	**End SR 826 SB CD**	SR826SBCD9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SR 826 SB CD RD Ramps	SR 826 SB	SR 826 SB CD	826SBFlaglerStSW8Stexit	392	420	405	389	405	396	446	448	425	433	420	382	362	357	357	340
	SR 826 SB CD	Dummy Ramp Exit	Dummy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 836 EB CD Entrance	SR 826 SB CD	836EBCD826SBCDent	97	105	101	97	101	99	111	111	106	108	105	95	90	89	89	85
	SR 826 SB CD	Flagler St Exit	826SBCDFlaglerStexit	190	204	196	189	196	192	216	217	206	210	204	185	175	173	173	165
	Flagler St Entrance	SR 826 SB CD	FlaglerSt826SBCDent	182	195	188	181	188	184	207	208	197	201	195	177	168	165	165	158
	Dummy Ramp Entrance	SR 826 SB CD	Dummy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 826 SB CD	SR 826 SB Exit	FlaglerSt826SBent	245	263	254	244	253	248	279	280	266	271	263	239	226	223	223	213
	SR 826 SB CD	SW 8th St Exit	826SBCDSW8Stexit	236	253	244	235	244	239	269	270	256	261	253	230	218	215	215	205
SR 836 EB CD to SR 826 SB	**Begin SR 836 EB CD to SR 826 SB**	SR 836 EB Entrance	836EBCD1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 836 EB Entrance	Dummy Ramp Entrance	836EBCD2	118	127	122	117	122	119	134	135	128	130	127	115	109	108	108	102
	Dummy Ramp Entrance	SR 836 WB Entrance	836EBCD3	118	127	122	117	122	119	134	135	128	130	127	115	109	108	108	102
	SR 836 WB Entrance	SR 826 SB Exit	836EBCD4	516	553	534	513	533	522	587	589	560	570	553	503	476	470	470	448
	SR 826 SB Exit	**End SR 836 EB CD to SR 826 SB**	836EBCD5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SR 836 CD to SR 836 SB Ramps	SR 836 EB Entrance	SR 836 EB CD to SR 826 SB	836EBCD826NB826SBexit	118	127	122	117	122	119	134	135	128	130	127	115	109	108	108	102
	SR 836 EB CD to SR 826 SB	Dummy Ramp Exit	Dummy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 836 WB Entrance	SR 836 EB CD to SR 826 SB	836WB826NBCD826SBexit	398	427	411	395	411	402	453	454	432	439	426	388	367	362	362	345
	SR 836 EB CD to SR 826 SB	SR 826 SB Exit	836EBWB826SBent	516	553	534	513	533	522	587	589	560	570	553	503	476	470	470	448
SR 836 EB	**Begin SR 836 EB Mainline**	NW 87 Ave Exit	SR836EB1	1378	1478	1426	1370	1425	1394	1569	1575	1496	1523	1478	1345	1272	1255	1255	1196
	NW 87 Ave Exit	SR 826 NB/SB Exit	SR836EB2	1155	1239	1195	1148	1194	1169	1315	1320	1254	1277	1239	1128	1066	1052	1052	1003
	SR 826 NB/SB Exit	NW 72 Ave Exit	SR836EB3	750	805	776	746	776	759	854	858	814	829	805	732	692	683	683	651
	NW 72 Ave Exit	SR 826 NB/SB Entrance	SR836EB4	618	664	640	615	639	626	704	707	671	683	663	604	571	563	563	537
	SR 826 NB/SB Entrance	NW 72 Ave Entrance	SR836EB5	1276	1369	1321	1269	1320	1291	1453	1459	1385	1410	1369	1246	1178	1163	1162	1108
	NW 72 Ave Entrance	**End SR 836 EB Mainline**	SR836EB6	1453	1558	1503	1444	1502	1469	1654	1660	1577	1605	1558	1418	1341	1323	1323	1261
SR 836 EB Ramps	SR 836 EB	NW 87 Ave Exit	SR836EBNW87Avexit	223	239	230	221	230	225	254	255	242	246	239	217	206	203	203	193
	SR 836 EB	SR 826 NB/SB Exit	836EB826NBSBexit	405	434	419	403	419	410	461	463	440	447	434	395	374	369	369	352
	SR 836 EB	NW 72 Ave Exit	836EBNW72Avexit	132	141	136	131	136	133	150	151	143	146	141	129	122	120	120	114
	SR 826 NB/SB Entrance	SR 836 EB	SR826NBSBSR836EBent	658	706	681	654	680	665	749	752	714	727	705	642	607	599	599	571
	NW 72 Ave Entrance	SR 836 EB	NW72Av836EBent	176	189	182	175	182	178	201	201	191	195	189	172	163	161	160	153
SR 836 EB CD	**Begin SR 836 EB CD**	SR 836 EB1 Entrance	SR836EBCD1	244	262	253	243	253	247	278	279	265	270	262	239	226	223	223	212
	SR 836 EB1 Entrance	SR 826 NB/SB Exit	SR836EBCD2	649	697	672	646	671	657	739	742	705	718	696	634	599	592	591	564
	SR 826 NB/SB Exit	SR 836 EB2 Entrance	SR836EBCD3	65	70	67	64	67	66	74	74	70	72	70	63	60	59	59	56
	SR 836 EB2 Entrance	SR 826 SB Entrance	SR836EBCD4	197	211	203	195	203	199	224	225	213	217	211	192	181	179	179	171
	SR 826 SB Entrance	SR 826 SB CD Exit	SR836EBCD5	356	381	368	353	368	360	405	406	386	393	381	347	328	324	324	309
	SR 826 SB CD Exit	NW 72 Ave Exit	SR836EBCD6	258	277	267	257	267	261	294	295	280	285	277	252	238	235	235	224
	NW 72 Ave Exit	Flagler St Entrance	SR836EBCD7	51	54	52	50	52	51	58	58	55	56	54	49	47	46	46	44
	Flagler St Entrance	NW 72 Ave Entrance	SR836EBCD8	156	167	162	155	161	158	178	178	169	172	167	152	144	142	142	135
	NW 72 Ave Entrance	Dummy Ramp Entrance	SR836EBCD9	176	189	182	175	182	178	201	201	191	195	189	172	163	161	160	153
	Dummy Ramp Entrance	SR 836 EB Exit	SR836EBCD10	176	189	182	175	182	178	201	201	191	195	189	172	163	161	160	153
	SR 836 EB Exit	**End SR 836 EB CD**	SR836EBCD11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SR 836 EB CD Ramps	SR 836 EB1 Entrance	SR 836 EB CD	836EB826NBSBexit	405	434	419	403	419	410	461	463	440	447	434	395	374	369	369	352
	SR 836 EB CD	SR 826 NB/SB Exit	836EBCD826NBSBexit	584	627	605	581	604	591	666	668	634	646	627	571	540	532	532	507
	SR 836 EB2 Entrance	SR 836 EB CD	836EBNW72Avexit	132	141	136	131	136	133	150	151	143	146	141	129	122	120	120	114
	SR 826 SB Entrance	SR 836 EB CD	826SB836EBCDent	159	171	165	158	164	161	181	182	173	176	170	155	147	145	145	138
	SR 836 EB CD	SR 826 SB CD Exit	836EBCD826SBCDent	97	105	101	97	101	99	111	111	106	108	105	95	90	89	89	85
	SR 836 EB CD	NW 72 Ave Exit	836EBCDNW72Avexit	208	223	215	206	215	210	236	237	225	229	223	203	192	189	189	180
	Flagler St Entrance	SR 836 EB CD	FlaglerSt836EBCDent	106	113	109	105	109	107	120	121	115	117	113	103	97	96	96	92
	NW 72 Ave Entrance	SR 836 EB CD	NW72Av836EBCDent	20	22	21	20	21	20	23	23	22	22	22	20	19	18	18	17
	Dummy Ramp Entrance	SR 836 EB CD	Dummy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 836 EB CD	SR 836 EB Exit	NW72Av836EBent	176	189	182	175	182	178	201	201	191	195	189	172	163	161	160	153
SR 836 EB CD to SR 826 NB	**Begin SR 836 EB CD to SR 826 NB**	SR 836 EB/NW 87 Ave Entrance	836EBCD826NB1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 836 EB/NW 87 Ave Entrance	SR 826 SB Exit	836EBCD826NB2	584	627	605	581	604	591	666	668	634	646	627	571	540	532	532	507
	SR 826 SB Exit	SR 826 NB Exit	836EBCD826NB3	466	500	483	464	482	472	531	533	506	515	500	455	431	425	425	405
	SR 826 NB Exit	**End SR 836 EB CD to SR 826 NB**	836EBCD826NB4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SR 836 EB CD to SR 826 NB Ramps	SR 836 EB Entrance	SR 836 EB CD to SR 826 NB	836EBCD826NBSBexit	584	627	605	581	604	591	666	668	634	646	627	571	540	532	532	507
	SR 836 EB CD to SR 826 NB	SR 826 SB Exit	836EBCD826NB826SBexit	118	127	122	117	122	119	134	135	128	130	127	115	109	108	108	102
	SR 836 EB CD to SR 826 NB	SR 826 NB Exit	836EBCD826NB826NBexit	466	500	483	464	482	472	531	533	506	515	500	455	431	425	425	405
SR 836 WB	**Begin SR 836 WB Mainline**	NW 72 Ave/NW 87 Ave Exit	SR836WB1	1331	1428	1377	1323	1376	1346	1515	1521	1445	1471	1427	1299	1228	1212	1212	1155
	NW 72 Ave/NW 87 Ave Exit	SR 826 NB/SB Exit	SR836WB2	1021	1096	1057	1015	1056	1033	1163	1168	1109	1129	1095	997	943	931	930	887
	SR 826 NB/SB Exit	SR 826 NB/SB Entrance	SR836WB3	287	308	297	285	296	290	326	328	311	317	307	280	265	261	261	249
	SR 826 NB/SB Entrance	NW 87 Ave Entrance	SR836WB4	578	621	599	575	598	585	659	661	628	639	620	565	534	527	527	502
	NW 87 Ave Entrance	End SR 836 WB Mainline	SR836WB5	754	809	780	750	780	763	859	862	818	833	809	736	696	687	687	655
SR 836 WB Ramps	SR 836 WB	NW 72 Ave/NW 87 Ave Exit	SR836WBNW72AvNW87Avexit	309	332	320	308	320	313	352	354	336	342	332	302	286	282	282	269
	SR 836 WB	SR 826 NB/SB Exit	836WB826NBSBexit	735	788	760	730	760	743	837	840	798	812	788	717	678	669	669	638
	SR 826 NB/SB Entrance	SR 836 WB	SR826NBSBSR836WBent	292	313	302	290	302	295	332	334	317	322	313	285	269	266	266	253
	NW 87 Ave Entrance	SR 836 WB	SR836WBCD11	176	188	182	175	181	178	200	201	191	194	188	171	162	160	160	152
SR 836 WB CD	**Begin SR 836 WB CD**	SR 836 WB Entrance	SR836WBCD1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 836 WB Entrance	NW 72 Ave Exit	SR836WBCD2	309	332	320	308	320	313	352	354	336	342	332	302	286	282	282	269
	NW 72 Ave Exit	NW 72 Ave Entrance	SR836WBCD3	210	225	217	209	217	212	239	240	228	232	225	205	194	191	191	182
	NW 72 Ave Entrance	SR 826 SB Entrance	SR836WBCD4	296	317	306	294	306	299	337	338	321	327	317	289	273	269	269	257
	SR 826 SB Entrance	NW 72 Ave Exit	SR836WBCD5	403	433	417	401	417	408	459	461	438	446	433	394	372	367	367	350
	NW 72 Ave Exit	NW 84 Ave Exit	SR836WBCD6	244	262	253	243	253	247	278	279	265	270	262	239	226	223	223	212
	NW 84 Ave Exit	SR 826 NB Entrance	SR836WBCD7	33	35	34	33	34	33	37	38	36	36	35	32	30	30	30	29
	SR 826 NB Entrance	NW 87 Ave Entrance NB	SR836WBCD8	167	179	173	166	173	169	190	191	182	185	179	163	154	152	152	145
	NW 87 Ave Entrance NB	NW 87 Ave Exit	SR836WBCD9	210	225	217	209	217	212	239	240	228	232	225	205	194	191	191	182
	NW 87 Ave Exit	NW 87 Ave Entrance SB	SR836WBCD10	144	155	149	143	149	146	164	165	157	159	155	141	133	131	131	125
	NW 87 Ave Entrance SB	SR 836 WB Exit	SR836WBCD11	176	188	182	175	181	178	200	201	191	194	188	171	162	160	160	152
	SR 836 WB Exit	**End SR 836 WB CD**	SR836WBCD12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SR 836 WB CD Ramps	SR 836 WB Entrance	SR 836 WB CD	SR836WBNW72AvNW87Avexit	309	332	320	308	320	313	352	354	336	342	332	302	286	282	282	269
	SR 836 WB CD	NW 72 Ave1 Exit	836WBCDNW72Ave1exit	100	107	103	99	103	101	113	114	108	110	107	97	92	91	91	86
	NW 72 Ave Entrance	SR 836 WB CD	NW72Ave836WBCDent	86	92	89	85	89	87	98	98	93	95	92	84	79	78	78	75
	SR 826 SB Entrance	SR 836 WB CD	826SBNW72AvNW87Avexit	108	115	111	107	111	109	122	123	117	119	115	105	99	98	98	93
	SR 836 WB CD	NW 72 Ave2 Exit	836WBCDNW72Ave2exit	159	171	165	158	164	161	181	182	173	176	170	155	147	145	145	138
	SR 836 WB CD	NW 84 Ave Exit	836WBCDNW84Avexit	212	227	219	210	219	214	241	242	230	234	227	207	195	193	193	184
	SR 826 NB Entrance	SR 836 WB CD	826NB836WBCDent	134	144	139	134	139	136	153	154	146	149	144	131	124	122	122	117
	NW 87 Ave NB Entrance	SR 836 WB CD	NW87AveNB836WBCDent	43	46	44	42	44	43	49	49	46	47	46	42	39	39	39	37
	SR 836 WB CD	NW 87 Ave Exit	836WBCDNW87Avexit	66	71	68	65	68	67	75	75	71	73	71	64	61	60	60	57
	NW 87 Ave SB Entrance	SR 836 WB CD	NW87AveSB836WBCDent	31	34	32	31	32	32	36	36	34	35	34	31	29	29	29	27
	SR 836 WB CD	SR 836 WB Exit	SR836WBCD11	176	188	182	175	181	178	200	201	191	194	188	171	162	160	160	152
SR 874 NB	**Begin SR 874 NB**	SR 826 NB Exit	SR874NB1	787	844	814	782	813	796	896	899	854	869	844	768	726	717	716	683
	SR 826 NB Exit	Dummy Ramp Entrance	SR874NB2	167	180	173	167	173	169	191	191	182	185	180	164	155	153	152	145
	Dummy Ramp Entrance	SW 56 St Entrance	SR874NB3	167	180	173	167	173	169	191	191	182	185	180	164	155	153	152	145
	SW 56 St Entrance	SW 40 St Exit	SR874NB4	282	302	291	280	291	285	321	322	306	311	302	275	260	256	256	244
	SW 40 St Exit	**End SR 874 NB**	SR874NB5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SR 874 NB Ramps	SR 874 NB	SR 826 NB Exit	874NB826NBexit	619	664	641	616	640	626	705	708	672	684	664	604	572	564	564	537
	Dummy Ramp Entrance	SR 874 NB	Dummy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 826 NB/SW 56 St Entrance	SR 874 NB	826NBSW56St874NBent	114	122	118	113	118	115	130	130	124	126	122	111	105	104	104	99
	SR 874 NB	SW 40 St Exit	874NBSW40Stexit	282	302	291	280	291	285	321	322	306	311	302	275	260	256	256	244
SR 874 SB	**Begin SR 874 SB**	SW 40 St Entrance	SR874SB1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SW 40 St Entrance	Dummy Ramp Exit	SR874SB2	191	205	198	190	198	194	218	219	208	212	205	187	177	174	174	166
	Dummy Ramp Exit	SW 56 St Exit	SR874SB3	191	205	198	190	198	194	218	219	208	212	205	187	177	174	174	166
	Dummy Ramp Exit	SR 826 SB Entrance	SR874SB4	349	374	361	347	360	353	397	398	378	385	374	340	322	318	317	303
	SW 56 St Exit	SR 826 SB Entrance	SR874SB5	94	101	98	94	98	95	107	108	102	104	101	92	87	86	86	82
	SR 826 SB Entrance	**End SR 874 SB**	SR874SB6	409	439	423	407	423	414	466	467	444	452	439	399	378	373	372	355
SR 874 SB Ramps	SW 40 St Entrance	SR 874 SB	SW40St874SBent	191	205	198	190	198	194	218	219	208	212	205	187	177	174	174	166
	SR 874 SB	Dummy Ramp Exit	Dummy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 826 SB Entrance # 1	SR 874 SB	826SB874SB1ent	157	169	163	156	163	159	179	180	171	174	169	153	145	143	143	136
	SR 874 SB	SW 56 St/SR 826 SB Exit	SW40StSR826SB2	254	273	263	253	263	257	289	291	276	281	273	248	235	232	231	221
	SR 826 SB Entrance # 2	SR 874 SB	826SB874SB2ent	315	338	326	313	325	318	358	360	341	348	337	307	290	287	286	273
SW 40 St to SR 826 SB Mainline	**SW 40 St to SR 826 SB Begin**	SW 40 St Entrance	Dummy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SW 40 St Entrance	SW 56 St Exit	SW40StSR826SB2	254	273	263	253	263	257	289	291	276	281	273	248	235	232	231	221
	SW 56 St Exit	SR 826 SB Exit	SW40StSR826SB3	106	114	110	106	110	108	121	122	116	118	114	104	98	97	97	92
	SR 826 SB Exit	**SW 40 St to SR 826 SB End**	SW40StSR826SB4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SW40St to SR826SB Ramp	SW 40 St Entrance	SW 40 St to SR 826 SB	SW40StSR826SB2	254	273	263	253	263	257	289	291	276	281	273	248	235	232	231	221
	SW 40 St to SR 826 SB	SW 56 St Exit	SW40StSR826SBSW56Stexit	148	159	153	147	153	150	168	169	160	163	159	144	136	135	135	128
	SW 40 St to SR 826 SB	SR 826 SB Exit	SW40St826SBent	106	114	110	106	110	108	121	122	116	118	114	104	98	97	97	92
	Dummy Links		Dummy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Table #																		
	Detector Volumes																		
	Base Model - PM Peak																		
				Time Period															
	Description		Detector Station ID	3:30 PM	3:45 PM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM	6:45 PM	7:00 PM	7:15 PM
Facility				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
SR 826 NB	**Begin SR 826 NB Mainline**	US-1 NB Entrance	Dummy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	US-1 NB Entrance	Dummy Rd Exit	SR826NB1a	505	521	527	515	488	531	519	545	512	520	496	500	489	490	468	484
	Dummy Rd Exit	SW 88 St Exit	SR826NB1	505	521	527	515	488	531	519	545	512	520	496	500	489	490	468	484
	SW 88 St Exit	SW 88 St EB Entrance	SR826NB2	479	494	500	488	463	504	493	517	486	494	471	475	464	465	444	459
	SW 88 St EB Entrance	SW 88 St WB Entrance	SR826NB3	642	663	670	655	621	676	661	693	652	662	632	636	622	624	596	616
	SW 88 St WB Entrance	SW 72 St Exit	SR826NB4	948	977	989	966	915	996	975	1,023	961	976	931	938	918	920	879	909
	SW 72 St Exit	SW 72 St Entrance	SR826NB5	884	912	922	901	854	929	909	954	897	911	869	875	856	858	820	847
	SW 72 St Entrance	SW 56 St Exit	SR826NB6	1,175	1,212	1,227	1,198	1,135	1,236	1,209	1,269	1192	1211	1155	1164	1139	1142	1090	1127
	SW 56 St Exit	SW 40 St Exit	SR826NB7	1,063	1,097	1,109	1,083	1,027	1,118	1,094	1,147	1079	1095	1045	1053	1030	1033	986	1019
	SW 40 St Exit	SW 56 St Entrance	SR826NB8	938	968	979	956	906	986	965	1,012	952	966	922	929	909	911	870	899
	SW 56 St Entrance	SR 874 Entrance	SR826NB9	1,109	1,144	1,158	1,131	1,072	1,166	1,141	1,197	1125	1143	1090	1099	1075	1078	1029	1064
	SR 874 Entrance	SW 40 St EB Entrance	SR826NB10	1,520	1,568	1,587	1,549	1,469	1,599	1,564	1,641	1543	1567	1495	1506	1473	1477	1410	1458
	SW 40 St EB Entrance	SW 40 St WB Entrance	SR826NB11	1,607	1,658	1,677	1,638	1,553	1,690	1,653	1,735	1631	1656	1580	1592	1557	1561	1491	1541
	SW 40 St WB Entrance	SW 24 St Exit	SR826NB12	1,762	1,818	1,839	1,796	1,702	1,853	1,812	1,902	1788	1815	1732	1745	1707	1711	1634	1689
	SW 24 St Exit	SW 24 St Entrance	SR826NB13	1,555	1,604	1,623	1,585	1,502	1,635	1,600	1,678	1578	1602	1529	1540	1507	1511	1442	1491
	SW 24 St Entrance	SW 8 St Exit	SR826NB14	1,729	1,783	1,804	1,762	1,670	1,818	1,778	1,866	1754	1781	1699	1712	1675	1679	1603	1658
	SW 8 St Exit	SW 8 St EB Entrance	SR826NB15	1,425	1,470	1,487	1,452	1,376	1,498	1,466	1,538	1446	1468	1401	1411	1380	1384	1321	1366
	SW 8 St EB Entrance	SW 8 St WB Entrance	SR826NB16	1,558	1,607	1,626	1,588	1,505	1,638	1,603	1,682	1581	1605	1532	1543	1510	1514	1445	1494
	SW 8 St WB Entrance	Flagler St/NW72Ave Exit	SR826NB17	1,622	1,673	1,693	1,653	1,567	1,706	1,669	1,751	1646	1671	1595	1607	1572	1576	1504	1556
	Flagler St/NW72Ave Exit	SR 836 EB/WB Exit	SR826NB18	1,282	1,322	1,338	1,306	1,238	1,348	1,319	1,383	1300	1321	1260	1270	1242	1245	1189	1229
	SR 836 EB/WB Exit	Flagler St Entrance	SR826NB19	694	716	724	707	670	729	714	749	704	715	682	687	672	674	643	665
	Flagler St Entrance	SR 836 WB/NW 72 Ave Entrance	SR826NB20	818	844	853	833	790	860	841	883	830	843	804	810	792	794	758	784
	SR 836 WB/NW 72 Ave Entrance	SR 836 EB Entrance	SR826NB21	1,184	1,221	1,235	1,206	1,143	1,245	1,218	1,278	1201	1220	1164	1172	1147	1150	1098	1135
	SR 836 EB Entrance	NW 25 St Exit	SR826NB22	1,497	1,545	1,563	1,526	1,446	1,574	1,540	1,616	1519	1543	1472	1483	1451	1454	1388	1436
	NW 25 St Exit	NW 25 St Entrance	SR826NB23	1,258	1,298	1,313	1,282	1,215	1,323	1,294	1,358	1276	1296	1237	1246	1219	1222	1167	1206
	NW 25 St Entrance	**End SR 826 NB Mainline**	SR826NB24	1,417	1,462	1,479	1,444	1,369	1,490	1,458	1,530	1438	1460	1393	1404	1373	1377	1314	1359
SR 826 NB Ramps	US-1 NB Entrance	SR 826 NB	US1NBSR826NBent	505	521	527	515	488	531	519	545	512	520	496	500	489	490	468	484
	SR 826 NB	Dummy Rd Exit	Dummy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 826 NB	SW 88 St Exit	826NBSW88Stexit	26	27	27	26	25	27	27	28	26	27	25	26	25	25	24	25
	SW 88 St EB Entrance	SR 826 NB	SW88StEBSR826NBent	163	168	170	166	158	172	168	176	166	168	160	162	158	159	151	157
	SW 88 St WB Entrance	SR 826 NB	SW88StWBSR826NBent	305	315	318	311	295	321	314	329	310	314	300	302	296	296	283	293
	SR 826 NB	SW 72 St Exit	SR826NBSW72Stexit	64	66	67	65	62	67	66	69	65	66	63	63	62	62	59	61
	SW 72 St Entrance	SR 826 NB	SW72StSR826NBent	292	301	304	297	282	307	300	315	296	300	287	289	283	283	270	280
	SR 826 NB	SW 56 St Exit	SR826NBSW56Stexit	112	116	117	114	108	118	115	121	114	116	110	111	109	109	104	108
	SR 826 NB	SW 40 St Exit	SR826NBSW40Stexit	125	129	131	128	121	132	129	135	127	129	123	124	121	122	116	120
	SW 56 St Entrance	SR 826 NB	SW56StSR826NBent	171	177	179	175	166	180	176	185	174	177	169	170	166	167	159	164
	SR 874 Entrance	SR 826 NB	SR874SR826NBent	411	424	429	419	397	432	423	444	417	424	404	407	398	399	381	394
	SW 40 St EB Entrance	SR 826 NB	SW40StEBSR826NBent	87	90	91	89	84	91	89	94	88	90	85	86	84	84	81	83
	SW 40 St WB Entrance	SR 826 NB	SW40StWBSR826NBent	155	159	161	158	149	163	159	167	157	159	152	153	150	150	143	148
	SR 826 NB	SW 24 St Exit	SR826NBSW24Stexit	207	213	216	211	200	217	213	223	210	213	203	205	200	201	192	198
	SW 24 St Entrance	SR 826 NB	SW24StSR826NBent	174	179	181	177	168	183	179	187	176	179	171	172	168	169	161	166
	SR 826 NB	SW 8 St Exit	SR826NBSW8Stexit	304	313	317	310	294	320	313	328	308	313	299	301	294	295	282	291
	SW 8 St EB Entrance	SR 826 NB	SW8StEBSR826NBent	133	138	139	136	129	140	137	144	135	137	131	132	129	130	124	128
	SW 8 St WB Entrance	SR 826 NB	SW8StWBSR826NBent	64	66	67	65	62	67	66	69	65	66	63	63	62	62	59	61
	SR 826 NB	FlaglerSt/NW 72 Ave Exit	SR826NBFlagler72Avexit	340	351	355	347	329	358	350	367	345	351	335	337	330	331	316	326
	SR 826 NB	SR 836 EB/WB Exit	SR826NBSR836EBWBexit	588	607	614	599	568	618	605	635	597	606	578	582	570	571	545	564
	Flagler St Entrance	SR 826 NB	FlaglerStSR826NBent	124	128	129	126	120	130	128	134	126	128	122	123	120	120	115	119
	SR 836 WB/NW 72 Ave Entrance	SR 826 NB	SR836WBNW72AvSR826NBent	366	378	382	373	354	385	377	395	371	377	360	363	355	356	339	351
	SR 836 EB Entrance	SR 826 NB	SR836EBSR826NBent	314	323	327	320	303	330	323	338	318	323	308	311	304	305	291	301
	SR 826 NB	NW 25 St Exit	SR 826NBNW25Stexit	239	247	250	244	231	251	246	258	243	246	235	237	232	232	222	229
	NW 25 St Entrance	SR 826 NB	NW25StSR826NB	159	164	166	162	154	167	163	172	161	164	156	157	154	154	147	152
SR 826 SB	**Begin SR 826 SB Mainline**	Dummy Ramp Entrance	SR826SB1	1,660	1,712	1,732	1,691	1,603	1,745	1,707	1,791	1684	1710	1631	1644	1608	1612	1539	1591
	Dummy Ramp Entrance	NW 25 St Exit	SR826SB2	1,660	1,712	1,732	1,691	1,603	1,745	1,707	1,791	1684	1710	1631	1644	1608	1612	1539	1591
	NW 25 St Exit	Dummy Ramp Entrance	SR826SB3	1,578	1,628	1,647	1,608	1,524	1,659	1,623	1,703	1601	1626	1551	1563	1529	1533	1463	1513
	Dummy Ramp Entrance	NW 25 St Entrance	SR826SB4	1,578	1,628	1,647	1,608	1,524	1,659	1,623	1,703	1601	1626	1551	1563	1529	1533	1463	1513
	NW 25 St Entrance	SR 836 EB/WB Exit	SR826SB5	2,033	2,097	2,122	2,072	1,964	2,138	2,091	2,194	2063	2095	1998	2014	1970	1975	1885	1949
	SR 836 EB/WB Exit	NW 72 Ave/NW 87 Ave Exit	SR826SB6	1,631	1,682	1,702	1,662	1,575	1,715	1,677	1,760	1654	1680	1603	1615	1580	1584	1512	1564
	NW 72 Ave/NW 87 Ave Exit	Flagler St/SW 8 St Exit	SR826SB7	1,609	1,660	1,679	1,640	1,554	1,692	1,655	1,737	1632	1658	1582	1594	1559	1563	1492	1543
	Flagler St/SW 8 St Exit	SR 836 EB/WB Entrance	SR826SB8	1,343	1,386	1,402	1,369	1,298	1,413	1,382	1,450	1363	1384	1321	1331	1302	1305	1246	1288
	SR 836 EB/WB Entrance	Flagler St Entrance	SR826SB9	1,785	1,841	1,862	1,819	1,724	1,876	1,836	1,926	1811	1839	1754	1768	1729	1733	1655	1711
	Flagler St Entrance	SW 8 St Entrance	SR826SB10	2,039	2,103	2,128	2,078	1,969	2,144	2,097	2,200	2068	2100	2004	2019	1975	1980	1890	1955
	SW 8 St Entrance	SW 24 St Exit	SR826SB11	2,309	2,382	2,410	2,353	2,230	2,428	2,375	2,492	2343	2379	2270	2287	2237	2243	2141	2214
	SW 24 St Exit	SW 24 St Entrance	SR826SB12	1,952	2,014	2,038	1,990	1,886	2,053	2,008	2,107	1981	2012	1919	1934	1892	1896	1811	1872
	SW 24 St Entrance	SW 40 St Exit	SR826SB13	2,152	2,220	2,246	2,193	2,079	2,263	2,213	2,322	2183	2217	2115	2131	2085	2090	1995	2063
	SW 40 St Exit	SW 56 St Exit	SR826SB14	1,804	1,861	1,882	1,838	1,742	1,896	1,855	1,947	1830	1858	1773	1786	1747	1752	1673	1729
	SW 56 St Exit	SR 874 Exit	SR826SB15	1,560	1,610	1,628	1,590	1,507	1,641	1,605	1,684	1583	1608	1534	1545	1512	1516	1447	1496
	SR 874 Exit	SW 40 St Entrance	SR826SB16	966	996	1,008	984	933	1,016	994	1,042	980	995	949	957	936	938	896	926
	SW 40 St Entrance	SW 56 St Entrance	SR826SB17	1,105	1,140	1,153	1,126	1,067	1,162	1,137	1,193	1121	1139	1086	1094	1071	1073	1025	1060
	SW 56 St Entrance	SW 72 St Exit	SR826SB18	1,195	1,233	1,247	1,218	1,155	1,257	1,230	1,290	1213	1232	1175	1184	1158	1161	1108	1146
	SW 72 St Exit	SW 72 St Entrance	SR826SB19	938	968	979	956	906	986	965	1,012	952	966	922	929	909	911	870	899
	SW 72 St Entrance	SW 88 St Exit	SR826SB20	1,013	1,045	1,057	1,033	979	1,065	1,042	1,094	1028	1044	996	1004	982	984	940	972
	SW 88 St Exit	SW 88 St Entrance	SR826SB21	619	638	646	631	598	651	637	668	628	638	608	613	600	601	574	593
	SW 88 St Entrance	Dummy Ramp Entrance	SR826SB22	645	665	673	657	623	678	664	696	654	665	634	639	625	627	598	619
	Dummy Ramp Entrance	US-1 SB Exit	SR826SB23	645	665	673	657	623	678	664	696	654	665	634	639	625	627	598	619
	US-1 SB Exit	**End SR 826 SB Mainline**	SR826SB24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SR 826 SB Ramps	Dummy Ramp Entrance	SR 826 SB	Dummy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 826 SB	NW 25 St Exit	826SBNW25Stexit	82	84	85	83	79	86	84	88	83	84	80	81	79	80	76	79
	Dummy Ramp Entrance	SR 826 SB	Dummy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NW 25 St Entrance	SR 826 SB	NW25St826SBent	455	470	475	464	440	479	468	491	462	469	448	451	441	442	422	437
	SR 826 SB	SR 836 EB/WB Exit	826SB836EBWBexit	402	415	420	410	389	423	414	434	408	415	396	399	390	391	373	386
	SR 826 SB	NW 72 Ave/NW 87 Ave Exit	826SBNW72AvNW87Avexit	22	22	23	22	21	23	22	23	22	22	21	21	21	21	20	21
	SR 826 SB	Flagler St/SW 8 St Exit	826SBFlaglerStSW8Stexit	266	274	277	271	257	279	273	287	269	274	261	263	257	258	246	255
	SR 836 EB/WB Entrance	SR 826 SB	836EBWB826SBent	441	455	460	450	426	464	454	476	448	455	434	437	427	429	409	423
	Flagler St Entrance	SR 826 SB	FlaglerSt826SBent	254	262	265	259	245	267	261	274	258	262	250	252	246	247	236	244
	SW 8 St Entrance	SR 826 SB	SW8St826SBent	270	279	282	276	261	284	278	292	274	279	266	268	262	263	251	259
	SR 826 SB	SW 24 St Exit	826SBSW24Stexit	357	368	372	363	344	375	367	385	362	367	351	353	346	346	331	342
	SW 24 St Entrance	SR 826 SB	SW24St826SBent	199	206	208	203	193	210	205	215	202	205	196	197	193	194	185	191
	SR 826 SB	SW 40 St Exit	826SBSW40Stexit	348	359	363	355	336	366	358	376	353	359	342	345	337	338	323	334
	SR 826 SB	SW 56 St Exit	826SBSW56Stexit	243	251	254	248	235	256	250	262	247	251	239	241	236	236	226	233
	SR 826 SB	SR 874 Exit	826SB874SB2ent	595	613	620	606	574	625	612	642	603	613	584	589	576	577	551	570
	SW 40 St Entrance	SR 826 SB	SW40St826SBent	139	144	145	142	134	146	143	150	141	143	137	138	135	135	129	133
	SW 56 St Entrance	SR 826 SB	SW56St826SBent	90	93	94	92	87	95	93	97	92	93	89	89	87	88	84	87
	SR 826 SB	SW 72 St Exit	826SBSW72Stexit	257	266	269	262	249	271	265	278	261	265	253	255	249	250	239	247
	SW 72 St Entrance	SR 826 SB	SW72St826SBent	75	78	79	77	73	79	78	81	76	78	74	75	73	73	70	72
	SR 826 SB	SW 88 St Exit	826SBSW88Stexit	394	407	412	402	381	415	406	426	400	406	388	391	382	383	366	378
	SW 88 St Entrance	SR 826 SB	SW88St826SBent	26	27	27	27	25	28	27	28	27	27	26	26	25	25	24	25
	Dummy Ramp Entrance	SR 826 SB	Dummy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 826 SB	US-1 SB Exit	826SBUS1SBexit	645	665	673	657	623	678	664	696	654	665	634	639	625	627	598	619
SR 826 NB to SR 836 EB CD	**Begin SR 826 NB To SR 826 EB CD**	SR 826 NB Entrance	826NB836EBCD1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 826 NB Entrance	SR 836 WB Exit	826NB836EBCD2	588	607	614	599	568	618	605	635	597	606	578	582	570	571	545	564
	SR 836 WB Exit	Dummy Ramp Exit	826NB836EBCD3	468	483	488	477	452	492	481	505	475	482	460	463	453	454	434	449
	Dummy Ramp Exit	SR 826 SB Entrance	826NB836EBCD4	468	483	488	477	452	492	481	505	475	482	460	463	453	454	434	449
	SR 826 SB Entrance	SR 836 EB Exit	826NB836EBCD5	678	699	707	691	655	713	697	731	687	698	666	671	657	658	628	650
	SR 836 EB Exit	**End SR 826 NB To SR 826 EB CD Ramp**	826NB836EBCD6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SR 826 NB to SR 836 EB CD Ramps	SR 826 NB Entrance	SR 826 NB To SR 836 EB CD	SR826NBSR836EBWBexit	588	607	614	599	568	618	605	635	597	606	578	582	570	571	545	564
	SR 826 NB To SR 836 EB CD	SR 836 WB Exit	826NB836EBCD836WBexit	120	124	125	122	116	126	124	130	122	124	118	119	116	117	111	115
	SR 826 NB To SR 836 EB CD	Dummy Ramp Exit	Dummy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 826 SB Entrance	SR 826 NB To SR 836 EB CD	826SB836WBCD836EBexit	210	216	219	214	203	221	216	226	213	216	206	208	203	204	194	201
	SR 826 NB To SR 836 EB CD	SR 836 EB Exit	SR826NBSBSR836EBent	678	699	707	691	655	713	697	731	687	698	666	671	657	658	628	650
SR 836 WB to SR 826 NB CD	**Begin SR 836 WB to SR 826 NB CD**	SR 836 WB Entrance	836WB826NBCD1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 836 WB Entrance	Dummy Ramp Exit	836WB826NBCD2	393	405	410	400	379	413	404	424	398	404	386	389	380	381	364	376
	Dummy Ramp Exit	SR 826 SB Exit	836WB826NBCD3	393	405	410	400	379	413	404	424	398	404	386	389	380	381	364	376
	SR 836 WB Entrance	NW 72 Ave Entrance	836WB826NBCD4	109	112	113	111	105	114	112	117	110	112	107	108	105	105	101	104
	NW 72 Ave Entrance	SR 826 NB Exit	836WB826NBCD5	366	378	382	373	354	385	377	395	371	377	360	363	355	356	339	351
	SR 826 NB Exit	**End SR 836 WB to SR 826 NB CD**	836WB826NBCD6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SR 836 WB to SR 826 NB CD	SR 836 WB Entrance	SR 836 WB to SR 826 NB CD	836WB826NBSBexit	393	405	410	400	379	413	404	424	398	404	386	389	380	381	364	376
	SR 836 WB to SR 826 NB CD	Dummy Ramp Exit	Dummy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 836 WB to SR 826 NB CD	SR 826 SB Exit	836WB826NBCD826SBexit	284	293	296	289	274	299	292	306	288	293	279	281	275	276	263	272
	NW 72 Ave Entrance	SR 836 WB to SR 826 NB CD	NW72Ave836WB826NBCDent	257	266	269	262	249	271	265	278	261	265	253	255	249	250	239	247
	SR 836 WB to SR 826 NB CD	SR 826 NB Exit	836WB826NBCD826NBexit	366	378	382	373	354	385	377	395	371	377	360	363	355	356	339	351
NW 72 Ave to SR 826 NB	**Begin NW 72 Ave to SR 826 NB CD**	SR 836 WB Exit	NW72Ave826NBCD1	635	655	662	647	613	667	653	685	644	654	624	629	615	617	589	609
	SR 836 WB Exit	SR 826 NB Exit	NW72Ave826NBCD2	257	266	269	262	249	271	265	278	261	265	253	255	249	250	239	247
	SR 826 NB Exit	**End NW 72 Ave to SR 826 NB CD**	NW72Ave826NBCD3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NW72Ave to SR 826 NB Ramps	NW 72 Ave to SR 826 NB CD	SR 836 WB Exit	NW72Ave836WBCDent	377	389	394	385	364	397	388	407	383	389	371	374	366	367	350	362
	NW 72 Ave to SR 826 NB CD	SR 826 NB Exit	NW72Ave836WB826NBCDent	257	266	269	262	249	271	265	278	261	265	253	255	249	250	239	247
SR 826 SB to SR 836 WB CD	**Begin SR 826 SB to SR 836 WB CD**	SR 826 SB Entrance	826SB836WBCD1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 826 SB Entrance	SR 836 EB Exit	826SB836WBCD2	402	415	420	410	389	423	414	434	408	415	396	399	390	391	373	386
	SR 836 EB Exit	Dummy Ramp Exit	826SB836WBCD3	193	199	201	196	186	203	198	208	195	198	189	191	187	187	179	185
	Dummy Ramp Exit	SR 826 NB Entrance	826SB836WBCD4	193	199	201	196	186	203	198	208	195	198	189	191	187	187	179	185
	SR 826 NB Entrance	Dummy Ramp Entrance	826SB836WBCD5	313	323	326	319	302	329	322	338	317	322	307	310	303	304	290	300
	Dummy Ramp Entrance	SR 836 WB Exit	826SB836WBCD6	313	323	326	319	302	329	322	338	317	322	307	310	303	304	290	300
	SR 836 WB Exit	NW 87 Ave Exit	826SB836WBCD7	164	169	171	167	158	172	168	176	166	168	161	162	158	159	152	157
	NW 87 Ave Exit	**End SR 826 SB to SR 836 WB CD**	826SB836WBCD8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SR 826 SB to SR 836 WB CD Ramps	SR 826 SB Entrance	SR 826 SB to SR 836 WB CD	826SB836EBWBexit	402	415	420	410	389	423	414	434	408	415	396	399	390	391	373	386
	SR 826 SB to SR 836 WB CD	SR 836 EB Exit	826SB836WBCD836EBexit	210	216	219	214	203	221	216	226	213	216	206	208	203	204	194	201
	SR 826 SB to SR 836 WB CD	Dummy Ramp Exit	Dummy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 826 NB Entrance	SR 826 SB to SR 836 WB CD	826NB826SB836WBCDent	120	124	125	122	116	126	124	130	122	124	118	119	116	117	111	115
	Dummy Ramp Exit	SR 826 SB to SR 836 WB CD	Dummy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 826 SB to SR 836 WB CD	SR 836 WB Exit	826SB836WBCD836WBexit	149	154	156	152	144	157	154	161	151	154	147	148	145	145	138	143
	SR 826 SB to SR 836 WB CD	NW 87 Ave Exit	826NB836WBCDent	164	169	171	167	158	172	168	176	166	168	161	162	158	159	152	157

	Description		Detector Station ID	Time Period															
Facility				3:30 PM	3:45 PM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM	6:45 PM	7:00 PM	7:15 PM
				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
SR 826 SB CD RD	**Begin SR 826 SB CD**	SR 826 SB Entrance	SR826SBCD1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 826 SB Entrance	Dummy Ramp Exit	SR826SBCD2	266	274	277	271	257	279	273	287	269	274	261	263	257	258	246	255
	Dummy Ramp Exit	SR 836 EB CD Entrance	SR826SBCD3	266	274	277	271	257	279	273	287	269	274	261	263	257	258	246	255
	SR 836 EB CD Entrance	Flagler St Exit	SR826SBCD4	379	391	396	386	366	399	390	409	385	391	373	375	367	368	351	363
	Flagler St Exit	Flagler St Entrance	SR826SBCD5	176	182	184	179	170	185	181	190	179	181	173	174	171	171	163	169
	Flagler St Entrance	Dummy Ramp Entrance	SR826SBCD6	434	448	453	443	420	457	447	469	441	448	427	430	421	422	403	417
	Dummy Ramp Entrance	SR 826 SB Exit	SR826SBCD7	434	448	453	443	420	457	447	469	441	448	427	430	421	422	403	417
	SR 826 SB Exit	SW 8th St Exit	SR826SBCD8	180	186	188	184	174	190	186	195	183	186	177	179	175	175	167	173
	SW 8th St Exit	**End SR 826 SB CD**	SR826SBCD9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SR 826 SB CD RD Ramps	SR 826 SB	SR 826 SB CD	826SBFlaglerStSW8Stexit	266	274	277	271	257	279	273	287	269	274	261	263	257	258	246	255
	SR 826 SB CD	Dummy Ramp Exit	Dummy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 836 EB CD Entrance	SR 826 SB CD	836EBCD826SBCDent	113	117	118	116	110	119	117	122	115	117	111	112	110	110	105	109
	SR 826 SB CD	Flagler St Exit	826SBCDFlaglerStexit	203	209	212	207	196	213	209	219	206	209	200	201	197	197	188	195
	Flagler St Entrance	SR 826 SB CD	FlaglerSt826SBCDent	258	267	270	263	250	272	266	279	262	266	254	256	250	251	240	248
	Dummy Ramp Entrance	SR 826 SB CD	Dummy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 826 SB CD	SR 826 SB Exit	FlaglerSt826SBent	254	262	265	259	245	267	261	274	258	262	250	252	246	247	236	244
	SR 826 SB CD	SW 8th St Exit	826SBCDSW8Stexit	180	186	188	184	174	190	186	195	183	186	177	179	175	175	167	173
SR 836 EB CD to SR 826 SB	**Begin SR 836 EB CD to SR 826 SB**	SR 836 EB Entrance	836EBCD1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 836 EB Entrance	Dummy Ramp Entrance	836EBCD2	157	162	164	160	152	165	162	170	160	162	155	156	152	153	146	151
	Dummy Ramp Entrance	SR 836 WB Entrance	836EBCD3	157	162	164	160	152	165	162	170	160	162	155	156	152	153	146	151
	SR 836 WB Entrance	SR 826 SB Exit	836EBCD4	441	455	460	450	426	464	454	476	448	455	434	437	427	429	409	423
	SR 826 SB Exit	**End SR 836 EB CD to SR 826 SB**	836EBCD5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SR 836 CD to SR 836 SB Ramps	SR 836 EB Entrance	SR 836 EB CD to SR 826 SB	836EBCD826NB826SBexit	157	162	164	160	152	165	162	170	160	162	155	156	152	153	146	151
	SR 836 EB CD to SR 826 SB	Dummy Ramp Exit	Dummy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 836 WB Entrance	SR 836 EB CD to SR 826 SB	836WB826NBCD826SBexit	284	293	296	289	274	299	292	306	288	293	279	281	275	276	263	272
	SR 836 EB CD to SR 826 SB	SR 826 SB Exit	836EBWB826SBent	441	455	460	450	426	464	454	476	448	455	434	437	427	429	409	423
SR 836 EB	**Begin SR 836 EB Mainline**	NW 87 Ave Exit	SR836EB1	1165	1201	1215	1187	1125	1224	1198	1257	1181	1200	1145	1153	1128	1131	1080	1117
	NW 87 Ave Exit	SR 826 NB/SB Exit	SR836EB2	1035	1067	1080	1054	999	1088	1064	1117	1050	1066	1017	1025	1002	1005	960	992
	SR 826 NB/SB Exit	NW 72 Ave Exit	SR836EB3	650	671	679	663	628	684	669	702	660	670	639	644	630	632	603	623
	NW 72 Ave Exit	SR 826 NB/SB Entrance	SR836EB4	523	539	546	533	505	550	538	564	530	539	514	518	506	508	485	501
	SR 826 NB/SB Entrance	NW 72 Ave Entrance	SR836EB5	1200	1238	1253	1223	1160	1262	1235	1296	1218	1237	1180	1189	1163	1166	1113	1151
	NW 72 Ave Entrance	**End SR 836 EB Mainline**	SR836EB6	1659	1712	1732	1691	1603	1745	1707	1791	1683	1710	1631	1644	1608	1612	1539	1591
SR 836 EB Ramps	SR 836 EB	NW 87 Ave Exit	SR836EBNW87Avexit	130	134	135	132	125	136	134	140	132	134	128	129	126	126	120	124
	SR 836 EB	SR 826 NB/SB Exit	836EB826NBSBexit	385	397	401	392	371	404	396	415	390	396	378	381	373	374	357	369
	SR 836 EB	NW 72 Ave Exit	836EBNW72Avexit	127	131	133	130	123	134	131	137	129	131	125	126	123	124	118	122
	SR 826 NB/SB Entrance	SR 836 EB	SR826NBSBSR836EBent	678	699	707	691	655	713	697	731	687	698	666	671	657	658	628	650
	NW 72 Ave Entrance	SR 836 EB	NW72Av836EBent	459	473	479	468	443	483	472	495	466	473	451	455	445	446	426	440
SR 836 EB CD	**Begin SR 836 EB CD**	SR 836 EB1 Entrance	SR836EBCD1	207	213	216	211	200	217	213	223	210	213	203	205	200	201	192	198
	SR 836 EB1 Entrance	SR 826 NB/SB Exit	SR836EBCD2	591	610	617	603	571	622	608	638	600	609	581	586	573	574	548	567
	SR 826 NB/SB Exit	SR 836 EB2 Entrance	SR836EBCD3	121	124	126	123	117	127	124	130	122	124	119	119	117	117	112	116
	SR 836 EB2 Entrance	SR 826 SB Entrance	SR836EBCD4	248	256	259	253	240	261	255	268	252	256	244	246	240	241	230	238
	SR 826 SB Entrance	SR 826 SB CD Exit	SR836EBCD5	464	478	484	473	448	488	477	501	471	478	456	459	449	450	430	445
	SR 826 SB CD Exit	NW 72 Ave Exit	SR836EBCD6	350	361	366	357	338	368	360	378	355	361	344	347	339	340	325	336
	NW 72 Ave Exit	Flagler St Entrance	SR836EBCD7	254	262	265	259	246	267	262	274	258	262	250	252	246	247	236	244
	Flagler St Entrance	NW 72 Ave Entrance	SR836EBCD8	350	361	366	357	338	368	360	378	355	361	344	347	339	340	325	336
	NW 72 Ave Entrance	Dummy Ramp Entrance	SR836EBCD9	459	473	479	468	443	483	472	495	466	473	451	455	445	446	426	440
	Dummy Ramp Entrance	SR 836 EB Exit	SR836EBCD10	459	473	479	468	443	483	472	495	466	473	451	455	445	446	426	440
	SR 836 EB Exit	**End SR 836 EB CD**	SR836EBCD11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SR 836 EB CD Ramps	SR 836 EB1 Entrance	SR 836 EB CD	836EB826NBSBexit	385	397	401	392	371	404	396	415	390	396	378	381	373	374	357	369
	SR 836 EB CD	SR 826 NB/SB Exit	836EBCD826NBSBexit	471	486	491	480	455	495	484	508	478	485	463	466	456	457	437	451
	SR 836 EB2 Entrance	SR 836 EB CD	836EBNW72Avexit	127	131	133	130	123	134	131	137	129	131	125	126	123	124	118	122
	SR 826 SB Entrance	SR 836 EB CD	826SB836EBCDent	216	223	225	220	208	227	222	233	219	222	212	214	209	210	200	207
	SR 836 EB CD	SR 826 SB CD Exit	836EBCD826SBCDent	113	117	118	116	110	119	117	122	115	117	111	112	110	110	105	109
	SR 836 EB CD	NW 72 Ave Exit	836EBCDNW72Avexit	96	99	100	98	93	101	99	104	97	99	94	95	93	93	89	92
	Flagler St Entrance	SR 836 EB CD	FlaglerSt836EBCDent	96	99	100	98	93	101	99	104	97	99	94	95	93	93	89	92
	NW 72 Ave Entrance	SR 836 EB CD	NW72Av836EBCDent	109	112	113	111	105	114	112	117	110	112	107	108	105	105	101	104
	Dummy Ramp Entrance	SR 836 EB CD	Dummy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 836 EB CD	SR 836 EB Exit	NW72Av836EBent	459	473	479	468	443	483	472	495	466	473	451	455	445	446	426	440
SR 836 EB CD to SR 826 NB	**Begin SR 836 EB CD to SR 826 NB**	SR 836 EB/NW 87 Ave Entrance	836EBCD826NB1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 836 EB/NW 87 Ave Entrance	SR 826 SB Exit	836EBCD826NB2	471	486	491	480	455	495	484	508	478	485	463	466	456	457	437	451
	SR 826 SB Exit	SR 826 NB Exit	836EBCD826NB3	314	323	327	320	303	330	323	338	318	323	308	311	304	305	291	301
	SR 826 NB Exit	**End SR 836 EB CD to SR 826 NB**	836EBCD826NB4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SR 836 EB CD to SR 826 NB Ramps	SR 836 EB Entrance	SR 836 EB CD to SR 826 NB	836EBCD826NBSBexit	471	486	491	480	455	495	484	508	478	485	463	466	456	457	437	451
	SR 836 EB CD to SR 826 NB	SR 826 SB Exit	836EBCD826NB826SBexit	157	162	164	160	152	165	162	170	160	162	155	156	152	153	146	151
	SR 836 EB CD to SR 826 NB	SR 826 NB Exit	836EBCD826NB826NBexit	314	323	327	320	303	330	323	338	318	323	308	311	304	305	291	301
SR 836 WB	**Begin SR 836 WB Mainline**	NW 72 Ave/NW 87 Ave Exit	SR836WB1	1643	1695	1715	1675	1587	1728	1691	1774	1667	1693	1615	1628	1592	1596	1524	1576
	NW 72 Ave/NW 87 Ave Exit	SR 826 NB/SB Exit	SR836WB2	1364	1407	1423	1390	1317	1434	1403	1472	1383	1405	1340	1351	1321	1325	1265	1308
	SR 826 NB/SB Exit	SR 826 NB/SB Entrance	SR836WB3	971	1002	1013	990	938	1021	999	1048	985	1001	955	962	941	943	901	931
	SR 826 NB/SB Entrance	NW 87 Ave Entrance	SR836WB4	1120	1156	1169	1142	1082	1178	1153	1209	1137	1154	1101	1110	1086	1088	1039	1074
	NW 87 Ave Entrance	End SR 836 WB Mainline	SR836WB5	1664	1717	1737	1696	1608	1750	1712	1796	1689	1715	1636	1649	1613	1617	1543	1596
SR 836 WB Ramps	SR 836 WB	NW 72 Ave/NW 87 Ave Exit	SR836WBNW72AvNW87Avexit	280	289	292	285	270	294	288	302	284	288	275	277	271	272	259	268
	SR 836 WB	SR 826 NB/SB Exit	836WB826NBSBexit	393	405	410	400	379	413	404	424	398	404	386	389	380	381	364	376
	SR 826 NB/SB Entrance	SR 836 WB	SR826NBSBSR836WBent	149	154	156	152	144	157	154	161	151	154	147	148	145	145	138	143
	NW 87 Ave Entrance	SR 836 WB	SR836WBCD11	544	561	568	554	525	572	560	587	552	560	535	539	527	528	504	522
SR 836 WB CD	**Begin SR 836 WB CD**	SR 836 WB Entrance	SR836WBCD1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 836 WB Entrance	NW 72 Ave Exit	SR836WBCD2	280	289	292	285	270	294	288	302	284	288	275	277	271	272	259	268
	NW 72 Ave Exit	NW 72 Ave Entrance	SR836WBCD3	249	257	260	253	240	262	256	268	252	256	245	246	241	242	231	239
	NW 72 Ave Entrance	SR 826 SB Entrance	SR836WBCD4	626	646	653	638	605	658	644	676	635	645	615	620	607	608	581	600
	SR 826 SB Entrance	NW 72 Ave Exit	SR836WBCD5	648	668	676	660	626	681	666	699	657	667	637	642	628	629	601	621
	NW 72 Ave Exit	NW 84 Ave Exit	SR836WBCD6	432	446	451	440	417	454	444	466	438	445	425	428	419	420	401	414
	NW 84 Ave Exit	SR 826 NB Entrance	SR836WBCD7	340	350	354	346	328	357	349	366	344	350	334	336	329	330	315	326
	SR 826 NB Entrance	NW 87 Ave Entrance NB	SR836WBCD8	503	519	525	513	486	529	517	543	510	518	494	498	487	489	466	482
	NW 87 Ave Entrance NB	NW 87 Ave Exit	SR836WBCD9	548	566	572	559	530	577	564	592	556	565	539	543	531	533	508	526
	NW 87 Ave Exit	NW 87 Ave Entrance SB	SR836WBCD10	366	378	382	373	354	385	377	396	372	378	360	363	355	356	340	351
	NW 87 Ave Entrance SB	SR 836 WB Exit	SR836WBCD11	544	561	568	554	525	572	560	587	552	560	535	539	527	528	504	522
	SR 836 WB Exit	**End SR 836 WB CD**	SR836WBCD12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SR 836 WB CD Ramps	SR 836 WB Entrance	SR 836 WB CD	SR836WBNW72AvNW87Avexit	280	289	292	285	270	294	288	302	284	288	275	277	271	272	259	268
	SR 836 WB CD	NW 72 Ave1 Exit	836WBCDNW72Ave1exit	31	32	32	32	30	33	32	34	32	32	31	31	30	30	29	30
	NW 72 Ave Entrance	SR 836 WB CD	NW72Ave836WBCDent	377	389	394	385	364	397	388	407	383	389	371	374	366	367	350	362
	SR 826 SB Entrance	SR 836 WB CD	826SBNW72AvNW87Avexit	22	22	23	22	21	23	22	23	22	22	21	21	21	21	20	21
	SR 836 WB CD	NW 72 Ave2 Exit	836WBCDNW72Ave2exit	216	223	225	220	208	227	222	233	219	222	212	214	209	210	200	207
	SR 836 WB CD	NW 84 Ave Exit	836WBCDNW84Aveexit	92	95	96	94	89	97	95	100	94	95	91	92	90	90	86	89
	SR 826 NB Entrance	SR 836 WB CD	826NB836WBCDent	164	169	171	167	158	172	168	176	166	168	161	162	158	159	152	157
	NW 87 Ave NB Entrance	SR 836 WB CD	NW87AveNB836WBCDent	45	47	47	46	44	48	47	49	46	47	44	45	44	44	42	43
	SR 836 WB CD	NW 87 Ave Exit	836WBCDNW87Aveexit	182	188	190	185	176	191	187	196	184	187	179	180	176	177	169	174
	NW 87 Ave SB Entrance	SR 836 WB CD	NW87AveSB836WBCDent	177	183	185	181	171	187	183	192	180	183	174	176	172	172	165	170
	SR 836 WB CD	SR 836 WB Exit	SR836WBCD11	544	561	568	554	525	572	560	587	552	560	535	539	527	528	504	522
SR 874 NB	**Begin SR 874 NB**	SR 826 NB Exit	SR874NB1	524	541	547	534	506	551	539	566	532	540	515	519	508	509	486	503
	SR 826 NB Exit	Dummy Ramp Entrance	SR874NB2	113	117	118	115	109	119	116	122	115	117	111	112	110	110	105	109
	Dummy Ramp Entrance	SW 56 St Entrance	SR874NB3	113	117	118	115	109	119	116	122	115	117	111	112	110	110	105	109
	SW 56 St Entrance	SW 40 St Exit	SR874NB4	259	267	270	264	250	272	267	280	263	267	255	257	251	252	240	248
	SW 40 St Exit	**End SR 874 NB**	SR874NB5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SR 874 NB Ramps	SR 874 NB	SR 826 NB Exit	874NB826NBexit	411	424	429	419	397	432	423	444	417	424	404	407	398	399	381	394
	Dummy Ramp Entrance	SR 874 NB	Dummy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 826 NB/SW 56 St Entrance	SR 874 NB	826NBSW56St874NBent	146	151	152	149	141	153	150	157	148	150	143	145	141	142	135	140
	SR 874 NB	SW 40 St Exit	874NBSW40Stexit	259	267	270	264	250	272	267	280	263	267	255	257	251	252	240	248
SR 874 SB	**Begin SR 874 SB**	SW 40 St Entrance	SR874SB1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SW 40 St Entrance	Dummy Ramp Exit	SR874SB2	341	352	356	347	329	359	351	368	346	351	335	338	330	331	316	327
	Dummy Ramp Exit	SW 56 St Exit	SR874SB3	341	352	356	347	329	359	351	368	346	351	335	338	330	331	316	327
	Dummy Ramp Exit	SR 826 SB Entrance	SR874SB4	584	603	610	595	564	614	601	631	593	602	574	579	566	567	542	560
	SW 56 St Exit	SR 826 SB Entrance	SR874SB5	190	196	199	194	184	200	196	206	193	196	187	189	185	185	177	183
	SR 826 SB Entrance	**End SR 874 SB**	SR874SB6	785	810	819	800	758	825	808	847	796	809	772	778	761	763	728	753
SR 874 SB Ramps	SW 40 St Entrance	SR 874 SB	SW40St874SBent	341	352	356	347	329	359	351	368	346	351	335	338	330	331	316	327
	SR 874 SB	Dummy Ramp Exit	Dummy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 826 SB Entrance # 1	SR 874 SB	826SB874SB1ent	243	251	254	248	235	256	250	262	247	251	239	241	236	236	226	233
	SR 874 SB	SW 56 St/SR 826 SB Exit	SW40StSR826SB2	394	406	411	401	380	414	405	425	399	406	387	390	381	382	365	378
	SR 826 SB Entrance # 2	SR 874 SB	826SB874SB2ent	595	613	620	606	574	625	612	642	603	613	584	589	576	577	551	570
SW 40 St to SR 826 SB Mainline	**SW 40 St to SR 826 SB Begin**	SW 40 St Entrance	Dummy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SW 40 St Entrance	SW 56 St Exit	SW40StSR826SB2	394	406	411	401	380	414	405	425	399	406	387	390	381	382	365	378
	SW 56 St Exit	SR 826 SB Exit	SW40StSR826SB3	139	144	145	142	134	146	143	150	141	143	137	138	135	135	129	133
	SR 826 SB Exit	**SW 40 St to SR 826 SB End**	SW40StSR826SB4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SW40St to SR826SB Ramp	SW 40 St Entrance	SW 40 St to SR 826 SB	SW40StSR826SB2	394	406	411	401	380	414	405	425	399	406	387	390	381	382	365	378
	SW 40 St to SR 826 SB	SW 56 St Exit	SW40StSR826SBSW56Stexit	255	263	266	259	246	268	262	275	258	262	250	252	247	247	236	244
	SW 40 St to SR 826 SB	SR 826 SB Exit	SW40St826SBent	139	144	145	142	134	146	143	150	141	143	137	138	135	135	129	133
	Dummy Links		Dummy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table #
Turning Movements
Base Model - AM Peak
Peak Hour: 6:30 AM

205	Flagler St at SR 826 NB Off Ramp																			
Link	212-205				202-205				206-205				209-210							
direction	Southbound				Eastbound				Westbound				Southbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	53	0	0	0	121	408	0	0	0	326	0	0	0	0	137	0	0	0	0	0
6:45 AM	57	0	0	0	130	438	0	0	0	350	0	0	0	0	147	0	0	0	0	0
7:00 AM	55	0	0	0	126	422	0	0	0	337	0	0	0	0	142	0	0	0	0	0
7:15 AM	53	0	0	0	121	406	0	0	0	324	0	0	0	0	136	0	0	0	0	0
7:30 AM	55	0	0	0	126	422	0	0	0	337	0	0	0	0	142	0	0	0	0	0
7:45 AM	54	0	0	0	123	413	0	0	0	330	0	0	0	0	139	0	0	0	0	0
8:00 AM	61	0	0	0	138	465	0	0	0	371	0	0	0	0	156	0	0	0	0	0
8:15 AM	61	0	0	0	139	466	0	0	0	372	0	0	0	0	157	0	0	0	0	0
8:30 AM	58	0	0	0	132	443	0	0	0	354	0	0	0	0	149	0	0	0	0	0
8:45 AM	59	0	0	0	134	451	0	0	0	360	0	0	0	0	152	0	0	0	0	0
9:00 AM	57	0	0	0	130	438	0	0	0	349	0	0	0	0	147	0	0	0	0	0
9:15 AM	52	0	0	0	119	398	0	0	0	318	0	0	0	0	134	0	0	0	0	0
9:30 AM	49	0	0	0	112	377	0	0	0	301	0	0	0	0	127	0	0	0	0	0
9:45 AM	48	0	0	0	111	372	0	0	0	297	0	0	0	0	125	0	0	0	0	0
10:00 AM	48	0	0	0	111	372	0	0	0	297	0	0	0	0	125	0	0	0	0	0
10:15 AM	46	0	0	0	105	354	0	0	0	283	0	0	0	0	119	0	0	0	0	0
6:30 AM	***238***	***0***	***0***	***0***	***543***	***1825***	***0***	***0***	***0***	***1457***	***0***	***0***	***0***	***0***	***614***	***0***	***0***	***0***	***0***	***0***

204	Flagler St at SR 826 NB Off Ramp																			
Link	211-212				207-206				213-204				205-204				206-214			
direction	Southbound				Westbound				Southbound				Westbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	53	84	0	0	326	75	0	0	0	84	0	0	326	0	0	0	0	75	0
6:45 AM	0	57	90	0	0	350	81	0	0	0	90	0	0	350	0	0	0	0	81	0
7:00 AM	0	55	87	0	0	337	78	0	0	0	87	0	0	337	0	0	0	0	78	0
7:15 AM	0	53	84	0	0	324	75	0	0	0	84	0	0	324	0	0	0	0	75	0
7:30 AM	0	55	87	0	0	337	78	0	0	0	87	0	0	337	0	0	0	0	78	0
7:45 AM	0	54	85	0	0	330	76	0	0	0	85	0	0	330	0	0	0	0	76	0
8:00 AM	0	61	96	0	0	371	86	0	0	0	96	0	0	371	0	0	0	0	86	0
8:15 AM	0	61	96	0	0	372	86	0	0	0	96	0	0	372	0	0	0	0	86	0
8:30 AM	0	58	91	0	0	354	82	0	0	0	91	0	0	354	0	0	0	0	82	0
8:45 AM	0	59	93	0	0	360	83	0	0	0	93	0	0	360	0	0	0	0	83	0
9:00 AM	0	57	90	0	0	349	81	0	0	0	90	0	0	349	0	0	0	0	81	0
9:15 AM	0	52	82	0	0	318	74	0	0	0	82	0	0	318	0	0	0	0	74	0
9:30 AM	0	49	78	0	0	301	70	0	0	0	78	0	0	301	0	0	0	0	70	0
9:45 AM	0	48	77	0	0	297	69	0	0	0	77	0	0	297	0	0	0	0	69	0
10:00 AM	0	48	77	0	0	297	69	0	0	0	77	0	0	297	0	0	0	0	69	0
10:15 AM	0	46	73	0	0	283	65	0	0	0	73	0	0	283	0	0	0	0	65	0
6:30 AM	***0***	***238***	***376***	***0***	***0***	***1457***	***337***	***0***	***0***	***0***	***376***	***0***	***0***	***1457***	***0***	***0***	***0***	***0***	***337***	***0***

202	Flagler St at SR 826 SB Off Ramp																			
Link	220-202				218-202				200-202				203-202							
direction	Northbound				Southbound				Eastbound				Westbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	3	17	36	0	53	3	0	0	87	441	5	0	10	322	0	0	0	0	0	0
6:45 AM	4	18	39	0	57	3	0	0	93	473	5	0	11	345	0	0	0	0	0	0
7:00 AM	3	17	37	0	55	3	0	0	90	456	5	0	10	333	0	0	0	0	0	0
7:15 AM	3	16	36	0	52	3	0	0	86	438	5	0	10	320	0	0	0	0	0	0
7:30 AM	3	17	37	0	55	3	0	0	90	456	5	0	10	333	0	0	0	0	0	0
7:45 AM	3	17	36	0	53	3	0	0	88	446	5	0	10	326	0	0	0	0	0	0
8:00 AM	4	19	41	0	60	3	0	0	99	502	5	0	11	366	0	0	0	0	0	0
8:15 AM	4	19	41	0	60	3	0	0	99	504	5	0	12	368	0	0	0	0	0	0
8:30 AM	4	18	39	0	57	3	0	0	94	478	5	0	11	349	0	0	0	0	0	0
8:45 AM	4	18	40	0	58	3	0	0	96	487	5	0	11	356	0	0	0	0	0	0
9:00 AM	4	18	39	0	57	3	0	0	93	473	5	0	11	345	0	0	0	0	0	0
9:15 AM	3	16	35	0	52	3	0	0	85	430	5	0	10	314	0	0	0	0	0	0
9:30 AM	3	15	33	0	49	3	0	0	80	407	4	0	9	297	0	0	0	0	0	0
9:45 AM	3	15	33	0	48	3	0	0	79	401	4	0	9	293	0	0	0	0	0	0
10:00 AM	3	15	33	0	48	3	0	0	79	401	4	0	9	293	0	0	0	0	0	0
10:15 AM	3	14	31	0	46	3	0	0	76	383	4	0	9	279	0	0	0	0	0	0
6:30 AM	***15***	***74***	***161***	***0***	***236***	***13***	***0***	***0***	***389***	***1971***	***21***	***0***	***45***	***1439***	***0***	***0***	***0***	***0***	***0***	***0***

	Flagler St at SR 826 SB Off Ramp																			
Link	232-218				204-203				7270-232											
direction	Southbound				Westbound															
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	56	49	0	0	332	78	0	0	56	49	0	0	0	0	0	0	0	0	0
6:45 AM	0	60	53	0	0	356	84	0	0	60	53	0	0	0	0	0	0	0	0	0
7:00 AM	0	58	51	0	0	343	81	0	0	58	51	0	0	0	0	0	0	0	0	0
7:15 AM	0	55	49	0	0	330	78	0	0	55	49	0	0	0	0	0	0	0	0	0
7:30 AM	0	58	51	0	0	343	81	0	0	58	51	0	0	0	0	0	0	0	0	0
7:45 AM	0	56	50	0	0	336	79	0	0	56	50	0	0	0	0	0	0	0	0	0
8:00 AM	0	63	56	0	0	378	89	0	0	63	56	0	0	0	0	0	0	0	0	0
8:15 AM	0	64	56	0	0	379	89	0	0	64	56	0	0	0	0	0	0	0	0	0
8:30 AM	0	60	54	0	0	360	85	0	0	60	54	0	0	0	0	0	0	0	0	0
8:45 AM	0	62	55	0	0	367	86	0	0	62	55	0	0	0	0	0	0	0	0	0
9:00 AM	0	60	53	0	0	356	84	0	0	60	53	0	0	0	0	0	0	0	0	0
9:15 AM	0	54	48	0	0	324	76	0	0	54	48	0	0	0	0	0	0	0	0	0
9:30 AM	0	51	46	0	0	306	72	0	0	51	46	0	0	0	0	0	0	0	0	0
9:45 AM	0	51	45	0	0	302	71	0	0	51	45	0	0	0	0	0	0	0	0	0
10:00 AM	0	51	45	0	0	302	71	0	0	51	45	0	0	0	0	0	0	0	0	0
10:15 AM	0	48	43	0	0	288	68	0	0	48	43	0	0	0	0	0	0	0	0	0
6:30 AM	***0***	***249***	***221***	***0***	***0***	***1484***	***349***	***0***	***0***	***249***	***221***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

	SR 826 NB to SR 836 EB																			
Link	7725-208				226-227				227-228											
direction	Northbound				Northbound				Northbound											
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	243	0	137	190	250	0	0	0	106	0	145	0	0	0	0	0	0	0	0
6:45 AM	0	261	0	147	203	268	0	0	0	113	0	155	0	0	0	0	0	0	0	0
7:00 AM	0	252	0	142	196	259	0	0	0	109	0	150	0	0	0	0	0	0	0	0
7:15 AM	0	242	0	136	189	249	0	0	0	105	0	144	0	0	0	0	0	0	0	0
7:30 AM	0	251	0	142	196	259	0	0	0	109	0	150	0	0	0	0	0	0	0	0
7:45 AM	0	246	0	139	192	253	0	0	0	107	0	146	0	0	0	0	0	0	0	0
8:00 AM	0	277	0	156	216	285	0	0	0	120	0	165	0	0	0	0	0	0	0	0
8:15 AM	0	278	0	157	217	286	0	0	0	121	0	165	0	0	0	0	0	0	0	0
8:30 AM	0	264	0	149	206	272	0	0	0	115	0	157	0	0	0	0	0	0	0	0
8:45 AM	0	269	0	152	210	277	0	0	0	117	0	160	0	0	0	0	0	0	0	0
9:00 AM	0	261	0	147	203	268	0	0	0	113	0	155	0	0	0	0	0	0	0	0
9:15 AM	0	237	0	134	185	244	0	0	0	103	0	141	0	0	0	0	0	0	0	0
9:30 AM	0	224	0	127	175	231	0	0	0	97	0	134	0	0	0	0	0	0	0	0
9:45 AM	0	221	0	125	173	228	0	0	0	96	0	132	0	0	0	0	0	0	0	0
10:00 AM	0	221	0	125	173	228	0	0	0	96	0	132	0	0	0	0	0	0	0	0
10:15 AM	0	211	0	119	165	217	0	0	0	92	0	126	0	0	0	0	0	0	0	0
6:30 AM	***0***	***1087***	***0***	***614***	***848***	***1119***	***0***	***0***	***0***	***472***	***0***	***647***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

306	SW 8 St at SR 826 NB Off Ramp												
Link	308-306												
direction	Westbound												
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	
6:30 AM	63	294	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	68	315	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	65	304	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	63	292	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	65	304	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	64	297	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	72	335	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	72	336	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	69	319	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	70	325	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	68	315	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	62	287	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	58	271	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	58	268	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	58	268	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	55	255	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	***283***	***1314***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***1698***	***0***	***0***	***0***

	SW 8 St at SR 826 NB Off Ramp												
Link	311-312				303-305				307-308				309-308
direction	Northbound				Eastbound				Eastbound				Westbound
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	63	135	0	0	380	185	0	0	380	0	0	0	294	143	0	0	135	0	0
6:45 AM	0	68	145	0	0	407	198	0	0	407	0	0	0	315	154	0	0	145	0	0
7:00 AM	0	65	140	0	0	393	191	0	0	393	0	0	0	304	148	0	0	140	0	0
7:15 AM	0	63	134	0	0	377	184	0	0	377	0	0	0	292	142	0	0	134	0	0
7:30 AM	0	65	140	0	0	393	191	0	0	393	0	0	0	304	148	0	0	140	0	0
7:45 AM	0	64	137	0	0	384	187	0	0	384	0	0	0	297	145	0	0	137	0	0
8:00 AM	0	72	154	0	0	432	210	0	0	432	0	0	0	335	163	0	0	154	0	0
8:15 AM	0	72	155	0	0	434	211	0	0	434	0	0	0	336	164	0	0	155	0	0
8:30 AM	0	69	147	0	0	412	200	0	0	412	0	0	0	319	156	0	0	147	0	0
8:45 AM	0	70	149	0	0	420	204	0	0	420	0	0	0	325	158	0	0	149	0	0
9:00 AM	0	68	145	0	0	407	198	0	0	407	0	0	0	315	154	0	0	145	0	0
9:15 AM	0	62	132	0	0	371	180	0	0	371	0	0	0	287	140	0	0	132	0	0
9:30 AM	0	58	125	0	0	350	170	0	0	350	0	0	0	271	132	0	0	125	0	0
9:45 AM	0	58	123	0	0	346	168	0	0	346	0	0	0	268	131	0	0	123	0	0
10:00 AM	0	58	123	0	0	346	168	0	0	346	0	0	0	268	131	0	0	123	0	0
10:15 AM	0	55	117	0	0	330	160	0	0	330	0	0	0	255	124	0	0	117	0	0
6:30 AM	***0***	***283***	***605***	***0***	***0***	***1698***	***826***	***0***	***0***	***1698***	***0***	***0***	***0***	***1314***	***641***	***0***	***0***	***605***	***0***	***0***

302	SW 8 St at SR 826 SB Off Ramp												
Link	301-302				304-302				300-301				7273-316
direction	Eastbound				Westbound				Eastbound				Southbound
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	456	0	0	73	411	0	0	0	456	0	70	0	0	0	0	108	0	128	0
6:45 AM	0	489	0	0	79	441	0	0	0	489	0	76	0	0	0	0	116	0	137	0
7:00 AM	0	472	0	0	76	426	0	0	0	472	0	73	0	0	0	0	112	0	132	0
7:15 AM	0	453	0	0	73	409	0	0	0	453	0	70	0	0	0	0	108	0	127	0
7:30 AM	0	472	0	0	76	425	0	0	0	472	0	73	0	0	0	0	112	0	132	0
7:45 AM	0	461	0	0	74	416	0	0	0	461	0	71	0	0	0	0	109	0	129	0
8:00 AM	0	519	0	0	84	468	0	0	0	519	0	80	0	0	0	0	123	0	145	0
8:15 AM	0	521	0	0	84	470	0	0	0	521	0	81	0	0	0	0	124	0	146	0
8:30 AM	0	495	0	0	80	447	0	0	0	495	0	76	0	0	0	0	117	0	139	0
8:45 AM	0	504	0	0	81	455	0	0	0	504	0	78	0	0	0	0	120	0	141	0
9:00 AM	0	489	0	0	79	441	0	0	0	489	0	76	0	0	0	0	116	0	137	0
9:15 AM	0	445	0	0	72	402	0	0	0	445	0	69	0	0	0	0	106	0	125	0
9:30 AM	0	421	0	0	68	380	0	0	0	421	0	65	0	0	0	0	100	0	118	0
9:45 AM	0	416	0	0	67	375	0	0	0	416	0	64	0	0	0	0	99	0	116	0
10:00 AM	0	415	0	0	67	375	0	0	0	415	0	64	0	0	0	0	99	0	116	0
10:15 AM	0	396	0	0	64	357	0	0	0	396	0	61	0	0	0	0	94	0	111	0
6:30 AM	***0***	***2040***	***0***	***0***	***328***	***1840***	***0***	***0***	***0***	***2040***	***0***	***315***	***0***	***484***	***0***	***0***	***0***	***571***	***0***	***0***

	SW 8 St at SR 826 SB Off Ramp												
Link	302-303				320-303				306-304				317-318
direction	Eastbound				Northbound				Westbound				Southbound
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	456	0	0	0	0	108	0	0	284	0	0	0	0	108	0
6:45 AM	0	489	0	0	0	0	116	0	0	304	0	0	0	0	116	0
7:00 AM	0	472	0	0	0	0	112	0	0	294	0	0	0	0	112	0
7:15 AM	0	453	0	0	0	0	108	0	0	282	0	0	0	0	108	0
7:30 AM	0	472	0	0	0	0	112	0	0	293	0	0	0	0	112	0
7:45 AM	0	461	0	0	0	0	109	0	0	287	0	0	0	0	109	0
8:00 AM	0	519	0	0	0	0	123	0	0	323	0	0	0	0	123	0
8:15 AM	0	521	0	0	0	0	124	0	0	324	0	0	0	0	124	0
8:30 AM	0	495	0	0	0	0	117	0	0	308	0	0	0	0	117	0
8:45 AM	0	504	0	0	0	0	120	0	0	314	0	0	0	0	120	0
9:00 AM	0	489	0	0	0	0	116	0	0	304	0	0	0	0	116	0
9:15 AM	0	445	0	0	0	0	106	0	0	277	0	0	0	0	106	0
9:30 AM	0	421	0	0	0	0	100	0	0	262	0	0	0	0	100	0
9:45 AM	0	416	0	0	0	0	99	0	0	258	0	0	0	0	99	0
10:00 AM	0	415	0	0	0	0	99	0	0	258	0	0	0	0	99	0
10:15 AM	0	396	0	0	0	0	94	0	0	246	0	0	0	0	94	0
6:30 AM	***0***	***2040***	***0***	***0***	***0***	***0***	***484***	***0***	***0***	***1269***	***0***	***0***	***0***	***0***	***484***	***0***

303	SW 8 St at SR 826 SB Off Ramp												
Link	317-318				318-319				320-320				
direction	Southbound				Southbound				Southbound				
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	
6:30 AM	0	0	108	0	0	0	108	0	0	0	0	0	0
6:45 AM	0	0	116	0	0	0	116	0	0	0	0	0	0
7:00 AM	0	0	112	0	0	0	112	0	0	0	0	0	0
7:15 AM	0	0	108	0	0	0	108	0	0	0	0	0	0
7:30 AM	0	0	112	0	0	0	112	0	0	0	0	0	0
7:45 AM	0	0	109	0	0	0	109	0	0	0	0	0	0
8:00 AM	0	0	123	0	0	0	123	0	0	0	0	0	0
8:15 AM	0	0	124	0	0	0	124	0	0	0	0	0	0
8:30 AM	0	0	117	0	0	0	117	0	0	0	0	0	0
8:45 AM	0	0	120	0	0	0	120	0	0	0	0	0	0
9:00 AM	0	0	116	0	0	0	116	0	0	0	0	0	0
9:15 AM	0	0	106	0	0	0	106	0	0	0	0	0	0
9:30 AM	0	0	100	0	0	0	100	0	0	0	0	0	0
9:45 AM	0	0	99	0	0	0	99	0	0	0	0	0	0
10:00 AM	0	0	99	0	0	0	99	0	0	0	0	0	0
10:15 AM	0	0	94	0	0	0	94	0	0	0	0	0	0
6:30 AM	***0***	***0***	***484***	***0***	***0***	***0***	***484***	***0***	***0***	***0***	***0***	***0***	***0***

404	SW 24 St at SR 826 NB Off Ramp																			
Link	407-404				403-404				405-404											
direction	Northbound				Eastbound				Westbound											
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	41	0	14	0	0	343	0	0	49	295	0	0	0	0	0	0	0	0	0	0
6:45 AM	44	0	15	0	0	368	0	0	53	316	0	0	0	0	0	0	0	0	0	0
7:00 AM	42	0	15	0	0	355	0	0	51	305	0	0	0	0	0	0	0	0	0	0
7:15 AM	41	0	14	0	0	341	0	0	49	293	0	0	0	0	0	0	0	0	0	0
7:30 AM	42	0	15	0	0	355	0	0	51	305	0	0	0	0	0	0	0	0	0	0
7:45 AM	41	0	14	0	0	347	0	0	50	298	0	0	0	0	0	0	0	0	0	0
8:00 AM	47	0	16	0	0	391	0	0	56	336	0	0	0	0	0	0	0	0	0	0
8:15 AM	47	0	16	0	0	393	0	0	56	337	0	0	0	0	0	0	0	0	0	0
8:30 AM	44	0	15	0	0	373	0	0	53	320	0	0	0	0	0	0	0	0	0	0
8:45 AM	45	0	16	0	0	380	0	0	54	326	0	0	0	0	0	0	0	0	0	0
9:00 AM	44	0	15	0	0	368	0	0	53	316	0	0	0	0	0	0	0	0	0	0
9:15 AM	40	0	14	0	0	335	0	0	48	288	0	0	0	0	0	0	0	0	0	0
9:30 AM	38	0	13	0	0	317	0	0	45	272	0	0	0	0	0	0	0	0	0	0
9:45 AM	37	0	13	0	0	313	0	0	45	269	0	0	0	0	0	0	0	0	0	0
10:00 AM	37	0	13	0	0	313	0	0	45	269	0	0	0	0	0	0	0	0	0	0
10:15 AM	36	0	12	0	0	298	0	0	43	256	0	0	0	0	0	0	0	0	0	0
6:30 AM	***183***	***0***	***63***	***0***	***0***	***1536***	***0***	***0***	***219***	***1319***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

404	SW 24 St at SR 826 NB Off Ramp																			
Link	406-407				401-403				407-412				404-412				403-407			
direction	Northbound				Eastbound				Northbound				Eastbound				Eastbound			
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	55	127	0	0	343	142	0	0	0	127	0	0	358	0	0	0	0	142	0
6:45 AM	0	59	137	0	0	368	152	0	0	0	137	0	0	384	0	0	0	0	152	0
7:00 AM	0	57	132	0	0	355	146	0	0	0	132	0	0	370	0	0	0	0	146	0
7:15 AM	0	55	127	0	0	341	141	0	0	0	127	0	0	356	0	0	0	0	141	0
7:30 AM	0	57	132	0	0	355	146	0	0	0	132	0	0	370	0	0	0	0	146	0
7:45 AM	0	56	129	0	0	347	143	0	0	0	129	0	0	362	0	0	0	0	143	0
8:00 AM	0	63	145	0	0	391	161	0	0	0	145	0	0	407	0	0	0	0	161	0
8:15 AM	0	63	146	0	0	393	162	0	0	0	146	0	0	409	0	0	0	0	162	0
8:30 AM	0	60	138	0	0	373	154	0	0	0	138	0	0	388	0	0	0	0	154	0
8:45 AM	0	61	141	0	0	380	156	0	0	0	141	0	0	395	0	0	0	0	156	0
9:00 AM	0	59	137	0	0	368	152	0	0	0	137	0	0	384	0	0	0	0	152	0
9:15 AM	0	54	124	0	0	335	138	0	0	0	124	0	0	349	0	0	0	0	138	0
9:30 AM	0	51	118	0	0	317	131	0	0	0	118	0	0	330	0	0	0	0	131	0
9:45 AM	0	50	116	0	0	313	129	0	0	0	116	0	0	326	0	0	0	0	129	0
10:00 AM	0	50	116	0	0	313	129	0	0	0	116	0	0	326	0	0	0	0	129	0
10:15 AM	0	48	111	0	0	298	123	0	0	0	111	0	0	310	0	0	0	0	123	0
6:30 AM	***0***	***246***	***570***	***0***	***0***	***1536***	***633***	***0***	***0***	***0***	***570***	***0***	***0***	***1599***	***0***	***0***	***0***	***0***	***633***	***0***

401	SW 24 St at SR 826 SB Off Ramp																			
Link	409-401				400-401				402-401				404-402				402-410			
direction	Southbound				Eastbound				Westbound				Westbound				Westbound			
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	123	0	97	0	40	362	0	0	0	242	0	0	0	242	94	0	0	0	94	0
6:45 AM	132	0	104	0	43	388	0	0	0	259	0	0	0	259	101	0	0	0	101	0
7:00 AM	128	0	100	0	41	374	0	0	0	250	0	0	0	250	97	0	0	0	97	0
7:15 AM	123	0	96	0	40	359	0	0	0	240	0	0	0	240	94	0	0	0	94	0
7:30 AM	128	0	100	0	41	374	0	0	0	250	0	0	0	250	97	0	0	0	97	0
7:45 AM	125	0	98	0	40	366	0	0	0	245	0	0	0	245	95	0	0	0	95	0
8:00 AM	141	0	110	0	45	412	0	0	0	275	0	0	0	275	107	0	0	0	107	0
8:15 AM	141	0	110	0	45	413	0	0	0	276	0	0	0	276	108	0	0	0	108	0
8:30 AM	134	0	105	0	43	392	0	0	0	262	0	0	0	262	102	0	0	0	102	0
8:45 AM	136	0	107	0	44	400	0	0	0	267	0	0	0	267	104	0	0	0	104	0
9:00 AM	132	0	104	0	43	388	0	0	0	259	0	0	0	259	101	0	0	0	101	0
9:15 AM	121	0	94	0	39	353	0	0	0	236	0	0	0	236	92	0	0	0	92	0
9:30 AM	114	0	89	0	37	334	0	0	0	223	0	0	0	223	87	0	0	0	87	0
9:45 AM	112	0	88	0	36	329	0	0	0	220	0	0	0	220	86	0	0	0	86	0
10:00 AM	112	0	88	0	36	329	0	0	0	220	0	0	0	220	86	0	0	0	86	0
10:15 AM	107	0	84	0	35	314	0	0	0	210	0	0	0	210	82	0	0	0	82	0
6:30 AM	***552***	***0***	***432***	***0***	***178***	***1617***	***0***	***0***	***0***	***1081***	***0***	***0***	***0***	***1081***	***421***	***0***	***0***	***0***	***421***	***0***

504	SW 40 St at SR 826 NB Off Ramp																			
Link	511-504				503-504				505-504				502-503				510-511			
direction	Northbound				Eastbound				Westbound				Eastbound				Northbound			
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	0	219	63	0	551	0	0	124	197	165	0	0	551	144	0	63	0	219	0
6:45 AM	0	0	235	67	0	591	0	0	133	212	177	0	0	591	155	0	67	0	235	0
7:00 AM	0	0	227	65	0	570	0	0	129	204	171	0	0	570	149	0	65	0	227	0
7:15 AM	0	0	218	62	0	548	0	0	124	196	164	0	0	548	143	0	62	0	218	0
7:30 AM	0	0	226	65	0	570	0	0	129	204	171	0	0	570	149	0	65	0	226	0
7:45 AM	0	0	221	63	0	557	0	0	126	200	167	0	0	557	146	0	63	0	221	0
8:00 AM	0	0	249	71	0	627	0	0	142	225	188	0	0	627	164	0	71	0	249	0
8:15 AM	0	0	250	72	0	630	0	0	142	225	189	0	0	630	165	0	72	0	250	0
8:30 AM	0	0	238	68	0	598	0	0	135	214	179	0	0	598	157	0	68	0	238	0
8:45 AM	0	0	242	69	0	609	0	0	137	218	182	0	0	609	159	0	69	0	242	0
9:00 AM	0	0	235	67	0	591	0	0	133	212	177	0	0	591	155	0	67	0	235	0
9:15 AM	0	0	214	61	0	538	0	0	121	193	161	0	0	538	141	0	61	0	214	0
9:30 AM	0	0	202	58	0	509	0	0	115	182	152	0	0	509	133	0	58	0	202	0
9:45 AM	0	0	199	57	0	502	0	0	113	180	150	0	0	502	131	0	57	0	199	0
10:00 AM	0	0	199	57	0	502	0	0	113	180	150	0	0	502	131	0	57	0	199	0
10:15 AM	0	0	190	54	0	478	0	0	108	171	143	0	0	478	125	0	54	0	190	0
6:30 AM	***0***	***0***	***979***	***280***	***0***	***2464***	***0***	***0***	***556***	***882***	***738***	***0***	***0***	***2464***	***645***	***0***	***280***	***0***	***979***	***0***

	SW 40 St at SR 826 NB Off Ramp																			
Link	508-509				509-510				510-511				512-513							
direction	Northbound				Northbound				Northbound				Northbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	282	0	0	0	282	0	0	0	282	0	0	0	0	165	0	0	0	0	0
6:45 AM	0	302	0	0	0	302	0	0	0	302	0	0	0	0	177	0	0	0	0	0
7:00 AM	0	291	0	0	0	291	0	0	0	291	0	0	0	0	171	0	0	0	0	0
7:15 AM	0	280	0	0	0	280	0	0	0	280	0	0	0	0	164	0	0	0	0	0
7:30 AM	0	291	0	0	0	291	0	0	0	291	0	0	0	0	171	0	0	0	0	0
7:45 AM	0	285	0	0	0	285	0	0	0	285	0	0	0	0	167	0	0	0	0	0
8:00 AM	0	321	0	0	0	321	0	0	0	321	0	0	0	0	188	0	0	0	0	0
8:15 AM	0	322	0	0	0	322	0	0	0	322	0	0	0	0	189	0	0	0	0	0
8:30 AM	0	306	0	0	0	306	0	0	0	306	0	0	0	0	179	0	0	0	0	0
8:45 AM	0	311	0	0	0	311	0	0	0	311	0	0	0	0	182	0	0	0	0	0
9:00 AM	0	302	0	0	0	302	0	0	0	302	0	0	0	0	177	0	0	0	0	0
9:15 AM	0	275	0	0	0	275	0	0	0	275	0	0	0	0	161	0	0	0	0	0
9:30 AM	0	260	0	0	0	260	0	0	0	260	0	0	0	0	152	0	0	0	0	0
9:45 AM	0	256	0	0	0	256	0	0	0	256	0	0	0	0	150	0	0	0	0	0
10:00 AM	0	256	0	0	0	256	0	0	0	256	0	0	0	0	150	0	0	0	0	0
10:15 AM	0	244	0	0	0	244	0	0	0	244	0	0	0	0	143	0	0	0	0	0
6:30 AM	***0***	***1259***	***0***	***0***	***0***	***1259***	***0***	***0***	***0***	***1259***	***0***	***0***	***0***	***0***	***738***	***0***	***0***	***0***	***0***	***0***

502	SW 40 St at SR 826 SB Off Ramp																			
Link	515-502				501-502				504-502				500-501				514-515			
direction	Southbound				Eastbound				Westbound				Eastbound				Southbound			
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	232	0	70	0	0	464	0	0	124	260	0	0	0	464	67	0	0	302	0	0
6:45 AM	249	0	75	0	0	497	0	0	133	279	0	0	0	497	72	0	0	324	0	0
7:00 AM	240	0	72	0	0	480	0	0	129	269	0	0	0	480	69	0	0	312	0	0
7:15 AM	230	0	70	0	0	461	0	0	124	258	0	0	0	461	67	0	0	300	0	0
7:30 AM	240	0	72	0	0	479	0	0	129	269	0	0	0	479	69	0	0	312	0	0
7:45 AM	234	0	71	0	0	469	0	0	126	263	0	0	0	469	68	0	0	305	0	0
8:00 AM	264	0	80	0	0	528	0	0	142	296	0	0	0	528	76	0	0	343	0	0
8:15 AM	265	0	80	0	0	530	0	0	142	297	0	0	0	530	77	0	0	345	0	0
8:30 AM	251	0	76	0	0	503	0	0	135	282	0	0	0	503	73	0	0	327	0	0
8:45 AM	256	0	77	0	0	512	0	0	137	287	0	0	0	512	74	0	0	333	0	0
9:00 AM	248	0	75	0	0	497	0	0	133	279	0	0	0	497	72	0	0	323	0	0
9:15 AM	226	0	68	0	0	453	0	0	121	254	0	0	0	453	65	0	0	294	0	0
9:30 AM	214	0	65	0	0	428	0	0	115	240	0	0	0	428	62	0	0	278	0	0
9:45 AM	211	0	64	0	0	422	0	0	113	237	0	0	0	422	61	0	0	275	0	0
10:00 AM	211	0	64	0	0	422	0	0	113	237	0	0	0	422	61	0	0	275	0	0
10:15 AM	201	0	61	0	0	402	0	0	108	226	0	0	0	402	58	0	0	262	0	0
6:30 AM	***1036***	***0***	***313***	***0***	***0***	***2073***	***0***	***0***	***556***	***1162***	***0***	***0***	***0***	***2073***	***300***	***0***	***0***	***1349***	***0***	***0***

603	SW 56 St at SR 826 NB Off Ramp																			
Link	606-603				602-603				604-603				7570-606							
direction	Northbound				Eastbound				Westbound											
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	0	0	41	88	264	0	0	25	92	0	0	0	41	100	0	0	0	0	0
6:45 AM	0	0	0	44	94	284	0	0	27	99	0	0	0	44	107	0	0	0	0	0
7:00 AM	0	0	0	42	91	274	0	0	26	95	0	0	0	42	103	0	0	0	0	0
7:15 AM	0	0	0	40	87	263	0	0	25	92	0	0	0	40	99	0	0	0	0	0
7:30 AM	0	0	0	42	91	273	0	0	26	95	0	0	0	42	103	0	0	0	0	0
7:45 AM	0	0	0	41	89	267	0	0	26	93	0	0	0	41	101	0	0	0	0	0
8:00 AM	0	0	0	46	100	301	0	0	29	105	0	0	0	46	114	0	0	0	0	0
8:15 AM	0	0	0	47	100	302	0	0	29	105	0	0	0	47	114	0	0	0	0	0
8:30 AM	0	0	0	44	95	287	0	0	28	100	0	0	0	44	108	0	0	0	0	0
8:45 AM	0	0	0	45	97	292	0	0	28	102	0	0	0	45	110	0	0	0	0	0
9:00 AM	0	0	0	44	94	283	0	0	27	99	0	0	0	44	107	0	0	0	0	0
9:15 AM	0	0	0	40	86	258	0	0	25	90	0	0	0	40	98	0	0	0	0	0
9:30 AM	0	0	0	38	81	244	0	0	24	85	0	0	0	38	92	0	0	0	0	0
9:45 AM	0	0	0	37	80	241	0	0	23	84	0	0	0	37	91	0	0	0	0	0
10:00 AM	0	0	0	37	80	241	0	0	23	84	0	0	0	37	91	0	0	0	0	0
10:15 AM	0	0	0	35	76	229	0	0	22	80	0	0	0	35	87	0	0	0	0	0
6:30 AM	***0***	***0***	***0***	***182***	***392***	***1182***	***0***	***0***	***114***	***412***	***0***	***0***	***0***	***182***	***447***	***0***	***0***	***0***	***0***	***0***

	SW 56 St at SR 826 NB Off Ramp																			
Link	606-604				603-604				605-604				615-616							
direction	Northbound				Eastbound				Westbound				Northbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	0	0	100	0	264	0	0	25	92	64	0	144	114	0	0	0	0	0	0
6:45 AM	0	0	0	107	0	284	0	0	27	99	69	0	155	122	0	0	0	0	0	0
7:00 AM	0	0	0	103	0	274	0	0	26	95	67	0	149	118	0	0	0	0	0	0
7:15 AM	0	0	0	99	0	263	0	0	25	92	64	0	144	113	0	0	0	0	0	0
7:30 AM	0	0	0	103	0	273	0	0	26	95	67	0	149	118	0	0	0	0	0	0
7:45 AM	0	0	0	101	0	267	0	0	26	93	65	0	146	115	0	0	0	0	0	0
8:00 AM	0	0	0	114	0	301	0	0	29	105	73	0	164	130	0	0	0	0	0	0
8:15 AM	0	0	0	114	0	302	0	0	29	105	74	0	165	130	0	0	0	0	0	0
8:30 AM	0	0	0	108	0	287	0	0	28	100	70	0	157	124	0	0	0	0	0	0
8:45 AM	0	0	0	110	0	292	0	0	28	102	71	0	160	126	0	0	0	0	0	0
9:00 AM	0	0	0	107	0	283	0	0	27	99	69	0	155	122	0	0	0	0	0	0
9:15 AM	0	0	0	98	0	258	0	0	25	90	63	0	141	111	0	0	0	0	0	0
9:30 AM	0	0	0	92	0	244	0	0	24	85	59	0	133	105	0	0	0	0	0	0
9:45 AM	0	0	0	91	0	241	0	0	23	84	59	0	132	104	0	0	0	0	0	0
10:00 AM	0	0	0	91	0	241	0	0	23	84	59	0	132	104	0	0	0	0	0	0
10:15 AM	0	0	0	87	0	229	0	0	22	80	56	0	125	99	0	0	0	0	0	0
6:30 AM	***0***	***0***	***0***	***447***	***0***	***1182***	***0***	***0***	***114***	***412***	***288***	***0***	***646***	***510***	***0***	***0***	***0***	***0***	***0***	***0***

602	SW 56 St at SR 826 SB Off Ramp																			
Link	612-602				601-602				603-602				600-601							
direction	Southbound				Eastbound				Westbound				Eastbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	0	90	58	88	207	0	0	25	133	0	0	88	207	26	0	0	0	0	0
6:45 AM	0	0	97	62	94	222	0	0	27	143	0	0	94	222	28	0	0	0	0	0
7:00 AM	0	0	93	60	91	214	0	0	26	137	0	0	91	214	27	0	0	0	0	0
7:15 AM	0	0	90	57	87	205	0	0	25	132	0	0	87	205	26	0	0	0	0	0
7:30 AM	0	0	93	60	91	214	0	0	26	137	0	0	91	214	27	0	0	0	0	0
7:45 AM	0	0	91	58	89	209	0	0	26	134	0	0	89	209	26	0	0	0	0	0
8:00 AM	0	0	103	66	100	235	0	0	29	151	0	0	100	235	30	0	0	0	0	0
8:15 AM	0	0	103	66	100	236	0	0	29	152	0	0	100	236	30	0	0	0	0	0
8:30 AM	0	0	98	63	95	224	0	0	28	144	0	0	95	224	28	0	0	0	0	0
8:45 AM	0	0	100	64	97	228	0	0	28	147	0	0	97	228	29	0	0	0	0	0
9:00 AM	0	0	97	62	94	222	0	0	27	142	0	0	94	222	28	0	0	0	0	0
9:15 AM	0	0	88	56	86	202	0	0	25	130	0	0	86	202	26	0	0	0	0	0
9:30 AM	0	0	83	53	81	191	0	0	24	123	0	0	81	191	24	0	0	0	0	0
9:45 AM	0	0	82	53	80	188	0	0	23	121	0	0	80	188	24	0	0	0	0	0
10:00 AM	0	0	82	53	80	188	0	0	23	121	0	0	80	188	24	0	0	0	0	0
10:15 AM	0	0	78	50	76	179	0	0	22	115	0	0	76	179	23	0	0	0	0	0
6:30 AM	***0***	***0***	***403***	***258***	***392***	***924***	***0***	***0***	***114***	***594***	***0***	***0***	***392***	***924***	***117***	***0***	***0***	***0***	***0***	***0***

703	SW 72 St at SR 826 NB Off Ramp																			
Link	706-703				702-703				704-703				7545-706							
direction	Northbound				Eastbound				Westbound				Northbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	0	0	32	111	319	0	0	19	121	0	0	0	32	0	59	0	0	0	0
6:45 AM	0	0	0	34	119	342	0	0	20	130	0	0	0	34	0	64	0	0	0	0
7:00 AM	0	0	0	33	115	330	0	0	19	125	0	0	0	33	0	62	0	0	0	0
7:15 AM	0	0	0	31	110	317	0	0	18	120	0	0	0	31	0	59	0	0	0	0
7:30 AM	0	0	0	33	114	330	0	0	19	125	0	0	0	33	0	61	0	0	0	0
7:45 AM	0	0	0	32	112	323	0	0	19	122	0	0	0	32	0	60	0	0	0	0
8:00 AM	0	0	0	36	126	363	0	0	21	138	0	0	0	36	0	68	0	0	0	0
8:15 AM	0	0	0	36	127	365	0	0	21	138	0	0	0	36	0	68	0	0	0	0
8:30 AM	0	0	0	34	120	346	0	0	20	131	0	0	0	34	0	65	0	0	0	0
8:45 AM	0	0	0	35	122	353	0	0	21	134	0	0	0	35	0	66	0	0	0	0
9:00 AM	0	0	0	34	119	342	0	0	20	130	0	0	0	34	0	64	0	0	0	0
9:15 AM	0	0	0	31	108	312	0	0	18	118	0	0	0	31	0	58	0	0	0	0
9:30 AM	0	0	0	29	102	295	0	0	17	112	0	0	0	29	0	55	0	0	0	0
9:45 AM	0	0	0	29	101	291	0	0	17	110	0	0	0	29	0	54	0	0	0	0
10:00 AM	0	0	0	29	101	291	0	0	17	110	0	0	0	29	0	54	0	0	0	0
10:15 AM	0	0	0	27	96	277	0	0	16	105	0	0	0	27	0	52	0	0	0	0
6:30 AM	***0***	***0***	***0***	***141***	***495***	***1427***	***0***	***0***	***83***	***541***	***0***	***0***	***0***	***141***	***0***	***266***	***0***	***0***	***0***	***0***

703	SW 72 St at SR 826 NB Off Ramp																			
Link	706-704				703-704				705-704											
direction	Northbound				Eastbound				Westbound											
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	0	0	59	0	319	0	0	19	121	95	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	64	0	342	0	0	20	130	102	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	62	0	330	0	0	19	125	99	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	59	0	317	0	0	18	120	95	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	61	0	330	0	0	19	125	98	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	60	0	323	0	0	19	122	96	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	68	0	363	0	0	21	138	108	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	68	0	365	0	0	21	138	109	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	65	0	346	0	0	20	131	103	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	66	0	353	0	0	21	134	105	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	64	0	342	0	0	20	130	102	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	58	0	312	0	0	18	118	93	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	55	0	295	0	0	17	112	88	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	54	0	291	0	0	17	110	87	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	54	0	291	0	0	17	110	87	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	52	0	277	0	0	16	105	83	0	0	0	0	0	0	0	0	0
6:30 AM	***0***	***0***	***0***	***266***	***0***	***1427***	***0***	***0***	***83***	***541***	***426***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

702	SW 72 St at SR 826 SB Off Ramp																			
Link	708-702				701-702				703-702				700-701							
direction	Southbound				Eastbound				Westbound				Eastbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	0	122	129	111	190	0	0	19	152	0	0	111	190	0	46	0	0	0	0
6:45 AM	0	0	131	138	119	204	0	0	20	164	0	0	119	204	0	50	0	0	0	0
7:00 AM	0	0	126	133	115	197	0	0	19	158	0	0	115	197	0	48	0	0	0	0
7:15 AM	0	0	121	128	110	189	0	0	18	152	0	0	110	189	0	46	0	0	0	0
7:30 AM	0	0	126	133	114	197	0	0	19	158	0	0	114	197	0	48	0	0	0	0
7:45 AM	0	0	123	130	112	192	0	0	19	154	0	0	112	192	0	47	0	0	0	0
8:00 AM	0	0	139	147	126	217	0	0	21	174	0	0	126	217	0	53	0	0	0	0
8:15 AM	0	0	139	147	127	218	0	0	21	174	0	0	127	218	0	53	0	0	0	0
8:30 AM	0	0	132	140	120	207	0	0	20	166	0	0	120	207	0	50	0	0	0	0
8:45 AM	0	0	134	142	122	210	0	0	21	169	0	0	122	210	0	51	0	0	0	0
9:00 AM	0	0	130	138	119	204	0	0	20	164	0	0	119	204	0	50	0	0	0	0
9:15 AM	0	0	119	126	108	186	0	0	18	149	0	0	108	186	0	45	0	0	0	0
9:30 AM	0	0	112	119	102	176	0	0	17	141	0	0	102	176	0	43	0	0	0	0
9:45 AM	0	0	111	117	101	173	0	0	17	139	0	0	101	173	0	42	0	0	0	0
10:00 AM	0	0	111	117	101	173	0	0	17	139	0	0	101	173	0	42	0	0	0	0
10:15 AM	0	0	106	112	96	165	0	0	16	132	0	0	96	165	0	40	0	0	0	0
6:30 AM	***0***	***0***	***544***	***576***	***495***	***851***	***0***	***0***	***83***	***682***	***0***	***0***	***495***	***851***	***0***	***207***	***0***	***0***	***0***	***0***

806	SW 88 St at SR 826 NB Off Ramp																			
Link	810-806				805-806				807-806				8832-832							
direction	Northbound				Eastbound				Westbound											
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	8	0	0	0	0	569	0	0	0	138	0	0	0	0	12	0	0	0	0	0
6:45 AM	9	0	0	0	0	610	0	0	0	148	0	0	0	0	13	0	0	0	0	0
7:00 AM	8	0	0	0	0	589	0	0	0	142	0	0	0	0	12	0	0	0	0	0
7:15 AM	8	0	0	0	0	566	0	0	0	137	0	0	0	0	12	0	0	0	0	0
7:30 AM	8	0	0	0	0	588	0	0	0	142	0	0	0	0	12	0	0	0	0	0
7:45 AM	8	0	0	0	0	575	0	0	0	139	0	0	0	0	12	0	0	0	0	0
8:00 AM	9	0	0	0	0	648	0	0	0	157	0	0	0	0	14	0	0	0	0	0
8:15 AM	9	0	0	0	0	650	0	0	0	157	0	0	0	0	14	0	0	0	0	0
8:30 AM	9	0	0	0	0	617	0	0	0	149	0	0	0	0	13	0	0	0	0	0
8:45 AM	9	0	0	0	0	629	0	0	0	152	0	0	0	0	13	0	0	0	0	0
9:00 AM	9	0	0	0	0	610	0	0	0	147	0	0	0	0	13	0	0	0	0	0
9:15 AM	8	0	0	0	0	555	0	0	0	134	0	0	0	0	12	0	0	0	0	0
9:30 AM	7	0	0	0	0	525	0	0	0	127	0	0	0	0	11	0	0	0	0	0
9:45 AM	7	0	0	0	0	518	0	0	0	125	0	0	0	0	11	0	0	0	0	0
10:00 AM	7	0	0	0	0	518	0	0	0	125	0	0	0	0	11	0	0	0	0	0
10:15 AM	7	0	0	0	0	494	0	0	0	119	0	0	0	0	10	0	0	0	0	0
6:30 AM	***36***	***0***	***0***	***0***	***0***	***2544***	***0***	***0***	***0***	***615***	***0***	***0***	***0***	***0***	***54***	***0***	***0***	***0***	***0***	***0***

	SW 88 St at SR 826 NB Off Ramp																			
Link	809-810				810-807				806-807				808-807				835-812			
direction	Northbound				Northbound				Eastbound				Westbound				Northbound			
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	8	14	0	0	0	0	14	0	569	0	0	0	138	96	0	0	12	0	0
6:45 AM	0	9	15	0	0	0	0	15	0	610	0	0	0	148	103	0	0	13	0	0
7:00 AM	0	8	15	0	0	0	0	15	0	589	0	0	0	142	100	0	0	12	0	0
7:15 AM	0	8	14	0	0	0	0	14	0	566	0	0	0	137	96	0	0	12	0	0
7:30 AM	0	8	15	0	0	0	0	15	0	588	0	0	0	142	99	0	0	12	0	0
7:45 AM	0	8	14	0	0	0	0	14	0	575	0	0	0	139	97	0	0	12	0	0
8:00 AM	0	9	16	0	0	0	0	16	0	648	0	0	0	157	109	0	0	14	0	0
8:15 AM	0	9	16	0	0	0	0	16	0	650	0	0	0	157	110	0	0	14	0	0
8:30 AM	0	9	15	0	0	0	0	15	0	617	0	0	0	149	104	0	0	13	0	0
8:45 AM	0	9	16	0	0	0	0	16	0	629	0	0	0	152	106	0	0	13	0	0
9:00 AM	0	9	15	0	0	0	0	15	0	610	0	0	0	147	103	0	0	13	0	0
9:15 AM	0	8	14	0	0	0	0	14	0	555	0	0	0	134	94	0	0	12	0	0
9:30 AM	0	7	13	0	0	0	0	13	0	525	0	0	0	127	89	0	0	11	0	0
9:45 AM	0	7	13	0	0	0	0	13	0	518	0	0	0	125	88	0	0	11	0	0
10:00 AM	0	7	13	0	0	0	0	13	0	518	0	0	0	125	88	0	0	11	0	0
10:15 AM	0	7	12	0	0	0	0	12	0	494	0	0	0	119	83	0	0	10	0	0
6:30 AM	***0***	***36***	***63***	***0***	***0***	***0***	***0***	***63***	***0***	***2544***	***0***	***0***	***0***	***615***	***430***	***0***	***0***	***54***	***0***	***0***

804	SW 88 St at SR 826 SB Off Ramp																			
Link	818-804				821-804				802-804				806-804							
direction	Northbound				Southbound				Eastbound				Westbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	0	156	0	0	0	0	165	0	413	0	0	0	146	0	0	0	0	0	0
6:45 AM	0	0	167	0	0	0	0	177	0	443	0	0	0	156	0	0	0	0	0	0
7:00 AM	0	0	161	0	0	0	0	171	0	428	0	0	0	151	0	0	0	0	0	0
7:15 AM	0	0	155	0	0	0	0	164	0	411	0	0	0	145	0	0	0	0	0	0
7:30 AM	0	0	161	0	0	0	0	171	0	427	0	0	0	151	0	0	0	0	0	0
7:45 AM	0	0	157	0	0	0	0	167	0	418	0	0	0	147	0	0	0	0	0	0
8:00 AM	0	0	177	0	0	0	0	188	0	471	0	0	0	166	0	0	0	0	0	0
8:15 AM	0	0	178	0	0	0	0	189	0	472	0	0	0	166	0	0	0	0	0	0
8:30 AM	0	0	169	0	0	0	0	179	0	449	0	0	0	158	0	0	0	0	0	0
8:45 AM	0	0	172	0	0	0	0	183	0	457	0	0	0	161	0	0	0	0	0	0
9:00 AM	0	0	167	0	0	0	0	177	0	443	0	0	0	156	0	0	0	0	0	0
9:15 AM	0	0	152	0	0	0	0	161	0	403	0	0	0	142	0	0	0	0	0	0
9:30 AM	0	0	144	0	0	0	0	153	0	381	0	0	0	134	0	0	0	0	0	0
9:45 AM	0	0	142	0	0	0	0	151	0	376	0	0	0	133	0	0	0	0	0	0
10:00 AM	0	0	142	0	0	0	0	150	0	376	0	0	0	133	0	0	0	0	0	0
10:15 AM	0	0	135	0	0	0	0	143	0	359	0	0	0	126	0	0	0	0	0	0
6:30 AM	***0***	***0***	***696***	***0***	***0***	***0***	***0***	***739***	***0***	***1848***	***0***	***0***	***0***	***651***	***0***	***0***	***0***	***0***	***0***	***0***

	SW 88 St at SR 826 SB On-Off Ramps																			
Link	813-814				819-820				801-802				823-824							
direction	Southbound				Southbound				Eastbound				Southbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	156	0	195	30	165	0	0	0	413	219	0	0	15	0	203	0	0	0	0
6:45 AM	0	167	0	209	32	177	0	0	0	443	235	0	0	17	0	218	0	0	0	0
7:00 AM	0	161	0	202	31	171	0	0	0	428	227	0	0	16	0	211	0	0	0	0
7:15 AM	0	155	0	194	30	164	0	0	0	411	218	0	0	15	0	202	0	0	0	0
7:30 AM	0	161	0	202	31	171	0	0	0	427	226	0	0	16	0	210	0	0	0	0
7:45 AM	0	157	0	197	30	167	0	0	0	418	221	0	0	16	0	206	0	0	0	0
8:00 AM	0	177	0	222	34	188	0	0	0	471	249	0	0	18	0	232	0	0	0	0
8:15 AM	0	178	0	223	34	189	0	0	0	472	250	0	0	18	0	233	0	0	0	0
8:30 AM	0	169	0	212	32	179	0	0	0	449	238	0	0	17	0	221	0	0	0	0
8:45 AM	0	172	0	215	33	183	0	0	0	457	242	0	0	17	0	225	0	0	0	0
9:00 AM	0	167	0	209	32	177	0	0	0	443	235	0	0	17	0	218	0	0	0	0
9:15 AM	0	152	0	190	29	161	0	0	0	403	214	0	0	15	0	199	0	0	0	0
9:30 AM	0	144	0	180	27	153	0	0	0	381	202	0	0	14	0	188	0	0	0	0
9:45 AM	0	142	0	178	27	151	0	0	0	376	199	0	0	14	0	185	0	0	0	0
10:00 AM	0	142	0	178	27	150	0	0	0	376	199	0	0	14	0	185	0	0	0	0
10:15 AM	0	135	0	169	26	143	0	0	0	359	190	0	0	13	0	177	0	0	0	0
6:30 AM	***0***	***696***	***0***	***872***	***133***	***739***	***0***	***0***	***0***	***1848***	***979***	***0***	***0***	***69***	***0***	***910***	***0***	***0***	***0***	***0***

	SW 88 St at SR 826 SB On-Off Ramps																			
Link	816-817				817-818				832-833											
direction	Southbound				Southbound				Southbound											
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	0	156	0	0	0	156	0	0	0	12	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	167	0	0	0	167	0	0	0	13	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	161	0	0	0	161	0	0	0	12	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	155	0	0	0	155	0	0	0	12	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	161	0	0	0	161	0	0	0	12	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	157	0	0	0	157	0	0	0	12	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	177	0	0	0	177	0	0	0	14	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	178	0	0	0	178	0	0	0	14	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	169	0	0	0	169	0	0	0	13	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	172	0	0	0	172	0	0	0	13	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	167	0	0	0	167	0	0	0	13	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	152	0	0	0	152	0	0	0	12	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	144	0	0	0	144	0	0	0	11	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	142	0	0	0	142	0	0	0	11	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	142	0	0	0	142	0	0	0	11	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	135	0	0	0	135	0	0	0	10	0	0	0	0	0	0	0	0	0
6:30 AM	***0***		***696***				***696***				***54***						***0***	***0***	***0***	***0***

	US-1 NB at SR 826 NB																			
Link	904-905				905-904				921-904											
direction	Northbound				Southbound				Northbound											
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	180	0	644	0	190	0	0	0	478	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	193	0	691	0	203	0	0	0	512	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	187	0	667	0	196	0	0	0	494	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	179	0	641	0	189	0	0	0	475	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	186	0	666	0	196	0	0	0	494	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	182	0	652	0	192	0	0	0	483	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	205	0	734	0	216	0	0	0	544	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	206	0	737	0	217	0	0	0	546	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	196	0	699	0	206	0	0	0	518	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	199	0	712	0	210	0	0	0	528	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	193	0	691	0	203	0	0	0	512	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	176	0	629	0	185	0	0	0	466	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	166	0	595	0	175	0	0	0	441	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	164	0	587	0	173	0	0	0	435	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	164	0	587	0	173	0	0	0	435	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	156	0	559	0	165	0	0	0	415	0	0	0	0	0	0	0	0	0	0
6:30 AM	***0***	***806***	***0***	***2882***	***0***	***848***	***0***	***0***	***0***	***2136***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

903	US-1 at SW 104 St																			
Link	902-903				904-903				911-903				917-903							
direction	Northbound				Southbound				Eastbound				Westbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	17	650	2	0	38	587	42	0	101	39	12	0	8	30	73	0	0	0	0	0
6:45 AM	19	698	2	0	41	630	45	0	108	42	13	0	9	33	78	0	0	0	0	0
7:00 AM	18	673	2	0	39	608	44	0	105	40	12	0	8	31	76	0	0	0	0	0
7:15 AM	17	647	2	0	38	584	42	0	100	38	12	0	8	30	73	0	0	0	0	0
7:30 AM	18	673	2	0	39	607	43	0	105	40	12	0	8	31	76	0	0	0	0	0
7:45 AM	18	658	2	0	38	594	43	0	102	39	12	0	8	31	74	0	0	0	0	0
8:00 AM	20	741	2	0	43	669	48	0	115	44	14	0	9	35	83	0	0	0	0	0
8:15 AM	20	744	2	0	43	671	48	0	116	44	14	0	9	35	84	0	0	0	0	0
8:30 AM	19	706	2	0	41	638	46	0	110	42	13	0	9	33	79	0	0	0	0	0
8:45 AM	19	719	2	0	42	649	46	0	112	43	13	0	9	34	81	0	0	0	0	0
9:00 AM	19	698	2	0	41	630	45	0	108	41	13	0	9	33	78	0	0	0	0	0
9:15 AM	17	635	2	0	37	573	41	0	99	38	12	0	8	30	71	0	0	0	0	0
9:30 AM	16	600	2	0	35	542	39	0	93	36	11	0	7	28	67	0	0	0	0	0
9:45 AM	16	593	2	0	34	535	38	0	92	35	11	0	7	28	67	0	0	0	0	0
10:00 AM	16	592	2	0	34	535	38	0	92	35	11	0	7	28	67	0	0	0	0	0
10:15 AM	15	565	2	0	33	510	36	0	88	34	10	0	7	26	63	0	0	0	0	0
6:30 AM	***78***	***2909***	***9***	***0***	***169***	***2627***	***188***	***0***	***452***	***173***	***54***	***0***	***36***	***136***	***327***	***0***	***0***	***0***	***0***	***0***

911	SW 104 St at Busway																			
Link	910-911				912-911				903-911				916-911							
direction	Northbound				Southbound				Eastbound				Westbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	6	0	0	0	3	0	0	0	90	0	0	0	152	0	0	0	0	0	0
6:45 AM	0	7	0	0	0	3	0	0	0	96	0	0	0	163	0	0	0	0	0	0
7:00 AM	0	6	0	0	0	3	0	0	0	93	0	0	0	157	0	0	0	0	0	0
7:15 AM	0	6	0	0	0	3	0	0	0	89	0	0	0	151	0	0	0	0	0	0
7:30 AM	0	6	0	0	0	3	0	0	0	93	0	0	0	157	0	0	0	0	0	0
7:45 AM	0	6	0	0	0	3	0	0	0	91	0	0	0	154	0	0	0	0	0	0
8:00 AM	0	7	0	0	0	4	0	0	0	102	0	0	0	173	0	0	0	0	0	0
8:15 AM	0	7	0	0	0	4	0	0	0	103	0	0	0	174	0	0	0	0	0	0
8:30 AM	0	7	0	0	0	3	0	0	0	98	0	0	0	165	0	0	0	0	0	0
8:45 AM	0	7	0	0	0	3	0	0	0	99	0	0	0	168	0	0	0	0	0	0
9:00 AM	0	7	0	0	0	3	0	0	0	96	0	0	0	163	0	0	0	0	0	0
9:15 AM	0	6	0	0	0	3	0	0	0	88	0	0	0	148	0	0	0	0	0	0
9:30 AM	0	6	0	0	0	3	0	0	0	83	0	0	0	140	0	0	0	0	0	0
9:45 AM	0	6	0	0	0	3	0	0	0	82	0	0	0	138	0	0	0	0	0	0
10:00 AM	0	6	0	0	0	3	0	0	0	82	0	0	0	138	0	0	0	0	0	0
10:15 AM	0	5	0	0	0	3	0	0	0	78	0	0	0	132	0	0	0	0	0	0
6:30 AM	***0***	***28***	***0***	***0***	***0***	***14***	***0***	***0***	***0***	***402***	***0***	***0***	***0***	***679***	***0***	***0***	***0***	***0***	***0***	***0***

901	US-1 at SW 112 St																			
Link	900-901				902-901				909-901				915-901							
direction	Northbound				Southbound				Eastbound				Westbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	29	571	12	0	26	517	34	0	28	28	10	0	9	24	16	0	0	0	0	0
6:45 AM	31	613	13	0	28	554	37	0	30	30	11	0	9	26	17	0	0	0	0	0
7:00 AM	30	591	12	0	27	535	36	0	28	29	10	0	9	25	17	0	0	0	0	0
7:15 AM	29	568	12	0	26	514	34	0	27	28	10	0	9	24	16	0	0	0	0	0
7:30 AM	30	590	12	0	27	534	36	0	28	29	10	0	9	25	17	0	0	0	0	0
7:45 AM	29	578	12	0	26	523	35	0	28	29	10	0	9	25	16	0	0	0	0	0
8:00 AM	33	650	14	0	30	588	39	0	31	32	11	0	10	28	18	0	0	0	0	0
8:15 AM	33	653	14	0	30	591	39	0	31	32	11	0	10	28	18	0	0	0	0	0
8:30 AM	31	620	13	0	28	561	37	0	30	31	11	0	9	26	17	0	0	0	0	0
8:45 AM	32	631	13	0	29	571	38	0	30	31	11	0	10	27	18	0	0	0	0	0
9:00 AM	31	612	13	0	28	554	37	0	29	30	11	0	9	26	17	0	0	0	0	0
9:15 AM	28	558	12	0	26	504	34	0	27	28	10	0	9	24	16	0	0	0	0	0
9:30 AM	27	527	11	0	24	477	32	0	25	26	9	0	8	22	15	0	0	0	0	0
9:45 AM	26	520	11	0	24	471	31	0	25	26	9	0	8	22	15	0	0	0	0	0
10:00 AM	26	520	11	0	24	471	31	0	25	26	9	0	8	22	15	0	0	0	0	0
10:15 AM	25	496	10	0	23	449	30	0	24	24	9	0	8	21	14	0	0	0	0	0
6:30 AM	***129***	***2554***	***54***	***0***	***117***	***2311***	***154***	***0***	***123***	***126***	***44***	***0***	***39***	***109***	***72***	***0***	***0***	***0***	***0***	***0***

909	SW 112 St at Busway																			
Link	908-909				910-909				914-909				901-909							
direction	Northbound				Southbound				Eastbound				Westbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	6	0	0	0	3	0	0	0	66	0	0	0	88	0	0	0	0	0	0
6:45 AM	0	7	0	0	0	3	0	0	0	70	0	0	0	94	0	0	0	0	0	0
7:00 AM	0	6	0	0	0	3	0	0	0	68	0	0	0	91	0	0	0	0	0	0
7:15 AM	0	6	0	0	0	3	0	0	0	65	0	0	0	87	0	0	0	0	0	0
7:30 AM	0	6	0	0	0	3	0	0	0	68	0	0	0	91	0	0	0	0	0	0
7:45 AM	0	6	0	0	0	3	0	0	0	66	0	0	0	89	0	0	0	0	0	0
8:00 AM	0	7	0	0	0	4	0	0	0	75	0	0	0	100	0	0	0	0	0	0
8:15 AM	0	7	0	0	0	4	0	0	0	75	0	0	0	100	0	0	0	0	0	0
8:30 AM	0	7	0	0	0	3	0	0	0	71	0	0	0	95	0	0	0	0	0	0
8:45 AM	0	7	0	0	0	3	0	0	0	72	0	0	0	97	0	0	0	0	0	0
9:00 AM	0	7	0	0	0	3	0	0	0	70	0	0	0	94	0	0	0	0	0	0
9:15 AM	0	6	0	0	0	3	0	0	0	64	0	0	0	86	0	0	0	0	0	0
9:30 AM	0	6	0	0	0	3	0	0	0	60	0	0	0	81	0	0	0	0	0	0
9:45 AM	0	6	0	0	0	3	0	0	0	60	0	0	0	80	0	0	0	0	0	0
10:00 AM	0	6	0	0	0	3	0	0	0	60	0	0	0	80	0	0	0	0	0	0
10:15 AM	0	5	0	0	0	3	0	0	0	57	0	0	0	76	0	0	0	0	0	0
6:30 AM	***0***	***28***	***0***	***0***	***0***	***14***	***0***	***0***	***0***	***293***	***0***	***0***	***0***	***392***	***0***	***0***	***0***	***0***	***0***	***0***

Table #
Turning Movements
Base Model - PM Peak
Peak Hour: 3:30 PM

205	Flagler St at SR 826 NB Off Ramp																			
Link	212-205				202-205				206-205				209-210							
direction	Southbound				Eastbound				Westbound				Southbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	37	0	0	0	121	346	0	0	0	561	0	0	0	0	168	0	0	0	0	0
3:45 PM	38	0	0	0	125	357	0	0	0	579	0	0	0	0	173	0	0	0	0	0
4:00 PM	38	0	0	0	126	361	0	0	0	586	0	0	0	0	175	0	0	0	0	0
4:15 PM	38	0	0	0	123	352	0	0	0	572	0	0	0	0	171	0	0	0	0	0
4:30 PM	36	0	0	0	117	334	0	0	0	542	0	0	0	0	162	0	0	0	0	0
4:45 PM	39	0	0	0	127	364	0	0	0	590	0	0	0	0	176	0	0	0	0	0
5:00 PM	38	0	0	0	124	356	0	0	0	577	0	0	0	0	173	0	0	0	0	0
5:15 PM	40	0	0	0	130	373	0	0	0	606	0	0	0	0	181	0	0	0	0	0
5:30 PM	37	0	0	0	123	351	0	0	0	569	0	0	0	0	170	0	0	0	0	0
5:45 PM	38	0	0	0	125	356	0	0	0	578	0	0	0	0	173	0	0	0	0	0
6:00 PM	36	0	0	0	119	340	0	0	0	552	0	0	0	0	165	0	0	0	0	0
6:15 PM	36	0	0	0	120	342	0	0	0	556	0	0	0	0	166	0	0	0	0	0
6:30 PM	36	0	0	0	117	335	0	0	0	544	0	0	0	0	163	0	0	0	0	0
6:45 PM	36	0	0	0	117	336	0	0	0	545	0	0	0	0	163	0	0	0	0	0
7:00 PM	34	0	0	0	112	321	0	0	0	520	0	0	0	0	156	0	0	0	0	0
7:15 PM	35	0	0	0	116	332	0	0	0	538	0	0	0	0	161	0	0	0	0	0
3:30 PM	***153***	***0***	***0***	***0***	***502***	***1436***	***0***	***0***	***0***	***2330***	***0***	***0***	***0***	***0***	***697***	***0***	***0***	***0***	***0***	***0***

204	Flagler St at SR 826 NB Off Ramp																			
Link	211-212				207-206				213-204				205-204				206-214			
direction	Southbound				Westbound				Southbound				Westbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	37	131	0	0	561	31	0	0	0	131	0	0	561	0	0	0	0	31	0
3:45 PM	0	38	135	0	0	579	32	0	0	0	135	0	0	579	0	0	0	0	32	0
4:00 PM	0	38	137	0	0	586	33	0	0	0	137	0	0	586	0	0	0	0	33	0
4:15 PM	0	38	133	0	0	572	32	0	0	0	133	0	0	572	0	0	0	0	32	0
4:30 PM	0	36	127	0	0	542	30	0	0	0	127	0	0	542	0	0	0	0	30	0
4:45 PM	0	39	138	0	0	590	33	0	0	0	138	0	0	590	0	0	0	0	33	0
5:00 PM	0	38	135	0	0	577	32	0	0	0	135	0	0	577	0	0	0	0	32	0
5:15 PM	0	40	141	0	0	606	34	0	0	0	141	0	0	606	0	0	0	0	34	0
5:30 PM	0	37	133	0	0	569	32	0	0	0	133	0	0	569	0	0	0	0	32	0
5:45 PM	0	38	135	0	0	578	32	0	0	0	135	0	0	578	0	0	0	0	32	0
6:00 PM	0	36	129	0	0	552	31	0	0	0	129	0	0	552	0	0	0	0	31	0
6:15 PM	0	36	130	0	0	556	31	0	0	0	130	0	0	556	0	0	0	0	31	0
6:30 PM	0	36	127	0	0	544	30	0	0	0	127	0	0	544	0	0	0	0	30	0
6:45 PM	0	36	127	0	0	545	30	0	0	0	127	0	0	545	0	0	0	0	30	0
7:00 PM	0	34	121	0	0	520	29	0	0	0	121	0	0	520	0	0	0	0	29	0
7:15 PM	0	35	126	0	0	538	30	0	0	0	126	0	0	538	0	0	0	0	30	0
3:30 PM	***0***	***153***	***544***	***0***	***0***	***2330***	***130***	***0***	***0***	***0***	***544***	***0***	***0***	***2330***	***0***	***0***	***0***	***0***	***130***	***0***

202	Flagler St at SR 826 SB Off Ramp																			
Link	220-202				218-202				200-202				203-202							
direction	Northbound				Southbound				Eastbound				Westbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	6	12	9	0	72	11	0	0	97	385	9	0	26	517	0	0	0	0	0	0
3:45 PM	6	12	10	0	75	11	0	0	100	397	9	0	27	533	0	0	0	0	0	0
4:00 PM	6	12	10	0	76	11	0	0	101	402	9	0	27	539	0	0	0	0	0	0
4:15 PM	6	12	10	0	74	11	0	0	99	392	9	0	26	527	0	0	0	0	0	0
4:30 PM	5	11	9	0	70	10	0	0	94	372	8	0	25	499	0	0	0	0	0	0
4:45 PM	6	12	10	0	76	11	0	0	102	405	9	0	27	543	0	0	0	0	0	0
5:00 PM	6	12	10	0	75	11	0	0	100	396	9	0	27	532	0	0	0	0	0	0
5:15 PM	6	13	10	0	78	12	0	0	105	415	9	0	28	558	0	0	0	0	0	0
5:30 PM	6	12	10	0	74	11	0	0	98	390	9	0	26	524	0	0	0	0	0	0
5:45 PM	6	12	10	0	75	11	0	0	100	396	9	0	27	532	0	0	0	0	0	0
6:00 PM	5	12	9	0	71	11	0	0	95	378	9	0	25	508	0	0	0	0	0	0
6:15 PM	5	12	9	0	72	11	0	0	96	381	9	0	26	512	0	0	0	0	0	0
6:30 PM	5	11	9	0	70	10	0	0	94	373	8	0	25	501	0	0	0	0	0	0
6:45 PM	5	11	9	0	70	11	0	0	94	374	8	0	25	502	0	0	0	0	0	0
7:00 PM	5	11	9	0	67	10	0	0	90	357	8	0	24	479	0	0	0	0	0	0
7:15 PM	5	11	9	0	70	10	0	0	93	369	8	0	25	496	0	0	0	0	0	0
3:30 PM	***23***	***49***	***39***	***0***	***301***	***45***	***0***	***0***	***403***	***1598***	***36***	***0***	***107***	***2146***	***0***	***0***	***0***	***0***	***0***	***0***

	Flagler St at SR 826 SB Off Ramp																			
Link	232-218				204-203				7270-232											
direction	Southbound				Westbound															
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	83	120	0	0	543	150	0	0	83	120	0	0	0	0	0	0	0	0	0
3:45 PM	0	86	123	0	0	560	154	0	0	86	123	0	0	0	0	0	0	0	0	0
4:00 PM	0	87	125	0	0	566	156	0	0	87	125	0	0	0	0	0	0	0	0	0
4:15 PM	0	85	122	0	0	553	152	0	0	85	122	0	0	0	0	0	0	0	0	0
4:30 PM	0	80	116	0	0	524	144	0	0	80	116	0	0	0	0	0	0	0	0	0
4:45 PM	0	88	126	0	0	570	157	0	0	88	126	0	0	0	0	0	0	0	0	0
5:00 PM	0	86	123	0	0	558	154	0	0	86	123	0	0	0	0	0	0	0	0	0
5:15 PM	0	90	129	0	0	586	161	0	0	90	129	0	0	0	0	0	0	0	0	0
5:30 PM	0	85	121	0	0	550	152	0	0	85	121	0	0	0	0	0	0	0	0	0
5:45 PM	0	86	123	0	0	559	154	0	0	86	123	0	0	0	0	0	0	0	0	0
6:00 PM	0	82	118	0	0	533	147	0	0	82	118	0	0	0	0	0	0	0	0	0
6:15 PM	0	83	119	0	0	537	148	0	0	83	119	0	0	0	0	0	0	0	0	0
6:30 PM	0	81	116	0	0	526	145	0	0	81	116	0	0	0	0	0	0	0	0	0
6:45 PM	0	81	116	0	0	527	145	0	0	81	116	0	0	0	0	0	0	0	0	0
7:00 PM	0	77	111	0	0	503	139	0	0	77	111	0	0	0	0	0	0	0	0	0
7:15 PM	0	80	115	0	0	520	143	0	0	80	115	0	0	0	0	0	0	0	0	0
3:30 PM	***0***	***346***	***497***	***0***	***0***	***2253***	***621***	***0***	***0***	***346***	***497***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

	SR 826 NB to SR 836 EB																			
Link	7725-208				226-227				227-228											
direction	Northbound				Northbound				Northbound											
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	173	0	168	124	201	0	0	0	96	0	105	0	0	0	0	0	0	0	0
3:45 PM	0	178	0	173	128	207	0	0	0	99	0	108	0	0	0	0	0	0	0	0
4:00 PM	0	180	0	175	129	210	0	0	0	100	0	109	0	0	0	0	0	0	0	0
4:15 PM	0	176	0	171	126	205	0	0	0	98	0	107	0	0	0	0	0	0	0	0
4:30 PM	0	167	0	162	120	194	0	0	0	93	0	101	0	0	0	0	0	0	0	0
4:45 PM	0	182	0	176	130	211	0	0	0	101	0	110	0	0	0	0	0	0	0	0
5:00 PM	0	178	0	173	128	207	0	0	0	99	0	108	0	0	0	0	0	0	0	0
5:15 PM	0	186	0	181	134	217	0	0	0	104	0	113	0	0	0	0	0	0	0	0
5:30 PM	0	175	0	170	126	204	0	0	0	97	0	106	0	0	0	0	0	0	0	0
5:45 PM	0	178	0	173	128	207	0	0	0	99	0	108	0	0	0	0	0	0	0	0
6:00 PM	0	170	0	165	122	197	0	0	0	94	0	103	0	0	0	0	0	0	0	0
6:15 PM	0	171	0	166	123	199	0	0	0	95	0	104	0	0	0	0	0	0	0	0
6:30 PM	0	167	0	163	120	195	0	0	0	93	0	101	0	0	0	0	0	0	0	0
6:45 PM	0	168	0	163	120	195	0	0	0	93	0	102	0	0	0	0	0	0	0	0
7:00 PM	0	160	0	156	115	186	0	0	0	89	0	97	0	0	0	0	0	0	0	0
7:15 PM	0	166	0	161	119	193	0	0	0	92	0	100	0	0	0	0	0	0	0	0
3:30 PM	***0***	***717***	***0***	***697***	***515***	***834***	***0***	***0***	***0***	***399***	***0***	***435***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

306	SW 8 St at SR 826 NB Off Ramp																			
Link	312-306				305-306				308-306											
direction	Northbound				Eastbound				Westbound											
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	184	0	0	0	0	271	0	0	0	545	0	0	0	0	0	0	0	0	0	0
3:45 PM	190	0	0	0	0	279	0	0	0	562	0	0	0	0	0	0	0	0	0	0
4:00 PM	192	0	0	0	0	283	0	0	0	569	0	0	0	0	0	0	0	0	0	0
4:15 PM	187	0	0	0	0	276	0	0	0	555	0	0	0	0	0	0	0	0	0	0
4:30 PM	178	0	0	0	0	262	0	0	0	526	0	0	0	0	0	0	0	0	0	0
4:45 PM	193	0	0	0	0	285	0	0	0	573	0	0	0	0	0	0	0	0	0	0
5:00 PM	189	0	0	0	0	279	0	0	0	561	0	0	0	0	0	0	0	0	0	0
5:15 PM	199	0	0	0	0	292	0	0	0	588	0	0	0	0	0	0	0	0	0	0
5:30 PM	187	0	0	0	0	275	0	0	0	553	0	0	0	0	0	0	0	0	0	0
5:45 PM	190	0	0	0	0	279	0	0	0	561	0	0	0	0	0	0	0	0	0	0
6:00 PM	181	0	0	0	0	266	0	0	0	536	0	0	0	0	0	0	0	0	0	0
6:15 PM	182	0	0	0	0	268	0	0	0	540	0	0	0	0	0	0	0	0	0	0
6:30 PM	178	0	0	0	0	262	0	0	0	528	0	0	0	0	0	0	0	0	0	0
6:45 PM	179	0	0	0	0	263	0	0	0	529	0	0	0	0	0	0	0	0	0	0
7:00 PM	171	0	0	0	0	251	0	0	0	505	0	0	0	0	0	0	0	0	0	0
7:15 PM	176	0	0	0	0	260	0	0	0	523	0	0	0	0	0	0	0	0	0	0
3:30 PM	***764***	***0***	***0***	***0***	***0***	***1125***	***0***	***0***	***0***	***2263***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

	SW 8 St at SR 826 NB Off Ramp																			
Link	311-312				303-305				313-308				307-308				309-308			
direction	Northbound				Eastbound				Northbound				Eastbound				Westbound			
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	184	120	0	0	271	133	0	0	120	0	0	0	271	0	0	0	545	64	0
3:45 PM	0	190	124	0	0	279	138	0	0	124	0	0	0	279	0	0	0	562	66	0
4:00 PM	0	192	125	0	0	283	139	0	0	125	0	0	0	283	0	0	0	569	67	0
4:15 PM	0	187	122	0	0	276	136	0	0	122	0	0	0	276	0	0	0	555	65	0
4:30 PM	0	178	116	0	0	262	129	0	0	116	0	0	0	262	0	0	0	526	62	0
4:45 PM	0	193	126	0	0	285	140	0	0	126	0	0	0	285	0	0	0	573	67	0
5:00 PM	0	189	123	0	0	279	137	0	0	123	0	0	0	279	0	0	0	561	66	0
5:15 PM	0	199	129	0	0	292	144	0	0	129	0	0	0	292	0	0	0	588	69	0
5:30 PM	0	187	122	0	0	275	135	0	0	122	0	0	0	275	0	0	0	553	65	0
5:45 PM	0	190	124	0	0	279	137	0	0	124	0	0	0	279	0	0	0	561	66	0
6:00 PM	0	181	118	0	0	266	131	0	0	118	0	0	0	266	0	0	0	536	63	0
6:15 PM	0	182	119	0	0	268	132	0	0	119	0	0	0	268	0	0	0	540	63	0
6:30 PM	0	178	116	0	0	262	129	0	0	116	0	0	0	262	0	0	0	528	62	0
6:45 PM	0	179	116	0	0	263	130	0	0	116	0	0	0	263	0	0	0	529	62	0
7:00 PM	0	171	111	0	0	251	124	0	0	111	0	0	0	251	0	0	0	505	59	0
7:15 PM	0	176	115	0	0	260	128	0	0	115	0	0	0	260	0	0	0	523	61	0
3:30 PM	***0***	***764***	***498***	***0***	***0***	***1125***	***554***	***0***	***0***	***498***	***0***	***0***	***0***	***1125***	***0***	***0***	***0***	***2263***	***266***	***0***

302	SW 8 St at SR 826 SB Off Ramp																			
Link	301-302				304-302				7273-316				300-301							
direction	Eastbound				Westbound				Southbound				Eastbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	369	0	0	129	745	0	0	0	36	0	145	0	369	0	141	0	0	0	0
3:45 PM	0	380	0	0	133	768	0	0	0	37	0	149	0	380	0	146	0	0	0	0
4:00 PM	0	385	0	0	135	777	0	0	0	37	0	151	0	385	0	148	0	0	0	0
4:15 PM	0	376	0	0	132	759	0	0	0	36	0	147	0	376	0	144	0	0	0	0
4:30 PM	0	356	0	0	125	719	0	0	0	34	0	140	0	356	0	137	0	0	0	0
4:45 PM	0	388	0	0	136	783	0	0	0	37	0	152	0	388	0	149	0	0	0	0
5:00 PM	0	379	0	0	133	766	0	0	0	37	0	149	0	379	0	145	0	0	0	0
5:15 PM	0	398	0	0	139	804	0	0	0	38	0	156	0	398	0	153	0	0	0	0
5:30 PM	0	374	0	0	131	755	0	0	0	36	0	147	0	374	0	143	0	0	0	0
5:45 PM	0	380	0	0	133	767	0	0	0	37	0	149	0	380	0	146	0	0	0	0
6:00 PM	0	362	0	0	127	732	0	0	0	35	0	142	0	362	0	139	0	0	0	0
6:15 PM	0	365	0	0	128	737	0	0	0	35	0	143	0	365	0	140	0	0	0	0
6:30 PM	0	357	0	0	125	721	0	0	0	35	0	140	0	357	0	137	0	0	0	0
6:45 PM	0	358	0	0	125	723	0	0	0	35	0	141	0	358	0	137	0	0	0	0
7:00 PM	0	342	0	0	120	690	0	0	0	33	0	134	0	342	0	131	0	0	0	0
7:15 PM	0	354	0	0	124	714	0	0	0	34	0	139	0	354	0	136	0	0	0	0
3:30 PM	***0***	***1531***	***0***	***0***	***536***	***3092***	***0***	***0***	***0***	***148***	***0***	***601***	***0***	***1531***	***0***	***587***	***0***	***0***	***0***	***0***

303	SW 8 St at SR 826 SB Off Ramp																			
Link	302-303				320-303				321-304				306-304				317-318			
direction	Eastbound				Northbound				Southbound				Westbound				Southbound			
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	369	0	0	0	0	36	0	0	0	145	0	129	600	0	0	0	0	36	0
3:45 PM	0	380	0	0	0	0	37	0	0	0	149	0	133	619	0	0	0	0	37	0
4:00 PM	0	385	0	0	0	0	37	0	0	0	151	0	135	626	0	0	0	0	37	0
4:15 PM	0	376	0	0	0	0	36	0	0	0	147	0	132	611	0	0	0	0	36	0
4:30 PM	0	356	0	0	0	0	34	0	0	0	140	0	125	579	0	0	0	0	34	0
4:45 PM	0	388	0	0	0	0	37	0	0	0	152	0	136	631	0	0	0	0	37	0
5:00 PM	0	379	0	0	0	0	37	0	0	0	149	0	133	617	0	0	0	0	37	0
5:15 PM	0	398	0	0	0	0	38	0	0	0	156	0	139	647	0	0	0	0	38	0
5:30 PM	0	374	0	0	0	0	36	0	0	0	147	0	131	609	0	0	0	0	36	0
5:45 PM	0	380	0	0	0	0	37	0	0	0	149	0	133	618	0	0	0	0	37	0
6:00 PM	0	362	0	0	0	0	35	0	0	0	142	0	127	590	0	0	0	0	35	0
6:15 PM	0	365	0	0	0	0	35	0	0	0	143	0	128	594	0	0	0	0	35	0
6:30 PM	0	357	0	0	0	0	35	0	0	0	140	0	125	581	0	0	0	0	35	0
6:45 PM	0	358	0	0	0	0	35	0	0	0	141	0	125	583	0	0	0	0	35	0
7:00 PM	0	342	0	0	0	0	33	0	0	0	134	0	120	556	0	0	0	0	33	0
7:15 PM	0	354	0	0	0	0	34	0	0	0	139	0	124	575	0	0	0	0	34	0
3:30 PM	***0***	***1531***	***0***	***0***	***0***	***0***	***148***	***0***	***0***	***0***	***601***	***0***	***536***	***2491***	***0***	***0***	***0***	***0***	***148***	***0***

303	SW 8 St at SR 826 SB Off Ramp																			
Link	317-318				318-319				319-320											
direction	Southbound				Southbound				Southbound											
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	0	36	0	0	0	36	0	0	0	36	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	37	0	0	0	37	0	0	0	37	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	37	0	0	0	37	0	0	0	37	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	36	0	0	0	36	0	0	0	36	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	34	0	0	0	34	0	0	0	34	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	37	0	0	0	37	0	0	0	37	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	37	0	0	0	37	0	0	0	37	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	38	0	0	0	38	0	0	0	38	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	36	0	0	0	36	0	0	0	36	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	37	0	0	0	37	0	0	0	37	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	35	0	0	0	35	0	0	0	35	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	35	0	0	0	35	0	0	0	35	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	35	0	0	0	35	0	0	0	35	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	35	0	0	0	35	0	0	0	35	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	33	0	0	0	33	0	0	0	33	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	34	0	0	0	34	0	0	0	34	0	0	0	0	0	0	0	0	0
3:30 PM	***0***	***0***	***148***	***0***	***0***	***0***	***148***	***0***	***0***	***0***	***148***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

404	SW 24 St at SR 826 NB Off Ramp																			
Link	407-404				403-404				405-404				7650-406							
direction	Northbound				Eastbound				Westbound				Northbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	98	0	11	0	0	383	0	0	67	475	0	0	98	11	98	0	0	0	0	0
3:45 PM	101	0	11	0	0	395	0	0	69	490	0	0	101	11	102	0	0	0	0	0
4:00 PM	102	0	11	0	0	400	0	0	70	496	0	0	102	11	103	0	0	0	0	0
4:15 PM	99	0	11	0	0	390	0	0	68	484	0	0	99	11	100	0	0	0	0	0
4:30 PM	94	0	10	0	0	370	0	0	64	459	0	0	94	10	95	0	0	0	0	0
4:45 PM	103	0	11	0	0	403	0	0	70	500	0	0	103	11	104	0	0	0	0	0
5:00 PM	100	0	11	0	0	394	0	0	69	489	0	0	100	11	101	0	0	0	0	0
5:15 PM	105	0	12	0	0	413	0	0	72	513	0	0	105	12	106	0	0	0	0	0
5:30 PM	99	0	11	0	0	388	0	0	68	482	0	0	99	11	100	0	0	0	0	0
5:45 PM	100	0	11	0	0	394	0	0	69	490	0	0	100	11	101	0	0	0	0	0
6:00 PM	96	0	11	0	0	376	0	0	66	467	0	0	96	11	97	0	0	0	0	0
6:15 PM	97	0	11	0	0	379	0	0	66	471	0	0	97	11	98	0	0	0	0	0
6:30 PM	94	0	10	0	0	371	0	0	65	461	0	0	94	10	95	0	0	0	0	0
6:45 PM	95	0	11	0	0	372	0	0	65	462	0	0	95	11	96	0	0	0	0	0
7:00 PM	90	0	10	0	0	355	0	0	62	441	0	0	90	10	91	0	0	0	0	0
7:15 PM	94	0	10	0	0	367	0	0	64	456	0	0	94	10	94	0	0	0	0	0
3:30 PM	***405***	***0***	***45***	***0***	***0***	***1590***	***0***	***0***	***277***	***1974***	***0***	***0***	***405***	***45***	***409***	***0***	***0***	***0***	***0***	***0***

404	SW 24 St at SR 826 NB Off Ramp																			
Link	406-407				401-403				407-412				404-412				403-407			
direction	Northbound				Eastbound				Northbound				Eastbound				Eastbound			
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	98	11	98	0	0	383	107	0	0	0	98	0	0	394	0	0	0	0	107	0
3:45 PM	101	11	101	0	0	395	110	0	0	0	101	0	0	406	0	0	0	0	110	0
4:00 PM	102	11	103	0	0	400	112	0	0	0	103	0	0	411	0	0	0	0	112	0
4:15 PM	99	11	100	0	0	390	109	0	0	0	100	0	0	401	0	0	0	0	109	0
4:30 PM	94	10	95	0	0	370	103	0	0	0	95	0	0	380	0	0	0	0	103	0
4:45 PM	103	11	103	0	0	403	112	0	0	0	103	0	0	414	0	0	0	0	112	0
5:00 PM	100	11	101	0	0	394	110	0	0	0	101	0	0	405	0	0	0	0	110	0
5:15 PM	105	12	106	0	0	413	115	0	0	0	106	0	0	425	0	0	0	0	115	0
5:30 PM	99	11	100	0	0	388	108	0	0	0	100	0	0	400	0	0	0	0	108	0
5:45 PM	100	11	101	0	0	394	110	0	0	0	101	0	0	406	0	0	0	0	110	0
6:00 PM	96	11	97	0	0	376	105	0	0	0	97	0	0	387	0	0	0	0	105	0
6:15 PM	97	11	97	0	0	379	106	0	0	0	97	0	0	390	0	0	0	0	106	0
6:30 PM	94	10	95	0	0	371	104	0	0	0	95	0	0	382	0	0	0	0	104	0
6:45 PM	95	11	96	0	0	372	104	0	0	0	96	0	0	383	0	0	0	0	104	0
7:00 PM	90	10	91	0	0	355	99	0	0	0	91	0	0	365	0	0	0	0	99	0
7:15 PM	94	10	94	0	0	367	103	0	0	0	94	0	0	378	0	0	0	0	103	0
3:30 PM	***405***	***45***	***409***	***0***	***0***	***1590***	***444***	***0***	***0***	***0***	***409***	***0***	***0***	***1635***	***0***	***0***	***0***	***0***	***444***	***0***

401	SW 24 St at SR 826 SB Off Ramp																			
Link	409-401				400-401				402-401				404-402				402-410			
direction	Southbound				Eastbound				Westbound				Westbound				Westbound			
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	138	0	219	0	56	352	0	0	0	430	0	0	0	430	143	0	0	0	143	0
3:45 PM	142	0	226	0	58	363	0	0	0	443	0	0	0	443	148	0	0	0	148	0
4:00 PM	144	0	228	0	59	367	0	0	0	449	0	0	0	449	149	0	0	0	149	0
4:15 PM	141	0	223	0	57	359	0	0	0	438	0	0	0	438	146	0	0	0	146	0
4:30 PM	133	0	211	0	54	340	0	0	0	415	0	0	0	415	138	0	0	0	138	0
4:45 PM	145	0	230	0	59	370	0	0	0	452	0	0	0	452	150	0	0	0	150	0
5:00 PM	142	0	225	0	58	362	0	0	0	442	0	0	0	442	147	0	0	0	147	0
5:15 PM	149	0	236	0	61	380	0	0	0	464	0	0	0	464	154	0	0	0	154	0
5:30 PM	140	0	222	0	57	357	0	0	0	436	0	0	0	436	145	0	0	0	145	0
5:45 PM	142	0	225	0	58	362	0	0	0	443	0	0	0	443	147	0	0	0	147	0
6:00 PM	136	0	215	0	55	346	0	0	0	423	0	0	0	423	141	0	0	0	141	0
6:15 PM	137	0	217	0	56	348	0	0	0	426	0	0	0	426	142	0	0	0	142	0
6:30 PM	134	0	212	0	55	341	0	0	0	416	0	0	0	416	139	0	0	0	139	0
6:45 PM	134	0	212	0	55	342	0	0	0	418	0	0	0	418	139	0	0	0	139	0
7:00 PM	128	0	203	0	52	326	0	0	0	399	0	0	0	399	133	0	0	0	133	0
7:15 PM	132	0	210	0	54	337	0	0	0	412	0	0	0	412	137	0	0	0	137	0
3:30 PM	***573***	***0***	***908***	***0***	***234***	***1461***	***0***	***0***	***0***	***1785***	***0***	***0***	***0***	***1785***	***594***	***0***	***0***	***0***	***594***	***0***

504	SW 40 St at SR 826 NB Off Ramp																			
Link	511-504				503-504				505-504				502-503				510-511			
direction	Northbound				Eastbound				Westbound				Eastbound				Northbound			
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	0	148	111	0	400	0	0	271	356	155	0	0	400	87	0	111	0	148	0
3:45 PM	0	0	153	115	0	413	0	0	280	367	159	0	0	413	90	0	115	0	153	0
4:00 PM	0	0	154	116	0	418	0	0	283	371	161	0	0	418	91	0	116	0	154	0
4:15 PM	0	0	151	113	0	408	0	0	277	363	158	0	0	408	89	0	113	0	151	0
4:30 PM	0	0	143	107	0	387	0	0	262	344	149	0	0	387	84	0	107	0	143	0
4:45 PM	0	0	155	117	0	421	0	0	285	374	163	0	0	421	91	0	117	0	155	0
5:00 PM	0	0	152	114	0	412	0	0	279	366	159	0	0	412	89	0	114	0	152	0
5:15 PM	0	0	160	120	0	432	0	0	293	384	167	0	0	432	94	0	120	0	160	0
5:30 PM	0	0	150	113	0	406	0	0	275	361	157	0	0	406	88	0	113	0	150	0
5:45 PM	0	0	152	115	0	413	0	0	280	367	159	0	0	413	90	0	115	0	152	0
6:00 PM	0	0	145	109	0	394	0	0	267	350	152	0	0	394	85	0	109	0	145	0
6:15 PM	0	0	146	110	0	397	0	0	269	353	153	0	0	397	86	0	110	0	146	0
6:30 PM	0	0	143	108	0	388	0	0	263	345	150	0	0	388	84	0	108	0	143	0
6:45 PM	0	0	144	108	0	389	0	0	264	346	150	0	0	389	84	0	108	0	144	0
7:00 PM	0	0	137	103	0	371	0	0	252	330	143	0	0	371	81	0	103	0	137	0
7:15 PM	0	0	142	107	0	384	0	0	260	341	148	0	0	384	83	0	107	0	142	0
3:30 PM	***0***	***0***	***614***	***462***	***0***	***1663***	***0***	***0***	***1127***	***1478***	***642***	***0***	***0***	***1663***	***361***	***0***	***462***	***0***	***614***	***0***

	SW 40 St at SR 826 NB Off Ramp																			
Link	508-509				509-510				510-511				512-513							
direction	Northbound				Northbound				Northbound				Northbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	259	0	0	0	259	0	0	0	259	0	0	0	0	155	0	0	0	0	0
3:45 PM	0	267	0	0	0	267	0	0	0	267	0	0	0	0	159	0	0	0	0	0
4:00 PM	0	270	0	0	0	270	0	0	0	270	0	0	0	0	161	0	0	0	0	0
4:15 PM	0	264	0	0	0	264	0	0	0	264	0	0	0	0	158	0	0	0	0	0
4:30 PM	0	250	0	0	0	250	0	0	0	250	0	0	0	0	149	0	0	0	0	0
4:45 PM	0	272	0	0	0	272	0	0	0	272	0	0	0	0	163	0	0	0	0	0
5:00 PM	0	267	0	0	0	267	0	0	0	267	0	0	0	0	159	0	0	0	0	0
5:15 PM	0	280	0	0	0	280	0	0	0	280	0	0	0	0	167	0	0	0	0	0
5:30 PM	0	263	0	0	0	263	0	0	0	263	0	0	0	0	157	0	0	0	0	0
5:45 PM	0	267	0	0	0	267	0	0	0	267	0	0	0	0	159	0	0	0	0	0
6:00 PM	0	255	0	0	0	255	0	0	0	255	0	0	0	0	152	0	0	0	0	0
6:15 PM	0	257	0	0	0	257	0	0	0	257	0	0	0	0	153	0	0	0	0	0
6:30 PM	0	251	0	0	0	251	0	0	0	251	0	0	0	0	150	0	0	0	0	0
6:45 PM	0	252	0	0	0	252	0	0	0	252	0	0	0	0	150	0	0	0	0	0
7:00 PM	0	240	0	0	0	240	0	0	0	240	0	0	0	0	143	0	0	0	0	0
7:15 PM	0	248	0	0	0	248	0	0	0	248	0	0	0	0	148	0	0	0	0	0
3:30 PM	***0***	***1076***	***0***	***0***	***0***	***1076***	***0***	***0***	***0***	***1076***	***0***	***0***	***0***	***0***	***642***	***0***	***0***	***0***	***0***	***0***

502	SW 40 St at SR 826 SB Off Ramp																			
Link	515-502				501-502				504-502				500-501				514-515			
direction	Southbound				Eastbound				Westbound				Eastbound				Southbound			
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	141	0	207	0	0	347	0	0	271	467	0	0	0	347	70	0	0	348	0	0
3:45 PM	145	0	214	0	0	357	0	0	280	482	0	0	0	357	72	0	0	359	0	0
4:00 PM	147	0	216	0	0	362	0	0	283	488	0	0	0	362	73	0	0	363	0	0
4:15 PM	144	0	211	0	0	353	0	0	277	476	0	0	0	353	71	0	0	355	0	0
4:30 PM	136	0	200	0	0	335	0	0	262	451	0	0	0	335	67	0	0	336	0	0
4:45 PM	148	0	218	0	0	364	0	0	285	491	0	0	0	364	73	0	0	366	0	0
5:00 PM	145	0	213	0	0	356	0	0	279	481	0	0	0	356	72	0	0	358	0	0
5:15 PM	152	0	224	0	0	374	0	0	293	504	0	0	0	374	75	0	0	376	0	0
5:30 PM	143	0	210	0	0	352	0	0	275	474	0	0	0	352	71	0	0	353	0	0
5:45 PM	145	0	214	0	0	357	0	0	280	481	0	0	0	357	72	0	0	359	0	0
6:00 PM	138	0	204	0	0	341	0	0	267	459	0	0	0	341	68	0	0	342	0	0
6:15 PM	140	0	205	0	0	343	0	0	269	463	0	0	0	343	69	0	0	345	0	0
6:30 PM	136	0	201	0	0	336	0	0	263	453	0	0	0	336	67	0	0	337	0	0
6:45 PM	137	0	201	0	0	337	0	0	264	454	0	0	0	337	68	0	0	338	0	0
7:00 PM	131	0	192	0	0	321	0	0	252	433	0	0	0	321	65	0	0	323	0	0
7:15 PM	135	0	199	0	0	332	0	0	260	448	0	0	0	332	67	0	0	334	0	0
3:30 PM	***585***	***0***	***861***	***0***	***0***	***1439***	***0***	***0***	***1127***	***1940***	***0***	***0***	***0***	***1439***	***289***	***0***	***0***	***1446***	***0***	***0***

603	SW 56 St at SR 826 NB Off Ramp																			
Link	606-603				602-603				604-603				7570-606							
direction	Northbound				Eastbound				Westbound											
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	0	0	76	93	183	0	0	45	331	0	0	0	76	36	0	0	0	0	0
3:45 PM	0	0	0	78	96	189	0	0	47	341	0	0	0	78	38	0	0	0	0	0
4:00 PM	0	0	0	79	97	191	0	0	47	345	0	0	0	79	38	0	0	0	0	0
4:15 PM	0	0	0	77	95	187	0	0	46	337	0	0	0	77	37	0	0	0	0	0
4:30 PM	0	0	0	73	90	177	0	0	44	319	0	0	0	73	35	0	0	0	0	0
4:45 PM	0	0	0	80	98	192	0	0	48	348	0	0	0	80	38	0	0	0	0	0
5:00 PM	0	0	0	78	96	188	0	0	47	340	0	0	0	78	37	0	0	0	0	0
5:15 PM	0	0	0	82	101	198	0	0	49	357	0	0	0	82	39	0	0	0	0	0
5:30 PM	0	0	0	77	95	186	0	0	46	335	0	0	0	77	37	0	0	0	0	0
5:45 PM	0	0	0	78	96	189	0	0	47	341	0	0	0	78	37	0	0	0	0	0
6:00 PM	0	0	0	75	92	180	0	0	44	325	0	0	0	75	36	0	0	0	0	0
6:15 PM	0	0	0	75	92	181	0	0	45	327	0	0	0	75	36	0	0	0	0	0
6:30 PM	0	0	0	73	90	177	0	0	44	320	0	0	0	73	35	0	0	0	0	0
6:45 PM	0	0	0	74	91	178	0	0	44	321	0	0	0	74	35	0	0	0	0	0
7:00 PM	0	0	0	70	86	170	0	0	42	307	0	0	0	70	34	0	0	0	0	0
7:15 PM	0	0	0	73	89	175	0	0	43	317	0	0	0	73	35	0	0	0	0	0
3:30 PM	***0***	***0***	***0***	***315***	***387***	***760***	***0***	***0***	***188***	***1373***	***0***	***0***	***0***	***315***	***151***	***0***	***0***	***0***	***0***	***0***

	SW 56 St at SR 826 NB Off Ramp																			
Link	606-604				603-604				605-604				615-616							
direction	Northbound				Eastbound				Westbound				Northbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	0	0	36	0	183	0	0	45	331	99	0	171	146	0	0	0	0	0	0
3:45 PM	0	0	0	38	0	189	0	0	47	341	102	0	177	151	0	0	0	0	0	0
4:00 PM	0	0	0	38	0	191	0	0	47	345	103	0	179	152	0	0	0	0	0	0
4:15 PM	0	0	0	37	0	187	0	0	46	337	101	0	175	149	0	0	0	0	0	0
4:30 PM	0	0	0	35	0	177	0	0	44	319	96	0	166	141	0	0	0	0	0	0
4:45 PM	0	0	0	38	0	192	0	0	48	348	104	0	180	153	0	0	0	0	0	0
5:00 PM	0	0	0	37	0	188	0	0	47	340	102	0	176	150	0	0	0	0	0	0
5:15 PM	0	0	0	39	0	198	0	0	49	357	107	0	185	157	0	0	0	0	0	0
5:30 PM	0	0	0	37	0	186	0	0	46	335	100	0	174	148	0	0	0	0	0	0
5:45 PM	0	0	0	37	0	189	0	0	47	341	102	0	177	150	0	0	0	0	0	0
6:00 PM	0	0	0	36	0	180	0	0	44	325	97	0	169	143	0	0	0	0	0	0
6:15 PM	0	0	0	36	0	181	0	0	45	327	98	0	170	145	0	0	0	0	0	0
6:30 PM	0	0	0	35	0	177	0	0	44	320	96	0	166	141	0	0	0	0	0	0
6:45 PM	0	0	0	35	0	178	0	0	44	321	96	0	167	142	0	0	0	0	0	0
7:00 PM	0	0	0	34	0	170	0	0	42	307	92	0	159	135	0	0	0	0	0	0
7:15 PM	0	0	0	35	0	175	0	0	43	317	95	0	164	140	0	0	0	0	0	0
3:30 PM	***0***	***0***	***0***	***151***	***0***	***760***	***0***	***0***	***188***	***1373***	***411***	***0***	***712***	***606***	***0***	***0***	***0***	***0***	***0***	***0***

602	SW 56 St at SR 826 SB Off Ramp																			
Link	612-602				601-602				603-602				600-601							
direction	Southbound				Eastbound				Westbound				Eastbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	0	185	70	93	113	0	0	45	406	0	0	93	113	45	0	0	0	0	0
3:45 PM	0	0	191	72	96	117	0	0	47	419	0	0	96	117	46	0	0	0	0	0
4:00 PM	0	0	193	73	97	118	0	0	47	424	0	0	97	118	47	0	0	0	0	0
4:15 PM	0	0	188	71	95	116	0	0	46	414	0	0	95	116	46	0	0	0	0	0
4:30 PM	0	0	179	67	90	110	0	0	44	393	0	0	90	110	43	0	0	0	0	0
4:45 PM	0	0	194	73	98	119	0	0	48	427	0	0	98	119	47	0	0	0	0	0
5:00 PM	0	0	190	72	96	117	0	0	47	418	0	0	96	117	46	0	0	0	0	0
5:15 PM	0	0	200	75	101	122	0	0	49	439	0	0	101	122	49	0	0	0	0	0
5:30 PM	0	0	188	71	95	115	0	0	46	412	0	0	95	115	46	0	0	0	0	0
5:45 PM	0	0	191	72	96	117	0	0	47	419	0	0	96	117	46	0	0	0	0	0
6:00 PM	0	0	182	68	92	111	0	0	44	400	0	0	92	111	44	0	0	0	0	0
6:15 PM	0	0	183	69	92	112	0	0	45	403	0	0	92	112	45	0	0	0	0	0
6:30 PM	0	0	179	67	90	110	0	0	44	394	0	0	90	110	44	0	0	0	0	0
6:45 PM	0	0	180	68	91	110	0	0	44	395	0	0	91	110	44	0	0	0	0	0
7:00 PM	0	0	171	65	86	105	0	0	42	377	0	0	86	105	42	0	0	0	0	0
7:15 PM	0	0	177	67	89	109	0	0	43	390	0	0	89	109	43	0	0	0	0	0
3:30 PM	***0***	***0***	***768***	***289***	***387***	***471***	***0***	***0***	***188***	***1688***	***0***	***0***	***387***	***471***	***187***	***0***	***0***	***0***	***0***	***0***

703	SW 72 St at SR 826 NB Off Ramp																			
Link	706-703				702-703				704-703				7545-706							
direction	Northbound				Eastbound				Westbound				Northbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	0	0	44	119	248	0	0	42	253	0	0	0	44	0	20	0	0	0	0
3:45 PM	0	0	0	45	123	256	0	0	43	261	0	0	0	45	0	21	0	0	0	0
4:00 PM	0	0	0	46	124	259	0	0	44	264	0	0	0	46	0	21	0	0	0	0
4:15 PM	0	0	0	45	121	253	0	0	43	258	0	0	0	45	0	20	0	0	0	0
4:30 PM	0	0	0	42	115	239	0	0	40	245	0	0	0	42	0	19	0	0	0	0
4:45 PM	0	0	0	46	125	261	0	0	44	266	0	0	0	46	0	21	0	0	0	0
5:00 PM	0	0	0	45	122	255	0	0	43	261	0	0	0	45	0	21	0	0	0	0
5:15 PM	0	0	0	47	128	267	0	0	45	273	0	0	0	47	0	22	0	0	0	0
5:30 PM	0	0	0	44	121	251	0	0	43	257	0	0	0	44	0	20	0	0	0	0
5:45 PM	0	0	0	45	123	255	0	0	43	261	0	0	0	45	0	21	0	0	0	0
6:00 PM	0	0	0	43	117	244	0	0	41	249	0	0	0	43	0	20	0	0	0	0
6:15 PM	0	0	0	43	118	245	0	0	41	251	0	0	0	43	0	20	0	0	0	0
6:30 PM	0	0	0	42	115	240	0	0	41	245	0	0	0	42	0	19	0	0	0	0
6:45 PM	0	0	0	43	116	241	0	0	41	246	0	0	0	43	0	19	0	0	0	0
7:00 PM	0	0	0	41	110	230	0	0	39	235	0	0	0	41	0	19	0	0	0	0
7:15 PM	0	0	0	42	114	238	0	0	40	243	0	0	0	42	0	19	0	0	0	0
3:30 PM	***0***	***0***	***0***	***182***	***494***	***1029***	***0***	***0***	***174***	***1052***	***0***	***0***	***0***	***182***	***0***	***83***	***0***	***0***	***0***	***0***

703	SW 72 St at SR 826 NB Off Ramp																			
Link	706-704				703-704				705-704											
direction	Northbound				Eastbound				Westbound											
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	0	0	20	0	248	0	0	42	253	173	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	21	0	256	0	0	43	261	178	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	21	0	259	0	0	44	264	180	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	20	0	253	0	0	43	258	176	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	19	0	239	0	0	40	245	167	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	21	0	261	0	0	44	266	182	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	21	0	255	0	0	43	261	178	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	22	0	267	0	0	45	273	186	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	20	0	251	0	0	43	257	175	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	21	0	255	0	0	43	261	178	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	20	0	244	0	0	41	249	170	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	20	0	245	0	0	41	251	171	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	19	0	240	0	0	41	245	167	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	19	0	241	0	0	41	246	168	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	19	0	230	0	0	39	235	160	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	19	0	238	0	0	40	243	166	0	0	0	0	0	0	0	0	0
3:30 PM	***0***	***0***	***0***	***83***	***0***	***1029***	***0***	***0***	***174***	***1052***	***717***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

702	SW 72 St at SR 826 SB Off Ramp																			
Link	708-702				701-702				703-702				700-701							
direction	Southbound				Eastbound				Westbound				Eastbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	0	134	123	119	124	0	0	42	297	0	0	119	124	0	33	0	0	0	0
3:45 PM	0	0	138	127	123	128	0	0	43	307	0	0	123	128	0	35	0	0	0	0
4:00 PM	0	0	140	129	124	130	0	0	44	310	0	0	124	130	0	35	0	0	0	0
4:15 PM	0	0	137	126	121	127	0	0	43	303	0	0	121	127	0	34	0	0	0	0
4:30 PM	0	0	130	119	115	120	0	0	40	287	0	0	115	120	0	32	0	0	0	0
4:45 PM	0	0	141	130	125	131	0	0	44	312	0	0	125	131	0	35	0	0	0	0
5:00 PM	0	0	138	127	122	128	0	0	43	306	0	0	122	128	0	34	0	0	0	0
5:15 PM	0	0	145	133	128	134	0	0	45	321	0	0	128	134	0	36	0	0	0	0
5:30 PM	0	0	136	125	121	126	0	0	43	301	0	0	121	126	0	34	0	0	0	0
5:45 PM	0	0	138	127	123	128	0	0	43	306	0	0	123	128	0	34	0	0	0	0
6:00 PM	0	0	132	121	117	122	0	0	41	292	0	0	117	122	0	33	0	0	0	0
6:15 PM	0	0	133	122	118	123	0	0	41	294	0	0	118	123	0	33	0	0	0	0
6:30 PM	0	0	130	119	115	121	0	0	41	288	0	0	115	121	0	32	0	0	0	0
6:45 PM	0	0	130	120	116	121	0	0	41	289	0	0	116	121	0	33	0	0	0	0
7:00 PM	0	0	124	114	110	115	0	0	39	276	0	0	110	115	0	31	0	0	0	0
7:15 PM	0	0	129	118	114	119	0	0	40	285	0	0	114	119	0	32	0	0	0	0
3:30 PM	***0***	***0***	***557***	***512***	***494***	***517***	***0***	***0***	***174***	***1234***	***0***	***0***	***494***	***517***	***0***	***139***	***0***	***0***	***0***	***0***

806	SW 88 St at SR 826 NB Off Ramp																			
Link	810-806				805-806				807-806				8832-832							
direction	Northbound				Eastbound				Westbound											
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	14	0	0	0	0	437	0	0	0	360	0	0	0	0	80	0	0	0	0	0
3:45 PM	15	0	0	0	0	451	0	0	0	371	0	0	0	0	82	0	0	0	0	0
4:00 PM	15	0	0	0	0	456	0	0	0	376	0	0	0	0	83	0	0	0	0	0
4:15 PM	14	0	0	0	0	445	0	0	0	367	0	0	0	0	81	0	0	0	0	0
4:30 PM	14	0	0	0	0	422	0	0	0	348	0	0	0	0	77	0	0	0	0	0
4:45 PM	15	0	0	0	0	460	0	0	0	379	0	0	0	0	84	0	0	0	0	0
5:00 PM	15	0	0	0	0	450	0	0	0	370	0	0	0	0	82	0	0	0	0	0
5:15 PM	15	0	0	0	0	472	0	0	0	389	0	0	0	0	86	0	0	0	0	0
5:30 PM	14	0	0	0	0	443	0	0	0	365	0	0	0	0	81	0	0	0	0	0
5:45 PM	15	0	0	0	0	450	0	0	0	371	0	0	0	0	82	0	0	0	0	0
6:00 PM	14	0	0	0	0	430	0	0	0	354	0	0	0	0	79	0	0	0	0	0
6:15 PM	14	0	0	0	0	433	0	0	0	357	0	0	0	0	79	0	0	0	0	0
6:30 PM	14	0	0	0	0	423	0	0	0	349	0	0	0	0	77	0	0	0	0	0
6:45 PM	14	0	0	0	0	425	0	0	0	350	0	0	0	0	78	0	0	0	0	0
7:00 PM	13	0	0	0	0	405	0	0	0	334	0	0	0	0	74	0	0	0	0	0
7:15 PM	14	0	0	0	0	419	0	0	0	345	0	0	0	0	77	0	0	0	0	0
3:30 PM	***59***	***0***	***0***	***0***	***0***	***1815***	***0***	***0***	***0***	***1495***	***0***	***0***	***0***	***0***	***332***	***0***	***0***	***0***	***0***	***0***

	SW 88 St at SR 826 NB Off Ramp																			
Link	809-810				810-807				806-807				808-807				835-812			
direction	Northbound				Northbound				Eastbound				Westbound				Northbound			
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	14	12	0	0	0	0	12	0	437	0	0	0	360	225	0	0	80	0	0
3:45 PM	0	15	12	0	0	0	0	12	0	451	0	0	0	371	232	0	0	82	0	0
4:00 PM	0	15	12	0	0	0	0	12	0	456	0	0	0	376	235	0	0	83	0	0
4:15 PM	0	14	12	0	0	0	0	12	0	445	0	0	0	367	229	0	0	81	0	0
4:30 PM	0	14	11	0	0	0	0	11	0	422	0	0	0	348	217	0	0	77	0	0
4:45 PM	0	15	12	0	0	0	0	12	0	460	0	0	0	379	237	0	0	84	0	0
5:00 PM	0	15	12	0	0	0	0	12	0	450	0	0	0	370	232	0	0	82	0	0
5:15 PM	0	15	12	0	0	0	0	12	0	472	0	0	0	389	243	0	0	86	0	0
5:30 PM	0	14	12	0	0	0	0	12	0	443	0	0	0	365	228	0	0	81	0	0
5:45 PM	0	15	12	0	0	0	0	12	0	450	0	0	0	371	232	0	0	82	0	0
6:00 PM	0	14	11	0	0	0	0	11	0	430	0	0	0	354	221	0	0	79	0	0
6:15 PM	0	14	11	0	0	0	0	11	0	433	0	0	0	357	223	0	0	79	0	0
6:30 PM	0	14	11	0	0	0	0	11	0	423	0	0	0	349	218	0	0	77	0	0
6:45 PM	0	14	11	0	0	0	0	11	0	425	0	0	0	350	219	0	0	78	0	0
7:00 PM	0	13	11	0	0	0	0	11	0	405	0	0	0	334	209	0	0	74	0	0
7:15 PM	0	14	11	0	0	0	0	11	0	419	0	0	0	345	216	0	0	77	0	0
3:30 PM	***0***	***59***	***48***	***0***	***0***	***0***	***0***	***48***	***0***	***1815***	***0***	***0***	***0***	***1495***	***935***	***0***	***0***	***332***	***0***	***0***

804	SW 88 St at SR 826 SB Off Ramp																			
Link	818-804				821-804				802-804				806-804							
direction	Northbound				Southbound				Eastbound				Westbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	0	116	0	0	0	0	183	0	321	0	0	0	374	0	0	0	0	0	0
3:45 PM	0	0	119	0	0	0	0	189	0	331	0	0	0	386	0	0	0	0	0	0
4:00 PM	0	0	121	0	0	0	0	191	0	335	0	0	0	391	0	0	0	0	0	0
4:15 PM	0	0	118	0	0	0	0	187	0	327	0	0	0	381	0	0	0	0	0	0
4:30 PM	0	0	112	0	0	0	0	177	0	310	0	0	0	361	0	0	0	0	0	0
4:45 PM	0	0	122	0	0	0	0	192	0	338	0	0	0	393	0	0	0	0	0	0
5:00 PM	0	0	119	0	0	0	0	188	0	330	0	0	0	385	0	0	0	0	0	0
5:15 PM	0	0	125	0	0	0	0	198	0	347	0	0	0	404	0	0	0	0	0	0
5:30 PM	0	0	118	0	0	0	0	186	0	326	0	0	0	380	0	0	0	0	0	0
5:45 PM	0	0	119	0	0	0	0	189	0	331	0	0	0	386	0	0	0	0	0	0
6:00 PM	0	0	114	0	0	0	0	180	0	316	0	0	0	368	0	0	0	0	0	0
6:15 PM	0	0	115	0	0	0	0	181	0	318	0	0	0	371	0	0	0	0	0	0
6:30 PM	0	0	112	0	0	0	0	177	0	311	0	0	0	363	0	0	0	0	0	0
6:45 PM	0	0	113	0	0	0	0	178	0	312	0	0	0	363	0	0	0	0	0	0
7:00 PM	0	0	107	0	0	0	0	170	0	298	0	0	0	347	0	0	0	0	0	0
7:15 PM	0	0	111	0	0	0	0	175	0	308	0	0	0	359	0	0	0	0	0	0
3:30 PM	***0***	***0***	***481***	***0***	***0***	***0***	***0***	***760***	***0***	***1334***	***0***	***0***	***0***	***1554***	***0***	***0***	***0***	***0***	***0***	***0***

	SW 88 St at SR 826 SB On-Off Ramps																			
Link	813-814				819-820				801-802				823-824							
direction	Southbound				Southbound				Eastbound				Southbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	116	0	279	96	183	0	0	0	321	190	0	0	26	0	163	0	0	0	0
3:45 PM	0	119	0	287	99	189	0	0	0	331	195	0	0	27	0	168	0	0	0	0
4:00 PM	0	121	0	291	100	191	0	0	0	335	198	0	0	27	0	170	0	0	0	0
4:15 PM	0	118	0	284	97	187	0	0	0	327	193	0	0	27	0	166	0	0	0	0
4:30 PM	0	112	0	269	92	177	0	0	0	310	183	0	0	25	0	158	0	0	0	0
4:45 PM	0	122	0	293	101	192	0	0	0	338	199	0	0	28	0	172	0	0	0	0
5:00 PM	0	119	0	287	98	188	0	0	0	330	195	0	0	27	0	168	0	0	0	0
5:15 PM	0	125	0	301	103	198	0	0	0	347	205	0	0	28	0	176	0	0	0	0
5:30 PM	0	118	0	283	97	186	0	0	0	326	192	0	0	27	0	166	0	0	0	0
5:45 PM	0	119	0	287	98	189	0	0	0	331	195	0	0	27	0	168	0	0	0	0
6:00 PM	0	114	0	274	94	180	0	0	0	316	186	0	0	26	0	160	0	0	0	0
6:15 PM	0	115	0	276	95	181	0	0	0	318	188	0	0	26	0	162	0	0	0	0
6:30 PM	0	112	0	270	93	177	0	0	0	311	184	0	0	25	0	158	0	0	0	0
6:45 PM	0	113	0	271	93	178	0	0	0	312	184	0	0	25	0	159	0	0	0	0
7:00 PM	0	107	0	258	89	170	0	0	0	298	176	0	0	24	0	151	0	0	0	0
7:15 PM	0	111	0	267	92	175	0	0	0	308	182	0	0	25	0	157	0	0	0	0
3:30 PM	***0***	***481***	***0***	***1157***	***397***	***760***	***0***	***0***	***0***	***1334***	***787***	***0***	***0***	***109***	***0***	***678***	***0***	***0***	***0***	***0***

	SW 88 St at SR 826 SB On-Off Ramps																			
Link	816-817				817-818				832-833											
direction	Southbound				Southbound				Southbound											
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	0	116	0	0	0	116	0	0	0	80	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	119	0	0	0	119	0	0	0	82	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	121	0	0	0	121	0	0	0	83	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	118	0	0	0	118	0	0	0	81	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	112	0	0	0	112	0	0	0	77	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	122	0	0	0	122	0	0	0	84	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	119	0	0	0	119	0	0	0	82	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	125	0	0	0	125	0	0	0	86	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	118	0	0	0	118	0	0	0	81	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	119	0	0	0	119	0	0	0	82	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	114	0	0	0	114	0	0	0	79	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	115	0	0	0	115	0	0	0	79	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	112	0	0	0	112	0	0	0	77	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	113	0	0	0	113	0	0	0	78	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	107	0	0	0	107	0	0	0	74	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	111	0	0	0	111	0	0	0	77	0	0	0	0	0	0	0	0	0
3:30 PM	***0***	***0***	***481***	***0***	***0***	***0***	***481***	***0***	***0***	***0***	***332***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

	US-1 NB at SR 826 NB																			
Link	904-905				905-904				921-904											
direction	Northbound				Southbound				Northbound											
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	81	0	505	0	446	0	0	0	645	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	83	0	521	0	460	0	0	0	665	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	84	0	527	0	465	0	0	0	673	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	82	0	515	0	454	0	0	0	657	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	78	0	488	0	431	0	0	0	623	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	85	0	531	0	469	0	0	0	678	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	83	0	519	0	458	0	0	0	664	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	87	0	545	0	481	0	0	0	696	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	82	0	512	0	452	0	0	0	654	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	83	0	520	0	459	0	0	0	665	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	80	0	496	0	438	0	0	0	634	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	80	0	500	0	441	0	0	0	639	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	78	0	489	0	432	0	0	0	625	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	79	0	490	0	433	0	0	0	627	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	75	0	468	0	413	0	0	0	598	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	78	0	484	0	427	0	0	0	619	0	0	0	0	0	0	0	0	0	0
3:30 PM	***0***	***336***	***0***	***2097***	***0***	***1851***	***0***	***0***	***0***	***2679***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

903	US-1 at SW 104 St																			
Link	902-903				904-903				911-903				917-903							
direction	Northbound				Southbound				Eastbound				Westbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	37	451	5	0	96	840	155	0	67	45	23	0	6	42	67	0	0	0	0	0
3:45 PM	38	466	5	0	99	866	159	0	70	46	24	0	6	43	69	0	0	0	0	0
4:00 PM	38	471	5	0	101	877	161	0	70	46	24	0	7	43	70	0	0	0	0	0
4:15 PM	37	460	5	0	98	856	158	0	69	45	23	0	6	42	68	0	0	0	0	0
4:30 PM	35	436	5	0	93	811	149	0	65	43	22	0	6	40	65	0	0	0	0	0
4:45 PM	38	474	5	0	101	883	163	0	71	47	24	0	7	44	71	0	0	0	0	0
5:00 PM	38	464	5	0	99	864	159	0	69	46	24	0	6	43	69	0	0	0	0	0
5:15 PM	40	487	5	0	104	907	167	0	73	48	25	0	7	45	73	0	0	0	0	0
5:30 PM	37	458	5	0	98	852	157	0	68	45	23	0	6	42	68	0	0	0	0	0
5:45 PM	38	465	5	0	99	865	159	0	69	46	24	0	6	43	69	0	0	0	0	0
6:00 PM	36	444	5	0	95	826	152	0	66	44	22	0	6	41	66	0	0	0	0	0
6:15 PM	36	447	5	0	95	832	153	0	67	44	23	0	6	41	67	0	0	0	0	0
6:30 PM	35	437	5	0	93	814	150	0	65	43	22	0	6	40	65	0	0	0	0	0
6:45 PM	36	438	5	0	94	816	150	0	65	43	22	0	6	40	65	0	0	0	0	0
7:00 PM	34	418	5	0	89	779	143	0	63	41	21	0	6	39	62	0	0	0	0	0
7:15 PM	35	433	5	0	92	805	148	0	65	43	22	0	6	40	64	0	0	0	0	0
3:30 PM	***152***	***1874***	***21***	***0***	***400***	***3488***	***642***	***0***	***280***	***185***	***95***	***0***	***26***	***173***	***279***	***0***	***0***	***0***	***0***	***0***

911	SW 104 St at Busway																			
Link	910-911				912-911				903-911				916-911							
direction	Northbound				Southbound				Eastbound				Westbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	4	0	0	0	6	0	0	0	135	0	0	0	233	0	0	0	0	0	0
3:45 PM	0	4	0	0	0	6	0	0	0	139	0	0	0	240	0	0	0	0	0	0
4:00 PM	0	4	0	0	0	7	0	0	0	141	0	0	0	243	0	0	0	0	0	0
4:15 PM	0	4	0	0	0	6	0	0	0	137	0	0	0	237	0	0	0	0	0	0
4:30 PM	0	4	0	0	0	6	0	0	0	130	0	0	0	225	0	0	0	0	0	0
4:45 PM	0	4	0	0	0	7	0	0	0	142	0	0	0	245	0	0	0	0	0	0
5:00 PM	0	4	0	0	0	6	0	0	0	139	0	0	0	240	0	0	0	0	0	0
5:15 PM	0	4	0	0	0	7	0	0	0	146	0	0	0	251	0	0	0	0	0	0
5:30 PM	0	4	0	0	0	6	0	0	0	137	0	0	0	236	0	0	0	0	0	0
5:45 PM	0	4	0	0	0	6	0	0	0	139	0	0	0	240	0	0	0	0	0	0
6:00 PM	0	4	0	0	0	6	0	0	0	133	0	0	0	229	0	0	0	0	0	0
6:15 PM	0	4	0	0	0	6	0	0	0	134	0	0	0	231	0	0	0	0	0	0
6:30 PM	0	4	0	0	0	6	0	0	0	131	0	0	0	226	0	0	0	0	0	0
6:45 PM	0	4	0	0	0	6	0	0	0	131	0	0	0	226	0	0	0	0	0	0
7:00 PM	0	4	0	0	0	6	0	0	0	125	0	0	0	216	0	0	0	0	0	0
7:15 PM	0	4	0	0	0	6	0	0	0	129	0	0	0	223	0	0	0	0	0	0
3:30 PM	***0***	***16***	***0***	***0***	***0***	***26***	***0***	***0***	***0***	***560***	***0***	***0***	***0***	***967***	***0***	***0***	***0***	***0***	***0***	***0***

901	US-1 at SW 112 St																			
Link	900-901				902-901				909-901				915-901							
direction	Northbound				Southbound				Eastbound				Westbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	32	420	14	0	38	710	96	0	29	30	12	0	8	33	17	0	0	0	0	0
3:45 PM	33	433	14	0	39	732	99	0	30	31	13	0	8	34	18	0	0	0	0	0
4:00 PM	33	438	14	0	40	741	100	0	30	32	13	0	8	34	18	0	0	0	0	0
4:15 PM	33	428	14	0	39	723	98	0	29	31	13	0	8	34	18	0	0	0	0	0
4:30 PM	31	406	13	0	37	686	93	0	28	29	12	0	8	32	17	0	0	0	0	0
4:45 PM	34	442	14	0	40	746	101	0	30	32	13	0	8	35	18	0	0	0	0	0
5:00 PM	33	432	14	0	39	730	99	0	30	31	13	0	8	34	18	0	0	0	0	0
5:15 PM	35	453	15	0	41	766	104	0	31	33	13	0	9	36	19	0	0	0	0	0
5:30 PM	32	426	14	0	39	720	97	0	29	31	12	0	8	33	18	0	0	0	0	0
5:45 PM	33	433	14	0	39	731	99	0	30	31	13	0	8	34	18	0	0	0	0	0
6:00 PM	31	413	13	0	37	698	94	0	28	30	12	0	8	32	17	0	0	0	0	0
6:15 PM	32	416	14	0	38	703	95	0	29	30	12	0	8	33	17	0	0	0	0	0
6:30 PM	31	407	13	0	37	688	93	0	28	29	12	0	8	32	17	0	0	0	0	0
6:45 PM	31	408	13	0	37	690	93	0	28	29	12	0	8	32	17	0	0	0	0	0
7:00 PM	30	389	13	0	35	658	89	0	27	28	11	0	7	31	16	0	0	0	0	0
7:15 PM	31	403	13	0	36	681	92	0	28	29	12	0	8	32	17	0	0	0	0	0
3:30 PM	***133***	***1744***	***57***	***0***	***158***	***2948***	***399***	***0***	***120***	***126***	***51***	***0***	***33***	***137***	***72***	***0***	***0***	***0***	***0***	***0***

909	SW 112 St at Busway																			
Link	908-909				910-909				914-909				901-909							
direction	Northbound				Southbound				Eastbound				Westbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	4	0	0	0	6	0	0	0	61	0	0	0	166	0	0	0	0	0	0
3:45 PM	0	4	0	0	0	6	0	0	0	63	0	0	0	171	0	0	0	0	0	0
4:00 PM	0	4	0	0	0	7	0	0	0	64	0	0	0	173	0	0	0	0	0	0
4:15 PM	0	4	0	0	0	6	0	0	0	62	0	0	0	169	0	0	0	0	0	0
4:30 PM	0	4	0	0	0	6	0	0	0	59	0	0	0	160	0	0	0	0	0	0
4:45 PM	0	4	0	0	0	7	0	0	0	64	0	0	0	174	0	0	0	0	0	0
5:00 PM	0	4	0	0	0	6	0	0	0	63	0	0	0	170	0	0	0	0	0	0
5:15 PM	0	4	0	0	0	7	0	0	0	66	0	0	0	179	0	0	0	0	0	0
5:30 PM	0	4	0	0	0	6	0	0	0	62	0	0	0	168	0	0	0	0	0	0
5:45 PM	0	4	0	0	0	6	0	0	0	63	0	0	0	171	0	0	0	0	0	0
6:00 PM	0	4	0	0	0	6	0	0	0	60	0	0	0	163	0	0	0	0	0	0
6:15 PM	0	4	0	0	0	6	0	0	0	61	0	0	0	164	0	0	0	0	0	0
6:30 PM	0	4	0	0	0	6	0	0	0	59	0	0	0	161	0	0	0	0	0	0
6:45 PM	0	4	0	0	0	6	0	0	0	59	0	0	0	161	0	0	0	0	0	0
7:00 PM	0	4	0	0	0	6	0	0	0	57	0	0	0	154	0	0	0	0	0	0
7:15 PM	0	4	0	0	0	6	0	0	0	59	0	0	0	159	0	0	0	0	0	0
3:30 PM	***0***	***16***	***0***	***0***	***0***	***26***	***0***	***0***	***0***	***254***	***0***	***0***	***0***	***688***	***0***	***0***	***0***	***0***	***0***	***0***

Time Period: 1
Simulation Start: 6:30 AM
Current Time: 6:30 AM - 6:45 AM (TP 1)

SR 826 NB

Entry Location				Dummy Off Ramp 1015			SW 88 St Off Ramp 1025			SW 72 St Off Ramp 1050			SW 56 St Off Ramp 1070			SW 40 St Off Ramp 1080			SW 24 St Off Ramp 1155			SW 8 St Off Ramp 1180			Flagler St/NW 72 Ave Off Ramp 1215			SR 836 EB/WB Off Ramp 1225			NW 25 St Off Ramp 1275			SR 826 NB End 1300			
Detector				Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%
US-1 NB On Ramp	US1NBSR826NBent	1005	644	0	0.00	644	22	0.03	622	61	0.09	561	75	0.12	486	57	0.09	429	42	0.07	387	41	0.06	346	65	0.10	281	82	0.13	199	41	0.06	158	158	0.25	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	203		0.00	203		0.00	203	20	0.10	183	25	0.12	158	18	0.09	140	14	0.07	126	13	0.06	113	21	0.10	92	27	0.13	65	14	0.07	51	51	0.26	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	108		0.00	108		0.00	108	10	0.09	98	13	0.12	85	10	0.09	75	7	0.06	68	7	0.06	61	12	0.11	49	14	0.13	35	7	0.06	28	28	0.28	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	206		0.00	206		0.00	206		0.00	206	28	0.14	178	21	0.10	157	15	0.07	142	15	0.07	127	24	0.12	103	30	0.15	73	15	0.07	58	58	0.28	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	144		0.00	144		0.00	144		0.00	144		0.00	144		0.00	144	14	0.10	130	14	0.10	116	22	0.15	94	27	0.19	67	14	0.10	53	53	0.36	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	619		0.00	619		0.00	619		0.00	619		0.00	619		0.00	619	60	0.10	559	59	0.10	500	94	0.15	406	118	0.19	288	60	0.10	228	228	0.36	0	100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	144		0.00	144		0.00	144		0.00	144		0.00	144		0.00	144	14	0.10	130	14	0.10	116	22	0.15	94	27	0.19	67	14	0.10	53	53	0.36	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	165		0.00	165		0.00	165		0.00	165		0.00	165		0.00	165	16	0.10	149	16	0.10	133	25	0.15	108	32	0.19	76	16	0.10	60	60	0.36	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	191		0.00	191		0.00	191		0.00	191		0.00	191		0.00	191		0.00	191	20	0.10	171	32	0.17	139	41	0.21	98	20	0.10	78	78	0.42	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	185		0.00	185		0.00	185		0.00	185		0.00	185		0.00	185		0.00	185		0.00	185	35	0.19	150	44	0.24	106	22	0.12	84	84	0.45	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	143		0.00	143		0.00	143		0.00	143		0.00	143		0.00	143		0.00	143		0.00	143	28	0.20	115	34	0.24	81	17	0.12	64	64	0.44	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	190		0.00	190		0.00	190		0.00	190		0.00	190		0.00	190		0.00	190		0.00	190		0.00	190		0.00	190	39	0.21	151	151	0.79	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	423		0.00	423		0.00	423		0.00	423		0.00	423		0.00	423		0.00	423		0.00	423		0.00	423		0.00	423	88	0.21	335	335	0.79	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	466		0.00	466		0.00	466		0.00	466		0.00	466		0.00	466		0.00	466		0.00	466		0.00	466		0.00	466	97	0.21	369	369	0.79	0	100%
NW 25 St On Ramp	NW25StSR826NB	1290	124		0.00	124		0.00	124		0.00	124		0.00	124		0.00	124		0.00	124		0.00	124		0.00	124		0.00	124		0.00	124	124	1.00	0	100%
			3955	0			22			91			141			106			182			199			380			476			464			1895			3956
			-1	0			22			91			141			106			182			199			380			476			464			1894			3955

SR 826 SB

Entry Location				NW 25 St Off Ramp 2020			SR 836 EB/WB Off Ramp 2055			NW 72/NW 87 Ave Off Ramp 2060			Flagler St/SW 8 St Off Ramp 2065			SW 24 St Off Ramp 2135			SW 40 St Off Ramp 2155			SW 56 St Off Ramp 2180			SR 874 SB Off Ramp 2185			SW 72 St Off Ramp 2235			SW 88 St Off Ramp 2255			US-1 SB Off Ramp 2290			SR 826 SB End 2295			
Detector				826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 SB Begin	SR826SB1	2000	2140	347	0.16	1793	573	0.27	1220	102	0.05	1118	369	0.17	749	97	0.05	652	122	0.06	530	63	0.03	467	127	0.06	340	85	0.04	255	110	0.05	145	145	0.06	0	0	0.00	145	100%
NW 25 St On Ramp	NW25St826SBent	2040	110		0.00	110	35	0.32	75	6	0.05	69	23	0.21	46	6	0.05	40	7	0.06	33	4	0.04	29	8	0.07	21	5	0.05	16	7	0.06	9	9	0.09	0	0	0.00	9	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	516		0.00	516		0.00	516		0.00	516		0.00	516	67	0.13	449	84	0.16	365	44	0.09	321	88	0.17	233	58	0.11	175	76	0.15	99	99	0.19	0	0	0.00	99	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	245		0.00	245		0.00	245		0.00	245		0.00	245	32	0.13	213	40	0.16	173	21	0.09	152	41	0.17	111	28	0.11	83	36	0.15	47	47	0.19	0	0	0.00	47	100%
SW 8 St On Ramp	SW8St826SBent	2120	144		0.00	144		0.00	144		0.00	144		0.00	144	18	0.13	126	24	0.17	102	12	0.08	90	25	0.17	65	16	0.11	49	21	0.15	28	28	0.19	0	0	0.00	28	100%
SW 24 St On Ramp	SW24St826SBent	2140	134		0.00	134		0.00	134		0.00	134		0.00	134		0.00	134	25	0.19	109	13	0.10	96	26	0.19	70	18	0.13	52	22	0.16	30	30	0.23	0	0	0.00	30	100%
SW 40 St On Ramp	SW40St826SBent	2215	106		0.00	106		0.00	106		0.00	106		0.00	106		0.00	106		0.00	106		0.00	106		0.00	106	27	0.25	79	34	0.32	45	45	0.43	0	0	0.00	45	100%
SW 56 St On Ramp	SW56St826SBent	2225	52		0.00	52		0.00	52		0.00	52		0.00	52		0.00	52		0.00	52		0.00	52		0.00	52	13	0.25	39	17	0.33	22	22	0.42	0	0	0.00	22	100%
SW 72 St On Ramp	SW72St826SBent	2245	65		0.00	65		0.00	65		0.00	65		0.00	65		0.00	65		0.00	65		0.00	65		0.00	65		0.00	65	28	0.43	37	37	0.57	0	0	0.00	37	100%
SW 88 St On Ramp	SW88St826SBent	2275	15		0.00	15		0.00	15		0.00	15		0.00	15		0.00	15		0.00	15		0.00	15		0.00	15		0.00	15		0.00	15	15	1.00	0	0	0.00	15	100%
			3527	347			608			108			392			220			302			157			315			250			351			478			0			3528
			-1	347			608			108			392			220			302			157			315			250			351			477			0			3527

Time Period: 2
Simulation Start: 6:30 AM
Current Time: 6:45 AM - 7:00 AM (TP 2)

SR 826 NB

Entry Location				SW 88 St Off Ramp 1015			SW 88 St Off Ramp 1025			SW 72 St Off Ramp 1050			SW 56 St Off Ramp 1070			SW 40 St Off Ramp 1080			SW 24 St Off Ramp 1155			SW 8 St Off Ramp 1180			Flagler St/NW 72 Ave Off Ramp 1215			SR 836 EB/WB Off Ramp 1225			NW 25 St Off Ramp 1275			SR 826 NB End 1300			
	Detector			Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0		
US-1 NB On Ramp	US1NBSR826NBent	1005	691		0.00	691	24	0.03	667	65	0.09	602	81	0.12	521	61	0.09	460	45	0.07	415	44	0.06	371	70	0.10	301	88	0.13	213	44	0.06	169	169	0.25	0	100%	
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	218		0.00	218		0.00	218	21	0.10	197	26	0.12	171	20	0.09	151	15	0.07	136	14	0.06	122	23	0.11	99	29	0.13	70	15	0.07	55	55	0.25	0	100%	
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	116		0.00	116		0.00	116	12	0.10	104	14	0.12	90	11	0.09	79	8	0.07	71	7	0.06	64	12	0.10	52	15	0.13	37	8	0.07	29	29	0.26	0	100%	
SW 72 St On Ramp	SW72StSR826NBent	1060	221		0.00	221		0.00	221		0.00	221	30	0.14	191	22	0.10	169	16	0.07	153	16	0.07	137	26	0.12	111	32	0.14	79	16	0.07	63	63	0.29	0	100%	
SW 56 St On Ramp	SW56StSR826NBent	1110	155		0.00	155		0.00	155		0.00	155		0.00	155		0.00	155	15	0.10	140	15	0.10	125	24	0.15	101	30	0.19	71	15	0.10	56	56	0.36	0	100%	
SR 874 NB On Ramp	SR874SR826NBent	1115	664		0.00	664		0.00	664		0.00	664		0.00	664		0.00	664	65	0.10	599	63	0.09	536	101	0.15	435	127	0.19	308	64	0.10	244	244	0.37	0	100%	
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	155		0.00	155		0.00	155		0.00	155		0.00	155		0.00	155	15	0.10	140	15	0.10	125	24	0.15	101	30	0.19	71	15	0.10	56	56	0.36	0	100%	
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	177		0.00	177		0.00	177		0.00	177		0.00	177		0.00	177	17	0.10	160	17	0.10	143	27	0.15	116	34	0.19	82	17	0.10	65	65	0.36	0	100%	
SW 24 St On Ramp	SW24StSR826NBent	1160	204		0.00	204		0.00	204		0.00	204		0.00	204		0.00	204		0.00	204	22	0.11	182	34	0.17	148	43	0.21	105	22	0.11	83	83	0.40	0	100%	
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	198		0.00	198		0.00	198		0.00	198		0.00	198		0.00	198		0.00	198		0.00	198	37	0.19	161	47	0.24	114	24	0.12	90	90	0.45	0	100%	
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	154		0.00	154		0.00	154		0.00	154		0.00	154		0.00	154		0.00	154		0.00	154	30	0.19	124	36	0.23	88	18	0.12	70	70	0.46	0	100%	
Flagler St On Ramp	FlaglerStSR826NBent	1240	203		0.00	203		0.00	203		0.00	203		0.00	203		0.00	203		0.00	203		0.00	203		0.00	203		0.00	203	42	0.21	161	161	0.79	0	100%	
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	454		0.00	454		0.00	454		0.00	454		0.00	454		0.00	454		0.00	454		0.00	454		0.00	454		0.00	454	94	0.21	360	360	0.79	0	100%	
SR 836 EB On Ramp	SR836EBSR826NBent	1260	500		0.00	500		0.00	500		0.00	500		0.00	500		0.00	500		0.00	500		0.00	500		0.00	500		0.00	500	104	0.21	396	396	0.79	0	100%	
NW 25 St On Ramp	NW25StSR826NB	1290	133		0.00	133		0.00	133		0.00	133		0.00	133		0.00	133		0.00	133		0.00	133		0.00	133		0.00	133		0.00	133	133	1.00	0	100%	
			4243	0			24			98			151			114			196			213			408			511			498			2033			4246	
			-3	0			24			98			151			114			196			213			408			511			498			2030			4243	

SR 826 SB

Entry Location				NW 25 St Off Ramp 2020			SR 836 EB/WB Off Ramp 2055			NW 72/NW 87 Ave Off Ramp 2060			Flagler St/SW 8 St Off Ramp 2065			SW 24 St Off Ramp 2135			SW 40 St Off Ramp 2155			SW 56 St Off Ramp 2180			SR 874 SB Off Ramp 2185			SW 72 St Off Ramp 2235			SW 88 St Off Ramp 2255			US-1 SB Off Ramp 2290			SR 826 SB End 2295			
	Detector			826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 SB Begin	SR826SB1	2000	2296	373	0.16	1923	615	0.27	1308	108	0.05	1200	396	0.17	804	104	0.05	700	131	0.06	569	68	0.03	501	137	0.06	364	92	0.04	272	118	0.05	154	154	0.06	0	0	0.00	154	100%
NW 25 St On Ramp	NW25StS826SBent	2040	118		0.00	118	38	0.32	80	7	0.06	73	24	0.20	49	6	0.05	43	8	0.07	35	4	0.03	31	8	0.07	23	6	0.05	17	7	0.06	10	10	0.09	0	0	0.00	10	100%
SR 836 EB/WB On Ramp	836EBWBS826SBent	2080	553		0.00	553		0.00	553		0.00	553		0.00	553	72	0.13	481	90	0.16	391	47	0.08	344	94	0.17	250	63	0.11	187	81	0.15	106	106	0.20	0	0	0.00	106	100%
Flagler St On Ramp	FlaglerS826SBent	2105	263		0.00	263		0.00	263		0.00	263		0.00	263	34	0.13	229	43	0.16	186	22	0.08	164	45	0.17	119	30	0.11	89	38	0.14	51	51	0.21	0	0	0.00	51	100%
SW 8 St On Ramp	SW8St826SBent	2120	154		0.00	154		0.00	154		0.00	154		0.00	154	20	0.13	134	25	0.16	109	13	0.08	96	26	0.17	70	18	0.12	52	22	0.14	30	30	0.20	0	0	0.00	30	100%
SW 24 St On Ramp	SW24St826SBent	2140	144		0.00	144		0.00	144		0.00	144		0.00	144		0.00	144	27	0.19	117	15	0.10	102	28	0.19	74	19	0.13	55	24	0.17	31	31	0.22	0	0	0.00	31	100%
SW 40 St On Ramp	SW40St826SBent	2215	114		0.00	114		0.00	114		0.00	114		0.00	114		0.00	114		0.00	114		0.00	114		0.00	114	29	0.25	85	37	0.32	48	48	0.43	0	0	0.00	48	100%
SW 56 St On Ramp	SW56St826SBent	2225	55		0.00	55		0.00	55		0.00	55		0.00	55		0.00	55		0.00	55		0.00	55		0.00	55	12	0.22	43	19	0.35	24	24	0.43	0	0	0.00	24	100%
SW 72 St On Ramp	SW72St826SBent	2245	70		0.00	70		0.00	70		0.00	70		0.00	70		0.00	70		0.00	70		0.00	70		0.00	70		0.00	70	30	0.43	40	40	0.57	0	0	0.00	40	100%
SW 88 St On Ramp	SW88St826SBent	2275	17		0.00	17		0.00	17		0.00	17		0.00	17		0.00	17		0.00	17		0.00	17		0.00	17		0.00	17		0.00	17	17	1.00	0	0	0.00	17	100%
			3784	373		653	115		420	236		324	169		338	269		376	512		0	3785																	
			-1	373		653	115		420	236		324	169		338	269		376	511		0	3784																	

Time Period: 3
Simulation Start: 6:30 AM
Current Time: 7:00 AM - 7:15 AM (TP 3)

SR 826 NB

Entry Location				SW 88 St Off Ramp			SW 88 St Off Ramp			SW 72 St Off Ramp			SW 56 St Off Ramp			SW 40 St Off Ramp			SW 24 St Off Ramp			SW 8 St Off Ramp			Flagler St/NW 72 Ave Off Ramp			SR 836 EB/WB Off Ramp			NW 25 St Off Ramp			SR 826 NB End			
	Detector			1015			1025			1050			1070			1080			1155			1180			1215			1225			1275			1300			
				Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%
US-1 NB On Ramp	US1NBSR826NBent	1005	667		0.00	667	23	0.03	644	63	0.09	581	78	0.12	503	59	0.09	444	43	0.06	401	42	0.06	359	68	0.10	291	85	0.13	206	43	0.06	163	163	0.26	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	211		0.00	211		0.00	211	21	0.10	190	26	0.12	164	19	0.09	145	14	0.07	131	14	0.07	117	22	0.10	95	28	0.13	67	14	0.07	53	53	0.25	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	112		0.00	112		0.00	112	10	0.09	102	14	0.13	88	10	0.09	78	8	0.07	70	7	0.06	63	12	0.11	51	15	0.13	36	7	0.06	29	29	0.26	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	213		0.00	213		0.00	213		0.00	213	28	0.13	185	22	0.10	163	16	0.08	147	15	0.07	132	25	0.12	107	31	0.15	76	16	0.08	60	60	0.27	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	149		0.00	149		0.00	149		0.00	149		0.00	149		0.00	149	15	0.10	134	14	0.09	120	23	0.15	97	28	0.19	69	14	0.09	55	55	0.38	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	641		0.00	641		0.00	641		0.00	641		0.00	641		0.00	641	62	0.10	579	61	0.10	518	98	0.15	420	122	0.19	298	62	0.10	236	236	0.36	0	100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	149		0.00	149		0.00	149		0.00	149		0.00	149		0.00	149	15	0.10	134	14	0.09	120	23	0.15	97	28	0.19	69	14	0.09	55	55	0.38	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	171		0.00	171		0.00	171		0.00	171		0.00	171		0.00	171	16	0.09	155	16	0.09	139	26	0.15	113	33	0.19	80	17	0.10	63	63	0.38	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	197		0.00	197		0.00	197		0.00	197		0.00	197		0.00	197		0.00	197	22	0.11	175	33	0.17	142	41	0.21	101	21	0.11	80	80	0.40	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	191		0.00	191		0.00	191		0.00	191		0.00	191		0.00	191		0.00	191		0.00	191	36	0.19	155	45	0.24	110	23	0.12	87	87	0.45	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	148		0.00	148		0.00	148		0.00	148		0.00	148		0.00	148		0.00	148		0.00	148	28	0.19	120	36	0.24	84	17	0.11	67	67	0.46	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	196		0.00	196		0.00	196		0.00	196		0.00	196		0.00	196		0.00	196		0.00	196		0.00	196		0.00	196	41	0.21	155	155	0.79	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	438		0.00	438		0.00	438		0.00	438		0.00	438		0.00	438		0.00	438		0.00	438		0.00	438		0.00	438	91	0.21	347	347	0.79	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	483		0.00	483		0.00	483		0.00	483		0.00	483		0.00	483		0.00	483		0.00	483		0.00	483		0.00	483	100	0.21	383	383	0.79	0	100%
NW 25 St On Ramp	NW25StSR826NB	1290	128		0.00	128		0.00	128		0.00	128		0.00	128		0.00	128		0.00	128		0.00	128		0.00	128		0.00	128		0.00	128	128	1.00	0	100%
			4094	0			23			94			146			110			189			205			394			492			480			1961			4094
			0	0			23			94			146			110			189			205			394			492			480			1961			4094

SR 826 SB

Entry Location				NW 25 St Off Ramp			SR 836 EB/WB Off Ramp			NW 72/NW 87 Ave Off Ramp			Flagler St/SW 8 St Off Ramp			SW 24 St Off Ramp			SW 40 St Off Ramp			SW 56 St Off Ramp			SR 874 SB Off Ramp			SW 72 St Off Ramp			SW 88 St Off Ramp			US-1 SB Off Ramp			SR 826 SB End			
	Detector			2020			2055			2060			2065			2135			2155			2180			2185			2235			2255			2290			2295		
				826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 SB Begin	SR826SB1	2000	2215	359	0.16	1856	593	0.27	1263	105	0.05	1158	381	0.17	777	101	0.05	676	126	0.06	550	66	0.03	484	132	0.06	352	88	0.04	264	114	0.05	150	150	0.06	0	0	0.00	150	100%
NW 25 St On Ramp	NW25StS826SBent	2040	114		0.00	114	36	0.32	78	6	0.05	72	24	0.21	48	6	0.05	42	8	0.07	34	4	0.04	30	8	0.07	22	6	0.05	16	7	0.06	9	9	0.08	0	0	0.00	9	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	534		0.00	534		0.00	534		0.00	534		0.00	534	69	0.13	465	87	0.16	378	45	0.08	333	91	0.17	242	61	0.11	181	78	0.15	103	103	0.20	0	0	0.00	103	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	254		0.00	254		0.00	254		0.00	254		0.00	254	33	0.13	221	41	0.16	180	22	0.09	158	43	0.17	115	29	0.11	86	37	0.15	49	49	0.19	0	0	0.00	49	100%
SW 8 St On Ramp	SW8St826SBent	2120	149		0.00	149		0.00	149		0.00	149		0.00	149	19	0.13	130	24	0.16	106	13	0.09	93	25	0.17	68	17	0.11	51	22	0.15	29	29	0.19	0	0	0.00	29	100%
SW 24 St On Ramp	SW24St826SBent	2140	139		0.00	139		0.00	139		0.00	139		0.00	139		0.00	139	27	0.19	112	13	0.09	99	27	0.19	72	18	0.13	54	23	0.17	31	31	0.23	0	0	0.00	31	100%
SW 40 St On Ramp	SW40St826SBent	2215	110		0.00	110		0.00	110		0.00	110		0.00	110		0.00	110		0.00	110		0.00	110		0.00	110	28	0.25	82	35	0.32	47	47	0.43	0	0	0.00	47	100%
SW 56 St On Ramp	SW56St826SBent	2225	53		0.00	53		0.00	53		0.00	53		0.00	53		0.00	53		0.00	53		0.00	53		0.00	53	12	0.23	41	18	0.34	23	23	0.43	0	0	0.00	23	100%
SW 72 St On Ramp	SW72St826SBent	2245	67		0.00	67		0.00	67		0.00	67		0.00	67		0.00	67		0.00	67		0.00	67		0.00	67		0.00	67	29	0.43	38	38	0.57	0	0	0.00	38	100%
SW 88 St On Ramp	SW88St826SBent	2275	16		0.00	16		0.00	16		0.00	16		0.00	16		0.00	16		0.00	16		0.00	16		0.00	16		0.00	16		0.00	16	16	1.00	0	0	0.00	16	100%
			3651	359		629			111			405			228			313			163			326			259			363			494			0			3650
			1	359		629			111			405			228			313			163			326			259			363			495			0			3651

Time Period: 4
Simulation Start: 6:30 AM
Current Time: 7:15 AM - 7:30 AM (TP 4)

SR 826 NB

				SW 88 St Off Ramp			SW 88 St Off Ramp			SW 72 St Off Ramp			SW 56 St Off Ramp			SW 40 St Off Ramp			SW 24 St Off Ramp			SW 8 St Off Ramp			Flagler St/NW 72 Ave Off Ramp			SR 836 EB/WB Off Ramp			NW 25 St Off Ramp			SR 826 NB End			
Entry Location				1015			1025			1050			1070			1080			1155			1180			1215			1225			1275			1300			
Detector				Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%
US-1 NB On Ramp	US1NBSR826NBent	1005	641		0.00	641	22	0.03	619	60	0.09	559	75	0.12	484	57	0.09	427	41	0.06	386	41	0.06	345	65	0.10	280	82	0.13	198	41	0.06	157	157	0.26	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	202		0.00	202		0.00	202	20	0.10	182	24	0.12	158	19	0.09	139	13	0.06	126	13	0.06	113	21	0.10	92	27	0.13	65	13	0.06	52	52	0.28	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	108		0.00	108		0.00	108	10	0.09	98	13	0.12	85	10	0.09	75	7	0.06	68	7	0.06	61	12	0.11	49	14	0.13	35	7	0.06	28	28	0.28	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	205		0.00	205		0.00	205		0.00	205	28	0.14	177	20	0.10	157	15	0.07	142	15	0.07	127	24	0.12	103	30	0.15	73	15	0.07	58	58	0.28	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	144		0.00	144		0.00	144		0.00	144		0.00	144		0.00	144	14	0.10	130	14	0.10	116	22	0.15	94	27	0.19	67	14	0.10	53	53	0.36	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	616		0.00	616		0.00	616		0.00	616		0.00	616		0.00	616	60	0.10	556	58	0.09	498	94	0.15	404	118	0.19	286	59	0.10	227	227	0.37	0	100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	143		0.00	143		0.00	143		0.00	143		0.00	143		0.00	143	14	0.10	129	14	0.10	115	22	0.15	93	27	0.19	66	14	0.10	52	52	0.36	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	164		0.00	164		0.00	164		0.00	164		0.00	164		0.00	164	17	0.10	147	15	0.09	132	25	0.15	107	31	0.19	76	16	0.10	60	60	0.37	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	189		0.00	189		0.00	189		0.00	189		0.00	189		0.00	189		0.00	189	20	0.11	169	32	0.17	137	40	0.21	97	20	0.11	77	77	0.40	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	184		0.00	184		0.00	184		0.00	184		0.00	184		0.00	184		0.00	184		0.00	184	35	0.19	149	43	0.23	106	22	0.12	84	84	0.46	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	142		0.00	142		0.00	142		0.00	142		0.00	142		0.00	142		0.00	142		0.00	142	26	0.18	116	34	0.24	82	17	0.12	65	65	0.46	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	189		0.00	189		0.00	189		0.00	189		0.00	189		0.00	189		0.00	189		0.00	189		0.00	189		0.00	189	39	0.21	150	150	0.79	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	421		0.00	421		0.00	421		0.00	421		0.00	421		0.00	421		0.00	421		0.00	421		0.00	421		0.00	421	87	0.21	334	334	0.79	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	464		0.00	464		0.00	464		0.00	464		0.00	464		0.00	464		0.00	464		0.00	464		0.00	464		0.00	464	97	0.21	367	367	0.79	0	100%
NW 25 St On Ramp	NW25StSR826NB	1290	123		0.00	123		0.00	123		0.00	123		0.00	123		0.00	123		0.00	123		0.00	123		0.00	123		0.00	123		0.00	123	123	1.00	0	100%
			3935	0			22			90			140			106			181			197			378			473			461			1884			3932
			3	0			22			90			140			106			181			197			378			473			461			1887			3935

SR 826 SB

				NW 25 St Off Ramp			SR 836 EB/WB Off Ramp			NW 72/NW 87 Ave Off Ramp			Flagler St/SW 8 St Off Ramp			SW 24 St Off Ramp			SW 40 St Off Ramp			SW 56 St Off Ramp			SR 874 SB Off Ramp			SW 72 St Off Ramp			SW 88 St Off Ramp			US-1 SB Off Ramp			SR 826 SB End			
Entry Location				2020			2055			2060			2065			2135			2155			2180			2185			2235			2255			2290			2295			
Detector				826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 SB Begin	SR826SB1	2000	2128	345	0.16	1783	570	0.27	1213	101	0.05	1112	366	0.17	746	97	0.05	649	121	0.06	528	63	0.03	465	127	0.06	338	85	0.04	253	109	0.05	144	144	0.06	0	0	0.00	144	100%
NW 25 St On Ramp	NW25StS826SBent	2040	110		0.00	110	35	0.32	75	6	0.05	69	23	0.21	46	6	0.05	40	7	0.06	33	4	0.04	29	8	0.07	21	5	0.05	16	7	0.06	9	9	0.09	0	0	0.00	9	100%
SR 836 EB/WB On Ramp	836EBWBS826SBent	2080	513		0.00	513		0.00	513		0.00	513		0.00	513	66	0.13	447	83	0.16	364	43	0.08	321	87	0.17	234	59	0.12	175	75	0.15	100	100	0.19	0	0	0.00	100	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	244		0.00	244		0.00	244		0.00	244		0.00	244	32	0.13	212	40	0.16	172	21	0.09	151	41	0.17	110	28	0.11	82	35	0.14	47	47	0.20	0	0	0.00	47	100%
SW 8 St On Ramp	SW8St826SBent	2120	143		0.00	143		0.00	143		0.00	143		0.00	143	18	0.13	125	23	0.16	102	12	0.08	90	24	0.17	66	17	0.12	49	21	0.15	28	28	0.19	0	0	0.00	28	100%
SW 24 St On Ramp	SW24St826SBent	2140	133		0.00	133		0.00	133		0.00	133		0.00	133		0.00	133	26	0.20	107	13	0.10	94	26	0.20	68	17	0.13	51	22	0.17	29	29	0.20	0	0	0.00	29	100%
SW 40 St On Ramp	SW40St826SBent	2215	106		0.00	106		0.00	106		0.00	106		0.00	106		0.00	106		0.00	106		0.00	106		0.00	106	27	0.25	79	34	0.32	45	45	0.43	0	0	0.00	45	100%
SW 56 St On Ramp	SW56St826SBent	2225	51		0.00	51		0.00	51		0.00	51		0.00	51		0.00	51		0.00	51		0.00	51		0.00	51	11	0.22	40	17	0.33	23	23	0.45	0	0	0.00	23	100%
SW 72 St On Ramp	SW72St826SBent	2245	64		0.00	64		0.00	64		0.00	64		0.00	64		0.00	64		0.00	64		0.00	64		0.00	64		0.00	64	29	0.45	35	35	0.55	0	0	0.00	35	100%
SW 88 St On Ramp	SW88St826SBent	2275	15		0.00	15		0.00	15		0.00	15		0.00	15		0.00	15		0.00	15		0.00	15		0.00	15		0.00	15		0.00	15	15	1.00	0	0	0.00	15	100%
			3507	345		605			107			389			219			300			156			313			249			349			475			0			3507
			0	345		605			107			389			219			300			156			313			249			349			475			0			3507

Time Period: 5
Simulation Start: 6:30 AM
Current Time: 7:30 AM - 7:45 AM (TP 5)

SR 826 NB

Name	Entry Location / Detector / Station	Node #	Volume	SW 88 St Off Ramp 1015 Dummy			SW 88 St Off Ramp 1025 826NBSW88Stexit			SW 72 St Off Ramp 1050 SR826NBSW72Stexit			SW 56 St Off Ramp 1070 SR826NBSW56Stexit			SW 40 St Off Ramp 1080 SR826NBSW40Stexit			SW 24 St Off Ramp 1155 SR826NBSW24Stexit			SW 8 St Off Ramp 1180 SR826NBSW8Stexit			Flagler St/NW 72 Ave Off Ramp 1215 SR826NBFlagler72Avexit			SR 836 EB/WB Off Ramp 1225 SR826NBSR836EBWBexit			NW 25 St Off Ramp 1275 SR 826NBNW25Stexit			SR 826 NB End 1300 SR826NB24			
				Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%
US-1 NB On Ramp	US1NBSR826NBent	1005	666		0.00	666	23	0.03	643	63	0.09	580	78	0.12	502	59	0.09	443	43	0.06	400	42	0.06	358	68	0.10	290	85	0.13	205	43	0.06	162	162	0.26	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	210		0.00	210		0.00	210	20	0.10	190	25	0.12	165	19	0.09	146	14	0.07	132	14	0.07	118	22	0.10	96	28	0.13	68	14	0.07	54	54	0.25	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	112		0.00	112		0.00	112	11	0.10	101	14	0.13	87	10	0.09	77	8	0.07	69	7	0.06	62	12	0.11	50	15	0.13	35	7	0.06	28	28	0.25	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	213		0.00	213		0.00	213		0.00	213	28	0.13	185	22	0.10	163	16	0.08	147	15	0.07	132	25	0.12	107	31	0.15	76	16	0.08	60	60	0.27	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	149		0.00	149		0.00	149		0.00	149		0.00	149		0.00	149	15	0.10	134	14	0.09	120	23	0.15	97	28	0.19	69	14	0.09	55	55	0.38	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	640		0.00	640		0.00	640		0.00	640		0.00	640		0.00	640	62	0.10	578	61	0.10	517	98	0.15	419	122	0.19	297	62	0.10	235	235	0.36	0	100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	149		0.00	149		0.00	149		0.00	149		0.00	149		0.00	149	15	0.10	134	14	0.09	120	23	0.15	97	28	0.19	69	14	0.09	55	55	0.38	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	171		0.00	171		0.00	171		0.00	171		0.00	171		0.00	171	16	0.09	155	16	0.09	139	26	0.15	113	33	0.19	80	17	0.10	63	63	0.38	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	197		0.00	197		0.00	197		0.00	197		0.00	197		0.00	197		0.00	197	22	0.11	175	33	0.17	142	41	0.21	101	21	0.11	80	80	0.40	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	191		0.00	191		0.00	191		0.00	191		0.00	191		0.00	191		0.00	191		0.00	191	36	0.19	155	45	0.24	110	23	0.12	87	87	0.45	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	148		0.00	148		0.00	148		0.00	148		0.00	148		0.00	148		0.00	148		0.00	148	27	0.18	121	36	0.24	85	18	0.12	67	67	0.46	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	196		0.00	196		0.00	196		0.00	196		0.00	196		0.00	196		0.00	196		0.00	196		0.00	196		0.00	196	41	0.21	155	155	0.79	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	438		0.00	438		0.00	438		0.00	438		0.00	438		0.00	438		0.00	438		0.00	438		0.00	438		0.00	438	91	0.21	347	347	0.79	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	482		0.00	482		0.00	482		0.00	482		0.00	482		0.00	482		0.00	482		0.00	482		0.00	482		0.00	482	99	0.21	383	383	0.79	0	100%
NW 25 St On Ramp	NW25StSR826NB	1290	128		0.00	128		0.00	128		0.00	128		0.00	128		0.00	128		0.00	128		0.00	128		0.00	128		0.00	128		0.00	128	128	1.00	0	100%
			4090	0		23			94			145			110			189			205			393			492			480			1960			4091	
			-1	0		23			94			145			110			189			205			393			492			480			1959			4090	

SR 826 SB

Name	Entry Location / Detector / Station	Node #	Volume	NW 25 St Off Ramp 2020 826SBNW25Stexit			SR 836 EB/WB Off Ramp 2055 826SB836EBWBexit			NW 72/NW 87 Ave Off Ramp 2060 826SBNW72AvNW87Avexit			Flagler St/SW 8 St Off Ramp 2065 826SBFlaglerStSW8Stexit			SW 24 St Off Ramp 2135 826SBSW24Stexit			SW 40 St Off Ramp 2155 826SBSW40Stexit			SW 56 St Off Ramp 2180 826SBSW56Stexit			SR 874 SB Off Ramp 2185 826SB874SB2ent			SW 72 St Off Ramp 2235 826SBSW72Stexit			SW 88 St Off Ramp 2255 826SBSW88Stexit			US-1 SB Off Ramp 2290 826SBUS1SBexit			SR 826 SB End 2295 SR826SB24			
				Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 SB Begin	SR826SB1	2000	2213	359	0.16	1854	593	0.27	1261	105	0.05	1156	381	0.17	775	101	0.05	674	126	0.06	548	66	0.03	482	131	0.06	351	88	0.04	263	114	0.05	149	149	0.06	0	0	0.00	149	100%
NW 25 St On Ramp	NW25StS826SBent	2040	114		0.00	114	36	0.32	78	6	0.05	72	24	0.21	48	6	0.05	42	8	0.07	34	4	0.04	30	8	0.07	22	6	0.05	16	7	0.06	9	9	0.08	0	0	0.00	9	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	533		0.00	533		0.00	533		0.00	533		0.00	533	69	0.13	464	87	0.16	377	45	0.08	332	90	0.17	242	61	0.11	181	78	0.15	103	103	0.20	0	0	0.00	103	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	253		0.00	253		0.00	253		0.00	253		0.00	253	33	0.13	220	41	0.16	179	22	0.09	157	43	0.17	114	29	0.11	85	37	0.15	48	48	0.19	0	0	0.00	48	100%
SW 8 St On Ramp	SW8St826SBent	2120	149		0.00	149		0.00	149		0.00	149		0.00	149	19	0.13	130	24	0.16	106	13	0.09	93	25	0.17	68	17	0.11	51	22	0.15	29	29	0.19	0	0	0.00	29	100%
SW 24 St On Ramp	SW24St826SBent	2140	138		0.00	138		0.00	138		0.00	138		0.00	138		0.00	138	26	0.19	112	13	0.09	99	28	0.20	71	18	0.13	53	23	0.17	30	30	0.22	0	0	0.00	30	100%
SW 40 St On Ramp	SW40St826SBent	2215	110		0.00	110		0.00	110		0.00	110		0.00	110		0.00	110		0.00	110		0.00	110		0.00	110	28	0.25	82	35	0.32	47	47	0.43	0	0	0.00	47	100%
SW 56 St On Ramp	SW56St826SBent	2225	53		0.00	53		0.00	53		0.00	53		0.00	53		0.00	53		0.00	53		0.00	53		0.00	53	12	0.23	41	18	0.34	23	23	0.43	0	0	0.00	23	100%
SW 72 St On Ramp	SW72St826SBent	2245	67		0.00	67		0.00	67		0.00	67		0.00	67		0.00	67		0.00	67		0.00	67		0.00	67		0.00	67	29	0.43	38	38	0.57	0	0	0.00	38	100%
SW 88 St On Ramp	SW88St826SBent	2275	16		0.00	16		0.00	16		0.00	16		0.00	16		0.00	16		0.00	16		0.00	16		0.00	16		0.00	16		0.00	16	16	1.00	0	0	0.00	16	100%
			3646	359		629			111			405			228			312			163			325			259			363			494			0			3648	
			-2	359		629			111			405			228			312			163			325			259			363			492			0			3646	

Time Period: 6
Simulation Start: 6:30 AM
Current Time: 7:45 AM - 8:00 AM (TP 6)

SR 826 NB

Name	Entry Location / Detector / Station	Node #	Volume	SW 88 St Off Ramp 1015 Dummy			SW 88 St Off Ramp 1025 826NBSW88Stexit			SW 72 St Off Ramp 1050 SR826NBSW72Stexit			SW 56 St Off Ramp 1070 SR826NBSW56Stexit			SW 40 St Off Ramp 1080 SR826NBSW40Stexit			SW 24 St Off Ramp 1155 SR826NBSW24Stexit			SW 8 St Off Ramp 1180 SR826NBSW8Stexit			Flagler St/NW 72 Ave Off Ramp 1215 SR826NBFlagler72Avexit			SR 836 EB/WB Off Ramp 1225 SR826NBSR836EBWBexit			NW 25 St Off Ramp 1275 SR 826NBNW25Stexit			SR 826 NB End 1300 SR826NB24			
				Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%
US-1 NB On Ramp	US1NBSR826NBent	1005	652		0.00	652	22	0.03	630	61	0.09	569	76	0.12	493	58	0.09	435	42	0.06	393	41	0.06	352	67	0.10	285	83	0.13	202	42	0.06	160	160	0.26	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	206		0.00	206		0.00	206	20	0.10	186	25	0.12	161	19	0.09	142	14	0.07	128	14	0.07	114	22	0.11	92	27	0.13	65	13	0.06	52	52	0.25	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	109		0.00	109		0.00	109	11	0.10	98	13	0.12	85	10	0.09	75	7	0.06	68	7	0.06	61	12	0.11	49	14	0.13	35	7	0.06	28	28	0.27	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	208		0.00	208		0.00	208		0.00	208	28	0.13	180	21	0.10	159	16	0.08	143	15	0.07	128	24	0.12	104	30	0.14	74	15	0.07	59	59	0.29	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	146		0.00	146		0.00	146		0.00	146		0.00	146		0.00	146	14	0.10	132	14	0.10	118	22	0.15	96	28	0.19	68	14	0.10	54	54	0.36	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	626		0.00	626		0.00	626		0.00	626		0.00	626		0.00	626	61	0.10	565	60	0.10	505	96	0.15	409	119	0.19	290	60	0.10	230	230	0.36	0	100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	146		0.00	146		0.00	146		0.00	146		0.00	146		0.00	146	14	0.10	132	14	0.10	118	22	0.15	96	28	0.19	68	14	0.10	54	54	0.36	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	167		0.00	167		0.00	167		0.00	167		0.00	167		0.00	167	17	0.10	150	16	0.10	134	25	0.15	109	32	0.19	77	16	0.10	61	61	0.36	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	193		0.00	193		0.00	193		0.00	193		0.00	193		0.00	193		0.00	193	20	0.10	173	33	0.17	140	41	0.21	99	21	0.11	78	78	0.41	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	187		0.00	187		0.00	187		0.00	187		0.00	187		0.00	187		0.00	187		0.00	187	35	0.19	152	44	0.24	108	22	0.12	86	86	0.45	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	145		0.00	145		0.00	145		0.00	145		0.00	145		0.00	145		0.00	145		0.00	145	27	0.19	118	35	0.24	83	17	0.12	66	66	0.45	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	192		0.00	192		0.00	192		0.00	192		0.00	192		0.00	192		0.00	192		0.00	192		0.00	192		0.00	192	40	0.21	152	152	0.79	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	428		0.00	428		0.00	428		0.00	428		0.00	428		0.00	428		0.00	428		0.00	428		0.00	428		0.00	428	89	0.21	339	339	0.79	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	472		0.00	472		0.00	472		0.00	472		0.00	472		0.00	472		0.00	472		0.00	472		0.00	472		0.00	472	99	0.21	373	373	0.79	0	100%
NW 25 St On Ramp	NW25StSR826NB	1290	125		0.00	125		0.00	125		0.00	125		0.00	125		0.00	125		0.00	125		0.00	125		0.00	125		0.00	125		0.00	125	125	1.00	0	100%
			4002	0			22			92			142			108			185			201			385			481			469			1917			4002	
			0	0			22			92			142			108			185			201			385			481			469			1917			4002	

SR 826 SB

Name	Entry Location / Detector / Station	Node #	Volume	NW 25 St Off Ramp 2020 826SBNW25Stexit			SR 836 EB/WB Off Ramp 2055 826SB836EBWBexit			NW 72/NW 87 Ave Off Ramp 2060 826SBNW72AvNW87Avexit			Flagler St/SW 8 St Off Ramp 2065 826SBFlaglerStSW8Stexit			SW 24 St Off Ramp 2135 826SBSW24Stexit			SW 40 St Off Ramp 2155 826SBSW40Stexit			SW 56 St Off Ramp 2180 826SBSW56Stexit			SR 874 SB Off Ramp 2185 826SB874SB2ent			SW 72 St Off Ramp 2235 826SBSW72Stexit			SW 88 St Off Ramp 2255 826SBSW88Stexit			US-1 SB Off Ramp 2290 826SBUS1SBexit			SR 826 SB End 2295 SR826SB24			
				Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 SB Begin	SR826SB1	2000	2165	351	0.16	1814	579	0.27	1235	103	0.05	1132	373	0.17	759	98	0.05	661	124	0.06	537	64	0.03	473	129	0.06	344	86	0.04	258	111	0.05	147	147	0.06	0	0	0.00	147	100%
NW 25 St On Ramp	NW25StSR826SBent	2040	112		0.00	112	36	0.32	76	6	0.05	70	23	0.21	47	6	0.05	41	8	0.07	33	4	0.04	29	8	0.07	21	5	0.04	16	7	0.06	9	9	0.09	0	0	0.00	9	100%
SR 836 EB/WB On Ramp	836EBWBSR826SBent	2080	522		0.00	522		0.00	522		0.00	522		0.00	522	68	0.13	454	85	0.16	369	44	0.08	325	88	0.17	237	59	0.11	178	77	0.15	101	101	0.20	0	0	0.00	101	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	248		0.00	248		0.00	248		0.00	248		0.00	248	32	0.13	216	40	0.16	176	21	0.08	155	42	0.17	113	28	0.11	85	37	0.15	48	48	0.20	0	0	0.00	48	100%
SW 8 St On Ramp	SW8St826SBent	2120	145		0.00	145		0.00	145		0.00	145		0.00	145	19	0.13	126	24	0.17	102	12	0.08	90	25	0.17	65	16	0.11	49	21	0.14	28	28	0.20	0	0	0.00	28	100%
SW 24 St On Ramp	SW24St826SBent	2140	135		0.00	135		0.00	135		0.00	135		0.00	135		0.00	135	25	0.19	110	14	0.10	96	26	0.19	70	18	0.13	52	22	0.16	30	30	0.23	0	0	0.00	30	100%
SW 40 St On Ramp	SW40St826SBent	2215	108		0.00	108		0.00	108		0.00	108		0.00	108		0.00	108		0.00	108		0.00	108		0.00	108	27	0.25	81	35	0.32	46	46	0.43	0	0	0.00	46	100%
SW 56 St On Ramp	SW56St826SBent	2225	52		0.00	52		0.00	52		0.00	52		0.00	52		0.00	52		0.00	52		0.00	52		0.00	52	14	0.27	38	16	0.31	22	22	0.42	0	0	0.00	22	100%
SW 72 St On Ramp	SW72St826SBent	2245	66		0.00	66		0.00	66		0.00	66		0.00	66		0.00	66		0.00	66		0.00	66		0.00	66		0.00	66	29	0.44	37	37	0.56	0	0	0.00	37	100%
SW 88 St On Ramp	SW88St826SBent	2275	16		0.00	16		0.00	16		0.00	16		0.00	16		0.00	16		0.00	16		0.00	16		0.00	16		0.00	16		0.00	16	16	1.00	0	0	0.00	16	100%
			3569	351		615	109		396	223		306	159		318	253		355	483		0	3568																		
			1	351		615	109		396	223		306	159		318	253		355	484		0	3569																		

Time Period: 7
Simulation Start: 6:30 AM
Current Time: 8:00 AM - 8:15 AM (TP 7)

SR 826 NB

Entry Location				SW 88 St Off Ramp			SW 88 St Off Ramp			SW 72 St Off Ramp			SW 56 St Off Ramp			SW 40 St Off Ramp			SW 24 St Off Ramp			SW 8 St Off Ramp			Flagler St/NW 72 Ave Off Ramp			SR 836 EB/WB Off Ramp			NW 25 St Off Ramp			SR 826 NB End			
	Detector			1015			1025			1050			1070			1080			1155			1180			1215			1225			1275			1300			
				Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%
US-1 NB On Ramp	US1NBSR826NBent	1005	734		0.00	734	25	0.03	709	69	0.09	640	86	0.12	554	65	0.09	489	48	0.07	441	47	0.06	394	74	0.10	320	93	0.13	227	47	0.06	180	180	0.25	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	232		0.00	232		0.00	232	23	0.10	209	28	0.12	181	21	0.09	160	16	0.07	144	15	0.06	129	24	0.10	105	31	0.13	74	15	0.06	59	59	0.27	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	123		0.00	123		0.00	123	12	0.10	111	15	0.12	96	11	0.09	85	8	0.07	77	8	0.07	69	13	0.11	56	16	0.13	40	8	0.07	32	32	0.24	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	234		0.00	234		0.00	234		0.00	234	31	0.13	203	24	0.10	179	17	0.07	162	17	0.07	145	27	0.12	118	34	0.15	84	17	0.07	67	67	0.29	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	164		0.00	164		0.00	164		0.00	164		0.00	164		0.00	164	16	0.10	148	16	0.10	132	25	0.15	107	31	0.19	76	16	0.10	60	60	0.36	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	705		0.00	705		0.00	705		0.00	705		0.00	705		0.00	705	69	0.10	636	67	0.10	569	108	0.15	461	135	0.19	326	68	0.10	258	258	0.36	0	100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	164		0.00	164		0.00	164		0.00	164		0.00	164		0.00	164	16	0.10	148	16	0.10	132	25	0.15	107	31	0.19	76	16	0.10	60	60	0.36	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	188		0.00	188		0.00	188		0.00	188		0.00	188		0.00	188	18	0.10	170	18	0.10	152	29	0.15	123	36	0.19	87	18	0.10	69	69	0.36	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	217		0.00	217		0.00	217		0.00	217		0.00	217		0.00	217		0.00	217	22	0.10	195	37	0.17	158	46	0.21	112	23	0.11	89	89	0.41	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	210		0.00	210		0.00	210		0.00	210		0.00	210		0.00	210		0.00	210		0.00	210	40	0.19	170	50	0.24	120	25	0.12	95	95	0.45	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	163		0.00	163		0.00	163		0.00	163		0.00	163		0.00	163		0.00	163		0.00	163	31	0.19	132	39	0.24	93	19	0.12	74	74	0.45	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	216		0.00	216		0.00	216		0.00	216		0.00	216		0.00	216		0.00	216		0.00	216		0.00	216		0.00	216	45	0.21	171	171	0.79	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	482		0.00	482		0.00	482		0.00	482		0.00	482		0.00	482		0.00	482		0.00	482		0.00	482		0.00	482	100	0.21	382	382	0.79	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	531		0.00	531		0.00	531		0.00	531		0.00	531		0.00	531		0.00	531		0.00	531		0.00	531		0.00	531	111	0.21	420	420	0.79	0	100%
NW 25 St On Ramp	NW25StSR826NB	1290	141		0.00	141		0.00	141		0.00	141		0.00	141		0.00	141		0.00	141		0.00	141		0.00	141		0.00	141		0.00	141	141	1.00	0	100%
			4504	0			25			104			160			121			208			226			433			542			528			2158			4505
			-1	0			25			104			160			121			208			226			433			542			528			2157			4504

SR 826 SB

Entry Location				NW 25 St Off Ramp			SR 836 EB/WB Off Ramp			NW 72/NW 87 Ave Off Ramp			Flagler St/SW 8 St Off Ramp			SW 24 St Off Ramp			SW 40 St Off Ramp			SW 56 St Off Ramp			SR 874 SB Off Ramp			SW 72 St Off Ramp			SW 88 St Off Ramp			US-1 SB Off Ramp			SR 826 SB End			
	Detector			2020			2055			2060			2065			2135			2155			2180			2185			2235			2255			2290			2295			
				826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 SB Begin	SR826SB1	2000	2437	395	0.16	2042	653	0.27	1389	115	0.05	1274	420	0.17	854	111	0.05	743	139	0.06	604	72	0.03	532	145	0.06	387	97	0.04	290	125	0.05	165	165	0.06	0	0	0.00	165	100%
NW 25 St On Ramp	NW25StS826SBent	2040	126		0.00	126	40	0.32	86	7	0.06	79	26	0.21	53	7	0.06	46	9	0.07	37	4	0.03	33	9	0.07	24	6	0.05	18	8	0.06	10	10	0.07	0	0	0.00	10	100%
SR 836 EB/WB On Ramp	836EBWBS826SBent	2080	587		0.00	587		0.00	587		0.00	587		0.00	587	76	0.13	511	96	0.16	415	50	0.09	365	99	0.17	266	67	0.11	199	86	0.15	113	113	0.19	0	0	0.00	113	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	279		0.00	279		0.00	279		0.00	279		0.00	279	36	0.13	243	45	0.16	198	24	0.09	174	47	0.17	127	32	0.11	95	41	0.15	54	54	0.19	0	0	0.00	54	100%
SW 8 St On Ramp	SW8St826SBent	2120	164		0.00	164		0.00	164		0.00	164		0.00	164	21	0.13	143	27	0.16	116	14	0.09	102	28	0.17	74	19	0.12	55	24	0.15	31	31	0.18	0	0	0.00	31	100%
SW 24 St On Ramp	SW24St826SBent	2140	153		0.00	153		0.00	153		0.00	153		0.00	153		0.00	153	28	0.18	125	15	0.10	110	30	0.20	80	20	0.13	60	26	0.17	34	34	0.22	0	0	0.00	34	100%
SW 40 St On Ramp	SW40St826SBent	2215	121		0.00	121		0.00	121		0.00	121		0.00	121		0.00	121		0.00	121		0.00	121		0.00	121	30	0.25	91	39	0.32	52	52	0.43	0	0	0.00	52	100%
SW 56 St On Ramp	SW56St826SBent	2225	59		0.00	59		0.00	59		0.00	59		0.00	59		0.00	59		0.00	59		0.00	59		0.00	59	14	0.24	45	19	0.32	26	26	0.44	0	0	0.00	26	100%
SW 72 St On Ramp	SW72St826SBent	2245	74		0.00	74		0.00	74		0.00	74		0.00	74		0.00	74		0.00	74		0.00	74		0.00	74		0.00	74	31	0.42	43	43	0.58	0	0	0.00	43	100%
SW 88 St On Ramp	SW88St826SBent	2275	18		0.00	18		0.00	18		0.00	18		0.00	18		0.00	18		0.00	18		0.00	18		0.00	18		0.00	18		0.00	18	18	1.00	0	0	0.00	18	100%
			4018	395		693	122		446	251		344	179		358	285		399	544		0	4016																	
			2	395		693	122		446	251		344	179		358	285		399	546		0	4018																	

Time Period: 8
Simulation Start: 6:30 AM
Current Time: 8:15 AM - 8:30 AM (TP 8)

SR 826 NB

Entry Location				SW 88 St Off Ramp			SW 88 St Off Ramp			SW 72 St Off Ramp			SW 56 St Off Ramp			SW 40 St Off Ramp			SW 24 St Off Ramp			SW 8 St Off Ramp			Flagler St/NW 72 Ave Off Ramp			SR 836 EB/WB Off Ramp			NW 25 St Off Ramp			SR 826 NB End			
	Detector			1015			1025			1050			1070			1080			1155			1180			1215			1225			1275			1300			
				Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%
US-1 NB On Ramp	US1NBSR826NBent	1005	737		0.00	737	25	0.03	712	69	0.09	643	86	0.12	557	65	0.09	492	48	0.07	444	47	0.06	397	75	0.10	322	94	0.13	228	47	0.06	181	181	0.25	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	233		0.00	233		0.00	233	23	0.10	210	28	0.12	182	21	0.09	161	16	0.07	145	15	0.06	130	25	0.11	105	31	0.13	74	15	0.06	59	59	0.26	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	124		0.00	124		0.00	124	12	0.10	112	15	0.12	97	11	0.09	86	8	0.06	78	8	0.06	70	13	0.10	57	17	0.14	40	8	0.06	32	32	0.27	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	235		0.00	235		0.00	235		0.00	235	32	0.14	203	25	0.11	178	17	0.07	161	17	0.07	144	27	0.11	117	34	0.14	83	17	0.07	66	66	0.29	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	165		0.00	165		0.00	165		0.00	165		0.00	165		0.00	165	16	0.10	149	16	0.10	133	25	0.15	108	31	0.19	77	16	0.10	61	61	0.36	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	708		0.00	708		0.00	708		0.00	708		0.00	708		0.00	708	69	0.10	639	67	0.09	572	108	0.15	464	135	0.19	329	68	0.10	261	261	0.37	0	100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	165		0.00	165		0.00	165		0.00	165		0.00	165		0.00	165	16	0.10	149	16	0.10	133	25	0.15	108	31	0.19	77	16	0.10	61	61	0.36	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	189		0.00	189		0.00	189		0.00	189		0.00	189		0.00	189	19	0.10	170	18	0.10	152	29	0.15	123	36	0.19	87	18	0.10	69	69	0.36	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	218		0.00	218		0.00	218		0.00	218		0.00	218		0.00	218		0.00	218	23	0.11	195	37	0.17	158	46	0.21	112	23	0.11	89	89	0.40	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	211		0.00	211		0.00	211		0.00	211		0.00	211		0.00	211		0.00	211		0.00	211	40	0.19	171	50	0.24	121	25	0.12	96	96	0.45	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	164		0.00	164		0.00	164		0.00	164		0.00	164		0.00	164		0.00	164		0.00	164	31	0.19	133	39	0.24	94	19	0.12	75	75	0.45	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	217		0.00	217		0.00	217		0.00	217		0.00	217		0.00	217		0.00	217		0.00	217		0.00	217		0.00	217	45	0.21	172	172	0.79	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	484		0.00	484		0.00	484		0.00	484		0.00	484		0.00	484		0.00	484		0.00	484		0.00	484		0.00	484	100	0.21	384	384	0.79	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	533		0.00	533		0.00	533		0.00	533		0.00	533		0.00	533		0.00	533		0.00	533		0.00	533		0.00	533	113	0.21	420	420	0.79	0	100%
NW 25 St On Ramp	NW25StSR826NB	1290	142		0.00	142		0.00	142		0.00	142		0.00	142		0.00	142		0.00	142		0.00	142		0.00	142		0.00	142		0.00	142	142	1.00	0	100%
			4525	0			25			104			161			122			209			227			435			544			530			2166			4523
			2	0			25			104			161			122			209			227			435			544			530			2168			4525

SR 826 SB

Entry Location				NW 25 St Off Ramp			SR 836 EB/WB Off Ramp			NW 72/NW 87 Ave Off Ramp			Flagler St/SW 8 St Off Ramp			SW 24 St Off Ramp			SW 40 St Off Ramp			SW 56 St Off Ramp			SR 874 SB Off Ramp			SW 72 St Off Ramp			SW 88 St Off Ramp			US-1 SB Off Ramp			SR 826 SB End			
	Detector			2020			2055			2060			2065			2135			2155			2180			2185			2235			2255			2290			2295			
				826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 SB Begin	SR826SB1	2000	2447	397	0.16	2050	655	0.27	1395	116	0.05	1279	422	0.17	857	111	0.05	746	140	0.06	606	73	0.03	533	145	0.06	388	97	0.04	291	126	0.05	165	165	0.06	0	0	0.00	165	100%
NW 25 St On Ramp	NW25StS826SBent	2040	126		0.00	126	40	0.32	86	7	0.06	79	26	0.21	53	7	0.06	46	9	0.07	37	4	0.03	33	9	0.07	24	6	0.05	18	8	0.06	10	10	0.07	0	0	0.00	10	100%
SR 836 EB/WB On Ramp	836EBWBS826SBent	2080	589		0.00	589		0.00	589		0.00	589		0.00	589	76	0.13	513	96	0.16	417	50	0.08	367	100	0.17	267	67	0.11	200	86	0.15	114	114	0.20	0	0	0.00	114	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	280		0.00	280		0.00	280		0.00	280		0.00	280	36	0.13	244	46	0.16	198	24	0.09	174	47	0.17	127	32	0.11	95	41	0.15	54	54	0.19	0	0	0.00	54	100%
SW 8 St On Ramp	SW8St826SBent	2120	164		0.00	164		0.00	164		0.00	164		0.00	164	22	0.13	142	27	0.16	115	14	0.09	101	28	0.17	73	18	0.11	55	24	0.15	31	31	0.19	0	0	0.00	31	100%
SW 24 St On Ramp	SW24St826SBent	2140	153		0.00	153		0.00	153		0.00	153		0.00	153		0.00	153	27	0.18	126	15	0.10	111	31	0.20	80	20	0.13	60	26	0.17	34	34	0.22	0	0	0.00	34	100%
SW 40 St On Ramp	SW40St826SBent	2215	122		0.00	122		0.00	122		0.00	122		0.00	122		0.00	122		0.00	122		0.00	122		0.00	122	31	0.25	91	39	0.32	52	52	0.43	0	0	0.00	52	100%
SW 56 St On Ramp	SW56St826SBent	2225	59		0.00	59		0.00	59		0.00	59		0.00	59		0.00	59		0.00	59		0.00	59		0.00	59	15	0.25	44	19	0.32	25	25	0.43	0	0	0.00	25	100%
SW 72 St On Ramp	SW72St826SBent	2245	74		0.00	74		0.00	74		0.00	74		0.00	74		0.00	74		0.00	74		0.00	74		0.00	74		0.00	74	32	0.43	42	42	0.57	0	0	0.00	42	100%
SW 88 St On Ramp	SW88St826SBent	2275	18		0.00	18		0.00	18		0.00	18		0.00	18		0.00	18		0.00	18		0.00	18		0.00	18		0.00	18		0.00	18	18	1.00	0	0	0.00	18	100%
			4032	397		695	123		448	252		345	180		360	286		401	546		0	4033																	
			-1	397		695	123		448	252		345	180		360	286		401	545		0	4032																	

Time Period: 9
Simulation Start: 6:30 AM
Current Time: 8:30 AM - 8:45 AM (TP 9)

SR 826 NB

Entry Location				SW 88 St Off Ramp			SW 88 St Off Ramp			SW 72 St Off Ramp			SW 56 St Off Ramp			SW 40 St Off Ramp			SW 24 St Off Ramp			SW 8 St Off Ramp			Flagler St/NW 72 Ave Off Ramp			SR 836 EB/WB Off Ramp			NW 25 St Off Ramp			SR 826 NB End			
	Detector			1015			1025			1050			1070			1080			1155			1180			1215			1225			1275			1300			
	Station			Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name		Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%
US-1 NB On Ramp	US1NBSR826NBent	1005	699		0.00	699	24	0.03	675	66	0.09	609	82	0.12	527	62	0.09	465	45	0.06	420	44	0.06	376	71	0.10	305	89	0.13	216	45	0.06	171	171	0.26	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	221		0.00	221		0.00	221	22	0.10	199	27	0.12	172	20	0.09	152	15	0.07	137	14	0.06	123	23	0.10	100	29	0.13	71	15	0.07	56	56	0.26	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	117		0.00	117		0.00	117	11	0.09	106	14	0.12	92	11	0.09	81	8	0.07	73	8	0.07	65	12	0.10	53	15	0.13	38	8	0.07	30	30	0.26	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	224		0.00	224		0.00	224		0.00	224	30	0.13	194	23	0.10	171	17	0.08	154	16	0.07	138	26	0.12	112	33	0.15	79	16	0.07	63	63	0.28	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	157		0.00	157		0.00	157		0.00	157		0.00	157		0.00	157	15	0.10	142	15	0.10	127	24	0.15	103	30	0.19	73	15	0.10	58	58	0.36	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	672		0.00	672		0.00	672		0.00	672		0.00	672		0.00	672	65	0.10	607	64	0.10	543	103	0.15	440	128	0.19	312	65	0.10	247	247	0.36	0	100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	157		0.00	157		0.00	157		0.00	157		0.00	157		0.00	157	15	0.10	142	15	0.10	127	24	0.15	103	30	0.19	73	15	0.10	58	58	0.36	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	179		0.00	179		0.00	179		0.00	179		0.00	179		0.00	179	18	0.10	161	17	0.09	144	27	0.15	117	34	0.19	83	17	0.09	66	66	0.38	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	207		0.00	207		0.00	207		0.00	207		0.00	207		0.00	207		0.00	207	23	0.11	184	35	0.17	149	43	0.21	106	22	0.11	84	84	0.40	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	200		0.00	200		0.00	200		0.00	200		0.00	200		0.00	200		0.00	200		0.00	200	38	0.19	162	47	0.24	115	24	0.12	91	91	0.45	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	156		0.00	156		0.00	156		0.00	156		0.00	156		0.00	156		0.00	156		0.00	156	30	0.19	126	38	0.24	88	18	0.12	70	70	0.45	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	206		0.00	206		0.00	206		0.00	206		0.00	206		0.00	206		0.00	206		0.00	206		0.00	206		0.00	206	43	0.21	163	163	0.79	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	459		0.00	459		0.00	459		0.00	459		0.00	459		0.00	459		0.00	459		0.00	459		0.00	459		0.00	459	95	0.21	364	364	0.79	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	506		0.00	506		0.00	506		0.00	506		0.00	506		0.00	506		0.00	506		0.00	506		0.00	506		0.00	506	106	0.21	400	400	0.79	0	100%
NW 25 St On Ramp	NW25StSR826NB	1290	134		0.00	134		0.00	134		0.00	134		0.00	134		0.00	134		0.00	134		0.00	134		0.00	134		0.00	134		0.00	134	134	1.00	0	100%
			4294	0			24			99			153			116			198			216			413			516			504			2057			4296
			-2	0			24			99			153			116			198			216			413			516			504			2055			4294

SR 826 SB

Entry Location				NW 25 St Off Ramp			SR 836 EB/WB Off Ramp			NW 72/NW 87 Ave Off Ramp			Flagler St/SW 8 St Off Ramp			SW 24 St Off Ramp			SW 40 St Off Ramp			SW 56 St Off Ramp			SR 874 SB Off Ramp			SW 72 St Off Ramp			SW 88 St Off Ramp			US-1 SB Off Ramp			SR 826 SB End			
	Detector			2020			2055			2060			2065			2135			2155			2180			2185			2235			2255			2290			2295			
	Station			826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name		Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 SB Begin	SR826SB1	2000	2323	377	0.16	1946	622	0.27	1324	110	0.05	1214	400	0.17	814	105	0.05	709	133	0.06	576	69	0.03	507	138	0.06	369	93	0.04	276	119	0.05	157	157	0.06	0	0	0.00	157	100%
NW 25 St On Ramp	NW25StS826SBent	2040	120		0.00	120	38	0.32	82	7	0.06	75	25	0.21	50	6	0.05	44	8	0.07	36	4	0.03	32	9	0.08	23	6	0.05	17	7	0.06	10	10	0.07	0	0	0.00	10	100%
SR 836 EB/WB On Ramp	836EBWBS826SBent	2080	560		0.00	560		0.00	560		0.00	560		0.00	560	73	0.13	487	91	0.16	396	48	0.09	348	95	0.17	253	63	0.11	190	82	0.15	108	108	0.19	0	0	0.00	108	100%
Flagler St On Ramp	FlaglerS826SBent	2105	266		0.00	266		0.00	266		0.00	266		0.00	266	34	0.13	232	43	0.16	189	23	0.09	166	45	0.17	121	30	0.11	91	39	0.15	52	52	0.19	0	0	0.00	52	100%
SW 8 St On Ramp	SW8St826SBent	2120	156		0.00	156		0.00	156		0.00	156		0.00	156	21	0.13	135	25	0.16	110	13	0.08	97	26	0.17	71	18	0.12	53	23	0.15	30	30	0.19	0	0	0.00	30	100%
SW 24 St On Ramp	SW24St826SBent	2140	145		0.00	145		0.00	145		0.00	145		0.00	145		0.00	145	28	0.19	117	14	0.10	103	28	0.19	75	19	0.13	56	24	0.17	32	32	0.22	0	0	0.00	32	100%
SW 40 St On Ramp	SW40St826SBent	2215	116		0.00	116		0.00	116		0.00	116		0.00	116		0.00	116		0.00	116		0.00	116		0.00	116	29	0.25	87	38	0.33	49	49	0.42	0	0	0.00	49	100%
SW 56 St On Ramp	SW56St826SBent	2225	56		0.00	56		0.00	56		0.00	56		0.00	56		0.00	56		0.00	56		0.00	56		0.00	56	14	0.25	42	18	0.32	24	24	0.43	0	0	0.00	24	100%
SW 72 St On Ramp	SW72St826SBent	2245	70		0.00	70		0.00	70		0.00	70		0.00	70		0.00	70		0.00	70		0.00	70		0.00	70		0.00	70	31	0.44	39	39	0.56	0	0	0.00	39	100%
SW 88 St On Ramp	SW88St826SBent	2275	17		0.00	17		0.00	17		0.00	17		0.00	17		0.00	17		0.00	17		0.00	17		0.00	17		0.00	17		0.00	17	17	1.00	0	0	0.00	17	100%
			3829	377		660	117		425	239		328	171		341	272		381	518		0	3829																	
			0	377		660	117		425	239		328	171		341	272		381	518		0	3829																	

Time Period: 10
Simulation Start: 6:30 AM
Current Time: 8:45 AM - 9:00 AM (TP 10)

SR 826 NB

Entry Location				SW 88 St Off Ramp			SW 88 St Off Ramp			SW 72 St Off Ramp			SW 56 St Off Ramp			SW 40 St Off Ramp			SW 24 St Off Ramp			SW 8 St Off Ramp			Flagler St/NW 72 Ave Off Ramp			SR 836 EB/WB Off Ramp			NW 25 St Off Ramp			SR 826 NB End			
Detector				1015			1025			1050			1070			1080			1155			1180			1215			1225			1275			1300			
				Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	
US-1 NB On Ramp	US1NBSR826NBent	1005	712		0.00	712	24	0.03	688	67	0.09	621	83	0.12	538	63	0.09	475	46	0.06	429	45	0.06	384	73	0.10	311	91	0.13	220	46	0.06	174	174	0.26	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	225		0.00	225		0.00	225	22	0.10	203	27	0.12	176	21	0.09	155	15	0.07	140	15	0.07	125	24	0.11	101	29	0.13	72	15	0.07	57	57	0.24	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	120		0.00	120		0.00	120	12	0.10	108	14	0.12	94	11	0.09	83	8	0.07	75	8	0.07	67	13	0.11	54	16	0.13	38	8	0.07	30	30	0.24	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	228		0.00	228		0.00	228		0.00	228	31	0.14	197	23	0.10	174	17	0.07	157	17	0.07	140	26	0.11	114	33	0.14	81	17	0.07	64	64	0.30	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	160		0.00	160		0.00	160		0.00	160		0.00	160		0.00	160	16	0.10	144	15	0.09	129	24	0.15	105	31	0.19	74	15	0.09	59	59	0.38	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	684		0.00	684		0.00	684		0.00	684		0.00	684		0.00	684	67	0.10	617	65	0.10	552	104	0.15	448	131	0.19	317	66	0.10	251	251	0.36	0	100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	159		0.00	159		0.00	159		0.00	159		0.00	159		0.00	159	16	0.10	143	15	0.09	128	24	0.15	104	30	0.19	74	15	0.09	59	59	0.38	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	182		0.00	182		0.00	182		0.00	182		0.00	182		0.00	182	17	0.09	165	17	0.09	148	28	0.15	120	35	0.19	85	18	0.10	67	67	0.38	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	211		0.00	211		0.00	211		0.00	211		0.00	211		0.00	211	22	0.10	189	36	0.17	153	45	0.21	108	22	0.10	86	86	0.42	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	204		0.00	204		0.00	204		0.00	204		0.00	204		0.00	204		0.00	204	39	0.19	165	48	0.24	117	24	0.12	93	93	0.45	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	158		0.00	158		0.00	158		0.00	158		0.00	158		0.00	158		0.00	158	29	0.18	129	37	0.23	92	19	0.12	73	73	0.47	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	210		0.00	210		0.00	210		0.00	210		0.00	210		0.00	210		0.00	210		0.00	210		0.00	210		0.00	210	44	0.21	166	166	0.79	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	468		0.00	468		0.00	468		0.00	468		0.00	468		0.00	468		0.00	468		0.00	468		0.00	468		0.00	468	97	0.21	371	371	0.79	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	515		0.00	515		0.00	515		0.00	515		0.00	515		0.00	515		0.00	515		0.00	515		0.00	515		0.00	515	107	0.21	408	408	0.79	0	100%
NW 25 St On Ramp	NW25StSR826NB	1290	137		0.00	137		0.00	137		0.00	137		0.00	137		0.00	137		0.00	137		0.00	137		0.00	137		0.00	137		0.00	137	137	1.00	0	100%
			4373	0			24			101			155			118			202			219			420			526			513			2094			4372
			1	0			24			101			155			118			202			219			420			526			513			2095			4373

SR 826 SB

Entry Location				NW 25 St Off Ramp			SR 836 EB/WB Off Ramp			NW 72/NW 87 Ave Off Ramp			Flagler St/SW 8 St Off Ramp			SW 24 St Off Ramp			SW 40 St Off Ramp			SW 56 St Off Ramp			SR 874 SB Off Ramp			SW 72 St Off Ramp			SW 88 St Off Ramp			US-1 SB Off Ramp			SR 826 SB End			
Detector				2020			2055			2060			2065			2135			2155			2180			2185			2235			2255			2290			2295			
				826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 SB Begin	SR826SB1	2000	2365	384	0.16	1981	633	0.27	1348	112	0.05	1236	408	0.17	828	107	0.05	721	135	0.06	586	70	0.03	516	141	0.06	375	94	0.04	281	121	0.05	160	160	0.06	0	0	0.00	160	100%
NW 25 St On Ramp	NW25StS826SBent	2040	122		0.00	122	39	0.32	83	7	0.06	76	25	0.20	51	7	0.06	44	8	0.07	36	4	0.03	32	9	0.07	23	6	0.05	17	7	0.06	10	10	0.08	0	0	0.00	10	100%
SR 836 EB/WB On Ramp	836EBWBS826SBent	2080	570		0.00	570		0.00	570		0.00	570		0.00	570	74	0.13	496	93	0.16	403	48	0.08	355	97	0.17	258	65	0.11	193	83	0.15	110	110	0.20	0	0	0.00	110	100%
Flagler St On Ramp	FlaglerS826SBent	2105	271		0.00	271		0.00	271		0.00	271		0.00	271	35	0.13	236	44	0.16	192	23	0.08	169	46	0.17	123	31	0.11	92	40	0.15	52	52	0.20	0	0	0.00	52	100%
SW 8 St On Ramp	SW8St826SBent	2120	159		0.00	159		0.00	159		0.00	159		0.00	159	20	0.13	139	26	0.16	113	14	0.09	99	27	0.17	72	18	0.11	54	23	0.14	31	31	0.20	0	0	0.00	31	100%
SW 24 St On Ramp	SW24St826SBent	2140	148		0.00	148		0.00	148		0.00	148		0.00	148		0.00	148	28	0.19	120	15	0.10	105	28	0.19	77	19	0.13	58	25	0.17	33	33	0.22	0	0	0.00	33	100%
SW 40 St On Ramp	SW40St826SBent	2215	118		0.00	118		0.00	118		0.00	118		0.00	118		0.00	118		0.00	118		0.00	118		0.00	118	30	0.25	88	38	0.32	50	50	0.43	0	0	0.00	50	100%
SW 56 St On Ramp	SW56St826SBent	2225	57		0.00	57		0.00	57		0.00	57		0.00	57		0.00	57		0.00	57		0.00	57		0.00	57	14	0.25	43	19	0.33	24	24	0.42	0	0	0.00	24	100%
SW 72 St On Ramp	SW72St826SBent	2245	72		0.00	72		0.00	72		0.00	72		0.00	72		0.00	72		0.00	72		0.00	72		0.00	72		0.00	72	31	0.43	41	41	0.57	0	0	0.00	41	100%
SW 88 St On Ramp	SW88St826SBent	2275	17		0.00	17		0.00	17		0.00	17		0.00	17		0.00	17		0.00	17		0.00	17		0.00	17		0.00	17		0.00	17	17	1.00	0	0	0.00	17	100%
			3899	384		672	119		433	243		334	174		348	277		387	528		0	3899																	
			0	384		672	119		433	243		334	174		348	277		387	528		0	3899																	

Time Period: 11
Simulation Start: 6:30 AM
Current Time: 9:00 AM - 9:15 AM (TP 11)

SR 826 NB

Entry Location				SW 88 St Off Ramp 1015			SW 88 St Off Ramp 1025			SW 72 St Off Ramp 1050			SW 56 St Off Ramp 1070			SW 40 St Off Ramp 1080			SW 24 St Off Ramp 1155			SW 8 St Off Ramp 1180			Flagler St/NW 72 Ave Off Ramp 1215			SR 836 EB/WB Off Ramp 1225			NW 25 St Off Ramp 1275			SR 826 NB End 1300			
	Detector			Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	
US-1 NB On Ramp	US1NBSR826NBent	1005	691		0.00	691	24	0.03	667	65	0.09	602	81	0.12	521	61	0.09	460	45	0.07	415	44	0.06	371	70	0.10	301	88	0.13	213	44	0.06	169	169	0.25	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	218		0.00	218		0.00	218	21	0.10	197	26	0.12	171	20	0.09	151	15	0.07	136	14	0.06	122	23	0.11	99	29	0.13	70	15	0.07	55	55	0.25	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	116		0.00	116		0.00	116	12	0.10	104	14	0.12	90	11	0.09	79	8	0.07	71	7	0.06	64	12	0.10	52	15	0.13	37	8	0.07	29	29	0.26	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	221		0.00	221		0.00	221		0.00	221	30	0.14	191	22	0.10	169	16	0.07	153	16	0.07	137	26	0.12	111	32	0.14	79	16	0.07	63	63	0.29	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	155		0.00	155		0.00	155		0.00	155		0.00	155		0.00	155	15	0.10	140	15	0.10	125	24	0.15	101	29	0.19	72	15	0.10	57	57	0.36	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	664		0.00	664		0.00	664		0.00	664		0.00	664		0.00	664	65	0.10	599	63	0.09	536	101	0.15	435	127	0.19	308	64	0.10	244	244	0.37	0	100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	155		0.00	155		0.00	155		0.00	155		0.00	155		0.00	155	15	0.10	140	15	0.10	125	24	0.15	101	29	0.19	72	15	0.10	57	57	0.36	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	177		0.00	177		0.00	177		0.00	177		0.00	177		0.00	177	17	0.10	160	17	0.10	143	27	0.15	116	34	0.19	82	17	0.10	65	65	0.36	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	204		0.00	204		0.00	204		0.00	204		0.00	204		0.00	204		0.00	204	22	0.11	182	34	0.17	148	43	0.21	105	22	0.11	83	83	0.40	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	198		0.00	198		0.00	198		0.00	198		0.00	198		0.00	198		0.00	198		0.00	198	37	0.19	161	47	0.24	114	24	0.12	90	90	0.45	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	154		0.00	154		0.00	154		0.00	154		0.00	154		0.00	154		0.00	154		0.00	154	30	0.19	124	37	0.24	87	18	0.12	69	69	0.45	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	203		0.00	203		0.00	203		0.00	203		0.00	203		0.00	203		0.00	203		0.00	203		0.00	203		0.00	203	42	0.21	161	161	0.79	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	454		0.00	454		0.00	454		0.00	454		0.00	454		0.00	454		0.00	454		0.00	454		0.00	454		0.00	454	94	0.21	360	360	0.79	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	500		0.00	500		0.00	500		0.00	500		0.00	500		0.00	500		0.00	500		0.00	500		0.00	500		0.00	500	104	0.21	396	396	0.79	0	100%
NW 25 St On Ramp	NW25StSR826NB	1290	133		0.00	133		0.00	133		0.00	133		0.00	133		0.00	133		0.00	133		0.00	133		0.00	133		0.00	133		0.00	133	133	1.00	0	100%
			4243	0			24			98			151			114			196			213			408			510			498			2033			4245	
			-2	0			24			98			151			114			196			213			408			510			498			2031			4243	

SR 826 SB

Entry Location				NW 25 St Off Ramp 2020			SR 836 EB/WB Off Ramp 2055			NW 72/NW 87 Ave Off Ramp 2060			Flagler St/SW 8 St Off Ramp 2065			SW 24 St Off Ramp 2135			SW 40 St Off Ramp 2155			SW 56 St Off Ramp 2180			SR 874 SB Off Ramp 2185			SW 72 St Off Ramp 2235			SW 88 St Off Ramp 2255			US-1 SB Off Ramp 2290			SR 826 SB End 2295			
	Detector			826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 SB Begin	SR826SB1	2000	2295	372	0.16	1923	614	0.27	1309	108	0.05	1201	396	0.17	805	104	0.05	701	131	0.06	570	68	0.03	502	137	0.06	365	92	0.04	273	118	0.05	155	155	0.06	0	0	0.00	155	100%
NW 25 St On Ramp	NW25StS826SBent	2040	118		0.00	118	38	0.32	80	7	0.06	73	24	0.20	49	6	0.05	43	8	0.07	35	4	0.03	31	8	0.07	23	6	0.05	17	7	0.06	10	10	0.09	0	0	0.00	10	100%
SR 836 EB/WB On Ramp	836EBWBS826SBent	2080	553		0.00	553		0.00	553		0.00	553		0.00	553	72	0.13	481	90	0.16	391	47	0.08	344	94	0.17	250	63	0.11	187	81	0.15	106	106	0.20	0	0	0.00	106	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	263		0.00	263		0.00	263		0.00	263		0.00	263	34	0.13	229	43	0.16	186	22	0.08	164	45	0.17	119	30	0.11	89	38	0.14	51	51	0.21	0	0	0.00	51	100%
SW 8 St On Ramp	SW8St826SBent	2120	154		0.00	154		0.00	154		0.00	154		0.00	154	20	0.13	134	25	0.16	109	13	0.08	96	26	0.17	70	18	0.12	52	22	0.14	30	30	0.20	0	0	0.00	30	100%
SW 24 St On Ramp	SW24St826SBent	2140	144		0.00	144		0.00	144		0.00	144		0.00	144		0.00	144	27	0.19	117	15	0.10	102	27	0.19	75	19	0.13	56	24	0.17	32	32	0.22	0	0	0.00	32	100%
SW 40 St On Ramp	SW40St826SBent	2215	114		0.00	114		0.00	114		0.00	114		0.00	114		0.00	114		0.00	114		0.00	114		0.00	114	29	0.25	85	37	0.32	48	48	0.43	0	0	0.00	48	100%
SW 56 St On Ramp	SW56St826SBent	2225	55		0.00	55		0.00	55		0.00	55		0.00	55		0.00	55		0.00	55		0.00	55		0.00	55	12	0.22	43	19	0.35	24	24	0.43	0	0	0.00	24	100%
SW 72 St On Ramp	SW72St826SBent	2245	70		0.00	70		0.00	70		0.00	70		0.00	70		0.00	70		0.00	70		0.00	70		0.00	70		0.00	70	30	0.43	40	40	0.57	0	0	0.00	40	100%
SW 88 St On Ramp	SW88St826SBent	2275	17		0.00	17		0.00	17		0.00	17		0.00	17		0.00	17		0.00	17		0.00	17		0.00	17		0.00	17		0.00	17	17	1.00	0	0	0.00	17	100%
			3783	372		652	115		420	236		324	169		337	269		376	512		0	3782																	
			1	372		652	115		420	236		324	169		337	269		376	513		0	3783																	

Time Period: 12
Simulation Start: 6:30 AM
Current Time: 9:15 AM - 9:30 AM (TP 12)

SR 826 NB

Entry Location				SW 88 St Off Ramp 1015			SW 88 St Off Ramp 1025			SW 72 St Off Ramp 1050			SW 56 St Off Ramp 1070			SW 40 St Off Ramp 1080			SW 24 St Off Ramp 1155			SW 8 St Off Ramp 1180			Flagler St/NW 72 Ave Off Ramp 1215			SR 836 EB/WB Off Ramp 1225			NW 25 St Off Ramp 1275			SR 826 NB End 1300			
	Detector			Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%
US-1 NB On Ramp	US1NBSR826NBent	1005	629		0.00	629	22	0.03	607	59	0.09	548	73	0.12	475	56	0.09	419	41	0.07	378	40	0.06	338	64	0.10	274	80	0.13	194	40	0.06	154	154	0.25	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	199		0.00	199		0.00	199	19	0.10	180	24	0.12	156	18	0.09	138	13	0.07	125	13	0.07	112	21	0.11	91	27	0.14	64	13	0.07	51	51	0.23	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	106		0.00	106		0.00	106	11	0.10	95	13	0.12	82	10	0.09	72	7	0.07	65	7	0.07	58	11	0.10	47	14	0.13	33	7	0.07	26	26	0.25	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	201		0.00	201		0.00	201		0.00	201	27	0.13	174	20	0.10	154	15	0.07	139	15	0.07	124	23	0.11	101	29	0.14	72	15	0.07	57	57	0.31	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	141		0.00	141		0.00	141		0.00	141		0.00	141		0.00	141	14	0.10	127	13	0.09	114	22	0.16	92	27	0.19	65	14	0.10	51	51	0.36	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	604		0.00	604		0.00	604		0.00	604		0.00	604		0.00	604	59	0.10	545	58	0.10	487	92	0.15	395	115	0.19	280	58	0.10	222	222	0.36	0	100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	141		0.00	141		0.00	141		0.00	141		0.00	141		0.00	141	14	0.10	127	13	0.09	114	22	0.16	92	27	0.19	65	14	0.10	51	51	0.36	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	161		0.00	161		0.00	161		0.00	161		0.00	161		0.00	161	15	0.09	146	15	0.09	131	25	0.16	106	31	0.19	75	16	0.10	59	59	0.37	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	186		0.00	186		0.00	186		0.00	186		0.00	186		0.00	186		0.00	186	20	0.11	166	31	0.17	135	39	0.21	96	20	0.11	76	76	0.40	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	180		0.00	180		0.00	180		0.00	180		0.00	180		0.00	180		0.00	180		0.00	180	34	0.19	146	43	0.24	103	21	0.12	82	82	0.45	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	140		0.00	140		0.00	140		0.00	140		0.00	140		0.00	140		0.00	140		0.00	140	26	0.19	114	33	0.24	81	17	0.12	64	64	0.45	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	185		0.00	185		0.00	185		0.00	185		0.00	185		0.00	185		0.00	185		0.00	185		0.00	185		0.00	185	38	0.21	147	147	0.79	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	413		0.00	413		0.00	413		0.00	413		0.00	413		0.00	413		0.00	413		0.00	413		0.00	413		0.00	413	86	0.21	327	327	0.79	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	455		0.00	455		0.00	455		0.00	455		0.00	455		0.00	455		0.00	455		0.00	455		0.00	455		0.00	455	94	0.21	361	361	0.79	0	100%
NW 25 St On Ramp	NW25StSR826NB	1290	121		0.00	121		0.00	121		0.00	121		0.00	121		0.00	121		0.00	121		0.00	121		0.00	121		0.00	121		0.00	121	121	1.00	0	100%
			3862	0			22			89			137			104			178			194			371			465			453			1850			3863
			-1	0			22			89			137			104			178			194			371			465			453			1849			3862

SR 826 SB

Entry Location				NW 25 St Off Ramp 2020			SR 836 EB/WB Off Ramp 2055			NW 72/NW 87 Ave Off Ramp 2060			Flagler St/SW 8 St Off Ramp 2065			SW 24 St Off Ramp 2135			SW 40 St Off Ramp 2155			SW 56 St Off Ramp 2180			SR 874 SB Off Ramp 2185			SW 72 St Off Ramp 2235			SW 88 St Off Ramp 2255			US-1 SB Off Ramp 2290			SR 826 SB End 2295			
	Detector			826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 SB Begin	SR826SB1	2000	2090	339	0.16	1751	559	0.27	1192	99	0.05	1093	360	0.17	733	95	0.05	638	119	0.06	519	62	0.03	457	124	0.06	333	83	0.04	250	108	0.05	142	142	0.06	0	0	0.00	142	100%
NW 25 St On Ramp	NW25StS826SBent	2040	108		0.00	108	35	0.32	73	6	0.06	67	22	0.20	45	6	0.06	39	7	0.06	32	4	0.04	28	8	0.07	20	5	0.05	15	6	0.06	9	9	0.08	0	0	0.00	9	100%
SR 836 EB/WB On Ramp	836EBWBS826SBent	2080	503		0.00	503		0.00	503		0.00	503		0.00	503	65	0.13	438	82	0.16	356	43	0.09	313	85	0.17	228	57	0.11	171	74	0.15	97	97	0.19	0	0	0.00	97	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	239		0.00	239		0.00	239		0.00	239		0.00	239	31	0.13	208	39	0.16	169	20	0.08	149	41	0.17	108	27	0.11	81	35	0.15	46	46	0.20	0	0	0.00	46	100%
SW 8 St On Ramp	SW8St826SBent	2120	140		0.00	140		0.00	140		0.00	140		0.00	140	18	0.13	122	23	0.16	99	12	0.09	87	24	0.17	63	16	0.11	47	20	0.14	27	27	0.20	0	0	0.00	27	100%
SW 24 St On Ramp	SW24St826SBent	2140	131		0.00	131		0.00	131		0.00	131		0.00	131		0.00	131	25	0.19	106	12	0.09	94	25	0.19	69	17	0.13	52	22	0.17	30	30	0.23	0	0	0.00	30	100%
SW 40 St On Ramp	SW40St826SBent	2215	104		0.00	104		0.00	104		0.00	104		0.00	104		0.00	104		0.00	104		0.00	104		0.00	104	26	0.25	78	34	0.33	44	44	0.42	0	0	0.00	44	100%
SW 56 St On Ramp	SW56St826SBent	2225	50		0.00	50		0.00	50		0.00	50		0.00	50		0.00	50		0.00	50		0.00	50		0.00	50	13	0.26	37	16	0.32	21	21	0.42	0	0	0.00	21	100%
SW 72 St On Ramp	SW72St826SBent	2245	63		0.00	63		0.00	63		0.00	63		0.00	63		0.00	63		0.00	63		0.00	63		0.00	63		0.00	63	27	0.43	36	36	0.57	0	0	0.00	36	100%
SW 88 St On Ramp	SW88St826SBent	2275	15		0.00	15		0.00	15		0.00	15		0.00	15		0.00	15		0.00	15		0.00	15		0.00	15		0.00	15		0.00	15	15	1.00	0	0	0.00	15	100%
			3443	339		594		105		382		215		295		153		307		244		342		466		0		3442											
			1	339		594		105		382		215		295		153		307		244		342		467		0		3443											

Time Period: 13
Simulation Start: 6:30 AM
Current Time: 9:30 AM - 9:45 AM (TP 13)

SR 826 NB

Name	Entry Location / Detector / Station	Node #	Volume	SW 88 St Off Ramp 1015 Dummy			SW 88 St Off Ramp 1025 826NBSW88Stexit			SW 72 St Off Ramp 1050 SR826NBSW72Stexit			SW 56 St Off Ramp 1070 SR826NBSW56Stexit			SW 40 St Off Ramp 1080 SR826NBSW40Stexit			SW 24 St Off Ramp 1155 SR826NBSW24Stexit			SW 8 St Off Ramp 1180 SR826NBSW8Stexit			Flagler St/NW 72 Ave Off Ramp 1215 SR826NBFlagler72Avexit			SR 836 EB/WB Off Ramp 1225 SR826NBSR836EBWBexit			NW 25 St Off Ramp 1275 SR 826NBNW25Stexit			SR 826 NB End 1300 SR826NB24			
				Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%
US-1 NB On Ramp	US1NBSR826NBent	1005	595		0.00	595	20	0.03	575	56	0.09	519	70	0.12	449	52	0.09	397	39	0.07	358	38	0.06	320	60	0.10	260	76	0.13	184	38	0.06	146	146	0.25	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	188		0.00	188		0.00	188	18	0.10	170	23	0.12	147	17	0.09	130	13	0.07	117	12	0.06	105	20	0.11	85	25	0.13	60	12	0.06	48	48	0.26	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	100		0.00	100		0.00	100	10	0.10	90	12	0.12	78	9	0.09	69	7	0.07	62	7	0.07	55	10	0.10	45	13	0.13	32	7	0.07	25	25	0.25	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	190		0.00	190		0.00	190		0.00	190	25	0.13	165	20	0.11	145	14	0.07	131	14	0.07	117	22	0.12	95	28	0.15	67	14	0.07	53	53	0.28	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	133		0.00	133		0.00	133		0.00	133		0.00	133		0.00	133	13	0.10	120	13	0.10	107	20	0.15	87	25	0.19	62	13	0.10	49	49	0.36	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	572		0.00	572		0.00	572		0.00	572		0.00	572		0.00	572	56	0.10	516	54	0.09	462	87	0.15	375	109	0.19	266	55	0.10	211	211	0.37	0	100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	133		0.00	133		0.00	133		0.00	133		0.00	133		0.00	133	13	0.10	120	13	0.10	107	20	0.15	87	25	0.19	62	13	0.10	49	49	0.36	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	152		0.00	152		0.00	152		0.00	152		0.00	152		0.00	152	13	0.09	139	15	0.10	124	23	0.15	101	29	0.19	72	15	0.10	57	57	0.37	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	176		0.00	176		0.00	176		0.00	176		0.00	176		0.00	176		0.00	176	17	0.10	159	30	0.17	129	38	0.22	91	19	0.11	72	72	0.40	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	170		0.00	170		0.00	170		0.00	170		0.00	170		0.00	170		0.00	170		0.00	170	32	0.19	138	40	0.24	98	20	0.12	78	78	0.45	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	132		0.00	132		0.00	132		0.00	132		0.00	132		0.00	132		0.00	132		0.00	132	27	0.20	105	31	0.23	74	15	0.11	59	59	0.46	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	175		0.00	175		0.00	175		0.00	175		0.00	175		0.00	175		0.00	175		0.00	175		0.00	175		0.00	175	36	0.21	139	139	0.79	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	391		0.00	391		0.00	391		0.00	391		0.00	391		0.00	391		0.00	391		0.00	391		0.00	391		0.00	391	81	0.21	310	310	0.79	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	431		0.00	431		0.00	431		0.00	431		0.00	431		0.00	431		0.00	431		0.00	431		0.00	431		0.00	431	90	0.21	341	341	0.79	0	100%
NW 25 St On Ramp	NW25StSR826NB	1290	114		0.00	114		0.00	114		0.00	114		0.00	114		0.00	114		0.00	114		0.00	114		0.00	114		0.00	114		0.00	114	114	1.00	0	100%
			3652	0			20			84			130			98			168			183			351			439			428			1749			3650	
			2	0			20			84			130			98			168			183			351			439			428			1751			3652	

SR 826 SB

Name	Entry Location / Detector / Station	Node #	Volume	NW 25 St Off Ramp 2020 826SBNW25Stexit			SR 836 EB/WB Off Ramp 2055 826SB836EBWBexit			NW 72/NW 87 Ave Off Ramp 2060 826SBNW72AvNW87Avexit			Flagler St/SW 8 St Off Ramp 2065 826SBFlaglerStSW8Stexit			SW 24 St Off Ramp 2135 826SBSW24Stexit			SW 40 St Off Ramp 2155 826SBSW40Stexit			SW 56 St Off Ramp 2180 826SBSW56Stexit			SR 874 SB Off Ramp 2185 826SB874SB2ent			SW 72 St Off Ramp 2235 826SBSW72Stexit			SW 88 St Off Ramp 2255 826SBSW88Stexit			US-1 SB Off Ramp 2290 826SBUS1SBexit			SR 826 SB End 2295 SR826SB24			
				Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 SB Begin	SR826SB1	2000	1976	321	0.16	1655	528	0.27	1127	93	0.05	1034	341	0.17	693	90	0.05	603	113	0.06	490	59	0.03	431	117	0.06	314	79	0.04	235	101	0.05	134	134	0.06	0	0	0.00	134	100%
NW 25 St On Ramp	NW25StS826SBent	2040	102		0.00	102	33	0.32	69	6	0.06	63	21	0.21	42	5	0.05	37	7	0.07	30	4	0.04	26	7	0.07	19	5	0.05	14	6	0.06	8	8	0.07	0	0	0.00	8	100%
SR 836 EB/WB On Ramp	836EBWBS826SBent	2080	476		0.00	476		0.00	476		0.00	476		0.00	476	62	0.13	414	77	0.16	337	40	0.08	297	81	0.17	216	54	0.11	162	70	0.15	92	92	0.20	0	0	0.00	92	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	226		0.00	226		0.00	226		0.00	226		0.00	226	29	0.13	197	37	0.16	160	19	0.08	141	38	0.17	103	26	0.12	77	33	0.15	44	44	0.19	0	0	0.00	44	100%
SW 8 St On Ramp	SW8St826SBent	2120	133		0.00	133		0.00	133		0.00	133		0.00	133	17	0.13	116	22	0.17	94	11	0.08	83	23	0.17	60	15	0.11	45	19	0.14	26	26	0.20	0	0	0.00	26	100%
SW 24 St On Ramp	SW24St826SBent	2140	124		0.00	124		0.00	124		0.00	124		0.00	124		0.00	124	23	0.19	101	12	0.10	89	24	0.19	65	16	0.13	49	21	0.17	28	28	0.22	0	0	0.00	28	100%
SW 40 St On Ramp	SW40St826SBent	2215	98		0.00	98		0.00	98		0.00	98		0.00	98		0.00	98		0.00	98		0.00	98		0.00	98	25	0.26	73	31	0.32	42	42	0.42	0	0	0.00	42	100%
SW 56 St On Ramp	SW56St826SBent	2225	48		0.00	48		0.00	48		0.00	48		0.00	48		0.00	48		0.00	48		0.00	48		0.00	48	11	0.23	37	16	0.33	21	21	0.44	0	0	0.00	21	100%
SW 72 St On Ramp	SW72St826SBent	2245	60		0.00	60		0.00	60		0.00	60		0.00	60		0.00	60		0.00	60		0.00	60		0.00	60		0.00	60	27	0.45	33	33	0.55	0	0	0.00	33	100%
SW 88 St On Ramp	SW88St826SBent	2275	14		0.00	14		0.00	14		0.00	14		0.00	14		0.00	14		0.00	14		0.00	14		0.00	14		0.00	14		0.00	14	14	1.00	0	0	0.00	14	100%
			3257	321		561	99		362	203		279	145		290	231		324	441		0	3256																	
			1	321		561	99		362	203		279	145		290	231		324	442		0	3257																	

Time Period: 14
Simulation Start: 6:30 AM
Current Time: 9:45 AM - 10:00 AM (TP 14)

SR 826 NB

Name	Entry Location / Detector / Station	Node #	Volume	SW 88 St Off Ramp 1015 Dummy			SW 88 St Off Ramp 1025 826NBSW88Stexit			SW 72 St Off Ramp 1050 SR826NBSW72Stexit			SW 56 St Off Ramp 1070 SR826NBSW56Stexit			SW 40 St Off Ramp 1080 SR826NBSW40Stexit			SW 24 St Off Ramp 1155 SR826NBSW24Stexit			SW 8 St Off Ramp 1180 SR826NBSW8Stexit			Flagler St/NW 72 Ave Off Ramp 1215 SR826NBFlagler72Avexit			SR 836 EB/WB Off Ramp 1225 SR826NBSR836EBWBexit			NW 25 St Off Ramp 1275 SR 826NBNW25Stexit			SR 826 NB End 1300 SR826NB24			
				Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume			
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0			
US-1 NB On Ramp	US1NBSR826NBent	1005	587		0.00	587	20	0.03	567	55	0.09	512	69	0.12	443	52	0.09	391	38	0.06	353	37	0.06	316	60	0.10	256	74	0.13	182	38	0.06	144	144	0.26	0	0%		
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	185		0.00	185		0.00	185	18	0.10	167	22	0.12	145	17	0.09	128	12	0.06	116	12	0.06	104	20	0.11	84	24	0.13	60	12	0.06	48	48	0.27	0	100%		
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	99		0.00	99		0.00	99	10	0.10	89	12	0.12	77	9	0.09	68	7	0.07	61	6	0.06	55	10	0.10	45	13	0.13	32	7	0.07	25	25	0.26	0	100%		
SW 72 St On Ramp	SW72StSR826NBent	1060	188		0.00	188		0.00	188		0.00	188	25	0.13	163	19	0.10	144	14	0.07	130	14	0.07	116	22	0.12	94	27	0.14	67	14	0.07	53	53	0.30	0	100%		
SW 56 St On Ramp	SW56StSR826NBent	1110	132		0.00	132		0.00	132		0.00	132		0.00	132		0.00	132	13	0.10	119	13	0.10	106	20	0.15	86	25	0.19	61	13	0.10	48	48	0.36	0	100%		
SR 874 NB On Ramp	SR874SR826NBent	1115	564		0.00	564		0.00	564		0.00	564		0.00	564		0.00	564	55	0.10	509	54	0.10	455	86	0.15	369	107	0.19	262	54	0.10	208	208	0.36	0	100%		
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	131		0.00	131		0.00	131		0.00	131		0.00	131		0.00	131	13	0.10	118	12	0.09	106	20	0.15	86	25	0.19	61	13	0.10	48	48	0.37	0	100%		
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	150		0.00	150		0.00	150		0.00	150		0.00	150		0.00	150	14	0.09	136	14	0.09	122	23	0.15	99	29	0.19	70	15	0.10	55	55	0.38	0	100%		
SW 24 St On Ramp	SW24StSR826NBent	1160	174		0.00	174		0.00	174		0.00	174		0.00	174		0.00	174		0.00	174	19	0.11	155	29	0.17	126	37	0.21	89	18	0.10	71	71	0.41	0	100%		
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	168		0.00	168		0.00	168		0.00	168		0.00	168		0.00	168		0.00	168		0.00	168	32	0.19	136	40	0.24	96	20	0.12	76	76	0.45	0	100%		
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	131		0.00	131		0.00	131		0.00	131		0.00	131		0.00	131		0.00	131		0.00	131	24	0.18	107	32	0.24	75	16	0.12	59	59	0.46	0	100%		
Flagler St On Ramp	FlaglerStSR826NBent	1240	173		0.00	173		0.00	173		0.00	173		0.00	173		0.00	173		0.00	173		0.00	173		0.00	173		0.00	173	36	0.21	137	137	0.79	0	100%		
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	386		0.00	386		0.00	386		0.00	386		0.00	386		0.00	386		0.00	386		0.00	386		0.00	386		0.00	386	80	0.21	306	306	0.79	0	100%		
SR 836 EB On Ramp	SR836EBSR826NBent	1260	425		0.00	425		0.00	425		0.00	425		0.00	425		0.00	425		0.00	425		0.00	425		0.00	425		0.00	425	87	0.20	338	338	0.80	0	100%		
NW 25 St On Ramp	NW25StSR826NB	1290	113		0.00	113		0.00	113		0.00	113		0.00	113		0.00	113		0.00	113		0.00	113		0.00	113		0.00	113		0.00	113	113	1.00	0	100%		
			3606	0			20			83			128			97			166			181			346			433			423			1727			3604		
			2	0			20			83			128			97			166			181			346			433			423			1729			3606		

SR 826 SB

Name	Entry Location / Detector / Station	Node #	Volume	NW 25 St Off Ramp 2020 826SBNW25Stexit			SR 836 EB/WB Off Ramp 2055 826SB836EBWBexit			NW 72/NW 87 Ave Off Ramp 2060 826SBNW72AvNW87Avexit			Flagler St/SW 8 St Off Ramp 2065 826SBFlaglerStSW8Stexit			SW 24 St Off Ramp 2135 826SBSW24Stexit			SW 40 St Off Ramp 2155 826SBSW40Stexit			SW 56 St Off Ramp 2180 826SBSW56Stexit			SR 874 SB Off Ramp 2185 826SB874SB2ent			SW 72 St Off Ramp 2235 826SBSW72Stexit			SW 88 St Off Ramp 2255 826SBSW88Stexit			US-1 SB Off Ramp 2290 826SBUS1SBexit			SR 826 SB End 2295 SR826SB24			
				Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume			
SR 826 SB Begin	SR826SB1	2000	1950	316	0.16	1634	522	0.27	1112	92	0.05	1020	337	0.17	683	88	0.05	595	111	0.06	484	58	0.03	426	116	0.06	310	78	0.04	232	100	0.05	132	132	0.06	0	0	0.00	132	100%	
NW 25 St On Ramp	NW25StS826SBent	2040	100		0.00	100	32	0.32	68	6	0.06	62	20	0.20	42	5	0.05	37	7	0.07	30	4	0.04	26	7	0.07	19	5	0.05	14	6	0.06	8	8	0.08	0	0	0.00	8	100%	
SR 836 EB/WB On Ramp	836EBWBS826SBent	2080	470		0.00	470		0.00	470		0.00	470		0.00	470	61	0.13	409	76	0.16	333	40	0.09	293	80	0.17	213	53	0.11	160	69	0.15	91	91	0.19	0	0	0.00	91	100%	
Flagler St On Ramp	FlaglerSt826SBent	2105	223		0.00	223		0.00	223		0.00	223		0.00	223	29	0.13	194	36	0.16	158	19	0.09	139	38	0.17	101	25	0.11	76	33	0.15	43	43	0.19	0	0	0.00	43	100%	
SW 8 St On Ramp	SW8St826SBent	2120	131		0.00	131		0.00	131		0.00	131		0.00	131	17	0.13	114	21	0.16	93	11	0.08	82	22	0.17	60	15	0.11	45	19	0.15	26	26	0.20	0	0	0.00	26	100%	
SW 24 St On Ramp	SW24St826SBent	2140	122		0.00	122		0.00	122		0.00	122		0.00	122		0.00	122	24	0.20	98	11	0.09	87	24	0.20	63	16	0.13	47	20	0.16	27	27	0.22	0	0	0.00	27	100%	
SW 40 St On Ramp	SW40St826SBent	2215	97		0.00	97		0.00	97		0.00	97		0.00	97		0.00	97		0.00	97		0.00	97		0.00	97	24	0.25	73	31	0.32	42	42	0.43	0	0	0.00	42	100%	
SW 56 St On Ramp	SW56St826SBent	2225	47		0.00	47		0.00	47		0.00	47		0.00	47		0.00	47		0.00	47		0.00	47		0.00	47	12	0.26	35	15	0.32	20	20	0.42	0	0	0.00	20	100%	
SW 72 St On Ramp	SW72St826SBent	2245	59		0.00	59		0.00	59		0.00	59		0.00	59		0.00	59		0.00	59		0.00	59		0.00	59		0.00	59	26	0.44	33	33	0.56	0	0	0.00	33	100%	
SW 88 St On Ramp	SW88St826SBent	2275	14		0.00	14		0.00	14		0.00	14		0.00	14		0.00	14		0.00	14		0.00	14		0.00	14		0.00	14		0.00	14	14	1.00	0	0	0.00	14	100%	
			3213	316		554	98		357	200		275	143		287	228		319	435		0	3212																	
			1	316		554	98		357	200		275	143		287	228		319	436		0	3213																	

Time Period: 15
Simulation Start: 6:30 AM
Current Time: 10:00 AM - 10:15 AM (TP 15)

SR 826 NB

Entry Location				SW 88 St Off Ramp			SW 88 St Off Ramp			SW 72 St Off Ramp			SW 56 St Off Ramp			SW 40 St Off Ramp			SW 24 St Off Ramp			SW 8 St Off Ramp			Flagler St/NW 72 Ave Off Ramp			SR 836 EB/WB Off Ramp			NW 25 St Off Ramp			SR 826 NB End			
	Detector			1015			1025			1050			1070			1080			1155			1180			1215			1225			1275			1300			
				Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%
US-1 NB On Ramp	US1NBSR826NBent	1005	587		0.00	587	20	0.03	567	55	0.09	512	69	0.12	443	52	0.09	391	38	0.06	353	37	0.06	316	60	0.10	256	75	0.13	181	37	0.06	144	144	0.26	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	185		0.00	185		0.00	185	18	0.10	167	22	0.12	145	17	0.09	128	12	0.06	116	12	0.06	104	20	0.11	84	24	0.13	60	12	0.06	48	48	0.27	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	99		0.00	99		0.00	99	10	0.10	89	12	0.12	77	9	0.09	68	7	0.07	61	6	0.06	55	10	0.10	45	13	0.13	32	7	0.07	25	25	0.26	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	188		0.00	188		0.00	188		0.00	188	25	0.13	163	19	0.10	144	14	0.07	130	14	0.07	116	22	0.12	94	27	0.14	67	14	0.07	53	53	0.30	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	132		0.00	132		0.00	132		0.00	132		0.00	132		0.00	132	13	0.10	119	13	0.10	106	20	0.15	86	25	0.19	61	13	0.10	48	48	0.36	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	564		0.00	564		0.00	564		0.00	564		0.00	564		0.00	564	55	0.10	509	54	0.10	455	86	0.15	369	107	0.19	262	54	0.10	208	208	0.36	0	100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	131		0.00	131		0.00	131		0.00	131		0.00	131		0.00	131	13	0.10	118	12	0.09	106	20	0.15	86	25	0.19	61	13	0.10	48	48	0.37	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	150		0.00	150		0.00	150		0.00	150		0.00	150		0.00	150	14	0.09	136	14	0.09	122	23	0.15	99	29	0.19	70	15	0.10	55	55	0.38	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	173		0.00	173		0.00	173		0.00	173		0.00	173		0.00	173		0.00	173	19	0.11	154	29	0.17	125	36	0.21	89	18	0.10	71	71	0.41	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	168		0.00	168		0.00	168		0.00	168		0.00	168		0.00	168		0.00	168		0.00	168	32	0.19	136	40	0.24	96	20	0.12	76	76	0.45	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	131		0.00	131		0.00	131		0.00	131		0.00	131		0.00	131		0.00	131		0.00	131	24	0.18	107	32	0.24	75	16	0.12	59	59	0.46	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	173		0.00	173		0.00	173		0.00	173		0.00	173		0.00	173		0.00	173		0.00	173		0.00	173		0.00	173	36	0.21	137	137	0.79	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	385		0.00	385		0.00	385		0.00	385		0.00	385		0.00	385		0.00	385		0.00	385		0.00	385		0.00	385	80	0.21	305	305	0.79	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	425		0.00	425		0.00	425		0.00	425		0.00	425		0.00	425		0.00	425		0.00	425		0.00	425		0.00	425	87	0.20	338	338	0.80	0	100%
NW 25 St On Ramp	NW25StSR826NB	1290	113		0.00	113		0.00	113		0.00	113		0.00	113		0.00	113		0.00	113		0.00	113		0.00	113		0.00	113		0.00	113	113	1.00	0	100%
			3604	0			20			83			128			97			166			181			346			433			422			1726			3602
			2	0			20			83			128			97			166			181			346			433			422			1728			3604

SR 826 SB

Entry Location				NW 25 St Off Ramp			SR 836 EB/WB Off Ramp			NW 72/NW 87 Ave Off Ramp			Flagler St/SW 8 St Off Ramp			SW 24 St Off Ramp			SW 40 St Off Ramp			SW 56 St Off Ramp			SR 874 SB Off Ramp			SW 72 St Off Ramp			SW 88 St Off Ramp			US-1 SB Off Ramp			SR 826 SB End			
	Detector			2020			2055			2060			2065			2135			2155			2180			2185			2235			2255			2290			2295		
				826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 SB Begin	SR826SB1	2000	1949	316	0.16	1633	522	0.27	1111	92	0.05	1019	337	0.17	682	88	0.05	594	111	0.06	483	58	0.03	425	116	0.06	309	77	0.04	232	100	0.05	132	132	0.06	0	0	0.00	132	100%
NW 25 St On Ramp	NW25StS826SBent	2040	100		0.00	100	32	0.32	68	6	0.06	62	20	0.20	42	5	0.05	37	7	0.07	30	4	0.04	26	7	0.07	19	5	0.05	14	6	0.06	8	8	0.08	0	0	0.00	8	100%
SR 836 EB/WB On Ramp	836EBWBS826SBent	2080	470		0.00	470		0.00	470		0.00	470		0.00	470	61	0.13	409	77	0.16	332	40	0.09	292	79	0.17	213	53	0.11	160	69	0.15	91	91	0.19	0	0	0.00	91	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	223		0.00	223		0.00	223		0.00	223		0.00	223	29	0.13	194	36	0.16	158	19	0.09	139	38	0.17	101	25	0.11	76	33	0.15	43	43	0.19	0	0	0.00	43	100%
SW 8 St On Ramp	SW8St826SBent	2120	131		0.00	131		0.00	131		0.00	131		0.00	131	17	0.13	114	21	0.16	93	11	0.08	82	22	0.17	60	15	0.11	45	19	0.15	26	26	0.20	0	0	0.00	26	100%
SW 24 St On Ramp	SW24St826SBent	2140	122		0.00	122		0.00	122		0.00	122		0.00	122		0.00	122	23	0.19	99	11	0.09	88	24	0.20	64	16	0.13	48	21	0.17	27	27	0.22	0	0	0.00	27	100%
SW 40 St On Ramp	SW40St826SBent	2215	97		0.00	97		0.00	97		0.00	97		0.00	97		0.00	97		0.00	97		0.00	97		0.00	97	24	0.25	73	31	0.32	42	42	0.43	0	0	0.00	42	100%
SW 56 St On Ramp	SW56St826SBent	2225	47		0.00	47		0.00	47		0.00	47		0.00	47		0.00	47		0.00	47		0.00	47		0.00	47	13	0.28	34	15	0.32	19	19	0.40	0	0	0.00	19	100%
SW 72 St On Ramp	SW72St826SBent	2245	59		0.00	59		0.00	59		0.00	59		0.00	59		0.00	59		0.00	59		0.00	59		0.00	59		0.00	59	25	0.42	34	34	0.58	0	0	0.00	34	100%
SW 88 St On Ramp	SW88St826SBent	2275	14		0.00	14		0.00	14		0.00	14		0.00	14		0.00	14		0.00	14		0.00	14		0.00	14		0.00	14		0.00	14	14	1.00	0	0	0.00	14	100%
			3212	316		554			98			357			200			275			143			286			228			319			435			0			3211
			1	316		554			98			357			200			275			143			286			228			319			436			0			3212

Time Period: 16
Simulation Start: 6:30 AM
Current Time: 10:15 AM - 10:30 AM (TP 16)

SR 826 NB

Entry Location				SW 88 St Off Ramp			SW 88 St Off Ramp			SW 72 St Off Ramp			SW 56 St Off Ramp			SW 40 St Off Ramp			SW 24 St Off Ramp			SW 8 St Off Ramp			Flagler St/NW 72 Ave Off Ramp			SR 836 EB/WB Off Ramp			NW 25 St Off Ramp			SR 826 NB End			
	Detector			1015			1025			1050			1070			1080			1155			1180			1215			1225			1275			1300			
	Station			Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name		Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%
US-1 NB On Ramp	US1NBSR826NBent	1005	559		0.00	559	19	0.03	540	53	0.09	487	65	0.12	422	49	0.09	373	36	0.06	337	35	0.06	302	57	0.10	245	71	0.13	174	36	0.06	138	138	0.26	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	177		0.00	177		0.00	177	17	0.10	160	21	0.12	139	16	0.09	123	12	0.07	111	12	0.07	99	19	0.11	80	23	0.13	57	12	0.07	45	45	0.24	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	94		0.00	94		0.00	94	9	0.10	85	11	0.12	74	9	0.10	65	6	0.06	59	6	0.06	53	10	0.11	43	13	0.14	30	6	0.06	24	24	0.25	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	179		0.00	179		0.00	179		0.00	179	25	0.14	154	18	0.10	136	13	0.07	123	13	0.07	110	21	0.12	89	26	0.15	63	13	0.07	50	50	0.28	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	125		0.00	125		0.00	125		0.00	125		0.00	125		0.00	125	12	0.10	113	12	0.10	101	19	0.15	82	24	0.19	58	12	0.10	46	46	0.36	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	537		0.00	537		0.00	537		0.00	537		0.00	537		0.00	537	52	0.10	485	51	0.09	434	82	0.15	352	103	0.19	249	52	0.10	197	197	0.37	0	100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	125		0.00	125		0.00	125		0.00	125		0.00	125		0.00	125	12	0.10	113	12	0.10	101	19	0.15	82	24	0.19	58	12	0.10	46	46	0.36	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	143		0.00	143		0.00	143		0.00	143		0.00	143		0.00	143	15	0.10	128	13	0.09	115	22	0.15	93	27	0.19	66	14	0.10	52	52	0.37	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	165		0.00	165		0.00	165		0.00	165		0.00	165		0.00	165		0.00	165	18	0.11	147	28	0.17	119	35	0.21	84	17	0.10	67	67	0.41	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	160		0.00	160		0.00	160		0.00	160		0.00	160		0.00	160		0.00	160		0.00	160	30	0.19	130	38	0.24	92	19	0.12	73	73	0.45	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	124		0.00	124		0.00	124		0.00	124		0.00	124		0.00	124		0.00	124		0.00	124	23	0.19	101	29	0.23	72	15	0.12	57	57	0.46	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	165		0.00	165		0.00	165		0.00	165		0.00	165		0.00	165		0.00	165		0.00	165		0.00	165		0.00	165	34	0.21	131	131	0.79	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	367		0.00	367		0.00	367		0.00	367		0.00	367		0.00	367		0.00	367		0.00	367		0.00	367		0.00	367	76	0.21	291	291	0.79	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	405		0.00	405		0.00	405		0.00	405		0.00	405		0.00	405		0.00	405		0.00	405		0.00	405		0.00	405	85	0.21	320	320	0.79	0	100%
NW 25 St On Ramp	NW25StSR826NB	1290	108		0.00	108		0.00	108		0.00	108		0.00	108		0.00	108		0.00	108		0.00	108		0.00	108		0.00	108		0.00	108	108	1.00	0	100%
			3433	0			19			79			122			92			158			172			330			413			403			1645			3433
			0	0			19			79			122			92			158			172			330			413			403			1645			3433

SR 826 SB

Entry Location				NW 25 St Off Ramp			SR 836 EB/WB Off Ramp			NW 72/NW 87 Ave Off Ramp			Flagler St/SW 8 St Off Ramp			SW 24 St Off Ramp			SW 40 St Off Ramp			SW 56 St Off Ramp			SR 874 SB Off Ramp			SW 72 St Off Ramp			SW 88 St Off Ramp			US-1 SB Off Ramp			SR 826 SB End			
	Detector			2020			2055			2060			2065			2135			2155			2180			2185			2235			2255			2290			2295			
	Station			826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name		Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 SB Begin	SR826SB1	2000	1858	301	0.16	1557	497	0.27	1060	88	0.05	972	320	0.17	652	84	0.05	568	106	0.06	462	55	0.03	407	111	0.06	296	74	0.04	222	95	0.05	127	127	0.06	0	0	0.00	127	100%
NW 25 St On Ramp	NW25St826SBent	2040	96		0.00	96	31	0.32	65	5	0.05	60	20	0.21	40	5	0.05	35	7	0.07	28	3	0.03	25	7	0.07	18	4	0.04	14	6	0.06	8	8	0.10	0	0	0.00	8	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	448		0.00	448		0.00	448		0.00	448		0.00	448	58	0.13	390	73	0.16	317	38	0.08	279	76	0.17	203	51	0.11	152	65	0.15	87	87	0.20	0	0	0.00	87	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	213		0.00	213		0.00	213		0.00	213		0.00	213	28	0.13	185	35	0.16	150	18	0.08	132	36	0.17	96	24	0.11	72	31	0.15	41	41	0.20	0	0	0.00	41	100%
SW 8 St On Ramp	SW8St826SBent	2120	125		0.00	125		0.00	125		0.00	125		0.00	125	16	0.13	109	20	0.16	89	11	0.09	78	21	0.17	57	14	0.11	43	18	0.14	25	25	0.20	0	0	0.00	25	100%
SW 24 St On Ramp	SW24St826SBent	2140	116		0.00	116		0.00	116		0.00	116		0.00	116		0.00	116	21	0.18	95	11	0.09	84	22	0.19	62	15	0.13	47	20	0.17	27	27	0.24	0	0	0.00	27	100%
SW 40 St On Ramp	SW40St826SBent	2215	92		0.00	92		0.00	92		0.00	92		0.00	92		0.00	92		0.00	92		0.00	92		0.00	92	23	0.25	69	30	0.33	39	39	0.42	0	0	0.00	39	100%
SW 56 St On Ramp	SW56St826SBent	2225	45		0.00	45		0.00	45		0.00	45		0.00	45		0.00	45		0.00	45		0.00	45		0.00	45	12	0.27	33	14	0.31	19	19	0.42	0	0	0.00	19	100%
SW 72 St On Ramp	SW72St826SBent	2245	56		0.00	56		0.00	56		0.00	56		0.00	56		0.00	56		0.00	56		0.00	56		0.00	56		0.00	56	25	0.45	31	31	0.55	0	0	0.00	31	100%
SW 88 St On Ramp	SW88St826SBent	2275	13		0.00	13		0.00	13		0.00	13		0.00	13		0.00	13		0.00	13		0.00	13		0.00	13		0.00	13		0.00	13	13	1.00	0	0	0.00	13	100%
			3062	301		528	93		340	191		262	136		273	217		304	415		0	3060																	
			2	301		528	93		340	191		262	136		273	217		304	417		0	3062																	

Time Period: 1
Simulation Start: 3:30 PM
Current Time: 3:30 PM - 3:45 PM (TP 1)

SR 826 NB

Entry Location				Dummy Off Ramp 1015			SW 88 St Off Ramp 1025			SW 72 St Off Ramp 1050			SW 56 St Off Ramp 1070			SW 40 St Off Ramp 1080			SW 24 St Off Ramp 1155			SW 8 St Off Ramp 1180			Flagler St/NW 72 Ave Off Ramp 1215			SR 836 EB/WB Off Ramp 1225			NW 25 St Off Ramp 1275			SR 826 NB End 1300			
Detector				Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%
US-1 NB On Ramp	SR826NB1a	1005	505	0	0.00	505	26	0.05	479	32	0.06	447	43	0.09	404	48	0.10	356	42	0.08	314	55	0.11	259	54	0.11	205	94	0.19	111	18	0.04	93	93	0.17	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	163		0.00	163		0.00	163	11	0.07	152	14	0.09	138	16	0.10	122	14	0.09	108	19	0.12	89	19	0.12	70	32	0.20	38	6	0.04	32	32	0.17	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	305		0.00	305		0.00	305	21	0.07	284	27	0.09	257	30	0.10	227	27	0.09	200	35	0.11	165	35	0.11	130	60	0.20	70	11	0.04	59	59	0.19	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	292		0.00	292		0.00	292		0.00	292	28	0.10	264	31	0.11	233	27	0.09	206	36	0.12	170	36	0.12	134	61	0.21	73	12	0.04	61	61	0.21	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	171		0.00	171		0.00	171		0.00	171		0.00	171		0.00	171	20	0.12	151	27	0.16	124	26	0.15	98	45	0.26	53	8	0.05	45	45	0.26	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	411		0.00	411		0.00	411		0.00	411		0.00	411		0.00	411	48	0.12	363	64	0.16	299	63	0.15	236	108	0.26	128	20	0.05	108	108	0.26	0	100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	87		0.00	87		0.00	87		0.00	87		0.00	87		0.00	87	10	0.11	77	14	0.16	63	13	0.15	50	23	0.26	27	4	0.05	23	23	0.27	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	155		0.00	155		0.00	155		0.00	155		0.00	155		0.00	155	19	0.12	136	24	0.15	112	23	0.15	89	41	0.26	48	8	0.05	40	40	0.27	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	174		0.00	174		0.00	174		0.00	174		0.00	174		0.00	174		0.00	174	30	0.17	144	30	0.17	114	52	0.30	62	10	0.06	52	52	0.30	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	133		0.00	133		0.00	133		0.00	133		0.00	133		0.00	133		0.00	133		0.00	133	28	0.21	105	48	0.36	57	9	0.07	48	48	0.36	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	64		0.00	64		0.00	64		0.00	64		0.00	64		0.00	64		0.00	64		0.00	64	13	0.20	51	24	0.38	27	4	0.06	23	23	0.36	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	124		0.00	124		0.00	124		0.00	124		0.00	124		0.00	124		0.00	124		0.00	124		0.00	124		0.00	124	20	0.16	104	104	0.84	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	366		0.00	366		0.00	366		0.00	366		0.00	366		0.00	366		0.00	366		0.00	366		0.00	366		0.00	366	58	0.16	308	308	0.84	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	314		0.00	314		0.00	314		0.00	314		0.00	314		0.00	314		0.00	314		0.00	314		0.00	314		0.00	314	51	0.16	263	263	0.84	0	100%
NW 25 St On Ramp	NW25StSR826NB	1290	159		0.00	159		0.00	159		0.00	159		0.00	159		0.00	159		0.00	159		0.00	159		0.00	159		0.00	159		0.00	159	159	1.00	0	100%
			3423	0			26			64			112			125			207			304			340			588			239			1417			3422	
			1	0			26			64			112			125			207			304			340			588			239			1418			3423	

SR 826 SB

Entry Location				NW 25 St Off Ramp 2020			SR 836 EB/WB Off Ramp 2055			NW 72/NW 87 Ave Off Ramp 2060			Flagler St/SW 8 St Off Ramp 2065			SW 24 St Off Ramp 2135			SW 40 St Off Ramp 2155			SW 56 St Off Ramp 2180			SR 974 SB Off Ramp 2185			SW 72 St Off Ramp 2235			SW 88 St Off Ramp 2255			US-1 SB Off Ramp 2290			SR 826 SB End 2295			
Detector				826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 SB Begin	SR826SB1	2000	1660	82	0.05	1578	312	0.19	1266	17	0.01	1249	206	0.12	1043	161	0.10	882	143	0.09	739	100	0.06	639	244	0.15	395	85	0.05	310	121	0.07	189	189	0.11	0	0	0.00	189	100%
NW 25 St On Ramp	NW25St826SBent	2040	455		0.00	455	90	0.20	365	5	0.01	360	60	0.13	300	46	0.10	254	41	0.09	213	29	0.06	184	70	0.15	114	25	0.05	89	35	0.08	54	54	0.13	0	0	0.00	54	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	441		0.00	441		0.00	441		0.00	441		0.00	441	68	0.15	373	60	0.14	313	42	0.10	271	103	0.23	168	36	0.08	132	51	0.12	81	81	0.18	0	0	0.00	81	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	254		0.00	254		0.00	254		0.00	254		0.00	254	39	0.15	215	35	0.14	180	24	0.09	156	60	0.24	96	21	0.08	75	29	0.11	46	46	0.19	0	0	0.00	46	100%
SW 8 St On Ramp	SW8St826SBent	2120	270		0.00	270		0.00	270		0.00	270		0.00	270	43	0.16	227	37	0.14	190	26	0.10	164	63	0.23	101	22	0.08	79	31	0.11	48	48	0.18	0	0	0.00	48	100%
SW 24 St On Ramp	SW24St826SBent	2140	199		0.00	199		0.00	199		0.00	199		0.00	199		0.00	199	32	0.16	167	22	0.11	145	55	0.28	90	19	0.10	71	28	0.14	43	43	0.21	0	0	0.00	43	100%
SW 40 St On Ramp	SW40St826SBent	2215	139		0.00	139		0.00	139		0.00	139		0.00	139		0.00	139		0.00	139		0.00	139		0.00	139	30	0.22	109	42	0.30	67	67	0.48	0	0	0.00	67	100%
SW 56 St On Ramp	SW56St826SBent	2225	90		0.00	90		0.00	90		0.00	90		0.00	90		0.00	90		0.00	90		0.00	90		0.00	90	19	0.21	71	28	0.31	43	43	0.48	0	0	0.00	43	100%
SW 72 St On Ramp	SW72St826SBent	2245	75		0.00	75		0.00	75		0.00	75		0.00	75		0.00	75		0.00	75		0.00	75		0.00	75		0.00	75	29	0.39	46	46	0.61	0	0	0.00	46	100%
SW 88 St On Ramp	SW88St826SBent	2275	26		0.00	26		0.00	26		0.00	26		0.00	26		0.00	26		0.00	26		0.00	26		0.00	26		0.00	26		0.00	26	26	1.00	0	0	0.00	26	100%
			3609	82		402	22		266	357		348	243		595	257		394	645		0	3611																	
			-2	82		402	22		266	357		348	243		595	257		394	643		0	3609																	

Time Period: 2
Simulation Start: 3:30 PM
Current Time: 3:45 PM - 4:00 PM (TP 2)

SR 826 NB

Name	Entry Location / Detector / Station	Node #	Volume	Dummy Off Ramp 1015 Dummy Vol	Vol %	Volume	SW 88 St Off Ramp 1025 826NBSW88Stexit Vol	Vol %	Volume	SW 72 St Off Ramp 1050 SR826NBSW72Stexit Vol	Vol %	Volume	SW 56 St Off Ramp 1070 SR826NBSW56Stexit Vol	Vol %	Volume	SW 40 St Off Ramp 1080 SR826NBSW40Stexit Vol	Vol %	Volume	SW 24 St Off Ramp 1155 SR826NBSW24Stexit Vol	Vol %	Volume	SW 8 St Off Ramp 1180 SR826NBSW8Stexit Vol	Vol %	Volume	Flagler St/NW 72 Ave Off Ramp 1215 SR826NBFlagler72Avexit Vol	Vol %	Volume	SR 836 EB/WB Off Ramp 1225 SR826NBSR836EBWBexit Vol	Vol %	Volume	NW 25 St Off Ramp 1275 SR 826NBNW25Stexit Vol	Vol %	Volume	SR 826 NB End 1300 SR826NB24 Vol	Vol %	Volume	
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%
US-1 NB On Ramp	SR826NB1a	1005	521	0	0.00	521	27	0.05	494	33	0.06	461	44	0.08	417	49	0.09	368	43	0.08	325	57	0.11	268	56	0.11	212	97	0.19	115	18	0.03	97	97	0.20	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	168		0.00	168		0.00	168	11	0.07	157	15	0.09	142	17	0.10	125	15	0.09	110	19	0.11	91	19	0.11	72	33	0.20	39	6	0.04	33	33	0.19	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	315		0.00	315		0.00	315	22	0.07	293	28	0.09	265	31	0.10	234	27	0.09	207	36	0.11	171	36	0.11	135	62	0.20	73	12	0.04	61	61	0.19	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	301		0.00	301		0.00	301		0.00	301	29	0.10	272	32	0.11	240	28	0.09	212	37	0.12	175	37	0.12	138	63	0.21	75	12	0.04	63	63	0.21	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	177		0.00	177		0.00	177		0.00	177		0.00	177		0.00	177	21	0.12	156	27	0.15	129	27	0.15	102	47	0.27	55	9	0.05	46	46	0.26	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	424		0.00	424		0.00	424		0.00	424		0.00	424		0.00	424	50	0.12	374	66	0.16	308	65	0.15	243	111	0.26	132	21	0.05	111	111	0.26	0	100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	90		0.00	90		0.00	90		0.00	90		0.00	90		0.00	90	11	0.12	79	14	0.16	65	14	0.16	51	23	0.26	28	4	0.04	24	24	0.26	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	159		0.00	159		0.00	159		0.00	159		0.00	159		0.00	159	18	0.11	141	25	0.16	116	24	0.15	92	42	0.26	50	8	0.05	42	42	0.27	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	179		0.00	179		0.00	179		0.00	179		0.00	179		0.00	179		0.00	179	32	0.18	147	31	0.17	116	53	0.30	63	10	0.06	53	53	0.29	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	138		0.00	138		0.00	138		0.00	138		0.00	138		0.00	138		0.00	138		0.00	138	29	0.21	109	50	0.36	59	9	0.07	50	50	0.36	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	66		0.00	66		0.00	66		0.00	66		0.00	66		0.00	66		0.00	66		0.00	66	13	0.20	53	26	0.39	27	4	0.06	23	23	0.35	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	128		0.00	128		0.00	128		0.00	128		0.00	128		0.00	128		0.00	128		0.00	128		0.00	128		0.00	128	20	0.16	108	108	0.84	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	378		0.00	378		0.00	378		0.00	378		0.00	378		0.00	378		0.00	378		0.00	378		0.00	378		0.00	378	60	0.16	318	318	0.84	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	323		0.00	323		0.00	323		0.00	323		0.00	323		0.00	323		0.00	323		0.00	323		0.00	323		0.00	323	54	0.17	269	269	0.83	0	100%
NW 25 St On Ramp	NW25StSR826NB	1290	164		0.00	164		0.00	164		0.00	164		0.00	164		0.00	164		0.00	164		0.00	164		0.00	164		0.00	164		0.00	164	164	1.00	0	100%
			3531	0			27			66			116			129			213			313			351			607			247			1462			3531	
				0			27			66			116			129			213			313			351			607			247			1462			3531	

SR 826 SB

Name	Entry Location / Detector / Station	Node #	Volume	NW 25 St Off Ramp 2020 826SBNW25Stexit Vol	Vol %	Volume	SR 836 EB/WB Off Ramp 2055 826SB836EBWBexit Vol	Vol %	Volume	NW 72/NW 87 Ave Off Ramp 2060 826SBNW72AvNW87Avexit Vol	Vol %	Volume	Flagler St/SW 8 St Off Ramp 2065 826SBFlaglerStSW8Stexit Vol	Vol %	Volume	SW 24 St Off Ramp 2135 826SBSW24Stexit Vol	Vol %	Volume	SW 40 St Off Ramp 2155 826SBSW40Stexit Vol	Vol %	Volume	SW 56 St Off Ramp 2180 826SBSW56Stexit Vol	Vol %	Volume	SR 974 SB Off Ramp 2185 826SB874SB2ent Vol	Vol %	Volume	SW 72 St Off Ramp 2235 826SBSW72Stexit Vol	Vol %	Volume	SW 88 St Off Ramp 2255 826SBSW88Stexit Vol	Vol %	Volume	US-1 SB Off Ramp 2290 826SBUS1SBexit Vol	Vol %	Volume	SR 826 SB End 2295 SR826SB24 Vol	Vol %	Volume	
SR 826 SB Begin	SR826SB1	2000	1712	84	0.05	1628	322	0.19	1306	17	0.01	1289	213	0.12	1076	166	0.10	910	147	0.09	763	103	0.06	660	251	0.15	409	88	0.05	321	125	0.07	196	196	0.11	0	0	0.00	196	100%
NW 25 St On Ramp	NW25St826SBent	2040	470		0.00	470	93	0.20	377	5	0.01	372	61	0.13	311	48	0.10	263	43	0.09	220	30	0.06	190	72	0.15	118	25	0.05	93	36	0.08	57	57	0.13	0	0	0.00	57	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	455		0.00	455		0.00	455		0.00	455		0.00	455	70	0.15	385	62	0.14	323	44	0.10	279	106	0.23	173	37	0.08	136	53	0.12	83	83	0.18	0	0	0.00	83	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	262		0.00	262		0.00	262		0.00	262		0.00	262	40	0.15	222	36	0.14	186	25	0.10	161	61	0.23	100	22	0.08	78	30	0.11	48	48	0.19	0	0	0.00	48	100%
SW 8 St On Ramp	SW8St826SBent	2120	279		0.00	279		0.00	279		0.00	279		0.00	279	44	0.16	235	38	0.14	197	27	0.10	170	65	0.23	105	23	0.08	82	32	0.11	50	50	0.18	0	0	0.00	50	100%
SW 24 St On Ramp	SW24St826SBent	2140	206		0.00	206		0.00	206		0.00	206		0.00	206		0.00	206	33	0.16	173	22	0.11	151	58	0.28	93	20	0.10	73	28	0.14	45	45	0.21	0	0	0.00	45	100%
SW 40 St On Ramp	SW40St826SBent	2215	144		0.00	144		0.00	144		0.00	144		0.00	144		0.00	144		0.00	144		0.00	144		0.00	144	31	0.22	113	44	0.31	69	69	0.47	0	0	0.00	69	100%
SW 56 St On Ramp	SW56St826SBent	2225	93		0.00	93		0.00	93		0.00	93		0.00	93		0.00	93		0.00	93		0.00	93		0.00	93	20	0.22	73	28	0.30	45	45	0.48	0	0	0.00	45	100%
SW 72 St On Ramp	SW72St826SBent	2245	78		0.00	78		0.00	78		0.00	78		0.00	78		0.00	78		0.00	78		0.00	78		0.00	78		0.00	78	31	0.40	47	47	0.60	0	0	0.00	47	100%
SW 88 St On Ramp	SW88St826SBent	2275	27		0.00	27		0.00	27		0.00	27		0.00	27		0.00	27		0.00	27		0.00	27		0.00	27		0.00	27		0.00	27	27	1.00	0	0	0.00	27	100%
			3726	84		415	22		274	368		359	251		613	266		407	665		0	3724																	
			2	84		415	22		274	368		359	251		613	266		407	667		0	3726																	

Time Period: 3
Simulation Start: 3:30 PM
Current Time: 4:00 PM - 4:15 PM (TP 3)

SR 826 NB

Entry Location				Dummy Off Ramp			SW 88 St Off Ramp			SW 72 St Off Ramp			SW 56 St Off Ramp			SW 40 St Off Ramp			SW 24 St Off Ramp			SW 8 St Off Ramp			Flagler St/NW 72 Ave Off Ramp			SR 836 EB/WB Off Ramp			NW 25 St Off Ramp			SR 826 NB End			
				1015			1025			1050			1070			1080			1155			1180			1215			1225			1275			1300			
Detector				Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%	
US-1 NB On Ramp	SR826NB1a	1005	527	0	0.00	527	27	0.05	500	34	0.06	466	45	0.09	421	50	0.09	371	44	0.08	327	58	0.11	269	56	0.11	213	98	0.19	115	18	0.03	97	97	0.19	0	100%	
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	170		0.00	170		0.00	170	12	0.07	158	15	0.09	143	17	0.10	126	15	0.09	111	20	0.12	91	19	0.11	72	33	0.19	39	6	0.04	33	33	0.19	0	100%	
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	318		0.00	318		0.00	318	21	0.07	297	28	0.09	269	32	0.10	237	28	0.09	209	37	0.12	172	36	0.11	136	63	0.20	73	12	0.04	61	61	0.18	0	100%	
SW 72 St On Ramp	SW72StSR826NBent	1060	304		0.00	304		0.00	304		0.00	304	29	0.10	275	32	0.11	243	29	0.10	214	38	0.13	176	37	0.12	139	64	0.21	75	12	0.04	63	63	0.19	0	100%	
SW 56 St On Ramp	SW56StSR826NBent	1110	179		0.00	179		0.00	179		0.00	179		0.00	179		0.00	179	21	0.12	158	28	0.16	130	27	0.15	103	47	0.26	56	9	0.05	47	47	0.26	0	100%	
SR 874 NB On Ramp	SR874SR826NBent	1115	429		0.00	429		0.00	429		0.00	429		0.00	429		0.00	429	50	0.12	379	67	0.16	312	65	0.15	247	114	0.27	133	21	0.05	112	112	0.25	0	100%	
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	91		0.00	91		0.00	91		0.00	91		0.00	91		0.00	91	11	0.12	80	14	0.15	66	14	0.15	52	24	0.26	28	4	0.04	24	24	0.28	0	100%	
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	161		0.00	161		0.00	161		0.00	161		0.00	161		0.00	161	18	0.11	143	25	0.16	118	25	0.16	93	43	0.27	50	8	0.05	42	42	0.25	0	100%	
SW 24 St On Ramp	SW24StSR826NBent	1160	181		0.00	181		0.00	181		0.00	181		0.00	181		0.00	181		0.00	181	30	0.17	151	32	0.18	119	55	0.30	64	10	0.06	54	54	0.29	0	100%	
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	139		0.00	139		0.00	139		0.00	139		0.00	139		0.00	139		0.00	139		0.00	139	29	0.21	110	51	0.37	59	9	0.06	50	50	0.36	0	100%	
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	67		0.00	67		0.00	67		0.00	67		0.00	67		0.00	67		0.00	67		0.00	67	15	0.22	52	22	0.33	30	5	0.07	25	25	0.38	0	100%	
Flagler St On Ramp	FlaglerStSR826NBent	1240	129		0.00	129		0.00	129		0.00	129		0.00	129		0.00	129		0.00	129		0.00	129		0.00	129		0.00	129	21	0.16	108	108	0.84	0	100%	
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	382		0.00	382		0.00	382		0.00	382		0.00	382		0.00	382		0.00	382		0.00	382		0.00	382		0.00	382	61	0.16	321	321	0.84	0	100%	
SR 836 EB On Ramp	SR836EBSR826NBent	1260	327		0.00	327		0.00	327		0.00	327		0.00	327		0.00	327		0.00	327		0.00	327		0.00	327		0.00	327	54	0.17	273	273	0.83	0	100%	
NW 25 St On Ramp	NW25StSR826NB	1290	166		0.00	166		0.00	166		0.00	166		0.00	166		0.00	166		0.00	166		0.00	166		0.00	166		0.00	166		0.00	166	166	1.00	0	100%	
			3570	0			27			67			117			131			216			317			355			614			250			1479			3573	
			-3	0			27			67			117			131			216			317			355			614			250			1476			3570	

SR 826 SB

Entry Location				NW 25 St Off Ramp			SR 836 EB/WB Off Ramp			NW 72/NW 87 Ave Off Ramp			Flagler St/SW 8 St Off Ramp			SW 24 St Off Ramp			SW 40 St Off Ramp			SW 56 St Off Ramp			SR 974 SB Off Ramp			SW 72 St Off Ramp			SW 88 St Off Ramp			US-1 SB Off Ramp			SR 826 SB End			
				2020			2055			2060			2065			2135			2155			2180			2185			2235			2255			2290			2295			
Detector				826SBNW25Sexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 SB Begin	SR826SB1	2000	1732	85	0.05	1647	326	0.19	1321	18	0.01	1303	215	0.12	1088	168	0.10	920	149	0.09	771	104	0.06	667	254	0.15	413	89	0.05	324	126	0.07	198	198	0.11	0	0	0.00	198	100%
NW 25 St On Ramp	NW25St826SBent	2040	475		0.00	475	94	0.20	381	5	0.01	376	62	0.13	314	48	0.10	266	43	0.09	223	30	0.06	193	74	0.16	119	26	0.05	93	36	0.08	57	57	0.12	0	0	0.00	57	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	460		0.00	460		0.00	460		0.00	460		0.00	460	71	0.15	389	63	0.14	326	44	0.10	282	107	0.23	175	38	0.08	137	53	0.12	84	84	0.18	0	0	0.00	84	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	265		0.00	265		0.00	265		0.00	265		0.00	265	41	0.15	224	36	0.14	188	25	0.09	163	62	0.23	101	22	0.08	79	31	0.12	48	48	0.19	0	0	0.00	48	100%
SW 8 St On Ramp	SW8St826SBent	2120	282		0.00	282		0.00	282		0.00	282		0.00	282	44	0.16	238	38	0.13	200	27	0.10	173	66	0.23	107	23	0.08	84	33	0.12	51	51	0.18	0	0	0.00	51	100%
SW 24 St On Ramp	SW24St826SBent	2140	208		0.00	208		0.00	208		0.00	208		0.00	208		0.00	208	34	0.16	174	24	0.12	150	57	0.27	93	20	0.10	73	28	0.13	45	45	0.22	0	0	0.00	45	100%
SW 40 St On Ramp	SW40St826SBent	2215	145		0.00	145		0.00	145		0.00	145		0.00	145		0.00	145		0.00	145		0.00	145		0.00	145	31	0.21	114	44	0.30	70	70	0.49	0	0	0.00	70	100%
SW 56 St On Ramp	SW56St826SBent	2225	94		0.00	94		0.00	94		0.00	94		0.00	94		0.00	94		0.00	94		0.00	94		0.00	94	20	0.21	74	29	0.31	45	45	0.48	0	0	0.00	45	100%
SW 72 St On Ramp	SW72St826SBent	2245	79		0.00	79		0.00	79		0.00	79		0.00	79		0.00	79		0.00	79		0.00	79		0.00	79		0.00	79	32	0.41	47	47	0.59	0	0	0.00	47	100%
SW 88 St On Ramp	SW88St826SBent	2275	27		0.00	27		0.00	27		0.00	27		0.00	27		0.00	27		0.00	27		0.00	27		0.00	27		0.00	27		0.00	27	27	1.00	0	0	0.00	27	100%
			3767	85		420	23		277	372		363	254		620	269		412	673		0	3768																	
			-1	85		420	23		277	372		363	254		620	269		412	672		0	3767																	

Time Period: 4
Simulation Start: 3:30 PM
Current Time: 4:15 PM - 4:30 PM (TP 4)

SR 826 NB

Name	Entry Location / Detector / Station	Node #	Volume	Dummy Off Ramp 1015 Dummy			SW 88 St Off Ramp 1025 826NBSW88Stexit			SW 72 St Off Ramp 1050 SR826NBSW72Stexit			SW 56 St Off Ramp 1070 SR826NBSW56Stexit			SW 40 St Off Ramp 1080 SR826NBSW40Stexit			SW 24 St Off Ramp 1155 SR826NBSW24Stexit			SW 8 St Off Ramp 1180 SR826NBSW8Stexit			Flagler St/NW 72 Ave Off Ramp 1215 SR826NBFlagler72Avexit			SR 836 EB/WB Off Ramp 1225 SR826NBSR836EBWBexit			NW 25 St Off Ramp 1275 SR 826NBNW25Stexit			SR 826 NB End 1300 SR826NB24			
				Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%
US-1 NB On Ramp	SR826NB1a	1005	515	0	0.00	515	26	0.05	489	33	0.06	456	43	0.08	413	49	0.10	364	43	0.08	321	56	0.11	265	56	0.11	209	96	0.19	113	18	0.03	95	95	0.19	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	166		0.00	166		0.00	166	11	0.07	155	15	0.09	140	17	0.10	123	14	0.08	109	19	0.11	90	19	0.11	71	33	0.20	38	6	0.04	32	32	0.20	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	311		0.00	311		0.00	311	21	0.07	290	28	0.09	262	31	0.10	231	27	0.09	204	36	0.12	168	35	0.11	133	61	0.20	72	12	0.04	60	60	0.18	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	297		0.00	297		0.00	297		0.00	297	28	0.09	269	31	0.10	238	28	0.09	210	37	0.12	173	36	0.12	137	63	0.21	74	12	0.04	62	62	0.23	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	175		0.00	175		0.00	175		0.00	175		0.00	175		0.00	175	21	0.12	154	27	0.15	127	27	0.15	100	46	0.26	54	9	0.05	45	45	0.27	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	419		0.00	419		0.00	419		0.00	419		0.00	419		0.00	419	49	0.12	370	65	0.16	305	64	0.15	241	110	0.26	131	21	0.05	110	110	0.26	0	100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	89		0.00	89		0.00	89		0.00	89		0.00	89		0.00	89	10	0.11	79	14	0.16	65	14	0.16	51	23	0.26	28	4	0.04	24	24	0.27	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	158		0.00	158		0.00	158		0.00	158		0.00	158		0.00	158	19	0.12	139	24	0.15	115	24	0.15	91	42	0.27	49	8	0.05	41	41	0.26	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	177		0.00	177		0.00	177		0.00	177		0.00	177		0.00	177		0.00	177	32	0.18	145	30	0.17	115	53	0.30	62	10	0.06	52	52	0.29	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	136		0.00	136		0.00	136		0.00	136		0.00	136		0.00	136		0.00	136		0.00	136	29	0.21	107	49	0.36	58	9	0.07	49	49	0.36	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	65		0.00	65		0.00	65		0.00	65		0.00	65		0.00	65		0.00	65		0.00	65	13	0.20	52	23	0.35	29	5	0.08	24	24	0.37	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	126		0.00	126		0.00	126		0.00	126		0.00	126		0.00	126		0.00	126		0.00	126		0.00	126		0.00	126	20	0.16	106	106	0.84	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	373		0.00	373		0.00	373		0.00	373		0.00	373		0.00	373		0.00	373		0.00	373		0.00	373		0.00	373	60	0.16	313	313	0.84	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	320		0.00	320		0.00	320		0.00	320		0.00	320		0.00	320		0.00	320		0.00	320		0.00	320		0.00	320	50	0.16	270	270	0.84	0	100%
NW 25 St On Ramp	NW25StSR826NB	1290	162		0.00	162		0.00	162		0.00	162		0.00	162		0.00	162		0.00	162		0.00	162		0.00	162		0.00	162		0.00	162	162	1.00	0	100%
			3489	0			26			65			114			128			211			310			347			599			244			1444			3488	
			1	0			26			65			114			128			211			310			347			599			244			1445			3489	

SR 826 SB

Name	Entry Location / Detector / Station	Node #	Volume	NW 25 St Off Ramp 2020 826SBNW25Stexit			SR 836 EB/WB Off Ramp 2055 826SB836EBWBexit			NW 72/NW 87 Ave Off Ramp 2060 826SBNW72AvNW87Avexit			Flagler St/SW 8 St Off Ramp 2065 826SBFlaglerStSW8Stexit			SW 24 St Off Ramp 2135 826SBSW24Stexit			SW 40 St Off Ramp 2155 826SBSW40Stexit			SW 56 St Off Ramp 2180 826SBSW56Stexit			SR 974 SB Off Ramp 2185 826SB874SB2ent			SW 72 St Off Ramp 2235 826SBSW72Stexit			SW 88 St Off Ramp 2255 826SBSW88Stexit			US-1 SB Off Ramp 2290 826SBUS1SBexit			SR 826 SB End 2295 SR826SB24			
				Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 SB Begin	SR826SB1	2000	1691	83	0.05	1608	318	0.19	1290	17	0.01	1273	210	0.12	1063	164	0.10	899	145	0.09	754	102	0.06	652	248	0.15	404	87	0.05	317	123	0.07	194	194	0.11	0	0	0.00	194	100%
NW 25 St On Ramp	NW25St826SBent	2040	464		0.00	464	92	0.20	372	5	0.01	367	61	0.13	306	47	0.10	259	42	0.09	217	29	0.06	188	72	0.16	116	25	0.05	91	35	0.08	56	56	0.12	0	0	0.00	56	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	450		0.00	450		0.00	450		0.00	450		0.00	450	69	0.15	381	62	0.14	319	43	0.10	276	105	0.23	171	37	0.08	134	52	0.12	82	82	0.18	0	0	0.00	82	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	259		0.00	259		0.00	259		0.00	259		0.00	259	40	0.15	219	35	0.14	184	25	0.10	159	61	0.24	98	21	0.08	77	30	0.12	47	47	0.17	0	0	0.00	47	100%
SW 8 St On Ramp	SW8St826SBent	2120	276		0.00	276		0.00	276		0.00	276		0.00	276	43	0.16	233	38	0.14	195	26	0.09	169	64	0.23	105	23	0.08	82	32	0.12	50	50	0.18	0	0	0.00	50	100%
SW 24 St On Ramp	SW24St826SBent	2140	203		0.00	203		0.00	203		0.00	203		0.00	203		0.00	203	33	0.16	170	23	0.11	147	56	0.28	91	20	0.10	71	28	0.14	43	43	0.21	0	0	0.00	43	100%
SW 40 St On Ramp	SW40St826SBent	2215	142		0.00	142		0.00	142		0.00	142		0.00	142		0.00	142		0.00	142		0.00	142		0.00	142	31	0.22	111	43	0.30	68	68	0.48	0	0	0.00	68	100%
SW 56 St On Ramp	SW56St826SBent	2225	92		0.00	92		0.00	92		0.00	92		0.00	92		0.00	92		0.00	92		0.00	92		0.00	92	18	0.20	74	29	0.32	45	45	0.48	0	0	0.00	45	100%
SW 72 St On Ramp	SW72St826SBent	2245	77		0.00	77		0.00	77		0.00	77		0.00	77		0.00	77		0.00	77		0.00	77		0.00	77		0.00	77	30	0.39	47	47	0.61	0	0	0.00	47	100%
SW 88 St On Ramp	SW88St826SBent	2275	27		0.00	27		0.00	27		0.00	27		0.00	27		0.00	27		0.00	27		0.00	27		0.00	27		0.00	27		0.00	27	27	1.00	0	0	0.00	27	100%
			3681	83		410		22		271		363		355		248		606		262		402		657		0		3679			
			2	83		410		22		271		363		355		248		606		262		402		659		0		3681			

Time Period: 5
Simulation Start: 3:30 PM
Current Time: 4:30 PM - 4:45 PM (TP 5)

SR 826 NB

Entry Location				Dummy Off Ramp 1015			SW 88 St Off Ramp 1025			SW 72 St Off Ramp 1050			SW 56 St Off Ramp 1070			SW 40 St Off Ramp 1080			SW 24 St Off Ramp 1155			SW 8 St Off Ramp 1180			Flagler St/NW 72 Ave Off Ramp 1215			SR 836 EB/WB Off Ramp 1225			NW 25 St Off Ramp 1275			SR 826 NB End 1300			
Detector				Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	
US-1 NB On Ramp	SR826NB1a	1005	488	0	0.00	488	25	0.05	463	31	0.06	432	41	0.08	391	46	0.09	345	41	0.08	304	53	0.11	251	53	0.11	198	91	0.19	107	17	0.03	90	90	0.20	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	158		0.00	158		0.00	158	11	0.07	147	14	0.09	133	16	0.10	117	14	0.09	103	18	0.11	85	18	0.11	67	31	0.20	36	6	0.04	30	30	0.19	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	295		0.00	295		0.00	295	20	0.07	275	26	0.09	249	29	0.10	220	26	0.09	194	34	0.12	160	34	0.12	126	58	0.20	68	11	0.04	57	57	0.17	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	282		0.00	282		0.00	282		0.00	282	27	0.10	255	30	0.11	225	26	0.09	199	35	0.12	164	34	0.12	130	60	0.21	70	11	0.04	59	59	0.21	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	166		0.00	166		0.00	166		0.00	166		0.00	166		0.00	166	19	0.11	147	26	0.16	121	25	0.15	96	44	0.27	52	8	0.05	44	44	0.26	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	397		0.00	397		0.00	397		0.00	397		0.00	397		0.00	397	47	0.12	350	62	0.16	288	60	0.15	228	105	0.26	123	20	0.05	103	103	0.26	0	100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	84		0.00	84		0.00	84		0.00	84		0.00	84		0.00	84	10	0.12	74	13	0.15	61	13	0.15	48	22	0.26	26	4	0.05	22	22	0.27	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	149		0.00	149		0.00	149		0.00	149		0.00	149		0.00	149	17	0.11	132	23	0.15	109	23	0.15	86	39	0.26	47	7	0.05	40	40	0.28	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	168		0.00	168		0.00	168		0.00	168		0.00	168		0.00	168		0.00	168	30	0.18	138	29	0.17	109	50	0.30	59	9	0.05	50	50	0.30	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	129		0.00	129		0.00	129		0.00	129		0.00	129		0.00	129		0.00	129		0.00	129	27	0.21	102	47	0.36	55	9	0.07	46	46	0.36	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	62		0.00	62		0.00	62		0.00	62		0.00	62		0.00	62		0.00	62		0.00	62	13	0.21	49	21	0.34	28	4	0.06	24	24	0.39	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	120		0.00	120		0.00	120		0.00	120		0.00	120		0.00	120		0.00	120		0.00	120		0.00	120		0.00	120	19	0.16	101	101	0.84	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	354		0.00	354		0.00	354		0.00	354		0.00	354		0.00	354		0.00	354		0.00	354		0.00	354		0.00	354	56	0.16	298	298	0.84	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	303		0.00	303		0.00	303		0.00	303		0.00	303		0.00	303		0.00	303		0.00	303		0.00	303		0.00	303	50	0.17	253	253	0.83	0	100%
NW 25 St On Ramp	NW25StSR826NB	1290	154		0.00	154		0.00	154		0.00	154		0.00	154		0.00	154		0.00	154		0.00	154		0.00	154		0.00	154		0.00	154	154	1.00	0	100%
			3309	0			25			62			108			121			200			294			329			568			231			1369			3307	
			2	0			25			62			108			121			200			294			329			568			231			1371			3309	

SR 826 SB

Entry Location				NW 25 St Off Ramp 2020			SR 836 EB/WB Off Ramp 2055			NW 72/NW 87 Ave Off Ramp 2060			Flagler St/SW 8 St Off Ramp 2065			SW 24 St Off Ramp 2135			SW 40 St Off Ramp 2155			SW 56 St Off Ramp 2180			SR 974 SB Off Ramp 2185			SW 72 St Off Ramp 2235			SW 88 St Off Ramp 2255			US-1 SB Off Ramp 2290			SR 826 SB End 2295			
Detector				826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 SB Begin	SR826SB1	2000	1603	79	0.05	1524	302	0.19	1222	16	0.01	1206	199	0.12	1007	155	0.10	852	138	0.09	714	96	0.06	618	235	0.15	383	83	0.05	300	117	0.07	183	183	0.11	0	0	0.00	183	100%
NW 25 St On Ramp	NW25St826SBent	2040	440		0.00	440	87	0.20	353	5	0.01	348	58	0.13	290	45	0.10	245	40	0.09	205	28	0.06	177	67	0.15	110	24	0.05	86	34	0.08	52	52	0.13	0	0	0.00	52	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	426		0.00	426		0.00	426		0.00	426		0.00	426	66	0.15	360	58	0.14	302	41	0.10	261	99	0.23	162	35	0.08	127	49	0.12	78	78	0.18	0	0	0.00	78	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	245		0.00	245		0.00	245		0.00	245		0.00	245	38	0.16	207	33	0.13	174	23	0.09	151	58	0.24	93	20	0.08	73	28	0.11	45	45	0.19	0	0	0.00	45	100%
SW 8 St On Ramp	SW8St826SBent	2120	261		0.00	261		0.00	261		0.00	261		0.00	261	40	0.15	221	36	0.14	185	25	0.10	160	61	0.23	99	21	0.08	78	30	0.11	48	48	0.19	0	0	0.00	48	100%
SW 24 St On Ramp	SW24St826SBent	2140	193		0.00	193		0.00	193		0.00	193		0.00	193		0.00	193	31	0.16	162	22	0.11	140	54	0.28	86	19	0.10	67	26	0.13	41	41	0.22	0	0	0.00	41	100%
SW 40 St On Ramp	SW40St826SBent	2215	134		0.00	134		0.00	134		0.00	134		0.00	134		0.00	134		0.00	134		0.00	134		0.00	134	29	0.22	105	41	0.31	64	64	0.47	0	0	0.00	64	100%
SW 56 St On Ramp	SW56St826SBent	2225	87		0.00	87		0.00	87		0.00	87		0.00	87		0.00	87		0.00	87		0.00	87		0.00	87	18	0.21	69	27	0.31	42	42	0.48	0	0	0.00	42	100%
SW 72 St On Ramp	SW72St826SBent	2245	73		0.00	73		0.00	73		0.00	73		0.00	73		0.00	73		0.00	73		0.00	73		0.00	73		0.00	73	29	0.40	44	44	0.60	0	0	0.00	44	100%
SW 88 St On Ramp	SW88St826SBent	2275	25		0.00	25		0.00	25		0.00	25		0.00	25		0.00	25		0.00	25		0.00	25		0.00	25		0.00	25		0.00	25	25	1.00	0	0	0.00	25	100%
			3487	79		389	21		257	344		336	235		574	249		381	623		0	3488																	
			-1	79		389	21		257	344		336	235		574	249		381	622		0	3487																	

Time Period: 6
Simulation Start: 3:30 PM
Current Time: 4:45 PM - 5:00 PM (TP 6)

SR 826 NB

Name	Entry Location / Detector / Station	Node #	Volume	Dummy Off Ramp 1015 Dummy			SW 88 St Off Ramp 1025 826NBSW88Stexit			SW 72 St Off Ramp 1050 SR826NBSW72Stexit			SW 56 St Off Ramp 1070 SR826NBSW56Stexit			SW 40 St Off Ramp 1080 SR826NBSW40Stexit			SW 24 St Off Ramp 1155 SR826NBSW24Stexit			SW 8 St Off Ramp 1180 SR826NBSW8Stexit			Flagler St/NW 72 Ave Off Ramp 1215 SR826NBFlagler72Avexit			SR 836 EB/WB Off Ramp 1225 SR826NBSR836EBWBexit			NW 25 St Off Ramp 1275 SR 826NBNW25Stexit			SR 826 NB End 1300 SR826NB24			
				Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%
US-1 NB On Ramp	SR826NB1a	1005	531	0	0.00	531	27	0.05	504	34	0.06	470	45	0.08	425	50	0.09	375	44	0.08	331	58	0.11	273	57	0.11	216	99	0.19	117	19	0.04	98	98	0.19	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	172		0.00	172		0.00	172	12	0.07	160	15	0.09	145	17	0.10	128	15	0.09	113	20	0.12	93	20	0.12	73	33	0.19	40	6	0.03	34	34	0.19	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	321		0.00	321		0.00	321	21	0.07	300	29	0.09	271	32	0.10	239	28	0.09	211	37	0.12	174	37	0.12	137	63	0.20	74	12	0.04	62	62	0.17	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	307		0.00	307		0.00	307		0.00	307	29	0.09	278	33	0.11	245	29	0.09	216	38	0.12	178	37	0.12	141	65	0.21	76	12	0.04	64	64	0.22	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	180		0.00	180		0.00	180		0.00	180		0.00	180		0.00	180	21	0.12	159	28	0.16	131	27	0.15	104	48	0.27	56	9	0.05	47	47	0.25	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	432		0.00	432		0.00	432		0.00	432		0.00	432		0.00	432	51	0.12	381	67	0.16	314	66	0.15	248	114	0.26	134	21	0.05	113	113	0.26	0	100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	91		0.00	91		0.00	91		0.00	91		0.00	91		0.00	91	11	0.12	80	14	0.15	66	14	0.15	52	24	0.26	28	4	0.04	24	24	0.28	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	163		0.00	163		0.00	163		0.00	163		0.00	163		0.00	163	18	0.11	145	26	0.16	119	25	0.15	94	43	0.26	51	8	0.05	43	43	0.27	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	183		0.00	183		0.00	183		0.00	183		0.00	183		0.00	183		0.00	183	32	0.17	151	32	0.17	119	55	0.30	64	10	0.05	54	54	0.31	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	140		0.00	140		0.00	140		0.00	140		0.00	140		0.00	140		0.00	140		0.00	140	29	0.21	111	51	0.36	60	10	0.07	50	50	0.36	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	67		0.00	67		0.00	67		0.00	67		0.00	67		0.00	67		0.00	67		0.00	67	14	0.21	53	23	0.34	30	5	0.07	25	25	0.38	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	130		0.00	130		0.00	130		0.00	130		0.00	130		0.00	130		0.00	130		0.00	130		0.00	130		0.00	130	21	0.16	109	109	0.84	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	385		0.00	385		0.00	385		0.00	385		0.00	385		0.00	385		0.00	385		0.00	385		0.00	385		0.00	385	61	0.16	324	324	0.84	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	330		0.00	330		0.00	330		0.00	330		0.00	330		0.00	330		0.00	330		0.00	330		0.00	330		0.00	330	53	0.16	277	277	0.84	0	100%
NW 25 St On Ramp	NW25StSR826NB	1290	167		0.00	167		0.00	167		0.00	167		0.00	167		0.00	167		0.00	167		0.00	167		0.00	167		0.00	167		0.00	167	167	1.00	0	100%
			3599	0			27			67			118			132			217			320			358			618			251			1490			3598	
			1	0			27			67			118			132			217			320			358			618			251			1491			3599	

SR 826 SB

Name	Entry Location / Detector / Station	Node #	Volume	NW 25 St Off Ramp 2020 826SBNW25Stexit			SR 836 EB/WB Off Ramp 2055 826SB836EBWBexit			NW 72/NW 87 Ave Off Ramp 2060 826SBNW72AvNW87Avexit			Flagler St/SW 8 St Off Ramp 2065 826SBFlaglerStSW8Stexit			SW 24 St Off Ramp 2135 826SBSW24Stexit			SW 40 St Off Ramp 2155 826SBSW40Stexit			SW 56 St Off Ramp 2180 826SBSW56Stexit			SR 974 SB Off Ramp 2185 826SB874SB2ent			SW 72 St Off Ramp 2235 826SBSW72Stexit			SW 88 St Off Ramp 2255 826SBSW88Stexit			US-1 SB Off Ramp 2290 826SBUS1SBexit			SR 826 SB End 2295 SR826SB24			
				Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 SB Begin	SR826SB1	2000	1745	86	0.05	1659	328	0.19	1331	18	0.01	1313	217	0.12	1096	169	0.10	927	150	0.09	777	105	0.06	672	256	0.15	416	90	0.05	326	127	0.07	199	199	0.11	0	0	0.00	199	100%
NW 25 St On Ramp	NW25St826SBent	2040	479		0.00	479	95	0.20	384	5	0.01	379	62	0.13	317	49	0.10	268	43	0.09	225	30	0.06	195	74	0.15	121	26	0.05	95	37	0.08	58	58	0.13	0	0	0.00	58	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	464		0.00	464		0.00	464		0.00	464		0.00	464	72	0.16	392	63	0.14	329	44	0.09	285	109	0.23	176	38	0.08	138	54	0.12	84	84	0.18	0	0	0.00	84	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	267		0.00	267		0.00	267		0.00	267		0.00	267	41	0.15	226	37	0.14	189	26	0.10	163	62	0.23	101	22	0.08	79	31	0.12	48	48	0.18	0	0	0.00	48	100%
SW 8 St On Ramp	SW8St826SBent	2120	284		0.00	284		0.00	284		0.00	284		0.00	284	44	0.15	240	39	0.14	201	27	0.10	174	66	0.23	108	23	0.08	85	33	0.12	52	52	0.18	0	0	0.00	52	100%
SW 24 St On Ramp	SW24St826SBent	2140	210		0.00	210		0.00	210		0.00	210		0.00	210		0.00	210	34	0.16	176	24	0.11	152	58	0.28	94	20	0.10	74	29	0.14	45	45	0.21	0	0	0.00	45	100%
SW 40 St On Ramp	SW40St826SBent	2215	146		0.00	146		0.00	146		0.00	146		0.00	146		0.00	146		0.00	146		0.00	146		0.00	146	31	0.21	115	45	0.31	70	70	0.48	0	0	0.00	70	100%
SW 56 St On Ramp	SW56St826SBent	2225	95		0.00	95		0.00	95		0.00	95		0.00	95		0.00	95		0.00	95		0.00	95		0.00	95	21	0.22	74	29	0.31	45	45	0.47	0	0	0.00	45	100%
SW 72 St On Ramp	SW72St826SBent	2245	79		0.00	79		0.00	79		0.00	79		0.00	79		0.00	79		0.00	79		0.00	79		0.00	79		0.00	79	30	0.38	49	49	0.62	0	0	0.00	49	100%
SW 88 St On Ramp	SW88St826SBent	2275	28		0.00	28		0.00	28		0.00	28		0.00	28		0.00	28		0.00	28		0.00	28		0.00	28		0.00	28		0.00	28	28	1.00	0	0	0.00	28	100%
			3797	86		423	23		279	375		366	256		625	271		415	678		0	3797																	
			0	86		423	23		279	375		366	256		625	271		415	678		0	3797																	

Time Period: 7
Simulation Start: 3:30 PM
Current Time: 5:00 PM - 5:15 PM (TP 7)

SR 826 NB

Name	Entry Location / Detector / Station	Node #	Volume	Dummy Off Ramp 1015 Dummy			SW 88 St Off Ramp 1025 826NBSW88Stexit			SW 72 St Off Ramp 1050 SR826NBSW72Stexit			SW 56 St Off Ramp 1070 SR826NBSW56Stexit			SW 40 St Off Ramp 1080 SR826NBSW40Stexit			SW 24 St Off Ramp 1155 SR826NBSW24Stexit			SW 8 St Off Ramp 1180 SR826NBSW8Stexit			Flagler St/NW 72 Ave Off Ramp 1215 SR826NBFlagler72Avexit			SR 836 EB/WB Off Ramp 1225 SR826NBSR836EBWBexit			NW 25 St Off Ramp 1275 SR 826NBNW25Stexit			SR 826 NB End 1300 SR826NB24			
				Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%
US-1 NB On Ramp	SR826NB1a	1005	519	0	0.00	519	27	0.05	492	33	0.06	459	44	0.08	415	49	0.09	366	43	0.08	323	57	0.11	266	56	0.11	210	96	0.18	114	18	0.03	96	96	0.21	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	168		0.00	168		0.00	168	11	0.07	157	15	0.09	142	17	0.10	125	15	0.09	110	19	0.11	91	19	0.11	72	33	0.20	39	6	0.04	33	33	0.19	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	314		0.00	314		0.00	314	22	0.07	292	28	0.09	264	31	0.10	233	27	0.09	206	36	0.11	170	36	0.11	134	62	0.20	72	12	0.04	60	60	0.19	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	300		0.00	300		0.00	300		0.00	300	28	0.09	272	32	0.11	240	28	0.09	212	37	0.12	175	37	0.12	138	63	0.21	75	12	0.04	63	63	0.22	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	176		0.00	176		0.00	176		0.00	176		0.00	176		0.00	176	21	0.12	155	27	0.15	128	27	0.15	101	46	0.26	55	9	0.05	46	46	0.27	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	423		0.00	423		0.00	423		0.00	423		0.00	423		0.00	423	50	0.12	373	66	0.16	307	64	0.15	243	112	0.26	131	21	0.05	110	110	0.26	0	100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	89		0.00	89		0.00	89		0.00	89		0.00	89		0.00	89	10	0.11	79	14	0.16	65	14	0.16	51	23	0.26	28	4	0.04	24	24	0.27	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	159		0.00	159		0.00	159		0.00	159		0.00	159		0.00	159	19	0.12	140	25	0.16	115	24	0.15	91	42	0.26	49	8	0.05	41	41	0.26	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	179		0.00	179		0.00	179		0.00	179		0.00	179		0.00	179		0.00	179	32	0.18	147	31	0.17	116	53	0.30	63	10	0.06	53	53	0.29	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	137		0.00	137		0.00	137		0.00	137		0.00	137		0.00	137		0.00	137		0.00	137	29	0.21	108	50	0.36	58	9	0.07	49	49	0.36	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	66		0.00	66		0.00	66		0.00	66		0.00	66		0.00	66		0.00	66		0.00	66	13	0.20	53	25	0.38	28	4	0.06	24	24	0.36	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	128		0.00	128		0.00	128		0.00	128		0.00	128		0.00	128		0.00	128		0.00	128		0.00	128		0.00	128	20	0.16	108	108	0.84	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	377		0.00	377		0.00	377		0.00	377		0.00	377		0.00	377		0.00	377		0.00	377		0.00	377		0.00	377	60	0.16	317	317	0.84	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	323		0.00	323		0.00	323		0.00	323		0.00	323		0.00	323		0.00	323		0.00	323		0.00	323		0.00	323	53	0.16	270	270	0.84	0	100%
NW 25 St On Ramp	NW25StSR826NB	1290	163		0.00	163		0.00	163		0.00	163		0.00	163		0.00	163		0.00	163		0.00	163		0.00	163		0.00	163		0.00	163	163	1.00	0	100%
			3521	0			27			66			115			129			213			313			350			605			246			1458			3522
			-1	0			27			66			115			129			213			313			350			605			246			1457			3521

SR 826 SB

Name	Entry Location / Detector / Station	Node #	Volume	NW 25 St Off Ramp 2020 826SBNW25Stexit			SR 836 EB/WB Off Ramp 2055 826SB836EBWBexit			NW 72/NW 87 Ave Off Ramp 2060 826SBNW72AvNW87Avexit			Flagler St/SW 8 St Off Ramp 2065 826SBFlaglerStSW8Stexit			SW 24 St Off Ramp 2135 826SBSW24Stexit			SW 40 St Off Ramp 2155 826SBSW40Stexit			SW 56 St Off Ramp 2180 826SBSW56Stexit			SR 974 SB Off Ramp 2185 826SB874SB2ent			SW 72 St Off Ramp 2235 826SBSW72Stexit			SW 88 St Off Ramp 2255 826SBSW88Stexit			US-1 SB Off Ramp 2290 826SBUS1SBexit			SR 826 SB End 2295 SR826SB24			
				Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 SB Begin	SR826SB1	2000	1707	84	0.05	1623	321	0.19	1302	17	0.01	1285	212	0.12	1073	166	0.10	907	147	0.09	760	102	0.06	658	251	0.15	407	88	0.05	319	124	0.07	195	195	0.11	0	0	0.00	195	100%
NW 25 St On Ramp	NW25St826SBent	2040	468		0.00	468	93	0.20	375	5	0.01	370	61	0.13	309	48	0.10	261	42	0.09	219	30	0.06	189	72	0.15	117	25	0.05	92	36	0.08	56	56	0.13	0	0	0.00	56	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	454		0.00	454		0.00	454		0.00	454		0.00	454	70	0.15	384	62	0.14	322	43	0.09	279	106	0.23	173	37	0.08	136	53	0.12	83	83	0.19	0	0	0.00	83	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	261		0.00	261		0.00	261		0.00	261		0.00	261	40	0.15	221	36	0.14	185	25	0.10	160	61	0.23	99	21	0.08	78	30	0.11	48	48	0.19	0	0	0.00	48	100%
SW 8 St On Ramp	SW8St826SBent	2120	278		0.00	278		0.00	278		0.00	278		0.00	278	43	0.15	235	38	0.14	197	27	0.10	170	65	0.23	105	23	0.08	82	32	0.12	50	50	0.18	0	0	0.00	50	100%
SW 24 St On Ramp	SW24St826SBent	2140	205		0.00	205		0.00	205		0.00	205		0.00	205		0.00	205	33	0.16	172	23	0.11	149	57	0.28	92	20	0.10	72	28	0.14	44	44	0.21	0	0	0.00	44	100%
SW 40 St On Ramp	SW40St826SBent	2215	143		0.00	143		0.00	143		0.00	143		0.00	143		0.00	143		0.00	143		0.00	143		0.00	143	31	0.22	112	44	0.31	68	68	0.47	0	0	0.00	68	100%
SW 56 St On Ramp	SW56St826SBent	2225	93		0.00	93		0.00	93		0.00	93		0.00	93		0.00	93		0.00	93		0.00	93		0.00	93	20	0.22	73	28	0.30	45	45	0.48	0	0	0.00	45	100%
SW 72 St On Ramp	SW72St826SBent	2245	78		0.00	78		0.00	78		0.00	78		0.00	78		0.00	78		0.00	78		0.00	78		0.00	78		0.00	78	31	0.40	47	47	0.60	0	0	0.00	47	100%
SW 88 St On Ramp	SW88St826SBent	2275	27		0.00	27		0.00	27		0.00	27		0.00	27		0.00	27		0.00	27		0.00	27		0.00	27		0.00	27		0.00	27	27	1.00	0	0	0.00	27	100%
			3714	84		414	22		273	367		358	250		612	265		406	664		0	3715																	
			-1	84		414	22		273	367		358	250		612	265		406	663		0	3714																	

Time Period: 8
Simulation Start: 3:30 PM
Current Time: 5:15 PM - 5:30 PM (TP 8)

SR 826 NB

Entry Location				Dummy Off Ramp			SW 88 St Off Ramp			SW 72 St Off Ramp			SW 56 St Off Ramp			SW 40 St Off Ramp			SW 24 St Off Ramp			SW 8 St Off Ramp			Flagler St/NW 72 Ave Off Ramp			SR 836 EB/WB Off Ramp			NW 25 St Off Ramp			SR 826 NB End			
	Detector			1015			1025			1050			1070			1080			1155			1180			1215			1225			1275			1300			
				Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%
US-1 NB On Ramp	SR826NB1a	1005	545	0	0.00	545	28	0.05	517	35	0.06	482	46	0.08	436	51	0.09	385	45	0.08	340	60	0.11	280	59	0.11	221	101	0.19	120	19	0.03	101	101	0.20	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	176		0.00	176		0.00	176	12	0.07	164	16	0.09	148	17	0.10	131	15	0.09	116	20	0.11	96	20	0.11	76	35	0.20	41	7	0.04	34	34	0.19	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	329		0.00	329		0.00	329	22	0.07	307	29	0.09	278	33	0.10	245	29	0.09	216	38	0.12	178	37	0.11	141	65	0.20	76	12	0.04	64	64	0.18	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	315		0.00	315		0.00	315		0.00	315	30	0.10	285	34	0.11	251	29	0.09	222	39	0.12	183	38	0.12	145	67	0.21	78	12	0.04	66	66	0.21	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	185		0.00	185		0.00	185		0.00	185		0.00	185		0.00	185	22	0.12	163	29	0.16	134	28	0.15	106	49	0.26	57	9	0.05	48	48	0.26	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	444		0.00	444		0.00	444		0.00	444		0.00	444		0.00	444	52	0.12	392	69	0.16	323	68	0.15	255	117	0.26	138	22	0.05	116	116	0.26	0	100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	94		0.00	94		0.00	94		0.00	94		0.00	94		0.00	94	11	0.12	83	15	0.16	68	14	0.15	54	25	0.27	29	5	0.05	24	24	0.25	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	167		0.00	167		0.00	167		0.00	167		0.00	167		0.00	167	20	0.12	147	26	0.16	121	25	0.15	96	44	0.26	52	8	0.05	44	44	0.26	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	187		0.00	187		0.00	187		0.00	187		0.00	187		0.00	187		0.00	187	32	0.17	155	32	0.17	123	56	0.30	67	11	0.06	56	56	0.30	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	144		0.00	144		0.00	144		0.00	144		0.00	144		0.00	144		0.00	144		0.00	144	30	0.21	114	52	0.36	62	10	0.07	52	52	0.36	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	69		0.00	69		0.00	69		0.00	69		0.00	69		0.00	69		0.00	69		0.00	69	16	0.23	53	24	0.35	29	5	0.07	24	24	0.35	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	134		0.00	134		0.00	134		0.00	134		0.00	134		0.00	134		0.00	134		0.00	134		0.00	134		0.00	134	21	0.16	113	113	0.84	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	395		0.00	395		0.00	395		0.00	395		0.00	395		0.00	395		0.00	395		0.00	395		0.00	395		0.00	395	63	0.16	332	332	0.84	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	338		0.00	338		0.00	338		0.00	338		0.00	338		0.00	338		0.00	338		0.00	338		0.00	338		0.00	338	54	0.16	284	284	0.84	0	100%
NW 25 St On Ramp	NW25StSR826NB	1290	172		0.00	172		0.00	172		0.00	172		0.00	172		0.00	172		0.00	172		0.00	172		0.00	172		0.00	172		0.00	172	172	1.00	0	100%
			3694	0			28			69			121			135			223			328			367			635			258			1530			3694
			0	0			28			69			121			135			223			328			367			635			258			1530			3694

SR 826 SB

Entry Location				NW 25 St Off Ramp			SR 836 EB/WB Off Ramp			NW 72/NW 87 Ave Off Ramp			Flagler St/SW 8 St Off Ramp			SW 24 St Off Ramp			SW 40 St Off Ramp			SW 56 St Off Ramp			SR 974 SB Off Ramp			SW 72 St Off Ramp			SW 88 St Off Ramp			US-1 SB Off Ramp			SR 826 SB End			
	Detector			2020			2055			2060			2065			2135			2155			2180			2185			2235			2255			2290			2295			
				826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 SB Begin	SR826SB1	2000	1791	88	0.05	1703	337	0.19	1366	18	0.01	1348	223	0.12	1125	174	0.10	951	154	0.09	797	107	0.06	690	263	0.15	427	92	0.05	335	131	0.07	204	204	0.11	0	0	0.00	204	100%
NW 25 St On Ramp	NW25St826SBent	2040	491		0.00	491	97	0.20	394	5	0.01	389	64	0.13	325	50	0.10	275	45	0.09	230	31	0.06	199	76	0.15	123	27	0.05	96	37	0.08	59	59	0.13	0	0	0.00	59	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	476		0.00	476		0.00	476		0.00	476		0.00	476	74	0.16	402	65	0.14	337	45	0.09	292	111	0.23	181	39	0.08	142	55	0.12	87	87	0.18	0	0	0.00	87	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	274		0.00	274		0.00	274		0.00	274		0.00	274	42	0.15	232	38	0.14	194	26	0.09	168	64	0.23	104	22	0.08	82	32	0.12	50	50	0.19	0	0	0.00	50	100%
SW 8 St On Ramp	SW8St826SBent	2120	292		0.00	292		0.00	292		0.00	292		0.00	292	45	0.15	247	40	0.14	207	28	0.10	179	68	0.23	111	24	0.08	87	34	0.12	53	53	0.18	0	0	0.00	53	100%
SW 24 St On Ramp	SW24St826SBent	2140	215		0.00	215		0.00	215		0.00	215		0.00	215		0.00	215	34	0.16	181	25	0.12	156	60	0.28	96	21	0.10	75	29	0.13	46	46	0.21	0	0	0.00	46	100%
SW 40 St On Ramp	SW40St826SBent	2215	150		0.00	150		0.00	150		0.00	150		0.00	150		0.00	150		0.00	150		0.00	150		0.00	150	32	0.21	118	46	0.31	72	72	0.48	0	0	0.00	72	100%
SW 56 St On Ramp	SW56St826SBent	2225	97		0.00	97		0.00	97		0.00	97		0.00	97		0.00	97		0.00	97		0.00	97		0.00	97	21	0.22	76	30	0.31	46	46	0.47	0	0	0.00	46	100%
SW 72 St On Ramp	SW72St826SBent	2245	81		0.00	81		0.00	81		0.00	81		0.00	81		0.00	81		0.00	81		0.00	81		0.00	81		0.00	81	32	0.40	49	49	0.60	0	0	0.00	49	100%
SW 88 St On Ramp	SW88St826SBent	2275	28		0.00	28		0.00	28		0.00	28		0.00	28		0.00	28		0.00	28		0.00	28		0.00	28		0.00	28		0.00	28	28	1.00	0	0	0.00	28	100%
			3895	88		434	23		287	385		376	262		642	278		426	696		0	3897																	
			-2	88		434	23		287	385		376	262		642	278		426	694		0	3895																	

Time Period: 9
Simulation Start: 3:30 PM
Current Time: 5:30 PM - 5:45 PM (TP 9)

SR 826 NB

Entry Location				Dummy Off Ramp 1015			SW 88 St Off Ramp 1025			SW 72 St Off Ramp 1050			SW 56 St Off Ramp 1070			SW 40 St Off Ramp 1080			SW 24 St Off Ramp 1155			SW 8 St Off Ramp 1180			Flagler St/NW 72 Ave Off Ramp 1215			SR 836 EB/WB Off Ramp 1225			NW 25 St Off Ramp 1275			SR 826 NB End 1300			
Detector				Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%
US-1 NB On Ramp	SR826NB1a	1005	512	0	0.00	512	26	0.05	486	33	0.06	453	43	0.08	410	48	0.09	362	43	0.08	319	56	0.11	263	55	0.11	208	95	0.19	113	18	0.04	95	95	0.19	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	166		0.00	166		0.00	166	11	0.07	155	15	0.09	140	16	0.10	124	15	0.09	109	19	0.11	90	19	0.11	71	33	0.20	38	6	0.04	32	32	0.19	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	310		0.00	310		0.00	310	21	0.07	289	28	0.09	261	31	0.10	230	27	0.09	203	36	0.12	167	35	0.11	132	61	0.20	71	11	0.04	60	60	0.18	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	296		0.00	296		0.00	296		0.00	296	28	0.09	268	32	0.11	236	28	0.09	208	37	0.13	171	36	0.12	135	62	0.21	73	12	0.04	61	61	0.21	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	174		0.00	174		0.00	174		0.00	174		0.00	174		0.00	174	20	0.11	154	27	0.16	127	27	0.16	100	46	0.26	54	9	0.05	45	45	0.26	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	417		0.00	417		0.00	417		0.00	417		0.00	417		0.00	417	49	0.12	368	65	0.16	303	64	0.15	239	110	0.26	129	21	0.05	108	108	0.26	0	100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	88		0.00	88		0.00	88		0.00	88		0.00	88		0.00	88	10	0.11	78	14	0.16	64	13	0.15	51	23	0.26	28	4	0.05	24	24	0.27	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	157		0.00	157		0.00	157		0.00	157		0.00	157		0.00	157	18	0.11	139	24	0.15	115	24	0.15	91	42	0.27	49	8	0.05	41	41	0.27	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	176		0.00	176		0.00	176		0.00	176		0.00	176		0.00	176		0.00	176	30	0.17	146	31	0.18	115	53	0.30	62	10	0.06	52	52	0.29	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	135		0.00	135		0.00	135		0.00	135		0.00	135		0.00	135		0.00	135		0.00	135	28	0.21	107	49	0.36	58	9	0.07	49	49	0.36	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	65		0.00	65		0.00	65		0.00	65		0.00	65		0.00	65		0.00	65		0.00	65	13	0.20	52	23	0.35	29	5	0.08	24	24	0.37	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	126		0.00	126		0.00	126		0.00	126		0.00	126		0.00	126		0.00	126		0.00	126		0.00	126		0.00	126	20	0.16	106	106	0.84	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	371		0.00	371		0.00	371		0.00	371		0.00	371		0.00	371		0.00	371		0.00	371		0.00	371		0.00	371	59	0.16	312	312	0.84	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	318		0.00	318		0.00	318		0.00	318		0.00	318		0.00	318		0.00	318		0.00	318		0.00	318		0.00	318	51	0.16	267	267	0.84	0	100%
NW 25 St On Ramp	NW25StSR826NB	1290	161		0.00	161		0.00	161		0.00	161		0.00	161		0.00	161		0.00	161		0.00	161		0.00	161		0.00	161		0.00	161	161	1.00	0	100%
			3472	0			26			65			114			127			210			308			345			597			243			1438			3473	
			-1	0			26			65			114			127			210			308			345			597			243			1437			3472	

SR 826 SB

Entry Location				NW 25 St Off Ramp 2020			SR 836 EB/WB Off Ramp 2055			NW 72/NW 87 Ave Off Ramp 2060			Flagler St/SW 8 St Off Ramp 2065			SW 24 St Off Ramp 2135			SW 40 St Off Ramp 2155			SW 56 St Off Ramp 2180			SR 974 SB Off Ramp 2185			SW 72 St Off Ramp 2235			SW 88 St Off Ramp 2255			US-1 SB Off Ramp 2290			SR 826 SB End 2295			
Detector				826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 SB Begin	SR826SB1	2000	1684	83	0.05	1601	317	0.19	1284	17	0.01	1267	209	0.12	1058	163	0.10	895	145	0.09	750	101	0.06	649	247	0.15	402	86	0.05	316	123	0.07	193	193	0.11	0	0	0.00	193	100%
NW 25 St On Ramp	NW25St826SBent	2040	462		0.00	462	91	0.20	371	5	0.01	366	60	0.13	306	47	0.10	259	42	0.09	217	29	0.06	188	72	0.16	116	25	0.05	91	35	0.08	56	56	0.12	0	0	0.00	56	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	448		0.00	448		0.00	448		0.00	448		0.00	448	69	0.15	379	61	0.14	318	43	0.10	275	105	0.23	170	37	0.08	133	52	0.12	81	81	0.18	0	0	0.00	81	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	258		0.00	258		0.00	258		0.00	258		0.00	258	40	0.16	218	35	0.14	183	25	0.10	158	60	0.23	98	21	0.08	77	30	0.12	47	47	0.17	0	0	0.00	47	100%
SW 8 St On Ramp	SW8St826SBent	2120	274		0.00	274		0.00	274		0.00	274		0.00	274	43	0.16	231	37	0.14	194	26	0.09	168	64	0.23	104	22	0.08	82	32	0.12	50	50	0.18	0	0	0.00	50	100%
SW 24 St On Ramp	SW24St826SBent	2140	202		0.00	202		0.00	202		0.00	202		0.00	202		0.00	202	33	0.16	169	23	0.11	146	55	0.27	91	20	0.10	71	28	0.14	43	43	0.22	0	0	0.00	43	100%
SW 40 St On Ramp	SW40St826SBent	2215	141		0.00	141		0.00	141		0.00	141		0.00	141		0.00	141		0.00	141		0.00	141		0.00	141	30	0.21	111	43	0.30	68	68	0.49	0	0	0.00	68	100%
SW 56 St On Ramp	SW56St826SBent	2225	92		0.00	92		0.00	92		0.00	92		0.00	92		0.00	92		0.00	92		0.00	92		0.00	92	20	0.22	72	28	0.30	44	44	0.48	0	0	0.00	44	100%
SW 72 St On Ramp	SW72St826SBent	2245	76		0.00	76		0.00	76		0.00	76		0.00	76		0.00	76		0.00	76		0.00	76		0.00	76		0.00	76	29	0.38	47	47	0.62	0	0	0.00	47	100%
SW 88 St On Ramp	SW88St826SBent	2275	27		0.00	27		0.00	27		0.00	27		0.00	27		0.00	27		0.00	27		0.00	27		0.00	27		0.00	27		0.00	27	27	1.00	0	0	0.00	27	100%
			3664	83		408	22		269	362		353	247		603	261		400	654		0	3662																	
			2	83		408	22		269	362		353	247		603	261		400	656		0	3664																	

Time Period: 10
Simulation Start: 3:30 PM
Current Time: 5:45 PM - 6:00 PM (TP 10)

SR 826 NB

Entry Location				Dummy Off Ramp 1015			SW 88 St Off Ramp 1025			SW 72 St Off Ramp 1050			SW 56 St Off Ramp 1070			SW 40 St Off Ramp 1080			SW 24 St Off Ramp 1155			SW 8 St Off Ramp 1180			Flagler St/NW 72 Ave Off Ramp 1215			SR 836 EB/WB Off Ramp 1225			NW 25 St Off Ramp 1275			SR 826 NB End 1300			
Detector				Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%
US-1 NB On Ramp	SR826NB1a	1005	520	0	0.00	520	27	0.05	493	33	0.06	460	44	0.08	416	49	0.09	367	43	0.08	324	57	0.11	267	56	0.11	211	97	0.19	114	18	0.03	96	96	0.20	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	168		0.00	168		0.00	168	11	0.07	157	15	0.09	142	17	0.10	125	15	0.09	110	19	0.11	91	19	0.11	72	33	0.20	39	6	0.04	33	33	0.19	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	314		0.00	314		0.00	314	22	0.07	292	28	0.09	264	31	0.10	233	27	0.09	206	36	0.11	170	36	0.11	134	62	0.20	72	11	0.04	61	61	0.19	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	300		0.00	300		0.00	300		0.00	300	29	0.10	271	32	0.11	239	28	0.09	211	37	0.12	174	37	0.12	137	63	0.21	74	12	0.04	62	62	0.21	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	177		0.00	177		0.00	177		0.00	177		0.00	177		0.00	177	21	0.12	156	27	0.15	129	27	0.15	102	47	0.27	55	9	0.05	46	46	0.26	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	424		0.00	424		0.00	424		0.00	424		0.00	424		0.00	424	50	0.12	374	66	0.16	308	65	0.15	243	112	0.26	131	21	0.05	110	110	0.26	0	100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	90		0.00	90		0.00	90		0.00	90		0.00	90		0.00	90	11	0.12	79	14	0.16	65	14	0.16	51	23	0.26	28	4	0.04	24	24	0.26	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	159		0.00	159		0.00	159		0.00	159		0.00	159		0.00	159	18	0.11	141	25	0.16	116	24	0.15	92	42	0.26	50	8	0.05	42	42	0.27	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	179		0.00	179		0.00	179		0.00	179		0.00	179		0.00	179		0.00	179	32	0.18	147	31	0.17	116	53	0.30	63	10	0.06	53	53	0.29	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	137		0.00	137		0.00	137		0.00	137		0.00	137		0.00	137		0.00	137		0.00	137	29	0.21	108	50	0.36	58	9	0.07	49	49	0.36	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	66		0.00	66		0.00	66		0.00	66		0.00	66		0.00	66		0.00	66		0.00	66	13	0.20	53	24	0.36	29	5	0.08	24	24	0.36	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	128		0.00	128		0.00	128		0.00	128		0.00	128		0.00	128		0.00	128		0.00	128		0.00	128		0.00	128	20	0.16	108	108	0.84	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	377		0.00	377		0.00	377		0.00	377		0.00	377		0.00	377		0.00	377		0.00	377		0.00	377		0.00	377	60	0.16	317	317	0.84	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	323		0.00	323		0.00	323		0.00	323		0.00	323		0.00	323		0.00	323		0.00	323		0.00	323	53	0.16	270	270	0.84	0	100%
NW 25 St On Ramp	NW25StSR826NB	1290	164		0.00	164		0.00	164		0.00	164		0.00	164		0.00	164		0.00	164		0.00	164		0.00	164		0.00	164		0.00	164	164	1.00	0	100%
			3526	0			27			66			116			129			213			313			351			606			246			1460			3527	
			-1	0			27			66			116			129			213			313			351			606			246			1459			3526	

SR 826 SB

Entry Location				NW 25 St Off Ramp 2020			SR 836 EB/WB Off Ramp 2055			NW 72/NW 87 Ave Off Ramp 2060			Flagler St/SW 8 St Off Ramp 2065			SW 24 St Off Ramp 2135			SW 40 St Off Ramp 2155			SW 56 St Off Ramp 2180			SR 974 SB Off Ramp 2185			SW 72 St Off Ramp 2235			SW 88 St Off Ramp 2255			US-1 SB Off Ramp 2290			SR 826 SB End 2295			
Detector				826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 SB Begin	SR826SB1	2000	1710	84	0.05	1626	322	0.19	1304	17	0.01	1287	213	0.12	1074	166	0.10	908	147	0.09	761	103	0.06	658	251	0.15	407	88	0.05	319	124	0.07	195	195	0.11	0	0	0.00	195	100%
NW 25 St On Ramp	NW25St826SBent	2040	469		0.00	469	93	0.20	376	5	0.01	371	61	0.13	310	48	0.10	262	42	0.09	220	30	0.06	190	72	0.15	118	25	0.05	93	36	0.08	57	57	0.13	0	0	0.00	57	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	455		0.00	455		0.00	455		0.00	455		0.00	455	70	0.15	385	62	0.14	323	44	0.10	279	106	0.23	173	37	0.08	136	53	0.12	83	83	0.18	0	0	0.00	83	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	262		0.00	262		0.00	262		0.00	262		0.00	262	40	0.15	222	36	0.14	186	25	0.10	161	61	0.23	100	22	0.08	78	30	0.11	48	48	0.19	0	0	0.00	48	100%
SW 8 St On Ramp	SW8St826SBent	2120	279		0.00	279		0.00	279		0.00	279		0.00	279	43	0.15	236	38	0.14	198	27	0.10	171	65	0.23	106	23	0.08	83	32	0.11	51	51	0.19	0	0	0.00	51	100%
SW 24 St On Ramp	SW24St826SBent	2140	205		0.00	205		0.00	205		0.00	205		0.00	205		0.00	205	34	0.17	171	22	0.11	149	58	0.28	91	20	0.10	71	28	0.14	43	43	0.20	0	0	0.00	43	100%
SW 40 St On Ramp	SW40St826SBent	2215	143		0.00	143		0.00	143		0.00	143		0.00	143		0.00	143		0.00	143		0.00	143		0.00	143	31	0.22	112	44	0.31	68	68	0.47	0	0	0.00	68	100%
SW 56 St On Ramp	SW56St826SBent	2225	93		0.00	93		0.00	93		0.00	93		0.00	93		0.00	93		0.00	93		0.00	93		0.00	93	19	0.20	74	29	0.31	45	45	0.49	0	0	0.00	45	100%
SW 72 St On Ramp	SW72St826SBent	2245	78		0.00	78		0.00	78		0.00	78		0.00	78		0.00	78		0.00	78		0.00	78		0.00	78		0.00	78	30	0.38	48	48	0.62	0	0	0.00	48	100%
SW 88 St On Ramp	SW88St826SBent	2275	27		0.00	27		0.00	27		0.00	27		0.00	27		0.00	27		0.00	27		0.00	27		0.00	27		0.00	27		0.00	27	27	1.00	0	0	0.00	27	100%
			3721	84		415	22		274	367		359	251		613	265		406	665		0	3721																	
			0	84		415	22		274	367		359	251		613	265		406	665		0	3721																	

Time Period: 11
Simulation Start: 3:30 PM
Current Time: 6:00 PM - 6:15 PM (TP 11)

SR 826 NB

Entry Location				Dummy Off Ramp			SW 88 St Off Ramp			SW 72 St Off Ramp			SW 56 St Off Ramp			SW 40 St Off Ramp			SW 24 St Off Ramp			SW 8 St Off Ramp			Flagler St/NW 72 Ave Off Ramp			SR 836 EB/WB Off Ramp			NW 25 St Off Ramp			SR 826 NB End			
	Detector			1015			1025			1050			1070			1080			1155			1180			1215			1225			1275			1300			
				Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%
US-1 NB On Ramp	SR826NB1a	1005	496	0	0.00	496	25	0.05	471	32	0.06	439	42	0.08	397	47	0.09	350	41	0.08	309	54	0.11	255	54	0.11	201	92	0.19	109	17	0.03	92	92	0.20	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	160		0.00	160		0.00	160	11	0.07	149	14	0.09	135	16	0.10	119	14	0.09	105	18	0.11	87	18	0.11	69	32	0.20	37	6	0.04	31	31	0.19	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	300		0.00	300		0.00	300	20	0.07	280	27	0.09	253	30	0.10	223	26	0.09	197	35	0.12	162	34	0.11	128	59	0.20	69	11	0.04	58	58	0.18	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	287		0.00	287		0.00	287		0.00	287	27	0.09	260	30	0.10	230	27	0.09	203	36	0.13	167	35	0.12	132	61	0.21	71	11	0.04	60	60	0.22	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	169		0.00	169		0.00	169		0.00	169		0.00	169		0.00	169	20	0.12	149	26	0.15	123	26	0.15	97	44	0.26	53	8	0.05	45	45	0.27	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	404		0.00	404		0.00	404		0.00	404		0.00	404		0.00	404	47	0.12	357	63	0.16	294	62	0.15	232	106	0.26	126	20	0.05	106	106	0.26	0	100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	85		0.00	85		0.00	85		0.00	85		0.00	85		0.00	85	10	0.12	75	13	0.15	62	13	0.15	49	22	0.26	27	4	0.05	23	23	0.27	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	152		0.00	152		0.00	152		0.00	152		0.00	152		0.00	152	18	0.12	134	24	0.16	110	23	0.15	87	40	0.26	47	8	0.05	39	39	0.26	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	171		0.00	171		0.00	171		0.00	171		0.00	171		0.00	171		0.00	171	30	0.18	141	30	0.18	111	51	0.30	60	10	0.06	50	50	0.28	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	131		0.00	131		0.00	131		0.00	131		0.00	131		0.00	131		0.00	131		0.00	131	28	0.21	103	47	0.36	56	9	0.07	47	47	0.36	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	63		0.00	63		0.00	63		0.00	63		0.00	63		0.00	63		0.00	63		0.00	63	12	0.19	51	24	0.38	27	4	0.06	23	23	0.37	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	122		0.00	122		0.00	122		0.00	122		0.00	122		0.00	122		0.00	122		0.00	122		0.00	122		0.00	122	19	0.16	103	103	0.84	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	360		0.00	360		0.00	360		0.00	360		0.00	360		0.00	360		0.00	360		0.00	360		0.00	360		0.00	360	57	0.16	303	303	0.84	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	308		0.00	308		0.00	308		0.00	308		0.00	308		0.00	308		0.00	308		0.00	308		0.00	308		0.00	308	51	0.17	257	257	0.83	0	100%
NW 25 St On Ramp	NW25StSR826NB	1290	156		0.00	156		0.00	156		0.00	156		0.00	156		0.00	156		0.00	156		0.00	156		0.00	156		0.00	156		0.00	156	156	1.00	0	100%
			3364	0			25			63			110			123			203			299			335			578			235			1393			3364
			0	0			25			63			110			123			203			299			335			578			235			1393			3364

SR 826 SB

Entry Location				NW 25 St Off Ramp			SR 836 EB/WB Off Ramp			NW 72/NW 87 Ave Off Ramp			Flagler St/SW 8 St Off Ramp			SW 24 St Off Ramp			SW 40 St Off Ramp			SW 56 St Off Ramp			SR 974 SB Off Ramp			SW 72 St Off Ramp			SW 88 St Off Ramp			US-1 SB Off Ramp			SR 826 SB End			
	Detector			2020			2055			2060			2065			2135			2155			2180			2185			2235			2255			2290			2295			
				826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 SB Begin	SR826SB1	2000	1631	80	0.05	1551	307	0.19	1244	16	0.01	1228	203	0.12	1025	158	0.10	867	140	0.09	727	98	0.06	629	239	0.15	390	84	0.05	306	119	0.07	187	187	0.11	0	0	0.00	187	100%
NW 25 St On Ramp	NW25St826SBent	2040	448		0.00	448	89	0.20	359	5	0.01	354	58	0.13	296	46	0.10	250	40	0.09	210	28	0.06	182	69	0.15	113	24	0.05	89	35	0.08	54	54	0.13	0	0	0.00	54	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	434		0.00	434		0.00	434		0.00	434		0.00	434	67	0.15	367	59	0.14	308	41	0.09	267	102	0.24	165	35	0.08	130	51	0.12	79	79	0.18	0	0	0.00	79	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	250		0.00	250		0.00	250		0.00	250		0.00	250	39	0.16	211	34	0.14	177	24	0.10	153	58	0.23	95	20	0.08	75	29	0.12	46	46	0.17	0	0	0.00	46	100%
SW 8 St On Ramp	SW8St826SBent	2120	266		0.00	266		0.00	266		0.00	266		0.00	266	41	0.15	225	36	0.14	189	25	0.09	164	62	0.23	102	22	0.08	80	31	0.12	49	49	0.19	0	0	0.00	49	100%
SW 24 St On Ramp	SW24St826SBent	2140	196		0.00	196		0.00	196		0.00	196		0.00	196		0.00	196	33	0.17	163	23	0.12	140	54	0.28	86	18	0.09	68	26	0.13	42	42	0.21	0	0	0.00	42	100%
SW 40 St On Ramp	SW40St826SBent	2215	137		0.00	137		0.00	137		0.00	137		0.00	137		0.00	137		0.00	137		0.00	137		0.00	137	29	0.21	108	42	0.31	66	66	0.48	0	0	0.00	66	100%
SW 56 St On Ramp	SW56St826SBent	2225	89		0.00	89		0.00	89		0.00	89		0.00	89		0.00	89		0.00	89		0.00	89		0.00	89	21	0.24	68	26	0.29	42	42	0.47	0	0	0.00	42	100%
SW 72 St On Ramp	SW72St826SBent	2245	74		0.00	74		0.00	74		0.00	74		0.00	74		0.00	74		0.00	74		0.00	74		0.00	74		0.00	74	29	0.39	45	45	0.61	0	0	0.00	45	100%
SW 88 St On Ramp	SW88St826SBent	2275	26		0.00	26		0.00	26		0.00	26		0.00	26		0.00	26		0.00	26		0.00	26		0.00	26		0.00	26		0.00	26	26	1.00	0	0	0.00	26	100%
			3551	80		396			21			261			351			342			239			584			253			388			634			0			3549	
			2	80		396			21			261			351			342			239			584			253			388			636			0			3551	

Time Period: 12
Simulation Start: 3:30 PM
Current Time: 6:15 PM - 6:30 PM (TP 12)

SR 826 NB

Entry Location				Dummy Off Ramp 1015			SW 88 St Off Ramp 1025			SW 72 St Off Ramp 1050			SW 56 St Off Ramp 1070			SW 40 St Off Ramp 1080			1155			SW 8 St Off Ramp 1180			Flagler St/NW 72 Ave Off Ramp 1215			SR 836 EB/WB Off Ramp 1225			NW 25 St Off Ramp 1275			SR 826 NB End 1300			
Detector				Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%
US-1 NB On Ramp	SR826NB1a	1005	500	0	0.00	500	26	0.05	474	32	0.06	442	42	0.08	400	47	0.09	353	41	0.08	312	55	0.11	257	54	0.11	203	93	0.19	110	18	0.04	92	92	0.19	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	162		0.00	162		0.00	162	11	0.07	151	14	0.09	137	16	0.10	121	14	0.09	107	19	0.12	88	18	0.11	70	32	0.20	38	6	0.04	32	32	0.18	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	302		0.00	302		0.00	302	20	0.07	282	27	0.09	255	30	0.10	225	26	0.09	199	35	0.12	164	34	0.11	130	60	0.20	70	11	0.04	59	59	0.18	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	289		0.00	289		0.00	289		0.00	289	28	0.10	261	31	0.11	230	27	0.09	203	36	0.12	167	35	0.12	132	61	0.21	71	11	0.04	60	60	0.21	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	170		0.00	170		0.00	170		0.00	170		0.00	170		0.00	170	20	0.12	150	26	0.15	124	26	0.15	98	45	0.26	53	8	0.05	45	45	0.27	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	407		0.00	407		0.00	407		0.00	407		0.00	407		0.00	407	48	0.12	359	63	0.15	296	62	0.15	234	107	0.26	127	20	0.05	107	107	0.27	0	100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	86		0.00	86		0.00	86		0.00	86		0.00	86		0.00	86	10	0.12	76	13	0.15	63	13	0.15	50	23	0.27	27	4	0.05	23	23	0.26	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	153		0.00	153		0.00	153		0.00	153		0.00	153		0.00	153	19	0.12	134	24	0.16	110	23	0.15	87	40	0.26	47	8	0.05	39	39	0.26	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	172		0.00	172		0.00	172		0.00	172		0.00	172		0.00	172		0.00	172	30	0.17	142	30	0.17	112	51	0.30	61	10	0.06	51	51	0.30	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	132		0.00	132		0.00	132		0.00	132		0.00	132		0.00	132		0.00	132		0.00	132	28	0.21	104	48	0.36	56	9	0.07	47	47	0.36	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	63		0.00	63		0.00	63		0.00	63		0.00	63		0.00	63		0.00	63		0.00	63	14	0.22	49	22	0.35	27	4	0.06	23	23	0.37	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	123		0.00	123		0.00	123		0.00	123		0.00	123		0.00	123		0.00	123		0.00	123		0.00	123		0.00	123	20	0.16	103	103	0.84	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	363		0.00	363		0.00	363		0.00	363		0.00	363		0.00	363		0.00	363		0.00	363		0.00	363		0.00	363	58	0.16	305	305	0.84	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	311		0.00	311		0.00	311		0.00	311		0.00	311		0.00	311		0.00	311		0.00	311		0.00	311		0.00	311	50	0.16	261	261	0.84	0	100%
NW 25 St On Ramp	NW25StSR826NB	1290	157		0.00	157		0.00	157		0.00	157		0.00	157		0.00	157		0.00	157		0.00	157		0.00	157		0.00	157		0.00	157	157	1.00	0	100%
			3390	0			26			63			111			124			205			301			337			582			237			1404			3390
			0	0			26			63			111			124			205			301			337			582			237			1404			3390

SR 826 SB

Entry Location				NW 25 St Off Ramp 2020			SR 836 EB/WB Off Ramp 2055			NW 72/NW 87 Ave Off Ramp 2060			Flagler St/SW 8 St Off Ramp 2065			SW 24 St Off Ramp 2135			SW 40 St Off Ramp 2155			SW 56 St Off Ramp 2180			SR 974 SB Off Ramp 2185			SW 72 St Off Ramp 2235			SW 88 St Off Ramp 2255			US-1 SB Off Ramp 2290			SR 826 SB End 2295			
Detector				826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 SB Begin	SR826SB1	2000	1644	81	0.05	1563	310	0.19	1253	16	0.01	1237	204	0.12	1033	159	0.10	874	141	0.09	733	99	0.06	634	242	0.15	392	84	0.05	308	120	0.07	188	188	0.11	0	0	0.00	188	100%
NW 25 St On Ramp	NW25St826SBent	2040	451		0.00	451	89	0.20	362	5	0.01	357	59	0.13	298	46	0.10	252	41	0.09	211	28	0.06	183	70	0.16	113	24	0.05	89	35	0.08	54	54	0.12	0	0	0.00	54	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	437		0.00	437		0.00	437		0.00	437		0.00	437	67	0.15	370	60	0.14	310	42	0.10	268	102	0.23	166	36	0.08	130	51	0.12	79	79	0.18	0	0	0.00	79	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	252		0.00	252		0.00	252		0.00	252		0.00	252	39	0.15	213	34	0.13	179	24	0.10	155	59	0.23	96	21	0.08	75	29	0.12	46	46	0.19	0	0	0.00	46	100%
SW 8 St On Ramp	SW8St826SBent	2120	268		0.00	268		0.00	268		0.00	268		0.00	268	42	0.16	226	37	0.14	189	25	0.09	164	62	0.23	102	22	0.08	80	31	0.12	49	49	0.18	0	0	0.00	49	100%
SW 24 St On Ramp	SW24St826SBent	2140	197		0.00	197		0.00	197		0.00	197		0.00	197		0.00	197	32	0.16	165	23	0.12	142	54	0.27	88	19	0.10	69	27	0.14	42	42	0.21	0	0	0.00	42	100%
SW 40 St On Ramp	SW40St826SBent	2215	138		0.00	138		0.00	138		0.00	138		0.00	138		0.00	138		0.00	138		0.00	138		0.00	138	30	0.22	108	42	0.30	66	66	0.48	0	0	0.00	66	100%
SW 56 St On Ramp	SW56St826SBent	2225	89		0.00	89		0.00	89		0.00	89		0.00	89		0.00	89		0.00	89		0.00	89		0.00	89	19	0.21	70	27	0.30	43	43	0.49	0	0	0.00	43	100%
SW 72 St On Ramp	SW72St826SBent	2245	75		0.00	75		0.00	75		0.00	75		0.00	75		0.00	75		0.00	75		0.00	75		0.00	75		0.00	75	29	0.39	46	46	0.61	0	0	0.00	46	100%
SW 88 St On Ramp	SW88St826SBent	2275	26		0.00	26		0.00	26		0.00	26		0.00	26		0.00	26		0.00	26		0.00	26		0.00	26		0.00	26		0.00	26	26	1.00	0	0	0.00	26	100%
			3577	81		399	21		263	353		345	241		589	255		391	639		0	3577																	
			0	81		399	21		263	353		345	241		589	255		391	639		0	3577																	

Time Period: 13
Simulation Start: 3:30 PM
Current Time: 6:30 PM - 6:45 PM (TP 13)

SR 826 NB

				Dummy Off Ramp 1015			SW 88 St Off Ramp 1025			SW 72 St Off Ramp 1050			SW 56 St Off Ramp 1070			SW 40 St Off Ramp 1080			SW 24 St Off Ramp 1155			SW 8 St Off Ramp 1180			Flagler St/NW 72 Ave Off Ramp 1215			SR 836 EB/WB Off Ramp 1225			NW 25 St Off Ramp 1275			SR 826 NB End 1300			
Entry Location																																					
Detector				Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%
US-1 NB On Ramp	SR826NB1a	1005	489	0	0.00	489	25	0.05	464	31	0.06	433	41	0.08	392	46	0.09	346	41	0.08	305	54	0.11	251	53	0.11	198	91	0.19	107	17	0.03	90	90	0.20	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	158		0.00	158		0.00	158	11	0.07	147	14	0.09	133	16	0.10	117	14	0.09	103	18	0.11	85	18	0.11	67	31	0.20	36	6	0.04	30	30	0.19	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	296		0.00	296		0.00	296	20	0.07	276	26	0.09	250	29	0.10	221	26	0.09	195	34	0.11	161	34	0.11	127	58	0.20	69	11	0.04	58	58	0.19	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	283		0.00	283		0.00	283		0.00	283	28	0.10	255	30	0.11	225	26	0.09	199	35	0.12	164	34	0.12	130	60	0.21	70	11	0.04	59	59	0.21	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	166		0.00	166		0.00	166		0.00	166		0.00	166		0.00	166	19	0.11	147	26	0.16	121	25	0.15	96	44	0.27	52	8	0.05	44	44	0.26	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	398		0.00	398		0.00	398		0.00	398		0.00	398		0.00	398	47	0.12	351	62	0.16	289	61	0.15	228	105	0.26	123	20	0.05	103	103	0.26	0	100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	84		0.00	84		0.00	84		0.00	84		0.00	84		0.00	84	10	0.12	74	13	0.15	61	13	0.15	48	22	0.26	26	4	0.05	22	22	0.27	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	150		0.00	150		0.00	150		0.00	150		0.00	150		0.00	150	17	0.11	133	23	0.15	110	23	0.15	87	40	0.27	47	8	0.05	39	39	0.27	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	168		0.00	168		0.00	168		0.00	168		0.00	168		0.00	168		0.00	168	29	0.17	139	29	0.17	110	50	0.30	60	10	0.06	50	50	0.30	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	129		0.00	129		0.00	129		0.00	129		0.00	129		0.00	129		0.00	129		0.00	129	27	0.21	102	47	0.36	55	9	0.07	46	46	0.36	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	62		0.00	62		0.00	62		0.00	62		0.00	62		0.00	62		0.00	62		0.00	62	13	0.21	49	22	0.35	27	4	0.06	23	23	0.38	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	120		0.00	120		0.00	120		0.00	120		0.00	120		0.00	120		0.00	120		0.00	120		0.00	120		0.00	120	19	0.16	101	101	0.84	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	355		0.00	355		0.00	355		0.00	355		0.00	355		0.00	355		0.00	355		0.00	355		0.00	355		0.00	355	57	0.16	298	298	0.84	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	304		0.00	304		0.00	304		0.00	304		0.00	304		0.00	304		0.00	304		0.00	304		0.00	304		0.00	304	48	0.16	256	256	0.84	0	100%
NW 25 St On Ramp	NW25StSR826NB	1290	154		0.00	154		0.00	154		0.00	154		0.00	154		0.00	154		0.00	154		0.00	154		0.00	154		0.00	154		0.00	154	154	1.00	0	100%
			3316	0			25			62			109			121			200			294			330			570			232			1373			3316	
			0	0			25			62			109			121			200			294			330			570			232			1373			3316	

SR 826 SB

				NW 25 St Off Ramp 2020			SR 836 EB/WB Off Ramp 2055			NW 72/NW 87 Ave Off Ramp 2060			Flagler St/SW 8 St Off Ramp 2065			SW 24 St Off Ramp 2135			SW 40 St Off Ramp 2155			SW 56 St Off Ramp 2180			SR 974 SB Off Ramp 2185			SW 72 St Off Ramp 2235			SW 88 St Off Ramp 2255			US-1 SB Off Ramp 2290			SR 826 SB End 2295			
Entry Location																																					
Detector				826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 SB Begin	SR826SB1	2000	1608	79	0.05	1529	303	0.19	1226	16	0.01	1210	199	0.12	1011	156	0.10	855	138	0.09	717	97	0.06	620	236	0.15	384	83	0.05	301	117	0.07	184	184	0.11	0	0	0.00	184	100%
NW 25 St On Ramp	NW25St826SBent	2040	441		0.00	441	87	0.20	354	5	0.01	349	58	0.13	291	45	0.10	246	40	0.09	206	28	0.06	178	68	0.15	110	24	0.05	86	33	0.07	53	53	0.14	0	0	0.00	53	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	427		0.00	427		0.00	427		0.00	427		0.00	427	66	0.15	361	58	0.14	303	41	0.10	262	100	0.23	162	35	0.08	127	49	0.11	78	78	0.19	0	0	0.00	78	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	246		0.00	246		0.00	246		0.00	246		0.00	246	38	0.15	208	34	0.14	174	24	0.10	150	57	0.23	93	20	0.08	73	28	0.11	45	45	0.19	0	0	0.00	45	100%
SW 8 St On Ramp	SW8St826SBent	2120	262		0.00	262		0.00	262		0.00	262		0.00	262	41	0.16	221	36	0.14	185	25	0.10	160	61	0.23	99	21	0.08	78	30	0.11	48	48	0.18	0	0	0.00	48	100%
SW 24 St On Ramp	SW24St826SBent	2140	193		0.00	193		0.00	193		0.00	193		0.00	193		0.00	193	31	0.16	162	21	0.11	141	54	0.28	87	19	0.10	68	26	0.13	42	42	0.22	0	0	0.00	42	100%
SW 40 St On Ramp	SW40St826SBent	2215	135		0.00	135		0.00	135		0.00	135		0.00	135		0.00	135		0.00	135		0.00	135		0.00	135	29	0.21	106	41	0.30	65	65	0.49	0	0	0.00	65	100%
SW 56 St On Ramp	SW56St826SBent	2225	87		0.00	87		0.00	87		0.00	87		0.00	87		0.00	87		0.00	87		0.00	87		0.00	87	18	0.21	69	27	0.31	42	42	0.48	0	0	0.00	42	100%
SW 72 St On Ramp	SW72St826SBent	2245	73		0.00	73		0.00	73		0.00	73		0.00	73		0.00	73		0.00	73		0.00	73		0.00	73		0.00	73	31	0.42	42	42	0.58	0	0	0.00	42	100%
SW 88 St On Ramp	SW88St826SBent	2275	25		0.00	25		0.00	25		0.00	25		0.00	25		0.00	25		0.00	25		0.00	25		0.00	25		0.00	25		0.00	25	25	1.00	0	0	0.00	25	100%
			3497	79		390			21			257			346			337			236			576			249			382			625			0			3498	
			-1	79		390			21			257			346			337			236			576			249			382			624			0			3497	

Time Period: 14
Simulation Start: 3:30 PM
Current Time: 6:45 PM - 7:00 PM (TP 14)

SR 826 NB

Entry Location				Dummy Off Ramp 1015			SW 88 St Off Ramp 1025			SW 72 St Off Ramp 1050			SW 56 St Off Ramp 1070			SW 40 St Off Ramp 1080			SW 24 St Off Ramp 1155			SW 8 St Off Ramp 1180			Flagler St/NW 72 Ave Off Ramp 1215			SR 836 EB/WB Off Ramp 1225			NW 25 St Off Ramp 1275			SR 826 NB End 1300			
	Detector			Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	
US-1 NB On Ramp	SR826NB1a	1005	490	0	0.00	490	25	0.05	465	31	0.06	434	41	0.08	393	46	0.09	347	41	0.08	306	54	0.11	252	53	0.11	199	91	0.19	108	17	0.03	91	91	0.20	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	159		0.00	159		0.00	159	11	0.07	148	14	0.09	134	16	0.10	118	14	0.09	104	18	0.11	86	18	0.11	68	31	0.19	37	6	0.04	31	31	0.20	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	296		0.00	296		0.00	296	20	0.07	276	26	0.09	250	30	0.10	220	26	0.09	194	34	0.11	160	34	0.11	126	58	0.20	68	11	0.04	57	57	0.19	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	283		0.00	283		0.00	283		0.00	283	28	0.10	255	30	0.11	225	26	0.09	199	35	0.12	164	34	0.12	130	60	0.21	70	11	0.04	59	59	0.21	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	167		0.00	167		0.00	167		0.00	167		0.00	167		0.00	167	20	0.12	147	26	0.16	121	25	0.15	96	44	0.26	52	8	0.05	44	44	0.26	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	399		0.00	399		0.00	399		0.00	399		0.00	399		0.00	399	47	0.12	352	62	0.16	290	61	0.15	229	105	0.26	124	20	0.05	104	104	0.26	0	100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	84		0.00	84		0.00	84		0.00	84		0.00	84		0.00	84	10	0.12	74	13	0.15	61	13	0.15	48	22	0.26	26	4	0.05	22	22	0.27	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	150		0.00	150		0.00	150		0.00	150		0.00	150		0.00	150	17	0.11	133	23	0.15	110	23	0.15	87	40	0.27	47	7	0.05	40	40	0.27	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	169		0.00	169		0.00	169		0.00	169		0.00	169		0.00	169		0.00	169	30	0.18	139	29	0.17	110	50	0.30	60	10	0.06	50	50	0.29	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	130		0.00	130		0.00	130		0.00	130		0.00	130		0.00	130		0.00	130		0.00	130	27	0.21	103	47	0.36	56	9	0.07	47	47	0.36	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	62		0.00	62		0.00	62		0.00	62		0.00	62		0.00	62		0.00	62		0.00	62	14	0.23	48	23	0.37	25	4	0.06	21	21	0.34	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	120		0.00	120		0.00	120		0.00	120		0.00	120		0.00	120		0.00	120		0.00	120		0.00	120		0.00	120	19	0.16	101	101	0.84	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	356		0.00	356		0.00	356		0.00	356		0.00	356		0.00	356		0.00	356		0.00	356		0.00	356		0.00	356	57	0.16	299	299	0.84	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	305		0.00	305		0.00	305		0.00	305		0.00	305		0.00	305		0.00	305		0.00	305		0.00	305		0.00	305	49	0.16	256	256	0.84	0	100%
NW 25 St On Ramp	NW25StSR826NB	1290	154		0.00	154		0.00	154		0.00	154		0.00	154		0.00	154		0.00	154		0.00	154		0.00	154		0.00	154		0.00	154	154	1.00	0	100%
			3324	0			25			62			109			122			201			295			331			571			232			1377			3325
			-1	0			25			62			109			122			201			295			331			571			232			1376			3324

SR 826 SB

Entry Location				NW 25 St Off Ramp 2020			SR 836 EB/WB Off Ramp 2055			NW 72/NW 87 Ave Off Ramp 2060			Flagler St/SW 8 St Off Ramp 2065			SW 24 St Off Ramp 2135			SW 40 St Off Ramp 2155			SW 56 St Off Ramp 2180			SR 974 SB Off Ramp 2185			SW 72 St Off Ramp 2235			SW 88 St Off Ramp 2255			US-1 SB Off Ramp 2290			SR 826 SB End 2295			
	Detector			826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 SB Begin	SR826SB1	2000	1612	80	0.05	1532	303	0.19	1229	16	0.01	1213	200	0.12	1013	156	0.10	857	139	0.09	718	97	0.06	621	236	0.15	385	83	0.05	302	117	0.07	185	185	0.11	0	0	0.00	185	100%
NW 25 St On Ramp	NW25St826SBent	2040	442		0.00	442	88	0.20	354	5	0.01	349	58	0.13	291	45	0.10	246	40	0.09	206	28	0.06	178	68	0.15	110	24	0.05	86	33	0.07	53	53	0.14	0	0	0.00	53	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	429		0.00	429		0.00	429		0.00	429		0.00	429	66	0.15	363	59	0.14	304	41	0.10	263	100	0.23	163	35	0.08	128	50	0.12	78	78	0.18	0	0	0.00	78	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	247		0.00	247		0.00	247		0.00	247		0.00	247	38	0.15	209	34	0.14	175	24	0.10	151	57	0.23	94	20	0.08	74	29	0.12	45	45	0.18	0	0	0.00	45	100%
SW 8 St On Ramp	SW8St826SBent	2120	263		0.00	263		0.00	263		0.00	263		0.00	263	41	0.16	222	36	0.14	186	25	0.10	161	61	0.23	100	21	0.08	79	31	0.12	48	48	0.17	0	0	0.00	48	100%
SW 24 St On Ramp	SW24St826SBent	2140	194		0.00	194		0.00	194		0.00	194		0.00	194		0.00	194	30	0.15	164	21	0.11	143	55	0.28	88	19	0.10	69	27	0.14	42	42	0.22	0	0	0.00	42	100%
SW 40 St On Ramp	SW40St826SBent	2215	135		0.00	135		0.00	135		0.00	135		0.00	135		0.00	135		0.00	135		0.00	135		0.00	135	29	0.21	106	41	0.30	65	65	0.49	0	0	0.00	65	100%
SW 56 St On Ramp	SW56St826SBent	2225	88		0.00	88		0.00	88		0.00	88		0.00	88		0.00	88		0.00	88		0.00	88		0.00	88	19	0.22	69	27	0.31	42	42	0.47	0	0	0.00	42	100%
SW 72 St On Ramp	SW72St826SBent	2245	73		0.00	73		0.00	73		0.00	73		0.00	73		0.00	73		0.00	73		0.00	73		0.00	73		0.00	73	28	0.38	45	45	0.62	0	0	0.00	45	100%
SW 88 St On Ramp	SW88St826SBent	2275	25		0.00	25		0.00	25		0.00	25		0.00	25		0.00	25		0.00	25		0.00	25		0.00	25		0.00	25		0.00	25	25	1.00	0	0	0.00	25	100%
			3508	80		391			21			258			346			338			236			577			250			383			627			0			3507
			1	80		391			21			258			346			338			236			577			250			383			628			0			3508

Time Period: 15
Simulation Start: 3:30 PM
Current Time: 7:00 PM - 7:15 PM (TP 15)

SR 826 NB

Name	Entry Location / Detector / Station	Node #	Volume	Dummy Off Ramp 1015 Dummy			SW 88 St Off Ramp 1025 826NBSW88Stexit			SW 72 St Off Ramp 1050 SR826NBSW72Stexit			SW 56 St Off Ramp 1070 SR826NBSW56Stexit			SW 40 St Off Ramp 1080 SR826NBSW40Stexit			SW 24 St Off Ramp 1155 SR826NBSW24Stexit			SW 8 St Off Ramp 1180 SR826NBSW8Stexit			Flagler St/NW 72 Ave Off Ramp 1215 SR826NBFlagler72Avexit			SR 836 EB/WB Off Ramp 1225 SR826NBSR836EBWBexit			NW 25 St Off Ramp 1275 SR 826NBNW25Stexit			SR 826 NB End 1300 SR826NB24			
				Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%	
US-1 NB On Ramp	SR826NB1a	1005	468	0	0.00	468	24	0.05	444	30	0.06	414	40	0.09	374	44	0.09	330	39	0.08	291	51	0.11	240	50	0.11	190	87	0.19	103	16	0.03	87	87	0.19	0	100%	
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	151		0.00	151		0.00	151	10	0.07	141	13	0.09	128	15	0.10	113	13	0.09	100	18	0.12	82	17	0.11	65	30	0.20	35	6	0.04	29	29	0.18	0	100%	
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	283		0.00	283		0.00	283	19	0.07	264	25	0.09	239	28	0.10	211	25	0.09	186	33	0.12	153	32	0.11	121	56	0.20	65	10	0.04	55	55	0.18	0	100%	
SW 72 St On Ramp	SW72StSR826NBent	1060	270		0.00	270		0.00	270		0.00	270	26	0.10	244	29	0.11	215	25	0.09	190	33	0.12	157	33	0.12	124	57	0.21	67	11	0.04	56	56	0.21	0	100%	
SW 56 St On Ramp	SW56StSR826NBent	1110	159		0.00	159		0.00	159		0.00	159		0.00	159		0.00	159	19	0.12	140	25	0.16	115	24	0.15	91	42	0.26	49	8	0.05	41	41	0.26	0	100%	
SR 874 NB On Ramp	SR874SR826NBent	1115	381		0.00	381		0.00	381		0.00	381		0.00	381		0.00	381	45	0.12	336	59	0.15	277	58	0.15	219	101	0.27	118	19	0.05	99	99	0.26	0	100%	
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	81		0.00	81		0.00	81		0.00	81		0.00	81		0.00	81	10	0.12	71	12	0.15	59	12	0.15	47	22	0.27	25	4	0.05	21	21	0.26	0	100%	
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	143		0.00	143		0.00	143		0.00	143		0.00	143		0.00	143	16	0.11	127	22	0.15	105	22	0.15	83	38	0.27	45	7	0.05	38	38	0.27	0	100%	
SW 24 St On Ramp	SW24StSR826NBent	1160	161		0.00	161		0.00	161		0.00	161		0.00	161		0.00	161		0.00	161	29	0.18	132	28	0.17	104	48	0.30	56	9	0.06	47	47	0.29	0	100%	
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	124		0.00	124		0.00	124		0.00	124		0.00	124		0.00	124		0.00	124		0.00	124	26	0.21	98	45	0.36	53	8	0.06	45	45	0.37	0	100%	
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	59		0.00	59		0.00	59		0.00	59		0.00	59		0.00	59		0.00	59		0.00	59	14	0.24	45	19	0.32	26	4	0.07	22	22	0.37	0	100%	
Flagler St On Ramp	FlaglerStSR826NBent	1240	115		0.00	115		0.00	115		0.00	115		0.00	115		0.00	115		0.00	115		0.00	115		0.00	115		0.00	115	18	0.16	97	97	0.84	0	100%	
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	339		0.00	339		0.00	339		0.00	339		0.00	339		0.00	339		0.00	339		0.00	339		0.00	339		0.00	339	54	0.16	285	285	0.84	0	100%	
SR 836 EB On Ramp	SR836EBSR826NBent	1260	291		0.00	291		0.00	291		0.00	291		0.00	291		0.00	291		0.00	291		0.00	291		0.00	291		0.00	291	48	0.16	243	243	0.84	0	100%	
NW 25 St On Ramp	NW25StSR826NB	1290	147		0.00	147		0.00	147		0.00	147		0.00	147		0.00	147		0.00	147		0.00	147		0.00	147		0.00	147		0.00	147	147	1.00	0	100%	
			3172	0			24			59			104			116			192			282			316			545			222			1314			3174		
			-2	0			24			59			104			116			192			282			316			545			222			1312			3172		

SR 826 SB

Name	Entry Location / Detector / Station	Node #	Volume	NW 25 St Off Ramp 2020 826SBNW25Stexit			SR 836 EB/WB Off Ramp 2055 826SB836EBWBexit			NW 72/NW 87 Ave Off Ramp 2060 826SBNW72AvNW87Avexit			Flagler St/SW 8 St Off Ramp 2065 826SBFlaglerStSW8Stexit			SW 24 St Off Ramp 2135 826SBSW24Stexit			SW 40 St Off Ramp 2155 826SBSW40Stexit			SW 56 St Off Ramp 2180 826SBSW56Stexit			SR 974 SB Off Ramp 2185 826SB874SB2ent			SW 72 St Off Ramp 2235 826SBSW72Stexit			SW 88 St Off Ramp 2255 826SBSW88Stexit			US-1 SB Off Ramp 2290 826SBUS1SBexit			SR 826 SB End 2295 SR826SB24			
				Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 SB Begin	SR826SB1	2000	1539	76	0.05	1463	289	0.19	1174	16	0.01	1158	191	0.12	967	149	0.10	818	132	0.09	686	93	0.06	593	226	0.15	367	79	0.05	288	112	0.07	176	176	0.11	0	0	0.00	176	100%
NW 25 St On Ramp	NW25St826SBent	2040	422		0.00	422	84	0.20	338	4	0.01	334	55	0.13	279	43	0.10	236	38	0.09	198	27	0.06	171	65	0.15	106	23	0.05	83	32	0.08	51	51	0.13	0	0	0.00	51	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	409		0.00	409		0.00	409		0.00	409		0.00	409	63	0.15	346	56	0.14	290	39	0.10	251	96	0.23	155	33	0.08	122	48	0.12	74	74	0.18	0	0	0.00	74	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	236		0.00	236		0.00	236		0.00	236		0.00	236	36	0.15	200	32	0.14	168	23	0.10	145	55	0.23	90	19	0.08	71	28	0.12	43	43	0.18	0	0	0.00	43	100%
SW 8 St On Ramp	SW8St826SBent	2120	251		0.00	251		0.00	251		0.00	251		0.00	251	40	0.16	211	34	0.14	177	24	0.10	153	58	0.23	95	20	0.08	75	29	0.12	46	46	0.17	0	0	0.00	46	100%
SW 24 St On Ramp	SW24St826SBent	2140	185		0.00	185		0.00	185		0.00	185		0.00	185		0.00	185	31	0.17	154	20	0.11	134	51	0.28	83	18	0.10	65	25	0.14	40	40	0.20	0	0	0.00	40	100%
SW 40 St On Ramp	SW40St826SBent	2215	129		0.00	129		0.00	129		0.00	129		0.00	129		0.00	129		0.00	129		0.00	129		0.00	129	28	0.22	101	39	0.30	62	62	0.48	0	0	0.00	62	100%
SW 56 St On Ramp	SW56St826SBent	2225	84		0.00	84		0.00	84		0.00	84		0.00	84		0.00	84		0.00	84		0.00	84		0.00	84	19	0.23	65	25	0.30	40	40	0.47	0	0	0.00	40	100%
SW 72 St On Ramp	SW72St826SBent	2245	70		0.00	70		0.00	70		0.00	70		0.00	70		0.00	70		0.00	70		0.00	70		0.00	70		0.00	70	28	0.40	42	42	0.60	0	0	0.00	42	100%
SW 88 St On Ramp	SW88St826SBent	2275	24		0.00	24		0.00	24		0.00	24		0.00	24		0.00	24		0.00	24		0.00	24		0.00	24		0.00	24		0.00	24	24	1.00	0	0	0.00	24	100%
			3349	76		373	20		246	331		323	226		551	239		366	598		0	3349																	
			0	76		373	20		246	331		323	226		551	239		366	598		0	3349																	

Time Period: 16
Simulation Start: 3:30 PM
Current Time: 7:15 PM - 7:30 PM (TP 16)

SR 826 NB

Name	Entry Location / Detector / Station	Node #	Volume	Dummy Off Ramp 1015 Dummy			SW 88 St Off Ramp 1025 826NBSW88Stexit			SW 72 St Off Ramp 1050 SR826NBSW72Stexit			SW 56 St Off Ramp 1070 SR826NBSW56Stexit			SW 40 St Off Ramp 1080 SR826NBSW40Stexit			SW 24 St Off Ramp 1155 SR826NBSW24Stexit			SW 8 St Off Ramp 1180 SR826NBSW8Stexit			Flagler St/NW 72 Ave Off Ramp 1215 SR826NBFlagler72Avexit			SR 836 EB/WB Off Ramp 1225 SR826NBSR836EBWBexit			NW 25 St Off Ramp 1275 SR 826NBNW25Stexit			SR 826 NB End 1300 SR826NB24			
				Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%
US-1 NB On Ramp	SR826NB1a	1005	484	0	0.00	484	25	0.05	459	31	0.06	428	41	0.08	387	46	0.10	341	40	0.08	301	53	0.11	248	52	0.11	196	90	0.19	106	17	0.04	89	89	0.18	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	157		0.00	157		0.00	157	11	0.07	146	14	0.09	132	16	0.10	116	14	0.09	102	18	0.11	84	18	0.11	66	30	0.19	36	6	0.04	30	30	0.20	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	293		0.00	293		0.00	293	19	0.06	274	26	0.09	248	29	0.10	219	26	0.09	193	34	0.12	159	33	0.11	126	58	0.20	68	11	0.04	57	57	0.19	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	280		0.00	280		0.00	280		0.00	280	27	0.10	253	29	0.10	224	26	0.09	198	35	0.13	163	34	0.12	129	59	0.21	70	11	0.04	59	59	0.21	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	164		0.00	164		0.00	164		0.00	164		0.00	164		0.00	164	19	0.12	145	25	0.15	120	25	0.15	95	44	0.27	51	8	0.05	43	43	0.26	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	394		0.00	394		0.00	394		0.00	394		0.00	394		0.00	394	46	0.12	348	61	0.15	287	60	0.15	227	104	0.26	123	20	0.05	103	103	0.27	0	100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	83		0.00	83		0.00	83		0.00	83		0.00	83		0.00	83	10	0.12	73	13	0.16	60	13	0.16	47	22	0.27	25	4	0.05	21	21	0.24	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	148		0.00	148		0.00	148		0.00	148		0.00	148		0.00	148	17	0.11	131	23	0.16	108	23	0.16	85	39	0.26	46	7	0.05	39	39	0.26	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	166		0.00	166		0.00	166		0.00	166		0.00	166		0.00	166		0.00	166	29	0.17	137	29	0.17	108	50	0.30	58	9	0.05	49	49	0.31	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	128		0.00	128		0.00	128		0.00	128		0.00	128		0.00	128		0.00	128		0.00	128	27	0.21	101	46	0.36	55	9	0.07	46	46	0.36	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	61		0.00	61		0.00	61		0.00	61		0.00	61		0.00	61		0.00	61		0.00	61	12	0.20	49	22	0.36	27	4	0.07	23	23	0.37	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	119		0.00	119		0.00	119		0.00	119		0.00	119		0.00	119		0.00	119		0.00	119		0.00	119		0.00	119	19	0.16	100	100	0.84	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	351		0.00	351		0.00	351		0.00	351		0.00	351		0.00	351		0.00	351		0.00	351		0.00	351		0.00	351	56	0.16	295	295	0.84	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	301		0.00	301		0.00	301		0.00	301		0.00	301		0.00	301		0.00	301		0.00	301		0.00	301		0.00	301	48	0.16	253	253	0.84	0	100%
NW 25 St On Ramp	NW25StSR826NB	1290	152		0.00	152		0.00	152		0.00	152		0.00	152		0.00	152		0.00	152		0.00	152		0.00	152		0.00	152		0.00	152	152	1.00	0	100%
			3281	0			25			61			108			120			198			291			326			564			229			1359			3281	
			0	0			25			61			108			120			198			291			326			564			229			1359			3281	

SR 826 SB

Name	Entry Location / Detector / Station	Node #	Volume	NW 25 St Off Ramp 2020 826SBNW25Stexit			SR 836 EB/WB Off Ramp 2055 826SB836EBWBexit			NW 72/NW 87 Ave Off Ramp 2060 826SBNW72AvNW87Avexit			Flagler St/SW 8 St Off Ramp 2065 826SBFlaglerStSW8Stexit			SW 24 St Off Ramp 2135 826SBSW24Stexit			SW 40 St Off Ramp 2155 826SBSW40Stexit			SW 56 St Off Ramp 2180 826SBSW56Stexit			SR 974 SB Off Ramp 2185 826SB874SB2ent			SW 72 St Off Ramp 2235 826SBSW72Stexit			SW 88 St Off Ramp 2255 826SBSW88Stexit			US-1 SB Off Ramp 2290 826SBUS1SBexit			SR 826 SB End 2295 SR826SB24			
				Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 SB Begin	SR826SB1	2000	1591	79	0.05	1512	299	0.19	1213	16	0.01	1197	198	0.12	999	154	0.10	845	137	0.09	708	95	0.06	613	234	0.15	379	82	0.05	297	116	0.07	181	181	0.11	0	0	0.00	181	100%
NW 25 St On Ramp	NW25St826SBent	2040	437		0.00	437	87	0.20	350	5	0.01	345	57	0.13	288	45	0.10	243	39	0.09	204	28	0.06	176	67	0.15	109	24	0.05	85	33	0.08	52	52	0.13	0	0	0.00	52	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	423		0.00	423		0.00	423		0.00	423		0.00	423	65	0.15	358	58	0.14	300	40	0.09	260	99	0.23	161	35	0.08	126	49	0.12	77	77	0.19	0	0	0.00	77	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	244		0.00	244		0.00	244		0.00	244		0.00	244	38	0.16	206	33	0.14	173	23	0.09	150	57	0.23	93	20	0.08	73	28	0.11	45	45	0.19	0	0	0.00	45	100%
SW 8 St On Ramp	SW8St826SBent	2120	259		0.00	259		0.00	259		0.00	259		0.00	259	40	0.15	219	35	0.14	184	25	0.10	159	61	0.24	98	21	0.08	77	30	0.12	47	47	0.17	0	0	0.00	47	100%
SW 24 St On Ramp	SW24St826SBent	2140	191		0.00	191		0.00	191		0.00	191		0.00	191		0.00	191	32	0.17	159	22	0.12	137	52	0.27	85	18	0.09	67	26	0.14	41	41	0.21	0	0	0.00	41	100%
SW 40 St On Ramp	SW40St826SBent	2215	133		0.00	133		0.00	133		0.00	133		0.00	133		0.00	133		0.00	133		0.00	133		0.00	133	29	0.22	104	41	0.31	63	63	0.47	0	0	0.00	63	100%
SW 56 St On Ramp	SW56St826SBent	2225	87		0.00	87		0.00	87		0.00	87		0.00	87		0.00	87		0.00	87		0.00	87		0.00	87	18	0.21	69	27	0.31	42	42	0.48	0	0	0.00	42	100%
SW 72 St On Ramp	SW72St826SBent	2245	72		0.00	72		0.00	72		0.00	72		0.00	72		0.00	72		0.00	72		0.00	72		0.00	72		0.00	72	28	0.39	44	44	0.61	0	0	0.00	44	100%
SW 88 St On Ramp	SW88St826SBent	2275	25		0.00	25		0.00	25		0.00	25		0.00	25		0.00	25		0.00	25		0.00	25		0.00	25		0.00	25		0.00	25	25	1.00	0	0	0.00	25	100%
			3462	79		386			21			255			342			334			233			570			247			378			619			0			3464	
			-2	79		386			21			255			342			334			233			570			247			378			617			0			3462	

Section 5

Existing 2017 AM and PM Peak Calibration

- Calibration Notes
- GEH Statistic Calculations
- Measured vs Simulated Travel speeds

CALIBRATION NOTES

LOCAL PARAMETERS

NETSIM LOCAL PARAMETERS

Discharge Headway	1.8
10% Reduction	**1.6**

2017 AM Peak

1 Discharge Headway for links 904-905, 905-904, 921-904, 902-903, 904-903, 911-903 and 917-903 decreased to 1.6.
2 Discharge Headway for links 903-911, 916-911, 900-901, 902-901, 909-901, 915-901, 919-909 and 901-909 decreased to 1.6.

FRESIM LOCAL PARAMETERS

2017 AM Peak

1 Car Following Factor for links 1180-1185, 1185-1190, 1190-1195, 1195-1200 and 1200-1205 increased to 220.
2 Car Following Factor for links 1205-1210 and 1210-1215 increased to 230.
3 Car Following Factor for links 1215-1220, 1220-1225 and 1225-1230 increased to 240.
4 Car Following Factor for links 1230-1235 and 1235-1240 increased to 245.
5 Car Following Factor for links 1240-1245 and 1245-1250 increased to 250.
6 Car Following Factor for links 1250-1255 and 1255-1260 increased to 280.
7 Speed for links 1180-1185, 1185-1190, 1190-1195, 1195-1200 1200-1205, 1205-1210, 1210-1215 and 1215-1220 decreased to 50.
8 Speed for links 1220-1225, 1225-1230, 1230-1235, 1235-1240, 1240-1245, 1245-1250, 1250-1255 and 1255-1260 decreased to 50.

2017 PM Peak

1 Car Following Factor for links 2055-2060, 2060-2065, 2065-2070 and 2070-2075 increased to 250.
2 Car Following Factor for links 2075-2080 increased to 265.
3 Car Following Factor for links 2080-2085 increased to 295.
4 Car Following Factor for links 2105-2110, 2110-2115, 2115-2120 increased to 185.
5 Car Following Factor for links 3135-2140, 2140-2145, 2145-2150, 2150-2155, 2155-2160 and 2160-2165 increased to 255.
6 Car Following Factor for links 2275-2280, 2280-2285 and 2285-2290 increased to 290.

FUTURE MODELS

NETSIM LOCAL PARAMETERS

Discharge Headway	1.8
10% Reduction	**1.6**

2045 AM Peak

1 Discharge Headway for links 904-905, 905-904, 921-904, 902-903, 904-903, 911-903 and 917-903 decreased to 1.6.
2 Discharge Headway for links 903-911, 916-911, 900-901, 902-901, 909-901, 915-901, 919-909 and 901-909 decreased to 1.6.

CALIBRATION TARGET CALCULATION
SR 826 2017 CORSIM MODEL - AM PEAK PERIOD

	Location		Peak Hour Volumes								
			Actual	Simulated	Difference	Difference	GEH	GEH	Flow < 700 vph	700 < Flow < 2,700	Flow > 2700 vph
	To	From	Volume	Volume	Volume	Abs %	Statistic	(< 5)	(± 100 vph)	(± 15%)	(± 400 vph)
Facility											
SR 826 NB	**Begin SR 826 NB Mainline**		0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
			2882	2538	-344	11.9%	6.61	No	-	-	Yes
			2882	2537	-345	12.0%	6.63	No	-	-	Yes
			2882	2538	-344	11.9%	6.61	No	-	-	Yes
		SW 88 St Exit	2882	2539	-343	11.9%	6.59	No	-	-	Yes
	SW 88 St Exit		2783	2462	-321	11.5%	6.27	No	-	-	Yes
			2783	2459	-324	11.6%	6.33	No	-	-	Yes
		SW 88 St EB Entrance	2783	2460	-323	11.6%	6.31	No	-	-	Yes
	SW 88 St EB Entrance	SW 88 St WB Entrance	3693	3312	-381	10.3%	6.44	No	-	-	Yes
	SW 88 St WB Entrance	SW 72 St Exit	4177	3793	-384	9.2%	6.08	No	-	-	Yes
	SW 72 St Exit		3771	3433	-338	9.0%	5.63	No	-	-	Yes
		SW 72 St Entrance	3771	3431	-340	9.0%	5.67	No	-	-	Yes
	SW 72 St Entrance		4691	4447	-244	5.2%	3.61	Yes	-	-	Yes
		SW 56 St Exit	4691	4443	-248	5.3%	3.67	Yes	-	-	Yes
	SW 56 St Exit		4062	3850	-212	5.2%	3.37	Yes	-	-	Yes
		SW 40 St Exit	4062	3851	-211	5.2%	3.35	Yes	-	-	Yes
	SW 40 St Exit		3586	3391	-195	5.4%	3.30	Yes	-	-	Yes
			3586	3391	-195	5.4%	3.30	Yes	-	-	Yes
			3586	3390	-196	5.5%	3.32	Yes	-	-	Yes
			3586	3387	-199	5.5%	3.37	Yes	-	-	Yes
			3586	3386	-200	5.6%	3.39	Yes	-	-	Yes
		SW 56 St Entrance	3586	3383	-203	5.7%	3.44	Yes	-	-	Yes
	SW 56 St Entrance	SR 874 Entrance	4232	4045	-187	4.4%	2.91	Yes	-	-	Yes
	SR 874 Entrance	SW 40 St EB Entrance	7000	6809	-191	2.7%	2.30	Yes	-	-	Yes
	SW 40 St EB Entrance		7646	7426	-220	2.9%	2.53	Yes	-	-	Yes
			7646	7428	-218	2.9%	2.51	Yes	-	-	Yes
			7646	7426	-220	2.9%	2.53	Yes	-	-	Yes
		SW 40 St WB Entrance	7646	7429	-217	2.8%	2.50	Yes	-	-	Yes
	SW 40 St WB Entrance		8385	8155	-230	2.7%	2.53	Yes	-	-	Yes
			8385	8155	-230	2.7%	2.53	Yes	-	-	Yes
		SW 24 St Exit	8385	8148	-237	2.8%	2.61	Yes	-	-	Yes
	SW 24 St Exit	SW 24 St Entrance	7568	7309	-259	3.4%	3.00	Yes	-	-	Yes
	SW 24 St Entrance		8421	8093	-328	3.9%	3.61	Yes	-	-	Yes
			8421	8016	-405	4.8%	4.47	Yes	-	-	No
			8421	7960	-461	5.5%	5.09	No	-	-	No
		SW 8 St Exit	8421	7915	-506	6.0%	5.60	No	-	-	No
	SW 8 St Exit		7532	7009	-523	6.9%	6.13	No	-	-	No
			7532	6983	-549	7.3%	6.44	No	-	-	No
			7532	6958	-574	7.6%	6.74	No	-	-	No
		SW 8 St EB Entrance	7532	6933	-599	8.0%	7.04	No	-	-	No
	SW 8 St EB Entrance	SW 8 St WB Entrance	8357	7737	-620	7.4%	6.91	No	-	-	No
	SW 8 St WB Entrance		8999	8336	-663	7.4%	7.12	No	-	-	No
		Flagler St/NW72Ave Exit	8999	8328	-671	7.5%	7.21	No	-	-	No
	Flagler St/NW72Ave Exit		7297	6761	-536	7.3%	6.39	No	-	-	No
		SR 836 EB/WB Exit	7297	6757	-540	7.4%	6.44	No	-	-	No
	SR 836 EB/WB Exit		5170	4783	-387	7.5%	5.49	No	-	-	Yes
			5170	4761	-409	7.9%	5.80	No	-	-	No
		Flagler St Entrance	5170	4732	-438	8.5%	6.22	No	-	-	No
	Flagler St Entrance		6018	5495	-523	8.7%	6.89	No	-	-	No
		SR 836 WB/NW 72 Ave Entrance	6018	5490	-528	8.8%	6.96	No	-	-	No
	SR 836 WB/NW 72 Ave Entrance		7911	7449	-462	5.8%	5.27	No	-	-	No
		SR 836 EB Entrance	7911	7447	-464	5.9%	5.29	No	-	-	No
	SR 836 EB Entrance		9996	9519	-477	4.8%	4.83	Yes	-	-	No
			9996	9515	-481	4.8%	4.87	Yes	-	-	No
		NW 25 St Exit	9996	9517	-479	4.8%	4.85	Yes	-	-	No
	NW 25 St Exit		7923	7528	-395	5.0%	4.49	Yes	-	-	Yes
			7923	7531	-392	4.9%	4.46	Yes	-	-	Yes
		NW 25 St Entrance	7923	7530	-393	5.0%	4.47	Yes	-	-	Yes
	NW 25 St Entrance		8475	8080	-395	4.7%	4.34	Yes	-	-	Yes
		End SR 826 NB Mainline	8475	8078	-397	4.7%	4.36	Yes	-	-	Yes
SR 826 NB Ramps	US-1 NB	SR 826 NB	2882	2540	-342	11.9%	6.57	No	-	-	Yes
	SR 826 NB	Dummy Rd Exit	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
	SR 826 NB		98	78	-20	20.4%	2.13	Yes	Yes	-	-
		SW 88 St Exit	98	78	-20	20.4%	2.13	Yes	Yes	-	-
	SW 88 St EB Entrance		911	851	-60	6.6%	2.02	Yes	-	Yes	-
			911	851	-60	6.6%	2.02	Yes	-	Yes	-
		SR 826 NB	911	850	-61	6.7%	2.06	Yes	-	Yes	-
	SW 88 St WB Entrance		484	480	-4	0.8%	0.18	Yes	Yes	-	-
			484	480	-4	0.8%	0.18	Yes	Yes	-	-
		SR 826 NB	484	480	-4	0.8%	0.18	Yes	Yes	-	-
	SR 826 NB		408	360	-48	11.8%	2.45	Yes	Yes	-	-
		SW 72 St Exit	408	360	-48	11.8%	2.45	Yes	Yes	-	-
	SW 72 St Entrance		921	1015	94	10.2%	3.02	Yes	-	Yes	-
		SR 826 NB	921	1014	93	10.1%	2.99	Yes	-	Yes	-
	SR 826 NB		629	594	-35	5.6%	1.42	Yes	Yes	-	-
			629	593	-36	5.7%	1.46	Yes	Yes	-	-
		SW 56 St Exit	629	593	-36	5.7%	1.46	Yes	Yes	-	-
	SR 826 NB		477	457	-20	4.2%	0.93	Yes	Yes	-	-
			477	457	-20	4.2%	0.93	Yes	Yes	-	-
			477	459	-18	3.8%	0.83	Yes	Yes	-	-
		SW 40 St Exit	477	459	-18	3.8%	0.83	Yes	Yes	-	-
	SW 56 St Entrance		646	662	16	2.5%	0.63	Yes	Yes	-	-
		SR 826 NB	646	662	16	2.5%	0.63	Yes	Yes	-	-
	SR 874 Entrance		2769	2766	-3	0.1%	0.06	Yes	-	-	Yes
			2769	2764	-5	0.2%	0.10	Yes	-	-	Yes
		SR 826 NB	2769	2764	-5	0.2%	0.10	Yes	-	-	Yes
	SW 40 St EB Entrance		645	617	-28	4.3%	1.11	Yes	Yes	-	-
			645	618	-27	4.2%	1.07	Yes	Yes	-	-
		SR 826 NB	645	617	-28	4.3%	1.11	Yes	Yes	-	-
	SW 40 St WB Entrance		738	732	-6	0.8%	0.22	Yes	-	Yes	-
		SR 826 NB	738	732	-6	0.8%	0.22	Yes	-	Yes	-
	SR 826 NB		817	807	-10	1.2%	0.35	Yes	-	Yes	-
		SW 24 St Exit	817	805	-12	1.5%	0.42	Yes	-	Yes	-
	SW 24 St Entrance		853	848	-5	0.6%	0.17	Yes	-	Yes	-
		SR 826 NB	853	845	-8	0.9%	0.27	Yes	-	Yes	-
	SR 826 NB		888	872	-16	1.8%	0.54	Yes	-	Yes	-
			888	873	-15	1.7%	0.51	Yes	-	Yes	-
		SW 8 St Exit	888	874	-14	1.6%	0.47	Yes	-	Yes	-
	SW 8 St EB Entrance		825	827	2	0.2%	0.07	Yes	-	Yes	-
			825	826	1	0.1%	0.03	Yes	-	Yes	-
			825	825	0	0.0%	0.00	Yes	-	Yes	-
			825	825	0	0.0%	0.00	Yes	-	Yes	-
			825	825	0	0.0%	0.00	Yes	-	Yes	-

	Location		Peak Hour Volumes								
			Actual	Simulated	Difference	Difference	GEH	GEH	Flow < 700 vph	700 < Flow < 2,700	Flow > 2700 vph
	To	From	Volume	Volume	Volume	Abs %	Statistic	(< 5)	(± 100 vph)	(± 15%)	(± 400 vph)
Facility											
			825	824	-1	0.1%	0.03	Yes	-	Yes	-
		SR 826 NB	825	823	-2	0.2%	0.07	Yes	-	Yes	-
	SW 8 St WB Entrance		641	621	-20	3.1%	0.80	Yes	Yes	-	-
		SR 826 NB	641	621	-20	3.1%	0.80	Yes	Yes	-	-
	SR 826 NB	FlaglerSt/NW 72 Ave Exit	1701	1563	-138	8.1%	3.42	Yes	-	Yes	-
	SR 826 NB	SR 836 EB/WB Exit	2128	1970	-158	7.4%	3.49	Yes	-	Yes	-
	Flagler St Entrance		849	785	-64	7.5%	2.24	Yes	-	Yes	-
		SR 826 NB	849	784	-65	7.7%	2.27	Yes	-	Yes	-
	SR 836 WB/NW 72 Ave Entrance	SR 826 NB	1893	1958	65	3.4%	1.48	Yes	-	Yes	-
	SR 836 EB Entrance		2085	2073	-12	0.6%	0.26	Yes	-	Yes	-
		SR 826 NB	2085	2073	-12	0.6%	0.26	Yes	-	Yes	-
	SR 826 NB		2075	1987	-88	4.2%	1.95	Yes	-	Yes	-
		NW 25 St Exit	2075	1987	-88	4.2%	1.95	Yes	-	Yes	-
	NW 25 St Entrance		554	554	0	0.0%	0.00	Yes	Yes	-	-
		SR 826 NB	554	553	-1	0.2%	0.04	Yes	Yes	-	-
SR 826 SB	**Begin SR 826 SB Mainline**	Dummy Ramp Entrance	9572	9569	-3	0.0%	0.03	Yes	-	-	Yes
	Dummy Ramp Entrance		9572	9569	-3	0.0%	0.03	Yes	-	-	Yes
			9572	9566	-6	0.1%	0.06	Yes	-	-	Yes
		NW 25 St Exit	9572	9564	-8	0.1%	0.08	Yes	-	-	Yes
	NW 25 St Exit		8019	8029	10	0.1%	0.11	Yes	-	-	Yes
		Dummy Ramp Entrance	8019	8024	5	0.1%	0.06	Yes	-	-	Yes
	Dummy Ramp Entrance		8019	8026	7	0.1%	0.08	Yes	-	-	Yes
		NW 25 St Entrance	8019	8025	6	0.1%	0.07	Yes	-	-	Yes
	NW 25 St Entrance		8512	8516	4	0.0%	0.04	Yes	-	-	Yes
			8512	8514	2	0.0%	0.02	Yes	-	-	Yes
		SR 836 EB/WB Exit	8512	8510	-2	0.0%	0.02	Yes	-	-	Yes
	SR 836 EB/WB Exit	NW 72 Ave/NW 87 Ave Exit	5792	5779	-13	0.2%	0.17	Yes	-	-	Yes
	NW 72 Ave/NW 87 Ave Exit	Flagler St/SW 8 St Exit	5310	5266	-44	0.8%	0.61	Yes	-	-	Yes
	Flagler St/SW 8 St Exit		3559	3514	-45	1.3%	0.76	Yes	-	-	Yes
			3559	3516	-43	1.2%	0.72	Yes	-	-	Yes
		SR 836 EB/WB Entrance	3559	3515	-44	1.2%	0.74	Yes	-	-	Yes
	SR 836 EB/WB Entrance		5864	5717	-147	2.5%	1.93	Yes	-	-	Yes
			5864	5713	-151	2.6%	1.98	Yes	-	-	Yes
			5864	5714	-150	2.6%	1.97	Yes	-	-	Yes
			5864	5709	-155	2.6%	2.04	Yes	-	-	Yes
		Flagler St Entrance	5864	5709	-155	2.6%	2.04	Yes	-	-	Yes
	Flagler St Entrance		6960	6821	-139	2.0%	1.67	Yes	-	-	Yes
			6960	6816	-144	2.1%	1.74	Yes	-	-	Yes
		SW 8 St Entrance	6960	6815	-145	2.1%	1.75	Yes	-	-	Yes
	SW 8 St Entrance		7604	7437	-167	2.2%	1.93	Yes	-	-	Yes
			7604	7437	-167	2.2%	1.93	Yes	-	-	Yes
		SW 24 St Exit	7604	7435	-169	2.2%	1.95	Yes	-	-	Yes
	SW 24 St Exit	SW 24 St Entrance	6620	6432	-188	2.8%	2.33	Yes	-	-	Yes
	SW 24 St Entrance		7219	7024	-195	2.7%	2.31	Yes	-	-	Yes
			7219	7024	-195	2.7%	2.31	Yes	-	-	Yes
		SW 40 St Exit	7219	7015	-204	2.8%	2.42	Yes	-	-	Yes
	SW 40 St Exit		5868	5681	-187	3.2%	2.46	Yes	-	-	Yes
			5868	5678	-190	3.2%	2.50	Yes	-	-	Yes
			5868	5678	-190	3.2%	2.50	Yes	-	-	Yes
			5868	5677	-191	3.3%	2.51	Yes	-	-	Yes
		SW 56 St Exit	5868	5679	-189	3.2%	2.49	Yes	-	-	Yes
	SW 56 St Exit	SR 874 Exit	5165	4964	-201	3.9%	2.82	Yes	-	-	Yes
	SR 874 Exit		3759	3569	-190	5.1%	3.14	Yes	-	-	Yes
			3759	3569	-190	5.1%	3.14	Yes	-	-	Yes
			3759	3568	-191	5.1%	3.16	Yes	-	-	Yes
			3759	3565	-194	5.2%	3.21	Yes	-	-	Yes
			3759	3564	-195	5.2%	3.22	Yes	-	-	Yes
		SW 40 St Entrance	3759	3564	-195	5.2%	3.22	Yes	-	-	Yes
	SW 40 St Entrance		4234	4067	-167	3.9%	2.59	Yes	-	-	Yes
		SW 56 St Entrance	4234	4070	-164	3.9%	2.55	Yes	-	-	Yes
	SW 56 St Entrance		4465	4321	-144	3.2%	2.17	Yes	-	-	Yes
		SW 24 St Exit	4465	4319	-146	3.3%	2.20	Yes	-	-	Yes
	SW 24 St Exit		3346	3214	-132	3.9%	2.30	Yes	-	-	Yes
		SW 24 St Entrance	3346	3210	-136	4.1%	2.38	Yes	-	-	Yes
	SW 24 St Entrance		3634	3516	-118	3.2%	1.97	Yes	-	-	Yes
		SW 88 St Exit	3634	3519	-115	3.2%	1.92	Yes	-	-	Yes
	SW 88 St Exit		2067	1965	-102	4.9%	2.27	Yes	-	Yes	-
			2067	1966	-101	4.9%	2.25	Yes	-	Yes	-
			2067	1967	-100	4.8%	2.23	Yes	-	Yes	-
		SW 88 St Entrance	2067	1965	-102	4.9%	2.27	Yes	-	Yes	-
	SW 88 St Entrance	Dummy Ramp Entrance	2136	2038	-98	4.6%	2.15	Yes	-	Yes	-
	Dummy Ramp Entrance		2136	2039	-97	4.5%	2.12	Yes	-	Yes	-
		US-1 SB Exit	2136	2040	-96	4.5%	2.10	Yes	-	Yes	-
	US-1 SB Exit	**End SR 826 SB Mainline**	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
SR 826 SB Ramps	Dummy Ramp Entrance	SR 826 SB	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
	SR 826 SB		1553	1532	-21	1.4%	0.53	Yes	-	Yes	-
		NW 25 St Exit	1553	1533	-20	1.3%	0.51	Yes	-	Yes	-
	Dummy Ramp Entrance	SR 826 SB	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
	NW 25 St Entrance		494	495	1	0.2%	0.04	Yes	Yes	-	-
		SR 826 SB	494	494	0	0.0%	0.00	Yes	Yes	-	-
	SR 826 SB	SR 836 EB/WB Exit	2720	2728	8	0.3%	0.15	Yes	-	-	Yes
	SR 826 SB		481	512	31	6.4%	1.39	Yes	Yes	-	-
		NW 72 Ave/NW 87 Ave Exit	481	513	32	6.7%	1.44	Yes	Yes	-	-
	SR 826 SB	Flagler St/SW 8 St Exit	1752	1752	0	0.0%	0.00	Yes	-	Yes	-
	SR 836 EB/WB Entrance	SR 826 SB	2306	2204	-102	4.4%	2.15	Yes	-	Yes	-
	Flagler St Entrance	SR 826 SB	1096	1113	17	1.6%	0.51	Yes	-	Yes	-
	SW 8 St Entrance		643	624	-19	3.0%	0.75	Yes	Yes	-	-
		SR 826 SB	643	624	-19	3.0%	0.75	Yes	Yes	-	-
	SR 826 SB		985	1000	15	1.5%	0.48	Yes	-	Yes	-
		SW 24 St Exit	985	999	14	1.4%	0.44	Yes	-	Yes	-
	SW 24 St Entrance		599	594	-5	0.8%	0.20	Yes	Yes	-	-
		SR 826 SB	599	596	-3	0.5%	0.12	Yes	Yes	-	-
	SR 826 SB		1351	1336	-15	1.1%	0.41	Yes	-	Yes	-
		SW 40 St Exit	1351	1336	-15	1.1%	0.41	Yes	-	Yes	-
	SR 826 SB	SW 56 St Exit	704	711	7	1.0%	0.26	Yes	-	Yes	-
	SR 826 SB		1407	1395	-12	0.9%	0.32	Yes	-	Yes	-
		SR 874 Exit	1407	1396	-11	0.8%	0.29	Yes	-	Yes	-
	SW 40 St Entrance	SR 826 SB	477	505	28	5.9%	1.26	Yes	Yes	-	-
	SW 56 St Entrance		231	252	21	9.1%	1.35	Yes	Yes	-	-
		SR 826 SB	231	251	20	8.7%	1.29	Yes	Yes	-	-
	SR 826 SB	SW 72 St Exit	1120	1100	-20	1.8%	0.60	Yes	-	Yes	-
	SW 72 St Entrance		290	306	16	5.5%	0.93	Yes	Yes	-	-
		SR 826 SB	290	307	17	5.9%	0.98	Yes	Yes	-	-
	SR 826 SB		1568	1557	-11	0.7%	0.28	Yes	-	Yes	-
		SW 88 St Exit	1568	1557	-11	0.7%	0.28	Yes	-	Yes	-
	SW 88 St Entrance		70	72	2	2.9%	0.24	Yes	Yes	-	-

Facility	Location		Peak Hour Volumes								
	To	From	Actual Volume	Simulated Volume	Difference Volume	Difference Abs %	GEH Statistic	GEH (< 5)	Flow < 700 vph (± 100 vph)	700 < Flow < 2,700 (± 15%)	Flow > 2700 vph (± 400 vph)
			70	72	2	2.9%	0.24	Yes	Yes	-	-
		SR 826 SB	70	72	2	2.9%	0.24	Yes	Yes	-	-
	Dummy Ramp Entrance	SR 826 SB	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
	SR 826 SB	US-1 SB Exit	2136	2038	-98	4.6%	2.15	Yes	-	Yes	-
SR 826 NB to SR 836 EB CD	**Begin SR 826 NB To SR 826 EB CD**	SR 826 NB Entrance	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
	SR 826 NB Entrance		2128	1970	-158	7.4%	3.49	Yes	-	Yes	-
		SR 836 WB Exit	2128	1970	-158	7.4%	3.49	Yes	-	Yes	-
	SR 836 WB Exit	Dummy Ramp Exit	1421	1311	-110	7.7%	2.98	Yes	-	Yes	-
	Dummy Ramp Exit		1421	1311	-110	7.7%	2.98	Yes	-	Yes	-
			1421	1310	-111	7.8%	3.00	Yes	-	Yes	-
			1421	1312	-109	7.7%	2.95	Yes	-	Yes	-
			1421	1311	-110	7.7%	2.98	Yes	-	Yes	-
			1421	1311	-110	7.7%	2.98	Yes	-	Yes	-
		SR 826 SB Entrance	1421	1311	-110	7.7%	2.98	Yes	-	Yes	-
	SR 826 SB Entrance	SR 836 EB Exit	2942	2833	-109	3.7%	2.03	Yes	-	-	Yes
	SR 836 EB Exit	**End SR 826 NB To SR 826 EB CD Ram**	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
SR 826 NB to SR 836 EB CD Ramps	SR 826 NB Entrance	SR 826 NB To SR 836 EB CD	2128	1970	-158	7.4%	3.49	Yes	-	Yes	-
	SR 826 NB To SR 836 EB CD		705	658	-47	6.7%	1.80	Yes	-	Yes	-
			705	658	-47	6.7%	1.80	Yes	-	Yes	-
			705	658	-47	6.7%	1.80	Yes	-	Yes	-
		SR 836 WB Exit	705	656	-49	7.0%	1.88	Yes	-	Yes	-
	SR 826 NB To SR 836 EB CD	Dummy Ramp Exit	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
	SR 826 SB Entrance		1521	1522	1	0.1%	0.03	Yes	-	Yes	-
			1521	1521	0	0.0%	0.00	Yes	-	Yes	-
		SR 826 NB To SR 836 EB CD	1521	1522	1	0.1%	0.03	Yes	-	Yes	-
	SR 826 NB To SR 836 EB CD	SR 836 EB Exit	2942	2831	-111	3.8%	2.07	Yes	-	-	Yes
SR 836 WB to SR 826 NB CD	**Begin SR 836 WB to SR 826 NB CD**	SR 836 WB Entrance	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
	SR 836 WB Entrance		3287	3274	-13	0.4%	0.23	Yes	-	-	Yes
		Dummy Ramp Exit	3287	3273	-14	0.4%	0.24	Yes	-	-	Yes
	Dummy Ramp Exit	SR 826 SB Exit	3287	3273	-14	0.4%	0.24	Yes	-	-	Yes
	SR 826 SB Exit		1508	1577	69	4.6%	1.76	Yes	-	Yes	-
			1508	1579	71	4.7%	1.81	Yes	-	Yes	-
			1508	1579	71	4.7%	1.81	Yes	-	Yes	-
		NW 72 Ave Entrance	1508	1580	72	4.8%	1.83	Yes	-	Yes	-
	NW 72 Ave Entrance		1893	1960	67	3.5%	1.53	Yes	-	Yes	-
		SR 826 NB Exit	1893	1960	67	3.5%	1.53	Yes	-	Yes	-
	SR 826 NB Exit	**End SR 836 WB to SR 826 NB CD**	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
SR 836 WB to SR 826 NB CD	SR 836 WB Entrance	SR 836 WB to SR 826 NB CD	3287	3274	-13	0.4%	0.23	Yes	-	-	Yes
	SR 836 WB to SR 826 NB CD	Dummy Ramp Exit	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
	SR 836 WB to SR 826 NB CD		1778	1697	-81	4.6%	1.94	Yes	-	Yes	-
		SR 826 SB Exit	1778	1697	-81	4.6%	1.94	Yes	-	Yes	-
	NW 72 Ave Entrance	SR 836 WB to SR 826 NB CD	384	379	-5	1.3%	0.26	Yes	Yes	-	-
	SR 836 WB to SR 826 NB CD	SR 826 NB Exit	1893	1960	67	3.5%	1.53	Yes	-	Yes	-
NW 72 Ave to SR 826 NB	**Begin NW 72 Ave to SR 826 NB CD**		770	770	0	0.0%	0.00	Yes	-	Yes	-
		SR 836 WB Exit	770	769	-1	0.1%	0.04	Yes	-	Yes	-
	SR 836 WB Exit		384	380	-4	1.0%	0.20	Yes	Yes	-	-
		SR 826 NB Exit	384	380	-4	1.0%	0.20	Yes	Yes	-	-
	SR 826 NB Exit	**End NW 72 Ave to SR 826 NB CD**	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
NW 72 Ave to SR 826 NB Ramps	NW 72 Ave to SR 826 NB CD	SR 836 WB Exit	384	388	4	1.0%	0.20	Yes	Yes	-	-
	NW 72 Ave to SR 826 NB CD	SR 826 NB Exit	384	380	-4	1.0%	0.20	Yes	Yes	-	-
SR 826 SB to SR 836 WB CD	**Begin SR 826 SB to SR 836 WB CD**	SR 826 SB Entrance	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
	SR 826 SB Entrance		2720	2726	6	0.2%	0.11	Yes	-	-	Yes
		SR 836 EB Exit	2720	2725	5	0.2%	0.10	Yes	-	-	Yes
	SR 836 EB Exit	Dummy Ramp Exit	1201	1203	2	0.2%	0.06	Yes	-	Yes	-
	Dummy Ramp Exit		1201	1203	2	0.2%	0.06	Yes	-	Yes	-
			1201	1203	2	0.2%	0.06	Yes	-	Yes	-
		SR 826 NB Entrance	1201	1203	2	0.2%	0.06	Yes	-	Yes	-
	SR 826 NB Entrance	Dummy Ramp Entrance	1906	1861	-45	2.4%	1.04	Yes	-	Yes	-
	Dummy Ramp Entrance	SR 836 WB Exit	1906	1861	-45	2.4%	1.04	Yes	-	Yes	-
	SR 836 WB Exit	NW 87 Ave Exit	602	572	-30	5.0%	1.24	Yes	Yes	-	-
	NW 87 Ave Exit	**End SR 826 SB to SR 836 WB CD**	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
SR 826 SB to SR 836 WB CD Ramps	SR 826 SB Entrance	SR 826 SB to SR 836 WB CD	2720	2726	6	0.2%	0.11	Yes	-	-	Yes
	SR 826 SB to SR 836 WB CD		1521	1522	1	0.1%	0.03	Yes	-	Yes	-
			1521	1523	2	0.1%	0.05	Yes	-	Yes	-
			1521	1522	1	0.1%	0.03	Yes	-	Yes	-
		SR 836 EB Exit	1521	1523	2	0.1%	0.05	Yes	-	Yes	-
	SR 826 SB to SR 836 WB CD	Dummy Ramp Exit	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
	SR 826 NB Entrance		705	657	-48	6.8%	1.84	Yes	-	Yes	-
			705	658	-47	6.7%	1.80	Yes	-	Yes	-
			705	656	-49	7.0%	1.88	Yes	-	Yes	-
		SR 826 SB to SR 836 WB CD	705	655	-50	7.1%	1.92	Yes	-	Yes	-
	Dummy Ramp Exit	SR 826 SB to SR 836 WB CD	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
	SR 826 SB to SR 836 WB CD	SR 836 WB Exit	1305	1289	-16	1.2%	0.44	Yes	-	Yes	-
	SR 826 SB to SR 836 WB CD	NW 87 Ave Exit	602	573	-29	4.8%	1.20	Yes	Yes	-	-
SR 826 SB CD RD	**Begin SR 826 SB CD**	SR 826 SB Entrance	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
	SR 826 SB Entrance		1752	1751	-1	0.1%	0.02	Yes	-	Yes	-
		Dummy Ramp Exit	1752	1753	1	0.1%	0.02	Yes	-	Yes	-
	Dummy Ramp Exit		1752	1753	1	0.1%	0.02	Yes	-	Yes	-
		SR 836 EB CD Entrance	1752	1752	0	0.0%	0.00	Yes	-	Yes	-
	SR 836 EB CD Entrance		2188	2257	69	3.2%	1.46	Yes	-	Yes	-
		Flagler St Exit	2188	2256	68	3.1%	1.44	Yes	-	Yes	-
	Flagler St Exit	Flagler St Entrance	1339	1356	17	1.3%	0.46	Yes	-	Yes	-
	Flagler St Entrance	Dummy Ramp Entrance	2152	2144	-8	0.4%	0.17	Yes	-	Yes	-
	Dummy Ramp Entrance	SR 826 SB Exit	2152	2142	-10	0.5%	0.22	Yes	-	Yes	-
	SR 826 SB Exit	SW 8th St Exit	1056	1029	-27	2.6%	0.84	Yes	-	Yes	-
	SW 8th St Exit	**End SR 826 SB CD**	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
SR 826 SB CD RD Ramps	SR 826 SB	SR 826 SB CD	1752	1751	-1	0.1%	0.02	Yes	-	Yes	-
	SR 826 SB CD	Dummy Ramp Exit	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
	SR 836 EB CD Entrance		436	505	69	15.8%	3.18	Yes	Yes	-	-
		SR 826 SB CD	436	506	70	16.1%	3.23	Yes	Yes	-	-
	SR 826 SB CD		849	902	53	6.2%	1.79	Yes	-	Yes	-
			849	900	51	6.0%	1.72	Yes	-	Yes	-
		Flagler St Exit	849	901	52	6.1%	1.76	Yes	-	Yes	-
	Flagler St Entrance		813	788	-25	3.1%	0.88	Yes	-	Yes	-
			813	788	-25	3.1%	0.88	Yes	-	Yes	-
			813	787	-26	3.2%	0.92	Yes	-	Yes	-
		SR 826 SB CD	813	788	-25	3.1%	0.88	Yes	-	Yes	-
	Dummy Ramp Entrance	SR 826 SB CD	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
	SR 826 SB CD	SR 826 SB Exit	1096	1112	16	1.5%	0.48	Yes	-	Yes	-
	SR 826 SB CD	SW 8th St Exit	1056	1030	-26	2.5%	0.81	Yes	-	Yes	-
836 EB CD to SR 826 SB	**Begin SR 836 EB CD to SR 826 SB**	SR 836 EB Entrance	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
	SR 836 EB Entrance		527	514	-13	2.5%	0.57	Yes	Yes	-	-
		Dummy Ramp Entrance	527	513	-14	2.7%	0.61	Yes	Yes	-	-
	Dummy Ramp Entrance		527	513	-14	2.7%	0.61	Yes	Yes	-	-
		SR 836 WB Entrance	527	513	-14	2.7%	0.61	Yes	Yes	-	-
	SR 836 WB Entrance		2306	2205	-101	4.4%	2.13	Yes	-	Yes	-

	Location		Peak Hour Volumes								
			Actual	Simulated	Difference	Difference	GEH	GEH	Flow < 700 vph	700 < Flow < 2,700	Flow > 2700 vph
	To	From	Volume	Volume	Volume	Abs %	Statistic	(< 5)	(± 100 vph)	(± 15%)	(± 400 vph)
Facility											
SR 8		SR 826 SB Exit	2306	2206	-100	4.3%	2.11	Yes	-	Yes	-
	SR 826 SB Exit	**End SR 836 EB CD to SR 826 SB**	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
SR 836 CD to SR 836 SB Ramps	SR 836 EB Entrance	SR 836 EB CD to SR 826 SB	527	515	-12	2.3%	0.53	Yes	Yes	-	-
	SR 836 EB CD to SR 826 SB	Dummy Ramp Exit	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
	SR 836 WB Entrance		1778	1694	-84	4.7%	2.02	Yes	-	Yes	-
			1778	1693	-85	4.8%	2.04	Yes	-	Yes	-
		SR 836 EB CD to SR 826 SB	1778	1692	-86	4.8%	2.06	Yes	-	Yes	-
	SR 836 EB CD to SR 826 SB	SR 826 SB Exit	2306	2205	-101	4.4%	2.13	Yes	-	Yes	-
SR 836 EB	**Begin SR 836 EB Mainline**		6163	6166	3	0.0%	0.04	Yes	-	-	Yes
		NW 87 Ave Exit	6163	6158	-5	0.1%	0.06	Yes	-	-	Yes
	NW 87 Ave Exit		5166	5161	-5	0.1%	0.07	Yes	-	-	Yes
			5166	5160	-6	0.1%	0.08	Yes	-	-	Yes
			5166	5155	-11	0.2%	0.15	Yes	-	-	Yes
		SR 826 NB/SB Exit	5166	5152	-14	0.3%	0.19	Yes	-	-	Yes
	SR 826 NB/SB Exit	NW 72 Ave Exit	3355	3323	-32	1.0%	0.55	Yes	-	-	Yes
	NW 72 Ave Exit		2765	2737	-28	1.0%	0.53	Yes	-	-	Yes
			2765	2734	-31	1.1%	0.59	Yes	-	-	Yes
			2765	2735	-30	1.1%	0.57	Yes	-	-	Yes
			2765	2734	-31	1.1%	0.59	Yes	-	-	Yes
			2765	2734	-31	1.1%	0.59	Yes	-	-	Yes
			2765	2731	-34	1.2%	0.65	Yes	-	-	Yes
			2765	2732	-33	1.2%	0.63	Yes	-	-	Yes
		SR 826 NB/SB Entrance	2765	2731	-34	1.2%	0.65	Yes	-	-	Yes
	SR 826 NB/SB Entrance		5707	5568	-139	2.4%	1.85	Yes	-	-	Yes
			5707	5568	-139	2.4%	1.85	Yes	-	-	Yes
		NW 72 Ave Entrance	5707	5566	-141	2.5%	1.88	Yes	-	-	Yes
	NW 72 Ave Entrance		6496	6263	-233	3.6%	2.92	Yes	-	-	Yes
		End SR 836 EB Mainline	6496	6261	-235	3.6%	2.94	Yes	-	-	Yes
SR 836 EB Ramps	SR 836 EB		997	996	-1	0.1%	0.03	Yes	-	Yes	-
		NW 87 Ave Exit	997	996	-1	0.1%	0.03	Yes	-	Yes	-
	SR 836 EB	SR 826 NB/SB Exit	1811	1828	17	0.9%	0.40	Yes	-	Yes	-
	SR 836 EB		590	584	-6	1.0%	0.25	Yes	Yes	-	-
		NW 72 Ave Exit	590	583	-7	1.2%	0.29	Yes	Yes	-	-
	SR 826 NB/SB Entrance	SR 836 EB	2942	2831	-111	3.8%	2.07	Yes	-	-	Yes
	NW 72 Ave Entrance	SR 836 EB	788	698	-90	11.4%	3.30	Yes	-	Yes	-
SR 836 EB CD	**Begin SR 836 EB CD**		1092	1092	0	0.0%	0.00	Yes	-	Yes	-
		SR 836 EB1 Entrance	1092	1092	0	0.0%	0.00	Yes	-	Yes	-
	SR 836 EB1 Entrance		2904	2918	14	0.5%	0.26	Yes	-	-	Yes
		SR 826 NB/SB Exit	2904	2918	14	0.5%	0.26	Yes	-	-	Yes
	SR 826 NB/SB Exit		290	324	34	11.7%	1.94	Yes	Yes	-	-
		SR 836 EB2 Entrance	290	324	34	11.7%	1.94	Yes	Yes	-	-
	SR 836 EB2 Entrance	SR 826 SB Entrance	879	907	28	3.2%	0.94	Yes	-	Yes	-
	SR 826 SB Entrance		1590	1623	33	2.1%	0.82	Yes	-	Yes	-
		SR 826 SB CD Exit	1590	1621	31	1.9%	0.77	Yes	-	Yes	-
	SR 826 SB CD Exit		1154	1114	-40	3.5%	1.19	Yes	-	Yes	-
		NW 72 Ave Exit	1154	1115	-39	3.4%	1.16	Yes	-	Yes	-
	NW 72 Ave Exit		227	199	-28	12.3%	1.92	Yes	Yes	-	-
		Flagler St Entrance	227	199	-28	12.3%	1.92	Yes	Yes	-	-
	Flagler St Entrance		697	609	-88	12.6%	3.44	Yes	Yes	-	-
			697	608	-89	12.8%	3.48	Yes	Yes	-	-
		NW 72 Ave Entrance	697	608	-89	12.8%	3.48	Yes	Yes	-	-
	NW 72 Ave Entrance		788	699	-89	11.3%	3.26	Yes	-	Yes	-
		Dummy Ramp Entrance	788	699	-89	11.3%	3.26	Yes	-	Yes	-
	Dummy Ramp Entrance		788	698	-90	11.4%	3.30	Yes	-	Yes	-
		SR 836 EB Exit	788	699	-89	11.3%	3.26	Yes	-	Yes	-
	SR 836 EB Exit	**End SR 836 EB CD**	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
SR 836 EB CD Ramps	SR 836 EB1 Entrance	SR 836 EB CD	1811	1829	18	1.0%	0.42	Yes	-	Yes	-
	SR 836 EB CD	SR 826 NB/SB Exit	2614	2592	-22	0.8%	0.43	Yes	-	Yes	-
	SR 836 EB2 Entrance	SR 836 EB CD	590	585	-5	0.8%	0.21	Yes	Yes	-	-
	SR 826 SB Entrance		712	712	0	0.0%	0.00	Yes	-	Yes	-
		SR 836 EB CD	712	713	1	0.1%	0.04	Yes	-	Yes	-
	SR 836 EB CD		436	505	69	15.8%	3.18	Yes	Yes	-	-
		SR 826 SB CD Exit	436	504	68	15.6%	3.14	Yes	Yes	-	-
	SR 836 EB CD		927	915	-12	1.3%	0.40	Yes	-	Yes	-
		NW 72 Ave Exit	927	915	-12	1.3%	0.40	Yes	-	Yes	-
	Flagler St Entrance		473	410	-63	13.3%	3.00	Yes	Yes	-	-
		SR 836 EB CD	473	409	-64	13.5%	3.05	Yes	Yes	-	-
	NW 72 Ave Entrance		90	90	0	0.0%	0.00	Yes	Yes	-	-
		SR 836 EB CD	90	90	0	0.0%	0.00	Yes	Yes	-	-
	Dummy Ramp Entrance	SR 836 EB CD	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
	SR 836 EB CD	SR 836 EB Exit	788	699	-89	11.3%	3.26	Yes	-	Yes	-
SR 836 EB CD to SR 826 NB	**Begin SR 836 EB CD to SR 826 NB**	SR 836 EB/NW 87 Ave Entrance	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
	SR 836 EB/NW 87 Ave Entrance		2614	2590	-24	0.9%	0.47	Yes	-	Yes	-
		SR 826 SB Exit	2614	2590	-24	0.9%	0.47	Yes	-	Yes	-
	SR 826 SB Exit		2085	2076	-9	0.4%	0.20	Yes	-	Yes	-
			2085	2074	-11	0.5%	0.24	Yes	-	Yes	-
		SR 826 NB Exit	2085	2074	-11	0.5%	0.24	Yes	-	Yes	-
	SR 826 NB Exit	**End SR 836 EB CD to SR 826 NB**	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
SR 836 EB CD to SR 826 NB Ramps	SR 836 EB Entrance	SR 836 EB CD to SR 826 NB	2614	2591	-23	0.9%	0.45	Yes	-	Yes	-
	SR 836 EB CD to SR 826 NB	SR 826 SB Exit	527	516	-11	2.1%	0.48	Yes	Yes	-	-
	SR 836 EB CD to SR 826 NB	SR 826 NB Exit	2085	2074	-11	0.5%	0.24	Yes	-	Yes	-
SR 836 WB	**Begin SR 836 WB Mainline**		5952	5948	-4	0.1%	0.05	Yes	-	-	Yes
			5952	5945	-7	0.1%	0.09	Yes	-	-	Yes
		NW 72 Ave/NW 87 Ave Exit	5952	5947	-5	0.1%	0.06	Yes	-	-	Yes
	NW 72 Ave/NW 87 Ave Exit		4569	4555	-14	0.3%	0.21	Yes	-	-	Yes
			4569	4553	-16	0.4%	0.24	Yes	-	-	Yes
		SR 826 NB/SB Exit	4569	4550	-19	0.4%	0.28	Yes	-	-	Yes
	SR 826 NB/SB Exit		1282	1275	-7	0.5%	0.20	Yes	-	Yes	-
			1282	1274	-8	0.6%	0.22	Yes	-	Yes	-
			1282	1274	-8	0.6%	0.22	Yes	-	Yes	-
			1282	1273	-9	0.7%	0.25	Yes	-	Yes	-
			1282	1272	-10	0.8%	0.28	Yes	-	Yes	-
			1282	1272	-10	0.8%	0.28	Yes	-	Yes	-
			1282	1270	-12	0.9%	0.34	Yes	-	Yes	-
		SR 826 NB/SB Entrance	1282	1271	-11	0.9%	0.31	Yes	-	Yes	-
	SR 826 NB/SB Entrance		2587	2559	-28	1.1%	0.55	Yes	-	Yes	-
			2587	2558	-29	1.1%	0.57	Yes	-	Yes	-
			2587	2556	-31	1.2%	0.61	Yes	-	Yes	-
			2587	2557	-30	1.2%	0.59	Yes	-	Yes	-
		NW 87 Ave Entrance	2587	2553	-34	1.3%	0.67	Yes	-	Yes	-
	NW 87 Ave Entrance		3372	3241	-131	3.9%	2.28	Yes	-	-	Yes
		End SR 836 WB Mainline	3372	3242	-130	3.9%	2.26	Yes	-	-	Yes
SR 836 WB Ramps	SR 836 WB	NW 72 Ave/NW 87 Ave Exit	1384	1391	7	0.5%	0.19	Yes	-	Yes	-
	SR 836 WB	SR 826 NB/SB Exit	3287	3274	-13	0.4%	0.23	Yes	-	-	Yes
	SR 826 NB/SB Entrance	SR 836 WB	1305	1289	-16	1.2%	0.44	Yes	-	Yes	-
	NW 87 Ave Entrance	SR 836 WB	786	688	-98	12.5%	3.61	Yes	-	Yes	-

	Location		Peak Hour Volumes								
			Actual	Simulated	Difference	Difference	GEH	GEH	Flow < 700 vph	700 < Flow < 2,700	Flow > 2700 vph
	To	From	Volume	Volume	Volume	Abs %	Statistic	(< 5)	(± 100 vph)	(± 15%)	(± 400 vph)
Facility											
SR 836 WB CD	**Begin SR 836 WB CD**	SR 836 WB Entrance	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
	SR 836 WB Entrance		1384	1389	5	0.4%	0.13	Yes	-	Yes	-
		NW 72 Ave Exit	1384	1390	6	0.4%	0.16	Yes	-	Yes	-
	NW 72 Ave Exit		939	938	-1	0.1%	0.03	Yes	-	Yes	-
			939	938	-1	0.1%	0.03	Yes	-	Yes	-
			939	938	-1	0.1%	0.03	Yes	-	Yes	-
			939	939	0	0.0%	0.00	Yes	-	Yes	-
		NW 72 Ave Entrance	939	939	0	0.0%	0.00	Yes	-	Yes	-
	NW 72 Ave Entrance	SR 826 SB Entrance	1323	1327	4	0.3%	0.11	Yes	-	Yes	-
	SR 826 SB Entrance	NW 72 Ave Exit	1804	1840	36	2.0%	0.84	Yes	-	Yes	-
	NW 72 Ave Exit	NW 84 Ave Exit	1092	1056	-36	3.3%	1.10	Yes	-	Yes	-
	NW 84 Ave Exit	SR 826 NB Entrance	147	120	-27	18.4%	2.34	Yes	Yes	-	-
	SR 826 NB Entrance		748	692	-56	7.5%	2.09	Yes	-	Yes	-
		NW 87 Ave Entrance NB	748	692	-56	7.5%	2.09	Yes	-	Yes	-
	NW 87 Ave Entrance NB		939	884	-55	5.9%	1.82	Yes	-	Yes	-
		NW 87 Ave Exit	939	885	-54	5.8%	1.79	Yes	-	Yes	-
	NW 87 Ave Exit		645	549	-96	14.9%	3.93	Yes	Yes	-	-
		NW 87 Ave Entrance SB	645	547	-98	15.2%	4.01	Yes	Yes	-	-
	NW 87 Ave Entrance SB		786	688	-98	12.5%	3.61	Yes	-	Yes	-
		SR 836 WB Exit	786	687	-99	12.6%	3.65	Yes	-	Yes	-
	SR 836 WB Exit	**End SR 836 WB CD**	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
SR 836 WB CD Ramps	SR 836 WB Entrance	SR 836 WB CD	1384	1391	7	0.5%	0.19	Yes	-	Yes	-
	SR 836 WB CD		445	451	6	1.3%	0.28	Yes	Yes	-	-
		NW 72 Ave1 Exit	445	453	8	1.8%	0.38	Yes	Yes	-	-
	NW 72 Ave Entrance	SR 836 WB CD	384	389	5	1.3%	0.25	Yes	Yes	-	-
	SR 826 SB Entrance		481	513	32	6.7%	1.44	Yes	Yes	-	-
		SR 836 WB CD	481	513	32	6.7%	1.44	Yes	Yes	-	-
	SR 836 WB CD		712	783	71	10.0%	2.60	Yes	-	Yes	-
		NW 72 Ave2 Exit	712	782	70	9.8%	2.56	Yes	-	Yes	-
	SR 836 WB CD		947	938	-9	1.0%	0.29	Yes	-	Yes	-
		NW 84 Ave Exit	947	938	-9	1.0%	0.29	Yes	-	Yes	-
	SR 826 NB Entrance	SR 836 WB CD	602	572	-30	5.0%	1.24	Yes	Yes	-	-
	NW 87 Ave NB Entrance		191	190	-1	0.5%	0.07	Yes	Yes	-	-
		SR 836 WB CD	191	191	0	0.0%	0.00	Yes	Yes	-	-
	SR 836 WB CD		294	337	43	14.6%	2.42	Yes	Yes	-	-
		NW 87 Ave Exit	294	336	42	14.3%	2.37	Yes	Yes	-	-
	NW 87 Ave SB Entrance		141	140	-1	0.7%	0.08	Yes	Yes	-	-
		SR 836 WB CD	141	140	-1	0.7%	0.08	Yes	Yes	-	-
	SR 836 WB CD	SR 836 WB Exit	786	687	-99	12.6%	3.65	Yes	-	Yes	-
SR 874 NB	**Begin SR 874 NB**		3518	3513	-5	0.1%	0.08	Yes	-	-	Yes
		SW 40 St Exit	3518	3513	-5	0.1%	0.08	Yes	-	-	Yes
	SW 40 St Exit		749	747	-2	0.3%	0.07	Yes	-	Yes	-
			749	747	-2	0.3%	0.07	Yes	-	Yes	-
			749	747	-2	0.3%	0.07	Yes	-	Yes	-
		Dummy Ramp Entrance	749	747	-2	0.3%	0.07	Yes	-	Yes	-
	Dummy Ramp Entrance	SW 56 St Entrance	749	746	-3	0.4%	0.11	Yes	-	Yes	-
	SW 56 St Entrance		1260	1293	33	2.6%	0.92	Yes	-	Yes	-
		SW 40 St Exit	1260	1293	33	2.6%	0.92	Yes	-	Yes	-
	SW 40 St Exit	**End SR 874 NB**	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
SR 874 NB Ramps	SR 974 NB		2769	2766	-3	0.1%	0.06	Yes	-	-	Yes
		SW 40 St Exit	2769	2766	-3	0.1%	0.06	Yes	-	-	Yes
	Dummy Ramp Entrance	SR 974 NB	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
	SR 826 NB Entrance	SR 974 NB	510	546	36	7.1%	1.57	Yes	Yes	-	-
	SR 974 NB	SW 40 St	1260	1292	32	2.5%	0.90	Yes	-	Yes	-
SR 874 SB	**Begin SR 874 SB**	SW 40 St Entrance	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
	SW 40 St Entrance		857	852	-5	0.6%	0.17	Yes	-	Yes	-
		Dummy Ramp Exit	857	852	-5	0.6%	0.17	Yes	-	Yes	-
	Dummy Ramp Exit		857	852	-5	0.6%	0.17	Yes	-	Yes	-
		SW 56 St Exit	1558	1564	6	0.4%	0.15	Yes	-	Yes	-
	SW 56 St Exit		421	354	-67	15.9%	3.40	Yes	Yes	-	-
			421	352	-69	16.4%	3.51	Yes	Yes	-	-
			421	353	-68	16.2%	3.46	Yes	Yes	-	-
		SR 826 SB Entrance	421	353	-68	16.2%	3.46	Yes	Yes	-	-
	SR 826 SB Entrance		1829	1749	-80	4.4%	1.89	Yes	-	Yes	-
		End SR 874 SB	1829	1750	-79	4.3%	1.87	Yes	-	Yes	-
SR 874 SB Ramps	SW 40 St Entrance	SR 974 SB	857	852	-5	0.6%	0.17	Yes	-	Yes	-
	SR 974 SB	Dummy Ramp Exit	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
	SR 826 SB Entrance	SR 974 SB	704	712	8	1.1%	0.30	Yes	-	Yes	-
	SR 974 SB		1137	1211	74	6.5%	2.16	Yes	-	Yes	-
	SR 826 SB Entrance		1407	1396	-11	0.8%	0.29	Yes	-	Yes	-
			1407	1395	-12	0.9%	0.32	Yes	-	Yes	-
		SR 974 SB	1407	1394	-13	0.9%	0.35	Yes	-	Yes	-
SW 40 St to SR 826 SB Mainline	**SW 40 St to SR 826 SB Begin**	SW 40 St Entrance	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
	SW 40 St Entrance		1137	1212	75	6.6%	2.19	Yes	-	Yes	-
		SW 56 St Exit	1137	1210	73	6.4%	2.13	Yes	-	Yes	-
	SW 56 St Exit	SR 826 SB Exit	477	505	28	5.9%	1.26	Yes	Yes	-	-
	SR 826 SB Exit	**SW 40 St to SR 826 SB End**	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
SW40St to SR826SB Ramp	SW 40 St Entrance	SW 40 St to SR 826 SB	1137	1211	74	6.5%	2.16	Yes	-	Yes	-
	SW 40 St to SR 826 SB	SW 56 St Exit	660	705	45	6.8%	1.72	Yes	Yes	-	-
	SW 40 St to SR 826 SB	SR 826 SB Exit	477	505	28	5.9%	1.26	Yes	Yes	-	-
Transition Links	US-1 NB	SR 826 NB On Ramp	2882	2540	-342	11.9%	6.57	No	-	-	Yes
	SW 56 St	SR 826 NB On Ramp	646	662	16	2.5%	0.63	Yes	Yes	-	-
	SW 88 St	SR 826 SB On Ramp	70	72	2	2.9%	0.24	Yes	Yes	-	-
	SW 8 St	SR 826 SB On Ramp	643	624	-19	3.0%	0.75	Yes	Yes	-	-
	SW 72 St	SR 826 SB On Ramp	231	252	21	9.1%	1.35	Yes	Yes	-	-
	Flagler St	SR 826 SB On Ramp	290	306	16	5.5%	0.93	Yes	Yes	-	-
	SW 88 St EB	SR 826 NB On Ramp	813	788	-25	3.1%	0.88	Yes	-	Yes	-
	SW 72 St	SR 826 NB On Ramp	473	409	-64	13.5%	3.05	Yes	Yes	-	-
	SW 24 St	SR 826 SB On Ramp	510	545	35	6.9%	1.52	Yes	Yes	-	-
	SW 40 St EB	SR 826 NB On Ramp	857	852	-5	0.6%	0.17	Yes	-	Yes	-
	SW 24 St	SR 826 NB On Ramp	911	851	-60	6.6%	2.02	Yes	-	Yes	-
	SW 8 St WB	SR 826 NB On Ramp	484	480	-4	0.8%	0.18	Yes	Yes	-	-
	SR 826 SB Off Ramp	SW 24 St	921	1016	95	10.3%	3.05	Yes	-	Yes	-
	SR 826 SB Off Ramp	US-1 SB	599	595	-4	0.7%	0.16	Yes	Yes	-	-
	SR 874 SB Off Ramp	SW 56 St/SR 826 SB	645	618	-27	4.2%	1.07	Yes	Yes	-	-
	SR 826 NB Off Ramp	SW 72 St	738	733	-5	0.7%	0.18	Yes	-	Yes	-
	SR 826 NB Off Ramp	SW 40 St	853	848	-5	0.6%	0.17	Yes	-	Yes	-
	SR 826 SB Off Ramp	SW 72 St	825	827	2	0.2%	0.07	Yes	-	Yes	-
	SR 826 NB Off Ramp	SW 24 St	641	622	-19	3.0%	0.76	Yes	Yes	-	-
	SR 826 NB Off Ramp	Flagler St/NW 72 Ave	849	785	-64	7.5%	2.24	Yes	-	Yes	-
	SW 8 St EB	SR 826 NB On Ramp	98	78	-20	20.4%	2.13	Yes	Yes	-	-
	Flagler St	SR 826 NB On Ramp	408	360	-48	11.8%	2.45	Yes	Yes	-	-
	SR 826 SB Off Ramp	SW 88 St	629	593	-36	5.7%	1.46	Yes	Yes	-	-
	SR 826 SB Off Ramp	Flagler St	477	459	-18	3.8%	0.83	Yes	Yes	-	-
	SR 826 NB Off Ramp	SW 56 St	817	804	-13	1.6%	0.46	Yes	-	Yes	-
	SR 826 SB Off Ramp	SW 40 St	888	874	-14	1.6%	0.47	Yes	-	Yes	-

	Location		Peak Hour Volumes								
			Actual	Simulated	Difference	Difference	GEH	GEH	Flow < 700 vph	700 < Flow < 2,700	Flow > 2700 vph
	To	From	Volume	Volume	Volume	Abs %	Statistic	(< 5)	(± 100 vph)	(± 15%)	(± 400 vph)
Facility											
	SR 826 NB Off Ramp	SW 8 St	1701	1562	-139	8.2%	3.44	Yes	-	Yes	-
	SW 40 St	SR 826 SB On Ramp	985	1001	16	1.6%	0.51	Yes	-	Yes	-
	SR 826 SB Off Ramp	SW 8 St	1351	1334	-17	1.3%	0.46	Yes	-	Yes	-
	SR 826 NB Off Ramp	SW 88 St	1120	1100	-20	1.8%	0.60	Yes	-	Yes	-
	Flagler St	SR 836 EB Ramp	1568	1555	-13	0.8%	0.33	Yes	-	Yes	-
	SR 826 NB/SW 56 St	SR 874 NB On Ramp	2136	2038	-98	4.6%	2.15	Yes	-	Yes	-
	SW 40 St	SR 874 SB On Ramp	849	899	50	5.9%	1.69	Yes	-	Yes	-
	SW 88 St WB	SR 826 NB On Ramp	1056	1028	-28	2.7%	0.87	Yes	-	Yes	-
	SR 874 NB Off Ramp	SW 40 St	1260	1292	32	2.5%	0.90	Yes	-	Yes	-
	SW 40 St WB	SR 826 NB On Ramp	660	704	44	6.7%	1.68	Yes	Yes	-	-

Percent Links with GEH Statistic <5	94%

GEH	Flow < 700 vph	700 < Flow <2,700	Flow > 2700 vph
(< 5)	(± 100 vph)	(± 15%)	(± 400 vph)
93.8%	100.0%	100.0%	87.0%
470	145	231	140
31	0	0	21

CALIBRATION TARGET CALCULATION
SR 826 2017 CORSIM MODEL - PM PEAK PERIOD

	Location		Peak Hour Volumes								
			Actual	Simulated	Difference	Difference	GEH	GEH	Flow < 700 vph	700 < Flow < 2,700	Flow > 2700 vph
	To	From	Volume	Volume	Volume	Abs %	Statistic	(< 5)	(± 100 vph)	(± 15%)	(± 400 vph)
Facility											
SR 826 NB	**Begin SR 826 NB Mainline**		0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
			2096	1978	-118	5.6%	2.61	Yes	-	Yes	-
			2096	1976	-120	5.7%	2.66	Yes	-	Yes	-
			2096	1974	-122	5.8%	2.70	Yes	-	Yes	-
		SW 88 St Exit	2096	1973	-123	5.9%	2.73	Yes	-	Yes	-
	SW 88 St Exit		1990	1872	-118	5.9%	2.69	Yes	-	Yes	-
			1990	1871	-119	6.0%	2.71	Yes	-	Yes	-
		SW 88 St EB Entrance	1990	1872	-118	5.9%	2.69	Yes	-	Yes	-
	SW 88 St EB Entrance	SW 88 St WB Entrance	2668	2539	-129	4.8%	2.53	Yes	-	Yes	-
	SW 88 St WB Entrance	SW 72 St Exit	3935	3800	-135	3.4%	2.17	Yes	-	-	Yes
	SW 72 St Exit		3671	3540	-131	3.6%	2.18	Yes	-	-	Yes
		SW 72 St Entrance	3671	3540	-131	3.6%	2.18	Yes	-	-	Yes
	SW 72 St Entrance		4881	4786	-95	1.9%	1.37	Yes	-	-	Yes
		SW 56 St Exit	4881	4786	-95	1.9%	1.37	Yes	-	-	Yes
	SW 56 St Exit		4415	4343	-72	1.6%	1.09	Yes	-	-	Yes
		SW 40 St Exit	4415	4345	-70	1.6%	1.06	Yes	-	-	Yes
	SW 40 St Exit		3895	3829	-66	1.7%	1.06	Yes	-	-	Yes
			3895	3828	-67	1.7%	1.08	Yes	-	-	Yes
			3895	3827	-68	1.7%	1.09	Yes	-	-	Yes
			3895	3826	-69	1.8%	1.11	Yes	-	-	Yes
			3895	3828	-67	1.7%	1.08	Yes	-	-	Yes
		SW 56 St Entrance	3895	3828	-67	1.7%	1.08	Yes	-	-	Yes
	SW 56 St Entrance	SR 874 Entrance	4606	4553	-53	1.2%	0.78	Yes	-	-	Yes
	SR 874 Entrance	SW 40 St EB Entrance	6315	6256	-59	0.9%	0.74	Yes	-	-	Yes
	SW 40 St EB Entrance		6675	6619	-56	0.8%	0.69	Yes	-	-	Yes
			6675	6623	-52	0.8%	0.64	Yes	-	-	Yes
			6675	6625	-50	0.7%	0.61	Yes	-	-	Yes
		SW 40 St WB Entrance	6675	6626	-49	0.7%	0.60	Yes	-	-	Yes
	SW 40 St WB Entrance		7317	7240	-77	1.1%	0.90	Yes	-	-	Yes
			7317	7237	-80	1.1%	0.94	Yes	-	-	Yes
		SW 24 St Exit	7317	7241	-76	1.0%	0.89	Yes	-	-	Yes
	SW 24 St Exit	SW 24 St Entrance	6458	6399	-59	0.9%	0.74	Yes	-	-	Yes
	SW 24 St Entrance		7179	7132	-47	0.7%	0.56	Yes	-	-	Yes
			7179	7126	-53	0.7%	0.63	Yes	-	-	Yes
			7179	7126	-53	0.7%	0.63	Yes	-	-	Yes
		SW 8 St Exit	7179	7123	-56	0.8%	0.66	Yes	-	-	Yes
	SW 8 St Exit		5918	5862	-56	0.9%	0.73	Yes	-	-	Yes
			5918	5860	-58	1.0%	0.76	Yes	-	-	Yes
			5918	5860	-58	1.0%	0.76	Yes	-	-	Yes
		SW 8 St EB Entrance	5918	5860	-58	1.0%	0.76	Yes	-	-	Yes
	SW 8 St EB Entrance	SW 8 St WB Entrance	6471	6418	-53	0.8%	0.66	Yes	-	-	Yes
	SW 8 St WB Entrance		6737	6678	-59	0.9%	0.72	Yes	-	-	Yes
		Flagler St/NW72Ave Exit	6737	6679	-58	0.9%	0.71	Yes	-	-	Yes
	Flagler St/NW72Ave Exit		5323	5277	-46	0.9%	0.63	Yes	-	-	Yes
		SR 836 EB/WB Exit	5323	5275	-48	0.9%	0.66	Yes	-	-	Yes
	SR 836 EB/WB Exit		2882	2866	-16	0.6%	0.30	Yes	-	-	Yes
			2882	2868	-14	0.5%	0.26	Yes	-	-	Yes
		Flagler St Entrance	2882	2867	-15	0.5%	0.28	Yes	-	-	Yes
	Flagler St Entrance		3397	3398	1	0.0%	0.02	Yes	-	-	Yes
		SR 836 WB/NW 72 Ave Entrance	3397	3396	-1	0.0%	0.02	Yes	-	-	Yes
	SR 836 WB/NW 72 Ave Entrance		4917	4844	-73	1.5%	1.04	Yes	-	-	Yes
		SR 836 EB Entrance	4917	4845	-72	1.5%	1.03	Yes	-	-	Yes
	SR 836 EB Entrance		6218	6140	-78	1.3%	0.99	Yes	-	-	Yes
			6218	6142	-76	1.2%	0.97	Yes	-	-	Yes
		NW 25 St Exit	6218	6144	-74	1.2%	0.94	Yes	-	-	Yes
	NW 25 St Exit		5224	5168	-56	1.1%	0.78	Yes	-	-	Yes
			5224	5166	-58	1.1%	0.80	Yes	-	-	Yes
		NW 25 St Entrance	5224	5168	-56	1.1%	0.78	Yes	-	-	Yes
	NW 25 St Entrance		5886	5828	-58	1.0%	0.76	Yes	-	-	Yes
		End SR 826 NB Mainline	5886	5829	-57	1.0%	0.74	Yes	-	-	Yes
SR 826 NB Ramps	US-1 NB	SR 826 NB	2096	1979	-117	5.6%	2.59	Yes	-	Yes	-
	SR 826 NB	Dummy Rd Exit	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
	SR 826 NB		108	100	-8	7.4%	0.78	Yes	Yes	-	-
		SW 88 St Exit	108	100	-8	7.4%	0.78	Yes	Yes	-	-
	SW 88 St EB Entrance		678	667	-11	1.6%	0.42	Yes	Yes	-	-
			678	667	-11	1.6%	0.42	Yes	Yes	-	-
		SR 826 NB	678	667	-11	1.6%	0.42	Yes	Yes	-	-
	SW 88 St WB Entrance		1267	1254	-13	1.0%	0.37	Yes	-	Yes	-
			1267	1254	-13	1.0%	0.37	Yes	-	Yes	-
		SR 826 NB	1267	1255	-12	0.9%	0.34	Yes	-	Yes	-
	SR 826 NB		266	257	-9	3.4%	0.56	Yes	Yes	-	-
		SW 72 St Exit	266	256	-10	3.8%	0.62	Yes	Yes	-	-
	SW 72 St Entrance		1211	1246	35	2.9%	1.00	Yes	-	Yes	-
		SR 826 NB	1211	1247	36	3.0%	1.03	Yes	-	Yes	-
	SR 826 NB		466	446	-20	4.3%	0.94	Yes	Yes	-	-
			466	447	-19	4.1%	0.89	Yes	Yes	-	-
		SW 56 St Exit	466	448	-18	3.9%	0.84	Yes	Yes	-	-
	SR 826 NB		520	516	-4	0.8%	0.18	Yes	Yes	-	-
			520	514	-6	1.2%	0.26	Yes	Yes	-	-
			520	515	-5	1.0%	0.22	Yes	Yes	-	-
		SW 40 St Exit	520	515	-5	1.0%	0.22	Yes	Yes	-	-
	SW 56 St Entrance		712	726	14	2.0%	0.52	Yes	-	Yes	-
		SR 826 NB	712	726	14	2.0%	0.52	Yes	-	Yes	-
	SR 874 Entrance		1708	1705	-3	0.2%	0.07	Yes	-	Yes	-
			1708	1705	-3	0.2%	0.07	Yes	-	Yes	-
		SR 826 NB	1708	1704	-4	0.2%	0.10	Yes	-	Yes	-
	SW 40 St EB Entrance		361	361	0	0.0%	0.00	Yes	Yes	-	-
			361	361	0	0.0%	0.00	Yes	Yes	-	-
		SR 826 NB	361	361	0	0.0%	0.00	Yes	Yes	-	-
	SW 40 St WB Entrance		642	616	-26	4.0%	1.04	Yes	Yes	-	-
		SR 826 NB	642	616	-26	4.0%	1.04	Yes	Yes	-	-
	SR 826 NB		859	843	-16	1.9%	0.55	Yes	-	Yes	-
		SW 24 St Exit	859	843	-16	1.9%	0.55	Yes	-	Yes	-
	SW 24 St Entrance		721	731	10	1.4%	0.37	Yes	-	Yes	-
		SR 826 NB	721	730	9	1.2%	0.33	Yes	-	Yes	-
	SR 826 NB		1262	1261	-1	0.1%	0.03	Yes	-	Yes	-
			1262	1260	-2	0.2%	0.06	Yes	-	Yes	-
		SW 8 St Exit	1262	1261	-1	0.1%	0.03	Yes	-	Yes	-
	SW 8 St EB Entrance		553	558	5	0.9%	0.21	Yes	Yes	-	-
			553	557	4	0.7%	0.17	Yes	Yes	-	-
			553	557	4	0.7%	0.17	Yes	Yes	-	-
			553	558	5	0.9%	0.21	Yes	Yes	-	-
			553	558	5	0.9%	0.21	Yes	Yes	-	-

	Location		Peak Hour Volumes								
			Actual	Simulated	Difference	Difference	GEH	GEH	Flow < 700 vph	700 < Flow < 2,700	Flow > 2700 vph
	To	From	Volume	Volume	Volume	Abs %	Statistic	(< 5)	(± 100 vph)	(± 15%)	(± 400 vph)
Facility											
			553	557	4	0.7%	0.17	Yes	Yes	-	-
		SR 826 NB	553	558	5	0.9%	0.21	Yes	Yes	-	-
	SW 8 St WB Entrance		266	257	-9	3.4%	0.56	Yes	Yes	-	-
		SR 826 NB	266	257	-9	3.4%	0.56	Yes	Yes	-	-
	SR 826 NB	FlaglerSt/NW 72 Ave Exit	1413	1402	-11	0.8%	0.29	Yes	-	Yes	-
	SR 826 NB	SR 836 EB/WB Exit	2443	2410	-33	1.4%	0.67	Yes	-	Yes	-
	Flagler St Entrance		516	534	18	3.5%	0.79	Yes	Yes	-	-
		SR 826 NB	516	533	17	3.3%	0.74	Yes	Yes	-	-
	SR 836 WB/NW 72 Ave Entrance	SR 826 NB	1520	1448	-72	4.7%	1.87	Yes	-	Yes	-
	SR 836 EB Entrance		1302	1294	-8	0.6%	0.22	Yes	-	Yes	-
		SR 826 NB	1302	1293	-9	0.7%	0.25	Yes	-	Yes	-
	SR 826 NB		993	977	-16	1.6%	0.51	Yes	-	Yes	-
		NW 25 St Exit	993	978	-15	1.5%	0.48	Yes	-	Yes	-
	NW 25 St Entrance		660	658	-2	0.3%	0.08	Yes	Yes	-	-
		SR 826 NB	660	658	-2	0.3%	0.08	Yes	Yes	-	-
SR 826 SB	**Begin SR 826 SB Mainline**	Dummy Ramp Entrance	6892	6896	4	0.1%	0.05	Yes	-	-	Yes
	Dummy Ramp Entrance		6892	6888	-4	0.1%	0.05	Yes	-	-	Yes
			6892	6874	-18	0.3%	0.22	Yes	-	-	Yes
		NW 25 St Exit	6892	6857	-35	0.5%	0.42	Yes	-	-	Yes
	NW 25 St Exit		6553	6494	-59	0.9%	0.73	Yes	-	-	Yes
		Dummy Ramp Entrance	6553	6480	-73	1.1%	0.90	Yes	-	-	Yes
	Dummy Ramp Entrance		6553	6455	-98	1.5%	1.22	Yes	-	-	Yes
		NW 25 St Entrance	6553	6413	-140	2.1%	1.74	Yes	-	-	Yes
	NW 25 St Entrance		8443	8219	-224	2.7%	2.45	Yes	-	-	Yes
			8443	8178	-265	3.1%	2.91	Yes	-	-	Yes
		SR 836 EB/WB Exit	8443	8145	-298	3.5%	3.27	Yes	-	-	Yes
	SR 836 EB/WB Exit	NW 72 Ave/NW 87 Ave Exit	6771	6532	-239	3.5%	2.93	Yes	-	-	Yes
	NW 72 Ave/NW 87 Ave Exit	Flagler St/SW 8 St Exit	6682	6443	-239	3.6%	2.95	Yes	-	-	Yes
	Flagler St/SW 8 St Exit		5579	5387	-192	3.4%	2.59	Yes	-	-	Yes
			5579	5390	-189	3.4%	2.55	Yes	-	-	Yes
		SR 836 EB/WB Entrance	5579	5391	-188	3.4%	2.54	Yes	-	-	Yes
	SR 836 EB/WB Entrance		7412	7125	-287	3.9%	3.37	Yes	-	-	Yes
			7412	7123	-289	3.9%	3.39	Yes	-	-	Yes
			7412	7119	-293	4.0%	3.44	Yes	-	-	Yes
			7412	7087	-325	4.4%	3.82	Yes	-	-	Yes
		Flagler St Entrance	7412	7059	-353	4.8%	4.15	Yes	-	-	Yes
	Flagler St Entrance		8465	8045	-420	5.0%	4.62	Yes	-	-	No
			8465	8027	-438	5.2%	4.82	Yes	-	-	No
		SW 8 St Entrance	8465	8003	-462	5.5%	5.09	No	-	-	No
	SW 8 St Entrance		9589	9101	-488	5.1%	5.05	No	-	-	No
			9589	9069	-520	5.4%	5.38	No	-	-	No
		SW 24 St Exit	9589	9061	-528	5.5%	5.47	No	-	-	No
	SW 24 St Exit	SW 24 St Entrance	8108	7649	-459	5.7%	5.17	No	-	-	No
	SW 24 St Entrance		8935	8462	-473	5.3%	5.07	No	-	-	No
			8935	8457	-478	5.3%	5.13	No	-	-	No
		SW 40 St Exit	8935	8459	-476	5.3%	5.10	No	-	-	No
	SW 40 St Exit		7490	7066	-424	5.7%	4.97	Yes	-	-	No
			7490	7067	-423	5.6%	4.96	Yes	-	-	No
			7490	7064	-426	5.7%	4.99	Yes	-	-	No
			7490	7065	-425	5.7%	4.98	Yes	-	-	No
		SW 56 St Exit	7490	7068	-422	5.6%	4.95	Yes	-	-	No
	SW 56 St Exit	SR 874 Exit	6480	6104	-376	5.8%	4.74	Yes	-	-	Yes
	SR 874 Exit		4011	3752	-259	6.5%	4.16	Yes	-	-	Yes
			4011	3751	-260	6.5%	4.17	Yes	-	-	Yes
			4011	3752	-259	6.5%	4.16	Yes	-	-	Yes
			4011	3752	-259	6.5%	4.16	Yes	-	-	Yes
			4011	3752	-259	6.5%	4.16	Yes	-	-	Yes
		SW 40 St Entrance	4011	3753	-258	6.4%	4.14	Yes	-	-	Yes
	SW 40 St Entrance		4590	4355	-235	5.1%	3.51	Yes	-	-	Yes
		SW 56 St Entrance	4590	4355	-235	5.1%	3.51	Yes	-	-	Yes
	SW 56 St Entrance		4965	4776	-189	3.8%	2.71	Yes	-	-	Yes
		SW 24 St Exit	4965	4774	-191	3.8%	2.74	Yes	-	-	Yes
	SW 24 St Exit		3895	3768	-127	3.3%	2.05	Yes	-	-	Yes
		SW 24 St Entrance	3895	3743	-152	3.9%	2.46	Yes	-	-	Yes
	SW 24 St Entrance		4208	4066	-142	3.4%	2.21	Yes	-	-	Yes
		SW 88 St Exit	4208	4046	-162	3.8%	2.52	Yes	-	-	Yes
	SW 88 St Exit		2571	2418	-153	6.0%	3.06	Yes	-	Yes	-
			2571	2388	-183	7.1%	3.68	Yes	-	Yes	-
			2571	2366	-205	8.0%	4.13	Yes	-	Yes	-
		SW 88 St Entrance	2571	2365	-206	8.0%	4.15	Yes	-	Yes	-
	SW 88 St Entrance	Dummy Ramp Entrance	2679	2472	-207	7.7%	4.08	Yes	-	Yes	-
	Dummy Ramp Entrance		2679	2472	-207	7.7%	4.08	Yes	-	Yes	-
		US-1 SB Exit	2679	2472	-207	7.7%	4.08	Yes	-	Yes	-
	US-1 SB Exit	**End SR 826 SB Mainline**	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
SR 826 SB Ramps	Dummy Ramp Entrance	SR 826 SB	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
	SR 826 SB		339	353	14	4.1%	0.75	Yes	Yes	-	-
		NW 25 St Exit	339	352	13	3.8%	0.70	Yes	Yes	-	-
	Dummy Ramp Entrance	SR 826 SB	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
	NW 25 St Entrance		1890	1882	-8	0.4%	0.18	Yes	-	Yes	-
		SR 826 SB	1890	1878	-12	0.6%	0.28	Yes	-	Yes	-
	SR 826 SB	SR 836 EB/WB Exit	1671	1608	-63	3.8%	1.56	Yes	-	Yes	-
	SR 826 SB		89	90	1	1.1%	0.11	Yes	Yes	-	-
		NW 72 Ave/NW 87 Ave Exit	89	90	1	1.1%	0.11	Yes	Yes	-	-
	SR 826 SB	Flagler St/SW 8 St Exit	1103	1053	-50	4.5%	1.52	Yes	-	Yes	-
	SR 836 EB/WB Entrance	SR 826 SB	1833	1735	-98	5.3%	2.32	Yes	-	Yes	-
	Flagler St Entrance	SR 826 SB	1055	1015	-40	3.8%	1.24	Yes	-	Yes	-
	SW 8 St Entrance		1123	1156	33	2.9%	0.98	Yes	-	Yes	-
		SR 826 SB	1123	1155	32	2.8%	0.95	Yes	-	Yes	-
	SR 826 SB		1481	1408	-73	4.9%	1.92	Yes	-	Yes	-
		SW 24 St Exit	1481	1408	-73	4.9%	1.92	Yes	-	Yes	-
	SW 24 St Entrance		827	814	-13	1.6%	0.45	Yes	-	Yes	-
		SR 826 SB	827	815	-12	1.5%	0.42	Yes	-	Yes	-
	SR 826 SB		1446	1392	-54	3.7%	1.43	Yes	-	Yes	-
		SW 40 St Exit	1446	1391	-55	3.8%	1.46	Yes	-	Yes	-
	SR 826 SB	SW 56 St Exit	1010	964	-46	4.6%	1.46	Yes	-	Yes	-
	SR 826 SB		2470	2354	-116	4.7%	2.36	Yes	-	Yes	-
		SR 874 Exit	2470	2355	-115	4.7%	2.34	Yes	-	Yes	-
	SW 40 St Entrance	SR 826 SB	577	598	21	3.6%	0.87	Yes	Yes	-	-
	SW 56 St Entrance		375	419	44	11.7%	2.21	Yes	Yes	-	-
		SR 826 SB	375	420	45	12.0%	2.26	Yes	Yes	-	-
	SR 826 SB	SW 72 St Exit	1069	1005	-64	6.0%	1.99	Yes	-	Yes	-
	SW 72 St Entrance		313	335	22	7.0%	1.22	Yes	Yes	-	-
		SR 826 SB	313	336	23	7.3%	1.28	Yes	Yes	-	-
	SR 826 SB		1638	1601	-37	2.3%	0.92	Yes	-	Yes	-
		SW 88 St Exit	1638	1601	-37	2.3%	0.92	Yes	-	Yes	-
	SW 88 St Entrance		109	106	-3	2.8%	0.29	Yes	Yes	-	-

Facility	Location		Peak Hour Volumes								
	To	From	Actual Volume	Simulated Volume	Difference Volume	Difference Abs %	GEH Statistic	GEH (< 5)	Flow < 700 vph (± 100 vph)	700 < Flow < 2,700 (± 15%)	Flow > 2700 vph (± 400 vph)
			109	107	-2	1.8%	0.19	Yes	Yes	-	-
		SR 826 SB	109	106	-3	2.8%	0.29	Yes	Yes	-	-
	Dummy Ramp Entrance	SR 826 SB	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
	SR 826 SB	US-1 SB Exit	2679	2473	-206	7.7%	4.06	Yes	-	Yes	-
SR 826 NB to SR 836 EB CD	**Begin SR 826 NB To SR 826 EB CD**	SR 826 NB Entrance	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
	SR 826 NB Entrance		2443	2411	-32	1.3%	0.65	Yes	-	Yes	-
		SR 836 WB Exit	2443	2410	-33	1.4%	0.67	Yes	-	Yes	-
	SR 836 WB Exit	Dummy Ramp Exit	1943	1914	-29	1.5%	0.66	Yes	-	Yes	-
	Dummy Ramp Exit		1943	1915	-28	1.4%	0.64	Yes	-	Yes	-
			1943	1913	-30	1.5%	0.68	Yes	-	Yes	-
			1943	1914	-29	1.5%	0.66	Yes	-	Yes	-
			1943	1914	-29	1.5%	0.66	Yes	-	Yes	-
			1943	1913	-30	1.5%	0.68	Yes	-	Yes	-
		SR 826 SB Entrance	1943	1912	-31	1.6%	0.71	Yes	-	Yes	-
	SR 826 SB Entrance	SR 836 EB Exit	2813	2754	-59	2.1%	1.12	Yes	-	-	Yes
	SR 836 EB Exit	**End SR 826 NB To SR 826 EB CD Ram**	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
SR 826 NB to SR 836 EB CD Ramps	SR 826 NB Entrance	SR 826 NB To SR 836 EB CD	2443	2411	-32	1.3%	0.65	Yes	-	Yes	-
	SR 826 NB To SR 836 EB CD		500	495	-5	1.0%	0.22	Yes	Yes	-	-
			500	495	-5	1.0%	0.22	Yes	Yes	-	-
			500	495	-5	1.0%	0.22	Yes	Yes	-	-
		SR 836 WB Exit	500	495	-5	1.0%	0.22	Yes	Yes	-	-
	SR 826 NB To SR 836 EB CD	Dummy Ramp Exit	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
	SR 826 SB Entrance		871	841	-30	3.4%	1.03	Yes	-	Yes	-
			871	841	-30	3.4%	1.03	Yes	-	Yes	-
		SR 826 NB To SR 836 EB CD	871	841	-30	3.4%	1.03	Yes	-	Yes	-
	SR 826 NB To SR 836 EB CD	SR 836 EB Exit	2813	2752	-61	2.2%	1.16	Yes	-	-	Yes
SR 836 WB to SR 826 NB CD	**Begin SR 836 WB to SR 826 NB CD**	SR 836 WB Entrance	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
	SR 836 WB Entrance		1630	1617	-13	0.8%	0.32	Yes	-	Yes	-
		Dummy Ramp Exit	1630	1616	-14	0.9%	0.35	Yes	-	Yes	-
	Dummy Ramp Exit	SR 826 SB Exit	1630	1616	-14	0.9%	0.35	Yes	-	Yes	-
	SR 826 SB Exit		451	486	35	7.8%	1.62	Yes	Yes	-	-
			451	486	35	7.8%	1.62	Yes	Yes	-	-
			451	486	35	7.8%	1.62	Yes	Yes	-	-
		NW 72 Ave Entrance	451	485	34	7.5%	1.57	Yes	Yes	-	-
	NW 72 Ave Entrance		1520	1448	-72	4.7%	1.87	Yes	-	Yes	-
		SR 826 NB Exit	1520	1447	-73	4.8%	1.90	Yes	-	Yes	-
	SR 826 NB Exit	**End SR 836 WB to SR 826 NB CD**	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
SR 836 WB to SR 826 NB CD	SR 836 WB Entrance	SR 836 WB to SR 826 NB CD	1630	1617	-13	0.8%	0.32	Yes	-	Yes	-
	SR 836 WB to SR 826 NB CD	Dummy Ramp Exit	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
	SR 836 WB to SR 826 NB CD		1179	1132	-47	4.0%	1.38	Yes	-	Yes	-
		SR 826 SB Exit	1179	1132	-47	4.0%	1.38	Yes	-	Yes	-
	NW 72 Ave Entrance	SR 836 WB to SR 826 NB CD	1069	962	-107	10.0%	3.36	Yes	-	Yes	-
	SR 836 WB to SR 826 NB CD	SR 826 NB Exit	1520	1447	-73	4.8%	1.90	Yes	-	Yes	-
NW 72 Ave to SR 826 NB	**Begin NW 72 Ave to SR 826 NB CD**		2636	2584	-52	2.0%	1.02	Yes	-	Yes	-
		SR 836 WB Exit	2636	2582	-54	2.0%	1.06	Yes	-	Yes	-
	SR 836 WB Exit		1069	964	-105	9.8%	3.29	Yes	-	Yes	-
		SR 826 NB Exit	1069	964	-105	9.8%	3.29	Yes	-	Yes	-
	SR 826 NB Exit	**End NW 72 Ave to SR 826 NB CD**	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
NW 72Ave to SR 826 NB Ramps	NW 72 Ave to SR 826 NB CD	SR 836 WB Exit	1567	1619	52	3.3%	1.30	Yes	-	Yes	-
	NW 72 Ave to SR 826 NB CD	SR 826 NB Exit	1069	964	-105	9.8%	3.29	Yes	-	Yes	-
SR 826 SB to SR 836 WB CD	**Begin SR 826 SB to SR 836 WB CD**	SR 826 SB Entrance	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
	SR 826 SB Entrance		1671	1607	-64	3.8%	1.58	Yes	-	Yes	-
		SR 836 EB Exit	1671	1607	-64	3.8%	1.58	Yes	-	Yes	-
	SR 836 EB Exit	Dummy Ramp Exit	799	765	-34	4.3%	1.22	Yes	-	Yes	-
	Dummy Ramp Exit		799	765	-34	4.3%	1.22	Yes	-	Yes	-
			799	766	-33	4.1%	1.18	Yes	-	Yes	-
		SR 826 NB Entrance	799	765	-34	4.3%	1.22	Yes	-	Yes	-
	SR 826 NB Entrance	Dummy Ramp Entrance	1299	1259	-40	3.1%	1.12	Yes	-	Yes	-
	Dummy Ramp Entrance	SR 836 WB Exit	1299	1261	-38	2.9%	1.06	Yes	-	Yes	-
	SR 836 WB Exit	NW 87 Ave Exit	678	652	-26	3.8%	1.01	Yes	Yes	-	-
	NW 87 Ave Exit	**End SR 826 SB to SR 836 WB CD**	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
SR 826 SB to SR 836 WB CD Ramps	SR 826 SB Entrance	SR 826 SB to SR 836 WB CD	1671	1609	-62	3.7%	1.53	Yes	-	Yes	-
	SR 826 SB to SR 836 WB CD		871	839	-32	3.7%	1.09	Yes	-	Yes	-
			871	839	-32	3.7%	1.09	Yes	-	Yes	-
			871	840	-31	3.6%	1.06	Yes	-	Yes	-
		SR 836 EB Exit	871	840	-31	3.6%	1.06	Yes	-	Yes	-
	SR 826 SB to SR 836 WB CD	Dummy Ramp Exit	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
	SR 826 NB Entrance		500	495	-5	1.0%	0.22	Yes	Yes	-	-
			500	495	-5	1.0%	0.22	Yes	Yes	-	-
			500	494	-6	1.2%	0.27	Yes	Yes	-	-
		SR 826 SB to SR 836 WB CD	500	494	-6	1.2%	0.27	Yes	Yes	-	-
	Dummy Ramp Exit	SR 826 SB to SR 836 WB CD	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
	SR 826 SB to SR 836 WB CD	SR 836 WB Exit	620	609	-11	1.8%	0.44	Yes	Yes	-	-
	SR 826 SB to SR 836 WB CD	NW 87 Ave Exit	678	653	-25	3.7%	0.97	Yes	Yes	-	-
SR 826 SB CD RD	**Begin SR 826 SB CD**	SR 826 SB Entrance	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
	SR 826 SB Entrance		1103	1055	-48	4.4%	1.46	Yes	-	Yes	-
		Dummy Ramp Exit	1103	1054	-49	4.4%	1.49	Yes	-	Yes	-
	Dummy Ramp Exit		1103	1053	-50	4.5%	1.52	Yes	-	Yes	-
		SR 836 EB CD Entrance	1103	1053	-50	4.5%	1.52	Yes	-	Yes	-
	SR 836 EB CD Entrance		1575	1641	66	4.2%	1.65	Yes	-	Yes	-
		Flagler St Exit	1575	1643	68	4.3%	1.70	Yes	-	Yes	-
	Flagler St Exit	Flagler St Entrance	731	733	2	0.3%	0.07	Yes	-	Yes	-
	Flagler St Entrance	Dummy Ramp Entrance	1805	1731	-74	4.1%	1.76	Yes	-	Yes	-
	Dummy Ramp Entrance	SR 826 SB Exit	1805	1730	-75	4.2%	1.78	Yes	-	Yes	-
	SR 826 SB Exit	SW 8th St Exit	750	709	-41	5.5%	1.52	Yes	-	Yes	-
	SW 8th St Exit	**End SR 826 SB CD**	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
SR 826 SB CD RD Ramps	SR 826 SB	SR 826 SB CD	1103	1054	-49	4.4%	1.49	Yes	-	Yes	-
	SR 826 SB CD	Dummy Ramp Exit	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
	SR 836 EB CD Entrance		471	587	116	24.6%	5.04	No	No	-	-
		SR 826 SB CD	471	587	116	24.6%	5.04	No	No	-	-
	SR 826 SB CD		843	911	68	8.1%	2.30	Yes	-	Yes	-
			843	911	68	8.1%	2.30	Yes	-	Yes	-
		Flagler St Exit	843	910	67	7.9%	2.26	Yes	-	Yes	-
	Flagler St Entrance		1073	1000	-73	6.8%	2.27	Yes	-	Yes	-
			1073	999	-74	6.9%	2.30	Yes	-	Yes	-
			1073	999	-74	6.9%	2.30	Yes	-	Yes	-
		SR 826 SB CD	1073	1000	-73	6.8%	2.27	Yes	-	Yes	-
	Dummy Ramp Entrance	SR 826 SB CD	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
	SR 826 SB CD	SR 826 SB Exit	1055	1019	-36	3.4%	1.12	Yes	-	Yes	-
	SR 826 SB CD	SW 8th St Exit	750	708	-42	5.6%	1.56	Yes	-	Yes	-
836 EB CD to SR 826 SB	**Begin SR 836 EB CD to SR 826 SB**	SR 836 EB Entrance	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
	SR 836 EB Entrance		654	621	-33	5.0%	1.31	Yes	Yes	-	-
		Dummy Ramp Entrance	654	620	-34	5.2%	1.35	Yes	Yes	-	-
	Dummy Ramp Entrance		654	620	-34	5.2%	1.35	Yes	Yes	-	-
		SR 836 WB Entrance	654	618	-36	5.5%	1.43	Yes	Yes	-	-
	SR 836 WB Entrance		1833	1742	-91	5.0%	2.15	Yes	-	Yes	-

	Location		Peak Hour Volumes								
			Actual	Simulated	Difference	Difference	GEH	GEH	Flow < 700 vph	700 < Flow < 2,700	Flow > 2700 vph
	To	From	Volume	Volume	Volume	Abs %	Statistic	(< 5)	(± 100 vph)	(± 15%)	(± 400 vph)
Facility											
SR [illegible]		SR 826 SB Exit	1833	1741	-92	5.0%	2.18	Yes	-	Yes	-
	SR 826 SB Exit	**End SR 836 EB CD to SR 826 SB**	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
SR 836 CD to SR 836 SB Ramps	SR 836 EB Entrance	SR 836 EB CD to SR 826 SB	654	620	-34	5.2%	1.35	Yes	Yes	-	-
	SR 836 EB CD to SR 826 SB	Dummy Ramp Exit	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
	SR 836 WB Entrance		1179	1133	-46	3.9%	1.35	Yes	-	Yes	-
			1179	1132	-47	4.0%	1.38	Yes	-	Yes	-
		SR 836 EB CD to SR 826 SB	1179	1125	-54	4.6%	1.59	Yes	-	Yes	-
	SR 836 EB CD to SR 826 SB	SR 826 SB Exit	1833	1739	-94	5.1%	2.22	Yes	-	Yes	-
SR 836 EB	**Begin SR 836 EB Mainline**		4836	4835	-1	0.0%	0.01	Yes	-	-	Yes
		NW 87 Ave Exit	4836	4836	0	0.0%	0.00	Yes	-	-	Yes
	NW 87 Ave Exit		4297	4284	-13	0.3%	0.20	Yes	-	-	Yes
			4297	4282	-15	0.3%	0.23	Yes	-	-	Yes
			4297	4283	-14	0.3%	0.21	Yes	-	-	Yes
		SR 826 NB/SB Exit	4297	4281	-16	0.4%	0.24	Yes	-	-	Yes
	SR 826 NB/SB Exit	NW 72 Ave Exit	2701	2677	-24	0.9%	0.46	Yes	-	-	Yes
	NW 72 Ave Exit		2171	2149	-22	1.0%	0.47	Yes	-	Yes	-
			2171	2150	-21	1.0%	0.45	Yes	-	Yes	-
			2171	2151	-20	0.9%	0.43	Yes	-	Yes	-
			2171	2151	-20	0.9%	0.43	Yes	-	Yes	-
			2171	2155	-16	0.7%	0.34	Yes	-	Yes	-
			2171	2152	-19	0.9%	0.41	Yes	-	Yes	-
			2171	2152	-19	0.9%	0.41	Yes	-	Yes	-
		SR 826 NB/SB Entrance	2171	2152	-19	0.9%	0.41	Yes	-	Yes	-
	SR 826 NB/SB Entrance		4986	4910	-76	1.5%	1.08	Yes	-	-	Yes
			4986	4912	-74	1.5%	1.05	Yes	-	-	Yes
		NW 72 Ave Entrance	4986	4913	-73	1.5%	1.04	Yes	-	-	Yes
	NW 72 Ave Entrance		6891	6740	-151	2.2%	1.83	Yes	-	-	Yes
		End SR 836 EB Mainline	6891	6744	-147	2.1%	1.78	Yes	-	-	Yes
SR 836 EB Ramps	SR 836 EB		540	555	15	2.8%	0.64	Yes	Yes	-	-
		NW 87 Ave Exit	540	554	14	2.6%	0.60	Yes	Yes	-	-
	SR 836 EB	SR 826 NB/SB Exit	1597	1602	5	0.3%	0.13	Yes	-	Yes	-
	SR 836 EB		528	529	1	0.2%	0.04	Yes	Yes	-	-
		NW 72 Ave Exit	528	528	0	0.0%	0.00	Yes	Yes	-	-
	SR 826 NB/SB Entrance	SR 836 EB	2813	2753	-60	2.1%	1.14	Yes	-	-	Yes
	NW 72 Ave Entrance	SR 836 EB	1906	1829	-77	4.0%	1.78	Yes	-	Yes	-
SR 836 EB CD	**Begin SR 836 EB CD**		859	858	-1	0.1%	0.03	Yes	-	Yes	-
		SR 836 EB1 Entrance	859	859	0	0.0%	0.00	Yes	-	Yes	-
	SR 836 EB1 Entrance		2455	2460	5	0.2%	0.10	Yes	-	Yes	-
		SR 826 NB/SB Exit	2455	2462	7	0.3%	0.14	Yes	-	Yes	-
	SR 826 NB/SB Exit		500	550	50	10.0%	2.18	Yes	Yes	-	-
		SR 836 EB2 Entrance	500	550	50	10.0%	2.18	Yes	Yes	-	-
	SR 836 EB2 Entrance	SR 826 SB Entrance	1031	1079	48	4.7%	1.48	Yes	-	Yes	-
	SR 826 SB Entrance		1927	1981	54	2.8%	1.22	Yes	-	Yes	-
		SR 826 SB CD Exit	1927	1979	52	2.7%	1.18	Yes	-	Yes	-
	SR 826 SB CD Exit		1454	1392	-62	4.3%	1.64	Yes	-	Yes	-
		NW 72 Ave Exit	1454	1391	-63	4.3%	1.67	Yes	-	Yes	-
	NW 72 Ave Exit		1056	972	-84	8.0%	2.64	Yes	-	Yes	-
		Flagler St Entrance	1056	973	-83	7.9%	2.61	Yes	-	Yes	-
	Flagler St Entrance		1454	1376	-78	5.4%	2.07	Yes	-	Yes	-
			1454	1375	-79	5.4%	2.10	Yes	-	Yes	-
		NW 72 Ave Entrance	1454	1375	-79	5.4%	2.10	Yes	-	Yes	-
	NW 72 Ave Entrance		1906	1825	-81	4.2%	1.88	Yes	-	Yes	-
		Dummy Ramp Entrance	1906	1827	-79	4.1%	1.83	Yes	-	Yes	-
	Dummy Ramp Entrance		1906	1826	-80	4.2%	1.85	Yes	-	Yes	-
		SR 836 EB Exit	1906	1828	-78	4.1%	1.81	Yes	-	Yes	-
	SR 836 EB Exit	**End SR 836 EB CD**	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
SR 836 EB CD Ramps	SR 836 EB1 Entrance	SR 836 EB CD	1597	1603	6	0.4%	0.15	Yes	-	Yes	-
	SR 836 EB CD	SR 826 NB/SB Exit	1955	1912	-43	2.2%	0.98	Yes	-	Yes	-
	SR 836 EB2 Entrance	SR 836 EB CD	528	528	0	0.0%	0.00	Yes	Yes	-	-
	SR 826 SB Entrance		896	900	4	0.4%	0.13	Yes	-	Yes	-
		SR 836 EB CD	896	901	5	0.6%	0.17	Yes	-	Yes	-
	SR 836 EB CD		471	587	116	24.6%	5.04	No	No	-	-
		SR 826 SB CD Exit	471	587	116	24.6%	5.04	No	No	-	-
	SR 836 EB CD		399	417	18	4.5%	0.89	Yes	Yes	-	-
		NW 72 Ave Exit	399	417	18	4.5%	0.89	Yes	Yes	-	-
	Flagler St Entrance		399	405	6	1.5%	0.30	Yes	Yes	-	-
		SR 836 EB CD	399	404	5	1.3%	0.25	Yes	Yes	-	-
	NW 72 Ave Entrance		451	451	0	0.0%	0.00	Yes	Yes	-	-
		SR 836 EB CD	451	450	-1	0.2%	0.05	Yes	Yes	-	-
	Dummy Ramp Entrance	SR 836 EB CD	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
	SR 836 EB CD	SR 836 EB Exit	1906	1829	-77	4.0%	1.78	Yes	-	Yes	-
SR 836 EB CD to SR 826 NB	**Begin SR 836 EB CD to SR 826 NB**	SR 836 EB/NW 87 Ave Entrance	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
	SR 836 EB/NW 87 Ave Entrance		1955	1913	-42	2.1%	0.96	Yes	-	Yes	-
		SR 826 SB Exit	1955	1913	-42	2.1%	0.96	Yes	-	Yes	-
	SR 826 SB Exit		1302	1293	-9	0.7%	0.25	Yes	-	Yes	-
			1302	1291	-11	0.8%	0.31	Yes	-	Yes	-
		SR 826 NB Exit	1302	1293	-9	0.7%	0.25	Yes	-	Yes	-
	SR 826 NB Exit	**End SR 836 EB CD to SR 826 NB**	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
SR 836 EB CD to SR 826 NB Ramps	SR 836 EB Entrance	SR 836 EB CD to SR 826 NB	1955	1914	-41	2.1%	0.93	Yes	-	Yes	-
	SR 836 EB CD to SR 826 NB	SR 826 SB Exit	654	621	-33	5.0%	1.31	Yes	Yes	-	-
	SR 836 EB CD to SR 826 NB	SR 826 NB Exit	1302	1293	-9	0.7%	0.25	Yes	-	Yes	-
SR 836 WB	**Begin SR 836 WB Mainline**		6825	6686	-139	2.0%	1.69	Yes	-	-	Yes
			6825	6671	-154	2.3%	1.87	Yes	-	-	Yes
		NW 72 Ave/NW 87 Ave Exit	6825	6658	-167	2.4%	2.03	Yes	-	-	Yes
	NW 72 Ave/NW 87 Ave Exit		5663	5562	-101	1.8%	1.35	Yes	-	-	Yes
			5663	5546	-117	2.1%	1.56	Yes	-	-	Yes
		SR 826 NB/SB Exit	5663	5538	-125	2.2%	1.67	Yes	-	-	Yes
	SR 826 NB/SB Exit		4033	3923	-110	2.7%	1.74	Yes	-	-	Yes
			4033	3922	-111	2.8%	1.76	Yes	-	-	Yes
			4033	3925	-108	2.7%	1.71	Yes	-	-	Yes
			4033	3929	-104	2.6%	1.65	Yes	-	-	Yes
			4033	3927	-106	2.6%	1.68	Yes	-	-	Yes
			4033	3928	-105	2.6%	1.66	Yes	-	-	Yes
			4033	3931	-102	2.5%	1.62	Yes	-	-	Yes
		SR 826 NB/SB Entrance	4033	3931	-102	2.5%	1.62	Yes	-	-	Yes
	SR 826 NB/SB Entrance		4653	4543	-110	2.4%	1.62	Yes	-	-	Yes
			4653	4543	-110	2.4%	1.62	Yes	-	-	Yes
			4653	4543	-110	2.4%	1.62	Yes	-	-	Yes
			4653	4542	-111	2.4%	1.64	Yes	-	-	Yes
		NW 87 Ave Entrance	4653	4544	-109	2.3%	1.61	Yes	-	-	Yes
	NW 87 Ave Entrance		6912	6595	-317	4.6%	3.86	Yes	-	-	Yes
		End SR 836 WB Mainline	6912	6606	-306	4.4%	3.72	Yes	-	-	Yes
SR 836 WB Ramps	SR 836 WB	NW 72 Ave/NW 87 Ave Exit	1162	1081	-81	7.0%	2.42	Yes	-	Yes	-
	SR 836 WB	SR 826 NB/SB Exit	1630	1618	-12	0.7%	0.30	Yes	-	Yes	-
	SR 826 NB/SB Entrance	SR 836 WB	620	611	-9	1.5%	0.36	Yes	Yes	-	-
	NW 87 Ave Entrance	SR 836 WB	2259	2051	-208	9.2%	4.48	Yes	-	Yes	-

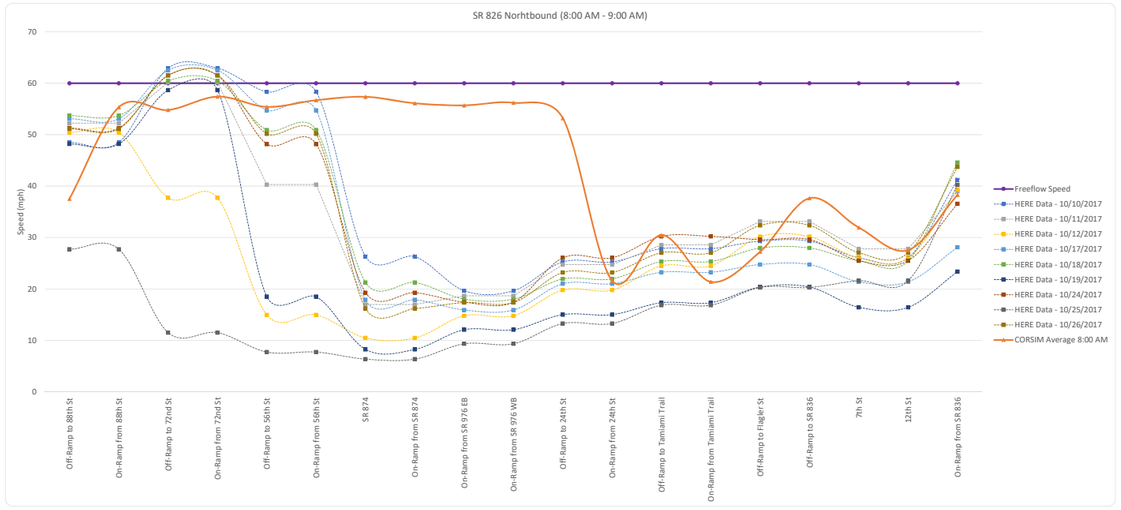
	Location		Peak Hour Volumes								
			Actual	Simulated	Difference	Difference	GEH	GEH	Flow < 700 vph	700 < Flow < 2,700	Flow > 2700 vph
	To	From	Volume	Volume	Volume	Abs %	Statistic	(< 5)	(± 100 vph)	(± 15%)	(± 400 vph)
Facility											
SR 836 WB CD	**Begin SR 836 WB CD**	SR 836 WB Entrance	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
	SR 836 WB Entrance		1162	1080	-82	7.1%	2.45	Yes	-	Yes	-
		NW 72 Ave Exit	1162	1080	-82	7.1%	2.45	Yes	-	Yes	-
	NW 72 Ave Exit		1032	959	-73	7.1%	2.31	Yes	-	Yes	-
			1032	960	-72	7.0%	2.28	Yes	-	Yes	-
			1032	961	-71	6.9%	2.25	Yes	-	Yes	-
			1032	959	-73	7.1%	2.31	Yes	-	Yes	-
		NW 72 Ave Entrance	1032	959	-73	7.1%	2.31	Yes	-	Yes	-
	NW 72 Ave Entrance	SR 826 SB Entrance	2600	2581	-19	0.7%	0.37	Yes	-	Yes	-
	SR 826 SB Entrance	NW 72 Ave Exit	2689	2670	-19	0.7%	0.37	Yes	-	Yes	-
	NW 72 Ave Exit	NW 84 Ave Exit	1793	1641	-152	8.5%	3.67	Yes	-	Yes	-
	NW 84 Ave Exit	SR 826 NB Entrance	1409	1247	-162	11.5%	4.45	Yes	-	Yes	-
	SR 826 NB Entrance		2088	1901	-187	9.0%	4.19	Yes	-	Yes	-
		NW 87 Ave Entrance NB	2088	1900	-188	9.0%	4.21	Yes	-	Yes	-
	NW 87 Ave Entrance NB		2277	2090	-187	8.2%	4.00	Yes	-	Yes	-
		NW 87 Ave Exit	2277	2089	-188	8.3%	4.02	Yes	-	Yes	-
	NW 87 Ave Exit		1523	1310	-213	14.0%	5.66	No	-	Yes	-
		NW 87 Ave Entrance SB	1523	1313	-210	13.8%	5.58	No	-	Yes	-
	NW 87 Ave Entrance SB		2259	2051	-208	9.2%	4.48	Yes	-	Yes	-
		SR 836 WB Exit	2259	2051	-208	9.2%	4.48	Yes	-	Yes	-
	SR 836 WB Exit	**End SR 836 WB CD**	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
SR 836 WB CD Ramps	SR 836 WB Entrance	SR 836 WB CD	1162	1080	-82	7.1%	2.45	Yes	-	Yes	-
	SR 836 WB CD		130	123	-7	5.4%	0.62	Yes	Yes	-	-
		NW 72 Ave1 Exit	130	123	-7	5.4%	0.62	Yes	Yes	-	-
	NW 72 Ave Entrance	SR 836 WB CD	1567	1619	52	3.3%	1.30	Yes	-	Yes	-
	SR 826 SB Entrance		89	90	1	1.1%	0.11	Yes	Yes	-	-
		SR 836 WB CD	89	90	1	1.1%	0.11	Yes	Yes	-	-
	SR 836 WB CD		896	1031	135	15.1%	4.35	Yes	-	No	-
		NW 72 Ave2 Exit	896	1031	135	15.1%	4.35	Yes	-	No	-
	SR 836 WB CD		384	396	12	3.1%	0.61	Yes	Yes	-	-
		NW 84 Ave Exit	384	394	10	2.6%	0.51	Yes	Yes	-	-
	SR 826 NB Entrance	SR 836 WB CD	678	652	-26	3.8%	1.01	Yes	Yes	-	-
	NW 87 Ave NB Entrance		189	188	-1	0.5%	0.07	Yes	Yes	-	-
		SR 836 WB CD	189	189	0	0.0%	0.00	Yes	Yes	-	-
	SR 836 WB CD		754	782	28	3.7%	1.01	Yes	-	Yes	-
		NW 87 Ave Exit	754	782	28	3.7%	1.01	Yes	-	Yes	-
	NW 87 Ave SB Entrance		738	738	0	0.0%	0.00	Yes	-	Yes	-
		SR 836 WB CD	738	738	0	0.0%	0.00	Yes	-	Yes	-
	SR 836 WB CD	SR 836 WB Exit	2259	2051	-208	9.2%	4.48	Yes	-	Yes	-
SR 874 NB	**Begin SR 874 NB**		2177	2180	3	0.1%	0.06	Yes	-	Yes	-
		SW 40 St Exit	2177	2178	1	0.0%	0.02	Yes	-	Yes	-
	SW 40 St Exit		470	474	4	0.9%	0.18	Yes	Yes	-	-
			470	473	3	0.6%	0.14	Yes	Yes	-	-
			470	474	4	0.9%	0.18	Yes	Yes	-	-
		Dummy Ramp Entrance	470	474	4	0.9%	0.18	Yes	Yes	-	-
	Dummy Ramp Entrance	SW 56 St Entrance	470	474	4	0.9%	0.18	Yes	Yes	-	-
	SW 56 St Entrance		1077	1090	13	1.2%	0.39	Yes	-	Yes	-
		SW 40 St Exit	1077	1089	12	1.1%	0.36	Yes	-	Yes	-
	SW 40 St Exit	**End SR 874 NB**	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
SR 874 NB Ramps	SR 974 NB		1708	1704	-4	0.2%	0.10	Yes	-	Yes	-
		SW 40 St Exit	1708	1706	-2	0.1%	0.05	Yes	-	Yes	-
	Dummy Ramp Entrance	SR 974 NB	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
	SR 826 NB Entrance	SR 974 NB	605	616	11	1.8%	0.45	Yes	Yes	-	-
	SR 974 NB	SW 40 St	1077	1090	13	1.2%	0.39	Yes	-	Yes	-
SR 874 SB	**Begin SR 874 SB**	SW 40 St Entrance	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
	SW 40 St Entrance		1416	1411	-5	0.4%	0.13	Yes	-	Yes	-
		Dummy Ramp Exit	1416	1411	-5	0.4%	0.13	Yes	-	Yes	-
	Dummy Ramp Exit		1416	1413	-3	0.2%	0.08	Yes	-	Yes	-
		SW 56 St Exit	2427	2373	-54	2.2%	1.10	Yes	-	Yes	-
	SW 56 St Exit		2427	2374	-53	2.2%	1.08	Yes	-	Yes	-
			791	687	-104	13.1%	3.83	Yes	-	Yes	-
			791	686	-105	13.3%	3.86	Yes	-	Yes	-
		SR 826 SB Entrance	791	686	-105	13.3%	3.86	Yes	-	Yes	-
	SR 826 SB Entrance		791	685	-106	13.4%	3.90	Yes	-	Yes	-
		End SR 874 SB	3260	3038	-222	6.8%	3.96	Yes	-	-	Yes
SR 874 SB Ramps	SW 40 St Entrance	SR 974 SB	3260	3040	-220	6.7%	3.92	Yes	-	-	Yes
	SR 974 SB	Dummy Ramp Exit	1416	1411	-5	0.4%	0.13	Yes	-	Yes	-
	SR 826 SB Entrance	SR 974 SB	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
	SR 974 SB		1010	962	-48	4.8%	1.53	Yes	-	Yes	-
	SR 826 SB Entrance		1635	1686	51	3.1%	1.25	Yes	-	Yes	-
			2470	2355	-115	4.7%	2.34	Yes	-	Yes	-
		SR 974 SB	2470	2353	-117	4.7%	2.38	Yes	-	Yes	-
SW 40 St to SR 826 SB Mainline	**SW 40 St to SR 826 SB Begin**	SW 40 St Entrance	2470	2354	-116	4.7%	2.36	Yes	-	Yes	-
	SW 40 St Entrance		0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
		SW 56 St Exit	1635	1685	50	3.1%	1.23	Yes	-	Yes	-
	SW 56 St Exit	SR 826 SB Exit	1635	1684	49	3.0%	1.20	Yes	-	Yes	-
	SR 826 SB Exit	**SW 40 St to SR 826 SB End**	577	597	20	3.5%	0.83	Yes	Yes	-	-
SW40St to SR826SB Ramp	SW 40 St Entrance	SW 40 St to SR 826 SB	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	Yes	-	-
	SW 40 St to SR 826 SB	SW 56 St Exit	1635	1686	51	3.1%	1.25	Yes	-	Yes	-
	SW 40 St to SR 826 SB	SR 826 SB Exit	1057	1086	29	2.7%	0.89	Yes	-	Yes	-
Transition Links	US-1 NB	SR 826 NB On Ramp	577	599	22	3.8%	0.91	Yes	Yes	-	-
	SW 56 St	SR 826 NB On Ramp	2096	1980	-116	5.5%	2.57	Yes	-	Yes	-
	SW 88 St	SR 826 SB On Ramp	712	726	14	2.0%	0.52	Yes	-	Yes	-
	SW 8 St	SR 826 SB On Ramp	109	106	-3	2.8%	0.29	Yes	Yes	-	-
	SW 72 St	SR 826 SB On Ramp	1123	1158	35	3.1%	1.04	Yes	-	Yes	-
	Flagler St	SR 826 SB On Ramp	375	420	45	12.0%	2.26	Yes	Yes	-	-
	SW 88 St EB	SR 826 NB On Ramp	313	336	23	7.3%	1.28	Yes	Yes	-	-
	SW 72 St	SR 826 NB On Ramp	1073	999	-74	6.9%	2.30	Yes	-	Yes	-
	SW 24 St	SR 826 SB On Ramp	399	404	5	1.3%	0.25	Yes	Yes	-	-
	SW 40 St EB	SR 826 NB On Ramp	605	615	10	1.7%	0.40	Yes	Yes	-	-
	SW 24 St	SR 826 NB On Ramp	1416	1412	-4	0.3%	0.11	Yes	-	Yes	-
	SW 8 St WB	SR 826 NB On Ramp	678	667	-11	1.6%	0.42	Yes	Yes	-	-
	SR 826 SB Off Ramp	SW 24 St	1267	1253	-14	1.1%	0.39	Yes	-	Yes	-
	SR 826 SB Off Ramp	US-1 SB	1211	1246	35	2.9%	1.00	Yes	-	Yes	-
	SR 874 SB Off Ramp	SW 56 St/SR 826 SB	827	814	-13	1.6%	0.45	Yes	-	Yes	-
	SR 826 NB Off Ramp	SW 72 St	361	361	0	0.0%	0.00	Yes	Yes	-	-
	SR 826 NB Off Ramp	SW 40 St	642	615	-27	4.2%	1.08	Yes	Yes	-	-
	SR 826 SB Off Ramp	SW 72 St	553	557	4	0.7%	0.17	Yes	Yes	-	-
	SR 826 NB Off Ramp	SW 24 St	721	731	10	1.4%	0.37	Yes	-	Yes	-
	SR 826 NB Off Ramp	Flagler St/NW 72 Ave	266	258	-8	3.0%	0.49	Yes	Yes	-	-
	SW 8 St EB	SR 826 NB On Ramp	516	535	19	3.7%	0.83	Yes	Yes	-	-
	Flagler St	SR 826 NB On Ramp	1481	1408	-73	4.9%	1.92	Yes	-	Yes	-
	SR 826 SB Off Ramp	SW 88 St	1638	1601	-37	2.3%	0.92	Yes	-	Yes	-
	SR 826 SB Off Ramp	Flagler St	2679	2472	-207	7.7%	4.08	Yes	-	Yes	-
	SR 826 NB Off Ramp	SW 56 St	843	910	67	7.9%	2.26	Yes	-	Yes	-
	SR 826 SB Off Ramp	SW 40 St	750	710	-40	5.3%	1.48	Yes	-	Yes	-

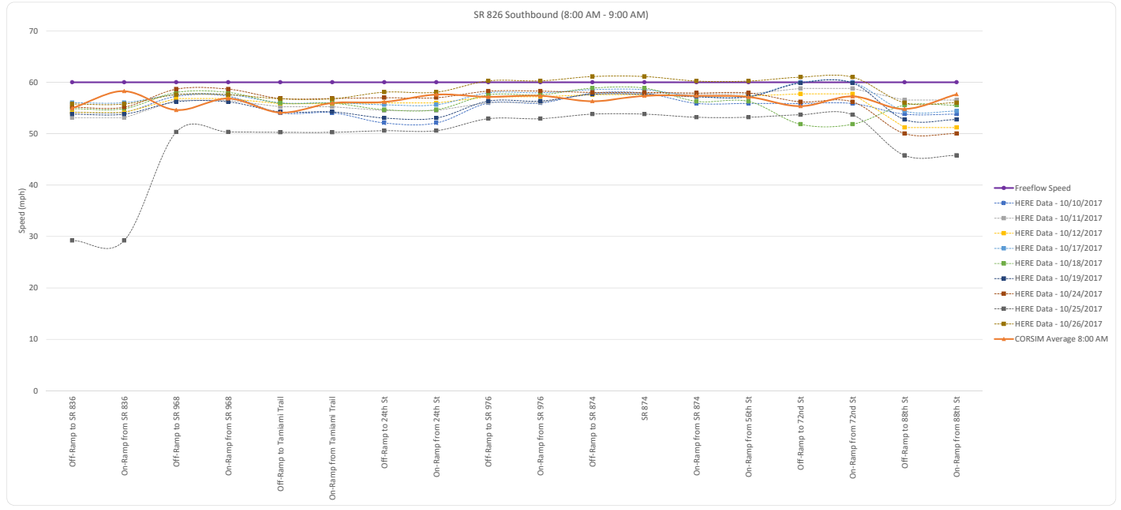
	Location		Peak Hour Volumes								
			Actual	Simulated	Difference	Difference	GEH	GEH	Flow < 700 vph	700 < Flow < 2,700	Flow > 2700 vph
	To	From	Volume	Volume	Volume	Abs %	Statistic	(< 5)	(± 100 vph)	(± 15%)	(± 400 vph)
Facility											
	SR 826 NB Off Ramp	SW 8 St	1057	1087	30	2.8%	0.92	Yes	-	Yes	-
	SW 40 St	SR 826 SB On Ramp	108	100	-8	7.4%	0.78	Yes	Yes	-	-
	SR 826 SB Off Ramp	SW 8 St	266	256	-10	3.8%	0.62	Yes	Yes	-	-
	SR 826 NB Off Ramp	SW 88 St	466	447	-19	4.1%	0.89	Yes	Yes	-	-
	Flagler St	SR 836 EB Ramp	520	515	-5	1.0%	0.22	Yes	Yes	-	-
	SR 826 NB/SW 56 St	SR 874 NB On Ramp	1446	1392	-54	3.7%	1.43	Yes	-	Yes	-
	SW 40 St	SR 874 SB On Ramp	1069	1005	-64	6.0%	1.99	Yes	-	Yes	-
	SW 88 St WB	SR 826 NB On Ramp	859	842	-17	2.0%	0.58	Yes	-	Yes	-
	SR 874 NB Off Ramp	SW 40 St	1262	1261	-1	0.1%	0.03	Yes	-	Yes	-
	SW 40 St WB	SR 826 NB On Ramp	1413	1402	-11	0.8%	0.29	Yes	-	Yes	-
	SR 874 NB Off Ramp	SW 40 St	1077	1089	12	1.1%	0.36	Yes	-	Yes	-

Percent Links with GEH Statistic <5	97%

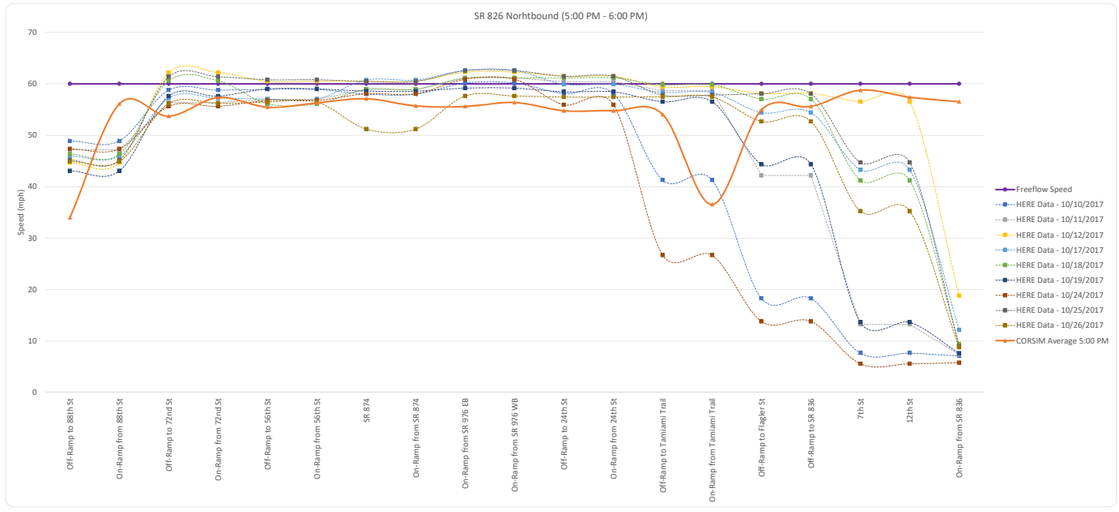
GEH	Flow < 700 vph	700 < Flow <2,700	Flow > 2700 vph
(< 5)	(± 100 vph)	(± 15%)	(± 400 vph)
97.2%	97.4%	99.2%	89.3%
488	147	245	125
14	4	2	15

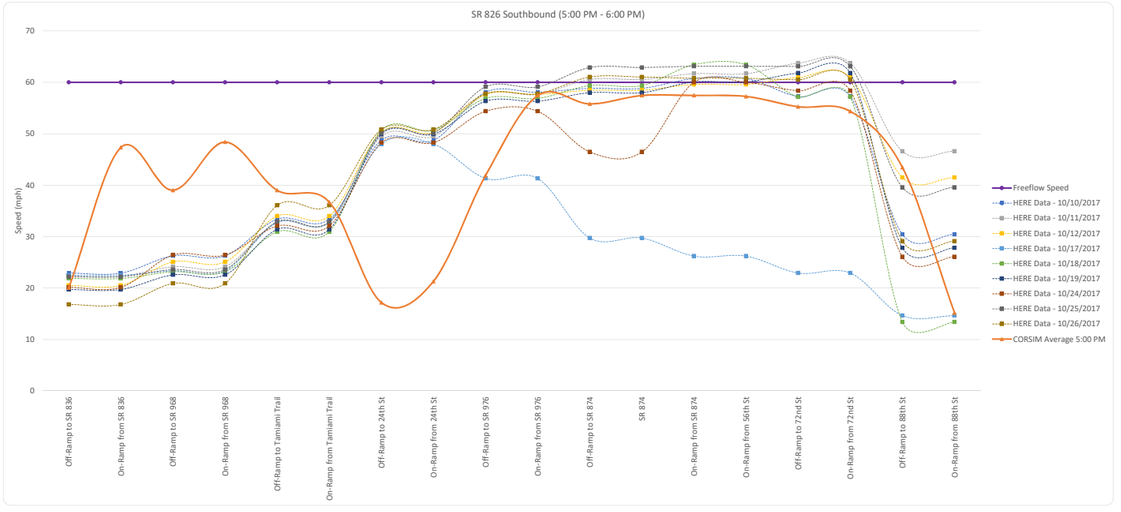
AM PEAK SPEED PROFILES





PM PEAK SPEED PROFILES





Section 6

Existing 2017 AM and PM Peak FRESIM Output

Table X
Base Model - AM peak
Freeway Measures of Effectiveness

LOS A	<10 vplph
LOS B	10<20 vplph
LOS C	20<28 vplph
LOS D	28<35 vplph
LOS E	35<43 vplph
LOS F	>43 vplph

Simulation Start Time:	8:00 AM
Current Time:	8:00 AM - 9:00 AM

Facility	Location To	Location From	Node From	Node To	Length (ft)	Hourly Volumes Actual	Simulated	Difference	% Vol diff	Link Statistics Speed (mph)	Density (vplpm)	LOS	Aggregate Statistics Speed (mph)	Density (vplpm)	LOS	Total Throughput Actual	Simulated	Difference	% Vol diff
SR 826 NB	**Begin SR 826 NB Mainline**		1000	1005	211	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
			1005	1010	454	2882	2538	-344	-12	47	18	B				10491	9443	-1048	-10
			1010	1015	555	2882	2537	-345	-12	47	18	B				10491	9444	-1047	-10
			1015	1020	689	2882	2538	-344	-12	47	27	C				10491	9448	-1043	-10
		SW 88 St Exit	1020	1025	249	2882	2539	-343	-12	47	27	C				10491	9447	-1044	-10
	SW 88 St Exit		1025	1030	494	2783	2462	-321	-12	51	24	C				10132	9168	-964	-10
			1030	1035	496	2783	2459	-324	-12	57	22	C				10132	9168	-964	-10
		SW 88 St EB Entrance	1035	1040	1423	2783	2460	-323	-12	57	21	C				10132	9164	-968	-10
	SW 88 St EB Entrance	SW 88 St WB Entrance	1040	1045	1426	3693	3312	-381	-10	56	20	B				13445	12316	-1129	-8
	SW 88 St WB Entrance	SW 72 St Exit	1045	1050	1488	4177	3793	-384	-9	55	22	C				15208	14079	-1129	-7
	SW 72 St Exit		1050	1055	1303	3771	3433	-338	-9	57	20	B				13726	12754	-972	-7
		SW 72 St Entrance	1055	1060	1335	3771	3431	-340	-9	58	20	B				13726	12756	-970	-7
	SW 72 St Entrance		1060	1065	1069	4691	4447	-244	-5	55	18	B				17078	16466	-612	-4
		SW 56 St Exit	1065	1070	1046	4691	4443	-248	-5	56	20	B				17078	16468	-610	-4
	SW 56 St Exit		1070	1075	668	4062	3850	-212	-5	57	17	B				14786	14256	-530	-4
		SW 40 St Exit	1075	1080	644	4062	3851	-211	-5	56	17	B				14786	14258	-528	-4
	SW 40 St Exit		1080	1085	660	3586	3391	-195	-5	58	20	B				13054	12585	-469	-4
			1085	1090	662	3586	3391	-195	-5	57	20	B				13054	12586	-468	-4
			1090	1095	911	3586	3390	-196	-5	57	20	B				13054	12590	-464	-4
			1095	1100	544	3586	3387	-199	-6	57	20	B				13054	12587	-467	-4
			1100	1105	544	3586	3386	-200	-6	57	20	B				13054	12591	-463	-4
		SW 56 St Entrance	1105	1110	545	3586	3383	-203	-6	57	20	B				13054	12595	-459	-4
	SW 56 St Entrance	SR 874 Entrance	1110	1115	1011	4232	4045	-187	-4	56	18	B				15405	15058	-347	-2
	SR 874 Entrance	SW 40 St EB Entrance	1115	1120	893	7000	6809	-191	-3	56	19	B				25486	25134	-352	-1
	SW 40 St EB Entrance		1120	1125	557	7646	7426	-220	-3	55	19	B				27836	27443	-393	-1
			1125	1130	568	7646	7428	-218	-3	55	20	B				27836	27443	-393	-1
			1130	1135	555	7646	7426	-220	-3	57	22	C				27836	27444	-392	-1
		SW 40 St WB Entrance	1135	1140	559	7646	7429	-217	-3	57	22	C				27836	27440	-396	-1
	SW 40 St WB Entrance		1140	1145	918	8385	8155	-230	-3	54	23	C				30521	30093	-428	-1
			1145	1150	917	8385	8155	-230	-3	54	25	C				30521	30090	-431	-1
		SW 24 St Exit	1150	1155	917	8385	8148	-237	-3	52	25	C				30521	30089	-432	-1
	SW 24 St Exit	SW 24 St Entrance	1155	1160	1043	7568	7309	-259	-3	53	25	C				27552	27146	-406	-1
	SW 24 St Entrance		1160	1165	933	8421	8093	-328	-4	43	32	D				30654	30246	-408	-1
			1165	1170	933	8421	8016	-405	-5	32	49	F				30654	30251	-403	-1
			1170	1175	693	8421	7960	-461	-5	26	59	F				30654	30247	-407	-1
		SW 8 St Exit	1175	1180	471	8421	7915	-506	-6	21	73	F				30654	30245	-409	-1
	SW 8 St Exit		1180	1185	807	7532	7009	-523	-7	24	63	F				27420	26874	-546	-2
			1185	1190	796	7532	6983	-549	-7	30	50	F				27420	26869	-551	-2
			1190	1195	701	7532	6958	-574	-8	29	53	F				27420	26872	-548	-2
		SW 8 St EB Entrance	1195	1200	702	7532	6933	-599	-8	26	60	F				27420	26871	-549	-2
	SW 8 St EB Entrance	SW 8 St WB Entrance	1200	1205	343	8357	7737	-620	-7	20	68	F				30427	29859	-568	-2
	SW 8 St WB Entrance		1205	1210	715	8999	8336	-663	-7	22	55	F				32760	32086	-674	-2
		Flagler St/NW72Ave Exit	1210	1215	716	8999	8328	-671	-7	32	37	E				32760	32080	-680	-2
	Flagler St/NW72Ave Exit		1215	1220	530	7297	6761	-536	-7	36	32	D				26568	26062	-506	-2
		SR 836 EB/WB Exit	1220	1225	531	7297	6757	-540	-7	40	28	D				26568	26061	-507	-2
	SR 836 EB/WB Exit		1225	1230	927	5170	4783	-387	-7	40	32	D				18820	18459	-361	-2
			1230	1235	927	5170	4761	-409	-8	30	45	F				18820	18456	-364	-2
		Flagler St Entrance	1235	1240	929	5170	4732	-438	-8	26	53	F				18820	18453	-367	-2
	Flagler St Entrance		1240	1245	791	6018	5495	-523	-9	24	52	F				21909	21344	-565	-3
		SR 836 WB/NW 72 Ave Entranc	1245	1250	790	6018	5490	-528	-9	32	43	F				21909	21341	-568	-3
	SR 836 WB/NW 72 Ave Entrance		1250	1255	512	7911	7449	-462	-6	35	36	E				28801	28466	-335	-1
		SR 836 EB Entrance	1255	1260	512	7911	7447	-464	-6	42	30	D				28801	28466	-335	-1
	SR 836 EB Entrance		1260	1265	776	9996	9519	-477	-5	53	26	C				36389	36025	-364	-1
			1265	1270	776	9996	9515	-481	-5	55	25	C				36389	36026	-363	-1
		NW 25 St Exit	1270	1275	755	9996	9517	-479	-5	51	27	C				36389	36023	-366	-1
	NW 25 St Exit		1275	1280	890	7923	7528	-395	-5	57	22	C				28841	28513	-328	-1
			1280	1285	861	7923	7531	-392	-5	55	26	C				28841	28513	-328	-1
		NW 25 St Entrance	1285	1290	861	7923	7530	-393	-5	57	27	C				28841	28511	-330	-1
	NW 25 St Entrance		1290	1295	1480	8475	8080	-395	-5	57	24	C				30855	30519	-336	-1
		End SR 826 NB Mainline	1295	1300	1464	8475	8078	-397	-5	57	23	C				30855	30513	-342	-1
SR 826 NB Ramps	US-1 NB	SR 826 NB	1500	1005	352	2882	2540	-342	-12	48	27	C				10491	9440	-1051	-10
	SR 826 NB	Dummy Rd Exit	1015	1501	265	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	SR 826 NB		1025	1504	510	98	78	-20	-20	40	2	A				359	282	-77	-21
		SW 88 St Exit	1504	1505	233	98	78	-20	-20	40	1	A				359	282	-77	-21
	SW 88 St EB Entrance		1510	1515	282	911	851	-60	-7	28	30	D				3313	3156	-157	-5
			1515	1520	821	911	851	-60	-7	36	23	C				3313	3156	-157	-5
		SR 826 NB	1520	1040	490	911	850	-61	-7	37	23	C				3313	3156	-157	-5
	SW 88 St WB Entrance		1525	1530	360	484	480	-4	-1	39	12	B				1763	1763	0	0
			1530	1535	693	484	480	-4	-1	39	13	B				1763	1762	-1	0
		SR 826 NB	1535	1045	689	484	480	-4	-1	38	13	B				1763	1763	0	0
	SR 826 NB		1050	1540	434	408	360	-48	-12	39	9	A				1483	1325	-158	-11
		SW 72 St Exit	1540	1545	543	408	360	-48	-12	37	6	A				1483	1328	-155	-10
	SW 72 St Entrance		1550	1555	226	921	1015	94	10	39	12	B				3354	3707	353	11
		SR 826 NB	1555	1060	489	921	1014	93	10	39	13	B				3354	3703	349	10
	SR 826 NB		1070	1560	571	629	594	-35	-6	39	15	B				2290	2217	-73	-3
			1560	1565	468	629	593	-36	-6	39	15	B				2290	2216	-74	-3
		SW 56 St Exit	1565	1570	381	629	593	-36	-6	37	16	B				2290	2217	-73	-3
	SR 826 NB		1080	1575	312	477	457	-20	-4	44	10	B				1733	1677	-56	-3
			1575	1580	552	477	457	-20	-4	44	10	B				1733	1675	-58	-3
			1580	1585	341	477	459	-18	-4	44	10	B				1733	1678	-55	-3
		SW 40 St Exit	1585	1590	136	477	459	-18	-4	44	10	B				1733	1678	-55	-3
	SW 56 St Entrance		1595	1600	231	646	662	16	2	42	16	B				2351	2465	114	5
		SR 826 NB	1600	1110	640	646	662	16	2	44	15	B				2351	2467	116	5
	SR 874 Entrance		1605	1610	760	2769	2766	-3	0	48	19	B				10080	10069	-11	0
			1610	1615	648	2769	2764	-5	0	48	19	B				10080	10070	-10	0
		SR 826 NB	1615	1115	716	2769	2764	-5	0	48	19	B				10080	10070	-10	0
	SW 40 St EB Entrance		1620	1625	168	645	617	-28	-4	23	27	C				2347	2306	-41	-2
			1625	1630	244	645	618	-27	-4	23	27	C				2347	2310	-37	-2
		SR 826 NB	1630	1120	147	645	617	-28	-4	24	26	C				2347	2307	-40	-2
	SW 40 St WB Entrance		1635	1640	223	738	732	-6	-1	39	19	B				2686	2645	-41	-2
		SR 826 NB	1640	1140	1084	738	732	-6	-1	39	19	B				2686	2645	-41	-2
	SR 826 NB		1155	1645	220	817	807	-10	-1	31	37	E				2971	2937	-34	-1
		SW 24 St Exit	1645	1650	302	817	805	-12	-1	23	47	F				2971	2936	-35	-1
	SW 24 St Entrance		1655	1660	178	853	848	-5	-1	28	31	D				3102	3095	-7	0
		SR 826 NB	1660	1160	401	853	845	-8	-1	34	28	D				3102	3097	-5	0
	SR 826 NB		1180	1665	383	888	872	-16	-2	37	12	B				3232	3369	137	4
			1665	1670	501	888	873	-15	-2	45	10	A				3232	3368	136	4
		SW 8 St Exit	1670	1675	474	888	874	-14	-2	35	12	B				3232	3369	137	4
	SW 8 St EB Entrance		1680	1685	226	825	827	2	0	23	36	E				3005	2989	-16	-1
			1685	1690	262	825	826	1	0	23	36	E				3005	2989	-16	-1
			1690	1695	249	825	825	0	0	23	35	E				3005	2988	-17	-1
			1695	1700	329	825	825	0	0	33	25	C				3005	2989	-16	-1
			1700	1705	508	825	825	0	0	37	22	C				3005	2988	-17	-1
			1705	1710	511	825	824	-1	0	36	23	C				3005	2989	-16	-1
		SR 826 NB	1710	1200	346	825	823	-2	0	25	34	D				3005	2987	-18	-1
	SW 8 St WB Entrance		1715	1720	602	641	621	-20	-3	39	16	B				2333	2236	-97	-4
		SR 826 NB	1720	1205	170	641	621	-20	-3	39	16	B				2333	2236	-97	-4
	SR 826 NB	FlaglerSt/NW 72 Ave Exit	1215	1725	193	1701	1563	-138	-8	44	18	B				6191	6015	-176	-3
	SR 826 NB	SR 836 EB/WB Exit	1225	1730	310	2128	1970	-158	-7	48	14	B				7746	7596	-150	-2
	Flagler St Entrance		1735	1740	449	849	785	-64	-8	38	17	B				3089	2894	-195	-6
		SR 826 NB	1740	1240	234	849	784	-65	-8	35	23	C				3089	2896	-193	-6
	SR 836 WB/NW 72 Ave Entrance	SR 826 NB	1745	1250	250	1893	1958	65	3	42	24	C				6891	7125	234	3
	SR 836 EB Entrance		1750	1755	596	2085	2073	-12	-1	39	26	C				7593	7561	-32	0
		SR 826 NB	1755	1260	567	2085	2073	-12	-1	41	43	F				7593	7563	-30	0
	SR 826 NB		1275	1760	378	2075	1987	-88	-4	39	25	C				7554	7508	-46	-1
		NW 25 St Exit	1760	1765	263	2075	1987	-88	-4	39	25	C				7554	7509	-45	-1
	NW 25 St Entrance		1770	1775	218	554	554	0	0	40	15	B				2017	2015	-2	0
		SR 826 NB	1775	1290	590	554	553	-1	0	40	14	B				2017	2015	-2	0
	Begin SR 826 SB Mainline	Dummy Ramp Entrance	2000	2005	193	9572	9569	-3	0	57	37	E				34847	34845	-2	0
	Dummy Ramp Entrance		2005	2010	1049	9572	9569	-3	0	58	27	C				34847	34854	7	0
			2010	2015	1049	9572	9566	-6	0	57	28	C				34847	34860	13	0
		NW 25 St Exit	2015	2020	1049	9572	9564	-8	0	55	29	D				34847	34862	15	0
	NW 25 St Exit		2020	2025	700	8019	8029	10	0	57	28	D				29194	29291	97	0
		Dummy Ramp Entrance	2025	2030	700	8019	8024	5	0	57	28	D				29194	29301	107	0
	Dummy Ramp Entrance		2030	2035	698	8019	8026	7	0	57	23	C				29194	29300	106	0
		NW 25 St Entrance	2035	2040	700	8019	8025	6	0	57	23	C				29194	29297	103	0
	NW 25 St Entrance		2040	2045	804	8512	8516	4	0	56	20	B				30987	31094	107	0
			2045	2050	806	8512	8514	2	0	55	22	C				30987	31099	112	0
		SR 836 EB/WB Exit	2050	2055	805	8512	8510	-2	0	54	23	C				30987	31099	112	0

SR 826 SB	SR 836 EB/WB Exit	NW 72 Ave/NW 87 Ave Exit	2055	2060	999	5792	5779	-13	0	55	21	C				21085	21129	44	0
	NW 72 Ave/NW 87 Ave Exit	Flagler St/SW 8 St Exit	2060	2065	955	5310	5266	-44	-1	54	19	B				19334	19288	-46	0
	Flagler St/SW 8 St Exit		2065	2070	895	3559	3514	-45	-1	58	15	B				12958	12942	-16	0
			2070	2075	898	3559	3516	-43	-1	59	15	B				12958	12940	-18	0
		SR 836 EB/WB Entrance	2075	2080	896	3559	3515	-44	-1	58	15	B				12958	12940	-18	0
	SR 836 EB/WB Entrance		2080	2085	614	5864	5717	-147	-3	54	18	B				21350	21068	-282	-1
			2085	2090	614	5864	5713	-151	-3	57	20	C				21350	21066	-284	-1
			2090	2095	614	5864	5714	-150	-3	58	20	B				21350	21073	-277	-1
			2095	2100	1045	5864	5709	-155	-3	58	20	B				21350	21073	-277	-1
		Flagler St Entrance	2100	2105	456	5864	5709	-155	-3	58	20	B				21350	21074	-276	-1
	Flagler St Entrance		2105	2110	820	6960	6821	-139	-2	54	21	C				25340	25160	-180	-1
			2110	2115	819	6960	6816	-144	-2	56	24	C				25340	25163	-177	-1
		SW 8 St Entrance	2115	2120	820	6960	6815	-145	-2	57	24	C				25340	25164	-176	-1
	SW 8 St Entrance		2120	2125	772	7604	7437	-167	-2	57	22	C				27681	27464	-217	-1
			2125	2130	773	7604	7437	-167	-2	57	22	C				27681	27466	-215	-1
		SW 24 St Exit	2130	2135	771	7604	7435	-169	-2	55	23	C				27681	27467	-214	-1
	SW 24 St Exit	SW 24 St Entrance	2135	2140	1216	6620	6432	-188	-3	58	19	B				24099	23762	-337	-1
	SW 24 St Entrance		2140	2145	1168	7219	7024	-195	-3	57	18	B				26281	25909	-372	-1
			2145	2150	1168	7219	7024	-195	-3	57	20	C				26281	25916	-365	-1
		SW 40 St Exit	2150	2155	1169	7219	7015	-204	-3	57	18	B				26281	25921	-360	-1
	SW 40 St Exit		2155	2160	555	5868	5681	-187	-3	58	16	B				21362	20979	-383	-2
			2160	2165	554	5868	5678	-190	-3	58	16	B				21362	20979	-383	-2
			2165	2170	556	5868	5678	-190	-3	58	16	B				21362	20977	-385	-2
			2170	2175	555	5868	5677	-191	-3	58	16	B				21362	20983	-379	-2
		SW 56 St Exit	2175	2180	554	5868	5679	-189	-3	57	17	B				21362	20982	-380	-2
	SW 56 St Exit	SR 874 Exit	2180	2185	1240	5165	4964	-201	-4	56	15	B				18804	18431	-373	-2
	SR 874 Exit		2185	2190	570	3759	3569	-190	-5	57	21	C				13682	13284	-398	-3
			2190	2195	569	3759	3569	-190	-5	58	21	C				13682	13286	-396	-3
			2195	2200	569	3759	3568	-191	-5	57	21	C				13682	13282	-400	-3
			2200	2205	569	3759	3565	-194	-5	57	21	C				13682	13283	-399	-3
			2205	2210	569	3759	3564	-195	-5	57	21	C				13682	13281	-401	-3
		SW 40 St Entrance	2210	2215	569	3759	3564	-195	-5	57	21	C				13682	13283	-399	-3
	SW 40 St Entrance		2215	2220	979	4234	4067	-167	-4	57	18	B				15414	15109	-305	-2
		SW 56 St Entrance	2220	2225	979	4234	4070	-164	-4	58	18	B				15414	15110	-304	-2
	SW 56 St Entrance		2225	2230	1302	4465	4321	-144	-3	57	18	B				16256	16029	-227	-1
		SW 24 St Exit	2230	2235	1302	4465	4319	-146	-3	54	20	B				16256	16023	-233	-1
	SW 24 St Exit		2235	2240	1167	3346	3214	-132	-4	57	19	B				12177	11969	-208	-2
		SW 24 St Entrance	2240	2245	1167	3346	3210	-136	-4	58	19	B				12177	11962	-215	-2
	SW 24 St Entrance		2245	2250	835	3634	3516	-118	-3	55	19	B				13232	13080	-152	-1
		SW 88 St Exit	2250	2255	833	3634	3519	-115	-3	55	21	C				13232	13080	-152	-1
	SW 88 St Exit		2255	2260	1011	2067	1965	-102	-5	58	17	B				7525	7323	-202	-3
			2260	2265	1011	2067	1966	-101	-5	58	17	B				7525	7319	-206	-3
			2265	2270	1012	2067	1967	-100	-5	58	17	B				7525	7316	-209	-3
		SW 88 St Entrance	2270	2275	962	2067	1965	-102	-5	57	17	B				7525	7313	-212	-3
	SW 88 St Entrance	Dummy Ramp Entrance	2275	2280	588	2136	2038	-98	-5	56	15	B				7776	7573	-203	-3
	Dummy Ramp Entrance		2280	2285	542	2136	2039	-97	-5	51	13	B				7776	7570	-206	-3
		US-1 SB Exit	2285	2290	501	2136	2040	-96	-4	47	14	B				7776	7572	-204	-3
	US-1 SB Exit	**End SR 826 SB Mainline**	2290	2295	132	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
SR 826 SB Ramps	Dummy Ramp Entrance	SR 826 SB	2500	2005	171	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	SR 826 SB		2020	2505	709	1553	1532	-21	-1	37	41	E				5652	5575	-77	-1
		NW 25 St Exit	2505	2510	247	1553	1533	-20	-1	37	41	E				5652	5575	-77	-1
	Dummy Ramp Entrance	SR 826 SB	2515	2030	149	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	NW 25 St Entrance		2520	2525	306	494	495	1	0	40	7	A				1796	1795	-1	0
		SR 826 SB	2525	2040	453	494	494	0	0	40	6	A				1796	1796	0	0
	SR 826 SB	SR 836 EB/WB Exit	2055	2530	213	2720	2728	8	0	48	19	B				9902	9978	76	1
	SR 826 SB		2060	2535	330	481	512	31	6	49	10	B				1750	1843	93	5
		NW 72 Ave/NW 87 Ave Exit	2535	2540	233	481	513	32	7	49	10	B				1750	1843	93	5
	SR 826 SB	Flagler St/SW 8 St Exit	2065	2545	279	1752	1752	0	0	43	20	C				6377	6350	-27	0
	SR 836 EB/WB Entrance	SR 826 SB	2550	2080	406	2306	2204	-102	-4	45	24	C				8397	8126	-271	-3
	Flagler St Entrance	SR 826 SB	2555	2105	289	1096	1113	17	2	43	26	C				3990	4082	92	2
	SW 8 St Entrance		2560	2565	781	643	624	-19	-3	37	16	B				2341	2301	-40	-2
		SR 826 SB	2565	2120	341	643	624	-19	-3	38	16	B				2341	2301	-40	-2
	SR 826 SB		2135	2570	443	985	1000	15	2	38	26	C				3584	3705	121	3
		SW 24 St Exit	2570	2575	236	985	999	14	1	33	19	B				3584	3706	122	3
	SW 24 St Entrance		2580	2585	146	599	594	-5	-1	24	24	C				2181	2143	-38	-2
		SR 826 SB	2585	2140	380	599	596	-3	-1	34	17	B				2181	2144	-37	-2
	SR 826 SB		2155	2590	444	1351	1336	-15	-1	49	14	B				4918	4946	28	1
		SW 40 St Exit	2590	2595	379	1351	1336	-15	-1	49	14	B				4918	4946	28	1
	SR 826 SB	SW 56 St Exit	2180	2600	633	704	711	7	1	48	15	B				2560	2555	-5	0
	SR 826 SB		2185	2605	701	1407	1395	-12	-1	49	10	A				5122	5145	23	0
		SR 874 Exit	2605	2610	528	1407	1396	-11	-1	49	9	A				5122	5149	27	1
	SW 40 St Entrance	SR 826 SB	2615	2215	373	477	505	28	6	45	11	B				1733	1830	97	6
	SW 56 St Entrance		2620	2625	725	231	252	21	9	37	6	A				839	921	82	10
		SR 826 SB	2625	2225	668	231	251	20	9	39	6	A				839	922	83	10
	SR 826 SB	SW 72 St Exit	2235	2630	376	1120	1100	-20	-2	39	14	B				4076	4052	-24	-1
	SW 72 St Entrance		2635	2640	341	290	306	16	6	39	7	A				1056	1120	64	6
		SR 826 SB	2640	2245	570	290	307	17	6	39	8	A				1056	1121	65	6
	SR 826 SB		2255	2645	738	1568	1557	-11	-1	49	16	B				5709	5749	40	1
		SW 88 St Exit	2645	2650	225	1568	1557	-11	-1	49	16	B				5709	5750	41	1
	SW 88 St Entrance		2655	2660	172	70	72	2	3	30	2	A				252	260	8	3
			2660	2665	179	70	72	2	3	30	2	A				252	259	7	3
		SR 826 SB	2665	2275	632	70	72	2	3	38	2	A				252	261	9	4
	Dummy Ramp Entrance	SR 826 SB	2670	2280	160	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	SR 826 SB	US-1 SB Exit	2290	2675	163	2136	2038	-98	-5	48	21	C				7776	7569	-207	-3
SR 826 NB to SR 836 EB CD	**Begin SR 826 NB To SR 826 EB CD**	SR 826 NB Entrance	1310	1315	201	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	SR 826 NB Entrance		1315	1320	232	2128	1970	-158	-7	49	10	B				7746	7599	-147	-2
		SR 836 WB Exit	1320	1325	187	2128	1970	-158	-7	48	10	B				7746	7598	-148	-2
	SR 836 WB Exit	Dummy Ramp Exit	1325	1330	317	1421	1311	-110	-8	49	9	A				5177	5070	-107	-2
	Dummy Ramp Exit		1330	1335	305	1421	1311	-110	-8	49	13	B				5177	5068	-109	-2
			1335	1340	388	1421	1310	-111	-8	49	13	B				5177	5066	-111	-2
			1340	1345	388	1421	1312	-109	-8	49	13	B				5177	5068	-109	-2
			1345	1350	670	1421	1311	-110	-8	49	13	B				5177	5069	-108	-2
			1350	1355	681	1421	1311	-110	-8	49	13	B				5177	5067	-110	-2
		SR 826 SB Entrance	1355	1360	576	1421	1311	-110	-8	49	13	B				5177	5064	-113	-2
	SR 826 SB Entrance	SR 836 EB Exit	1360	1365	224	2942	2833	-109	-4	48	20	B				10709	10645	-64	-1
	SR 836 EB Exit	**End SR 826 NB To SR 826 EB CD**	1365	1370	143	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
SR 826 NB to SR 836 EB CD Ramps	SR 826 NB Entrance	SR 826 NB To SR 836 EB CD	1730	1315	305	2128	1970	-158	-7	50	13	B				7746	7598	-148	-2
	SR 826 NB To SR 836 EB CD		1325	1780	335	705	658	-47	-7	49	7	A				2569	2527	-42	-2
			1780	1785	427	705	658	-47	-7	49	7	A				2569	2527	-42	-2
			1785	1790	440	705	658	-47	-7	50	7	A				2569	2528	-41	-2
		SR 836 WB Exit	1790	1795	470	705	656	-49	-7	49	7	A				2569	2527	-42	-2
	SR 826 NB To SR 836 EB CD	Dummy Ramp Exit	1330	1800	150	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	SR 826 SB Entrance		1805	1810	840	1521	1522	1	0	46	17	B				5535	5579	44	1
			1810	1815	930	1521	1521	0	0	46	30	D				5535	5580	45	1
		SR 826 NB To SR 836 EB CD	1815	1360	337	1521	1522	1	0	46	33	D				5535	5578	43	1
	SR 826 NB To SR 836 EB CD	SR 836 EB Exit	1365	3525	171	2942	2831	-111	-4	48	20	B				10709	10642	-67	-1
SR 836 WB to SR 826 NB CD	**Begin SR 836 WB to SR 826 NB CD**	SR 836 WB Entrance	1380	1385	113	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	SR 836 WB Entrance		1385	1390	138	3287	3274	-13	0	48	17	B				11962	11948	-14	0
		Dummy Ramp Exit	1390	1395	140	3287	3273	-14	0	48	17	B				11962	11947	-15	0
	Dummy Ramp Exit	SR 826 SB Exit	1395	1400	376	3287	3273	-14	0	49	22	C				11962	11948	-14	0
	SR 826 SB Exit		1400	1405	276	1508	1577	69	5	48	16	B				5490	5720	230	4
			1405	1410	494	1508	1579	71	5	49	16	B				5490	5717	227	4
			1410	1415	459	1508	1579	71	5	49	16	B				5490	5720	230	4
		NW 72 Ave Entrance	1415	1420	497	1508	1580	72	5	49	16	B				5490	5720	230	4
	NW 72 Ave Entrance		1420	1425	121	1893	1960	67	4	48	14	B				6891	7124	233	3
		SR 826 NB Exit	1425	1430	128	1893	1960	67	4	47	14	B				6891	7124	233	3
	SR 826 NB Exit	**End SR 836 WB to SR 826 NB CD**	1430	1435	238	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
SR 836 WB to SR 826 NB CD	SR 836 WB Entrance	SR 836 WB to SR 826 NB CD	4505	1385	301	3287	3274	-13	0	48	23	C				11962	11946	-16	0
	SR 836 WB to SR 826 NB CD	Dummy Ramp Exit	1395	1830	100	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	SR 836 WB to SR 826 NB CD		1400	1835	278	1778	1697	-81	-5	48	18	B				6472	6230	-242	-4
		SR 826 SB Exit	1835	1840	508	1778	1697	-81	-5	49	17	B				6472	6232	-240	-4
	NW 72 Ave Entrance	SR 836 WB to SR 826 NB CD	1845	1420	203	384	379	-5	-1	44	9	A				1399	1403	4	0
	SR 836 WB to SR 826 NB CD	SR 826 NB Exit	1430	1745	192	1893	1960	67	4	37	18	B				6891	7126	235	3
NW 72 Ave to SR 826 NB	**Begin NW 72 Ave to SR 826 NB CD**		1450	1455	251	770	770	0	0	44	9	A				2801	2799	-2	0
		SR 836 WB Exit	1455	1460	321	770	769	-1	0	44	9	A				2801	2800	-1	0
	SR 836 WB Exit		1460	1465	246	384	380	-4	-1	44	9	A				1399	1402	3	0
		SR 826 NB Exit	1465	1470	327	384	380	-4	-1	44	9	A				1399	1403	4	0
	SR 826 NB Exit	**End NW 72 Ave to SR 826 NB CD**	1470	1475	141	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
NW 72 Ave to SR 826 NB Ramps	NW 72 Ave to SR 826 NB CD	SR 836 WB Exit	1460	4530	254	384	388	4	1	44	9	A				1398	1395	-3	0
	NW 72 Ave to SR 826 NB CD	SR 826 NB Exit	1470	1845	176	384	380	-4	-1	44	9	A				1399	1402	3	0
SR 826 SB to SR 836 WB CD	**Begin SR 826 SB to SR 836 WB CD**	SR 826 SB Entrance	2370	2375	120	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	SR 826 SB Entrance		2375	2380	150	2720	2726	6	0	48	14	B				9902	9979	77	1
		SR 836 EB Exit	2380	2385	150	2720	2725	5	0	47	15	B				9902	9976	74	1
	SR 836 EB Exit	Dummy Ramp Exit	2385	2390	410	1201	1203	2	0	48	8	A				4369	4404	35	1
	Dummy Ramp Exit		2390	2395	429	1201	1203	2	0	49	12	B				4369	4403	34	1
			2395	2400	579	1201	1203	2	0	49	12	B				4369	4405	36	1
		SR 826 NB Entrance	2400	2405	728	1201	1203	2	0	48	12	B				4369	4404	35	1
	SR 826 NB Entrance	Dummy Ramp Entrance	2405	2410	538	1906	1861	-45	-2	48	13	B				6938	6933	-5	0

SR 826	Dummy Ramp Entrance	SR 836 WB Exit	2410	2415	538	1906	1861	-45	-2	47	10	A				6938	6934	-4	0
	SR 836 WB Exit	NW 87 Ave Exit	2415	2420	234	602	572	-30	-5	46	4	A				2188	2134	-54	-2
	NW 87 Ave Exit	**End SR 826 SB to SR 836 WB CD**	2420	2425	139	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
SR 826 SB to SR 836 WB CD Ramps	SR 826 SB Entrance	SR 826 SB to SR 836 WB CD	2530	2375	166	2720	2726	6	0	48	19	B				9902	9977	75	1
	SR 826 SB to SR 836 WB CD		2385	2745	442	1521	1522	1	0	48	16	B				5535	5572	37	1
			2745	2750	501	1521	1523	2	0	49	16	B				5535	5575	40	1
			2750	2755	583	1521	1522	1	0	49	16	B				5535	5577	42	1
		SR 836 EB Exit	2755	1805	561	1521	1523	2	0	49	16	B				5535	5580	45	1
	SR 826 SB to SR 836 WB CD	Dummy Ramp Exit	2390	2760	161	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	SR 826 NB Entrance		1795	2765	496	705	657	-48	-7	49	7	A				2569	2528	-41	-2
			2765	2770	425	705	658	-47	-7	49	7	A				2569	2529	-40	-2
			2770	2775	410	705	656	-49	-7	48	7	A				2569	2529	-40	-2
		SR 826 SB to SR 836 WB CD	2775	2405	561	705	655	-50	-7	48	10	B				2569	2527	-42	-2
	Dummy Ramp Exit	SR 826 SB to SR 836 WB CD	2780	2410	141	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	SR 826 SB to SR 836 WB CD	SR 836 WB Exit	2415	4510	239	1305	1289	-16	-1	47	27	C				4751	4800	49	1
	SR 826 SB to SR 836 WB CD	NW 87 Ave Exit	2420	4560	226	602	573	-29	-5	33	11	B				2188	2134	-54	-2
SR 826 SB CD RD	**Begin SR 826 SB CD**	SR 826 SB Entrance	2300	2305	103	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	SR 826 SB Entrance		2305	2310	130	1752	1751	-1	0	40	15	B				6377	6350	-27	0
		Dummy Ramp Exit	2310	2315	130	1752	1753	1	0	35	17	B				6377	6353	-24	0
	Dummy Ramp Exit		2315	2320	306	1752	1753	1	0	36	40	E				6377	6351	-26	0
		SR 836 EB CD Entrance	2320	2325	443	1752	1752	0	0	40	44	F				6377	6355	-22	0
	SR 836 EB CD Entrance		2325	2330	784	2188	2257	69	3	43	26	C				7966	8201	235	3
		Flagler St Exit	2330	2335	818	2188	2256	68	3	39	29	D				7966	8202	236	3
	Flagler St Exit	Flagler St Entrance	2335	2340	810	1339	1356	17	1	42	32	D				4875	4958	83	2
	Flagler St Entrance	Dummy Ramp Entrance	2340	2345	827	2152	2144	-8	0	42	26	C				7833	7870	37	0
	Dummy Ramp Entrance	SR 826 SB Exit	2345	2350	827	2152	2142	-10	0	42	17	B				7833	7870	37	0
	SR 826 SB Exit	SW 8th St Exit	2350	2355	288	1056	1029	-27	-3	42	8	A				3843	3788	-55	-1
	SW 8th St Exit	**End SR 826 SB CD**	2355	2360	175	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
SR 826 SB CD RD Ramps	SR 826 SB	SR 826 SB CD	2545	2305	133	1752	1751	-1	0	43	20	C				6377	6349	-28	0
	SR 826 SB CD	Dummy Ramp Exit	2315	2685	165	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	SR 836 EB CD Entrance		3560	2690	269	436	505	69	16	46	11	B				1589	1848	259	16
		SR 826 SB CD	2690	2325	446	436	506	70	16	43	12	B				1589	1848	259	16
	SR 826 SB CD		2335	2695	114	849	902	53	6	28	31	D				3091	3245	154	5
			2695	2700	447	849	900	51	6	28	31	D				3091	3243	152	5
		Flagler St Exit	2700	2705	200	849	901	52	6	28	24	C				3091	3245	154	5
	Flagler St Entrance		2710	2715	242	813	788	-25	-3	20	24	C				2959	2912	-47	-2
			2715	2720	145	813	788	-25	-3	23	35	D				2959	2910	-49	-2
			2720	2725	219	813	787	-26	-3	24	33	D				2959	2910	-49	-2
		SR 826 SB CD	2725	2340	222	813	788	-25	-3	32	25	C				2959	2912	-47	-2
	Dummy Ramp Entrance	SR 826 SB CD	2730	2345	136	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	SR 826 SB CD	SR 826 SB Exit	2350	2555	271	1096	1112	16	1	42	26	C				3990	4083	93	2
	SR 826 SB CD	SW 8th St Exit	2355	2735	277	1056	1030	-26	-2	39	13	B				3843	3791	-52	-1
SR 836 EB CD to SR 826 SB	**Begin SR 836 EB CD to SR 826 SB**	SR 836 EB Entrance	2435	2440	254	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	SR 836 EB Entrance		2440	2445	295	527	514	-13	-2	43	6	A				1921	1895	-26	-1
		Dummy Ramp Entrance	2445	2450	294	527	513	-14	-3	44	6	A				1921	1894	-27	-1
	Dummy Ramp Entrance		2450	2455	525	527	513	-14	-3	43	12	B				1921	1893	-28	-1
		SR 836 WB Entrance	2455	2460	579	527	513	-14	-3	43	12	B				1921	1894	-27	-1
	SR 836 WB Entrance		2460	2465	211	2306	2205	-101	-4	43	17	B				8397	8122	-275	-3
		SR 826 SB Exit	2465	2470	209	2306	2206	-100	-4	43	17	B				8397	8126	-271	-3
	SR 826 SB Exit	**End SR 836 EB CD to SR 826 SB**	2470	2475	137	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
SR 836 CD to SR 836 SB Ramps	SR 836 EB Entrance	SR 836 EB CD to SR 826 SB	3600	2440	324	527	515	-12	-2	45	11	B				1921	1895	-26	-1
	SR 836 EB CD to SR 826 SB	Dummy Ramp Exit	2450	2790	134	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	SR 836 WB Entrance		1840	2795	550	1778	1694	-84	-5	45	19	B				6472	6230	-242	-4
			2795	2800	505	1778	1693	-85	-5	44	19	B				6472	6232	-240	-4
		SR 836 EB CD to SR 826 SB	2800	2460	779	1778	1692	-86	-5	44	19	B				6472	6232	-240	-4
	SR 836 EB CD to SR 826 SB	SR 826 SB Exit	2470	2550	295	2306	2205	-101	-4	38	19	B				8397	8125	-272	-3
SR 836 EB	**Begin SR 836 EB Mainline**		3000	3005	1283	6163	6166	3	0	48	33	D				22435	22437	2	0
		NW 87 Ave Exit	3005	3010	1259	6163	6158	-5	0	47	30	D				22435	22442	7	0
	NW 87 Ave Exit		3010	3015	1075	5166	5161	-5	0	47	36	E				18806	18810	4	0
			3015	3020	1075	5166	5160	-6	0	47	37	E				18806	18815	9	0
			3020	3025	1075	5166	5155	-11	0	42	41	E				18806	18817	11	0
		SR 826 NB/SB Exit	3025	3030	1075	5166	5152	-14	0	40	43	E				18806	18827	21	0
	SR 826 NB/SB Exit	NW 72 Ave Exit	3030	3035	910	3355	3323	-32	-1	48	23	C				12213	12192	-21	0
	NW 72 Ave Exit		3035	3040	1160	2765	2737	-28	-1	48	19	B				10068	10054	-14	0
			3040	3045	850	2765	2734	-31	-1	49	14	B				10068	10049	-19	0
			3045	3050	825	2765	2735	-30	-1	49	14	B				10068	10053	-15	0
			3050	3055	770	2765	2734	-31	-1	49	14	B				10068	10058	-10	0
			3055	3060	790	2765	2734	-31	-1	49	14	B				10068	10060	-8	0
			3060	3065	1036	2765	2731	-34	-1	48	14	B				10068	10063	-5	0
			3065	3070	914	2765	2732	-33	-1	49	18	B				10068	10065	-3	0
		SR 826 NB/SB Entrance	3070	3075	910	2765	2731	-34	-1	49	19	B				10068	10062	-6	0
	SR 826 NB/SB Entrance		3075	3080	1140	5707	5568	-139	-2	48	19	B				20779	20707	-72	0
			3080	3085	1131	5707	5568	-139	-2	49	19	B				20779	20706	-73	0
		NW 72 Ave Entrance	3085	3090	674	5707	5566	-141	-2	49	19	B				20779	20710	-69	0
	NW 72 Ave Entrance		3090	3095	1027	6496	6263	-233	-4	48	21	C				23649	23337	-312	-1
		End SR 836 EB Mainline	3095	3100	944	6496	6261	-235	-4	49	22	C				23649	23337	-312	-1
SR 836 EB Ramps	SR 836 EB		3010	3500	513	997	996	-1	0	44	11	B				3626	3640	14	0
		NW 87 Ave Exit	3500	3505	349	997	996	-1	0	44	11	B				3626	3640	14	0
	SR 836 EB	SR 826 NB/SB Exit	3030	3510	445	1811	1828	17	1	42	43	F				6594	6633	39	1
	SR 836 EB		3035	3515	482	590	584	-6	-1	44	13	B				2145	2144	-1	0
		NW 72 Ave Exit	3515	3520	530	590	583	-7	-1	44	13	B				2145	2145	0	0
	SR 826 NB/SB Entrance	SR 836 EB	3525	3075	209	2942	2831	-111	-4	46	21	C				10709	10644	-65	-1
	NW 72 Ave Entrance	SR 836 EB	3530	3090	291	788	698	-90	-11	43	16	B				2868	2622	-246	-9
SR 836 EB CD	**Begin SR 836 EB CD**		3115	3120	378	1092	1092	0	0	45	26	C				3979	3977	-2	0
		SR 836 EB1 Entrance	3120	3125	656	1092	1092	0	0	44	25	C				3979	3980	1	0
	SR 836 EB1 Entrance		3125	3130	512	2904	2918	14	0	43	34	D				10572	10616	44	0
		SR 826 NB/SB Exit	3130	3135	512	2904	2918	14	0	43	34	D				10572	10619	47	0
	SR 826 NB/SB Exit		3135	3140	459	290	324	34	12	44	7	A				1056	1166	110	10
		SR 836 EB2 Entrance	3140	3145	286	290	324	34	12	44	7	A				1056	1165	109	10
	SR 836 EB2 Entrance	SR 826 SB Entrance	3145	3150	878	879	907	28	3	44	10	B				3200	3310	110	3
	SR 826 SB Entrance		3150	3155	481	1590	1623	33	2	45	9	A				5789	5903	114	2
		SR 826 SB CD Exit	3155	3160	484	1590	1621	31	2	44	9	A				5789	5903	114	2
	SR 826 SB CD Exit		3160	3165	606	1154	1114	-40	-3	44	8	A				4202	4054	-148	-4
		NW 72 Ave Exit	3165	3170	618	1154	1115	-39	-3	43	9	A				4202	4058	-144	-3
	NW 72 Ave Exit		3170	3175	607	227	199	-28	-12	45	2	A				823	719	-104	-13
		Flagler St Entrance	3175	3180	767	227	199	-28	-12	45	2	A				823	717	-106	-13
	Flagler St Entrance		3180	3185	777	697	609	-88	-13	44	5	A				2538	2296	-242	-10
			3185	3190	505	697	608	-89	-13	44	5	A				2538	2296	-242	-10
		NW 72 Ave Entrance	3190	3195	455	697	608	-89	-13	44	6	A				2538	2296	-242	-10
	NW 72 Ave Entrance		3195	3200	639	788	699	-89	-11	44	5	A				2868	2625	-243	-8
		Dummy Ramp Entrance	3200	3205	640	788	699	-89	-11	44	6	A				2868	2626	-242	-8
	Dummy Ramp Entrance		3205	3210	290	788	698	-90	-11	44	5	A				2868	2623	-245	-9
		SR 836 EB Exit	3210	3215	292	788	699	-89	-11	43	5	A				2868	2623	-245	-9
	SR 836 EB Exit	**End SR 836 EB CD**	3215	3220	204	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
SR 836 EB CD Ramps	SR 836 EB1 Entrance	SR 836 EB CD	3510	3125	390	1811	1829	18	1	45	40	E				6594	6636	42	1
	SR 836 EB CD	SR 826 NB/SB Exit	3135	3540	231	2614	2592	-22	-1	45	29	D				9515	9450	-65	-1
	SR 836 EB2 Entrance	SR 836 EB CD	3520	3145	670	590	585	-5	-1	48	12	B				2145	2146	1	0
	SR 826 SB Entrance		3545	3550	361	712	712	0	0	50	8	A				2590	2587	-3	0
		SR 836 EB CD	3550	3150	418	712	713	1	0	50	7	A				2590	2590	0	0
	SR 836 EB CD		3160	3555	162	436	505	69	16	45	11	B				1589	1846	257	16
		SR 826 SB CD Exit	3555	3560	412	436	504	68	16	49	10	B				1589	1847	258	16
	SR 836 EB CD		3170	3565	184	927	915	-12	-1	39	12	B				3380	3337	-43	-1
		NW 72 Ave Exit	3565	3570	621	927	915	-12	-1	39	12	B				3380	3338	-42	-1
	Flagler St Entrance		3575	3580	369	473	410	-63	-13	43	7	A				1719	1580	-139	-8
		SR 836 EB CD	3580	3180	496	473	409	-64	-14	38	11	B				1719	1577	-142	-8
	NW 72 Ave Entrance		3585	3590	274	90	90	0	0	40	2	A				328	327	-1	0
		SR 836 EB CD	3590	3195	398	90	90	0	0	40	2	A				328	328	0	0
	Dummy Ramp Entrance	SR 836 EB CD	3595	3205	142	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	SR 836 EB CD	SR 836 EB Exit	3215	3530	291	788	699	-89	-11	32	15	B				2868	2624	-244	-9
SR 836 EB CD to SR 826 NB	**Begin SR 836 EB CD to SR 826 NB**	SR 836 EB/NW 87 Ave Entranc	3230	3235	133	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	SR 836 EB/NW 87 Ave Entrance		3235	3240	573	2614	2590	-24	-1	49	18	B				9515	9452	-63	-1
		SR 826 SB Exit	3240	3245	513	2614	2590	-24	-1	48	18	B				9515	9453	-62	-1
	SR 826 SB Exit		3245	3250	787	2085	2076	-9	0	48	21	C				7593	7563	-30	0
			3250	3255	697	2085	2074	-11	-1	48	22	C				7593	7565	-28	0
		SR 826 NB Exit	3255	3260	683	2085	2074	-11	-1	48	22	C				7593	7562	-31	0
	SR 826 NB Exit	**End SR 836 EB CD to SR 826 NB**	3260	3265	150	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
SR 836 EB CD to SR 826 NB Ramps	SR 836 EB Entrance	SR 836 EB CD to SR 826 NB	3540	3235	270	2614	2591	-23	-1	48	27	C				9515	9451	-64	-1
	SR 836 EB CD to SR 826 NB	SR 826 SB Exit	3245	3600	352	527	516	-11	-2	49	11	B				1921	1896	-25	-1
	SR 836 EB CD to SR 826 NB	SR 826 NB Exit	3260	1750	564	2085	2074	-11	-1	48	22	C				7593	7563	-30	0
SR 836 WB	**Begin SR 836 WB Mainline**		4000	4005	934	5952	5948	-4	0	49	25	C				21666	21665	-1	0
			4005	4010	845	5952	5945	-7	0	48	25	C				21666	21671	5	0
		NW 72 Ave/NW 87 Ave Exit	4010	4015	1099	5952	5947	-5	0	48	21	C				21666	21673	7	0
	NW 72 Ave/NW 87 Ave Exit		4015	4020	958	4569	4555	-14	0	48	19	B				16630	16611	-19	0
			4020	4025	848	4569	4553	-16	0	47	20	B				16630	16617	-13	0
		SR 826 NB/SB Exit	4025	4030	864	4569	4550	-19	0	47	16	B				16630	16618	-12	0
	SR 826 NB/SB Exit		4030	4035	759	1282	1275	-7	-1	50	6	A				4668	4674	6	0
			4035	4040	773	1282	1274	-8	-1	50	6	A				4668	4673	5	0
			4040	4045	732	1282	1274	-8	-1	50	6	A				4668	4673	5	0

SR 836 WB			4045	4050	819	1282	1273	-9	-1	50	6	A				4668	4673	5	0
			4050	4055	835	1282	1272	-10	-1	49	6	A				4668	4675	7	0
			4055	4060	831	1282	1272	-10	-1	49	8	A				4668	4674	6	0
			4060	4065	829	1282	1270	-12	-1	49	9	A				4668	4674	6	0
		SR 826 NB/SB Entrance	4065	4070	834	1282	1271	-11	-1	49	9	A				4668	4677	9	0
	SR 826 NB/SB Entrance		4070	4075	1177	2587	2559	-28	-1	45	18	B				9418	9477	59	1
			4075	4080	1177	2587	2558	-29	-1	49	18	B				9418	9474	56	1
			4080	4085	1177	2587	2556	-31	-1	49	18	B				9418	9476	58	1
			4085	4090	1177	2587	2557	-30	-1	49	17	B				9418	9475	57	1
		NW 87 Ave Entrance	4090	4095	1176	2587	2553	-34	-1	48	18	B				9418	9471	53	1
	NW 87 Ave Entrance		4095	4100	1250	3372	3241	-131	-4	48	17	B				12278	12014	-264	-2
		End SR 836 WB Mainline	4100	4105	1252	3372	3242	-130	-4	49	17	B				12278	12015	-263	-2
SR 836 WB Ramps	SR 836 WB	NW 72 Ave/NW 87 Ave Exit	4015	4500	271	1384	1391	7	1	44	16	B				5039	5064	25	0
	SR 836 WB	SR 826 NB/SB Exit	4030	4505	356	3287	3274	-13	0	47	23	C				11962	11948	-14	0
	SR 826 NB/SB Entrance	SR 836 WB	4510	4070	687	1305	1289	-16	-1	45	28	D				4751	4799	48	1
	NW 87 Ave Entrance	SR 836 WB	4515	4095	343	786	688	-98	-12	43	16	B				2859	2543	-316	-11
SR 836 WB CD	**Begin SR 836 WB CD**	SR 836 WB Entrance	4120	4125	237	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	SR 836 WB Entrance		4125	4130	409	1384	1389	5	0	44	10	B				5039	5064	25	0
		NW 72 Ave Exit	4130	4135	395	1384	1390	6	0	44	11	B				5039	5065	26	1
	NW 72 Ave Exit		4135	4140	876	939	938	-1	0	44	11	B				3417	3430	13	0
			4140	4145	850	939	938	-1	0	44	11	B				3417	3430	13	0
			4145	4150	790	939	938	-1	0	44	11	B				3417	3433	16	0
			4150	4155	806	939	939	0	0	44	11	B				3417	3431	14	0
		NW 72 Ave Entrance	4155	4160	553	939	939	0	0	44	11	B				3417	3433	16	0
	NW 72 Ave Entrance	SR 826 SB Entrance	4160	4165	985	1323	1327	4	0	44	10	B				4815	4829	14	0
	SR 826 SB Entrance	NW 72 Ave Exit	4165	4170	876	1804	1840	36	2	43	11	B				6566	6672	106	2
	NW 72 Ave Exit	NW 84 Ave Exit	4170	4175	887	1092	1056	-36	-3	44	8	A				3979	3855	-124	-3
	NW 84 Ave Exit	SR 826 NB Entrance	4175	4180	917	147	120	-27	-18	45	1	A				535	453	-82	-15
	SR 826 NB Entrance		4180	4185	840	748	692	-56	-7	44	5	A				2720	2585	-135	-5
		NW 87 Ave Entrance NB	4185	4190	841	748	692	-56	-7	44	8	A				2720	2587	-133	-5
	NW 87 Ave Entrance NB		4190	4195	440	939	884	-55	-6	45	7	A				3417	3282	-135	-4
		NW 87 Ave Exit	4195	4200	440	939	885	-54	-6	44	7	A				3417	3281	-136	-4
	NW 87 Ave Exit		4200	4205	639	645	549	-96	-15	45	6	A				2347	2031	-316	-13
		NW 87 Ave Entrance SB	4205	4210	790	645	547	-98	-15	44	6	A				2347	2031	-316	-13
	NW 87 Ave Entrance SB		4210	4215	706	786	688	-98	-12	44	6	A				2859	2542	-317	-11
		SR 836 WB Exit	4215	4220	680	786	687	-99	-13	43	14	B				2859	2543	-316	-11
	SR 836 WB Exit	**End SR 836 WB CD**	4220	4225	184	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
SR 836 WB CD Ramps	SR 836 WB Entrance	SR 836 WB CD	4500	4125	257	1384	1391	7	1	44	16	B				5039	5065	26	1
	SR 836 WB CD		4135	4520	427	445	451	6	1	39	12	B				1622	1635	13	1
		NW 72 Ave1 Exit	4520	4525	293	445	453	8	2	39	12	B				1622	1638	16	1
	NW 72 Ave Entrance	SR 836 WB CD	4530	4160	349	384	389	5	1	41	10	A				1398	1398	0	0
	SR 826 SB Entrance		2540	4535	358	481	513	32	7	45	11	B				1750	1842	92	5
		SR 836 WB CD	4535	4165	246	481	513	32	7	44	12	B				1750	1843	93	5
	SR 836 WB CD		4170	4540	185	712	783	71	10	43	9	A				2590	2816	226	9
		NW 72 Ave2 Exit	4540	4545	298	712	782	70	10	44	9	A				2590	2816	226	9
	SR 836 WB CD		4175	4550	347	947	938	-9	-1	43	22	C				3447	3405	-42	-1
		NW 84 Ave Exit	4550	4555	270	947	938	-9	-1	43	22	C				3447	3405	-42	-1
	SR 826 NB Entrance	SR 836 WB CD	4560	4180	285	602	572	-30	-5	40	14	B				2188	2133	-55	-3
	NW 87 Ave NB Entrance		4565	4570	133	191	190	-1	-1	45	5	A				695	694	-1	0
		SR 836 WB CD	4570	4190	181	191	191	0	0	45	4	A				695	695	0	0
	SR 836 WB CD		4200	4575	159	294	337	43	15	44	8	A				1072	1251	179	17
		NW 87 Ave Exit	4575	4580	146	294	336	42	14	44	8	A				1072	1249	177	17
	NW 87 Ave SB Entrance		4585	4590	204	141	140	-1	-1	45	3	A				512	510	-2	0
		SR 836 WB CD	4590	4210	507	141	140	-1	-1	45	3	A				512	510	-2	0
	SR 836 WB CD	SR 836 WB Exit	4220	4515	360	786	687	-99	-13	43	16	B				2859	2542	-317	-11
SR 874 NB	**Begin SR 874 NB**		3300	3305	1127	3518	3513	-5	0	63	19	B				12808	12803	-5	0
		SW 40 St Exit	3305	3310	1151	3518	3513	-5	0	57	21	C				12808	12805	-3	0
	SW 40 St Exit		3310	3315	657	749	747	-2	0	51	15	B				2727	2745	18	1
			3315	3320	661	749	747	-2	0	48	15	B				2727	2742	15	1
			3320	3325	536	749	747	-2	0	48	15	B				2727	2742	15	1
		Dummy Ramp Entrance	3325	3330	455	749	747	-2	0	48	16	B				2727	2741	14	1
	Dummy Ramp Entrance	SW 56 St Entrance	3330	3335	498	749	746	-3	0	48	8	A				2727	2743	16	1
	SW 56 St Entrance		3335	3340	238	1260	1293	33	3	39	9	A				4584	4708	124	3
		SW 40 St Exit	3340	3345	227	1260	1293	33	3	41	11	B				4584	4710	126	3
	SW 40 St Exit	**End SR 874 NB**	3345	3350	193	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
SR 874 NB Ramps	SR 974 NB		3310	3800	827	2769	2766	-3	0	48	19	B				10080	10065	-15	0
		SW 40 St Exit	3800	1605	766	2769	2766	-3	0	48	19	B				10080	10068	-12	0
	Dummy Ramp Entrance	SR 974 NB	3805	3330	155	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	SR 826 NB Entrance	SR 974 NB	3810	3335	165	510	546	36	7	41	7	A				1855	1966	111	6
	SR 974 NB	SW 40 St	3345	3815	251	1260	1292	32	3	38	17	B				4584	4709	125	3
SR 874 SB	**Begin SR 874 SB**	SW 40 St Entrance	4300	4305	155	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	SW 40 St Entrance		4305	4310	337	857	852	-5	-1	43	5	A				3116	3126	10	0
		Dummy Ramp Exit	4310	4315	346	857	852	-5	-1	48	4	A				3116	3122	6	0
	Dummy Ramp Exit		4315	4320	365	857	852	-5	-1	45	6	A				3116	3124	8	0
		SW 56 St Exit	4320	4325	517	1558	1564	6	0	46	8	A				5676	5679	3	0
	SW 56 St Exit		4325	4330	276	421	354	-67	-16	48	4	A				1535	1332	-203	-13
			4330	4335	815	421	352	-69	-16	49	4	A				1535	1330	-205	-13
			4335	4340	636	421	353	-68	-16	48	7	A				1535	1331	-204	-13
		SR 826 SB Entrance	4340	4345	673	421	353	-68	-16	48	7	A				1535	1331	-204	-13
	SR 826 SB Entrance		4345	4350	1181	1829	1749	-80	-4	59	7	A				6660	6478	-182	-3
		End SR 874 SB	4350	4355	1173	1829	1750	-79	-4	64	8	A				6660	6476	-184	-3
SR 874 SB Ramps	SW 40 St Entrance	SR 974 SB	4800	4305	253	857	852	-5	-1	39	7	A				3116	3124	8	0
	SR 974 SB	Dummy Ramp Exit	4315	4805	105	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	SR 826 SB Entrance	SR 974 SB	2600	4320	630	704	712	8	1	48	15	B				2781	2555	-226	-8
	SR 974 SB		4325	4810	344	1137	1211	74	7	48	13	B				4232	4350	118	3
	SR 826 SB Entrance		2610	4825	450	1407	1396	-11	-1	49	9	A				5122	5147	25	0
			4825	4830	653	1407	1395	-12	-1	49	9	A				5122	5148	26	1
		SR 974 SB	4830	4345	698	1407	1394	-13	-1	49	9	A				5122	5148	26	1
SW 40 St to SR 826 SB Mainline	**SW 40 St to SR 826 SB Begin**	SW 40 St Entrance	4807	4815	158	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	SW 40 St Entrance		4815	4820	817	1137	1212	75	7	48	8	A				4232	4351	119	3
		SW 56 St Exit	4820	4835	401	1137	1210	73	6	47	8	A				4232	4350	118	3
	SW 56 St Exit	SR 826 SB Exit	4835	4840	238	477	505	28	6	48	5	A				1825	1832	7	0
	SR 826 SB Exit	**SW 40 St to SR 826 SB End**	4840	4845	161	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
SW40St to SR826SB Ramp	SW 40 St Entrance	SW 40 St to SR 826 SB	4810	4815	521	1137	1211	74	7	49	12	B				4232	4350	118	3
	SW 40 St to SR 826 SB	SW 56 St Exit	4835	4837	264	660	705	45	7	44	8	A				2407	2517	110	5
	SW 40 St to SR 826 SB	SR 826 SB Exit	4840	2615	203	477	505	28	6	49	10	B				1733	1830	97	6
Transition Links	US-1 NB	SR 826 NB On Ramp	7150	1500	158	2882	2540	-342	-12	45	31	D				10491	9443	-1048	-10
	SW 56 St	SR 826 NB On Ramp	7159	1595	146	646	662	16	2	34	22	C				2351	2466	115	5
	SW 88 St	SR 826 SB On Ramp	7255	2655	117	70	72	2	3	30	3	A				252	260	8	3
	SW 8 St	SR 826 SB On Ramp	7256	2560	136	643	624	-19	-3	28	13	B				2341	2299	-42	-2
	SW 72 St	SR 826 SB On Ramp	7262	2620	116	231	252	21	9	27	5	A				839	921	82	10
	Flagler St	SR 826 SB On Ramp	7263	2635	142	290	306	16	6	34	5	A				1056	1119	63	6
	SW 88 St EB	SR 826 NB On Ramp	7271	2710	120	813	788	-25	-3	15	20	C				2959	2912	-47	-2
	SW 72 St	SR 826 NB On Ramp	7357	3575	201	473	409	-64	-14	46	5	A				1719	1577	-142	-8
	SW 24 St	SR 826 SB On Ramp	7381	3810	119	510	545	35	7	44	7	A				1855	1966	111	6
	SW 40 St EB	SR 826 NB On Ramp	7480	4800	110	857	852	-5	-1	35	9	A				3116	3125	9	0
	SW 24 St	SR 826 NB On Ramp	7510	1510	111	911	851	-60	-7	28	36	E				3313	3155	-158	-5
	SW 8 St WB	SR 826 NB On Ramp	7525	1525	136	484	480	-4	-1	38	14	B				1763	1763	0	0
	SR 826 SB Off Ramp	SW 24 St	7550	1550	204	921	1016	95	10	37	10	B				3354	3707	353	11
	SR 826 SB Off Ramp	US-1 SB	7580	2580	146	599	595	-4	-1	25	27	C				2181	2145	-36	-2
	SR 874 SB Off Ramp	SW 56 St/SR 826 SB	7620	1620	123	645	618	-27	-4	23	31	D				2347	2309	-38	-2
	SR 826 NB Off Ramp	SW 72 St	7635	1635	132	738	733	-5	-1	34	25	C				2686	2646	-40	-1
	SR 826 NB Off Ramp	SW 40 St	7655	1655	172	853	848	-5	-1	29	33	D				3102	3097	-5	0
	SR 826 SB Off Ramp	SW 72 St	7680	1680	134	825	827	2	0	23	41	E				3005	2989	-16	-1
	SR 826 NB Off Ramp	SW 24 St	7715	1715	242	641	622	-19	-3	39	17	B				2333	2238	-95	-4
	SR 826 NB Off Ramp	Flagler St/NW 72 Ave	7735	1735	250	849	785	-64	-8	37	12	B				3089	2896	-193	-6
	SW 8 St EB	SR 826 NB On Ramp	1505	7505	120	98	78	-20	-20	39	1	A				359	284	-75	-21
	Flagler St	SR 826 NB On Ramp	1545	7545	130	408	360	-48	-12	31	4	A				1483	1327	-156	-11
	SR 826 SB Off Ramp	SW 88 St	1570	7570	207	629	593	-36	-6	31	19	B				2290	2218	-72	-3
	SR 826 SB Off Ramp	Flagler St	1590	7590	139	477	459	-18	-4	43	10	B				1733	1675	-58	-3
	SR 826 NB Off Ramp	SW 56 St	1650	7650	153	817	804	-13	-2	17	60	F				2971	2936	-35	-1
	SR 826 SB Off Ramp	SW 40 St	1675	7675	122	888	874	-14	-2	30	15	B				3232	3370	138	4
	SR 826 NB Off Ramp	SW 8 St	1725	7725	111	1701	1562	-139	-8	42	19	B				6191	6016	-175	-3
	SW 40 St	SR 826 SB On Ramp	2575	7257	169	985	1001	16	2	28	18	B				3584	3705	121	3
	SR 826 SB Off Ramp	SW 8 St	2595	7595	110	1351	1334	-17	-1	49	14	B				4918	4947	29	1
	SR 826 NB Off Ramp	SW 88 St	2630	7630	131	1120	1100	-20	-2	36	15	B				4076	4051	-25	-1
	Flagler St	SR 836 EB Ramp	2650	7265	117	1568	1555	-13	-1	49	16	B				5709	5748	39	1
	SR 826 NB/SW 56 St	SR 874 NB On Ramp	2675	7267	125	2136	2038	-98	-5	48	21	C				7776	7568	-208	-3
	SW 40 St	SR 874 SB On Ramp	2705	7270	120	849	899	50	6	27	11	B				3091	3244	153	5
	SW 88 St WB	SR 826 NB On Ramp	2735	7273	152	1056	1028	-28	-3	38	13	B				3843	3788	-55	-1
	SR 874 NB Off Ramp	SW 40 St	3815	7815	127	1260	1292	32	3	39	17	B				4584	4710	126	3
	SW 40 St WB	SR 826 NB On Ramp	4837	7482	120	660	704	44	7	45	8	A				2407	2516	109	5

Table X
Base Model - PM peak
Freeway Measures of Effectiveness

LOS A	<10 vplph
LOS B	10<20 vplph
LOS C	20<28 vplph
LOS D	28<35 vplph
LOS E	35<43 vplph
LOS F	>43 vplph

Simulation Start Time:	5:00 PM
Current Time:	5:00 PM - 6:00 PM

Facility	Location		Node			Hourly Volumes				Link Statistics			Aggregate Statistics			Total Throughput			
	To	From	From	To	Length (ft)	Actual	Simu-lated	Differ-ence	% Vol diff	Speed (mph)	Density (vplpm)	LOS	Speed (mph)	Density (vplpm)	LOS	Actual	Simu-lated	Differ-ence	% Vol diff
SR 826 NB	**Begin SR 826 NB Mainline**	US-1 NB Entrance	1000	1005	211	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	US-1 NB Entrance		1005	1010	446	2096	1978	-118	-6	38	17	B				8110	7564	-546	-7
		Dummy Rd Exit	1010	1015	555	2096	1976	-120	-6	38	17	B				8110	7566	-544	-7
	Dummy Rd Exit		1015	1020	689	2096	1974	-122	-6	45	22	C				8110	7567	-543	-7
		SW 88 St Exit	1020	1025	249	2096	1973	-123	-6	48	20	C				8110	7569	-541	-7
	SW 88 St Exit		1025	1030	494	1990	1872	-118	-6	52	18	B				7696	7188	-508	-7
			1030	1035	496	1990	1871	-119	-6	58	16	B				7696	7189	-507	-7
		SW 88 St EB Entrance	1035	1040	1423	1990	1872	-118	-6	58	16	B				7696	7187	-509	-7
	SW 88 St EB Entrance	SW 88 St WB Entrance	1040	1045	1426	2668	2539	-129	-5	56	15	B				10321	9785	-536	-5
	SW 88 St WB Entrance	SW 72 St Exit	1045	1050	1488	3935	3800	-135	-3	54	22	C				15221	14632	-589	-4
	SW 72 St Exit		1050	1055	1303	3671	3540	-131	-4	57	21	C				14198	13650	-548	-4
		SW 72 St Entrance	1055	1060	1335	3671	3540	-131	-4	57	21	C				14198	13653	-545	-4
	SW 72 St Entrance		1060	1065	1069	4881	4786	-95	-2	55	20	B				18881	18462	-419	-2
		SW 56 St Exit	1065	1070	1046	4881	4786	-95	-2	56	21	C				18881	18458	-423	-2
	SW 56 St Exit		1070	1075	668	4415	4343	-72	-2	57	19	B				17078	16714	-364	-2
		SW 40 St Exit	1075	1080	644	4415	4345	-70	-2	56	19	B				17078	16716	-362	-2
	SW 40 St Exit		1080	1085	660	3895	3829	-66	-2	57	22	C				15068	14762	-306	-2
			1085	1090	662	3895	3828	-67	-2	57	22	C				15068	14759	-309	-2
			1090	1095	911	3895	3827	-68	-2	57	22	C				15068	14759	-309	-2
			1095	1100	544	3895	3826	-69	-2	57	22	C				15068	14758	-310	-2
			1100	1105	544	3895	3828	-67	-2	57	22	C				15068	14759	-309	-2
		SW 56 St Entrance	1105	1110	545	3895	3828	-67	-2	57	22	C				15068	14756	-312	-2
	SW 56 St Entrance	SR 874 Entrance	1110	1115	1011	4606	4553	-53	-1	56	20	C				17821	17522	-299	-2
	SR 874 Entrance	SW 40 St EB Entrance	1115	1120	893	6315	6256	-59	-1	56	17	B				24426	24104	-322	-1
	SW 40 St EB Entrance		1120	1125	557	6675	6619	-56	-1	56	17	B				25820	25503	-317	-1
			1125	1130	568	6675	6623	-52	-1	56	17	B				25820	25499	-321	-1
			1130	1135	555	6675	6625	-50	-1	57	20	B				25820	25500	-320	-1
		SW 40 St WB Entrance	1135	1140	559	6675	6626	-49	-1	57	19	B				25820	25495	-325	-1
	SW 40 St WB Entrance		1140	1145	918	7317	7240	-77	-1	54	20	C				28305	27883	-422	-1
		SW 24 St Exit	1145	1150	917	7317	7237	-80	-1	55	22	C				28305	27877	-428	-2
			1150	1155	917	7317	7241	-76	-1	55	21	C				28305	27876	-429	-2
	SW 24 St Exit	SW 24 St Entrance	1155	1160	1043	6458	6399	-59	-1	58	18	B				24982	24622	-360	-1
	SW 24 St Entrance		1160	1165	933	7179	7132	-47	-1	56	18	B				27771	27447	-324	-1
			1165	1170	933	7179	7126	-53	-1	54	22	C				27771	27448	-323	-1
			1170	1175	693	7179	7126	-53	-1	53	22	C				27771	27446	-325	-1
		SW 8 St Exit	1175	1180	471	7179	7123	-56	-1	53	22	C				27771	27445	-326	-1
	SW 8 St Exit		1180	1185	807	5918	5862	-56	-1	57	21	C				22889	22593	-296	-1
			1185	1190	796	5918	5860	-58	-1	58	20	C				22889	22587	-302	-1
		SW 8 St EB Entrance	1190	1195	701	5918	5860	-58	-1	58	20	C				22889	22588	-301	-1
	SW 8 St EB Entrance	SW 8 St WB Entrance	1195	1200	702	5918	5860	-58	-1	58	20	C				22889	22587	-302	-1
	SW 8 St WB Entrance		1200	1205	343	6471	6418	-53	-1	56	19	B				25031	24722	-309	-1
		Flagler St/NW72Ave Exit	1205	1210	715	6737	6678	-59	-1	56	17	B				26061	25685	-376	-1
	Flagler St/NW72Ave Exit		1210	1215	716	6737	6679	-58	-1	54	18	B				26061	25678	-383	-1
		SR 836 EB/WB Exit	1215	1220	530	5323	5277	-46	-1	56	16	B				20592	20323	-269	-1
	400		1220	1225	531	5323	5275	-48	-1	55	16	B				20592	20322	-270	-1
			1225	1230	927	2882	2866	-16	-1	59	12	B				11145	11029	-116	-1
		Flagler St Entrance	1230	1235	927	2882	2868	-14	0	59	12	B				11145	11030	-115	-1
	Flagler St Entrance		1235	1240	929	2882	2867	-15	-1	59	12	B				11145	11026	-119	-1
		SR 836 WB/NW 72 Ave Entranc	1240	1245	791	3397	3398	1	0	57	13	B				13137	13065	-72	-1
	SR 836 WB/NW 72 Ave Entrance		1245	1250	790	3397	3396	-1	0	58	15	B				13137	13064	-73	-1
		SR 836 EB Entrance	1250	1255	512	4917	4844	-73	-1	55	15	B				19017	18731	-286	-2
	SR 836 EB Entrance		1255	1260	512	4917	4845	-72	-1	58	14	B				19017	18729	-288	-2
			1260	1265	776	6218	6140	-78	-1	57	15	B				24053	23686	-367	-2
			1265	1270	776	6218	6142	-76	-1	58	15	B				24053	23682	-371	-2
		NW 25 St Exit	1270	1275	755	6218	6144	-74	-1	55	16	B				24053	23679	-374	-2
	NW 25 St Exit		1275	1280	890	5224	5168	-56	-1	58	15	B				20210	19885	-325	-2
			1280	1285	861	5224	5166	-58	-1	57	17	B				20210	19880	-330	-2
		NW 25 St Entrance	1285	1290	861	5224	5168	-56	-1	58	18	B				20210	19877	-333	-2
	NW 25 St Entrance		1290	1295	1480	5886	5828	-58	-1	58	17	B				22767	22428	-339	-1
		End SR 826 NB Mainline	1295	1300	1464	5886	5829	-57	-1	58	17	B				22767	22418	-349	-2
SR 826 NB Ramps	US-1 NB	SR 826 NB	1500	1005	352	2096	1979	-117	-6	39	26	C				8110	7566	-544	-7
	SR 826 NB	Dummy Rd Exit	1015	1501	265	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	SR 826 NB		1025	1504	510	108	100	-8	-7	40	2	A				416	380	-36	-9
		SW 88 St Exit	1504	1505	233	108	100	-8	-7	40	1	A				416	380	-36	-9
	SW 88 St EB Entrance		1510	1515	282	678	667	-11	-2	28	24	C				2622	2596	-26	-1
			1515	1520	821	678	667	-11	-2	37	18	B				2622	2597	-25	-1
		SR 826 NB	1520	1040	490	678	667	-11	-2	38	18	B				2622	2594	-28	-1
	SW 88 St WB Entrance		1525	1530	360	1267	1254	-13	-1	38	33	D				4902	4844	-58	-1
			1530	1535	693	1267	1254	-13	-1	38	33	D				4902	4846	-56	-1
		SR 826 NB	1535	1045	689	1267	1255	-12	-1	37	34	D				4902	4846	-56	-1
	SR 826 NB		1050	1540	434	266	257	-9	-3	40	6	A				1027	984	-43	-4
		SW 72 St Exit	1540	1545	543	266	256	-10	-4	37	4	A				1027	984	-43	-4
	SW 72 St Entrance		1550	1555	226	1211	1246	35	3	39	15	B				4686	4804	118	3
		SR 826 NB	1555	1060	489	1211	1247	36	3	39	16	B				4686	4807	121	3
	SR 826 NB		1070	1560	571	466	446	-20	-4	39	11	B				1802	1745	-57	-3
			1560	1565	468	466	447	-19	-4	39	12	B				1802	1747	-55	-3
		SW 56 St Exit	1565	1570	381	466	448	-18	-4	33	14	B				1802	1747	-55	-3
	SR 826 NB		1080	1575	312	520	516	-4	-1	44	12	B				2012	1952	-60	-3
			1575	1580	552	520	514	-6	-1	44	12	B				2012	1951	-61	-3
			1580	1585	341	520	515	-5	-1	44	12	B				2012	1955	-57	-3
		SW 40 St Exit	1585	1590	136	520	515	-5	-1	43	12	B				2012	1953	-59	-3
	SW 56 St Entrance		1595	1600	231	712	726	14	2	42	17	B				2755	2766	11	0
		SR 826 NB	1600	1110	640	712	726	14	2	44	17	B				2755	2769	14	1
	SR 874 Entrance		1605	1610	760	1708	1705	-3	0	49	12	B				6603	6579	-24	0
			1610	1615	648	1708	1705	-3	0	49	12	B				6603	6580	-23	0
		SR 826 NB	1615	1115	716	1708	1704	-4	0	49	12	B				6603	6580	-23	0
	SW 40 St EB Entrance		1620	1625	168	361	361	0	0	23	16	B				1396	1403	7	1
			1625	1630	244	361	361	0	0	23	15	B				1396	1400	4	0
		SR 826 NB	1630	1120	147	361	361	0	0	24	15	B				1396	1400	4	0
	SW 40 St WB Entrance		1635	1640	223	642	616	-26	-4	39	16	B				2483	2388	-95	-4
		SR 826 NB	1640	1140	1084	642	616	-26	-4	39	16	B				2483	2389	-94	-4
	SR 826 NB		1155	1645	220	859	843	-16	-2	35	26	C				3322	3255	-67	-2
		SW 24 St Exit	1645	1650	302	859	843	-16	-2	26	35	E				3322	3255	-67	-2
	SW 24 St Entrance		1655	1660	178	721	731	10	1	29	25	C				2790	2826	36	1
		SR 826 NB	1660	1160	401	721	730	9	1	36	20	C				2790	2826	36	1
	SR 826 NB		1180	1665	383	1262	1261	-1	0	44	14	B				4882	4855	-27	-1
			1665	1670	501	1262	1260	-2	0	44	14	B				4882	4853	-29	-1
		SW 8 St Exit	1670	1675	474	1262	1261	-1	0	34	18	B				4882	4853	-29	-1
	SW 8 St EB Entrance		1680	1685	226	553	558	5	1	23	24	C				2142	2135	-7	0
			1685	1690	262	553	557	4	1	23	24	C				2142	2137	-5	0
			1690	1695	249	553	557	4	1	24	24	C				2142	2136	-6	0
			1695	1700	329	553	558	5	1	34	17	B				2142	2136	-6	0
			1700	1705	508	553	558	5	1	38	15	B				2142	2137	-5	0
			1705	1710	511	553	557	4	1	37	15	B				2142	2136	-6	0
		SR 826 NB	1710	1200	346	553	558	5	1	37	15	B				2142	2136	-6	0
	SW 8 St WB Entrance		1715	1720	602	266	257	-9	-3	40	7	A				1027	962	-65	-6
		SR 826 NB	1720	1205	170	266	257	-9	-3	39	7	A				1027	962	-65	-6
	SR 826 NB	FlaglerSt/NW 72 Ave Exit	1215	1725	193	1413	1402	-11	-1	43	16	B				5468	5352	-116	-2
	SR 826 NB	SR 836 EB/WB Exit	1225	1730	310	2443	2410	-33	-1	48	17	B				9447	9292	-155	-2
	Flagler St Entrance		1735	1740	449	516	534	18	3	39	11	B				1992	2036	44	2
		SR 826 NB	1740	1240	234	516	533	17	3	38	14	B				1992	2035	43	2
	SR 836 WB/NW 72 Ave Entranc	SR 826 NB	1745	1250	250	1520	1448	-72	-5	35	19	B				5882	5667	-215	-4
	SR 836 EB Entrance		1750	1755	596	1302	1294	-8	-1	46	14	B				5039	4960	-79	-2
		SR 826 NB	1755	1260	567	1302	1293	-9	-1	46	24	C				5039	4959	-80	-2
	SR 826 NB		1275	1760	378	993	977	-16	-2	39	12	B				3842	3794	-48	-1
		NW 25 St Exit	1760	1765	263	993	978	-15	-2	40	12	B				3842	3796	-46	-1
	NW 25 St Entrance		1770	1775	218	660	658	-2	0	40	18	B				2552	2551	-1	0
		SR 826 NB	1775	1290	590	660	658	-2	0	40	17	B				2552	2552	0	0
	Begin SR 826 SB Mainline	Dummy Ramp Entrance	2000	2005	193	6892	6896	4	0	58	26	C				26660	26657	-3	0
	Dummy Ramp Entrance		2005	2010	1049	6892	6888	-4	0	58	20	B				26660	26657	-3	0
			2010	2015	1049	6892	6874	-18	0	57	21	C				26660	26658	-2	0
		NW 25 St Exit	2015	2020	1049	6892	6857	-35	-1	54	22	C				26660	26650	-10	0
	NW 25 St Exit		2020	2025	700	6553	6494	-59	-1	53	27	C				25349	25276	-73	0
		Dummy Ramp Entrance	2025	2030	700	6553	6480	-73	-1	51	30	D				25349	25267	-82	0
	Dummy Ramp Entrance		2030	2035	698	6553	6455	-98	-1	45	28	D				25349	25254	-95	0
		NW 25 St Entrance	2035	2040	700	6553	6413	-140	-2	36	36	E				25349	25238	-111	0
	NW 25 St Entrance		2040	2045	804	8443	8219	-224	-3	25	50	F				32660	32533	-127	0
			2045	2050	806	8443	8178	-265	-3	19	65	F				32660	32511	-149	0

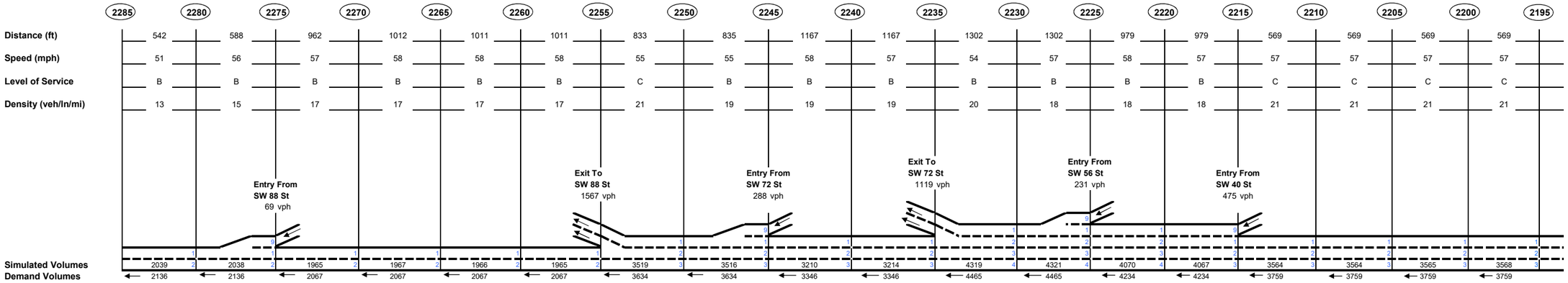
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	SR 836 EB/WB Exit	NW 72 Ave/NW 87 Ave Exit	2055	2060	999	6771	6532	-239	-4	25	52	F				26196	25955	-241	-1
	NW 72 Ave/NW 87 Ave Exit	Flagler St/SW 8 St Exit	2060	2065	955	6682	6443	-239	-4	39	34	D				25849	25614	-235	-1
	Flagler St/SW 8 St Exit		2065	2070	895	5579	5387	-192	-3	45	32	D				21583	21417	-166	-1
			2070	2075	898	5579	5390	-189	-3	49	30	D				21583	21416	-167	-1
		SR 836 EB/WB Entrance	2075	2080	896	5579	5391	-188	-3	49	29	D				21583	21414	-169	-1
	SR 836 EB/WB Entrance		2080	2085	614	7412	7125	-287	-4	40	32	D				28669	27999	-670	-2
			2085	2090	614	7412	7123	-289	-4	51	28	D				28669	27997	-672	-2
			2090	2095	614	7412	7119	-293	-4	57	26	C				28669	27999	-670	-2
			2095	2100	1045	7412	7087	-325	-4	51	33	D				28669	27996	-673	-2
		Flagler St Entrance	2100	2105	456	7412	7059	-353	-5	44	47	F				28669	27992	-677	-2
	Flagler St Entrance		2105	2110	820	8465	8045	-420	-5	35	47	F				32749	31986	-763	-2
			2110	2115	819	8465	8027	-438	-5	38	47	F				32749	31987	-762	-2
		SW 8 St Entrance	2115	2120	820	8465	8003	-462	-5	37	50	F				32749	31978	-771	-2
	SW 8 St Entrance		2120	2125	772	9589	9101	-488	-5	22	98	F				37093	36380	-713	-2
			2125	2130	773	9589	9069	-520	-5	16	129	F				37093	36301	-792	-2
		SW 24 St Exit	2130	2135	771	9589	9061	-528	-6	14	138	F				37093	36215	-878	-2
	SW 24 St Exit	SW 24 St Entrance	2135	2140	1216	8108	7649	-459	-6	21	63	F				31365	30562	-803	-3
	SW 24 St Entrance		2140	2145	1168	8935	8462	-473	-5	30	42	E				34567	33733	-834	-2
			2145	2150	1168	8935	8457	-478	-5	42	33	D				34567	33721	-846	-2
		SW 40 St Exit	2150	2155	1169	8935	8459	-476	-5	53	23	C				34567	33717	-850	-2
	SW 40 St Exit		2155	2160	555	7490	7066	-424	-6	56	21	C				28973	28136	-837	-3
			2160	2165	554	7490	7067	-423	-6	56	21	C				28973	28135	-838	-3
			2165	2170	556	7490	7064	-426	-6	58	20	C				28973	28134	-839	-3
			2170	2175	555	7490	7065	-425	-6	59	20	C				28973	28136	-837	-3
		SW 56 St Exit	2175	2180	554	7490	7068	-422	-6	56	21	C				28973	28135	-838	-3
	SW 56 St Exit	SR 874 Exit	2180	2185	1240	6480	6104	-376	-6	56	18	B				25066	24322	-744	-3
	SR 874 Exit		2185	2190	570	4011	3752	-259	-6	57	22	C				15516	14982	-534	-3
			2190	2195	569	4011	3751	-260	-6	58	22	C				15516	14979	-537	-3
			2195	2200	569	4011	3752	-259	-6	58	22	C				15516	14979	-537	-3
			2200	2205	569	4011	3752	-259	-6	57	22	C				15516	14978	-538	-3
			2205	2210	569	4011	3752	-259	-6	57	22	C				15516	14976	-540	-3
		SW 40 St Entrance	2210	2215	569	4011	3753	-258	-6	57	22	C				15516	14974	-542	-3
	SW 40 St Entrance		2215	2220	979	4590	4355	-235	-5	57	19	B				17752	17316	-436	-2
		SW 56 St Entrance	2220	2225	979	4590	4355	-235	-5	58	19	B				17752	17317	-435	-2
	SW 56 St Entrance		2225	2230	1302	4965	4776	-189	-4	56	20	C				19202	18916	-286	-1
		SW 24 St Exit	2230	2235	1302	4965	4774	-191	-4	54	22	C				19202	18895	-307	-2
	SW 24 St Exit		2235	2240	1167	3895	3768	-127	-3	56	23	C				15068	14815	-253	-2
		SW 24 St Entrance	2240	2245	1167	3895	3743	-152	-4	53	28	C				15068	14752	-316	-2
	SW 24 St Entrance		2245	2250	835	4208	4066	-142	-3	47	35	D				16278	16032	-246	-2
		SW 88 St Exit	2250	2255	833	4208	4046	-162	-4	40	51	F				16278	15982	-296	-2
	SW 88 St Exit		2255	2260	1011	2571	2418	-153	-6	28	86	F				9943	9633	-310	-3
			2260	2265	1011	2571	2388	-183	-7	17	116	F				9943	9568	-375	-4
			2265	2270	1012	2571	2366	-205	-8	9	140	F				9943	9501	-442	-4
		SW 88 St Entrance	2270	2275	962	2571	2365	-206	-8	7	149	F				9943	9440	-503	-5
	SW 88 St Entrance	Dummy Ramp Entrance	2275	2280	588	2679	2472	-207	-8	15	73	F				10362	9849	-513	-5
	Dummy Ramp Entrance		2280	2285	542	2679	2472	-207	-8	31	27	C				10362	9842	-520	-5
		US-1 SB Exit	2285	2290	501	2679	2472	-207	-8	38	22	C				10362	9836	-526	-5
	US-1 SB Exit	**End SR 826 SB Mainline**	2290	2295	132	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
SR 826 SB Ramps	Dummy Ramp Entrance	SR 826 SB	2500	2005	171	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	SR 826 SB		2020	2505	709	339	353	14	4	39	9	A				1313	1368	55	4
		NW 25 St Exit	2505	2510	247	339	352	13	4	39	9	A				1313	1368	55	4
	Dummy Ramp Entrance	SR 826 SB	2515	2030	149	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	NW 25 St Entrance		2520	2525	306	1890	1882	-8	0	37	32	D				7314	7309	-5	0
		SR 826 SB	2525	2040	453	1890	1878	-12	-1	35	33	D				7314	7311	-3	0
	SR 826 SB	SR 836 EB/WB Exit	2055	2530	213	1671	1608	-63	-4	43	12	B				6465	6550	85	1
	SR 826 SB		2060	2535	330	89	90	1	1	48	2	A				347	339	-8	-2
		NW 72 Ave/NW 87 Ave Exit	2535	2540	233	89	90	1	1	50	2	A				347	339	-8	-2
	SR 826 SB	Flagler St/SW 8 St Exit	2065	2545	279	1103	1053	-50	-5	44	12	B				4267	4192	-75	-2
	SR 836 EB/WB Entrance	SR 826 SB	2550	2080	406	1833	1735	-98	-5	42	27	C				7088	6590	-498	-7
	Flagler St Entrance	SR 826 SB	2555	2105	289	1055	1015	-40	-4	32	47	F				4082	4002	-80	-2
	SW 8 St Entrance		2560	2565	781	1123	1156	33	3	32	40	E				4344	4442	98	2
		SR 826 SB	2565	2120	341	1123	1155	32	3	24	63	F				4344	4440	96	2
	SR 826 SB		2135	2570	443	1481	1408	-73	-5	36	40	E				5729	5625	-104	-2
		SW 24 St Exit	2570	2575	236	1481	1408	-73	-5	33	27	C				5729	5623	-106	-2
	SW 24 St Entrance		2580	2585	146	827	814	-13	-2	24	34	D				3202	3192	-10	0
		SR 826 SB	2585	2140	380	827	815	-12	-1	34	24	C				3202	3192	-10	0
	SR 826 SB		2155	2590	444	1446	1392	-54	-4	49	14	B				5592	5581	-11	0
		SW 40 St Exit	2590	2595	379	1446	1391	-55	-4	49	14	B				5592	5580	-12	0
	SR 826 SB	SW 56 St Exit	2180	2600	633	1010	964	-46	-5	48	20	C				3908	3813	-95	-2
	SR 826 SB		2185	2605	701	2470	2354	-116	-5	49	16	B				9550	9339	-211	-2
		SR 874 Exit	2605	2610	528	2470	2355	-115	-5	49	16	B				9550	9339	-211	-2
	SW 40 St Entrance	SR 826 SB	2615	2215	373	577	598	21	4	49	12	B				2234	2344	110	5
	SW 56 St Entrance		2620	2625	725	375	419	44	12	34	11	B				1450	1601	151	10
		SR 826 SB	2625	2225	668	375	420	45	12	38	11	B				1450	1604	154	11
	SR 826 SB	SW 72 St Exit	2235	2630	376	1069	1005	-64	-6	38	13	B				4136	4042	-94	-2
	SW 72 St Entrance		2635	2640	341	313	335	22	7	39	8	A				1211	1318	107	9
		SR 826 SB	2640	2245	570	313	336	23	7	38	9	A				1211	1318	107	9
	SR 826 SB		2255	2645	738	1638	1601	-37	-2	46	17	B				6337	6276	-61	-1
		SW 88 St Exit	2645	2650	225	1638	1601	-37	-2	49	16	B				6337	6276	-61	-1
	SW 88 St Entrance		2655	2660	172	109	106	-3	-3	30	4	A				420	424	4	1
			2660	2665	179	109	107	-2	-2	30	4	A				420	424	4	1
		SR 826 SB	2665	2275	632	109	106	-3	-3	38	3	A				420	423	3	1
	Dummy Ramp Entrance	SR 826 SB	2670	2280	160	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	SR 826 SB	US-1 SB Exit	2290	2675	163	2679	2473	-206	-8	42	30	D				10362	9835	-527	-5
SR 826 NB to SR 836 EB CD	**Begin SR 826 NB To SR 826 EB C**	SR 826 NB Entrance	1310	1315	201	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	SR 826 NB Entrance		1315	1320	232	2443	2411	-32	-1	48	13	B				9447	9294	-153	-2
		SR 836 WB Exit	1320	1325	187	2443	2410	-33	-1	46	13	B				9447	9296	-151	-2
	SR 836 WB Exit	Dummy Ramp Exit	1325	1330	317	1943	1914	-29	-1	48	13	B				7516	7396	-120	-2
	Dummy Ramp Exit		1330	1335	305	1943	1915	-28	-1	49	20	B				7516	7397	-119	-2
			1335	1340	388	1943	1913	-30	-2	49	20	B				7516	7397	-119	-2
			1340	1345	388	1943	1914	-29	-1	49	20	B				7516	7396	-120	-2
			1345	1350	670	1943	1914	-29	-1	49	20	B				7516	7396	-120	-2
			1350	1355	681	1943	1913	-30	-2	48	20	B				7516	7393	-123	-2
		SR 826 SB Entrance	1355	1360	576	1943	1912	-31	-2	48	20	B				7516	7392	-124	-2
	SR 826 SB Entrance	SR 836 EB Exit	1360	1365	224	2813	2754	-59	-2	48	19	B				10886	10816	-70	-1
	SR 836 EB Exit	**End SR 826 NB To SR 826 EB CD**	1365	1370	143	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
SR 826 NB to SR 836 EB CD Ramps	SR 826 NB Entrance	SR 826 NB To SR 836 EB CD	1730	1315	305	2443	2411	-32	-1	49	17	B				9447	9294	-153	-2
	SR 826 NB To SR 836 EB CD		1325	1780	335	500	495	-5	-1	48	5	A				1929	1900	-29	-2
			1780	1785	427	500	495	-5	-1	50	5	A				1929	1899	-30	-2
			1785	1790	440	500	495	-5	-1	50	5	A				1929	1899	-30	-2
		SR 836 WB Exit	1790	1795	470	500	495	-5	-1	50	5	A				1929	1900	-29	-2
	SR 826 NB To SR 836 EB CD	Dummy Ramp Exit	1330	1800	150	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	SR 826 SB Entrance		1805	1810	840	871	841	-30	-3	48	9	A				3370	3424	54	2
			1810	1815	930	871	841	-30	-3	48	16	B				3370	3426	56	2
		SR 826 NB To SR 836 EB CD	1815	1360	337	871	841	-30	-3	48	18	B				3370	3425	55	2
	SR 826 NB To SR 836 EB CD	SR 836 EB Exit	1365	3525	171	2813	2752	-61	-2	48	19	B				10886	10815	-71	-1
SR 836 WB to SR 826 NB CD	**Begin SR 836 WB to SR 826 NB C**	SR 836 WB Entrance	1380	1385	113	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	SR 836 WB Entrance		1385	1390	138	1630	1617	-13	-1	49	8	A				6306	6030	-276	-4
		Dummy Ramp Exit	1390	1395	140	1630	1616	-14	-1	49	8	A				6306	6025	-281	-4
	Dummy Ramp Exit	SR 826 SB Exit	1395	1400	376	1630	1616	-14	-1	48	11	B				6306	6021	-285	-5
	SR 826 SB Exit		1400	1405	276	451	486	35	8	45	5	A				1745	1900	155	9
			1405	1410	494	451	486	35	8	45	5	A				1745	1894	149	9
			1410	1415	459	451	486	35	8	45	5	A				1745	1887	142	8
		NW 72 Ave Entrance	1415	1420	497	451	485	34	8	45	5	A				1745	1879	134	8
	NW 72 Ave Entrance		1420	1425	121	1520	1448	-72	-5	40	11	B				5882	5665	-217	-4
		SR 826 NB Exit	1425	1430	128	1520	1447	-73	-5	39	11	B				5882	5665	-217	-4
	SR 826 NB Exit	**End SR 836 WB to SR 826 NB CD**	1430	1435	238	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
SR 836 WB to SR 826 NB CD	SR 836 WB Entrance	SR 836 WB to SR 826 NB CD	4505	1385	301	1630	1617	-13	-1	49	11	B				6306	6031	-275	-4
	SR 836 WB to SR 826 NB CD	Dummy Ramp Exit	1395	1830	100	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	SR 836 WB to SR 826 NB CD		1400	1835	278	1179	1132	-47	-4	48	12	B				4560	4117	-443	-10
		SR 826 SB Exit	1835	1840	508	1179	1132	-47	-4	48	14	B				4560	4116	-444	-10
	NW 72 Ave Entrance	SR 836 WB to SR 826 NB CD	1845	1420	203	1069	962	-107	-10	39	23	C				4136	3787	-349	-8
	SR 836 WB to SR 826 NB CD	SR 826 NB Exit	1430	1745	192	1520	1447	-73	-5	26	18	B				5882	5667	-215	-4
NW 72 Ave to SR 826 NB	**Begin NW 72 Ave to SR 826 NB CD**		1450	1455	251	2636	2584	-52	-2	41	34	D				10198	10079	-119	-1
		SR 836 WB Exit	1455	1460	321	2636	2582	-54	-2	38	34	D				10198	10076	-122	-1
	SR 836 WB Exit		1460	1465	246	1069	964	-105	-10	38	23	C				4136	3795	-341	-8
		SR 826 NB Exit	1465	1470	327	1069	964	-105	-10	39	23	C				4136	3791	-345	-8
	SR 826 NB Exit	**End NW 72 Ave to SR 826 NB CD**	1470	1475	141	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
NW 72 Ave to SR 826 NB Ramps	NW 72 Ave to SR 826 NB CD	SR 836 WB Exit	1460	4530	254	1567	1619	52	3	40	40	E				6063	6279	216	4
	NW 72 Ave to SR 826 NB CD	SR 826 NB Exit	1470	1845	176	1069	964	-105	-10	39	22	C				4136	3792	-344	-8
SR 826 SB to SR 836 WB CD	**Begin SR 826 SB to SR 836 WB C**	SR 826 SB Entrance	2370	2375	120	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	SR 826 SB Entrance		2375	2380	150	1671	1607	-64	-4	48	8	A				6465	6551	86	1
		SR 836 EB Exit	2380	2385	150	1671	1607	-64	-4	47	9	A				6465	6551	86	1
	SR 836 EB Exit	Dummy Ramp Exit	2385	2390	410	799	765	-34	-4	49	5	A				3095	3127	32	1
	Dummy Ramp Exit		2390	2395	429	799	765	-34	-4	49	8	A				3095	3128	33	1
			2395	2400	579	799	766	-33	-4	49	8	A				3095	3129	34	1
		SR 826 NB Entrance	2400	2405	728	799	765	-34	-4	49	8	A				3095	3128	33	1

| | | |

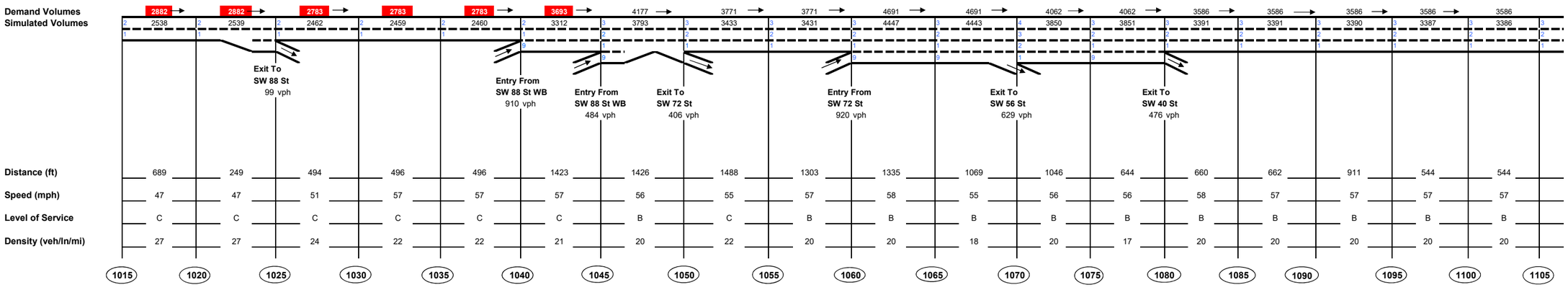
| Transition Links | SR 826 NB/SB Entrance | NW 87 Ave Entrance | End SR 836 WB Mainline | SR 826 NB/SB Entrance | NW 72 Ave/NW 87 Ave Exit | SR 826 NB/SB Exit | SR 836 WB | SR 836 WB Entrance | NW 72 Ave Exit | NW 72 Ave Entrance | SR 826 SB Entrance | NW 72 Ave Exit | NW 84 Ave Exit | SR 826 NB Entrance | NW 87 Ave Entrance NB | NW 87 Ave Exit | NW 87 Ave Entrance SB | SR 836 WB Exit | End SR 836 WB CD | SR 836 WB CD | NW 72 Ave1 Exit | SR 836 WB CD | SR 836 WB CD | NW 72 Ave2 Exit | NW 84 Ave Exit | SR 826 NB Entrance | NW 87 Ave Entrance NB | NW 87 Ave Exit | SR 836 WB CD | NW 87 Ave Entrance SB | SR 836 WB CD | SW 40 St Exit | Dummy Ramp Entrance | SW 56 St Entrance | SW 40 St Exit | End SR 874 NB | SW 40 St Exit | SR 974 NB | Dummy Ramp Entrance | SR 826 NB Entrance | SR 974 NB | SW 40 St | Begin SR 874 SB | SW 40 St Entrance | Dummy Ramp Exit | SW 56 St Exit | SR 826 SB Entrance | End SR 874 SB | SR 874 SB | Dummy Ramp Exit | SR 874 SB | SR 826 SB Entrance | SR 826 SB Exit | SR 874 SB | SW 40 St Entrance | SW 56 St Exit | SR 826 SB Exit | SW 40 St to SR 826 SB End | SW 40 St to SR 826 SB | SW 56 St Exit | SR 826 SB Exit | SR 826 NB On Ramp | SR 826 SB On Ramp | SR 826 NB On Ramp | SR 826 SB On Ramp | SR 826 NB On Ramp | SR 826 SB On Ramp

Section 7

Existing 2017 AM and PM Lane Schematics



SR 826 - SOUTHBOUND



SR 826 - NORTHBOUND

LEGEND

511 Node Number

Speed (mph)
- 20 and below
- 20 - 30
- 30 - 45
- 45 and above

Freeway Geometric Coloring
Density (Veh/LN/Hour)
- Density above 75
- Density above 55
- Density above 43

Freeway LOS Coloring
Density (Veh/Mi/Ln)
- LOS A to C < 28
- LOS D 28 - 35
- LOS E 35 - 43
- LOS F > 43

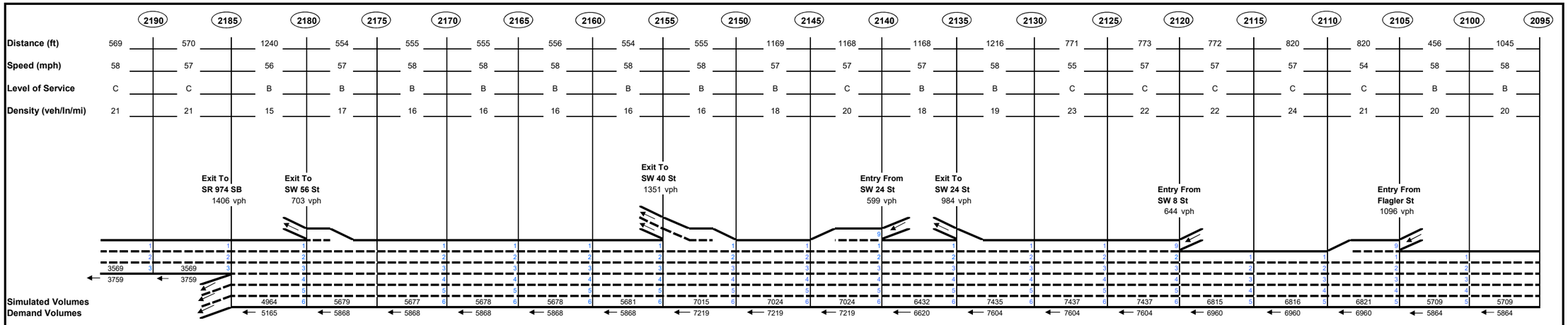
900 → Demand volume highlighted if simulated falls below = 90%
809 Simulated volume

Density Calculations from CORSIM not equivalent to calculations from HCM 2010
LOS Letter Grades based on density ranges specified in HCM 2010

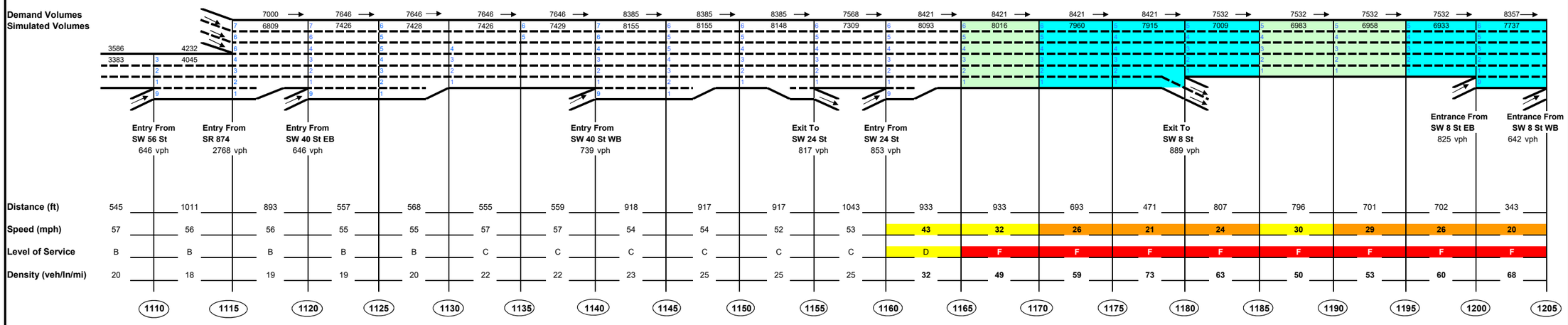
SR-826 N-S PD&E STUDY
2017 BASE CORSIM MODEL

Figure X
AM Peak Hour MOE's
SR 826 Lane Schematic

Date Submitted: October 2019 Peak Hour 8:00 - 9:00 Sheet 1 of 3



SR 826 - SOUTHBOUND



SR 826 - NORTHBOUND

LEGEND

511 Node Number

Speed (mph)

20 and below		
20	-	30
30	-	45
45 and above		

Freeway Geometric Coloring
Density (Veh/LN/Hour)

Density above	75
Density above	55
Density above	43

Freeway LOS Coloring
Density (Veh/Mi/Ln)

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

900 / 809 → Demand volume highlighted if simulated falls below = 90% Simulated volume

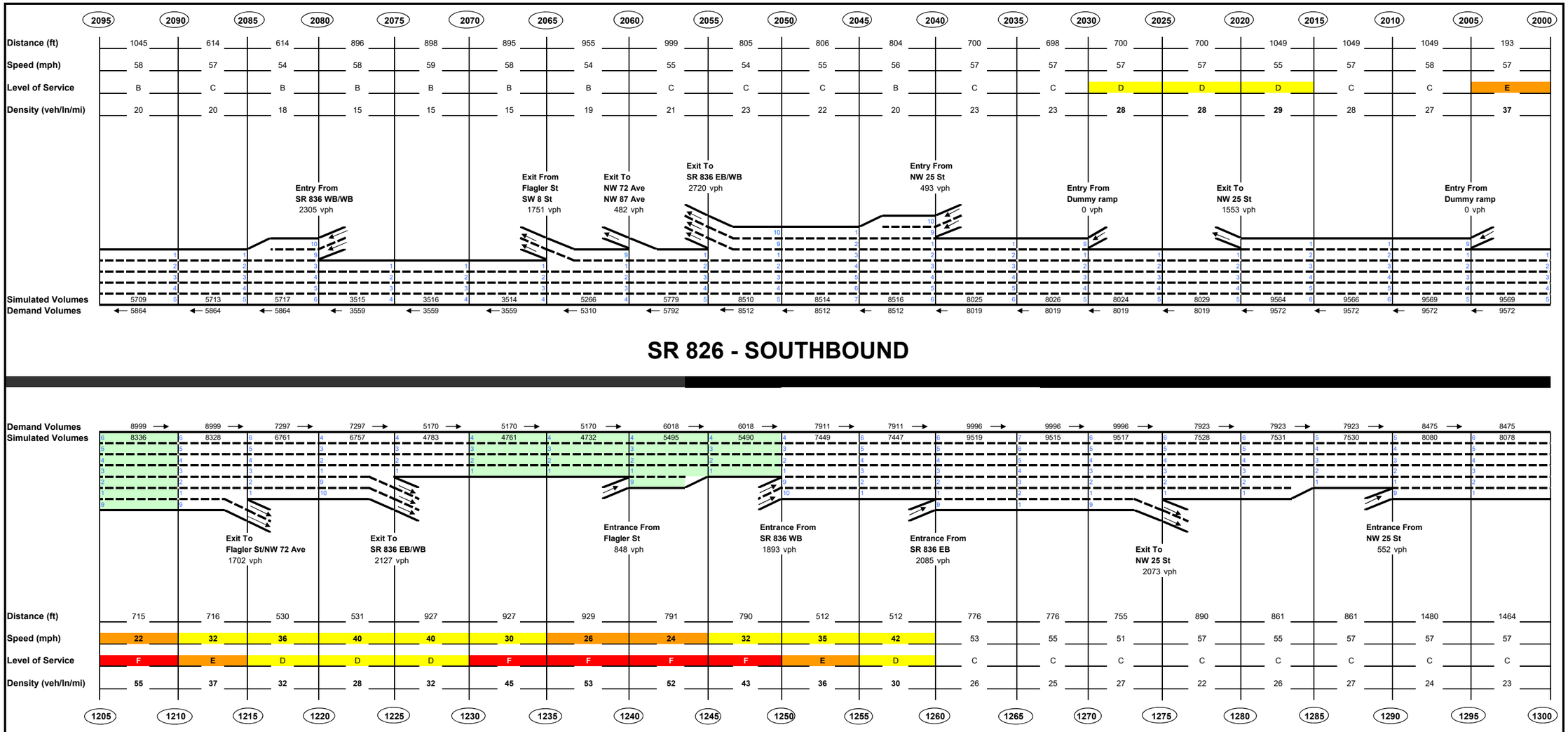
Density Calculations from CORSIM not equivalent to calculations from HCM 2010

LOS Letter Grades based on density ranges specified in HCM 2010

SR-826 N-S PD&E STUDY
2017 BASE CORSIM MODEL

Figure X
AM Peak Hour MOE's
SR 826 Lane Schematic

Date Submitted: October 2019 Peak Hour 8:00 - 9:00 Sheet 2 of 3



SR 826 - SOUTHBOUND

SR 826 - NORTHBOUND

LEGEND

511 Node Number

Freeway Geometric Coloring
Density (Veh/LN/Hour)

Speed (mph)
- 20 nd below
- 20 - 30
- 30 - 45
- 45 nd above

Density above 75
Density above 55
Density above 43

Freeway LOS Coloring
Density (Veh/Mi/Ln)

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

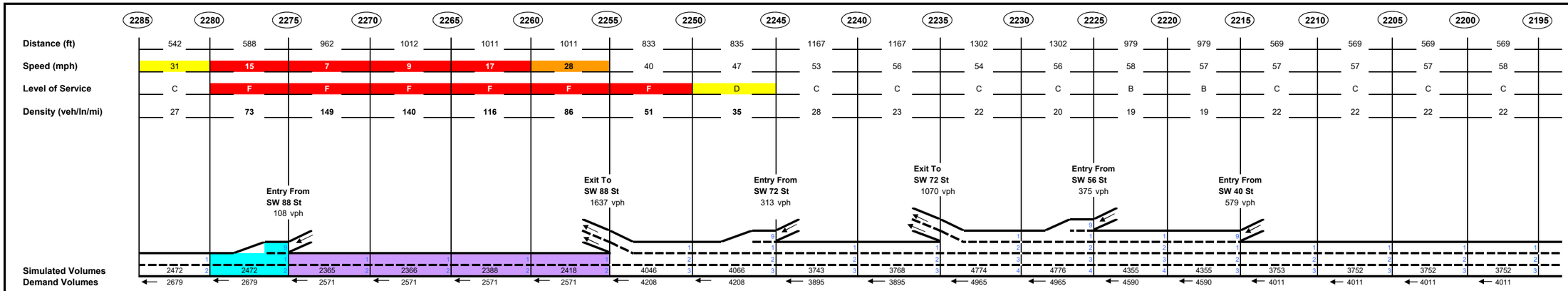
900 → Demand volume highlighted if simulated falls below = **90%**
809 Simulated volume

Density Calculations from CORSIM not equivalent to calculations from HCM 2010
LOS Letter Grades based on density ranges specified in HCM 2010

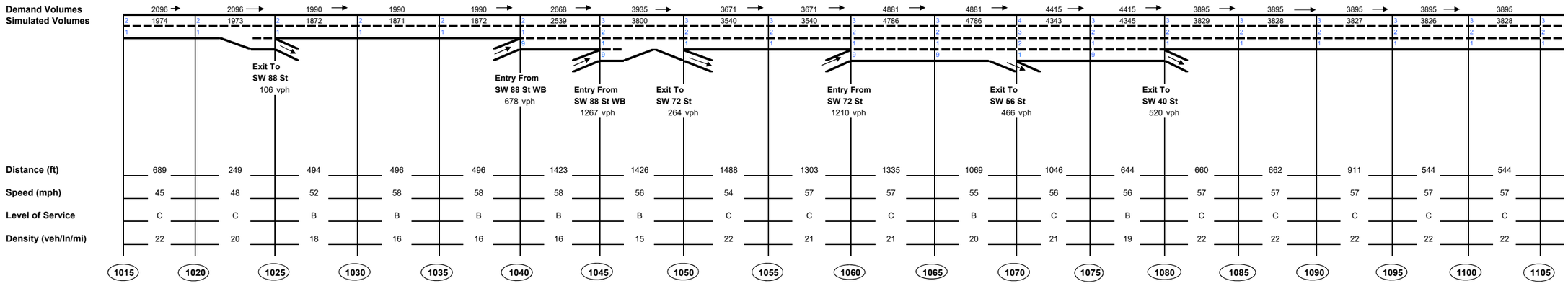
SR-826 N-S PD&E STUDY
2017 BASE CORSIM MODEL

Figure X
AM Peak Hour MOE's
SR 826 Lane Schematic

Date Submitted: October 2019 Peak Hour 8:00 - 9:00 Sheet 3 of 3



SR 826 - SOUTHBOUND



SR 826 - NORTHBOUND

LEGEND

511 Node Number

Freeway Geometric Coloring
Density (Veh/LN/Hour)

Freeway LOS Coloring
Density (Veh/Mi/Ln)

Speed (mph)

20 and below	Density above	75	LOS A to C < 28
20 - 30	Density above	55	LOS D 28 - 35
30 - 45	Density above	43	LOS E 35 - 43
45 and above			LOS F > 43

900 / 809 — Demand volume highlighted if simulated falls below = 90% Simulated volume

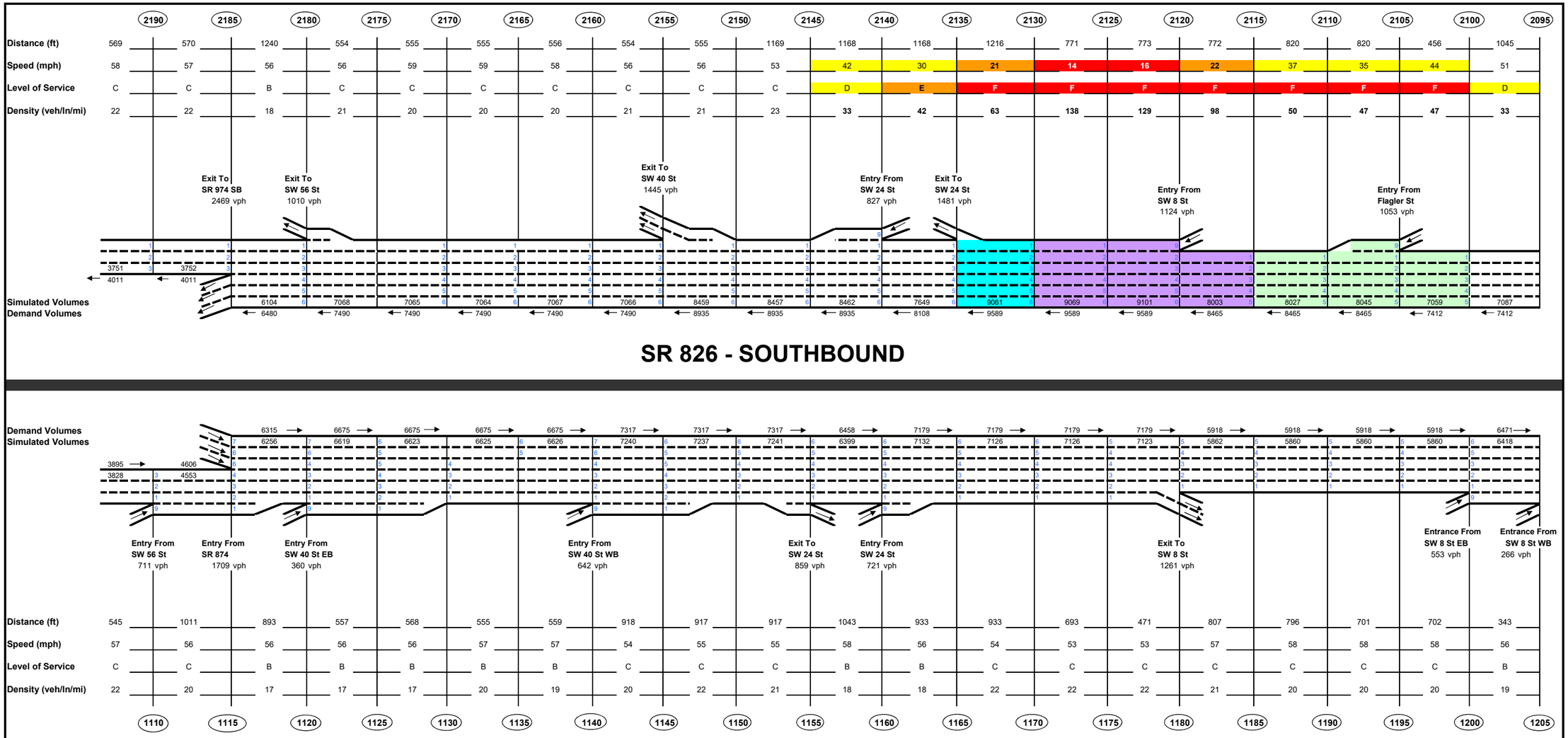
Density — Calculations from CORSIM not equivalent to calculations from HCM 2010

LOS — Letter Grades based on density ranges specified in HCM 2010

SR-826 N-S PD&E STUDY
2017 BASE CORSIM MODEL

Figure X
PM Peak Hour MOE's
SR 826 Lane Schematic

Date Submitted: October 2019 Peak Hour 5:00 - 6:00 Sheet 1 of 3



SR 826 - SOUTHBOUND

SR 826 - NORTHBOUND

LEGEND

511 Node Number

Freeway Geometric Coloring
Density (Veh/LN/Hour)

Freeway LOS Coloring
Density (Veh/Mi/Ln)

Speed (mph)

20 and below			Density above	75	LOS A to C < 20
20 - 30			Density above	55	LOS D 20 - 35
30 - 45			Density above	43	LOS E 35 - 55
45 and above					LOS F > 55

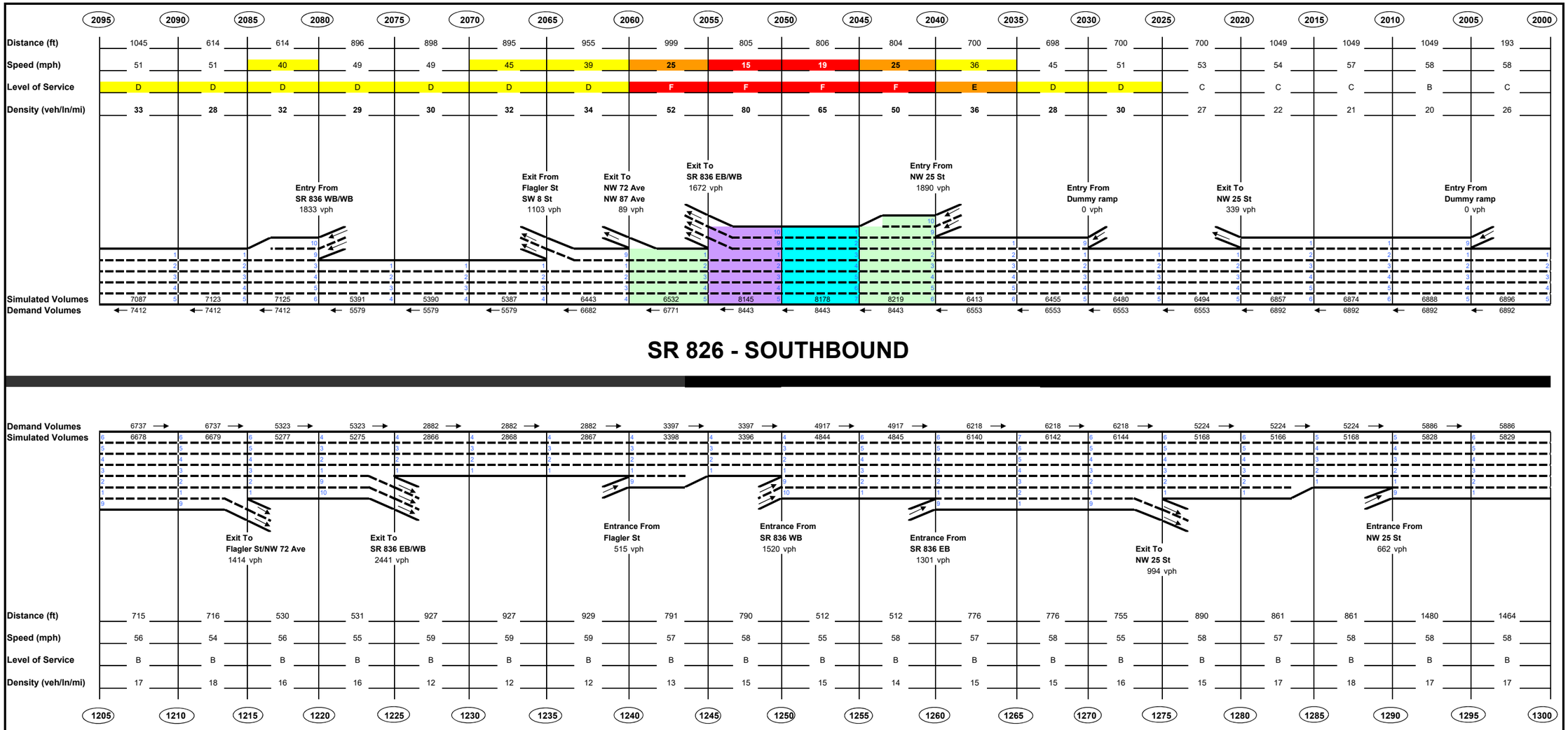
900 / 809 Demand volume highlighted if simulated falls below = **90%** of Simulated volume

Density Calculations from CORSIM not equivalent to calculations from HCM 2010
LOS Letter Grades based on density ranges specified in HCM 2010

SR-826 N-S PD&E STUDY
2017 BASE CORSIM MODEL

Figure X
PM Peak Hour MOE's
SR 826 Lane Schematic

Date Submitted: October 2019 Peak Hour 5:00 - 6:00 Sheet 2 of 3



SR 826 - SOUTHBOUND

SR 826 - NORTHBOUND

LEGEND

511 Node Number

Freeway Geometric Coloring
Density (Veh/LN/Hour)

Speed (mph)

20 and below			Density above	75
20	-	30	Density above	55
30	-	45	Density above	43
45 and above				

Freeway LOS Coloring
Density (Veh/Mi/Ln)

LOS A to C	< 20
LOS D	20 - 35
LOS E	35 - 55
LOS F	> 55

900 / 809 — Demand volume highlighted if simulated falls below = 90%; Simulated volume

Density — Calculations from CORSIM not equivalent to calculations from HCM 2010

LOS — Letter Grades based on density ranges specified in HCM 2010

SR-826 N-S PD&E STUDY
2017 BASE CORSIM MODEL

Figure X
PM Peak Hour MOE's
SR 826 Lane Schematic

Date Submitted: October 2019 Peak Hour 5:00 - 6:00 Sheet 3 of 3

Section 8

RNS Files

- **Existing (2017) AM**
- **Existing (2017) PM**

RNS Files_Existing 2017

EXISTING (2017) AM PEAK MODEL

10

9128 19544 5375

6487 15900 5204

3986 21330 26043

4523 25331 26870

26890 29547 12702

10094 7025 19202

13746 29926 14126

14232 19400 19808

21198 5592 15596

30858 28366 7576

EXISTING (2017) AM PEAK MODEL

10

16506 27465 31997

9193 9142 27790

1916 11199 8065

9098 14006 10187

31597 22481 6393

32244 4953 3356

7473 13131 8864

29094 22454 28048

20368 3029 2408

11768 2846 27421

PART II

DESIGN YEAR 2045 No-BUILD

MODEL MANUAL

Section 1

Design Year 2045 No-Build CORSIM Model Input Sheets

- **FRESIM Input**
- **NETSIM Input**

Table #

FRESIM Input

2045 No Build Model - AM Peak

Facility	Link Description					Link Geometry								Link Operations								Auxiliary Lanes																	
																						Aux Lane 1			Aux Lane 2			Aux Lane 3			Aux Lane 4			Aux Lane 5			Aux Lane 6		
	Upstream Name	Downstream Name	Up Stream Node #	Down Stream Node #	Link Name (12 chars)	Receive Node	Link Length	Link Type	# of Through Lanes	Grade	Super Elevation	Radius	Pave-ment Code	Speed	Car Follow-ing Factor	Exit Warning Sign Distance	Distance to HOV Warning	Minimum Speed to Trigger	Distance to Reaction Point	Mean Start-up Delay	Passing Zone Code	Lane Number	Type	Length	Lane Number	Type	Length	Lane Number	Type	Length	Lane Number	Type	Length	Lane Number	Type	Length	Lane Number	Type	Length
	(in Excel only)	*(in Excel only)*	*19-1*	*19-2*	*10-3*	*19-3*	*19-4*	*19-5*	*19-6*	*20-3*	*20-4*	*20-5*	*20-6*	*20-8*	*20-18*	*20-12*	*20-14*	*20-16*	*20-17*	*20-7*	*20-19*	*19-7*	*19-8*	*19-9*	*19-10*	*19-11*	*19-12*	*19-13*	*19-14*	*19-15*	*19-20*	*19-21*	*19-22*	*19-23*	*19-24*	*19-25*	*19-26*	*19-27*	*19-28*
SR 826 NB	**Begin SR 826 NB Mainline**	US-1 NB Entrance	1000	1005		1010	211	0	1	0	0	0	1	50	100					10																		
	US-1 NB Entrance		1005	1010	NB SR 826	1015	454	0	1	0	0	0	1	50	100			27	1500	10		6	3	454	7	3	454												
		Dummy Road Exit	1010	1015	NB SR 826	1020	555	0	2	0	0	0	1	50	100	2500	2500			10		9	3	555														
	Dummy Road Exit		1015	1020	NB SR 826	1025	689	0	2	0	0	0	1	50	100					10																		
		SW 88 St Exit	1020	1025	NB SR 826	1030	249	0	2	0	0	0	1	50	100	2470	2500			10																		
	SW 88 St Exit		1025	1030	NB SR 826	1035	494	0	2	0	0	0	1	60	100					10																		
			1030	1035	NB SR 826	1040	496	0	2	0	0	0	1	60	100					10																		
		SW 88 St EB Entrance	1035	1040	NB SR 826	1045	1423	0	2	0	0	0	1	60	100					10																		
	SW 88 St EB Entrance	SW 88 St WB Entrance	1040	1045	NB SR 826	1050	1426	0	2	0	0	0	1	60	100			43	1500	10		9	3	1426														
	SW 88 St WB Entrance	SW 72 St Exit	1045	1050	NB SR 826	1055	1488	0	3	0	0	0	1	60	100	2500	2500	43	1500	10		9	1	300														
	SW 72 St Exit		1050	1055	NB SR 826	1060	1303	0	3	0	0	0	1	60	100					10																		
		SW 72 St Entrance	1055	1060	NB SR 826	1065	1335	0	3	0	0	0	1	60	100					10																		
	SW 72 St Entrance		1060	1065	NB SR 826	1070	1069	0	3	0	0	0	1	60	100			43	1500	10		9	3	1069	10	1	500											
		SW 56 St Exit	1065	1070		1075	1046	0	4	0	0	0	1	60	100	2500	2500			10																		
	SW 56 St Exit		1070	1075	NB SR 826	1080	668	0	4	0	0	0	1	60	100					10																		
		SW 40 St Exit	1075	1080	NB SR 826	1085	644	0	3	0	0	0	1	60	100	2500	2500			10		9	3	644														
	SW 40 St Exit		1080	1085	NB SR 826	1090	660	0	3	0	0	0	1	60	100					10																		
			1085	1090	NB SR 826	1095	662	0	3	0	0	0	1	60	100					10																		
			1090	1095	NB SR 826	1100	911	0	3	0	0	0	1	60	100					10																		
			1095	1100	NB SR 826	1105	544	0	3	0	0	0	1	60	100					10																		
			1100	1105		1110	544	0	3	0	0	0	1	60	100					10																		
		SW 56 St Entrance	1105	1110	NB SR 826	1115	545	0	3	0	0	0	1	60	100					10																		
	SW 56 St Entrance	SR 874 Entrance	1110	1115	NB SR 826	1120	1011	0	3	0	0	0	1	60	100			43	1500	10		9	3	1011														
	SR 874 Entrance	SW 40 St EB Entrance	1115	1120		1125	893	0	4	0	0	0	1	60	100			43	3000	10		6	3	893	7	3	893	8	3	893								
	SW 40 St EB Entrance		1120	1125	NB SR 826	1130	557	0	5	0	0	0	1	60	100			43	3000	10		9	3	557	6	3	557											
			1125	1130	NB SR 826	1135	568	0	5	0	0	0	1	60	100					10		6	3	568	7	3	568											
			1130	1135	NB SR 826	1140	555	0	5	0	0	0	1	60	100					10		6	3	555														
		SW 40 St WB Entrance	1135	1140	NB SR 826	1145	559	0	5	0	0	0	1	60	100					10		6	3	559														
	SW 40 St WB Entrance		1140	1145	NB SR 826	1150	918	0	5	0	0	0	1	60	100			43	3000	10		9	1	500	6	3	918											
			1145	1150	NB SR 826	1155	917	0	5	0	0	0	1	60	100					10		6	3	917														
		SW 24 St Exit	1150	1155	NB SR 826	1160	917	0	5	0	0	0	1	60	100	5000	5000			10		9	2	400	6	3	917											
	SW 24 St Exit	SW 24 St Entrance	1155	1160	NB SR 826	1165	1043	0	5	0	0	0	1	60	100					10		6	3	1043														
	SW 24 St Entrance		1160	1165	NB SR 826	1170	933	0	5	0	0	0	1	60	100			43	1500	10		9	1	864	6	3	933											
			1165	1170		1175	933	0	5	0	0	0	1	60	100					10		6	3	933														
			1170	1175		1180	693	0	5	0	0	0	1	60	100					10		9	3	693														
		SW 8 St Exit	1175	1180	NB SR 826	1185	471	0	5	0	0	0	1	60	100	2500	2500			10		9	3	471														
	SW 8 St Exit		1180	1185	NB SR 826	1190	807	0	5	0	0	0	1	60	100					10																		
			1185	1190	NB SR 826	1195	796	0	5	0	0	0	1	60	100					10																		
			1190	1195		1200	701	0	5	0	0	0	1	60	100					10																		
		SW 8 St EB Entrance	1195	1200		1205	702	0	5	0	0	0	1	60	100					10																		
	SW 8 St EB Entrance	SW 8 St WB Entrance	1200	1205	NB SR 826	1210	343	0	5	0	0	0	1	60	100			43	1500	10		9	3	343														
	SW 8 St WB Entrance	SR 826 EL NB Exit	1205	1210	NB SR 826	1215	715	0	5	0	0	0	1	60	100	2500	2500	43	1500	10		9	3	715	10	3	715	6	2	500								
	SR 826 EL NB Exit	Flagler St/NW72Ave Exit	1210	1215	NB SR 826	1220	717	0	5	0	0	0	1	60	100	2500	2500			10		9	3	717	6	3	717											
	Flagler St/NW72Ave Exit		1215	1220	NB SR 826	1225	530	0	5	0	0	0	1	60	100					10		9	3	530														
		SR 836 EB/WB Exit	1220	1225	NB SR 826	1230	531	0	4	0	0	0	1	60	100	2500	2500			10		9	3	531	10	3	531											
	SR 836 EB/WB Exit		1225	1230	NB SR 826	1235	927	0	4	0	0	0	1	60	100					10																		
			1230	1235	NB SR 826	1240	927	0	4	0	0	0	1	60	100					10																		
		Flagler St Entrance	1235	1240	NB SR 826	1245	929	0	4	0	0	0	1	60	100					10																		
	Flagler St Entrance		1240	1245	NB SR 826	1250	791	0	4	0	0	0	1	60	100			43	1500	10		9	1	500														
		SR 836 WB/NW 72 Ave Entrance	1245	1250	NB SR 826	1255	790	0	4	0	0	0	1	60	100					10																		
	SR 836 WB/NW 72 Ave Entrance		1250	1255	NB SR 826	1260	512	0	4	0	0	0	1	60	100			43	1500	10		9	3	512	10	3	512											
		SR 836 EB Entrance	1255	1260	NB SR 826	1265	512	0	5	0	0	0	1	60	100					10		9	3	512														
	SR 836 EB Entrance		1260	1265	NB SR 826	1270	776	0	5	0	0	0	1	60	100			43	1500	10		9	3	776	10	3	776											
			1265	1270	NB SR 826	1275	776	0	5	0	0	0	1	60	100					10		9	3	776	10	3	776											
		NW 25 St Exit	1270	1275	NB SR 826	1280	755	0	5	0	0	0	1	60	100	2500	2500			10		9	3	755	6	3	755											
	NW 25 St Exit		1275	1280		1285	890	0	5	0	0	0	1	60	100					10		9	3	890														
		NW 25 St Entrance	1280	1285	NB SR 826	1290	861	0	5	0	0	0	1	60	100					10		9	3	861														
	NW 25 St Entrance		1285	1290	NB SR 826	1295	861	0	5	0	0	0	1	60	100					10																		
		End SR 826 NB Mainline	1290	1295	NB SR 826	1300	1480	0	5	0	0	0	1	60	100			43	1500	10		9	3	1480														
			1295	1300	NB SR 826	8130	1464	0	5	0	0	0	1	60	100					10		9	3	1464														
	US-1 NB	SR 826 NB	1500	1005		1010	350	1	2	0	0	0	1	50	100					10																		
	SR 826 NB	Dummy Rd Exit	1015	1501		8002	265	1	1	0	0	0	1	65	100					10																		
	SR 826 NB		1025	1504	NB Off-Ramp	1505	510	1	1	0	0	0	1	40	100					10																		
		SW 88 St Exit	1504	1505		7505	233	1	2	0	0	0	1	40	100					10																		
	SW 88 St EB Entrance		1510	1515		1520	282	1	1	0	0	0	1	30	100					10																		
			1515	1520		1040	821	1	1	0	0	0	1	40	100					10																		
		SR 826 NB	1520	1040		1045	490	1	1	0	0	0	1	40	100					10																		
	SW 88 St WB Entrance		1525	1530		1535	360	1	1	0	0	0	1	40	100					10																		
			1530	1535		1045	693	1	1	0	0	0	1	40	100					10																		
		SR 826 NB	1535	1045		1050	689	1	1	0	0	0	1	40	100					10																		
	SR 826 NB		1050	1540		1545	434	1	1	0	0	0	1	40	100					10																		
		SW 72 St Exit	1540	1545		7545	543	1	1	0	0	0	1	40	100					10																		
	SW 72 St Entrance		1550	1555		1060	226	1	3	0	0	0	1	40	100					10																		
		SR 826 NB	1555	1060		1065	489	1	2	0	0	0	1	40	100					10																		
	SR 826 NB		1070	1560		1565	571	1	1	0	0	0	1	40	100					10																		
			1560	1565		1570	468	1	1	0	0	0	1	40	100					10																		
		SW 56 St Exit	1565	1570		7570	381	1	1	0	0	0	1	40	100					10																		
	SR 826 NB		1080	1575		1580	312	1	1	0	0	0	1	45	100					10																		
			1575	1580		1585	552	1	1	0	0	0	1	45	100					10																		
			1580	1585		1590	341	1	1	0	0	0	1	45	100					10																		
		SW 40 St Exit	1585	1590		7590	136	1	1	0	0	0	1	45	100					10																		
	SW 56 St Entrance		1595	1600		1110	231	1	1	0	0	0	1	45	100					10																		
		SR 826 NB	1600	1110		1115	640	1	1	0	0	0	1	45	100					10																		
	SR 874 Entrance		1605	1610		1615	760	1	3	0	0	0	1	50	100					10																		

SR 826 NB Ramps			1610	1615		1115	648	1	3	0	0	0	1	50	100					10																								
		SR 826 NB	1615	1115		1120	716	1	3	0	0	0	1	50	100					10																								
	SW 40 St EB Entrance		1620	1625		1630	168	1	1	0	0	0	1	25	100					10																								
			1625	1630		1120	244	1	1	0	0	0	1	25	100					10																								
		SR 826 NB	1630	1120		1125	147	1	1	0	0	0	1	25	100					10																								
	SW 40 St WB Entrance		1635	1640		1140	223	1	1	0	0	0	1	40	100					10																								
		SR 826 NB	1640	1140		1145	1084	1	1	0	0	0	1	40	100					10																								
	SR 826 NB		1155	1645		1650	220	1	1	0	0	0	1	40	100					10																								
		SW 24 St Exit	1645	1650		7650	302	1	1	0	0	0	1	30	100					10																								
	SW 24 St Entrance		1655	1660		1160	178	1	1	0	0	0	1	30	100					10																								
		SR 826 NB	1660	1160		1165	401	1	1	0	0	0	1	40	100					10																								
	SR 826 NB		1180	1665		1670	383	1	2	0	0	0	1	45	100					10																								
			1665	1670		1675	501	1	2	0	0	0	1	45	100					10																								
		SW 8 St Exit	1670	1675		7675	474	1	2	0	0	0	1	30	100					10																								
	SW 8 St EB Entrance		1680	1685		1690	226	1	1	0	0	0	1	25	100					10																								
			1685	1690		1695	262	1	1	0	0	0	1	25	100					10																								
			1690	1695		1700	249	1	1	0	0	0	1	25	100					10																								
			1695	1700		1705	329	1	1	0	0	0	1	40	100					10																								
			1700	1705		1710	508	1	1	0	0	0	1	40	100					10																								
			1705	1710		1200	511	1	1	0	0	0	1	40	100					10																								
		SR 826 NB	1710	1200		1205	346	1	1	0	0	0	1	40	100					10																								
	SW 8 St WB Entrance		1715	1720		1205	602	1	1	0	0	0	1	40	100					10																								
		SR 826 NB	1720	1205		1210	170	1	1	0	0	0	1	40	100					10																								
	SR 826 NB	SR 826 EL NB Exit	1210	1722		8172	571	1	1	0	0	0	1	65	100					10																								
	SR 826 NB	FlaglerSt/NW 72 Ave Exit	1215	1725		7725	193	1	2	0	0	0	1	45	100					10																								
	SR 826 NB	SR 836 EB/WB Exit	1225	1730		1315	310	1	3	0	0	0	1	50	100					10																								
	Flagler St Entrance		1735	1740		1240	449	1	2	0	0	0	1	40	100					10																								
		SR 826 NB	1740	1240		1245	234	1	1	0	0	0	1	40	100					10																								
	SR 836 WB/NW 72 Ave Entrance	SR 826 NB	1745	1250		1255	250	1	2	0	0	0	1	40	100					10																								
	SR 836 EB Entrance		1750	1755		1260	596	1	2	0	0	0	1	50	100					10																								
		SR 826 NB	1755	1260		1265	567	1	2	0	0	0	1	50	100					10																								
	SR 826 NB		1275	1760		1765	378	1	2	0	0	0	1	40	100					10																								
		NW 25 St Exit	1760	1765		8765	263	1	2	0	0	0	1	40	100					10																								
	NW 25 St Entrance		1770	1775		1290	218	1	1	0	0	0	1	40	100					10																								
		SR 826 NB	1775	1290		1295	590	1	1	0	0	0	1	40	100					10																								
SR 826 SB	**Begin SR 826 SB Mainline**	Dummy Ramp Entrance	2000	2005		2010	593	0	4	0	0	0	1	60	100					10																								
	Dummy Ramp Entrance		2005	2010		2015	1249	0	4	0	0	0	1	60	100			43	1500	10		9	3	1249	10	3	1249																
			2010	2015		2020	1249	0	5	0	0	0	1	60	100					10		9	3	1249																				
		NW 25 St Exit	2015	2020		2025	1249	0	5	0	0	0	1	60	100	2500	2500			10		9	3	1249																				
	NW 25 St Exit		2020	2025		2030	700	0	5	0	0	0	1	60	100					10																								
		Dummy Ramp Entrance	2025	2030		2035	700	0	5	0	0	0	1	60	100					10																								
	Dummy Ramp Entrance		2030	2035		2040	698	0	5	0	0	0	1	60	100			43	1500	10		9	3	698																				
		NW 25 St Entrance	2035	2040		2045	700	0	5	0	0	0	1	60	100					10		9	3	700																				
	NW 25 St Entrance		2040	2045		2050	804	0	5	0	0	0	1	60	100			43	1500	10		9	3	804	10	3	804	11	1	475												
			2045	2050		2055	806	0	5	0	0	0	1	60	100					10		9	3	806	10	3	806															
		SR 836 EB/WB Exit	2050	2055		2060	805	0	5	0	0	0	1	60	100	2500	2500			10		9	3	805	10	3	805															
	SR 836 EB/WB Exit	NW 72 Ave/NW 87 Ave Exit	2055	2060		2065	999	0	5	0	0	0	1	60	100	950	2500			10		9	2	100																		
	NW 72 Ave/NW 87 Ave Exit	Flagler St/SW 8 St Exit	2060	2065		2070	955	0	4	0	0	0	1	60	100	2500	2500			10		9	3	955																		
	Flagler St/SW 8 St Exit	SR 826 EL SB Exit	2065	2070		2075	895	0	4	0	0	0	1	60	100					10																								
	SR 826 EL SB Exit		2070	2075		2080	898	0	4	0	0	0	1	60	100			40	1500	10		6	3	898																				
		SR 836 EB/WB Entrance	2075	2080		2085	896	0	5	0	0	0	1	60	100					10																								
	SR 836 EB/WB Entrance		2080	2085		2090	714	0	5	0	0	0	1	60	100			43	1500	10		9	3	714	10	1	600															
			2085	2090		2095	604	0	5	0	0	0	1	60	100					10		9	3	604																				
			2090	2095		2100	617	0	5	0	0	0	1	60	100					10		9	3	617																				
			2095	2100		2105	704	0	5	0	0	0	1	60	100					10		9	3	704																				
		Flagler St Entrance	2100	2105		2110	704	0	5	0	0	0	1	60	100					10																								
	Flagler St Entrance		2105	2110		2115	820	0	5	0	0	0	1	60	100			43	1500	10		9	1	800																				
			2110	2115		2120	819	0	5	0	0	0	1	60	100					10																								
		SW 8 St Entrance	2115	2120		2125	820	0	5	0	0	0	1	60	100					10																								
	SW 8 St Entrance		2120	2125		2130	772	0	5	0	0	0	1	60	100			43	1500	10		9	3	772																				
			2125	2130		2135	773	0	5	0	0	0	1	60	100					10		9	3	773																				
		SW 24 St Exit	2130	2135		2140	771	0	5	0	0	0	1	60	100	2500	2500			10		6	3	771																				
	SW 24 St Exit	SW 24 St Entrance	2135	2140		2145	1216	0	5	0	0	0	1	60	100					10		9	3	1216																				
	SW 24 St Entrance		2140	2145		2150	1168	0	5	0	0	0	1	60	100			43	1500	10		9	3	1168	10	1	917															
			2145	2150		2155	1168	0	5	0	0	0	1	60	100					10		9	3	1168																				
		SW 40 St Exit	2150	2155		2160	1169	0	5	0	0	0	1	60	100	2500	2500			10		9	2	1160	6	3	1169															
	SW 40 St Exit		2155	2160		2165	555	0	5	0	0	0	1	60	100					10		9	3	555																				
			2160	2165		2170	554	0	5	0	0	0	1	60	100					10		9	3	554																				
			2165	2170		2175	556	0	5	0	0	0	1	60	100					10		9	3	556																				
			2170	2175		2180	555	0	5	0	0	0	1	60	100					10		9	3	555																				
		SW 56 St Exit	2175	2180		2185	554	0	5	0	0	0	1	60	100	2500	2500			10		6	3	554																				
	SW 56 St Exit	SR 874 Exit	2180	2185		2190	1240	0	3	0	0	0	1	60	100	2500	2500			10		6	3	1240	7	3	1240	8	3	1240												
	SR 874 Exit		2185	2190		2195	570	0	3	0	0	0	1	60	100					10																								
			2190	2195		2200	569	0	3	0	0	0	1	60	100					10																								
			2195	2200		2205	569	0	3	0	0	0	1	60	100					10																								
			2200	2205		2210	569	0	3	0	0	0	1	60	100					10																								
			2205	2210		2215	569	0	3	0	0	0	1	60	100					10																								
		SW 40 St Entrance	2210	2215		2220	569	0	3	0	0	0	1	60	100					10																								
	SW 40 St Entrance		2215	2220		2225	979	0	3	0	0	0	1	60	100			43	1500	10		9	3	979																				
		SW 56 St Entrance	2220	2225		2230	979	0	4	0	0	0	1	60	100					10																								
	SW 56 St Entrance		2225	2230		2235	1302	0	4	0	0	0	1	60	100			43	1500	10		9	1	200																				
		SW 24 St Exit	2230	2235		2240	1302	0	3	0	0	0	1	60	100	2500	2500			10		9	3	1302																				
	SW 24 St Exit		2235	2240		2245	1167	0	3	0	0	0	1	60	100					10																								
		SW 24 St Entrance	2240	2245		2250	1167	0	3	0	0	0	1	60	100					10																								
	SW 24 St Entrance		2245	2250		2255	835	0	3	0	0	0	1	60	100			43	1500	10		9	1	300																				
		SW 88 St Exit	2250	2255		2260	833	0	2	0	0	0	1	60	100	2500	2500			10		9	3	833																				
	SW 88 St Exit		2255	2260		2265	1011	0	2	0	0	0	1	60	100					10																								
			2260	2265		2270	1011	0	2	0	0	0	1	60	100					10																								
			2265	2270		2275	1012	0	2	0	0	0	1	60	100					10																								
		SW 88 St Entrance	2270	2275		2280	962	0	2	0	0	0	1	60	100					10																								
	SW 88 St Entrance	Dummy Ramp Entrance	2275	2280		2285	588	0	2	0	0	0	1	60	100			43	1500	10		9	1	200																				
	Dummy Ramp Entrance		2280	2285		2290	542	0	2	0	0	0	1	50	100			43	1500	10		9	3	542																				
		US-1 SB Exit	2285	2290		2295	501	0	1	0	0	0	1	50	100	2500	2500			10		6	3	501	7	3	501															
	US-1 SB Exit	**End SR 826 SB Mainline**	2290	2295		8229	132	0	1	0	0	0	1	50	100					10																								

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			3185	3190		3195	505	0	3	0	0	0	1	45	100					10																					
		NW 72 Ave Entrance	3190	3195		3200	455	0	3	0	0	0	1	45	100					10																					
	NW 72 Ave Entrance		3195	3200		3205	639	0	2	0	0	0	1	45	100			43	1500	10		9	3	639																
		Dummy Ramp Entrance	3200	3205		3210	640	0	3	0	0	0	1	45	100					10																					
	Dummy Ramp Entrance		3205	3210		3215	290	0	1	0	0	0	1	45	100			43	1500	10		9	3	290	10	3	290													
		SR 836 EB Exit	3210	3215		3220	292	0	1	0	0	0	1	45	100	2500	2500			10		6	3	292	7	3	292													
	SR 836 EB Exit	**End SR 836 EB CD**	3215	3220		8322	204	0	1	0	0	0	1	45	100					10																					
SR 836 EB CD Ramps	SR 836 EB1 Entrance	SR 836 EB CD	3510	3125		3130	390	1	1	0	0	0	1	50	100					10																					
	SR 836 EB CD	SR 826 NB/SB Exit	3135	3540		3235	231	1	2	0	0	0	1	50	100					10																					
	SR 836 EB2 Entrance	SR 836 EB CD	3520	3145		3150	670	1	1	0	0	0	1	50	100					10																					
	SR 826 SB Entrance		3545	3550		3150	361	1	2	0	0	0	1	50	100					10																					
		SR 836 EB CD	3550	3150		3155	418	1	2	0	0	0	1	50	100					10																					
	SR 836 EB CD		3160	3555		3560	162	1	1	0	0	0	1	50	100					10																					
		SR 826 SB CD Exit	3555	3560		2690	412	1	1	0	0	0	1	50	100					10																					
	SR 836 EB CD		3170	3565		3570	184	1	2	0	0	0	1	40	100					10																					
		NW 72 Ave Exit	3565	3570		8357	621	1	2	0	0	0	1	40	100					10																					
	Flagler St Entrance		3575	3580		3180	369	1	2	0	0	0	1	40	100					10																					
		SR 836 EB CD	3580	3180		3185	496	1	1	0	0	0	1	40	100					10																					
	NW 72 Ave Entrance		3585	3590		3195	274	1	1	0	0	0	1	40	100					10																					
		SR 836 EB CD	3590	3195		3200	398	1	1	0	0	0	1	40	100					10																					
	Dummy Ramp Entrance	SR 836 EB CD	3595	3205		3210	142	1	1	0	0	0	1	50	100					10																					
	SR 836 EB CD	SR 836 EB Exit	3215	3530		3090	291	1	2	0	0	0	1	50	100					10																					
SR 836 EB CD to SR 826 NB	**Begin SR 836 EB CD to SR 826 NB**	SR 836 EB/NW 87 Ave Entrance	3230	3235		3240	133	0	1	0	0	0	1	50	100					10																					
	SR 836 EB/NW 87 Ave Entrance		3235	3240		3245	573	0	1	0	0	0	1	50	100			43	1500	10		6	3	573	7	3	573													
		SR 826 SB Exit	3240	3245		3250	513	0	2	0	0	0	1	50	100	1215	2500			10		9	3	513																
	SR 826 SB Exit		3245	3250		3255	787	0	2	0	0	0	1	50	100					10																					
			3250	3255		3260	697	0	2	0	0	0	1	50	100					10																					
		SR 826 NB Exit	3255	3260		3265	683	0	2	0	0	0	1	50	100	2500	2500			10																					
	SR 826 NB Exit	**End SR 836 EB CD to SR 826 NB**	3260	3265		8326	150	0	1	0	0	0	1	50	100					10																					
SR 836 EB CD to SR 826 NB Ramps	SR 836 EB Entrance	SR 836 EB CD to SR 826 NB	3540	3235		3240	270	1	2	0	0	0	1	50	100					10																					
	SR 836 EB CD to SR 826 NB	SR 826 SB Exit	3245	3600		2440	352	1	1	0	0	0	1	50	100					10																					
	SR 836 EB CD to SR 826 NB	SR 826 NB Exit	3260	1750		1755	564	1	2	0	0	0	1	50	100					10																					
SR 836 WB	**Begin SR 836 WB Mainline**		4000	4005		4010	934	0	5	0	0	0	1	50	100					10																					
			4005	4010		4015	845	0	5	0	0	0	1	50	100					10																					
		NW 72 Ave/NW 87 Ave Exit	4010	4015		4020	1099	0	5	0	0	0	1	50	100	2500	2500			10		9	2	900																	
	NW 72 Ave/NW 87 Ave Exit		4015	4020		4025	958	0	5	0	0	0	1	50	100					10																					
			4020	4025		4030	848	0	5	0	0	0	1	50	100					10																					
		SR 826 NB/SB Exit	4025	4030		4035	864	0	4	0	0	0	1	50	100	2500	2500			10		9	3	864	10	2	800													
	SR 826 NB/SB Exit		4030	4035		4040	759	0	4	0	0	0	1	50	100					10																					
			4035	4040		4045	773	0	4	0	0	0	1	50	100					10																					
			4040	4045		4050	732	0	4	0	0	0	1	50	100					10																					
			4045	4050		4055	819	0	4	0	0	0	1	50	100					10																					
			4050	4055		4060	835	0	4	0	0	0	1	50	100					10																					
			4055	4060		4065	831	0	4	0	0	0	1	50	100					10																					
			4060	4065		4070	829	0	3	0	0	0	1	50	100					10																					
		SR 826 NB/SB Entrance	4065	4070		4075	834	0	3	0	0	0	1	50	100					10																					
	SR 826 NB/SB Entrance		4070	4075		4080	1177	0	3	0	0	0	1	50	99			43	1500	10		9	1	150																	
			4075	4080		4085	1177	0	3	0	0	0	1	50	100					10																					
			4080	4085		4090	1177	0	3	0	0	0	1	50	100					10																					
			4085	4090		4095	1177	0	3	0	0	0	1	50	100					10																					
		NW 87 Ave Entrance	4090	4095		4100	1176	0	3	0	0	0	1	50	100					10																					
	NW 87 Ave Entrance		4095	4100		4105	1250	0	3	0	0	0	1	50	100			43	1500	10		9	3	1250																	
		End SR 836 WB Mainline	4100	4105		8410	1252	0	4	0	0	0	1	50	100					10																					
SR 836 WB Ramps	SR 836 WB	NW 72 Ave/NW 87 Ave Exit	4015	4500		4125	271	1	2	0	0	0	1	45	100					10																					
	SR 836 WB	SR 826 NB/SB Exit	4030	4505		1385	356	1	3	0	0	0	1	50	100					10																					
	SR 826 NB/SB Entrance	SR 836 WB	4510	4070		4075	687	1	1	0	0	0	1	50	100					10																					
	NW 87 Ave Entrance	SR 836 WB	4515	4095		4100	343	1	1	0	0	0	1	45	100					10																					
SR 836 WB CD	**Begin SR 836 WB CD**	SR 836 WB Entrance	4120	4125		4130	237	0	1	0	0	0	1	45	100					10																					
	SR 836 WB Entrance		4125	4130		4135	409	0	1	0	0	0	1	45	100			43	1500	10		6	3	409	7	3	409													
		NW 72 Ave Exit	4130	4135		4140	395	0	2	0	0	0	1	45	100	1040	2500			10		9	3	395																	
	NW 72 Ave Exit		4135	4140		4145	876	0	2	0	0	0	1	45	100					10																					
			4140	4145		4150	850	0	2	0	0	0	1	45	100					10																					
			4145	4150		4155	790	0	2	0	0	0	1	45	100					10																					
			4150	4155		4160	806	0	2	0	0	0	1	45	100					10																					
		NW 72 Ave Entrance	4155	4160		4165	553	0	2	0	0	0	1	45	100					10																					
	NW 72 Ave Entrance	SR 826 SB Entrance	4160	4165		4170	985	0	2	0	0	0	1	45	100			43	1500	10		9	3	985																	
	SR 826 SB Entrance	NW 72 Ave Exit	4165	4170		4175	876	0	3	0	0	0	1	45	100	2500	2500	43	1500	10		9	3	876																	
	NW 72 Ave Exit	NW 84 Ave Exit	4170	4175		4180	887	0	1	0	0	0	1	45	100	2500	2500			10		9	3	887	6	3	887													
	NW 84 Ave Exit	SR 826 NB Entrance	4175	4180		4185	917	0	2	0	0	0	1	45	100					10																					
	SR 826 NB Entrance		4180	4185		4190	840	0	2	0	0	0	1	45	100			43	1500	10		6	3	840																	
		NW 87 Ave Entrance NB	4185	4190		4195	841	0	3	0	0	0	1	45	100					10																					
	NW 87 Ave Entrance NB		4190	4195		4200	440	0	2	0	0	0	1	45	100			43	1500	10		9	3	440																	
		NW 87 Ave Exit	4195	4200		4205	440	0	2	0	0	0	1	45	100	1000	2500			10		9	3	440																	
	NW 87 Ave Exit		4200	4205		4210	639	0	2	0	0	0	1	45	100					10																					
		NW 87 Ave Entrance SB	4205	4210		4215	790	0	2	0	0	0	1	45	100					10																					
	NW 87 Ave Entrance SB		4210	4215		4220	706	0	2	0	0	0	1	45	100			43	1500	10		9	1	300																	
		SR 836 WB Exit	4215	4220		4225	680	0	2	0	0	0	1	45	100	2500	2500			10																					
	SR 836 WB Exit	**End SR 836 WB CD**	4220	4225		8422	184	0	1	0	0	0	1	45	100					10																					
SR 836 WB CD Ramps	SR 836 WB Entrance	SR 836 WB CD	4500	4125		4130	257	1	2	0	0	0	1	45	100					10																					
	SR 836 WB CD		4135	4520		4525	427	1	1	0	0	0	1	40	100					10																					
		NW 72 Ave1 Exit	4520	4525		8452	293	1	1	0	0	0	1	40	100					10																					
	NW 72 Ave Entrance	SR 836 WB CD	4530	4160		4165	349	1	1	0	0	0	1	40	100					10																					
	SR 826 SB Entrance		2540	4535		4165	358	1	1	0	0	0	1	45	100					10																					
		SR 836 WB CD	4535	4165		4170	246	1	1	0	0	0	1	45	100					10																					
	SR 836 WB CD		4170	4540		4545	185	1	2	0	0	0	1	45	100					10																					
		NW 72 Ave2 Exit	4540	4545		8845	298	1	2	0	0	0	1	45	100					10																					
	SR 836 WB CD		4175	4550		4555	347	1	1	0	0	0	1	45	100					10																					
		NW 84 Ave Exit	4550	4555		8455	270	1	1	0	0	0	1	45	100					10																					
	SR 826 NB Entrance	SR 836 WB CD	4560	4180		4185	285	1	1	0	0	0	1	45	100					10																					
	NW 87 Ave NB Entrance		4565	4570		4190	133	1	1	0	0	0	1	45	100					10																					
		SR 836 WB CD	4570	4190		4195	181	1	1	0	0	0	1	45	100					10																					
	SR 836 WB CD		4200	4575		4580	159	1	1	0	0	0	1	45	100					10																					
		NW 87 Ave Exit	4575	4580		8458	146	1	1	0	0	0	1	45	100					10																					
	NW 87 Ave SB Entrance		4585	4590		4210	204	1	1	0	0	0	1	45	100					10																					

		SR 836 WB CD	4590	4210		4215	507	1	1	0	0	0	1	45	100					10																			
	SR 836 WB CD	SR 836 WB Exit	4220	4515		4095	360	1	1	0	0	0	1	45	100					10																			
SR 874 NB	**Begin SR 874 NB**		3300	3305		3310	1127	0	3	0	0	0	1	65	100					10																			
		SW 40 St Exit	3305	3310		3315	1151	0	1	0	0	0	1	65	100	2270	2500			10		6	3	1151	7	3	1151												
	SW 40 St Exit		3310	3315		3320	657	0	1	0	0	0	1	50	100					10																			
			3315	3320		3325	661	0	1	0	0	0	1	50	100					10																			
			3320	3325		3330	536	0	1	0	0	0	1	50	100					10																			
		Dummy Ramp Entrance	3325	3330		3335	455	0	1	0	0	0	1	50	100					10																			
	Dummy Ramp Entrance	SW 56 St Entrance	3330	3335		3340	498	0	1	0	0	0	1	50	100			43	1500	10		9	3	498															
	SW 56 St Entrance		3335	3340		3345	238	0	1	0	0	0	1	45	100			43	1500	10		9	3	238	6	3	238	7	1	120									
		SW 40 St Exit	3340	3345		3350	227	0	1	0	0	0	1	45	100	2500	2500			10		6	3	227	7	3	227												
	SW 40 St Exit	**End SR 874 NB**	3345	3350		8350	193	0	1	0	0	0	1	45	100					10																			
SR 874 NB Ramps	SR 974 NB		3310	3800		1605	827	1	3	0	0	0	1	50	100					10																			
		SW 40 St Exit	3800	1605		1610	766	1	3	0	0	0	1	50	100					10																			
	Dummy Ramp Entrance	SR 974 NB	3805	3330		3335	155	1	1	0	0	0	1	40	100					10																			
	SR 826 NB Entrance	SR 974 NB	3810	3335		3340	165	1	2	0	0	0	1	45	100					10																			
	SR 974 NB	SW 40 St	3345	3815		7815	251	1	2	0	0	0	1	40	100					10																			
SR 874 SB	**Begin SR 874 SB**	SW 40 St Entrance	4300	4305		4310	155	0	1	0	0	0	1	50	100					10																			
	SW 40 St Entrance		4305	4310		4315	337	0	1	0	0	0	1	50	100			43	1500	10		6	3	337	7	3	337	8	3	337									
		Dummy Ramp Exit	4310	4315		4320	346	0	3	0	0	0	1	50	100	835	2500			10		9	3	346															
	Dummy Ramp Exit		4315	4320		4325	365	0	3	0	0	0	1	50	100					10																			
		SW 56 St Exit	4320	4325		4330	517	0	2	0	0	0	1	50	100	1200	2500	43	1500	10		6	3	517	7	3	517												
	SW 56 St Exit		4325	4330		4335	276	0	2	0	0	0	1	50	100					10																			
			4330	4335		4340	815	0	2	0	0	0	1	50	100					10																			
			4335	4340		4345	636	0	1	0	0	0	1	50	100					10																			
		SR 826 SB Entrance	4340	4345		4350	673	0	1	0	0	0	1	50	100					10																			
	SR 826 SB Entrance		4345	4350		4355	1181	0	1	0	0	0	1	65	100			43	1500	10		6	3	1181	7	3	1181	8	3	1181									
		End SR 874 SB	4350	4355		8355	1173	0	4	0	0	0	1	65	100					10																			
SR 874 SB Ramps	SW 40 St Entrance	SR 874 SB	4800	4305		4310	253	1	3	0	0	0	1	40	100					10																			
	SR 874 SB	Dummy Ramp Exit	4315	4805		8480	105	1	1	0	0	0	1	40	100					10																			
	SR 826 SB Entrance	SR 874 SB	2600	4320		4325	630	1	1	0	0	0	1	50	100					10																			
	SR 874 SB	SW 56 St/SR 826 SB	4325	4810		4815	344	1	2	0	0	0	1	50	100					10																			
	SR 826 SB Entrance		2610	4825		4830	450	1	3	0	0	0	1	50	100					10																			
			4825	4830		4345	653	1	3	0	0	0	1	50	100					10																			
		SR 874 SB	4830	4345		4350	698	1	3	0	0	0	1	50	100					10																			
SW 40 St to SR 826 SB Mainline	**SW 40 St to SR 826 SB Begin**	SW 40 St Entrance	4807	4815		4820	158	0	1	0	0	0	1	50	100					10																			
	SW 40 St Entrance		4815	4820		4835	817	0	1	0	0	0	1	50	100			43	1500	10		9	3	817	10	3	817												
		SW 56 St Exit	4820	4835		4840	401	0	2	0	0	0	1	50	100	2500	2500			10		9	3	401															
	SW 56 St Exit	SR 826 SB Exit	4835	4840		4845	238	0	1	0	0	0	1	50	100	2500	2500			10		9	3	238															
	SR 826 SB Exit	**SW 40 St to SR 826 SB End**	4840	4845		8484	161	0	1	0	0	0	1	50	100					10																			
SW40St to SR82658 Ramp	SW 40 St Entrance	SW 40 St to SR 826 SB	4810	4815		4820	521	1	2	0	0	0	1	50	100					10																			
	SW 40 St to SR 826 SB	SW 56 St Exit	4835	4837		7482	264	1	2	0	0	0	1	65	100					10																			
	SW 40 St to SR 826 SB	SR 826 SB Exit	4840	2615		2215	203	1	1	0	0	0	1	65	100					10																			
Transition Links	US-1 NB	SR 826 NB On Ramp	7150	1500		1005	158	1	2	0	0	0	1	50	100					10																			
	SW 56 St	SR 826 NB On Ramp	7159	1595		1600	146	1	1	0	0	0	1	45	100					10																			
	SW 88 St	SR 826 SB On Ramp	7255	2655		2660	117	1	1	0	0	0	1	30	100					10																			
	SW 8 St	SR 826 SB On Ramp	7256	2560		2565	136	1	2	0	0	0	1	40	100					10																			
	SW 72 St	SR 826 SB On Ramp	7262	2620		2625	116	1	2	0	0	0	1	40	100					10																			
	Flagler St	SR 826 SB On Ramp	7263	2635		2640	142	1	2	0	0	0	1	40	100					10																			
	SW 88 St EB	SR 826 NB On Ramp	7271	2710		2715	120	1	3	0	0	0	1	30	100					10																			
	SW 72 St	SR 826 NB On Ramp	7357	3575		3580	201	1	2	0	0	0	1	50	100					10																			
	SW 24 St	SR 826 SB On Ramp	7381	3810		3335	119	1	2	0	0	0	1	45	100					10																			
	SW 40 St EB	SR 826 NB On Ramp	7480	4800		4305	110	1	3	0	0	0	1	40	100					10																			
	SW 24 St	SR 826 NB On Ramp	7510	1510		1515	111	1	1	0	0	0	1	30	100					10																			
	SW 8 St WB	SR 826 NB On Ramp	7525	1525		1530	136	1	1	0	0	0	1	40	100					10																			
	SR 826 SB Off Ramp	SW 24 St	7550	1550		1555	204	1	3	0	0	0	1	40	100					10																			
	SR 826 SB Off Ramp	US-1 SB	7580	2580		2585	146	1	1	0	0	0	1	25	100					10																			
	SR 874 SB Off Ramp	SW 56 St/SR 826 SB	7620	1620		1625	123	1	1	0	0	0	1	25	100					10																			
	SR 826 NB Off Ramp	SW 72 St	7635	1635		1640	132	1	1	0	0	0	1	40	100					10																			
	SR 826 NB Off Ramp	SW 40 St	7655	1655		1660	172	1	1	0	0	0	1	30	100					10																			
	SR 826 SB Off Ramp	SW 72 St	7680	1680		1685	134	1	1	0	0	0	1	25	100					10																			
	SR 826 NB Off Ramp	SW 24 St	7715	1715		1720	242	1	1	0	0	0	1	40	100					10																			
	SR 826 NB Off Ramp	Flagler St/NW 72 Ave	7735	1735		1740	250	1	2	0	0	0	1	40	100					10																			
	SW 8 St EB	SR 826 NB On Ramp	1505	7505			120	1	2	0	0	0	1	40	100					10																			
	Flagler St	SR 826 NB On Ramp	1545	7545			130	1	3	0	0	0	1	40	100					10																			
	SR 826 SB Off Ramp	SW 88 St	1570	7570			207	1	1	0	0	0	1	40	100					10																			
	SR 826 SB Off Ramp	Flagler St	1590	7590			139	1	1	0	0	0	1	45	100					10																			
	SR 826 NB Off Ramp	SW 56 St	1650	7650			153	1	1	0	0	0	1	30	100					10																			
	SR 826 SB Off Ramp	SW 40 St	1675	7675			122	1	2	0	0	0	1	30	100					10																			
	SR 826 NB Off Ramp	SW 8 St	1725	7725			111	1	2	0	0	0	1	45	100					10																			
	SW 40 St	SR 826 SB On Ramp	2575	7257			169	1	2	0	0	0	1	30	100					10																			
	SR 826 SB Off Ramp	SW 8 St	2595	7595			110	1	2	0	0	0	1	50	100					10																			
	SR 826 NB Off Ramp	SW 88 St	2630	7630			131	1	2	0	0	0	1	40	100					10																			
	Flagler St	SR 836 EB Ramp	2650	7265			117	1	2	0	0	0	1	50	100					10																			
	SR 826 NB/SW 56 St	SR 874 NB On Ramp	2675	7267			125	1	2	0	0	0	1	50	100					10																			
	SW 40 St	SR 874 SB On Ramp	2705	7270			120	1	3	0	0	0	1	30	100					10																			
	SW 88 St WB	SR 826 NB On Ramp	2735	7273			152	1	2	0	0	0	1	40	100					10																			
	SR 874 NB Off Ramp	SW 40 St	3815	7815			127	1	2	0	0	0	1	40	100					10																			
	SW 40 St WB	SR 826 NB On Ramp	4837	7482			120	1	2	0	0	0	1	40	100					10																			
Links	**SR 826 NB Begin**		8000	1000		1005		0	1	0	0	0	1	50						10																			
	SR 826 NB to SR 836 EB Begin		8131	1310		1315		0	1	0	0	0	1	50						10																			
	SR 836 WB to SR 826 NB Begin		8138	1380		1385		0	1	0	0	0	1	50						10																			
	NW 72 Ave Begin		8145	1450		1455		0	2	0	0	0	1	45						10																			
	SR 826 SB Begin		8200	2000		2005		0	4	0	0	0	1	60						10																			
	SR 826 SB CD Begin		8230	2300		2305		0	1	0	0	0	1	45						10																			
	SR 826 SB to SR 836 WB Begin		8237	2370		2375		0	1	0	0	0	1	50						10																			
	SR 836 EB CD to SR 826 SB Begin		8243	2435		2440		0	1	0	0	0	1	50						10																			
	Dummy Link Begin		8250	2500		2005		1	2	0	0	0	1	50						10																			
	SR 826 EL SB Begin		8255	2552		2070		1	1	0	0	0	1	65						10																			
	Dummy Link Begin		8267	2670		2280		1	1	0	0	0	1	50						10																			
	Dummy Link Begin		8273	2730		2345		1	1	0	0	0	1	50						10																			
	Dummy Link Begin		8278	2780		2410		1	1	0	0	0	1	50						10																			
	SR 836 EB Begin		8300	3000		3005		0	4	0	0	0	1	50						10																			
	SR 836 EB CD Begin		8311	3115		3120		0	1	0	0	0	1	45						10																			

Entry																																						
	SR 836 EB CD to SR 826 NB Begin		*8323*	*3230*		*3235*		*0*	*1*	*0*	*0*	*0*	*1*	*50*						*10*																			
	SR 874 NB Begin		*8330*	*3300*	*SR 874 NB*	*3305*		*0*	*3*	*0*	*0*	*0*	*1*	*65*						*10*																			
	SR 826 SB (U-turn) Begin		*8354*	*3545*		*3550*		*1*	*2*	*0*	*0*	*0*	*1*	*45*						*10*																			
	NW 72 Ave Begin	SR 836 EB	*8358*	*3585*		*3590*		*1*	*1*	*0*	*0*	*0*	*1*	*45*						*10*																			
	Dummy Link Begin		*8359*	*3595*		*3205*		*1*	*1*	*0*	*0*	*0*	*1*	*50*						*10*																			
	Dummy Link Begin		*8380*	*3805*		*3330*		*1*	*1*	*0*	*0*	*0*	*1*	*50*						*10*																			
	SR 836 WB Begin		*8400*	*4000*		*4005*		*0*	*5*	*0*	*0*	*0*	*1*	*50*						*10*																			
	SR 836 WB CD Begin		*8412*	*4120*		*4125*		*0*	*1*	*0*	*0*	*0*	*1*	*45*						*10*																			
	SR 874 SB Begin		*8430*	*4300*		*4305*		*0*	*1*	*0*	*0*	*0*	*1*	*45*						*10*																			
	NW 87 Ave NB Begin	SR 836 WB CD	*8456*	*4565*		*4570*		*1*	*1*	*0*	*0*	*0*	*1*	*45*						*10*																			
	Dummy Link Begin		*8515*	*2515*		*2030*		*1*	*1*	*0*	*0*	*0*	*1*	*50*						*10*																			
	NW 25 St Begin	SR 826 SB	*8520*	*2520*		*2525*		*1*	*2*	*0*	*0*	*0*	*1*	*40*						*10*																			
	NW 87 Ave SB Begin	SR 836 WB CD	*8585*	*4585*		*4590*		*1*	*1*	*0*	*0*	*0*	*1*	*40*						*10*																			
	NW 25 St Begin	SR 826 NB	*8770*	*1770*		*1775*		*1*	*1*	*0*	*0*	*0*	*1*	*40*						*10*																			
	Dummy Link Begin		*8807*	*4807*		*4815*		*0*	*1*	*0*	*0*	*0*	*1*	*50*						*10*																			

Table #																																			
NETSIM Input																																			
2045 No Build Model - AM Peak																																			
Facility	Link Description					Lengths			No. of Lanes					Channelization Codes									Receiving Nodes										Lane Alignment		Turn volumes			
	Intersection	Approach	Up Stream Node Number	Down Stream Node Number	Link Name (12 chars)	Link	Left Bay	Right Bay	Thru	Left	Right	Grade	Queue, Start-up Code	Ln 1	Ln 2	Ln 3	Ln 4	Ln 5	Ln 6	Ln 7	Ln 8	Ln 9	Left	Thru	Right	Diag	Up Stream Oppose Node	Start Up Time	Dis-Charge Headway	Free-Flow Speed	Right Turn On Red	Ped Code	Feeding	Receiv-ing	Left	Through	Right	Diagonal
	(in Excel only)	*(in Excel only)*	*11-1*	*11-2*	*10-3*	*11-3*	*11-4*	*11-5*	*11-6*	*11-7*	*11-8*	*11-9*	*11-10*	*11-11*	*11-12*	*11-13*	*11-14*	*11-15*	*11-16*	*11-17*	*11-30*	*11-31*	*11-18*	*11-19*	*11-20*	*11-21*	*11-22*	*11-23*	*11-24*	*11-25*	*11-26*	*11-27*	*11-28*	*11-29*	*21-3*	*21-4*	*21-5*	*21-6*
SR 826 at Flagler St	Flagler St at NB Off Ramp	Southbound	212	205		208			3			0	1	1	1	1							207					20	18	30		0			62	0	0	0
		Eastbound	202	205	Flagler St	1002	400		3	1		0	1			1							214	207				20	18	45		0			220	510	0	0
		Westbound	206	205	Flagler St	110			3			0	1											204				20	18	45		0			0	390	0	0
		Southbound	211	212		338		275	3		1	0	1	T	T	T								205	213			20	18	30		0			0	62	95	0
		Westbound	207	206	Flagler St	1137		100	3		1	0	1											205	214			20	18	45		0			0	390	206	0
		Southbound	213	204		202			1			0	1												203			20	18	30		0			0	0	95	0
		Westbound	205	204	Flagler St	327			3			0	1											203				20	18	45		0	1	2	0	390	0	0
	Flagler St at SB Off Ramp	Northbound	220	202	SW 78th Ave	230		150	1		1	0	1										201	219	205		218	20	18	30		0	1	2	4	19	41	0
		Southbound	218	202		161			4			0	1	T	1	1	1						205	220			220	20	18	30		0	2	1	222	3	0	0
		Eastbound	200	202	Flagler St	1203	290		3	3		0	1	7									219	205	220		203	20	18	45		0			108	474	6	0
		Westbound	203	202	Flagler St	155	100		3	1		0	1										220	201			200	20	18	45		0			11	369	0	0
		Southbound	232	218		155			4			0	1	7	T	T	T							202	201			20	18	30		0			0	225	154	0
		Westbound	204	203	Flagler St	520			4			0	1											202	219			20	18	45		0	2	1	0	381	104	0
SR 826 to SR 836 EB	SR 826 to SR 836 EB	Northbound	7725	208		110			2			0	1		T									222		209		20	18	45		0			0	274	0	158
		Northbound	226	227		251			3			0	1										7735	228				20	18	45		0			298	402	0	0
		Northbound	227	228		403			2			0	1											229		230		20	18	45		0			0	137	0	265
SR 826 at SW 8 St	SW 8 St at NB Off Ramp	Northbound	312	306		331			2			0	1	1	1								304					20	18	30		0			171	0	0	0
		Eastbound	305	306	SW 8th St	175			3			0	1											307				20	18	50		1	2	1	0	444	0	0
		Westbound	308	306	SW 8th St	609			2			0	1											304				20	18	50		0			0	352	0	0
		Northbound	311	312		195		50	2		1	0	1		T									306	313			20	18	30		0	2	2	0	171	183	0
		Eastbound	303	305	SW 8th St	431		30	3		1	0	1	7										306	314			20	18	50		0			0	444	256	0
		Northbound	313	308		480			1			0	1											309				20	18	30		0			0	183	0	0
		Eastbound	307	308		489			2			0	1											309				20	18	50		0			0	444	0	0
		Westbound	309	308	SW 8th St	791		30	2		1	0	1											306	315			20	18	50		0			0	352	174	0
	SW 8 St at SB Off Ramp	Eastbound	301	302	SW 8th St	184			3			0	1	T	T	T								303				20	18	50		0			0	574	0	0
		Westbound	304	302	SW 8th St	358	220		3	2		0	1		T								322	300				20	18	50		1			114	554	0	0
		Southbound	7273	316		150			2			0	1											317		321		20	18	40		0	2	1	0	125	0	145
		Eastbound	300	301	SW 8th St	1119			3			0	1											302		322		20	18	50		0			0	574	0	146
		Eastbound	302	303	SW 8th St	390			3			0	1											305				20	18	50		0			0	574	0	0
		Northbound	320	303		323			1			0	1												305			20	18	25		0			0	0	125	0
		Southbound	321	304		475			1			0	1												302			20	18	40		0			0	0	145	0
		Westbound	306	304	SW 8th St	637			2			0	1										302	302				20	18	50		0	1	2	114	409	0	0
SR 826 at SW 24 St	SW 24 St at NB Off Ramp	Northbound	407	404		111			2			0	1	9	1								402		412			20	18	30	1	0			103	0	183	0
		Eastbound	403	404	SW 24 St/Cor	137			3			0	1											412				20	18	45		0			0	479	0	0
		Westbound	405	404	SW 24th St	1400	150		3	1		0	1										407	402			403	20	18	45		0			86	417	0	0
		Northbound	406	407		178	120	120	1	1	1	0	1	8									404	404	412			20	18	30		0			103	18	164	0
		Eastbound	401	403	SW 24 St/Cor	780		430	3		1	0	1											404	407			20	18	45		0			0	479	163	0
		Northbound	407	412		155			1			0	1												405			20	18	30		0			0	0	164	0
		Eastbound	404	412		104			3			0	1											405				20	18	45		0			0	497	0	0
	SW 24 St at SB Off Ramp	Southbound	409	401		421	300	300	2	1	1	0	1	4	1								403		400			20	18	30	1	0			141	0	124	0
		Eastbound	400	401	SW 24th St	1058	300		3	1		0	1										410	403			402	20	18	45		0			69	500	0	0
		Westbound	402	401	Coral Dr	156			3			0	1											400				20	18	45		0			0	402	0	0
		Westbound	404	402	Coral Dr	761		180	3		1	0	1											401	410			20	18	45		0			0	402	118	0
SR 826 at SW 40 St	SW 40 St at NB Off Ramp	Northbound	511	504		378			5			0	1	4	4	4	D	D							505	-502		20	18	35	1	0			0	0	235	143
		Eastbound	503	504	Bird Rd	221			3			0	1											505				20	18	45		0			0	639	0	0
		Westbound	505	504	SW 40th St	1124	350		3	1		0	1										502	502	512			20	18	45		0			226	228	243	0
		Eastbound	502	503	Bird Rd	330			4			0	1	4										504	518			20	18	45		0	2	1	0	639	165	0
	SW 40 St at SB Off Ramp	Southbound	515	502		697	500		4	1		0	1	4	4	9	1						503		500			20	18	40	1	0			284	0	171	0
		Eastbound	501	502	SW 40th St	122			4			0	1	T	T	T	T							503				20	18	45		0			0	520	0	0
		Westbound	504	502	Bird Rd	550	440		4	2		0	1				1						516	500				20	18	45		0	1	2	226	370	0	0
		Eastbound	500	501	SW 40th St	1071			4			0	1											502	516			20	18	45		0			0	520	165	0
SR 826 at SW 56 St	SW 56 St at NB Off Ramp	Northbound	606	603		145			2			0	1	D	D											-602		20	18	40		0			0	0	0	50
		Eastbound	602	603	Miller Dr	342			4			0	1	T	T	1	1						607	604			604	20	18	45		0			108	375	0	0
		Westbound	604	603	SW 56th St	116			4			0	1	T	T	1	1						602	602				20	18	45		0			53	111	0	0
		Northbound	7570	606		205	190	190	1	1	1	0	1											603	604			20	18	40		0			0	50	103	0
		Northbound	606	604		195			1			0	1	D												605		20	18	40		0			0	0	0	103
		Eastbound	603	604		116			2			0	1											605				20	18	45		0			0	375	0	0
		Westbound	605	604	SW 56th St	1134	84		2	2		0	1	7	T								603	603	607			20	18	45		0			53	111	192	0
		Northbound	615	616		672			3			0	1	T		1							7159	617				20	18	45		0			286	167	0	0
	SW 56 St at SB Off Ramp	Southbound	612	602		263			4			0	1	4	4	D	D								600	-603		20	18	40	1	0			0	0	122	133
		Eastbound	601	602	SW 56th St	123			4			0	1	T	T	1	1						603	603				20	18	45		0			108	243	0	0
		Westbound	603	602	Miller Dr	342			4			0	1	T	T	1	1						613	600			601	20	18	45		0			53	161	0	0
		Eastbound	600	601	SW 56th St	1047	77		2	2		0	1	7	T								602	602	613			20	18	45		0			108	243	40	0
		Southbound	7482	610		120	75	75	2	1	1	0	1											612				20	18	40		0	1	2	0	100	0	0
SR 826 at SW 72 St	SW 72 St at NB Off Ramp	Northbound	706	703		151			2			0	1	D	D											-702		20	18	40		0			0	0	0	39
		Eastbound	702	703	Sunset Dr	364			4			0	1	T	T	1	1						707	704			704	20	18	45		0			120	403	0	0
		Westbound	704	703		113			3			0	1	T	T	1							702	702				20	18	45		0			21	136	0	0
		Northbound	7545	706		130			3			0	1	D	T	T								703		704		20	18	40		0	2	1	0	39	0	68
		Northbound	706	704		209			1			0	1	D												705		20	18	40		0			0	0	0	68
		Eastbound	703	704		113			2			0	1											705				20	18	45		0			0	403	0	0
		Westbound	705	704		1073	50		2	1		0	1	7	T								703	703	707			20	18	45		0			21	136	187	0
	SW 72 St at SB Off Ramp	Southbound	708	702		402			4			0	1	4	4	D	D								700	-703		20	18	40	1	0			0	0	134	178
		Eastbound	701	702		137			4			0	1	T	T	1	1						703	703				20	18	45		0			120	225	0	0
		Westbound	703	702	Sunset Dr	364			3			0	1	T	T	1							709	700				20	18	45		0			21	175	0	0
		Eastbound	700	701		1059	30		2	2		0	1		T								702	702		709		20	18	45		0			120	225	0	53
	SW 88 St at NB Off Ramp	Northbound	810	806		136			2			0	1	1	1								804					20	18	40		0			17	0	0	0
		Eastbound	805	806		158			3			0	1											807				20	18	50		1			0	707	0	0
		Westbound	807	806		132			3			0	1											804				20	18	50		0			0	309	0	0
		Northbound	809	810		308			3			0	1	4	T	T								806	807			20	18	40		0	2	1	0	17	19	0
		Northbound	810	807		207			1			0	1	D												808		20	18	40		0			0	0	0	19

SR 826 at SW 88 S		Eastbound	806	807		132			3			0	1											808				20	18	50		0			0	707	0	0
		Westbound	808	807	SW 88th St	1136			4			0	1	4										806	811			20	18	50		0	2	1	0	309	273	0
		Northbound	835	812		249			1			0	1											7525				20	18	20		0			0	22	0	0
	SW 88 St at SB Off Ramp	Northbound	818	804		334			1			0	1												805			20	18	35		0			0	0	269	0
		Southbound	821	804		110			1			0	1													803		20	18	40		0			0	0	0	220
		Eastbound	802	804		424			3			0	1											805				20	18	50		0	1	2	0	438	0	0
		Westbound	806	804	Kendall Dr	420			3			0	1											803				20	18	50		0	1	2	0	326	0	0
		Southbound	813	814		217			2			0	1											815		819		20	18	50		0	2	1	0	269	0	298
		Southbound	819	820		307	150		1	1		0	1										828	821				20	18	40		0			78	220	0	0
		Eastbound	801	802		561		50	3		1	0	1											804	822			20	18	50		0			0	438	275	0
		Southbound	823	824		129			2			0	1	T	D									826		-825		20	18	30		0			0	22	0	253
US-1/Busway from SW 112 St to SR 826	US-1 at SR 826	Northbound	904	905		801			4			0	1	D	9	T	T							906		918		20	16	50		0			0	399	0	631
		Southbound	905	904		801			2			0	1											903				20	16	50		0			0	251	0	0
		Northbound	921	904		721			2			0	1											903				20	16	50		0			0	564	0	0
	US-1 at SW 104 St	Northbound	902	903		1466	260		3	2		0	1										911	904	917		904	20	16	50		0			20	674	2	0
		Southbound	904	903		764	300	320	4	2	1	0	1										917	902	911		902	20	16	50		0			106	637	72	0
		Eastbound	911	903		152	112		2	1		0	1	7	8								904	917	902		917	20	16	40		0			145	44	14	0
		Westbound	917	903		1002	350	350	2	1	1	0	1	7	T								902	911	904		911	20	16	40		0			9	35	152	0
	Busway at SW 104 St	Northbound	910	911		1430			1			0	1											912				20	18	50		0			0	7	0	0
		Southbound	912	911		1011			1			0	1											910				20	18	50		0			0	4	0	0
		Westbound	903	911		152			2			0	1											916				20	16	40		0			0	203	0	0
		Eastbound	916	911		1188	50		2	1		0	1											903				20	16	40		0			0	127	0	0
	US-1 at SW 112 St	Northbound	900	901		1004	460		3	1		0	1										909	902	915		902	20	16	50		0			33	636	51	0
		Southbound	902	901		1454	250	360	3	1	1	0	1										915	900	909		900	20	16	50		0			30	570	64	0
		Eastbound	909	901		146			3			0	1	4	8	1							902	915	900		915	20	16	40		0	2	1	32	37	33	0
		Westbound	915	901		1052	350	350	1	1	1	0	1										900	909	902		909	20	16	40		0			17	44	22	0
	Busway at SW 112 St	Northbound	908	909		972			1			0	1											910				20	18	50		0			0	7	0	0
		Southbound	910	909		1495			1			0	1											908				20	18	50		0			0	4	0	0
		Eastbound	914	909		155	100		1	1		0	1											901				20	16	40		0	1	2	0	102	0	0
		Westbound	901	909		146			2			0	1	T	T									914				20	16	40		0			0	141	0	0
			201	200		1003			4			0	1											8201				20	18	45		0			0	100	0	0
			202	201		200			3			0	1											200				20	18	45		0	1	2	0	100	0	0
			202	219		150			3			0	1											7271				20	18	30		0			0	100	0	0
			202	220		230			1			0	1											221				20	18	30		0			0	100	0	0
			203	219		214			1			0	1											7271				20	18	30		0			0	100	0	0
			205	207		1247			3			0	1											8207				20	18	45		0			0	100	0	0
			205	214		114			3			0	1											215				20	18	35		0			0	100	0	0
			206	214		156			1			0	1												215			20	18	35		0			0	0	206	0
			208	222		322			2			0	1											223				20	18	45		0			0	100	0	0
			208	209		321			1			0	1											210				20	18	40		0			0	100	0	0
			209	210		240			1			0	1												211			20	18	30		0			0	0	137	0
			210	211		280		50	1		1	0	1											212	212			20	18	30		0	1	2	0	62	95	0
			212	213		210			1			0	1											204				20	18	30		0			0	100	0	0
			214	215		315			3			0	1											216				20	18	35		0	2	1	0	100	0	0
			215	216		293			2			0	1											217				20	18	35		0			0	100	0	0
			216	217		318			2			0	1											224				20	18	35		0			0	100	0	0
			217	224		502			2			0	1											225				20	18	35		0			0	100	0	0
			218	201		245			1			0	1											200				20	18	30		0			0	100	0	0
			228	229		244			2			0	1											7357				20	18	45		0			0	100	0	0
			220	221		290			1			0	1											8221				20	18	30		0			0	100	0	0
			221	220		290			1			0	1											202				20	18	30		0			0	100	0	0
			222	223		360			2			0	1											224				20	18	45		0	2	1	0	100	0	0
			223	224		438			1			0	1											225				20	18	45		0	1	2	0	100	0	0
			224	225		551			3			0	1											226				20	18	45		0			0	100	0	0
			225	226		408			3			0	1											227				20	18	45		0			0	100	0	0
			228	230		235			1			0	1											231				20	18	40		0			0	100	0	0
			230	231		337			1			0	1											8231				20	18	40		0			0	100	0	0
			301	322		235			1			0	1											323				20	18	30		0			0	100	0	0
			302	300		1303			3			0	1											8301				20	18	50		0			0	100	0	0
			302	322		142			2			0	1											323				20	18	30		0			0	100	0	0
			305	314		285			1			0	1											7680				20	18	25		0			0	100	0	0
			306	307		120			3			0	1											308				20	18	50		0	2	1	0	100	0	0
			308	315		166			1			0	1											7715				20	18	40		0			0	100	0	0
			308	309		791			2			0	1											310				20	18	50		0			0	100	0	0
			309	310		582			2			0	1											8310				20	18	50		0			0	100	0	0
			310	309		582			2			0	1											308				20	18	50		0			0	100	0	0
			312	313		331			1			0	1											308				20	18	30		0			0	100	0	0
			316	317		438			1			0	1											318				20	18	40		0			0	100	0	0
			316	321		214			1			0	1											304				20	18	40		0			0	100	0	0
			317	318		442			1			0	1												319			20	18	40		0			0	0	125	0
			318	319		404			1			0	1												320			20	18	25		0			0	0	125	0
			319	320		398			1			0	1												303			20	18	25		0			0	0	125	0
			322	323		147			2			0	1											7256				20	18	30		0			0	100	0	0
			401	400		1058			3			0	1											8401				20	18	45		0			0	100	0	0
			401	410		115			1			0	1											411				20	18	30		0			0	100	0	0
			402	410		188			1			0	1												411			20	18	30		0			0	0	118	0
			403	407		172			1			0	1												408			20	18	30		0			0	0	183	0
			404	407		111			1			0	1											408				20	18	30		0			0	100	0	0
			407	408		199			1			0	1											7655				20	18	30		0			0	100	0	0
			410	411		294			1			0	1											7580				20	18	40		0			0	100	0	0
			412	405		1296			3			0	1											8405				20	18	45		0			0	100	0	0
			501	516		192			1			0	1											517				20	18	40		0			0	100	0	0
			502	500		1193			4			0	1											8500				20	18	45		0			0	100	0	0
			502	516		139			3			0	1											517				20	18	40		0	1	2	0	100	0	0
			503	518		281			1			0	1											7620				20	18	25		0			0	100	0	0
			504	505		1124			3			0	1											8505				20	18	45		0			0	100	0	0
			504	512		230			1			0	1											513				20	18	40		0			0	100	0	0
			506	507		327			2			0	1											508				20	18	40		0			0	100	0	0
			507	508		196			2			0	1											509				20	18	35		0			0	100	0	0
			508	509		193	174		2	1		0	1											510				20	18	35		0			0	378	0	0

Links

		509	510		193			3			0	1											511				20	18	35		0			0	378	0	0
		510	511		203	40	40	3	1	1	0	1											504				20	18	35	1	0	1	2	0	378	0	0
		512	513		229			1			0	1												7635			20	18	40		0			0	0	243	0
		514	515		397		300	3		1	0	1											502				20	18	40		0	1	2	0	455	0	0
		516	517		226			4			0	1											7480				20	18	40		0	2	1	0	100	0	0
		601	613		158			1			0	1											7262				20	18	40		0			0	100	0	0
		602	600		1169			2			0	1											8600				20	18	45		0			0	100	0	0
		602	613		136			2			0	1											7262				20	18	40		0			0	100	0	0
		603	607		203			2			0	1											608				20	18	40		0			0	100	0	0
		604	605		1134			2			0	1											8605				20	18	45		0			0	100	0	0
		604	607		261			1			0	1											608				20	18	40		0			0	100	0	0
		607	608		509			2			0	1											609				20	18	40		0			0	100	0	0
		608	609		470			2			0	1											615				20	18	40		0			0	100	0	0
		609	615		207			2			0	1											616				20	18	40		0	1	2	0	100	0	0
		610	612		263			4			0	1											602				20	18	40		0			0	100	0	0
		614	615		385			1			0	1											616				20	18	45		0			0	100	0	0
		616	617		355			2			0	1											618				20	18	45		0			0	100	0	0
		617	618		359			2			0	1											7381				20	18	45		0			0	100	0	0
		701	709		190			1			0	1	T										7263				20	18	40		0			0	100	0	0
		702	700		1196			2			0	1											8700				20	18	45		0			0	100	0	0
		702	709		126			1			0	1	T										7263				20	18	40		0	1	2	0	100	0	0
		703	707		143			2			0	1											7550				20	18	40		0	1	2	0	100	0	0
		704	705		1073			2			0	1											8705				20	18	45		0			0	100	0	0
		704	707		189			1			0	1											7550				20	18	40		0			0	100	0	0
		800	801	SW 88th St	1065	200		3	1		0	1											802				20	18	50		1			0	100	0	0
		801	800		1065			3			0	1											8800				20	18	50		0			0	100	0	0
		802	822		106			1			0	1											823				20	18	30		0			0	100	0	0
		803	801		815	200		3	1		0	1											800				20	18	50		0			0	100	0	0
		804	803		171			4			0	1											801				20	18	50		0	2	1	0	100	0	0
		804	805		262			4			0	1											806				20	18	50		0	2	1	0	100	0	0
		807	808		1136			3			0	1											8808				20	18	50		0			0	100	0	0
		807	811		266			1			0	1											812				20	18	40		0			0	100	0	0
		811	812		161			1			0	1											7525				20	18	40		0			0	100	0	0
		814	815		809			1			0	1											816				20	18	40		0			0	100	0	0
		814	819		360			1			0	1											820				20	18	40		0			0	100	0	0
		815	816		318			1			0	1											817				20	18	40		0			0	100	0	0
		816	817		304			1			0	1												818			20	18	35		0			0	0	269	0
		817	818		354			1			0	1												804			20	18	35		0			0	0	269	0
		820	821		125			1			0	1											804				20	18	40		0			0	100	0	0
		820	828		106			1			0	1											829				20	18	25		0			0	100	0	0
		822	823		110			1			0	1										824	824				20	18	30		0			0	100	0	0
		824	825		401			1			0	1											7510				20	18	30		0			0	100	0	0
		824	826		159			1			0	1											827				20	18	30		0			0	100	0	0
		826	827		176			1			0	1											7255				20	18	30		0			0	100	0	0
		828	829		200			1			0	1											830				20	18	25		0			0	100	0	0
		829	830		176			1			0	1											831				20	18	25		0			0	100	0	0
		830	831		480			1			0	1											8833				20	18	25		0			0	100	0	0
		832	833		146			1			0	1												834			20	18	20		0			0	0	22	0
		833	834		227			1			0	1											835				20	18	20		0			0	100	0	0
		834	835		133			1			0	1											812				20	18	20		0			0	100	0	0
		901	900		1004			3			0	1											8003				20	18	50		0			0	100	0	0
		901	902		1454			3			0	1											903				20	18	50		0			0	100	0	0
		901	915		1052			1			0	1											8915				20	18	40		0			0	100	0	0
		903	902		1466			4			0	1											901				20	18	50		0	2	1	0	100	0	0
		903	904		764			3			0	1											905				20	18	50		0	1	2	0	100	0	0
		903	917		1002			2			0	1											8917				20	18	40		0			0	100	0	0
		905	906		717			3			0	1											907				20	18	50		0			0	100	0	0
		905	918		177			2			0	1											919				20	18	50		0			0	100	0	0
		906	905		717			3			0	1										918	904			904	20	18	50		0	2	1	0	100	0	0
		906	907		1013			3			0	1											8907				20	18	50		0			0	100	0	0
		907	906		1013			3			0	1											905				20	18	50		0			0	100	0	0
		909	908		972			1			0	1											8908				20	18	50		0			0	100	0	0
		909	910		1495			1			0	1											911				20	18	50		0			0	100	0	0
		909	914		155			2			0	1											913				20	18	40		0	2	1	0	100	0	0
		911	910		1430			1			0	1											909				20	18	50		0			0	100	0	0
		911	912		1011			1			0	1											8912				20	18	50		0			0	100	0	0
		911	916		1188			2			0	1											8916				20	18	40		0			0	100	0	0
		913	914		1280			1			0	1											909				20	16	40		0			0	100	0	0
		914	913		1280			1			0	1											8913				20	18	40		0			0	100	0	0
		918	919		394			2			0	1											7150				20	18	50		0			0	100	0	0
		920	921		231			2			0	1											904				20	18	50		0			0	100	0	0

Transition Links

		7257	409		172			2			0	1											401				20	18	30		0			0	100	0	0
		7265	813		117			2			0	1											814				20	18	50		0			0	100	0	0
		7267	920		123			2			0	1											921				20	18	50		0			0	100	0	0
		7270	232		120			3			0	1											218	218			20	18	30		0			0	225	154	0
		7505	809		120			2			0	1											810	810			20	18	40		0			0	100	0	0
		7590	614		186			1			0	1											615				20	18	45		0			0	100	0	0
		7595	514		111			2			0	1											515				20	18	40		0	1	2	0	100	0	0
		7630	708		132	90	90	2	1	1	0	1											702				20	18	40		0	1	2	0	100	0	0
		7650	406		169			1			0	1										407	407	407			20	18	30		0			0	100	0	0
		7675	311		121			2			0	1											312				20	18	30		0			0	100	0	0
		7815	506		134			2			0	1											507				20	18	40		0			0	100	0	0
		919	7150		162			2			0	1															20	18	50					0	100	0	0
		616	7159		142			1			0	1															20	18	45					0	100	0	0
		827	7255		116			1			0	1															20	18	30					0	100	0	0
		323	7256		136			2			0	1															20	18	30					0	100	0	0
		613	7262		115			2			0	1															20	18	40					0	100	0	0
		709	7263		142			2			0	1															20	18	40					0	100	0	0
		219	7271		120			3			0	1															20	18	30					0	100	0	0
		229	7357		200			2			0	1															20	18	45					0	100	0	0

			618	7381		118			2			0	1													20	18	45					0	100	0	0
			517	7480		110			3			0	1													20	18	40					0	100	0	0
			825	7510		118			1			0	1													20	18	30					0	100	0	0
			812	7525		141			1			0	1													20	18	40					0	100	0	0
			707	7550		216			3			0	1													20	18	40					0	100	0	0
			411	7580		163			1			0	1													20	18	25					0	100	0	0
			518	7620		123			1			0	1													20	18	25					0	100	0	0
			513	7635		134			1			0	1													20	18	40					0	100	0	0
			408	7655		155			1			0	1													20	18	30					0	100	0	0
			314	7680		128			1			0	1													20	18	25					0	100	0	0
			315	7715		239			1			0	1													20	18	40					0	100	0	0
			227	7735		251			2			0	1													20	18	40					0	100	0	0
Entry Links	US-1 NB Begin	NB	8003	900					3			0	1									901				20	18			0			0	100	0	0
	Flagler St EB Begin	EB	8201	200	Flagler St				2			0	1									202				20	18			0			0	100	0	0
	Flagler St WB Begin	WB	8207	207	Flagler St				3			0	1									206				20	18			0			0	100	0	0
	SW 78 Ave Begin	NB	8221	221	SW 78th Ave				2			0	1									220				20	18			0			0	100	0	0
	SW 8 St EB Begin	EB	8301	300	SW 8th St				3			0	1									301				20	18			0			0	100	0	0
	SW 8 St WB Begin	WB	8310	310	SW 8th St				2			0	1									309				20	18			0			0	100	0	0
	SW 24 St EB Begin	EB	8401	400	SW 24th St				3			0	1									401				20	18			0			0	100	0	0
	SW 24 St WB Begin	WB	8405	405	SW 24th St				3			0	1									404				20	18			0			0	100	0	0
	SW 40 St EB Begin	EB	8500	500	Bird Rd				4			0	1									501				20	18			0			0	100	0	0
	SW 40 St WB Begin	WB	8505	505	Bird Rd				3			0	1									504				20	18			0			0	100	0	0
	SW 56 St EB Begin	EB	8600	600	SW 56th St				2			0	1									601				20	18			0			0	100	0	0
	SW 56 St WB Begin	WB	8605	605	SW 56th St				2			0	1									604				20	18			0			0	100	0	0
	SW 72 St EB Begin	EB	8700	700	SW 72nd St				2			0	1									701				20	18			0			0	100	0	0
	SW 72 St WB Begin	WB	8705	705	SW 72nd St				2			0	1									704				20	18			0			0	100	0	0
	SW 88 St EB Begin	EB	8800	800	SW 88th St				2			0	1									801				20	18			0			0	100	0	0
	SW 88 St WB Begin	WB	8808	808	SW 88th St				3			0	1									807				20	18			0			0	100	0	0
	Dadeland Mall Begin		8832	832					1			0	1	4									833			20	18			0			0	0	22	0
	US-1 SB Begin	SB	8907	907					3			0	1									906				20	18			0			0	100	0	0
	US-1/Busway	NB	8908	908					1			0	1									909				20	18			0			0	100	0	0
	US-1/Busway	SB	8912	912					1			0	1									911				20	18			0			0	100	0	0
	SW 112 St EB Begin	EB	8913	913					2			0	1									914				20	18			0			0	100	0	0
	SW 112 St WB Begin	WB	8915	915					2			0	1									901				20	18			0			0	100	0	0
	SW 104 St EB Begin	EB	8916	916					1			0	1									911				20	18			0			0	100	0	0
	SW 104 St WB Begin	WB	8917	917					2			0	1									903				20	18			0			0	100	0	0

Table #																																								
FRESIM Input																																								
No Build Model - PM Peak																																								
	Link Description					Link Geometry								Link Operations									Auxiliary Lanes																	
																							Aux Lane 1			Aux Lane 2			Aux Lane 3			Aux Lane 4			Aux Lane 5			Aux Lane 6		
Facility	Upstream Name	Downstream Name	Up Stream Node #	Down Stream Node #	Link Name (12 chars)	Receive Node	Link Length	Link Type	# of Through Lanes	Grade	Super Elevation	Radius	Pave-ment Code	Speed	Car Follow-ing Factor	Exit Warning Sign Distance	Distance to HOV Warning	Minimum Speed to Trigger	Distance to Reaction Point	Mean Start-up Delay	Passing Zone Code	Lane Number	Type	Length	Lane Number	Type	Length	Lane Number	Type	Length	Lane Number	Type	Length	Lane Number	Type	Length	Lane Number	Type	Length
	(in Excel only)	*(in Excel only)*	*19-1*	*19-2*	*10-3*	*19-3*	*19-4*	*19-5*	*19-6*	*20-3*	*20-4*	*20-5*	*20-6*	*20-8*	*20-18*	*20-12*	*20-14*	*20-16*	*20-17*	*20-7*	*20-19*	*19-7*	*19-8*	*19-9*	*19-10*	*19-11*	*19-12*	*19-13*	*19-14*	*19-15*	*19-20*	*19-21*	*19-22*	*19-23*	*19-24*	*19-25*	*19-26*	*19-27*	*19-28*
SR 826 NB	**Begin SR 826 NB Mainline**		1000	1005		1010	211	0	1	0	0	0	1	65	100					10																			
			1005	1010	NB SR 826	1015	454	0	1	0	0	0	1	50	100			27	1500	10		6	3	454	7	3	454												
		Dummy Ramp Exit	1010	1015	NB SR 826	1020	555	0	2	0	0	0	1	50	100	2500	2500			10		9	3	555															
	Dummy Ramp Exit		1015	1020	NB SR 826	1025	689	0	2	0	0	0	1	50	100					10																			
		SW 88 St Exit	1020	1025	NB SR 826	1030	249	0	2	0	0	0	1	50	100	2470	2500			10																			
	SW 88 St Exit		1025	1030	NB SR 826	1035	494	0	2	0	0	0	1	60	100					10																			
			1030	1035	NB SR 826	1040	496	0	2	0	0	0	1	60	100					10																			
		SW 88 St EB Entrance	1035	1040	NB SR 826	1045	1423	0	2	0	0	0	1	60	100					10																			
	SW 88 St EB Entrance	SW 88 St WB Entrance	1040	1045	NB SR 826	1050	1426	0	2	0	0	0	1	60	100			43	1500	10		9	3	1426															
	SW 88 St WB Entrance	SW 72 St Exit	1045	1050	NB SR 826	1055	1488	0	3	0	0	0	1	60	100	2500	2500	43	1500	10		9	1	300															
	SW 72 St Exit		1050	1055	NB SR 826	1060	1303	0	3	0	0	0	1	60	100					10																			
		SW 72 St Entrance	1055	1060	NB SR 826	1065	1335	0	3	0	0	0	1	60	100					10																			
	SW 72 St Entrance		1060	1065	NB SR 826	1070	1069	0	3	0	0	0	1	60	100			43	1500	10		9	3	1069	10	1	500												
		SW 56 St Exit	1065	1070		1075	1046	0	4	0	0	0	1	60	100	2500	2500			10																			
	SW 56 St Exit		1070	1075	NB SR 826	1080	668	0	4	0	0	0	1	60	100					10																			
		SW 40 St Exit	1075	1080	NB SR 826	1085	644	0	3	0	0	0	1	60	100	2500	2500			10		9	3	644															
	SW 40 St Exit		1080	1085	NB SR 826	1090	660	0	3	0	0	0	1	60	100					10																			
			1085	1090	NB SR 826	1095	662	0	3	0	0	0	1	60	100					10																			
			1090	1095	NB SR 826	1100	911	0	3	0	0	0	1	60	100					10																			
			1095	1100	NB SR 826	1105	544	0	3	0	0	0	1	60	100					10																			
			1100	1105		1110	544	0	3	0	0	0	1	60	100					10																			
		SW 56 St Entrance	1105	1110	NB SR 826	1115	545	0	3	0	0	0	1	60	100					10																			
	SW 56 St Entrance	SR 874 Entrance	1110	1115	NB SR 826	1120	1011	0	3	0	0	0	1	60	100			43	1500	10		9	3	1011															
	SR 874 Entrance	SW 40 St EB Entrance	1115	1120		1125	893	0	4	0	0	0	1	60	100			43	1500	10		6	3	893	7	3	893	8	3	893									
	SW 40 St EB Entrance		1120	1125	NB SR 826	1130	557	0	5	0	0	0	1	60	100			43	1500	10		9	3	557	6	3	557												
			1125	1130	NB SR 826	1135	568	0	5	0	0	0	1	60	100					10		6	3	568	7	3	568												
			1130	1135	NB SR 826	1140	555	0	5	0	0	0	1	60	100					10		6	3	555															
		SW 40 St WB Entrance	1135	1140	NB SR 826	1145	559	0	5	0	0	0	1	60	100					10		6	3	559															
	SW 40 St WB Entrance		1140	1145	NB SR 826	1150	918	0	5	0	0	0	1	60	100			43	1500	10		9	1	500	6	3	918												
			1145	1150	NB SR 826	1155	917	0	5	0	0	0	1	60	100					10		6	3	917															
		SW 24 St Exit	1150	1155	NB SR 826	1160	917	0	5	0	0	0	1	60	100	2500	2500			10		9	2	400	6	3	917												
	SW 24 St Exit	SW 24 St Entrance	1155	1160	NB SR 826	1165	1043	0	5	0	0	0	1	60	100					10		6	3	1043															
	SW 24 St Entrance		1160	1165	NB SR 826	1170	933	0	5	0	0	0	1	60	100			43	1500	10		9	1	864	6	3	933												
			1165	1170		1175	933	0	5	0	0	0	1	60	100					10		6	3	933															
			1170	1175		1180	693	0	5	0	0	0	1	60	100					10		9	3	693															
		SW 8 St Exit	1175	1180	NB SR 826	1185	471	0	5	0	0	0	1	60	100	2500	2500			10		9	3	471															
	SW 8 St Exit		1180	1185	NB SR 826	1190	807	0	5	0	0	0	1	60	100					10																			
			1185	1190	NB SR 826	1195	796	0	5	0	0	0	1	60	100					10																			
			1190	1195		1200	701	0	5	0	0	0	1	60	100					10																			
		SW 8 St EB Entrance	1195	1200		1205	702	0	5	0	0	0	1	60	100					10																			
	SW 8 St EB Entrance	SW 8 St WB Entrance	1200	1205	NB SR 826	1210	343	0	5	0	0	0	1	60	100			43	1500	10		9	3	343															
	SW 8 St WB Entrance		1205	1210	NB SR 826	1215	715	0	5	0	0	0	1	60	100	2500	2500	43	1500	10		9	3	715	10	3	715	6	2	500									
		Flagler St/NW72Ave Exit	1210	1215	NB SR 826	1220	717	0	5	0	0	0	1	60	100	2500	2500			10		9	3	717	6	3	717												
	Flagler St/NW72Ave Exit		1215	1220	NB SR 826	1225	530	0	5	0	0	0	1	60	100					10		9	3	530															
		SR 836 EB/WB Exit	1220	1225	NB SR 826	1230	531	0	4	0	0	0	1	60	100	2500	2500			10		9	3	531	10	3	531												
	SR 836 EB/WB Exit		1225	1230	NB SR 826	1235	927	0	4	0	0	0	1	60	100					10																			
			1230	1235	NB SR 826	1240	927	0	4	0	0	0	1	60	100					10																			
		Flagler St Entrance	1235	1240	NB SR 826	1245	929	0	4	0	0	0	1	60	100					10																			
	Flagler St Entrance	SR 836 WB/NW 72 Ave Entrance	1240	1245	NB SR 826	1250	791	0	4	0	0	0	1	60	100			43	1500	10		9	1	500															
			1245	1250	NB SR 826	1255	790	0	4	0	0	0	1	60	100					10																			
	SR 836 WB/NW 72 Ave Entrance		1250	1255	NB SR 826	1260	512	0	4	0	0	0	1	60	100			43	1500	10		9	3	512	10	3	512												
		SR 836 EB Entrance	1255	1260	NB SR 826	1265	512	0	5	0	0	0	1	60	100					10		9	3	512															
	SR 836 EB Entrance		1260	1265	NB SR 826	1270	776	0	5	0	0	0	1	60	100			43	1500	10		9	3	776	10	3	776												
			1265	1270	NB SR 826	1275	776	0	5	0	0	0	1	60	100					10		9	3	776	10	3	776												
		NW 25 St Exit	1270	1275	NB SR 826	1280	755	0	5	0	0	0	1	60	100	2500	2500			10		9	3	755	6	3	755												
	NW 25 St Exit		1275	1280		1285	890	0	5	0	0	0	1	60	100					10		9	3	890															
			1280	1285	NB SR 826	1290	861	0	5	0	0	0	1	60	100					10		9	3	861															
		NW 25 St Entrance	1285	1290	NB SR 826	1295	861	0	5	0	0	0	1	60	100					10																			
	NW 25 St Entrance		1290	1295	NB SR 826	1300	1480	0	5	0	0	0	1	60	100			43	1500	10		9	3	1480															
		End SR 826 NB Mainline	1295	1300	NB SR 826	8130	1464	0	5	0	0	0	1	60	100					10		9	3	1464															
	US-1 NB	SR 826 NB	1500	1005		1010	350	1	2	0	0	0	1	50	100					10																			
	SR 826 NB	Dummy Rd Exit	1015	1501		8001	265	1	1	0	0	0	1	50	100					10																			
	SR 826 NB		1025	1504	NB Off-Ramp	1505	510	1	1	0	0	0	1	40	100					10																			
		SW 88 St Exit	1504	1505		7505	233	1	2	0	0	0	1	40	100					10																			
	SW 88 St EB Entrance		1510	1515		1520	282	1	1	0	0	0	1	30	100					10																			
			1515	1520		1040	821	1	1	0	0	0	1	40	100					10																			
		SR 826 NB	1520	1040		1045	490	1	1	0	0	0	1	40	100					10																			
	SW 88 St WB Entrance		1525	1530		1535	360	1	1	0	0	0	1	40	100					10																			
			1530	1535		1045	693	1	1	0	0	0	1	40	100					10																			
		SR 826 NB	1535	1045		1050	689	1	1	0	0	0	1	40	100					10																			
	SR 826 NB		1050	1540		1545	434	1	1	0	0	0	1	40	100					10																			
		SW 72 St Exit	1540	1545		7545	543	1	1	0	0	0	1	40	100					10																			
	SW 72 St Entrance		1550	1555		1060	226	1	3	0	0	0	1	40	100					10																			
		SR 826 NB	1555	1060		1065	489	1	2	0	0	0	1	40	100					10																			
	SR 826 NB		1070	1560		1565	571	1	1	0	0	0	1	40	100					10																			
			1560	1565		1570	468	1	1	0	0	0	1	40	100					10																			
		SW 56 St Exit	1565	1570		7570	381	1	1	0	0	0	1	40	100					10																			
	SR 826 NB		1080	1575		1580	312	1	1	0	0	0	1	45	100					10																			
			1575	1580		1585	552	1	1	0	0	0	1	45	100					10																			
			1580	1585		1590	341	1	1	0	0	0	1	45	100					10																			
		SW 40 St Exit	1585	1590		7590	136	1	1	0	0	0	1	45	100					10																			
	SW 56 St Entrance		1595	1600		1110	231	1	1	0	0	0	1	45	100					10																			
		SR 826 NB	1600	1110		1115	640	1	1	0	0	0	1	45	100					10																			
	SR 874 Entrance		1605	1610		1615	760	1	3	0	0	0	1	50	100					10																			

SR 826 NB Ramps			1610	1615		1115	648	1	3	0	0	0	1	50	100					10																					
		SR 826 NB	1615	1115		1120	716	1	3	0	0	0	1	50	100					10																					
	SW 40 St EB Entrance		1620	1625		1630	168	1	1	0	0	0	1	25	100					10																					
			1625	1630		1120	244	1	1	0	0	0	1	25	100					10																					
		SR 826 NB	1630	1120		1125	147	1	1	0	0	0	1	25	100					10																					
	SW 40 St WB Entrance		1635	1640		1140	223	1	1	0	0	0	1	40	100					10																					
		SR 826 NB	1640	1140		1145	1084	1	1	0	0	0	1	40	100					10																					
	SR 826 NB		1155	1645		1650	220	1	1	0	0	0	1	40	100					10																					
		SW 24 St Exit	1645	1650		7650	302	1	1	0	0	0	1	30	100					10																					
	SW 24 St Entrance		1655	1660		1160	178	1	1	0	0	0	1	30	100					10																					
		SR 826 NB	1660	1160		1165	401	1	1	0	0	0	1	40	100					10																					
	SR 826 NB		1180	1665		1670	383	1	2	0	0	0	1	45	100					10																					
			1665	1670		1675	501	1	2	0	0	0	1	45	100					10																					
		SW 8 St Exit	1670	1675		7675	474	1	2	0	0	0	1	30	100					10																					
	SW 8 St EB Entrance		1680	1685		1690	226	1	1	0	0	0	1	25	100					10																					
			1685	1690		1695	262	1	1	0	0	0	1	25	100					10																					
			1690	1695		1700	249	1	1	0	0	0	1	25	100					10																					
			1695	1700		1705	329	1	1	0	0	0	1	40	100					10																					
			1700	1705		1710	508	1	1	0	0	0	1	40	100					10																					
			1705	1710		1200	511	1	1	0	0	0	1	40	100					10																					
		SR 826 NB	1710	1200		1205	346	1	1	0	0	0	1	40	100					10																					
	SW 8 St WB Entrance		1715	1720		1205	602	1	1	0	0	0	1	40	100					10																					
		SR 826 NB	1720	1205		1210	170	1	1	0	0	0	1	40	100					10																					
	SR 826 NB	SR 826 EL NB Exit	1210	1722		8172	571	1	1	0	0	0	1	65	100					10																					
	SR 826 NB	FlaglerSt/NW 72 Ave Exit	1215	1725		7725	193	1	2	0	0	0	1	45	100					10																					
	SR 826 NB	SR 836 EB/WB Exit	1225	1730		1315	310	1	3	0	0	0	1	50	100					10																					
	Flagler St Entrance		1735	1740		1240	449	1	2	0	0	0	1	40	100					10																					
		SR 826 NB	1740	1240		1245	234	1	1	0	0	0	1	40	100					10																					
	SR 836 WB/NW 72 Ave Entrance	SR 826 NB	1745	1250		1255	250	1	2	0	0	0	1	40	100					10																					
	SR 836 EB Entrance		1750	1755		1260	596	1	2	0	0	0	1	50	100					10																					
		SR 826 NB	1755	1260		1265	567	1	2	0	0	0	1	50	100					10																					
	SR 826 NB		1275	1760		1765	378	1	2	0	0	0	1	40	100					10																					
		NW 25 St Exit	1760	1765		8765	263	1	2	0	0	0	1	40	100					10																					
	NW 25 St Entrance		1770	1775		1290	218	1	1	0	0	0	1	40	100					10																					
		SR 826 NB	1775	1290		1295	590	1	1	0	0	0	1	40	100					10																					
	Begin SR 826 SB Mainline	Dummy Ramp Entrance	2000	2005		2010	593	0	4	0	0	0	1	60	100					10																					
	Dummy Ramp Entrance		2005	2010		2015	1249	0	4	0	0	0	1	60	100			43	1500	10		9	3	1249	10	3	1249													
			2010	2015		2020	1249	0	5	0	0	0	1	60	100					10		9	3	1249																	
		NW 25 St Exit	2015	2020		2025	1249	0	5	0	0	0	1	60	100	2500	2500			10		9	3	1249																	
	NW 25 St Exit		2020	2025		2030	700	0	5	0	0	0	1	60	100					10																					
		Dummy Ramp Entrance	2025	2030		2035	700	0	5	0	0	0	1	60	100					10																					
	Dummy Ramp Entrance		2030	2035		2040	698	0	5	0	0	0	1	60	100			43	1500	10		9	3	698																	
		NW 25 St Entrance	2035	2040		2045	700	0	5	0	0	0	1	60	100					10		9	3	700																	
	NW 25 St Entrance		2040	2045		2050	804	0	5	0	0	0	1	60	100			43	1500	10		9	3	804	10	3	804	11	1	475										
			2045	2050		2055	806	0	5	0	0	0	1	60	100					10		9	3	806	10	3	806													
		SR 836 EB/WB Exit	2050	2055		2060	805	0	5	0	0	0	1	60	100	2500	2500			10		9	3	805	10	3	805													
	SR 836 EB/WB Exit	NW 72 Ave/NW 87 Ave Exit	2055	2060		2065	999	0	5	0	0	0	1	60	100	950	2500			10		9	2	100																
	NW 72 Ave/NW 87 Ave Exit	Flagler St/SW 8 St Exit	2060	2065		2070	955	0	4	0	0	0	1	60	100	2500	2500			10		9	3	955																
	Flagler St/SW 8 St Exit	SR 826 EL SB Exit	2065	2070		2075	895	0	4	0	0	0	1	60	100					10																				
	SR 826 EL SB Exit		2070	2075		2080	899	0	4	0	0	0	1	60	100			40	1500	10		6	3	899																
		SR 836 EB/WB Entrance	2075	2080		2085	895	0	5	0	0	0	1	60	100					10																				
	SR 836 EB/WB Entrance		2080	2085		2090	714	0	5	0	0	0	1	60	100			43	3000	10		9	3	714	10	1	600													
			2085	2090		2095	604	0	5	0	0	0	1	60	100					10		9	3	604																
			2090	2095		2100	617	0	5	0	0	0	1	60	100					10		9	3	617																
			2095	2100		2105	704	0	5	0	0	0	1	60	100					10		9	3	704																
		Flagler St Entrance	2100	2105		2110	704	0	5	0	0	0	1	60	100					10																				
	Flagler St Entrance		2105	2110		2115	820	0	5	0	0	0	1	60	100			43	3000	10		9	1	800																
			2110	2115		2120	819	0	5	0	0	0	1	60	100					10																				
		SW 8 St Entrance	2115	2120		2125	820	0	5	0	0	0	1	60	100					10																				
	SW 8 St Entrance		2120	2125		2130	772	0	5	0	0	0	1	60	100			43	1500	10		9	3	772																
			2125	2130		2135	773	0	5	0	0	0	1	60	100					10		9	3	773																
		SW 24 St Exit	2130	2135		2140	771	0	5	0	0	0	1	60	100	2500	2500			10		6	3	771																
	SW 24 St Exit	SW 24 St Entrance	2135	2140		2145	1216	0	5	0	0	0	1	60	100					10		9	3	1216																
	SW 24 St Entrance		2140	2145		2150	1168	0	5	0	0	0	1	60	100			43	1500	10		9	3	1168	10	1	917													
			2145	2150		2155	1168	0	5	0	0	0	1	60	100					10		9	3	1168																
		SW 40 St Exit	2150	2155		2160	1169	0	5	0	0	0	1	60	100	2500	2500			10		9	2	1160	6	3	1169													
	SW 40 St Exit		2155	2160		2165	555	0	5	0	0	0	1	60	100					10		9	3	555																
			2160	2165		2170	554	0	5	0	0	0	1	60	100					10		9	3	554																
			2165	2170		2175	556	0	5	0	0	0	1	60	100					10		9	3	556																
			2170	2175		2180	555	0	5	0	0	0	1	60	100					10		9	3	555																
		SW 56 St Exit	2175	2180		2185	554	0	5	0	0	0	1	60	100	2500	2500			10		6	3	554																
	SW 56 St Exit	SR 874 Exit	2180	2185		2190	1240	0	3	0	0	0	1	60	100	2500	2500			10		6	3	1240	7	3	1240	8	3	1240										
	SR 874 Exit		2185	2190		2195	570	0	3	0	0	0	1	60	100					10																				
			2190	2195		2200	569	0	3	0	0	0	1	60	100					10																				
			2195	2200		2205	569	0	3	0	0	0	1	60	100					10																				
			2200	2205		2210	569	0	3	0	0	0	1	60	100					10																				
			2205	2210		2215	569	0	3	0	0	0	1	60	100					10																				
		SW 40 St Entrance	2210	2215		2220	569	0	3	0	0	0	1	60	100					10																				
	SW 40 St Entrance		2215	2220		2225	979	0	3	0	0	0	1	60	100			43	1500	10		9	3	979																
		SW 56 St Entrance	2220	2225		2230	979	0	4	0	0	0	1	60	100					10																				
	SW 56 St Entrance		2225	2230		2235	1302	0	4	0	0	0	1	60	100			43	1500	10		9	1	200																
		SW 24 St Exit	2230	2235		2240	1302	0	3	0	0	0	1	60	100	2500	2500			10		9	3	1302																
	SW 24 St Exit		2235	2240		2245	1167	0	3	0	0	0	1	60	100					10																				
		SW 24 St Entrance	2240	2245		2250	1167	0	3	0	0	0	1	60	100					10																				
	SW 24 St Entrance		2245	2250		2255	835	0	3	0	0	0	1	60	100			43	1500	10		9	1	300																
		SW 88 St Exit	2250	2255		2260	833	0	2	0	0	0	1	60	100	2500	2500			10		9	3	833																
	SW 88 St Exit		2255	2260		2265	1011	0	2	0	0	0	1	60	100					10																				
			2260	2265		2270	1011	0	2	0	0	0	1	60	100					10																				
			2265	2270		2275	1012	0	2	0	0	0	1	60	100					10																				
		SW 88 St Entrance	2270	2275		2280	962	0	2	0	0	0	1	60	100					10																				
	SW 88 St Entrance	Dummy Ramp Entrance	2275	2280		2285	588	0	2	0	0	0	1	60	100			43	1500	10		9	1	200																
	Dummy Ramp Entrance		2280	2285		2290	542	0	2	0	0	0	1	50	100			43	1500	10		9	3	542																
		US-1 SB Exit	2285	2290		2295	501	0	1	0	0	0	1	50	100	2500	2500			10		6	3	501	7	3	501													
	US-1 SB Exit	**End SR 826 SB Mainline**	2290	2295		8229	132	0	1	0	0	0	1	50	100					10																				

SR 826 SB Ramps	Dummy Ramp Entrance	SR 826 SB	2500	2005		2010	381	1	2	0	0	0	1	40	100					10																							
	SR 826 SB		2020	2505		2510	709	1	1	0	0	0	1	40	100					10																							
		NW 25 St Exit	2505	2510		8510	247	1	1	0	0	0	1	40	100					10																							
	Dummy Ramp Entrance	SR 826 SB	2515	2030		2035	149	1	1	0	0	0	1	40	100					10																							
	NW 25 St Entrance		2520	2525		2040	306	1	2	0	0	0	1	40	100					10																							
		SR 826 SB	2525	2040		2045	453	1	2	0	0	0	1	40	100					10																							
	SR 826 SB	SR 836 EB/WB Exit	2055	2530		2375	213	1	3	0	0	0	1	50	100					10																							
	SR 826 SB		2060	2535		2540	330	1	1	0	0	0	1	50	100					10																							
		NW 72 Ave/NW 87 Ave Exit	2535	2540		4535	233	1	1	0	0	0	1	50	100					10																							
	SR 826 SB	Flagler St/SW 8 St Exit	2065	2545		2305	279	1	2	0	0	0	1	45	100					10																							
	SR 826 EL SB Entrance	SR 826 SB	2552	2070		2075	560	1	1	0	0	0	1	65	100					10																							
	SR 836 EB/WB Entrance	SR 826 SB	2550	2080		2085	406	1	3	0	0	0	1	50	100					10																							
	Flagler St Entrance	SR 826 SB	2555	2105		2110	289	1	1	0	0	0	1	45	100					10																							
	SW 8 St Entrance		2560	2565		2120	781	1	2	0	0	0	1	40	100					10																							
		SR 826 SB	2565	2120		2125	341	1	1	0	0	0	1	40	100					10																							
	SR 826 SB		2135	2570		2575	443	1	1	0	0	0	1	40	100					10																							
		SW 24 St Exit	2570	2575		7257	236	1	1	0	0	0	1	30	100					10																							
	SW 24 St Entrance		2580	2585		2140	146	1	1	0	0	0	1	25	100					10																							
		SR 826 SB	2585	2140		2145	380	1	1	0	0	0	1	40	100					10																							
	SR 826 SB		2155	2590		2595	444	1	2	0	0	0	1	50	100					10																							
		SW 40 St Exit	2590	2595		7595	379	1	2	0	0	0	1	50	100					10																							
	SR 826 SB	SW 56 St Exit	2180	2600		4320	633	1	1	0	0	0	1	50	100					10																							
	SR 826 SB		2185	2605		2610	701	1	3	0	0	0	1	50	100					10																							
		SR 874 Exit	2605	2610		4825	528	1	3	0	0	0	1	50	100					10																							
	SW 40 St Entrance	SR 826 SB	2615	2215		2220	373	1	1	0	0	0	1	45	100					10																							
	SW 56 St Entrance		2620	2625		2225	725	1	2	0	0	0	1	40	100					10																							
		SR 826 SB	2625	2225		2230	668	1	1	0	0	0	1	40	100					10																							
	SR 826 SB	SW 72 St Exit	2235	2630		7630	376	1	2	0	0	0	1	40	100					10																							
	SW 72 St Entrance		2635	2640		2245	341	1	2	0	0	0	1	40	100					10																							
		SR 826 SB	2640	2245		2250	570	1	1	0	0	0	1	40	100					10																							
	SR 826 SB		2255	2645		2650	738	1	2	0	0	0	1	50	100					10																							
		SW 88 St Exit	2645	2650		7265	225	1	2	0	0	0	1	50	100					10																							
	SW 88 St Entrance		2655	2660		2665	172	1	1	0	0	0	1	30	100					10																							
			2660	2665		2275	179	1	1	0	0	0	1	30	100					10																							
		SR 826 SB	2665	2275		2280	632	1	1	0	0	0	1	40	100					10																							
	Dummy Ramp Entrance	SR 826 SB	2670	2280		2285	160	1	1	0	0	0	1	40	100					10																							
	SR 826 SB	US-1 SB Exit	2290	2675		7267	163	1	2	0	0	0	1	50	100					10																							
SR 826 NB to SR 836 EB CD	**Begin SR 826 NB To SR 826 EB CD**	SR 826 NB Entrance	1310	1315		1320	201	0	1	0	0	0	1	50	100					10																							
	SR 826 NB Entrance		1315	1320		1325	232	0	1	0	0	0	1	50	100			43	1500	10		6	3	232	7	3	232	8	3	232											
		SR 836 WB Exit	1320	1325		1330	187	0	2	0	0	0	1	50	100	400	2500			10		9	3	187	6	3	187													
	SR 836 WB Exit	Dummy Ramp Exit	1325	1330		1335	317	0	2	0	0	0	1	50	100	935	2500			10		9	3	317																
	Dummy Ramp Exit		1330	1335		1340	305	0	2	0	0	0	1	50	100					10																							
			1335	1340		1345	388	0	2	0	0	0	1	50	100					10																							
			1340	1345		1350	388	0	2	0	0	0	1	50	100					10																							
			1345	1350		1355	670	0	2	0	0	0	1	50	100					10																							
			1350	1355		1360	681	0	2	0	0	0	1	50	100					10																							
		SR 826 SB Entrance	1355	1360		1365	576	0	2	0	0	0	1	50	100					10																							
	SR 826 SB Entrance	SR 836 EB Exit	1360	1365		1370	224	0	2	0	0	0	1	50	100	2500	2500	43	1500	10		6	3	224																
	SR 836 EB Exit	**End SR 826 NB To SR 826 EB CD Ram**	1365	1370		8137	143	0	1	0	0	0	1	50	100					10																							
SR 826 NB to SR 836 EB CD Ramps	SR 826 NB Entrance	SR 826 NB To SR 836 EB CD	1730	1315		1320	305	1	3	0	0	0	1	50	100					10																							
	SR 826 NB To SR 836 EB CD		1325	1780		1785	335	1	2	0	0	0	1	50	100					10																							
			1780	1785		1790	427	1	2	0	0	0	1	50	100					10																							
			1785	1790		1795	440	1	2	0	0	0	1	50	100					10																							
		SR 836 WB Exit	1790	1795		2765	470	1	2	0	0	0	1	50	100					10																							
	SR 826 NB To SR 836 EB CD	Dummy Ramp Exit	1330	1800		8010	150	1	1	0	0	0	1	50	100					10																							
	SR 826 SB Entrance		1805	1810		1815	840	1	2	0	0	0	1	50	100					10																							
			1810	1815		1360	930	1	2	0	0	0	1	50	100					10																							
		SR 826 NB To SR 836 EB CD	1815	1360		1365	337	1	1	0	0	0	1	50	100					10																							
	SR 826 NB To SR 836 EB CD	SR 836 EB Exit	1365	3525		3075	171	1	3	0	0	0	1	50	100					10																							
SR 836 WB to SR 826 NB CD	**Begin SR 836 WB to SR 826 NB CD**	SR 836 WB Entrance	1380	1385		1390	113	0	1	0	0	0	1	50	100					10																							
	SR 836 WB Entrance		1385	1390		1395	138	0	1	0	0	0	1	50	100			43	1500	10		6	3	138	7	3	138	8	3	138											
		Dummy Ramp Exit	1390	1395		1400	140	0	3	0	0	0	1	50	100	390	2500			10		9	3	140																
	Dummy Ramp Exit	SR 826 SB Exit	1395	1400		1405	376	0	2	0	0	0	1	50	100	50	2500			10		6	3	376																
	SR 826 SB Exit		1400	1405		1410	276	0	2	0	0	0	1	50	100					10																							
			1405	1410		1415	494	0	2	0	0	0	1	50	100					10																							
			1410	1415		1420	459	0	2	0	0	0	1	50	100					10																							
		NW 72 Ave Entrance	1415	1420		1425	497	0	2	0	0	0	1	50	100					10																							
	NW 72 Ave Entrance		1420	1425		1430	121	0	2	0	0	0	1	50	100			43	1500	10		9	3	121																
		SR 826 NB Exit	1425	1430		1435	128	0	1	0	0	0	1	50	100	2500	2500			10		6	3	128	7	3	128													
	SR 826 NB Exit	**End SR 836 WB to SR 826 NB CD**	1430	1435		8143	238	0	1	0	0	0	1	50	100					10																							
SR 836 WB to SR 826 NB CD	SR 836 WB Entrance	SR 836 WB to SR 826 NB CD	4505	1385		1390	301	1	3	0	0	0	1	50	100					10																							
	SR 836 WB to SR 826 NB CD	Dummy Ramp Exit	1395	1830		8183	100	1	1	0	0	0	1	50	100					10																							
	SR 836 WB to SR 826 NB CD		1400	1835		1840	278	1	2	0	0	0	1	50	100					10																							
		SR 826 SB Exit	1835	1840		2795	508	1	2	0	0	0	1	50	100					10																							
	NW 72 Ave Entrance	SR 836 WB to SR 826 NB CD	1845	1420		1425	203	1	1	0	0	0	1	45	100					10																							
	SR 836 WB to SR 826 NB CD	SR 826 NB Exit	1430	1745		1250	192	1	3	0	0	0	1	50	100					10																							
NW 72 Ave to SR 826 NB	**Begin NW 72 Ave to SR 826 NB CD**		1450	1455		1460	251	0	2	0	0	0	1	45	100					10																							
		SR 836 WB Exit	1455	1460		1465	321	0	1	0	0	0	1	45	100	570	2500			10		6	3	321																
	SR 836 WB Exit		1460	1465		1470	246	0	1	0	0	0	1	45	100					10																							
		SR 826 NB Exit	1465	1470		1475	327	0	1	0	0	0	1	45	100	1145	2500			10																							
	SR 826 NB Exit	**End NW 72 Ave to SR 826 NB CD**	1470	1475		8147	141	0	1	0	0	0	1	45	100					10																							
NW72Ave to SR 826 NB Ramps	NW 72 Ave to SR 826 NB CD	SR 836 WB Exit	1460	4530		4160	254	1	1	0	0	0	1	45	100					10																							
	NW 72 Ave to SR 826 NB CD	SR 826 NB Exit	1470	1845		1420	176	1	1	0	0	0	1	45	100					10																							
SR 826 SB to SR 836 WB CD	**Begin SR 826 SB to SR 836 WB CD**	SR 826 SB Entrance	2370	2375		2380	120	0	1	0	0	0	1	50	100					10																							
	SR 826 SB Entrance		2375	2380		2385	150	0	1	0	0	0	1	50	100			43	1500	10		6	3	150	7	3	150	8	3	150											
		SR 836 EB Exit	2380	2385		2390	150	0	3	0	0	0	1	50	100	500	2500			10		6	3	150																
	SR 836 EB Exit	Dummy Ramp Exit	2385	2390		2395	410	0	2	0	0	0	1	50	100	830	2500			10		9	3	410																
	Dummy Ramp Exit		2390	2395		2400	429	0	2	0	0	0	1	50	100					10																							
			2395	2400		2405	579	0	2	0	0	0	1	50	100					10																							
		SR 826 NB Entrance	2400	2405		2410	728	0	2	0	0	0	1	50	100					10																							
	SR 826 NB Entrance	Dummy Ramp Entrance	2405	2410		2415	538	0	2	0	0	0	1	50	100			43	1500	10		6	3	538																
	Dummy Ramp Entrance	SR 836 WB Exit	2410	2415		2420	538	0	2	0	0	0	1	50	100	1000	2500	43	1500	10		9	3	538	6	3	538												
	SR 836 WB Exit	NW 87 Ave Exit	2415	2420		2425	234	0	1	0	0	0	1	50	100	2500	2500			10		6	3	234	7	3	234												
	NW 87 Ave Exit	**End SR 826 SB to SR 836 WB CD**	2420	2425		8242	139	0	1	0	0	0	1	50	100					10																							

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		NW 72 Ave Entrance	3185	3190		3195	505	0	3	0	0	0	1	45	100					10																				
			3190	3195		3200	455	0	3	0	0	0	1	45	100					10																				
	NW 72 Ave Entrance		3195	3200		3205	639	0	2	0	0	0	1	45	100			43	1500	10		9	3	639																
		Dummy Ramp Entrance	3200	3205		3210	640	0	3	0	0	0	1	45	100					10																				
	Dummy Ramp Entrance		3205	3210		3215	290	0	1	0	0	0	1	45	100			43	1500	10		9	3	290	10	3	290													
		SR 836 EB Exit	3210	3215		3220	292	0	1	0	0	0	1	45	100	2500	2500			10		6	3	292	7	3	292													
	SR 836 EB Exit	**End SR 836 EB CD**	3215	3220		8322	204	0	1	0	0	0	1	45	100					10																				
SR 836 EB CD Ramps	SR 836 EB1 Entrance	SR 836 EB CD	3510	3125		3130	390	1	1	0	0	0	1	50	100					10																				
	SR 836 EB CD	SR 826 NB/SB Exit	3135	3540		3235	231	1	2	0	0	0	1	50	100					10																				
	SR 836 EB2 Entrance	SR 836 EB CD	3520	3145		3150	670	1	1	0	0	0	1	50	100					10																				
	SR 826 SB Entrance		3545	3550		3150	361	1	2	0	0	0	1	50	100					10																				
		SR 836 EB CD	3550	3150		3155	418	1	2	0	0	0	1	50	100					10																				
	SR 836 EB CD		3160	3555		3560	162	1	1	0	0	0	1	50	100					10																				
		SR 826 SB CD Exit	3555	3560		2690	412	1	1	0	0	0	1	50	100					10																				
	SR 836 EB CD		3170	3565		3570	184	1	2	0	0	0	1	40	100					10																				
		NW 72 Ave Exit	3565	3570		8357	621	1	2	0	0	0	1	40	100					10																				
	Flagler St Entrance		3575	3580		3180	369	1	2	0	0	0	1	40	100					10																				
		SR 836 EB CD	3580	3180		3185	496	1	1	0	0	0	1	40	100					10																				
	NW 72 Ave Entrance		3585	3590		3195	274	1	1	0	0	0	1	40	100					10																				
		SR 836 EB CD	3590	3195		3200	398	1	1	0	0	0	1	40	100					10																				
	Dummy Ramp Entrance	SR 836 EB CD	3595	3205		3210	142	1	1	0	0	0	1	50	100					10																				
	SR 836 EB CD	SR 836 EB Exit	3215	3530		3090	291	1	2	0	0	0	1	50	100					10																				
SR 836 EB CD to SR 826 NB	**Begin SR 836 EB CD to SR 826 NB**	SR 836 EB/NW 87 Ave Entrance	3230	3235		3240	133	0	1	0	0	0	1	50	100					10																				
	SR 836 EB/NW 87 Ave Entrance		3235	3240		3245	573	0	1	0	0	0	1	50	100			43	1500	10		6	3	573	7	3	573													
		SR 826 SB Exit	3240	3245		3250	513	0	2	0	0	0	1	50	100	1215	2500			10		9	3	513																
	SR 826 SB Exit		3245	3250		3255	787	0	2	0	0	0	1	50	100					10																				
			3250	3255		3260	697	0	2	0	0	0	1	50	100					10																				
		SR 826 NB Exit	3255	3260		3265	683	0	2	0	0	0	1	50	100	2500	2500			10																				
	SR 826 NB Exit	**End SR 836 EB CD to SR 826 NB**	3260	3265		8326	150	0	1	0	0	0	1	50	100					10																				
SR 836 EB CD to SR 826 NB Ramps	SR 836 EB Entrance	SR 836 EB CD to SR 826 NB	3540	3235		3240	270	1	2	0	0	0	1	50	100					10																				
	SR 836 EB CD to SR 826 NB	SR 826 SB Exit	3245	3600		2440	352	1	1	0	0	0	1	50	100					10																				
	SR 836 EB CD to SR 826 NB	SR 826 NB Exit	3260	1750		1755	564	1	2	0	0	0	1	50	100					10																				
SR 836 WB	**Begin SR 836 WB Mainline**		4000	4005		4010	934	0	5	0	0	0	1	50	100					10																				
			4005	4010		4015	845	0	5	0	0	0	1	50	100					10																				
		NW 72 Ave/NW 87 Ave Exit	4010	4015		4020	1099	0	5	0	0	0	1	50	100	2500	2500			10		9	2	900																
	NW 72 Ave/NW 87 Ave Exit		4015	4020		4025	958	0	5	0	0	0	1	50	100					10																				
			4020	4025		4030	848	0	5	0	0	0	1	50	100					10																				
		SR 826 NB/SB Exit	4025	4030		4035	864	0	4	0	0	0	1	50	100	2500	2500			10		9	3	864	10	2	800													
	SR 826 NB/SB Exit		4030	4035		4040	759	0	4	0	0	0	1	50	100					10																				
			4035	4040		4045	773	0	4	0	0	0	1	50	100					10																				
			4040	4045		4050	732	0	4	0	0	0	1	50	100					10																				
			4045	4050		4055	819	0	4	0	0	0	1	50	100					10																				
			4050	4055		4060	835	0	4	0	0	0	1	50	100					10																				
			4055	4060		4065	831	0	4	0	0	0	1	50	100					10																				
			4060	4065		4070	829	0	3	0	0	0	1	50	100					10																				
		SR 826 NB/SB Entrance	4065	4070		4075	834	0	3	0	0	0	1	50	100					10																				
	SR 826 NB/SB Entrance		4070	4075		4080	1177	0	3	0	0	0	1	50	99			43	1500	10		9	1	150																
			4075	4080		4085	1177	0	3	0	0	0	1	50	100					10																				
			4080	4085		4090	1177	0	3	0	0	0	1	50	100					10																				
			4085	4090		4095	1177	0	3	0	0	0	1	50	100					10																				
		NW 87 Ave Entrance	4090	4095		4100	1176	0	3	0	0	0	1	50	100					10																				
	NW 87 Ave Entrance		4095	4100		4105	1250	0	3	0	0	0	1	50	100			43	1500	10		9	3	1250	10	1	1000													
		End SR 836 WB Mainline	4100	4105		8410	1252	0	4	0	0	0	1	50	100					10																				
SR 836 WB Ramps	SR 836 WB	NW 72 Ave/NW 87 Ave Exit	4015	4500		4125	271	1	2	0	0	0	1	45	100					10																				
	SR 836 WB	SR 826 NB/SB Exit	4030	4505		1385	356	1	3	0	0	0	1	50	100					10																				
	SR 826 NB/SB Entrance	SR 836 WB	4510	4070		4075	687	1	1	0	0	0	1	50	100					10																				
	NW 87 Ave Entrance	SR 836 WB	4515	4095		4100	343	1	2	0	0	0	1	45	100					10																				
SR 836 WB CD	**Begin SR 836 WB CD**	SR 836 WB Entrance	4120	4125		4130	237	0	1	0	0	0	1	45	100					10																				
	SR 836 WB Entrance		4125	4130		4135	409	0	1	0	0	0	1	45	100			43	1500	10		6	3	409	7	3	409													
		NW 72 Ave Exit	4130	4135		4140	395	0	2	0	0	0	1	45	100	1040	2500			10		9	3	395																
	NW 72 Ave Exit		4135	4140		4145	876	0	2	0	0	0	1	45	100					10																				
			4140	4145		4150	850	0	2	0	0	0	1	45	100					10																				
			4145	4150		4155	790	0	2	0	0	0	1	45	100					10																				
			4150	4155		4160	806	0	2	0	0	0	1	45	100					10																				
		NW 72 Ave Entrance	4155	4160		4165	553	0	2	0	0	0	1	45	100					10																				
	NW 72 Ave Entrance	SR 826 SB Entrance	4160	4165		4170	985	0	2	0	0	0	1	45	100			43	1500	10		9	3	985																
	SR 826 SB Entrance	NW 72 Ave Exit	4165	4170		4175	876	0	3	0	0	0	1	45	100	2500	2500	43	1500	10		9	3	876																
	NW 72 Ave Exit	NW 84 Ave Exit	4170	4175		4180	887	0	1	0	0	0	1	45	100	2500	2500			10		9	3	887	6	3	887													
	NW 84 Ave Exit	SR 826 NB Entrance	4175	4180		4185	917	0	2	0	0	0	1	45	100					10																				
	SR 826 NB Entrance		4180	4185		4190	840	0	2	0	0	0	1	45	100			43	1500	10		6	3	840																
		NW 87 Ave Entrance NB	4185	4190		4195	841	0	3	0	0	0	1	45	100					10																				
	NW 87 Ave Entrance NB		4190	4195		4200	440	0	2	0	0	0	1	45	100			43	1500	10		9	3	440																
		NW 87 Ave Exit	4195	4200		4205	440	0	2	0	0	0	1	45	100	1000	2500			10		9	3	440																
	NW 87 Ave Exit		4200	4205		4210	639	0	2	0	0	0	1	45	100					10																				
		NW 87 Ave Entrance SB	4205	4210		4215	790	0	2	0	0	0	1	45	100					10																				
	NW 87 Ave Entrance SB		4210	4215		4220	706	0	2	0	0	0	1	45	100			43	1500	10		9	1	300																
		SR 836 WB Exit	4215	4220		4225	680	0	2	0	0	0	1	45	100	2500	2500			10																				
	SR 836 WB Exit	**End SR 836 WB CD**	4220	4225		8422	184	0	1	0	0	0	1	45	100					10																				
SR 836 WB CD Ramps	SR 836 WB Entrance	SR 836 WB CD	4500	4125		4130	257	1	2	0	0	0	1	45	100					10																				
	SR 836 WB CD		4135	4520		4525	427	1	1	0	0	0	1	40	100					10																				
		NW 72 Ave1 Exit	4520	4525		8452	293	1	1	0	0	0	1	40	100					10																				
	NW 72 Ave Entrance	SR 836 WB CD	4530	4160		4165	349	1	1	0	0	0	1	40	100					10																				
	SR 826 SB Entrance		2540	4535		4165	358	1	1	0	0	0	1	45	100					10																				
		SR 836 WB CD	4535	4165		4170	246	1	1	0	0	0	1	45	100					10																				
	SR 836 WB CD		4170	4540		4545	185	1	2	0	0	0	1	45	100					10																				
		NW 72 Ave2 Exit	4540	4545		8845	298	1	2	0	0	0	1	45	100					10																				
	SR 836 WB CD		4175	4550		4555	347	1	1	0	0	0	1	45	100					10																				
		NW 84 Ave Exit	4550	4555		8455	270	1	1	0	0	0	1	45	100					10																				
	SR 826 NB Entrance	SR 836 WB CD	4560	4180		4185	285	1	1	0	0	0	1	45	100					10																				
	NW 87 Ave NB Entrance		4565	4570		4190	133	1	1	0	0	0	1	45	100					10																				
		SR 836 WB CD	4570	4190		4195	181	1	1	0	0	0	1	45	100					10																				
	SR 836 WB CD		4200	4575		4580	159	1	1	0	0	0	1	45	100					10																				
		NW 87 Ave Exit	4575	4580		8458	146	1	1	0	0	0	1	45	100					10																				
	NW 87 Ave SB Entrance		4585	4590		4210	204	1	1	0	0	0	1	45	100					10																				

		SR 836 WB CD	4590	4210		4215	507	1	1	0	0	0	1	45	100					10																				
	SR 836 WB CD	SR 836 WB Exit	4220	4515		4095	360	1	2	0	0	0	1	45	100					10																				
SR 874 NB	**Begin SR 874 NB**		3300	3305		3310	1127	0	3	0	0	0	1	65	100					10																				
		SW 40 St Exit	3305	3310		3315	1151	0	1	0	0	0	1	65	100	2270	2500			10		6	3	1151	7	3	1151													
	SW 40 St Exit		3310	3315		3320	657	0	1	0	0	0	1	50	100					10																				
			3315	3320		3325	661	0	1	0	0	0	1	50	100					10																				
			3320	3325		3330	536	0	1	0	0	0	1	50	100					10																				
		Dummy Ramp Entrance	3325	3330		3335	455	0	1	0	0	0	1	50	100					10																				
	Dummy Ramp Entrance	SW 56 St Entrance	3330	3335		3340	498	0	1	0	0	0	1	50	100			43	1500	10		9	3	498																
	SW 56 St Entrance		3335	3340		3345	238	0	1	0	0	0	1	45	100			43	1500	10		9	3	238	6	3	238	7	1	120										
		SW 40 St Exit	3340	3345		3350	227	0	1	0	0	0	1	45	100	2500	2500			10		6	3	227	7	3	227													
	SW 40 St Exit	**End SR 874 NB**	3345	3350		8350	193	0	1	0	0	0	1	45	100					10																				
SR 874 NB Ramps	SR 874 NB		3310	3800		1605	827	1	3	0	0	0	1	50	100					10																				
		SW 40 St Exit	3800	1605		1610	766	1	3	0	0	0	1	50	100					10																				
	Dummy Ramp Entrance	SR 974 NB	3805	3330		3335	155	1	1	0	0	0	1	40	100					10																				
	SR 826 NB Entrance	SR 974 NB	3810	3335		3340	165	1	2	0	0	0	1	45	100					10																				
	SR 974 NB	SW 40 St	3345	3815		7815	251	1	2	0	0	0	1	40	100					10																				
SR 874 SB	**Begin SR 874 SB**	SW 40 St Entrance	4300	4305		4310	155	0	1	0	0	0	1	50	100					10																				
	SW 40 St Entrance		4305	4310		4315	337	0	1	0	0	0	1	50	100			43	1500	10		6	3	337	7	3	337	8	3	337										
		Dummy Ramp Exit	4310	4315		4320	346	0	3	0	0	0	1	50	100	835	2500			10		9	3	346																
	Dummy Ramp Exit	SR 826 SB Entrance 1	4315	4320		4325	365	0	3	0	0	0	1	50	100					10																				
	Dummy Ramp Exit	SW 56 St Exit	4320	4325		4330	517	0	2	0	0	0	1	50	100	1400	2500	43	1500	10		6	3	517	7	3	517													
	SW 56 St Exit		4325	4330		4335	276	0	2	0	0	0	1	50	100					10																				
			4330	4335		4340	815	0	2	0	0	0	1	50	100					10																				
			4335	4340		4345	636	0	1	0	0	0	1	50	100					10																				
		SR 826 SB Entrance 2	4340	4345		4350	673	0	1	0	0	0	1	50	100					10																				
	SR 826 SB Entrance 2		4345	4350		4355	1181	0	1	0	0	0	1	65	100			43	1500	10		6	3	1181	7	3	1181	8	3	1181										
		End SR 874 SB	4350	4355		8355	1173	0	4	0	0	0	1	65	100					10																				
SR 874 SB Ramps	SW 40 St Entrance	SR 874 SB	4800	4305		4310	253	1	3	0	0	0	1	40	100					10																				
	SR 874 SB	Dummy Ramp Exit	4315	4805		8480	105	1	1	0	0	0	1	40	100					10																				
	SR 826 SB Entrance	SR 874 SB	2600	4320		4325	630	1	1	0	0	0	1	50	100					10																				
	SR 874 SB	SW 56 St/SR 826 SB	4325	4810		4815	344	1	2	0	0	0	1	50	100					10																				
	SR 826 SB Entrance		2610	4825		4830	450	1	3	0	0	0	1	50	100					10																				
			4825	4830		4345	653	1	3	0	0	0	1	50	100					10																				
		SR 874 SB	4830	4345		4350	698	1	3	0	0	0	1	50	100					10																				
SW 40 St to SR 826 SB Mainline	**SW 40 St to SR 826 SB Begin**	SW 40 St Entrance	4807	4815		4820	158	0	1	0	0	0	1	50	100					10																				
	SW 40 St Entrance		4815	4820		4835	817	0	1	0	0	0	1	50	100			43	1500	10		9	3	817	10	3	817													
		SW 56 St Exit	4820	4835		4840	401	0	2	0	0	0	1	50	100	2500	2500			10		9	3	401																
	SW 56 St Exit	SR 826 SB Exit	4835	4840		4845	238	0	1	0	0	0	1	50	100	2500	2500			10		9	3	238																
	SR 826 SB Exit	**SW 40 St to SR 826 SB End**	4840	4845		8484	161	0	1	0	0	0	1	50	100					10																				
SW40St to SR826SB Ramp	SW 40 St Entrance	SW 40 St to SR 826 SB	4810	4815		4820	521	1	2	0	0	0	1	50	100					10																				
	SW 40 St to SR 826 SB	SW 56 St Exit	4835	4837		7482	264	1	2	0	0	0	1	40	100					10																				
	SW 40 St to SR 826 SB	SR 826 SB Exit	4840	2615		2215	203	1	1	0	0	0	1	65	100					10																				
Transition Links	US-1 NB	SR 826 NB On Ramp	7150	1500		1005	158	1	2	0	0	0	1	50	100					10																				
	SW 56 St	SR 826 NB On Ramp	7159	1595		1600	146	1	1	0	0	0	1	45	100					10																				
	SW 88 St	SR 826 SB On Ramp	7255	2655		2660	117	1	1	0	0	0	1	30	100					10																				
	SW 8 St	SR 826 SB On Ramp	7256	2560		2565	136	1	2	0	0	0	1	40	100					10																				
	SW 72 St	SR 826 SB On Ramp	7262	2620		2625	116	1	2	0	0	0	1	40	100					10																				
	Flagler St	SR 826 SB On Ramp	7263	2635		2640	142	1	2	0	0	0	1	40	100					10																				
	SW 88 St EB	SR 826 NB On Ramp	7271	2710		2715	120	1	3	0	0	0	1	30	100					10																				
	SW 72 St	SR 826 NB On Ramp	7357	3575		3580	201	1	2	0	0	0	1	50	100					10																				
	SW 24 St	SR 826 SB On Ramp	7381	3810		3335	119	1	2	0	0	0	1	45	100					10																				
	SW 40 St EB	SR 826 NB On Ramp	7480	4800		4305	110	1	3	0	0	0	1	40	100					10																				
	SW 24 St	SR 826 NB On Ramp	7510	1510		1515	111	1	1	0	0	0	1	30	100					10																				
	SW 8 St WB	SR 826 NB On Ramp	7525	1525		1530	136	1	1	0	0	0	1	40	100					10																				
	SR 826 SB Off Ramp	SW 24 St	7550	1550		1555	204	1	3	0	0	0	1	40	100					10																				
	SR 826 SB Off Ramp	US-1 SB	7580	2580		2585	146	1	1	0	0	0	1	25	100					10																				
	SR 874 SB Off Ramp	SW 56 St/SR 826 SB	7620	1620		1625	123	1	1	0	0	0	1	25	100					10																				
	SR 826 NB Off Ramp	SW 72 St	7635	1635		1640	132	1	1	0	0	0	1	40	100					10																				
	SR 826 NB Off Ramp	SW 40 St	7655	1655		1660	172	1	1	0	0	0	1	30	100					10																				
	SR 826 SB Off Ramp	SW 72 St	7680	1680		1685	134	1	1	0	0	0	1	25	100					10																				
	SR 826 NB Off Ramp	SW 24 St	7715	1715		1720	242	1	1	0	0	0	1	40	100					10																				
	SR 826 NB Off Ramp	Flagler St/NW 72 Ave	7735	1735		1740	250	1	2	0	0	0	1	40	100					10																				
	SW 8 St EB	SR 826 NB On Ramp	1505	7505			120	1	2	0	0	0	1	40	100					10																				
	Flagler St	SR 826 NB On Ramp	1545	7545			130	1	3	0	0	0	1	40	100					10																				
	SR 826 SB Off Ramp	SW 88 St	1570	7570			207	1	1	0	0	0	1	40	100					10																				
	SR 826 SB Off Ramp	Flagler St	1590	7590			139	1	1	0	0	0	1	45	100					10																				
	SR 826 NB Off Ramp	SW 56 St	1650	7650			153	1	1	0	0	0	1	30	100					10																				
	SR 826 SB Off Ramp	SW 40 St	1675	7675			122	1	2	0	0	0	1	30	100					10																				
	SR 826 NB Off Ramp	SW 8 St	1725	7725			111	1	2	0	0	0	1	45	100					10																				
	SW 40 St	SR 826 SB On Ramp	2575	7257			169	1	2	0	0	0	1	30	100					10																				
	SR 826 SB Off Ramp	SW 8 St	2595	7595			110	1	2	0	0	0	1	50	100					10																				
	SR 826 NB Off Ramp	SW 88 St	2630	7630			131	1	2	0	0	0	1	40	100					10																				
	Flagler St	SR 836 EB Ramp	2650	7265			117	1	2	0	0	0	1	50	100					10																				
	SR 826 NB/SW 56 St	SR 874 NB On Ramp	2675	7267			125	1	2	0	0	0	1	50	100					10																				
	SW 40 St	SR 874 SB On Ramp	2705	7270			120	1	3	0	0	0	1	30	100					10																				
	SW 88 St WB	SR 826 NB On Ramp	2735	7273			152	1	2	0	0	0	1	40	100					10																				
	SR 874 NB Off Ramp	SW 40 St	3815	7815			127	1	2	0	0	0	1	40	100					10																				
	SW 40 St WB	SR 826 NB On Ramp	4837	7482			120	1	2	0	0	0	1	40	100					10																				
try Links	**SR 826 NB Begin**		8000	1000		1005		0	1	0	0	0	1	50						10																				
	SR 826 NB to SR 836 EB Begin		8131	1310		1315		0	1	0	0	0	1	50						10																				
	SR 836 WB to SR 826 NB Begin		8138	1380		1385		0	1	0	0	0	1	50						10																				
	NW 72 Ave Begin		8145	1450		1455		0	2	0	0	0	1	45						10																				
	SR 826 SB Begin		8200	2000		2005		0	4	0	0	0	1	60						10																				
	SR 826 SB CD Begin		8230	2300		2305		0	1	0	0	0	1	45						10																				
	SR 826 SB to SR 836 WB Begin		8237	2370		2375		0	1	0	0	0	1	50						10																				
	SR 836 EB CD to SR 826 SB Begin		8243	2435		2440		0	1	0	0	0	1	50						10																				
	Dummy Link Begin		8250	2500		2005		1	2	0	0	0	1	50						10																				
	SR 826 EL SB Begin		8255	2552		2070		1	1	0	0	0	1	65						10																				
	Dummy Link Begin		8267	2670		2280		1	1	0	0	0	1	50						10																				
	Dummy Link Begin		8273	2730		2345		1	1	0	0	0	1	50						10																				
	Dummy Link Begin		8278	2780		2410		1	1	0	0	0	1	50						10																				
	SR 836 EB Begin		8300	3000		3005		0	4	0	0	0	1	50						10																				
	SR 836 EB CD Begin		8311	3115		3120		0	1	0	0	0	1	45						10																				
	SR 836 EB CD to SR 826 NB Begin		8323	3230		3235		0	1	0	0	0	1	50						10																				

En																																						
	SR 874 NB Begin		*8330*	*3300*	*SR 874 NB*	*3305*		*0*	*3*	*0*	*0*	*0*	*1*	*65*						*10*																		
	SR 826 SB (U-turn) Begin		*8354*	*3545*		*3550*		*1*	*2*	*0*	*0*	*0*	*1*	*45*						*10*																		
	NW 72 Ave Begin	SR 836 EB	*8358*	*3585*		*3590*		*1*	*1*	*0*	*0*	*0*	*1*	*45*						*10*																		
	Dummy Link Begin		*8359*	*3595*		*3205*		*1*	*1*	*0*	*0*	*0*	*1*	*50*						*10*																		
	Dummy Link Begin		*8380*	*3805*		*3330*		*1*	*1*	*0*	*0*	*0*	*1*	*50*						*10*																		
	SR 836 WB Begin		*8400*	*4000*		*4005*		*0*	*5*	*0*	*0*	*0*	*1*	*50*						*10*																		
	SR 836 WB CD Begin		*8412*	*4120*		*4125*		*0*	*1*	*0*	*0*	*0*	*1*	*45*						*10*																		
	SR 874 SB Begin		*8430*	*4300*		*4305*		*0*	*1*	*0*	*0*	*0*	*1*	*45*						*10*																		
	NW 87 Ave NB Begin	SR 836 WB CD	*8456*	*4565*		*4570*		*1*	*1*	*0*	*0*	*0*	*1*	*45*						*10*																		
	Dummy Link Begin		*8515*	*2515*		*2030*		*1*	*1*	*0*	*0*	*0*	*1*	*50*						*10*																		
	NW 25 St Begin	SR 826 SB	*8520*	*2520*		*2525*		*1*	*2*	*0*	*0*	*0*	*1*	*40*						*10*																		
	NW 87 Ave SB Begin	SR 836 WB CD	*8585*	*4585*		*4590*		*1*	*1*	*0*	*0*	*0*	*1*	*40*						*10*																		
	NW 25 St Begin	SR 826 NB	*8770*	*1770*		*1775*		*1*	*1*	*0*	*0*	*0*	*1*	*40*						*10*																		
	Dummy Link Begin		*8807*	*4807*		*4815*		*0*	*1*	*0*	*0*	*0*	*1*	*50*						*10*																		

Table #

NETSIM Input

No Build Model - PM Peak

Facility	Link Description					Lengths			No. of Lanes					Channelization Codes									Receiving Nodes									Lane Alignment		Turn volumes			
	Intersection	Approach	Up Stream Node Number	Down Stream Node Number	Link Name (12 chars)	Link	Left Bay	Right Bay	Thru	Left	Right	Grade	Queue, Start-up Code	Ln 1	Ln 2	Ln 3	Ln 4	Ln 5	Ln 6	Ln 7	Ln 8	Ln 9	Left	Thru	Right	Diag	Up Stream Oppose Node	Start Up Time	Dis-Charge Headway	Free-Flow Speed	Right Turn On Red	Ped Code	Feeding	Receiv-ing	Left	Through	Right	Diagonal
	(in Excel only)	*(in Excel only)*	*11-1*	*11-2*	*10-3*	*11-3*	*11-4*	*11-5*	*11-6*	*11-7*	*11-8*	*11-9*	*11-10*	*11-11*	*11-12*	*11-13*	*11-14*	*11-15*	*11-16*	*11-17*	*11-30*	*11-31*	*11-18*	*11-19*	*11-20*	*11-21*	*11-22*	*11-23*	*11-24*	*11-25*	*11-26*	*11-27*	*11-28*	*11-29*	*21-3*	*21-4*	*21-5*	*21-6*
SR 826 at Flagler St	Flagler St at NB Off Ramp	Southbound	212	205		208			3			0	1	1	1	1							207					20	18	30		0			44	0	0	0
		Eastbound	202	205	Flagler St	1002	400		3	1		0	1			1							214	207				20	18	45		0			238	524	0	0
		Westbound	206	205	Flagler St	110			3			0	1											204				20	18	45		0			0	639	0	0
		Southbound	211	212		338		275	3		1	0	1	T	T	T								205	213			20	18	30		0			0	44	150	0
		Westbound	207	206	Flagler St	1137		100	3		1	0	1											205	214			20	18	45		0			0	639	174	0
		Southbound	213	204		202			1			0	1												203			20	18	30		0			0	0	150	0
		Westbound	205	204	Flagler St	327			3			0	1											203				20	18	45		0	1	2	0	639	0	0
	Flagler St at SB Off Ramp	Northbound	220	202	SW 78th Ave	230		150	1		1	0	1										201	219	205		218	20	18	30		0	1	2	7	13	40	0
		Southbound	218	202		161			4			0	1	T	1	1	1						205	220			220	20	18	30		0	2	1	183	12	0	0
		Eastbound	200	202	Flagler St	1203	290		3	3		0	1	7									219	205	220		203	20	18	45		0			141	544	10	0
		Westbound	203	202	Flagler St	155	100		3	1		0	1										220	201			200	20	18	45		0			30	593	0	0
		Southbound	232	218		155			4			0	1	7	T	T	T							202	201			20	18	30		0			0	195	189	0
		Westbound	204	203	Flagler St	520			4			0	1											202	219			20	18	45		0	2	1	0	623	167	0
SR 826 to SR 836 EB	SR 826 to SR 836 EB	Northbound	7725	208		110			2			0	1		T									222		209		20	18	45		0			0	194	0	194
		Northbound	226	227		251			3			0	1										7735	228				20	18	45		0			320	286	0	0
		Northbound	227	228		403			2			0	1											229		230		20	18	45		0			0	127	0	159
SR 826 at SW 8 St	SW 8 St at NB Off Ramp	Northbound	312	306		331			2			0	1	1	1								304					20	18	30		0			239	0	0	0
		Eastbound	305	306	SW 8th St	175			3			0	1											307				20	18	50		1	2	1	0	415	0	0
		Westbound	308	306	SW 8th St	609			2			0	1											304				20	18	50		0			0	638	0	0
		Northbound	311	312		195		50	2		1	0	1		T									306	313			20	18	30		0	2	2	0	239	219	0
		Eastbound	303	305	SW 8th St	431		30	3		1	0	1	7										306	314			20	18	50		0			0	415	197	0
		Northbound	313	308		480			1			0	1											309				20	18	30		0			0	219	0	0
		Eastbound	307	308		489			2			0	1											309				20	18	50		0			0	415	0	0
		Westbound	309	308	SW 8th St	791		30	2		1	0	1											306	315			20	18	50		0			0	638	81	0
	SW 8 St at SB Off Ramp	Eastbound	301	302	SW 8th St	184			3			0	1	T	T	T								303				20	18	50		0			0	483	0	0
		Westbound	304	302	SW 8th St	358	220		3	2		0	1		T								322	300				20	18	50		1			217	826	0	0
		Southbound	7273	316		150			2			0	1											317		321		20	18	40		0	2	1	0	129	0	166
		Eastbound	300	301	SW 8th St	1119			3			0	1											302		322		20	18	50		0			0	483	0	162
		Eastbound	302	303	SW 8th St	390			3			0	1											305				20	18	50		0			0	483	0	0
		Northbound	320	303		323			1			0	1												305			20	18	25		0			0	0	129	0
		Southbound	321	304		475			1			0	1												302			20	18	40		0			0	0	166	0
		Westbound	306	304	SW 8th St	637			2			0	1										302	302				20	18	50		0	1	2	217	660	0	0
SR 826 at SW 24 St	SW 24 St at NB Off Ramp	Northbound	407	404		111			2			0	1	9	1								402		412			20	18	30	1	0			133	0	125	0
		Eastbound	403	404	SW 24 St/Cor	137			3			0	1											412				20	18	45		0			0	490	0	0
		Westbound	405	404	SW 24th St	1400	150		3	1		0	1										407	402			403	20	18	45		0			99	652	0	0
		Northbound	406	407		178			3			0	1	4	8	1							404	404	412			20	18	30		0			133	13	113	0
		Eastbound	401	403	SW 24 St/Cor	780		430	3		1	0	1											404	407			20	18	45		0			0	490	123	0
		Northbound	407	412		155			1			0	1												405			20	18	30		0			0	0	113	0
		Eastbound	404	412		104			3			0	1											405				20	18	45		0			0	502	0	0
	SW 24 St at SB Off Ramp	Southbound	409	401		421	300	300	2	1	1	0	1	4	1								403		400			20	18	30	1	0			171	0	226	0
		Eastbound	400	401	SW 24th St	1058	300		3	1		0	1										410	403			402	20	18	45		0			84	425	0	0
		Westbound	402	401	Coral Dr	156			3			0	1											400				20	18	45		0			0	620	0	0
		Westbound	404	402	Coral Dr	761		180	3		1	0	1											401	410			20	18	45		0			0	620	164	0
SR 826 at SW 40 St	SW 40 St at NB Off Ramp	Northbound	511	504		378			5			0	1	4	4	4	D	D							505	-502		20	18	35	1	0			0	0	199	174
		Eastbound	503	504	Bird Rd	221			3			0	1											505				20	18	45		0			0	564	0	0
		Westbound	505	504	SW 40th St	1124	350		3	1		0	1										502	502	512			20	18	45		0			328	422	299	0
		Eastbound	502	503	Bird Rd	330			4			0	1	4										504	518			20	18	45		0	2	1	0	564	114	0
	SW 40 St at SB Off Ramp	Southbound	515	502		697	500		4	1		0	1	4	4	9	1						503		500			20	18	40	1	0			250	0	247	0
		Eastbound	501	502	SW 40th St	122			4			0	1	T	T	T	T							503				20	18	45		0			0	428	0	0
		Westbound	504	502	Bird Rd	550	440		4	2		0	1				1						516	500				20	18	45		0	1	2	328	596	0	0
		Eastbound	500	501	SW 40th St	1071			4			0	1											502	516			20	18	45		0			0	428	177	0
SR 826 at SW 56 St	SW 56 St at NB Off Ramp	Northbound	606	603		145			2			0	1	D	D											-602		20	18	40		0			0	0	0	87
		Eastbound	602	603	Miller Dr	342			4			0	1	T	T	1	1						607	604			604	20	18	45		0			114	346	0	0
		Westbound	604	603	SW 56th St	116			4			0	1	T	T	1	1						602	602				20	18	45		0			60	332	0	0
		Northbound	7570	606		205	190	190	1	1	1	0	1											603	604			20	18	40		0			0	87	57	0
		Northbound	606	604		195			1			0	1	D												605		20	18	40		0			0	0	0	57
		Eastbound	603	604		116			2			0	1											605				20	18	45		0			0	346	0	0
		Westbound	605	604	SW 56th St	1134	84		2	2		0	1	7	T								603	603	607			20	18	45		0			60	332	178	0
		Northbound	615	616		672			3			0	1	T		1							7159	617				20	18	45		0			283	182	0	0
	SW 56 St at SB Off Ramp	Southbound	612	602		263			4			0	1	4	4	D	D								600	-603		20	18	40	1	0			0	0	212	179
		Eastbound	601	602	SW 56th St	123			4			0	1	T	T	1	1						603	603				20	18	45		0			114	167	0	0
		Westbound	603	602	Miller Dr	342			4			0	1	T	T	1	1						613	600			601	20	18	45		0			60	419	0	0
		Eastbound	600	601	SW 56th St	1047	77		2	2		0	1	7	T								602	602	613			20	18	45		0			114	167	79	0
		Southbound	7482	610		120	75	75	2	1	1	0	1											612				20	18	40		0	1	2	0	100	0	0
SR 826 at SW 72 St	SW 72 St at NB Off Ramp	Northbound	706	703		151			2			0	1	D	D											-702		20	18	40		0			0	0	0	63
		Eastbound	702	703	Sunset Dr	364			4			0	1	T	T	1	1						707	704			704	20	18	45		0			123	356	0	0
		Westbound	704	703		113			3			0	1	T	T	1							702	702				20	18	45		0			49	279	0	0
		Northbound	7545	706		130			3			0	1	D	T	T								703		704		20	18	40		0	2	1	0	63	0	24
		Northbound	706	704		209			1			0	1	D												705		20	18	40		0			0	0	0	24
		Eastbound	703	704		113			2			0	1											705				20	18	45		0			0	356	0	0
		Westbound	705	704		1073	50		2	1		0	1	7	T								703	703	707			20	18	45		0			49	327	232	0
	SW 72 St at SB Off Ramp	Southbound	708	702		402			4			0	1	4	4	D	D								700	-703		20	18	40	1	0			0	0	146	226
		Eastbound	701	702		137			4			0	1	T	T	1	1						703	703				20	18	45		0			123	130	0	0
		Westbound	703	702	Sunset Dr	364			3			0	1	T	T	1							709	700				20	18	45		0			49	341	0	0
		Eastbound	700	701		1059	30		2	2		0	1		T								702	702		709		20	18	45		0			123	130	0	36
	SW 88 St at NB Off Ramp	Northbound	810	806		136			2			0	1	1	1								804					20	18	40		0			18	0	0	0
		Eastbound	805	806		158			3			0	1											807				20	18	50		1			0	647	0	0
		Westbound	807	806		132			3			0	1											804				20	18	50		0			0	562	0	0
		Northbound	809	810		308			3			0	1	4	T	T								806	807			20	18	40		0	2	1	0	18	18	0
		Northbound	810	807		207			1			0	1	D												808		20	18	40		0			0	0	0	18

SR 826 at SW 88 S		Eastbound	806	807		132			3			0	1											808				20	18	50		0			0	647	0	0
		Westbound	808	807	SW 88th St	1136			4			0	1	4										806	811			20	18	50		0	2	1	0	562	299	0
		Northbound	835	812		249			1			0	1											7525				20	18	20		0			0	92	0	0
	SW 88 St at SB Off Ramp	Northbound	818	804		334			1			0	1												805			20	18	35		0			0	0	279	0
		Southbound	821	804		110			1			0	1													803		20	18	40		0			0	0	0	248
		Eastbound	802	804		424			3			0	1											805				20	18	50		0	1	2	0	368	0	0
		Westbound	806	804	Kendall Dr	420			3			0	1											803				20	18	50		0	1	2	0	580	0	0
		Southbound	813	814		217			2			0	1											815		819		20	18	50		0	2	1	0	279	0	352
		Southbound	819	820		307	150		1	1		0	1										828	821				20	18	40		0			104	248	0	0
		Eastbound	801	802		561		50	3		1	0	1											804	822			20	18	50		0			0	368	223	0
		Southbound	823	824		129			2			0	1	T	D									826		-825		20	18	30		0			0	54	0	169
US-1/Busway from SW 112 St to SR 826	US-1 at SR 826	Northbound	904	905		801			4			0	1	D	9	T	T							906		918		20	16	50		0			0	309	0	611
		Southbound	905	904		801			2			0	1											903				20	16	50		0			0	554	0	0
		Northbound	921	904		721			2			0	1											903				20	16	50		0			0	746	0	0
	US-1 at SW 104 St	Northbound	902	903		1466	260		3	2		0	1										911	904	917		904	20	16	50		0			42	518	6	0
		Southbound	904	903		764	300	320	4	2	1	0	1										917	902	911		902	20	16	50		0			187	923	206	0
		Eastbound	911	903		152	112		2	1		0	1	7	8								904	917	902		917	20	16	40		0			159	51	26	0
		Westbound	917	903		1002	350	350	2	1	1	0	1	7	T								902	911	904		911	20	16	40		0			7	47	162	0
	Busway at SW 104 St	Northbound	910	911		1430			1			0	1											912				20	18	50		0			0	4	0	0
		Southbound	912	911		1011			1			0	1											910				20	18	50		0			0	7	0	0
		Westbound	903	911		152			2			0	1											916				20	16	40		0			0	237	0	0
		Eastbound	916	911		1188	50		2	1		0	1											903				20	16	40		0			0	295	0	0
	US-1 at SW 112 St	Northbound	900	901		1004	460		3	1		0	1										909	902	915		902	20	16	50		0			40	455	34	0
		Southbound	902	901		1454	250	360	3	1	1	0	1										915	900	909		900	20	16	50		0			44	809	110	0
		Eastbound	909	901		146			3			0	1	4	8	1							902	915	900		915	20	16	40		0	2	1	33	66	14	0
		Westbound	915	901		1052	350	350	1	1	1	0	1										900	909	902		909	20	16	40		0			70	47	20	0
	Busway at SW 112 St	Northbound	908	909		972			1			0	1											910				20	18	50		0			0	4	0	0
		Southbound	910	909		1495			1			0	1											908				20	18	50		0			0	7	0	0
		Eastbound	914	909		155	100		1	1		0	1											901				20	16	40		0	1	2	0	113	0	0
		Westbound	901	909		146			2			0	1	T	T									914				20	16	40		0			0	197	0	0
			201	200		1003			4			0	1											8201				20	18	45		0			0	100	0	0
			202	201		200			3			0	1											200				20	18	45		0	1	2	0	100	0	0
			202	219		150			3			0	1											7271				20	18	30		0			0	100	0	0
			202	220		230			1			0	1											221				20	18	30		0			0	100	0	0
			203	219		214			1			0	1											7271				20	18	30		0			0	100	0	0
			205	207		1247			3			0	1											8207				20	18	45		0			0	100	0	0
			205	214		114			3			0	1											215				20	18	35		0			0	100	0	0
			206	214		156			1			0	1												215			20	18	35		0			0	0	174	0
			208	222		322			2			0	1											223				20	18	45		0			0	100	0	0
			208	209		321			1			0	1											210				20	18	40		0			0	100	0	0
			209	210		240			1			0	1												211			20	18	30		0			0	0	194	0
			210	211		280		50	1		1	0	1											212	212			20	18	30		0	1	2	0	44	150	0
			212	213		210			1			0	1											204				20	18	30		0			0	100	0	0
			214	215		315			3			0	1											216				20	18	35		0	2	1	0	100	0	0
			215	216		293			2			0	1											217				20	18	35		0			0	100	0	0
			216	217		318			2			0	1											224				20	18	35		0			0	100	0	0
			217	224		502			2			0	1											225				20	18	35		0			0	100	0	0
			218	201		245			1			0	1											200				20	18	30		0			0	100	0	0
			228	229		244			2			0	1											7357				20	18	45		0			0	100	0	0
			220	221		290			1			0	1											8221				20	18	30		0			0	100	0	0
			221	220		290			1			0	1											202				20	18	30		0			0	100	0	0
			222	223		360			2			0	1											224				20	18	45		0	2	1	0	100	0	0
			223	224		438			1			0	1											225				20	18	45		0	1	2	0	100	0	0
			224	225		551			3			0	1											226				20	18	45		0			0	100	0	0
			225	226		408			3			0	1											227				20	18	45		0			0	100	0	0
			228	230		235			1			0	1											231				20	18	40		0			0	100	0	0
			230	231		337			1			0	1											8231				20	18	40		0			0	100	0	0
			301	322		235			1			0	1											323				20	18	30		0			0	100	0	0
			302	300		1303			3			0	1											8301				20	18	50		0			0	100	0	0
			302	322		142			2			0	1											323				20	18	30		0			0	100	0	0
			305	314		285			1			0	1											7680				20	18	25		0			0	100	0	0
			306	307		120			3			0	1											308				20	18	50		0	2	1	0	100	0	0
			308	315		166			1			0	1											7715				20	18	40		0			0	100	0	0
			308	309		791			2			0	1											310				20	18	50		0			0	100	0	0
			309	310		582			2			0	1											8310				20	18	50		0			0	100	0	0
			310	309		582			2			0	1											308				20	18	50		0			0	100	0	0
			312	313		331			1			0	1											308				20	18	30		0			0	100	0	0
			316	317		438			1			0	1											318				20	18	40		0			0	100	0	0
			316	321		214			1			0	1											304				20	18	40		0			0	100	0	0
			317	318		442			1			0	1												319			20	18	40		0			0	0	129	0
			318	319		404			1			0	1												320			20	18	25		0			0	0	129	0
			319	320		398			1			0	1												303			20	18	25		0			0	0	129	0
			322	323		147			2			0	1											7256				20	18	30		0			0	100	0	0
			401	400		1058			3			0	1											8401				20	18	45		0			0	100	0	0
			401	410		115			1			0	1											411				20	18	30		0			0	100	0	0
			402	410		188			1			0	1												411			20	18	30		0			0	0	164	0
			403	407		172			1			0	1												408			20	18	30		0			0	0	125	0
			404	407		111			1			0	1											408				20	18	30		0			0	100	0	0
			407	408		199			1			0	1											7655				20	18	30		0			0	100	0	0
			410	411		294			1			0	1											7580				20	18	40		0			0	100	0	0
			412	405		1296			3			0	1											8405				20	18	45		0			0	100	0	0
			501	516		192			1			0	1											517				20	18	40		0			0	100	0	0
			502	500		1193			4			0	1											8500				20	18	45		0			0	100	0	0
			502	516		139			3			0	1											517				20	18	40		0	1	2	0	100	0	0
			503	518		281			1			0	1											7620				20	18	25		0			0	100	0	0
			504	505		1124			3			0	1											8505				20	18	45		0			0	100	0	0
			504	512		230			1			0	1											513				20	18	40		0			0	100	0	0
			506	507		327			2			0	1											508				20	18	40		0			0	100	0	0
			507	508		196			2			0	1											509				20	18	35		0			0	100	0	0
			508	509		193	174		2	1		0	1											510				20	18	35		0			0	373	0	0

Links

		509	510		193			3			0	1											511				20	18	35		0			0	373	0	0
		510	511		203	40	40	3	1	1	0	1											504				20	18	35	1	0	1	2	0	373	0	0
		512	513		229			1			0	1												7635			20	18	40		0			0	0	299	0
		514	515		397		300	3		1	0	1											502				20	18	40		0	1	2	0	497	0	0
		516	517		226			4			0	1											7480				20	18	40		0	2	1	0	100	0	0
		601	613		158			1			0	1											7262				20	18	40		0			0	100	0	0
		602	600		1169			2			0	1											8600				20	18	45		0			0	100	0	0
		602	613		136			2			0	1											7262				20	18	40		0			0	100	0	0
		603	607		203			2			0	1											608				20	18	40		0			0	100	0	0
		604	605		1134			2			0	1											8605				20	18	45		0			0	100	0	0
		604	607		261			1			0	1											608				20	18	40		0			0	100	0	0
		607	608		509			2			0	1											609				20	18	40		0			0	100	0	0
		608	609		470			2			0	1											615				20	18	40		0			0	100	0	0
		609	615		207			2			0	1											616				20	18	40		0	1	2	0	100	0	0
		610	612		263			4			0	1											602				20	18	40		0			0	100	0	0
		614	615		385			1			0	1											616				20	18	45		0			0	100	0	0
		616	617		355			2			0	1											618				20	18	45		0			0	100	0	0
		617	618		359			2			0	1											7381				20	18	45		0			0	100	0	0
		701	709		190			1			0	1	T										7263				20	18	40		0			0	100	0	0
		702	700		1196			2			0	1											8700				20	18	45		0			0	100	0	0
		702	709		126			1			0	1	T										7263				20	18	40		0	1	2	0	100	0	0
		703	707		143			2			0	1											7550				20	18	40		0	1	2	0	100	0	0
		704	705		1073			2			0	1											8705				20	18	45		0			0	100	0	0
		704	707		189			1			0	1											7550				20	18	40		0			0	100	0	0
		800	801	SW 88th St	1065	200		3	1		0	1											802				20	18	50		1			0	100	0	0
		801	800		1065			3			0	1											8800				20	18	50		0			0	100	0	0
		802	822		106			1			0	1											823				20	18	30		0			0	100	0	0
		803	801		815	200		3	1		0	1											800				20	18	50		0			0	100	0	0
		804	803		171			4			0	1											801				20	18	50		0	2	1	0	100	0	0
		804	805		262			4			0	1											806				20	18	50		0	2	1	0	100	0	0
		807	808		1136			3			0	1											8808				20	18	50		0			0	100	0	0
		807	811		266			1			0	1											812				20	18	40		0			0	100	0	0
		811	812		161			1			0	1											7525				20	18	40		0			0	100	0	0
		814	815		809			1			0	1											816				20	18	40		0			0	100	0	0
		814	819		360			1			0	1											820				20	18	40		0			0	100	0	0
		815	816		318			1			0	1											817				20	18	40		0			0	100	0	0
		816	817		304			1			0	1												818			20	18	35		0			0	0	279	0
		817	818		354			1			0	1												804			20	18	35		0			0	0	279	0
		820	821		125			1			0	1											804				20	18	40		0			0	100	0	0
		820	828		106			1			0	1											829				20	18	25		0			0	100	0	0
		822	823		110			1			0	1										824	824				20	18	30		0			0	100	0	0
		824	825		401			1			0	1											7510				20	18	30		0			0	100	0	0
		824	826		159			1			0	1											827				20	18	30		0			0	100	0	0
		826	827		176			1			0	1											7255				20	18	30		0			0	100	0	0
		828	829		200			1			0	1											830				20	18	25		0			0	100	0	0
		829	830		176			1			0	1											831				20	18	25		0			0	100	0	0
		830	831		480			1			0	1											8833				20	18	25		0			0	100	0	0
		832	833		146			1			0	1												834			20	18	20		0			0	0	92	0
		833	834		227			1			0	1											835				20	18	20		0			0	100	0	0
		834	835		133			1			0	1											812				20	18	20		0			0	100	0	0
		901	900		1004			3			0	1											8003				20	18	50		0			0	100	0	0
		901	902		1454			3			0	1											903				20	18	50		0			0	100	0	0
		901	915		1052			1			0	1											8915				20	18	40		0			0	100	0	0
		903	902		1466			4			0	1											901				20	18	50		0	2	1	0	100	0	0
		903	904		764			3			0	1											905				20	18	50		0	1	2	0	100	0	0
		903	917		1002			2			0	1											8917				20	18	40		0			0	100	0	0
		905	906		717			3			0	1											907				20	18	50		0			0	100	0	0
		905	918		177			2			0	1											919				20	18	50		0			0	100	0	0
		906	905		717			3			0	1										918	904			904	20	18	50		0	2	1	0	100	0	0
		906	907		1013			3			0	1											8907				20	18	50		0			0	100	0	0
		907	906		1013			3			0	1											905				20	18	50		0			0	100	0	0
		909	908		972			1			0	1											8908				20	18	50		0			0	100	0	0
		909	910		1495			1			0	1											911				20	18	50		0			0	100	0	0
		909	914		155			2			0	1											913				20	18	40		0	2	1	0	100	0	0
		911	910		1430			1			0	1											909				20	18	50		0			0	100	0	0
		911	912		1011			1			0	1											8912				20	18	50		0			0	100	0	0
		911	916		1188			2			0	1											8916				20	18	40		0			0	100	0	0
		913	914		1280			1			0	1											909				20	16	40		0			0	100	0	0
		914	913		1280			1			0	1											8913				20	18	40		0			0	100	0	0
		918	919		394			2			0	1											7150				20	18	50		0			0	100	0	0
		920	921		231			2			0	1											904				20	18	50		0			0	100	0	0

Transition Links

		7257	409		172			2			0	1											401				20	18	30		0			0	100	0	0
		7265	813		117			2			0	1											814				20	18	50		0			0	100	0	0
		7267	920		123			2			0	1											921				20	18	50		0			0	100	0	0
		7270	232		120			3			0	1											218	218			20	18	30		0			0	195	189	0
		7505	809		120			2			0	1											810	810			20	18	40		0			0	100	0	0
		7590	614		186			1			0	1											615				20	18	45		0			0	100	0	0
		7595	514		111			2			0	1											515				20	18	40		0	1	2	0	100	0	0
		7630	708		132	90	90	2	1	1	0	1											702				20	18	40		0	1	2	0	100	0	0
		7650	406		169			1			0	1										407	407	407			20	18	30		0			0	100	0	0
		7675	311		121			2			0	1											312				20	18	30		0			0	100	0	0
		7815	506		134			2			0	1											507				20	18	40		0			0	100	0	0
		919	7150		162			2			0	1															20	18	50					0	100	0	0
		616	7159		142			1			0	1															20	18	45					0	100	0	0
		827	7255		116			1			0	1															20	18	30					0	100	0	0
		323	7256		136			2			0	1															20	18	30					0	100	0	0
		613	7262		115			2			0	1															20	18	40					0	100	0	0
		709	7263		142			2			0	1															20	18	40					0	100	0	0
		219	7271		120			3			0	1															20	18	30					0	100	0	0
		229	7357		200			2			0	1															20	18	45					0	100	0	0

			618	7381		118			2			0	1													20	18	45					0	100	0	0
			517	7480		110			3			0	1													20	18	40					0	100	0	0
			825	7510		118			1			0	1													20	18	30					0	100	0	0
			812	7525		141			1			0	1													20	18	40					0	100	0	0
			707	7550		216			3			0	1													20	18	40					0	100	0	0
			411	7580		163			1			0	1													20	18	25					0	100	0	0
			518	7620		123			1			0	1													20	18	25					0	100	0	0
			513	7635		134			1			0	1													20	18	40					0	100	0	0
			408	7655		155			1			0	1													20	18	30					0	100	0	0
			314	7680		128			1			0	1													20	18	25					0	100	0	0
			315	7715		239			1			0	1													20	18	40					0	100	0	0
			227	7735		251			2			0	1													20	18	40					0	100	0	0
Entry Links	US-1 NB Begin	NB	8003	900					3			0	1									901				20	18			0			0	100	0	0
	Flagler St EB Begin	EB	8201	200	Flagler St				2			0	1									202				20	18			0			0	100	0	0
	Flagler St WB Begin	WB	8207	207	Flagler St				3			0	1									206				20	18			0			0	100	0	0
	SW 78 Ave Begin	NB	8221	221	SW 78th Ave				2			0	1									220				20	18			0			0	100	0	0
	SW 8 St EB Begin	EB	8301	300	SW 8th St				3			0	1									301				20	18			0			0	100	0	0
	SW 8 St WB Begin	WB	8310	310	SW 8th St				2			0	1									309				20	18			0			0	100	0	0
	SW 24 St EB Begin	EB	8401	400	SW 24th St				3			0	1									401				20	18			0			0	100	0	0
	SW 24 St WB Begin	WB	8405	405	SW 24th St				3			0	1									404				20	18			0			0	100	0	0
	SW 40 St EB Begin	EB	8500	500	Bird Rd				4			0	1									501				20	18			0			0	100	0	0
	SW 40 St WB Begin	WB	8505	505	Bird Rd				3			0	1									504				20	18			0			0	100	0	0
	SW 56 St EB Begin	EB	8600	600	SW 56th St				2			0	1									601				20	18			0			0	100	0	0
	SW 56 St WB Begin	WB	8605	605	SW 56th St				2			0	1									604				20	18			0			0	100	0	0
	SW 72 St EB Begin	EB	8700	700	SW 72nd St				2			0	1									701				20	18			0			0	100	0	0
	SW 72 St WB Begin	WB	8705	705	SW 72nd St				2			0	1									704				20	18			0			0	100	0	0
	SW 88 St EB Begin	EB	8800	800	SW 88th St				2			0	1									801				20	18			0			0	100	0	0
	SW 88 St WB Begin	WB	8808	808	SW 88th St				3			0	1									807				20	18			0			0	100	0	0
	Dadeland Mall Begin		8832	832					1			0	1	4									833			20	18			0			0	0	92	0
	US-1 SB Begin	SB	8907	907					3			0	1									906				20	18			0			0	100	0	0
	US-1/Busway	NB	8908	908					1			0	1									909				20	18			0			0	100	0	0
	US-1/Busway	SB	8912	912					1			0	1									911				20	18			0			0	100	0	0
	SW 112 St EB Begin	EB	8913	913					2			0	1									914				20	18			0			0	100	0	0
	SW 112 St WB Begin	WB	8915	915					2			0	1									901				20	18			0			0	100	0	0
	SW 104 St EB Begin	EB	8916	916					1			0	1									911				20	18			0			0	100	0	0
	SW 104 St WB Begin	WB	8917	917					2			0	1									903				20	18			0			0	100	0	0

Section 2

Design Year 2045 No-Build AM and PM Peak Volume

- **FRESIM Volumes**
- **NETSIM Volumes**
- **FRESIM O-D Matrix**

Table #
Detector Volumes
2045 No Build Model - PM Peak

| Facility | | Description | Detector Station ID | Time Period | | |

SI		End SR 836 WB Mainline	SR836WB5	973	1044	1007	968
SR 836 WB Ramps	NW 87 Ave Entrance	NW 72 Ave/NW 87 Ave Exit	SR836WBNW72AvNW87Avexit	360	386	373	358
	SR 836 WB	NW 72 Ave/NW 87 Ave Exit	SR836WBNW72AvNW87Avexit	1274	1413	1343	1277
	SR 826 NB/SB Entrance	SR 836 WB Exit	SR826NBSB836WBent	1414	1495	1455	1416
	NW 87 Ave Entrance	SR 836 WB	NW87AveSR836WBent	236	253	244	235
SR 836 WB CD	**Begin SR 836 WB CD**	SR 836 WB Entrance	SR836WBCD1	0	0	0	0
	NW 72 Ave Entrance	NW 72 Ave Exit	SR836WBCD2	360	386	373	358
	NW 72 Ave Entrance	NW 72 Ave Exit	SR836WBCD3	2250	2415	2333	2239
	NW 72 Ave Entrance	SR 826 SB Entrance	SR836WBCD4	395	424	409	393
	SR 826 SB Entrance	NW 72 Ave Exit	SR836WBCD5	563	604	583	560
	NW 72 Ave Exit	NW 84 Ave Entrance	SR836WBCD6	371	398	384	369
	NW 84 Ave Exit	SR 826 NB Entrance	SR836WBCD7	85	91	88	84
	SR 826 NB Entrance	*NW 82nd Ave Entrance*	*SR836WBCD8*	152	163	158	151
	NW 82nd Ave Entrance	*NW 87 Ave Exit*	*SR836WBCD9*	192	206	199	191
	NW 87 Ave Exit	*NW 87 Ave Entrance SB*	*SR836WBCD10*	78	83	80	77
	NW 87 Ave Entrance SB	*NW 87 Ave Exit SB*	*SR836WBCD11*	236	253	244	235
	SR 836 WB Exit	***End SR 836 WB CD***	*SR836WBCD12*	0	0	0	0
SR 836 WB CD Ramps	SR 836 WB Entrance	SR 836 WB CD	SR836WBNW72AvNW87Avexit	360	386	373	358
	SR 836 WB CD	NW 72 Ave1 Exit	8.36WBCDNW72Ave1exit	140	150	145	139
	NW 72 Ave Entrance	NW 72 Ave1 Exit	8.36WBCDNW72Ave1exit	1475	1585	1530	1464
	SR 826 SB Entrance	SR 836 WB CD	826SBNW72AvNW87Avexit	167	180	173	167
	SR 836 WB CD	NW 72 Ave2 Exit	8.36WBCDNW72Ave2exit	191	205	198	190
	SR 836 WB CD	NW 84 Ave Exit	8.36WBCDNW84Avexit	296	307	296	285
	SR 836 WB Entrance	*SR 836 WB CD*	*8.36WBCDSR836WBent*	67	72	70	67
	NW 87 Ave NB Entrance	*SR 836 WB CD*	*NW87AveNB836WBCDent*	40	43	41	40
	SR 836 WB CD	*NW 87 Ave Exit*	*836WBCDNW87Avexexit*	114	123	118	114
	NW 87 Ave SB Entrance	*SR 836 WB CD*	*NW87AveSB836WBCDent*	158	170	164	157
	SR 836 WB Exit	***End SR 836 WB CD***	*SR836WBCD13*	236	253	244	235
SR 874 NB Ramps	**Begin SR 874 NB**	SR 826 NB Exit	SR874NB1	1001	1074	1038	996
	SR 826 NB Exit	Dummy Ramp Entrance	SR874NB2	211	226	218	210
	Dummy Ramp Entrance	SW 56 St Entrance	SR874NB3	211	226	218	210
	SW 56 St Entrance	SW 40 St Exit	SR874NB4	378	405	391	375
	SW 40 St Exit	**End SR 874 NB**	SR874NB5	0	0	0	0
SR 874 SB Ramps	SR 874 NB	SR 826 NB Exit	8.74NB826NBexit	790	847	817	785
	Dummy Ramp Entranct	SR 874 NB	Dummy	0	0	0	0
	SR 826 NB/SW 56 St Entrance	SR 874 NB	8.26NBSW56St74NBent	167	179	173	166
	SW 56 St Exit	SR 826 NB Exit	8.74NB826NBexit	3739	4005	3871	3715
	Begin SR 874 SB	SW 40 St Entrance	SR874SB1	0	0	0	0
	SW 40 St Entrance	Dummy Ramp Exit	SR874SB2	390	419	404	388
	Dummy Ramp Exit	SW 56 St Exit	SR874SB3	390	419	404	388
	Dummy Ramp Exit	SR 826 SB Entrance	SR874SB4	617	661	639	613
	SW 56 St Exit	SR 826 SB Entrance	SR874SB5	214	230	222	213
	SR 826 SB Entrance	**End SR 874 SB**	SR874SB6	958	1028	992	953
SR 874 SB Ramps	SW 40 St Entrance	SR 874 SB	SW40St874SBent	390	419	404	388
	SR 874 SB	Dummy Ramp Exit	8.74SB874SB1exit	0	0	0	0
	SR 826 SB Entrance # 1	SR 874 SB	8.26SB874SB1ent	222	239	230	221
	SR 874 SB	SW 56 St/SR 826 SB Exit	8.74SB5W56St826SBexit	398	427	412	395
	SR 826 SB Entrance # 2	SR 874 SB	8.26SB874SB2ent	744	798	770	740
SW 40 St to SR 826 SB Mainline	**SW 40 St to SR 826 SB Begin**	SW 40 St Entrance	SW40St826SB1	0	0	0	0
	SW 40 St Entrance	SW 56 St Exit	SW40St826SB2	398	427	412	396
	SW 56 St Exit	SR 826 SB Exit	SW40St826SB3	143	153	148	142
	SR 826 SB Exit	**SW 40 St to SR 826 SB End**	SW40St826SB4	0	0	0	0
SW40St to SR826SB Ramp	SW 40 St Entrance	SW 40 St to SR 826 SB	8.74SBSW40St826SBent	398	427	412	396
	SW 40 St to SR 826 SB	SR 826 SB Exit	SW40St826SB5Exit	2545	2734	2644	2451
	SW 40 St to SR 826 SB	SR 826 SB Exit	SW40St826SBent	143	153	148	142
	Dummy Links		Dummy	0	0	0	0

Table #
Detector Volumes
Model alternative and time period

Time Period

Facility	Description	Detector Station ID	3:30 PM	3:45 PM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM	6:45 PM	7:00 PM	7:15 PM
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
SR 826 NB	Begin SR 826 NB Mainline	Dummy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Dummy Ramp Entrance	US-1 NB Entrance	649	669	677	661	627	662	700	658	668	688	664	643	629	630	622	622
	SW 88 St Exit	SW 88 St EB Entrance	613	632	639	624	592	644	630	661	621	631	602	607	594	595	568	587
	SW 88 St EB Entrance	SW 88 St EB Exit	762	806	816	797	755	822	804	844	793	825	768	774	757	759	725	751
	SW 88 St WB Entrance	SW 72 St Exit	1,172	1,209	1,223	1,195	1,132	1,233	1,206	1,265	1,189	1,228	1,152	1,161	1,136	1,139	1,097	1,124
	SW 72 St Exit	SW 72 St WB Entrance	1,515	1,553	1,565	1,515	1,469	1,541	1,527	1,577	1,461	1,504	1,441	1,426	1,395	1,399	1,336	1,381
	SW 72 St Entrance	SW 56 St Exit	1,440	1,486	1,503	1,468	1,321	1,363	1,334	1,400	1,316	1,336	1,275	1,284	1,256	1,260	1,202	1,243
	SW 56 St Exit	SW 40 St Exit	1,297	1,338	1,353	1,321	1,253	1,363	1,334	1,400	1,316	1,336	1,275	1,284	1,256	1,260	1,202	1,243
	SW 40 St Exit	SW 56 St Entrance	1,124	1,160	1,173	1,146	1,086	1,182	1,196	1,213	1,140	1,158	1,105	1,113	1,089	1,092	1,042	1,078
	SW 56 St Entrance	SW 40 St EB Entrance	1,175	1,205	1,219	1,195	1,134	1,159	1,129	1,147	1,116	1,141	1,088	1,093	1,073	1,076	1,035	1,059
	SW 874 Entrance	SW 40 St EB Entrance	2,186	2,255	2,288	2,228	2,122	2,299	2,249	2,360	2,218	2,253	2,149	2,165	2,118	2,124	2,029	2,097
	SW 40 St WB Entrance	SW 40 St WB Entrance	2,300	2,373	2,401	2,343	2,222	2,344	2,326	2,483	2,305	2,370	2,261	2,278	2,229	2,234	2,133	2,206
	SW 40 St WB Entrance	SW 24 St Exit	2,599	2,681	2,712	2,649	2,510	2,733	2,673	2,805	2,637	2,678	2,565	2,574	2,518	2,524	2,410	2,492
	SW 24 St Exit	SW 24 St EB Entrance	2,341	2,414	2,443	2,405	2,385	2,261	2,408	2,326	2,375	2,334	2,361	2,318	2,288	2,274	2,170	2,244
	SW 24 St EB Entrance	SW 8 St Exit	2,130	2,196	2,224	2,189	2,145	2,165	2,165	2,272	2,135	2,169	2,069	2,085	2,230	2,039	2,045	2,026
	SW 8 St Exit	SW 8 St EB Entrance	2,302	2,383	2,458	2,487	2,402	2,336	2,372	2,383	2,342	2,465	2,249	2,196	2,255	2,171	2,197	2,135
	SW 8 St EB Entrance	NB EXPRESS LANE Exit	1,815	1,872	1,894	1,870	1,842	1,917	1,882	1,940	1,870	1,894	1,798	1,759	1,763	1,764	1,683	1,741
	SW 8 St WB Entrance	NB EXPRESS LANE Exit	1,140	1,176	1,190	1,157	1,093	1,199	1,173	1,230	1,157	1,175	1,121	1,129	1,104	1,107	1,057	1,093
	Flagler SN/NW72Ave Exit	SW 8 St WB Entrance	1,460	1,506	1,523	1,488	1,400	1,504	1,496	1,576	1,481	1,504	1,435	1,446	1,414	1,418	1,354	1,400
	SR 836 EB/WB Exit	Flagler St Entrance	2,049	2,113	2,136	2,098	2,035	2,154	2,107	2,211	2,079	2,111	2,014	2,029	1,985	1,990	1,900	1,944
	SR 836 WB/NW 72 Ave Entrance	SR 836 EB Entrance	2,751	2,838	2,871	2,804	2,722	2,854	2,783	2,969	2,727	2,663	2,603	2,502	2,448	2,454	2,343	2,422
	SR 836 EB/WB Exit	NW 72 Ave Exit	2,215	2,285	2,312	2,254	2,156	2,194	2,178	2,188	2,222	2,120	2,136	2,089	2,152	2,146	2,054	2,124
	NW 25 St Entrance	Flagler SN/SW 8 St Exit	2,156	2,224	2,250	2,200	2,106	2,189	2,144	2,327	2,188	2,222	2,120	2,136	2,089	2,095	2,000	2,068
	NW 25 St Exit	NB EXPRESS LANE Entrance	1,518	1,536	1,536	1,500	1,465	1,517	1,502	1,552	1,487	1,502	1,457	1,446	1,426	1,429	1,385	1,411
SR 826 SB	Begin SR 826 SB Mainline	Dummy Ramp Entrance	1,272	1,263	1,278	1,268	1,241	1,285	1,268	1,293	1,259	1,268	1,227	1,220	1,203	1,203	1,148	1,188
	NW 25 St Exit	Dummy Ramp Entrance	1,662	1,681	1,691	1,644	1,609	1,681	1,661	1,720	1,648	1,661	1,601	1,594	1,586	1,588	1,527	1,569
	NW 25 St Entrance	US-1 SB Exit	1,746	1,770	1,779	1,744	1,707	1,768	1,746	1,806	1,757	1,769	1,734	1,739	1,723	1,725	1,692	1,716
	US-1 SB Exit	End SR 826 SB Mainline	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SR 826 NB Ramps	Begin SR 826 NB Mainline	NW 25 St Entrance	2,241	2,249	2,251	2,220	2,185	2,253	2,247	2,294	2,241	2,247	2,167	2,164	2,130	2,133	2,063	2,090
	Dummy Ramp Entrance	NW 25 St Exit	302	312	315	308	298	307	311	307	306	311	299	302	294	294	280	293
	NW 25 St Exit	Dummy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 826 SB	SR 826 EB/WB Exit	536	582	607	593	546	563	542	644	594	600	572	576	564	565	540	558
	SR 826 SB	NW 57 Ave/NW 87 Ave Exit	487	503	509	497	467	472	479	494	470	492	458	483	472	475	452	474
	SR 826 SB	SR 836 EB/WB Exit	232	239	242	236	222	225	225	230	228	239	215	230	225	225	215	227
	SB EXPRESS LANE Entrance	SR 826 SB	640	601	646	632	595	603	610	639	630	640	615	601	604	603	575	595
	SR 836 EB/WB Entrance	SR 826 SB	375	391	396	387	363	368	373	385	391	394	373	376	367	368	352	364
	SR 836 EB/WB Exit	SR 826 NB To SR 836 EB CD	675	697	705	688	652	710	685	729	685	696	664	669	654	656	626	647
	SR 826 NB	SR 826 SB	167	173	175	171	162	172	165	181	170	172	165	166	162	163	155	160
	SR 826 SB	SR 826 NB To SR 836 EB CD	310	320	324	317	302	324	309	340	319	324	309	312	305	306	292	302
	SR 826 SB	SR 836 WB to SR 826 NB CD	795	821	823	815	777	802	795	836	835	848	809	815	797	799	763	789
	Begin SR 836 EB To SR 826 EB CD	NW 72 Ave to SR 826 NB CD	746	770	779	761	716	752	750	790	759	767	734	739	723	725	692	716
SR 836 EB to SR 826 CD	SR 826 NB To SR 826 EB CD	SR 826 NB Entrance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 826 NB Entrance	SR 836 WB Exit	675	697	705	688	652	710	685	729	685	696	664	669	654	656	626	647
	SR 836 WB Exit	Dummy Ramp Exit	508	524	530	518	492	503	499	523	515	523	489	503	492	493	471	487
	Dummy Ramp Entrance	SR 826 NB Entrance	273	281	285	278	263	270	268	281	277	281	268	270	264	265	253	262
	SR 826 NB Exit	End SR 836 WB to SR 826 NB CD	583	601	608	600	565	571	579	607	579	607	579	583	571	572	546	565
SR 826 NB to SR 836 CD	Begin SR 826 NB To SR 826 EB CD	SR 826 NB Entrance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 826 NB Entrance	SR 836 WB Exit	713	735	744	726	688	749	733	769	723	734	701	706	691	692	661	683
	SR 836 WB Exit	Dummy Ramp Exit	536	553	559	546	518	528	526	575	543	575	538	536	530	530	497	514
	Dummy Ramp Entrance	SR 826 NB Entrance	288	296	299	293	277	283	282	297	293	297	283	285	279	280	266	276
	SR 826 NB Exit	End SR 836 WB to SR 826 NB CD	616	635	643	633	597	603	611	641	611	641	611	616	603	604	571	596
SR 826 NB to SR 836 CD	Begin SR 826 NB To SR 826 EB CD	SR 826 NB Entrance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 826 NB Entrance	SR 836 WB Exit	726	749	758	739	699	764	746	784	736	747	714	719	703	705	673	695
	SR 836 WB Exit	Dummy Ramp Exit	545	562	568	555	530	539	536	585	553	585	547	545	539	540	506	523
	Dummy Ramp Entrance	SR 826 NB Entrance	293	302	305	298	282	288	287	302	298	302	288	290	284	285	271	281
	SR 826 NB Exit	End SR 836 WB to SR 826 NB CD	626	645	653	643	607	613	621	651	621	651	621	626	613	614	580	606
SR 836 WB to SR 826 NB CD	Begin SR 836 WB To SR 826 NB CD	SR 836 WB Entrance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 836 WB Entrance	SR 826 NB Exit	726	749	758	739	699	764	746	784	736	747	714	719	703	705	673	695
	SR 826 NB Exit	Dummy Ramp Exit	545	562	568	555	530	539	536	585	553	585	547	545	539	540	506	523
	Dummy Ramp Entrance	SR 836 WB Entrance	293	302	305	298	282	288	287	302	298	302	288	290	284	285	271	281
	SR 836 WB Exit	End SR 836 WB to SR 826 NB CD	626	645	653	643	607	613	621	651	621	651	621	626	613	614	580	606
SR 836 WB to SR 826 CD	Begin SR 836 WB To SR 826 SB	SR 836 WB Entrance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 836 WB Entrance	SR 826 SB Exit	1,272	1,281	1,284	1,277	1,241	1,285	1,268	1,293	1,259	1,268	1,227	1,220	1,203	1,203	1,148	1,188
	SR 826 SB Exit	Dummy Ramp Exit	304	308	309	301	293	304	299	304	299	304	290	294	287	287	274	283
	Dummy Ramp Entrance	SR 836 WB Entrance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 836 WB Exit	End SR 836 WB to SR 826 SB	1,272	1,281	1,284	1,277	1,241	1,285	1,268	1,293	1,259	1,268	1,227	1,220	1,203	1,203	1,148	1,188
SR 836 WB to SR 826 SB	Begin SR 836 WB To SR 826 SB	SR 836 WB Entrance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 836 WB Entrance	SR 826 SB Exit	1,272	1,281	1,284	1,277	1,241	1,285	1,268	1,293	1,259	1,268	1,227	1,220	1,203	1,203	1,148	1,188
	SR 826 SB Exit	Dummy Ramp Exit	304	308	309	301	293	304	299	304	299	304	290	294	287	287	274	283
	Dummy Ramp Entrance	SR 836 WB Entrance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 836 WB Exit	End SR 836 WB to SR 826 SB	968	973	975	976	948	981	969	989	960	964	937	926	912	911	874	905
SR 826 SB to SR 836 CD	Begin SR 826 SB To SR 836 EB CD	SR 826 SB Entrance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 826 SB Entrance	SR 836 EB CD Exit	968	973	975	976	948	981	969	989	960	964	937	926	912	911	874	905
	SR 836 EB CD Exit	Dummy Ramp Exit	304	308	309	301	293	304	299	304	299	304	290	294	287	287	274	283
	Dummy Ramp Entrance	SR 826 SB Entrance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 826 SB Exit	End SR 836 EB CD to SR 826 SB	664	669	674	675	645	677	669	685	661	660	627	632	625	624	592	622
SR 826 SB to SR 836 CD	Begin SR 826 SB To SR 826 NB	SR 826 SB Entrance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 826 SB Entrance	SR 836 EB CD Exit	664	669	674	675	645	677	669	685	661	660	627	632	625	624	592	622
	SR 836 EB CD Exit	Dummy Ramp Exit	487	503	509	497	467	472	479	494	470	492	458	483	472	475	452	474
	Dummy Ramp Entrance	SR 826 SB Entrance	177	166	165	176	178	205	190	191	191	168	206	177	153	155	140	148
	SR 826 SB Exit	End SR 836 EB CD to SR 826 SB	354	340	344	352	356	400	381	382	381	348	435	354	320	326	292	326
SR 826 SB to SR 826 NB	Begin SR 826 SB To SR 826 NB	SR 826 SB Entrance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 826 SB Entrance	SR 826 NB Exit	664	669	674	675	645	677	669	685	661	660	627	632	625	624	592	622
	SR 826 NB Exit	Dummy Ramp Exit	487	503	509	497	467	472	479	494	470	492	458	483	472	475	452	474
	Dummy Ramp Entrance	SR 826 SB Entrance	177	166	165	176	178	205	190	191	191	168	206	177	153	155	140	148
	SR 826 SB Exit	End SR 826 SB to SR 826 NB	354	340	344	352	356	400	381	382	381	348	435	354	320	326	292	326
SR 826 SB to SR 826 CD	Begin SR 826 SB To SR 826 SB	SR 826 SB Entrance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 826 SB Entrance	SR 826 NB/SB Exit	1,382	1,426	1,443	1,409	1,326	1,426	1,397	1,469	1,387	1,397	1,339	1,369	1,343	1,343	1,282	1,329
	SR 826 NB/SB Exit	SR 826 SB Entrance	2,044	2,130	2,164	2,120	2,011	2,126	2,095	2,162	2,046	2,044	2,029	2,044	2,000	2,005	1,914	1,979
SR 826 SB Ramps	Begin SR 826 SB To SR 826 SB	SR 826 SB Entrance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 826 SB Entrance	SR 826 NB/SB Exit	456	472	478	467	439	445	450	454	444	454	444	445	445	445	425	439
	SR 826 NB/SB Exit	SR 826 SB Entrance	171	176	178	174	163	166	168	169	166	166	166	166	166	166	159	164
	SR 826 SB Exit	End SR 826 SB to SR 826 SB	823	849	858	838	802	811	815	848	809	815	797	799	799	799	763	789
	NW 72 Ave to SR 826 NB	NW 72 Ave Exit	670	703	711	694	653	675	670	702	670	670	650	655	650	650	622	653
	NW 72 Ave to SR 826 SB	NW 72 Ave Exit	691	703	711	694	653	675	670	702	670	670	650	655	650	650	622	653
SR 826 NB to SR 836 CD	Begin SR 826 NB To SR 836 EB CD	SR 826 NB Entrance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 826 NB Entrance	SR 836 EB CD Exit	613	632	640	625	588	595	602	607	594	595	568	576	565	566	535	558
	SR 836 EB CD Exit	Dummy Ramp Exit	487	503	509	497	467	472	479	494	470	492	458	483	472	475	452	474
	Dummy Ramp Entrance	SR 826 NB Entrance	177	166	165	176	178	205	190	191	191	168	206	177	153	155	140	148
	SR 826 NB Exit	End SR 836 EB CD to SR 826 NB	282	297	305	296	277	272	289	292	285	285	286	286	264	264	252	261
SR 836 EB to SR 826 CD	Begin SR 836 EB To SR 826 SB	SR 836 EB Entrance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 836 EB Entrance	SR 826 SB Exit	1,382	1,426	1,443	1,409	1,326	1,426	1,397	1,469	1,387	1,397	1,339	1,369	1,343	1,343	1,282	1,329
	SR 826 SB Exit	Dummy Ramp Exit	304	308	309	301	293	304	299	304	299	304	290	294	287	287	274	283
	Dummy Ramp Entrance	SR 836 EB Entrance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 836 EB Exit	End SR 836 EB CD to SR 826 SB	1,078	1,118	1,134	1,108	1,033	1,122	1,098	1,165	1,091	1,093	1,053	1,075	1,056	1,056	1,007	1,044
SR 836 EB to SR 826 CD	Begin SR 836 EB To SR 826 NB	SR 836 EB Entrance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 836 EB Entrance	SR 826 NB/SB Exit	1,078	1,118	1,134	1,108	1,033	1,122	1,098	1,165	1,091	1,093	1,053	1,075	1,056	1,056	1,007	1,044
	SR 826 NB/SB Exit	SR 836 EB Entrance	2,044	2,130	2,164	2,120	2,011	2,126	2,095	2,162	2,046	2,044	2,029	2,044	2,000	2,005	1,914	1,979
	SR 836 EB Exit	End SR 836 EB CD to SR 826 NB	966	1,012	1,028	1,003	934	1,004	1,001	1,027	1,045	1,049	1,024	1,031	1,056	1,056	1,007	1,044
SR 836 EB to SR 826 NB Ramps	Begin SR 836 EB To SR 826 NB	SR 836 EB Entrance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 836 EB Entrance	SR 826 NB Exit	966	1,012	1,028	1,003	934	1,004	1,001	1,027	1,045	1,049	1,024	1,031	1,056	1,056	1,007	1,044
	SR 826 NB Exit	Dummy Ramp Exit	487	503	509	497	467	472	479	494	470	492	458	483	472	475	452	474
	Dummy Ramp Entrance	SR 836 EB Entrance	177	166	165	176	178	205	190	191	191	168	206	177	153	155	140	148
	SR 826 NB Exit	End SR 836 EB CD to SR 826 NB	282	297	305	296	277	272	289	292	285	285	286	286	264	264	252	261
SR 826 NB to SR 836 CD	Begin SR 826 NB To SR 836 EB CD	SR 826 NB Entrance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 826 NB Entrance	SR 836 EB CD Exit	613	632	640	625	588	595	602	607	594	595	568	576	565	566	535	558
	SR 836 EB CD Exit	Dummy Ramp Exit	487	503	509	497	467	472	479	494	470	492	458	483	472	475	452	474
	Dummy Ramp Entrance	SR 826 NB Entrance	177	166	165	176	178	205	190	191	191	168	206	177	153	155	140	148
	SR 826 NB Exit	End SR 836 EB CD to SR 826 NB	282	297	305	296	277	272	289	292	285	285	286	286	264	264	252	261
SR 836 EB CD to SR 826 CD Ramps	Begin SR 836 EB To SR 826 SB	SR 836 EB Entrance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 836 EB Entrance	SR 826 NB/SB Exit	1,382	1,426	1,443	1,409	1,326	1,426	1,397	1,469	1,387	1,397	1,339	1,369	1,343	1,343	1,282	1,329
	SR 826 NB/SB Exit	SR 836 EB Entrance	2,044	2,130	2,164	2,120	2,011	2,126	2,095	2,162	2,046	2,044	2,029	2,044	2,000	2,005	1,914	1,979
	SR 836 EB Exit	End SR 836 EB CD to SR 826 SB	1,078	1,118	1,134	1,108	1,033	1,122	1,098	1,165	1,091	1,093	1,053	1,075	1,056	1,056	1,007	1,044
SR 836 EB CD to SR 826 CD Ramps	Begin SR 836 EB To SR 826 NB	SR 836 EB Entrance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 836 EB Entrance	SR 826 NB/SB Exit	966	1,012	1,028	1,003	934	1,004	1,001	1,027	1,045	1,049	1,024	1,031	1,056	1,056	1,007	1,044
	SR 826 NB/SB Exit	SR 836 EB Entrance	2,044	2,130	2,164	2,120	2,011	2,126	2,095	2,162	2,046	2,044	2,029	2,044	2,000	2,005	1,914	1,979
	SR 836 EB Exit	End SR 836 EB CD to SR 826 NB	966	1,012	1,028	1,003	934	1,004	1,001	1,027	1,045	1,049	1,024	1,031	1,056	1,056	1,007	1,044
SR 836 EB CD to SR 826 CD Ramps	Begin SR 836 EB To SR 826 SB	SR 836 EB Entrance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 836 EB Entrance	SR 826 NB/SB Exit	1,382	1,426	1,443	1,409	1,326	1,426	1,397	1,469	1,387	1,397	1,339	1,369	1,343	1,343	1,282	1,329
	SR 826 NB/SB Exit	SR 836 EB Entrance	2,044	2,130	2,164	2,120	2,011	2,126	2,095	2,162	2,046	2,044	2,029	2,044	2,000	2,005	1,914	1,979
	SR 836 EB Exit	End SR 836 EB CD to SR 826 SB	1,078	1,118	1,134	1,108	1,033	1,122	1,098	1,165	1,091	1,093	1,053	1,075	1,056	1,056	1,007	1,044
SR 836 EB to SR 826 Ramps	Begin SR 836 EB To SR 826 SB	SR 836 EB Entrance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 836 EB Entrance	SR 826 NB/SB Exit	966	1,012	1,028	1,003	934	1,004	1,001	1,027	1,045	1,049	1,024	1,031	1,056	1,056	1,007	1,044
	SR 826 NB/SB Exit	SR 836 EB Entrance	2,044	2,130	2,164	2,120	2,011	2,126	2,095	2,162	2,046	2,044	2,029	2,044	2,000	2,005	1,914	1,979
	SR 836 EB Exit	End SR 836 EB CD to SR 826 SB	1,078	1,118	1,134	1,108	1,033	1,122	1,098	1,165	1,091	1,093	1,053	1,075	1,056	1,056	1,007	1,044
SR 836 EB to SR 826 Ramps	Begin SR 836 EB To SR 826 NB	SR 836 EB Entrance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 836 EB Entrance	SR 826 NB/SB Exit	966	1,012	1,028	1,003	934	1,004	1,001	1,027	1,045	1,049	1,024	1,031	1,056	1,056	1,007	1,044
	SR 826 NB/SB Exit	SR 836 EB Entrance	2,044	2,130	2,164	2,120	2,011	2,126	2,095	2,162	2,046	2,044	2,029	2,044	2,000	2,005	1,914	1,979
	SR 836 EB Exit	End SR 836 EB CD to SR 826 NB	966	1,012	1,028	1,003	934	1,004	1,001	1,027	1,045	1,049	1,024	1,031	1,056	1,056	1,007	1,044
SR 836 EB CD to SR 826 Ramps	Begin SR 836 EB To SR 826 SB	SR 836 EB Entrance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 836 EB Entrance	SR 826 NB/SB Exit	1,382	1,426	1,443	1,409	1,326	1,426	1,397	1,469	1,387	1,397	1,339	1,369	1,343	1,343	1,282	1,329
	SR 826 NB/SB Exit	SR 836 EB Entrance	2,044	2,130	2,164	2,120	2,011	2,126	2,095	2,162	2,046	2,044	2,029	2,044	2,000	2,005	1,914	1,979
	SR 836 EB Exit	End SR 836 EB CD to SR 826 SB	1,078	1,118	1,134	1,108	1,033	1,122	1,098	1,165	1,091	1,093	1,053	1,075	1,056	1,056	1,007	1,044
SR 836 EB CD to SR 826 Ramps	Begin SR 836 EB To SR 826 NB	SR 836 EB Entrance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 836 EB Entrance	SR 826 NB/SB Exit	966	1,012	1,028	1,003	934	1,004	1,001	1,027	1,045	1,049	1,024	1,031	1,056	1,056	1,007	1,044
	SR 826 NB/SB Exit	SR 836 EB Entrance	2,044	2,130	2,164	2,120	2,011	2,126

	SR 826 NB Exit	**End SR 836 EB CD to SR 826 NB**	836EBCD826NB4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SR 836 EB CD to SR 826 NB Ramps	SR 836 EB Entrance	SR 836 EB CD to SR 826 NB	836EBCD826NBSBexit	613	632	640	625	592	644	630	661	622	631	602	607	594	595	568	588
	SR 836 EB CD to SR 826 NB	SR 826 SB Exit	836EBCD826NB826SBexit	181	187	189	184	175	190	186	195	183	186	178	179	175	176	168	173
	SR 836 EB CD to SR 826 NB	SR 826 NB Exit	836EBCD826NB826NBexit	432	446	451	440	417	454	444	466	438	445	425	428	419	420	401	414
SR 836 WB	**Begin SR 836 WB Mainline**	NW 72 Ave/NW 87 Ave Exit	SR836WB1	1959	2020	2044	1996	1892	2060	2015	2114	1987	2018	1925	1940	1898	1903	1816	1878
	NW 72 Ave/NW 87 Ave Exit	SR 826 NB/SB Exit	SR836WB2	1608	1658	1678	1638	1553	1690	1654	1735	1631	1656	1580	1592	1558	1562	1491	1541
	SR 826 NB/SB Exit	SR 826 NB/SB Entrance	SR836WB3	895	923	934	912	864	941	920	966	908	922	880	886	867	869	830	858
	SR 826 NB/SB Entrance	NW 87 Ave Entrance	SR836WB4	1235	1274	1288	1258	1193	1298	1270	1333	1253	1272	1214	1223	1196	1199	1145	1184
	NW 87 Ave Entrance	End SR 836 WB Mainline	SR836WB5	1965	2027	2050	2002	1898	2066	2021	2121	1993	2024	1931	1946	1903	1908	1822	1884
SR 836 WB Ramps	SR 836 WB	NW 72 Ave/NW 87 Ave Exit	SR836WBNW72AvNW87Av	351	362	366	358	339	369	361	379	356	362	345	348	340	341	326	337
	SR 836 WB	SR 826 NB/SB Exit	836VB826NBSBexit	713	735	744	726	688	749	733	769	723	734	701	706	691	692	661	683
	SR 826 NB/SB Entrance	SR 836 WB	SR826NBSBSR836WBent	340	350	355	346	328	357	350	367	345	350	334	337	329	330	315	326
	NW 87 Ave Entrance	SR 836 WB	NW87AvSR836WBent	730	753	762	744	705	768	751	788	741	752	718	723	707	709	677	700
SR 836 WB CD	**Begin SR 836 WB CD**	SR 836 WB Entrance	SR836WBCD1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 836 WB Entrance	NW 72 Ave Exit	SR836WBCD2	351	362	366	358	339	369	361	379	356	362	345	348	340	341	326	337
	NW 72 Ave Exit	NW 72 Ave Entrance	SR836WBCD3	279	287	291	284	269	293	287	301	283	287	274	276	270	271	258	267
	NW 72 Ave Entrance	SR 826 SB Entrance	SR836WBCD4	825	851	861	841	797	867	849	890	837	850	811	817	799	801	765	791
	SR 826 SB Entrance	NW 72 Ave Exit	SR836WBCD5	884	912	923	901	854	929	909	954	897	911	869	876	856	859	820	848
	NW 72 Ave Exit	NW 84 Ave Exit	SR836WBCD6	636	656	664	648	614	669	654	686	645	655	625	630	616	618	590	610
	NW 84 Ave Exit	SR 826 NB Entrance	SR836WBCD7	430	444	449	438	415	452	442	464	436	443	423	426	417	418	399	412
	SR 826 NB Entrance	*NW 82nd Ave Entrance*	*SR836WBCD8*	479	494	500	488	462	503	492	517	486	493	471	474	464	465	444	459
	NW 82nd Ave Entrance	*NW 87 Ave Exit*	*SR836WBCD9*	577	596	603	588	558	607	594	623	586	595	568	572	559	561	535	554
	NW 87 Ave Exit	*NW 87 Ave Entrance SB*	*SR836WBCD10*	375	387	392	382	362	394	386	405	381	387	369	372	363	364	348	360
	NW 87 Ave Entrance SB	*SR 836 WB Exit*	*SR836WBCD11*	730	753	762	744	705	768	751	788	741	752	718	723	707	709	677	700
	SR 836 WB Exit	***End SR 836 WB CD***	*SR836WBCD12*	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SR 836 WB CD Ramps	SR 836 WB Entrance	SR 836 WB CD	SR836WBNW72AvNW87Av	351	362	366	358	339	369	361	379	356	362	345	348	340	341	326	337
	SR 836 WB CD	NW 72 Ave1 Exit	836VBCDNW72Ave1exit	72	75	76	74	70	76	75	78	74	75	71	72	70	70	67	70
	NW 72 Ave Entrance	SR 836 WB CD	NW72Ave836WBCDent	546	564	570	557	528	575	562	590	554	563	537	541	529	531	507	524
	SR 826 SB Entrance	SR 836 WB CD	826SBNW72AvNW87Avexit	59	61	62	60	57	62	61	64	60	61	58	58	57	57	55	57
	SR 836 WB CD	NW 72 Ave2 Exit	836VBCDNW72Ave2exit	248	256	259	253	240	261	255	268	252	256	244	246	240	241	230	238
	SR 836 WB CD	NW 84 Ave Exit	836VBCDNW84Avexit	206	212	215	210	199	216	212	222	209	212	202	204	199	200	191	197
	SR 826 NB Entrance	*SR 836 WB CD*	*826NB836WBCDent*	49	50	51	50	47	51	50	52	49	50	48	48	47	47	45	47
	NW 87 Ave NB Entrance	*SR 836 WB CD*	*NW87AveNB836WBCDent*	99	102	103	101	95	104	102	107	100	102	97	98	96	96	92	95
	SR 836 WB CD	*NW 87 Ave Exit*	*836WBCDNW87Avexit*	202	209	211	206	195	213	208	218	205	208	199	200	196	196	188	194
	NW 87 Ave SB Entrance	*SR 836 WB CD*	*NW87AveSB836WBCDent*	355	366	370	362	343	373	365	383	360	366	349	352	344	345	329	340
	SR 836 WB CD	*SR 836 WB Exit*	*836WBCD836WBexit*	730	753	762	744	705	768	751	788	741	752	718	723	707	709	677	700
SR 874 NB	**Begin SR 874 NB**	SR 826 NB Exit	SR874NB1	971	1001	1013	989	938	1021	998	1048	985	1000	954	961	940	943	900	931
	SR 826 NB Exit	Dummy Ramp Entrance	SR874NB2	191	197	200	195	185	201	197	206	194	197	188	189	185	186	177	183
	Dummy Ramp Entrance	SW 56 St Entrance	SR874NB3	191	197	200	195	185	201	197	206	194	197	188	189	185	186	177	183
	SW 56 St Entrance	SW 40 St Exit	SR874NB4	373	385	390	380	361	392	384	403	379	385	367	370	362	363	346	358
	SW 40 St Exit	**End SR 874 NB**	SR874NB5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SR 874 NB Ramps	SR 874 NB	SR 826 NB Exit	874NB826NBexit	779	804	813	794	753	820	802	841	791	803	766	772	755	757	723	747
	Dummy Ramp Entrance	SR 874 NB	Dummy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 826 NB/SW 56 St Entrance	SR 874 NB	826NBSW56St874NBent	182	188	190	186	176	191	187	196	185	188	179	180	176	177	169	175
	SR 874 NB	SW 40 St Exit	874NBSW40Stexit	373	385	390	380	361	392	384	403	379	385	367	370	362	363	346	358
SR 874 SB	**Begin SR 874 SB**	SW 40 St Entrance	SR874SB1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SW 40 St Entrance	Dummy Ramp Exit	SR874SB2	505	521	527	515	488	531	519	545	512	520	496	500	489	490	468	484
	Dummy Ramp Exit	SW 56 St Exit	SR874SB3	505	521	527	515	488	531	519	545	512	520	496	500	489	490	468	484
	Dummy Ramp Exit	SR 826 SB Entrance	SR874SB4	941	970	982	959	909	989	968	1015	954	969	925	932	912	914	872	902
	SW 56 St Exit	SR 826 SB Entrance	SR874SB5	324	335	339	331	313	341	334	350	329	334	319	321	314	315	301	311
	SR 826 SB Entrance	**End SR 874 SB**	SR874SB6	649	669	677	661	627	682	667	700	658	668	638	643	629	630	602	622
SR 874 SB Ramps	SW 40 St Entrance	SR 874 SB	SW40St874SBent	505	521	527	515	488	531	519	545	512	520	496	500	489	490	468	484
	SR 874 SB	Dummy Ramp Exit	Dummy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 826 SB Entrance # 1	SR 874 SB	826SB874SB1ent	436	450	455	444	421	458	448	470	442	449	428	432	422	423	404	418
	SR 874 SB	SW 56 St/SR 826 SB Exit	874SBSW56St826SBexit	616	636	643	628	595	648	634	665	625	635	606	611	597	599	572	591
	SR 826 SB Entrance # 2	SR 874 SB	826SB874SB2ent	324	335	339	331	313	341	334	350	329	334	319	321	314	315	301	311
SW 40 St to SR 826 SB Mainline	**SW 40 St to SR 826 SB Begin**	SW 40 St Entrance	SW40StSR826SB1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SW 40 St Entrance	SW 56 St Exit	SW40StSR826SB2	616	636	643	628	595	648	634	665	625	635	606	611	597	599	572	591
	SW 56 St Exit	SR 826 SB Exit	SW40StSR826SB3	225	233	235	230	218	237	232	243	229	232	222	223	218	219	209	216
	SR 826 SB Exit	**SW 40 St to SR 826 SB End**	SW40StSR826SB4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SW40St to 874SB Ramps	SW 40 St Entrance	SW 40 St to SR 826 SB	874SBSW56St826SBexit	616	636	643	628	595	648	634	665	625	635	606	611	597	599	572	591
	SW 40 St to SR 826 SB	SW 56 St Exit	SW40StSR826SBSW56Ste	391	403	408	399	378	411	402	422	397	403	384	387	379	380	363	375
	SW 40 St to SR 826 SB	SR 826 SB Exit	SW40St826SBent	225	233	235	230	218	237	232	243	229	232	222	223	218	219	209	216
	Dummy Links		Dummy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table #
Turning Movements
Model alternative and time period
Peak Hour: 8:00 AM

205	Flagler St at SR 826 NB Off Ramp																			
Link	212-205				202-205				206-205				209-210				210-211			
direction	Southbound				Eastbound				Westbound				Southbound				Southbound			
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	62	0	0	0	220	510	0	0	0	390	0	0	0	0	137	0	0	62	95	0
6:45 AM	67	0	0	0	236	547	0	0	0	418	0	0	0	0	147	0	0	67	102	0
7:00 AM	65	0	0	0	228	528	0	0	0	403	0	0	0	0	142	0	0	65	99	0
7:15 AM	62	0	0	0	219	507	0	0	0	387	0	0	0	0	136	0	0	62	95	0
7:30 AM	65	0	0	0	228	527	0	0	0	403	0	0	0	0	142	0	0	65	98	0
7:45 AM	63	0	0	0	223	516	0	0	0	394	0	0	0	0	139	0	0	63	96	0
8:00 AM	71	0	0	0	251	581	0	0	0	444	0	0	0	0	156	0	0	71	108	0
8:15 AM	71	0	0	0	252	583	0	0	0	446	0	0	0	0	157	0	0	71	109	0
8:30 AM	68	0	0	0	239	554	0	0	0	423	0	0	0	0	149	0	0	68	103	0
8:45 AM	69	0	0	0	243	564	0	0	0	431	0	0	0	0	152	0	0	69	105	0
9:00 AM	67	0	0	0	236	547	0	0	0	418	0	0	0	0	147	0	0	67	102	0
9:15 AM	61	0	0	0	215	498	0	0	0	380	0	0	0	0	134	0	0	61	93	0
9:30 AM	58	0	0	0	203	471	0	0	0	360	0	0	0	0	127	0	0	58	88	0
9:45 AM	57	0	0	0	200	465	0	0	0	355	0	0	0	0	125	0	0	57	87	0
10:00 AM	57	0	0	0	200	464	0	0	0	355	0	0	0	0	125	0	0	57	87	0
10:15 AM	54	0	0	0	191	443	0	0	0	338	0	0	0	0	119	0	0	54	83	0
8:00 AM	***279***	***0***	***0***	***0***	***984***	***2281***	***0***	***0***	***0***	***1743***	***0***	***0***	***0***	***0***	***614***	***0***	***0***	***279***	***426***	***0***

204	Flagler St at SR 826 NB Off Ramp																			
Link	211-212				207-206				213-204				205-204				206-214			
direction	Southbound				Westbound				Southbound				Westbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	62	95	0	0	390	206	0	0	0	95	0	0	390	0	0	0	0	206	0
6:45 AM	0	67	102	0	0	418	221	0	0	0	102	0	0	418	0	0	0	0	221	0
7:00 AM	0	65	99	0	0	403	214	0	0	0	99	0	0	403	0	0	0	0	214	0
7:15 AM	0	62	95	0	0	387	205	0	0	0	95	0	0	387	0	0	0	0	205	0
7:30 AM	0	65	98	0	0	403	213	0	0	0	98	0	0	403	0	0	0	0	213	0
7:45 AM	0	63	96	0	0	394	209	0	0	0	96	0	0	394	0	0	0	0	209	0
8:00 AM	0	71	108	0	0	444	235	0	0	0	108	0	0	444	0	0	0	0	235	0
8:15 AM	0	71	109	0	0	446	236	0	0	0	109	0	0	446	0	0	0	0	236	0
8:30 AM	0	68	103	0	0	423	224	0	0	0	103	0	0	423	0	0	0	0	224	0
8:45 AM	0	69	105	0	0	431	228	0	0	0	105	0	0	431	0	0	0	0	228	0
9:00 AM	0	67	102	0	0	418	221	0	0	0	102	0	0	418	0	0	0	0	221	0
9:15 AM	0	61	93	0	0	380	201	0	0	0	93	0	0	380	0	0	0	0	201	0
9:30 AM	0	58	88	0	0	360	191	0	0	0	88	0	0	360	0	0	0	0	191	0
9:45 AM	0	57	87	0	0	355	188	0	0	0	87	0	0	355	0	0	0	0	188	0
10:00 AM	0	57	87	0	0	355	188	0	0	0	87	0	0	355	0	0	0	0	188	0
10:15 AM	0	54	83	0	0	338	179	0	0	0	83	0	0	338	0	0	0	0	179	0
8:00 AM	***0***	***279***	***426***	***0***	***0***	***1743***	***923***	***0***	***0***	***0***	***426***	***0***	***0***	***1743***	***0***	***0***	***0***	***0***	***923***	***0***

202	Flagler St at SR 826 SB Off Ramp																			
Link	220-202				218-202				200-202				203-202							
direction	Northbound				Southbound				Eastbound				Westbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	4	19	41	0	222	3	0	0	108	474	6	0	11	369	0	0	0	0	0	0
6:45 AM	4	20	44	0	238	4	0	0	116	508	6	0	12	396	0	0	0	0	0	0
7:00 AM	4	20	43	0	230	3	0	0	112	490	6	0	12	382	0	0	0	0	0	0
7:15 AM	4	19	41	0	221	3	0	0	107	471	6	0	11	367	0	0	0	0	0	0
7:30 AM	4	20	43	0	230	3	0	0	111	490	6	0	12	382	0	0	0	0	0	0
7:45 AM	4	19	42	0	225	3	0	0	109	479	6	0	12	374	0	0	0	0	0	0
8:00 AM	4	22	47	0	253	4	0	0	123	539	6	0	13	421	0	0	0	0	0	0
8:15 AM	4	22	47	0	254	4	0	0	123	541	6	0	13	422	0	0	0	0	0	0
8:30 AM	4	21	45	0	241	4	0	0	117	514	6	0	12	401	0	0	0	0	0	0
8:45 AM	4	21	46	0	245	4	0	0	119	523	6	0	13	408	0	0	0	0	0	0
9:00 AM	4	20	44	0	238	4	0	0	116	508	6	0	12	396	0	0	0	0	0	0
9:15 AM	4	19	40	0	217	3	0	0	105	462	5	0	11	361	0	0	0	0	0	0
9:30 AM	4	18	38	0	205	3	0	0	99	437	5	0	11	341	0	0	0	0	0	0
9:45 AM	3	17	38	0	202	3	0	0	98	431	5	0	10	337	0	0	0	0	0	0
10:00 AM	3	17	38	0	202	3	0	0	98	431	5	0	10	336	0	0	0	0	0	0
10:15 AM	3	16	36	0	193	3	0	0	94	411	5	0	10	321	0	0	0	0	0	0
8:00 AM	***17***	***85***	***185***	***0***	***993***	***15***	***0***	***0***	***482***	***2118***	***25***	***0***	***51***	***1652***	***0***	***0***	***0***	***0***	***0***	***0***

	Flagler St at SR 826 SB Off Ramp																			
Link	232-218				204-203				7270-232											
direction	Southbound				Westbound															
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	225	154	0	0	381	104	0	0	225	154	0	0	0	0	0	0	0	0	0
6:45 AM	0	242	165	0	0	409	112	0	0	242	165	0	0	0	0	0	0	0	0	0
7:00 AM	0	233	159	0	0	394	108	0	0	233	159	0	0	0	0	0	0	0	0	0
7:15 AM	0	224	153	0	0	379	104	0	0	224	153	0	0	0	0	0	0	0	0	0
7:30 AM	0	233	159	0	0	394	108	0	0	233	159	0	0	0	0	0	0	0	0	0
7:45 AM	0	228	155	0	0	385	105	0	0	228	155	0	0	0	0	0	0	0	0	0
8:00 AM	0	257	175	0	0	434	119	0	0	257	175	0	0	0	0	0	0	0	0	0
8:15 AM	0	258	176	0	0	435	119	0	0	258	176	0	0	0	0	0	0	0	0	0
8:30 AM	0	245	167	0	0	413	113	0	0	245	167	0	0	0	0	0	0	0	0	0
8:45 AM	0	249	170	0	0	421	115	0	0	249	170	0	0	0	0	0	0	0	0	0
9:00 AM	0	242	165	0	0	408	112	0	0	242	165	0	0	0	0	0	0	0	0	0
9:15 AM	0	220	150	0	0	372	102	0	0	220	150	0	0	0	0	0	0	0	0	0
9:30 AM	0	208	142	0	0	351	96	0	0	208	142	0	0	0	0	0	0	0	0	0
9:45 AM	0	205	140	0	0	347	95	0	0	205	140	0	0	0	0	0	0	0	0	0
10:00 AM	0	205	140	0	0	347	95	0	0	205	140	0	0	0	0	0	0	0	0	0
10:15 AM	0	196	133	0	0	331	90	0	0	196	133	0	0	0	0	0	0	0	0	0
8:00 AM	***0***	***1008***	***687***	***0***	***0***	***1703***	***466***	***0***	***0***	***1008***	***687***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

	SR 826 NB to SR 836 EB																			
Link	7725-208				226-227				227-228											
direction	Northbound				Northbound				Northbound											
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	274	0	158	298	402	0	0	0	137	0	265	0	0	0	0	0	0	0	0
6:45 AM	0	294	0	169	320	431	0	0	0	147	0	284	0	0	0	0	0	0	0	0
7:00 AM	0	283	0	163	309	416	0	0	0	142	0	274	0	0	0	0	0	0	0	0
7:15 AM	0	272	0	157	297	400	0	0	0	136	0	263	0	0	0	0	0	0	0	0
7:30 AM	0	283	0	163	308	416	0	0	0	142	0	274	0	0	0	0	0	0	0	0
7:45 AM	0	277	0	159	302	407	0	0	0	139	0	268	0	0	0	0	0	0	0	0
8:00 AM	0	312	0	179	340	458	0	0	0	156	0	301	0	0	0	0	0	0	0	0
8:15 AM	0	313	0	180	341	460	0	0	0	157	0	303	0	0	0	0	0	0	0	0
8:30 AM	0	297	0	171	324	436	0	0	0	149	0	287	0	0	0	0	0	0	0	0
8:45 AM	0	303	0	174	330	444	0	0	0	152	0	293	0	0	0	0	0	0	0	0
9:00 AM	0	294	0	169	320	431	0	0	0	147	0	284	0	0	0	0	0	0	0	0
9:15 AM	0	267	0	154	291	393	0	0	0	134	0	258	0	0	0	0	0	0	0	0
9:30 AM	0	253	0	146	275	371	0	0	0	127	0	244	0	0	0	0	0	0	0	0
9:45 AM	0	250	0	144	272	366	0	0	0	125	0	241	0	0	0	0	0	0	0	0
10:00 AM	0	249	0	144	272	366	0	0	0	125	0	241	0	0	0	0	0	0	0	0
10:15 AM	0	238	0	137	259	349	0	0	0	119	0	230	0	0	0	0	0	0	0	0
8:00 AM	***0***	***1225***	***0***	***705***	***1334***	***1798***	***0***	***0***	***0***	***614***	***0***	***1184***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

306	SW 8 St at SR 826 NB Off Ramp																			
Link	312-306				305-306				308-306											
direction	Northbound				Eastbound				Westbound											
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	171	0	0	0	0	444	0	0	0	352	0	0	0	0	0	0	0	0	0	0
6:45 AM	183	0	0	0	0	476	0	0	0	378	0	0	0	0	0	0	0	0	0	0
7:00 AM	177	0	0	0	0	459	0	0	0	365	0	0	0	0	0	0	0	0	0	0
7:15 AM	170	0	0	0	0	441	0	0	0	350	0	0	0	0	0	0	0	0	0	0
7:30 AM	176	0	0	0	0	459	0	0	0	364	0	0	0	0	0	0	0	0	0	0
7:45 AM	173	0	0	0	0	449	0	0	0	356	0	0	0	0	0	0	0	0	0	0
8:00 AM	194	0	0	0	0	505	0	0	0	401	0	0	0	0	0	0	0	0	0	0
8:15 AM	195	0	0	0	0	507	0	0	0	403	0	0	0	0	0	0	0	0	0	0
8:30 AM	185	0	0	0	0	482	0	0	0	382	0	0	0	0	0	0	0	0	0	0
8:45 AM	189	0	0	0	0	490	0	0	0	389	0	0	0	0	0	0	0	0	0	0
9:00 AM	183	0	0	0	0	476	0	0	0	378	0	0	0	0	0	0	0	0	0	0
9:15 AM	167	0	0	0	0	433	0	0	0	344	0	0	0	0	0	0	0	0	0	0
9:30 AM	157	0	0	0	0	410	0	0	0	325	0	0	0	0	0	0	0	0	0	0
9:45 AM	155	0	0	0	0	404	0	0	0	321	0	0	0	0	0	0	0	0	0	0
10:00 AM	155	0	0	0	0	404	0	0	0	321	0	0	0	0	0	0	0	0	0	0
10:15 AM	148	0	0	0	0	385	0	0	0	306	0	0	0	0	0	0	0	0	0	0
8:00 AM	***763***	***0***	***0***	***0***	***0***	***1985***	***0***	***0***	***0***	***1576***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

	SW 8 St at SR 826 NB Off Ramp																			
Link	311-312				303-305				313-308				307-308				309-308			
direction	Northbound				Eastbound				Northbound				Eastbound				Westbound			
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	171	183	0	0	444	256	0	0	183	0	0	0	444	0	0	0	352	174	0
6:45 AM	0	183	197	0	0	476	274	0	0	197	0	0	0	476	0	0	0	378	187	0
7:00 AM	0	177	190	0	0	459	264	0	0	190	0	0	0	459	0	0	0	365	180	0
7:15 AM	0	170	182	0	0	441	254	0	0	182	0	0	0	441	0	0	0	350	173	0
7:30 AM	0	176	190	0	0	459	264	0	0	190	0	0	0	459	0	0	0	364	180	0
7:45 AM	0	173	185	0	0	449	259	0	0	185	0	0	0	449	0	0	0	356	176	0
8:00 AM	0	194	209	0	0	505	291	0	0	209	0	0	0	505	0	0	0	401	198	0
8:15 AM	0	195	210	0	0	507	292	0	0	210	0	0	0	507	0	0	0	403	199	0
8:30 AM	0	185	199	0	0	482	277	0	0	199	0	0	0	482	0	0	0	382	189	0
8:45 AM	0	189	203	0	0	490	282	0	0	203	0	0	0	490	0	0	0	389	192	0
9:00 AM	0	183	197	0	0	476	274	0	0	197	0	0	0	476	0	0	0	378	187	0
9:15 AM	0	167	179	0	0	433	250	0	0	179	0	0	0	433	0	0	0	344	170	0
9:30 AM	0	157	169	0	0	410	236	0	0	169	0	0	0	410	0	0	0	325	161	0
9:45 AM	0	155	167	0	0	404	233	0	0	167	0	0	0	404	0	0	0	321	159	0
10:00 AM	0	155	167	0	0	404	233	0	0	167	0	0	0	404	0	0	0	321	159	0
10:15 AM	0	148	159	0	0	385	222	0	0	159	0	0	0	385	0	0	0	306	151	0
8:00 AM	***0***	***763***	***820***	***0***	***0***	***1985***	***1143***	***0***	***0***	***820***	***0***	***0***	***0***	***1985***	***0***	***0***	***0***	***1576***	***779***	***0***

302	SW 8 St at SR 826 SB Off Ramp																			
Link	301-302				304-302				7273-316				300-301							
direction	Eastbound				Westbound				Southbound				Eastbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	574	0	0	114	554	0	0	0	125	0	145	0	574	0	146	0	0	0	0
6:45 AM	0	616	0	0	123	594	0	0	0	135	0	156	0	616	0	157	0	0	0	0
7:00 AM	0	594	0	0	118	573	0	0	0	130	0	150	0	594	0	152	0	0	0	0
7:15 AM	0	571	0	0	114	551	0	0	0	125	0	144	0	571	0	146	0	0	0	0
7:30 AM	0	593	0	0	118	573	0	0	0	130	0	150	0	593	0	151	0	0	0	0
7:45 AM	0	581	0	0	116	560	0	0	0	127	0	147	0	581	0	148	0	0	0	0
8:00 AM	0	654	0	0	130	631	0	0	0	143	0	165	0	654	0	167	0	0	0	0
8:15 AM	0	656	0	0	131	633	0	0	0	143	0	166	0	656	0	167	0	0	0	0
8:30 AM	0	623	0	0	124	601	0	0	0	136	0	158	0	623	0	159	0	0	0	0
8:45 AM	0	634	0	0	127	612	0	0	0	139	0	161	0	634	0	162	0	0	0	0
9:00 AM	0	616	0	0	123	594	0	0	0	135	0	156	0	616	0	157	0	0	0	0
9:15 AM	0	560	0	0	112	541	0	0	0	122	0	142	0	560	0	143	0	0	0	0
9:30 AM	0	530	0	0	106	511	0	0	0	116	0	134	0	530	0	135	0	0	0	0
9:45 AM	0	523	0	0	104	505	0	0	0	114	0	132	0	523	0	133	0	0	0	0
10:00 AM	0	523	0	0	104	504	0	0	0	114	0	132	0	523	0	133	0	0	0	0
10:15 AM	0	498	0	0	99	481	0	0	0	109	0	126	0	498	0	127	0	0	0	0
8:00 AM	***0***	***2567***	***0***	***0***	***512***	***2477***	***0***	***0***	***0***	***561***	***0***	***650***	***0***	***2567***	***0***	***655***	***0***	***0***	***0***	***0***

303	SW 8 St at SR 826 SB Off Ramp																			
Link	302-303				320-303				321-304				306-304				317-318			
direction	Eastbound				Northbound				Southbound				Westbound				Southbound			
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	574	0	0	0	0	125	0	0	0	145	0	114	409	0	0	0	0	125	0
6:45 AM	0	616	0	0	0	0	135	0	0	0	156	0	123	438	0	0	0	0	135	0
7:00 AM	0	594	0	0	0	0	130	0	0	0	150	0	118	423	0	0	0	0	130	0
7:15 AM	0	571	0	0	0	0	125	0	0	0	144	0	114	406	0	0	0	0	125	0
7:30 AM	0	593	0	0	0	0	130	0	0	0	150	0	118	422	0	0	0	0	130	0
7:45 AM	0	581	0	0	0	0	127	0	0	0	147	0	116	413	0	0	0	0	127	0
8:00 AM	0	654	0	0	0	0	143	0	0	0	165	0	130	465	0	0	0	0	143	0
8:15 AM	0	656	0	0	0	0	143	0	0	0	166	0	131	467	0	0	0	0	143	0
8:30 AM	0	623	0	0	0	0	136	0	0	0	158	0	124	443	0	0	0	0	136	0
8:45 AM	0	634	0	0	0	0	139	0	0	0	161	0	127	451	0	0	0	0	139	0
9:00 AM	0	616	0	0	0	0	135	0	0	0	156	0	123	438	0	0	0	0	135	0
9:15 AM	0	560	0	0	0	0	122	0	0	0	142	0	112	399	0	0	0	0	122	0
9:30 AM	0	530	0	0	0	0	116	0	0	0	134	0	106	377	0	0	0	0	116	0
9:45 AM	0	523	0	0	0	0	114	0	0	0	132	0	104	372	0	0	0	0	114	0
10:00 AM	0	523	0	0	0	0	114	0	0	0	132	0	104	372	0	0	0	0	114	0
10:15 AM	0	498	0	0	0	0	109	0	0	0	126	0	99	355	0	0	0	0	109	0
8:00 AM	***0***	***2567***	***0***	***0***	***0***	***0***	***561***	***0***	***0***	***0***	***650***	***0***	***512***	***1827***	***0***	***0***	***0***	***0***	***561***	***0***

303	SW 8 St at SR 826 SB Off Ramp																			
Link	317-318				318-319				319-320											
direction	Southbound				Southbound				Southbound											
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	0	125	0	0	0	125	0	0	0	125	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	135	0	0	0	135	0	0	0	135	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	130	0	0	0	130	0	0	0	130	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	125	0	0	0	125	0	0	0	125	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	130	0	0	0	130	0	0	0	130	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	127	0	0	0	127	0	0	0	127	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	143	0	0	0	143	0	0	0	143	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	143	0	0	0	143	0	0	0	143	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	136	0	0	0	136	0	0	0	136	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	139	0	0	0	139	0	0	0	139	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	135	0	0	0	135	0	0	0	135	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	122	0	0	0	122	0	0	0	122	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	116	0	0	0	116	0	0	0	116	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	114	0	0	0	114	0	0	0	114	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	114	0	0	0	114	0	0	0	114	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	109	0	0	0	109	0	0	0	109	0	0	0	0	0	0	0	0	0
8:00 AM	***0***	***0***	***561***	***0***	***0***	***0***	***561***	***0***	***0***	***0***	***561***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

404	SW 24 St at SR 826 NB Off Ramp																			
Link	407-404				403-404				405-404											
direction	Northbound				Eastbound				Westbound											
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	103	0	183	0	0	479	0	0	86	417	0	0	0	0	0	0	0	0	0	0
6:45 AM	111	0	196	0	0	514	0	0	92	448	0	0	0	0	0	0	0	0	0	0
7:00 AM	107	0	189	0	0	495	0	0	89	432	0	0	0	0	0	0	0	0	0	0
7:15 AM	102	0	182	0	0	476	0	0	85	415	0	0	0	0	0	0	0	0	0	0
7:30 AM	107	0	189	0	0	495	0	0	89	432	0	0	0	0	0	0	0	0	0	0
7:45 AM	104	0	185	0	0	484	0	0	87	422	0	0	0	0	0	0	0	0	0	0
8:00 AM	117	0	208	0	0	545	0	0	98	475	0	0	0	0	0	0	0	0	0	0
8:15 AM	118	0	209	0	0	547	0	0	98	477	0	0	0	0	0	0	0	0	0	0
8:30 AM	112	0	198	0	0	520	0	0	93	453	0	0	0	0	0	0	0	0	0	0
8:45 AM	114	0	202	0	0	529	0	0	95	461	0	0	0	0	0	0	0	0	0	0
9:00 AM	111	0	196	0	0	513	0	0	92	448	0	0	0	0	0	0	0	0	0	0
9:15 AM	101	0	178	0	0	467	0	0	84	408	0	0	0	0	0	0	0	0	0	0
9:30 AM	95	0	169	0	0	442	0	0	79	385	0	0	0	0	0	0	0	0	0	0
9:45 AM	94	0	166	0	0	436	0	0	78	380	0	0	0	0	0	0	0	0	0	0
10:00 AM	94	0	166	0	0	436	0	0	78	380	0	0	0	0	0	0	0	0	0	0
10:15 AM	89	0	159	0	0	416	0	0	74	362	0	0	0	0	0	0	0	0	0	0
8:00 AM	***461***	***0***	***817***	***0***	***0***	***2141***	***0***	***0***	***383***	***1867***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

404	SW 24 St at SR 826 NB Off Ramp																			
Link	406-407				401-403				407-412				404-412				403-407			
direction	Northbound				Eastbound				Northbound				Eastbound				Eastbound			
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	103	18	164	0	0	479	163	0	0	0	164	0	0	497	0	0	0	0	183	0
6:45 AM	111	20	176	0	0	514	174	0	0	0	176	0	0	533	0	0	0	0	196	0
7:00 AM	107	19	170	0	0	495	168	0	0	0	170	0	0	514	0	0	0	0	189	0
7:15 AM	102	18	163	0	0	476	162	0	0	0	163	0	0	494	0	0	0	0	182	0
7:30 AM	107	19	170	0	0	495	168	0	0	0	170	0	0	514	0	0	0	0	189	0
7:45 AM	104	19	166	0	0	484	164	0	0	0	166	0	0	503	0	0	0	0	185	0
8:00 AM	117	21	187	0	0	545	185	0	0	0	187	0	0	566	0	0	0	0	208	0
8:15 AM	118	21	188	0	0	547	186	0	0	0	188	0	0	568	0	0	0	0	209	0
8:30 AM	112	20	178	0	0	520	176	0	0	0	178	0	0	539	0	0	0	0	198	0
8:45 AM	114	20	182	0	0	529	180	0	0	0	182	0	0	549	0	0	0	0	202	0
9:00 AM	111	20	176	0	0	513	174	0	0	0	176	0	0	533	0	0	0	0	196	0
9:15 AM	101	18	160	0	0	467	159	0	0	0	160	0	0	485	0	0	0	0	178	0
9:30 AM	95	17	152	0	0	442	150	0	0	0	152	0	0	459	0	0	0	0	169	0
9:45 AM	94	17	150	0	0	436	148	0	0	0	150	0	0	453	0	0	0	0	166	0
10:00 AM	94	17	150	0	0	436	148	0	0	0	150	0	0	453	0	0	0	0	166	0
10:15 AM	89	16	143	0	0	416	141	0	0	0	143	0	0	431	0	0	0	0	159	0
8:00 AM	***461***	***82***	***735***	***0***	***0***	***2141***	***727***	***0***	***0***	***0***	***735***	***0***	***0***	***2223***	***0***	***0***	***0***	***0***	***817***	***0***

401	SW 24 St at SR 826 SB Off Ramp																			
Link	409-401				400-401				402-401				404-402				402-410			
direction	Southbound				Eastbound				Westbound				Westbound				Westbound			
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	141	0	124	0	69	500	0	0	0	402	0	0	0	402	118	0	0	0	118	0
6:45 AM	151	0	133	0	74	537	0	0	0	432	0	0	0	432	127	0	0	0	127	0
7:00 AM	146	0	129	0	71	518	0	0	0	417	0	0	0	417	122	0	0	0	122	0
7:15 AM	140	0	124	0	68	497	0	0	0	400	0	0	0	400	117	0	0	0	117	0
7:30 AM	146	0	129	0	71	517	0	0	0	416	0	0	0	416	122	0	0	0	122	0
7:45 AM	143	0	126	0	69	506	0	0	0	407	0	0	0	407	119	0	0	0	119	0
8:00 AM	161	0	142	0	78	570	0	0	0	458	0	0	0	458	134	0	0	0	134	0
8:15 AM	161	0	142	0	78	572	0	0	0	460	0	0	0	460	135	0	0	0	135	0
8:30 AM	153	0	135	0	75	543	0	0	0	437	0	0	0	437	128	0	0	0	128	0
8:45 AM	156	0	137	0	76	553	0	0	0	445	0	0	0	445	130	0	0	0	130	0
9:00 AM	151	0	133	0	74	536	0	0	0	432	0	0	0	432	127	0	0	0	127	0
9:15 AM	138	0	121	0	67	488	0	0	0	393	0	0	0	393	115	0	0	0	115	0
9:30 AM	130	0	115	0	63	462	0	0	0	372	0	0	0	372	109	0	0	0	109	0
9:45 AM	129	0	113	0	63	456	0	0	0	367	0	0	0	367	108	0	0	0	108	0
10:00 AM	128	0	113	0	63	455	0	0	0	366	0	0	0	366	108	0	0	0	108	0
10:15 AM	122	0	108	0	60	434	0	0	0	349	0	0	0	349	102	0	0	0	102	0
8:00 AM	***631***	***0***	***556***	***0***	***307***	***2237***	***0***	***0***	***0***	***1800***	***0***	***0***	***0***	***1800***	***528***	***0***	***0***	***0***	***528***	***0***

504	SW 40 St at SR 826 NB Off Ramp																			
Link	511-504				503-504				505-504				502-503				510-511			
direction	Northbound				Eastbound				Westbound				Eastbound				Northbound			
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	0	235	143	0	639	0	0	226	228	243	0	0	639	165	0	0	378	0	0
6:45 AM	0	0	252	153	0	685	0	0	242	244	261	0	0	685	178	0	0	405	0	0
7:00 AM	0	0	243	148	0	661	0	0	233	236	251	0	0	661	171	0	0	391	0	0
7:15 AM	0	0	234	142	0	635	0	0	224	226	241	0	0	635	165	0	0	375	0	0
7:30 AM	0	0	243	148	0	660	0	0	233	235	251	0	0	660	171	0	0	390	0	0
7:45 AM	0	0	238	144	0	646	0	0	228	230	246	0	0	646	167	0	0	382	0	0
8:00 AM	0	0	268	162	0	727	0	0	257	259	276	0	0	727	188	0	0	430	0	0
8:15 AM	0	0	269	163	0	730	0	0	258	260	278	0	0	730	189	0	0	432	0	0
8:30 AM	0	0	255	155	0	693	0	0	245	247	264	0	0	693	180	0	0	410	0	0
8:45 AM	0	0	260	158	0	706	0	0	249	252	268	0	0	706	183	0	0	417	0	0
9:00 AM	0	0	252	153	0	685	0	0	242	244	260	0	0	685	177	0	0	405	0	0
9:15 AM	0	0	229	139	0	623	0	0	220	222	237	0	0	623	162	0	0	369	0	0
9:30 AM	0	0	217	132	0	589	0	0	208	210	224	0	0	589	153	0	0	349	0	0
9:45 AM	0	0	214	130	0	582	0	0	206	207	221	0	0	582	151	0	0	344	0	0
10:00 AM	0	0	214	130	0	581	0	0	205	207	221	0	0	581	151	0	0	344	0	0
10:15 AM	0	0	204	124	0	554	0	0	196	198	211	0	0	554	144	0	0	328	0	0
8:00 AM	***0***	***0***	***1051***	***638***	***0***	***2856***	***0***	***0***	***1009***	***1018***	***1086***	***0***	***0***	***2856***	***740***	***0***	***0***	***1689***	***0***	***0***

	SW 40 St at SR 826 NB Off Ramp																			
Link	508-509				509-510				510-511				512-513							
direction	Northbound				Northbound				Northbound				Northbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	378	0	0	0	378	0	0	0	378	0	0	0	0	243	0	0	0	0	0
6:45 AM	0	405	0	0	0	405	0	0	0	405	0	0	0	0	261	0	0	0	0	0
7:00 AM	0	391	0	0	0	391	0	0	0	391	0	0	0	0	251	0	0	0	0	0
7:15 AM	0	375	0	0	0	375	0	0	0	375	0	0	0	0	241	0	0	0	0	0
7:30 AM	0	390	0	0	0	390	0	0	0	390	0	0	0	0	251	0	0	0	0	0
7:45 AM	0	382	0	0	0	382	0	0	0	382	0	0	0	0	246	0	0	0	0	0
8:00 AM	0	430	0	0	0	430	0	0	0	430	0	0	0	0	276	0	0	0	0	0
8:15 AM	0	432	0	0	0	432	0	0	0	432	0	0	0	0	278	0	0	0	0	0
8:30 AM	0	410	0	0	0	410	0	0	0	410	0	0	0	0	264	0	0	0	0	0
8:45 AM	0	417	0	0	0	417	0	0	0	417	0	0	0	0	268	0	0	0	0	0
9:00 AM	0	405	0	0	0	405	0	0	0	405	0	0	0	0	260	0	0	0	0	0
9:15 AM	0	369	0	0	0	369	0	0	0	369	0	0	0	0	237	0	0	0	0	0
9:30 AM	0	349	0	0	0	349	0	0	0	349	0	0	0	0	224	0	0	0	0	0
9:45 AM	0	344	0	0	0	344	0	0	0	344	0	0	0	0	221	0	0	0	0	0
10:00 AM	0	344	0	0	0	344	0	0	0	344	0	0	0	0	221	0	0	0	0	0
10:15 AM	0	328	0	0	0	328	0	0	0	328	0	0	0	0	211	0	0	0	0	0
8:00 AM	***0***	***1689***	***0***	***0***	***0***	***1689***	***0***	***0***	***0***	***1689***	***0***	***0***	***0***	***0***	***1086***	***0***	***0***	***0***	***0***	***0***

502	SW 40 St at SR 826 SB Off Ramp																			
Link	515-502				501-502				504-502				500-501				514-515			
direction	Southbound				Eastbound				Westbound				Eastbound				Southbound			
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	284	0	171	0	0	520	0	0	226	370	0	0	0	520	165	0	0	455	0	0
6:45 AM	305	0	183	0	0	558	0	0	242	397	0	0	0	558	177	0	0	488	0	0
7:00 AM	294	0	177	0	0	538	0	0	233	383	0	0	0	538	170	0	0	471	0	0
7:15 AM	283	0	170	0	0	517	0	0	224	368	0	0	0	517	164	0	0	453	0	0
7:30 AM	294	0	177	0	0	537	0	0	233	383	0	0	0	537	170	0	0	471	0	0
7:45 AM	288	0	173	0	0	526	0	0	228	375	0	0	0	526	166	0	0	461	0	0
8:00 AM	324	0	195	0	0	592	0	0	257	422	0	0	0	592	187	0	0	518	0	0
8:15 AM	325	0	195	0	0	594	0	0	258	423	0	0	0	594	188	0	0	520	0	0
8:30 AM	309	0	185	0	0	564	0	0	245	402	0	0	0	564	179	0	0	494	0	0
8:45 AM	314	0	189	0	0	574	0	0	249	409	0	0	0	574	182	0	0	503	0	0
9:00 AM	305	0	183	0	0	557	0	0	242	397	0	0	0	557	176	0	0	488	0	0
9:15 AM	278	0	167	0	0	507	0	0	220	362	0	0	0	507	161	0	0	444	0	0
9:30 AM	263	0	158	0	0	480	0	0	208	342	0	0	0	480	152	0	0	420	0	0
9:45 AM	259	0	156	0	0	473	0	0	206	337	0	0	0	473	150	0	0	415	0	0
10:00 AM	259	0	156	0	0	473	0	0	205	337	0	0	0	473	150	0	0	415	0	0
10:15 AM	247	0	148	0	0	451	0	0	196	321	0	0	0	451	143	0	0	395	0	0
8:00 AM	***1272***	***0***	***764***	***0***	***0***	***2324***	***0***	***0***	***1009***	***1656***	***0***	***0***	***0***	***2324***	***736***	***0***	***0***	***2036***	***0***	***0***

603	SW 56 St at SR 826 NB Off Ramp																			
Link	606-603				602-603				604-603				7570-606							
direction	Northbound				Eastbound				Westbound											
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	0	0	50	108	375	0	0	53	111	0	0	0	50	103	0	0	0	0	0
6:45 AM	0	0	0	54	115	403	0	0	57	119	0	0	0	54	110	0	0	0	0	0
7:00 AM	0	0	0	52	111	389	0	0	55	115	0	0	0	52	106	0	0	0	0	0
7:15 AM	0	0	0	50	107	373	0	0	53	110	0	0	0	50	102	0	0	0	0	0
7:30 AM	0	0	0	52	111	388	0	0	55	115	0	0	0	52	106	0	0	0	0	0
7:45 AM	0	0	0	51	109	380	0	0	54	112	0	0	0	51	104	0	0	0	0	0
8:00 AM	0	0	0	57	122	427	0	0	61	126	0	0	0	57	117	0	0	0	0	0
8:15 AM	0	0	0	58	123	429	0	0	61	127	0	0	0	58	118	0	0	0	0	0
8:30 AM	0	0	0	55	117	407	0	0	58	120	0	0	0	55	112	0	0	0	0	0
8:45 AM	0	0	0	56	119	415	0	0	59	123	0	0	0	56	114	0	0	0	0	0
9:00 AM	0	0	0	54	115	403	0	0	57	119	0	0	0	54	110	0	0	0	0	0
9:15 AM	0	0	0	49	105	367	0	0	52	108	0	0	0	49	100	0	0	0	0	0
9:30 AM	0	0	0	46	99	347	0	0	49	102	0	0	0	46	95	0	0	0	0	0
9:45 AM	0	0	0	46	98	342	0	0	49	101	0	0	0	46	94	0	0	0	0	0
10:00 AM	0	0	0	46	98	342	0	0	49	101	0	0	0	46	94	0	0	0	0	0
10:15 AM	0	0	0	44	93	326	0	0	46	96	0	0	0	44	89	0	0	0	0	0
8:00 AM	***0***	***0***	***0***	***225***	***481***	***1679***	***0***	***0***	***239***	***496***	***0***	***0***	***0***	***225***	***460***	***0***	***0***	***0***	***0***	***0***

	SW 56 St at SR 826 NB Off Ramp																			
Link	606-604				603-604				605-604				615-616							
direction	Northbound				Eastbound				Westbound				Northbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	0	0	103	0	375	0	0	53	111	192	0	286	167	0	0	0	0	0	0
6:45 AM	0	0	0	110	0	403	0	0	57	119	206	0	307	179	0	0	0	0	0	0
7:00 AM	0	0	0	106	0	389	0	0	55	115	199	0	296	173	0	0	0	0	0	0
7:15 AM	0	0	0	102	0	373	0	0	53	110	191	0	284	166	0	0	0	0	0	0
7:30 AM	0	0	0	106	0	388	0	0	55	115	198	0	295	172	0	0	0	0	0	0
7:45 AM	0	0	0	104	0	380	0	0	54	112	194	0	289	169	0	0	0	0	0	0
8:00 AM	0	0	0	117	0	427	0	0	61	126	218	0	325	190	0	0	0	0	0	0
8:15 AM	0	0	0	118	0	429	0	0	61	127	219	0	327	191	0	0	0	0	0	0
8:30 AM	0	0	0	112	0	407	0	0	58	120	208	0	310	181	0	0	0	0	0	0
8:45 AM	0	0	0	114	0	415	0	0	59	123	212	0	316	184	0	0	0	0	0	0
9:00 AM	0	0	0	110	0	403	0	0	57	119	206	0	306	179	0	0	0	0	0	0
9:15 AM	0	0	0	100	0	367	0	0	52	108	187	0	279	163	0	0	0	0	0	0
9:30 AM	0	0	0	95	0	347	0	0	49	102	177	0	264	154	0	0	0	0	0	0
9:45 AM	0	0	0	94	0	342	0	0	49	101	175	0	260	152	0	0	0	0	0	0
10:00 AM	0	0	0	94	0	342	0	0	49	101	175	0	260	152	0	0	0	0	0	0
10:15 AM	0	0	0	89	0	326	0	0	46	96	167	0	248	145	0	0	0	0	0	0
8:00 AM	***0***	***0***	***0***	***460***	***0***	***1679***	***0***	***0***	***239***	***496***	***858***	***0***	***1278***	***746***	***0***	***0***	***0***	***0***	***0***	***0***

602	SW 56 St at SR 826 SB Off Ramp																			
Link	612-602				601-602				603-602				600-601							
direction	Southbound				Eastbound				Westbound				Eastbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	0	122	133	108	243	0	0	53	161	0	0	108	243	40	0	0	0	0	0
6:45 AM	0	0	131	143	115	260	0	0	57	173	0	0	115	260	43	0	0	0	0	0
7:00 AM	0	0	127	137	111	251	0	0	55	167	0	0	111	251	41	0	0	0	0	0
7:15 AM	0	0	122	132	107	241	0	0	53	160	0	0	107	241	40	0	0	0	0	0
7:30 AM	0	0	126	137	111	251	0	0	55	167	0	0	111	251	41	0	0	0	0	0
7:45 AM	0	0	124	134	109	245	0	0	54	163	0	0	109	245	40	0	0	0	0	0
8:00 AM	0	0	139	151	122	276	0	0	61	184	0	0	122	276	46	0	0	0	0	0
8:15 AM	0	0	140	152	123	277	0	0	61	184	0	0	123	277	46	0	0	0	0	0
8:30 AM	0	0	133	144	117	263	0	0	58	175	0	0	117	263	43	0	0	0	0	0
8:45 AM	0	0	135	147	119	268	0	0	59	178	0	0	119	268	44	0	0	0	0	0
9:00 AM	0	0	131	142	115	260	0	0	57	173	0	0	115	260	43	0	0	0	0	0
9:15 AM	0	0	119	130	105	237	0	0	52	157	0	0	105	237	39	0	0	0	0	0
9:30 AM	0	0	113	123	99	224	0	0	49	149	0	0	99	224	37	0	0	0	0	0
9:45 AM	0	0	111	121	98	221	0	0	49	147	0	0	98	221	36	0	0	0	0	0
10:00 AM	0	0	111	121	98	221	0	0	49	147	0	0	98	221	36	0	0	0	0	0
10:15 AM	0	0	106	115	93	211	0	0	46	140	0	0	93	211	35	0	0	0	0	0
8:00 AM	***0***	***0***	***547***	***594***	***481***	***1085***	***0***	***0***	***239***	***721***	***0***	***0***	***481***	***1085***	***179***	***0***	***0***	***0***	***0***	***0***

703	SW 72 St at SR 826 NB Off Ramp																			
Link	706-703				702-703				704-703				7545-706							
direction	Northbound				Eastbound				Westbound				Northbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	0	0	39	120	403	0	0	21	136	0	0	0	39	0	68	0	0	0	0
6:45 AM	0	0	0	42	129	433	0	0	23	146	0	0	0	42	0	73	0	0	0	0
7:00 AM	0	0	0	41	124	417	0	0	22	140	0	0	0	41	0	71	0	0	0	0
7:15 AM	0	0	0	39	120	401	0	0	21	135	0	0	0	39	0	68	0	0	0	0
7:30 AM	0	0	0	41	124	417	0	0	22	140	0	0	0	41	0	71	0	0	0	0
7:45 AM	0	0	0	40	122	408	0	0	21	137	0	0	0	40	0	69	0	0	0	0
8:00 AM	0	0	0	45	137	459	0	0	24	155	0	0	0	45	0	78	0	0	0	0
8:15 AM	0	0	0	45	138	461	0	0	24	155	0	0	0	45	0	78	0	0	0	0
8:30 AM	0	0	0	43	131	438	0	0	23	147	0	0	0	43	0	74	0	0	0	0
8:45 AM	0	0	0	43	133	446	0	0	23	150	0	0	0	43	0	75	0	0	0	0
9:00 AM	0	0	0	42	129	433	0	0	23	146	0	0	0	42	0	73	0	0	0	0
9:15 AM	0	0	0	38	117	394	0	0	21	133	0	0	0	38	0	67	0	0	0	0
9:30 AM	0	0	0	36	111	372	0	0	20	125	0	0	0	36	0	63	0	0	0	0
9:45 AM	0	0	0	36	110	367	0	0	19	124	0	0	0	36	0	62	0	0	0	0
10:00 AM	0	0	0	36	110	367	0	0	19	124	0	0	0	36	0	62	0	0	0	0
10:15 AM	0	0	0	34	104	350	0	0	18	118	0	0	0	34	0	59	0	0	0	0
8:00 AM	***0***	***0***	***0***	***176***	***538***	***1804***	***0***	***0***	***95***	***607***	***0***	***0***	***0***	***176***	***0***	***305***	***0***	***0***	***0***	***0***

703	SW 72 St at SR 826 NB Off Ramp																			
Link	706-704				703-704				705-704											
direction	Northbound				Eastbound				Westbound											
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	0	0	68	0	403	0	0	21	136	187	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	73	0	433	0	0	23	146	201	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	71	0	417	0	0	22	140	194	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	68	0	401	0	0	21	135	186	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	71	0	417	0	0	22	140	194	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	69	0	408	0	0	21	137	189	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	78	0	459	0	0	24	155	213	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	78	0	461	0	0	24	155	214	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	74	0	438	0	0	23	147	203	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	75	0	446	0	0	23	150	207	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	73	0	433	0	0	23	146	201	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	67	0	394	0	0	21	133	183	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	63	0	372	0	0	20	125	173	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	62	0	367	0	0	19	124	170	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	62	0	367	0	0	19	124	170	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	59	0	350	0	0	18	118	162	0	0	0	0	0	0	0	0	0
8:00 AM	***0***	***0***	***0***	***305***	***0***	***1804***	***0***	***0***	***95***	***607***	***837***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

702	SW 72 St at SR 826 SB Off Ramp																			
Link	708-702				701-702				703-702				700-701							
direction	Southbound				Eastbound				Westbound				Eastbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	0	134	178	120	225	0	0	21	175	0	0	120	225	0	53	0	0	0	0
6:45 AM	0	0	144	191	129	242	0	0	23	188	0	0	129	242	0	57	0	0	0	0
7:00 AM	0	0	139	184	124	233	0	0	22	181	0	0	124	233	0	55	0	0	0	0
7:15 AM	0	0	133	177	120	224	0	0	21	174	0	0	120	224	0	53	0	0	0	0
7:30 AM	0	0	139	184	124	233	0	0	22	181	0	0	124	233	0	55	0	0	0	0
7:45 AM	0	0	136	180	122	228	0	0	21	177	0	0	122	228	0	54	0	0	0	0
8:00 AM	0	0	153	203	137	257	0	0	24	199	0	0	137	257	0	60	0	0	0	0
8:15 AM	0	0	153	203	138	258	0	0	24	200	0	0	138	258	0	61	0	0	0	0
8:30 AM	0	0	146	193	131	245	0	0	23	190	0	0	131	245	0	58	0	0	0	0
8:45 AM	0	0	148	197	133	249	0	0	23	193	0	0	133	249	0	59	0	0	0	0
9:00 AM	0	0	144	191	129	242	0	0	23	188	0	0	129	242	0	57	0	0	0	0
9:15 AM	0	0	131	174	117	220	0	0	21	171	0	0	117	220	0	52	0	0	0	0
9:30 AM	0	0	124	164	111	208	0	0	20	162	0	0	111	208	0	49	0	0	0	0
9:45 AM	0	0	122	162	110	205	0	0	19	159	0	0	110	205	0	48	0	0	0	0
10:00 AM	0	0	122	162	110	205	0	0	19	159	0	0	110	205	0	48	0	0	0	0
10:15 AM	0	0	116	155	104	196	0	0	18	152	0	0	104	196	0	46	0	0	0	0
8:00 AM	***0***	***0***	***600***	***796***	***538***	***1008***	***0***	***0***	***95***	***783***	***0***	***0***	***538***	***1008***	***0***	***237***	***0***	***0***	***0***	***0***

806	SW 88 St at SR 826 NB Off Ramp																			
Link	810-806				805-806				807-806				8832-832							
direction	Northbound				Eastbound				Westbound											
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	17	0	0	0	0	707	0	0	0	309	0	0	0	0	22	0	0	0	0	0
6:45 AM	18	0	0	0	0	759	0	0	0	331	0	0	0	0	23	0	0	0	0	0
7:00 AM	18	0	0	0	0	732	0	0	0	319	0	0	0	0	22	0	0	0	0	0
7:15 AM	17	0	0	0	0	703	0	0	0	307	0	0	0	0	22	0	0	0	0	0
7:30 AM	18	0	0	0	0	732	0	0	0	319	0	0	0	0	22	0	0	0	0	0
7:45 AM	17	0	0	0	0	716	0	0	0	312	0	0	0	0	22	0	0	0	0	0
8:00 AM	19	0	0	0	0	806	0	0	0	351	0	0	0	0	25	0	0	0	0	0
8:15 AM	19	0	0	0	0	809	0	0	0	353	0	0	0	0	25	0	0	0	0	0
8:30 AM	18	0	0	0	0	768	0	0	0	335	0	0	0	0	24	0	0	0	0	0
8:45 AM	19	0	0	0	0	782	0	0	0	341	0	0	0	0	24	0	0	0	0	0
9:00 AM	18	0	0	0	0	759	0	0	0	331	0	0	0	0	23	0	0	0	0	0
9:15 AM	17	0	0	0	0	691	0	0	0	301	0	0	0	0	21	0	0	0	0	0
9:30 AM	16	0	0	0	0	653	0	0	0	285	0	0	0	0	20	0	0	0	0	0
9:45 AM	15	0	0	0	0	645	0	0	0	281	0	0	0	0	20	0	0	0	0	0
10:00 AM	15	0	0	0	0	644	0	0	0	281	0	0	0	0	20	0	0	0	0	0
10:15 AM	15	0	0	0	0	614	0	0	0	268	0	0	0	0	19	0	0	0	0	0
8:00 AM	***76***	***0***	***0***	***0***	***0***	***3164***	***0***	***0***	***0***	***1380***	***0***	***0***	***0***	***0***	***97***	***0***	***0***	***0***	***0***	***0***

	SW 88 St at SR 826 NB Off Ramp																			
Link	809-810				810-807				806-807				808-807				835-812			
direction	Northbound				Northbound				Eastbound				Westbound				Northbound			
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	17	19	0	0	0	0	19	0	707	0	0	0	309	273	0	0	22	0	0
6:45 AM	0	18	21	0	0	0	0	21	0	759	0	0	0	331	292	0	0	23	0	0
7:00 AM	0	18	20	0	0	0	0	20	0	732	0	0	0	319	282	0	0	22	0	0
7:15 AM	0	17	19	0	0	0	0	19	0	703	0	0	0	307	271	0	0	22	0	0
7:30 AM	0	18	20	0	0	0	0	20	0	732	0	0	0	319	282	0	0	22	0	0
7:45 AM	0	17	19	0	0	0	0	19	0	716	0	0	0	312	276	0	0	22	0	0
8:00 AM	0	19	22	0	0	0	0	22	0	806	0	0	0	351	310	0	0	25	0	0
8:15 AM	0	19	22	0	0	0	0	22	0	809	0	0	0	353	312	0	0	25	0	0
8:30 AM	0	18	21	0	0	0	0	21	0	768	0	0	0	335	296	0	0	24	0	0
8:45 AM	0	19	21	0	0	0	0	21	0	782	0	0	0	341	301	0	0	24	0	0
9:00 AM	0	18	21	0	0	0	0	21	0	759	0	0	0	331	292	0	0	23	0	0
9:15 AM	0	17	19	0	0	0	0	19	0	691	0	0	0	301	266	0	0	21	0	0
9:30 AM	0	16	18	0	0	0	0	18	0	653	0	0	0	285	252	0	0	20	0	0
9:45 AM	0	15	18	0	0	0	0	18	0	645	0	0	0	281	248	0	0	20	0	0
10:00 AM	0	15	18	0	0	0	0	18	0	644	0	0	0	281	248	0	0	20	0	0
10:15 AM	0	15	17	0	0	0	0	17	0	614	0	0	0	268	237	0	0	19	0	0
8:00 AM	***0***	***76***	***86***	***0***	***0***	***0***	***0***	***86***	***0***	***3164***	***0***	***0***	***0***	***1380***	***1219***	***0***	***0***	***97***	***0***	***0***

804	SW 88 St at SR 826 SB Off Ramp																			
Link	818-804				821-804				802-804				806-804							
direction	Northbound				Southbound				Eastbound				Westbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	0	269	0	0	0	0	220	0	438	0	0	0	326	0	0	0	0	0	0
6:45 AM	0	0	289	0	0	0	0	236	0	470	0	0	0	349	0	0	0	0	0	0
7:00 AM	0	0	279	0	0	0	0	228	0	453	0	0	0	337	0	0	0	0	0	0
7:15 AM	0	0	268	0	0	0	0	219	0	435	0	0	0	324	0	0	0	0	0	0
7:30 AM	0	0	279	0	0	0	0	228	0	453	0	0	0	337	0	0	0	0	0	0
7:45 AM	0	0	273	0	0	0	0	223	0	443	0	0	0	329	0	0	0	0	0	0
8:00 AM	0	0	307	0	0	0	0	251	0	499	0	0	0	371	0	0	0	0	0	0
8:15 AM	0	0	308	0	0	0	0	252	0	501	0	0	0	372	0	0	0	0	0	0
8:30 AM	0	0	292	0	0	0	0	239	0	475	0	0	0	353	0	0	0	0	0	0
8:45 AM	0	0	298	0	0	0	0	243	0	484	0	0	0	360	0	0	0	0	0	0
9:00 AM	0	0	289	0	0	0	0	236	0	470	0	0	0	349	0	0	0	0	0	0
9:15 AM	0	0	263	0	0	0	0	215	0	428	0	0	0	318	0	0	0	0	0	0
9:30 AM	0	0	249	0	0	0	0	203	0	404	0	0	0	301	0	0	0	0	0	0
9:45 AM	0	0	245	0	0	0	0	201	0	399	0	0	0	297	0	0	0	0	0	0
10:00 AM	0	0	245	0	0	0	0	201	0	399	0	0	0	296	0	0	0	0	0	0
10:15 AM	0	0	234	0	0	0	0	191	0	380	0	0	0	283	0	0	0	0	0	0
8:00 AM	***0***	***0***	***1205***	***0***	***0***	***0***	***0***	***985***	***0***	***1959***	***0***	***0***	***0***	***1456***	***0***	***0***	***0***	***0***	***0***	***0***

	SW 88 St at SR 826 SB On-Off Ramps																			
Link	813-814				819-820				801-802				823-824							
direction	Southbound				Southbound				Eastbound				Southbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	269	0	298	78	220	0	0	0	438	275	0	0	22	0	253	0	0	0	0
6:45 AM	0	289	0	320	83	236	0	0	0	470	295	0	0	24	0	272	0	0	0	0
7:00 AM	0	279	0	308	80	228	0	0	0	453	285	0	0	23	0	262	0	0	0	0
7:15 AM	0	268	0	296	77	219	0	0	0	435	274	0	0	22	0	252	0	0	0	0
7:30 AM	0	279	0	308	80	228	0	0	0	453	285	0	0	23	0	262	0	0	0	0
7:45 AM	0	273	0	301	78	223	0	0	0	443	278	0	0	22	0	256	0	0	0	0
8:00 AM	0	307	0	339	88	251	0	0	0	499	313	0	0	25	0	288	0	0	0	0
8:15 AM	0	308	0	340	89	252	0	0	0	501	315	0	0	25	0	290	0	0	0	0
8:30 AM	0	292	0	323	84	239	0	0	0	475	299	0	0	24	0	275	0	0	0	0
8:45 AM	0	298	0	329	86	243	0	0	0	484	304	0	0	24	0	280	0	0	0	0
9:00 AM	0	289	0	319	83	236	0	0	0	470	295	0	0	24	0	272	0	0	0	0
9:15 AM	0	263	0	291	76	215	0	0	0	428	269	0	0	21	0	247	0	0	0	0
9:30 AM	0	249	0	275	72	203	0	0	0	404	254	0	0	20	0	234	0	0	0	0
9:45 AM	0	245	0	271	71	201	0	0	0	399	251	0	0	20	0	231	0	0	0	0
10:00 AM	0	245	0	271	71	201	0	0	0	399	251	0	0	20	0	231	0	0	0	0
10:15 AM	0	234	0	259	67	191	0	0	0	380	239	0	0	19	0	220	0	0	0	0
8:00 AM	***0***	***1205***	***0***	***1332***	***347***	***985***	***0***	***0***	***0***	***1959***	***1231***	***0***	***0***	***98***	***0***	***1133***	***0***	***0***	***0***	***0***

	SW 88 St at SR 826 SB On-Off Ramps																			
Link	816-817				817-818				832-833											
direction	Southbound				Southbound				Southbound											
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	0	269	0	0	0	269	0	0	0	22	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	289	0	0	0	289	0	0	0	23	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	279	0	0	0	279	0	0	0	22	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	268	0	0	0	268	0	0	0	22	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	279	0	0	0	279	0	0	0	22	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	273	0	0	0	273	0	0	0	22	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	307	0	0	0	307	0	0	0	25	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	308	0	0	0	308	0	0	0	25	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	292	0	0	0	292	0	0	0	24	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	298	0	0	0	298	0	0	0	24	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	289	0	0	0	289	0	0	0	23	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	263	0	0	0	263	0	0	0	21	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	249	0	0	0	249	0	0	0	20	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	245	0	0	0	245	0	0	0	20	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	245	0	0	0	245	0	0	0	20	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	234	0	0	0	234	0	0	0	19	0	0	0	0	0	0	0	0	0
8:00 AM	***0***	***0***	***1205***	***0***	***0***	***0***	***1205***	***0***	***0***	***0***	***97***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

	US-1 NB at SR 826 NB																			
Link	904-905				905-904				921-904											
direction	Northbound				Southbound				Northbound											
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	399	0	631	0	251	0	0	0	564	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	428	0	677	0	269	0	0	0	606	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	413	0	653	0	259	0	0	0	584	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	397	0	627	0	249	0	0	0	561	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	412	0	652	0	259	0	0	0	584	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	404	0	638	0	254	0	0	0	571	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	454	0	718	0	285	0	0	0	643	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	456	0	721	0	287	0	0	0	645	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	433	0	685	0	272	0	0	0	613	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	441	0	697	0	277	0	0	0	624	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	428	0	677	0	269	0	0	0	605	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	389	0	616	0	245	0	0	0	551	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	368	0	582	0	231	0	0	0	521	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	363	0	575	0	228	0	0	0	514	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	363	0	575	0	228	0	0	0	514	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	346	0	548	0	218	0	0	0	490	0	0	0	0	0	0	0	0	0	0
8:00 AM	***0***	***1784***	***0***	***2822***	***0***	***1121***	***0***	***0***	***0***	***2524***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

903	US-1 at SW 104 St																			
Link	902-903				904-903				911-903				917-903							
direction	Northbound				Southbound				Eastbound				Westbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	20	674	2	0	106	637	72	0	145	44	14	0	9	35	152	0	0	0	0	0
6:45 AM	21	724	2	0	113	683	77	0	155	48	15	0	10	38	164	0	0	0	0	0
7:00 AM	21	698	2	0	109	659	75	0	150	46	15	0	9	36	158	0	0	0	0	0
7:15 AM	20	670	2	0	105	633	72	0	144	44	14	0	9	35	152	0	0	0	0	0
7:30 AM	21	697	2	0	109	659	75	0	150	46	15	0	9	36	158	0	0	0	0	0
7:45 AM	20	682	2	0	107	644	73	0	146	45	14	0	9	36	154	0	0	0	0	0
8:00 AM	23	768	3	0	120	725	82	0	165	51	16	0	10	40	174	0	0	0	0	0
8:15 AM	23	771	3	0	121	728	83	0	165	51	16	0	10	40	174	0	0	0	0	0
8:30 AM	22	732	2	0	115	691	78	0	157	48	15	0	10	38	166	0	0	0	0	0
8:45 AM	22	745	2	0	117	704	80	0	160	49	16	0	10	39	169	0	0	0	0	0
9:00 AM	21	723	2	0	113	683	77	0	155	48	15	0	10	38	164	0	0	0	0	0
9:15 AM	19	658	2	0	103	622	71	0	141	43	14	0	9	34	149	0	0	0	0	0
9:30 AM	18	623	2	0	98	588	67	0	134	41	13	0	8	32	141	0	0	0	0	0
9:45 AM	18	614	2	0	96	580	66	0	132	41	13	0	8	32	139	0	0	0	0	0
10:00 AM	18	614	2	0	96	580	66	0	132	41	13	0	8	32	139	0	0	0	0	0
10:15 AM	17	585	2	0	92	553	63	0	126	39	12	0	8	30	132	0	0	0	0	0
8:00 AM	***89***	***3016***	***10***	***0***	***473***	***2849***	***323***	***0***	***647***	***199***	***63***	***0***	***41***	***157***	***682***	***0***	***0***	***0***	***0***	***0***

911	SW 104 St at Busway																			
Link	910-911				912-911				903-911				916-911							
direction	Northbound				Southbound				Eastbound				Westbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	7	0	0	0	4	0	0	0	203	0	0	0	127	0	0	0	0	0	0
6:45 AM	0	8	0	0	0	4	0	0	0	218	0	0	0	137	0	0	0	0	0	0
7:00 AM	0	7	0	0	0	4	0	0	0	210	0	0	0	132	0	0	0	0	0	0
7:15 AM	0	7	0	0	0	4	0	0	0	202	0	0	0	126	0	0	0	0	0	0
7:30 AM	0	7	0	0	0	4	0	0	0	210	0	0	0	132	0	0	0	0	0	0
7:45 AM	0	7	0	0	0	4	0	0	0	206	0	0	0	129	0	0	0	0	0	0
8:00 AM	0	8	0	0	0	4	0	0	0	231	0	0	0	145	0	0	0	0	0	0
8:15 AM	0	8	0	0	0	4	0	0	0	232	0	0	0	145	0	0	0	0	0	0
8:30 AM	0	8	0	0	0	4	0	0	0	221	0	0	0	138	0	0	0	0	0	0
8:45 AM	0	8	0	0	0	4	0	0	0	225	0	0	0	141	0	0	0	0	0	0
9:00 AM	0	8	0	0	0	4	0	0	0	218	0	0	0	136	0	0	0	0	0	0
9:15 AM	0	7	0	0	0	3	0	0	0	198	0	0	0	124	0	0	0	0	0	0
9:30 AM	0	7	0	0	0	3	0	0	0	188	0	0	0	117	0	0	0	0	0	0
9:45 AM	0	7	0	0	0	3	0	0	0	185	0	0	0	116	0	0	0	0	0	0
10:00 AM	0	7	0	0	0	3	0	0	0	185	0	0	0	116	0	0	0	0	0	0
10:15 AM	0	6	0	0	0	3	0	0	0	176	0	0	0	110	0	0	0	0	0	0
8:00 AM	***0***	***32***	***0***	***0***	***0***	***16***	***0***	***0***	***0***	***909***	***0***	***0***	***0***	***569***	***0***	***0***	***0***	***0***	***0***	***0***

901	US-1 at SW 112 St																			
Link	900-901				902-901				909-901				915-901							
direction	Northbound				Southbound				Eastbound				Westbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	33	636	51	0	30	570	64	0	32	37	33	0	17	44	22	0	0	0	0	0
6:45 AM	36	682	55	0	32	612	69	0	34	40	36	0	19	47	24	0	0	0	0	0
7:00 AM	34	658	53	0	31	590	66	0	33	38	34	0	18	45	23	0	0	0	0	0
7:15 AM	33	632	51	0	30	567	64	0	31	37	33	0	17	43	22	0	0	0	0	0
7:30 AM	34	657	53	0	31	590	66	0	33	38	34	0	18	45	23	0	0	0	0	0
7:45 AM	33	643	52	0	30	577	65	0	32	38	34	0	18	44	23	0	0	0	0	0
8:00 AM	38	724	58	0	34	649	73	0	36	42	38	0	20	50	25	0	0	0	0	0
8:15 AM	38	727	59	0	34	652	73	0	36	42	38	0	20	50	26	0	0	0	0	0
8:30 AM	36	690	56	0	33	619	70	0	34	40	36	0	19	47	24	0	0	0	0	0
8:45 AM	37	703	57	0	33	630	71	0	35	41	37	0	19	48	25	0	0	0	0	0
9:00 AM	35	682	55	0	32	611	69	0	34	40	36	0	19	47	24	0	0	0	0	0
9:15 AM	32	621	50	0	29	557	63	0	31	36	33	0	17	43	22	0	0	0	0	0
9:30 AM	31	587	47	0	28	526	59	0	29	34	31	0	16	40	21	0	0	0	0	0
9:45 AM	30	579	47	0	27	519	58	0	29	34	30	0	16	40	20	0	0	0	0	0
10:00 AM	30	579	47	0	27	519	58	0	29	34	30	0	16	40	20	0	0	0	0	0
10:15 AM	29	552	44	0	26	495	56	0	27	32	29	0	15	38	19	0	0	0	0	0
8:00 AM	***148***	***2843***	***229***	***0***	***134***	***2550***	***287***	***0***	***141***	***166***	***149***	***0***	***78***	***195***	***100***	***0***	***0***	***0***	***0***	***0***

909	SW 112 St at Busway																			
Link	908-909				910-909				914-909				901-909							
direction	Northbound				Southbound				Eastbound				Westbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	7	0	0	0	4	0	0	0	102	0	0	0	141	0	0	0	0	0	0
6:45 AM	0	8	0	0	0	4	0	0	0	109	0	0	0	151	0	0	0	0	0	0
7:00 AM	0	7	0	0	0	4	0	0	0	106	0	0	0	146	0	0	0	0	0	0
7:15 AM	0	7	0	0	0	4	0	0	0	101	0	0	0	140	0	0	0	0	0	0
7:30 AM	0	7	0	0	0	4	0	0	0	105	0	0	0	146	0	0	0	0	0	0
7:45 AM	0	7	0	0	0	4	0	0	0	103	0	0	0	143	0	0	0	0	0	0
8:00 AM	0	8	0	0	0	4	0	0	0	116	0	0	0	160	0	0	0	0	0	0
8:15 AM	0	8	0	0	0	4	0	0	0	117	0	0	0	161	0	0	0	0	0	0
8:30 AM	0	8	0	0	0	4	0	0	0	111	0	0	0	153	0	0	0	0	0	0
8:45 AM	0	8	0	0	0	4	0	0	0	113	0	0	0	156	0	0	0	0	0	0
9:00 AM	0	8	0	0	0	4	0	0	0	109	0	0	0	151	0	0	0	0	0	0
9:15 AM	0	7	0	0	0	3	0	0	0	100	0	0	0	138	0	0	0	0	0	0
9:30 AM	0	7	0	0	0	3	0	0	0	94	0	0	0	130	0	0	0	0	0	0
9:45 AM	0	7	0	0	0	3	0	0	0	93	0	0	0	128	0	0	0	0	0	0
10:00 AM	0	7	0	0	0	3	0	0	0	93	0	0	0	128	0	0	0	0	0	0
10:15 AM	0	6	0	0	0	3	0	0	0	89	0	0	0	122	0	0	0	0	0	0
8:00 AM	***0***	***32***	***0***	***0***	***0***	***16***	***0***	***0***	***0***	***456***	***0***	***0***	***0***	***630***	***0***	***0***	***0***	***0***	***0***	***0***

Table #
Turning Movements
Model alternative and time period
Peak Hour: 3:30 PM

205	Flagler St at SR 826 NB Off Ramp																			
Link	212-205				202-205				206-205				209-210				210-211			
direction	Southbound				Eastbound				Westbound				Southbound				Southbound			
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	44	0	0	0	238	524	0	0	0	639	0	0	0	0	194	0	0	44	150	0
3:45 PM	45	0	0	0	245	540	0	0	0	660	0	0	0	0	200	0	0	45	155	0
4:00 PM	45	0	0	0	248	547	0	0	0	667	0	0	0	0	202	0	0	45	157	0
4:15 PM	44	0	0	0	242	534	0	0	0	652	0	0	0	0	198	0	0	44	153	0
4:30 PM	42	0	0	0	230	506	0	0	0	618	0	0	0	0	187	0	0	42	145	0
4:45 PM	46	0	0	0	250	551	0	0	0	672	0	0	0	0	204	0	0	46	158	0
5:00 PM	45	0	0	0	245	539	0	0	0	658	0	0	0	0	199	0	0	45	155	0
5:15 PM	47	0	0	0	257	565	0	0	0	690	0	0	0	0	209	0	0	47	162	0
5:30 PM	44	0	0	0	241	531	0	0	0	649	0	0	0	0	197	0	0	44	152	0
5:45 PM	45	0	0	0	245	540	0	0	0	659	0	0	0	0	200	0	0	45	155	0
6:00 PM	43	0	0	0	234	515	0	0	0	628	0	0	0	0	191	0	0	43	148	0
6:15 PM	43	0	0	0	236	519	0	0	0	633	0	0	0	0	192	0	0	43	149	0
6:30 PM	42	0	0	0	231	507	0	0	0	619	0	0	0	0	188	0	0	42	146	0
6:45 PM	42	0	0	0	231	509	0	0	0	621	0	0	0	0	188	0	0	42	146	0
7:00 PM	40	0	0	0	221	486	0	0	0	593	0	0	0	0	180	0	0	40	139	0
7:15 PM	42	0	0	0	228	502	0	0	0	613	0	0	0	0	186	0	0	42	144	0
3:30 PM	***181***	***0***	***0***	***0***	***988***	***2175***	***0***	***0***	***0***	***2655***	***0***	***0***	***0***	***0***	***805***	***0***	***0***	***181***	***624***	***0***

204	Flagler St at SR 826 NB Off Ramp																			
Link	211-212				207-206				213-204				205-204				206-214			
direction	Southbound				Westbound				Southbound				Westbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	44	150	0	0	639	174	0	0	0	150	0	0	639	0	0	0	0	174	0
3:45 PM	0	45	155	0	0	660	180	0	0	0	155	0	0	660	0	0	0	0	180	0
4:00 PM	0	45	157	0	0	667	182	0	0	0	157	0	0	667	0	0	0	0	182	0
4:15 PM	0	44	153	0	0	652	178	0	0	0	153	0	0	652	0	0	0	0	178	0
4:30 PM	0	42	145	0	0	618	168	0	0	0	145	0	0	618	0	0	0	0	168	0
4:45 PM	0	46	158	0	0	672	183	0	0	0	158	0	0	672	0	0	0	0	183	0
5:00 PM	0	45	155	0	0	658	179	0	0	0	155	0	0	658	0	0	0	0	179	0
5:15 PM	0	47	162	0	0	690	188	0	0	0	162	0	0	690	0	0	0	0	188	0
5:30 PM	0	44	152	0	0	649	177	0	0	0	152	0	0	649	0	0	0	0	177	0
5:45 PM	0	45	155	0	0	659	180	0	0	0	155	0	0	659	0	0	0	0	180	0
6:00 PM	0	43	148	0	0	628	171	0	0	0	148	0	0	628	0	0	0	0	171	0
6:15 PM	0	43	149	0	0	633	173	0	0	0	149	0	0	633	0	0	0	0	173	0
6:30 PM	0	42	146	0	0	619	169	0	0	0	146	0	0	619	0	0	0	0	169	0
6:45 PM	0	42	146	0	0	621	169	0	0	0	146	0	0	621	0	0	0	0	169	0
7:00 PM	0	40	139	0	0	593	162	0	0	0	139	0	0	593	0	0	0	0	162	0
7:15 PM	0	42	144	0	0	613	167	0	0	0	144	0	0	613	0	0	0	0	167	0
3:30 PM	***0***	***181***	***624***	***0***	***0***	***2655***	***724***	***0***	***0***	***0***	***624***	***0***	***0***	***2655***	***0***	***0***	***0***	***0***	***724***	***0***

202	Flagler St at SR 826 SB Off Ramp																			
Link	220-202				218-202				200-202				203-202							
direction	Northbound				Southbound				Eastbound				Westbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	7	13	40	0	183	12	0	0	141	544	10	0	30	593	0	0	0	0	0	0
3:45 PM	7	14	41	0	189	13	0	0	145	561	10	0	31	612	0	0	0	0	0	0
4:00 PM	7	14	42	0	191	13	0	0	147	568	10	0	31	619	0	0	0	0	0	0
4:15 PM	7	14	41	0	187	13	0	0	143	555	10	0	30	605	0	0	0	0	0	0
4:30 PM	6	13	39	0	177	12	0	0	136	526	10	0	29	573	0	0	0	0	0	0
4:45 PM	7	14	42	0	192	13	0	0	148	572	10	0	31	624	0	0	0	0	0	0
5:00 PM	7	14	41	0	188	13	0	0	145	560	10	0	30	610	0	0	0	0	0	0
5:15 PM	7	15	43	0	198	13	0	0	152	587	11	0	32	640	0	0	0	0	0	0
5:30 PM	7	14	41	0	186	12	0	0	143	552	10	0	30	602	0	0	0	0	0	0
5:45 PM	7	14	41	0	189	13	0	0	145	561	10	0	31	611	0	0	0	0	0	0
6:00 PM	6	13	40	0	180	12	0	0	138	535	10	0	29	583	0	0	0	0	0	0
6:15 PM	6	13	40	0	181	12	0	0	139	539	10	0	29	588	0	0	0	0	0	0
6:30 PM	6	13	39	0	177	12	0	0	136	527	10	0	29	575	0	0	0	0	0	0
6:45 PM	6	13	39	0	178	12	0	0	137	529	10	0	29	576	0	0	0	0	0	0
7:00 PM	6	13	37	0	170	11	0	0	130	505	9	0	27	550	0	0	0	0	0	0
7:15 PM	6	13	39	0	175	12	0	0	135	522	9	0	28	569	0	0	0	0	0	0
3:30 PM	***27***	***56***	***167***	***0***	***760***	***51***	***0***	***0***	***584***	***2260***	***41***	***0***	***123***	***2464***	***0***	***0***	***0***	***0***	***0***	***0***

	Flagler St at SR 826 SB Off Ramp																			
Link	232-218				204-203				7270-232											
direction	Southbound				Westbound															
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	195	189	0	0	623	167	0	0	195	189	0	0	0	0	0	0	0	0	0
3:45 PM	0	201	194	0	0	643	172	0	0	201	194	0	0	0	0	0	0	0	0	0
4:00 PM	0	204	197	0	0	650	174	0	0	204	197	0	0	0	0	0	0	0	0	0
4:15 PM	0	199	192	0	0	635	170	0	0	199	192	0	0	0	0	0	0	0	0	0
4:30 PM	0	189	182	0	0	602	161	0	0	189	182	0	0	0	0	0	0	0	0	0
4:45 PM	0	205	198	0	0	655	175	0	0	205	198	0	0	0	0	0	0	0	0	0
5:00 PM	0	201	194	0	0	641	171	0	0	201	194	0	0	0	0	0	0	0	0	0
5:15 PM	0	211	204	0	0	672	180	0	0	211	204	0	0	0	0	0	0	0	0	0
5:30 PM	0	198	191	0	0	632	169	0	0	198	191	0	0	0	0	0	0	0	0	0
5:45 PM	0	201	194	0	0	642	172	0	0	201	194	0	0	0	0	0	0	0	0	0
6:00 PM	0	192	185	0	0	612	164	0	0	192	185	0	0	0	0	0	0	0	0	0
6:15 PM	0	193	187	0	0	617	165	0	0	193	187	0	0	0	0	0	0	0	0	0
6:30 PM	0	189	183	0	0	604	161	0	0	189	183	0	0	0	0	0	0	0	0	0
6:45 PM	0	190	183	0	0	605	162	0	0	190	183	0	0	0	0	0	0	0	0	0
7:00 PM	0	181	175	0	0	578	155	0	0	181	175	0	0	0	0	0	0	0	0	0
7:15 PM	0	187	181	0	0	597	160	0	0	187	181	0	0	0	0	0	0	0	0	0
3:30 PM	***0***	***811***	***783***	***0***	***0***	***2587***	***692***	***0***	***0***	***811***	***783***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

	SR 826 NB to SR 836 EB																			
Link	7725-208				226-227				227-228											
direction	Northbound				Northbound				Northbound											
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	194	0	194	320	286	0	0	0	127	0	159	0	0	0	0	0	0	0	0
3:45 PM	0	200	0	200	330	295	0	0	0	131	0	164	0	0	0	0	0	0	0	0
4:00 PM	0	202	0	202	334	299	0	0	0	133	0	166	0	0	0	0	0	0	0	0
4:15 PM	0	198	0	198	326	292	0	0	0	130	0	162	0	0	0	0	0	0	0	0
4:30 PM	0	187	0	187	309	277	0	0	0	123	0	154	0	0	0	0	0	0	0	0
4:45 PM	0	204	0	204	336	301	0	0	0	134	0	167	0	0	0	0	0	0	0	0
5:00 PM	0	199	0	199	329	295	0	0	0	131	0	163	0	0	0	0	0	0	0	0
5:15 PM	0	209	0	209	345	309	0	0	0	137	0	172	0	0	0	0	0	0	0	0
5:30 PM	0	197	0	197	324	290	0	0	0	129	0	161	0	0	0	0	0	0	0	0
5:45 PM	0	200	0	200	329	295	0	0	0	131	0	164	0	0	0	0	0	0	0	0
6:00 PM	0	191	0	191	314	281	0	0	0	125	0	156	0	0	0	0	0	0	0	0
6:15 PM	0	192	0	192	317	284	0	0	0	126	0	157	0	0	0	0	0	0	0	0
6:30 PM	0	188	0	188	310	277	0	0	0	123	0	154	0	0	0	0	0	0	0	0
6:45 PM	0	188	0	188	311	278	0	0	0	124	0	154	0	0	0	0	0	0	0	0
7:00 PM	0	180	0	180	297	266	0	0	0	118	0	147	0	0	0	0	0	0	0	0
7:15 PM	0	186	0	186	307	275	0	0	0	122	0	152	0	0	0	0	0	0	0	0
3:30 PM	***0***	***805***	***0***	***805***	***1328***	***1189***	***0***	***0***	***0***	***529***	***0***	***660***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

306	SW 8 St at SR 826 NB Off Ramp																			
Link	312-306				305-306				308-306											
direction	Northbound				Eastbound				Westbound											
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	239	0	0	0	0	415	0	0	0	638	0	0	0	0	0	0	0	0	0	0
3:45 PM	247	0	0	0	0	428	0	0	0	659	0	0	0	0	0	0	0	0	0	0
4:00 PM	250	0	0	0	0	433	0	0	0	666	0	0	0	0	0	0	0	0	0	0
4:15 PM	244	0	0	0	0	423	0	0	0	651	0	0	0	0	0	0	0	0	0	0
4:30 PM	231	0	0	0	0	401	0	0	0	617	0	0	0	0	0	0	0	0	0	0
4:45 PM	251	0	0	0	0	436	0	0	0	671	0	0	0	0	0	0	0	0	0	0
5:00 PM	246	0	0	0	0	427	0	0	0	657	0	0	0	0	0	0	0	0	0	0
5:15 PM	258	0	0	0	0	448	0	0	0	689	0	0	0	0	0	0	0	0	0	0
5:30 PM	243	0	0	0	0	421	0	0	0	648	0	0	0	0	0	0	0	0	0	0
5:45 PM	246	0	0	0	0	427	0	0	0	658	0	0	0	0	0	0	0	0	0	0
6:00 PM	235	0	0	0	0	408	0	0	0	627	0	0	0	0	0	0	0	0	0	0
6:15 PM	237	0	0	0	0	411	0	0	0	632	0	0	0	0	0	0	0	0	0	0
6:30 PM	232	0	0	0	0	402	0	0	0	618	0	0	0	0	0	0	0	0	0	0
6:45 PM	232	0	0	0	0	403	0	0	0	620	0	0	0	0	0	0	0	0	0	0
7:00 PM	222	0	0	0	0	385	0	0	0	592	0	0	0	0	0	0	0	0	0	0
7:15 PM	229	0	0	0	0	398	0	0	0	612	0	0	0	0	0	0	0	0	0	0
3:30 PM	***993***	***0***	***0***	***0***	***0***	***1722***	***0***	***0***	***0***	***2651***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

	SW 8 St at SR 826 NB Off Ramp																			
Link	311-312				303-305				313-308				307-308				309-308			
direction	Northbound				Eastbound				Northbound				Eastbound				Westbound			
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	239	219	0	0	415	197	0	0	219	0	0	0	415	0	0	0	638	81	0
3:45 PM	0	247	226	0	0	428	203	0	0	226	0	0	0	428	0	0	0	659	83	0
4:00 PM	0	250	228	0	0	433	206	0	0	228	0	0	0	433	0	0	0	666	84	0
4:15 PM	0	244	223	0	0	423	201	0	0	223	0	0	0	423	0	0	0	651	82	0
4:30 PM	0	231	211	0	0	401	190	0	0	211	0	0	0	401	0	0	0	617	78	0
4:45 PM	0	251	230	0	0	436	207	0	0	230	0	0	0	436	0	0	0	671	85	0
5:00 PM	0	246	225	0	0	427	203	0	0	225	0	0	0	427	0	0	0	657	83	0
5:15 PM	0	258	236	0	0	448	213	0	0	236	0	0	0	448	0	0	0	689	87	0
5:30 PM	0	243	222	0	0	421	200	0	0	222	0	0	0	421	0	0	0	648	82	0
5:45 PM	0	246	225	0	0	427	203	0	0	225	0	0	0	427	0	0	0	658	83	0
6:00 PM	0	235	215	0	0	408	194	0	0	215	0	0	0	408	0	0	0	627	79	0
6:15 PM	0	237	217	0	0	411	195	0	0	217	0	0	0	411	0	0	0	632	80	0
6:30 PM	0	232	212	0	0	402	191	0	0	212	0	0	0	402	0	0	0	618	78	0
6:45 PM	0	232	212	0	0	403	192	0	0	212	0	0	0	403	0	0	0	620	78	0
7:00 PM	0	222	203	0	0	385	183	0	0	203	0	0	0	385	0	0	0	592	75	0
7:15 PM	0	229	210	0	0	398	189	0	0	210	0	0	0	398	0	0	0	612	77	0
3:30 PM	***0***	***993***	***908***	***0***	***0***	***1722***	***819***	***0***	***0***	***908***	***0***	***0***	***0***	***1722***	***0***	***0***	***0***	***2651***	***335***	***0***

302	SW 8 St at SR 826 SB Off Ramp																			
Link	301-302				304-302				7273-316				300-301							
direction	Eastbound				Westbound				Southbound				Eastbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	483	0	0	217	826	0	0	0	129	0	166	0	483	0	162	0	0	0	0
3:45 PM	0	498	0	0	224	853	0	0	0	133	0	171	0	498	0	167	0	0	0	0
4:00 PM	0	504	0	0	227	862	0	0	0	134	0	173	0	504	0	169	0	0	0	0
4:15 PM	0	492	0	0	221	842	0	0	0	131	0	169	0	492	0	165	0	0	0	0
4:30 PM	0	467	0	0	210	798	0	0	0	124	0	160	0	467	0	157	0	0	0	0
4:45 PM	0	508	0	0	228	869	0	0	0	135	0	175	0	508	0	170	0	0	0	0
5:00 PM	0	497	0	0	223	850	0	0	0	133	0	171	0	497	0	167	0	0	0	0
5:15 PM	0	521	0	0	234	892	0	0	0	139	0	179	0	521	0	175	0	0	0	0
5:30 PM	0	490	0	0	220	838	0	0	0	131	0	169	0	490	0	164	0	0	0	0
5:45 PM	0	498	0	0	224	851	0	0	0	133	0	171	0	498	0	167	0	0	0	0
6:00 PM	0	475	0	0	214	812	0	0	0	127	0	163	0	475	0	159	0	0	0	0
6:15 PM	0	478	0	0	215	819	0	0	0	128	0	165	0	478	0	161	0	0	0	0
6:30 PM	0	468	0	0	210	801	0	0	0	125	0	161	0	468	0	157	0	0	0	0
6:45 PM	0	469	0	0	211	803	0	0	0	125	0	161	0	469	0	157	0	0	0	0
7:00 PM	0	448	0	0	201	766	0	0	0	119	0	154	0	448	0	150	0	0	0	0
7:15 PM	0	463	0	0	208	792	0	0	0	124	0	159	0	463	0	155	0	0	0	0
3:30 PM	***0***	***2006***	***0***	***0***	***902***	***3432***	***0***	***0***	***0***	***535***	***0***	***690***	***0***	***2006***	***0***	***673***	***0***	***0***	***0***	***0***

303	SW 8 St at SR 826 SB Off Ramp																			
Link	302-303				320-303				321-304				306-304				317-318			
direction	Eastbound				Northbound				Southbound				Westbound				Southbound			
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	483	0	0	0	0	129	0	0	0	166	0	217	660	0	0	0	0	129	0
3:45 PM	0	498	0	0	0	0	133	0	0	0	171	0	224	681	0	0	0	0	133	0
4:00 PM	0	504	0	0	0	0	134	0	0	0	173	0	227	689	0	0	0	0	134	0
4:15 PM	0	492	0	0	0	0	131	0	0	0	169	0	221	673	0	0	0	0	131	0
4:30 PM	0	467	0	0	0	0	124	0	0	0	160	0	210	638	0	0	0	0	124	0
4:45 PM	0	508	0	0	0	0	135	0	0	0	175	0	228	694	0	0	0	0	135	0
5:00 PM	0	497	0	0	0	0	133	0	0	0	171	0	223	679	0	0	0	0	133	0
5:15 PM	0	521	0	0	0	0	139	0	0	0	179	0	234	713	0	0	0	0	139	0
5:30 PM	0	490	0	0	0	0	131	0	0	0	169	0	220	670	0	0	0	0	131	0
5:45 PM	0	498	0	0	0	0	133	0	0	0	171	0	224	680	0	0	0	0	133	0
6:00 PM	0	475	0	0	0	0	127	0	0	0	163	0	214	649	0	0	0	0	127	0
6:15 PM	0	478	0	0	0	0	128	0	0	0	165	0	215	654	0	0	0	0	128	0
6:30 PM	0	468	0	0	0	0	125	0	0	0	161	0	210	640	0	0	0	0	125	0
6:45 PM	0	469	0	0	0	0	125	0	0	0	161	0	211	641	0	0	0	0	125	0
7:00 PM	0	448	0	0	0	0	119	0	0	0	154	0	201	612	0	0	0	0	119	0
7:15 PM	0	463	0	0	0	0	124	0	0	0	159	0	208	633	0	0	0	0	124	0
3:30 PM	***0***	***2006***	***0***	***0***	***0***	***0***	***535***	***0***	***0***	***0***	***690***	***0***	***902***	***2742***	***0***	***0***	***0***	***0***	***535***	***0***

303	SW 8 St at SR 826 SB Off Ramp																			
Link	317-318				318-319				319-320											
direction	Southbound				Southbound				Southbound											
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	0	129	0	0	0	129	0	0	0	129	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	133	0	0	0	133	0	0	0	133	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	134	0	0	0	134	0	0	0	134	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	131	0	0	0	131	0	0	0	131	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	124	0	0	0	124	0	0	0	124	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	135	0	0	0	135	0	0	0	135	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	133	0	0	0	133	0	0	0	133	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	139	0	0	0	139	0	0	0	139	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	131	0	0	0	131	0	0	0	131	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	133	0	0	0	133	0	0	0	133	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	127	0	0	0	127	0	0	0	127	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	128	0	0	0	128	0	0	0	128	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	125	0	0	0	125	0	0	0	125	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	125	0	0	0	125	0	0	0	125	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	119	0	0	0	119	0	0	0	119	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	124	0	0	0	124	0	0	0	124	0	0	0	0	0	0	0	0	0
3:30 PM	***0***	***0***	***535***	***0***	***0***	***0***	***535***	***0***	***0***	***0***	***535***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

404	SW 24 St at SR 826 NB Off Ramp																			
Link	407-404				403-404				405-404											
direction	Northbound				Eastbound				Westbound											
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	133	0	125	0	0	490	0	0	99	652	0	0	0	0	0	0	0	0	0	0
3:45 PM	137	0	129	0	0	505	0	0	102	672	0	0	0	0	0	0	0	0	0	0
4:00 PM	139	0	131	0	0	511	0	0	104	680	0	0	0	0	0	0	0	0	0	0
4:15 PM	135	0	128	0	0	499	0	0	101	664	0	0	0	0	0	0	0	0	0	0
4:30 PM	128	0	121	0	0	473	0	0	96	629	0	0	0	0	0	0	0	0	0	0
4:45 PM	140	0	132	0	0	515	0	0	104	685	0	0	0	0	0	0	0	0	0	0
5:00 PM	137	0	129	0	0	504	0	0	102	670	0	0	0	0	0	0	0	0	0	0
5:15 PM	143	0	135	0	0	529	0	0	107	703	0	0	0	0	0	0	0	0	0	0
5:30 PM	135	0	127	0	0	497	0	0	101	661	0	0	0	0	0	0	0	0	0	0
5:45 PM	137	0	129	0	0	505	0	0	102	671	0	0	0	0	0	0	0	0	0	0
6:00 PM	131	0	123	0	0	481	0	0	98	641	0	0	0	0	0	0	0	0	0	0
6:15 PM	132	0	124	0	0	485	0	0	98	645	0	0	0	0	0	0	0	0	0	0
6:30 PM	129	0	122	0	0	475	0	0	96	631	0	0	0	0	0	0	0	0	0	0
6:45 PM	129	0	122	0	0	476	0	0	96	633	0	0	0	0	0	0	0	0	0	0
7:00 PM	123	0	116	0	0	454	0	0	92	604	0	0	0	0	0	0	0	0	0	0
7:15 PM	127	0	120	0	0	470	0	0	95	625	0	0	0	0	0	0	0	0	0	0
3:30 PM	***552***	***0***	***521***	***0***	***0***	***2034***	***0***	***0***	***412***	***2706***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

404	SW 24 St at SR 826 NB Off Ramp																			
Link	406-407				401-403				407-412				404-412				403-407			
direction	Northbound				Eastbound				Northbound				Eastbound				Eastbound			
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	133	13	113	0	0	490	123	0	0	0	113	0	0	502	0	0	0	0	125	0
3:45 PM	137	13	116	0	0	505	127	0	0	0	116	0	0	518	0	0	0	0	129	0
4:00 PM	139	13	118	0	0	511	128	0	0	0	118	0	0	524	0	0	0	0	131	0
4:15 PM	135	13	115	0	0	499	125	0	0	0	115	0	0	512	0	0	0	0	128	0
4:30 PM	128	12	109	0	0	473	119	0	0	0	109	0	0	485	0	0	0	0	121	0
4:45 PM	140	13	119	0	0	515	129	0	0	0	119	0	0	528	0	0	0	0	132	0
5:00 PM	137	13	116	0	0	504	126	0	0	0	116	0	0	517	0	0	0	0	129	0
5:15 PM	143	14	122	0	0	529	133	0	0	0	122	0	0	542	0	0	0	0	135	0
5:30 PM	135	13	115	0	0	497	125	0	0	0	115	0	0	510	0	0	0	0	127	0
5:45 PM	137	13	116	0	0	505	127	0	0	0	116	0	0	518	0	0	0	0	129	0
6:00 PM	131	12	111	0	0	481	121	0	0	0	111	0	0	494	0	0	0	0	123	0
6:15 PM	132	12	112	0	0	485	122	0	0	0	112	0	0	498	0	0	0	0	124	0
6:30 PM	129	12	109	0	0	475	119	0	0	0	109	0	0	487	0	0	0	0	122	0
6:45 PM	129	12	110	0	0	476	119	0	0	0	110	0	0	488	0	0	0	0	122	0
7:00 PM	123	12	105	0	0	454	114	0	0	0	105	0	0	466	0	0	0	0	116	0
7:15 PM	127	12	108	0	0	470	118	0	0	0	108	0	0	482	0	0	0	0	120	0
3:30 PM	***552***	***52***	***469***	***0***	***0***	***2034***	***510***	***0***	***0***	***0***	***469***	***0***	***0***	***2086***	***0***	***0***	***0***	***0***	***521***	***0***

401	SW 24 St at SR 826 SB Off Ramp																			
Link	409-401				400-401				402-401				404-402				402-410			
direction	Southbound				Eastbound				Westbound				Westbound				Westbound			
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	171	0	226	0	84	425	0	0	0	620	0	0	0	620	164	0	0	0	164	0
3:45 PM	177	0	233	0	86	439	0	0	0	640	0	0	0	640	169	0	0	0	169	0
4:00 PM	179	0	236	0	87	444	0	0	0	647	0	0	0	647	171	0	0	0	171	0
4:15 PM	175	0	231	0	85	434	0	0	0	632	0	0	0	632	167	0	0	0	167	0
4:30 PM	166	0	219	0	81	411	0	0	0	599	0	0	0	599	159	0	0	0	159	0
4:45 PM	180	0	238	0	88	447	0	0	0	652	0	0	0	652	173	0	0	0	173	0
5:00 PM	176	0	233	0	86	438	0	0	0	638	0	0	0	638	169	0	0	0	169	0
5:15 PM	185	0	244	0	90	459	0	0	0	670	0	0	0	670	177	0	0	0	177	0
5:30 PM	174	0	230	0	85	432	0	0	0	629	0	0	0	629	167	0	0	0	167	0
5:45 PM	177	0	233	0	86	438	0	0	0	639	0	0	0	639	169	0	0	0	169	0
6:00 PM	169	0	222	0	82	418	0	0	0	610	0	0	0	610	161	0	0	0	161	0
6:15 PM	170	0	224	0	83	421	0	0	0	614	0	0	0	614	163	0	0	0	163	0
6:30 PM	166	0	219	0	81	412	0	0	0	601	0	0	0	601	159	0	0	0	159	0
6:45 PM	167	0	220	0	81	413	0	0	0	603	0	0	0	603	160	0	0	0	160	0
7:00 PM	159	0	210	0	78	395	0	0	0	575	0	0	0	575	152	0	0	0	152	0
7:15 PM	164	0	217	0	80	408	0	0	0	595	0	0	0	595	157	0	0	0	157	0
3:30 PM	***712***	***0***	***940***	***0***	***348***	***1767***	***0***	***0***	***0***	***2576***	***0***	***0***	***0***	***2576***	***682***	***0***	***0***	***0***	***682***	***0***

504	SW 40 St at SR 826 NB Off Ramp																			
Link	511-504				503-504				505-504				502-503				510-511			
direction	Northbound				Eastbound				Westbound				Eastbound				Northbound			
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	0	199	174	0	564	0	0	328	422	299	0	0	564	114	0	0	373	0	0
3:45 PM	0	0	205	180	0	582	0	0	339	435	308	0	0	582	117	0	0	385	0	0
4:00 PM	0	0	208	182	0	589	0	0	343	440	312	0	0	589	119	0	0	390	0	0
4:15 PM	0	0	203	177	0	575	0	0	335	430	304	0	0	575	116	0	0	380	0	0
4:30 PM	0	0	192	168	0	545	0	0	317	407	288	0	0	545	110	0	0	361	0	0
4:45 PM	0	0	209	183	0	594	0	0	345	443	314	0	0	594	120	0	0	392	0	0
5:00 PM	0	0	205	179	0	581	0	0	338	434	307	0	0	581	117	0	0	384	0	0
5:15 PM	0	0	215	188	0	609	0	0	355	455	322	0	0	609	123	0	0	403	0	0
5:30 PM	0	0	202	177	0	573	0	0	333	428	303	0	0	573	116	0	0	379	0	0
5:45 PM	0	0	205	179	0	582	0	0	338	434	308	0	0	582	117	0	0	385	0	0
6:00 PM	0	0	196	171	0	555	0	0	323	414	294	0	0	555	112	0	0	367	0	0
6:15 PM	0	0	197	172	0	559	0	0	325	418	296	0	0	559	113	0	0	370	0	0
6:30 PM	0	0	193	169	0	547	0	0	318	409	289	0	0	547	110	0	0	362	0	0
6:45 PM	0	0	193	169	0	548	0	0	319	410	290	0	0	548	111	0	0	363	0	0
7:00 PM	0	0	185	161	0	523	0	0	305	391	277	0	0	523	106	0	0	346	0	0
7:15 PM	0	0	191	167	0	541	0	0	315	404	286	0	0	541	109	0	0	358	0	0
3:30 PM	***0***	***0***	***827***	***723***	***0***	***2344***	***0***	***0***	***1364***	***1751***	***1240***	***0***	***0***	***2344***	***473***	***0***	***0***	***1550***	***0***	***0***

	SW 40 St at SR 826 NB Off Ramp																			
Link	508-509				509-510				510-511				512-513							
direction	Northbound				Northbound				Northbound				Northbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	373	0	0	0	373	0	0	0	373	0	0	0	0	299	0	0	0	0	0
3:45 PM	0	385	0	0	0	385	0	0	0	385	0	0	0	0	308	0	0	0	0	0
4:00 PM	0	390	0	0	0	390	0	0	0	390	0	0	0	0	312	0	0	0	0	0
4:15 PM	0	380	0	0	0	380	0	0	0	380	0	0	0	0	304	0	0	0	0	0
4:30 PM	0	361	0	0	0	361	0	0	0	361	0	0	0	0	288	0	0	0	0	0
4:45 PM	0	392	0	0	0	392	0	0	0	392	0	0	0	0	314	0	0	0	0	0
5:00 PM	0	384	0	0	0	384	0	0	0	384	0	0	0	0	307	0	0	0	0	0
5:15 PM	0	403	0	0	0	403	0	0	0	403	0	0	0	0	322	0	0	0	0	0
5:30 PM	0	379	0	0	0	379	0	0	0	379	0	0	0	0	303	0	0	0	0	0
5:45 PM	0	385	0	0	0	385	0	0	0	385	0	0	0	0	308	0	0	0	0	0
6:00 PM	0	367	0	0	0	367	0	0	0	367	0	0	0	0	294	0	0	0	0	0
6:15 PM	0	370	0	0	0	370	0	0	0	370	0	0	0	0	296	0	0	0	0	0
6:30 PM	0	362	0	0	0	362	0	0	0	362	0	0	0	0	289	0	0	0	0	0
6:45 PM	0	363	0	0	0	363	0	0	0	363	0	0	0	0	290	0	0	0	0	0
7:00 PM	0	346	0	0	0	346	0	0	0	346	0	0	0	0	277	0	0	0	0	0
7:15 PM	0	358	0	0	0	358	0	0	0	358	0	0	0	0	286	0	0	0	0	0
3:30 PM	***0***	***1550***	***0***	***0***	***0***	***1550***	***0***	***0***	***0***	***1550***	***0***	***0***	***0***	***0***	***1240***	***0***	***0***	***0***	***0***	***0***

502	SW 40 St at SR 826 SB Off Ramp																			
Link	515-502				501-502				504-502				500-501				514-515			
direction	Southbound				Eastbound				Westbound				Eastbound				Southbound			
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	250	0	247	0	0	428	0	0	328	596	0	0	0	428	177	0	0	497	0	0
3:45 PM	258	0	255	0	0	442	0	0	339	615	0	0	0	442	182	0	0	512	0	0
4:00 PM	261	0	258	0	0	447	0	0	343	622	0	0	0	447	184	0	0	518	0	0
4:15 PM	255	0	252	0	0	437	0	0	335	607	0	0	0	437	180	0	0	506	0	0
4:30 PM	241	0	238	0	0	414	0	0	317	575	0	0	0	414	170	0	0	480	0	0
4:45 PM	263	0	260	0	0	450	0	0	345	626	0	0	0	450	186	0	0	522	0	0
5:00 PM	257	0	254	0	0	441	0	0	338	613	0	0	0	441	182	0	0	511	0	0
5:15 PM	270	0	266	0	0	462	0	0	355	643	0	0	0	462	191	0	0	536	0	0
5:30 PM	254	0	250	0	0	435	0	0	333	604	0	0	0	435	179	0	0	504	0	0
5:45 PM	258	0	254	0	0	441	0	0	338	614	0	0	0	441	182	0	0	512	0	0
6:00 PM	246	0	243	0	0	421	0	0	323	586	0	0	0	421	174	0	0	488	0	0
6:15 PM	248	0	244	0	0	424	0	0	325	590	0	0	0	424	175	0	0	492	0	0
6:30 PM	242	0	239	0	0	415	0	0	318	577	0	0	0	415	171	0	0	481	0	0
6:45 PM	243	0	240	0	0	416	0	0	319	579	0	0	0	416	171	0	0	483	0	0
7:00 PM	232	0	229	0	0	397	0	0	305	552	0	0	0	397	164	0	0	461	0	0
7:15 PM	240	0	237	0	0	411	0	0	315	571	0	0	0	411	169	0	0	476	0	0
3:30 PM	***1038***	***0***	***1025***	***0***	***0***	***1779***	***0***	***0***	***1364***	***2474***	***0***	***0***	***0***	***1779***	***733***	***0***	***0***	***2063***	***0***	***0***

603	SW 56 St at SR 826 NB Off Ramp																			
Link	606-603				602-603				604-603				7570-606							
direction	Northbound				Eastbound				Westbound											
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	0	0	87	114	346	0	0	60	332	0	0	0	87	57	0	0	0	0	0
3:45 PM	0	0	0	90	117	357	0	0	62	342	0	0	0	90	58	0	0	0	0	0
4:00 PM	0	0	0	91	119	361	0	0	63	346	0	0	0	91	59	0	0	0	0	0
4:15 PM	0	0	0	89	116	352	0	0	61	338	0	0	0	89	58	0	0	0	0	0
4:30 PM	0	0	0	84	110	334	0	0	58	321	0	0	0	84	55	0	0	0	0	0
4:45 PM	0	0	0	91	120	364	0	0	63	349	0	0	0	91	60	0	0	0	0	0
5:00 PM	0	0	0	89	117	356	0	0	62	341	0	0	0	89	58	0	0	0	0	0
5:15 PM	0	0	0	94	123	373	0	0	65	358	0	0	0	94	61	0	0	0	0	0
5:30 PM	0	0	0	88	116	351	0	0	61	337	0	0	0	88	57	0	0	0	0	0
5:45 PM	0	0	0	90	117	356	0	0	62	342	0	0	0	90	58	0	0	0	0	0
6:00 PM	0	0	0	85	112	340	0	0	59	326	0	0	0	85	56	0	0	0	0	0
6:15 PM	0	0	0	86	113	342	0	0	60	329	0	0	0	86	56	0	0	0	0	0
6:30 PM	0	0	0	84	110	335	0	0	58	321	0	0	0	84	55	0	0	0	0	0
6:45 PM	0	0	0	84	111	336	0	0	58	322	0	0	0	84	55	0	0	0	0	0
7:00 PM	0	0	0	81	106	321	0	0	56	308	0	0	0	81	52	0	0	0	0	0
7:15 PM	0	0	0	83	109	332	0	0	58	318	0	0	0	83	54	0	0	0	0	0
3:30 PM	***0***	***0***	***0***	***361***	***473***	***1436***	***0***	***0***	***250***	***1378***	***0***	***0***	***0***	***361***	***235***	***0***	***0***	***0***	***0***	***0***

	SW 56 St at SR 826 NB Off Ramp																			
Link	606-604				603-604				605-604				615-616							
direction	Northbound				Eastbound				Westbound				Northbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	0	0	57	0	346	0	0	60	332	178	0	283	182	0	0	0	0	0	0
3:45 PM	0	0	0	58	0	357	0	0	62	342	184	0	292	188	0	0	0	0	0	0
4:00 PM	0	0	0	59	0	361	0	0	63	346	186	0	295	190	0	0	0	0	0	0
4:15 PM	0	0	0	58	0	352	0	0	61	338	182	0	288	186	0	0	0	0	0	0
4:30 PM	0	0	0	55	0	334	0	0	58	321	172	0	273	176	0	0	0	0	0	0
4:45 PM	0	0	0	60	0	364	0	0	63	349	188	0	298	191	0	0	0	0	0	0
5:00 PM	0	0	0	58	0	356	0	0	62	341	184	0	291	187	0	0	0	0	0	0
5:15 PM	0	0	0	61	0	373	0	0	65	358	193	0	305	196	0	0	0	0	0	0
5:30 PM	0	0	0	57	0	351	0	0	61	337	181	0	287	185	0	0	0	0	0	0
5:45 PM	0	0	0	58	0	356	0	0	62	342	184	0	292	188	0	0	0	0	0	0
6:00 PM	0	0	0	56	0	340	0	0	59	326	175	0	278	179	0	0	0	0	0	0
6:15 PM	0	0	0	56	0	342	0	0	60	329	177	0	280	180	0	0	0	0	0	0
6:30 PM	0	0	0	55	0	335	0	0	58	321	173	0	274	176	0	0	0	0	0	0
6:45 PM	0	0	0	55	0	336	0	0	58	322	173	0	275	177	0	0	0	0	0	0
7:00 PM	0	0	0	52	0	321	0	0	56	308	165	0	262	169	0	0	0	0	0	0
7:15 PM	0	0	0	54	0	332	0	0	58	318	171	0	271	175	0	0	0	0	0	0
3:30 PM	***0***	***0***	***0***	***235***	***0***	***1436***	***0***	***0***	***250***	***1378***	***741***	***0***	***1175***	***756***	***0***	***0***	***0***	***0***	***0***	***0***

602	SW 56 St at SR 826 SB Off Ramp																			
Link	612-602				601-602				603-602				600-601							
direction	Southbound				Eastbound				Westbound				Eastbound				Southbound			
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	0	212	179	114	167	0	0	60	419	0	0	114	167	79	0	0	0	0	0
3:45 PM	0	0	219	185	117	172	0	0	62	432	0	0	117	172	81	0	0	0	0	0
4:00 PM	0	0	221	187	119	174	0	0	63	437	0	0	119	174	82	0	0	0	0	0
4:15 PM	0	0	216	182	116	170	0	0	61	427	0	0	116	170	80	0	0	0	0	0
4:30 PM	0	0	205	173	110	161	0	0	58	404	0	0	110	161	76	0	0	0	0	0
4:45 PM	0	0	223	188	120	175	0	0	63	440	0	0	120	175	83	0	0	0	0	0
5:00 PM	0	0	218	184	117	172	0	0	62	431	0	0	117	172	81	0	0	0	0	0
5:15 PM	0	0	229	193	123	180	0	0	65	452	0	0	123	180	85	0	0	0	0	0
5:30 PM	0	0	215	182	116	169	0	0	61	425	0	0	116	169	80	0	0	0	0	0
5:45 PM	0	0	219	184	117	172	0	0	62	431	0	0	117	172	81	0	0	0	0	0
6:00 PM	0	0	209	176	112	164	0	0	59	412	0	0	112	164	78	0	0	0	0	0
6:15 PM	0	0	210	177	113	165	0	0	60	415	0	0	113	165	78	0	0	0	0	0
6:30 PM	0	0	206	173	110	162	0	0	58	406	0	0	110	162	77	0	0	0	0	0
6:45 PM	0	0	206	174	111	162	0	0	58	407	0	0	111	162	77	0	0	0	0	0
7:00 PM	0	0	197	166	106	155	0	0	56	388	0	0	106	155	73	0	0	0	0	0
7:15 PM	0	0	203	172	109	160	0	0	58	402	0	0	109	160	76	0	0	0	0	0
3:30 PM	***0***	***0***	***881***	***743***	***473***	***693***	***0***	***0***	***250***	***1739***	***0***	***0***	***473***	***693***	***328***	***0***	***0***	***0***	***0***	***0***

703	SW 72 St at SR 826 NB Off Ramp																			
Link	706-703				702-703				704-703				7545-706							
direction	Northbound				Eastbound				Westbound				Northbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	0	0	63	123	356	0	0	49	279	0	0	0	63	0	24	0	0	0	0
3:45 PM	0	0	0	65	127	368	0	0	50	287	0	0	0	65	0	25	0	0	0	0
4:00 PM	0	0	0	65	128	372	0	0	51	291	0	0	0	65	0	25	0	0	0	0
4:15 PM	0	0	0	64	125	363	0	0	50	284	0	0	0	64	0	25	0	0	0	0
4:30 PM	0	0	0	60	119	344	0	0	47	269	0	0	0	60	0	23	0	0	0	0
4:45 PM	0	0	0	66	129	375	0	0	51	293	0	0	0	66	0	25	0	0	0	0
5:00 PM	0	0	0	64	127	367	0	0	50	287	0	0	0	64	0	25	0	0	0	0
5:15 PM	0	0	0	68	133	385	0	0	53	301	0	0	0	68	0	26	0	0	0	0
5:30 PM	0	0	0	64	125	362	0	0	50	283	0	0	0	64	0	24	0	0	0	0
5:45 PM	0	0	0	65	127	367	0	0	50	287	0	0	0	65	0	25	0	0	0	0
6:00 PM	0	0	0	62	121	350	0	0	48	274	0	0	0	62	0	24	0	0	0	0
6:15 PM	0	0	0	62	122	353	0	0	48	276	0	0	0	62	0	24	0	0	0	0
6:30 PM	0	0	0	61	119	345	0	0	47	270	0	0	0	61	0	23	0	0	0	0
6:45 PM	0	0	0	61	120	346	0	0	47	271	0	0	0	61	0	23	0	0	0	0
7:00 PM	0	0	0	58	114	330	0	0	45	258	0	0	0	58	0	22	0	0	0	0
7:15 PM	0	0	0	60	118	342	0	0	47	267	0	0	0	60	0	23	0	0	0	0
3:30 PM	***0***	***0***	***0***	***260***	***511***	***1480***	***0***	***0***	***203***	***1157***	***0***	***0***	***0***	***260***	***0***	***100***	***0***	***0***	***0***	***0***

703	SW 72 St at SR 826 NB Off Ramp																			
Link	706-704				703-704				705-704											
direction	Northbound				Eastbound				Westbound											
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	0	0	24	0	356	0	0	49	327	232	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	25	0	368	0	0	50	338	239	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	25	0	372	0	0	51	342	242	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	25	0	363	0	0	50	334	236	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	23	0	344	0	0	47	316	224	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	25	0	375	0	0	51	344	244	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	25	0	367	0	0	50	337	238	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	26	0	385	0	0	53	353	250	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	24	0	362	0	0	50	332	235	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	25	0	367	0	0	50	337	239	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	24	0	350	0	0	48	322	228	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	24	0	353	0	0	48	324	229	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	23	0	345	0	0	47	317	224	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	23	0	346	0	0	47	318	225	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	22	0	330	0	0	45	304	215	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	23	0	342	0	0	47	314	222	0	0	0	0	0	0	0	0	0
3:30 PM	***0***	***0***	***0***	***100***	***0***	***1480***	***0***	***0***	***203***	***1360***	***962***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

702	SW 72 St at SR 826 SB Off Ramp																			
Link	708-702				701-702				703-702				700-701							
direction	Southbound				Eastbound				Westbound				Eastbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	0	146	226	123	130	0	0	49	341	0	0	123	130	0	36	0	0	0	0
3:45 PM	0	0	151	233	127	134	0	0	50	352	0	0	127	134	0	37	0	0	0	0
4:00 PM	0	0	152	236	128	136	0	0	51	356	0	0	128	136	0	38	0	0	0	0
4:15 PM	0	0	149	230	125	133	0	0	50	348	0	0	125	133	0	37	0	0	0	0
4:30 PM	0	0	141	218	119	126	0	0	47	330	0	0	119	126	0	35	0	0	0	0
4:45 PM	0	0	153	238	129	137	0	0	51	359	0	0	129	137	0	38	0	0	0	0
5:00 PM	0	0	150	233	127	134	0	0	50	351	0	0	127	134	0	37	0	0	0	0
5:15 PM	0	0	157	244	133	141	0	0	53	368	0	0	133	141	0	39	0	0	0	0
5:30 PM	0	0	148	229	125	132	0	0	50	346	0	0	125	132	0	37	0	0	0	0
5:45 PM	0	0	150	233	127	134	0	0	50	352	0	0	127	134	0	37	0	0	0	0
6:00 PM	0	0	143	222	121	128	0	0	48	335	0	0	121	128	0	36	0	0	0	0
6:15 PM	0	0	145	224	122	129	0	0	48	338	0	0	122	129	0	36	0	0	0	0
6:30 PM	0	0	141	219	119	126	0	0	47	331	0	0	119	126	0	35	0	0	0	0
6:45 PM	0	0	142	220	120	127	0	0	47	331	0	0	120	127	0	35	0	0	0	0
7:00 PM	0	0	135	210	114	121	0	0	45	316	0	0	114	121	0	33	0	0	0	0
7:15 PM	0	0	140	217	118	125	0	0	47	327	0	0	118	125	0	35	0	0	0	0
3:30 PM	***0***	***0***	***606***	***939***	***511***	***541***	***0***	***0***	***203***	***1417***	***0***	***0***	***511***	***541***	***0***	***150***	***0***	***0***	***0***	***0***

806	SW 88 St at SR 826 NB Off Ramp																			
Link	810-806				805-806				807-806				8832-832							
direction	Northbound				Eastbound				Westbound											
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	18	0	0	0	0	647	0	0	0	562	0	0	0	0	92	0	0	0	0	0
3:45 PM	19	0	0	0	0	668	0	0	0	580	0	0	0	0	95	0	0	0	0	0
4:00 PM	19	0	0	0	0	675	0	0	0	587	0	0	0	0	96	0	0	0	0	0
4:15 PM	19	0	0	0	0	660	0	0	0	573	0	0	0	0	93	0	0	0	0	0
4:30 PM	18	0	0	0	0	625	0	0	0	543	0	0	0	0	89	0	0	0	0	0
4:45 PM	19	0	0	0	0	681	0	0	0	591	0	0	0	0	96	0	0	0	0	0
5:00 PM	19	0	0	0	0	666	0	0	0	578	0	0	0	0	94	0	0	0	0	0
5:15 PM	20	0	0	0	0	699	0	0	0	607	0	0	0	0	99	0	0	0	0	0
5:30 PM	19	0	0	0	0	657	0	0	0	570	0	0	0	0	93	0	0	0	0	0
5:45 PM	19	0	0	0	0	667	0	0	0	579	0	0	0	0	95	0	0	0	0	0
6:00 PM	18	0	0	0	0	636	0	0	0	552	0	0	0	0	90	0	0	0	0	0
6:15 PM	18	0	0	0	0	641	0	0	0	557	0	0	0	0	91	0	0	0	0	0
6:30 PM	18	0	0	0	0	627	0	0	0	545	0	0	0	0	89	0	0	0	0	0
6:45 PM	18	0	0	0	0	629	0	0	0	546	0	0	0	0	89	0	0	0	0	0
7:00 PM	17	0	0	0	0	600	0	0	0	521	0	0	0	0	85	0	0	0	0	0
7:15 PM	18	0	0	0	0	621	0	0	0	539	0	0	0	0	88	0	0	0	0	0
3:30 PM	***76***	***0***	***0***	***0***	***0***	***2688***	***0***	***0***	***0***	***2334***	***0***	***0***	***0***	***0***	***381***	***0***	***0***	***0***	***0***	***0***

	SW 88 St at SR 826 NB Off Ramp																			
Link	809-810				810-807				806-807				808-807				835-812			
direction	Northbound				Northbound				Eastbound				Westbound				Northbound			
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	18	18	0	0	0	0	18	0	647	0	0	0	562	299	0	0	92	0	0
3:45 PM	0	19	18	0	0	0	0	18	0	668	0	0	0	580	308	0	0	95	0	0
4:00 PM	0	19	19	0	0	0	0	19	0	675	0	0	0	587	312	0	0	96	0	0
4:15 PM	0	19	18	0	0	0	0	18	0	660	0	0	0	573	305	0	0	93	0	0
4:30 PM	0	18	17	0	0	0	0	17	0	625	0	0	0	543	289	0	0	89	0	0
4:45 PM	0	19	19	0	0	0	0	19	0	681	0	0	0	591	314	0	0	96	0	0
5:00 PM	0	19	18	0	0	0	0	18	0	666	0	0	0	578	307	0	0	94	0	0
5:15 PM	0	20	19	0	0	0	0	19	0	699	0	0	0	607	323	0	0	99	0	0
5:30 PM	0	19	18	0	0	0	0	18	0	657	0	0	0	570	303	0	0	93	0	0
5:45 PM	0	19	18	0	0	0	0	18	0	667	0	0	0	579	308	0	0	95	0	0
6:00 PM	0	18	18	0	0	0	0	18	0	636	0	0	0	552	294	0	0	90	0	0
6:15 PM	0	18	18	0	0	0	0	18	0	641	0	0	0	557	296	0	0	91	0	0
6:30 PM	0	18	17	0	0	0	0	17	0	627	0	0	0	545	290	0	0	89	0	0
6:45 PM	0	18	17	0	0	0	0	17	0	629	0	0	0	546	290	0	0	89	0	0
7:00 PM	0	17	17	0	0	0	0	17	0	600	0	0	0	521	277	0	0	85	0	0
7:15 PM	0	18	17	0	0	0	0	17	0	621	0	0	0	539	287	0	0	88	0	0
3:30 PM	***0***	***76***	***74***	***0***	***0***	***0***	***0***	***74***	***0***	***2688***	***0***	***0***	***0***	***2334***	***1241***	***0***	***0***	***381***	***0***	***0***

804	SW 88 St at SR 826 SB Off Ramp																			
Link	818-804				821-804				802-804				806-804							
direction	Northbound				Southbound				Eastbound				Westbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	0	279	0	0	0	0	248	0	368	0	0	0	580	0	0	0	0	0	0
3:45 PM	0	0	288	0	0	0	0	255	0	380	0	0	0	599	0	0	0	0	0	0
4:00 PM	0	0	292	0	0	0	0	258	0	384	0	0	0	606	0	0	0	0	0	0
4:15 PM	0	0	285	0	0	0	0	252	0	375	0	0	0	591	0	0	0	0	0	0
4:30 PM	0	0	270	0	0	0	0	239	0	355	0	0	0	561	0	0	0	0	0	0
4:45 PM	0	0	294	0	0	0	0	260	0	387	0	0	0	610	0	0	0	0	0	0
5:00 PM	0	0	287	0	0	0	0	255	0	378	0	0	0	597	0	0	0	0	0	0
5:15 PM	0	0	301	0	0	0	0	267	0	397	0	0	0	626	0	0	0	0	0	0
5:30 PM	0	0	283	0	0	0	0	251	0	373	0	0	0	589	0	0	0	0	0	0
5:45 PM	0	0	288	0	0	0	0	255	0	379	0	0	0	598	0	0	0	0	0	0
6:00 PM	0	0	275	0	0	0	0	243	0	362	0	0	0	570	0	0	0	0	0	0
6:15 PM	0	0	277	0	0	0	0	245	0	364	0	0	0	575	0	0	0	0	0	0
6:30 PM	0	0	271	0	0	0	0	240	0	356	0	0	0	562	0	0	0	0	0	0
6:45 PM	0	0	271	0	0	0	0	240	0	357	0	0	0	564	0	0	0	0	0	0
7:00 PM	0	0	259	0	0	0	0	230	0	341	0	0	0	538	0	0	0	0	0	0
7:15 PM	0	0	268	0	0	0	0	237	0	353	0	0	0	556	0	0	0	0	0	0
3:30 PM	***0***	***0***	***1160***	***0***	***0***	***0***	***0***	***1028***	***0***	***1528***	***0***	***0***	***0***	***2410***	***0***	***0***	***0***	***0***	***0***	***0***

	SW 88 St at SR 826 SB On-Off Ramps																			
Link	813-814				819-820				801-802				823-824							
direction	Southbound				Southbound				Eastbound				Southbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	279	0	352	104	248	0	0	0	368	223	0	0	54	0	169	0	0	0	0
3:45 PM	0	288	0	363	107	255	0	0	0	380	230	0	0	55	0	174	0	0	0	0
4:00 PM	0	292	0	367	109	258	0	0	0	384	232	0	0	56	0	176	0	0	0	0
4:15 PM	0	285	0	358	106	252	0	0	0	375	227	0	0	55	0	172	0	0	0	0
4:30 PM	0	270	0	340	100	239	0	0	0	355	215	0	0	52	0	163	0	0	0	0
4:45 PM	0	294	0	370	109	260	0	0	0	387	234	0	0	56	0	178	0	0	0	0
5:00 PM	0	287	0	362	107	255	0	0	0	378	229	0	0	55	0	174	0	0	0	0
5:15 PM	0	301	0	379	112	267	0	0	0	397	240	0	0	58	0	182	0	0	0	0
5:30 PM	0	283	0	357	106	251	0	0	0	373	226	0	0	54	0	171	0	0	0	0
5:45 PM	0	288	0	362	107	255	0	0	0	379	229	0	0	55	0	174	0	0	0	0
6:00 PM	0	275	0	346	102	243	0	0	0	362	219	0	0	53	0	166	0	0	0	0
6:15 PM	0	277	0	348	103	245	0	0	0	364	221	0	0	53	0	167	0	0	0	0
6:30 PM	0	271	0	341	101	240	0	0	0	356	216	0	0	52	0	164	0	0	0	0
6:45 PM	0	271	0	341	101	240	0	0	0	357	216	0	0	52	0	164	0	0	0	0
7:00 PM	0	259	0	326	96	230	0	0	0	341	207	0	0	50	0	157	0	0	0	0
7:15 PM	0	268	0	337	100	237	0	0	0	353	214	0	0	51	0	162	0	0	0	0
3:30 PM	***0***	***1160***	***0***	***1460***	***432***	***1028***	***0***	***0***	***0***	***1528***	***925***	***0***	***0***	***223***	***0***	***702***	***0***	***0***	***0***	***0***

	SW 88 St at SR 826 SB On-Off Ramps																			
Link	816-817				817-818				832-833											
direction	Southbound				Southbound				Southbound											
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	0	279	0	0	0	279	0	0	0	92	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	288	0	0	0	288	0	0	0	95	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	292	0	0	0	292	0	0	0	96	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	285	0	0	0	285	0	0	0	93	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	270	0	0	0	270	0	0	0	89	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	294	0	0	0	294	0	0	0	96	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	287	0	0	0	287	0	0	0	94	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	301	0	0	0	301	0	0	0	99	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	283	0	0	0	283	0	0	0	93	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	288	0	0	0	288	0	0	0	95	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	275	0	0	0	275	0	0	0	90	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	277	0	0	0	277	0	0	0	91	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	271	0	0	0	271	0	0	0	89	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	271	0	0	0	271	0	0	0	89	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	259	0	0	0	259	0	0	0	85	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	268	0	0	0	268	0	0	0	88	0	0	0	0	0	0	0	0	0
3:30 PM	***0***	***0***	***1160***	***0***	***0***	***0***	***1160***	***0***	***0***	***0***	***381***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

	US-1 NB at SR 826 NB																			
Link	904-905				905-904				921-904											
direction	Northbound				Southbound				Northbound											
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	309	0	611	0	554	0	0	0	746	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	319	0	630	0	572	0	0	0	770	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	322	0	637	0	578	0	0	0	779	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	315	0	622	0	565	0	0	0	761	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	298	0	590	0	535	0	0	0	721	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	325	0	642	0	583	0	0	0	785	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	318	0	628	0	570	0	0	0	768	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	333	0	659	0	598	0	0	0	806	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	313	0	620	0	562	0	0	0	757	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	318	0	629	0	571	0	0	0	769	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	304	0	600	0	545	0	0	0	734	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	306	0	605	0	549	0	0	0	739	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	299	0	592	0	537	0	0	0	723	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	300	0	593	0	538	0	0	0	725	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	286	0	566	0	514	0	0	0	692	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	296	0	586	0	532	0	0	0	716	0	0	0	0	0	0	0	0	0	0
3:30 PM	***0***	***1283***	***0***	***2536***	***0***	***2302***	***0***	***0***	***0***	***3100***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

903	US-1 at SW 104 St																			
Link	902-903				904-903				911-903				917-903							
direction	Northbound				Southbound				Eastbound				Westbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	42	518	6	0	187	923	206	0	159	51	26	0	7	47	162	0	0	0	0	0
3:45 PM	43	534	6	0	193	953	213	0	164	53	27	0	7	48	167	0	0	0	0	0
4:00 PM	44	540	6	0	195	964	215	0	166	53	28	0	8	49	169	0	0	0	0	0
4:15 PM	43	528	6	0	190	941	210	0	162	52	27	0	7	48	165	0	0	0	0	0
4:30 PM	40	500	6	0	180	892	199	0	154	49	26	0	7	45	156	0	0	0	0	0
4:45 PM	44	544	6	0	196	971	217	0	167	54	28	0	8	49	170	0	0	0	0	0
5:00 PM	43	533	6	0	192	950	212	0	164	53	27	0	7	48	166	0	0	0	0	0
5:15 PM	45	559	6	0	201	997	223	0	172	55	29	0	8	50	175	0	0	0	0	0
5:30 PM	43	525	6	0	189	937	209	0	161	52	27	0	7	47	164	0	0	0	0	0
5:45 PM	43	533	6	0	192	951	213	0	164	53	27	0	7	48	167	0	0	0	0	0
6:00 PM	41	509	6	0	183	908	203	0	156	50	26	0	7	46	159	0	0	0	0	0
6:15 PM	41	513	6	0	185	915	204	0	158	51	26	0	7	46	160	0	0	0	0	0
6:30 PM	41	502	6	0	181	895	200	0	154	49	26	0	7	45	157	0	0	0	0	0
6:45 PM	41	503	6	0	181	897	200	0	155	50	26	0	7	45	157	0	0	0	0	0
7:00 PM	39	480	6	0	173	856	191	0	148	47	25	0	7	43	150	0	0	0	0	0
7:15 PM	40	496	6	0	179	886	198	0	153	49	25	0	7	45	155	0	0	0	0	0
3:30 PM	***174***	***2150***	***25***	***0***	***775***	***3835***	***857***	***0***	***661***	***212***	***110***	***0***	***30***	***194***	***672***	***0***	***0***	***0***	***0***	***0***

911	SW 104 St at Busway																			
Link	910-911				912-911				903-911				916-911							
direction	Northbound				Southbound				Eastbound				Westbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	4	0	0	0	7	0	0	0	237	0	0	0	295	0	0	0	0	0	0
3:45 PM	0	4	0	0	0	7	0	0	0	244	0	0	0	304	0	0	0	0	0	0
4:00 PM	0	5	0	0	0	8	0	0	0	247	0	0	0	308	0	0	0	0	0	0
4:15 PM	0	4	0	0	0	7	0	0	0	241	0	0	0	301	0	0	0	0	0	0
4:30 PM	0	4	0	0	0	7	0	0	0	229	0	0	0	285	0	0	0	0	0	0
4:45 PM	0	5	0	0	0	8	0	0	0	249	0	0	0	310	0	0	0	0	0	0
5:00 PM	0	4	0	0	0	7	0	0	0	243	0	0	0	303	0	0	0	0	0	0
5:15 PM	0	5	0	0	0	8	0	0	0	255	0	0	0	318	0	0	0	0	0	0
5:30 PM	0	4	0	0	0	7	0	0	0	240	0	0	0	299	0	0	0	0	0	0
5:45 PM	0	4	0	0	0	7	0	0	0	244	0	0	0	304	0	0	0	0	0	0
6:00 PM	0	4	0	0	0	7	0	0	0	233	0	0	0	290	0	0	0	0	0	0
6:15 PM	0	4	0	0	0	7	0	0	0	234	0	0	0	292	0	0	0	0	0	0
6:30 PM	0	4	0	0	0	7	0	0	0	229	0	0	0	286	0	0	0	0	0	0
6:45 PM	0	4	0	0	0	7	0	0	0	230	0	0	0	287	0	0	0	0	0	0
7:00 PM	0	4	0	0	0	7	0	0	0	220	0	0	0	274	0	0	0	0	0	0
7:15 PM	0	4	0	0	0	7	0	0	0	227	0	0	0	283	0	0	0	0	0	0
3:30 PM	***0***	***18***	***0***	***0***	***0***	***30***	***0***	***0***	***0***	***983***	***0***	***0***	***0***	***1225***	***0***	***0***	***0***	***0***	***0***	***0***

901	US-1 at SW 112 St																			
Link	900-901				902-901				909-901				915-901							
direction	Northbound				Southbound				Eastbound				Westbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	40	455	34	0	44	809	110	0	33	66	14	0	70	47	20	0	0	0	0	0
3:45 PM	41	469	36	0	45	834	114	0	34	68	14	0	72	48	21	0	0	0	0	0
4:00 PM	42	474	36	0	45	844	115	0	35	69	15	0	73	49	21	0	0	0	0	0
4:15 PM	41	463	35	0	44	824	112	0	34	67	14	0	71	48	20	0	0	0	0	0
4:30 PM	39	439	33	0	42	781	106	0	32	64	13	0	67	45	19	0	0	0	0	0
4:45 PM	42	478	36	0	46	850	116	0	35	70	15	0	73	49	21	0	0	0	0	0
5:00 PM	41	468	35	0	45	832	113	0	34	68	14	0	72	48	21	0	0	0	0	0
5:15 PM	43	491	37	0	47	873	119	0	36	71	15	0	75	50	22	0	0	0	0	0
5:30 PM	41	461	35	0	44	821	112	0	34	67	14	0	71	47	20	0	0	0	0	0
5:45 PM	41	468	35	0	45	833	113	0	34	68	14	0	72	48	21	0	0	0	0	0
6:00 PM	40	447	34	0	43	795	108	0	33	65	14	0	68	46	20	0	0	0	0	0
6:15 PM	40	450	34	0	43	801	109	0	33	66	14	0	69	46	20	0	0	0	0	0
6:30 PM	39	440	33	0	42	784	107	0	32	64	14	0	67	45	19	0	0	0	0	0
6:45 PM	39	442	33	0	42	786	107	0	32	64	14	0	68	45	19	0	0	0	0	0
7:00 PM	37	422	32	0	40	750	102	0	31	61	13	0	65	43	19	0	0	0	0	0
7:15 PM	39	436	33	0	42	776	106	0	32	63	13	0	67	45	19	0	0	0	0	0
3:30 PM	***167***	***1888***	***143***	***0***	***181***	***3359***	***457***	***0***	***138***	***275***	***58***	***0***	***289***	***194***	***83***	***0***	***0***	***0***	***0***	***0***

909	SW 112 St at Busway																			
Link	908-909				910-909				914-909				901-909							
direction	Northbound				Southbound				Eastbound				Westbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	4	0	0	0	7	0	0	0	113	0	0	0	197	0	0	0	0	0	0
3:45 PM	0	4	0	0	0	7	0	0	0	117	0	0	0	203	0	0	0	0	0	0
4:00 PM	0	5	0	0	0	8	0	0	0	118	0	0	0	206	0	0	0	0	0	0
4:15 PM	0	4	0	0	0	7	0	0	0	116	0	0	0	201	0	0	0	0	0	0
4:30 PM	0	4	0	0	0	7	0	0	0	110	0	0	0	190	0	0	0	0	0	0
4:45 PM	0	5	0	0	0	8	0	0	0	119	0	0	0	207	0	0	0	0	0	0
5:00 PM	0	4	0	0	0	7	0	0	0	117	0	0	0	203	0	0	0	0	0	0
5:15 PM	0	5	0	0	0	8	0	0	0	122	0	0	0	213	0	0	0	0	0	0
5:30 PM	0	4	0	0	0	7	0	0	0	115	0	0	0	200	0	0	0	0	0	0
5:45 PM	0	4	0	0	0	7	0	0	0	117	0	0	0	203	0	0	0	0	0	0
6:00 PM	0	4	0	0	0	7	0	0	0	111	0	0	0	194	0	0	0	0	0	0
6:15 PM	0	4	0	0	0	7	0	0	0	112	0	0	0	195	0	0	0	0	0	0
6:30 PM	0	4	0	0	0	7	0	0	0	110	0	0	0	191	0	0	0	0	0	0
6:45 PM	0	4	0	0	0	7	0	0	0	110	0	0	0	191	0	0	0	0	0	0
7:00 PM	0	4	0	0	0	7	0	0	0	105	0	0	0	183	0	0	0	0	0	0
7:15 PM	0	4	0	0	0	7	0	0	0	109	0	0	0	189	0	0	0	0	0	0
3:30 PM	***0***	***18***	***0***	***0***	***0***	***30***	***0***	***0***	***0***	***471***	***0***	***0***	***0***	***818***	***0***	***0***	***0***	***0***	***0***	***0***

Time Period: 1
Simulation Start: 6:30 AM
Current Time: 6:30 AM - 6:45 AM (TP 1)

SR 826 NB

Entry Location				Dummy Rd Off Ramp 1015			SW 88 St Off Ramp 1025			SW 72 St Off Ramp 1050			SW 56 St Off Ramp 1070			SW 40 St Off Ramp 1080			SW 24 St Off Ramp 1155			SW 8 St Off Ramp 1180			SR 826 NB EL Off Ramp 1210			Flagler St/NW 72 Ave Off Ramp 1215			SR 836 EB/WB Off Ramp 1225			NW 25 St Off Ramp 1275			SR 826 NB End 1300			
	Detector			Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBELNBexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%
US-1 NB On Ramp	US1NBSR826NBent	1005	742	0	0.00	742	36	0.05	706	61	0.08	645	68	0.09	577	68	0.09	509	55	0.07	454	62	0.08	392	39	0.05	353	62	0.08	291	77	0.10	214	41	0.06	173	173	0.25	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	253		0.00	253		0.00	253	22	0.09	231	24	0.09	207	24	0.09	183	20	0.08	163	22	0.09	141	14	0.06	127	22	0.09	105	28	0.11	77	15	0.06	62	62	0.24	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	294		0.00	294		0.00	294	25	0.09	269	28	0.10	241	28	0.10	213	23	0.08	190	26	0.09	164	16	0.05	148	26	0.09	122	32	0.11	90	17	0.06	73	73	0.23	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	307		0.00	307		0.00	307		0.00	307	33	0.11	274	33	0.11	241	26	0.08	215	29	0.09	186	18	0.06	168	30	0.10	138	37	0.12	101	19	0.06	82	82	0.27	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	286		0.00	286		0.00	286		0.00	286		0.00	286		0.00	286	31	0.11	255	35	0.12	220	22	0.08	198	35	0.12	163	43	0.15	120	23	0.08	97	97	0.34	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	790		0.00	790		0.00	790		0.00	790		0.00	790		0.00	790	86	0.11	704	96	0.12	608	60	0.08	548	97	0.12	451	120	0.15	331	64	0.08	267	267	0.34	0	100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	165		0.00	165		0.00	165		0.00	165		0.00	165		0.00	165	18	0.11	147	20	0.12	127	13	0.08	114	20	0.12	94	25	0.15	69	13	0.08	56	56	0.34	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	243		0.00	243		0.00	243		0.00	243		0.00	243		0.00	243	27	0.11	216	30	0.12	186	18	0.07	168	30	0.12	138	37	0.15	101	19	0.08	82	82	0.35	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	248		0.00	248		0.00	248		0.00	248		0.00	248		0.00	248		0.00	248	34	0.14	214	21	0.08	193	34	0.14	159	42	0.17	117	23	0.09	94	94	0.38	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	256		0.00	256		0.00	256		0.00	256		0.00	256		0.00	256		0.00	256		0.00	256		0.00	256	45	0.18	211	56	0.22	155	30	0.12	125	125	0.48	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	174		0.00	174		0.00	174		0.00	174		0.00	174		0.00	174		0.00	174		0.00	174		0.00	174	31	0.18	143	39	0.22	104	20	0.11	84	84	0.49	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	298		0.00	298		0.00	298		0.00	298		0.00	298		0.00	298		0.00	298		0.00	298		0.00	298		0.00	298		0.00	298	57	0.19	241	241	0.81	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	720		0.00	720		0.00	720		0.00	720		0.00	720		0.00	720		0.00	720		0.00	720		0.00	720		0.00	720		0.00	720	139	0.19	581	581	0.81	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	504		0.00	504		0.00	504		0.00	504		0.00	504		0.00	504		0.00	504		0.00	504		0.00	504		0.00	504		0.00	504	99	0.20	405	405	0.80	0	100%
NW 25 St On Ramp	NW25StSR826NB	1290	309		0.00	309		0.00	309		0.00	309		0.00	309		0.00	309		0.00	309		0.00	309		0.00	309		0.00	309		0.00	309		0.00	309	309	1.00	0	100%
			5589	0			36			108			153			153			286			354			221			432			536			579			2734			5592
			-3	0			36			108			153			153			286			354			221			432			536			579			2731			5589

SR 826 SB

Entry Location				NW 25 St Off Ramp 2020			SR 836 EB/WB Off Ramp 2055			NW 72/NW 87 Ave Off Ramp 2060			Flagler St/SW 8 St Off Ramp 2065			SW 24 St Off Ramp 2135			SW 40 St Off Ramp 2155			SW 56 St Off Ramp 2180			SR 874 SB Off Ramp 2185			SW 72 St Off Ramp 2235			SW 88 St Off Ramp 2255			US-1 SB Off Ramp 2290			SR 826 SB End 2295			
	Detector			826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 SB Begin	SR826SB1	2000	2181	358	0.16	1823	522	0.24	1301	119	0.05	1182	417	0.19	765	78	0.04	687	123	0.06	564	60	0.03	504	202	0.09	302	70	0.03	232	118	0.05	114	114	0.06	0	0	0.00	114	100%
Dummy On Ramp (Addtl Vol)	SR826SB1a	2005	570	93	0.16	477	137	0.24	340	31	0.05	309	109	0.19	200	20	0.04	180	32	0.06	148	16	0.03	132	53	0.09	79	18	0.03	61	31	0.05	30	30	0.06	0	0	0.00	30	100%
NW 25 St On Ramp	NW25St826SBent	2040	260		0.00	260	74	0.28	186	17	0.07	169	60	0.23	109	11	0.04	98	18	0.07	80	9	0.03	71	28	0.11	43	10	0.04	33	17	0.07	16	16	0.06	0	0	0.00	16	100%
SR 826 SB EL On Ramp	ELSBSR826SBent	2070	206		0.00	206		0.00	206		0.00	206		0.00	206	21	0.10	185	33	0.16	152	16	0.08	136	54	0.26	82	19	0.09	63	32	0.16	31	31	0.15	0	0	0.00	31	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	792		0.00	792		0.00	792		0.00	792		0.00	792	80	0.10	712	128	0.16	584	62	0.08	522	209	0.26	313	72	0.09	241	123	0.16	118	118	0.15	0	0	0.00	118	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	280		0.00	280		0.00	280		0.00	280		0.00	280	28	0.10	252	45	0.16	207	22	0.08	185	74	0.26	111	26	0.09	85	43	0.15	42	42	0.16	0	0	0.00	42	100%
SW 8 St On Ramp	SW8St826SBent	2120	261		0.00	261		0.00	261		0.00	261		0.00	261	27	0.10	234	42	0.16	192	20	0.08	172	69	0.26	103	24	0.09	79	40	0.15	39	39	0.16	0	0	0.00	39	100%
SW 24 St On Ramp	SW24St826SBent	2140	187		0.00	187		0.00	187		0.00	187		0.00	187		0.00	187	34	0.18	153	17	0.09	136	55	0.29	81	19	0.10	62	32	0.17	30	30	0.17	0	0	0.00	30	100%
SW 40 St On Ramp	SW40St826SBent	2215	143		0.00	143		0.00	143		0.00	143		0.00	143		0.00	143		0.00	143		0.00	143		0.00	143	33	0.23	110	56	0.39	54	54	0.38	0	0	0.00	54	100%
SW 56 St On Ramp	SW56St826SBent	2225	93		0.00	93		0.00	93		0.00	93		0.00	93		0.00	93		0.00	93		0.00	93		0.00	93	21	0.23	72	37	0.40	35	35	0.37	0	0	0.00	35	100%
SW 72 St On Ramp	SW72St826SBent	2245	74		0.00	74		0.00	74		0.00	74		0.00	74		0.00	74		0.00	74		0.00	74		0.00	74		0.00	74	38	0.51	36	36	0.49	0	0	0.00	36	100%
SW 88 St On Ramp	SW88St826SBent	2275	22		0.00	22		0.00	22		0.00	22		0.00	22		0.00	22		0.00	22		0.00	22		0.00	22		0.00	22		0.00	22	22	1.00	0	0	0.00	22	100%
			5069	451		733	167		586	265		455	222		744	312		567	564		0	5066																		
			3	451		733	167		586	265		455	222		744	312		567	567		0	5069																		

Time Period: 2
Simulation Start: 6:30 AM
Current Time: 6:45 AM - 7:00 AM (TP 2)

SR 826 NB

Entry Location				Dummy Rd Off Ramp 1015			SW 88 St Off Ramp 1025			SW 72 St Off Ramp 1050			SW 56 St Off Ramp 1070			SW 40 St Off Ramp 1080			SW 24 St Off Ramp 1155			SW 8 St Off Ramp 1180			SR 826 NB EL Off Ramp 1210			Flagler St/NW 72 Ave Off Ramp 1215			SR 836 EB/WB Off Ramp 1225			NW 25 St Off Ramp 1275			SR 826 NB End 1300			
	Detector			Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBELNBexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%
US-1 NB On Ramp	US1NBSR826NBent	1005	796	0	0.00	796	39	0.05	757	65	0.08	692	73	0.09	619	73	0.09	546	59	0.07	487	66	0.08	421	42	0.05	379	67	0.08	312	83	0.10	229	44	0.06	185	185	0.25	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	272		0.00	272		0.00	272	23	0.08	249	26	0.10	223	26	0.10	197	21	0.08	176	24	0.09	152	15	0.06	137	24	0.09	113	30	0.11	83	16	0.06	67	67	0.23	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	316		0.00	316		0.00	316	27	0.09	289	30	0.09	259	30	0.09	229	25	0.08	204	28	0.09	176	17	0.05	159	28	0.09	131	35	0.11	96	18	0.06	78	78	0.25	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	330		0.00	330		0.00	330		0.00	330	35	0.11	295	35	0.11	260	28	0.08	232	32	0.10	200	20	0.06	180	32	0.10	148	39	0.12	109	21	0.06	88	88	0.26	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	307		0.00	307		0.00	307		0.00	307		0.00	307		0.00	307	33	0.11	274	37	0.12	237	23	0.07	214	38	0.12	176	47	0.15	129	25	0.08	104	104	0.35	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	847		0.00	847		0.00	847		0.00	847		0.00	847		0.00	847	92	0.11	755	103	0.12	652	64	0.08	588	104	0.12	484	129	0.15	355	68	0.08	287	287	0.34	0	100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	178		0.00	178		0.00	178		0.00	178		0.00	178		0.00	178	19	0.11	159	22	0.12	137	14	0.08	123	22	0.12	101	27	0.15	74	14	0.08	60	60	0.34	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	261		0.00	261		0.00	261		0.00	261		0.00	261		0.00	261	30	0.11	231	32	0.12	199	20	0.08	179	32	0.12	147	39	0.15	108	21	0.08	87	87	0.34	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	266		0.00	266		0.00	266		0.00	266		0.00	266		0.00	266		0.00	266	36	0.14	230	22	0.08	208	37	0.14	171	45	0.17	126	24	0.09	102	102	0.38	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	274		0.00	274		0.00	274		0.00	274		0.00	274		0.00	274		0.00	274		0.00	274		0.00	274	48	0.18	226	60	0.22	166	32	0.12	134	134	0.48	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	187		0.00	187		0.00	187		0.00	187		0.00	187		0.00	187		0.00	187		0.00	187		0.00	187	31	0.17	156	41	0.22	115	22	0.12	93	93	0.49	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	320		0.00	320		0.00	320		0.00	320		0.00	320		0.00	320		0.00	320		0.00	320		0.00	320		0.00	320		0.00	320	62	0.19	258	258	0.81	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	773		0.00	773		0.00	773		0.00	773		0.00	773		0.00	773		0.00	773		0.00	773		0.00	773		0.00	773		0.00	773	149	0.19	624	624	0.81	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	541		0.00	541		0.00	541		0.00	541		0.00	541		0.00	541		0.00	541		0.00	541		0.00	541		0.00	541		0.00	541	105	0.19	436	436	0.81	0	100%
NW 25 St On Ramp	NW25StSR826NB	1290	331		0.00	331		0.00	331		0.00	331		0.00	331		0.00	331		0.00	331		0.00	331		0.00	331		0.00	331		0.00	331		0.00	331	331	1.00	0	100%
			5999	0			39			115			164			164			307			380			237			463			575			621			2933			5998
			1	0			39			115			164			164			307			380			237			463			575			621			2934			5999

SR 826 SB

Entry Location				NW 25 St Off Ramp 2020			SR 836 EB/WB Off Ramp 2055			NW 72/NW 87 Ave Off Ramp 2060			Flagler St/SW 8 St Off Ramp 2065			SW 24 St Off Ramp 2135			SW 40 St Off Ramp 2155			SW 56 St Off Ramp 2180			SR 874 SB Off Ramp 2185			SW 72 St Off Ramp 2235			SW 88 St Off Ramp 2255			US-1 SB Off Ramp 2290			SR 826 SB End 2295			
	Detector			826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 SB Begin	SR826SB1	2000	2340	384	0.16	1956	560	0.24	1396	128	0.05	1268	448	0.19	820	83	0.04	737	132	0.06	605	65	0.03	540	216	0.09	324	75	0.03	249	127	0.05	122	122	0.06	0	0	0.00	122	100%
Dummy On Ramp (Addtl Vol)	SR826SB1a	2005	612	100	0.16	512	146	0.24	366	34	0.06	332	117	0.19	215	22	0.04	193	35	0.06	158	17	0.03	141	56	0.09	85	20	0.03	65	33	0.05	32	32	0.05	0	0	0.00	32	100%
NW 25 St On Ramp	NW25St826SBent	2040	279		0.00	279	80	0.29	199	18	0.06	181	64	0.23	117	12	0.04	105	19	0.07	86	9	0.03	77	31	0.11	46	11	0.04	35	18	0.06	17	17	0.07	0	0	0.00	17	100%
SR 826 SB EL On Ramp	ELSBSR826SBent	2070	221		0.00	221		0.00	221		0.00	221		0.00	221	22	0.10	199	36	0.16	163	17	0.08	146	58	0.26	88	20	0.09	68	35	0.16	33	33	0.15	0	0	0.00	33	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	850		0.00	850		0.00	850		0.00	850		0.00	850	86	0.10	764	137	0.16	627	67	0.08	560	224	0.26	336	78	0.09	258	132	0.16	126	126	0.15	0	0	0.00	126	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	300		0.00	300		0.00	300		0.00	300		0.00	300	31	0.10	269	48	0.16	221	24	0.08	197	79	0.26	118	27	0.09	91	46	0.15	45	45	0.16	0	0	0.00	45	100%
SW 8 St On Ramp	SW8St826SBent	2120	280		0.00	280		0.00	280		0.00	280		0.00	280	29	0.10	251	45	0.16	206	22	0.08	184	74	0.26	110	25	0.09	85	43	0.15	42	42	0.16	0	0	0.00	42	100%
SW 24 St On Ramp	SW24St826SBent	2140	200		0.00	200		0.00	200		0.00	200		0.00	200		0.00	200	36	0.18	164	17	0.09	147	60	0.30	87	20	0.10	67	34	0.17	33	33	0.16	0	0	0.00	33	100%
SW 40 St On Ramp	SW40St826SBent	2215	153		0.00	153		0.00	153		0.00	153		0.00	153		0.00	153		0.00	153		0.00	153		0.00	153	35	0.23	118	60	0.39	58	58	0.38	0	0	0.00	58	100%
SW 56 St On Ramp	SW56St826SBent	2225	100		0.00	100		0.00	100		0.00	100		0.00	100		0.00	100		0.00	100		0.00	100		0.00	100	24	0.24	76	39	0.39	37	37	0.37	0	0	0.00	37	100%
SW 72 St On Ramp	SW72St826SBent	2245	80		0.00	80		0.00	80		0.00	80		0.00	80		0.00	80		0.00	80		0.00	80		0.00	80		0.00	80	42	0.53	38	38	0.47	0	0	0.00	38	100%
SW 88 St On Ramp	SW88St826SBent	2275	24		0.00	24		0.00	24		0.00	24		0.00	24		0.00	24		0.00	24		0.00	24		0.00	24		0.00	24		0.00	24	24	1.00	0	0	0.00	24	100%
			5439	484		786	180		629	285		488	238		798	335		609	606		0	5438																	
			1	484		786	180		629	285		488	238		798	335		609	607		0	5439																	

Time Period: 3
Simulation Start: 6:30 AM
Current Time: 7:00 AM - 7:15 AM (TP 3)

SR 826 NB

Name	Entry Location / Detector / Station	Node #	Volume	Dummy Rd Off Ramp 1015 Dummy Dummy			SW 88 St Off Ramp 1025 826NBSW88Stexit			SW 72 St Off Ramp 1050 SR826NBSW72Stexit			SW 56 St Off Ramp 1070 SR826NBSW56Stexit			SW 40 St Off Ramp 1080 SR826NBSW40Stexit			SW 24 St Off Ramp 1155 SR826NBSW24Stexit			SW 8 St Off Ramp 1180 SR826NBSW8Stexit			SR 826 NB EL Off Ramp 1210 SR826NBELNBexit			Flagler St/NW 72 Ave Off Ramp 1215 SR826NBFlagler72Avexit			SR 836 EB/WB Off Ramp 1225 SR826NBSR836EBWBexit			NW 25 St Off Ramp 1275 SR 826NBNW25Stexit			SR 826 NB End 1300 SR826NB24			
				Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%
US-1 NB On Ramp	US1NBSR826NBent	1005	768	0	0.00	768	37	0.05	731	63	0.08	668	71	0.09	597	71	0.09	526	57	0.07	469	64	0.08	405	40	0.05	365	64	0.08	301	80	0.10	221	43	0.06	178	178	0.25	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	262		0.00	262		0.00	262	22	0.08	240	25	0.10	215	25	0.10	190	21	0.08	169	23	0.09	146	14	0.05	132	23	0.09	109	29	0.11	80	15	0.06	65	65	0.24	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	305		0.00	305		0.00	305	26	0.09	279	29	0.10	250	30	0.10	220	24	0.08	196	27	0.09	169	17	0.06	152	27	0.09	125	33	0.11	92	18	0.06	74	74	0.22	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	318		0.00	318		0.00	318		0.00	318	34	0.11	284	33	0.10	251	27	0.08	224	31	0.10	193	19	0.06	174	31	0.10	143	38	0.12	105	20	0.06	85	85	0.27	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	296		0.00	296		0.00	296		0.00	296		0.00	296		0.00	296	32	0.11	264	36	0.12	228	22	0.07	206	36	0.12	170	45	0.15	125	24	0.08	101	101	0.35	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	817		0.00	817		0.00	817		0.00	817		0.00	817		0.00	817	89	0.11	728	99	0.12	629	62	0.08	567	100	0.12	467	124	0.15	343	66	0.08	277	277	0.34	0	100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	171		0.00	171		0.00	171		0.00	171		0.00	171		0.00	171	19	0.11	152	21	0.12	131	13	0.08	118	21	0.12	97	26	0.15	71	14	0.08	57	57	0.34	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	251		0.00	251		0.00	251		0.00	251		0.00	251		0.00	251	27	0.11	224	31	0.12	193	19	0.08	174	31	0.12	143	38	0.15	105	20	0.08	85	85	0.34	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	257		0.00	257		0.00	257		0.00	257		0.00	257		0.00	257		0.00	257	34	0.13	223	22	0.09	201	35	0.14	166	44	0.17	122	24	0.09	98	98	0.38	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	264		0.00	264		0.00	264		0.00	264		0.00	264		0.00	264		0.00	264		0.00	264		0.00	264	47	0.18	217	58	0.22	159	31	0.12	128	128	0.48	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	180		0.00	180		0.00	180		0.00	180		0.00	180		0.00	180		0.00	180		0.00	180		0.00	180	32	0.18	148	39	0.22	109	21	0.12	88	88	0.48	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	309		0.00	309		0.00	309		0.00	309		0.00	309		0.00	309		0.00	309		0.00	309		0.00	309		0.00	309		0.00	309	60	0.19	249	249	0.81	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	746		0.00	746		0.00	746		0.00	746		0.00	746		0.00	746		0.00	746		0.00	746		0.00	746		0.00	746		0.00	746	144	0.19	602	602	0.81	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	522		0.00	522		0.00	522		0.00	522		0.00	522		0.00	522		0.00	522		0.00	522		0.00	522		0.00	522		0.00	522	99	0.19	423	423	0.81	0	100%
NW 25 St On Ramp	NW25StSR826NB	1290	319		0.00	319		0.00	319		0.00	319		0.00	319		0.00	319		0.00	319		0.00	319		0.00	319		0.00	319		0.00	319		0.00	319	319	1.00	0	100%
			5785	0			37			111			159			159			296			366			228			447			554			599			2829			5785	
			0	0			37			111			159			159			296			366			228			447			554			599			2829			5785	

SR 826 SB

Name	Entry Location / Detector / Station	Node #	Volume	NW 25 St Off Ramp 2020 826SBNW25Stexit			SR 836 EB/WB Off Ramp 2055 826SB836EBWBexit			NW 72/NW 87 Ave Off Ramp 2060 826SBNW72AvNW87Avexit			Flagler St/SW 8 St Off Ramp 2065 826SBFlaglerStSW8Stexit			SW 24 St Off Ramp 2135 826SBSW24Stexit			SW 40 St Off Ramp 2155 826SBSW40Stexit			SW 56 St Off Ramp 2180 826SBSW56Stexit			SR 874 SB Off Ramp 2185 826SB874SB2ent			SW 72 St Off Ramp 2235 826SBSW72Stexit			SW 88 St Off Ramp 2255 826SBSW88Stexit			US-1 SB Off Ramp 2290 826SBUS1SBexit			SR 826 SB End 2295 SR826SB24			
				Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 SB Begin	SR826SB1	2000	2257	370	0.16	1887	541	0.24	1346	123	0.05	1223	432	0.19	791	81	0.04	710	128	0.06	582	62	0.03	520	209	0.09	311	72	0.03	239	122	0.05	117	117	0.06	0	0	0.00	117	100%
Dummy On Ramp (Addtl Vol)	SR826SB1a	2005	590	97	0.16	493	141	0.24	352	32	0.05	320	113	0.19	207	21	0.04	186	33	0.06	153	16	0.03	137	55	0.09	82	19	0.03	63	32	0.05	31	31	0.06	0	0	0.00	31	100%
NW 25 St On Ramp	NW25St826SBent	2040	269		0.00	269	77	0.29	192	18	0.07	174	62	0.23	112	11	0.04	101	18	0.07	83	9	0.03	74	30	0.11	44	10	0.04	34	17	0.06	17	17	0.06	0	0	0.00	17	100%
SR 826 SB EL On Ramp	ELSBSR826SBent	2070	213		0.00	213		0.00	213		0.00	213		0.00	213	22	0.10	191	34	0.16	157	17	0.08	140	56	0.26	84	19	0.09	65	33	0.15	32	32	0.16	0	0	0.00	32	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	820		0.00	820		0.00	820		0.00	820		0.00	820	83	0.10	737	132	0.16	605	65	0.08	540	217	0.26	323	75	0.09	248	127	0.15	121	121	0.16	0	0	0.00	121	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	289		0.00	289		0.00	289		0.00	289		0.00	289	29	0.10	260	47	0.16	213	23	0.08	190	76	0.26	114	26	0.09	88	45	0.16	43	43	0.15	0	0	0.00	43	100%
SW 8 St On Ramp	SW8St826SBent	2120	270		0.00	270		0.00	270		0.00	270		0.00	270	28	0.10	242	44	0.16	198	21	0.08	177	71	0.26	106	25	0.09	81	41	0.15	40	40	0.16	0	0	0.00	40	100%
SW 24 St On Ramp	SW24St826SBent	2140	193		0.00	193		0.00	193		0.00	193		0.00	193		0.00	193	35	0.18	158	17	0.09	141	56	0.29	85	20	0.10	65	33	0.17	32	32	0.17	0	0	0.00	32	100%
SW 40 St On Ramp	SW40St826SBent	2215	148		0.00	148		0.00	148		0.00	148		0.00	148		0.00	148		0.00	148		0.00	148		0.00	148	34	0.23	114	58	0.39	56	56	0.38	0	0	0.00	56	100%
SW 56 St On Ramp	SW56St826SBent	2225	97		0.00	97		0.00	97		0.00	97		0.00	97		0.00	97		0.00	97		0.00	97		0.00	97	23	0.24	74	38	0.39	36	36	0.37	0	0	0.00	36	100%
SW 72 St On Ramp	SW72St826SBent	2245	77		0.00	77		0.00	77		0.00	77		0.00	77		0.00	77		0.00	77		0.00	77		0.00	77		0.00	77	41	0.53	36	36	0.47	0	0	0.00	36	100%
SW 88 St On Ramp	SW88St826SBent	2275	23		0.00	23		0.00	23		0.00	23		0.00	23		0.00	23		0.00	23		0.00	23		0.00	23		0.00	23		0.00	23	23	1.00	0	0	0.00	23	100%
			5246	467		759	173		607	275		471	230		770	323		587	584		0	5246																		
			0	467		759	173		607	275		471	230		770	323		587	584		0	5246																		

Time Period: 4
Simulation Start: 6:30 AM
Current Time: 7:15 AM - 7:30 AM (TP 4)

SR 826 NB

				Dummy Rd Off Ramp 1015			SW 88 St Off Ramp 1025			SW 72 St Off Ramp 1050			SW 56 St Off Ramp 1070			SW 40 St Off Ramp 1080			SW 24 St Off Ramp 1155			SW 8 St Off Ramp 1180			SR 826 NB EL Off Ramp 1210			Flagler St/NW 72 Ave Off Ramp 1215			SR 836 EB/WB Off Ramp 1225			NW 25 St Off Ramp 1275			SR 826 NB End 1300			
Entry Location				Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBELNBexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Detector																																								
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%
US-1 NB On Ramp	US1NBSR826NBent	1005	738	0	0.00	738	36	0.05	702	60	0.08	642	67	0.09	575	68	0.09	507	55	0.07	452	62	0.08	390	38	0.05	352	62	0.08	290	77	0.10	213	41	0.06	172	172	0.25	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	252		0.00	252		0.00	252	22	0.09	230	24	0.10	206	24	0.10	182	20	0.08	162	22	0.09	140	14	0.06	126	22	0.09	104	28	0.11	76	15	0.06	61	61	0.22	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	293		0.00	293		0.00	293	25	0.09	268	28	0.10	240	28	0.10	212	23	0.08	189	26	0.09	163	16	0.05	147	26	0.09	121	32	0.11	89	17	0.06	72	72	0.23	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	306		0.00	306		0.00	306		0.00	306	33	0.11	273	32	0.10	241	26	0.08	215	29	0.09	186	18	0.06	168	30	0.10	138	37	0.12	101	19	0.06	82	82	0.28	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	284		0.00	284		0.00	284		0.00	284		0.00	284		0.00	284	31	0.11	253	35	0.12	218	21	0.07	197	35	0.12	162	43	0.15	119	23	0.08	96	96	0.35	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	785		0.00	785		0.00	785		0.00	785		0.00	785		0.00	785	85	0.11	700	96	0.12	604	59	0.08	545	96	0.12	449	119	0.15	330	64	0.08	266	266	0.34	0	100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	165		0.00	165		0.00	165		0.00	165		0.00	165		0.00	165	18	0.11	147	20	0.12	127	12	0.07	115	20	0.12	95	25	0.15	70	13	0.08	57	57	0.35	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	241		0.00	241		0.00	241		0.00	241		0.00	241		0.00	241	26	0.11	215	29	0.12	186	18	0.07	168	30	0.12	138	37	0.15	101	19	0.08	82	82	0.35	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	247		0.00	247		0.00	247		0.00	247		0.00	247		0.00	247	33	0.13	214	23	0.09	191	34	0.14	157	42	0.17	115	22	0.09	93	93	0.38	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	254		0.00	254		0.00	254		0.00	254		0.00	254		0.00	254		0.00	254		0.00	254	45	0.18	209	56	0.22	153	29	0.11	124	124	0.49	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	173		0.00	173		0.00	173		0.00	173		0.00	173		0.00	173		0.00	173		0.00	173	29	0.17	144	37	0.21	107	21	0.12	86	86	0.50	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	297		0.00	297		0.00	297		0.00	297		0.00	297		0.00	297		0.00	297		0.00	297		0.00	297		0.00	297		0.00	297	57	0.19	240	240	0.81	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	716		0.00	716		0.00	716		0.00	716		0.00	716		0.00	716		0.00	716		0.00	716		0.00	716		0.00	716		0.00	716	138	0.19	578	578	0.81	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	501		0.00	501		0.00	501		0.00	501		0.00	501		0.00	501		0.00	501		0.00	501		0.00	501		0.00	501		0.00	501	98	0.20	403	403	0.80	0	100%
NW 25 St On Ramp	NW25StSR826NB	1290	307		0.00	307		0.00	307		0.00	307		0.00	307		0.00	307		0.00	307		0.00	307		0.00	307		0.00	307		0.00	307		0.00	307	307	1.00	0	100%
			5559	0			36			107			152			152			284			352			219			429			533			576			2718			5558
			1	0			36			107			152			152			284			352			219			429			533			576			2719			5559

SR 826 SB

				NW 25 St Off Ramp 2020			SR 836 EB/WB Off Ramp 2055			NW 72/NW 87 Ave Off Ramp 2060			Flagler St/SW 8 St Off Ramp 2065			SW 24 St Off Ramp 2135			SW 40 St Off Ramp 2155			SW 56 St Off Ramp 2180			SR 874 SB Off Ramp 2185			SW 72 St Off Ramp 2235			SW 88 St Off Ramp 2255			US-1 SB Off Ramp 2290			SR 826 SB End 2295			
Entry Location				826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Detector																																								
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 SB Begin	SR826SB1	2000	2168	356	0.16	1812	519	0.24	1293	119	0.05	1174	415	0.19	759	77	0.04	682	123	0.06	559	60	0.03	499	200	0.09	299	69	0.03	230	118	0.05	112	112	0.06	0	0	0.00	112	100%
Dummy On Ramp (Addtl Vol)	SR826SB1a	2005	567	93	0.16	474	136	0.24	338	31	0.05	307	109	0.19	198	20	0.04	178	32	0.06	146	16	0.03	130	52	0.09	78	18	0.03	60	31	0.05	29	29	0.06	0	0	0.00	29	100%
NW 25 St On Ramp	NW25St826SBent	2040	258		0.00	258	74	0.29	184	17	0.07	167	59	0.23	108	11	0.04	97	17	0.07	80	9	0.03	71	29	0.11	42	10	0.04	32	16	0.06	16	16	0.06	0	0	0.00	16	100%
SR 826 SB EL On Ramp	ELSBSR826SBent	2070	205		0.00	205		0.00	205		0.00	205		0.00	205	21	0.10	184	33	0.16	151	16	0.08	135	54	0.26	81	19	0.09	62	32	0.16	30	30	0.15	0	0	0.00	30	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	788		0.00	788		0.00	788		0.00	788		0.00	788	80	0.10	708	127	0.16	581	62	0.08	519	208	0.26	311	72	0.09	239	122	0.15	117	117	0.16	0	0	0.00	117	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	278		0.00	278		0.00	278		0.00	278		0.00	278	28	0.10	250	45	0.16	205	22	0.08	183	73	0.26	110	25	0.09	85	44	0.16	41	41	0.15	0	0	0.00	41	100%
SW 8 St On Ramp	SW8St826SBent	2120	259		0.00	259		0.00	259		0.00	259		0.00	259	27	0.10	232	42	0.16	190	20	0.08	170	68	0.26	102	24	0.09	78	40	0.15	38	38	0.16	0	0	0.00	38	100%
SW 24 St On Ramp	SW24St826SBent	2140	186		0.00	186		0.00	186		0.00	186		0.00	186		0.00	186	34	0.18	152	16	0.09	136	56	0.30	80	19	0.10	61	31	0.17	30	30	0.16	0	0	0.00	30	100%
SW 40 St On Ramp	SW40St826SBent	2215	142		0.00	142		0.00	142		0.00	142		0.00	142		0.00	142		0.00	142		0.00	142		0.00	142	33	0.23	109	56	0.39	53	53	0.38	0	0	0.00	53	100%
SW 56 St On Ramp	SW56St826SBent	2225	93		0.00	93		0.00	93		0.00	93		0.00	93		0.00	93		0.00	93		0.00	93		0.00	93	21	0.23	72	37	0.40	35	35	0.37	0	0	0.00	35	100%
SW 72 St On Ramp	SW72St826SBent	2245	74		0.00	74		0.00	74		0.00	74		0.00	74		0.00	74		0.00	74		0.00	74		0.00	74		0.00	74	37	0.50	37	37	0.50	0	0	0.00	37	100%
SW 88 St On Ramp	SW88St826SBent	2275	22		0.00	22		0.00	22		0.00	22		0.00	22		0.00	22		0.00	22		0.00	22		0.00	22		0.00	22		0.00	22	22	1.00	0	0	0.00	22	100%
			5040	449		729	167		583	264		453	221		740	310		564	561		0	5041																		
			-1	449		729	167		583	264		453	221		740	310		564	560		0	5040																		

Time Period: 5
Simulation Start: 6:30 AM
Current Time: 7:30 AM - 7:45 AM (TP 5)

SR 826 NB

Entry Location				Dummy Rd Off Ramp 1015			SW 88 St Off Ramp 1025			SW 72 St Off Ramp 1050			SW 56 St Off Ramp 1070			SW 40 St Off Ramp 1080			SW 24 St Off Ramp 1155			SW 8 St Off Ramp 1180			SR 826 NB EL Off Ramp 1210			Flagler St/NW 72 Ave Off Ramp 1215			SR 836 EB/WB Off Ramp 1225			NW 25 St Off Ramp 1275			SR 826 NB End 1300			
	Detector			Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBELNBexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%
US-1 NB On Ramp	US1NBSR826NBent	1005	767	0	0.00	767	37	0.05	730	63	0.08	667	70	0.09	597	70	0.09	527	57	0.07	470	64	0.08	406	40	0.05	366	64	0.08	302	80	0.10	222	43	0.06	179	179	0.25	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	262		0.00	262		0.00	262	22	0.08	240	25	0.10	215	25	0.10	190	21	0.08	169	23	0.09	146	14	0.05	132	23	0.09	109	29	0.11	80	15	0.06	65	65	0.24	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	304		0.00	304		0.00	304	26	0.09	278	29	0.10	249	29	0.10	220	24	0.08	196	27	0.09	169	17	0.06	152	27	0.09	125	33	0.11	92	18	0.06	74	74	0.22	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	318		0.00	318		0.00	318		0.00	318	34	0.11	284	34	0.11	250	27	0.08	223	30	0.09	193	19	0.06	174	31	0.10	143	38	0.12	105	20	0.06	85	85	0.27	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	295		0.00	295		0.00	295		0.00	295		0.00	295		0.00	295	32	0.11	263	36	0.12	227	22	0.07	205	36	0.12	169	45	0.15	124	24	0.08	100	100	0.35	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	817		0.00	817		0.00	817		0.00	817		0.00	817		0.00	817	89	0.11	728	99	0.12	629	62	0.08	567	100	0.12	467	124	0.15	343	66	0.08	277	277	0.34	0	100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	171		0.00	171		0.00	171		0.00	171		0.00	171		0.00	171	19	0.11	152	21	0.12	131	13	0.08	118	21	0.12	97	26	0.15	71	14	0.08	57	57	0.34	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	251		0.00	251		0.00	251		0.00	251		0.00	251		0.00	251	26	0.10	225	31	0.12	194	19	0.08	175	31	0.12	144	38	0.15	106	20	0.08	86	86	0.35	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	257		0.00	257		0.00	257		0.00	257		0.00	257		0.00	257		0.00	257	35	0.14	222	22	0.09	200	35	0.14	165	44	0.17	121	23	0.09	98	98	0.37	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	264		0.00	264		0.00	264		0.00	264		0.00	264		0.00	264		0.00	264		0.00	264		0.00	264	46	0.17	218	58	0.22	160	31	0.12	129	129	0.49	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	180		0.00	180		0.00	180		0.00	180		0.00	180		0.00	180		0.00	180		0.00	180		0.00	180	32	0.18	148	39	0.22	109	21	0.12	88	88	0.48	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	308		0.00	308		0.00	308		0.00	308		0.00	308		0.00	308		0.00	308		0.00	308		0.00	308		0.00	308		0.00	308	59	0.19	249	249	0.81	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	745		0.00	745		0.00	745		0.00	745		0.00	745		0.00	745		0.00	745		0.00	745		0.00	745		0.00	745		0.00	745	144	0.19	601	601	0.81	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	521		0.00	521		0.00	521		0.00	521		0.00	521		0.00	521		0.00	521		0.00	521		0.00	521		0.00	521		0.00	521	101	0.19	420	420	0.81	0	100%
NW 25 St On Ramp	NW25StSR826NB	1290	319		0.00	319		0.00	319		0.00	319		0.00	319		0.00	319		0.00	319		0.00	319		0.00	319		0.00	319		0.00	319		0.00	319	319	1.00	0	100%
			5779	0			37			111			158			158			295			366			228			446			554			599			2826			5778
			1	0			37			111			158			158			295			366			228			446			554			599			2827			5779

SR 826 SB

Entry Location				NW 25 St Off Ramp 2020			SR 836 EB/WB Off Ramp 2055			NW 72/NW 87 Ave Off Ramp 2060			Flagler St/SW 8 St Off Ramp 2065			SW 24 St Off Ramp 2135			SW 40 St Off Ramp 2155			SW 56 St Off Ramp 2180			SR 874 SB Off Ramp 2185			SW 72 St Off Ramp 2235			SW 88 St Off Ramp 2255			US-1 SB Off Ramp 2290			SR 826 SB End 2295			
	Detector			826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 SB Begin	SR826SB1	2000	2255	370	0.16	1885	540	0.24	1345	123	0.05	1222	432	0.19	790	80	0.04	710	128	0.06	582	62	0.03	520	208	0.09	312	72	0.03	240	123	0.05	117	117	0.06	0	0	0.00	117	100%
Dummy On Ramp (Addtl Vol)	SR826SB1a	2005	590	97	0.16	493	141	0.24	352	32	0.05	320	113	0.19	207	21	0.04	186	33	0.06	153	16	0.03	137	55	0.09	82	19	0.03	63	32	0.05	31	31	0.06	0	0	0.00	31	100%
NW 25 St On Ramp	NW25St826SBent	2040	268		0.00	268	77	0.29	191	18	0.07	173	61	0.23	112	11	0.04	101	18	0.07	83	9	0.03	74	30	0.11	44	10	0.04	34	17	0.06	17	17	0.06	0	0	0.00	17	100%
SR 826 SB EL On Ramp	ELSBSR826SBent	2070	213		0.00	213		0.00	213		0.00	213		0.00	213	22	0.10	191	34	0.16	157	17	0.08	140	56	0.26	84	19	0.09	65	33	0.15	32	32	0.16	0	0	0.00	32	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	819		0.00	819		0.00	819		0.00	819		0.00	819	83	0.10	736	132	0.16	604	64	0.08	540	216	0.26	324	75	0.09	249	127	0.16	122	122	0.15	0	0	0.00	122	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	289		0.00	289		0.00	289		0.00	289		0.00	289	29	0.10	260	47	0.16	213	23	0.08	190	76	0.26	114	26	0.09	88	45	0.16	43	43	0.15	0	0	0.00	43	100%
SW 8 St On Ramp	SW8St826SBent	2120	270		0.00	270		0.00	270		0.00	270		0.00	270	28	0.10	242	44	0.16	198	21	0.08	177	71	0.26	106	25	0.09	81	41	0.15	40	40	0.16	0	0	0.00	40	100%
SW 24 St On Ramp	SW24St826SBent	2140	193		0.00	193		0.00	193		0.00	193		0.00	193		0.00	193	35	0.18	158	17	0.09	141	57	0.30	84	19	0.10	65	33	0.17	32	32	0.16	0	0	0.00	32	100%
SW 40 St On Ramp	SW40St826SBent	2215	148		0.00	148		0.00	148		0.00	148		0.00	148		0.00	148		0.00	148		0.00	148		0.00	148	34	0.23	114	58	0.39	56	56	0.38	0	0	0.00	56	100%
SW 56 St On Ramp	SW56St826SBent	2225	97		0.00	97		0.00	97		0.00	97		0.00	97		0.00	97		0.00	97		0.00	97		0.00	97	24	0.25	73	37	0.38	36	36	0.37	0	0	0.00	36	100%
SW 72 St On Ramp	SW72St826SBent	2245	77		0.00	77		0.00	77		0.00	77		0.00	77		0.00	77		0.00	77		0.00	77		0.00	77		0.00	77	41	0.53	36	36	0.47	0	0	0.00	36	100%
SW 88 St On Ramp	SW88St826SBent	2275	23		0.00	23		0.00	23		0.00	23		0.00	23		0.00	23		0.00	23		0.00	23		0.00	23		0.00	23		0.00	23	23	1.00	0	0	0.00	23	100%
			5242	467		758	173		606	274		471	229		769	323		587	584		0	5241																		
			1	467		758	173		606	274		471	229		769	323		587	585		0	5242																		

Time Period: 6
Simulation Start: 6:30 AM
Current Time: 7:45 AM - 8:00 AM (TP 6)

SR 826 NB

Entry Location				Dummy Rd Off Ramp 1015			SW 88 St Off Ramp 1025			SW 72 St Off Ramp 1050			SW 56 St Off Ramp 1070			SW 40 St Off Ramp 1080			SW 24 St Off Ramp 1155			SW 8 St Off Ramp 1180			SR 826 NB EL Off Ramp 1210			Flagler St/NW 72 Ave Off Ramp 1215			SR 836 EB/WB Off Ramp 1225			NW 25 St Off Ramp 1275			SR 826 NB End 1300			
	Detector			Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBELNBexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%
US-1 NB On Ramp	US1NBSR826NBent	1005	751	0	0.00	751	37	0.05	714	61	0.08	653	69	0.09	584	69	0.09	515	56	0.07	459	63	0.08	396	39	0.05	357	63	0.08	294	78	0.10	216	42	0.06	174	174	0.25	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	256		0.00	256		0.00	256	22	0.09	234	25	0.10	209	25	0.10	184	20	0.08	164	22	0.09	142	14	0.05	128	23	0.09	105	28	0.11	77	15	0.06	62	62	0.23	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	298		0.00	298		0.00	298	26	0.09	272	29	0.10	243	29	0.10	214	23	0.08	191	26	0.09	165	16	0.05	149	26	0.09	123	33	0.11	90	17	0.06	73	73	0.23	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	311		0.00	311		0.00	311		0.00	311	32	0.10	279	32	0.10	247	27	0.09	220	30	0.10	190	19	0.06	171	30	0.10	141	37	0.12	104	20	0.06	84	84	0.27	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	289		0.00	289		0.00	289		0.00	289		0.00	289		0.00	289	31	0.11	258	35	0.12	223	22	0.08	201	35	0.12	166	44	0.15	122	24	0.08	98	98	0.34	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	799		0.00	799		0.00	799		0.00	799		0.00	799		0.00	799	87	0.11	712	97	0.12	615	61	0.08	554	98	0.12	456	121	0.15	335	65	0.08	270	270	0.34	0	100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	167		0.00	167		0.00	167		0.00	167		0.00	167		0.00	167	18	0.11	149	20	0.12	129	13	0.08	116	20	0.12	96	26	0.16	70	13	0.08	57	57	0.33	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	246		0.00	246		0.00	246		0.00	246		0.00	246		0.00	246	27	0.11	219	30	0.12	189	19	0.08	170	30	0.12	140	37	0.15	103	20	0.08	83	83	0.34	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	251		0.00	251		0.00	251		0.00	251		0.00	251		0.00	251		0.00	251	35	0.14	216	20	0.08	196	35	0.14	161	43	0.17	118	23	0.09	95	95	0.38	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	259		0.00	259		0.00	259		0.00	259		0.00	259		0.00	259		0.00	259		0.00	259		0.00	259	46	0.18	213	57	0.22	156	30	0.12	126	126	0.48	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	176		0.00	176		0.00	176		0.00	176		0.00	176		0.00	176		0.00	176		0.00	176		0.00	176	31	0.18	145	38	0.22	107	21	0.12	86	86	0.48	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	302		0.00	302		0.00	302		0.00	302		0.00	302		0.00	302		0.00	302		0.00	302		0.00	302		0.00	302		0.00	302	58	0.19	244	244	0.81	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	729		0.00	729		0.00	729		0.00	729		0.00	729		0.00	729		0.00	729		0.00	729		0.00	729		0.00	729		0.00	729	141	0.19	588	588	0.81	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	510		0.00	510		0.00	510		0.00	510		0.00	510		0.00	510		0.00	510		0.00	510		0.00	510		0.00	510		0.00	510	97	0.19	413	413	0.81	0	100%
NW 25 St On Ramp	NW25StSR826NB	1290	312		0.00	312		0.00	312		0.00	312		0.00	312		0.00	312		0.00	312		0.00	312		0.00	312		0.00	312		0.00	312		0.00	312	312	1.00	0	100%
			5656	0			37			109			155			155			289			358			223			437			542			586			2765			5656
			0	0			37			109			155			155			289			358			223			437			542			586			2765			5656

SR 826 SB

Entry Location				NW 25 St Off Ramp 2020			SR 836 EB/WB Off Ramp 2055			NW 72/NW 87 Ave Off Ramp 2060			Flagler St/SW 8 St Off Ramp 2065			SW 24 St Off Ramp 2135			SW 40 St Off Ramp 2155			SW 56 St Off Ramp 2180			SR 874 SB Off Ramp 2185			SW 72 St Off Ramp 2235			SW 88 St Off Ramp 2255			US-1 SB Off Ramp 2290			SR 826 SB End 2295			
	Detector			826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 SB Begin	SR826SB1	2000	2206	362	0.16	1844	528	0.24	1316	120	0.05	1196	422	0.19	774	78	0.04	696	125	0.06	571	61	0.03	510	204	0.09	306	71	0.03	235	120	0.05	115	115	0.06	0	0	0.00	115	100%
Dummy On Ramp (Addtl Vol)	SR826SB1a	2005	577	95	0.16	482	138	0.24	344	31	0.05	313	111	0.19	202	20	0.03	182	33	0.06	149	16	0.03	133	53	0.09	80	19	0.03	61	31	0.05	30	30	0.07	0	0	0.00	30	100%
NW 25 St On Ramp	NW25St826SBent	2040	263		0.00	263	75	0.29	188	18	0.07	170	60	0.23	110	11	0.04	99	18	0.07	81	9	0.03	72	29	0.11	43	10	0.04	33	17	0.06	16	16	0.06	0	0	0.00	16	100%
SR 826 SB EL On Ramp	ELSBSR826SBent	2070	209		0.00	209		0.00	209		0.00	209		0.00	209	21	0.10	188	34	0.16	154	16	0.08	138	55	0.26	83	19	0.09	64	33	0.16	31	31	0.15	0	0	0.00	31	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	802		0.00	802		0.00	802		0.00	802		0.00	802	81	0.10	721	130	0.16	591	63	0.08	528	211	0.26	317	73	0.09	244	124	0.15	120	120	0.16	0	0	0.00	120	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	283		0.00	283		0.00	283		0.00	283		0.00	283	29	0.10	254	46	0.16	208	22	0.08	186	74	0.26	112	26	0.09	86	44	0.16	42	42	0.15	0	0	0.00	42	100%
SW 8 St On Ramp	SW8St826SBent	2120	264		0.00	264		0.00	264		0.00	264		0.00	264	28	0.11	236	42	0.16	194	21	0.08	173	69	0.26	104	24	0.09	80	41	0.16	39	39	0.14	0	0	0.00	39	100%
SW 24 St On Ramp	SW24St826SBent	2140	189		0.00	189		0.00	189		0.00	189		0.00	189		0.00	189	33	0.17	156	16	0.08	140	58	0.31	82	19	0.10	63	32	0.17	31	31	0.17	0	0	0.00	31	100%
SW 40 St On Ramp	SW40St826SBent	2215	144		0.00	144		0.00	144		0.00	144		0.00	144		0.00	144		0.00	144		0.00	144		0.00	144	33	0.23	111	57	0.40	54	54	0.37	0	0	0.00	54	100%
SW 56 St On Ramp	SW56St826SBent	2225	95		0.00	95		0.00	95		0.00	95		0.00	95		0.00	95		0.00	95		0.00	95		0.00	95	22	0.23	73	37	0.39	36	36	0.38	0	0	0.00	36	100%
SW 72 St On Ramp	SW72St826SBent	2245	75		0.00	75		0.00	75		0.00	75		0.00	75		0.00	75		0.00	75		0.00	75		0.00	75		0.00	75	38	0.51	37	37	0.49	0	0	0.00	37	100%
SW 88 St On Ramp	SW88St826SBent	2275	22		0.00	22		0.00	22		0.00	22		0.00	22		0.00	22		0.00	22		0.00	22		0.00	22		0.00	22		0.00	22	22	1.00	0	0	0.00	22	100%
			5129	457		741	169		593	268		461	224		753	316		574	571		0	5127																		
			2	457		741	169		593	268		461	224		753	316		574	573		0	5129																		

Time Period: 7
Simulation Start: 6:30 AM
Current Time: 8:00 AM - 8:15 AM (TP 7)

SR 826 NB

Entry Location				Dummy Rd Off Ramp 1015			SW 88 St Off Ramp 1025			SW 72 St Off Ramp 1050			SW 56 St Off Ramp 1070			SW 40 St Off Ramp 1080			SW 24 St Off Ramp 1155			SW 8 St Off Ramp 1180			SR 826 NB EL Off Ramp 1210			Flagler St/NW 72 Ave Off Ramp 1215			SR 836 EB/WB Off Ramp 1225			NW 25 St Off Ramp 1275			SR 826 NB End 1300			
	Detector			Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBELNBexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%
US-1 NB On Ramp	US1NBSR826NBent	1005	845	0	0.00	845	41	0.05	804	69	0.08	735	77	0.09	658	77	0.09	581	63	0.07	518	71	0.08	447	44	0.05	403	71	0.08	332	88	0.10	244	47	0.06	197	197	0.25	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	288		0.00	288		0.00	288	25	0.09	263	28	0.10	235	28	0.10	207	22	0.08	185	25	0.09	160	16	0.06	144	25	0.09	119	32	0.11	87	17	0.06	70	70	0.22	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	335		0.00	335		0.00	335	28	0.08	307	32	0.10	275	32	0.10	243	26	0.08	217	30	0.09	187	18	0.05	169	30	0.09	139	37	0.11	102	20	0.06	82	82	0.24	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	350		0.00	350		0.00	350		0.00	350	37	0.11	313	37	0.11	276	30	0.09	246	34	0.10	212	21	0.06	191	34	0.10	157	42	0.12	115	22	0.06	93	93	0.25	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	325		0.00	325		0.00	325		0.00	325		0.00	325		0.00	325	35	0.11	290	40	0.12	250	25	0.08	225	40	0.12	185	49	0.15	136	26	0.08	110	110	0.34	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	899		0.00	899		0.00	899		0.00	899		0.00	899		0.00	899	98	0.11	801	109	0.12	692	68	0.08	624	110	0.12	514	136	0.15	378	73	0.08	305	305	0.34	0	100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	188		0.00	188		0.00	188		0.00	188		0.00	188		0.00	188	20	0.11	168	23	0.12	145	14	0.07	131	23	0.12	108	29	0.15	79	15	0.08	64	64	0.35	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	276		0.00	276		0.00	276		0.00	276		0.00	276		0.00	276	31	0.11	245	33	0.12	212	21	0.08	191	34	0.12	157	42	0.15	115	22	0.08	93	93	0.34	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	283		0.00	283		0.00	283		0.00	283		0.00	283		0.00	283		0.00	283	38	0.13	245	24	0.08	221	39	0.14	182	48	0.17	134	26	0.09	108	108	0.39	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	291		0.00	291		0.00	291		0.00	291		0.00	291		0.00	291		0.00	291		0.00	291		0.00	291	51	0.18	240	64	0.22	176	34	0.12	142	142	0.48	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	198		0.00	198		0.00	198		0.00	198		0.00	198		0.00	198		0.00	198		0.00	198		0.00	198	34	0.17	164	43	0.22	121	23	0.12	98	98	0.49	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	340		0.00	340		0.00	340		0.00	340		0.00	340		0.00	340		0.00	340		0.00	340		0.00	340		0.00	340		0.00	340	65	0.19	275	275	0.81	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	820		0.00	820		0.00	820		0.00	820		0.00	820		0.00	820		0.00	820		0.00	820		0.00	820		0.00	820		0.00	820	158	0.19	662	662	0.81	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	574		0.00	574		0.00	574		0.00	574		0.00	574		0.00	574		0.00	574		0.00	574		0.00	574		0.00	574		0.00	574	111	0.19	463	463	0.81	0	100%
NW 25 St On Ramp	NW25StSR826NB	1290	351		0.00	351		0.00	351		0.00	351		0.00	351		0.00	351		0.00	351		0.00	351		0.00	351		0.00	351		0.00	351		0.00	351	351	1.00	0	100%
			6363	0			41			122			174			174			325			403			251			491			610			659			3112			6362
			1	0			41			122			174			174			325			403			251			491			610			659			3113			6363

SR 826 SB

Entry Location				NW 25 St Off Ramp 2020			SR 836 EB/WB Off Ramp 2055			NW 72/NW 87 Ave Off Ramp 2060			Flagler St/SW 8 St Off Ramp 2065			SW 24 St Off Ramp 2135			SW 40 St Off Ramp 2155			SW 56 St Off Ramp 2180			SR 874 SB Off Ramp 2185			SW 72 St Off Ramp 2235			SW 88 St Off Ramp 2255			US-1 SB Off Ramp 2290			SR 826 SB End 2295			
	Detector			826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 SB Begin	SR826SB1	2000	2483	407	0.16	2076	595	0.24	1481	136	0.05	1345	476	0.19	869	88	0.04	781	140	0.06	641	69	0.03	572	229	0.09	343	79	0.03	264	135	0.05	129	129	0.06	0	0	0.00	129	100%
Dummy On Ramp (Addtl Vol)	SR826SB1a	2005	649	107	0.16	542	155	0.24	387	36	0.06	351	124	0.19	227	23	0.04	204	37	0.06	167	18	0.03	149	60	0.09	89	21	0.03	68	35	0.05	33	33	0.05	0	0	0.00	33	100%
NW 25 St On Ramp	NW25St826SBent	2040	296		0.00	296	85	0.29	211	19	0.06	192	68	0.23	124	13	0.04	111	20	0.07	91	10	0.03	81	32	0.11	49	11	0.04	38	19	0.06	19	19	0.07	0	0	0.00	19	100%
SR 826 SB EL On Ramp	ELSBSR826SBent	2070	235		0.00	235		0.00	235		0.00	235		0.00	235	24	0.10	211	38	0.16	173	19	0.08	154	62	0.26	92	21	0.09	71	36	0.15	35	35	0.16	0	0	0.00	35	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	902		0.00	902		0.00	902		0.00	902		0.00	902	92	0.10	810	146	0.16	664	71	0.08	593	238	0.26	355	82	0.09	273	140	0.16	133	133	0.15	0	0	0.00	133	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	318		0.00	318		0.00	318		0.00	318		0.00	318	32	0.10	286	51	0.16	235	25	0.08	210	84	0.26	126	29	0.09	97	50	0.16	47	47	0.15	0	0	0.00	47	100%
SW 8 St On Ramp	SW8St826SBent	2120	297		0.00	297		0.00	297		0.00	297		0.00	297	30	0.10	267	48	0.16	219	23	0.08	196	79	0.27	117	27	0.09	90	46	0.15	44	44	0.15	0	0	0.00	44	100%
SW 24 St On Ramp	SW24St826SBent	2140	213		0.00	213		0.00	213		0.00	213		0.00	213		0.00	213	38	0.18	175	18	0.08	157	63	0.30	94	22	0.10	72	37	0.17	35	35	0.17	0	0	0.00	35	100%
SW 40 St On Ramp	SW40St826SBent	2215	162		0.00	162		0.00	162		0.00	162		0.00	162		0.00	162		0.00	162		0.00	162		0.00	162	38	0.23	124	63	0.39	61	61	0.38	0	0	0.00	61	100%
SW 56 St On Ramp	SW56St826SBent	2225	106		0.00	106		0.00	106		0.00	106		0.00	106		0.00	106		0.00	106		0.00	106		0.00	106	25	0.24	81	41	0.39	40	40	0.37	0	0	0.00	40	100%
SW 72 St On Ramp	SW72St826SBent	2245	85		0.00	85		0.00	85		0.00	85		0.00	85		0.00	85		0.00	85		0.00	85		0.00	85		0.00	85	44	0.52	41	41	0.48	0	0	0.00	41	100%
SW 88 St On Ramp	SW88St826SBent	2275	25		0.00	25		0.00	25		0.00	25		0.00	25		0.00	25		0.00	25		0.00	25		0.00	25		0.00	25		0.00	25	25	1.00	0	0	0.00	25	100%
			5771	514		835	191		668	302		518	253		847	355		646	643		0	5772																		
			-1	514		835	191		668	302		518	253		847	355		646	642		0	5771																		

Time Period: 8
Simulation Start: 6:30 AM
Current Time: 8:15 AM - 8:30 AM (TP 8)

SR 826 NB

Entry Location				Dummy Rd Off Ramp 1015			SW 88 St Off Ramp 1025			SW 72 St Off Ramp 1050			SW 56 St Off Ramp 1070			SW 40 St Off Ramp 1080			SW 24 St Off Ramp 1155			SW 8 St Off Ramp 1180			SR 826 NB EL Off Ramp 1210			Flagler St/NW 72 Ave Off Ramp 1215			SR 836 EB/WB Off Ramp 1225			NW 25 St Off Ramp 1275			SR 826 NB End 1300			
	Detector			Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBELNBexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%
US-1 NB On Ramp	US1NBSR826NBent	1005	848	0	0.00	848	41	0.05	807	69	0.08	738	78	0.09	660	78	0.09	582	63	0.07	519	71	0.08	448	44	0.05	404	71	0.08	333	88	0.10	245	47	0.06	198	198	0.25	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	290		0.00	290		0.00	290	25	0.09	265	28	0.10	237	28	0.10	209	23	0.08	186	25	0.09	161	16	0.06	145	26	0.09	119	32	0.11	87	17	0.06	70	70	0.22	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	336		0.00	336		0.00	336	29	0.09	307	32	0.10	275	32	0.10	243	26	0.08	217	30	0.09	187	18	0.05	169	30	0.09	139	37	0.11	102	20	0.06	82	82	0.23	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	351		0.00	351		0.00	351		0.00	351	37	0.11	314	37	0.11	277	30	0.09	247	34	0.10	213	21	0.06	192	34	0.10	158	42	0.12	116	22	0.06	94	94	0.25	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	327		0.00	327		0.00	327		0.00	327		0.00	327		0.00	327	36	0.11	291	40	0.12	251	25	0.08	226	40	0.12	186	49	0.15	137	26	0.08	111	111	0.34	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	903		0.00	903		0.00	903		0.00	903		0.00	903		0.00	903	98	0.11	805	110	0.12	695	68	0.08	627	110	0.12	517	137	0.15	380	73	0.08	307	307	0.34	0	100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	189		0.00	189		0.00	189		0.00	189		0.00	189		0.00	189	21	0.11	168	23	0.12	145	14	0.07	131	23	0.12	108	29	0.15	79	15	0.08	64	64	0.35	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	278		0.00	278		0.00	278		0.00	278		0.00	278		0.00	278	30	0.11	248	34	0.12	214	21	0.08	193	34	0.12	159	42	0.15	117	23	0.08	94	94	0.34	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	284		0.00	284		0.00	284		0.00	284		0.00	284		0.00	284		0.00	284	38	0.13	246	25	0.09	221	39	0.14	182	48	0.17	134	26	0.09	108	108	0.38	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	292		0.00	292		0.00	292		0.00	292		0.00	292		0.00	292		0.00	292		0.00	292		0.00	292	51	0.17	241	64	0.22	177	34	0.12	143	143	0.49	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	199		0.00	199		0.00	199		0.00	199		0.00	199		0.00	199		0.00	199		0.00	199		0.00	199	35	0.18	164	44	0.22	120	23	0.12	97	97	0.48	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	341		0.00	341		0.00	341		0.00	341		0.00	341		0.00	341		0.00	341		0.00	341		0.00	341		0.00	341		0.00	341	66	0.19	275	275	0.81	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	824		0.00	824		0.00	824		0.00	824		0.00	824		0.00	824		0.00	824		0.00	824		0.00	824		0.00	824		0.00	824	159	0.19	665	665	0.81	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	576		0.00	576		0.00	576		0.00	576		0.00	576		0.00	576		0.00	576		0.00	576		0.00	576		0.00	576		0.00	576	111	0.19	465	465	0.81	0	100%
NW 25 St On Ramp	NW25StSR826NB	1290	353		0.00	353		0.00	353		0.00	353		0.00	353		0.00	353		0.00	353		0.00	353		0.00	353		0.00	353		0.00	353		0.00	353	353	1.00	0	100%
			6391	0			41			123			175			175			327			405			252			493			612			662			3125			6390
			1	0			41			123			175			175			327			405			252			493			612			662			3126			6391

SR 826 SB

Entry Location				NW 25 St Off Ramp 2020			SR 836 EB/WB Off Ramp 2055			NW 72/NW 87 Ave Off Ramp 2060			Flagler St/SW 8 St Off Ramp 2065			SW 24 St Off Ramp 2135			SW 40 St Off Ramp 2155			SW 56 St Off Ramp 2180			SR 874 SB Off Ramp 2185			SW 72 St Off Ramp 2235			SW 88 St Off Ramp 2255			US-1 SB Off Ramp 2290			SR 826 SB End 2295			
	Detector			826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 SB Begin	SR826SB1	2000	2493	409	0.16	2084	597	0.24	1487	136	0.05	1351	477	0.19	874	89	0.04	785	141	0.06	644	69	0.03	575	230	0.09	345	80	0.03	265	135	0.05	130	130	0.06	0	0	0.00	130	100%
Dummy On Ramp (Addtl Vol)	SR826SB1a	2005	652	107	0.16	545	156	0.24	389	36	0.06	353	125	0.19	228	23	0.04	205	37	0.06	168	18	0.03	150	60	0.09	90	21	0.03	69	35	0.05	34	34	0.05	0	0	0.00	34	100%
NW 25 St On Ramp	NW25St826SBent	2040	297		0.00	297	85	0.29	212	19	0.06	193	68	0.23	125	13	0.04	112	20	0.07	92	10	0.03	82	33	0.11	49	11	0.04	38	19	0.06	19	19	0.07	0	0	0.00	19	100%
SR 826 SB EL On Ramp	ELSBSR826SBent	2070	236		0.00	236		0.00	236		0.00	236		0.00	236	24	0.10	212	38	0.16	174	19	0.08	155	62	0.26	93	22	0.09	71	36	0.15	35	35	0.16	0	0	0.00	35	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	906		0.00	906		0.00	906		0.00	906		0.00	906	92	0.10	814	146	0.16	668	71	0.08	597	239	0.26	358	83	0.09	275	140	0.15	135	135	0.16	0	0	0.00	135	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	320		0.00	320		0.00	320		0.00	320		0.00	320	32	0.10	288	52	0.16	236	25	0.08	211	84	0.26	127	29	0.09	98	50	0.16	48	48	0.15	0	0	0.00	48	100%
SW 8 St On Ramp	SW8St826SBent	2120	298		0.00	298		0.00	298		0.00	298		0.00	298	30	0.10	268	48	0.16	220	24	0.08	196	78	0.26	118	27	0.09	91	46	0.15	45	45	0.16	0	0	0.00	45	100%
SW 24 St On Ramp	SW24St826SBent	2140	213		0.00	213		0.00	213		0.00	213		0.00	213		0.00	213	38	0.18	175	18	0.08	157	64	0.30	93	22	0.10	71	36	0.17	35	35	0.17	0	0	0.00	35	100%
SW 40 St On Ramp	SW40St826SBent	2215	163		0.00	163		0.00	163		0.00	163		0.00	163		0.00	163		0.00	163		0.00	163		0.00	107	38	0.23	125	64	0.39	61	61	0.38	0	0	0.00	61	100%
SW 56 St On Ramp	SW56St826SBent	2225	107		0.00	107		0.00	107		0.00	107		0.00	107		0.00	107		0.00	107		0.00	107		0.00	107	24	0.22	83	42	0.39	41	41	0.39	0	0	0.00	41	100%
SW 72 St On Ramp	SW72St826SBent	2245	85		0.00	85		0.00	85		0.00	85		0.00	85		0.00	85		0.00	85		0.00	85		0.00	85		0.00	85	45	0.53	40	40	0.47	0	0	0.00	40	100%
SW 88 St On Ramp	SW88St826SBent	2275	25		0.00	25		0.00	25		0.00	25		0.00	25		0.00	25		0.00	25		0.00	25		0.00	25		0.00	25		0.00	25	25	1.00	0	0	0.00	25	100%
			5795	516		838	191		670	303		520	254		850	357		648	645		0	5792																		
			3	516		838	191		670	303		520	254		850	357		648	648		0	5795																		

Time Period: 9
Simulation Start: 6:30 AM
Current Time: 8:30 AM - 8:45 AM (TP 9)

SR 826 NB

				Dummy Rd Off Ramp 1015			SW 88 St Off Ramp 1025			SW 72 St Off Ramp 1050			SW 56 St Off Ramp 1070			SW 40 St Off Ramp 1080			SW 24 St Off Ramp 1155			SW 8 St Off Ramp 1180			SR 826 NB EL Off Ramp 1210			Flagler St/NW 72 Ave Off Ramp 1215			SR 836 EB/WB Off Ramp 1225			NW 25 St Off Ramp 1275			SR 826 NB End 1300			
Entry Location				Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBELNBexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Detector Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%
US-1 NB On Ramp	US1NBSR826NBent	1005	805	0	0.00	805	39	0.05	766	66	0.08	700	74	0.09	626	74	0.09	552	60	0.07	492	67	0.08	425	42	0.05	383	67	0.08	316	84	0.10	232	45	0.06	187	187	0.25	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	275		0.00	275		0.00	275	24	0.09	251	26	0.09	225	26	0.09	199	22	0.08	177	24	0.09	153	15	0.05	138	24	0.09	114	30	0.11	84	16	0.06	68	68	0.25	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	319		0.00	319		0.00	319	27	0.08	292	31	0.10	261	31	0.10	230	25	0.08	205	28	0.09	177	17	0.05	160	28	0.09	132	35	0.11	97	19	0.06	78	78	0.24	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	334		0.00	334		0.00	334		0.00	334	35	0.10	299	35	0.10	264	29	0.09	235	32	0.10	203	20	0.06	183	32	0.10	151	40	0.12	111	21	0.06	90	90	0.27	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	310		0.00	310		0.00	310		0.00	310		0.00	310		0.00	310	34	0.11	276	38	0.12	238	23	0.07	215	38	0.12	177	47	0.15	130	25	0.08	105	105	0.35	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	857		0.00	857		0.00	857		0.00	857		0.00	857		0.00	857	93	0.11	764	104	0.12	660	65	0.08	595	105	0.12	490	130	0.15	360	69	0.08	291	291	0.34	0	100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	180		0.00	180		0.00	180		0.00	180		0.00	180		0.00	180	20	0.11	160	22	0.12	138	14	0.08	124	22	0.12	102	27	0.15	75	14	0.08	61	61	0.34	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	264		0.00	264		0.00	264		0.00	264		0.00	264		0.00	264	27	0.10	237	32	0.12	205	20	0.08	185	33	0.13	152	40	0.15	112	22	0.08	90	90	0.34	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	269		0.00	269		0.00	269		0.00	269		0.00	269		0.00	269		0.00	269	37	0.14	232	24	0.09	208	37	0.14	171	45	0.17	126	24	0.09	102	102	0.37	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	277		0.00	277		0.00	277		0.00	277		0.00	277		0.00	277		0.00	277		0.00	277		0.00	277	49	0.18	228	61	0.22	167	32	0.12	135	135	0.48	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	189		0.00	189		0.00	189		0.00	189		0.00	189		0.00	189		0.00	189		0.00	189		0.00	189	33	0.17	156	43	0.23	113	22	0.12	91	91	0.48	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	324		0.00	324		0.00	324		0.00	324		0.00	324		0.00	324		0.00	324		0.00	324		0.00	324		0.00	324		0.00	324	62	0.19	262	262	0.81	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	782		0.00	782		0.00	782		0.00	782		0.00	782		0.00	782		0.00	782		0.00	782		0.00	782		0.00	782		0.00	782	151	0.19	631	631	0.81	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	547		0.00	547		0.00	547		0.00	547		0.00	547		0.00	547		0.00	547		0.00	547		0.00	547		0.00	547		0.00	547	106	0.19	441	441	0.81	0	100%
NW 25 St On Ramp	NW25StSR826NB	1290	335		0.00	335		0.00	335		0.00	335		0.00	335		0.00	335		0.00	335		0.00	335		0.00	335		0.00	335		0.00	335		0.00	335	335	1.00	0	100%
			6067	0			39			117			166			166			310			384			240			468			582			628			2967			6067	
			0	0			39			117			166			166			310			384			240			468			582			628			2967			6067	

SR 826 SB

				NW 25 St Off Ramp 2020			SR 836 EB/WB Off Ramp 2055			NW 72/NW 87 Ave Off Ramp 2060			Flagler St/SW 8 St Off Ramp 2065			SW 24 St Off Ramp 2135			SW 40 St Off Ramp 2155			SW 56 St Off Ramp 2180			SR 874 SB Off Ramp 2185			SW 72 St Off Ramp 2235			SW 88 St Off Ramp 2255			US-1 SB Off Ramp 2290			SR 826 SB End 2295			
Entry Location				826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Detector Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 SB Begin	SR826SB1	2000	2367	388	0.16	1979	567	0.24	1412	130	0.05	1282	453	0.19	829	84	0.04	745	134	0.06	611	65	0.03	546	219	0.09	327	76	0.03	251	128	0.05	123	123	0.06	0	0	0.00	123	100%
Dummy On Ramp (Addtl Vol)	SR826SB1a	2005	619	102	0.16	517	148	0.24	369	34	0.05	335	118	0.19	217	22	0.04	195	35	0.06	160	17	0.03	143	57	0.09	86	20	0.03	66	34	0.05	32	32	0.06	0	0	0.00	32	100%
NW 25 St On Ramp	NW25St826SBent	2040	282		0.00	282	81	0.29	201	18	0.06	183	65	0.23	118	12	0.04	106	19	0.07	87	9	0.03	78	31	0.11	47	11	0.04	36	18	0.06	18	18	0.07	0	0	0.00	18	100%
SR 826 SB EL On Ramp	ELSBSR826SBent	2070	224		0.00	224		0.00	224		0.00	224		0.00	224	23	0.10	201	36	0.16	165	18	0.08	147	59	0.26	88	20	0.09	68	35	0.16	33	33	0.15	0	0	0.00	33	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	860		0.00	860		0.00	860		0.00	860		0.00	860	87	0.10	773	139	0.16	634	68	0.08	566	227	0.26	339	79	0.09	260	133	0.15	127	127	0.16	0	0	0.00	127	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	303		0.00	303		0.00	303		0.00	303		0.00	303	31	0.10	272	49	0.16	223	24	0.08	199	80	0.26	119	28	0.09	91	47	0.16	44	44	0.15	0	0	0.00	44	100%
SW 8 St On Ramp	SW8St826SBent	2120	283		0.00	283		0.00	283		0.00	283		0.00	283	29	0.10	254	46	0.16	208	22	0.08	186	75	0.27	111	26	0.09	85	43	0.15	42	42	0.15	0	0	0.00	42	100%
SW 24 St On Ramp	SW24St826SBent	2140	203		0.00	203		0.00	203		0.00	203		0.00	203		0.00	203	36	0.18	167	18	0.09	149	59	0.29	90	21	0.10	69	35	0.17	34	34	0.17	0	0	0.00	34	100%
SW 40 St On Ramp	SW40St826SBent	2215	155		0.00	155		0.00	155		0.00	155		0.00	155		0.00	155		0.00	155		0.00	155		0.00	155	36	0.23	119	61	0.39	58	58	0.38	0	0	0.00	58	100%
SW 56 St On Ramp	SW56St826SBent	2225	101		0.00	101		0.00	101		0.00	101		0.00	101		0.00	101		0.00	101		0.00	101		0.00	101	22	0.22	79	40	0.40	39	39	0.38	0	0	0.00	39	100%
SW 72 St On Ramp	SW72St826SBent	2245	81		0.00	81		0.00	81		0.00	81		0.00	81		0.00	81		0.00	81		0.00	81		0.00	81		0.00	81	42	0.52	39	39	0.48	0	0	0.00	39	100%
SW 88 St On Ramp	SW88St826SBent	2275	24		0.00	24		0.00	24		0.00	24		0.00	24		0.00	24		0.00	24		0.00	24		0.00	24		0.00	24		0.00	24	24	1.00	0	0	0.00	24	100%
			5502	490		796	182		636	288		494	241		807	339		616	613		0	5502																	
			0	490		796	182		636	288		494	241		807	339		616	613		0	5502																	

Time Period: 10
Simulation Start: 6:30 AM
Current Time: 8:45 AM - 9:00 AM (TP 10)

SR 826 NB

Name	Entry Location / Detector / Station	Node #	Volume	Dummy Rd Off Ramp 1015 Dummy Dummy			SW 88 St Off Ramp 1025 826NBSW88Stexit			SW 72 St Off Ramp 1050 SR826NBSW72Stexit			SW 56 St Off Ramp 1070 SR826NBSW56Stexit			SW 40 St Off Ramp 1080 SR826NBSW40Stexit			SW 24 St Off Ramp 1155 SR826NBSW24Stexit			SW 8 St Off Ramp 1180 SR826NBSW8Stexit			SR 826 NB EL Off Ramp 1210 SR826NBELNBexit			Flagler St/NW 72 Ave Off Ramp 1215 SR826NBFlagler72Avexit			SR 836 EB/WB Off Ramp 1225 SR826NBSR836EBWBexit			NW 25 St Off Ramp 1275 SR 826NBNW25Stexit			SR 826 NB End 1300 SR826NB24			
				Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%
US-1 NB On Ramp	US1NBSR826NBent	1005	820	0	0.00	820	40	0.05	780	67	0.08	713	75	0.09	638	75	0.09	563	61	0.07	502	68	0.08	434	43	0.05	391	69	0.08	322	86	0.10	236	46	0.06	190	190	0.25	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	280		0.00	280		0.00	280	24	0.09	256	27	0.10	229	27	0.10	202	22	0.08	180	25	0.09	155	15	0.05	140	25	0.09	115	31	0.11	84	16	0.06	68	68	0.23	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	325		0.00	325		0.00	325	28	0.09	297	31	0.10	266	31	0.10	235	26	0.08	209	29	0.09	180	18	0.06	162	29	0.09	133	35	0.11	98	19	0.06	79	79	0.22	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	340		0.00	340		0.00	340		0.00	340	36	0.11	304	36	0.11	268	29	0.09	239	33	0.10	206	20	0.06	186	33	0.10	153	41	0.12	112	22	0.06	90	90	0.25	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	316		0.00	316		0.00	316		0.00	316		0.00	316		0.00	316	34	0.11	282	38	0.12	244	24	0.08	220	39	0.12	181	48	0.15	133	26	0.08	107	107	0.34	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	873		0.00	873		0.00	873		0.00	873		0.00	873		0.00	873	95	0.11	778	106	0.12	672	66	0.08	606	107	0.12	499	133	0.15	366	71	0.08	295	295	0.34	0	100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	183		0.00	183		0.00	183		0.00	183		0.00	183		0.00	183	20	0.11	163	22	0.12	141	14	0.08	127	22	0.12	105	28	0.15	77	15	0.08	62	62	0.34	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	268		0.00	268		0.00	268		0.00	268		0.00	268		0.00	268	29	0.11	239	33	0.12	206	20	0.07	186	33	0.12	153	41	0.15	112	22	0.08	90	90	0.35	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	274		0.00	274		0.00	274		0.00	274		0.00	274		0.00	274		0.00	274	37	0.14	237	24	0.09	213	38	0.14	175	46	0.17	129	25	0.09	104	104	0.37	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	282		0.00	282		0.00	282		0.00	282		0.00	282		0.00	282		0.00	282		0.00	282		0.00	282	50	0.18	232	62	0.22	170	33	0.12	137	137	0.48	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	192		0.00	192		0.00	192		0.00	192		0.00	192		0.00	192		0.00	192		0.00	192		0.00	192	32	0.17	160	41	0.21	119	23	0.12	96	96	0.50	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	330		0.00	330		0.00	330		0.00	330		0.00	330		0.00	330		0.00	330		0.00	330		0.00	330		0.00	330		0.00	330	64	0.19	266	266	0.81	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	796		0.00	796		0.00	796		0.00	796		0.00	796		0.00	796		0.00	796		0.00	796		0.00	796		0.00	796		0.00	796	153	0.19	643	643	0.81	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	557		0.00	557		0.00	557		0.00	557		0.00	557		0.00	557		0.00	557		0.00	557		0.00	557		0.00	557		0.00	557	105	0.19	452	452	0.81	0	100%
NW 25 St On Ramp	NW25StSR826NB	1290	341		0.00	341		0.00	341		0.00	341		0.00	341		0.00	341		0.00	341		0.00	341		0.00	341		0.00	341		0.00	341		0.00	341	341	1.00	0	100%
			6177	0			40			119			169			169			316			391			244			477			592			640			3021			6178
			-1	0			40			119			169			169			316			391			244			477			592			640			3020			6177

SR 826 SB

Name	Entry Location / Detector / Station	Node #	Volume	NW 25 St Off Ramp 2020 826SBNW25Stexit			SR 836 EB/WB Off Ramp 2055 826SB836EBWBexit			NW 72/NW 87 Ave Off Ramp 2060 826SBNW72AvNW87Avexit			Flagler St/SW 8 St Off Ramp 2065 826SBFlaglerStSW8Stexit			SW 24 St Off Ramp 2135 826SBSW24Stexit			SW 40 St Off Ramp 2155 826SBSW40Stexit			SW 56 St Off Ramp 2180 826SBSW56Stexit			SR 874 SB Off Ramp 2185 826SB874SB2ent			SW 72 St Off Ramp 2235 826SBSW72Stexit			SW 88 St Off Ramp 2255 826SBSW88Stexit			US-1 SB Off Ramp 2290 826SBUS1SBexit			SR 826 SB End 2295 SR826SB24			
				Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 SB Begin	SR826SB1	2000	2410	396	0.16	2014	577	0.24	1437	132	0.05	1305	461	0.19	844	86	0.04	758	136	0.06	622	66	0.03	556	223	0.09	333	77	0.03	256	131	0.05	125	125	0.06	0	0	0.00	125	100%
Dummy On Ramp (Addtl Vol)	SR826SB1a	2005	630	103	0.16	527	151	0.24	376	34	0.05	342	121	0.19	221	22	0.03	199	36	0.06	163	17	0.03	146	59	0.09	87	20	0.03	67	34	0.05	33	33	0.07	0	0	0.00	33	100%
NW 25 St On Ramp	NW25St826SBent	2040	287		0.00	287	82	0.29	205	19	0.07	186	66	0.23	120	12	0.04	108	19	0.07	89	9	0.03	80	32	0.11	48	11	0.04	37	19	0.07	18	18	0.05	0	0	0.00	18	100%
SR 826 SB EL On Ramp	ELSBSR826SBent	2070	228		0.00	228		0.00	228		0.00	228		0.00	228	23	0.10	205	37	0.16	168	18	0.08	150	60	0.26	90	21	0.09	69	35	0.15	34	34	0.16	0	0	0.00	34	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	876		0.00	876		0.00	876		0.00	876		0.00	876	89	0.10	787	141	0.16	646	69	0.08	577	231	0.26	346	80	0.09	266	136	0.16	130	130	0.15	0	0	0.00	130	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	309		0.00	309		0.00	309		0.00	309		0.00	309	31	0.10	278	50	0.16	228	24	0.08	204	82	0.27	122	28	0.09	94	48	0.16	46	46	0.14	0	0	0.00	46	100%
SW 8 St On Ramp	SW8St826SBent	2120	288		0.00	288		0.00	288		0.00	288		0.00	288	30	0.10	258	46	0.16	212	23	0.08	189	76	0.26	113	26	0.09	87	44	0.15	43	43	0.16	0	0	0.00	43	100%
SW 24 St On Ramp	SW24St826SBent	2140	206		0.00	206		0.00	206		0.00	206		0.00	206		0.00	206	38	0.18	168	19	0.09	149	59	0.29	90	21	0.10	69	35	0.17	34	34	0.17	0	0	0.00	34	100%
SW 40 St On Ramp	SW40St826SBent	2215	158		0.00	158		0.00	158		0.00	158		0.00	158		0.00	158		0.00	158		0.00	158		0.00	158	37	0.23	121	62	0.39	59	59	0.38	0	0	0.00	59	100%
SW 56 St On Ramp	SW56St826SBent	2225	103		0.00	103		0.00	103		0.00	103		0.00	103		0.00	103		0.00	103		0.00	103		0.00	103	24	0.23	79	40	0.39	39	39	0.38	0	0	0.00	39	100%
SW 72 St On Ramp	SW72St826SBent	2245	82		0.00	82		0.00	82		0.00	82		0.00	82		0.00	82		0.00	82		0.00	82		0.00	82		0.00	82	43	0.52	39	39	0.48	0	0	0.00	39	100%
SW 88 St On Ramp	SW88St826SBent	2275	24		0.00	24		0.00	24		0.00	24		0.00	24		0.00	24		0.00	24		0.00	24		0.00	24		0.00	24		0.00	24	24	1.00	0	0	0.00	24	100%
			5601	499		810	185		648	293		503	245		822	345		627	624		0	5601																		
			0	499		810	185		648	293		503	245		822	345		627	624		0	5601																		

Time Period: 11
Simulation Start: 6:30 AM
Current Time: 9:00 AM - 9:15 AM (TP 11)

SR 826 NB

Entry Location				Dummy Rd Off Ramp 1015			SW 88 St Off Ramp 1025			SW 72 St Off Ramp 1050			SW 56 St Off Ramp 1070			SW 40 St Off Ramp 1080			SW 24 St Off Ramp 1155			SW 8 St Off Ramp 1180			SR 826 NB EL Off Ramp 1210			Flagler St/NW 72 Ave Off Ramp 1215			SR 836 EB/WB Off Ramp 1225			NW 25 St Off Ramp 1275			SR 826 NB End 1300			
	Detector			Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBELNBexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%
US-1 NB On Ramp	US1NBSR826NBent	1005	796	0	0.00	796	39	0.05	757	65	0.08	692	73	0.09	619	73	0.09	546	59	0.07	487	67	0.08	420	41	0.05	379	67	0.08	312	83	0.10	229	44	0.06	185	185	0.25	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	272		0.00	272		0.00	272	23	0.08	249	26	0.10	223	26	0.10	197	21	0.08	176	24	0.09	152	15	0.06	137	24	0.09	113	30	0.11	83	16	0.06	67	67	0.23	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	316		0.00	316		0.00	316	27	0.09	289	30	0.09	259	30	0.09	229	25	0.08	204	28	0.09	176	17	0.05	159	28	0.09	131	35	0.11	96	19	0.06	77	77	0.25	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	330		0.00	330		0.00	330		0.00	330	35	0.11	295	35	0.11	260	28	0.08	232	32	0.10	200	20	0.06	180	32	0.10	148	39	0.12	109	21	0.06	88	88	0.26	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	306		0.00	306		0.00	306		0.00	306		0.00	306		0.00	306	33	0.11	273	37	0.12	236	23	0.08	213	38	0.12	175	47	0.15	128	25	0.08	103	103	0.34	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	847		0.00	847		0.00	847		0.00	847		0.00	847		0.00	847	92	0.11	755	103	0.12	652	64	0.08	588	104	0.12	484	129	0.15	355	68	0.08	287	287	0.34	0	100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	177		0.00	177		0.00	177		0.00	177		0.00	177		0.00	177	19	0.11	158	22	0.12	136	13	0.07	123	22	0.12	101	27	0.15	74	14	0.08	60	60	0.35	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	260		0.00	260		0.00	260		0.00	260		0.00	260		0.00	260	29	0.11	231	32	0.12	199	20	0.08	179	32	0.12	147	39	0.15	108	21	0.08	87	87	0.34	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	266		0.00	266		0.00	266		0.00	266		0.00	266		0.00	266		0.00	266	35	0.13	231	24	0.09	207	36	0.14	171	45	0.17	126	24	0.09	102	102	0.38	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	274		0.00	274		0.00	274		0.00	274		0.00	274		0.00	274		0.00	274		0.00	274		0.00	274	48	0.18	226	60	0.22	166	32	0.12	134	134	0.48	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	187		0.00	187		0.00	187		0.00	187		0.00	187		0.00	187		0.00	187		0.00	187		0.00	187	32	0.17	155	41	0.22	114	22	0.12	92	92	0.49	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	320		0.00	320		0.00	320		0.00	320		0.00	320		0.00	320		0.00	320		0.00	320		0.00	320		0.00	320		0.00	320	62	0.19	258	258	0.81	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	773		0.00	773		0.00	773		0.00	773		0.00	773		0.00	773		0.00	773		0.00	773		0.00	773		0.00	773		0.00	773	149	0.19	624	624	0.81	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	541		0.00	541		0.00	541		0.00	541		0.00	541		0.00	541		0.00	541		0.00	541		0.00	541		0.00	541		0.00	541	104	0.19	437	437	0.81	0	100%
NW 25 St On Ramp	NW25StSR826NB	1290	331		0.00	331		0.00	331		0.00	331		0.00	331		0.00	331		0.00	331		0.00	331		0.00	331		0.00	331		0.00	331		0.00	331	331	1.00	0	100%
			5996	0			39			115			164			164			306			380			237			463			575			621			2932			5996
			0	0			39			115			164			164			306			380			237			463			575			621			2932			5996

SR 826 SB

Entry Location				NW 25 St Off Ramp 2020			SR 836 EB/WB Off Ramp 2055			NW 72/NW 87 Ave Off Ramp 2060			Flagler St/SW 8 St Off Ramp 2065			SW 24 St Off Ramp 2135			SW 40 St Off Ramp 2155			SW 56 St Off Ramp 2180			SR 874 SB Off Ramp 2185			SW 72 St Off Ramp 2235			SW 88 St Off Ramp 2255			US-1 SB Off Ramp 2290			SR 826 SB End 2295			
	Detector			826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 SB Begin	SR826SB1	2000	2339	384	0.16	1955	560	0.24	1395	128	0.05	1267	448	0.19	819	83	0.04	736	132	0.06	604	65	0.03	539	216	0.09	323	75	0.03	248	127	0.05	121	121	0.06	0	0	0.00	121	100%
Dummy On Ramp (Addtl Vol)	SR826SB1a	2005	611	100	0.16	511	146	0.24	365	34	0.06	331	117	0.19	214	22	0.04	192	35	0.06	157	17	0.03	140	56	0.09	84	19	0.03	65	33	0.05	32	32	0.05	0	0	0.00	32	100%
NW 25 St On Ramp	NW25St826SBent	2040	278		0.00	278	80	0.29	198	18	0.06	180	64	0.23	116	12	0.04	104	19	0.07	85	9	0.03	76	30	0.11	46	11	0.04	35	18	0.06	17	17	0.07	0	0	0.00	17	100%
SR 826 SB EL On Ramp	ELSBSR826SBent	2070	221		0.00	221		0.00	221		0.00	221		0.00	221	22	0.10	199	36	0.16	163	17	0.08	146	59	0.27	87	20	0.09	67	34	0.15	33	33	0.15	0	0	0.00	33	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	850		0.00	850		0.00	850		0.00	850		0.00	850	87	0.10	763	137	0.16	626	67	0.08	559	224	0.26	335	78	0.09	257	131	0.15	126	126	0.16	0	0	0.00	126	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	300		0.00	300		0.00	300		0.00	300		0.00	300	31	0.10	269	48	0.16	221	24	0.08	197	79	0.26	118	27	0.09	91	47	0.16	44	44	0.15	0	0	0.00	44	100%
SW 8 St On Ramp	SW8St826SBent	2120	280		0.00	280		0.00	280		0.00	280		0.00	280	28	0.10	252	45	0.16	207	22	0.08	185	74	0.26	111	26	0.09	85	43	0.15	42	42	0.16	0	0	0.00	42	100%
SW 24 St On Ramp	SW24St826SBent	2140	200		0.00	200		0.00	200		0.00	200		0.00	200		0.00	200	36	0.18	164	17	0.09	147	60	0.30	87	20	0.10	67	34	0.17	33	33	0.16	0	0	0.00	33	100%
SW 40 St On Ramp	SW40St826SBent	2215	153		0.00	153		0.00	153		0.00	153		0.00	153		0.00	153		0.00	153		0.00	153		0.00	153	35	0.23	118	60	0.39	58	58	0.38	0	0	0.00	58	100%
SW 56 St On Ramp	SW56St826SBent	2225	100		0.00	100		0.00	100		0.00	100		0.00	100		0.00	100		0.00	100		0.00	100		0.00	100	24	0.24	76	39	0.39	37	37	0.37	0	0	0.00	37	100%
SW 72 St On Ramp	SW72St826SBent	2245	80		0.00	80		0.00	80		0.00	80		0.00	80		0.00	80		0.00	80		0.00	80		0.00	80		0.00	80	42	0.53	38	38	0.47	0	0	0.00	38	100%
SW 88 St On Ramp	SW88St826SBent	2275	24		0.00	24		0.00	24		0.00	24		0.00	24		0.00	24		0.00	24		0.00	24		0.00	24		0.00	24		0.00	24	24	1.00	0	0	0.00	24	100%
			5436	484		786	180		629	285		488	238		798	335		608	605		0	5436																		
			0	484		786	180		629	285		488	238		798	335		608	605		0	5436																		

Time Period: 12
Simulation Start: 6:30 AM
Current Time: 9:15 AM - 9:30 AM (TP 12)

SR 826 NB

Entry Location				Dummy Rd Off Ramp 1015			SW 88 St Off Ramp 1025			SW 72 St Off Ramp 1050			SW 56 St Off Ramp 1070			SW 40 St Off Ramp 1080			SW 24 St Off Ramp 1155			SW 8 St Off Ramp 1180			SR 826 NB EL Off Ramp 1210			Flagler St/NW 72 Ave Off Ramp 1215			SW 836 EB/WB Off Ramp 1225			NW 25 St Off Ramp 1275			SR 826 NB End 1300			
	Detector			Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBELNBexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%
US-1 NB On Ramp	US1NBSR826NBent	1005	724	0	0.00	724	35	0.05	689	59	0.08	630	67	0.09	563	67	0.09	496	54	0.07	442	60	0.08	382	38	0.05	344	61	0.08	283	75	0.10	208	40	0.06	168	168	0.25	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	247		0.00	247		0.00	247	21	0.09	226	24	0.10	202	24	0.10	178	19	0.08	159	22	0.09	137	13	0.05	124	22	0.09	102	27	0.11	75	14	0.06	61	61	0.23	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	287		0.00	287		0.00	287	25	0.09	262	28	0.10	234	28	0.10	206	22	0.08	184	25	0.09	159	16	0.06	143	25	0.09	118	31	0.11	87	17	0.06	70	70	0.22	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	300		0.00	300		0.00	300		0.00	300	31	0.10	269	31	0.10	238	26	0.09	212	29	0.10	183	18	0.06	165	29	0.10	136	36	0.12	100	19	0.06	81	81	0.27	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	279		0.00	279		0.00	279		0.00	279		0.00	279		0.00	279	30	0.11	249	34	0.12	215	21	0.08	194	34	0.12	160	43	0.15	117	23	0.08	94	94	0.34	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	771		0.00	771		0.00	771		0.00	771		0.00	771		0.00	771	84	0.11	687	94	0.12	593	58	0.08	535	94	0.12	441	117	0.15	324	62	0.08	262	262	0.34	0	100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	162		0.00	162		0.00	162		0.00	162		0.00	162		0.00	162	18	0.11	144	20	0.12	124	12	0.07	112	20	0.12	92	24	0.15	68	13	0.08	55	55	0.35	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	237		0.00	237		0.00	237		0.00	237		0.00	237		0.00	237	26	0.11	211	29	0.12	182	18	0.08	164	29	0.12	135	36	0.15	99	19	0.08	80	80	0.34	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	242		0.00	242		0.00	242		0.00	242		0.00	242		0.00	242		0.00	242	33	0.14	209	21	0.09	188	33	0.14	155	41	0.17	114	22	0.09	92	92	0.37	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	250		0.00	250		0.00	250		0.00	250		0.00	250		0.00	250		0.00	250		0.00	250		0.00	250	44	0.18	206	55	0.22	151	29	0.12	122	122	0.48	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	170		0.00	170		0.00	170		0.00	170		0.00	170		0.00	170		0.00	170		0.00	170		0.00	170	30	0.18	140	38	0.22	102	20	0.12	82	82	0.48	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	291		0.00	291		0.00	291		0.00	291		0.00	291		0.00	291		0.00	291		0.00	291		0.00	291		0.00	291		0.00	291	56	0.19	235	235	0.81	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	703		0.00	703		0.00	703		0.00	703		0.00	703		0.00	703		0.00	703		0.00	703		0.00	703		0.00	703		0.00	703	136	0.19	567	567	0.81	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	492		0.00	492		0.00	492		0.00	492		0.00	492		0.00	492		0.00	492		0.00	492		0.00	492		0.00	492		0.00	492	95	0.19	397	397	0.81	0	100%
NW 25 St On Ramp	NW25StSR826NB	1290	301		0.00	301		0.00	301		0.00	301		0.00	301		0.00	301		0.00	301		0.00	301		0.00	301		0.00	301		0.00	301		0.00	301	301	1.00	0	100%
			5456	0			35			105			150			150			279			346			215			421			523			565			2669			5458
			-2	0			35			105			150			150			279			346			215			421			523			565			2667			5456

SR 826 SB

Entry Location				NW 25 St Off Ramp 2020			SR 836 EB/WB Off Ramp 2055			NW 72/NW 87 Ave Off Ramp 2060			Flagler St/SW 8 St Off Ramp 2065			SW 24 St Off Ramp 2135			SW 40 St Off Ramp 2155			SW 56 St Off Ramp 2180			SR 874 SB Off Ramp 2185			SW 72 St Off Ramp 2235			SW 88 St Off Ramp 2255			US-1 SB Off Ramp 2290			SR 826 SB End 2295			
	Detector			826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 SB Begin	SR826SB1	2000	2129	350	0.16	1779	510	0.24	1269	117	0.05	1152	407	0.19	745	76	0.04	669	120	0.06	549	59	0.03	490	196	0.09	294	68	0.03	226	116	0.05	110	110	0.06	0	0	0.00	110	100%
Dummy On Ramp (Addtl Vol)	SR826SB1a	2005	557	91	0.16	466	134	0.24	332	31	0.06	301	106	0.19	195	20	0.04	175	31	0.06	144	15	0.03	129	52	0.09	77	18	0.03	59	30	0.05	29	29	0.05	0	0	0.00	29	100%
NW 25 St On Ramp	NW25St826SBent	2040	253		0.00	253	72	0.28	181	16	0.06	165	59	0.23	106	11	0.04	95	17	0.07	78	8	0.03	70	28	0.11	42	10	0.04	32	16	0.06	16	16	0.08	0	0	0.00	16	100%
SR 826 SB EL On Ramp	ELSBSR826SBent	2070	201		0.00	201		0.00	201		0.00	201		0.00	201	20	0.10	181	33	0.16	148	16	0.08	132	53	0.26	79	18	0.09	61	31	0.15	30	30	0.16	0	0	0.00	30	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	774		0.00	774		0.00	774		0.00	774		0.00	774	79	0.10	695	125	0.16	570	61	0.08	509	204	0.26	305	71	0.09	234	120	0.16	114	114	0.15	0	0	0.00	114	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	273		0.00	273		0.00	273		0.00	273		0.00	273	28	0.10	245	44	0.16	201	22	0.08	179	72	0.26	107	25	0.09	82	42	0.15	40	40	0.16	0	0	0.00	40	100%
SW 8 St On Ramp	SW8St826SBent	2120	255		0.00	255		0.00	255		0.00	255		0.00	255	25	0.10	230	41	0.16	189	20	0.08	169	68	0.27	101	23	0.09	78	40	0.16	38	38	0.14	0	0	0.00	38	100%
SW 24 St On Ramp	SW24St826SBent	2140	182		0.00	182		0.00	182		0.00	182		0.00	182		0.00	182	33	0.18	149	16	0.09	133	53	0.29	80	19	0.10	61	31	0.17	30	30	0.17	0	0	0.00	30	100%
SW 40 St On Ramp	SW40St826SBent	2215	139		0.00	139		0.00	139		0.00	139		0.00	139		0.00	139		0.00	139		0.00	139		0.00	139	32	0.23	107	55	0.40	52	52	0.37	0	0	0.00	52	100%
SW 56 St On Ramp	SW56St826SBent	2225	91		0.00	91		0.00	91		0.00	91		0.00	91		0.00	91		0.00	91		0.00	91		0.00	91	21	0.23	70	36	0.40	34	34	0.37	0	0	0.00	34	100%
SW 72 St On Ramp	SW72St826SBent	2245	72		0.00	72		0.00	72		0.00	72		0.00	72		0.00	72		0.00	72		0.00	72		0.00	72		0.00	72	37	0.51	35	35	0.49	0	0	0.00	35	100%
SW 88 St On Ramp	SW88St826SBent	2275	21		0.00	21		0.00	21		0.00	21		0.00	21		0.00	21		0.00	21		0.00	21		0.00	21		0.00	21		0.00	21	21	1.00	0	0	0.00	21	100%
			4947	441		716	164		572	259		444	217		726	305		554	551		0	4949																		
			-2	441		716	164		572	259		444	217		726	305		554	549		0	4947																		

Time Period: 13
Simulation Start: 6:30 AM
Current Time: 9:30 AM - 9:45 AM (TP 13)

SR 826 NB

Entry Location				Dummy Rd Off Ramp 1015			SW 88 St Off Ramp 1025			SW 72 St Off Ramp 1050			SW 56 St Off Ramp 1070			SW 40 St Off Ramp 1080			SW 24 St Off Ramp 1155			SW 8 St Off Ramp 1180			SR 826 NB EL Off Ramp 1210			Flagler St/NW 72 Ave Off Ramp 1215			SR 836 EB/WB Off Ramp 1225			NW 25 St Off Ramp 1275			SR 826 NB End 1300			
Detector				Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBELNBexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%
US-1 NB On Ramp	US1NBSR826NBent	1005	685	0	0.00	685	33	0.05	652	56	0.08	596	63	0.09	533	63	0.09	470	51	0.07	419	57	0.08	362	36	0.05	326	57	0.08	269	71	0.10	198	38	0.06	160	160	0.25	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	234		0.00	234		0.00	234	20	0.09	214	22	0.09	192	23	0.10	169	18	0.08	151	21	0.09	130	13	0.06	117	21	0.09	96	25	0.11	71	14	0.06	57	57	0.23	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	272		0.00	272		0.00	272	23	0.08	249	26	0.10	223	26	0.10	197	21	0.08	176	24	0.09	152	15	0.06	137	24	0.09	113	30	0.11	83	16	0.06	67	67	0.23	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	284		0.00	284		0.00	284		0.00	284	30	0.11	254	29	0.10	225	24	0.08	201	27	0.10	174	17	0.06	157	28	0.10	129	34	0.12	95	18	0.06	77	77	0.27	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	264		0.00	264		0.00	264		0.00	264		0.00	264		0.00	264	29	0.11	235	32	0.12	203	20	0.08	183	32	0.12	151	40	0.15	111	21	0.08	90	90	0.34	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	729		0.00	729		0.00	729		0.00	729		0.00	729		0.00	729	79	0.11	650	89	0.12	561	55	0.08	506	89	0.12	417	111	0.15	306	59	0.08	247	247	0.34	0	100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	153		0.00	153		0.00	153		0.00	153		0.00	153		0.00	153	17	0.11	136	19	0.12	117	12	0.08	105	18	0.12	87	23	0.15	64	12	0.08	52	52	0.34	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	224		0.00	224		0.00	224		0.00	224		0.00	224		0.00	224	25	0.11	199	27	0.12	172	17	0.08	155	27	0.12	128	34	0.15	94	18	0.08	76	76	0.34	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	229		0.00	229		0.00	229		0.00	229		0.00	229		0.00	229		0.00	229	31	0.14	198	19	0.08	179	31	0.14	148	39	0.17	109	21	0.09	88	88	0.38	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	236		0.00	236		0.00	236		0.00	236		0.00	236		0.00	236		0.00	236		0.00	236		0.00	236	42	0.18	194	52	0.22	142	27	0.11	115	115	0.49	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	161		0.00	161		0.00	161		0.00	161		0.00	161		0.00	161		0.00	161		0.00	161		0.00	161	29	0.18	132	36	0.22	96	18	0.11	78	78	0.49	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	275		0.00	275		0.00	275		0.00	275		0.00	275		0.00	275		0.00	275		0.00	275		0.00	275		0.00	275		0.00	275	53	0.19	222	222	0.81	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	665		0.00	665		0.00	665		0.00	665		0.00	665		0.00	665		0.00	665		0.00	665		0.00	665		0.00	665		0.00	665	128	0.19	537	537	0.81	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	465		0.00	465		0.00	465		0.00	465		0.00	465		0.00	465		0.00	465		0.00	465		0.00	465		0.00	465		0.00	465	91	0.20	374	374	0.80	0	100%
NW 25 St On Ramp	NW25StSR826NB	1290	285		0.00	285		0.00	285		0.00	285		0.00	285		0.00	285		0.00	285		0.00	285		0.00	285		0.00	285		0.00	285		0.00	285	285	1.00	0	100%
			5161	0			33			99			141			141			264			327			204			398			495			534			2523			5159
			2	0			33			99			141			141			264			327			204			398			495			534			2525			5161

SR 826 SB

Entry Location				NW 25 St Off Ramp 2020			SR 836 EB/WB Off Ramp 2055			NW 72/NW 87 Ave Off Ramp 2060			Flagler St/SW 8 St Off Ramp 2065			SW 24 St Off Ramp 2135			SW 40 St Off Ramp 2155			SW 56 St Off Ramp 2180			SR 874 SB Off Ramp 2185			SW 72 St Off Ramp 2235			SW 88 St Off Ramp 2255			US-1 SB Off Ramp 2290			SR 826 SB End 2295			
Detector				826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 SB Begin	SR826SB1	2000	2013	331	0.16	1682	482	0.24	1200	110	0.05	1090	385	0.19	705	72	0.04	633	114	0.06	519	56	0.03	463	186	0.09	277	64	0.03	213	109	0.05	104	104	0.06	0	0	0.00	104	100%
Dummy On Ramp (Addtl Vol)	SR826SB1a	2005	526	86	0.16	440	126	0.24	314	29	0.06	285	101	0.19	184	19	0.04	165	30	0.06	135	14	0.03	121	49	0.09	72	17	0.03	55	28	0.05	27	27	0.05	0	0	0.00	27	100%
NW 25 St On Ramp	NW25St826SBent	2040	240		0.00	240	69	0.29	171	16	0.07	155	55	0.23	100	10	0.04	90	16	0.07	74	8	0.03	66	27	0.11	39	9	0.04	30	15	0.06	15	15	0.06	0	0	0.00	15	100%
SR 826 SB EL On Ramp	ELSBSR826SBent	2070	190		0.00	190		0.00	190		0.00	190		0.00	190	19	0.10	171	31	0.16	140	15	0.08	125	50	0.26	75	17	0.09	58	30	0.16	28	28	0.15	0	0	0.00	28	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	731		0.00	731		0.00	731		0.00	731		0.00	731	74	0.10	657	118	0.16	539	58	0.08	481	193	0.26	288	67	0.09	221	113	0.15	108	108	0.16	0	0	0.00	108	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	258		0.00	258		0.00	258		0.00	258		0.00	258	26	0.10	232	42	0.16	190	20	0.08	170	68	0.26	102	24	0.09	78	40	0.16	38	38	0.15	0	0	0.00	38	100%
SW 8 St On Ramp	SW8St826SBent	2120	241		0.00	241		0.00	241		0.00	241		0.00	241	25	0.10	216	39	0.16	177	19	0.08	158	63	0.26	95	22	0.09	73	37	0.15	36	36	0.16	0	0	0.00	36	100%
SW 24 St On Ramp	SW24St826SBent	2140	172		0.00	172		0.00	172		0.00	172		0.00	172		0.00	172	30	0.17	142	15	0.09	127	51	0.30	76	18	0.10	58	30	0.17	28	28	0.17	0	0	0.00	28	100%
SW 40 St On Ramp	SW40St826SBent	2215	132		0.00	132		0.00	132		0.00	132		0.00	132		0.00	132		0.00	132		0.00	132		0.00	132	31	0.23	101	52	0.39	49	49	0.38	0	0	0.00	49	100%
SW 56 St On Ramp	SW56St826SBent	2225	86		0.00	86		0.00	86		0.00	86		0.00	86		0.00	86		0.00	86		0.00	86		0.00	86	19	0.22	67	34	0.40	33	33	0.38	0	0	0.00	33	100%
SW 72 St On Ramp	SW72St826SBent	2245	69		0.00	69		0.00	69		0.00	69		0.00	69		0.00	69		0.00	69		0.00	69		0.00	69		0.00	69	36	0.52	33	33	0.48	0	0	0.00	33	100%
SW 88 St On Ramp	SW88St826SBent	2275	20		0.00	20		0.00	20		0.00	20		0.00	20		0.00	20		0.00	20		0.00	20		0.00	20		0.00	20		0.00	20	20	1.00	0	0	0.00	20	100%
			4678	417		677			155			541			245			420			205			687			288			524			521			0			4680	
			-2	417		677			155			541			245			420			205			687			288			524			519			0			4678	

Time Period: 14
Simulation Start: 6:30 AM
Current Time: 9:45 AM - 10:00 AM (TP 14)

SR 826 NB

				Dummy Rd Off Ramp 1015			SW 88 St Off Ramp 1025			SW 72 St Off Ramp 1050			SW 56 St Off Ramp 1070			SW 40 St Off Ramp 1080			SW 24 St Off Ramp 1155			SW 8 St Off Ramp 1180			SR 826 NB EL Off Ramp 1210			Flagler St/NW 72 Ave Off Ramp 1215			SR 836 EB/WB Off Ramp 1225			NW 25 St Off Ramp 1275			SR 826 NB End 1300			
Entry Location				Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBELNBexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Detector Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%
US-1 NB On Ramp	US1NBSR826NBent	1005	676	0	0.00	676	33	0.05	643	55	0.08	588	62	0.09	526	62	0.09	464	50	0.07	414	56	0.08	358	35	0.05	323	57	0.08	266	71	0.11	195	38	0.06	157	157	0.24	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	231		0.00	231		0.00	231	20	0.09	211	22	0.10	189	22	0.10	167	18	0.08	149	20	0.09	129	13	0.06	116	20	0.09	96	26	0.11	70	13	0.06	57	57	0.22	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	268		0.00	268		0.00	268	23	0.09	245	26	0.10	219	26	0.10	193	21	0.08	172	23	0.09	149	15	0.06	134	24	0.09	110	29	0.11	81	16	0.06	65	65	0.22	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	280		0.00	280		0.00	280		0.00	280	30	0.11	250	30	0.11	220	24	0.09	196	27	0.10	169	17	0.06	152	27	0.10	125	33	0.12	92	18	0.06	74	74	0.25	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	260		0.00	260		0.00	260		0.00	260		0.00	260		0.00	260	28	0.11	232	32	0.12	200	20	0.08	180	32	0.12	148	39	0.15	109	21	0.08	88	88	0.34	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	719		0.00	719		0.00	719		0.00	719		0.00	719		0.00	719	78	0.11	641	87	0.12	554	55	0.08	499	88	0.12	411	109	0.15	302	58	0.08	244	244	0.34	0	100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	151		0.00	151		0.00	151		0.00	151		0.00	151		0.00	151	16	0.11	135	18	0.12	117	12	0.08	105	19	0.13	86	23	0.15	63	12	0.08	51	51	0.33	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	221		0.00	221		0.00	221		0.00	221		0.00	221		0.00	221	25	0.11	196	27	0.12	169	17	0.08	152	27	0.12	125	33	0.15	92	18	0.08	74	74	0.34	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	226		0.00	226		0.00	226		0.00	226		0.00	226		0.00	226		0.00	226	32	0.14	194	17	0.08	177	31	0.14	146	39	0.17	107	21	0.09	86	86	0.38	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	233		0.00	233		0.00	233		0.00	233		0.00	233		0.00	233		0.00	233		0.00	233		0.00	233	41	0.18	192	51	0.22	141	27	0.12	114	114	0.48	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	159		0.00	159		0.00	159		0.00	159		0.00	159		0.00	159		0.00	159		0.00	159		0.00	159	27	0.17	132	35	0.22	97	19	0.12	78	78	0.49	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	272		0.00	272		0.00	272		0.00	272		0.00	272		0.00	272		0.00	272		0.00	272		0.00	272		0.00	272		0.00	272	52	0.19	220	220	0.81	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	656		0.00	656		0.00	656		0.00	656		0.00	656		0.00	656		0.00	656		0.00	656		0.00	656		0.00	656		0.00	656	126	0.19	530	530	0.81	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	459		0.00	459		0.00	459		0.00	459		0.00	459		0.00	459		0.00	459		0.00	459		0.00	459		0.00	459		0.00	459	88	0.19	371	371	0.81	0	100%
NW 25 St On Ramp	NW25StSR826NB	1290	281		0.00	281		0.00	281		0.00	281		0.00	281		0.00	281		0.00	281		0.00	281		0.00	281		0.00	281		0.00	281		0.00	281	281	1.00	0	100%
			5092	0			33			98			140			140			260			322			201			393			488			527			2490			5092	
				0	0		33			98			140			140			260			322			201			393			488			527			2490			5092	

SR 826 SB

				NW 25 St Off Ramp 2020			SR 836 EB/WB Off Ramp 2055			NW 72/NW 87 Ave Off Ramp 2060			Flagler St/SW 8 St Off Ramp 2065			SW 24 St Off Ramp 2135			SW 40 St Off Ramp 2155			SW 56 St Off Ramp 2180			SR 874 SB Off Ramp 2185			SW 72 St Off Ramp 2235			SW 88 St Off Ramp 2255			US-1 SB Off Ramp 2290			SR 826 SB End 2295			
Entry Location				826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Detector Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 SB Begin	SR826SB1	2000	1986	326	0.16	1660	476	0.24	1184	109	0.05	1075	380	0.19	695	71	0.04	624	112	0.06	512	55	0.03	457	183	0.09	274	63	0.03	211	108	0.05	103	103	0.06	0	0	0.00	103	100%
Dummy On Ramp (Addtl Vol)	SR826SB1a	2005	519	85	0.16	434	124	0.24	310	29	0.06	281	99	0.19	182	19	0.04	163	29	0.06	134	14	0.03	120	48	0.09	72	17	0.03	55	28	0.05	27	27	0.05	0	0	0.00	27	100%
NW 25 St On Ramp	NW25St826SBent	2040	236		0.00	236	68	0.29	168	15	0.06	153	55	0.23	98	10	0.04	88	16	0.07	72	8	0.03	64	26	0.11	38	9	0.04	29	15	0.06	14	14	0.07	0	0	0.00	14	100%
SR 826 SB EL On Ramp	ELSBSR826SBent	2070	188		0.00	188		0.00	188		0.00	188		0.00	188	19	0.10	169	30	0.16	139	15	0.08	124	50	0.27	74	17	0.09	57	29	0.15	28	28	0.15	0	0	0.00	28	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	722		0.00	722		0.00	722		0.00	722		0.00	722	73	0.10	649	117	0.16	532	57	0.08	475	191	0.26	284	66	0.09	218	112	0.16	106	106	0.15	0	0	0.00	106	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	255		0.00	255		0.00	255		0.00	255		0.00	255	26	0.10	229	41	0.16	188	20	0.08	168	67	0.26	101	23	0.09	78	40	0.16	38	38	0.15	0	0	0.00	38	100%
SW 8 St On Ramp	SW8St826SBent	2120	238		0.00	238		0.00	238		0.00	238		0.00	238	24	0.10	214	39	0.16	175	19	0.08	156	63	0.26	93	22	0.09	71	36	0.15	35	35	0.16	0	0	0.00	35	100%
SW 24 St On Ramp	SW24St826SBent	2140	170		0.00	170		0.00	170		0.00	170		0.00	170		0.00	170	31	0.18	139	14	0.08	125	50	0.29	75	17	0.10	58	30	0.18	28	28	0.17	0	0	0.00	28	100%
SW 40 St On Ramp	SW40St826SBent	2215	130		0.00	130		0.00	130		0.00	130		0.00	130		0.00	130		0.00	130		0.00	130		0.00	130	30	0.23	100	51	0.39	49	49	0.38	0	0	0.00	49	100%
SW 56 St On Ramp	SW56St826SBent	2225	85		0.00	85		0.00	85		0.00	85		0.00	85		0.00	85		0.00	85		0.00	85		0.00	85	20	0.24	65	33	0.39	32	32	0.37	0	0	0.00	32	100%
SW 72 St On Ramp	SW72St826SBent	2245	68		0.00	68		0.00	68		0.00	68		0.00	68		0.00	68		0.00	68		0.00	68		0.00	68		0.00	68	35	0.51	33	33	0.49	0	0	0.00	33	100%
SW 88 St On Ramp	SW88St826SBent	2275	20		0.00	20		0.00	20		0.00	20		0.00	20		0.00	20		0.00	20		0.00	20		0.00	20		0.00	20		0.00	20	20	1.00	0	0	0.00	20	100%
			4617	411		668	153		534	242		415	202		678	284		517	514		0	4618																		
			-1	411		668	153		534	242		415	202		678	284		517	513		0	4617																		

Time Period: 15
Simulation Start: 6:30 AM
Current Time: 10:00 AM - 10:15 AM (TP 15)

SR 826 NB

Entry Location				Dummy Rd Off Ramp 1015			SW 88 St Off Ramp 1025			SW 72 St Off Ramp 1050			SW 56 St Off Ramp 1070			SW 40 St Off Ramp 1080			SW 24 St Off Ramp 1155			SW 8 St Off Ramp 1180			SR 826 NB EL Off Ramp 1210			Flagler St/NW 72 Ave Off Ramp 1215			SR 836 EB/WB Off Ramp 1225			NW 25 St Off Ramp 1275			SR 826 NB End 1300			
Detector				Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBELNBexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%
US-1 NB On Ramp	US1NBSR826NBent	1005	676	0	0.00	676	33	0.05	643	55	0.08	588	62	0.09	526	62	0.09	464	50	0.07	414	56	0.08	358	35	0.05	323	57	0.08	266	71	0.11	195	38	0.06	157	157	0.24	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	231		0.00	231		0.00	231	20	0.09	211	22	0.10	189	22	0.10	167	18	0.08	149	20	0.09	129	13	0.06	116	20	0.09	96	25	0.11	71	14	0.06	57	57	0.22	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	268		0.00	268		0.00	268	23	0.09	245	26	0.10	219	26	0.10	193	21	0.08	172	23	0.09	149	15	0.06	134	24	0.09	110	29	0.11	81	16	0.06	65	65	0.22	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	280		0.00	280		0.00	280		0.00	280	29	0.10	251	29	0.10	222	24	0.09	198	27	0.10	171	17	0.06	154	27	0.10	127	34	0.12	93	18	0.06	75	75	0.27	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	260		0.00	260		0.00	260		0.00	260		0.00	260		0.00	260	28	0.11	232	32	0.12	200	20	0.08	180	32	0.12	148	39	0.15	109	21	0.08	88	88	0.34	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	719		0.00	719		0.00	719		0.00	719		0.00	719		0.00	719	78	0.11	641	87	0.12	554	55	0.08	499	88	0.12	411	109	0.15	302	58	0.08	244	244	0.34	0	100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	151		0.00	151		0.00	151		0.00	151		0.00	151		0.00	151	16	0.11	135	18	0.12	117	12	0.08	105	18	0.12	87	23	0.15	64	12	0.08	52	52	0.34	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	221		0.00	221		0.00	221		0.00	221		0.00	221		0.00	221	25	0.11	196	27	0.12	169	17	0.08	152	27	0.12	125	33	0.15	92	18	0.08	74	74	0.34	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	226		0.00	226		0.00	226		0.00	226		0.00	226		0.00	226		0.00	226	32	0.14	194	17	0.08	177	31	0.14	146	39	0.17	107	21	0.09	86	86	0.38	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	233		0.00	233		0.00	233		0.00	233		0.00	233		0.00	233		0.00	233		0.00	233		0.00	233	41	0.18	192	51	0.22	141	27	0.12	114	114	0.48	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	159		0.00	159		0.00	159		0.00	159		0.00	159		0.00	159		0.00	159		0.00	159		0.00	159	28	0.18	131	35	0.22	96	18	0.11	78	78	0.49	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	272		0.00	272		0.00	272		0.00	272		0.00	272		0.00	272		0.00	272		0.00	272		0.00	272		0.00	272		0.00	272	52	0.19	220	220	0.81	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	656		0.00	656		0.00	656		0.00	656		0.00	656		0.00	656		0.00	656		0.00	656		0.00	656		0.00	656		0.00	656	126	0.19	530	530	0.81	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	459		0.00	459		0.00	459		0.00	459		0.00	459		0.00	459		0.00	459		0.00	459		0.00	459		0.00	459		0.00	459	88	0.19	371	371	0.81	0	100%
NW 25 St On Ramp	NW25StSR826NB	1290	281		0.00	281		0.00	281		0.00	281		0.00	281		0.00	281		0.00	281		0.00	281		0.00	281		0.00	281		0.00	281		0.00	281	281	1.00	0	100%
			5092	0			33			98			139			139			260			322			201			393			488			527			2489			5089
			3	0			33			98			139			139			260			322			201			393			488			527			2492			5092

SR 826 SB

Entry Location				NW 25 St Off Ramp 2020			SR 836 EB/WB Off Ramp 2055			NW 72/NW 87 Ave Off Ramp 2060			Flagler St/SW 8 St Off Ramp 2065			SW 24 St Off Ramp 2135			SW 40 St Off Ramp 2155			SW 56 St Off Ramp 2180			SR 874 SB Off Ramp 2185			SW 72 St Off Ramp 2235			SW 88 St Off Ramp 2255			US-1 SB Off Ramp 2290			SR 826 SB End 2295			
Detector				826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 SB Begin	SR826SB1	2000	1986	326	0.16	1660	475	0.24	1185	108	0.05	1077	381	0.19	696	71	0.04	625	112	0.06	513	55	0.03	458	183	0.09	275	64	0.03	211	108	0.05	103	103	0.06	0	0	0.00	103	100%
Dummy On Ramp (Addtl Vol)	SR826SB1a	2005	519	85	0.16	434	124	0.24	310	28	0.05	282	100	0.19	182	19	0.04	163	29	0.06	134	14	0.03	120	48	0.09	72	17	0.03	55	28	0.05	27	27	0.06	0	0	0.00	27	100%
NW 25 St On Ramp	NW25St826SBent	2040	236		0.00	236	68	0.29	168	16	0.07	152	53	0.22	99	10	0.04	89	16	0.07	73	8	0.03	65	26	0.11	39	9	0.04	30	15	0.06	15	15	0.07	0	0	0.00	15	100%
SR 826 SB EL On Ramp	ELSBSR826SBent	2070	188		0.00	188		0.00	188		0.00	188		0.00	188	19	0.10	169	30	0.16	139	15	0.08	124	50	0.27	74	17	0.09	57	29	0.15	28	28	0.15	0	0	0.00	28	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	722		0.00	722		0.00	722		0.00	722		0.00	722	73	0.10	649	117	0.16	532	57	0.08	475	190	0.26	285	66	0.09	219	112	0.16	107	107	0.15	0	0	0.00	107	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	255		0.00	255		0.00	255		0.00	255		0.00	255	26	0.10	229	41	0.16	188	20	0.08	168	67	0.26	101	23	0.09	78	40	0.16	38	38	0.15	0	0	0.00	38	100%
SW 8 St On Ramp	SW8St826SBent	2120	238		0.00	238		0.00	238		0.00	238		0.00	238	24	0.10	214	38	0.16	176	19	0.08	157	63	0.26	94	22	0.09	72	37	0.16	35	35	0.15	0	0	0.00	35	100%
SW 24 St On Ramp	SW24St826SBent	2140	170		0.00	170		0.00	170		0.00	170		0.00	170		0.00	170	32	0.19	138	14	0.08	124	50	0.29	74	17	0.10	57	29	0.17	28	28	0.17	0	0	0.00	28	100%
SW 40 St On Ramp	SW40St826SBent	2215	130		0.00	130		0.00	130		0.00	130		0.00	130		0.00	130		0.00	130		0.00	130		0.00	130	30	0.23	100	51	0.39	49	49	0.38	0	0	0.00	49	100%
SW 56 St On Ramp	SW56St826SBent	2225	85		0.00	85		0.00	85		0.00	85		0.00	85		0.00	85		0.00	85		0.00	85		0.00	85	19	0.22	66	34	0.40	32	32	0.38	0	0	0.00	32	100%
SW 72 St On Ramp	SW72St826SBent	2245	68		0.00	68		0.00	68		0.00	68		0.00	68		0.00	68		0.00	68		0.00	68		0.00	68		0.00	68	34	0.50	34	34	0.50	0	0	0.00	34	100%
SW 88 St On Ramp	SW88St826SBent	2275	20		0.00	20		0.00	20		0.00	20		0.00	20		0.00	20		0.00	20		0.00	20		0.00	20		0.00	20		0.00	20	20	1.00	0	0	0.00	20	100%
			4617	411		667	152		534	242		415	202		677	284		517	514		0	4615																		
			2	411		667	152		534	242		415	202		677	284		517	516		0	4617																		

Time Period: 16
Simulation Start: 6:30 AM
Current Time: 10:15 AM - 10:30 AM (TP 16)

SR 826 NB

Entry Location				Dummy Rd Off Ramp 1015			SW 88 St Off Ramp 1025			SW 72 St Off Ramp 1050			SW 56 St Off Ramp 1070			SW 40 St Off Ramp 1080			SW 24 St Off Ramp 1155			SW 8 St Off Ramp 1180			SR 826 NB EL Off Ramp 1210			Flagler St/NW 72 Ave Off Ramp 1215			SR 836 EB/WB Off Ramp 1225			NW 25 St Off Ramp 1275			SR 826 NB End 1300			
	Detector			Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBELNBexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%
US-1 NB On Ramp	US1NBSR826NBent	1005	644	0	0.00	644	31	0.05	613	52	0.08	561	59	0.09	502	59	0.09	443	48	0.07	395	54	0.08	341	34	0.05	307	54	0.08	253	67	0.10	186	36	0.06	150	150	0.25	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	220		0.00	220		0.00	220	19	0.09	201	21	0.10	180	21	0.10	159	17	0.08	142	19	0.09	123	12	0.05	111	20	0.09	91	24	0.11	67	13	0.06	54	54	0.23	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	255		0.00	255		0.00	255	22	0.09	233	25	0.10	208	25	0.10	183	20	0.08	163	22	0.09	141	14	0.05	127	22	0.09	105	28	0.11	77	15	0.06	62	62	0.23	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	267		0.00	267		0.00	267		0.00	267	28	0.10	239	28	0.10	211	23	0.09	188	26	0.10	162	16	0.06	146	26	0.10	120	32	0.12	88	17	0.06	71	71	0.27	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	248		0.00	248		0.00	248		0.00	248		0.00	248		0.00	248	27	0.11	221	30	0.12	191	19	0.08	172	30	0.12	142	38	0.15	104	20	0.08	84	84	0.34	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	686		0.00	686		0.00	686		0.00	686		0.00	686		0.00	686	74	0.11	612	83	0.12	529	52	0.08	477	84	0.12	393	104	0.15	289	56	0.08	233	233	0.34	0	100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	144		0.00	144		0.00	144		0.00	144		0.00	144		0.00	144	16	0.11	128	17	0.12	111	11	0.08	100	18	0.13	82	22	0.15	60	12	0.08	48	48	0.33	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	211		0.00	211		0.00	211		0.00	211		0.00	211		0.00	211	23	0.11	188	26	0.12	162	16	0.08	146	26	0.12	120	32	0.15	88	17	0.08	71	71	0.34	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	215		0.00	215		0.00	215		0.00	215		0.00	215		0.00	215		0.00	215	30	0.14	185	18	0.08	167	29	0.13	138	37	0.17	101	19	0.09	82	82	0.39	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	222		0.00	222		0.00	222		0.00	222		0.00	222		0.00	222		0.00	222		0.00	222		0.00	222	39	0.18	183	49	0.22	134	26	0.12	108	108	0.48	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	151		0.00	151		0.00	151		0.00	151		0.00	151		0.00	151		0.00	151		0.00	151		0.00	151	27	0.18	124	32	0.21	92	18	0.12	74	74	0.49	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	259		0.00	259		0.00	259		0.00	259		0.00	259		0.00	259		0.00	259		0.00	259		0.00	259		0.00	259		0.00	259	50	0.19	209	209	0.81	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	625		0.00	625		0.00	625		0.00	625		0.00	625		0.00	625		0.00	625		0.00	625		0.00	625		0.00	625		0.00	625	121	0.19	504	504	0.81	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	438		0.00	438		0.00	438		0.00	438		0.00	438		0.00	438		0.00	438		0.00	438		0.00	438		0.00	438		0.00	438	83	0.19	355	355	0.81	0	100%
NW 25 St On Ramp	NW25StSR826NB	1290	268		0.00	268		0.00	268		0.00	268		0.00	268		0.00	268		0.00	268		0.00	268		0.00	268		0.00	268		0.00	268		0.00	268	268	1.00	0	100%
			4853	0			31			93			133			133			248			307			192			375			465			503			2373			4853
			0	0			31			93			133			133			248			307			192			375			465			503			2373			4853

SR 826 SB

Entry Location				NW 25 St Off Ramp 2020			SR 836 EB/WB Off Ramp 2055			NW 72/NW 87 Ave Off Ramp 2060			Flagler St/SW 8 St Off Ramp 2065			SW 24 St Off Ramp 2135			SW 40 St Off Ramp 2155			SW 56 St Off Ramp 2180			SR 874 SB Off Ramp 2185			SW 72 St Off Ramp 2235			SW 88 St Off Ramp 2255			US-1 SB Off Ramp 2290			SR 826 SB End 2295			
	Detector			826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 SB Begin	SR826SB1	2000	1893	311	0.16	1582	453	0.24	1129	103	0.05	1026	363	0.19	663	67	0.04	596	107	0.06	489	52	0.03	437	175	0.09	262	61	0.03	201	103	0.05	98	98	0.06	0	0	0.00	98	100%
Dummy On Ramp (Addtl Vol)	SR826SB1a	2005	495	81	0.16	414	119	0.24	295	27	0.05	268	95	0.19	173	18	0.04	155	28	0.06	127	14	0.03	113	45	0.09	68	16	0.03	52	27	0.05	25	25	0.06	0	0	0.00	25	100%
NW 25 St On Ramp	NW25St826SBent	2040	225		0.00	225	64	0.28	161	15	0.07	146	51	0.23	95	10	0.04	85	15	0.07	70	7	0.03	63	25	0.11	38	9	0.04	29	15	0.07	14	14	0.06	0	0	0.00	14	100%
SR 826 SB EL On Ramp	ELSBSR826SBent	2070	179		0.00	179		0.00	179		0.00	179		0.00	179	18	0.10	161	29	0.16	132	14	0.08	118	47	0.26	71	16	0.09	55	28	0.16	27	27	0.15	0	0	0.00	27	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	688		0.00	688		0.00	688		0.00	688		0.00	688	70	0.10	618	111	0.16	507	54	0.08	453	182	0.26	271	63	0.09	208	106	0.15	102	102	0.16	0	0	0.00	102	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	243		0.00	243		0.00	243		0.00	243		0.00	243	25	0.10	218	39	0.16	179	19	0.08	160	64	0.26	96	22	0.09	74	38	0.16	36	36	0.15	0	0	0.00	36	100%
SW 8 St On Ramp	SW8St826SBent	2120	227		0.00	227		0.00	227		0.00	227		0.00	227	22	0.10	205	37	0.16	168	18	0.08	150	60	0.26	90	21	0.09	69	35	0.15	34	34	0.16	0	0	0.00	34	100%
SW 24 St On Ramp	SW24St826SBent	2140	162		0.00	162		0.00	162		0.00	162		0.00	162		0.00	162	29	0.18	133	15	0.09	118	48	0.30	70	16	0.10	54	28	0.17	26	26	0.16	0	0	0.00	26	100%
SW 40 St On Ramp	SW40St826SBent	2215	124		0.00	124		0.00	124		0.00	124		0.00	124		0.00	124		0.00	124		0.00	124		0.00	124	29	0.23	95	48	0.39	47	47	0.38	0	0	0.00	47	100%
SW 56 St On Ramp	SW56St826SBent	2225	81		0.00	81		0.00	81		0.00	81		0.00	81		0.00	81		0.00	81		0.00	81		0.00	81	18	0.22	63	32	0.40	31	31	0.38	0	0	0.00	31	100%
SW 72 St On Ramp	SW72St826SBent	2245	64		0.00	64		0.00	64		0.00	64		0.00	64		0.00	64		0.00	64		0.00	64		0.00	64		0.00	64	32	0.50	32	32	0.50	0	0	0.00	32	100%
SW 88 St On Ramp	SW88St826SBent	2275	19		0.00	19		0.00	19		0.00	19		0.00	19		0.00	19		0.00	19		0.00	19		0.00	19		0.00	19		0.00	19	19	1.00	0	0	0.00	19	100%
			4400	392		636	145		509	230		395	193		646	271		492	491		0	4400																	
			1	392		636	145		509	230		395	193		646	271		492	491		0	4400																	

Time Period: 1
Simulation Start: 3:30 PM
Current Time: 3:30 PM - 3:45 PM (TP 1)

SR 826 NB

Entry Location				Dummy Rd Off Ramp 1015			SW 88 St Off Ramp 1025			SW 72 St Off Ramp 1050			SW 56 St Off Ramp 1070			SW 40 St Off Ramp 1080			SW 24 St Off Ramp 1155			SW 8 St Off Ramp 1180			SR 826 NB EL Off Ramp 1210			Flagler St/NW 72 Ave Off Ramp 1215			SR 836 EB/WB Off Ramp 1225			NW 25 St Off Ramp 1275			SR 826 NB End 1300			
	Detector			Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBELNBexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	1.00	0	100%
SR 826 NB Begin	US1NBSR826NBent	1005	649	0	0.00	649	36	0.06	613	45	0.07	568	57	0.09	511	68	0.10	443	44	0.07	399	71	0.11	328	28	0.04	300	53	0.08	247	92	0.14	155	25	0.04	130	130	0.20	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	169		0.00	169		0.00	169	13	0.08	156	16	0.09	140	19	0.11	121	12	0.07	109	19	0.11	90	8	0.05	82	14	0.08	68	25	0.15	43	7	0.04	36	36	0.22	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	391		0.00	391		0.00	391	29	0.07	362	36	0.09	326	43	0.11	283	28	0.07	255	46	0.12	209	18	0.05	191	34	0.09	157	58	0.15	99	16	0.04	83	83	0.21	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	355		0.00	355		0.00	355		0.00	355	35	0.10	320	43	0.12	277	27	0.08	250	45	0.13	205	18	0.05	187	33	0.09	154	57	0.16	97	15	0.04	82	82	0.23	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	283		0.00	283		0.00	283		0.00	283		0.00	283		0.00	283	28	0.10	255	46	0.16	209	18	0.06	191	34	0.12	157	58	0.20	99	16	0.06	83	83	0.30	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	779		0.00	779		0.00	779		0.00	779		0.00	779		0.00	779	77	0.10	702	125	0.16	577	49	0.06	528	93	0.12	435	162	0.21	273	43	0.06	230	230	0.29	0	100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	114		0.00	114		0.00	114		0.00	114		0.00	114		0.00	114	11	0.10	103	18	0.16	85	7	0.06	78	14	0.12	64	24	0.21	40	6	0.05	34	34	0.30	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	299		0.00	299		0.00	299		0.00	299		0.00	299		0.00	299	31	0.10	268	48	0.16	220	19	0.06	201	35	0.12	166	62	0.21	104	17	0.06	87	87	0.29	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	222		0.00	222		0.00	222		0.00	222		0.00	222		0.00	222		0.00	222	40	0.18	182	15	0.07	167	29	0.13	138	51	0.23	87	14	0.06	73	73	0.33	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	197		0.00	197		0.00	197		0.00	197		0.00	197		0.00	197		0.00	197		0.00	197		0.00	197	35	0.18	162	60	0.30	102	16	0.08	86	86	0.44	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	81		0.00	81		0.00	81		0.00	81		0.00	81		0.00	81		0.00	81		0.00	81		0.00	81	14	0.17	67	26	0.32	41	7	0.09	34	34	0.42	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	320		0.00	320		0.00	320		0.00	320		0.00	320		0.00	320		0.00	320		0.00	320		0.00	320		0.00	320		0.00	320	51	0.16	269	269	0.84	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	589		0.00	589		0.00	589		0.00	589		0.00	589		0.00	589		0.00	589		0.00	589		0.00	589		0.00	589		0.00	589	94	0.16	495	495	0.84	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	432		0.00	432		0.00	432		0.00	432		0.00	432		0.00	432		0.00	432		0.00	432		0.00	432		0.00	432		0.00	432	68	0.16	364	364	0.84	0	100%
NW 25 St On Ramp	NW25StSR826NB	1290	321		0.00	321		0.00	321		0.00	321		0.00	321		0.00	321		0.00	321		0.00	321		0.00	321		0.00	321		0.00	321		0.00	321	321	1.00	0	100%
			5201	0			36			87			144			173			258			458			180			388			675			395			2407			5201
			0	0			36			87			144			173			258			458			180			388			675			395			2407			5201

SR 826 SB

Entry Location				NW 25 St Off Ramp 2020			SR 836 EB/WB Off Ramp 2055			NW 72/NW 87 Ave Off Ramp 2060			Flagler St/SW 8 St Off Ramp 2065			SW 24 St Off Ramp 2135			SW 40 St Off Ramp 2155			SW 56 St Off Ramp 2180			SR 874 SB Off Ramp 2185			SW 72 St Off Ramp 2235			SW 88 St Off Ramp 2255			US-1 SB Off Ramp 2290			SR 826 SB End 2295			
	Detector			826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 SB Begin	SR826SB1	2000	2231	273	0.12	1958	381	0.17	1577	42	0.02	1535	347	0.16	1188	149	0.07	1039	171	0.08	868	150	0.07	718	290	0.13	428	99	0.04	329	157	0.07	172	172	0.07	0	0	0.00	172	100%
Dummy On Ramp (Addtl Vol)	SR826SB1a	2005	241	29	0.12	212	41	0.17	171	5	0.02	166	37	0.15	129	16	0.07	113	19	0.08	94	16	0.07	78	31	0.13	47	11	0.05	36	17	0.07	19	19	0.07	0	0	0.00	19	100%
NW 25 St On Ramp	NW25St826SBent	2040	582		0.00	582	114	0.20	468	12	0.02	456	103	0.18	353	44	0.08	309	51	0.09	258	45	0.08	213	86	0.15	127	29	0.05	98	47	0.08	51	51	0.07	0	0	0.00	51	100%
SR 826 SB EL On Ramp	ELSBSR826SBent	2070	232		0.00	232		0.00	232		0.00	232		0.00	232	29	0.13	203	33	0.14	170	29	0.13	141	57	0.25	84	19	0.08	65	31	0.13	34	34	0.14	0	0	0.00	34	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	621		0.00	621		0.00	621		0.00	621		0.00	621	78	0.13	543	89	0.14	454	78	0.13	376	152	0.24	224	52	0.08	172	82	0.13	90	90	0.15	0	0	0.00	90	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	272		0.00	272		0.00	272		0.00	272		0.00	272	34	0.13	238	39	0.14	199	34	0.13	165	67	0.25	98	23	0.08	75	36	0.13	39	39	0.14	0	0	0.00	39	100%
SW 8 St On Ramp	SW8St826SBent	2120	379		0.00	379		0.00	379		0.00	379		0.00	379	48	0.13	331	54	0.14	277	48	0.13	229	92	0.24	137	32	0.08	105	50	0.13	55	55	0.15	0	0	0.00	55	100%
SW 24 St On Ramp	SW24St826SBent	2140	248		0.00	248		0.00	248		0.00	248		0.00	248		0.00	248	41	0.17	207	36	0.15	171	69	0.28	102	24	0.10	78	37	0.15	41	41	0.15	0	0	0.00	41	100%
SW 40 St On Ramp	SW40St826SBent	2215	225		0.00	225		0.00	225		0.00	225		0.00	225		0.00	225		0.00	225		0.00	225		0.00	225	52	0.23	173	82	0.36	91	91	0.41	0	0	0.00	91	100%
SW 56 St On Ramp	SW56St826SBent	2225	139		0.00	139		0.00	139		0.00	139		0.00	139		0.00	139		0.00	139		0.00	139		0.00	139	31	0.22	108	51	0.37	57	57	0.41	0	0	0.00	57	100%
SW 72 St On Ramp	SW72St826SBent	2245	85		0.00	85		0.00	85		0.00	85		0.00	85		0.00	85		0.00	85		0.00	85		0.00	85		0.00	85	41	0.48	44	44	0.52	0	0	0.00	44	100%
SW 88 St On Ramp	SW88St826SBent	2275	54		0.00	54		0.00	54		0.00	54		0.00	54		0.00	54		0.00	54		0.00	54		0.00	54		0.00	54		0.00	54	54	1.00	0	0	0.00	54	100%
			5309	302		536		59			487			398			497			436			844			372			631			746			0			5308	
			1	302		536		59			487			398			497			436			844			372			631			747			0			5309	

Time Period: 2
Simulation Start: 3:30 PM
Current Time: 3:45 PM - 4:00 PM (TP 2)

SR 826 NB

Entry Location				Dummy Rd Off Ramp 1015			SW 88 St Off Ramp 1025			SW 72 St Off Ramp 1050			SW 56 St Off Ramp 1070			SW 40 St Off Ramp 1080			SW 24 St Off Ramp 1155			SW 8 St Off Ramp 1180			SR 826 NB EL Off Ramp 1210			Flagler St/NW 72 Ave Off Ramp 1215			SR 836 EB/WB Off Ramp 1225			NW 25 St Off Ramp 1275			SR 826 NB End 1300			
	Detector			Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBELNBexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	1.00	0	100%
SR 826 NB Begin	US1NBSR826NBent	1005	669	0	0.00	669	37	0.06	632	47	0.07	585	58	0.09	527	70	0.10	457	46	0.07	411	73	0.11	338	29	0.04	309	54	0.08	255	95	0.14	160	26	0.04	134	134	0.20	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	174		0.00	174		0.00	174	13	0.07	161	16	0.09	145	19	0.11	126	13	0.07	113	20	0.11	93	8	0.05	85	15	0.09	70	26	0.15	44	7	0.04	37	37	0.22	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	403		0.00	403		0.00	403	29	0.07	374	37	0.09	337	45	0.11	292	29	0.07	263	47	0.12	216	19	0.05	197	35	0.09	162	60	0.15	102	16	0.04	86	86	0.21	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	366		0.00	366		0.00	366		0.00	366	37	0.10	329	44	0.12	285	28	0.08	257	46	0.13	211	18	0.05	193	34	0.09	159	59	0.16	100	16	0.04	84	84	0.23	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	292		0.00	292		0.00	292		0.00	292		0.00	292		0.00	292	29	0.10	263	47	0.16	216	19	0.07	197	35	0.12	162	60	0.21	102	16	0.05	86	86	0.29	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	804		0.00	804		0.00	804		0.00	804		0.00	804		0.00	804	80	0.10	724	129	0.16	595	51	0.06	544	96	0.12	448	167	0.21	281	45	0.06	236	236	0.29	0	100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	117		0.00	117		0.00	117		0.00	117		0.00	117		0.00	117	12	0.10	105	19	0.16	86	7	0.06	79	14	0.12	65	24	0.21	41	7	0.06	34	34	0.29	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	308		0.00	308		0.00	308		0.00	308		0.00	308		0.00	308	30	0.10	278	50	0.16	228	20	0.06	208	37	0.12	171	64	0.21	107	17	0.06	90	90	0.29	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	229		0.00	229		0.00	229		0.00	229		0.00	229		0.00	229		0.00	229	41	0.18	188	15	0.07	173	30	0.13	143	53	0.23	90	14	0.06	76	76	0.33	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	203		0.00	203		0.00	203		0.00	203		0.00	203		0.00	203		0.00	203		0.00	203		0.00	203	36	0.18	167	62	0.31	105	17	0.08	88	88	0.43	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	83		0.00	83		0.00	83		0.00	83		0.00	83		0.00	83		0.00	83		0.00	83		0.00	83	14	0.17	69	27	0.33	42	7	0.08	35	35	0.42	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	330		0.00	330		0.00	330		0.00	330		0.00	330		0.00	330		0.00	330		0.00	330		0.00	330		0.00	330		0.00	330	53	0.16	277	277	0.84	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	608		0.00	608		0.00	608		0.00	608		0.00	608		0.00	608		0.00	608		0.00	608		0.00	608		0.00	608		0.00	608	97	0.16	511	511	0.84	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	446		0.00	446		0.00	446		0.00	446		0.00	446		0.00	446		0.00	446		0.00	446		0.00	446		0.00	446		0.00	446	70	0.16	376	376	0.84	0	100%
NW 25 St On Ramp	NW25StSR826NB	1290	331		0.00	331		0.00	331		0.00	331		0.00	331		0.00	331		0.00	331		0.00	331		0.00	331		0.00	331		0.00	331		0.00	331	331	1.00	0	100%
			5363	0			37			89			148			178			267			472			186			400			697			408			2483			5365
			-2	0			37			89			148			178			267			472			186			400			697			408			2481			5363

SR 826 SB

Entry Location				NW 25 St Off Ramp 2020			SR 836 EB/WB Off Ramp 2055			NW 72/NW 87 Ave Off Ramp 2060			Flagler St/SW 8 St Off Ramp 2065			SW 24 St Off Ramp 2135			SW 40 St Off Ramp 2155			SW 56 St Off Ramp 2180			SR 874 SB Off Ramp 2185			SW 72 St Off Ramp 2235			SW 88 St Off Ramp 2255			US-1 SB Off Ramp 2290			SR 826 SB End 2295			
	Detector			826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 SB Begin	SR826SB1	2000	2301	282	0.12	2019	394	0.17	1625	43	0.02	1582	358	0.16	1224	153	0.07	1071	176	0.08	895	155	0.07	740	299	0.13	441	102	0.04	339	162	0.07	177	177	0.07	0	0	0.00	177	100%
Dummy On Ramp (Addtl Vol)	SR826SB1a	2005	248	30	0.12	218	42	0.17	176	5	0.02	171	39	0.16	132	17	0.07	115	19	0.08	96	17	0.07	79	32	0.13	47	11	0.04	36	17	0.07	19	19	0.07	0	0	0.00	19	100%
NW 25 St On Ramp	NW25St826SBent	2040	600		0.00	600	117	0.20	483	13	0.02	470	106	0.18	364	46	0.08	318	52	0.09	266	46	0.08	220	89	0.15	131	30	0.05	101	48	0.08	53	53	0.07	0	0	0.00	53	100%
SR 826 SB EL On Ramp	ELSBSR826SBent	2070	239		0.00	239		0.00	239		0.00	239		0.00	239	30	0.13	209	34	0.14	175	30	0.13	145	59	0.25	86	20	0.08	66	31	0.13	35	35	0.14	0	0	0.00	35	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	640		0.00	640		0.00	640		0.00	640		0.00	640	80	0.13	560	92	0.14	468	81	0.13	387	156	0.24	231	53	0.08	178	85	0.13	93	93	0.15	0	0	0.00	93	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	281		0.00	281		0.00	281		0.00	281		0.00	281	35	0.12	246	40	0.14	206	36	0.13	170	69	0.25	101	23	0.08	78	37	0.13	41	41	0.15	0	0	0.00	41	100%
SW 8 St On Ramp	SW8St826SBent	2120	391		0.00	391		0.00	391		0.00	391		0.00	391	49	0.13	342	56	0.14	286	49	0.13	237	96	0.25	141	33	0.08	108	52	0.13	56	56	0.14	0	0	0.00	56	100%
SW 24 St On Ramp	SW24St826SBent	2140	256		0.00	256		0.00	256		0.00	256		0.00	256		0.00	256	43	0.17	213	36	0.14	177	71	0.28	106	25	0.10	81	39	0.15	42	42	0.16	0	0	0.00	42	100%
SW 40 St On Ramp	SW40St826SBent	2215	233		0.00	233		0.00	233		0.00	233		0.00	233		0.00	233		0.00	233		0.00	233		0.00	233	54	0.23	179	85	0.36	94	94	0.41	0	0	0.00	94	100%
SW 56 St On Ramp	SW56St826SBent	2225	144		0.00	144		0.00	144		0.00	144		0.00	144		0.00	144		0.00	144		0.00	144		0.00	144	33	0.23	111	53	0.37	58	58	0.40	0	0	0.00	58	100%
SW 72 St On Ramp	SW72St826SBent	2245	88		0.00	88		0.00	88		0.00	88		0.00	88		0.00	88		0.00	88		0.00	88		0.00	88		0.00	88	42	0.48	46	46	0.52	0	0	0.00	46	100%
SW 88 St On Ramp	SW88St826SBent	2275	55		0.00	55		0.00	55		0.00	55		0.00	55		0.00	55		0.00	55		0.00	55		0.00	55		0.00	55		0.00	55	55	1.00	0	0	0.00	55	100%
			5476	312		553	61		503	410		512	450		871	384		651	770		0	5477																		
			-1	312		553	61		503	410		512	450		871	384		651	769		0	5476																		

Time Period: 3
Simulation Start: 3:30 PM
Current Time: 4:00 PM - 4:15 PM (TP 3)

SR 826 NB

Entry Location				Dummy Rd Off Ramp 1015			SW 88 St Off Ramp 1025			SW 72 St Off Ramp 1050			SW 56 St Off Ramp 1070			SW 40 St Off Ramp 1080			SW 24 St Off Ramp 1155			SW 8 St Off Ramp 1180			SR 826 NB EL Off Ramp 1210			Flagler St/NW 72 Ave Off Ramp 1215			SR 836 EB/WB Off Ramp 1225			NW 25 St Off Ramp 1275			SR 826 NB End 1300			
Detector				Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBELNBexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	1.00	0	100%
SR 826 NB Begin	US1NBSR826NBent	1005	677	0	0.00	677	38	0.06	639	47	0.07	592	59	0.09	533	71	0.10	462	46	0.07	416	74	0.11	342	29	0.04	313	55	0.08	258	96	0.14	162	26	0.04	136	136	0.20	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	176		0.00	176		0.00	176	13	0.07	163	16	0.09	147	20	0.11	127	13	0.07	114	20	0.11	94	8	0.05	86	15	0.09	71	26	0.15	45	7	0.04	38	38	0.22	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	408		0.00	408		0.00	408	30	0.07	378	38	0.09	340	45	0.11	295	29	0.07	266	48	0.12	218	19	0.05	199	35	0.09	164	61	0.15	103	16	0.04	87	87	0.21	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	370		0.00	370		0.00	370		0.00	370	37	0.10	333	44	0.12	289	29	0.08	260	46	0.12	214	18	0.05	196	35	0.09	161	60	0.16	101	16	0.04	85	85	0.24	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	295		0.00	295		0.00	295		0.00	295		0.00	295		0.00	295	29	0.10	266	48	0.16	218	19	0.06	199	35	0.12	164	61	0.21	103	16	0.05	87	87	0.30	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	813		0.00	813		0.00	813		0.00	813		0.00	813		0.00	813	81	0.10	732	131	0.16	601	51	0.06	550	97	0.12	453	169	0.21	284	45	0.06	239	239	0.29	0	100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	119		0.00	119		0.00	119		0.00	119		0.00	119		0.00	119	12	0.10	107	19	0.16	88	8	0.07	80	14	0.12	66	25	0.21	41	7	0.06	34	34	0.28	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	312		0.00	312		0.00	312		0.00	312		0.00	312		0.00	312	31	0.10	281	50	0.16	231	20	0.06	211	37	0.12	174	65	0.21	109	17	0.05	92	92	0.30	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	232		0.00	232		0.00	232		0.00	232		0.00	232		0.00	232		0.00	232	42	0.18	190	16	0.07	174	31	0.13	143	53	0.23	90	14	0.06	76	76	0.33	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	206		0.00	206		0.00	206		0.00	206		0.00	206		0.00	206		0.00	206		0.00	206		0.00	206	36	0.17	170	63	0.31	107	17	0.08	90	90	0.44	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	84		0.00	84		0.00	84		0.00	84		0.00	84		0.00	84		0.00	84		0.00	84		0.00	84	15	0.18	69	26	0.31	43	7	0.08	36	36	0.43	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	334		0.00	334		0.00	334		0.00	334		0.00	334		0.00	334		0.00	334		0.00	334		0.00	334		0.00	334		0.00	334	53	0.16	281	281	0.84	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	615		0.00	615		0.00	615		0.00	615		0.00	615		0.00	615		0.00	615		0.00	615		0.00	615		0.00	615		0.00	615	98	0.16	517	517	0.84	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	451		0.00	451		0.00	451		0.00	451		0.00	451		0.00	451		0.00	451		0.00	451		0.00	451		0.00	451		0.00	451	74	0.16	377	377	0.84	0	100%
NW 25 St On Ramp	NW25StSR826NB	1290	335		0.00	335		0.00	335		0.00	335		0.00	335		0.00	335		0.00	335		0.00	335		0.00	335		0.00	335		0.00	335		0.00	335	335	1.00	0	100%
			5427	0			38			90			150			180			270			478			188			405			705			413			2512			5429
			-2	0			38			90			150			180			270			478			188			405			705			413			2510			5427

SR 826 SB

Entry Location				NW 25 St Off Ramp 2020			SR 836 EB/WB Off Ramp 2055			NW 72/NW 87 Ave Off Ramp 2060			Flagler St/SW 8 St Off Ramp 2065			SW 24 St Off Ramp 2135			SW 40 St Off Ramp 2155			SW 56 St Off Ramp 2180			SR 874 SB Off Ramp 2185			SW 72 St Off Ramp 2235			SW 88 St Off Ramp 2255			US-1 SB Off Ramp 2290			SR 826 SB End 2295			
Detector				826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 SB Begin	SR826SB1	2000	2328	284	0.12	2044	398	0.17	1646	44	0.02	1602	362	0.16	1240	155	0.07	1085	178	0.08	907	156	0.07	751	303	0.13	448	103	0.04	345	164	0.07	181	181	0.07	0	0	0.00	181	100%
Dummy On Ramp (Addtl Vol)	SR826SB1a	2005	251	31	0.12	220	43	0.17	177	5	0.02	172	39	0.16	133	17	0.07	116	19	0.08	97	17	0.07	80	32	0.13	48	11	0.04	37	18	0.07	19	19	0.07	0	0	0.00	19	100%
NW 25 St On Ramp	NW25St826SBent	2040	607		0.00	607	118	0.19	489	13	0.02	476	108	0.18	368	46	0.08	322	53	0.09	269	46	0.08	223	90	0.15	133	31	0.05	102	49	0.08	53	53	0.08	0	0	0.00	53	100%
SR 826 SB EL On Ramp	ELSBSR826SBent	2070	242		0.00	242		0.00	242		0.00	242		0.00	242	30	0.12	212	35	0.14	177	31	0.13	146	59	0.24	87	20	0.08	67	32	0.13	35	35	0.16	0	0	0.00	35	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	648		0.00	648		0.00	648		0.00	648		0.00	648	81	0.13	567	93	0.14	474	82	0.13	392	158	0.24	234	54	0.08	180	86	0.13	94	94	0.15	0	0	0.00	94	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	284		0.00	284		0.00	284		0.00	284		0.00	284	36	0.13	248	41	0.14	207	36	0.13	171	69	0.24	102	24	0.08	78	37	0.13	41	41	0.15	0	0	0.00	41	100%
SW 8 St On Ramp	SW8St826SBent	2120	396		0.00	396		0.00	396		0.00	396		0.00	396	50	0.13	346	57	0.14	289	50	0.13	239	96	0.24	143	33	0.08	110	52	0.13	58	58	0.15	0	0	0.00	58	100%
SW 24 St On Ramp	SW24St826SBent	2140	259		0.00	259		0.00	259		0.00	259		0.00	259		0.00	259	42	0.16	217	37	0.14	180	74	0.29	106	24	0.09	82	39	0.15	43	43	0.17	0	0	0.00	43	100%
SW 40 St On Ramp	SW40St826SBent	2215	235		0.00	235		0.00	235		0.00	235		0.00	235		0.00	235		0.00	235		0.00	235		0.00	235	54	0.23	181	86	0.37	95	95	0.40	0	0	0.00	95	100%
SW 56 St On Ramp	SW56St826SBent	2225	145		0.00	145		0.00	145		0.00	145		0.00	145		0.00	145		0.00	145		0.00	145		0.00	145	34	0.23	111	53	0.37	58	58	0.40	0	0	0.00	58	100%
SW 72 St On Ramp	SW72St826SBent	2245	89		0.00	89		0.00	89		0.00	89		0.00	89		0.00	89		0.00	89		0.00	89		0.00	89		0.00	89	42	0.47	47	47	0.53	0	0	0.00	47	100%
SW 88 St On Ramp	SW88St826SBent	2275	56		0.00	56		0.00	56		0.00	56		0.00	56		0.00	56		0.00	56		0.00	56		0.00	56		0.00	56		1.00	56	56	1.00	0	0	0.00	56	100%
			5540	315		559	62		509	415		518	455		881	388		658	779		0	5539																		
			1	315		559	62		509	415		518	455		881	388		658	780		0	5540																		

Time Period: 4
Simulation Start: 3:30 PM
Current Time: 4:15 PM - 4:30 PM (TP 4)

SR 826 NB

				Dummy Rd Off Ramp 1015			SW 88 St Off Ramp 1025			SW 72 St Off Ramp 1050			SW 56 St Off Ramp 1070			SW 40 St Off Ramp 1080			SW 24 St Off Ramp 1155			SW 8 St Off Ramp 1180			SR 826 NB EL Off Ramp 1210			Flagler St/NW 72 Ave Off Ramp 1215			SR 836 EB/WB Off Ramp 1225			NW 25 St Off Ramp 1275			SR 826 NB End 1300			
Entry Location				Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBELNBexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Detector Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	1.00	0		100%
SR 826 NB Begin	US1NBSR826NBent	1005	661	0	0.00	661	37	0.06	624	46	0.07	578	58	0.09	520	69	0.10	451	45	0.07	406	73	0.11	333	28	0.04	305	54	0.08	251	93	0.14	158	25	0.04	133	133	0.20	0		100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	172		0.00	172		0.00	172	13	0.08	159	16	0.09	143	19	0.11	124	12	0.07	112	20	0.12	92	8	0.05	84	15	0.09	69	26	0.15	43	7	0.04	36	36	0.20	0		100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	398		0.00	398		0.00	398	29	0.07	369	37	0.09	332	44	0.11	288	29	0.07	259	46	0.12	213	18	0.05	195	34	0.09	161	60	0.15	101	16	0.04	85	85	0.21	0		100%
SW 72 St On Ramp	SW72StSR826NBent	1060	361		0.00	361		0.00	361		0.00	361	35	0.10	326	44	0.12	282	28	0.08	254	45	0.12	209	18	0.05	191	34	0.09	157	58	0.16	99	16	0.04	83	83	0.24	0		100%
SW 56 St On Ramp	SW56StSR826NBent	1110	288		0.00	288		0.00	288		0.00	288		0.00	288		0.00	288	29	0.10	259	46	0.16	213	18	0.06	195	34	0.12	161	60	0.21	101	16	0.06	85	85	0.29	0		100%
SR 874 NB On Ramp	SR874SR826NBent	1115	794		0.00	794		0.00	794		0.00	794		0.00	794		0.00	794	79	0.10	715	128	0.16	587	50	0.06	537	95	0.12	442	165	0.21	277	44	0.06	233	233	0.29	0		100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	116		0.00	116		0.00	116		0.00	116		0.00	116		0.00	116	12	0.10	104	19	0.16	85	7	0.06	78	14	0.12	64	24	0.21	40	6	0.05	34	34	0.30	0		100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	304		0.00	304		0.00	304		0.00	304		0.00	304		0.00	304	29	0.10	275	49	0.16	226	19	0.06	207	36	0.12	171	64	0.21	107	17	0.06	90	90	0.29	0		100%
SW 24 St On Ramp	SW24StSR826NBent	1160	226		0.00	226		0.00	226		0.00	226		0.00	226		0.00	226		0.00	226	41	0.18	185	17	0.08	168	30	0.13	138	51	0.23	87	14	0.06	73	73	0.32	0		100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	201		0.00	201		0.00	201		0.00	201		0.00	201		0.00	201		0.00	201		0.00	201		0.00	201	35	0.17	166	62	0.31	104	17	0.08	87	87	0.44	0		100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	82		0.00	82		0.00	82		0.00	82		0.00	82		0.00	82		0.00	82		0.00	82		0.00	82	14	0.17	68	25	0.30	43	7	0.09	36	36	0.44	0		100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	326		0.00	326		0.00	326		0.00	326		0.00	326		0.00	326		0.00	326		0.00	326		0.00	326		0.00	326		0.00	326	52	0.16	274	274	0.84	0		100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	600		0.00	600		0.00	600		0.00	600		0.00	600		0.00	600		0.00	600		0.00	600		0.00	600		0.00	600		0.00	600	96	0.16	504	504	0.84	0		100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	440		0.00	440		0.00	440		0.00	440		0.00	440		0.00	440		0.00	440		0.00	440		0.00	440		0.00	440		0.00	440	70	0.16	370	370	0.84	0		100%
NW 25 St On Ramp	NW25StSR826NB	1290	327		0.00	327		0.00	327		0.00	327		0.00	327		0.00	327		0.00	327		0.00	327		0.00	327		0.00	327		0.00	327		0.00	327	327	1.00	0		100%
			5296	0			37			88			146			176			263			467			183			395			688			403			2453			5299	
			-3	0			37			88			146			176			263			467			183			395			688			403			2450			5296	

SR 826 SB

				NW 25 St Off Ramp 2020			SR 836 EB/WB Off Ramp 2055			NW 72/NW 87 Ave Off Ramp 2060			Flagler St/SW 8 St Off Ramp 2065			SW 24 St Off Ramp 2135			SW 40 St Off Ramp 2155			SW 56 St Off Ramp 2180			SR 874 SB Off Ramp 2185			SW 72 St Off Ramp 2235			SW 88 St Off Ramp 2255			US-1 SB Off Ramp 2290			SR 826 SB End 2295			
Entry Location				826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Detector Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 SB Begin	SR826SB1	2000	2273	278	0.12	1995	389	0.17	1606	43	0.02	1563	354	0.16	1209	151	0.07	1058	174	0.08	884	152	0.07	732	296	0.13	436	101	0.04	335	160	0.07	175	175	0.07	0	0	0.00	175		100%
Dummy On Ramp (Addtl Vol)	SR826SB1a	2005	245	30	0.12	215	42	0.17	173	5	0.02	168	38	0.16	130	16	0.07	114	19	0.08	95	16	0.07	79	32	0.13	47	11	0.04	36	17	0.07	19	19	0.07	0	0	0.00	19		100%
NW 25 St On Ramp	NW25St826SBent	2040	593		0.00	593	115	0.19	478	12	0.02	466	105	0.18	361	45	0.08	316	52	0.09	264	46	0.08	218	88	0.15	130	30	0.05	100	48	0.08	52	52	0.08	0	0	0.00	52		100%
SR 826 SB EL On Ramp	ELSBSR826SBent	2070	236		0.00	236		0.00	236		0.00	236		0.00	236	30	0.13	206	34	0.14	172	30	0.13	142	57	0.24	85	20	0.08	65	31	0.13	34	34	0.15	0	0	0.00	34		100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	632		0.00	632		0.00	632		0.00	632		0.00	632	79	0.13	553	91	0.14	462	80	0.13	382	154	0.24	228	53	0.08	175	83	0.13	92	92	0.15	0	0	0.00	92		100%
Flagler St On Ramp	FlaglerSt826SBent	2105	277		0.00	277		0.00	277		0.00	277		0.00	277	35	0.13	242	40	0.14	202	35	0.13	167	67	0.24	100	23	0.08	77	37	0.13	40	40	0.15	0	0	0.00	40		100%
SW 8 St On Ramp	SW8St826SBent	2120	387		0.00	387		0.00	387		0.00	387		0.00	387	49	0.13	338	56	0.14	282	49	0.13	233	94	0.24	139	32	0.08	107	51	0.13	56	56	0.15	0	0	0.00	56		100%
SW 24 St On Ramp	SW24St826SBent	2140	253		0.00	253		0.00	253		0.00	253		0.00	253		0.00	253	40	0.16	213	36	0.14	177	72	0.28	105	24	0.09	81	39	0.15	42	42	0.18	0	0	0.00	42		100%
SW 40 St On Ramp	SW40St826SBent	2215	230		0.00	230		0.00	230		0.00	230		0.00	230		0.00	230		0.00	230		0.00	230		0.00	230	53	0.23	177	84	0.37	93	93	0.40	0	0	0.00	93		100%
SW 56 St On Ramp	SW56St826SBent	2225	142		0.00	142		0.00	142		0.00	142		0.00	142		0.00	142		0.00	142		0.00	142		0.00	142	32	0.23	110	52	0.37	58	58	0.40	0	0	0.00	58		100%
SW 72 St On Ramp	SW72St826SBent	2245	87		0.00	87		0.00	87		0.00	87		0.00	87		0.00	87		0.00	87		0.00	87		0.00	87		0.00	87	41	0.47	46	46	0.53	0	0	0.00	46		100%
SW 88 St On Ramp	SW88St826SBent	2275	55		0.00	55		0.00	55		0.00	55		0.00	55		0.00	55		0.00	55		0.00	55		0.00	55		0.00	55		0.00	55	55	1.00	0	0	0.00	55		100%
			5410	308		546	60		497	405		506	444		860	379		643	761		0	5409																		
			1	308		546	60		497	405		506	444		860	379		643	762		0	5410																		

Time Period: 5
Simulation Start: 3:30 PM
Current Time: 4:30 PM - 4:45 PM (TP 5)

SR 826 NB

				Dummy Rd Off Ramp 1015			SW 88 St Off Ramp 1025			SW 72 St Off Ramp 1050			SW 56 St Off Ramp 1070			SW 40 St Off Ramp 1080			SW 24 St Off Ramp 1155			SW 8 St Off Ramp 1180			SR 826 NB EL Off Ramp 1210			Flagler St/NW 72 Ave Off Ramp 1215			SR 836 EB/WB Off Ramp 1225			NW 25 St Off Ramp 1275			SR 826 NB End 1300			
Entry Location				Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBELNBexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Detector Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	1.00	0		100%
SR 826 NB Begin	US1NBSR826NBent	1005	627	0	0.00	627	35	0.06	592	44	0.07	548	55	0.09	493	66	0.11	427	43	0.07	384	69	0.11	315	27	0.04	288	51	0.08	237	88	0.14	149	24	0.04	125	125	0.19	0		100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	163		0.00	163		0.00	163	12	0.07	151	15	0.09	136	18	0.11	118	12	0.07	106	19	0.12	87	7	0.04	80	14	0.09	66	25	0.15	41	7	0.04	34	34	0.22	0		100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	377		0.00	377		0.00	377	28	0.07	349	35	0.09	314	42	0.11	272	27	0.07	245	44	0.12	201	17	0.05	184	32	0.08	152	57	0.15	95	15	0.04	80	80	0.22	0		100%
SW 72 St On Ramp	SW72StSR826NBent	1060	343		0.00	343		0.00	343		0.00	343	34	0.10	309	41	0.12	268	27	0.08	241	43	0.13	198	17	0.05	181	32	0.09	149	55	0.16	94	15	0.04	79	79	0.23	0		100%
SW 56 St On Ramp	SW56StSR826NBent	1110	273		0.00	273		0.00	273		0.00	273		0.00	273		0.00	273	27	0.10	246	44	0.16	202	17	0.06	185	33	0.12	152	57	0.21	95	15	0.05	80	80	0.30	0		100%
SR 874 NB On Ramp	SR874SR826NBent	1115	753		0.00	753		0.00	753		0.00	753		0.00	753		0.00	753	75	0.10	678	121	0.16	557	48	0.06	509	90	0.12	419	156	0.21	263	42	0.06	221	221	0.29	0		100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	110		0.00	110		0.00	110		0.00	110		0.00	110		0.00	110	11	0.10	99	18	0.16	81	7	0.06	74	13	0.12	61	23	0.21	38	6	0.05	32	32	0.30	0		100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	288		0.00	288		0.00	288		0.00	288		0.00	288		0.00	288	28	0.10	260	46	0.16	214	18	0.06	196	34	0.12	162	60	0.21	102	16	0.06	86	86	0.29	0		100%
SW 24 St On Ramp	SW24StSR826NBent	1160	214		0.00	214		0.00	214		0.00	214		0.00	214		0.00	214		0.00	214	38	0.18	176	16	0.07	160	28	0.13	132	49	0.23	83	13	0.06	70	70	0.33	0		100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	190		0.00	190		0.00	190		0.00	190		0.00	190		0.00	190		0.00	190		0.00	190		0.00	190	33	0.17	157	58	0.31	99	16	0.08	83	83	0.44	0		100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	78		0.00	78		0.00	78		0.00	78		0.00	78		0.00	78		0.00	78		0.00	78		0.00	78	14	0.18	64	24	0.31	40	6	0.08	34	34	0.43	0		100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	309		0.00	309		0.00	309		0.00	309		0.00	309		0.00	309		0.00	309		0.00	309		0.00	309		0.00	309		0.00	309	49	0.16	260	260	0.84	0		100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	569		0.00	569		0.00	569		0.00	569		0.00	569		0.00	569		0.00	569		0.00	569		0.00	569		0.00	569		0.00	569	91	0.16	478	478	0.84	0		100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	418		0.00	418		0.00	418		0.00	418		0.00	418		0.00	418		0.00	418		0.00	418		0.00	418		0.00	418		0.00	418	67	0.16	351	351	0.84	0		100%
NW 25 St On Ramp	NW25StSR826NB	1290	310		0.00	310		0.00	310		0.00	310		0.00	310		0.00	310		0.00	310		0.00	310		0.00	310		0.00	310		0.00	310		0.00	310	310	1.00	0		100%
			5022	0			35			84			139			167			250			442			174			374			652			382			2325			5024	
			-2	0			35			84			139			167			250			442			174			374			652			382			2323			5022

SR 826 SB

				NW 25 St Off Ramp 2020			SR 836 EB/WB Off Ramp 2055			NW 72/NW 87 Ave Off Ramp 2060			Flagler St/SW 8 St Off Ramp 2065			SW 24 St Off Ramp 2135			SW 40 St Off Ramp 2155			SW 56 St Off Ramp 2180			SR 874 SB Off Ramp 2185			SW 72 St Off Ramp 2235			SW 88 St Off Ramp 2255			US-1 SB Off Ramp 2290			SR 826 SB End 2295			
Entry Location				826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Detector Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 SB Begin	SR826SB1	2000	2155	264	0.12	1891	369	0.17	1522	41	0.02	1481	335	0.16	1146	144	0.07	1002	165	0.08	837	144	0.07	693	280	0.13	413	95	0.04	318	151	0.07	167	167	0.07	0	0	0.00	167		100%
Dummy On Ramp (Addtl Vol)	SR826SB1a	2005	233	28	0.12	205	40	0.17	165	4	0.02	161	36	0.15	125	16	0.07	109	18	0.08	91	16	0.07	75	30	0.13	45	10	0.04	35	17	0.07	18	18	0.08	0	0	0.00	18		100%
NW 25 St On Ramp	NW25St826SBent	2040	562		0.00	562	109	0.19	453	12	0.02	441	100	0.18	341	43	0.08	298	49	0.09	249	43	0.08	206	83	0.15	123	28	0.05	95	45	0.08	50	50	0.08	0	0	0.00	50		100%
SR 826 SB EL On Ramp	ELSBSR826SBent	2070	224		0.00	224		0.00	224		0.00	224		0.00	224	28	0.13	196	32	0.14	164	28	0.13	136	55	0.25	81	19	0.08	62	30	0.13	32	32	0.14	0	0	0.00	32		100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	599		0.00	599		0.00	599		0.00	599		0.00	599	75	0.13	524	86	0.14	438	76	0.13	362	146	0.24	216	50	0.08	166	79	0.13	87	87	0.15	0	0	0.00	87		100%
Flagler St On Ramp	FlaglerSt826SBent	2105	263		0.00	263		0.00	263		0.00	263		0.00	263	33	0.13	230	38	0.14	192	33	0.13	159	64	0.24	95	22	0.08	73	35	0.13	38	38	0.15	0	0	0.00	38		100%
SW 8 St On Ramp	SW8St826SBent	2120	366		0.00	366		0.00	366		0.00	366		0.00	366	45	0.12	321	53	0.14	268	46	0.13	222	90	0.25	132	30	0.08	102	49	0.13	53	53	0.15	0	0	0.00	53		100%
SW 24 St On Ramp	SW24St826SBent	2140	240		0.00	240		0.00	240		0.00	240		0.00	240		0.00	240	39	0.16	201	35	0.15	166	67	0.28	99	23	0.10	76	36	0.15	40	40	0.16	0	0	0.00	40		100%
SW 40 St On Ramp	SW40St826SBent	2215	218		0.00	218		0.00	218		0.00	218		0.00	218		0.00	218		0.00	218		0.00	218		0.00	218	50	0.23	168	80	0.37	88	88	0.40	0	0	0.00	88		100%
SW 56 St On Ramp	SW56St826SBent	2225	134		0.00	134		0.00	134		0.00	134		0.00	134		0.00	134		0.00	134		0.00	134		0.00	134	32	0.24	102	49	0.37	53	53	0.39	0	0	0.00	53		100%
SW 72 St On Ramp	SW72St826SBent	2245	82		0.00	82		0.00	82		0.00	82		0.00	82		0.00	82		0.00	82		0.00	82		0.00	82		0.00	82	38	0.46	44	44	0.54	0	0	0.00	44		100%
SW 88 St On Ramp	SW88St826SBent	2275	52		0.00	52		0.00	52		0.00	52		0.00	52		0.00	52		0.00	52		0.00	52		0.00	52		0.00	52		0.00	52	52	1.00	0	0	0.00	52		100%
			5128	292		518	57		471	384		480	421		815	359		609	721		0	5127																		
			1	292		518	57		471	384		480	421		815	359		609	722		0	5128																		

Time Period: 6
Simulation Start: 3:30 PM
Current Time: 4:45 PM - 5:00 PM (TP 6)

SR 826 NB

				Dummy Rd Off Ramp 1015			SW 88 St Off Ramp 1025			SW 72 St Off Ramp 1050			SW 56 St Off Ramp 1070			SW 40 St Off Ramp 1080			SW 24 St Off Ramp 1155			SW 8 St Off Ramp 1180			SR 826 NB EL Off Ramp 1210			Flagler St/NW 72 Ave Off Ramp 1215			SR 836 EB/WB Off Ramp 1225			NW 25 St Off Ramp 1275			SR 826 NB End 1300			
Entry Location				Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBELNBexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Detector Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	1.00	0	100%
SR 826 NB Begin	US1NBSR826NBent	1005	682	0	0.00	682	38	0.06	644	48	0.07	596	59	0.09	537	72	0.11	465	46	0.07	419	75	0.11	344	29	0.04	315	55	0.08	260	97	0.14	163	26	0.04	137	137	0.19	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	178		0.00	178		0.00	178	13	0.07	165	16	0.09	149	20	0.11	129	13	0.07	116	21	0.12	95	8	0.04	87	15	0.08	72	27	0.15	45	7	0.04	38	38	0.23	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	411		0.00	411		0.00	411	30	0.07	381	38	0.09	343	46	0.11	297	30	0.07	267	48	0.12	219	19	0.05	200	35	0.09	165	61	0.15	104	17	0.04	87	87	0.21	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	373		0.00	373		0.00	373		0.00	373	38	0.10	335	44	0.12	291	29	0.08	262	47	0.13	215	18	0.05	197	35	0.09	162	60	0.16	102	16	0.04	86	86	0.23	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	298		0.00	298		0.00	298		0.00	298		0.00	298		0.00	298	30	0.10	268	48	0.16	220	19	0.06	201	35	0.12	166	62	0.21	104	17	0.06	87	87	0.29	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	820		0.00	820		0.00	820		0.00	820		0.00	820		0.00	820	82	0.10	738	132	0.16	606	52	0.06	554	98	0.12	456	170	0.21	286	46	0.06	240	240	0.29	0	100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	120		0.00	120		0.00	120		0.00	120		0.00	120		0.00	120	12	0.10	108	19	0.16	89	8	0.07	81	14	0.12	67	25	0.21	42	7	0.06	35	35	0.28	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	314		0.00	314		0.00	314		0.00	314		0.00	314		0.00	314	30	0.10	284	51	0.16	233	20	0.06	213	38	0.12	175	65	0.21	110	18	0.06	92	92	0.29	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	233		0.00	233		0.00	233		0.00	233		0.00	233		0.00	233		0.00	233	40	0.17	193	16	0.07	177	31	0.13	146	54	0.23	92	15	0.06	77	77	0.34	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	207		0.00	207		0.00	207		0.00	207		0.00	207		0.00	207		0.00	207		0.00	207		0.00	207	36	0.17	171	64	0.31	107	17	0.08	90	90	0.44	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	85		0.00	85		0.00	85		0.00	85		0.00	85		0.00	85		0.00	85		0.00	85		0.00	85	16	0.19	69	25	0.29	44	7	0.08	37	37	0.44	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	336		0.00	336		0.00	336		0.00	336		0.00	336		0.00	336		0.00	336		0.00	336		0.00	336		0.00	336		0.00	336	54	0.16	282	282	0.84	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	619		0.00	619		0.00	619		0.00	619		0.00	619		0.00	619		0.00	619		0.00	619		0.00	619		0.00	619		0.00	619	99	0.16	520	520	0.84	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	454		0.00	454		0.00	454		0.00	454		0.00	454		0.00	454		0.00	454		0.00	454		0.00	454		0.00	454		0.00	454	70	0.15	384	384	0.85	0	100%
NW 25 St On Ramp	NW25StSR826NB	1290	338		0.00	338		0.00	338		0.00	338		0.00	338		0.00	338		0.00	338		0.00	338		0.00	338		0.00	338		0.00	338		0.00	338	338	1.00	0	100%
			5468	0			38			91			151			182			272			481			189			408			710			416			2531			5469	
			-1	0			38			91			151			182			272			481			189			408			710			416			2530			5468	

SR 826 SB

				NW 25 St Off Ramp 2020			SR 836 EB/WB Off Ramp 2055			NW 72/NW 87 Ave Off Ramp 2060			Flagler St/SW 8 St Off Ramp 2065			SW 24 St Off Ramp 2135			SW 40 St Off Ramp 2155			SW 56 St Off Ramp 2180			SR 874 SB Off Ramp 2185			SW 72 St Off Ramp 2235			SW 88 St Off Ramp 2255			US-1 SB Off Ramp 2290			SR 826 SB End 2295			
Entry Location				826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Detector Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 SB Begin	SR826SB1	2000	2345	287	0.12	2058	401	0.17	1657	44	0.02	1613	364	0.16	1249	156	0.07	1093	179	0.08	914	158	0.07	756	305	0.13	451	104	0.04	347	165	0.07	182	182	0.07	0	0	0.00	182	100%
Dummy On Ramp (Addtl Vol)	SR826SB1a	2005	253	31	0.12	222	43	0.17	179	5	0.02	174	39	0.15	135	17	0.07	118	19	0.08	99	17	0.07	82	33	0.13	49	11	0.04	38	18	0.07	20	20	0.08	0	0	0.00	20	100%
NW 25 St On Ramp	NW25St826SBent	2040	612		0.00	612	119	0.19	493	13	0.02	480	109	0.18	371	46	0.08	325	53	0.09	272	47	0.08	225	91	0.15	134	31	0.05	103	49	0.08	54	54	0.08	0	0	0.00	54	100%
SR 826 SB EL On Ramp	ELSBSR826SBent	2070	244		0.00	244		0.00	244		0.00	244		0.00	244	31	0.13	213	35	0.14	178	31	0.13	147	59	0.24	88	20	0.08	68	32	0.13	36	36	0.15	0	0	0.00	36	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	652		0.00	652		0.00	652		0.00	652		0.00	652	82	0.13	570	94	0.14	476	82	0.13	394	159	0.24	235	54	0.08	181	86	0.13	95	95	0.15	0	0	0.00	95	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	286		0.00	286		0.00	286		0.00	286		0.00	286	36	0.13	250	41	0.14	209	36	0.13	173	70	0.24	103	24	0.08	79	38	0.13	41	41	0.15	0	0	0.00	41	100%
SW 8 St On Ramp	SW8St826SBent	2120	399		0.00	399		0.00	399		0.00	399		0.00	399	50	0.13	349	57	0.14	292	50	0.13	242	98	0.25	144	33	0.08	111	53	0.13	58	58	0.14	0	0	0.00	58	100%
SW 24 St On Ramp	SW24St826SBent	2140	261		0.00	261		0.00	261		0.00	261		0.00	261		0.00	261	44	0.17	217	37	0.14	180	73	0.28	107	25	0.10	82	39	0.15	43	43	0.16	0	0	0.00	43	100%
SW 40 St On Ramp	SW40St826SBent	2215	237		0.00	237		0.00	237		0.00	237		0.00	237		0.00	237		0.00	237		0.00	237		0.00	237	55	0.23	182	87	0.37	95	95	0.40	0	0	0.00	95	100%
SW 56 St On Ramp	SW56St826SBent	2225	146		0.00	146		0.00	146		0.00	146		0.00	146		0.00	146		0.00	146		0.00	146		0.00	146	34	0.23	112	53	0.36	59	59	0.41	0	0	0.00	59	100%
SW 72 St On Ramp	SW72St826SBent	2245	89		0.00	89		0.00	89		0.00	89		0.00	89		0.00	89		0.00	89		0.00	89		0.00	89		0.00	89	43	0.48	46	46	0.52	0	0	0.00	46	100%
SW 88 St On Ramp	SW88St826SBent	2275	56		0.00	56		0.00	56		0.00	56		0.00	56		0.00	56		0.00	56		0.00	56		0.00	56		0.00	56		0.00	56	56	1.00	0	0	0.00	56	100%
			5580	318		563	62		512	418		522	458		888	391		663	785		0	5580																		
			0	318		563	62		512	418		522	458		888	391		663	785		0	5580																		

Time Period: 7
Simulation Start: 3:30 PM
Current Time: 5:00 PM - 5:15 PM (TP 7)

SR 826 NB

Entry Location				Dummy Rd Off Ramp 1015			SW 88 St Off Ramp 1025			SW 72 St Off Ramp 1050			SW 56 St Off Ramp 1070			SW 40 St Off Ramp 1080			SW 24 St Off Ramp 1155			SW 8 St Off Ramp 1180			SR 826 NB EL Off Ramp 1210			Flagler St/NW 72 Ave Off Ramp 1215			SR 836 EB/WB Off Ramp 1225			NW 25 St Off Ramp 1275			SR 826 NB End 1300			
	Detector			Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBELNBexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	1.00	0	
SR 826 NB Begin	US1NBSR826NBent	1005	667	0	0.00	667	37	0.06	630	46	0.07	584	58	0.09	526	70	0.10	456	45	0.07	411	73	0.11	338	29	0.04	309	54	0.08	255	95	0.14	160	26	0.04	134	134	0.20	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	174		0.00	174		0.00	174	13	0.07	161	16	0.09	145	19	0.11	126	13	0.07	113	20	0.11	93	8	0.05	85	15	0.09	70	26	0.15	44	7	0.04	37	37	0.22	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	402		0.00	402		0.00	402	30	0.07	372	37	0.09	335	45	0.11	290	29	0.07	261	47	0.12	214	18	0.04	196	35	0.09	161	60	0.15	101	16	0.04	85	85	0.22	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	365		0.00	365		0.00	365		0.00	365	37	0.10	328	44	0.12	284	28	0.08	256	46	0.13	210	18	0.05	192	34	0.09	158	59	0.16	99	16	0.04	83	83	0.23	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	291		0.00	291		0.00	291		0.00	291		0.00	291		0.00	291	29	0.10	262	47	0.16	215	18	0.06	197	35	0.12	162	60	0.21	102	16	0.05	86	86	0.30	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	802		0.00	802		0.00	802		0.00	802		0.00	802		0.00	802	80	0.10	722	129	0.16	593	51	0.06	542	95	0.12	447	166	0.21	281	45	0.06	236	236	0.29	0	100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	117		0.00	117		0.00	117		0.00	117		0.00	117		0.00	117	12	0.10	105	19	0.16	86	7	0.06	79	14	0.12	65	24	0.21	41	7	0.06	34	34	0.29	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	307		0.00	307		0.00	307		0.00	307		0.00	307		0.00	307	30	0.10	277	50	0.16	227	19	0.06	208	37	0.12	171	64	0.21	107	17	0.06	90	90	0.29	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	228		0.00	228		0.00	228		0.00	228		0.00	228		0.00	228		0.00	228	40	0.18	188	17	0.07	171	30	0.13	141	53	0.23	88	14	0.06	74	74	0.33	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	203		0.00	203		0.00	203		0.00	203		0.00	203		0.00	203		0.00	203		0.00	203		0.00	203	36	0.18	167	62	0.31	105	17	0.08	88	88	0.43	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	83		0.00	83		0.00	83		0.00	83		0.00	83		0.00	83		0.00	83		0.00	83		0.00	83	14	0.17	69	26	0.31	43	7	0.08	36	36	0.44	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	329		0.00	329		0.00	329		0.00	329		0.00	329		0.00	329		0.00	329		0.00	329		0.00	329		0.00	329		0.00	329	52	0.16	277	277	0.84	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	606		0.00	606		0.00	606		0.00	606		0.00	606		0.00	606		0.00	606		0.00	606		0.00	606		0.00	606		0.00	606	97	0.16	509	509	0.84	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	445		0.00	445		0.00	445		0.00	445		0.00	445		0.00	445		0.00	445		0.00	445		0.00	445		0.00	445		0.00	445	70	0.16	375	375	0.84	0	100%
NW 25 St On Ramp	NW25StSR826NB	1290	330		0.00	330		0.00	330		0.00	330		0.00	330		0.00	330		0.00	330		0.00	330		0.00	330		0.00	330		0.00	330		0.00	330	330	1.00	0	100%
			5349	0			37			89			148			178			266			471			185			399			695			407			2476			5351
			-2	0			37			89			148			178			266			471			185			399			695			407			2474			5349

SR 826 SB

Entry Location				NW 25 St Off Ramp 2020			SR 836 EB/WB Off Ramp 2055			NW 72/NW 87 Ave Off Ramp 2060			Flagler St/SW 8 St Off Ramp 2065			SW 24 St Off Ramp 2135			SW 40 St Off Ramp 2155			SW 56 St Off Ramp 2180			SR 874 SB Off Ramp 2185			SW 72 St Off Ramp 2235			SW 88 St Off Ramp 2255			US-1 SB Off Ramp 2290			SR 826 SB End 2295			
	Detector			826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 SB Begin	SR826SB1	2000	2294	281	0.12	2013	392	0.17	1621	43	0.02	1578	356	0.16	1222	153	0.07	1069	176	0.08	893	154	0.07	739	298	0.13	441	102	0.04	339	162	0.07	177	177	0.07	0	0	0.00	177	100%
Dummy On Ramp (Addtl Vol)	SR826SB1a	2005	248	30	0.12	218	42	0.17	176	5	0.02	171	39	0.16	132	17	0.07	115	19	0.08	96	17	0.07	79	32	0.13	47	11	0.04	36	17	0.07	19	19	0.07	0	0	0.00	19	100%
NW 25 St On Ramp	NW25St826SBent	2040	599		0.00	599	117	0.20	482	13	0.02	469	106	0.18	363	45	0.08	318	52	0.09	266	46	0.08	220	89	0.15	131	30	0.05	101	48	0.08	53	53	0.07	0	0	0.00	53	100%
SR 826 SB EL On Ramp	ELSBSR826SBent	2070	239		0.00	239		0.00	239		0.00	239		0.00	239	30	0.13	209	34	0.14	175	30	0.13	145	59	0.25	86	20	0.08	66	31	0.13	35	35	0.14	0	0	0.00	35	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	638		0.00	638		0.00	638		0.00	638		0.00	638	80	0.13	558	92	0.14	466	80	0.13	386	156	0.24	230	53	0.08	177	84	0.13	93	93	0.15	0	0	0.00	93	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	280		0.00	280		0.00	280		0.00	280		0.00	280	35	0.13	245	40	0.14	205	35	0.13	170	69	0.25	101	23	0.08	78	37	0.13	41	41	0.14	0	0	0.00	41	100%
SW 8 St On Ramp	SW8St826SBent	2120	390		0.00	390		0.00	390		0.00	390		0.00	390	49	0.13	341	56	0.14	285	49	0.13	236	95	0.24	141	33	0.08	108	51	0.13	57	57	0.15	0	0	0.00	57	100%
SW 24 St On Ramp	SW24St826SBent	2140	255		0.00	255		0.00	255		0.00	255		0.00	255		0.00	255	42	0.16	213	37	0.15	176	70	0.27	106	24	0.09	82	39	0.15	43	43	0.18	0	0	0.00	43	100%
SW 40 St On Ramp	SW40St826SBent	2215	232		0.00	232		0.00	232		0.00	232		0.00	232		0.00	232		0.00	232		0.00	232		0.00	232	54	0.23	178	85	0.37	93	93	0.40	0	0	0.00	93	100%
SW 56 St On Ramp	SW56St826SBent	2225	143		0.00	143		0.00	143		0.00	143		0.00	143		0.00	143		0.00	143		0.00	143		0.00	143	33	0.23	110	52	0.36	58	58	0.41	0	0	0.00	58	100%
SW 72 St On Ramp	SW72St826SBent	2245	87		0.00	87		0.00	87		0.00	87		0.00	87		0.00	87		0.00	87		0.00	87		0.00	87		0.00	87	43	0.49	44	44	0.51	0	0	0.00	44	100%
SW 88 St On Ramp	SW88St826SBent	2275	55		0.00	55		0.00	55		0.00	55		0.00	55		0.00	55		0.00	55		0.00	55		0.00	55		0.00	55		0.00	55	55	1.00	0	0	0.00	55	100%
			5460	311		551	61		501	409		511	448		868	383		649	768		0	5460																	
			0	311		551	61		501	409		511	448		868	383		649	768		0	5460																	

Time Period: 8
Simulation Start: 3:30 PM
Current Time: 5:15 PM - 5:30 PM (TP 8)

SR 826 NB

				Dummy Rd Off Ramp 1015			SW 88 St Off Ramp 1025			SW 72 St Off Ramp 1050			SW 56 St Off Ramp 1070			SW 40 St Off Ramp 1080			SW 24 St Off Ramp 1155			SW 8 St Off Ramp 1180			SR 826 NB EL Off Ramp 1210			Flagler St/NW 72 Ave Off Ramp 1215			SR 836 EB/WB Off Ramp 1225			NW 25 St Off Ramp 1275			SR 826 NB End 1300			
Entry Location				Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBELNBexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Detector																																								
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	1.00	0		100%
SR 826 NB Begin	US1NBSR826NBent	1005	700	0	0.00	700	39	0.06	661	49	0.07	612	61	0.09	551	73	0.10	478	48	0.07	430	77	0.11	353	30	0.04	323	57	0.08	266	99	0.14	167	27	0.04	140	140	0.20	0		100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	182		0.00	182		0.00	182	14	0.08	168	17	0.09	151	20	0.11	131	13	0.07	118	21	0.12	97	8	0.04	89	16	0.09	73	27	0.15	46	7	0.04	39	39	0.21	0		100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	422		0.00	422		0.00	422	31	0.07	391	39	0.09	352	47	0.11	305	30	0.07	275	49	0.12	226	19	0.05	207	36	0.09	171	64	0.15	107	17	0.04	90	90	0.21	0		100%
SW 72 St On Ramp	SW72StSR826NBent	1060	383		0.00	383		0.00	383		0.00	383	38	0.10	345	46	0.12	299	30	0.08	269	48	0.13	221	19	0.05	202	36	0.09	166	62	0.16	104	17	0.04	87	87	0.23	0		100%
SW 56 St On Ramp	SW56StSR826NBent	1110	305		0.00	305		0.00	305		0.00	305		0.00	305		0.00	305	30	0.10	275	49	0.16	226	19	0.06	207	36	0.12	171	64	0.21	107	17	0.06	90	90	0.29	0		100%
SR 874 NB On Ramp	SR874SR826NBent	1115	841		0.00	841		0.00	841		0.00	841		0.00	841		0.00	841	84	0.10	757	135	0.16	622	53	0.06	569	100	0.12	469	175	0.21	294	47	0.06	247	247	0.29	0		100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	123		0.00	123		0.00	123		0.00	123		0.00	123		0.00	123	12	0.10	111	20	0.16	91	8	0.07	83	15	0.12	68	25	0.20	43	7	0.06	36	36	0.29	0		100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	322		0.00	322		0.00	322		0.00	322		0.00	322		0.00	322	32	0.10	290	52	0.16	238	20	0.06	218	38	0.12	180	67	0.21	113	18	0.06	95	95	0.29	0		100%
SW 24 St On Ramp	SW24StSR826NBent	1160	240		0.00	240		0.00	240		0.00	240		0.00	240		0.00	240		0.00	240	43	0.18	197	18	0.08	179	31	0.13	148	55	0.23	93	15	0.06	78	78	0.32	0		100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	213		0.00	213		0.00	213		0.00	213		0.00	213		0.00	213		0.00	213		0.00	213		0.00	213	37	0.17	176	65	0.31	111	18	0.08	93	93	0.44	0		100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	87		0.00	87		0.00	87		0.00	87		0.00	87		0.00	87		0.00	87		0.00	87		0.00	87	16	0.18	71	26	0.30	45	7	0.08	38	38	0.44	0		100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	345		0.00	345		0.00	345		0.00	345		0.00	345		0.00	345		0.00	345		0.00	345		0.00	345		0.00	345		0.00	345	55	0.16	290	290	0.84	0		100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	636		0.00	636		0.00	636		0.00	636		0.00	636		0.00	636		0.00	636		0.00	636		0.00	636		0.00	636		0.00	636	101	0.16	535	535	0.84	0		100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	467		0.00	467		0.00	467		0.00	467		0.00	467		0.00	467		0.00	467		0.00	467		0.00	467		0.00	467		0.00	467	74	0.16	393	393	0.84	0		100%
NW 25 St On Ramp	NW25StSR826NB	1290	347		0.00	347		0.00	347		0.00	347		0.00	347		0.00	347		0.00	347		0.00	347		0.00	347		0.00	347		0.00	347		0.00	347	347	1.00	0		100%
			5613	0			39			94			155			186			279			494			194			418			729			427			2598			5613	
			0	0			39			94			155			186			279			494			194			418			729			427			2598			5613	

SR 826 SB

				NW 25 St Off Ramp 2020			SR 836 EB/WB Off Ramp 2055			NW 72/NW 87 Ave Off Ramp 2060			Flagler St/SW 8 St Off Ramp 2065			SW 24 St Off Ramp 2135			SW 40 St Off Ramp 2155			SW 56 St Off Ramp 2180			SR 874 SB Off Ramp 2185			SW 72 St Off Ramp 2235			SW 88 St Off Ramp 2255			US-1 SB Off Ramp 2290			SR 826 SB End 2295			
Entry Location				826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Detector																																								
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 SB Begin	SR826SB1	2000	2407	294	0.12	2113	411	0.17	1702	46	0.02	1656	374	0.16	1282	161	0.07	1121	184	0.08	937	161	0.07	776	313	0.13	463	107	0.04	356	170	0.07	186	186	0.07	0	0	0.00	186		100%
Dummy On Ramp (Addtl Vol)	SR826SB1a	2005	260	32	0.12	228	44	0.17	184	5	0.02	179	40	0.15	139	17	0.07	122	20	0.08	102	18	0.07	84	34	0.13	50	12	0.05	38	18	0.07	20	20	0.07	0	0	0.00	20		100%
NW 25 St On Ramp	NW25St826SBent	2040	628		0.00	628	123	0.20	505	13	0.02	492	112	0.18	380	48	0.08	332	55	0.09	277	48	0.08	229	92	0.15	137	32	0.05	105	50	0.08	55	55	0.07	0	0	0.00	55		100%
SR 826 SB EL On Ramp	ELSBSR826SBent	2070	250		0.00	250		0.00	250		0.00	250		0.00	250	31	0.12	219	36	0.14	183	32	0.13	151	61	0.24	90	21	0.08	69	33	0.13	36	36	0.16	0	0	0.00	36		100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	670		0.00	670		0.00	670		0.00	670		0.00	670	84	0.13	586	96	0.14	490	84	0.13	406	164	0.24	242	56	0.08	186	89	0.13	97	97	0.15	0	0	0.00	97		100%
Flagler St On Ramp	FlaglerSt826SBent	2105	294		0.00	294		0.00	294		0.00	294		0.00	294	37	0.13	257	42	0.14	215	37	0.13	178	72	0.24	106	25	0.09	81	39	0.13	42	42	0.14	0	0	0.00	42		100%
SW 8 St On Ramp	SW8St826SBent	2120	409		0.00	409		0.00	409		0.00	409		0.00	409	51	0.12	358	59	0.14	299	52	0.13	247	100	0.24	147	34	0.08	113	54	0.13	59	59	0.16	0	0	0.00	59		100%
SW 24 St On Ramp	SW24St826SBent	2140	268		0.00	268		0.00	268		0.00	268		0.00	268		0.00	268	44	0.16	224	38	0.14	186	75	0.28	111	26	0.10	85	41	0.15	44	44	0.17	0	0	0.00	44		100%
SW 40 St On Ramp	SW40St826SBent	2215	243		0.00	243		0.00	243		0.00	243		0.00	243		0.00	243		0.00	243		0.00	243		0.00	243	56	0.23	187	89	0.37	98	98	0.40	0	0	0.00	98		100%
SW 56 St On Ramp	SW56St826SBent	2225	150		0.00	150		0.00	150		0.00	150		0.00	150		0.00	150		0.00	150		0.00	150		0.00	150	33	0.22	117	56	0.37	61	61	0.41	0	0	0.00	61		100%
SW 72 St On Ramp	SW72St826SBent	2245	92		0.00	92		0.00	92		0.00	92		0.00	92		0.00	92		0.00	92		0.00	92		0.00	92		0.00	92	42	0.46	50	50	0.54	0	0	0.00	50		100%
SW 88 St On Ramp	SW88St826SBent	2275	58		0.00	58		0.00	58		0.00	58		0.00	58		0.00	58		0.00	58		0.00	58		0.00	58		0.00	58		0.00	58	58	1.00	0	0	0.00	58		100%
			5729	326		578	64		526	429		536	470		911	402		681	806		0	5729																		
			0	326		578	64		526	429		536	470		911	402		681	806		0	5729																		

Time Period: 9
Simulation Start: 3:30 PM
Current Time: 5:30 PM - 5:45 PM (TP 9)

SR 826 NB

				Dummy Rd Off Ramp 1015			SW 88 St Off Ramp 1025			SW 72 St Off Ramp 1050			SW 56 St Off Ramp 1070			SW 40 St Off Ramp 1080			SW 24 St Off Ramp 1155			SW 8 St Off Ramp 1180			SR 826 NB EL Off Ramp 1210			Flagler St/NW 72 Ave Off Ramp 1215			SR 836 EB/WB Off Ramp 1225			NW 25 St Off Ramp 1275			SR 826 NB End 1300			
Entry Location				Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBELNBexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Detector Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	1.00	0		100%
SR 826 NB Begin	US1NBSR826NBent	1005	658	0	0.00	658	37	0.06	621	46	0.07	575	58	0.09	517	69	0.10	448	45	0.07	403	72	0.11	331	28	0.04	303	53	0.08	250	93	0.14	157	25	0.04	132	132	0.20	0		100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	171		0.00	171		0.00	171	13	0.08	158	16	0.09	142	19	0.11	123	12	0.07	111	20	0.12	91	8	0.05	83	15	0.09	68	25	0.15	43	7	0.04	36	36	0.20	0		100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	396		0.00	396		0.00	396	29	0.07	367	37	0.09	330	44	0.11	286	28	0.07	258	46	0.12	212	18	0.05	194	34	0.09	160	60	0.15	100	16	0.04	84	84	0.21	0		100%
SW 72 St On Ramp	SW72StSR826NBent	1060	360		0.00	360		0.00	360		0.00	360	35	0.10	325	43	0.12	282	28	0.08	254	45	0.13	209	18	0.05	191	34	0.09	157	58	0.16	99	16	0.04	83	83	0.23	0		100%
SW 56 St On Ramp	SW56StSR826NBent	1110	287		0.00	287		0.00	287		0.00	287		0.00	287		0.00	287	29	0.10	258	46	0.16	212	18	0.06	194	34	0.12	160	60	0.21	100	16	0.06	84	84	0.29	0		100%
SR 874 NB On Ramp	SR874SR826NBent	1115	791		0.00	791		0.00	791		0.00	791		0.00	791		0.00	791	79	0.10	712	127	0.16	585	50	0.06	535	94	0.12	441	164	0.21	277	44	0.06	233	233	0.29	0		100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	116		0.00	116		0.00	116		0.00	116		0.00	116		0.00	116	12	0.10	104	19	0.16	85	7	0.06	78	14	0.12	64	24	0.21	40	6	0.05	34	34	0.30	0		100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	303		0.00	303		0.00	303		0.00	303		0.00	303		0.00	303	29	0.10	274	49	0.16	225	19	0.06	206	36	0.12	170	63	0.21	107	17	0.06	90	90	0.29	0		100%
SW 24 St On Ramp	SW24StSR826NBent	1160	225		0.00	225		0.00	225		0.00	225		0.00	225		0.00	225		0.00	225	40	0.18	185	16	0.07	169	30	0.13	139	52	0.23	87	14	0.06	73	73	0.33	0		100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	200		0.00	200		0.00	200		0.00	200		0.00	200		0.00	200		0.00	200		0.00	200		0.00	200	35	0.18	165	61	0.31	104	17	0.09	87	87	0.42	0		100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	82		0.00	82		0.00	82		0.00	82		0.00	82		0.00	82		0.00	82		0.00	82		0.00	82	14	0.17	68	25	0.30	43	7	0.09	36	36	0.44	0		100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	324		0.00	324		0.00	324		0.00	324		0.00	324		0.00	324		0.00	324		0.00	324		0.00	324		0.00	324		0.00	324	52	0.16	272	272	0.84	0		100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	598		0.00	598		0.00	598		0.00	598		0.00	598		0.00	598		0.00	598		0.00	598		0.00	598		0.00	598		0.00	598	95	0.16	503	503	0.84	0		100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	439		0.00	439		0.00	439		0.00	439		0.00	439		0.00	439		0.00	439		0.00	439		0.00	439		0.00	439		0.00	439	69	0.16	370	370	0.84	0		100%
NW 25 St On Ramp	NW25StSR826NB	1290	326		0.00	326		0.00	326		0.00	326		0.00	326		0.00	326		0.00	326		0.00	326		0.00	326		0.00	326		0.00	326		0.00	326	326	1.00	0		100%
			5276	0			37			88			146			175			262			464			182			393			685			401			2442			5275	
			1	0			37			88			146			175			262			464			182			393			685			401			2443			5276	

SR 826 SB

				NW 25 St Off Ramp 2020			SR 836 EB/WB Off Ramp 2055			NW 72/NW 87 Ave Off Ramp 2060			Flagler St/SW 8 St Off Ramp 2065			SW 24 St Off Ramp 2135			SW 40 St Off Ramp 2155			SW 56 St Off Ramp 2180			SR 874 SB Off Ramp 2185			SW 72 St Off Ramp 2235			SW 88 St Off Ramp 2255			US-1 SB Off Ramp 2290			SR 826 SB End 2295			
Entry Location				826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Detector Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 SB Begin	SR826SB1	2000	2263	277	0.12	1986	387	0.17	1599	43	0.02	1556	352	0.16	1204	151	0.07	1053	173	0.08	880	152	0.07	728	294	0.13	434	100	0.04	334	159	0.07	175	175	0.07	0	0	0.00	175		100%
Dummy On Ramp (Addtl Vol)	SR826SB1a	2005	244	30	0.12	214	42	0.17	172	5	0.02	167	38	0.16	129	16	0.07	113	19	0.08	94	16	0.07	78	32	0.13	46	11	0.05	35	17	0.07	18	18	0.06	0	0	0.00	18		100%
NW 25 St On Ramp	NW25St826SBent	2040	590		0.00	590	115	0.19	475	12	0.02	463	104	0.18	359	45	0.08	314	52	0.09	262	45	0.08	217	88	0.15	129	30	0.05	99	47	0.08	52	52	0.08	0	0	0.00	52		100%
SR 826 SB EL On Ramp	ELSBSR826SBent	2070	235		0.00	235		0.00	235		0.00	235		0.00	235	30	0.13	205	34	0.14	171	30	0.13	141	57	0.24	84	19	0.08	65	31	0.13	34	34	0.15	0	0	0.00	34		100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	630		0.00	630		0.00	630		0.00	630		0.00	630	79	0.13	551	91	0.14	460	79	0.13	381	154	0.24	227	52	0.08	175	83	0.13	92	92	0.15	0	0	0.00	92		100%
Flagler St On Ramp	FlaglerSt826SBent	2105	276		0.00	276		0.00	276		0.00	276		0.00	276	35	0.13	241	40	0.14	201	35	0.13	166	67	0.24	99	23	0.08	76	36	0.13	40	40	0.15	0	0	0.00	40		100%
SW 8 St On Ramp	SW8St826SBent	2120	385		0.00	385		0.00	385		0.00	385		0.00	385	48	0.12	337	55	0.14	282	49	0.13	233	94	0.24	139	32	0.08	107	51	0.13	56	56	0.16	0	0	0.00	56		100%
SW 24 St On Ramp	SW24St826SBent	2140	252		0.00	252		0.00	252		0.00	252		0.00	252		0.00	252	40	0.16	212	36	0.14	176	71	0.28	105	24	0.10	81	39	0.15	42	42	0.17	0	0	0.00	42		100%
SW 40 St On Ramp	SW40St826SBent	2215	229		0.00	229		0.00	229		0.00	229		0.00	229		0.00	229		0.00	229		0.00	229		0.00	229	53	0.23	176	84	0.37	92	92	0.40	0	0	0.00	92		100%
SW 56 St On Ramp	SW56St826SBent	2225	141		0.00	141		0.00	141		0.00	141		0.00	141		0.00	141		0.00	141		0.00	141		0.00	141	33	0.23	108	52	0.37	56	56	0.40	0	0	0.00	56		100%
SW 72 St On Ramp	SW72St826SBent	2245	86		0.00	86		0.00	86		0.00	86		0.00	86		0.00	86		0.00	86		0.00	86		0.00	86		0.00	86	41	0.48	45	45	0.52	0	0	0.00	45		100%
SW 88 St On Ramp	SW88St826SBent	2275	54		0.00	54		0.00	54		0.00	54		0.00	54		0.00	54		0.00	54		0.00	54		0.00	54		0.00	54		0.00	54	54	1.00	0	0	0.00	54		100%
			5385	307		544	60		494	404		504	442		857	377		640	757		0	5386																		
			-1	307		544	60		494	404		504	442		857	377		640	756		0	5385																		

Time Period: 10
Simulation Start: 3:30 PM
Current Time: 5:45 PM - 6:00 PM (TP 10)

SR 826 NB

Entry Location				Dummy Rd Off Ramp 1015			SW 88 St Off Ramp 1025			SW 72 St Off Ramp 1050			SW 56 St Off Ramp 1070			SW 40 St Off Ramp 1080			SW 24 St Off Ramp 1155			SW 8 St Off Ramp 1180			SR 826 NB EL Off Ramp 1210			Flagler St/NW 72 Ave Off Ramp 1215			SR 836 EB/WB Off Ramp 1225			NW 25 St Off Ramp 1275			SR 826 NB End 1300			
Detector				Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBELNBexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	1.00	0	100%
SR 826 NB Begin	US1NBSR826NBent	1005	668	0	0.00	668	37	0.06	631	47	0.07	584	58	0.09	526	70	0.10	456	45	0.07	411	73	0.11	338	29	0.04	309	54	0.08	255	95	0.14	160	25	0.04	135	135	0.20	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	174		0.00	174		0.00	174	13	0.07	161	16	0.09	145	19	0.11	126	13	0.07	113	20	0.11	93	8	0.05	85	15	0.09	70	26	0.15	44	7	0.04	37	37	0.22	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	402		0.00	402		0.00	402	29	0.07	373	37	0.09	336	45	0.11	291	29	0.07	262	47	0.12	215	18	0.04	197	35	0.09	162	60	0.15	102	16	0.04	86	86	0.22	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	365		0.00	365		0.00	365		0.00	365	37	0.10	328	44	0.12	284	28	0.08	256	46	0.13	210	18	0.05	192	34	0.09	158	59	0.16	99	16	0.04	83	83	0.23	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	292		0.00	292		0.00	292		0.00	292		0.00	292		0.00	292	29	0.10	263	47	0.16	216	18	0.06	198	35	0.12	163	61	0.21	102	16	0.05	86	86	0.30	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	803		0.00	803		0.00	803		0.00	803		0.00	803		0.00	803	80	0.10	723	129	0.16	594	51	0.06	543	95	0.12	448	167	0.21	281	45	0.06	236	236	0.29	0	100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	117		0.00	117		0.00	117		0.00	117		0.00	117		0.00	117	12	0.10	105	19	0.16	86	7	0.06	79	14	0.12	65	24	0.21	41	7	0.06	34	34	0.29	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	308		0.00	308		0.00	308		0.00	308		0.00	308		0.00	308	30	0.10	278	50	0.16	228	19	0.06	209	37	0.12	172	64	0.21	108	17	0.06	91	91	0.29	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	229		0.00	229		0.00	229		0.00	229		0.00	229		0.00	229		0.00	229	41	0.18	188	17	0.07	171	30	0.13	141	52	0.23	89	14	0.06	75	75	0.33	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	203		0.00	203		0.00	203		0.00	203		0.00	203		0.00	203		0.00	203		0.00	203		0.00	203	36	0.18	167	62	0.31	105	17	0.08	88	88	0.43	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	83		0.00	83		0.00	83		0.00	83		0.00	83		0.00	83		0.00	83		0.00	83		0.00	83	14	0.17	69	26	0.31	43	7	0.08	36	36	0.44	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	329		0.00	329		0.00	329		0.00	329		0.00	329		0.00	329		0.00	329		0.00	329		0.00	329		0.00	329		0.00	329	52	0.16	277	277	0.84	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	607		0.00	607		0.00	607		0.00	607		0.00	607		0.00	607		0.00	607		0.00	607		0.00	607		0.00	607		0.00	607	97	0.16	510	510	0.84	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	445		0.00	445		0.00	445		0.00	445		0.00	445		0.00	445		0.00	445		0.00	445		0.00	445		0.00	445		0.00	445	71	0.16	374	374	0.84	0	100%
NW 25 St On Ramp	NW25StSR826NB	1290	331		0.00	331		0.00	331		0.00	331		0.00	331		0.00	331		0.00	331		0.00	331		0.00	331		0.00	331		0.00	331		0.00	331	331	1.00	0	100%
			5356	0			37			89			148			178			266			472			185			399			696			407			2480			5357
			-1	0			37			89			148			178			266			472			185			399			696			407			2479			5356

SR 826 SB

Entry Location				NW 25 St Off Ramp 2020			SR 836 EB/WB Off Ramp 2055			NW 72/NW 87 Ave Off Ramp 2060			Flagler St/SW 8 St Off Ramp 2065			SW 24 St Off Ramp 2135			SW 40 St Off Ramp 2155			SW 56 St Off Ramp 2180			SR 874 SB Off Ramp 2185			SW 72 St Off Ramp 2235			SW 88 St Off Ramp 2255			US-1 SB Off Ramp 2290			SR 826 SB End 2295			
Detector				826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 SB Begin	SR826SB1	2000	2298	281	0.12	2017	393	0.17	1624	43	0.02	1581	357	0.16	1224	154	0.07	1070	176	0.08	894	154	0.07	740	299	0.13	441	102	0.04	339	162	0.07	177	177	0.07	0	0	0.00	177	100%
Dummy On Ramp (Addtl Vol)	SR826SB1a	2005	248	30	0.12	218	42	0.17	176	5	0.02	171	39	0.16	132	17	0.07	115	19	0.08	96	17	0.07	79	32	0.13	47	11	0.04	36	17	0.07	19	19	0.07	0	0	0.00	19	100%
NW 25 St On Ramp	NW25St826SBent	2040	600		0.00	600	117	0.20	483	13	0.02	470	106	0.18	364	46	0.08	318	52	0.09	266	46	0.08	220	89	0.15	131	30	0.05	101	48	0.08	53	53	0.07	0	0	0.00	53	100%
SR 826 SB EL On Ramp	ELSBSR826SBent	2070	239		0.00	239		0.00	239		0.00	239		0.00	239	30	0.13	209	34	0.14	175	30	0.13	145	59	0.25	86	20	0.08	66	31	0.13	35	35	0.14	0	0	0.00	35	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	639		0.00	639		0.00	639		0.00	639		0.00	639	80	0.13	559	92	0.14	467	81	0.13	386	156	0.24	230	53	0.08	177	84	0.13	93	93	0.15	0	0	0.00	93	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	280		0.00	280		0.00	280		0.00	280		0.00	280	35	0.13	245	40	0.14	205	35	0.13	170	69	0.25	101	23	0.08	78	37	0.13	41	41	0.14	0	0	0.00	41	100%
SW 8 St On Ramp	SW8St826SBent	2120	391		0.00	391		0.00	391		0.00	391		0.00	391	48	0.12	343	56	0.14	287	50	0.13	237	96	0.25	141	33	0.08	108	51	0.13	57	57	0.15	0	0	0.00	57	100%
SW 24 St On Ramp	SW24St826SBent	2140	256		0.00	256		0.00	256		0.00	256		0.00	256		0.00	256	43	0.17	213	36	0.14	177	70	0.27	107	25	0.10	82	39	0.15	43	43	0.17	0	0	0.00	43	100%
SW 40 St On Ramp	SW40St826SBent	2215	232		0.00	232		0.00	232		0.00	232		0.00	232		0.00	232		0.00	232		0.00	232		0.00	232	54	0.23	178	85	0.37	93	93	0.40	0	0	0.00	93	100%
SW 56 St On Ramp	SW56St826SBent	2225	143		0.00	143		0.00	143		0.00	143		0.00	143		0.00	143		0.00	143		0.00	143		0.00	143	32	0.22	111	53	0.37	58	58	0.41	0	0	0.00	58	100%
SW 72 St On Ramp	SW72St826SBent	2245	88		0.00	88		0.00	88		0.00	88		0.00	88		0.00	88		0.00	88		0.00	88		0.00	88		0.00	88	43	0.49	45	45	0.51	0	0	0.00	45	100%
SW 88 St On Ramp	SW88St826SBent	2275	55		0.00	55		0.00	55		0.00	55		0.00	55		0.00	55		0.00	55		0.00	55		0.00	55		0.00	55		0.00	55	55	1.00	0	0	0.00	55	100%
			5469	311		552	61		502	410		512	449		870	383		650	769		0	5469																	
			0	311		552	61		502	410		512	449		870	383		650	769		0	5469																	

Time Period: 11
Simulation Start: 3:30 PM
Current Time: 6:00 PM - 6:15 PM (TP 11)

SR 826 NB

Entry Location				Dummy Rd Off Ramp 1015			SW 88 St Off Ramp 1025			SW 72 St Off Ramp 1050			SW 56 St Off Ramp 1070			SW 40 St Off Ramp 1080			SW 24 St Off Ramp 1155			SW 8 St Off Ramp 1180			SR 826 NB EL Off Ramp 1210			Flagler St/NW 72 Ave Off Ramp 1215			SR 836 EB/WB Off Ramp 1225			NW 25 St Off Ramp 1275			SR 826 NB End 1300			
	Detector			Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBELNBexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	1.00	0	100%
SR 826 NB Begin	US1NBSR826NBent	1005	638	0	0.00	638	36	0.06	602	44	0.07	558	56	0.09	502	67	0.11	435	43	0.07	392	70	0.11	322	28	0.04	294	52	0.08	242	90	0.14	152	24	0.04	128	128	0.19	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	166		0.00	166		0.00	166	12	0.07	154	15	0.09	139	19	0.11	120	12	0.07	108	19	0.11	89	8	0.05	81	14	0.08	67	25	0.15	42	7	0.04	35	35	0.23	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	384		0.00	384		0.00	384	29	0.08	355	35	0.09	320	43	0.11	277	28	0.07	249	44	0.11	205	18	0.05	187	33	0.09	154	57	0.15	97	15	0.04	82	82	0.21	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	349		0.00	349		0.00	349		0.00	349	35	0.10	314	41	0.12	273	27	0.08	246	44	0.13	202	17	0.05	185	33	0.09	152	57	0.16	95	15	0.04	80	80	0.23	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	278		0.00	278		0.00	278		0.00	278		0.00	278		0.00	278	28	0.10	250	45	0.16	205	18	0.06	187	33	0.12	154	57	0.21	97	15	0.05	82	82	0.30	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	766		0.00	766		0.00	766		0.00	766		0.00	766		0.00	766	76	0.10	690	123	0.16	567	49	0.06	518	91	0.12	427	159	0.21	268	43	0.06	225	225	0.29	0	100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	112		0.00	112		0.00	112		0.00	112		0.00	112		0.00	112	11	0.10	101	18	0.16	83	7	0.06	76	13	0.12	63	23	0.21	40	6	0.05	34	34	0.30	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	294		0.00	294		0.00	294		0.00	294		0.00	294		0.00	294	29	0.10	265	47	0.16	218	19	0.06	199	35	0.12	164	61	0.21	103	16	0.05	87	87	0.30	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	218		0.00	218		0.00	218		0.00	218		0.00	218		0.00	218		0.00	218	40	0.18	178	13	0.06	165	29	0.13	136	51	0.23	85	14	0.06	71	71	0.34	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	194		0.00	194		0.00	194		0.00	194		0.00	194		0.00	194		0.00	194		0.00	194		0.00	194	34	0.18	160	60	0.31	100	16	0.08	84	84	0.43	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	79		0.00	79		0.00	79		0.00	79		0.00	79		0.00	79		0.00	79		0.00	79		0.00	79	14	0.18	65	24	0.30	41	7	0.09	34	34	0.43	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	314		0.00	314		0.00	314		0.00	314		0.00	314		0.00	314		0.00	314		0.00	314		0.00	314		0.00	314		0.00	314	50	0.16	264	264	0.84	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	579		0.00	579		0.00	579		0.00	579		0.00	579		0.00	579		0.00	579		0.00	579		0.00	579		0.00	579		0.00	579	92	0.16	487	487	0.84	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	425		0.00	425		0.00	425		0.00	425		0.00	425		0.00	425		0.00	425		0.00	425		0.00	425		0.00	425		0.00	425	69	0.16	356	356	0.84	0	100%
NW 25 St On Ramp	NW25StSR826NB	1290	316		0.00	316		0.00	316		0.00	316		0.00	316		0.00	316		0.00	316		0.00	316		0.00	316		0.00	316		0.00	316		0.00	316	316	1.00	0	100%
			5112	0			36			85			141			170			254			450			177			381			664			389			2366			5113
			-1	0			36			85			141			170			254			450			177			381			664			389			2365			5112

SR 826 SB

Entry Location				NW 25 St Off Ramp 2020			SR 836 EB/WB Off Ramp 2055			NW 72/NW 87 Ave Off Ramp 2060			Flagler St/SW 8 St Off Ramp 2065			SW 24 St Off Ramp 2135			SW 40 St Off Ramp 2155			SW 56 St Off Ramp 2180			SR 874 SB Off Ramp 2185			SW 72 St Off Ramp 2235			SW 88 St Off Ramp 2255			US-1 SB Off Ramp 2290			SR 826 SB End 2295			
	Detector			826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 SB Begin	SR826SB1	2000	2193	268	0.12	1925	375	0.17	1550	41	0.02	1509	341	0.16	1168	146	0.07	1022	168	0.08	854	147	0.07	707	285	0.13	422	97	0.04	325	155	0.07	170	170	0.07	0	0	0.00	170	100%
Dummy On Ramp (Addtl Vol)	SR826SB1a	2005	237	29	0.12	208	41	0.17	167	4	0.02	163	37	0.16	126	16	0.07	110	18	0.08	92	16	0.07	76	31	0.13	45	10	0.04	35	17	0.07	18	18	0.07	0	0	0.00	18	100%
NW 25 St On Ramp	NW25St826SBent	2040	572		0.00	572	111	0.19	461	13	0.02	448	101	0.18	347	44	0.08	303	50	0.09	253	44	0.08	209	84	0.15	125	29	0.05	96	46	0.08	50	50	0.08	0	0	0.00	50	100%
SR 826 SB EL On Ramp	ELSBSR826SBent	2070	228		0.00	228		0.00	228		0.00	228		0.00	228	29	0.13	199	33	0.14	166	29	0.13	137	55	0.24	82	19	0.08	63	30	0.13	33	33	0.15	0	0	0.00	33	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	610		0.00	610		0.00	610		0.00	610		0.00	610	76	0.12	534	88	0.14	446	77	0.13	369	149	0.24	220	51	0.08	169	80	0.13	89	89	0.16	0	0	0.00	89	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	267		0.00	267		0.00	267		0.00	267		0.00	267	33	0.12	234	38	0.14	196	34	0.13	162	65	0.24	97	22	0.08	75	36	0.13	39	39	0.16	0	0	0.00	39	100%
SW 8 St On Ramp	SW8St826SBent	2120	373		0.00	373		0.00	373		0.00	373		0.00	373	47	0.13	326	54	0.14	272	47	0.13	225	91	0.24	134	31	0.08	103	49	0.13	54	54	0.15	0	0	0.00	54	100%
SW 24 St On Ramp	SW24St826SBent	2140	244		0.00	244		0.00	244		0.00	244		0.00	244		0.00	244	39	0.16	205	34	0.14	171	70	0.29	101	23	0.09	78	37	0.15	41	41	0.17	0	0	0.00	41	100%
SW 40 St On Ramp	SW40St826SBent	2215	222		0.00	222		0.00	222		0.00	222		0.00	222		0.00	222		0.00	222		0.00	222		0.00	222	51	0.23	171	81	0.36	90	90	0.41	0	0	0.00	90	100%
SW 56 St On Ramp	SW56St826SBent	2225	137		0.00	137		0.00	137		0.00	137		0.00	137		0.00	137		0.00	137		0.00	137		0.00	137	33	0.24	104	49	0.36	55	55	0.40	0	0	0.00	55	100%
SW 72 St On Ramp	SW72St826SBent	2245	84		0.00	84		0.00	84		0.00	84		0.00	84		0.00	84		0.00	84		0.00	84		0.00	84		0.00	84	40	0.48	44	44	0.52	0	0	0.00	44	100%
SW 88 St On Ramp	SW88St826SBent	2275	53		0.00	53		0.00	53		0.00	53		0.00	53		0.00	53		0.00	53		0.00	53		0.00	53		0.00	53		0.00	53	53	1.00	0	0	0.00	53	100%
			5220	297		527	58		479	391		488	428		830	366		620	734		0	5218																		
			2	297		527	58		479	391		488	428		830	366		620	736		0	5220																		

Time Period: 12
Simulation Start: 3:30 PM
Current Time: 6:15 PM - 6:30 PM (TP 12)

SR 826 NB

				Dummy Rd Off Ramp 1015			SW 88 St Off Ramp 1025			SW 72 St Off Ramp 1050			SW 56 St Off Ramp 1070			SW 40 St Off Ramp 1080			SW 24 St Off Ramp 1155			SW 8 St Off Ramp 1180			SR 826 NB EL Off Ramp 1210			Flagler St/NW 72 Ave Off Ramp 1215			SR 836 EB/WB Off Ramp 1225			NW 25 St Off Ramp 1275			SR 826 NB End 1300			
Entry Location				Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBELNBexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Detector Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	1.00	0	100%
SR 826 NB Begin	US1NBSR826NBent	1005	643	0	0.00	643	36	0.06	607	45	0.07	562	56	0.09	506	67	0.10	439	44	0.07	395	71	0.11	324	28	0.04	296	52	0.08	244	91	0.14	153	24	0.04	129	129	0.20	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	167		0.00	167		0.00	167	12	0.07	155	15	0.09	140	19	0.11	121	12	0.07	109	19	0.11	90	8	0.05	82	14	0.08	68	25	0.15	43	7	0.04	36	36	0.23	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	387		0.00	387		0.00	387	29	0.07	358	36	0.09	322	43	0.11	279	28	0.07	251	45	0.12	206	18	0.05	188	33	0.09	155	58	0.15	97	15	0.04	82	82	0.21	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	351		0.00	351		0.00	351		0.00	351	35	0.10	316	42	0.12	274	27	0.08	247	44	0.13	203	17	0.05	186	33	0.09	153	57	0.16	96	15	0.04	81	81	0.23	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	280		0.00	280		0.00	280		0.00	280		0.00	280		0.00	280	28	0.10	252	45	0.16	207	18	0.06	189	33	0.12	156	58	0.21	98	16	0.06	82	82	0.29	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	772		0.00	772		0.00	772		0.00	772		0.00	772		0.00	772	77	0.10	695	124	0.16	571	49	0.06	522	92	0.12	430	160	0.21	270	43	0.06	227	227	0.29	0	100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	113		0.00	113		0.00	113		0.00	113		0.00	113		0.00	113	11	0.10	102	18	0.16	84	7	0.06	77	14	0.12	63	23	0.20	40	6	0.05	34	34	0.31	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	296		0.00	296		0.00	296		0.00	296		0.00	296		0.00	296	29	0.10	267	48	0.16	219	19	0.06	200	35	0.12	165	61	0.21	104	17	0.06	87	87	0.29	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	220		0.00	220		0.00	220		0.00	220		0.00	220		0.00	220		0.00	220	39	0.18	181	14	0.06	167	29	0.13	138	51	0.23	87	14	0.06	73	73	0.34	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	195		0.00	195		0.00	195		0.00	195		0.00	195		0.00	195		0.00	195		0.00	195		0.00	195	34	0.17	161	60	0.31	101	16	0.08	85	85	0.44	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	80		0.00	80		0.00	80		0.00	80		0.00	80		0.00	80		0.00	80		0.00	80		0.00	80	15	0.19	65	25	0.31	40	6	0.08	34	34	0.42	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	317		0.00	317		0.00	317		0.00	317		0.00	317		0.00	317		0.00	317		0.00	317		0.00	317		0.00	317		0.00	317	51	0.16	266	266	0.84	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	583		0.00	583		0.00	583		0.00	583		0.00	583		0.00	583		0.00	583		0.00	583		0.00	583		0.00	583		0.00	583	93	0.16	490	490	0.84	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	428		0.00	428		0.00	428		0.00	428		0.00	428		0.00	428		0.00	428		0.00	428		0.00	428		0.00	428		0.00	428	69	0.16	359	359	0.84	0	100%
NW 25 St On Ramp	NW25StSR826NB	1290	318		0.00	318		0.00	318		0.00	318		0.00	318		0.00	318		0.00	318		0.00	318		0.00	318		0.00	318		0.00	318		0.00	318	318	1.00	0	100%
			5150	0			36			86			142			171			256			453			178			384			669			392			2384			5151
			-1	0			36			86			142			171			256			453			178			384			669			392			2383			5150

SR 826 SB

				NW 25 St Off Ramp 2020			SR 836 EB/WB Off Ramp 2055			NW 72/NW 87 Ave Off Ramp 2060			Flagler St/SW 8 St Off Ramp 2065			SW 24 St Off Ramp 2135			SW 40 St Off Ramp 2155			SW 56 St Off Ramp 2180			SR 874 SB Off Ramp 2185			SW 72 St Off Ramp 2235			SW 88 St Off Ramp 2255			US-1 SB Off Ramp 2290			SR 826 SB End 2295			
Entry Location				826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Detector Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 SB Begin	SR826SB1	2000	2209	270	0.12	1939	378	0.17	1561	41	0.02	1520	344	0.16	1176	147	0.07	1029	169	0.08	860	148	0.07	712	287	0.13	425	98	0.04	327	156	0.07	171	171	0.07	0	0	0.00	171	100%
Dummy On Ramp (Addtl Vol)	SR826SB1a	2005	239	29	0.12	210	41	0.17	169	4	0.02	165	37	0.15	128	16	0.07	112	18	0.08	94	16	0.07	78	31	0.13	47	11	0.05	36	17	0.07	19	19	0.07	0	0	0.00	19	100%
NW 25 St On Ramp	NW25St826SBent	2040	576		0.00	576	112	0.19	464	13	0.02	451	102	0.18	349	44	0.08	305	50	0.09	255	44	0.08	211	85	0.15	126	29	0.05	97	46	0.08	51	51	0.08	0	0	0.00	51	100%
SR 826 SB EL On Ramp	ELSBSR826SBent	2070	230		0.00	230		0.00	230		0.00	230		0.00	230	29	0.13	201	33	0.14	168	29	0.13	139	56	0.24	83	19	0.08	64	30	0.13	34	34	0.15	0	0	0.00	34	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	615		0.00	615		0.00	615		0.00	615		0.00	615	77	0.13	538	88	0.14	450	78	0.13	372	150	0.24	222	51	0.08	171	81	0.13	90	90	0.15	0	0	0.00	90	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	270		0.00	270		0.00	270		0.00	270		0.00	270	34	0.13	236	39	0.14	197	34	0.13	163	66	0.24	97	22	0.08	75	36	0.13	39	39	0.15	0	0	0.00	39	100%
SW 8 St On Ramp	SW8St826SBent	2120	376		0.00	376		0.00	376		0.00	376		0.00	376	47	0.13	329	54	0.14	275	47	0.13	228	92	0.24	136	31	0.08	105	50	0.13	55	55	0.15	0	0	0.00	55	100%
SW 24 St On Ramp	SW24St826SBent	2140	246		0.00	246		0.00	246		0.00	246		0.00	246		0.00	246	41	0.17	205	36	0.15	169	69	0.28	100	23	0.09	77	37	0.15	40	40	0.16	0	0	0.00	40	100%
SW 40 St On Ramp	SW40St826SBent	2215	223		0.00	223		0.00	223		0.00	223		0.00	223		0.00	223		0.00	223		0.00	223		0.00	223	51	0.23	172	82	0.37	90	90	0.40	0	0	0.00	90	100%
SW 56 St On Ramp	SW56St826SBent	2225	138		0.00	138		0.00	138		0.00	138		0.00	138		0.00	138		0.00	138		0.00	138		0.00	138	33	0.24	105	50	0.36	55	55	0.40	0	0	0.00	55	100%
SW 72 St On Ramp	SW72St826SBent	2245	84		0.00	84		0.00	84		0.00	84		0.00	84		0.00	84		0.00	84		0.00	84		0.00	84		0.00	84	40	0.48	44	44	0.52	0	0	0.00	44	100%
SW 88 St On Ramp	SW88St826SBent	2275	53		0.00	53		0.00	53		0.00	53		0.00	53		0.00	53		0.00	53		0.00	53		0.00	53		0.00	53		0.00	53	53	1.00	0	0	0.00	53	100%
			5259	299		531	58		483	394		492	432		836	368		625	739		0	5257																		
			2	299		531	58		483	394		492	432		836	368		625	741		0	5259																		

Time Period: 13
Simulation Start: 3:30 PM
Current Time: 6:30 PM - 6:45 PM (TP 13)

SR 826 NB

Entry Location				Dummy Rd Off Ramp 1015			SW 88 St Off Ramp 1025			SW 72 St Off Ramp 1050			SW 56 St Off Ramp 1070			SW 40 St Off Ramp 1080			SW 24 St Off Ramp 1155			SW 8 St Off Ramp 1180			SR 826 NB EL Off Ramp 1210			Flagler St/NW 72 Ave Off Ramp 1215			SR 836 EB/WB Off Ramp 1225			NW 25 St Off Ramp 1275			SR 826 NB End 1300			
	Detector			Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBELNBexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	1.00	0		100%
SR 826 NB Begin	US1NBSR826NBent	1005	629	0	0.00	629	35	0.06	594	44	0.07	550	55	0.09	495	66	0.10	429	43	0.07	386	69	0.11	317	27	0.04	290	51	0.08	239	89	0.14	150	24	0.04	126	126	0.20	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	164		0.00	164		0.00	164	12	0.07	152	15	0.09	137	18	0.11	119	12	0.07	107	19	0.12	88	8	0.05	80	14	0.09	66	25	0.15	41	7	0.04	34	34	0.21	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	378		0.00	378		0.00	378	28	0.07	350	35	0.09	315	42	0.11	273	27	0.07	246	44	0.12	202	17	0.04	185	33	0.09	152	57	0.15	95	15	0.04	80	80	0.22	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	344		0.00	344		0.00	344		0.00	344	34	0.10	310	41	0.12	269	27	0.08	242	43	0.13	199	17	0.05	182	32	0.09	150	56	0.16	94	15	0.04	79	79	0.23	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	274		0.00	274		0.00	274		0.00	274		0.00	274		0.00	274	27	0.10	247	44	0.16	203	17	0.06	186	33	0.12	153	57	0.21	96	15	0.05	81	81	0.30	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	755		0.00	755		0.00	755		0.00	755		0.00	755		0.00	755	75	0.10	680	122	0.16	558	48	0.06	510	90	0.12	420	156	0.21	264	42	0.06	222	222	0.29	0	100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	110		0.00	110		0.00	110		0.00	110		0.00	110		0.00	110	11	0.10	99	18	0.16	81	7	0.06	74	13	0.12	61	23	0.21	38	6	0.05	32	32	0.30	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	289		0.00	289		0.00	289		0.00	289		0.00	289		0.00	289	28	0.10	261	47	0.16	214	18	0.06	196	35	0.12	161	60	0.21	101	16	0.06	85	85	0.29	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	215		0.00	215		0.00	215		0.00	215		0.00	215		0.00	215		0.00	215	38	0.18	177	15	0.07	162	29	0.13	133	49	0.23	84	13	0.06	71	71	0.33	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	191		0.00	191		0.00	191		0.00	191		0.00	191		0.00	191		0.00	191		0.00	191		0.00	191	34	0.18	157	58	0.30	99	16	0.08	83	83	0.44	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	78		0.00	78		0.00	78		0.00	78		0.00	78		0.00	78		0.00	78		0.00	78		0.00	78	12	0.15	66	24	0.31	42	7	0.09	35	35	0.45	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	310		0.00	310		0.00	310		0.00	310		0.00	310		0.00	310		0.00	310		0.00	310		0.00	310		0.00	310		0.00	310	49	0.16	261	261	0.84	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	571		0.00	571		0.00	571		0.00	571		0.00	571		0.00	571		0.00	571		0.00	571		0.00	571		0.00	571		0.00	571	91	0.16	480	480	0.84	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	419		0.00	419		0.00	419		0.00	419		0.00	419		0.00	419		0.00	419		0.00	419		0.00	419		0.00	419		0.00	419	67	0.16	352	352	0.84	0	100%
NW 25 St On Ramp	NW25StSR826NB	1290	311		0.00	311		0.00	311		0.00	311		0.00	311		0.00	311		0.00	311		0.00	311		0.00	311		0.00	311		0.00	311		0.00	311	311	1.00	0	100%
			5038	0			35			84			139			167			250			444			174			376			654			383			2332			5038
			0	0			35			84			139			167			250			444			174			376			654			383			2332			5038

SR 826 SB

Entry Location				NW 25 St Off Ramp 2020			SR 836 EB/WB Off Ramp 2055			NW 72/NW 87 Ave Off Ramp 2060			Flagler St/SW 8 St Off Ramp 2065			SW 24 St Off Ramp 2135			SW 40 St Off Ramp 2155			SW 56 St Off Ramp 2180			SR 874 SB Off Ramp 2185			SW 72 St Off Ramp 2235			SW 88 St Off Ramp 2255			US-1 SB Off Ramp 2290			SR 826 SB End 2295			
	Detector			826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 SB Begin	SR826SB1	2000	2161	264	0.12	1897	369	0.17	1528	41	0.02	1487	336	0.16	1151	144	0.07	1007	165	0.08	842	145	0.07	697	281	0.13	416	96	0.04	320	152	0.07	168	168	0.07	0	0	0.00	168	100%
Dummy On Ramp (Addtl Vol)	SR826SB1a	2005	233	29	0.12	204	40	0.17	164	4	0.02	160	36	0.15	124	16	0.07	108	18	0.08	90	16	0.07	74	30	0.13	44	10	0.04	34	16	0.07	18	18	0.08	0	0	0.00	18	100%
NW 25 St On Ramp	NW25St826SBent	2040	564		0.00	564	110	0.20	454	12	0.02	442	100	0.18	342	43	0.08	299	49	0.09	250	43	0.08	207	84	0.15	123	28	0.05	95	45	0.08	50	50	0.07	0	0	0.00	50	100%
SR 826 SB EL On Ramp	ELSBSR826SBent	2070	225		0.00	225		0.00	225		0.00	225		0.00	225	28	0.12	197	32	0.14	165	28	0.12	137	55	0.24	82	19	0.08	63	30	0.13	33	33	0.17	0	0	0.00	33	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	601		0.00	601		0.00	601		0.00	601		0.00	601	75	0.12	526	86	0.14	440	76	0.13	364	147	0.24	217	50	0.08	167	80	0.13	87	87	0.16	0	0	0.00	87	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	264		0.00	264		0.00	264		0.00	264		0.00	264	33	0.13	231	38	0.14	193	33	0.13	160	65	0.25	95	22	0.08	73	35	0.13	38	38	0.14	0	0	0.00	38	100%
SW 8 St On Ramp	SW8St826SBent	2120	367		0.00	367		0.00	367		0.00	367		0.00	367	46	0.13	321	53	0.14	268	46	0.13	222	90	0.25	132	30	0.08	102	49	0.13	53	53	0.14	0	0	0.00	53	100%
SW 24 St On Ramp	SW24St826SBent	2140	240		0.00	240		0.00	240		0.00	240		0.00	240		0.00	240	40	0.17	200	35	0.15	165	66	0.28	99	23	0.10	76	36	0.15	40	40	0.15	0	0	0.00	40	100%
SW 40 St On Ramp	SW40St826SBent	2215	218		0.00	218		0.00	218		0.00	218		0.00	218		0.00	218		0.00	218		0.00	218		0.00	218	50	0.23	168	80	0.37	88	88	0.40	0	0	0.00	88	100%
SW 56 St On Ramp	SW56St826SBent	2225	135		0.00	135		0.00	135		0.00	135		0.00	135		0.00	135		0.00	135		0.00	135		0.00	135	32	0.24	103	49	0.36	54	54	0.40	0	0	0.00	54	100%
SW 72 St On Ramp	SW72St826SBent	2245	82		0.00	82		0.00	82		0.00	82		0.00	82		0.00	82		0.00	82		0.00	82		0.00	82		0.00	82	39	0.48	43	43	0.52	0	0	0.00	43	100%
SW 88 St On Ramp	SW88St826SBent	2275	52		0.00	52		0.00	52		0.00	52		0.00	52		0.00	52		0.00	52		0.00	52		0.00	52		0.00	52		0.00	52	52	1.00	0	0	0.00	52	100%
			5142	293		519	57		472	385		481	422		818	360		611	723		0	5141																		
			1	293		519	57		472	385		481	422		818	360		611	724		0	5142																		

Time Period: 14
Simulation Start: 3:30 PM
Current Time: 6:45 PM - 7:00 PM (TP 14)

SR 826 NB

Entry Location				Dummy Rd Off Ramp 1015			SW 88 St Off Ramp 1025			SW 72 St Off Ramp 1050			SW 56 St Off Ramp 1070			SW 40 St Off Ramp 1080			SW 24 St Off Ramp 1155			SW 8 St Off Ramp 1180			SR 826 NB EL Off Ramp 1210			Flagler St/NW 72 Ave Off Ramp 1215			SR 836 EB/WB Off Ramp 1225			NW 25 St Off Ramp 1275			SR 826 NB End 1300			
	Detector			Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBELNBexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	1.00	0			100%
SR 826 NB Begin	US1NBSR826NBent	1005	630	0	0.00	630	35	0.06	595	44	0.07	551	55	0.09	496	66	0.10	430	43	0.07	387	69	0.11	318	27	0.04	291	51	0.08	240	89	0.14	151	24	0.04	127	127	0.20	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	164		0.00	164		0.00	164	12	0.07	152	15	0.09	137	18	0.11	119	12	0.07	107	19	0.12	88	8	0.05	80	14	0.09	66	25	0.15	41	7	0.04	34	34	0.21	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	379		0.00	379		0.00	379	28	0.07	351	35	0.09	316	42	0.11	274	27	0.07	247	44	0.12	203	17	0.04	186	33	0.09	153	57	0.15	96	15	0.04	81	81	0.22	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	345		0.00	345		0.00	345		0.00	345	34	0.10	311	42	0.12	269	27	0.08	242	43	0.12	199	17	0.05	182	32	0.09	150	56	0.16	94	15	0.04	79	79	0.24	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	275		0.00	275		0.00	275		0.00	275		0.00	275		0.00	275	27	0.10	248	44	0.16	204	17	0.06	187	33	0.12	154	57	0.21	97	15	0.05	82	82	0.30	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	757		0.00	757		0.00	757		0.00	757		0.00	757		0.00	757	75	0.10	682	122	0.16	560	48	0.06	512	90	0.12	422	157	0.21	265	42	0.06	223	223	0.29	0	100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	111		0.00	111		0.00	111		0.00	111		0.00	111		0.00	111	11	0.10	100	18	0.16	82	7	0.06	75	13	0.12	62	23	0.21	39	6	0.05	33	33	0.30	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	290		0.00	290		0.00	290		0.00	290		0.00	290		0.00	290	29	0.10	261	47	0.16	214	18	0.06	196	35	0.12	161	60	0.21	101	16	0.06	85	85	0.29	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	216		0.00	216		0.00	216		0.00	216		0.00	216		0.00	216		0.00	216	39	0.18	177	16	0.07	161	28	0.13	133	49	0.23	84	13	0.06	71	71	0.33	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	192		0.00	192		0.00	192		0.00	192		0.00	192		0.00	192		0.00	192		0.00	192		0.00	192	34	0.18	158	59	0.31	99	16	0.08	83	83	0.43	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	78		0.00	78		0.00	78		0.00	78		0.00	78		0.00	78		0.00	78		0.00	78		0.00	78	14	0.18	64	24	0.31	40	6	0.08	34	34	0.43	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	311		0.00	311		0.00	311		0.00	311		0.00	311		0.00	311		0.00	311		0.00	311		0.00	311		0.00	311		0.00	311	50	0.16	261	261	0.84	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	572		0.00	572		0.00	572		0.00	572		0.00	572		0.00	572		0.00	572		0.00	572		0.00	572		0.00	572		0.00	572	91	0.16	481	481	0.84	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	420		0.00	420		0.00	420		0.00	420		0.00	420		0.00	420		0.00	420		0.00	420		0.00	420		0.00	420		0.00	420	68	0.16	352	352	0.84	0	100%
NW 25 St On Ramp	NW25StSR826NB	1290	312		0.00	312		0.00	312		0.00	312		0.00	312		0.00	312		0.00	312		0.00	312		0.00	312		0.00	312		0.00	312		0.00	312	312	1.00	0	100%
			5052	0			35			84			139			168			251			445			175			377			656			384			2338			5052
			0	0			35			84			139			168			251			445			175			377			656			384			2338			5052

SR 826 SB

Entry Location				NW 25 St Off Ramp 2020			SR 836 EB/WB Off Ramp 2055			NW 72/NW 87 Ave Off Ramp 2060			Flagler St/SW 8 St Off Ramp 2065			SW 24 St Off Ramp 2135			SW 40 St Off Ramp 2155			SW 56 St Off Ramp 2180			SR 874 SB Off Ramp 2185			SW 72 St Off Ramp 2235			SW 88 St Off Ramp 2255			US-1 SB Off Ramp 2290			SR 826 SB End 2295			
	Detector			826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	
SR 826 SB Begin	SR826SB1	2000	2167	265	0.12	1902	370	0.17	1532	41	0.02	1491	337	0.16	1154	145	0.07	1009	166	0.08	843	145	0.07	698	282	0.13	416	96	0.04	320	152	0.07	168	168	0.07	0	0	0.00	168	100%
Dummy On Ramp (Addtl Vol)	SR826SB1a	2005	234	29	0.12	205	40	0.17	165	4	0.02	161	36	0.15	125	16	0.07	109	18	0.08	91	16	0.07	75	30	0.13	45	10	0.04	35	17	0.07	18	18	0.08	0	0	0.00	18	100%
NW 25 St On Ramp	NW25St826SBent	2040	565		0.00	565	110	0.19	455	12	0.02	443	100	0.18	343	43	0.08	300	49	0.09	251	43	0.08	208	84	0.15	124	29	0.05	95	45	0.08	50	50	0.08	0	0	0.00	50	100%
SR 826 SB EL On Ramp	ELSBSR826SBent	2070	225		0.00	225		0.00	225		0.00	225		0.00	225	28	0.12	197	32	0.14	165	28	0.12	137	55	0.24	82	19	0.08	63	30	0.13	33	33	0.17	0	0	0.00	33	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	603		0.00	603		0.00	603		0.00	603		0.00	603	76	0.13	527	87	0.14	440	76	0.13	364	147	0.24	217	50	0.08	167	80	0.13	87	87	0.15	0	0	0.00	87	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	264		0.00	264		0.00	264		0.00	264		0.00	264	33	0.13	231	38	0.14	193	33	0.13	160	65	0.25	95	22	0.08	73	35	0.13	38	38	0.14	0	0	0.00	38	100%
SW 8 St On Ramp	SW8St826SBent	2120	368		0.00	368		0.00	368		0.00	368		0.00	368	45	0.12	323	53	0.14	270	47	0.13	223	90	0.24	133	31	0.08	102	49	0.13	53	53	0.16	0	0	0.00	53	100%
SW 24 St On Ramp	SW24St826SBent	2140	241		0.00	241		0.00	241		0.00	241		0.00	241		0.00	241	40	0.17	201	35	0.15	166	67	0.28	99	23	0.10	76	36	0.15	40	40	0.15	0	0	0.00	40	100%
SW 40 St On Ramp	SW40St826SBent	2215	219		0.00	219		0.00	219		0.00	219		0.00	219		0.00	219		0.00	219		0.00	219		0.00	219	51	0.23	168	80	0.37	88	88	0.40	0	0	0.00	88	100%
SW 56 St On Ramp	SW56St826SBent	2225	135		0.00	135		0.00	135		0.00	135		0.00	135		0.00	135		0.00	135		0.00	135		0.00	135	30	0.22	105	50	0.37	55	55	0.41	0	0	0.00	55	100%
SW 72 St On Ramp	SW72St826SBent	2245	83		0.00	83		0.00	83		0.00	83		0.00	83		0.00	83		0.00	83		0.00	83		0.00	83		0.00	83	39	0.47	44	44	0.53	0	0	0.00	44	100%
SW 88 St On Ramp	SW88St826SBent	2275	52		0.00	52		0.00	52		0.00	52		0.00	52		0.00	52		0.00	52		0.00	52		0.00	52		0.00	52		0.00	52	52	1.00	0	0	0.00	52	100%
			5156	294		520	57		473	386		483	423		820	361		613	725		0	5155																	
			1	294		520	57		473	386		483	423		820	361		613	726		0	5156																	

Time Period: 15
Simulation Start: 3:30 PM
Current Time: 7:00 PM - 7:15 PM (TP 15)

SR 826 NB

				Dummy Rd Off Ramp 1015			SW 88 St Off Ramp 1025			SW 72 St Off Ramp 1050			SW 56 St Off Ramp 1070			SW 40 St Off Ramp 1080			SW 24 St Off Ramp 1155			SW 8 St Off Ramp 1180			SR 826 NB EL Off Ramp 1210			Flagler St/NW 72 Ave Off Ramp 1215			SR 836 EB/WB Off Ramp 1225			NW 25 St Off Ramp 1275			SR 826 NB End 1300			
Entry Location				Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBELNBexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Detector Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	1.00	0	100%
SR 826 NB Begin	US1NBSR826NBent	1005	602	0	0.00	602	33	0.05	569	42	0.07	527	52	0.09	475	63	0.10	412	41	0.07	371	66	0.11	305	26	0.04	279	49	0.08	230	85	0.14	145	23	0.04	122	122	0.21	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	157		0.00	157		0.00	157	12	0.08	145	14	0.09	131	17	0.11	114	11	0.07	103	18	0.11	85	7	0.04	78	14	0.09	64	24	0.15	40	6	0.04	34	34	0.22	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	362		0.00	362		0.00	362	26	0.07	336	33	0.09	303	40	0.11	263	26	0.07	237	42	0.12	195	17	0.05	178	31	0.09	147	55	0.15	92	15	0.04	77	77	0.21	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	329		0.00	329		0.00	329		0.00	329	34	0.10	295	40	0.12	255	25	0.08	230	41	0.12	189	16	0.05	173	30	0.09	143	53	0.16	90	14	0.04	76	76	0.24	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	262		0.00	262		0.00	262		0.00	262		0.00	262		0.00	262	26	0.10	236	42	0.16	194	17	0.06	177	31	0.12	146	54	0.21	92	15	0.06	77	77	0.29	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	723		0.00	723		0.00	723		0.00	723		0.00	723		0.00	723	72	0.10	651	116	0.16	535	46	0.06	489	86	0.12	403	150	0.21	253	40	0.06	213	213	0.29	0	100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	106		0.00	106		0.00	106		0.00	106		0.00	106		0.00	106	11	0.10	95	17	0.16	78	7	0.07	71	12	0.11	59	22	0.21	37	6	0.06	31	31	0.29	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	277		0.00	277		0.00	277		0.00	277		0.00	277		0.00	277	28	0.10	249	44	0.16	205	18	0.06	187	33	0.12	154	57	0.21	97	15	0.05	82	82	0.30	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	206		0.00	206		0.00	206		0.00	206		0.00	206		0.00	206		0.00	206	38	0.18	168	13	0.06	155	27	0.13	128	48	0.23	80	13	0.06	67	67	0.34	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	183		0.00	183		0.00	183		0.00	183		0.00	183		0.00	183		0.00	183		0.00	183		0.00	183	32	0.17	151	56	0.31	95	15	0.08	80	80	0.44	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	75		0.00	75		0.00	75		0.00	75		0.00	75		0.00	75		0.00	75		0.00	75		0.00	75	15	0.20	60	22	0.29	38	6	0.08	32	32	0.43	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	297		0.00	297		0.00	297		0.00	297		0.00	297		0.00	297		0.00	297		0.00	297		0.00	297		0.00	297		0.00	297	47	0.16	250	250	0.84	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	546		0.00	546		0.00	546		0.00	546		0.00	546		0.00	546		0.00	546		0.00	546		0.00	546		0.00	546		0.00	546	87	0.16	459	459	0.84	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	401		0.00	401		0.00	401		0.00	401		0.00	401		0.00	401		0.00	401		0.00	401		0.00	401		0.00	401		0.00	401	65	0.16	336	336	0.84	0	100%
NW 25 St On Ramp	NW25StSR826NB	1290	298		0.00	298		0.00	298		0.00	298		0.00	298		0.00	298		0.00	298		0.00	298		0.00	298		0.00	298		0.00	298		0.00	298	298	1.00	0	100%
			4824	0			33			80			133			160			240			424			167			360			626			367			2232			4822	
			2	0			33			80			133			160			240			424			167			360			626			367			2234			4824	

SR 826 SB

				NW 25 St Off Ramp 2020			SR 836 EB/WB Off Ramp 2055			NW 72/NW 87 Ave Off Ramp 2060			Flagler St/SW 8 St Off Ramp 2065			SW 24 St Off Ramp 2135			SW 40 St Off Ramp 2155			SW 56 St Off Ramp 2180			SR 874 SB Off Ramp 2185			SW 72 St Off Ramp 2235			SW 88 St Off Ramp 2255			US-1 SB Off Ramp 2290			SR 826 SB End 2295			
Entry Location				826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Detector Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 SB Begin	SR826SB1	2000	2068	253	0.12	1815	354	0.17	1461	39	0.02	1422	322	0.16	1100	138	0.07	962	158	0.08	804	139	0.07	665	269	0.13	396	92	0.04	304	145	0.07	159	159	0.07	0	0	0.00	159	100%
Dummy On Ramp (Addtl Vol)	SR826SB1a	2005	223	27	0.12	196	38	0.17	158	4	0.02	154	35	0.16	119	15	0.07	104	17	0.08	87	15	0.07	72	29	0.13	43	10	0.04	33	16	0.07	17	17	0.07	0	0	0.00	17	100%
NW 25 St On Ramp	NW25St826SBent	2040	540		0.00	540	105	0.19	435	12	0.02	423	95	0.18	328	41	0.08	287	47	0.09	240	41	0.08	199	80	0.15	119	28	0.05	91	43	0.08	48	48	0.08	0	0	0.00	48	100%
SR 826 SB EL On Ramp	ELSBSR826SBent	2070	215		0.00	215		0.00	215		0.00	215		0.00	215	27	0.13	188	31	0.14	157	27	0.13	130	53	0.25	77	18	0.08	59	28	0.13	31	31	0.14	0	0	0.00	31	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	575		0.00	575		0.00	575		0.00	575		0.00	575	72	0.13	503	83	0.14	420	72	0.13	348	141	0.25	207	48	0.08	159	76	0.13	83	83	0.14	0	0	0.00	83	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	252		0.00	252		0.00	252		0.00	252		0.00	252	32	0.13	220	36	0.14	184	32	0.13	152	61	0.24	91	21	0.08	70	33	0.13	37	37	0.15	0	0	0.00	37	100%
SW 8 St On Ramp	SW8St826SBent	2120	352		0.00	352		0.00	352		0.00	352		0.00	352	44	0.13	308	51	0.14	257	44	0.13	213	86	0.24	127	29	0.08	98	47	0.13	51	51	0.15	0	0	0.00	51	100%
SW 24 St On Ramp	SW24St826SBent	2140	230		0.00	230		0.00	230		0.00	230		0.00	230		0.00	230	38	0.17	192	34	0.15	158	64	0.28	94	22	0.10	72	34	0.15	38	38	0.15	0	0	0.00	38	100%
SW 40 St On Ramp	SW40St826SBent	2215	209		0.00	209		0.00	209		0.00	209		0.00	209		0.00	209		0.00	209		0.00	209		0.00	209	48	0.23	161	77	0.37	84	84	0.40	0	0	0.00	84	100%
SW 56 St On Ramp	SW56St826SBent	2225	129		0.00	129		0.00	129		0.00	129		0.00	129		0.00	129		0.00	129		0.00	129		0.00	129	29	0.22	100	48	0.37	52	52	0.41	0	0	0.00	52	100%
SW 72 St On Ramp	SW72St826SBent	2245	79		0.00	79		0.00	79		0.00	79		0.00	79		0.00	79		0.00	79		0.00	79		0.00	79		0.00	79	38	0.48	41	41	0.52	0	0	0.00	41	100%
SW 88 St On Ramp	SW88St826SBent	2275	50		0.00	50		0.00	50		0.00	50		0.00	50		0.00	50		0.00	50		0.00	50		0.00	50		0.00	50		0.00	50	50	1.00	0	0	0.00	50	100%
			4922	280		497	55		452	369		461	404		783	345		585	692		0	4923																		
			-1	280		497	55		452	369		461	404		783	345		585	691		0	4922																		

Time Period: 16
Simulation Start: 3:30 PM
Current Time: 7:15 PM - 7:30 PM (TP 16)

SR 826 NB

Entry Location				Dummy Rd Off Ramp 1015			SW 88 St Off Ramp 1025			SW 72 St Off Ramp 1050			SW 56 St Off Ramp 1070			SW 40 St Off Ramp 1080			SW 24 St Off Ramp 1155			SW 8 St Off Ramp 1180			SR 826 NB EL Off Ramp 1210			Flagler St/NW 72 Ave Off Ramp 1215			SR 836 EB/WB Off Ramp 1225			NW 25 St Off Ramp 1275			SR 826 NB End 1300			
	Detector			Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBELNBexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	1.00	0	100%
SR 826 NB Begin	US1NBSR826NBent	1005	622	0	0.00	622	35	0.06	587	43	0.07	544	54	0.09	490	65	0.10	425	42	0.07	383	68	0.11	315	27	0.04	288	51	0.08	237	88	0.14	149	24	0.04	125	125	0.20	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	162		0.00	162		0.00	162	12	0.07	150	15	0.09	135	18	0.11	117	12	0.07	105	19	0.12	86	7	0.04	79	14	0.09	65	24	0.15	41	7	0.04	34	34	0.22	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	375		0.00	375		0.00	375	28	0.07	347	35	0.09	312	42	0.11	270	27	0.07	243	43	0.11	200	17	0.05	183	32	0.09	151	56	0.15	95	15	0.04	80	80	0.22	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	340		0.00	340		0.00	340		0.00	340	34	0.10	306	41	0.12	265	26	0.08	239	43	0.13	196	17	0.05	179	32	0.09	147	55	0.16	92	15	0.04	77	77	0.23	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	271		0.00	271		0.00	271		0.00	271		0.00	271		0.00	271	27	0.10	244	44	0.16	200	17	0.06	183	32	0.12	151	56	0.21	95	15	0.06	80	80	0.29	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	747		0.00	747		0.00	747		0.00	747		0.00	747		0.00	747	74	0.10	673	120	0.16	553	47	0.06	506	89	0.12	417	155	0.21	262	42	0.06	220	220	0.29	0	100%
SW 40 St EB On Ramp	SW40StEBSR826NBent	1120	109		0.00	109		0.00	109		0.00	109		0.00	109		0.00	109	11	0.10	98	18	0.17	80	7	0.06	73	13	0.12	60	22	0.20	38	6	0.06	32	32	0.29	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	286		0.00	286		0.00	286		0.00	286		0.00	286		0.00	286	29	0.10	257	46	0.16	211	18	0.06	193	34	0.12	159	59	0.21	100	16	0.06	84	84	0.29	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	213		0.00	213		0.00	213		0.00	213		0.00	213		0.00	213		0.00	213	38	0.18	175	15	0.07	160	28	0.13	132	49	0.23	83	13	0.06	70	70	0.33	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1200	189		0.00	189		0.00	189		0.00	189		0.00	189		0.00	189		0.00	189		0.00	189		0.00	189	33	0.17	156	58	0.31	98	16	0.08	82	82	0.44	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	77		0.00	77		0.00	77		0.00	77		0.00	77		0.00	77		0.00	77		0.00	77		0.00	77	14	0.18	63	25	0.32	38	6	0.08	32	32	0.42	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	307		0.00	307		0.00	307		0.00	307		0.00	307		0.00	307		0.00	307		0.00	307		0.00	307		0.00	307		0.00	307	49	0.16	258	258	0.84	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	565		0.00	565		0.00	565		0.00	565		0.00	565		0.00	565		0.00	565		0.00	565		0.00	565		0.00	565		0.00	565	90	0.16	475	475	0.84	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	414		0.00	414		0.00	414		0.00	414		0.00	414		0.00	414		0.00	414		0.00	414		0.00	414		0.00	414		0.00	414	65	0.16	349	349	0.84	0	100%
NW 25 St On Ramp	NW25StSR826NB	1290	308		0.00	308		0.00	308		0.00	308		0.00	308		0.00	308		0.00	308		0.00	308		0.00	308		0.00	308		0.00	308		0.00	308	308	1.00	0	100%
			4985	0			35			83			138			166			248			439			172			372			647			379			2308			4987
			-2	0			35			83			138			166			248			439			172			372			647			379			2306			4985

SR 826 SB

Entry Location				NW 25 St Off Ramp 2020			SR 836 EB/WB Off Ramp 2055			NW 72/NW 87 Ave Off Ramp 2060			Flagler St/SW 8 St Off Ramp 2065			SW 24 St Off Ramp 2135			SW 40 St Off Ramp 2155			SW 56 St Off Ramp 2180			SR 874 SB Off Ramp 2185			SW 72 St Off Ramp 2235			SW 88 St Off Ramp 2255			US-1 SB Off Ramp 2290			SR 826 SB End 2295			
	Detector			826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 SB Begin	SR826SB1	2000	2139	262	0.12	1877	366	0.17	1511	41	0.02	1470	332	0.16	1138	143	0.07	995	163	0.08	832	144	0.07	688	278	0.13	410	95	0.04	315	150	0.07	165	165	0.07	0	0	0.00	165	100%
Dummy On Ramp (Addtl Vol)	SR826SB1a	2005	231	28	0.12	203	40	0.17	163	4	0.02	159	36	0.16	123	15	0.06	108	18	0.08	90	16	0.07	74	30	0.13	44	10	0.04	34	16	0.07	18	18	0.08	0	0	0.00	18	100%
NW 25 St On Ramp	NW25St826SBent	2040	558		0.00	558	108	0.19	450	12	0.02	438	99	0.18	339	42	0.08	297	49	0.09	248	43	0.08	205	83	0.15	122	28	0.05	94	45	0.08	49	49	0.08	0	0	0.00	49	100%
SR 826 SB EL On Ramp	ELSBSR826SBent	2070	222		0.00	222		0.00	222		0.00	222		0.00	222	28	0.13	194	32	0.14	162	28	0.13	134	54	0.24	80	18	0.08	62	30	0.14	32	32	0.14	0	0	0.00	32	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	595		0.00	595		0.00	595		0.00	595		0.00	595	75	0.13	520	85	0.14	435	75	0.13	360	145	0.24	215	50	0.08	165	79	0.13	86	86	0.15	0	0	0.00	86	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	261		0.00	261		0.00	261		0.00	261		0.00	261	33	0.13	228	37	0.14	191	33	0.13	158	64	0.25	94	22	0.08	72	34	0.13	38	38	0.14	0	0	0.00	38	100%
SW 8 St On Ramp	SW8St826SBent	2120	364		0.00	364		0.00	364		0.00	364		0.00	364	45	0.12	319	52	0.14	267	46	0.13	221	89	0.24	132	31	0.09	101	48	0.13	53	53	0.15	0	0	0.00	53	100%
SW 24 St On Ramp	SW24St826SBent	2140	238		0.00	238		0.00	238		0.00	238		0.00	238		0.00	238	40	0.17	198	33	0.14	165	67	0.28	98	23	0.10	75	36	0.15	39	39	0.16	0	0	0.00	39	100%
SW 40 St On Ramp	SW40St826SBent	2215	216		0.00	216		0.00	216		0.00	216		0.00	216		0.00	216		0.00	216		0.00	216		0.00	216	50	0.23	166	79	0.37	87	87	0.40	0	0	0.00	87	100%
SW 56 St On Ramp	SW56St826SBent	2225	133		0.00	133		0.00	133		0.00	133		0.00	133		0.00	133		0.00	133		0.00	133		0.00	133	30	0.23	103	49	0.37	54	54	0.40	0	0	0.00	54	100%
SW 72 St On Ramp	SW72St826SBent	2245	82		0.00	82		0.00	82		0.00	82		0.00	82		0.00	82		0.00	82		0.00	82		0.00	82		0.00	82	39	0.48	43	43	0.52	0	0	0.00	43	100%
SW 88 St On Ramp	SW88St826SBent	2275	51		0.00	51		0.00	51		0.00	51		0.00	51		0.00	51		0.00	51		0.00	51		0.00	51		0.00	51		0.00	51	51	1.00	0	0	0.00	51	100%
			5090	290		514	57		467	381		476	418		810	357		605	716		0	5091																		
			-1	290		514	57		467	381		476	418		810	357		605	715		0	5090																		

Section 3

Design Year 2045 No-Build AM and PM Peak FRESIM Output

Table X
No Build Alternative - AM peak
Freeway Measures of Effectiveness

LOS A	<10 vplph
LOS B	10<20 vplph
LOS C	20<28 vplph
LOS D	28<35 vplph
LOS E	35<43 vplph
LOS F	>43 vplph

Simulation Start Time:	8:00 AM
Current Time:	8:00 AM - 9:00 AM

Location		Node			Hourly Volumes				Link Statistics			Total Throughput			
To	From	From	To	Length (ft)	Actual	Simu-lated	Differ-ence	% Vol diff	Speed (mph)	Density (vplpm)	LOS	Actual	Simu-lated	Differ-ence	% Vol diff
Facility															
Begin SR 826 NB Mainline	US-1 NB Entrance	1000	1005	211	0	0	0	#DIV/0!	0	0	A	0	0	0	#DIV/0!
US-1 NB Entrance		1005	1010	454	3318	2403	-915	-28	47	17	B	12081	8856	-3225	-27
	Dummy Road Exit	1010	1015	555	3318	2401	-917	-28	47	17	B	12081	8856	-3225	-27
Dummy Road Exit		1015	1020	689	3318	2399	-919	-28	47	25	C	12081	8858	-3223	-27
	SW 88 St Exit	1020	1025	249	3318	2397	-921	-28	47	26	C	12081	8859	-3222	-27
SW 88 St Exit		1025	1030	494	3157	2273	-884	-28	51	22	C	11492	8408	-3084	-27
		1030	1035	496	3157	2271	-886	-28	57	20	B	11492	8406	-3086	-27
	SW 88 St EB Entrance	1035	1040	1423	3157	2273	-884	-28	57	20	B	11492	8407	-3085	-27
SW 88 St EB Entrance	SW 88 St WB Entrance	1040	1045	1426	4289	3371	-918	-21	55	20	C	15613	12376	-3237	-21
SW 88 St WB Entrance	SW 72 St Exit	1045	1050	1488	5605	4649	-956	-17	52	28	C	20406	17023	-3383	-17
SW 72 St Exit		1050	1055	1303	5125	4246	-879	-17	57	25	C	18657	15556	-3101	-17
	SW 72 St Entrance	1055	1060	1335	5125	4244	-881	-17	57	25	C	18657	15549	-3108	-17
SW 72 St Entrance		1060	1065	1069	6499	5672	-827	-13	54	24	C	23659	20779	-2880	-12
	SW 56 St Exit	1065	1070	1046	6499	5665	-834	-13	54	26	C	23659	20773	-2886	-12
SW 56 St Exit		1070	1075	668	5814	5069	-745	-13	54	24	C	21164	18596	-2568	-12
	SW 40 St Exit	1075	1080	644	5814	5062	-752	-13	52	24	C	21164	18593	-2571	-12
SW 40 St Exit		1080	1085	660	5129	4432	-697	-14	52	29	D	18673	16341	-2332	-12
		1085	1090	662	5129	4425	-704	-14	51	29	D	18673	16339	-2334	-12
		1090	1095	911	5129	4403	-726	-14	49	30	D	18673	16335	-2338	-13
		1095	1100	544	5129	4381	-748	-15	45	33	D	18673	16328	-2345	-13
		1100	1105	544	5129	4360	-769	-15	39	39	E	18673	16323	-2350	-13
	SW 56 St Entrance	1105	1110	545	5129	4345	-784	-15	32	46	F	18673	16320	-2353	-13
SW 56 St Entrance	SR 874 Entrance	1110	1115	1011	6407	4979	-1428	-22	23	55	F	23324	19638	-3686	-16
SR 874 Entrance	SW 40 St EB Entrance	1115	1120	893	9938	8478	-1460	-15	27	50	F	36181	32494	-3687	-10
SW 40 St EB Entrance		1120	1125	557	10680	9073	-1607	-15	26	50	F	38878	34907	-3971	-10
		1125	1130	568	10680	9068	-1612	-15	27	49	F	38878	34892	-3986	-10
		1130	1135	555	10680	9053	-1627	-15	27	58	F	38878	34877	-4001	-10
	SW 40 St WB Entrance	1135	1140	559	10680	9042	-1638	-15	26	59	F	38878	34865	-4013	-10
SW 40 St WB Entrance		1140	1145	918	11764	10072	-1692	-14	30	52	F	42828	38694	-4134	-10
		1145	1150	917	11764	10051	-1713	-15	33	53	F	42828	38680	-4148	-10
	SW 24 St Exit	1150	1155	917	11764	10040	-1724	-15	33	49	F	42828	38665	-4163	-10
SW 24 St Exit	SW 24 St Entrance	1155	1160	1043	10486	9002	-1484	-14	57	26	C	38178	34463	-3715	-10
SW 24 St Entrance		1160	1165	933	11598	10114	-1484	-13	55	27	C	42220	38515	-3705	-9
		1165	1170	933	11598	10117	-1481	-13	51	34	D	42220	38512	-3708	-9
		1170	1175	693	11598	10122	-1476	-13	50	34	D	42220	38507	-3713	-9
	SW 8 St Exit	1175	1180	471	11598	10122	-1476	-13	51	33	D	42220	38510	-3710	-9
SW 8 St Exit		1180	1185	807	10014	8740	-1274	-13	56	31	D	36455	33292	-3163	-9
		1185	1190	796	10014	8739	-1275	-13	57	31	D	36455	33286	-3169	-9
		1190	1195	701	10014	8742	-1272	-13	57	31	D	36455	33286	-3169	-9
	SW 8 St EB Entrance	1195	1200	702	10014	8740	-1274	-13	56	31	D	36455	33286	-3169	-9
SW 8 St EB Entrance	SW 8 St WB Entrance	1200	1205	343	11158	9854	-1304	-12	53	31	D	40620	37413	-3207	-8
SW 8 St WB Entrance	SR 826 EL NB Exit	1205	1210	715	11936	10623	-1313	-11	47	29	D	43453	40236	-3217	-7
SR 826 EL NB Exit	Flagler St/NW72Ave Exit	1210	1215	717	10949	9762	-1187	-11	49	29	D	39860	36919	-2941	-7
Flagler St/NW72Ave Exit		1215	1220	530	9019	8056	-963	-11	55	24	C	32835	30462	-2373	-7
	SR 836 EB/WB Exit	1220	1225	531	9019	8056	-963	-11	56	24	C	32835	30463	-2372	-7
SR 836 EB/WB Exit		1225	1230	927	6623	6152	-471	-7	57	27	C	24111	23147	-964	-4
		1230	1235	927	6623	6154	-469	-7	57	27	C	24111	23144	-967	-4
	Flagler St Entrance	1235	1240	929	6623	6153	-470	-7	57	27	C	24111	23140	-971	-4
Flagler St Entrance		1240	1245	791	7957	7378	-579	-7	51	31	D	28967	27708	-1259	-4
	SR 836 WB/NW 72 Ave Entrance	1245	1250	790	7957	7380	-577	-7	55	33	D	28967	27709	-1258	-4
SR 836 WB/NW 72 Ave Entrance		1250	1255	512	11178	10700	-478	-4	52	34	D	40697	40155	-542	-1
	SR 836 EB Entrance	1255	1260	512	11178	10700	-478	-4	55	33	D	40697	40152	-545	-1
SR 836 EB Entrance		1260	1265	776	13434	12783	-651	-5	40	47	F	48908	48149	-759	-2
		1265	1270	776	13434	12775	-659	-5	37	49	F	48908	48148	-760	-2
	NW 25 St Exit	1270	1275	755	13434	12771	-663	-5	45	41	E	48908	48138	-770	-2
NW 25 St Exit		1275	1280	890	10845	10131	-714	-7	53	32	D	39481	38260	-1221	-3
		1280	1285	861	10845	10135	-710	-7	47	41	E	39481	38262	-1219	-3
	NW 25 St Entrance	1285	1290	861	10845	10137	-708	-7	54	38	E	39481	38262	-1219	-3
NW 25 St Entrance		1290	1295	1480	12225	11515	-710	-6	56	34	D	44506	43282	-1224	-3
	End SR 826 NB Mainline	1295	1300	1464	12225	11518	-707	-6	56	34	D	44506	43279	-1227	-3
US-1 NB	SR 826 NB	1500	1005	350	3318	2404	-914	-28	48	25	C	12081	8857	-3224	-27
SR 826 NB	Dummy Rd Exit	1015	1501	265	0	0	0	#DIV/0!	0	0	A	0	0	0	#DIV/0!
SR 826 NB		1025	1504	510	161	124	-37	-23	40	2	A	587	451	-136	-23
	SW 88 St Exit	1504	1505	233	161	123	-38	-24	40	2	A	587	450	-137	-23
SW 88 St EB Entrance		1510	1515	282	1133	1098	-35	-3	28	40	E	4125	3969	-156	-4
		1515	1520	821	1133	1098	-35	-3	36	30	D	4125	3971	-154	-4
	SR 826 NB	1520	1040	490	1133	1098	-35	-3	37	30	D	4125	3970	-155	-4
SW 88 St WB Entrance		1525	1530	360	1315	1281	-34	-3	38	33	D	4791	4650	-141	-3
		1530	1535	693	1315	1280	-35	-3	37	34	D	4791	4651	-140	-3
	SR 826 NB	1535	1045	689	1315	1281	-34	-3	37	35	D	4791	4648	-143	-3
SR 826 NB		1050	1540	434	481	399	-82	-17	39	10	B	1750	1468	-282	-16
	SW 72 St Exit	1540	1545	543	481	397	-84	-17	37	7	A	1750	1467	-283	-16
SW 72 St Entrance		1550	1555	226	1375	1430	55	4	39	17	B	5006	5243	237	5
	SR 826 NB	1555	1060	489	1375	1432	57	4	39	18	B	5006	5243	237	5
SR 826 NB		1070	1560	571	684	591	-93	-14	39	15	B	2492	2177	-315	-13
		1560	1565	468	684	591	-93	-14	39	15	B	2492	2176	-316	-13
	SW 56 St Exit	1565	1570	381	684	592	-92	-13	37	16	B	2492	2176	-316	-13
SR 826 NB		1080	1575	312	684	625	-59	-9	43	14	B	2492	2251	-241	-10
		1575	1580	552	684	624	-60	-9	43	15	B	2492	2251	-241	-10
		1580	1585	341	684	623	-61	-9	41	16	B	2492	2250	-242	-10
	SW 40 St Exit	1585	1590	136	684	622	-62	-9	39	18	B	2492	2250	-242	-10
SW 56 St Entrance		1595	1600	231	1278	683	-595	-47	13	64	F	4652	3343	-1309	-28
	SR 826 NB	1600	1110	640	1278	672	-606	-47	14	53	F	4652	3338	-1314	-28
SR 874 Entrance		1605	1610	760	3532	3520	-12	0	48	24	C	12858	12866	8	0
		1610	1615	648	3532	3519	-13	0	48	24	C	12858	12865	7	0
	SR 826 NB	1615	1115	716	3532	3520	-12	0	48	25	C	12858	12870	12	0
SW 40 St EB Entrance		1620	1625	168	740	628	-112	-15	16	44	F	2695	2424	-271	-10
		1625	1630	244	740	622	-118	-16	16	44	F	2695	2423	-272	-10
	SR 826 NB	1630	1120	147	740	619	-121	-16	15	43	F	2695	2423	-272	-10
SW 40 St WB Entrance		1635	1640	223	1086	1043	-43	-4	38	29	D	3953	3844	-109	-3
	SR 826 NB	1640	1140	1084	1086	1037	-49	-5	29	42	E	3953	3844	-109	-3
SR 826 NB		1155	1645	220	1278	1038	-240	-19	7	143	F	4652	4202	-450	-10
	SW 24 St Exit	1645	1650	302	1278	1037	-241	-19	7	146	F	4652	4194	-458	-10
SW 24 St Entrance		1655	1660	178	1110	1109	-1	0	28	39	E	4040	4049	9	0
	SR 826 NB	1660	1160	401	1110	1110	0	0	36	31	D	4040	4051	11	0
SR 826 NB		1180	1665	383	1583	1388	-195	-12	44	16	B	5763	5210	-553	-10
		1665	1670	501	1583	1387	-196	-12	44	16	B	5763	5211	-552	-10
	SW 8 St Exit	1670	1675	474	1583	1387	-196	-12	34	20	C	5763	5210	-553	-10
SW 8 St EB Entrance		1680	1685	226	1142	1112	-30	-3	23	49	F	4161	4125	-36	-1
		1685	1690	262	1142	1111	-31	-3	23	48	F	4161	4124	-37	-1
		1690	1695	249	1142	1111	-31	-3	23	48	F	4161	4123	-38	-1
		1695	1700	329	1142	1112	-30	-3	33	33	D	4161	4124	-37	-1
		1700	1705	508	1142	1111	-31	-3	37	30	D	4161	4125	-36	-1
		1705	1710	511	1142	1112	-30	-3	37	30	D	4161	4126	-35	-1
	SR 826 NB	1710	1200	346	1142	1111	-31	-3	37	30	D	4161	4127	-34	-1
SW 8 St WB Entrance		1715	1720	602	778	767	-11	-1	39	20	B	2835	2826	-9	0
	SR 826 NB	1720	1205	170	778	766	-12	-2	39	20	B	2835	2825	-10	0
SR 826 NB	SR 826 EL NB Exit	1210	1722	571	987	860	-127	-13	61	14	B	3593	3312	-281	-8
SR 826 NB	FlaglerSt/NW 72 Ave Exit	1215	1725	193	1929	1704	-225	-12	43	20	C	7026	6454	-572	-8
SR 826 NB	SR 836 EB/WB Exit	1225	1730	310	2396	1904	-492	-21	49	13	B	8724	7311	-1413	-16
Flagler St Entrance		1735	1740	449	1335	1226	-109	-8	38	26	C	4858	4572	-286	-6
	SR 826 NB	1740	1240	234	1335	1226	-109	-8	38	32	D	4858	4570	-288	-6
SR 836 WB/NW 72 Ave Entrance	SR 826 NB	1745	1250	250	3222	3322	100	3	38	43	F	11729	12449	720	6
SR 836 EB Entrance		1750	1755	596	2254	2105	-149	-7	37	29	D	8207	7997	-210	-3
	SR 826 NB	1755	1260	567	2254	2104	-150	-7	37	49	F	8207	7999	-208	-3
SR 826 NB		1275	1760	378	2589	2640	51	2	39	34	D	9426	9876	450	5
	NW 25 St Exit	1760	1765	263	2589	2641	52	2	39	34	D	9426	9873	447	5
NW 25 St Entrance		1770	1775	218	1380	1380	0	0	39	38	E	5024	5021	-3	0

	Location		Node			Hourly Volumes				Link Statistics			Total Throughput			
	To	From	From	To	Length (ft)	Actual	Simu-lated	Differ-ence	% Vol diff	Speed (mph)	Density (vplpm)	LOS	Actual	Simu-lated	Differ-ence	% Vol diff
Facility																
		SR 826 NB	1775	1290	590	1380	1380	0	0	39	35	E	5024	5022	-2	0
SR 826 SB	**Begin SR 826 SB Mainline**	Dummy Ramp Entrance	2000	2005	593	9753	8850	-903	-9	57	40	E	35506	35334	-172	0
	Dummy Ramp Entrance		2005	2010	1249	12302	11009	-1293	-11	56	33	D	44787	43952	-835	-2
			2010	2015	1249	12302	11009	-1293	-11	57	32	D	44787	43950	-837	-2
		NW 25 St Exit	2015	2020	1249	12302	11011	-1291	-10	54	34	D	44787	43950	-837	-2
	NW 25 St Exit		2020	2025	700	10283	9238	-1045	-10	56	33	D	37435	36896	-539	-1
		Dummy Ramp Entrance	2025	2030	700	10283	9237	-1046	-10	56	33	D	37435	36897	-538	-1
	Dummy Ramp Entrance		2030	2035	698	10283	9236	-1047	-10	56	27	C	37435	36892	-543	-1
		NW 25 St Entrance	2035	2040	700	10283	9235	-1048	-10	57	27	C	37435	36893	-542	-1
	NW 25 St Entrance		2040	2045	804	11444	10394	-1050	-9	55	25	C	41661	41124	-537	-1
			2045	2050	806	11444	10394	-1050	-9	52	29	D	41661	41125	-536	-1
		SR 836 EB/WB Exit	2050	2055	805	11444	10394	-1050	-9	51	30	D	41661	41125	-536	-1
	SR 836 EB/WB Exit	NW 72 Ave/NW 87 Ave Exit	2055	2060	999	8166	7447	-719	-9	50	29	D	29728	29367	-361	-1
	NW 72 Ave/NW 87 Ave Exit	Flagler St/SW 8 St Exit	2060	2065	955	7417	6821	-596	-8	46	32	D	27002	26897	-105	0
	Flagler St/SW 8 St Exit	SR 826 EL SB Exit	2065	2070	895	4796	4445	-351	-7	57	20	B	17459	17510	51	0
	SR 826 EL SB Exit		2070	2075	898	5718	5366	-352	-6	58	19	B	20815	20867	52	0
		SR 836 EB/WB Entrance	2075	2080	896	5718	5362	-356	-6	58	18	B	20815	20869	54	0
	SR 836 EB/WB Entrance		2080	2085	714	9261	8602	-659	-7	52	24	C	33716	33061	-655	-2
			2085	2090	604	9261	8597	-664	-7	55	26	C	33716	33063	-653	-2
			2090	2095	617	9261	8595	-666	-7	57	25	C	33716	33063	-653	-2
			2095	2100	704	9261	8595	-666	-7	57	26	C	33716	33063	-653	-2
		Flagler St Entrance	2100	2105	704	9261	8593	-668	-7	57	30	D	33716	33057	-659	-2
	Flagler St Entrance		2105	2110	820	10511	9791	-720	-7	52	32	D	38266	37606	-660	-2
			2110	2115	819	10511	9795	-716	-7	54	36	E	38266	37612	-654	-2
		SW 8 St Entrance	2115	2120	820	10511	9789	-722	-7	56	35	D	38266	37608	-658	-2
	SW 8 St Entrance		2120	2125	772	11678	10829	-849	-7	55	33	D	42514	41559	-955	-2
			2125	2130	773	11678	10827	-851	-7	56	32	D	42514	41557	-957	-2
		SW 24 St Exit	2130	2135	771	11678	10824	-854	-7	54	34	D	42514	41557	-957	-2
	SW 24 St Exit	SW 24 St Entrance	2135	2140	1216	10490	9725	-765	-7	56	29	D	38192	37244	-948	-2
	SW 24 St Entrance		2140	2145	1168	11327	10553	-774	-7	56	28	C	41233	40311	-922	-2
			2145	2150	1168	11327	10553	-774	-7	54	32	D	41233	40317	-916	-2
		SW 40 St Exit	2150	2155	1169	11327	10547	-780	-7	55	27	C	41233	40315	-918	-2
	SW 40 St Exit		2155	2160	555	9291	8633	-658	-7	57	25	C	33820	32984	-836	-2
			2160	2165	554	9291	8631	-660	-7	57	25	C	33820	32988	-832	-2
			2165	2170	556	9291	8629	-662	-7	57	25	C	33820	32990	-830	-2
			2170	2175	555	9291	8629	-662	-7	57	25	C	33820	32990	-830	-2
		SW 56 St Exit	2175	2180	554	9291	8627	-664	-7	55	26	C	33820	32991	-829	-2
	SW 56 St Exit	SR 874 Exit	2180	2185	1240	8298	7673	-625	-8	54	24	C	30208	29354	-854	-3
	SR 874 Exit		2185	2190	570	4971	4633	-338	-7	57	27	C	18097	17703	-394	-2
			2190	2195	569	4971	4633	-338	-7	57	27	C	18097	17699	-398	-2
			2195	2200	569	4971	4633	-338	-7	57	27	C	18097	17694	-403	-2
			2200	2205	569	4971	4633	-338	-7	57	27	C	18097	17690	-407	-2
			2205	2210	569	4971	4634	-337	-7	57	27	C	18097	17684	-413	-2
		SW 40 St Entrance	2210	2215	569	4971	4634	-337	-7	57	27	C	18097	17682	-415	-2
	SW 40 St Entrance		2215	2220	979	5609	5286	-323	-6	56	23	C	20421	20114	-307	-2
		SW 56 St Entrance	2220	2225	979	5609	5286	-323	-6	57	23	C	20421	20099	-322	-2
	SW 56 St Entrance		2225	2230	1302	6027	5735	-292	-5	55	25	C	21942	21773	-169	-1
		SW 24 St Exit	2230	2235	1302	6027	5741	-286	-5	53	27	C	21942	21767	-175	-1
	SW 24 St Exit		2235	2240	1167	4631	4455	-176	-4	56	27	C	16860	16900	40	0
		SW 24 St Entrance	2240	2245	1167	4631	4457	-174	-4	57	26	C	16860	16897	37	0
	SW 24 St Entrance		2245	2250	835	4964	4804	-160	-3	53	27	C	18067	18173	106	1
		SW 88 St Exit	2250	2255	833	4964	4803	-161	-3	53	30	D	18067	18166	99	1
	SW 88 St Exit		2255	2260	1011	2426	2424	-2	0	57	21	C	8832	9228	396	4
			2260	2265	1011	2426	2423	-3	0	58	21	C	8832	9220	388	4
			2265	2270	1012	2426	2419	-7	0	57	21	C	8832	9216	384	4
		SW 88 St Entrance	2270	2275	962	2426	2419	-7	0	57	21	C	8832	9212	380	4
	SW 88 St Entrance	Dummy Ramp Entrance	2275	2280	588	2525	2519	-6	0	55	19	B	9190	9585	395	4
	Dummy Ramp Entrance		2280	2285	542	2525	2521	-4	0	50	17	B	9190	9582	392	4
		US-1 SB Exit	2285	2290	501	2525	2519	-6	0	46	18	B	9190	9579	389	4
	US-1 SB Exit	**End SR 826 SB Mainline**	2290	2295	132	0	0	0	#DIV/0!	0	0	A	0	0	0	#DIV/0!
SR 826 SB Ramps	Dummy Ramp Entrance	SR 826 SB	2500	2005	404	2550	2159	-391	-15	39	29	D	9283	8622	-661	-7
	SR 826 SB		2020	2505	709	2019	1769	-250	-12	37	48	F	7350	7054	-296	-4
		NW 25 St Exit	2505	2510	247	2019	1771	-248	-12	37	48	F	7350	7055	-295	-4
	Dummy Ramp Entrance	SR 826 SB	2515	2030	149	0	0	0	#DIV/0!	0	0	A	0	0	0	#DIV/0!
	NW 25 St Entrance		2520	2525	306	1162	1159	-3	0	40	15	B	4227	4228	1	0
		SR 826 SB	2525	2040	453	1162	1158	-4	0	40	15	B	4227	4229	2	0
	SR 826 SB	SR 836 EB/WB Exit	2055	2530	213	3279	2950	-329	-10	48	21	C	11935	11756	-179	-1
	SR 826 SB		2060	2535	330	749	626	-123	-16	48	13	B	2727	2463	-264	-10
		NW 72 Ave/NW 87 Ave Exit	2535	2540	233	749	626	-123	-16	48	13	B	2727	2464	-263	-10
	SR 826 SB	Flagler St/SW 8 St Exit	2065	2545	279	2622	2374	-248	-9	24	65	F	9545	9386	-159	-2
	SR 826 EL SB Entrance	SR 826 SB	2552	2070	560	923	921	-2	0	49	19	B	3357	3357	0	0
	SR 836 EB/WB Entrance	SR 826 SB	2550	2080	406	3544	3239	-305	-9	43	37	E	12902	12187	-715	-6
	Flagler St Entrance	SR 826 SB	2555	2105	289	1250	1196	-54	-4	43	28	C	4553	4546	-7	0
	SW 8 St Entrance		2560	2565	781	1166	1035	-131	-11	37	27	C	4249	3948	-301	-7
		SR 826 SB	2565	2120	341	1166	1036	-130	-11	38	28	C	4249	3950	-299	-7
	SR 826 SB		2135	2570	443	1186	1095	-91	-8	38	29	D	4320	4308	-12	0
		SW 24 St Exit	2570	2575	236	1186	1095	-91	-8	33	21	C	4320	4308	-12	0
	SW 24 St Entrance		2580	2585	146	835	833	-2	0	24	35	D	3039	3063	24	1
		SR 826 SB	2585	2140	380	835	834	-1	0	34	24	C	3039	3065	26	1
	SR 826 SB		2155	2590	444	2035	1918	-117	-6	49	20	B	7411	7331	-80	-1
		SW 40 St Exit	2590	2595	379	2035	1918	-117	-6	49	20	B	7411	7333	-78	-1
	SR 826 SB	SW 56 St Exit	2180	2600	633	993	951	-42	-4	48	20	B	3614	3633	19	1
	SR 826 SB		2185	2605	701	3326	3037	-289	-9	48	21	C	12112	11651	-461	-4
		SR 874 Exit	2605	2610	528	3326	3037	-289	-9	48	21	C	12112	11651	-461	-4
	SW 40 St Entrance	SR 826 SB	2615	2215	373	638	654	16	3	49	13	B	2324	2453	129	6
	SW 56 St Entrance		2620	2625	725	417	456	39	9	33	12	B	1520	1694	174	11
		SR 826 SB	2625	2225	668	417	457	40	10	38	12	B	1520	1693	173	11
	SR 826 SB	SW 72 St Exit	2235	2630	376	1396	1283	-113	-8	38	17	B	5082	4853	-229	-5
	SW 72 St Entrance		2635	2640	341	333	349	16	5	39	8	A	1211	1283	72	6
		SR 826 SB	2640	2245	570	333	350	17	5	39	9	A	1211	1283	72	6
	SR 826 SB		2255	2645	738	2537	2381	-156	-6	48	25	C	9237	8930	-307	-3
		SW 88 St Exit	2645	2650	225	2537	2382	-155	-6	48	25	C	9237	8929	-308	-3
	SW 88 St Entrance		2655	2660	172	98	98	0	0	30	3	A	358	375	17	5
			2660	2665	179	98	98	0	0	30	3	A	358	376	18	5
		SR 826 SB	2665	2275	632	98	98	0	0	38	3	A	358	375	17	5
	Dummy Ramp Entrance	SR 826 SB	2670	2280	160	0	0	0	#DIV/0!	0	0	A	0	0	0	#DIV/0!
	SR 826 SB	US-1 SB Exit	2290	2675	163	2525	2520	-5	0	47	27	C	9190	9579	389	4
SR 826 NB to SR 836 EB CD	**Begin SR 826 NB To SR 826 EB CD**	SR 826 NB Entrance	1310	1315	201	0	0	0	#DIV/0!	0	0	A	0	0	0	#DIV/0!
	SR 826 NB Entrance		1315	1320	232	2396	1903	-493	-21	48	10	A	8724	7310	-1414	-16
		SR 836 WB Exit	1320	1325	187	2396	1903	-493	-21	47	10	B	8724	7312	-1412	-16
	SR 836 WB Exit	Dummy Ramp Exit	1325	1330	317	1586	1256	-330	-21	48	9	A	5771	4807	-964	-17
	Dummy Ramp Exit		1330	1335	305	1586	1257	-329	-21	49	13	B	5771	4808	-963	-17
			1335	1340	388	1586	1257	-329	-21	49	13	B	5771	4806	-965	-17
			1340	1345	388	1586	1256	-330	-21	49	13	B	5771	4807	-964	-17
			1345	1350	670	1586	1255	-331	-21	49	13	B	5771	4804	-967	-17
			1350	1355	681	1586	1256	-330	-21	49	13	B	5771	4805	-966	-17
		SR 826 SB Entrance	1355	1360	576	1586	1259	-327	-21	49	13	B	5771	4806	-965	-17
	SR 826 SB Entrance	SR 836 EB Exit	1360	1365	224	3501	2972	-529	-15	47	21	C	12746	11647	-1099	-9
	SR 836 EB Exit	**End SR 826 NB To SR 826 EB CD Ramp**	1365	1370	143	0	0	0	#DIV/0!	0	0	A	0	0	0	#DIV/0!
SR 826 NB to SR 836 EB CD Ramps	SR 826 NB Entrance	SR 826 NB To SR 836 EB CD	1730	1315	305	2396	1903	-493	-21	49	13	B	8724	7311	-1413	-16
	SR 826 NB To SR 836 EB CD		1325	1780	335	810	647	-163	-20	48	7	A	2950	2504	-446	-15
			1780	1785	427	810	648	-162	-20	49	7	A	2950	2505	-445	-15
			1785	1790	440	810	647	-163	-20	49	7	A	2950	2503	-447	-15
		SR 836 WB Exit	1790	1795	470	810	646	-164	-20	49	7	A	2950	2505	-445	-15
	SR 826 NB To SR 836 EB CD	Dummy Ramp Exit	1330	1800	150	0	0	0	#DIV/0!	0	0	A	0	0	0	#DIV/0!
	SR 826 SB Entrance		1805	1810	840	1916	1713	-203	-11	45	19	B	6973	6843	-130	-2
			1810	1815	930	1916	1712	-204	-11	45	34	D	6973	6840	-133	-2
		SR 826 NB To SR 836 EB CD	1815	1360	337	1916	1713	-203	-11	46	37	E	6973	6841	-132	-2
	SR 826 NB To SR 836 EB CD	SR 836 EB Exit	1365	3525	171	3501	2972	-529	-15	48	21	C	12746	11648	-1098	-9
R 826 NB CD	**Begin SR 836 WB to SR 826 NB CD**	SR 836 WB Entrance	1380	1385	113	0	0	0	#DIV/0!	0	0	A	0	0	0	#DIV/0!
	SR 836 WB Entrance		1385	1390	138	5475	5310	-165	-3	48	28	C	19931	19947	16	0
		Dummy Ramp Exit	1390	1395	140	5475	5310	-165	-3	48	28	C	19931	19946	15	0
	Dummy Ramp Exit	SR 826 SB Exit	1395	1400	376	5475	5309	-166	-3	48	37	E	19931	19950	19	0
	SR 826 SB Exit		1400	1405	276	2493	2597	104	4	47	27	C	9076	9787	711	8

	Location		Node			Hourly Volumes				Link Statistics			Total Throughput			
	To	From	From	To	Length (ft)	Actual	Simu-lated	Differ-ence	% Vol diff	Speed (mph)	Density (vplpm)	LOS	Actual	Simu-lated	Differ-ence	% Vol diff
Facility																
SR 836 WB to S			1405	1410	494	2493	2597	104	4	48	27	C	9076	9787	711	8
			1410	1415	459	2493	2597	104	4	48	27	C	9076	9786	710	8
		NW 72 Ave Entrance	1415	1420	497	2493	2595	102	4	47	27	C	9076	9788	712	8
	NW 72 Ave Entrance		1420	1425	121	3222	3323	101	3	44	25	C	11729	12445	716	6
		SR 826 NB Exit	1425	1430	128	3222	3324	102	3	40	28	C	11729	12447	718	6
	SR 826 NB Exit	**End SR 836 WB to SR 826 NB CD**	1430	1435	238	0	0	0	#DIV/0!	0	0	A	0	0	0	#DIV/0!
SR 836 WB to SR 826 NB CD	SR 836 WB Entrance	SR 836 WB to SR 826 NB CD	4505	1385	301	5475	5311	-164	-3	47	38	E	19931	19948	17	0
	SR 836 WB to SR 826 NB CD	Dummy Ramp Exit	1395	1830	100	0	0	0	#DIV/0!	0	0	A	0	0	0	#DIV/0!
	SR 836 WB to SR 826 NB CD		1400	1835	278	2981	2711	-270	-9	47	29	D	10853	10163	-690	-6
		SR 826 SB Exit	1835	1840	508	2981	2710	-271	-9	48	28	D	10853	10163	-690	-6
	NW 72 Ave Entrance	SR 836 WB to SR 826 NB CD	1845	1420	203	729	729	0	0	43	17	B	2653	2658	5	0
	SR 836 WB to SR 826 NB CD	SR 826 NB Exit	1430	1745	192	3222	3322	100	3	29	40	E	11729	12446	717	6
NW 72 Ave to SR 826 NB	**Begin NW 72 Ave to SR 826 NB CD**		1450	1455	251	1513	1513	0	0	44	19	B	5507	5505	-2	0
		SR 836 WB Exit	1455	1460	321	1513	1513	0	0	44	17	B	5507	5507	0	0
	SR 836 WB Exit		1460	1465	246	729	729	0	0	44	17	B	2653	2657	4	0
		SR 826 NB Exit	1465	1470	327	729	728	-1	0	44	17	B	2653	2657	4	0
	SR 826 NB Exit	**End NW 72 Ave to SR 826 NB CD**	1470	1475	141	0	0	0	#DIV/0!	0	0	A	0	0	0	#DIV/0!
NW 72 Ave to SR 826 NB Ramps	NW 72 Ave to SR 826 NB CD	SR 836 WB Exit	1460	4530	254	784	782	-2	0	44	18	B	2853	2847	-6	0
	NW 72 Ave to SR 826 NB CD	SR 826 NB Exit	1470	1845	176	729	728	-1	0	44	17	B	2653	2656	3	0
SR 826 SB to SR 836 WB CD	**Begin SR 826 SB to SR 836 WB CD**	SR 826 SB Entrance	2370	2375	120	0	0	0	#DIV/0!	0	0	A	0	0	0	#DIV/0!
	SR 826 SB Entrance		2375	2380	150	3279	2951	-328	-10	48	15	B	11935	11759	-176	-1
		SR 836 EB Exit	2380	2385	150	3279	2952	-327	-10	47	16	B	11935	11759	-176	-1
	SR 836 EB Exit	Dummy Ramp Exit	2385	2390	410	1363	1234	-129	-9	49	9	A	4959	4914	-45	-1
	Dummy Ramp Exit		2390	2395	429	1363	1234	-129	-9	49	13	B	4959	4917	-42	-1
			2395	2400	579	1363	1234	-129	-9	49	13	B	4959	4918	-41	-1
		SR 826 NB Entrance	2400	2405	728	1363	1234	-129	-9	48	13	B	4959	4915	-44	-1
	SR 826 NB Entrance	Dummy Ramp Entrance	2405	2410	538	2172	1879	-293	-13	46	14	B	7910	7423	-487	-6
	Dummy Ramp Entrance	SR 836 WB Exit	2410	2415	538	2172	1881	-291	-13	45	11	B	7910	7423	-487	-6
	SR 836 WB Exit	NW 87 Ave Exit	2415	2420	234	300	259	-41	-14	47	2	A	1091	1003	-88	-8
	NW 87 Ave Exit	**End SR 826 SB to SR 836 WB CD**	2420	2425	139	0	0	0	#DIV/0!	0	0	A	0	0	0	#DIV/0!
SR 826 SB to SR 836 WB CD Ramps	SR 826 SB Entrance	SR 826 SB to SR 836 WB CD	2530	2375	166	3279	2950	-329	-10	48	20	C	11935	11757	-178	-1
	SR 826 SB to SR 836 WB CD		2385	2745	442	1916	1715	-201	-10	48	18	B	6973	6841	-132	-2
			2745	2750	501	1916	1714	-202	-11	49	18	B	6973	6843	-130	-2
			2750	2755	583	1916	1716	-200	-10	49	18	B	6973	6841	-132	-2
		SR 836 EB Exit	2755	1805	561	1916	1714	-202	-11	49	18	B	6973	6842	-131	-2
	SR 826 SB to SR 836 WB CD	Dummy Ramp Exit	2390	2760	161	0	0	0	#DIV/0!	0	0	A	0	0	0	#DIV/0!
	SR 826 NB Entrance		1795	2765	496	810	647	-163	-20	49	7	A	2950	2503	-447	-15
			2765	2770	425	810	646	-164	-20	49	7	A	2950	2504	-446	-15
			2770	2775	410	810	646	-164	-20	48	7	A	2950	2505	-445	-15
		SR 826 SB to SR 836 WB CD	2775	2405	561	810	646	-164	-20	48	10	B	2950	2502	-448	-15
	Dummy Ramp Exit	SR 826 SB to SR 836 WB CD	2780	2410	141	0	0	0	#DIV/0!	0	0	A	0	0	0	#DIV/0!
	SR 826 SB to SR 836 WB CD	SR 836 WB Exit	2415	4510	239	1874	1624	-250	-13	46	35	E	6820	6421	-399	-6
	SR 826 SB to SR 836 WB CD	NW 87 Ave Exit	2420	4560	226	300	260	-40	-13	35	5	A	1091	1004	-87	-8
SR 826 SB CD RD	**Begin SR 826 SB CD**	SR 826 SB Entrance	2300	2305	103	0	0	0	#DIV/0!	0	0	A	0	0	0	#DIV/0!
	SR 826 SB Entrance		2305	2310	130	2622	2372	-250	-10	15	62	F	9545	9387	-158	-2
		Dummy Ramp Exit	2310	2315	130	2622	2371	-251	-10	17	50	F	9545	9386	-159	-2
	Dummy Ramp Exit		2315	2320	306	2622	2371	-251	-10	26	76	F	9545	9384	-161	-2
		SR 836 EB CD Entrance	2320	2325	443	2622	2370	-252	-10	36	65	F	9545	9381	-164	-2
	SR 836 EB CD Entrance		2325	2330	784	3123	2951	-172	-6	42	35	D	11369	11542	173	2
		Flagler St Exit	2330	2335	818	3123	2953	-170	-5	37	40	E	11369	11541	172	2
	Flagler St Exit	Flagler St Entrance	2335	2340	810	1429	1354	-75	-5	42	32	D	5199	5232	33	1
	Flagler St Entrance	Dummy Ramp Entrance	2340	2345	826	2461	2328	-133	-5	42	28	C	8958	8799	-159	-2
	Dummy Ramp Entrance	SR 826 SB Exit	2345	2350	828	2461	2327	-134	-5	42	18	B	8958	8803	-155	-2
	SR 826 SB Exit	SW 8th St Exit	2350	2355	288	1211	1131	-80	-7	42	9	A	4409	4257	-152	-3
	SW 8th St Exit	**End SR 826 SB CD**	2355	2360	175	0	0	0	#DIV/0!	0	0	A	0	0	0	#DIV/0!
SR 826 SB CD RD Ramps	SR 826 SB	SR 826 SB CD	2545	2305	133	2622	2374	-248	-9	17	89	F	9545	9387	-158	-2
	SR 826 SB CD	Dummy Ramp Exit	2315	2685	165	0	0	0	#DIV/0!	0	0	A	0	0	0	#DIV/0!
	SR 836 EB CD Entrance		3560	2690	269	502	582	80	16	46	13	B	1823	2157	334	18
		SR 826 SB CD	2690	2325	446	502	582	80	16	43	13	B	1823	2157	334	18
	SR 826 SB CD		2335	2695	114	1695	1600	-95	-6	26	62	F	6170	6308	138	2
			2695	2700	447	1695	1601	-94	-6	25	66	F	6170	6310	140	2
		Flagler St Exit	2700	2705	200	1695	1602	-93	-5	22	56	F	6170	6310	140	2
	Flagler St Entrance		2710	2715	242	1033	977	-56	-5	20	30	D	3762	3567	-195	-5
			2715	2720	145	1033	977	-56	-5	23	43	E	3762	3567	-195	-5
			2720	2725	219	1033	976	-57	-6	24	41	E	3762	3567	-195	-5
		SR 826 SB CD	2725	2340	222	1033	975	-58	-6	32	31	D	3762	3567	-195	-5
	Dummy Ramp Entrance	SR 826 SB CD	2730	2345	129	0	0	0	#DIV/0!	0	0	A	0	0	0	#DIV/0!
	SR 826 SB CD	SR 826 SB Exit	2350	2555	271	1250	1196	-54	-4	42	28	D	4553	4546	-7	0
	SR 826 SB CD	SW 8th St Exit	2355	2735	277	1211	1130	-81	-7	39	15	B	4409	4256	-153	-3
SR 836 EB CD to SR 826 SB	**Begin SR 836 EB CD to SR 826 SB**	SR 836 EB Entrance	2435	2440	254	0	0	0	#DIV/0!	0	0	A	0	0	0	#DIV/0!
	SR 836 EB Entrance		2440	2445	295	563	530	-33	-6	43	6	A	2049	2024	-25	-1
		Dummy Ramp Entrance	2445	2450	294	563	530	-33	-6	43	6	A	2049	2024	-25	-1
	Dummy Ramp Entrance		2450	2455	525	563	530	-33	-6	43	12	B	2049	2021	-28	-1
		SR 836 WB Entrance	2455	2460	579	563	529	-34	-6	43	12	B	2049	2021	-28	-1
	SR 836 WB Entrance		2460	2465	211	3544	3241	-303	-9	43	25	C	12902	12188	-714	-6
		SR 826 SB Exit	2465	2470	209	3544	3242	-302	-9	42	26	C	12902	12189	-713	-6
	SR 826 SB Exit	**End SR 836 EB CD to SR 826 SB**	2470	2475	137	0	0	0	#DIV/0!	0	0	A	0	0	0	#DIV/0!
SR 836 CD to SR 836 SB Ramps	SR 836 EB Entrance	SR 836 EB CD to SR 826 SB	3600	2440	324	563	530	-33	-6	45	12	B	2049	2023	-26	-1
	SR 836 EB CD to SR 826 SB	Dummy Ramp Exit	2450	2790	134	0	0	0	#DIV/0!	0	0	A	0	0	0	#DIV/0!
	SR 836 WB Entrance		1840	2795	550	2981	2710	-271	-9	44	31	D	10853	10161	-692	-6
			2795	2800	505	2981	2709	-272	-9	43	31	D	10853	10162	-691	-6
		SR 836 EB CD to SR 826 SB	2800	2460	779	2981	2709	-272	-9	43	31	D	10853	10163	-690	-6
	SR 836 EB CD to SR 826 SB	SR 826 SB Exit	2470	2550	295	3544	3239	-305	-9	37	29	D	12902	12186	-716	-6
SR 836 EB	**Begin SR 836 EB Mainline**		3000	3005	1283	7424	7239	-185	-2	28	79	F	27026	27025	-1	0
		NW 87 Ave Exit	3005	3010	1259	7424	7183	-241	-3	25	77	F	27026	27030	4	0
	NW 87 Ave Exit		3010	3015	1075	6177	5924	-253	-4	21	104	F	22486	22460	-26	0
			3015	3020	1075	6177	5880	-297	-5	18	111	F	22486	22461	-25	0
			3020	3025	1075	6177	5856	-321	-5	20	100	F	22486	22473	-13	0
		SR 826 NB/SB Exit	3025	3030	1075	6177	5851	-326	-5	31	63	F	22486	22483	-3	0
	SR 826 NB/SB Exit	NW 72 Ave Exit	3030	3035	910	3843	3656	-187	-5	48	26	C	13990	13980	-10	0
	NW 72 Ave Exit		3035	3040	1160	3165	3009	-156	-5	48	21	C	11522	11510	-12	0
			3040	3045	850	3165	3010	-155	-5	49	16	B	11522	11511	-11	0
			3045	3050	825	3165	3010	-155	-5	49	15	B	11522	11514	-8	0
			3050	3055	770	3165	3011	-154	-5	49	15	B	11522	11517	-5	0
			3055	3060	790	3165	3011	-154	-5	49	15	B	11522	11518	-4	0
			3060	3065	1036	3165	3010	-155	-5	48	16	B	11522	11517	-5	0
			3065	3070	914	3165	3011	-154	-5	48	20	C	11522	11520	-2	0
		SR 826 NB/SB Entrance	3070	3075	910	3165	3010	-155	-5	48	21	C	11522	11519	-3	0
	SR 826 NB/SB Entrance		3075	3080	1140	6666	5977	-689	-10	48	21	C	24269	23166	-1103	-5
			3080	3085	1131	6666	5977	-689	-10	48	21	C	24269	23163	-1106	-5
		NW 72 Ave Entrance	3085	3090	674	6666	5971	-695	-10	48	21	C	24269	23162	-1107	-5
	NW 72 Ave Entrance		3090	3095	1027	8473	7612	-861	-10	47	26	C	30849	29290	-1559	-5
		End SR 836 EB Mainline	3095	3100	944	8473	7607	-866	-10	48	26	C	30849	29293	-1556	-5
SR 836 EB Ramps	SR 836 EB		3010	3500	513	1247	1213	-34	-3	43	14	B	4539	4574	35	1
		NW 87 Ave Exit	3500	3505	349	1247	1213	-34	-3	44	14	B	4539	4571	32	1
	SR 836 EB	SR 826 NB/SB Exit	3030	3510	445	2334	2192	-142	-6	41	54	F	8498	8506	8	0
	SR 836 EB		3035	3515	482	679	645	-34	-5	44	15	B	2471	2472	1	0
		NW 72 Ave Exit	3515	3520	530	679	646	-33	-5	44	15	B	2471	2473	2	0
	SR 826 NB/SB Entrance	SR 836 EB	3525	3075	209	3501	2971	-530	-15	46	22	C	12746	11646	-1100	-9
	NW 72 Ave Entrance	SR 836 EB	3530	3090	291	1808	1644	-164	-9	40	42	E	6579	6124	-455	-7
SR 836 EB CD	**Begin SR 836 EB CD**		3115	3120	378	1257	1255	-2	0	44	29	D	4575	4573	-2	0
		SR 836 EB1 Entrance	3120	3125	656	1257	1255	-2	0	44	28	D	4575	4573	-2	0
	SR 836 EB1 Entrance		3125	3130	512	3591	3447	-144	-4	42	41	E	13071	13080	9	0
		SR 826 NB/SB Exit	3130	3135	512	3591	3447	-144	-4	41	42	E	13071	13085	14	0
	SR 826 NB/SB Exit		3135	3140	459	774	813	39	5	44	18	B	2815	3064	249	9
		SR 836 EB2 Entrance	3140	3145	286	774	813	39	5	44	19	B	2815	3067	252	9
	SR 836 EB2 Entrance	SR 826 SB Entrance	3145	3150	878	1451	1458	7	0	44	17	B	5282	5540	258	5
	SR 826 SB Entrance		3150	3155	481	2307	2315	8	0	45	13	B	8399	8658	259	3
		SR 826 SB CD Exit	3155	3160	484	2307	2315	8	0	44	13	B	8399	8658	259	3
	SR 826 SB CD Exit		3160	3165	606	1806	1733	-73	-4	44	13	B	6576	6503	-73	-1
		NW 72 Ave Exit	3165	3170	618	1806	1733	-73	-4	44	13	B	6576	6503	-73	-1
	NW 72 Ave Exit		3170	3175	607	739	660	-79	-11	44	7	A	2689	2485	-204	-8
		Flagler St Entrance	3175	3180	767	739	659	-80	-11	44	7	A	2689	2486	-203	-8
	Flagler St Entrance		3180	3185	777	1352	1239	-113	-8	43	10	A	4925	4602	-323	-7

Facility	Location		Node			Hourly Volumes				Link Statistics			Total Throughput			
	To	From	From	To	Length (ft)	Actual	Simu-lated	Differ-ence	% Vol diff	Speed (mph)	Density (vplpm)	LOS	Actual	Simu-lated	Differ-ence	% Vol diff
SR 836 EB CD Ramps		NW 72 Ave Entrance	3185	3190	505	1352	1237	-115	-9	43	10	A	4925	4597	-328	-7
			3190	3195	455	1352	1239	-113	-8	44	13	B	4925	4596	-329	-7
	NW 72 Ave Entrance		3195	3200	639	1808	1647	-161	-9	43	13	B	6579	6133	-446	-7
		Dummy Ramp Entrance	3200	3205	640	1808	1645	-163	-9	43	15	B	6579	6127	-452	-7
	Dummy Ramp Entrance		3205	3210	290	1808	1645	-163	-9	41	14	B	6579	6126	-453	-7
		SR 836 EB Exit	3210	3215	292	1808	1645	-163	-9	35	16	B	6579	6125	-454	-7
	SR 836 EB Exit	**End SR 836 EB CD**	3215	3220	204	0	0	0	#DIV/0!	0	0	A	0	0	0	#DIV/0!
	SR 836 EB1 Entrance	SR 836 EB CD	3510	3125	390	2334	2192	-142	-6	44	50	F	8498	8505	7	0
	SR 836 EB CD	SR 826 NB/SB Exit	3135	3540	231	2817	2635	-182	-6	45	30	D	10258	10018	-240	-2
	SR 836 EB2 Entrance	SR 836 EB CD	3520	3145	670	679	646	-33	-5	47	14	B	2471	2475	4	0
	SR 826 SB Entrance		3545	3550	361	857	857	0	0	50	9	A	3116	3116	0	0
		SR 836 EB CD	3550	3150	418	857	857	0	0	50	9	A	3116	3117	1	0
	SR 836 EB CD		3160	3555	162	502	583	81	16	45	13	B	1823	2160	337	18
		SR 826 SB CD Exit	3555	3560	412	502	583	81	16	49	12	B	1823	2158	335	18
	SR 836 EB CD		3170	3565	184	1068	1073	5	0	39	14	B	3885	4018	133	3
		NW 72 Ave Exit	3565	3570	621	1068	1071	3	0	39	14	B	3885	4018	133	3
	Flagler St Entrance		3575	3580	369	614	579	-35	-6	42	10	A	2234	2123	-111	-5
		SR 836 EB CD	3580	3180	496	614	579	-35	-6	38	15	B	2234	2121	-113	-5
	NW 72 Ave Entrance		3585	3590	274	454	409	-45	-10	36	11	B	1653	1541	-112	-7
		SR 836 EB CD	3590	3195	398	454	408	-46	-10	36	10	B	1653	1537	-116	-7
	Dummy Ramp Entrance	SR 836 EB CD	3595	3205	142	0	0	0	#DIV/0!	0	0	A	0	0	0	#DIV/0!
	SR 836 EB CD	SR 836 EB Exit	3215	3530	291	1808	1645	-163	-9	26	44	F	6579	6125	-454	-7
SR 836 EB CD to SR 826 NB	**Begin SR 836 EB CD to SR 826 NB**	SR 836 EB/NW 87 Ave Entrance	3230	3235	133	0	0	0	#DIV/0!	0	0	A	0	0	0	#DIV/0!
	SR 836 EB/NW 87 Ave Entrance		3235	3240	573	2817	2635	-182	-6	49	18	B	10258	10020	-238	-2
		SR 826 SB Exit	3240	3245	513	2817	2636	-181	-6	48	18	B	10258	10020	-238	-2
	SR 826 SB Exit		3245	3250	787	2254	2105	-149	-7	48	22	C	8207	7995	-212	-3
			3250	3255	697	2254	2103	-151	-7	48	22	C	8207	7995	-212	-3
		SR 826 NB Exit	3255	3260	683	2254	2104	-150	-7	48	22	C	8207	7997	-210	-3
	SR 826 NB Exit	**End SR 836 EB CD to SR 826 NB**	3260	3265	150	0	0	0	#DIV/0!	0	0	A	0	0	0	#DIV/0!
SR 836 EB CD to SR 826 NB Ramps	SR 836 EB Entrance	SR 836 EB CD to SR 826 NB	3540	3235	270	2817	2636	-181	-6	48	27	C	10258	10020	-238	-2
	SR 836 EB CD to SR 826 NB	SR 826 SB Exit	3245	3600	352	563	529	-34	-6	49	11	B	2049	2022	-27	-1
	SR 836 EB CD to SR 826 NB	SR 826 NB Exit	3260	1750	564	2254	2104	-150	-7	47	23	C	8207	7996	-211	-3
SR 836 WB	**Begin SR 836 WB Mainline**		4000	4005	934	8510	8499	-11	0	48	37	E	30982	30988	6	0
			4005	4010	845	8510	8486	-24	0	43	41	E	30982	30991	9	0
		NW 72 Ave/NW 87 Ave Exit	4010	4015	1099	8510	8425	-85	-1	33	51	F	30982	30999	17	0
	NW 72 Ave/NW 87 Ave Exit		4015	4020	958	6898	6750	-148	-2	18	89	F	25115	25136	21	0
			4020	4025	848	6898	6720	-178	-3	19	69	F	25115	25140	25	0
		SR 826 NB/SB Exit	4025	4030	864	6898	6712	-186	-3	32	36	E	25115	25143	28	0
	SR 826 NB/SB Exit		4030	4035	759	1425	1404	-21	-1	49	7	A	5188	5199	11	0
			4035	4040	773	1425	1403	-22	-2	49	7	A	5188	5197	9	0
			4040	4045	732	1425	1403	-22	-2	49	7	A	5188	5198	10	0
			4045	4050	819	1425	1402	-23	-2	49	7	A	5188	5200	12	0
			4050	4055	835	1425	1402	-23	-2	49	7	A	5188	5198	10	0
			4055	4060	831	1425	1402	-23	-2	49	9	A	5188	5201	13	0
			4060	4065	829	1425	1402	-23	-2	49	10	A	5188	5203	15	0
		SR 826 NB/SB Entrance	4065	4070	834	1425	1401	-24	-2	49	9	A	5188	5204	16	0
	SR 826 NB/SB Entrance		4070	4075	1177	3298	3022	-276	-8	45	21	C	12005	11615	-390	-3
			4075	4080	1177	3298	3022	-276	-8	48	21	C	12005	11619	-386	-3
			4080	4085	1177	3298	3021	-277	-8	48	21	C	12005	11618	-387	-3
			4085	4090	1177	3298	3023	-275	-8	48	21	C	12005	11617	-388	-3
		NW 87 Ave Entrance	4090	4095	1176	3298	3021	-277	-8	48	21	C	12005	11618	-387	-3
	NW 87 Ave Entrance		4095	4100	1250	4353	3983	-370	-8	48	21	C	15846	15146	-700	-4
		End SR 836 WB Mainline	4100	4105	1252	4353	3983	-370	-8	48	21	C	15846	15144	-702	-4
SR 836 WB Ramps	SR 836 WB	NW 72 Ave/NW 87 Ave Exit	4015	4500	271	1611	1583	-28	-2	41	20	B	5864	5866	2	0
	SR 836 WB	SR 826 NB/SB Exit	4030	4505	356	5475	5309	-166	-3	44	41	E	19931	19947	16	0
	SR 826 NB/SB Entrance	SR 836 WB	4510	4070	687	1874	1625	-249	-13	45	36	E	6820	6419	-401	-6
	NW 87 Ave Entrance	SR 836 WB	4515	4095	343	1056	959	-97	-9	43	22	C	3843	3527	-316	-8
SR 836 WB CD	**Begin SR 836 WB CD**	SR 836 WB Entrance	4120	4125	237	0	0	0	#DIV/0!	0	0	A	0	0	0	#DIV/0!
	SR 836 WB Entrance		4125	4130	409	1611	1580	-31	-2	44	12	B	5864	5866	2	0
		NW 72 Ave Exit	4130	4135	395	1611	1579	-32	-2	44	12	B	5864	5867	3	0
	NW 72 Ave Exit		4135	4140	876	985	967	-18	-2	44	11	B	3584	3573	-11	0
			4140	4145	850	985	969	-16	-2	44	11	B	3584	3575	-9	0
			4145	4150	790	985	966	-19	-2	44	11	B	3584	3575	-9	0
			4150	4155	806	985	966	-19	-2	44	11	B	3584	3574	-10	0
		NW 72 Ave Entrance	4155	4160	553	985	968	-17	-2	44	11	B	3584	3577	-7	0
	NW 72 Ave Entrance	SR 826 SB Entrance	4160	4165	985	1768	1751	-17	-1	43	13	B	6436	6425	-11	0
	SR 826 SB Entrance	NW 72 Ave Exit	4165	4170	876	2517	2377	-140	-6	42	14	B	9164	8892	-272	-3
	NW 72 Ave Exit	NW 84 Ave Exit	4170	4175	887	1661	1474	-187	-11	43	11	B	6045	5520	-525	-9
	NW 84 Ave Exit	SR 826 NB Entrance	4175	4180	917	380	292	-88	-23	45	3	A	1382	1100	-282	-20
	SR 826 NB Entrance		4180	4185	840	680	550	-130	-19	45	4	A	2478	2103	-375	-15
		NW 87 Ave Entrance NB	4185	4190	841	680	551	-129	-19	45	6	A	2478	2104	-374	-15
	NW 87 Ave Entrance NB		4190	4195	440	859	727	-132	-15	44	6	A	3128	2750	-378	-12
		NW 87 Ave Exit	4195	4200	440	859	728	-131	-15	44	6	A	3128	2751	-377	-12
	NW 87 Ave Exit		4200	4205	639	347	251	-96	-28	45	3	A	1263	950	-313	-25
		NW 87 Ave Entrance SB	4205	4210	790	347	252	-95	-27	45	3	A	1263	949	-314	-25
	NW 87 Ave Entrance SB		4210	4215	706	1056	959	-97	-9	44	9	A	3843	3527	-316	-8
		SR 836 WB Exit	4215	4220	680	1056	958	-98	-9	43	19	B	3843	3525	-318	-8
	SR 836 WB Exit	**End SR 836 WB CD**	4220	4225	184	0	0	0	#DIV/0!	0	0	A	0	0	0	#DIV/0!
SR 836 WB CD Ramps	SR 836 WB Entrance	SR 836 WB CD	4500	4125	257	1611	1582	-29	-2	44	18	B	5864	5865	1	0
	SR 836 WB CD		4135	4520	427	627	612	-15	-2	39	16	B	2282	2292	10	0
		NW 72 Ave1 Exit	4520	4525	293	627	611	-16	-3	39	16	B	2282	2292	10	0
	NW 72 Ave Entrance	SR 836 WB CD	4530	4160	349	784	784	0	0	40	20	B	2853	2850	-3	0
	SR 826 SB Entrance		2540	4535	358	749	626	-123	-16	45	14	B	2727	2466	-261	-10
		SR 836 WB CD	4535	4165	246	749	625	-124	-17	44	14	B	2727	2466	-261	-10
	SR 836 WB CD		4170	4540	185	857	901	44	5	43	10	B	3116	3371	255	8
		NW 72 Ave2 Exit	4540	4545	298	857	900	43	5	44	10	B	3116	3370	254	8
	SR 836 WB CD		4175	4550	347	1281	1182	-99	-8	43	28	C	4663	4421	-242	-5
		NW 84 Ave Exit	4550	4555	270	1281	1182	-99	-8	43	28	C	4663	4422	-241	-5
	SR 826 NB Entrance	SR 836 WB CD	4560	4180	285	300	259	-41	-14	42	6	A	1091	1003	-88	-8
	NW 87 Ave NB Entrance		4565	4570	133	177	176	-1	-1	45	4	A	648	648	0	0
		SR 836 WB CD	4570	4190	181	177	176	-1	-1	45	4	A	648	647	-1	0
	SR 836 WB CD		4200	4575	159	512	476	-36	-7	44	11	B	1863	1801	-62	-3
		NW 87 Ave Exit	4575	4580	146	512	475	-37	-7	44	11	B	1863	1801	-62	-3
	NW 87 Ave SB Entrance		4585	4590	204	708	706	-2	0	45	17	B	2577	2579	2	0
		SR 836 WB CD	4590	4210	507	708	705	-3	0	45	16	B	2577	2577	0	0
	SR 836 WB CD	SR 836 WB Exit	4220	4515	360	1056	958	-98	-9	43	22	C	3843	3527	-316	-8
SR 874 NB	**Begin SR 874 NB**		3300	3305	1127	4475	4469	-6	0	63	24	C	16294	16296	2	0
		SW 40 St Exit	3305	3310	1151	4475	4471	-4	0	56	27	C	16294	16298	4	0
	SW 40 St Exit		3310	3315	657	943	947	4	0	50	19	B	3433	3434	1	0
			3315	3320	661	943	947	4	0	48	20	B	3433	3433	0	0
			3320	3325	536	943	947	4	0	48	20	B	3433	3432	-1	0
		Dummy Ramp Entrance	3325	3330	455	943	948	5	1	46	21	C	3433	3432	-1	0
	Dummy Ramp Entrance	SW 56 St Entrance	3330	3335	498	943	939	-4	0	38	16	B	3433	3431	-2	0
	SW 56 St Entrance		3335	3340	238	1689	2013	324	19	26	34	D	6149	7243	1094	18
		SW 40 St Exit	3340	3345	227	1689	2003	314	19	28	37	E	6149	7238	1089	18
	SW 40 St Exit	**End SR 874 NB**	3345	3350	193	0	0	0	#DIV/0!	0	0	A	0	0	0	#DIV/0!
SR 874 NB Ramps	SR 974 NB		3310	3800	827	3532	3524	-8	0	48	24	C	12858	12867	9	0
		SW 40 St Exit	3800	1605	766	3532	3520	-12	0	48	24	C	12858	12863	5	0
	Dummy Ramp Entrance	SR 974 NB	3805	3330	155	0	0	0	#DIV/0!	0	0	A	0	0	0	#DIV/0!
	SR 826 NB Entrance	SR 974 NB	3810	3335	165	746	1088	342	46	28	36	E	2717	3817	1100	40
	SR 974 NB	SW 40 St	3345	3815	251	1689	1990	301	18	26	60	F	6149	7232	1083	18
SR 874 SB	**Begin SR 874 SB**	SW 40 St Entrance	4300	4305	155	0	0	0	#DIV/0!	0	0	A	0	0	0	#DIV/0!
	SW 40 St Entrance		4305	4310	337	1745	1677	-68	-4	43	10	A	6352	6263	-89	-1
		Dummy Ramp Exit	4310	4315	346	1745	1676	-69	-4	48	9	A	6352	6263	-89	-1
	Dummy Ramp Exit		4315	4320	365	1745	1677	-68	-4	45	12	B	6352	6262	-90	-1
		SW 56 St Exit	4320	4325	517	2737	2629	-108	-4	45	15	B	9963	9897	-66	-1
	SW 56 St Exit		4325	4330	276	959	833	-126	-13	47	9	A	3489	3121	-368	-11
			4330	4335	815	959	833	-126	-13	48	9	A	3489	3118	-371	-11
			4335	4340	636	959	832	-127	-13	47	17	B	3489	3118	-371	-11
		SR 826 SB Entrance	4340	4345	673	959	832	-127	-13	47	18	B	3489	3116	-373	-11
	SR 826 SB Entrance		4345	4350	1181	4285	3872	-413	-10	57	17	B	15600	14762	-838	-5
		End SR 874 SB	4350	4355	1173	4285	3872	-413	-10	62	19	B	15600	14757	-843	-5
mps	SW 40 St Entrance	SR 874 SB	4800	4305	253	1745	1677	-68	-4	38	15	B	6352	6262	-90	-1
	SR 874 SB	Dummy Ramp Exit	4315	4805	105	0	0	0	#DIV/0!	0	0	A	0	0	0	#DIV/0!

	Location		Node			Hourly Volumes				Link Statistics			Total Throughput			
	To	From	From	To	Length (ft)	Actual	Simu-lated	Differ-ence	% Vol diff	Speed (mph)	Density (vplpm)	LOS	Actual	Simu-lated	Differ-ence	% Vol diff
Facility																
SR 874 SB Ra	SR 826 SB Entrance	SR 874 SB	2600	4320	630	993	953	-40	-4	48	20	B	3614	3637	23	1
	SR 874 SB	SW 56 St/SR 826 SB	4325	4810	344	1780	1796	16	1	47	19	B	6476	6778	302	5
	SR 826 SB Entrance		2610	4825	450	3326	3040	-286	-9	48	21	C	12112	11649	-463	-4
			4825	4830	653	3326	3043	-283	-9	48	21	C	12112	11650	-462	-4
		SR 874 SB	4830	4345	698	3326	3042	-284	-9	48	21	C	12112	11648	-464	-4
SW 40 St to SR 826 SB Mainline	**SW 40 St to SR 826 SB Begin**	SW 40 St Entrance	4807	4815	158	0	0	0	#DIV/0!	**0**	**0**	A	0	0	0	#DIV/0!
	SW 40 St Entrance		4815	4820	817	1780	1797	17	1	48	13	B	6476	6781	305	5
		SW 56 St Exit	4820	4835	401	1780	1797	17	1	48	13	B	6476	6777	301	5
	SW 56 St Exit	SR 826 SB Exit	4835	4840	238	638	654	16	3	48	7	A	2324	2457	133	6
	SR 826 SB Exit	**SW 40 St to SR 826 SB End**	4840	4845	161	0	0	0	#DIV/0!	**0**	**0**	A	0	0	0	#DIV/0!
SW40St to SR826SB Ramp	SW 40 St Entrance	SW 40 St to SR 826 SB	4810	4815	521	1780	1796	16	1	48	19	B	6476	6781	305	5
	SW 40 St to SR 826 SB	SW 56 St Exit	4835	4837	264	1141	1144	3	0	51	11	B	4154	4319	165	4
	SW 40 St to SR 826 SB	SR 826 SB Exit	4840	2615	203	638	654	16	3	50	13	B	2324	2455	131	6
Transition Links	US-1 NB	SR 826 NB On Ramp	7150	1500	158	3318	2403	-915	-28	46	29	D	12081	8854	-3227	-27
	SW 56 St	SR 826 NB On Ramp	7159	1595	146	1278	688	-590	-46	11	79	F	4652	3345	-1307	-28
	SW 88 St	SR 826 SB On Ramp	7255	2655	117	98	98	0	0	30	4	A	358	374	16	4
	SW 8 St	SR 826 SB On Ramp	7256	2560	136	1166	1033	-133	-11	28	21	C	4249	3944	-305	-7
	SW 72 St	SR 826 SB On Ramp	7262	2620	116	417	455	38	9	24	11	B	1520	1698	178	12
	Flagler St	SR 826 SB On Ramp	7263	2635	142	333	348	15	5	33	6	A	1211	1281	70	6
	SW 88 St EB	SR 826 NB On Ramp	7271	2710	120	1033	977	-56	-5	14	27	C	3762	3565	-197	-5
	SW 72 St	SR 826 NB On Ramp	7357	3575	201	614	579	-35	-6	45	7	A	2234	2126	-108	-5
	SW 24 St	SR 826 SB On Ramp	7381	3810	119	746	1096	350	47	31	41	E	2717	3821	1104	41
	SW 40 St EB	SR 826 NB On Ramp	7480	4800	110	1745	1676	-69	-4	34	19	B	6352	6261	-91	-1
	SW 24 St	SR 826 NB On Ramp	7510	1510	111	1133	1101	-32	-3	27	47	F	4125	3970	-155	-4
	SW 8 St WB	SR 826 NB On Ramp	7525	1525	136	1315	1281	-34	-3	37	39	E	4791	4650	-141	-3
	SR 826 SB Off Ramp	SW 24 St	7550	1550	204	1375	1430	55	4	35	15	B	5006	5247	241	5
	SR 826 SB Off Ramp	US-1 SB	7580	2580	146	835	833	-2	0	24	39	E	3039	3064	25	1
	SR 874 SB Off Ramp	SW 56 St/SR 826 SB	7620	1620	123	740	633	-107	-14	16	51	F	2695	2426	-269	-10
	SR 826 NB Off Ramp	SW 72 St	7635	1635	132	1086	1044	-42	-4	33	36	E	3953	3846	-107	-3
	SR 826 NB Off Ramp	SW 40 St	7655	1655	172	1110	1109	-1	0	29	43	E	4040	4048	8	0
	SR 826 SB Off Ramp	SW 72 St	7680	1680	134	1142	1113	-29	-3	23	55	F	4161	4124	-37	-1
	SR 826 NB Off Ramp	SW 24 St	7715	1715	242	778	767	-11	-1	39	21	C	2835	2825	-10	0
	SR 826 NB Off Ramp	Flagler St/NW 72 Ave	7735	1735	250	1335	1225	-110	-8	36	18	B	4858	4571	-287	-6
	SW 8 St EB	SR 826 NB On Ramp	1505	7505	120	161	123	-38	-24	40	2	A	587	450	-137	-23
	Flagler St	SR 826 NB On Ramp	1545	7545	130	481	398	-83	-17	30	4	A	1750	1467	-283	-16
	SR 826 SB Off Ramp	SW 88 St	1570	7570	207	684	592	-92	-13	29	20	C	2492	2177	-315	-13
	SR 826 SB Off Ramp	Flagler St	1590	7590	139	684	621	-63	-9	38	20	C	2492	2249	-243	-10
	SR 826 NB Off Ramp	SW 56 St	1650	7650	153	1278	1037	-241	-19	6	148	F	4652	4189	-463	-10
	SR 826 SB Off Ramp	SW 40 St	1675	7675	122	1583	1387	-196	-12	29	24	C	5763	5211	-552	-10
	SR 826 NB Off Ramp	SW 8 St	1725	7725	111	1929	1704	-225	-12	40	21	C	7026	6455	-571	-8
	SW 40 St	SR 826 SB On Ramp	2575	7257	169	1186	1095	-91	-8	28	19	B	4320	4309	-11	0
	SR 826 SB Off Ramp	SW 8 St	2595	7595	110	2035	1918	-117	-6	49	20	B	7411	7332	-79	-1
	SR 826 NB Off Ramp	SW 88 St	2630	7630	131	1396	1284	-112	-8	34	19	B	5082	4855	-227	-4
	Flagler St	SR 836 EB Ramp	2650	7265	117	2537	2381	-156	-6	47	25	C	9237	8928	-309	-3
	SR 826 NB/SW 56 St	SR 874 NB On Ramp	2675	7267	125	2525	2519	-6	0	47	27	C	9190	9579	389	4
	SW 40 St	SR 874 SB On Ramp	2705	7270	120	1695	1599	-96	-6	18	31	D	6170	6307	137	2
	SW 88 St WB	SR 826 NB On Ramp	2735	7273	152	1211	1131	-80	-7	38	15	B	4409	4257	-152	-3
	SR 874 NB Off Ramp	SW 40 St	3815	7815	127	1689	1986	297	18	25	64	F	6149	7232	1083	18
	SW 40 St WB	SR 826 NB On Ramp	4837	7482	120	1141	1145	4	0	54	11	B	4154	4321	167	4

Table X
Build Alternative - PM peak
Freeway Measures of Effectiveness

LOS A	<10 vplph
LOS B	10<20 vplph
LOS C	20<28 vplph
LOS D	28<35 vplph
LOS E	35<43 vplph
LOS F	>43 vplph

Simulation Start Time:	5:00 PM
Current Time:	5:00 PM - 6:00 PM

Facility	Location To	Location From	Node From	Node To	Length (ft)	Hourly Volumes Actual	Hourly Volumes Simulated	Hourly Volumes Difference	Hourly Volumes % Vol diff	Link Statistics Speed (mph)	Link Statistics Density (vplpm)	Link Statistics LOS	Aggregate Statistics Speed (mph)	Aggregate Statistics Density (vplpm)	Aggregate Statistics LOS	Total Throughput Actual	Total Throughput Simulated	Total Throughput Difference	Total Throughput % Vol diff
SR 826 NB	**Begin SR 826 NB Mainline**		1000	1005	211	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
			1005	1010	454	2693	1946	-747	-28	48	14	B				10422	7526	-2896	-28
		Dummy Ramp Exit	1010	1015	555	2693	1947	-746	-28	48	14	B				10422	7526	-2896	-28
	Dummy Ramp Exit		1015	1020	689	2693	1947	-746	-28	48	20	C				10422	7520	-2902	-28
		SW 88 St Exit	1020	1025	249	2693	1946	-747	-28	47	21	C				10422	7519	-2903	-28
	SW 88 St Exit		1025	1030	494	2543	1835	-708	-28	52	18	B				9840	7084	-2756	-28
			1030	1035	496	2543	1834	-709	-28	58	16	B				9840	7088	-2752	-28
		SW 88 St EB Entrance	1035	1040	1423	2543	1831	-712	-28	58	16	B				9840	7099	-2741	-28
	SW 88 St EB Entrance	SW 88 St WB Entrance	1040	1045	1426	3246	2514	-732	-23	56	15	B				12557	9734	-2823	-22
	SW 88 St WB Entrance	SW 72 St Exit	1045	1050	1488	4868	4102	-766	-16	53	24	C				18831	15895	-2936	-16
	SW 72 St Exit		1050	1055	1303	4508	3799	-709	-16	57	22	C				17439	14732	-2707	-16
		SW 72 St Entrance	1055	1060	1335	4508	3798	-710	-16	57	22	C				17439	14728	-2711	-16
	SW 72 St Entrance		1060	1065	1069	5980	5337	-643	-11	54	22	C				23135	20627	-2508	-11
		SW 56 St Exit	1065	1070	1046	5980	5332	-648	-11	56	24	C				23135	20622	-2513	-11
	SW 56 St Exit		1070	1075	668	5386	4814	-572	-11	56	21	C				20831	18562	-2269	-11
		SW 40 St Exit	1075	1080	644	5386	4819	-567	-11	56	22	C				20831	18561	-2270	-11
	SW 40 St Exit		1080	1085	660	4667	4204	-463	-10	57	24	C				18057	16154	-1903	-11
			1085	1090	662	4667	4206	-461	-10	57	25	C				18057	16152	-1905	-11
			1090	1095	911	4667	4210	-457	-10	57	25	C				18057	16147	-1910	-11
			1095	1100	544	4667	4211	-456	-10	57	25	C				18057	16143	-1914	-11
			1100	1105	544	4667	4211	-456	-10	57	25	C				18057	16139	-1918	-11
		SW 56 St Entrance	1105	1110	545	4667	4209	-458	-10	57	25	C				18057	16137	-1920	-11
	SW 56 St Entrance	SR 874 Entrance	1110	1115	1011	5843	5274	-569	-10	55	24	C				22602	20289	-2313	-10
	SR 874 Entrance	SW 40 St EB Entrance	1115	1120	893	9080	8517	-563	-6	54	25	C				35124	32826	-2298	-7
	SW 40 St EB Entrance		1120	1125	557	9553	8962	-591	-6	56	23	C				36953	34558	-2395	-6
			1125	1130	568	9553	8961	-592	-6	55	24	C				36953	34559	-2394	-6
			1130	1135	555	9553	8958	-595	-6	54	28	D				36953	34557	-2396	-6
		SW 40 St WB Entrance	1135	1140	559	9553	8960	-593	-6	49	31	D				36953	34553	-2400	-6
	SW 40 St WB Entrance		1140	1145	918	10793	10099	-694	-6	44	35	E				41750	39190	-2560	-6
			1145	1150	917	10793	10100	-693	-6	53	32	D				41750	39186	-2564	-6
		SW 24 St Exit	1150	1155	917	10793	10104	-689	-6	54	29	D				41750	39183	-2567	-6
	SW 24 St Exit	SW 24 St Entrance	1155	1160	1043	9721	9094	-627	-6	57	27	C				37601	35255	-2346	-6
	SW 24 St Entrance		1160	1165	933	10642	10029	-613	-6	51	29	D				41166	38845	-2321	-6
			1165	1170	933	10642	10027	-615	-6	39	44	F				41166	38836	-2330	-6
			1170	1175	693	10642	10030	-612	-6	45	38	E				41166	38831	-2335	-6
		SW 8 St Exit	1175	1180	471	10642	10028	-614	-6	50	34	D				41166	38829	-2337	-6
	SW 8 St Exit		1180	1185	807	8741	8237	-504	-6	56	29	D				33813	31881	-1932	-6
			1185	1190	796	8741	8238	-503	-6	57	29	D				33813	31879	-1934	-6
			1190	1195	701	8741	8236	-505	-6	57	29	D				33813	31878	-1935	-6
		SW 8 St EB Entrance	1195	1200	702	8741	8238	-503	-6	57	29	D				33813	31874	-1939	-6
	SW 8 St EB Entrance	SW 8 St WB Entrance	1200	1205	343	9561	9035	-526	-6	55	27	C				36982	34945	-2037	-6
	SW 8 St WB Entrance		1205	1210	715	9895	9322	-573	-6	54	22	C				38278	36067	-2211	-6
		Flagler St/NW72Ave Exit	1210	1215	717	9149	8649	-500	-5	52	24	C				35388	33429	-1959	-6
	Flagler St/NW72Ave Exit		1215	1220	530	7538	7136	-402	-5	56	21	C				29159	27574	-1585	-5
		SR 836 EB/WB Exit	1220	1225	531	7538	7136	-402	-5	55	22	C				29159	27573	-1586	-5
	SR 836 EB/WB Exit		1225	1230	927	4735	4681	-54	-1	58	20	C				18314	18027	-287	-2
			1230	1235	927	4735	4680	-55	-1	58	20	C				18314	18023	-291	-2
		Flagler St Entrance	1235	1240	929	4735	4680	-55	-1	58	20	C				18314	18022	-292	-2
	Flagler St Entrance		1240	1245	791	6063	5977	-86	-1	53	24	C				23452	23032	-420	-2
		SR 836 WB/NW 72 Ave Entranc	1245	1250	790	6063	5975	-88	-1	57	26	C				23452	23029	-423	-2
	SR 836 WB/NW 72 Ave Entrance		1250	1255	512	8508	8532	24	0	54	27	C				32911	32981	70	0
		SR 836 EB Entrance	1255	1260	512	8508	8531	23	0	57	25	C				32911	32983	72	0
	SR 836 EB Entrance		1260	1265	776	10303	10270	-33	0	56	26	C				39855	39722	-133	0
			1265	1270	776	10303	10269	-34	0	53	28	C				39855	39720	-135	0
		NW 25 St Exit	1270	1275	755	10303	10272	-31	0	50	30	D				39855	39716	-139	0
	NW 25 St Exit		1275	1280	890	8661	8430	-231	-3	55	26	C				33505	32701	-804	-2
			1280	1285	861	8661	8428	-233	-3	50	31	D				33505	32696	-809	-2
		NW 25 St Entrance	1285	1290	861	8661	8427	-234	-3	56	30	D				33505	32692	-813	-2
	NW 25 St Entrance		1290	1295	1480	9996	9761	-235	-2	56	29	D				38667	37836	-831	-2
		End SR 826 NB Mainline	1295	1300	1464	9996	9765	-231	-2	57	29	D				38667	37830	-837	-2
SR 826 NB Ramps	US-1 NB	SR 826 NB	1500	1005	350	2693	1946	-747	-28	48	20	C				10422	7531	-2891	-28
	SR 826 NB	Dummy Rd Exit	1015	1501	265	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	SR 826 NB		1025	1504	510	150	113	-37	-25	40	2	A				581	436	-145	-25
		SW 88 St Exit	1504	1505	233	150	113	-37	-25	40	1	A				581	438	-143	-25
	SW 88 St EB Entrance		1510	1515	282	701	678	-23	-3	28	24	C				2713	2623	-90	-3
			1515	1520	821	701	677	-24	-3	37	18	B				2713	2624	-89	-3
		SR 826 NB	1520	1040	490	701	676	-25	-4	38	18	B				2713	2624	-89	-3
	SW 88 St WB Entrance		1525	1530	360	1622	1594	-28	-2	38	42	E				6275	6162	-113	-2
			1530	1535	693	1622	1593	-29	-2	37	43	E				6275	6160	-115	-2
		SR 826 NB	1535	1045	689	1622	1592	-30	-2	37	43	F				6275	6161	-114	-2
	SR 826 NB		1050	1540	434	360	300	-60	-17	40	8	A				1391	1167	-224	-16
		SW 72 St Exit	1540	1545	543	360	299	-61	-17	36	5	A				1391	1166	-225	-16
	SW 72 St Entrance		1550	1555	226	1473	1536	63	4	39	18	B				5699	5906	207	4
		SR 826 NB	1555	1060	489	1473	1538	65	4	39	20	B				5699	5906	207	4
	SR 826 NB		1070	1560	571	597	523	-74	-12	39	13	B				2307	2056	-251	-11
			1560	1565	468	597	524	-73	-12	39	14	B				2307	2058	-249	-11
		SW 56 St Exit	1565	1570	381	597	523	-74	-12	33	16	B				2307	2055	-252	-11
	SR 826 NB		1080	1575	312	717	617	-100	-14	43	14	B				2775	2406	-369	-13
			1575	1580	552	717	618	-99	-14	44	14	B				2775	2405	-370	-13
			1580	1585	341	717	619	-98	-14	43	14	B				2775	2407	-368	-13
		SW 40 St Exit	1585	1590	136	717	619	-98	-14	43	14	B				2775	2408	-367	-13
	SW 56 St Entrance		1595	1600	231	1175	1063	-112	-10	42	25	C				4544	4154	-390	-9
		SR 826 NB	1600	1110	640	1175	1062	-113	-10	43	25	C				4544	4153	-391	-9
	SR 874 Entrance		1605	1610	760	3237	3240	3	0	48	23	C				12520	12523	3	0
			1610	1615	648	3237	3243	6	0	48	23	C				12520	12527	7	0
		SR 826 NB	1615	1115	716	3237	3243	6	0	48	23	C				12520	12530	10	0
	SW 40 St EB Entrance		1620	1625	168	473	442	-31	-7	22	20	B				1830	1729	-101	-6
			1625	1630	244	473	445	-28	-6	23	19	B				1830	1730	-100	-5
		SR 826 NB	1630	1120	147	473	444	-29	-6	23	19	B				1830	1733	-97	-5
	SW 40 St WB Entrance		1635	1640	223	1240	1142	-98	-8	39	29	D				4797	4643	-154	-3
		SR 826 NB	1640	1140	1084	1240	1142	-98	-8	38	30	D				4797	4640	-157	-3
	SR 826 NB		1155	1645	220	1073	1010	-63	-6	38	27	C				4152	3930	-222	-5
		SW 24 St Exit	1645	1650	302	1073	1010	-63	-6	29	36	E				4152	3930	-222	-5
	SW 24 St Entrance		1655	1660	178	922	931	9	1	28	33	D				3566	3592	26	1
		SR 826 NB	1660	1160	401	922	932	10	1	36	26	C				3566	3592	26	1
	SR 826 NB		1180	1665	383	1901	1787	-114	-6	42	25	C				7354	6943	-411	-6
			1665	1670	501	1901	1787	-114	-6	41	28	C				7354	6942	-412	-6
		SW 8 St Exit	1670	1675	474	1901	1786	-115	-6	30	39	E				7354	6943	-411	-6
	SW 8 St EB Entrance		1680	1685	226	819	798	-21	-3	23	35	D				3167	3080	-87	-3
			1685	1690	262	819	799	-20	-2	23	34	D				3167	3081	-86	-3
			1690	1695	249	819	798	-21	-3	23	34	D				3167	3079	-88	-3
			1695	1700	329	819	798	-21	-3	33	24	C				3167	3077	-90	-3
			1700	1705	508	819	799	-20	-2	38	21	C				3167	3077	-90	-3
			1705	1710	511	819	798	-21	-3	37	22	C				3167	3074	-93	-3
		SR 826 NB	1710	1200	346	819	797	-22	-3	37	22	C				3167	3073	-94	-3
	SW 8 St WB Entrance		1715	1720	602	335	285	-50	-15	39	7	A				1295	1125	-170	-13
		SR 826 NB	1720	1205	170	335	287	-48	-14	39	7	A				1295	1128	-167	-13
	SR 826 NB	SR 826 EL NB Exit	1210	1722	571	746	674	-72	-10	61	11	B				2889	2635	-254	-9
	SR 826 NB	FlaglerSt/NW 72 Ave Exit	1215	1725	193	1609	1514	-95	-6	43	18	B				6229	5854	-375	-6
	SR 826 NB	SR 836 EB/WB Exit	1225	1730	310	2805	2452	-353	-13	48	17	B				10848	9548	-1300	-12
	Flagler St Entrance		1735	1740	449	1327	1296	-31	-2	38	28	D				5138	5012	-126	-2
		SR 826 NB	1740	1240	234	1327	1295	-32	-2	38	34	D				5138	5010	-128	-2
	SR 836 WB/NW 72 Ave Entranc	SR 826 NB	1745	1250	250	2447	2555	108	4	38	34	D				9463	9952	489	5
	SR 836 EB Entrance		1750	1755	596	1796	1739	-57	-3	43	20	C				6944	6742	-202	-3
		SR 826 NB	1755	1260	567	1796	1739	-57	-3	44	34	D				6944	6744	-200	-3
	SR 826 NB		1275	1760	378	1642	1844	202	12	39	23	C				6353	7013	660	10
		NW 25 St Exit	1760	1765	263	1642	1844	202	12	40	23	C				6353	7014	661	10
	NW 25 St Entrance		1770	1775	218	1334	1333	-1	0	40	36	E				5159	5158	-1	0
		SR 826 NB	1775	1290	590	1334	1333	-1	0	39	34	D				5159	5160	1	0
	Begin SR 826 SB Mainline	Dummy Ramp Entrance	2000	2005	593	9262	8845	-417	-5	58	40	E				35832	35207	-625	-2
	Dummy Ramp Entrance		2005	2010	1249	10262	9847	-415	-4	57	29	D				39700	39074	-626	-2
			2010	2015	1249	10262	9845	-417	-4	57	29	D				39700	39070	-630	-2
		NW 25 St Exit	2015	2020	1249	10262	9847	-415	-4	56	30	D				39700	39069	-631	-2
	NW 25 St Exit		2020	2025	700	9008	8675	-333	-4	57	31	D				34846	34328	-518	-1
		Dummy Ramp Entrance	2025	2030	700	9008	8675	-333	-4	56	31	D				34846	34330	-516	-1

SR 826 SB	Dummy Ramp Entrance		2030	2035	698	9008	8675	-333	-4	57	26	C				34846	34329	-517	-1
		NW 25 St Entrance	2035	2040	700	9008	8673	-335	-4	57	26	C				34846	34324	-522	-1
	NW 25 St Entrance		2040	2045	804	11425	11094	-331	-3	52	28	D				44194	43669	-525	-1
			2045	2050	806	11425	11096	-329	-3	42	38	E				44194	43675	-519	-1
		SR 836 EB/WB Exit	2050	2055	805	11425	11098	-327	-3	39	41	E				44194	43680	-514	-1
	SR 836 EB/WB Exit	NW 72 Ave/NW 87 Ave Exit	2055	2060	999	9201	8936	-265	-3	50	35	E				35588	35178	-410	-1
	NW 72 Ave/NW 87 Ave Exit	Flagler St/SW 8 St Exit	2060	2065	955	8955	8700	-255	-3	53	33	D				34641	34231	-410	-1
	Flagler St/SW 8 St Exit	SR 826 EL SB Exit	2065	2070	895	6931	6676	-255	-4	56	30	D				26812	26264	-548	-2
	SR 826 EL SB Exit		2070	2075	899	7895	7637	-258	-3	57	27	C				30539	29985	-554	-2
		SR 836 EB/WB Entrance	2075	2080	895	7895	7635	-260	-3	57	27	C				30539	29983	-556	-2
	SR 836 EB/WB Entrance		2080	2085	714	10471	10071	-400	-4	54	27	C				40504	39260	-1244	-3
			2085	2090	604	10471	10071	-400	-4	55	30	D				40504	39249	-1255	-3
			2090	2095	617	10471	10072	-399	-4	55	30	D				40504	39240	-1264	-3
			2095	2100	704	10471	10076	-395	-4	55	31	D				40504	39228	-1276	-3
		Flagler St Entrance	2100	2105	704	10471	10076	-395	-4	55	36	E				40504	39216	-1288	-3
	Flagler St Entrance		2105	2110	820	11601	11191	-410	-4	52	36	E				44877	43514	-1363	-3
			2110	2115	819	11601	11190	-411	-4	53	42	E				44877	43502	-1375	-3
		SW 8 St Entrance	2115	2120	820	11601	11194	-407	-4	55	41	E				44877	43484	-1393	-3
	SW 8 St Entrance		2120	2125	772	13176	12642	-534	-4	53	40	E				50968	49031	-1937	-4
			2125	2130	773	13176	12639	-537	-4	51	41	E				50968	49008	-1960	-4
		SW 24 St Exit	2130	2135	771	13176	12632	-544	-4	50	43	E				50968	48987	-1981	-4
	SW 24 St Exit	SW 24 St Entrance	2135	2140	1216	11523	10956	-567	-5	56	33	D				44577	42581	-1996	-4
	SW 24 St Entrance		2140	2145	1168	12555	11957	-598	-5	55	32	D				48564	46415	-2149	-4
			2145	2150	1168	12555	11951	-604	-5	53	38	E				48564	46339	-2225	-5
		SW 40 St Exit	2150	2155	1169	12555	11947	-608	-5	54	32	D				48564	46246	-2318	-5
	SW 40 St Exit		2155	2160	555	10492	9944	-548	-5	56	30	D				40582	38413	-2169	-5
			2160	2165	554	10492	9943	-549	-5	55	31	D				40582	38358	-2224	-5
			2165	2170	556	10492	9933	-559	-5	54	31	D				40582	38305	-2277	-6
			2170	2175	555	10492	9925	-567	-5	54	31	D				40582	38247	-2335	-6
		SW 56 St Exit	2175	2180	554	10492	9927	-565	-5	51	33	D				40582	38198	-2384	-6
	SW 56 St Exit	SR 874 Exit	2180	2185	1240	8681	8143	-538	-6	52	26	C				33578	31189	-2389	-7
	SR 874 Exit		2185	2190	570	5175	4778	-397	-8	54	33	D				20017	18175	-1842	-9
			2190	2195	569	5175	4779	-396	-8	55	34	D				20017	18136	-1881	-9
			2195	2200	569	5175	4776	-399	-8	54	34	D				20017	18095	-1922	-10
			2200	2205	569	5175	4770	-405	-8	53	35	E				20017	18056	-1961	-10
			2205	2210	569	5175	4763	-412	-8	53	37	E				20017	18012	-2005	-10
		SW 40 St Entrance	2210	2215	569	5175	4756	-419	-8	52	38	E				20017	17969	-2048	-10
	SW 40 St Entrance		2215	2220	979	6111	5710	-401	-7	51	37	E				23639	21670	-1969	-8
		SW 56 St Entrance	2220	2225	979	6111	5675	-436	-7	50	39	E				23639	21561	-2078	-9
	SW 56 St Entrance		2225	2230	1302	6689	6189	-500	-7	46	45	F				25876	23630	-2246	-9
		SW 24 St Exit	2230	2235	1302	6689	6128	-561	-8	41	52	F				25876	23529	-2347	-9
	SW 24 St Exit		2235	2240	1167	5144	4643	-501	-10	40	62	F				19899	18030	-1869	-9
		SW 24 St Entrance	2240	2245	1167	5144	4582	-562	-11	38	69	F				19899	17949	-1950	-10
	SW 24 St Entrance		2245	2250	835	5498	4968	-530	-10	33	64	F				21264	19528	-1736	-8
		SW 88 St Exit	2250	2255	833	5498	4935	-563	-10	31	78	F				21264	19478	-1786	-8
	SW 88 St Exit		2255	2260	1011	2878	2487	-391	-14	26	97	F				11129	9981	-1148	-10
			2260	2265	1011	2878	2431	-447	-16	20	108	F				11129	9919	-1210	-11
			2265	2270	1012	2878	2383	-495	-17	16	123	F				11129	9856	-1273	-11
		SW 88 St Entrance	2270	2275	962	2878	2356	-522	-18	12	133	F				11129	9787	-1342	-12
	SW 88 St Entrance	Dummy Ramp Entrance	2275	2280	588	3100	2562	-538	-17	10	135	F				11991	10607	-1384	-12
	Dummy Ramp Entrance		2280	2285	542	3100	2553	-547	-18	9	107	F				11991	10571	-1420	-12
		US-1 SB Exit	2285	2290	501	3100	2542	-558	-18	9	106	F				11991	10544	-1447	-12
	US-1 SB Exit	**End SR 826 SB Mainline**	2290	2295	132	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
SR 826 SB Ramps	Dummy Ramp Entrance	SR 826 SB	2500	2005	381	1000	1002	2	0	40	13	B				3868	3867	-1	0
	SR 826 SB		2020	2505	709	1255	1172	-83	-7	38	31	D				4855	4744	-111	-2
		NW 25 St Exit	2505	2510	247	1255	1172	-83	-7	38	31	D				4855	4743	-112	-2
	Dummy Ramp Entrance	SR 826 SB	2515	2030	149	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	NW 25 St Entrance		2520	2525	306	2417	2419	2	0	39	33	D				9348	9345	-3	0
		SR 826 SB	2525	2040	453	2417	2419	2	0	39	31	D				9348	9347	-1	0
	SR 826 SB	SR 836 EB/WB Exit	2055	2530	213	2225	2163	-62	-3	47	15	B				8608	8503	-105	-1
	SR 826 SB		2060	2535	330	246	238	-8	-3	49	5	A				949	951	2	0
		NW 72 Ave/NW 87 Ave Exit	2535	2540	233	246	239	-7	-3	49	5	A				949	952	3	0
	SR 826 SB	Flagler St/SW 8 St Exit	2065	2545	279	2023	2024	1	0	43	23	C				7828	7967	139	2
	SR 826 EL SB Entrance	SR 826 SB	2552	2070	560	963	964	1	0	64	16	B				3725	3723	-2	0
	SR 836 EB/WB Entrance	SR 826 SB	2550	2080	406	2577	2437	-140	-5	44	27	C				9968	9295	-673	-7
	Flagler St Entrance	SR 826 SB	2555	2105	289	1130	1117	-13	-1	43	26	C				4371	4317	-54	-1
	SW 8 St Entrance		2560	2565	781	1575	1442	-133	-8	35	40	E				6093	5566	-527	-9
		SR 826 SB	2565	2120	341	1575	1441	-134	-9	37	39	E				6093	5562	-531	-9
	SR 826 SB		2135	2570	443	1652	1662	10	1	37	45	F				6388	6345	-43	-1
		SW 24 St Exit	2570	2575	236	1652	1664	12	1	30	36	E				6388	6344	-44	-1
	SW 24 St Entrance		2580	2585	146	1031	1022	-9	-1	24	43	E				3987	3927	-60	-2
		SR 826 SB	2585	2140	380	1031	1021	-10	-1	34	30	D				3987	3919	-68	-2
	SR 826 SB		2155	2590	444	2063	1998	-65	-3	49	21	C				7979	7771	-208	-3
		SW 40 St Exit	2590	2595	379	2063	1999	-64	-3	49	20	C				7979	7772	-207	-3
	SR 826 SB	SW 56 St Exit	2180	2600	633	1809	1784	-25	-1	45	43	F				7000	6924	-76	-1
	SR 826 SB		2185	2605	701	3506	3365	-141	-4	48	24	C				13562	12970	-592	-4
		SR 874 Exit	2605	2610	528	3506	3365	-141	-4	48	23	C				13562	12971	-591	-4
	SW 40 St Entrance	SR 826 SB	2615	2215	373	936	976	40	4	45	29	D				3621	3806	185	5
	SW 56 St Entrance		2620	2625	725	577	561	-16	-3	34	14	B				2234	2186	-48	-2
		SR 826 SB	2625	2225	668	577	563	-14	-2	36	16	B				2234	2187	-47	-2
	SR 826 SB	SW 72 St Exit	2235	2630	376	1545	1411	-134	-9	29	30	D				5975	5406	-569	-10
	SW 72 St Entrance		2635	2640	341	353	414	61	17	38	9	A				1367	1626	259	19
		SR 826 SB	2640	2245	570	353	414	61	17	37	11	B				1367	1626	259	19
	SR 826 SB		2255	2645	738	2620	2395	-225	-9	46	26	C				10134	9437	-697	-7
		SW 88 St Exit	2645	2650	225	2620	2394	-226	-9	48	25	C				10134	9433	-701	-7
	SW 88 St Entrance		2655	2660	172	222	220	-2	-1	29	7	A				861	857	-4	0
			2660	2665	179	222	219	-3	-1	29	7	A				861	856	-5	-1
		SR 826 SB	2665	2275	632	222	220	-2	-1	35	6	A				861	858	-3	0
	Dummy Ramp Entrance	SR 826 SB	2670	2280	160	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	SR 826 SB	US-1 SB Exit	2290	2675	163	3100	2536	-564	-18	9	147	F				11991	10532	-1459	-12
SR 826 NB to SR 836 EB CD	**Begin SR 826 NB To SR 826 EB C**	SR 826 NB Entrance	1310	1315	201	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	SR 826 NB Entrance		1315	1320	232	2805	2451	-354	-13	48	13	B				10848	9547	-1301	-12
		SR 836 WB Exit	1320	1325	187	2805	2452	-353	-13	46	13	B				10848	9546	-1302	-12
	SR 836 WB Exit	Dummy Ramp Exit	1325	1330	317	2108	1833	-275	-13	48	13	B				8158	7164	-994	-12
	Dummy Ramp Exit		1330	1335	305	2108	1837	-271	-13	48	19	B				8158	7166	-992	-12
			1335	1340	388	2108	1836	-272	-13	49	19	B				8158	7160	-998	-12
			1340	1345	388	2108	1837	-271	-13	49	19	B				8158	7162	-996	-12
			1345	1350	670	2108	1836	-272	-13	48	19	B				8158	7159	-999	-12
			1350	1355	681	2108	1837	-271	-13	48	19	B				8158	7157	-1001	-12
		SR 826 SB Entrance	1355	1360	576	2108	1837	-271	-13	48	19	B				8158	7156	-1002	-12
	SR 826 SB Entrance	SR 836 EB Exit	1360	1365	224	3417	3113	-304	-9	48	22	C				13217	12158	-1059	-8
	SR 836 EB Exit	**End SR 826 NB To SR 826 EB CD**	1365	1370	143	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
SR 826 NB to SR 836 EB CD Ramps	SR 826 NB Entrance	SR 826 NB To SR 836 EB CD	1730	1315	305	2805	2451	-354	-13	49	17	B				10848	9547	-1301	-12
	SR 826 NB To SR 836 EB CD		1325	1780	335	695	619	-76	-11	48	7	A				2690	2382	-308	-11
			1780	1785	427	695	619	-76	-11	49	6	A				2690	2380	-310	-12
			1785	1790	440	695	619	-76	-11	49	6	A				2690	2380	-310	-12
		SR 836 WB Exit	1790	1795	470	695	620	-75	-11	49	6	A				2690	2382	-308	-11
	SR 826 NB To SR 836 EB CD	Dummy Ramp Exit	1330	1800	150	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	SR 826 SB Entrance		1805	1810	840	1307	1274	-33	-3	47	14	B				5057	5001	-56	-1
			1810	1815	930	1307	1275	-32	-2	47	25	C				5057	5003	-54	-1
		SR 826 NB To SR 836 EB CD	1815	1360	337	1307	1274	-33	-3	47	27	C				5057	5003	-54	-1
	SR 826 NB To SR 836 EB CD	SR 836 EB Exit	1365	3525	171	3417	3113	-304	-9	48	22	C				13217	12156	-1061	-8
SR 836 WB to SR 826 NB CD	**Begin SR 836 WB to SR 826 NB C**	SR 836 WB Entrance	1380	1385	113	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	SR 836 WB Entrance		1385	1390	138	2959	2975	16	1	49	15	B				11448	11456	8	0
		Dummy Ramp Exit	1390	1395	140	2959	2976	17	1	49	15	B				11448	11457	9	0
	Dummy Ramp Exit	SR 826 SB Exit	1395	1400	376	2959	2975	16	1	49	20	C				11448	11455	7	0
	SR 826 SB Exit		1400	1405	276	1133	1275	142	13	49	13	B				4383	4954	571	13
			1405	1410	494	1133	1274	141	12	49	13	B				4383	4955	572	13
			1410	1415	459	1133	1275	142	13	49	13	B				4383	4956	573	13
		NW 72 Ave Entrance	1415	1420	497	1133	1274	141	12	49	13	B				4383	4953	570	13
	NW 72 Ave Entrance		1420	1425	121	2447	2553	106	4	42	20	C				9463	9953	490	5
		SR 826 NB Exit	1425	1430	128	2447	2554	107	4	36	24	C				9463	9954	491	5
	SR 826 NB Exit	**End SR 836 WB to SR 826 NB CD**	1430	1435	238	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
SR 836 WB to SR 826 NB CD	SR 836 WB Entrance	SR 836 WB to SR 826 NB CD	4505	1385	301	2959	2975	16	1	49	20	C				11448	11457	9	0
	SR 836 WB to SR 826 NB CD	Dummy Ramp Exit	1395	1830	100	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	SR 836 WB to SR 826 NB CD		1400	1835	278	1827	1700	-127	-7	48	18	B				7067	6498	-569	-8
		SR 826 SB Exit	1835	1840	508	1827	1700	-127	-7	49	18	B				7067	6496	-571	-8
	NW 72 Ave Entrance	SR 836 WB to SR 826 NB CD	1845	1420	203	1313	1280	-33	-3	40	32	D				5077	5002	-75	-1
	SR 836 WB to SR 826 NB CD	SR 826 NB Exit	1430	1745	192	2447	2554	107	4	25	36	E				9463	9953	490	5
NW 72 Ave to SR 826 NB	**Begin NW 72 Ave to SR 826 NB CD**	SR 836 WB Exit	1450	1455	251	3582	3495	-87	-2	24	77	F				13857	13736	-121	-1
	SR 836 WB Exit		1455	1460	321	3582	3495	-87	-2	24	73	F				13857	13739	-118	-1
		SR 826 NB Exit	1460	1465	246	1313	1278	-35	-3	39	32	D				5077	5005	-72	-1
	SR 826 NB Exit		1465	1470	327	1313	1279	-34	-3	41	31	D				5077	5003	-74	-1
	SR 826 NB Exit	**End NW 72 Ave to SR 826 NB CD**	1470	1475	141	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!

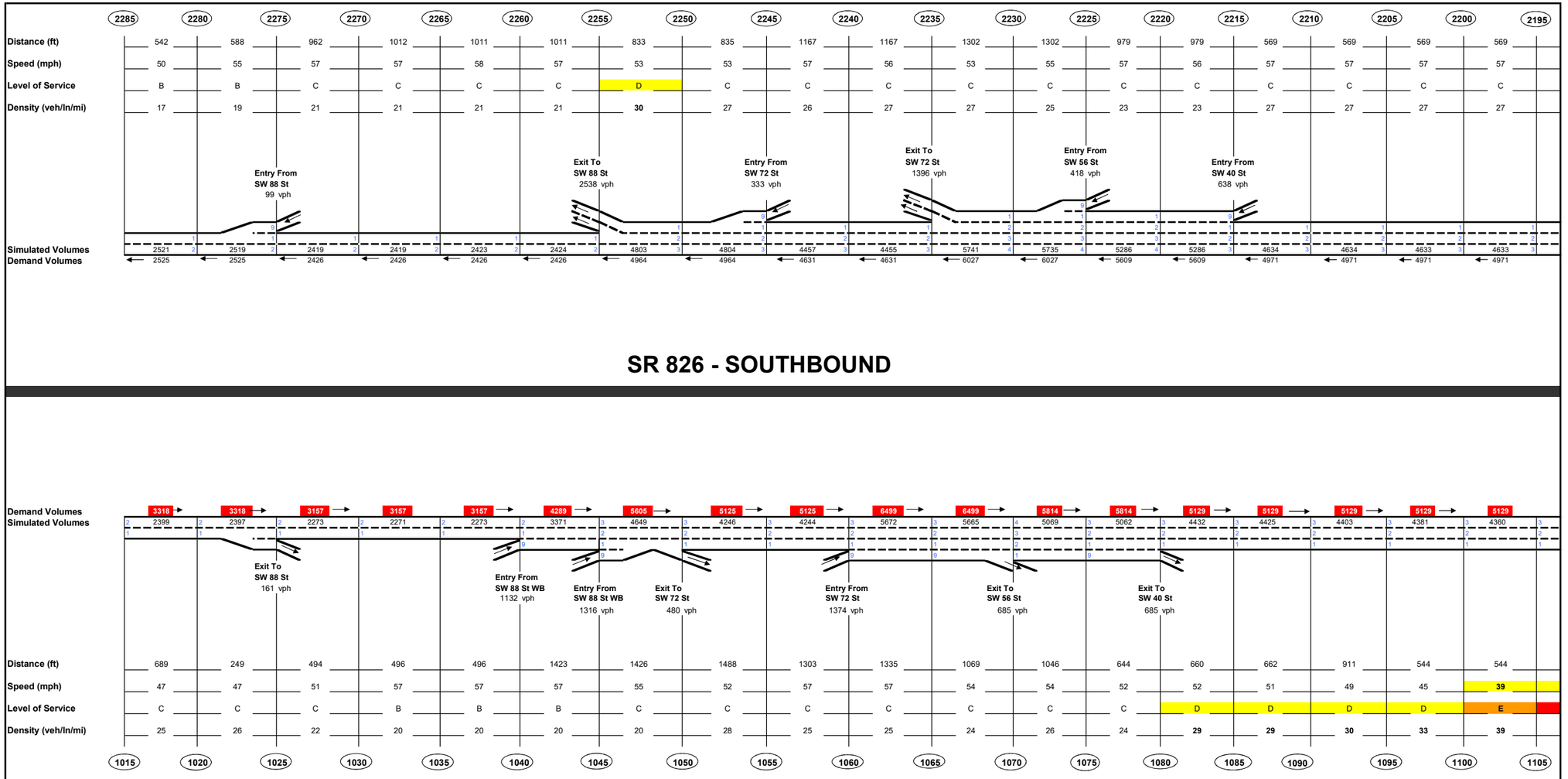
NW72Ave to SR 826 NB Ramps	NW 72 Ave to SR 826 NB CD	SR 836 WB Exit	1460	4530	254	2269	2217	-52	-2	33	66	F				8778	8735	-43	0
	NW 72 Ave to SR 826 NB CD	SR 826 NB Exit	1470	1845	176	1313	1279	-34	-3	41	31	D				5077	5004	-73	-1
SR 826 SB to SR 836 WB CD	**Begin SR 826 SB to SR 836 WB C**	SR 826 SB Entrance	2370	2375	120	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	SR 826 SB Entrance		2375	2380	150	2225	2163	-62	-3	49	11	B				8608	8501	-107	-1
		SR 836 EB Exit	2380	2385	150	2225	2165	-60	-3	47	12	B				8608	8504	-104	-1
	SR 836 EB Exit	Dummy Ramp Exit	2385	2390	410	918	890	-28	-3	49	6	A				3551	3504	-47	-1
	Dummy Ramp Exit		2390	2395	429	918	890	-28	-3	49	9	A				3551	3504	-47	-1
			2395	2400	579	918	890	-28	-3	49	9	A				3551	3504	-47	-1
		SR 826 NB Entrance	2400	2405	728	918	888	-30	-3	49	9	A				3551	3506	-45	-1
	SR 826 NB Entrance	Dummy Ramp Entrance	2405	2410	538	1613	1503	-110	-7	48	10	B				6238	5884	-354	-6
	Dummy Ramp Entrance	SR 836 WB Exit	2410	2415	538	1613	1501	-112	-7	46	8	A				6238	5885	-353	-6
	SR 836 WB Exit	NW 87 Ave Exit	2415	2420	234	201	181	-20	-10	47	1	A				781	723	-58	-7
	NW 87 Ave Exit	**End SR 826 SB to SR 836 WB CD**	2420	2425	139	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
SR 826 SB to SR 836 WB CD Ramps	SR 826 SB Entrance	SR 826 SB to SR 836 WB CD	2530	2375	166	2225	2163	-62	-3	49	15	B				8608	8502	-106	-1
	SR 826 SB to SR 836 WB CD		2385	2745	442	1307	1274	-33	-3	48	13	B				5057	4999	-58	-1
			2745	2750	501	1307	1273	-34	-3	49	13	B				5057	5002	-55	-1
			2750	2755	583	1307	1274	-33	-3	49	13	B				5057	5000	-57	-1
		SR 836 EB Exit	2755	1805	561	1307	1275	-32	-2	49	13	B				5057	5001	-56	-1
	SR 826 SB to SR 836 WB CD	Dummy Ramp Exit	2390	2760	161	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	SR 826 NB Entrance		1795	2765	496	695	619	-76	-11	49	6	A				2690	2379	-311	-12
			2765	2770	425	695	618	-77	-11	49	6	A				2690	2381	-309	-11
			2770	2775	410	695	618	-77	-11	48	6	A				2690	2381	-309	-11
		SR 826 SB to SR 836 WB CD	2775	2405	561	695	617	-78	-11	48	10	A				2690	2380	-310	-12
	Dummy Ramp Exit	SR 826 SB to SR 836 WB CD	2780	2410	141	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	SR 826 SB to SR 836 WB CD	SR 836 WB Exit	2415	4510	239	1412	1320	-92	-7	46	29	D				5459	5159	-300	-5
	SR 826 SB to SR 836 WB CD	NW 87 Ave Exit	2420	4560	226	201	183	-18	-9	36	3	A				781	725	-56	-7
SR 826 SB CD RD	**Begin SR 826 SB CD**	SR 826 SB Entrance	2300	2305	103	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	SR 826 SB Entrance		2305	2310	130	2023	2023	0	0	39	18	B				7828	7967	139	2
		Dummy Ramp Exit	2310	2315	130	2023	2024	1	0	32	22	C				7828	7969	141	2
	Dummy Ramp Exit		2315	2320	306	2023	2023	0	0	34	49	F				7828	7965	137	2
		SR 836 EB CD Entrance	2320	2325	443	2023	2024	1	0	39	52	F				7828	7966	138	2
	SR 836 EB CD Entrance		2325	2330	784	2616	2748	132	5	41	33	D				10122	10734	612	6
		Flagler St Exit	2330	2335	818	2616	2748	132	5	33	43	E				10122	10726	604	6
	Flagler St Exit	Flagler St Entrance	2335	2340	810	1023	1054	31	3	42	25	C				3956	4074	118	3
	Flagler St Entrance	Dummy Ramp Entrance	2340	2345	826	2354	2317	-37	-2	42	28	C				9109	8933	-176	-2
	Dummy Ramp Entrance	SR 826 SB Exit	2345	2350	828	2354	2322	-32	-1	43	18	B				9109	8926	-183	-2
	SR 826 SB Exit	SW 8th St Exit	2350	2355	288	1224	1208	-16	-1	42	10	A				4739	4604	-135	-3
	SW 8th St Exit	**End SR 826 SB CD**	2355	2360	175	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
SR 826 SB CD RD Ramps	SR 826 SB	SR 826 SB CD	2545	2305	133	2023	2023	0	0	43	24	C				7828	7968	140	2
	SR 826 SB CD	Dummy Ramp Exit	2315	2685	165	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	SR 836 EB CD Entrance		3560	2690	269	593	726	133	22	45	16	B				2293	2768	475	21
		SR 826 SB CD	2690	2325	446	593	725	132	22	43	17	B				2293	2769	476	21
	SR 826 SB CD		2335	2695	114	1593	1693	100	6	24	73	F				6166	6652	486	8
			2695	2700	447	1593	1689	96	6	23	75	F				6166	6652	486	8
		Flagler St Exit	2700	2705	200	1593	1687	94	6	22	62	F				6166	6652	486	8
	Flagler St Entrance		2710	2715	242	1331	1266	-65	-5	20	40	E				5153	4867	-286	-6
			2715	2720	145	1331	1265	-66	-5	23	56	F				5153	4866	-287	-6
			2720	2725	219	1331	1265	-66	-5	24	54	F				5153	4870	-283	-5
		SR 826 SB CD	2725	2340	222	1331	1264	-67	-5	32	40	E				5153	4870	-283	-5
	Dummy Ramp Entrance	SR 826 SB CD	2730	2345	129	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	SR 826 SB CD	SR 826 SB Exit	2350	2555	271	1130	1116	-14	-1	42	26	C				4371	4320	-51	-1
	SR 826 SB CD	SW 8th St Exit	2355	2735	277	1224	1208	-16	-1	39	16	B				4739	4605	-134	-3
SR 836 EB CD to SR 826 SB	**Begin SR 836 EB CD to SR 826 S**	SR 836 EB Entrance	2435	2440	254	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	SR 836 EB Entrance		2440	2445	295	750	737	-13	-2	43	9	A				2905	2825	-80	-3
		Dummy Ramp Entrance	2445	2450	294	750	736	-14	-2	43	9	A				2905	2822	-83	-3
	Dummy Ramp Entrance		2450	2455	525	750	736	-14	-2	43	17	B				2905	2822	-83	-3
		SR 836 WB Entrance	2455	2460	579	750	735	-15	-2	43	17	B				2905	2819	-86	-3
	SR 836 WB Entrance		2460	2465	211	2579	2436	-143	-6	43	19	B				9974	9301	-673	-7
		SR 826 SB Exit	2465	2470	209	2579	2437	-142	-6	42	19	B				9974	9300	-674	-7
	SR 826 SB Exit	**End SR 836 EB CD to SR 826 SB**	2470	2475	137	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
SR 836 CD to SR 836 SB Ramps	SR 836 EB Entrance	SR 836 EB CD to SR 826 SB	3600	2440	324	750	737	-13	-2	45	16	B				2905	2825	-80	-3
	SR 836 EB CD to SR 826 SB	Dummy Ramp Exit	2450	2790	134	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	SR 836 WB Entrance		1840	2795	550	1827	1699	-128	-7	45	19	B				7067	6490	-577	-8
			2795	2800	505	1827	1698	-129	-7	44	20	B				7067	6486	-581	-8
		SR 836 EB CD to SR 826 SB	2800	2460	779	1827	1700	-127	-7	44	19	B				7067	6481	-586	-8
	SR 836 EB CD to SR 826 SB	SR 826 SB Exit	2470	2550	295	2577	2437	-140	-5	36	22	C				9968	9300	-668	-7
SR 836 EB	**Begin SR 836 EB Mainline**		3000	3005	1283	5674	5674	0	0	48	30	D				21948	21949	1	0
		NW 87 Ave Exit	3005	3010	1259	5674	5672	-2	0	47	28	C				21948	21946	-2	0
	NW 87 Ave Exit		3010	3015	1075	4937	4936	-1	0	47	35	E				19098	19073	-25	0
			3015	3020	1075	4937	4938	1	0	47	35	E				19098	19078	-20	0
			3020	3025	1075	4937	4939	2	0	40	41	E				19098	19080	-18	0
		SR 826 NB/SB Exit	3025	3030	1075	4937	4941	4	0	38	44	F				19098	19078	-20	0
	SR 826 NB/SB Exit	NW 72 Ave Exit	3030	3035	910	3035	3036	1	0	48	21	C				11741	11728	-13	0
	NW 72 Ave Exit		3035	3040	1160	2325	2332	7	0	49	16	B				8995	9004	9	0
			3040	3045	850	2325	2332	7	0	49	12	B				8995	9007	12	0
			3045	3050	825	2325	2333	8	0	49	12	B				8995	9006	11	0
			3050	3055	770	2325	2332	7	0	49	12	B				8995	9005	10	0
			3055	3060	790	2325	2333	8	0	49	12	B				8995	9007	12	0
			3060	3065	1036	2325	2332	7	0	49	12	B				8995	9005	10	0
			3065	3070	914	2325	2334	9	0	49	16	B				8995	9006	11	0
		SR 826 NB/SB Entrance	3070	3075	910	2325	2334	9	0	49	16	B				8995	9007	12	0
	SR 826 NB/SB Entrance		3075	3080	1140	5741	5445	-296	-5	48	19	B				22208	21158	-1050	-5
		NW 72 Ave Entrance	3080	3085	1131	5741	5445	-296	-5	49	19	B				22208	21157	-1051	-5
			3085	3090	674	5741	5448	-293	-5	48	19	B				22208	21156	-1052	-5
	NW 72 Ave Entrance		3090	3095	1027	8571	8186	-385	-4	40	27	C				33156	31780	-1376	-4
		End SR 836 EB Mainline	3095	3100	944	8571	8183	-388	-5	48	29	D				33156	31778	-1378	-4
SR 836 EB Ramps	SR 836 EB		3010	3500	513	738	734	-4	-1	45	8	A				2851	2870	19	1
		NW 87 Ave Exit	3500	3505	349	738	735	-3	0	44	8	A				2851	2870	19	1
	SR 836 EB	SR 826 NB/SB Exit	3030	3510	445	1902	1905	3	0	42	46	F				7358	7350	-8	0
	SR 836 EB		3035	3515	482	710	704	-6	-1	44	16	B				2746	2725	-21	-1
		NW 72 Ave Exit	3515	3520	530	710	706	-4	-1	44	16	B				2746	2726	-20	-1
	SR 826 NB/SB Entrance	SR 836 EB	3525	3075	209	3417	3114	-303	-9	46	23	C				13217	12156	-1061	-8
	NW 72 Ave Entrance	SR 836 EB	3530	3090	291	2830	2745	-85	-3	45	31	D				10946	10628	-318	-3
SR 836 EB CD	**Begin SR 836 EB CD**		3115	3120	378	1361	1364	3	0	44	32	D				5266	5266	0	0
		SR 836 EB1 Entrance	3120	3125	656	1361	1361	0	0	44	31	D				5266	5267	1	0
	SR 836 EB1 Entrance		3125	3130	512	3263	3264	1	0	43	38	E				12622	12615	-7	0
		SR 826 NB/SB Exit	3130	3135	512	3263	3266	3	0	42	39	E				12622	12617	-5	0
	SR 826 NB/SB Exit		3135	3140	459	718	787	69	10	44	18	B				2777	3040	263	9
		SR 836 EB2 Entrance	3140	3145	286	718	788	70	10	44	18	B				2777	3042	265	10
	SR 836 EB2 Entrance	SR 826 SB Entrance	3145	3150	878	1428	1495	67	5	44	17	B				5525	5768	243	4
	SR 826 SB Entrance		3150	3155	481	2458	2529	71	3	45	14	B				9509	9754	245	3
		SR 826 SB CD Exit	3155	3160	484	2458	2527	69	3	44	15	B				9509	9753	244	3
	SR 826 SB CD Exit		3160	3165	606	1866	1802	-64	-3	44	14	B				7215	6984	-231	-3
		NW 72 Ave Exit	3165	3170	618	1866	1802	-64	-3	44	14	B				7215	6987	-228	-3
	NW 72 Ave Exit		3170	3175	607	1223	1128	-95	-8	44	13	B				4729	4393	-336	-7
		Flagler St Entrance	3175	3180	767	1223	1125	-98	-8	44	13	B				4729	4394	-335	-7
	Flagler St Entrance		3180	3185	777	1752	1664	-88	-5	44	13	B				6779	6454	-325	-5
			3185	3190	505	1752	1663	-89	-5	43	13	B				6779	6456	-323	-5
		NW 72 Ave Entrance	3190	3195	455	1752	1664	-88	-5	43	17	B				6779	6458	-321	-5
	NW 72 Ave Entrance		3195	3200	639	2830	2741	-89	-3	42	22	C				10946	10630	-316	-3
		Dummy Ramp Entrance	3200	3205	640	2830	2742	-88	-3	43	25	C				10946	10629	-317	-3
	Dummy Ramp Entrance		3205	3210	290	2830	2741	-89	-3	43	21	C				10946	10630	-316	-3
		SR 836 EB Exit	3210	3215	292	2830	2743	-87	-3	42	22	C				10946	10631	-315	-3
	SR 836 EB Exit	**End SR 836 EB CD**	3215	3220	204	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
SR 836 EB CD Ramps	SR 836 EB1 Entrance	SR 836 EB CD	3510	3125	390	1902	1905	3	0	45	43	E				7358	7351	-7	0
	SR 836 EB CD	SR 826 NB/SB Exit	3135	3540	231	2544	2476	-68	-3	45	28	C				9844	9575	-269	-3
	SR 836 EB2 Entrance	SR 836 EB CD	3520	3145	670	710	707	-3	0	47	15	B				2746	2723	-23	-1
	SR 826 SB Entrance		3545	3550	361	1031	1034	3	0	50	11	B				3987	3988	1	0
		SR 836 EB CD	3550	3150	418	1031	1034	3	0	50	10	B				3987	3988	1	0
	SR 836 EB CD		3160	3555	162	593	728	135	23	45	16	B				2293	2768	475	21
		SR 826 SB CD Exit	3555	3560	412	593	726	133	22	48	15	B				2293	2767	474	21
	SR 836 EB CD		3170	3565	184	642	674	32	5	39	9	A				2483	2593	110	4
		NW 72 Ave Exit	3565	3570	621	642	675	33	5	40	9	A				2483	2596	113	5
	Flagler St Entrance		3575	3580	369	528	538	10	2	42	9	A				2044	2062	18	1
		SR 836 EB CD	3580	3180	496	528	537	9	2	38	14	B				2044	2060	16	1
	NW 72 Ave Entrance		3585	3590	274	1077	1077	0	0	40	29	D				4170	4169	-1	0
		SR 836 EB CD	3590	3195	398	1077	1077	0	0	39	27	C				4170	4168	-2	0
	Dummy Ramp Entrance	SR 836 EB CD	3595	3205	142	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	SR 836 EB CD	SR 836 EB Exit	3215	3530	291	2830	2744	-86	-3	45	31	D				10946	10629	-317	-3
836 EB CD to SR 826 NB	**Begin SR 836 EB CD to SR 826 N**	SR 836 EB/NW 87 Ave Entrance	3230	3235	133	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	SR 836 EB/NW 87 Ave Entrance		3235	3240	573	2544	2477	-67	-3	49	17	B				9844	9573	-271	-3
		SR 826 SB Exit	3240	3245	513	2544	2477	-67	-3	48	17	B				9844	9572	-272	-3
	SR 826 SB Exit		3245	3250	787	1793	1741	-52	-3	49	18	B				6940	6742	-198	-3
			3250	3255	697	1793	1739	-54	-3	48	18	B				6940	6742	-198	-3

Transition Links	SR 826 NB Exit	3255	3260	683	1793	1740	-53
SR 836 EB CD to SR 826 NB Ramps	**End SR 836 EB CD to SR 826 NB**	3260	3265	150	0	0	#DIV/0!
	SR 836 EB CD to SR 826 NB	3540	3235	270	2544	2477	-63
	SR 836 EB CD to SR 826 NB	3245	3600	352	750	736	-14
	SR 836 EB CD to SR 826 NB	3260	1750	564	1793	1740	-53
SR 836 WB	**Begin SR 836 WB Mainline**	4000	4005	934	8134	8128	-6
	NW 72 Ave/NW 87 Ave Exit	4005	4010	845	8134	8135	1
	NW 72 Ave/NW 87 Ave Exit	4015	4020	958	6676	6681	5
	NW 72 Ave/NW 87 Ave Exit	4020	4025	848	6676	6681	5
	SR 826 NB/SB Exit	4025	4030	864	6676	6678	2
	SR 826 NB/SB Exit	4030	4035	759	3716	3704	-12
	SR 826 NB/SB Exit	4035	4040	773	3716	3701	-15
	SR 826 NB/SB Exit	4040	4045	732	3716	3703	-13
	SR 826 NB/SB Entrance	4045	4050	819	3716	3702	-14
	SR 826 NB/SB Entrance	4050	4055	835	3716	3701	-15
	SR 826 NB/SB Entrance	4055	4060	831	3716	3702	-14
	SR 826 NB/SB Entrance	4060	4065	829	3716	3704	-12
	SR 826 NB/SB Entrance	4065	4070	834	3716	3701	-15
	SR 826 NB/SB Entrance	4070	4075	1177	5128	5025	-103
	SR 826 NB/SB Entrance	4075	4080	1177	5128	5024	-104
	SR 826 NB/SB Entrance	4080	4085	1177	5128	5028	-100
	SR 826 NB/SB Entrance	4085	4090	1177	5128	5023	-105
	NW 87 Ave Entrance	4090	4095	1176	5128	5025	-103
	NW 87 Ave Entrance	4095	4100	1250	8159	7802	-357
	End SR 836 WB Mainline	4100	4105	1252	8159	7798	-361
SR 836 WB Ramps	NW 72 Ave/NW 87 Ave Exit	4015	4500	271	1458	1462	4
	SR 836 NB/SB Exit	4030	4505	356	2959	2974	15
	SR 836 WB	4510	4070	687	1412	1322	-90
	SR 836 WB	4515	4095	343	3032	2774	-258
SR 836 WB CD	**Begin SR 836 WB CD**	4120	4125	237	0	0	#DIV/0!
	SR 836 WB Entrance	4125	4130	409	1458	1464	6
	NW 72 Ave Exit	4130	4135	395	1458	1464	6
	NW 72 Ave Exit	4135	4140	876	1158	1161	3
	NW 72 Ave Exit	4140	4145	850	1158	1160	2
	NW 72 Ave Exit	4145	4150	790	1158	1161	3
	NW 72 Ave Entrance	4150	4155	806	1158	1160	2
	NW 72 Ave Entrance	4155	4160	553	1158	1161	3
	SR 826 SB Entrance	4160	4165	985	3426	3376	-50
	NW 72 Ave Exit	4165	4170	876	3671	3614	-57
	NW 84 Ave Exit	4170	4175	887	2640	2412	-228
	SR 826 NB Entrance	4175	4180	917	1785	1525	-260
	NW 87 Ave Entrance NB	4180	4185	840	1988	1707	-281
	NW 87 Ave Entrance NB	4185	4190	841	1988	1708	-280
	NW 87 Ave Exit	4190	4195	440	2398	2119	-279
	NW 87 Ave Exit	4195	4200	440	2398	2120	-278
	NW 87 Ave Entrance SB	4200	4205	639	1559	1300	-259
	NW 87 Ave Entrance SB	4205	4210	790	1559	1299	-260
	SR 836 WB Exit	4210	4215	706	3032	2773	-259
	End SR 836 WB CD	4215	4220	680	3032	2774	-258
SR 836 WB CD Ramps	SR 836 WB Entrance	4220	4225	184	0	0	#DIV/0!
	SR 836 WB CD	4500	4125	257	1458	1462	4
	NW 72 Ave 1 Exit	4135	4520	427	302	304	2
	SR 836 WB CD	4520	4525	293	302	303	1
	SR 826 SB Entrance	4530	4160	349	2269	2216	-53
	SR 836 WB CD	2540	4535	358	246	239	-7
	SR 836 WB CD	4535	4165	246	246	239	-7
	NW 72 Ave2 Exit	4170	4540	185	1031	1202	171
	SR 836 WB CD	4540	4545	298	1031	1201	170
	NW 84 Ave Exit	4175	4550	347	855	886	31
	SR 836 WB CD	4550	4555	270	855	886	31
SR 826 NB Entrance	SR 836 WB CD	4560	4180	285	201	182	-19
NW 87 Ave NB Entrance		4565	4570	133	411	410	-1
	SR 836 WB CD	4570	4190	181	411	410	-1
	SR 836 WB CD	4200	4575	159	839	821	-18
	NW 87 Ave Exit	4575	4580	146	839	821	-18
NW 87 Ave SB Entrance		4585	4590	204	1474	1474	0
SR 836 WB CD		4220	4515	360	3032	2774	-258
SR 836 WB Exit	**End SR 836 WB CD**	3300	3305	1127	4031	4032	1
Begin SR 874 NB	SW 40 St Exit	3305	3310	1151	4031	4030	-1
SW 40 St Exit		3310	3315	657	794	792	-2
		3315	3320	661	794	791	-3
	Dummy Ramp Entrance	3320	3325	536	794	791	-3
Dummy Ramp Entrance	SW 56 St Entrance	3325	3330	455	794	790	-4
	SW 40 St Exit	3330	3335	498	794	790	-4
SW 40 St Exit	**End SR 874 NB**	3335	3340	238	1551	1493	-58
SR 874 NB	SW 40 St Exit	3340	3345	227	1551	1491	-60
		3345	3350	193	0	0	#DIV/0!
Dummy Ramp Entrance	SR 974 NB	3310	3800	827	3237	3238	1
SR 826 NB Entrance	SW 40 St Exit	3800	1605	766	3237	3238	1
SR 974 NB	SW 40 St	3805	3330	155	0	0	#DIV/0!
Begin SR 874 SB	SW 40 St Entrance	3810	3335	165	756	702	-54
SW 40 St Entrance		3345	3815	251	1551	1492	-59
	Dummy Ramp Exit	4300	4305	155	0	0	#DIV/0!
Dummy Ramp Exit	SR 826 SB Entrance 1	4305	4310	337	2096	2062	-34
Dummy Ramp Exit	SW 56 St Exit	4310	4315	346	2096	2063	-33
SW 56 St Exit		4315	4320	365	2096	2061	-35
		4320	4325	517	3906	3837	-69
		4325	4330	276	1347	1152	-195
		4330	4335	815	1347	1151	-196
		4335	4340	636	1347	1150	-197
	SR 826 SB Entrance 2	4340	4345	673	1347	1151	-196
		4345	4350	1181	2693	4517	1824
	End SR 874 SB	4350	4355	1173	2693	4517	1824
SW 40 St Entrance	Dummy Ramp Exit	4800	4305	253	2096	2061	-35
SR 874 SB	Dummy Ramp Exit	4315	4805	105	0	0	#DIV/0!
SR 826 SB Entrance	SR 874 SB	2600	4320	630	1809	1780	-29
SR 874 SB	SW 56 St/SR 826 SB	4325	4810	344	2559	2683	124
SR 826 SB Entrance		2610	4825	450	3506	3368	-138
		4825	4830	653	3506	3368	-138
	SR 874 SB	4830	4345	698	3506	3368	-138
SW 40 St to SR 826 SB Begin	SW 40 St Entrance	4807	4815	158	0	0	#DIV/0!
SW 40 St Entrance		4815	4820	817	2559	2677	118
	SW 56 St Exit	4820	4835	401	2559	2674	115
SW 56 St Exit	SR 826 SB Exit	4835	4840	238	936	980	44
SR 826 SB Exit	**SW 40 St to SR 826 SB End**	4840	4845	161	0	0	#DIV/0!
SW 40 St Entrance	SW 40 St to SR 826 SB	4810	4815	521	2559	2681	122
SW 40 St to SR 826 SB	SW 56 St Exit	4835	4837	264	1624	1692	68
SW 40 St to SR 826 SB	SR 826 SB Exit	4840	2615	203	936	979	43
US-1 NB	SR 826 NB On Ramp	7150	1500	158	2693	1948	-745
SW 56 St	SR 826 NB On Ramp	7159	1595	146	1175	1063	-112
SW 88 St	SR 826 SB On Ramp	7255	2655	117	222	220	-2
SW 8 St	SR 826 SB On Ramp	7256	2560	136	1575	1443	-132
SW 72 St	SR 826 SB On Ramp	7262	2620	116	577	560	-17
Flagler St	SR 826 SB On Ramp	7263	2635	142	353	413	60
SW 88 St EB	SR 826 NB On Ramp	7271	2710	120	1331	1267	-64
SW 72 St	SR 826 NB On Ramp	7357	3575	201	528	538	10
SW 24 St	SR 826 SB On Ramp	7381	3810	119	756	702	-54
SW 40 St EB	SR 826 NB On Ramp	7480	4800	110	2096	2062	-34
SW 24 St	SR 826 NB On Ramp	7510	1510	111	701	679	-22
SW 8 St WB	SR 826 NB On Ramp	7525	1525	136	1622	1594	-28
SR 826 SB Off Ramp	SW 24 St	7550	1550	204	1473	1536	63
SR 826 SB Off Ramp	US-1 SB	7580	2580	146	1031	1023	-8
SR 874 SB Off Ramp	SW 56 St/SR 826 SB	7620	1620	123	473	444	-29
SR 826 NB Off Ramp	SW 72 St	7635	1635	132	1240	1143	-97
SR 826 NB Off Ramp	SW 40 St	7655	1655	172	922	932	10
SR 826 SB Off Ramp	SW 72 St	7680	1680	134	819	798	-21
SR 826 NB Off Ramp	SW 24 St	7715	1715	242	335	285	-50
SR 826 NB Off Ramp	Flagler St/NW 72 Ave	7735	1735	250	1327	1295	-32
SW 8 St EB	SR 826 NB On Ramp	1505	7505	120	150	113	-37
Flagler St	SR 826 NB On Ramp	1545	7545	130	360	300	-60
SR 826 SB Off Ramp	SW 88 St	1570	7570	207	597	521	-76
SR 826 SB Off Ramp	Flagler St	1590	7590	139	717	619	-98

	SR 826 NB Off Ramp	SW 56 St	1650	7650	153	1073	1009	-64	-6	23	49	F				4152	3930	-222	-5
	SR 826 SB Off Ramp	SW 40 St	1675	7675	122	1901	1784	-117	-6	23	52	F				7354	6940	-414	-6
	SR 826 NB Off Ramp	SW 8 St	1725	7725	111	1609	1514	-95	-6	40	19	B				6229	5853	-376	-6
	SW 40 St	SR 826 SB On Ramp	2575	7257	169	1652	1664	12	1	22	40	E				6388	6344	-44	-1
	SR 826 SB Off Ramp	SW 8 St	2595	7595	110	2063	1999	-64	-3	49	21	C				7979	7772	-207	-3
	SR 826 NB Off Ramp	SW 88 St	2630	7630	131	1545	1411	-134	-9	21	47	F				5975	5406	-569	-10
	Flagler St	SR 836 EB Ramp	2650	7265	117	2620	2396	-224	-9	47	25	C				10134	9435	-699	-7
	SR 826 NB/SW 56 St	SR 874 NB On Ramp	2675	7267	125	3100	2536	-564	-18	9	147	F				11991	10525	-1466	-12
	SW 40 St	SR 874 SB On Ramp	2705	7270	120	1593	1688	95	6	17	34	D				6166	6654	488	8
	SW 88 St WB	SR 826 NB On Ramp	2735	7273	152	1224	1208	-16	-1	38	16	B				4739	4604	-135	-3
	SR 874 NB Off Ramp	SW 40 St	3815	7815	127	1551	1492	-59	-4	39	19	B				5998	5779	-219	-4
	SW 40 St WB	SR 826 NB On Ramp	4837	7482	120	1624	1692	68	4	38	22	C				6282	6646	364	6

Section 4

Design Year 2045 No-Build AM and PM Lane Schematics



SR 826 - SOUTHBOUND

SR 826 - NORTHBOUND

LEGEND

511 Node Number

Speed (mph)
- 20 and below
- 20 - 30
- 30 - 45
- 45 and above

Freeway Geometric Coloring Density (Veh/LN/Hour)
- Density above 75
- Density above 55
- Density above 43

Freeway LOS Coloring Density (Veh/Mi/Ln)
- LOS A to C < 28
- LOS D 28- 35
- LOS E 35 - 43
- LOS F > 43

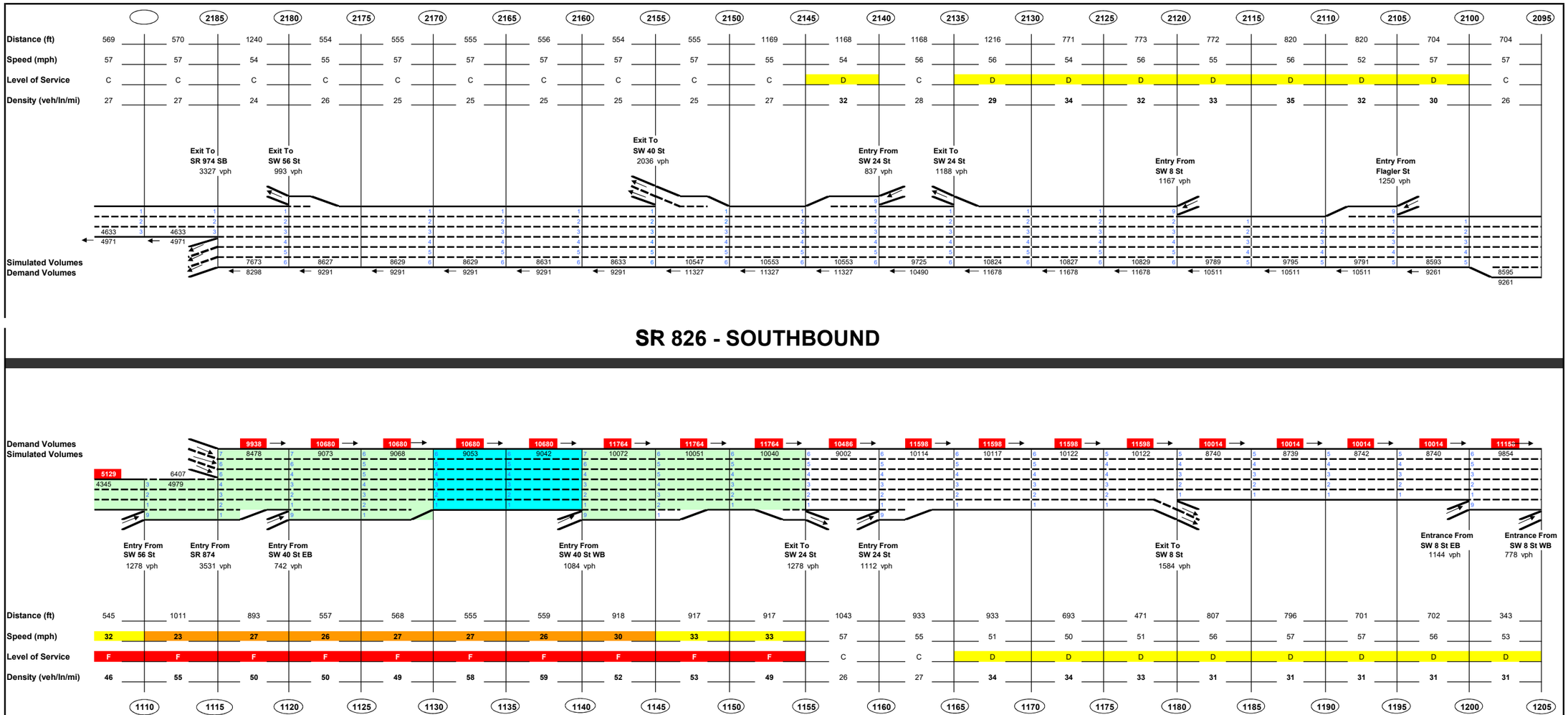
900 → Demand volume highlighted if simulated falls below = 90%
809 Simulated volume

Density Calculations from CORSIM not equivalent to calculations from HCM 2010
LOS Letter Grades based on density ranges specified in HCM 2010

SR-826 N-S PD&E STUDY
2045 NO BUILD CORSIM MODEL

Figure X
AM Peak Hour MOE's
SR 826 Lane Schematic

Date Submitted: October 2019 Peak Hour 8:00 - 9:00 Sheet 1 of 3



SR 826 - SOUTHBOUND

SR 826 - NORTHBOUND

LEGEND

511 Node Number

Speed (mph)

20	and below	
20	-	30
30	-	45
45	and above	

Freeway Geometric Coloring Density (Veh/LN/Hour)

Density above	75
Density above	55
Density above	43

Freeway LOS Coloring Density (Veh/Mi/Ln)

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

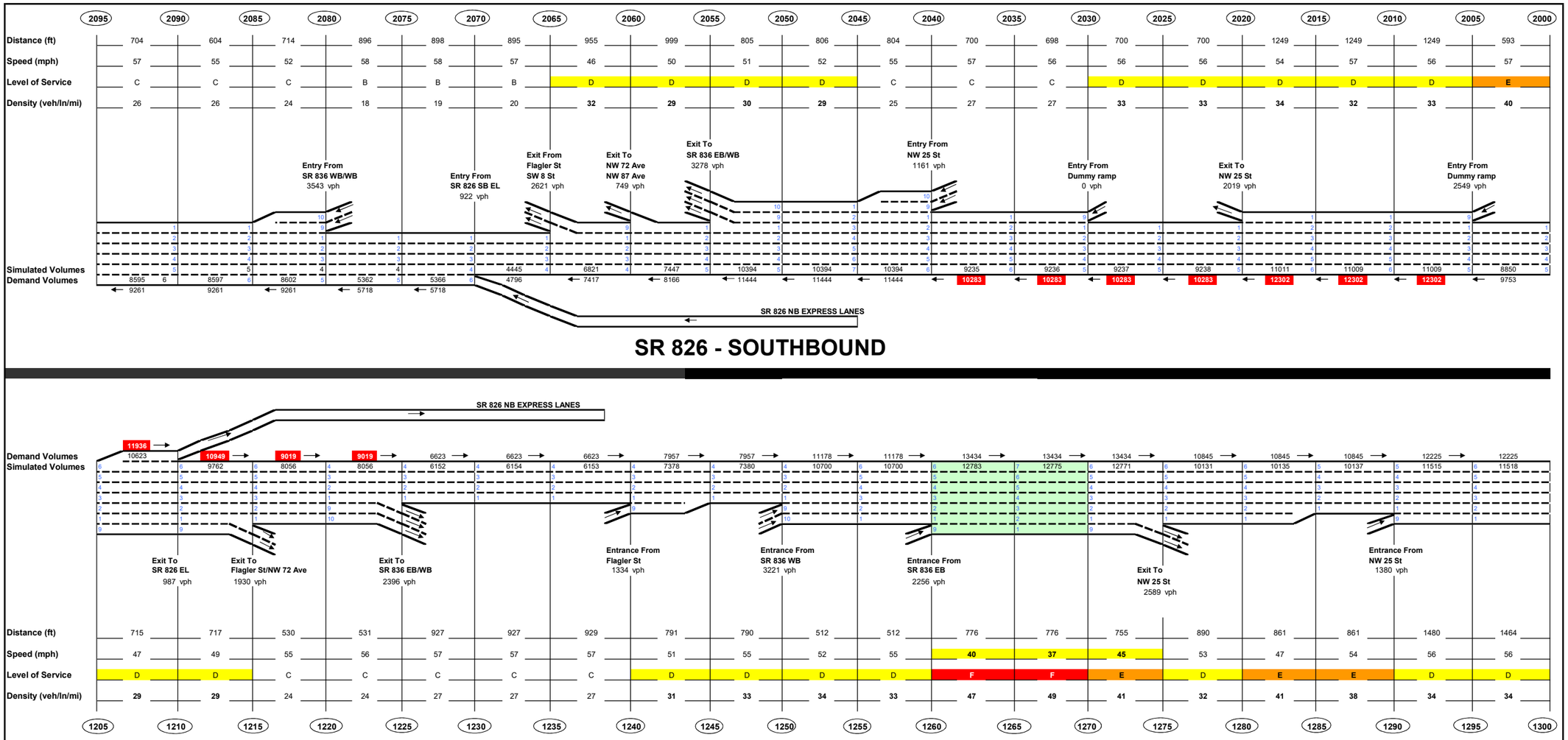
900 → Demand volume highlighted if simulated falls below = **90%**
809 Simulated volume

Density Calculations from CORSIM not equivalent to calculations from HCM 2010
LOS Letter Grades based on density ranges specified in HCM 2010

SR-826 N-S PD&E STUDY
2045 NO BUILD CORSIM MODEL

Figure X
AM Peak Hour MOE's
SR 826 Lane Schematic

Date Submitted: October 2019 Peak Hour 8:00 - 9:00



SR 826 - SOUTHBOUND

SR 826 - NORTHBOUND

LEGEND

511 Node Number

Speed (mph)

20	and below	
20	-	30
30	-	45
45	and above	

Freeway Geometric Coloring Density (Veh/LN/Hour)

Density above	75
Density above	55
Density above	43

Freeway LOS Coloring Density (Veh/Mi/Ln)

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

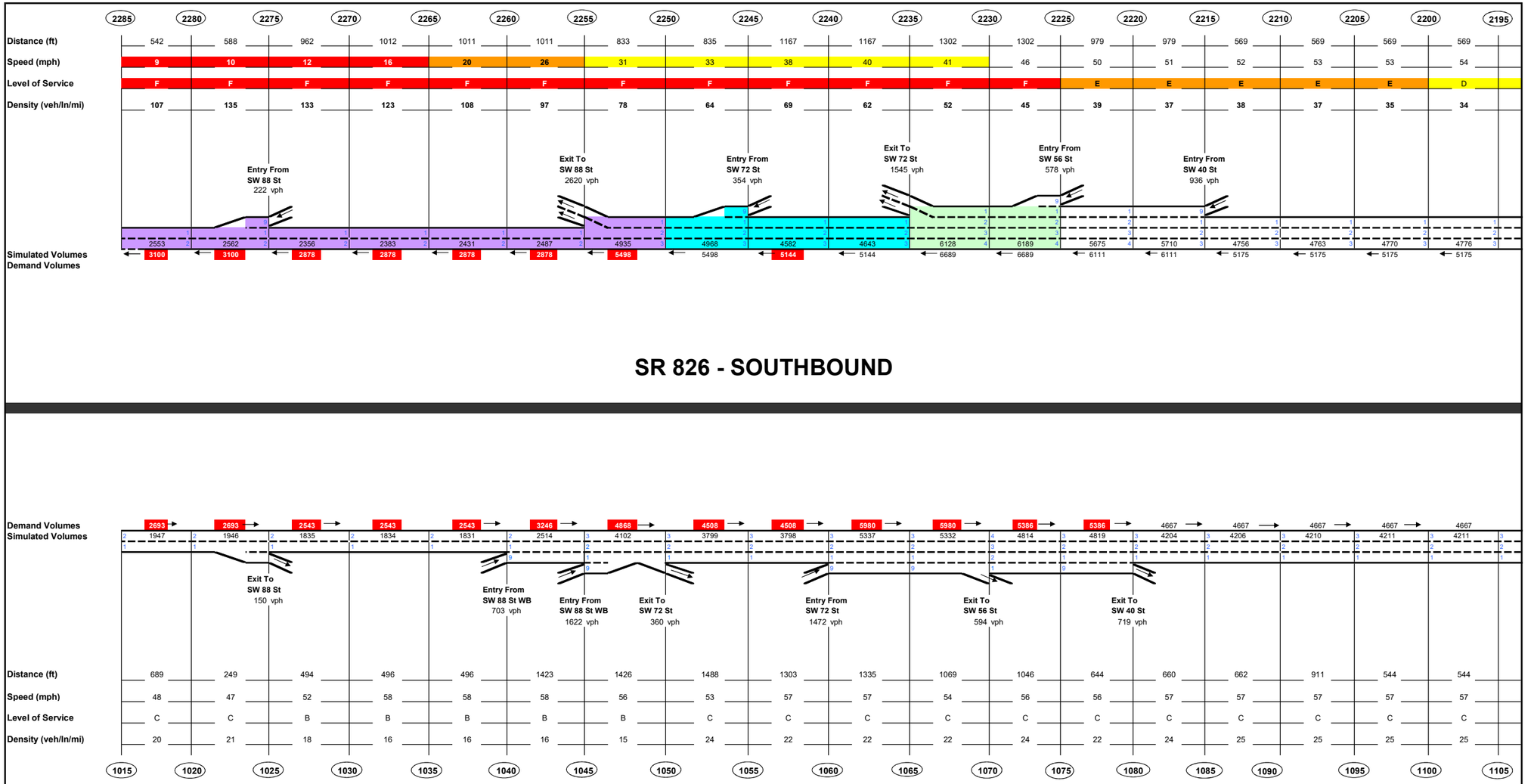
900 → Demand volume highlighted if simulated falls below = **90%**
809 Simulated volume

Density / LOS: Calculations from CORSIM not equivalent to calculations from HCM 2010
Letter Grades based on density ranges specified in HCM 2010

SR-826 N-S PD&E STUDY
2045 NO BUILD CORSIM MODEL

Figure X
AM Peak Hour MOE's
SR 826 Lane Schematic

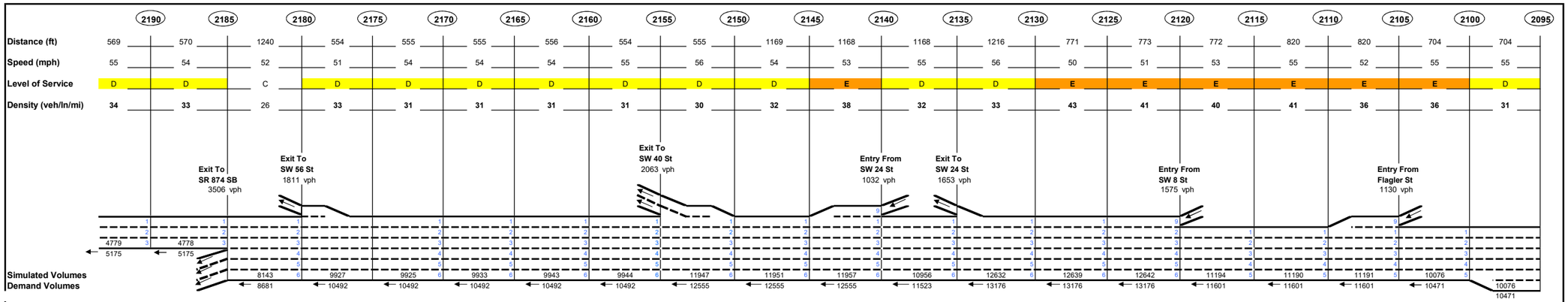
Date Submitted: October 2019 Peak Hour 8:00 - 9:00 Sheet 3 of 3



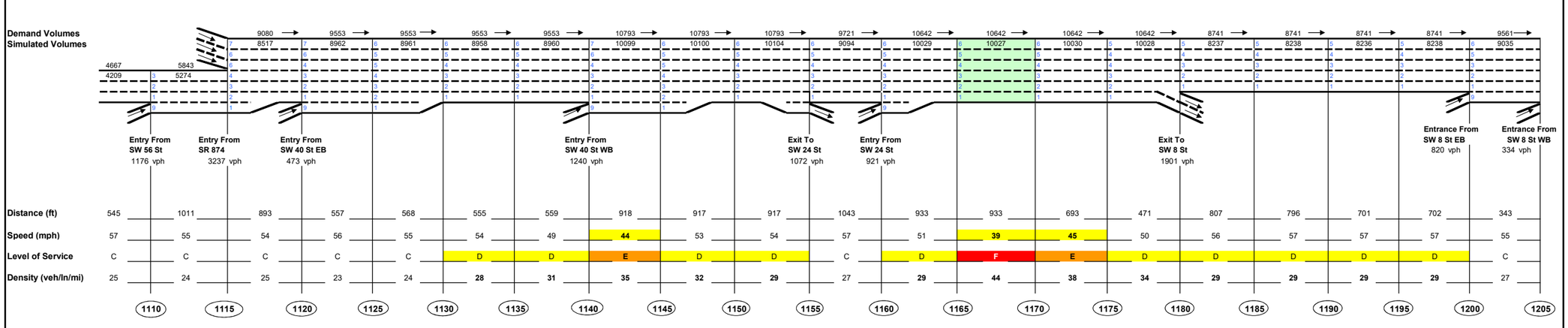
SR-826 N-S PD&E STUDY
2045 NO BUILD CORSIM MODEL

Figure X
PM Peak Hour MOE's
SR 826 Lane Schematic

Date Submitted: October 2019 Peak Hour 5:00 - 6:00 Sheet 1 of 3



SR 826 - SOUTHBOUND



SR 826 - NORTHBOUND

LEGEND

511 Node Number

Freeway Geometric Coloring
Density (Veh/LN/Hour)

Density above 75
Density above 55
Density above 43

Freeway LOS Coloring
Density (Veh/Mi/Ln)

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

Speed (mph)

20 nd below
20 - 30
30 - 45
45 nd above

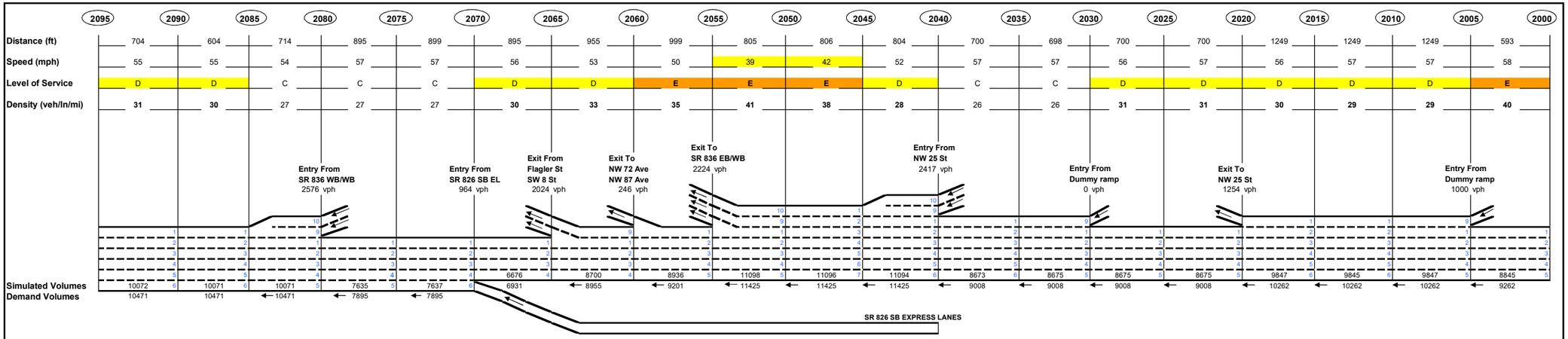
900 → Demand volume highlighted if simulated falls below = **90%** Simulated volume
809

Density Calculations from CORSIM not equivalent to calculations from HCM 2010
LOS Letter Grades based on density ranges specified in HCM 2010

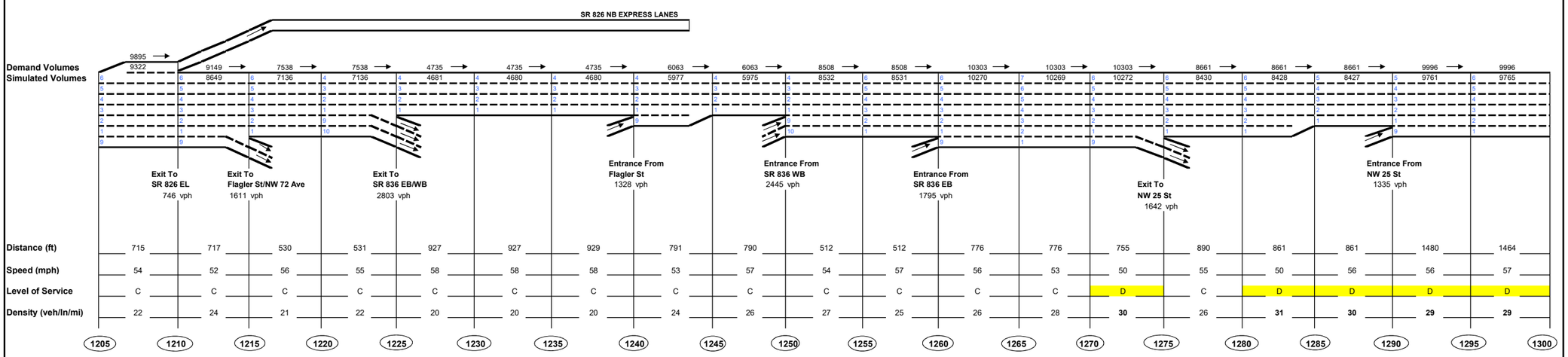
SR-826 N-S PD&E STUDY
2045 NO BUILD CORSIM MODEL

Figure X
PM Peak Hour MOE's
SR 826 Lane Schematic

Date Submitted: October 2019 Peak Hour 5:00 - 6:00 Sheet 2 of 3



SR 826 - SOUTHBOUND



SR 826 - NORTHBOUND

LEGEND

511 Node Number

Speed (mph)

20 nd below	
20 - 30	
30 - 45	
45 nd above	

Freeway Geometric Coloring
Density (Veh/LN/Hour)

Density above	75
Density above	55
Density above	43

Freeway LOS Coloring
Density (Veh/Mi/Ln)

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

900 → Demand volume highlighted if simulated falls below = 90%
809 Simulated volume

Density Calculations from CORSIM not equivalent to calculations from HCM 2010
LOS Letter Grades based on density ranges specified in HCM 2010

SR-826 N-S PD&E STUDY
2045 NO Build CORSIM MODEL

Figure X
AM Peak Hour MOE's
SR 826 Lane Schematic

Date Submitted: October 2019 Peak Hour 5:00 - 6:00 Sheet 3 of 3

Section 5

RNS Files

- **2045 No-Build AM**
- **2045 No-Build PM**

RNS Files_2045 No Build

2045 NO BUILD AM PEAK MODEL

10

31326	815	16799
23000	15359	25800
19870	14007	26890
16360	3515	6443
5009	7144	29496
9867	31768	29905
22499	747	13276
16350	24710	3319
1813	23132	7121
25862	25177	6780

2045 NO BUILD PM PEAK MODEL

10

10417	16291	16092
12212	8593	3831
3390	20656	22135
25934	12277	5679
20016	23392	31389
13484	14999	23103
9598	15607	21
3264	21229	21213
23636	31778	18333
21679	14875	17915

PART III

DESIGN YEAR 2045 BUILD

MODEL MANUAL

Section 1

DESIGN YEAR 2045 Build CORSIM Model Input Sheets

- **FRESIM Input**
- **NETSIM Input**

Table 1
Version
Run Name: AM Peak

Facility	Upstream Name	Downstream Name	Up Stream Link Number	Down Stream Link Number	Link Name	Number Of Lanes	Length	Link Type	Through Lane	# of Through Lanes	Grade	Super Elevation	Radius	Percent Heavy Vehicles	Speed	Car Following Factor	Exit Warning Distance	Distance to Hold Warning	Minimum Speed to Trigger	Distance to Reduce Point	Mean Start-up Time	Percent Jam Density
			19.7	19.8	19.9	19.10	19.11	19.12	19.13	19.14	19.15	19.16	19.17	19.18	19.19	19.20	19.21	19.22	19.23	19.24	19.25	19.26
	Begin SR 826 NB Mainline		3553	3553																		
SR 826 NB	US-1 NB Entrance	Dummy Road Exit	1055	3533	NB SR 826										55	100						10
	Dummy Road Exit	SW 88 St Exit	1035	3535	NB SR 826	3	2020								55	100	2500	2500	27	1500		10
	SW 88 St Exit	SW 88 St EB Entrance	3535	3539	NB SR 826	3	454								55	100						10
			3535	3539	NB SR 826	3	454								55	100	2500	2500	27	1500		10
	SW 88 St EB Entrance	SW 88 St WB Entrance	3539	3540	NB SR 826	3	454								55	100						10
	SW 88 St WB Entrance	SW 72 St Exit	3540	3545	NB SR 826	3	1426	10	3	1480					55	100						10
	SW 72 St Exit	SR 826 EL NB Entrance	3545	3550	NB SR 826	3	1480	10	3	1480					55	100	2500	2500	43	1500		10
	SR 826 EL NB Entrance	SR 826 EL NB Exit	3550	3557	NB SR 826	3	1426								55	100						10
	SR 826 EL NB Exit	SW 72 St Entrance	3557	3560	NB SR 826	3	900								55	100	2500	2500	43	1500		10
	SW 72 St Entrance	SW 72 St Exit	3560	3565	NB SR 826	3	1569	10	1	600					55	100						10
			3560	3565	NB SR 826	3	1569	10	1	600					55	100	2500	2500	43	1500		10
	SW 72 St Exit	SW 96 St Entrance	3565	3570	NB SR 826	3	1569								55	100						10
	SW 96 St Entrance	SW 96 St Exit	3570	3575	NB SR 826	3	644								55	100	2500	2500	43	1500		10
	SW 96 St Exit	SW 40 St Entrance	3575	3580	NB SR 826	3	644								55	100						10
			3575	3580	NB SR 826	3	1010	10	3	693					55	100	2500	2500	43	1500		10
	SW 40 St Entrance	SW 40 St WB Entrance	3580	3585	NB SR 826	3	1010								55	100						10
	SW 40 St WB Entrance	SW 40 St EB Exit	3585	3590	NB SR 826	3	1010	10	3	693					55	100	2500	2500	43	1500		10
	SW 40 St EB Exit	SW 24 St Entrance	3590	3595	NB SR 826	3	1010								55	100						10
	SW 24 St Entrance	SW 24 St Exit	3595	3600	NB SR 826	3	1010								55	100						10
	SW 24 St Exit	SW 8 St Entrance	3600	3605	NB SR 826	3	1010								55	100						10
	SW 8 St Entrance	SW 8 St Exit	3605	3610	NB SR 826	3	1010								55	100						10
	SW 8 St Exit	SW 8 St EB Entrance	3610	3615	NB SR 826	3	1010								55	100						10
	SW 8 St EB Entrance	SW 8 St WB Entrance	3615	3620	NB SR 826	3	1010								55	100						10
	SW 8 St WB Entrance	Flagler SW/NW72Ave Exit	3620	3625	NB SR 826	3	1010								55	100						10
	Flagler SW/NW72ave Exit	SR 826 EB/WB Exit	3625	3630	NB SR 826	3	1010								55	100						10
	SR 826 EB/WB Exit	SR 826 NB (SR826) Exit	3630	3635	NB SR 826	3	1010								55	100						10
	SR 826 NB (SR826) Exit	Flagler St Entrance	3635	3640	NB SR 826	3	1010								55	100						10
	Flagler St Entrance	SR 826 NB/NW 72 Ave Entrance	3640	3645	NB SR 826	3	1010								55	100						10
	SR 826 NB/NW 72 Ave Entrance	SR 826 EB Entrance	3645	3650	NB SR 826	3	1010								55	100						10
	SR 826 EB Entrance	NW 25 St Exit	3650	3655	NB SR 826	3	1010								55	100						10
	NW 25 St Exit	NW 25 St Entrance	3655	3660	NB SR 826	3	1010								55	100						10
	NW 25 St Entrance	End SR 826 NB Mainline	3660	3665	NB SR 826	3	1010								55	100						10
	US-1 NB	End US-1 NB Mainline	3553	3553																		
SR 826 NB Ramps	US-1 NB	Dummy Rd Exit	3553	3533	NB SR 826										55	100						10
	SR 826 NB	Dummy Rd Exit	3535	3533	NB SR 826										55	100						10
	Dummy Rd Exit	SW 88 St Exit	3535	3535	NB SR 826	1	900								55	100						10
	SW 88 St Exit	SR 826 NB	3535	3539	NB SR 826	3	532	10	3	532					55	100						10
	SR 826 NB	SR 826 EB Exit	3539	3539	NB SR 826	3	532	10	3	776					55	100						10
	SR 826 EB Exit	SR 826 NB	3539	3539	NB SR 826	3	776	10	3	776					55	100						10
	SR 826 NB	SR 826 EB Entrance	3539	3539	NB SR 826	3	794	6	3	794					55	100						10
	SR 826 EB Entrance	SR 826 NB	3539	3545	NB SR 826	3	800								55	100						10
	SR 826 NB	SR 826 EB Exit	3545	3550	NB SR 826	3	1480								55	100						10
	SR 826 EB Exit	SR 826 NB	3550	3557	NB SR 826	3	1464								55	100						10
	SR 826 NB	SR 826 EL NB Entrance	3557	3557	NB SR 826										55	100						10
	SR 826 EL NB Entrance	SR 826 EL NB Exit	3557	3560	NB SR 826										55	100						10
	SR 826 EL NB Exit	SR 826 NB	3560	3560	NB SR 826										55	100						10
	SR 826 NB	SW 24 St Entrance	3560	3565	NB SR 826										55	100						10
	SW 24 St Entrance	SR 826 NB	3565	3570	NB SR 826										55	100						10
	SR 826 NB	SW 40 St Exit	3570	3580	NB SR 826										55	100						10
	SW 40 St Exit	SR 826 NB	3580	3585	NB SR 826										55	100						10
	SR 826 NB	SW 8 St Exit	3585	3590	NB SR 826										55	100						10
	SW 8 St Exit	SR 826 NB	3590	3595	NB SR 826										55	100						10
	SR 826 NB	SW 8 St Entrance	3595	3600	NB SR 826										55	100						10
	SW 8 St Entrance	SR 826 NB	3600	3605	NB SR 826										55	100						10
	SR 826 NB	SW 24 St Exit	3605	3610	NB SR 826										55	100						10
	SW 24 St Exit	SR 826 NB	3610	3615	NB SR 826										55	100						10
	SR 826 NB	SW 72 St Entrance	3615	3620	NB SR 826										55	100						10
	SW 72 St Entrance	SR 826 NB	3620	3625	NB SR 826										55	100						10
	SR 826 NB	SR 826 EL NB Entrance	3625	3630	NB SR 826										55	100						10
	SR 826 EL NB Entrance	SR 826 EL NB Exit	3630	3635	NB SR 826										55	100						10
	SR 826 EL NB Exit	SR 826 NB	3635	3640	NB SR 826										55	100						10
	SR 826 NB	SW 8 St Entrance	3640	3645	NB SR 826										55	100						10
	SW 8 St Entrance	SR 826 NB	3645	3650	NB SR 826										55	100						10
	SR 826 NB	SW 8 St Exit	3650	3655	NB SR 826										55	100						10
	SW 8 St Exit	SR 826 NB	3655	3660	NB SR 826										55	100						10
	SR 826 NB	End SR 826 NB Mainline	3660	3665	NB SR 826										55	100						10
	Begin SR 826 EL NB Mainline		3557	3557																		
SR 826 EL NB	SR 826 NB	SR 826 EL NB Entrance	3557	3557	NB SR 826										55	100						10
	SR 826 EL NB Entrance	SR 826 EL NB Exit	3557	3560	NB SR 826										55	100						10
	SR 826 EL NB Exit	SR 826 NB	3560	3560	NB SR 826										55	100						10
	End SR 826 EL NB Mainline		3557	3557																		
SR 826 EL NB Ramps	SR 826 NB	NW 72 Ave/NW 27 Ave Exit	3557	3560	NB SR 826										55	100						10
	NW 72 Ave/NW 27 Ave Exit	SR 826 EL EB Exit	3560	3560	NB SR 826										55	100						10
	SR 826 EL EB Exit	SR 826 NB	3560	3560	NB SR 826										55	100						10
	SR 826 NB	SR 826 EB/WB Entrance	3560	3560	NB SR 826										55	100						10
	SR 826 EB/WB Entrance	SW 8 St Exit	3560	3560	NB SR 826										55	100						10
	SW 8 St Exit	SR 826 NB	3560	3560	NB SR 826										55	100						10
	SR 826 NB	SW 24 St Entrance	3560	3560	NB SR 826										55	100						10
	SW 24 St Entrance	SR 826 NB	3560	3560	NB SR 826										55	100						10
	SR 826 NB	SW 40 St Exit	3560	3560	NB SR 826										55	100						10
	SW 40 St Exit	SR 826 NB	3560	3560	NB SR 826										55	100						10
	SR 826 NB	SW 8 St Entrance	3560	3560	NB SR 826										55	100						10
	SW 8 St Entrance	SR 826 NB	3560	3560	NB SR 826										55	100						10
	SR 826 NB	SW 8 St Exit	3560	3560	NB SR 826										55	100						10
	SW 8 St Exit	SR 826 NB	3560	3560	NB SR 826										55	100						10
	SR 826 NB	End SR 826 NB Mainline	3560	3560	NB SR 826										55	100						10
	Begin SR 826 NB Mainline		3560	3560																		
SR 826 NB	US-1 NB	SR 826 NB	3560	3560	NB SR 826										55	100						10
	SR 826 NB	SR 826 NB (SW72St) Entrance	3560	3560	NB SR 826										55	100						10
	SR 826 NB (SW72St) Entrance	SR 826 NB (SW72St) Exit	3560	3560	NB SR 826										55	100						10
	SR 826 NB (SW72St) Exit

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Table 8
NETSIM Input
Model alternative and time period

Facility	Intersection	Approach	Up Stream Node Number	Down Stream Node Number	Link Name (12 chars)	Link	Lengths			No. of Lanes				Start Up Time	Dis-charge Headway	Free-Flow Speed	Right Turn On Red	Ped Code
							Left Bay	Right Bay	Dag	Thru	Left	Right	Grade					
	(in Excel only)		11-1	11-2	10-3	11-3	11-4	11-5	11-21	11-6	11-7	11-8	11-9	11-10	11-24	11-25	11-26	11-27
SR 826 at Flagler St	Flagler St at NB Off Ramp	Southbound	212	205		206							0	1	20	18	30	0
		Eastbound	202	205	Flagler St	1002	400			3	1		0	1	20	18	45	0
		Westbound	206	205	Flagler St	110									20	18	45	0
		Northbound	227	205		1238		275	213	3		1	0	1	20	18	30	0
		Southbound	213	204		205			214	3			0	1	20	18	45	0
		Westbound	205	204	Flagler St	1137		100	203						20	18	45	0
		Northbound	220	202	Flagler St	327				3		1	0	1	20	18	30	0
		Southbound	201	219	SW 78th Ave	370		300							20	18	45	0
		Eastbound	200	202	Flagler St	1263	290		205	4	3		0	1	20	18	30	0
		Westbound	203	202	Flagler St	185	100		219	3	1		0	1	20	18	45	0
		Southbound	232	218	Flagler St	195			220	4			0	1	20	18	45	0
		Westbound	204	203		1235			201						20	18	30	0
		Northbound	218	202	Flagler St	520			202	2		1	0	1	20	18	45	0
		Southbound	229	227		310			219	2			0	1	20	18	45	0
SR 826 to SR 836 EB	SR 826 to SR 836 EB	Northbound	227	228		403			230	2			0	1	20	18	45	0
		Eastbound	305	306	SW 8th St	175			307	2			0	1	20	18	50	1
		Westbound	314	306	SW 8th St	195			306	4			0	1	20	18	50	0
SR 826 at SW 8 St	SW 8 St at NB Off Ramp	Northbound	306	308		1466	230	230	307	2	2	2	0	1	20	18	30	0
		Eastbound	302	305		820			314	3			0	1	20	18	50	0
		Westbound	309	308	SW 6th St	791		30		3		1	0	1	20	18	50	0
		Eastbound	301	302	SW 6th St	184									20	18	50	
	SW 8 St at SB Off Ramp	Southbound	316	314	SW 6th St	1580	220			3	2		0	1	20	18	50	1
		Eastbound	314	316	SW 6th St	1773				3			0	1	20	18	50	1
		Northbound	300	301	SW 6th St	1119				3			0	1	20	18	50	0
		Southbound	320	302		308				3			0	1	20	18	45	0
		Westbound	321	304		475				1			0	1	20	18	30	0
		Northbound	304	304	SW 6th St	219				2			0	1	20	18	40	0
		Southbound	303	304		1466	230	230		2	2	2	0	1	20	18	30	0
SR 826 at SW 24 St	SW 24 St at NB Off Ramp	Eastbound	403	404	SW 24 St/Cir	137				2			0	1	20	18	45	0
		Westbound	405	404	SW 24th St	1400	150			3	1		0	1	20	18	45	0
		Southbound	401	403	SW 24 St/Cir	780		400							20	18	45	0
	SW 24 St at SB Off Ramp	Northbound	409	401		1466	300	300		3	2	2	0	1	20	18	30	0
		Eastbound	407	401	Coral Dr	1763	300			3	1		0	1	20	18	45	0
		Westbound	402	401	Coral Dr	196									20	18	45	0
		Northbound	404	402	Coral Dr	761		180		3		1	0	1	20	18	45	0
		Southbound	410	407		219				2			0	1	20	18	30	0
		Eastbound	520	521		1466				2			0	1	20	18	30	0
		Northbound	521	514		120				2			0	1	20	18	30	0
		Westbound	505	506		200				3			0	1	20	18	45	0
		Eastbound	506	507		150				4			0	1	20	18	30	0
		Southbound	507	508		102				3			0	1	20	18	45	0
	SW 40 St at NB Off Ramp	Westbound	512	513		344				5			0	1	20	18	30	0
		Northbound	508	508		1466				4			0	1	20	18	30	0
		Eastbound	507	514		139				4			0	1	20	18	30	0
		Southbound	513	522		173				1			0	1	20	18	30	0
		Westbound	514	515		109				4			0	1	20	18	30	0
		Northbound	506	522		184				1			0	1	20	18	30	0
		Southbound	526	527		139				2			0	1	20	18	30	0
		Eastbound	502	503		1466	338	338		2	1	1	0	1	20	18	45	0
		Southbound	527	516		168				4			0	1	20	18	30	0
	SW 40 St at SB Off Ramp	Eastbound	503	504		351				5			0	1	20	18	30	0
		Westbound	524	505	SW 40th St	110				4			0	1	20	18	30	0
		Northbound	516	505		283				4			0	1	20	18	30	0
		Southbound	505	506		200				4			0	1	20	18	30	0
		Westbound	504	516		109				4			0	1	20	18	30	0
		Northbound	503	528		184				1			0	1	20	18	30	0
		Southbound	528	527		139				2			0	1	20	18	30	0
		Eastbound	602	603	Miller Dr	1466	338	338		2	1	1	0	1	20	18	45	0
	SW 56 St at NB Off Ramp	Westbound	603	603	SW 56th St	342				5			0	1	20	18	45	0
		Northbound	604	603		116	50			4	1		0	1	20	18	45	0
		Southbound	603	604		1466				3			0	1	20	18	45	0
		Eastbound	601	602	SW 56th St	1466	84			3	2		0	1	20	18	45	0
		Westbound	602	601		672				3			0	1	20	18	45	0
		Northbound	615	616		616				6			0	1	20	18	45	0
		Southbound	602	602		263				5			0	1	20	18	45	0
	SW 56 St at SB Off Ramp	Eastbound	601	602	SW 56th St	123				4			0	1	20	18	45	0
		Westbound	602	602	Miller Dr	342				4			0	1	20	18	45	0
		Northbound	603	602	SW 56th St	1447	77			2	2		0	1	20	18	45	0
		Southbound	616	615		151				4			0	1	20	18	45	0
		Eastbound	702	703	Sunset Dr	384				6			0	1	20	18	45	0
	SW 72 St at NB Off Ramp	Westbound	704	703		113				3			0	1	20	18	45	0
		Northbound	705	704		130				3			0	1	20	18	45	0
		Southbound	703	704		1078				3			0	1	20	18	45	0
		Eastbound	708	702		401				5			0	1	20	18	45	0
	SW 72 St at SB Off Ramp	Westbound	701	702	Sunset Dr	137				5			0	1	20	18	45	0
		Northbound	702	701		1466	30			3	1		0	1	20	18	45	0
		Southbound	705	706		1059				4			0	1	20	18	40	0
		Eastbound	806	804		134				1			0	1	20	18	50	1
		Westbound	807	806		132				3			0	1	20	18	50	0
	SW 88 St at NB Off Ramp	Northbound	810	807		207				3			0	1	20	18	40	0
		Southbound	806	807		132				3			0	1	20	18	50	0
		Eastbound	808	807	SW 88th St	1136				4			0	1	20	18	40	1
		Westbound	835	812		249				3			0	1	20	18	45	0
		Northbound	812	804		134				1			0	1	20	18	50	1
		Southbound	804	804		424				3			0	1	20	18	50	0
		Eastbound	804	804	Kendall Dr	420				4			0	1	20	18	50	0
	SW 88 St at SB Off Ramp	Westbound	813	814		217				2			0	1	20	18	40	0
		Northbound	807	820		1466	150			3	1		0	1	20	18	50	0
		Southbound	813	812		561		50		3		1	0	1	20	18	50	0
		Eastbound	823	824		129				2			0	1	20	18	30	0
		Westbound	824	823		801				2			0	1	20	18	30	0
		Northbound	904	905		1466				2			0	1	20	18	45	0
		Southbound	905	904		801				2			0	1	20	18	45	0
		Eastbound	902	903		1466	260			3	2		0	1	20	16	50	0
	US-1 at SW 104 St	Southbound	904	903		764	300	320		5	2	1	0	1	20	16	50	0
		Westbound	911	903		152	112			2	1		0	1	20	16	40	0
		Northbound	917	903		1052	350	350		2	1	1	0	1	20	16	50	0
	Busway at SW 104 St	Southbound	910	911		1400				2			0	1	20	16	40	0
		Eastbound	903	911		1403				1			0	1	20	16	50	0
		Westbound	911	910		152	50			2	1		0	1	20	16	40	0
		Northbound	900	901		1004	460			3	1		0	1	20	16	50	0
	US-1 at SW 112 St	Southbound	902	901		1464	260	360		4	1	1	0	1	20	16	50	0
		Eastbound	915	902		1466				2			0	1	20	18	45	0
		Westbound	901	902		1052	350	350		1	1	1	0	1	20	16	40	0
	Busway at SW 112 St	Southbound	914	909		1465	100			1	1		0	1	20	18	45	0
		Eastbound	909	914		1466				2			0	1	20	18	45	0
		Westbound	910	909		1003				4			0	1	20	18	45	0
		Northbound	201	200		1003				3			0	1	20	18	30	0
		Southbound	202	201		150				3			0	1	20	18	30	0
		Eastbound	202	220		370				1			0	1	20	18	45	0
		Westbound	205	207		1247				3			0	1	20	18	45	0
		Northbound	206	214		156				1			0	1	20	18	30	0
		Southbound	208	212		321				2			0	1	20	18	45	0
		Eastbound	209	210		1466				2			0	1	20	18	30	0
		Westbound	210	211		280		50		1		1	0	1	20	18	30	0
		Northbound	212	213		210				2			0	1	20	18	30	0
		Southbound	214	215		315				3			0	1	20	18	45	0
		Eastbound	215	216		1238				2			0	1	20	18	35	0
		Westbound	216	217		318				2			0	1	20	18	35	0
		Northbound	217	224		562				2			0	1	20	18	35	0
		Southbound	218	201		245				1			0	1	20	18	30	0
		Eastbound	228	229		244				2			0	1	20	18	45	0
		Westbound	221	220		1003				2			0	1	20	18	30	0
		Northbound	220	202		150				2			0	1	20	18	30	0
		Southbound	223	224		360				2			0	1	20	18	45	0
		Eastbound	224	225		438				1			0	1	20	18	45	0
		Westbound	225	226		581				3			0	1	20	18	45	0
		Northbound	226	227		4466				3			0	1	20	18	45	0
		Southbound	228	230		235				1			0	1	20	18	40	0
		Eastbound	230	231		337				1			0	1	20	18	40	0
		Westbound	231	232		235				1			0	1	20	18	30	0
		Northbound	232	202		1303				3			0	1	20	18	50	0
		Southbound	305	314		285				2			0	1	20	18	25	0
		Eastbound	306	324	SW 6th St	418				3			0	1	20	18	50	0
		Westbound	307	308		489				3			0	1	20	18	50	0
		Northbound	308	306		1466				2			0	1	20	18	50	0
		Southbound	309	309		791				2			0	1	20	18	50	0
		Eastbound	310	309		582				2			0	1	20	18	50	0
		Westbound	309	310		8310				2			0	1	20	18	50	0
		Northbound	316	317		438				1			0	1	20	18	50	0
		Southbound	317	311		1466				1			0	1	20	18	40	0
		Eastbound	317	318		442				1			0	1	20	18	40	0
		Westbound	319	320		249				1			0	1	20	18	40	0
		Northbound	318	319		404				1			0	1	20	18	40	0
		Southbound	320	302		147				2			0	1	20	18	25	0
		Eastbound	302	323		1053				2			0	1	20	18	45	0
		Westbound	401	410		1466				3			0	1	20	18	45	0
		Northbound	407	407		1111				1			0	1	20	18	30	0
		Southbound	403	404		111				1			0	1	20	18	30	0
		Eastbound	404	407		1144				3			0	1	20	18	30	0
		Westbound	407	408		294				3			0	1	20	18	30	0
		Northbound	412	405		1296				3			0	1	20	18	45	0
		Southbound	405	401		1089				1			0	1	20	18	45	0
		Eastbound	501	502		1459				4			0	1	20	18	30	0
		Westbound	502	503		535				4			0	1	20	18	30	0
		Northbound	509	509		343				3			0	1	20	18	30	0
		Southbound	510	511		1084				3			0	1	20	18	30	0
		Eastbound	511	512		1466				4			0	1	20	18	30	0
		Westbound	512	513		1044				4			0	1	20	18	30	0
		Northbound	513	513		390				4			0	1	20	18	30	0
		Southbound	514	515		521				2			0	1	20	18	30	0
		Eastbound	515	516		513				3			0	1	20	18	30	0
		Westbound	516	517		196				5			0	1	20	18	30	0
		Northbound	517	501		1466				2			0	1	20	18	30	0
		Southbound	501	500		379		300		3		1	0	1	20	18	40	0
		Eastbound	500	520		196				4			0	1	20	18	40	0
		Westbound	520	521		1235				2			0	1	20	18	40	0
		Northbound	524	525		379		300		3		1	0	1	20	18	40	0
		Southbound	525	526		266				4			0	1	20	18	40	0
		Eastbound	526	527		175				2			0	1	20	18	30	0
		Westbound	527	524		1466				3			0	1	20	18	40	0
		Northbound	602	613		136				1			0	1	20	18	40	0
		Southbound	613	607		203				2			0	1	20	18	40	0
		Eastbound	604	605		1134				3			0	1	20	18	45	0
		Westbound	607	608		261				1			0	1	20	18	40	0
		Northbound	608	609		469				2			0	1	20	18	40	0
		Southbound	609	615		207				2			0	1	20	18	40	0
		Eastbound	610	612		263				4			0	1	20	18	40	0
		Westbound	615	610		385				2			0	1	20	18	40	0
		Northbound	612	602		1466				2			0	1	20	18	40	0
		Southbound	617	618		399				2			0	1	20	18	45	0

| Links | Channelization Codes | | | | | | | | Receiving Nodes | | | | | | | | |

| | | |

Table #
Version
Exit 19 NB - PM Peak

Link Description

Facility	Upstream Name	Downstream Name	Up Node	Dwn Node	Link Name (Alpha)	Route Number	Link Length	Link Type	Through Lanes	# of Grade Points	Grade	Super Elevation	Radius	Perpendicular Flag	Speed	Car Following Factor	Exit Warning Flag	Exit Warning Distance	Distance to HOV Warning	Minimum Speed to Activate Trigger	Distance to Reduction Point	Mean Start-up Time	Percent Zone Check
	(in Ezpal.zpkj)		19.7	19.8	19.3	19.4	19.5	19.6	19.1	19.2	29.3	29.4	29.5	19.9	29.9	19.10	29.11	29.12	29.13	29.14	29.15	29.16	29.17
SR 826 NB	**Begin SR 826 NB Mainline**	US-1 NB Entrance	1053	1053																			
	US-1 NB Entrance	Dummy Road Exit	1055	1010	NB SR 826	1000									55	1.00	0	2500	2500	27	1500	10	100
	Dummy Road Exit	SW 88 St Exit	1010	1020	NB SR 826	1000	1426	10	3	1480					50	1.00	0	2500				10	100
	SW 88 St Exit	SW 88 St EB Entrance	1020	1030	NB SR 826	1000	454	6	3	454	8	3	454		50	1.00	0	2500				10	100
		SW 88 St NB Entrance	1030	1040	NB SR 826	1000	454	6	3	454	8	3	454		50	1.00	0	2500				10	100
	SW 88 St EB Entrance	SW 88 St WB Entrance	1030	1035	NB SR 826	1040	495	6	3	495	8	3	495		50	1.00	0	2500				10	100
	SW 88 St WB Entrance	SW 72 St Exit	1040	1045	NB SR 826	1050	1426	10	3	1480					50	1.00	0	2500	2500	43	1500	10	100
	SW 72 St Exit	SW 72 St Entrance	1045	1050	NB SR 826	1050	1426	10	3	1480					50	1.00	0	2500	2500	43	1500	10	100
	SW 72 St Entrance	SR 826 EL NB Exit	1050	1055	NB SR 826	1050	669	6	3	669					50	1.00	0	2500	2500			10	100
	SR 826 EL NB Exit	SW 72 St Exit	1055	1060	NB SR 826	1050	669	6	3	669					50	1.00	0	2500				10	100
	SW 72 St Exit	SW 96 St Exit	1060	1065	NB SR 826	1070	1569	6	3	1569					50	1.00	0	2500				10	100
	SW 96 St Exit	SW 40 St Exit	1065	1070	NB SR 826	1070	1569	6	3	1569					50	1.00	0	2500	2500	43	1500	10	100
	SW 40 St Exit		1070	1080	NB SR 826	1080	654	6	4	654					50	1.00	0	2500	2500			10	100
		SW 40 St WB Entrance	1080	1085	NB SR 826	1080	654	6	4	654					50	1.00	0	2500				10	100
	SW 40 St WB Entrance	SW 24 St Exit	1085	1090	NB SR 826	1080	1569	6	3	1569					50	1.00	0	2500	2500	43	1500	10	100
	SW 24 St Exit	SW 24 St Entrance	1090	1095	NB SR 826	1080	1569	6	3	1569					50	1.00	0	2500				10	100
	SW 24 St Entrance		1095	1100	NB SR 826	1110	1569	6	3	1569					50	1.00	0	2500	2500	43	1500	10	100
		SW 8 St WB Entrance	1100	1105	NB SR 826	1110	1569	6	3	1569					50	1.00	0	2500				10	100
	SW 8 St WB Entrance	SR 874 Entrance	1105	1110	NB SR 826	1110	2033	6	3	2033					50	1.00	0	2500	2500	43	1500	10	100
	SR 874 Entrance	SW 40 St EB Entrance	1110	1115	NB SR 826	1125	893	6	4	956					50	1.00	0	2500	2500	43	1500	10	100
	SW 40 St EB Entrance		1115	1120	NB SR 826	1125	893	6	4	956					50	1.00	0	2500				10	100
		SW 40 St NB Entrance	1120	1130	NB SR 826	1130	956	6	5	956					50	1.00	0	2500				10	100
	SW 40 St NB Entrance	SW 40 St WB Exit	1130	1135	NB SR 826	1130	956	6	5	956					50	1.00	0	2500	2500	43	1500	10	100
	SW 40 St WB Exit		1135	1140	NB SR 826	1145	555	6	5	555					50	1.00	0	2500				10	100
		SW 24 St NB Entrance	1140	1145	NB SR 826	1145	555	6	5	555					50	1.00	0	2500				10	100
	SW 24 St NB Entrance	SW 24 St EB Exit	1145	1150	NB SR 826	1160	917	6	5	917					50	1.00	0	2500	2500	43	1500	10	100
	SW 24 St EB Exit		1150	1155	NB SR 826	1160	917	6	5	917					50	1.00	0	2500				10	100
		SW 8 St NB Entrance	1155	1160	NB SR 826	1160	1043	6	5	1043					50	1.00	0	2500	2500	43	1500	10	100
	SW 8 St NB Entrance	SW 8 St EB Exit	1160	1165	NB SR 826	1160	471	6	5	471					50	1.00	0	2500	2500			10	100
	SW 8 St EB Exit		1165	1180	NB SR 826	1180	693	6	5	693					50	1.00	0	2500				10	100
		SW 8 St EB Entrance	1180	1190	NB SR 826	1180	693	6	5	693					50	1.00	0	2500				10	100
	SW 8 St EB Entrance	SW 8 St WB Entrance	1190	1200	NB SR 826	1200	654	6	4	654					50	1.00	0	2500				10	100
	SW 8 St WB Entrance	Flagler SW/NW72Ave Exit	1200	1210	NB SR 826	1210	775	6	5	775					50	1.00	0	2500	2500	45	1500	10	100
	Flagler SW/NW72Ave Exit	SW 8 St WB Exit	1210	1220	NB SR 826	1225	1225	6	5	1225					50	1.00	0	2500				10	100
	SW 8 St WB Exit		1220	1225	NB SR 826	1225	550	6	5	550					50	1.00	0	2500				10	100
		Flagler SW/NW72Ave Entrance	1225	1230	NB SR 826	1230	921	6	5	921					50	1.00	0	2500	2500	43	1500	10	100
	Flagler SW/NW72Ave Entrance	SR 826 EB Entrance	1230	1240	NB SR 826	1240	1569	6	3	1569					50	1.00	0	2500				10	100
	SR 826 EB Entrance		1240	1250	NB SR 826	1250	793	6	4	793					50	1.00	0	2500	2500	43	1500	10	100
		NW 25 St Exit	1250	1260	NB SR 826	1260	654	6	4	654					50	1.00	0	2500				10	100
	NW 25 St Exit		1260	1270	NB SR 826	1270	775	6	5	775					50	1.00	0	2500	2500	45	1500	10	100
		NW 25 St Entrance	1270	1280	NB SR 826	1280	1569	6	3	1569					50	1.00	0	2500				10	100
	NW 25 St Entrance		1280	1290	NB SR 826	1290	893	6	5	893					50	1.00	0	2500	2500	43	1500	10	100
		End SR 826 NB Mainline	1290	1300	NB SR 826	1130	1464	6	5	1464					50	1.00	0	2500				10	100
SR 826 NB Ramps	US-1 Up	**Begin SR 826 NB Maintine**	1300	1300																			
	SR 826 NB	Dummy Rd Exit	1015	1015	NB Off-Ramp	1000	265	1	1	265					45	1.00	0	2500				10	100
	SR 826 NB	Dummy Rd Exit	1015	1053		1000	265	1	1	265					45	1.00	0	2500				10	100
	Dummy Rd Exit	SW 88 St Exit	1053	1054	NB Off-Ramp	1000	265	1	1	265					45	1.00	0	2500				10	100
	SW 88 St EB Entrance		1053	1060		1000	265	1	1	265					45	1.00	0	2500				10	100
		SR 826 NB	1060	1063		1000	265	1	1	265					45	1.00	0	2500				10	100
	SR 826 NB	SW 88 St NB Entrance	1063	1065		1000	265	1	1	265					45	1.00	0	2500				10	100
	SW 88 St NB Entrance		1065	1070		1000	265	1	1	265					45	1.00	0	2500				10	100
		SR 826 NB	1070	1075		1000	265	1	1	265					45	1.00	0	2500				10	100
	SR 826 NB	SW 72 St Exit	1075	1080		1000	265	1	1	265					45	1.00	0	2500				10	100
	SW 72 St Exit		1080	1085		1000	265	1	1	265					45	1.00	0	2500				10	100
		SR 826 NB	1085	1090		1000	265	1	1	265					45	1.00	0	2500				10	100
	SR 826 NB	SW 96 St Exit	1090	1095		1000	265	1	1	265					45	1.00	0	2500				10	100
	SW 96 St Exit		1095	1100		1000	265	1	1	265					45	1.00	0	2500				10	100
		SR 826 NB	1100	1105		1000	265	1	1	265					45	1.00	0	2500				10	100
	SR 826 NB	SW 40 St Exit	1105	1110		1000	265	1	1	265					45	1.00	0	2500				10	100
	SW 40 St Exit		1110	1115		1000	265	1	1	265					45	1.00	0	2500				10	100
		SR 826 NB	1115	1120		1000	265	1	1	265					45	1.00	0	2500				10	100
	SR 826 NB	SW 24 St Exit	1120	1125		1000	265	1	1	265					45	1.00	0	2500				10	100
	SW 24 St Exit		1125	1130		1000	265	1	1	265					45	1.00	0	2500				10	100
		SR 826 NB	1130	1135		1000	265	1	1	265					45	1.00	0	2500				10	100
	SR 826 NB	SW 8 St Exit	1135	1140		1000	265	1	1	265					45	1.00	0	2500				10	100
	SW 8 St Exit		1140	1145		1000	265	1	1	265					45	1.00	0	2500				10	100
		SR 826 NB	1145	1150		1000	265	1	1	265					45	1.00	0	2500				10	100
	SR 826 NB	NW 25 St Exit	1150	1155		1000	265	1	1	265					45	1.00	0	2500				10	100
	NW 25 St Exit		1155	1160		1000	265	1	1	265					45	1.00	0	2500				10	100
		End SR 826 NB Maintine	1160	1300		1000	265	1	1	265					45	1.00	0	2500				10	100
SR 826 SB	**Begin SR 826 SB Mainline**		1300	1300																			
	NW 25 St Exit	Dummy Ramp Entrance	1035	1010		1000	698	6	4	698					50	1.00	0	2500				10	100
	Dummy Ramp Entrance		1010	1020		1000	698	6	4	698					50	1.00	0	2500	2500	43	1500	10	100
		NW 25 St Exit	1020	1030		1000	698	6	4	698					50	1.00	0	2500				10	100
	NW 25 St Exit	Dummy Ramp Entrance	1030	1035		1000	698	6	4	698					50	1.00	0	2500				10	100
	Dummy Ramp Entrance		1035	1040		1000	1299	10	3	1299					50	1.00	0	2500	2500	43	1500	10	100
		NW 25 St Exit	1040	1045		1000	1483	10	3	1483					50	1.00	0	2500				10	100
	NW 25 St Exit		1045	1053		1000	1483	10	3	1483					50	1.00	0	2500	2533			10	100
		SR 826 NB	1053	1063		1000	698	6	3	698					50	1.00	0	2500				10	100
	SR 826 NB	Dummy Ramp Entrance	1063	1035		1000	698	6	3	698					50	1.00	0	2500				10	100
	Dummy Ramp Entrance		1035	1010		1000	1299	10	3	1299					50	1.00	0	2500	2500	43	1500	10	100
		NW 25 St Exit	1010	1020		1000	1483	10	3	1483					50	1.00	0	2500				10	100
	NW 25 St Exit		1020	1030		1000	1483	10	3	1483					50	1.00	0	2500	2533			10	100
		SR 826 NB	1030	1040		1000	698	6	3	698					50	1.00	0	2500				10	100
	SR 826 NB	Dummy Ramp Entrance	1040	1063		1000	698	6	3	698					50	1.00	0	2500				10	100
	Dummy Ramp Entrance		1063	1060		1000	1299	10	3	1299					50	1.00	0	2500	2500	43	1500	10	100
		SR 826 NB	1060	1053		1000	1483	10	3	1483					50	1.00	0	2500				10	100
	SR 826 NB	NW 25 St Exit	1053	1035		1000	1483	10	3	1483					50	1.00	0	2500	2533			10	100
	NW 25 St Exit		1035	1030		1000	698	6	3	698					50	1.00	0	2500				10	100
		SR 826 NB	1030	1020		1000	698	6	3	698					50	1.00	0	2500				10	100
	SR 826 NB	NW 25 St Exit	1020	1010		1000	698	6	3	698					50	1.00	0	2500				10	100
	NW 25 St Exit		1010	1040		1000	1299	10	3	1299					50	1.00	0	2500	2500	43	1500	10	100
		End SR 826 SB Mainline	1040	1300		1000	1483	10	3	1483					50	1.00	0	2500				10	100
SR 826 SB Ramps	**Begin SR 826 SB Mainline**		1300	1300																			
	NW 25 St Exit	SR 826 NB	1035	1053		1000	265	1	1	265					45	1.00	0	2500				10	100
	SR 826 NB	NW 25 St Exit	1053	1035		1000	265	1	1	265					45	1.00	0	2500				10	100
	NW 25 St Exit	Dummy Ramp Entrance	1035	1030		1000	265	1	1	265					45	1.00	0	2500				10	100
	Dummy Ramp Entrance		1030	1063		1000	265	1	1	265					45	1.00	0	2500				10	100
		SR 826 NB	1063	1060		1000	265	1	1	265					45	1.00	0	2500				10	100
	SR 826 NB	SW 88 St Exit	1060	1030		1000	265	1	1	265					45	1.00	0	2500				10	100
	SW 88 St Exit		1030	1020		1000	265	1	1	265					45	1.00	0	2500				10	100
		SR 826 NB	1020	1010		1000	265	1	1	265					45	1.00	0	2500				10	100
	SR 826 NB	SW 72 St Exit	1010	1040		1000	265	1	1	265					45	1.00	0	2500				10	100
	SW 72 St Exit		1040	1063		1000	265	1	1	265					45	1.00	0	2500				10	100
		SR 826 NB	1063	1053		1000	265	1	1	265					45	1.00	0	2500				10	100
	SR 826 NB	SW 96 St Exit	1053	1035		1000	265	1	1	265					45	1.00	0	2500				10	100
	SW 96 St Exit		1035	1030		1000	265	1	1	265					45	1.00	0	2500				10	100
		SR 826 NB	1030	1020		1000	265	1	1	265					45	1.00	0	2500				10	100
	SR 826 NB	SW 40 St Exit	1020	1010		1000	265	1	1	265					45	1.00	0	2500				10	100
	SW 40 St Exit		1010	1040		1000	265	1	1	265					45	1.00	0	2500				10	100
		SR 826 NB	1040	1063		1000	265	1	1	265					45	1.00	0	2500				10	100
	SR 826 NB	SW 24 St Exit	1063	1060		1000	265	1	1	265					45	1.00	0	2500				10	100
	SW 24 St Exit		1060	1053		1000	265	1	1	265					45	1.00	0	2500				10	100
		SR 826 NB	1053	1035		1000	265	1	1	265					45	1.00	0	2500				10	100
	SR 826 NB	SW 8 St Exit	1035	1030		1000	265	1	1	265					45	1.00	0	2500				10	100
	SW 8 St Exit		1030	1020		1000	265	1	1	265					45	1.00	0	2500				10	100
		SR 826 NB	1020	1010		1000	265	1	1	265					45	1.00	0	2500				10	100
	SR 826 NB	NW 25 St Exit	1010	1040		1000	265	1	1	265					45	1.00	0	2500				10	100
	NW 25 St Exit		1040	1063		1000	265	1	1	265					45	1.00	0	2500				10	100
		End SR 826 SB Mainline	1063	1300		1000	265	1	1	265					45	1.00	0	2500				10	100
SR 826 EL NB	**Begin SR 826 EL NB Mainline**		1300	1300																			
	SR 826 NB (SW72St) Entrance	SR 826 NB (SW72St) Entrance	6010	6010		6000	1324	6	1	1324					60	1.00	0	2500				10	100
	SR 826 NB (SW72St) Entrance	SR 826 NB (SW72St) Entrance	6010	6020		6000	1324	6	1	1324					60	1.00	0	2500				10	100
	SR 826 NB (SW72St) Entrance	SR 826 NB (SW72St) Entrance	6020	6030		6000	1324	6	1	1324					60	1.00	0	2500				10	100
	SR 826 NB (SW72St) Entrance	SR 826 NB (SW72St) Entrance	6030	6040		6000	1324	6	1	1324					60	1.00	0	2500				10	100
	SR 826 NB (SW72St) Entrance	SR 826 NB (SW72St) Entrance	6040	6050		6000	1324	6	1	1324					60	1.00	0	2500				10	100
	SR 826 NB (SW72St) Entrance	SR 826 NB (SW72St) Entrance	6050	6060		6000	1324	6	1	1324					60	1.00	0	2500				10	100
	SR 826 NB (SW72St) Entrance	SR 826 NB (SW72St) Entrance	6060	6070		6000	1324	6	1	1324					60	1.00	0	2500				10	100
	SR 826 NB (SW72St) Entrance	SR 826 NB (SW72St) Entrance	6070	6080		6000	1324	6	1	1324					60	1.00	0	2500				10	100
	SR 826 NB (SW72St) Entrance	SR 826 NB (SW72St) Entrance	6080	6090		6000	1324	6	1	1324					60	1.00	0	2500				10	100
	SR 826 NB (SW72St) Entrance	SR 826 NB (SW72St) Entrance	6090	6100		6000	1324	6	1	1324					60	1.00	0	2500				10	100
	SR 826 NB (SW72St) Entrance	SR 826 NB (SW72St) Entrance	6100	6110		6000	1324	6	1	1324					60	1.00	0	2500				10	100
	SR 826 NB (SW72St) Entrance	SR 826 NB (SW72St) Entrance	6110	6120		6000	1324	6	1	1324					60	1.00	0	2500				10	100
	SR 826 NB (SW72St) Entrance	SR 826 NB (SW72St) Entrance	6120	6130		6000	1324	6	1	1324					60	1.00	0	2500				10	100
	SR 826 NB (SW72St) Entrance	SR 826 NB (SW72St) Exit	6130	6140		6000	1324	6	1	1324					60	1.00	0	2500				10	100
	SR 826 NB (SW72St) Exit	SR 826 EB/WB Exit	6140	6150		6000	1324	6	1	1324					60	1.00	0	2500				10	100
	SR 826 EB/WB Exit	SR 826 NB (SR836) Exit	6150	6160		6000	1324	6	1	1324					60	1.00	0	2500				10	100
	SR 826 NB (SR836) Exit	SR 826 NB (SR836) Exit	6160	6170		6000	1324	6	1	1324					60	1.00	0	2500				10	100
	SR 826 NB (SR836) Exit	SR 826 NB (SR836) Exit	6170	6180		6000	1324	6	1	1324					60	1.00	0	2500				10	100
	SR 826 NB (SR836) Exit	SR 826 NB (SR836) Exit	6180	6190		6000	1324	6	1	1324					60	1.00	0	2500				10	100
	SR 826 NB (SR836) Exit	SR 826 NB (SR836) Exit	6190	6200		6000	1324	6	1	1324					60	1.00	0	2500				10	100
	SR 826 NB (SR836) Exit	SR 826 NB (SR836) Exit	6200	6210		6000	1324	6	1	1324					60	1.00	0	2500				10	100
	SR 826 NB (SR836) Exit	SR 826 NB (SR836) Exit	6210	6220		6000	1324	6	1	1324					60	1.00	0	2500				10	100
	SR 826 NB (SR836) Exit	SR 826 NB (SR836) Exit	6220	6230		6000	1324	6	1	1324					60	1.00	0	2500				10	100
	SR 826 NB (SR836) Exit	SR 826 NB (SR836) Exit	6230	6240		6000	1324	6	1	1324					60	1.00	0	2500				10	100
	SR 826 NB (SR836) Exit	SR 826 NB (SR836) Exit	6240	6250		6000	1324	6	1	1324					60	1.00	0	2500				10	100
	SR 826 NB (SR836) Exit	SR 826 NB (SR836) Exit	6250	6260		6000	1324	6	1	1324					60	1.00	0	2500				10	100
	SR 826 NB (SR836) Exit	SR 826 NB (SR836) Exit	6260	6270		6000	1324	6	1	1324					60	1.00	0	2500				10	100
	SR 826 NB (SR836) Exit	SR 826 NB (SR836) Exit	6270	6280		6000	1324	6	1	1324					60	1.00	0	2500				10	100
	SR 826 NB (SR836) Exit	SR 826 NB (SR836) Exit	6280	6290		6000	1324	6	1	1324					60	1.00	0	2500				10	100
	SR 826 NB (SR836) Exit	SR 826 NB (SR836) Exit	6290	6300		6000	1324	6	1	1324					60	1.00	0	2500				10	100
	SR 826 NB (SR836) Exit	SR 826 NB (SR836) Exit	6300	6310		6000	1324	6	1	1324					60	1.00	0	2500				10	100
	SR 826 NB (SR836) Exit	SR 826 NB (SR836) Exit	6310	6320		6000	1324	6	1	1324					60	1.00	0	2500				10	100
	SR 826 NB (SR836) Exit	SR 826 NB (SR836) Exit	6320	6330		6000	1324	6	1	1324					60	1.00	0	2500				10	100
	SR 826 NB (SR836) Exit	SR 826 NB (SR836) Exit	6330	6340		6000	1324	6	1	1324					60	1.00	0	2500				10	100
	SR 826 NB (SR836) Exit	SR 826 NB (SR836) Exit	6340	6350		6000	1324	6	1	1324					60	1.00	0	2500				10	100
	SR 826 NB (SR836) Exit	SR 826 NB (SR836) Exit	6350	6360		6000	1324	6	1	1324					60	1.00	0	2500				10	100
	SR 826 NB (SR836) Exit	SR 826 NB (SR836) Exit	6360	6370		6000	1324	6	1	1324					60	1.00	0	2500				10	100
	SR 826 NB (SR836) Exit	SR 826 NB (SR836) Exit	6370	6380		6000	1324	6	1	1324					60	1.00	0	2500				10	100
	SR 826 NB (SR836) Exit	SR 826 NB (SR836) Exit	6380	6390		6000	1324	6	1	1324					60	1.00	0	2500				10	100
	SR 826 NB (SR836) Exit	SR 826 NB (SR836) Exit	6390	6400		6000	1324	6	1	1324					60	1.00	0	2500				10	100
	SR 826 NB (SR836) Exit	SR 826 NB (SR836) Exit	6400	6410		6000	1324	6	1	1324					60	1.00	0	2500				10	100
	SR 826 NB (SR836) Exit	SR 826 NB (SR836) Exit	6410	6420		6000	1324	6	1	1324					60	1.00	0	2500				10	100
	SR 826 NB (SR836) Exit	SR 826 NB (SR836) Exit	6420	6430		6000	1324	6	1	1324					60	1.00	0	2500				10	100
	SR 826 NB (SR836) Exit	SR 826 NB (SR836) Exit	6430	6440		6000	1324	6	1	1324					60	1.00	0	2500				10	100
	SR 826 NB (SR836) Exit	SR 826 NB (SR836) Exit	6440	6450		6000	1324	6	1	1324					60	1.00	0	2500				10	100
	SR 826 NB (SR836) Exit	SR 826 NB (SR836) Exit	6450	6460		6000	1324	6	1	1324					60	1.00	0	2500				10	100
	SR 826 NB (SR836) Exit	SR 826 NB (SR836) Exit	6460	6

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Table #																																			
NETSIM Input																																			
Model alternative and time period																																			
		Link Description					Lengths			No. of Lanes					Channelization Codes										Receiving Nodes											
Facility	Intersection	Approach	Up Stream Node Number	Down Stream Node Number	Link Name (12 chars)	Link	Left Bay	Right Bay	Thru	Left	Right	Grade	Queue, Start-up Code	Ln 1	Ln 2	Ln 3	Ln 4	Ln 5	Ln 6	Ln 7	Ln 8	Ln 9	Left	Thru	Right	Diag	Up Stream Oppose Node	Start Up Time	Dis-charge Headway	Free-Flow Speed	Right Turn On Red	Ped Code
	(in Excel only)	*(in Excel only)*	*11-1*	*11-2*	*10-3*	*11-3*	*11-4*	*11-5*	*11-6*	*11-7*	*11-8*	*11-9*	*11-10*	*11-11*	*11-12*	*11-13*	*11-14*	*11-15*	*11-16*	*11-17*	*11-30*	*11-31*	*11-18*	*11-19*	*11-20*	*11-21*	*11-22*	*11-23*	*11-24*	*11-25*	*11-26*	*11-27*
SR 826 at Flagler St	Flagler St at NB Off Ramp	Southbound	212	205		208			3			0	1	1	1	1							207					20	18	30		0
		Eastbound	202	205	Flagler St	1002	400		3	1		0	1			1							214	207				20	18	45		0
		Westbound	206	205	Flagler St	110			3			0	1											204				20	18	45		0
		Southbound	211	212		338		275	3		1	0	1	T	T	T								205	213			20	18	30		0
		Westbound	207	206	Flagler St	1137		100	3		1	0	1											205	214			20	18	45		0
		Southbound	213	204		202			1			0	1												203			20	18	30		0
		Westbound	205	204	Flagler St	327			3			0	1											203				20	18	45		0
	Flagler St at SB Off Ramp	Northbound	220	202	SW 78th Ave	370		300	2		1	0	1	4	8								201	219	205		218	20	18	30		0
		Southbound	218	202		161			4			0	1	T	1	1	1						205	220			220	20	18	30		0
		Eastbound	200	202	Flagler St	1203	290		3	3		0	1	T									219	205	220		203	20	18	45		0
		Westbound	203	202	Flagler St	155	100		3	1		0	1										220	201			200	20	18	45		0
		Southbound	232	218		155			4			0	1	T	T	T	T							202	201			20	18	30		0
		Westbound	204	203	Flagler St	520			4			0	1											202	219			20	18	45		0
SR 826 to SR 836 EB	SR 826 to SR 836 EB	Northbound	7725	208		110			2			0	1		T									222		209		20	18	45		0
		Northbound	226	227		251			3			0	1										7735	228				20	18	45		0
		Northbound	227	228		403			2			0	1											229		230		20	18	45		0
SR 826 at SW 8 St	SW 8 St at NB Off Ramp	Northbound	312	306		331	300	300	4	1	1	0	1	4	4	1	1						324		307			20	18	30	1	0
		Eastbound	305	306	SW 8th St	175			3			0	1											307				20	18	50		1
		Westbound	308	306	SW 8th St	609			3			0	1											324				20	18	50		0
		Northbound	311	312		195			4			0	1	4	T	T								306	306			20	18	30		0
		Eastbound	332	306		820		30	3		1	0	1	7	T	T								306	314			20	18	50		0
		Westbound	309	308	SW 8th St	791			3			0	1											306	315			20	18	50		0
	SW 8 St at SB Off Ramp	Eastbound	301	302	SW 8th St	184			3			0	1	T	T	T								305				20	18	50		0
		Westbound	304	302	SW 8th St	358	220		3	2		0	1		T								322	300			301	20	18	50		1
		Southbound	7273	316		150			2			0	1											317		321		20	18	40		0
		Eastbound	300	301	SW 8th St	1119			3			0	1											302		322		20	18	50		0
		Northbound	320	302		308			3			0	1	4	4	4									305			20	18	30	1	0
		Southbound	321	304		475			1			0	1												302			20	18	40		0
		Westbound	324	304	SW 8th St	219			2			0	1										302	302				20	18	50		0
SR 826 at SW 24 St	SW 24 St at NB Off Ramp	Northbound	406	404		282	230	230	2	2	2	0	1	4	1								402		412			20	18	30	1	0
		Eastbound	403	404	SW 24 St/Cox	137			3			0	1											412				20	18	45		0
		Westbound	405	404	SW 24th St	1400	150		3	1		0	1										407	402		403		20	18	45		0
		Eastbound	401	403	SW 24 St/Cox	780		430	3		1	0	1											404	407			20	18	45		0
	SW 24 St at SB Off Ramp	Southbound	409	401		421	300	300	2	2	2	0	1	4	1								403		400			20	18	30	1	0
		Eastbound	400	401	SW 24th St	1058	300		3	1		0	1										410	403		402		20	18	45		0
		Westbound	402	401	Coral Dr	156			3			0	1											400				20	18	45		0
		Westbound	404	402	Coral Dr	761		180	3		1	0	1											401	410			20	18	45		0
SR 826 at SW 40 St	SW 40 St at NB Off Ramp	Northbound	520	521		365			4			0	1	D	D	1	1						514			508		20	18	30		0
		Northbound	521	514		120			2			0	1	1	1								515					20	18	30		0
		Northbound	521	508		170			3			0	1	4	4	4									509			20	18	30		0
		Eastbound	505	506		200			4			0	1	T	T	9	1						522	507				20	18	30		0
		Eastbound	506	507		150			3			0	1											508				20	18	30		0
		Eastbound	507	508		102			3			0	1											509				20	18	30		0
		Westbound	512	513		344			5			0	1	4	T	T	T	T						507	522			20	18	30		0
		Westbound	513	507		104			4			0	1											514				20	18	30		0
		Westbound	507	514		139			4			0	1											515				20	18	30		0
		Northbound	513	522		173			1			0	1	T										523				20	18	30		0
		Northbound	506	522		109			2			0	1	1	1								523					20	18	30		0
	SW 40 St at SB Off Ramp	Southbound	526	527		236			4			0	1	4	4	1	1						505		516			20	18	30		0
		Southbound	527	505		152			2			0	1	1	1								506					20	18	30		0
		Southbound	527	516		168			2			0	1											517				20	18	30		0
		Eastbound	502	503		351			5			0	1	D	T	T	T	T						504		528		20	18	30		0
		Eastbound	503	504	SW 40th St	110			4			0	1	T	T	T	T							505				20	18	45		0
		Eastbound	504	505		153			4			0	1											506				20	18	30		0
		Westbound	514	515		200			4			0	1	T	T	9	D							504		-528		20	18	30		0
		Westbound	515	504		156			4			0	1											516				20	18	30		0
		Westbound	504	516		109			4			0	1											517				20	18	30		0
		Southbound	503	528		184			1			0	1	4											529			20	18	30		0
		Southbound	515	528		139			2			0	1	1	1								529					20	18	30		0
SR 826 at SW 56 St	SW 56 St at NB Off Ramp	Northbound	606	603		338	338	338	2	1	1	0	1	4	D										604	-602		20	18	40	1	0
		Eastbound	602	603	Miller Dr	342			5			0	1	T	T	T	1	1					607	604			604	20	18	45		0
		Westbound	604	603	SW 56th St	116	50		4	1		0	1	T	T	1	1						602	602				20	18	45		0
		Northbound	7570	606		102			1			0	1											603				20	18	40		0
		Eastbound	603	604		116			3			0	1											605				20	18	45		0
		Westbound	605	604	SW 56th St	1134	84		2	2		0	1	T	T								603	603	607			20	18	45		0
		Northbound	615	616		672			3			0	1	T		1							7159	617				20	18	45		0
	SW 56 St at SB Off Ramp	Southbound	612	602		263			6			0	1	4	4	4	D	D	D						600	-603		20	18	40	1	0
		Eastbound	601	602	SW 56th St	123			5			0	1	T	T	T	1	1					603	603				20	18	45		0
		Westbound	603	602	Miller Dr	342			4			0	1	T	T	1	1						613	600			601	20	18	45		0
		Eastbound	600	601	SW 56th St	1047	77		2	2		0	1	T	T								602	602	613			20	18	45		0
SR 826 at SW 72 St	SW 72 St at NB Off Ramp	Northbound	706	703		151			2			0	1	D	D											-702		20	18	40		0
		Eastbound	702	703	Sunset Dr	364			6			0	1	T	T	T	1	1	1				707	704			704	20	18	45		0
		Westbound	704	703		113			3			0	1	T	T	1							702	702				20	18	45		0
		Northbound	7545	706		130			3			0	1	D	T	T								703		704		20	18	40		0
		Northbound	706	704		209			1			0	1	D												705		20	18	40		0
		Southbound	703	704		113			3			0	1											705				20	18	45		0
		Westbound	705	704		1073	300	300	2	1	1	0	1	7	T								703	703	707			20	18	45		0
	SW 72 St at SB Off Ramp	Southbound	708	702		401			5			0	1	4	4	D	D	D							700	-703		20	18	40	1	0
		Eastbound	701	702		137			5			0	1	T	T	T	1	1					703	703				20	18	45		0
		Westbound	703	702	Sunset Dr	364			3			0	1	T	T	1							709	700				20	18	45		0
		Eastbound	700	701		1059	30		3	1		0	1										702	702		709		20	18	45		0
SR 826 at SW 88 St	SW 88 St at NB Off Ramp	Northbound	810	806		136			2			0	1	1	1								804					20	18	40		0
		Eastbound	805	806		158			3			0	1											807				20	18	50		1
		Westbound	807	806		132			3			0	1											804				20	18	50		0
		Northbound	809	810		308			3			0	1	4	T	T								806	807			20	18	40		0
		Northbound	810	807		207			1			0	1	D												808		20	18	40		0
		Eastbound	806	807		132			3			0	1											808				20	18	50		0
		Westbound	808	807	SW 88th St	1136			4			0	1	4										806	811			20	18	50		0
		Northbound	835	812		249			1			0	1											7525				20	18	20		0
SR 826 at SW 88 St	SW 88 St at SB Off Ramp	Northbound	818	804		334			1			0	1												805			20	18	35		0
		Southbound	821	804		110			1			0	1													803		20	18	40		0
		Eastbound	802	804		424			3			0	1											805				20	18	50		0
		Westbound	806	804	Kendall Dr	420			3			0	1											803				20	18	50		0
		Southbound	813	814		217			2			0	1											815		819		20	18	50		0
		Southbound	819	820		307	150		1	1		0	1										828	821				20	18	40		0
		Eastbound	801	802		561		50	3		1	0	1											804	822			20	18	50		0
		Southbound	823	824		129			2			0	1	T	D									826		-825		20	18	30		0
US-1/Busway from SW 112 St to SR 826	US-1 at SR 826	Northbound	904	905		801			4			0	1	D	9	T	T							906		918		20	16	50		0
		Southbound	905	904		801			2			0	1											903				20	16	50		0
		Northbound	921	904		721			3			0	1											903				20	16	50		0
	US-1 at SW 104 St	Northbound	902	903		1466	260		3	2		0	1										911	904	917		904	20	16	50		0
		Southbound	904	903		764	300	320	5	2	1	0	1										917	902	911		902	20	16	50		0
		Southbound	911	903		152	112		2	1		0	1	7	8								904	917	902		917	20	16	40		0
		Westbound	917	903		1002	350	350	2	1	1	0	1	7	T								902	911	904		911	20	16	40		0
	Busway at SW 104 St	Northbound	910	911		1430			1			0	1											912				20	18	50		0
		Southbound	912	911		1011			1			0	1											910				20	18	50		0
		Westbound	903	911		152			2			0	1											916				20	16	40		0
		Eastbound	916	911		1188	50		2	1		0	1											903				20	16	40		0
	US-1 at SW 112 St	Northbound	900	901		1004	460		3	1		0	1										909	902	915		902	20	16	50		0
		Southbound	902	901		1454	250	360	4	1	1	0	1										915	900	909		900	20	16	50		0
		Eastbound	909	901		146			3			0	1	4	8	1							902	915	900		915	20	16	40		0
		Westbound	915	901		1052	350	350	1	1	1	0	1										900	909	902		909	20	16	40		0
	Busway at SW 112 St	Northbound	908	909		972			1			0	1											910				20	18	50		0
		Southbound	910	909		1495			1			0	1											908				20	18	50		0
		Eastbound	914	909		155	100		1	1		0	1											901				20	16	40		0
		Westbound	901	909		146			2			0	1	T	T									914				20	16	40		0
			201	200		1003			4			0	1											8201				20	18	45		0
			202	201		200			3			0	1											200				20	18	45		0
			202	219		150			3			0	1											7271				20	18	30		0
			202	220		370			1			0	1											221				20	18	30		0
			203	219		214			1			0	1											7271				20	18	30		0
			205	207		1247			3			0	1											8207				20	18	45		0
			205	214		114			3			0	1											215				20	18	35		0
			206	214		156			1			0	1												215			20	18	35		0
			208	222		321			2			0	1											223				20	18	45		0
			208	209		319			1			0	1											210				20	18	40		0
			209	210		240			1			0	1												211			20	18	30		0
			210	211		280		50	1		1	0	1											212	212			20	18	30		0
			212	213		210			1			0	1											204				20	18	30		0
			214	215		315			3			0	1											216				20	18	35		0
			215	216		293			2			0	1											217				20	18	35		0
			216	217		318			2			0	1											224				20	18	35		0
			217	224		502			2			0	1											225				20	18	35		0
			218	201		245			1			0	1											200				20	18	30		0
			228	229		244			2			0	1											7357				20	18	45		0
			220	221		150			1			0	1											8221				20	18	30		0
			221	220		150			2			0	1											202				20	18	30		0
			222	223		360			2			0	1											224				20	18	45		0
			223	224		438			1			0	1											225				20	18	45		0
			224	225		551			3			0	1											226				20	18	45		0
			225	226		408			3			0	1											227				20	18	45		0
			228	230		235			1			0	1											231				20	18	40		0
			230	231		337			1			0	1											8231				20	18	40		0
			301	322		235			1			0	1											323				20	18	30		0
			302	300		1303			3			0	1											8301				20	18	50		0
			302	322		142			2			0	1											323				20	18	30		0
			305	314		285			1			0	1											7680				20	18	25		0
			306	307		120			3			0	1											308				20	18	50		0
			306	324	SW 8th St	418			3			0	1											304				20	18	50		0
			307	308		489			3			0	1											309				20	18	50		0
			308	315		166			1			0	1											7715				20	18	40		0
			308	309		791			2			0	1											310				20	18	50		0
			309	310		582			2			0	1											8310				20	18	50		0
			310	309		582			2			0	1											308				20	18	50		0
			316	317		438			1			0	1											318				20	18	40		0
			316	321		214			1			0	1											304				20	18	40		0
			317	318		442			1			0	1												319			20	18	40		0
			318	319		404			1			0	1												320			20	18	25		0
			319	320		249			1			0	1											302				20	18	25		0
			322	323		147			2			0	1											7256				20	18	30		0
			401	400		1058			3			0	1											8401				20	18	45		0
			401	410		115			1			0	1											411				20	18	30		0
			402	410		188			1			0	1												411			20	18	30		0
			403	407		172			1			0	1												408			20	18	30		0
			404	407		111			1			0	1											408				20	18	30		0

Links			404	412		104			3			0	1											405				20	18	45		0
			407	408		199			1			0	1											7655				20	18	30		0
			410	411		294			1			0	1											7580				20	18	40		0
			412	405		1296			3			0	1											8405				20	18	45		0
			500	501		1089			4			0	1											502				20	18	30		0
			501	500		1089			4			0	1											8500				20	18	30		0
			501	502		523			4			0	1											503				20	18	30		0
			508	509		343			3			0	1											510				20	18	30		0
			509	510		548			3			0	1											511				20	18	30		0
			510	511		1084			3			0	1											8505				20	18	30		0
			510	512		548			4			0	1	4	T	T	T							513	513			20	18	30		0
			511	510		1084			4			0	1											512				20	18	30		0
			516	517		350			4			0	1											501				20	18	30		0
			517	501		521			4			0	1											500				20	18	30		0
			518	519		513			2			0	1											520				20	18	40		0
			519	520		196			5			0	1											521				20	18	35		0
			522	523		126			2			0	1											7635				20	18	30		0
			524	525		379		300	3		1	0	1											526				20	18	40		0
			525	526		256			4			0	1											527				20	18	40		0
			528	529		175			3			0	1											7480				20	18	30		0
			601	613		158			1			0	1											7262				20	18	40		0
			602	600		1169			2			0	1											8600				20	18	45		0
			602	613		136			2			0	1											7262				20	18	40		0
			603	607		203			2			0	1											608				20	18	40		0
			604	605		1134			3			0	1											8605				20	18	45		0
			604	607		261			1			0	1											608				20	18	40		0
			607	608		509			3			0	1											609				20	18	40		0
			608	609		469			2			0	1											615				20	18	40		0
			609	615		207			2			0	1											616				20	18	40		0
			610	612		263			4			0	1											602				20	18	40		0
			614	615		385			1			0	1											616				20	18	45		0
			616	617		355			2			0	1											618				20	18	45		0
			617	618		359			2			0	1											7381				20	18	45		0
			701	709		190			1			0	1	T										7263				20	18	40		0
			702	700		1196			2			0	1											8700				20	18	45		0
			702	709		126			1			0	1	T										7263				20	18	40		0
			703	707		143			3			0	1											7550				20	18	40		0
			704	705		1073			3			0	1											8705				20	18	45		0
			704	707		189			1			0	1											7550				20	18	40		0
			800	801	SW 88th St	1065	200		3	1		0	1											802				20	18	50		1
			801	800		1065			3			0	1											8800				20	18	50		0
			802	822		106			1			0	1											823				20	18	30		0
			803	801		815	200		3	1		0	1											800				20	18	50		0
			804	803		171			4			0	1											801				20	18	50		0
			804	805		262			4			0	1											806				20	18	50		0
			807	808		1136			3			0	1											8808				20	18	50		0
			807	811		266			1			0	1											812				20	18	40		0
			811	812		161			1			0	1											7525				20	18	40		0
			814	815		809			1			0	1											816				20	18	40		0
			814	819		359			1			0	1											820				20	18	40		0
			815	816		318			1			0	1											817				20	18	40		0
			816	817		304			1			0	1												818			20	18	35		0
			817	818		354			1			0	1												804			20	18	35		0
			820	821		123			1			0	1											804				20	18	40		0
			820	828		106			1			0	1											829				20	18	25		0
			822	823		110			1			0	1											824	824			20	18	30		0
			824	825		401			1			0	1											7510				20	18	30		0
			824	826		159			1			0	1											827				20	18	30		0
			826	827		176			1			0	1											7255				20	18	30		0
			828	829		200			1			0	1											830				20	18	25		0
			829	830		176			1			0	1											831				20	18	25		0
			830	831		480			1			0	1											8833				20	18	25		0
			832	833		146			1			0	1												834			20	18	20		0
			833	834		227			1			0	1											835				20	18	20		0
			834	835		133			1			0	1											812				20	18	20		0
			901	900		1004			4			0	1											8003				20	18	50		0
			901	902		1454			3			0	1											903				20	18	50		0
			901	915		1052			1			0	1											8915				20	18	40		0
			903	902		1466			5			0	1											901				20	18	50		0
			903	904		764			3			0	1											905				20	18	50		0
			903	917		1002			2			0	1											8917				20	18	40		0
			905	906		717			3			0	1											907				20	18	50		0
			905	918		177			2			0	1											919				20	18	50		0
			906	905		717			3			0	1											904			904	20	18	50		0
			906	907		1013			3			0	1											8907				20	18	50		0
			907	906		1013			3			0	1											905				20	18	50		0
			909	908		972			1			0	1											8908				20	18	50		0
			909	910		1495			1			0	1											911				20	18	50		0
			909	914		155			2			0	1											913				20	18	40		0
			911	910		1430			1			0	1											909				20	18	50		0
			911	912		1011			1			0	1											8912				20	18	50		0
			911	916		1188			2			0	1											8916				20	18	40		0
			913	914		1280			1			0	1											909				20	16	40		0
			914	913		1280			1			0	1											8913				20	18	40		0
			918	919		394			3			0	1											7150				20	18	50		0
			920	921		231			3			0	1											904				20	18	50		0
Transition Links			7257	409		172			2			0	1											401				20	18	30		0
			7265	813		117			2			0	1											814				20	18	50		0
			7267	920		123			3			0	1											921				20	18	50		0
			7270	232		120			3			0	1	4	T	T								218	218			20	18	30		0
		Southbound	7482	610		120	75	75	2	1	1	0	1											612				20	18	40		0
			7505	809		120			2			0	1											810	810			20	18	40		0
			7590	614		186			1			0	1											615				20	18	45		0
			7595	524		141			2			0	1											525				20	18	40		0
			7630	708		132	90	90	2	1	1	0	1											702				20	18	40		0
			7650	406		169		150	1		1	0	1											404		404		20	18	30		0
			7675	311		121			2			0	1											312				20	18	30		0
			7815	518		134			2			0	1											519				20	18	40		0
			919	7150		161			3			0	1															20	18	50		
			616	7159		142			1			0	1															20	18	45		
			827	7255		116			1			0	1															20	18	30		
			323	7256		136			2			0	1											525				20	18	30		
			613	7262		115			2			0	1															20	18	40		
			709	7263		142			1			0	1															20	18	40		
			219	7271		120			3			0	1															20	18	30		
			229	7357		200			2			0	1															20	18	45		
			618	7381		118			2			0	1															20	18	45		
			529	7480		128			2			0	1															20	18	40		
			825	7510		118			1			0	1															20	18	30		
			812	7525		141			1			0	1															20	18	40		
			707	7550		216			3			0	1															20	18	40		
			411	7580		163			1			0	1															20	18	25		
			523	7635		134			2			0	1															20	18	40		
			408	7655		155			1			0	1															20	18	30		
			314	7680		128			1			0	1															20	18	25		
			315	7715		239			1			0	1															20	18	40		
Entry Links	US-1 NB Begin	NB	227	7735		251			2			0	1															20	18	40		
	Flagler St EB Begin	EB	8003	900					3			0	1											901				20	18			0
	Flagler St WB Begin	WB	8201	200	Flagler St				2			0	1											202				20	18			0
	SW 78 Ave Begin	NB	8207	207	Flagler St				3			0	1											206				20	18			0
	SW 8 St EB Begin	EB	8221	221	SW 78th Ave				2			0	1											220				20	18			0
	SW 8 St WB Begin	WB	8301	300	SW 8th St				3			0	1											301				20	18			0
	SW 24 St EB Begin	EB	8310	310	SW 8th St				2			0	1											309				20	18			0
	SW 24 St WB Begin	WB	8401	400	SW 24th St				3			0	1											401				20	18			0
	SW 40 St EB Begin	EB	8405	405	SW 24th St				3			0	1											404				20	18			0
	SW 40 St WB Begin	WB	8500	500	Blvd Rd				4			0	1											501				20	18			0
	SW 56 St EB Begin	EB	8505	511	Blvd Rd				3			0	1											510				20	18			0
	SW 56 St WB Begin	WB	8600	600	SW 56th St				2			0	1											601				20	18			0
	SW 72 St EB Begin	EB	8605	605	SW 56th St				2			0	1											604				20	18			0
	SW 72 St WB Begin	WB	8700	700	SW 72nd St				2			0	1											701				20	18			0
	SW 88 St EB Begin	EB	8705	705	SW 72nd St				2			0	1											704				20	18			0
	SW 88 St WB Begin	WB	8800	800	SW 88th St				2			0	1											801				20	18			0
	Dadeland Mall Begin		8808	808	SW 88th St				3			0	1											807				20	18			0
	US-1 SB Begin	SB	8832	832					1			0	1	4												833		20	18			0
	US-1/Busway	NB	8907	907					3			0	1											906				20	18			0
	US-1/Busway	SB	8908	908					1			0	1											909				20	18			0
	SW 112 St EB Begin	EB	8912	912					1			0	1											911				20	18			0
	SW 112 St WB Begin	WB	8913	913					2			0	1											914				20	18			0
	SW 104 St EB Begin	EB	8915	915					2			0	1											901				20	18			0
	SW 104 St WB Begin	WB	8916	916					1			0	1											911				20	18			0
			8917	917					2			0	1											903				20	18			0

Section 2

Design Year 2045 Build AM and PM Peak Volume

- FRESIM Volumes
- NETSIM Volumes
- FRESIM O-D Matrix

Table #
Detector Volumes
Model alternative and time period

Time Period

| Facility | Description | | |

SR 836 EB CD Ram	SR 836 EB2 Entrance	SR 836 EB CD	836EBNW72Avexit	152	163	157	151	157	153	173	173	165	168	163	148	140	138	138	132
	SR 826 SB Entrance	SR 836 EB CD	826SB836EBCDent	194	208	201	193	201	196	221	222	211	214	208	189	179	177	177	168
	SR 836 EB CD	SR 826 SB CD Exit	836EBCD826SBCDexit	112	120	116	111	116	113	128	128	122	124	120	109	103	102	102	97
	SR 836 EB CD	NW 72 Ave Exit	836EBCDNW72Avexit	275	295	284	273	284	278	313	314	298	304	295	268	254	250	250	239
	Flagler St Entrance	SR 836 EB CD	FlaglerSt836EBCDent	195	209	201	193	201	197	222	222	211	215	209	190	180	177	177	169
	NW 72 Ave Entrance	SR 836 EB CD	NW72Av836EBCDent	107	115	111	106	111	108	122	122	116	118	115	105	99	98	98	93
	Dummy Ramp Entrance	SR 836 EB CD	Dummy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 836 EB CD	SR 836 EB Exit	NW72Av836EBent	451	484	467	449	467	457	514	516	490	499	484	441	417	411	411	392
	Begin SR 836 EB CD to SR 826 NB	SR 836 EB/NW 87 Ave Entrance	836EBCD826NB1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SR 836 EB CD to SR 826 NB	SR 836 EB/NW 87 Ave Entrance	SR 826 SB Exit	836EBCD826NB2	618	663	639	614	639	625	703	706	670	682	662	603	570	563	562	536
	SR 826 SB Exit	SR 826 NB Exit	836EBCD826NB3	492	528	509	489	508	497	560	562	534	543	527	480	454	448	448	427
	SR 826 NB Exit	**End SR 836 EB CD to SR 826 NB**	836EBCD826NB4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SR 836 EB CD to SR 826 NB Ramps	SR 836 EB Entrance	SR 836 EB CD to SR 826 NB	836EBCD826NBSBexit	618	663	639	614	639	625	703	706	670	682	662	603	570	563	562	536
	SR 836 EB CD to SR 826 NB	SR 826 SB Exit	836EBCD826NB826SBexit	126	135	130	125	130	127	143	144	137	139	135	123	116	115	115	109
	SR 836 EB CD to SR 826 NB	SR 826 NB Exit	SR836EBSR826NBent	492	528	509	489	508	497	560	562	534	543	527	480	454	448	448	427
SR 836 WB	**Begin SR 836 WB Mainline**	NW 72 Ave/NW 87 Ave Exit	SR836WB1	1863	1999	1928	1852	1926	1884	2121	2129	2022	2059	1998	1819	1720	1697	1696	1617
	NW 72 Ave/NW 87 Ave Exit	SR 826 NB/SB Exit	SR836WB2	1529	1641	1583	1520	1581	1547	1741	1748	1660	1690	1640	1493	1412	1393	1392	1327
	SR 826 NB/SB Exit	SB EXPRESS LANE Exit	SR836WB3	686	736	710	682	710	694	781	784	745	758	736	670	633	625	625	596
	SB EXPRESS LANE Exit	SR 826 NB/SB Entrance	SR836WB3a	344	369	356	342	355	348	391	393	373	380	369	336	317	313	313	298
	SR 826 NB/SB Entrance	NW 87 Ave Entrance	SR836WB4	783	840	810	778	810	792	892	895	850	865	840	764	723	713	713	680
	NW 87 Ave Entrance	End SR 836 WB Mainline	SR836WB5	1003	1076	1038	997	1037	1015	1142	1147	1089	1108	1076	979	926	914	913	871
SR 836 WB Ramps	SR 836 WB	NW 72 Ave/NW 87 Ave Exit	SR836WBNW72AVNW87Avexit	334	358	345	332	345	337	380	381	362	369	358	326	308	304	304	290
	SR 836 WB	SR 826 NB/SB Exit	836WB826NBSBexit	843	904	872	838	872	853	960	964	915	932	904	823	778	768	768	732
	SR 836 WB	SB EXPRESS LANE Exit	836WB826ELSBent	343	368	355	341	354	347	390	392	372	379	367	334	316	312	312	297
	SR 826 NB/SB Entrance	SR 836 WB	SR826NBSBSR836WBent	439	471	455	437	454	444	500	502	477	486	471	429	406	400	400	381
	NW 87 Ave Entrance	SR 836 WB	NW87AvSR836WBent	220	236	228	219	228	223	251	252	239	243	236	215	203	200	200	191
SR 836 WB CD	**Begin SR 836 WB CD**	SR 836 WB Entrance	SR836WBCD1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 836 WB Entrance	NW 72 Ave Exit	SR836WBCD2	334	358	345	332	345	337	380	381	362	369	358	326	308	304	304	290
	NW 72 Ave Exit	NW 72 Ave Entrance	SR836WBCD3	165	178	171	165	171	167	188	189	180	183	177	162	153	151	151	144
	NW 72 Ave Entrance	SR 826 SB Entrance	SR836WBCD4	347	372	359	345	358	351	395	396	376	383	372	338	320	316	316	301
	SR 826 SB Entrance	NW 72 Ave Exit	SR836WBCD5	523	562	542	520	541	530	596	598	568	578	561	511	483	477	477	454
	NW 72 Ave Exit	NW 84 Ave Exit	SR836WBCD6	329	353	341	327	341	333	375	376	357	364	353	322	304	300	300	286
	NW 84 Ave Exit	SR 826 NB Entrance	SR836WBCD7	72	77	74	71	74	72	81	82	78	79	77	70	66	65	65	62
	SR 826 NB Entrance	*NW 82nd Ave Entrance*	*SR836WBCD8*	99	107	103	99	103	100	113	113	108	110	106	97	92	90	90	86
	NW 82nd Ave Entrance	*NW 87 Ave Exit*	*SR836WBCD9*	139	149	144	138	144	141	158	159	151	154	149	136	128	127	127	121
	NW 87 Ave Exit	*NW 87 Ave Entrance SB*	*SR836WBCD10*	64	68	66	63	66	64	72	73	69	70	68	62	59	58	58	55
	NW 87 Ave Entrance SB	*SR 836 WB Exit*	*SR836WBCD11*	220	236	228	219	228	223	251	252	239	243	236	215	203	200	200	191
	SR 836 WB Exit	***End SR 836 WB CD***	*SR836WBCD12*	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SR 836 WB CD Ramps	SR 836 WB Entrance	SR 836 WB CD	SR836WBNW72AVNW87Avexit	334	358	345	332	345	337	380	381	362	369	358	326	308	304	304	290
	SR 836 WB CD	NW 72 Ave1 Exit	836WBCDNW72Ave1exit	168	180	174	167	174	170	191	192	183	186	180	164	155	153	153	146
	NW 72 Ave Entrance	SR 836 WB CD	NW72Ave836WBCDent	181	194	187	180	187	183	206	207	197	200	194	177	167	165	165	157
	SR 826 SB Entrance	SR 836 WB CD	826SBNW72AvNW87Avexit	177	190	183	176	183	179	201	202	192	195	190	173	163	161	161	154
	SR 836 WB CD	NW 72 Ave2 Exit	836WBCDNW72Ave2exit	194	208	201	193	201	196	221	222	211	214	208	189	179	177	177	168
	SR 836 WB CD	NW 84 Ave Exit	836WBCDNW84Avexit	258	277	267	256	267	261	294	295	280	285	276	252	238	235	235	224
	SR 826 NB Entrance	SR 836 WB CD	826NB836WBCDent	28	30	29	28	29	28	32	32	30	31	30	27	26	25	25	24
	NW 87 Ave NB Entrance	SR 836 WB CD	NW87AveNB836WBCDent	40	43	41	40	41	40	45	45	43	44	43	39	37	36	36	35
	SR 836 WB CD	NW 87 Ave Exit	836WBCDNW87Avexexit	76	81	78	75	78	76	86	86	82	84	81	74	70	69	69	66
	NW 87 Ave SB Entrance	SR 836 WB CD	NW87AveSB836WBCDent	157	168	162	156	162	158	178	179	170	173	168	153	144	143	143	136
	SR 836 WB CD	SR 836 WB Exit	NW87AvSR836WBent	220	236	228	219	228	223	251	252	239	243	236	215	203	200	200	191
SR 874 NB	**Begin SR 874 NB**	*SR 826 EL NB Exit*	SR874NB1	943	1012	976	937	975	954	1074	1078	1023	1042	1011	921	870	859	859	819
	SR 826 EL NB Exit	SR 826 NB Exit	SR874NB1a	613	657	634	609	633	620	698	700	665	677	657	598	566	558	558	532
	SR 826 NB Exit	Dummy Ramp Entrance	SR874NB2	207	222	215	206	214	210	236	237	225	229	222	202	191	189	189	180
	Dummy Ramp Entrance	SW 56 St Entrance	SR874NB3	207	222	215	206	214	210	236	237	225	229	222	202	191	189	189	180
	SW 56 St Entrance	SW 40 St Exit	SR874NB4	369	396	382	367	381	373	420	421	400	407	395	360	340	336	336	320
	SW 40 St Exit	**End SR 874 NB**	SR874NB5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SR 874 NB Ramps	SR 874 NB	SR 826 EL NB exit	874NB826ELNBexit	330	354	342	328	341	334	376	378	358	365	354	322	305	301	301	287
	SR 874 NB	SR 826 NB Exit	874NB826NBexit	405	435	420	403	419	410	462	463	440	448	435	396	374	369	369	352
	Dummy Ramp Entrance	SR 874 NB	Dummy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 826 NB/SW 56 St Entrance	SR 874 NB	826NBSW56St874NBent	161	173	167	161	167	163	184	185	175	178	173	158	149	147	147	140
	SR 874 NB	SW 40 St Exit	874NBSW40Stexit	369	396	382	367	381	373	420	421	400	407	395	360	340	336	336	320
SR 874 SB	**Begin SR 874 SB**	SW 40 St Entrance	SR874SB1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SW 40 St Entrance	Dummy Ramp Exit	SR874SB2	399	428	413	397	412	404	454	456	433	441	428	389	368	363	363	346
	Dummy Ramp Exit	SW 56 St Exit	SR874SB3	399	428	413	397	412	404	454	456	433	441	428	389	368	363	363	346
	Dummy Ramp Exit	SR 826 SB Entrance	SR874SB4	601	644	622	597	621	608	684	687	652	664	644	586	554	547	547	521
	SW 56 St Exit	SR 826 SB Entrance	SR874SB5	211	226	218	209	218	213	240	241	229	233	226	206	194	192	192	183
	SR 826 SB Entrance	SR 826 EL SB Entrance	SR874SB6	517	555	535	514	535	523	589	591	562	572	555	505	478	471	471	449
	SR 826 EL SB Entrance	**End SR 874 SB**	SR874SB7	868	932	899	863	898	879	989	993	943	960	931	848	802	791	791	754
SR 874 SB Ramps	SW 40 St Entrance	SR 874 SB	SW40St874SBent	399	428	413	397	412	404	454	456	433	441	428	389	368	363	363	346
	SR 874 SB	Dummy Ramp Exit	Dummy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SR 826 SB Entrance # 1	SR 874 SB	826SB874SB1ent	202	216	209	201	209	204	230	231	219	223	216	197	186	184	184	175
	SR 874 SB	SW 56 St/SR 826 SB Exit	874SBSW56St826SBexit	390	418	404	388	403	394	444	446	423	431	418	381	360	355	355	339
	SR 826 SB Entrance # 2	SR 874 SB	826SB874SB2ent	307	329	317	305	317	310	349	351	333	339	329	300	283	279	279	266
	SR 826 EL SB Entrance	SR 874 SB	826ELSB874SBexit	351	377	363	349	363	355	400	401	381	388	376	343	324	320	320	305
SW 40 St to SR 826 SB Mainline	**SW 40 St to SR 826 SB Begin**	SW 40 St Entrance	SW40StSR826SB1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SW 40 St Entrance	SW 56 St Exit	SW40StSR826SB2	390	418	404	388	403	394	444	446	423	431	418	381	360	355	355	339
	SW 56 St Exit	SR 826 SB Exit	SW40StSR826SB3	155	166	160	154	160	156	176	177	168	171	166	151	143	141	141	134
	SR 826 SB Exit	**SW 40 St to SR 826 SB End**	SW40StSR826SB4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SW40St to SR826SB Ramp	SW 40 St Entrance	SR 826 SB	874SBSW56St826SBexit	390	418	404	388	403	394	444	446	423	431	418	381	360	355	355	339
	SW 40 St to SR 826 SB	SW 56 St Exit	SW40StSR826SBSW56Stexit	235	253	244	234	243	238	268	269	256	260	253	230	217	214	214	204
	SW 40 St to SR 826 SB	SR 826 SB Exit	SW40StSR826SBent	155	166	160	154	160	156	176	177	168	171	166	151	143	141	141	134
	Dummy Links		Dummy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table #
Detector Volumes
Build Model - PM Peak

Facility	Description	Detector Station ID	Time Period 3:30 PM	3:45 PM	4:00 PM	4:15 PM
			1	2	3	4
SR 826 NB	**Begin SR 826 NB Mainline**	Dummy	0	0	0	0
	US-1 NB Entrance	S\SR26\NB 1a	668	717	691	664
	Dummy Rd Exit	S\SR26\NB1	668	717	691	664
	SW 88 SB Entrance	S\SR26\NB2	668	717	691	664
	SW 88 SB EB Entrance	S\SR26\NB3	809	868	838	805
	SW 88 SB WB Entrance	S\SR26\NB4	1,171	1,257	1,212	1,116
	SW 72 St Exit	S\SR26\NB5	1,078	1,157	1,116	1,072
	NB EXPRESS LANE Exit	S\SR26\NB5EL	1,078	1,157	1,116	1,072
	SW 72 St Entrance	S\SR26\NB6	1,206	1,294	1,248	1,199
	SW 56 St Exit	S\SR26\NB7	1,067	1,145	1,105	1,061
	SW 56 St Entrance	S\SR26\NB8	927	995	960	922
	SW 40 St Exit	S\SR26\NB9	1,503	1,613	1,557	1,496
	SW 40 St Entrance	S\SR26\NB10	1,540	1,653	1,596	1,531
	SW 24 St Exit	S\SR26\NB11	1,907	2,046	1,974	1,896
	SW 24 St Entrance	S\SR26\NB12	1,657	1,777	1,714	1,647
	SW 8 St Exit	S\SR26\NB13	1,503	1,613	1,557	1,496
	SW 8 St EB Entrance	S\SR26\NB14	1,423	1,526	1,472	1,414
	SW 8 St WB Entrance	S\SR26\NB15	1,606	1,723	1,662	1,596
	SW 8 St WB Entrance	S\SR26\NB16	1,606	1,723	1,662	1,596
	SW 8 St WB Entrance	S\SR26\NB17	1,674	1,796	1,735	1,667
	SR 836 EB WB Exit	S\SR26\NB18	1,033	1,108	1,069	1,026
	SR 836 EB WB Exit	S\SR26\NB19	1,033	1,108	1,069	1,026
	NB EXPRESS LANE Entrance	S\SR26\NB19EL	1,155	1,239	1,195	1,148
	Flagler St NW 72 Ave Entrance	S\SR26\NB20	1,497	1,605	1,551	1,489
	SR 836 EB WB Entrance	S\SR26\NB21	2,378	2,551	2,461	2,364
	NW 25 St Exit	S\SR26\NB23	1,998	2,144	2,068	1,987
	End SR 826 NB Mainline	S\SR26\NB24	2,498	2,681	2,587	2,483
SR 826 NB Ramps	US-1 NB Entrance	US1\NB\SR26\NBent	668	717	691	664
	SR 826 NB	Dummy	0	0	0	0
	SW 88 St EB Entrance	S\SR26\NB88Sbext	32	35	34	32
	SW 88 St WB Entrance	S\SR26\NB88Nbext	174	187	180	173
	SR 826 NB	S\WB5\WB\SR826NBent	362	388	374	360
	SW 72 St Exit	S\SR26\NB5Xext	93	100	96	92
	NB EXPRESS LANE Exit	S\SR26\NB5EL\Next	250	246	228	238
	SR 826 NB	S\SR26\NB6Xext	269	288	277	266
	SW 56 St Exit	S\SR26\NB56Sext	138	148	143	137
	SW 40 St Exit	S\SR26\NB40Sext	140	150	145	139
	SR 826 NB	S\SR26\NB826Nbent	122	131	126	121
	Flagler St EB Entrance	Flagler-StSR826NBent	272	292	282	271
	SR 836 EB WB Exit	S\SR26\NB836EBXext	459	491	475	456
	SR 836 EB WB Exit	S\SR26\NB836EBXext	459	491	475	456
	NW 72 Ave\NW 87 Ave Exit	SR 826\NB\NW72Ave\Next	379	407	393	376
	NW 25 St Entrance	NW25StSR826NBent	291	313	302	289
	Begin SR 826 SB Mainline	S\SR26\SB1	2,498	2,681	2,587	2,483
	NW 25 St Exit	S\SR26\SB2	2,425	2,602	2,512	2,410
	Dummy Ramp Entrance	S\SR26\SB3	2,167	2,325	2,242	2,152
	NW 25 St Exit	S\SR26\SB4	2,167	2,325	2,242	2,152
	SW 40 St Exit	S\SR26\SB13	2,340	2,511	2,422	2,324
	SW 56 St Exit	S\SR26\SB14	1,901	2,040	1,968	1,889
	SW 74 St Exit	S\SR26\SB15	1,495	1,604	1,547	1,484
	SW 24 St Exit	S\SR26\SB16	2,160	2,317	2,235	2,144
	SW 8 St Exit	S\SR26\SB17	1,374	1,474	1,422	1,365
	SW 8 St Exit	S\SR26\SB18	1,505	1,615	1,557	1,494
	SR 826 SB	S\SR26\SB19	1,153	1,237	1,193	1,145
	SB EXPRESS LANE Entrance	S\SR26\SB19EL	1,153	1,237	1,193	1,145
	SW 88 St Exit	S\SR26\SB20	1,399	1,501	1,448	1,391
	SW 88 St Entrance	S\SR26\SB21	814	873	842	808
	Dummy Ramp Entrance	S\SR26\SB22	926	993	958	920
	US-1 SB Exit	S\SR26\SB23	926	993	958	920
	End SR 826 SB Mainline	S\SR26\SB24	0	0	0	0
SR 826 SB Ramps	Dummy Ramp Entrance	S\SR26\SB1a	358	384	370	356
	Dummy Ramp Entrance	S\SR26\SB1Y25Sext	317	340	328	315
	NW 25 St Entrance	NW25StSR826SBent	506	543	524	504
	SR 826 SB	S\SR26\SB5	513	550	531	510
	US-27 Ramp Entrance	S\SR26\SB6	1,495	1,604	1,547	1,484
	SR 826 SB	S\SR26\SB7	1,495	1,604	1,547	1,484
	SR 826 SB	S\SR26\SB8	1,505	1,615	1,557	1,494
	SR 826 SB	S\SR26\SB9	1,153	1,237	1,193	1,145
	SB EXPRESS LANE Entrance	S\SR26\SB9EL	1,153	1,237	1,193	1,145
	SR 826 SB	S\SR26\SB10	1,399	1,501	1,448	1,391
	SR 826 SB	S\SR26\SB11	814	873	842	808
	SR 826 SB	S\SR26\SB12	926	993	958	920
	Begin SR 826 EL SB Mainline	S\SR26\SB\EL	1,153	1,237	1,193	1,145
	SR 826 NB (SW72St) Entrance	S\SR26\SB\EL\1	1,153	1,237	1,193	1,145
	SR 874 EL NB Entrance	S\SR26\SB\EL\2	1,153	1,237	1,193	1,145
	SR 836 EB Exit	S\SR26\SB\EL\3	1,153	1,237	1,193	1,145
	SR 836 EB Exit	S\SR26\SB\EL\4	1,153	1,237	1,193	1,145
	End SR 826 EL SB Mainline	S\SR26\SB\EL\5	1,153	1,237	1,193	1,145
SR 826 EL SB Ramps	SR 826 NB (SW72St) Entrance	S\SR26\SB\EL\1Sext	926	993	958	920
	Begin SR 826 EL NB Mainline	S\SR26\SB\EL\1	0	0	0	0
	SR 826 NB (SW72St) Entrance	S\SR26\SB\EL\1Sext	926	993	958	920
	SR 874 EL NB Entrance	S\SR26\SB\EL\2Sext	926	993	958	920
	SR 836 EB Exit	S\SR26\SB\EL\3Sext	926	993	958	920
	SR 836 EB Exit	S\SR26\SB\EL\4Sext	926	993	958	920
	End SR 826 EL NB Mainline	S\SR26\SB\EL\5Sext	926	993	958	920
SR 826 EL NB Ramps	SR 826 NB (SW72St) Entrance	S\SR26\SB\EL\1Next	926	993	958	920
	SR 874 EL NB Entrance	S\SR26\SB\EL\2Next	926	993	958	920
	SR 836 EB Exit	S\SR26\SB\EL\3Next	926	993	958	920
	SR 836 EB Exit	S\SR26\SB\EL\4Next	926	993	958	920
	End SR 826 EL NB Mainline	S\SR26\SB\EL\5Next	926	993	958	920
SR 826 to SR 836 EB CD	**Begin SR 826 NB To SR 836 EB CD**	S\SR26\NB\836EBCD1	0	0	0	0
	SR 826 NB (SW72St) Entrance	S\SR26\NB\836EBCD1Sext	230	246	238	229
	SR 874 EL NB Entrance	S\SR26\NB\836EBCD1Sext	230	246	238	229
	SR 836 EB Exit	S\SR26\NB\836EBCD1Sext	498	534	515	496
	SR 836 EB Exit	S\SR26\NB\836EBCD1Sext	498	534	515	496
	End SR 826 NB To SR 836 EB CD	S\SR26\NB\836EBCD1Sext	498	534	515	496
SR 826 NB to SR 836 EB CD Ramps	SR 826 NB (SW72St) Entrance	S\SR26\NB\836EBCD1Next	498	534	515	496
	SR 874 EL NB Entrance	S\SR26\NB\836EBCD1Next	498	534	515	496
	SR 836 EB Exit	S\SR26\NB\836EBCD1Next	498	534	515	496
	SR 836 EB Exit	S\SR26\NB\836EBCD1Next	498	534	515	496
	End SR 826 NB To SR 836 EB CD	S\SR26\NB\836EBCD1Next	498	534	515	496
SR 826 WB to SR 836 EB CD	**Begin SR 836 WB To SR 826 NB CD**	S\836WB\826NBCD1	0	0	0	0
	Dummy Ramp Entrance	S\836WB\826NBCD2	466	500	482	463
	Dummy Ramp Exit	S\836WB\826NBCD3	466	500	482	463
	NW 72 Ave Entrance	S\836WB\826NBCD4	466	500	482	463
	NW 72 Ave Entrance	S\836WB\826NBCD5	541	581	560	538
	End SR 836 WB to SR 826 NB CD	S\836WB\826NBCD6	0	0	0	0
SR 826 NB to SR 836 WB CD	**Begin SR 826 NB To SR 826 NB CD**	S\826NB\836WBCD1	466	500	482	463
	SR 836 WB to SR 826 NB CD	S\826NB\836WBCD2	513	550	531	510
	SR 826 NB to SR 826 NB CD	S\826NB\836WBCD3	513	550	531	510
	Dummy Ramp Exit	S\826NB\836WBCD4	223	239	231	222
	Dummy Ramp Entrance	S\826NB\836WBCD5	379	406	392	376
	SR 826 NB to SR 826 NB CD	S\826NB\836WBCD6	379	406	392	376
	End SR 826 NB to SR 826 NB CD	S\826NB\836WBCD7	379	406	392	376
SR 826 SB to SR 836 WB CD	**Begin SR 826 SB To SR 836 WB CD**	S\826SB\836WBCD1	513	550	531	510
	SR 826 SB to SR 836 WB CD	S\826SB\836WBCD2	290	311	300	288
	Dummy Ramp Exit	S\826SB\836WBCD3	0	0	0	0
	SR 826 SB to SR 836 WB CD	S\826SB\836WBCD4	155	167	161	154
	Dummy Ramp Entrance	S\826SB\836WBCD5	0	0	0	0
	SR 826 SB to SR 836 WB CD	S\826SB\836WBCD6	356	381	368	353
	End SR 826 SB to SR 836 WB CD	S\826SB\836WBCD7	0	0	0	0
SR 826 SB CD RD	**Begin SR 826 SB CD**	S\826SBCD1	0	0	0	0
	SR 826 SB Entrance	S\826SBCD2	509	546	527	507
	Dummy Ramp Exit	S\826SBCD3	509	546	527	507
	SR 836 EB CD Entrance	S\826SBCD4	686	736	709	683
	Flagler St Exit	S\826SBCD5	529	568	548	528
	Flagler St Exit	S\826SBCD6	529	568	548	528
	Flagler St Entrance	S\826SBCD7	561	602	581	559
	Dummy Ramp Entrance	S\826SBCD8	561	602	581	559
	SR 826 SB CD	S\826SBCD9	561	602	581	559
	End SR 826 SB CD	S\826SBCD10	648	695	670	644
SR 826 SB Ramps	SR 826 SB	S\826SBFlaglerSt\WB5text	509	546	527	507
	Dummy	S\826SBCD11	0	0	0	0
	Dummy Ramp Entrance	S\826SBCD\836EBext	686	736	709	683
	SR 826 SB to SR 826 SB	S\826SBCD\826SBext	686	736	709	683
	Flagler St Exit	S\826SBCD\FlaglerStext	529	568	548	528
	Flagler St Entrance	S\826SBCD\FlaglerStent	561	602	581	559
	Dummy Ramp Entrance	S\826SBCD\836EBent	561	602	581	559
	SR 826 SB to SR 826 SB	S\826SBCD\826SBent	561	602	581	559
	End SR 826 SB to SR 826 SB	S\826SBCD\836EBent	561	602	581	559
SR 836 EB CD RD	**Begin SR 836 EB CD**	S\836EBCD1	0	0	0	0
	SR 826 SB Entrance	S\836EBCD2	168	180	174	167
	SR 826 NB Exit	S\836EBCD3	168	180	174	167
	SR 826 NB EL Entrance	S\836EBCD4	529	568	548	528
	SR 826 NB EL Entrance	S\836EBCD4a	529	568	548	528
	SR 826 NB SB Entrance	S\836EBCD5	1,495	1,604	1,547	1,484
	End SR 836 EB Mainline	S\836EBCD6	1,899	2037	1965	1,884
SR 836 EB Ramps	NW 87 Ave Exit	S\836EBNW87Avext	170	183	176	169
	NW 87 Ave Entrance	S\836EBNW87Avent	426	457	441	423
	SR 826 NB Exit	S\836EB826NBext	426	457	441	423
	SR 826 NB Entrance	S\836EB826NBent	288	309	298	286
	NW 72 Ave Entrance	S\836EBNW72Avent	266	285	275	264
	End SR 836 EB Mainline	S\836EBCD10	648	695	670	644
SR 836 EB CD	**Begin SR 836 EB CD**	S\836EBCD11	0	0	0	0
	NW 87 Ave Exit	S\836EBCD11\NW87Avext	426	457	441	423
	SR 826 NB Exit	S\836EBCD11\826NBext	577	619	597	573
ps						

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Table #
Turning Movements
Build Model - AM Peak
Peak Hour: 6:30 AM

205	Flagler St at SR 826 NB Off Ramp																			
Link	212-205				202-205				206-205				209-210				210-211			
direction	Southbound				Eastbound				Westbound				Southbound				Southbound			
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	61	0	0	0	170	530	0	0	0	395	0	0	0	0	158	0	0	61	97	0
6:45 AM	65	0	0	0	183	568	0	0	0	424	0	0	0	0	169	0	0	65	104	0
7:00 AM	63	0	0	0	176	548	0	0	0	409	0	0	0	0	163	0	0	63	100	0
7:15 AM	61	0	0	0	169	527	0	0	0	393	0	0	0	0	157	0	0	61	96	0
7:30 AM	63	0	0	0	176	548	0	0	0	409	0	0	0	0	163	0	0	63	100	0
7:45 AM	62	0	0	0	172	536	0	0	0	400	0	0	0	0	159	0	0	62	98	0
8:00 AM	70	0	0	0	194	603	0	0	0	450	0	0	0	0	179	0	0	70	110	0
8:15 AM	70	0	0	0	195	606	0	0	0	452	0	0	0	0	180	0	0	70	110	0
8:30 AM	66	0	0	0	185	575	0	0	0	429	0	0	0	0	171	0	0	66	105	0
8:45 AM	67	0	0	0	188	585	0	0	0	437	0	0	0	0	174	0	0	67	107	0
9:00 AM	65	0	0	0	182	568	0	0	0	424	0	0	0	0	169	0	0	65	104	0
9:15 AM	60	0	0	0	166	517	0	0	0	386	0	0	0	0	154	0	0	60	94	0
9:30 AM	56	0	0	0	157	489	0	0	0	365	0	0	0	0	146	0	0	56	89	0
9:45 AM	56	0	0	0	155	483	0	0	0	360	0	0	0	0	144	0	0	56	88	0
10:00 AM	56	0	0	0	155	482	0	0	0	360	0	0	0	0	144	0	0	56	88	0
10:15 AM	53	0	0	0	148	460	0	0	0	343	0	0	0	0	137	0	0	53	84	0
6:30 AM	***273***	***0***	***0***	***0***	***761***	***2369***	***0***	***0***	***0***	***1767***	***0***	***0***	***0***	***0***	***705***	***0***	***0***	***273***	***432***	***0***

204	Flagler St at SR 826 NB Off Ramp																			
Link	211-212				207-206				213-204				205-204				206-214			
direction	Southbound				Westbound				Southbound				Westbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	61	97	0	0	395	257	0	0	0	97	0	0	395	0	0	0	0	257	0
6:45 AM	0	65	104	0	0	424	276	0	0	0	104	0	0	424	0	0	0	0	276	0
7:00 AM	0	63	100	0	0	409	266	0	0	0	100	0	0	409	0	0	0	0	266	0
7:15 AM	0	61	96	0	0	393	256	0	0	0	96	0	0	393	0	0	0	0	256	0
7:30 AM	0	63	100	0	0	409	266	0	0	0	100	0	0	409	0	0	0	0	266	0
7:45 AM	0	62	98	0	0	400	260	0	0	0	98	0	0	400	0	0	0	0	260	0
8:00 AM	0	70	110	0	0	450	293	0	0	0	110	0	0	450	0	0	0	0	293	0
8:15 AM	0	70	110	0	0	452	294	0	0	0	110	0	0	452	0	0	0	0	294	0
8:30 AM	0	66	105	0	0	429	279	0	0	0	105	0	0	429	0	0	0	0	279	0
8:45 AM	0	67	107	0	0	437	284	0	0	0	107	0	0	437	0	0	0	0	284	0
9:00 AM	0	65	104	0	0	424	276	0	0	0	104	0	0	424	0	0	0	0	276	0
9:15 AM	0	60	94	0	0	386	251	0	0	0	94	0	0	386	0	0	0	0	251	0
9:30 AM	0	56	89	0	0	365	238	0	0	0	89	0	0	365	0	0	0	0	238	0
9:45 AM	0	56	88	0	0	360	234	0	0	0	88	0	0	360	0	0	0	0	234	0
10:00 AM	0	56	88	0	0	360	234	0	0	0	88	0	0	360	0	0	0	0	234	0
10:15 AM	0	53	84	0	0	343	223	0	0	0	84	0	0	343	0	0	0	0	223	0
6:30 AM	***0***	***273***	***432***	***0***	***0***	***1767***	***1151***	***0***	***0***	***0***	***432***	***0***	***0***	***1767***	***0***	***0***	***0***	***0***	***1151***	***0***

202	Flagler St at SR 826 SB Off Ramp																			
Link	220-202				218-202				200-202				203-202							
direction	Northbound				Southbound				Eastbound				Westbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	4	19	41	0	222	3	0	0	115	438	6	0	11	341	0	0	0	0	0	0
6:45 AM	4	20	44	0	238	4	0	0	124	470	6	0	12	365	0	0	0	0	0	0
7:00 AM	4	20	43	0	230	3	0	0	119	453	6	0	12	352	0	0	0	0	0	0
7:15 AM	4	19	41	0	221	3	0	0	115	435	6	0	11	339	0	0	0	0	0	0
7:30 AM	4	20	43	0	230	3	0	0	119	453	6	0	12	352	0	0	0	0	0	0
7:45 AM	4	19	42	0	225	3	0	0	117	443	6	0	12	345	0	0	0	0	0	0
8:00 AM	4	22	47	0	253	4	0	0	131	499	6	0	13	388	0	0	0	0	0	0
8:15 AM	4	22	47	0	254	4	0	0	132	501	6	0	13	389	0	0	0	0	0	0
8:30 AM	4	21	45	0	241	4	0	0	125	475	6	0	12	370	0	0	0	0	0	0
8:45 AM	4	21	46	0	245	4	0	0	128	484	6	0	13	376	0	0	0	0	0	0
9:00 AM	4	20	44	0	238	4	0	0	124	470	6	0	12	365	0	0	0	0	0	0
9:15 AM	4	19	40	0	217	3	0	0	113	428	5	0	11	332	0	0	0	0	0	0
9:30 AM	4	18	38	0	205	3	0	0	107	404	5	0	11	314	0	0	0	0	0	0
9:45 AM	3	17	38	0	202	3	0	0	105	399	5	0	10	310	0	0	0	0	0	0
10:00 AM	3	17	38	0	202	3	0	0	105	399	5	0	10	310	0	0	0	0	0	0
10:15 AM	3	16	36	0	193	3	0	0	100	380	5	0	10	296	0	0	0	0	0	0
6:30 AM	***17***	***85***	***185***	***0***	***993***	***15***	***0***	***0***	***516***	***1959***	***25***	***0***	***51***	***1523***	***0***	***0***	***0***	***0***	***0***	***0***

	Flagler St at SR 826 SB Off Ramp																			
Link	232-218				204-203				7270-232											
direction	Southbound				Westbound															
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	218	120	0	0	352	140	0	0	218	120	0	0	0	0	0	0	0	0	0
6:45 AM	0	234	129	0	0	378	150	0	0	234	129	0	0	0	0	0	0	0	0	0
7:00 AM	0	226	124	0	0	364	145	0	0	226	124	0	0	0	0	0	0	0	0	0
7:15 AM	0	217	120	0	0	350	139	0	0	217	120	0	0	0	0	0	0	0	0	0
7:30 AM	0	226	124	0	0	364	145	0	0	226	124	0	0	0	0	0	0	0	0	0
7:45 AM	0	221	122	0	0	356	141	0	0	221	122	0	0	0	0	0	0	0	0	0
8:00 AM	0	249	137	0	0	401	159	0	0	249	137	0	0	0	0	0	0	0	0	0
8:15 AM	0	250	138	0	0	402	160	0	0	250	138	0	0	0	0	0	0	0	0	0
8:30 AM	0	237	131	0	0	382	152	0	0	237	131	0	0	0	0	0	0	0	0	0
8:45 AM	0	241	133	0	0	389	154	0	0	241	133	0	0	0	0	0	0	0	0	0
9:00 AM	0	234	129	0	0	377	150	0	0	234	129	0	0	0	0	0	0	0	0	0
9:15 AM	0	213	117	0	0	344	136	0	0	213	117	0	0	0	0	0	0	0	0	0
9:30 AM	0	202	111	0	0	325	129	0	0	202	111	0	0	0	0	0	0	0	0	0
9:45 AM	0	199	110	0	0	321	127	0	0	199	110	0	0	0	0	0	0	0	0	0
10:00 AM	0	199	110	0	0	320	127	0	0	199	110	0	0	0	0	0	0	0	0	0
10:15 AM	0	190	104	0	0	306	121	0	0	190	104	0	0	0	0	0	0	0	0	0
6:30 AM	***0***	***977***	***538***	***0***	***0***	***1574***	***625***	***0***	***0***	***977***	***538***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

	SR 826 NB to SR 836 EB																			
Link	7725-208				226-227				227-228											
direction	Northbound				Northbound				Northbound											
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	326	0	158	370	383	0	0	0	195	0	189	0	0	0	0	0	0	0	0
6:45 AM	0	350	0	169	397	411	0	0	0	209	0	203	0	0	0	0	0	0	0	0
7:00 AM	0	337	0	163	383	397	0	0	0	201	0	196	0	0	0	0	0	0	0	0
7:15 AM	0	324	0	157	368	381	0	0	0	193	0	188	0	0	0	0	0	0	0	0
7:30 AM	0	337	0	163	383	397	0	0	0	201	0	195	0	0	0	0	0	0	0	0
7:45 AM	0	330	0	159	374	388	0	0	0	197	0	191	0	0	0	0	0	0	0	0
8:00 AM	0	371	0	179	421	437	0	0	0	222	0	215	0	0	0	0	0	0	0	0
8:15 AM	0	373	0	180	423	438	0	0	0	222	0	216	0	0	0	0	0	0	0	0
8:30 AM	0	354	0	171	402	416	0	0	0	211	0	205	0	0	0	0	0	0	0	0
8:45 AM	0	360	0	174	409	424	0	0	0	215	0	209	0	0	0	0	0	0	0	0
9:00 AM	0	350	0	169	397	411	0	0	0	209	0	203	0	0	0	0	0	0	0	0
9:15 AM	0	318	0	154	361	374	0	0	0	190	0	184	0	0	0	0	0	0	0	0
9:30 AM	0	301	0	146	342	354	0	0	0	180	0	174	0	0	0	0	0	0	0	0
9:45 AM	0	297	0	144	337	349	0	0	0	177	0	172	0	0	0	0	0	0	0	0
10:00 AM	0	297	0	144	337	349	0	0	0	177	0	172	0	0	0	0	0	0	0	0
10:15 AM	0	283	0	137	321	333	0	0	0	169	0	164	0	0	0	0	0	0	0	0
6:30 AM	***0***	***1458***	***0***	***705***	***1655***	***1715***	***0***	***0***	***0***	***870***	***0***	***845***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

306	SW 8 St at SR 826 NB Off Ramp																			
Link	312-306				305-306				308-306											
direction	Northbound				Eastbound				Westbound											
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	213	0	205	0	0	449	0	0	0	344	0	0	0	0	0	0	0	0	0	0
6:45 AM	229	0	220	0	0	482	0	0	0	369	0	0	0	0	0	0	0	0	0	0
7:00 AM	221	0	212	0	0	465	0	0	0	356	0	0	0	0	0	0	0	0	0	0
7:15 AM	212	0	204	0	0	447	0	0	0	342	0	0	0	0	0	0	0	0	0	0
7:30 AM	220	0	212	0	0	465	0	0	0	355	0	0	0	0	0	0	0	0	0	0
7:45 AM	216	0	207	0	0	455	0	0	0	348	0	0	0	0	0	0	0	0	0	0
8:00 AM	243	0	233	0	0	512	0	0	0	391	0	0	0	0	0	0	0	0	0	0
8:15 AM	244	0	234	0	0	514	0	0	0	393	0	0	0	0	0	0	0	0	0	0
8:30 AM	231	0	223	0	0	488	0	0	0	373	0	0	0	0	0	0	0	0	0	0
8:45 AM	235	0	227	0	0	497	0	0	0	380	0	0	0	0	0	0	0	0	0	0
9:00 AM	229	0	220	0	0	482	0	0	0	369	0	0	0	0	0	0	0	0	0	0
9:15 AM	208	0	200	0	0	439	0	0	0	336	0	0	0	0	0	0	0	0	0	0
9:30 AM	197	0	189	0	0	415	0	0	0	317	0	0	0	0	0	0	0	0	0	0
9:45 AM	194	0	187	0	0	409	0	0	0	313	0	0	0	0	0	0	0	0	0	0
10:00 AM	194	0	187	0	0	409	0	0	0	313	0	0	0	0	0	0	0	0	0	0
10:15 AM	185	0	178	0	0	390	0	0	0	298	0	0	0	0	0	0	0	0	0	0
6:30 AM	***953***	***0***	***917***	***0***	***0***	***2010***	***0***	***0***	***0***	***1537***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

	SW 8 St at SR 826 NB Off Ramp																			
Link	311-312				302-305								307-308				309-308			
direction	Northbound				Eastbound								Eastbound				Westbound			
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	213	205	0	0	449	246	0	0	0	0	0	0	449	0	0	0	344	152	0
6:45 AM	0	229	220	0	0	482	264	0	0	0	0	0	0	482	0	0	0	369	164	0
7:00 AM	0	221	212	0	0	465	255	0	0	0	0	0	0	465	0	0	0	356	158	0
7:15 AM	0	212	204	0	0	447	245	0	0	0	0	0	0	447	0	0	0	342	152	0
7:30 AM	0	220	212	0	0	465	254	0	0	0	0	0	0	465	0	0	0	355	158	0
7:45 AM	0	216	207	0	0	455	249	0	0	0	0	0	0	455	0	0	0	348	154	0
8:00 AM	0	243	233	0	0	512	280	0	0	0	0	0	0	512	0	0	0	391	174	0
8:15 AM	0	244	234	0	0	514	281	0	0	0	0	0	0	514	0	0	0	393	174	0
8:30 AM	0	231	223	0	0	488	267	0	0	0	0	0	0	488	0	0	0	373	166	0
8:45 AM	0	235	227	0	0	497	272	0	0	0	0	0	0	497	0	0	0	380	169	0
9:00 AM	0	229	220	0	0	482	264	0	0	0	0	0	0	482	0	0	0	369	164	0
9:15 AM	0	208	200	0	0	439	240	0	0	0	0	0	0	439	0	0	0	336	149	0
9:30 AM	0	197	189	0	0	415	227	0	0	0	0	0	0	415	0	0	0	317	141	0
9:45 AM	0	194	187	0	0	409	224	0	0	0	0	0	0	409	0	0	0	313	139	0
10:00 AM	0	194	187	0	0	409	224	0	0	0	0	0	0	409	0	0	0	313	139	0
10:15 AM	0	185	178	0	0	390	214	0	0	0	0	0	0	390	0	0	0	298	132	0
6:30 AM	***0***	***953***	***917***	***0***	***0***	***2010***	***1100***	***0***	***0***	***0***	***0***	***0***	***0***	***2010***	***0***	***0***	***0***	***1537***	***682***	***0***

302	SW 8 St at SR 826 SB Off Ramp																			
Link	301-302				304-302				7273-316				300-301							
direction	Eastbound				Westbound				Southbound				Eastbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	570	0	0	112	625	0	0	0	125	0	180	0	570	0	121	0	0	0	0
6:45 AM	0	612	0	0	120	670	0	0	0	135	0	193	0	612	0	130	0	0	0	0
7:00 AM	0	590	0	0	116	647	0	0	0	130	0	187	0	590	0	126	0	0	0	0
7:15 AM	0	567	0	0	112	621	0	0	0	125	0	179	0	567	0	121	0	0	0	0
7:30 AM	0	589	0	0	116	646	0	0	0	130	0	186	0	589	0	126	0	0	0	0
7:45 AM	0	577	0	0	114	632	0	0	0	127	0	182	0	577	0	123	0	0	0	0
8:00 AM	0	649	0	0	128	711	0	0	0	143	0	205	0	649	0	138	0	0	0	0
8:15 AM	0	652	0	0	128	714	0	0	0	143	0	206	0	652	0	139	0	0	0	0
8:30 AM	0	619	0	0	122	678	0	0	0	136	0	196	0	619	0	132	0	0	0	0
8:45 AM	0	630	0	0	124	690	0	0	0	139	0	199	0	630	0	134	0	0	0	0
9:00 AM	0	611	0	0	120	670	0	0	0	135	0	193	0	611	0	130	0	0	0	0
9:15 AM	0	556	0	0	110	610	0	0	0	122	0	176	0	556	0	119	0	0	0	0
9:30 AM	0	526	0	0	104	577	0	0	0	116	0	166	0	526	0	112	0	0	0	0
9:45 AM	0	519	0	0	102	569	0	0	0	114	0	164	0	519	0	111	0	0	0	0
10:00 AM	0	519	0	0	102	569	0	0	0	114	0	164	0	519	0	111	0	0	0	0
10:15 AM	0	495	0	0	97	542	0	0	0	109	0	156	0	495	0	105	0	0	0	0
6:30 AM	***0***	***2549***	***0***	***0***	***502***	***2794***	***0***	***0***	***0***	***561***	***0***	***806***	***0***	***2549***	***0***	***543***	***0***	***0***	***0***	***0***

303	SW 8 St at SR 826 SB Off Ramp																			
Link					320-302				321-304				324-304				317-318			
direction	Eastbound				Northbound				Southbound				Westbound				Southbound			
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	0	0	0	0	0	125	0	0	0	180	0	112	445	0	0	0	0	125	0
6:45 AM	0	0	0	0	0	0	135	0	0	0	193	0	120	477	0	0	0	0	135	0
7:00 AM	0	0	0	0	0	0	130	0	0	0	187	0	116	460	0	0	0	0	130	0
7:15 AM	0	0	0	0	0	0	125	0	0	0	179	0	112	442	0	0	0	0	125	0
7:30 AM	0	0	0	0	0	0	130	0	0	0	186	0	116	460	0	0	0	0	130	0
7:45 AM	0	0	0	0	0	0	127	0	0	0	182	0	114	450	0	0	0	0	127	0
8:00 AM	0	0	0	0	0	0	143	0	0	0	205	0	128	506	0	0	0	0	143	0
8:15 AM	0	0	0	0	0	0	143	0	0	0	206	0	128	508	0	0	0	0	143	0
8:30 AM	0	0	0	0	0	0	136	0	0	0	196	0	122	482	0	0	0	0	136	0
8:45 AM	0	0	0	0	0	0	139	0	0	0	199	0	124	491	0	0	0	0	139	0
9:00 AM	0	0	0	0	0	0	135	0	0	0	193	0	120	477	0	0	0	0	135	0
9:15 AM	0	0	0	0	0	0	122	0	0	0	176	0	110	434	0	0	0	0	122	0
9:30 AM	0	0	0	0	0	0	116	0	0	0	166	0	104	410	0	0	0	0	116	0
9:45 AM	0	0	0	0	0	0	114	0	0	0	164	0	102	405	0	0	0	0	114	0
10:00 AM	0	0	0	0	0	0	114	0	0	0	164	0	102	405	0	0	0	0	114	0
10:15 AM	0	0	0	0	0	0	109	0	0	0	156	0	97	386	0	0	0	0	109	0
6:30 AM	***0***	***0***	***0***	***0***	***0***	***0***	***561***	***0***	***0***	***0***	***806***	***0***	***502***	***1988***	***0***	***0***	***0***	***0***	***561***	***0***

303	SW 8 St at SR 826 SB Off Ramp																			
Link	317-318				318-319				319-320											
direction	Southbound				Southbound				Southbound											
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	0	125	0	0	0	125	0	0	125	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	135	0	0	0	135	0	0	135	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	130	0	0	0	130	0	0	130	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	125	0	0	0	125	0	0	125	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	130	0	0	0	130	0	0	130	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	127	0	0	0	127	0	0	127	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	143	0	0	0	143	0	0	143	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	143	0	0	0	143	0	0	143	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	136	0	0	0	136	0	0	136	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	139	0	0	0	139	0	0	139	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	135	0	0	0	135	0	0	135	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	122	0	0	0	122	0	0	122	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	116	0	0	0	116	0	0	116	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	114	0	0	0	114	0	0	114	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	114	0	0	0	114	0	0	114	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	109	0	0	0	109	0	0	109	0	0	0	0	0	0	0	0	0	0
6:30 AM	***0***	***0***	***561***	***0***	***0***	***0***	***561***	***0***	***0***	***561***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

404	SW 24 St at SR 826 NB Off Ramp																			
Link	406-404				403-404				405-404											
direction	Northbound				Eastbound				Westbound											
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	117	0	189	0	0	530	0	0	82	417	0	0	0	0	0	0	0	0	0	0
6:45 AM	126	0	202	0	0	569	0	0	88	448	0	0	0	0	0	0	0	0	0	0
7:00 AM	121	0	195	0	0	549	0	0	85	432	0	0	0	0	0	0	0	0	0	0
7:15 AM	116	0	188	0	0	527	0	0	82	415	0	0	0	0	0	0	0	0	0	0
7:30 AM	121	0	195	0	0	548	0	0	85	432	0	0	0	0	0	0	0	0	0	0
7:45 AM	119	0	191	0	0	536	0	0	83	422	0	0	0	0	0	0	0	0	0	0
8:00 AM	133	0	215	0	0	604	0	0	94	475	0	0	0	0	0	0	0	0	0	0
8:15 AM	134	0	216	0	0	606	0	0	94	477	0	0	0	0	0	0	0	0	0	0
8:30 AM	127	0	205	0	0	575	0	0	89	453	0	0	0	0	0	0	0	0	0	0
8:45 AM	129	0	209	0	0	586	0	0	91	461	0	0	0	0	0	0	0	0	0	0
9:00 AM	126	0	202	0	0	569	0	0	88	448	0	0	0	0	0	0	0	0	0	0
9:15 AM	114	0	184	0	0	518	0	0	80	408	0	0	0	0	0	0	0	0	0	0
9:30 AM	108	0	174	0	0	489	0	0	76	385	0	0	0	0	0	0	0	0	0	0
9:45 AM	107	0	172	0	0	483	0	0	75	380	0	0	0	0	0	0	0	0	0	0
10:00 AM	107	0	172	0	0	483	0	0	75	380	0	0	0	0	0	0	0	0	0	0
10:15 AM	102	0	164	0	0	460	0	0	71	362	0	0	0	0	0	0	0	0	0	0
6:30 AM	***524***	***0***	***844***	***0***	***0***	***2371***	***0***	***0***	***368***	***1867***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

403	SW 24 St at SR 826 NB Off Ramp																			
Link	401-403				403-407				7650-406											
direction	Eastbound				Eastbound				Northbound											
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	530	159	0	0	0	159	0	117	0	189	0	0	0	0	0	0	0	0	0
6:45 AM	0	569	170	0	0	0	170	0	126	0	202	0	0	0	0	0	0	0	0	0
7:00 AM	0	549	164	0	0	0	164	0	121	0	195	0	0	0	0	0	0	0	0	0
7:15 AM	0	527	158	0	0	0	158	0	116	0	188	0	0	0	0	0	0	0	0	0
7:30 AM	0	548	164	0	0	0	164	0	121	0	195	0	0	0	0	0	0	0	0	0
7:45 AM	0	536	161	0	0	0	161	0	119	0	191	0	0	0	0	0	0	0	0	0
8:00 AM	0	604	181	0	0	0	181	0	133	0	215	0	0	0	0	0	0	0	0	0
8:15 AM	0	606	181	0	0	0	181	0	134	0	216	0	0	0	0	0	0	0	0	0
8:30 AM	0	575	172	0	0	0	172	0	127	0	205	0	0	0	0	0	0	0	0	0
8:45 AM	0	586	175	0	0	0	175	0	129	0	209	0	0	0	0	0	0	0	0	0
9:00 AM	0	569	170	0	0	0	170	0	126	0	202	0	0	0	0	0	0	0	0	0
9:15 AM	0	518	155	0	0	0	155	0	114	0	184	0	0	0	0	0	0	0	0	0
9:30 AM	0	489	147	0	0	0	147	0	108	0	174	0	0	0	0	0	0	0	0	0
9:45 AM	0	483	145	0	0	0	145	0	107	0	172	0	0	0	0	0	0	0	0	0
10:00 AM	0	483	145	0	0	0	145	0	107	0	172	0	0	0	0	0	0	0	0	0
10:15 AM	0	460	138	0	0	0	138	0	102	0	164	0	0	0	0	0	0	0	0	0
6:30 AM	***0***	***2371***	***710***	***0***	***0***	***0***	***710***	***0***	***524***	***0***	***844***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

401	SW 24 St at SR 826 SB Off Ramp																			
Link	409-401				400-401				402-401				404-402				402-410			
direction	Southbound				Eastbound				Westbound				Westbound				Westbound			
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	138	0	133	0	50	456	0	0	0	437	0	0	0	437	104	0	0	0	104	0
6:45 AM	148	0	143	0	53	490	0	0	0	469	0	0	0	469	112	0	0	0	112	0
7:00 AM	143	0	138	0	52	472	0	0	0	453	0	0	0	453	108	0	0	0	108	0
7:15 AM	138	0	132	0	50	454	0	0	0	435	0	0	0	435	104	0	0	0	104	0
7:30 AM	143	0	138	0	52	472	0	0	0	452	0	0	0	452	108	0	0	0	108	0
7:45 AM	140	0	135	0	50	462	0	0	0	442	0	0	0	442	105	0	0	0	105	0
8:00 AM	158	0	152	0	57	520	0	0	0	498	0	0	0	498	119	0	0	0	119	0
8:15 AM	158	0	152	0	57	522	0	0	0	500	0	0	0	500	119	0	0	0	119	0
8:30 AM	150	0	145	0	54	495	0	0	0	475	0	0	0	475	113	0	0	0	113	0
8:45 AM	153	0	147	0	55	504	0	0	0	483	0	0	0	483	115	0	0	0	115	0
9:00 AM	148	0	143	0	53	489	0	0	0	469	0	0	0	469	112	0	0	0	112	0
9:15 AM	135	0	130	0	49	446	0	0	0	427	0	0	0	427	102	0	0	0	102	0
9:30 AM	128	0	123	0	46	421	0	0	0	404	0	0	0	404	96	0	0	0	96	0
9:45 AM	126	0	121	0	45	416	0	0	0	398	0	0	0	398	95	0	0	0	95	0
10:00 AM	126	0	121	0	45	416	0	0	0	398	0	0	0	398	95	0	0	0	95	0
10:15 AM	120	0	116	0	43	396	0	0	0	380	0	0	0	380	90	0	0	0	90	0
6:30 AM	***619***	***0***	***596***	***0***	***223***	***2041***	***0***	***0***	***0***	***1956***	***0***	***0***	***0***	***1956***	***466***	***0***	***0***	***0***	***466***	***0***

	SW 40 St at SR 826 NB Off Ramp																			
Link	520-521				521-514				521-508				505-506				506-507			
direction	Northbound				Eastbound				Westbound				Eastbound				Northbound			
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	135	0	0	234	135	0	0	0	0	0	234	0	165	636	0	0	0	636	0	0
6:45 AM	145	0	0	251	145	0	0	0	0	0	251	0	178	683	0	0	0	683	0	0
7:00 AM	140	0	0	242	140	0	0	0	0	0	242	0	171	658	0	0	0	658	0	0
7:15 AM	134	0	0	232	134	0	0	0	0	0	232	0	165	632	0	0	0	632	0	0
7:30 AM	140	0	0	242	140	0	0	0	0	0	242	0	171	658	0	0	0	658	0	0
7:45 AM	137	0	0	236	137	0	0	0	0	0	236	0	167	644	0	0	0	644	0	0
8:00 AM	154	0	0	266	154	0	0	0	0	0	266	0	188	724	0	0	0	724	0	0
8:15 AM	154	0	0	267	154	0	0	0	0	0	267	0	189	727	0	0	0	727	0	0
8:30 AM	147	0	0	254	147	0	0	0	0	0	254	0	180	690	0	0	0	690	0	0
8:45 AM	149	0	0	258	149	0	0	0	0	0	258	0	183	703	0	0	0	703	0	0
9:00 AM	145	0	0	251	145	0	0	0	0	0	251	0	177	682	0	0	0	682	0	0
9:15 AM	132	0	0	228	132	0	0	0	0	0	228	0	162	621	0	0	0	621	0	0
9:30 AM	125	0	0	216	125	0	0	0	0	0	216	0	153	587	0	0	0	587	0	0
9:45 AM	123	0	0	213	123	0	0	0	0	0	213	0	151	580	0	0	0	580	0	0
10:00 AM	123	0	0	213	123	0	0	0	0	0	213	0	151	579	0	0	0	579	0	0
10:15 AM	117	0	0	203	117	0	0	0	0	0	203	0	144	552	0	0	0	552	0	0
6:30 AM	***604***	***0***	***0***	***1045***	***604***	***0***	***0***	***0***	***0***	***0***	***1045***	***0***	***740***	***2845***	***0***	***0***	***0***	***2845***	***0***	***0***

	SW 40 St at SR 826 NB Off Ramp																			
Link	507-508				512-513				513-507				507-514				513-522			
direction	Northbound				Northbound				Northbound				Northbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	636	0	0	0	460	224	0	0	460	0	0	0	460	0	0	0	224	0	0
6:45 AM	0	683	0	0	0	493	240	0	0	493	0	0	0	493	0	0	0	240	0	0
7:00 AM	0	658	0	0	0	476	232	0	0	476	0	0	0	476	0	0	0	232	0	0
7:15 AM	0	632	0	0	0	457	223	0	0	457	0	0	0	457	0	0	0	223	0	0
7:30 AM	0	658	0	0	0	476	232	0	0	476	0	0	0	476	0	0	0	232	0	0
7:45 AM	0	644	0	0	0	465	227	0	0	465	0	0	0	465	0	0	0	227	0	0
8:00 AM	0	724	0	0	0	524	255	0	0	524	0	0	0	524	0	0	0	255	0	0
8:15 AM	0	727	0	0	0	526	256	0	0	526	0	0	0	526	0	0	0	256	0	0
8:30 AM	0	690	0	0	0	499	243	0	0	499	0	0	0	499	0	0	0	243	0	0
8:45 AM	0	703	0	0	0	508	248	0	0	508	0	0	0	508	0	0	0	248	0	0
9:00 AM	0	682	0	0	0	493	240	0	0	493	0	0	0	493	0	0	0	240	0	0
9:15 AM	0	621	0	0	0	449	219	0	0	449	0	0	0	449	0	0	0	219	0	0
9:30 AM	0	587	0	0	0	425	207	0	0	425	0	0	0	425	0	0	0	207	0	0
9:45 AM	0	580	0	0	0	419	204	0	0	419	0	0	0	419	0	0	0	204	0	0
10:00 AM	0	579	0	0	0	419	204	0	0	419	0	0	0	419	0	0	0	204	0	0
10:15 AM	0	552	0	0	0	399	194	0	0	399	0	0	0	399	0	0	0	194	0	0
6:30 AM	***0***	***2845***	***0***	***0***	***0***	***2057***	***1002***	***0***	***0***	***2057***	***0***	***0***	***0***	***2057***	***0***	***0***	***0***	***1002***	***0***	***0***

	SW 40 St at SR 826 NB Off Ramp																			
Link	506-522																			
direction	Northbound																			
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	165	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	178	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	171	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	165	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	171	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	167	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	188	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	189	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	180	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	183	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	177	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	162	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	153	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	151	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	151	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	144	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	***740***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

502	SW 40 St at SR 826 SB Off Ramp																			
Link	526-527				527-505				527-516				502-503				503-504			
direction	Southbound				Eastbound				Westbound				Eastbound				Southbound			
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	260	0	188	0	260	0	0	0	0	188	0	0	0	541	0	176	0	541	0	0
6:45 AM	279	0	202	0	279	0	0	0	0	202	0	0	0	581	0	189	0	581	0	0
7:00 AM	270	0	195	0	270	0	0	0	0	195	0	0	0	560	0	182	0	560	0	0
7:15 AM	259	0	187	0	259	0	0	0	0	187	0	0	0	538	0	175	0	538	0	0
7:30 AM	269	0	195	0	269	0	0	0	0	195	0	0	0	560	0	182	0	560	0	0
7:45 AM	264	0	190	0	264	0	0	0	0	190	0	0	0	547	0	178	0	547	0	0
8:00 AM	297	0	214	0	297	0	0	0	0	214	0	0	0	616	0	200	0	616	0	0
8:15 AM	298	0	215	0	298	0	0	0	0	215	0	0	0	619	0	201	0	619	0	0
8:30 AM	283	0	204	0	283	0	0	0	0	204	0	0	0	587	0	191	0	587	0	0
8:45 AM	288	0	208	0	288	0	0	0	0	208	0	0	0	598	0	194	0	598	0	0
9:00 AM	279	0	202	0	279	0	0	0	0	202	0	0	0	580	0	189	0	580	0	0
9:15 AM	254	0	184	0	254	0	0	0	0	184	0	0	0	528	0	172	0	528	0	0
9:30 AM	240	0	174	0	240	0	0	0	0	174	0	0	0	499	0	162	0	499	0	0
9:45 AM	237	0	172	0	237	0	0	0	0	172	0	0	0	493	0	160	0	493	0	0
10:00 AM	237	0	171	0	237	0	0	0	0	171	0	0	0	493	0	160	0	493	0	0
10:15 AM	226	0	163	0	226	0	0	0	0	163	0	0	0	470	0	153	0	470	0	0
6:30 AM	***1165***	***0***	***842***	***0***	***1165***	***0***	***0***	***0***	***0***	***842***	***0***	***0***	***0***	***2420***	***0***	***787***	***0***	***2420***	***0***	***0***

502	SW 40 St at SR 826 SB Off Ramp																			
Link	504-505				514-515				515-504				504-516				503-528			
direction	Southbound				Eastbound				Westbound				Eastbound				Southbound			
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	541	0	0	0	372	0	223	0	372	0	0	0	372	0	0	0	0	176	0
6:45 AM	0	581	0	0	0	399	0	239	0	399	0	0	0	399	0	0	0	0	189	0
7:00 AM	0	560	0	0	0	385	0	231	0	385	0	0	0	385	0	0	0	0	182	0
7:15 AM	0	538	0	0	0	370	0	222	0	370	0	0	0	370	0	0	0	0	175	0
7:30 AM	0	560	0	0	0	385	0	231	0	385	0	0	0	385	0	0	0	0	182	0
7:45 AM	0	547	0	0	0	376	0	226	0	376	0	0	0	376	0	0	0	0	178	0
8:00 AM	0	616	0	0	0	424	0	254	0	424	0	0	0	424	0	0	0	0	200	0
8:15 AM	0	619	0	0	0	425	0	255	0	425	0	0	0	425	0	0	0	0	201	0
8:30 AM	0	587	0	0	0	404	0	242	0	404	0	0	0	404	0	0	0	0	191	0
8:45 AM	0	598	0	0	0	411	0	246	0	411	0	0	0	411	0	0	0	0	194	0
9:00 AM	0	580	0	0	0	399	0	239	0	399	0	0	0	399	0	0	0	0	189	0
9:15 AM	0	528	0	0	0	363	0	218	0	363	0	0	0	363	0	0	0	0	172	0
9:30 AM	0	499	0	0	0	343	0	206	0	343	0	0	0	343	0	0	0	0	162	0
9:45 AM	0	493	0	0	0	339	0	203	0	339	0	0	0	339	0	0	0	0	160	0
10:00 AM	0	493	0	0	0	339	0	203	0	339	0	0	0	339	0	0	0	0	160	0
10:15 AM	0	470	0	0	0	323	0	194	0	323	0	0	0	323	0	0	0	0	153	0
6:30 AM	***0***	***2420***	***0***	***0***	***0***	***1664***	***0***	***997***	***0***	***1664***	***0***	***0***	***0***	***1664***	***0***	***0***	***0***	***0***	***787***	***0***

502	SW 40 St at SR 826 SB Off Ramp																			
Link	515-528																			
direction	Southbound																			
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	223	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	239	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	231	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	222	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	231	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	226	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	254	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	255	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	242	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	246	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	239	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	218	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	206	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	203	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	203	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	194	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	***997***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

603	SW 56 St at SR 826 NB Off Ramp																			
Link	606-603				602-603				604-603				7570-606							
direction	Northbound				Eastbound				Westbound											
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	0	116	48	121	382	0	0	69	104	0	0	0	164	0	0	0	0	0	0
6:45 AM	0	0	125	52	130	410	0	0	74	111	0	0	0	176	0	0	0	0	0	0
7:00 AM	0	0	120	50	125	396	0	0	72	107	0	0	0	170	0	0	0	0	0	0
7:15 AM	0	0	116	48	120	380	0	0	69	103	0	0	0	163	0	0	0	0	0	0
7:30 AM	0	0	120	50	125	395	0	0	72	107	0	0	0	170	0	0	0	0	0	0
7:45 AM	0	0	118	49	123	387	0	0	70	105	0	0	0	166	0	0	0	0	0	0
8:00 AM	0	0	132	55	138	435	0	0	79	118	0	0	0	187	0	0	0	0	0	0
8:15 AM	0	0	133	55	139	437	0	0	79	118	0	0	0	188	0	0	0	0	0	0
8:30 AM	0	0	126	52	132	415	0	0	75	112	0	0	0	178	0	0	0	0	0	0
8:45 AM	0	0	128	53	134	423	0	0	77	114	0	0	0	182	0	0	0	0	0	0
9:00 AM	0	0	125	52	130	410	0	0	74	111	0	0	0	176	0	0	0	0	0	0
9:15 AM	0	0	114	47	118	373	0	0	68	101	0	0	0	160	0	0	0	0	0	0
9:30 AM	0	0	107	44	112	353	0	0	64	96	0	0	0	152	0	0	0	0	0	0
9:45 AM	0	0	106	44	110	348	0	0	63	94	0	0	0	150	0	0	0	0	0	0
10:00 AM	0	0	106	44	110	348	0	0	63	94	0	0	0	150	0	0	0	0	0	0
10:15 AM	0	0	101	42	105	332	0	0	60	90	0	0	0	143	0	0	0	0	0	0
6:30 AM	***0***	***0***	***520***	***215***	***542***	***1710***	***0***	***0***	***310***	***463***	***0***	***0***	***0***	***735***	***0***	***0***	***0***	***0***	***0***	***0***

604	SW 56 St at SR 826 NB Off Ramp																			
Link					603-604				605-604				615-616							
direction					Eastbound				Westbound				Northbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	0	0	0	0	382	0	0	69	104	229	0	329	161	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	410	0	0	74	111	246	0	353	173	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	396	0	0	72	107	237	0	340	167	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	380	0	0	69	103	228	0	327	161	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	395	0	0	72	107	237	0	340	167	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	387	0	0	70	105	232	0	333	163	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	435	0	0	79	118	261	0	375	184	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	437	0	0	79	118	262	0	376	185	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	415	0	0	75	112	249	0	357	175	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	423	0	0	77	114	253	0	363	178	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	410	0	0	74	111	246	0	353	173	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	373	0	0	68	101	224	0	321	158	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	353	0	0	64	96	212	0	304	149	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	348	0	0	63	94	209	0	300	147	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	348	0	0	63	94	209	0	299	147	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	332	0	0	60	90	199	0	286	140	0	0	0	0	0	0

6:30 AM	***0***	***0***	***0***	***0***	***0***	***1710***	***0***	***0***	***310***	***463***	***1025***	***0***	***1471***	***722***	***0***	***0***	***0***	***0***	***0***	***0***

602	**SW 56 St at SR 826 SB Off Ramp**																			
Link	**612-602**				**601-602**				**603-602**				**600-601**							
direction	**Southbound**				**Eastbound**				**Westbound**				**Eastbound**							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	0	107	129	121	254	0	0	69	152	0	0	121	254	47	0	0	0	0	0
6:45 AM	0	0	114	138	130	272	0	0	74	163	0	0	130	272	50	0	0	0	0	0
7:00 AM	0	0	110	133	125	262	0	0	72	157	0	0	125	262	48	0	0	0	0	0
7:15 AM	0	0	106	128	120	252	0	0	69	151	0	0	120	252	46	0	0	0	0	0
7:30 AM	0	0	110	133	125	262	0	0	72	157	0	0	125	262	48	0	0	0	0	0
7:45 AM	0	0	108	130	123	257	0	0	70	153	0	0	123	257	47	0	0	0	0	0
8:00 AM	0	0	121	147	138	289	0	0	79	173	0	0	138	289	53	0	0	0	0	0
8:15 AM	0	0	122	147	139	290	0	0	79	173	0	0	139	290	53	0	0	0	0	0
8:30 AM	0	0	116	140	132	275	0	0	75	165	0	0	132	275	50	0	0	0	0	0
8:45 AM	0	0	118	142	134	280	0	0	77	168	0	0	134	280	51	0	0	0	0	0
9:00 AM	0	0	114	138	130	272	0	0	74	163	0	0	130	272	50	0	0	0	0	0
9:15 AM	0	0	104	126	118	248	0	0	68	148	0	0	118	248	45	0	0	0	0	0
9:30 AM	0	0	98	119	112	234	0	0	64	140	0	0	112	234	43	0	0	0	0	0
9:45 AM	0	0	97	117	110	231	0	0	63	138	0	0	110	231	42	0	0	0	0	0
10:00 AM	0	0	97	117	110	231	0	0	63	138	0	0	110	231	42	0	0	0	0	0
10:15 AM	0	0	93	112	105	220	0	0	60	132	0	0	105	220	40	0	0	0	0	0
6:30 AM	***0***	***0***	***477***	***576***	***542***	***1134***	***0***	***0***	***310***	***678***	***0***	***0***	***542***	***1134***	***208***	***0***	***0***	***0***	***0***	***0***

703	**SW 72 St at SR 826 NB Off Ramp**																			
Link	**706-703**				**702-703**				**704-703**				**7545-706**							
direction	**Northbound**				**Eastbound**				**Westbound**				**Northbound**							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	0	0	39	130	399	0	0	21	146	0	0	0	39	0	69	0	0	0	0
6:45 AM	0	0	0	42	139	428	0	0	23	156	0	0	0	42	0	74	0	0	0	0
7:00 AM	0	0	0	41	134	413	0	0	22	151	0	0	0	41	0	71	0	0	0	0
7:15 AM	0	0	0	39	129	397	0	0	21	145	0	0	0	39	0	68	0	0	0	0
7:30 AM	0	0	0	41	134	413	0	0	22	151	0	0	0	41	0	71	0	0	0	0
7:45 AM	0	0	0	40	131	404	0	0	21	147	0	0	0	40	0	69	0	0	0	0
8:00 AM	0	0	0	45	148	454	0	0	24	166	0	0	0	45	0	78	0	0	0	0
8:15 AM	0	0	0	45	149	456	0	0	24	166	0	0	0	45	0	78	0	0	0	0
8:30 AM	0	0	0	43	141	433	0	0	23	158	0	0	0	43	0	75	0	0	0	0
8:45 AM	0	0	0	43	144	441	0	0	23	161	0	0	0	43	0	76	0	0	0	0
9:00 AM	0	0	0	42	139	428	0	0	23	156	0	0	0	42	0	74	0	0	0	0
9:15 AM	0	0	0	38	127	390	0	0	21	142	0	0	0	38	0	67	0	0	0	0
9:30 AM	0	0	0	36	120	368	0	0	20	134	0	0	0	36	0	63	0	0	0	0
9:45 AM	0	0	0	36	118	364	0	0	19	133	0	0	0	36	0	63	0	0	0	0
10:00 AM	0	0	0	36	118	363	0	0	19	133	0	0	0	36	0	63	0	0	0	0
10:15 AM	0	0	0	34	113	346	0	0	18	126	0	0	0	34	0	60	0	0	0	0
6:30 AM	***0***	***0***	***0***	***176***	***581***	***1785***	***0***	***0***	***95***	***651***	***0***	***0***	***0***	***176***	***0***	***307***	***0***	***0***	***0***	***0***

704	**SW 72 St at SR 826 NB Off Ramp**																			
Link	**706-704**				**703-704**				**705-704**											
direction	**Northbound**				**Eastbound**				**Westbound**											
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	0	0	69	0	399	0	0	21	167	178	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	74	0	428	0	0	23	179	191	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	71	0	413	0	0	22	173	184	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	68	0	397	0	0	21	166	177	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	71	0	413	0	0	22	172	184	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	69	0	404	0	0	21	169	180	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	78	0	454	0	0	24	190	203	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	78	0	456	0	0	24	191	203	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	75	0	433	0	0	23	181	193	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	76	0	441	0	0	23	184	197	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	74	0	428	0	0	23	179	191	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	67	0	390	0	0	21	163	174	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	63	0	368	0	0	20	154	164	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	63	0	364	0	0	19	152	162	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	63	0	363	0	0	19	152	162	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	60	0	346	0	0	18	145	155	0	0	0	0	0	0	0	0	0
6:30 AM	***0***	***0***	***0***	***307***	***0***	***1785***	***0***	***0***	***95***	***746***	***796***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

702	SW 72 St at SR 826 SB Off Ramp																			
Link	708-702				701-702				703-702				700-701							
direction	Southbound				Eastbound				Westbound				Eastbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	0	122	175	130	224	0	0	21	185	0	0	130	224	0	53	0	0	0	0
6:45 AM	0	0	131	187	139	241	0	0	23	198	0	0	139	241	0	57	0	0	0	0
7:00 AM	0	0	126	181	134	232	0	0	22	191	0	0	134	232	0	55	0	0	0	0
7:15 AM	0	0	121	174	129	223	0	0	21	184	0	0	129	223	0	53	0	0	0	0
7:30 AM	0	0	126	181	134	232	0	0	22	191	0	0	134	232	0	55	0	0	0	0
7:45 AM	0	0	123	177	131	227	0	0	21	187	0	0	131	227	0	54	0	0	0	0
8:00 AM	0	0	139	199	148	256	0	0	24	211	0	0	148	256	0	60	0	0	0	0
8:15 AM	0	0	139	200	149	257	0	0	24	211	0	0	149	257	0	61	0	0	0	0
8:30 AM	0	0	132	190	141	244	0	0	23	201	0	0	141	244	0	58	0	0	0	0
8:45 AM	0	0	134	193	144	248	0	0	23	204	0	0	144	248	0	59	0	0	0	0
9:00 AM	0	0	130	187	139	241	0	0	23	198	0	0	139	241	0	57	0	0	0	0
9:15 AM	0	0	119	170	127	219	0	0	21	181	0	0	127	219	0	52	0	0	0	0
9:30 AM	0	0	112	161	120	207	0	0	20	171	0	0	120	207	0	49	0	0	0	0
9:45 AM	0	0	111	159	118	205	0	0	19	168	0	0	118	205	0	48	0	0	0	0
10:00 AM	0	0	111	159	118	204	0	0	19	168	0	0	118	204	0	48	0	0	0	0
10:15 AM	0	0	106	152	113	195	0	0	18	161	0	0	113	195	0	46	0	0	0	0
6:30 AM	***0***	***0***	***544***	***781***	***581***	***1004***	***0***	***0***	***95***	***827***	***0***	***0***	***581***	***1004***	***0***	***237***	***0***	***0***	***0***	***0***

806	SW 88 St at SR 826 NB Off Ramp																			
Link	810-806				805-806				807-806				8832-832							
direction	Northbound				Eastbound				Westbound											
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	19	0	0	0	0	731	0	0	0	337	0	0	0	0	79	0	0	0	0	0
6:45 AM	20	0	0	0	0	784	0	0	0	362	0	0	0	0	84	0	0	0	0	0
7:00 AM	20	0	0	0	0	756	0	0	0	349	0	0	0	0	81	0	0	0	0	0
7:15 AM	19	0	0	0	0	726	0	0	0	335	0	0	0	0	78	0	0	0	0	0
7:30 AM	20	0	0	0	0	755	0	0	0	348	0	0	0	0	81	0	0	0	0	0
7:45 AM	19	0	0	0	0	739	0	0	0	341	0	0	0	0	80	0	0	0	0	0
8:00 AM	22	0	0	0	0	832	0	0	0	384	0	0	0	0	90	0	0	0	0	0
8:15 AM	22	0	0	0	0	835	0	0	0	385	0	0	0	0	90	0	0	0	0	0
8:30 AM	21	0	0	0	0	793	0	0	0	366	0	0	0	0	85	0	0	0	0	0
8:45 AM	21	0	0	0	0	807	0	0	0	372	0	0	0	0	87	0	0	0	0	0
9:00 AM	20	0	0	0	0	783	0	0	0	361	0	0	0	0	84	0	0	0	0	0
9:15 AM	19	0	0	0	0	713	0	0	0	329	0	0	0	0	77	0	0	0	0	0
9:30 AM	18	0	0	0	0	674	0	0	0	311	0	0	0	0	73	0	0	0	0	0
9:45 AM	17	0	0	0	0	665	0	0	0	307	0	0	0	0	72	0	0	0	0	0
10:00 AM	17	0	0	0	0	665	0	0	0	307	0	0	0	0	72	0	0	0	0	0
10:15 AM	16	0	0	0	0	634	0	0	0	293	0	0	0	0	68	0	0	0	0	0
6:30 AM	***85***	***0***	***0***	***0***	***0***	***3267***	***0***	***0***	***0***	***1507***	***0***	***0***	***0***	***0***	***352***	***0***	***0***	***0***	***0***	***0***

	SW 88 St at SR 826 NB Off Ramp																			
Link	809-810				810-807				806-807				808-807				835-812			
direction	Northbound				Northbound				Eastbound				Westbound				Northbound			
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	19	19	0	0	0	0	19	0	731	0	0	0	337	219	0	0	79	0	0
6:45 AM	0	20	21	0	0	0	0	21	0	784	0	0	0	362	235	0	0	84	0	0
7:00 AM	0	20	20	0	0	0	0	20	0	756	0	0	0	349	227	0	0	81	0	0
7:15 AM	0	19	19	0	0	0	0	19	0	726	0	0	0	335	218	0	0	78	0	0
7:30 AM	0	20	20	0	0	0	0	20	0	755	0	0	0	348	226	0	0	81	0	0
7:45 AM	0	19	19	0	0	0	0	19	0	739	0	0	0	341	221	0	0	80	0	0
8:00 AM	0	22	22	0	0	0	0	22	0	832	0	0	0	384	249	0	0	90	0	0
8:15 AM	0	22	22	0	0	0	0	22	0	835	0	0	0	385	250	0	0	90	0	0
8:30 AM	0	21	21	0	0	0	0	21	0	793	0	0	0	366	238	0	0	85	0	0
8:45 AM	0	21	21	0	0	0	0	21	0	807	0	0	0	372	242	0	0	87	0	0
9:00 AM	0	20	21	0	0	0	0	21	0	783	0	0	0	361	235	0	0	84	0	0
9:15 AM	0	19	19	0	0	0	0	19	0	713	0	0	0	329	214	0	0	77	0	0
9:30 AM	0	18	18	0	0	0	0	18	0	674	0	0	0	311	202	0	0	73	0	0
9:45 AM	0	17	18	0	0	0	0	18	0	665	0	0	0	307	199	0	0	72	0	0
10:00 AM	0	17	18	0	0	0	0	18	0	665	0	0	0	307	199	0	0	72	0	0
10:15 AM	0	16	17	0	0	0	0	17	0	634	0	0	0	293	190	0	0	68	0	0
6:30 AM	***0***	***85***	***86***	***0***	***0***	***0***	***0***	***86***	***0***	***3267***	***0***	***0***	***0***	***1507***	***979***	***0***	***0***	***352***	***0***	***0***

804	SW 88 St at SR 826 SB Off Ramp																			
Link	818-804				821-804				802-804				806-804							
direction	Northbound				Southbound				Eastbound				Westbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	0	269	0	0	0	0	353	0	461	0	0	0	356	0	0	0	0	0	0
6:45 AM	0	0	289	0	0	0	0	379	0	495	0	0	0	382	0	0	0	0	0	0
7:00 AM	0	0	279	0	0	0	0	366	0	477	0	0	0	368	0	0	0	0	0	0
7:15 AM	0	0	268	0	0	0	0	351	0	458	0	0	0	354	0	0	0	0	0	0
7:30 AM	0	0	279	0	0	0	0	365	0	477	0	0	0	368	0	0	0	0	0	0
7:45 AM	0	0	273	0	0	0	0	357	0	466	0	0	0	360	0	0	0	0	0	0
8:00 AM	0	0	307	0	0	0	0	402	0	525	0	0	0	405	0	0	0	0	0	0
8:15 AM	0	0	308	0	0	0	0	404	0	527	0	0	0	407	0	0	0	0	0	0
8:30 AM	0	0	292	0	0	0	0	383	0	500	0	0	0	386	0	0	0	0	0	0
8:45 AM	0	0	298	0	0	0	0	390	0	510	0	0	0	393	0	0	0	0	0	0
9:00 AM	0	0	289	0	0	0	0	379	0	494	0	0	0	382	0	0	0	0	0	0
9:15 AM	0	0	263	0	0	0	0	345	0	450	0	0	0	348	0	0	0	0	0	0
9:30 AM	0	0	249	0	0	0	0	326	0	426	0	0	0	329	0	0	0	0	0	0
9:45 AM	0	0	245	0	0	0	0	322	0	420	0	0	0	324	0	0	0	0	0	0
10:00 AM	0	0	245	0	0	0	0	322	0	420	0	0	0	324	0	0	0	0	0	0
10:15 AM	0	0	234	0	0	0	0	307	0	400	0	0	0	309	0	0	0	0	0	0
6:30 AM	***0***	***0***	***1205***	***0***	***0***	***0***	***0***	***1580***	***0***	***2062***	***0***	***0***	***0***	***1592***	***0***	***0***	***0***	***0***	***0***	***0***

	SW 88 St at SR 826 SB On-Off Ramps																			
Link	813-814				819-820				801-802				823-824							
direction	Southbound				Southbound				Eastbound				Southbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	269	0	298	78	220	0	0	0	461	278	0	0	31	0	247	0	0	0	0
6:45 AM	0	289	0	320	83	236	0	0	0	495	298	0	0	33	0	265	0	0	0	0
7:00 AM	0	279	0	308	80	228	0	0	0	477	288	0	0	32	0	256	0	0	0	0
7:15 AM	0	268	0	296	77	219	0	0	0	458	277	0	0	31	0	246	0	0	0	0
7:30 AM	0	279	0	308	80	228	0	0	0	477	288	0	0	32	0	256	0	0	0	0
7:45 AM	0	273	0	301	78	223	0	0	0	466	281	0	0	31	0	250	0	0	0	0
8:00 AM	0	307	0	339	88	251	0	0	0	525	317	0	0	35	0	282	0	0	0	0
8:15 AM	0	308	0	340	89	252	0	0	0	527	318	0	0	35	0	283	0	0	0	0
8:30 AM	0	292	0	323	84	239	0	0	0	500	302	0	0	33	0	268	0	0	0	0
8:45 AM	0	298	0	329	86	243	0	0	0	510	307	0	0	34	0	273	0	0	0	0
9:00 AM	0	289	0	319	83	236	0	0	0	494	298	0	0	33	0	265	0	0	0	0
9:15 AM	0	263	0	291	76	215	0	0	0	450	272	0	0	30	0	241	0	0	0	0
9:30 AM	0	249	0	275	72	203	0	0	0	426	257	0	0	28	0	228	0	0	0	0
9:45 AM	0	245	0	271	71	201	0	0	0	420	253	0	0	28	0	225	0	0	0	0
10:00 AM	0	245	0	271	71	201	0	0	0	420	253	0	0	28	0	225	0	0	0	0
10:15 AM	0	234	0	259	67	191	0	0	0	400	241	0	0	27	0	215	0	0	0	0
6:30 AM	***0***	***1205***	***0***	***1332***	***347***	***985***	***0***	***0***	***0***	***2062***	***1244***	***0***	***0***	***138***	***0***	***1106***	***0***	***0***	***0***	***0***

	SW 88 St at SR 826 SB On-Off Ramps																			
Link	816-817				817-818				832-833											
direction	Southbound				Southbound				Southbound											
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	0	269	0	0	0	269	0	0	0	79	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	289	0	0	0	289	0	0	0	84	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	279	0	0	0	279	0	0	0	81	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	268	0	0	0	268	0	0	0	78	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	279	0	0	0	279	0	0	0	81	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	273	0	0	0	273	0	0	0	80	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	307	0	0	0	307	0	0	0	90	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	308	0	0	0	308	0	0	0	90	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	292	0	0	0	292	0	0	0	85	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	298	0	0	0	298	0	0	0	87	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	289	0	0	0	289	0	0	0	84	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	263	0	0	0	263	0	0	0	77	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	249	0	0	0	249	0	0	0	73	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	245	0	0	0	245	0	0	0	72	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	245	0	0	0	245	0	0	0	72	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	234	0	0	0	234	0	0	0	68	0	0	0	0	0	0	0	0	0
6:30 AM	***0***		***1205***	***0***	***0***	***0***	***1205***	***0***	***0***	***0***	***352***						***0***	***0***	***0***	***0***

	US-1 NB at SR 826 NB																			
Link	904-905				905-904				921-904											
direction	Northbound				Southbound				Northbound											
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	228	0	769	0	349	0	0	0	646	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	244	0	825	0	374	0	0	0	694	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	236	0	795	0	361	0	0	0	669	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	226	0	764	0	347	0	0	0	643	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	235	0	795	0	361	0	0	0	668	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	230	0	777	0	353	0	0	0	654	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	259	0	875	0	397	0	0	0	736	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	260	0	878	0	399	0	0	0	739	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	247	0	834	0	379	0	0	0	702	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	252	0	849	0	386	0	0	0	714	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	244	0	824	0	374	0	0	0	693	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	222	0	750	0	341	0	0	0	631	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	210	0	709	0	322	0	0	0	597	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	207	0	700	0	318	0	0	0	589	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	207	0	700	0	318	0	0	0	589	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	198	0	667	0	303	0	0	0	561	0	0	0	0	0	0	0	0	0	0
6:30 AM	***0***	***1018***	***0***	***3437***	***0***	***1561***	***0***	***0***	***0***	***2891***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

903	US-1 at SW 104 St																			
Link	902-903				904-903				911-903				917-903							
direction	Northbound				Southbound				Eastbound				Westbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	20	665	7	0	115	789	92	0	174	44	14	0	9	35	157	0	0	0	0	0
6:45 AM	21	714	7	0	124	846	98	0	187	48	15	0	10	38	168	0	0	0	0	0
7:00 AM	21	689	7	0	119	816	95	0	180	46	15	0	9	36	162	0	0	0	0	0
7:15 AM	20	662	7	0	114	784	91	0	173	44	14	0	9	35	156	0	0	0	0	0
7:30 AM	21	688	7	0	119	815	95	0	180	46	15	0	9	36	162	0	0	0	0	0
7:45 AM	20	673	7	0	116	798	93	0	176	45	14	0	9	36	159	0	0	0	0	0
8:00 AM	23	758	8	0	131	898	104	0	198	51	16	0	10	40	178	0	0	0	0	0
8:15 AM	23	761	8	0	132	902	105	0	199	51	16	0	10	40	179	0	0	0	0	0
8:30 AM	22	722	7	0	125	856	100	0	189	48	15	0	10	38	170	0	0	0	0	0
8:45 AM	22	735	7	0	127	872	101	0	192	49	16	0	10	39	173	0	0	0	0	0
9:00 AM	21	714	7	0	123	846	98	0	187	48	15	0	10	38	168	0	0	0	0	0
9:15 AM	19	650	7	0	112	770	90	0	170	43	14	0	9	34	153	0	0	0	0	0
9:30 AM	18	614	6	0	106	728	85	0	161	41	13	0	8	32	145	0	0	0	0	0
9:45 AM	18	606	6	0	105	718	84	0	158	41	13	0	8	32	143	0	0	0	0	0
10:00 AM	18	606	6	0	105	718	83	0	158	41	13	0	8	32	143	0	0	0	0	0
10:15 AM	17	578	6	0	100	685	80	0	151	39	12	0	8	30	136	0	0	0	0	0
6:30 AM	***89***	***2976***	***30***	***0***	***515***	***3527***	***410***	***0***	***778***	***199***	***63***	***0***	***41***	***157***	***701***	***0***	***0***	***0***	***0***	***0***

911	SW 104 St at Busway																			
Link	910-911				912-911				903-911				916-911							
direction	Northbound				Southbound				Eastbound				Westbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	7	0	0	0	4	0	0	0	233	0	0	0	147	0	0	0	0	0	0
6:45 AM	0	8	0	0	0	4	0	0	0	249	0	0	0	157	0	0	0	0	0	0
7:00 AM	0	7	0	0	0	4	0	0	0	241	0	0	0	152	0	0	0	0	0	0
7:15 AM	0	7	0	0	0	4	0	0	0	231	0	0	0	146	0	0	0	0	0	0
7:30 AM	0	7	0	0	0	4	0	0	0	240	0	0	0	152	0	0	0	0	0	0
7:45 AM	0	7	0	0	0	4	0	0	0	235	0	0	0	148	0	0	0	0	0	0
8:00 AM	0	8	0	0	0	4	0	0	0	265	0	0	0	167	0	0	0	0	0	0
8:15 AM	0	8	0	0	0	4	0	0	0	266	0	0	0	168	0	0	0	0	0	0
8:30 AM	0	8	0	0	0	4	0	0	0	252	0	0	0	159	0	0	0	0	0	0
8:45 AM	0	8	0	0	0	4	0	0	0	257	0	0	0	162	0	0	0	0	0	0
9:00 AM	0	8	0	0	0	4	0	0	0	249	0	0	0	157	0	0	0	0	0	0
9:15 AM	0	7	0	0	0	3	0	0	0	227	0	0	0	143	0	0	0	0	0	0
9:30 AM	0	7	0	0	0	3	0	0	0	215	0	0	0	135	0	0	0	0	0	0
9:45 AM	0	7	0	0	0	3	0	0	0	212	0	0	0	134	0	0	0	0	0	0
10:00 AM	0	7	0	0	0	3	0	0	0	212	0	0	0	134	0	0	0	0	0	0
10:15 AM	0	6	0	0	0	3	0	0	0	202	0	0	0	127	0	0	0	0	0	0
6:30 AM	***0***	***32***	***0***	***0***	***0***	***16***	***0***	***0***	***0***	***1040***	***0***	***0***	***0***	***656***	***0***	***0***	***0***	***0***	***0***	***0***

901	US-1 at SW 112 St																			
Link	900-901				902-901				909-901				915-901							
direction	Northbound				Southbound				Eastbound				Westbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	33	655	30	0	30	677	102	0	32	39	27	0	10	33	31	0	0	0	0	0
6:45 AM	36	703	32	0	32	726	109	0	34	42	29	0	11	36	33	0	0	0	0	0
7:00 AM	34	678	31	0	31	700	106	0	33	40	28	0	10	34	32	0	0	0	0	0
7:15 AM	33	652	30	0	30	673	101	0	31	39	26	0	10	33	30	0	0	0	0	0
7:30 AM	34	678	31	0	31	700	105	0	33	40	28	0	10	34	32	0	0	0	0	0
7:45 AM	33	663	30	0	30	684	103	0	32	40	27	0	10	34	31	0	0	0	0	0
8:00 AM	38	746	34	0	34	770	116	0	36	45	30	0	11	38	35	0	0	0	0	0
8:15 AM	38	749	34	0	34	773	117	0	36	45	30	0	12	38	35	0	0	0	0	0
8:30 AM	36	711	32	0	33	734	111	0	34	42	29	0	11	36	33	0	0	0	0	0
8:45 AM	37	724	33	0	33	748	113	0	35	43	29	0	11	37	34	0	0	0	0	0
9:00 AM	35	703	32	0	32	726	109	0	34	42	29	0	11	36	33	0	0	0	0	0
9:15 AM	32	640	29	0	29	661	100	0	31	38	26	0	10	33	30	0	0	0	0	0
9:30 AM	31	605	27	0	28	625	94	0	29	36	25	0	9	31	28	0	0	0	0	0
9:45 AM	30	597	27	0	27	616	93	0	29	36	24	0	9	30	28	0	0	0	0	0
10:00 AM	30	597	27	0	27	616	93	0	29	36	24	0	9	30	28	0	0	0	0	0
10:15 AM	29	569	26	0	26	587	89	0	27	34	23	0	9	29	27	0	0	0	0	0
6:30 AM	***148***	***2931***	***133***	***0***	***134***	***3026***	***456***	***0***	***141***	***175***	***119***	***0***	***45***	***149***	***137***	***0***	***0***	***0***	***0***	***0***

909	SW 112 St at Busway																			
Link	908-909				910-909				914-909				901-909							
direction	Northbound				Southbound				Eastbound				Westbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
6:30 AM	0	7	0	0	0	4	0	0	0	97	0	0	0	168	0	0	0	0	0	0
6:45 AM	0	8	0	0	0	4	0	0	0	104	0	0	0	181	0	0	0	0	0	0
7:00 AM	0	7	0	0	0	4	0	0	0	101	0	0	0	174	0	0	0	0	0	0
7:15 AM	0	7	0	0	0	4	0	0	0	97	0	0	0	167	0	0	0	0	0	0
7:30 AM	0	7	0	0	0	4	0	0	0	101	0	0	0	174	0	0	0	0	0	0
7:45 AM	0	7	0	0	0	4	0	0	0	98	0	0	0	170	0	0	0	0	0	0
8:00 AM	0	8	0	0	0	4	0	0	0	111	0	0	0	192	0	0	0	0	0	0
8:15 AM	0	8	0	0	0	4	0	0	0	111	0	0	0	192	0	0	0	0	0	0
8:30 AM	0	8	0	0	0	4	0	0	0	106	0	0	0	183	0	0	0	0	0	0
8:45 AM	0	8	0	0	0	4	0	0	0	107	0	0	0	186	0	0	0	0	0	0
9:00 AM	0	8	0	0	0	4	0	0	0	104	0	0	0	181	0	0	0	0	0	0
9:15 AM	0	7	0	0	0	3	0	0	0	95	0	0	0	164	0	0	0	0	0	0
9:30 AM	0	7	0	0	0	3	0	0	0	90	0	0	0	155	0	0	0	0	0	0
9:45 AM	0	7	0	0	0	3	0	0	0	89	0	0	0	153	0	0	0	0	0	0
10:00 AM	0	7	0	0	0	3	0	0	0	89	0	0	0	153	0	0	0	0	0	0
10:15 AM	0	6	0	0	0	3	0	0	0	84	0	0	0	146	0	0	0	0	0	0
6:30 AM	***0***	***32***	***0***	***0***	***0***	***16***	***0***	***0***	***0***	***435***	***0***	***0***	***0***	***753***	***0***	***0***	***0***	***0***	***0***	***0***

Table #
Turning Movements
Build Model - AM Peak
Peak Hour: 3:30 PM

205	Flagler St at SR 826 NB Off Ramp																			
Link	212-205				202-205				206-205				209-210				210-211			
direction	Southbound				Eastbound				Westbound				Southbound				Southbound			
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	48	0	0	0	230	506	0	0	0	644	0	0	0	0	198	0	0	48	150	0
3:45 PM	49	0	0	0	237	522	0	0	0	664	0	0	0	0	204	0	0	49	155	0
4:00 PM	50	0	0	0	240	528	0	0	0	672	0	0	0	0	207	0	0	50	157	0
4:15 PM	49	0	0	0	234	516	0	0	0	656	0	0	0	0	202	0	0	49	153	0
4:30 PM	46	0	0	0	222	489	0	0	0	622	0	0	0	0	191	0	0	46	145	0
4:45 PM	50	0	0	0	242	532	0	0	0	677	0	0	0	0	208	0	0	50	158	0
5:00 PM	49	0	0	0	236	521	0	0	0	663	0	0	0	0	204	0	0	49	155	0
5:15 PM	51	0	0	0	248	546	0	0	0	695	0	0	0	0	214	0	0	51	162	0
5:30 PM	48	0	0	0	233	514	0	0	0	654	0	0	0	0	201	0	0	48	152	0
5:45 PM	49	0	0	0	237	522	0	0	0	664	0	0	0	0	204	0	0	49	155	0
6:00 PM	47	0	0	0	226	498	0	0	0	633	0	0	0	0	195	0	0	47	148	0
6:15 PM	47	0	0	0	228	501	0	0	0	638	0	0	0	0	196	0	0	47	149	0
6:30 PM	46	0	0	0	223	490	0	0	0	624	0	0	0	0	192	0	0	46	146	0
6:45 PM	46	0	0	0	223	492	0	0	0	626	0	0	0	0	192	0	0	46	146	0
7:00 PM	44	0	0	0	213	469	0	0	0	597	0	0	0	0	184	0	0	44	139	0
7:15 PM	46	0	0	0	220	485	0	0	0	618	0	0	0	0	190	0	0	46	144	0
3:30 PM	***198***	***0***	***0***	***0***	***954***	***2102***	***0***	***0***	***0***	***2675***	***0***	***0***	***0***	***0***	***822***	***0***	***0***	***198***	***624***	***0***

204	Flagler St at SR 826 NB Off Ramp																			
Link	211-212				207-206				213-204				205-204				206-214			
direction	Southbound				Westbound				Southbound				Westbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	48	150	0	0	644	173	0	0	0	150	0	0	644	0	0	0	0	173	0
3:45 PM	0	49	155	0	0	664	179	0	0	0	155	0	0	664	0	0	0	0	179	0
4:00 PM	0	50	157	0	0	672	181	0	0	0	157	0	0	672	0	0	0	0	181	0
4:15 PM	0	49	153	0	0	656	177	0	0	0	153	0	0	656	0	0	0	0	177	0
4:30 PM	0	46	145	0	0	622	167	0	0	0	145	0	0	622	0	0	0	0	167	0
4:45 PM	0	50	158	0	0	677	182	0	0	0	158	0	0	677	0	0	0	0	182	0
5:00 PM	0	49	155	0	0	663	178	0	0	0	155	0	0	663	0	0	0	0	178	0
5:15 PM	0	51	162	0	0	695	187	0	0	0	162	0	0	695	0	0	0	0	187	0
5:30 PM	0	48	152	0	0	654	176	0	0	0	152	0	0	654	0	0	0	0	176	0
5:45 PM	0	49	155	0	0	664	179	0	0	0	155	0	0	664	0	0	0	0	179	0
6:00 PM	0	47	148	0	0	633	170	0	0	0	148	0	0	633	0	0	0	0	170	0
6:15 PM	0	47	149	0	0	638	172	0	0	0	149	0	0	638	0	0	0	0	172	0
6:30 PM	0	46	146	0	0	624	168	0	0	0	146	0	0	624	0	0	0	0	168	0
6:45 PM	0	46	146	0	0	626	168	0	0	0	146	0	0	626	0	0	0	0	168	0
7:00 PM	0	44	139	0	0	597	161	0	0	0	139	0	0	597	0	0	0	0	161	0
7:15 PM	0	46	144	0	0	618	166	0	0	0	144	0	0	618	0	0	0	0	166	0
3:30 PM	***0***	***198***	***624***	***0***	***0***	***2675***	***720***	***0***	***0***	***0***	***624***	***0***	***0***	***2675***	***0***	***0***	***0***	***0***	***720***	***0***

202	Flagler St at SR 826 SB Off Ramp																			
Link	220-202				218-202				200-202				203-202							
direction	Northbound				Southbound				Eastbound				Westbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	7	13	40	0	156	12	0	0	137	513	10	0	30	593	0	0	0	0	0	0
3:45 PM	7	14	41	0	161	13	0	0	142	530	10	0	31	612	0	0	0	0	0	0
4:00 PM	7	14	42	0	163	13	0	0	143	536	10	0	31	619	0	0	0	0	0	0
4:15 PM	7	14	41	0	159	13	0	0	140	523	10	0	30	605	0	0	0	0	0	0
4:30 PM	6	13	39	0	151	12	0	0	133	496	10	0	29	573	0	0	0	0	0	0
4:45 PM	7	14	42	0	164	13	0	0	144	540	10	0	31	624	0	0	0	0	0	0
5:00 PM	7	14	41	0	161	13	0	0	141	528	10	0	30	610	0	0	0	0	0	0
5:15 PM	7	15	43	0	168	13	0	0	148	554	11	0	32	640	0	0	0	0	0	0
5:30 PM	7	14	41	0	158	12	0	0	139	521	10	0	30	602	0	0	0	0	0	0
5:45 PM	7	14	41	0	161	13	0	0	141	529	10	0	31	611	0	0	0	0	0	0
6:00 PM	6	13	40	0	153	12	0	0	135	505	10	0	29	583	0	0	0	0	0	0
6:15 PM	6	13	40	0	155	12	0	0	136	508	10	0	29	588	0	0	0	0	0	0
6:30 PM	6	13	39	0	151	12	0	0	133	497	10	0	29	575	0	0	0	0	0	0
6:45 PM	6	13	39	0	152	12	0	0	133	499	10	0	29	576	0	0	0	0	0	0
7:00 PM	6	13	37	0	145	11	0	0	127	476	9	0	27	550	0	0	0	0	0	0
7:15 PM	6	13	39	0	150	12	0	0	132	492	9	0	28	569	0	0	0	0	0	0
3:30 PM	***27***	***56***	***167***	***0***	***648***	***51***	***0***	***0***	***570***	***2132***	***41***	***0***	***123***	***2464***	***0***	***0***	***0***	***0***	***0***	***0***

	Flagler St at SR 826 SB Off Ramp																			
Link	232-218				204-203				7270-232											
direction	Southbound				Westbound															
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	168	155	0	0	623	171	0	0	168	155	0	0	0	0	0	0	0	0	0
3:45 PM	0	174	160	0	0	643	177	0	0	174	160	0	0	0	0	0	0	0	0	0
4:00 PM	0	176	162	0	0	650	179	0	0	176	162	0	0	0	0	0	0	0	0	0
4:15 PM	0	172	158	0	0	635	175	0	0	172	158	0	0	0	0	0	0	0	0	0
4:30 PM	0	163	150	0	0	602	166	0	0	163	150	0	0	0	0	0	0	0	0	0
4:45 PM	0	177	163	0	0	655	180	0	0	177	163	0	0	0	0	0	0	0	0	0
5:00 PM	0	173	160	0	0	641	176	0	0	173	160	0	0	0	0	0	0	0	0	0
5:15 PM	0	182	167	0	0	672	185	0	0	182	167	0	0	0	0	0	0	0	0	0
5:30 PM	0	171	157	0	0	632	174	0	0	171	157	0	0	0	0	0	0	0	0	0
5:45 PM	0	173	160	0	0	642	177	0	0	173	160	0	0	0	0	0	0	0	0	0
6:00 PM	0	165	152	0	0	612	169	0	0	165	152	0	0	0	0	0	0	0	0	0
6:15 PM	0	167	154	0	0	617	170	0	0	167	154	0	0	0	0	0	0	0	0	0
6:30 PM	0	163	150	0	0	604	166	0	0	163	150	0	0	0	0	0	0	0	0	0
6:45 PM	0	163	151	0	0	605	167	0	0	163	151	0	0	0	0	0	0	0	0	0
7:00 PM	0	156	144	0	0	578	159	0	0	156	144	0	0	0	0	0	0	0	0	0
7:15 PM	0	161	149	0	0	597	164	0	0	161	149	0	0	0	0	0	0	0	0	0
3:30 PM	***0***	***699***	***644***	***0***	***0***	***2587***	***712***	***0***	***0***	***699***	***644***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

	SR 826 NB to SR 836 EB																			
Link	7725-208				226-227				227-228											
direction	Northbound				Northbound				Northbound											
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	351	0	198	293	280	0	0	0	111	0	170	0	0	0	0	0	0	0	0
3:45 PM	0	362	0	204	302	289	0	0	0	114	0	175	0	0	0	0	0	0	0	0
4:00 PM	0	366	0	207	306	293	0	0	0	116	0	177	0	0	0	0	0	0	0	0
4:15 PM	0	358	0	202	299	286	0	0	0	113	0	173	0	0	0	0	0	0	0	0
4:30 PM	0	339	0	191	283	271	0	0	0	107	0	164	0	0	0	0	0	0	0	0
4:45 PM	0	369	0	208	308	295	0	0	0	116	0	178	0	0	0	0	0	0	0	0
5:00 PM	0	361	0	204	301	288	0	0	0	114	0	174	0	0	0	0	0	0	0	0
5:15 PM	0	379	0	214	316	303	0	0	0	120	0	183	0	0	0	0	0	0	0	0
5:30 PM	0	356	0	201	297	284	0	0	0	112	0	172	0	0	0	0	0	0	0	0
5:45 PM	0	362	0	204	302	289	0	0	0	114	0	175	0	0	0	0	0	0	0	0
6:00 PM	0	345	0	195	288	276	0	0	0	109	0	167	0	0	0	0	0	0	0	0
6:15 PM	0	348	0	196	290	278	0	0	0	110	0	168	0	0	0	0	0	0	0	0
6:30 PM	0	340	0	192	284	272	0	0	0	107	0	164	0	0	0	0	0	0	0	0
6:45 PM	0	341	0	192	285	272	0	0	0	108	0	165	0	0	0	0	0	0	0	0
7:00 PM	0	326	0	184	272	260	0	0	0	103	0	157	0	0	0	0	0	0	0	0
7:15 PM	0	337	0	190	281	269	0	0	0	106	0	163	0	0	0	0	0	0	0	0
3:30 PM	***0***	***1458***	***0***	***822***	***1217***	***1164***	***0***	***0***	***0***	***460***	***0***	***704***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

306	SW 8 St at SR 826 NB Off Ramp																			
Link	312-306				305-306				308-306											
direction	Northbound				Eastbound				Westbound											
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	247	0	216	0	0	431	0	0	0	657	0	0	0	0	0	0	0	0	0	0
3:45 PM	255	0	223	0	0	444	0	0	0	678	0	0	0	0	0	0	0	0	0	0
4:00 PM	258	0	226	0	0	449	0	0	0	686	0	0	0	0	0	0	0	0	0	0
4:15 PM	252	0	221	0	0	439	0	0	0	670	0	0	0	0	0	0	0	0	0	0
4:30 PM	238	0	209	0	0	416	0	0	0	635	0	0	0	0	0	0	0	0	0	0
4:45 PM	260	0	228	0	0	453	0	0	0	691	0	0	0	0	0	0	0	0	0	0
5:00 PM	254	0	223	0	0	443	0	0	0	676	0	0	0	0	0	0	0	0	0	0
5:15 PM	266	0	234	0	0	465	0	0	0	709	0	0	0	0	0	0	0	0	0	0
5:30 PM	250	0	220	0	0	437	0	0	0	667	0	0	0	0	0	0	0	0	0	0
5:45 PM	254	0	223	0	0	444	0	0	0	677	0	0	0	0	0	0	0	0	0	0
6:00 PM	243	0	213	0	0	423	0	0	0	646	0	0	0	0	0	0	0	0	0	0
6:15 PM	244	0	214	0	0	426	0	0	0	651	0	0	0	0	0	0	0	0	0	0
6:30 PM	239	0	210	0	0	417	0	0	0	637	0	0	0	0	0	0	0	0	0	0
6:45 PM	240	0	210	0	0	418	0	0	0	638	0	0	0	0	0	0	0	0	0	0
7:00 PM	229	0	201	0	0	399	0	0	0	609	0	0	0	0	0	0	0	0	0	0
7:15 PM	237	0	208	0	0	413	0	0	0	630	0	0	0	0	0	0	0	0	0	0
3:30 PM	***1025***	***0***	***899***	***0***	***0***	***1788***	***0***	***0***	***0***	***2729***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

	SW 8 St at SR 826 NB Off Ramp																			
Link	311-312				302-305								307-308				309-308			
direction	Northbound				Eastbound								Eastbound				Westbound			
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	247	216	0	0	431	197	0	0	0	0	0	0	431	0	0	0	657	74	0
3:45 PM	0	255	223	0	0	444	203	0	0	0	0	0	0	444	0	0	0	678	76	0
4:00 PM	0	258	226	0	0	449	206	0	0	0	0	0	0	449	0	0	0	686	77	0
4:15 PM	0	252	221	0	0	439	201	0	0	0	0	0	0	439	0	0	0	670	75	0
4:30 PM	0	238	209	0	0	416	190	0	0	0	0	0	0	416	0	0	0	635	71	0
4:45 PM	0	260	228	0	0	453	207	0	0	0	0	0	0	453	0	0	0	691	78	0
5:00 PM	0	254	223	0	0	443	203	0	0	0	0	0	0	443	0	0	0	676	76	0
5:15 PM	0	266	234	0	0	465	213	0	0	0	0	0	0	465	0	0	0	709	80	0
5:30 PM	0	250	220	0	0	437	200	0	0	0	0	0	0	437	0	0	0	667	75	0
5:45 PM	0	254	223	0	0	444	203	0	0	0	0	0	0	444	0	0	0	677	76	0
6:00 PM	0	243	213	0	0	423	194	0	0	0	0	0	0	423	0	0	0	646	73	0
6:15 PM	0	244	214	0	0	426	195	0	0	0	0	0	0	426	0	0	0	651	73	0
6:30 PM	0	239	210	0	0	417	191	0	0	0	0	0	0	417	0	0	0	637	72	0
6:45 PM	0	240	210	0	0	418	192	0	0	0	0	0	0	418	0	0	0	638	72	0
7:00 PM	0	229	201	0	0	399	183	0	0	0	0	0	0	399	0	0	0	609	69	0
7:15 PM	0	237	208	0	0	413	189	0	0	0	0	0	0	413	0	0	0	630	71	0
3:30 PM	***0***	***1025***	***899***	***0***	***0***	***1788***	***819***	***0***	***0***	***0***	***0***	***0***	***0***	***1788***	***0***	***0***	***0***	***2729***	***307***	***0***

302	SW 8 St at SR 826 SB Off Ramp																			
Link	301-302				304-302				7273-316				300-301							
direction	Eastbound				Westbound				Southbound				Eastbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	491	0	0	230	840	0	0	0	137	0	166	0	491	0	162	0	0	0	0
3:45 PM	0	506	0	0	238	866	0	0	0	141	0	171	0	506	0	167	0	0	0	0
4:00 PM	0	512	0	0	240	876	0	0	0	143	0	173	0	512	0	169	0	0	0	0
4:15 PM	0	500	0	0	235	856	0	0	0	139	0	169	0	500	0	165	0	0	0	0
4:30 PM	0	474	0	0	223	811	0	0	0	132	0	160	0	474	0	157	0	0	0	0
4:45 PM	0	516	0	0	242	883	0	0	0	144	0	175	0	516	0	170	0	0	0	0
5:00 PM	0	505	0	0	237	864	0	0	0	141	0	171	0	505	0	167	0	0	0	0
5:15 PM	0	530	0	0	249	906	0	0	0	148	0	179	0	530	0	175	0	0	0	0
5:30 PM	0	498	0	0	234	852	0	0	0	139	0	169	0	498	0	164	0	0	0	0
5:45 PM	0	506	0	0	237	865	0	0	0	141	0	171	0	506	0	167	0	0	0	0
6:00 PM	0	483	0	0	227	825	0	0	0	134	0	163	0	483	0	159	0	0	0	0
6:15 PM	0	486	0	0	228	832	0	0	0	135	0	165	0	486	0	161	0	0	0	0
6:30 PM	0	476	0	0	223	814	0	0	0	133	0	161	0	476	0	157	0	0	0	0
6:45 PM	0	477	0	0	224	816	0	0	0	133	0	161	0	477	0	157	0	0	0	0
7:00 PM	0	455	0	0	214	779	0	0	0	127	0	154	0	455	0	150	0	0	0	0
7:15 PM	0	471	0	0	221	805	0	0	0	131	0	159	0	471	0	155	0	0	0	0
3:30 PM	***0***	***2039***	***0***	***0***	***957***	***3487***	***0***	***0***	***0***	***568***	***0***	***690***	***0***	***2039***	***0***	***673***	***0***	***0***	***0***	***0***

303	SW 8 St at SR 826 SB Off Ramp																			
Link					320-302				321-304				324-304				317-318			
direction					Northbound				Southbound				Westbound				Southbound			
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	0	0	0	0	0	137	0	0	0	166	0	230	674	0	0	0	0	137	0
3:45 PM	0	0	0	0	0	0	141	0	0	0	171	0	238	695	0	0	0	0	141	0
4:00 PM	0	0	0	0	0	0	143	0	0	0	173	0	240	703	0	0	0	0	143	0
4:15 PM	0	0	0	0	0	0	139	0	0	0	169	0	235	686	0	0	0	0	139	0
4:30 PM	0	0	0	0	0	0	132	0	0	0	160	0	223	651	0	0	0	0	132	0
4:45 PM	0	0	0	0	0	0	144	0	0	0	175	0	242	708	0	0	0	0	144	0
5:00 PM	0	0	0	0	0	0	141	0	0	0	171	0	237	693	0	0	0	0	141	0
5:15 PM	0	0	0	0	0	0	148	0	0	0	179	0	249	727	0	0	0	0	148	0
5:30 PM	0	0	0	0	0	0	139	0	0	0	169	0	234	683	0	0	0	0	139	0
5:45 PM	0	0	0	0	0	0	141	0	0	0	171	0	237	694	0	0	0	0	141	0
6:00 PM	0	0	0	0	0	0	134	0	0	0	163	0	227	662	0	0	0	0	134	0
6:15 PM	0	0	0	0	0	0	135	0	0	0	165	0	228	667	0	0	0	0	135	0
6:30 PM	0	0	0	0	0	0	133	0	0	0	161	0	223	653	0	0	0	0	133	0
6:45 PM	0	0	0	0	0	0	133	0	0	0	161	0	224	654	0	0	0	0	133	0
7:00 PM	0	0	0	0	0	0	127	0	0	0	154	0	214	625	0	0	0	0	127	0
7:15 PM	0	0	0	0	0	0	131	0	0	0	159	0	221	646	0	0	0	0	131	0
3:30 PM	***0***	***0***	***0***	***0***	***0***	***0***	***568***	***0***	***0***	***0***	***690***	***0***	***957***	***2797***	***0***	***0***	***0***	***0***	***568***	***0***

303	SW 8 St at SR 826 SB Off Ramp																			
Link	317-318				318-319				319-320											
direction	Southbound				Southbound				Southbound											
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	0	137	0	0	0	137	0	0	137	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	141	0	0	0	141	0	0	141	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	143	0	0	0	143	0	0	143	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	139	0	0	0	139	0	0	139	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	132	0	0	0	132	0	0	132	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	144	0	0	0	144	0	0	144	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	141	0	0	0	141	0	0	141	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	148	0	0	0	148	0	0	148	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	139	0	0	0	139	0	0	139	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	141	0	0	0	141	0	0	141	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	134	0	0	0	134	0	0	134	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	135	0	0	0	135	0	0	135	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	133	0	0	0	133	0	0	133	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	133	0	0	0	133	0	0	133	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	127	0	0	0	127	0	0	127	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	131	0	0	0	131	0	0	131	0	0	0	0	0	0	0	0	0	0
3:30 PM	***0***	***0***	***568***	***0***	***0***	***0***	***568***	***0***	***0***	***568***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

404	SW 24 St at SR 826 NB Off Ramp																			
Link	406-404				403-404				405-404											
direction	Northbound				Eastbound				Westbound											
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	144	0	125	0	0	511	0	0	88	652	0	0	0	0	0	0	0	0	0	0
3:45 PM	149	0	129	0	0	527	0	0	91	672	0	0	0	0	0	0	0	0	0	0
4:00 PM	151	0	131	0	0	534	0	0	92	680	0	0	0	0	0	0	0	0	0	0
4:15 PM	147	0	128	0	0	521	0	0	90	664	0	0	0	0	0	0	0	0	0	0
4:30 PM	140	0	121	0	0	494	0	0	85	629	0	0	0	0	0	0	0	0	0	0
4:45 PM	152	0	132	0	0	538	0	0	93	685	0	0	0	0	0	0	0	0	0	0
5:00 PM	149	0	129	0	0	526	0	0	91	670	0	0	0	0	0	0	0	0	0	0
5:15 PM	156	0	135	0	0	552	0	0	95	703	0	0	0	0	0	0	0	0	0	0
5:30 PM	147	0	127	0	0	519	0	0	90	661	0	0	0	0	0	0	0	0	0	0
5:45 PM	149	0	129	0	0	527	0	0	91	671	0	0	0	0	0	0	0	0	0	0
6:00 PM	142	0	123	0	0	503	0	0	87	641	0	0	0	0	0	0	0	0	0	0
6:15 PM	143	0	124	0	0	506	0	0	88	645	0	0	0	0	0	0	0	0	0	0
6:30 PM	140	0	122	0	0	495	0	0	86	631	0	0	0	0	0	0	0	0	0	0
6:45 PM	140	0	122	0	0	497	0	0	86	633	0	0	0	0	0	0	0	0	0	0
7:00 PM	134	0	116	0	0	474	0	0	82	604	0	0	0	0	0	0	0	0	0	0
7:15 PM	139	0	120	0	0	490	0	0	85	625	0	0	0	0	0	0	0	0	0	0
3:30 PM	***600***	***0***	***521***	***0***	***0***	***2123***	***0***	***0***	***367***	***2706***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

403	SW 24 St at SR 826 NB Off Ramp																			
Link	401-403				403-407				7650-406											
direction	Eastbound				Eastbound				Northbound											
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	511	123	0	0	0	123	0	144	0	125	0	0	0	0	0	0	0	0	0
3:45 PM	0	527	127	0	0	0	127	0	149	0	129	0	0	0	0	0	0	0	0	0
4:00 PM	0	534	128	0	0	0	128	0	151	0	131	0	0	0	0	0	0	0	0	0
4:15 PM	0	521	125	0	0	0	125	0	147	0	128	0	0	0	0	0	0	0	0	0
4:30 PM	0	494	119	0	0	0	119	0	140	0	121	0	0	0	0	0	0	0	0	0
4:45 PM	0	538	129	0	0	0	129	0	152	0	132	0	0	0	0	0	0	0	0	0
5:00 PM	0	526	126	0	0	0	126	0	149	0	129	0	0	0	0	0	0	0	0	0
5:15 PM	0	552	133	0	0	0	133	0	156	0	135	0	0	0	0	0	0	0	0	0
5:30 PM	0	519	125	0	0	0	125	0	147	0	127	0	0	0	0	0	0	0	0	0
5:45 PM	0	527	127	0	0	0	127	0	149	0	129	0	0	0	0	0	0	0	0	0
6:00 PM	0	503	121	0	0	0	121	0	142	0	123	0	0	0	0	0	0	0	0	0
6:15 PM	0	506	122	0	0	0	122	0	143	0	124	0	0	0	0	0	0	0	0	0
6:30 PM	0	495	119	0	0	0	119	0	140	0	122	0	0	0	0	0	0	0	0	0
6:45 PM	0	497	119	0	0	0	119	0	140	0	122	0	0	0	0	0	0	0	0	0
7:00 PM	0	474	114	0	0	0	114	0	134	0	116	0	0	0	0	0	0	0	0	0
7:15 PM	0	490	118	0	0	0	118	0	139	0	120	0	0	0	0	0	0	0	0	0
3:30 PM	***0***	***2123***	***510***	***0***	***0***	***0***	***510***	***0***	***600***	***0***	***521***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

401	SW 24 St at SR 826 SB Off Ramp																			
Link	409-401				400-401				402-401				404-402				402-410			
direction	Southbound				Eastbound				Westbound				Westbound				Westbound			
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	170	0	251	0	84	452	0	0	0	631	0	0	0	631	164	0	0	0	164	0
3:45 PM	175	0	259	0	86	466	0	0	0	651	0	0	0	651	169	0	0	0	169	0
4:00 PM	177	0	262	0	87	472	0	0	0	658	0	0	0	658	171	0	0	0	171	0
4:15 PM	173	0	256	0	85	461	0	0	0	643	0	0	0	643	167	0	0	0	167	0
4:30 PM	164	0	242	0	81	437	0	0	0	609	0	0	0	609	159	0	0	0	159	0
4:45 PM	178	0	264	0	88	475	0	0	0	663	0	0	0	663	173	0	0	0	173	0
5:00 PM	174	0	258	0	86	465	0	0	0	649	0	0	0	649	169	0	0	0	169	0
5:15 PM	183	0	271	0	90	488	0	0	0	681	0	0	0	681	177	0	0	0	177	0
5:30 PM	172	0	255	0	85	459	0	0	0	640	0	0	0	640	167	0	0	0	167	0
5:45 PM	175	0	259	0	86	466	0	0	0	650	0	0	0	650	169	0	0	0	169	0
6:00 PM	167	0	247	0	82	444	0	0	0	620	0	0	0	620	161	0	0	0	161	0
6:15 PM	168	0	249	0	83	448	0	0	0	625	0	0	0	625	163	0	0	0	163	0
6:30 PM	164	0	243	0	81	438	0	0	0	611	0	0	0	611	159	0	0	0	159	0
6:45 PM	165	0	244	0	81	439	0	0	0	613	0	0	0	613	160	0	0	0	160	0
7:00 PM	157	0	233	0	78	419	0	0	0	585	0	0	0	585	152	0	0	0	152	0
7:15 PM	163	0	241	0	80	433	0	0	0	605	0	0	0	605	157	0	0	0	157	0
3:30 PM	***704***	***0***	***1042***	***0***	***348***	***1877***	***0***	***0***	***0***	***2620***	***0***	***0***	***0***	***2620***	***682***	***0***	***0***	***0***	***682***	***0***

	SW 40 St at SR 826 NB Off Ramp																			
Link	520-521				521-514				521-508				505-506				506-507			
direction	Northbound				Eastbound				Westbound				Eastbound				Northbound			
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	172	0	0	202	172	0	0	0	0	0	202	0	112	537	0	0	0	537	0	0
3:45 PM	178	0	0	208	178	0	0	0	0	0	208	0	116	554	0	0	0	554	0	0
4:00 PM	180	0	0	211	180	0	0	0	0	0	211	0	117	560	0	0	0	560	0	0
4:15 PM	175	0	0	206	175	0	0	0	0	0	206	0	115	547	0	0	0	547	0	0
4:30 PM	166	0	0	195	166	0	0	0	0	0	195	0	109	519	0	0	0	519	0	0
4:45 PM	181	0	0	212	181	0	0	0	0	0	212	0	118	565	0	0	0	565	0	0
5:00 PM	177	0	0	208	177	0	0	0	0	0	208	0	116	552	0	0	0	552	0	0
5:15 PM	186	0	0	218	186	0	0	0	0	0	218	0	121	580	0	0	0	580	0	0
5:30 PM	175	0	0	205	175	0	0	0	0	0	205	0	114	545	0	0	0	545	0	0
5:45 PM	177	0	0	208	177	0	0	0	0	0	208	0	116	553	0	0	0	553	0	0
6:00 PM	169	0	0	199	169	0	0	0	0	0	199	0	111	528	0	0	0	528	0	0
6:15 PM	171	0	0	200	171	0	0	0	0	0	200	0	111	532	0	0	0	532	0	0
6:30 PM	167	0	0	196	167	0	0	0	0	0	196	0	109	520	0	0	0	520	0	0
6:45 PM	167	0	0	196	167	0	0	0	0	0	196	0	109	522	0	0	0	522	0	0
7:00 PM	160	0	0	187	160	0	0	0	0	0	187	0	104	498	0	0	0	498	0	0
7:15 PM	165	0	0	194	165	0	0	0	0	0	194	0	108	515	0	0	0	515	0	0
3:30 PM	***715***	***0***	***0***	***839***	***715***	***0***	***0***	***0***	***0***	***0***	***839***	***0***	***467***	***2230***	***0***	***0***	***0***	***2230***	***0***	***0***

	SW 40 St at SR 826 NB Off Ramp																			
Link	507-508				512-513				513-507				507-514				513-522			
direction	Northbound				Northbound				Northbound				Northbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	537	0	0	0	767	283	0	0	767	0	0	0	767	0	0	0	283	0	0
3:45 PM	0	554	0	0	0	791	292	0	0	791	0	0	0	791	0	0	0	292	0	0
4:00 PM	0	560	0	0	0	800	295	0	0	800	0	0	0	800	0	0	0	295	0	0
4:15 PM	0	547	0	0	0	782	288	0	0	782	0	0	0	782	0	0	0	288	0	0
4:30 PM	0	519	0	0	0	741	273	0	0	741	0	0	0	741	0	0	0	273	0	0
4:45 PM	0	565	0	0	0	806	297	0	0	806	0	0	0	806	0	0	0	297	0	0
5:00 PM	0	552	0	0	0	789	291	0	0	789	0	0	0	789	0	0	0	291	0	0
5:15 PM	0	580	0	0	0	828	305	0	0	828	0	0	0	828	0	0	0	305	0	0
5:30 PM	0	545	0	0	0	778	287	0	0	778	0	0	0	778	0	0	0	287	0	0
5:45 PM	0	553	0	0	0	790	291	0	0	790	0	0	0	790	0	0	0	291	0	0
6:00 PM	0	528	0	0	0	754	278	0	0	754	0	0	0	754	0	0	0	278	0	0
6:15 PM	0	532	0	0	0	760	280	0	0	760	0	0	0	760	0	0	0	280	0	0
6:30 PM	0	520	0	0	0	743	274	0	0	743	0	0	0	743	0	0	0	274	0	0
6:45 PM	0	522	0	0	0	745	275	0	0	745	0	0	0	745	0	0	0	275	0	0
7:00 PM	0	498	0	0	0	711	262	0	0	711	0	0	0	711	0	0	0	262	0	0
7:15 PM	0	515	0	0	0	735	271	0	0	735	0	0	0	735	0	0	0	271	0	0
3:30 PM	***0***	***2230***	***0***	***0***	***0***	***3185***	***1174***	***0***	***0***	***3185***	***0***	***0***	***0***	***3185***	***0***	***0***	***0***	***1174***	***0***	***0***

	SW 40 St at SR 826 NB Off Ramp																			
Link	506-522																			
direction	Northbound																			
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	112	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	116	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	117	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	109	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	118	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	116	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	121	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	116	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	111	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	111	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	109	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	109	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	104	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	108	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	***467***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

502	SW 40 St at SR 826 SB Off Ramp																			
Link	526-527				527-505				527-516				502-503				503-504			
direction	Southbound				Eastbound				Westbound				Eastbound				Southbound			
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	258	0	215	0	258	0	0	0	0	215	0	0	0	392	0	192	0	392	0	0
3:45 PM	266	0	221	0	266	0	0	0	0	221	0	0	0	404	0	198	0	404	0	0
4:00 PM	269	0	224	0	269	0	0	0	0	224	0	0	0	409	0	201	0	409	0	0
4:15 PM	263	0	219	0	263	0	0	0	0	219	0	0	0	399	0	196	0	399	0	0
4:30 PM	249	0	207	0	249	0	0	0	0	207	0	0	0	378	0	186	0	378	0	0
4:45 PM	271	0	226	0	271	0	0	0	0	226	0	0	0	412	0	202	0	412	0	0
5:00 PM	265	0	221	0	265	0	0	0	0	221	0	0	0	403	0	198	0	403	0	0
5:15 PM	278	0	232	0	278	0	0	0	0	232	0	0	0	423	0	208	0	423	0	0
5:30 PM	262	0	218	0	262	0	0	0	0	218	0	0	0	397	0	195	0	397	0	0
5:45 PM	266	0	221	0	266	0	0	0	0	221	0	0	0	403	0	198	0	403	0	0
6:00 PM	254	0	211	0	254	0	0	0	0	211	0	0	0	385	0	189	0	385	0	0
6:15 PM	255	0	213	0	255	0	0	0	0	213	0	0	0	388	0	191	0	388	0	0
6:30 PM	250	0	208	0	250	0	0	0	0	208	0	0	0	379	0	186	0	379	0	0
6:45 PM	251	0	208	0	251	0	0	0	0	208	0	0	0	380	0	187	0	380	0	0
7:00 PM	239	0	199	0	239	0	0	0	0	199	0	0	0	363	0	178	0	363	0	0
7:15 PM	247	0	206	0	247	0	0	0	0	206	0	0	0	375	0	184	0	375	0	0
3:30 PM	***1071***	***0***	***891***	***0***	***1071***	***0***	***0***	***0***	***0***	***891***	***0***	***0***	***0***	***1626***	***0***	***799***	***0***	***1626***	***0***	***0***

502	SW 40 St at SR 826 SB Off Ramp																			
Link	504-505				514-515				515-504				504-516				503-528			
direction	Southbound				Eastbound				Westbound				Eastbound				Southbound			
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	392	0	0	0	603	0	336	0	603	0	0	0	603	0	0	0	0	192	0
3:45 PM	0	404	0	0	0	622	0	347	0	622	0	0	0	622	0	0	0	0	198	0
4:00 PM	0	409	0	0	0	629	0	351	0	629	0	0	0	629	0	0	0	0	201	0
4:15 PM	0	399	0	0	0	614	0	343	0	614	0	0	0	614	0	0	0	0	196	0
4:30 PM	0	378	0	0	0	582	0	325	0	582	0	0	0	582	0	0	0	0	186	0
4:45 PM	0	412	0	0	0	634	0	353	0	634	0	0	0	634	0	0	0	0	202	0
5:00 PM	0	403	0	0	0	620	0	346	0	620	0	0	0	620	0	0	0	0	198	0
5:15 PM	0	423	0	0	0	651	0	363	0	651	0	0	0	651	0	0	0	0	208	0
5:30 PM	0	397	0	0	0	612	0	341	0	612	0	0	0	612	0	0	0	0	195	0
5:45 PM	0	403	0	0	0	621	0	346	0	621	0	0	0	621	0	0	0	0	198	0
6:00 PM	0	385	0	0	0	593	0	330	0	593	0	0	0	593	0	0	0	0	189	0
6:15 PM	0	388	0	0	0	597	0	333	0	597	0	0	0	597	0	0	0	0	191	0
6:30 PM	0	379	0	0	0	584	0	326	0	584	0	0	0	584	0	0	0	0	186	0
6:45 PM	0	380	0	0	0	586	0	327	0	586	0	0	0	586	0	0	0	0	187	0
7:00 PM	0	363	0	0	0	559	0	312	0	559	0	0	0	559	0	0	0	0	178	0
7:15 PM	0	375	0	0	0	578	0	322	0	578	0	0	0	578	0	0	0	0	184	0
3:30 PM	***0***	***1626***	***0***	***0***	***0***	***2504***	***0***	***1396***	***0***	***2504***	***0***	***0***	***0***	***2504***	***0***	***0***	***0***	***0***	***799***	***0***

502	SW 40 St at SR 826 SB Off Ramp																			
Link	515-528																			
direction	Southbound																			
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	336	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	347	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	351	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	343	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	325	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	353	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	346	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	363	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	341	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	346	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	333	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	326	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	327	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	312	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	322	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	***1396***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

603	SW 56 St at SR 826 NB Off Ramp																			
Link	606-603				602-603				604-603				7570-606							
direction	Northbound				Eastbound				Westbound											
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	0	62	87	119	349	0	0	57	340	0	0	0	149	0	0	0	0	0	0
3:45 PM	0	0	64	90	122	360	0	0	58	351	0	0	0	154	0	0	0	0	0	0
4:00 PM	0	0	65	91	124	364	0	0	59	355	0	0	0	156	0	0	0	0	0	0
4:15 PM	0	0	63	89	121	355	0	0	58	347	0	0	0	152	0	0	0	0	0	0
4:30 PM	0	0	60	84	115	337	0	0	55	329	0	0	0	144	0	0	0	0	0	0
4:45 PM	0	0	65	91	125	367	0	0	60	358	0	0	0	157	0	0	0	0	0	0
5:00 PM	0	0	64	89	122	359	0	0	58	350	0	0	0	153	0	0	0	0	0	0
5:15 PM	0	0	67	94	128	376	0	0	61	367	0	0	0	161	0	0	0	0	0	0
5:30 PM	0	0	63	88	120	354	0	0	57	345	0	0	0	151	0	0	0	0	0	0
5:45 PM	0	0	64	90	122	359	0	0	58	351	0	0	0	154	0	0	0	0	0	0
6:00 PM	0	0	61	85	117	343	0	0	56	335	0	0	0	147	0	0	0	0	0	0
6:15 PM	0	0	62	86	118	345	0	0	56	337	0	0	0	148	0	0	0	0	0	0
6:30 PM	0	0	60	84	115	338	0	0	55	330	0	0	0	144	0	0	0	0	0	0
6:45 PM	0	0	60	84	115	339	0	0	55	331	0	0	0	145	0	0	0	0	0	0
7:00 PM	0	0	58	81	110	323	0	0	52	316	0	0	0	138	0	0	0	0	0	0
7:15 PM	0	0	60	83	114	334	0	0	54	326	0	0	0	143	0	0	0	0	0	0
3:30 PM	***0***	***0***	***258***	***361***	***493***	***1448***	***0***	***0***	***235***	***1414***	***0***	***0***	***0***	***619***	***0***	***0***	***0***	***0***	***0***	***0***

604	SW 56 St at SR 826 NB Off Ramp																			
Link					603-604				605-604				615-616							
direction					Eastbound				Westbound				Northbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	0	0	0	0	349	0	0	57	340	185	0	300	155	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	360	0	0	58	351	191	0	309	160	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	364	0	0	59	355	193	0	313	162	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	355	0	0	58	347	189	0	305	158	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	337	0	0	55	329	179	0	289	150	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	367	0	0	60	358	195	0	315	163	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	359	0	0	58	350	190	0	308	160	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	376	0	0	61	367	200	0	323	168	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	354	0	0	57	345	188	0	304	158	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	359	0	0	58	351	191	0	309	160	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	343	0	0	56	335	182	0	294	153	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	345	0	0	56	337	183	0	297	154	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	338	0	0	55	330	179	0	290	150	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	339	0	0	55	331	180	0	291	151	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	323	0	0	52	316	172	0	278	144	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	334	0	0	54	326	178	0	287	149	0	0	0	0	0	0

3:30 PM	***0***	***0***	***0***	***0***	***0***	***1448***	***0***	***0***	***235***	***1414***	***769***	***0***	***1244***	***645***	***0***	***0***	***0***	***0***	***0***	***0***

602	**SW 56 St at SR 826 SB Off Ramp**																			
Link	**612-602**				**601-602**				**603-602**				**600-601**							
direction	**Southbound**				**Eastbound**				**Westbound**				**Eastbound**							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	0	212	177	119	172	0	0	57	427	0	0	119	172	85	0	0	0	0	0
3:45 PM	0	0	219	183	122	177	0	0	58	441	0	0	122	177	87	0	0	0	0	0
4:00 PM	0	0	221	185	124	179	0	0	59	446	0	0	124	179	88	0	0	0	0	0
4:15 PM	0	0	216	180	121	175	0	0	58	435	0	0	121	175	86	0	0	0	0	0
4:30 PM	0	0	205	171	115	166	0	0	55	413	0	0	115	166	82	0	0	0	0	0
4:45 PM	0	0	223	186	125	181	0	0	60	449	0	0	125	181	89	0	0	0	0	0
5:00 PM	0	0	218	182	122	177	0	0	58	439	0	0	122	177	87	0	0	0	0	0
5:15 PM	0	0	229	191	128	185	0	0	61	461	0	0	128	185	91	0	0	0	0	0
5:30 PM	0	0	215	180	120	174	0	0	57	433	0	0	120	174	86	0	0	0	0	0
5:45 PM	0	0	219	182	122	177	0	0	58	440	0	0	122	177	87	0	0	0	0	0
6:00 PM	0	0	209	174	117	169	0	0	56	420	0	0	117	169	83	0	0	0	0	0
6:15 PM	0	0	210	175	118	170	0	0	56	423	0	0	118	170	84	0	0	0	0	0
6:30 PM	0	0	206	171	115	166	0	0	55	414	0	0	115	166	82	0	0	0	0	0
6:45 PM	0	0	206	172	115	167	0	0	55	415	0	0	115	167	82	0	0	0	0	0
7:00 PM	0	0	197	164	110	159	0	0	52	396	0	0	110	159	78	0	0	0	0	0
7:15 PM	0	0	203	170	114	165	0	0	54	410	0	0	114	165	81	0	0	0	0	0
3:30 PM	***0***	***0***	***881***	***735***	***493***	***713***	***0***	***0***	***235***	***1774***	***0***	***0***	***493***	***713***	***351***	***0***	***0***	***0***	***0***	***0***

703	**SW 72 St at SR 826 NB Off Ramp**																			
Link	**706-703**				**702-703**				**704-703**				**7545-706**							
direction	**Northbound**				**Eastbound**				**Westbound**				**Northbound**							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	0	0	80	153	357	0	0	47	292	0	0	0	80	0	20	0	0	0	0
3:45 PM	0	0	0	82	158	368	0	0	49	301	0	0	0	82	0	21	0	0	0	0
4:00 PM	0	0	0	83	160	372	0	0	49	304	0	0	0	83	0	21	0	0	0	0
4:15 PM	0	0	0	81	156	363	0	0	48	297	0	0	0	81	0	21	0	0	0	0
4:30 PM	0	0	0	77	148	344	0	0	46	282	0	0	0	77	0	20	0	0	0	0
4:45 PM	0	0	0	84	161	375	0	0	50	307	0	0	0	84	0	21	0	0	0	0
5:00 PM	0	0	0	82	158	367	0	0	49	300	0	0	0	82	0	21	0	0	0	0
5:15 PM	0	0	0	86	165	385	0	0	51	315	0	0	0	86	0	22	0	0	0	0
5:30 PM	0	0	0	81	155	362	0	0	48	296	0	0	0	81	0	21	0	0	0	0
5:45 PM	0	0	0	82	158	367	0	0	49	300	0	0	0	82	0	21	0	0	0	0
6:00 PM	0	0	0	79	151	351	0	0	46	287	0	0	0	79	0	20	0	0	0	0
6:15 PM	0	0	0	79	152	353	0	0	47	289	0	0	0	79	0	20	0	0	0	0
6:30 PM	0	0	0	77	148	346	0	0	46	283	0	0	0	77	0	20	0	0	0	0
6:45 PM	0	0	0	78	149	346	0	0	46	283	0	0	0	78	0	20	0	0	0	0
7:00 PM	0	0	0	74	142	331	0	0	44	270	0	0	0	74	0	19	0	0	0	0
7:15 PM	0	0	0	77	147	342	0	0	45	280	0	0	0	77	0	19	0	0	0	0
3:30 PM	***0***	***0***	***0***	***332***	***636***	***1481***	***0***	***0***	***196***	***1211***	***0***	***0***	***0***	***332***	***0***	***84***	***0***	***0***	***0***	***0***

704	**SW 72 St at SR 826 NB Off Ramp**																			
Link	**706-704**				**703-704**				**705-704**											
direction	**Northbound**				**Eastbound**				**Westbound**											
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	0	0	20	0	357	0	0	47	339	232	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	21	0	368	0	0	49	349	239	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	21	0	372	0	0	49	354	242	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	21	0	363	0	0	48	345	236	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	20	0	344	0	0	46	327	224	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	21	0	375	0	0	50	356	244	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	21	0	367	0	0	49	349	238	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	22	0	385	0	0	51	366	250	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	21	0	362	0	0	48	344	235	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	21	0	367	0	0	49	349	239	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	20	0	351	0	0	46	333	228	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	20	0	353	0	0	47	336	229	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	20	0	346	0	0	46	328	224	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	20	0	346	0	0	46	329	225	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	19	0	331	0	0	44	314	215	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	19	0	342	0	0	45	325	222	0	0	0	0	0	0	0	0	0
3:30 PM	***0***	***0***	***0***	***84***	***0***	***1481***	***0***	***0***	***196***	***1407***	***962***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

702	SW 72 St at SR 826 SB Off Ramp																			
Link	708-702				701-702				703-702				700-701							
direction	Southbound				Eastbound				Westbound				Eastbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	0	146	233	153	124	0	0	47	372	0	0	153	124	0	39	0	0	0	0
3:45 PM	0	0	151	240	158	128	0	0	49	383	0	0	158	128	0	40	0	0	0	0
4:00 PM	0	0	153	243	160	129	0	0	49	388	0	0	160	129	0	40	0	0	0	0
4:15 PM	0	0	149	237	156	126	0	0	48	379	0	0	156	126	0	39	0	0	0	0
4:30 PM	0	0	141	225	148	120	0	0	46	359	0	0	148	120	0	37	0	0	0	0
4:45 PM	0	0	154	245	161	130	0	0	50	391	0	0	161	130	0	41	0	0	0	0
5:00 PM	0	0	150	239	158	128	0	0	49	382	0	0	158	128	0	40	0	0	0	0
5:15 PM	0	0	158	251	165	134	0	0	51	401	0	0	165	134	0	42	0	0	0	0
5:30 PM	0	0	148	236	155	126	0	0	48	377	0	0	155	126	0	39	0	0	0	0
5:45 PM	0	0	151	240	158	128	0	0	49	383	0	0	158	128	0	40	0	0	0	0
6:00 PM	0	0	144	229	151	122	0	0	46	365	0	0	151	122	0	38	0	0	0	0
6:15 PM	0	0	145	230	152	123	0	0	47	368	0	0	152	123	0	38	0	0	0	0
6:30 PM	0	0	142	225	148	120	0	0	46	360	0	0	148	120	0	37	0	0	0	0
6:45 PM	0	0	142	226	149	120	0	0	46	361	0	0	149	120	0	37	0	0	0	0
7:00 PM	0	0	136	216	142	115	0	0	44	345	0	0	142	115	0	36	0	0	0	0
7:15 PM	0	0	140	223	147	119	0	0	45	356	0	0	147	119	0	37	0	0	0	0
3:30 PM	***0***	***0***	***607***	***966***	***636***	***515***	***0***	***0***	***196***	***1543***	***0***	***0***	***636***	***515***	***0***	***160***	***0***	***0***	***0***	***0***

806	SW 88 St at SR 826 NB Off Ramp																			
Link	810-806				805-806				807-806				8832-832							
direction	Northbound				Eastbound				Westbound											
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	18	0	0	0	0	638	0	0	0	623	0	0	0	0	126	0	0	0	0	0
3:45 PM	19	0	0	0	0	658	0	0	0	642	0	0	0	0	130	0	0	0	0	0
4:00 PM	19	0	0	0	0	665	0	0	0	650	0	0	0	0	131	0	0	0	0	0
4:15 PM	19	0	0	0	0	650	0	0	0	635	0	0	0	0	128	0	0	0	0	0
4:30 PM	18	0	0	0	0	616	0	0	0	602	0	0	0	0	121	0	0	0	0	0
4:45 PM	19	0	0	0	0	670	0	0	0	655	0	0	0	0	132	0	0	0	0	0
5:00 PM	19	0	0	0	0	656	0	0	0	641	0	0	0	0	129	0	0	0	0	0
5:15 PM	20	0	0	0	0	688	0	0	0	672	0	0	0	0	136	0	0	0	0	0
5:30 PM	19	0	0	0	0	647	0	0	0	632	0	0	0	0	128	0	0	0	0	0
5:45 PM	19	0	0	0	0	657	0	0	0	642	0	0	0	0	130	0	0	0	0	0
6:00 PM	18	0	0	0	0	627	0	0	0	612	0	0	0	0	124	0	0	0	0	0
6:15 PM	18	0	0	0	0	632	0	0	0	617	0	0	0	0	124	0	0	0	0	0
6:30 PM	18	0	0	0	0	618	0	0	0	603	0	0	0	0	122	0	0	0	0	0
6:45 PM	18	0	0	0	0	619	0	0	0	605	0	0	0	0	122	0	0	0	0	0
7:00 PM	17	0	0	0	0	591	0	0	0	577	0	0	0	0	117	0	0	0	0	0
7:15 PM	18	0	0	0	0	611	0	0	0	597	0	0	0	0	121	0	0	0	0	0
3:30 PM	***76***	***0***	***0***	***0***	***0***	***2648***	***0***	***0***	***0***	***2586***	***0***	***0***	***0***	***0***	***522***	***0***	***0***	***0***	***0***	***0***

	SW 88 St at SR 826 NB Off Ramp																			
Link	809-810				810-807				806-807				808-807				835-812			
direction	Northbound				Northbound				Eastbound				Westbound				Northbound			
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	18	17	0	0	0	0	17	0	638	0	0	0	623	264	0	0	126	0	0
3:45 PM	0	19	17	0	0	0	0	17	0	658	0	0	0	642	272	0	0	130	0	0
4:00 PM	0	19	17	0	0	0	0	17	0	665	0	0	0	650	275	0	0	131	0	0
4:15 PM	0	19	17	0	0	0	0	17	0	650	0	0	0	635	269	0	0	128	0	0
4:30 PM	0	18	16	0	0	0	0	16	0	616	0	0	0	602	255	0	0	121	0	0
4:45 PM	0	19	17	0	0	0	0	17	0	670	0	0	0	655	278	0	0	132	0	0
5:00 PM	0	19	17	0	0	0	0	17	0	656	0	0	0	641	271	0	0	129	0	0
5:15 PM	0	20	18	0	0	0	0	18	0	688	0	0	0	672	285	0	0	136	0	0
5:30 PM	0	19	17	0	0	0	0	17	0	647	0	0	0	632	268	0	0	128	0	0
5:45 PM	0	19	17	0	0	0	0	17	0	657	0	0	0	642	272	0	0	130	0	0
6:00 PM	0	18	16	0	0	0	0	16	0	627	0	0	0	612	259	0	0	124	0	0
6:15 PM	0	18	16	0	0	0	0	16	0	632	0	0	0	617	261	0	0	124	0	0
6:30 PM	0	18	16	0	0	0	0	16	0	618	0	0	0	603	256	0	0	122	0	0
6:45 PM	0	18	16	0	0	0	0	16	0	619	0	0	0	605	256	0	0	122	0	0
7:00 PM	0	17	15	0	0	0	0	15	0	591	0	0	0	577	245	0	0	117	0	0
7:15 PM	0	18	16	0	0	0	0	16	0	611	0	0	0	597	253	0	0	121	0	0
3:30 PM	***0***	***76***	***69***	***0***	***0***	***0***	***0***	***69***	***0***	***2648***	***0***	***0***	***0***	***2586***	***1096***	***0***	***0***	***522***	***0***	***0***

804	SW 88 St at SR 826 SB Off Ramp																			
Link	818-804				821-804				802-804				806-804							
direction	Northbound				Southbound				Eastbound				Westbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	0	289	0	0	0	0	188	0	349	0	0	0	641	0	0	0	0	0	0
3:45 PM	0	0	298	0	0	0	0	194	0	360	0	0	0	661	0	0	0	0	0	0
4:00 PM	0	0	301	0	0	0	0	197	0	364	0	0	0	669	0	0	0	0	0	0
4:15 PM	0	0	294	0	0	0	0	192	0	356	0	0	0	653	0	0	0	0	0	0
4:30 PM	0	0	279	0	0	0	0	182	0	337	0	0	0	619	0	0	0	0	0	0
4:45 PM	0	0	304	0	0	0	0	198	0	367	0	0	0	674	0	0	0	0	0	0
5:00 PM	0	0	297	0	0	0	0	194	0	359	0	0	0	659	0	0	0	0	0	0
5:15 PM	0	0	312	0	0	0	0	203	0	377	0	0	0	692	0	0	0	0	0	0
5:30 PM	0	0	293	0	0	0	0	191	0	354	0	0	0	650	0	0	0	0	0	0
5:45 PM	0	0	297	0	0	0	0	194	0	359	0	0	0	660	0	0	0	0	0	0
6:00 PM	0	0	284	0	0	0	0	185	0	343	0	0	0	630	0	0	0	0	0	0
6:15 PM	0	0	286	0	0	0	0	187	0	346	0	0	0	635	0	0	0	0	0	0
6:30 PM	0	0	280	0	0	0	0	182	0	338	0	0	0	621	0	0	0	0	0	0
6:45 PM	0	0	280	0	0	0	0	183	0	339	0	0	0	623	0	0	0	0	0	0
7:00 PM	0	0	268	0	0	0	0	175	0	324	0	0	0	594	0	0	0	0	0	0
7:15 PM	0	0	277	0	0	0	0	181	0	335	0	0	0	615	0	0	0	0	0	0
3:30 PM	***0***	***0***	***1199***	***0***	***0***	***0***	***0***	***782***	***0***	***1449***	***0***	***0***	***0***	***2662***	***0***	***0***	***0***	***0***	***0***	***0***

	SW 88 St at SR 826 SB On-Off Ramps																			
Link	813-814				819-820				801-802				823-824							
direction	Southbound				Southbound				Eastbound				Southbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	289	0	342	153	188	0	0	0	349	308	0	0	121	0	187	0	0	0	0
3:45 PM	0	298	0	352	158	194	0	0	0	360	318	0	0	125	0	193	0	0	0	0
4:00 PM	0	301	0	357	160	197	0	0	0	364	322	0	0	126	0	196	0	0	0	0
4:15 PM	0	294	0	348	156	192	0	0	0	356	314	0	0	123	0	191	0	0	0	0
4:30 PM	0	279	0	330	148	182	0	0	0	337	298	0	0	117	0	181	0	0	0	0
4:45 PM	0	304	0	359	161	198	0	0	0	367	324	0	0	127	0	197	0	0	0	0
5:00 PM	0	297	0	351	158	194	0	0	0	359	317	0	0	124	0	193	0	0	0	0
5:15 PM	0	312	0	369	166	203	0	0	0	377	333	0	0	130	0	202	0	0	0	0
5:30 PM	0	293	0	347	156	191	0	0	0	354	313	0	0	123	0	190	0	0	0	0
5:45 PM	0	297	0	352	158	194	0	0	0	359	318	0	0	125	0	193	0	0	0	0
6:00 PM	0	284	0	336	151	185	0	0	0	343	303	0	0	119	0	184	0	0	0	0
6:15 PM	0	286	0	338	152	187	0	0	0	346	305	0	0	120	0	186	0	0	0	0
6:30 PM	0	280	0	331	149	182	0	0	0	338	299	0	0	117	0	182	0	0	0	0
6:45 PM	0	280	0	332	149	183	0	0	0	339	299	0	0	117	0	182	0	0	0	0
7:00 PM	0	268	0	317	142	175	0	0	0	324	286	0	0	112	0	174	0	0	0	0
7:15 PM	0	277	0	328	147	181	0	0	0	335	296	0	0	116	0	180	0	0	0	0
3:30 PM	***0***	***1199***	***0***	***1419***	***637***	***782***	***0***	***0***	***0***	***1449***	***1280***	***0***	***0***	***502***	***0***	***778***	***0***	***0***	***0***	***0***

	SW 88 St at SR 826 SB On-Off Ramps																			
Link	816-817				817-818				832-833											
direction	Southbound				Southbound				Southbound											
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	0	289	0	0	0	289	0	0	0	126	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	298	0	0	0	298	0	0	0	130	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	301	0	0	0	301	0	0	0	131	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	294	0	0	0	294	0	0	0	128	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	279	0	0	0	279	0	0	0	121	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	304	0	0	0	304	0	0	0	132	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	297	0	0	0	297	0	0	0	129	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	312	0	0	0	312	0	0	0	136	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	293	0	0	0	293	0	0	0	128	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	297	0	0	0	297	0	0	0	130	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	284	0	0	0	284	0	0	0	124	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	286	0	0	0	286	0	0	0	124	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	280	0	0	0	280	0	0	0	122	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	280	0	0	0	280	0	0	0	122	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	268	0	0	0	268	0	0	0	117	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	277	0	0	0	277	0	0	0	121	0	0	0	0	0	0	0	0	0
3:30 PM	***0***		***1199***	***0***	***0***	***0***	***1199***	***0***	***0***	***0***	***522***						***0***	***0***	***0***	***0***

	US-1 NB at SR 826 NB																			
Link	904-905				905-904				921-904											
direction	Northbound				Southbound				Northbound											
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	183	0	681	0	516	0	0	0	997	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	188	0	703	0	532	0	0	0	1029	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	190	0	711	0	538	0	0	0	1041	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	186	0	694	0	526	0	0	0	1016	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	176	0	658	0	498	0	0	0	963	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	192	0	716	0	542	0	0	0	1049	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	188	0	701	0	531	0	0	0	1026	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	197	0	735	0	557	0	0	0	1076	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	185	0	691	0	523	0	0	0	1012	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	188	0	702	0	531	0	0	0	1027	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	179	0	670	0	507	0	0	0	980	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	181	0	675	0	511	0	0	0	988	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	177	0	660	0	500	0	0	0	966	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	177	0	662	0	501	0	0	0	969	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	169	0	632	0	478	0	0	0	925	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	175	0	653	0	495	0	0	0	956	0	0	0	0	0	0	0	0	0	0
3:30 PM	***0***	***758***	***0***	***2829***	***0***	***2142***	***0***	***0***	***0***	***4141***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***	***0***

903	US-1 at SW 104 St																			
Link	902-903				904-903				911-903				917-903							
direction	Northbound				Southbound				Eastbound				Westbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	42	539	6	0	183	1092	237	0	164	51	26	0	7	44	161	0	0	0	0	0
3:45 PM	43	556	6	0	189	1127	245	0	169	53	27	0	7	45	166	0	0	0	0	0
4:00 PM	44	563	6	0	191	1140	248	0	171	53	28	0	8	46	168	0	0	0	0	0
4:15 PM	43	549	6	0	187	1113	242	0	167	52	27	0	7	45	164	0	0	0	0	0
4:30 PM	40	521	6	0	177	1055	229	0	158	49	26	0	7	42	156	0	0	0	0	0
4:45 PM	44	567	6	0	193	1149	249	0	172	54	28	0	8	46	169	0	0	0	0	0
5:00 PM	43	555	6	0	189	1124	244	0	168	53	27	0	7	45	166	0	0	0	0	0
5:15 PM	45	582	6	0	198	1179	256	0	176	55	29	0	8	47	174	0	0	0	0	0
5:30 PM	43	547	6	0	186	1108	241	0	166	52	27	0	7	44	163	0	0	0	0	0
5:45 PM	43	555	6	0	189	1125	244	0	168	53	27	0	7	45	166	0	0	0	0	0
6:00 PM	41	530	6	0	180	1074	233	0	161	50	26	0	7	43	158	0	0	0	0	0
6:15 PM	41	534	6	0	182	1082	235	0	162	51	26	0	7	43	160	0	0	0	0	0
6:30 PM	41	522	6	0	178	1058	230	0	158	49	26	0	7	42	156	0	0	0	0	0
6:45 PM	41	524	6	0	178	1061	230	0	159	50	26	0	7	43	156	0	0	0	0	0
7:00 PM	39	500	6	0	170	1013	220	0	152	47	25	0	7	41	149	0	0	0	0	0
7:15 PM	40	517	6	0	176	1047	227	0	157	49	25	0	7	42	154	0	0	0	0	0
3:30 PM	***174***	***2239***	***25***	***0***	***762***	***4536***	***985***	***0***	***679***	***212***	***110***	***0***	***30***	***182***	***669***	***0***	***0***	***0***	***0***	***0***

911	SW 104 St at Busway																			
Link	910-911				912-911				903-911				916-911							
direction	Northbound				Southbound				Eastbound				Westbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	4	0	0	0	7	0	0	0	241	0	0	0	323	0	0	0	0	0	0
3:45 PM	0	4	0	0	0	7	0	0	0	249	0	0	0	333	0	0	0	0	0	0
4:00 PM	0	5	0	0	0	8	0	0	0	252	0	0	0	337	0	0	0	0	0	0
4:15 PM	0	4	0	0	0	7	0	0	0	246	0	0	0	329	0	0	0	0	0	0
4:30 PM	0	4	0	0	0	7	0	0	0	233	0	0	0	312	0	0	0	0	0	0
4:45 PM	0	5	0	0	0	8	0	0	0	253	0	0	0	340	0	0	0	0	0	0
5:00 PM	0	4	0	0	0	7	0	0	0	248	0	0	0	332	0	0	0	0	0	0
5:15 PM	0	5	0	0	0	8	0	0	0	260	0	0	0	349	0	0	0	0	0	0
5:30 PM	0	4	0	0	0	7	0	0	0	245	0	0	0	328	0	0	0	0	0	0
5:45 PM	0	4	0	0	0	7	0	0	0	248	0	0	0	333	0	0	0	0	0	0
6:00 PM	0	4	0	0	0	7	0	0	0	237	0	0	0	317	0	0	0	0	0	0
6:15 PM	0	4	0	0	0	7	0	0	0	239	0	0	0	320	0	0	0	0	0	0
6:30 PM	0	4	0	0	0	7	0	0	0	234	0	0	0	313	0	0	0	0	0	0
6:45 PM	0	4	0	0	0	7	0	0	0	234	0	0	0	314	0	0	0	0	0	0
7:00 PM	0	4	0	0	0	7	0	0	0	224	0	0	0	299	0	0	0	0	0	0
7:15 PM	0	4	0	0	0	7	0	0	0	231	0	0	0	310	0	0	0	0	0	0
3:30 PM	***0***	***18***	***0***	***0***	***0***	***30***	***0***	***0***	***0***	***1001***	***0***	***0***	***0***	***1341***	***0***	***0***	***0***	***0***	***0***	***0***

901	US-1 at SW 112 St																			
Link	900-901				902-901				909-901				915-901							
direction	Northbound				Southbound				Eastbound				Westbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	37	482	32	0	46	861	135	0	29	51	14	0	63	54	20	0	0	0	0	0
3:45 PM	38	497	33	0	48	888	139	0	30	52	14	0	65	56	21	0	0	0	0	0
4:00 PM	38	503	33	0	48	898	141	0	30	53	15	0	66	57	21	0	0	0	0	0
4:15 PM	37	491	32	0	47	877	137	0	30	52	14	0	64	55	20	0	0	0	0	0
4:30 PM	35	466	30	0	45	832	130	0	28	49	13	0	61	53	19	0	0	0	0	0
4:45 PM	38	507	33	0	49	905	142	0	31	53	15	0	66	57	21	0	0	0	0	0
5:00 PM	38	496	32	0	48	886	139	0	30	52	14	0	65	56	21	0	0	0	0	0
5:15 PM	40	520	34	0	50	929	146	0	31	55	15	0	68	59	22	0	0	0	0	0
5:30 PM	37	489	32	0	47	873	137	0	30	51	14	0	64	55	20	0	0	0	0	0
5:45 PM	38	497	33	0	48	887	139	0	30	52	14	0	65	56	21	0	0	0	0	0
6:00 PM	36	474	31	0	45	846	133	0	29	50	14	0	62	53	20	0	0	0	0	0
6:15 PM	36	477	31	0	46	853	134	0	29	50	14	0	62	54	20	0	0	0	0	0
6:30 PM	35	467	31	0	45	834	131	0	28	49	14	0	61	53	19	0	0	0	0	0
6:45 PM	36	468	31	0	45	836	131	0	28	49	14	0	61	53	19	0	0	0	0	0
7:00 PM	34	447	29	0	43	798	125	0	27	47	13	0	59	50	19	0	0	0	0	0
7:15 PM	35	462	30	0	44	825	129	0	28	48	13	0	60	52	19	0	0	0	0	0
3:30 PM	***152***	***2002***	***131***	***0***	***192***	***3575***	***560***	***0***	***121***	***210***	***58***	***0***	***262***	***226***	***83***	***0***	***0***	***0***	***0***	***0***

909	SW 112 St at Busway																			
Link	908-909				910-909				914-909				901-909							
direction	Northbound				Southbound				Eastbound				Westbound							
	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag	left	thru	right	diag
3:30 PM	0	4	0	0	0	7	0	0	0	94	0	0	0	226	0	0	0	0	0	0
3:45 PM	0	4	0	0	0	7	0	0	0	97	0	0	0	233	0	0	0	0	0	0
4:00 PM	0	5	0	0	0	8	0	0	0	98	0	0	0	236	0	0	0	0	0	0
4:15 PM	0	4	0	0	0	7	0	0	0	95	0	0	0	230	0	0	0	0	0	0
4:30 PM	0	4	0	0	0	7	0	0	0	90	0	0	0	218	0	0	0	0	0	0
4:45 PM	0	5	0	0	0	8	0	0	0	98	0	0	0	238	0	0	0	0	0	0
5:00 PM	0	4	0	0	0	7	0	0	0	96	0	0	0	232	0	0	0	0	0	0
5:15 PM	0	5	0	0	0	8	0	0	0	101	0	0	0	244	0	0	0	0	0	0
5:30 PM	0	4	0	0	0	7	0	0	0	95	0	0	0	229	0	0	0	0	0	0
5:45 PM	0	4	0	0	0	7	0	0	0	97	0	0	0	233	0	0	0	0	0	0
6:00 PM	0	4	0	0	0	7	0	0	0	92	0	0	0	222	0	0	0	0	0	0
6:15 PM	0	4	0	0	0	7	0	0	0	93	0	0	0	224	0	0	0	0	0	0
6:30 PM	0	4	0	0	0	7	0	0	0	91	0	0	0	219	0	0	0	0	0	0
6:45 PM	0	4	0	0	0	7	0	0	0	91	0	0	0	219	0	0	0	0	0	0
7:00 PM	0	4	0	0	0	7	0	0	0	87	0	0	0	209	0	0	0	0	0	0
7:15 PM	0	4	0	0	0	7	0	0	0	90	0	0	0	217	0	0	0	0	0	0
3:30 PM	***0***	***18***	***0***	***0***	***0***	***30***	***0***	***0***	***0***	***389***	***0***	***0***	***0***	***938***	***0***	***0***	***0***	***0***	***0***	***0***

Time Period: 1
Simulation Start: 6:30 AM
Current Time: 6:30 AM - 6:45 AM (TP 1)

SR 826 NB

Entry Location				SW 88 St Off Ramp 1015			SW 88 St Off Ramp 1025			SW 72 St Off Ramp 1050			SR 826 EL NB (SW72St) Off Ramp 1057			SW 56 St Off Ramp 1070			SW 40 St Off Ramp 1080			SW 24 St Off Ramp 1155			SW 8 St Off Ramp 1180			Flagler St/NW 72 Ave Off Ramp 1215			SR 836 EB/WB Off Ramp 1225			NW 25 St Off Ramp 1275			SR 826 NB End 1300			
	Detector			Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBELNBexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%	
US-1 NB On Ramp	US1NBSR826NBent	1005	879	0	0.00	879	38	0.04	841	66	0.08	775	113	0.13	662	78	0.09	584	66	0.08	518	71	0.08	447	87	0.10	360	82	0.09	278	41	0.05	237	43	0.05	194	194	0.21	0	100%	
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	247		0.00	247		0.00	247	19	0.08	228	33	0.13	195	23	0.09	172	19	0.08	153	21	0.09	132	26	0.11	106	24	0.10	82	12	0.05	70	13	0.05	57	57	0.22	0	100%	
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	298		0.00	298		0.00	298	23	0.08	275	41	0.14	234	27	0.09	207	23	0.08	184	25	0.08	159	31	0.10	128	29	0.10	99	15	0.05	84	15	0.05	69	69	0.23	0	100%	
SW 72 St On Ramp	SW72StSR826NBent	1060	308		0.00	308		0.00	308		0.00	308		0.00	308	36	0.12	272	32	0.10	240	33	0.11	207	40	0.13	167	38	0.12	129	19	0.06	110	20	0.06	90	90	0.30	0	100%	
SW 56 St On Ramp	SW56StSR826NBent	1110	329		0.00	329		0.00	329		0.00	329		0.00	329		0.00	329		0.00	329	45	0.14	284	55	0.17	229	52	0.16	177	26	0.08	151	27	0.08	124	124	0.37	0	100%	
SR 874 NB On Ramp	SR874SR826NBent	1115	405		0.00	405		0.00	405		0.00	405		0.00	405		0.00	405		0.00	405	56	0.14	349	68	0.17	281	64	0.16	217	32	0.08	185	33	0.08	152	152	0.37	0	100%	
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	390		0.00	390		0.00	390		0.00	390		0.00	390		0.00	390		0.00	390	55	0.14	335	65	0.17	270	61	0.16	209	31	0.08	178	32	0.08	146	146	0.37	0	100%	
SW 24 St On Ramp	SW24StSR826NBent	1160	241		0.00	241		0.00	241		0.00	241		0.00	241		0.00	241		0.00	241		0.00	241	46	0.19	195	44	0.18	151	23	0.10	128	23	0.10	105	105	0.43	0	100%	
SW 8 St EB On Ramp	SW8StEBSR826NBent	1195	246		0.00	246		0.00	246		0.00	246		0.00	246		0.00	246		0.00	246		0.00	246		0.00	246	56	0.23	190	28	0.11	162	29	0.12	133	133	0.54	0	100%	
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	152		0.00	152		0.00	152		0.00	152		0.00	152		0.00	152		0.00	152		0.00	152		0.00	152	34	0.22	118	19	0.13	99	18	0.12	81	81	0.53	0	100%	
SR 826 EL NB On Ramp	ELNBSR826NBent	1235	112		0.00	112		0.00	112		0.00	112		0.00	112		0.00	112		0.00	112		0.00	112		0.00	112		0.00	112		0.00	112	20	0.18	92	92	0.82	0	100%	
Flagler St On Ramp	FlaglerStSR826NBent	1240	370		0.00	370		0.00	370		0.00	370		0.00	370		0.00	370		0.00	370		0.00	370		0.00	370		0.00	370		0.00	370	66	0.18	304	304	0.82	0	100%	
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	748		0.00	748		0.00	748		0.00	748		0.00	748		0.00	748		0.00	748		0.00	748		0.00	748		0.00	748		0.00	748	134	0.18	614	614	0.82	0	100%	
SR 836 EB On Ramp	SR836EBSR826NBent	1260	492		0.00	492		0.00	492		0.00	492		0.00	492		0.00	492		0.00	492		0.00	492		0.00	492		0.00	492		0.00	492	88	0.18	404	404	0.82	0	100%	
NW 25 St On Ramp	NW25StSR826NBent	1290	339		0.00	339		0.00	339		0.00	339		0.00	339		0.00	339		0.00	339		0.00	339		0.00	339		0.00	339		0.00	339		0.00	339	339	1.00	0	100%	
			5556	0			38			108			187			164			140			306			418			484			246			561			2904			5556	
			0	0			38			108			187			164			140			306			418			484			246			561			2904			5556	

SR 826 SB

Entry Location				NW 25 St Off Ramp 2020			SR 836 EB/WB Off Ramp 2055			NW 72/NW 87 Ave Off Ramp 2060			Flagler St/SW 8 St Off Ramp 2065			SR 826 EL SB (SR836) On Ramp 2070			SW 24 St Off Ramp 2135			SW 40 St Off Ramp 2155			SW 56 St Off Ramp 2180			SR 874 SB Off Ramp 2185			SW 72 St Off Ramp 2235			SW 88 St Off Ramp 2255			US-1 SB Off Ramp 2290			SR 826 SB End 2295			
	Detector			826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			SR826SBELSBexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 SB Begin	SR826SB1	2000	2130	452	0.21	1678	414	0.19	1264	107	0.05	1157	357	0.17	800	128	0.06	672	93	0.04	579	140	0.07	439	63	0.03	376	96	0.05	280	71	0.03	209	105	0.05	104	104	0.05	0	0	0.00	104	100%
Dummy On Ramp (addtl vol)	SR826SB1a	2005	894		0.00	894	221	0.25	673	57	0.06	616	190	0.21	426	68	0.08	358	49	0.05	309	75	0.08	234	34	0.04	200	51	0.06	149	38	0.04	111	56	0.06	55	55	0.07	0	0	0.00	55	100%
NW 25 St On Ramp	NW25StSR826Sbent	2040	209		0.00	209	51	0.24	158	13	0.06	145	44	0.21	101	16	0.08	85	12	0.06	73	18	0.09	55	8	0.04	47	12	0.06	35	9	0.04	26	13	0.06	13	13	0.06	0	0	0.00	13	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	391		0.00	391		0.00	391		0.00	391		0.00	391		0.00	391	54	0.14	337	81	0.21	256	37	0.09	219	56	0.14	163	41	0.10	122	61	0.16	61	61	0.16	0	0	0.00	61	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	235		0.00	235		0.00	235		0.00	235		0.00	235		0.00	235	32	0.14	203	49	0.21	154	22	0.09	132	34	0.14	98	25	0.11	73	37	0.16	36	36	0.15	0	0	0.00	36	100%
SW 8 St On Ramp	SW8St826SBent	2120	234		0.00	234		0.00	234		0.00	234		0.00	234		0.00	234	32	0.14	202	49	0.21	153	22	0.09	131	33	0.14	98	25	0.11	73	37	0.16	36	36	0.15	0	0	0.00	36	100%
SW 24 St On Ramp	SW24St826SBent	2140	154		0.00	154		0.00	154		0.00	154		0.00	154		0.00	154		0.00	154	37	0.24	117	16	0.10	101	25	0.16	76	19	0.12	57	29	0.19	28	28	0.19	0	0	0.00	28	100%
SW 40 St On Ramp	SW40St826SBent	2215	155		0.00	155		0.00	155		0.00	155		0.00	155		0.00	155		0.00	155		0.00	155		0.00	155		0.00	155	39	0.25	116	58	0.37	58	58	0.38	0	0	0.00	58	100%
SW 56 St On Ramp	SW56St826SBent	2225	116		0.00	116		0.00	116		0.00	116		0.00	116		0.00	116		0.00	116		0.00	116		0.00	116		0.00	116	29	0.25	87	44	0.38	43	43	0.37	0	0	0.00	43	100%
SR 826 EL SB (SW72St) On Ramp	ELSBSR826SBent	2237	289		0.00	289		0.00	289		0.00	289		0.00	289		0.00	289		0.00	289		0.00	289		0.00	289		0.00	289		0.00	289	146	0.51	143	143	0.49	0	0	0.00	143	100%
SW 72 St On Ramp	SW72St826SBent	2245	74		0.00	74		0.00	74		0.00	74		0.00	74		0.00	74		0.00	74		0.00	74		0.00	74		0.00	74		0.00	74	37	0.50	37	37	0.50	0	0	0.00	37	100%
SW 88 St On Ramp	SW88St826SBent	2275	31		0.00	31		0.00	31		0.00	31		0.00	31		0.00	31		0.00	31		0.00	31		0.00	31		0.00	31		0.00	31		0.00	31	31	1.00	0	0	0.00	31	100%
			4912	452			686			177			591			212			272			449			202			307			296			623			646			0			4913	
			-1	452			686			177			591			212			272			449			202			307			296			623			645			0			4912	

Time Period: 2
Simulation Start: 6:30 AM
Current Time: 6:45 AM - 7:00 AM (TP 2)

SR 826 NB

Entry Location				SW 88 St Off Ramp 1015			SW 88 St Off Ramp 1025			SW 72 St Off Ramp 1050			SR 826 EL NB (SW72St) Off Ramp 1057			SW 56 St Off Ramp 1070			SW 40 St Off Ramp 1080			SW 24 St Off Ramp 1155			SW 8 St Off Ramp 1180			Flagler St/NW 72 Ave Off Ramp 1215			SR 836 EB/WB Off Ramp 1225			NW 25 St Off Ramp 1275			SR 826 NB End 1300			
	Detector			Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBELNBexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%
US-1 NB On Ramp	US1NBSR826NBent	1005	944	0	0.00	944	41	0.04	903	70	0.07	833	122	0.13	711	83	0.09	628	71	0.08	480	93	0.10	387	88	0.09	299	45	0.05	254	46	0.05	208	208	0.22	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	265		0.00	265		0.00	265	21	0.08	244	36	0.14	208	24	0.09	184	21	0.08	163	22	0.08	141	27	0.10	114	26	0.10	88	13	0.05	75	13	0.05	62	62	0.23	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	319		0.00	319		0.00	319	25	0.08	294	43	0.13	251	29	0.09	222	25	0.08	197	27	0.08	170	33	0.10	137	31	0.10	106	16	0.05	90	16	0.05	74	74	0.24	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	330		0.00	330		0.00	330		0.00	330		0.00	330	40	0.12	290	33	0.10	257	35	0.11	222	43	0.13	179	41	0.12	138	21	0.06	117	21	0.06	96	96	0.30	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	353		0.00	353		0.00	353		0.00	353		0.00	353		0.00	353	49	0.14	304	59	0.17	245	56	0.16	189	28	0.08	161	29	0.08	132	132	0.37	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	435		0.00	435		0.00	435		0.00	435		0.00	435		0.00	435	60	0.14	375	73	0.17	302	68	0.16	234	35	0.08	199	36	0.08	163	163	0.37	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	418		0.00	418		0.00	418		0.00	418		0.00	418		0.00	418	58	0.14	360	70	0.17	290	66	0.16	224	33	0.08	191	34	0.08	157	157	0.37	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	259		0.00	259		0.00	259		0.00	259		0.00	259		0.00	259		0.00	259	51	0.20	208	47	0.18	161	24	0.09	137	25	0.10	112	112	0.43	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1195	264		0.00	264		0.00	264		0.00	264		0.00	264		0.00	264		0.00	264		0.00	264	60	0.23	204	30	0.11	174	31	0.12	143	143	0.54	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	164		0.00	164		0.00	164		0.00	164		0.00	164		0.00	164		0.00	164		0.00	164	36	0.22	128	19	0.12	109	20	0.12	89	89	0.54	0	100%
SR 826 EL NB On Ramp	ELNBSR826NBent	1235	120		0.00	120		0.00	120		0.00	120		0.00	120		0.00	120		0.00	120		0.00	120		0.00	120		0.00	120	22	0.18	98	98	0.82	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	397		0.00	397		0.00	397		0.00	397		0.00	397		0.00	397		0.00	397		0.00	397		0.00	397		0.00	397	71	0.18	326	326	0.82	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	803		0.00	803		0.00	803		0.00	803		0.00	803		0.00	803		0.00	803		0.00	803		0.00	803		0.00	803	144	0.18	659	659	0.82	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	528		0.00	528		0.00	528		0.00	528		0.00	528		0.00	528		0.00	528		0.00	528		0.00	528		0.00	528	94	0.18	434	434	0.82	0	100%
NW 25 St On Ramp	NW25StSR826NBent	1290	363		0.00	363		0.00	363		0.00	363		0.00	363		0.00	363		0.00	363		0.00	363		0.00	363		0.00	363		0.00	363	363	1.00	0	100%
			5962	0			41			116			201			176			150			328			449			519			264			602			3116			5962
			0	0			41			116			201			176			150			328			449			519			264			602			3116			5962

SR 826 SB

Entry Location				NW 25 St Off Ramp 2020			SR 836 EB/WB Off Ramp 2055			NW 72/NW 87 Ave Off Ramp 2060			Flagler St/SW 8 St Off Ramp 2065			SR 826 EL SB (SR836) On Ramp 2070			SW 24 St Off Ramp 2135			SW 40 St Off Ramp 2155			SW 56 St Off Ramp 2180			SR 874 SB Off Ramp 2185			SW 72 St Off Ramp 2235			SW 88 St Off Ramp 2255			US-1 SB Off Ramp 2290			SR 826 SB End 2295			
	Detector			826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			SR826SBELSBexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 SB Begin	SR826SB1	2000	2286	485	0.21	1801	444	0.19	1357	115	0.05	1242	382	0.17	860	138	0.06	722	99	0.04	623	150	0.07	473	67	0.03	406	103	0.05	303	77	0.03	226	113	0.05	113	113	0.05	0	0	0.00	113	100%
Dummy On Ramp (addtl vol)	SR826SB1a	2005	960		0.00	960	237	0.25	723	61	0.06	662	204	0.21	458	73	0.08	385	53	0.06	332	80	0.08	252	36	0.04	216	55	0.06	161	41	0.04	120	60	0.06	60	60	0.06	0	0	0.00	60	100%
NW 25 St On Ramp	NW25StB26SBent	2040	225		0.00	225	55	0.24	170	14	0.06	156	48	0.21	108	17	0.08	91	12	0.05	79	19	0.08	60	9	0.04	51	13	0.06	38	10	0.04	28	14	0.06	14	14	0.08	0	0	0.00	14	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	419		0.00	419		0.00	419		0.00	419		0.00	419		0.00	419	57	0.14	362	87	0.21	275	39	0.09	236	60	0.14	176	44	0.11	132	66	0.16	66	66	0.15	0	0	0.00	66	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	253		0.00	253		0.00	253		0.00	253		0.00	253		0.00	253	35	0.14	218	53	0.21	165	24	0.09	141	36	0.14	105	27	0.11	78	39	0.15	39	39	0.16	0	0	0.00	39	100%
SW 8 St On Ramp	SW8St826SBent	2120	251		0.00	251		0.00	251		0.00	251		0.00	251		0.00	251	35	0.14	216	52	0.21	164	23	0.09	141	36	0.14	105	27	0.11	78	39	0.16	39	39	0.15	0	0	0.00	39	100%
SW 24 St On Ramp	SW24St826SBent	2140	165		0.00	165		0.00	165		0.00	165		0.00	165		0.00	165		0.00	165	40	0.24	125	18	0.11	107	26	0.16	81	20	0.12	61	31	0.19	30	30	0.18	0	0	0.00	30	100%
SW 40 St On Ramp	SW40St826SBent	2215	166		0.00	166		0.00	166		0.00	166		0.00	166		0.00	166		0.00	166		0.00	166		0.00	166		0.00	166	42	0.25	124	62	0.37	62	62	0.38	0	0	0.00	62	100%
SW 56 St On Ramp	SW56St826SBent	2225	124		0.00	124		0.00	124		0.00	124		0.00	124		0.00	124		0.00	124		0.00	124		0.00	124		0.00	124	30	0.24	94	47	0.38	47	47	0.38	0	0	0.00	47	100%
SR 826 EL SB (SW72St) On R	ELSBSR826SBent	2237	310		0.00	310		0.00	310		0.00	310		0.00	310		0.00	310		0.00	310		0.00	310		0.00	310		0.00	310		0.00	310	156	0.50	154	154	0.50	0	0	0.00	154	100%
SW 72 St On Ramp	SW72St826SBent	2245	80		0.00	80		0.00	80		0.00	80		0.00	80		0.00	80		0.00	80		0.00	80		0.00	80		0.00	80		0.00	80	41	0.51	39	39	0.49	0	0	0.00	39	100%
SW 88 St On Ramp	SW88St826SBent	2275	33		0.00	33		0.00	33		0.00	33		0.00	33		0.00	33		0.00	33		0.00	33		0.00	33		0.00	33		0.00	33		0.00	33	33	1.00	0	0	0.00	33	100%
			5272	485			736			190			634			228			291			481			216			329			318			668			694			0			5270
			2	485			736			190			634			228			291			481			216			329			318			668			696			0			5272

Time Period: 3
Simulation Start: 6:30 AM
Current Time: 7:00 AM - 7:15 AM (TP 3)

SR 826 NB

Name	Entry Location / Detector / Station	Node #	Volume	SW 88 St Off Ramp 1015 Dummy			SW 88 St Off Ramp 1025 826NBSW88Stexit			SW 72 St Off Ramp 1050 SR826NBSW72Stexit			SR 826 EL NB (SW72St) Off Ramp 1057 SR826NBELNBexit			SW 56 St Off Ramp 1070 SR826NBSW56Stexit			SW 40 St Off Ramp 1080 SR826NBSW40Stexit			SW 24 St Off Ramp 1155 SR826NBSW24Stexit			SW 8 St Off Ramp 1180 SR826NBSW8Stexit			Flagler St/NW 72 Ave Off Ramp 1215 SR826NBFlagler72Avexit			SR 836 EB/WB Off Ramp 1225 SR826NBSR836EBWBexit			NW 25 St Off Ramp 1275 SR 826NBNW25Stexit			SR 826 NB End 1300 SR826NB24			
				Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%
US-1 NB On Ramp	US1NBSR826NBent	1005	910	0	0.00	910	40	0.04	870	68	0.07	802	118	0.13	684	80	0.09	604	69	0.08	535	74	0.08	461	90	0.10	371	84	0.09	287	43	0.05	244	44	0.05	200	200	0.22	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	256		0.00	256		0.00	256	20	0.08	236	35	0.14	201	24	0.09	177	20	0.08	157	22	0.09	135	26	0.10	109	25	0.10	84	13	0.05	71	13	0.05	58	58	0.22	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	308		0.00	308		0.00	308	24	0.08	284	41	0.13	243	29	0.09	214	24	0.08	190	26	0.08	164	32	0.10	132	30	0.10	102	15	0.05	87	16	0.05	71	71	0.24	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	319		0.00	319		0.00	319		0.00	319		0.00	319	37	0.12	282	32	0.10	250	35	0.11	215	42	0.13	173	39	0.12	134	20	0.06	114	20	0.06	94	94	0.30	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	340		0.00	340		0.00	340		0.00	340		0.00	340		0.00	340		0.00	340	47	0.14	293	57	0.17	236	54	0.16	182	27	0.08	155	28	0.08	127	127	0.37	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	420		0.00	420		0.00	420		0.00	420		0.00	420		0.00	420		0.00	420	58	0.14	362	70	0.17	292	66	0.16	226	34	0.08	192	34	0.08	158	158	0.37	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	403		0.00	403		0.00	403		0.00	403		0.00	403		0.00	403		0.00	403	55	0.14	348	68	0.17	280	64	0.16	216	32	0.08	184	33	0.08	151	151	0.37	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	249		0.00	249		0.00	249		0.00	249		0.00	249		0.00	249		0.00	249		0.00	249	48	0.19	201	46	0.18	155	23	0.09	132	24	0.10	108	108	0.44	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1195	255		0.00	255		0.00	255		0.00	255		0.00	255		0.00	255		0.00	255		0.00	255		0.00	255	58	0.23	197	29	0.11	168	30	0.12	138	138	0.54	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	158		0.00	158		0.00	158		0.00	158		0.00	158		0.00	158		0.00	158		0.00	158		0.00	158	35	0.22	123	18	0.11	105	19	0.12	86	86	0.55	0	100%
SR 826 EL NB On Ramp	ELNBSR826NBent	1235	116		0.00	116		0.00	116		0.00	116		0.00	116		0.00	116		0.00	116		0.00	116		0.00	116		0.00	116		0.00	116	21	0.18	95	95	0.82	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	383		0.00	383		0.00	383		0.00	383		0.00	383		0.00	383		0.00	383		0.00	383		0.00	383		0.00	383		0.00	383	69	0.18	314	314	0.82	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	774		0.00	774		0.00	774		0.00	774		0.00	774		0.00	774		0.00	774		0.00	774		0.00	774		0.00	774		0.00	774	139	0.18	635	635	0.82	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	509		0.00	509		0.00	509		0.00	509		0.00	509		0.00	509		0.00	509		0.00	509		0.00	509		0.00	509		0.00	509	91	0.18	418	418	0.82	0	100%
NW 25 St On Ramp	NW25StSR826NBent	1290	351		0.00	351		0.00	351		0.00	351		0.00	351		0.00	351		0.00	351		0.00	351		0.00	351		0.00	351		0.00	351		0.00	351	351	1.00	0	100%
			5751	0			40			112			194			170			145			317			433			501			254			581			3005			5752	
			-1	0			40			112			194			170			145			317			433			501			254			581			3004			5751	

SR 826 SB

Name	Entry Location / Detector / Station	Node #	Volume	NW 25 St Off Ramp 2020 826SBNW25Stexit			SR 836 EB/WB Off Ramp 2055 826SB836EBWBexit			NW 72/NW 87 Ave Off Ramp 2060 826SBNW72AvNW87Avexit			Flagler St/SW 8 St Off Ramp 2065 826SBFlaglerStSW8Stexit			SR 826 EL SB (SR836) On Ramp 2070 SR826SBELSBexit			SW 24 St Off Ramp 2135 826SBSW24Stexit			SW 40 St Off Ramp 2155 826SBSW40Stexit			SW 56 St Off Ramp 2180 826SBSW56Stexit			SR 874 SB Off Ramp 2185 826SB874SB2ent			SW 72 St Off Ramp 2235 826SBSW72Stexit			SW 88 St Off Ramp 2255 826SBSW88Stexit			US-1 SB Off Ramp 2290 826SBUS1SBexit			SR 826 SB End 2295 SR826SB24			
				Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 SB Begin	SR826SB1	2000	2205	468	0.21	1737	428	0.19	1309	110	0.05	1199	369	0.17	830	133	0.06	697	96	0.04	601	145	0.07	456	65	0.03	391	99	0.04	292	74	0.03	218	110	0.05	108	108	0.06	0	0	0.00	108	100%
Dummy On Ramp (addtl vol)	SR826SB1a	2005	926		0.00	926	228	0.25	698	59	0.06	639	197	0.21	442	71	0.08	371	51	0.06	320	77	0.08	243	35	0.04	208	53	0.06	155	39	0.04	116	58	0.06	58	58	0.06	0	0	0.00	58	100%
NW 25 St On Ramp	NW25StB26SBent	2040	217		0.00	217	54	0.25	163	14	0.06	149	46	0.21	103	16	0.07	87	12	0.06	75	18	0.08	57	8	0.04	49	12	0.06	37	9	0.04	28	14	0.06	14	14	0.07	0	0	0.00	14	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	404		0.00	404		0.00	404		0.00	404		0.00	404		0.00	404	56	0.14	348	84	0.21	264	38	0.09	226	57	0.14	169	43	0.11	126	63	0.16	63	63	0.15	0	0	0.00	63	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	244		0.00	244		0.00	244		0.00	244		0.00	244		0.00	244	34	0.14	210	51	0.21	159	23	0.09	136	34	0.14	102	26	0.11	76	38	0.16	38	38	0.15	0	0	0.00	38	100%
SW 8 St On Ramp	SW8St826SBent	2120	242		0.00	242		0.00	242		0.00	242		0.00	242		0.00	242	32	0.13	210	51	0.21	159	23	0.10	136	34	0.14	102	26	0.11	76	38	0.16	38	38	0.15	0	0	0.00	38	100%
SW 24 St On Ramp	SW24St826SBent	2140	159		0.00	159		0.00	159		0.00	159		0.00	159		0.00	159		0.00	159	38	0.24	121	17	0.11	104	28	0.18	76	19	0.12	57	29	0.18	28	28	0.17	0	0	0.00	28	100%
SW 40 St On Ramp	SW40St826SBent	2215	160		0.00	160		0.00	160		0.00	160		0.00	160		0.00	160		0.00	160		0.00	160		0.00	160		0.00	160	40	0.25	120	60	0.38	60	60	0.37	0	0	0.00	60	100%
SW 56 St On Ramp	SW56St826SBent	2225	120		0.00	120		0.00	120		0.00	120		0.00	120		0.00	120		0.00	120		0.00	120		0.00	120		0.00	120	31	0.26	89	45	0.38	44	44	0.36	0	0	0.00	44	100%
SR 826 EL SB (SW72St) On R	ELSBSR826SBent	2237	299		0.00	299		0.00	299		0.00	299		0.00	299		0.00	299		0.00	299		0.00	299		0.00	299		0.00	299		0.00	299	150	0.50	149	149	0.50	0	0	0.00	149	100%
SW 72 St On Ramp	SW72St826SBent	2245	77		0.00	77		0.00	77		0.00	77		0.00	77		0.00	77		0.00	77		0.00	77		0.00	77		0.00	77		0.00	77	39	0.51	38	38	0.49	0	0	0.00	38	100%
SW 88 St On Ramp	SW88St826SBent	2275	32		0.00	32		0.00	32		0.00	32		0.00	32		0.00	32		0.00	32		0.00	32		0.00	32		0.00	32		0.00	32		0.00	32	32	1.00	0	0	0.00	32	100%
			5085	468			710			183			612			220			281			464			209			317			307			644			669			0			5084	
			1	468			710			183			612			220			281			464			209			317			307			644			670			0			5085	

Time Period: 4
Simulation Start: 6:30 AM
Current Time: 7:15 AM - 7:30 AM (TP 4)

SR 826 NB

| Name | Entry Location / Detector / Station | Node # | Volume | SW 88 St Off Ramp 1015 Dummy | | | SW 88 St Off Ramp 1025 826NBSW88Stexit | | | SW 72 St Off Ramp 1050 SR826NBSW72Stexit | | | SR 826 EL NB (SW72St) Off Ramp 1057 SR826NBELNBexit | | | SW 56 St Off Ramp 1070 SR826NBSW56Stexit | | | SW 40 St Off Ramp 1080 SR826NBSW40Stexit | | | SW 24 St Off Ramp 1155 SR826NBSW24Stexit | | | SW 8 St Off Ramp 1180 SR826NBSW8Stexit | | | Flagler St/NW 72 Ave Off Ramp 1215 SR826NBFlagler72Avexit | | | SR 836 EB/WB Off Ramp 1225 SR826NBSR836EBWBexit | | | NW 25 St Off Ramp 1275 SR 826NBNW25Stexit | | | SR 826 NB End 1300 SR826NB24 | | | |
|---|---|---

Time Period: 5
Simulation Start: 6:30 AM
Current Time: 7:30 AM - 7:45 AM (TP 5)

SR 826 NB

Name	Entry Location / Detector / Station	Node #	Volume	SW 88 St Off Ramp 1015 Dummy			SW 88 St Off Ramp 1025 826NBSW88Stexit			SW 72 St Off Ramp 1050 SR826NBSW72Stexit			SR 826 EL NB (SW72St) Off Ramp 1057 SR826NBELNBexit			SW 56 St Off Ramp 1070 SR826NBSW56Stexit			SW 40 St Off Ramp 1080 SR826NBSW40Stexit			SW 24 St Off Ramp 1155 SR826NBSW24Stexit			SW 8 St Off Ramp 1180 SR826NBSW8Stexit			Flagler St/NW 72 Ave Off Ramp 1215 SR826NBFlagler72Avexit			SR 836 EB/WB Off Ramp 1225 SR826NBSR836EBWBexit			NW 25 St Off Ramp 1275 SR 826NBNW25Stexit			SR 826 NB End 1300 SR826NB24			
				Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume			
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%	
US-1 NB On Ramp	US1NBSR826NBent	1005	909	0	0.00	909	40	0.04	869	68	0.07	801	118	0.13	683	80	0.09	603	69	0.08	534	74	0.08	460	89	0.10	371	84	0.09	287	43	0.05	244	44	0.05	200	200	0.22	0	100%	
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	256		0.00	256		0.00	256	20	0.08	236	35	0.14	201	24	0.09	177	20	0.08	157	22	0.09	135	26	0.10	109	25	0.10	84	13	0.05	71	13	0.05	58	58	0.22	0	100%	
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	308		0.00	308		0.00	308	24	0.08	284	41	0.13	243	29	0.09	214	24	0.08	190	26	0.08	164	32	0.10	132	30	0.10	102	15	0.05	87	16	0.05	71	71	0.24	0	100%	
SW 72 St On Ramp	SW72StSR826NBent	1060	318		0.00	318		0.00	318		0.00	318		0.00	318	37	0.12	281	32	0.10	249	34	0.11	215	42	0.13	173	39	0.12	134	20	0.06	114	20	0.06	94	94	0.30	0	100%	
SW 56 St On Ramp	SW56StSR826NBent	1110	340		0.00	340		0.00	340		0.00	340		0.00	340		0.00	340		0.00	340	47	0.14	293	57	0.17	236	54	0.16	182	27	0.08	155	28	0.08	127	127	0.37	0	100%	
SR 874 NB On Ramp	SR874SR826NBent	1115	419		0.00	419		0.00	419		0.00	419		0.00	419		0.00	419		0.00	419	58	0.14	361	70	0.17	291	66	0.16	225	34	0.08	191	34	0.08	157	157	0.37	0	100%	
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	403		0.00	403		0.00	403		0.00	403		0.00	403		0.00	403		0.00	403	55	0.14	348	68	0.17	280	63	0.16	217	32	0.08	185	33	0.08	152	152	0.37	0	100%	
SW 24 St On Ramp	SW24StSR826NBent	1160	249		0.00	249		0.00	249		0.00	249		0.00	249		0.00	249		0.00	249		0.00	249	48	0.19	201	46	0.18	155	23	0.09	132	24	0.10	108	108	0.44	0	100%	
SW 8 St EB On Ramp	SW8StEBSR826NBent	1195	254		0.00	254		0.00	254		0.00	254		0.00	254		0.00	254		0.00	254		0.00	254		0.00	254	58	0.23	196	29	0.11	167	30	0.12	137	137	0.54	0	100%	
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	158		0.00	158		0.00	158		0.00	158		0.00	158		0.00	158		0.00	158		0.00	158		0.00	158	35	0.22	123	18	0.11	105	19	0.12	86	86	0.55	0	100%	
SR 826 EL NB On Ramp	ELNBSR826NBent	1235	116		0.00	116		0.00	116		0.00	116		0.00	116		0.00	116		0.00	116		0.00	116		0.00	116		0.00	116		0.00	116	21	0.18	95	95	0.82	0	100%	
Flagler St On Ramp	FlaglerStSR826NBent	1240	383		0.00	383		0.00	383		0.00	383		0.00	383		0.00	383		0.00	383		0.00	383		0.00	383		0.00	383		0.00	383	69	0.18	314	314	0.82	0	100%	
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	774		0.00	774		0.00	774		0.00	774		0.00	774		0.00	774		0.00	774		0.00	774		0.00	774		0.00	774		0.00	774	139	0.18	635	635	0.82	0	100%	
SR 836 EB On Ramp	SR836EBSR826NBent	1260	508		0.00	508		0.00	508		0.00	508		0.00	508		0.00	508		0.00	508		0.00	508		0.00	508		0.00	508		0.00	508	90	0.18	418	418	0.82	0	100%	
NW 25 St On Ramp	NW25StSR826NBent	1290	350		0.00	350		0.00	350		0.00	350		0.00	350		0.00	350		0.00	350		0.00	350		0.00	350		0.00	350		0.00	350		0.00	350	350	1.00	0	100%	
			5745	0			40			112			194			170			145			316			432			500			254			580			3003			5746		
			-1	0			40			112			194			170			145			316			432			500			254			580			3002			5745		

SR 826 SB

Name	Entry Location / Detector / Station	Node #	Volume	NW 25 St Off Ramp 2020 826SBNW25Stexit			SR 836 EB/WB Off Ramp 2055 826SB836EBWBexit			NW 72/NW 87 Ave Off Ramp 2060 826SBNW72AvNW87Avexit			Flagler St/SW 8 St Off Ramp 2065 826SBFlaglerStSW8Stexit			SR 826 EL SB (SR836) On Ramp 2070 SR826SBELSBexit			SW 24 St Off Ramp 2135 826SBSW24Stexit			SW 40 St Off Ramp 2155 826SBSW40Stexit			SW 56 St Off Ramp 2180 826SBSW56Stexit			SR 874 SB Off Ramp 2185 826SB874SB2ent			SW 72 St Off Ramp 2235 826SBSW72Stexit			SW 88 St Off Ramp 2255 826SBSW88Stexit			US-1 SB Off Ramp 2290 826SBUS1SBexit			SR 826 SB End 2295 SR826SB24			
				Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume			
SR 826 SB Begin	SR826SB1	2000	2203	467	0.21	1736	428	0.19	1308	110	0.05	1198	369	0.17	829	132	0.06	697	96	0.04	601	145	0.07	456	65	0.03	391	99	0.04	292	74	0.03	218	110	0.05	108	108	0.06	0	0	0.00	108	100%	
Dummy On Ramp (addtl vol)	SR826SB1a	2005	925		0.00	925	228	0.25	697	59	0.06	638	196	0.21	442	71	0.08	371	51	0.06	320	77	0.08	243	35	0.04	208	53	0.06	155	39	0.04	116	58	0.06	58	58	0.06	0	0	0.00	58	100%	
NW 25 St On Ramp	NW25StB26SBent	2040	216		0.00	216	54	0.25	162	14	0.06	148	46	0.21	102	16	0.07	86	12	0.06	74	18	0.08	56	8	0.04	48	12	0.06	36	9	0.04	27	14	0.06	13	13	0.07	0	0	0.00	13	100%	
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	404		0.00	404		0.00	404		0.00	404		0.00	404		0.00	404	56	0.14	348	84	0.21	264	38	0.09	226	57	0.14	169	43	0.11	126	63	0.16	63	63	0.15	0	0	0.00	63	100%	
Flagler St On Ramp	FlaglerSt826SBent	2105	243		0.00	243		0.00	243		0.00	243		0.00	243		0.00	243	33	0.14	210	51	0.21	159	23	0.09	136	35	0.14	101	26	0.11	75	38	0.16	37	37	0.15	0	0	0.00	37	100%	
SW 8 St On Ramp	SW8St826SBent	2120	242		0.00	242		0.00	242		0.00	242		0.00	242		0.00	242	33	0.14	209	50	0.21	159	23	0.10	136	35	0.14	101	26	0.11	75	38	0.16	37	37	0.14	0	0	0.00	37	100%	
SW 24 St On Ramp	SW24St826SBent	2140	159		0.00	159		0.00	159		0.00	159		0.00	159		0.00	159		0.00	159	39	0.25	120	17	0.11	103	26	0.16	77	19	0.12	58	29	0.18	29	29	0.18	0	0	0.00	29	100%	
SW 40 St On Ramp	SW40St826SBent	2215	160		0.00	160		0.00	160		0.00	160		0.00	160		0.00	160		0.00	160		0.00	160		0.00	160		0.00	160	40	0.25	120	60	0.38	60	60	0.37	0	0	0.00	60	100%	
SW 56 St On Ramp	SW56St826SBent	2225	120		0.00	120		0.00	120		0.00	120		0.00	120		0.00	120		0.00	120		0.00	120		0.00	120		0.00	120	30	0.25	90	45	0.38	45	45	0.37	0	0	0.00	45	100%	
SR 826 EL SB (SW72St) On R	ELSBSR826SBent	2237	299		0.00	299		0.00	299		0.00	299		0.00	299		0.00	299		0.00	299		0.00	299		0.00	299		0.00	299		0.00	299	150	0.50	149	149	0.50	0	0	0.00	149	100%	
SW 72 St On Ramp	SW72St826SBent	2245	77		0.00	77		0.00	77		0.00	77		0.00	77		0.00	77		0.00	77		0.00	77		0.00	77		0.00	77		0.00	77	39	0.51	38	38	0.49	0	0	0.00	38	100%	
SW 88 St On Ramp	SW88St826SBent	2275	32		0.00	32		0.00	32		0.00	32		0.00	32		0.00	32		0.00	32		0.00	32		0.00	32		0.00	32		0.00	32		0.00	32	32	1.00	0	0	0.00	32	100%	
			5080	467			710			183			611			219			281			464			209			317			306			644			668			0			5079	
			1	467			710			183			611			219			281			464			209			317			306			644			669			0			5080	

Time Period: 6
Simulation Start: 6:30 AM
Current Time: 7:45 AM - 8:00 AM (TP 6)

SR 826 NB

| Name | Entry Location / Detector / Station | Node # | Volume | SW 88 St Off Ramp 1015 Dummy | | | SW 88 St Off Ramp 1025 826NBSW88Stexit | | | SW 72 St Off Ramp 1050 SR826NBSW72Stexit | | | SR 826 EL NB (SW72St) Off Ramp 1057 SR826NBELNBexit | | | SW 56 St Off Ramp 1070 SR826NBSW56Stexit | | | SW 40 St Off Ramp 1080 SR826NBSW40Stexit | | | SW 24 St Off Ramp 1155 SR826NBSW24Stexit | | | SW 8 St Off Ramp 1180 SR826NBSW8Stexit | | | Flagler St/NW 72 Ave Off Ramp 1215 SR826NBFlagler72Avexit | | | SR 836 EB/WB Off Ramp 1225 SR826NBSR836EBWBexit | | | NW 25 St Off Ramp 1275 SR 826NBNW25Stexit | | | SR 826 NB End 1300 SR826NB24 | | | |
|---|---|---

Time Period: 7
Simulation Start: 6:30 AM
Current Time: 8:00 AM - 8:15 AM (TP 7)

SR 826 NB

Name	Entry Location / Detector / Station	Node #	Volume	SW 88 St Off Ramp 1015 Dummy			SW 88 St Off Ramp 1025 826NBSW88Stexit			SW 72 St Off Ramp 1050 SR826NBSW72Stexit			SR 826 EL NB (SW72St) Off Ramp 1057 SR826NBELNBexit			SW 56 St Off Ramp 1070 SR826NBSW56Stexit			SW 40 St Off Ramp 1080 SR826NBSW40Stexit			SW 24 St Off Ramp 1155 SR826NBSW24Stexit			SW 8 St Off Ramp 1180 SR826NBSW8Stexit			Flagler St/NW 72 Ave Off Ramp 1215 SR826NBFlagler72Avexit			SR 836 EB/WB Off Ramp 1225 SR826NBSR836EBWBexit			NW 25 St Off Ramp 1275 SR 826NBNW25Stexit			SR 826 NB End 1300 SR826NB24			
				Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume			
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%	
US-1 NB On Ramp	US1NBSR826NBent	1005	1001	0	0.00	1001	44	0.04	957	75	0.07	882	129	0.13	753	88	0.09	665	75	0.07	590	81	0.08	509	99	0.10	410	93	0.09	317	47	0.05	270	48	0.05	222	222	0.23	0	100%	
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	282		0.00	282		0.00	282	22	0.08	260	38	0.13	222	26	0.09	196	22	0.08	174	24	0.09	150	29	0.10	121	27	0.10	94	14	0.05	80	14	0.05	66	66	0.23	0	100%	
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	339		0.00	339		0.00	339	26	0.08	313	46	0.14	267	31	0.09	236	27	0.08	209	29	0.09	180	35	0.10	145	33	0.10	112	17	0.05	95	17	0.05	78	78	0.22	0	100%	
SW 72 St On Ramp	SW72StSR826NBent	1060	351		0.00	351		0.00	351		0.00	351		0.00	351	42	0.12	309	35	0.10	274	38	0.11	236	46	0.13	190	43	0.12	147	22	0.06	125	22	0.06	103	103	0.30	0	100%	
SW 56 St On Ramp	SW56StSR826NBent	1110	375		0.00	375		0.00	375		0.00	375		0.00	375		0.00	375	52	0.14	323	63	0.17	260	59	0.16	201	30	0.08	171	31	0.08	140	140	0.37	0	100%	
SR 874 NB On Ramp	SR874SR826NBent	1115	462		0.00	462		0.00	462		0.00	462		0.00	462		0.00	462	64	0.14	398	77	0.17	321	73	0.16	248	37	0.08	211	38	0.08	173	173	0.37	0	100%	
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	444		0.00	444		0.00	444		0.00	444		0.00	444		0.00	444	60	0.14	384	74	0.17	310	70	0.16	240	36	0.08	204	37	0.08	167	167	0.37	0	100%	
SW 24 St On Ramp	SW24StSR826NBent	1160	274		0.00	274		0.00	274		0.00	274		0.00	274		0.00	274		0.00	274	53	0.19	221	50	0.18	171	25	0.09	146	26	0.09	120	120	0.45	0	100%	
SW 8 St EB On Ramp	SW8StEBSR826NBent	1195	280		0.00	280		0.00	280		0.00	280		0.00	280		0.00	280		0.00	280		0.00	280	63	0.23	217	32	0.11	185	33	0.12	152	152	0.54	0	100%	
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	174		0.00	174		0.00	174		0.00	174		0.00	174		0.00	174		0.00	174		0.00	174	40	0.23	134	20	0.11	114	20	0.11	94	94	0.55	0	100%	
SR 826 EL NB On Ramp	ELNBSR826NBent	1235	127		0.00	127		0.00	127		0.00	127		0.00	127		0.00	127		0.00	127		0.00	127		0.00	127		0.00	127	23	0.18	104	104	0.82	0	100%	
Flagler St On Ramp	FlaglerStSR826NBent	1240	421		0.00	421		0.00	421		0.00	421		0.00	421		0.00	421		0.00	421		0.00	421		0.00	421		0.00	421	76	0.18	345	345	0.82	0	100%	
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	852		0.00	852		0.00	852		0.00	852		0.00	852		0.00	852		0.00	852		0.00	852		0.00	852		0.00	852	153	0.18	699	699	0.82	0	100%	
SR 836 EB On Ramp	SR836EBSR826NBent	1260	560		0.00	560		0.00	560		0.00	560		0.00	560		0.00	560		0.00	560		0.00	560		0.00	560		0.00	560	101	0.18	459	459	0.82	0	100%	
NW 25 St On Ramp	NW25StSR826NBent	1290	386		0.00	386		0.00	386		0.00	386		0.00	386		0.00	386		0.00	386		0.00	386		0.00	386		0.00	386		0.00	386	386	1.00	0	100%	
			6328	0			44			123			213			187			159			348			476			551			280			639			3306			6326		
			2	0			44			123			213			187			159			348			476			551			280			639			3308			6328		

SR 826 SB

Name	Entry Location / Detector / Station	Node #	Volume	NW 25 St Off Ramp 2020 826SBNW25Stexit			SR 836 EB/WB Off Ramp 2055 826SB836EBWBexit			NW 72/NW 87 Ave Off Ramp 2060 826SBNW72AvNW87Avexit			Flagler St/SW 8 St Off Ramp 2065 826SBFlaglerStSW8Stexit			SR 826 EL SB (SR836) On Ramp 2070 SR826SBELSBexit			SW 24 St Off Ramp 2135 826SBSW24Stexit			SW 40 St Off Ramp 2155 826SBSW40Stexit			SW 56 St Off Ramp 2180 826SBSW56Stexit			SR 874 SB Off Ramp 2185 826SB874SB2ent			SW 72 St Off Ramp 2235 826SBSW72Stexit			SW 88 St Off Ramp 2255 826SBSW88Stexit			US-1 SB Off Ramp 2290 826SBUS1SBexit			SR 826 SB End 2295 SR826SB24			
				Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume			
SR 826 SB Begin	SR826SB1	2000	2426	515	0.21	1911	471	0.19	1440	121	0.05	1319	406	0.17	913	146	0.06	767	105	0.04	662	160	0.07	502	72	0.03	430	109	0.04	321	81	0.03	240	121	0.05	119	119	0.06	0	0	0.00	119	100%	
Dummy On Ramp (addtl vol)	SR826SB1a	2005	1018		0.00	1018	251	0.25	767	65	0.06	702	216	0.21	486	78	0.08	408	56	0.06	352	85	0.08	267	38	0.04	229	58	0.06	171	43	0.04	128	64	0.06	64	64	0.06	0	0	0.00	64	100%	
NW 25 St On Ramp	NW25StB826SBent	2040	238		0.00	238	59	0.25	179	15	0.06	164	51	0.21	113	18	0.08	95	13	0.05	82	20	0.08	62	9	0.04	53	13	0.05	40	10	0.04	30	15	0.06	15	15	0.08	0	0	0.00	15	100%	
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	445		0.00	445		0.00	445		0.00	445		0.00	445		0.00	445	61	0.14	384	93	0.21	291	42	0.09	249	63	0.14	186	47	0.11	139	70	0.16	69	69	0.15	0	0	0.00	69	100%	
Flagler St On Ramp	FlaglerSt826SBent	2105	268		0.00	268		0.00	268		0.00	268		0.00	268		0.00	268	37	0.14	231	56	0.21	175	25	0.09	150	38	0.14	112	28	0.10	84	42	0.16	42	42	0.16	0	0	0.00	42	100%	
SW 8 St On Ramp	SW8St826SBent	2120	266		0.00	266		0.00	266		0.00	266		0.00	266		0.00	266	37	0.14	229	55	0.21	174	25	0.09	149	38	0.14	111	28	0.11	83	42	0.16	41	41	0.15	0	0	0.00	41	100%	
SW 24 St On Ramp	SW24St826SBent	2140	175		0.00	175		0.00	175		0.00	175		0.00	175		0.00	175		0.00	175	42	0.24	133	19	0.11	114	30	0.17	84	21	0.12	63	32	0.18	31	31	0.18	0	0	0.00	31	100%	
SW 40 St On Ramp	SW40St826SBent	2215	176		0.00	176		0.00	176		0.00	176		0.00	176		0.00	176		0.00	176		0.00	176		0.00	176		0.00	176	44	0.25	132	66	0.38	66	66	0.37	0	0	0.00	66	100%	
SW 56 St On Ramp	SW56St826SBent	2225	132		0.00	132		0.00	132		0.00	132		0.00	132		0.00	132		0.00	132		0.00	132		0.00	132		0.00	132	35	0.27	97	49	0.37	48	48	0.36	0	0	0.00	48	100%	
SR 826 EL SB (SW72St) On R	ELSBSR826SBent	2237	329		0.00	329		0.00	329		0.00	329		0.00	329		0.00	329		0.00	329		0.00	329		0.00	329		0.00	329		0.00	329	165	0.50	164	164	0.50	0	0	0.00	164	100%	
SW 72 St On Ramp	SW72St826SBent	2245	85		0.00	85		0.00	85		0.00	85		0.00	85		0.00	85		0.00	85		0.00	85		0.00	85		0.00	85		0.00	85	43	0.51	42	42	0.49	0	0	0.00	42	100%	
SW 88 St On Ramp	SW88St826SBent	2275	35		0.00	35		0.00	35		0.00	35		0.00	35		0.00	35		0.00	35		0.00	35		0.00	35		0.00	35		0.00	35		0.00	35	35	1.00	0	0	0.00	35	100%	
			5593	515			781			201			673			242			309			511			230			349			337			709			736			0			5593		
			0	515			781			201			673			242			309			511			230			349			337			709			736			0			5593		

Time Period: 8
Simulation Start: 6:30 AM
Current Time: 8:15 AM - 8:30 AM (TP 8)

SR 826 NB

| Name | Entry Location / Detector / Station | Node # | Volume | SW 88 St Off Ramp 1015 Dummy | | | SW 88 St Off Ramp 1025 826NBSW88Stexit | | | SW 72 St Off Ramp 1050 SR826NBSW72Stexit | | | SR 826 EL NB (SW72St) Off Ramp 1057 SR826NBELNBexit | | | SW 56 St Off Ramp 1070 SR826NBSW56Stexit | | | SW 40 St Off Ramp 1080 SR826NBSW40Stexit | | | SW 24 St Off Ramp 1155 SR826NBSW24Stexit | | | SW 8 St Off Ramp 1180 SR826NBSW8Stexit | | | Flagler St/NW 72 Ave Off Ramp 1215 SR826NBFlagler72Avexit | | | SR 836 EB/WB Off Ramp 1225 SR826NBSR836EBWBexit | | | NW 25 St Off Ramp 1275 SR 826NBNW25Stexit | | | SR 826 NB End 1300 SR826NB24 | | | |
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Time Period: 9
Simulation Start: 6:30 AM
Current Time: 8:30 AM - 8:45 AM (TP 9)

SR 826 NB

Entry Location				SW 88 St Off Ramp 1015			SW 88 St Off Ramp 1025			SW 72 St Off Ramp 1050			SR 826 EL NB (SW72St) Off Ramp 1057			SW 56 St Off Ramp 1070			SW 40 St Off Ramp 1080			SW 24 St Off Ramp 1155			SW 8 St Off Ramp 1180			Flagler St/NW 72 Ave Off Ramp 1215			SR 836 EB/WB Off Ramp 1225			NW 25 St Off Ramp 1275			SR 826 NB End 1300			
	Detector			Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBELNBexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0		0%
US-1 NB On Ramp	US1NBSR826NBent	1005	955	0	0.00	955	42	0.04	913	71	0.07	842	123	0.13	719	84	0.09	635	72	0.08	563	78	0.08	485	94	0.10	391	89	0.09	302	45	0.05	257	46	0.05	211	211	0.22	0		100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	268		0.00	268		0.00	268	21	0.08	247	36	0.13	211	25	0.09	186	21	0.08	165	23	0.09	142	28	0.10	114	26	0.10	88	13	0.05	75	13	0.05	62	62	0.23	0		100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	323		0.00	323		0.00	323	25	0.08	298	44	0.14	254	30	0.09	224	25	0.08	199	27	0.08	172	33	0.10	139	31	0.10	108	16	0.05	92	17	0.05	75	75	0.23	0		100%
SW 72 St On Ramp	SW72StSR826NBent	1060	334		0.00	334		0.00	334		0.00	334		0.00	334	39	0.12	295	34	0.10	261	36	0.11	225	44	0.13	181	41	0.12	140	21	0.06	119	21	0.06	98	98	0.30	0		100%
SW 56 St On Ramp	SW56StSR826NBent	1110	357		0.00	357		0.00	357		0.00	357		0.00	357		0.00	357		0.00	357	49	0.14	308	60	0.17	248	56	0.16	192	29	0.08	163	29	0.08	134	134	0.37	0		100%
SR 874 NB On Ramp	SR874SR826NBent	1115	440		0.00	440		0.00	440		0.00	440		0.00	440		0.00	440		0.00	440	61	0.14	379	74	0.17	305	69	0.16	236	35	0.08	201	36	0.08	165	165	0.37	0		100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	423		0.00	423		0.00	423		0.00	423		0.00	423		0.00	423		0.00	423	58	0.14	365	71	0.17	294	67	0.16	227	34	0.08	193	35	0.08	158	158	0.37	0		100%
SW 24 St On Ramp	SW24StSR826NBent	1160	262		0.00	262		0.00	262		0.00	262		0.00	262		0.00	262		0.00	262		0.00	262	50	0.19	212	48	0.18	164	24	0.09	140	25	0.10	115	115	0.44	0		100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1195	267		0.00	267		0.00	267		0.00	267		0.00	267		0.00	267		0.00	267		0.00	267		0.00	267	60	0.22	207	31	0.12	176	32	0.12	144	144	0.54	0		100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	166		0.00	166		0.00	166		0.00	166		0.00	166		0.00	166		0.00	166		0.00	166		0.00	166	38	0.23	128	19	0.11	109	20	0.12	89	89	0.54	0		100%
SR 826 EL NB On Ramp	ELNBSR826NBent	1235	121		0.00	121		0.00	121		0.00	121		0.00	121		0.00	121		0.00	121		0.00	121		0.00	121		0.00	121		0.00	121	22	0.18	99	99	0.82	0		100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	402		0.00	402		0.00	402		0.00	402		0.00	402		0.00	402		0.00	402		0.00	402		0.00	402		0.00	402		0.00	402	72	0.18	330	330	0.82	0		100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	812		0.00	812		0.00	812		0.00	812		0.00	812		0.00	812		0.00	812		0.00	812		0.00	812		0.00	812		0.00	812	146	0.18	666	666	0.82	0		100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	534		0.00	534		0.00	534		0.00	534		0.00	534		0.00	534		0.00	534		0.00	534		0.00	534		0.00	534		0.00	534	95	0.18	439	439	0.82	0		100%
NW 25 St On Ramp	NW25StSR826NBent	1290	368		0.00	368		0.00	368		0.00	368		0.00	368		0.00	368		0.00	368		0.00	368		0.00	368		0.00	368		0.00	368		0.00	368	368	1.00	0		100%
			6032	0			42			117			203			178			152			332			454			525			267			609			3152			6031	
			1	0			42			117			203			178			152			332			454			525			267			609			3153			6032	

SR 826 SB

Entry Location				NW 25 St Off Ramp 2020			SR 836 EB/WB Off Ramp 2055			NW 72/NW 87 Ave Off Ramp 2060			Flagler St/SW 8 St Off Ramp 2065			SR 826 EL SB (SR836) On Ramp 2070			SW 24 St Off Ramp 2135			SW 40 St Off Ramp 2155			SW 56 St Off Ramp 2180			SR 874 SB Off Ramp 2185			SW 72 St Off Ramp 2235			SW 88 St Off Ramp 2255			US-1 SB Off Ramp 2290			SR 826 SB End 2295			
	Detector			826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			SR826SBELSBexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 SB Begin	SR826SB1	2000	2312	491	0.21	1821	449	0.19	1372	116	0.05	1256	387	0.17	869	139	0.06	730	100	0.04	630	152	0.07	478	68	0.03	410	104	0.04	306	77	0.03	229	115	0.05	114	114	0.06	0	0	0.00	114	100%
Dummy On Ramp (addtl vol)	SR826SB1a	2005	971		0.00	971	240	0.25	731	62	0.06	669	206	0.21	463	74	0.08	389	53	0.05	336	81	0.08	255	37	0.04	218	55	0.06	163	41	0.04	122	61	0.06	61	61	0.07	0	0	0.00	61	100%
NW 25 St On Ramp	NW25StB26SBent	2040	227		0.00	227	56	0.25	171	14	0.06	157	48	0.21	109	17	0.07	92	13	0.06	79	19	0.08	60	9	0.04	51	13	0.06	38	10	0.04	28	14	0.06	14	14	0.07	0	0	0.00	14	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	424		0.00	424		0.00	424		0.00	424		0.00	424		0.00	424	58	0.14	366	88	0.21	278	40	0.09	238	60	0.14	178	45	0.11	133	67	0.16	66	66	0.15	0	0	0.00	66	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	256		0.00	256		0.00	256		0.00	256		0.00	256		0.00	256	35	0.14	221	53	0.21	168	24	0.09	144	37	0.14	107	27	0.11	80	40	0.16	40	40	0.15	0	0	0.00	40	100%
SW 8 St On Ramp	SW8St826SBent	2120	254		0.00	254		0.00	254		0.00	254		0.00	254		0.00	254	36	0.14	218	53	0.21	165	24	0.09	141	36	0.14	105	27	0.11	78	39	0.15	39	39	0.16	0	0	0.00	39	100%
SW 24 St On Ramp	SW24St826SBent	2140	167		0.00	167		0.00	167		0.00	167		0.00	167		0.00	167		0.00	167	41	0.25	126	17	0.10	109	28	0.17	81	21	0.13	60	30	0.18	30	30	0.17	0	0	0.00	30	100%
SW 40 St On Ramp	SW40St826SBent	2215	168		0.00	168		0.00	168		0.00	168		0.00	168		0.00	168		0.00	168		0.00	168		0.00	168		0.00	168	43	0.26	125	63	0.38	62	62	0.36	0	0	0.00	62	100%
SW 56 St On Ramp	SW56St826SBent	2225	126		0.00	126		0.00	126		0.00	126		0.00	126		0.00	126		0.00	126		0.00	126		0.00	126		0.00	126	31	0.25	95	48	0.38	47	47	0.37	0	0	0.00	47	100%
SR 826 EL SB (SW72St) On R	ELSBSR826SBent	2237	314		0.00	314		0.00	314		0.00	314		0.00	314		0.00	314		0.00	314		0.00	314		0.00	314		0.00	314		0.00	314	158	0.50	156	156	0.50	0	0	0.00	156	100%
SW 72 St On Ramp	SW72St826SBent	2245	81		0.00	81		0.00	81		0.00	81		0.00	81		0.00	81		0.00	81		0.00	81		0.00	81		0.00	81		0.00	81	41	0.51	40	40	0.49	0	0	0.00	40	100%
SW 88 St On Ramp	SW88St826SBent	2275	33		0.00	33		0.00	33		0.00	33		0.00	33		0.00	33		0.00	33		0.00	33		0.00	33		0.00	33		0.00	33		0.00	33	33	1.00	0	0	0.00	33	100%
			5333	491			745			192			641			230			295			487			219			333			322			676			702			0			5333	
			0	491			745			192			641			230			295			487			219			333			322			676			702			0			5333	

Time Period: 10
Simulation Start: 6:30 AM
Current Time: 8:45 AM - 9:00 AM (TP 10)

SR 826 NB

| Name | Entry Location / Detector / Station | Node # | Volume | SW 88 St Off Ramp 1015 Dummy | | | SW 88 St Off Ramp 1025 826NBSW88Stexit | | | SW 72 St Off Ramp 1050 SR826NBSW72Stexit | | | SR 826 EL NB (SW72St) Off Ramp 1057 SR826NBELNBexit | | | SW 56 St Off Ramp 1070 SR826NBSW56Stexit | | | SW 40 St Off Ramp 1080 SR826NBSW40Stexit | | | SW 24 St Off Ramp 1155 SR826NBSW24Stexit | | | SW 8 St Off Ramp 1180 SR826NBSW8Stexit | | | Flagler St/NW 72 Ave Off Ramp 1215 SR826NBFlagler72Avexit | | | SR 836 EB/WB Off Ramp 1225 SR826NBSR836EBWBexit | | | NW 25 St Off Ramp 1275 SR 826NBNW25Stexit | | | SR 826 NB End 1300 SR826NB24 | | | |
|---|---|---

Time Period: 11
Simulation Start: 6:30 AM
Current Time: 9:00 AM - 9:15 AM (TP 11)

SR 826 NB

Entry Location				SW 88 St Off Ramp 1015			SW 88 St Off Ramp 1025			SW 72 St Off Ramp 1050			SR 826 EL NB (SW72St) Off Ramp 1057			SW 56 St Off Ramp 1070			SW 40 St Off Ramp 1080			SW 24 St Off Ramp 1155			SW 8 St Off Ramp 1180			Flagler St/NW 72 Ave Off Ramp 1215			SR 836 EB/WB Off Ramp 1225			NW 25 St Off Ramp 1275			SR 826 NB End 1300			
	Detector			Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBELNBexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%	
US-1 NB On Ramp	US1NBSR826NBent	1005	943	0	0.00	943	41	0.04	902	70	0.07	832	122	0.13	710	83	0.09	627	71	0.08	556	77	0.08	479	93	0.10	386	87	0.09	299	45	0.05	254	46	0.05	208	208	0.22	0	100%	
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	265		0.00	265		0.00	265	21	0.08	244	36	0.14	208	24	0.09	184	21	0.08	163	22	0.08	141	27	0.10	114	26	0.10	88	13	0.05	75	13	0.05	62	62	0.23	0	100%	
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	319		0.00	319		0.00	319	25	0.08	294	43	0.13	251	29	0.09	222	25	0.08	197	27	0.08	170	33	0.10	137	31	0.10	106	16	0.05	90	16	0.05	74	74	0.24	0	100%	
SW 72 St On Ramp	SW72StSR826NBent	1060	330		0.00	330		0.00	330		0.00	330		0.00	330	40	0.12	290	33	0.10	257	35	0.11	222	43	0.13	179	41	0.12	138	21	0.06	117	21	0.06	96	96	0.30	0	100%	
SW 56 St On Ramp	SW56StSR826NBent	1110	353		0.00	353		0.00	353		0.00	353		0.00	353		0.00	353	49	0.14	304	59	0.17	245	56	0.16	189	28	0.08	161	29	0.08	132	132	0.37	0	100%	
SR 874 NB On Ramp	SR874SR826NBent	1115	435		0.00	435		0.00	435		0.00	435		0.00	435		0.00	435	60	0.14	375	73	0.17	302	68	0.16	234	35	0.08	199	36	0.08	163	163	0.37	0	100%	
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	418		0.00	418		0.00	418		0.00	418		0.00	418		0.00	418	58	0.14	360	70	0.17	290	66	0.16	224	33	0.08	191	34	0.08	157	157	0.37	0	100%	
SW 24 St On Ramp	SW24StSR826NBent	1160	259		0.00	259		0.00	259		0.00	259		0.00	259		0.00	259		0.00	259	50	0.19	209	47	0.18	162	24	0.09	138	25	0.10	113	113	0.44	0	100%	
SW 8 St EB On Ramp	SW8StEBSR826NBent	1195	264		0.00	264		0.00	264		0.00	264		0.00	264		0.00	264		0.00	264		0.00	264	60	0.23	204	30	0.11	174	31	0.12	143	143	0.54	0	100%	
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	164		0.00	164		0.00	164		0.00	164		0.00	164		0.00	164		0.00	164		0.00	164	37	0.23	127	19	0.12	108	19	0.12	89	89	0.53	0	100%	
SR 826 EL NB On Ramp	ELNBSR826NBent	1235	120		0.00	120		0.00	120		0.00	120		0.00	120		0.00	120		0.00	120		0.00	120		0.00	120		0.00	120	22	0.18	98	98	0.82	0	100%	
Flagler St On Ramp	FlaglerStSR826NBent	1240	397		0.00	397		0.00	397		0.00	397		0.00	397		0.00	397		0.00	397		0.00	397		0.00	397		0.00	397	71	0.18	326	326	0.82	0	100%	
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	803		0.00	803		0.00	803		0.00	803		0.00	803		0.00	803		0.00	803		0.00	803		0.00	803		0.00	803	144	0.18	659	659	0.82	0	100%	
SR 836 EB On Ramp	SR836EBSR826NBent	1260	527		0.00	527		0.00	527		0.00	527		0.00	527		0.00	527		0.00	527		0.00	527		0.00	527		0.00	527	95	0.18	432	432	0.82	0	100%	
NW 25 St On Ramp	NW25StSR826NBent	1290	363		0.00	363		0.00	363		0.00	363		0.00	363		0.00	363		0.00	363		0.00	363		0.00	363		0.00	363		0.00	363	363	1.00	0	100%	
			5960	0			41			116			201			176			150			328			448			519			264			602			3114			5959	
			1	0			41			116			201			176			150			328			448			519			264			602			3115			5960	

SR 826 SB

Entry Location				NW 25 St Off Ramp 2020			SR 836 EB/WB Off Ramp 2055			NW 72/NW 87 Ave Off Ramp 2060			Flagler St/SW 8 St Off Ramp 2065			SR 826 EL SB (SR836) On Ramp 2070			SW 24 St Off Ramp 2135			SW 40 St Off Ramp 2155			SW 56 St Off Ramp 2180			SR 874 SB Off Ramp 2185			SW 72 St Off Ramp 2235			SW 88 St Off Ramp 2255			US-1 SB Off Ramp 2290			SR 826 SB End 2295			
	Detector			826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			SR826SBELSBexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24		
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 SB Begin	SR826SB1	2000	2285	485	0.21	1800	444	0.19	1356	115	0.05	1241	382	0.17	859	138	0.06	721	99	0.04	622	150	0.07	472	67	0.03	405	103	0.05	302	76	0.03	226	114	0.05	112	112	0.05	0	0	0.00	112	100%
Dummy On Ramp (addtl vol)	SR826SB1a	2005	959		0.00	959	237	0.25	722	61	0.06	661	204	0.21	457	73	0.08	384	53	0.06	331	80	0.08	251	36	0.04	215	55	0.06	160	41	0.04	119	60	0.06	59	59	0.06	0	0	0.00	59	100%
NW 25 St On Ramp	NW25StB26SBent	2040	224		0.00	224	55	0.25	169	14	0.06	155	48	0.21	107	17	0.08	90	12	0.05	78	19	0.08	59	8	0.04	51	13	0.06	38	10	0.04	28	14	0.06	14	14	0.07	0	0	0.00	14	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	419		0.00	419		0.00	419		0.00	419		0.00	419		0.00	419	58	0.14	361	87	0.21	274	39	0.09	235	60	0.14	175	44	0.11	131	66	0.16	65	65	0.15	0	0	0.00	65	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	253		0.00	253		0.00	253		0.00	253		0.00	253		0.00	253	35	0.14	218	53	0.21	165	24	0.09	141	36	0.14	105	27	0.11	78	39	0.15	39	39	0.16	0	0	0.00	39	100%
SW 8 St On Ramp	SW8St826SBent	2120	251		0.00	251		0.00	251		0.00	251		0.00	251		0.00	251	34	0.14	217	52	0.21	165	24	0.10	141	36	0.14	105	27	0.11	78	39	0.16	39	39	0.14	0	0	0.00	39	100%
SW 24 St On Ramp	SW24St826SBent	2140	165		0.00	165		0.00	165		0.00	165		0.00	165		0.00	165		0.00	165	40	0.24	125	18	0.11	107	26	0.16	81	21	0.13	60	30	0.18	30	30	0.18	0	0	0.00	30	100%
SW 40 St On Ramp	SW40St826SBent	2215	166		0.00	166		0.00	166		0.00	166		0.00	166		0.00	166		0.00	166		0.00	166		0.00	166		0.00	166	42	0.25	124	62	0.37	62	62	0.38	0	0	0.00	62	100%
SW 56 St On Ramp	SW56St826SBent	2225	124		0.00	124		0.00	124		0.00	124		0.00	124		0.00	124		0.00	124		0.00	124		0.00	124		0.00	124	30	0.24	94	47	0.38	47	47	0.38	0	0	0.00	47	100%
SR 826 EL SB (SW72St) On R	ELSBSR826SBent	2237	310		0.00	310		0.00	310		0.00	310		0.00	310		0.00	310		0.00	310		0.00	310		0.00	310		0.00	310		0.00	310	156	0.50	154	154	0.50	0	0	0.00	154	100%
SW 72 St On Ramp	SW72St826SBent	2245	80		0.00	80		0.00	80		0.00	80		0.00	80		0.00	80		0.00	80		0.00	80		0.00	80		0.00	80		0.00	80	41	0.51	39	39	0.49	0	0	0.00	39	100%
SW 88 St On Ramp	SW88St826SBent	2275	33		0.00	33		0.00	33		0.00	33		0.00	33		0.00	33		0.00	33		0.00	33		0.00	33		0.00	33		0.00	33		0.00	33	33	1.00	0	0	0.00	33	100%
			5269	485			736			190			634			228			291			481			216			329			318			668			693			0			5269	
			0	485			736			190			634			228			291			481			216			329			318			668			693			0			5269	

Time Period: 12
Simulation Start: 6:30 AM
Current Time: 9:15 AM - 9:30 AM (TP 12)

SR 826 NB

Entry Location				SW 88 St Off Ramp 1015			SW 88 St Off Ramp 1025			SW 72 St Off Ramp 1050			SR 826 EL NB (SW72St) Off Ramp 1057			SW 56 St Off Ramp 1070			SW 40 St Off Ramp 1080			SW 24 St Off Ramp 1155			SW 8 St Off Ramp 1180			Flagler St/NW 72 Ave Off Ramp 1215			SR 836 EB/WB Off Ramp 1225			NW 25 St Off Ramp 1275			SR 826 NB End 1300			
	Detector			Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBELNBexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%	
US-1 NB On Ramp	US1NBSR826NBent	1005	859	0	0.00	859	37	0.04	822	64	0.07	758	111	0.13	647	76	0.09	571	65	0.08	506	70	0.08	436	85	0.10	351	79	0.09	272	40	0.05	232	42	0.05	190	190	0.22	0	100%	
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	241		0.00	241		0.00	241	19	0.08	222	33	0.14	189	22	0.09	167	19	0.08	148	20	0.08	128	25	0.10	103	23	0.10	80	12	0.05	68	12	0.05	56	56	0.23	0	100%	
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	291		0.00	291		0.00	291	22	0.08	269	39	0.13	230	27	0.09	203	23	0.08	180	25	0.09	155	30	0.10	125	28	0.10	97	14	0.05	83	15	0.05	68	68	0.23	0	100%	
SW 72 St On Ramp	SW72StSR826NBent	1060	301		0.00	301		0.00	301		0.00	301		0.00	301	35	0.12	266	30	0.10	236	33	0.11	203	39	0.13	164	37	0.12	127	19	0.06	108	19	0.06	89	89	0.30	0	100%	
SW 56 St On Ramp	SW56StSR826NBent	1110	321		0.00	321		0.00	321		0.00	321		0.00	321		0.00	321	44	0.14	277	54	0.17	223	51	0.16	172	26	0.08	146	26	0.08	120	120	0.37	0	100%	
SR 874 NB On Ramp	SR874SR826NBent	1115	396		0.00	396		0.00	396		0.00	396		0.00	396		0.00	396	55	0.14	341	66	0.17	275	62	0.16	213	32	0.08	181	32	0.08	149	149	0.37	0	100%	
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	380		0.00	380		0.00	380		0.00	380		0.00	380		0.00	380	52	0.14	328	64	0.17	264	60	0.16	204	30	0.08	174	31	0.08	143	143	0.37	0	100%	
SW 24 St On Ramp	SW24StSR826NBent	1160	235		0.00	235		0.00	235		0.00	235		0.00	235		0.00	235		0.00	235	45	0.19	190	43	0.18	147	22	0.09	125	22	0.09	103	103	0.45	0	100%	
SW 8 St EB On Ramp	SW8StEBSR826NBent	1195	240		0.00	240		0.00	240		0.00	240		0.00	240		0.00	240		0.00	240		0.00	240	54	0.23	186	28	0.12	158	28	0.12	130	130	0.53	0	100%	
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	149		0.00	149		0.00	149		0.00	149		0.00	149		0.00	149		0.00	149		0.00	149	35	0.23	114	17	0.11	97	17	0.11	80	80	0.55	0	100%	
SR 826 EL NB On Ramp	ELNBSR826NBent	1235	109		0.00	109		0.00	109		0.00	109		0.00	109		0.00	109		0.00	109		0.00	109		0.00	109		0.00	109	20	0.18	89	89	0.82	0	100%	
Flagler St On Ramp	FlaglerStSR826NBent	1240	361		0.00	361		0.00	361		0.00	361		0.00	361		0.00	361		0.00	361		0.00	361		0.00	361		0.00	361	65	0.18	296	296	0.82	0	100%	
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	731		0.00	731		0.00	731		0.00	731		0.00	731		0.00	731		0.00	731		0.00	731		0.00	731		0.00	731	131	0.18	600	600	0.82	0	100%	
SR 836 EB On Ramp	SR836EBSR826NBent	1260	480		0.00	480		0.00	480		0.00	480		0.00	480		0.00	480		0.00	480		0.00	480		0.00	480		0.00	480	88	0.18	392	392	0.82	0	100%	
NW 25 St On Ramp	NW25StSR826NBent	1290	331		0.00	331		0.00	331		0.00	331		0.00	331		0.00	331		0.00	331		0.00	331		0.00	331		0.00	331		0.00	331	331	1.00	0	100%	
			5425	0			37			105			183			160			137			299			408			472			240			548			2835			5424	
			1	0			37			105			183			160			137			299			408			472			240			548			2836			5425	

SR 826 SB

Entry Location				NW 25 St Off Ramp 2020			SR 836 EB/WB Off Ramp 2055			NW 72/NW 87 Ave Off Ramp 2060			Flagler St/SW 8 St Off Ramp 2065			SR 826 EL SB (SR836) On Ramp 2070			SW 24 St Off Ramp 2135			SW 40 St Off Ramp 2155			SW 56 St Off Ramp 2180			SR 874 SB Off Ramp 2185			SW 72 St Off Ramp 2235			SW 88 St Off Ramp 2255			US-1 SB Off Ramp 2290			SR 826 SB End 2295			
	Detector			826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			SR826SBELSBexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 SB Begin	SR826SB1	2000	2080	441	0.21	1639	404	0.19	1235	104	0.05	1131	348	0.17	783	125	0.06	658	90	0.04	568	137	0.07	431	62	0.03	369	94	0.05	275	70	0.03	205	103	0.05	102	102	0.05	0	0	0.00	102	100%
Dummy On Ramp (addtl vol)	SR826SB1a	2005	873		0.00	873	215	0.25	658	56	0.06	602	185	0.21	417	67	0.08	350	48	0.05	302	73	0.08	229	33	0.04	196	50	0.06	146	37	0.04	109	55	0.06	54	54	0.07	0	0	0.00	54	100%
NW 25 St On Ramp	NW25StB826SBent	2040	204		0.00	204	51	0.25	153	13	0.06	140	44	0.22	96	15	0.07	81	11	0.05	70	17	0.08	53	8	0.04	45	11	0.05	34	9	0.04	25	13	0.06	12	12	0.08	0	0	0.00	12	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	382		0.00	382		0.00	382		0.00	382		0.00	382		0.00	382	52	0.14	330	80	0.21	250	36	0.09	214	54	0.14	160	40	0.10	120	60	0.16	60	60	0.16	0	0	0.00	60	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	230		0.00	230		0.00	230		0.00	230		0.00	230		0.00	230	32	0.14	198	48	0.21	150	21	0.09	129	33	0.14	96	24	0.10	72	36	0.16	36	36	0.16	0	0	0.00	36	100%
SW 8 St On Ramp	SW8St826SBent	2120	228		0.00	228		0.00	228		0.00	228		0.00	228		0.00	228	32	0.14	196	47	0.21	149	21	0.09	128	33	0.14	95	24	0.11	71	36	0.16	35	35	0.15	0	0	0.00	35	100%
SW 24 St On Ramp	SW24St826SBent	2140	150		0.00	150		0.00	150		0.00	150		0.00	150		0.00	150		0.00	150	36	0.24	114	16	0.11	98	25	0.17	73	18	0.12	55	28	0.19	27	27	0.17	0	0	0.00	27	100%
SW 40 St On Ramp	SW40St826SBent	2215	151		0.00	151		0.00	151		0.00	151		0.00	151		0.00	151		0.00	151		0.00	151		0.00	151		0.00	151	38	0.25	113	57	0.38	56	56	0.37	0	0	0.00	56	100%
SW 56 St On Ramp	SW56St826SBent	2225	113		0.00	113		0.00	113		0.00	113		0.00	113		0.00	113		0.00	113		0.00	113		0.00	113		0.00	113	29	0.26	84	42	0.37	42	42	0.37	0	0	0.00	42	100%
SR 826 EL SB (SW72St) On R	ELSBSR826SBent	2237	282		0.00	282		0.00	282		0.00	282		0.00	282		0.00	282		0.00	282		0.00	282		0.00	282		0.00	282		0.00	282	142	0.50	140	140	0.50	0	0	0.00	140	100%
SW 72 St On Ramp	SW72St826SBent	2245	72		0.00	72		0.00	72		0.00	72		0.00	72		0.00	72		0.00	72		0.00	72		0.00	72		0.00	72		0.00	72	36	0.50	36	36	0.50	0	0	0.00	36	100%
SW 88 St On Ramp	SW88St826SBent	2275	30		0.00	30		0.00	30		0.00	30		0.00	30		0.00	30		0.00	30		0.00	30		0.00	30		0.00	30		0.00	30		0.00	30	30	1.00	0	0	0.00	30	100%
			4795	441			670			173			577			207			265			438			197			300			289			608			631			0			4796	
			-1	441			670			173			577			207			265			438			197			300			289			608			630			0			4795	

Time Period: 13
Simulation Start: 6:30 AM
Current Time: 9:30 AM - 9:45 AM (TP 13)

SR 826 NB

Entry Location				SW 88 St Off Ramp 1015			SW 88 St Off Ramp 1025			SW 72 St Off Ramp 1050			SR 826 EL NB (SW72St) Off Ramp 1057			SW 56 St Off Ramp 1070			SW 40 St Off Ramp 1080			SW 24 St Off Ramp 1155			SW 8 St Off Ramp 1180			Flagler St/NW 72 Ave Off Ramp 1215			SR 836 EB/WB Off Ramp 1225			NW 25 St Off Ramp 1275			SR 826 NB End 1300			
	Detector			Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBELNBexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%
US-1 NB On Ramp	US1NBSR826NBent	1005	812	0	0.00	812	35	0.04	777	61	0.08	716	105	0.13	611	72	0.09	539	61	0.08	478	66	0.08	412	80	0.10	332	75	0.09	257	38	0.05	219	39	0.05	180	180	0.21	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	228		0.00	228		0.00	228	18	0.08	210	31	0.14	179	21	0.09	158	18	0.08	140	19	0.08	121	23	0.10	98	22	0.10	76	11	0.05	65	12	0.05	53	53	0.23	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	275		0.00	275		0.00	275	21	0.08	254	37	0.13	217	26	0.09	191	22	0.08	169	23	0.08	146	28	0.10	118	27	0.10	91	14	0.05	77	14	0.05	63	63	0.24	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	284		0.00	284		0.00	284		0.00	284		0.00	284	33	0.12	251	28	0.10	223	31	0.11	192	37	0.13	155	35	0.12	120	18	0.06	102	18	0.06	84	84	0.30	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	304		0.00	304		0.00	304		0.00	304		0.00	304		0.00	304		0.00	304	42	0.14	262	51	0.17	211	48	0.16	163	24	0.08	139	25	0.08	114	114	0.37	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	374		0.00	374		0.00	374		0.00	374		0.00	374		0.00	374		0.00	374	51	0.14	323	63	0.17	260	59	0.16	201	30	0.08	171	31	0.08	140	140	0.37	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	360		0.00	360		0.00	360		0.00	360		0.00	360		0.00	360		0.00	360	50	0.14	310	60	0.17	250	57	0.16	193	29	0.08	164	29	0.08	135	135	0.37	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	222		0.00	222		0.00	222		0.00	222		0.00	222		0.00	222		0.00	222		0.00	222	44	0.20	178	40	0.18	138	21	0.09	117	21	0.09	96	96	0.44	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1195	227		0.00	227		0.00	227		0.00	227		0.00	227		0.00	227		0.00	227		0.00	227		0.00	227	51	0.22	176	26	0.11	150	27	0.12	123	123	0.55	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	141		0.00	141		0.00	141		0.00	141		0.00	141		0.00	141		0.00	141		0.00	141		0.00	141	32	0.23	109	16	0.11	93	17	0.12	76	76	0.54	0	100%
SR 826 EL NB On Ramp	ELNBSR826NBent	1235	103		0.00	103		0.00	103		0.00	103		0.00	103		0.00	103		0.00	103		0.00	103		0.00	103		0.00	103		0.00	103	18	0.17	85	85	0.83	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	342		0.00	342		0.00	342		0.00	342		0.00	342		0.00	342		0.00	342		0.00	342		0.00	342		0.00	342		0.00	342	61	0.18	281	281	0.82	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	691		0.00	691		0.00	691		0.00	691		0.00	691		0.00	691		0.00	691		0.00	691		0.00	691		0.00	691		0.00	691	124	0.18	567	567	0.82	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	454		0.00	454		0.00	454		0.00	454		0.00	454		0.00	454		0.00	454		0.00	454		0.00	454		0.00	454		0.00	454	82	0.18	372	372	0.82	0	100%
NW 25 St On Ramp	NW25StSR826NBent	1290	313		0.00	313		0.00	313		0.00	313		0.00	313		0.00	313		0.00	313		0.00	313		0.00	313		0.00	313		0.00	313		0.00	313	313	1.00	0	100%
			5130	0			35			100			173			152			129			282			386			446			227			518			2681			5129
			1	0			35			100			173			152			129			282			386			446			227			518			2682			5130

SR 826 SB

Entry Location				NW 25 St Off Ramp 2020			SR 836 EB/WB Off Ramp 2055			NW 72/NW 87 Ave Off Ramp 2060			Flagler St/SW 8 St Off Ramp 2065			SR 826 EL SB (SR836) On Ramp 2070			SW 24 St Off Ramp 2135			SW 40 St Off Ramp 2155			SW 56 St Off Ramp 2180			SR 874 SB Off Ramp 2185			SW 72 St Off Ramp 2235			SW 88 St Off Ramp 2255			US-1 SB Off Ramp 2290			SR 826 SB End 2295			
	Detector			826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			SR826SBELSBexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 SB Begin	SR826SB1	2000	1967	417	0.21	1550	382	0.19	1168	98	0.05	1070	330	0.17	740	118	0.06	622	86	0.04	536	129	0.07	407	58	0.03	349	89	0.05	260	66	0.03	194	97	0.05	97	97	0.05	0	0	0.00	97	100%
Dummy On Ramp (addtl vol)	SR826SB1a	2005	826		0.00	826	204	0.25	622	52	0.06	570	176	0.21	394	63	0.08	331	46	0.06	285	69	0.08	216	31	0.04	185	47	0.06	138	35	0.04	103	52	0.06	51	51	0.06	0	0	0.00	51	100%
NW 25 St On Ramp	NW25St826SBent	2040	193		0.00	193	47	0.24	146	13	0.07	133	40	0.21	93	15	0.08	78	11	0.06	67	16	0.08	51	7	0.04	44	11	0.06	33	8	0.04	25	13	0.07	12	12	0.05	0	0	0.00	12	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	361		0.00	361		0.00	361		0.00	361		0.00	361		0.00	361	50	0.14	311	75	0.21	236	34	0.09	202	51	0.14	151	38	0.11	113	57	0.16	56	56	0.15	0	0	0.00	56	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	217		0.00	217		0.00	217		0.00	217		0.00	217		0.00	217	30	0.14	187	45	0.21	142	20	0.09	122	31	0.14	91	23	0.11	68	34	0.16	34	34	0.15	0	0	0.00	34	100%
SW 8 St On Ramp	SW8St826SBent	2120	216		0.00	216		0.00	216		0.00	216		0.00	216		0.00	216	28	0.13	188	45	0.21	143	20	0.09	123	31	0.14	92	23	0.11	69	35	0.16	34	34	0.16	0	0	0.00	34	100%
SW 24 St On Ramp	SW24St826SBent	2140	142		0.00	142		0.00	142		0.00	142		0.00	142		0.00	142		0.00	142	35	0.25	107	16	0.11	91	23	0.16	68	17	0.12	51	26	0.18	25	25	0.18	0	0	0.00	25	100%
SW 40 St On Ramp	SW40St826SBent	2215	143		0.00	143		0.00	143		0.00	143		0.00	143		0.00	143		0.00	143		0.00	143		0.00	143		0.00	143	36	0.25	107	54	0.38	53	53	0.37	0	0	0.00	53	100%
SW 56 St On Ramp	SW56St826SBent	2225	107		0.00	107		0.00	107		0.00	107		0.00	107		0.00	107		0.00	107		0.00	107		0.00	107		0.00	107	27	0.25	80	40	0.37	40	40	0.38	0	0	0.00	40	100%
SR 826 EL SB (SW72St) On R	ELSBSR826SBent	2237	267		0.00	267		0.00	267		0.00	267		0.00	267		0.00	267		0.00	267		0.00	267		0.00	267		0.00	267		0.00	267	134	0.50	133	133	0.50	0	0	0.00	133	100%
SW 72 St On Ramp	SW72St826SBent	2245	69		0.00	69		0.00	69		0.00	69		0.00	69		0.00	69		0.00	69		0.00	69		0.00	69		0.00	69		0.00	69	33	0.48	36	36	0.52	0	0	0.00	36	100%
SW 88 St On Ramp	SW88St826SBent	2275	28		0.00	28		0.00	28		0.00	28		0.00	28		0.00	28		0.00	28		0.00	28		0.00	28		0.00	28		0.00	28		0.00	28	28	1.00	0	0	0.00	28	100%
			4536	417			633			163			546			196			251			414			186			283			273			575			597			0			4534
			2	417			633			163			546			196			251			414			186			283			273			575			599			0			4536

Time Period: 14
Simulation Start: 6:30 AM
Current Time: 9:45 AM - 10:00 AM (TP 14)

SR 826 NB

Name	Entry Location / Detector / Station	Node #	Volume	SW 88 St Off Ramp 1015 Dummy			SW 88 St Off Ramp 1025 826NBSW88Stexit			SW 72 St Off Ramp 1050 SR826NBSW72Stexit			SR 826 EL NB (SW72St) Off Ramp 1057 SR826NBELNBexit			SW 56 St Off Ramp 1070 SR826NBSW56Stexit			SW 40 St Off Ramp 1080 SR826NBSW40Stexit			SW 24 St Off Ramp 1155 SR826NBSW24Stexit			SW 8 St Off Ramp 1180 SR826NBSW8Stexit			Flagler St/NW 72 Ave Off Ramp 1215 SR826NBFlagler72Avexit			SR 836 EB/WB Off Ramp 1225 SR826NBSR836EBWBexit			NW 25 St Off Ramp 1275 SR 826NBNW25Stexit			SR 826 NB End 1300 SR826NB24			
				Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%
US-1 NB On Ramp	US1NBSR826NBent	1005	801	0	0.00	801	35	0.04	766	59	0.07	707	104	0.13	603	71	0.09	532	61	0.08	471	65	0.08	406	79	0.10	327	74	0.09	253	38	0.05	215	39	0.05	176	176	0.22	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	225		0.00	225		0.00	225	17	0.08	208	31	0.14	177	21	0.09	156	18	0.08	138	19	0.08	119	23	0.10	96	22	0.10	74	11	0.05	63	11	0.05	52	52	0.23	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	271		0.00	271		0.00	271	22	0.08	249	36	0.13	213	25	0.09	188	21	0.08	167	23	0.08	144	28	0.10	116	26	0.10	90	13	0.05	77	14	0.05	63	63	0.24	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	280		0.00	280		0.00	280		0.00	280		0.00	280	33	0.12	247	28	0.10	219	30	0.11	189	37	0.13	152	35	0.13	117	17	0.06	100	18	0.06	82	82	0.29	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	300		0.00	300		0.00	300		0.00	300		0.00	300		0.00	300	41	0.14	259	50	0.17	209	47	0.16	162	24	0.08	138	25	0.08	113	113	0.37	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	369		0.00	369		0.00	369		0.00	369		0.00	369		0.00	369	51	0.14	318	62	0.17	256	58	0.16	198	30	0.08	168	30	0.08	138	138	0.37	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	355		0.00	355		0.00	355		0.00	355		0.00	355		0.00	355	50	0.14	305	59	0.17	246	56	0.16	190	28	0.08	162	29	0.08	133	133	0.37	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	220		0.00	220		0.00	220		0.00	220		0.00	220		0.00	220		0.00	220	43	0.20	177	40	0.18	137	20	0.09	117	21	0.10	96	96	0.43	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1195	224		0.00	224		0.00	224		0.00	224		0.00	224		0.00	224		0.00	224		0.00	224	51	0.23	173	26	0.12	147	26	0.12	121	121	0.53	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	139		0.00	139		0.00	139		0.00	139		0.00	139		0.00	139		0.00	139		0.00	139	32	0.23	107	17	0.12	90	16	0.12	74	74	0.53	0	100%
SR 826 EL NB On Ramp	ELNBSR826NBent	1235	102		0.00	102		0.00	102		0.00	102		0.00	102		0.00	102		0.00	102		0.00	102		0.00	102		0.00	102	18	0.18	84	84	0.82	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	337		0.00	337		0.00	337		0.00	337		0.00	337		0.00	337		0.00	337		0.00	337		0.00	337		0.00	337	61	0.18	276	276	0.82	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	682		0.00	682		0.00	682		0.00	682		0.00	682		0.00	682		0.00	682		0.00	682		0.00	682		0.00	682	122	0.18	560	560	0.82	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	448		0.00	448		0.00	448		0.00	448		0.00	448		0.00	448		0.00	448		0.00	448		0.00	448		0.00	448	81	0.18	367	367	0.82	0	100%
NW 25 St On Ramp	NW25StSR826NBent	1290	309		0.00	309		0.00	309		0.00	309		0.00	309		0.00	309		0.00	309		0.00	309		0.00	309		0.00	309		0.00	309	309	1.00	0	100%
			5062	0			35			98			171			150			128			279			381			441			224			511			2645			5063
			-1	0			35			98			171			150			128			279			381			441			224			511			2644			5062

SR 826 SB

Name	Entry Location / Detector / Station	Node #	Volume	NW 25 St Off Ramp 2020 826SBNW25Stexit			SR 836 EB/WB Off Ramp 2055 826SB836EBWBexit			NW 72/NW 87 Ave Off Ramp 2060 826SBNW72AvNW87Avexit			Flagler St/SW 8 St Off Ramp 2065 826SBFlaglerStSW8Stexit			SR 826 EL SB (SR836) On Ramp 2070 SR826SBELSBexit			SW 24 St Off Ramp 2135 826SBSW24Stexit			SW 40 St Off Ramp 2155 826SBSW40Stexit			SW 56 St Off Ramp 2180 826SBSW56Stexit			SR 874 SB Off Ramp 2185 826SB874SB2ent			SW 72 St Off Ramp 2235 826SBSW72Stexit			SW 88 St Off Ramp 2255 826SBSW88Stexit			US-1 SB Off Ramp 2290 826SBUS1SBexit			SR 826 SB End 2295 SR826SB24			
				Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 SB Begin	SR826SB1	2000	1941	412	0.21	1529	377	0.19	1152	97	0.05	1055	325	0.17	730	116	0.06	614	84	0.04	530	128	0.07	402	58	0.03	344	87	0.04	257	65	0.03	192	96	0.05	96	96	0.06	0	0	0.00	96	100%
Dummy On Ramp (addtl vol)	SR826SB1a	2005	815		0.00	815	201	0.25	614	52	0.06	562	173	0.21	389	62	0.08	327	45	0.06	282	68	0.08	214	31	0.04	183	46	0.06	137	35	0.04	102	51	0.06	51	51	0.06	0	0	0.00	51	100%
NW 25 St On Ramp	NW25StB26SBent	2040	191		0.00	191	47	0.25	144	12	0.06	132	40	0.21	92	15	0.08	77	11	0.06	66	16	0.08	50	7	0.04	43	11	0.06	32	8	0.04	24	12	0.06	12	12	0.06	0	0	0.00	12	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	356		0.00	356		0.00	356		0.00	356		0.00	356		0.00	356	49	0.14	307	74	0.21	233	33	0.09	200	51	0.14	149	38	0.11	111	56	0.16	55	55	0.15	0	0	0.00	55	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	214		0.00	214		0.00	214		0.00	214		0.00	214		0.00	214	29	0.14	185	45	0.21	140	20	0.09	120	30	0.14	90	23	0.11	67	34	0.16	33	33	0.15	0	0	0.00	33	100%
SW 8 St On Ramp	SW8St826SBent	2120	213		0.00	213		0.00	213		0.00	213		0.00	213		0.00	213	29	0.14	184	44	0.21	140	20	0.09	120	30	0.14	90	23	0.11	67	34	0.16	33	33	0.15	0	0	0.00	33	100%
SW 24 St On Ramp	SW24St826SBent	2140	140		0.00	140		0.00	140		0.00	140		0.00	140		0.00	140		0.00	140	34	0.24	106	15	0.11	91	24	0.17	67	17	0.12	50	25	0.18	25	25	0.18	0	0	0.00	25	100%
SW 40 St On Ramp	SW40St826SBent	2215	141		0.00	141		0.00	141		0.00	141		0.00	141		0.00	141		0.00	141		0.00	141		0.00	141		0.00	141	36	0.26	105	53	0.38	52	52	0.36	0	0	0.00	52	100%
SW 56 St On Ramp	SW56St826SBent	2225	106		0.00	106		0.00	106		0.00	106		0.00	106		0.00	106		0.00	106		0.00	106		0.00	106		0.00	106	25	0.24	81	41	0.39	40	40	0.37	0	0	0.00	40	100%
SR 826 EL SB (SW72St) On R	ELSBSR826SBent	2237	263		0.00	263		0.00	263		0.00	263		0.00	263		0.00	263		0.00	263		0.00	263		0.00	263		0.00	263		0.00	263	132	0.50	131	131	0.50	0	0	0.00	131	100%
SW 72 St On Ramp	SW72St826SBent	2245	68		0.00	68		0.00	68		0.00	68		0.00	68		0.00	68		0.00	68		0.00	68		0.00	68		0.00	68		0.00	68	33	0.49	35	35	0.51	0	0	0.00	35	100%
SW 88 St On Ramp	SW88St826SBent	2275	28		0.00	28		0.00	28		0.00	28		0.00	28		0.00	28		0.00	28		0.00	28		0.00	28		0.00	28		0.00	28		0.00	28	28	1.00	0	0	0.00	28	100%
			4476	412			625			161			538			193			247			409			184			279			270			567			589			0			4474
			2	412			625			161			538			193			247			409			184			279			270			567			591			0			4476

Time Period: 15
Simulation Start: 6:30 AM
Current Time: 10:00 AM - 10:15 AM (TP 15)

SR 826 NB

Entry Location				SW 88 St Off Ramp 1015			SW 88 St Off Ramp 1025			SW 72 St Off Ramp 1050			SR 826 EL NB (SW72St) Off Ramp 1057			SW 56 St Off Ramp 1070			SW 40 St Off Ramp 1080			SW 24 St Off Ramp 1155			SW 8 St Off Ramp 1180			Flagler St/NW 72 Ave Off Ramp 1215			SR 836 EB/WB Off Ramp 1225			NW 25 St Off Ramp 1275			SR 826 NB End 1300			
Detector				Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBELNBexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%
US-1 NB On Ramp	US1NBSR826NBent	1005	801	0	0.00	801	35	0.04	766	59	0.07	707	104	0.13	603	71	0.09	532	60	0.07	472	65	0.08	407	79	0.10	328	74	0.09	254	38	0.05	216	39	0.05	177	177	0.23	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	225		0.00	225		0.00	225	17	0.08	208	31	0.14	177	21	0.09	156	18	0.08	138	19	0.08	119	23	0.10	96	22	0.10	74	11	0.05	63	11	0.05	52	52	0.23	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	271		0.00	271		0.00	271	22	0.08	249	36	0.13	213	25	0.09	188	21	0.08	167	23	0.08	144	28	0.10	116	26	0.10	90	13	0.05	77	14	0.05	63	63	0.24	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	280		0.00	280		0.00	280		0.00	280		0.00	280	33	0.12	247	28	0.10	219	30	0.11	189	37	0.13	152	34	0.12	118	18	0.06	100	18	0.06	82	82	0.30	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	299		0.00	299		0.00	299		0.00	299		0.00	299		0.00	299		0.00	299	41	0.14	258	50	0.17	208	47	0.16	161	24	0.08	137	25	0.08	112	112	0.37	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	369		0.00	369		0.00	369		0.00	369		0.00	369		0.00	369		0.00	369	51	0.14	318	62	0.17	256	58	0.16	198	30	0.08	168	30	0.08	138	138	0.37	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	355		0.00	355		0.00	355		0.00	355		0.00	355		0.00	355		0.00	355	50	0.14	305	59	0.17	246	56	0.16	190	28	0.08	162	29	0.08	133	133	0.37	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	219		0.00	219		0.00	219		0.00	219		0.00	219		0.00	219		0.00	219		0.00	219	43	0.20	176	40	0.18	136	20	0.09	116	21	0.10	95	95	0.43	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1195	224		0.00	224		0.00	224		0.00	224		0.00	224		0.00	224		0.00	224		0.00	224		0.00	224	51	0.23	173	26	0.12	147	26	0.12	121	121	0.53	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	139		0.00	139		0.00	139		0.00	139		0.00	139		0.00	139		0.00	139		0.00	139		0.00	139	32	0.23	107	16	0.12	91	16	0.12	75	75	0.53	0	100%
SR 826 EL NB On Ramp	ELNBSR826NBent	1235	102		0.00	102		0.00	102		0.00	102		0.00	102		0.00	102		0.00	102		0.00	102		0.00	102		0.00	102		0.00	102	18	0.18	84	84	0.82	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	337		0.00	337		0.00	337		0.00	337		0.00	337		0.00	337		0.00	337		0.00	337		0.00	337		0.00	337		0.00	337	61	0.18	276	276	0.82	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	681		0.00	681		0.00	681		0.00	681		0.00	681		0.00	681		0.00	681		0.00	681		0.00	681		0.00	681		0.00	681	122	0.18	559	559	0.82	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	448		0.00	448		0.00	448		0.00	448		0.00	448		0.00	448		0.00	448		0.00	448		0.00	448		0.00	448		0.00	448	81	0.18	367	367	0.82	0	100%
NW 25 St On Ramp	NW25StSR826NBent	1290	308		0.00	308		0.00	308		0.00	308		0.00	308		0.00	308		0.00	308		0.00	308		0.00	308		0.00	308		0.00	308		0.00	308	308	1.00	0	100%
			5058	0			35			98			171			150			127			279			381			440			224			511			2644			5060	
			-2	0			35			98			171			150			127			279			381			440			224			511			2642			5058	

SR 826 SB

Entry Location				NW 25 St Off Ramp 2020			SR 836 EB/WB Off Ramp 2055			NW 72/NW 87 Ave Off Ramp 2060			Flagler St/SW 8 St Off Ramp 2065			SR 826 EL SB (SR836) On Ramp 2070			SW 24 St Off Ramp 2135			SW 40 St Off Ramp 2155			SW 56 St Off Ramp 2180			SR 874 SB Off Ramp 2185			SW 72 St Off Ramp 2235			SW 88 St Off Ramp 2255			US-1 SB Off Ramp 2290			SR 826 SB End 2295			
Detector				826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			SR826SBELSBexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 SB Begin	SR826SB1	2000	1940	412	0.21	1528	377	0.19	1151	97	0.05	1054	325	0.17	729	116	0.06	613	84	0.04	529	128	0.07	401	58	0.03	343	87	0.04	256	65	0.03	191	96	0.05	95	95	0.06	0	0	0.00	95	100%
Dummy On Ramp (addtl vol)	SR826SB1a	2005	814		0.00	814	201	0.25	613	52	0.06	561	173	0.21	388	62	0.08	326	45	0.06	281	68	0.08	213	31	0.04	182	46	0.06	136	34	0.04	102	51	0.06	51	51	0.06	0	0	0.00	51	100%
NW 25 St On Ramp	NW25StB26SBent	2040	191		0.00	191	47	0.25	144	12	0.06	132	40	0.21	92	15	0.08	77	11	0.06	66	16	0.08	50	7	0.04	43	11	0.06	32	8	0.04	24	12	0.06	12	12	0.06	0	0	0.00	12	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	356		0.00	356		0.00	356		0.00	356		0.00	356		0.00	356	49	0.14	307	74	0.21	233	33	0.09	200	51	0.14	149	38	0.11	111	56	0.16	55	55	0.15	0	0	0.00	55	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	214		0.00	214		0.00	214		0.00	214		0.00	214		0.00	214	29	0.14	185	45	0.21	140	20	0.09	120	30	0.14	90	23	0.11	67	34	0.16	33	33	0.15	0	0	0.00	33	100%
SW 8 St On Ramp	SW8St826SBent	2120	213		0.00	213		0.00	213		0.00	213		0.00	213		0.00	213	29	0.14	184	44	0.21	140	20	0.09	120	30	0.14	90	23	0.11	67	34	0.16	33	33	0.15	0	0	0.00	33	100%
SW 24 St On Ramp	SW24St826SBent	2140	140		0.00	140		0.00	140		0.00	140		0.00	140		0.00	140		0.00	140	34	0.24	106	15	0.11	91	24	0.17	67	17	0.12	50	25	0.18	25	25	0.18	0	0	0.00	25	100%
SW 40 St On Ramp	SW40St826SBent	2215	141		0.00	141		0.00	141		0.00	141		0.00	141		0.00	141		0.00	141		0.00	141		0.00	141		0.00	141	36	0.26	105	53	0.38	52	52	0.36	0	0	0.00	52	100%
SW 56 St On Ramp	SW56St826SBent	2225	105		0.00	105		0.00	105		0.00	105		0.00	105		0.00	105		0.00	105		0.00	105		0.00	105		0.00	105	26	0.25	79	40	0.38	39	39	0.37	0	0	0.00	39	100%
SR 826 EL SB (SW72St) On R	ELSBSR826SBent	2237	263		0.00	263		0.00	263		0.00	263		0.00	263		0.00	263		0.00	263		0.00	263		0.00	263		0.00	263		0.00	263	132	0.50	131	131	0.50	0	0	0.00	131	100%
SW 72 St On Ramp	SW72St826SBent	2245	68		0.00	68		0.00	68		0.00	68		0.00	68		0.00	68		0.00	68		0.00	68		0.00	68		0.00	68		0.00	68	34	0.50	34	34	0.50	0	0	0.00	34	100%
SW 88 St On Ramp	SW88St826SBent	2275	28		0.00	28		0.00	28		0.00	28		0.00	28		0.00	28		0.00	28		0.00	28		0.00	28		0.00	28		0.00	28		0.00	28	28	1.00	0	0	0.00	28	100%
			4473	412			625			161			538			193			247			409			184			279			270			567			589			0			4474	
			-1	412			625			161			538			193			247			409			184			279			270			567			588			0			4473	

Time Period: 16
Simulation Start: 6:30 AM
Current Time: 10:15 AM - 10:30 AM (TP 16)

SR 826 NB

| Name | Entry Location / Detector / Station | Node # | Volume | SW 88 St Off Ramp 1015 Dummy Dummy Vol | Vol % | Volume | SW 88 St Off Ramp 1025 826NBSW88Stexit Vol | Vol % | Volume | SW 72 St Off Ramp 1050 SR826NBSW72Stexit Vol | Vol % | Volume | SR 826 EL NB (SW72St) Off Ramp 1057 SR826NBELNBexit Vol | Vol % | Volume | SW 56 St Off Ramp 1070 SR826NBSW56Stexit Vol | Vol % | Volume | SW 40 St Off Ramp 1080 SR826NBSW40Stexit Vol | Vol % | Volume | SW 24 St Off Ramp 1155 SR826NBSW24Stexit Vol | Vol % | Volume | SW 8 St Off Ramp 1180 SR826NBSW8Stexit Vol | Vol % | Volume | Flagler St/NW 72 Ave Off Ramp 1215 SR826NBFlagler72Avexit Vol | Vol % | Volume | SR 836 EB/WB Off Ramp 1225 SR826NBSR836EBWBexit Vol | Vol % | Volume | NW 25 St Off Ramp 1275 SR 826NBNW25Stexit Vol | Vol % | Volume | SR 826 NB End 1300 SR826NB24 Vol | Vol % | Volume | |
|---|---|---

Time Period: 1
Simulation Start: 3:30 PM
Current Time: 3:30 PM - 3:45 PM (TP 1)

SR 826 NB

Name	Entry Location / Detector / Station	Node #	Volume	Dummy Rd Off Ramp 1015 Dummy			SW 88 St Off Ramp 1025 826NBSW88Stexit			SW 72 St Off Ramp 1050 SR826NBSW72Stexit			SR 826 EL NB (SW72St) Off Ramp 1057 SR826NBELNBexit			SW 56 St Off Ramp 1070 SR826NBSW56Stexit			SW 40 St Off Ramp 1080 SR826NBSW40Stexit			SW 24 St Off Ramp 1155 SR826NBSW24Stexit			SW 8 St Off Ramp 1180 SR826NBSW8Stexit			Flagler St/NW 72 Ave Off Ramp 1215 SR826NBFlagler72Avexit			SR 836 EB/WB Off Ramp 1225 SR826NBSR836EBWBexit			NW 25 St Off Ramp 1275 SR 826NBNW25Stexit			SR 826 NB End 1300 SR826NB24			
				Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume			
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%	
SW 88 St EB On Ramp	US1NBSR826NBent	1005	668	0	0.00	668	32	0.05	636	50	0.07	586	125	0.19	461	53	0.08	408	53	0.08	355	47	0.07	308	71	0.11	237	48	0.07	189	42	0.06	147	23	0.03	124	124	0.19	0	100%	
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	174		0.00	174		0.00	174	14	0.08	160	34	0.20	126	14	0.08	112	15	0.09	97	13	0.07	84	19	0.11	65	13	0.07	52	12	0.07	40	6	0.03	34	34	0.20	0	100%	
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	362		0.00	362		0.00	362	29	0.08	333	71	0.20	262	30	0.08	232	30	0.08	202	27	0.07	175	41	0.11	134	27	0.07	107	24	0.07	83	13	0.04	70	70	0.20	0	100%	
SW 72 St On Ramp	SW72StSR826NBent	1060	357		0.00	357		0.00	357		0.00	357		0.00	357	41	0.11	316	42	0.12	274	36	0.10	238	55	0.15	183	37	0.10	146	33	0.09	113	18	0.05	95	95	0.28	0	100%	
SW 56 St On Ramp	SW56StSR826NBent	1110	278		0.00	278		0.00	278		0.00	278		0.00	278		0.00	278		0.00	278	37	0.13	241	56	0.20	185	38	0.14	147	33	0.12	114	18	0.06	96	96	0.35	0	100%	
SR 874 NB On Ramp	SR874SR826NBent	1115	335		0.00	335		0.00	335		0.00	335		0.00	335		0.00	335		0.00	335	44	0.13	291	68	0.20	223	46	0.14	177	40	0.12	137	22	0.07	115	115	0.34	0	100%	
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	367		0.00	367		0.00	367		0.00	367		0.00	367		0.00	367		0.00	367	47	0.13	320	74	0.20	246	50	0.14	196	44	0.12	152	24	0.07	128	128	0.34	0	100%	
SW 24 St On Ramp	SW24StSR826NBent	1160	196		0.00	196		0.00	196		0.00	196		0.00	196		0.00	196		0.00	196		0.00	196	46	0.23	150	31	0.16	119	27	0.14	92	15	0.08	77	77	0.39	0	100%	
SW 8 St EB On Ramp	SW8StEBSR826NBent	1195	183		0.00	183		0.00	183		0.00	183		0.00	183		0.00	183		0.00	183		0.00	183		0.00	183	37	0.20	146	33	0.18	113	18	0.10	95	95	0.52	0	100%	
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	69		0.00	69		0.00	69		0.00	69		0.00	69		0.00	69		0.00	69		0.00	69		0.00	69	15	0.22	54	11	0.16	43	7	0.10	36	36	0.52	0	100%	
SR 826 EL NB On Ramp	ELNBSR826NBent	1235	122		0.00	122		0.00	122		0.00	122		0.00	122		0.00	122		0.00	122		0.00	122		0.00	122		0.00	122		0.00	122	19	0.16	103	103	0.84	0	100%	
Flagler St On Ramp	FlaglerStSR826NBent	1240	272		0.00	272		0.00	272		0.00	272		0.00	272		0.00	272		0.00	272		0.00	272		0.00	272		0.00	272		0.00	272	43	0.16	229	229	0.84	0	100%	
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	541		0.00	541		0.00	541		0.00	541		0.00	541		0.00	541		0.00	541		0.00	541		0.00	541		0.00	541		0.00	541	86	0.16	455	455	0.84	0	100%	
SR 836 EB On Ramp	SR836EBSR826NBent	1260	409		0.00	409		0.00	409		0.00	409		0.00	409		0.00	409		0.00	409		0.00	409		0.00	409		0.00	409		0.00	409	67	0.16	342	342	0.84	0	100%	
NW 25 St On Ramp	NW25StSR826NBent	1290	291		0.00	291		0.00	291		0.00	291		0.00	291		0.00	291		0.00	291		0.00	291		0.00	291		0.00	291		0.00	291		0.00	291	291	1.00	0	100%	
			4624	0			32			93			230			138			140			251			430			342			299			379			2290			4624		
			0	0			32			93			230			138			140			251			430			342			299			379			2290			4624		

SR 826 SB

Name	Entry Location / Detector / Station	Node #	Volume	NW 25 St Off Ramp 2020 826SBNW25Stexit			SR 836 EB/WB Off Ramp 2055 826SB836EBWBexit			NW 72/NW 87 Ave Off Ramp 2060 826SBNW72AvNW87Avexit			Flagler St/SW 8 St Off Ramp 2065 826SBFlaglerStSW8Stexit			SR 826 EL SB (SR836) On Ramp 2070 SR826SBELSBexit			SW 24 St Off Ramp 2135 826SBSW24Stexit			SW 40 St Off Ramp 2155 826SBSW40Stexit			SW 56 St Off Ramp 2180 826SBSW56Stexit			SR 874 SB Off Ramp 2185 826SB874SB2ent			SW 72 St Off Ramp 2235 826SBSW72Stexit			SW 88 St Off Ramp 2255 826SBSW88Stexit			US-1 SB Off Ramp 2290 826SBUS1SBexit			SR 826 SB End 2295 SR826SB24			
				Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume			
SR 826 SB Begin	SR826SB1	2000	2126	317	0.15	1809	347	0.16	1462	32	0.02	1430	344	0.16	1086	79	0.04	1007	157	0.07	850	160	0.08	690	147	0.07	543	130	0.06	413	97	0.05	316	132	0.06	184	184	0.08	0	0	0.00	184	100%	
Dummy On Ramp (addtl vol)	SR826SB1a	2005	358		0.00	358	69	0.19	289	6	0.02	283	68	0.19	215	16	0.04	199	31	0.09	168	32	0.09	136	29	0.08	107	26	0.07	81	19	0.05	62	26	0.07	36	36	0.11	0	0	0.00	36	100%	
NW 25 St On Ramp	NW25StSR826SBent	2040	506		0.00	506	97	0.19	409	9	0.02	400	97	0.19	303	21	0.04	282	44	0.09	238	45	0.09	193	41	0.08	152	37	0.07	115	27	0.05	88	37	0.07	51	51	0.11	0	0	0.00	51	100%	
SR 836 EB/WB On Ramp	836EBWBSR826SBent	2080	367		0.00	367		0.00	367		0.00	367		0.00	367		0.00	367	57	0.16	310	58	0.16	252	54	0.15	198	48	0.13	150	35	0.10	115	48	0.13	67	67	0.17	0	0	0.00	67	100%	
Flagler St On Ramp	FlaglerStSR826SBent	2105	280		0.00	280		0.00	280		0.00	280		0.00	280		0.00	280	44	0.16	236	44	0.16	192	41	0.15	151	36	0.13	115	27	0.10	88	37	0.13	51	51	0.17	0	0	0.00	51	100%	
SW 8 St On Ramp	SW8StSR826SBent	2120	364		0.00	364		0.00	364		0.00	364		0.00	364		0.00	364	57	0.16	307	58	0.16	249	53	0.15	196	47	0.13	149	35	0.10	114	48	0.13	66	66	0.17	0	0	0.00	66	100%	
SW 24 St On Ramp	SW24StSR826SBent	2140	230		0.00	230		0.00	230		0.00	230		0.00	230		0.00	230		0.00	230	42	0.18	188	41	0.18	147	35	0.15	112	26	0.11	86	36	0.16	50	50	0.22	0	0	0.00	50	100%	
SW 40 St On Ramp	SW40StSR826SBent	2215	238		0.00	238		0.00	238		0.00	238		0.00	238		0.00	238		0.00	238		0.00	238		0.00	238		0.00	238	56	0.24	182	76	0.32	106	106	0.44	0	0	0.00	106	100%	
SW 56 St On Ramp	SW56StSR826SBent	2225	131		0.00	131		0.00	131		0.00	131		0.00	131		0.00	131		0.00	131		0.00	131		0.00	131		0.00	131	30	0.23	101	42	0.32	59	59	0.45	0	0	0.00	59	100%	
SR 826 EL SB (SW72St) On Ramp	ELSBSR826SBent	2237	166		0.00	166		0.00	166		0.00	166		0.00	166		0.00	166		0.00	166		0.00	166		0.00	166		0.00	166		0.00	166	69	0.42	97	97	0.58	0	0	0.00	97	100%	
SW 72 St On Ramp	SW72StSR826SBent	2245	80		0.00	80		0.00	80		0.00	80		0.00	80		0.00	80		0.00	80		0.00	80		0.00	80		0.00	80		0.00	80	34	0.43	46	46	0.57	0	0	0.00	46	100%	
SW 88 St On Ramp	SW88StSR826SBent	2275	112		0.00	112		0.00	112		0.00	112		0.00	112		0.00	112		0.00	112		0.00	112		0.00	112		0.00	112		0.00	112		0.00	112	112	1.00	0	0	0.00	112	100%	
			4958	317			513			47			509			116			390			439			406			359			352			585			926			0			4959		
			-1	317			513			47			509			116			390			439			406			359			352			585			925			0			4958		

Time Period: 2
Simulation Start: 3:30 PM
Current Time: 3:45 PM - 4:00 PM (TP 2)

SR 826 NB

Entry Location				Dummy Rd Off Ramp 1015			SW 88 St Off Ramp 1025			SW 72 St Off Ramp 1050			SR 826 EL NB (SW72St) Off Ramp 1057			SW 56 St Off Ramp 1070			SW 40 St Off Ramp 1080			SW 24 St Off Ramp 1155			SW 8 St Off Ramp 1180			Flagler St/NW 72 Ave Off Ramp 1215			SR 836 EB/WB Off Ramp 1225			NW 25 St Off Ramp 1275			SR 826 NB End 1300			
Detector				Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBELNBexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%	
SW 88 St EB On Ramp	US1NBSR826NBent	1005	717	0	0.00	717	35	0.05	682	54	0.08	628	134	0.19	494	57	0.08	437	57	0.08	380	50	0.07	330	77	0.11	253	52	0.07	201	45	0.06	156	25	0.03	131	131	0.18	0	100%	
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	187		0.00	187		0.00	187	15	0.08	172	37	0.20	135	15	0.08	120	16	0.09	104	14	0.07	90	21	0.11	69	14	0.07	55	12	0.06	43	7	0.04	36	36	0.20	0	100%	
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	388		0.00	388		0.00	388	31	0.08	357	75	0.19	282	32	0.08	250	33	0.09	217	29	0.07	188	44	0.11	144	29	0.07	115	26	0.07	89	14	0.04	75	75	0.20	0	100%	
SW 72 St On Ramp	SW72StSR826NBent	1060	383		0.00	383		0.00	383		0.00	383		0.00	383	44	0.11	339	44	0.11	295	39	0.10	256	59	0.15	197	40	0.10	157	35	0.09	122	19	0.05	103	103	0.29	0	100%	
SW 56 St On Ramp	SW56StSR826NBent	1110	298		0.00	298		0.00	298		0.00	298		0.00	298		0.00	298		0.00	298	39	0.13	259	60	0.20	199	41	0.14	158	35	0.12	123	20	0.07	103	103	0.34	0	100%	
SR 874 NB On Ramp	SR874SR826NBent	1115	359		0.00	359		0.00	359		0.00	359		0.00	359		0.00	359		0.00	359	47	0.13	312	73	0.20	239	49	0.14	190	43	0.12	147	23	0.06	124	124	0.35	0	100%	
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	394		0.00	394		0.00	394		0.00	394		0.00	394		0.00	394		0.00	394	51	0.13	343	80	0.20	263	54	0.14	209	47	0.12	162	26	0.07	136	136	0.34	0	100%	
SW 24 St On Ramp	SW24StSR826NBent	1160	210		0.00	210		0.00	210		0.00	210		0.00	210		0.00	210		0.00	210		0.00	210	48	0.23	162	33	0.16	129	29	0.14	100	16	0.08	84	84	0.39	0	100%	
SW 8 St EB On Ramp	SW8StEBSR826NBent	1195	196		0.00	196		0.00	196		0.00	196		0.00	196		0.00	196		0.00	196		0.00	196		0.00	196	40	0.20	156	35	0.18	121	19	0.10	102	102	0.52	0	100%	
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	74		0.00	74		0.00	74		0.00	74		0.00	74		0.00	74		0.00	74		0.00	74		0.00	74	15	0.20	59	14	0.19	45	7	0.09	38	38	0.52	0	100%	
SR 826 EL NB On Ramp	ELNBSR826NBent	1235	131		0.00	131		0.00	131		0.00	131		0.00	131		0.00	131		0.00	131		0.00	131		0.00	131		0.00	131		0.00	131	21	0.16	110	110	0.84	0	100%	
Flagler St On Ramp	FlaglerStSR826NBent	1240	292		0.00	292		0.00	292		0.00	292		0.00	292		0.00	292		0.00	292		0.00	292		0.00	292		0.00	292		0.00	292	47	0.16	245	245	0.84	0	100%	
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	581		0.00	581		0.00	581		0.00	581		0.00	581		0.00	581		0.00	581		0.00	581		0.00	581		0.00	581		0.00	581	93	0.16	488	488	0.84	0	100%	
SR 836 EB On Ramp	SR836EBSR826NBent	1260	439		0.00	439		0.00	439		0.00	439		0.00	439		0.00	439		0.00	439		0.00	439		0.00	439		0.00	439		0.00	439	70	0.16	369	369	0.84	0	100%	
NW 25 St On Ramp	NW25StSR826NBent	1290	313		0.00	313		0.00	313		0.00	313		0.00	313		0.00	313		0.00	313		0.00	313		0.00	313		0.00	313		0.00	313		0.00	313	313	1.00	0	100%	
			4962	0			35			100			246			148			150			269			462			367			321			407			2457			4962		
			0	0			35			100			246			148			150			269			462			367			321			407			2457			4962		

SR 826 SB

Entry Location				NW 25 St Off Ramp 2020			SR 836 EB/WB Off Ramp 2055			NW 72/NW 87 Ave Off Ramp 2060			Flagler St/SW 8 St Off Ramp 2065			SR 826 EL SB (SR836) On Ramp 2070			SW 24 St Off Ramp 2135			SW 40 St Off Ramp 2155			SW 56 St Off Ramp 2180			SR 874 SB Off Ramp 2185			SW 72 St Off Ramp 2235			SW 88 St Off Ramp 2255			US-1 SB Off Ramp 2290			SR 826 SB End 2295			
Detector				826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			SR826SBELSBexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 SB Begin	SR826SB1	2000	2280	340	0.15	1940	372	0.16	1568	34	0.01	1534	369	0.16	1165	84	0.04	1081	169	0.07	912	171	0.08	741	158	0.07	583	140	0.06	443	103	0.05	340	142	0.06	198	198	0.09	0	0	0.00	198	100%
Dummy On Ramp (addtl vol)	SR826SB1a	2005	384		0.00	384	74	0.19	310	7	0.02	303	73	0.19	230	17	0.04	213	33	0.09	180	34	0.09	146	31	0.08	115	28	0.07	87	20	0.05	67	28	0.07	39	39	0.11	0	0	0.00	39	100%
NW 25 St On Ramp	NW25StB826SBent	2040	543		0.00	543	104	0.19	439	9	0.02	430	104	0.19	326	23	0.04	303	47	0.09	256	48	0.09	208	44	0.08	164	39	0.07	125	29	0.05	96	40	0.07	56	56	0.11	0	0	0.00	56	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	394		0.00	394		0.00	394		0.00	394		0.00	394		0.00	394	62	0.16	332	62	0.16	270	58	0.15	212	51	0.13	161	38	0.10	123	51	0.13	72	72	0.17	0	0	0.00	72	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	300		0.00	300		0.00	300		0.00	300		0.00	300		0.00	300	47	0.16	253	47	0.16	206	44	0.15	162	39	0.13	123	29	0.10	94	39	0.13	55	55	0.17	0	0	0.00	55	100%
SW 8 St On Ramp	SW8St826SBent	2120	391		0.00	391		0.00	391		0.00	391		0.00	391		0.00	391	61	0.16	330	62	0.16	268	57	0.15	211	51	0.13	160	37	0.09	123	51	0.13	72	72	0.18	0	0	0.00	72	100%
SW 24 St On Ramp	SW24St826SBent	2140	247		0.00	247		0.00	247		0.00	247		0.00	247		0.00	247		0.00	247	47	0.19	200	44	0.18	156	37	0.15	119	28	0.11	91	38	0.15	53	53	0.22	0	0	0.00	53	100%
SW 40 St On Ramp	SW40St826SBent	2215	255		0.00	255		0.00	255		0.00	255		0.00	255		0.00	255		0.00	255		0.00	255		0.00	255		0.00	255	60	0.24	195	82	0.32	113	113	0.44	0	0	0.00	113	100%
SW 56 St On Ramp	SW56St826SBent	2225	141		0.00	141		0.00	141		0.00	141		0.00	141		0.00	141		0.00	141		0.00	141		0.00	141		0.00	141	33	0.23	108	45	0.32	63	63	0.45	0	0	0.00	63	100%
SR 826 EL SB (SW72St) On R	ELSBSR826SBent	2237	178		0.00	178		0.00	178		0.00	178		0.00	178		0.00	178		0.00	178		0.00	178		0.00	178		0.00	178		0.00	178	75	0.42	103	103	0.58	0	0	0.00	103	100%
SW 72 St On Ramp	SW72St826SBent	2245	85		0.00	85		0.00	85		0.00	85		0.00	85		0.00	85		0.00	85		0.00	85		0.00	85		0.00	85		0.00	85	37	0.44	48	48	0.56	0	0	0.00	48	100%
SW 88 St On Ramp	SW88St826SBent	2275	120		0.00	120		0.00	120		0.00	120		0.00	120		0.00	120		0.00	120		0.00	120		0.00	120		0.00	120		0.00	120		0.00	120	120	1.00	0	0	0.00	120	100%
			5318	340			550			50			546			124			419			471			436			385			377			628			993			0			5319	
			-1	340			550			50			546			124			419			471			436			385			377			628			992			0			5318	

Time Period: 3
Simulation Start: 3:30 PM
Current Time: 4:00 PM - 4:15 PM (TP 3)

SR 826 NB

Name	Entry Location / Detector / Station	Node #	Volume	Dummy Rd Off Ramp 1015 Dummy			SW 88 St Off Ramp 1025 826NBSW88Stexit			SW 72 St Off Ramp 1050 SR826NBSW72Stexit			SR 826 EL NB (SW72St) Off Ramp 1057 SR826NBELNBexit			SW 56 St Off Ramp 1070 SR826NBSW56Stexit			SW 40 St Off Ramp 1080 SR826NBSW40Stexit			SW 24 St Off Ramp 1155 SR826NBSW24Stexit			SW 8 St Off Ramp 1180 SR826NBSW8Stexit			Flagler St/NW 72 Ave Off Ramp 1215 SR826NBFlagler72Avexit			SR 836 EB/WB Off Ramp 1225 SR826NBSR836EBWBexit			NW 25 St Off Ramp 1275 SR 826NBNW25Stexit			SR 826 NB End 1300 SR826NB24			
				Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%
SW 88 St EB On Ramp	US1NBSR826NBent	1005	691	0	0.00	691	34	0.05	657	52	0.08	605	129	0.19	476	55	0.08	421	55	0.08	366	48	0.07	318	74	0.11	244	50	0.07	194	44	0.06	150	24	0.03	126	126	0.18	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	180		0.00	180		0.00	180	14	0.08	166	35	0.19	131	15	0.08	116	15	0.08	101	13	0.07	88	20	0.11	68	14	0.08	54	12	0.07	42	7	0.04	35	35	0.20	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	374		0.00	374		0.00	374	30	0.08	344	74	0.20	270	31	0.08	239	31	0.08	208	27	0.07	181	42	0.11	139	28	0.07	111	25	0.07	86	14	0.04	72	72	0.20	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	370		0.00	370		0.00	370		0.00	370		0.00	370	42	0.11	328	44	0.12	284	37	0.10	247	57	0.15	190	39	0.11	151	34	0.09	117	19	0.05	98	98	0.27	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	288		0.00	288		0.00	288		0.00	288		0.00	288		0.00	288		0.00	288	38	0.13	250	58	0.20	192	39	0.14	153	34	0.12	119	19	0.07	100	100	0.34	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	347		0.00	347		0.00	347		0.00	347		0.00	347		0.00	347		0.00	347	46	0.13	301	70	0.20	231	47	0.14	184	41	0.12	143	23	0.07	120	120	0.34	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	380		0.00	380		0.00	380		0.00	380		0.00	380		0.00	380		0.00	380	50	0.13	330	77	0.20	253	52	0.14	201	45	0.12	156	25	0.07	131	131	0.34	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	203		0.00	203		0.00	203		0.00	203		0.00	203		0.00	203		0.00	203		0.00	203	47	0.23	156	32	0.16	124	28	0.14	96	15	0.07	81	81	0.40	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1195	190		0.00	190		0.00	190		0.00	190		0.00	190		0.00	190		0.00	190		0.00	190		0.00	190	39	0.21	151	34	0.18	117	19	0.10	98	98	0.51	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	71		0.00	71		0.00	71		0.00	71		0.00	71		0.00	71		0.00	71		0.00	71		0.00	71	14	0.20	57	13	0.18	44	7	0.10	37	37	0.52	0	100%
SR 826 EL NB On Ramp	ELNBSR826NBent	1235	126		0.00	126		0.00	126		0.00	126		0.00	126		0.00	126		0.00	126		0.00	126		0.00	126		0.00	126		0.00	126	20	0.16	106	106	0.84	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	282		0.00	282		0.00	282		0.00	282		0.00	282		0.00	282		0.00	282		0.00	282		0.00	282		0.00	282		0.00	282	45	0.16	237	237	0.84	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	560		0.00	560		0.00	560		0.00	560		0.00	560		0.00	560		0.00	560		0.00	560		0.00	560		0.00	560		0.00	560	89	0.16	471	471	0.84	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	423		0.00	423		0.00	423		0.00	423		0.00	423		0.00	423		0.00	423		0.00	423		0.00	423		0.00	423		0.00	423	67	0.16	356	356	0.84	0	100%
NW 25 St On Ramp	NW25StSR826NBent	1290	302		0.00	302		0.00	302		0.00	302		0.00	302		0.00	302		0.00	302		0.00	302		0.00	302		0.00	302		0.00	302		0.00	302	302	1.00	0	100%
			4787	0			34			96			238			143			145			259			445			354			310			393			2370			4787	
			0	0			34			96			238			143			145			259			445			354			310			393			2370			4787	

SR 826 SB

Name	Entry Location / Detector / Station	Node #	Volume	NW 25 St Off Ramp 2020 826SBNW25Stexit			SR 836 EB/WB Off Ramp 2055 826SB836EBWBexit			NW 72/NW 87 Ave Off Ramp 2060 826SBNW72AvNW87Avexit			Flagler St/SW 8 St Off Ramp 2065 826SBFlaglerStSW8Stexit			SR 826 EL SB (SR836) On Ramp 2070 SR826SBELSBexit			SW 24 St Off Ramp 2135 826SBSW24Stexit			SW 40 St Off Ramp 2155 826SBSW40Stexit			SW 56 St Off Ramp 2180 826SBSW56Stexit			SR 874 SB Off Ramp 2185 826SB874SB2ent			SW 72 St Off Ramp 2235 826SBSW72Stexit			SW 88 St Off Ramp 2255 826SBSW88Stexit			US-1 SB Off Ramp 2290 826SBUS1SBexit			SR 826 SB End 2295 SR826SB24			
				Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 SB Begin	SR826SB1	2000	2200	328	0.15	1872	359	0.16	1513	32	0.01	1481	357	0.16	1124	81	0.04	1043	163	0.07	880	165	0.08	715	153	0.07	562	135	0.06	427	100	0.05	327	137	0.06	190	190	0.09	0	0	0.00	190	100%
Dummy On Ramp (addtl vol)	SR826SB1a	2005	370		0.00	370	71	0.19	299	6	0.02	293	71	0.19	222	16	0.04	206	32	0.09	174	33	0.09	141	30	0.08	111	27	0.07	84	20	0.05	64	27	0.07	37	37	0.11	0	0	0.00	37	100%
NW 25 St On Ramp	NW25StB26SBent	2040	524		0.00	524	101	0.19	423	10	0.02	413	99	0.19	314	23	0.04	291	45	0.09	246	46	0.09	200	43	0.08	157	38	0.07	119	28	0.05	91	38	0.07	53	53	0.11	0	0	0.00	53	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	380		0.00	380		0.00	380		0.00	380		0.00	380		0.00	380	59	0.16	321	60	0.16	261	56	0.15	205	49	0.13	156	36	0.09	120	50	0.13	70	70	0.18	0	0	0.00	70	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	289		0.00	289		0.00	289		0.00	289		0.00	289		0.00	289	45	0.16	244	46	0.16	198	42	0.15	156	37	0.13	119	28	0.10	91	38	0.13	53	53	0.17	0	0	0.00	53	100%
SW 8 St On Ramp	SW8St826SBent	2120	377		0.00	377		0.00	377		0.00	377		0.00	377		0.00	377	60	0.16	317	59	0.16	258	55	0.15	203	49	0.13	154	36	0.10	118	49	0.13	69	69	0.17	0	0	0.00	69	100%
SW 24 St On Ramp	SW24St826SBent	2140	238		0.00	238		0.00	238		0.00	238		0.00	238		0.00	238		0.00	238	45	0.19	193	41	0.17	152	36	0.15	116	27	0.11	89	37	0.16	52	52	0.22	0	0	0.00	52	100%
SW 40 St On Ramp	SW40St826SBent	2215	246		0.00	246		0.00	246		0.00	246		0.00	246		0.00	246		0.00	246		0.00	246		0.00	246		0.00	246	58	0.24	188	79	0.32	109	109	0.44	0	0	0.00	109	100%
SW 56 St On Ramp	SW56St826SBent	2225	136		0.00	136		0.00	136		0.00	136		0.00	136		0.00	136		0.00	136		0.00	136		0.00	136		0.00	136	31	0.23	105	44	0.32	61	61	0.45	0	0	0.00	61	100%
SR 826 EL SB (SW72St) On R	ELSBSR826SBent	2237	172		0.00	172		0.00	172		0.00	172		0.00	172		0.00	172		0.00	172		0.00	172		0.00	172		0.00	172		0.00	172	72	0.42	100	100	0.58	0	0	0.00	100	100%
SW 72 St On Ramp	SW72St826SBent	2245	82		0.00	82		0.00	82		0.00	82		0.00	82		0.00	82		0.00	82		0.00	82		0.00	82		0.00	82		0.00	82	35	0.43	47	47	0.57	0	0	0.00	47	100%
SW 88 St On Ramp	SW88St826SBent	2275	116		0.00	116		0.00	116		0.00	116		0.00	116		0.00	116		0.00	116		0.00	116		0.00	116		0.00	116		0.00	116		0.00	116	116	1.00	0	0	0.00	116	100%
			5130	328			531			48			527			120			404			454			420			371			364			606			958			0			5131	
			-1	328			531			48			527			120			404			454			420			371			364			606			957			0			5130	

Time Period: 4
Simulation Start: 3:30 PM
Current Time: 4:15 PM - 4:30 PM (TP 4)

SR 826 NB

Name	Entry Location / Detector / Station	Node #	Volume	Dummy Rd Off Ramp 1015 Dummy Dummy Vol	Dummy Vol %	Dummy Volume	SW 88 St Off Ramp 1025 826NBSW88Stexit Vol	SW 88 Vol %	SW 88 Volume	SW 72 St Off Ramp 1050 SR826NBSW72Stexit Vol	SW 72 Vol %	SW 72 Volume	SR 826 EL NB (SW72St) Off Ramp 1057 SR826NBELNBexit Vol	SR 826 Vol %	SR 826 Volume	SW 56 St Off Ramp 1070 SR826NBSW56Stexit Vol	SW 56 Vol %	SW 56 Volume	SW 40 St Off Ramp 1080 SR826NBSW40Stexit Vol	SW 40 Vol %	SW 40 Volume	SW 24 St Off Ramp 1155 SR826NBSW24Stexit Vol	SW 24 Vol %	SW 24 Volume	SW 8 St Off Ramp 1180 SR826NBSW8Stexit Vol	SW 8 Vol %	SW 8 Volume	Flagler St/NW 72 Ave Off Ramp 1215 SR826NBFlagler72Avexit Vol	Flagler Vol %	Flagler Volume	SR 836 EB/WB Off Ramp 1225 SR826NBSR836EBWBexit Vol	SR 836 Vol %	SR 836 Volume	NW 25 St Off Ramp 1275 SR 826NBNW25Stexit Vol	NW 25 Vol %	NW 25 Volume	SR 826 NB End 1300 SR826NB24 Vol	SR 826 Vol %	SR 826 Volume	
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%
SW 88 St EB On Ramp	US1NBSR826NBent	1005	664	0	0.00	664	32	0.05	632	50	0.08	582	124	0.19	458	53	0.08	405	53	0.08	352	46	0.07	306	71	0.11	235	48	0.07	187	42	0.06	145	23	0.03	122	122	0.18	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	173		0.00	173		0.00	173	14	0.08	159	34	0.20	125	14	0.08	111	15	0.09	96	13	0.08	83	19	0.11	64	13	0.08	51	11	0.06	40	6	0.03	34	34	0.19	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	360		0.00	360		0.00	360	28	0.08	332	70	0.19	262	30	0.08	232	30	0.08	202	27	0.08	175	41	0.11	134	27	0.08	107	24	0.07	83	13	0.04	70	70	0.19	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	355		0.00	355		0.00	355		0.00	355		0.00	355	41	0.12	314	41	0.12	273	36	0.10	237	55	0.15	182	37	0.10	145	33	0.09	112	18	0.05	94	94	0.27	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	277		0.00	277		0.00	277		0.00	277		0.00	277		0.00	277		0.00	277	36	0.13	241	56	0.20	185	38	0.14	147	33	0.12	114	18	0.06	96	96	0.35	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	333		0.00	333		0.00	333		0.00	333		0.00	333		0.00	333		0.00	333	44	0.13	289	67	0.20	222	45	0.14	177	40	0.12	137	22	0.07	115	115	0.34	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	365		0.00	365		0.00	365		0.00	365		0.00	365		0.00	365		0.00	365	47	0.13	318	74	0.20	244	50	0.14	194	44	0.12	150	24	0.07	126	126	0.34	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	195		0.00	195		0.00	195		0.00	195		0.00	195		0.00	195		0.00	195		0.00	195	45	0.23	150	31	0.16	119	27	0.14	92	15	0.08	77	77	0.39	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1195	182		0.00	182		0.00	182		0.00	182		0.00	182		0.00	182		0.00	182		0.00	182		0.00	182	37	0.20	145	33	0.18	112	18	0.10	94	94	0.52	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	68		0.00	68		0.00	68		0.00	68		0.00	68		0.00	68		0.00	68		0.00	68		0.00	68	14	0.21	54	11	0.16	43	7	0.10	36	36	0.53	0	100%
SR 826 EL NB On Ramp	ELNBSR826NBent	1235	121		0.00	121		0.00	121		0.00	121		0.00	121		0.00	121		0.00	121		0.00	121		0.00	121		0.00	121		0.00	121	19	0.16	102	102	0.84	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	271		0.00	271		0.00	271		0.00	271		0.00	271		0.00	271		0.00	271		0.00	271		0.00	271		0.00	271		0.00	271	43	0.16	228	228	0.84	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	538		0.00	538		0.00	538		0.00	538		0.00	538		0.00	538		0.00	538		0.00	538		0.00	538		0.00	538		0.00	538	86	0.16	452	452	0.84	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	407		0.00	407		0.00	407		0.00	407		0.00	407		0.00	407		0.00	407		0.00	407		0.00	407		0.00	407		0.00	407	65	0.16	342	342	0.84	0	100%
NW 25 St On Ramp	NW25StSR826NBent	1290	290		0.00	290		0.00	290		0.00	290		0.00	290		0.00	290		0.00	290		0.00	290		0.00	290		0.00	290		0.00	290		0.00	290	290	1.00	0	100%
			4599	0			32			92			228			138			139			249			428			340			298			377			2276			4597	
			2	0			32			92			228			138			139			249			428			340			298			377			2278			4599	

SR 826 SB

Name	Entry Location / Detector / Station	Node #	Volume	NW 25 St Off Ramp 2020 826SBNW25Stexit Vol	NW 25 Vol %	NW 25 Volume	SR 836 EB/WB Off Ramp 2055 826SB836EBWBexit Vol	SR 836 Vol %	SR 836 Volume	NW 72/NW 87 Ave Off Ramp 2060 826SBNW72AvNW87Avexit Vol	NW 72 Vol %	NW 72 Volume	Flagler St/SW 8 St Off Ramp 2065 826SBFlaglerStSW8Stexit Vol	Flagler Vol %	Flagler Volume	SR 826 EL SB (SR836) On Ramp 2070 SR826SBELSBexit Vol	SR 826 Vol %	SR 826 Volume	SW 24 St Off Ramp 2135 826SBSW24Stexit Vol	SW 24 Vol %	SW 24 Volume	SW 40 St Off Ramp 2155 826SBSW40Stexit Vol	SW 40 Vol %	SW 40 Volume	SW 56 St Off Ramp 2180 826SBSW56Stexit Vol	SW 56 Vol %	SW 56 Volume	SR 874 SB Off Ramp 2185 826SB874SB2ent Vol	SR 874 Vol %	SR 874 Volume	SW 72 St Off Ramp 2235 826SBSW72Stexit Vol	SW 72 Vol %	SW 72 Volume	SW 88 St Off Ramp 2255 826SBSW88Stexit Vol	SW 88 Vol %	SW 88 Volume	US-1 SB Off Ramp 2290 826SBUS1SBexit Vol	US-1 Vol %	US-1 Volume	SR 826 SB End 2295 SR826SB24 Vol	SR 826 Vol %	SR 826 Volume	
SR 826 SB Begin	SR826SB1	2000	2113	315	0.15	1798	345	0.16	1453	31	0.01	1422	342	0.16	1080	78	0.04	1002	156	0.07	846	159	0.08	687	147	0.07	540	130	0.06	410	96	0.05	314	132	0.06	182	182	0.09	0	0	0.00	182	100%
Dummy On Ramp (addtl vol)	SR826SB1a	2005	356		0.00	356	68	0.19	288	6	0.02	282	68	0.19	214	15	0.04	199	31	0.09	168	31	0.09	137	29	0.08	108	26	0.07	82	19	0.05	63	26	0.07	37	37	0.11	0	0	0.00	37	100%
NW 25 St On Ramp	NW25StB26SBent	2040	503		0.00	503	97	0.19	406	9	0.02	397	96	0.19	301	22	0.04	279	44	0.09	235	44	0.09	191	41	0.08	150	36	0.07	114	27	0.05	87	36	0.07	51	51	0.11	0	0	0.00	51	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	365		0.00	365		0.00	365		0.00	365		0.00	365		0.00	365	57	0.16	308	58	0.16	250	53	0.15	197	47	0.13	150	35	0.10	115	48	0.13	67	67	0.17	0	0	0.00	67	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	278		0.00	278		0.00	278		0.00	278		0.00	278		0.00	278	43	0.15	235	44	0.16	191	41	0.15	150	36	0.13	114	27	0.10	87	36	0.13	51	51	0.18	0	0	0.00	51	100%
SW 8 St On Ramp	SW8St826SBent	2120	362		0.00	362		0.00	362		0.00	362		0.00	362		0.00	362	57	0.16	305	57	0.16	248	53	0.15	195	47	0.13	148	35	0.10	113	47	0.13	66	66	0.17	0	0	0.00	66	100%
SW 24 St On Ramp	SW24St826SBent	2140	229		0.00	229		0.00	229		0.00	229		0.00	229		0.00	229		0.00	229	43	0.19	186	40	0.17	146	35	0.15	111	26	0.11	85	36	0.16	49	49	0.22	0	0	0.00	49	100%
SW 40 St On Ramp	SW40St826SBent	2215	236		0.00	236		0.00	236		0.00	236		0.00	236		0.00	236		0.00	236		0.00	236		0.00	236		0.00	236	55	0.23	181	76	0.32	105	105	0.45	0	0	0.00	105	100%
SW 56 St On Ramp	SW56St826SBent	2225	130		0.00	130		0.00	130		0.00	130		0.00	130		0.00	130		0.00	130		0.00	130		0.00	130		0.00	130	30	0.23	100	42	0.32	58	58	0.45	0	0	0.00	58	100%
SR 826 EL SB (SW72St) On R	ELSBSR826SBent	2237	165		0.00	165		0.00	165		0.00	165		0.00	165		0.00	165		0.00	165		0.00	165		0.00	165		0.00	165		0.00	165	69	0.42	96	96	0.58	0	0	0.00	96	100%
SW 72 St On Ramp	SW72St826SBent	2245	79		0.00	79		0.00	79		0.00	79		0.00	79		0.00	79		0.00	79		0.00	79		0.00	79		0.00	79		0.00	79	34	0.43	45	45	0.57	0	0	0.00	45	100%
SW 88 St On Ramp	SW88St826SBent	2275	112		0.00	112		0.00	112		0.00	112		0.00	112		0.00	112		0.00	112		0.00	112		0.00	112		0.00	112		0.00	112		0.00	112	112	1.00	0	0	0.00	112	100%
			4928	315			510			46			506			115			388			436			404			357			350			582			921			0			4930	
			-2	315			510			46			506			115			388			436			404			357			350			582			919			0			4928	

Time Period: 5
Simulation Start: 3:30 PM
Current Time: 4:30 PM - 4:45 PM (TP 5)

SR 826 NB

Name	Entry Location / Detector / Station	Node #	Volume	Dummy Rd Off Ramp 1015 Dummy			SW 88 St Off Ramp 1025 826NBSW88Stexit			SW 72 St Off Ramp 1050 SR826NBSW72Stexit			SR 826 EL NB (SW72St) Off Ramp 1057 SR826NBELNBexit			SW 56 St Off Ramp 1070 SR826NBSW56Stexit			SW 40 St Off Ramp 1080 SR826NBSW40Stexit			SW 24 St Off Ramp 1155 SR826NBSW24Stexit			SW 8 St Off Ramp 1180 SR826NBSW8Stexit			Flagler St/NW 72 Ave Off Ramp 1215 SR826NBFlagler72Avexit			SR 836 EB/WB Off Ramp 1225 SR826NBSR836EBWBexit			NW 25 St Off Ramp 1275 SR 826NBNW25Stexit			SR 826 NB End 1300 SR826NB24			
				Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%
SW 88 St EB On Ramp	US1NBSR826NBent	1005	691	0	0.00	691	34	0.05	657	52	0.08	605	129	0.19	476	55	0.08	421	55	0.08	366	48	0.07	318	74	0.11	244	50	0.07	194	44	0.06	150	24	0.03	126	126	0.18	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	180		0.00	180		0.00	180	14	0.08	166	35	0.19	131	15	0.08	116	15	0.08	101	13	0.07	88	20	0.11	68	14	0.08	54	12	0.07	42	7	0.04	35	35	0.20	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	374		0.00	374		0.00	374	30	0.08	344	73	0.20	271	31	0.08	240	32	0.09	208	27	0.07	181	42	0.11	139	28	0.07	111	25	0.07	86	14	0.04	72	72	0.19	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	369		0.00	369		0.00	369		0.00	369		0.00	369	42	0.11	327	43	0.12	284	37	0.10	247	57	0.15	190	39	0.11	151	34	0.09	117	19	0.05	98	98	0.27	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	288		0.00	288		0.00	288		0.00	288		0.00	288		0.00	288		0.00	288	38	0.13	250	58	0.20	192	39	0.14	153	34	0.12	119	19	0.07	100	100	0.34	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	346		0.00	346		0.00	346		0.00	346		0.00	346		0.00	346		0.00	346	45	0.13	301	70	0.20	231	47	0.14	184	41	0.12	143	23	0.07	120	120	0.34	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	379		0.00	379		0.00	379		0.00	379		0.00	379		0.00	379		0.00	379	51	0.13	328	76	0.20	252	52	0.14	200	45	0.12	155	25	0.07	130	130	0.34	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	203		0.00	203		0.00	203		0.00	203		0.00	203		0.00	203		0.00	203		0.00	203	48	0.24	155	32	0.16	123	28	0.14	95	15	0.07	80	80	0.39	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1195	189		0.00	189		0.00	189		0.00	189		0.00	189		0.00	189		0.00	189		0.00	189		0.00	189	39	0.21	150	34	0.18	116	19	0.10	97	97	0.51	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	71		0.00	71		0.00	71		0.00	71		0.00	71		0.00	71		0.00	71		0.00	71		0.00	71	14	0.20	57	13	0.18	44	7	0.10	37	37	0.52	0	100%
SR 826 EL NB On Ramp	ELNBSR826NBent	1235	126		0.00	126		0.00	126		0.00	126		0.00	126		0.00	126		0.00	126		0.00	126		0.00	126		0.00	126		0.00	126	20	0.16	106	106	0.84	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	281		0.00	281		0.00	281		0.00	281		0.00	281		0.00	281		0.00	281		0.00	281		0.00	281		0.00	281		0.00	281	45	0.16	236	236	0.84	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	560		0.00	560		0.00	560		0.00	560		0.00	560		0.00	560		0.00	560		0.00	560		0.00	560		0.00	560		0.00	560	89	0.16	471	471	0.84	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	423		0.00	423		0.00	423		0.00	423		0.00	423		0.00	423		0.00	423		0.00	423		0.00	423		0.00	423		0.00	423	66	0.16	357	357	0.84	0	100%
NW 25 St On Ramp	NW25StSR826NBent	1290	301		0.00	301		0.00	301		0.00	301		0.00	301		0.00	301		0.00	301		0.00	301		0.00	301		0.00	301		0.00	301		0.00	301	301	1.00	0	100%
			4781	0			34			96			237			143			145			259			445			354			310			392			2367			4782	
			-1	0			34			96			237			143			145			259			445			354			310			392			2366			4781	

SR 826 SB

Name	Entry Location / Detector / Station	Node #	Volume	NW 25 St Off Ramp 2020 826SBNW25Stexit			SR 836 EB/WB Off Ramp 2055 826SB836EBWBexit			NW 72/NW 87 Ave Off Ramp 2060 826SBNW72AvNW87Avexit			Flagler St/SW 8 St Off Ramp 2065 826SBFlaglerStSW8Stexit			SR 826 EL SB (SR836) On Ramp 2070 SR826SBELSBexit			SW 24 St Off Ramp 2135 826SBSW24Stexit			SW 40 St Off Ramp 2155 826SBSW40Stexit			SW 56 St Off Ramp 2180 826SBSW56Stexit			SR 874 SB Off Ramp 2185 826SB874SB2ent			SW 72 St Off Ramp 2235 826SBSW72Stexit			SW 88 St Off Ramp 2255 826SBSW88Stexit			US-1 SB Off Ramp 2290 826SBUS1SBexit			SR 826 SB End 2295 SR826SB24			
				Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 SB Begin	SR826SB1	2000	2198	327	0.15	1871	359	0.16	1512	32	0.01	1480	356	0.16	1124	81	0.04	1043	163	0.07	880	165	0.08	715	153	0.07	562	135	0.06	427	100	0.05	327	137	0.06	190	190	0.09	0	0	0.00	190	100%
Dummy On Ramp (addtl vol)	SR826SB1a	2005	370		0.00	370	71	0.19	299	6	0.02	293	71	0.19	222	16	0.04	206	32	0.09	174	33	0.09	141	30	0.08	111	27	0.07	84	20	0.05	64	27	0.07	37	37	0.11	0	0	0.00	37	100%
NW 25 St On Ramp	NW25StB26SBent	2040	523		0.00	523	100	0.19	423	10	0.02	413	99	0.19	314	23	0.04	291	45	0.09	246	46	0.09	200	43	0.08	157	38	0.07	119	28	0.05	91	38	0.07	53	53	0.11	0	0	0.00	53	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	380		0.00	380		0.00	380		0.00	380		0.00	380		0.00	380	59	0.16	321	60	0.16	261	56	0.15	205	49	0.13	156	36	0.09	120	50	0.13	70	70	0.18	0	0	0.00	70	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	289		0.00	289		0.00	289		0.00	289		0.00	289		0.00	289	45	0.16	244	46	0.16	198	42	0.15	156	37	0.13	119	28	0.10	91	38	0.13	53	53	0.17	0	0	0.00	53	100%
SW 8 St On Ramp	SW8St826SBent	2120	377		0.00	377		0.00	377		0.00	377		0.00	377		0.00	377	60	0.16	317	59	0.16	258	55	0.15	203	49	0.13	154	36	0.10	118	49	0.13	69	69	0.17	0	0	0.00	69	100%
SW 24 St On Ramp	SW24St826SBent	2140	238		0.00	238		0.00	238		0.00	238		0.00	238		0.00	238		0.00	238	45	0.19	193	41	0.17	152	36	0.15	116	27	0.11	89	37	0.16	52	52	0.22	0	0	0.00	52	100%
SW 40 St On Ramp	SW40St826SBent	2215	246		0.00	246		0.00	246		0.00	246		0.00	246		0.00	246		0.00	246		0.00	246		0.00	246		0.00	246	58	0.24	188	79	0.32	109	109	0.44	0	0	0.00	109	100%
SW 56 St On Ramp	SW56St826SBent	2225	135		0.00	135		0.00	135		0.00	135		0.00	135		0.00	135		0.00	135		0.00	135		0.00	135		0.00	135	31	0.23	104	44	0.33	60	60	0.44	0	0	0.00	60	100%
SR 826 EL SB (SW72St) On R	ELSBSR826SBent	2237	172		0.00	172		0.00	172		0.00	172		0.00	172		0.00	172		0.00	172		0.00	172		0.00	172		0.00	172		0.00	172	72	0.42	100	100	0.58	0	0	0.00	100	100%
SW 72 St On Ramp	SW72St826SBent	2245	82		0.00	82		0.00	82		0.00	82		0.00	82		0.00	82		0.00	82		0.00	82		0.00	82		0.00	82		0.00	82	34	0.41	48	48	0.59	0	0	0.00	48	100%
SW 88 St On Ramp	SW88St826SBent	2275	116		0.00	116		0.00	116		0.00	116		0.00	116		0.00	116		0.00	116		0.00	116		0.00	116		0.00	116		0.00	116		0.00	116	116	1.00	0	0	0.00	116	100%
			5126	327			530			48			526			120			404			454			420			371			364			605			957			0			5126	
			0	327			530			48			526			120			404			454			420			371			364			605			957			0			5126	

Time Period: 6
Simulation Start: 3:30 PM
Current Time: 4:45 PM - 5:00 PM (TP 6)

SR 826 NB

| Name | Entry Location / Detector / Station | Node # | Volume | Dummy Rd Off Ramp 1015 Dummy Vol | Dummy Rd Off Ramp 1015 Dummy Vol % | Dummy Rd Off Ramp 1015 Dummy Volume | SW 88 St Off Ramp 1025 826NBSW88Stexit Vol | SW 88 St Off Ramp 1025 826NBSW88Stexit Vol % | SW 88 St Off Ramp 1025 826NBSW88Stexit Volume | SW 72 St Off Ramp 1050 SR826NBSW72Stexit Vol | SW 72 St Off Ramp 1050 SR826NBSW72Stexit Vol % | SW 72 St Off Ramp 1050 SR826NBSW72Stexit Volume | SR 826 EL NB (SW72St) Off Ramp 1057 SR826NBELNBexit Vol | SR 826 EL NB (SW72St) Off Ramp 1057 SR826NBELNBexit Vol % | SR 826 EL NB (SW72St) Off Ramp 1057 SR826NBELNBexit Volume | SW 56 St Off Ramp 1070 SR826NBSW56Stexit Vol | SW 56 St Off Ramp 1070 SR826NBSW56Stexit Vol % | SW 56 St Off Ramp 1070 SR826NBSW56Stexit Volume | SW 40 St Off Ramp 1080 SR826NBSW40Stexit Vol | SW 40 St Off Ramp 1080 SR826NBSW40Stexit Vol % | SW 40 St Off Ramp 1080 SR826NBSW40Stexit Volume | SW 24 St Off Ramp 1155 SR826NBSW24Stexit Vol | SW 24 St Off Ramp 1155 SR826NBSW24Stexit Vol % | SW 24 St Off Ramp 1155 SR826NBSW24Stexit Volume | SW 8 St Off Ramp 1180 SR826NBSW8Stexit Vol | SW 8 St Off Ramp 1180 SR826NBSW8Stexit Vol % | SW 8 St Off Ramp 1180 SR826NBSW8Stexit Volume | Flagler St/NW 72 Ave Off Ramp 1215 SR826NBFlagler72Avexit Vol | Flagler St/NW 72 Ave Off Ramp 1215 SR826NBFlagler72Avexit Vol % | Flagler St/NW 72 Ave Off Ramp 1215 SR826NBFlagler72Avexit Volume | SR 836 EB/WB Off Ramp 1225 SR826NBSR836EBWBexit Vol | SR 836 EB/WB Off Ramp 1225 SR826NBSR836EBWBexit Vol % | SR 836 EB/WB Off Ramp 1225 SR826NBSR836EBWBexit Volume | NW 25 St Off Ramp 1275 SR 826NBNW25Stexit Vol | NW 25 St Off Ramp 1275 SR 826NBNW25Stexit Vol % | NW 25 St Off Ramp 1275 SR 826NBNW25Stexit Volume | SR 826 NB End 1300 SR826NB24 Vol | SR 826 NB End 1300 SR826NB24 Vol % | SR 826 NB End 1300 SR826NB24 Volume | |
|---|---|---

Time Period: 7
Simulation Start: 3:30 PM
Current Time: 5:00 PM - 5:15 PM (TP 7)

SR 826 NB

Name	Entry Location / Detector / Station	Node #	Volume	Dummy Rd Off Ramp 1015 Dummy			SW 88 St Off Ramp 1025 826NBSW88Stexit			SW 72 St Off Ramp 1050 SR826NBSW72Stexit			SR 826 EL NB (SW72St) Off Ramp 1057 SR826NBELNBexit			SW 56 St Off Ramp 1070 SR826NBSW56Stexit			SW 40 St Off Ramp 1080 SR826NBSW40Stexit			SW 24 St Off Ramp 1155 SR826NBSW24Stexit			SW 8 St Off Ramp 1180 SR826NBSW8Stexit			Flagler St/NW 72 Ave Off Ramp 1215 SR826NBFlagler72Avexit			SR 836 EB/WB Off Ramp 1225 SR826NBSR836EBWBexit			NW 25 St Off Ramp 1275 SR 826NBNW25Stexit			SR 826 NB End 1300 SR826NB24			
				Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%
SW 88 St EB On Ramp	US1NBSR826NBent	1005	760	0	0.00	760	37	0.05	723	57	0.08	666	142	0.19	524	60	0.08	464	61	0.08	403	53	0.07	350	81	0.11	269	55	0.07	214	48	0.06	166	26	0.03	140	140	0.18	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	198		0.00	198		0.00	198	16	0.08	182	39	0.20	143	16	0.08	127	17	0.09	110	14	0.07	96	22	0.11	74	15	0.08	59	13	0.07	46	7	0.04	39	39	0.18	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	412		0.00	412		0.00	412	33	0.08	379	80	0.19	299	34	0.08	265	35	0.08	230	30	0.07	200	46	0.11	154	31	0.08	123	28	0.07	95	15	0.04	80	80	0.20	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	407		0.00	407		0.00	407		0.00	407		0.00	407	48	0.12	359	47	0.12	312	41	0.10	271	63	0.15	208	42	0.10	166	37	0.09	129	21	0.05	108	108	0.27	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	317		0.00	317		0.00	317		0.00	317		0.00	317		0.00	317		0.00	317	42	0.13	275	64	0.20	211	43	0.14	168	38	0.12	130	21	0.07	109	109	0.34	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	381		0.00	381		0.00	381		0.00	381		0.00	381		0.00	381		0.00	381	50	0.13	331	77	0.20	254	52	0.14	202	45	0.12	157	25	0.07	132	132	0.34	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	418		0.00	418		0.00	418		0.00	418		0.00	418		0.00	418		0.00	418	55	0.13	363	84	0.20	279	57	0.14	222	50	0.12	172	27	0.06	145	145	0.35	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	223		0.00	223		0.00	223		0.00	223		0.00	223		0.00	223		0.00	223		0.00	223	53	0.24	170	35	0.16	135	30	0.13	105	17	0.08	88	88	0.39	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1195	209		0.00	209		0.00	209		0.00	209		0.00	209		0.00	209		0.00	209		0.00	209		0.00	209	43	0.21	166	37	0.18	129	21	0.10	108	108	0.51	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	78		0.00	78		0.00	78		0.00	78		0.00	78		0.00	78		0.00	78		0.00	78		0.00	78	16	0.21	62	15	0.19	47	8	0.10	39	39	0.50	0	100%
SR 826 EL NB On Ramp	ELNBSR826NBent	1235	139		0.00	139		0.00	139		0.00	139		0.00	139		0.00	139		0.00	139		0.00	139		0.00	139		0.00	139		0.00	139	22	0.16	117	117	0.84	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	310		0.00	310		0.00	310		0.00	310		0.00	310		0.00	310		0.00	310		0.00	310		0.00	310		0.00	310		0.00	310	49	0.16	261	261	0.84	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	616		0.00	616		0.00	616		0.00	616		0.00	616		0.00	616		0.00	616		0.00	616		0.00	616		0.00	616		0.00	616	98	0.16	518	518	0.84	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	466		0.00	466		0.00	466		0.00	466		0.00	466		0.00	466		0.00	466		0.00	466		0.00	466		0.00	466		0.00	466	75	0.16	391	391	0.84	0	100%
NW 25 St On Ramp	NW25StSR826NBent	1290	332		0.00	332		0.00	332		0.00	332		0.00	332		0.00	332		0.00	332		0.00	332		0.00	332		0.00	332		0.00	332		0.00	332	332	1.00	0	100%
			5266	0			37			106			261			158			160			285			490			389			341			432			2607			5266	
			0	0			37			106			261			158			160			285			490			389			341			432			2607			5266	

SR 826 SB

Name	Entry Location / Detector / Station	Node #	Volume	NW 25 St Off Ramp 2020 826SBNW25Stexit			SR 836 EB/WB Off Ramp 2055 826SB836EBWBexit			NW 72/NW 87 Ave Off Ramp 2060 826SBNW72AvNW87Avexit			Flagler St/SW 8 St Off Ramp 2065 826SBFlaglerStSW8Stexit			SR 826 EL SB (SR836) On Ramp 2070 SR826SBELSBexit			SW 24 St Off Ramp 2135 826SBSW24Stexit			SW 40 St Off Ramp 2155 826SBSW40Stexit			SW 56 St Off Ramp 2180 826SBSW56Stexit			SR 874 SB Off Ramp 2185 826SB874SB2ent			SW 72 St Off Ramp 2235 826SBSW72Stexit			SW 88 St Off Ramp 2255 826SBSW88Stexit			US-1 SB Off Ramp 2290 826SBUS1SBexit			SR 826 SB End 2295 SR826SB24			
				Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 SB Begin	SR826SB1	2000	2420	361	0.15	2059	395	0.16	1664	36	0.01	1628	392	0.16	1236	89	0.04	1147	179	0.07	968	182	0.08	786	168	0.07	618	149	0.06	469	110	0.05	359	151	0.06	208	208	0.09	0	0	0.00	208	100%
Dummy On Ramp (addtl vol)	SR826SB1a	2005	407		0.00	407	78	0.19	329	7	0.02	322	78	0.19	244	18	0.04	226	35	0.09	191	36	0.09	155	33	0.08	122	29	0.07	93	22	0.05	71	30	0.07	41	41	0.11	0	0	0.00	41	100%
NW 25 St On Ramp	NW25StB826SBent	2040	576		0.00	576	111	0.19	465	10	0.02	455	109	0.19	346	25	0.04	321	50	0.09	271	51	0.09	220	47	0.08	173	42	0.07	131	31	0.05	100	42	0.07	58	58	0.11	0	0	0.00	58	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	418		0.00	418		0.00	418		0.00	418		0.00	418		0.00	418	65	0.16	353	66	0.16	287	61	0.15	226	54	0.13	172	40	0.10	132	55	0.13	77	77	0.17	0	0	0.00	77	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	319		0.00	319		0.00	319		0.00	319		0.00	319		0.00	319	50	0.16	269	51	0.16	218	47	0.15	171	41	0.13	130	30	0.09	100	42	0.13	58	58	0.18	0	0	0.00	58	100%
SW 8 St On Ramp	SW8St826SBent	2120	415		0.00	415		0.00	415		0.00	415		0.00	415		0.00	415	66	0.16	349	66	0.16	283	61	0.15	222	53	0.13	169	40	0.10	129	54	0.13	75	75	0.17	0	0	0.00	75	100%
SW 24 St On Ramp	SW24St826SBent	2140	262		0.00	262		0.00	262		0.00	262		0.00	262		0.00	262		0.00	262	48	0.18	214	46	0.18	168	41	0.16	127	30	0.11	97	41	0.16	56	56	0.21	0	0	0.00	56	100%
SW 40 St On Ramp	SW40St826SBent	2215	271		0.00	271		0.00	271		0.00	271		0.00	271		0.00	271		0.00	271		0.00	271		0.00	271	63	0.23	208	87	0.32	121	121	0.45	0	0	0.00	121	100%
SW 56 St On Ramp	SW56St826SBent	2225	149		0.00	149		0.00	149		0.00	149		0.00	149		0.00	149		0.00	149		0.00	149		0.00	149	34	0.23	115	48	0.32	67	67	0.45	0	0	0.00	67	100%
SR 826 EL SB (SW72St) On R	ELSBSR826SBent	2237	189		0.00	189		0.00	189		0.00	189		0.00	189		0.00	189		0.00	189		0.00	189		0.00	189		0.00	189	79	0.42	110	110	0.58	0	0	0.00	110	100%
SW 72 St On Ramp	SW72St826SBent	2245	91		0.00	91		0.00	91		0.00	91		0.00	91		0.00	91		0.00	91		0.00	91		0.00	91		0.00	91	38	0.42	53	53	0.58	0	0	0.00	53	100%
SW 88 St On Ramp	SW88St826SBent	2275	128		0.00	128		0.00	128		0.00	128		0.00	128		0.00	128		0.00	128		0.00	128		0.00	128		0.00	128		0.00	128	128	1.00	0	0	0.00	128	100%
			5645	361			584			53			579			132			445			500			463			409			400			667			1054			0			5647	
			-2	361			584			53			579			132			445			500			463			409			400			667			1052			0			5645	

Time Period: 8
Simulation Start: 3:30 PM
Current Time: 5:15 PM - 5:30 PM (TP 8)

SR 826 NB

Name	Entry Location / Detector / Station	Node #	Volume	Dummy Rd Off Ramp 1015 Dummy			SW 88 St Off Ramp 1025 826NBSW88Stexit			SW 72 St Off Ramp 1050 SR826NBSW72Stexit			SR 826 EL NB (SW72St) Off Ramp 1057 SR826NBELNBexit			SW 56 St Off Ramp 1070 SR826NBSW56Stexit			SW 40 St Off Ramp 1080 SR826NBSW40Stexit			SW 24 St Off Ramp 1155 SR826NBSW24Stexit			SW 8 St Off Ramp 1180 SR826NBSW8Stexit			Flagler St/NW 72 Ave Off Ramp 1215 SR826NBFlagler72Avexit			SR 836 EB/WB Off Ramp 1225 SR826NBSR836EBWBexit			NW 25 St Off Ramp 1275 SR 826NBNW25Stexit			SR 826 NB End 1300 SR826NB24			
				Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%
SW 88 St EB On Ramp	US1NBSR826NBent	1005	763	0	0.00	763	37	0.05	726	57	0.07	669	143	0.19	526	60	0.08	466	61	0.08	405	53	0.07	352	82	0.11	270	55	0.07	215	48	0.06	167	27	0.04	140	140	0.18	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	199		0.00	199		0.00	199	16	0.08	183	39	0.20	144	17	0.09	127	17	0.09	110	14	0.07	96	22	0.11	74	15	0.08	59	13	0.07	46	7	0.04	39	39	0.17	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	414		0.00	414		0.00	414	33	0.08	381	81	0.20	300	34	0.08	266	35	0.08	231	30	0.07	201	47	0.11	154	31	0.07	123	28	0.07	95	15	0.04	80	80	0.20	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	408		0.00	408		0.00	408		0.00	408		0.00	408	47	0.12	361	47	0.12	314	41	0.10	273	63	0.15	210	43	0.11	167	38	0.09	129	21	0.05	108	108	0.26	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	318		0.00	318		0.00	318		0.00	318		0.00	318		0.00	318		0.00	318	42	0.13	276	64	0.20	212	43	0.14	169	38	0.12	131	21	0.07	110	110	0.34	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	383		0.00	383		0.00	383		0.00	383		0.00	383		0.00	383		0.00	383	50	0.13	333	77	0.20	256	52	0.14	204	46	0.12	158	25	0.07	133	133	0.34	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	419		0.00	419		0.00	419		0.00	419		0.00	419		0.00	419		0.00	419	57	0.14	362	84	0.20	278	57	0.14	221	50	0.12	171	27	0.06	144	144	0.34	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	224		0.00	224		0.00	224		0.00	224		0.00	224		0.00	224		0.00	224	53	0.24	171	35	0.16	136	31	0.14	105	17	0.08	88	88	0.38	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1195	209		0.00	209		0.00	209		0.00	209		0.00	209		0.00	209		0.00	209		0.00	209	43	0.21	166	37	0.18	129	21	0.10	108	108	0.51	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	78		0.00	78		0.00	78		0.00	78		0.00	78		0.00	78		0.00	78		0.00	78	17	0.22	61	13	0.17	48	8	0.10	40	40	0.51	0	100%
SR 826 EL NB On Ramp	ELNBSR826NBent	1235	140		0.00	140		0.00	140		0.00	140		0.00	140		0.00	140		0.00	140		0.00	140		0.00	140		0.00	140		0.00	140	22	0.16	118	118	0.84	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	311		0.00	311		0.00	311		0.00	311		0.00	311		0.00	311		0.00	311		0.00	311		0.00	311		0.00	311		0.00	311	50	0.16	261	261	0.84	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	619		0.00	619		0.00	619		0.00	619		0.00	619		0.00	619		0.00	619		0.00	619		0.00	619		0.00	619		0.00	619	99	0.16	520	520	0.84	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	468		0.00	468		0.00	468		0.00	468		0.00	468		0.00	468		0.00	468		0.00	468		0.00	468		0.00	468		0.00	468	74	0.16	394	394	0.84	0	100%
NW 25 St On Ramp	NW25StSR826NBent	1290	333		0.00	333		0.00	333		0.00	333		0.00	333		0.00	333		0.00	333		0.00	333		0.00	333		0.00	333		0.00	333		0.00	333	333	1.00	0	100%
			5286	0			37			106			263			158			160			287			492			391			342			434			2617			5287	
			-1	0			37			106			263			158			160			287			492			391			342			434			2616			5286	

SR 826 SB

Name	Entry Location / Detector / Station	Node #	Volume	NW 25 St Off Ramp 2020 826SBNW25Stexit			SR 836 EB/WB Off Ramp 2055 826SB836EBWBexit			NW 72/NW 87 Ave Off Ramp 2060 826SBNW72AvNW87Avexit			Flagler St/SW 8 St Off Ramp 2065 826SBFlaglerStSW8Stexit			SR 826 EL SB (SR836) On Ramp 2070 SR826SBELSBexit			SW 24 St Off Ramp 2135 826SBSW24Stexit			SW 40 St Off Ramp 2155 826SBSW40Stexit			SW 56 St Off Ramp 2180 826SBSW56Stexit			SR 874 SB Off Ramp 2185 826SB874SB2ent			SW 72 St Off Ramp 2235 826SBSW72Stexit			SW 88 St Off Ramp 2255 826SBSW88Stexit			US-1 SB Off Ramp 2290 826SBUS1SBexit			SR 826 SB End 2295 SR826SB24			
				Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 SB Begin	SR826SB1	2000	2430	362	0.15	2068	397	0.16	1671	36	0.01	1635	394	0.16	1241	89	0.04	1152	180	0.07	972	182	0.07	790	168	0.07	622	149	0.06	473	110	0.05	363	151	0.06	212	212	0.10	0	0	0.00	212	100%
Dummy On Ramp (addtl vol)	SR826SB1a	2005	409		0.00	409	78	0.19	331	7	0.02	324	78	0.19	246	18	0.04	228	36	0.09	192	36	0.09	156	33	0.08	123	29	0.07	94	22	0.05	72	30	0.07	42	42	0.11	0	0	0.00	42	100%
NW 25 St On Ramp	NW25StB26SBent	2040	579		0.00	579	111	0.19	468	10	0.02	458	110	0.19	348	25	0.04	323	50	0.09	273	51	0.09	222	47	0.08	175	42	0.07	133	31	0.05	102	43	0.07	59	59	0.11	0	0	0.00	59	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	420		0.00	420		0.00	420		0.00	420		0.00	420		0.00	420	65	0.15	355	66	0.16	289	62	0.15	227	54	0.13	173	40	0.10	133	56	0.13	77	77	0.18	0	0	0.00	77	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	320		0.00	320		0.00	320		0.00	320		0.00	320		0.00	320	50	0.16	270	51	0.16	219	47	0.15	172	41	0.13	131	31	0.10	100	42	0.13	58	58	0.17	0	0	0.00	58	100%
SW 8 St On Ramp	SW8St826SBent	2120	417		0.00	417		0.00	417		0.00	417		0.00	417		0.00	417	65	0.16	352	66	0.16	286	61	0.15	225	54	0.13	171	40	0.10	131	55	0.13	76	76	0.17	0	0	0.00	76	100%
SW 24 St On Ramp	SW24St826SBent	2140	263		0.00	263		0.00	263		0.00	263		0.00	263		0.00	263		0.00	263	49	0.19	214	46	0.17	168	41	0.16	127	30	0.11	97	40	0.15	57	57	0.22	0	0	0.00	57	100%
SW 40 St On Ramp	SW40St826SBent	2215	272		0.00	272		0.00	272		0.00	272		0.00	272		0.00	272		0.00	272		0.00	272		0.00	272		0.00	272	63	0.23	209	87	0.32	122	122	0.45	0	0	0.00	122	100%
SW 56 St On Ramp	SW56St826SBent	2225	150		0.00	150		0.00	150		0.00	150		0.00	150		0.00	150		0.00	150		0.00	150		0.00	150		0.00	150	35	0.23	115	48	0.32	67	67	0.45	0	0	0.00	67	100%
SR 826 EL SB (SW72St) On R	ELSBSR826SBent	2237	190		0.00	190		0.00	190		0.00	190		0.00	190		0.00	190		0.00	190		0.00	190		0.00	190		0.00	190		0.00	190	79	0.42	111	111	0.58	0	0	0.00	111	100%
SW 72 St On Ramp	SW72St826SBent	2245	91		0.00	91		0.00	91		0.00	91		0.00	91		0.00	91		0.00	91		0.00	91		0.00	91		0.00	91		0.00	91	38	0.42	53	53	0.58	0	0	0.00	53	100%
SW 88 St On Ramp	SW88St826SBent	2275	128		0.00	128		0.00	128		0.00	128		0.00	128		0.00	128		0.00	128		0.00	128		0.00	128		0.00	128		0.00	128		0.00	128	128	1.00	0	0	0.00	128	100%
			5669	362			586			53			582			132			446			501			464			410			402			669			1058			0			5665	
			4	362			586			53			582			132			446			501			464			410			402			669			1062			0			5669	

Time Period: 9
Simulation Start: 3:30 PM
Current Time: 5:30 PM - 5:45 PM (TP 9)

SR 826 NB

Name	Entry Location / Detector / Station	Node #	Volume	Dummy Rd Off Ramp 1015 Dummy Vol	Dummy Vol %	Dummy Volume	SW 88 St Off Ramp 1025 826NBSW88Stexit Vol	SW 88 Vol %	SW 88 Volume	SW 72 St Off Ramp 1050 SR826NBSW72Stexit Vol	SW 72 Vol %	SW 72 Volume	SR 826 EL NB (SW72St) Off Ramp 1057 SR826NBELNBexit Vol	SR 826 Vol %	SR 826 Volume	SW 56 St Off Ramp 1070 SR826NBSW56Stexit Vol	SW 56 Vol %	SW 56 Volume	SW 40 St Off Ramp 1080 SR826NBSW40Stexit Vol	SW 40 Vol %	SW 40 Volume	SW 24 St Off Ramp 1155 SR826NBSW24Stexit Vol	SW 24 Vol %	SW 24 Volume	SW 8 St Off Ramp 1180 SR826NBSW8Stexit Vol	SW 8 Vol %	SW 8 Volume	Flagler St/NW 72 Ave Off Ramp 1215 SR826NBFlagler72Avexit Vol	Flagler Vol %	Flagler Volume	SR 836 EB/WB Off Ramp 1225 SR826NBSR836EBWBexit Vol	SR 836 Vol %	SR 836 Volume	NW 25 St Off Ramp 1275 SR 826NBNW25Stexit Vol	NW 25 Vol %	NW 25 Volume	SR 826 NB End 1300 SR826NB24 Vol	SR 826 Vol %	SR 826 Volume	
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%
SW 88 St EB On Ramp	US1NBSR826NBent	1005	725	0	0.00	725	35	0.05	690	55	0.08	635	135	0.19	500	57	0.08	443	58	0.08	385	51	0.07	334	77	0.11	257	52	0.07	205	46	0.06	159	25	0.03	134	134	0.18	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	189		0.00	189		0.00	189	15	0.08	174	37	0.20	137	16	0.08	121	16	0.08	105	14	0.07	91	21	0.11	70	14	0.07	56	13	0.07	43	7	0.04	36	36	0.20	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	393		0.00	393		0.00	393	31	0.08	362	77	0.20	285	33	0.08	252	33	0.08	219	29	0.07	190	44	0.11	146	30	0.08	116	26	0.07	90	14	0.04	76	76	0.19	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	388		0.00	388		0.00	388		0.00	388		0.00	388	44	0.11	344	45	0.12	299	39	0.10	260	60	0.15	200	41	0.11	159	36	0.09	123	20	0.05	103	103	0.27	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	302		0.00	302		0.00	302		0.00	302		0.00	302		0.00	302		0.00	302	40	0.13	262	61	0.20	201	41	0.14	160	36	0.12	124	20	0.07	104	104	0.34	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	364		0.00	364		0.00	364		0.00	364		0.00	364		0.00	364		0.00	364	48	0.13	316	73	0.20	243	50	0.14	193	43	0.12	150	24	0.07	126	126	0.34	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	398		0.00	398		0.00	398		0.00	398		0.00	398		0.00	398		0.00	398	51	0.13	347	81	0.20	266	54	0.14	212	48	0.12	164	26	0.07	138	138	0.34	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	213		0.00	213		0.00	213		0.00	213		0.00	213		0.00	213		0.00	213		0.00	213	50	0.23	163	33	0.15	130	29	0.14	101	16	0.08	85	85	0.40	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1195	199		0.00	199		0.00	199		0.00	199		0.00	199		0.00	199		0.00	199		0.00	199		0.00	199	41	0.21	158	35	0.18	123	20	0.10	103	103	0.51	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	75		0.00	75		0.00	75		0.00	75		0.00	75		0.00	75		0.00	75		0.00	75		0.00	75	15	0.20	60	13	0.17	47	7	0.09	40	40	0.54	0	100%
SR 826 EL NB On Ramp	ELNBSR826NBent	1235	133		0.00	133		0.00	133		0.00	133		0.00	133		0.00	133		0.00	133		0.00	133		0.00	133		0.00	133		0.00	133	21	0.16	112	112	0.84	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	295		0.00	295		0.00	295		0.00	295		0.00	295		0.00	295		0.00	295		0.00	295		0.00	295		0.00	295		0.00	295	47	0.16	248	248	0.84	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	588		0.00	588		0.00	588		0.00	588		0.00	588		0.00	588		0.00	588		0.00	588		0.00	588		0.00	588		0.00	588	94	0.16	494	494	0.84	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	444		0.00	444		0.00	444		0.00	444		0.00	444		0.00	444		0.00	444		0.00	444		0.00	444		0.00	444		0.00	444	71	0.16	373	373	0.84	0	100%
NW 25 St On Ramp	NW25StSR826NBent	1290	316		0.00	316		0.00	316		0.00	316		0.00	316		0.00	316		0.00	316		0.00	316		0.00	316		0.00	316		0.00	316		0.00	316	316	1.00	0	100%
			5022	0			35			101			249			150			152			272			467			371			325			412			2485			5019	
			3	0			35			101			249			150			152			272			467			371			325			412			2488			5022	

SR 826 SB

Name	Entry Location / Detector / Station	Node #	Volume	NW 25 St Off Ramp 2020 826SBNW25Stexit Vol	NW 25 Vol %	NW 25 Volume	SR 836 EB/WB Off Ramp 2055 826SB836EBWBexit Vol	SR 836 Vol %	SR 836 Volume	NW 72/NW 87 Ave Off Ramp 2060 826SBNW72AvNW87Avexit Vol	NW 72 Vol %	NW 72 Volume	Flagler St/SW 8 St Off Ramp 2065 826SBFlaglerStSW8Stexit Vol	Flagler Vol %	Flagler Volume	SR 826 EL SB (SR836) On Ramp 2070 SR826SBELSBexit Vol	SR 826 Vol %	SR 826 Volume	SW 24 St Off Ramp 2135 826SBSW24Stexit Vol	SW 24 Vol %	SW 24 Volume	SW 40 St Off Ramp 2155 826SBSW40Stexit Vol	SW 40 Vol %	SW 40 Volume	SW 56 St Off Ramp 2180 826SBSW56Stexit Vol	SW 56 Vol %	SW 56 Volume	SR 874 SB Off Ramp 2185 826SB874SB2ent Vol	SR 874 Vol %	SR 874 Volume	SW 72 St Off Ramp 2235 826SBSW72Stexit Vol	SW 72 Vol %	SW 72 Volume	SW 88 St Off Ramp 2255 826SBSW88Stexit Vol	SW 88 Vol %	SW 88 Volume	US-1 SB Off Ramp 2290 826SBUS1SBexit Vol	US-1 Vol %	US-1 Volume	SR 826 SB End 2295 SR826SB24 Vol	SR 826 Vol %	SR 826 Volume	
SR 826 SB Begin	SR826SB1	2000	2307	344	0.15	1963	377	0.16	1586	35	0.02	1551	374	0.16	1177	85	0.04	1092	171	0.07	921	173	0.07	748	160	0.07	588	141	0.06	447	105	0.05	342	143	0.06	199	199	0.09	0	0	0.00	199	100%
Dummy On Ramp (addtl vol)	SR826SB1a	2005	388		0.00	388	75	0.19	313	7	0.02	306	74	0.19	232	17	0.04	215	34	0.09	181	34	0.09	147	31	0.08	116	28	0.07	88	21	0.05	67	28	0.07	39	39	0.11	0	0	0.00	39	100%
NW 25 St On Ramp	NW25StB26SBent	2040	549		0.00	549	105	0.19	444	9	0.02	435	104	0.19	331	23	0.04	308	48	0.09	260	49	0.09	211	45	0.08	166	40	0.07	126	29	0.05	97	41	0.07	56	56	0.11	0	0	0.00	56	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	399		0.00	399		0.00	399		0.00	399		0.00	399		0.00	399	62	0.16	337	63	0.16	274	59	0.15	215	52	0.13	163	38	0.10	125	52	0.13	73	73	0.17	0	0	0.00	73	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	304		0.00	304		0.00	304		0.00	304		0.00	304		0.00	304	47	0.15	257	48	0.16	209	45	0.15	164	39	0.13	125	29	0.10	96	40	0.13	56	56	0.18	0	0	0.00	56	100%
SW 8 St On Ramp	SW8St826SBent	2120	396		0.00	396		0.00	396		0.00	396		0.00	396		0.00	396	62	0.16	334	63	0.16	271	58	0.15	213	51	0.13	162	38	0.10	124	52	0.13	72	72	0.17	0	0	0.00	72	100%
SW 24 St On Ramp	SW24St826SBent	2140	250		0.00	250		0.00	250		0.00	250		0.00	250		0.00	250		0.00	250	46	0.18	204	43	0.17	161	39	0.16	122	29	0.12	93	39	0.16	54	54	0.21	0	0	0.00	54	100%
SW 40 St On Ramp	SW40St826SBent	2215	258		0.00	258		0.00	258		0.00	258		0.00	258		0.00	258		0.00	258		0.00	258		0.00	258		0.00	258	60	0.23	198	83	0.32	115	115	0.45	0	0	0.00	115	100%
SW 56 St On Ramp	SW56St826SBent	2225	142		0.00	142		0.00	142		0.00	142		0.00	142		0.00	142		0.00	142		0.00	142		0.00	142		0.00	142	33	0.23	109	46	0.32	63	63	0.45	0	0	0.00	63	100%
SR 826 EL SB (SW72St) On R	ELSBSR826SBent	2237	181		0.00	181		0.00	181		0.00	181		0.00	181		0.00	181		0.00	181		0.00	181		0.00	181		0.00	181		0.00	181	76	0.42	105	105	0.58	0	0	0.00	105	100%
SW 72 St On Ramp	SW72St826SBent	2245	86		0.00	86		0.00	86		0.00	86		0.00	86		0.00	86		0.00	86		0.00	86		0.00	86		0.00	86		0.00	86	35	0.41	51	51	0.59	0	0	0.00	51	100%
SW 88 St On Ramp	SW88St826SBent	2275	122		0.00	122		0.00	122		0.00	122		0.00	122		0.00	122		0.00	122		0.00	122		0.00	122		0.00	122		0.00	122		0.00	122	122	1.00	0	0	0.00	122	100%
			5382	344			557			51			552			125			424			476			441			390			382			635			1005			0			5382	
			0	344			557			51			552			125			424			476			441			390			382			635			1005			0			5382	

Time Period: 10
Simulation Start: 3:30 PM
Current Time: 5:45 PM - 6:00 PM (TP 10)

SR 826 NB

Entry Location				Dummy Rd Off Ramp 1015			SW 88 St Off Ramp 1025			SW 72 St Off Ramp 1050			SR 826 EL NB (SW72St) Off Ramp 1057			SW 56 St Off Ramp 1070			SW 40 St Off Ramp 1080			SW 24 St Off Ramp 1155			SW 8 St Off Ramp 1180			Flagler St/NW 72 Ave Off Ramp 1215			SR 836 EB/WB Off Ramp 1225			NW 25 St Off Ramp 1275			SR 826 NB End 1300			
	Detector			Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBELNBexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%	
SW 88 St EB On Ramp	US1NBSR826NBent	1005	738	0	0.00	738	36	0.05	702	56	0.08	646	138	0.19	508	58	0.08	450	59	0.08	391	51	0.07	340	79	0.11	261	53	0.07	208	47	0.06	161	26	0.04	135	135	0.17	0	100%	
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	192		0.00	192		0.00	192	15	0.08	177	38	0.20	139	16	0.08	123	16	0.08	107	14	0.07	93	22	0.11	71	15	0.08	56	13	0.07	43	7	0.04	36	36	0.19	0	100%	
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	400		0.00	400		0.00	400	32	0.08	368	78	0.20	290	33	0.08	257	34	0.09	223	29	0.07	194	45	0.11	149	30	0.08	119	27	0.07	92	15	0.04	77	77	0.18	0	100%	
SW 72 St On Ramp	SW72StSR826NBent	1060	395		0.00	395		0.00	395		0.00	395		0.00	395	46	0.12	349	46	0.12	303	40	0.10	263	61	0.15	202	41	0.10	161	36	0.09	125	20	0.05	105	105	0.27	0	100%	
SW 56 St On Ramp	SW56StSR826NBent	1110	307		0.00	307		0.00	307		0.00	307		0.00	307		0.00	307		0.00	307	40	0.13	267	62	0.20	205	42	0.14	163	37	0.12	126	20	0.07	106	106	0.34	0	100%	
SR 874 NB On Ramp	SR874SR826NBent	1115	370		0.00	370		0.00	370		0.00	370		0.00	370		0.00	370		0.00	370	49	0.13	321	75	0.20	246	50	0.14	196	44	0.12	152	24	0.06	128	128	0.35	0	100%	
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	405		0.00	405		0.00	405		0.00	405		0.00	405		0.00	405		0.00	405	54	0.13	351	81	0.20	270	55	0.14	215	48	0.12	167	27	0.07	140	140	0.34	0	100%	
SW 24 St On Ramp	SW24StSR826NBent	1160	217		0.00	217		0.00	217		0.00	217		0.00	217		0.00	217		0.00	217		0.00	217	50	0.23	167	34	0.16	133	30	0.14	103	16	0.07	87	87	0.40	0	100%	
SW 8 St EB On Ramp	SW8StEBSR826NBent	1195	202		0.00	202		0.00	202		0.00	202		0.00	202		0.00	202		0.00	202		0.00	202		0.00	202	41	0.20	161	36	0.18	125	20	0.10	105	105	0.52	0	100%	
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	76		0.00	76		0.00	76		0.00	76		0.00	76		0.00	76		0.00	76		0.00	76		0.00	76	17	0.22	59	13	0.17	46	7	0.09	39	39	0.52	0	100%	
SR 826 EL NB On Ramp	ELNBSR826NBent	1235	135		0.00	135		0.00	135		0.00	135		0.00	135		0.00	135		0.00	135		0.00	135		0.00	135		0.00	135		0.00	135	22	0.16	113	113	0.84	0	100%	
Flagler St On Ramp	FlaglerStSR826NBent	1240	301		0.00	301		0.00	301		0.00	301		0.00	301		0.00	301		0.00	301		0.00	301		0.00	301		0.00	301		0.00	301	48	0.16	253	253	0.84	0	100%	
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	598		0.00	598		0.00	598		0.00	598		0.00	598		0.00	598		0.00	598		0.00	598		0.00	598		0.00	598		0.00	598	95	0.16	503	503	0.84	0	100%	
SR 836 EB On Ramp	SR836EBSR826NBent	1260	452		0.00	452		0.00	452		0.00	452		0.00	452		0.00	452		0.00	452		0.00	452		0.00	452		0.00	452		0.00	452	72	0.16	380	380	0.84	0	100%	
NW 25 St On Ramp	NW25StSR826NBent	1290	322		0.00	322		0.00	322		0.00	322		0.00	322		0.00	322		0.00	322		0.00	322		0.00	322		0.00	322		0.00	322		0.00	322	322	1.00	0	100%	
			5110	0			36			103			254			153			155			277			475			378			331			419			2530			5111	
			-1	0			36			103			254			153			155			277			475			378			331			419			2529			5110	

SR 826 SB

Entry Location				NW 25 St Off Ramp 2020			SR 836 EB/WB Off Ramp 2055			NW 72/NW 87 Ave Off Ramp 2060			Flagler St/SW 8 St Off Ramp 2065			SR 826 EL SB (SR836) On Ramp 2070			SW 24 St Off Ramp 2135			SW 40 St Off Ramp 2155			SW 56 St Off Ramp 2180			SR 874 SB Off Ramp 2185			SW 72 St Off Ramp 2235			SW 88 St Off Ramp 2255			US-1 SB Off Ramp 2290			SR 826 SB End 2295			
	Detector			826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			SR826SBELSBexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 SB Begin	SR826SB1	2000	2349	350	0.15	1999	384	0.16	1615	35	0.01	1580	380	0.16	1200	87	0.04	1113	174	0.07	939	176	0.07	763	163	0.07	600	144	0.06	456	107	0.05	349	146	0.06	203	203	0.10	0	0	0.00	203	100%	
Dummy On Ramp (addtl vol)	SR826SB1a	2005	395		0.00	395	76	0.19	319	7	0.02	312	75	0.19	237	17	0.04	220	34	0.09	186	35	0.09	151	32	0.08	119	29	0.07	90	21	0.05	69	29	0.07	40	40	0.11	0	0	0.00	40	100%	
NW 25 St On Ramp	NW25StB26SBent	2040	559		0.00	559	107	0.19	452	10	0.02	442	107	0.19	335	24	0.04	311	49	0.09	262	49	0.09	213	46	0.08	167	40	0.07	127	30	0.05	97	41	0.07	56	56	0.11	0	0	0.00	56	100%	
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	406		0.00	406		0.00	406		0.00	406		0.00	406		0.00	406	63	0.16	343	64	0.16	279	60	0.15	219	53	0.13	166	39	0.10	127	53	0.13	74	74	0.17	0	0	0.00	74	100%	
Flagler St On Ramp	FlaglerSt826SBent	2105	309		0.00	309		0.00	309		0.00	309		0.00	309		0.00	309	48	0.16	261	49	0.16	212	45	0.15	167	40	0.13	127	30	0.10	97	41	0.13	56	56	0.17	0	0	0.00	56	100%	
SW 8 St On Ramp	SW8St826SBent	2120	403		0.00	403		0.00	403		0.00	403		0.00	403		0.00	403	63	0.16	340	64	0.16	276	59	0.15	217	52	0.13	165	39	0.10	126	53	0.13	73	73	0.17	0	0	0.00	73	100%	
SW 24 St On Ramp	SW24St826SBent	2140	255		0.00	255		0.00	255		0.00	255		0.00	255		0.00	255		0.00	255	48	0.19	207	44	0.17	163	39	0.15	124	29	0.11	95	40	0.16	55	55	0.22	0	0	0.00	55	100%	
SW 40 St On Ramp	SW40St826SBent	2215	263		0.00	263		0.00	263		0.00	263		0.00	263		0.00	263		0.00	263		0.00	263		0.00	263		0.00	263	62	0.24	201	84	0.32	117	117	0.44	0	0	0.00	117	100%	
SW 56 St On Ramp	SW56St826SBent	2225	145		0.00	145		0.00	145		0.00	145		0.00	145		0.00	145		0.00	145		0.00	145		0.00	145		0.00	145	32	0.22	113	47	0.32	66	66	0.46	0	0	0.00	66	100%	
SR 826 EL SB (SW72St) On R	ELSBSR826SBent	2237	184		0.00	184		0.00	184		0.00	184		0.00	184		0.00	184		0.00	184		0.00	184		0.00	184		0.00	184		0.00	184	77	0.42	107	107	0.58	0	0	0.00	107	100%	
SW 72 St On Ramp	SW72St826SBent	2245	88		0.00	88		0.00	88		0.00	88		0.00	88		0.00	88		0.00	88		0.00	88		0.00	88		0.00	88		0.00	88	36	0.41	52	52	0.59	0	0	0.00	52	100%	
SW 88 St On Ramp	SW88St826SBent	2275	124		0.00	124		0.00	124		0.00	124		0.00	124		0.00	124		0.00	124		0.00	124		0.00	124		0.00	124		0.00	124		0.00	124	124	1.00	0	0	0.00	124	100%	
			5480	350			567			52			562			128			431			485			449			397			389			647			1023			0			5480	
			0	350			567			52			562			128			431			485			449			397			389			647			1023			0			5480	

Time Period: 11
Simulation Start: 3:30 PM
Current Time: 6:00 PM - 6:15 PM (TP 11)

SR 826 NB

Name	Entry Location / Detector / Station	Node #	Volume	Dummy Rd Off Ramp 1015 Dummy			SW 88 St Off Ramp 1025 826NBSW88Stexit			SW 72 St Off Ramp 1050 SR826NBSW72Stexit			SR 826 EL NB (SW72St) Off Ramp 1057 SR826NBELNBexit			SW 56 St Off Ramp 1070 SR826NBSW56Stexit			SW 40 St Off Ramp 1080 SR826NBSW40Stexit			SW 24 St Off Ramp 1155 SR826NBSW24Stexit			SW 8 St Off Ramp 1180 SR826NBSW8Stexit			Flagler St/NW 72 Ave Off Ramp 1215 SR826NBFlagler72Avexit			SR 836 EB/WB Off Ramp 1225 SR826NBSR836EBWBexit			NW 25 St Off Ramp 1275 SR 826NBNW25Stexit			SR 826 NB End 1300 SR826NB24			
				Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%
SW 88 St EB On Ramp	US1NBSR826NBent	1005	716	0	0.00	716	35	0.05	681	54	0.08	627	133	0.19	494	57	0.08	437	57	0.08	380	50	0.07	330	77	0.11	253	52	0.07	201	45	0.06	156	25	0.03	131	131	0.18	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	187		0.00	187		0.00	187	15	0.08	172	37	0.20	135	15	0.08	120	16	0.09	104	14	0.07	90	21	0.11	69	14	0.07	55	12	0.06	43	7	0.04	36	36	0.20	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	388		0.00	388		0.00	388	31	0.08	357	76	0.20	281	32	0.08	249	33	0.09	216	28	0.07	188	44	0.11	144	29	0.07	115	26	0.07	89	14	0.04	75	75	0.19	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	383		0.00	383		0.00	383		0.00	383		0.00	383	44	0.11	339	44	0.11	295	39	0.10	256	59	0.15	197	40	0.10	157	35	0.09	122	19	0.05	103	103	0.29	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	298		0.00	298		0.00	298		0.00	298		0.00	298		0.00	298		0.00	298	39	0.13	259	60	0.20	199	41	0.14	158	35	0.12	123	20	0.07	103	103	0.34	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	359		0.00	359		0.00	359		0.00	359		0.00	359		0.00	359		0.00	359	47	0.13	312	72	0.20	240	49	0.14	191	43	0.12	148	24	0.07	124	124	0.34	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	394		0.00	394		0.00	394		0.00	394		0.00	394		0.00	394		0.00	394	52	0.13	342	79	0.20	263	54	0.14	209	47	0.12	162	26	0.07	136	136	0.34	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	210		0.00	210		0.00	210		0.00	210		0.00	210		0.00	210		0.00	210		0.00	210	49	0.23	161	33	0.16	128	29	0.14	99	16	0.08	83	83	0.39	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1195	196		0.00	196		0.00	196		0.00	196		0.00	196		0.00	196		0.00	196		0.00	196		0.00	196	40	0.20	156	35	0.18	121	19	0.10	102	102	0.52	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	74		0.00	74		0.00	74		0.00	74		0.00	74		0.00	74		0.00	74		0.00	74		0.00	74	15	0.20	59	14	0.19	45	7	0.09	38	38	0.52	0	100%
SR 826 EL NB On Ramp	ELNBSR826NBent	1235	131		0.00	131		0.00	131		0.00	131		0.00	131		0.00	131		0.00	131		0.00	131		0.00	131		0.00	131		0.00	131	21	0.16	110	110	0.84	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	292		0.00	292		0.00	292		0.00	292		0.00	292		0.00	292		0.00	292		0.00	292		0.00	292		0.00	292		0.00	292	47	0.16	245	245	0.84	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	581		0.00	581		0.00	581		0.00	581		0.00	581		0.00	581		0.00	581		0.00	581		0.00	581		0.00	581		0.00	581	93	0.16	488	488	0.84	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	439		0.00	439		0.00	439		0.00	439		0.00	439		0.00	439		0.00	439		0.00	439		0.00	439		0.00	439		0.00	439	69	0.16	370	370	0.84	0	100%
NW 25 St On Ramp	NW25StSR826NBent	1290	312		0.00	312		0.00	312		0.00	312		0.00	312		0.00	312		0.00	312		0.00	312		0.00	312		0.00	312		0.00	312		0.00	312	312	1.00	0	100%
			4960	0			35			100			246			148			150			269			461			367			321			407			2456			4960	
			0	0			35			100			246			148			150			269			461			367			321			407			2456			4960	

SR 826 SB

Name	Entry Location / Detector / Station	Node #	Volume	NW 25 St Off Ramp 2020 826SBNW25Stexit			SR 836 EB/WB Off Ramp 2055 826SB836EBWBexit			NW 72/NW 87 Ave Off Ramp 2060 826SBNW72AvNW87Avexit			Flagler St/SW 8 St Off Ramp 2065 826SBFlaglerStSW8Stexit			SR 826 EL SB (SR836) On Ramp 2070 SR826SBELSBexit			SW 24 St Off Ramp 2135 826SBSW24Stexit			SW 40 St Off Ramp 2155 826SBSW40Stexit			SW 56 St Off Ramp 2180 826SBSW56Stexit			SR 874 SB Off Ramp 2185 826SB874SB2ent			SW 72 St Off Ramp 2235 826SBSW72Stexit			SW 88 St Off Ramp 2255 826SBSW88Stexit			US-1 SB Off Ramp 2290 826SBUS1SBexit			SR 826 SB End 2295 SR826SB24			
				Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 SB Begin	SR826SB1	2000	2280	340	0.15	1940	372	0.16	1568	34	0.01	1534	369	0.16	1165	84	0.04	1081	169	0.07	912	171	0.08	741	158	0.07	583	140	0.06	443	103	0.05	340	142	0.06	198	198	0.09	0	0	0.00	198	100%
Dummy On Ramp (addtl vol)	SR826SB1a	2005	384		0.00	384	74	0.19	310	7	0.02	303	73	0.19	230	17	0.04	213	33	0.09	180	34	0.09	146	31	0.08	115	28	0.07	87	20	0.05	67	28	0.07	39	39	0.11	0	0	0.00	39	100%
NW 25 St On Ramp	NW25StB26SBent	2040	543		0.00	543	104	0.19	439	9	0.02	430	104	0.19	326	23	0.04	303	47	0.09	256	48	0.09	208	44	0.08	164	39	0.07	125	29	0.05	96	40	0.07	56	56	0.11	0	0	0.00	56	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	394		0.00	394		0.00	394		0.00	394		0.00	394		0.00	394	62	0.16	332	62	0.16	270	58	0.15	212	51	0.13	161	38	0.10	123	51	0.13	72	72	0.17	0	0	0.00	72	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	300		0.00	300		0.00	300		0.00	300		0.00	300		0.00	300	47	0.16	253	47	0.16	206	44	0.15	162	39	0.13	123	29	0.10	94	39	0.13	55	55	0.17	0	0	0.00	55	100%
SW 8 St On Ramp	SW8St826SBent	2120	391		0.00	391		0.00	391		0.00	391		0.00	391		0.00	391	61	0.16	330	62	0.16	268	57	0.15	211	51	0.13	160	37	0.09	123	51	0.13	72	72	0.18	0	0	0.00	72	100%
SW 24 St On Ramp	SW24St826SBent	2140	247		0.00	247		0.00	247		0.00	247		0.00	247		0.00	247		0.00	247	46	0.19	201	44	0.18	157	37	0.15	120	28	0.11	92	38	0.15	54	54	0.22	0	0	0.00	54	100%
SW 40 St On Ramp	SW40St826SBent	2215	255		0.00	255		0.00	255		0.00	255		0.00	255		0.00	255		0.00	255		0.00	255		0.00	255		0.00	255	60	0.24	195	82	0.32	113	113	0.44	0	0	0.00	113	100%
SW 56 St On Ramp	SW56St826SBent	2225	141		0.00	141		0.00	141		0.00	141		0.00	141		0.00	141		0.00	141		0.00	141		0.00	141		0.00	141	33	0.23	108	45	0.32	63	63	0.45	0	0	0.00	63	100%
SR 826 EL SB (SW72St) On R	ELSBSR826SBent	2237	178		0.00	178		0.00	178		0.00	178		0.00	178		0.00	178		0.00	178		0.00	178		0.00	178		0.00	178		0.00	178	74	0.42	104	104	0.58	0	0	0.00	104	100%
SW 72 St On Ramp	SW72St826SBent	2245	85		0.00	85		0.00	85		0.00	85		0.00	85		0.00	85		0.00	85		0.00	85		0.00	85		0.00	85		0.00	85	38	0.45	47	47	0.55	0	0	0.00	47	100%
SW 88 St On Ramp	SW88St826SBent	2275	120		0.00	120		0.00	120		0.00	120		0.00	120		0.00	120		0.00	120		0.00	120		0.00	120		0.00	120		0.00	120		0.00	120	120	1.00	0	0	0.00	120	100%
			5318	340			550			50			546			124			419			470			436			385			377			628			993			0			5318	
			0	340			550			50			546			124			419			470			436			385			377			628			993			0			5318	

Time Period: 12
Simulation Start: 3:30 PM
Current Time: 6:15 PM - 6:30 PM (TP 12)

SR 826 NB

Entry Location				Dummy Rd Off Ramp 1015			SW 88 St Off Ramp 1025			SW 72 St Off Ramp 1050			SR 826 EL NB (SW72St) Off Ramp 1057			SW 56 St Off Ramp 1070			SW 40 St Off Ramp 1080			SW 24 St Off Ramp 1155			SW 8 St Off Ramp 1180			Flagler St/NW 72 Ave Off Ramp 1215			SR 836 EB/WB Off Ramp 1225			NW 25 St Off Ramp 1275			SR 826 NB End 1300			
Detector				Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBELNBexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%	
SW 88 St EB On Ramp	US1NBSR826NBent	1005	652	0	0.00	652	32	0.05	620	49	0.08	571	122	0.19	449	51	0.08	398	52	0.08	346	46	0.07	300	70	0.11	230	47	0.07	183	41	0.06	142	23	0.04	119	119	0.17	0	100%	
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	170		0.00	170		0.00	170	14	0.08	156	33	0.19	123	14	0.08	109	14	0.08	95	13	0.08	82	19	0.11	63	13	0.08	50	11	0.06	39	6	0.04	33	33	0.20	0	100%	
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	353		0.00	353		0.00	353	28	0.08	325	69	0.20	256	29	0.08	227	30	0.08	197	26	0.07	171	40	0.11	131	27	0.08	104	23	0.07	81	13	0.04	68	68	0.19	0	100%	
SW 72 St On Ramp	SW72StSR826NBent	1060	349		0.00	349		0.00	349		0.00	349		0.00	349	41	0.12	308	41	0.12	267	35	0.10	232	54	0.15	178	36	0.10	142	32	0.09	110	18	0.05	92	92	0.27	0	100%	
SW 56 St On Ramp	SW56StSR826NBent	1110	272		0.00	272		0.00	272		0.00	272		0.00	272		0.00	272		0.00	272	36	0.13	236	55	0.20	181	37	0.14	144	32	0.12	112	18	0.07	94	94	0.34	0	100%	
SR 874 NB On Ramp	SR874SR826NBent	1115	327		0.00	327		0.00	327		0.00	327		0.00	327		0.00	327		0.00	327	43	0.13	284	66	0.20	218	45	0.14	173	39	0.12	134	21	0.06	113	113	0.35	0	100%	
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	358		0.00	358		0.00	358		0.00	358		0.00	358		0.00	358		0.00	358	46	0.13	312	72	0.20	240	49	0.14	191	43	0.12	148	24	0.07	124	124	0.34	0	100%	
SW 24 St On Ramp	SW24StSR826NBent	1160	191		0.00	191		0.00	191		0.00	191		0.00	191		0.00	191		0.00	191		0.00	191	44	0.23	147	30	0.16	117	26	0.14	91	15	0.08	76	76	0.39	0	100%	
SW 8 St EB On Ramp	SW8StEBSR826NBent	1195	179		0.00	179		0.00	179		0.00	179		0.00	179		0.00	179		0.00	179		0.00	179		0.00	179	37	0.21	142	32	0.18	110	18	0.10	92	92	0.51	0	100%	
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	67		0.00	67		0.00	67		0.00	67		0.00	67		0.00	67		0.00	67		0.00	67		0.00	67	13	0.19	54	13	0.19	41	7	0.10	34	34	0.52	0	100%	
SR 826 EL NB On Ramp	ELNBSR826NBent	1235	119		0.00	119		0.00	119		0.00	119		0.00	119		0.00	119		0.00	119		0.00	119		0.00	119		0.00	119		0.00	119	19	0.16	100	100	0.84	0	100%	
Flagler St On Ramp	FlaglerStSR826NBent	1240	266		0.00	266		0.00	266		0.00	266		0.00	266		0.00	266		0.00	266		0.00	266		0.00	266		0.00	266		0.00	266	42	0.16	224	224	0.84	0	100%	
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	529		0.00	529		0.00	529		0.00	529		0.00	529		0.00	529		0.00	529		0.00	529		0.00	529		0.00	529		0.00	529	84	0.16	445	445	0.84	0	100%	
SR 836 EB On Ramp	SR836EBSR826NBent	1260	399		0.00	399		0.00	399		0.00	399		0.00	399		0.00	399		0.00	399		0.00	399		0.00	399		0.00	399		0.00	399	62	0.16	337	337	0.84	0	100%	
NW 25 St On Ramp	NW25StSR826NBent	1290	284		0.00	284		0.00	284		0.00	284		0.00	284		0.00	284		0.00	284		0.00	284		0.00	284		0.00	284		0.00	284		0.00	284	284	1.00	0	100%	
			4515	0			32			91			224			135			137			245			420			334			292			370			2235			4515	
			0	0			32			91			224			135			137			245			420			334			292			370			2235			4515	

SR 826 SB

Entry Location				NW 25 St Off Ramp 2020			SR 836 EB/WB Off Ramp 2055			NW 72/NW 87 Ave Off Ramp 2060			Flagler St/SW 8 St Off Ramp 2065			SR 826 EL SB (SR836) On Ramp 2070			SW 24 St Off Ramp 2135			SW 40 St Off Ramp 2155			SW 56 St Off Ramp 2180			SR 874 SB Off Ramp 2185			SW 72 St Off Ramp 2235			SW 88 St Off Ramp 2255			US-1 SB Off Ramp 2290			SR 826 SB End 2295			
Detector				826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			SR826SBELSBexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 SB Begin	SR826SB1	2000	2075	309	0.15	1766	339	0.16	1427	31	0.01	1396	336	0.16	1060	77	0.04	983	154	0.07	829	155	0.07	674	144	0.07	530	127	0.06	403	94	0.05	309	129	0.06	180	180	0.10	0	0	0.00	180	100%
Dummy On Ramp (addtl vol)	SR826SB1a	2005	349		0.00	349	67	0.19	282	6	0.02	276	67	0.19	209	15	0.04	194	30	0.09	164	31	0.09	133	28	0.08	105	25	0.07	80	19	0.05	61	26	0.07	35	35	0.11	0	0	0.00	35	100%
NW 25 St On Ramp	NW25StB26SBent	2040	494		0.00	494	95	0.19	399	9	0.02	390	94	0.19	296	21	0.04	275	43	0.09	232	43	0.09	189	40	0.08	149	36	0.07	113	26	0.05	87	36	0.07	51	51	0.11	0	0	0.00	51	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	358		0.00	358		0.00	358		0.00	358		0.00	358		0.00	358	56	0.16	302	57	0.16	245	52	0.15	193	46	0.13	147	34	0.09	113	47	0.13	66	66	0.18	0	0	0.00	66	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	273		0.00	273		0.00	273		0.00	273		0.00	273		0.00	273	43	0.16	230	43	0.16	187	40	0.15	147	35	0.13	112	26	0.10	86	36	0.13	50	50	0.17	0	0	0.00	50	100%
SW 8 St On Ramp	SW8St826SBent	2120	356		0.00	356		0.00	356		0.00	356		0.00	356		0.00	356	55	0.15	301	56	0.16	245	52	0.15	193	46	0.13	147	34	0.10	113	47	0.13	66	66	0.18	0	0	0.00	66	100%
SW 24 St On Ramp	SW24St826SBent	2140	225		0.00	225		0.00	225		0.00	225		0.00	225		0.00	225		0.00	225	43	0.19	182	41	0.18	141	35	0.16	106	25	0.11	81	34	0.15	47	47	0.21	0	0	0.00	47	100%
SW 40 St On Ramp	SW40St826SBent	2215	232		0.00	232		0.00	232		0.00	232		0.00	232		0.00	232		0.00	232		0.00	232		0.00	232		0.00	232	54	0.23	178	75	0.32	103	103	0.45	0	0	0.00	103	100%
SW 56 St On Ramp	SW56St826SBent	2225	128		0.00	128		0.00	128		0.00	128		0.00	128		0.00	128		0.00	128		0.00	128		0.00	128		0.00	128	31	0.24	97	41	0.32	56	56	0.44	0	0	0.00	56	100%
SR 826 EL SB (SW72St) On R	ELSBSR826SBent	2237	162		0.00	162		0.00	162		0.00	162		0.00	162		0.00	162		0.00	162		0.00	162		0.00	162		0.00	162		0.00	162	68	0.42	94	94	0.58	0	0	0.00	94	100%
SW 72 St On Ramp	SW72St826SBent	2245	78		0.00	78		0.00	78		0.00	78		0.00	78		0.00	78		0.00	78		0.00	78		0.00	78		0.00	78		0.00	78	33	0.42	45	45	0.58	0	0	0.00	45	100%
SW 88 St On Ramp	SW88St826SBent	2275	110		0.00	110		0.00	110		0.00	110		0.00	110		0.00	110		0.00	110		0.00	110		0.00	110		0.00	110		0.00	110		0.00	110	110	1.00	0	0	0.00	110	100%
			4840	309			501			46			497			113			381			428			397			350			343			572			904			0			4841	
			-1	309			501			46			497			113			381			428			397			350			343			572			903			0			4840	

Time Period: 13
Simulation Start: 3:30 PM
Current Time: 6:30 PM - 6:45 PM (TP 13)

SR 826 NB

Entry Location				Dummy Rd Off Ramp 1015			SW 88 St Off Ramp 1025			SW 72 St Off Ramp 1050			SR 826 EL NB (SW72St) Off Ramp 1057			SW 56 St Off Ramp 1070			SW 40 St Off Ramp 1080			SW 24 St Off Ramp 1155			SW 8 St Off Ramp 1180			Flagler St/NW 72 Ave Off Ramp 1215			SR 836 EB/WB Off Ramp 1225			NW 25 St Off Ramp 1275			SR 826 NB End 1300			
Detector				Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBELNBexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%	
SW 88 St EB On Ramp	US1NBSR826NBent	1005	617	0	0.00	617	30	0.05	587	47	0.08	540	115	0.19	425	49	0.08	376	49	0.08	327	43	0.07	284	66	0.11	218	45	0.07	173	39	0.06	134	21	0.03	113	113	0.18	0	100%	
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	161		0.00	161		0.00	161	13	0.08	148	32	0.20	116	13	0.08	103	13	0.08	90	12	0.07	78	18	0.11	60	12	0.07	48	11	0.07	37	6	0.04	31	31	0.20	0	100%	
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	334		0.00	334		0.00	334	26	0.08	308	65	0.19	243	28	0.08	215	28	0.08	187	25	0.07	162	38	0.11	124	25	0.07	99	22	0.07	77	12	0.04	65	65	0.21	0	100%	
SW 72 St On Ramp	SW72StSR826NBent	1060	330		0.00	330		0.00	330		0.00	330		0.00	330	38	0.12	292	39	0.12	253	33	0.10	220	51	0.15	169	35	0.11	134	30	0.09	104	17	0.05	87	87	0.26	0	100%	
SW 56 St On Ramp	SW56StSR826NBent	1110	257		0.00	257		0.00	257		0.00	257		0.00	257		0.00	257	34	0.13	223	52	0.20	171	35	0.14	136	30	0.12	106	17	0.07	89	89	0.34	0	100%	
SR 874 NB On Ramp	SR874SR826NBent	1115	309		0.00	309		0.00	309		0.00	309		0.00	309		0.00	309	41	0.13	268	62	0.20	206	42	0.14	164	37	0.12	127	20	0.06	107	107	0.35	0	100%	
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	339		0.00	339		0.00	339		0.00	339		0.00	339		0.00	339	43	0.13	296	69	0.20	227	46	0.14	181	41	0.12	140	22	0.06	118	118	0.35	0	100%	
SW 24 St On Ramp	SW24StSR826NBent	1160	181		0.00	181		0.00	181		0.00	181		0.00	181		0.00	181		0.00	181	41	0.23	140	29	0.16	111	25	0.14	86	14	0.08	72	72	0.39	0	100%	
SW 8 St EB On Ramp	SW8StEBSR826NBent	1195	169		0.00	169		0.00	169		0.00	169		0.00	169		0.00	169		0.00	169		0.00	169	35	0.21	134	30	0.18	104	17	0.10	87	87	0.51	0	100%	
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	63		0.00	63		0.00	63		0.00	63		0.00	63		0.00	63		0.00	63		0.00	63	12	0.19	51	11	0.17	40	6	0.10	34	34	0.54	0	100%	
SR 826 EL NB On Ramp	ELNBSR826NBent	1235	113		0.00	113		0.00	113		0.00	113		0.00	113		0.00	113		0.00	113		0.00	113		0.00	113		0.00	113	18	0.16	95	95	0.84	0	100%	
Flagler St On Ramp	FlaglerStSR826NBent	1240	251		0.00	251		0.00	251		0.00	251		0.00	251		0.00	251		0.00	251		0.00	251		0.00	251		0.00	251	40	0.16	211	211	0.84	0	100%	
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	500		0.00	500		0.00	500		0.00	500		0.00	500		0.00	500		0.00	500		0.00	500		0.00	500		0.00	500	80	0.16	420	420	0.84	0	100%	
SR 836 EB On Ramp	SR836EBSR826NBent	1260	378		0.00	378		0.00	378		0.00	378		0.00	378		0.00	378		0.00	378		0.00	378		0.00	378		0.00	378	60	0.16	318	318	0.84	0	100%	
NW 25 St On Ramp	NW25StSR826NBent	1290	269		0.00	269		0.00	269		0.00	269		0.00	269		0.00	269		0.00	269		0.00	269		0.00	269		0.00	269		0.00	269	269	1.00	0	100%	
			4271	0			30			86			212			128			129			231			397			316			276			350			2114			4269	
			2	0			30			86			212			128			129			231			397			316			276			350			2116			4271	

SR 826 SB

Entry Location				NW 25 St Off Ramp 2020			SR 836 EB/WB Off Ramp 2055			NW 72/NW 87 Ave Off Ramp 2060			Flagler St/SW 8 St Off Ramp 2065			SR 826 EL SB (SR836) On Ramp 2070			SW 24 St Off Ramp 2135			SW 40 St Off Ramp 2155			SW 56 St Off Ramp 2180			SR 874 SB Off Ramp 2185			SW 72 St Off Ramp 2235			SW 88 St Off Ramp 2255			US-1 SB Off Ramp 2290			SR 826 SB End 2295			
Detector				826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			SR826SBELSBexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 SB Begin	SR826SB1	2000	1962	292	0.15	1670	320	0.16	1350	29	0.01	1321	318	0.16	1003	72	0.04	931	145	0.07	786	147	0.07	639	137	0.07	502	120	0.06	382	89	0.05	293	123	0.06	170	170	0.10	0	0	0.00	170	100%
Dummy On Ramp (addtl vol)	SR826SB1a	2005	330		0.00	330	63	0.19	267	6	0.02	261	63	0.19	198	14	0.04	184	29	0.09	155	29	0.09	126	27	0.08	99	24	0.07	75	18	0.05	57	24	0.07	33	33	0.11	0	0	0.00	33	100%
NW 25 St On Ramp	NW25StB26SBent	2040	467		0.00	467	90	0.19	377	8	0.02	369	89	0.19	280	21	0.04	259	40	0.09	219	41	0.09	178	38	0.08	140	34	0.07	106	25	0.05	81	34	0.07	47	47	0.11	0	0	0.00	47	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	339		0.00	339		0.00	339		0.00	339		0.00	339		0.00	339	53	0.16	286	54	0.16	232	50	0.15	182	44	0.13	138	32	0.09	106	44	0.13	62	62	0.18	0	0	0.00	62	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	258		0.00	258		0.00	258		0.00	258		0.00	258		0.00	258	40	0.16	218	41	0.16	177	38	0.15	139	33	0.13	106	25	0.10	81	34	0.13	47	47	0.17	0	0	0.00	47	100%
SW 8 St On Ramp	SW8St826SBent	2120	336		0.00	336		0.00	336		0.00	336		0.00	336		0.00	336	53	0.16	283	53	0.16	230	49	0.15	181	43	0.13	138	32	0.10	106	44	0.13	62	62	0.17	0	0	0.00	62	100%
SW 24 St On Ramp	SW24St826SBent	2140	213		0.00	213		0.00	213		0.00	213		0.00	213		0.00	213		0.00	213	40	0.19	173	36	0.17	137	33	0.15	104	24	0.11	80	33	0.15	47	47	0.23	0	0	0.00	47	100%
SW 40 St On Ramp	SW40St826SBent	2215	219		0.00	219		0.00	219		0.00	219		0.00	219		0.00	219		0.00	219		0.00	219		0.00	219		0.00	219	51	0.23	168	70	0.32	98	98	0.45	0	0	0.00	98	100%
SW 56 St On Ramp	SW56St826SBent	2225	121		0.00	121		0.00	121		0.00	121		0.00	121		0.00	121		0.00	121		0.00	121		0.00	121		0.00	121	29	0.24	92	38	0.31	54	54	0.45	0	0	0.00	54	100%
SR 826 EL SB (SW72St) On R	ELSBSR826SBent	2237	154		0.00	154		0.00	154		0.00	154		0.00	154		0.00	154		0.00	154		0.00	154		0.00	154		0.00	154		0.00	154	64	0.42	90	90	0.58	0	0	0.00	90	100%
SW 72 St On Ramp	SW72St826SBent	2245	73		0.00	73		0.00	73		0.00	73		0.00	73		0.00	73		0.00	73		0.00	73		0.00	73		0.00	73		0.00	73	32	0.44	41	41	0.56	0	0	0.00	41	100%
SW 88 St On Ramp	SW88St826SBent	2275	104		0.00	104		0.00	104		0.00	104		0.00	104		0.00	104		0.00	104		0.00	104		0.00	104		0.00	104		0.00	104		0.00	104	104	1.00	0	0	0.00	104	100%
			4576	292			473			43			470			107			360			405			375			331			325			540			855			0			4576	
			0	292			473			43			470			107			360			405			375			331			325			540			855			0			4576	

Time Period: 14
Simulation Start: 3:30 PM
Current Time: 6:45 PM - 7:00 PM (TP 14)

SR 826 NB

Name	Entry Location / Detector / Station	Node #	Volume	Dummy Rd Off Ramp 1015 Dummy			SW 88 St Off Ramp 1025 826NBSW88Stexit			SW 72 St Off Ramp 1050 SR826NBSW72Stexit			SR 826 EL NB (SW72St) Off Ramp 1057 SR826NBELNBexit			SW 56 St Off Ramp 1070 SR826NBSW56Stexit			SW 40 St Off Ramp 1080 SR826NBSW40Stexit			SW 24 St Off Ramp 1155 SR826NBSW24Stexit			SW 8 St Off Ramp 1180 SR826NBSW8Stexit			Flagler St/NW 72 Ave Off Ramp 1215 SR826NBFlagler72Avexit			SR 836 EB/WB Off Ramp 1225 SR826NBSR836EBWBexit			NW 25 St Off Ramp 1275 SR 826NBNW25Stexit			SR 826 NB End 1300 SR826NB24			
				Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%
SW 88 St EB On Ramp	US1NBSR826NBent	1005	608	0	0.00	608	30	0.05	578	46	0.08	532	113	0.19	419	48	0.08	371	49	0.08	322	42	0.07	280	65	0.11	215	44	0.07	171	38	0.06	133	21	0.03	112	112	0.18	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	158		0.00	158		0.00	158	13	0.08	145	31	0.20	114	13	0.08	101	13	0.08	88	12	0.08	76	18	0.11	58	12	0.08	46	10	0.06	36	6	0.04	30	30	0.19	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	330		0.00	330		0.00	330	26	0.08	304	65	0.20	239	27	0.08	212	28	0.08	184	24	0.07	160	37	0.11	123	25	0.08	98	22	0.07	76	12	0.04	64	64	0.19	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	326		0.00	326		0.00	326		0.00	326	38	0.12	288	38	0.12	250	33	0.10	217	50	0.15	167	34	0.10	133	30	0.09	103	16	0.05	87	87	0.27	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	253		0.00	253		0.00	253		0.00	253		0.00	253		0.00	253	33	0.13	220	51	0.20	169	34	0.13	135	30	0.12	105	17	0.07	88	88	0.35	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	305		0.00	305		0.00	305		0.00	305		0.00	305		0.00	305	40	0.13	265	62	0.20	203	41	0.13	162	36	0.12	126	20	0.07	106	106	0.35	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	334		0.00	334		0.00	334		0.00	334		0.00	334		0.00	334	44	0.13	290	67	0.20	223	45	0.13	178	40	0.12	138	22	0.07	116	116	0.35	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	179		0.00	179		0.00	179		0.00	179		0.00	179		0.00	179		0.00	179	42	0.23	137	28	0.16	109	25	0.14	84	13	0.07	71	71	0.40	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1195	167		0.00	167		0.00	167		0.00	167		0.00	167		0.00	167		0.00	167		0.00	167	34	0.20	133	30	0.18	103	16	0.10	87	87	0.52	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	63		0.00	63		0.00	63		0.00	63		0.00	63		0.00	63		0.00	63		0.00	63	14	0.22	49	12	0.19	37	6	0.10	31	31	0.49	0	100%
SR 826 EL NB On Ramp	ELNBSR826NBent	1235	111		0.00	111		0.00	111		0.00	111		0.00	111		0.00	111		0.00	111		0.00	111		0.00	111		0.00	111	18	0.16	93	93	0.84	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	248		0.00	248		0.00	248		0.00	248		0.00	248		0.00	248		0.00	248		0.00	248		0.00	248		0.00	248	40	0.16	208	208	0.84	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	493		0.00	493		0.00	493		0.00	493		0.00	493		0.00	493		0.00	493		0.00	493		0.00	493		0.00	493	79	0.16	414	414	0.84	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	373		0.00	373		0.00	373		0.00	373		0.00	373		0.00	373		0.00	373		0.00	373		0.00	373		0.00	373	60	0.16	313	313	0.84	0	100%
NW 25 St On Ramp	NW25StSR826NBent	1290	265		0.00	265		0.00	265		0.00	265		0.00	265		0.00	265		0.00	265		0.00	265		0.00	265		0.00	265		0.00	265	265	1.00	0	100%
			4213	0			30			85			209			126			128			228			392			311			273			346			2086			4214
			-1	0			30			85			209			126			128			228			392			311			273			346			2085			4213

SR 826 SB

Name	Entry Location / Detector / Station	Node #	Volume	NW 25 St Off Ramp 2020 826SBNW25Stexit			SR 836 EB/WB Off Ramp 2055 826SB836EBWBexit			NW 72/NW 87 Ave Off Ramp 2060 826SBNW72AvNW87Avexit			Flagler St/SW 8 St Off Ramp 2065 826SBFlaglerStSW8Stexit			SR 826 EL SB (SR836) On Ramp 2070 SR826SBELSBexit			SW 24 St Off Ramp 2135 826SBSW24Stexit			SW 40 St Off Ramp 2155 826SBSW40Stexit			SW 56 St Off Ramp 2180 826SBSW56Stexit			SR 874 SB Off Ramp 2185 826SB874SB2ent			SW 72 St Off Ramp 2235 826SBSW72Stexit			SW 88 St Off Ramp 2255 826SBSW88Stexit			US-1 SB Off Ramp 2290 826SBUS1SBexit			SR 826 SB End 2295 SR826SB24			
				Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 SB Begin	SR826SB1	2000	1936	288	0.15	1648	316	0.16	1332	29	0.01	1303	314	0.16	989	71	0.04	918	144	0.07	774	145	0.07	629	134	0.07	495	119	0.06	376	88	0.05	288	120	0.06	168	168	0.10	0	0	0.00	168	100%
Dummy On Ramp (addtl vol)	SR826SB1a	2005	326		0.00	326	63	0.19	263	6	0.02	257	62	0.19	195	14	0.04	181	28	0.09	153	29	0.09	124	27	0.08	97	23	0.07	74	17	0.05	57	24	0.07	33	33	0.11	0	0	0.00	33	100%
NW 25 St On Ramp	NW25StB26SBent	2040	461		0.00	461	88	0.19	373	8	0.02	365	88	0.19	277	20	0.04	257	40	0.09	217	41	0.09	176	38	0.08	138	33	0.07	105	25	0.05	80	33	0.07	47	47	0.11	0	0	0.00	47	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	334		0.00	334		0.00	334		0.00	334		0.00	334		0.00	334	52	0.16	282	53	0.16	229	49	0.15	180	43	0.13	137	32	0.10	105	44	0.13	61	61	0.17	0	0	0.00	61	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	255		0.00	255		0.00	255		0.00	255		0.00	255		0.00	255	40	0.16	215	40	0.16	175	37	0.15	138	33	0.13	105	25	0.10	80	33	0.13	47	47	0.17	0	0	0.00	47	100%
SW 8 St On Ramp	SW8St826SBent	2120	332		0.00	332		0.00	332		0.00	332		0.00	332		0.00	332	52	0.16	280	53	0.16	227	49	0.15	178	43	0.13	135	32	0.10	103	43	0.13	60	60	0.17	0	0	0.00	60	100%
SW 24 St On Ramp	SW24St826SBent	2140	210		0.00	210		0.00	210		0.00	210		0.00	210		0.00	210		0.00	210	39	0.19	171	36	0.17	135	33	0.16	102	24	0.11	78	33	0.16	45	45	0.21	0	0	0.00	45	100%
SW 40 St On Ramp	SW40St826SBent	2215	217		0.00	217		0.00	217		0.00	217		0.00	217		0.00	217		0.00	217		0.00	217		0.00	217		0.00	217	51	0.24	166	69	0.32	97	97	0.44	0	0	0.00	97	100%
SW 56 St On Ramp	SW56St826SBent	2225	119		0.00	119		0.00	119		0.00	119		0.00	119		0.00	119		0.00	119		0.00	119		0.00	119		0.00	119	26	0.22	93	39	0.33	54	54	0.45	0	0	0.00	54	100%
SR 826 EL SB (SW72St) On R	ELSBSR826SBent	2237	152		0.00	152		0.00	152		0.00	152		0.00	152		0.00	152		0.00	152		0.00	152		0.00	152		0.00	152		0.00	152	64	0.42	88	88	0.58	0	0	0.00	88	100%
SW 72 St On Ramp	SW72St826SBent	2245	73		0.00	73		0.00	73		0.00	73		0.00	73		0.00	73		0.00	73		0.00	73		0.00	73		0.00	73		0.00	73	31	0.42	42	42	0.58	0	0	0.00	42	100%
SW 88 St On Ramp	SW88St826SBent	2275	102		0.00	102		0.00	102		0.00	102		0.00	102		0.00	102		0.00	102		0.00	102		0.00	102		0.00	102		0.00	102		0.00	102	102	1.00	0	0	0.00	102	100%
			4517	288			467			43			464			105			356			400			370			327			320			533			844			0			4517
			0	288			467			43			464			105			356			400			370			327			320			533			844			0			4517

Time Period: 15
Simulation Start: 3:30 PM
Current Time: 7:00 PM - 7:15 PM (TP 15)

SR 826 NB

Name	Entry Location / Detector / Station	Node #	Volume	Dummy Rd Off Ramp 1015 Dummy			SW 88 St Off Ramp 1025 826NBSW88Stexit			SW 72 St Off Ramp 1050 SR826NBSW72Stexit			SR 826 EL NB (SW72St) Off Ramp 1057 SR826NBELNBexit			SW 56 St Off Ramp 1070 SR826NBSW56Stexit			SW 40 St Off Ramp 1080 SR826NBSW40Stexit			SW 24 St Off Ramp 1155 SR826NBSW24Stexit			SW 8 St Off Ramp 1180 SR826NBSW8Stexit			Flagler St/NW 72 Ave Off Ramp 1215 SR826NBFlagler72Avexit			SR 836 EB/WB Off Ramp 1225 SR826NBSR836EBWBexit			NW 25 St Off Ramp 1275 SR 826NBNW25Stexit			SR 826 NB End 1300 SR826NB24			
				Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%
SW 88 St EB On Ramp	US1NBSR826NBent	1005	608	0	0.00	608	30	0.05	578	46	0.08	532	113	0.19	419	48	0.08	371	49	0.08	322	42	0.07	280	65	0.11	215	44	0.07	171	39	0.06	132	21	0.03	111	111	0.18	0	100%
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	158		0.00	158		0.00	158	13	0.08	145	31	0.20	114	13	0.08	101	13	0.08	88	12	0.08	76	18	0.11	58	12	0.08	46	10	0.06	36	6	0.04	30	30	0.19	0	100%
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	329		0.00	329		0.00	329	26	0.08	303	65	0.20	238	27	0.08	211	28	0.09	183	24	0.07	159	37	0.11	122	25	0.08	97	22	0.07	75	12	0.04	63	63	0.18	0	100%
SW 72 St On Ramp	SW72StSR826NBent	1060	325		0.00	325		0.00	325		0.00	325	38	0.12	287	38	0.12	249	33	0.10	216	50	0.15	166	34	0.10	132	30	0.09	102	16	0.05	86	86	0.27	0	100%
SW 56 St On Ramp	SW56StSR826NBent	1110	253		0.00	253		0.00	253		0.00	253		0.00	253		0.00	253	33	0.13	220	51	0.20	169	35	0.14	134	30	0.12	104	17	0.07	87	87	0.34	0	100%
SR 874 NB On Ramp	SR874SR826NBent	1115	305		0.00	305		0.00	305		0.00	305		0.00	305		0.00	305	40	0.13	265	62	0.20	203	41	0.13	162	36	0.12	126	20	0.07	106	106	0.35	0	100%
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	334		0.00	334		0.00	334		0.00	334		0.00	334		0.00	334	44	0.13	290	67	0.20	223	46	0.14	177	40	0.12	137	22	0.07	115	115	0.34	0	100%
SW 24 St On Ramp	SW24StSR826NBent	1160	179		0.00	179		0.00	179		0.00	179		0.00	179		0.00	179		0.00	179	42	0.23	137	28	0.16	109	25	0.14	84	13	0.07	71	71	0.40	0	100%
SW 8 St EB On Ramp	SW8StEBSR826NBent	1195	167		0.00	167		0.00	167		0.00	167		0.00	167		0.00	167		0.00	167		0.00	167	34	0.20	133	30	0.18	103	16	0.10	87	87	0.52	0	100%
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	63		0.00	63		0.00	63		0.00	63		0.00	63		0.00	63		0.00	63		0.00	63	12	0.19	51	11	0.17	40	6	0.10	34	34	0.54	0	100%
SR 826 EL NB On Ramp	ELNBSR826NBent	1235	111		0.00	111		0.00	111		0.00	111		0.00	111		0.00	111		0.00	111		0.00	111		0.00	111		0.00	111	18	0.16	93	93	0.84	0	100%
Flagler St On Ramp	FlaglerStSR826NBent	1240	248		0.00	248		0.00	248		0.00	248		0.00	248		0.00	248		0.00	248		0.00	248		0.00	248		0.00	248	40	0.16	208	208	0.84	0	100%
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	493		0.00	493		0.00	493		0.00	493		0.00	493		0.00	493		0.00	493		0.00	493		0.00	493		0.00	493	79	0.16	414	414	0.84	0	100%
SR 836 EB On Ramp	SR836EBSR826NBent	1260	373		0.00	373		0.00	373		0.00	373		0.00	373		0.00	373		0.00	373		0.00	373		0.00	373		0.00	373	60	0.16	313	313	0.84	0	100%
NW 25 St On Ramp	NW25StSR826NBent	1290	265		0.00	265		0.00	265		0.00	265		0.00	265		0.00	265		0.00	265		0.00	265		0.00	265		0.00	265		0.00	265	265	1.00	0	100%
			4211	0			30			85			209			126			128			228			392			311			273			346			2085			4213
			-2	0			30			85			209			126			128			228			392			311			273			346			2083			4211

SR 826 SB

Name	Entry Location / Detector / Station	Node #	Volume	NW 25 St Off Ramp 2020 826SBNW25Stexit			SR 836 EB/WB Off Ramp 2055 826SB836EBWBexit			NW 72/NW 87 Ave Off Ramp 2060 826SBNW72AvNW87Avexit			Flagler St/SW 8 St Off Ramp 2065 826SBFlaglerStSW8Stexit			SR 826 EL SB (SR836) On Ramp 2070 SR826SBELSBexit			SW 24 St Off Ramp 2135 826SBSW24Stexit			SW 40 St Off Ramp 2155 826SBSW40Stexit			SW 56 St Off Ramp 2180 826SBSW56Stexit			SR 874 SB Off Ramp 2185 826SB874SB2ent			SW 72 St Off Ramp 2235 826SBSW72Stexit			SW 88 St Off Ramp 2255 826SBSW88Stexit			US-1 SB Off Ramp 2290 826SBUS1SBexit			SR 826 SB End 2295 SR826SB24			
				Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 SB Begin	SR826SB1	2000	1935	288	0.15	1647	316	0.16	1331	29	0.01	1302	313	0.16	989	71	0.04	918	143	0.07	775	145	0.07	630	135	0.07	495	119	0.06	376	88	0.05	288	120	0.06	168	168	0.10	0	0	0.00	168	100%
Dummy On Ramp (addtl vol)	SR826SB1a	2005	326		0.00	326	63	0.19	263	6	0.02	257	62	0.19	195	14	0.04	181	28	0.09	153	29	0.09	124	26	0.08	98	24	0.07	74	17	0.05	57	24	0.07	33	33	0.11	0	0	0.00	33	100%
NW 25 St On Ramp	NW25StB26SBent	2040	461		0.00	461	88	0.19	373	8	0.02	365	88	0.19	277	20	0.04	257	40	0.09	217	41	0.09	176	38	0.08	138	33	0.07	105	25	0.05	80	33	0.07	47	47	0.11	0	0	0.00	47	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	334		0.00	334		0.00	334		0.00	334		0.00	334		0.00	334	52	0.16	282	53	0.16	229	49	0.15	180	43	0.13	137	32	0.10	105	44	0.13	61	61	0.17	0	0	0.00	61	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	255		0.00	255		0.00	255		0.00	255		0.00	255		0.00	255	40	0.16	215	40	0.16	175	37	0.15	138	33	0.13	105	25	0.10	80	33	0.13	47	47	0.17	0	0	0.00	47	100%
SW 8 St On Ramp	SW8St826SBent	2120	332		0.00	332		0.00	332		0.00	332		0.00	332		0.00	332	52	0.16	280	52	0.16	228	49	0.15	179	43	0.13	136	32	0.10	104	44	0.13	60	60	0.17	0	0	0.00	60	100%
SW 24 St On Ramp	SW24St826SBent	2140	210		0.00	210		0.00	210		0.00	210		0.00	210		0.00	210		0.00	210	39	0.19	171	36	0.17	135	32	0.15	103	24	0.11	79	33	0.16	46	46	0.22	0	0	0.00	46	100%
SW 40 St On Ramp	SW40St826SBent	2215	216		0.00	216		0.00	216		0.00	216		0.00	216		0.00	216		0.00	216		0.00	216		0.00	216		0.00	216	50	0.23	166	69	0.32	97	97	0.45	0	0	0.00	97	100%
SW 56 St On Ramp	SW56St826SBent	2225	119		0.00	119		0.00	119		0.00	119		0.00	119		0.00	119		0.00	119		0.00	119		0.00	119		0.00	119	27	0.23	92	38	0.32	54	54	0.45	0	0	0.00	54	100%
SR 826 EL SB (SW72St) On R	ELSBSR826SBent	2237	151		0.00	151		0.00	151		0.00	151		0.00	151		0.00	151		0.00	151		0.00	151		0.00	151		0.00	151		0.00	151	63	0.42	88	88	0.58	0	0	0.00	88	100%
SW 72 St On Ramp	SW72St826SBent	2245	72		0.00	72		0.00	72		0.00	72		0.00	72		0.00	72		0.00	72		0.00	72		0.00	72		0.00	72		0.00	72	32	0.44	40	40	0.56	0	0	0.00	40	100%
SW 88 St On Ramp	SW88St826SBent	2275	102		0.00	102		0.00	102		0.00	102		0.00	102		0.00	102		0.00	102		0.00	102		0.00	102		0.00	102		0.00	102		0.00	102	102	1.00	0	0	0.00	102	100%
			4513	288			467			43			463			105			355			399			370			327			320			533			843			0			4513
			0	288			467			43			463			105			355			399			370			327			320			533			843			0			4513

Time Period: 16
Simulation Start: 3:30 PM
Current Time: 7:15 PM - 7:30 PM (TP 16)

SR 826 NB

Entry Location				Dummy Rd Off Ramp 1015			SW 88 St Off Ramp 1025			SW 72 St Off Ramp 1050			SR 826 EL NB (SW72St) Off Ramp 1057			SW 56 St Off Ramp 1070			SW 40 St Off Ramp 1080			SW 24 St Off Ramp 1155			SW 8 St Off Ramp 1180			Flagler St/NW 72 Ave Off Ramp 1215			SR 836 EB/WB Off Ramp 1225			NW 25 St Off Ramp 1275			SR 826 NB End 1300			
	Detector			Dummy			826NBSW88Stexit			SR826NBSW72Stexit			SR826NBELNBexit			SR826NBSW56Stexit			SR826NBSW40Stexit			SR826NBSW24Stexit			SR826NBSW8Stexit			SR826NBFlagler72Avexit			SR826NBSR836EBWBexit			SR 826NBNW25Stexit			SR826NB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 NB Begin	Dummy	1000	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0	0.00	0	0%	
SW 88 St EB On Ramp	US1NBSR826NBent	1005	580	0	0.00	580	28	0.05	552	44	0.08	508	108	0.19	400	46	0.08	354	47	0.08	307	40	0.07	267	62	0.11	205	42	0.07	163	37	0.06	126	20	0.03	106	106	0.18	0	100%	
SW 88 St EB On Ramp	SW88StEBSR826NBent	1040	151		0.00	151		0.00	151	12	0.08	139	30	0.20	109	12	0.08	97	13	0.09	84	11	0.07	73	17	0.11	56	11	0.07	45	10	0.07	35	6	0.04	29	29	0.19	0	100%	
SW 88 St WB On Ramp	SW88StWBSR826NBent	1045	314		0.00	314		0.00	314	25	0.08	289	61	0.19	228	26	0.08	202	27	0.09	175	23	0.07	152	35	0.11	117	24	0.08	93	21	0.07	72	11	0.04	61	61	0.19	0	100%	
SW 72 St On Ramp	SW72StSR826NBent	1060	310		0.00	310		0.00	310		0.00	310		0.00	310	36	0.12	274	35	0.11	239	31	0.10	208	48	0.15	160	33	0.11	127	29	0.09	98	16	0.05	82	82	0.27	0	100%	
SW 56 St On Ramp	SW56StSR826NBent	1110	241		0.00	241		0.00	241		0.00	241		0.00	241		0.00	241		0.00	241	32	0.13	209	48	0.20	161	33	0.14	128	29	0.12	99	16	0.07	83	83	0.34	0	100%	
SR 874 NB On Ramp	SR874SR826NBent	1115	291		0.00	291		0.00	291		0.00	291		0.00	291		0.00	291		0.00	291	38	0.13	253	59	0.20	194	40	0.14	154	35	0.12	119	19	0.07	100	100	0.34	0	100%	
SW 40 St WB On Ramp	SW40StWBSR826NBent	1140	319		0.00	319		0.00	319		0.00	319		0.00	319		0.00	319		0.00	319	43	0.13	276	64	0.20	212	43	0.13	169	38	0.12	131	21	0.07	110	110	0.35	0	100%	
SW 24 St On Ramp	SW24StSR826NBent	1160	170		0.00	170		0.00	170		0.00	170		0.00	170		0.00	170		0.00	170	40	0.24	130	27	0.16	103	23	0.14	80	13	0.08	67	67	0.38	0	100%	
SW 8 St EB On Ramp	SW8StEBSR826NBent	1195	159		0.00	159		0.00	159		0.00	159		0.00	159		0.00	159		0.00	159		0.00	159	32	0.20	127	29	0.18	98	16	0.10	82	82	0.52	0	100%	
SW 8 St WB On Ramp	SW8StWBSR826NBent	1205	60		0.00	60		0.00	60		0.00	60		0.00	60		0.00	60		0.00	60		0.00	60	12	0.20	48	9	0.15	39	6	0.10	33	33	0.55	0	100%	
SR 826 EL NB On Ramp	ELNBSR826NBent	1235	106		0.00	106		0.00	106		0.00	106		0.00	106		0.00	106		0.00	106		0.00	106		0.00	106		0.00	106	17	0.16	89	89	0.84	0	100%	
Flagler St On Ramp	FlaglerStSR826NBent	1240	236		0.00	236		0.00	236		0.00	236		0.00	236		0.00	236		0.00	236		0.00	236		0.00	236		0.00	236	38	0.16	198	198	0.84	0	100%	
SR 836 WB On Ramp	SR836WBNW72AvSR826NBent	1250	470		0.00	470		0.00	470		0.00	470		0.00	470		0.00	470		0.00	470		0.00	470		0.00	470		0.00	470	75	0.16	395	395	0.84	0	100%	
SR 836 EB On Ramp	SR836EBSR826NBent	1260	355		0.00	355		0.00	355		0.00	355		0.00	355		0.00	355		0.00	355		0.00	355		0.00	355		0.00	355	55	0.15	300	300	0.85	0	100%	
NW 25 St On Ramp	NW25StSR826NBent	1290	253		0.00	253		0.00	253		0.00	253		0.00	253		0.00	253		0.00	253		0.00	253		0.00	253		0.00	253		0.00	253	253	1.00	0	100%	
			4015	0			28			81			199			120			122			218			373			297			260			329			1988			4015	
			0	0			28			81			199			120			122			218			373			297			260			329			1988			4015	

SR 826 SB

Entry Location				NW 25 St Off Ramp 2020			SR 836 EB/WB Off Ramp 2055			NW 72/NW 87 Ave Off Ramp 2060			Flagler St/SW 8 St Off Ramp 2065			SR 826 EL SB (SR836) On Ramp 2070			SW 24 St Off Ramp 2135			SW 40 St Off Ramp 2155			SW 56 St Off Ramp 2180			SR 874 SB Off Ramp 2185			SW 72 St Off Ramp 2235			SW 88 St Off Ramp 2255			US-1 SB Off Ramp 2290			SR 826 SB End 2295			
	Detector			826SBNW25Stexit			826SB836EBWBexit			826SBNW72AvNW87Avexit			826SBFlaglerStSW8Stexit			SR826SBELSBexit			826SBSW24Stexit			826SBSW40Stexit			826SBSW56Stexit			826SB874SB2ent			826SBSW72Stexit			826SBSW88Stexit			826SBUS1SBexit			SR826SB24			
Name	Station	Node #	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume	Vol	Vol %	Volume		
SR 826 SB Begin	SR826SB1	2000	1845	275	0.15	1570	301	0.16	1269	28	0.02	1241	299	0.16	942	68	0.04	874	137	0.07	737	138	0.07	599	128	0.07	471	113	0.06	358	84	0.05	274	115	0.06	159	159	0.09	0	0	0.00	159	100%
Dummy On Ramp (addtl vol)	SR826SB1a	2005	311		0.00	311	60	0.19	251	5	0.02	246	59	0.19	187	13	0.04	174	27	0.09	147	28	0.09	119	25	0.08	94	23	0.07	71	17	0.05	54	23	0.07	31	31	0.11	0	0	0.00	31	100%
NW 25 St On Ramp	NW25StB826SBent	2040	439		0.00	439	84	0.19	355	8	0.02	347	84	0.19	263	19	0.04	244	38	0.09	206	39	0.09	167	36	0.08	131	32	0.07	99	23	0.05	76	32	0.07	44	44	0.11	0	0	0.00	44	100%
SR 836 EB/WB On Ramp	836EBWB826SBent	2080	319		0.00	319		0.00	319		0.00	319		0.00	319		0.00	319	50	0.16	269	50	0.16	219	47	0.15	172	41	0.13	131	31	0.10	100	42	0.13	58	58	0.17	0	0	0.00	58	100%
Flagler St On Ramp	FlaglerSt826SBent	2105	243		0.00	243		0.00	243		0.00	243		0.00	243		0.00	243	38	0.16	205	38	0.16	167	36	0.15	131	32	0.13	99	23	0.09	76	32	0.13	44	44	0.18	0	0	0.00	44	100%
SW 8 St On Ramp	SW8St826SBent	2120	316		0.00	316		0.00	316		0.00	316		0.00	316		0.00	316	49	0.16	267	50	0.16	217	46	0.15	171	41	0.13	130	30	0.09	100	42	0.13	58	58	0.18	0	0	0.00	58	100%
SW 24 St On Ramp	SW24St826SBent	2140	200		0.00	200		0.00	200		0.00	200		0.00	200		0.00	200		0.00	200	38	0.19	162	35	0.18	127	30	0.15	97	23	0.12	74	31	0.16	43	43	0.20	0	0	0.00	43	100%
SW 40 St On Ramp	SW40St826SBent	2215	206		0.00	206		0.00	206		0.00	206		0.00	206		0.00	206		0.00	206		0.00	206		0.00	206	48	0.23	158	66	0.32	92	92	0.45	0	0	0.00	92	100%
SW 56 St On Ramp	SW56St826SBent	2225	114		0.00	114		0.00	114		0.00	114		0.00	114		0.00	114		0.00	114		0.00	114		0.00	114	26	0.23	88	37	0.32	51	51	0.45	0	0	0.00	51	100%
SR 826 EL SB (SW72St) On R	ELSBSR826SBent	2237	144		0.00	144		0.00	144		0.00	144		0.00	144		0.00	144		0.00	144		0.00	144		0.00	144		0.00	144	60	0.42	84	84	0.58	0	0	0.00	84	100%
SW 72 St On Ramp	SW72St826SBent	2245	69		0.00	69		0.00	69		0.00	69		0.00	69		0.00	69		0.00	69		0.00	69		0.00	69		0.00	69	28	0.41	41	41	0.59	0	0	0.00	41	100%
SW 88 St On Ramp	SW88St826SBent	2275	97		0.00	97		0.00	97		0.00	97		0.00	97		0.00	97		0.00	97		0.00	97		0.00	97		0.00	97		0.00	97	97	1.00	0	0	0.00	97	100%
			4303	275			445			41			442			100			339			381			353			312			305			508			804			0			4305	
			-2	275			445			41			442			100			339			381			353			312			305			508			802			0			4303	

Section 3

Design Year 2045 Build AM and PM Peak FRESIM Output

Table X
Build Preferred Alternative AM peak
Freeway Measures of Effectiveness

LOS A	<10 vplph
LOS B	10<20 vplph
LOS C	20<28 vplph
LOS D	28<35 vplph
LOS E	35<43 vplph
LOS F	>43 vplph

Simulation Start Time:	8:00 AM
Current Time:	8:00 AM - 9:00 AM

Location		Node			Hourly Volumes				Link Statistics			Aggregate Statistics			Total Throughput			
To	From	From	To	Length (ft)	Actual	Simu-lated	Differ-ence	% Vol diff	Speed (mph)	Density (vplpm)	LOS	Speed (mph)	Density (vplpm)	LOS	Actual	Simu-lated	Differ-ence	% Vol diff
Facility																		
Begin SR 826 NB Mainline		1000	1005	211	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
		1005	1010	454	3933	3101	-832	-21	48	16	B				14318	11438	-2880	-20
		1010	1015	555	3933	3101	-832	-21	48	16	B				14318	11439	-2879	-20
		1015	1020	689	3933	3101	-832	-21	48	21	C				14318	11438	-2880	-20
	SW 88 St Exit	1020	1025	249	3933	3102	-831	-21	48	22	C				14318	11438	-2880	-20
SW 88 St Exit		1025	1030	494	3763	2978	-785	-21	52	19	B				13696	10974	-2722	-20
		1030	1035	496	3763	2977	-786	-21	58	17	B				13696	10973	-2723	-20
	SW 88 St EB Entrance	1035	1040	1316	3763	2976	-787	-21	58	17	B				13696	10975	-2721	-20
SW 88 St EB Entrance	SW 88 St WB Entrance	1040	1045	1426	4867	4040	-827	-17	56	18	B				17720	14832	-2888	-16
SW 88 St WB Entrance	SW 72 St Exit	1045	1050	1488	6198	5370	-828	-13	53	20	C				22565	19661	-2904	-13
SW 72 St Exit		1050	1055	1303	5715	4949	-766	-13	56	29	D				20809	18145	-2664	-13
	SR 826 EL NB Exit	1055	1057	669	5715	4946	-769	-13	56	23	C				20809	18146	-2663	-13
SR 826 EL NB Exit	SW 72 St Entrance	1057	1060	666	4878	4232	-646	-13	57	25	C				17759	15491	-2268	-13
SW 72 St Entrance		1060	1065	1069	6256	5524	-732	-12	54	23	C				22772	20201	-2571	-11
	SW 56 St Exit	1065	1070	1047	6256	5523	-733	-12	55	25	C				22772	20203	-2569	-11
SW 56 St Exit		1070	1075	669	5520	4865	-655	-12	56	22	C				20094	17815	-2279	-11
	SW 40 St Exit	1075	1080	644	5520	4860	-660	-12	56	22	C				20094	17814	-2280	-11
SW 40 St Exit		1080	1085	659	4894	4301	-593	-12	57	25	C				17815	15729	-2086	-12
		1085	1090	662	4894	4301	-593	-12	57	25	C				17815	15730	-2085	-12
		1090	1095	911	4894	4301	-593	-12	57	25	C				17815	15732	-2083	-12
		1095	1100	544	4894	4299	-595	-12	57	25	C				17815	15731	-2084	-12
		1100	1105	544	4894	4299	-595	-12	57	25	C				17815	15733	-2082	-12
	SW 56 St Entrance	1105	1110	545	4894	4298	-596	-12	57	25	C				17815	15733	-2082	-12
SW 56 St Entrance	SR 874 Entrance	1110	1115	1010	6366	5625	-741	-12	55	26	C				23173	20651	-2522	-11
SR 874 Entrance	SW 40 St EB Entrance	1115	1120	893	8178	7420	-758	-9	52	25	C				29772	27240	-2532	-9
SW 40 St EB Entrance		1120	1125	558	8178	7421	-757	-9	56	27	C				29772	27240	-2532	-9
		1125	1130	568	8178	7423	-755	-9	57	26	C				29772	27241	-2531	-9
		1130	1135	555	8178	7423	-755	-9	57	26	C				29772	27243	-2529	-8
	SW 40 St WB Entrance	1135	1140	559	8178	7421	-757	-9	57	26	C				29772	27244	-2528	-8
SW 40 St WB Entrance		1140	1145	917	9921	8875	-1046	-11	55	27	C				36115	33079	-3036	-8
		1145	1150	917	9921	8869	-1052	-11	55	27	C				36115	33079	-3036	-8
	SW 24 St Exit	1150	1155	917	9921	8870	-1051	-11	54	28	C				36115	33075	-3040	-8
SW 24 St Exit	SW 24 St Entrance	1155	1160	1043	8552	7636	-916	-11	57	27	C				31133	28497	-2636	-8
SW 24 St Entrance		1160	1165	933	9630	8692	-938	-10	56	26	C				35057	32365	-2692	-8
		1165	1170	933	9630	8684	-946	-10	53	27	C				35057	32360	-2697	-8
		1170	1175	693	9630	8680	-950	-10	48	30	D				35057	32362	-2695	-8
	SW 8 St Exit	1175	1180	471	9630	8676	-954	-10	42	35	D				35057	32360	-2697	-8
SW 8 St Exit		1180	1185	693	7759	6961	-798	-10	48	29	D				28250	26037	-2213	-8
		1185	1190	687	7759	6961	-798	-10	55	27	C				28250	26035	-2215	-8
		1190	1195	674	7759	6964	-795	-10	57	31	D				28250	26032	-2218	-8
	SW 8 St EB Entrance	1195	1200	945	8860	8055	-805	-9	57	28	D				32256	30000	-2256	-7
SW 8 St EB Entrance	SW 8 St WB Entrance	1200	1205	343	8860	8055	-805	-9	56	29	D				32256	30002	-2254	-7
SW 8 St WB Entrance		1205	1210	715	9542	8717	-825	-9	54	23	C				34737	32396	-2341	-7
	Flagler St/NW72Ave Exit	1210	1215	715	9542	8714	-828	-9	53	24	C				34737	32391	-2346	-7
Flagler St/NW72Ave Exit		1215	1220	530	7379	6729	-650	-9	56	20	B				26862	25018	-1844	-7
	SR 836 EB/WB Exit	1220	1225	531	7379	6727	-652	-9	56	20	B				26862	25018	-1844	-7
SR 836 EB/WB Exit		1225	1230	927	6280	5718	-562	-9	55	26	C				22863	21240	-1623	-7
	SR 826 NB (SR836) Exit	1230	1235	927	6280	5705	-575	-9	38	39	E				22863	21241	-1622	-7
SR 826 NB (SR836) Exit	Flagler St Entrance	1235	1240	929	6780	6165	-615	-9	22	59	F				24683	22973	-1710	-7
Flagler St Entrance		1240	1245	787	8435	7700	-735	-9	34	49	F				30707	28679	-2028	-7
	SR 836 WB/NW 72 Ave Entranc	1245	1250	790	8435	7700	-735	-9	54	35	E				30707	28673	-2034	-7
SR 836 WB/NW 72 Ave Entrance		1250	1255	512	11781	10899	-882	-7	53	34	D				42891	40385	-2506	-6
	SR 836 EB Entrance	1255	1260	512	11781	10897	-884	-8	56	32	D				42891	40382	-2509	-6
SR 836 EB Entrance		1260	1265	776	13982	12935	-1047	-7	49	38	E				50900	48187	-2713	-5
		1265	1270	775	13982	12928	-1054	-8	42	44	F				50900	48185	-2715	-5
	NW 25 St Exit	1270	1275	754	13982	12926	-1056	-8	46	40	E				50900	48182	-2718	-5
NW 25 St Exit		1275	1280	890	11472	10621	-851	-7	46	39	E				41764	39526	-2238	-5
		1280	1285	860	11472	10612	-860	-7	39	50	F				41764	39525	-2239	-5
	NW 25 St Entrance	1285	1290	861	11472	10611	-861	-8	53	40	E				41764	39519	-2245	-5
NW 25 St Entrance		1290	1295	1480	12986	12115	-871	-7	55	36	E				47279	45023	-2256	-5
	End SR 826 NB Mainline	1295	1300	1464	12986	12112	-874	-7	56	36	E				47279	45018	-2261	-5
SR 826 NB		1500	1005	350	3933	3102	-831	-21	48	21	C				14318	11437	-2881	-20
	SW 88 St Exit	1015	1501	265	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
SW 88 St EB Entrance		1025	1504	510	172	124	-48	-28	40	3	A				624	468	-156	-25
		1504	1505	233	172	123	-49	-28	40	2	A				624	466	-158	-25
	SR 826 NB	1510	1515	282	1106	1063	-43	-4	28	38	E				4025	3851	-174	-4
SW 88 St WB Entrance		1515	1520	820	1106	1061	-45	-4	36	29	D				4025	3851	-174	-4
		1520	1040	489	1106	1061	-45	-4	37	29	D				4025	3851	-174	-4
	SR 826 NB	1525	1530	360	1331	1329	-2	0	38	35	D				4846	4816	-30	-1
SR 826 NB		1530	1535	694	1331	1327	-4	0	38	35	E				4846	4818	-28	-1
	SW 72 St Exit	1535	1045	687	1331	1326	-5	0	37	36	E				4846	4818	-28	-1
SR 826 NB	SR 826 EL NB (SW72St) Exit	1050	1540	431	482	415	-67	-14	40	5	A				1757	1517	-240	-14
SW 72 St Entrance		1540	1545	543	482	413	-69	-14	37	4	A				1757	1516	-241	-14
	SR 826 NB	1057	5500	171	837	712	-125	-15	48	15	B				3051	2654	-397	-13
SR 826 NB		1550	1555	225	1377	1293	-84	-6	37	16	B				5011	4707	-304	-6
		1555	1060	487	1377	1292	-85	-6	39	17	B				5011	4708	-303	-6
	SW 56 St Exit	1070	1560	571	735	661	-74	-10	39	17	B				2675	2394	-281	-11
SR 826 NB		1560	1565	468	735	661	-74	-10	38	17	B				2675	2392	-283	-11
		1565	1570	380	735	659	-76	-10	35	19	B				2675	2394	-281	-11
		1080	1575	311	626	559	-67	-11	44	13	B				2280	2084	-196	-9
	SW 40 St Exit	1575	1580	552	626	559	-67	-11	44	13	B				2280	2087	-193	-8
SW 56 St Entrance		1580	1585	341	626	558	-68	-11	43	13	B				2280	2085	-195	-9
	SR 826 NB	1585	1590	136	626	558	-68	-11	43	13	B				2280	2085	-195	-9
SR 874 Entrance		1595	1600	231	1471	1327	-144	-10	42	32	D				5356	4912	-444	-8
		1600	1110	639	1471	1326	-145	-10	43	31	D				5356	4914	-442	-8
	SR 826 NB	1605	1610	760	1813	1800	-13	-1	48	19	B				6600	6585	-15	0
SW 40 St WB Entrance		1610	1615	649	1813	1799	-14	-1	48	19	B				6600	6586	-14	0
	SR 826 NB	1615	1115	716	1813	1797	-16	-1	48	19	B				6600	6588	-12	0
SR 826 NB		1635	1640	223	1742	1456	-286	-16	36	24	C				6343	5831	-512	-8
	SW 24 St Exit	1640	1140	1079	1742	1456	-286	-16	37	39	E				6343	5833	-510	-8
SW 24 St Entrance		1155	1645	210	1368	1230	-138	-10	36	34	D				4981	4576	-405	-8
	SR 826 NB	1645	1650	302	1368	1231	-137	-10	28	44	F				4981	4578	-403	-8
SR 826 NB		1655	1660	178	1078	1061	-17	-2	29	37	E				3924	3868	-56	-1
		1660	1160	396	1078	1061	-17	-2	36	29	D				3924	3869	-55	-1
	SW 8 St Exit	1180	1665	383	1870	1713	-157	-8	44	20	B				6808	6322	-486	-7
SW 8 St EB Entrance		1665	1670	501	1870	1712	-158	-8	44	19	B				6808	6321	-487	-7
		1670	1675	474	1870	1713	-157	-8	34	25	C				6808	6322	-486	-7
		1680	1685	226	1100	1092	-8	-1	22	48	F				4006	3975	-31	-1
		1685	1690	262	1100	1093	-7	-1	23	48	F				4006	3977	-29	-1
	SR 826 NB	1690	1695	249	1100	1094	-6	-1	23	47	F				4006	3976	-30	-1
SW 8 St WB Entrance		1695	1700	329	1100	1095	-5	0	33	32	D				4006	3974	-32	-1
	SR 826 NB	1700	1195	413	1100	1094	-6	-1	44	25	C				4006	3973	-33	-1
SR 826 NB	FlaglerSt/NW 72 Ave Exit	1715	1720	602	683	666	-17	-2	39	10	B				2485	2402	-83	-3
SR 826 NB	SR 836 EB/WB Exit	1720	1205	161	683	665	-18	-3	40	8	A				2485	2401	-84	-3
		1215	1725	184	2163	1983	-180	-8	41	24	C				7875	7371	-504	-6
Flagler St Entrance		1225	1730	310	1100	1008	-92	-8	49	7	A				4003	3777	-226	-6
	SR 826 NB	5555	1235	197	500	478	-22	-4	48	10	A				1821	1728	-93	-5
SR 836 WB/NW 72 Ave Entranc	SR 826 NB	1735	1740	449	1655	1539	-116	-7	37	34	D				6025	5717	-308	-5
SR 836 EB Entrance		1740	1240	234	1655	1538	-117	-7	32	48	F				6025	5718	-307	-5
	SR 826 NB	1745	1250	246	3346	3200	-146	-4	38	43	E				12184	11719	-465	-4
SR 826 NB		1750	1755	596	2199	2040	-159	-7	41	25	C				8006	7810	-196	-2
	NW 25 St Exit	1755	1260	564	2199	2041	-158	-7	42	42	E				8006	7811	-195	-2
NW 25 St Entrance		1275	1760	370	2509	2299	-210	-8	39	30	D				9136	8648	-488	-5
	SR 826 NB	1760	1765	264	2509	2298	-211	-8	39	29	D				9136	8649	-487	-5
Begin SR 826 SB Mainline	Dummy Ramp Entrance	1770	1775	218	1515	1515	0	0	39	41	E				5516	5516	0	0
Dummy Ramp Entrance		1775	1290	587	1515	1515	0	0	39	39	E				5516	5517	1	0
	NW 25 St Exit	2000	2005	151	9527	8394	-1133	-12	56	42	E				34686	33473	-1213	-3
		2005	2010	1299	13528	12387	-1141	-8	55	37	E				49248	48039	-1209	-2
NW 25 St Exit		2010	2015	1491	13528	12370	-1158	-9	46	46	F				49248	48043	-1205	-2
	Dummy Ramp Entrance	2015	2020	1483	13528	12349	-1179	-9	46	45	F				49248	48055	-1193	-2
Dummy Ramp Entrance		2020	2025	699	11506	10612	-894	-8	55	39	E				41888	41063	-825	-2
	NW 25 St Entrance	2025	2030	699	11506	10608	-898	-8	55	39	E				41888	41066	-822	-2
NW 25 St Entrance		2030	2035	698	11506	10605	-901	-8	55	33	D				41888	41065	-823	-2
		2035	2040	700	11506	10604	-902	-8	55	33	D				41888	41066	-822	-2
	SR 836 EB/WB Exit	2040	2045	804	12442	11530	-912	-7	50	31	D				45295	44470	-825	-2

SR 826 NB

SR 826 NB Ramps

SR 826 SB	SR 836 EB/WB Exit	NW 72 Ave/NW 87 Ave Exit	2045	2050	805	12442	11521	-921	-7	44	38	E				45295	44480	-815	-2
	NW 72 Ave/NW 87 Ave Exit	Flagler St/SW 8 St Exit	2050	2055	806	12442	11512	-930	-7	45	38	E				45295	44482	-813	-2
	Flagler St/SW 8 St Exit	SR 826 SB (SR836) Exit	2055	2060	999	9373	8663	-710	-8	47	37	E				34123	33567	-556	-2
	SR 826 SB (SR836) Exit		2060	2065	954	8583	7949	-634	-7	48	36	E				31243	30881	-362	-1
		SR 836 EB/WB Entrance	2065	2070	895	5939	5501	-438	-7	57	20	C				21620	21290	-330	-2
	SR 836 EB/WB Entrance		2070	2075	898	4989	4616	-373	-7	58	20	B				18166	17865	-301	-2
			2075	2080	895	4989	4613	-376	-8	58	20	B				18166	17868	-298	-2
			2080	2085	614	6737	6447	-290	-4	56	20	C				24530	24656	126	1
			2085	2090	614	6737	6447	-290	-4	57	23	C				24530	24656	126	1
		Flagler St Entrance	2090	2095	614	6737	6446	-291	-4	54	24	C				24530	24657	127	1
	Flagler St Entrance		2095	2100	800	6737	6446	-291	-4	55	28	D				24530	24662	132	1
			2100	2105	456	6737	6444	-293	-4	57	28	D				24530	24664	134	1
		SW 8 St Entrance	2105	2110	820	7791	7441	-350	-4	56	22	C				28362	28506	144	1
	SW 8 St Entrance		2110	2115	820	7791	7442	-349	-4	57	23	C				28362	28504	142	1
			2115	2120	820	7791	7444	-347	-4	57	26	C				28362	28505	143	1
		SW 24 St Exit	2120	2125	769	8835	8581	-254	-3	56	26	C				32168	32681	513	2
	SW 24 St Exit	SW 24 St Entrance	2125	2130	773	8835	8577	-258	-3	56	26	C				32168	32685	517	2
	SW 24 St Entrance		2130	2135	771	8835	8569	-266	-3	53	27	C				32168	32692	524	2
			2135	2140	1216	7621	7429	-192	-3	57	26	C				27744	28273	529	2
		SW 40 St Exit	2140	2145	1168	8310	8080	-230	-3	57	24	C				30253	30715	462	2
	SW 40 St Exit		2145	2150	1167	8310	8077	-233	-3	57	24	C				30253	30709	456	2
			2150	2155	1169	8310	8075	-235	-3	55	25	C				30253	30709	456	2
			2155	2160	555	6303	6113	-190	-3	57	21	C				22945	23263	318	1
			2160	2165	554	6303	6114	-189	-3	58	21	C				22945	23264	319	1
		SW 56 St Exit	2165	2170	552	6303	6117	-186	-3	57	21	C				22945	23264	319	1
	SW 56 St Exit	SR 874 Exit	2170	2175	554	6303	6117	-186	-3	57	21	C				22945	23263	318	1
	SR 874 Exit		2175	2180	554	6303	6116	-187	-3	56	19	B				22945	23262	317	1
			2180	2185	1241	5401	5223	-178	-3	55	19	B				19664	19914	250	1
			2185	2190	569	4030	3929	-101	-3	57	23	C				14670	14886	216	1
			2190	2195	569	4030	3930	-100	-2	58	23	C				14670	14886	216	1
			2195	2200	569	4030	3931	-99	-2	58	23	C				14670	14884	214	1
		SW 40 St Entrance	2200	2205	568	4030	3931	-99	-2	57	23	C				14670	14885	215	1
	SW 40 St Entrance		2205	2210	569	4030	3930	-100	-2	57	23	C				14670	14883	213	1
		SW 56 St Entrance	2210	2215	569	4030	3928	-102	-3	57	23	C				14670	14883	213	1
	SW 56 St Entrance		2215	2220	977	4720	4654	-66	-1	57	21	C				17181	17525	344	2
		SW 24 St Exit	2220	2225	979	4720	4651	-69	-1	57	20	C				17181	17520	339	2
	SW 24 St Exit	SR 826 EL SB (SW72St) Entran	2225	2230	1302	5238	5210	-28	-1	55	23	C				19068	19577	509	3
	SR 826 EL SB (SW72St) Entrance		2230	2235	1301	5238	5208	-30	-1	52	25	C				19068	19570	502	3
		SW 24 St Entrance	2235	2237	575	3913	3921	8	0	55	24	C				14246	14735	489	3
	SW 24 St Entrance		2237	2240	594	3913	4875	962	25	57	22	C				14246	18283	4037	28
		SW 88 St Exit	2240	2245	1167	5205	4873	-332	-6	58	21	C				18951	18274	-677	-4
	SW 88 St Exit		2245	2250	835	5538	5231	-307	-6	54	22	C				20161	19578	-583	-3
			2250	2255	832	5538	5232	-306	-6	53	25	C				20161	19567	-594	-3
			2255	2260	1012	2753	2636	-117	-4	58	15	B				10022	9799	-223	-2
		SW 88 St Entrance	2260	2265	1010	2753	2635	-118	-4	59	15	B				10022	9793	-229	-2
	SW 88 St Entrance	Dummy Ramp Entrance	2265	2270	1013	2753	2631	-122	-4	59	15	B				10022	9787	-235	-2
	Dummy Ramp Entrance		2270	2275	961	2753	2630	-123	-4	58	15	B				10022	9778	-244	-2
		US-1 SB Exit	2275	2280	588	2891	2774	-117	-4	57	15	B				10525	10301	-224	-2
	US-1 SB Exit	**End SR 826 SB Mainline**	2280	2285	542	2891	2774	-117	-4	52	13	B				10525	10298	-227	-2
SR 826 SB Ramps	Dummy Ramp Entrance	SR 826 SB	2285	2290	501	2891	2775	-116	-4	48	14	B				10525	10298	-227	-2
	SR 826 SB		2290	2295	132	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
		NW 25 St Exit	2500	2005	413	3999	3994	-5	0	39	54	F				14561	14558	-3	0
	Dummy Ramp Entrance	SR 826 SB	2020	2505	704	2023	1732	-291	-14	37	47	F				7360	6995	-365	-5
	NW 25 St Entrance		2505	2510	247	2023	1732	-291	-14	38	46	F				7360	6994	-366	-5
		SR 826 SB	2515	2030	149	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	SR 826 SB	SR 836 EB/WB Exit	2520	2525	306	935	935	0	0	40	12	B				3407	3406	-1	0
	SR 826 SB		2525	2040	451	935	935	0	0	40	12	B				3407	3406	-1	0
		NW 72 Ave/NW 87 Ave Exit	2055	2530	206	3068	2834	-234	-8	47	20	C				11171	10915	-256	-2
	SR 826 SB	Flagler St/SW 8 St Exit	2060	2535	327	790	700	-90	-11	47	15	B				2880	2695	-185	-6
	SR 826 SB	SR 826 EL SB Exit	2535	2540	233	790	700	-90	-11	48	15	B				2880	2695	-185	-6
	SR 836 EB/WB Entrance	SR 826 SB	2065	2545	278	2643	2447	-196	-7	37	47	F				9623	9593	-30	0
	Flagler St Entrance	SR 826 SB	2070	6500	172	949	886	-63	-7	48	19	B				3455	3426	-29	-1
	SW 8 St Entrance		2550	2080	402	1748	1833	85	5	46	20	B				6363	6784	421	7
		SR 826 SB	2555	2105	285	1053	997	-56	-5	44	11	B				3832	3834	2	0
	SR 826 SB		2560	2565	781	1045	1141	96	9	33	33	D				3806	4174	368	10
		SW 24 St Exit	2565	2120	330	1045	1139	94	9	37	30	D				3806	4174	368	10
	SW 24 St Entrance		2135	2570	438	1215	1138	-77	-6	39	14	B				4422	4424	2	0
		SR 826 SB	2570	2575	236	1215	1140	-75	-6	35	16	B				4422	4426	4	0
	SR 826 SB		2580	2585	146	688	658	-30	-4	24	27	C				2505	2437	-68	-3
		SW 40 St Exit	2585	2140	375	688	658	-30	-4	34	19	B				2505	2443	-62	-2
	SR 826 SB	SW 56 St Exit	2155	2590	443	2007	1964	-43	-2	48	20	C				7306	7444	138	2
	SR 826 SB		2590	2595	377	2007	1964	-43	-2	49	20	C				7306	7445	139	2
		SR 874 Exit	2180	2600	628	903	891	-12	-1	50	9	A				3286	3344	58	2
	SW 40 St Entrance	SR 826 SB	2185	2605	701	1372	1289	-83	-6	49	9	A				4993	5023	30	1
	SW 56 St Entrance		2605	2610	529	1372	1289	-83	-6	49	9	A				4993	5025	32	1
		SR 826 SB	2615	2215	366	692	729	37	5	49	15	B				2519	2644	125	5
	SR 826 SB	SW 72 St Exit	2620	2625	725	518	557	39	8	33	15	B				1886	2064	178	9
	SR 826 EL SB (SW72St) Entran	SR 826 SB	2625	2225	664	518	557	39	8	38	15	B				1886	2064	178	9
	SW 72 St Entrance		2235	2630	372	1325	1290	-35	-3	39	17	B				4824	4831	7	0
		SR 826 SB	6555	2237	377	1293	955	-338	-26	44	22	C				4705	3552	-1153	-25
	SR 826 SB		2635	2640	338	333	356	23	7	39	9	A				1211	1311	100	8
		SW 88 St Exit	2640	2245	569	333	357	24	7	39	9	A				1211	1314	103	9
	SW 88 St Entrance		2255	2645	738	2785	2596	-189	-7	48	27	C				10139	9761	-378	-4
			2645	2650	225	2785	2595	-190	-7	48	27	C				10139	9759	-380	-4
		SR 826 SB	2655	2660	172	137	144	7	5	30	5	A				501	526	25	5
	Dummy Ramp Entrance	SR 826 SB	2660	2665	179	137	144	7	5	30	5	A				501	523	22	4
	SR 826 SB	US-1 SB Exit	2665	2275	632	137	143	6	4	38	4	A				501	523	22	4
SR 826 EL NB	**Begin SR 826 EL NB Mainline**		2670	2280	160	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
			2290	2675	163	2891	2776	-115	-4	48	19	B				10525	10299	-226	-2
			5000	5005	1324	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
			5005	5010	1324	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
		SR 826 NB (SW72St) Entrance	5010	5015	1324	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	SR 826 NB (SW72St) Entrance		5015	5020	1324	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
			5020	5025	1326	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
			5025	5030	1364	837	712	-125	-15	56	8	A				3051	2656	-395	-13
			5030	5035	1366	837	714	-123	-15	57	12	B				3051	2656	-395	-13
			5035	5040	1364	837	714	-123	-15	57	13	B				3051	2654	-397	-13
			5040	5045	1367	837	713	-124	-15	56	13	B				3051	2657	-394	-13
		SR 874 EL NB Entrance	5045	5050	1175	837	714	-123	-15	56	13	B				3051	2655	-396	-13
	SR 874 EL NB Entrance		5050	5055	1560	837	712	-125	-15	56	13	B				3051	2656	-395	-13
			5055	5060	1407	837	711	-126	-15	55	13	B				3051	2656	-395	-13
			5060	5065	978	2315	2204	-111	-5	54	20	C				8428	8074	-354	-4
			5065	5070	1115	2315	2205	-110	-5	57	19	B				8428	8074	-354	-4
			5070	5075	1258	2315	2204	-111	-5	57	19	B				8428	8075	-353	-4
			5075	5080	1369	2315	2205	-110	-5	57	19	B				8428	8071	-357	-4
			5080	5085	1327	2315	2204	-111	-5	57	19	B				8428	8073	-355	-4
			5085	5090	1783	2315	2210	-105	-5	57	19	B				8428	8071	-357	-4
			5090	5095	1864	2315	2206	-109	-5	57	19	B				8428	8067	-361	-4
			5095	5100	1012	2315	2207	-108	-5	60	18	B				8428	8065	-363	-4
			5100	5105	1308	2315	2204	-111	-5	62	18	B				8428	8063	-365	-4
		SR 836 EB/WB Exit	5105	5110	1371	2315	2203	-112	-5	57	19	B				8428	8062	-366	-4
	SR 836 EB/WB Exit	SR 826 NB (SR836) Exit	5110	5115	1243	2315	2206	-109	-5	59	19	B				8428	8062	-366	-4
	SR 826 NB (SR836) Exit		5115	5120	857	2315	2204	-111	-5	55	20	C				8428	8058	-370	-4
			5120	5125	796	939	902	-37	-4	56	12	B				3417	3305	-112	-3
			5125	5130	751	438	425	-13	-3	61	7	A				1593	1575	-18	-1
			5130	5135	1319	438	424	-14	-3	59	7	A				1593	1573	-20	-1
			5135	5140	1369	438	423	-15	-3	57	7	A				1593	1574	-19	-1
			5140	5145	1370	438	423	-15	-3	57	7	A				1593	1573	-20	-1
			5145	5150	1350	438	425	-13	-3	57	7	A				1593	1575	-18	-1
			5150	5155	1348	438	424	-14	-3	57	7	A				1593	1574	-19	-1
			5155	5160	1395	438	426	-12	-3	56	8	A				1593	1574	-19	-1
		SR 826 EL NB Mainline End	5160	5165	1332	438	426	-12	-3	56	8	A				1593	1575	-18	-1
SR 826 EL NB Ramps	SR 826 NB (SW72St) Entrance	SR 826 EL NB	5165	5170	1335	438	424	-14	-3	56	8	A				1593	1572	-21	-1
	SR 874 NB Entrance		5170	5175	717	438	426	-12	-3	59	7	A				1593	1572	-21	-1
			5500	5025	180	837	711	-126	-15	48	15	B				3051	2655	-396	-13
		SR 826 EL NB	5510	5515	801	1477	1498	21	1	51	30	D				5376	5415	39	1
	SR 826 EL NB		5515	5520	1426	1477	1495	18	1	46	32	D				5376	5415	39	1
			5520	5060	879	1477	1493	16	1	45	33	D				5376	5417	41	1
			5120	5525	279	1377	1300	-77	-6	43	30	D				5011	4755	-256	-5
		SR 836 WB Exit	5525	5530	597	1377	1301	-76	-6	46	28	D				5011	4755	-256	-5
	SR 826 EL NB	SR 826 NB (SR836) Exit	5530	5535	457	1377	1300	-77	-6	46	28	C				5011	4754	-257	-5
	Begin SR 826 EL SB Mainline		5535	5540	354	1377	1299	-78	-6	46	28	D				5011	4754	-257	-5
			5125	5555	184	500	478	-22	-4	49	10	A				1821	1730	-91	-5
			6000	6005	1367	382	383	1	0	60	7	A				1390	1388	-2	0
			6005	6010	1330	382	382	0	0	59	6	A				1390	1389	-1	0

| SR 826 EL SB | | |

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		NW 87 Ave Exit	4185	4190	841	444	360	-84	-19	45	4	A				1616	1340	-276	-17
	NW 87 Ave Exit		4190	4195	440	622	534	-88	-14	45	4	A				2265	1985	-280	-12
		NW 87 Ave Entrance SB	4195	4200	440	622	534	-88	-14	44	4	A				2265	1985	-280	-12
	NW 87 Ave Entrance SB		4200	4205	639	284	211	-73	-26	45	2	A				1035	780	-255	-25
		SR 836 WB Exit	4205	4210	790	284	210	-74	-26	45	2	A				1035	779	-256	-25
	SR 836 WB Exit	**End SR 836 WB CD**	4210	4215	706	985	912	-73	-7	44	8	A				3584	3332	-252	-7
SR 836 WB CD Ramps	SR 836 WB Entrance	SR 836 WB CD	4215	4220	680	985	911	-74	-8	44	10	B				3584	3331	-253	-7
	SR 836 WB CD		4220	4225	184	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
		NW 72 Ave1 Exit	4500	4125	257	1492	1501	9	1	44	17	B				5433	5430	-3	0
	NW 72 Ave Entrance	SR 836 WB CD	4135	4520	427	752	765	13	2	38	20	B				2736	2754	18	1
	SR 826 SB Entrance		4520	4525	293	752	764	12	2	39	20	B				2736	2752	16	1
		SR 836 WB CD	4530	4160	349	810	820	10	1	40	21	C				2947	2974	27	1
	SR 836 WB CD		2540	4535	358	790	699	-91	-12	45	16	B				2880	2695	-185	-6
		NW 72 Ave2 Exit	4535	4165	246	790	700	-90	-11	43	16	B				2880	2696	-184	-6
	SR 836 WB CD		4170	4540	185	868	930	62	7	43	11	B				3159	3470	311	10
		NW 84 Ave Exit	4540	4545	298	868	930	62	7	44	10	B				3159	3472	313	10
	SR 826 NB Entrance	SR 836 WB CD	4175	4550	347	1154	1078	-76	-7	43	25	C				4200	3994	-206	-5
	NW 87 Ave NB Entrance		4550	4555	270	1154	1077	-77	-7	43	25	C				4200	3993	-207	-5
		SR 836 WB CD	4560	4180	285	133	115	-18	-14	42	3	A				485	448	-37	-8
	SR 836 WB CD		4565	4570	133	177	175	-2	-1	45	4	A				648	647	-1	0
		NW 87 Ave Exit	4570	4190	181	177	175	-2	-1	45	4	A				648	647	-1	0
	NW 87 Ave SB Entrance		4200	4575	159	338	323	-15	-4	44	7	A				1231	1206	-25	-2
		SR 836 WB CD	4575	4580	146	338	324	-14	-4	44	7	A				1231	1206	-25	-2
	SR 836 WB CD	SR 836 WB Exit	4585	4590	204	700	702	2	0	45	17	B				2550	2549	-1	0
SR 874 NB	**Begin SR 874 NB**		4590	4210	507	700	702	2	0	45	16	B				2550	2550	0	0
		SW 40 St Exit	4220	4515	360	985	912	-73	-7	44	10	B				3584	3331	-253	-7
		SW 40 St Exit	3300	3305	1127	4217	4217	0	0	62	23	C				15353	15353	0	0
	SW 40 St Exit		3305	3308	575	4217	4218	1	0	58	19	B				15353	15354	1	0
			3308	3310	602	2740	2716	-24	-1	57	16	B				9975	9940	-35	0
			3310	3315	629	927	915	-12	-1	54	17	B				3374	3356	-18	-1
		Dummy Ramp Entrance	3315	3320	661	927	914	-13	-1	48	19	B				3374	3357	-17	-1
	Dummy Ramp Entrance	SW 56 St Entrance	3320	3325	536	927	915	-12	-1	48	19	B				3374	3355	-19	-1
	SW 56 St Entrance		3325	3330	455	927	915	-12	-1	47	19	B				3374	3356	-18	-1
		SW 40 St Exit	3330	3335	498	927	914	-13	-1	47	10	A				3374	3354	-20	-1
	SW 40 St Exit	**End SR 874 NB**	3335	3340	238	1648	1580	-68	-4	39	12	B				6003	5789	-214	-4
SR 874 NB Ramps	SR 974 NB		3340	3345	227	1648	1579	-69	-4	40	13	B				6003	5788	-215	-4
		SR 826 EL NB Exit	3345	3350	193	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	SR 974 NB		3308	5505	1364	1477	1498	21	1	46	32	D				5376	5414	38	1
		SW 40 St Exit	5505	5510	796	1477	1499	22	1	53	28	D				5376	5416	40	1
	Dummy Ramp Entrance	SR 974 NB	3310	3800	818	1813	1801	-12	-1	48	19	B				6600	6586	-14	0
	SR 826 NB Entrance	SR 974 NB	3800	1605	766	1813	1801	-12	-1	49	19	B				6600	6584	-16	0
	SR 974 NB	SW 40 St	3805	3330	155	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
SR 874 SB	**Begin SR 874 SB**	SW 40 St Entrance	3810	3335	165	722	665	-57	-8	41	8	A				2628	2431	-197	-7
	SW 40 St Entrance		3345	3815	251	1648	1578	-70	-4	38	21	C				6003	5787	-216	-4
		Dummy Ramp Exit	4300	4305	190	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	Dummy Ramp Exit		4305	4310	337	1784	1834	50	3	43	14	B				6494	6436	-58	-1
		SW 56 St Exit	4310	4315	346	1784	1834	50	3	49	12	B				6494	6434	-60	-1
	SW 56 St Exit		4315	4320	365	1784	1832	48	3	47	19	B				6494	6432	-62	-1
			4320	4325	517	2687	2724	37	1	46	15	B				9779	9785	6	0
			4325	4330	276	943	873	-70	-7	47	9	A				3431	3114	-317	-9
		SR 826 SB Entrance	4330	4335	815	943	872	-71	-8	48	9	A				3431	3114	-317	-9
	SR 826 SB Entrance		4335	4340	636	943	872	-71	-8	47	18	B				3431	3118	-313	-9
		SR 826 EL SB Entrance	4340	4345	679	943	870	-73	-8	47	18	B				3431	3115	-316	-9
		End SR 874 SB	4345	4347	592	2314	2158	-156	-7	49	11	B				8422	8141	-281	-3
SR 874 SB Ramps	SW 40 St Entrance	SR 974 SB	4347	4350	570	2314	2156	-158	-7	59	12	B				8422	8140	-282	-3
	SR 974 SB	Dummy Ramp Exit	4350	4355	1173	3885	3966	81	2	62	16	B				14141	15001	860	6
	SR 826 SB Entrance	SR 974 SB	4800	4305	263	1784	1835	51	3	39	23	C				6494	6435	-59	-1
	SR 974 SB		4315	4805	105	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
			2600	4320	630	903	892	-11	-1	50	9	A				3286	3347	61	2
		SW 56 St/SR 826 SB Exit	4325	4810	344	1744	1851	107	6	46	20	B				6349	6670	321	5
	SR 826 SB Entrance		2610	4825	450	1372	1288	-84	-6	49	9	A				4993	5023	30	1
			4825	4830	653	1372	1289	-83	-6	49	9	A				4993	5025	32	1
		SR 974 SB	4830	4345	691	1372	1288	-84	-6	49	9	A				4993	5024	31	1
	SR 826 EL SB Entrance		6540	6545	781	1570	1812	242	15	45	41	E				5716	6869	1153	20
			6545	6550	1025	1570	1809	239	15	45	41	E				5716	6868	1152	20
		SR 974 SB	6550	4350	901	1570	1807	237	15	50	36	E				5716	6863	1147	20
Transition Links	US-1 NB	SR 826 NB On Ramp	4807	4815	158	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	SW 56 St	SR 826 NB On Ramp	4815	4820	817	1744	1852	108	6	48	13	B				6349	6670	321	5
	SW 88 St	SR 826 SB On Ramp	4820	4835	401	1744	1849	105	6	44	14	B				6349	6669	320	5
	SW 8 St	SR 826 SB On Ramp	4835	4840	238	692	729	37	5	48	8	A				2519	2645	126	5
	SW 40 St	SR 826 SB On Ramp	4840	4845	161	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	SW 56 St	SR 826 SB On Ramp	4810	4815	521	1744	1850	106	6	49	19	B				6349	6668	319	5
	SW 72 St	SR 826 SB On Ramp	4835	4837	264	1053	1120	67	6	39	14	B				3832	4022	190	5
	Flagler St	SR 826 SB On Ramp	4840	2615	203	692	730	38	5	50	15	B				2519	2645	126	5
	Flagler St	SR 836 EB Ramp	7150	1500	160	3933	3100	-833	-21	46	25	C				14318	11441	-2877	-20
	SR 826 NB/SW 56 St	SR 874 NB On Ramp	7159	1595	146	1471	1326	-145	-10	33	45	F				5356	4909	-447	-8
	SW 40 St	SR 874 SB On Ramp	7255	2655	117	137	143	6	4	30	5	A				501	523	22	4
	SW 88 St EB	SR 826 NB On Ramp	7256	2560	136	1045	1140	95	9	18	36	E				3806	4164	358	9
	SW 88 St WB	SR 826 NB On Ramp	7262	2620	116	518	558	40	8	22	15	B				1886	2066	180	10
	SW 72 St	SR 826 NB On Ramp	7263	2635	142	333	358	25	8	37	11	B				1211	1310	99	8
	SW 24 St	SR 826 SB On Ramp	7271	2710	120	1226	1162	-64	-5	14	31	D				4464	4291	-173	-4
	SW 40 St EB	SR 826 NB On Ramp	7357	3575	201	870	811	-59	-7	44	10	B				3168	2987	-181	-6
	SW 40 St WB	SR 826 NB On Ramp	7381	3810	119	722	666	-56	-8	45	9	A				2628	2429	-199	-8
	SW 8 St EB	SR 826 NB On Ramp	7480	4800	127	1784	1835	51	3	35	30	D				6494	6431	-63	-1
	SW 24 St	SR 826 NB On Ramp	7510	1510	111	1106	1062	-44	-4	27	45	F				4025	3849	-176	-4
	SW 8 St WB	SR 826 NB On Ramp	7525	1525	136	1331	1330	-1	0	36	42	E				4846	4818	-28	-1
	Flagler St	SR 826 NB On Ramp	7550	1550	201	1377	1294	-83	-6	33	14	B				5011	4707	-304	-6
	SR 826 SB Off Ramp	SW 24 St	7580	2580	146	688	657	-31	-5	24	30	D				2505	2438	-67	-3
	SR 826 SB Off Ramp	SW 88 St	7635	1635	132	1742	1455	-287	-16	33	25	C				6343	5831	-512	-8
	SR 826 SB Off Ramp	US-1 SB	7655	1655	172	1078	1061	-17	-2	29	41	E				3924	3868	-56	-1
	SR 826 SB Off Ramp	Flagler St	7680	1680	134	1100	1091	-9	-1	23	54	F				4006	3975	-31	-1
	SR 826 SB Off Ramp	SW 8 St	7715	1715	242	683	666	-17	-2	39	18	B				2485	2399	-86	-3
	SR 826 NB Off Ramp	SW 88 St	7735	1735	250	1655	1540	-115	-7	35	23	C				6025	5717	-308	-5
	SR 826 NB Off Ramp	SW 72 St	4837	7482	120	1744	1120	-624	-36	39	14	B				6349	4021	-2328	-37
	SR 826 NB Off Ramp	SW 56 St	1505	7505	120	172	123	-49	-28	40	2	A				624	466	-158	-25
	SR 826 NB Off Ramp	SW 40 St	1545	7545	130	482	413	-69	-14	31	5	A				1757	1516	-241	-14
	SR 826 SB Off Ramp	SW 40 St	1570	7570	116	735	659	-76	-10	27	25	C				2675	2394	-281	-11
	SR 826 SB Off Ramp	SW 72 St	1590	7590	139	626	558	-68	-11	43	13	B				2280	2085	-195	-9
	SR 826 NB Off Ramp	SW 24 St	1650	7650	153	1368	1229	-139	-10	23	55	F				4981	4576	-405	-8
	SR 826 NB Off Ramp	SW 8 St	1675	7675	122	1870	1713	-157	-8	29	29	D				6808	6322	-486	-7
	SR 826 NB Off Ramp	Flagler St/NW 72 Ave	1725	7725	111	2163	1982	-181	-8	37	27	C				7875	7370	-505	-6
	SR 874 NB Off Ramp	SW 40 St	2575	7257	169	1215	1139	-76	-6	29	20	B				4422	4427	5	0

Table X
Build Preferred Alternative AM peak
Freeway Measures of Effectiveness

LOS A	<10 vplph
LOS B	10<20 vplph
LOS C	20<28 vplph
LOS D	28<35 vplph
LOS E	35<43 vplph
LOS F	>43 vplph

Simulation Start Time:	5:00 PM
Current Time:	5:00 PM - 6:00 PM

Location		Node			Hourly Volumes				Link Statistics			Aggregate Statistics			Total Throughput			
To	From	From	To	Length (ft)	Actual	Simu-lated	Differ-ence	% Vol diff	Speed (mph)	Density (vplpm)	LOS	Speed (mph)	Density (vplpm)	LOS	Actual	Simu-lated	Differ-ence	% Vol diff
Facility																		
Begin SR 826 NB Mainline		1000	1005	211	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
		1005	1010	454	2986	2458	-528	-18	48	13	B				10874	9578	-1296	-12
		1010	1015	555	2986	2458	-528	-18	48	13	B				10874	9582	-1292	-12
		1015	1020	689	2986	2456	-530	-18	49	17	B				10874	9581	-1293	-12
	SW 88 St Exit	1020	1025	249	2986	2457	-529	-18	48	17	B				10874	9583	-1291	-12
SW 88 St Exit		1025	1030	494	2842	2337	-505	-18	53	15	B				10348	9110	-1238	-12
		1030	1035	496	2842	2337	-505	-18	59	13	B				10348	9112	-1236	-12
	SW 88 St EB Entrance	1035	1040	1316	2842	2337	-505	-18	59	13	B				10348	9110	-1238	-12
SW 88 St EB Entrance	SW 88 St WB Entrance	1040	1045	1426	3621	3076	-545	-15	57	14	B				13179	11988	-1191	-9
SW 88 St WB Entrance	SW 72 St Exit	1045	1050	1488	5238	4674	-564	-11	54	17	B				19068	18150	-918	-5
SW 72 St Exit		1050	1055	1303	4823	4301	-522	-11	57	25	C				17556	16687	-869	-5
	SR 826 EL NB Exit	1055	1057	669	4823	4301	-522	-11	57	20	C				17556	16688	-868	-5
SR 826 EL NB Exit	SW 72 St Entrance	1057	1060	666	3795	3366	-429	-11	58	20	B				13815	13069	-746	-5
SW 72 St Entrance		1060	1065	1069	5393	4898	-495	-9	52	22	C				19634	19033	-601	-3
	SW 56 St Exit	1065	1070	1047	5393	4888	-505	-9	50	26	C				19634	19019	-615	-3
SW 56 St Exit		1070	1075	669	4774	4330	-444	-9	56	19	B				17379	16863	-516	-3
	SW 40 St Exit	1075	1080	644	4774	4335	-439	-9	56	19	B				17379	16861	-518	-3
SW 40 St Exit		1080	1085	659	4147	3763	-384	-9	58	22	C				15097	14626	-471	-3
		1085	1090	662	4147	3765	-382	-9	57	22	C				15097	14624	-473	-3
		1090	1095	911	4147	3766	-381	-9	57	22	C				15097	14619	-478	-3
		1095	1100	544	4147	3769	-378	-9	57	22	C				15097	14618	-479	-3
		1100	1105	544	4147	3770	-377	-9	57	22	C				15097	14618	-479	-3
	SW 56 St Entrance	1105	1110	545	4147	3770	-377	-9	57	22	C				15097	14615	-482	-3
SW 56 St Entrance	SR 874 Entrance	1110	1115	1010	5391	4852	-539	-10	56	22	C				19624	18838	-786	-4
SR 874 Entrance	SW 40 St EB Entrance	1115	1120	893	6889	6342	-547	-8	54	21	C				25079	24289	-790	-3
SW 40 St EB Entrance		1120	1125	558	6889	6336	-553	-8	57	22	C				25079	24285	-794	-3
		1125	1130	568	6889	6332	-557	-8	58	22	C				25079	24283	-796	-3
		1130	1135	555	6889	6332	-557	-8	57	22	C				25079	24283	-796	-3
	SW 40 St WB Entrance	1135	1140	559	6889	6333	-556	-8	57	22	C				25079	24282	-797	-3
SW 40 St WB Entrance		1140	1145	917	8530	7603	-927	-11	56	23	C				31053	29356	-1697	-5
		1145	1150	917	8530	7603	-927	-11	56	23	C				31053	29357	-1696	-5
	SW 24 St Exit	1150	1155	917	8530	7603	-927	-11	54	24	C				31053	29354	-1699	-5
SW 24 St Exit	SW 24 St Entrance	1155	1160	1043	7409	6588	-821	-11	57	23	C				26971	25504	-1467	-5
SW 24 St Entrance		1160	1165	933	8286	7454	-832	-10	57	22	C				30165	28885	-1280	-4
		1165	1170	933	8286	7450	-836	-10	56	22	C				30165	28883	-1282	-4
		1170	1175	693	8286	7451	-835	-10	55	23	C				30165	28881	-1284	-4
	SW 8 St Exit	1175	1180	471	8286	7453	-833	-10	52	24	C				30165	28881	-1284	-4
SW 8 St Exit		1180	1185	693	6362	5728	-634	-10	52	22	C				23161	22179	-982	-4
		1185	1190	687	6362	5729	-633	-10	57	21	C				23161	22179	-982	-4
		1190	1195	674	6362	5731	-631	-10	58	25	C				23161	22178	-983	-4
	SW 8 St EB Entrance	1195	1200	945	7180	6535	-645	-9	58	23	C				26142	25336	-806	-3
SW 8 St EB Entrance	SW 8 St WB Entrance	1200	1205	343	7180	6534	-646	-9	57	23	C				26142	25335	-807	-3
SW 8 St WB Entrance		1205	1210	715	7487	6804	-683	-9	57	17	B				27260	26412	-848	-3
	Flagler St/NW72Ave Exit	1210	1215	715	7487	6804	-683	-9	54	18	B				27260	26411	-849	-3
Flagler St/NW72Ave Exit		1215	1220	530	5958	5375	-583	-10	57	16	B				21694	20935	-759	-3
	SR 836 EB/WB Exit	1220	1225	531	5958	5376	-582	-10	56	16	B				21694	20935	-759	-3
SR 836 EB/WB Exit		1225	1230	927	4620	4161	-459	-10	58	18	B				16820	16227	-593	-4
	SR 826 NB (SR836) Exit	1230	1235	927	4620	4158	-462	-10	58	18	B				16820	16227	-593	-4
SR 826 NB (SR836) Exit	Flagler St Entrance	1235	1240	929	5166	4675	-491	-10	55	18	B				18806	18173	-633	-3
Flagler St Entrance		1240	1245	787	6382	5967	-415	-7	46	28	D				23236	23193	-43	0
	SR 836 WB/NW 72 Ave Entranc	1245	1250	790	6382	5964	-418	-7	56	27	C				23236	23197	-39	0
SR 836 WB/NW 72 Ave Entrance		1250	1255	512	8803	7932	-871	-10	54	24	C				32048	30422	-1626	-5
	SR 836 EB Entrance	1255	1260	512	8803	7931	-872	-10	57	23	C				32048	30425	-1623	-5
SR 836 EB Entrance		1260	1265	776	10634	9694	-940	-9	56	25	C				38713	36923	-1790	-5
		1265	1270	775	10634	9693	-941	-9	55	25	C				38713	36922	-1791	-5
	NW 25 St Exit	1270	1275	754	10634	9693	-941	-9	52	27	C				38713	36922	-1791	-5
NW 25 St Exit		1275	1280	890	8936	8128	-808	-9	55	25	C				32535	30981	-1554	-5
		1280	1285	860	8936	8128	-808	-9	51	30	D				32535	30972	-1563	-5
	NW 25 St Entrance	1285	1290	861	8936	8127	-809	-9	56	29	D				32535	30970	-1565	-5
NW 25 St Entrance		1290	1295	1480	10239	9431	-808	-8	56	28	C				37279	35706	-1573	-4
	End SR 826 NB Mainline	1295	1300	1464	10239	9432	-807	-8	57	28	C				37279	35690	-1589	-4
SR 826 NB		1500	1005	350	2986	2461	-525	-18	49	17	B				10874	9576	-1298	-12
	SW 88 St Exit	1015	1501	265	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
SW 88 St EB Entrance		1025	1504	510	145	119	-26	-18	40	2	A				530	472	-58	-11
		1504	1505	233	145	120	-25	-17	40	2	A				530	473	-57	-11
	SR 826 NB	1510	1515	282	778	740	-38	-5	28	26	C				2833	2876	43	2
SW 88 St WB Entrance		1515	1520	820	778	740	-38	-5	37	20	C				2833	2876	43	2
		1520	1040	489	778	741	-37	-5	38	20	B				2833	2876	43	2
	SR 826 NB	1525	1530	360	1619	1600	-19	-1	38	42	E				5891	6166	275	5
SR 826 NB		1530	1535	694	1619	1599	-20	-1	37	43	E				5891	6167	276	5
	SW 72 St Exit	1535	1045	687	1619	1598	-21	-1	37	44	F				5891	6165	274	5
SR 826 NB	SR 826 EL NB (SW72St) Exit	1050	1540	431	416	375	-41	-10	40	5	A				1515	1463	-52	-3
SW 72 St Entrance		1540	1545	543	416	375	-41	-10	37	4	A				1515	1464	-51	-3
	SR 826 NB	1057	5500	171	1027	934	-93	-9	48	20	B				3737	3619	-118	-3
SR 826 NB		1550	1555	225	1598	1536	-62	-4	36	20	B				5816	5971	155	3
		1555	1060	487	1598	1533	-65	-4	37	22	C				5816	5971	155	3
	SW 56 St Exit	1070	1560	571	619	551	-68	-11	22	40	E				2252	2145	-107	-5
SR 826 NB		1560	1565	468	619	547	-72	-12	17	45	F				2252	2136	-116	-5
		1565	1570	380	619	543	-76	-12	13	46	F				2252	2127	-125	-6
	SW 40 St Exit	1080	1575	311	627	576	-51	-8	44	13	B				2282	2235	-47	-2
		1575	1580	552	627	577	-50	-8	44	13	B				2282	2236	-46	-2
SW 56 St Entrance		1580	1585	341	627	576	-51	-8	43	13	B				2282	2236	-46	-2
	SR 826 NB	1585	1590	136	627	576	-51	-8	43	13	B				2282	2234	-48	-2
SR 874 Entrance		1595	1600	231	1244	1086	-158	-13	42	26	C				4528	4225	-303	-7
		1600	1110	639	1244	1083	-161	-13	43	25	C				4528	4225	-303	-7
	SR 826 NB	1605	1610	760	1498	1496	-2	0	49	15	B				5453	5444	-9	0
SW 40 St WB Entrance		1610	1615	649	1498	1493	-5	0	49	15	B				5453	5446	-7	0
	SR 826 NB	1615	1115	716	1498	1493	-5	0	49	15	B				5453	5445	-8	0
SR 826 NB		1635	1640	223	1640	1271	-369	-23	37	20	C				5974	5077	-897	-15
	SW 24 St Exit	1640	1140	1079	1640	1270	-370	-23	37	34	D				5974	5080	-894	-15
SW 24 St Entrance		1155	1645	210	1121	1014	-107	-10	34	35	D				4081	3846	-235	-6
	SR 826 NB	1645	1650	302	1121	1013	-108	-10	26	45	F				4081	3846	-235	-6
SR 826 NB		1655	1660	178	877	864	-13	-1	29	30	D				3192	3383	191	6
		1660	1160	396	877	864	-13	-1	36	24	C				3192	3382	190	6
	SW 8 St Exit	1180	1665	383	1924	1724	-200	-10	44	20	B				7004	6702	-302	-4
SW 8 St EB Entrance		1665	1670	501	1924	1722	-202	-10	44	20	B				7004	6700	-304	-4
		1670	1675	474	1924	1721	-203	-11	34	25	C				7004	6699	-305	-4
		1680	1685	226	819	808	-11	-1	22	36	E				2981	3161	180	6
		1685	1690	262	819	808	-11	-1	23	35	E				2981	3162	181	6
	SR 826 NB	1690	1695	249	819	808	-11	-1	23	35	D				2981	3160	179	6
SW 8 St WB Entrance		1695	1700	329	819	807	-12	-1	33	24	C				2981	3158	177	6
	SR 826 NB	1700	1195	413	819	807	-12	-1	44	18	B				2981	3160	179	6
SR 826 NB	FlaglerSt/NW 72 Ave Exit	1715	1720	602	307	271	-36	-12	39	4	A				1119	1078	-41	-4
SR 826 NB	SR 836 EB/WB Exit	1720	1205	161	307	271	-36	-12	40	4	A				1119	1079	-40	-4
		1215	1725	184	1529	1431	-98	-6	42	17	B				5568	5477	-91	-2
Flagler St Entrance		1225	1730	310	1339	1215	-124	-9	49	8	A				4875	4701	-174	-4
	SR 826 NB	5555	1235	197	547	518	-29	-5	48	11	B				1988	1948	-40	-2
SR 836 WB/NW 72 Ave Entranc	SR 826 NB	1735	1740	449	1217	1293	76	6	38	28	D				4431	5022	591	13
SR 836 EB Entrance		1740	1240	234	1217	1294	77	6	37	35	D				4431	5024	593	13
	SR 826 NB	1745	1250	246	2421	1967	-454	-19	32	25	C				8815	7221	-1594	-18
SR 826 NB		1750	1755	596	1830	1762	-68	-4	42	22	C				6662	6496	-166	-2
	NW 25 St Exit	1755	1260	564	1830	1763	-67	-4	43	35	D				6662	6495	-167	-3
NW 25 St Entrance		1275	1760	370	1697	1562	-135	-8	39	20	C				6177	5941	-236	-4
	SR 826 NB	1760	1765	264	1697	1563	-134	-8	39	20	B				6177	5944	-233	-4
Begin SR 826 SB Mainline	Dummy Ramp Entrance	1770	1775	218	1303	1303	0	0	39	35	E				4743	4741	-2	0
Dummy Ramp Entrance		1775	1290	587	1303	1303	0	0	39	33	D				4743	4743	0	0
	NW 25 St Exit	2000	2005	151	9506	8840	-666	-7	56	45	F				34606	34281	-325	-1
		2005	2010	1299	11106	10442	-664	-6	57	31	D				40430	40106	-324	-1
NW 25 St Exit		2010	2015	1491	11106	10439	-667	-6	57	31	D				40430	40115	-315	-1
	Dummy Ramp Entrance	2015	2020	1483	11106	10439	-667	-6	55	32	D				40430	40128	-302	-1
Dummy Ramp Entrance		2020	2025	699	9690	9131	-559	-6	56	33	D				35277	35056	-221	-1
	NW 25 St Entrance	2025	2030	699	9690	9127	-563	-6	56	33	D				35277	35061	-216	-1
NW 25 St Entrance		2030	2035	698	9690	9130	-560	-6	56	27	C				35277	35071	-206	-1
		2035	2040	700	9690	9131	-559	-6	56	27	C				35277	35074	-203	-1
	SR 836 EB/WB Exit	2040	2045	804	11953	11389	-564	-5	44	34	D				43518	43317	-201	0

SR 826 NB

SR 826 NB Ramps

SR 826 SB	SR 836 EB/WB Exit	NW 72 Ave/NW 87 Ave Exit	2045	2050	805	11953	11370	-583	-5	34	48	F				43518	43321	-197	0
	NW 72 Ave/NW 87 Ave Exit	Flagler St/SW 8 St Exit	2050	2055	806	11953	11366	-587	-5	37	44	F				43518	43329	-189	0
	Flagler St/SW 8 St Exit	SR 826 SB (SR836) Exit	2055	2060	999	9659	9208	-451	-5	50	36	E				35165	35067	-98	0
	SR 826 SB (SR836) Exit		2060	2065	954	9451	9023	-428	-5	53	34	D				34405	34385	-20	0
		SR 836 EB/WB Entrance	2065	2070	895	7175	6841	-334	-5	56	25	C				26121	26115	-6	0
	SR 836 EB/WB Entrance		2070	2075	898	6658	6335	-323	-5	57	28	C				24238	24195	-43	0
			2075	2080	895	6658	6340	-318	-5	57	28	C				24238	24198	-40	0
			2080	2085	614	8299	8145	-154	-2	55	26	C				30215	30844	629	2
			2085	2090	614	8299	8142	-157	-2	53	31	D				30215	30847	632	2
		Flagler St Entrance	2090	2095	614	8299	8140	-159	-2	51	32	D				30215	30852	637	2
	Flagler St Entrance		2095	2100	800	8299	8139	-160	-2	53	37	E				30215	30858	643	2
			2100	2105	456	8299	8135	-164	-2	55	37	E				30215	30855	640	2
		SW 8 St Entrance	2105	2110	820	9551	9362	-189	-2	55	28	D				34770	35518	748	2
	SW 8 St Entrance		2110	2115	820	9551	9360	-191	-2	56	29	D				34770	35518	748	2
			2115	2120	820	9551	9359	-192	-2	56	33	D				34770	35518	748	2
		SW 24 St Exit	2120	2125	769	11182	10847	-335	-3	54	33	D				40705	41404	699	2
	SW 24 St Exit	SW 24 St Entrance	2125	2130	773	11182	10844	-338	-3	52	35	D				40705	41408	703	2
	SW 24 St Entrance		2130	2135	771	11182	10838	-344	-3	49	37	E				40705	41412	707	2
			2135	2140	1216	9435	9182	-253	-3	55	33	D				34347	35008	661	2
		SW 40 St Exit	2140	2145	1168	10465	10227	-238	-2	56	31	D				38100	38998	898	2
	SW 40 St Exit		2145	2150	1167	10465	10225	-240	-2	55	31	D				38100	38998	898	2
			2150	2155	1169	10465	10223	-242	-2	53	32	D				38100	39000	900	2
			2155	2160	555	8503	8311	-192	-2	56	30	D				30954	31647	693	2
			2160	2165	554	8503	8308	-195	-2	56	29	D				30954	31648	694	2
		SW 56 St Exit	2165	2170	552	8503	8309	-194	-2	55	30	D				30954	31650	696	2
	SW 56 St Exit	SR 874 Exit	2170	2175	554	8503	8305	-198	-2	54	31	D				30954	31651	697	2
	SR 874 Exit		2175	2180	554	8503	8305	-198	-2	52	27	C				30954	31652	698	2
			2180	2185	1241	6686	6519	-167	-2	51	26	C				24340	24865	525	2
			2185	2190	569	5082	4986	-96	-2	55	30	D				18498	18965	467	3
			2190	2195	569	5082	4985	-97	-2	57	29	D				18498	18965	467	3
			2195	2200	569	5082	4984	-98	-2	57	29	D				18498	18962	464	3
		SW 40 St Entrance	2200	2205	568	5082	4982	-100	-2	57	29	D				18498	18962	464	3
	SW 40 St Entrance		2205	2210	569	5082	4980	-102	-2	56	29	D				18498	18960	462	2
		SW 56 St Entrance	2210	2215	569	5082	4978	-104	-2	56	29	D				18498	18958	460	2
	SW 56 St Entrance		2215	2220	977	6143	5909	-234	-4	56	27	C				22367	22553	186	1
		SW 24 St Exit	2220	2225	979	6143	5905	-238	-4	57	26	C				22367	22549	182	1
	SW 24 St Exit	SR 826 EL SB (SW72St) Entran	2225	2230	1302	6729	6498	-231	-3	56	23	C				24499	24875	376	2
	SR 826 EL SB (SW72St) Entrance		2230	2235	1301	6729	6503	-226	-3	53	25	C				24499	24875	376	2
		SW 24 St Entrance	2235	2237	575	5157	4965	-192	-4	56	30	D				18773	18924	151	1
	SW 24 St Entrance		2237	2240	594	5157	5532	375	7	56	24	C				18773	20998	2225	12
		SW 88 St Exit	2240	2245	1167	5900	5531	-369	-6	56	24	C				21480	20994	-486	-2
	SW 88 St Exit		2245	2250	835	6257	5923	-334	-5	50	27	C				22778	22521	-257	-1
			2250	2255	832	6257	5923	-334	-5	53	28	D				22778	22516	-262	-1
			2255	2260	1012	3638	3498	-140	-4	57	21	C				13246	13243	-3	0
		SW 88 St Entrance	2260	2265	1010	3638	3469	-169	-5	52	27	C				13246	13229	-17	0
	SW 88 St Entrance	Dummy Ramp Entrance	2265	2270	1013	3638	3413	-225	-6	44	45	F				13246	13194	-52	0
	Dummy Ramp Entrance		2270	2275	961	3638	3345	-293	-8	29	74	F				13246	13148	-98	-1
		US-1 SB Exit	2275	2280	588	4140	3784	-356	-9	20	101	F				15075	15015	-60	0
	US-1 SB Exit	**End SR 826 SB Mainline**	2280	2285	542	4140	3750	-390	-9	15	99	F				15075	14971	-104	-1
SR 826 SB Ramps	Dummy Ramp Entrance	SR 826 SB	2285	2290	501	4140	3723	-417	-10	11	109	F				15075	14930	-145	-1
	SR 826 SB		2290	2295	132	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
		NW 25 St Exit	2500	2005	413	1599	1599	0	0	39	21	C				5825	5822	-3	0
	Dummy Ramp Entrance	SR 826 SB	2020	2505	704	1417	1304	-113	-8	37	35	D				5156	5075	-81	-2
	NW 25 St Entrance		2505	2510	247	1417	1304	-113	-8	38	35	D				5156	5074	-82	-2
		SR 826 SB	2515	2030	149	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	SR 826 SB	SR 836 EB/WB Exit	2520	2525	306	2263	2266	3	0	39	30	D				8239	8240	1	0
	SR 826 SB		2525	2040	451	2263	2263	0	0	39	29	D				8239	8238	-1	0
		NW 72 Ave/NW 87 Ave Exit	2055	2530	206	2294	2159	-135	-6	47	15	B				8350	8263	-87	-1
	SR 826 SB	Flagler St/SW 8 St Exit	2060	2535	327	209	185	-24	-11	49	4	A				761	685	-76	-10
	SR 826 SB	SR 826 EL SB Exit	2535	2540	233	209	185	-24	-11	49	4	A				761	685	-76	-10
	SR 836 EB/WB Entrance	SR 826 SB	2065	2545	278	2275	2179	-96	-4	43	25	C				8286	8272	-14	0
	Flagler St Entrance	SR 826 SB	2070	6500	172	517	505	-12	-2	49	10	B				1883	1924	41	2
	SW 8 St Entrance		2550	2080	402	1643	1806	163	10	45	20	B				5978	6646	668	11
		SR 826 SB	2555	2105	285	1252	1230	-22	-2	44	14	B				4555	4657	102	2
	SR 826 SB		2560	2565	781	1631	1495	-136	-8	33	44	F				5934	5883	-51	-1
		SW 24 St Exit	2565	2120	330	1631	1495	-136	-8	37	40	E				5934	5883	-51	-1
	SW 24 St Entrance		2135	2570	438	1746	1658	-88	-5	39	21	C				6356	6412	56	1
		SR 826 SB	2570	2575	236	1746	1656	-90	-5	34	24	C				6356	6411	55	1
	SR 826 SB		2580	2585	146	1030	1044	14	1	24	44	F				3750	3982	232	6
		SW 40 St Exit	2585	2140	375	1030	1045	15	1	34	31	D				3750	3981	231	6
	SR 826 SB	SW 56 St Exit	2155	2590	443	1962	1909	-53	-3	48	20	B				7143	7353	210	3
	SR 826 SB		2590	2595	377	1962	1911	-51	-3	49	20	B				7143	7355	212	3
		SR 874 Exit	2180	2600	628	1817	1787	-30	-2	49	18	B				6615	6787	172	3
	SW 40 St Entrance	SR 826 SB	2185	2605	701	1606	1534	-72	-4	49	10	B				5844	5901	57	1
	SW 56 St Entrance		2605	2610	529	1606	1535	-71	-4	49	10	B				5844	5901	57	1
		SR 826 SB	2615	2215	366	1064	930	-134	-13	43	21	C				3870	3593	-277	-7
	SR 826 SB	SW 72 St Exit	2620	2625	725	586	598	12	2	34	16	B				2134	2332	198	9
	SR 826 EL SB (SW72St) Entran	SR 826 SB	2625	2225	664	586	598	12	2	38	16	B				2134	2332	198	9
	SW 72 St Entrance		2235	2630	372	1573	1539	-34	-2	37	21	C				5726	5948	222	4
		SR 826 SB	6555	2237	377	744	567	-177	-24	47	12	B				2706	2075	-631	-23
	SR 826 SB		2635	2640	338	356	392	36	10	39	10	B				1295	1533	238	18
		SW 88 St Exit	2640	2245	569	356	392	36	10	38	10	B				1295	1531	236	18
	SW 88 St Entrance		2255	2645	738	2618	2417	-201	-8	48	25	C				9530	9259	-271	-3
			2645	2650	225	2618	2417	-201	-8	48	25	C				9530	9259	-271	-3
		SR 826 SB	2655	2660	172	502	490	-12	-2	27	23	C				1827	1915	88	5
	Dummy Ramp Entrance	SR 826 SB	2660	2665	179	502	488	-14	-3	27	24	C				1827	1912	85	5
	SR 826 SB	US-1 SB Exit	2665	2275	632	502	478	-24	-5	27	28	D				1827	1907	80	4
SR 826 EL NB	**Begin SR 826 EL NB Mainline**		2670	2280	160	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
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			5005	5010	1324	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
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	SR 826 NB (SW72St) Entrance		5015	5020	1324	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
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			5025	5030	1364	1027	933	-94	-9	55	11	B				3737	3618	-119	-3
			5030	5035	1366	1027	934	-93	-9	57	17	B				3737	3619	-118	-3
			5035	5040	1364	1027	936	-91	-9	56	17	B				3737	3621	-116	-3
			5040	5045	1367	1027	933	-94	-9	56	17	B				3737	3620	-117	-3
		SR 874 EL NB Entrance	5045	5050	1175	1027	935	-92	-9	55	17	B				3737	3620	-117	-3
	SR 874 EL NB Entrance		5050	5055	1560	1027	935	-92	-9	55	17	B				3737	3618	-119	-3
			5055	5060	1407	1027	933	-94	-9	55	17	B				3737	3616	-121	-3
			5060	5065	978	2226	2126	-100	-4	55	20	B				8106	7976	-130	-2
			5065	5070	1115	2226	2127	-99	-4	57	19	B				8106	7976	-130	-2
			5070	5075	1258	2226	2127	-99	-4	57	19	B				8106	7978	-128	-2
			5075	5080	1369	2226	2127	-99	-4	57	19	B				8106	7976	-130	-2
			5080	5085	1327	2226	2125	-101	-5	57	19	B				8106	7976	-130	-2
			5085	5090	1783	2226	2123	-103	-5	57	19	B				8106	7978	-128	-2
			5090	5095	1864	2226	2124	-102	-5	57	19	B				8106	7984	-122	-2
			5095	5100	1012	2226	2125	-101	-5	60	18	B				8106	7981	-125	-2
			5100	5105	1308	2226	2127	-99	-4	62	17	B				8106	7979	-127	-2
		SR 836 EB/WB Exit	5105	5110	1371	2226	2124	-102	-5	57	19	B				8106	7978	-128	-2
	SR 836 EB/WB Exit	SR 826 NB (SR836) Exit	5110	5115	1243	2226	2127	-99	-4	60	18	B				8106	7978	-128	-2
	SR 826 NB (SR836) Exit		5115	5120	857	2226	2125	-101	-5	55	19	B				8106	7976	-130	-2
			5120	5125	796	939	906	-33	-4	56	12	B				3417	3419	2	0
			5125	5130	751	392	389	-3	-1	62	6	A				1429	1469	40	3
			5130	5135	1319	392	388	-4	-1	59	7	A				1429	1469	40	3
			5135	5140	1369	392	387	-5	-1	58	7	A				1429	1467	38	3
			5140	5145	1370	392	387	-5	-1	57	7	A				1429	1466	37	3
			5145	5150	1350	392	387	-5	-1	57	7	A				1429	1467	38	3
			5150	5155	1348	392	386	-6	-2	57	7	A				1429	1470	41	3
			5155	5160	1395	392	388	-4	-1	57	7	A				1429	1468	39	3
		SR 826 EL NB Mainline End	5160	5165	1332	392	386	-6	-2	56	7	A				1429	1468	39	3
SR 826 EL NB Ramps	SR 826 NB (SW72St) Entrance	SR 826 EL NB	5165	5170	1335	392	387	-5	-1	56	7	A				1429	1469	40	3
	SR 874 NB Entrance		5170	5175	717	392	389	-3	-1	59	7	A				1429	1470	41	3
			5500	5025	180	1027	933	-94	-9	47	20	B				3737	3621	-116	-3
		SR 826 EL NB	5510	5515	801	1201	1194	-7	-1	51	23	C				4369	4355	-14	0
	SR 826 EL NB		5515	5520	1426	1201	1195	-6	0	46	26	C				4369	4356	-13	0
			5520	5060	879	1201	1193	-8	-1	46	26	C				4369	4355	-14	0
			5120	5525	279	1288	1218	-70	-5	44	28	C				4688	4556	-132	-3
		SR 836 WB Exit	5525	5530	597	1288	1218	-70	-5	46	26	C				4688	4556	-132	-3
	SR 826 EL NB	SR 826 NB (SR836) Exit	5530	5535	457	1288	1218	-70	-5	46	26	C				4688	4555	-133	-3
	Begin SR 826 EL SB Mainline		5535	5540	354	1288	1219	-69	-5	46	27	C				4688	4557	-131	-3
			5125	5555	184	547	518	-29	-5	48	11	B				1988	1948	-40	-2
			6000	6005	1367	421	421	0	0	60	7	A				1535	1533	-2	0
			6005	6010	1330	421	422	1	0	59	7	A				1535	1536	1	0

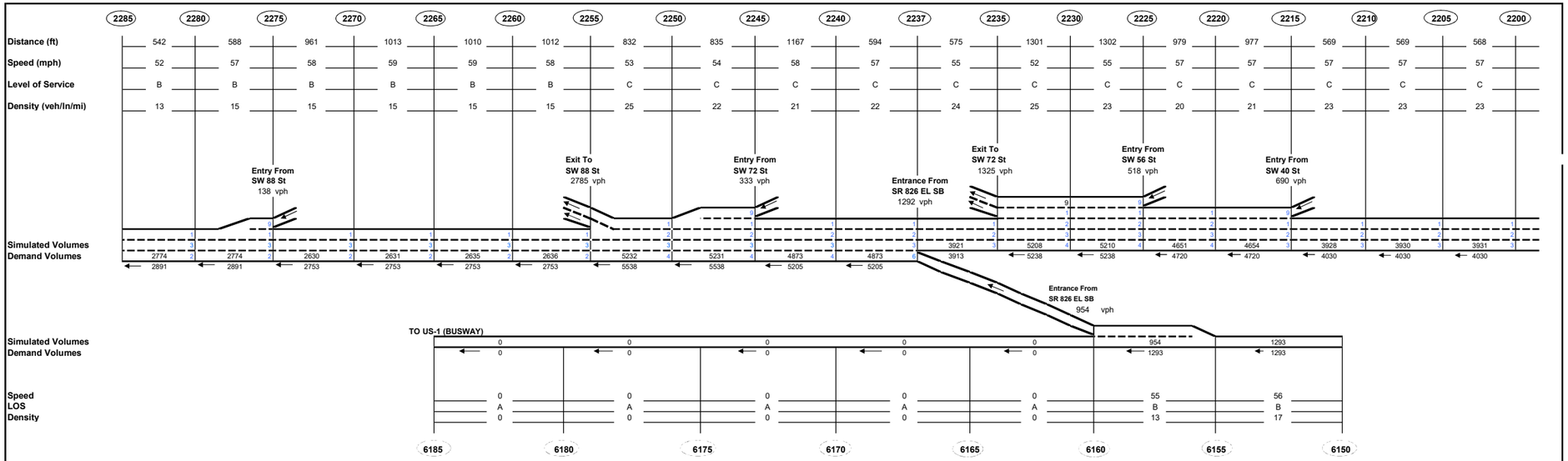
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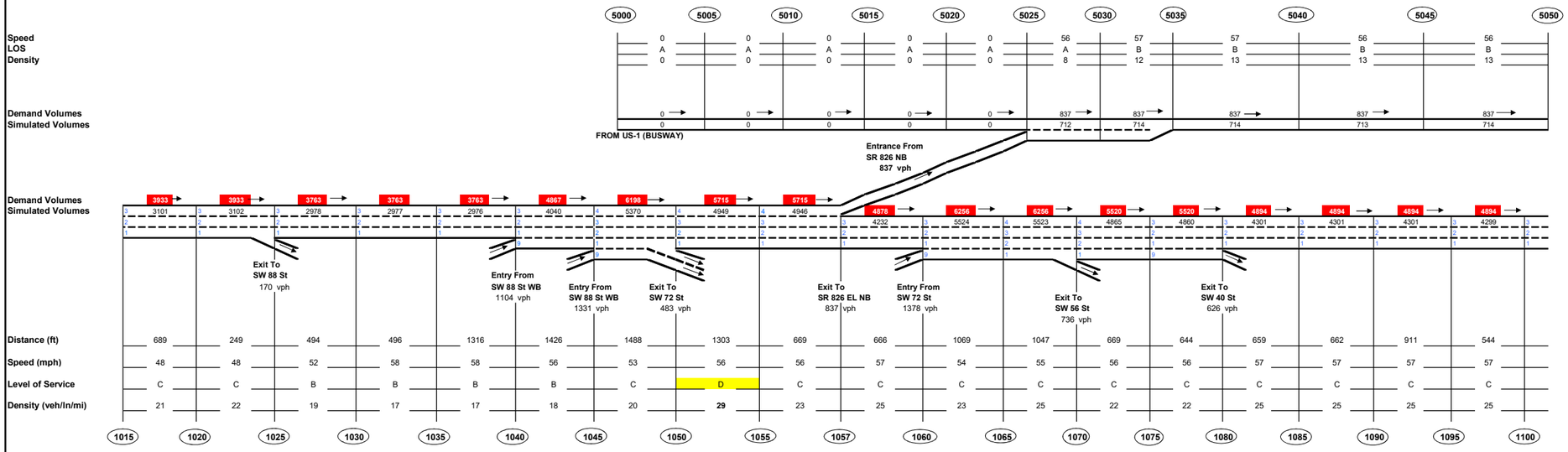
		NW 87 Ave Exit	4185	4190	841	1714	1300	-414	-24	44	14	B				6240	4839	-1401	-22
	NW 87 Ave Exit		4190	4195	440	2175	1760	-415	-19	44	13	B				7919	6520	-1399	-18
		NW 87 Ave Entrance SB	4195	4200	440	2175	1759	-416	-19	44	13	B				7919	6519	-1400	-18
	NW 87 Ave Entrance SB		4200	4205	639	1367	1017	-350	-26	44	11	B				4974	3752	-1222	-25
		SR 836 WB Exit	4205	4210	790	1367	1018	-349	-26	44	11	B				4974	3754	-1220	-25
	SR 836 WB Exit	**End SR 836 WB CD**	4210	4215	706	2703	2352	-351	-13	43	23	C				9837	8620	-1217	-12
SR 836 WB CD Ramps	SR 836 WB Entrance	SR 836 WB CD	4215	4220	680	2703	2351	-352	-13	43	27	C				9837	8621	-1216	-12
	SR 836 WB CD		4220	4225	184	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
		NW 72 Ave1 Exit	4500	4125	257	1404	1238	-166	-12	40	14	B				5109	4490	-619	-12
	NW 72 Ave Entrance	SR 836 WB CD	4135	4520	427	259	226	-33	-13	35	6	A				941	818	-123	-13
	SR 826 SB Entrance		4520	4525	293	259	226	-33	-13	36	6	A				941	819	-122	-13
		SR 836 WB CD	4530	4160	349	2167	1808	-359	-17	32	48	F				7889	6833	-1056	-13
	SR 836 WB CD		2540	4535	358	209	185	-24	-11	46	4	A				761	685	-76	-10
		NW 72 Ave2 Exit	4535	4165	246	209	186	-23	-11	45	4	A				761	686	-75	-10
	SR 836 WB CD		4170	4540	185	1030	1024	-6	-1	43	12	B				3750	3794	44	1
		NW 84 Ave Exit	4540	4545	298	1030	1025	-5	0	44	11	B				3750	3797	47	1
	SR 826 NB Entrance	SR 836 WB CD	4175	4550	347	880	778	-102	-12	43	18	B				3204	2937	-267	-8
	NW 87 Ave NB Entrance		4550	4555	270	880	776	-104	-12	43	18	B				3204	2935	-269	-8
		SR 836 WB CD	4560	4180	285	102	92	-10	-10	42	2	A				374	357	-17	-5
	SR 836 WB CD		4565	4570	133	461	459	-2	0	45	12	B				1679	1680	1	0
		NW 87 Ave Exit	4570	4190	181	461	459	-2	0	45	10	B				1679	1679	0	0
	NW 87 Ave SB Entrance		4200	4575	159	809	744	-65	-8	43	17	B				2946	2768	-178	-6
		SR 836 WB CD	4575	4580	146	809	743	-66	-8	44	17	B				2946	2766	-180	-6
	SR 836 WB CD	SR 836 WB Exit	4585	4590	204	1335	1336	1	0	44	33	D				4863	4863	0	0
SR 874 NB	**Begin SR 874 NB**		4590	4210	507	1335	1337	2	0	45	30	D				4863	4865	2	0
		SW 40 St Exit	4220	4515	360	2703	2348	-355	-13	43	27	C				9837	8617	-1220	-12
		SW 40 St Exit	3300	3305	1127	3606	3602	-4	0	62	20	B				13130	13128	-2	0
	SW 40 St Exit		3305	3308	575	3606	3603	-3	0	60	15	B				13130	13131	1	0
			3308	3310	602	2407	2411	4	0	58	14	B				8760	8779	19	0
			3310	3315	629	909	916	7	1	54	17	B				3308	3336	28	1
		Dummy Ramp Entrance	3315	3320	661	909	916	7	1	47	19	B				3308	3333	25	1
	Dummy Ramp Entrance	SW 56 St Entrance	3320	3325	536	909	916	7	1	47	19	B				3308	3334	26	1
	SW 56 St Entrance		3325	3330	455	909	916	7	1	47	20	B				3308	3333	25	1
		SW 40 St Exit	3330	3335	498	909	915	6	1	47	10	A				3308	3334	26	1
	SW 40 St Exit	**End SR 874 NB**	3335	3340	238	1554	1491	-63	-4	39	11	B				5658	5619	-39	-1
SR 874 NB Ramps	SR 974 NB		3340	3345	227	1554	1491	-63	-4	40	12	B				5658	5620	-38	-1
		SR 826 EL NB Exit	3345	3350	193	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	SR 974 NB		3308	5505	1364	1201	1194	-7	-1	47	25	C				4369	4353	-16	0
		SW 40 St Exit	5505	5510	796	1201	1194	-7	-1	54	22	C				4369	4354	-15	0
	Dummy Ramp Entrance	SR 974 NB	3310	3800	818	1498	1495	-3	0	49	15	B				5453	5444	-9	0
	SR 826 NB Entrance	SR 974 NB	3800	1605	766	1498	1496	-2	0	49	15	B				5453	5446	-7	0
	SR 974 NB	SW 40 St	3805	3330	155	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
SR 874 SB	**Begin SR 874 SB**	SW 40 St Entrance	3810	3335	165	645	576	-69	-11	41	7	A				2347	2282	-65	-3
	SW 40 St Entrance		3345	3815	251	1554	1489	-65	-4	38	20	B				5658	5621	-37	-1
		Dummy Ramp Exit	4300	4305	190	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	Dummy Ramp Exit		4305	4310	337	2195	1469	-726	-33	39	11	B				7991	5833	-2158	-27
		SW 56 St Exit	4310	4315	346	2195	1468	-727	-33	44	10	B				7991	5831	-2160	-27
	SW 56 St Exit		4315	4320	365	2195	1469	-726	-33	42	16	B				7991	5826	-2165	-27
			4320	4325	517	4011	3256	-755	-19	44	18	B				14605	12610	-1995	-14
			4325	4330	276	1333	911	-422	-32	47	10	A				4853	3540	-1313	-27
		SR 826 SB Entrance	4330	4335	815	1333	911	-422	-32	48	10	A				4853	3540	-1313	-27
	SR 826 SB Entrance		4335	4340	636	1333	909	-424	-32	48	19	B				4853	3542	-1311	-27
		SR 826 EL SB Entrance	4340	4345	679	1333	907	-426	-32	47	19	B				4853	3544	-1309	-27
		End SR 874 SB	4345	4347	592	2938	2446	-492	-17	50	12	B				10695	9447	-1248	-12
SR 874 SB Ramps	SW 40 St Entrance	SR 974 SB	4347	4350	570	2938	2444	-494	-17	59	13	B				10695	9448	-1247	-12
	SR 974 SB	Dummy Ramp Exit	4350	4355	1173	4581	4143	-438	-10	62	17	B				16677	15842	-835	-5
	SR 826 SB Entrance	SR 974 SB	4800	4305	263	2195	1469	-726	-33	35	19	B				7991	5839	-2152	-27
	SR 974 SB		4315	4805	105	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
			2600	4320	630	1817	1786	-31	-2	49	18	B				6615	6788	173	3
		SW 56 St/SR 826 SB Exit	4325	4810	344	2679	2345	-334	-12	46	25	C				9753	9072	-681	-7
	SR 826 SB Entrance		2610	4825	450	1606	1536	-70	-4	49	10	B				5844	5902	58	1
			4825	4830	653	1606	1536	-70	-4	49	10	B				5844	5901	57	1
		SR 974 SB	4830	4345	691	1606	1536	-70	-4	49	10	B				5844	5900	56	1
	SR 826 EL SB Entrance		6540	6545	781	1643	1705	62	4	45	38	E				5982	6396	414	7
			6545	6550	1025	1643	1702	59	4	45	38	E				5982	6395	413	7
		SR 974 SB	6550	4350	901	1643	1700	57	3	50	34	D				5982	6394	412	7
Transition Links	US-1 NB	SR 826 NB On Ramp	4807	4815	158	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	SW 56 St	SR 826 NB On Ramp	4815	4820	817	2679	2344	-335	-13	47	16	B				9753	9074	-679	-7
	SW 88 St	SR 826 SB On Ramp	4820	4835	401	2679	2346	-333	-12	47	16	B				9753	9076	-677	-7
	SW 8 St	SR 826 SB On Ramp	4835	4840	238	1064	929	-135	-13	46	10	B				3870	3591	-279	-7
	SW 40 St	SR 826 SB On Ramp	4840	4845	161	0	0	0	#DIV/0!	0	0	A				0	0	0	#DIV/0!
	SW 56 St	SR 826 SB On Ramp	4810	4815	521	2679	2344	-335	-13	48	24	C				9753	9073	-680	-7
	SW 72 St	SR 826 SB On Ramp	4835	4837	264	1615	1417	-198	-12	49	14	B				5884	5482	-402	-7
	Flagler St	SR 826 SB On Ramp	4840	2615	203	1064	931	-133	-13	43	21	C				3870	3593	-277	-7
	Flagler St	SR 836 EB Ramp	7150	1500	160	2986	2461	-525	-18	47	20	B				10874	9573	-1301	-12
	SR 826 NB/SW 56 St	SR 874 NB On Ramp	7159	1595	146	1244	1086	-158	-13	33	37	E				4528	4224	-304	-7
	SW 40 St	SR 874 SB On Ramp	7255	2655	117	502	491	-11	-2	27	25	C				1827	1913	86	5
	SW 88 St EB	SR 826 NB On Ramp	7256	2560	136	1631	1495	-136	-8	18	48	F				5934	5888	-46	-1
	SW 88 St WB	SR 826 NB On Ramp	2575	7257	169	1746	1656	-90	-5	28	29	D				6356	6412	56	1
	SW 72 St	SR 826 NB On Ramp	7262	2620	116	586	598	12	2	22	16	B				2134	2331	197	9
	SW 24 St	SR 826 SB On Ramp	7263	2635	142	356	392	36	10	36	12	B				1295	1533	238	18
	SW 40 St EB	SR 826 NB On Ramp	2650	7265	117	2618	2417	-201	-8	47	26	C				9530	9260	-270	-3
	SW 40 St WB	SR 826 NB On Ramp	2675	7267	125	4140	3711	-429	-10	10	140	F				15075	14904	-171	-1
	SW 8 St EB	SR 826 NB On Ramp	2705	7270	120	1698	1691	-7	0	15	42	E				6182	6501	319	5
	SW 24 St	SR 826 NB On Ramp	7271	2710	120	1339	1266	-73	-5	13	36	E				4872	4830	-42	-1
	SW 8 St WB	SR 826 NB On Ramp	2735	7273	152	1258	1197	-61	-5	38	16	B				4581	4559	-22	0
	Flagler St	SR 826 NB On Ramp	7357	3575	201	461	485	24	5	45	6	A				1674	1894	220	13
	SR 826 SB Off Ramp	SW 24 St	7381	3810	119	645	576	-69	-11	44	8	A				2347	2283	-64	-3
	SR 826 SB Off Ramp	SW 88 St	7480	4800	127	2195	1468	-727	-33	32	24	C				7991	5842	-2149	-27
	SR 826 SB Off Ramp	US-1 SB	4837	7482	120	#N/A	1416	#N/A	#N/A	50	14	B				#N/A	5484	#N/A	#N/A
	SR 826 SB Off Ramp	Flagler St	1505	7505	120	145	120	-25	-17	40	2	A				530	472	-58	-11
	SR 826 SB Off Ramp	SW 8 St	7510	1510	111	778	739	-39	-5	28	31	D				2833	2873	40	1
	SR 826 NB Off Ramp	SW 88 St	7525	1525	136	1619	1600	-19	-1	34	54	F				5891	6166	275	5
	SR 826 NB Off Ramp	SW 72 St	1545	7545	130	416	375	-41	-10	29	4	A				1515	1462	-53	-3
	SR 826 NB Off Ramp	SW 56 St	7550	1550	201	1598	1539	-59	-4	32	17	B				5816	5971	155	3
	SR 826 NB Off Ramp	SW 40 St	1570	7570	116	619	543	-76	-12	8	77	F				2252	2123	-129	-6
	SR 826 SB Off Ramp	SW 40 St	7580	2580	146	1030	1043	13	1	24	49	F				3750	3982	232	6
	SR 826 SB Off Ramp	SW 72 St	1590	7590	139	627	575	-52	-8	43	13	B				2282	2233	-49	-2
	SR 826 NB Off Ramp	SW 24 St	2595	7595	110	1962	1911	-51	-3	49	20	B				7143	7356	213	3
	SR 826 NB Off Ramp	SW 8 St	2630	7630	130	1573	1539	-34	-2	31	26	C				5726	5949	223	4
	SR 826 NB Off Ramp	Flagler St/NW 72 Ave	7635	1635	132	1640	1270	-370	-23	34	21	C				5974	5075	-899	-15
	SR 874 NB Off Ramp	SW 40 St	1650	7650	153	1121	1013	-108	-10	21	56	F				4081	3846	-235	-6

Section 4

Design Year 2045 Build AM and PM Lane Schematics



SR 826 - SOUTHBOUND



SR 826 - NORTHBOUND

LEGEND

511 Node Number

Freeway Geometric Coloring
Density (Veh/LN/Hour)

Speed (mph)
- 20 and below
- 20 - 30
- 30 - 45
- 45 and above

Density above 75
Density above 55
Density above 43

Freeway LOS Coloring
Density (Veh/Mi/Ln)

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

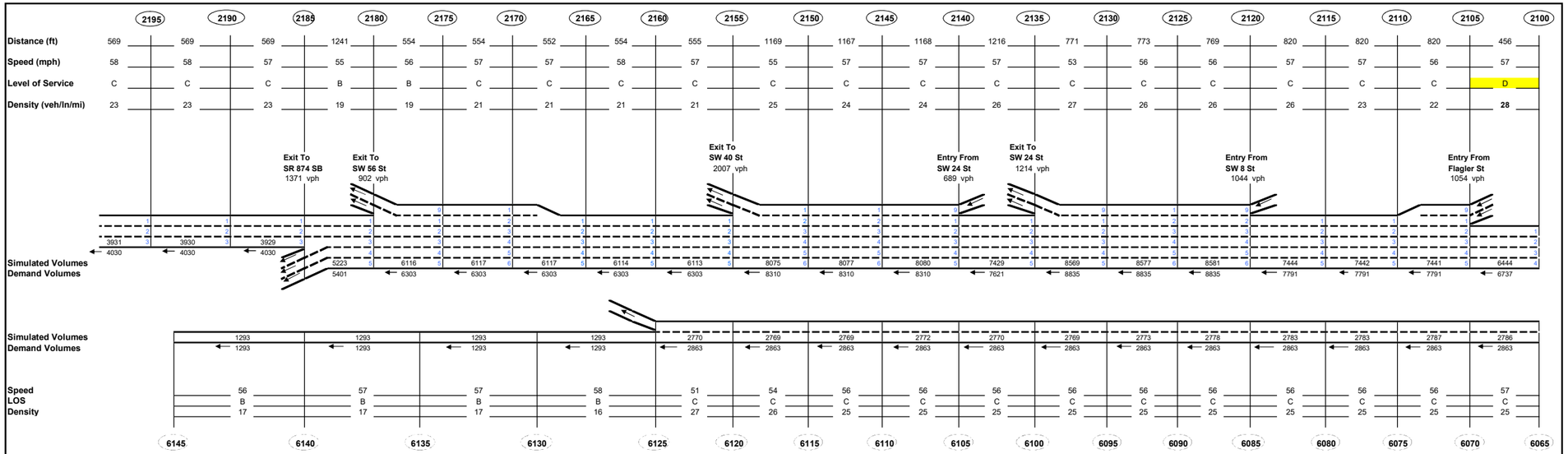
900 → Demand volume highlighted if simulated falls below = 90%
809 Simulated volume

Density, LOS: Calculations from CORSIM not equivalent to calculations from HCM 2010; Letter Grades based on density ranges specified in HCM 2010

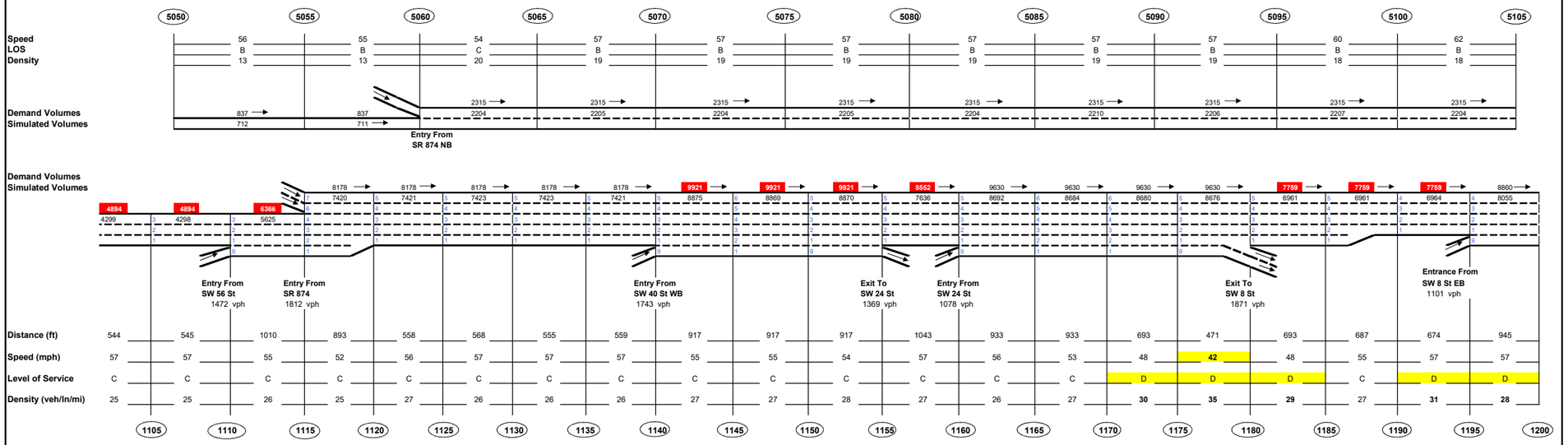
SR-826 N-S PD&E STUDY
2045 BUILD CORSIM MODEL

Figure X
AM Peak Hour MOE's
SR 826 Lane Schematic

Date Submitted: Octobre 2019 Peak Hour 8:00 - 9:00 Sheet 1 of 3



SR 826 - SOUTHBOUND



SR 826 - NORTHBOUND

LEGEND

511 Node Number

Freeway Geometric Coloring
Density (Veh/LN/Hour)

Speed (mph)
- 20 and below
- 20 - 30
- 30 - 45
- 45 and above

Density above 75
Density above 55
Density above 43

Freeway LOS Coloring
Density (Veh/Mi/Ln)

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

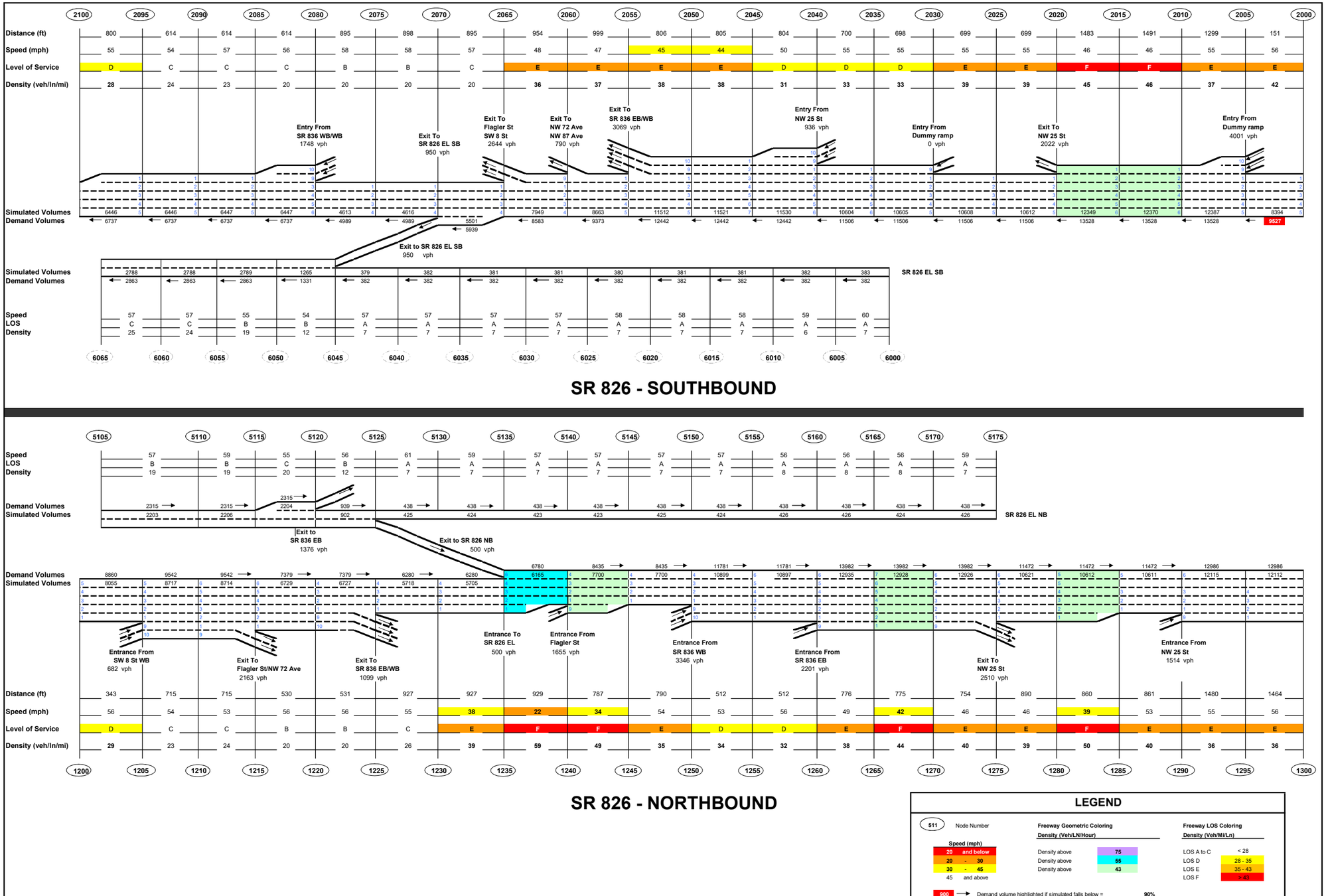
900 Demand volume highlighted if simulated falls below = 90%
809 Simulated volume

Density, LOS: Calculations from CORSIM not equivalent to calculations from HCM 2010; Letter Grades based on density ranges specified in HCM 2010

SR-826 N-S PD&E STUDY
2045 BUILD CORSIM MODEL

Figure X
AM Peak Hour MOE's
SR 826 Lane Schematic

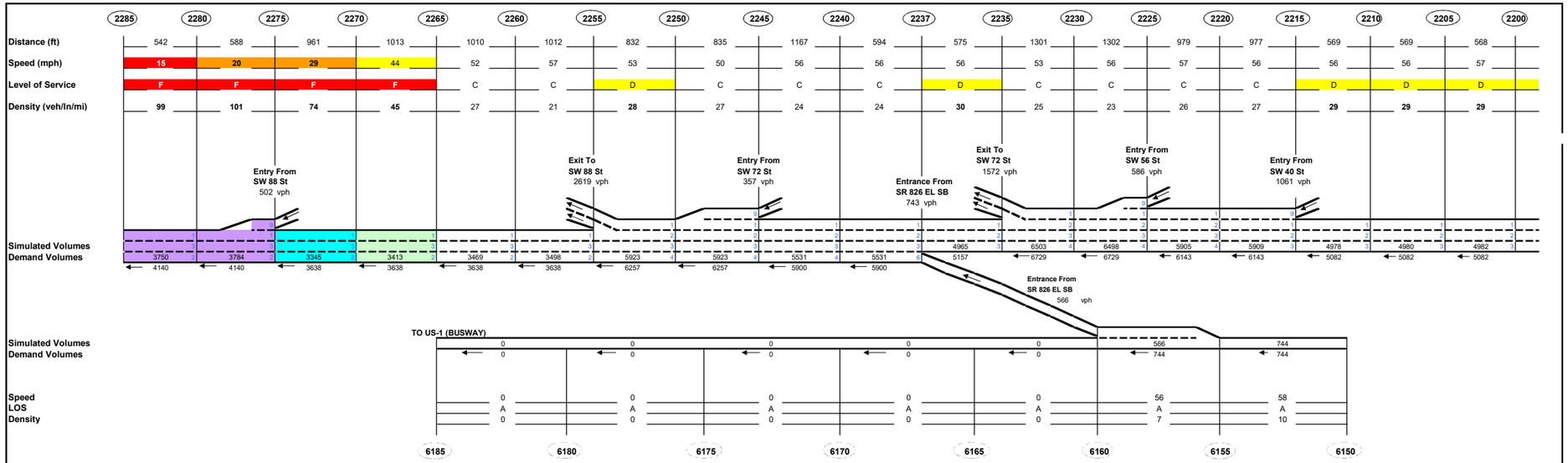
Date Submitted: October 2019 Peak Hour 8:00 - 9:00 Sheet 2 of 3



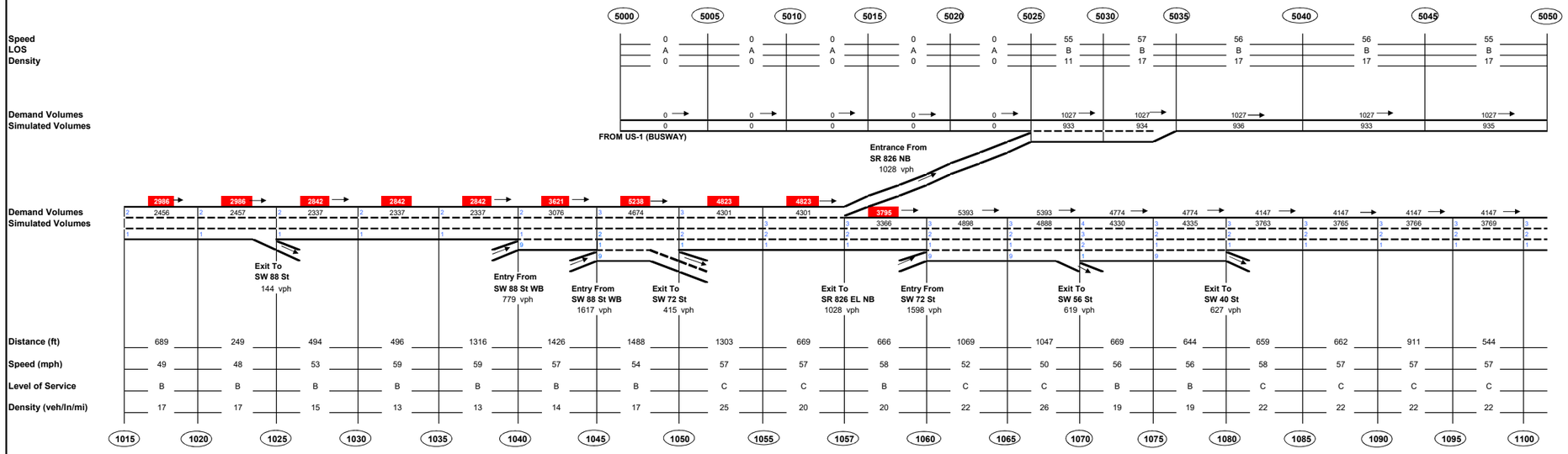
SR-826 N-S PD&E STUDY
2040 BUILD CORSIM MODEL

Figure X
AM Peak Hour MOE's
SR 826 Lane Schematic

Date Submitted: October 2019 Peak Hour 8:00 - 9:00 Sheet 3 of 3



SR 826 - SOUTHBOUND



SR 826 - NORTHBOUND

LEGEND

511 Node Number

Freeway Geometric Coloring
Density (Veh/LN/Hour)

Speed (mph)
- 20 and below
- 20 - 30
- 30 - 45
- 45 and above

Density above 75
Density above 55
Density above 43

Freeway LOS Coloring
Density (Veh/Mi/Ln)

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

900 → Demand volume highlighted if simulated falls below = 90%
809 Simulated volume

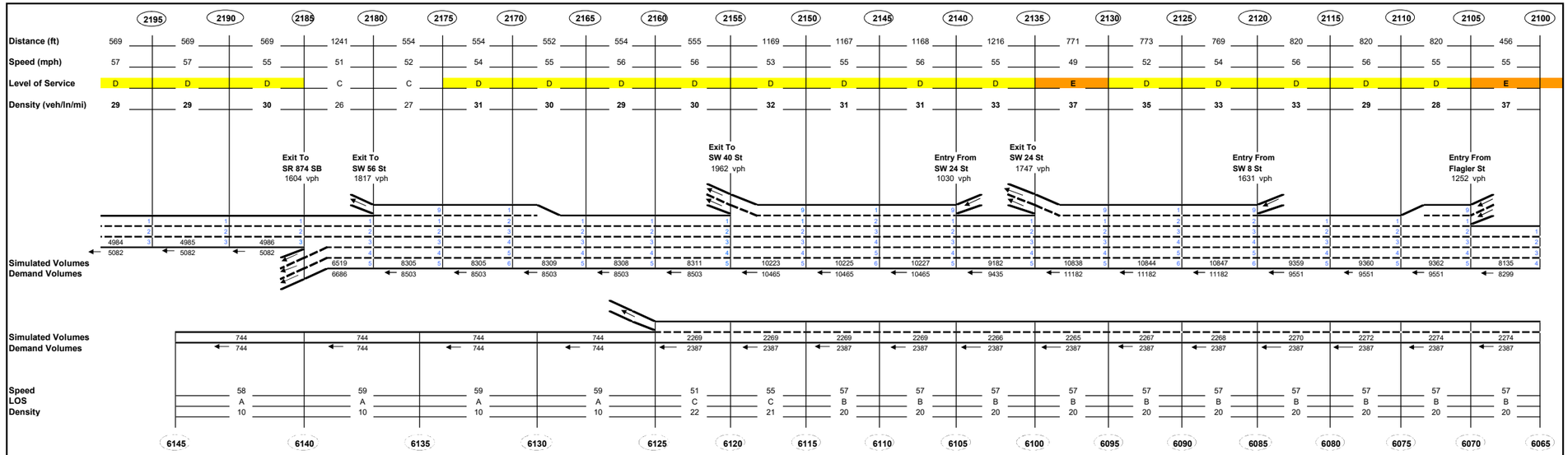
Density Calculations from CORSIM not equivalent to calculations from HCM 2010
LOS Letter Grades based on density ranges specified in HCM 2010

SR-826 N-S PD&E STUDY
2045 BUILD CORSIM MODEL

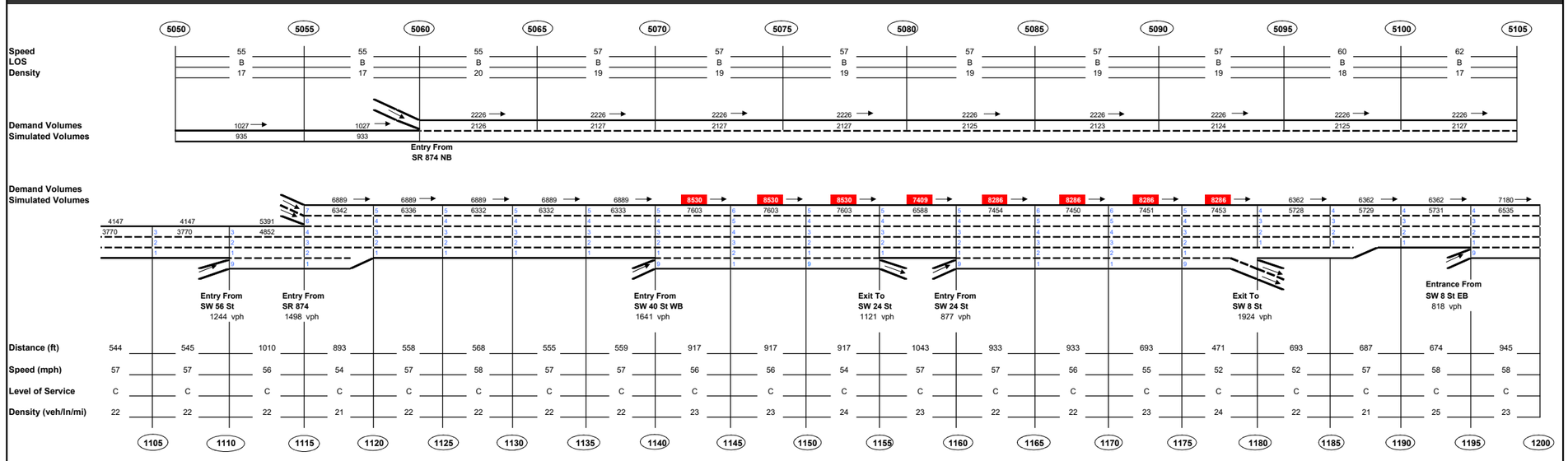
Figure X
PM Peak Hour MOE's
SR 826 Lane Schematic

Date Submitted: October 2019

Peak Hour 5:00 - 6:00



SR 826 - SOUTHBOUND



SR 826 - NORTHBOUND

LEGEND

511 Node Number

Speed (mph)
- 20 and below
- 20 - 30
- 30 - 45
- 45 and above

Freeway Geometric Coloring
Density (Veh/LN/Hour)
- Density above 75
- Density above 55
- Density above 43

Freeway LOS Coloring
Density (Veh/Mi/Ln)
- LOS A to C < 28
- LOS D 28 - 35
- LOS E 35 - 43
- LOS F > 43

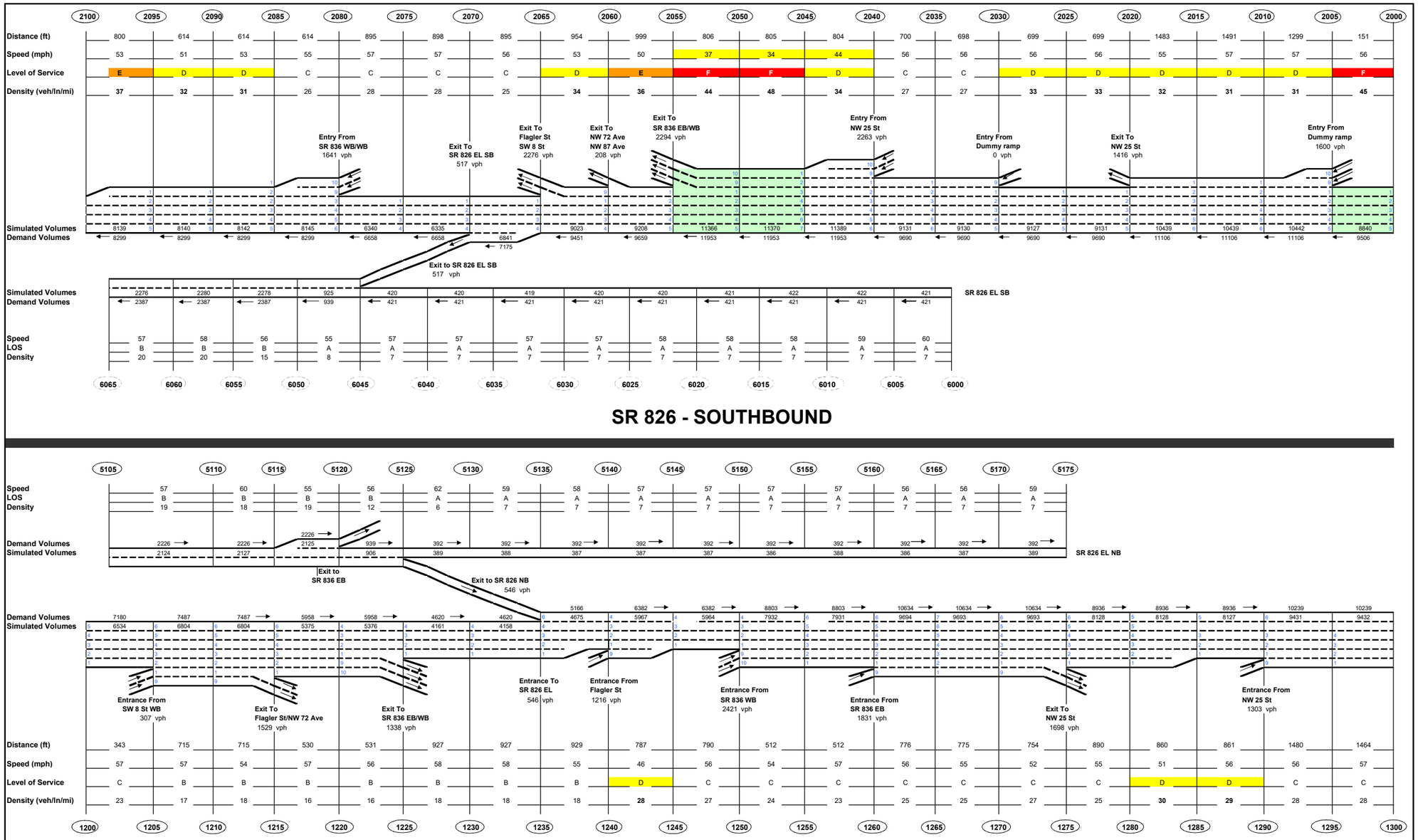
900 → Demand volume highlighted if simulated falls below = 90%
809 Simulated volume

Density Calculations from CORSIM not equivalent to calculations from HCM 2010
LOS Letter Grades based on density ranges specified in HCM 2010

SR-826 N-S PD&E STUDY
2045 BUILD CORSIM MODEL

Figure X
PM Peak Hour MOE's
SR 826 Lane Schematic

Date Submitted: October 2019 Peak Hour 5:00 - 6:00 Sheet 2 of 3



LEGEND

511 Node Number

Speed (mph)

20 and below	
20 - 30	
30 - 45	
45 and above	

Freeway Geometric Coloring
Density (Veh/LN/Hour)

Density above 75	
Density above 55	
Density above 43	

Freeway LOS Coloring
Density (Veh/Mi/Ln)

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

900 Demand volume highlighted if simulated falls below = 90%
809 Simulated volume

Density Calculations from CORSIM not equivalent to calculations from HCM 2010
LOS Letter Grades based on density ranges specified in HCM 2010

SR-826 N-S PD&E STUDY
2017 BUILD CORSIM MODEL

Figure X
PM Peak Hour MOE's
SR 826 Lane Schematic

Date Submitted: October 2019 Peak Hour 5:00 - 6:00 Sheet 3 of 3

Section 5

RNS Files

- **2045 Build AM**
- **2045 Build PM**

RNS Files_2045 Build

2045 BUILD AM PEAK MODEL

10

5532 31832 8086
25912 9522 5591
18591 7888 6800
3720 5737 18203
16630 16573 01489
01039 04307 17470
30688 19245 23076
26778 18778 2081
2498 24759 32697
28161 23664 21433

2045 BUILD PM PEAK MODEL

10

2881 1761 6215
25139 10565 18431
10421 17876 3811
30694 16380 12106
22493 21281 14604
7191 8382 1250
20446 24480 6507
16199 26794 7564
9723 10461 22361
17261 456 17251

APPENDIX S

Transportation Plan

Planning Consistency Guidance
STIP Project Detail and Summaries Online Report

In Progress

Is the entire project funded for the next phase?

○ Yes ◉ No

Is one or more segment(s) of the project funded all the way to construction?

○ Yes ◉ No

Note: If not in the current TIP/STIP, provide details describing implementation.

Comments

The FDOT Project Manager is coordinating with the MPO liason for required planning consistency updates needed for this project.

1. Project Information

1.1 Project Description

1.2 Purpose and Need

1.3 Planning Consistency

The FDOT Project Manager is coordinating with the MPO liason for required planning consistency updates needed for this project.

DRAFT

Table 6-10 | Partially Funded Projects (Values in Millions YOE $)

MAP ID	Project	Limits From	Limits To	Description	Total Capital Cost Funded via TIP	Total Capital Cost (2013 $)	Project Costs Funded via 2040 Plan	
1	Beach Connection (Baylink)	Miami Downtown Terminal	Miami Beach Convention Center	Premium transit service		$532.132	$161.273	
2	Douglas Rd Corridor BRT(SW 27/37 Ave) Dedicated Lanes	US-1	Miami Intermodal Center (MIC)	Full bus rapid transit		$166.400	$36.378	
3	Golden Glades Multimodal Terminal (Phase 2)			Park-and-Ride facility with 1,800 space garage		$45.000	$6.075	
4	I-95	South of SR 836/I-395	Broward County Line	Operational and capacity improvements	$13.035		$13.035	
5	I-95	US-1	South of SR 836/I-395	Operational and capacity improvements	$10.200		$10.200	
6	MDX Connect 4 Express	Central Miami-Dade County	North Miami-Dade County	New expressway connecting SR-836 (Dolphin), SR- 112 , SR-924, and SR-826 (Palmetto)	$7.300	$150.000	$323.800	
7	MDX SR-924/Gratigny Parkway East Extension	NW 32 Ave	I-95	New expressway extension of SR-924 East to I-95	$0.240	$477.000	$296.500	
8	MDX SR-836 (Dolphin) SouthWest Extension***	Western Terminus of SR-836 (Dolphin)	SW 136 St	Extend SR-836 from NW 137 Ave to the Southwest Kendall area	$7.490	$808.000	$681.900	
9	Miami Intermodal Center (MIC)			NW 42 Ave (LeJeune) Strip	$0.012			
10	NW 36th /NW 41 St	SR-821 (HEFT)	NW 42 Ave (LeJeune)	Redesign NW 36 St/41 St as a superarterial express street		$397.051	$509.504	
11	SR-826 (Palmetto)	West Flagler St	NW 154 St	Operational and capacity improvements			$2.080	
12	SR-826 (Palmetto)	US-1/S Dixie Highway	SR-836 (Dolphin)	Managed lanes	$7.150			
13	SR-826 (Palmetto)	East of NW 67 Ave	East of NW 57 Ave	Capacity and operational improvements	$5.500			
14	SR-826 (Palmetto)	West of NW 32 Ave	East of NW 27 Ave	Capacity and operational improvements	$6.900			
15	SW 117 Ave/SW 152 St (Coral Reef) Grade Separation			Grade separate SW 117 Ave over SW 152 St (Coral Reef)		$39.705	$7.060	
16	SW 7 St/ SW 8 St	Brickell Ave	SW 27 Ave	Operational and capacity improvements		$0.278	$0.093	
17	SW 88 St (Kendall)/SW 127 Ave Grade Separation			Grade separate SW 88 St (Kendall) over SW 127 Ave.		$39.705	$7.060	
18	Town of Indian Creek Bridge			Reconstruct bridge	$1.515	$13.860		
19	Tria-Rail Coastal Link	Miami	Pompano	Tri-Rail service	$5.566			
20	US-1 Managed Lanes***	SW 344 St (Palm)	Dadeland South Metrorail Station	Add 2 /1 reversible new managed lanes within the ROW of the Busway	$1.809	$367.000	$139.700	

Bolded phase funds are included in the 2015/2019 Miami-Dade TIP
** denotes portions of phase values are included in both the TIP and 2040 Plan*
*** denotes Operations and Maintenance is funded via MDT system efficiencies*
****Project would require amendment of the Miami-Dade County Comprehensive Plan Development Master Plan*

MIAMI-DADE TRANSPORTATION PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM
PRIMARY STATE HIGHWAYS AND INTERMODAL

TRANSPORTATION PLANNING

TPO Project No: DT4326391
LRTP Ref: 5-5
County: MIAMI-DADE
Roadway ID: 87260000
Lanes Exist: 6
Lanes Improved:
Lanes Added:
Project Length: 7.224
District: 6

Project Description: **SR 826/PALMETTO EXPRESSWAY** **FROM US 1/S DIXIE HWY** **TO SR 836/DOLPHIN EXPRESSWAY**

Type of Work: **TRANSPORTATION PLANNING** SIS or Non-SIS: **Yes**

Extra Description:

PHASE :	Funding Source	Proposed Funding (in $000s) <2019	2018 - 2019	2019 - 2020	2020 - 2021	2021 - 2022	2022 - 2023	>2023	All Years
	ACNP	5,288	0	0	0	0	0	0	5,288
	DIH	37	10	0	0	0	0	0	47
	DIS	1,637	0	0	0	0	0	0	1,637
	DS	770	0	0	0	0	0	0	770
PROJECT DEVELOPMENT AND ENVIRONMENTAL	**Total**	**7,732**	**10**	**0**	**0**	**0**	**0**	**0**	**7,742**

RESPONSIBLE AGENCY: **FDOT**

Item Segment TOTAL ALL Years ALL Phases: $7,742
Item Number: 432639 Item TOTAL ALL Years ALL Phases ALL Segments: $16,681

TPO Project No: DT4326392
LRTP Ref: 5-5
County: MIAMI-DADE
Roadway ID:
Lanes Exist:
Lanes Improved:
Lanes Added:
Project Length: 10.812
District: 6

Project Description: **SR 7/SR 933/US 441** **FROM SW 8 ST/TAMIAMI TRAIL** **TO GGI PARK AND RIDE LOT**

Type of Work: **TRANSPORTATION PLANNING** SIS or Non-SIS: **No**

Extra Description:

PHASE :	Funding Source	Proposed Funding (in $000s) <2019	2018 - 2019	2019 - 2020	2020 - 2021	2021 - 2022	2022 - 2023	>2023	All Years
		851	0	0	0	0	0	0	851
PROJECT DEVELOPMENT AND ENVIRONMENTAL	**Total**	**851**	**0**	**0**	**0**	**0**	**0**	**0**	**851**

RESPONSIBLE AGENCY: **FDOT**

Item Segment TOTAL ALL Years ALL Phases: $851
Item Number: 432639 Item TOTAL ALL Years ALL Phases ALL Segments: $16,681

Effective Date: 07/01/2018 | **Florida Department of Transportation** | **Run: 08/01/2019 15.37.46**

Approved STIP

View Approved STIP Phase Grouping Crosswalk

Item Segment: 432639 1

Fund	<2019	2019	2020	2021	2022	>2022	All Years
HIGHWAYS							
Item Number: 427647 1	Project Description: SR 90/SW 7 STREET FROM SW 2ND AVENUE TO SW 5 AVENUE						*NON-SIS*
District: 06 County: MIAMI-DADE	Type of Work: PD&E/EMO STUDY					Project Length:	.628
P D & E / MANAGED BY FDOT							
-TOTAL OUTSIDE YEARS	4,492	0	0	0	0	0	4,492
Item 427647 1 Totals:	**4,492**	**0**	**0**	**0**	**0**	**0**	**4,492**
Item Number: 432639 1	Project Description: SR 826/PALMETTO EXPY FROM US-1/S. DIXIE HWY TO SR 836/DOLPHIN XWAY						*SIS*
District: 06 County: MIAMI-DADE	Type of Work: TRANSPORTATION PLANNING					Project Length:	7.224
P D & E / MANAGED BY FDOT							
ACNP -ADVANCE CONSTRUCTION NHPP	5,288,117	0	0	0	0	0	5,288,117
DIH -STATE IN-HOUSE PRODUCT SUPPORT	24,180	21,182	0	0	0	0	45,362
DIS -STRATEGIC INTERMODAL SYSTEM	1,636,850	0	0	0	0	0	1,636,850
DS -STATE PRIMARY HIGHWAYS & PTO	769,732	0	0	0	0	0	769,732
Item 432639 1 Totals:	**7,718,879**	**21,182**	**0**	**0**	**0**	**0**	**7,740,061**
Item Number: 432639 6	Project Description: SR 90/SW 8 ST/SW 7 ST FROM SR 9/SW 27 AVENUE TO BRICKELL AVENUE						*NON-SIS*
District: 06 County: MIAMI-DADE	Type of Work: PD&E/EMO STUDY					Project Length:	2.970
P D & E / MANAGED BY FDOT							
ACNP -ADVANCE CONSTRUCTION NHPP	1,864,278	0	0	0	0	0	1,864,278
DIH -STATE IN-HOUSE PRODUCT SUPPORT	49,563	3,436	0	0	0	0	52,999
DS -STATE PRIMARY HIGHWAYS & PTO	70,348	5,872	0	0	0	0	76,220
NHPP -IM, BRDG REPL, NATNL HWY-MAP21	1,664,885	0	0	0	0	0	1,664,885
PRELIMINARY ENGINEERING / MANAGED BY FDOT							
DDR -DISTRICT DEDICATED REVENUE	0	0	3,300,000	0	0	0	3,300,000
DIH -STATE IN-HOUSE PRODUCT SUPPORT	0	0	300,000	0	0	0	300,000
Item 432639 6 Totals:	**3,649,074**	**9,308**	**3,600,000**	**0**	**0**	**0**	**7,258,382**
Item Number: 436479 1	Project Description: SR 934/NW 74 ST. FROM E. OF SR 826/PALMETTO EXPWY TO E. OF NW 69 AVE.						*SIS*

Web Application

Office of Work Program and Budget Lisa Saliba - Director

Five Year Work Program

Selection Criteria	
All in State (Updated: 8/13/2019-01.37.39)	2020-2024 AD Item Number:432639-1

Display current records in a Report Style
Display current records in an Excel Document

Project Summary						
Transportation System: INTRASTATE STATE HIGHWAY						District 06 - Miami-Dade County
Description: SR 826/PALMETTO EXPY FROM US-1/S. DIXIE HWY TO SR 836/DOLPHIN XWAY						
Type of Work: PRELIM ENG FOR FUTURE CAPACITY						View Scheduled Activities
Item Number: 432639-1						**SIS**
Length: 7.224						View Map of Item
Project Detail						
Fiscal Year:	**2020**	**2021**	**2022**	**2023**	**2024**	
Highways/PD & E						***(On-Going)***
Amount:	$466,312					
Highways/Preliminary Engineering						***(On-Going)***
Amount:	$11,000,000					
Item Total:	**$11,466,312**					

This site is maintained by the Office of Work Program and Budget, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 32399.

For additional information please e-mail questions or comments to Lisa Saliba: Lisa.Saliba@dot.state.fl.us

View Contact Information for Office of Work Program and Budget

APPENDIX T

Maintenance of Traffic

1.0 Transportation Management Plan (TMP)

A conceptual Transportation Management Plan (TMP) was developed as part of this PD&E study to determine constructability and the ability to maintain traffic for the recommended alternative for mainline maintenance of traffic (MOT). Impacts on traffic, traffic handling options, constructability, and design features/constraints were evaluated for the recommended alternative. Many of the components required to develop a TMP will be developed in accordance with the FDOT standards during the subsequent phases of the project (design & construction). Measures to be considered for implementation of the plan are discussed below.

A TMP includes three components:

1) Temporary Traffic Control (TTC) Plan

2) Transportation Operations

3) Public Information

A Transportation Management Plan (TMP) is required for minimizing activity-related traffic delay and crashes. A TMP consists of strategies to manage the work zone impacts of a project. The goal of a TMP is congestion relief during the construction phase of a project by managing traffic flow and balancing traffic demand with highway capacity through the project area. TMPs are required for significant projects which are defined as:

1) A project that, alone or in combination with other concurrent projects nearby, is anticipated to cause sustained work zone impacts.

2) All Interstate system projects within the boundaries of a designated Transportation Management Area (TMA) that occupy a location more than three days either intermittent or continuous lane closures.

An effective TMP provides safe construction zones with minimum delay for all traffic modes; including motor vehicles, transit, bicyclists, and pedestrians. The TMP must comply with the requirements contained in the following documents:

1) Manual on Uniform Traffic Control Devices for Streets and Highway (MUTCD), Part VI, Temporary Traffic Control
2) Policy on Geometric Design of Highway and Streets, AASHTO

3) Roadside Design Guide, AASHTO, Chapter 9

4) FDOT Standard Plans, Indexes 102-100, 102-110, 102-120, the 102-600 Series, and 711-002

5) FDOT Standard Specifications for Road and Bridge Construction (Standard Specifications

6) Basis of Estimates Manual

7) FDOT accessing Transit Handbook, Chapter 4.6

8) AASHTO Guide for the Development of Bicycle Facilities, 4th Edition, Chapter 7

As the conceptual TMP was developed, the goal of this PD&E study was to determine a preliminary sequence of construction for the mainline that would minimize traffic delays along the corridor and maintain traffic to the maximum extent possible during project implementation. The existing number of lanes will remain open at all times along the mainline corridor during construction, however, short lane closures will be necessary during off-speak hours to change construction phases. Communication strategies, such as the use of local news media, will be implemented to inform affected road users, the general public, business owners, residents, and appropriate public entities of expected work zone impacts and the changing conditions of the project in the affected area.

1.1 Roadway Transportation Management Plan

Several roadway typical sections were identified and evaluated throughout the corridor as part of the development of this conceptual TMP. The following locations are discussed for constructability and MOT purposes.

- **US 1/South Dixie Highway**
  - **Typical Section 1** – Between SW 104th Street and SW 98th Street
  - **Typical Section 2** – Between SW 98th Street and SR 94/SW 88th Street
- **SR 826/Palmetto Expressway**
  - **Typical Section 3** – Between Snapper Creek Expressway and SR 986/SW 72nd Street (Sunset Drive)
  - **Typical Section 4** – Between SR 986/SW 72nd Street (Sunset Drive) and SW 56th Street (Miller Drive)
  - **Typical Section 5** – At SR 976/SW 40th Street (Bird Road)
  - **Typical Section 6** – Between SR 976/SW 40th Street (Bird Road) and SW 24th Street (Coral Way)
  - **Typical Section 7** – Between SW 24th Street (Coral Way) and US 41/SW 8th Street (Tamiami Trail)
  - **Typical Section 8** – Between US 41/SW 8th Street (Tamiami Trail) and SR 968/West Flagler Street
  - **Typical Section 9** – Between SR 968/W Flagler Street and SR 836/Dolphin Expressway

The following discusses the conceptual MOT phases at the identified locations mentioned previously. to show the typical sections during construction.

Typical Section 1 – Between SW 104th Street and SW 98th Street (Figure 1.1)

Phase 1 – Widen US 1 Southbound **(Figure 1.2)**

- Reduce travel lane widths on the southbound approach to 11 feet (except for the outside lane which is reduced to 10 feet).
- Remove outside curb and gutter.
- Provide a 2-foot shoulder on the outside traveled way.
- Place Type K Temporary Concrete Barrier System installed as Anchored (Standard Plans Index 102-110).
- Provide 1-foot pavement/asphalt width behind the anchored Type K Temporary Concrete Barrier System.
- Construct the proposed widening section.
- Construct new curb and gutter.
- Re-grade outside ground.

Phase 2 – Median Construction Zone **(Figure 1.3)**

- Shift lanes to newly widened roadway.
- Reduce all southbound lanes to 10-feet.
- Provide a 2-foot shoulder on the inside traveled way.
- Place Type K Temporary Concrete Barrier System installed as Anchored (Standard Plans Index 102-110).
- Provide 1-foot pavement/asphalt width behind the anchored Type K Temporary Concrete Barrier System.
- Construct proposed widening and median modification.

Phase 3 – Shift travel lanes to final location **(Figure 1.4)**

- Overbuild the pavement and make cross slope/crown point adjustments as necessary.
- Resurface the pavement corridor to final grade.

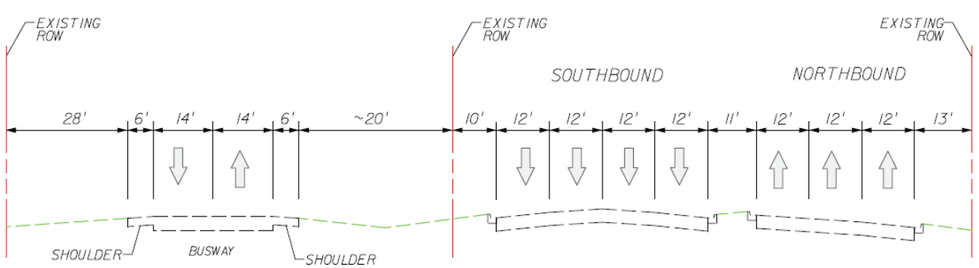


Figure 1.1 Existing Roadway Typical Section 1

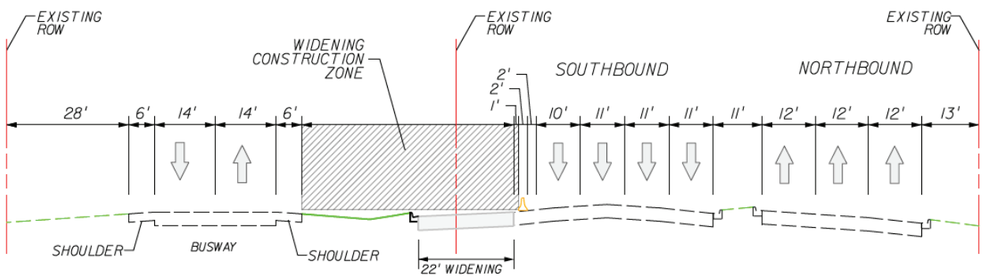


Figure 1.2 Typical Section 1 - Phase 1

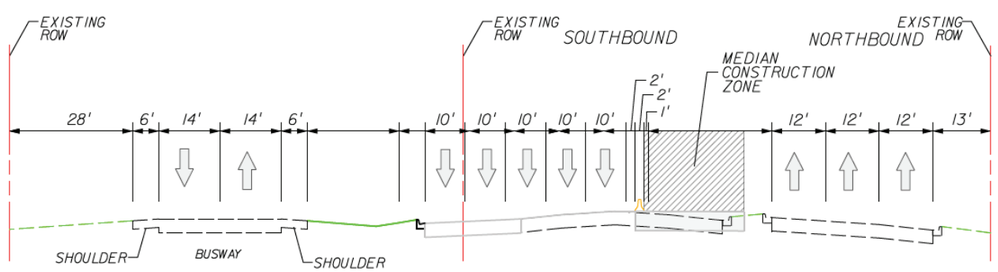


Figure 1.3 Typical Section 1 - Phase 2

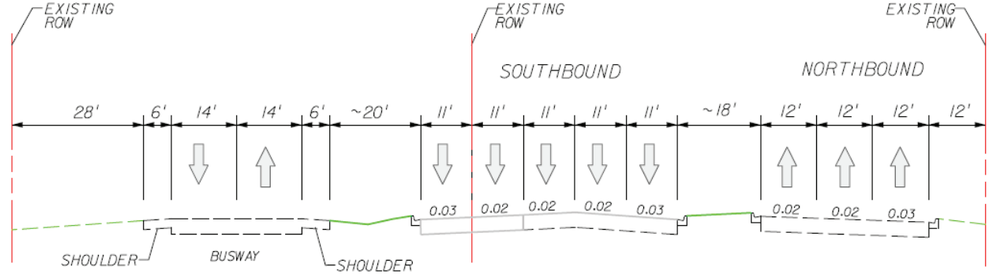


Figure 1.4 Typical Section 1 - Phase 3

Typical Section 2 – Between SW 98th Street and SR 94/SW 88th Street (Figure 1.5)

Phase 1 – Widen SR 826 Southbound **(Figure 1.6)**

- Reduce travel lane widths on the southbound approach to 11 feet.
- Remove outside shoulder and guardrail.
- Provide a 2-foot shoulder on the outside traveled way.
- Place Type K Temporary Concrete Barrier System installed as Anchored (Standard Plans Index 102-110).
- Provide 1-foot pavement/asphalt width behind the anchored Type K Temporary Concrete Barrier System.
- Construct the proposed widening section and shoulder.
- Construct new guardrail.
- Re-grade outside ground.

Phase 2 – Shift lanes to outside of southbound approach and construct MSE wall/Proposed Busway **(Figure 1.7)**

- Shift lanes to newly widened roadway.
- Reduce travel lane widths on southbound approach to 11 feet.
- Reduce outside shoulder width to 10-feet.
- Provide a 2-foot shoulder on the inside traveled way.
- Place Type K Temporary Concrete Barrier System installed as Anchored (Standard Plans Index 102-110).
- Provide 1-foot pavement/asphalt width behind the anchored Type K Temporary Concrete Barrier System.
- Provide temporary retaining system for MSE wall construction and embankment excavation for proposed busway.
- Construct MSE wall.
- Remove temporary retaining wall system.
- Construct remaining pavement for proposed busway.

Phase 3 – Shift travel lanes to final location **(Figure 1.8)**

- Overbuild the pavement and make cross slope/crown point adjustments as necessary.
- Resurface the pavement corridor to final grade.

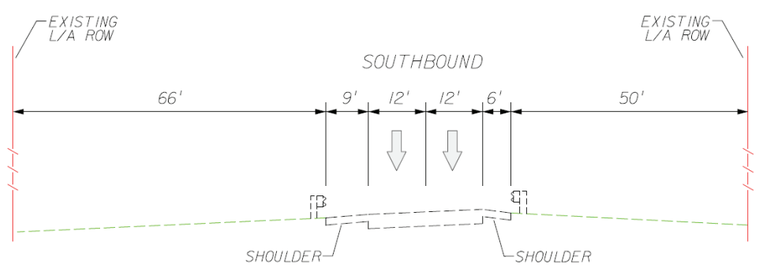


Figure 1.5 Existing Roadway Typical Section 2

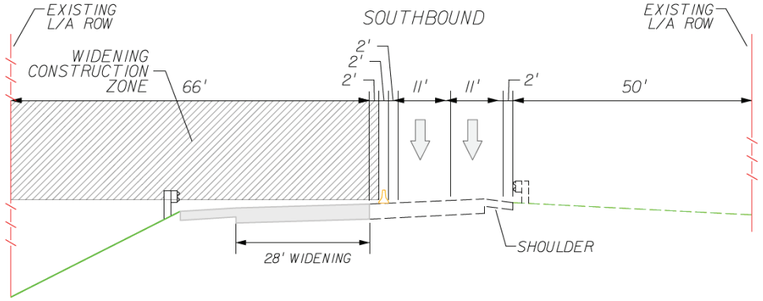


Figure 1.6 Typical Section 2 - Phase 1

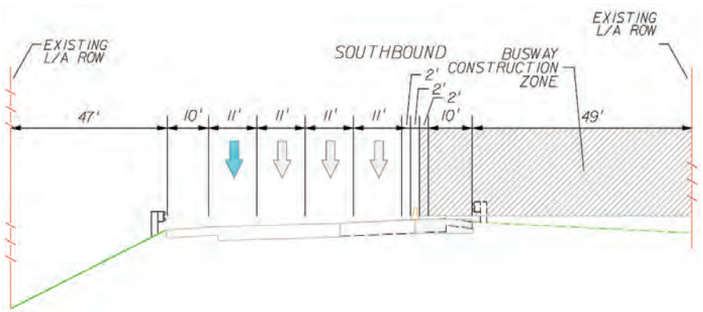


Figure 1.7 Typical Section 2 - Phase 2

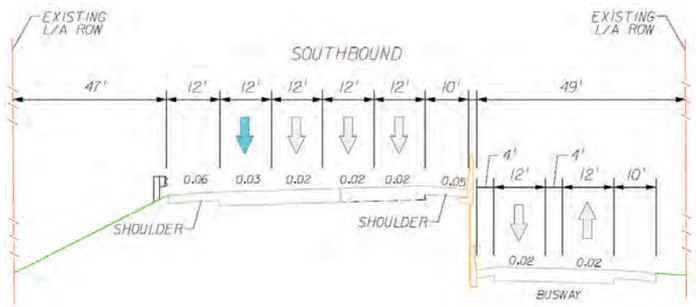


Figure 1.8 Typical Section 2 - Phase 3

Typical Section 3 – Between Snapper Creek Expressway and SR 986/SW 72nd Street (Sunset Drive) (Figure 1.9)

Phase 1 – Widen Outside of SR 826 on Southbound & Northbound Approach **(Figure 1.10)**

- Reduce travel lane widths to 11 feet on the Southbound and Northbound approach.
- Reduce inside shoulders to 8 feet.
- Provide a 2-foot shoulder on the outside traveled way.
- Place Type K Temporary Concrete Barrier System installed as Anchored (Standard Plans Index 102-110).
- Provide 1-foot pavement/asphalt width behind the anchored Type K Temporary Concrete Barrier System.
- Construct the proposed widening section, shoulder, and roadside barriers.

Phase 2 – Shift lanes to outside and perform median reconstruction for express lanes **(Figure 1.11)**

- Shift all lanes on both approaches to newly widened roadway.
- Reduce travel lane widths to 11 feet on the southbound and northbound approach.
- Reduce outside shoulder to 8 feet on southbound approach and 9 feet on northbound approach.
- Provide a 2-foot shoulder on the inside traveled way.
- Place Type K Temporary Concrete Barrier System installed as Anchored (Standard Plans Index 102-110).
- Provide 1-foot pavement/asphalt width behind the anchored Type K Temporary Concrete Barrier System.
- Construct proposed widening section, shoulder, and median barrier wall along the median.

Phase 3 – Shift travel lanes to final location **(Figure 1.12)**

- Stripe buffered separation and express lanes in the median.
- Install express lane markers.
- Overbuild the pavement and make cross slope/crown point adjustments as necessary.
- Resurface the pavement corridor to final grade.

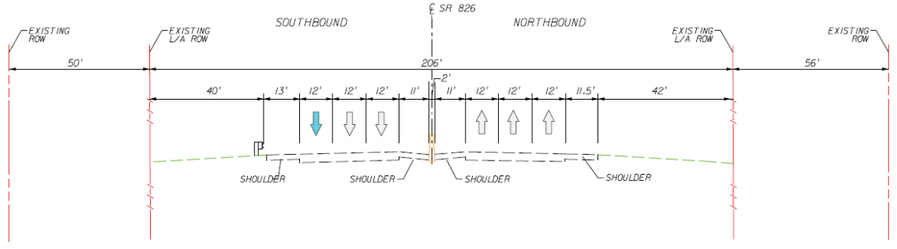


Figure 1.9 Existing Roadway Typical Section 3

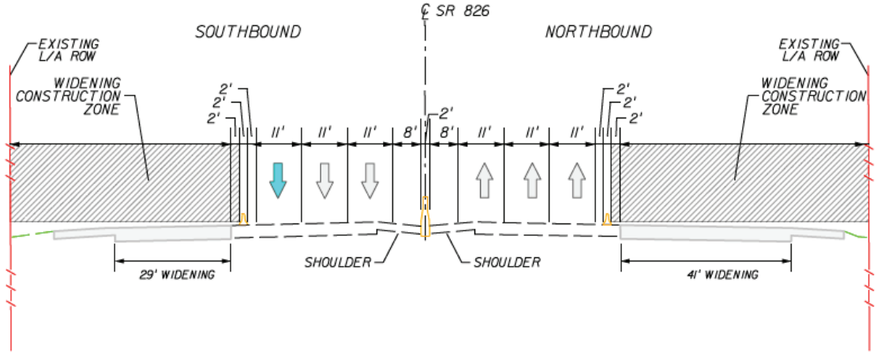


Figure 1.10 Typical Section 3 - Phase 1

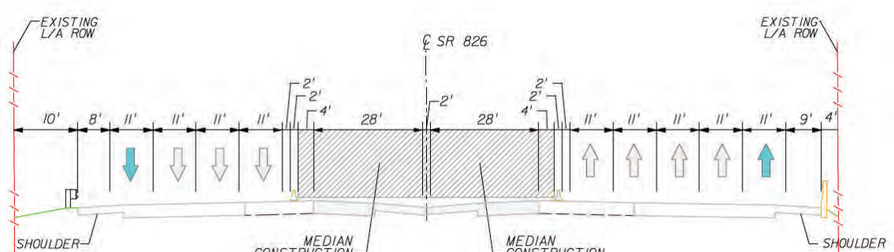


Figure 1.11 Typical Section 3 - Phase 2

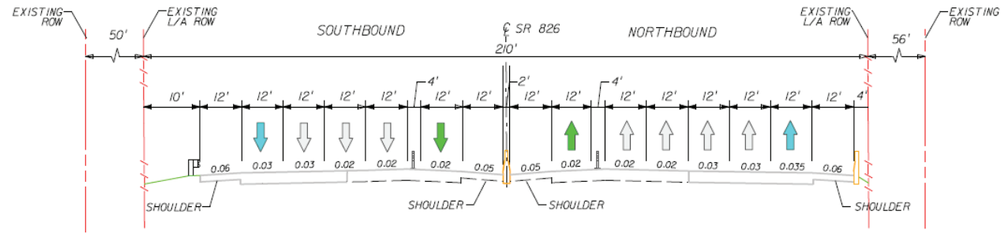


Figure 1.12 Typical Section 3 - Phase 3

Typical Section 4 – Between SR 986/SW 72nd Street (Sunset Drive) and SW 56th Street (Miller Drive) (Figure 1.13)

Phase 1 – Widen Outside of SR 826 on Southbound & Northbound Approach **(Figure 1.14)**

- Reduce travel lane widths to 11 feet on the Southbound and Northbound approach.
- Reduce inside shoulder on southbound approach to 6.5 feet and on northbound approach to 7 feet.
- Provide a 2-foot shoulder on the outside traveled way.
- Place Type K Temporary Concrete Barrier System installed as Anchored (Standard Plans Index 102-110).
- Provide 1-foot pavement/asphalt width behind the anchored Type K Temporary Concrete Barrier System.
- Construct the proposed widening section, shoulder, and roadside barriers.

Phase 2 – Shift lanes to outside and perform median reconstruction for express lanes **(Figure 1.15)**

- Shift all lanes on both approaches to newly widened roadway.
- Provide travel lane widths of 12 feet on the southbound and northbound approach.
- Provide 12-foot outside shoulders on both approaches.
- Provide a 6-foot shoulder on the inside traveled way.
- Place Type K Temporary Concrete Barrier System installed as Free-Standing (Standard Plans Index 102-110).
- Provide 4-foot pavement/asphalt width behind the anchored Type K Temporary Concrete Barrier System.
- Construct proposed widening section, shoulder, and median barrier wall along the median.

Phase 3 – Shift travel lanes to final location **(Figure 1.16)**

- Stripe buffered separation and express lanes in the median.
- Install express lane markers.
- Overbuild the pavement and make cross slope/crown point adjustments as necessary.

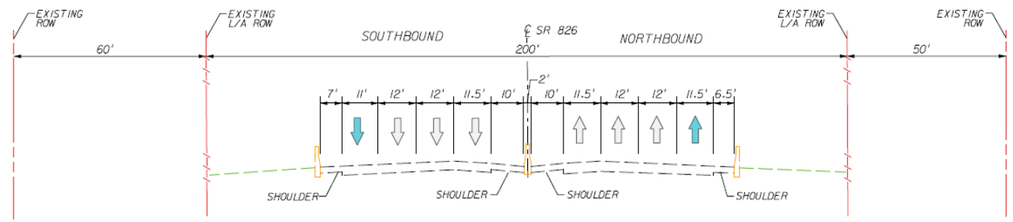


Figure 1.13 Existing Roadway Typical Section 4

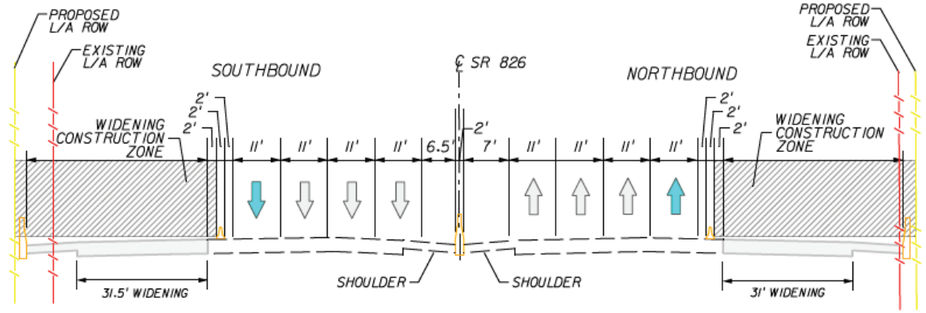


Figure 1.14 Typical Section 4 - Phase 1

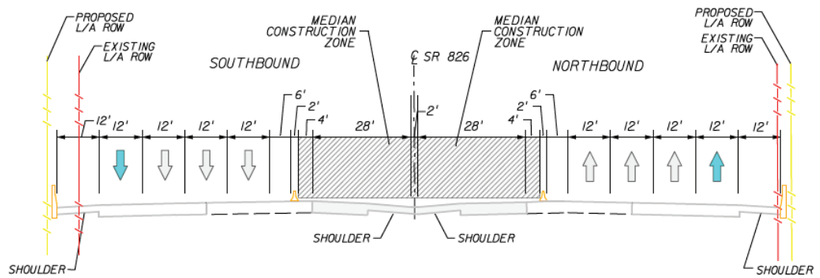


Figure 1.15 Typical Section 4 - Phase 2

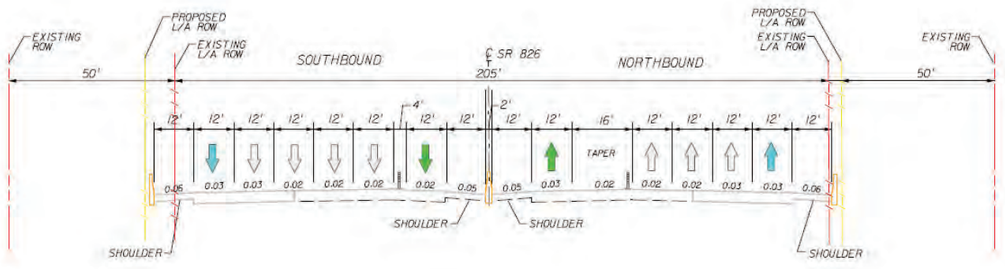


Figure 1.16 Typical Section 4 - Phase 3

Typical Section 5 – At SR 976/SW 40th Street (Bird Road) (Figure 1.17)

Phase 1 – Widen Outside of SR 826 on Southbound & Northbound Approach **(Figure 1.18)**

- Reduce travel lane widths to 11 feet on the Southbound and Northbound approach except for inside lanes.
- Reduce inside travel lane width to 12.5 feet, 13.5 feet on southbound and northbound approaches respectively.
- Provide a 2-foot shoulder on the outside traveled way.
- Place Type K Temporary Concrete Barrier System installed as Anchored (Standard Plans Index 102-110).
- Provide 1-foot pavement/asphalt width behind the anchored Type K Temporary Concrete Barrier System.
- Provide temporary retaining system on outside of corridor for MSE wall construction.
- Construct MSE wall.
- Remove temporary retaining wall system.
- Construct the proposed widening section, shoulder, and roadside barriers.

Phase 2 – Shift lanes to outside and perform median reconstruction for express lanes **(Figure 1.19)**

- Shift all lanes on both approaches to newly widened roadway.
- Reduce travel lane widths of 11 feet on the southbound and northbound approach.
- Provide 2-foot outside shoulders on both approaches.
- Provide a 2-foot shoulder on the inside traveled way.
- Place Type K Temporary Concrete Barrier System installed as Anchored (Standard Plans Index 102-110).
- Provide 2-foot pavement/asphalt width behind the anchored Type K Temporary Concrete Barrier System.
- Construct bridge substructure foundations and erect columns for elevated express lanes.
- Construct bridge superstructure for elevated express lanes.
- Construct proposed widening section, shoulder, and median barrier wall along the median.

Phase 3 – Shift travel lanes to final location **(Figure 1.20)**

- Stripe buffered separation and express lanes in the median at-grade.
- Install express lane markers at-grade.
- Overbuild the pavement and make cross slope/crown point adjustments as necessary at-grade.
- Stripe express lanes on elevated bridge structure.

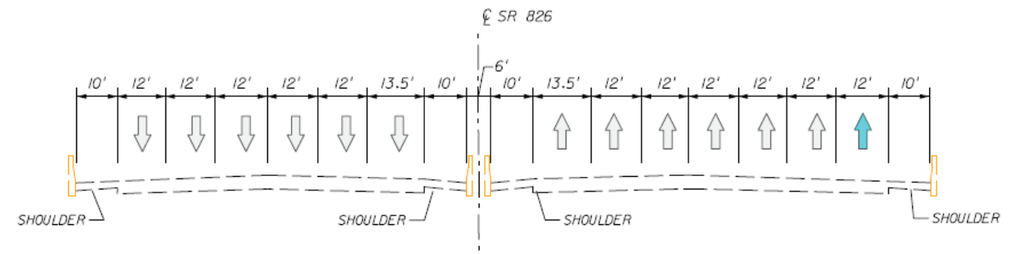


Figure 1.17 Existing Roadway Typical Section 5

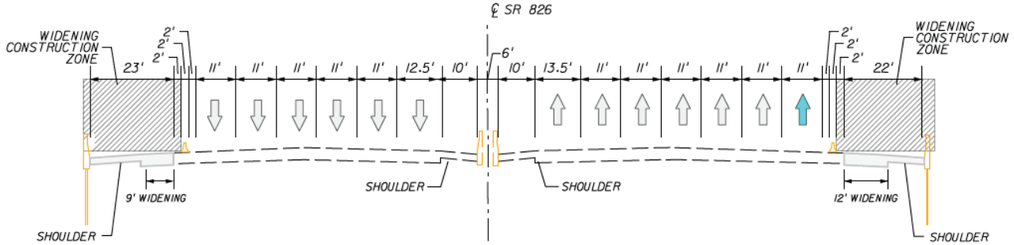


Figure 1.18 Typical Section 5 - Phase 1

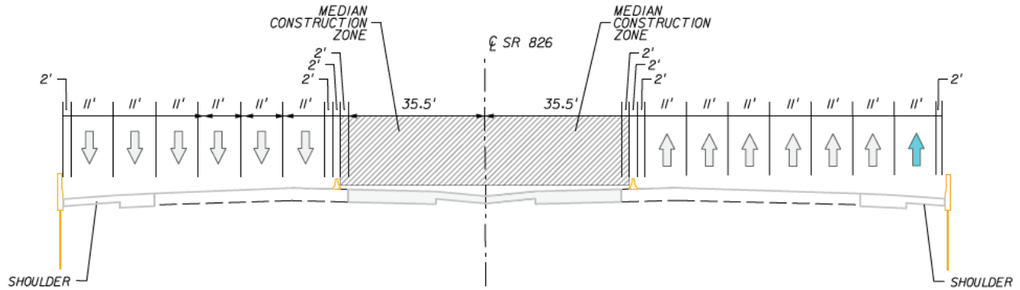


Figure 1.19 Typical Section 5 - Phase 2

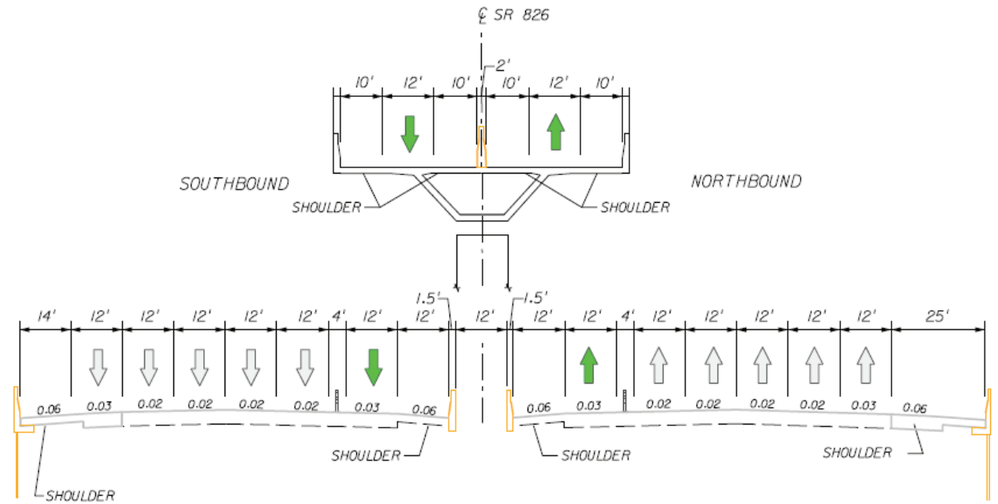


Figure 1.20 Typical Section 5 - Phase 3

Typical Section 6 – Between SR 976/SW 40th Street (Bird Road) and SW 24th Street (Coral Way) (Figure 1.21)

Phase 1 – Widen Outside of SR 826 on Southbound Approach **(Figure 1.22)**

- Reduce travel lane widths to 11 feet on the southbound approach.
- Reduce inside shoulder to 7.5 feet on the southbound approach.
- Provide a 2-foot shoulder on the outside traveled way.
- Place Type K Temporary Concrete Barrier System installed as Anchored (Standard Plans Index 102-110).
- Provide 1-foot pavement/asphalt width behind the anchored Type K Temporary Concrete Barrier System.
- Construct the proposed widening section, shoulder, and roadside barriers.

Phase 2 – Shift lanes to outside and perform median reconstruction for express lanes **(Figure 1.23)**

- Shift southbound lanes to newly widened roadway.
- Provide travel lane widths of 11 feet on the southbound and northbound approach.
- Provide a 6-foot outside shoulder on the southbound approach.
- Provide a 5.5-foot shoulder on the inside traveled way.
- Place Type K Temporary Concrete Barrier System installed as Free-Standing (Standard Plans Index 102-110).
- Provide 4-foot pavement/asphalt width behind the anchored Type K Temporary Concrete Barrier System.
- Provide temporary retaining system on the median of corridor for MSE wall construction.
- Construct MSE wall.
- Remove temporary retaining wall system.
- Construct proposed widening section, shoulder, and median barrier on the MSE wall & at-grade sections.

Phase 3 – Shift travel lanes to final location **(Figure 1.24)**

- Stripe buffered separation and express lanes in the median.
- Install express lane markers.
- Overbuild the pavement and make cross slope/crown point adjustments as necessary.

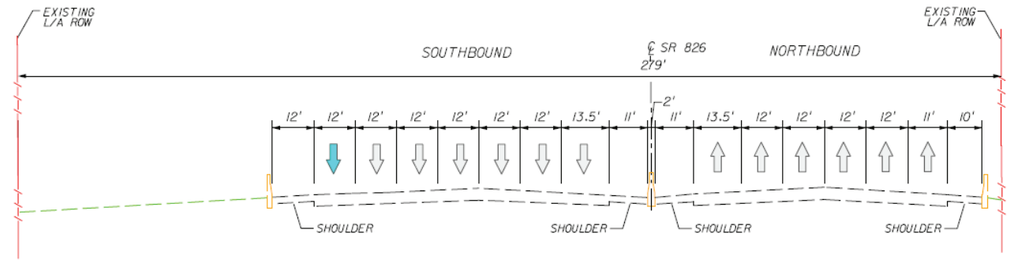


Figure 1.21 Existing Roadway Typical Section 6

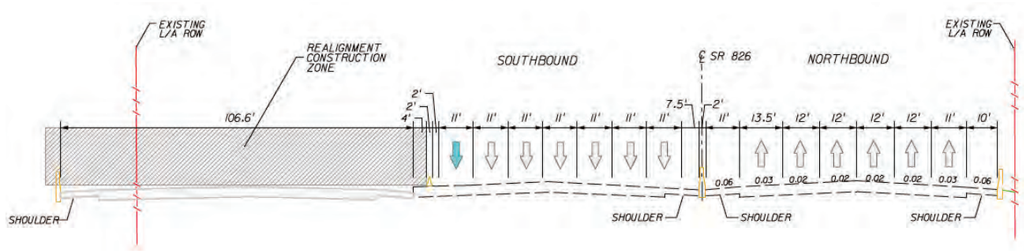


Figure 1.22 Typical Section 6 - Phase 1

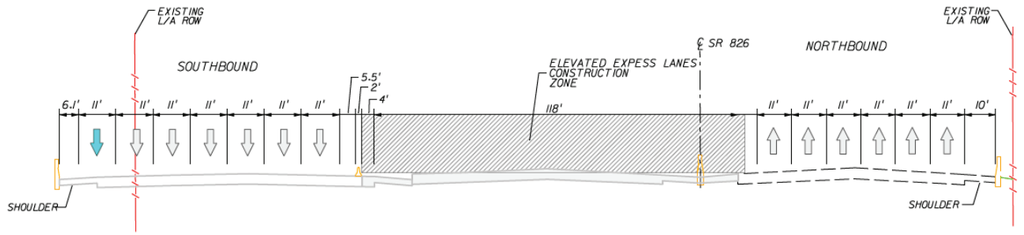


Figure 1.23 Typical Section 6 - Phase 2

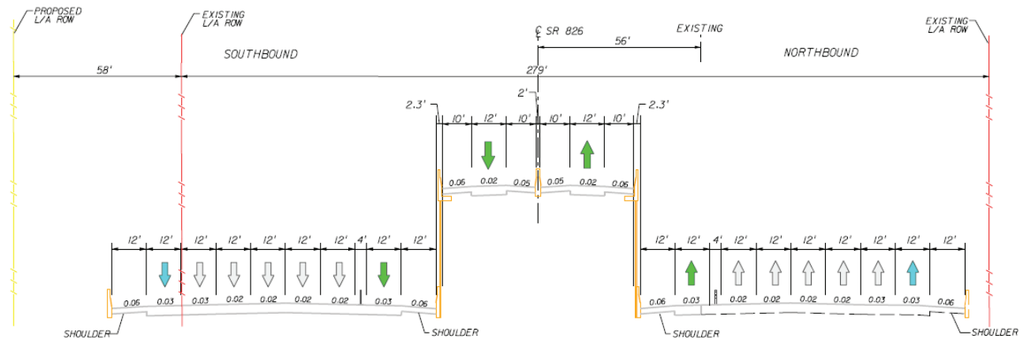


Figure 1.24 Typical Section 6 - Phase 3

Typical Section 7 – Between SW 24th Street (Coral Way) and US 41/SW 8th Street (Tamiami Trail) (Figure 1.25)

Phase 1 – Widen Outside of SR 826 on Southbound & Northbound Approach **(Figure 1.26)**

- Reduce travel lane widths to 11 feet on the southbound and northbound approach.
- Reduce inside shoulder on southbound approach to 10 feet and on northbound approach to 10.5 feet.
- Provide a 2-foot shoulder on the outside traveled way.
- Place Type K Temporary Concrete Barrier System installed as Anchored (Standard Plans Index 102-110).
- Provide 1-foot pavement/asphalt width behind the anchored Type K Temporary Concrete Barrier System.
- Provide temporary retaining system on the outside of the northbound approach adjacent to existing canal for MSE wall construction.
- Construct MSE wall.
- Remove temporary retaining wall system.
- Construct the proposed widening section, shoulder, and roadside barriers

Phase 2 – Shift lanes to outside and perform median reconstruction for express lanes **(Figure 1.27)**

- Shift all lanes on both approaches to newly widened roadway.
- Provide travel lane widths of 11 feet on the southbound and northbound approach.
- Provide 8-foot outside shoulder on southbound approach and 12-foot shoulder on northbound approach.
- Provide a 2-foot shoulder on the inside traveled way.
- Place Type K Temporary Concrete Barrier System installed as Anchored (Standard Plans Index 102-110).
- Provide 4-foot pavement/asphalt width behind the anchored Type K Temporary Concrete Barrier System.
- Construct proposed widening section, shoulder, and median barrier wall along the median.

Phase 3 – Shift travel lanes to final location **(Figure 1.28)**

- Stripe buffered separation and express lanes in the median.
- Install express lane markers.

- Overbuild the pavement and make cross slope/crown point adjustments as necessary.

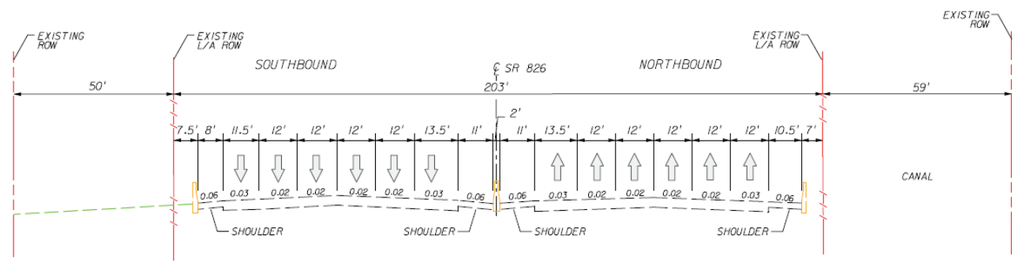


Figure 1.25 Existing Roadway Typical Section 7

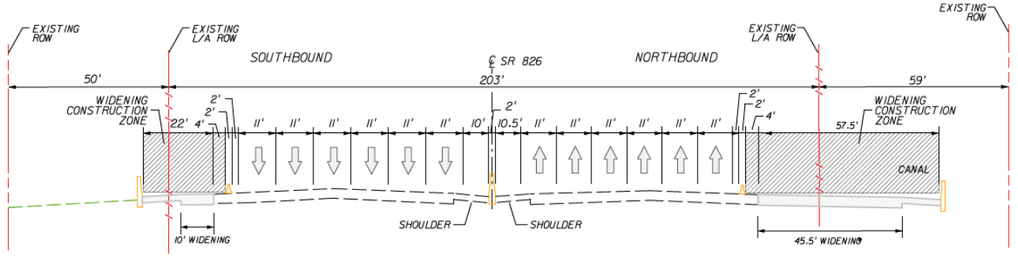


Figure 1.26 Typical Section 7 - Phase 1

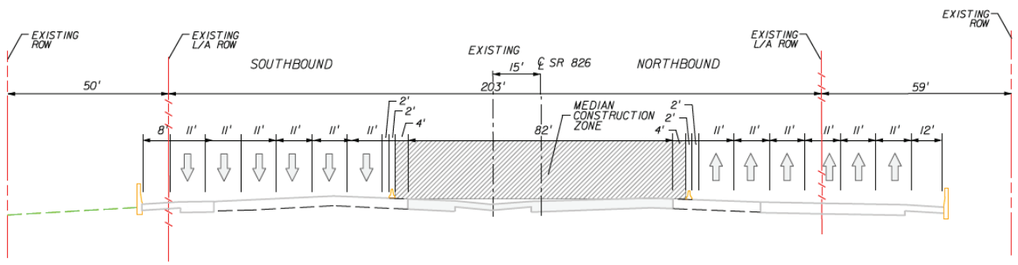


Figure 1.27 Typical Section 7 - Phase 2

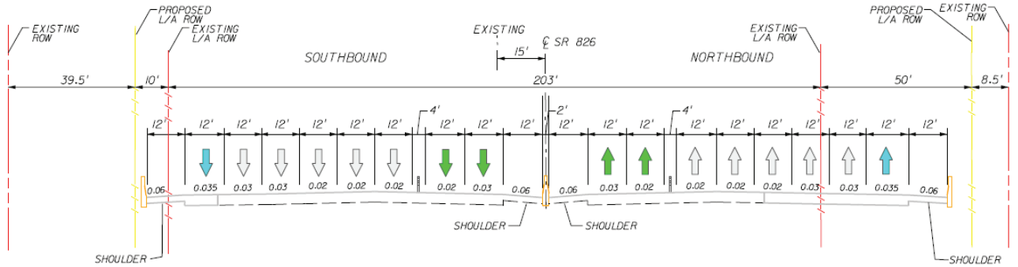


Figure 1.28 Typical Section 7 - Phase 3

Typical Section 8 – Between US 41/SW 8th Street (Tamiami Trail) and SR 968/West Flagler Street (Figure 1.29)

Phase 1 – Widen Outside of SR 826 on Southbound & Northbound Approach **(Figure 1.30)**

- Reduce travel lane widths to 11 feet on the southbound approach except for the inside lane, auxiliary lane, and lane adjacent to existing gore.
- Reduce travel lane widths to 11 feet on the northbound approach.
- Reduce inside shoulder on the northbound approach to 13 feet.
- Provide a 2-foot shoulder on the outside traveled way.
- Place Type K Temporary Concrete Barrier System installed as Anchored (Standard Plans Index 102-110).
- Provide 1-foot pavement/asphalt width behind the anchored Type K Temporary Concrete Barrier System.
- Provide temporary retaining system on the outside of the northbound approach for MSE wall construction.
- Construct MSE wall.
- Remove temporary retaining wall system.
- Construct the proposed widening section, shoulder, and roadside barriers.

Phase 2 – Shift lanes to outside and perform median reconstruction for express lanes **(Figure 1.31)**

- Shift all lanes on both approaches to newly widened roadway.
- Provide travel lane widths of 12 feet on the southbound and 11 feet on the northbound approach.
- Provide 15-foot outside shoulder on southbound approach and 2-foot shoulder on northbound approach.
- Provide a 10-foot shoulder on the inside traveled way of the southbound approach and a 3-foot shoulder on the northbound approach.
- Place Type K Temporary Concrete Barrier System installed as Free Standing (Standard Plans Index 102-110).
- Provide 4-foot pavement/asphalt width behind the anchored Type K Temporary Concrete Barrier System.
- Construct proposed widening section, adjacent local road, shoulder, and median barrier wall along the median.

Phase 3 – Shift southbound/northbound travel lanes and construct barrier separation between CD System/Mainline **(Figure 1.32)**

- Stripe buffered separation and express lanes in the median for the northbound approach.
- Shift southbound lanes for shoulder/barrier construction zone.
- Provide 2-foot shoulders on the shoulder/barrier construction zone.
- Place Type K Temporary Concrete Barrier System installed as Anchored (Standard Plans Index 102-110).
- Provide 2-foot pavement/asphalt width behind the anchored Type K Temporary Concrete Barrier System.
- Construct shoulders and median concrete barrier wall between mainline and CD system.

Phase 4 – Shift travel lanes to final location **(Figure 1.33)**

- Stripe buffered separation and express lanes in the median.
- Install express lane markers.
- Overbuild the pavement and make cross slope/crown point adjustments as necessary.

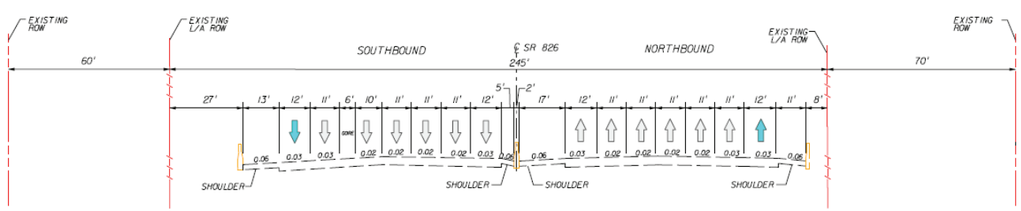


Figure 1.29 Existing Roadway Typical Section 8

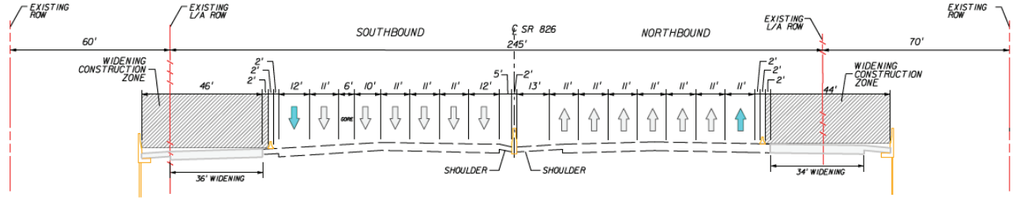


Figure 1.30 Typical Section 8 - Phase 1

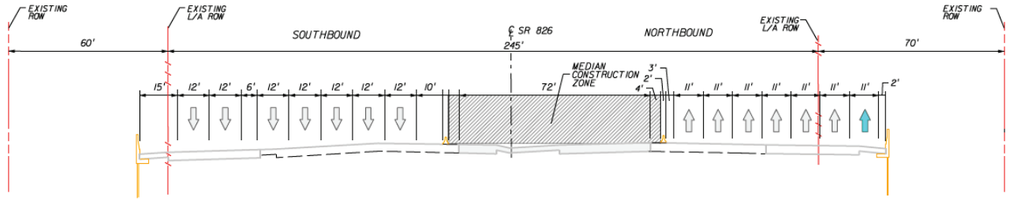


Figure 1.31 Typical Section 8 - Phase 2

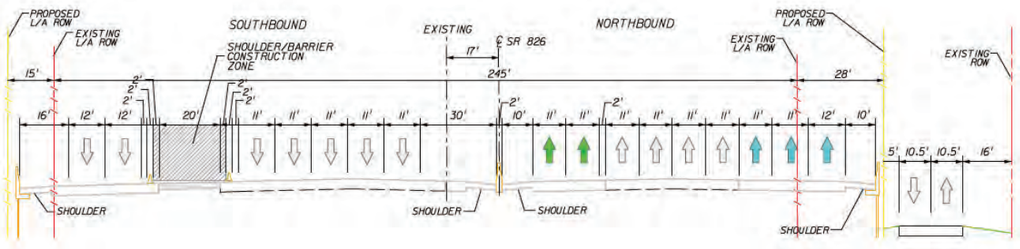


Figure 1.32 Typical Section 8 - Phase 3

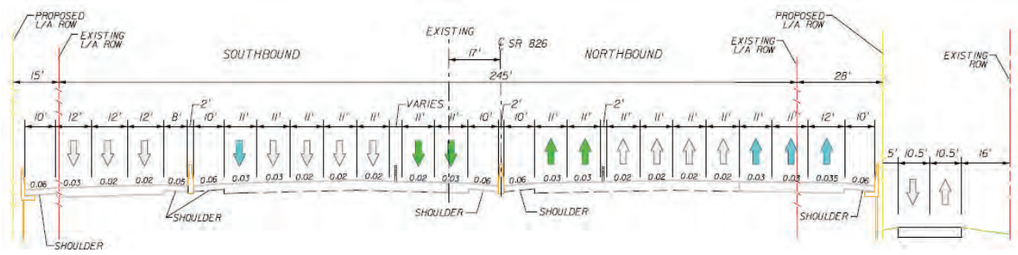


Figure 1.33 Typical Section 8 - Phase 4

Typical Section 9 – Between SR 968/W Flagler Street and SR 836/Dolphin Expressway (Figure 1.34)

Phase 1 – Southbound/Northbound Shoulder & Barrier Construction **(Figure 1.35)**

- Reduce travel lanes to 11 feet on the southbound and northbound approaches.
- Provide a 2-foot shoulder on the outside mainline traveled way and on the inside of the adjacent CD systems.
- Place Type K Temporary Concrete Barrier System installed as Anchored (Standard Plans Index 102-110) on the outside shoulder of the mainline traveled way and inside shoulder of the adjacent CD systems.
- Provide 1-foot pavement/asphalt width behind the anchored Type K Temporary Concrete Barrier System.
- Construct the proposed widening section.

Phase 2 – Outside/Median Widening **(Figure 1.36)**

- Redistribute/shift travel lanes.
- Utilize existing pavement in the median for construction of express lanes.
- Provide a 2-foot shoulder on the mainline traveled way.
- Place Type K Temporary Concrete Barrier System installed as Anchored (Standard Plans Index 102-110) the mainline traveled way.
- Provide 1-foot pavement/asphalt width behind the anchored Type K Temporary Concrete Barrier System.
- Construct the proposed widening section.

Phase 3 – Shift travel lanes to final location **(Figure 1.37)**

- Stripe buffered separation and express lanes in the median.
- Install express lane markers.
- Overbuild the pavement and make cross slope/crown point adjustments as necessary.

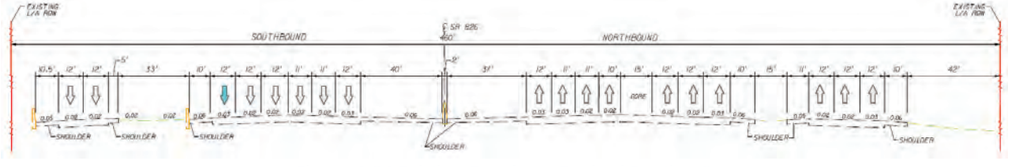


Figure 1.34 Existing Roadway Typical Section 9

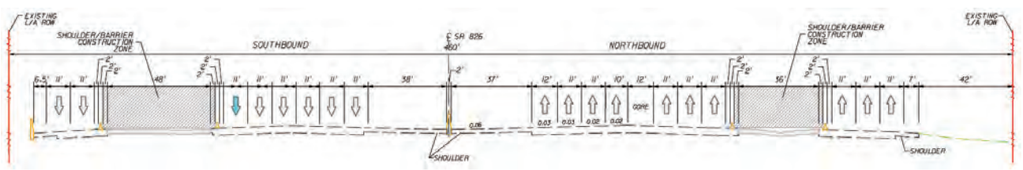


Figure 1.35 Typical Section 9 - Phase 1

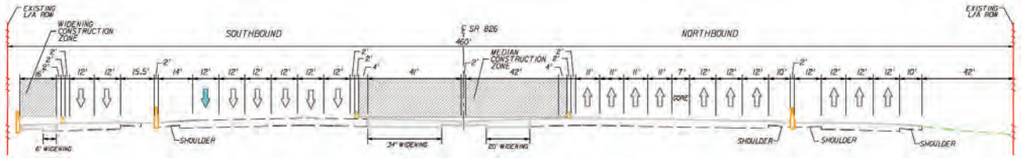


Figure 1.36 Typical Section 9 - Phase 2

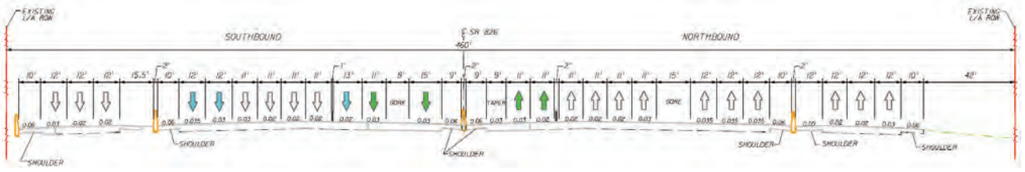


Figure 1.37 Typical Section 9 - Phase 3

1.2 Structures Transportation Management Plan

The conceptual transportation management plan for the implementation of the recommended alternative structures improvements proposes to keep the same number of travel lanes open to traffic during construction. Certain locations along the corridor require unique considerations to achieve a seamless construction of the bridge structures.

Mainline bridge widenings over Kendall Drive (SW 88th St.), Snapper Creek Canal, Miller Drive (SW 56th Street), Bird Road (SW 40th Street), Coral Way (SW 24th Street), Tamiami Trail (SW 8th Street), Flagler Street and NW 7th Street will require three Maintenance of Traffic phases. Refer to **Figure 1.38** to **Figure 1.47**.

Phase I – Shift traffic to the inside

- Reduce the inside shoulder width.
- Reduce the travel lanes to 11' (Except for the center lane).
- Install K-Type barriers along the cutline on the outside of the bridge.
- Construct outside bridge widening (widenings of crossings at Kendal drive, Snapper Creek Canal, Tamiami Trail and NW 7th Street require prior relocation and reconstruction of adjacent ramp bridges to allow space for the proposed widening).

Phase II – Reconstruct existing Median Barrier (at Flagler St and Coral Way)

- Relocate temporary traffic barriers.
- Shift traffic to the outside.
- Reconstruct median barrier, where required.

Phase III – Shift traffic to final condition

- Remove temporary barriers.
- Stripe lanes for final condition.
- Open bridge to traffic.

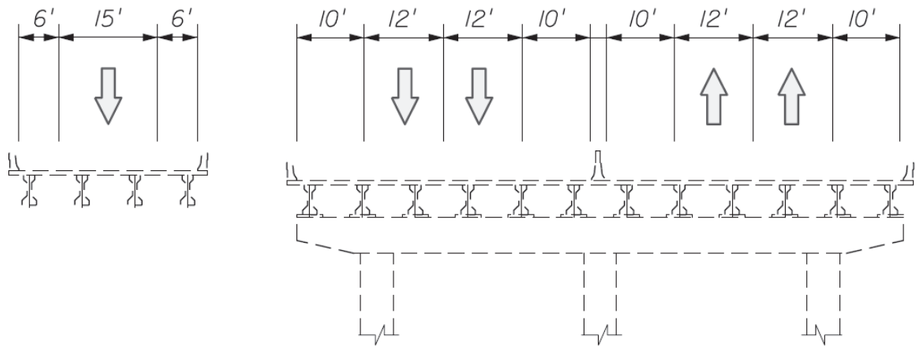


Figure 1.38 Existing Bridge Over SW 88th Street/Kendall Drive

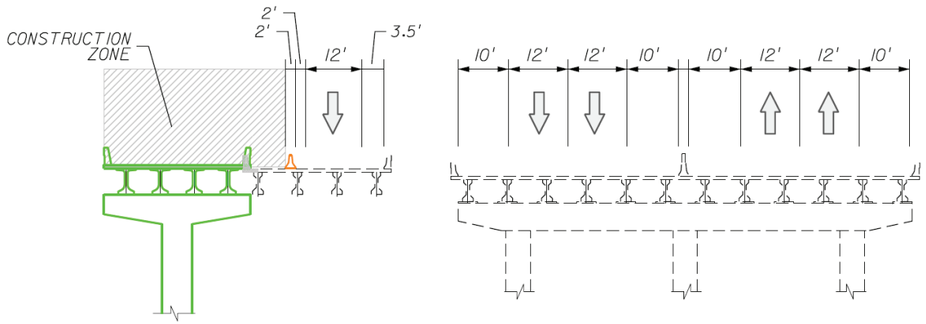


Figure 1.39 Bridge Over SW 88th Street/Kendall Drive- Partial Removal/New Bridge Construction

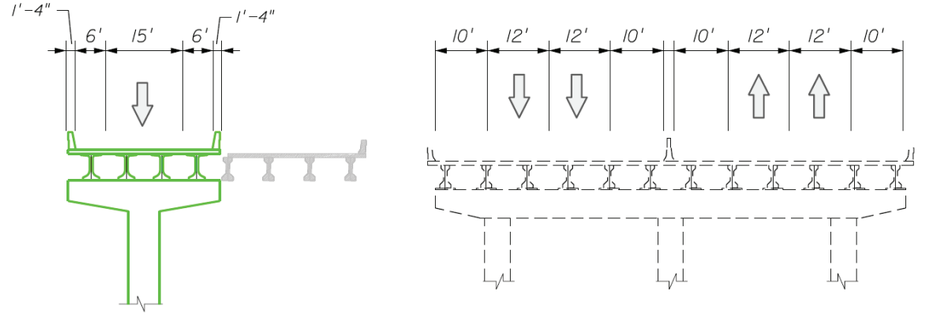


Figure 1.40 Bridge Over SW 88th Street/Kendall Drive – Remaining Bridge Removal

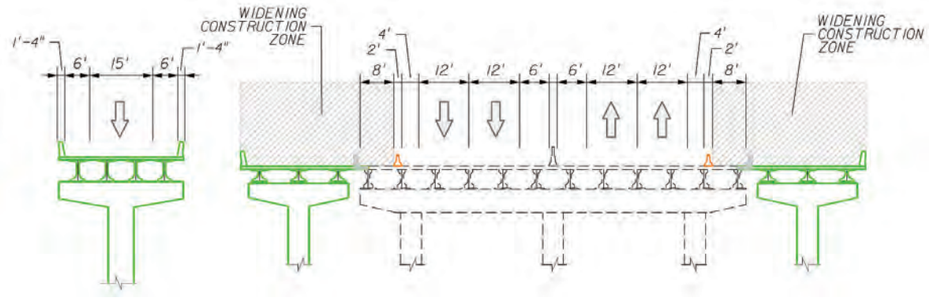


Figure 1.41 Bridge Over SW 88th Street/Kendall Drive - Outside Widening

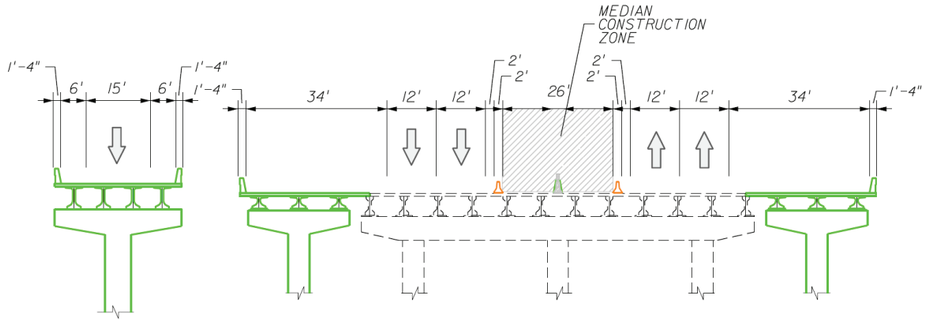


Figure 1.42 Bridge Over SW 88th Street/Kendall Drive - Median Reconstruction

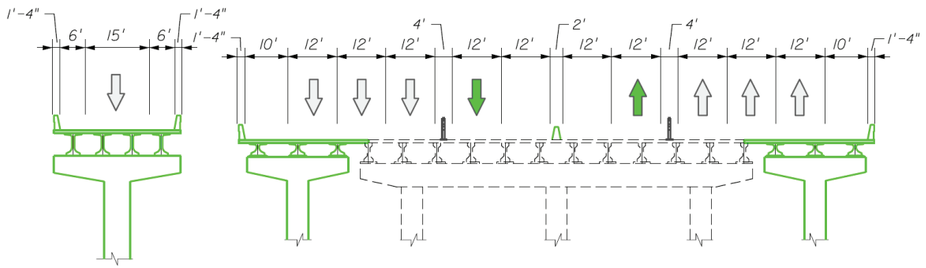


Figure 1.43 Proposed Bridge Over SW 88th Street/Kendall Drive Typical Section

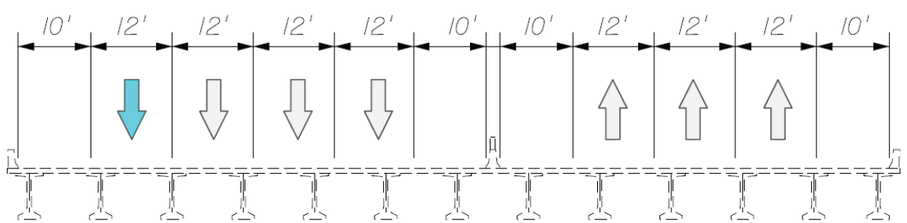


Figure 1.44 Existing Bridge Over SW 56th Street/Miller Drive

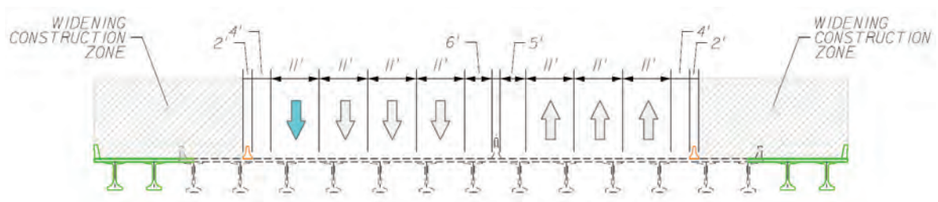


Figure 1.45 Bridge Over SW 56th Street/Miller Drive – Outside Widening

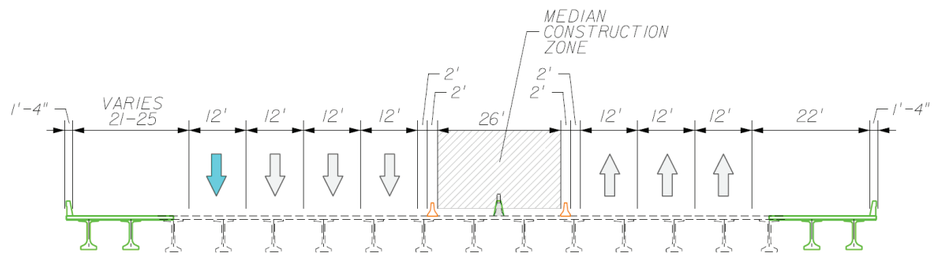


Figure 1.46 Bridge Over SW 56th Street/Miller Drive – Median Reconstruction

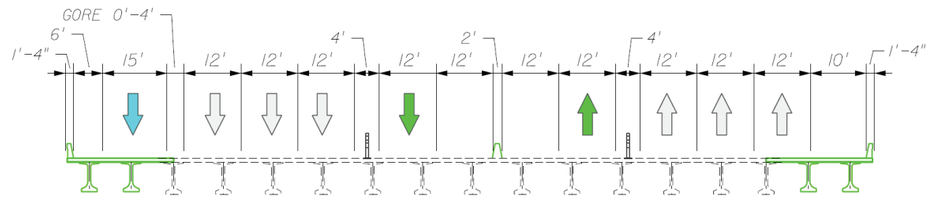


Figure 1.47 Proposed Bridge Over SW 56th Street/Miller Drive Typical Section

Bridge No. 870129 - SR826 over SW 98th Street

The replacement of Bridge No. 870129 will require the construction of a portion of the proposed bridge along the west side of the existing bridge to shift the two lanes of traffic while the existing bridge structure is demolished. This will require shifting the travel lanes to the east with the reduction of the existing shoulder to 1 foot, and the existing travel lanes from 12'-0" to 11'-0", thus allowing the removal of the existing overhang to accommodate the first phase of the bridge replacement. The remaining portion of the proposed bridge can be constructed after the demolition of the existing bridge and finalized by the shifting of the travel lanes to their final condition.

Two straddle bents over the existing busway corridor will be required to be built underneath the existing bridge to support the phased construction of the proposed bridge.

Bridge 871017 - SB-SR826 over SR874 and Bridge 871018 - NB SR826 over SR874

These two bridges will require a partial widening to the outside prior to the partial demolition of the bridge to accommodate the construction of the bridge

structure carrying the proposed express lanes through the interchange. At each of these bridges traffic would be shifted to the inside while the widening is constructed to the outside. Then traffic will be shifted to the outside of the widened bridge to perform the partial demolition and reconstruction of the inside portion of the bridge.

Bridge 870132 - SB-SR826 over SW 72nd St. and Bridge 870287 - NB SR826 over SW 72nd St.

Phased construction of these two bridges will facilitate their replacement while maintaining the same level of traffic. In doing so, the traffic will be shifted to the inside after the lanes and shoulders are reduced in width. Thereafter, the demolition of the outside portion of the bridge structure can be performed followed by the construction of part of the new bridge structure. Then, the traffic can be shifted to the newly built portion of the new bridge, thus allowing for the demolition of the remaining existing bridge and construction of the rest of the new bridge. Refer to **Figure 1.48** to **Figure 1.51**.

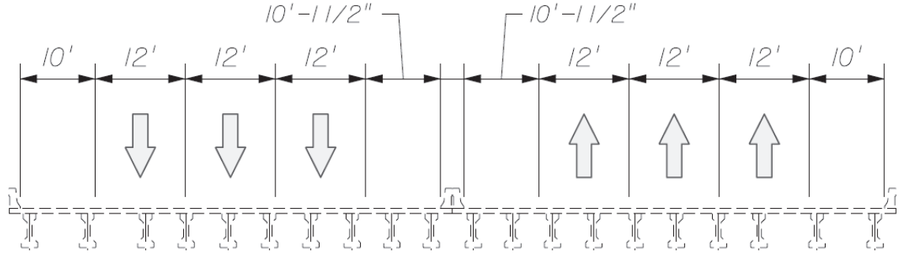


Figure 1.48 Existing Bridge Over SW 72nd Street

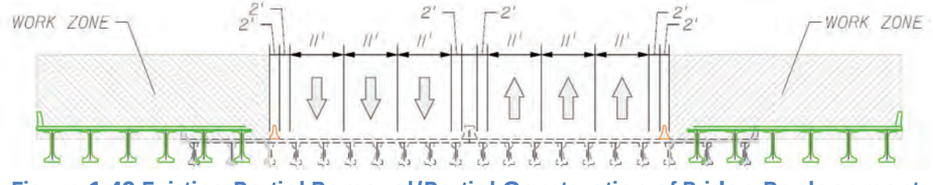


Figure 1.49 Existing Partial Removal/Partial Construction of Bridge Replacement

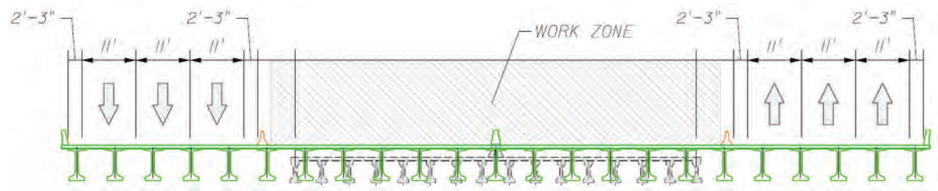


Figure 1.50 Removal of Remaining Existing Bridge/Complete Bridge Replacement

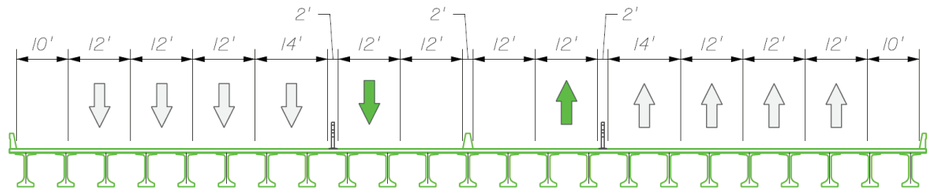


Figure 1.51 Bridge Replacement Proposed Typical Section

APPENDIX U

Conceptual Signing Master Plan

NOT TO SCALE

01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38

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From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
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SR 826/PALMETTO EXPRESSWAY
CONCEPTUAL MASTER SIGNING PLAN LAYOUT



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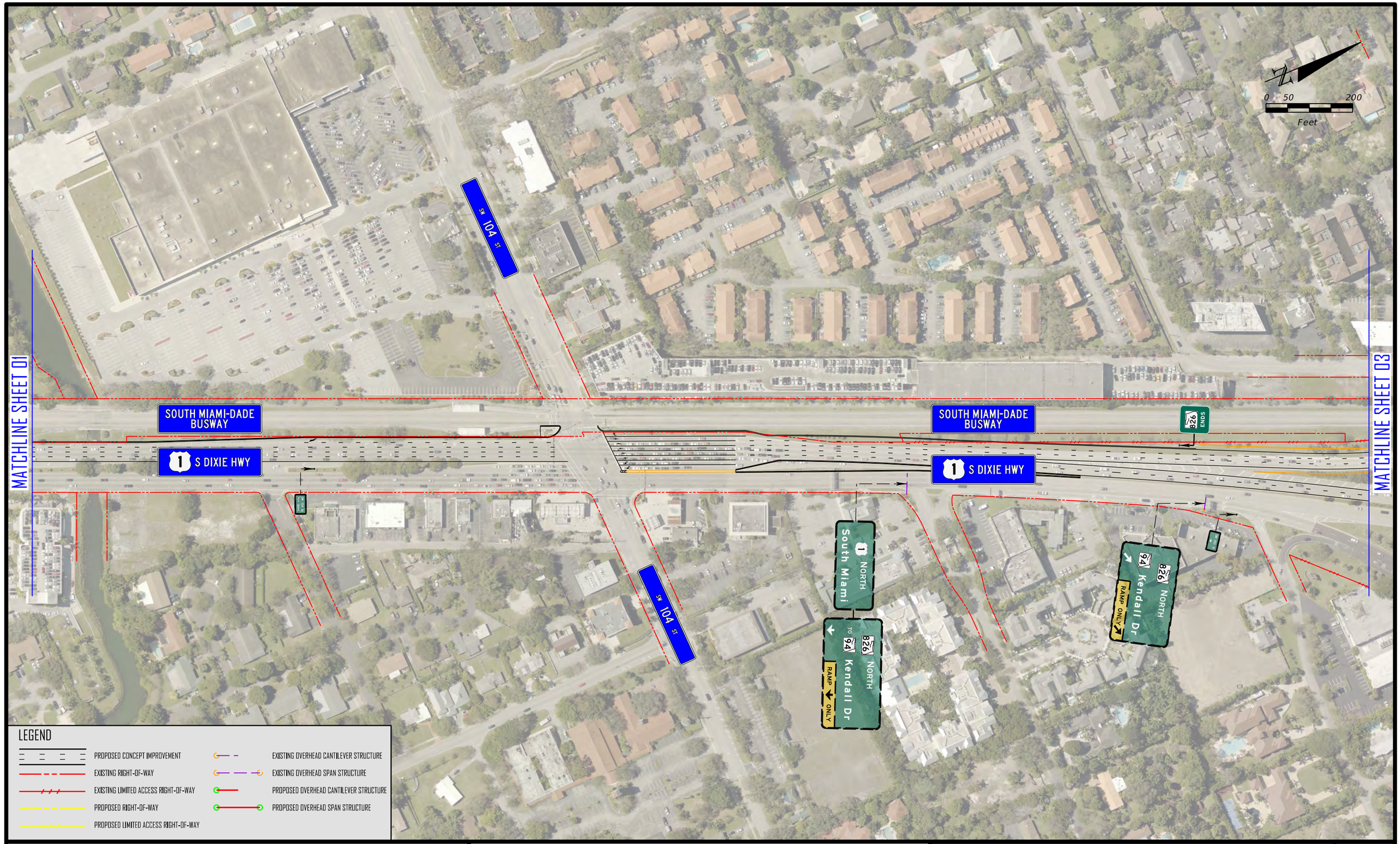
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SR 826/PALMETTO EXPRESSWAY CONCEPTUAL MASTER SIGNING PLAN

SHEET NO.
01



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SR 826/PALMETTO EXPRESSWAY CONCEPTUAL MASTER SIGNING PLAN

SHEET NO. 02

MATCHLINE SHEET 02

SW 98 ST

SOUTH MIAMI-DADE BUSWAY

S DIXIE HWY

PALMETTO EXPRESSWAY

EXPRESSWAY ENDS ½ MILE

JUNCTION ½ MILE

Village Of Pinecrest NEXT EXIT

SW 72nd St Sunset Dr 1 MILE

SW 88th St N Kendall Dr

EXIT

MATCHLINE SHEET 04

0 50 200 Feet

LEGEND

- PROPOSED CONCEPT IMPROVEMENT
- EXISTING RIGHT-OF-WAY
- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PROPOSED LIMITED ACCESS RIGHT-OF-WAY
- EXISTING OVERHEAD CANTILEVER STRUCTURE
- EXISTING OVERHEAD SPAN STRUCTURE
- PROPOSED OVERHEAD CANTILEVER STRUCTURE
- PROPOSED OVERHEAD SPAN STRUCTURE

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SR 826/PALMETTO EXPRESSWAY CONCEPTUAL MASTER SIGNING PLAN

SHEET NO. 03

MATCHLINE SHEET 26

MATCHLINE SHEET 03

MATCHLINE SHEET 05

MATCHLINE SHEET 27

826 PALMETTO EXPRESSWAY

0 50 200
Feet

SOUTH 1 TO 826

NORTH 826 Int'l Airport

SOUTH 1 / NORTH 826 SOUTH / Int'l Airport

SW 88 ST 94 N Kendall Dr

WEST 94 SW 88th St / N Kendall Dr

Metrorail / Dadeland Mall Circle

EXPRESSWAY ENDS 1 MILE

JUNCTION 1 1 MILE

WEST 94 SW 88th St / Kendall Dr / Metrorail / Dadeland Mall Circle EXIT ONLY

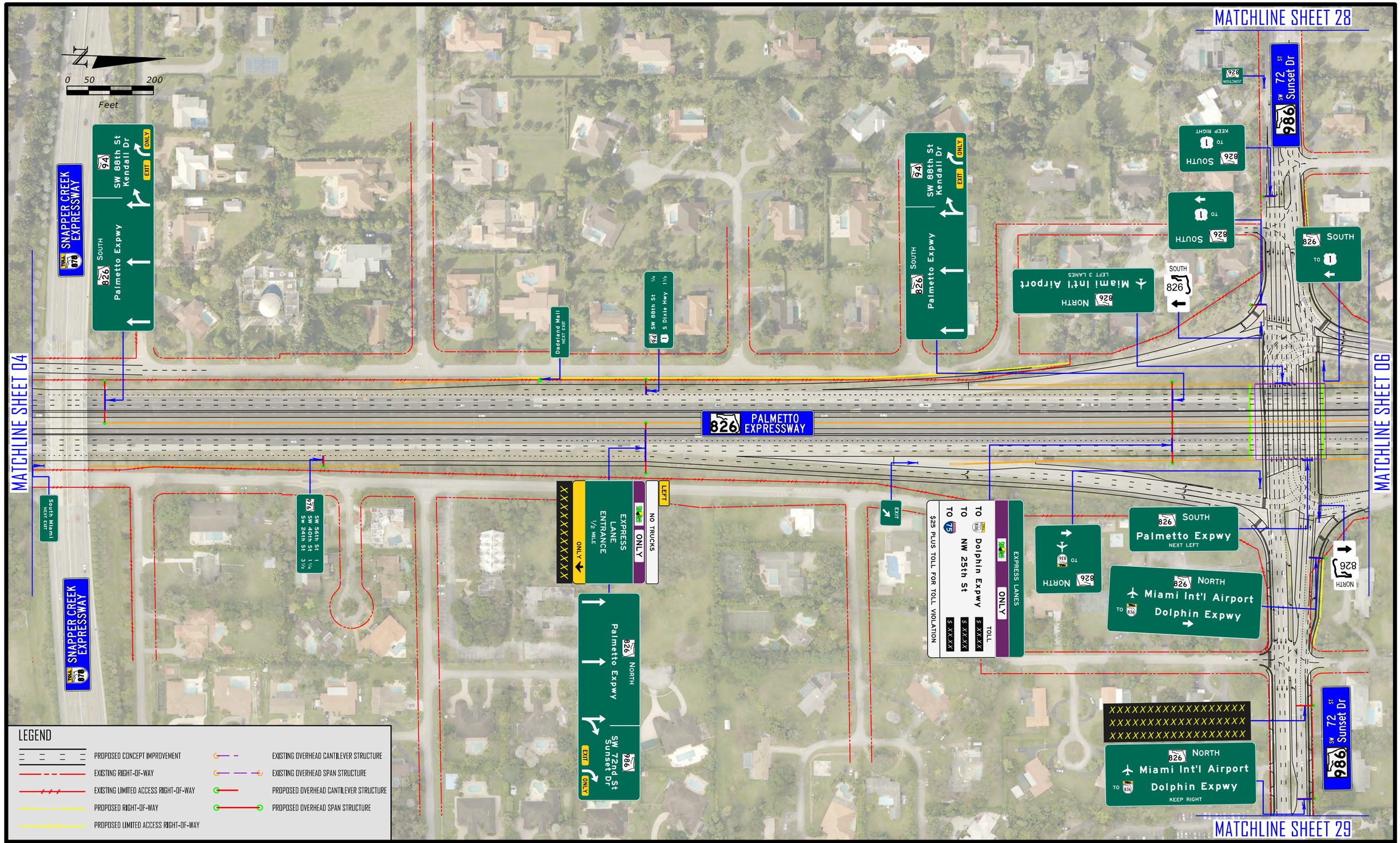
WEST 94 SW 88th St / Kendall Dr EXIT ONLY

EXIT

Delayed Ramp

NOT TRUCK

XXXX



LEGEND

- PROPOSED CONCEPT IMPROVEMENT
- EXISTING RIGHT-OF-WAY
- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PROPOSED LIMITED ACCESS RIGHT-OF-WAY
- EXISTING OVERHEAD CANTILEVER STRUCTURE
- EXISTING OVERHEAD SPAN STRUCTURE
- PROPOSED OVERHEAD CANTILEVER STRUCTURE
- PROPOSED OVERHEAD SPAN STRUCTURE

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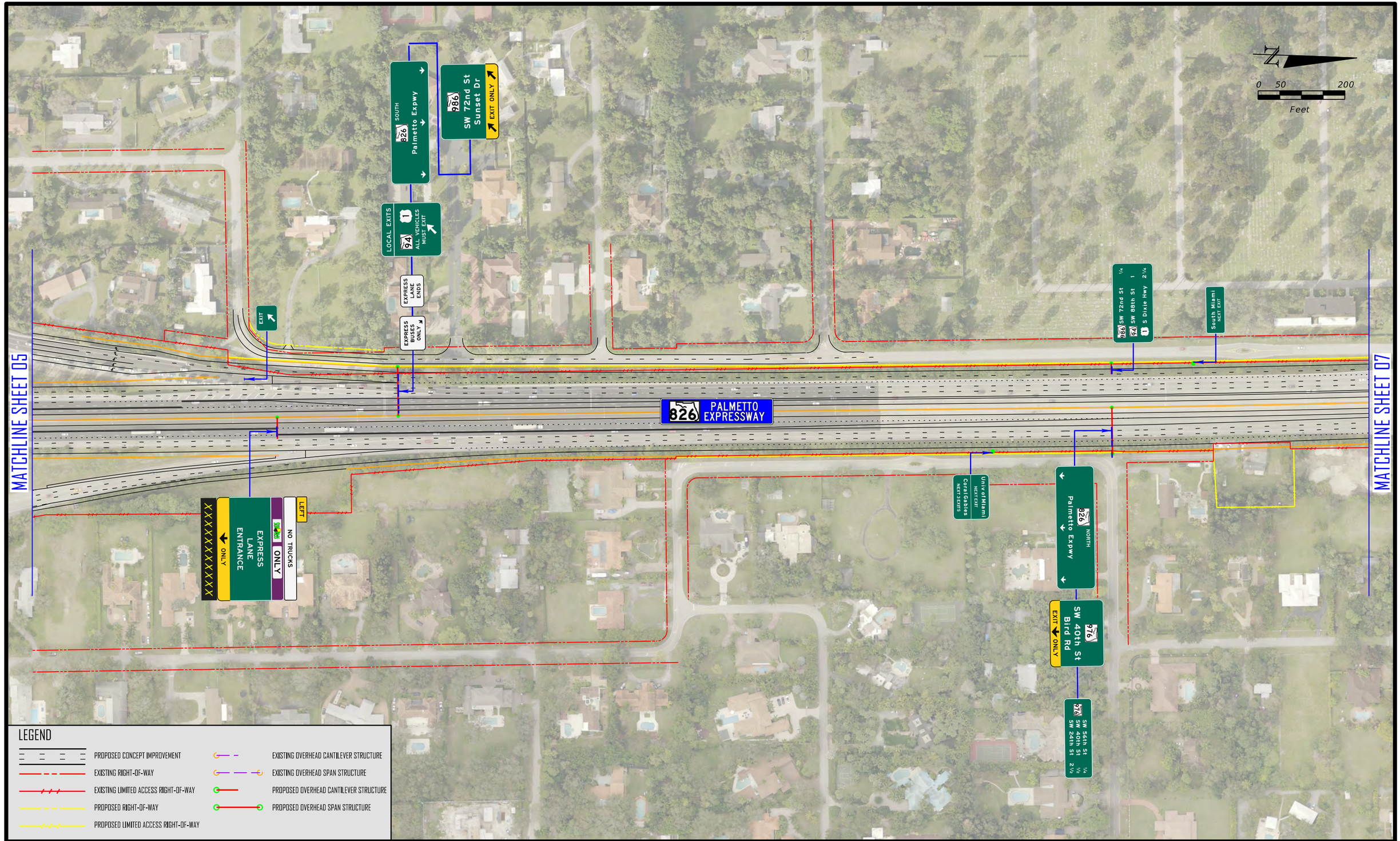
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SR 826/PALMETTO EXPRESSWAY CONCEPTUAL MASTER SIGNING PLAN

SHEET NO. 05



LEGEND

- PROPOSED CONCEPT IMPROVEMENT
- EXISTING RIGHT-OF-WAY
- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PROPOSED LIMITED ACCESS RIGHT-OF-WAY
- EXISTING OVERHEAD CANTILEVER STRUCTURE
- EXISTING OVERHEAD SPAN STRUCTURE
- PROPOSED OVERHEAD CANTILEVER STRUCTURE
- PROPOSED OVERHEAD SPAN STRUCTURE

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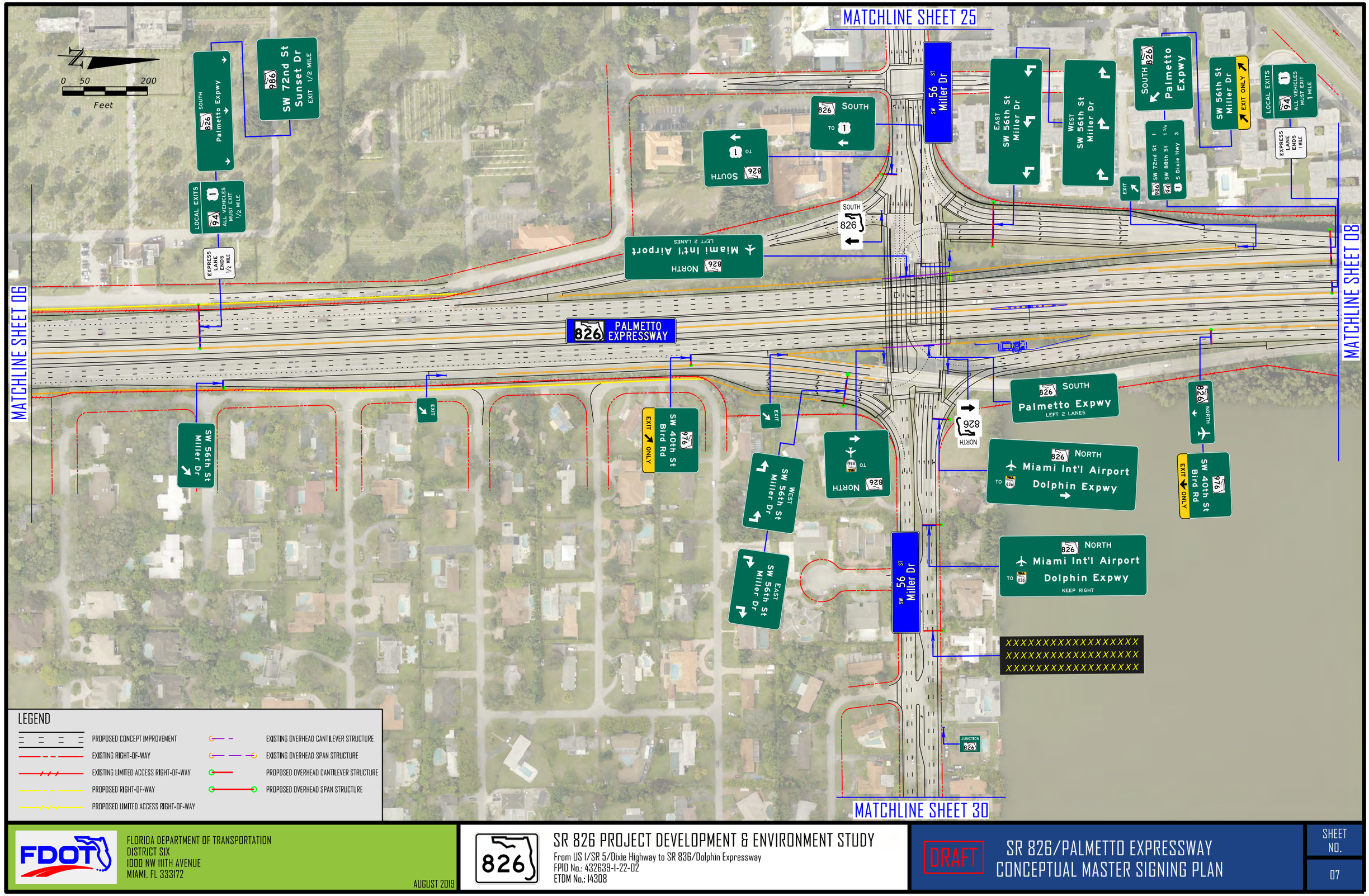
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SHEET NO.
06



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SR 826/PALMETTO EXPRESSWAY CONCEPTUAL MASTER SIGNING PLAN

SHEET NO.
07

MATCHLINE SHEET 25

MATCHLINE SHEET 07

MATCHLINE SHEET 09

N

0 50 200

Feet

DON SHULA EXPRESSWAY 874

EXIT

EXPRESS LANES ENDS ½ MILE

EXIT

EXIT

TOLL-BY PLATE OR SUNPASS

SOUTH TO 874 SOUTH Turnpike EXIT ONLY

SW 56th St Miller Dr

826 SOUTH KEEP LEFT

826 SOUTH Palmetto Expwy

LEFT

TOLL-BY PLATE OR SUNPASS

SOUTH TO 874 SOUTH Turnpike EXIT ONLY

826 PALMETTO EXPRESSWAY

826 NORTH

EXIT ONLY SW 40th St Bird Rd 826

EXIT

LEGEND

- PROPOSED CONCEPT IMPROVEMENT
- EXISTING RIGHT-OF-WAY
- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PROPOSED LIMITED ACCESS RIGHT-OF-WAY
- EXISTING OVERHEAD CANTILEVER STRUCTURE
- EXISTING OVERHEAD SPAN STRUCTURE
- PROPOSED OVERHEAD CANTILEVER STRUCTURE
- PROPOSED OVERHEAD SPAN STRUCTURE

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SR 826/PALMETTO EXPRESSWAY CONCEPTUAL MASTER SIGNING PLAN

SHEET NO. 08

MATCHLINE SHEET 31

MATCHLINE SHEET 08

MATCHLINE SHEET 10

MATCHLINE SHEET 32

SOUTH 826 Palmetto Expwy SOUTH Turnpike TO
SOUTH 826 SW 56th St Miller Dr EXIT ONLY
SOUTH 826 SW 56th St Miller Dr
OR TOLL-BY PLATE SOUTH TO
Don Shula Expwy 1/4 SW 72nd St 1 3/4 SW 88th St 2 1/2 986 874
EXPRESS LANE ENDS 1 MILE
SOUTH 826
ONLY NORTH 826 TO SOUTH 826 EAST 976 SW 40th St Bird Rd
ONLY NORTH 826 TO SOUTH 826 EAST 976 SW 40th St Bird Rd
SOUTH 826 TO 874
SW 40 ST Bird Rd 976
WEST 976 SW 40th St Bird Rd
EAST 976 SW 40th St Bird Rd
OR TOLL-BY PLATE LEFT SOUTH 826 TO SOUTH Turnpike EXIT 1/2 MILE EXIT ONLY
SOUTH 826 Palmetto Expwy
SOUTH 826 SW 56th St Miller Dr
SOUTH 826 Palmetto Expwy SOUTH Turnpike SOUTH TO 874
EXIT
Left 1 Lane Next Right
NORTH 826
SOUTH 826 SOUTH 874 TO WEST 976 SW 40th St Bird Rd ONLY
NORTH 826 TO 836
SOUTH 826 SOUTH 874 TO WEST 976 SW 40th St Bird Rd NORTH 826 TO 836 ONLY ONLY
PALMETTO EXPRESSWAY 826
SW 24th St 1 SW 8th St 1 1/4 W Flagler St 2 3/4
Palmetto Expwy 826 NORTH
WEST 976 SW 40th St Bird Rd
WEST 976 SW 40th St Bird Rd

0 50 200 Feet

LEGEND

- PROPOSED CONCEPT IMPROVEMENT
- EXISTING RIGHT-OF-WAY
- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PROPOSED LIMITED ACCESS RIGHT-OF-WAY
- EXISTI… ANTILEVER STRUCTURE
- EXISTI… PAN STRUCTURE
- PROPOSED OVERHEAD CANTILEVER STRUCTURE
- PROPOSED OVERHEAD SPAN STRUCTURE

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SR 826/PALMETTO EXPRESSWAY CONCEPTUAL MASTER SIGNING PLAN

SHEET NO. 09



LEGEND

- PROPOSED CONCEPT IMPROVEMENT
- EXISTING RIGHT-OF-WAY
- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PROPOSED LIMITED ACCESS RIGHT-OF-WAY
- EXISTING OVERHEAD CANTILEVER STRUCTURE
- EXISTING OVERHEAD SPAN STRUCTURE
- PROPOSED OVERHEAD CANTILEVER STRUCTURE
- PROPOSED OVERHEAD SPAN STRUCTURE

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SR 826/PALMETTO EXPRESSWAY CONCEPTUAL MASTER SIGNING PLAN

SHEET NO.
10

MATCHLINE SHEET 33

MATCHLINE SHEET 10

MATCHLINE SHEET 12

MATCHLINE SHEET 34

SW 40th St Bird Rd
EXIT ONLY
826 SOUTH
Palmetto Expwy

826 SOUTH
TO 1
826 SOUTH
TO 836
826 NORTH
TO 836

SW 24 ST Coral Way

826 SOUTH

826 NORTH

EAST SW 24th St Coral Way
BRIDGE MOUNTED

WEST SW 24th St Coral Way
BRIDGE MOUNTED

826 SOUTH

EXPRESS EXIT
SOUTH 826
Don Shula Expwy

EXPRESS LANE
826 SOUTH

Tropical Park
EAST EXIT
MDC - Kendall
NEXT EXIT

EXIT

826 PALMETTO EXPRESSWAY

SW 24th St Coral Way
EXIT ONLY
826 SOUTH
Palmetto Expwy

N
0 50 200
Feet

EXIT

826 NORTH

SW 24 ST Coral Way

826 SOUTH

826 SOUTH
TO 836
826 NORTH
TO 1 874

826 NORTH
Palmetto Expwy
EXIT ONLY
SW 8th St Tamiami Tr

41 SW 8th St 1/4
826 W Flagler St 1/4
NW 72nd St 1/4
Dolphin Expwy 1/2

EAST SW 24th St Coral Way

WEST SW 24th St Coral Way

826 NORTH

LEGEND

- EXISTING OVERHEAD CANTILEVER STRUCTURE
- EXISTING OVERHEAD SPAN STRUCTURE
- PROPOSED OVERHEAD CANTILEVER STRUCTURE
- PROPOSED OVERHEAD SPAN STRUCTURE
- PROPOSED RIGHT-OF-WAY
- PROPOSED LIMITED ACCESS RIGHT-OF-WAY

FDOT

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SR 826/PALMETTO EXPRESSWAY CONCEPTUAL MASTER SIGNING PLAN

SHEET NO.
11



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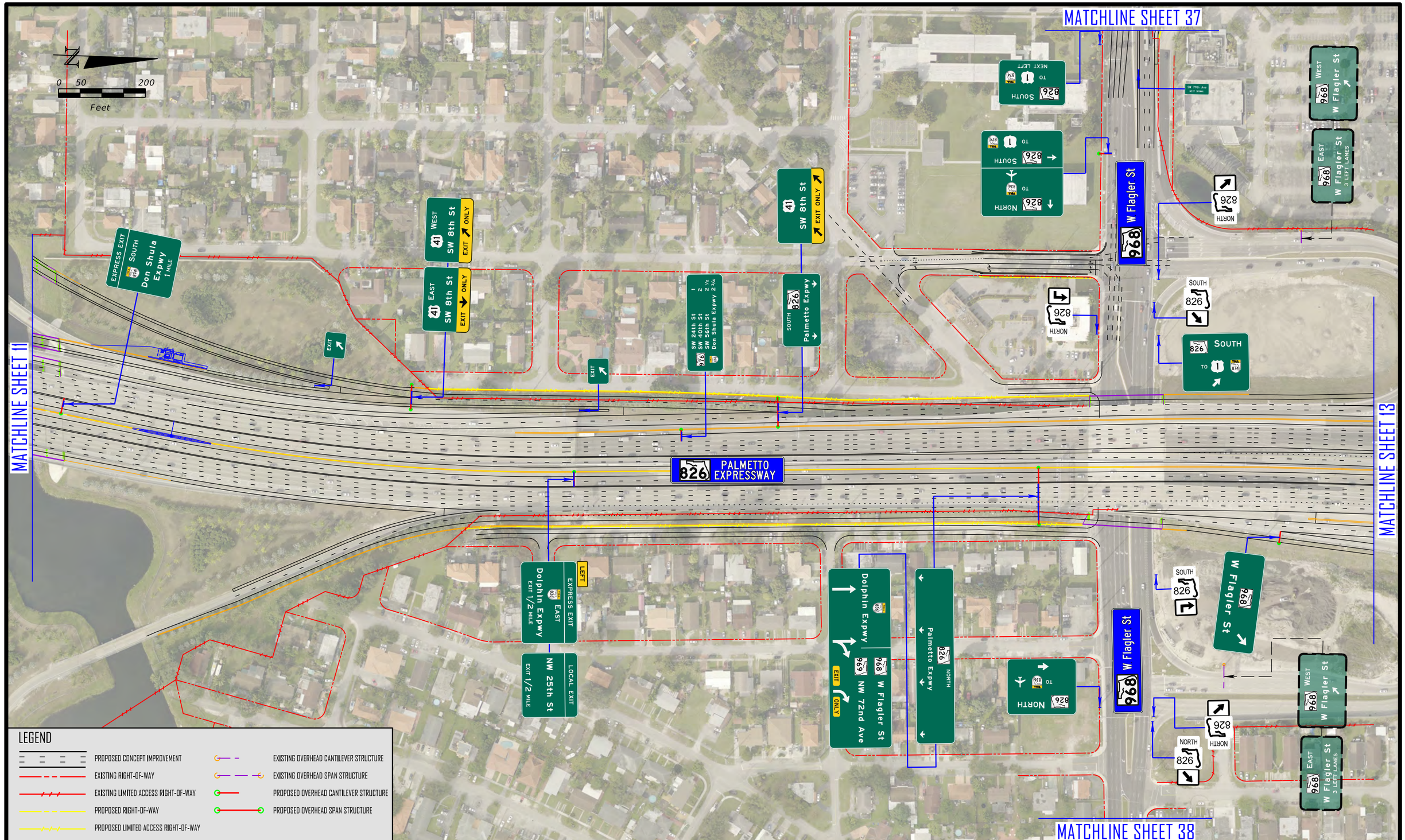
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SR 826/PALMETTO EXPRESSWAY CONCEPTUAL MASTER SIGNING PLAN

SHEET NO.
12



LEGEND

- PROPOSED CONCEPT IMPROVEMENT
- EXISTING RIGHT-OF-WAY
- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PROPOSED LIMITED ACCESS RIGHT-OF-WAY
- EXISTING OVERHEAD CANTILEVER STRUCTURE
- EXISTING OVERHEAD SPAN STRUCTURE
- PROPOSED OVERHEAD CANTILEVER STRUCTURE
- PROPOSED OVERHEAD SPAN STRUCTURE

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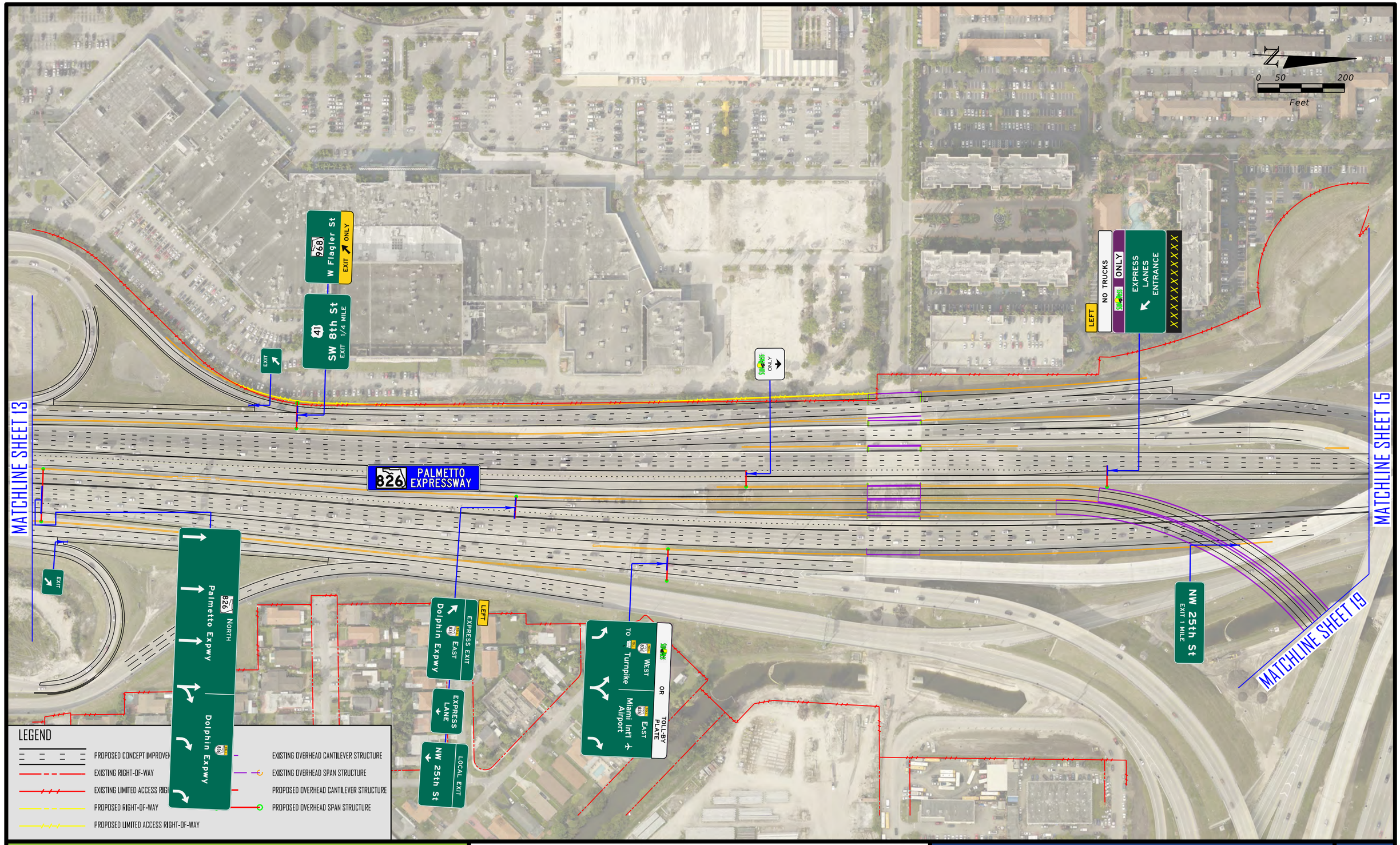
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SHEET NO. 13



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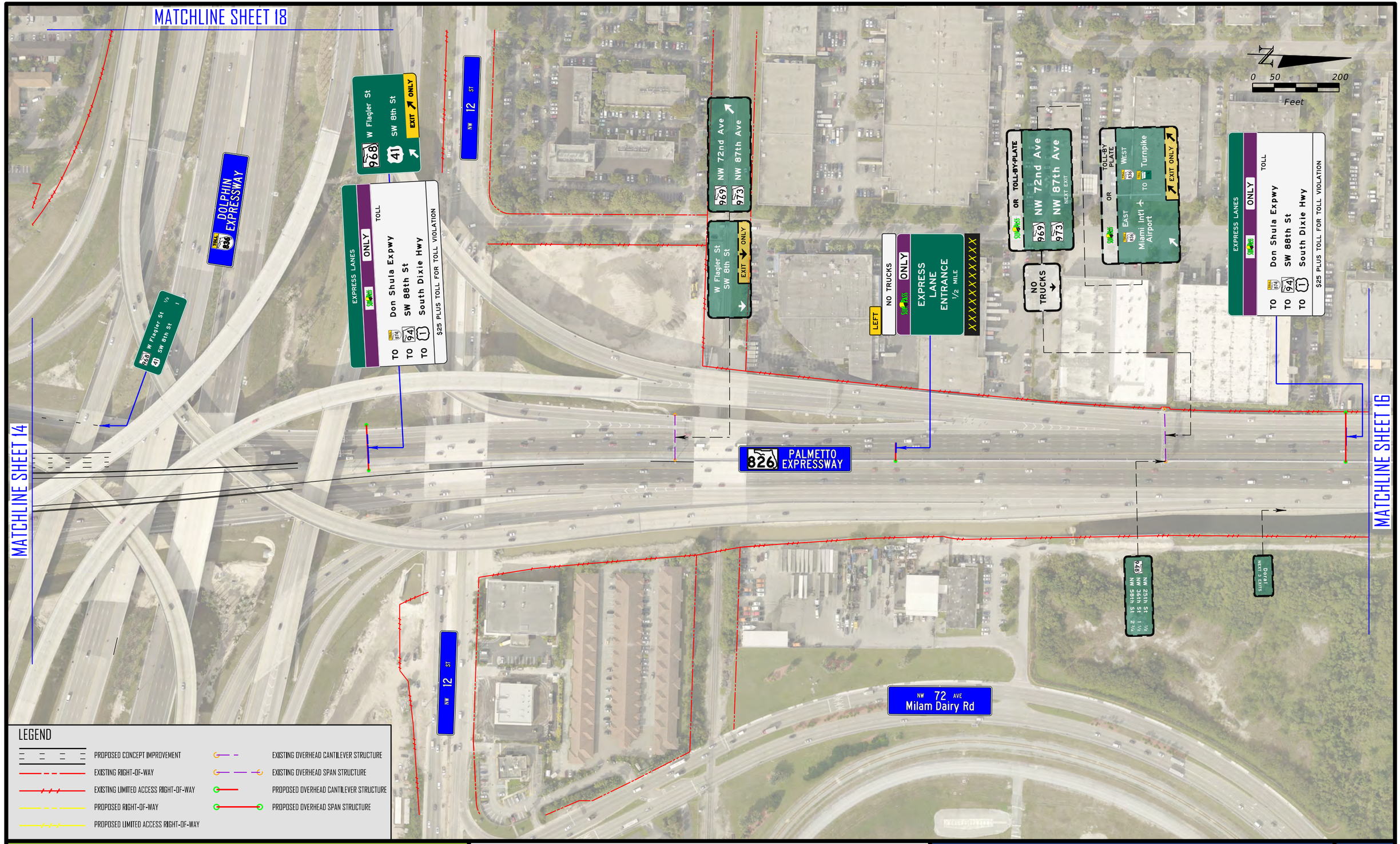
SR 826/PALMETTO EXPRESSWAY CONCEPTUAL MASTER SIGNING PLAN

SHEET NO. 14

MATCHLINE SHEET 18

MATCHLINE SHEET 14

MATCHLINE SHEET 16



LEGEND

- PROPOSED CONCEPT IMPROVEMENT
- EXISTING RIGHT-OF-WAY
- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PROPOSED LIMITED ACCESS RIGHT-OF-WAY
- EXISTING OVERHEAD CANTILEVER STRUCTURE
- EXISTING OVERHEAD SPAN STRUCTURE
- PROPOSED OVERHEAD CANTILEVER STRUCTURE
- PROPOSED OVERHEAD SPAN STRUCTURE

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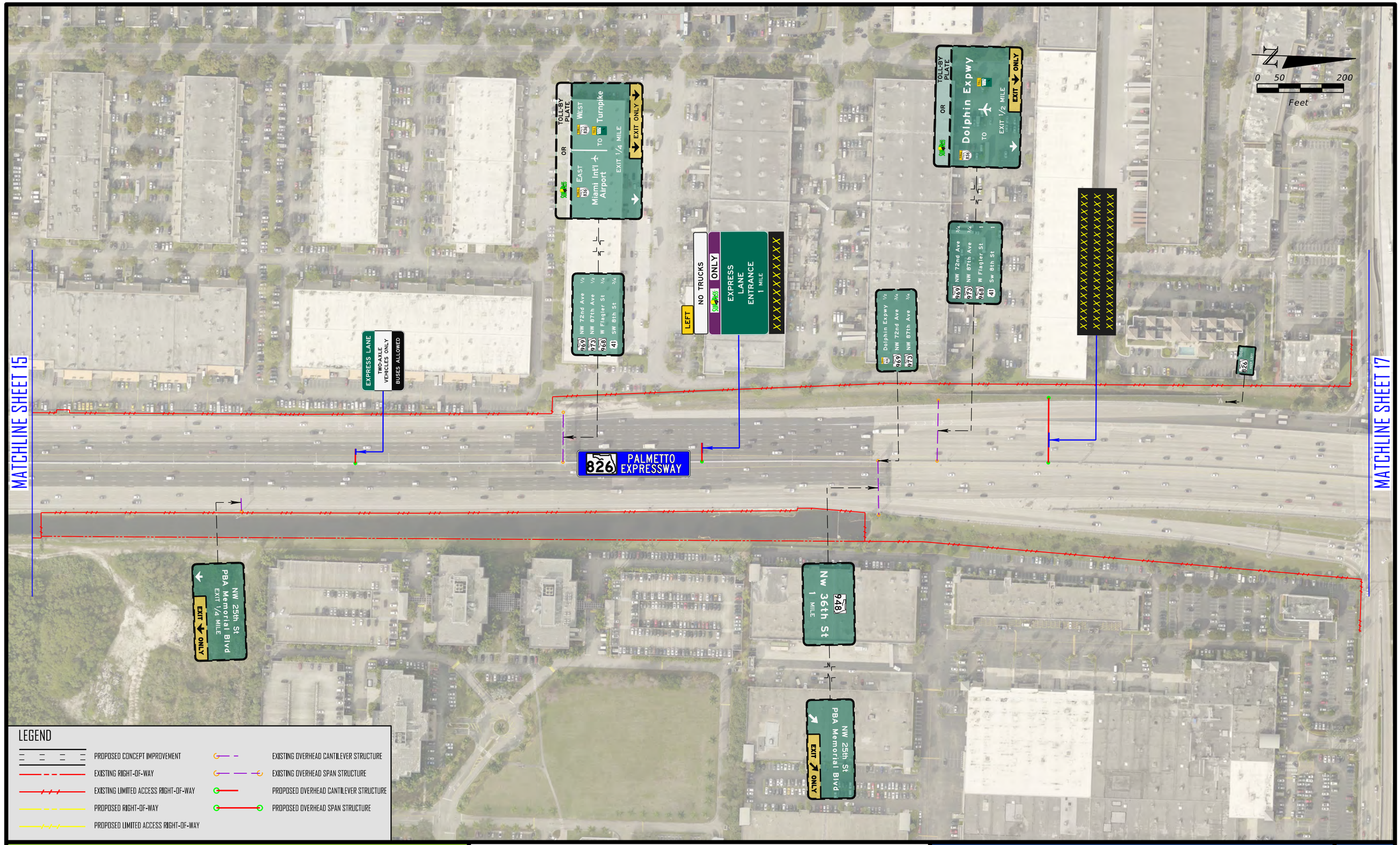
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SHEET NO. 15



LEGEND

- PROPOSED CONCEPT IMPROVEMENT
- EXISTING RIGHT-OF-WAY
- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PROPOSED LIMITED ACCESS RIGHT-OF-WAY
- EXISTING OVERHEAD CANTILEVER STRUCTURE
- EXISTING OVERHEAD SPAN STRUCTURE
- PROPOSED OVERHEAD CANTILEVER STRUCTURE
- PROPOSED OVERHEAD SPAN STRUCTURE

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SR 826/PALMETTO EXPRESSWAY CONCEPTUAL MASTER SIGNING PLAN

SHEET NO. 16



LEGEND

- PROPOSED CONCEPT IMPROVEMENT
- EXISTING RIGHT-OF-WAY
- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PROPOSED LIMITED ACCESS RIGHT-OF-WAY
- EXISTING OVERHEAD CANTILEVER STRUCTURE
- EXISTING OVERHEAD SPAN STRUCTURE
- PROPOSED OVERHEAD CANTILEVER STRUCTURE
- PROPOSED OVERHEAD SPAN STRUCTURE

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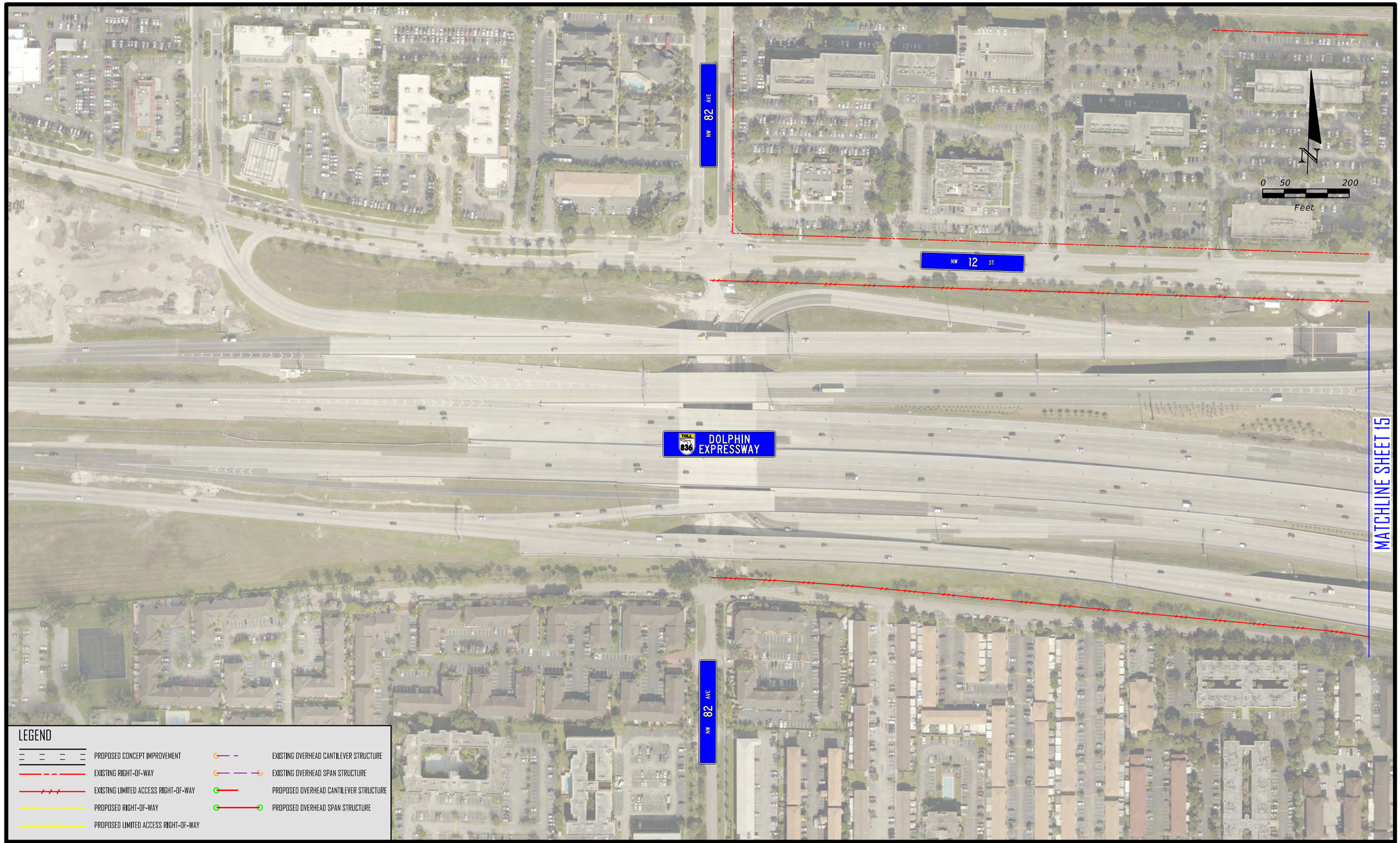
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SR 826/PALMETTO EXPRESSWAY CONCEPTUAL MASTER SIGNING PLAN

SHEET NO.
17



LEGEND

- PROPOSED CONCEPT IMPROVEMENT
- EXISTING RIGHT-OF-WAY
- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PROPOSED LIMITED ACCESS RIGHT-OF-WAY
- EXISTING OVERHEAD CANTILEVER STRUCTURE
- EXISTING OVERHEAD SPAN STRUCTURE
- PROPOSED OVERHEAD CANTILEVER STRUCTURE
- PROPOSED OVERHEAD SPAN STRUCTURE

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SR 826/PALMETTO EXPRESSWAY CONCEPTUAL MASTER SIGNING PLAN

SHEET NO.
18

NW 12 ST

NW 72 AVE
Miam Dairy Rd

N

0 50 200
Feet

XXXXXXXXXXX
EXPRESS LANES
ONLY
LEFT
NO TRUCKS

MATCHLINE SHEET 20

MATCHLINE SHEET 14

TOLL
836
DOLPHIN EXPRESSWAY

NW 72 AVE
Miam Dairy Rd

LEGEND

- PROPOSED CONCEPT IMPROVEMENT
- EXISTING RIGHT-OF-WAY
- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PROPOSED LIMITED ACCESS RIGHT-OF-WAY
- EXISTING OVERHEAD CANTILEVER STRUCTURE
- EXISTING OVERHEAD SPAN STRUCTURE
- PROPOSED OVERHEAD CANTILEVER STRUCTURE
- PROPOSED OVERHEAD SPAN STRUCTURE

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SR 826/PALMETTO EXPRESSWAY CONCEPTUAL MASTER SIGNING PLAN

SHEET NO.
19



LEGEND

- PROPOSED CONCEPT IMPROVEMENT
- EXISTING RIGHT-OF-WAY
- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PROPOSED LIMITED ACCESS RIGHT-OF-WAY
- EXISTING OVERHEAD CANTILEVER STRUCTURE
- EXISTING OVERHEAD SPAN STRUCTURE
- PROPOSED OVERHEAD CANTILEVER STRUCTURE
- PROPOSED OVERHEAD SPAN STRUCTURE

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MIAMI, FL 33172

AUGUST 2019

826

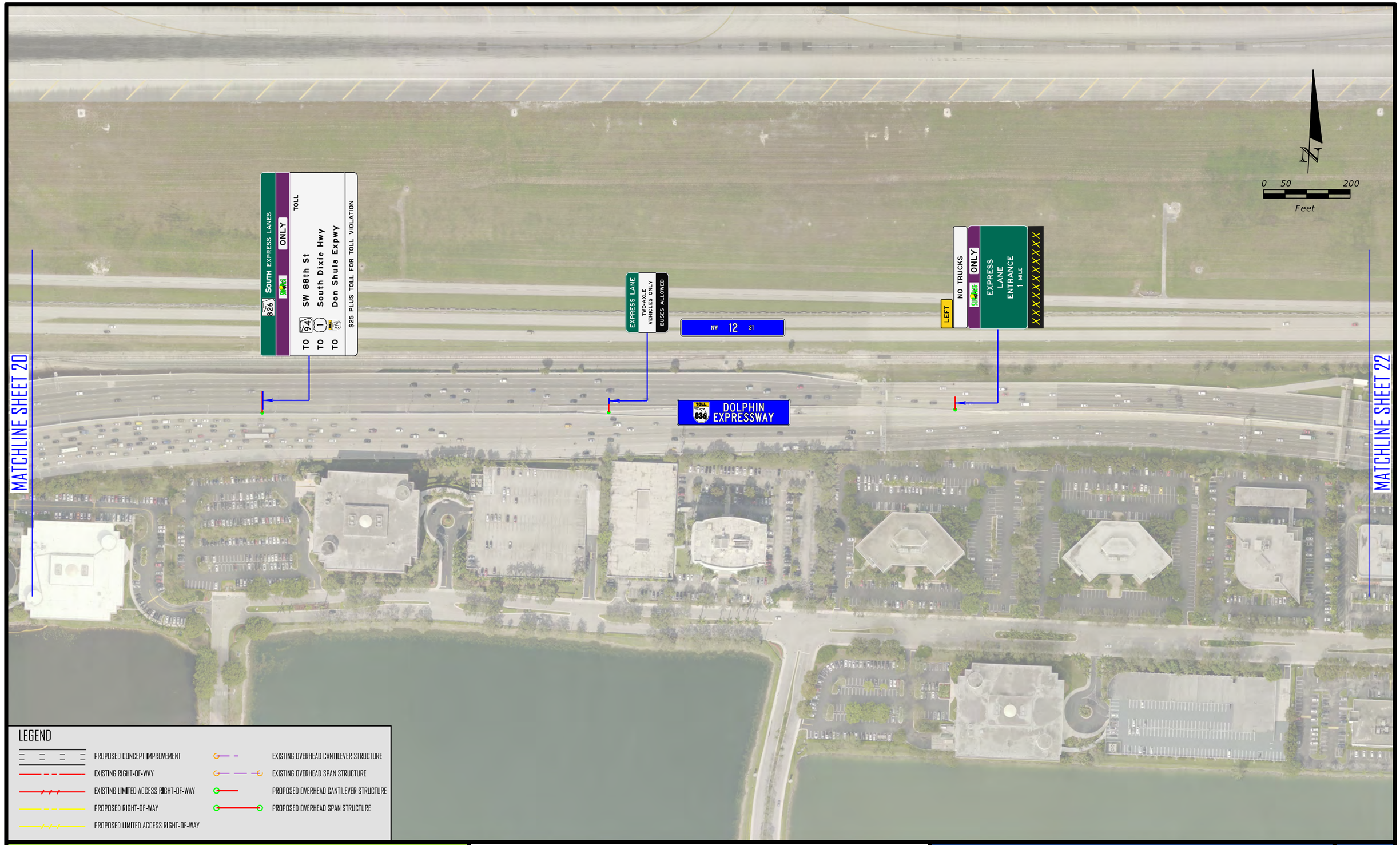
SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

DRAFT

SR 826/PALMETTO EXPRESSWAY CONCEPTUAL MASTER SIGNING PLAN

SHEET NO.
20



LEGEND

- PROPOSED CONCEPT IMPROVEMENT
- EXISTING RIGHT-OF-WAY
- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PROPOSED LIMITED ACCESS RIGHT-OF-WAY
- EXISTING OVERHEAD CANTILEVER STRUCTURE
- EXISTING OVERHEAD SPAN STRUCTURE
- PROPOSED OVERHEAD CANTILEVER STRUCTURE
- PROPOSED OVERHEAD SPAN STRUCTURE

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
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MIAMI, FL 33172

AUGUST 2019

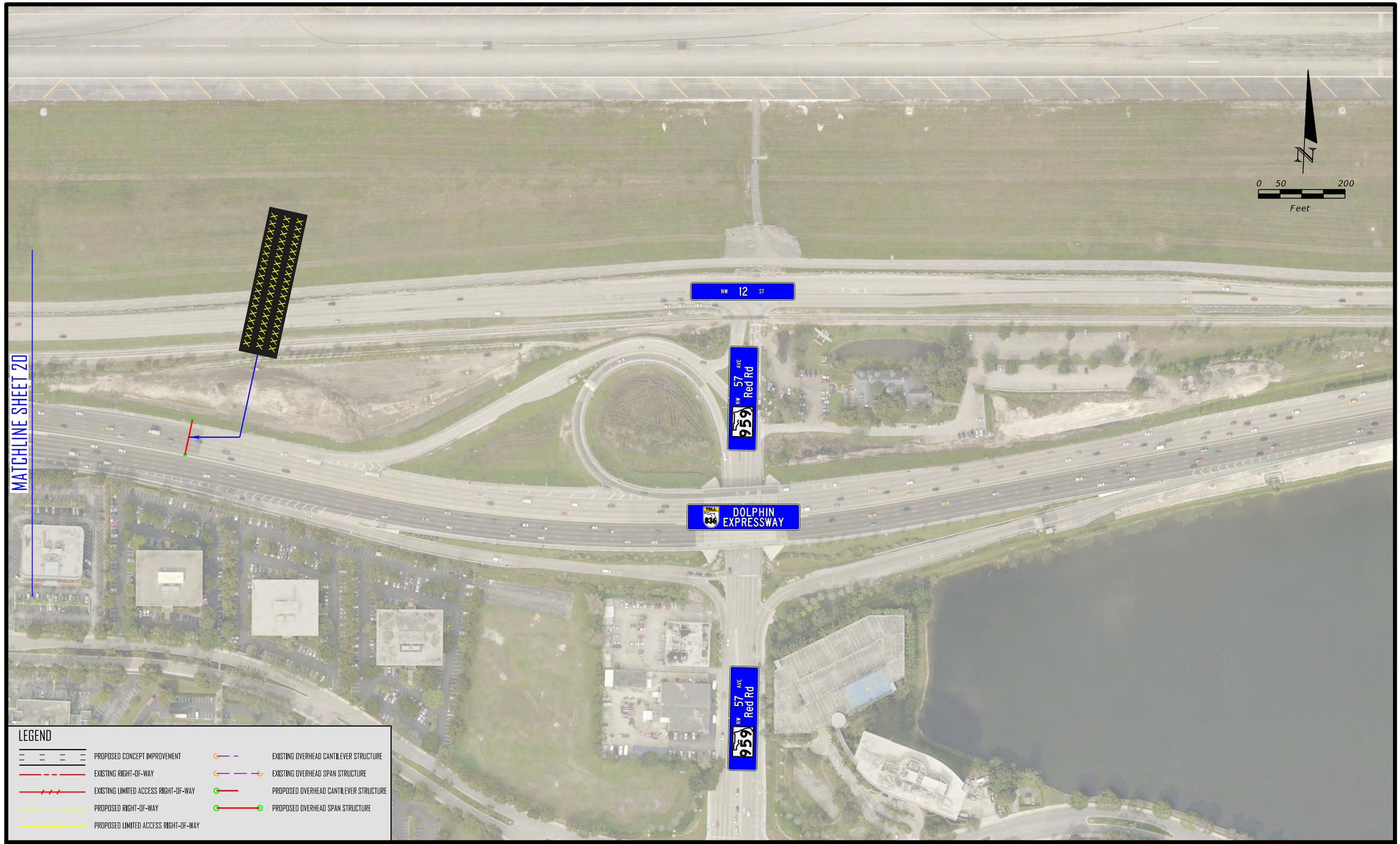
SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

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SR 826/PALMETTO EXPRESSWAY CONCEPTUAL MASTER SIGNING PLAN

SHEET NO. 21



LEGEND

- PROPOSED CONCEPT IMPROVEMENT
- EXISTING RIGHT-OF-WAY
- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PROPOSED LIMITED ACCESS RIGHT-OF-WAY
- EXISTING OVERHEAD CANTILEVER STRUCTURE
- EXISTING OVERHEAD SPAN STRUCTURE
- PROPOSED OVERHEAD CANTILEVER STRUCTURE
- PROPOSED OVERHEAD SPAN STRUCTURE

FLORIDA DEPARTMENT OF TRANSPORTATION
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MIAMI, FL 33172

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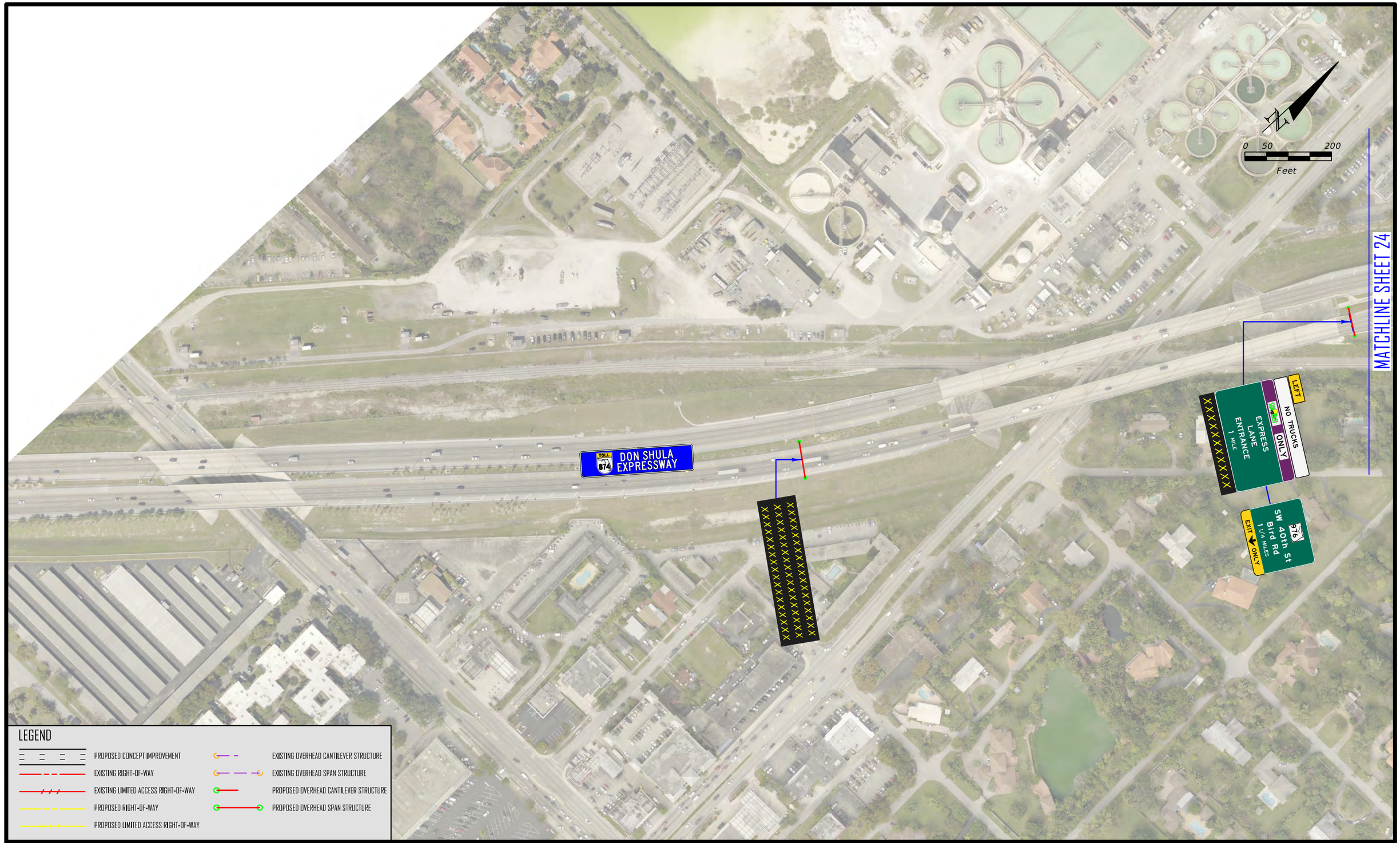
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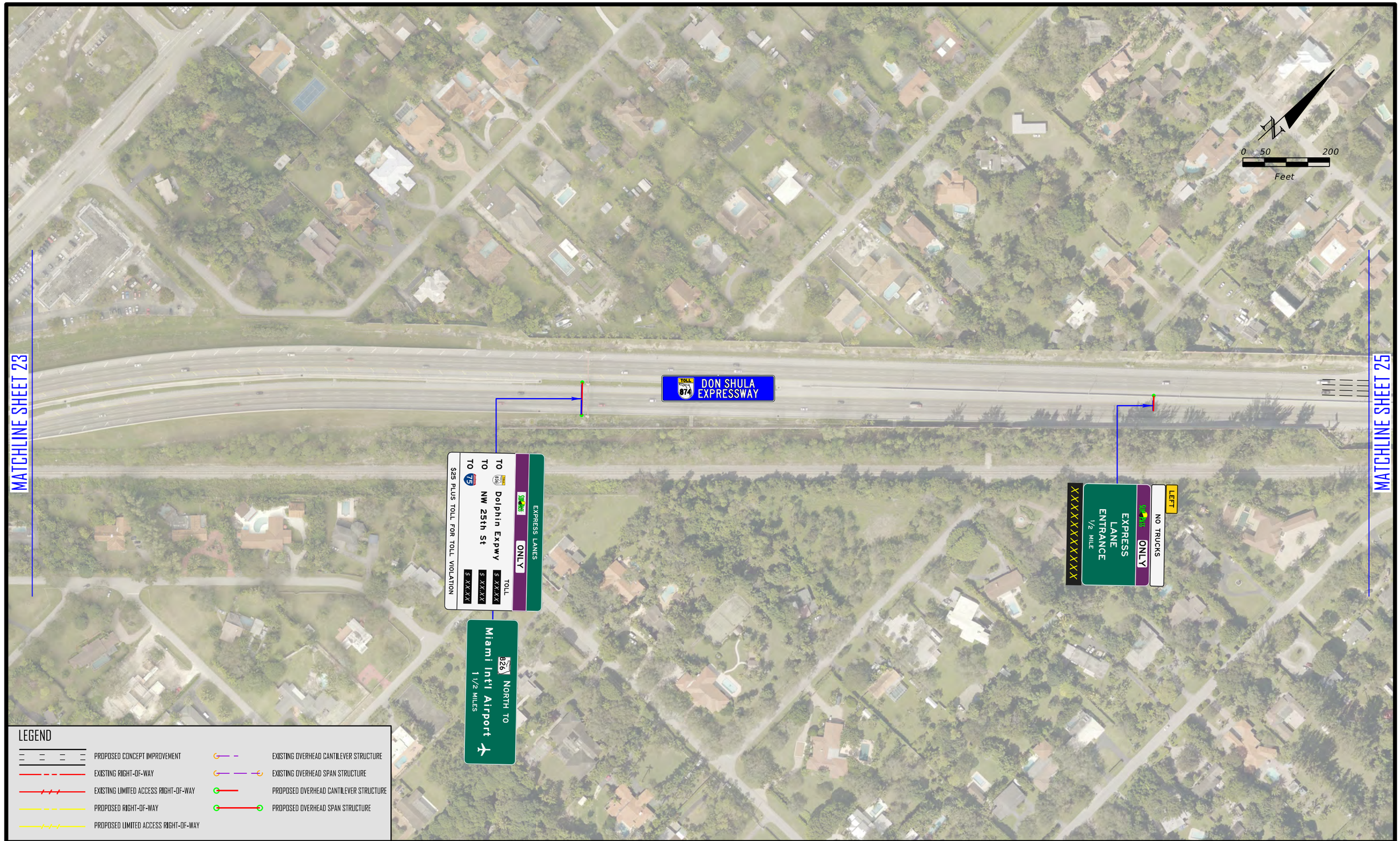
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

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SR 826/PALMETTO EXPRESSWAY CONCEPTUAL MASTER SIGNING PLAN

SHEET NO. 22


0 50 200
Feet
MATCHLINE SHEET 24
TOLL
874
DON SHULA EXPRESSWAY
XXXX



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826

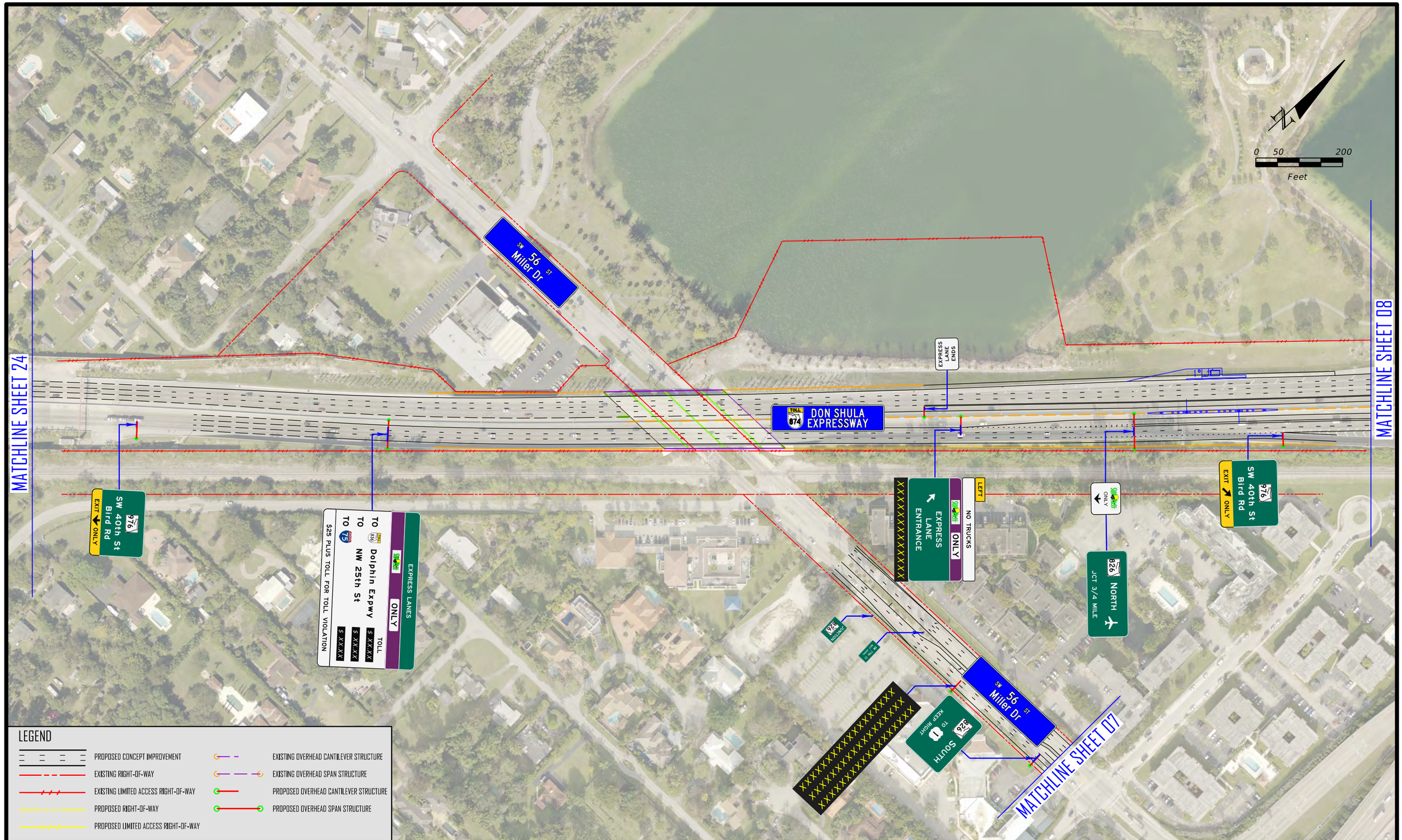
SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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SR 826/PALMETTO EXPRESSWAY CONCEPTUAL MASTER SIGNING PLAN

SHEET NO.
24



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MIAMI, FL 333172

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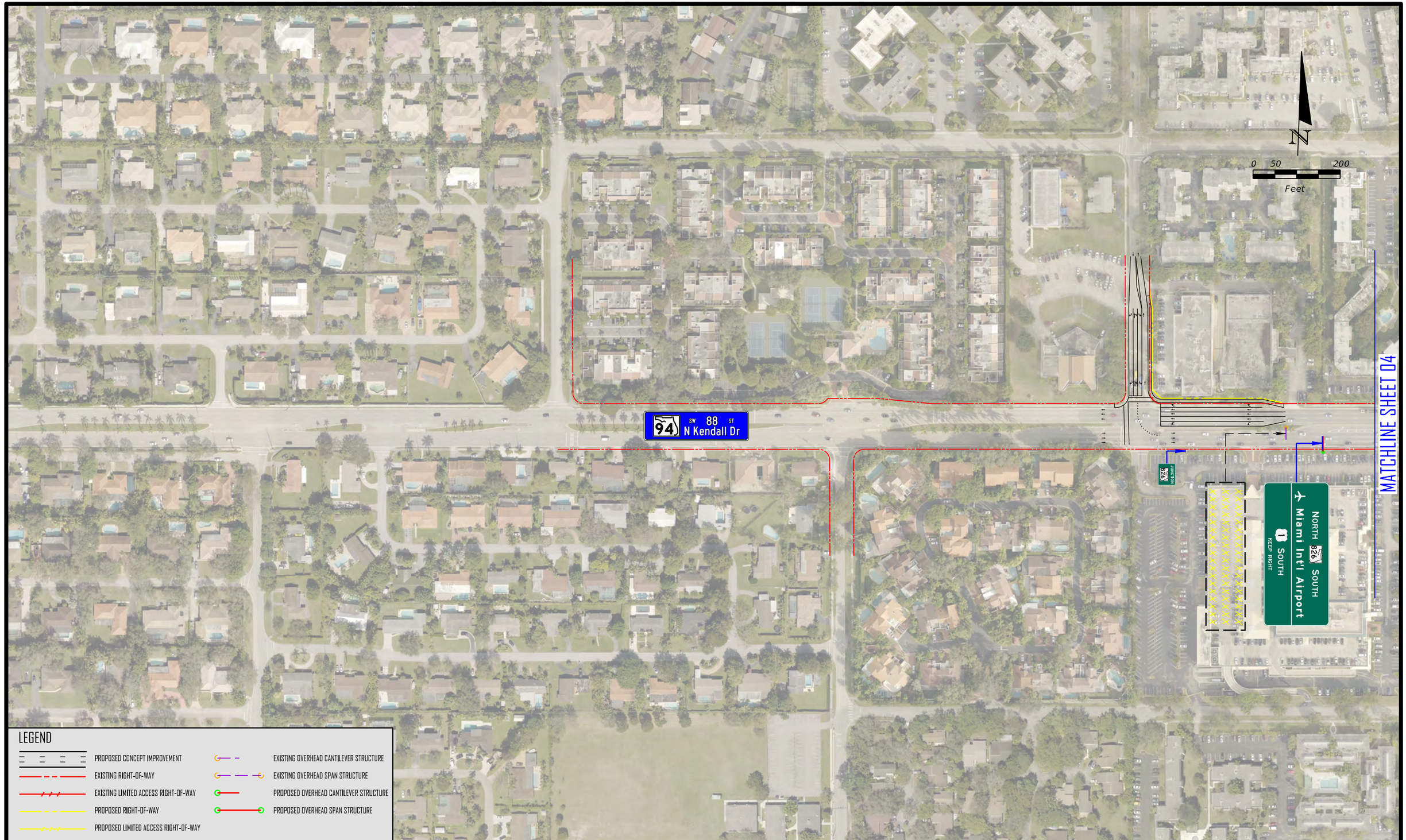
SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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SR 826/PALMETTO EXPRESSWAY CONCEPTUAL MASTER SIGNING PLAN

SHEET NO. 25



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ETDM No.: 14308

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SR 826/PALMETTO EXPRESSWAY CONCEPTUAL MASTER SIGNING PLAN

SHEET NO. 26

N

0 50 200

Feet

MATCHLINE SHEET 04

SW 88 ST
94 N Kendall Dr

1 S DIXIE HWY

LEGEND

- PROPOSED CONCEPT IMPROVEMENT
- EXISTING RIGHT-OF-WAY
- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PROPOSED LIMITED ACCESS RIGHT-OF-WAY
- EXISTING OVERHEAD CANTILEVER STRUCTURE
- EXISTING OVERHEAD SPAN STRUCTURE
- PROPOSED OVERHEAD CANTILEVER STRUCTURE
- PROPOSED OVERHEAD SPAN STRUCTURE

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

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826

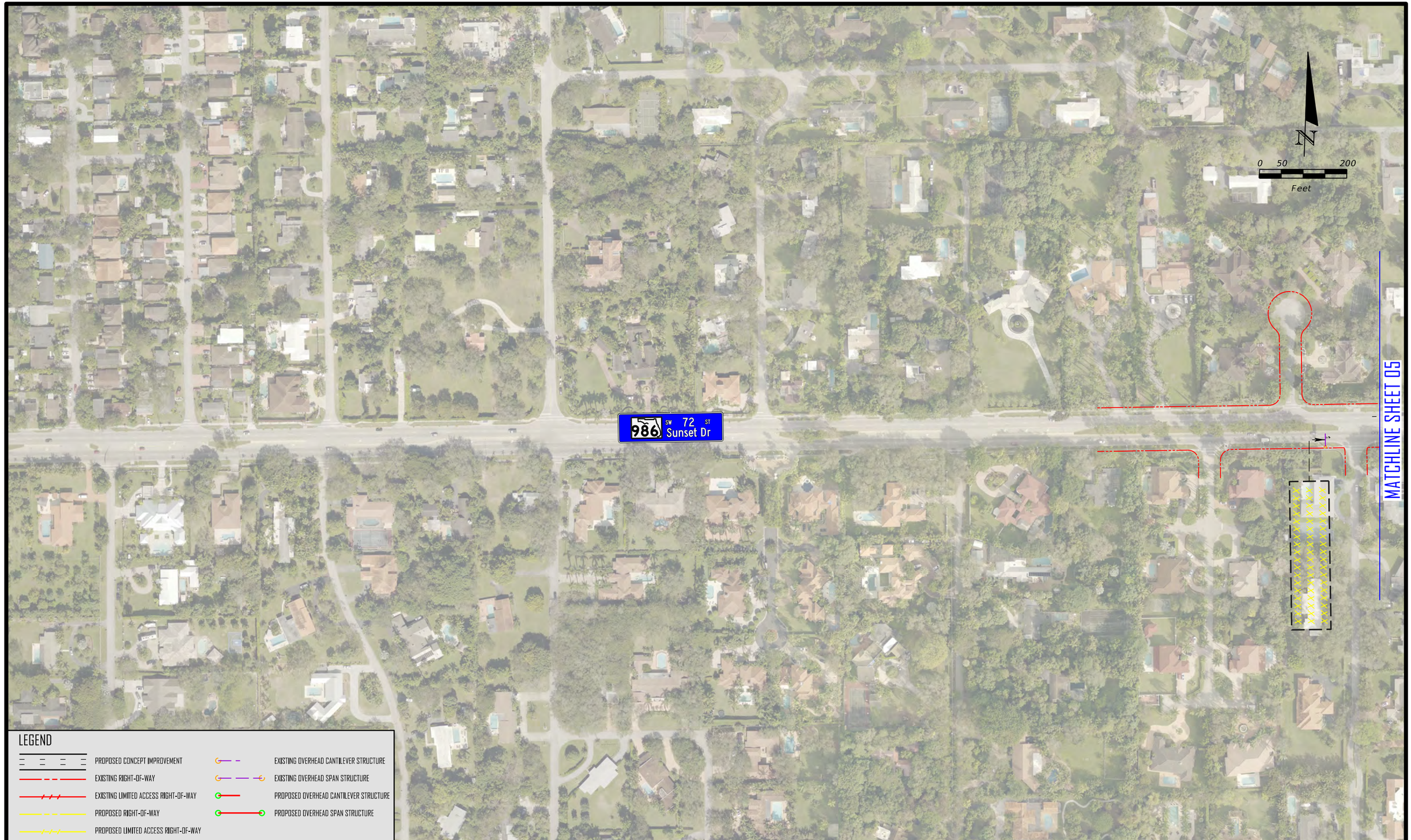
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From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
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SR 826/PALMETTO EXPRESSWAY CONCEPTUAL MASTER SIGNING PLAN

SHEET NO.
27



LEGEND

- PROPOSED CONCEPT IMPROVEMENT
- EXISTING RIGHT-OF-WAY
- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PROPOSED LIMITED ACCESS RIGHT-OF-WAY
- EXISTING OVERHEAD CANTILEVER STRUCTURE
- EXISTING OVERHEAD SPAN STRUCTURE
- PROPOSED OVERHEAD CANTILEVER STRUCTURE
- PROPOSED OVERHEAD SPAN STRUCTURE

FLORIDA DEPARTMENT OF TRANSPORTATION
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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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SR 826/PALMETTO EXPRESSWAY CONCEPTUAL MASTER SIGNING PLAN

SHEET NO. 28

MATCHLINE SHEET 05

826 JUNCTION

986 SW 72 ST Sunset Dr

N

0 50 200

Feet

LEGEND

- PROPOSED CONCEPT IMPROVEMENT
- EXISTING RIGHT-OF-WAY
- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PROPOSED LIMITED ACCESS RIGHT-OF-WAY
- EXISTING OVERHEAD CANTILEVER STRUCTURE
- EXISTING OVERHEAD SPAN STRUCTURE
- PROPOSED OVERHEAD CANTILEVER STRUCTURE
- PROPOSED OVERHEAD SPAN STRUCTURE

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826

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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SR 826/PALMETTO EXPRESSWAY CONCEPTUAL MASTER SIGNING PLAN

SHEET NO.
29

MATCHLINE SHEET 07

SW 56 ST
Miller Dr

SW 72 AVE

SW 72 AVE

0 50 200
Feet

N

LEGEND

- PROPOSED CONCEPT IMPROVEMENT
- EXISTING RIGHT-OF-WAY
- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PROPOSED LIMITED ACCESS RIGHT-OF-WAY
- EXISTING OVERHEAD CANTILEVER STRUCTURE
- EXISTING OVERHEAD SPAN STRUCTURE
- PROPOSED OVERHEAD CANTILEVER STRUCTURE
- PROPOSED OVERHEAD SPAN STRUCTURE

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SR 826/PALMETTO EXPRESSWAY CONCEPTUAL MASTER SIGNING PLAN

SHEET NO.
30



LEGEND

- PROPOSED CONCEPT IMPROVEMENT
- EXISTING RIGHT-OF-WAY
- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PROPOSED LIMITED ACCESS RIGHT-OF-WAY
- EXISTING OVERHEAD CANTILEVER STRUCTURE
- EXISTING OVERHEAD SPAN STRUCTURE
- PROPOSED OVERHEAD CANTILEVER STRUCTURE
- PROPOSED OVERHEAD SPAN STRUCTURE

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DISTRICT SIX
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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

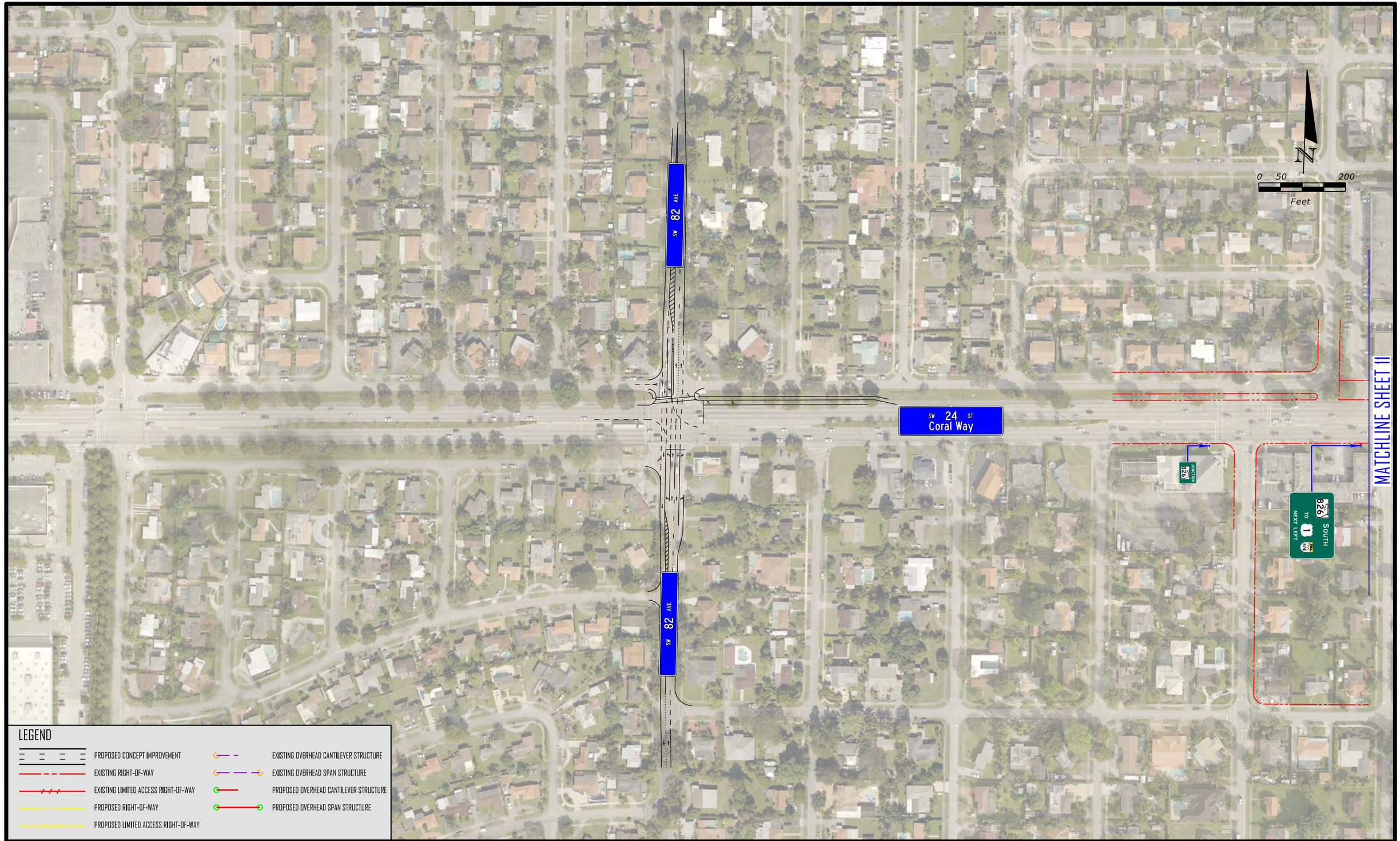
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

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SR 826/PALMETTO EXPRESSWAY CONCEPTUAL MASTER SIGNING PLAN

SHEET NO. 31


MATCHLINE SHEET 09
XXXX



LEGEND

- PROPOSED CONCEPT IMPROVEMENT
- EXISTING RIGHT-OF-WAY
- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PROPOSED LIMITED ACCESS RIGHT-OF-WAY
- EXISTING OVERHEAD CANTILEVER STRUCTURE
- EXISTING OVERHEAD SPAN STRUCTURE
- PROPOSED OVERHEAD CANTILEVER STRUCTURE
- PROPOSED OVERHEAD SPAN STRUCTURE

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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

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SR 826/PALMETTO EXPRESSWAY CONCEPTUAL MASTER SIGNING PLAN

SHEET NO.
33

MATCHLINE SHEET II

NORTH 826 TO 826 NEXT LEFT

JUNCTION 826

SW 24 ST Coral Way

SW 72 AVE

SW 72 AVE

N

0 50 200

Feet

LEGEND

- PROPOSED CONCEPT IMPROVEMENT
- EXISTING RIGHT-OF-WAY
- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PROPOSED LIMITED ACCESS RIGHT-OF-WAY
- EXISTING OVERHEAD CANTILEVER STRUCTURE
- EXISTING OVERHEAD SPAN STRUCTURE
- PROPOSED OVERHEAD CANTILEVER STRUCTURE
- PROPOSED OVERHEAD SPAN STRUCTURE

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MIAMI, FL 333172

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SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

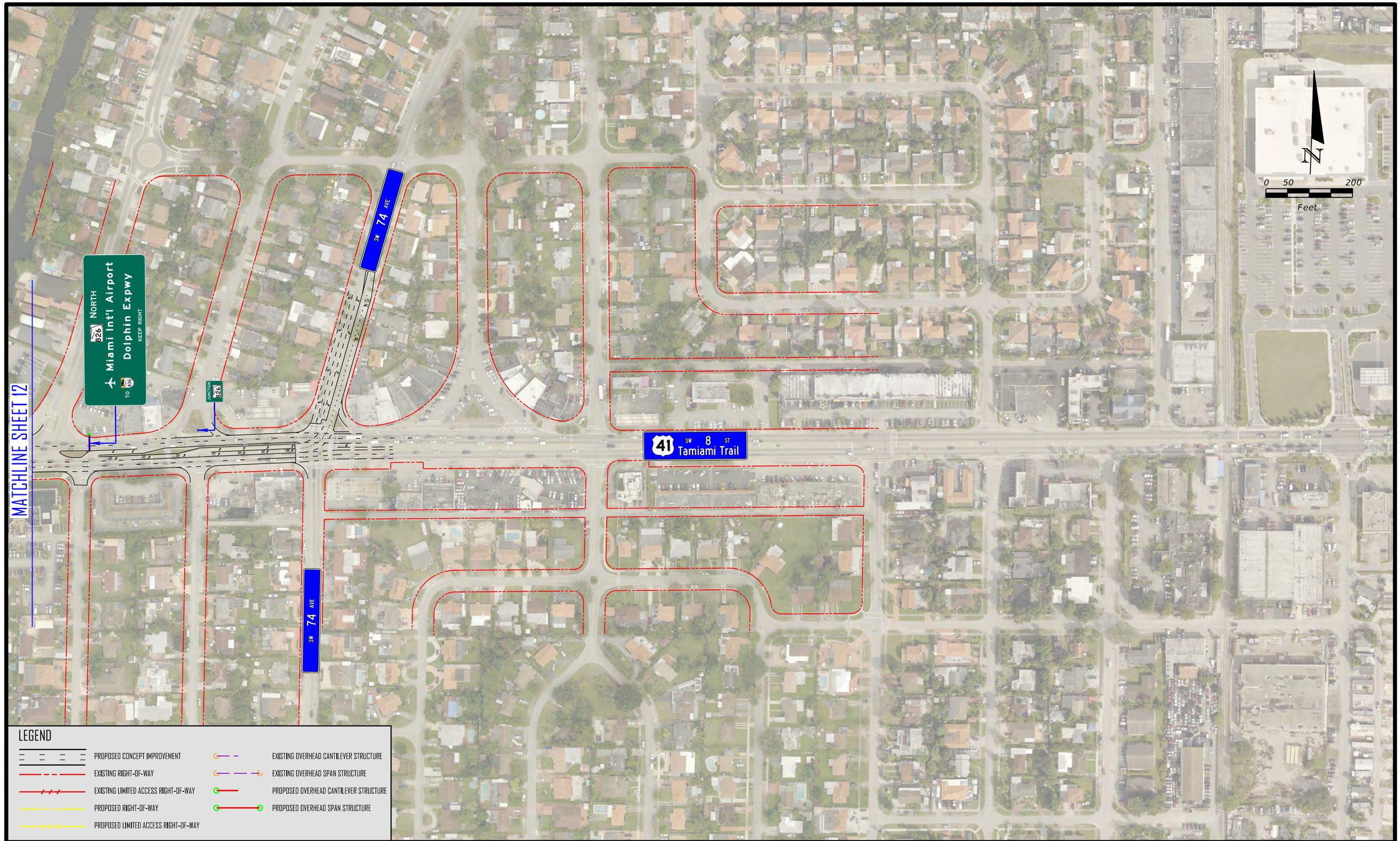
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

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SR 826/PALMETTO EXPRESSWAY CONCEPTUAL MASTER SIGNING PLAN

SHEET NO. 34


N
0 50 200
Feet
41 SW 8 ST Tamiami Trail
826 JUNCTION
XXXX



FDOT

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DISTRICT SIX
1000 NW 111TH AVENUE
MIAMI, FL 33172

AUGUST 2019

826

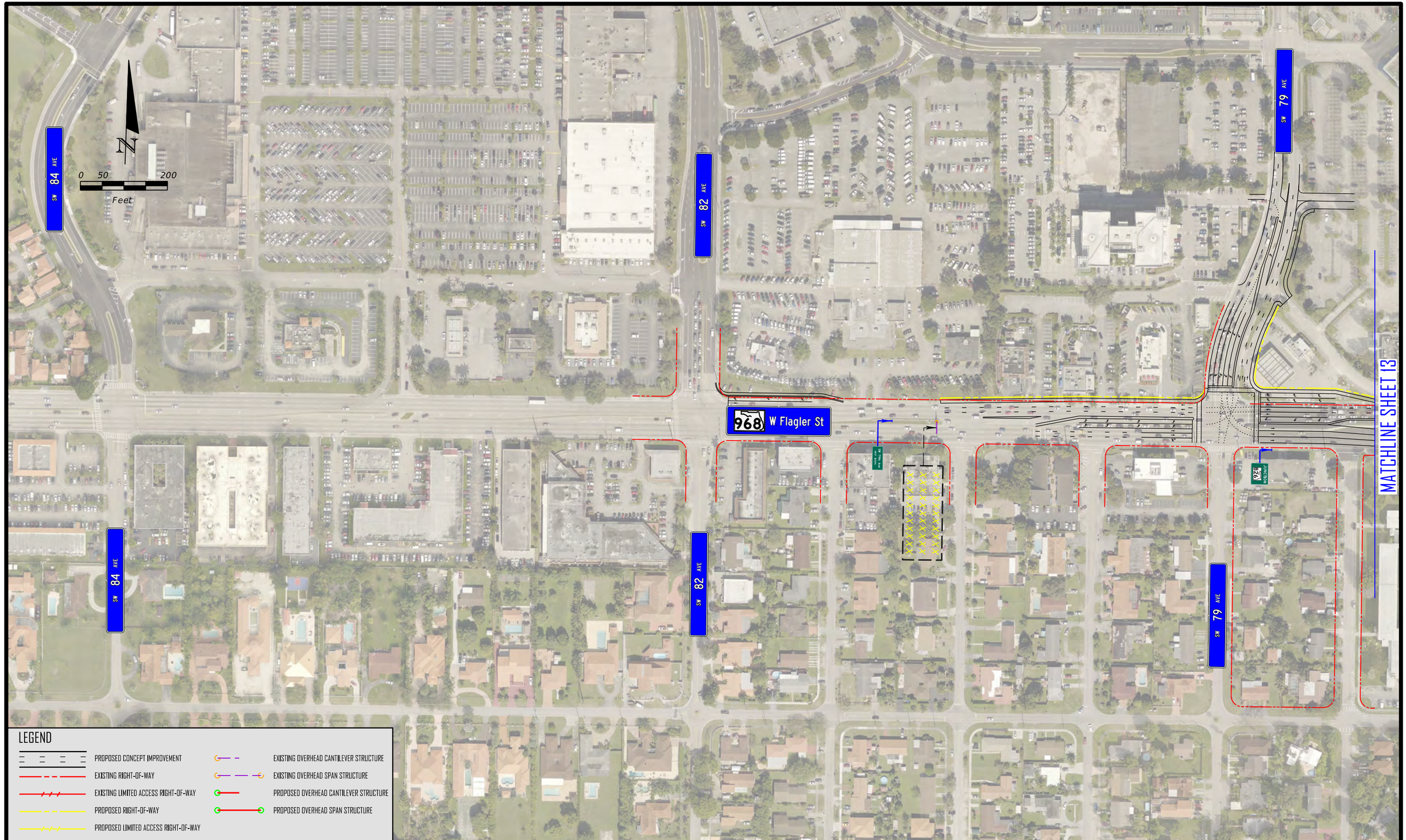
SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

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SR 826/PALMETTO EXPRESSWAY CONCEPTUAL MASTER SIGNING PLAN

SHEET NO.
36



FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX
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AUGUST 2019

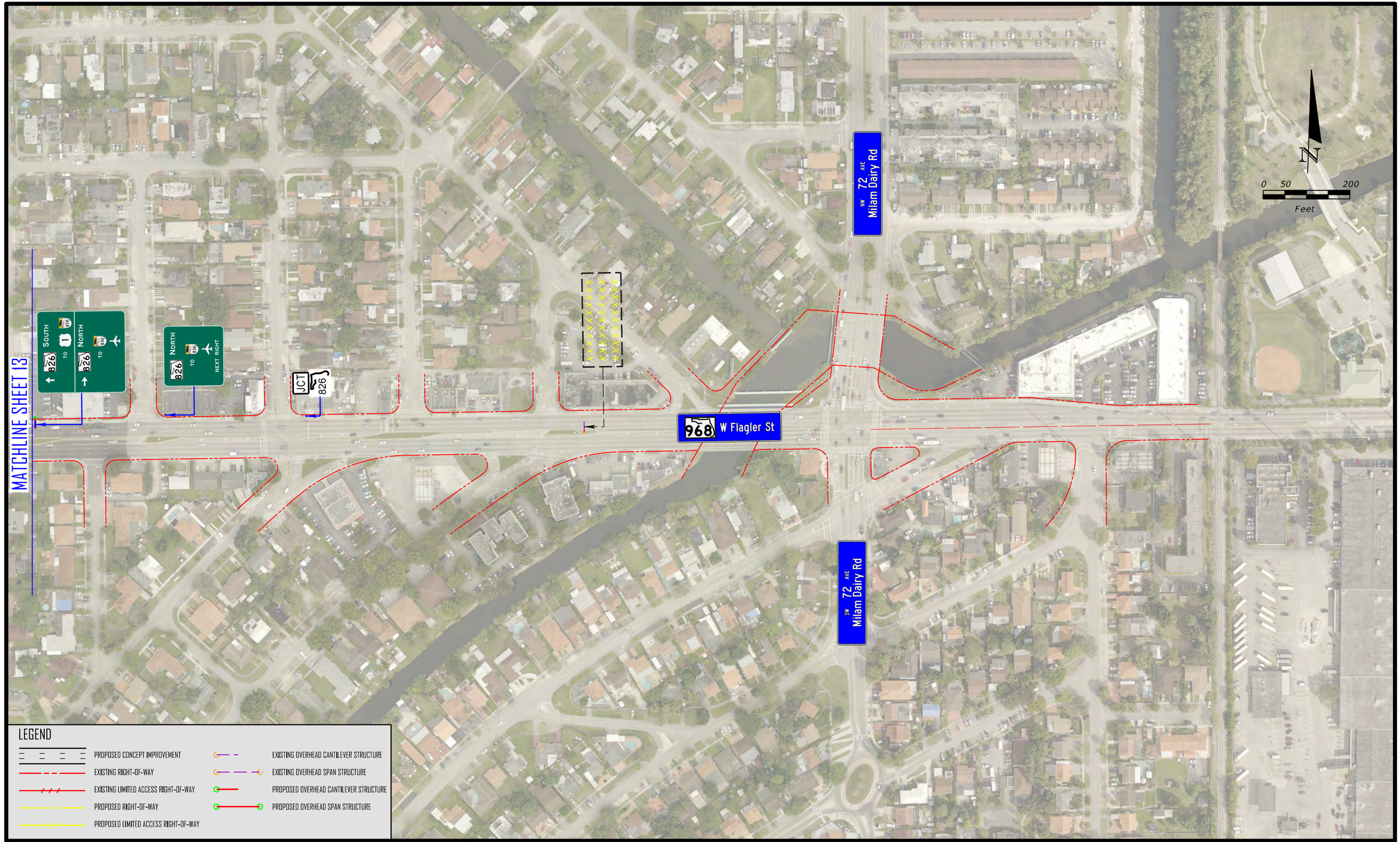
SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
ETDM No.: 14308

DRAFT

SR 826/PALMETTO EXPRESSWAY CONCEPTUAL MASTER SIGNING PLAN

SHEET NO.
37



LEGEND

- PROPOSED CONCEPT IMPROVEMENT
- EXISTING RIGHT-OF-WAY
- EXISTING LIMITED ACCESS RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PROPOSED LIMITED ACCESS RIGHT-OF-WAY
- EXISTING OVERHEAD CANTILEVER STRUCTURE
- EXISTING OVERHEAD SPAN STRUCTURE
- PROPOSED OVERHEAD CANTILEVER STRUCTURE
- PROPOSED OVERHEAD SPAN STRUCTURE

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AUGUST 2019

SR 826 PROJECT DEVELOPMENT & ENVIRONMENT STUDY

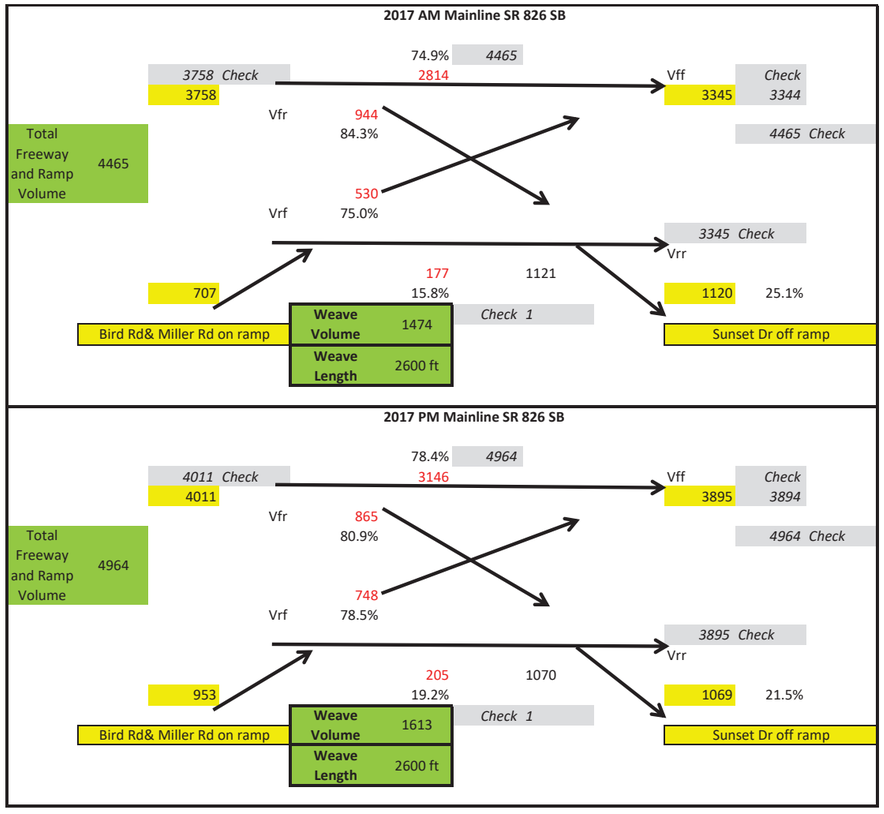
From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway
FPID No.: 432639-1-22-02
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DRAFT

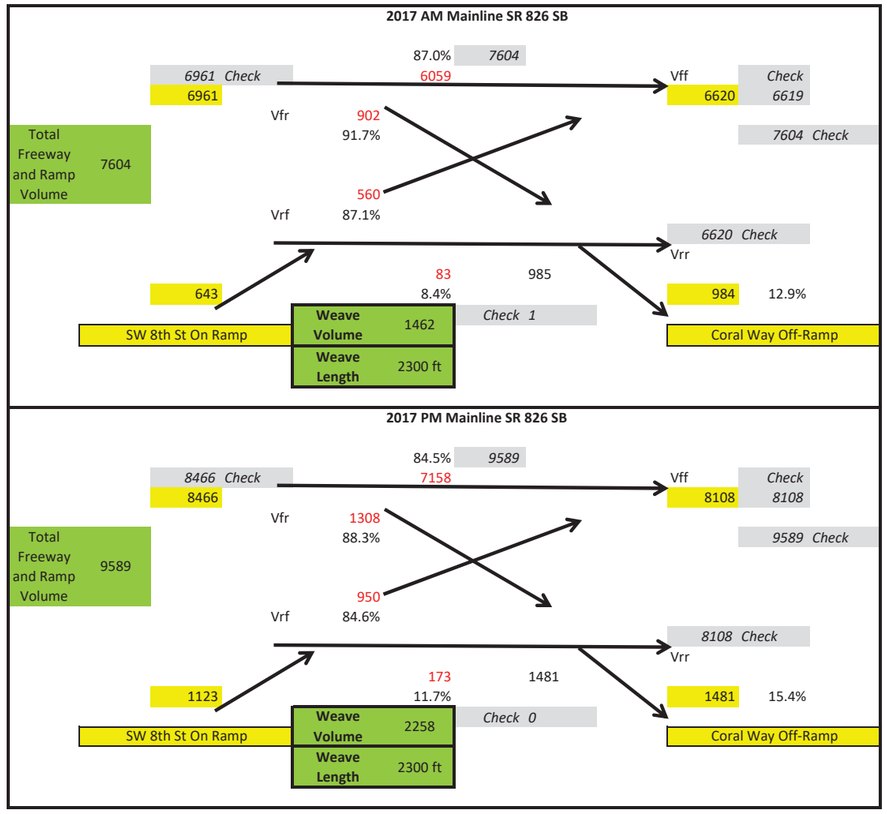
SR 826/PALMETTO EXPRESSWAY CONCEPTUAL MASTER SIGNING PLAN

SHEET NO. 38

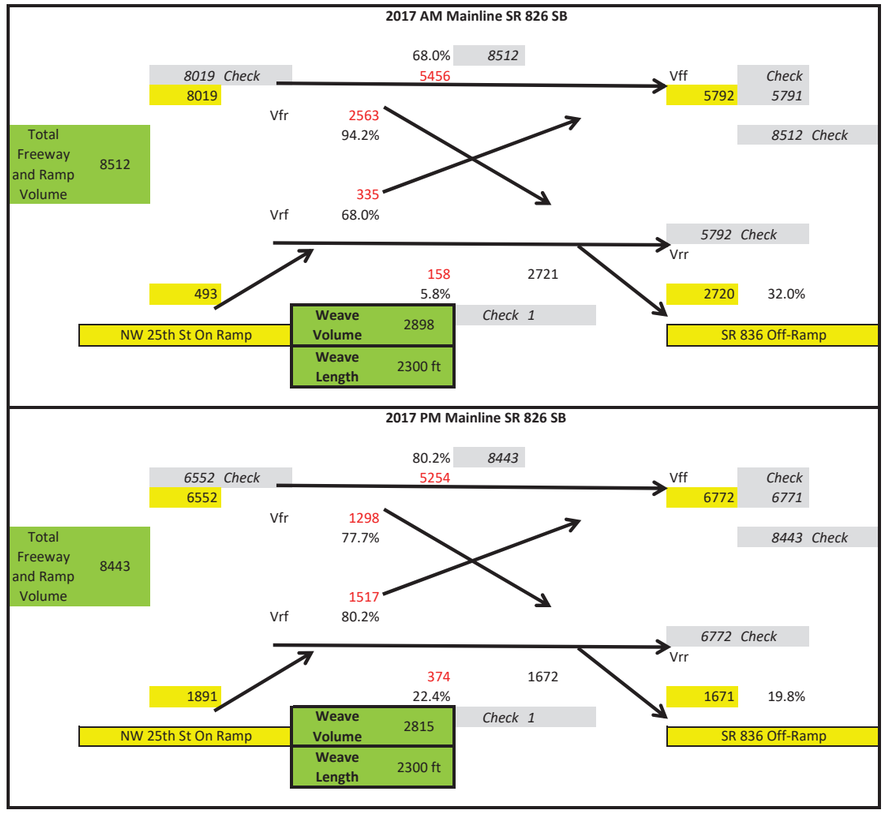
APPENDIX V
Weaving Volumes



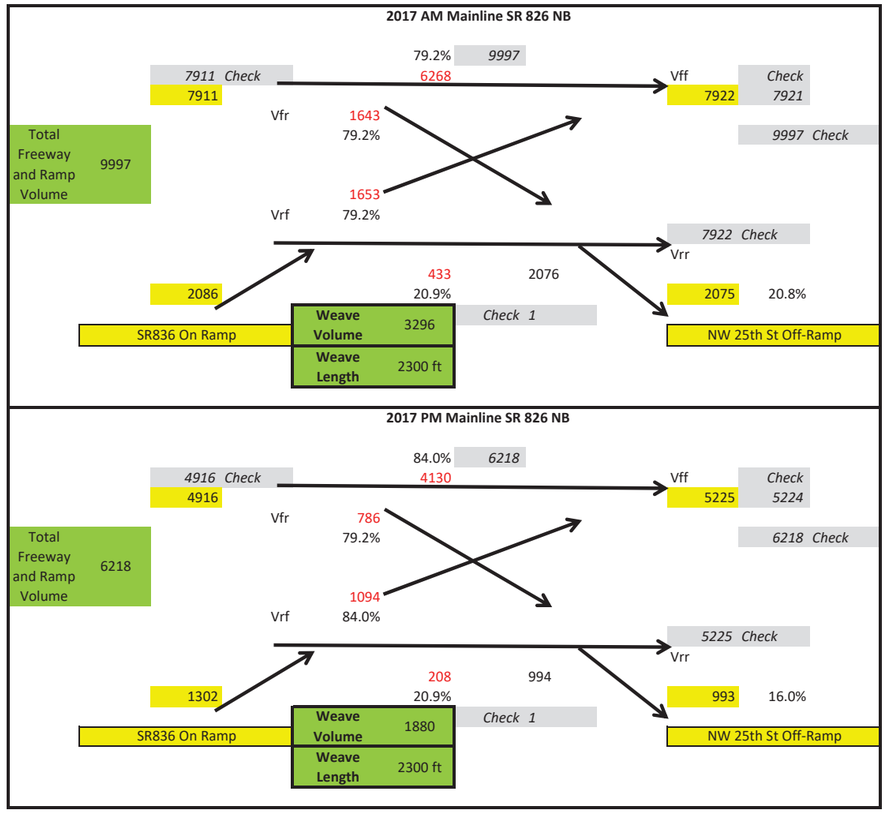
Weaving Area Between Bird Rd& Miller Rd on ramp and Sunset Dr off ramp - SR 826 SB



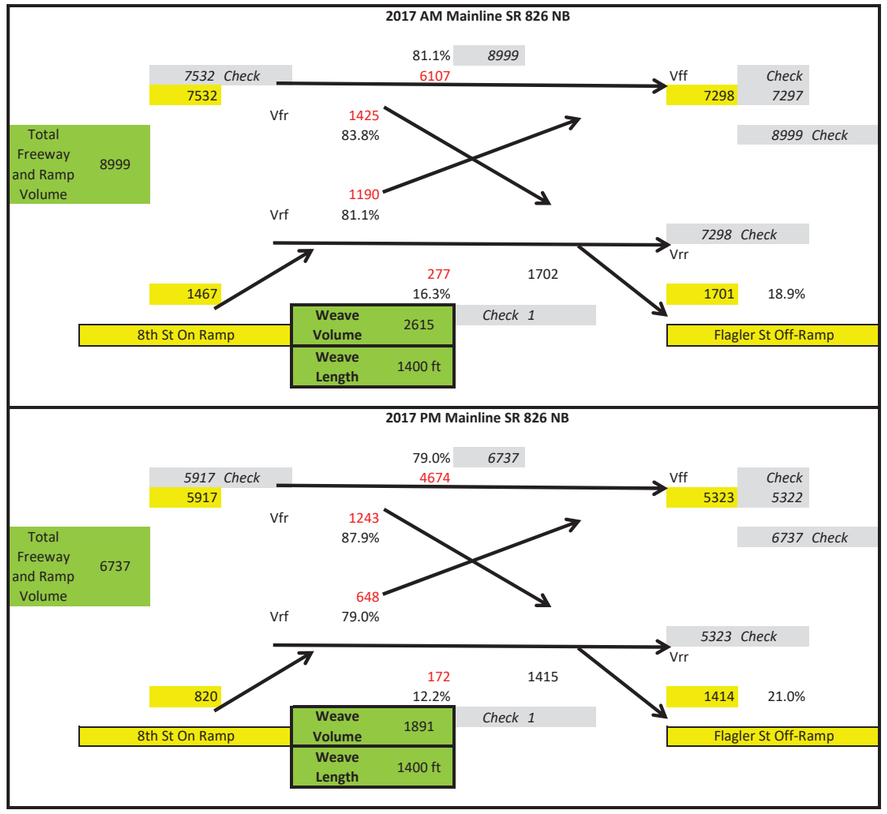
Weaving Area Between SW 8th St and Coral Way - SR 826 SB



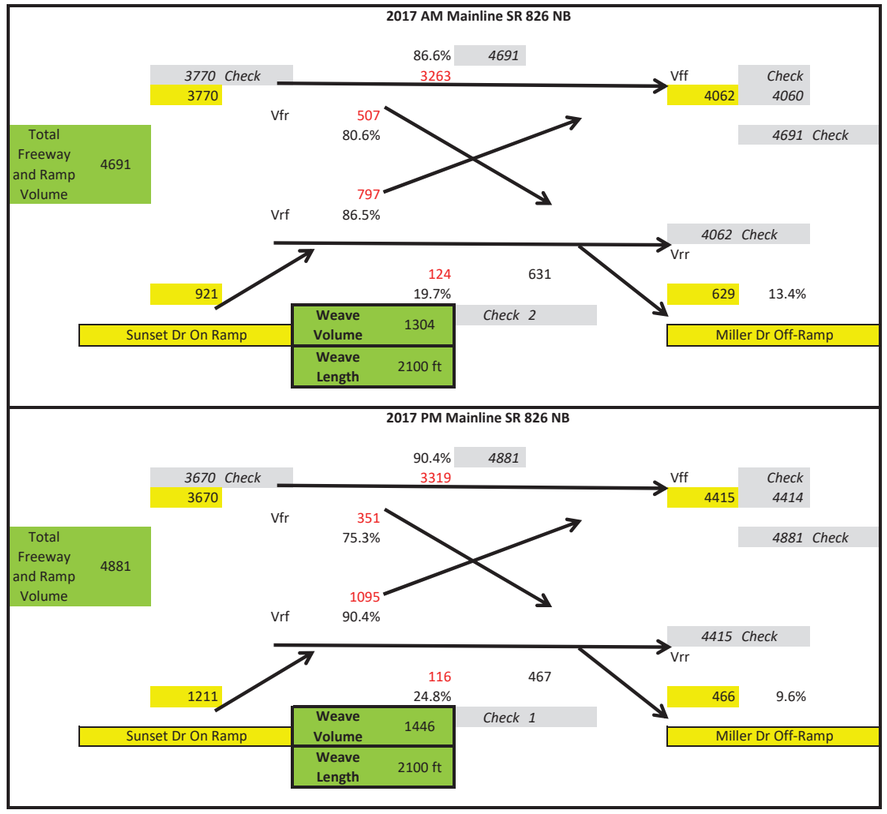
Weaving Area Between NW 25th St and SR 836 - SR 826 SB



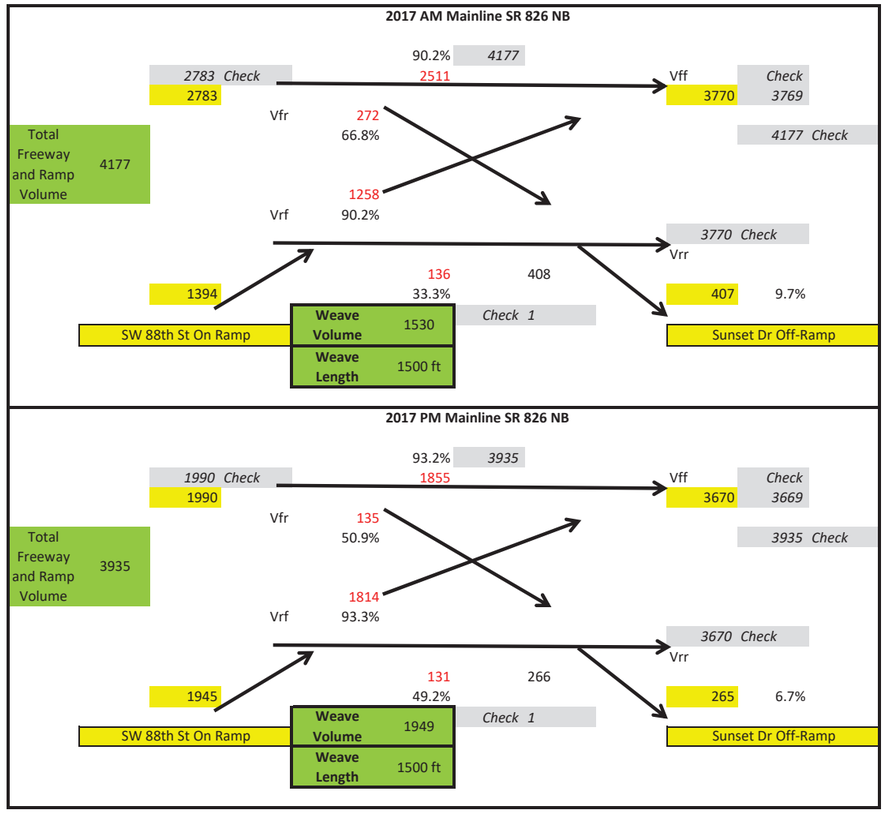
Weaving Area Between SR836 and NW 25th St - SR 826 NB



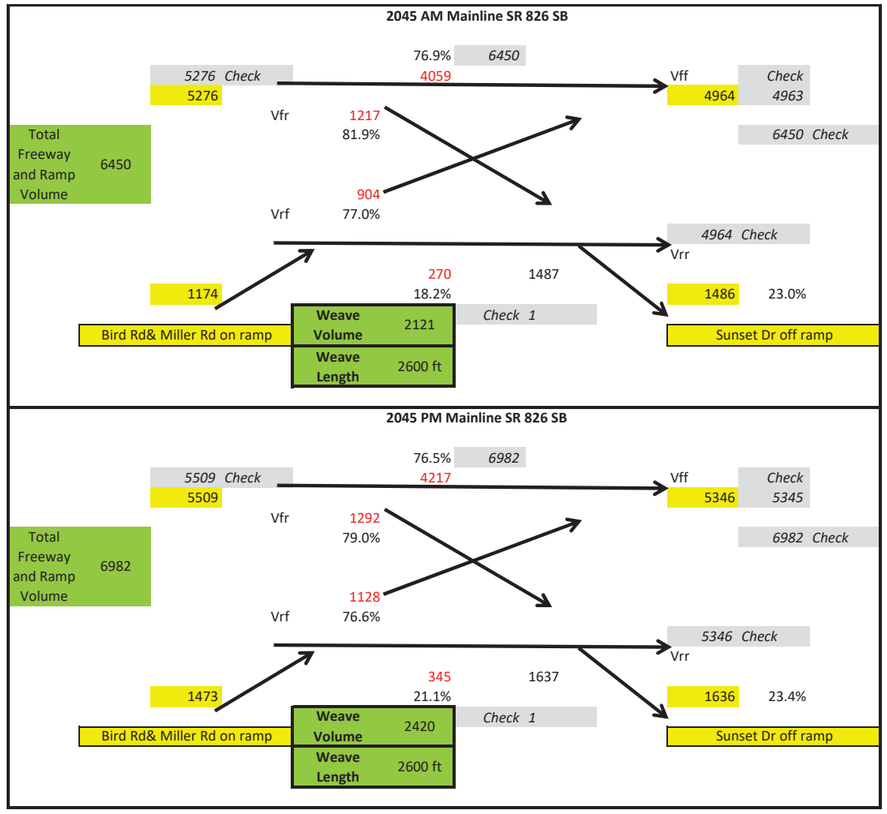
Weaving Area Between 8th St and Flagler St - SR 826 NB



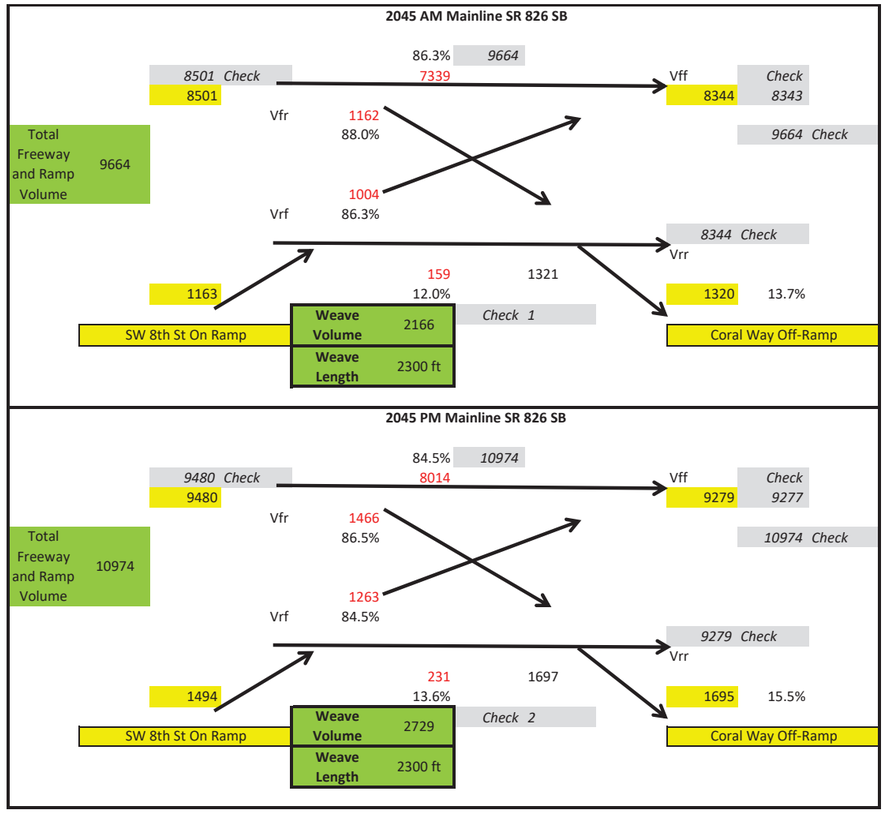
Weaving Area Between Sunset Dr and Miller Dr - SR 826 NB



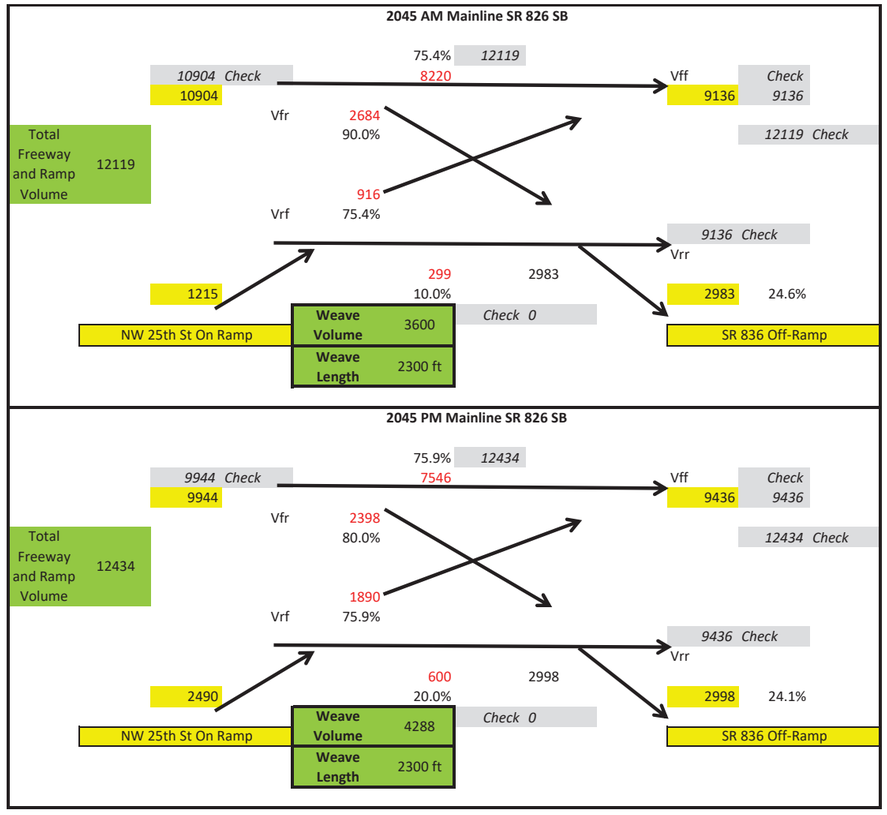
Weaving Area Between SW 88th St and Sunset Dr - SR 826 NB



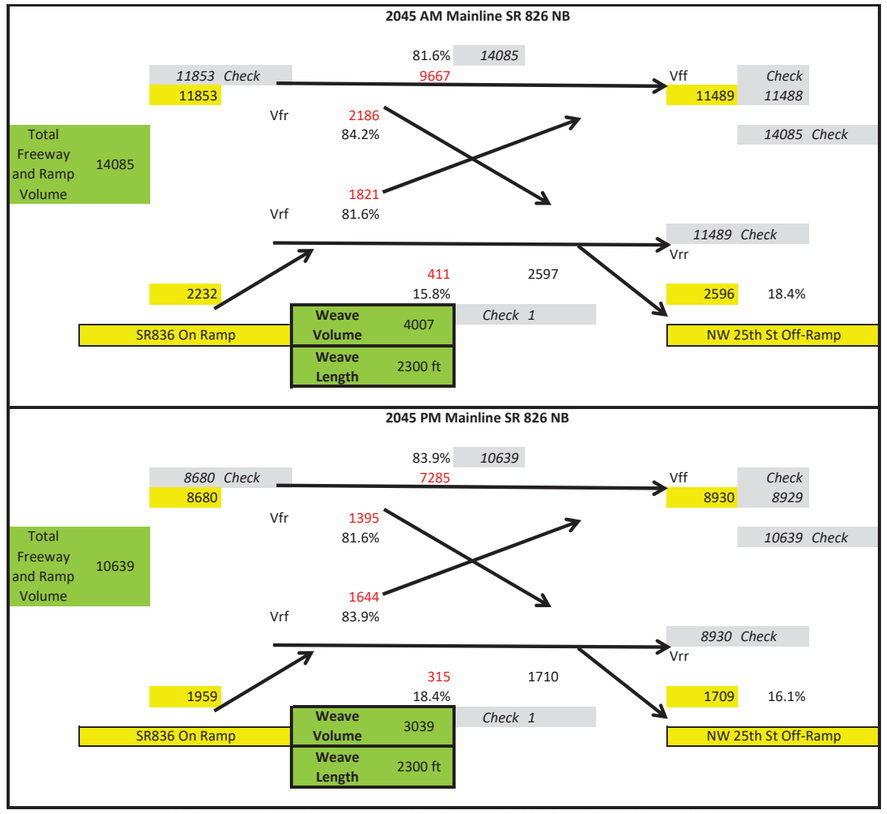
Weaving Area Between Bird Rd& Miller Rd on ramp and Sunset Dr off ramp - SR 826 SB



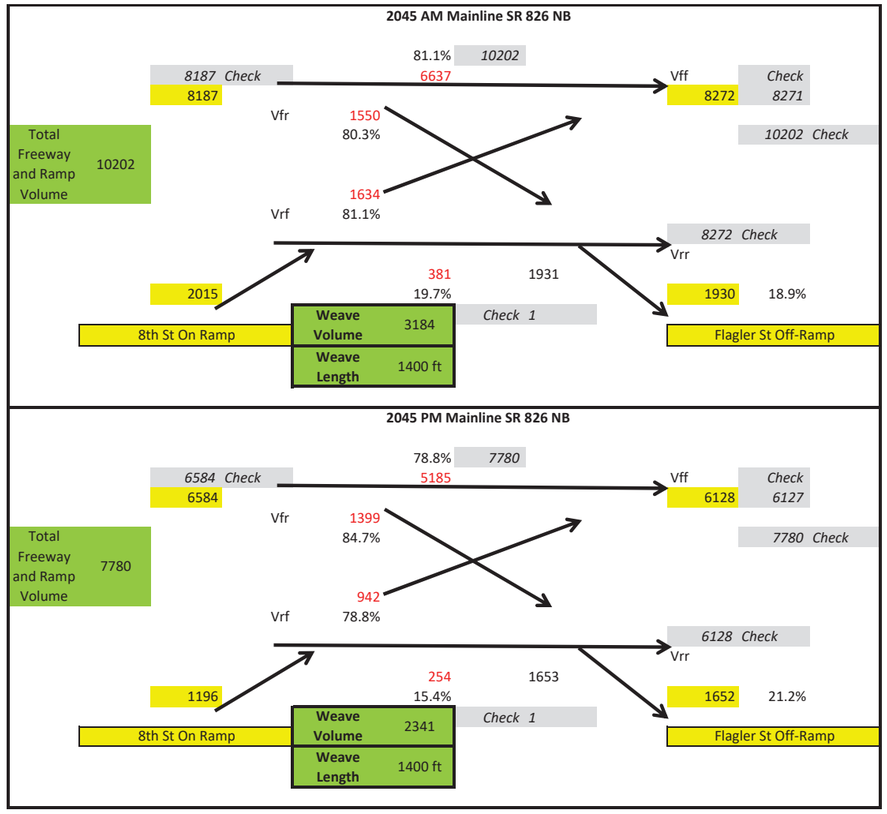
Weaving Area Between SW 8th St and Coral Way - SR 826 SB



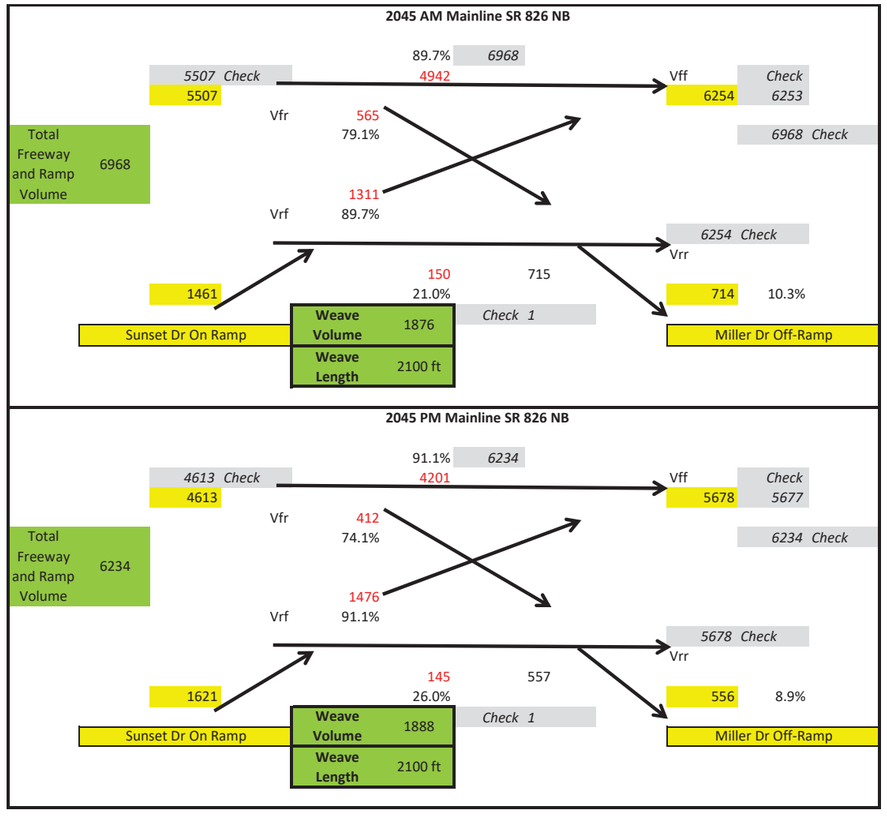
Weaving Area Between NW 25th St and SR 836 - SR 826 SB



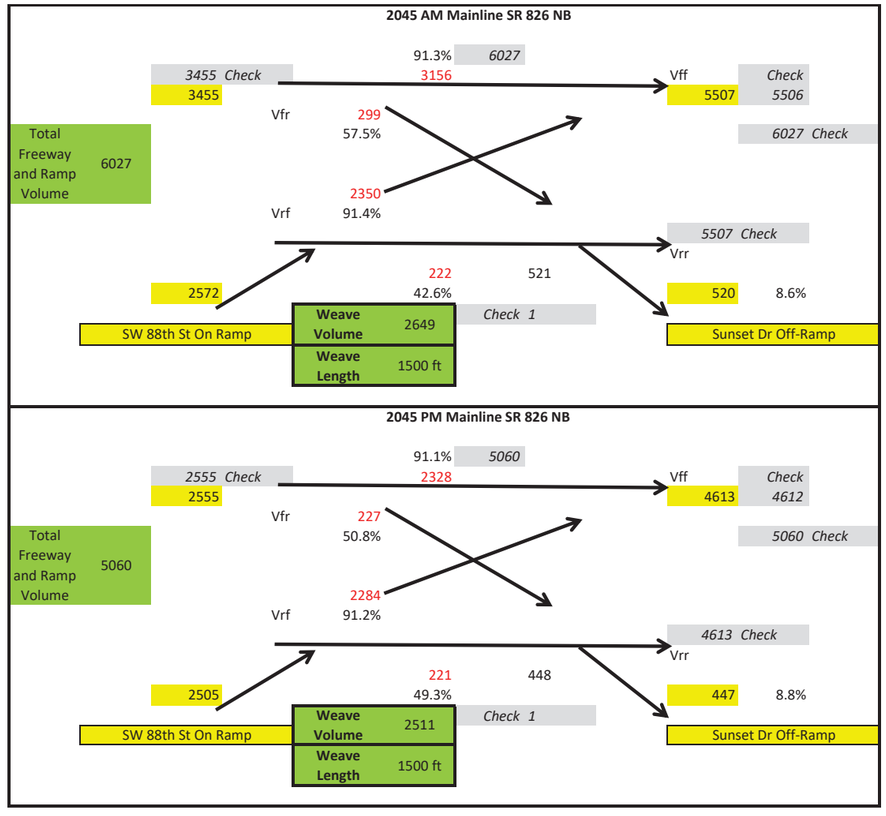
Weaving Area Between SR836 and NW 25th St - SR 826 NB



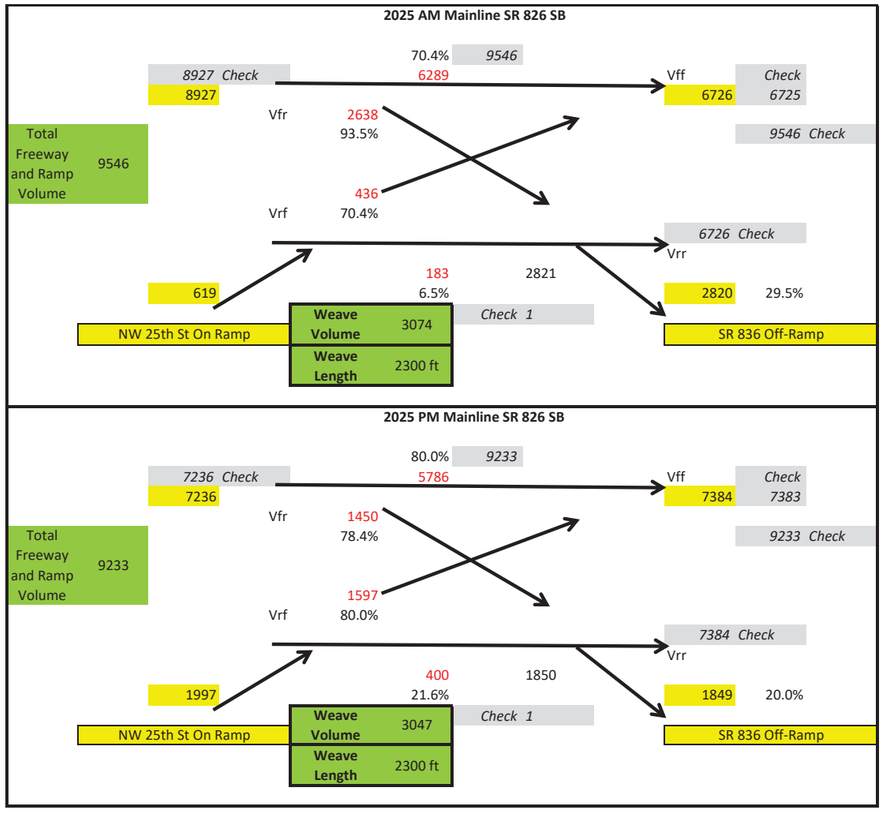
Weaving Area Between 8th St and Flagler St - SR 826 NB



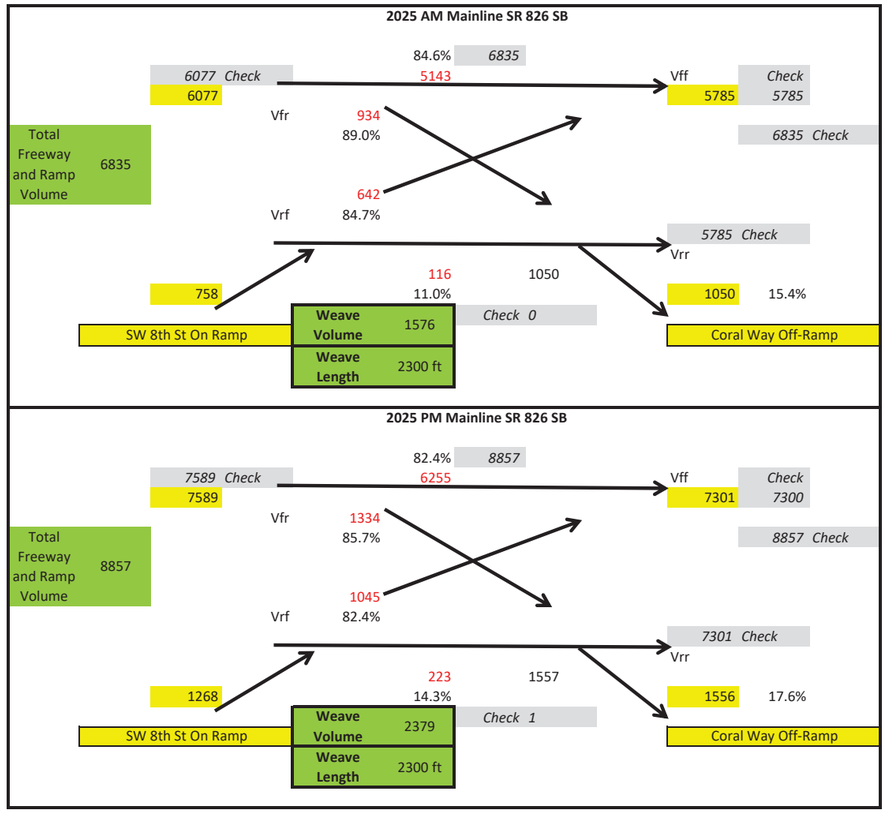
Weaving Area Between Sunset Dr and Miller Dr - I-95 NB



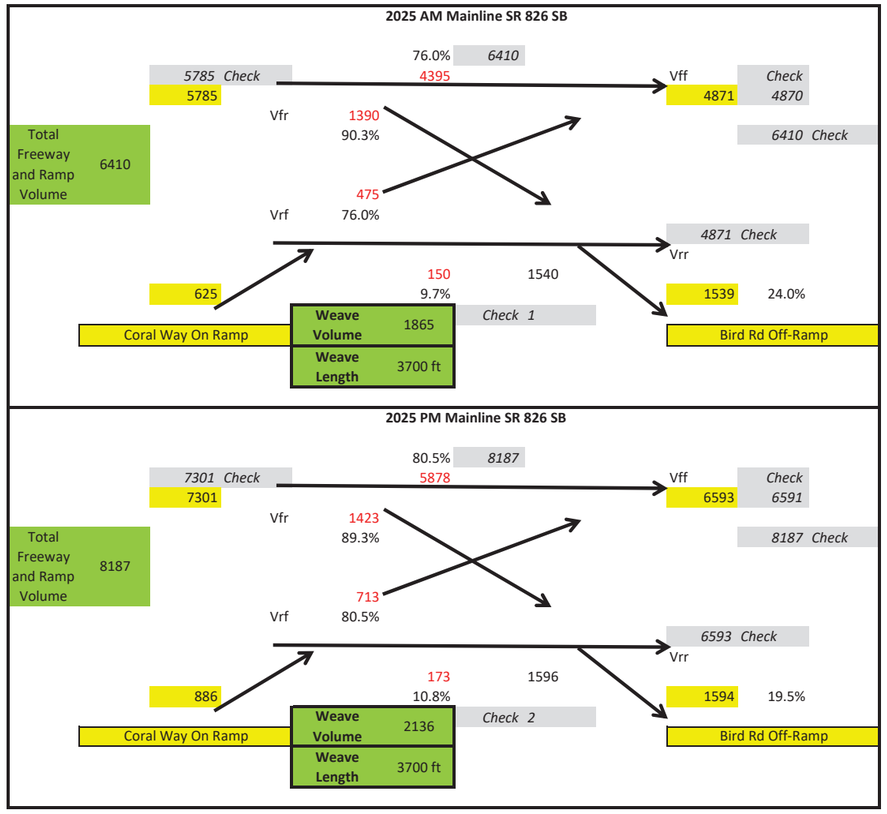
Weaving Area Between SW 88th St and Sunset Dr - SR 826 NB



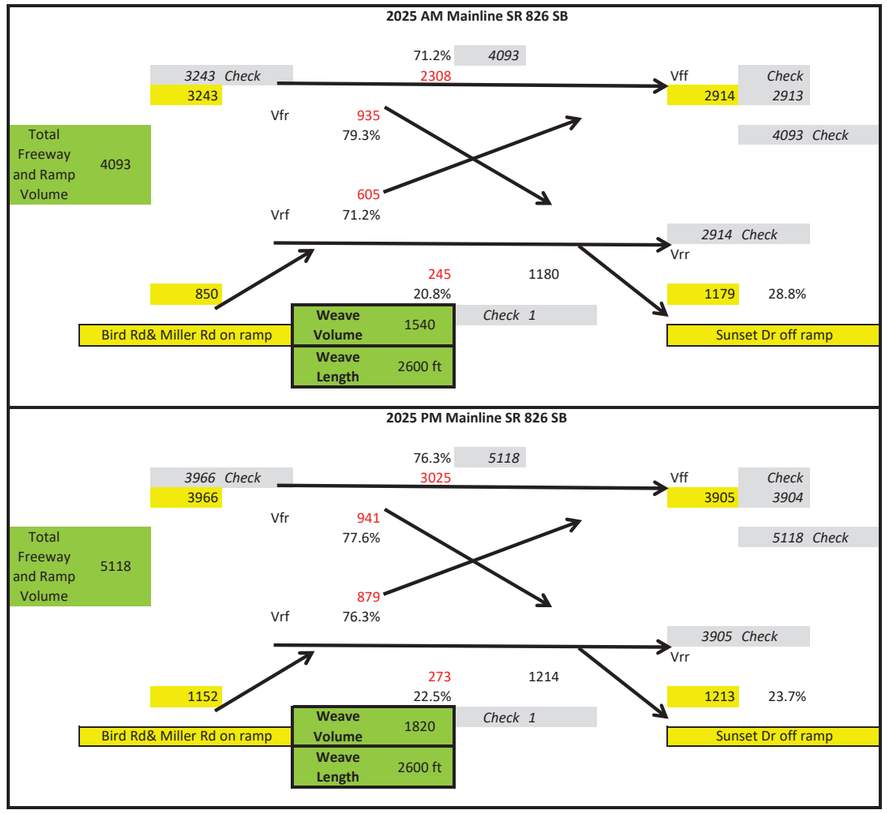
Weaving Area Between NW 25th St and SR 836 - SR 826 SB



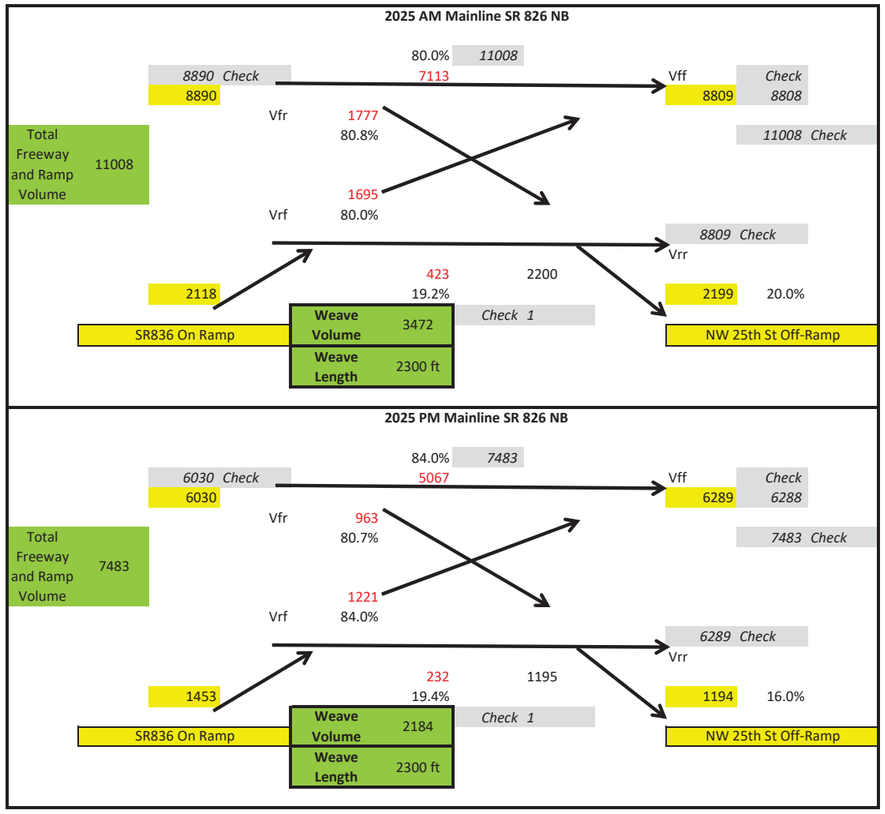
Weaving Area Between SW 8th St and Coral Way - SR 826 SB



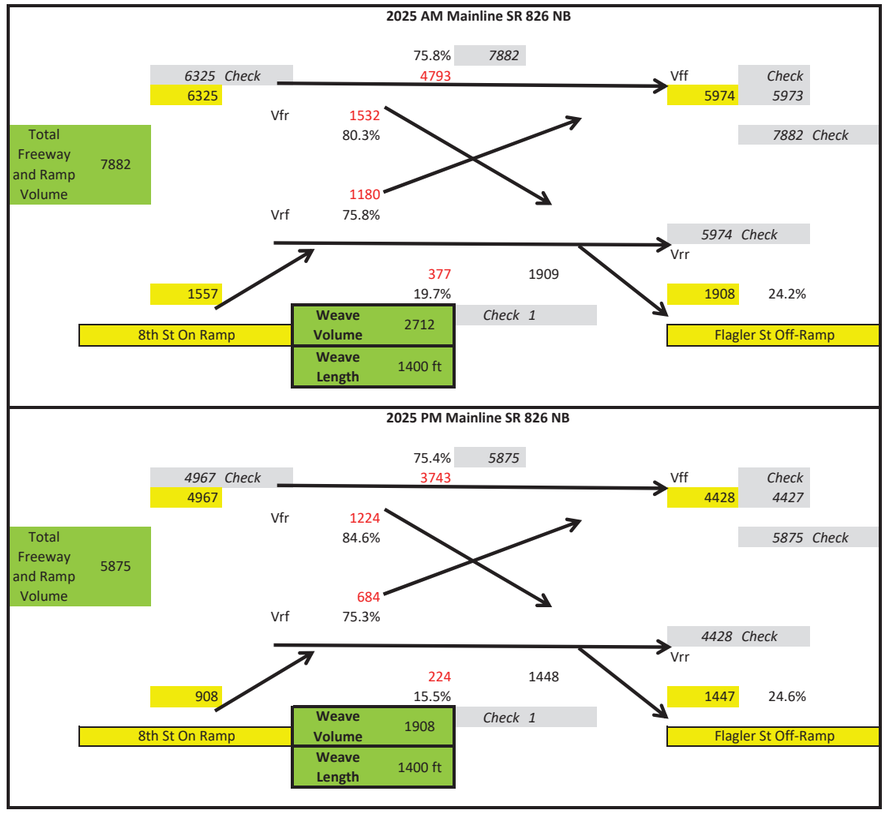
Weaving Area Between Coral Way and Bird Rd - SR 826 SB



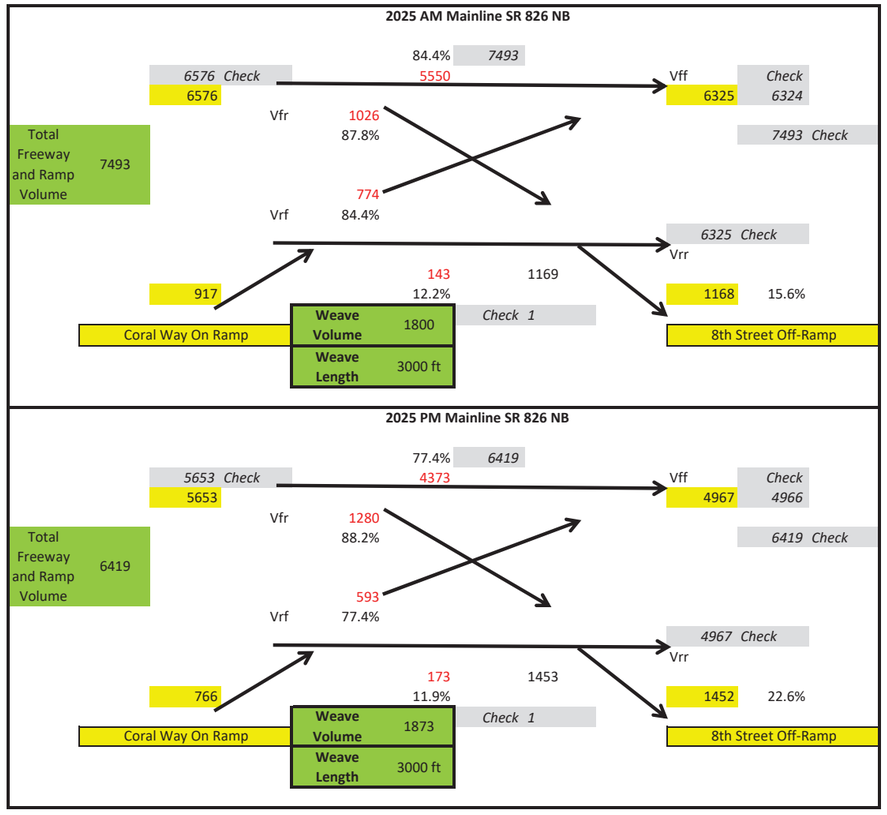
Weaving Area Between Bird Rd& Miller Rd on ramp and Sunset Dr off ramp - SR 826 SB



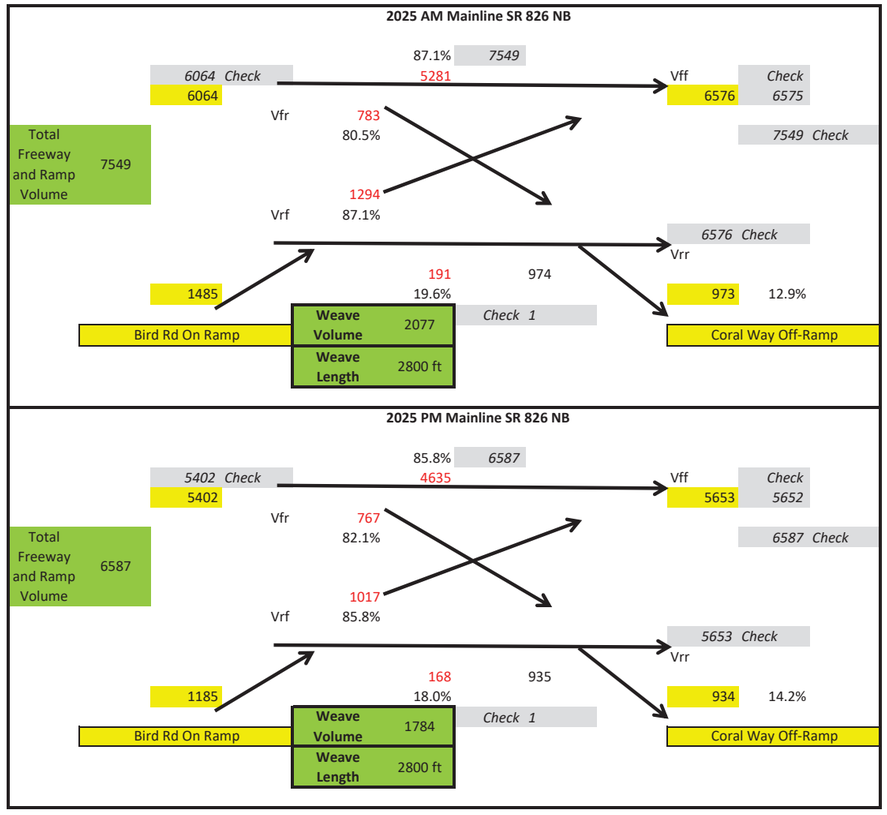
Weaving Area Between SR836 and NW 25th St - SR 826 NB



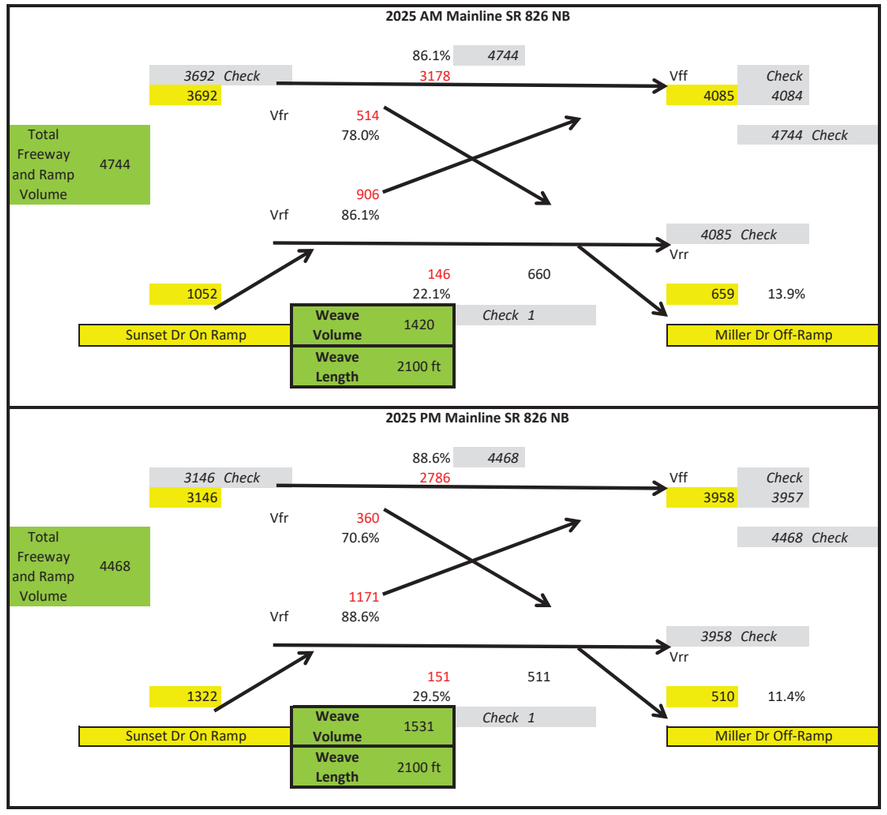
Weaving Area Between 8th St and Flagler St - SR 826 NB



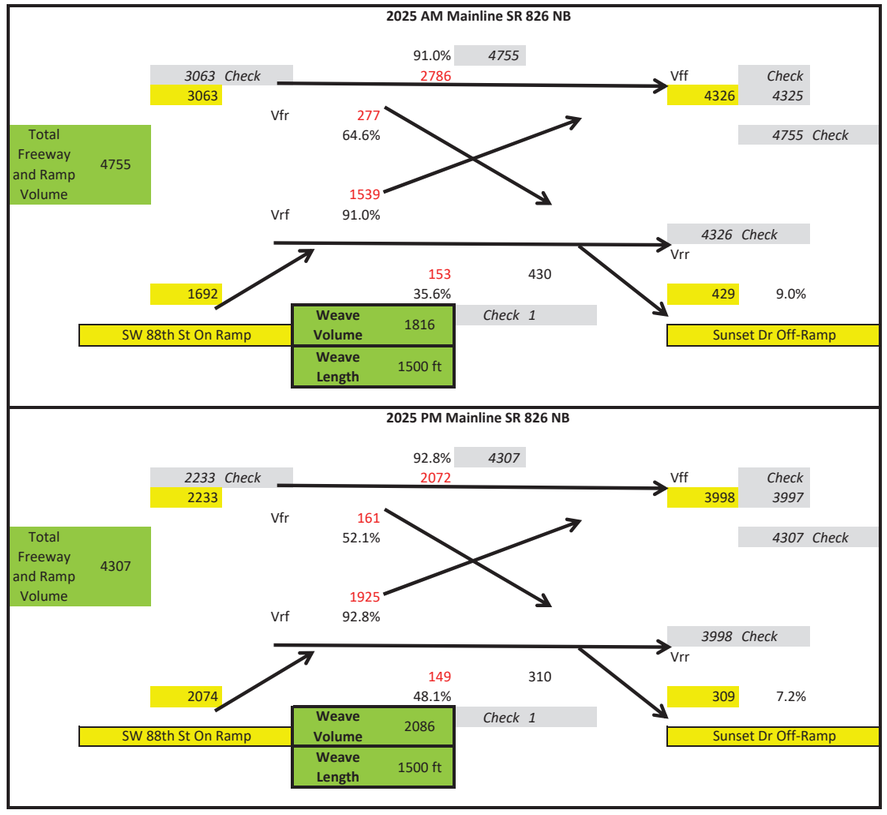
Weaving Area Between Coral Way and 8th Street - SR 826 NB



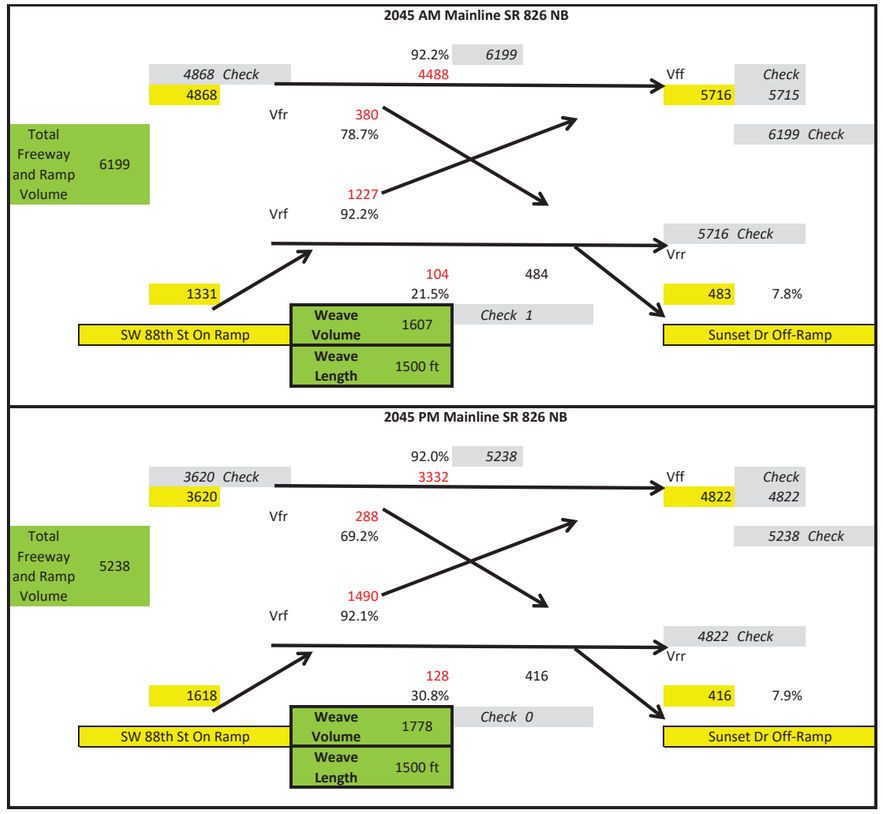
Weaving Area Between Bird Rd and Coral Way - SR 826 NB



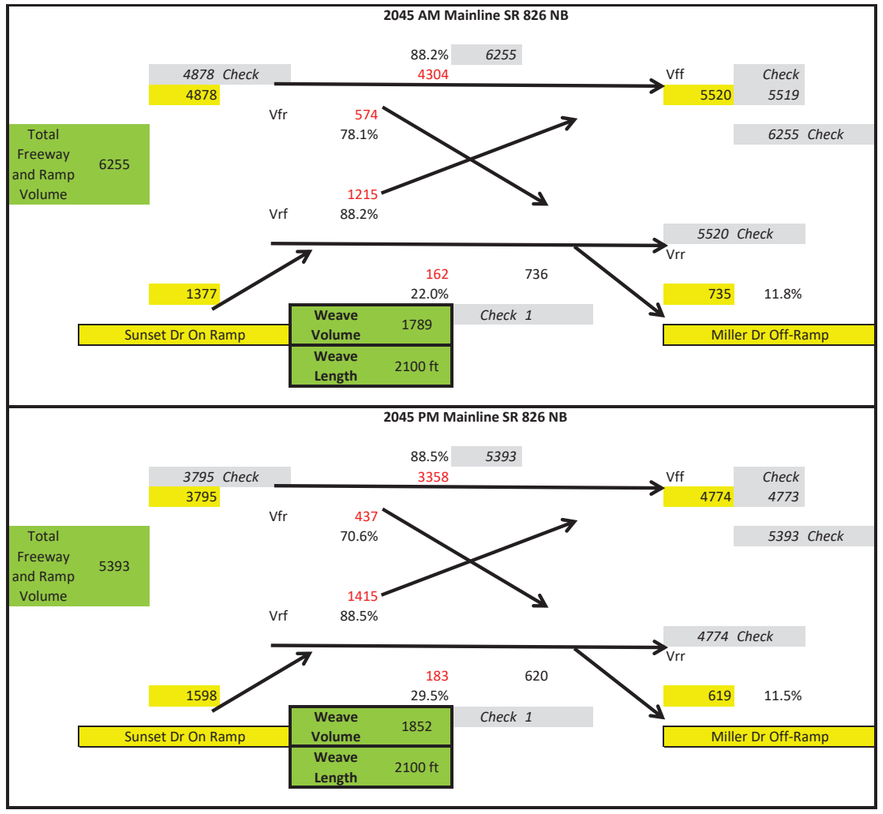
Weaving Area Between Sunset Dr and Miller Dr - SR 826 NB



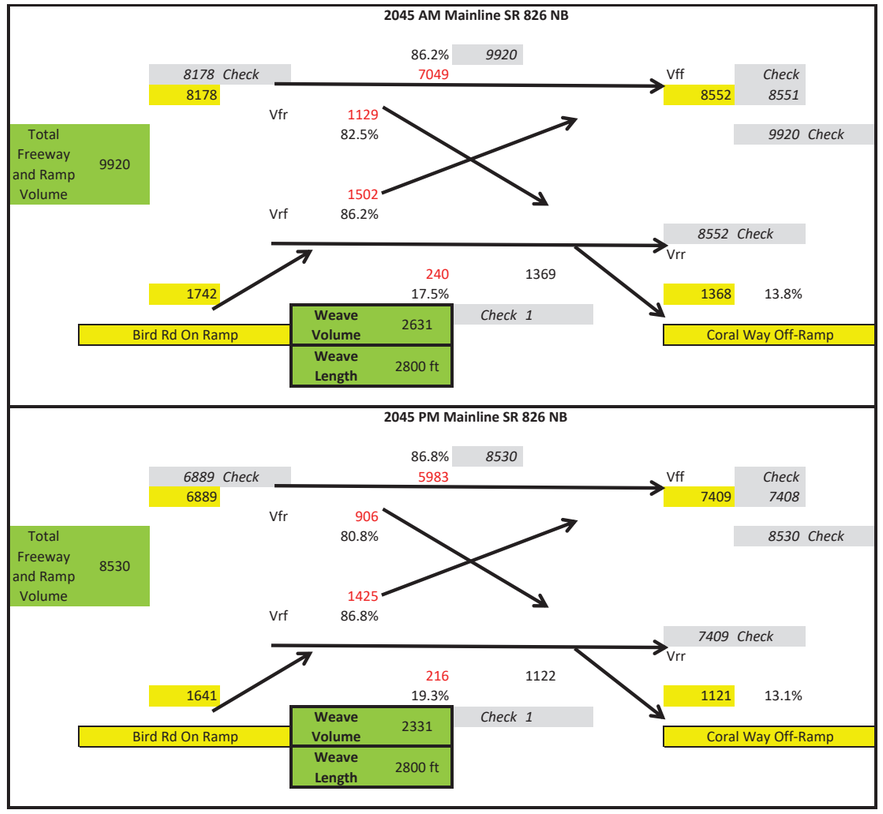
Weaving Area Between SW 88th St and Sunset Dr - SR 826 NB



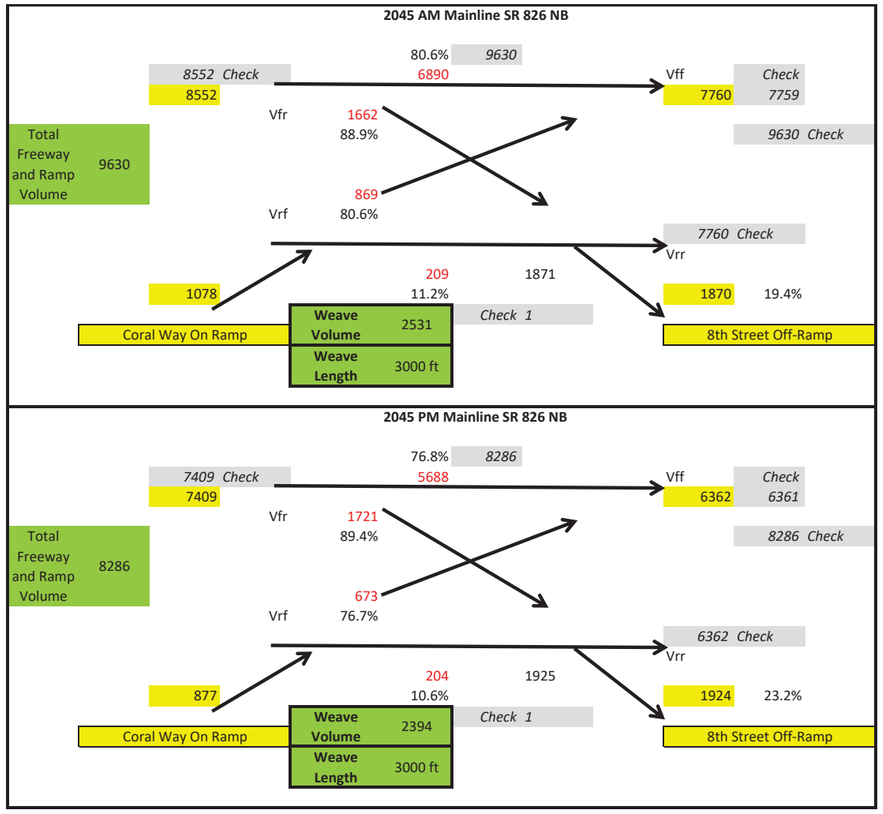
Weaving Area Between SW 88th St and Sunset Dr - SR 826 NB



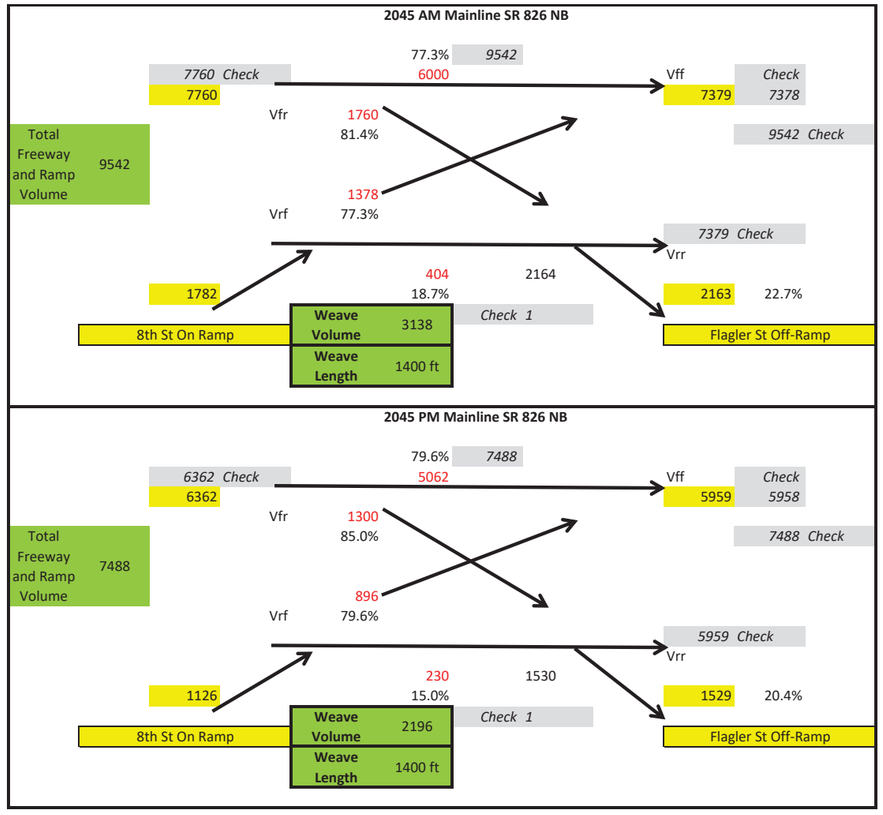
Weaving Area Between Sunset Dr and Miller Dr - SR 826 NB



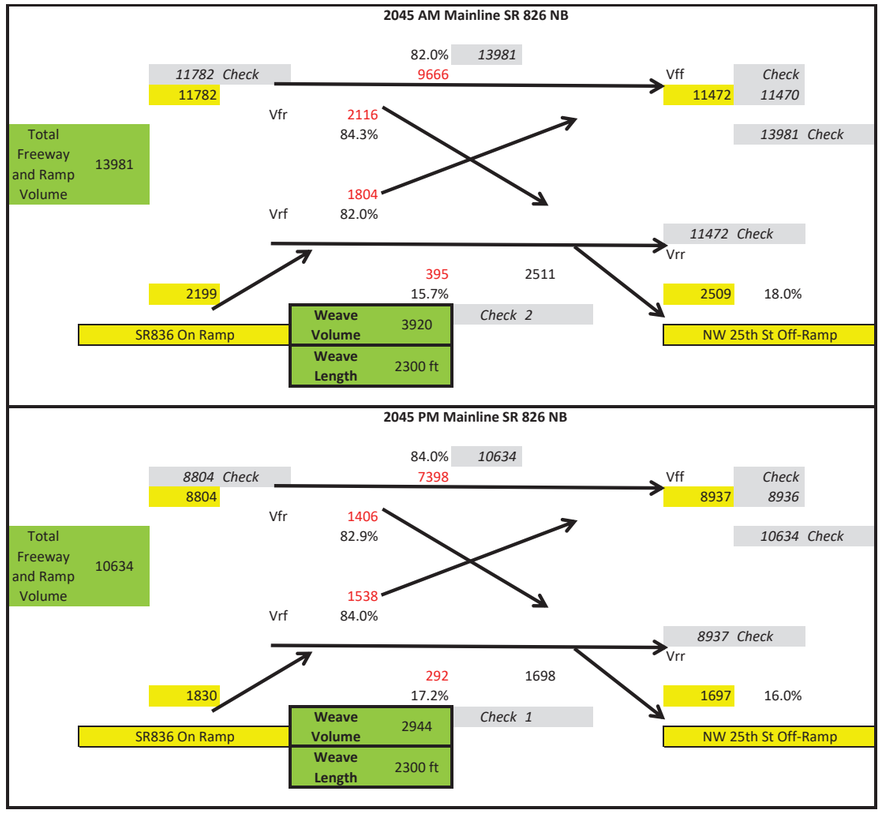
Weaving Area Between Bird Rd and Coral Way - SR 826 NB



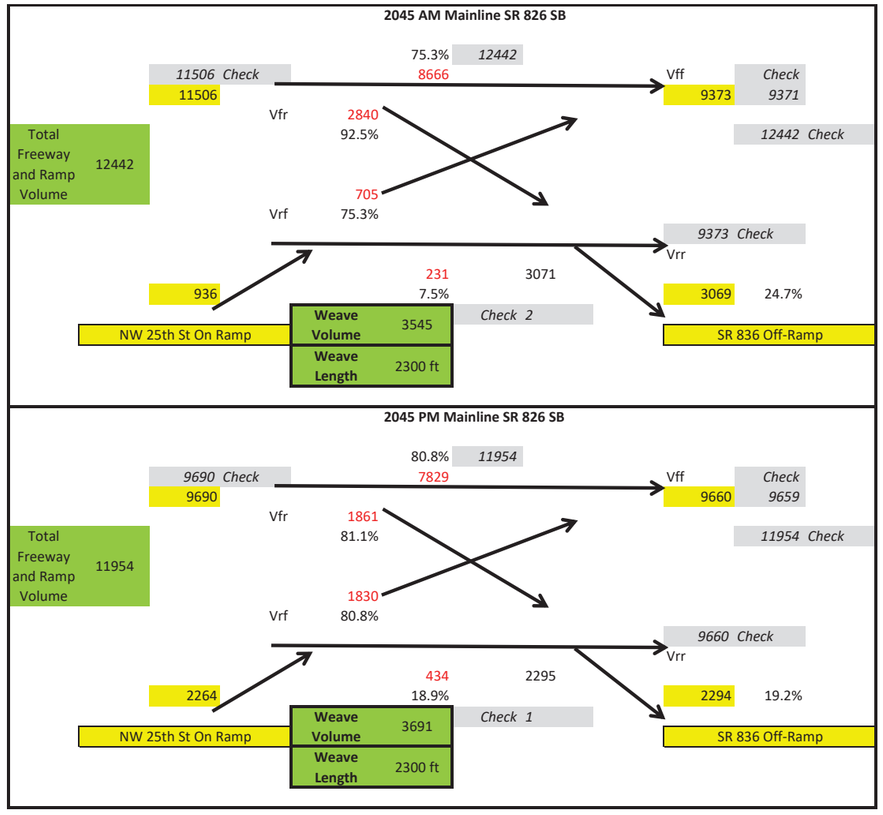
Weaving Area Between Coral Way and 8th Street - SR 826 NB



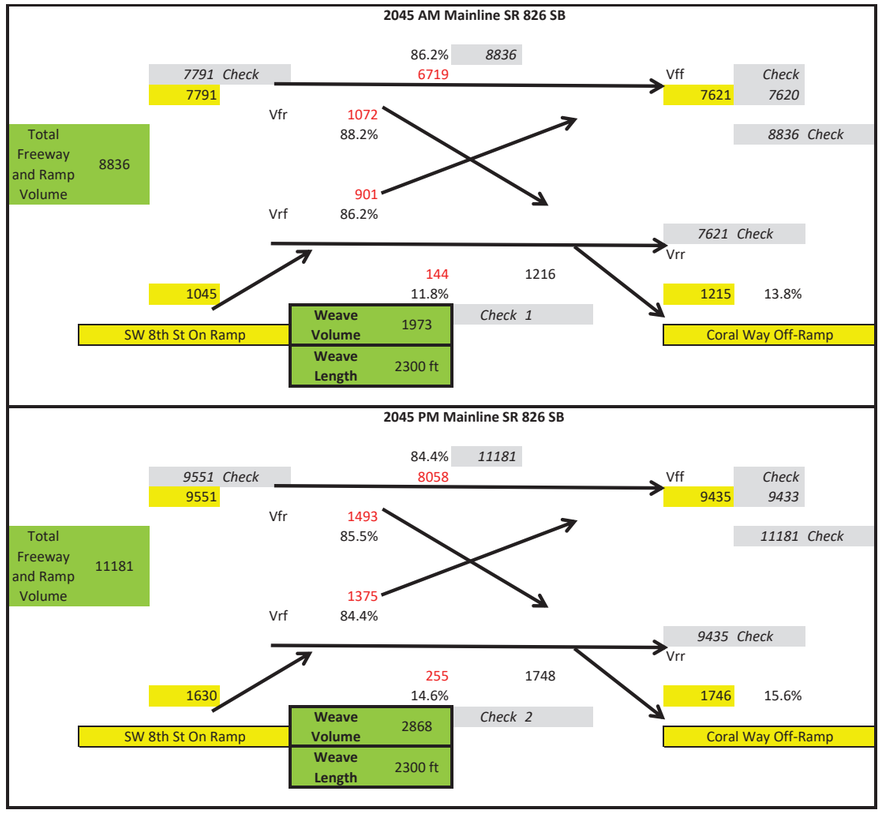
Weaving Area Between 8th St and Flagler St - SR 826 NB



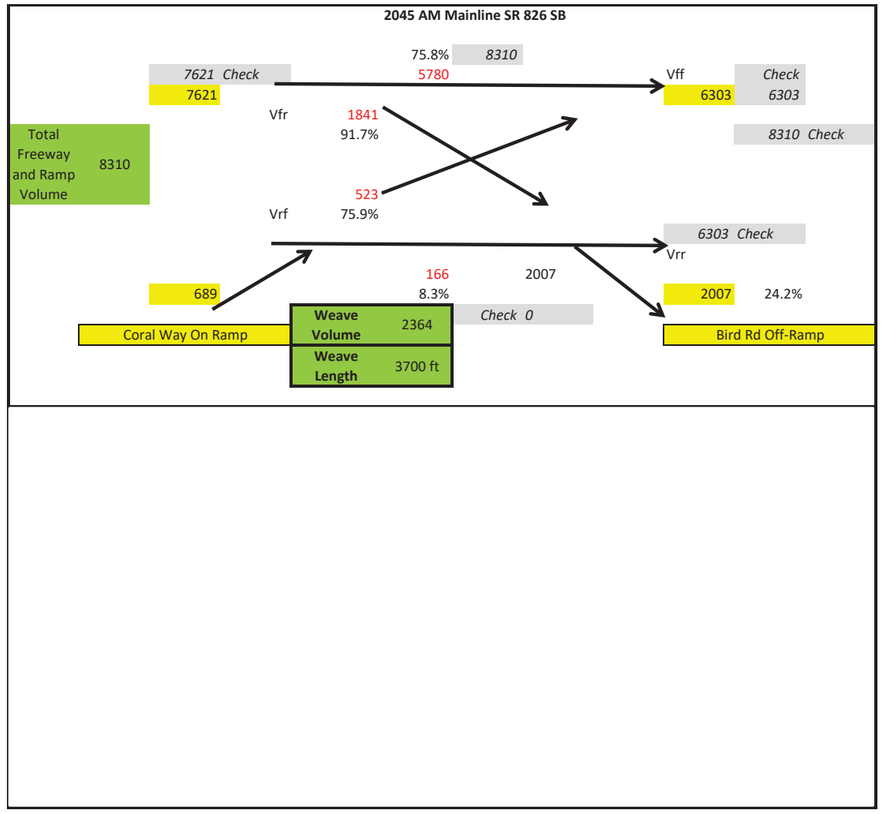
Weaving Area Between SR836 and NW 25th St - SR 826 NB



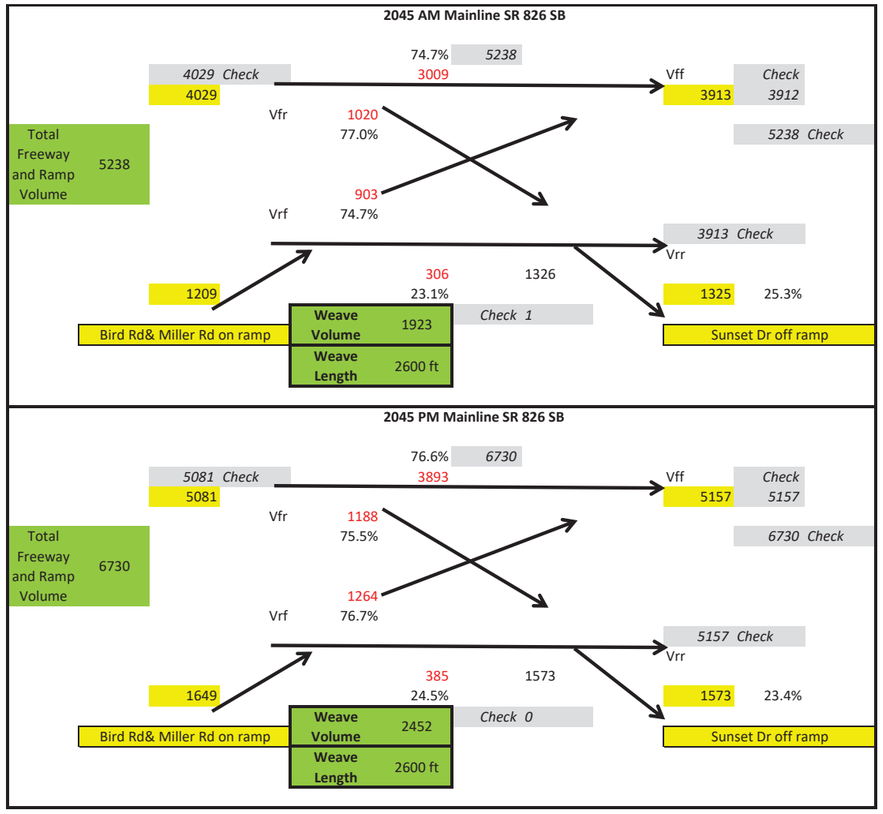
Weaving Area Between NW 25th St and SR 836 - SR 826 SB



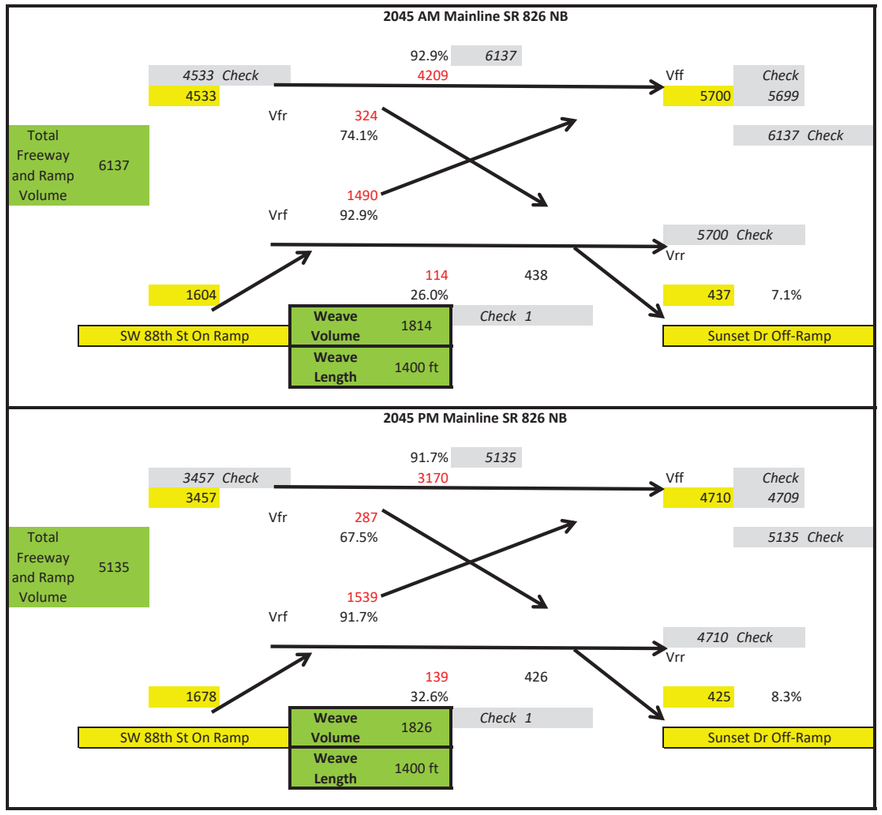
Weaving Area Between SW 8th St and Coral Way - SR 826 SB



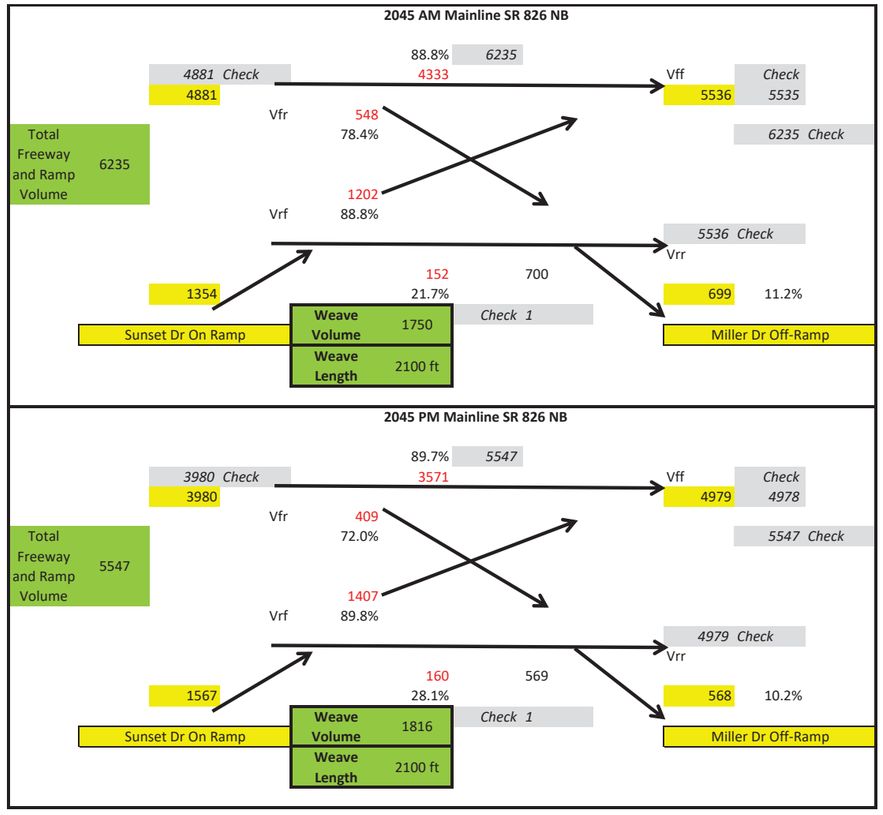
Weaving Area Between Coral Way and Bird Rd - SR 826 SB



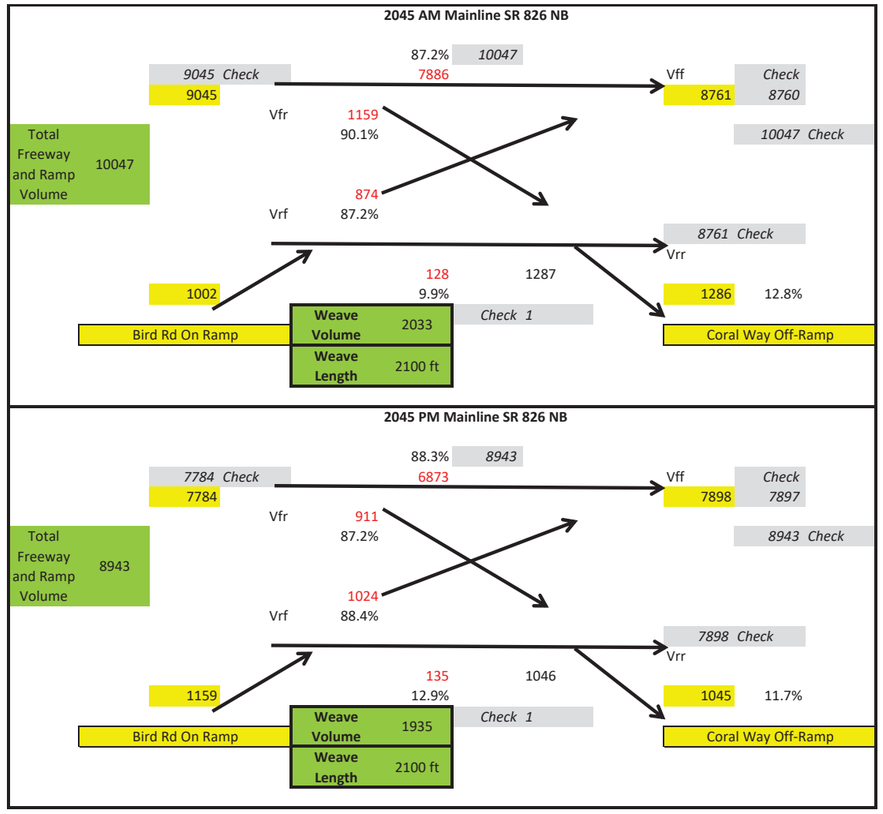
Weaving Area Between Bird Rd& Miller Rd on ramp and Sunset Dr off ramp - SR 826 SB



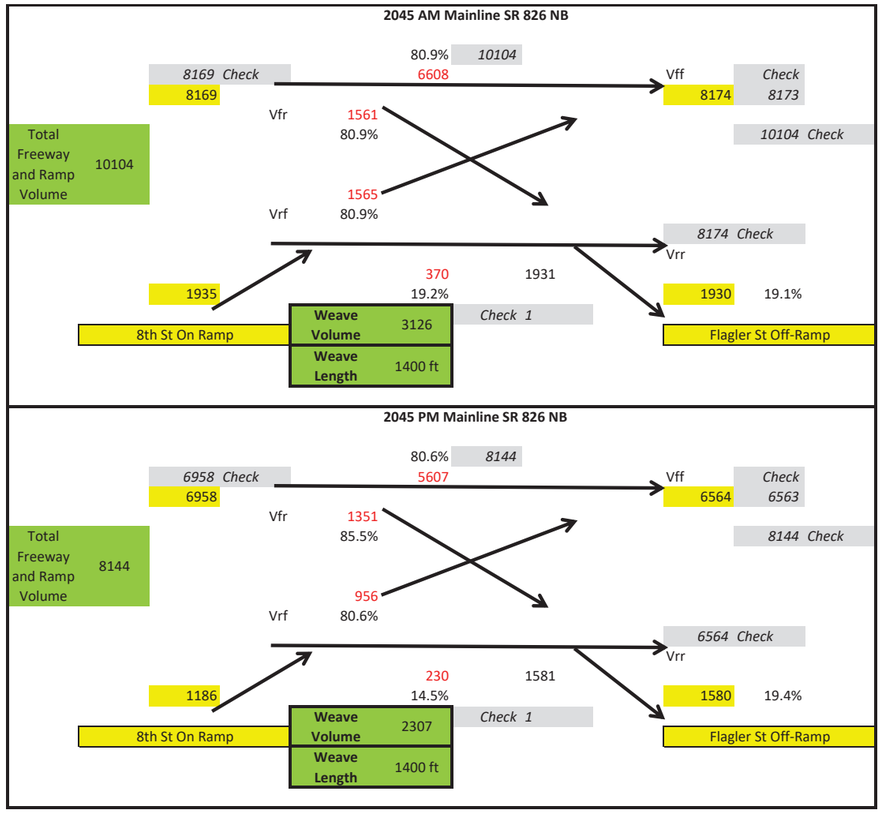
Weaving Area Between SW 88th St and Sunset Dr - SR 826 NB



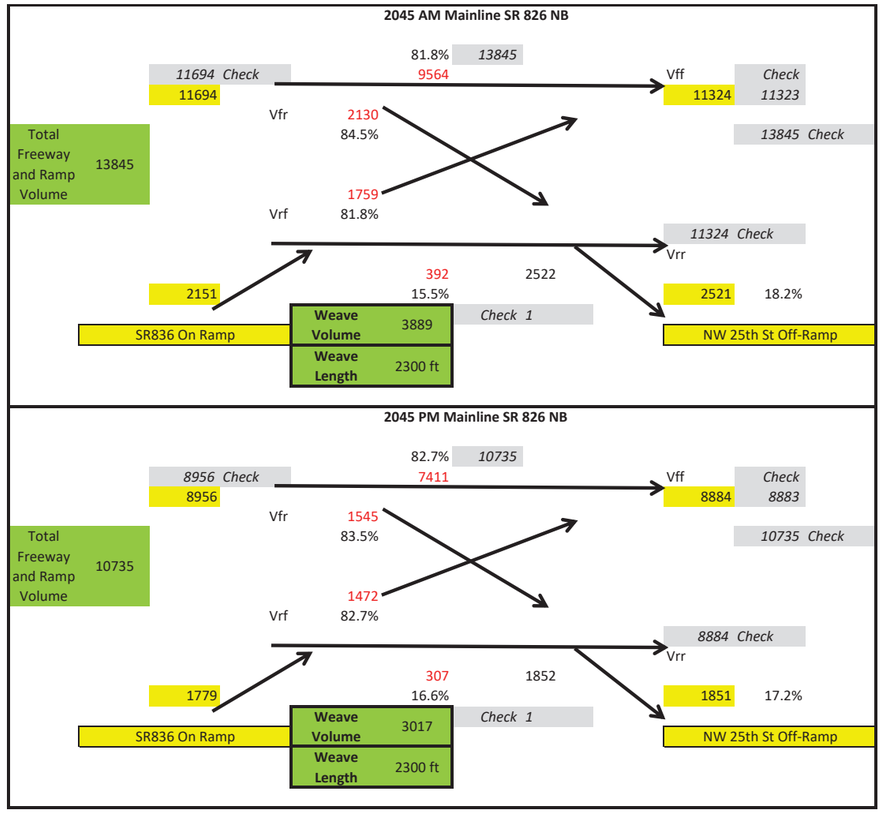
Weaving Area Between Sunset Dr and Miller Dr - SR 826 NB



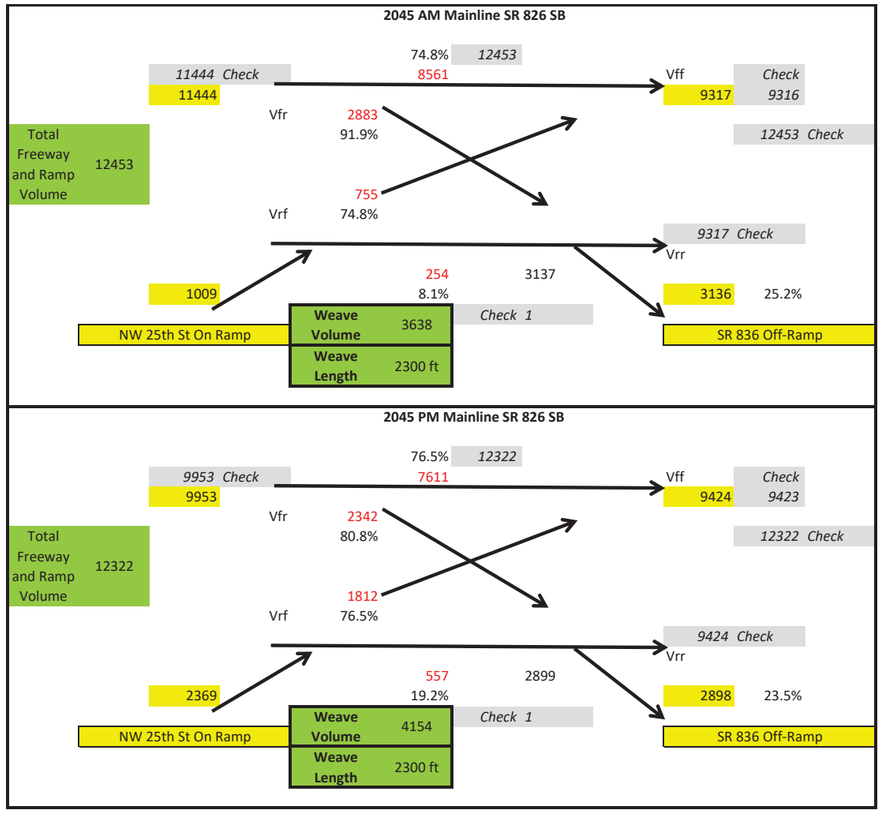
Weaving Area Between Bird Rd and Coral Way - SR 826 NB



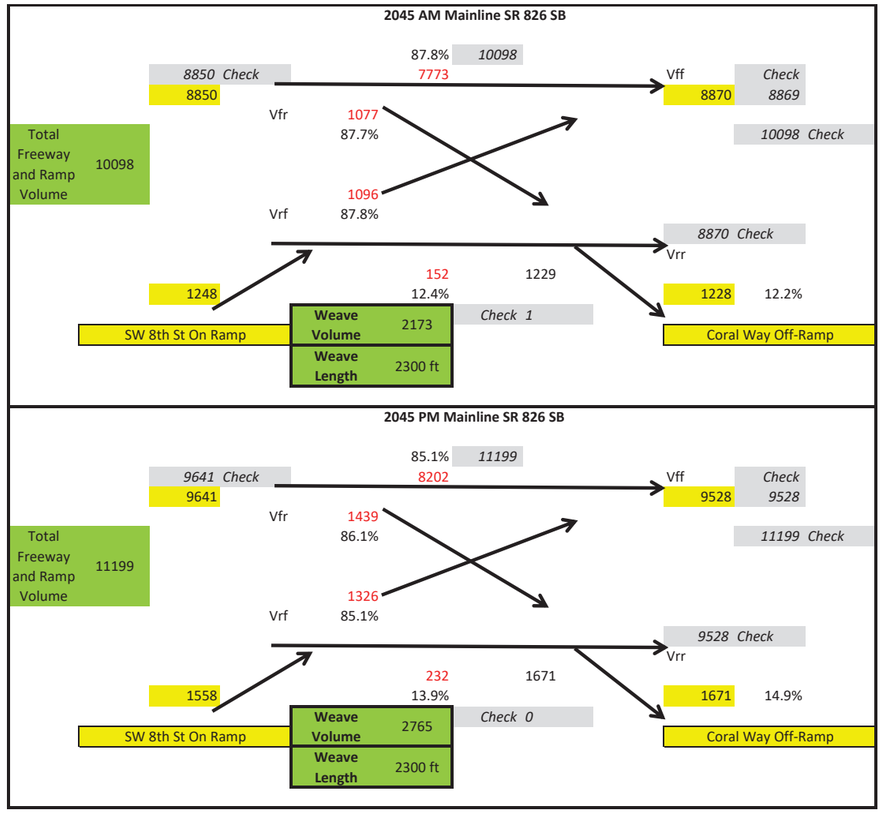
Weaving Area Between 8th St and Flagler St - SR 826 NB



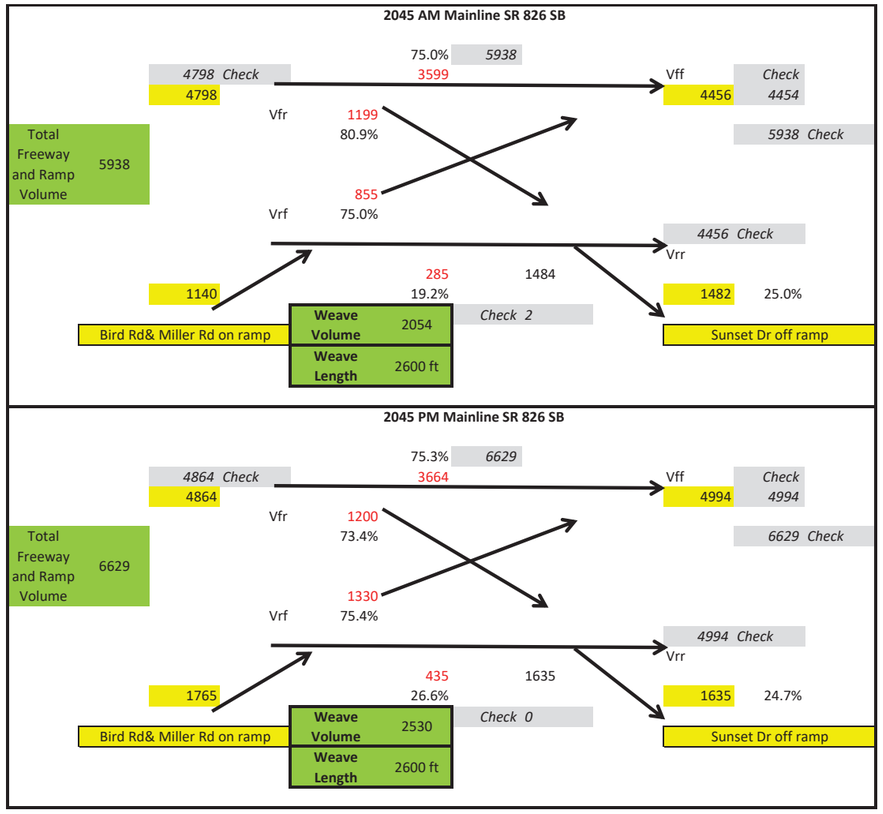
Weaving Area Between SR836 and NW 25th St - SR 826 NB



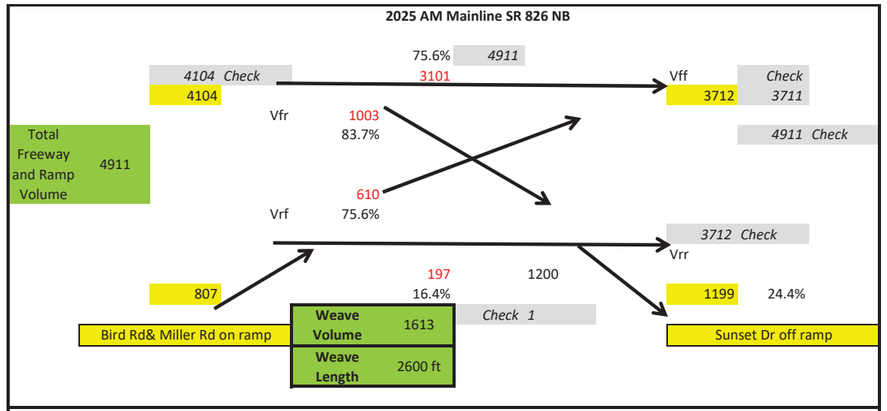
Weaving Area Between NW 25th St and SR 836 - SR 826 SB

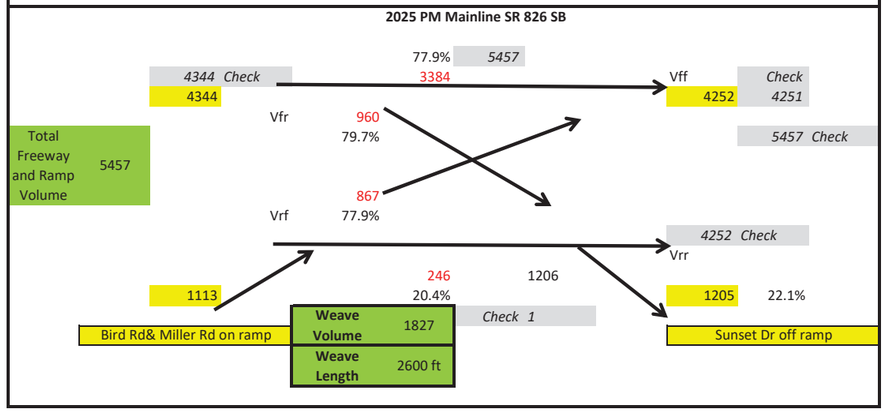


Weaving Area Between SW 8th St and Coral Way - SR 826 SB

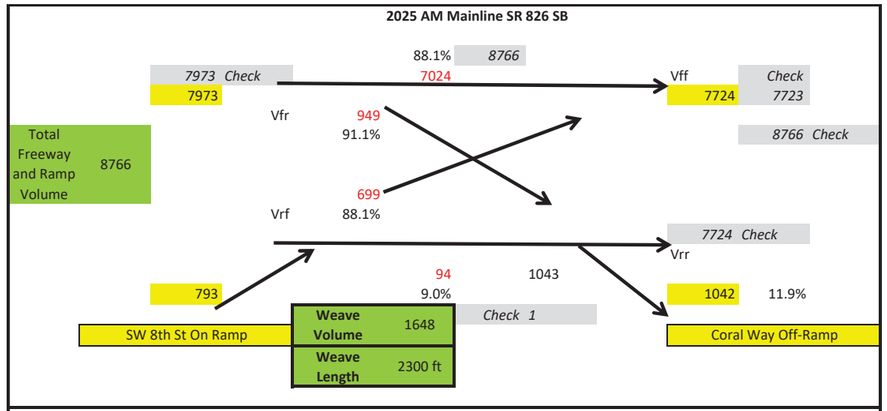


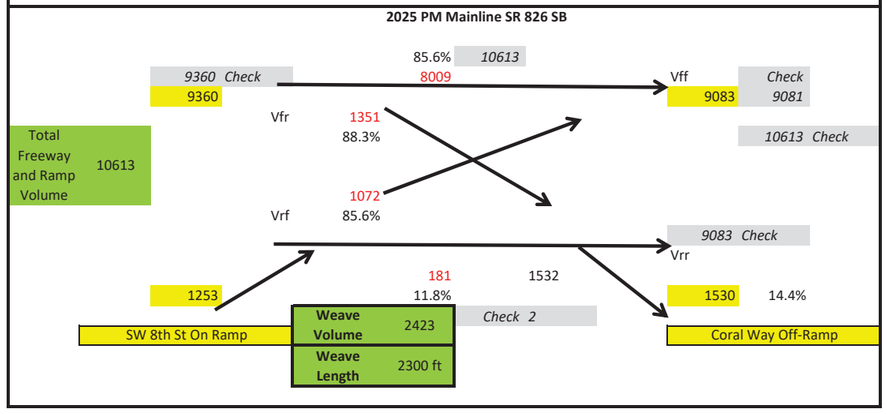
Weaving Area Between Bird Rd& Miller Rd on ramp and Sunset Dr off ramp - SR 826 SB



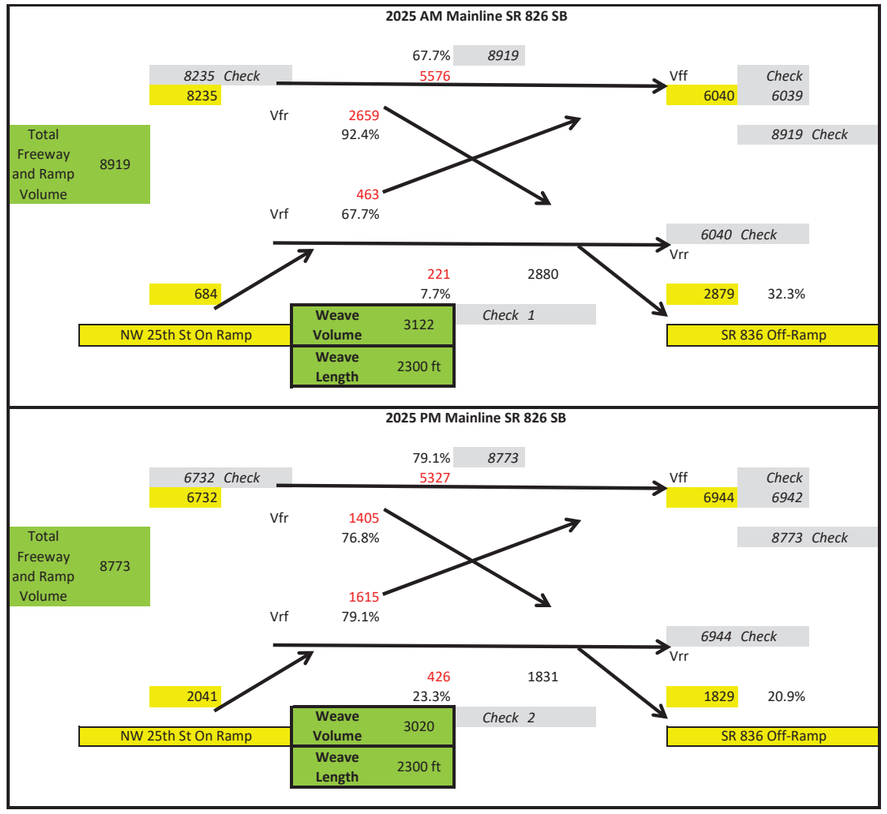


Weaving Area Between Bird Rd& Miller Rd on ramp and Sunset Dr off ramp - SR 826 SB

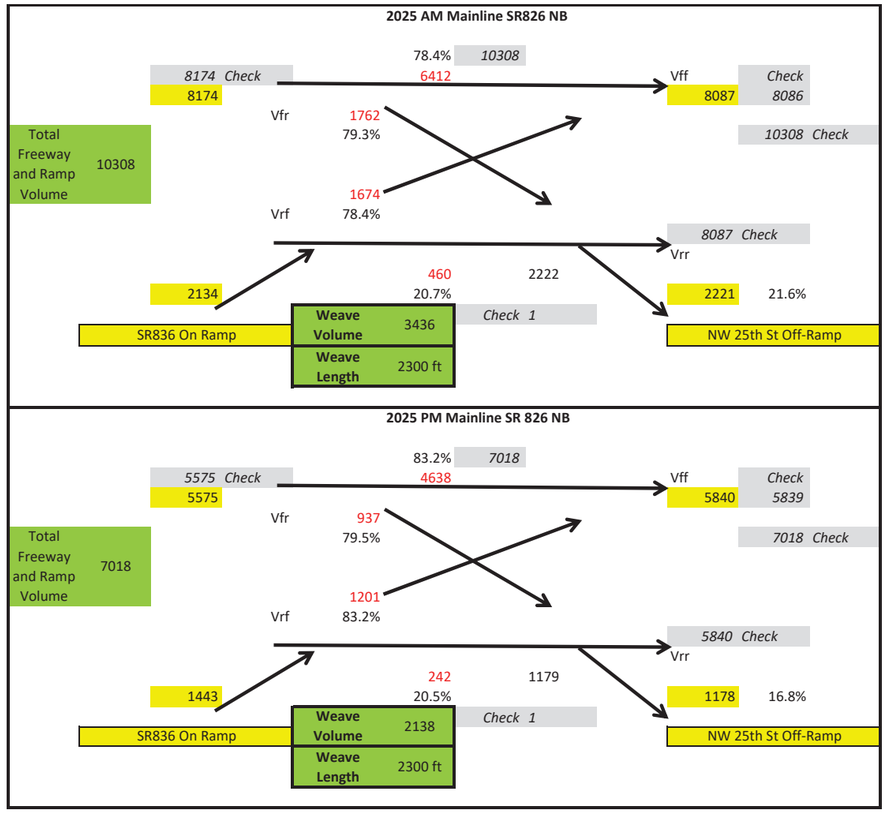




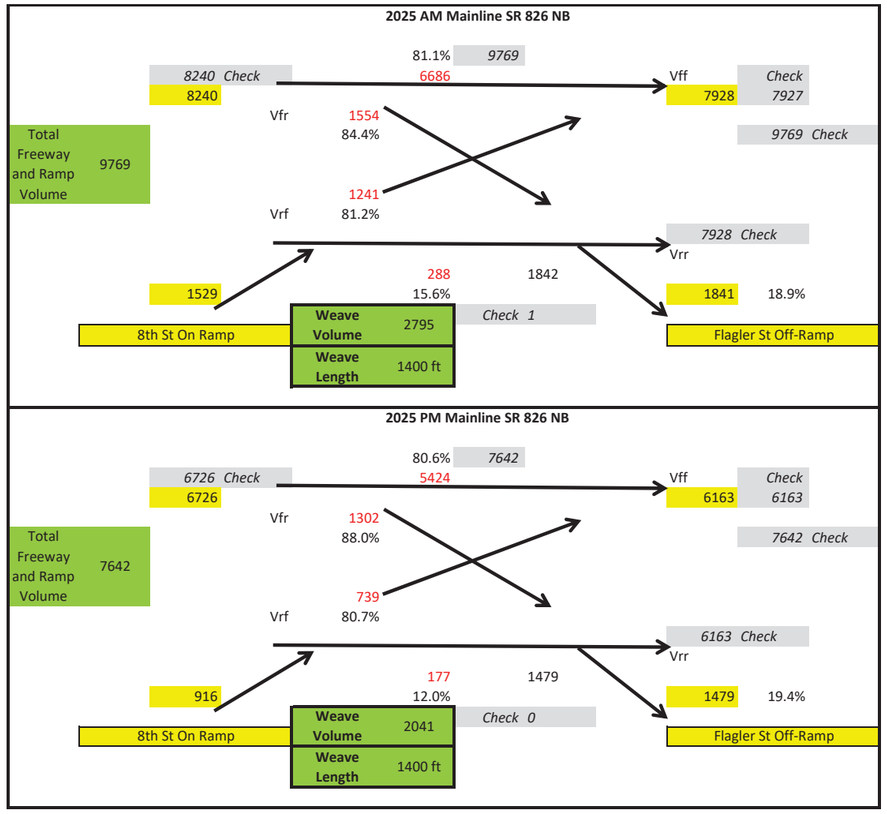
Weaving Area Between SW 8th St and Coral Way - SR 826 SB



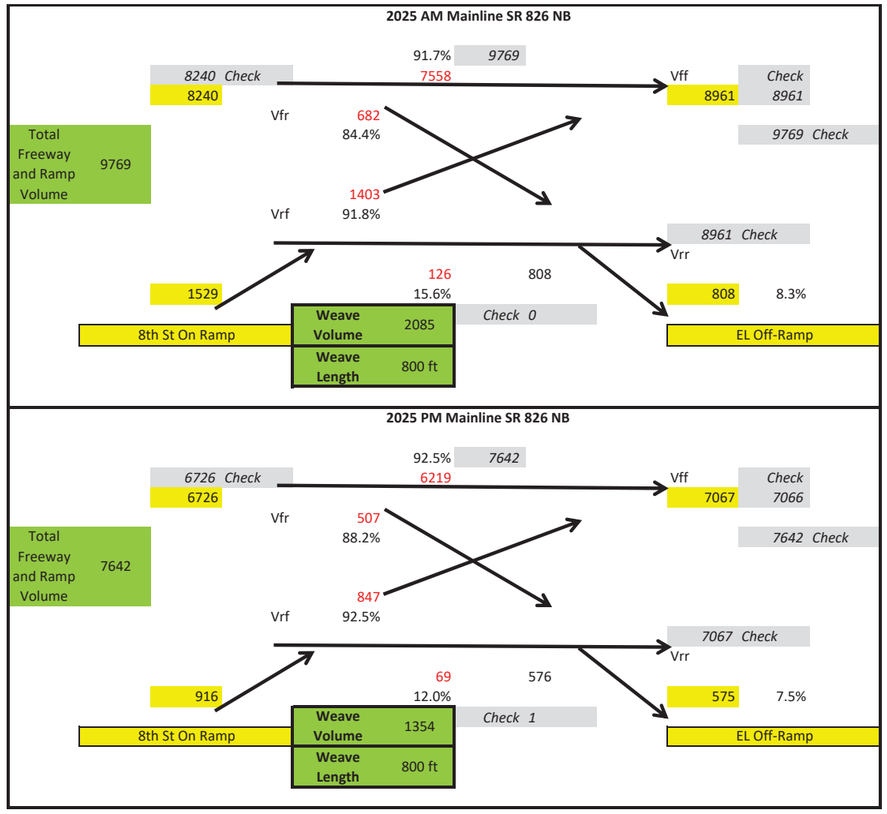
Weaving Area Between NW 25th St and SR 836 - SR 826 SB



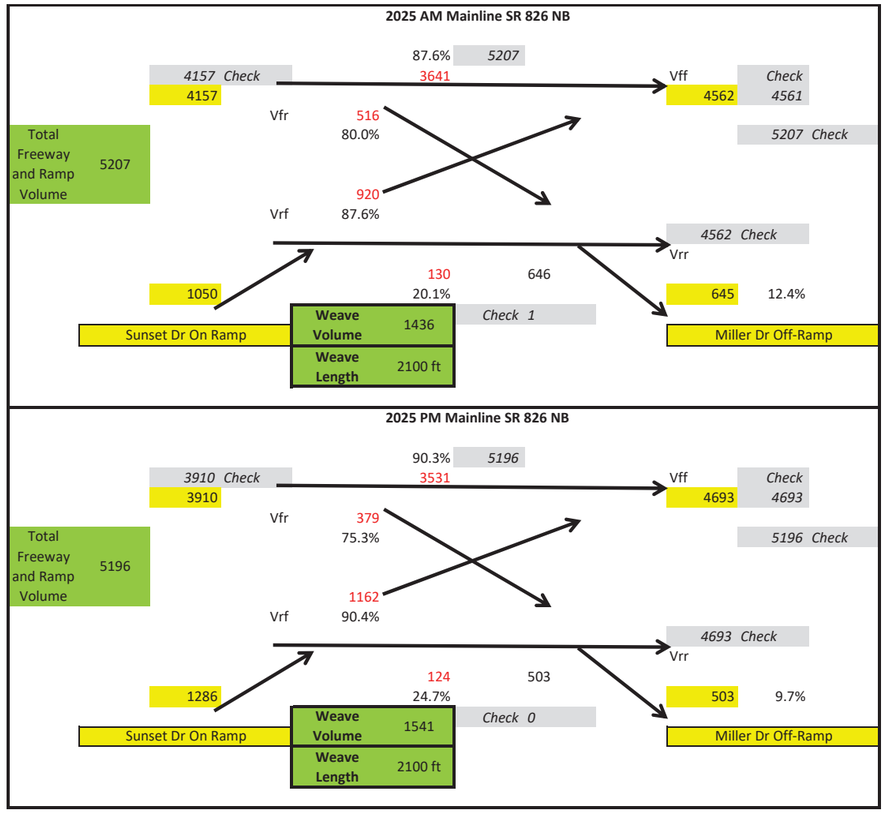
Weaving Area Between SR836 and NW 25th St - SR 826 NB



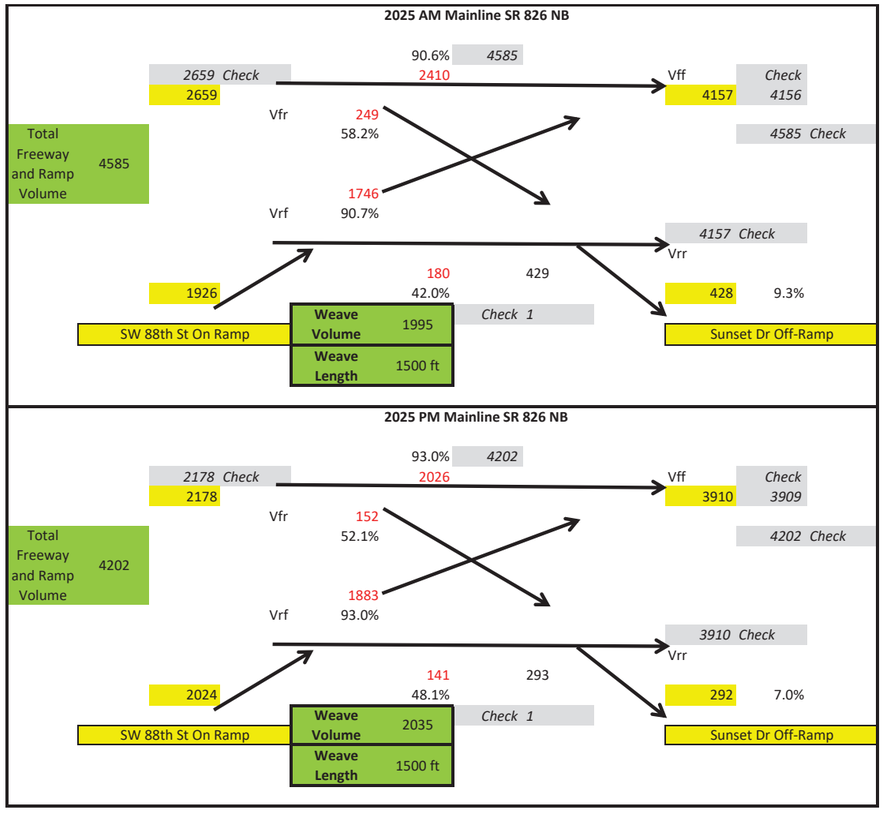
Weaving Area Between 8th St and Flagler St - SR 826



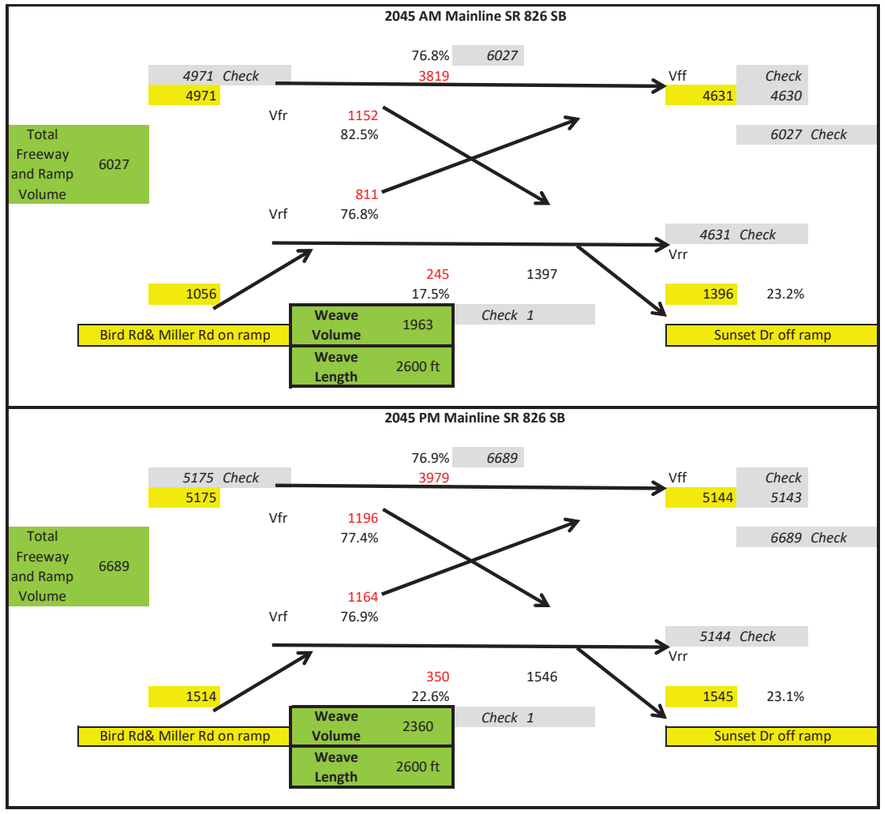
Weaving Area Between 8th St and EL - SR 826 NB



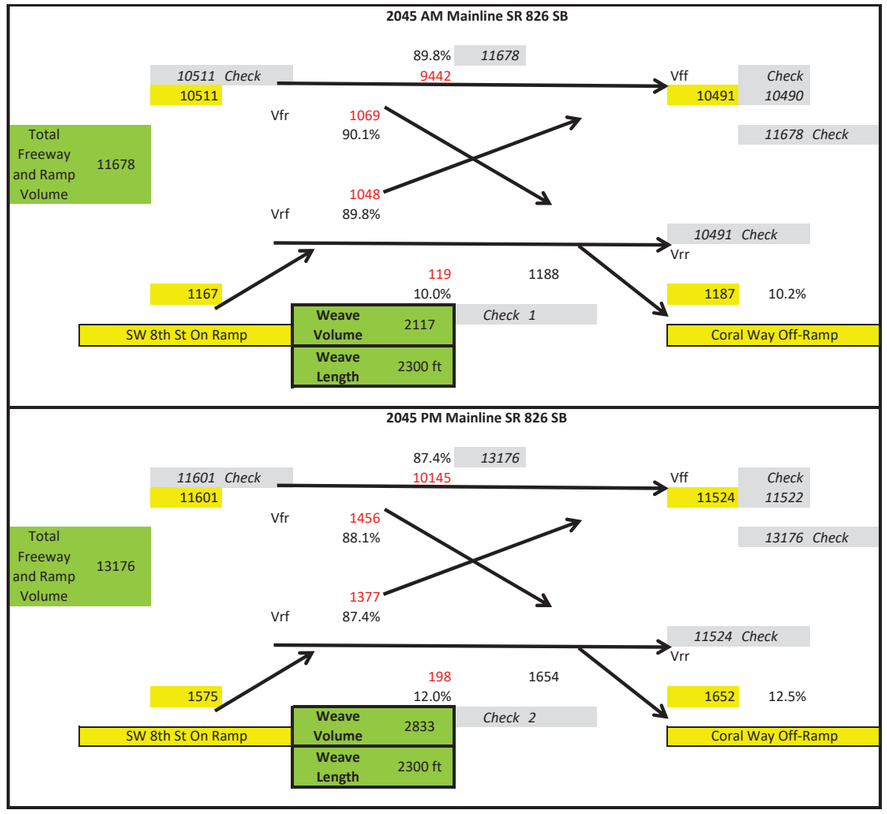
Weaving Area Between Sunset Dr and Miller Dr - SR 826 NB



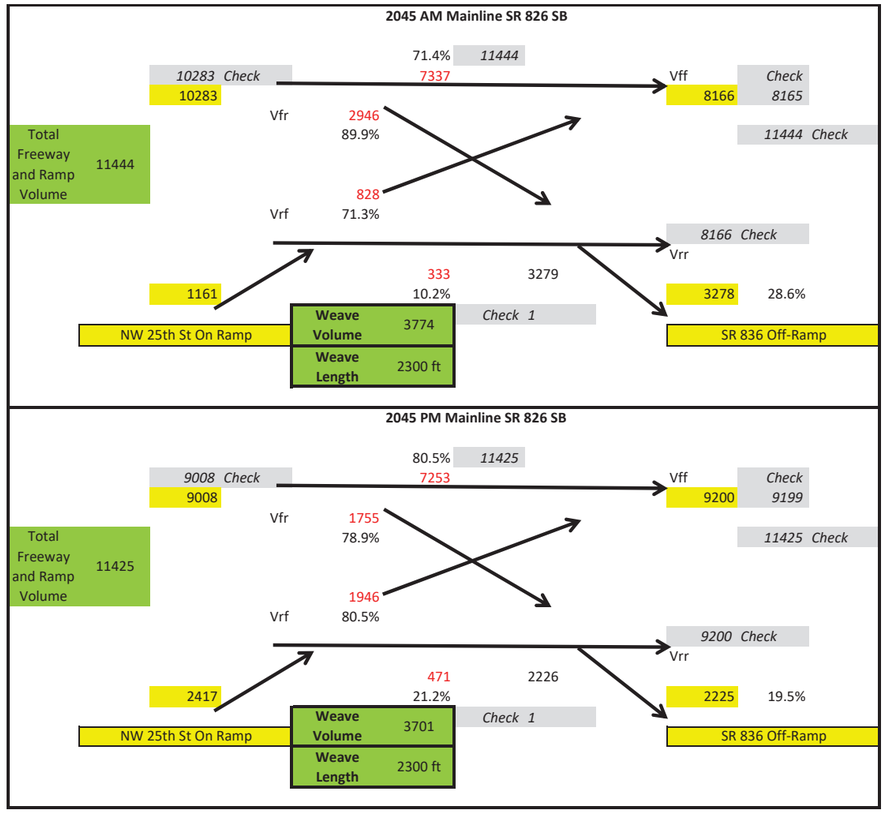
Weaving Area Between SW 88th St and Sunset Dr - SR 826 NB



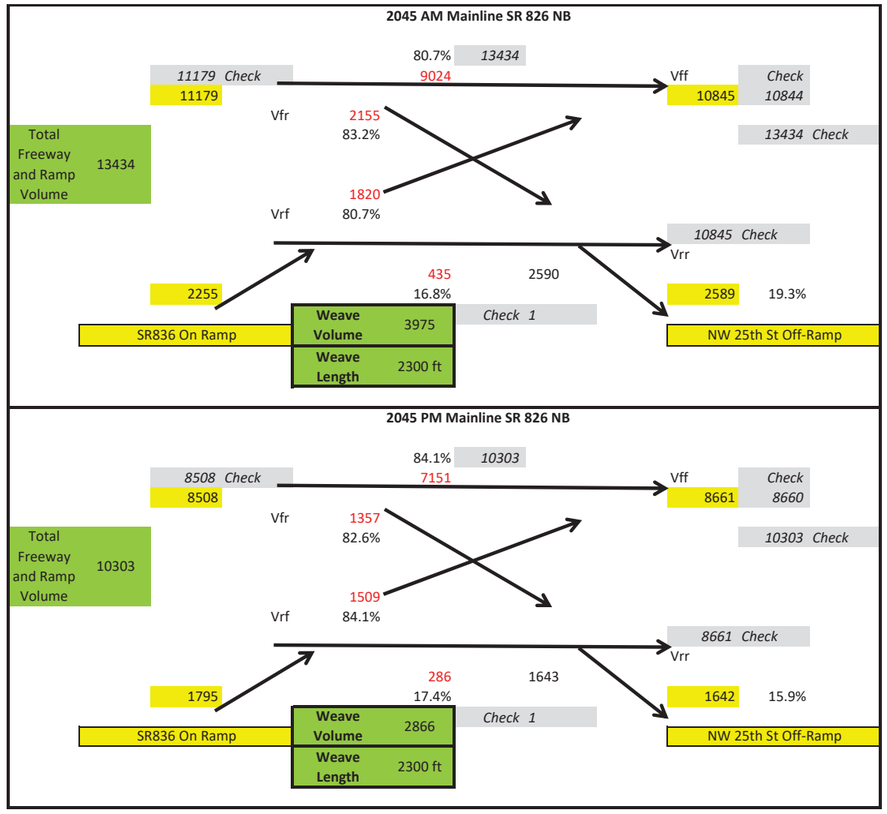
Weaving Area Between Bird Rd& Miller Rd on ramp and Sunset Dr off ramp - SR 826 SB



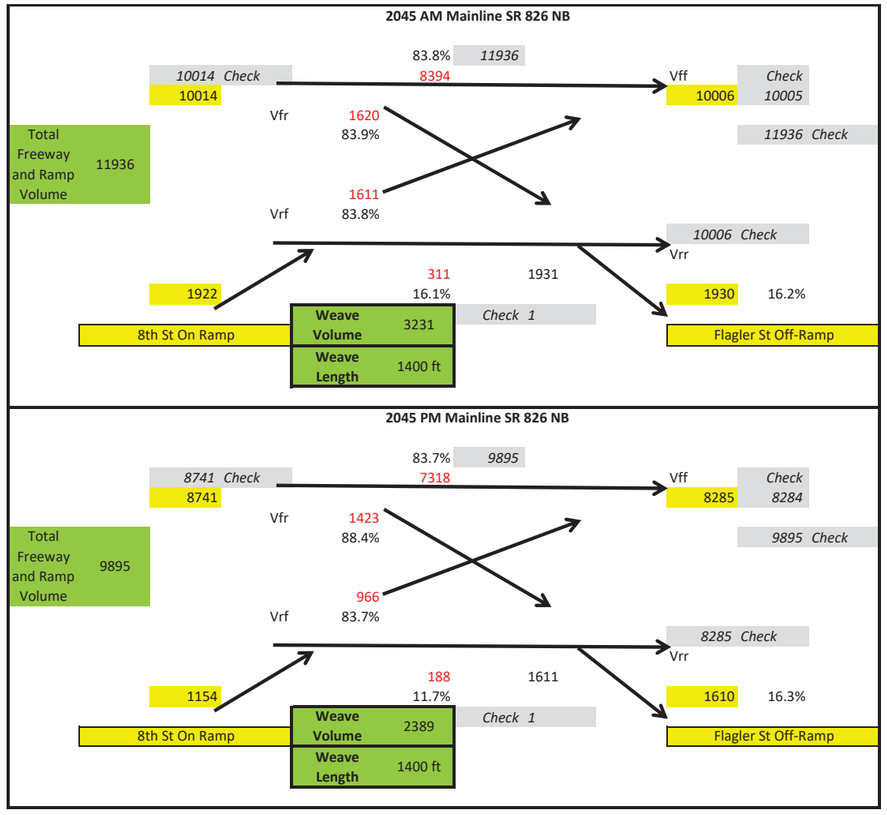
Weaving Area Between SW 8th St and Coral Way - SR 826 SB



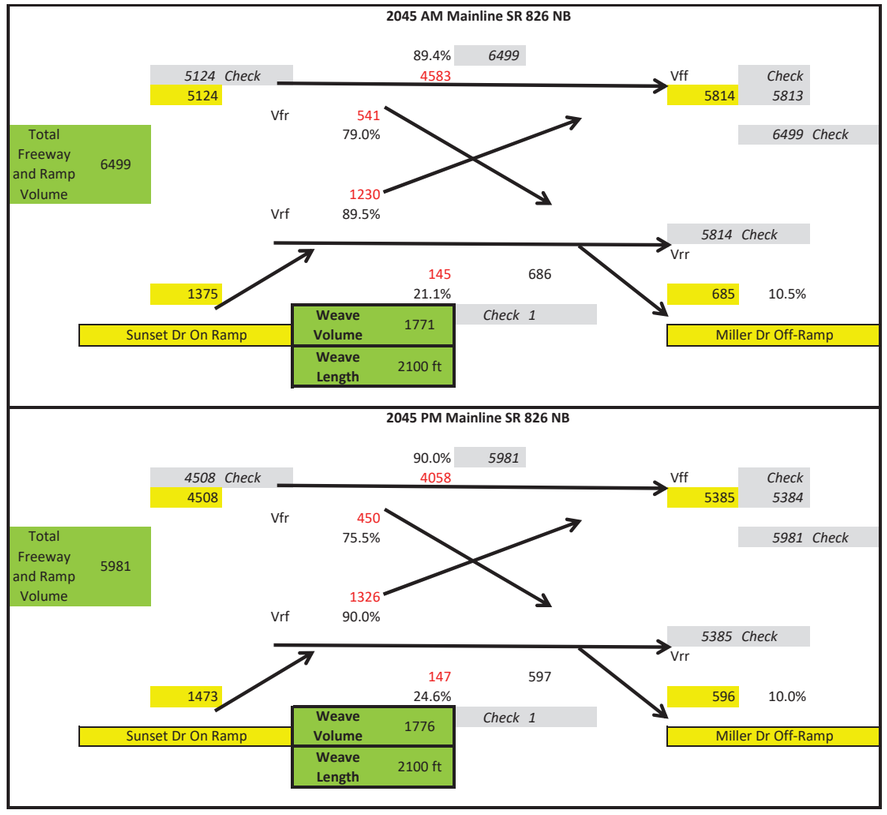
Weaving Area Between NW 25th St and SR 836 - SR 826 SB



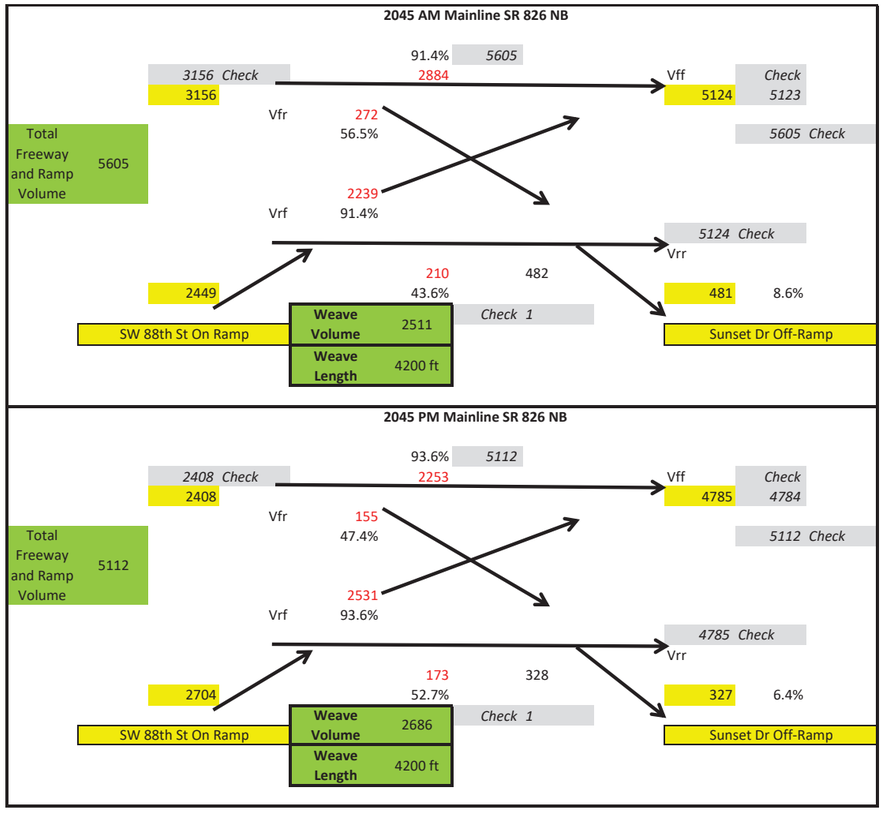
Weaving Area Between SR836 and NW 25th St - SR 826 NB



Weaving Area Between 8th St and Flagler St - SR 826 NB



Weaving Area Between Sunset Dr and Miller Dr - SR 826 NB



Weaving Area Between SW 88th St and Sunset Dr - SR 826 NB

SR 826/PALMETTO EXPRESSWAY PD&E STUDY

From US 1/SR 5/Dixie Highway to SR 836/Dolphin Expressway

Miami-Dade County, Florida